



Flight Operations Briefing Notes  
How to Use Briefing Notes  
Glossary of Terms and Abbreviations

Term or Abbreviation	Definition
<b>A/THR</b>	Autothrottle or Autothrust system
<b>AAL</b>	Above Airport Level
<b>AC</b>	U.S. FAA Advisory Circular
<b>ACAS</b>	Airborne Collision Avoidance System (see also TCAS)
<b>ACP</b>	Audio Control Panel (see also DCDU)
<b>ADC</b>	Air Data Computer
<b>AFE</b>	Above Field Elevation
<b>AFL</b>	Above Field Level (e.g., 1000 ft - height AFL)

Term or Abbreviation	Definition
<b>AFM</b>	Airplane Flight Manual (approved by certification authorities)
<b>AFS</b>	Automatic Flight System, this includes the flight director (FD), the autopilot (AP), the autothrottle/autothrust system (A/THR) and the flight management system (FMS)
<b>AGL</b>	Above Ground Level (e.g., 1000 ft - height AGL, indicated by the radio altimeter or computed by subtracting the terrain elevation from the altitude above MSL)
<b>AIM</b>	U.S. FAA Aeronautical Information Manual (previously called Airman Information Manual)
<b>AIP</b>	Aeronautical Information Publications (published by ICAO member states)
<b>ALA</b>	Approach-and-Landing Accident
<b>ALAR</b>	Approach-and-Landing Accident Reduction
<b>ALS</b>	Airport Lighting System
<b>ALTN</b>	Alternate
<b>AMC</b>	Acceptable Means of Compliance (for compliance with JAR-OPS 1)
<b>AOM</b>	Aircraft Operating Manual (established by operator)
<b>AP</b>	Auto Pilot

Term or Abbreviation	Definition
<b>APP</b>	Approach control frequency
<b>Approach Gate</b>	A point in space with a defined configuration and energy state (see also Stabilization Height and Next Target)
<b>ARTCC</b>	Air Route Traffic Control Center (usually referred to as "Center")
<b>ASAP</b>	Aviation Safety Action Partnership
<b>ATC</b>	Air Traffic Control
<b>ATIS</b>	Automatic Terminal Information Service
<b>ATM</b>	Air Traffic Management (one of the two components of FANS, see also FANS and CNS)
<b>BASIS</b>	British Airways Information System
<b>BRG</b>	Bearing (e.g., bearing to a waypoint or navaid)
<b>CAP</b>	U.K. Civil Aviation Publication
<b>CAPT</b>	Captain (see also PIC)
<b>CAST</b>	Commercial Aviation Safety Team (international industry task force led by U.S. FAA)
<b>Causal Factor</b>	A causal factor is an event or item judged to be directly instrumental in the causal chain of events leading to an accident (source: Flight Safety Foundation)

Term or Abbreviation	Definition
<b>CAWS</b>	Collision Avoidance Warning System (see TCAS)
<b>CDU</b>	Control and Display Unit (see also MCDU)
<b>CFIT</b>	Controlled Flight Into Terrain
<b>Checklist</b>	See also QRH
<b>Circumstantial Factor</b>	A circumstantial factor is an event or an item that was judged not to be directly in the causal chain of events [leading to an accident] but could have contributed to the accident (source: Flight Safety Foundation)
<b>CNS</b>	Communication, Navigation and Surveillance (one of the two components of FANS, see also FANS and ATM)
<b>CONF</b>	Configuration (e.g., slats, flaps, roll spoilers, ground spoilers, ...)
<b>CORR</b>	Correction (e.g., wind or configuration correction on final approach speed)
<b>CPDLC</b>	Controller Pilot Data Link Communications
<b>CRM</b>	Crew Resource Management
<b>DA(H)</b>	Decision Altitude (Height)
<b>DCDU</b>	Data Communications Display Unit
<b>DDG</b>	Dispatch Deviation Guide (see also MMEL and MEL)
<b>DIR TO</b>	Direct route to [a waypoint]

