

# **Aeronautical Codes and Abbreviations**


## *Reference Handbook*

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Parham Alibakhshi



Part of:

 **Dorna** FOUNDATION

Version: 1.0 | Sep, 2022

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Proudly Presented to My  
**PARENTS**  
Who Dedicated Their Life  
to My Future and Goals

با افتخار تقدیم به

**پدر و مادر**

عزیزتر از جانم که زندگی

خود را فدای آینده و اهدافم

کردند.

## **Acknowledgment**

***My gratitude to you for all you have done, which I will never forget, I truly appreciate you and your time spent helping me in many occasions to change my life.***

Thanks to Dr. Reza Tahvildaran, Dr. Seyed Davood Akhavan Kazemi, Capt. Reza Shahbazi and Mrs. Aysan Shadmand



## **Aeronautical Abbreviations and Codes**

Reference Handbook

ISBN: 978-622-7500-64-6

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**Printing Observer:** Ali Momtazi

**Release Tag:** First - Fall 2022

**Printing and Binding:** Chap -e- Sohaa

**Title and Name of Creator:** Aeronautical Abbreviations and Codes Reference Handbook

**Publication Details:** Sahaa, Tehran, Iran 2022

**Visible Details:** 302 pages, 14.5\*21.5 cm

**ISBN:** 978-622-7500-64-6

**Cataloging Status:** C.I.P.

**Genre (Iran):** Aeronautics - Dictionaries

**Genre (BISAC-North America):** Transportation / Aviation / Piloting & Flight Instruction (TRA002050)

**Library of Congress Classification:** TL 509

**Dewey Decimal Classification:** 1300321/629

**National Library and Archives of Iran Catalogue No. :** 9008965

Printed in Iran

چاپ شده در ایران



**Dorna** FOUNDATION  
Publication Group

عنوان: کتاب مرجع کد ها و مخفف های هوانوردی  
نویسنده: پرهام علی بخشی  
ویراستار علمی: پرهام علی بخشی  
ویراستاران فنی: محمدحسام نصیری و پارسا علی بخشی  
ویرستار علمی  
مدیر هنری: جلال محبی راد  
طراحی گرافیک و صفحه آرا: پرهام علی بخشی  
سرپرست تولید: شکا شکیبیا  
ناظر چاپ: علی ممتازی  
نوبت چاپ: اول - پاییز ۱۴۰۱  
چاپ و صحافی: چاپ سها

عنوان و نام پدیدآورنده: Aeronautical Abbreviations and Codes  
Reference Handbook, Parham Alibakhshi  
مشخصات نشر: تهران، ایران، سها، ۱۴۰۱  
مشخصات ظاهری: ۳۰۲ ص. ۵/۲۱\*۱۴/۵ س م.  
شابک: ۹۷۸-۶۲۲-۷۵۰۰-۶۴-۶  
وضعیت فهرست نویسی: فیپا  
موضوع (ایران): هوانوردی - واژه نامه  
موضوع (BISAC - آمریکا شمالی): حمل و نقل / هوانوردی / خلبانی و آموزش  
پرواز (TRA۰۰۲۰۵۰)  
رده بندی کنگره: TL۵۰۹  
رده بندی دیویی: ۱۳۰.۳۲۱/۶۲۹  
شماره کتابشناسی ملی: ۹۰.۰۸۹۶۵

### *Digital Distribution*

#### **Amazon Kindle**

410 Terry Ave N, Seattle, Washington DC, United States

#### **Apple Books**

One Apple Park Way, Cupertino, California, United States

#### **Google Play Books**

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#### **Rakuten Kobo**

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# FOREWORD

Idea of creating this book started when me and Parham ran “Octal Group Knowledge-based enterprise”

After more than 10 years of friendship we decided to gather around in a professional way, and by this gathering we decided to change our treatise of life via ideas and perspectives that we had.

- ***Dorna Foundation*** (Freeware High-Definition Aviation-Focused Massive Open Online Course [MOOC])
- ***IT Branch Network*** (Freeware High-Definition Information Technology and Computer Sciences-Focused Massive Open Online Course [MOOC])
- ***Teachearn International*** (High-Definition Fundamental Sciences and Languages Training Material Producer)
- ***Mixel Entertainments*** (Groundbreaking and Innovative Music Distribution Label)
- ***N&A Publishing*** (Groundbreaking and Innovative Book and Training Material Publishing)
- And etc, which by checking our enterprise’s website: <https://octalgroup.com> you can get more detailed information about them.

This book is result of months of effort, researching and planning ,24 hours 7 days of the week. It’s first publicly shown work of our friendship. This path will be continued in mostly nonprofit ways to share high-level knowledges and skills with people all around world

A note from **Hesam Nasiri** | Summer 2022

# INTRODUCTION

Aeronautical Abbreviations and Codes Reference Handbook is the world largest and most practical reference to frequent and notable acronyms, initialisms, codes and abbreviations used in the aviation industry and aeronautical sciences and its subsidiaries.

This N&A's reference handbook is designed to overcome one of the most notable needs of aircrew and related aviation industry personnel, helping to easily understand or decode their desired code or abbreviation.

For your information this book also contains a dedicated section to current ICAO, ISO 3166 ALPHA-2 and ISO 3166 ALPHA-3 country codes (*pages 289 until 296*)

With considering months of effort and working for creating this reference handbook, you may face problems inside its text and contents or you feel need of something should be added to this book. So for contacting us in this regard, **stay in touch via:**

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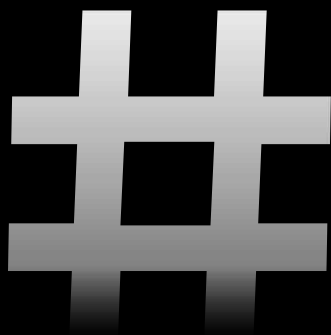
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**Parham Alibakhshi**

Summer 2022

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# NUMERICAL

1973



**Imperial Iranian Air Force**  
Fokker F-27 Friendship  
*Le Bourget, Paris, France*

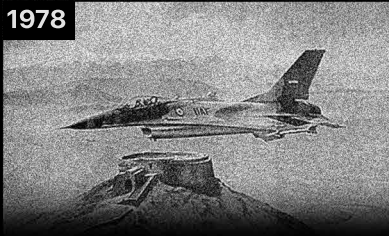
|                   |   |
|-------------------|---|
| <b>1:1</b>        | One-to-one relationship                                 |
| <b>1:M</b>        | One-to-Many relationship                                |
| <b>16PF</b>       | Sixteen Personality Factor Questionnaire                |
| <b>2D</b>         | Two Dimensional   |
| <b>3D</b>         | Three Dimensional                                       |
| <b>4D</b>         | Four Dimensional  |
| <b>4D FMS</b>     | 4D Flight Management System                             |
| <b>4D-NAV</b>     | 4D Navigation   |
| <b>4DTN</b>       | 4D Trajectory Negotiation                               |
| <b>4-MASt</b>     | 4-MASt group  |
| <b>5LNC</b>       | Five Letter Name Code                                   |
| <b>5-SRSWG</b>    | 5-States Route Structure Working Group                  |
| <b>5-ST-RSG</b>   | 5-States Route Structure Group                          |
| <b>5-STRSSG</b>   | 5-States Route Structure Steering Group                 |
| <b>8.33 CP</b>    | 8.33 Contact Person                                     |
| <b>8.33 PMC</b>   | 8.33 Program Management Cell                            |
| <b>8.33 State</b> | A State initially implementing 8.33 kHz channel spacing |



# A

ALPHA

1978



**Imperial Iranian Air Force General  
Dynamics F-16 Fighting Falcon**

*Yazd, Iran*

|                      |   |
|----------------------|---|
| <b>A</b>             | Amber                                     |
| <b>A</b>             | Ampere                                    |
| <b>A</b>             | at or Above                               |
| <b>A</b>             | Autotuned NAVAID                          |
| <b>A.ICE</b>         | Anti-Icing                                |
| <b>A/A</b>           | Air-to-Air                                |
| <b>A/BRK</b>         | Autobrake                                 |
| <b>A/C, a/c</b>      | Aircraft                                  |
| <b>A/COLL</b>        | Anti-Collision                            |
| <b>A/D</b>           | Analog-to-Digital                         |
| <b>A/D Converter</b> | Analogue-to Digital Converter             |
| <b>A/DC</b>          | Analog-to-Digital Converter               |
| <b>A/G</b>           | Air-to-Ground                             |
| <b>A/I</b>           | Accident Incident                         |
| <b>A/I</b>           | Anti-ice                                  |
| <b>A/L</b>           | Auto Land                                 |
| <b>A/L</b>           | Airline                                   |
| <b>A/N</b>           | Alphanumeric                              |
| <b>A/P</b>           | Autopilot                                 |
| <b>A/S</b>           | Airspeed                                  |
| <b>A/SKID</b>        | Anti-Skid                                 |
| <b>A/STAB</b>        | Auto Stabilizer                           |
| <b>A/T</b>           | Autothrottle                              |
| <b>A/THR</b>         | Autothrottle                              |
| <b>AA</b>            | Approved agency                           |
| <b>AAA</b>           | Advanced ATC System Amsterdam             |
| <b>AAA</b>           | Asian Airlines Association                |
| <b>AAA</b>           | Amended Meteorological Message            |
| <b>AAATS</b>         | Australian Advanced Air Traffic Services  |
| <b>AAC</b>           | Alpha Attenuation Coefficient             |
| <b>AAC</b>           | Aeronautical Administration Communication |
| <b>AAC</b>           | Airline Administrative Communication      |

|                          |   |
|--------------------------|---|
| <b>AACC</b>              | Airport Associations Coordinating Council   |
| <b>AACE</b>              | Airfield Approach Control Element           |
| <b>AACI</b>              | Airports Association Council International  |
| <b>AACO</b>              | Arab Air Carriers Organization              |
| <b>AAD</b>               | Assigned Altitude Deviation                 |
| <b>AAF</b>               | ATM Added Functions                         |
| <b>AAF</b>               | Army Air Field                              |
| <b>AAFCE</b>             | Allied Air Forces Central Europe            |
| <b>AAFGE</b>             | ATM Added Functionality Sub-Group           |
| <b>AAG</b>               | AIS Automation Group                        |
| <b>AAGDI /<br/>AGADE</b> | Automated Air/Ground Data Interchange       |
| <b>AAH</b>               | Autonomous Aircraft Hybrid                  |
| <b>AAIB</b>              | Air Accident Investigation Branch           |
| <b>AAIM</b>              | Aircraft Autonomous Integrity Monitoring    |
| <b>AAIS</b>              | Automated AIS                               |
| <b>AAL</b>               | Above Aerodrome Level                       |
| <b>AALS</b>              | Advanced Approach and Landing System        |
| <b>AAM</b>               | Airbus Asset Management                     |
| <b>AAM</b>               | Airline Administration Message              |
| <b>AAME</b>              | Association of Aviation Medical Examiners   |
| <b>AAP</b>               | Advanced Automation Program                 |
| <b>AAPA</b>              | Association of Asia Pacific Airlines        |
| <b>AAR</b>               | Airport Acceptance Rate                     |
| <b>AAR</b>               | Air-to-Air Refueling                        |
| <b>AAR</b>               | After Action Review                         |
| <b>AAS</b>               | Advanced Automation System                  |
| <b>AASA</b>              | Airlines Association of Southern Africa     |
| <b>AASC</b>              | Airport Authorities Steering Committee      |
| <b>AASI</b>              | Aeronautical Applications Service Interface |
| <b>AASR</b>              | Airways and Airport Surveillance Radar      |
| <b>AAT</b>               | Alpha Attenuation Test                      |

|              |   |
|--------------|---|
| <b>AATF</b>  | Airworthiness Assurance Task Force          |
| <b>AATMS</b> | Advanced Air Traffic Management System      |
| <b>AATT</b>  | Advanced Aviation Transportation Technology |
| <b>AAU</b>   | Authorized Approach UNICOM                  |
| <b>AAUI</b>  | Aeronautical Applications User Interface    |
| <b>AB</b>    | Action Button                               |
| <b>AB</b>    | Airbase                                     |
| <b>ABAS</b>  | Aircraft-Based Augmentation System          |
| <b>ABC</b>   | ATC Bypass Complex                          |
| <b>ABET</b>  | Airspace Behavioral Engineering Technology  |
| <b>ABFG</b>  | ATM Basic Functions Sub-Group               |
| <b>ABI</b>   | Advanced Boundary Information               |
| <b>ABM</b>   | Abeam                                       |
| <b>ABN</b>   | Aerodrome Beacon                            |
| <b>ABPSK</b> | Aviation Binary Phase Shift Keying          |
| <b>ABT</b>   | About                                       |
| <b>ABV</b>   | Above                                       |
| <b>AC</b>    | Alternating Current                         |
| <b>AC</b>    | Alto cumulus                                |
| <b>AC</b>    | Assessment Center                           |
| <b>AC</b>    | Assistant Controller                        |
| <b>AC</b>    | Advisory Circular                           |
| <b>ACA</b>   | Air Traffic Center Architecture             |
| <b>ACA</b>   | Arctic Control Area                         |
| <b>ACA</b>   | Airport Coordinators Association            |
| <b>ACA</b>   | Airspace Control Activity                   |
| <b>ACA</b>   | AUP Composition Application                 |
| <b>ACA</b>   | Austrian Cockpit Association                |
| <b>ACAC</b>  | Arab Civil Aviation Council                 |
| <b>ACAD</b>  | Academic Establishments                     |
| <b>ACAD</b>  | Auto Computer Aided Design                  |
| <b>ACAG</b>  | Airspace Coordination Agencies              |

|                       |  |
|-----------------------|--|
| <b>ACAIS</b>          | Aircraft Certification Audit Information System                  |
| <b>ACAM</b>           | Airport Capacity Airside Modelling                               |
| <b>ACAMS</b>          | Aircraft Condition Analysis and Management System                |
| <b>ACARS</b>          | Aircraft Communications, Addressing and Reporting System         |
| <b>ACARS</b>          | ARINC communications and address reporting system                |
| <b>ACARSMU</b>        | ACARS Management Unit  |
| <b>ACAS</b>           | Airborne Collision Avoidance System                              |
| <b>ACAS I</b>         | Aircraft Collision Avoidance System Version 1                    |
| <b>ACAS II</b>        | Aircraft Collision Avoidance System Version 2                    |
| <b>ACAS III</b>       | Aircraft Collision Avoidance System Version 3                    |
| <b>ACASA</b>          | ACAS Analysis  |
| <b>ACATF</b>          | ATC Center Communications Architecture Task Force                |
| <b>ACB</b>            | Aeroclub   |
| <b>ACC</b>            | Area Control Center  |
| <b>ACC Controller</b> | Area Controller  |
| <b>ACC Loop</b>       | Anticipation-Action-Comparison Loop                              |
| <b>ACCA</b>           | Air Charters Carriers Association                                |
| <b>ACCC</b>           | Australian Competition and Consumer Commission                   |
| <b>ACCEL</b>          | Accelerate   |
| <b>ACCESS</b>         | Aircraft Control Console for Experiments and Simulations Studies |
| <b>ACCID</b>          | Notification of an Aircraft Accident                             |
| <b>ACC-PC</b>         | ACC Planning Controller  |
| <b>ACCS</b>           | Air Command and Control System                                   |
| <b>ACC-TC</b>         | ACC Tactical Controller  |
| <b>ACCUM</b>          | Accumulate   |
| <b>ACDMD</b>          | Air Collaborative Decision-Making Demonstrator                   |
| <b>ACE</b>            | Allied Command Europe  |
| <b>ACE</b>            | Altimeter Control Equipment                                      |
| <b>ACE</b>            | ATC Communications Environment                                   |
| <b>ACF</b>            | Area Control Facility  |

|             |   |
|-------------|---|
| <b>ACFS</b> | Advanced Concepts Flight Simulator      |
| <b>ACFT</b> | Aircraft                                |
| <b>ACG</b>  | Advanced ATS Concept Group              |
| <b>ACG</b>  | Advanced Concept Group                  |
| <b>ACG</b>  | ATN/CNS Consultation Group              |
| <b>ACG</b>  | ATS System Concept Working Group        |
| <b>ACG</b>  | Austro Control GmbH                     |
| <b>ACH</b>  | ATC Flight Plan Change Message          |
| <b>ACH</b>  | ATC Flight Plan Change                  |
| <b>ACI</b>  | Airports Council International          |
| <b>ACI</b>  | Area of Common Interest                 |
| <b>ACID</b> | Aircraft Identification                 |
| <b>ACK</b>  | Acknowledge message                     |
| <b>ACK</b>  | Acknowledge                             |
| <b>ACL</b>  | ATC Clearances                          |
| <b>ACL</b>  | Altimeter Check Location                |
| <b>ACM</b>  | Acceptance of Coordination Message      |
| <b>ACM</b>  | Acceptable Means of Compliance          |
| <b>ACM</b>  | Airspace Control Measures               |
| <b>ACM</b>  | ATC Communication Management            |
| <b>ACM</b>  | Air Cycle Machine                       |
| <b>ACMP</b> | Alternating Current Motor Pump          |
| <b>ACMS</b> | Aircraft Condition Monitoring System    |
| <b>ACMS</b> | Airplane Conditioning Monitoring System |
| <b>ACN</b>  | Aircraft Classification Number          |
| <b>ACN</b>  | Airspace Coordination Notification      |
| <b>ACN</b>  | Austrian Communication Network          |
| <b>ACN</b>  | Aircraft Classification Number          |
| <b>ACNZ</b> | Airways Corporation of New Zealand      |
| <b>ACO</b>  | Airspace Coordination Order             |
| <b>ACOD</b> | Area Conflict Detection                 |
| <b>ACP</b>  | Accept Message                          |

|                |   |
|----------------|---|
| <b>ACP</b>     | Acceptance Message                                    |
| <b>ACP</b>     | African, Caribbean and Pacific States                 |
| <b>ACP</b>     | Aircraft Control Position                             |
| <b>ACP</b>     | Airspace Control Plan                                 |
| <b>ACP</b>     | Airspace Crossing Acceptance Message                  |
| <b>ACP</b>     | Allied Communications Publication                     |
| <b>ACP</b>     | Azimuth Change Pulses                                 |
| <b>ACP</b>     | Azimuth Count Pulses                                  |
| <b>ACP</b>     | Area Control Procedural                               |
| <b>ACP</b>     | Audio Control Panel                                   |
| <b>ACPO</b>    | Aircraft Position Operator                            |
| <b>ACPSC</b>   | Advisory Committee on Procurement and Sales Contracts |
| <b>ACPT</b>    | Accept or Accepted                                    |
| <b>ACR</b>     | Air Carrier   |
| <b>ACR</b>     | Atlantic Coordinated Route                            |
| <b>ACRPWG</b>  | Aircraft Crash Recovery Procedures Working Group      |
| <b>ACS</b>     | Advanced Communication System                         |
| <b>ACS</b>     | Airspace Control System                               |
| <b>ACS</b>     | Area Control Surveillance                             |
| <b>ACSA</b>    | Allied Communications Security Agency                 |
| <b>ACSE</b>    | Application Control Service Element                   |
| <b>ACT</b>     | Active  |
| <b>ACT</b>     | Activation Message Designator                         |
| <b>ACT</b>     | ATC Activation Message                                |
| <b>ACT</b>     | Active or Activated or Activity                       |
| <b>ACT/LAM</b> | Activation Message / Logical Acknowledgement Message  |
| <b>ACTF</b>    | Aeronautical Charting Task Force                      |
| <b>ACU</b>     | Airspace / Antenna Control Unit                       |
| <b>AD</b>      | Administrative Domain                                 |
| <b>AD</b>      | Aerodrome   |

|               |   |
|---------------|---|
| <b>AD</b>     | Air Defense   |
| <b>AD</b>     | Airworthiness Directive   |
| <b>AD</b>     | Airspace Data Section   |
| <b>AD</b>     | Aerodrome   |
| <b>AD</b>     | Airworthiness Directive   |
| <b>ADA</b>    | Advisory Area   |
| <b>ADA</b>    | Advisory airspace   |
| <b>ADAGES</b> | Action Plan Definition on the Basis of Architecture studies from GAAS for EATMS |
| <b>ADAP</b>   | Automated Downlink of Airborne Parameters                                       |
| <b>ADAPT</b>  | ATS Data Acquisition, Processing and Transfer Panel                             |
| <b>ADC</b>    | Air Defense Center  |
| <b>ADC</b>    | Air Defense Command   |
| <b>ADC</b>    | Air Data Computer   |
| <b>ADC</b>    | Analog to Digital Converter   |
| <b>ADC</b>    | Aerodrome Chart   |
| <b>ADCA</b>   | Air Defense Classification Area   |
| <b>ADCE</b>   | Aircraft Data Circuit-Terminating Equipment                                     |
| <b>ADCP</b>   | Air Defense Command Post  |
| <b>ADD</b>    | Architectural Design Document   |
| <b>ADD</b>    | Average Delay per Delayed Flight  |
| <b>ADDI</b>   | Automated Digital Data Interchange  |
| <b>ADDN</b>   | Addition or Additional  |
| <b>ADDR</b>   | Address   |
| <b>ADE</b>    | Air Defense Element   |
| <b>ADE</b>    | Autonomous Display Equipment  |
| <b>ADEG</b>   | ATS Data Exchange Group   |
| <b>ADEP</b>   | Aerodrome of Departure  |
| <b>ADES</b>   | Aerodrome of Destination  |
| <b>ADEXA</b>  | Air Defense Exercise Area   |
| <b>ADEXP</b>  | ATS Data Exchange Presentation ATS Data Exchange Program Format                 |



|              |   |
|--------------|---|
| <b>ADF</b>   | Automatic Direction Finder                                      |
| <b>ADF</b>   | Automatic Direction-Finding Equipment                           |
| <b>ADFL</b>  | Augmented Dynamic Flight Leg                                    |
| <b>ADGE</b>  | Air Defense Ground Environment                                  |
| <b>ADI</b>   | Aerodrome Control Instrument                                    |
| <b>ADI</b>   | Attitude Director Indicator                                     |
| <b>ADI</b>   | Altitude Direction Indicator                                    |
| <b>ADIDS</b> | Advanced Data & Image Distribution System                       |
| <b>ADIRS</b> | Air Data Inertial Reference System                              |
| <b>ADIRU</b> | Air Data Inertial Reference Unit                                |
| <b>ADIS</b>  | Automatic dependent surveillance and Data Link Interim System   |
| <b>ADIS</b>  | Automated Data Interchange System                               |
| <b>ADIZ</b>  | Air Defense Identification Zone                                 |
| <b>ADJ</b>   | Adjacent  |
| <b>ADL</b>   | Airborne Data Loader  |
| <b>ADLP</b>  | Aircraft Data Link Processor                                    |
| <b>ADM</b>   | Administrative / Administration                                 |
| <b>ADM</b>   | Aeronautical Decision Making                                    |
| <b>ADM</b>   | Average Delay per Movement                                      |
| <b>ADM</b>   | Airborne Data Bus   |
| <b>ADM</b>   | Air Data Module   |
| <b>ADMA</b>  | Aviation Distributors and Manufacturers Association             |
| <b>ADMD</b>  | Airspace Data Management & Distribution                         |
| <b>ADNC</b>  | Air Defense Notification Center                                 |
| <b>ADNS</b>  | Aeronautical Radio Incorporated Data Network Service            |
| <b>ADO</b>   | Aerodrome Office  |
| <b>ADOC</b>  | Air Defense Operations Center                                   |
| <b>ADOLT</b> | Air Defense Liaison Team  |
| <b>ADORA</b> | Analysis and Definition of the Operational Requirements for ATM |
| <b>ADP</b>   | Activity Predictor Display                                      |

|              |  |
|--------------|--|
| <b>ADP</b>   | ATFM Daily Plan  |
| <b>ADP</b>   | Automated Data Processing or Auxiliary Data Processing |
| <b>ADP</b>   | Air Driven Pump  |
| <b>ADPG</b>  | ATM Data Processing Sub-Group                          |
| <b>ADR</b>   | Advisory Route   |
| <b>ADR</b>   | Air Data Reference                                     |
| <b>ADR</b>   | Airfield Damage Repair                                 |
| <b>ADR</b>   | Average Delay per Regulated Flight                     |
| <b>ADR</b>   | Advisory Route   |
| <b>ADR</b>   | Accident Data Recorder                                 |
| <b>ADREP</b> | Accident/Incident Reporting System                     |
| <b>ADRS</b>  | Air Defense Radar Site                                 |
| <b>ADRS</b>  | Address  |
| <b>ADS</b>   | Air Data System  |
| <b>ADS</b>   | the Address  |
| <b>ADS</b>   | Automatic Dependent Surveillance                       |
| <b>ADS-A</b> | Automatic Dependent Surveillance-Addressed             |
| <b>ADS-B</b> | Automatic Dependent Surveillance-Broadcast             |
| <b>ADS-C</b> | Automatic Dependent Surveillance-Contract              |
| <b>ADSEL</b> | Address Selective SSR System                           |
| <b>ADSIA</b> | Allied Data Systems Interoperability Agency            |
| <b>ADSP</b>  | ADS Processor  |
| <b>ADS-P</b> | Automatic Dependent Surveillance-Panel                 |
| <b>ADS-R</b> | Automatic Dependent Surveillance-Report                |
| <b>ADSU</b>  | ADS Unit   |
| <b>ADSU</b>  | Automatic Dependent Surveillance Unit                  |
| <b>ADT</b>   | Air Data Tester  |
| <b>ADT</b>   | Approved Departure Time                                |
| <b>ADTI</b>  | Additional Technical Information                       |
| <b>ADU</b>   | Advisory Display Unit                                  |
| <b>ADUG</b>  | Airport Database User Group                            |

|                |  |
|----------------|--|
| <b>ADV</b>     | Aerodrome Control Visual                                       |
| <b>ADVON</b>   | Advanced Echelon   |
| <b>ADVS</b>    | Advisory Service   |
| <b>ADZ</b>     | Advise   |
| <b>ADZD</b>    | Advised  |
| <b>ADZY</b>    | Advisory   |
| <b>AE</b>      | ATM Engineering  |
| <b>AE</b>      | Application Entity   |
| <b>AEA</b>     | Association of European Airlines                               |
| <b>AECB</b>    | Atomic Energy Control Board                                    |
| <b>AECG</b>    | ACAS Evaluation and Coordination Group                         |
| <b>AEEC</b>    | Airlines Electronic Engineering Committee                      |
| <b>AEGIS</b>   | Airborne Early Warning Ground Environment Integrated Segment   |
| <b>AEGIS</b>   | ATM European Group for Improvement of Scenarios                |
| <b>AEIS</b>    | Aeronautical Enroute Information Service                       |
| <b>AEM</b>     | Airports & Environment Management                              |
| <b>AEM</b>     | Audio Entertainment Multiplexer                                |
| <b>AER</b>     | Approach end of runway   |
| <b>AERA</b>    | Automated Enroute Air Traffic Control                          |
| <b>AERADIO</b> | Air radio  |
| <b>AEREA</b>   | Association of European Research Establishments in Aeronautics |
| <b>AEROSAT</b> | Aeronautical Satellite Council                                 |
| <b>AES</b>     | Aircraft Earth Station   |
| <b>AES</b>     | Airborne Earth Station   |
| <b>AES</b>     | ATC Engineering Section  |
| <b>AES</b>     | Automatic Enhanced Surveillance                                |
| <b>AES</b>     | Aircraft Earth Station   |
| <b>AEV</b>     | Annual Equivalent Value  |
| <b>AEW</b>     | Airborne Early Warning   |
| <b>AEWPD</b>   | Adapted EATM Work Program Document                             |

|              |  |
|--------------|--|
| <b>AF</b>    | Air Force                                    |
| <b>AF</b>    | Audio Frequency                              |
| <b>AF</b>    | DME Arc to a Fix                             |
| <b>AFA</b>   | Association of Flight Attendants             |
| <b>AFAS</b>  | Aircraft in the Future ATM System            |
| <b>AFAST</b> | Active Final Approach Spacing Tool           |
| <b>AFB</b>   | Air Force Base                               |
| <b>AFC</b>   | Airport Facilities Control                   |
| <b>AFC</b>   | ATC Frequency Change                         |
| <b>AFCAC</b> | African Civil Aviation Commission            |
| <b>AFCNF</b> | Air Force Central NOTAM Facility             |
| <b>AFCS</b>  | Automatic Flight Control System              |
| <b>AFD</b>   | Airport Facility Directory                   |
| <b>AFD</b>   | Associated Flight Details                    |
| <b>AFDC</b>  | Air Flight Data Control                      |
| <b>AFDS</b>  | Autopilot Flight Director System             |
| <b>AFFS</b>  | Automated flight service station             |
| <b>AFFSC</b> | Air Forces Flight Safety Committee           |
| <b>AFG</b>   | Advisory Financial Group                     |
| <b>AFI</b>   | African-Indian Ocean Region                  |
| <b>AFI</b>   | Assistant flying instructor                  |
| <b>AFIL</b>  | Air Filed Flight Plan                        |
| <b>AFIL</b>  | Flight Plan Filed in the Air                 |
| <b>AFIL</b>  | Airfield flight plan                         |
| <b>AFIS</b>  | Airport/Aerodrome Flight Information Service |
| <b>AFIS</b>  | Aerodrome Flight Information Service         |
| <b>AFISO</b> | Aerodrome Flight information Service Officer |
| <b>AFIZ</b>  | Aerodrome Flight information Zone            |
| <b>AFL</b>   | Actual Flight Level                          |
| <b>AFL</b>   | Assigned Flight Level                        |
| <b>AFL</b>   | Air Flow                                     |
| <b>AFM</b>   | Airplane Flight Manual                       |

|                 |  |
|-----------------|--|
| <b>AFM</b>      | Yes, or Affirm or Affirmative or That Is Correct           |
| <b>AFMS</b>     | Advanced Flight Management System                          |
| <b>AFMSG</b>    | Audit and Financial Matters Sub-Group                      |
| <b>AFN</b>      | Air Traffic Services Facilities Notification               |
| <b>AFN</b>      | Airspace / Flow Management & Navigation Business Division  |
| <b>AFP</b>      | Active Flight Plan Processing                              |
| <b>AFP</b>      | Area Forecast Panel  |
| <b>AFP</b>      | ATC Flight Plan Proposal                                   |
| <b>AFPA</b>     | Automated Flight Plan to Track Association                 |
| <b>AFPL</b>     | ADEXP Filed Flight Plan                                    |
| <b>AFRAA</b>    | African Airlines Association                               |
| <b>AFRU</b>     | Aerodrome frequency response unit                          |
| <b>AFS</b>      | Advanced Functional Simulator                              |
| <b>AFS</b>      | Automatic Flight System                                    |
| <b>AFS</b>      | Aeronautical Fixed Service                                 |
| <b>AFS</b>      | Air Force Station  |
| <b>AFS</b>      | Office of Safety Standards of the Flight Standards Service |
| <b>AFSATCOM</b> | Airborne Satellite Communication                           |
| <b>AFT</b>      | After  |
| <b>AFTN</b>     | Aeronautical Fixed Telecommunication Network               |
| <b>AFW</b>      | Area Flows Window  |
| <b>AFWA</b>     | Automatic Flight Weather Advisory                          |
| <b>AFX</b>      | Flight Standards Service                                   |
| <b>AGA</b>      | Aerodromes, Air Routes and Ground Aids                     |
| <b>AGARD</b>    | Advisory Group on Aeronautical Research and Developments   |
| <b>AGAS</b>     | European Action Group for ATM Safety                       |
| <b>AGATE</b>    | Advanced General Aviation Transport Experiments            |
| <b>AGC</b>      | Automatic Gain Control                                     |
| <b>AGCS</b>     | Air-Ground Communication System                            |
| <b>AGCSG</b>    | Air/Ground Communication Sub-Group Meeting                 |

|                |  |
|----------------|--|
| <b>AGDC</b>    | Air/Ground Data Communications                             |
| <b>AGDC-SG</b> | Air/Ground Data Communications Sub Group                   |
| <b>AGDC-TF</b> | Air/Ground Data Communications-TF                          |
| <b>AGDL</b>    | Air-Ground Data Link                                       |
| <b>AGDLS</b>   | Air-Ground Data Link System                                |
| <b>AGL</b>     | Above Ground Level   |
| <b>AGLAE</b>   | Air-Ground Data Link Applications Experimentation          |
| <b>AGN</b>     | Again  |
| <b>AGN</b>     | Agenda   |
| <b>AGNIS</b>   | Azimuth guidance nose-in-stand                             |
| <b>AGOD</b>    | Advisory Group on Deliverables                             |
| <b>AGR</b>     | Agreement  |
| <b>AGSG</b>    | Air / Ground Data Communication Sub group                  |
| <b>AGVC-SG</b> | Air/Ground Voice Communication Sub Group                   |
| <b>AH</b>      | Alert height   |
| <b>AHDG</b>    | Assigned Heading   |
| <b>AHEAD</b>   | Automation and Harmonization of European Aeronautical Data |
| <b>AHGSO</b>   | Ad Hoc Group of Senior Officials                           |
| <b>AHMI</b>    | Airborne Human Machine Interface                           |
| <b>AHP</b>     | Army HeliPort  |
| <b>AHRS</b>    | Attitude and Heading Reference System                      |
| <b>AHS</b>     | American Helicopter Association                            |
| <b>AI</b>      | Artificial Intelligence                                    |
| <b>AI</b>      | Attitude Indicator   |
| <b>AIA</b>     | Aerospace Industries Association                           |
| <b>AIAA</b>    | American Institute of Aeronautics and Astronautics         |
| <b>AIAA</b>    | Area of Intense Aerial Activity                            |
| <b>AIAA</b>    | Area of intense air activity                               |
| <b>AIB</b>     | Aeronautical Information Bulletin                          |
| <b>AIC</b>     | Aeronautical Information Circular                          |
| <b>AICB</b>    | Air Initiated Comm-B Protocol                              |

|                 |  |
|-----------------|--|
| <b>AICG</b>     | Ab Initio Coordination Group                           |
| <b>AICG</b>     | ACAS Implementation Coordination Group                 |
| <b>AICG</b>     | Airport Interface Coordination Group                   |
| <b>AICM</b>     | Aeronautical Information Conceptual Model              |
| <b>AID</b>      | Aid  |
| <b>AID</b>      | Aircraft Identification                                |
| <b>AIDA</b>     | Aeronautical Information and Data handling Austria     |
| <b>AIDC</b>     | ATS Interfacility Data Communications                  |
| <b>AIDC</b>     | Air Traffic Services Interfacility Data Communications |
| <b>AIDS</b>     | Aircraft Integrated Data System                        |
| <b>AIDS</b>     | Airborne Integrated Data System                        |
| <b>AIG</b>      | ACAS Implementation Group; Automatic Input Generation  |
| <b>AIG</b>      | Accident Investigation and Prevention                  |
| <b>AIL</b>      | Aeronautical Item Location Bank                        |
| <b>AIM</b>      | Airman's Information Manual                            |
| <b>AIM</b>      | ATFM Information Message                               |
| <b>AIM</b>      | Aeronautical Information Manual                        |
| <b>AIMEC</b>    | AIR Information Management Executive Committee         |
| <b>AIM-FANS</b> | Airbus Interoperable Modular FANS                      |
| <b>AIMS</b>     | Airplane Information Management System                 |
| <b>AIMS</b>     | Aircraft Integrated Monitoring                         |
| <b>AIO</b>      | AIR Integrated Oversight                               |
| <b>AIP</b>      | Aeronautical Information Publication                   |
| <b>AIPN</b>     | Appointing Authority                                   |
| <b>AIR</b>      | Armament Initiative and Requirements                   |
| <b>AIR</b>      | Air Control  |
| <b>AIR</b>      | Aircraft Certification Service                         |
| <b>AIR 4653</b> | Aerospace Information Report 4653                      |
| <b>AIRAC</b>    | Aeronautical Information Regulation and Control        |
| <b>AIRCOM</b>   | Aircraft Communications                                |

|                |  |
|----------------|--|
| <b>AIREP</b>   | Air-Report   |
| <b>AIRMET</b>  | Air Meteorological Information Report which may affect the safety of low-level aircraft operations           |
| <b>AIRMET</b>  | Information Concerning Enroute Weather Phenomena Which May Affect the Safety of Low-Level Aircraft Operation |
| <b>AIRPROX</b> | Air Traffic Incident Report to Designate Aircraft Proximity  |
| <b>AIRS</b>    | Advanced Infrared Sounder  |
| <b>AIS</b>     | Aeronautical Information Services  |
| <b>AISAP</b>   | AIS Automation Specialist Panel  |
| <b>AISAS</b>   | Aeronautical Information Services Automated System   |
| <b>AISC</b>    | Aeronautical Mobile Communications System Panel  |
| <b>AISC</b>    | Aeronautical Industry Service Communication  |
| <b>AISG</b>    | AIS Automation Group   |
| <b>AISPOP</b>  | AIS Planning and Operations Subgroup   |
| <b>AISS</b>    | Aeronautical Information Server System   |
| <b>AIS-TF</b>  | AIS Training Task Force  |
| <b>AISU</b>    | Aeronautical Information Service Unit  |
| <b>AITSC</b>   | Administrative IT Steering Committee   |
| <b>AIXM</b>    | Aeronautical Information Exchange Model  |
| <b>AKARD</b>   | Available Knowledge and required system Research and Development   |
| <b>AL</b>      | Aircraft Label   |
| <b>AL</b>      | Alerting Service   |
| <b>AL</b>      | Allegheny  |
| <b>ALA</b>     | Alighting Area   |
| <b>ALB</b>     | Alternative Label  |
| <b>ALCC</b>    | Airlift Central Coordination Center  |
| <b>ALCE</b>    | Airlift Control Element  |
| <b>ALCM</b>    | Air Launched Cruise Missile  |
| <b>ALD</b>     | Airlift Division   |
| <b>ALERFA</b>  | Alert Phase  |



|                 |                              |
|-----------------|------------------------------|
| <b>Alert</b>    | Alert phase                  |
| <b>ALIM</b>     | Altitude Limit               |
| <b>ALLA</b>     | Allied Long Lines Agency     |
| <b>ALMC</b>     | Airlift Movement Cell        |
| <b>ALO</b>      | Air Force Liaison Officer    |
| <b>ALPA</b>     | Air Line Pilots Association  |
| <b>ALR</b>      | Alerting message             |
| <b>ALR</b>      | Alerting                     |
| <b>ALRS</b>     | Alerting Service             |
| <b>ALRT</b>     | Alert                        |
| <b>ALS</b>      | Approach Lighting System     |
| <b>ALS</b>      | Architecture Layer Structure |
| <b>ALS</b>      | Automatic Line Switch        |
| <b>ALS</b>      | Approach Lighting System     |
| <b>ALSTG</b>    | Altimeter Setting            |
| <b>ALT</b>      | Airborne Link Terminal       |
| <b>ALT</b>      | Altitude                     |
| <b>ALT</b>      | Alternate                    |
| <b>ALT</b>      | Altimeter                    |
| <b>ALT HOLD</b> | Altitude Hold Mode           |
| <b>ALTM</b>     | Altimeter                    |
| <b>ALTN</b>     | Alternate Aerodrome          |
| <b>ALTN</b>     | Alternate or Alternating     |
| <b>ALTNLY</b>   | Alternately                  |
| <b>ALTRV</b>    | Altitude Reservation System  |
| <b>AM</b>       | Airspace Management          |
| <b>AM</b>       | Amplitude Modulation         |
| <b>AM</b>       | Arrival Manager              |
| <b>AM</b>       | Attribute Modification       |
| <b>AMA</b>      | Area Minimum Altitude        |
| <b>AMA</b>      | Airlift Management Agency    |
| <b>AMA</b>      | Area Minimum Altitude        |

|                |  |
|----------------|--|
| <b>AMAN</b>    | Arrival Manager  |
| <b>AMC</b>     | Airspace Management Cell                               |
| <b>AMC</b>     | ATC Microphone Check                                   |
| <b>AMC</b>     | Avionics Maintenance Conference                        |
| <b>AMC</b>     | Airspace Management Cell                               |
| <b>AMCP</b>    | Aeronautical Mobile Communication Panel                |
| <b>AMD</b>     | Administrative Management Domain                       |
| <b>AMD</b>     | Advisory Map Display                                   |
| <b>AMD</b>     | Amend or Amended                                       |
| <b>AMD</b>     | Arrival Manager Display                                |
| <b>AMDP</b>    | Airspace Management Data Processing                    |
| <b>AMDP-TF</b> | Airspace Management Data Processing Task Force         |
| <b>AMDT</b>    | Amendment  |
| <b>AMDWP</b>   | Aeromedical Working Party                              |
| <b>AME</b>     | ATM Message Exchange                                   |
| <b>AME</b>     | Aircraft Maintenance Engineer                          |
| <b>AMEG</b>    | Air Miss Evaluation Group                              |
| <b>AMGR</b>    | Airport Manager  |
| <b>AMHS</b>    | Aeronautical Message Handling Service                  |
| <b>AMI</b>     | Airline Modifiable Information                         |
| <b>AMI</b>     | Administrative and Management Information [Software]   |
| <b>AMID</b>    | Approach Multi-Input Device                            |
| <b>AMJ</b>     | Advisory Material Joint                                |
| <b>AML</b>     | Airfield Markings and Lighting                         |
| <b>AMLCD</b>   | Active-Matrix Liquid Crystal Display                   |
| <b>AMN</b>     | Airspace Management and Navigation                     |
| <b>AMOC</b>    | ATFM Air Traffic Flow Management                       |
| <b>AMOC</b>    | ATFM Modelling Capability                              |
| <b>AMOS</b>    | Automatic Meteorological Observing System              |
| <b>AMOS</b>    | ARTAS Maintenance and Operational Support Organization |

|               |  |
|---------------|--|
| <b>AMOSS</b>  | Airline Maintenance and Operation Support System |
| <b>AMPS</b>   | American Mobile Phone System                     |
| <b>AMS</b>    | Aeronautical Mobile Service                      |
| <b>AMS</b>    | Airspace Management Service                      |
| <b>AMS</b>    | ATC Model-Simulations Studies                    |
| <b>AMSC</b>   | Allied Military Security Code                    |
| <b>AMSL</b>   | Above Mean Sea Level                             |
| <b>AMSS</b>   | Aeronautical Mobile Satellite Service            |
| <b>AMSS</b>   | Aeronautical Mobile Satellite System             |
| <b>AMSS</b>   | Automatic Message Switching System               |
| <b>AMSS</b>   | Aeronautical Mobile Satellite Service            |
| <b>AMSSP</b>  | Aeronautical Mobile Satellite Service Panel      |
| <b>AMT</b>    | ADS Mediterranean Trials                         |
| <b>AMTI</b>   | Adaptive Moving Target Indicator                 |
| <b>AMU</b>    | Audio Management Unit                            |
| <b>AN</b>     | Access Node                                      |
| <b>ANC</b>    | Access Network Computer                          |
| <b>ANC</b>    | Air Navigation Commission / Conference           |
| <b>ANC</b>    | Aeronautical Chart                               |
| <b>ANCAT</b>  | Abatement of Nuisances Caused by Air Transport   |
| <b>ANCMT</b>  | Announcement                                     |
| <b>ANCPT</b>  | Anticipate                                       |
| <b>ANCPTR</b> | Anticipator                                      |
| <b>ANCS</b>   | Aeronautical Navigation Chart - Small Scale      |
| <b>ANDRA</b>  | Advanced Node for Data Relay in ATN              |
| <b>ANDS</b>   | ANS Department                                   |
| <b>ANERC</b>  | Advanced New Enroute Center                      |
| <b>ANM</b>    | ATFM Notification Message                        |
| <b>ANOVA</b>  | Analysis of Variance                             |
| <b>ANP</b>    | Actual Navigation Performance                    |
| <b>ANP</b>    | Air Navigation Plan                              |
| <b>ANPP</b>   | Air Navigation Plan Publication                  |

|                  |  |
|------------------|--|
| <b>ANS</b>       | Air Navigation Service                               |
| <b>ANS</b>       | Answer   |
| <b>ANS</b>       | Ambient Nose Sensor                                  |
| <b>ANS/CR</b>    | Air Navigation Services of the Czech Republic        |
| <b>ANSA</b>      | International Advisory Group Air Navigation Services |
| <b>ANSEP</b>     | Air Navigation Services Economics Panel              |
| <b>ANSI</b>      | American National Standards Institute                |
| <b>ANSIR</b>     | Advanced Navigation System Inertial Reference        |
| <b>ANSO</b>      | Air Navigation Services Offices                      |
| <b>ANSP</b>      | Air Navigation Service Provider                      |
| <b>ANT</b>       | Airspace and Navigation Team                         |
| <b>ANTI-COLL</b> | Anti-Collision                                       |
| <b>AO</b>        | Airlines Operator                                    |
| <b>AO</b>        | Arrival Operations                                   |
| <b>AO</b>        | ATM Operations                                       |
| <b>AOA</b>       | Aircraft Operating Agency                            |
| <b>AOA</b>       | Airport Operations Area                              |
| <b>AOA</b>       | Angle of Attack                                      |
| <b>AOB</b>       | Air Order of Battle                                  |
| <b>AOB</b>       | Angle of Bank  |
| <b>AOC</b>       | Advanced Operational Capability                      |
| <b>AOC</b>       | Aerodrome Obstruction/Obstacle Chart                 |
| <b>AOC</b>       | Aeronautical Operational Communications              |
| <b>AOC</b>       | Aircraft Operating Company                           |
| <b>AOC</b>       | Aircraft Operations Center                           |
| <b>AOC</b>       | Airline Operation Control                            |
| <b>AOC</b>       | Aeronautical Operation Control                       |
| <b>AOC</b>       | Assume of Control                                    |
| <b>AOC</b>       | Auxiliary Output Chip                                |
| <b>AOC</b>       | Aeronautical Operational Control                     |
| <b>AOC</b>       | Air Operator's Certificate                           |

|              |   |
|--------------|---|
| <b>AOC</b>   | Airline Operational Communications                          |
| <b>AOC</b>   | Aerodrome Obstacle Chart                                    |
| <b>AOC</b>   | Air/Oil Cooler  |
| <b>AOCC</b>  | Aircraft Operator Control Center                            |
| <b>AOCI</b>  | Airport Operators Council International                     |
| <b>AOCP</b>  | Airborne Operational Computer Program                       |
| <b>AOCS</b>  | Attitude and Orbit Control System                           |
| <b>AOCU</b>  | Aircraft Operator Control Unit                              |
| <b>AOF</b>   | AIS Office  |
| <b>AOF</b>   | Allocation of Functions                                     |
| <b>AOG</b>   | Aircraft on Ground  |
| <b>AOI</b>   | Aircraft Operations Information                             |
| <b>AOI</b>   | Area of Operational Interest                                |
| <b>AOIS</b>  | Aeronautical Operational Information System                 |
| <b>AOM</b>   | Aircraft Operations Manual                                  |
| <b>AOP</b>   | Aeronautical OSI Profile                                    |
| <b>AOPA</b>  | Aircraft Owner and Pilot Associations                       |
| <b>AOPG</b>  | Aerodrome Operations Group                                  |
| <b>AOPTF</b> | Aerodrome Operations Task Force                             |
| <b>AOR</b>   | Area of Responsibility                                      |
| <b>AOR</b>   | Atlantic Ocean Region                                       |
| <b>AOR-E</b> | Atlantic Ocean Region - East                                |
| <b>AORTF</b> | ATM Added Functionality Operational Requirements Task Force |
| <b>AOR-W</b> | Atlantic Ocean Region - West                                |
| <b>AOS</b>   | Airport Operations Strategy Drafting Group                  |
| <b>AOT</b>   | Airport Operations Team                                     |
| <b>AOU</b>   | Aircraft Operator Unit                                      |
| <b>AOWIR</b> | Aircraft Operator What-If Re-routing                        |
| <b>AOWP</b>  | Airport Operations Work Plan                                |
| <b>AP</b>    | Airport   |
| <b>AP</b>    | AutoPilot   |

|                 |  |
|-----------------|--|
| <b>AP</b>       | Application Process  |
| <b>APA</b>      | Allied Pilots Association  |
| <b>APANPIRG</b> | Asia/Pacific Air Navigation Planning and Implementation Regional Group |
| <b>APAPI</b>    | Abbreviated Precision Approach Path Indicator                          |
| <b>APATSI</b>   | Airport / Air Traffic Systems Interface                                |
| <b>APB</b>      | APATSI Project Board   |
| <b>APB</b>      | Auxiliary Power Breaker  |
| <b>APC</b>      | Aeronautical Passenger Communications / Correspondence                 |
| <b>APC</b>      | Aeronautical Public Correspondence                                     |
| <b>APC</b>      | Assistant Planning Controller  |
| <b>APCH</b>     | Approach   |
| <b>APD</b>      | Activity Predictor Display   |
| <b>APDC</b>     | Aircraft Parking/Docking Chart   |
| <b>APDLC</b>    | Aircraft Proximity Data Link Communication                             |
| <b>APDSG</b>    | ATM Procedures Development Sub-Group                                   |
| <b>APE</b>      | Analysis Program for Evaluation  |
| <b>APG</b>      | Aircraft performance group   |
| <b>APHAZ</b>    | Aircraft proximity hazard  |
| <b>API</b>      | Application Programming Interface                                      |
| <b>APID</b>     | Airplane Identification  |
| <b>APIRG</b>    | Africa-Indian Ocean Planning and Implementation Regional Group         |
| <b>APL</b>      | Abbreviated Flight Plan  |
| <b>APL</b>      | Applied Physics Laboratory   |
| <b>APL</b>      | ATC Flight Plan  |
| <b>APLGT</b>    | Airport Lighting   |
| <b>APM</b>      | Architecture Project Management  |
| <b>APMB</b>     | ACAS Program Management Board  |
| <b>APMS</b>     | Automated Performance Measurement System                               |
| <b>APN</b>      | Apron  |
| <b>APO</b>      | Airport Operator   |

|                        |   |
|------------------------|---|
| <b>APO</b>             | Aircraft Performance and Operations                                     |
| <b>APOD</b>            | Airport of Disembarkation   |
| <b>APP</b>             | Approach Center / Control   |
| <b>App</b>             | Appendix  |
| <b>APP</b>             | Approach Control Office or Approach Control or Approach Control Service |
| <b>APP Controller*</b> | Approach controller/director  |
| <b>/Director</b>       |   |
| <b>APP-ASS</b>         | Approach-Assistant  |
| <b>Appendix</b>        | ATFM Policies and Principles Advisory Sub-Group                         |
| <b>APPR</b>            | Approach/Approach Mode  |
| <b>APPR</b>            | Approach  |
| <b>APR</b>             | Automatic Position Reporting  |
| <b>APR</b>             | April   |
| <b>APRT</b>            | Airport   |
| <b>APRX</b>            | Approximate or Approximately  |
| <b>APRX</b>            | Approximately   |
| <b>APS</b>             | Approach Control Surveillance   |
| <b>APSG</b>            | ACAS Program Steering Group   |
| <b>APSG</b>            | After Passing   |
| <b>APT</b>             | Airport   |
| <b>APT</b>             | Airspace Planning Team became ANT                                       |
| <b>APU</b>             | Auxiliary Power Unit  |
| <b>APV</b>             | Approve or Approved or Approval   |
| <b>APW</b>             | Area Proximity Warning  |
| <b>AQAP</b>            | Allied Quality Assurance Publication                                    |
| <b>AQG</b>             | Agency Quality Group  |
| <b>AQP</b>             | Advanced Qualification Program  |
| <b>A-QPSK</b>          | Aviation Quadrature Phase Shift Keying                                  |
| <b>AR</b>              | Agency Representative   |
| <b>AR</b>              | Air Route   |

|                   |  |
|-------------------|--|
| <b>AR</b>         | Automatic Reminder   |
| <b>AR-1</b>       | Approach Radar 1   |
| <b>ARAC</b>       | Aviation Rulemaking Advisory Committee   |
| <b>ARB</b>        | Authoritative Representative Body  |
| <b>ARC</b>        | Airlift Requirement Center   |
| <b>arc</b>        | assigned rate of climb/descent   |
| <b>ARC</b>        | Advanced Research for/in Air Traffic Control                                   |
| <b>ARC</b>        | Archive System   |
| <b>ARC</b>        | Area Chart   |
| <b>ARC 2000</b>   | Automatic Radar Control for the 21st Century                                   |
| <b>ARCC</b>       | Air Rescue Coordination Center   |
| <b>ARCH</b>       | Archives and Quality Control System  |
| <b>ARCID</b>      | Aircraft Identification  |
| <b>ARCOS</b>      | Arrival Coordination System  |
| <b>ARCP</b>       | Air Refueling Control Point  |
| <b>ARDEP</b>      | Analysis / Assessment of Research and Development in Eurocontrol Programs      |
| <b>ARDRS</b>      | Automatic Radar Data Recording System  |
| <b>ARDS</b>       | ATM Architecture and overall system engineering                                |
| <b>ARETA</b>      | ATM with RNAV in Extended Terminal Area  |
| <b>ARFA</b>       | Allied Radio Frequency Agency  |
| <b>ARFF</b>       | Airport Rescue and Fire Fighting   |
| <b>ARFOR</b>      | Area Forecast  |
| <b>ARH</b>        | Architecture   |
| <b>ARIBA</b>      | ATM system safety criticality Raised Issues in Balancing Actors Responsibility |
| <b>ARINC</b>      | Aeronautical Radio Incorporated  |
| <b>ARINC 306</b>  | Guidance For Designers of Aircraft- Electronic Installations                   |
| <b>ARINC 307</b>  | Aircraft Integrated Data System Wire Bundle Provisions                         |
| <b>ARINC 404A</b> | Air Transport Equipment Cases and Racking                                      |
| <b>ARINC 406A</b> | Airborne Electronic Equipment  |



|                   |   |
|-------------------|---|
| <b>ARINC 408A</b> | Air Transport Indicator Cases and Mounting                                      |
| <b>ARINC 413A</b> | Guidance For Aircraft Power Utilization and Transient Protection                |
| <b>ARINC 414</b>  | General Guidance for Equipment and Installation Engineers                       |
| <b>ARINC 415</b>  | Operation/Technical Guidelines on Failure Warning and Functional Test           |
| <b>ARINC 419</b>  | Digital Data System Compendium  |
| <b>ARINC 421</b>  | Guidance For Standard Subdivision of ATA Spec 100 Numbering System for Avionics |
| <b>ARINC 422</b>  | Guidance For Modification Status Indicators & Avionics Service Bulletins        |
| <b>ARINC 424</b>  | Navigation System Data Base   |
| <b>ARINC 429</b>  | Mark 33 Digital Information Transfer System                                     |
| <b>ARINC 528</b>  | Airborne Tape Recorder  |
| <b>ARINC 533A</b> | Airborne HF SSB/AM System   |
| <b>ARINC 541</b>  | Airborne Magnetic Flight Data Recorder  |
| <b>ARINC 542</b>  | Airborne Oscillograph Flight Data Recorder                                      |
| <b>ARINC 542A</b> | Digital Flight Data Recorder  |
| <b>ARINC 551</b>  | Airborne Glide Slope Receiver - Mark 2  |
| <b>ARINC 557</b>  | Airborne Voice Recorder   |
| <b>ARINC 559A</b> | Mark 2 Airborne HF SSB/AM System  |
| <b>ARINC 561</b>  | Air Transport Inertial Navigation System - INS                                  |
| <b>ARINC 566</b>  | Airborne VHF Communications Transceiver and Mark 1 VHF SATCOM System            |
| <b>ARINC 566A</b> | Mark 3 VHF Communications Transceiver   |
| <b>ARINC 569</b>  | Airborne Distance Measuring Equipment   |
| <b>ARINC 569</b>  | Heading and Altitude Sensor   |
| <b>ARINC 571</b>  | Inertial Reference System   |
| <b>ARINC 572</b>  | Mark 2 Air Traffic Control Transponder  |
| <b>ARINC 573</b>  | Aircraft Integrated Data System (AIDS) Mark2                                    |
| <b>ARINC 574</b>  | Passenger Announcement, Entertainment & Service Multiplex System                |
| <b>ARINC 575</b>  | Mark 3 Subsonic Air Data System   |

|                   |  |
|-------------------|--|
| <b>ARINC 576</b>  | Mark 4 Subsonic Air Data System  |
| <b>ARINC 577</b>  | Audible Warning System   |
| <b>ARINC 578</b>  | Airborne ILS Receiver  |
| <b>ARINC 579</b>  | Airborne VOR Receiver  |
| <b>ARINC 585</b>  | Electronic Chronometer System  |
| <b>ARINC 591</b>  | Quick Access Recorder for Aids System  |
| <b>ARINC 592</b>  | Airborne Passenger Tape Record   |
| <b>ARINC 594</b>  | Ground Proximity Warning System  |
| <b>ARINC 595</b>  | Barometric Altitude Rate Computer  |
| <b>ARINC 596</b>  | Mark 2 Airborne SELCAL System  |
| <b>ARINC 597</b>  | Aircraft Communications Addressing and Reporting System                                      |
| <b>ARINC 597A</b> | Enhanced ACARS Avionics  |
| <b>ARINC 59MA</b> | Airborne Announcement Tape Reproducer  |
| <b>ARINC 600</b>  | Air Transport Avionics Equipment Interfaces  |
| <b>ARINC 601</b>  | Control/Display Interfaces   |
| <b>ARINC 602</b>  | Test Equipment Guidance  |
| <b>ARINC 602A</b> | Test Equipment Guidance  |
| <b>ARINC 603</b>  | Airborne Computer Data Loader  |
| <b>ARINC 604</b>  | Guidance For Design and Use of built-in Test Equipment                                       |
| <b>ARINC 605</b>  | Users Guide for ARINC 616 Avionics Subset of ATLAS Language                                  |
| <b>ARINC 606</b>  | Guidance For Electrostatic Sensitive Device Utilization & Protection, Sup. 1                 |
| <b>ARINC 608</b>  | Standard Modular Avionics Repair and Test System   |
| <b>ARINC 609</b>  | Design Guidance for Aircraft Electrical Power Systems  |
| <b>ARINC 610</b>  | Guidance For Design and Integration of Aircraft Avionics Equipment in Simulators, Supplement |
| <b>ARINC 611</b>  | Guidance For the Design and Installation of Fuel Quantity Systems, Sup. 1                    |
| <b>ARINC 612</b>  | BITE Glossary  |

