

GLOSSARY

ACC	accuracy	C	center runway
ACT, ACTV	active, activate	°C	degrees Celsius
ADC	air data computer	CA	Course to Altitude
ADF	Automatic Direction Finder	CALC	calculator
ADI	Attitude Direction Indicator	Calibrated Airspeed	Indicated airspeed corrected for installation and instrument errors.
AF	Arc to fix	CD	Course to DME distance
AFCS	Automatic Flight Control System	CDI	Course Deviation Indicator
AFM	Airplane Flight Manual	CDU	Control Display Unit
AFMS	Airplane Flight Manual Supplement	CF	Course to Fix
AFRM	airframe	CHT	Cylinder Head Temperature
AGL	Above Ground Level	CHKLIST	checklist
AHRS	Attitude and Heading Reference System	CHNL	channel
AIM	Aeronautical Information Manual	CI	Course to Intercept
AIRMET	Airman's Meteorological Information	CLD	cloud
ALRT	alert	CLR	clear
ALT	altitude	cm	centimeter
ALT, ALTN	alternator	CNS	Communication, Navigation, & Surveillance
AMPS	amperes	CO	carbon monoxide
ANNUNC	annunciation	COM	communication radio
ANT	antenna	CONFIG	configuration
AOPA	Aircraft Owners & Pilots Association	COOL	coolant
AP	autopilot	COPLT	co-pilot
AP DISC	autopilot disconnect	Course	The line between two points to be followed by the aircraft.
APR	approach	Course to Steer	The recommended direction to steer in order to reduce course error or stay on course. Provides the most efficient heading to get back to the desired course and proceed along the flight plan.
APT	airport, aerodrome		
ARINC	Aeronautical Radio Incorporated		
ARSPC	airspace	CR	Course to Radial
ARTCC	Air Route Traffic Control Center	CRG	Cockpit Reference Guide
ARV	arrival	CRNT	current
AS	airspeed	Crosstrack Error	The distance the aircraft is off a desired course in either direction, left or right.
ASB	Aviation Support Branch	CRS	course
ASOS	Automated Surface Observing System	CRS	Course to Steer
ATC	Air Traffic Control	CRSR	cursor
ATCRBS	ATC Radar Beacon System	CTA	Control Area
ATIS	Automatic Terminal Information Service	CTRL	control
ATK	along-track	Cumulative	The total of all legs in a flight plan.
AUTOSEQ	automatic sequence	CVR	Cockpit Voice Recorder
AUX	auxiliary	CVRG	coverage
AWOS	Automated Weather Observing System	CWS	control wheel steering
		CYL	cylinder
B ALT	barometric altitude		
BARO	barometric setting	D ALT	density altitude
BATT	battery	DB, DBASE	database
BC	backcourse	dBZ	decibels 'Z' (radar return)
Bearing	The compass direction from the present position to a destination waypoint.		
BFO	beat frequency oscillator		
BKSP	backspace		
BRG	bearing		