Term or Abbreviation	Definition
<b>DIST</b>	Distance
<b>DME</b>	Distance Measuring Equipment
<b>DNA</b>	French Direction de la Navigation Aerienne
<b>ECAM</b>	Electronic Centralized Aircraft Monitor
<b>EFIS</b>	Electronic Flight Instruments System
<b>EGPWS</b>	Enhanced Ground Proximity Warning System (see also TAWS)
<b>EGT</b>	Exhaust Gas Temperature
<b>ETOPS</b>	Extended Twins Operations
<b>F/O</b>	First Officer
<b>FAA</b>	U.S. Federal Aviation Administration
<b>FAF</b>	Final Approach Fix
<b>FANS</b>	Future Air Navigation System (see also CNS and ATM)
<b>FAR</b>	U.S. Federal Aviation Regulations
<b>FBS</b>	Fixed Base Simulator
<b>FCOM</b>	Flight Crew Operating Manual (established by Airbus)

Term or Abbreviation	Definition
<b>FCU</b>	Flight Control Unit (i.e., AP/FD interface)
<b>FD</b>	Flight Director
<b>FDF</b>	Final Descent Fix
<b>FFCC</b>	Forward-Facing-Crew Cockpit
<b>FFS</b>	Full Flight Simulator
<b>FIR</b>	Flight Information Region
<b>FL</b>	Flight Level
<b>FMGS</b>	Flight Management and Guidance System
<b>FMA</b>	Flight Modes Annunciator
<b>FMGES</b>	Flight Management, Guidance and [flight] Envelop [protection] System
<b>FMS</b>	Flight Management System
<b>FOQA</b>	Flight Operations Quality Assurance
<b>FSF</b>	Flight Safety Foundation
<b>ft</b>	Feet
<b>GA</b>	Go Around
<b>GAIN</b>	Global Analysis and Information Network

Term or Abbreviation	Definition
<b>GCAS</b>	Ground Collision Avoidance System
<b>GND</b>	Ground control frequency
<b>GNSS</b>	Global Navigation Satellite System
<b>GPS</b>	Global Positioning System
<b>GPWS</b>	Ground Proximity Warning System
<b>GS</b>	Glide Slope
<b>GW</b>	Gross Weight
<b>HAT</b>	Height Above Touchdown
<b>HF</b>	High Frequency
<b>HIRL</b>	High Intensity Runway Lighting
<b>HSI</b>	Horizontal Situation Indicator
<b>hPa</b>	Hectopascals
<b>IAF</b>	Initial Approach Fix
<b>IAP</b>	Instrument Approach Procedure
<b>IAS</b>	Indicated Air Speed
<b>ICAO</b>	International Civil Aviation Organization

Term or Abbreviation	Definition
<b>IEM</b>	Interpretative and Explanatory Material (for compliance with JAR-OPS 1)
<b>IF</b>	Intermediate Fix
<b>IFR</b>	Instrument Flying Rules
<b>ILS</b>	Instrument Landing System (see also GS and LOC)
<b>ILS-DME</b>	Instrument Landing System with collocated Distance Measuring Equipment
<b>IMC</b>	Instrument Meteorological Conditions
<b>in.Hg</b>	Inches of Mercury (unit for pressure measurement)
<b>INFO</b>	Information service frequency
<b>IOE</b>	Initial Operating Experience (Line Training)
<b>IRS</b>	Inertial Reference System
<b>JAA</b>	European Joint Aviation Authority
<b>JAR</b>	European Joint Aviation Regulations
<b>JAR-AWO</b>	JAR - All Weather Operations requirements
<b>JAR-OPS</b>	JAR Operations requirements