- ARINC 613** Guidance for Using the Ada Programming Language in Avionics Systems
- ARINC 614** Standard Firmware Loader for Avionics Shops
- ARINC 615** Airborne Computer High Speed Data Loader, Supplement 3
- ARINC 616** Avionics Subset of ATLAS Language
- ARINC 620** Data Link Ground System Standard and Interface Specification
- ARINC 622-1** the ACARS Convergence Process
- ARINC 624** Design Guidance for Onboard Maintenance System
- ARINC 626** Standard ATLAS For Modular Test
- ARINC 627** Programs Guide for Smart Systems Using ARINC 626 ATLAS
- ARINC 629** Multi Tester Data Bus: Part 1 – Technical Description
- ARINC 629** Multi-Transmitter Data Bus
- ARINC 631** Aviation Packet Communications Functional Description
- ARINC 651** Design Guidance for Integrated Modular Electronics
- ARINC 659** Backplane Data Bus for Integrated Modular Avionics
- ARINC 701** Flight Control Computer System
- ARINC 702** Flight Management Computer, Supplement 4 & 5
- ARINC 703** Thrust Control Computer
- ARINC 704** Inertial Reference System, Supplement 6
- ARINC 705** Altitude and Heading Reference System
- ARINC 706** Subsonic Air Data System
- ARINC 707** Radio Altimeter, Supplement 6
- ARINC 708** Airborne Weather Radar
- ARINC 709** Airborne Distance Measuring Equipment, Supplement 8
- ARINC 709A** Precision Airborne Distance Measuring Equipment
- ARINC 710** Mark 2 Airborne ILS Receiver
- ARINC 711** Mark 2 Airborne VOR Receiver
- ARINC 714** Mark 3 Airborne SELCAL Systems
- ARINC 715** Airborne Passenger Address Amplifier

|                     |   |
|---------------------|---|
| <b>ARINC 716</b>    | Airborne VHF Communications Transceiver   |
| <b>ARINC 717</b>    | Flight Data Acquisition and Recording System  |
| <b>ARINC 718</b>    | Mark 3 ATC Transponder  |
| <b>ARINC 719</b>    | Airborne HF/SSB System  |
| <b>ARINC 720</b>    | Digital Frequency/Function Selection for Airborne   |
| <b>ARINC 722</b>    | Electronic Equipment Protection Video System  |
| <b>ARINC 723</b>    | Ground Proximity Warning System   |
| <b>ARINC 724</b>    | Mark 2 Aircraft Communications  |
| <b>ARINC 724A</b>   | Mark 2 ACARS Avionics   |
| <b>ARINC 724B</b>   | Aircraft Communications Addressing and Reporting System                                   |
| <b>ARINC 725</b>    | Electronic Flight Instruments   |
| <b>ARINC 726</b>    | Flight Warning Computer System  |
| <b>ARINC 727</b>    | Airborne Microwave Landing System   |
| <b>ARINC 728</b>    | Avionics Refrigeration and Cooling System   |
| <b>ARINC 729</b>    | Analog and Discrete Data Converter System   |
| <b>ARINC 730</b>    | Airborne Separator Assurance System   |
| <b>ARINC 731</b>    | Electronic Chronometer  |
| <b>ARINC 732</b>    | Mark 2 Airborne Passenger Audio Entertainment Tape Reproducer, Supplement 1               |
| <b>ARINC 735</b>    | Traffic Alert and Collision Avoidance System Supplement 1                                 |
| <b>ARINC 737</b>    | on Board Weight and Balance System Supplement 1   |
| <b>ARINC 738</b>    | Air Data and Inertial Reference System  |
| <b>ARINC 739</b>    | Multi-Purpose Control and Display Unit  |
| <b>ARINC 740</b>    | Multiple-Input Cockpit Printer  |
| <b>ARINC 7411P2</b> | Aviation Satellite Communication System: Part 2 - Satellite Design                        |
| <b>ARINC 741P1</b>  | Aviation Satellite Communication System: Part I- Aircraft Installation Provisions         |
| <b>ARINC 741P4</b>  | Aviation Satellite Communications System: Part 4 - Specification and Description Language |
| <b>ARINC 742</b>    | Design Guidance for Windshear Warning and Guidance Equipment                              |

|                      |  |
|----------------------|--|
| <b>ARINC 743</b>     | Airborne Global Positioning System Receiver  |
| <b>ARINC 743A</b>    | GPS/GLONASS Sensor   |
| <b>ARINC 744</b>     | Full Format Printer  |
| <b>ARINC 745</b>     | Automatic Dependent Surveillance, Supplement 1   |
| <b>ARINC 746</b>     | Cabin Communications System, Supplement1   |
| <b>ARINC 747</b>     | : Flight Data Recorder   |
| <b>ARINC 748</b>     | Communications Management Unit   |
| <b>ARINC 750</b>     | VHF Data Radio   |
| <b>ARINC 751</b>     | Gate-Aircraft Terminal Environment Link Aircraft Side  |
| <b>ARINC 752</b>     | TFTS Airborne Radio Sub-System   |
| <b>ARINC 753</b>     | HF Data Link System  |
| <b>ARINC 757</b>     | Cockpit Voice Recorder   |
| <b>ARINC539A</b>     | Airborne 400 Hz AC Tape Reproducer   |
| <b>ARLO</b>          | Air Liaison Officer  |
| <b>ARM</b>           | ADS Report Message   |
| <b>ARM</b>           | Air Request Message  |
| <b>ARM</b>           | Anti-Radiation Missile   |
| <b>ARMATS</b>        | State Closed Joint-Stock Company of Armenian Air Traffic Services  |
| <b>ARN</b>           | ATS Routes and Associated Navigation Means   |
| <b>ARN-1 (Table)</b> | Basic ATS Route Network in the Lower and Upper Airspace  |
| <b>ARN-2 (Table)</b> | Radio Navigation Aids Associated with the Basic ATS Route Network Terminal Area and Instrument Approach Procedures |
| <b>ARNG</b>          | Arrange  |
| <b>ARNIC</b>         | Aeronautical radio incorporated  |
| <b>ARN-V2</b>        | ATS Route Network - Version 2  |
| <b>ARN-V3</b>        | ATS Route Network - Version 3  |
| <b>ARO</b>           | Air Traffic Service Reporting Office   |
| <b>ARO</b>           | Air Traffic Services Reporting Office  |
| <b>ARO</b>           | Aerodrome reporting office   |

|                 |  |
|-----------------|--|
| <b>ARP</b>      | Aerodrome Reference Point  |
| <b>ARP</b>      | Aerospace Recommended Practice   |
| <b>ARP</b>      | Automated Route Planning   |
| <b>ARP</b>      | Aerodrome Reference Point  |
| <b>ARP</b>      | Air Report   |
| <b>ARPA</b>     | Advanced Research Project Agency   |
| <b>ARPL</b>     | ADEXP Format Repetitive Flight Plans Message   |
| <b>ARQ</b>      | Automatic error Correction   |
| <b>ARQ</b>      | Automatic Request Repeat   |
| <b>ARQ</b>      | Automatic Response to Query  |
| <b>ARQ</b>      | Automatic Error Correction   |
| <b>ARR</b>      | Airport Arrival Rate   |
| <b>ARR</b>      | Arrive or Arrival or Arrival Message   |
| <b>ARR</b>      | Arrive r Arrival   |
| <b>ARR SP</b>   | Arrival Sequence Planner   |
| <b>ARS</b>      | Aeronautical Radio Navigation Service  |
| <b>ARS</b>      | Avoidance Routing Scheme   |
| <b>ARS</b>      | Special Air-Report   |
| <b>ARSA</b>     | Airport Radar Serve Area   |
| <b>ARSC</b>     | Air Rescue Sub Center  |
| <b>ARSR</b>     | Air Route Surveillance Radar   |
| <b>ARST</b>     | Arresting  |
| <b>ART</b>      | Analysis and Replay Tool   |
| <b>ARTAS</b>    | Air Traffic Management Surveillance Tracker and Server System                            |
| <b>ARTAS TF</b> | ARTAS Task Force   |
| <b>ARTCC</b>    | Air Route Traffic Control Center   |
| <b>Artemis</b>  | An ESA experimental telecommunications satellite hosting an EGNOS navigation transponder |
| <b>ARTES-9</b>  | Advanced Research in Telecommunication Systems   |
| <b>ARTS</b>     | Area Radar Training Squadron   |
| <b>ARTS</b>     | Automated Radar Terminal System  |

|                   |  |
|-------------------|--|
| <b>ARU</b>        | Archive to UNIX  |
| <b>ARU</b>        | Airspace Reservation Unit  |
| <b>AS</b>         | Airspeed   |
| <b>AS</b>         | Airspace   |
| <b>AS</b>         | Altostratus  |
| <b>AS, A-S</b>    | Anti-Spoofing  |
| <b>ASA</b>        | Aircraft Situation Awareness                                       |
| <b>ASA</b>        | Automated Support to ATC   |
| <b>ASA</b>        | Automatic Slot Assignment  |
| <b>ASA</b>        | Autoland Status Annunciator  |
| <b>ASA System</b> | Automatic Slot Assignment System                                   |
| <b>ASAP</b>       | Aircraft Separation Assurance Program                              |
| <b>ASAP</b>       | As soon as possible / practicable                                  |
| <b>ASARS</b>      | Air Surveillance Airborne Radar System                             |
| <b>ASAS</b>       | Airborne Separation Assurance System                               |
| <b>ASC</b>        | Ascend to or Ascending to  |
| <b>ASCAP</b>      | Automatic SSR Code Assignment Procedure                            |
| <b>ASCB</b>       | Avionics Standard Communication Bus                                |
| <b>ASCII</b>      | American Standard Code for Information Inter-<br>change / Exchange |
| <b>ASCOT</b>      | Airport Slots Compliance Tools                                     |
| <b>ASCPC</b>      | Air Supply Cabin Pressure Controller                               |
| <b>ASCTS</b>      | Air Supply Control and Test System                                 |
| <b>ASCTU</b>      | Air Supply Control and Test Unit                                   |
| <b>ASD</b>        | CFMU/ENGD - Architecture & System Design Sec-<br>tion              |
| <b>ASDA</b>       | Accelerated Stop Distance Available                                |
| <b>ASDAR</b>      | Aircraft to Satellite Data Relay                                   |
| <b>ASDE</b>       | Airport Surface Detection Equipment                                |
| <b>ASD-TF</b>     | Air Situation Display Task Force                                   |
| <b>ASE</b>        | Altimetry System Error   |
| <b>ASE</b>        | Application Service Element  |

|               |  |
|---------------|--|
| <b>ASE</b>    | Altimetry System Error   |
| <b>ASECNA</b> | Agency for the Safety of Air Navigation in Africa and Madagascar   |
| <b>ASEP</b>   | ACCS Surveillance Exploratory Prototype  |
| <b>ASHTAM</b> | NOTAM relating to volcanic and/or dust activity  |
| <b>ASHTAM</b> | Special Series NOTAM Notifying, by Means of a Specific Format, Change in Activity of a Volcano, A Volcanic Eruption and/or Volcanic Ash Cloud That Is of Significance to Aircraft Operations |
| <b>ASI</b>    | Aerospace Sciences Inc   |
| <b>ASI</b>    | Asia Region  |
| <b>ASI</b>    | Air Speed Indicator  |
| <b>ASIC</b>   | Application-Specific Integrated Circuit  |
| <b>ASKME</b>  | Aviation Safety Knowledge Management Environment   |
| <b>ASM</b>    | Ad-hoc Schedule Message  |
| <b>ASM</b>    | AirSpace Management  |
| <b>ASMAC</b>  | Automated System for Management of Aeronautical Information and Charting   |
| <b>ASMC</b>   | Airspace Management Communications   |
| <b>ASMGCS</b> | Advanced Surface Movement Guidance and Control Systems   |
| <b>ASMGCS</b> | Advanced Surface Movement Guidance and Control Systems   |
| <b>ASMI</b>   | Airport Surface Movement Indicator   |
| <b>ASMT</b>   | ATM Safety Monitoring Tool   |
| <b>ASMTF</b>  | Airspace Management Task Force   |
| <b>ASN</b>    | Abstract Syntax Notation   |
| <b>ASN 1</b>  | Abstract Syntax Notation One   |
| <b>ASNO</b>   | Approach Sequence Number   |
| <b>ASO</b>    | Air Surveillance Officer   |
| <b>ASO</b>    | Applicant Showing Only   |
| <b>ASOC</b>   | Air Sovereignty Operations Center  |
| <b>ASOC</b>   | Army Support Operations Center   |



|                |  |
|----------------|--|
| <b>ASOP</b>    | Airspace Organization and Procedures                                   |
| <b>ASOS</b>    | Automatic Surface Observing System                                     |
| <b>ASP</b>     | Adjustable System Parameter  |
| <b>ASP</b>     | Aeronautical Fixed Service Systems Planning for Data Interchange Panel |
| <b>ASP</b>     | Air Space  |
| <b>ASP</b>     | AIRCOM Service Processor   |
| <b>ASP</b>     | Arrival Sequence Planner   |
| <b>asp</b>     | assigned speed   |
| <b>ASP</b>     | Audio Select Panel   |
| <b>ASPH</b>    | Asphalt  |
| <b>ASPP</b>    | Aeronautical Fixed Service Systems Planning for Data Interchange Panel |
| <b>ASQF</b>    | Application Specific Qualification Facility                            |
| <b>ASR</b>     | Airport Surveillance Radar   |
| <b>ASR</b>     | Altimeter Setting Region   |
| <b>ASRS</b>    | Aviation Safety Reporting System                                       |
| <b>ASRT</b>    | Air Support Radar Team   |
| <b>ASSR</b>    | Assigned SSR code  |
| <b>ASTA</b>    | Airport Surface Traffic Automation                                     |
| <b>ASTARS</b>  | AVS Staffing Tool and Reporting System                                 |
| <b>ASTC</b>    | Amended Supplemental Type Certificate                                  |
| <b>ASTER</b>   | Aviation Safety Targets for Effective Regulation                       |
| <b>ASTERIX</b> | All-purpose Structured Eurocontrol Radar Information Exchange          |
| <b>ASTM</b>    | American Society for Testing and Materials                             |
| <b>ASTP</b>    | ADS Studies and Trials Project   |
| <b>ASW</b>     | Anti-Submarine Warfare   |
| <b>ASW</b>     | Air Situation Window   |
| <b>AT</b>      | Actual Time Count Down   |
| <b>AT</b>      | Air Transport  |
| <b>AT</b>      | at Time  |
| <b>AT</b>      | at   |

|                |   |
|----------------|---|
| <b>ATA</b>     | Actual Time of Arrival  |
| <b>ATA</b>     | Air Transport Association   |
| <b>ATA</b>     | Actual Time of Arrival  |
| <b>ATAC</b>    | Airspace Traffic Data Capture   |
| <b>ATAF</b>    | Allied Tactical Air Force   |
| <b>ATAFF</b>   | Air Traffic Arbitrated Free Flight                                      |
| <b>ATAG</b>    | Air Transport Action Group  |
| <b>ATAR</b>    | Automatic Air Reporting   |
| <b>ATARS</b>   | Automatic Traffic Avoidance and Resolution System                       |
| <b>ATAS</b>    | Air Traffic Advisory Service  |
| <b>ATC</b>     | Air Traffic Control   |
| <b>ATC</b>     | Amended Type Certificate  |
| <b>ATCA</b>    | Air Traffic Control Association   |
| <b>ATCA</b>    | Allied Tactical Communications Agency                                   |
| <b>ATCA</b>    | Air Traffic Control Assistant   |
| <b>ATCAP</b>   | Air Traffic Control Automation Panel                                    |
| <b>ATCAS</b>   | ATC Automated System  |
| <b>ATCC</b>    | Air Traffic Control Center  |
| <b>ATCC</b>    | Air Traffic Control Clearance   |
| <b>ATCCC</b>   | Air Traffic Control Command Center                                      |
| <b>ATCEUC</b>  | Air Traffic Controllers European Union's Coordination                   |
| <b>ATCgram</b> | Illustration in graph form of the main functional levels of ATC systems |
| <b>ATC-HMI</b> | Air Traffic Control Human Machine Interface                             |
| <b>ATCI</b>    | Airport ATC and Information systems                                     |
| <b>ATCO</b>    | Air Traffic Controller or Air Traffic Control Officer                   |
| <b>ATCRBS</b>  | Air Traffic Control Radar Beacon System                                 |
| <b>ATCRU</b>   | Air Traffic Control Radar Unit  |
| <b>ATCS</b>    | Air Traffic Control Service   |
| <b>ATCS</b>    | Advanced Train Control Systems  |
| <b>ATCSCC</b>  | Air Traffic Control System Command Center                               |

|                |   |
|----------------|---|
| <b>ATCSMAC</b> | Air Traffic Control Surveillance Minimum Altitude Chart         |
| <b>ATCSQ</b>   | ATC Safety Questionnaire  |
| <b>ATCT</b>    | Airport Traffic Control Tower                                   |
| <b>ATCU</b>    | Air Traffic Control Unit  |
| <b>ATD</b>     | Actual Time of Departure  |
| <b>ATD</b>     | Along Track Distance  |
| <b>ATD</b>     | Actual Time of Departure  |
| <b>ATDS</b>    | Airborne ATFM Data System                                       |
| <b>ATE</b>     | Automatic Test Equipment  |
| <b>ATFC</b>    | Air Traffic Flow Controller                                     |
| <b>ATFM</b>    | Air Traffic Flow Management                                     |
| <b>ATFM</b>    | ATFM Application Section  |
| <b>ATFM</b>    | Air Traffic Flow Management                                     |
| <b>ATFMC</b>   | Air Traffic Flow Management Communications                      |
| <b>ATFMO</b>   | Air Traffic Flow Management Organization                        |
| <b>ATFMP</b>   | Air Traffic Flow Management Position                            |
| <b>ATFMS</b>   | Air Traffic Flow Management System                              |
| <b>ATFMU</b>   | Air Traffic Flow Management Unit                                |
| <b>ATFR</b>    | Air Traffic Flow Regulator                                      |
| <b>ATG</b>     | Air Traffic Generator   |
| <b>ATHR</b>    | Autothrust System   |
| <b>ATI</b>     | Automatic Tracking Initiation                                   |
| <b>ATIC</b>    | Administrative and Technical Inspection Committee               |
| <b>ATIF</b>    | ATN Trials Infrastructure                                       |
| <b>ATILO</b>   | Administrative Tribunal of the International Labor Organization |
| <b>ATIS</b>    | Automatic Terminal Information Service                          |
| <b>ATLAS</b>   | Air Traffic Land and Air Study                                  |
| <b>Atm</b>     | Tire Pressure   |
| <b>ATM</b>     | Air Traffic Management  |
| <b>ATM</b>     | Air Transportation Management                                   |

|                  |   |
|------------------|---|
| <b>ATM</b>       | Asynchronous Transfer Mode  |
| <b>ATM</b>       | Air Traffic Management  |
| <b>ATM 2000+</b> | Eurocontrol ATM Strategy for the Years 2000+                        |
| <b>ATMAS</b>     | Air Traffic Management Automated System                             |
| <b>ATMC</b>      | Air Traffic Management Center                                       |
| <b>ATMCP</b>     | ATM Operational Concept Panel                                       |
| <b>ATMCT</b>     | Air Terminal Movement Control Team Center                           |
| <b>ATMG</b>      | Air Traffic Management Group  |
| <b>ATMO</b>      | Air Traffic Management Organization                                 |
| <b>ATMOS</b>     | Air Traffic Management Operating System                             |
| <b>ATMS</b>      | Advanced Air Traffic Management System                              |
| <b>ATN</b>       | Aeronautical Telecommunications Network                             |
| <b>ATN</b>       | Aeronautical Telecommunication Network                              |
| <b>ATN EURET</b> | see EURATN  |
| <b>ATN RD</b>    | Aeronautical Telecommunication Network Routing Domain               |
| <b>ATN RDC</b>   | Aeronautical Telecommunication Network Routing Domain Confederation |
| <b>ATNC</b>      | ATN and Communication Architecture                                  |
| <b>ATNI</b>      | Aeronautical Telecommunication Network Internet                     |
| <b>ATNP</b>      | Aeronautical Telecommunication Network Panel                        |
| <b>ATNSI</b>     | ATN System Inc  |
| <b>ATO</b>       | Actual Time Overhead of Overflying                                  |
| <b>ATO</b>       | Airborne Traffic Observation  |
| <b>ATOC</b>      | Allied Tactical Operations Center                                   |
| <b>ATOPS</b>     | Advanced Transport Operating System                                 |
| <b>ATOT</b>      | Actual Take Off Time  |
| <b>ATP</b>       | at ( <i>time or place</i> )   |
| <b>ATP</b>       | Airline Transport Pilot   |
| <b>ATPL</b>      | Airline Transport Pilot License                                     |
| <b>ATRAC</b>     | Air Navigation Services Employee Training Concept                   |
| <b>ATRACC</b>    | ATC System for Riga Area Control Center                             |

|                 |  |
|-----------------|--|
| <b>ATRK</b>     | Alone Track Error                                    |
| <b>ATS</b>      | Air Traffic Services                                 |
| <b>ATS</b>      | Automatic Throttle System                            |
| <b>ATS</b>      | Air Traffic Services                                 |
| <b>ATSA</b>     | Air traffic Services Authority                       |
| <b>AT-SAT</b>   | Air Traffic Selection and Training                   |
| <b>ATSC</b>     | Air Traffic Service Communications                   |
| <b>ATSD</b>     | Air Traffic Situation Display                        |
| <b>ATSEP</b>    | Air Traffic Safety Electronics Personnel             |
| <b>AT SIS</b>   | Air Traffic Services Investigation System            |
| <b>ATSN</b>     | Air Traffic Service Network                          |
| <b>ATSO</b>     | Air Traffic Services Operator                        |
| <b>ATSORA</b>   | Air Traffic Services Outside Regulated Airspace      |
| <b>ATSP</b>     | Air Traffic Service Providers                        |
| <b>ATSSD</b>    | ATS Standards Department                             |
| <b>ATSU</b>     | Air Traffic Service Unit                             |
| <b>ATSup</b>    | Air Traffic Supervisor                               |
| <b>ATT</b>      | Along Track Tolerance                                |
| <b>ATT</b>      | Attitude Indicator                                   |
| <b>ATTN</b>     | Attention  |
| <b>AT-VASIS</b> | Abbreviated T Visual Approach Slope Indicator System |
| <b>ATWR</b>     | Apron TWR  |
| <b>ATYP</b>     | Aircraft Type  |
| <b>ATZ</b>      | Aerodrome Traffic Zone                               |
| <b>AU</b>       | Arbitrary Unit                                       |
| <b>AUA</b>      | ATC Unit Airspace                                    |
| <b>Aud</b>      | Audio aids   |
| <b>AUG</b>      | August   |
| <b>AUP</b>      | Airspace Use Plan                                    |
| <b>AUS</b>      | Airspace Utilization Service                         |
| <b>AUSOTS</b>   | Australian Organized Track Structure                 |

|                |  |
|----------------|--|
| <b>AUTH</b>    | Authority  |
| <b>AUTH</b>    | Authorized or Authorization                      |
| <b>AUTH</b>    | Authorized or Authorization                      |
| <b>AUTOB</b>   | Automatic Weather Reporting System               |
| <b>AUTOCAD</b> | Automatic Computer Aided Design                  |
| <b>AutoNav</b> | Auto-Navigation                                  |
| <b>AUTOVON</b> | Automatic Voice Network                          |
| <b>AUW</b>     | All Up Weight                                    |
| <b>AUX</b>     | Auxiliary  |
| <b>AV</b>      | Audio-Visual aids                                |
| <b>AVAIL</b>   | Available  |
| <b>A-VASIS</b> | Advanced Visual Approach Slope Indicator System  |
| <b>AVBL</b>    | Available  |
| <b>AVBL</b>    | Available or Availability                        |
| <b>AVDEX</b>   | Aviation Data Exchange                           |
| <b>AVENUE</b>  | ATM Validation Environment for Use towards EATMS |
| <b>AVG</b>     | Average  |
| <b>AVGAS</b>   | Aviation Gasoline                                |
| <b>AVHRR</b>   | Advanced Very High-Resolution Radiometer         |
| <b>AVI</b>     | Audio/Video Interleaved                          |
| <b>AVM</b>     | Airborne Vibration Monitor                       |
| <b>AVOL</b>    | Aerodrome Visibility Operational Level           |
| <b>AVPAC</b>   | Aviation VHF Packet Communications               |
| <b>AVS</b>     | Aviation Safety                                  |
| <b>AW</b>      | Area Width                                       |
| <b>AW</b>      | Aerial Work                                      |
| <b>AW/P</b>    | Active Way Point                                 |
| <b>AWACS</b>   | Airborne Warning and Control System              |
| <b>AWAS</b>    | Automated Weather Advisory Station               |
| <b>AWIPS</b>   | Advanced Weather Interactive Processing System   |
| <b>AWIR</b>    | Automatically generated What-If Re-routing       |
| <b>AWOG</b>    | All Weather Operations Group                     |

|             |                                    |
|-------------|------------------------------------|
| <b>AWOP</b> | All Weather Operations Panel       |
| <b>AWOS</b> | Automatic Weather Observing System |
| <b>AWP</b>  | Ancillary Working Position         |
| <b>AWP</b>  | Arrival Waypoint                   |
| <b>AWTA</b> | Advise at What Time Table          |
| <b>AWTA</b> | Advise at What Time Able           |
| <b>AWX</b>  | All Weather                        |
| <b>AWY</b>  | Airway                             |
| <b>AZ</b>   | Aerodrome zone                     |
| <b>AZM</b>  | Azimuth                            |

# B

BR A V O

1970s



Imperial Iranian Air Force Boeing  
KC707 and Boeing 747

*Iran*



|                  |   |
|------------------|---|
| <b>B</b>         | Blue  |
| <b>B&amp;D</b>   | Bearing and Distance                                  |
| <b>B/A</b>       | Bank Angle  |
| <b>B/C</b>       | Benefit / Cost  |
| <b>B/CRS</b>     | Back Course   |
| <b>BA</b>        | Barometric Altitude                                   |
| <b>BA</b>        | Breaking Action                                       |
| <b>BA</b>        | Braking Action  |
| <b>BA FAIR</b>   | Braking action Fair                                   |
| <b>BA NIL</b>    | Braking Action Nil                                    |
| <b>BA POOR</b>   | Braking Action Poor                                   |
| <b>BAA</b>       | British Airport Authority                             |
| <b>BADA</b>      | Base of Aircraft Data; Aircraft performance Data Base |
| <b>BAF</b>       | Belgian Air Force                                     |
| <b>BALPA</b>     | British Air Line Pilots Association                   |
| <b>BARO-VNAV</b> | Barometric Vertical Navigation                        |
| <b>BARS</b>      | Behavior Anchored Rating Scales                       |
| <b>BARTCC</b>    | Berlin Air Route Traffic Control Center               |
| <b>BASE</b>      | Cloud Base  |
| <b>Base AM</b>   | Base Arrival Manager                                  |
| <b>Base AMD</b>  | Base Arrival Manager Display                          |
| <b>BASIS</b>     | British Airways Safety Information System             |
| <b>BASOO</b>     | Boeing Aviation Safety Oversight Office               |
| <b>BAST</b>      | Basic ATC Skills Trainer                              |
| <b>BAT</b>       | Battery   |
| <b>BATAP</b>     | Type-B' Application to Application Protocol           |
| <b>BC</b>        | Patches   |
| <b>BC</b>        | Back Course   |
| <b>BCA</b>       | Border Crossing Authority                             |
| <b>B-CAS</b>     | Beacon Collision Avoidance System                     |
| <b>BCBP</b>      | Bilateral Communication Plan Coordination             |

|                |  |
|----------------|--|
| <b>BCD</b>     | Binary-Coded Decimal                   |
| <b>BCFG</b>    | Fog Patches                            |
| <b>BCMT</b>    | Beginning of Civil morning twilight    |
| <b>BCN</b>     | Beacon                                 |
| <b>BCST</b>    | Broadcast                              |
| <b>Bd</b>      | Baud                                   |
| <b>BDP</b>     | Brussels ACC Computer                  |
| <b>BDR</b>     | Battle Damage Repair                   |
| <b>BDRY</b>    | Boundary                               |
| <b>BECMG</b>   | Becoming                               |
| <b>BEM</b>     | Boundary Estimate Message              |
| <b>BENELUX</b> | Belgium, Netherlands and Luxembourg    |
| <b>BER</b>     | Bite Error Rate                        |
| <b>BERM</b>    | Snowbank Containing Earth/Gravel       |
| <b>BFD</b>     | Basic Flight Data message              |
| <b>BFL</b>     | Blocked Flight Level Area              |
| <b>BFR</b>     | Before                                 |
| <b>BFWG</b>    | Budgetary and Financial Working Group  |
| <b>BGD</b>     | Background                             |
| <b>BIAC</b>    | Brussels International Airport Company |
| <b>BIF</b>     | Deliver Implementation Benefits Faster |
| <b>BIRDTAM</b> | NOTAM on Bird Activity                 |
| <b>BIS</b>     | Boundary Intermediate System           |
| <b>BIST</b>    | Build-in Self-Test                     |
| <b>BIT</b>     | Built-in-Test                          |
| <b>BITE</b>    | Built-in-Test-Equipment                |
| <b>BKN</b>     | Broken                                 |
| <b>BKN</b>     | Broken                                 |
| <b>BL</b>      | Blowing                                |
| <b>BLDG</b>    | Building                               |
| <b>BLO</b>     | Below Clouds                           |
| <b>BLW</b>     | Below                                  |

|               |  |
|---------------|--|
| <b>BMUN</b>   | Better Meet User Needs   |
| <b>BN</b>     | Backbone Node  |
| <b>BNC</b>    | Backbone Network Computer  |
| <b>BND</b>    | Bound  |
| <b>BNL</b>    | Benelux  |
| <b>BOI</b>    | Biographical Oriented Interview  |
| <b>BOMB</b>   | Bombing  |
| <b>BOS</b>    | Behavior anchored Rating Scales  |
| <b>BP</b>     | Business Plan  |
| <b>BPCU</b>   | Bus Power Control Unit   |
| <b>BPF</b>    | Band Pass Filter   |
| <b>BPN</b>    | Boundary Point of Entry  |
| <b>bps</b>    | bits per second  |
| <b>BPS</b>    | Boundary Point Sector  |
| <b>BPSK</b>   | Binary Phase Shift Keying  |
| <b>BPSX</b>   | Boundary Point Sector Exit   |
| <b>BR</b>     | Mist   |
| <b>BRA</b>    | Basic Rate Access  |
| <b>BRA</b>    | Bearing, Range and Altitude  |
| <b>BRASS</b>  | Bilateral Relationship Assurance and Standardization System                |
| <b>BRF</b>    | Short  |
| <b>BRF</b>    | Short ( <i>used to indicate the type of approach desired or required</i> ) |
| <b>BRG</b>    | Bearing  |
| <b>BRITE</b>  | Basic Research in Industrial Technologies for Europe = EURAM               |
| <b>BRKG</b>   | Braking  |
| <b>BRM</b>    | Bilateral Relationship Management  |
| <b>BRNAV</b>  | Basic Air NAVair Traffic Control Unit                                      |
| <b>B-RNAV</b> | Basic Area Navigation  |
| <b>BRT</b>    | Brightness   |
| <b>BS</b>     | Band Stop  |

|              |   |
|--------------|---|
| <b>BS</b>    | BootStrap   |
| <b>BS</b>    | Commercial Broadcasting station                                     |
| <b>BSC</b>   | Binary Synchronous Communications                                   |
| <b>BSCU</b>  | Brake System Control Unit   |
| <b>BSP</b>   | Aircraft Parameter Downlink   |
| <b>BSS</b>   | Best Signal Selection   |
| <b>BST</b>   | Boost   |
| <b>BSU</b>   | Beam Steering Unit  |
| <b>BTB</b>   | Bus Tie Breaker   |
| <b>BTC</b>   | Basic Training Course   |
| <b>BTEC</b>  | Business and Technician Education Council                           |
| <b>BTH</b>   | Beyond the Horizon  |
| <b>BTL</b>   | Between Layers  |
| <b>BTLCS</b> | Brake Torque Limiting Control System                                |
| <b>BTMU</b>  | Brake Temperature Monitor Unit                                      |
| <b>BTN</b>   | Between   |
| <b>BUFR</b>  | Binary Universal Form for the Representation of Meteorological Data |
| <b>BVR</b>   | Beyond Visual Range   |
| <b>BW</b>    | Bandwidth   |
| <b>BWP</b>   | Budget and Work Program Planning                                    |
| <b>BYD</b>   | Beyond  |

# C

# CHARLIE



**Imperial Iranian Navy Lockheed  
P-3F Orion**

*Burbank, California, United States*

|                  |   |
|------------------|---|
| <b>C</b>         | Center  |
| <b>C</b>         | Degree Celsius  |
| <b>C</b>         | Centigrade  |
| <b>C</b>         | Center  |
| <b>C</b>         | Celsius Degrees   |
| <b>C</b>         | Cold  |
| <b>C &amp; E</b> | Compliance and Enforcement  |
| <b>C of A</b>    | Certificate of Airworthiness  |
| <b>C/A Code</b>  | Course / Acquisition Code   |
| <b>C/d</b>       | Capacity demand ratio   |
| <b>C/M</b>       | Carrier-to Multi-Path Ratio   |
| <b>C/N</b>       | Carrier-to-Noise Ratio  |
| <b>C/N0</b>      | Carrier-to-Noise-Density Ratio  |
| <b>C/S</b>       | Call Sign   |
| <b>C102</b>      | Helicopter Radar Approach, Issued 04/02/84                              |
| <b>C104</b>      | Microwave Landing System (MLS) Receiving Equipment, Issued 06/82        |
| <b>C105</b>      | Optional Display for Weather Radar, Issued 06/84                        |
| <b>C110</b>      | Airborne Thunderstorm Detector, Issued 01/01/01                         |
| <b>C115</b>      | RNAV Equipment Using Multi-Sensor, Issued 06/86                         |
| <b>C118</b>      | Airborne TCAS I Equipmen4 Issued 08/88                                  |
| <b>C119</b>      | Airborne TCAS II Equipment  |
| <b>C120</b>      | RNAV Equipment Using OMEGA/VLF, Issued 01/88                            |
| <b>C2 level</b>  | Security level in the United States Department of Defense               |
| <b>C31d</b>      | High Frequency (HF) Communications Transmitting Equipment, Issued 04/84 |
| <b>C32d</b>      | High Frequency Communications Receiving Equipment, Issued /83           |
| <b>C34e</b>      | ILS Glide Slope Receive Equipment, Issued 01/88                         |
| <b>C35d</b>      | Radio Marker Receiving Equipment, Issued 04/71                          |
| <b>C36e</b>      | ILS Localizer Receiver Equipment, Issued 01/88                          |
| <b>C37d</b>      | VHF Comm transmitting Equipment, Issued 08181                           |

|             |  |
|-------------|--|
| <b>C38c</b> | VHF Comm Receiving Equipment; Issued 08/81           |
| <b>C38d</b> | VHF Comm: Receiving Equipment, Issued 08/81          |
| <b>C3CM</b> | Command, Control and Communications Counter-measures |
| <b>C3T</b>  | Controller Tools and Transition Trials. See EVP      |
| <b>C40c</b> | Airborne VOR Receiving Equipment, Issued 01/88       |
| <b>C41d</b> | Airborne ADF Equipment, Issued 05/86                 |
| <b>C50c</b> | Audio Selector Panel and Amps, Issued 01/83          |
| <b>C57a</b> | Headsets and Speakers, Issued 01/83                  |
| <b>C58a</b> | Aircraft Microphones, Issued 01/83                   |
| <b>C59</b>  | Selective Calling Equipment, Issued 01/01            |
| <b>C60b</b> | RNAV Equipment Using LORAN -C, Issued 05/88          |
| <b>C63c</b> | Airborne Weather Radar, Issued 08/83                 |
| <b>C65a</b> | Doppler Radar Air Speed Equipment, Issued 08/83      |
| <b>C66b</b> | Airborne DME   |
| <b>C67</b>  | Airborne Radar Altimeters, Issued 11/64              |
| <b>C68a</b> | Dead Reckoning Computer Equipment, Issued 08/83      |
| <b>C74e</b> | Airborne ATC Transponder Equipment, Issued 01/01     |
| <b>C87a</b> | Low Range Radar Altimeters, Issued 01/01             |
| <b>C91a</b> | Emergency Locator Transmitter, Issued 04/85          |
| <b>C92b</b> | Ground Proximity Warning (GPWS) Equipment, 01/01     |
| <b>C94a</b> | OMEGA Receiving Equipment, Issued 08/81              |
| <b>CA</b>   | Civil Aviation                                       |
| <b>CA</b>   | Conflict Alert                                       |
| <b>CA</b>   | Course to an Altitude                                |
| <b>CAA</b>  | Civil Aviation Authority                             |
| <b>CAA</b>  | Civil Aviation Organization (Iran)                   |
| <b>CAAC</b> | Civil Aviation Authority of China                    |
| <b>CAAS</b> | Class A Airspace                                     |
| <b>CAAS</b> | Computer Aided Approach Sequencing                   |
| <b>CAB</b>  | Civil Aeronautics Board                              |

|                |  |
|----------------|--|
| <b>CAC</b>     | Centralized Approach Control   |
| <b>CACTS</b>   | Cabin Air Conditioning & Temperature Control System  |
| <b>CAD</b>     | Computer Aided / Assisted Design   |
| <b>CADAS</b>   | Computer Controlled Avionics Data Acquisition System   |
| <b>CADC</b>    | Central Air Data Computer  |
| <b>CADF</b>    | Centralized Airspace Data Function   |
| <b>CADIN</b>   | Czech Automated Data Interchange Network   |
| <b>CADS</b>    | Combined Arrival and Departure Sequencing/Study  |
| <b>CADS</b>    | Computer aided Departure System  |
| <b>CADS</b>    | Central Air Data System  |
| <b>CAE</b>     | Computer Aided Engineering   |
| <b>CAEP</b>    | Committee on Aviation [Environmental] Protection<br>Emissions Operational Commission on Aviation<br>Environmental Protection |
| <b>CAERAF</b>  | Common American-European Reference ATN Facility  |
| <b>CAI</b>     | Civil Aviation Inspection  |
| <b>CAI</b>     | Computer Assisted Input  |
| <b>CAIIS</b>   | Computer Aided Imagery Interpretation System   |
| <b>CAIR</b>    | Confidential Aviation Incident Reporting   |
| <b>CAIRDE</b>  | Civil Aviation Integrated Radar Display Equipment  |
| <b>CAL</b>     | Computer Aided Learning  |
| <b>CALIB</b>   | Calibrator   |
| <b>CALLSGN</b> | Callsign   |
| <b>CALM</b>    | Computer Assisted Landing Management System  |
| <b>CALS</b>    | Computer-aided Acquisition and Logistic Support  |
| <b>CAM</b>     | Computer Aided Manufacturing   |
| <b>CAM</b>     | Conflict Alert Message   |
| <b>CAMI</b>    | Civil Aeromedical Institute  |
| <b>CAMOS</b>   | Central ARTAS Maintenance & Operational Support  |
| <b>CAMPS</b>   | Computer Aided Message Processing System   |
| <b>CAMUS</b>   | Czech Automated Multi radar System   |



|                 |   |
|-----------------|---|
| <b>CAN Proj</b> | Croatian Air Navigation Project                                     |
| <b>CANAC</b>    | Computer Assisted National ATC Center                               |
| <b>CANSO</b>    | Civil Air Navigation Services Organization                          |
| <b>CAO</b>      | Computer Assisted Operations  |
| <b>CAOFA</b>    | Coordination of Air Operations in the Forward Area                  |
| <b>CAP</b>      | Combat Air Patrol   |
| <b>CAP</b>      | Controller Access Parameters  |
| <b>CAP</b>      | Capture   |
| <b>CAPAN</b>    | Capacity Analyzer   |
| <b>CAPC</b>     | Civil Aviation Planning Committee                                   |
| <b>CAPE</b>     | Computer Assisted Planning Experiment                               |
| <b>CAPP</b>     | CFMU/DEVD - Client Applications Section                             |
| <b>CAPP</b>     | Certification Authorities for Propulsion Products                   |
| <b>CAPSIN</b>   | CAA Packet Switched Integrated Network                              |
| <b>CAPT</b>     | Captain   |
| <b>CAR</b>      | Caribbean Region  |
| <b>CARAT</b>    | Computer-Aided  |
| <b>CARD</b>     | CNS Applications - Research and Development                         |
| <b>CARD</b>     | Conflict and Risk Display   |
| <b>CARE</b>     | Co-operative Actions of ATM Research and Development in Eurocontrol |
| <b>CARFE</b>    | Conference on Airport and Route Facility Economics                  |
| <b>CART</b>     | Classification and Regression Trees                                 |
| <b>CAS</b>      | Calibrated Air Speed  |
| <b>CAS</b>      | Close Air Support   |
| <b>CAS</b>      | Collision Avoidance System  |
| <b>CAS</b>      | Computerized Assessment System                                      |
| <b>CAS</b>      | Calibrated Airspeed   |
| <b>CASA</b>     | Computer Assisted Slot Allocation                                   |
| <b>CASE</b>     | Computer Aided Software Engineering                                 |
| <b>CASI</b>     | CFMU Aircraft Situation Image                                       |
| <b>CASOR</b>    | Civil Area Services Operations Room                                 |

|                 |   |
|-----------------|---|
| <b>CAST</b>     | Consequences of future ATM systems for air traffic controller Selection and Training  |
| <b>CAST</b>     | Commercial Aviation Safety Team   |
| <b>CASTA</b>    | Controller Associate for Strategic and Technical Advice   |
| <b>CASTLE</b>   | Consolidated Automated System for Time and Labor Entry  |
| <b>CAT</b>      | Clear Air Turbulence  |
| <b>CAT</b>      | Computer Aided Testing  |
| <b>CAT</b>      | Commercial Air Transport  |
| <b>CAT</b>      | Computer Assisted Teaching / Training   |
| <b>CAT</b>      | Continuous Attention Task   |
| <b>CAT</b>      | Category  |
| <b>CAT I</b>    | Facility providing operation down to 200 feet decision height and runway visual range not less than 2600 feet   |
| <b>CAT II</b>   | Facility providing operation down to 100 feet decision height and runway visual range not less than 1200 feet   |
| <b>CAT II a</b> | Facility providing operation with no decision height limit to and along the surface of the runway with external visual reference during final phase of landing and with a runway visual range not less than 700 feet. |
| <b>CAT x</b>    | Category x Precision Approach   |
| <b>CATCAS</b>   | Copenhagen Air Traffic Control Automated System   |
| <b>CATCO</b>    | Chief ATC Operations  |
| <b>CATIA</b>    | TF on CNS/ATM Implementation Aspects  |
| <b>CATSA</b>    | Croatian air Traffic Services Authority   |
| <b>CATSIM</b>   | CAA Air Traffic Simulator   |
| <b>C-ATSU</b>   | Controlling ATS Unit  |
| <b>CAUTRA</b>   | Automated Computer System for Air Traffic   |
| <b>CAVOK</b>    | Clouds and Visibility OK  |
| <b>CAVOK</b>    | Visibility, Cloud and Present Weather Better Than Prescribed Values or Conditions   |

|                  |   |
|------------------|---|
| <b>CB</b>        | Central Battery                                   |
| <b>CB</b>        | Cumulonimbus                                      |
| <b>CBA</b>       | Cost Benefit Analysis                             |
| <b>CBA</b>       | Cross Border Area                                 |
| <b>C-Band</b>    | Frequency Band                                    |
| <b>CBAS</b>      | Class B Airspace                                  |
| <b>CBI</b>       | Computer Based Instruction                        |
| <b>CBN</b>       | Common Backbone Network                           |
| <b>CBPM</b>      | Computer-Based Performance Measure                |
| <b>CBS</b>       | Cost/Benefit Studies                              |
| <b>CBSA</b>      | Class B Surface Area                              |
| <b>CBT</b>       | Computer Based Tool                               |
| <b>CBT</b>       | Computer-Based Training                           |
| <b>CC</b>        | Contractual Conditions                            |
| <b>CC</b>        | Cirrocumulus                                      |
| <b>CCA</b>       | Corrected Meteorological Message                  |
| <b>CCA</b>       | Central Control Actuator                          |
| <b>CCAS</b>      | Class C Airspace                                  |
| <b>CCB</b>       | Change Control Board                              |
| <b>CCC</b>       | Cellular CNS Concept                              |
| <b>CCC</b>       | Central Computer Complex                          |
| <b>CCC</b>       | Command, Control and Communications               |
| <b>CCC</b>       | Common Core Content                               |
| <b>CCCC</b>      | Cross Channel Coordination Center                 |
| <b>CCCI, C3I</b> | Command, Control, Communications and Intelligence |
| <b>CCDS</b>      | Code Callsign Distribution System                 |
| <b>CCF</b>       | Centralized Control Function                      |
| <b>CCFT</b>      | Cold Cathode Fluorescent Tube                     |
| <b>CCG</b>       | CEATS Coordination Group                          |
| <b>C-Channel</b> | Circuit Mode Channel                              |
| <b>CCIP</b>      | Code-Callsign Input Position                      |

|                 |   |
|-----------------|---|
| <b>CCIS</b>     | Closed Circuit Information System             |
| <b>CCL</b>      | Code Callsign List                            |
| <b>CCL</b>      | Cargo Control Logic                           |
| <b>CCLKWS</b>   | Counterclockwise                              |
| <b>CCM</b>      | Computerized Control and Monitoring           |
| <b>CCM</b>      | Cargo Control Module                          |
| <b>CCMS</b>     | Committee on the Challenges of Modern Society |
| <b>CCP</b>      | Circuit Switched Public Data Network          |
| <b>CCP</b>      | Configuration Control Plan                    |
| <b>CCR</b>      | Cancel Contract Request                       |
| <b>CCS</b>      | Code Call Sign                                |
| <b>CCSA</b>     | Class C Surface Area                          |
| <b>CCTV</b>     | Closed Circuit TeleVision                     |
| <b>CCU</b>      | Cargo Control Unit                            |
| <b>CCW</b>      | Counter-Clockwise                             |
| <b>CD</b>       | Candela                                       |
| <b>CD</b>       | Conflict Display                              |
| <b>CD</b>       | Council Directive                             |
| <b>CD</b>       | Course to a DME Distance                      |
| <b>CD&amp;A</b> | Conflict Detection and Avoidance              |
| <b>CD2</b>      | Common Digitizer 2                            |
| <b>CD-2</b>     | Transmission format for radar data            |
| <b>CDA</b>      | Client Defined Area                           |
| <b>CDA</b>      | Conflict Display Area                         |
| <b>CDA</b>      | Coordination Acceptance                       |
| <b>CDA</b>      | Coordination Approval                         |
| <b>CDA</b>      | Current Data Authority                        |
| <b>CDB</b>      | Central Data Base                             |
| <b>CDI</b>      | Coordination Information                      |
| <b>CDI</b>      | Course Deviation Indicator                    |
| <b>CDM</b>      | Collaborate Decision Making                   |
| <b>CDMA</b>     | Code Division Multiple Access                 |

|                  |   |
|------------------|---|
| <b>CDN</b>       | Airspace Crossing Coordination Message / Coordination                         |
| <b>CDN</b>       | Coordination  |
| <b>CDP</b>       | Central Data Processing   |
| <b>CDP</b>       | Computer Diagnostics Program  |
| <b>CDPS</b>      | Central Data Processing System  |
| <b>CDR</b>       | Coded Departure Routes. Predefined route                                      |
| <b>CDR</b>       | Conditional Route   |
| <b>CDR</b>       | Conflict Detection and Resolution   |
| <b>CDR</b>       | Coordination Request  |
| <b>CDR</b>       | Critical Design Review  |
| <b>CDRL</b>      | Contracts Data Requirements List  |
| <b>CD-ROM</b>    | Compact Disk / Read Only Memory   |
| <b>CDS</b>       | Controller Display Support  |
| <b>CDSEPT</b>    | Committee to Develop Standards for Educational and Psychological Testing      |
| <b>CDT</b>       | Command Delivery Time   |
| <b>CDTI</b>      | Cockpit Display of Traffic Information  |
| <b>CDTS</b>      | Console Detailed Technical Specification                                      |
| <b>CDU</b>       | Control and Display Unit  |
| <b>CDU</b>       | Control Display Unit  |
| <b>CE</b>        | Committee of Management   |
| <b>CEAC</b>      | Committee for European Airspace Coordination                                  |
| <b>CEAS</b>      | Class E Airspace  |
| <b>CEATS</b>     | Central European Air Traffic Services   |
| <b>CEATS LSG</b> | Central European Air Traffic Services Legal Sub Group                         |
| <b>CEATS UAC</b> | Central European Air Traffic Services Upper Airspace Control Center           |
| <b>CEC</b>       | Commission of the European Communities  |
| <b>CEECs</b>     | Countries of Central and Eastern Europe; Central and Eastern Europe Countries |
| <b>CEF</b>       | Capacity Enhancement Function   |

|                       |   |
|-----------------------|---|
| <b>CEFA</b>           | Co-operation for Environmentally Friendly Aviation            |
| <b>Central Region</b> | Operations Center   |
| <b>CEO</b>            | Chief Executive Officers                                      |
| <b>CEP</b>            | Circular Error Probable                                       |
| <b>CER</b>            | Cancel Emergency Mode Request                                 |
| <b>CES</b>            | Central and Eastern European States                           |
| <b>CESA</b>           | Class E Surface Area  |
| <b>CESAR</b>          | Course Evaluation Sheets Analysis and Reporting               |
| <b>CESC</b>           | Chief Executive Standing Conference                           |
| <b>CEU</b>            | Central Executive Unit  |
| <b>CEU-E</b>          | Central executive unit with Responsibility for Eastern Europe |
| <b>CEU-W</b>          | Central executive unit with Responsibility for Western Europe |
| <b>CEW</b>            | Civil Engineering Works                                       |
| <b>CF</b>             | Change frequency to....                                       |
| <b>CF</b>             | Course to a Fix   |
| <b>CF</b>             | Change Frequency to   |
| <b>CF</b>             | Course to a Fix   |
| <b>CFAR</b>           | Constant False Alarm Rate                                     |
| <b>CFB</b>            | Central Flight plan Bank                                      |
| <b>CFCF</b>           | Central Flow Control Facility                                 |
| <b>CFD</b>            | Change to Flight Data Message                                 |
| <b>CFDS</b>           | Central Flight Data Suite                                     |
| <b>CFDS</b>           | Centralized Fault Detection System                            |
| <b>CFE</b>            | Customer Furnished Equipment                                  |
| <b>CFEP</b>           | Communications Front End Processor                            |
| <b>CFI</b>            | Certified Flight Instructor                                   |
| <b>CFIT</b>           | Controlled Flight into Terrain                                |
| <b>CFL</b>            | Cleared   |
| <b>CFM</b>            | Central Flow Management                                       |
| <b>CFM</b>            | EEC business area - support to ATFM                           |

|               |  |
|---------------|--|
| <b>CFM</b>    | Confirm or I Confirm   |
| <b>CFMU</b>   | Central Flow Management Unit   |
| <b>CFMUSC</b> | CFMU Steering Committee  |
| <b>CFR</b>    | Code of Federal Regulations  |
| <b>CFTPD</b>  | Central File of Transponder Performance Data   |
| <b>CG</b>     | Center of Gravity  |
| <b>CGAS</b>   | Class G Airspace   |
| <b>CGL</b>    | Circling Guidance Light  |
| <b>CGS</b>    | Centimeter-gram-second   |
| <b>CH</b>     | Channel  |
| <b>CH#</b>    | This Is a Channel-Continuity-Check of Transmission to Permit Comparison of Your Record of Channel-Sequence Numbers of Messages Received on the Channel |
| <b>CHA</b>    | Character  |
| <b>CHAID</b>  | Chi Square Automatic Interaction Detection   |
| <b>CHAN</b>   | Channel  |
| <b>Chap</b>   | Chapter  |
| <b>CHEM</b>   | Chemical   |
| <b>CHG</b>    | Change Message   |
| <b>CHG</b>    | Change of Modification   |
| <b>CHG</b>    | Modification   |
| <b>CHI</b>    | Computer-Human Interface   |
| <b>CHIRP</b>  | Confidential human Factors Incident Reporting Program  |
| <b>CHKPT</b>  | Checkpoint   |
| <b>CHMI</b>   | CFMU Human Machine Interface   |
| <b>CHSP</b>   | Course Heading Select Panel  |
| <b>CI</b>     | Configuration Item   |
| <b>CI</b>     | Course to Intercept  |
| <b>CI</b>     | Cirrus   |
| <b>CIA</b>    | CFMU Internet Application  |
| <b>CIADN</b>  | Croatian Integrated Aeronautical Data Network  |

|                |  |
|----------------|--|
| <b>CIC</b>     | Clearances and Information Communications                |
| <b>CIC</b>     | Cabin Interphone Controller                              |
| <b>CICT</b>    | Convergence and Implementation Coordination Team         |
| <b>CID</b>     | Computer Interface Device                                |
| <b>CIDIN</b>   | Common ICAO Data Interchange Network                     |
| <b>CIEL</b>    | Common Interface Exchange Language                       |
| <b>CIG</b>     | Ceiling  |
| <b>CIM</b>     | Customer Information Management                          |
| <b>CIMIL</b>   | Civil/Military Coordination                              |
| <b>CINCAT</b>  | Capacity Increase through Computer Assistance Tools      |
| <b>CINCENT</b> | Commander in Chief Central Europe                        |
| <b>CINTIA</b>  | Control of Inbound Trajectories of Individual Aircraft   |
| <b>CIO</b>     | Conventional International Origin                        |
| <b>CIP</b>     | CFMU Implementation Plan                                 |
| <b>CIP</b>     | Convergence and Implementation Program                   |
| <b>CIS</b>     | Commonwealth of Independent States                       |
| <b>CIS</b>     | Cooperative Independent Surveillance                     |
| <b>CIS</b>     | Critical Incident Stress                                 |
| <b>CIS</b>     | Cabin Interphone System                                  |
| <b>CISD</b>    | Critical Incident Stress Debriefing                      |
| <b>CISM</b>    | Critical Incident Stress Management                      |
| <b>CISMO</b>   | Centralized International System Management Organization |
| <b>CIT</b>     | Compressor Inlet Temperature                             |
| <b>CIT</b>     | Critical Incidence Technique                             |
| <b>CIT</b>     | Near or over large towns                                 |
| <b>CIT</b>     | Near or Over Large Towns                                 |
| <b>CIT</b>     | Continuous Improvement Team                              |
| <b>CITRAC</b>  | Common Interface for Trajectory Calculation              |
| <b>CIU</b>     | Cabin Interface Unit                                     |
| <b>CIV</b>     | Civil  |



|                  |   |
|------------------|---|
| <b>CIWS</b>      | Central Instrument Warning System                       |
| <b>CJEC</b>      | Court of Justice of the European Communities            |
| <b>CJI</b>       | Controller Justification Indicator                      |
| <b>CK</b>        | Check   |
| <b>CI</b>        | Cost Index  |
| <b>CL</b>        | Center Line   |
| <b>CL</b>        | Cleared   |
| <b>CL</b>        | Connectionless Mode Service                             |
| <b>CL</b>        | Center Line   |
| <b>CLA</b>       | Clear type of ice formation                             |
| <b>CLA</b>       | OCM Clearance Echoback Message                          |
| <b>CLA</b>       | Clear Type of Ice Formation                             |
| <b>CLB</b>       | Climb Detent of the Thrust Levers                       |
| <b>CLB</b>       | Climb   |
| <b>CLBR</b>      | Calibration   |
| <b>CLD</b>       | Cloud   |
| <b>CLD</b>       | DCL Clearance Message                                   |
| <b>CLG</b>       | Calling   |
| <b>CLIMAX</b>    | Multi-station carrier offset mode, with voting override |
| <b>CLIMB OUT</b> | Climb-Out Area  |
| <b>CLKWS</b>     | Clockwise   |
| <b>CLNP</b>      | Connection Less Network Protocol                        |
| <b>CLNS</b>      | Connection Less Network Service                         |
| <b>CLR</b>       | Clear or cleared to or clearance                        |
| <b>CLR</b>       | Clear or Cleared to . . . or Clearance                  |
| <b>CLRD</b>      | Runway Cleared  |
| <b>CLSD</b>      | Closed  |
| <b>CLSD</b>      | Close or Closed or Closing                              |
| <b>CLTP</b>      | Connection Less Transport Protocol                      |
| <b>CLW</b>       | Communications List Window                              |
| <b>CLX</b>       | OCM Clearance Message                                   |

|                  |   |
|------------------|---|
| <b>cm</b>        | Centimeter                                      |
| <b>CM</b>        | Configuration Management                        |
| <b>CM</b>        | Common Memory                                   |
| <b>CM</b>        | Conformance Monitoring                          |
| <b>CM</b>        | Critical Milestone                              |
| <b>CM</b>        | Centimeter                                      |
| <b>CMA</b>       | Central Monitoring Agency                       |
| <b>CMA</b>       | Context Management Application                  |
| <b>CMB</b>       | Combined  |
| <b>CMB</b>       | Climb to or Climbing to                         |
| <b>CMC</b>       | Central Maintenance Computer                    |
| <b>CMC</b>       | Central Master Clock                            |
| <b>CMC</b>       | Constant Mach Blimp                             |
| <b>CMC</b>       | Central Maintenance Computer                    |
| <b>CMCS</b>      | Central Maintenance Computing System            |
| <b>CMCSG</b>     | Civil and Military Coordination Sub-Group       |
| <b>CMD</b>       | Command   |
| <b>CMG</b>       | Crisis management Group                         |
| <b>CMIC</b>      | Civil Military Interface Standing Committee     |
| <b>CMIP</b>      | Contract Management and Inspection Procedures   |
| <b>CMIS/CMIP</b> | Common Management Information System / Protocol |
| <b>CMM</b>       | Component Maintenance Manual                    |
| <b>CMMC</b>      | Central Monitoring and Management Center        |
| <b>CMMC</b>      | Common Maintenance Monitoring and Control       |
| <b>CMOS</b>      | Complementary Metal Oxid Semiconductor          |
| <b>CMPL</b>      | Completion or Completed or Complete             |
| <b>CMS</b>       | Central Message Switch                          |
| <b>CMS</b>       | Common Modular Simulator                        |
| <b>CMS</b>       | Cabin Management System                         |
| <b>CMSA</b>      | Carrier Sense Multiple Access                   |
| <b>CMSND</b>     | Commissioned                                    |

|                  |   |
|------------------|---|
| <b>CMT</b>       | Core Management Team  |
| <b>CMT</b>       | Critical Milestone Test   |
| <b>CMT</b>       | Certificate Management Team   |
| <b>CMTP</b>      | Common Medium-Term Plan   |
| <b>CMU</b>       | Communications Management Unit  |
| <b>CMV</b>       | Coverage Measurement Volume   |
| <b>CN</b>        | Change Notice   |
| <b>CN</b>        | Common Network  |
| <b>CN</b>        | Permanent Commission for the safety of air navigation                         |
| <b>CNACC</b>     | Common National Area Control Center   |
| <b>CNATCC</b>    | Common National Air Traffic Control Center                                    |
| <b>CNG</b>       | Common Network Group  |
| <b>CNL</b>       | Cancel message  |
| <b>CNL</b>       | Cancel or Cancelled   |
| <b>CNL</b>       | Flight Plan Cancellation  |
| <b>CNS</b>       | Communication Navigation and Surveillance                                     |
| <b>CNS</b>       | Study Group of Alternates   |
| <b>CNS</b>       | Communications, Navigation and Surveillance                                   |
| <b>CNS/ATM</b>   | Communication, Navigation and Surveillance/Air Traffic Management             |
| <b>CNS/ATM-1</b> | Communication, Navigation and Surveillance / Air Traffic Management Package 1 |
| <b>CNTRLN</b>    | Centerline  |
| <b>CO</b>        | Connection Mode Service   |
| <b>CO</b>        | ContinentalXC   |
| <b>CO ROUTE</b>  | Company Route   |
| <b>COB</b>       | Certification Oversight Board   |
| <b>COBALT</b>    | Common Objective Alignment Team   |
| <b>COBT</b>      | Calculated Off Block Time   |
| <b>COC</b>       | Combat Operations Center or Concept   |
| <b>COCESNA</b>   | Central American Corporation For Air Navigation Service                       |

|                 |   |
|-----------------|---|
| <b>COCOS</b>    | Computer Controlled SSR Code Assignment Procedures                          |
| <b>COD</b>      | Common Medium-Term Plan Overview Document                                   |
| <b>CODA</b>     | Central Office of Delay Analysis  |
| <b>CODE</b>     | Aircraft address when required by the appropriate ATS authority             |
| <b>CODEC</b>    | Coder/Decoder   |
| <b>CoE</b>      | Center of Expertise   |
| <b>COF</b>      | Change of Frequency   |
| <b>COFAR</b>    | Common Options for Airport Regions  |
| <b>COFEE</b>    | Consolidated Operational data FEEder  |
| <b>COG</b>      | Coordination Group  |
| <b>COHO</b>     | Coherent Oscillator   |
| <b>COLL</b>     | Collapse  |
| <b>COLL</b>     | Collision   |
| <b>COLOC</b>    | Change of Location of Command   |
| <b>COM</b>      | Cockpit Operating Manual  |
| <b>CoM</b>      | EUROCONTROL Committee of Management   |
| <b>COM</b>      | Communications  |
| <b>COM/DIV</b>  | ICAO Communications Divisional Meeting                                      |
| <b>COM/MET</b>  | Communications / Meteorology Divisional Meeting                             |
| <b>COM/NAV</b>  | Communication/Navigation  |
| <b>COM/OPS</b>  | Communications / Operations   |
| <b>COMALF-E</b> | Commander of Airlift Forces - Europe  |
| <b>COMED</b>    | Combined Map and Electronic Display   |
| <b>COMG</b>     | Communications Group  |
| <b>COMIL</b>    | Coordination Center for Military Airspace Use                               |
| <b>COMIL-1N</b> | ATS Coordination Center for Military Airspace Utilization - Phase 1 Network |
| <b>COMLAN</b>   | COMmunication Local Area Network  |
| <b>Comm-B</b>   | Mode S downlink format DF20 or 21   |
| <b>COMP</b>     | Operating Company   |

|                |   |
|----------------|---|
| <b>COMPAS</b>  | Computer Oriented Metering Planning and Advisory System |
| <b>COMSEC</b>  | Communications Security                                 |
| <b>COMT</b>    | Communications Team                                     |
| <b>COMX</b>    | Undefined Future Communication System                   |
| <b>CON</b>     | Continuous  |
| <b>CONC</b>    | Concrete  |
| <b>COND</b>    | Condition   |
| <b>CONDAR</b>  | Conflict Detection and Resolution                       |
| <b>CONDOR</b>  | Confidential Direct Occurrence Report                   |
| <b>CONF</b>    | Conflict  |
| <b>CONFACP</b> | Conflict Accept   |
| <b>CONOPS</b>  | Concept of Operations of Mode S in Europe               |
| <b>CONP</b>    | Connection Oriented Network Protocol                    |
| <b>CONS</b>    | Continuous  |
| <b>CONST</b>   | Construction or Constructed                             |
| <b>CONT</b>    | Continue or Continued                                   |
| <b>Cont'd</b>  | Continued   |
| <b>CONUS</b>   | Continental United States                               |
| <b>COO</b>     | Coordinator   |
| <b>COOR</b>    | Coordinate or Coordination                              |
| <b>COORD</b>   | Coordination  |
| <b>COORD</b>   | Coordinates   |
| <b>COP</b>     | Change over Point                                       |
| <b>COP</b>     | Contingency Operations Plan                             |
| <b>COP</b>     | Coordination Point                                      |
| <b>COP</b>     | Change-Over Point                                       |
| <b>COPG</b>    | Common Operating Procedures Group                       |
| <b>COPP</b>    | Connection Oriented Presentation Protocol               |
| <b>COPS</b>    | Common Operational Performance Specifications           |
| <b>COR</b>     | Correct or Corrected or Correction                      |
| <b>COR</b>     | Correlate   |

|               |   |
|---------------|---|
| <b>COR</b>    | Correct or Correction or Corrected                            |
| <b>COR</b>    | Corrector   |
| <b>CORA</b>   | Conflict Resolution Assistant                                 |
| <b>CorC++</b> | Computer language   |
| <b>CORE</b>   | Controlled Requirements Expression                            |
| <b>CORE</b>   | CORE Requirements for ATM Working Positions                   |
| <b>COROM</b>  | Cognitive Competencies Model                                  |
| <b>CORUM</b>  | Training and Human Resources Consultancy Company              |
| <b>COS</b>    | Chief of Staff  |
| <b>COS</b>    | Computer Operating Station                                    |
| <b>COS</b>    | Continued Operational Safety                                  |
| <b>COSAAC</b> | Common Simulator to Assess ATMF Concepts                      |
| <b>COSP</b>   | Connection Oriented Session Protocol                          |
| <b>COSPAS</b> | Space system for the search of vessels in distress            |
| <b>COST</b>   | Cooperation in the Field of Scientific and Technical Research |
| <b>COSU</b>   | Core Systems Unit   |
| <b>COT</b>    | at the Coast  |
| <b>COTP</b>   | Connection Oriented Transport Protocol                        |
| <b>COTR</b>   | Contracting Officer's Technical Representative                |
| <b>COTS</b>   | Commercial Off-the-Shelf                                      |
| <b>COV</b>    | Cover or Covered or Covering                                  |
| <b>CP</b>     | Circular Polarization   |
| <b>CP</b>     | Conflict Probe  |
| <b>CP</b>     | Contact Person  |
| <b>CP</b>     | Control Panel   |
| <b>CP</b>     | CWP Processor Unit  |
| <b>CP</b>     | Control Panel   |
| <b>CPA</b>    | Closest Point of Approach                                     |
| <b>CPC</b>    | Constant Pitch Climb  |
| <b>CPC</b>    | Control and Processing Center                                 |

|              |  |
|--------------|--|
| <b>CPCs</b>  | Certified Professional Controllers                   |
| <b>PCPS</b>  | Cabin Pressure Control System                        |
| <b>CPD</b>   | Continuous Professional Development                  |
| <b>CPD</b>   | Coupled  |
| <b>CPDLC</b> | Controller-Pilot Data Link Communications            |
| <b>CPF</b>   | Central Processing Facility                          |
| <b>CPG</b>   | FAA & Industry Guide to Product Certification        |
| <b>CPI</b>   | Californian Psychological Inventory                  |
| <b>CPL</b>   | Commercial Pilots License                            |
| <b>CPL</b>   | Current Flight Plan                                  |
| <b>CPL</b>   | Customer Priority Listing                            |
| <b>CPL</b>   | Current Flight Plan                                  |
| <b>CPL</b>   | Commercial Pilot License                             |
| <b>CPN</b>   | Certification Project Notification                   |
| <b>CPR</b>   | Conflict Prediction and Resolution                   |
| <b>CPS</b>   | Central Print Service / Central Processing System    |
| <b>CPS</b>   | Characters Per Second                                |
| <b>CPU</b>   | Central Processing Unit                              |
| <b>CR</b>    | Central Region                                       |
| <b>CR</b>    | Course to a VOR Radial                               |
| <b>CRAF</b>  | Central Reservation Airspace Facility                |
| <b>CRAF</b>  | Civil Reserve Air Fleet                              |
| <b>CRAF</b>  | Computer Resolution Advisory Function                |
| <b>CRAFS</b> | Civilian Request for Airspace and Flight Data System |
| <b>CRAM</b>  | Conditional Route Availability Message               |
| <b>CRATF</b> | Communications Requirements Analysis Task Force      |
| <b>CRC</b>   | Control and Reporting Center                         |
| <b>CRC</b>   | Cyclic Redundancy Check                              |
| <b>CRCO</b>  | Central Route Charges Office                         |
| <b>CRD</b>   | Conflict Risk Display                                |
| <b>CRDA</b>  | Converging Runway Display Aid                        |

|                |  |
|----------------|--|
| <b>CRDS</b>    | CEATS Research & Development & Simulation Center                   |
| <b>CRDS</b>    | Color Raster Scan Display  |
| <b>CREME</b>   | Creating the EATCHIP Management Environment                        |
| <b>CRF</b>     | Central Repair Facility  |
| <b>CRITTER</b> | Civil Rotorcraft IFR Terminal-Area Technology Enhancement Research |
| <b>CRKG</b>    | Cranking   |
| <b>CRM</b>     | Cockpit / Crew Resource Management                                 |
| <b>CRM</b>     | Collision Risk Modelling   |
| <b>CRM</b>     | Coordination Revision Message                                      |
| <b>CRM</b>     | Collision Risk Model   |
| <b>CRMCS</b>   | Central RADNET Monitoring and Control System                       |
| <b>CRS</b>     | Contingency Routing System   |
| <b>CRS</b>     | Controller Route Sequence  |
| <b>CRS</b>     | Course   |
| <b>CRT</b>     | Choice Reaction Time   |
| <b>CRZ</b>     | Cruise   |
| <b>CS</b>      | Callsign or Contract Signature                                     |
| <b>CS</b>      | Cirrostratus   |
| <b>CS</b>      | Collapsed Sector   |
| <b>CS</b>      | Call Sign  |
| <b>CS</b>      | Cirrostratus   |
| <b>CSAC</b>    | Cooperative Structural Airspace Concept                            |
| <b>CSAR</b>    | CFMU System Anomaly Report   |
| <b>CSB</b>     | Compressor Stability Bleed   |
| <b>CSC</b>     | Common Signaling Channel   |
| <b>CSCCE</b>   | Conference on Security and Cooperation in Europe                   |
| <b>CSCP</b>    | Cabin System Control Panel   |
| <b>CSCW</b>    | Computer Supported Co-operative Work                               |
| <b>CSD</b>     | Concept and System Domain  |
| <b>CSD</b>     | Constant Speed Drive   |



|                |   |
|----------------|---|
| <b>CSD</b>     | Context and Scope Document                          |
| <b>CSD</b>     | Context Specification Document                      |
| <b>CSDT</b>    | Concept & Systems Development Team                  |
| <b>CSDT</b>    | Context and System Domain Team                      |
| <b>CSEL</b>    | Combat survivor evader locator                      |
| <b>CSEU</b>    | Control System Electronics Unit                     |
| <b>CSF</b>     | Critical Success Factor                             |
| <b>CSFR</b>    | Czech and Slovak Federal Republic                   |
| <b>CSI</b>     | Combined Safety Investigation                       |
| <b>CSI</b>     | Critical Success Indicator                          |
| <b>CSI</b>     | AVS Consistency and Standardization Initiative      |
| <b>CSM</b>     | Central Service Modules                             |
| <b>CSM</b>     | Chaotic Situation Management                        |
| <b>CSMA</b>    | Carrier Sense Multiple Access                       |
| <b>CSMA/CD</b> | Carrier Sense Multiple Access with Collision Detect |
| <b>CSMU</b>    | Cabin System Management Unit                        |
| <b>CSN</b>     | Channel Sequence Numbers                            |
| <b>CSO</b>     | CFMU System Operations HELPDESK Team                |
| <b>CSP</b>     | Communication Service Provider                      |
| <b>CSP</b>     | Comprehensive Strategic Plan                        |
| <b>CSPDU</b>   | CEATS Strategic Planning & Development Unit         |
| <b>CSR</b>     | Cursor  |
| <b>CSR</b>     | Customer Service Requests                           |
| <b>CSSR</b>    | Conventional SSR                                    |
| <b>CSU</b>     | Control Sector Unit                                 |
| <b>CSU-P</b>   | Center Supervisor                                   |
| <b>CT</b>      | Center  |
| <b>CT</b>      | Cooperative Tools                                   |
| <b>CT</b>      | Core Tasks  |
| <b>CT</b>      | Core Team   |
| <b>CT</b>      | Control Transformer                                 |
| <b>CTA</b>     | Calculate Time of Arrival                           |

|               |  |
|---------------|--|
| <b>CTA</b>    | Controlled-Time of Arrival                                       |
| <b>CTA</b>    | Cognitive Task Analysis  |
| <b>CTA</b>    | Control Area   |
| <b>CTAM</b>   | Climb to and Maintain  |
| <b>CTAS</b>   | Center TRACON Automation System                                  |
| <b>CTB</b>    | Co-operative Tube Based  |
| <b>CTC</b>    | Cancel All Contracts and Terminate Connection Request            |
| <b>CTC</b>    | Centralized Train Central  |
| <b>CTC</b>    | Contact  |
| <b>CTC</b>    | Cabin Temperature Controller                                     |
| <b>CTD</b>    | Calculated time of Departure                                     |
| <b>CTF</b>    | Communication Task Force   |
| <b>CTG</b>    | Common Training Group  |
| <b>CTI</b>    | Collegiate Training Initiative                                   |
| <b>CTL</b>    | Control  |
| <b>CTMO</b>   | Central Air Traffic Flow Management Organization                 |
| <b>CTN</b>    | Caution  |
| <b>CTO</b>    | Computed Time Over   |
| <b>CTOT</b>   | Calculated Take Off Time   |
| <b>CTR</b>    | Center   |
| <b>CTR</b>    | Civil Tilt Rotor   |
| <b>CTR</b>    | Controller or Control Zone                                       |
| <b>CTR</b>    | Control Zone   |
| <b>CTRL</b>   | Control  |
| <b>CTRS</b>   | Common Time Reference System                                     |
| <b>CTS</b>    | Command Tracking Stations  |
| <b>CTS</b>    | Cabin Temperature Selector                                       |
| <b>CTS</b>    | Conversational Terminal System                                   |
| <b>CTWUEC</b> | Committee of Transport Workers' Unions in the European Community |
| <b>CU</b>     | Control Unit   |

|              |  |
|--------------|--|
| <b>CU</b>    | Cumulus                                    |
| <b>CUF</b>   | Cumuliform                                 |
| <b>CUG</b>   | Closed User Group                          |
| <b>CUP</b>   | Computer Utility Program                   |
| <b>CUP</b>   | CWP-Unit Processor                         |
| <b>CUR</b>   | Current Sector or Center or Controller     |
| <b>CUST</b>  | Customs                                    |
| <b>CV</b>    | Curriculum Vitae                           |
| <b>CVFR</b>  | Controlled Visual Flight Rules             |
| <b>CVO</b>   | Code Validity Overlap                      |
| <b>CVR</b>   | Cockpit Voice Recorder                     |
| <b>CVR</b>   | Console Voice Recorder                     |
| <b>CVSM</b>  | Conventional Vertical Separation Minimum   |
| <b>CVSRF</b> | Crew-Vehicle Simulation Research Facility  |
| <b>CW</b>    | Clockwise                                  |
| <b>CW</b>    | Continuous Wave                            |
| <b>CWAR</b>  | Continuous Wave Acquisition Radar          |
| <b>CWBS</b>  | Contract/Complete Work Breakdown Structure |
| <b>CWDPS</b> | Central Weather Data Processing System     |
| <b>CWIR</b>  | CFMU Generated What-If Re-routing          |
| <b>CWP</b>   | Controller Working Position                |
| <b>CWS</b>   | Control Wheel Steering                     |
| <b>CWS</b>   | Collision Warning System                   |
| <b>CWS</b>   | Control Wheel Steering                     |
| <b>Cwt</b>   | Hundredweight                              |
| <b>CWY</b>   | Clearway                                   |
| <b>CX</b>    | Cathay                                     |
| <b>CYPRO</b> | Cyprus Project for ATC Improvements        |
| <b>CYTA</b>  | Cyprus Telecommunications Authority        |
| <b>CZM</b>   | Conventional Zero Meridian                 |
| <b>CZW</b>   | Conflict Zoom Window                       |

