

**General Information**
**Glossary of Standard Nomenclature**

When a cockpit item or cockpit panel engraving is used to define a control or indicator, it is printed in BLOCK LETTERS.

A	Amber, Ampere
ABNORM	Abnormal
ABSORB	Absorber
ABV	Above
AC	Alternating Current
A/C	Aircraft
ACCEL	Accelerate
ACCU	Accumulator
ACQ	Acquire
ACT	Active
ACTVT	Activate
ADC	Air Data Computer
ADF	Automatic Direction Finder
ADI	Attitude Director Indicator
ADS	Air Data System
ADV	Advisory
AFS	Automatic Flight System
AFT	Rear part
AHP	Anti Hijacking Panel
AHRS	Attitude and Heading Reference System
AIDS	Aircraft Integrated Data System
AIL	Aileron
AIR Cond	Air Conditioning
ALIGN	Alignment
ALPHA (a)	Angle of Attack
ALT	Altitude
ALTM	Altimeter
ALTN	Alternate
AMP	Ampere
AMPL	Amplifier
ANN	Annunciator
ANT	Antenna
AP	Auto-Pilot
APPR	Approach
APU	Auxiliary Power Unit
ARND	Around
ARPT	Airport
ARTF	Artificial
AS	Airspeed
ASA	All Speed Aileron
ASAP	As Soon As Possible
ASD	Accelerate Stop Distance
A/SKID	Anti Skid
ASI	Air Speed Indicator
ASSY	Assembly
A/STAB	Auto Stabilizer
ASYM	Asymmetrical
ATC	Air Traffic Control
ATE	Automatic Test Equipment
A/THR	Automatic Thrust
ATS	Auto-Throttle System
ATT	Attitude
ATTND	Attendant
AUTO	Automatic
Auto Land	Automatic Landing
AUX	Auxiliary
AVAIL	Available
AVNCS	Avionics
AWY	Airway

B	Blue
BARO	Barometric
BAT	Battery
B/B	Back Beam
BFO	Beat Frequency Oscillator
BITE	Built-in Test Equipment
BLW	Below
BRG	Bearing
BRK	Brake
BRT	Bright
BTL	Bottle
C	Centigrade, Cyan, Cold, Closed
CAB	Cabin
CAB Press	Cabin Pressurization
CAL	Calibration
CAPT	Captain
CAS	Calibrated Airspeed
CAT	Category
C/B	Circuit Breaker
CCW	Counter Clock Wise
CDP	Compressor Discharge Pressure
CDU	Control and Display Unit
CG	Center of Gravity
CHAN	Channel
CHG	Change
CKD	Checked
CKPT	Cockpit
C/L	Check List
CL	Climb
CLR	Clear
CM	Crew Member
CMD	Command
CMPTR	Computer
CNTOR	Contact
CO	Company
COM	Communication
COMPT	Compartment
COND	Conditioning
CONFIG	Configuration
CONT	Continuous
COOL	Cooling, Cooler
CPLR	Coupler
CR	Cruise
CRC	Continuous Repetitive Chime
CRS	Course
CRT	Cathode Ray Tube
CSD	Constant Speed Drive
CSTR	Constraint
CTL	Control
CTR	Center
CU	Control Unit
CVR	Cockpit Voice Recorder
CW	Clock Wise
CWS	Control Wheel Steering
DA	Drift Angle
DAR	Digital AIDS Recorder
DB	Decibel
DC	Direct Current
D/D	Engine Out Drift Down Point
DDRMI	Digital distance and Radio Magnetic Indicator
DEC	Declination