Term or Abbreviation	Definition
<b>JSAT</b>	U.S. CAST Joint Safety Analysis Team
<b>JSIT</b>	U.S. CAST Joint Safety Implementation Team
<b>JSSI</b>	European Joint Safety Strategies and Initiatives
<b>kt</b>	Knots
<b>LAAS</b>	GPS Local Area [accuracy] Augmentation System
<b>LAHSHO</b>	Land and Hold Short operation
<b>Lateral Navigation</b>	FMS managed lateral navigation (i.e., NAV mode)
<b>LDA</b>	LOC-type Directional Aid
<b>LLWAS</b>	Low Level Windshear Alert System
<b>LOC</b>	Localizer
<b>LOC BCK CRS</b>	Localizer back course
<b>LOFT</b>	Line Oriented Flight [simulator] Training
<b>m</b>	Meters
<b>MAP</b>	Missed Approach Point
<b>MCDU</b>	Multi-purpose Control and Display Unit (see also CDU)
<b>MDA(H)</b>	Minimum Descent Altitude (Height)

Term or Abbreviation	Definition
<b>MEA</b>	Minimum Enroute Altitude
<b>MEL</b>	Minimum Equipment List (operator' customized version of MMEL)
<b>METAR</b>	Meteorological Airport [observation] Report
<b>MMEL</b>	Master Minimum Equipment List (approved by operational authority)
<b>Mode</b>	Type of guidance used to guide the aircraft towards a target or set of targets, or along a vertical flight path and/or lateral flight path  "Selected modes" refers to the modes armed or engaged by the pilot on the FCU  "Managed modes" refers to FMS vertical navigation and lateral navigation
<b>MSA</b>	Minimum Safe Altitude or Minimum Sector Altitude
<b>MSAW</b>	Minimum Safe Altitude Warning (provided by ATC)
<b>MSL</b>	Mean Sea Level (e.g., 1000 ft - altitude above MSL, indicated by the barometric altimeter when set to QNH)
<b>NATS</b>	U.K. National Air Traffic Services
<b>Navaid</b>	Navigation Aid (e.g., NDB, VOR, VOR-DME, LOC, ILS,...)
<b>ND</b>	Navigation Display
<b>NDB</b>	Non Directional Beacon

Term or Abbreviation	Definition
<b>Next Target</b>	<p>Any required element or combination of one or more of the following elements:</p> <ul style="list-style-type: none"> <li>A position,</li> <li>An altitude,</li> <li>An aircraft configuration,</li> <li>A speed,</li> <li>A vertical speed, and/or</li> <li>A power setting.</li> </ul>
<b>NEXT WPT</b>	The waypoint located after the TO WPT
<b>nm</b>	Nautical miles
<b>NOTAM</b>	NOtice To AirMen
<b>OAT</b>	Outside Air Temperature
<b>OCA(H)</b>	Obstacle Clearance Altitude (Height)
<b>OM</b>	Outer Marker
<b>PA</b>	Passenger Address system
<b>PAPI</b>	Precision Approach Path Indicator
<b>PF</b>	Pilot Flying

Term or Abbreviation	Definition
<b>PFD</b>	Primary Flight Display
<b>PIC</b>	Pilot In Command
<b>PIREPS</b>	Pilot REPorts
<b>PNF</b>	Pilot Not Flying  The PNF is sometimes referred to as the Pilot Monitoring to enhance his/her role in terms of monitoring, cross-check and backup
<b>QAR</b>	Quick Access Recorder
<b>QFE</b>	Actual atmospheric pressure at airport elevation  Altimeter setting required to read a height above airport elevation
<b>QNH</b>	Actual atmospheric pressure at sea level, based on actual atmospheric pressure at station  Altimeter setting required to read an altitude above mean sea level (MSL)
<b>QRH</b>	Quick Reference Handbook
<b>R/I</b>	Radio / Inertial navigation
<b>RA</b>	Depending on context:  Radio Altimeter, or  Resolution Advisory (see also TCAS)