# D

DELTA

1970



**Imperial Iranian Air Force**  
**Lockheed C-130E Hercules**  
*London, United Kingdom*

|                |   |
|----------------|---|
| <b>D</b>       | Danger Area   |
| <b>D</b>       | Day   |
| <b>D</b>       | Derated   |
| <b>D</b>       | Downward  |
| <b>D</b>       | Danger Area   |
| <b>D&amp;D</b> | Distress and Diversion  |
| <b>D.O.T</b>   | Department of Transport   |
| <b>D/A</b>     | Digital-to-Analog   |
| <b>D/D</b>     | Drift Down  |
| <b>D/L</b>     | Data Link   |
| <b>DA</b>      | Decision Altitude   |
| <b>DA</b>      | Descent Adviser   |
| <b>DA</b>      | Dimensional Aspect  |
| <b>DA</b>      | Direct Access   |
| <b>DA/H</b>    | Decision Altitude Height  |
| <b>DAA</b>     | Dynamic Airspace Allocation   |
| <b>DAA</b>     | Digital/Analog Adapter  |
| <b>DAAIS</b>   | Danger Area Activity Information Service  |
| <b>DAARWIN</b> | Distributed ATM Architecture based on RNAV, Workstations, Intelligent tools, and Networks |
| <b>DABS</b>    | Discrete Address Beacon System  |
| <b>DAC</b>     | Deployable ACCS Component   |
| <b>DAC</b>     | Direction Aviation Civile   |
| <b>DAC</b>     | Dynamic Air Traffic Control Test  |
| <b>DACT</b>    | Dissimilar Air Combat Training  |
| <b>DADC</b>    | Digital Air Data Computer   |
| <b>DAF</b>     | Demand Adjustment Factors   |
| <b>DAFIF</b>   | Digital Aeronautical Flight Information File  |
| <b>DAH</b>     | Design Approval Holder  |
| <b>DAI</b>     | Direct Access Intercom  |
| <b>DAISY</b>   | Distributed Airport Information System  |
| <b>DAIW</b>    | Danger Area Altitude Warning  |

|                       |  |
|-----------------------|--|
| <b>DALGT</b>          | Daylight   |
| <b>DAP</b>            | Directorate of Airspace Policy   |
| <b>DAP</b>            | Downlink Aircraft Parameter  |
| <b>DAPs</b>           | Downlinked Aircraft Parameters   |
| <b>DAR</b>            | Digital Aids Recorder  |
| <b>DARC</b>           | Direct Access Radar Channel  |
| <b>DAS</b>            | Directorate ATM Strategies   |
| <b>DAS</b>            | DME Based Azimuth System   |
| <b>DAS</b>            | Dual Attachment Station  |
| <b>DASA, Dasa</b>     | Deutsche Aerospace   |
| <b>DASR</b>           | Department of ATC Systems Research   |
| <b>DAT</b>            | Differential Aptitude Test   |
| <b>DATALINK</b>       | Digitized Information Transfer   |
| <b>DATAS</b>          | Datalink and Transponder Analysis System   |
| <b>D-ATIS</b>         | Digital ATIS   |
| <b>D-ATIS</b>         | Data Link Automatic Terminal Information Service   |
| <b>DATS TF</b>        | Delegation of ATS Task Force   |
| <b>D-ATSU</b>         | Downstream Air Traffic Service Unit  |
| <b>DAVINCI</b>        | Departure and Arrival Integrated Management System for Cooperative Improvement of Airport Traffic Flow |
| <b>DB</b>             | Data Base  |
| <b>dB</b>             | decibel  |
| <b>DBC</b>            | Data Bank COMECON  |
| <b>DBE</b>            | Data Bank EUROCONTROL  |
| <b>dB<sub>i</sub></b> | decibel with respect to an isotropic antenna   |
| <b>dB<sub>m</sub></b> | decibel, referenced to 1 milliwatt   |
| <b>DBMS</b>           | Data Base/Data Bank Management System  |
| <b>DBS</b>            | Data Base System   |
| <b>DBS</b>            | Direct Broadcast Satellite   |
| <b>dBW</b>            | decibel, referenced to 1 watt  |
| <b>dBZ</b>            | decibel, units of reflectivity   |

|                 |  |
|-----------------|--|
| <b>DC</b>       | Departure Clearance  |
| <b>DC, d.c.</b> | Direct Current Electricity / Device Control                  |
| <b>DCA</b>      | Department of Civil Aviation                                 |
| <b>DCA</b>      | Director of Civil Aviation                                   |
| <b>DCAM</b>     | Department Civil Aviation of Malta                           |
| <b>DCC</b>      | Data Country Code  |
| <b>DCD</b>      | Double Channel Duplex  |
| <b>DCDU</b>     | Datalink Control and Display Unit                            |
| <b>DCE</b>      | Data Circuit-terminating Equipment                           |
| <b>DCE</b>      | Data Communications Equipment                                |
| <b>DCF</b>      | Discounted Cash Flow   |
| <b>DCF77</b>    | German time standard, emitting on 77.5 kHz with callsign DCF |
| <b>DCFEP</b>    | Data Communications Front End Processor                      |
| <b>DCIA</b>     | Dependent Convergent Instrument Approaches                   |
| <b>DCKG</b>     | Docking  |
| <b>DCL</b>      | Departure Clearance  |
| <b>DCM</b>      | Decomposition and Consolidation Matrix                       |
| <b>DCM</b>      | Document Configuration Management                            |
| <b>DCM</b>      | Downstream Clearance Message                                 |
| <b>DCMSN</b>    | Decommission   |
| <b>DCMSND</b>   | Decommissioned   |
| <b>DCOS</b>     | Deputy Chief of Staff  |
| <b>DCP</b>      | Display Control Panel  |
| <b>DCP</b>      | Datum Crossing Point   |
| <b>DCPC</b>     | Direct Controller Pilot Communication                        |
| <b>DCPC</b>     | Direct Controller-Pilot Communications                       |
| <b>DCPs</b>     | Dedicated Personal Computers                                 |
| <b>DCR</b>      | Design Certification Review                                  |
| <b>DCR</b>      | Display Control Readout                                      |
| <b>DCRCO</b>    | Director Central Route Charges Office                        |
| <b>DCS</b>      | Data Communications System                                   |

|                |  |
|----------------|--|
| <b>DCS</b>     | Double Channel Simplex                                   |
| <b>DCT</b>     | Direct   |
| <b>DCT-LB</b>  | Direct Telephone - Local Battery                         |
| <b>DCTS</b>    | Digital Communications Terminal System                   |
| <b>DCU</b>     | Display Control Unit                                     |
| <b>DCW</b>     | Digital Chart of the World                               |
| <b>DDA</b>     | Downstream Data Authority                                |
| <b>DDB</b>     | Dynamic Databank/Database                                |
| <b>DDC</b>     | Data Display Console                                     |
| <b>DDD</b>     | Detailed Design Document                                 |
| <b>DDE</b>     | Dynamic Data Exchange                                    |
| <b>DDL</b>     | Data Description Language                                |
| <b>DDM</b>     | Data Display Monitor                                     |
| <b>DDP</b>     | Declaration of Design Performance                        |
| <b>DDP</b>     | Distributed Data Processing                              |
| <b>DDU</b>     | Display Drive Unit                                       |
| <b>DE</b>      | From   |
| <b>DEA</b>     | Data Exchange Agreement                                  |
| <b>Debrief</b> | Debriefing   |
| <b>DEC</b>     | Digital Equipment Corporation                            |
| <b>DEC</b>     | December   |
| <b>DECADE</b>  | DFS/EUROCONTROL Common ATC Development                   |
| <b>DECCA</b>   | Hyperbolic Area Navigation System                        |
| <b>DECR</b>    | Decrement  |
| <b>DED</b>     | Director EATCHIP Development                             |
| <b>DED</b>     | Dead Ended Shield  |
| <b>DEE</b>     | Data Entry Equipment                                     |
| <b>DEEC</b>    | Director of the Eurocontrol Experimental Center          |
| <b>DEFAMM</b>  | Demonstration Facilities for Airport Movement Management |
| <b>DEG</b>     | Data Environment Generator                               |
| <b>DEG</b>     | Degrees  |



|                  |  |
|------------------|--|
| <b>DEGS</b>      | Degrees  |
| <b>DEI</b>       | Directorate EATCHIP Implementation                           |
| <b>DEL</b>       | Delete   |
| <b>DEL</b>       | Deliverable  |
| <b>DEL</b>       | Diagram Equipment List                                       |
| <b>DEM</b>       | German Marks   |
| <b>DEMETER</b>   | Distance Measuring Equipment Tracer                          |
| <b>DEMETER</b>   | DME Metering   |
| <b>Demo</b>      | Demonstration  |
| <b>DEP</b>       | Depart, Departure  |
| <b>DEP</b>       | Depart or Departure  |
| <b>DEP</b>       | Departure  |
| <b>DEP PROC</b>  | Departure Procedure  |
| <b>DEP TC</b>    | Departure Tactical Controller                                |
| <b>DEPA</b>      | Departure Airfield   |
| <b>DEPCOS</b>    | Departure Coordination System                                |
| <b>DEPO</b>      | Deposition   |
| <b>DEP-VKL</b>   | Departure Controller   |
| <b>DER</b>       | Departure End of the Runway                                  |
| <b>DERA</b>      | Defense Evaluation and Research Agency                       |
| <b>DERD-X</b>    | Display of Extracted Radar Data - Extension                  |
| <b>DERD-X/XL</b> | Display of Extracted Radar Data - Expanded/Expanded with LAN |
| <b>DES</b>       | Data Exchange System   |
| <b>DES</b>       | De-Suspension Message  |
| <b>DES</b>       | Draft Eurocontrol Standard Document                          |
| <b>DES</b>       | Descend to or Descending to                                  |
| <b>DESC</b>      | Descending   |
| <b>DEST</b>      | Destination Aerodrome  |
| <b>DEST</b>      | Destination  |
| <b>DETF</b>      | Data Exchange Trust Facility                                 |
| <b>DE-TO NI</b>  | Derated Takeoff Engine Fan Speed                             |

|                 |  |
|-----------------|--|
| <b>DE-TO PR</b> | Derated Takeoff Engine Pressure Ratio                    |
| <b>DETR</b>     | Department of the Environment, Transport and the Regions |
| <b>DETRESFA</b> | Distress Phase   |
| <b>DEV</b>      | Deviation  |
| <b>DEV</b>      | Domain Executive View                                    |
| <b>DEV</b>      | Deviation or Deviating                                   |
| <b>DEVD</b>     | Development Division                                     |
| <b>DF</b>       | Direct to a Fix  |
| <b>DF</b>       | Direction Finding or Display Field                       |
| <b>DF</b>       | Directorate Finance / Direction des Finances             |
| <b>DF</b>       | Direction Finding  |
| <b>DFCS</b>     | Digital Flight Control System                            |
| <b>DFDAU</b>    | Digital Flight Data Acquisition Unit                     |
| <b>DFDR</b>     | Digital Flight Data Recorder                             |
| <b>DFGS/C</b>   | Digital Flight Guidance System/Computer                  |
| <b>DFIS</b>     | Data Link Flight Information Service                     |
| <b>DFL</b>      | Division Flight Level                                    |
| <b>DFL</b>      | Dynamic Flight Leg                                       |
| <b>DFS</b>      | Detailed Functional Specification                        |
| <b>DFS</b>      | German ATC Corporation                                   |
| <b>DFTI</b>     | Distance From Touchdown Indicator                        |
| <b>DGCA</b>     | Director General of Civil Aviation of ECAC Member States |
| <b>DGE</b>      | Director General Eurocontrol                             |
| <b>DGNSS</b>    | Differential Global Navigation Satellite System          |
| <b>DGOF</b>     | Director General's Office                                |
| <b>DGON</b>     | Deutsch's German Institute for Navigation                |
| <b>D-GPS</b>    | Differential Global Positioning System                   |
| <b>DGS</b>      | Director General Secretariat                             |
| <b>DGVII</b>    | Directorate General of Transport / European Commission   |
| <b>DH</b>       | Decision Height  |

|                 |  |
|-----------------|--|
| <b>DHP</b>      | Direct Host Processor                                  |
| <b>DHR</b>      | Directorate Human Resources                            |
| <b>Di</b>       | Detectability  |
| <b>DIADAM</b>   | Distributed ATM Data Management                        |
| <b>DIANS</b>    | Director Institute of Air Navigation Services          |
| <b>DIB</b>      | Directory Information Base                             |
| <b>DICE</b>     | Direct Course Error                                    |
| <b>DID</b>      | Direct Identification Data                             |
| <b>DIF</b>      | Diffuse  |
| <b>DIGEST</b>   | Digital Exchange Standards                             |
| <b>DIL</b>      | Data Items List  |
| <b>DILCS</b>    | Dedicated Intelligence Loop Circuits System            |
| <b>DIR</b>      | Direct   |
| <b>DIR/INTC</b> | Direct Intercept                                       |
| <b>DIRA</b>     | Department for Interdisciplinary Relations of Aviation |
| <b>DIS</b>      | Data Displayed   |
| <b>DIS</b>      | Directorate Infrastructure ATC Systems and Support     |
| <b>DIS</b>      | Distance   |
| <b>DIS/HUM</b>  | ATM Human Resources Unit                               |
| <b>DISABLD</b>  | Disabled   |
| <b>DISCR</b>    | Discrepancy  |
| <b>DIST</b>     | Distance   |
| <b>DIU</b>      | Digital Interface Unit                                 |
| <b>DIV</b>      | DIVert or DIVerging                                    |
| <b>DIV</b>      | Divert or Diverting                                    |
| <b>DK</b>       | Denmark  |
| <b>DL</b>       | Data Link  |
| <b>DL</b>       | Delta  |
| <b>DL</b>       | Delta Airlines   |
| <b>DLA</b>      | Delay or Delayed                                       |
| <b>DLA</b>      | ATS message indicator for delay                        |

|              |  |
|--------------|--|
| <b>DLARD</b> | Data Link Application Requirements Document  |
| <b>DLASD</b> | DL Application System Document               |
| <b>DLCRD</b> | Data Link Communication Requirement Document |
| <b>DLF</b>   | Data Link Frame                              |
| <b>DLIC</b>  | Data Link Initiation Capability              |
| <b>DLL</b>   | Data Link Layer                              |
| <b>DLL</b>   | Delay Locked Loop                            |
| <b>DLP</b>   | Data Link Processor                          |
| <b>DLPU</b>  | Data Link Processing Unit                    |
| <b>DLR</b>   | German Aerospace Center                      |
| <b>DLS</b>   | Data Link Splitter                           |
| <b>DLT</b>   | Delete                                       |
| <b>DLT</b>   | AIR's Division Leadership Team               |
| <b>DLW</b>   | Departure List Window                        |
| <b>DLY</b>   | Daily  |
| <b>DM</b>    | Departure Manager                            |
| <b>DMA</b>   | Decision Making Aids                         |
| <b>DMA</b>   | Defense Mapping Agency                       |
| <b>DMA</b>   | Direct Memory Access                         |
| <b>DMA</b>   | Divergence Monitoring and Alert              |
| <b>DMAN</b>  | Departure Manager                            |
| <b>DMAS</b>  | Director Maastricht Control Center           |
| <b>DMC</b>   | Display Management Computer                  |
| <b>DMC</b>   | Detachment of Military Coordinators          |
| <b>DME</b>   | Distance Measuring Equipment                 |
| <b>DME/P</b> | Precise DME                                  |
| <b>DML</b>   | Data Manipulation Language                   |
| <b>DMR</b>   | Data Modification Request                    |
| <b>DMS</b>   | Database Management System                   |
| <b>DMSTN</b> | Demonstration                                |
| <b>DMU</b>   | Data Management Unit                         |
| <b>DNAs</b>  | ECAC Directors of Air Navigation             |

|                 |   |
|-----------------|---|
| <b>DNG</b>      | Danger or Dangerous                                   |
| <b>DNIC</b>     | Data Network Identification Codes                     |
| <b>DNS</b>      | Digital Network Signaling                             |
| <b>DNTKFX</b>   | DownTrack Fix   |
| <b>DOC</b>      | Designated Operational Coverage                       |
| <b>DOC</b>      | Direct Operating Cost                                 |
| <b>DOC</b>      | Document  |
| <b>DoD</b>      | Department of Defense                                 |
| <b>DoD MIL</b>  | Department of Defense - military                      |
| <b>DODAR</b>    | Diagnosis, Options, Decision, Assessment and Revision |
| <b>DOF</b>      | Date of Flight  |
| <b>DOI</b>      | Department of Industry                                |
| <b>DOM</b>      | Domestic  |
| <b>DOP</b>      | Daily Operations Plan                                 |
| <b>DOP</b>      | Dilution of Precision                                 |
| <b>DORA</b>     | Directorate Operational Research and Analysis         |
| <b>DOS</b>      | Disk Operating System                                 |
| <b>DOT</b>      | Department of Transportation                          |
| <b>D-OTIS</b>   | Data Link Operational Terminal Information Service    |
| <b>DOTS</b>     | Dynamic Ocean Tracking System                         |
| <b>DP</b>       | Dewpoint Temperature                                  |
| <b>DP</b>       | Discussion Paper                                      |
| <b>DP</b>       | Dew Point Temperature                                 |
| <b>DP</b>       | Differential Protection                               |
| <b>DP&amp;P</b> | Data Processing and Peripherals                       |
| <b>DPA</b>      | Distinguishing Path Attribute                         |
| <b>DPA</b>      | Digital Pre-Assembly                                  |
| <b>DPC</b>      | Defense Planning Committee                            |
| <b>DPCT</b>     | Differential Protective Current Transformer           |
| <b>DPDG</b>     | Diplomatic and Protocol Drafting Group                |
| <b>DPE</b>      | Digital Plot Extractor                                |

|                  |  |
|------------------|--|
| <b>dpi</b>       | dots per inch  |
| <b>DPL</b>       | Deputy Project Leader  |
| <b>DPL</b>       | Displayed Flight Plan  |
| <b>DPL</b>       | Duplicate Plan   |
| <b>DPLY</b>      | Deploy   |
| <b>DPS</b>       | ATM Data Processing System   |
| <b>DPS</b>       | Detailed Production Specification                                    |
| <b>DPS</b>       | Distributed Processing System  |
| <b>DPSADD-TF</b> | Data Processing Systems Architecture Description Document Task Force |
| <b>DPSK</b>      | Differential Phase Shift Keying                                      |
| <b>DPT</b>       | Depth  |
| <b>DPT</b>       | Dynamic Time-based Planning  |
| <b>DR</b>        | Low drifting   |
| <b>DR</b>        | Drifting   |
| <b>DR</b>        | Dead Reckoning   |
| <b>DR</b>        | Disaster Recovery  |
| <b>DR</b>        | Dead Reckoning   |
| <b>DR</b>        | Low Drifting   |
| <b>DRA</b>       | Defense Research Agency  |
| <b>DRAM</b>      | Dynamic Random Access Memory   |
| <b>DRC</b>       | Defense Review Committee   |
| <b>DRC</b>       | Dynamic Route Change   |
| <b>DRCP</b>      | Data Reduction Computer Program                                      |
| <b>DRDF</b>      | Digital Readout Direction Finder                                     |
| <b>DRF</b>       | Departure Flow Regulation  |
| <b>DRFT</b>      | Snowbank caused by wind action                                       |
| <b>DRG</b>       | During   |
| <b>DRMS</b>      | Distance Root Mean Square  |
| <b>DRU</b>       | Data Retrieval Unit  |
| <b>DRUG</b>      | Dutch Radars Users Group   |
| <b>DRUM</b>      | Diagnostic Recorder for Usability Measurement                        |

|                 |  |
|-----------------|--|
| <b>DS</b>       | Data Source  |
| <b>DS</b>       | Dust Storm   |
| <b>DSA</b>      | Director Safety, Airspace, Airports and Information Services |
| <b>DSA</b>      | Directory System Agent                                       |
| <b>DSAP</b>     | Destination Service Access Point                             |
| <b>DSB</b>      | Double Side Band   |
| <b>DSC</b>      | Downstream Clearance   |
| <b>DSCVHF</b>   | Digital Selective Calling - Very High Frequency              |
| <b>DSF</b>      | Distribution and Switching Facility                          |
| <b>DSI</b>      | Data Source Interface  |
| <b>DSI</b>      | Denmark Sweden Interface                                     |
| <b>DSM</b>      | Departure Suspense Message                                   |
| <b>DSP</b>      | Datalink Status Panel  |
| <b>DSP</b>      | Digital Signal Processor                                     |
| <b>DSP</b>      | Domain Specific Part   |
| <b>DSP</b>      | Display Select Panel   |
| <b>DSPLCD</b>   | Displaced  |
| <b>DSPY</b>     | Display  |
| <b>DSS</b>      | Data Systems Specialist                                      |
| <b>DSS</b>      | Decision Support System                                      |
| <b>DSS</b>      | Direct Subsystem   |
| <b>DST</b>      | Decision Support Tools                                       |
| <b>DST</b>      | Direct Support Task  |
| <b>DSU</b>      | Data-Source Selector Unit                                    |
| <b>DSU</b>      | Direct Support Unit  |
| <b>DT&amp;E</b> | Development, Test and Evaluation                             |
| <b>DTAM</b>     | Descend to and Maintain                                      |
| <b>DTE</b>      | Data Terminal Equipment                                      |
| <b>DTED</b>     | Digital Terrain Evaluation Data                              |
| <b>DTF</b>      | Data Link Test Facility                                      |
| <b>DTG</b>      | Distance-to-go   |

|                 |  |
|-----------------|--|
| <b>DTG</b>      | Date-Time Group                          |
| <b>DTHR</b>     | Displaced Runway Threshold               |
| <b>DTMF</b>     | Dual Tone Multifrequency                 |
| <b>DTN</b>      | Data Transport Network                   |
| <b>DTP</b>      | Desk Top Publishing                      |
| <b>DTRT</b>     | Deteriorate or Deteriorating             |
| <b>DTS</b>      | Data Terminal Set                        |
| <b>DTS</b>      | Data Transmission System                 |
| <b>DTU</b>      | Data Transmission Unit                   |
| <b>DTVOR</b>    | Doppler Terminal VOR                     |
| <b>DTW</b>      | Dual Tandem Wheels                       |
| <b>DU</b>       | Display Unit                             |
| <b>DU</b>       | Dust                                     |
| <b>DUA</b>      | Dedicated User Area                      |
| <b>DUA</b>      | Directory User Agent                     |
| <b>DUAT</b>     | Direct User Access Terminal              |
| <b>DUAU</b>     | Data Update and Access Unit              |
| <b>DUC</b>      | Dense Upper Cloud                        |
| <b>DUPE</b>     | This Is a Duplicate Message              |
| <b>DUR</b>      | Duration                                 |
| <b>DVAS</b>     | Documentation and Visual Aids Specialist |
| <b>DVI</b>      | Direct Voice Input                       |
| <b>DVO</b>      | Direct Voice Output                      |
| <b>D-VOLMET</b> | Data Link VOLMET                         |
| <b>DVOR</b>     | Distance VOR                             |
| <b>DVOR</b>     | Doppler VOR                              |
| <b>DVORTAC</b>  | Doppler VOR and TACAN                    |
| <b>DVP</b>      | Development and Verification Platform    |
| <b>DW</b>       | Dual Wheels                              |
| <b>DWP</b>      | Departure Waypoint                       |
| <b>DYNAV</b>    | Dynamic Route Availability               |
| <b>DZ</b>       | Drizzle                                  |



# E

ECHO

1970



**Imperial Iranian Army Aviation**  
**Bell AH-1 Super Cobra**

*Fort Worth, Texas, United States*

|                       |  |
|-----------------------|--|
| <b>E</b>              | East   |
| <b>E</b>              | East or Eastern Longitude                              |
| <b>E/D</b>            | End-of-Descent   |
| <b>E/O</b>            | Engine-Out   |
| <b>EA</b>             | Europe Airports  |
| <b>EAA</b>            | European Aviation Agency                               |
| <b>EAC</b>            | East Assistant Controller                              |
| <b>EACAC</b>          | Evolutionary AIR Ground Cooperative ATM Concept        |
| <b>EACG</b>           | European ATFM Consultation Group                       |
| <b>EACNSISG</b>       | EATCHIP Architecture and CNS Infrastructure Sub-Group  |
| <b>EAD</b>            | Earliest Arrival Date                                  |
| <b>EAD</b>            | European AIS Database                                  |
| <b>EAD SGR</b>        | EAD Sub-Group  |
| <b>EADCOS</b>         | EAD Coordination Group                                 |
| <b>EADI</b>           | Electronic Attitude Director Indicator                 |
| <b>EADTF</b>          | European AIS Database Task Force                       |
| <b>EAG</b>            | European ATFM Consultation Group and its two Subgroups |
| <b>EAG</b>            | Event Analysis Group                                   |
| <b>EAIP / EAIP-TF</b> | Electronic Aeronautical Information Publication        |
| <b>EAM</b>            | Eurocontrol Airspace Model                             |
| <b>EAMG</b>           | European ATFM Management Group                         |
| <b>EAMG SSG</b>       | EAMG Systems Sub-Group                                 |
| <b>EAN</b>            | European ATSO Network                                  |
| <b>EANPG</b>          | European Air Navigation Planning Group                 |
| <b>EAP</b>            | EATCHIP Alignment Process                              |
| <b>EARTS</b>          | Enroute Automated Radar Tracking System                |
| <b>EAS</b>            | Equivalent Airspeed                                    |
| <b>EAS</b>            | EUROCONTROL Advisory Service / Division                |
| <b>EAS</b>            | European AIS System                                    |
| <b>EASA</b>           | European Aviation Safety Authority                     |

|                              |   |
|------------------------------|---|
| <b>EASG</b>                  | EASIE ATM Support Group   |
| <b>EASIE</b>                 | Enhanced Air Traffic Management and Mode S Implementation in Europe |
| <b>EAT</b>                   | Estimated Approach Time   |
| <b>EAT</b>                   | Expected Approach Time  |
| <b>EATCFMU</b>               | European Air Traffic Central Flow Management Unit                   |
| <b>EATCHIP</b>               | European Air Traffic Control Harmonization and Integration Program  |
| <b>EATCHIP LO</b>            | EATCHIP Liaison Officer   |
| <b>EATCHIP OCD</b>           | Operational Concept Document  |
| <b>EATCOS</b>                | ECAC TF on the Integration of European ATC Systems                  |
| <b>EATF</b>                  | EATMS Architecture Task Force                                       |
| <b>EATMP</b>                 | the European Air Traffic Management Program                         |
| <b>EATMS</b>                 | European Air Traffic Management System                              |
| <b>EATN</b>                  | Experimental Aeronautical Telecommunication Network                 |
| <b>EAWDG</b>                 | EATMS Architecture Workshop Drafting Group                          |
| <b>EB</b>                    | Eastbound   |
| <b>EB</b>                    | Executive Board   |
| <b>EBAA</b>                  | European Business Aviation Association                              |
| <b>EBCDIC</b>                | Extended Binary Coded Decimal Interchange Code                      |
| <b>EBP</b>                   | Emergency Bypass Processor  |
| <b>EC</b>                    | European Commission   |
| <b>EC</b>                    | European Community  |
| <b>EC</b>                    | Executive Controller  |
| <b>EC</b>                    | Eyes closed   |
| <b>ECA</b>                   | Executive Controller Assistant                                      |
| <b>ECAC</b>                  | European Civil Aviation Conference                                  |
| <b>ECAC area</b>             | European Civil Aviation Conference Area                             |
| <b>ECAC Reference Levels</b> | European Civil Aviation Conference Area Reference Levels            |
| <b>ECAC Strategy</b>         | European Civil Aviation Conference Strategy                         |

|                 |  |
|-----------------|--|
| <b>ECAF</b>     | ECAC Centralized Airspace Facility   |
| <b>ECAM</b>     | Electronic Centralized Aircraft Monitoring                                   |
| <b>ECARDA</b>   | European Coherent Approach to Research and Technological Development for ATM |
| <b>ECBAG</b>    | EATCHIP Cost-Benefit Advisory Group  |
| <b>ECC</b>      | EATCHIP Coordination Committee   |
| <b>ECC-AIRS</b> | European Coordination Center for Aircraft Incident Reporting Systems         |
| <b>ECCG</b>     | Experimental Center Consultation Group                                       |
| <b>eCE</b>      | enlarged Committee for Route Charges   |
| <b>ECEF</b>     | Earth-Centered-Earth-Fixed   |
| <b>ECET</b>     | End of Civil Evening Twilight  |
| <b>ECG</b>      | EATCHIP Communication Gateway  |
| <b>ECHO</b>     | EATCHIP CNS/ATM Holistic Model Using RM-ODP                                  |
| <b>ECHQ</b>     | Eurocontrol Headquarters   |
| <b>ECI</b>      | EAD Client Interface   |
| <b>ECIP</b>     | European Convergence and Implementation Plan                                 |
| <b>ECIPD</b>    | Document ECIP  |
| <b>ECIT</b>     | EAD Client Interface Terminal  |
| <b>ECM</b>      | EATCHIP Coordination Meeting   |
| <b>ECM</b>      | Electronic Counter Measure / Message   |
| <b>ECM</b>      | Executive Control Message  |
| <b>ECM</b>      | Extended Callsign Menu   |
| <b>ECMA</b>     | European Computer Manufacturers' Association                                 |
| <b>ECMT</b>     | European Conference of Ministers of Transport                                |
| <b>eCN</b>      | enlarged Commission  |
| <b>ECON</b>     | Economy  |
| <b>ECP</b>      | Engineering Change Proposal  |
| <b>ECP</b>      | Expedite Clearance Procedure   |
| <b>ECR</b>      | Event Contract Request   |
| <b>ECRG</b>     | Experimental Center Review Group   |
| <b>ECRSG</b>    | EATMS Concept & Requirements Sub-Group                                       |

|                  |   |
|------------------|---|
| <b>ECS</b>       | Environmental Control System  |
| <b>ECSC</b>      | European Conference on Satellite Communications                     |
| <b>ECT</b>       | European Coordination Team  |
| <b>ECTF</b>      | EATMS Concept Task Force  |
| <b>ECU</b>       | European Currency Unit  |
| <b>Ed</b>        | Editor  |
| <b>ED50</b>      | European Datum 1950   |
| <b>ED70</b>      | European Datum 1970   |
| <b>ED87</b>      | European Datum 1987   |
| <b>EDA</b>       | Electro-Dermal Activity measurement                                 |
| <b>EDA</b>       | Elevation Differential Area   |
| <b>EDAG</b>      | European Delay Analysis System Advisory Group                       |
| <b>EDAS</b>      | European Delay Analysis System                                      |
| <b>EDB</b>       | Environmental Data Base   |
| <b>EDCT</b>      | Expect Departure Clearance Time                                     |
| <b>EDD</b>       | Electronic Data Display   |
| <b>EDD / TID</b> | EDD / Touch Input Device  |
| <b>EDDF</b>      | Environmental Data Processing and Distribution Function             |
| <b>EDDUS</b>     | EDD Update System   |
| <b>EDD-VKL</b>   | EDD-controller/planner-controller                                   |
| <b>EDI</b>       | Electronic Data Interchange   |
| <b>EDIFACT</b>   | Electrical Data Interface for Administration Commerce and Transport |
| <b>EDIU</b>      | Engine Data Interface Unit  |
| <b>EDMS</b>      | Engineering Data Management System                                  |
| <b>EDP</b>       | Electronic Data Processing  |
| <b>EDP</b>       | Environmental Data Processing                                       |
| <b>EDP</b>       | Engine Driven Pump  |
| <b>EDPD</b>      | Environmental Data Processing and Distribution                      |
| <b>EDS</b>       | Explosives Detection System   |
| <b>EE</b>        | Estonia   |

|                |   |
|----------------|---|
| <b>EEB</b>     | European Environmental Bureau                                 |
| <b>EEC</b>     | Electronic Engine Control                                     |
| <b>EEC</b>     | EUROCONTROL Experimental Center                               |
| <b>EEC</b>     | European Economic Community                                   |
| <b>EEC</b>     | Electronic Engine Control (Unit)                              |
| <b>EEC/BSC</b> | Eurocontrol Experimental Center / Building Steering Committee |
| <b>EEE</b>     | Etudes, Essays and Experimentation                            |
| <b>EEE</b>     | Error   |
| <b>EEG</b>     | Electroencephalogram  |
| <b>EEI</b>     | Essential Elements of Information                             |
| <b>EEPROM</b>  | Electrically Erasable Programmable Read-Only Memory           |
| <b>EES</b>     | European Eastern States                                       |
| <b>EET</b>     | Estimated Elapsed Time  |
| <b>EFAS</b>    | Electronic Flash Approach Light                               |
| <b>EFAS</b>    | EnRoute Flight Advisory Service                               |
| <b>EFC</b>     | Expect Further Clearance                                      |
| <b>EFCU</b>    | Elevator Feel and Centering Unit                              |
| <b>EFDFMG</b>  | EUROCONTROL Flow Data and Flow Management Group               |
| <b>EFDP</b>    | European Flight Data Processing                               |
| <b>Eff</b>     | Effective from  |
| <b>EFIS</b>    | Electronic Flight Instrument System                           |
| <b>EFL</b>     | Entry Flight Level  |
| <b>EFL</b>     | Estimated Flight Level  |
| <b>EFMS</b>    | Experimental Flight Management System                         |
| <b>EFP</b>     | España-France-Portugal Plan                                   |
| <b>EFPD</b>    | Extended Flight Plan Description                              |
| <b>EFPM</b>    | Extended Flight Plan Message                                  |
| <b>EFPS</b>    | External Front Processing System                              |
| <b>EFQM</b>    | European Foundation for Quality Management                    |
| <b>EFR</b>     | Extended Flight Rules   |

|                 |   |
|-----------------|---|
| <b>EFS</b>      | Electronic Flight Strip   |
| <b>EFS</b>      | Extended Flight Store   |
| <b>EFTA</b>     | European Free Trade Association                                 |
| <b>EGA</b>      | Enhanced Graphics Adapter                                       |
| <b>EGATCM</b>   | Eurocontrol Guild of Air Traffic Controllers Maas-tricht        |
| <b>EGATS</b>    | EUROCONTROL Guild of Air Traffic Services                       |
| <b>EGERIA</b>   | Engineering Group for European Integration ATC                  |
| <b>EGIP</b>     | European Gateway for INO Provision                              |
| <b>EGNOS</b>    | European Global Navigation Overlay Service                      |
| <b>EGNOS</b>    | European Geostationary Navigation Overlay Service               |
| <b>EGNOS</b>    | Overlay Service   |
| <b>EGNOS-EM</b> | European Global Navigation Overlay Service - East Mediterranean |
| <b>EGPWS</b>    | Enhanced Ground Proximity Warning System                        |
| <b>EGT</b>      | Exhaust Gas Temperature   |
| <b>EGU</b>      | European Gliding Union  |
| <b>EHA</b>      | European Helicopter Association                                 |
| <b>EHD</b>      | Danger Area   |
| <b>EHF</b>      | Extremely High Frequency  |
| <b>EHQ</b>      | Eurocontrol Headquarters  |
| <b>EHR</b>      | Restricted Area   |
| <b>EHSI</b>     | Electronic Horizontal Situation Indicator                       |
| <b>EHT</b>      | Extremely High Tension  |
| <b>EIA</b>      | Electronic Industries Association                               |
| <b>EIB</b>      | European, Investment Bank                                       |
| <b>EICAS</b>    | Engine Indicating Crew Alerting System                          |
| <b>EICAS</b>    | Engine Indicating and Crew Alerting System                      |
| <b>EIF</b>      | Extended Interface Function                                     |
| <b>EIIC</b>     | Electronics Installation and Implementation Center              |
| <b>EIPA</b>     | European Institute of Public Administration                     |
| <b>EIRP</b>     | Effective / Equivalent Isotropic Radiated Power                 |

|                |  |
|----------------|--|
| <b>EIS</b>     | Environmental Information Sampling                             |
| <b>EIS</b>     | Enforcement Information System                                 |
| <b>EIU</b>     | Electronic Interface Unit                                      |
| <b>EL</b>      | Electro-Luminescent  |
| <b>EL/KYB</b>  | EL Keyboard  |
| <b>ELBA</b>    | Emergency Location Beacon-Aircraft                             |
| <b>ELBA</b>    | Emergency Location Beacon                                      |
| <b>ELCU</b>    | Electrical Load Control Unit                                   |
| <b>ELEV</b>    | Elevation  |
| <b>ELINT</b>   | Electronic   |
| <b>ELM</b>     | Extended Length Message  |
| <b>ELMS</b>    | Electrical Load Management System                              |
| <b>ELOS</b>    | Equivalent Levels of Safety                                    |
| <b>ELR</b>     | Extra Long Range   |
| <b>ELS</b>     | Electronic Library Service                                     |
| <b>ELS</b>     | Emergency Landing Strip  |
| <b>ELT</b>     | Emergency Locator Transmitter                                  |
| <b>ELW</b>     | Extended Label Window  |
| <b>EM</b>      | Emission   |
| <b>EMAS</b>    | Environmental Management Audit System                          |
| <b>EMBD</b>    | Embedded in a Layer  |
| <b>EMC</b>     | ElectroMagnetic Compatibility                                  |
| <b>EMCC</b>    | EATM Management Coordination Committee                         |
| <b>EMCON</b>   | Emission Control   |
| <b>EMER</b>    | Emergency  |
| <b>EMERALD</b> | EMErging and Activities of relevance to ATM concept Definition |
| <b>EMERG</b>   | Emergency  |
| <b>EMEU</b>    | Eurocontrol Military Expert Unit                               |
| <b>EMF</b>     | Exercise Management Facility                                   |
| <b>EMG</b>     | EAD Management Group   |
| <b>EMG</b>     | ElectroMyoGram   |



|                  |  |
|------------------|--|
| <b>EMG</b>       | Emergency  |
| <b>EMH</b>       | EATCHIP Management Handbook                                      |
| <b>EMI</b>       | Electromagnetic Interference                                     |
| <b>EMIRA</b>     | Eurocontrol Maastricht Information Retriever Application         |
| <b>EMIS</b>      | EATCHIP Management Information System                            |
| <b>EMM</b>       | Extractor Monitoring Message                                     |
| <b>EMOTION 7</b> | open Maintenance of TCAS II Logic Version 7.0                    |
| <b>EMP</b>       | ElectroMagnetic Pulse  |
| <b>EMP</b>       | Electric Motor Pump  |
| <b>EMS</b>       | EATCHIP Management Support                                       |
| <b>EMS</b>       | Emergency Medical Services                                       |
| <b>EMS</b>       | European Mobile System   |
| <b>EMSO</b>      | EATCHIP Management Support Organization                          |
| <b>EMSS</b>      | European Mobile Satellite Services                               |
| <b>EMT</b>       | Eye-Movement tracking  |
| <b>EMTO</b>      | ECAC Medium Term Objectives Group                                |
| <b>EMU</b>       | Extended Memory Unit   |
| <b>EN</b>        | Euro Norm  |
| <b>END</b>       | Stop-End   |
| <b>ENE</b>       | East-North-East  |
| <b>ENG</b>       | Engineering / Engine   |
| <b>ENG</b>       | Engine   |
| <b>ENGD</b>      | Engineering Division   |
| <b>ENHANCE</b>   | EuropeaN Harmonized Aircraft Noise Control modelling Environment |
| <b>ENJJPT</b>    | Euro-NATO Joint Jet Pilot Training                               |
| <b>ENOC</b>      | European Network Operating Concept                               |
| <b>ENPRM</b>     | European Notice of Proposed Rule-Making                          |
| <b>ENRC</b>      | Enroute Chart  |
| <b>ENRI</b>      | Electronic Navigation Research Institute                         |
| <b>ENRT</b>      | EnRoute  |

|              |   |
|--------------|---|
| <b>ENTMT</b> | Entertainment   |
| <b>ENV</b>   | Environment System  |
| <b>ENWY</b>  | Entryway  |
| <b>EO</b>    | Executive Objectives  |
| <b>EO</b>    | Eyes Open   |
| <b>EOBD</b>  | Estimated Off Block Date  |
| <b>EOBT</b>  | Estimated Off-Block Time  |
| <b>EOC</b>   | Edge of Coverage  |
| <b>EOCD</b>  | EATMS Operational Concept Document  |
| <b>EODP</b>  | EATMS Options Discussion Paper  |
| <b>EOG</b>   | ElectroOculoGram  |
| <b>EOIG</b>  | EGNOS Operators and Infrastructure Group – the<br>ATS providers in the states formerly known as the<br>IKD States |
| <b>EOLIA</b> | European Pre-operational Datalink Applications<br>Project   |
| <b>EONS</b>  | Eurocontrol Open and Generic Graphic System   |
| <b>EOQ</b>   | European Organization for Quality   |
| <b>EP</b>    | Expert Panel  |
| <b>EPAC</b>  | EATCHIP Policy and Allocation Committee   |
| <b>EPAC</b>  | Eurocontrol Program Appraisal Committee   |
| <b>EPAS</b>  | Emergency Power Assist System   |
| <b>EPB</b>   | EATCHIP Project Board   |
| <b>EPC</b>   | Enhanced Planning and Coordination function   |
| <b>EPCM</b>  | Enhanced Planning Control Message   |
| <b>EPD</b>   | EATCHIP Planning Division   |
| <b>EPG</b>   | EASIE Policy Group  |
| <b>EPHOS</b> | European Handbook for Open Systems  |
| <b>EPIC</b>  | European Program for the Implementation of a<br>Common geodetic reference frame                                   |
| <b>EPIC</b>  | Extended PCM Interface Controller   |
| <b>EPM</b>   | EATCHIP Planning Method   |

|                     |   |
|---------------------|---|
| <b>EPM</b>          | Electromagnetic Protection Modification                                     |
| <b>EPMB</b>         | EASIE Program Management Board  |
| <b>EPR</b>          | Engine Pressure Ratio   |
| <b>EPR, DGS/EPR</b> | External and Public Relations   |
| <b>EPRL</b>         | Engine Pressure Ratio Limit   |
| <b>EPROM</b>        | Erasable-Programmable Read-Only-Memory                                      |
| <b>EPRT</b>         | External Processing Response Time   |
| <b>EPS</b>          | Exercise Preparation Suite  |
| <b>EPSU</b>         | European Public Service Union   |
| <b>EPT</b>          | Estimated Parking Time  |
| <b>EPT</b>          | Eurocontrol English language Placement Test                                 |
| <b>EQPT</b>         | Equipment   |
| <b>EQUATOR</b>      | Environment for Qualitative Temporal Reasoning                              |
| <b>ER</b>           | EnRoute   |
| <b>ER</b>           | Here . . . or Herewith  |
| <b>ER TC</b>        | Enroute Tactical Controller   |
| <b>ERA</b>          | European Regional Airlines Organization                                     |
| <b>ERABIS</b>       | Route Invoicing System  |
| <b>ERATO</b>        | Enroute Air Traffic Organizer   |
| <b>ERCG</b>         | External Relations Coordination Group                                       |
| <b>ERCS</b>         | EXM Resistant Communications System   |
| <b>ERD</b>          | End Routing Domain  |
| <b>ERDF</b>         | European Regional Development Fund  |
| <b>ERFA</b>         | Conference on the Economics of Route Air Navigation Facilities and Airports |
| <b>ERIP</b>         | EAD Remote Interface Package  |
| <b>ERM</b>          | Enroute Metering  |
| <b>ERM</b>          | Estimate Revision Message   |
| <b>ERN</b>          | Earth Referenced Navigation   |
| <b>ERNP</b>         | European Radio Navigation Plan  |
| <b>EROPS</b>        | Extended Range Operations by Twin-Engine Aircraft                           |
| <b>ERP</b>          | Effective Radiated Power  |

|               |  |
|---------------|--|
| <b>ERP</b>    | Event-Related Potential  |
| <b>ERP</b>    | Extracted Route Points   |
| <b>ER-PC</b>  | Enroute Planner Controller   |
| <b>ERR</b>    | Error Message  |
| <b>ERS</b>    | Early Retirement Scheme  |
| <b>ERS</b>    | Extracted Route Sequence   |
| <b>ERSS</b>   | Eurocontrol Radar Surveillance Standard                            |
| <b>ERT</b>    | Estimate Revision Message  |
| <b>ERT</b>    | Execution Reference Time   |
| <b>ERV</b>    | ECM Resistant Voice  |
| <b>ES</b>     | Elementary Sector  |
| <b>ES</b>     | Emergency System   |
| <b>ES</b>     | End Service / System   |
| <b>ES</b>     | Eurocontrol Standard   |
| <b>ESA</b>    | Electronically   |
| <b>ESA</b>    | European Space Agency  |
| <b>ESARR</b>  | Eurocontrol Safety Regulatory requirements                         |
| <b>ESCAPE</b> | EUROCONTROL Simulation Capability and Platform for Experimentation |
| <b>ESCAT</b>  | Emergency Security Control of Air Traffic                          |
| <b>ESCC</b>   | Electrical Supply and Control Center                               |
| <b>ESCO</b>   | Executive Support and Coordination Office                          |
| <b>ESDF</b>   | Environmental Static Data Processing and Distribution Function     |
| <b>ESDI</b>   | Enhanced Small-Device Interface                                    |
| <b>ESDS</b>   | Electrostatic Discharge Sensitive                                  |
| <b>ESE</b>    | East-South-East  |
| <b>ESF</b>    | Essential Support Facilities                                       |
| <b>ESL</b>    | Entry Sequence List  |
| <b>ESME</b>   | Enhanced Simulation Modelling Environment                          |
| <b>ESNTL</b>  | Essential  |
| <b>ESP</b>    | Enroute Spacing  |

|               |  |
|---------------|--|
| <b>ESPRIT</b> | European Strategic Program for Research and Development in Inform. Technology    |
| <b>EST</b>    | Estimated  |
| <b>EST</b>    | Boundary Estimate Message  |
| <b>EST</b>    | Estimate message designator  |
| <b>EST</b>    | Estimate or Estimated or Estimation  |
| <b>ESTEC</b>  | European Space Technology and Research Center                                    |
| <b>ESTEEM</b> | Elaboration of a Strategy for the Transition from EATCHIP phase III to the EATMS |
| <b>ESUP</b>   | Eurocat Support System   |
| <b>ET</b>     | External Tank  |
| <b>ET</b>     | Executive Task   |
| <b>ETA</b>    | Estimated Time of Arrival or Estimating Arrival                                  |
| <b>ETC</b>    | Electronic Temperature Control   |
| <b>ETD</b>    | Estimated Time of Departure or Estimating Departure                              |
| <b>ETE</b>    | Estimated Time of Entry  |
| <b>ETFDD</b>  | Electronic Tabular Flight Data Display   |
| <b>ETFDM</b>  | Electronic Tabular Flight Data Message   |
| <b>ETFMS</b>  | Enhanced Tactical Flow Management System   |
| <b>ETG</b>    | European GNSS Tripartite Group   |
| <b>ETL</b>    | Extended Track Label   |
| <b>ETMA</b>   | Extended Terminal Maneuvering Area   |
| <b>ETO</b>    | Estimated Time Overhead  |
| <b>ETO</b>    | Estimated Time Over Significant Point  |
| <b>ETOPS</b>  | Extended Range Twin Engine Operations  |
| <b>ETOPS</b>  | Extended Twin (Engine) Operations  |
| <b>ETOT</b>   | Estimated Take Off Time  |
| <b>ETR</b>    | ETSI Technical Report  |
| <b>ETRAS</b>  | Easy Transported Radar Analysis System   |
| <b>ETREM</b>  | Eurocontrol Technical Requirements Model   |
| <b>ETRF</b>   | European Terrestrial Reference Frame   |

|                              |   |
|------------------------------|---|
| <b>ETS</b>                   | Early Termination of Service  |
| <b>ETSI</b>                  | European Telecommunications Standard Institute  |
| <b>ETSO</b>                  | European Technical Standard Order   |
| <b>ETX</b>                   | End of Transmission   |
| <b>ETX</b>                   | Estimated Time of Exit  |
| <b>EU</b>                    | Electronic Unit   |
| <b>EU</b>                    | European Union  |
| <b>EU-ACA</b>                | European Union Airport Coordinators Association   |
| <b>EUCARF</b>                | European Central Altitude Reservation Facility  |
| <b>EUM, EUMED,<br/>Eumed</b> | Europe Mediterranean Air navigation Region  |
| <b>EUR</b>                   | Euro  |
| <b>EUR</b>                   | European  |
| <b>EUR</b>                   | European Region   |
| <b>EUR ANP</b>               | Air Navigation Plan in Europe   |
| <b>EUR ATN</b>               | European ATN  |
| <b>EUR RAN</b>               | European Regional Air Navigation  |
| <b>EUR RASC</b>              | Regional AIS System Center inside the ICAO EUR region   |
| <b>EUR RODEX</b>             | European Regional OPMET Data Exchange   |
| <b>EURACA</b>                | European Air Carrier Assembly   |
| <b>EURAM</b>                 | European Research in Advanced Materials =BRITE  |
| <b>EURAP</b>                 | European Regional ATS Packet Switching Network  |
| <b>EURATN</b>                | European experimental Aeronautical Telecommunications Network   |
| <b>EURET</b>                 | European Research for Transport Specific Resource and Technological Development Program in the Field of Transport |
| <b>EURO</b>                  | Eurocontrol   |
| <b>EURO/5-States<br/>RSG</b> | Eurocontrol/5-States Route Structure Group  |
| <b>EUROCAE</b>               | European Organization for Civil Aviation Equipment manufacturers  |
| <b>EUROCAEDS</b>             | European Organization for Civil Aviation Equipment  |

|                    |   |
|--------------------|---|
| <b>EUROCONTROL</b> | European Organization for the Safety of Air Navigation            |
| <b>EUROSIM</b>     | Eurocontrol Simulator at the Institute of Air Navigation Services |
| <b>EUROSTAT</b>    | Statistical Office of the European Communities                    |
| <b>EUR-RAN</b>     | European Regional Air Navigation                                  |
| <b>EV</b>          | Every   |
| <b>EVAS</b>        | EATMS Validation Strategy   |
| <b>EVP</b>         | EATM Validation Project   |
| <b>EVS</b>         | Enhanced Visual System  |
| <b>EVS</b>         | Evaluation System   |
| <b>EVS</b>         | Enhanced Vision System  |
| <b>EWA</b>         | Error Warning Area  |
| <b>EWAN</b>        | EGNOS Wide Area Network   |
| <b>EWBS</b>        | EATCHIP Work Breakdown Structure                                  |
| <b>EWG</b>         | Executive Working Group   |
| <b>EWIS</b>        | Electrical Wiring Interconnect System                             |
| <b>EWP</b>         | EATCHIP Work Program  |
| <b>EWP</b>         | EATM Work Program   |
| <b>EWP</b>         | Enhanced Working Position   |
| <b>EWPA</b>        | EATCHIP Work Program Adaptation                                   |
| <b>EWPD</b>        | EATCHIP Work Program Document                                     |
| <b>EWPD</b>        | EATM Work Program Document  |
| <b>EWS</b>         | Early Warning System  |
| <b>EWS</b>         | Experimental Workstation Simulator                                |
| <b>EWT</b>         | EATMS Working Team  |
| <b>EXC</b>         | Executive Controller  |
| <b>EXC</b>         | Except  |
| <b>EXCHR</b>       | Exchanger   |
| <b>EXEC</b>        | Execute   |
| <b>EXER</b>        | Exercise or Exercising or to Exercise                             |
| <b>EXP</b>         | Expect or Expected or Expecting                                   |

|               |                        |
|---------------|------------------------|
| <b>EXPLT</b>  | Extrapolate            |
| <b>EXSPEC</b> | Exercise Specification |
| <b>EXTD</b>   | Extend or Extending    |