SYSTEM OVERVIEW

FLIGHT INSTRUMENTS

EIS

AUDIO PANEL & CNS

FLIGHT MANAGEMENT

HAZARD AVOIDANCE

AFCS

ADDITIONAL FEATURES

APPENDICES

INDEX

DCLTR, DECLTR	declutter	EPE	Estimated Position Error
DEC FUEL	decrease fuel	EPU	Estimated Position Uncertainty
deg	degree	ERR	error
DEIC, DEICE	de-icing	ESA	Enroute Safe Altitude
DEP	departure	Estimated Position Error	A measure of horizontal GPS position error derived by satellite geometry conditions and other factors.
Desired Track	The desired course between the active "from" and "to" waypoints.	Estimated Time of Arrival	The estimated time at which the aircraft should reach the destination waypoint, based upon current speed and track.
DEST	destination	Estimated Time Enroute	The estimated time it takes to reach the destination waypoint from the present position, based upon current ground speed.
DF	Direct to Fix	ETA	Estimated Time of Arrival
DFLT	default	ETE	Estimated Time Enroute
DGRD	degrade	EXPIRD	expired
DH	decision height	°F	degrees Fahrenheit
Dilution of Precision	A measure of GPS satellite geometry quality on a scale of one to ten (lower numbers equal better geometry, where higher numbers equal poorer geometry).	FA	Course From Fix to Altitude
DIR	direction	FAA	Federal Aviation Administration
DIS	distance	FADEC	Full Authority Digital Engine Control
Distance	The 'great circle' distance from the present position to a destination waypoint.	FAF	Final Approach Fix
DME	Distance Measuring Equipment	FAIL	failure
DOP	Dilution of Precision	FC	Course From Fix to Distance
DP	Departure Procedure	FCC	Federal Communication Commission
DPRT	departure	FCST	forecast
DR	dead reckoning	FD	Course From Fix to DME Distance
DSBL	disabled	FD	flight director
DTK	Desired Track	FDE	Fault Detection and Exclusion
E	empty, east	FFLOW	fuel flow
ECU	Engine Control Unit	FIS-B	Flight Information Services-Broadcast
Efficiency	A measure of fuel consumption, expressed in distance per unit of fuel.	FISDL	Flight Information Service Data Link
EGT	Exhaust Gas Temperature	FL	flight level
EIS	Engine Indication System	FLC	Flight Level Change
EGNOS	European Geostationary Navigation Overlay Service	FM	Course From Fix to Manual Termination
ELEV	elevation	FMS	Flight Management System
ELEV	elevator	FOB	Fuel On Board
EMERGCY	emergency	FPL	flight plan
EMI	Electromagnetic Interference	fpm	feet per minute
ENDUR	endurance	FREQ	frequency
Endurance	Flight endurance, or total possible flight time based on available fuel on board.	FRZ	freezing
ENG	engine	FSS	Flight Service Station
ENGD	engaged	ft	foot/feet
ENR	enroute	Fuel Flow	The fuel flow rate, expressed in units of fuel per hour.
Enroute Safe Altitude	The recommended minimum altitude within ten miles left or right of the desired course on an active flight plan or direct-to.	Fuel On Board	The total amount of usable fuel on board the aircraft.
ENT	enter	G/S, GS	glideslope

GA	go-around	I	Inner Marker
gal, gl	gallon(s)	IAF	Initial Approach Fix
GBOX	gearbox	IAT	Indicated Air Temperature
GDC	Garmin Air Data Computer	ICAO	International Civil Aviation Organization
GDU	Garmin Display Unit	ICS	Intercom System
GEA	Garmin Engine/Airframe Unit	ID	Identification/Morse Code Identifier
GEO	geographic	IDENT, IDNT	identification
GFC	Garmin Flight Control	IF	Initial Fix
GIA	Garmin Integrated Avionics Unit	IFR	Instrument Flight Rules
GLS	Global Navigation Satellite Landing System	IG	Imperial gallon
GMA	Garmin Audio Panel System	ILS	Instrument Landing System
GMC	Garmin Mode Controller	IMC	Instrument Meteorological Conditions
GMT	Greenwich Mean Time	in	inch
GMU	Garmin Magnetometer Unit	INACTV	inactive
GND	ground	INC FUEL	increase fuel
gph	gallons per hour	IND	indicated
GPS	Global Positioning System	Indicated	Information provided by properly calibrated and set instrumentation on the aircraft panel.
Grid MORA	Grid Minimum Off-Route Altitude; one degree latitude by one degree longitude in size and clears the highest elevation reference point in the grid by 1000 feet for all areas of the grid	INFO	information
Groundspeed	The velocity that the aircraft is travelling relative to a ground position.	in HG	inches of mercury
Ground Track	see <i>Track</i>	INT	intersection(s)
GRS	Garmin Reference System	INTEG	integrity (RAIM unavailable)
GS	Ground speed	IrDA, IRDA	Infrared Data Association
GTX	Garmin Transponder	KEYSTK	key stuck
HA	Hold Terminating at Altitude	kg	kilogram
HDG	heading	kHz	kilohertz
Heading	The direction an aircraft is pointed, based upon indications from a magnetic compass or a properly set directional gyro.	km	kilometer
HF	Hold Terminating at Fix	kt	knot
HFOM	Horizontal Figure of Merit	L	left, left runway
Hg	mercury	LAT	latitude
HI	high	LBL	label
HI SENS	High Sensitivity	lb	pound
HM	Hold with Manual Termination	LCD	Liquid Crystal Display
Horizontal Figure of Merit	A measure of the uncertainty in the aircraft's horizontal position.	LCL	local
hPa	hectopascal	LED	Light Emitting Diode
HPL	Horizontal Protection Level	Left Over Fuel On Board	The amount of fuel remaining on board after the completion of one or more legs of a flight plan or direct-to.
hr	hour	Left Over Fuel Reserve	The amount of flight time remaining, based on the amount of fuel on board after the completion of one or more legs of a flight plan or direct-to, and a known consumption rate.
HSDB	High-Speed Data Bus	Leg	The portion of a flight plan between two waypoints.
HSI	Horizontal Situation Indicator	LIFR	Low Instrument Flight Rules
HT	heat	LNAV	Lateral Navigation
HUL	Horizontal Uncertainty Level	LO	low
Hz	Hertz	LOC	localizer