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DECEL	Decelerate	FAC	Flight Augmentation Computer
DECR	Decrease	FAF	Final Approach Fix
DEF	Definition	FAIL	Failed, Failure
DELTA P	Differential Pressure	FAR	Federal Aviation Regulations
DES	Descent	FCC	Flight Control Computer
DEST	Destination	F/CTL	Flight Control
DET	Detection	FCPI	Flight Control Position Ind.
DEV	Deviation	FCU	Flight Control Unit, Fuel Control Unit
DFA	Delayed Flap Approach	FD	Flight Director
DFDAU	Digital Flight Data Acquisition Unit	FDAU	Flight Data Acquisition Unit
DFDR	Digital Flight Data Recorder	FDEP	Flight Data Entry Panel
DFIDU	Dual Function Interactive Display Unit	F/E	Flight Engineer
DG	Directional GYRO	FF	Fuel Flow
DH	Decision Height	FFCC	Forward Facing Crew Concept
DIFF	Differential	FIG	Figure
DIR	Direction	FIM	Fault Isolation Monitor
DISC	Disconnect	FL	Flight Level
DISCH	Discharged	FLC	Feel and Limitation Computer
DIS-IN	Discrete Inputs	FLEX	Flexible
DIST	Distance	FLP	Flap
DME	Distance Measuring Equipment	FLT	Flight
DMU	Data Management Unit	FLXTO	Flexible Take Off
DN	Down	FMA	Flight Mode Annunciator
DOW	Dry Operating Weight	FMC	Flight Management Computer
DR	Dead Reckoning	FMCS	Flight Management Computer System
DSPL	Display	FMS	Flight Management System
DSRTK	Desired Track	F/O	First Officer
DTG	Distance To Go	FOB	Fuel on Board
DU	Display Unit	FPA	Flight Path Angle
		F-PLN	Flight Plan
E	East	FPT	Flight Path Target
EC	Engine Control	FPV	Flight Path Vector
ECAM	Electronic Centralised Aircraft Monitoring	FQ	Fuel Quantity
ECB	Electronic Control Box (APU)	FRQ	Frequency
ECON	Economic	FRT	Front
ECP	ECAM Control Panel	F/S	Fast, Slow
EEC	Engine Electronic Computer	FT	Foot, Feet
EFCU	Electronic Flight Control Unit	FT/MN	Feet per Minute
EFIS	Electronic Flight Instrument System	FU	Fuel Used
EGT	Exhaust Gas Temperature	FWC	Flight Warning Computer
ELEC	Electrical	FWD	Forward
ELEV	Elevator	FWS	Flight Warning System
ELV	Elevation		
EMER	Emergency	G	Green, Gyro, Earth, Acceleration
END	Endurance	GA	Go Around
ENG	Engine	GCU	Generator Control Unit
ENGR	Engineer	GEN	Generator
EO	Engine Out	GMT	Greenwich Mean Time
EPR	Engine Pressure Ratio	GND	Ground
EPR.D	EPR.Descent	GPCU	Ground Power Control Unit
EPR.L	EPR.Latch	GPWS	Ground Proximity Warning System
EQPT	Equipment	GRP	Geographic Reference Point
ESS	Essential	GRVTY	Gravity
EST	Estimated	GS	Ground Speed
ET	Elapsed Time	G/S	Glide Slope
ETA	Estimated Time of Arrival	GW	Gross Weight
ETE	Estimated Time en Route		
ETP	Equal Time Point	H	Hour, Hot
EVAC	Evacuation	HDG	Heading
EXC	Excitation	HDG/S	Heading Selected
EXCESS	Excessive	HDL	Handle
EXP	Expansion	HF	High Frequency
EXT	Exterior, External, Extension	HI	High
EXTING	Extinguish		
EXTRACT	Extraction		