# F

# FOXTROT

1971



**Imperial Iranian Air Force**  
**Boeing CH-47C Chinook**

*Paris, France*

|                    |  |
|--------------------|--|
| <b>F</b>           | Fahrenheit   |
| <b>F</b>           | Flight Instructor  |
| <b>F</b>           | Fixed  |
| <b>F</b>           | Force  |
| <b>F&amp;CM</b>    | Flow and Capacity Management   |
| <b>F/E</b>         | Flight Engineer  |
| <b>F/F</b>         | Fuel Flow  |
| <b>F/G</b>         | Foreground   |
| <b>F/O</b>         | First Officer  |
| <b>F18</b>         | Field 18 of Flight Plan  |
| <b>FA</b>          | Final Approach   |
| <b>FA</b>          | Course From a Fix to An Altitude   |
| <b>FAA</b>         | Federal Aviation Administration  |
| <b>FAA</b>         | Federal Aviation Authority   |
| <b>FAA-STD-042</b> | National Airspace System Open System Interconnection Naming and Addressing                       |
| <b>FAATC</b>       | FAA Test Center  |
| <b>FAC</b>         | Facilities   |
| <b>FAC</b>         | Final Approach Course  |
| <b>FAC</b>         | Flight Augmentation Computer   |
| <b>FACC</b>        | Feature and Attribute Coding Catalogue   |
| <b>FACF</b>        | Final Approach Course Fix  |
| <b>FACTOR</b>      | Development of Functional Concepts from the EATMS Operational Requirements                       |
| <b>FACTS</b>       | Future Area Control Tools Support  |
| <b>FADEC</b>       | Full Authority Digital Engine Control  |
| <b>FAF</b>         | Final Approach Fix   |
| <b>FAFC</b>        | Full Authority Fuel Control  |
| <b>FAIL</b>        | FMC Fail   |
| <b>Failure</b>     | the inability of a system, subsystem, unit or part to perform within previously specified limits |
| <b>FAL</b>         | Facilitation of International Air Transport  |
| <b>FAN</b>         | False Alarm Normalizer   |

|                |  |
|----------------|--|
| <b>FANOMOS</b> | Flight track and Aircraft NOise Monitoring System  |
| <b>FANS</b>    | Future Air Navigation Systems  |
| <b>FANS-1</b>  | Future Air Navigation Systems 1, an initial operational datalink package for the South Pacific |
| <b>FANS-A</b>  | Future Air Navigation Systems A, an initial operational datalink package for AIRBUS aircraft   |
| <b>FANSTIC</b> | Future ATS and New Systems Impacts on Cockpit  |
| <b>FAP</b>     | Final Approach Point   |
| <b>FAP</b>     | Future ATM Profile   |
| <b>FAR</b>     | False Alarm Rate   |
| <b>FAR</b>     | Federal Aviation Regulations   |
| <b>FAR</b>     | Federal Acquisition Regulation   |
| <b>FARAWAY</b> | Fusion of Radar and ADS Data through two WAY datalink  |
| <b>FAS</b>     | Final Approach Segment   |
| <b>FAS</b>     | Flight level Allocation System   |
| <b>FASID</b>   | Facilities and Services Implementation Document  |
| <b>FAST</b>    | Final Approach Spacing Tool  |
| <b>FASTER</b>  | Future AO-ATM-Airports Synergy Towards Enhanced Operations                                     |
| <b>FAT</b>     | Factory Acceptance Test  |
| <b>FATAC</b>   | French Air Force Tactical Air Command  |
| <b>FATMI</b>   | Finnish ATM Integration  |
| <b>FATO</b>    | Final Approach and Take-Off Area   |
| <b>FATUREC</b> | Federation of Air Transport User Representatives in the EEC                                    |
| <b>FAWP</b>    | Final Approach Waypoint  |
| <b>FAX</b>     | Facsimile  |
| <b>FAX</b>     | Facsimile Transmission   |
| <b>FB</b>      | FallBack   |
| <b>FBL</b>     | Light  |
| <b>FBO</b>     | Fixed Based Operator   |
| <b>FBS</b>     | Fall-Back System   |

|             |   |
|-------------|---|
| <b>FBW</b>  | Fly-by-Wire                               |
| <b>FC</b>   | Course from a Fix to a Distance           |
| <b>FC</b>   | Feeder Controller                         |
| <b>FC</b>   | Formalized Clearances                     |
| <b>FC</b>   | Frequency Change                          |
| <b>FC</b>   | Funnel Cloud                              |
| <b>FCA</b>  | Functional Configuration Audit            |
| <b>FCB</b>  | Frequency Coordinating Body               |
| <b>FCC</b>  | Federal Committee for Communications      |
| <b>FCC</b>  | Flight Control Computer                   |
| <b>FCC</b>  | Flow Coordination Cell                    |
| <b>FCC</b>  | Flight Control Computer                   |
| <b>FCD</b>  | Flow Control Decision                     |
| <b>FCDS</b> | Frequency Channel and Distribution System |
| <b>FCE</b>  | Flow Control Execution                    |
| <b>FCG</b>  | Financial Consultation Group              |
| <b>FCM</b>  | Flight Confirmation Message               |
| <b>FCNP</b> | Fire Control and Navigation Panel         |
| <b>FCO</b>  | Future Concepts                           |
| <b>FCOM</b> | Flight Crew Operating Manual              |
| <b>FCOT</b> | Future Concepts Team                      |
| <b>FCR</b>  | Flow Control Request                      |
| <b>FCR</b>  | Flight Crew Rest                          |
| <b>FCS</b>  | Frame Check Sequence                      |
| <b>FCST</b> | Forecast                                  |
| <b>FCT</b>  | Friction Coefficient                      |
| <b>FCTL</b> | Flow Control                              |
| <b>FCU</b>  | Flight Control Unit                       |
| <b>FCU</b>  | Flap Control Unit                         |
| <b>FD</b>   | Course from a Fix to a DME Distance       |
| <b>Fd</b>   | Doppler Frequency                         |
| <b>FD</b>   | Flight Data                               |

|                |  |
|----------------|--|
| <b>FD</b>      | Flight Director                                |
| <b>FDA</b>     | Flight Data Assistant                          |
| <b>FDAMS</b>   | Flight Data Acquisition and Management System  |
| <b>FDAU</b>    | Flight Data Acquisition Unit                   |
| <b>FDB</b>     | Full Data Block                                |
| <b>FDC</b>     | Flight Data Company                            |
| <b>FDDI</b>    | Fiber Distributed Data Interface               |
| <b>FDDI</b>    | Fiberoptical Digital Data Interchange          |
| <b>FDE</b>     | Flight Data Exchange                           |
| <b>FDE-ICD</b> | Flight Data Entry - Interface Control Document |
| <b>FDFM</b>    | Flight Data and Flow Management                |
| <b>FDFMG</b>   | Flight Data and Flow Management Group          |
| <b>FDG</b>     | Flight Data Group                              |
| <b>FDG</b>     | Flight plan Data Generator                     |
| <b>FDH</b>     | Flight Deck Handset                            |
| <b>FDM</b>     | Flight Data Message                            |
| <b>FDMA</b>    | Frequency Division Multiplexer Access          |
| <b>FDMAS</b>   | Flight Data Management Automated System        |
| <b>FDMD</b>    | Flight Data Management and Distribution        |
| <b>FDO</b>     | Flight Data Operations Division                |
| <b>FDOD</b>    | Flight Data Operations Division                |
| <b>FDP</b>     | Flight Data Processing                         |
| <b>FDP</b>     | Flight-plan Data Processor                     |
| <b>FDPD</b>    | Flight DATA Processing and Distribution        |
| <b>FDPs</b>    | Flight Data Processing System                  |
| <b>FDR</b>     | Flight Data Recorder                           |
| <b>FDS</b>     | Flight Data Section                            |
| <b>FDSU</b>    | Flight Data Storage Unit                       |
| <b>FE</b>      | tones injected by the Far End switch           |
| <b>FEAST</b>   | First European ATCO Selection Test Package     |
| <b>FEATS</b>   | Future European Air Traffic Systems            |
| <b>FEB</b>     | February                                       |

|               |  |
|---------------|--|
| <b>FEC</b>    | Forward Error Correction                 |
| <b>FEP</b>    | Front End Processor                      |
| <b>FES</b>    | Fixed Earth Station                      |
| <b>FEW</b>    | Few                                      |
| <b>FF</b>     | Fuel Flow                                |
| <b>FFA</b>    | Functional Failure Analysis              |
| <b>FFAS</b>   | Free Flight Airspace                     |
| <b>FFI</b>    | Final Factory Inspection                 |
| <b>FFM</b>    | Frankfurt/Main                           |
| <b>FFM</b>    | Free Flight Mode                         |
| <b>FFTF</b>   | Future Functions Task Force              |
| <b>FFU</b>    | Fire Fighting Unit                       |
| <b>FG</b>     | Fog                                      |
| <b>FGS/C</b>  | Flight Guidance System/Computer          |
| <b>FHA</b>    | Functional Hazard Assessment             |
| <b>FI</b>     | Finance Team                             |
| <b>FI/P</b>   | Flight Inspection Permanent              |
| <b>FI/T</b>   | Flight Inspection Temporary              |
| <b>FIAT</b>   | First Installed Article Test             |
| <b>FIB</b>    | Forward Information Base                 |
| <b>FIC</b>    | Flight Information Center                |
| <b>FIC</b>    | Frequency Intercom                       |
| <b>FIC</b>    | Flight Information Center                |
| <b>FIDS</b>   | Flight Information Display System        |
| <b>FIFO</b>   | First in, First out                      |
| <b>FILTIM</b> | Date and Time Stamp of original Message  |
| <b>FIN</b>    | Financial Services                       |
| <b>FIO</b>    | Flight Information Office                |
| <b>FIR</b>    | Flight Information Region                |
| <b>FIRST</b>  | Flexible Independent Radar Skill Trainer |
| <b>FIS</b>    | Flight Information Service               |
| <b>FISA</b>   | Automated Flight Information Service     |

|                 |   |
|-----------------|---|
| <b>FIS-B</b>    | Flight Information Service - Broadcast                        |
| <b>FISC</b>     | Flight Information Services Communications                    |
| <b>FISO</b>     | Flight Information Service Officer                            |
| <b>FIT</b>      | Factory Inspection Test                                       |
| <b>FIT</b>      | Flight Integration Task                                       |
| <b>FIT</b>      | Flight Plan Input Terminal                                    |
| <b>FITAMS</b>   | Flight Trials of ATN and Mode S activity                      |
| <b>FIW</b>      | Flight Input Workstation                                      |
| <b>FIX</b>      | Fixpoint, Position in space usually on aircraft's flight plan |
| <b>FL</b>       | Flight Level  |
| <b>FLAS</b>     | Flight Level Allocation Scheme                                |
| <b>FLAS</b>     | Flight Level Allocation System                                |
| <b>FLCH</b>     | Flight Level Change   |
| <b>FLD</b>      | Field   |
| <b>FLG</b>      | Flashing  |
| <b>FLIDRAS</b>  | Flight Data Replay and Analysis System                        |
| <b>FLIP</b>     | Flight Information Publication                                |
| <b>FLIPCY</b>   | Flight Plan Consistency                                       |
| <b>FLMTR</b>    | Flowmeter   |
| <b>FLO</b>      | ATS/ATFM Coordination meeting                                 |
| <b>FLO</b>      | Flow meetings   |
| <b>FLOE</b>     | Informal ATS / ATFM Coordination Meeting - Europe East        |
| <b>FLOWEast</b> | Informal Flow control Meeting - Europe East                   |
| <b>FLOS</b>     | Flight Level Orientation Scheme                               |
| <b>FLOW</b>     | Informal ATS / ATFM Coordination Meeting - Europe West        |
| <b>FLOWest</b>  | Informal Flow control Meeting - Europe West                   |
| <b>FLOWTAM</b>  | NOTAM on ATFM Measures  |
| <b>FLR</b>      | Flares  |
| <b>FLS</b>      | Flight Suspension Message                                     |
| <b>FLT</b>      | Flight  |

|                |  |
|----------------|--|
| <b>FLT/PLN</b> | Flight Plan  |
| <b>FLTAB</b>   | Flight Level Table   |
| <b>FLTCK</b>   | Flight Check   |
| <b>FLTP</b>    | Flexible Luxembourg Training Platform  |
| <b>FLUC</b>    | Fluctuating or Fluctuation or Fluctuated   |
| <b>FLW</b>     | Follow or Following  |
| <b>FLY</b>     | Fly or Flying  |
| <b>FM</b>      | Course from a Fix to a Manual Termination  |
| <b>FM</b>      | Flow Manager   |
| <b>FM</b>      | Flight Management  |
| <b>FM</b>      | Frequency Management   |
| <b>FM</b>      | From   |
| <b>FM</b>      | Course From a Fix to Manual Termination  |
| <b>FMA</b>     | Flight Mode Annunciator: display on or near the PFDs of the current modes of autoflight system |
| <b>FMAQ</b>    | Flight Management Attitudes Questionnaire  |
| <b>FMC</b>     | Flight Management Computer   |
| <b>FMCG</b>    | Flow Management Coordination Group   |
| <b>FMCS</b>    | Flight Management Computer System  |
| <b>FMD</b>     | Flow Management Division   |
| <b>FMEA</b>    | Failure Modes and Effects Analysis   |
| <b>FMECA</b>   | Failure Modes, Effects and Criticality Analysis  |
| <b>FMG</b>     | Flow Management Group  |
| <b>FMGC</b>    | Flight Management and Guidance Computer  |
| <b>FMGS</b>    | Flight Management and Guidance System  |
| <b>FMP</b>     | Flow Management Planning / Position  |
| <b>FMPG</b>    | Flow Management Planning Group   |
| <b>FMS</b>     | Flight Management System   |
| <b>FMU</b>     | Flight Management Unit   |
| <b>FMU</b>     | Flow Management Unit   |
| <b>FMU</b>     | Fuel Metering Unit   |
| <b>FMV</b>     | Fuel Metering Valve  |



|                         |   |
|-------------------------|---|
| <b>FN</b>               | False Negative  |
| <b>FNA</b>              | Final Approach  |
| <b>FNM</b>              | Flight Notification Message   |
| <b>FNPT</b>             | Flight and Navigation Procedure Trainer   |
| <b>FO</b>               | First officer   |
| <b>FOC</b>              | Full Operational Capability   |
| <b>FOC</b>              | Fuel/Oil Cooler   |
| <b>FOCA</b>             | Federal Office for Civil Aviation   |
| <b>FOCA</b>             | Floor of Controlled Airspace  |
| <b>FOM</b>              | Figure of Merit   |
| <b>FOQA</b>             | Flight Operations Quality Assurance   |
| <b>FOR-DEC</b>          | Facts, Options, Risks and Benefits, Decision, Execution and Check   |
| <b>FOU</b>              | Frequency of Use  |
| <b>Four-state BFWG</b>  | Four-State Budgetary and Financial working Group  |
| <b>FP</b>               | False Positive  |
| <b>FP</b>               | Flight Plan   |
| <b>FP</b>               | Framework Program   |
| <b>FP 5</b>             | Fifth Framework Program of the European Community for Research, Technological Development and Demonstration |
| <b>FPA</b>              | False Plot Analysis   |
| <b>FPA</b>              | Flight Path Angle   |
| <b>FPA</b>              | Focal Plane Array   |
| <b>FPAP</b>             | Flight Path Alignment Point   |
| <b>FPB</b>              | Flight Progress Board   |
| <b>FPCP</b>             | Flight Path Control Point   |
| <b>FPD</b>              | Flight Plan Data  |
| <b>FPDETF, FPR-DETF</b> | Flight Plan related Data Exchange Task Force  |
| <b>FPF</b>              | Flight Plan Fallback  |
| <b>FPFS</b>             | First Planned First Served  |

|               |   |
|---------------|---|
| <b>FPL</b>    | Filed Flight Plan                                   |
| <b>FPL</b>    | Full-Performance Level                              |
| <b>FPLA</b>   | Field Programmable Logic Array                      |
| <b>FPLA</b>   | Flight Plan Application Section                     |
| <b>FPLMTS</b> | Future Public Land Mobile Telecommunications System |
| <b>FPM</b>    | Flight Path Monitor                                 |
| <b>FPM</b>    | Flight Progress Message                             |
| <b>FPM</b>    | Feet Per Minute                                     |
| <b>FPP</b>    | Flight Plan Processing                              |
| <b>FPPS</b>   | Flight Plan Processing System                       |
| <b>FPPS</b>   | Federal Personnel and Payroll System                |
| <b>FPPU</b>   | Flight Planning and Flight Progress Updating        |
| <b>FPR</b>    | Flight Plan Route                                   |
| <b>FPS</b>    | Flight Plan Server                                  |
| <b>FPS</b>    | Flight Progress Strip                               |
| <b>FPS</b>    | Functional Performance Specification                |
| <b>FPT</b>    | Flight Plan Terminal                                |
| <b>FPWO</b>   | Flight Plan Work Station Operator                   |
| <b>FPZ</b>    | Flight Path Zone                                    |
| <b>FQIS</b>   | Fuel Quantity Indication System                     |
| <b>FQPU</b>   | Fuel Quantity Processor Unit                        |
| <b>FQR</b>    | Formal Qualification Review                         |
| <b>FR</b>     | From  |
| <b>FR</b>     | Fuel Remaining                                      |
| <b>FRA</b>    | Failure Reporting and Analysis                      |
| <b>FRA</b>    | Free Route Airspace                                 |
| <b>FRA</b>    | Flap Retraction Altitude                            |
| <b>FRA</b>    | Federal Railroad Administration                     |
| <b>FRB</b>    | Failure Review Board                                |
| <b>FREER</b>  | Free Route Experimental Encounter Resolution        |
| <b>Freq</b>   | Next Sector frequency                               |

|               |   |
|---------------|---|
| <b>FREQ</b>   | Frequency   |
| <b>FRF</b>    | Further Route of Flight   |
| <b>FRH</b>    | Fly Runway Heading  |
| <b>FRI</b>    | Friday  |
| <b>FRM</b>    | Financial Resources Management Core Team  |
| <b>FRNG</b>   | Firing  |
| <b>FRONT</b>  | Front (Meteorology)   |
| <b>FROST</b>  | Frost   |
| <b>FRQ</b>    | Frequent  |
| <b>FRRFC</b>  | Final Rule; Request for Comment   |
| <b>FRS</b>    | Functional Requirements Specifications  |
| <b>FRUIT</b>  | False Replies from Unsynchronized Interrogator<br>Transmissions; Friendly Replies Unsynchronized in<br>Time |
| <b>FRZN</b>   | Frozen  |
| <b>FS</b>     | Foot Switch   |
| <b>FS</b>     | Functional Statement  |
| <b>FSA</b>    | First System Activation   |
| <b>FSD TF</b> | Functional Specification Development Task Force   |
| <b>FSEU</b>   | Flap/Slat Electronics Unit  |
| <b>FSF</b>    | Flight Safety Foundation  |
| <b>FSK</b>    | Frequency Shift Keying  |
| <b>FSL</b>    | Full Stop Landing   |
| <b>FSM</b>    | Flight Schedule Monitor   |
| <b>FSM</b>    | Frequency Shift Modulation  |
| <b>FSP</b>    | Flight Strip Printer  |
| <b>FSPEC</b>  | Field SPECification: field of variable length,  |
| <b>FSS</b>    | Automated/Flight Service Station  |
| <b>FSS</b>    | Flight Service Station  |
| <b>FST</b>    | First   |
| <b>FT</b>     | Feet  |
| <b>Ft</b>     | Foot  |

|                 |                                       |
|-----------------|---------------------------------------|
| <b>FTC</b>      | Fast Time Constant                    |
| <b>FTE</b>      | Flight Technical Error                |
| <b>FTE</b>      | Full Time Employee                    |
| <b>FTE</b>      | Full Time Equivalent                  |
| <b>FTE</b>      | Flight Technical Error                |
| <b>FTFM</b>     | Filed Tactical Flight Model           |
| <b>FTmn</b>     | False Track Length Mean               |
| <b>FTP</b>      | File Transfer Protocol                |
| <b>FTP</b>      | Fictitious Threshold Point            |
| <b>FTprob</b>   | False Track Probability               |
| <b>FTS</b>      | Fast-Time Simulation System           |
| <b>FTsd</b>     | False Track Length Standard Deviation |
| <b>FTT</b>      | Flight Technical Tolerance            |
| <b>FU</b>       | Smoke                                 |
| <b>FUA</b>      | Flexible Use of Airspace              |
| <b>FUAG</b>     | Flexible Use of Airspace Group        |
| <b>FUCOZOC</b>  | Fuel Consumption Estimator in a ZOC   |
| <b>FUSG</b>     | Flexible Use of Airspace Sub-Group    |
| <b>FUT, FCO</b> | Future Concepts                       |
| <b>FVS</b>      | Flight Verification System            |
| <b>FWC</b>      | Flight Warning Computer               |
| <b>FX</b>       | Field Extension Indicator             |
| <b>FY</b>       | Fiscal Year                           |
| <b>FYP</b>      | Five Year Program                     |
| <b>FZ</b>       | Freezing                              |
| <b>FZDZ</b>     | Freezing Drizzle                      |
| <b>FZFG</b>     | Freezing Fog                          |
| <b>FZRA</b>     | Freezing Rain                         |

# G

G O L F

1971



**Islamic Republic of Iran Air Force**

**Gruman F-14A Tomcat**

*Project Skyhawk, Iran*

|                  |   |
|------------------|---|
| <b>G</b>         | Green   |
| <b>G</b>         | Gusts   |
| <b>G</b>         | Variations From the Mean Wind Speed                           |
| <b>G</b>         | Gram  |
| <b>G/A</b>       | Ground-to-Air   |
| <b>G/G</b>       | Ground-to-Ground  |
| <b>G/S</b>       | Glide Slop  |
| <b>G/T</b>       | Gain over noise Temperature Ratio                             |
| <b>GA</b>        | Garuda  |
| <b>GA</b>        | General Aviation  |
| <b>GA</b>        | Go Ahead, Resume Sending                                      |
| <b>GA or G/A</b> | Go Around   |
| <b>GAAP</b>      | Generally Accepted Accounting Principles                      |
| <b>GAAS</b>      | Generic Approach for ATM Systems                              |
| <b>Ga-As</b>     | Gallium-Arsenide  |
| <b>GAC</b>       | General Aviation Center                                       |
| <b>GACS</b>      | Generic ATN Communication Service                             |
| <b>GAF</b>       | German Air Force  |
| <b>GAFO</b>      | German Air Force Office                                       |
| <b>GAFOR</b>     | General Aviation Forecast                                     |
| <b>GAGAN</b>     | GPS and Geostationary Earth Orbit Augmented Navigation        |
| <b>GAIN</b>      | Airspeed or Headwind Gain                                     |
| <b>GAIT</b>      | Ground-Based Augmentation and Integrity Technique             |
| <b>GAME</b>      | GEADGE/ADKAR Message Exchange                                 |
| <b>GAMET</b>     | Area forecast for low-level operations                        |
| <b>GAMET</b>     | Area Forecast for Low-Level Flights                           |
| <b>GAR</b>       | Go-Around   |
| <b>GARP</b>      | GBAS Azimuth Reference Point Ground-Based Augmentation System |
| <b>GARTEUR</b>   | Group for Aeronautical Research and Technology in Europe      |

|             |  |
|-------------|--|
| <b>GASC</b> | Global Aviation Satellite Communications System                                |
| <b>GASR</b> | Group of AGA Safety Regulators   |
| <b>GAT</b>  | General Air Traffic or Terminal  |
| <b>GATE</b> | Group of ATM in the Eastern Part of the ICAO EUR Region, including Middle Asia |
| <b>GBA</b>  | Geostationary Broadcast Area   |
| <b>GBAS</b> | Ground Based Regional Augmentation System                                      |
| <b>GBAS</b> | Ground-Based Augmentation System   |
| <b>GBCC</b> | Ground Based Control Complex   |
| <b>GC</b>   | Graphics Controller  |
| <b>GC</b>   | Ground Control/Controller  |
| <b>GCA</b>  | German Cockpit Association   |
| <b>GCA</b>  | Government Quality Assurance   |
| <b>GCA</b>  | Ground Controlled Approach   |
| <b>GCA</b>  | Ground Controlled Approach System or Ground Controlled Approach                |
| <b>GCAS</b> | Ground-based Collision Avoidance System  |
| <b>GCB</b>  | Generator Circuit Breaker  |
| <b>GCE</b>  | General Certificate of Education   |
| <b>GCL</b>  | Graphical Information Category Cursor Line                                     |
| <b>GCR</b>  | Generator Control Relay  |
| <b>GCS</b>  | Ground Control Segment   |
| <b>GCSE</b> | Generate Certificate of Secondary Education                                    |
| <b>GCST</b> | Group for Coordination of STAR   |
| <b>GPU</b>  | Generator Control Unit   |
| <b>GCWP</b> | Generic Controller Working Position  |
| <b>GDCA</b> | General Directorate for Civil Aviation   |
| <b>GDCE</b> | Ground Data Circuit Terminating Equipment                                      |
| <b>GDLP</b> | Ground Data Link Processor   |
| <b>GDM</b>  | Graphical Information Category Dynamic Maps                                    |
| <b>GDOP</b> | Geometric Dilution of Precision  |
| <b>GDP</b>  | Diplomatic and Protocol Drafting Group   |

|                           |   |
|---------------------------|---|
| <b>GDP</b>                | General Data Processor  |
| <b>GDP</b>                | Gross Domestic Product  |
| <b>GDP</b>                | Ground Delay Program  |
| <b>GEADGE</b>             | German Air Defense Ground Environment   |
| <b>GEMS</b>               | Generic Error-Modelling System  |
| <b>GEN</b>                | General   |
| <b>GENOFIC</b>            | General North Sea Flight Information Center                                       |
| <b>GEO</b>                | Geostationary Satellite Orbit   |
| <b>GEO</b>                | Geographic or True  |
| <b>GEOREF</b>             | Geographical Reference  |
| <b>GEOSTAR</b>            | Multipurpose Satellite System Using Fixed Orbit Satellites                        |
| <b>GERAC</b>              | EANGP WG on Coordination of the Implement & Operation of an Improved EUR AFTN/AFS |
| <b>GERAC</b>              | Group on European Regional AFTN/AFS Implementation and Operation Coordination     |
| <b>GES</b>                | Ground Earth Station  |
| <b>GFDI</b>               | GNSS Fault Detection and Isolation  |
| <b>GFM</b>                | Graphical Information Category Fixed Maps   |
| <b>GGCS</b>               | Ground/Ground Communication System  |
| <b>GGDC</b>               | Ground/Ground Data Communication  |
| <b>GGVC-SG/<br/>GVCSG</b> | Ground/Ground Voice Communications Sub-Group                                      |
| <b>GHMI</b>               | Ground Human-Machine Interface  |
| <b>GHz</b>                | Gigahertz   |
| <b>GIB</b>                | Global Navigation Satellite System Integrity Broadcast                            |
| <b>GIB</b>                | GPS Integrity Broadcast   |
| <b>GIC</b>                | Geostationary Integrity Channel   |
| <b>GIC</b>                | GNSS Integrity Channel  |
| <b>GICB</b>               | Ground Initiated Comm B Protocol  |
| <b>GIDEP</b>              | Government Industry Data Exchange Program   |
| <b>GIPS</b>               | Giga Instructions Per Second  |



|                |   |
|----------------|---|
| <b>GIPS</b>    | General Image Processing System             |
| <b>GIPS</b>    | Global Initial Positioning System           |
| <b>GIS</b>     | Geographical Information System             |
| <b>GLD</b>     | Glider                                      |
| <b>GLONASS</b> | Global Orbiting Navigation Satellite System |
| <b>GLOSS</b>   | Global Sea Level Observing System           |
| <b>GLS</b>     | GBAS Landing System                         |
| <b>GLSU</b>    | GPS Landing System Unit                     |
| <b>GM</b>      | Guidance Material                           |
| <b>GMC</b>     | Ground Movement control                     |
| <b>GMC</b>     | Ground Movement Chart                       |
| <b>GMD</b>     | General Meeting of Directors                |
| <b>GMS</b>     | Global Positioning System Monitoring System |
| <b>GMS</b>     | Ground Monitoring System                    |
| <b>GMS</b>     | Ground Movement Surveillance                |
| <b>GMT</b>     | Greenwich Mean Time. See UTC                |
| <b>GMU</b>     | GPS Monitoring Unit                         |
| <b>GNC</b>     | Global NAVCOM                               |
| <b>GND</b>     | Ground Control service / facility           |
| <b>GND</b>     | Ground Level                                |
| <b>GND</b>     | Ground                                      |
| <b>GNDCK</b>   | Ground Check                                |
| <b>GNE</b>     | Gross Navigational Error                    |
| <b>GNLS</b>    | GNSS Navigation and Landing System          |
| <b>GNLU</b>    | GNSS Navigation and Landing Unit            |
| <b>GNP</b>     | Gross National Product                      |
| <b>GNSS</b>    | Global Navigation Satellite System          |
| <b>GNSSP</b>   | Global Navigation Satellite System Panel    |
| <b>GOMS</b>    | Goals, Operators, Methods, Selection        |
| <b>GOTV</b>    | GNSS Operational Test and Validation        |
| <b>GOVT</b>    | Government                                  |
| <b>GP</b>      | Glide Path                                  |

|                    |   |
|--------------------|---|
| <b>GPA</b>         | Glide Path Angle  |
| <b>GPIP</b>        | Glide Path Intercept Point  |
| <b>GPIWG</b>       | Glide Path Intercept Waypoint   |
| <b>GPS</b>         | Global Positioning System / Geographical Paging System, a technique for deriving location from space-based assets |
| <b>GPS</b>         | Geographical Positioning System   |
| <b>GPS</b>         | Global Positioning System   |
| <b>GPSSU</b>       | GPS Sensor Unit   |
| <b>GPTP</b>        | Guided Part-Task Practice   |
| <b>GPU</b>         | Ground power unit   |
| <b>GPV</b>         | GNSS Performance Validation   |
| <b>GPWS</b>        | Ground Proximity Warning System   |
| <b>GR</b>          | Hail  |
| <b>GRACE</b>       | Geographical Association and Classification of Events   |
| <b>GRADE</b>       | Ground Return Area Digital Eliminator   |
| <b>GRADU</b>       | Gradual or Gradually  |
| <b>GRAF</b>        | Ground Replay and Analysis Facility   |
| <b>GRANAS</b>      | Global Radio Navigation System  |
| <b>GRAS</b>        | Ground-Based Regional Augmentation System   |
| <b>GRASS</b>       | Grass Landing Area  |
| <b>GRIB</b>        | Processed meteorological data in the form of grid point values  |
| <b>GRIB</b>        | Processed Meteorological Data in the Form of Grid Point Values Expressed in Binary Form                           |
| <b>GRIB</b>        | Binary Form   |
| <b>GRIGRI</b>      | Gestures, Recognition on Interactive Graphical radar Images   |
| <b>GROBI</b>       | Graphical Object Interface  |
| <b>GROUP SIMUL</b> | Group Simulation  |
| <b>GRP</b>         | Geographical Reference Points   |
| <b>GRVL</b>        | Gravel  |
| <b>GS</b>          | Small hail or snow pellets  |

|                    |   |
|--------------------|---|
| <b>GS</b>          | Glideslope  |
| <b>GS</b>          | Graphical Station                                     |
| <b>GS</b>          | Ground Speed  |
| <b>GS</b>          | Ground Stop   |
| <b>GS</b>          | Small Hail and/or Snow Pellets                        |
| <b>GS</b>          | Glide Slope   |
| <b>GSA</b>         | Guided Skill Acquisition                              |
| <b>GSB</b>         | Ground Service Bus                                    |
| <b>GSE</b>         | Ground Support Equipment                              |
| <b>GSFC</b>        | Goddard Space Flight Center                           |
| <b>GSIMUL</b>      | Guided Simulation                                     |
| <b>GSM</b>         | Global System for Mobile Communications               |
| <b>GSM</b>         | Graphical Information Category Scale Marking          |
| <b>GSNA</b>        | Ground-Supported Navigation Advisory                  |
| <b>GSO</b>         | Geosynchronous Orbit                                  |
| <b>GSO</b>         | Group of Senior Officials                             |
| <b>GSPR</b>        | Gasper  |
| <b>GT</b>          | Ground Transmitter                                    |
| <b>GT2</b>         | Ghost Track rate                                      |
| <b>GTB</b>         | General Tool Box                                      |
| <b>GTC</b>         | Gain Time Control                                     |
| <b>GtG Program</b> | Gate-to-Gate Program                                  |
| <b>GTID</b>        | Group training - Instructor-dependent                 |
| <b>GTIS</b>        | Ground-based Traffic Information System               |
| <b>GTMD</b>        | Group Training - Material-dependent                   |
| <b>GTO</b>         | Geosynchronous Transfer Orbit                         |
| <b>GTP</b>         | Groupe de travail "Pensions" / Pensions Working Group |
| <b>GTr</b>         | Ghost Track Rate                                      |
| <b>GTRC</b>        | General Technical Requirements and Conditions         |
| <b>GTS</b>         | Global Telecommunications System                      |

|              |  |
|--------------|--|
| <b>GTVS</b>  | Ground based Transponder performance Verification System |
| <b>GUI</b>   | Graphical User Interface                                 |
| <b>GUIDE</b> | General User Interface Device                            |
| <b>GUND</b>  | Geoid Undulation   |
| <b>GW</b>    | Gross Weight   |
| <b>GWL</b>   | Graphical Information Category Weather Lines             |

# H HOTEL

1980



**Islamic Republic of Iran Navy**  
**Sikorsky RH-53D Sea Stallion**

*Mahshahr, Iran*

|                    |   |
|--------------------|---|
| <b>H</b>           | High Pressure Area or the Center of High Pressure                     |
| <b>H</b>           | Hot   |
| <b>H, h</b>        | Hour  |
| <b>H/M/L</b>       | High/Medium/Low   |
| <b>H24</b>         | Continuous Day and Night Service                                      |
| <b>HA</b>          | Holding to an Altitude  |
| <b>HA</b>          | Holding/Racetrack to An Altitude                                      |
| <b>HAA</b>         | Height Above Airport  |
| <b>HAC</b>         | Hughes Aircraft Co.   |
| <b>HAD</b>         | Human Aspects Development   |
| <b>HADAMARD</b>    | Multi-radar processing written in ADA                                 |
| <b>HAI</b>         | Helicopter Association International                                  |
| <b>HALO</b>        | High Altitude, Low Opening  |
| <b>HALS / DTOP</b> | High Approach Landing System / Displaced Threshold Operations         |
| <b>HAMMER</b>      | High-level All-purpose Monitoring and Management Equipment for RADNET |
| <b>HAPI</b>        | Helicopter Approach Path Indicator                                    |
| <b>HAT</b>         | Height Above Touchdown  |
| <b>HATR</b>        | Hazardous Air Traffic Report  |
| <b>HAW</b>         | Horizontal Aid Window   |
| <b>HBARO</b>       | Barometric Altitude   |
| <b>HBN</b>         | Hazard Beacon   |
| <b>HBS</b>         | Hotline Back-up System  |
| <b>HCA</b>         | Human-Centered Automation   |
| <b>HCAA</b>        | Hellenic Civil Aviation Authority                                     |
| <b>HCD</b>         | Hard Copy Device  |
| <b>HCI</b>         | Human Computer Interface  |
| <b>HCP</b>         | Hard Copy Printer   |
| <b>HD</b>          | Harmonization Documents   |
| <b>HDB</b>         | Historical Data Base  |
| <b>HDBK</b>        | Handbook  |

|                 |   |
|-----------------|---|
| <b>HDD</b>      | Head Down Display   |
| <b>HDF</b>      | High frequency direction-finding station                          |
| <b>HDF</b>      | High Frequency Direction-Finding Station                          |
| <b>HDG</b>      | Heading   |
| <b>HDG SEL</b>  | Heading Select  |
| <b>HDLC</b>     | High Level Data Link Communication                                |
| <b>HDLC</b>     | High Level Data Link Control                                      |
| <b>HDOP</b>     | Horizontal Dilution of Precision                                  |
| <b>HDOT</b>     | Hawaii Department of Transportation                               |
| <b>HE</b>       | Altitude Error  |
| <b>HED</b>      | Heading   |
| <b>HEIDI</b>    | Harmonization of European Incident Definitions Initiative for ATM |
| <b>HEL</b>      | Helicopter  |
| <b>HEL</b>      | High Energy Laser   |
| <b>HEL</b>      | Helicopter  |
| <b>HELI</b>     | Heliport  |
| <b>HELLANET</b> | Hellenic aeronautical Network                                     |
| <b>HEO</b>      | Highly inclined Elliptical Orbit                                  |
| <b>HERA</b>     | Human Error in ATM  |
| <b>HERAS</b>    | Hellenic Radar System   |
| <b>HERMES</b>   | Harmonized Enroute Metering and Spacing                           |
| <b>hex</b>      | hexadecimal   |
| <b>HF</b>       | High Frequency  |
| <b>HF</b>       | Holding to a Fix  |
| <b>HF</b>       | Human Factors   |
| <b>HF</b>       | High Frequency  |
| <b>HF</b>       | Holding/Racetrack to A Fix  |
| <b>HF</b>       | High Frequency [3 000 to 30 000 Khz]                              |
| <b>HFDL</b>     | High Frequency Data Link  |
| <b>HFIAI</b>    | Human Factors in Incident and Accident Investigation              |

|                  |  |
|------------------|--|
| <b>HFS</b>       | Human Factors Studies                          |
| <b>HFSG</b>      | Human Factors Study Group                      |
| <b>HFTE</b>      | Human Factors Testing and Evaluating           |
| <b>HFX</b>       | Holding Fix                                    |
| <b>Hg</b>        | Mercury  |
| <b>HGT</b>       | Height or Height Above                         |
| <b>HHmm</b>      | Hours and minutes                              |
| <b>HHMMSS</b>    | hour-hour / minute-minute / second-second      |
| <b>HI FI SIM</b> | High-Fidelity Simulator                        |
| <b>HIDE</b>      | Harmonized, Integrated Development Environment |
| <b>HIFA</b>      | Human Integration in Future ATM Systems        |
| <b>HIPERLAN</b>  | High Performance Local Area Network            |
| <b>HIPS</b>      | Highly Interactive Problem Solver              |
| <b>HIRL</b>      | High Intensity Runway Lights                   |
| <b>HIRO</b>      | High Intensity Runway Operations               |
| <b>HIRS</b>      | High-Resolution Infrared Sounder               |
| <b>HIRTA</b>     | High Intensity Radio Transmission Area         |
| <b>HIT</b>       | Hardware Integration Test                      |
| <b>HIT</b>       | Hughes Improved Terminal                       |
| <b>HIWAS</b>     | Hazardous Inflight Weather Advisory Service    |
| <b>HJ</b>        | Sunrise to Sunset                              |
| <b>HI</b>        | High   |
| <b>HLCS</b>      | High Lift Control System                       |
| <b>HLCU</b>      | High Lift Control Unit                         |
| <b>HLD</b>       | Hold List                                      |
| <b>HLD</b>       | Hold (See: Hdg Hold)                           |
| <b>HLDC</b>      | High Level Data Link Control                   |
| <b>HLDG</b>      | Holding  |
| <b>HLLC</b>      | High Level Link Layer Control                  |
| <b>HLT</b>       | Heavy Load Threshold                           |
| <b>HM</b>        | Holding to a Manual Termination                |
| <b>HM</b>        | Holding/Racetrack to A Manual Termination      |



|                       |   |
|-----------------------|---|
| <b>HMATTF</b>         | Handling of Military Air Traffic Task Force   |
| <b>HMD</b>            | Horizontal Miss Distance  |
| <b>HMI</b>            | Human Machine Interface or interaction  |
| <b>HMR</b>            | Helicopter Main Routes  |
| <b>HMT</b>            | Hand Microphone Telephones  |
| <b>HMU</b>            | Height Monitoring Unit  |
| <b>HMU</b>            | Hydromechanical Unit  |
| <b>HN</b>             | Sunset to Sunrise   |
| <b>HND</b>            | Hand over keyboard button   |
| <b>HND</b>            | Hand  |
| <b>HNS</b>            | Host Nation Support   |
| <b>HNSE</b>           | Horizontal Navigation System Error  |
| <b>HO</b>             | Service Available to Meet Operational Requirements  |
| <b>HOA</b>            | Hand-off Acceptance   |
| <b>H-OFF-A</b>        | Hand-Off Accept   |
| <b>H-OFF-P</b>        | Hand-Off Propose  |
| <b>HOL</b>            | High Order Language   |
| <b>HOL</b>            | Holiday   |
| <b>HOLD</b>           | Hold  |
| <b>HOOD</b>           | Hierarchical Object-Oriented Design   |
| <b>HOP</b>            | Hand-off Proposal   |
| <b>HOP</b>            | Harmonization of Operational Procedures   |
| <b>Hor</b>            | Horizontal  |
| <b>HOSP</b>           | Hospital Flight/Aircraft  |
| <b>HOSP</b>           | Hospital Aircraft   |
| <b>Host Computer</b>  | Facility located at the ARTCC which operates user application software, as well as certain peer network layer protocols required to communicate with adjacent ATN routers |
| <b>Host Processor</b> | End system" as defined by ISO that includes the OSI upper layer protocols and application processes   |
| <b>HP</b>             | High Precision  |

|                 |   |
|-----------------|---|
| <b>HP</b>       | Holding Pattern                                       |
| <b>Hp</b>       | Horsepower  |
| <b>Hp / hPa</b> | Hectopascal   |
| <b>HPA</b>      | High Power Amplifier                                  |
| <b>HPC</b>      | Hughes Programming Center                             |
| <b>HPC</b>      | High Pressure Compressor (N2 Rotor)                   |
| <b>HPD</b>      | Horizontal Polar Diagram                              |
| <b>HPRES</b>    | Pressure Altitude                                     |
| <b>HPRT</b>     | HMI Preview Response Time                             |
| <b>HPSOV</b>    | High Pressure Shutoff Valve                           |
| <b>HPT</b>      | High Pressure Turbine                                 |
| <b>HPZ</b>      | Helicopter Protection Zone                            |
| <b>HQ</b>       | Headquarters  |
| <b>HR</b>       | Hour  |
| <b>HR</b>       | Human Resources                                       |
| <b>HRA</b>      | Human Reliability Assessment / Analysis               |
| <b>HRD</b>      | Human Resources Directorate                           |
| <b>HRFG</b>     | Human Resources Framework Group                       |
| <b>HRI</b>      | Human resources International                         |
| <b>HRIS</b>     | Human Resources Information System                    |
| <b>HRM</b>      | Human Resources Management                            |
| <b>HRP</b>      | Human Resources Planning and Corporate Services       |
| <b>HRPTSG</b>   | Human Resource Planning and Training Study Group      |
| <b>HRS</b>      | ATM Human Resources Management Program (EATM)         |
| <b>Hrs</b>      | Hours   |
| <b>HRSC</b>     | Human Resources Steering Committee                    |
| <b>HRT</b>      | Human Resources Team                                  |
| <b>HRV</b>      | Heart-Rate Variability                                |
| <b>HS</b>       | Service Available During Hours of Scheduled Operation |
| <b>HS</b>       | Headset   |

|                |  |
|----------------|--|
| <b>HSCT</b>    | High-speed Civil Transport   |
| <b>HS-DTS</b>  | High Speed Data Transmission System  |
| <b>HSI</b>     | Horizontal Situation Indicator   |
| <b>HSM</b>     | High Speed Modem   |
| <b>HST</b>     | Hypersonic Transport   |
| <b>HTA</b>     | Hermes Training Aircraft   |
| <b>HTA</b>     | Hierarchical Task Analysis   |
| <b>HTD</b>     | History Trial Dots   |
| <b>HTI</b>     | Human Technology Integration   |
| <b>HTZ</b>     | Helicopter Traffic Zone  |
| <b>HUD</b>     | Head-Up Display  |
| <b>HUM</b>     | Humanitarian   |
| <b>HUM</b>     | Human Resources (Domain/Unit)  |
| <b>HUM RES</b> | Human Resources  |
| <b>HUMR</b>    | Human Resources  |
| <b>HURCN</b>   | Hurricane  |
| <b>HVDF</b>    | High and Very High Frequency Direction-Finding Stations                      |
| <b>HVDF</b>    | High and very high frequency direction finding stations at the same location |
| <b>HVY</b>     | Heavy  |
| <b>HW, h/w</b> | Hardware   |
| <b>HWCI</b>    | Hardware Configuration Item  |
| <b>HWG</b>     | Harmonization Working Group  |
| <b>HWP</b>     | Holding Waypoint   |
| <b>HX</b>      | No Specific Working Hours  |
| <b>HYD</b>     | Hydraulic  |
| <b>HYDIM</b>   | Hydraulic Interface Module   |
| <b>HYQUIM</b>  | Hydraulic Quantity Interface Module  |
| <b>HYR</b>     | Higher   |
| <b>HZ</b>      | Haze   |
| <b>HZ</b>      | Hertz  |

# INDIA

1970s



**Iran Atomic Energy Organization**  
**Bell 206 JetRanger**  
*Unknown Location*

|                         |   |
|-------------------------|---|
| <b>I and Q Channels</b> | in-phase and Quadrature channels                            |
| <b>I(Fd)</b>            | MTI Improvement Factor                                      |
| <b>I/A</b>              | Incident Analysis   |
| <b>I/O</b>              | Input / Output  |
| <b>I/R</b>              | Interrogator/Responsor                                      |
| <b>I<sup>2</sup>SLS</b> | Improved Interrogation Side Lobe Suppression                |
| <b>IA</b>               | Indirect Access   |
| <b>IA</b>               | inspection Authorization                                    |
| <b>IA</b>               | International Alphabet                                      |
| <b>IA/CC</b>            | Indirect Access/Common Control                              |
| <b>IA-5</b>             | International Alphabet Number 5                             |
| <b>IAAE</b>             | International Association of Airport Executives             |
| <b>IAC</b>              | instrument Approach Chart                                   |
| <b>IAC</b>              | integrated Avionics Compute                                 |
| <b>IACA</b>             | International Air Carrier Association                       |
| <b>IACH</b>             | Individual ATC Flight Plan Changes                          |
| <b>IACS</b>             | INTERGRAPH Aeronautical Charting System                     |
| <b>IACSP</b>            | International Aeronautical Communications Service Providers |
| <b>IAEA</b>             | International Atomic Energy Agency                          |
| <b>IAF</b>              | Initial Approach Fix  |
| <b>IAFP</b>             | Individual ATC Flight Plan Proposal                         |
| <b>IAG</b>              | Interim Airport Group                                       |
| <b>IAG</b>              | International Association of Geodesy                        |
| <b>IAIP</b>             | Integrated Aeronautical Information Package                 |
| <b>IAL</b>              | Instrument Approach and Landing                             |
| <b>IAL</b>              | International Air-radio Limited                             |
| <b>IAM</b>              | Institute of Aviation Medicine                              |
| <b>IANS</b>             | Institute of Air Navigation Services                        |
| <b>IANSSC</b>           | IANS Steering Committee                                     |
| <b>IAO</b>              | in and Out of Clouds  |

|                   |  |
|-------------------|--|
| <b>IAOA</b>       | Indicated Angle-of-Attack                                      |
| <b>IAOPA</b>      | international Council of Aircraft Owner and Pilot Associations |
| <b>IAP</b>        | Instrument Approach Procedure                                  |
| <b>IAPL</b>       | IFPS APL Message   |
| <b>IAR</b>        | Intersection of Air Routes                                     |
| <b>IAR</b>        | Instrument Autonomous Rules                                    |
| <b>IAR, IARTF</b> | Institutional Arrangements and Requirements Task Force         |
| <b>IARR</b>       | Individual Arrival Message                                     |
| <b>IAS</b>        | Indicated Airspeed   |
| <b>IATA</b>       | International Air Transport Association                        |
| <b>IATTF</b>      | IFPS Acceptance Test Task Force                                |
| <b>IAW</b>        | in accordance with   |
| <b>IAWP</b>       | Initial Approach Waypoint                                      |
| <b>IB</b>         | Information (display) Button                                   |
| <b>IBAA</b>       | International Business Aviation Association                    |
| <b>IBAC</b>       | International Business Aviation Council                        |
| <b>IBAP</b>       | Industry Based Prototype                                       |
| <b>IBILS</b>      | Integrity Beacon Landing System                                |
| <b>IBIT</b>       | Initiated Built in Test  |
| <b>IBN</b>        | Identification Beacon  |
| <b>IBP</b>        | Industry-Based Pre-operational Platform and Validation         |
| <b>IBRD</b>       | International Bank for Reconstruction and Development          |
| <b>IBVSU</b>      | Instrument Bus Voltage Sense Unit                              |
| <b>IC</b>         | Ice Crystals   |
| <b>IC</b>         | (Very small) Ice Crystals (also known as Diamond dust)         |
| <b>IC</b>         | Integrated Circuit   |
| <b>IC</b>         | Intercom   |
| <b>ICA</b>        | Instructions for Continued Airworthiness                       |

|              |  |
|--------------|--|
| <b>ICAA</b>  | International Civil Airport Association                  |
| <b>ICAAS</b> | Integrated Control in Avionics for Air Superiority       |
| <b>ICAO</b>  | International Civil Aviation Organization                |
| <b>ICARD</b> | ICAO Codes and Route Designator System                   |
| <b>ICB</b>   | International Competitive Bidding                        |
| <b>ICBM</b>  | Intercontinental Ballistic Missile                       |
| <b>ICCS</b>  | Integrated Communication Control System                  |
| <b>ICCT</b>  | Internal Communications Core Team                        |
| <b>ICCU</b>  | Intercomputer Communications Unit                        |
| <b>ICD</b>   | Interface Control Document                               |
| <b>ICE</b>   | Icing  |
| <b>ICET</b>  | IATA Capacity Enhancement Team                           |
| <b>ICHG</b>  | IFPS Change Message                                      |
| <b>ICIP</b>  | Initial CIP (APT)  |
| <b>ICM</b>   | Interline Communications Manual                          |
| <b>ICNI</b>  | Integrated Communications, Navigation and Identification |
| <b>ICNL</b>  | IFPS Cancellation Message                                |
| <b>ICNL</b>  | Individual Cancel  |
| <b>ICO</b>   | Intermediate Circular Orbit                              |
| <b>ICP</b>   | Interactive Control Panel                                |
| <b>ICP</b>   | Internal Clarification Project                           |
| <b>ICR</b>   | Integrated Cancellation Ratio                            |
| <b>ICR</b>   | Interactive Conflict Resolution                          |
| <b>ICWG</b>  | Interface Control Working Group                          |
| <b>ICWS</b>  | Integrated Control Work Station                          |
| <b>ID</b>    | Identifier or Identify                                   |
| <b>ID</b>    | Identification   |
| <b>ID</b>    | Information Display                                      |
| <b>IDA</b>   | Indirect Access  |
| <b>IDA</b>   | Initial Distribution Area                                |
| <b>IDB</b>   | Integrated Database                                      |

|                |  |
|----------------|--|
| <b>I-DCTS</b>  | Interim Digital Communications Terminal System                         |
| <b>IDENT</b>   | Identification   |
| <b>IDENT</b>   | Identification Identify, Identifier                                    |
| <b>IDG</b>     | Integrated Drive Generator   |
| <b>IDHS</b>    | Intelligence Data Handling System                                      |
| <b>IDMS</b>    | Integrated Database Management System                                  |
| <b>IDP</b>     | Initial Domain Part  |
| <b>IDRP</b>    | Inter Domain Routing Protocol  |
| <b>IDS</b>     | Integrated Display System  |
| <b>IDS</b>     | Information Display System   |
| <b>IEC</b>     | International Electrotechnical Commission/Committee                    |
| <b>IEEE</b>    | Institute of Electrical and Electronic Engineers                       |
| <b>IEP</b>     | information Exchange Program   |
| <b>IEPR</b>    | Integrated Engine Pressure Ratio                                       |
| <b>IES</b>     | Interface Editor System  |
| <b>IETF</b>    | Internal EATMS Task Force  |
| <b>IF</b>      | Intermediate Approach Fix  |
| <b>IF</b>      | Initial Fix (ARINC 424 Path Terminator)                                |
| <b>IF</b>      | Intermediate (approach) Fix  |
| <b>IF</b>      | Intermediate Frequency   |
| <b>IFA</b>     | Image Frequency Attenuation  |
| <b>IFALPA</b>  | International Federation of Airline Pilots Association                 |
| <b>IFATCA</b>  | International Federation of Air Traffic Controllers Associations       |
| <b>IFATSEA</b> | international Federation of Air Traffic Safety Electronic Associations |
| <b>IFD</b>     | Initial Functional Description   |
| <b>IFDS</b>    | Interactive Flight Data System   |
| <b>IFE</b>     | in-Flight Entertainment  |
| <b>IFF</b>     | Identification Friend/Foe  |
| <b>IFF</b>     | Identification Friend or Foe   |
| <b>IFFITAF</b> | IFPS-DBE Functional Interface System Task-force                        |



|                   |  |
|-------------------|--|
| <b>IFFN</b>       | Identification Friend, Foe or Neutral  |
| <b>IFG-NME WG</b> | Implementation Facilitation Group of the National Management Experts Working Group |
| <b>IFIM</b>       | International Flight Information Manual  |
| <b>IFL</b>        | Intermediate Flight Level  |
| <b>IFLIPS</b>     | Integrated Flight Prediction System  |
| <b>IFOG</b>       | Interferometric Fiber Optic Gyro   |
| <b>IFOR</b>       | Implementation Forces  |
| <b>IFP</b>        | Keyword from IFPS used in FIELD 18 to provide a warning                            |
| <b>IFPD</b>       | Individual Flight Plan Data  |
| <b>IFPL</b>       | IFPS Filed Flight Plan   |
| <b>IFPL</b>       | Individual Flight Plan Message   |
| <b>IFPO</b>       | IFPS Workstation Operator  |
| <b>IFPPS</b>      | Integrated Flight Plan Processing System   |
| <b>IFPRU</b>      | IFPS Responsible Unit  |
| <b>IFPS</b>       | Integrated Initial Flight Plan Processing System                                   |
| <b>IFPU</b>       | IFPS Unit  |
| <b>IFPZ</b>       | IFPS Zone  |
| <b>IFR</b>        | Instrument Flight Rules  |
| <b>IFRB</b>       | International Frequency Registration Board   |
| <b>IFTO</b>       | International Federation of Tour Operators   |
| <b>IGA</b>        | International General Aviation   |
| <b>IGCN</b>       | Independent Ground Communications Network  |
| <b>IGFET</b>      | Insulated Gate Field Effect Transistor   |
| <b>IGP</b>        | Ionospheric Grid Point   |
| <b>IGS</b>        | International GPS Reference Network  |
| <b>IGW</b>        | Increased Gross Weight   |
| <b>II</b>         | Interrogator Identity  |
| <b>IIAF</b>       | Imperial Iranian Air Force   |
| <b>IIMSES</b>     | Initial Implementation of Mode S Enhanced Surveillance                             |
| <b>IIP</b>        | Integrated Implementation Plan   |

|                   |  |
|-------------------|--|
| <b>IIS</b>        | Internal Information System  |
| <b>IISLS</b>      | Improved Interrogation Side Lobe Suppression   |
| <b>IKBS</b>       | Intelligent Knowledge Based System   |
| <b>IKD States</b> | in Kind Delivery States  |
| <b>ILES</b>       | Inboard Leading Edge Station   |
| <b>ILO</b>        | International Labor Organization   |
| <b>ILS</b>        | Instrument Landing System  |
| <b>ILS</b>        | Integrated Logistic Support  |
| <b>ILSP</b>       | Integrated Logistic Support Program  |
| <b>IM</b>         | Inner Marker   |
| <b>IM</b>         | Information Management   |
| <b>IMA</b>        | Integrated Modular Avionics  |
| <b>IMAL</b>       | Integrity Monitoring Alarm Limit   |
| <b>IMAWP</b>      | Initial Missed Approach Waypoint   |
| <b>IMC</b>        | Instrument Meteorological Conditions   |
| <b>IMF</b>        | International Monetary Fund  |
| <b>IMG</b>        | Immigration  |
| <b>IMI</b>        | Interrogation Sign   |
| <b>IMM</b>        | Interacting Multiple Models  |
| <b>IMO</b>        | International Maritime Organization  |
| <b>IMP</b>        | Implementation Services  |
| <b>IMPACT</b>     | Informal Management Panel for ATC Training   |
| <b>IMPACT</b>     | Information Market Policy Actions  |
| <b>IMPACT</b>     | Innovative Methodology for the Projection of ATM Concepts onto the Training of ATCOs |
| <b>Impl</b>       | Implementation   |
| <b>IMPR</b>       | Improve or Improving   |
| <b>IMT</b>        | Immediate or Immediately   |
| <b>IMTEG</b>      | ILS/MLS Transition EUR Group   |
| <b>IMUX</b>       | Input Multiplexer  |
| <b>IN</b>         | Inch, Inches   |
| <b>in.hg</b>      | inches of mercury  |

|                  |  |
|------------------|--|
| <b>INA</b>       | Initial Approach   |
| <b>INBD</b>      | Inbound  |
| <b>INC</b>       | in Cloud   |
| <b>InCAS</b>     | Interactive Collision Avoidance Simulator                      |
| <b>INCERFA</b>   | Uncertainty Phase  |
| <b>Ind</b>       | Industry   |
| <b>IND SIMUL</b> | Individual Simulation  |
| <b>INDEFLY</b>   | Indefinitely   |
| <b>INFO</b>      | Information  |
| <b>INFR-C</b>    | Infrastructure Creation  |
| <b>INI</b>       | Initial Approach Controller                                    |
| <b>INIT</b>      | Initialization   |
| <b>INM</b>       | Integrated Noise Model   |
| <b>INMARSAT</b>  | International Mobile Satellite Organization                    |
| <b>INO</b>       | International NOTAM Operation                                  |
| <b>INOP</b>      | Inoperative  |
| <b>INP</b>       | If Not Possible  |
| <b>INP</b>       | Immediate or Immediately                                       |
| <b>INP</b>       | If Not Possible  |
| <b>INPR</b>      | in Progress  |
| <b>INR</b>       | Image Navigation and Registration                              |
| <b>INS</b>       | Inertial Navigation System                                     |
| <b>Ins</b>       | Inches   |
| <b>INST</b>      | Installation   |
| <b>INSTAR</b>    | Institutional Arrangements for European Air Traffic Management |
| <b>INSTILUX</b>  | Eurocontrol Institute of Air Navigation Services               |
| <b>INSTL</b>     | Install or Installed or Installation                           |
| <b>INSTR</b>     | Instrument   |
| <b>Int</b>       | International  |
| <b>INT</b>       | Intersection   |
| <b>INTC</b>      | Interconnect   |

|                    |   |
|--------------------|---|
| <b>INTC</b>        | Intercept   |
| <b>INTELSAT</b>    | International Telecommunications Satellite Organization |
| <b>Interactive</b> | interactive training                                    |
| <b>INTERCAUTRA</b> | Internal CAUTRA protocol                                |
| <b>INTL</b>        | International   |
| <b>INTNET</b>      | Integration Network (for flight data exchange)          |
| <b>INTRG</b>       | Interrogator  |
| <b>INTRP</b>       | Interrupt or Interruption or Interrupted                |
| <b>Intruder</b>    | Aircraft against which TCAS issues an advisory          |
| <b>INTSF</b>       | Intensify or Intensifying                               |
| <b>INTST</b>       | Intensity   |
| <b>INU</b>         | Inertial Navigation Unit                                |
| <b>INV</b>         | Innovative Studies and Technological Assessment         |
| <b>INWP</b>        | Intermediate Waypoint                                   |
| <b>IO, I/O</b>     | Interoperability - Input / Output                       |
| <b>IOATF</b>       | IFPS Operational Advisory Task Force                    |
| <b>IOBD</b>        | Initial Off-Block Date                                  |
| <b>IOBT</b>        | Initial Off-Block Time                                  |
| <b>IOC</b>         | Initial Operational Capability                          |
| <b>IOCD</b>        | Initial Operational Concept Document                    |
| <b>IOCP</b>        | Internal Operational Clarification Project              |
| <b>IOD</b>         | Issue of Data   |
| <b>IOEU</b>        | Inboard Overhead Electronics Unit                       |
| <b>ION</b>         | Institute of Navigation                                 |
| <b>IOP</b>         | Input / Output Processor                                |
| <b>IOR</b>         | Indian Ocean Region                                     |
| <b>IOR</b>         | INMARSAT Indian Ocean Region                            |
| <b>IOSS</b>        | Input Output Sub System                                 |
| <b>IP</b>          | Instructor Pilot  |
| <b>IP</b>          | Information Button                                      |
| <b>IP</b>          | Information Paper                                       |

|              |  |
|--------------|--|
| <b>IP</b>    | Internetwork Protocol                      |
| <b>IPAG</b>  | intellectual Property Advisory Group       |
| <b>IPAS</b>  | Integrated Preparation and Analysis System |
| <b>IPB</b>   | Inner Performance Boundary                 |
| <b>IPC</b>   | Illustrated Parts Catalog                  |
| <b>IPC</b>   | Intermittent Positive Control              |
| <b>IPCC</b>  | Intergovernmental Panel for Climate Change |
| <b>IPG</b>   | Integration Project Group                  |
| <b>IPL</b>   | Illustrated Parts List                     |
| <b>IPL</b>   | Initial Program Loading                    |
| <b>IPL</b>   | Intermediate Flight Plan                   |
| <b>IPPC</b>  | Internet Pilot Planning Center             |
| <b>IPR</b>   | Intellectual Property Rights               |
| <b>IPRT</b>  | Internal Processing Response Time          |
| <b>IPSE</b>  | Integrated Programming Support Environment |
| <b>IPSky</b> | Internet Technology in the Sky             |
| <b>IPS's</b> | Intellectual Proprietary Rights            |
| <b>IPT</b>   | Internal Processing Time                   |
| <b>IPT</b>   | Integrated Product Team                    |
| <b>IPv6</b>  | Internet protocol version 6                |
| <b>IQ</b>    | Intelligence Quotient                      |
| <b>IR</b>    | Ice on Runway                              |
| <b>IR</b>    | Instrument Rating                          |
| <b>IR</b>    | Infrared                                   |
| <b>IR</b>    | Integrated Receiver                        |
| <b>IRAS</b>  | Interactive Radar Analysis System          |
| <b>IREN</b>  | Incident Reporting European Network        |
| <b>IRF</b>   | Incident Report Form                       |
| <b>IRF</b>   | Interrogation Repetition Frequency         |
| <b>IRIAF</b> | Islamic Republic of Iran Air Force         |
| <b>IRMA</b>  | Intermediate Redesigned MCC Architecture   |
| <b>IROI</b>  | Instantaneous Return on Investment         |

|                   |   |
|-------------------|---|
| <b>IRPL</b>       | Internal Repetitive Flight Plan   |
| <b>IRR</b>        | Internal Rate of Return   |
| <b>IRS</b>        | Inertial Reference System   |
| <b>IRS</b>        | Interface Requirements Specification  |
| <b>IRS</b>        | Intermediate Route Sequence   |
| <b>IRT</b>        | Interrogation Repetition Time   |
| <b>IRU</b>        | Inertial Reference Unit – part of IRS   |
| <b>IRVR</b>       | Instrument Runway Visual Range  |
| <b>IS</b>         | Interface Specification   |
| <b>IS</b>         | Intermediate System   |
| <b>ISA</b>        | International Standard Atmosphere   |
| <b>ISA</b>        | Inertial Sensor Assembly  |
| <b>ISA</b>        | Innovative Slot Allocation  |
| <b>ISA</b>        | Instantaneous Self-Assessment   |
| <b>ISA</b>        | Iranian Space Agency  |
| <b>ISB</b>        | Independent Sideband  |
| <b>ISDN</b>       | Integrated Services (switched) Digital Network  |
| <b>ISDU</b>       | Inertial System Display Unit  |
| <b>IS-ES</b>      | Intermediate System - End System  |
| <b>ISFL</b>       | intermediate Supplementary Flight Level   |
| <b>ISLS</b>       | Interrogation Side Lobe Suppression   |
| <b>ISO</b>        | International Standards Organization  |
| <b>ISO 10737</b>  | Transport Layer Management (Standards For Open Systems Interconnection and Data Communication Published by ISO)                           |
| <b>ISO 7498-3</b> | Basic Reference Model Part 3: Naming and Addressing (Standards for Open Systems Interconnection and Data Communication Published by ISO)  |
| <b>ISO 8072</b>   | Transport Service Definition (Standards For Open Systems Interconnection and Data Communication Published by ISO)                         |
| <b>ISO 8073</b>   | Connection-Oriented Transport Protocol Specification (Standards For Open Systems Interconnection and Data Communication Published by ISO) |