Term or Abbreviation	Definition
<b>RA DH</b>	Radio Altimeter Decision Height
<b>Raw Data</b>	Raw navigation data: bearing and/or distance from aircraft to the tuned navaid
<b>REIL</b>	Runway End Identification Lights
<b>Reversion</b>	<p>A mode reversion is a manual or automatic changeover from one AP mode to another mode (usually, a lower level of automation) resulting from:</p> <ul style="list-style-type: none"> <li>- a pilot action (e.g., the selection of a lower level of automation or the disengagement of a mode for manual reversion to the AP basic mode); or,</li> <li>- a system built-in condition (e.g., a guidance limit or an active flight envelope protection); or,</li> <li>- a failure or temporary loss of the engaged mode.</li> </ul>
<b>RMI</b>	Radio Magnetic Indicator
<b>RNAV</b>	aRea NAVigation (i.e., lateral navigation based on defined waypoints)
<b>RNP</b>	Required Navigation [accuracy] Performance
<b>RVR</b>	Runway Visual Range
<b>RVSM</b>	Reduced Vertical Separation Minima
<b>SAT</b>	Static Air Temperature

Term or Abbreviation	Definition
<b>SDF</b>	Simplified Directional Facility
<b>SID</b>	Standard Instruments Departure
<b>SOPs</b>	Standard Operating Procedures
<b>Stabilization Height</b>	<p>The height above airfield elevation or the height above touchdown (HAT) at which the aircraft should be stabilized for the approach to be continued; the stabilization height should be:</p> <ul style="list-style-type: none"> <li>- 1000 ft in IMC</li> <li>- 500 ft in VMC</li> </ul>
<b>STAR</b>	Standard Terminal ARrival
<b>STD</b>	Standard altimeter setting (i.e., 1013.2 hPa or 29.92 in.hg)
<b>TA</b>	Traffic Advisory (see also TCAS)
<b>Target</b>	A guidance target (e.g., a speed, heading, altitude, vertical speed, flight path angle, track, course, etc) selected by the pilot on the appropriate panel (FCU, FMS CDU or keyboard)
<b>TAS</b>	True Air Speed
<b>TAWS</b>	<p>Terrain Awareness and Warning System</p> <p>TAWS is the term used by the European JAA and the U.S. FAA to describe equipment meeting ICAO standards and recommendations for ground-proximity warning system (GPWS) equipment that provides predictive terrain-hazard warnings</p>

Term or Abbreviation	Definition
<b>TCAS</b>	Traffic Collision Avoidance System (see also ACAS)
<b>TDWR</b>	Terminal Doppler Weather Radar Weather radar capable of detecting areas of wind shear activity
<b>TDZ</b>	Touch Down Zone
<b>TDZE</b>	Touch Down Zone Elevation
<b>TERPS</b>	U.S. Standard for Terminal Instrument Approach Procedures (FAR - Part 97)
<b>TO WPT</b>	Waypoint of the F-PLN flight plan considered by the FMS for immediate lateral navigation guidance (in case of incorrect flight plan sequencing, the TO WPT may happen to be behind the aircraft)
<b>TOD</b>	Top Of Descent
<b>Transition</b>	A mode transition is a manual or automatic changeover from one AP mode to another mode, resulting from: <ul style="list-style-type: none"> <li>- a pilot action (e.g., the selection of a new mode on the FCU, as appropriate for the task or following an ATC instruction); or,</li> <li>- an automatic mode sequencing resulting from a prior mode selection involving several mode changes in sequence (e.g., altitude capture changeover to altitude hold or selected heading changeover to localizer capture then to localizer tracking)</li> </ul>
<b>V APP</b>	Final Approach Speed

Term or Abbreviation	Definition
<b>V MCL</b>	Minimum control speed in landing configuration with the critical engine inoperative
<b>V REF</b>	Reference approach speed (also referred to as threshold reference speed or target threshold speed)
<b>V stall</b>	Stalling speed (in a specified configuration)
<b>V/S</b>	Vertical speed or AP Vertical Speed mode
<b>VASI</b>	Visual Approach Indicator
<b>VDP</b>	Visual Descent / Decision Point
<b>Vertical Navigation</b>	FMS-managed vertical navigation
<b>VFR</b>	Visual Flying Rules
<b>VHF</b>	Very High Frequency
<b>VMC</b>	Visual Meteorological Conditions
<b>VOR</b>	VHF Omni Range
<b>VOR-DME</b>	Collocated VOR and DME nav aids
<b>WAAS</b>	GPS Wide Area [accuracy] Augmentation System
<b>WMO</b>	World Meteorological Organization