HIL	Hold Item List	LONG	Longitude
HLD	Hold	LO SPD Ail	Low Speed Ailerons
HP	High Pressure	LP	Low Pressure
HSI	Horizontal Situation Indicator	LRU	Line Replaceable Unit
HYD	Hydraulic	LS	Line Select Key
HZ	Hertz	LS.AIL/LSA	Low Speed Aileron
I	Inertial	LT	Light
I/P	Intercept Profile	LVL	Level
IAF	Initial Approach Fix	LVL/CH	Level Change
IAS	Indicated Airspeed	LW	Landing Weight
IDENT	Identification	M	Mach, Meter
IDG	Integrated Drive Generator	MAC	Mean Aerodynamic Chord
IFR	Instrument Flight Rules	MAG	Magnetic
ILS	Instrument Landing System	MAINT	Maintenance
IMM	Immediate	MAN	Manual
INB	Inbound	MAP	Ground Mapping
INBD	Inboard	MASI	Mach and Airspeed Indicator
INCR	Increase, Increment	MAX	Maximum
IND	Indicator	MB	Millibar
INFO	Information	MCR	Maximum Cruise
INHG	Inches of Mercury	MCT	Maximum Continuous Thrust
INHJ	Inhibit	MCU	Modular Concept Unit
INIT	Initialisation	MDA	Minimum Descent Altitude
INOP	Inoperative	MEA	Minimum En Route Altitude
INR	Inner	MECH	Mechanic
INS	Inertial Navigation System	MEL	Minimum Equipment List
INST	Instrument	MFA	Memorized Fault Annunciator
INT(PH)	Interphone	MI	Magnetic Indicator
INTCP	Intercept	MIC	Microphone
INV	Inverter	MID	Middle
I/O	Input/Output	MIDU	Multi-Input Interactive Display Unit
IP	Intermediate Pressure	MIN	Minimum
IRS	Inertial Reference System	MKR	Marker (radio Beacon)
ISA	International Standard Atmosphere	MLS	Microwave Landing System
ISB	Inter System bus	MLW	Maximum Landing Weight
ISDU	Inertial Sensor Display Unit	MMO	Maximum Operating Mach
ISOL	Isolation	MMR	Multi Mode Receiver
JAM	Jammed, Jamming	MN	Minute
KG	Kilogram	MOT	Motor
KRUG	Kruger	MSA	Minimum Safe Altitude
KT	Knot	MSG	Message
L	Left, Litre, Length	MSL	Mean Sea Level
LAND	Landing	MSU	Mode Selector Unit (IRS)
LAT	Latitude, Lateral	MTBF	Mean Time Between Failure
LAT REV	Lateral Revise	MTOW	Maximum Take off Weight
LAV	Lavatory	MTOGW	Maximum Take off Gross Weight
LB	Pound	MTP	Maintenance and Test Panel
LD	Left Display, Load	MWP	Master Warning Panel
LDG	Landing	MWS	Master Warning System
LE	Log Entry	MZFW	Maximum Zero Fuel Weight
L/G	Landing Gear	N1.D	N1 Descent
LH	Left Hand	N1.L	N1 Latch
LIM	Limitation	N	North
LIS	Localizer Inertial Smoothing	NAC	Nacelle
LL	Latitude/Longitude	NAV	Navigation
LLS	Left Line Select Key	NAVAID	Navigation Aid
LNG	Long	ND	Navigation Display
LO	Low	NDB	Non Directional Beacon
LOC	Localizer	NM	Nautical Mile
LOGO	Logogram	NORM	Normal
		N/P	Next Page
		NW	Nose Wheel