- ISO 8073 AD 1** Connection-Oriented Transport Protocol Addendum 2: Class Four Operation Over Connectionless Network Service (Standards For Open Systems Interconnection and Data Communication Published by ISO)
- ISO 8208** International Organization for Standardization X.25 Packet Level Protocol for Data Terminal Equipment Document.
- ISO 8326** Basic Connection-Oriented Session Protocol Specification (Standards For Open System Interconnection and Data Communication Published by ISO)
- ISO 8327** Basic Connection-Oriented Session Protocol Specification (Standards For Open Systems Interconnection and Data Communication Published by ISO)
- ISO 8348** Network Service Definition (Standards For Open Systems Interconnection and Data Communication Published by ISO)
- ISO 8348 AD 1** Network Service Definition, Addendum 1: Connectionless Mode Transmission (Standards For Open Systems Interconnection and Data Communication Published by ISO)
- ISO 8473** Protocol For Providing the Connectionless- Mode Network Service (Standards For Open Systems Interconnection and Data Communication Published by ISO)
- ISO 8649** Service Definition For the Association Control Service Element (Standards For Open Systems Interconnection and Data Communication Published by ISO)
- ISO 8650** Protocol Specification For the Association Control Service Element (Standards For Open Systems Interconnection and Data Communication Published by ISO)
- ISO 8822** Connection-Oriented Service Definition (Standards For Open Systems Interconnection and Data Communication Published by ISO)
- ISO 8823** Connection-Oriented Presentation Protocol (Standards For Open Systems Interconnection and Data Communication Published by ISO)

|                   |  |
|-------------------|--|
| <b>ISO 8878</b>   | International Organization For Standard Use of X25 to Provide OSI (Open Systems Interconnection) Connection Mode Network Services (Standards For Open Systems Interconnection and Data Communication Published by ISO) |
| <b>ISO 9000</b>   | International Standards For Quality Management, 1990   |
| <b>ISO 9072-1</b> | Remote Operations - Part 1 : Model. Notation and Service Definition (Standards For Open Systems Interconnection and Data Communication Published by ISO)   |
| <b>ISO 9072-2</b> | Remote Operations - Part 2 : Protocol Specification Version (Standards For Open Systems Interconnection and Data Communication Published by ISO)   |
| <b>ISO 9545</b>   | Protocol For Providing the Connectionless-Mode Network Service (Standards For Open Systems Interconnection and Data Communication Published by ISO)  |
| <b>ISO 9595</b>   | Common Management Information Service Definition (Standards For Open Systems Interconnection and Data Communication Published by ISO)  |
| <b>ISO 9596</b>   | Management Information Protocol - Part 1: Specification (Standards For Open Systems Interconnection and Data Communication Published by ISO)   |
| <b>ISOL</b>       | Isolated   |
| <b>ISPACG</b>     | Informal South Pacific ATS Coordination Group  |
| <b>ISQMS</b>      | Integrated Safety and Quality Management System  |
| <b>ISR</b>        | Independent Standby Radio  |
| <b>ISS</b>        | Implementation Support Services  |
| <b>ISS</b>        | Implementation Support to States   |
| <b>ISS</b>        | Indirect sub-System  |
| <b>ISSS</b>       | Initial Sector Suite System  |
| <b>IST</b>        | Indirect Support Task  |
| <b>IT</b>         | Information Technology   |
| <b>ITA</b>        | Integrated Task Analysis   |
| <b>ITA</b>        | International Telegraph Alphabet   |
| <b>ITA-2</b>      | International Telegraph Alphabet Number 2  |



|                    |  |
|--------------------|--|
| <b>ITAEG</b>       | Information Technology Advisory Expert Group                 |
| <b>ITAM</b>        | Integrated Task Analysis Methodology                         |
| <b>ITF</b>         | International Transport Workers Federation                   |
| <b>ITI</b>         | Italian Interface  |
| <b>ITID</b>        | Individual Training- Instructor-dependent                    |
| <b>ITIRS</b>       | International Terrestrial Reference System                   |
| <b>ITM</b>         | Intermediate Approach controller                             |
| <b>ITMD</b>        | Individual Training - Material-dependent                     |
| <b>ITR</b>         | International Transit Route                                  |
| <b>ITSTC</b>       | Information Technology Steering Committee                    |
| <b>ITT</b>         | Invitation Property Rights                                   |
| <b>ITU</b>         | International Telecommunications Union                       |
| <b>ITU WARC-95</b> | International Telecommunication Union World Radio Conference |
| <b>ITU-T</b>       | International Telecommunications Union – Telephone           |
| <b>IUCM</b>        | IFPS Unit Configuration Manager                              |
| <b>IVR</b>         | Immersive Virtual Reality                                    |
| <b>IVSI</b>        | Instantaneous Vertical Speed Indicator                       |
| <b>IVSN</b>        | Initial Voice Switched Network                               |
| <b>IWGE</b>        | International Working Group on (air) Exercises               |
| <b>IWP</b>         | Intermediate Waypoint  |

# J

# JULLIET

1975



**Imperial Iranian Navy**  
**Fokker F-27 Friendship**  
*Amsterdam, Netherlands*

|                    |   |
|--------------------|---|
| <b>J</b>           | Joule   |
| <b>JAA</b>         | Joint Aviation Authority                        |
| <b>JAA AMC</b>     | JAA Acceptable Means of Compliance              |
| <b>JAA OPS</b>     | Joint Aviation Authorities Operations Committee |
| <b>JAAB/JAA-B</b>  | Joint Boards                                    |
| <b>JAAC/JAA CE</b> | JAA Committee                                   |
| <b>JAARC</b>       | JAA Research Committee                          |
| <b>JAC</b>         | Joint Airmiss Committee                         |
| <b>JACC</b>        | Joint Area Control Center                       |
| <b>JAMC</b>        | Joint Airspace Management Cell                  |
| <b>JAN</b>         | January   |
| <b>JAR</b>         | Joint Aviation Requirements                     |
| <b>JAR</b>         | Joint Airworthiness Regulations                 |
| <b>JAR-OPS</b>     | Joint Airworthiness Regulations Operations      |
| <b>JATO</b>        | Jet Assisted Takeoff                            |
| <b>JD TF</b>       | Job Description Task Force                      |
| <b>JIT</b>         | Joint Implementation Team                       |
| <b>JMCT</b>        | Job Management Consultative Team                |
| <b>JOINT</b>       | Joint Operational Incidents Training            |
| <b>JOT</b>         | Joint Operational Team                          |
| <b>JPDA</b>        | Joint Probabilistic Data Association            |
| <b>JPEG</b>        | Joint Photographic Expert Group                 |
| <b>JPR</b>         | Jumper  |
| <b>JSP</b>         | Joint Services Publication                      |
| <b>JSRA</b>        | Joint Sponsored Research Agreement              |
| <b>JST</b>         | Joy Stick                                       |
| <b>JTIDS</b>       | Joint Tactical Information Distribution System  |
| <b>JTST</b>        | Jet Stream                                      |
| <b>JUL</b>         | July  |
| <b>JUN</b>         | June  |

# K

K I L O

1978



**Imperial Iranian Navy**  
**Sikorsky SH-3D Sea King**

*Stratford, Connecticut, United States*

|                  |   |
|------------------|---|
| <b>KAR</b>       | Karlsruhe   |
| <b>KARLDAP</b>   | Karlsruhe Automatic Data Processing and Display System  |
| <b>KB</b>        | Kilo Byte   |
| <b>KBPS</b>      | Kilobits Per Second   |
| <b>KBS</b>       | Knowledge-Based System  |
| <b>KCAS</b>      | Calibrated Airspeed expressed in Knots  |
| <b>KDS</b>       | Keyboard Display System   |
| <b>KECU</b>      | Thousands of European Currency Units  |
| <b>KG</b>        | Kilograms   |
| <b>KG</b>        | Kilogram  |
| <b>KHZ</b>       | Kilohertz   |
| <b>KIAS</b>      | Knots Indicated Air Speed   |
| <b>KIDS</b>      | Karlsruhe Interim DCTS  |
| <b>KIS</b>       | Keyboard Input Station  |
| <b>kJ</b>        | Kilojoule (Jx1000)  |
| <b>KLOC</b>      | thousand lines of code  |
| <b>KM</b>        | Kilometers  |
| <b>Km/h, KMH</b> | kilometers per hour   |
| <b>KOX</b>       | Karlsruhe Operational Exchange  |
| <b>KPA</b>       | Kilopascal  |
| <b>KPA</b>       | Key Performance Area  |
| <b>KPI</b>       | Key Performance Indicator   |
| <b>KPT</b>       | Karlsruhe Planning Team   |
| <b>KR</b>        | Knowledge of Result   |
| <b>KR 20</b>     | A measure of the internal consistency, or homogeneity, or scalability, of a test material (Ferguson, 1976). |
| <b>KSA</b>       | Knowledge, Skills, Abilities  |
| <b>KSAO</b>      | Knowledge, Skills, Abilities, and Other personal Requirements   |
| <b>KT/KTS</b>    | Knots   |
| <b>KTD</b>       | Keyboard Tabulator Display  |

|               |   |
|---------------|---|
| <b>KUAC</b>   | Karlsruhe Upper Airspace Control Center |
| <b>KVA</b>    | Kilovolt Ampere                         |
| <b>kW</b>     | Kilowatt (Wx1000)                       |
| <b>KW, kW</b> | Kilowatt                                |
| <b>KYB</b>    | Keyboard                                |

# L L I M A

1973



**Imperial Iranian Navy**  
**Aero Shrike Commander 500**  
*Miami, Florida, United States*

|                |  |
|----------------|--|
| <b>L</b>       | Left   |
| <b>L</b>       | Locator  |
| <b>L</b>       | Low Pressure Area or the Center of Low Pressure  |
| <b>l</b>       | Liter  |
| <b>L</b>       | Locator  |
| <b>L</b>       | Tones injected by the local switch   |
| <b>L/T</b>     | Long-Term  |
| <b>LA</b>      | LAN Adapter  |
| <b>LA</b>      | Local Action   |
| <b>LAA</b>     | Local Airport Advisory   |
| <b>LAA</b>     | Local Area Argumentation   |
| <b>LAADR</b>   | Low Altitude Airway Departure Route  |
| <b>LAAS</b>    | Local Area Augmentation System   |
| <b>LACK</b>    | Logical Acknowledgement  |
| <b>LACK</b>    | the positive logical response message used for air/<br>ground data communications, as defined within the<br>ICAO Manual for ATS Data Link Applications               |
| <b>LAD</b>     | Look Ahead Display   |
| <b>LADGNSS</b> | Local Area Differential GNSS   |
| <b>LADGPS</b>  | Local Area Differential Global Positioning System  |
| <b>LAF</b>     | Local Adaptation Functions   |
| <b>LAHSO</b>   | Land and Hold Short Operations   |
| <b>LAM</b>     | Logical Acknowledgement  |
| <b>LAM</b>     | Ljubljana ATC Data Processing System   |
| <b>LAM</b>     | Logical Acknowledgement Message  |
| <b>LAM</b>     | the positive logical response message used for<br>ground / ground data communications, as defined<br>within the Eurocontrol Standard for on-Line Data<br>Interchange |
| <b>LAMPS</b>   | Long Term ATCO Manpower Planning Simulation  |
| <b>LAN</b>     | Inland   |
| <b>LAN</b>     | Local Area Network   |
| <b>LANDA</b>   | Logistics and Administration   |



|                |   |
|----------------|---|
| <b>LANSU</b>   | Local Air Navigation Service Unit (DFS)                 |
| <b>LAP-B</b>   | Link Access Procedure (Protocol type B)                 |
| <b>LAR/LRR</b> | Long Range Radar  |
| <b>LARS</b>    | Lower Airspace Radar Service                            |
| <b>LAS</b>     | Last Assigned Landing Slot                              |
| <b>LAS</b>     | Lower Airspace Sector                                   |
| <b>LASER</b>   | Light Amplification by Stimulated Emission of Radiation |
| <b>LASKA</b>   | Learning and Skills Acquisition                         |
| <b>LAT</b>     | Latitude  |
| <b>LATC</b>    | Local Air Traffic Control                               |
| <b>LATCC</b>   | London Air Traffic Control Center                       |
| <b>LATCO</b>   | Licensing of Air Traffic Control Officers               |
| <b>LAU</b>     | Local Approach Unit                                     |
| <b>LAWRS</b>   | Limited Aviation Weather Reporting Station              |
| <b>LB</b>      | Pounds  |
| <b>LB</b>      | Local Battery   |
| <b>LC</b>      | Local Control   |
| <b>LCA</b>     | Local or Locally or Location or Located                 |
| <b>LCC</b>     | Lifetime Cycle Costing                                  |
| <b>LCD</b>     | Liquid Cristal Display                                  |
| <b>LCG</b>     | Load Classification Group                               |
| <b>LCIPD</b>   | Local Convergence and Implementation Program Document   |
| <b>LCM</b>     | Late Change Message                                     |
| <b>LCN</b>     | Load Classification Number                              |
| <b>LCN</b>     | Local Communications Network                            |
| <b>LCTD</b>    | Located   |
| <b>LDA</b>     | Landing Distance Available                              |
| <b>LDA</b>     | Localizer Type Directional Aid                          |
| <b>LDAH</b>    | Landing Distance Available, Helicopter                  |
| <b>LDB</b>     | Limited Data Block                                      |

|               |  |
|---------------|--|
| <b>LDG</b>    | Landing  |
| <b>LDGNSS</b> | Local Differential Global Navigation Satellite System            |
| <b>LDGPS</b>  | Local DGPS   |
| <b>LDI</b>    | Landing Direction Indicator                                      |
| <b>LDR</b>    | Labor Distribution Report  |
| <b>LDT</b>    | Logistic Delay Time  |
| <b>Lect</b>   | Lecture  |
| <b>LED</b>    | Light Emitting Diode   |
| <b>LEFCO</b>  | Project for the procurement of new ATM facilities in Nicosia ACC |
| <b>LEFD</b>   | Local Essential Flight Details                                   |
| <b>LEN</b>    | Length   |
| <b>LEO</b>    | Low Earth Orbit  |
| <b>LF</b>     | Low Frequency  |
| <b>LF</b>     | Late Filer   |
| <b>LF</b>     | Later Filter   |
| <b>LF</b>     | Low Frequency  |
| <b>LFA</b>    | Local Flying Area  |
| <b>LFHB</b>   | Low Flying Handbook  |
| <b>LFL</b>    | Last Flight Level  |
| <b>LFP</b>    | Low Pass Filter  |
| <b>LFPP</b>   | Limited Flight Plan Processing                                   |
| <b>LFR</b>    | Low-frequency Radio Range  |
| <b>LFS</b>    | Low-Fidelity-Simulation  |
| <b>LFU</b>    | Late Filer and Updater   |
| <b>LGHTNG</b> | Lightning  |
| <b>LGT</b>    | Light or Lighting  |
| <b>LGTD</b>   | Lighted  |
| <b>LH</b>     | Left Hand  |
| <b>LHCP</b>   | Left Hand Circular Polarization                                  |
| <b>LIDAR</b>  | Light Detection and Ranging                                      |
| <b>LIDO</b>   | Lufthansa Integrated Dispatch Operation                          |

|                    |  |
|--------------------|--|
| <b>LIH</b>         | Light Intensity High                                   |
| <b>LIL</b>         | Light Intensity Low                                    |
| <b>LIM</b>         | Light Intensity Medium                                 |
| <b>LIM</b>         | Limit  |
| <b>LIM/MID/RAN</b> | Limited Middle East Regional Air Navigation Conference |
| <b>LINE</b>        | Line   |
| <b>LIP</b>         | Light-pen  |
| <b>LIP</b>         | Limited Installation Program                           |
| <b>LIRL</b>        | Low Intensity Runway Lights                            |
| <b>LISREL</b>      | Linear Structural Relations                            |
| <b>LIW</b>         | Label Input Window                                     |
| <b>LLC</b>         | Link Layer Control                                     |
| <b>LLC</b>         | Logical Link Control                                   |
| <b>LLC-I</b>       | Logical Link Control - Class I                         |
| <b>LLM</b>         | L-band Land Mobile                                     |
| <b>LLT</b>         | Low Light Television                                   |
| <b>LLTR</b>        | Low Level Transit Route                                |
| <b>LLWAS</b>       | Low Level Windshear Alert System                       |
| <b>LLZ</b>         | Localizer  |
| <b>LM</b>          | Locator, Middle  |
| <b>LM</b>          | Loadmaster   |
| <b>LM</b>          | Compass Locator at ILS Middle Marker                   |
| <b>LM</b>          | Low/Medium ATC Complexity                              |
| <b>LMLMOM</b>      | Leadership Management and Organization                 |
| <b>LMP</b>         | Lamp   |
| <b>LMT</b>         | Local Mean Time  |
| <b>LNA</b>         | Low Noise Amplifier                                    |
| <b>LNA/DPLX</b>    | Low Noise Amplifier/Diplexer                           |
| <b>LNAV</b>        | Lateral Navigation                                     |
| <b>L-NAV</b>       | Lateral Navigation                                     |
| <b>LNG</b>         | Long   |

|                 |   |
|-----------------|---|
| <b>LO</b>       | Lock Out  |
| <b>LO</b>       | Local Oscillator                                    |
| <b>LO</b>       | Locator Outer                                       |
| <b>LO</b>       | Low   |
| <b>LoA</b>      | Line of Action                                      |
| <b>LOA</b>      | List of Abbreviations                               |
| <b>LoA, LOA</b> | Letter of Agreement; Letter of Offer and Acceptance |
| <b>LOC</b>      | Localizer   |
| <b>LOC</b>      | Lines of Communications                             |
| <b>LOC</b>      | Localizer Beam                                      |
| <b>LOC</b>      | Local or Locally or Location or Located             |
| <b>LODA</b>     | TSO Letter of Design Approval                       |
| <b>LOE</b>      | Line Oriented Evaluation                            |
| <b>LOFT</b>     | Line-Orientated Flight Training                     |
| <b>LoL</b>      | Loss of License                                     |
| <b>LOM</b>      | Compass Locator at the Outer Marker                 |
| <b>LON</b>      | Longitude   |
| <b>LONG</b>     | Longitude   |
| <b>LOP</b>      | Local Operating Procedure                           |
| <b>LOPAR</b>    | Low Powered Acquisition Radar                       |
| <b>LORAN</b>    | Long Range Navigation                               |
| <b>LORAN-C</b>  | A hyperbolic grid navigation system                 |
| <b>LOS</b>      | Level Safety  |
| <b>LOS</b>      | Line of Sight                                       |
| <b>LOS</b>      | Line-Oriented Simulation                            |
| <b>LOSS</b>     | Airspeed or Headwind Loss                           |
| <b>LOW</b>      | Lower airspace                                      |
| <b>LP</b>       | Lightning Protector                                 |
| <b>LPT</b>      | Low Pressure Turbine                                |
| <b>LPV</b>      | Localizer Performance with Vertical Guidance        |
| <b>LR</b>       | the Last Message Received by Me Was                 |
| <b>LR</b>       | Linear Regression                                   |

|               |  |
|---------------|--|
| <b>LRC</b>    | Legal ReCording  |
| <b>LRC</b>    | Legal Requirement Cell   |
| <b>LRC</b>    | Long Range Cruise  |
| <b>LRG</b>    | Long Range   |
| <b>LRL</b>    | Local Recording Logistics                                      |
| <b>LRM</b>    | Line Replaceable Module  |
| <b>LRM</b>    | Logical Rejection Message                                      |
| <b>LRN</b>    | Long Range Navigation  |
| <b>LRR</b>    | Long Range Radar   |
| <b>LRRA</b>   | Low Range Radio Altimeter                                      |
| <b>LRS</b>    | Local Route Sequence   |
| <b>LRU</b>    | Line Replaceable Unit  |
| <b>LRU</b>    | Lowest replaceable Unit  |
| <b>LRW</b>    | Long Range Warning   |
| <b>LS</b>     | the Last Message Sent by Me Was . . . or Last Mes-<br>sage Was |
| <b>LS</b>     | Loudspeaker  |
| <b>LSA</b>    | Light Sport Aircraft   |
| <b>LSA</b>    | Logistic Support Analysis                                      |
| <b>LSAS</b>   | Longitudinal Stability Augmentation System                     |
| <b>LSB</b>    | Least Significant Bit  |
| <b>LSC</b>    | Life Support Cost  |
| <b>LSDA</b>   | Low Speed Digital to Analog                                    |
| <b>LSI</b>    | Large Scale Integration  |
| <b>LSP</b>    | Loud Speaker   |
| <b>LSR</b>    | Loose Snow on Runway   |
| <b>LSRRTI</b> | Leningrad Scientific Research Radio Technical Insti-<br>tute   |
| <b>LSS</b>    | Lightning Sensor System  |
| <b>LT</b>     | Left Turn  |
| <b>LT</b>     | Local Time   |
| <b>Lt</b>     | Sequence Time Requirement                                      |

|                |   |
|----------------|---|
| <b>LTD</b>     | Limited                                 |
| <b>LTF</b>     | Licensing Task Force                    |
| <b>LTIOV</b>   | Latest Time Information of Value        |
| <b>LTM</b>     | Local Traffic Management                |
| <b>LTM</b>     | Long Term Memory                        |
| <b>LTOG</b>    | Long Term Objectives Groups             |
| <b>LTP</b>     | Landing Threshold Point                 |
| <b>LTP</b>     | Legal and Technical Panel               |
| <b>LTSS</b>    | Long Term Systems Studies               |
| <b>LTT</b>     | Landline Teletypewriter                 |
| <b>LTV</b>     | Load Threshold Values                   |
| <b>LU</b>      | Late Updater                            |
| <b>LV</b>      | Light and Variable                      |
| <b>LV</b>      | Laser Vision                            |
| <b>LV</b>      | Light and Variable                      |
| <b>LVA</b>     | Large Vertical Aperture                 |
| <b>LVDT</b>    | Linear Variable Differential Transducer |
| <b>LVE</b>     | Leave or Leaving                        |
| <b>LVL</b>     | Level                                   |
| <b>LVL CHG</b> | Level Change                            |
| <b>LVP</b>     | Low Visibility Procedures               |
| <b>LWG</b>     | Licensing Work Group                    |
| <b>LYR</b>     | Layer or Layered                        |

# M

MIKE

1977



**Imperial Iranian Air Force  
Aerobatic Team Golden Crown  
Northrop F-5E Tiger**

*Iran*

|              |   |
|--------------|---|
| <b>M</b>     | Meters  |
| <b>M</b>     | Mach Number   |
| <b>M</b>     | Minimum Value of Runway Visual Range                    |
| <b>M</b>     | Mach  |
| <b>M</b>     | Manual Tuned NAVAID                                     |
| <b>M</b>     | Million   |
| <b>M</b>     | Modules   |
| <b>M</b>     | Symbol for Mega   |
| <b>M</b>     | Symbol for mili   |
| <b>m</b>     | Nautical mile   |
| <b>m.</b>    | Meter   |
| <b>M/ASI</b> | Mach/Airspeed Indicator M Mux Main Multiplexer          |
| <b>M/ASI</b> | Mach/Airspeed Indicator                                 |
| <b>m/sec</b> | Meters per second                                       |
| <b>M/T</b>   | Medium-Term   |
| <b>M:M</b>   | Many-to-Many relationship                               |
| <b>MA</b>    | Member Association                                      |
| <b>MA</b>    | Message Assurance                                       |
| <b>MAA</b>   | Maximum Authorized Altitude                             |
| <b>MAA</b>   | Maximum Authorized IFR Altitude                         |
| <b>MAC</b>   | Management Advisory Committee                           |
| <b>MAC</b>   | Mean Aerodynamic Chord                                  |
| <b>MAC</b>   | Medium Access Control                                   |
| <b>MAC</b>   | Message for the Abrogation of Coordination              |
| <b>MAC</b>   | Mid-Air Collision                                       |
| <b>MAC</b>   | Military Airlift Command                                |
| <b>MACC</b>  | Military Area Control Center                            |
| <b>MACE</b>  | Multi-criteria analysis for Concept Evaluation          |
| <b>MACS</b>  | Multiple Access Communications System                   |
| <b>MAD</b>   | Model of Activity for Design                            |
| <b>MADAP</b> | Maastricht Automated Data Processing and Display System |



|                 |  |
|-----------------|--|
| <b>MADREC</b>   | Maastricht Data Recording  |
| <b>M-ADS</b>    | Modified Automatic Dependent Surveillance  |
| <b>MAESCAPE</b> | Eurocontrol Simulation Capability and Platform for Experimentation tailored to Maastricht UAC requirements |
| <b>MAESTRO</b>  | Means to Aid Expedition and Sequencing of Traffic with Research and Optimization                           |
| <b>MAG</b>      | Magnetic   |
| <b>MAHF</b>     | Missed Approach Holding Fix  |
| <b>MAHWP</b>    | Missed Approach Holding Waypoint   |
| <b>MAI</b>      | Multiplexer Action Item  |
| <b>MAINT</b>    | Maintenance  |
| <b>MALS</b>     | Medium Intensity Approach Light System   |
| <b>MALSF</b>    | Medium Intensity Approach Light System with Sequenced Flashers   |
| <b>MALSR</b>    | Medium Intensity Approach Light System with Runway Alignment Indicator Lights                              |
| <b>MAN</b>      | Manual Message   |
| <b>MANACT</b>   | Manual Activation message  |
| <b>MANTEA</b>   | Management of Surface Traffic in European Airports   |
| <b>MAP</b>      | Aeronautical Maps and Charts   |
| <b>MAP</b>      | Mapping  |
| <b>MAP</b>      | Military Assistance Program  |
| <b>MAP</b>      | Missed Approach  |
| <b>MAPPER</b>   | Maintaining, Preparing & Producing Executive Reports   |
| <b>MAPT</b>     | Missed Approach Point  |
| <b>MAR</b>      | at Sea   |
| <b>MAR</b>      | March  |
| <b>MAR</b>      | Mode A Reconstructor   |
| <b>MARAS</b>    | Middle Airspace Radar Advisory Service   |
| <b>MARRES</b>   | Manual Radar Return Exploitation System  |
| <b>MARS</b>     | Maastricht Reserve System  |
| <b>MARS</b>     | Military Air Route Structure   |

|                  |  |
|------------------|--|
| <b>MARSA</b>     | Military Authority Assumes Responsibility for Separation of Aircraft |
| <b>MART</b>      | Message Acknowledge Response Time                                    |
| <b>MARTOS</b>    | MADAP Real-Time Operating System                                     |
| <b>MAS</b>       | Manual AI Simplex  |
| <b>MAS</b>       | Manage Airspace  |
| <b>MAS</b>       | Manual Assume of Control Message                                     |
| <b>MAS</b>       | Message Assurance Service  |
| <b>MAS</b>       | Middle Airspace  |
| <b>MAS</b>       | Military Agency for Standardization                                  |
| <b>MAS</b>       | Multiple Access Store  |
| <b>MAS (UAC)</b> | Maastricht Upper Area Control Center                                 |
| <b>MASAW</b>     | Minimum Safe Altitude Warning  |
| <b>MASI</b>      | Mach Airspeed Indicator  |
| <b>MASOR</b>     | Military Area Services Operations Room                               |
| <b>MASP</b>      | Minimum Aviation Specification Performance                           |
| <b>MASPS</b>     | Minimum Aircraft System Performance Specification                    |
| <b>MASPS</b>     | Minimum Aviation System Performance Standards                        |
| <b>MASS</b>      | Multi-Aircraft Simplified Simulator                                  |
| <b>MAST</b>      | Multi-Aircraft Simulation Terminal                                   |
| <b>MAST 4</b>    | 4 States Integration and Maastricht Development Steering Group       |
| <b>MAT</b>       | Maintenance Access Terminal  |
| <b>MAT</b>       | Mackinnon Aerospace and Training                                     |
| <b>MAT</b>       | Message Acknowledge Time   |
| <b>MATCC</b>     | Military ATC Center  |
| <b>MATE</b>      | Multi-Aircraft Training Environment                                  |
| <b>MATF</b>      | Missed Approach Turning Fix  |
| <b>MATIAS</b>    | Magyar Automated and Integrated Air Traffic Control System           |
| <b>MATO</b>      | Military Air Traffic Operations                                      |
| <b>MATRAC</b>    | Military Air Traffic Radar Control Center                            |
| <b>MATS</b>      | Manual of Air Traffic Services                                       |

|                |   |
|----------------|---|
| <b>MATSE</b>   | ECAC Transport Ministers' Meeting on the Air Traffic System in Europe |
| <b>MATWP</b>   | Missed Approach Turning Waypoint                                      |
| <b>MATZ</b>    | Military Aerodrome Traffic Zone                                       |
| <b>MAU</b>     | Modular Avionics Unit   |
| <b>MAV</b>     | Medium Access Control   |
| <b>MAWEA</b>   | Modularized Avionics and Warning Electronics Assy                     |
| <b>MAWP</b>    | Missed Approach Waypoint  |
| <b>MAX</b>     | Maximum   |
| <b>MAX CLB</b> | Maximum engine thrust for two-engine climb                            |
| <b>MAX CRZ</b> | Maximum engine thrust for two-engine cruise                           |
| <b>MAY</b>     | May   |
| <b>MAZ</b>     | Mini ASCAP-ZKSD Coupling  |
| <b>MB</b>      | Mega Byte   |
| <b>Mb</b>      | Millibars   |
| <b>MB</b>      | MariBor   |
| <b>MBA</b>     | Micro Burst Alert   |
| <b>MB-II</b>   | Multibus II   |
| <b>MBO</b>     | Management by Objective   |
| <b>MBPS</b>    | Megabits Per Second   |
| <b>MBR</b>     | Mittel-Bereich radar  |
| <b>MBST</b>    | Microburst  |
| <b>MC</b>      | Master Change   |
| <b>MC</b>      | Main Computer   |
| <b>MCA</b>     | Minimum Crossing Altitude   |
| <b>MCAI</b>    | Mandatory Continuing Airworthiness Information                        |
| <b>MCC</b>     | Main Computer Complex   |
| <b>MCC</b>     | Military Control Center   |
| <b>MCC</b>     | Mission Control Center  |
| <b>MCDP</b>    | Maintenance Control and Display Panel                                 |
| <b>MCDU</b>    | Multipurpose Control and Display Unit                                 |
| <b>MCDU</b>    | Maintenance and Control Display Unit                                  |

|              |  |
|--------------|--|
| <b>MCDU</b>  | Multi-Function Control and Display Unit  |
| <b>MCDU</b>  | Multi-purpose Control and Display Unit   |
| <b>MCE</b>   | Management Center Europe   |
| <b>MCF</b>   | Manning Calculation Formula  |
| <b>MCG</b>   | Maastricht Coordination Group  |
| <b>MCG</b>   | Minimum Climb Gradient   |
| <b>MCH</b>   | Modified Cooper-Harper rating scale for system workload assessment   |
| <b>MCMG</b>  | Military Committee Meteorological Group  |
| <b>MCP</b>   | Mode Control Panel   |
| <b>MCP</b>   | Management Control Point   |
| <b>MCP</b>   | Mode Control Panel (pilots' interface to the autoflight system; usually located centrally just below cockpit glare shield) |
| <b>MCS</b>   | Master Control Station   |
| <b>MCS</b>   | Monitoring and Control System  |
| <b>MCS</b>   | Multi-Aircraft Cockpit Simulator   |
| <b>MCSG</b>  | Military Committee Staff Group   |
| <b>MCT</b>   | Maastricht Coordination Team   |
| <b>MCT</b>   | Maximum Continuous Thrust  |
| <b>MCTR</b>  | Military CTR   |
| <b>MCU</b>   | Main CWP-Unit  |
| <b>MCU</b>   | Modular Concept Unit   |
| <b>MCU</b>   | Minimum Configuration Unit   |
| <b>MCU</b>   | Modular Component Unit   |
| <b>MCW</b>   | Modulated Continuous Wave  |
| <b>MD</b>    | McDonnell-Douglas  |
| <b>MDA</b>   | Minimum Descent Altitude   |
| <b>MDA</b>   | McDonnell-Douglas Aerospace  |
| <b>MDA/H</b> | Minimum Descent Altitude/Height  |
| <b>MDAU</b>  | Maintenance Data Acquisition Unit  |
| <b>MDCN</b>  | Military Diplomatic Clearance Number; for military aircraft  |

|                |  |
|----------------|--|
| <b>MDD</b>     | Meteorological Data Distribution   |
| <b>MDF</b>     | Medium Frequency Direction-Finding Station   |
| <b>MDF</b>     | Main Distribution Frame  |
| <b>MDF</b>     | Medium Frequency direction-finding Station   |
| <b>MDH</b>     | Minimum Descent Height   |
| <b>MDH</b>     | Minimum Decision Height  |
| <b>MDI</b>     | Manage Document Inputs   |
| <b>MDI</b>     | Minimum Departure Interval   |
| <b>MDL</b>     | Multipurpose Data Link   |
| <b>MDP</b>     | Maastricht Development Plan  |
| <b>MDP</b>     | MADAP Data Processor   |
| <b>MDS</b>     | Management Document Storage  |
| <b>MDS</b>     | Minimum Detectable Signal  |
| <b>MDT</b>     | Mean Down Time   |
| <b>MEA</b>     | Minimum Enroute Altitude   |
| <b>MEB</b>     | Main Earthing Bar  |
| <b>MEC</b>     | Main Equipment Center  |
| <b>MECA</b>    | Model for the Economical evaluation of the Capacities of the ATM system                          |
| <b>MECO</b>    | Main Engine Cutoff   |
| <b>MECU</b>    | Millions of ECU  |
| <b>MED</b>     | Medium   |
| <b>MEDLL</b>   | Multipath Delay Lock Loop  |
| <b>MEF</b>     | Minimum Essential Facilities   |
| <b>MEFISTO</b> | Modelling, Evaluating and Formalizing Interactive Systems using Tasks and Interaction Objectives |
| <b>MEG</b>     | Magnetoencephalography   |
| <b>MEHT</b>    | Minimum Eye Height Over Threshold  |
| <b>MEL</b>     | Minimum Enroute Level  |
| <b>MEL</b>     | Minimum Equipment List   |
| <b>MEMPAC</b>  | CBT on Memory, Perception, Cognition and Attention   |
| <b>MEO</b>     | Medium Earth Orbit   |

|                   |   |
|-------------------|---|
| <b>MES</b>        | Mobile Earth Station  |
| <b>MET</b>        | Meteorological or Meteorology                                 |
| <b>MET</b>        | request METAR   |
| <b>MET REPORT</b> | Local Routine Meteorological Report                           |
| <b>MET/AIS</b>    | Meteorological and Aeronautical Information processing System |
| <b>METAR</b>      | Aerodrome Routine Meteorological Report                       |
| <b>METAR</b>      | Aviation Routine Weather Report                               |
| <b>METAR</b>      | Meteorological Aerodrome Report                               |
| <b>METAR</b>      | Meteorological Aviation Routine Weather Report                |
| <b>MEURO</b>      | Millions of EUROS   |
| <b>MF</b>         | Medium Frequency  |
| <b>MF</b>         | Manning Facto   |
| <b>MF</b>         | Metering Fix  |
| <b>MF</b>         | Multiplication Factor   |
| <b>MFA</b>        | Message Format Area   |
| <b>MFAL</b>       | Major Functional Areas List                                   |
| <b>MFC/LB</b>     | Multi-Frequency Coding  |
| <b>MFD</b>        | Multi-Function Display  |
| <b>MFDA</b>       | Military Flight Data Assistant                                |
| <b>MFL</b>        | Military Flight List  |
| <b>MFLOPS</b>     | Million Floating Point Operations per Second                  |
| <b>MFPU</b>       | Mobile Field Processing Unit                                  |
| <b>MFS</b>        | Message from Shandwick  |
| <b>MFUR</b>       | Most Frequently Used route                                    |
| <b>MGC</b>        | Main Graphics Controller                                      |
| <b>MGSCU</b>      | Main Gear Steering Control Unit                               |
| <b>MGT</b>        | Management  |
| <b>MGV</b>        | Miss Generation Volume  |
| <b>MHDF</b>       | Medium and High Frequency Direction-Finding Stations          |
| <b>MHDF</b>       | Medium and high frequency direction-finding                   |

|                   |   |
|-------------------|---|
| <b>MHRS</b>       | Magnetic Heading Reference System                               |
| <b>MHS</b>        | Message Handling Service  |
| <b>MHT</b>        | Multi Head Tracking   |
| <b>MHT</b>        | Multi Hypothesis Technique                                      |
| <b>MHVDF</b>      | Medium, High and Very High Frequency Direction-Finding Stations |
| <b>MHZ</b>        | Megahertz   |
| <b>MI</b>         | Shallow   |
| <b>MIB</b>        | Management Information Base                                     |
| <b>MIC</b>        | Microphone  |
| <b>MICAM</b>      | Military Code Allocation Method                                 |
| <b>Microburst</b> | Minimum Crossing Altitude                                       |
| <b>MID</b>        | Mid-Point   |
| <b>MID</b>        | Middle-East Region  |
| <b>MID</b>        | Moyen-Orient  |
| <b>MIDAS</b>      | Man-machine Integration Design analysis System                  |
| <b>MIDAS</b>      | Multi-discipline Data Analysis System                           |
| <b>MIDO</b>       | Manufacturing Inspection District Office Section                |
| <b>MIDS</b>       | Multi-Function Information Distribution System                  |
| <b>MIDU</b>       | Multipurpose Interactive Display Unit                           |
| <b>MIF</b>        | MTI Improvement Factor  |
| <b>MIFG</b>       | Shallow Fog   |
| <b>MIFG</b>       | MIFG  |
| <b>MIG</b>        | Mikojan – Gurevich  |
| <b>MIL</b>        | Military  |
| <b>MILATCC</b>    | Military Air Traffic Control Center                             |
| <b>MILE</b>       | Multiple Integrated Laser Engagement System                     |
| <b>MIL-HDBK</b>   | Military Handbook   |
| <b>MILREP</b>     | Military Representation   |
| <b>MILSATCOM</b>  | Military Satellite Communications                               |
| <b>MILSPEC</b>    | Military Specifications   |
| <b>MIL-STD</b>    | Military Standard   |

|                  |   |
|------------------|---|
| <b>MIN</b>       | Minutes   |
| <b>MIN</b>       | Message Identification Number   |
| <b>Min</b>       | Minutes   |
| <b>MIN</b>       | Minimum   |
| <b>MINIPLN</b>   | Set of Flight plan related information provided by an FPPS to an ARTAS Unit, used for track labelling |
| <b>MINIT</b>     | Minutes in Trail  |
| <b>MINLINEUP</b> | Minimum time to line-up for take-off  |
| <b>MIO</b>       | Military Sector Input Operator  |
| <b>MIP</b>       | Multinational Information Production  |
| <b>MIPS</b>      | Million Instructions per Second   |
| <b>MIR</b>       | Master Inspection Record  |
| <b>MIRACULIX</b> | Multi Interface Radar format Calculator and User Line Information Exchange                            |
| <b>MIRL</b>      | Medium Intensity Runway Lights  |
| <b>MIS</b>       | Missing   |
| <b>MIS</b>       | Management Information System   |
| <b>MIS</b>       | Manual Input Station  |
| <b>MIT</b>       | Miles in Trail  |
| <b>MITRE</b>     | Massachusetts Institute for Technology, Research and Engineering                                      |
| <b>MIW</b>       | Message in Window   |
| <b>MJ</b>        | Megajoule   |
| <b>MKR</b>       | Marker Radio Beacon   |
| <b>MKR</b>       | Marker Beacon   |
| <b>MKR</b>       | Marker Radio Beacon   |
| <b>MLA</b>       | Maneuver Limited Altitude   |
| <b>MLD</b>       | Military Liaison Division   |
| <b>MLDT</b>      | Mean Logistic Down Time   |
| <b>MLE</b>       | Landing Gear Extended Placard Mach Number   |
| <b>MLS</b>       | Microwave Landing System  |
| <b>MM</b>        | Middle Marker   |
| <b>Mm</b>        | Millimeter  |



|              |  |
|--------------|--|
| <b>MM</b>    | Mental Model   |
| <b>MM</b>    | Middle Marker  |
| <b>MMEL</b>  | Master Minimum Equipment List                            |
| <b>MMI</b>   | Man-Machine Interface                                    |
| <b>MMIL</b>  | Martin-Marietta International Link                       |
| <b>MMO</b>   | Maximum Operating Mach                                   |
| <b>MMO</b>   | Main Meteorological Office                               |
| <b>MMO</b>   | Mach Max Operating                                       |
| <b>MMOC</b>  | Martin-Marietta Overseas Corporation                     |
| <b>MMPI</b>  | Minnesota Multi-phasic Personality Inventory             |
| <b>MMR</b>   | Multi-Mode Receiver                                      |
| <b>MN</b>    | Magnetic North   |
| <b>MNC</b>   | Major NATO Commander                                     |
| <b>MNCC</b>  | Multinational Coordination Center                        |
| <b>MNFST</b> | Manifest   |
| <b>MNM</b>   | Minimum  |
| <b>MNPS</b>  | Minimum Navigation Performance Specifications            |
| <b>MNPSA</b> | Minimum Navigation Performance Specification<br>Airspace |
| <b>MNS</b>   | Mobile Network Services                                  |
| <b>MNT</b>   | Monitor or Monitoring or Monitored                       |
| <b>MNT</b>   | Mach Number Technique                                    |
| <b>MNTN</b>  | Maintain   |
| <b>MNWG</b>  | Multi-National Working Group                             |
| <b>MOA</b>   | Military Operating Area                                  |
| <b>MOA</b>   | Memorandum of Agreement                                  |
| <b>MOA</b>   | Military Operating Area                                  |
| <b>MOB</b>   | Mobile   |
| <b>MOC</b>   | Minimum Obstacle Clearance                               |
| <b>MoC</b>   | Means of Compliance                                      |
| <b>MOC</b>   | Memorandum of Cooperation                                |
| <b>MOC</b>   | Minimum Obstruction Clearance                            |

|                          |   |
|--------------------------|---|
| <b>MOCA</b>              | Minimum Obstacle Clearance Altitude   |
| <b>MOCA</b>              | Minimum Obstruction Clearance Altitude  |
| <b>MOCBITE</b>           | Maastricht Operational Computer Based Information, Training and Examination System  |
| <b>MOD</b>               | Ministry of Defense   |
| <b>MOD</b>               | Moderate  |
| <b>MOD</b>               | Modified/Modification   |
| <b>Mode S</b>            | Type of secondary surveillance radar (SSR) equipment which provides Mode A and Mode C interrogations, discrete address (Mode S) interrogations from the ground or air, and a data link capability |
| <b>MODIS</b>             | Moderate-resolution Imaging Spectrometer  |
| <b>MOF</b>               | Mode of Flight  |
| <b>MOGAS</b>             | Motor Gasoline  |
| <b>MON</b>               | Above Mountains   |
| <b>MON</b>               | Monday  |
| <b>MON</b>               | Center of Expertise Monitoring  |
| <b>MONA</b>              | Monitoring Aids   |
| <b>MOPS</b>              | Minimum Operational Performance Standards   |
| <b>MOR</b>               | Military Operational Requirements   |
| <b>MORS</b>              | Mandatory Occurrence Reporting Scheme   |
| <b>MOS</b>               | Minimum Operating Standard  |
| <b>MOS</b>               | Minimum Operating Strip   |
| <b>MOSD</b>              | Mission, Objectives and Strategy Document   |
| <b>MOSFET</b>            | Metallic Oxide Semiconductor Field Effect Transistor  |
| <b>MOT</b>               | Ministry of Transport   |
| <b>MOT&amp;E</b>         | Multinational Operational Testing and Evaluation  |
| <b>MOTNE</b>             | Meteorological Operational Telecommunications Network Europe  |
| <b>MOU, MoU</b>          | Memorandum of Understanding   |
| <b>MOUSES, MOUSES TF</b> | Mode S Operational Use of Enhanced Surveillance Task Force  |
| <b>MOV</b>               | Move or Moving or Movement  |

|                   |   |
|-------------------|---|
| <b>MOW</b>        | Message Out Window                                    |
| <b>MOX (-B)</b>   | Maastricht Operational Telephone Exchange (Version B) |
| <b>MP</b>         | Manpower Planning                                     |
| <b>MP</b>         | Mental Picture  |
| <b>Mp</b>         | Microprocessor  |
| <b>MPa</b>        | Maximum Tire Pressure Allowable                       |
| <b>MPA</b>        | Maritime Patrol aircraft                              |
| <b>MPA</b>        | Military Planning Assistant                           |
| <b>MPC</b>        | Message Processing Center                             |
| <b>MPC</b>        | Military Planning Controller                          |
| <b>MPDR</b>       | Medium Powered Doppler Radar                          |
| <b>MPEG</b>       | Moving Pictures Expert Group                          |
| <b>MPH</b>        | Miles Per Hour  |
| <b>MPL</b>        | Mini Flight Plan                                      |
| <b>MPO</b>        | Maastricht Project Office                             |
| <b>MPO</b>        | Management Project Office                             |
| <b>MPR</b>        | Medium Powered Radar                                  |
| <b>MPRT</b>       | Menu Preview Response Time                            |
| <b>MPS</b>        | Meters per Second                                     |
| <b>MPs</b>        | Manpower Planners                                     |
| <b>MPS</b>        | Minimum Performance Specification                     |
| <b>MPS / MPSG</b> | Manpower Planning Sub-Group                           |
| <b>MP-SEC</b>     | Management Planning System Evaluation and Control     |
| <b>MPT</b>        | Minimum Performance Transponder                       |
| <b>MPW</b>        | Maximum Possible Weight                               |
| <b>MPX</b>        | Multiplex   |
| <b>MR</b>         | Modification Revision                                 |
| <b>MRA</b>        | Military Reserved Airspace                            |
| <b>MRA</b>        | Minimum Reception Altitude                            |
| <b>MRC</b>        | Military Radar Controller                             |

|               |  |
|---------------|--|
| <b>MRC</b>    | Monitoring and Remote Control  |
| <b>MRCA</b>   | Multirole Combat Aircraft  |
| <b>MRDP</b>   | Multi Radar Data Processing  |
| <b>MRDPS</b>  | Multi Radar Data Processing System                                       |
| <b>MRG</b>    | Medium Range   |
| <b>MRI</b>    | Master Record Index  |
| <b>MRK</b>    | Marker   |
| <b>MRL</b>    | Minimum Risk Level   |
| <b>MRM</b>    | Minimum Required Maneuver  |
| <b>MRP</b>    | ATS/MET Reporting Point  |
| <b>MRRP</b>   | Minimum Risk Routing Point   |
| <b>MRS</b>    | Monitoring and Ranging Stations  |
| <b>MRSA</b>   | Mandatory Radar Service Area   |
| <b>MRT</b>    | Mean Response Time   |
| <b>MRT</b>    | Monitoring R/T, an ACM service message                                   |
| <b>MRT</b>    | Multi Radar Tracking   |
| <b>MRTS</b>   | Multi Radar Tracker and Server   |
| <b>MRT-VU</b> | Multi Radar Tracking using Variable Update                               |
| <b>MRU</b>    | Minimum Radar Vectoring Altitude   |
| <b>MS</b>     | Minus  |
| <b>Ms</b>     | Millisecond  |
| <b>MSA</b>    | Minimum Sector Altitude  |
| <b>MSA</b>    | Minimum Safe Altitude  |
| <b>MSAS</b>   | Multi-Functional Transport Satellite Satellite-Based Augmentation System |
| <b>MSAS</b>   | Multifunctional Transport Satellite                                      |
| <b>MSAS</b>   | MTSAT Satellite Based Augmentation System                                |
| <b>MSAW</b>   | Minimum Safe Altitude Warning  |
| <b>MSB</b>    | Management Support Bureau  |
| <b>MSB</b>    | Most Significant Bit   |
| <b>MSC</b>    | Maastricht Steering Committee  |
| <b>MSC</b>    | Meteorological Services Communication                                    |

|               |  |
|---------------|--|
| <b>MSC</b>    | Miscellaneous Simulation Facility      |
| <b>MS-DTS</b> | Medium Speed-Data Transmission System  |
| <b>MSF</b>    | Master Simulation Facility             |
| <b>MSG</b>    | Message                                |
| <b>MSG</b>    | Manpower Sub-Group                     |
| <b>MSGDLP</b> | Mode S Ground Data Link Processor      |
| <b>MSGSUM</b> | Message Summary                        |
| <b>MSGTXT</b> | Message Text                           |
| <b>MSK</b>    | Minimum Shift Keying                   |
| <b>MSL</b>    | Mean Sea Level                         |
| <b>MSP</b>    | Mode S Specific Protocol               |
| <b>MSP</b>    | Multi-sector planning                  |
| <b>MSR</b>    | Message Has Been Misrouted             |
| <b>MSRT</b>   | Mean Services Restoration Time         |
| <b>MSS</b>    | Message Storage System                 |
| <b>MSSA</b>   | Message Switching System               |
| <b>MSSR</b>   | Monopulse Secondary Surveillance Radar |
| <b>MST</b>    | Multiple Sensor Tracking               |
| <b>MSTU</b>   | Multiple Stagger Trigger Unit          |
| <b>MSU</b>    | Management Storage Unit                |
| <b>MSU</b>    | Mode Select Unit                       |
| <b>MSUP</b>   | Military Supervisor                    |
| <b>MT</b>     | Mountain                               |
| <b>MTA</b>    | Military Training Area                 |
| <b>MTAC</b>   | Multiple Time Around Clutter           |
| <b>MTAT</b>   | Multiple Time Around Targets           |
| <b>MTBCF</b>  | Mean Time Between Critical Failures    |
| <b>MTBF</b>   | Mean Time Between Failures             |
| <b>MTBR</b>   | Mean Time Between Removals             |
| <b>MTBUR</b>  | Mean Time Between Unscheduled Removal  |
| <b>MTCA</b>   | Medium Term Conflict Alert             |
| <b>MTCA</b>   | Medium Term Conflict Assistance        |

|              |  |
|--------------|--|
| <b>MTCD</b>  | Medium Term Conflict Detection                             |
| <b>MTCDR</b> | Medium-Term Conflict Detection and Resolution              |
| <b>MTCEP</b> | Medium Term Capacity Enhancement Plan                      |
| <b>MTCHG</b> | Matching   |
| <b>MTD</b>   | Mean Down Time   |
| <b>MTD</b>   | Micro Tabular Display                                      |
| <b>MTD</b>   | Moving Target Detection                                    |
| <b>MTF</b>   | Modulation Transfer Function                               |
| <b>MTG</b>   | Muting   |
| <b>MTI</b>   | Moving Target Indicator                                    |
| <b>MTMA</b>  | Major TMA  |
| <b>MTN</b>   | Mega Transport Network                                     |
| <b>MTOM</b>  | Maximum Take-Off Mass                                      |
| <b>MTOW</b>  | Maximum Take-Off Weight                                    |
| <b>MTP</b>   | Medium Term Plan   |
| <b>MTPA</b>  | Mobile Transponder Performance Analyzer                    |
| <b>Mtraq</b> | Multi track quality  |
| <b>MTS</b>   | Maneuverable Target Simulator                              |
| <b>MTS</b>   | Memory Time Switch   |
| <b>MTSAT</b> | Satellite-Based Augmentation System                        |
| <b>MTSAT</b> | Multi-Functional Transport Satellite                       |
| <b>MTTF</b>  | Mean Time to Failure                                       |
| <b>MTTR</b>  | Mean Time to Repair  |
| <b>MTU</b>   | Metric Units   |
| <b>MTW</b>   | Mountain Waves   |
| <b>MVDF</b>  | Medium and Very High Frequency Direction- Finding Stations |
| <b>MWO</b>   | Meteorological Watch Office                                |
| <b>MX</b>    | Mixed Type of Ice Formation                                |

# N

# NOVEMBER

1996



**Iran Air**  
**Boeing 727-200**  
*Athens, Greece*

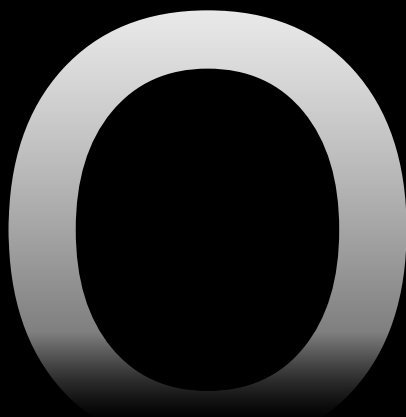
|             |   |
|-------------|---|
| <b>N</b>    | No Distinct Tendency  |
| <b>N</b>    | North or Northern Latitude                                      |
| <b>N</b>    | Newton  |
| <b>NADP</b> | Noise Abatement Departure Procedure                             |
| <b>NAS</b>  | National Airspace System  |
| <b>NASA</b> | National Aeronautics and Space Administration                   |
| <b>NASC</b> | National AIS System Center                                      |
| <b>NAT</b>  | North Atlantic  |
| <b>NAV</b>  | Navigation  |
| <b>NB</b>   | Northbound  |
| <b>NBFR</b> | Not Before  |
| <b>NBR</b>  | Number  |
| <b>NC</b>   | No Change   |
| <b>NCD</b>  | No Cloud Detected   |
| <b>ND</b>   | Navigation Display  |
| <b>NDB</b>  | Non-Directional Radio Beacon                                    |
| <b>NDV</b>  | No Directional Variations Available                             |
| <b>NE</b>   | North-East  |
| <b>NEB</b>  | North-Eastbound   |
| <b>NEG</b>  | No or Negative or Permission Not Granted or That Is Not Correct |
| <b>NGT</b>  | Night   |
| <b>NIL</b>  | None or I Have Nothing to Send to You                           |
| <b>NI</b>   | Engine Revolutions per Minute                                   |
| <b>NM</b>   | Nautical Miles  |
| <b>NML</b>  | Normal  |
| <b>NN</b>   | No Name, Unnamed  |
| <b>NNE</b>  | North-North-East  |
| <b>NNW</b>  | North-North-West  |
| <b>NO</b>   | No  |
| <b>NOF</b>  | International NOTAM Office                                      |
| <b>NOG</b>  | Northern Telecom Network Operator's Group                       |



|                |  |
|----------------|--|
| <b>NOG-FSG</b> | NOG Features Subgroup  |
| <b>NOMAS</b>   | NOTAM Management System  |
| <b>NONSTD</b>  | Nonstandard  |
| <b>NOPT</b>    | No Procedure Turn Required   |
| <b>NORAC</b>   | No Radio Contact   |
| <b>NORDO</b>   | No Radio   |
| <b>NOS</b>     | Network Operating System   |
| <b>NOSIG</b>   | No Significant Change  |
| <b>NOTAM</b>   | Notice Distributed by Means of Telecommunication   |
| <b>NOTAM</b>   | Notice to Air Mission  |
| <b>NOTAMC</b>  | NOTAM Cancelling another Notam   |
| <b>NOTAMN</b>  | New NOTAM  |
| <b>NOTAMR</b>  | Notam Replacing another Notam  |
| <b>NOV</b>     | November   |
| <b>NOZ</b>     | Normal Operating Zone  |
| <b>NP</b>      | Network Protocol   |
| <b>NPA</b>     | Non-Precision Approach   |
| <b>NPDU</b>    | Network Protocol Data Unit   |
| <b>NPL</b>     | Night Plan   |
| <b>NPO</b>     | Scientific Production Organization   |
| <b>NPO KIP</b> | Scientific Production Organization; Scientific Production Institute of Space Device Building |
| <b>NPRM</b>    | Notice of Proposed Rule Making   |
| <b>NPV</b>     | Net Present Value  |
| <b>NPV</b>     | Non-Precision Approach procedure with Vertical Guidance                                      |
| <b>NR</b>      | Noise Rating   |
| <b>NR</b>      | Number   |
| <b>NRF</b>     | NATS Research Facility   |
| <b>NRH</b>     | No Reply Heard   |
| <b>NRL</b>     | Naval Research Laboratory  |
| <b>NRP</b>     | North Reference Pulse  |

|                    |  |
|--------------------|--|
| <b>NRP</b>         | National Route Plan/Program                |
| <b>NRZ</b>         | Non-Return to Zero                         |
| <b>NRZI</b>        | Non-Return to Zero Inverted                |
| <b>ns</b>          | Nanosecond                                 |
| <b>NS</b>          | Navigation Separation                      |
| <b>NS</b>          | Next Sector                                |
| <b>NS</b>          | Nimbostratus                               |
| <b>NSAP</b>        | Network Service Access Point               |
| <b>NSC</b>         | New Scottish Center                        |
| <b>NSC</b>         | No Significant clouds                      |
| <b>NSC</b>         | Notice to Airmen Selection Criteria        |
| <b>NSC</b>         | Nil Significant Cloud                      |
| <b>NSD</b>         | Navigational Status Display                |
| <b>NSDU</b>        | Network Service Data Unit                  |
| <b>NSE</b>         | Navigation System Error                    |
| <b>NSM</b>         | Network System Manager                     |
| <b>NSSG</b>        | Navigation and Separation Sub-Group        |
| <b>NSSR</b>        | Next/New Secondary Surveillance Radar Code |
| <b>NSTB</b>        | National Satellite Test Bed                |
| <b>NSVN</b>        | NATO Secure Voice Network                  |
| <b>NSW</b>         | Nil Significant Weather                    |
| <b>NSWC</b>        | Naval Surface Warfare Center               |
| <b>NT</b>          | Northern Telecom                           |
| <b>NTAP</b>        | Notice to Airman Publication               |
| <b>NTE</b>         | Not to exceed                              |
| <b>NTL</b>         | National                                   |
| <b>NTM F/T SIM</b> | Nattenheim Fast Time Simulation            |
| <b>NTN</b>         | Network Terminal Number                    |
| <b>NTRY</b>        | Entry                                      |
| <b>NTSB</b>        | National Transportation Safety Board       |
| <b>NTZ</b>         | No Transgression Zone                      |
| <b>NUA</b>         | Network User Address                       |

|              |                          |
|--------------|--------------------------|
| <b>NUDET</b> | Nuclear Detection        |
| <b>NVFR</b>  | VFR by night             |
| <b>NW</b>    | North-West               |
| <b>NWB</b>   | North-Westbound          |
| <b>NWS</b>   | National Weather Service |
| <b>NXRPT</b> | Next Reporting Point     |
| <b>NXT</b>   | Next                     |



