



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

September 2, 2016

Attachment 18 –Abbreviations - Boeing

OPERATIONAL FACTORS

DCA15FA185

**General**

The following abbreviations may be found throughout the manual. Some abbreviations may also appear in lowercase letters. Abbreviations having very limited use are explained in the chapter where they are used.

A	
AC	Alternating Current
ACT	Active
ADF	Automatic Direction Finder
ADI	Attitude Director Indicator
ADIRU	Air Data Inertial Reference Unit
AFDS	Autopilot Flight Director System
AFE	Above Field Elevation
AFM	Airplane Flight Manual (FAA approved)
AFM - DPI	Airplane Flight Manual - Digital Performance Information
AGL	Above Ground Level
AH	Alert Height
ALT ACQ	Altitude Acquire
ALT HOLD	Altitude Hold
AMM	Aircraft Maintenance Manual
ANP	Actual Navigation Performance
AOA	Angle of Attack

A/P	Autopilot
APU	Auxiliary Power Unit
AR	Authorization Required
ASA	Autoland Status Annunciator
ASI	Airspeed Indicator
ASR	Airport Surveillance Radar
A/T	Autothrottle
ATC	Air Traffic Control
ATM	Assumed Temperature Method
B	
BARO	Barometric
B/CRS B/C	Back Course
C	
C	Captain Celsius Center
CAA	Civil Aviation Authority
CDFA	Continuous Descent Final Approach
CDU	Control Display Unit
CFIT	Controlled Flight Into Terrain

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CFP	Computer Flight Plan	EGT	Exhaust Gas Temperature
CG	Center of Gravity	EHSI	Electronic Horizontal Situation Indicator
CLB	Climb	EICAS	Engine Indication and Crew Alerting System
CMD	Command	ENG OUT	Engine Out
CON	Continuous	EOT	Engine Out Taxi
CRM	Crew Resource Management	EPR	Engine Pressure Ratio
CRT	Cathode Ray Tube	ETOPS	Extended Operations
CRZ	Cruise	EXT	Extend
CWS	Control Wheel Steering	F	
D		F	Fahrenheit
DA	Decision Altitude	FAC	Final Approach Course
DA(H)	Decision Altitude (Height)	FCOM	Flight Crew Operations Manual
D/D	Direct Descent	F/D	Flight Director
DDG	Dispatch Deviations Guide	FAA	Federal Aviation Administration
DES	Descent	FAF	Final Approach Fix
DIR	Direct	FAR	Federal Aviation Regulation
DME	Distance Measuring Equipment	FCC	Flight Control Computer
E		FLCH	Flight Level Change
EADI	Electronic Attitude Director Indicator	FMA	Flight Mode Annunciations
EASA	European Aviation Safety Agency	FMC	Flight Management Computer
ECL	Electronic Checklist	FMS	Flight Management System
ECON	Economy	F/O	First Officer
EEC	Electronic Engine Control	FOD	Foreign Object Damage or Foreign Object Debris
EFB	Electronic Flight Bag	FPA	Flight Path Angle
EFIS	Electronic Flight		

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FPM	Feet Per Minute	ICAO	International Civil Aviation Organization
FPV	Flight Path Vector	IFR	Instrument Flight Rules
ft	Foot or Feet	IGS	Instrument Guidance System
G		ILS	Instrument Landing System
g	free fall acceleration of a body	IM	Inner Marker
GA	Go-Around	IMC	Instrument Meteorological Conditions
GBAS	Ground-Based Augmentation System	IP	Instructor Pilot
GLS	GBAS Landing System	IRS	Inertial Reference System
GNSS	Global Navigation Satellite System	IRU	Inertial Reference Unit
GP	Glide Path	ISA	International Standard Atmosphere
GPS	Global Positioning System	ISFD	Integrated Standby Flight Display
GPWS	Ground Proximity Warning System	J	
G/S	Glide Slope	JAA	Joint Aviation Authority
GS	Ground Speed	K	
H		K	Knots
HAA	Height Above Airport	KCAS	Knots Calibrated Airspeed
HAT	Height Above Touchdown	KGS	Kilograms
HDG SEL	Heading Select	KIAS	Knots Indicated Airspeed
HSI	Horizontal Situation Indicator	L	
HUD	Head Up Display	LBS	Pounds
I		LDA	Localizer-type Directional Aid
IAF	Initial Approach Fix	LNAV	Lateral Navigation
IAN	Integrated Approach Navigation	LOC	Localizer
IAS	Indicated Airspeed	LRC	Long Range Cruise

LVL CHG	Level Change	NNM	Non-Normal Maneuver
M		NPS	Navigation Performance Scales
M	Mach	N1	Low Pressure Rotor Speed
m	Meters	N2	High Pressure Rotor Speed
MAP	Missed Approach Point	O	
MASI	Mach/Airspeed Indicator	OAT	Outside Air Temperature
MAX	Maximum	OM	Outer Marker
MCP	Mode Control Panel	OPT	Onboard Performance Tool
MCT	Maximum Continuous Thrust	P	
MDA(H)	Minimum Descent Altitude (Height)	PAPI	Precision Approach Path Indicator
MEA	Minimum Enroute Altitude	PAR	Precision Approach Radar
MEL	Minimum Equipment List	PF	Pilot Flying
MFD	Multifunction Display	PFD	Primary Flight Display
MM	Middle Marker	PI	Performance Inflight
MMO	Maximum Mach Operating Speed	PIP	Product Improvement Package
MOCA	Minimum Obstruction Clearance Altitude	PLI	Pitch Limit Indicator
MOD	Modify	PMC	Power Management Control
MORA	Minimum Off Route Altitude	PM	Pilot Monitoring
MSL	Mean Sea Level	PWS	Predictive Windshear System
N		Q	
NAA	National Aviation Authority	QRH	Quick Reference Handbook
NAV	Navigation	R	
NAV RAD	Navigation Radio	RA	Radio Altitude Resolution Advisory
ND	Navigation Display		
NM	Nautical Mile(s)		
NNC	Non-Normal Checklist		

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RAAS	Runway Awareness and Advisory System	TAT	Total Air Temperature
RAIM	Receiver Autonomous Integrity Monitoring	TCAS	Traffic Alert and Collision Avoidance System
RAT	Ram Air Turbine	TE	Trailing Edge
RDMI	Radio Distance Magnetic Indicator	TFC	Traffic
RMI	Radio Magnetic Indicator	TO	Takeoff
RNAV	Area Navigation	T/D	Top of Descent
RNP	Required Navigation Performance	TO/GA	Takeoff /Go-Around
RSEP	Rudder System Enhancement Program	TPR	Turbofan Power Ratio
RTO	Rejected Takeoff	TR	Traffic Resolution
RVR	Runway Visual Range	TRK	Track
RVSM	Reduced Vertical Separation Minimum	U	
S		U.S.	United States
SAT	Static Air Temperature	V	
SDF	Simplified Directional Facility	VASI	Visual Approach Slope Indicator
SFP	Short Field Performance	VDP	Visual Descent Point
SPD	Speed	VEF	Speed at Engine Failure
STAR	Standard Terminal Arrival Route	VFR	Visual Flight Rules
T		VHF	Very High Frequency
T	True	VLOF	Lift Off Speed
TA	Traffic Advisory or Tailored Arrival	VMC	Visual Meteorological Conditions
TAC	Thrust Asymmetry Compensation	VMCA	Minimum Control Speed Air
TACAN	Tactical Air Navigation	VMCG	Minimum Control Speed Ground
TAS	True Airspeed	VMO	Maximum Operating Speed
		VNAV	Vertical Navigation
		VOR	VHF Omnidirectional