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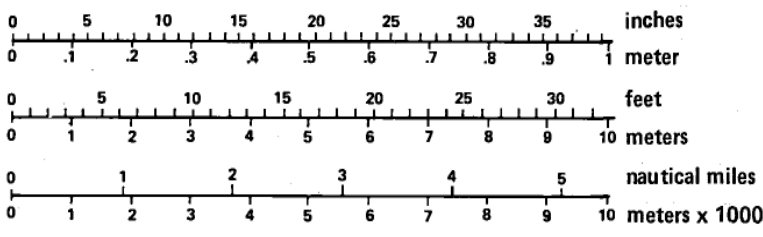
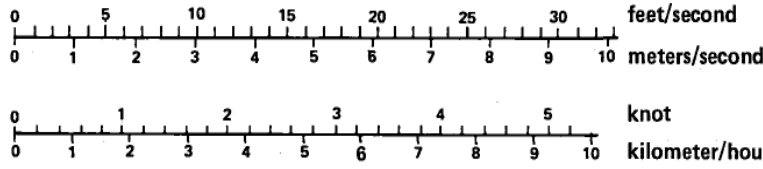
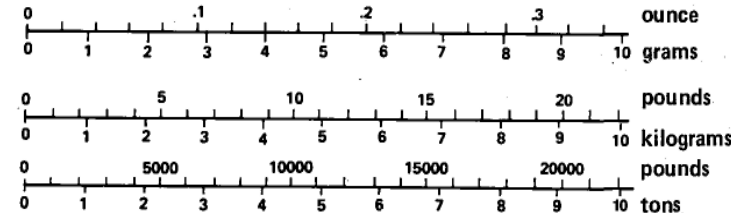
O	Open
OAT	Outside Air Temperature
OBSVR	Observer
OFF R	OFF-RESET
OFST	Offset
OK	Correct
OP	Operational
OPER	Operative
OPP	Opposite
OPS	Operations
OPT	Optimum
OUT	Outlet
OUTB	Outbound
OUTR	Outer
OVBD	Overboard
OVHD	Overhead
OVHT	Overheat
OVRD	Override
OXY	Oxygen
PA	Passenger Address, Public Address
PALT	Profile Altitude
PCLB	Profile Climb
PDES	Profile Descent
PED	Pedestal
PERF	Performance
PEPR	Profile EPR
PFD	Primary Flight Display
PMACH	Profile Mach
PMC	Power Management Computer
PMR	Performance and Maintenance Recorder
PN1	Profile N1
PNEU	Pneumatic System
PNL	Panel
POS	Position
PPOS	Present Position
PR	Pressure
PRED	Prediction
PRE FIT	Pre Flight
PRESS	Pressurisation, Pressure
PREV	Previous
PROC	Procedure
PROC T	Procedure Turn
PROF	Profile
PROG	Progress
PSI	Pounds Per Square Inch
PSIG	Pound Per Square Inch Gage
PSPD	Profile Speed
PT	Point
PTR	Printer, Push to Reset
PTT	Push to Test, Push to Talk
PTU	Power Transfer Unit
PURS	Purser
PWR	Power
QAR	Quick Access Recorder
QFE	Field Elevation Atmosphere Pressure
QFU	Runway Heading
QNE	Sea Level Standard Atmosphere Pressure
QNH	Sea Level Atmosphere Pressure
QT	Quart (US)
QTY	Quantity

R	Right, Red, Release, Reset
RA	Radio Altitude
RAD	Radio
RAT	Ram Air Turbine
RC	Repetitive Chime
RCDR	Recorder
RCL	Recall
RD	Right Display
RED	Reduction
REF	Reference
REG	Regulator
REL	Release
RET	Retract
RETRD	Retracted
REV	Reverse
RH	Right Hand
R/I	Radio/Inertial
RLS	Right Line Select Key
RLY	Relay
RMI	Radio Magnetic Indicator
RNG	Range
RPLNT	Repellent
RPM	Revolution Per Minute
RPTG	Repeating, Reporting
RQRD	Required
RSV	Reserves
RSVR	Reservoir
RTE	Route
RUD	Rudder
RWY	Runway
S	South, Second
SAT	Static Air Temperature
SC	Single Chime
S/C	Step Climb
SD	System Display
S/D	Step Descent
SDAC	System Data Analog Converter
SEC	Secondary
SEL	Selector
SENS	Sensitivity
SFCC	Slat Flap Control Computer
SFPI	Slats/Flaps Position Ind.
SGU	Symbol Generator Unit
SHLD	Shield
SHT	Short
SI	Slip Indicator
SID	Standard Instrument Departure
SIM	Simulation
SLT	Slat
SPD	Speed
SPD/M	Speed/Mach
SPLR	Spoiler
SRS	Speed Reference System
SSC	Single Stroke Chime
SSG	Single Stroke Gong
STAB	Stabilizer
STAR	Standard Terminal Arrival Route
STAT	Static
STBY	Stand-by
STD	Standard
STRG	Steering
STS	Status
SURF	Surface