OSCAR

N/A



**Pars Air**  
**Fokker F-28 Fellowship**  
*Netherlands*

|              |   |
|--------------|---|
| <b>O</b>     | Oceanic   |
| <b>O/R</b>   | on Request  |
| <b>O/T</b>   | Other Times   |
| <b>OA</b>    | Object Oriented Analysis                                |
| <b>OAC</b>   | Oceanic Area Control Center                             |
| <b>OACA</b>  | Office of Airports and Civil Aviation                   |
| <b>OACC</b>  | Oceanic Area Control Center                             |
| <b>OAG</b>   | Official Airlines Guide                                 |
| <b>OAP</b>   | Output Audio Processor                                  |
| <b>OAS</b>   | Obstacle Assessment Surface                             |
| <b>OAS</b>   | Oceanic Automation System                               |
| <b>OAS</b>   | Obstacle Assessment Surface                             |
| <b>OASIS</b> | Oceanic Area System Improvement Study                   |
| <b>OASIS</b> | Open Architecture for Simulation Systems                |
| <b>OASIS</b> | Open ATC System Integration Strategy                    |
| <b>OASIS</b> | Operational Application of Special Intelligence Systems |
| <b>OASYS</b> | Obstacle Avoidance System                               |
| <b>OAT</b>   | Operational Air Traffic                                 |
| <b>OAT</b>   | Outside Air Temperature                                 |
| <b>OATS</b>  | Orbit and Attitude Tracking                             |
| <b>OBA</b>   | Off-Bore Sight Angle                                    |
| <b>Obj</b>   | Objective in CIP  |
| <b>OBS</b>   | Organizational Breakdown Structure                      |
| <b>OBS</b>   | Observe or Observation Status                           |
| <b>OBS</b>   | Observe or Observed or Observation                      |
| <b>OBSC</b>  | Obscure or Obscured or Obscuring                        |
| <b>OBST</b>  | Obstacle, Obstruction                                   |
| <b>OBSTL</b> | Obstruction Lights                                      |
| <b>OBT</b>   | Off Block Time  |
| <b>OBTEX</b> | Offboard Targeting Experiments                          |
| <b>OC</b>    | Object Correlator                                       |

|               |  |
|---------------|--|
| <b>OCA</b>    | Oceanic Control Area   |
| <b>OCA</b>    | Obstacle Clearance Altitude  |
| <b>OCA</b>    | Oceanic Control Area   |
| <b>OCAP</b>   | Out of Control Action Plan   |
| <b>OCC</b>    | Operations Control Center  |
| <b>OCC</b>    | Occulting  |
| <b> OCD</b>   | Operational Concept Document for the EATCHIP-Phase III System Generation |
| <b>OCH</b>    | Obstacle Clearance Height  |
| <b>OCL</b>    | Obstacle Clearance Limit   |
| <b>OCL</b>    | Oceanic Clearance delivery   |
| <b>OCM</b>    | Oceanic Clearance Message  |
| <b>OCNL</b>   | Occasional or Occasionally   |
| <b>OCP</b>    | Obstacle Clearance Panel   |
| <b>OCP</b>    | Operational Computer Program   |
| <b>OCR</b>    | Operational and Certification Requirements                               |
| <b>OCR</b>    | Optical Character Recognition  |
| <b>OCR TF</b> | Operational and Certification Requirements Task Force                    |
| <b>OCS</b>    | Obstacle Clearance Surface   |
| <b>OCS</b>    | Operational Control Segment  |
| <b>OCS</b>    | Obstacle Clearance Surface   |
| <b>OCT</b>    | Onward Clearance Time  |
| <b>OCT</b>    | Operational Control Terminal   |
| <b>OCT</b>    | October  |
| <b>OCTF</b>   | Operation Concept Task Force   |
| <b>OCU</b>    | Operational Conversion Unit  |
| <b>OCV</b>    | Operational Coverage Volume  |
| <b>OCX</b>    | New Object similar to VBX  |
| <b>OD</b>     | Organization and Development   |
| <b>ODA</b>    | Open Document Architecture   |
| <b>ODA</b>    | Organization Designation Authorization                                   |

|                         |  |
|-------------------------|--|
| <b>ODAPS</b>            | Oceanic Display and Planning System  |
| <b>ODAPS</b>            | Operational OGE Data Acquisition and Patch Subsystem                         |
| <b>ODAX</b>             | Name of military exercises   |
| <b>ODC</b>              | Office of Defense Cooperation  |
| <b>ODETE</b>            | On-line Data Exchange Terminal   |
| <b>ODF</b>              | Oceanic Development Facility   |
| <b>ODIAC, ODI-AC-TF</b> | Operational Development of Initial Air/Ground Data Communications Task Force |
| <b>ODID</b>             | Operational Display and Input Development                                    |
| <b>ODIF</b>             | Open Document Interchange Format   |
| <b>ODIN</b>             | Briefing System  |
| <b>ODP</b>              | ATM Operational Requirements & Data Processing                               |
| <b>ODS</b>              | Operational Display System   |
| <b>ODS</b>              | Operator input and Display System  |
| <b>ODT</b>              | Operational Requirements and Data Processing Team                            |
| <b>ODU</b>              | Output Distribution Unit   |
| <b>OECD</b>             | Organization for Economic Co-operation and Development                       |
| <b>OFCR</b>             | Officer  |
| <b>OFFPDR</b>           | Off Predetermined Route  |
| <b>OFIR</b>             | Oceanic FIR  |
| <b>OFIS</b>             | Operational Flight Information System  |
| <b>OFL</b>              | Off-Line   |
| <b>OFL</b>              | Outflow  |
| <b>OFS</b>              | Ordered Field Sequencing   |
| <b>OFST</b>             | Lateral Offset Active Light  |
| <b>OFZ</b>              | Obstacle Free Zone   |
| <b>OGE</b>              | Operational Ground Equipment   |
| <b>OGM</b>              | Objectives > Goals > Mission   |
| <b>OGN</b>              | Originate  |
| <b>OH</b>               | Operational Handbook   |

|               |   |
|---------------|---|
| <b>OHD</b>    | Overhead  |
| <b>OHM</b>    | Organizational Health Monitoring                            |
| <b>OHP</b>    | Over Head Projector   |
| <b>OHTF</b>   | Operational Harmonization Task Force                        |
| <b>OIDS</b>   | Operational Information Display System                      |
| <b>OIS</b>    | Obstacle Identification Surface                             |
| <b>OIS</b>    | OGE Input Simulator   |
| <b>OIS</b>    | Obstacle Identification Surface                             |
| <b>OJT</b>    | On-the-Job Training   |
| <b>OJTI</b>   | On-the-Job-Training Instructor                              |
| <b>OK</b>     | We Agree or It Is Correct                                   |
| <b>OL</b>     | Operating Location  |
| <b>OLAN</b>   | Onboard Local Area Network                                  |
| <b>OLDI</b>   | on-Line Data Interchange                                    |
| <b>OLDISP</b> | OLDI Specialist Panel                                       |
| <b>OLEVAT</b> | on Line Exercise of Validation of Aircraft Trajectories     |
| <b>OLR</b>    | Off Load Route  |
| <b>OLS</b>    | Off Line System   |
| <b>OM</b>     | Operations Manual   |
| <b>OM</b>     | Outer Marker  |
| <b>OMC</b>    | Operational Monitoring Complex; Operational Monitoring Cell |
| <b>OMD</b>    | Operational Management Domain                               |
| <b>OMG</b>    | Operational Monitoring Group                                |
| <b>OMS</b>    | on-board Maintenance System                                 |
| <b>OMS</b>    | Outboard Maintenance System                                 |
| <b>ONL</b>    | On-Line   |
| <b>ONP</b>    | Open Network Provision                                      |
| <b>OOD</b>    | Object Oriented Design                                      |
| <b>OOEU</b>   | Outboard Overhead Electronics Unit                          |
| <b>OOOI</b>   | Out-Off-on-in   |
| <b>OOP</b>    | Object Oriented Programming                                 |



|              |  |
|--------------|--|
| <b>OOP</b>   | Operational Outline Program  |
| <b>OOR</b>   | Outline Operational Requirement  |
| <b>OP</b>    | Operational  |
| <b>OP</b>    | Organizational Productivity  |
| <b>OPA</b>   | Opaque, white type if ice formation  |
| <b>OPA</b>   | Opaque, White Type of Ice Formation  |
| <b>OPADD</b> | Operating Procedures for AIS Dynamic Data                                    |
| <b>OPAL</b>  | Optimization Platform for Airports, including Land-side                      |
| <b>OPAS</b>  | Overhead Panel Arinc 629 System  |
| <b>OPB</b>   | Outer Performance Boundary   |
| <b>OPBC</b>  | Overhead Panel Bus Controller  |
| <b>OPC</b>   | the control indicated is operational control                                 |
| <b>OPC</b>   | Control Indicated Is Operational Control                                     |
| <b>OPCF</b>  | Overhead Panel Card File   |
| <b>OPD</b>   | Operational Procedures Document  |
| <b>OPIF</b>  | Operator Interface   |
| <b>OPLAN</b> | Operational Plan   |
| <b>OPM</b>   | Office of Personnel Management   |
| <b>OPM</b>   | Operational Position Management  |
| <b>OPMET</b> | Operational Meteorological Information                                       |
| <b>OPMET</b> | Operational Meteorological   |
| <b>OPN</b>   | Open or Opening or Opened  |
| <b>OPN</b>   | Operational Planning Notes   |
| <b>OPR</b>   | Operator or Operate or Operative   |
| <b>OPR</b>   | ATM Operational Requirements; ATM Working Rules and Operational Requirements |
| <b>OPR</b>   | Operator or Operate or Operative or Operating or Operational                 |
| <b>OPS</b>   | Operational Services, Center of Expertise EEC                                |
| <b>OPS</b>   | Operations   |
| <b>OPS</b>   | Operations Section   |
| <b>OPSEC</b> | Operational Security   |

|                |   |
|----------------|---|
| <b>OPSP</b>    | Operations Panel                                  |
| <b>OPSroom</b> | Operations Room                                   |
| <b>OPT</b>     | Operational Testing                               |
| <b>OPT</b>     | Optimum   |
| <b>O-QAR</b>   | Optical Quick Access Recorder                     |
| <b>OQPSK</b>   | Offset Quadrature Phase Shift Keying              |
| <b>OR</b>      | Operational Requirement                           |
| <b>ORA</b>     | Operational Research and Analysis Group           |
| <b>ORCAM</b>   | Originating Region Code Assignment Method         |
| <b>ORD</b>     | Indication of an Order                            |
| <b>ORD</b>     | Operational Requirements Document                 |
| <b>ORD</b>     | Order   |
| <b>ORGMSG</b>  | Original Message                                  |
| <b>ORGN</b>    | Original  |
| <b>ORGRTE</b>  | Original Route                                    |
| <b>ORM</b>     | Operational Reply Message                         |
| <b>ORMAQ</b>   | Operation Room Management Attitudes Questionnaire |
| <b>ORQ</b>     | D-OTIS Request Message                            |
| <b>ORs</b>     | Operational Requirements                          |
| <b>ORSG</b>    | Operational Requirements Sub-Group                |
| <b>ORT</b>     | Owner Requirements Table                          |
| <b>ORTF</b>    | Operational Requirements Task Force               |
| <b>OS</b>      | Australian Airlines                               |
| <b>OSC</b>     | Operations Steering Committee                     |
| <b>OSCAR</b>   | Orbiting Satellite Carrying Amateur Radio         |
| <b>OSD</b>     | Operational Scenarios Document                    |
| <b>OSF</b>     | Open System Foundation                            |
| <b>OSG</b>     | Operational Services Group                        |
| <b>OSI</b>     | Open System Interconnection                       |
| <b>OSIE</b>    | OSI Environment                                   |
| <b>OSM</b>     | Operational Systems Management Section            |

|                 |   |
|-----------------|---|
| <b>OSR</b>      | Operational Systems Requirements Team                               |
| <b>OST</b>      | Operational Support Traffic   |
| <b>OSV</b>      | Ocean Station Vessel  |
| <b>OTD</b>      | D-OTIS Delivery Message   |
| <b>OTD</b>      | Operational Target Date   |
| <b>OTD</b>      | Other Training Device   |
| <b>OTF</b>      | Operational VHF Task Force  |
| <b>OTF</b>      | Operational Task Force  |
| <b>OTF</b>      | Operational, Technical and Financial Working Group                  |
| <b>OTF/BFWG</b> | Combined Operational, Technical/Budgetary & Financial Working Group |
| <b>OTFP</b>     | Operational Traffic Flow Planning                                   |
| <b>O-TGS</b>    | ODS - Target Generation System                                      |
| <b>OTH</b>      | Over the Horizon  |
| <b>OTLK</b>     | Outlook   |
| <b>OTP</b>      | on Top  |
| <b>OTP</b>      | Overall Test Plan   |
| <b>OTP</b>      | on Top  |
| <b>OTR</b>      | Operational Turn Around   |
| <b>OTS</b>      | Oceanic Track System  |
| <b>OTS</b>      | Off-the-Shelf   |
| <b>OTS</b>      | Organized Track System  |
| <b>OTS</b>      | Out of Service  |
| <b>OTSG</b>     | Operational Training and Selection Group                            |
| <b>OTT</b>      | D_OTIS Termination Message  |
| <b>OTV</b>      | Orbital Transfer Vehicle  |
| <b>OU</b>       | Croatia Airlines  |
| <b>OUBD</b>     | Outbound  |
| <b>OUMSESTF</b> | Operational Use of Mode S Enhanced Surveillance Task Force          |
| <b>OUNS</b>     | Operational Navigation System                                       |
| <b>OUR</b>      | Operational User Requirements                                       |

|                |  |
|----------------|--|
| <b>OURASIE</b> | Outraise Toolkit : software X-windows toolkit built above Xt Intrinsic layer |
| <b>OUTB</b>    | Outbound   |
| <b>OV</b>      | Overseas National Airways  |
| <b>OVC</b>     | Overcast   |
| <b>OVDR</b>    | Overdoor   |
| <b>OVFL</b>    | Overfill   |
| <b>OVHT</b>    | Overheat   |
| <b>OVR</b>     | Over   |
| <b>OVWG</b>    | Overwing   |
| <b>Own</b>     | TCAS II equipped aircraft - source of TCAS event                             |

# P

P A P A

1990



**Iran Air**  
Boeing 707-300  
*Frankfurt, Germany*

|                            |  |
|----------------------------|--|
| <b>P</b>                   | Prohibited Area                                    |
| <b>P</b>                   | Prefix   |
| <b>P</b>                   | Procedure-Required Tuned NAVAID                    |
| <b>P</b>                   | Maximum Value of Wind Speed or Runway Visual Range |
| <b>P</b>                   | Prohibited Area                                    |
| <b>P- t - P / pt to pt</b> | Point-to-Point                                     |
| <b>P&amp;H</b>             | Press and Hold                                     |
| <b>P,R,D Area</b>          | Prohibited, Restricted, or Danger Area             |
| <b>P.ACCs</b>              | Pairs of ACCs                                      |
| <b>p.t.t</b>               | Push-to-Talk                                       |
| <b>PA</b>                  | Participating Area                                 |
| <b>PA</b>                  | Precision Approach                                 |
| <b>PA</b>                  | Provisional Acceptance                             |
| <b>PA</b>                  | Passenger Address                                  |
| <b>Pa</b>                  | Pascal   |
| <b>PA/CI</b>               | Passenger Address/Cabin Interphone                 |
| <b>PAA</b>                 | Plot Accuracy Analysis                             |
| <b>PABX</b>                | Private Automatic Branch eXchange                  |
| <b>PAC</b>                 | Pacific Region                                     |
| <b>PAC</b>                 | Preliminary Activation message                     |
| <b>PAD</b>                 | Packet Assembler Disassembler                      |
| <b>PAEW</b>                | Personnel and Equipment Working                    |
| <b>PAH</b>                 | Production Approval Holder                         |
| <b>PAK</b>                 | Pilot Acknowledgement                              |
| <b>PALLAS</b>              | Phased Automation of the Hellenic ATC System       |
| <b>PALS</b>                | Precision Approach Lighting System                 |
| <b>PAM</b>                 | Pilot Acknowledgement Message                      |
| <b>PAM</b>                 | Program for Analysis of MADAP                      |
| <b>PAMCS</b>               | Panel on Air Space Management and Control Systems  |
| <b>PAMPLAY</b>             | PAM rePLAY system                                  |

|                    |  |
|--------------------|--|
| <b>PANS</b>        | Procedures For Air Navigation Services   |
| <b>PANS-OPS</b>    | Procedures for Air Navigation Services - Aircraft Operations   |
| <b>PANS-RAC</b>    | Procedures for Air Navigation Services - Rules of the Air and Air Traffic Services                   |
| <b>PAPI</b>        | Precision Approach Path Indicator  |
| <b>PAQ</b>         | Position Analysis Questionnaire  |
| <b>PAR</b>         | Planning, Analysis and Reporting   |
| <b>PAR</b>         | Precision Approach Radar   |
| <b>PARADISE</b>    | Prototype of an Adaptable and Reconfigurable ATM Demonstration and Integration Simulator Environment |
| <b>PARI</b>        | Precursor, Action, Result, Interpretation  |
| <b>PARI method</b> | Precursor, Action, Result, Interpretation Method   |
| <b>PARL</b>        | Parallel   |
| <b>PARZOC</b>      | Parabolic Approximation of Aircraft Performance for use in a ZOC                                     |
| <b>PAT</b>         | Pattern  |
| <b>PAT</b>         | Provisional Acceptance Testing   |
| <b>PATA</b>        | Polish Air Traffic Agency  |
| <b>PATC</b>        | Precision Approach Terrain Chart   |
| <b>PATCG</b>       | PHARE Advanced Tools Coordination Group  |
| <b>PATCHWORK</b>   | Polish ATC Harmonization Work Program  |
| <b>PATCO</b>       | Professional Air Traffic Controllers Association   |
| <b>PATN</b>        | PHARE experimental Aeronautical Telecommunication Network  |
| <b>PATROCLOS</b>   | Peripheral Airports Terminal Radars, ODS and Centrally Linked Operations System                      |
| <b>PATs</b>        | PHARE Advanced Tools   |
| <b>PATWAS</b>      | Pilot Automatic Telephone Weather Answering Service  |
| <b>PAU</b>         | Primary Authorized User  |
| <b>PAWES</b>       | Performance Assessment and Workload Evaluation   |
| <b>PAX</b>         | Passengers   |

|                  |   |
|------------------|---|
| <b>PAX TEL</b>   | Passenger Telephone   |
| <b>PB</b>        | Project Board   |
| <b>PBD</b>       | Place Bearing/Distance  |
| <b>PBE</b>       | Peripheral Bus Extender   |
| <b>PBL</b>       | Problem-Based Learning  |
| <b>PBN</b>       | Performance-Based Navigation  |
| <b>PBO</b>       | Performance Based Oversight   |
| <b>PBRA</b>      | Plot Based Resolution Analysis  |
| <b>PC</b>        | Personal Computer   |
| <b>PC</b>        | Planning Controller; Provisional Council  |
| <b>PC</b>        | Production Certificate  |
| <b>PCA</b>       | Physical Configuration Audit  |
| <b>PCB</b>       | Printed Circuit Board   |
| <b>PCC</b>       | Peripheral Computer Complex   |
| <b>PCC</b>       | Planning Coordination Controller  |
| <b>PCC</b>       | Polygon Coordination Center   |
| <b>PCC</b>       | Project Coordinating Committee  |
| <b>PCCB</b>      | Program Change Control Board  |
| <b>PCD</b>       | Personal and Career Development   |
| <b>PCD</b>       | Planning Controller Display   |
| <b>PCD</b>       | Probability of Code Detection   |
| <b>PCD</b>       | Proceed or Proceeding   |
| <b>PCD</b>       | Proceed or Proceeding PCD Processed Meteorological Data in the Form of Grid Point Values Expressed in |
| <b>PCFL</b>      | Preferred Cruise Flight Level   |
| <b>PCH</b>       | Patch   |
| <b>P-channel</b> | Packet Mode Channel   |
| <b>PCI</b>       | Permanent Commission for Investigation Permanent Committee of Inquiry                                 |
| <b>PCI</b>       | Protocol Control Information  |
| <b>PCIP</b>      | Pilot Conversion and Implementation Plan  |
| <b>PCL</b>       | Pending and Coast List  |



|                 |  |
|-----------------|--|
| <b>PCL</b>      | Pilot Controlled Lighting                  |
| <b>PCL</b>      | Procedure Changeover Lines                 |
| <b>PCL</b>      | Pilot-Controlled Lighting                  |
| <b>PCM</b>      | Planning Coordination Message              |
| <b>PCM</b>      | Pulse Code Modulation                      |
| <b>PCMP</b>     | Project Configuration Management Plan      |
| <b>PCN</b>      | Pavement Classification Number             |
| <b>P-Code</b>   | Precise/Protected Code                     |
| <b>PCP</b>      | Project Control Plan                       |
| <b>PCPU</b>     | PCM Central Processing Unit                |
| <b>PCR</b>      | Periodic Contract Request                  |
| <b>PCR</b>      | Post Conference Report                     |
| <b>PCR</b>      | Problem Change Request                     |
| <b>PCS</b>      | Process Control System                     |
| <b>PCT</b>      | Planning Control Theory                    |
| <b>PCT</b>      | Percent                                    |
| <b>PCV</b>      | Probability of Code Validation             |
| <b>PCX</b>      | A window compatible BIT format             |
| <b>PD</b>       | PHARE Demonstration                        |
| <b>PD</b>       | Plan Display                               |
| <b>PD</b>       | Pointing Device                            |
| <b>PD</b>       | Profile Descent                            |
| <b>Pd, Pdet</b> | Probability of detection                   |
| <b>PD/1</b>     | PHARE Demonstration 1                      |
| <b>PD/1+</b>    | PHARE Demonstration 1+                     |
| <b>PD/1++</b>   | PHARE Demonstration 1++                    |
| <b>PD/2</b>     | PHARE Demonstration 2                      |
| <b>PD/2+</b>    | PHARE Demonstration 2+                     |
| <b>PD/3</b>     | PHARE Demonstration 3                      |
| <b>PDA</b>      | Planning Coordination Message Display Area |
| <b>PDA</b>      | Plot Detection Analysis                    |
| <b>PDB</b>      | Performance Data Base                      |

|                   |  |
|-------------------|--|
| <b>PDC</b>        | Peripheral Device Controller                       |
| <b>PDC</b>        | Pre-Departure Clearance                            |
| <b>PD-Channel</b> | Packet Data Channel                                |
| <b>PDCU</b>       | Panel Data Concentrator Unit                       |
| <b>PDES</b>       | Pulse Doppler Elevator Scan                        |
| <b>PDF</b>        | Percentage of Delayed Flights                      |
| <b>PDG</b>        | Procedure Design Gradient                          |
| <b>PDME</b>       | Precision Distance Measuring Equipment             |
| <b>PDN</b>        | Public Data Network                                |
| <b>PDOP</b>       | Position Dilution of Precision                     |
| <b>PDP</b>        | Polar Diagram Plotter                              |
| <b>PDR</b>        | Pre-Determined Route                               |
| <b>PDR</b>        | Preliminary Design Review                          |
| <b>PDRP</b>       | Problem Detection and Resolution                   |
| <b>PDS</b>        | Program Development System                         |
| <b>PDTWG</b>      | Plot Data Transmission Working Group               |
| <b>PDU</b>        | Power Distribution Unit                            |
| <b>PDU</b>        | Protocol Data Unit                                 |
| <b>PDU</b>        | Power Drive Unit                                   |
| <b>PE</b>         | Processor Element                                  |
| <b>PE</b>         | Protected Earth                                    |
| <b>PE</b>         | Ice Pellets  |
| <b>PE 90</b>      | Parameters of Earth, 1990. Russian Geodetic System |
| <b>PEA</b>        | Parameter and Environment Assembler                |
| <b>PEC</b>        | Pressure Error Correction                          |
| <b>PEL</b>        | Planned Entry Level                                |
| <b>PEL</b>        | Program for Emerging Leaders                       |
| <b>PELA</b>       | Proficiency test in English Language for ATCOs     |
| <b>PEM</b>        | Phone Emergency Module                             |
| <b>PENS</b>       | Pan-European Fixed Network Service                 |
| <b>PEP</b>        | Performance Engineering Program                    |
| <b>PEPC</b>       | Primary External Power Contactor                   |

|                 |   |
|-----------------|---|
| <b>PER</b>      | Packet Encoding Rules                                 |
| <b>PER</b>      | Performance   |
| <b>PERF</b>     | Performance   |
| <b>PERM</b>     | Permanent   |
| <b>PERT</b>     | Program Evaluation and Review Technique               |
| <b>PES</b>      | Proposed Eurocontrol Standard Document                |
| <b>PES</b>      | Passenger Entertainment System                        |
| <b>PETAL</b>    | Preliminary Eurocontrol Tests of Air/Ground data Link |
| <b>PEX</b>      | PHIGS Extended X-Windows System                       |
| <b>PF</b>       | Pilot Flying  |
| <b>PFA, Pfa</b> | Probability of False Alarm                            |
| <b>pFAST</b>    | passive Final Approach Spacing Tool                   |
| <b>PFC</b>      | Primary Flight Computer                               |
| <b>PFCS</b>     | Primary Flight Control System                         |
| <b>PFD</b>      | Planned Flight Data                                   |
| <b>PFD</b>      | Primary Flight Display                                |
| <b>PFD</b>      | Probability of Failure Detection                      |
| <b>PFE</b>      | Path Following Error                                  |
| <b>PFI</b>      | Private Finance Initiative                            |
| <b>PFIDS</b>    | Passenger Flight Information Display System           |
| <b>PFL</b>      | Planned Flight Level                                  |
| <b>PFLExt</b>   | Probability of Failure/Fault Localization, external   |
| <b>PFInt</b>    | Probability of Fault Localization, internal           |
| <b>PFM</b>      | Pre-Flight Messages                                   |
| <b>PFN</b>      | Pulse-Forming-Network                                 |
| <b>PFR</b>      | Probability of Failure Repair                         |
| <b>PGMP</b>     | Pilot Group on ATCO Manpower Planning                 |
| <b>PGS</b>      | Personnel General Services Team                       |
| <b>PHA</b>      | Preliminary Hazard Analysis                           |
| <b>PHARE</b>    | Poland, Hungary Aid for Restructuring of the Economy  |

|                |   |
|----------------|---|
| <b>PHARE</b>   | Program for Harmonized Air Traffic Management and Research in Eurocontrol; Programmed for Harmonized Research in Europe |
| <b>PHAROS</b>  | Plan Handling and Radar Operating System  |
| <b>PHIBUF</b>  | Performance Buffet Limit  |
| <b>PHIGS</b>   | Programmer's Hierarchical Interactive Graphics System   |
| <b>PHINOM</b>  | Nominal Bank Angle  |
| <b>PI</b>      | Performance Indicator   |
| <b>PI</b>      | Peripheral Interface  |
| <b>PI</b>      | Procedure Turn to Intercept   |
| <b>PIAC</b>    | Peak Instantaneous Aircraft Count   |
| <b>PIB</b>     | Policy Information Base   |
| <b>PIB</b>     | Pre-Flight Information Bulletin   |
| <b>PICASSO</b> | Control, Analysis and Monitoring of the Spanish Air Navigation System. Statistical application                          |
| <b>PID</b>     | Pilot Information Downlink  |
| <b>PIM</b>     | Program Implementation Management   |
| <b>PIP</b>     | Plug in Panel   |
| <b>PIP</b>     | Product Improvement Package/Program   |
| <b>PIREP</b>   | Pilot Report  |
| <b>PIREPS</b>  | Pilot Reports   |
| <b>PIRG</b>    | Planning and Implementation Regional Groups   |
| <b>PIU</b>     | Parent IFPS Unit  |
| <b>PJE</b>     | Parachute Jumping Exercise  |
| <b>PK</b>      | PIA Pakistan International  |
| <b>PKG</b>     | Parking   |
| <b>PL</b>      | Ice Pellets   |
| <b>PL</b>      | Pseudo lite   |
| <b>PL</b>      | Ice Pellets   |
| <b>PLA</b>     | Practice Low Approach   |
| <b>PLANO</b>   | Procedures Linked to Abating Noisy Operations   |
| <b>PLATON</b>  | new RDPS  |

|                               |  |
|-------------------------------|--|
| <b>PLB</b>                    | Personal Locator Beacon                              |
| <b>PLC</b>                    | Planning Controller                                  |
| <b>PLL</b>                    | Phase Locked Loop                                    |
| <b>PLMN</b>                   | Public Land Mobile Network                           |
| <b>PLN</b>                    | Flight Plan  |
| <b>PLN</b>                    | Flight Plan Conformance                              |
| <b>PLP</b>                    | Packet Layer Protocol                                |
| <b>PLVL</b>                   | Present Level  |
| <b>PLW</b>                    | Plow, Plowed   |
| <b>PM/FL</b>                  | Process Monitoring / Fault Location                  |
| <b>PMA</b>                    | Permanent Magnet Alternator                          |
| <b>PMA</b>                    | Parts Manufacturer Approval                          |
| <b>PMAT</b>                   | Portable Maintenance Access Terminal                 |
| <b>PMB</b>                    | Program Management Board                             |
| <b>PMB</b>                    | Project Management Bureau                            |
| <b>PMC</b>                    | Project Management Cell                              |
| <b>PMCG</b>                   | Preliminary Maastricht Coordination Group            |
| <b>PMCS</b>                   | Performance Management Computer System               |
| <b>PMCT</b>                   | People Management Core Team                          |
| <b>PMD</b>                    | Pre-warning Message for Departure                    |
| <b>PME</b>                    | Pre-warning Message Entry                            |
| <b>PMG</b>                    | Permanent Magnet Generator                           |
| <b>PMO</b>                    | Pre-warning Message OAT                              |
| <b>PMO</b>                    | Program Management Organization                      |
| <b>PMP</b>                    | Project Management Plan                              |
| <b>PMR Steering Committee</b> | Planning Monitoring and Reporting Steering Committee |
| <b>PMS</b>                    | Performance Management / Monitoring System           |
| <b>PMW</b>                    | Project Management Workbench                         |
| <b>PMX</b>                    | Planning Message Exit                                |
| <b>PN</b>                     | Prior Notice Required                                |
| <b>PND</b>                    | Primary Navigation Display                           |

|                    |   |
|--------------------|---|
| <b>PNF</b>         | Pilot Not Flying  |
| <b>PNL</b>         | Project Notification Letter                                   |
| <b>PNR</b>         | Point of No Return  |
| <b>PNR</b>         | Prior Notice Required   |
| <b>PO</b>          | Dust devils   |
| <b>PO</b>          | Dust/Sand Whirls  |
| <b>PoACCS</b>      | Portuguese Air Command and Control System                     |
| <b>PoAF</b>        | Portuguese Air Force  |
| <b>POB</b>         | Persons on Board  |
| <b>POC</b>         | Point of Contact  |
| <b>POD</b>         | Port of Disembarkation  |
| <b>POE</b>         | Port of Embarkation   |
| <b>POEMS</b>       | Pre-Operational European Mode S Station                       |
| <b>POEMS</b>       | Pre-Operational European Mode S Enhanced Surveillance         |
| <b>POG</b>         | Point of Gaze   |
| <b>POR</b>         | INMARSAT Pacific Ocean Region                                 |
| <b>POR</b>         | Pacific Ocean Region  |
| <b>PoR</b>         | Point of Risk   |
| <b>POR</b>         | Point of Regulation   |
| <b>POS</b>         | Position  |
| <b>POS INIT</b>    | Position Initialization                                       |
| <b>POS REF</b>     | Position Reference  |
| <b>Positive RA</b> | RA applying minimum vertical rate                             |
| <b>POSIX</b>       | Portable Operating System Interface for Computer Environments |
| <b>POSS</b>        | Possible  |
| <b>PPC</b>         | Physical Protected Circuit                                    |
| <b>PPC</b>         | Policy Planning Committee                                     |
| <b>PPC</b>         | Projects, Procurement & Communication Section                 |
| <b>PPD</b>         | Aircrew Preferences Downlink                                  |
| <b>PPD</b>         | Pilot References Downlink                                     |

|                 |  |
|-----------------|--|
| <b>PPD</b>      | Plans and Policy Division  |
| <b>PPI</b>      | Plan Position Indicator  |
| <b>ppi</b>      | Points Per Inch or points per inch                                     |
| <b>PPI</b>      | Plan Position Indicator  |
| <b>PPL</b>      | Private Pilot License  |
| <b>PPM</b>      | Pages per Minute   |
| <b>PPM</b>      | Pulse Position Modulation  |
| <b>PPO</b>      | Prior Permission Only  |
| <b>PPOS</b>     | Present Position   |
| <b>PPR</b>      | Prior Permission Required  |
| <b>PPS</b>      | Precision Positioning Service/System                                   |
| <b>PPS, pps</b> | Pulses Per Second  |
| <b>PPSN</b>     | Present Position   |
| <b>PPSN</b>     | Public Packet Switching Network  |
| <b>PPSN</b>     | Present Position   |
| <b>PQM</b>      | Project Quality Manager  |
| <b>QPQ</b>      | Project Quality Plan   |
| <b>PR</b>       | Banks  |
| <b>PR</b>       | Position Reporting   |
| <b>PR</b>       | Pseudo Range   |
| <b>PR, PRI</b>  | Primary  |
| <b>PR/PSR</b>   | Primary Radar  |
| <b>PRA</b>      | Plot Resolution Analysis   |
| <b>PRA</b>      | Primary Rate Access  |
| <b>PRAISE</b>   | Preparation for Research and Development in Support of EATMS Program   |
| <b>PRAISE</b>   | Preparation of Functional Concepts from EATMS Operational Requirements |
| <b>PRC</b>      | EEC business area - support to performance review                      |
| <b>PRC</b>      | Performance Review Commission  |
| <b>PRCLR</b>    | Precooler  |
| <b>PRE</b>      | Preview  |

|                 |  |
|-----------------|--|
| <b>PRE</b>      | Previous Center  |
| <b>preC</b>     | PreCouncil   |
| <b>PREDICT</b>  | Pre-Tactical System  |
| <b>Pre-OJT</b>  | Pre-on-the-Job Training  |
| <b>PREV</b>     | Previous   |
| <b>PREVI</b>    | Data Processing system to support the forecast and regulation of the air traffic |
| <b>PRF</b>      | Pulse Repetition Frequency – pertaining to radar                                 |
| <b>PRF</b>      | Percentage of Regulated Flights  |
| <b>PRF</b>      | Pulse Repetition Frequency   |
| <b>PRFG</b>     | Aerodrome Partially Covered by Fog   |
| <b>PRI</b>      | Primary  |
| <b>PRI</b>      | Pulse Repetition Interval  |
| <b>PRIF</b>     | PROC Interface Tool  |
| <b>PRKG</b>     | Parking  |
| <b>PRL</b>      | Pilot Request, Level   |
| <b>PRM</b>      | Precision Runway Monitor   |
| <b>PRN</b>      | Pseudo Random Noise  |
| <b>PRN Code</b> | Pseudo Random Noise Code   |
| <b>P-RNAV</b>   | Precision Area Navigation  |
| <b>P-RNAV</b>   | Precision RNAV   |
| <b>ProATN</b>   | Prototype Aeronautical Telecommunications Network                                |
| <b>PROB</b>     | Probability  |
| <b>PROC</b>     | Procedure  |
| <b>PROC</b>     | Procurement  |
| <b>PRODAT</b>   | PROSAT Data Link Experiment  |
| <b>PROF</b>     | Profile  |
| <b>PROFI</b>    | Multinational Project Financing  |
| <b>PROG</b>     | Progress Page on MCDU  |
| <b>PROM</b>     | Programmable Read Only Memory  |
| <b>PROP</b>     | Propellor  |



|               |  |
|---------------|--|
| <b>PRORES</b> | Problem Resolution   |
| <b>PROSAT</b> | Program Satellite  |
| <b>PROSIT</b> | Problem Situation  |
| <b>PROT</b>   | Protection   |
| <b>PROV</b>   | Provisional  |
| <b>PROVE</b>  | European ATC Pre-operational Validation and Experimental Trials Platform |
| <b>PRP</b>    | Pulse repetition Period  |
| <b>PRP</b>    | Point-in-Space Reference Point   |
| <b>PRQ</b>    | Pilot Request  |
| <b>PRR</b>    | Performance Review Report  |
| <b>PRR</b>    | Pilot Request, Route   |
| <b>PRR</b>    | Production Revision Record   |
| <b>PRS</b>    | Performance Review System  |
| <b>PRS</b>    | Picture Repetition Store   |
| <b>PRSG</b>   | Performance Review Sub-Group   |
| <b>PRSOV</b>  | Pressure Regulating Shut-Off Valve                                       |
| <b>PRT</b>    | Preferences Tool   |
| <b>PRT</b>    | Processing Response Time   |
| <b>PRU</b>    | Performance Review Unit  |
| <b>Ps</b>     | Pressure, static - air data measurement                                  |
| <b>PS</b>     | Pacific Southwest Airways  |
| <b>PS</b>     | Position Symbol  |
| <b>PS</b>     | Power Supply   |
| <b>PS</b>     | Problem Solver   |
| <b>PS</b>     | Plus   |
| <b>PSA</b>    | Passive Slot Allocation  |
| <b>PSA</b>    | Primary Subject Area   |
| <b>PSA</b>    | Provisional Site Acceptance  |
| <b>PSA</b>    | Power Supply Assembly  |
| <b>PSAL</b>   | Provisional Slot Allocation List   |
| <b>PSAP</b>   | Presentation Service Access Point  |

|                     |  |
|---------------------|--|
| <b>PSB</b>          | Parallel System Bus                          |
| <b>PSC</b>          | Performance, Standard, Conditions            |
| <b>PSC</b>          | Project Steering Committee                   |
| <b>PSCP</b>         | Project Specific Certification Plans         |
| <b>PSDN</b>         | Packet Switched Data Network                 |
| <b>PSDN</b>         | Public Switched Data Network                 |
| <b>PSE</b>          | Primary Surveillance Equipment               |
| <b>PSEU</b>         | Proximity Switch Electronics Unit            |
| <b>PSG</b>          | Passing                                      |
| <b>PSG</b>          | Program Steering Group                       |
| <b>Psi</b>          | Pounds/square inch                           |
| <b>PSMC-Channel</b> | Packet System Management and Control Channel |
| <b>PSMSL</b>        | Permanent Service for Mean Sea Level         |
| <b>PSN</b>          | Public Switch Network                        |
| <b>PSN</b>          | Position                                     |
| <b>PSP</b>          | Pierced Steel Planks                         |
| <b>PSP</b>          | Primary Spare Part                           |
| <b>PSP</b>          | Partnership for Safety Plan                  |
| <b>PSPDN</b>        | Packet Switched Public Data Network          |
| <b>PSR</b>          | Packed Snow on Runway                        |
| <b>PSR</b>          | Primary Secondary Radar                      |
| <b>PSR</b>          | Primary Surveillance Radar                   |
| <b>PSSA</b>         | Preliminary System Safety Assessment         |
| <b>PSSR</b>         | Present Secondary Surveillance Radar -code-  |
| <b>PST</b>          | Project Supervision Team                     |
| <b>PSTN</b>         | Packed Switched Telecommunication Network    |
| <b>PSTN</b>         | Public Switched Telephone Network            |
| <b>PSU</b>          | Passenger Service Unit                       |
| <b>PSYS</b>         | Pressure System                              |
| <b>Pt</b>           | Total Pressure                               |
| <b>PT</b>           | Point  |
| <b>PTCHY</b>        | Patchy                                       |

|              |   |
|--------------|---|
| <b>PTE</b>   | POEMS Test Environment                        |
| <b>PTH</b>   | Path  |
| <b>PTN</b>   | Procedure Turn                                |
| <b>PTO</b>   | Preferred Time Over                           |
| <b>PTOT</b>  | Provisional Take Off Time                     |
| <b>PTP</b>   | Part-Task Practice                            |
| <b>PTRMC</b> | Prototype Team Resource Management Courseware |
| <b>PTS</b>   | Polar Track Structure                         |
| <b>PTS</b>   | Pre-Training Screen                           |
| <b>PTS</b>   | Polar Track Structure                         |
| <b>PTSD</b>  | Post-Traumatic Stress Disorder                |
| <b>PTT</b>   | Part-Task Trainer                             |
| <b>PTT</b>   | Press to Talk/Push to Talk                    |
| <b>PTW</b>   | Project Team Work                             |
| <b>PU</b>    | Processing Unit                               |
| <b>PUB</b>   | Publications and Charts                       |
| <b>PUMA</b>  | Performance Usability-Modelling of ATM        |
| <b>PV</b>    | Performance Verification                      |
| <b>PV</b>    | Present Value                                 |
| <b>PVC</b>   | Permanent Virtual Circuit                     |
| <b>PVD</b>   | Plan View Display                             |
| <b>PVD</b>   | Para Visual Display                           |
| <b>PVT</b>   | Private                                       |
| <b>PVT</b>   | GNSS Position Velocity Time                   |
| <b>PWB</b>   | Printed Wire Board                            |
| <b>PWG</b>   | Pensions Working Group                        |
| <b>PWP</b>   | Physical Working Position                     |
| <b>PWP</b>   | Published Way Point                           |
| <b>PWR</b>   | Power   |
| <b>PYL</b>   | Pylon   |
| <b>PZ</b>    | Portoroz                                      |
| <b>PZ 90</b> | Parameters of Earth 1990                      |

# Q

QUEBEC

1975



**Imperial Government of Iran**  
**Boeing 727-100 "SHAHBAZ"**

*London, United Kingdom*

|                |  |
|----------------|--|
| <b>Q</b>       | Question   |
| <b>Q</b>       | Quadrature Component   |
| <b>Q</b>       | Atmospheric Pressure   |
| <b>Q&amp;A</b> | Question and Answer  |
| <b>Q.23</b>    | Signaling system for PABX  |
| <b>Q.SIG</b>   | ATS-Q.SIG - standard for ATC. G/G voice communications   |
| <b>QA</b>      | Quality Assurance CFMU/ENGD  |
| <b>QAR</b>     | Quick Access Recorder  |
| <b>QAR</b>     | Quality Assurance Representative   |
| <b>QAR</b>     | Quick Access Recorder  |
| <b>QBI</b>     | Compulsory IFR Flight  |
| <b>QC</b>      | Quality Control  |
| <b>QCM</b>     | Quality Control Manager  |
| <b>QD</b>      | Do You Intend to Ask Me For A Series of Bearings?<br>or I Intend to Ask You For A Series of Bearings |
| <b>QDL</b>     | Do You Intend to Ask Me For A Series of Bearings?<br>or I Intend to Ask You For A Series of Bearings |
| <b>QDM</b>     | Magnetic Heading   |
| <b>QDR</b>     | Magnetic Bearing   |
| <b>QDT</b>     | Quadrantal   |
| <b>QF</b>      | Quality Factor   |
| <b>QFE</b>     | Atmospheric Pressure at Aerodrome Elevation  |
| <b>QFU</b>     | Magnetic orientation or runway in use  |
| <b>QFU</b>     | Magnetic Orientation of Runway   |
| <b>QGE</b>     | What Is My Distance to Your Station? Or Your Distance to My Station Is                               |
| <b>QHN</b>     | Altimeter Sub-scale setting  |
| <b>QJH</b>     | Shall I Run My Test Tape/A Test Sentence? or Run Your Test Tape/A Test Sentence                      |
| <b>QNE</b>     | Altimeter subscale set to 1013,2 hectopascals  |
| <b>QNF</b>     | Altimeter sub-scale setting to obtain elevation when on ground                                       |

|                    |   |
|--------------------|---|
| <b>QNH</b>         | Atmospheric Pressure at Nautical Height; Q-code designation for atmospheric pressure at mean sea level  |
| <b>QNH</b>         | Altimeter Sub-Scale Setting to Obtain Elevation When on the Ground  |
| <b>QNH</b>         | Altimeter Sub-Scale Setting to Obtain Elevation When on the Ground  |
| <b>QOS</b>         | Quality of Service  |
| <b>QP</b>          | Quality Plan  |
| <b>QPSK</b>        | Quadrature Phase Shift Keying   |
| <b>QRA</b>         | Who Are You   |
| <b>QRH</b>         | the barometric pressure as reported by a particular station   |
| <b>QRPS</b>        | Route Points Store  |
| <b>QSIG</b>        | Signaling to a Q Reference Network  |
| <b>QSP</b>         | Will You Relay to . . . Free of Charge? or I Will Relay to . . . Free of Charge   |
| <b>QTA</b>         | Shall I Cancel Telegram Number . . .? or Cancel Telegram Number   |
| <b>QTE</b>         | True Bearing  |
| <b>QTF</b>         | Will You Give Me the Position of Me Station According to the Bearings Taken by the D/F Stations Which You Control? or the Position of Your Station According to the Bearings Taken by the D/F Stations That I Control Was . . . Latitude . . . Longitude Class . . . at . . . Hours |
| <b>QTG</b>         | Qualification Test Guide  |
| <b>QTY</b>         | Quantity  |
| <b>QUAD</b>        | Quadrant  |
| <b>QuestionAIR</b> | Computer-based ATM questions bank   |
| <b>QUIS</b>        | Questionnaire for User Interface Satisfaction   |
| <b>QUJ</b>         | Will You Indicate the TRUE Track to Reach You? or the TRUE Track to Reach Me Is . . . Degrees at . . . Hours  |

# R

ROMEO

1980s



**Iran Air Cargo**  
**Boeing 747-200F**  
*London, United Kingdom*

|                   |   |
|-------------------|---|
| <b>R</b>          | EnRoute   |
| <b>r</b>          | Rate of change  |
| <b>R</b>          | Red   |
| <b>R</b>          | Right   |
| <b>R</b>          | Route Tuned NAVAIID   |
| <b>R</b>          | Radial  |
| <b>R</b>          | Restricted area   |
| <b>R</b>          | Radar   |
| <b>R</b>          | Rate of Turn  |
| <b>R</b>          | Restricted Area   |
| <b>R</b>          | Runway  |
| <b>R</b>          | Received  |
| <b>R Team</b>     | Collection of air navigation charges under bilateral agreements with non-Contracting States |
| <b>R&amp;D</b>    | Research and Development  |
| <b>R/C</b>        | Rate of Climb   |
| <b>R/T</b>        | Radio Telephonic Transmission   |
| <b>R/T or RTF</b> | Radio Telephony   |
| <b>R+B</b>        | Range and Bearing line  |
| <b>R1</b>         | Minor Repairs   |
| <b>R2</b>         | Major Repairs   |
| <b>R2</b>         | Eurocontrol Signaling Protocol  |
| <b>R2</b>         | European signaling standard   |
| <b>R2</b>         | Signaling system used for telephone exchanges   |
| <b>RA</b>         | Radio Access  |
| <b>RA</b>         | Radio Altitude  |
| <b>RA</b>         | Rain  |
| <b>RA</b>         | Resolution Advisory   |
| <b>RA</b>         | Risk Analysis   |
| <b>RA</b>         | Routine Area  |
| <b>RA</b>         | Resolution Advisory   |
| <b>RA</b>         | Radio Altitude  |



|                |   |
|----------------|---|
| <b>RAA</b>     | Regional Airline Association                      |
| <b>RAARR</b>   | Radar Arrival                                     |
| <b>RAAS</b>    | Regional Area Augmentation System                 |
| <b>RAC</b>     | Resolution Advisory Complement                    |
| <b>RAC</b>     | RUHR Assistant Controller                         |
| <b>RAC</b>     | Rules of the Air and Air Traffic Services-Control |
| <b>RACE</b>    | Runway Capacity Enhancement                       |
| <b>RAD</b>     | Radar   |
| <b>RAD</b>     | Radial  |
| <b>RAD</b>     | Radio   |
| <b>RAD</b>     | Route Availability Document                       |
| <b>RADAC</b>   | Radar Verification Equipment in Norway            |
| <b>RADAR</b>   | Radio Detecting and Ranging                       |
| <b>RADEP</b>   | Radar Departure                                   |
| <b>RADIN</b>   | Radar Data Interchange Network                    |
| <b>RADIN</b>   | Radar Data Interface                              |
| <b>RADNET</b>  | Radar Network                                     |
| <b>RADVIEW</b> | Radar Verification Equipment in Norway            |
| <b>RAE</b>     | Royal Aircraft Establishment                      |
| <b>RAF</b>     | Reference ATN Facility                            |
| <b>RAF</b>     | Royal Air Force                                   |
| <b>RAFC</b>    | Regional Area Forecast Center                     |
| <b>RAG</b>     | Ragged  |
| <b>RAG</b>     | Range-Azimuth Gate Generator                      |
| <b>RAG</b>     | Runway Arresting Gear                             |
| <b>RAI</b>     | Italian Aeronautical Certification Authority      |
| <b>RAI</b>     | Runway Alignment Indicator                        |
| <b>RAIL</b>    | Runway Alignment Indicator Lights                 |
| <b>RAIM</b>    | Receiver Autonomous Integrity Monitoring          |
| <b>RALT</b>    | name of enroute alternate aerodromes              |
| <b>RAM</b>     | Random Access Memory                              |
| <b>RAM</b>     | Reliability, Availability and Maintainability     |

|               |   |
|---------------|---|
| <b>RAM</b>    | Responsibility Assignments Matrix                         |
| <b>RAMBO</b>  | Reliable, Available, Maintainable, Benefits, Objectives   |
| <b>RAMOS</b>  | Remote Automatic Meteorological Observing System          |
| <b>RAMS</b>   | Reorganized ATC Mathematical Simulator                    |
| <b>RAN</b>    | Regional Air Navigation                                   |
| <b>RANSU</b>  | Regional Air Navigation Service Unit                      |
| <b>RAP</b>    | Recognized Air Picture                                    |
| <b>RAP</b>    | Resource Allocation Process                               |
| <b>RAPCON</b> | Radar Approach Control Facility                           |
| <b>RAPID</b>  | Recognized Picture Identification Distribution            |
| <b>RAPNET</b> | Regional Aeronautical Packet Switched Network             |
| <b>RAPPI</b>  | Radar Access Plan Position                                |
| <b>RAPS</b>   | Recovery Access Presentation System                       |
| <b>RAR</b>    | Restricted Area Requested                                 |
| <b>RARAD</b>  | Radar Advisory  |
| <b>RAS</b>    | Resource Allocation System                                |
| <b>RASA</b>   | Radar Advisory Service Area                               |
| <b>RASA</b>   | Requirements Analysis Strategy and Architecture Sub-group |
| <b>RASC</b>   | Regional AIS System Center                                |
| <b>RASCAL</b> | Radar Sharing Calculation                                 |
| <b>RASCAL</b> | Radar Station Coverage Calculator                         |
| <b>RASCAL</b> | Rotorcraft Air Crew Systems Concepts Airborne Laboratory  |
| <b>RASIF</b>  | Radar Simulator Flugsicherung                             |
| <b>RASP</b>   | Radar Application Specialists Panel                       |
| <b>RASP</b>   | Radar Surface Picture                                     |
| <b>RASS</b>   | Radar Analysis Support System                             |
| <b>RASS</b>   | Remote Altimeter Setting Source                           |
| <b>RASS-C</b> | Radar Analysis Support System - Center Level              |
| <b>RASS-P</b> | Radar Analysis Support System - Plot data                 |

|                 |  |
|-----------------|--|
| <b>RASS-PDP</b> | RASS - Polar Diagram Measurement Facility          |
| <b>RASS-S</b>   | Radar Analysis Support System - Sensor Level       |
| <b>RASS-T</b>   | Radar Analysis Support System - Track data         |
| <b>RASTA</b>    | Radar Statistics Program                           |
| <b>RASV</b>     | Responsibility Air Space Volume                    |
| <b>RAT</b>      | Ram Air Turbine                                    |
| <b>RATE</b>     | Remote Air Traffic Services Terminal               |
| <b>RATS</b>     | Radar Analysis and Test System                     |
| <b>R-ATSU</b>   | Air Traffic Service Receiving Unit                 |
| <b>RATT</b>     | Radio Teletype                                     |
| <b>RB</b>       | Rescue Boat  |
| <b>RBDM</b>     | Risk-based Decision Making                         |
| <b>RBP</b>      | Radar Bypass Processor                             |
| <b>RBRT</b>     | Risk Based Resource Targeting                      |
| <b>RBRTa</b>    | Risk-Based Resource Targeting Alternative          |
| <b>RBRTo</b>    | Risk Based Resource Targeting for ODA              |
| <b>RBS</b>      | Radio Backup System                                |
| <b>RC</b>       | Radar Controller                                   |
| <b>RCA</b>      | Reduced Coordination Airspace                      |
| <b>RCA</b>      | Reach Cruising Altitude                            |
| <b>RCA</b>      | Remote Client Application                          |
| <b>RCA</b>      | Reach Cruising Altitude                            |
| <b>RCAG</b>     | Remote Communication Air/Ground Facility           |
| <b>RCAT</b>     | Route Catalogue                                    |
| <b>RCC</b>      | Rescue Coordination Center                         |
| <b>RCD</b>      | DCL Request Message                                |
| <b>RCDS</b>     | Radio Channel Distribution and Switching           |
| <b>RCDSS</b>    | Radar Control and Display Subsystem                |
| <b>RCF</b>      | Radio Communications Failure                       |
| <b>RCFEP</b>    | Radar Data Communications Front-End Processor      |
| <b>RCGSP</b>    | Review of the General Concept for Separating Panel |
| <b>RCH</b>      | Reach or Reaching                                  |

|                   |   |
|-------------------|---|
| <b>R-Channel</b>  | Random Access Channel   |
| <b>RCHG</b>       | Repetitive Flight Plan Modification Message   |
| <b>RCL</b>        | Executive Controller  |
| <b>RCL</b>        | Runway Center Line  |
| <b>RCLL</b>       | Runway Center Line Lights   |
| <b>RCLR</b>       | Recleared   |
| <b>RCM</b>        | Radar Coordinator Message   |
| <b>RCM</b>        | Statement of Basic Operation Requirement Planning Criteria & Methods of Application |
| <b>RCNL</b>       | Repetitive Flight Plan Data Cancellation Message                                    |
| <b>RCO</b>        | Reduce Cumulative Overloads   |
| <b>RCO</b>        | Remote Communications Outlet  |
| <b>RCO</b>        | Route Charges Office  |
| <b>RCP</b>        | Required Communication Performance  |
| <b>RCP</b>        | Radio Control Panel   |
| <b>RCR</b>        | Runway Condition Reading  |
| <b>RCRT</b>       | Refresh Cycle Response Time   |
| <b>RCS</b>        | Radar Cross Section   |
| <b>RCS</b>        | Remote Control System   |
| <b>RD</b>         | Risk Display  |
| <b>RD</b>         | Routing Domain  |
| <b>RDC</b>        | Routing Domain Confederation  |
| <b>RD-Channel</b> | Random Data Channel   |
| <b>RDDII</b>      | Radio Digital Distance Magnetic Indicator   |
| <b>RDF</b>        | Radio Direction Finding   |
| <b>RDG</b>        | Radar Data Generator  |
| <b>RDH</b>        | Reference Datum Height  |
| <b>RDI</b>        | Radio Direction Indicator   |
| <b>RDI</b>        | Routine Domain Identifier   |
| <b>RDIF</b>       | Radar Data Interchange Format   |
| <b>RDL</b>        | Radial  |
| <b>RDM</b>        | Running Display Message   |

|                  |   |
|------------------|---|
| <b>RDMI</b>      | Radio Distance Magnetic Indicator               |
| <b>RDO</b>       | Radio   |
| <b>RDP</b>       | Radar Data Processor                            |
| <b>RDP</b>       | Roller Drive Power                              |
| <b>RDPP</b>      | Radar Data Post Processor                       |
| <b>RDPS</b>      | Radar Data Processing System                    |
| <b>RDQC</b>      | Radar Data Quality Control                      |
| <b>RDR</b>       | Radar Data Recording                            |
| <b>RDR</b>       | Radar   |
| <b>RDSS</b>      | Radar Determination Satellite System            |
| <b>RDTE</b>      | Research, Development, Trials and Evaluation    |
| <b>RDU</b>       | Remote Display Unit                             |
| <b>RE</b>        | Recent  |
| <b>REA</b>       | Ready Message                                   |
| <b>REACT</b>     | Rain Echo Attenuation Compensation Technique    |
| <b>Real</b>      | Real time                                       |
| <b>Real-time</b> | Real-time Flight Data Processing Management and |
| <b>FDMD</b>      | Distribution                                    |
| <b>REC</b>       | Recall / Recording                              |
| <b>REC</b>       | Receive or Receiver                             |
| <b>REC</b>       | Request EOBT Change                             |
| <b>REC</b>       | Receive or Receiver                             |
| <b>RecDPS</b>    | Recording Data Processing System                |
| <b>REDAN</b>     | Spanish Data Network                            |
| <b>REDL</b>      | Runway Edge Light                               |
| <b>REF</b>       | Reference                                       |
| <b>REF</b>       | Reference to . . . or Refer to.                 |
| <b>REFGHMI</b>   | Reference generic HMI                           |
| <b>REG</b>       | Registration                                    |
| <b>REG</b>       | Regulation                                      |
| <b>REG</b>       | Regulatory                                      |
| <b>REGUL</b>     | Regulation                                      |

|                   |   |
|-------------------|---|
| <b>REIL</b>       | Runway End Identifier Lights                |
| <b>REJ</b>        | Rejection Message                           |
| <b>REJCTOT</b>    | Rejected Calculated Take-Off Time           |
| <b>REL</b>        | Release                                     |
| <b>RELCTD</b>     | Relocated                                   |
| <b>REM</b>        | Radio Emergency Module                      |
| <b>REM</b>        | Roentgen Equivalent Man                     |
| <b>REMOCO</b>     | Remote Control                              |
| <b>REMP</b>       | Radar Replacement and Modernization Program |
| <b>RENL</b>       | Runway End Light                            |
| <b>REP</b>        | Report or Reporting                         |
| <b>REP</b>        | Reporting Point                             |
| <b>REP</b>        | Report or Reporting or Reporting Point      |
| <b>REP</b>        | Repellent                                   |
| <b>REQ</b>        | Request or Requested                        |
| <b>RER</b>        | Rerouting                                   |
| <b>RER</b>        | Residual Error Rate                         |
| <b>RE RTE</b>     | Reroute                                     |
| <b>RES</b>        | Radar Environment Simulator                 |
| <b>RESA</b>       | Runway End Safety Area                      |
| <b>RESP</b>       | Response                                    |
| <b>RESPBY</b>     | Respond by                                  |
| <b>RESTQ</b>      | Recovery Stress Questionnaire               |
| <b>RESTR</b>      | Restriction                                 |
| <b>RESYNCRING</b> | Resynchronizing                             |
| <b>RET</b>        | Airborne & ground retrofit                  |
| <b>RET</b>        | Revised EOBT                                |
| <b>RETD</b>       | Revised Estimated Time of Departure         |
| <b>REV</b>        | REVision / REVisE                           |
| <b>RF</b>         | Radio Frequency                             |
| <b>RF</b>         | Radius to a Fix                             |
| <b>RF</b>         | Constant Radius Arc to A Fix                |

|              |  |
|--------------|--|
| <b>RFCA</b>  | Panel on Route Facility, Cost Accounting and Cost Allocation |
| <b>RFCP</b>  | Route Facility Costs Panel                                   |
| <b>RFEP</b>  | Radar Front End Processor                                    |
| <b>RFF</b>   | Radar Fall-back Facility                                     |
| <b>RFG</b>   | Radio Frequency Generator                                    |
| <b>RFI</b>   | Radio Frequency Interferences                                |
| <b>RFI</b>   | Request For Information                                      |
| <b>RFI</b>   | Request For Improvement Message                              |
| <b>RFL</b>   | Requested Flight Level                                       |
| <b>RFLNG</b> | Refueling  |
| <b>RFLT</b>  | Radio Frequency Unit   |
| <b>RFM</b>   | Remote Field Monitor   |
| <b>RFP</b>   | Replacement Flight Plan                                      |
| <b>RFP</b>   | Request for Proposal   |
| <b>RFPD</b>  | Repetitive Flight Plan Data                                  |
| <b>RFPS</b>  | Radar data Front Processing System                           |
| <b>RFQ</b>   | Request for Quotation  |
| <b>RFS</b>   | Radar Fallback System  |
| <b>RFS</b>   | Random Field Sequencing                                      |
| <b>RFU</b>   | Radio Frequency Unit   |
| <b>RG</b>    | Range  |
| <b>RGCSP</b> | Review of General Concept of Separation Panel                |
| <b>RGIC</b>  | Ranging Integrity Channel                                    |
| <b>RGL</b>   | Regulatory Guidance Library                                  |
| <b>RGLTN</b> | Regulation   |
| <b>RGS</b>   | Regional Ground Station                                      |
| <b>RGS</b>   | Remote Ground Station  |
| <b>RH</b>    | Radar Head   |
| <b>RH</b>    | Right Hand   |
| <b>RHC</b>   | Right-Hand Circuit   |
| <b>RHCP</b>  | Right Hand Circular Polarization                             |

|              |  |
|--------------|--|
| <b>RHD</b>   | Radio Horizon Distance   |
| <b>RHEA</b>  | the Role of Human in the Evolution of Air Traffic Management                                 |
| <b>RHF</b>   | Ridiculously High Frequency  |
| <b>RI</b>    | Route Intercept  |
| <b>RIB</b>   | Routing Information Base   |
| <b>RIC</b>   | Radar Integration Control  |
| <b>RICE</b>  | RICE   |
| <b>RID</b>   | Review Item Description  |
| <b>RIF</b>   | Radio Interface  |
| <b>RIF</b>   | Reclearance in Flight  |
| <b>RIF</b>   | changes of routing to the changed destination aerodrome and/or changed destination aerodrome |
| <b>RIF</b>   | Reclearance in Flight  |
| <b>RIG</b>   | Regional Implementation Group  |
| <b>RIME</b>  | Rime   |
| <b>RIME</b>  | Rime (Used in Aerodrome Warnings)  |
| <b>RIMS</b>  | Ranging and Integrity Monitoring Station   |
| <b>RINAL</b> | Portuguese Data Network  |
| <b>RIRT</b>  | Russian Institute of Radio Navigation and Time   |
| <b>RIS</b>   | Relational Interface System  |
| <b>RISC</b>  | Reduced Instruction Set Computer   |
| <b>RISE</b>  | Retrieval and Interchange of Standards in Europe   |
| <b>RIT</b>   | RADNET Implementation and Integration Team   |
| <b>RITA</b>  | Replay Interface for TCAS Alerts   |
| <b>RITE</b>  | Right  |
| <b>RJC</b>   | Airspace Crossing Reject Message   |
| <b>RJT</b>   | Rerouting Rejection Message  |
| <b>RL</b>    | Report Leaving   |
| <b>RL</b>    | Runway Lights  |
| <b>RL</b>    | Report Leaving   |
| <b>RLA</b>   | Relay to   |



|                  |   |
|------------------|---|
| <b>RLA</b>       | Relay to  |
| <b>RLB</b>       | Rolling Ball  |
| <b>RLBCS</b>     | Rolling Ball CallSign                               |
| <b>RLCE</b>      | Request Level Change EnRoute                        |
| <b>RLG</b>       | Ring Laser Giro                                     |
| <b>RLIM</b>      | Radar Data Line Interface Module                    |
| <b>RLLS</b>      | Runway Lead-in Lighting System                      |
| <b>RLNA</b>      | Requested Level Not Available                       |
| <b>RLNA</b>      | Request Level Not Available                         |
| <b>RLP</b>       | Remote Line Printer                                 |
| <b>RLSD</b>      | Released  |
| <b>RLSM</b>      | Reduced Lateral Separation Minimum                  |
| <b>RLST</b>      | Revised List  |
| <b>RMA</b>       | Reliability, Maintainability, Availability          |
| <b>RMCD</b>      | Remote Master Control Desk                          |
| <b>RMCDE</b>     | Radar Message Conversion and Distribution Equipment |
| <b>RMCP</b>      | Radio Management Control Panel                      |
| <b>RMCS</b>      | Remote Monitoring and Control System                |
| <b>RMI</b>       | Radio Magnetic Indicator                            |
| <b>RMK</b>       | Remark  |
| <b>RMM</b>       | Remote Maintenance Monitoring                       |
| <b>RMNDR</b>     | Reminder  |
| <b>RMP</b>       | Radio Management Panel                              |
| <b>RMP</b>       | Required Monitoring Performance                     |
| <b>RMPS</b>      | Radar Message Processing System                     |
| <b>RMPs</b>      | Radio Management Panels                             |
| <b>RMS</b>       | Root Mean Square                                    |
| <b>RMS Error</b> | Root Mean Square error.                             |
| <b>RMSpv</b>     | RMS peak value.                                     |
| <b>RMU</b>       | Radio Management Unit                               |
| <b>RNAV</b>      | Area Navigation                                     |

|                 |   |
|-----------------|---|
| <b>RNC</b>      | Required Navigation Capability  |
| <b>RNDSG</b>    | Route Network Development Sub-Group                                       |
| <b>RNG</b>      | Radio Range   |
| <b>RNLAF</b>    | Royal Netherlands Air Force   |
| <b>RNP</b>      | Required Navigation Performance   |
| <b>RNP5</b>     | Required Navigation Performance 5   |
| <b>RNPC</b>     | Required Navigation Performance Capability/Criteria                       |
| <b>RNPTF</b>    | Required Navigation Performance Task Force                                |
| <b>RO</b>       | Router Function   |
| <b>ROBEX</b>    | Regional OPMET Bulletin Exchange  |
| <b>ROBEX</b>    | Regional OPMET Bulletin Exchange  |
| <b>ROBIN</b>    | Road billing network  |
| <b>ROC</b>      | Rate of Change  |
| <b>ROC</b>      | Rate of Climb   |
| <b>ROD</b>      | Rate of Descent   |
| <b>ROF</b>      | Request on Frequency  |
| <b>ROFOR</b>    | Route Forecast  |
| <b>ROI</b>      | Return on Investment  |
| <b>Role</b>     | Role-play   |
| <b>ROM</b>      | Read Only Memory  |
| <b>ROMATSA</b>  | Romanian Air Traffic Services Administration                              |
| <b>ROMBULPO</b> | Romania, Bulgaria and Poland  |
| <b>RON</b>      | Receiving Only  |
| <b>ROPA</b>     | RAPNET Operations and Planning Agreement                                  |
| <b>ROR</b>      | Range Only Radar  |
| <b>ROS</b>      | Route Orientation Scheme  |
| <b>ROSAS</b>    | Regional Organization of the Sequencing and Scheduling of Aircraft System |
| <b>ROSE</b>     | Rational Object-oriented Software Engineering                             |
| <b>ROSE</b>     | Remote Operations Service Element   |

|                  |   |
|------------------|---|
| <b>Router</b>    | An ATN network layer gateway which performs the relaying and routing of data packets across inter-connecting subnetworks based on the source and destination network layer addresses and the desired quality of network service |
| <b>ROZ</b>       | Restricted Operations Zone  |
| <b>RP</b>        | Radar Post  |
| <b>RP</b>        | Reporting Point   |
| <b>RPC</b>       | Regional Planning Criteria  |
| <b>RPDS</b>      | Reference Path Data Selector  |
| <b>RPF</b>       | Rapid Prototyping Facility  |
| <b>RPI</b>       | Radar Position Indicator  |
| <b>RPK</b>       | Revenue Passenger-Kilometer   |
| <b>RPL</b>       | Repetitive Flight Plan  |
| <b>RPL</b>       | Stored Flight Plan  |
| <b>RPLC</b>      | Replace or Replaced   |
| <b>RPM</b>       | Revenue Passenger-Miles   |
| <b>RPM / rpm</b> | Revolutions Per Minute  |
| <b>RPS</b>       | Radar Position Symbol   |
| <b>RPS</b>       | Recording and Playback System   |
| <b>RPS</b>       | Radar Position Symbol   |
| <b>RPT</b>       | Regular proficiency Training  |
| <b>RPT</b>       | Repeat or Repeated  |
| <b>RPU</b>       | Radar Processing Unit   |
| <b>RPV</b>       | Remotely Piloted Vehicle  |
| <b>RPVD</b>      | Radar Plan View Display   |
| <b>RPY</b>       | Replay  |
| <b>RQ</b>        | Request   |
| <b>RQL</b>       | Request NOTAM List  |
| <b>RQMNTS</b>    | Requirements  |
| <b>RQN</b>       | Request NOTAM   |
| <b>RQP</b>       | Request for Flight Plan   |
| <b>RQP</b>       | Request Plan Message  |

|                |   |
|----------------|---|
| <b>RQP</b>     | Relations, Quality & Performance Team     |
| <b>RQP</b>     | Request Flight Plan                       |
| <b>RQRD</b>    | Required                                  |
| <b>RQS</b>     | Request Supplementary Flight Plan         |
| <b>RQS</b>     | Request Supplementary Information Message |
| <b>RQT</b>     | ReQuesting                                |
| <b>RR</b>      | Report Reaching                           |
| <b>RR</b>      | Rapid Revision                            |
| <b>RRA</b>     | Radar Recording Analysis                  |
| <b>RRA</b>     | Delayed Meteorological Message            |
| <b>RRC</b>     | Recording Replay Computer                 |
| <b>RREC</b>    | Repetitive Flight Plan Recovery Message   |
| <b>RRL</b>     | Runway Remaining Lights                   |
| <b>RRN</b>     | Rerouting Notification Message            |
| <b>RRP</b>     | Remote Radar Post                         |
| <b>RRP</b>     | Re-routing Proposal Message               |
| <b>RRR</b>     | Radar data Recording and Replay system    |
| <b>RRTEREF</b> | Reroute Reference                         |
| <b>RRTES</b>   | Reroutes                                  |
| <b>RRU</b>     | Remote Radio Unit                         |
| <b>RRV</b>     | Referred Revision Message                 |
| <b>RS</b>      | NASC providing Regional Support           |
| <b>RS</b>      | Radar System                              |
| <b>RS</b>      | Reference Station                         |
| <b>RS</b>      | Recommended Standard                      |
| <b>RS NATS</b> | Recruitment Services NATS                 |
| <b>RSA</b>     | Radar Service Area                        |
| <b>RSAP</b>    | RMCDE Service Access Point                |
| <b>RSAP</b>    | Replenishment Spares Acquisition Program  |
| <b>RSC</b>     | Rescue Sub-Center                         |
| <b>RSCD</b>    | Runway Surface Condition                  |
| <b>RSG</b>     | Research Study Group                      |

|                     |   |
|---------------------|---|
| <b>RSG</b>          | Route Structure Group                               |
| <b>RSI</b>          | Radiation Status Indicator                          |
| <b>RSLS</b>         | Receiver Side Lobe Suppression                      |
| <b>RSM</b>          | Radar Service Message                               |
| <b>RSMC-Channel</b> | Random System Management Control Channel            |
| <b>RSMTF</b>        | Radar Separation Minimum Task Force                 |
| <b>RSO</b>          | Route per State Over-flown                          |
| <b>RSOQ</b>         | Radar Stores Occupancy Query                        |
| <b>RSP</b>          | Required System Performance                         |
| <b>RSP</b>          | Responder Beacon                                    |
| <b>RSPD</b>         | Reported Speed                                      |
| <b>RSPL</b>         | Recommended Spare Parts List                        |
| <b>RSR</b>          | Enroute Surveillance Radar                          |
| <b>RSRE</b>         | Royal Signals and Radar Establishment               |
| <b>RSS</b>          | Radar Separation Standard                           |
| <b>RSS</b>          | Radar Sub-System                                    |
| <b>RSS</b>          | Root, Sum, Square                                   |
| <b>RSSP</b>         | Radar Systems Specialist Panel                      |
| <b>RST</b>          | Reset   |
| <b>Rstd</b>         | Restricted  |
| <b>RSURTF</b>       | RASS-S Upper Requirements TF                        |
| <b>RSUS</b>         | RPL Suspension Message                              |
| <b>RSV</b>          | Reserve   |
| <b>RSVN</b>         | Reservation   |
| <b>RSYD</b>         | Release Subject to Your Discretion                  |
| <b>RT</b>           | Real Time   |
| <b>RT</b>           | Right Turn  |
| <b>RTA</b>          | Reduced Vertical Separation Minimum Transition Area |
| <b>RTA</b>          | Remote Terminal Access                              |
| <b>RTA</b>          | Required Time of Arrival                            |
| <b>RTB</b>          | Radar Tool Box                                      |

|                   |   |
|-------------------|---|
| <b>RTC</b>        | Radio Transmission Control  |
| <b>RTC</b>        | Rudder Trim Control   |
| <b>RTCA</b>       | A private, non-profit organization that brings industry and government together to address the needs of the worldwide aeronautical community. RTCA originally stood for Radio Technical Commission for Aeronautics. |
| <b>RTCA</b>       | Requirements and Technical Concepts for Aviation. See also in Part II RTCA  |
| <b>RTCA</b>       | A U.S. volunteer organization that develops consensus, technical guidance for FAA   |
| <b>RTD</b>        | Research and Development of Technologies  |
| <b>RTD</b>        | Delayed   |
| <b>RTE</b>        | Route   |
| <b>RTF</b>        | Radiotelephone  |
| <b>RTF or R/T</b> | RTF or R/T  |
| <b>RTFM</b>       | Regulated Tactical Flight Model   |
| <b>RTG</b>        | Radio Telegraph   |
| <b>RTG</b>        | Radiotelegraph  |
| <b>RTHL</b>       | Runway Threshold Light  |
| <b>RTI</b>        | D-RVR Delivery Message  |
| <b>RTIS</b>       | Road Travel Information Services  |
| <b>RTLS</b>       | Return to Launch Site   |
| <b>RTMDE</b>      | RADNET Test Monitoring and Demonstration Equipment  |
| <b>RTN</b>        | Return or Returned or Returning   |
| <b>RTO</b>        | Reduced Take-Off and Landing  |
| <b>RTODAH</b>     | Rejected Take-off Distance Available, Helicopter  |
| <b>RTOS</b>       | Real Time Operating System  |
| <b>RTP</b>        | Radio Tuning Panel  |
| <b>RTPTS</b>      | RouTe PoinTS  |
| <b>RTQC</b>       | Real Time Quality Control   |
| <b>RTQC/A</b>     | Real Time Quality Control / Assessment  |
| <b>RTR</b>        | D-RVR Request Message   |

|               |  |
|---------------|--|
| <b>RTR</b>    | Remote Transmission / Receiver   |
| <b>RTS</b>    | Real Time Simulation   |
| <b>RTS</b>    | Return to Service  |
| <b>RTSE</b>   | Reliable Transfer Service Element  |
| <b>RTSIM</b>  | Real-Time Simulation   |
| <b>RTT</b>    | D-RVR Termination Message  |
| <b>RTT</b>    | Ready to Task  |
| <b>RTT</b>    | Radioteletypewriter  |
| <b>RTT</b>    | Radioteletypewriter  |
| <b>RTZL</b>   | Runway Touchdown Zone Light  |
| <b>RU</b>     | Russian Federation   |
| <b>RUF</b>    | Rough  |
| <b>RUG</b>    | RASS Users Group   |
| <b>RUT</b>    | Standard Regional Route Transmitting Frequencies                                 |
| <b>RV</b>     | Rescue Vessel  |
| <b>RVDT</b>   | Rotary Variable Differential Transducer  |
| <b>R-VKL</b>  | Radar controller   |
| <b>RVR</b>    | Runway Visual Range  |
| <b>RVRM</b>   | Runway Visual Range Midpoint   |
| <b>RVRR</b>   | Runway Visual Range Rollout  |
| <b>RVRT</b>   | Runway Visual Range Touchdown  |
| <b>RVSG</b>   | Reversing  |
| <b>RVSM</b>   | Reduced Vertical Separation Minimum of 300 m between FL 290 and FL 410 inclusive |
| <b>RVSM</b>   | Reduced Vertical Separation Minimum  |
| <b>RVT</b>    | Rotational Variable Transformer  |
| <b>RW</b>     | Runway   |
| <b>RWEWP</b>  | Runway End Way-point   |
| <b>RWIWP</b>  | Runway Intercept Way-point   |
| <b>RWY</b>    | Runway   |
| <b>RWY WP</b> | Runway Waypoint  |
| <b>RX</b>     | Receiver Station   |

# S

SIERRA

1974



**Civil Aviation Organization of Iran**  
**AeroCommander 500**  
*Sharjah, United Arab Emirates*



- s seconds
- S South
- S Secondary or Supplementary
- S Symbol for sum
- s Symbol for Standard Deviation
- S South or Southern Latitude
- S State of the Sea
- S Second
- S/C Step Climb
- S1 the future state
- SA Salivary Cortisol
- SA Satellite
- SA Selective Availability
- SA Separation Assurance
- SA Situational Awareness
- SA Skill Acquisition
- SA South African Airways
- SA Sand

**SA Degradation** Selective Availability degradation

- SAAM** System for Assignment and Analysis at a Macroscopic level
- SAARU** Secondary Attitude/Air data Reference Unit
- SAARU** Standby (Secondary) Attitude Air Data Reference Unit
- SAC** Source Area Code
- SAC** Strategic Air Command
- SAC** System Assisted Coordination
- SACEUR** Supreme Allied Commander Europe
- SACHA** Separation and Control Hiring Assessment
- SACLANT** Supreme Allied Commander Atlantic
- SACON** Slovak Aeronautical Communication Network
- SAD** System Architecture Document

|                 |   |
|-----------------|---|
| <b>SADIS</b>    | Satellite Distribution System   |
| <b>SADIS</b>    | Satellite Distribution of World Area Forecast System / ICAO Group     |
| <b>SAE</b>      | Society of Automotive Engineers                                       |
| <b>SAE</b>      | the Society of Automotive Engineers, Inc.                             |
| <b>SAFER</b>    | Safety and Errors   |
| <b>SAFI</b>     | Safety Monitoring for Indicators                                      |
| <b>SAI</b>      | System Architecture Interface   |
| <b>SAIB</b>     | Special Airworthiness Information Bulletin                            |
| <b>SAICO</b>    | Swedish Aeronautical Information Computer Aided system                |
| <b>SAL</b>      | Slot Allocation List  |
| <b>SALADT</b>   | Screening Angle Analysis Digitized Terrain                            |
| <b>SALS</b>     | Simple Approach Light System  |
| <b>SALS</b>     | Simple Approach Lighting System                                       |
| <b>SAM</b>      | Slot Allocation Message   |
| <b>SAM</b>      | South American Region   |
| <b>SAMHS</b>    | Spanish Aeronautical Messages Handling System                         |
| <b>SAMPE</b>    | Society for the Advancement of Material and Process Equipment         |
| <b>SAMSO</b>    | US Air Force Systems Command / Space and Missile Organization         |
| <b>SAMTF</b>    | Safety Assessment Methodology Task Force                              |
| <b>SAN</b>      | Sanitary  |
| <b>SAN</b>      | Satellite Access Node   |
| <b>SANe</b>     | Skill Acquisition Network   |
| <b>SAP</b>      | Service Access Point  |
| <b>SAP</b>      | as Soon as Possible   |
| <b>SAP</b>      | As Soon As Possible   |
| <b>SAPPHIRE</b> | Satellite and Aircraft Database Program for System Integrity Research |
| <b>SAR</b>      | Search and Rescue   |
| <b>SAR</b>      | Stand-Alone Receiver  |

|                    |   |
|--------------------|---|
| <b>SAR</b>         | Synthetic Aperture Radar                              |
| <b>SAR</b>         | Search and Rescue                                     |
| <b>SARP</b>        | Signal Automatic Radar Processing                     |
| <b>SARPs</b>       | Standards and Recommended Practices                   |
| <b>SARSAT</b>      | Search and Rescue Satellite Aided Tracking            |
| <b>SAS</b>         | Single Attachment Station                             |
| <b>SAS</b>         | Scandinavian Airlines System                          |
| <b>SASK</b>        | Name of an ATS Route reporting point                  |
| <b>SASS</b>        | Surveillance Analysis Support System                  |
| <b>SASS-C</b>      | Surveillance Analysis Support System - Center         |
| <b>SASS-S</b>      | Surveillance Analysis Support System - Sensor         |
| <b>SAT</b>         | Satellite   |
| <b>SAT</b>         | Simulation Assessment Team                            |
| <b>SAT</b>         | Site (System) Acceptance Test                         |
| <b>SAT</b>         | Static Air Temperature                                |
| <b>SAT</b>         | Systems Approach to Training                          |
| <b>SAT</b>         | Saturday  |
| <b>SAT</b>         | Static Air Temperature                                |
| <b>SATCAS</b>      | Selenia Air Traffic Control Automated System          |
| <b>SATCNS</b>      | Satellite Communications Navigation and Surveillance  |
| <b>SATCNS WG</b>   | Satellite CNS Work Group                              |
| <b>SATCO</b>       | Signal Automatic Control                              |
| <b>SATCOM</b>      | Satellite Communications                              |
| <b>SATNAV GNSS</b> | Satellite Navigation Sub-Group                        |
| <b>SATORI</b>      | Systematic Air Traffic Operations Research Initiative |
| <b>SATS</b>        | Simulator System for Air Traffic Services             |
| <b>SATSA</b>       | Swedish ATS Academy                                   |
| <b>SAW</b>         | Surface Acoustic Wave Filter                          |
| <b>SAWRS</b>       | Supplementary Aviation Weather Reporting Station      |
| <b>SB</b>          | Service Bulletin                                      |
| <b>SB</b>          | Southbound  |

|                        |   |
|------------------------|---|
| <b>SB</b>              | Service Bulletin  |
| <b>SBAS</b>            | Space/Satellite Based Augmentation System               |
| <b>SBAS</b>            | Satellite-Based Augmentation System                     |
| <b>SBIR</b>            | Small Business Innovative Research                      |
| <b>SBR</b>             | Spaceborne Radar  |
| <b>SBR</b>             | Self-Briefing   |
| <b>SBSR</b>            | Space Based Secondary Rada                              |
| <b>SBT</b>             | Self-Briefing Terminal                                  |
| <b>SBU</b>             | Service Business Unit                                   |
| <b>SC</b>              | Sector Coordinator                                      |
| <b>SC</b>              | Security Council  |
| <b>SC</b>              | Senior Controller                                       |
| <b>SC</b>              | Single Click  |
| <b>SC</b>              | Special Corridor  |
| <b>SC</b>              | Stack Controller  |
| <b>SC</b>              | Standing Committee                                      |
| <b>SC</b>              | Stratocumulus   |
| <b>SC</b>              | Special Condition                                       |
| <b>SCAA</b>            | Slovenian CAA   |
| <b>SCAN</b>            | Swiss Data Network                                      |
| <b>SCAT</b>            | Supersonic Civil Air Transport                          |
| <b>SCAT-1</b>          | Special Category 1                                      |
| <b>SCAT-1 Approach</b> | Special Category 1 Approach                             |
| <b>SCATANA</b>         | Security Control of Air Traffic and Air Navigation Aids |
| <b>SCATCC</b>          | Scottish Air Traffic Control Center                     |
| <b>SCC</b>             | Satellite Control Center                                |
| <b>SCDT</b>            | Selected Controlled Departure Times                     |
| <b>SCEAP</b>           | Steering Committee for External Assistance Projects     |
| <b>SCEPC</b>           | Senior Civil Emergency Planning Committee               |
| <b>SCF</b>             | System Card File  |
| <b>SCG</b>             | System Concept Group                                    |

|                |   |
|----------------|---|
| <b>SCIA</b>    | Simultaneous Converging Instrument Approaches             |
| <b>SCM</b>     | Spoiler Control Module                                    |
| <b>SCOATCC</b> | Scottish Oceanic Air Traffic Control Center               |
| <b>SCORS</b>   | Surveillance Concepts and Operational Requirements        |
| <b>SCP</b>     | Support Computer Program                                  |
| <b>SCPC</b>    | Single Carrier per Channel                                |
| <b>SCR</b>     | Scroll  |
| <b>SCRAD</b>   | Steering Committee for Research, Analysis and Development |
| <b>SCS</b>     | Strategy Concept & System                                 |
| <b>SCSI</b>    | Small Computer-System Interface                           |
| <b>SCT</b>     | Scattered   |
| <b>SCT</b>     | Surveillance Coordination Team                            |
| <b>SCU</b>     | Satellite Communications Unit                             |
| <b>SCU</b>     | Support CWP-Unit  |
| <b>SCU</b>     | Seat Control Unit   |
| <b>SCV</b>     | Sub-Clutter Visibility                                    |
| <b>SD</b>      | Serial Dialing  |
| <b>SD</b>      | Specialist Domain   |
| <b>SD</b>      | Standard Deviation  |
| <b>SDB</b>     | Static Data Bank  |
| <b>SDBY</b>    | Stand by  |
| <b>SDD</b>     | Software Design Document                                  |
| <b>SDD</b>     | Synthetic Data Display                                    |
| <b>SDDL</b>    | System Design and Development Life Cycle                  |
| <b>SDE</b>     | Senior Director EATM                                      |
| <b>SDE</b>     | System Development Environment                            |
| <b>SDF</b>     | Simplified Directional Facility                           |
| <b>SDF</b>     | Step Down Fix   |
| <b>SDG</b>     | Sensor Data Generator                                     |
| <b>SDI</b>     | Source Destination Identifier                             |

|               |  |
|---------------|--|
| <b>SDL</b>    | Standard Distribution List                           |
| <b>SDLC</b>   | Synchronous Data Link Control procedures             |
| <b>SDLS</b>   | Satellite Data Link System                           |
| <b>SDM</b>    | System Definition Manual                             |
| <b>SDO</b>    | Selected Display Option                              |
| <b>SDO</b>    | Static Data Operations                               |
| <b>SDO</b>    | Supplementary Display Option                         |
| <b>SDOE</b>   | Senior Director Operations and EATCHIP               |
| <b>SDP</b>    | Second Development Project                           |
| <b>SDP</b>    | Simulator Development Program                        |
| <b>SDP</b>    | Software Development Phase                           |
| <b>SDP</b>    | Software Development Plan                            |
| <b>SDP</b>    | Surveillance Data Processing                         |
| <b>SDPD</b>   | Surveillance Data Processing and Distribution        |
| <b>SDPDS</b>  | Surveillance Data Processing and Distribution System |
| <b>SDPS</b>   | Surveillance Data Processing System                  |
| <b>SDR</b>    | System Design Review                                 |
| <b>SDT</b>    | Stack Departure Time                                 |
| <b>SDT</b>    | Support, Development & Training Section              |
| <b>SDTF</b>   | SYSCO Development TF                                 |
| <b>SDU</b>    | Satellite Data Unit                                  |
| <b>SDU</b>    | Static Data Update message                           |
| <b>SDV</b>    | Simulator Development                                |
| <b>SD'xx'</b> | Specialist Domain `number'                           |
| <b>SE</b>     | South-East   |
| <b>SE</b>     | Strategy Element                                     |
| <b>SE</b>     | South-East   |
| <b>SEA</b>    | Sea  |
| <b>SEAT</b>   | Site Equipment Acceptance Test                       |
| <b>SEB</b>    | South-Eastbound                                      |
| <b>SEB</b>    | Seat Electronics Box                                 |
| <b>SEB/ST</b> | Seat Electronics Box with Self-Test                  |

|               |  |
|---------------|--|
| <b>SEC</b>    | Seconds  |
| <b>SECAM</b>  | Safety, Efficiency and Capacity in ATM Methodologies |
| <b>SECN</b>   | Section  |
| <b>SECRA</b>  | Secondary Radar                                      |
| <b>SECT</b>   | Sector   |
| <b>SEE</b>    | Software Engineering Environment                     |
| <b>SEI</b>    | Standby Engine Instruments                           |
| <b>SEL</b>    | Sector List Window                                   |
| <b>SEL</b>    | Selected   |
| <b>SELCAL</b> | Selective Calling                                    |
| <b>SELCAL</b> | Selective Calling System                             |
| <b>SELREL</b> | Selective Release                                    |
| <b>SEMP</b>   | Software Engineering Management Plan                 |
| <b>SEP</b>    | Selective Employment Plan                            |
| <b>SEP</b>    | Spherical Error Probable                             |
| <b>SEP</b>    | September  |
| <b>SEQ</b>    | Sequence   |
| <b>SER</b>    | Service or Servicing or Served                       |
| <b>SEROS</b>  | Semmerzake Radar Operating System                    |
| <b>SES</b>    | Supplementary Equipment and Services                 |
| <b>SESMA</b>  | Special Event Search and Master Analysis             |
| <b>SESY</b>   | Service Systems Section                              |
| <b>SEU</b>    | Software Engineering unit                            |
| <b>SEU</b>    | Seat Electronics Unit                                |
| <b>SEV</b>    | Severe   |
| <b>SF</b>     | Scaling Factor                                       |
| <b>SFA</b>    | Special Flight Authorization                         |
| <b>SFC</b>    | Surface  |
| <b>SFD</b>    | Start Frame Delimiter                                |
| <b>SFL</b>    | Sequence Flashing Lights                             |
| <b>SFL</b>    | Supplementary Flight Level                           |

|                   |   |
|-------------------|---|
| <b>SFLA</b>       | Assign SFL  |
| <b>SFMC</b>       | Sickness Fund Management Committee                          |
| <b>SFOR</b>       | Stabilization Force   |
| <b>SFPL</b>       | Short Flight Plan   |
| <b>SFPL</b>       | System Flight Plan Processing                               |
| <b>SFT</b>        | Simplified Fast Time Simulations                            |
| <b>SG</b>         | Snow Grains   |
| <b>SG</b>         | Safety Group  |
| <b>SG</b>         | Snow Grains   |
| <b>SG</b>         | Symbol Generator  |
| <b>SGAMI</b>      | Select Group for Assessing Manpower Issues                  |
| <b>SGC</b>        | Swept Gain Control  |
| <b>SGCAS</b>      | Study Group on Certification of Automatic Systems           |
| <b>SGL</b>        | Signal  |
| <b>SGR</b>        | Study Group of the enlarged Committees for Route Charges    |
| <b>SGS 85</b>     | Soviet Geodetic System                                      |
| <b>SH</b>         | Shower  |
| <b>SHACC</b>      | SHAPE Airspace Coordination Center                          |
| <b>SHANDAP</b>    | Shannon Data Processing                                     |
| <b>SHAPE</b>      | Supreme Headquarters Allied Powers Europe                   |
| <b>SHAPE</b>      | Solutions for Human Automation Partnerships in European ATM |
| <b>SHEL</b>       | Software, Hardware, Environment, Liveware                   |
| <b>SHEL Model</b> | Software - Hardware - Environment - Liveware Model          |
| <b>SHF</b>        | Super High Frequency  |
| <b>SHL</b>        | Saville and Holdsworth Ltd.                                 |
| <b>SHORAN</b>     | Short Range Navigation                                      |
| <b>SHVR</b>       | Shaver  |
| <b>SI</b>         | International System of Units                               |
| <b>SI</b>         | Sector Indicator  |
| <b>SI</b>         | Selective Interrogator                                      |



|                 |  |
|-----------------|--|
| <b>SI</b>       | Situational Interview  |
| <b>SI</b>       | International System of Units  |
| <b>SIC</b>      | Sector Intercom  |
| <b>SIC</b>      | Source Identification Code   |
| <b>SIC</b>      | Subject Indicator Code   |
| <b>SICASP</b>   | Secondary Surveillance Radar Improvements and Collision Avoidance System Panel |
| <b>SICT</b>     | System Implementation Coordination Team  |
| <b>SICTA</b>    | Italian Consortium for the Applied ATM Research                                |
| <b>SID</b>      | Standard Instrument Departure  |
| <b>SID/STAR</b> | Standard Instrument Departure / Standard Arrival Route                         |
| <b>SIDMET</b>   | Information issued by meteorological watch office                              |
| <b>SIE</b>      | Standard Interface Equipment   |
| <b>SIF</b>      | Selective Identification Feature   |
| <b>SIG</b>      | Significant  |
| <b>SIGMET</b>   | Significant Meteorological Information   |
| <b>SIGWX</b>    | Significant Weather  |
| <b>SIL</b>      | Sector Inbound List Window   |
| <b>SIM</b>      | Simulator / Simulation   |
| <b>SIM</b>      | Subscriber Identification Module   |
| <b>SIM-5</b>    | Simulation Modernization Project   |
| <b>SIMM</b>     | Symbolic Integrated Maintenance Manual   |
| <b>SIMMOD</b>   | Simulation Model   |
| <b>Simul</b>    | Simulation   |
| <b>SIMUL</b>    | Simultaneous or Simultaneously   |
| <b>SIO</b>      | Sector Input Operator  |
| <b>SIOF</b>     | Society for Industrial and Organizational Psychology, Inc.                     |
| <b>SIP</b>      | Slot Improvement Proposal Message  |
| <b>SIR</b>      | Packed or Compacted Snow and Ice on Runway                                     |
| <b>SIRO</b>     | Simultaneous Intersecting Runway Operations                                    |

|                |  |
|----------------|--|
| <b>SIROCCO</b> | Study of the Impact of Revised Operational Concepts on the CNS/ATM ODP Model |
| <b>SIS</b>     | English Standard for Documentation   |
| <b>SIS</b>     | Signal in Space  |
| <b>SIS</b>     | Special Information System   |
| <b>SISG</b>    | Safety Improvement Sub-Group   |
| <b>SIT</b>     | Slot Issue Time Parameter  |
| <b>SIT</b>     | Software Integration Test  |
| <b>SIT</b>     | Subsystem Integration Test   |
| <b>SIT</b>     | System Integration Team  |
| <b>SITAP</b>   | Simulator for Transportation, Analysis and Planning                          |
| <b>SITATEX</b> | Software developed by SITA   |
| <b>SITD</b>    | Systems Integration and Test Department                                      |
| <b>SITS</b>    | Subsystem Integration and Test Station                                       |
| <b>SIWL</b>    | Single Isolated Wheel Load   |
| <b>SJA</b>     | Strategic Job Analysis   |
| <b>SKC</b>     | Sky Clear  |
| <b>SKED</b>    | Schedule or Scheduled  |
| <b>SKIP</b>    | SKIP a sector  |
| <b>SL</b>      | Sea Level  |
| <b>SL</b>      | Service Letter   |
| <b>SLA</b>     | Service Level Agreement  |
| <b>SLAP</b>    | Slot Allocation Procedures   |
| <b>SLAR</b>    | Side-Looking Airborne Radar  |
| <b>SLB</b>     | Side Lobe Banking  |
| <b>SLC</b>     | Side Lobe Cancellation   |
| <b>SLC</b>     | Slot Requirement Cancellation Message  |
| <b>SLI</b>     | Supplementary Level Inbound  |
| <b>SLM</b>     | Standard Length Message  |
| <b>SLO</b>     | Supplementary Level Outbound   |
| <b>SLOP</b>    | Strategic Lateral Offset Procedure   |

|               |  |
|---------------|--|
| <b>Slot</b>   | An arrival or departure time window reserved for a flight        |
| <b>SLP</b>    | Speed Limit Point  |
| <b>SLR</b>    | Satellite Laser Ranging  |
| <b>SLR</b>    | Slush of Runway  |
| <b>SLS</b>    | Satellite Landing System   |
| <b>SLS</b>    | Interrogation Side Lobe Suppression                              |
| <b>SLT</b>    | Scheduled Landing Time   |
| <b>SLT</b>    | Slot Allocation  |
| <b>SLW</b>    | Sector Load Window   |
| <b>SLW</b>    | Selected Label Window  |
| <b>SLW</b>    | Slow   |
| <b>SM</b>     | Stack Manager  |
| <b>SMAA</b>   | Study for Mediterranean Area ADS                                 |
| <b>SMAE</b>   | Systems Management Application Entity                            |
| <b>SMAN</b>   | Surface Management   |
| <b>SMART</b>  | Self-Managed Arrival Resequencing Tool                           |
| <b>SMART</b>  | Simulator for Multi-radar analysis for realistic Trade / Traffic |
| <b>SMART</b>  | Standard Modular Avionics Repair and Test                        |
| <b>SMATSA</b> | Serbia and Montenegro Air Traffic Services Agency Ltd            |
| <b>SMAW</b>   | Safe Minimum Altitude Warning                                    |
| <b>SMC</b>    | Station Monitoring and Control                                   |
| <b>SMC</b>    | Surface Movement Control   |
| <b>SMC</b>    | System Monitoring and Computer / Control                         |
| <b>SMC</b>    | Systems Management Concept                                       |
| <b>SMC</b>    | Surface Movement Control   |
| <b>SMD</b>    | Storage Module Device  |
| <b>SMDE</b>   | Software Maintenance and Development Environment                 |
| <b>SME</b>    | Subject Major/Matter Expert                                      |
| <b>SMEQ</b>   | Subjective Mental Effort Questionnaire                           |

|                      |   |
|----------------------|---|
| <b>SMGC</b>          | Surface Movement Guidance and Control                           |
| <b>SMHI</b>          | Swedish government owned MET Institute                          |
| <b>SMI</b>           | Special Message Identifier                                      |
| <b>SMI</b>           | Stakeholder Relations Management and International Coordination |
| <b>SMIDTS</b>        | Synthetic Movings Image Didactic / Tower Control Simulator      |
| <b>SMITF</b>         | Safety Monitoring and Improvement Task Force                    |
| <b>SMM</b>           | Safety Management Manual  |
| <b>SMM</b>           | Sector Monitor Message  |
| <b>SMM</b>           | Slot Missed Message   |
| <b>SMR</b>           | Surface Movement Radar  |
| <b>SMS</b>           | Safety Management System  |
| <b>SMT</b>           | Station Management  |
| <b>SMT</b>           | Surface Mount Technology  |
| <b>SMTP</b>          | Simple Mail Transfer Protocol                                   |
| <b>SMX</b>           | Sub-Multiplexer   |
| <b>SN</b>            | Brussels Airlines   |
| <b>SN</b>            | System Notam  |
| <b>SN</b>            | Snow  |
| <b>SN</b>            | Sign  |
| <b>SN, S/N</b>       | Signal-to-Noise   |
| <b>SNA</b>           | Satellite Navigation Application                                |
| <b>SNA</b>           | System Network Architecture                                     |
| <b>SNAcF</b>         | Subnetwork Access Function                                      |
| <b>SNAcP</b>         | Subnetwork Access Protocol                                      |
| <b>SNASG, SNA-SG</b> | Satellite Navigation Applications Sub- Group                    |
| <b>SNBNK</b>         | Snowbank/s Caused by Plowing                                    |
| <b>SNDC</b>          | SubNetwork Dependent Convergence Function                       |
| <b>SNDCF</b>         | SubNetwork Dependent Convergence Facility                       |
| <b>SNET</b>          | Safety Nets   |
| <b>SNGL</b>          | Single  |

|                  |  |
|------------------|--|
| <b>SNICF</b>     | Subnetwork Independent Convergence Function  |
| <b>SNIR, S/N</b> | Signal-to-noise ratio  |
| <b>SNME</b>      | Subnetwork Management Entity   |
| <b>SNMP</b>      | Simple Network Management Protocol   |
| <b>SNOCLO</b>    | Aerodrome Closed Due to Snow   |
| <b>SNOWTAM</b>   | A special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area, by means of a specific pro forma. |
| <b>SNOWTAM</b>   | Special Series NOTAM Notifying the Presence or Removal of Hazardous Conditions Due to Snow, Ice, Slush or Standing Water Associated with Snow, Slush and Ice on the Movement Area, by Means of A Specific Format       |
| <b>SNPA</b>      | Subnetwork Point of Attachment   |
| <b>SNPRM</b>     | Supplemental Notice of Proposed Rulemaking   |
| <b>SNR</b>       | Signal-to-Noise Ratio  |
| <b>SO</b>        | Specialist Objectives  |
| <b>SO</b>        | Standards Office   |
| <b>So</b>        | the Present  |
| <b>SO</b>        | Shut-Off   |
| <b>SO</b>        | Standard Option  |
| <b>SOC</b>       | Start of Climb   |
| <b>SOC</b>       | System / Sector Operations Center  |
| <b>SOC</b>       | Start of Climb   |
| <b>SOC-ARC</b>   | Safety Oversight and Certification Aviation Rulemaking Committee   |
| <b>SOF</b>       | Stand-alone Operations Facility  |
| <b>SOGITS</b>    | Senior Official Group in IT Standardization  |
| <b>SOIR</b>      | Simultaneous Operations on parallel Instrument Runways   |
| <b>SOL</b>       | Sector Outbound List   |
| <b>SOP</b>       | Standard Operating Procedures  |
| <b>SOPA</b>      | Standard Operating Procedure Amplified   |

|                |   |
|----------------|---|
| <b>SOR</b>     | State of Readiness  |
| <b>SOS</b>     | Systems Operations Section                                      |
| <b>SOTA</b>    | South Oceanic Transition area                                   |
| <b>SOV</b>     | Shut Off Valve  |
| <b>SOW</b>     | Statement of Work   |
| <b>SP</b>      | Space   |
| <b>sp</b>      | Ground Speed  |
| <b>SP</b>      | Service Provider  |
| <b>SP</b>      | Special Purpose   |
| <b>SP</b>      | Special Point   |
| <b>SP</b>      | Standard Precision  |
| <b>SP</b>      | Succession Planning   |
| <b>SP</b>      | System Parameter  |
| <b>SPA</b>     | Slot Improvement Proposal Acceptance Message                    |
| <b>SPACDAR</b> | Specialist Panel on Automatic Conflict Detection and Resolution |
| <b>SPAF</b>    | Strategic Performance Analysis and Forecast                     |
| <b>SPAS</b>    | Sensor Performance Analysis Standard                            |
| <b>SPD</b>     | Speed, Speed Mode   |
| <b>SPD</b>     | Speed   |
| <b>SPECI</b>   | Aerodrome Special Meteorological Report                         |
| <b>SPECI</b>   | Aviation Selected Special Weather Report                        |
| <b>SPECIAL</b> | Special Meteorological Report                                   |
| <b>SPF</b>     | Scratch Pad Field   |
| <b>SPG</b>     | Special Planning Group  |
| <b>SPI</b>     | Special Pulse Identification                                    |
| <b>SPI</b>     | Special Position Indicator                                      |
| <b>SPL</b>     | System Flight Plan / Supplementary Flight Plan                  |
| <b>SPL</b>     | Splice List   |
| <b>SPM</b>     | Stabilizer Position Module                                      |
| <b>SPMP</b>    | Software Project Management Plan                                |
| <b>SPN</b>     | Short Plan Input  |

|                |   |
|----------------|---|
| <b>SPO</b>     | Special Project Office  |
| <b>SPO</b>     | Strategic Plan of Operation. See SPT  |
| <b>SPOC</b>    | SAR Point in Contact  |
| <b>SPOC</b>    | SAR Point of Contact  |
| <b>SPORA</b>   | Specialist Panel on Operational Research and Analysis   |
| <b>SPOT</b>    | Spot Wind   |
| <b>SPR</b>     | Strip Printer   |
| <b>S-P-R-c</b> | Stimuli, Processing, Response, controlled executive   |
| <b>SPS</b>     | Sensor Processing Subsystem   |
| <b>SPS</b>     | Siemens Plessey Systems   |
| <b>SPS</b>     | Standard Positioning Service  |
| <b>SPS</b>     | STDMA/VDL Mode 4 Performance Simulator  |
| <b>SPSS</b>    | Statistical Package for the Social Sciences   |
| <b>SPT</b>     | Strategic Planning Team. the Strategic Planning Team acts as a focal point for the development of collaborative Strategic Plans of Operation. |
| <b>SQ</b>      | Squalls   |
| <b>sq. in.</b> | Square Inch   |
| <b>sq-cm</b>   | cm <sup>2</sup>   |
| <b>SQE</b>     | Software Quality Engineer   |
| <b>SQL</b>     | Squall Line   |
| <b>SQL</b>     | Structured Query Language   |
| <b>SQS</b>     | Safety, Quality Management, and Standardization   |
| <b>SQU</b>     | Squelch   |
| <b>SR</b>      | Study Report  |
| <b>SR</b>      | Sunrise   |
| <b>SR-30</b>   | 30 Minutes before Sunrise   |
| <b>SRA</b>     | Surveillance Radar Approach   |
| <b>SRA</b>     | Special Rules Area  |
| <b>SRA</b>     | Surveillance Radar Approach   |
| <b>SRB</b>     | Solid Rocket Booster  |
| <b>SRC</b>     | System Requirements Document  |

|              |   |
|--------------|---|
| <b>SRD</b>   | System Research and Development                               |
| <b>SRDTF</b> | System Research and Development Task Force                    |
| <b>SRE</b>   | Slant Range Error   |
| <b>SRE</b>   | Surveillance Radar Element of GCA                             |
| <b>SRE</b>   | Surveillance Radar Element of Precision Approach Radar System |
| <b>SRG</b>   | Safety Regulation Group                                       |
| <b>SRG</b>   | Short Range   |
| <b>SRI</b>   | Stanford Research Institute                                   |
| <b>SRI</b>   | System Replay and Investigation                               |
| <b>SRJ</b>   | Slot Improvement Proposal Rejection Message                   |
| <b>SRM</b>   | Sector Revision Message                                       |
| <b>SRM</b>   | Slot Revision Message   |
| <b>SRM</b>   | Stabilizer Trim/Rudder Ratio Module                           |
| <b>SRP</b>   | Selected Reference Point                                      |
| <b>SRP</b>   | Slot Reference Point  |
| <b>SRP</b>   | Slot Revision Proposal  |
| <b>SRQ</b>   | Slot Request  |
| <b>SRR</b>   | Search and Rescue Region                                      |
| <b>SRR</b>   | Slot Revision Request   |
| <b>SRR</b>   | System Requirements Review                                    |
| <b>SRR</b>   | Search and Rescue Region                                      |
| <b>SRS</b>   | Standard Routing Scheme                                       |
| <b>SRS</b>   | System Requirements Specification                             |
| <b>SRSG</b>  | Safety Regulation Sub-Group                                   |
| <b>SRT</b>   | Single Radar Tracker  |
| <b>SRT</b>   | Sort Route Transparent  |
| <b>SRU</b>   | Safety Regulation Unit  |
| <b>SRU</b>   | Shop Replaceable Unit   |
| <b>SRV</b>   | Server  |
| <b>SRV</b>   | Secondary   |
| <b>SRZ</b>   | Special Rules Zone  |



|                      |   |
|----------------------|---|
| <b>SS</b>            | Sand Storm  |
| <b>SS</b>            | Sector Supervisor   |
| <b>SS</b>            | Sunset  |
| <b>SS+30</b>         | 30 Minutes after Sunset   |
| <b>SSA</b>           | Smallest Space Analysis   |
| <b>SSA</b>           | System Safety Assessment  |
| <b>SSALF</b>         | Simplified Short Approach Lighting with Sequence Flashers                 |
| <b>SSALR</b>         | Simplified Short Approach Lighting with Runway Alignment Indicator Lights |
| <b>SSALS</b>         | Simplified Short Approach Lighting System                                 |
| <b>SSAP</b>          | Source Service Access Point   |
| <b>SSAP Selector</b> | Session Service Selector  |
| <b>SSB</b>           | Single Side Band  |
| <b>SSD</b>           | Synthetic Situation Display   |
| <b>SSDD</b>          | System/Segment Design Document  |
| <b>SSDG</b>          | Surveillance Strategy Drafting Group                                      |
| <b>SSE</b>           | South-South-East  |
| <b>SSE</b>           | Sum of Squared Errors   |
| <b>SSE</b>           | South-South-East  |
| <b>SSEC</b>          | Static Source Error Correction  |
| <b>SSFDR</b>         | Solid-State Flight Data Recorder  |
| <b>SSGHI</b>         | Surveillance Sub-Group on Harmonization and Implementation                |
| <b>SSGS</b>          | Surveillance Sub-Group on Standards                                       |
| <b>SSGT</b>          | Surveillance Sub-Group on Tools   |
| <b>SSM</b>           | Sign Status Matrix  |
| <b>SSM</b>           | Standard Schedules information Manual                                     |
| <b>SSM</b>           | System Surveillance and Maintenance                                       |
| <b>SSO</b>           | STAR Support Office   |
| <b>SSP</b>           | Secondary Spare Part  |
| <b>SSP</b>           | Sole Source Procurement   |
| <b>SSP</b>           | Source Selection Panel  |

|                           |   |
|---------------------------|---|
| <b>SSPA</b>               | Solid State Phased Array  |
| <b>SSPSG</b>              | Structures for Service Provision Sub-Group Level Group: Single European Sky |
| <b>SSR</b>                | Secondary Surveillance Radar  |
| <b>SSR</b>                | Software Specification Review   |
| <b>SSR</b>                | Solid State Relay   |
| <b>SSR</b>                | Secondary Surveillance Radar  |
| <b>SSR Mode S</b>         | Selective Address SSR   |
| <b>SSRBRIGH</b>           | Highlight set code to target  |
| <b>SSRC</b>               | Current SSR Code  |
| <b>SSS</b>                | Source Select Switch  |
| <b>SSS</b>                | System/Segment Specification  |
| <b>SSSP</b>               | EU Subgroup on Structures for Service Provision                             |
| <b>SST</b>                | Supersonic Transport  |
| <b>SSTS</b>               | Space Surveillance and Tracking System                                      |
| <b>S-SUP</b>              | Sector Supervisor   |
| <b>SSW</b>                | South-South-West  |
| <b>ST</b>                 | Specialist Task   |
| <b>ST</b>                 | Stratus   |
| <b>ST, S/T</b>            | Short-Term  |
| <b>STA</b>                | Sequence / Scheduled Time of Arrival  |
| <b>STA</b>                | Straight-in Approach  |
| <b>STAB</b>               | Stabilizer  |
| <b>STAC</b>               | Second Time Around Clutter  |
| <b>STANAG,<br/>Stanag</b> | Standardization Agreement   |
| <b>STANINE</b>            | Standard Nine Score   |
| <b>STANLY</b>             | Statistics and Analysis   |
| <b>STANS</b>              | Simulation facility of a Total Air Navigation System                        |
| <b>STAR</b>               | Second Time Around Returns  |
| <b>STAR</b>               | Self-Test and Repair  |
| <b>STAR</b>               | Standard Terminal Arrival Route   |

|                             |  |
|-----------------------------|--|
| <b>STAR</b>                 | Studies, Tests and Applied Research                    |
| <b>STAR</b>                 | Surface to Air Recovery                                |
| <b>STAR</b>                 | Standard Terminal Arrival Route                        |
| <b>STAR</b>                 | Standard Instrument Arrival                            |
| <b>STARS</b>                | Surveillance and Tracking Attack Radar System          |
| <b>START-OVER</b>           | Process of putting in action the COLD- STANDBY         |
| <b>STAT</b>                 | Second-Time-Around Targets                             |
| <b>STAT</b>                 | Statistics   |
| <b>STATFOR</b>              | Specialist Panel on Air Traffic Statistics & Forecasts |
| <b>STB TF</b>               | Short-Term Benefits Task Force                         |
| <b>STC</b>                  | Sensitivity Time Control                               |
| <b>STC</b>                  | SHAPE Technical Center                                 |
| <b>STC</b>                  | Short Time Constant                                    |
| <b>STC</b>                  | Simulation Technical Coordinator                       |
| <b>STC</b>                  | Steering Committee                                     |
| <b>STC</b>                  | Supplemental Type Certificate                          |
| <b>STCA</b>                 | Short-Term Conflict Alert                              |
| <b>STCD</b>                 | Short-Term Conflict Detection                          |
| <b>STCM</b>                 | Stabilizer Trim Control Module                         |
| <b>STCW</b>                 | Short-Term Conflict Warning                            |
| <b>STD</b>                  | Scheduled Time of Departure                            |
| <b>STD</b>                  | Software Technical Designer                            |
| <b>STD</b>                  | Standard   |
| <b>STDMA</b>                | Self-organizing Time Division Multiple Access          |
| <b>STEP</b>                 | Social, Technological, Environmental and Political     |
| <b>STEPCLB</b>              | StepClimb  |
| <b>STF</b>                  | Selection Task Force                                   |
| <b>STF</b>                  | Stratiform   |
| <b>STF ARTAS,<br/>STFAD</b> | Surveillance Task Force on ARTAS Development           |
| <b>STFAP</b>                | Surveillance Task Force on the Appraisal Program       |

|                  |   |
|------------------|---|
| <b>STFDPPAS</b>  | Surveillance Task Force on the Data Processing Performance Analysis Standard          |
| <b>STFRDE</b>    | Surveillance Task Force on Radar Data Exchange  |
| <b>STFRL</b>     | Surveillance Task Force on Reference Levels   |
| <b>STFRSS</b>    | Surveillance Task Force on the Radar Surveillance Standards                           |
| <b>STFSDIR</b>   | Surveillance Task Force on Surveillance data Distribution Infrastructure Requirements |
| <b>STF-SDPS</b>  | Surveillance Task Force on Surveillance Data Processing Systems                       |
| <b>STFSPAS</b>   | Surveillance Task Force on the Sensor Performance Analysis Standard                   |
| <b>STFTE</b>     | Special Task Force of Training Experts  |
| <b>STFTV</b>     | Surveillance Task Force on Transponder Verification                                   |
| <b>STG</b>       | Eurocontrol Standards Group. See SSGS   |
| <b>ST-ICD</b>    | Short-Term Interface Control Document   |
| <b>STLP</b>      | ATS Selection Training and Licensing Panel  |
| <b>STMP</b>      | Special Traffic Management Program.   |
| <b>STN</b>       | Station   |
| <b>STNR</b>      | Stationary  |
| <b>STNR</b>      | Status  |
| <b>STOA</b>      | Scientific and Technological Options Assessment                                       |
| <b>STOL</b>      | Short Take-Off and Landing  |
| <b>STORIA</b>    | Simulation Tool for Online Recording and Analysis                                     |
| <b>STP</b>       | Shielded Twisted Pair or Software Rest Plan   |
| <b>STP</b>       | Software Test Plan  |
| <b>STP</b>       | Standardized Training Package   |
| <b>STR</b>       | Software Test Report  |
| <b>STRANGE</b>   | Simplified Trajectory Generator   |
| <b>STRAT</b>     | Strategic Planning System   |
| <b>STRATPLAN</b> | Strategic Planning Meeting  |
| <b>STS</b>       | Stand-by Telephone System   |
| <b>STS</b>       | Status  |

|                    |  |
|--------------------|--|
| <b>StS</b>         | Support to States                            |
| <b>STS</b>         | Status                                       |
| <b>STT</b>         | Studies, Tests and Trials                    |
| <b>STTR</b>        | Small Business Technology Transfer Resources |
| <b>STU</b>         | Selected Trajectory Update                   |
| <b>STUD</b>        | Innovative studies                           |
| <b>STWL</b>        | Stopway Lights                               |
| <b>SUA</b>         | Special Use Airspace                         |
| <b>SUATMS</b>      | Single Unified ATM System                    |
| <b>SUBJ</b>        | Subject to                                   |
| <b>SUC</b>         | Start-Up Controller                          |
| <b>SUCT</b>        | Surveillance analysis and Calibration Tools  |
| <b>SUDP</b>        | Surveillance data Processing                 |
| <b>SUMI</b>        | Software Usability Measurement Inventory     |
| <b>SUN</b>         | Sunday                                       |
| <b>SUP</b>         | Supervisor                                   |
| <b>SUP</b>         | Supplement                                   |
| <b>Sup. Pract.</b> | Supervised Practices                         |
| <b>SUP/ACC</b>     | Supervisor Area Control Center               |
| <b>SUP/APP</b>     | Supervisor Approach                          |
| <b>SUP/MIL</b>     | Supervisor military                          |
| <b>SUP-NUM</b>     | Supernumerary                                |
| <b>SUPPS</b>       | Regional Supplementary Procedures            |
| <b>SUPSIS</b>      | Supervisor                                   |
| <b>SUR</b>         | Surveillance                                 |
| <b>SURT</b>        | Screen Update Response Time                  |
| <b>SURT</b>        | Surveillance Team                            |
| <b>SurvITE</b>     | Surveillance Integrated Tested for EATMS     |
| <b>SV</b>          | Secure Voice                                 |
| <b>SV</b>          | Space Vehicle                                |
| <b>SVC</b>         | Service                                      |
| <b>SVC</b>         | Switched Virtual Circuits                    |

|                |  |
|----------------|--|
| <b>SVC</b>     | Service Message  |
| <b>SVCBL</b>   | Serviceable  |
| <b>SVFR</b>    | Special VFR  |
| <b>SVID</b>    | System V Interface Definition                                      |
| <b>SVN</b>     | Satellite Vehicle Number   |
| <b>SVP</b>     | Supervisor   |
| <b>SVRWX</b>   | Severe Weather   |
| <b>SVS</b>     | Synthetic Vision System  |
| <b>SVU</b>     | Seat Video Unit  |
| <b>SVVP</b>    | Software Verification and Validation Plan                          |
| <b>SW</b>      | South-West   |
| <b>SW, s/w</b> | Software   |
| <b>SWAP</b>    | Severe Weather Avoidance Procedure                                 |
| <b>SWAT</b>    | Subjective Workload Assessment Technique                           |
| <b>SWB</b>     | South-Westbound  |
| <b>SWCI</b>    | Software Configuration Item  |
| <b>SWDL</b>    | Software Data Loader   |
| <b>SWEPT</b>   | Swept or Broom   |
| <b>SWG</b>     | Simulation Working Group   |
| <b>SWI</b>     | Swisscontrol Interface   |
| <b>SWIFT</b>   | Specifications for Working positions in Future Air Traffic Control |
| <b>SWIM</b>    | System-Wide Information Management                                 |
| <b>SWL</b>     | Sidewall   |
| <b>SWM</b>     | SIP Wanted Message   |
| <b>SWORD</b>   | Subjective WORKload Dominance technique                            |
| <b>SWOT</b>    | Strength, Weaknesses, Opportunities and Threats                    |
| <b>SWP</b>     | Software Simulation Package  |
| <b>SWP</b>     | Support Working Position   |
| <b>SWS</b>     | Software Service   |
| <b>SWY</b>     | Stopway  |

|                 |  |
|-----------------|--|
| <b>SXCOP</b>    | Sector Exit Coordination Point               |
| <b>SYCA</b>     | System Capacity                              |
| <b>SYCO</b>     | System Configuration                         |
| <b>SYMA</b>     | System Manager                               |
| <b>Sync.</b>    | Synchronous                                  |
| <b>SYSCIMIC</b> | System supported Civil/Military Coordination |
| <b>SYSCO</b>    | System Supported Coordination                |
| <b>SYSEVAL</b>  | System Evaluation                            |

# T

# TANGO

1978



**Iran Atomic Energy Organization**  
**Dassault Falcon 20**  
*Unknown Location*



|               |   |
|---------------|---|
| <b>t</b>      | Tons  |
| <b>T</b>      | Tesla / Terminal  |
| <b>T</b>      | Temperature   |
| <b>t</b>      | Symbol for time   |
| <b>T</b>      | Temperature   |
| <b>T</b>      | True  |
| <b>t.b.d.</b> | to be decided / discussed                                   |
| <b>T/C</b>    | Top-of-Climb  |
| <b>T/D</b>    | Top-of-Descent  |
| <b>T/M</b>    | Torque Motor  |
| <b>T/O</b>    | Takeoff   |
| <b>T/R</b>    | Thrust Reverser   |
| <b>TA</b>     | Task Analysis   |
| <b>TA</b>     | Test Area   |
| <b>TA</b>     | Time of Arrival   |
| <b>TA</b>     | Traffic Advisory  |
| <b>TA</b>     | Transition Action   |
| <b>TA</b>     | Transition Altitude   |
| <b>TA</b>     | Traffic Advisory  |
| <b>TA</b>     | Transition Altitude   |
| <b>TA/H</b>   | Turn at An Altitude/Height                                  |
| <b>TAA</b>    | Terminal Arrival Area                                       |
| <b>TAA</b>    | Track Accuracy Analysis                                     |
| <b>TAA</b>    | Terminal Arrival Altitude                                   |
| <b>TAAM</b>   | Total Airspace and Airport Modeler                          |
| <b>TACAN</b>  | Tactical Air Navigation                                     |
| <b>TACAN</b>  | UHF Tactical Air Navigation System                          |
| <b>TACH</b>   | Tachometer  |
| <b>TACIS</b>  | Technical Assistance to the Community of Independent States |
| <b>TACOT</b>  | TACT Automated Command Tool                                 |
| <b>TACOT</b>  | Tactical Operational Tool                                   |

|                  |  |
|------------------|--|
| <b>TACT</b>      | Tactical Computer System   |
| <b>TACT</b>      | Tactical Flow Management Working Position                              |
| <b>TACT data</b> | Data required by or output by the CFMU TACT system                     |
| <b>TAD</b>       | Target Audience Description  |
| <b>TADIL</b>     | Tactical Distribution List   |
| <b>TAF</b>       | Terminal Area Forecast   |
| <b>TAF</b>       | Aerodrome Forecast   |
| <b>TAFEI</b>     | Task Analysis For Error Identification                                 |
| <b>TAG</b>       | Transitional Airport Group   |
| <b>TAI</b>       | International Atomic Tim   |
| <b>TAI</b>       | Thermal Anti-Ice   |
| <b>TAIL</b>      | Tail   |
| <b>TAIL</b>      | Tail Wind  |
| <b>TAIS</b>      | Total Aircraft Information System                                      |
| <b>TALK</b>      | VCS Upgrade Program / System   |
| <b>TAM</b>       | Technical Acknowledgement Message                                      |
| <b>TAMP</b>      | Turkish ATC Modernization Project                                      |
| <b>TAMS</b>      | Total Airport Management System  |
| <b>TAP</b>       | Terminal Area Productivity   |
| <b>TAR</b>       | Terminal Area Radar  |
| <b>TAR</b>       | Trials ATN Router  |
| <b>TAR</b>       | Terminal Area Surveillance Radar                                       |
| <b>TARA</b>      | Terminal Area RNAV Applications Task Force                             |
| <b>TARAD</b>     | Tracking Asynchronous Radar Data                                       |
| <b>TARE</b>      | Telegraphic Automatic Relay Equipment                                  |
| <b>TARTAR</b>    | ATS Route Structure between Armenia, Azerbaijan, Georgia, Iran, Turkey |
| <b>TAS</b>       | Traffic Advisory System  |
| <b>tas / TAS</b> | True Airspeed  |
| <b>TASC</b>      | the Analytical Science Corporation                                     |
| <b>TAT</b>       | Total Air Temperature  |

|               |  |
|---------------|--|
| <b>TATCA</b>  | Terminal ATC Automation                        |
| <b>TATCI</b>  | Tallinn ATC Improvement project                |
| <b>T-ATSU</b> | Transferring ATS Unit                          |
| <b>Tau</b>    | Range / Range rate                             |
| <b>TAWS</b>   | Terrain Awareness and Warning System           |
| <b>TAX</b>    | Taxi or Taxiing                                |
| <b>TB</b>     | Tellback                                       |
| <b>TBA</b>    | Tellback Area                                  |
| <b>TBA</b>    | To Be Advised                                  |
| <b>TBD</b>    | To Be Determined                               |
| <b>TBN</b>    | To Be Notified                                 |
| <b>TBO</b>    | Time between Overhauls                         |
| <b>TBS</b>    | Telephone Back-up System                       |
| <b>TBS</b>    | to Be Specified                                |
| <b>TBT</b>    | Management Touch Base Teleconference           |
| <b>TBV</b>    | Turbine Bypass Valve                           |
| <b>TC</b>     | Typical Changes                                |
| <b>TC</b>     | Tactical Controller                            |
| <b>TC</b>     | Transit Corridor                               |
| <b>TC</b>     | Transition Concept                             |
| <b>TC</b>     | Tropical Cyclone                               |
| <b>TC</b>     | Type Certificate                               |
| <b>TC/OC</b>  | Technical Control and Operational Control      |
| <b>TCA</b>    | Terminal Conflict Alert                        |
| <b>TCA</b>    | Terminal Control Area                          |
| <b>TCA</b>    | Track Continuity Area                          |
| <b>TCA</b>    | Track-to-Chain Association                     |
| <b>TCA</b>    | Traffic Count Area                             |
| <b>TCA</b>    | Turbine Cooling Air                            |
| <b>TCAC</b>   | Tropical Cyclone Advisory Center               |
| <b>TC-APD</b> | Tactical Controller Activity Predictor Display |
| <b>TCAS</b>   | Traffic Alert and Collision Avoidance System   |

|                  |  |
|------------------|--|
| <b>TCAS</b>      | Traffic Collision Avoidance System                     |
| <b>TCAS RA</b>   | Traffic Collision Avoidance System Resolution Advisory |
| <b>TCB</b>       | Training Coordination Board                            |
| <b>TCC</b>       | Thrust Control Computer                                |
| <b>TCC</b>       | Traffic Control Center                                 |
| <b>TCC</b>       | Turbine Case Cooling                                   |
| <b>TCDP</b>      | Technical Control Data Processor                       |
| <b>TCH</b>       | Threshold Crossing Height                              |
| <b>T-Channel</b> | Time Division Multiple-Access Channel                  |
| <b>TCL</b>       | Terminal Control                                       |
| <b>TCOP</b>      | Transfer Coordination Point                            |
| <b>TCP</b>       | Transmission Control Protocol                          |
| <b>TCP / IP</b>  | Transmission Control Protocol / Internet Protocol      |
| <b>TCPU</b>      | Touch Panel Central Processing Unit                    |
| <b>TCT</b>       | Technical Control Terminal                             |
| <b>TCU</b>       | Towering Cumulus                                       |
| <b>TCWP</b>      | Threshold Crossing Way-point                           |
| <b>TDA</b>       | Track Detection Analysis                               |
| <b>TDB</b>       | Track Data Block                                       |
| <b>TDCE</b>      | Telephone Distribution and Control Equipment           |
| <b>TDCP</b>      | Test Display and Control Panel                         |
| <b>TDD</b>       | Time Division Duplex                                   |
| <b>TDF</b>       | Total Delayed Flights                                  |
| <b>TDF</b>       | Training and Development Facility                      |
| <b>TDH</b>       | Training Development and Harmonization                 |
| <b>TDL</b>       | Time Delay Logic                                       |
| <b>TDM</b>       | Time Division Multiplexing                             |
| <b>TDM</b>       | Total Delay in Minutes                                 |
| <b>TDMA</b>      | Time Division Multiple Access                          |
| <b>TDO</b>       | Tornado  |
| <b>TDOP</b>      | Time Dilution of Precision                             |

|                  |  |
|------------------|--|
| <b>TDR</b>       | Target Data Receiver                         |
| <b>TDR</b>       | Track Drop Rate                              |
| <b>TDR</b>       | Traffic Data Record                          |
| <b>TDS</b>       | Tactical Data System                         |
| <b>TDS</b>       | Test and Development Sector                  |
| <b>TDSP</b>      | Training Documentations and Special Projects |
| <b>TDWR</b>      | Terminal Doppler Weather Radar               |
| <b>TDX</b>       | Torque Differential Transmitter              |
| <b>TDZ</b>       | Touchdown Zone                               |
| <b>TDZ LGT</b>   | Touchdown Zone Lights                        |
| <b>TDZL</b>      | Touchdown Zone Lights                        |
| <b>TE</b>        | Time of Entry                                |
| <b>TEC</b>       | Technical ATM Systems and Logistics Support  |
| <b>TEC</b>       | Total Electron Content                       |
| <b>TEC, TECH</b> | Technical                                    |
| <b>TECR</b>      | Technical Reason                             |
| <b>TEL</b>       | Telephone                                    |
| <b>TELIA</b>     | Telecommunications Provider                  |
| <b>TEMP</b>      | Temperature                                  |
| <b>TEMP</b>      | Test and Evaluation Master Plan              |
| <b>TEMPLE</b>    | Terminal Management and Planning Equipment   |
| <b>TEMPO</b>     | Temporary or Temporarily                     |
| <b>TEN</b>       | Trans European Network                       |
| <b>TEND</b>      | Trend Forecast                               |
| <b>TEPS</b>      | Trajectory Editor and Problem Solver         |
| <b>TER</b>       | Terminated                                   |
| <b>TERM</b>      | Blk Terminal Block                           |
| <b>TERPS</b>     | Standard for Terminal Instrument procedures  |
| <b>TES</b>       | Trials End System project                    |
| <b>TF</b>        | Task Force or Touch Field                    |
| <b>TF</b>        | Track to Fix                                 |
| <b>TFA</b>       | Test Flight Analysis                         |

|               |   |
|---------------|---|
| <b>TFACS</b>  | Task Force on Assessment Center Standards         |
| <b>TFB</b>    | Total force branch                                |
| <b>TFC</b>    | Traffic   |
| <b>TFCCC</b>  | Task Force Common Core Content                    |
| <b>TFD</b>    | Thin Film Diode                                   |
| <b>TFDATS</b> | Delegation of ATS Task Force                      |
| <b>TFIS</b>   | Traffic Flow Investigation System                 |
| <b>TFM</b>    | Traffic Flow Management                           |
| <b>TFR</b>    | Temporary Flight Restriction                      |
| <b>TFR</b>    | Tactical Flight Record                            |
| <b>TFT</b>    | Thin Film Transistor                              |
| <b>TFTR</b>   | Terrain Following Training Route                  |
| <b>TFTS</b>   | Terrestrial Flight Telephone System               |
| <b>TF-TTM</b> | TF on Technology Based Training Tools and Methods |
| <b>TFV</b>    | Traffic Volume                                    |
| <b>TG</b>     | Task Group  |
| <b>TGDLP</b>  | Trials Ground Data Link Processor                 |
| <b>TGF</b>    | Traffic Growth Factor                             |
| <b>TGL</b>    | Temporary Guidance Leaflet                        |
| <b>TGL</b>    | Touch-and-Go Landing                              |
| <b>TGS</b>    | Taxiing Guidance System                           |
| <b>TGT</b>    | Target  |
| <b>TGT</b>    | Turbine Gas Temperature                           |
| <b>TH-CSF</b> | Thomson CSF                                       |
| <b>THD</b>    | Total Harmonic Distortion                         |
| <b>THDG</b>   | True Heading                                      |
| <b>THN</b>    | Thin  |
| <b>THR</b>    | Threshold   |
| <b>THR</b>    | Thrust  |
| <b>THRL</b>   | Threshold Lights                                  |
| <b>THRU</b>   | Through   |
| <b>THSHD</b>  | Threshold   |