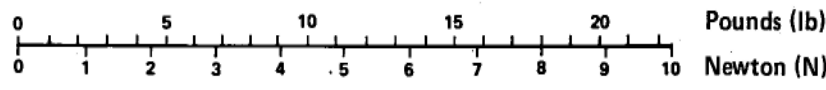
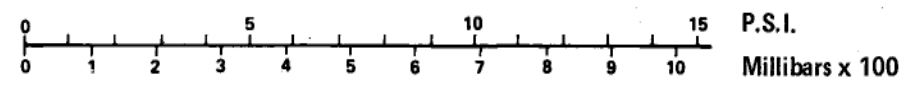
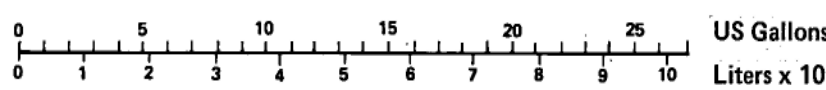
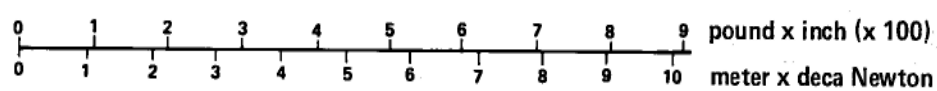
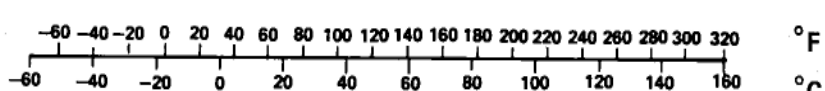
**General Information**
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SVCE	Service	VR	Rotation Speed
SW	Switch	VREF	Landing Reference Speed (1.3 VS CONFIG : 30/40°)
SYNC	Synchronise	VS	Stall Speed
SYS	System	V/S	Vertical Speed
		VSI	Vertical Speed Indicator
T	True, Turn		
TACT	Tactical	W	White, West, Weight
TAS	True Air Speed	WARN	Warning
TAT	Total Air Temperature	WGD	Windshield Guidance Display
T/C	Top of Climb	WLDP	Warning Light Display Panel
TCC	Thrust Control Computer	WPT	Waypoint
T/D	Top of Descent	WTB	Wing Tip Brake
TEMP	Temperature	WR	Weather Radar
TFR	Transfer	WT	Weight
TGT	Target	WX	Weather Mode
THR	Thrust, Throttle		
TK	Tank	X	Cross
TKE	Track Angle Error	XFEED	Cross Feed
TMR	Timer	XFR	Transfer
TO	Take Off	XMTR	Transmitter
TO/APPR	Take Off-Approach	XTK	Cross Track Error
TOD	Take Off Distance		
TOR	Take Off Run	Y	Yellow
TOGA	Take Off-Go Around		
TOGW	Take Off Gross Weight	ZFW	Zero Fuel Weight
T-P	Turn Point	ZP	Pressure Altitude
TR	Transformer Rectifier, Turn Radius		
T-R	Transmitter-Receiver		
TRANS	Transition		
TRANSF	Transfer		
TRK	Track		
TROPO	Tropopause		
TRP	Thrust Rating Panel		
TRU	True		
TRV	Travel		
TTG	Time to Go		
TURB	Turbulence, Turbine		
TOW	Take Off Weight		
U/FLOOR	Under Floor		
UNLK	Unlock		
V	Volt		
VA	Design Manoeuvring Speed		
VAR	Variation		
VDEV	Vertical Deviation		
VEL	Velocity		
VENT	Ventilation		
VERT REV	Vertical Revise		
VFE	Maximum Flap Extended Speed		
VFTO	Final Take Off Velocity		
VHF	Very High Frequency		
VIB	Vibration		
V/L	VOR/Localizer		
VLE	Landing Gear Extended Speed		
VLO	Landing Gear Operating Speed		
VM	Manoeuvring Speed		
VMCA	Minimum Control Speed Air		
VMCG	Minimum Control Speed Ground		
VMIN	Minimum Operating Speed		
VMO	Maximum Operating Speed		
VOR	VHF OMNI Directional Range		
VOR.D	VOR.DME		