|               |  |
|---------------|--|
| <b>THU</b>    | Thursday   |
| <b>TIA</b>    | Traffic Information Area   |
| <b>TIAS</b>   | True Indicated Airspeed  |
| <b>TIBA</b>   | Traffic Information Broadcast by Aircraft                              |
| <b>TICTAC</b> | Time Constrained Trajectory Computation: Trajectory predictor          |
| <b>TID</b>    | Touch Input Device   |
| <b>TIDE</b>   | Tactical and IFPS Development Environment                              |
| <b>TIDmn</b>  | Track Initiation Delay Mean  |
| <b>TIDsd</b>  | Track Initiation Delay Standard Deviation                              |
| <b>TIL</b>    | Until  |
| <b>TIM</b>    | Transfer Initiation Message  |
| <b>TIMERS</b> | Traffic Intelligence for the Management of Efficient Runway Scheduling |
| <b>TIP</b>    | Touch Input and Display Panel  |
| <b>TIP</b>    | Until Past   |
| <b>TIP</b>    | Technical Implementation Procedures                                    |
| <b>TIS</b>    | Time to Insert the Sequence  |
| <b>TIS</b>    | Traffic Information Service or Sector                                  |
| <b>TITLE</b>  | Message Name   |
| <b>TIZ</b>    | Traffic Information Zone   |
| <b>TKE</b>    | Track Angle Error  |
| <b>TKOF</b>   | Take-Off   |
| <b>TKX</b>    | Crosstell Tracker  |
| <b>TL</b>     | Tans Mediterranean Airways   |
| <b>TL</b>     | Transition Line  |
| <b>TL</b>     | Traverse Level   |
| <b>TL</b>     | Till   |
| <b>TL</b>     | Tilt   |
| <b>TL...</b>  | Until  |
| <b>TLA</b>    | Title Line Area  |
| <b>TLA</b>    | Thrust Lever Angle   |

|               |  |
|---------------|--|
| <b>TLOF</b>   | Touchdown and Lift-Off Area                      |
| <b>TLPD</b>   | Traffic Load Prediction Device                   |
| <b>TLS</b>    | Tactical Load Smoother                           |
| <b>TLS</b>    | Target Level of Safety                           |
| <b>TLV</b>    | Type Length Value                                |
| <b>TLX</b>    | Task Load Index                                  |
| <b>TM</b>     | Traffic Management                               |
| <b>TMA</b>    | Terminal Maneuvering Area; Terminal Control Area |
| <b>TMA</b>    | Traffic Management Advisor                       |
| <b>TMA</b>    | Terminal Control Area                            |
| <b>TMA-TC</b> | TMA Tactical Controller                          |
| <b>TMC</b>    | Technical Monitoring and Control                 |
| <b>TMC</b>    | Terminal Control Center                          |
| <b>TMC</b>    | Thrust Management Computer                       |
| <b>TMCS</b>   | Technical Maintenance and Control System         |
| <b>TMCS</b>   | Technical Monitoring and Control System          |
| <b>TMCU</b>   | Tower Main CWP Unit                              |
| <b>TMF</b>    | Thrust Management Function                       |
| <b>TMPA</b>   | Traffic Management Program Alert                 |
| <b>TMRR</b>   | Temporary Minimum Disk Route                     |
| <b>TMS</b>    | Tele Management System                           |
| <b>TMS</b>    | Tools Manager Server                             |
| <b>TMS</b>    | Traffic Management System                        |
| <b>TMS</b>    | Thrust Management System                         |
| <b>TMSSG</b>  | Top Management Structure Sub-Group               |
| <b>TMU</b>    | Traffic Management Unit                          |
| <b>TN</b>     | Track Number                                     |
| <b>TN</b>     | Trajectory Negotiation                           |
| <b>TN</b>     | True Negative                                    |
| <b>TN</b>     | True North                                       |
| <b>TN</b>     | Minimum Temperature                              |
| <b>TNA</b>    | Turn Altitude                                    |



|               |  |
|---------------|--|
| <b>TNAV</b>   | Time Navigation  |
| <b>TNH</b>    | Turn Height  |
| <b>TO</b>     | Takeoff  |
| <b>TO</b>     | Technical Order  |
| <b>TO</b>     | Time Over  |
| <b>TO</b>     | to   |
| <b>TO EPR</b> | Take Off Engine Pressure Ratio   |
| <b>TO NI</b>  | Takeoff Engine Fan Speed   |
| <b>TO/GA</b>  | Take Off /Go Around  |
| <b>TOA</b>    | Terms of Agreement   |
| <b>TOAST</b>  | Team Oriented ATC Simulator Training   |
| <b>TOAST</b>  | Technical, Operational and System Tests  |
| <b>TOC</b>    | Technical Operators Center   |
| <b>TOC</b>    | Transfer of Control  |
| <b>TOC</b>    | Top of Climb   |
| <b>TOD</b>    | Top of Descent   |
| <b>TODA</b>   | Take-Off Distance Available  |
| <b>TODAH</b>  | Take-Off Distance Available, Helicopter  |
| <b>TOGA</b>   | Takeoff/Go-Around  |
| <b>TOP</b>    | Cloud Top  |
| <b>TOPL</b>   | Take Off Performance Limits  |
| <b>TOR</b>    | Briefing System  |
| <b>TOR</b>    | Terms of Reference   |
| <b>TORA</b>   | Take-Off Run Available   |
| <b>TORCH</b>  | Technical, Economical and Operational Assessment of an ATM Concept Achievable from the Year 2005 |
| <b>TOS</b>    | Traffic Orientation Scheme   |
| <b>TOSCA</b>  | Testing Operational Scenarios for Concepts in ATM  |
| <b>TOT</b>    | Take-Off Time  |
| <b>TOT</b>    | Time Over Target   |
| <b>TOT</b>    | Total  |
| <b>TOWP</b>   | Take Off Waypoint  |

|                  |   |
|------------------|---|
| <b>TOX</b>       | Toxic   |
| <b>TP</b>        | Trajectory Prediction; Transport Protocol                         |
| <b>TP</b>        | Turning Point   |
| <b>TP</b>        | True Positive   |
| <b>TP-4</b>      | Transport Protocol, class 4                                       |
| <b>TPAS</b>      | Trajectory Predictor based Aircraft Simulator                     |
| <b>TPD</b>       | Transition Program Description                                    |
| <b>TPDR</b>      | Transponder   |
| <b>TPDU</b>      | Transport Protocol Data Unit                                      |
| <b>TPINS</b>     | Transition Plan for the Implementation of the Navigation Strategy |
| <b>TPIS</b>      | Tire Pressure Indication System                                   |
| <b>TPL</b>       | Task Priority List  |
| <b>TPL</b>       | Transport Layer   |
| <b>TPMU</b>      | Tire Pressure Monitor Unit  |
| <b>TPS</b>       | A mono-radar track format   |
| <b>TPT</b>       | Touchdown Point   |
| <b>TQM</b>       | Total Quality Management  |
| <b>TR</b>        | Test Report   |
| <b>TR</b>        | Track   |
| <b>TR</b>        | Torque Receiver   |
| <b>TR</b>        | Transformer Rectifier   |
| <b>TRA</b>       | Required Time for Arrival   |
| <b>TRA</b>       | Temporary Reserved Airspace/Area                                  |
| <b>TRA</b>       | Traffic   |
| <b>TRA</b>       | Thrust Reduction Altitude   |
| <b>TRA</b>       | Temporary Reserved Airspace                                       |
| <b>TRA</b>       | Thrust Resolver Angle   |
| <b>TRACON</b>    | Terminal Radar Approach Control                                   |
| <b>TRAINDEV2</b> | Integrated Eurocontrol Training Design Tool                       |
| <b>TRAMON</b>    | Traffic Monitoring  |
| <b>TRANS</b>     | Transition or transmit or transmitter                             |

|                 |   |
|-----------------|---|
| <b>TRANS</b>    | Transmits or Transmitter                          |
| <b>TRANSCOM</b> | French public telecommunication network           |
| <b>TRAP</b>     | Technical Review and Audit Plan                   |
| <b>TRB</b>      | Tracker Ball                                      |
| <b>TRB</b>      | Transportation Research Board                     |
| <b>TRC</b>      | Thermotic Rotor Control                           |
| <b>TRD</b>      | Transit Routing Domain                            |
| <b>TREE</b>     | Transit Radiation effects on Electronic Equipment |
| <b>TREN</b>     | Transport and Energy                              |
| <b>TREND</b>    | Trend Forecast                                    |
| <b>TRF</b>      | Total Regulated Flights                           |
| <b>TRG</b>      | Training  |
| <b>TRK</b>      | Track   |
| <b>TRL</b>      | Transition Level                                  |
| <b>TRM</b>      | Team Resource Management                          |
| <b>TRML</b>     | Terminal  |
| <b>TRMTFII</b>  | Team Resource Management Task Force II            |
| <b>TRNG</b>     | Training  |
| <b>TROL</b>     | Tapeless, Rotorless on Line                       |
| <b>TROP</b>     | Tropopause  |
| <b>TRP</b>      | Thrust Rating Panel                               |
| <b>TRR</b>      | Test Readiness Review                             |
| <b>TRS</b>      | Time to Remove from the Sequence                  |
| <b>TRSB</b>     | Time Reference Scanning Beam                      |
| <b>TRSN</b>     | Transition  |
| <b>TRU</b>      | True  |
| <b>TRU</b>      | Transformer Rectifier Unit                        |
| <b>TRUST</b>    | Terminal Routes Using Speed-Control Techniques    |
| <b>TRY/PFL</b>  | Try Input of Planned Flight Level                 |
| <b>TS</b>       | Technical Specification                           |
| <b>TS</b>       | Technical Supplement                              |
| <b>TS</b>       | Test Specification                                |

|                  |   |
|------------------|---|
| <b>TS</b>        | Thunderstorm  |
| <b>TS</b>        | Track Server  |
| <b>TS</b>        | Transport Service User                              |
| <b>TS</b>        | Terminal Strip                                      |
| <b>TSA</b>       | Temporary Segregated Area                           |
| <b>TSAP</b>      | Transport Service Access Point                      |
| <b>TSCU</b>      | Tower Support CWP Unit                              |
| <b>TSD</b>       | Time Sequence Diagram                               |
| <b>TSD</b>       | Traffic Situation Display                           |
| <b>TSDD</b>      | Test Synthetic Dynamic Display                      |
| <b>TSDF</b>      | Time Slot Duty Factor                               |
| <b>TSDG</b>      | Technical and System Development Group              |
| <b>TSE</b>       | Total System Error                                  |
| <b>TSG</b>       | Training Sub-Group                                  |
| <b>TSGE</b>      | Tri-Service Group on Communications and Electronics |
| <b>TSIKADA</b>   | Russian four-satellite civil navigation system      |
| <b>TSIKADA-M</b> | Russian six-satellite military navigation system    |
| <b>TSNT</b>      | Transient   |
| <b>TSO</b>       | Technical Service/Standard Order                    |
| <b>TSO</b>       | Time Sharing Option                                 |
| <b>TSO</b>       | Technical Standard Order                            |
| <b>TSP</b>       | HRS Training Sub-Program                            |
| <b>TSR</b>       | Terminal Surveillance Rada                          |
| <b>TSr</b>       | Track Swop Rate                                     |
| <b>TSRV</b>      | Transport System Research Vehicle                   |
| <b>TSS</b>       | Target Software Server                              |
| <b>TSS</b>       | Traffic Sub-System                                  |
| <b>TST</b>       | Test  |
| <b>TST</b>       | Trajectory Support Tool                             |
| <b>TSTMS</b>     | Thunderstorms                                       |
| <b>TSU</b>       | Technical Support Unit                              |

|                |  |
|----------------|--|
| <b>TSUNAMI</b> | Tsunami  |
| <b>TT</b>      | Teletypewriter                                     |
| <b>TT</b>      | Total Temperature                                  |
| <b>TTA</b>     | Tactical Training Area                             |
| <b>TTC</b>     | Telemetry and Telecommand Center                   |
| <b>TTF</b>     | Total Flights                                      |
| <b>TTG</b>     | Time to Go   |
| <b>TTL</b>     | Transistor-Transistor Logic                        |
| <b>TTP</b>     | TCAS II Transition Program                         |
| <b>TTR</b>     | Target Tracking Radar                              |
| <b>TTS</b>     | Time to Station                                    |
| <b>TTS</b>     | Trails Transport Service                           |
| <b>TTW</b>     | Time to Waypoint                                   |
| <b>TTY</b>     | Teletype Telex Machine                             |
| <b>TU</b>      | Temps Universal                                    |
| <b>TUE</b>     | Tuesday  |
| <b>TUF</b>     | Turkish air force                                  |
| <b>TUM</b>     | Time Update Message                                |
| <b>TURB</b>    | Turbulence   |
| <b>TV</b>      | Television   |
| <b>T-VASIS</b> | T Visual Approach Slope Indicator System           |
| <b>TVE</b>     | Total Vertical Error                               |
| <b>TVOR</b>    | Terminal VOR                                       |
| <b>TWDL</b>    | Two-Way DataLink                                   |
| <b>TWG</b>     | Training Working Group                             |
| <b>TWI</b>     | Terminal Weather Information                       |
| <b>TWIP</b>    | Terminal Weather Information for Pilots            |
| <b>TWN</b>     | Tactical Weather Network                           |
| <b>TWP</b>     | Technical Work Program in the Air Navigation Field |
| <b>TWR</b>     | Tower Control Unit                                 |
| <b>TWR</b>     | Aerodrome Control Tower or Aerodrome Control       |
| <b>TWS</b>     | Technical Watch Supervisor                         |

|                    |                                   |
|--------------------|-----------------------------------|
| <b>TWS</b>         | Terminal Weather Service          |
| <b>TWS</b>         | Track While Scan                  |
| <b>TWT</b>         | Travelling Wave Tube              |
| <b>TWY</b>         | Taxiway                           |
| <b>TWYL</b>        | Taxiway Lights                    |
| <b>TWYL</b>        | Taxiway Link                      |
| <b>Tx</b>          | Next waypoint ETA                 |
| <b>Tx</b>          | Teletype                          |
| <b>TX</b>          | Transmitter Station               |
| <b>TX</b>          | Maximum Temperature               |
| <b>TX</b>          | Indicator For Maximum Temperature |
| <b>TX</b>          | Maximum Temperature               |
| <b>TX</b>          | Torque Transmitter                |
| <b>TX / RX</b>     | Transmitter / Receiver            |
| <b>TXT</b>         | Text                              |
| <b>TXWY</b>        | Taxi Way                          |
| <b>TYP</b>         | Type of Aircraft                  |
| <b>TYP or TYPE</b> | Aircraft Type                     |
| <b>TYPH</b>        | Typhoon                           |

# U UNIFORM

1978



**Tehran Traffic Police**  
**Bell 206 JetRanger**

*Fort Worth, Texas, United States*

|               |  |
|---------------|--|
| <b>U</b>      | Upward   |
| <b>U/L</b>    | Upper / Lower - Upper Link                         |
| <b>U/S</b>    | Unserviceable                                      |
| <b>UA</b>     | Unmanned Aircraft                                  |
| <b>UAB</b>    | Until Advised by                                   |
| <b>UAC</b>    | Upper Area Control                                 |
| <b>UACC</b>   | Upper Airspace Control Center                      |
| <b>UAP</b>    | User Application Profile                           |
| <b>UAR</b>    | Upper Air Route                                    |
| <b>UAS</b>    | Upper Airspace                                     |
| <b>UAS</b>    | Unmanned Aircraft System                           |
| <b>UAV</b>    | Unmanned Aerial Vehicle                            |
| <b>UCDU</b>   | Universal Control and Display Unit                 |
| <b>UDA</b>    | Upper Advisory Area                                |
| <b>UDF</b>    | Ultra-High Frequency Direction Finding             |
| <b>UDF</b>    | Unducted Fan                                       |
| <b>UDRE</b>   | User Differential Range Error                      |
| <b>UEATMS</b> | Uniform European Air Traffic Management System     |
| <b>USERE</b>  | User Equivalent Range Error                        |
| <b>UFF</b>    | Ultimate Fallback Facility                         |
| <b>UFN</b>    | Until Further Notice                               |
| <b>UFO</b>    | Unidentified Flying Object                         |
| <b>UHDT</b>   | Unable Higher Due Traffic                          |
| <b>UHF</b>    | Ultra-High Frequency [300 to 3 000 Mhz]            |
| <b>UIC</b>    | Unit Identity Code UIC                             |
| <b>UIC</b>    | Upper Information Center                           |
| <b>UIECS</b>  | Union of International and European Civil Servants |
| <b>UIMS</b>   | User Interface Management System                   |
| <b>UIR</b>    | Upper Information Region                           |
| <b>UIR</b>    | Upper Flight Information Region                    |
| <b>UIVE</b>   | User Ionospheric Vertical Range                    |
| <b>UKAATS</b> | UK Advanced ATS                                    |



|                    |   |
|--------------------|---|
| <b>UKD</b>         | Upgrade ZKSD and coupling with DERD-X                                   |
| <b>Ukraviatsia</b> | Ukrainian State Aviation Administration                                 |
| <b>UKSATSE</b>     | Ukrainian State Air Traffic Services Enterprise                         |
| <b>UL</b>          | Ultra-Light glider  |
| <b>UL</b>          | Upper Link or Uplink  |
| <b>ULM</b>         | Ultra-Light Motorized   |
| <b>ULR</b>         | Ultra-Long Range  |
| <b>UMA</b>         | Unmanned Aircraft   |
| <b>UNA</b>         | Unable  |
| <b>UNAP</b>        | Unable to Approve   |
| <b>UNAVBL</b>      | Unavailable   |
| <b>UNHCR</b>       | United Nations High Commissioner for Refugees                           |
| <b>UNICOM</b>      | Aeronautical Advisory Service   |
| <b>UNINC</b>       | Unusual Incidents   |
| <b>UNL</b>         | Unlimited   |
| <b>UNLGT</b>       | Unlighted   |
| <b>UNLK</b>        | Unlock  |
| <b>UNMKD</b>       | Unmarked  |
| <b>UNMNT</b>       | Unmonitored   |
| <b>UNO</b>         | United Nations Organization   |
| <b>UNREL</b>       | Unreliable  |
| <b>UNT</b>         | Until   |
| <b>UNUSBL</b>      | Unusable  |
| <b>UP</b>          | Unidentified Precipitation  |
| <b>UPD</b>         | Update Plan Divergence  |
| <b>UPP</b>         | Upper airspace  |
| <b>UPS</b>         | Uninterrupted Power Supply / System                                     |
| <b>UPSEL</b>       | Update Selection  |
| <b>URA</b>         | User Range Accuracy   |
| <b>URANIA</b>      | Upgrading Athens Terminal Area and Interfacing to the PALLAS ACC system |
| <b>URB</b>         | User Relations Bureau   |

|                |   |
|----------------|---|
| <b>URD</b>     | User Requirements Document                                  |
| <b>URE</b>     | User Range Error  |
| <b>URET</b>    | User Request Evaluation Tool                                |
| <b>URG</b>     | Urgency   |
| <b>URP</b>     | User Requirements Phase                                     |
| <b>URTF</b>    | User Requirements Task Force                                |
| <b>USAF</b>    | United States Air Force                                     |
| <b>USAREUR</b> | US Army in Europe   |
| <b>USART</b>   | Universal Synchronous / Asynchronous Receiver / Transmitter |
| <b>USCG</b>    | United States Coast Guard                                   |
| <b>USD</b>     | US Dollar   |
| <b>USG</b>     | US Government   |
| <b>USMC</b>    | United States Marines Corps                                 |
| <b>USNO</b>    | US Naval Observatory  |
| <b>UT</b>      | Universal Time  |
| <b>UTA</b>     | Upper Control Area  |
| <b>UTA</b>     | Upper Transition Area                                       |
| <b>UTC</b>     | Universal Time Coordinates                                  |
| <b>UTC</b>     | Coordinated Universal Time                                  |
| <b>UTP</b>     | Unshielded Twisted Pair                                     |
| <b>UUP</b>     | Updated Use Plan  |
| <b>UVA</b>     | Utility Value Analysis                                      |

# V

# VICTOR

1978



**Air Service**  
**Fairchild Hiller FH-227**  
*Munich, Germany*

|                |   |
|----------------|---|
| <b>V</b>       | Velocity  |
| <b>V</b>       | Volt  |
| <b>V</b>       | Variations From the Mean Wind Direction                             |
| <b>V&amp;V</b> | Validation & Verification   |
| <b>V/M</b>     | Volts-per-meter   |
| <b>V/S</b>     | Vertical Speed  |
| <b>V/STOL</b>  | Vertical or Short Take-Off and Landing                              |
| <b>V/TRK</b>   | Vertical Track  |
| <b>V1</b>      | Take-off decision speed   |
| <b>V2</b>      | Minimum take-off safety speed at 35'                                |
| <b>V2</b>      | Takeoff Climb Velocity  |
| <b>VA</b>      | Heading to an Altitude  |
| <b>VA</b>      | Design Maneuvering Speed  |
| <b>VA</b>      | Vulcanic Ash  |
| <b>VAA</b>     | Value Added Applications  |
| <b>VAAC</b>    | Volcanic Ash Advisory Center  |
| <b>VAC</b>     | Volts, Alternate Current  |
| <b>VAC</b>     | Visual Approach Chart   |
| <b>VAFOR</b>   | Very Advanced Flight Data Processing System Operational Requirement |
| <b>VAFORIT</b> | VAFOR Implementation  |
| <b>VAL</b>     | in Valleys  |
| <b>VALFAC</b>  | Validation Facility   |
| <b>VAN</b>     | Value Added Network   |
| <b>VAN</b>     | Runway Control Van  |
| <b>VAP</b>     | Visual Aids Panel   |
| <b>VAP</b>     | Volumetric Airspace Penetration                                     |
| <b>VAPS</b>    | Virtual Applications Programming Software                           |
| <b>VAPS</b>    | Visual Approaches   |
| <b>VAQ</b>     | VHF Avionics Qualification  |
| <b>VAR</b>     | Variation Magnetic  |
| <b>VAR</b>     | Volt-Amps Reactive  |

|                      |   |
|----------------------|---|
| <b>VAR</b>           | VCS, Ancillaries and Remote-control system  |
| <b>VAR</b>           | Visual-Aural Radio Range  |
| <b>VAR</b>           | Magnetic Variation  |
| <b>VAR</b>           | Visual-Aural Radio Range  |
| <b>VAR</b>           | Magnetic Variation  |
| <b>VAS</b>           | Vienna ATCC Data Processing System  |
| <b>VAS</b>           | Vortex Advisory System  |
| <b>VASI</b>          | Visual Approach Slope Indicator   |
| <b>VASIS</b>         | Visual Approach Slope Indicator Systems   |
| <b>VAT</b>           | Value Added Tax   |
| <b>VAW</b>           | Vertical Assistance Window  |
| <b>VBF</b>           | Flaps up minimum buffet speed at current maneuver load factor minus altitude dependent variable |
| <b>VBV</b>           | Variable Bypass Valve   |
| <b>VBX</b>           | Visual Basic Extensions   |
| <b>VC</b>            | Design Cruising Speed   |
| <b>VC</b>            | in Vicinity   |
| <b>VC</b>            | Virtual Circuit   |
| <b>VC</b>            | Vicinity of the Aerodrome   |
| <b>VCC</b>           | Video Control Center  |
| <b>VCCS</b>          | Voice Communication and Control System  |
| <b>VCI</b>           | Voice Change Instruction  |
| <b>VCMAX</b>         | Active Maximum Control Speed  |
| <b>VCMIN</b>         | Active Minimum Control Speed  |
| <b>VCO</b>           | Voltage Controlled Oscillator   |
| <b>VCR</b>           | Visual Control Room   |
| <b>VCRI</b>          | Verification Cross Reference Index  |
| <b>VCS</b>           | Voice Communications System   |
| <b>VCSS</b>          | Voice Communications Switching System   |
| <b>VCSTF, VCS-TF</b> | Voice Communications System Specification Task Force  |
| <b>VCY</b>           | Vicinity  |

|               |   |
|---------------|---|
| <b>VD</b>     | Design Diving Speed                           |
| <b>VD</b>     | Heading to a DME Distance                     |
| <b>VD</b>     | Vertical Disperse                             |
| <b>VDC</b>    | Volts, Direct Current                         |
| <b>VDC</b>    | Direct Current Voltage                        |
| <b>VDEV</b>   | Vertical Deviation                            |
| <b>VDF</b>    | VHF Direction Finder                          |
| <b>VDF</b>    | Very High Frequency Direction-Finding Station |
| <b>VDGS</b>   | Visual Docking Guidance System                |
| <b>VDL</b>    | VHF Digital/Data Link                         |
| <b>VDL/4</b>  | VHF Self-organizing TDMA Data Link Mode 4     |
| <b>VDOP</b>   | Vertical Dilution of Precision                |
| <b>VDP</b>    | Visual Descent Point                          |
| <b>VDR</b>    | VHF Data Radio                                |
| <b>VDR</b>    | VHF Digital/Data Radio                        |
| <b>VDRP</b>   | Voluntary Disclosure Reporting Program        |
| <b>VDU</b>    | Video Display Unit                            |
| <b>VDX</b>    | Videotext                                     |
| <b>VEL</b>    | Velocity Leader                               |
| <b>VENSIM</b> | Ventana Simulator                             |
| <b>VER</b>    | Vertical                                      |
| <b>VES</b>    | Video Entertainment System                    |
| <b>VESDA</b>  | Very Early Smoke Detection Apparatus          |
| <b>VF</b>     | Voice Frequency                               |
| <b>VFE</b>    | Flaps Extended Placard Speed                  |
| <b>VFOP</b>   | Visual Flight Rules Operations Panel          |
| <b>VFR</b>    | Visual Flight Rules                           |
| <b>VFXR</b>   | Flap Retraction Speed                         |
| <b>VFXR</b>   | Flap Extension Speed                          |
| <b>VG</b>     | Ground Velocity                               |
| <b>VG</b>     | Validity Generalization                       |
| <b>VG/DG</b>  | Vertical Gyro/Directional Gyro                |

|                |  |
|----------------|--|
| <b>VGH</b>     | Velocity, Gravity, Height                        |
| <b>VGND</b>    | Ground Velocity                                  |
| <b>VGS</b>     | VHF Datalink Ground Station                      |
| <b>VH</b>      | Maximum Level-flight Speed with Continuous Power |
| <b>VHF</b>     | Very High Frequency                              |
| <b>VHF</b>     | Very High Frequency [30 to 300 Mhz]              |
| <b>VHF R/T</b> | Very High Frequency Radio/Telephony              |
| <b>VHFAMS</b>  | Very High Frequency Aeronautical Mobile Services |
| <b>VHF-OTF</b> | VHF Operations Task Force                        |
| <b>VHRR</b>    | Very High-Resolution Radiometer                  |
| <b>VHSIC</b>   | Very High-Speed Integrated Circuit               |
| <b>VI</b>      | Heading to Intercept                             |
| <b>VI</b>      | Heading to an Intercept                          |
| <b>VIA</b>     | by way of  |
| <b>VICE</b>    | Instead/Versus                                   |
| <b>VID</b>     | Visual Image Display                             |
| <b>VIGV</b>    | Variable Inlet Guide Vane                        |
| <b>VIP</b>     | Very Important Person                            |
| <b>Vis</b>     | Visual aids                                      |
| <b>VIS</b>     | Visibility                                       |
| <b>VISSR</b>   | Visible Infrared Spin Scan Radiometer            |
| <b>VL</b>      | Very Low ATC Complexity                          |
| <b>VI</b>      | Critical Engine Failure Velocity                 |
| <b>VLBI</b>    | Very Long Baseline Interferometry                |
| <b>VLCT</b>    | Very Large Capacity Transport                    |
| <b>VLE</b>     | Landing Gear Extended Placard Airspeed           |
| <b>VLF</b>     | Very Low Frequency                               |
| <b>VLO</b>     | Maximum Landing Gear of Operating Speed          |
| <b>VLOF</b>    | Lift-off Speed                                   |
| <b>VLR</b>     | Very Long Range                                  |
| <b>Vls</b>     | Lowest Selectable Airspeed                       |
| <b>VLSI</b>    | Very Large-Scale Integration                     |

|                             |   |
|-----------------------------|---|
| <b>VLUT</b>                 | Video Look-Up Table   |
| <b>VLV</b>                  | Valve   |
| <b>VM</b>                   | Regional Airlines France                                      |
| <b>VM</b>                   | Heading to a Manual Termination                               |
| <b>VM</b>                   | Minimum Maneuver Speed  |
| <b>VM</b>                   | Heading to a Manual   |
| <b>VM</b>                   | Heading to a Manual Termination                               |
| <b>VMAX</b>                 | Basic Clean Aircraft Maximum CAS                              |
| <b>VMC</b>                  | Visual Meteorological Conditions                              |
| <b>VMC</b>                  | Minimum Control Speed with Critical Engine Out                |
| <b>VMC</b>                  | Visual Meteorological Conditions                              |
| <b>VMIN</b>                 | Basic Clean Aircraft Minimum CAS                              |
| <b>VMMS</b>                 | VHF Multi-frequency Management Unit                           |
| <b>VMO</b>                  | Velocity Max Operating  |
| <b>VMO(Vmo)</b>             | Maximum Operating Airspeed (Knots)                            |
| <b>VN</b>                   | Valid Negatives   |
| <b>VNAV</b>                 | Vertical Navigation   |
| <b>VNAV</b>                 | Vertical Navigation   |
| <b>VNE</b>                  | Never-exceed Speed  |
| <b>VNO</b>                  | Maximum Structural Cruising Speed                             |
| <b>VNSE</b>                 | Vertical Navigation System Performance                        |
| <b>VO</b>                   | Tyrolean Airways  |
| <b>VOI</b>                  | Volume of Operational Interest                                |
| <b>VoL</b>                  | Value of Life   |
| <b>VOL</b>                  | Volume  |
| <b>VOLMET</b>               | Routine Weather Reports Broadcast on VHF                      |
| <b>VOLMET</b>               | Meteorological Information for Aircraft in Flight             |
| <b>VOM</b>                  | Volt-ohm-milliammeter   |
| <b>VOR</b>                  | VHF Omni-Directional Range                                    |
| <b>VOR/DME,<br/>VOR-DME</b> | VHF Omni-directional Ranging / Distance Measurement Equipment |
| <b>VORTAC</b>               | VOR and TACAN Combination                                     |



|   |   |
|---|---|
| <b>VORTAC,<br/>VOR-TACAN,<br/>VOR/TAC</b> | Combined VOR and TACAN VOT                            |
| <b>VOT</b>                                | VHF Omnidirectional Range Test                        |
| <b>VOT</b>                                | VOR Airborne Equipment Test Facility                  |
| <b>VP</b>                                 | Vertical Profile                                      |
| <b>VP</b>                                 | Valid Positives                                       |
| <b>VPA</b>                                | Vertical Path Angle                                   |
| <b>VPAE</b>                               | Vertical Profile Angle Error                          |
| <b>VPATH</b>                              | Vertical Path   |
| <b>VPD</b>                                | Vertical Polar Diagram                                |
| <b>VPIP</b>                               | Vertical Intercept Point                              |
| <b>VPT</b>                                | Visual Maneuver with Prescribed Track                 |
| <b>VR</b>                                 | VOR Radial  |
| <b>VR</b>                                 | Takeoff Rotation Velocity                             |
| <b>VRB</b>                                | Variable  |
| <b>VREF</b>                               | Approach Reference speed                              |
| <b>VRRS</b>                               | Voice Recording and Display System                    |
| <b>VRS</b>                                | Voice Response System                                 |
| <b>VS</b>                                 | Stalling Speed  |
| <b>VS</b>                                 | Vocational Stabilization                              |
| <b>VS</b>                                 | Design Speed for Maximum Gust Intensity               |
| <b>VSA</b>                                | by Visual Reference to the Ground                     |
| <b>VSA</b>                                | Visual Reference to the Ground                        |
| <b>VSAT</b>                               | Very Small Aperture satellite Terminal                |
| <b>VSBY</b>                               | Visibility  |
| <b>VSCS</b>                               | Voice Switching and Control System                    |
| <b>VSD</b>                                | Vision and Strategy Document                          |
| <b>VSI</b>                                | Stalling Speed in a Specified Flight Configuration    |
| <b>VSI</b>                                | Vertical Speed Indicator                              |
| <b>VSI/TRA</b>                            | Vertical Speed Indicator/Traffic, Resolution Advisory |
| <b>VSIG</b>                               | Vertical Separation Implementation Group              |

|              |   |
|--------------|---|
| <b>VSM</b>   | Vertical Separation Minimum                 |
| <b>VSO</b>   | Stalling Speed in the Landing Configuration |
| <b>VSP</b>   | Variable System Parameter                   |
| <b>VSP</b>   | Vertical Speed                              |
| <b>VSSE</b>  | Intentional One Engine Inoperative Speed    |
| <b>VSSG</b>  | Vertical Separation Sub-Group               |
| <b>VSTOL</b> | Vertical or Short Takeoff and Landing       |
| <b>VSV</b>   | Variable Stator Vane                        |
| <b>VSWR</b>  | Voltage Standing Wave Ratio                 |
| <b>VTF</b>   | Vector to Final                             |
| <b>VTK</b>   | Vertical Track Distance                     |
| <b>VTN</b>   | Voice Telecommunications Network            |
| <b>VTOL</b>  | Vertical Take-Off and Landing               |
| <b>VTR</b>   | Variable Takeoff Rating                     |
| <b>VTS</b>   | Vessel Traffic Services                     |
| <b>VTT</b>   | Vertical Threshold Test                     |
| <b>VTY</b>   | Vanity                                      |
| <b>VU</b>    | Utility Speed                               |
| <b>VV</b>    | Vertical Visibility                         |
| <b>VVD</b>   | Vertical View Display                       |
| <b>VVI</b>   | Vertical Velocity Indicator                 |
| <b>VWF</b>   | Video For Windows                           |
| <b>Vx</b>    | Version x                                   |
| <b>VX</b>    | Speed for Best Angle of Climb               |
| <b>VY</b>    | Speed for Best Rate of Climb                |

# W

# W H I S K E Y

1982



**Iran Air**  
Airbus A300-B4  
*Deir ez-Zor, Syria*

|                 |  |
|-----------------|--|
| <b>w</b>        | Wake Vortex category   |
| <b>W</b>        | Watt   |
| <b>W</b>        | West   |
| <b>W</b>        | White  |
| <b>W</b>        | Sea-Surface Temperature  |
| <b>W</b>        | West or Western Longitude  |
| <b>W/A</b>      | Wrap Around  |
| <b>W/MOD</b>    | with Modification of Vertical Profile                                      |
| <b>W/STEP</b>   | with Step Change in Altitude   |
| <b>WAA</b>      | Wide Area Augmentation   |
| <b>WAAS</b>     | Wide Area Augmentation System  |
| <b>WAC</b>      | World Aeronautical Chart   |
| <b>WACS</b>     | Wireless Airport Communications Systems                                    |
| <b>WAD</b>      | Wide Area Differential   |
| <b>WAD-GNSS</b> | Wide Area Differential GNSS  |
| <b>WADGPS</b>   | Wide Area Differential GPS   |
| <b>WAFC</b>     | World Area Forecast Center   |
| <b>WAFS</b>     | World Area Forecast System   |
| <b>WAGE</b>     | Wide Area GPS Enhancement program  |
| <b>WAI</b>      | Wing Anti-Ice  |
| <b>WAN</b>      | Wide Area Network  |
| <b>WARC</b>     | World Administrative Radio Communication Conference                        |
| <b>WARC-MOB</b> | World Administrative Radio Communication Conference - Mobile Communication |
| <b>Waypoint</b> | Position in space usually on aircraft's flight plan                        |
| <b>WB</b>       | Westbound  |
| <b>WBA</b>      | Wire Bundle Assembly   |
| <b>WBAR</b>     | Wing Bar Lights  |
| <b>WBC</b>      | Weight and Balance Computer  |
| <b>WBS</b>      | Weight and Balance System  |
| <b>WBS</b>      | Work Breakdown Structure   |

|                |  |
|----------------|--|
| <b>WC</b>      | Waypoint Capture                               |
| <b>WCL</b>     | Weather Channel                                |
| <b>WDI</b>     | Wind Direction Indicator                       |
| <b>WDSPR</b>   | Widespread                                     |
| <b>WDW</b>     | Window   |
| <b>WEA</b>     | Whole ECAC Area                                |
| <b>WED</b>     | Wednesday                                      |
| <b>WEF</b>     | With Effect from or Effective From             |
| <b>WEU</b>     | Western European Union                         |
| <b>WEU</b>     | Warning Electronics Unit                       |
| <b>WF</b>      | Weight of Fuel                                 |
| <b>WG</b>      | Working Group                                  |
| <b>WGCS-84</b> | World Global Coordinate System 1984            |
| <b>WGPDS</b>   | Word and Graphics Process Documentation System |
| <b>WGR</b>     | Working Group on Route Charges                 |
| <b>WGRSG</b>   | Sub-Group of the Charges Working Group         |
| <b>WGS</b>     | World Geodetic System                          |
| <b>WGS</b>     | World Geodetic Survey                          |
| <b>WGS-72</b>  | World Geodetic System/Standard                 |
| <b>WGS-84</b>  | World Global System 84                         |
| <b>WGS-84</b>  | World Geodetic System - 1984                   |
| <b>WHCU</b>    | Window Heat Control Unit                       |
| <b>WHORU</b>   | WHO aRe yoU                                    |
| <b>WI</b>      | Within   |
| <b>WID</b>     | Width or Wide                                  |
| <b>Wie</b>     | with Immediate Effect or Effective Immediately |
| <b>WILCO</b>   | Will Comply                                    |
| <b>WIND</b>    | Wind   |
| <b>WINDMG</b>  | Wind Magnitude                                 |
| <b>WINDR</b>   | Wind Direction                                 |
| <b>WINTEM</b>  | Forecast Upper Wind and Temperature            |
| <b>WIP</b>     | Work in Progress                               |

|               |   |
|---------------|---|
| <b>WIPO</b>   | World Intellectual Property Organization                  |
| <b>WIRS</b>   | Wide Area Reference Stations                              |
| <b>WIU</b>    | Wire Integration Unit                                     |
| <b>WKDAYS</b> | Monday through Friday                                     |
| <b>WKEND</b>  | Saturday and Sunday                                       |
| <b>WKN</b>    | Weaken or Weakening                                       |
| <b>WKSP</b>   | Transmission Centers Workshop; Data Transmission Workshop |
| <b>WLA</b>    | Work Load Assessment                                      |
| <b>WM</b>     | Working Memory  |
| <b>WMB</b>    | Window Management Button                                  |
| <b>WMO</b>    | World Meteorological Organization                         |
| <b>WMSC</b>   | Weather Message Switching Center                          |
| <b>WMSCR</b>  | Weather Message Switching Center Replacement              |
| <b>WND</b>    | Wind  |
| <b>WNW</b>    | West-North-West   |
| <b>WO</b>     | Without   |
| <b>WOC</b>    | Wing Operations Center                                    |
| <b>WOD</b>    | Word of the Day   |
| <b>WORM</b>   | Write Once, Read Many                                     |
| <b>WP</b>     | WayPoint  |
| <b>WP</b>     | Work Package  |
| <b>WP</b>     | Work Program  |
| <b>WP</b>     | Working Paper   |
| <b>WP</b>     | Working Position  |
| <b>WPD</b>    | Work Program Document                                     |
| <b>WPL</b>    | Work Package Leaders                                      |
| <b>WPM</b>    | Words Per Minute  |
| <b>WPn</b>    | First waypoint in the next sector                         |
| <b>WPP</b>    | Working Position Processor                                |
| <b>WPs</b>    | Working Positions   |
| <b>WPS</b>    | Words Per Second  |

|               |   |
|---------------|---|
| <b>WPT</b>    | WayPoint                                |
| <b>WPx</b>    | Next waypoint on the flight plan        |
| <b>WRC</b>    | World Radio-communications Conferences  |
| <b>WRNG</b>   | Warning                                 |
| <b>WS</b>     | Work Station                            |
| <b>WS</b>     | Watch Supervisor                        |
| <b>WS</b>     | Wind Shear                              |
| <b>WSC</b>    | West Sector Coordinator                 |
| <b>WSPD</b>   | Wind Speed                              |
| <b>WSR</b>    | Wet Snow on Runway                      |
| <b>WSW</b>    | West-South-West                         |
| <b>WT</b>     | Weight                                  |
| <b>WTC</b>    | Wake Turbulence Category                |
| <b>WTR</b>    | Water on Runway                         |
| <b>WTS</b>    | Work Tracking System                    |
| <b>WTSP</b>   | Waterspout                              |
| <b>WTWS</b>   | Windshear and Turbulence Warning System |
| <b>WWW</b>    | World-Wide Web                          |
| <b>WX</b>     | Weather                                 |
| <b>WX DEF</b> | Weather Deviation                       |
| <b>WXMS</b>   | Weather Mapping System                  |
| <b>WXR</b>    | Weather Radar                           |

# X

## X - R A Y

1970s



**Iran Air**  
**Boeing 737-200**  
*Shiraz, Iran*

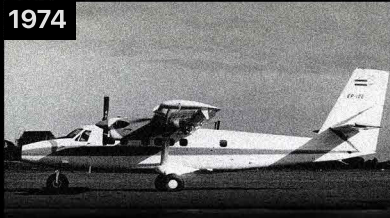


|                |  |
|----------------|--|
| <b>X</b>       | Cross  |
| <b>X</b>       | Irregular  |
| <b>X</b>       | Cross  |
| <b>X25</b>     | Packet Switched Data Network                     |
| <b>XAP</b>     | Crossing Alternate Proposal Message              |
| <b>XASM</b>    | Cancel Assume                                    |
| <b>XASP</b>    | Extended AIRCOM Service Processor                |
| <b>X-BAND</b>  | the frequency range between 8000 and 12500 MHz   |
| <b>XBAR</b>    | Crossbar   |
| <b>XBRIGHT</b> | Cancel highlighting                              |
| <b>XCM</b>     | Crossing Request Cancellation Message            |
| <b>XCONF</b>   | Delete CONFLICT                                  |
| <b>XCOORD</b>  | Cancel Coordination                              |
| <b>XCOP</b>    | Exit Coordination Point                          |
| <b>XCOR</b>    | Cancel Correlation                               |
| <b>XCVR</b>    | Transceiver                                      |
| <b>XECM</b>    | Cancel Executive Controller Message              |
| <b>XEXPLT</b>  | Cancel Extrapolation                             |
| <b>XFD</b>     | Crossfeed  |
| <b>XFDM</b>    | Cancel FDM                                       |
| <b>XFL</b>     | Exit Flight Level                                |
| <b>XFMR</b>    | Transformer                                      |
| <b>XFR</b>     | Transfer   |
| <b>XFRQ</b>    | Cancel Frequency message                         |
| <b>XGEO</b>    | Cancel GEO                                       |
| <b>XHOLD</b>   | Cancel Hold                                      |
| <b>XIFL</b>    | Cancel Intermediate Flight Level                 |
| <b>XIN</b>     | Crossing Intentions                              |
| <b>XIN</b>     | Military Crossing Intention Notification Message |
| <b>XLTR</b>    | Translator                                       |
| <b>XM</b>      | External Master                                  |
| <b>XMET</b>    | Cancel METAR                                     |

|                  |                                     |
|------------------|-------------------------------------|
| <b>XMIT</b>      | Transmit                            |
| <b>XMITR</b>     | Transmitter                         |
| <b>XMT</b>       | Excluding                           |
| <b>XMTR</b>      | Transmitter                         |
| <b>XNG</b>       | Crossing                            |
| <b>XNSSR</b>     | Exit NSSR                           |
| <b>XNT</b>       | Transient                           |
| <b>XOFF/PDR</b>  | Cancel Off Predetermined Route      |
| <b>XPC</b>       | External Power Contactor            |
| <b>XPD</b>       | ATC Transponder                     |
| <b>XPDR</b>      | Transponder                         |
| <b>XPLN</b>      | Cancel Plan                         |
| <b>XPNDR</b>     | Transponder                         |
| <b>XPT</b>       | Exit Point of a sector              |
| <b>XQDM</b>      | Cancel QDM                          |
| <b>XRA</b>       | Crossing Request Answer             |
| <b>XRQ</b>       | Airspace Crossing Request Message   |
| <b>XS</b>        | Atmospherics                        |
| <b>XSFL</b>      | Cancel Supplementary Flight Level   |
| <b>XSSR</b>      | Exit SSR                            |
| <b>XSSRBRIGH</b> | Cancel SSR highlight                |
| <b>XSTAT</b>     | Cancel Statistics                   |
| <b>XT</b>        | Air Excel                           |
| <b>XTDCP</b>     | Cancel Test Display Control Panel   |
| <b>XTEDD</b>     | Cancel Test Electronic Data Display |
| <b>XTK</b>       | Cross Track Distance                |
| <b>XTK</b>       | Crosstrack                          |
| <b>XTRK</b>      | Cross Track Error                   |
| <b>XTRK</b>      | Cancel Track                        |
| <b>XTT</b>       | Across Track Tolerance              |
| <b>X-Wind</b>    | Cross Wind                          |
| <b>XX...</b>     | Heavy                               |

# Y YANKEE

1974



**National Iranian Oil Company**  
**De Havilland Canada DHC-6-300**  
**Twin Otter**

*Downsview, Ontario, Canada*

|             |                                   |
|-------------|-----------------------------------|
| <b>Y</b>    | Yellow                            |
| <b>YCZ</b>  | Yellow Caution Zone               |
| <b>YD</b>   | Yaw Damper                        |
| <b>Yd</b>   | Yard                              |
| <b>YDS</b>  | Yaw Damper Servo                  |
| <b>YES</b>  | Yes                               |
| <b>YR</b>   | Your                              |
| <b>YSAS</b> | Yaw Stability Augmentation System |
| <b>YSM</b>  | Yaw Damper/Stabilizer Trim Module |

# Z

ZULU

1970s



**Imperial Government of Iran**  
**Boeing 707-300 "SHAHIN"**

*Unknown Location*

|            |   |
|------------|---|
| <b>Z</b>   | Zulu                                      |
| <b>Z</b>   | Coordinated Universal Time                |
| <b>ZFW</b> | Zero Fuel Weight                          |
| <b>ZMU</b> | Zone Management Unit                      |
| <b>ZNY</b> | New York Air Route Traffic Control Center |
| <b>ZOC</b> | Zone of Convergence                       |
| <b>ZVF</b> | Zero Velocity Filter                      |



# COUNTRY CODES

1965



**Red Lion and Sun Society of Iran**  
**De Havilland Canada DHC-2 Beaver**

*Downsview, Ontario, Canada*



| <b>COUNTRY</b>            | <b>ICAO</b> | <b>ISO ALPHA-2</b> | <b>ISO ALPHA-3</b> |
|---------------------------|-------------|--------------------|--------------------|
| <b>Solomon Islands</b>    | AG          | SB                 | SLB                |
| <b>Nauru</b>              | AN          | NR                 | NRU                |
| <b>Papua New Guinea</b>   | AY          | PG                 | PNG                |
| <b>Greenland</b>          | BG          | GL                 | GRL                |
| <b>Iceland</b>            | BI          | IS                 | ISL                |
| <b>Canada</b>             | CY          | CA                 | CAN                |
| <b>Algeria</b>            | DA          | DZ                 | DZA                |
| <b>Benin</b>              | DB          | BJ                 | BEN                |
| <b>Burkina Faso</b>       | DF          | BF                 | BFA                |
| <b>Ghana</b>              | DG          | GH                 | GHA                |
| <b>Ivory Coast</b>        | DI          | CI                 | CIV                |
| <b>Nigeria</b>            | DN          | NG                 | NGA                |
| <b>Niger</b>              | DR          | NE                 | NER                |
| <b>Tunisia</b>            | DT          | TN                 | TUN                |
| <b>Togo</b>               | DX          | TG                 | TGO                |
| <b>Belgium</b>            | EB          | BE                 | BEL                |
| <b>Germany - Civil</b>    | ED          | DE                 | DEU                |
| <b>Estonia</b>            | EE          | EE                 | EST                |
| <b>Finland</b>            | EF          | FI                 | FIN                |
| <b>United Kingdom</b>     | EG          | GB                 | GBR                |
| <b>Netherlands</b>        | EH          | NL                 | NLD                |
| <b>Ireland</b>            | EI          | IE                 | IRL                |
| <b>Denmark</b>            | EK          | VK                 | VNK                |
| <b>Luxembourg</b>         | EL          | LU                 | LUX                |
| <b>Norway</b>             | EN          | NO                 | NOR                |
| <b>Poland</b>             | EP          | PL                 | POL                |
| <b>Sweden</b>             | ES          | SE                 | SWE                |
| <b>Germany - Military</b> | ET          | DE                 | DEU                |
| <b>Latvia</b>             | EV          | LV                 | LVA                |
| <b>Lithuania</b>          | EY          | LT                 | LTU                |





|                                   |    |    |     |
|-----------------------------------|----|----|-----|
| <b>South Africa</b>               | FA | ZA | ZAF |
| <b>Botswana</b>                   | FB | BW | BWA |
| <b>Congo</b>                      | FC | CD | COD |
| <b>Swaziland</b>                  | FD | *  | *   |
| <b>Republic of Central Africa</b> | FE | CF | CAF |
| <b>Equatorial Guinea</b>          | FG | GQ | GNQ |
| <b>Ascension Islands</b>          | FH |    |     |
| <b>Mauritius</b>                  | FI | MU | MUS |
| <b>Diego Garcia</b>               | FJ |    |     |
| <b>Cameroon</b>                   | FK | CM | CMR |
| <b>Zambia</b>                     | FL | ZM | ZMB |
| <b>Madagascar</b>                 | FM | MG | MDG |
| <b>Angola</b>                     | FN | AO | AGO |
| <b>Gabon</b>                      | FO | GA | GAB |
| <b>Sao Tome</b>                   | FP | ST | STP |
| <b>Mozambique</b>                 | FQ | MZ | MOZ |
| <b>Seychelles</b>                 | FS |    |     |
| <b>Chad</b>                       | FT | TD | TCD |
| <b>Zimbabwe</b>                   | FV | ZW | ZWE |
| <b>Malawi</b>                     | FW | MW | MWI |
| <b>Lesotho</b>                    | FX | LS | LSO |
| <b>Namibia</b>                    | FY | NA | NAM |
| <b>Zaire</b>                      | FZ |    |     |
| <b>Mali</b>                       | GA | ML | MLI |
| <b>Gambia</b>                     | GB | GM | GMB |
| <b>Canary Islands</b>             | GC |    |     |
| <b>Melilla</b>                    | GE |    |     |
| <b>Sierra Leone</b>               | GF |    |     |
| <b>Guinea Bissau</b>              | GG |    |     |
| <b>Liberia</b>                    | GL | LR | LBR |
| <b>Morocco</b>                    | GM | MA | MAR |
| <b>Senegal</b>                    | GO | SN | SEN |



|                                  |    |    |     |
|----------------------------------|----|----|-----|
| <b>Mauritania</b>                | GQ |    |     |
| <b>Guinea</b>                    | GU |    |     |
| <b>Cape Verde</b>                | GV |    |     |
| <b>Ethiopia</b>                  | HA | ET | ETH |
| <b>Burundi</b>                   | HB | BI | BDI |
| <b>Djibouti</b>                  | HD | DJ | DJI |
| <b>Egypt</b>                     | HE | EG | EGY |
| <b>Eritrea</b>                   | HH | ER | ERI |
| <b>Kenya</b>                     | HK | KE | KEN |
| <b>Libya</b>                     | HL | LY | LBY |
| <b>Rwanda</b>                    | HR | RW | RWA |
| <b>Sudan</b>                     | HS | SS | SSD |
| <b>Tanzania</b>                  | HT | TZ | TZA |
| <b>Uganda</b>                    | HU | UG | UGA |
| <b>United States - Northwest</b> | K1 | US | USA |
| <b>United States - Southwest</b> | K2 | US | USA |
| <b>United States - North</b>     | K3 | US | USA |
| <b>United States - South</b>     | K4 | US | USA |
| <b>United States - Central</b>   | K5 | US | USA |
| <b>United States - Northeast</b> | K6 | US | USA |
| <b>United States - Southeast</b> | K7 | US | USA |
| <b>Albania</b>                   | LA | AL | ALB |
| <b>Bulgaria</b>                  | LB | BG | BGR |
| <b>Cyprus</b>                    | LC | CY | CYP |
| <b>Croatia</b>                   | LD | HR | HRV |
| <b>Spain</b>                     | LE | ES | ESP |
| <b>France</b>                    | LF | FR | FRA |
| <b>Greece</b>                    | LG | GR | GRC |
| <b>Hungary</b>                   | LH | HU | HUN |
| <b>Italy</b>                     | LI | IT | ITA |
| <b>Slovenia</b>                  | LJ |    |     |
| <b>Czech Republic</b>            | LK | CZ | CZE |

|                                 |         |    |     |
|---------------------------------|---------|----|-----|
| <b>Israel</b>                   | LL      | IL | ISR |
| <b>Malta</b>                    | LM      | MT | MLT |
| <b>Austria</b>                  | Austria | AT | AUT |
| <b>Portugal</b>                 | LP      | PT | PRT |
| <b>Bosnia and Herzegovina</b>   | LQ      | BA | BIH |
| <b>Romania</b>                  | LR      | RO | ROU |
| <b>Switzerland</b>              | LS      | CH | CHE |
| <b>Turkey</b>                   | LT      | TR | TUR |
| <b>Moldova</b>                  | LU      | MD | MDA |
| <b>Macedonia</b>                | LW      | MK | MKD |
| <b>Gibraltar</b>                | LX      |    |     |
| <b>Yugoslavia</b>               | LY      |    |     |
| <b>Slovakia</b>                 | LZ      | SK | SVK |
| <b>Turks and Caicos Islands</b> | MB      | TC | TCA |
| <b>Dominican Republic</b>       | MD      | DO | DOM |
| <b>Guatemala</b>                | MG      |    |     |
| <b>Honduras</b>                 | MH      | HN | HND |
| <b>Jamaica</b>                  | MK      | JM | JAM |
| <b>Mexico</b>                   | MM      | MX | MEX |
| <b>Nicaragua</b>                | MN      | NI | NIC |
| <b>Panama</b>                   | MP      | PA | PAN |
| <b>Costa Rica</b>               | MR      | CR | CRI |
| <b>El Salvador</b>              | MS      | SV | SLV |
| <b>Haiti</b>                    | MT      | HT | HTI |
| <b>Cuba</b>                     | MU      | CU | CUB |
| <b>Cayman Islands</b>           | MW      | KY | CYM |
| <b>Bahamas</b>                  | MY      | BS | BSH |
| <b>Belize</b>                   | MZ      | BZ | BLZ |
| <b>Cook Islands</b>             | NC      | CK | COK |
| <b>Fiji</b>                     | NF      | FJ | FJI |
| <b>Kiribati Islands</b>         | NG      | KI | KIR |
| <b>Niue Islands</b>             | NI      |    |     |



|                             |    |    |     |
|-----------------------------|----|----|-----|
| <b>Wallis Islands</b>       | NL |    |     |
| <b>American Samoa</b>       | NS | AS | ASM |
| <b>Tahiti</b>               | NT |    |     |
| <b>Vanuatu</b>              | NV | VU | VUT |
| <b>Noumena</b>              | NW |    |     |
| <b>New Zealand</b>          | NZ | NZ | NZL |
| <b>Afghanistan</b>          | OA | AF | AFG |
| <b>Bahrain</b>              | OB | BH | BHR |
| <b>Saudi Arabia</b>         | OE | SA | SAU |
| <b>Iran</b>                 | OI | IR | IRN |
| <b>Jordan</b>               | OJ | JO | JOR |
| <b>Kuwait</b>               | OK | KW | KWT |
| <b>Lebanon</b>              | OL | LB | LBN |
| <b>United Arab Emirates</b> | OM | AE | ARE |
| <b>Oman</b>                 | OO | OM | OMN |
| <b>Pakistan</b>             | OP | PK | PAK |
| <b>Iraq</b>                 | OR | IQ | IRQ |
| <b>Syria</b>                | OS | SY | SYR |
| <b>Qatar</b>                | OT | QA | QAT |
| <b>Yemen</b>                | OY | YE | YEM |
| <b>Alaska</b>               | PA |    |     |
| <b>Guam</b>                 | PG | GU | GUM |
| <b>Hawaii</b>               | PH |    |     |
| <b>Johnston Islands</b>     | PJ | UM | UMI |
| <b>Marshall Islands</b>     | PK | MH | MHL |
| <b>Line Islands</b>         | PL |    |     |
| <b>Midway Islands</b>       | PM | UM | UMI |
| <b>Micronesia</b>           | PT | FM | FSM |
| <b>Wake Islands</b>         | PW | UM | UMI |
| <b>Taiwan</b>               | RC | TW | TWN |
| <b>Japan</b>                | RJ | JP | JPN |
| <b>Korea</b>                | RK | KP | PRK |



|                                     |    |    |     |
|-------------------------------------|----|----|-----|
| <b>Okinawa Islands</b>              | RO |    |     |
| <b>Philippines</b>                  | RP | PH | PHL |
| <b>Argentina</b>                    | SA | AR | ARG |
| <b>Brazil</b>                       | SB | BR | BRA |
| <b>Chile</b>                        | SC | CL | CHL |
| <b>Ecuador</b>                      | SE | EC | ECU |
| <b>Paraguay</b>                     | SG | PY | PYR |
| <b>Colombia</b>                     | SK | CO | COL |
| <b>Bolivia</b>                      | SL | BO | BOL |
| <b>Surinam</b>                      | SM | SR | SUR |
| <b>French Guyana</b>                | SO | GF | GUF |
| <b>Peru</b>                         | SP | PE | PER |
| <b>Uruguay</b>                      | SU | UY | URY |
| <b>Venezuela</b>                    | SV | VU | VUT |
| <b>Guyana</b>                       | SY | GY | GUY |
| <b>Antigua and Barbuda</b>          | TA | AG | ATG |
| <b>Barbados</b>                     | TB | BB | BRB |
| <b>Dominica</b>                     | TD | DM | DMA |
| <b>French Antilles</b>              | TF |    |     |
| <b>Grenada</b>                      | TG | GD | GRD |
| <b>U.S. Virgin Islands</b>          | TI | VI | VIR |
| <b>Puerto Rico</b>                  | TJ | PR | PRI |
| <b>St. Kitts Islands</b>            | TK |    |     |
| <b>St. Lucia</b>                    | TL |    |     |
| <b>Aruba / Netherlands Antilles</b> | TN | AW | ABW |
| <b>Anguilla</b>                     | TQ | AI | AIA |
| <b>Montserrat Islands</b>           | TT | MS | NSR |
| <b>Trinidad and Tobago</b>          | TU | TT | TTO |
| <b>U.K Virgin Islands</b>           | TV |    |     |
| <b>Bermuda</b>                      | TX | BM | BMU |
| <b>Kazakhstan and Kyrgyzstan</b>    | UA | KZ | KAZ |
| <b>Azerbaijan</b>                   | UB | AZ | AZE |



|                                      |    |    |     |
|--------------------------------------|----|----|-----|
| <b>Russian Federation</b>            | UE | RU | RUS |
| <b>Armenia and Georgia</b>           | UG | GE | GEO |
| <b>Russian Federation</b>            | UH | RU | RUS |
| <b>Russian Federation</b>            | UI | RU | RUS |
| <b>Ukraine and Moldova</b>           | UK | UA | UKR |
| <b>Russian Federation</b>            | UL | RU | RUS |
| <b>Belarus, Latvia and Lithuania</b> | UM | BY | BLR |
| <b>Russian Federation</b>            | UN | RU | RUS |
| <b>Russian Federation</b>            | UR | RU | RUS |
| <b>Russian Federation</b>            | US | RU | RUS |
| <b>Uzbekistan</b>                    | UT | UZ | UZV |
| <b>Turkmenistan</b>                  | UT | TM | TKM |
| <b>Tajikistan</b>                    | UT | TJ | TJK |
| <b>Russian Federation</b>            | UU | RU | RUS |
| <b>Russian Federation</b>            | UW | RU | RUS |
| <b>India - West</b>                  | VA | IN | IND |
| <b>Sri Lanka</b>                     | VC | LK | LKA |
| <b>Cambodia</b>                      | VD | KH | KHM |
| <b>India - East</b>                  | VE | IN | IND |
| <b>Bangladesh</b>                    | VG | BD | BGD |
| <b>Hongkong</b>                      | VH | HK | HKG |
| <b>India - North</b>                 | VI | IN | IND |
| <b>Lao</b>                           | VL | LA | LAO |
| <b>Macau</b>                         | VM | MO | MAC |
| <b>Nepal</b>                         | VN | NP | NPL |
| <b>India - South</b>                 | VO | IN | IND |
| <b>Maldives</b>                      | VR | MD | MDV |
| <b>Thailand</b>                      | VT | TH | THA |
| <b>Vietnam</b>                       | VV | VN | VNM |
| <b>Myanmar</b>                       | VY | MM | MMR |
| <b>Indonesia</b>                     | WA | ID | IDN |
| <b>Brunei</b>                        | WB | BN | BRN |



|                         |    |      |     |
|-------------------------|----|------|-----|
| <b>Indonesia</b>        | WI | ID   | IDN |
| <b>Malaysia</b>         | WM | MY   | MYS |
| <b>Indonesia - Bali</b> | WR | ID   | IDN |
| <b>Singapore</b>        | WS | SG   | SGP |
| <b>Australia</b>        | YB | AU   | AUS |
| <b>Australia</b>        | YM | AU   | AUS |
| <b>China</b>            | ZB | CN   | CHN |
| <b>China</b>            | ZG | CN   | CHN |
| <b>China</b>            | ZH | CN   | CHN |
| <b>North Korea</b>      | ZK | KP   | PRK |
| <b>China</b>            | ZL | CN   | CHN |
| <b>Mongolia</b>         | ZM | MN   | MNG |
| <b>China</b>            | ZP | CN   | CHN |
| <b>China</b>            | ZS | CN   | CHN |
| <b>China</b>            | ZU | CN   | CHN |
| <b>China</b>            | ZW | CN   | CHN |
| <b>China</b>            | ZY | CNRI | CHN |

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# CHANGE LOG & NOTES