**General Information**
**Units Conversion Table**

		METRIC → US	US → METRIC
L E N G T H	B0FC-01-0006-001-A001AA - R	1 millimeter (mm) = .0394 inch (in) 1 meter (m) = 3.281 feet (ft) 1 meter (m) = 1.094 yard (yd) 1 kilometer (km) = .540 nautical mile (nm)	1 inch (in) = 25.4 millimeter (mm) 1 foot (ft) = .3048 meter (m) 1 yard (yd) = .914 meter (m) 1 nautical mile (nm) = 1.852 kilometer (km)
			
			1 meter/second (m/s) = 3.281 Feet/second (ft/s) 1 kilometer/hour (km/h) = .540 knot (kt)
S P E E D	B0FC-01-0006-001-B001AA - R		
			1 gram (g) = 0.0353 ounce (oz) 1 kilogram (kg) = 2.2046 pounds (lb) 1 ton (t) = 2204.6 pounds (lb)
W E I G H T	B0FC-01-0006-001-C001AA - R		

**General Information**
**Units Conversion Table**

	METRIC → US	US → METRIC
F O R C E	1 Newton (N) = .2248 pounds (lb) 1 deca Newton (daN) = 2.248 pounds (lb)	1 pound (lb) = 4.448 Newtons (N) 1 pound (lb) = .4448 deca Newton (daN)
	 <p>0 5 10 15 20 Pounds (lb) 0 1 2 3 4 .5 6 7 8 9 10 Newton (N)</p> <p>FB1.0006.002-AA.001.6A</p>	
P R E S S U R E	1 bar = 14.505 pounds per square inch (P.S.I.) 1 millibar (mbar) = .0145 P.S.I.	1 pound per square inch (P.S.I.) = .0689 bar 1 P.S.I. = 68.92 millibars (mbar)
	 <p>0 5 10 15 P.S.I. 0 1 2 3 4 5 6 7 8 9 10 Millibars x 100</p> <p>FB1.0006.002-AA.001.6B</p>	
V O L U M E	1 liter (l) = .2642 U.S. Gallons 1 cubic meter (m3) = 264.2 U.S. Gallons	1 US Gallon = 3.785 liters (l) 1 US Gallon = .003785 cubic meter (m3)
	 <p>0 5 10 15 20 25 US Gallons 0 1 2 3 4 5 6 7 8 9 10 Liters x 10</p> <p>FB1.0006.002-AA.001.6C</p>	
M O M E N T U M	1 meter x deca Newton (m.daN) = 88.50 pound x inch (lb.in)	1 pound x inch (lb.in) = .0113 meter x deca Newton (mdaN)
	 <p>0 1 2 3 4 5 6 7 8 9 pound x inch (x 100) 0 1 2 3 4 5 6 7 8 9 10 meter x deca Newton</p> <p>FB1.0006.002-AA.001.6D</p>	
T E M P E R A T U R E	$t (^{\circ}\text{C}) = \frac{5}{9} \{t(^{\circ}\text{F}) - 32\}$	$t (^{\circ}\text{F}) = \frac{9}{5} t (^{\circ}\text{C}) + 32$
	 <p>-60 -40 -20 0 20 40 60 80 100 120 140 160 180 200 220 240 260 280 300 320 °F -60 -40 -20 0 20 40 60 80 100 120 140 160 °C</p> <p>FB1.0006.002-AA.001.6E</p>	