SYSTEM OVERVIEW

FLIGHT INSTRUMENTS

EIS

AUDIO PANEL & CNS

FLIGHT MANAGEMENT

HAZARD AVOIDANCE

AFCS

ADDITIONAL FEATURES

APPENDICES

INDEX

LOI	loss of integrity (GPS)	NEXRAD	Next Generation Radar
LON	longitude	nm	nautical mile(s)
LPV	Localizer Performance with Vertical guidance	NoPT	No Procedure Turn Required (procedure shall not be executed without ATC clearance)
LRU	Line Replacement Unit		
LT	left	NRST	nearest
LTNG	lightning		
LVL	level	O	Outer Marker
M	Middle Marker	OAT	Outside Air Temperature
m	meter	OBS	Omni Bearing Selector
MAG	Magnetic	OFST	offset
MAG VAR	Magnetic Variation	OXY	oxygen
MAHP	Missed Approach Hold Point	P ALT	pressure altitude
MAN IN	manifold pressure (inches Hg)	PA	Passenger Address
MAN SQ	Manual Squelch	PA	Proximity Advisory
MAP	Missed Approach Point	PASS	passenger(s)
MASQ	Master Avionics Squelch	PC	personal computer
MAX	maximum	PDF	Primary Flight Display
MAXSPD	maximum speed (overspeed)	PI	Procedure Turn to Course Intercept
MDA	barometric minimum descent altitude	PIT, PTCH	pitch
MET	manual electric trim	POSN	position
METAR	Meteorological Aviation Routine	PPM	parts per million
MEPT	manual electric pitch trim	P. POS	Present Position
MFD	Multi Function Display	PRES, PRESS	pressure
MGRS	Military Grid Reference System	PROC	procedure(s), procedure turn
MHz	megahertz	psi	pounds per square inch
MIC	microphone	PT	Procedure Turn
MIN	minimum	PTK	parallel track
Minimum Safe Altitude	Uses Grid MORAs to determine a safe altitude within ten miles of the aircraft present position.	PTT	Push-to-Talk
		PWR	power
MKR	marker beacon	QTY	quantity
MOA	Military Operations Area		
MOV	movement	R	right, right runway
mpm	meters per minute	RAD	radial
MSA	Minimum Safe Altitude	RAIM	Receiver Autonomous Integrity Monitoring
MSAS	Multi-functional Satellite Augmentation System	RAM	random access memory
MSG	message	REF	reference
MSL	Mean Sea Level	REM	remaining (fuel remaining above Reserve)
MT	meter		
mV	millivolt(s)	REQ	required
MV DB	Magnetic Variation Database	RES	reserve (fuel reserve entered by pilot)
MVFR	Marginal Visual Flight Rules	REV	reverse, revision, revise
		RF	Constant Radius Turn to Fix
N	north	RMI	Radio Magnetic Indicator
NAV	navigation	RMT	remote
NAVAID	NAVigation AID	RNG	range
NDB	Non-directional Beacon	RNWX	runway

ROL	roll	TCAS	Traffic Collision Avoidance System
ROM	read only memory	TEL	telephone
rpm	revolutions per minute	TEMP	temperature
RST FUEL	reset fuel	TERM	terminal
RSV	reserve (fuel reserve entered by pilot)	TF	Track Between Two Fixes
RT	right	TFR	Temporary Flight Restriction
RVRSNRY	reversionary	T HDG	True Heading
RX	receive	TIS	Traffic Information System
		TIT	Turbine Inlet Temperature
S	south	TKE	Track Angle Error
SA	Selective Availability	TMA	Terminal Maneuvering Area
SAT	Static Air Temperature	TMR/REF	Timer/Reference
SBAS	Satellite-Based Augmentation System	Topo	topographic
SCIT	Storm Cell Identification and Tracking	Track	Direction of aircraft movement relative to a ground position; also 'Ground Track'
SD	Secure Digital		
sec	second(s)		
SEL, SLCT	select	Track Angle Error	The angle difference between the desired track and the current track.
SFC	surface		
SIAP	Standard Instrument Approach Procedures	TRG	target
		TRK	track
SID	Standard Instrument Departure	TRSA	Terminal Radar Service Area
SIGMET	Significant Meteorological Information	TRUNC	truncated
Sim	simulator	TTL	total
SLP/SKD	slip/skid	TURN	procedure turn
SMBL	symbol	TX	transmit
SPD	speed		
SPI	Special Position Identification	UNAVAIL	unavailable
SPKR	speaker	USR	user
SQ	squelch	UTC	Coordinated Universal Time
SRVC, SVC	service	UTM/UPS	Universal Transverse Mercator / Universal Polar Stereographic Grid
STAL	stall		
STAR	Standard Terminal Arrival Route		
STATS	statistics	V, Vspeed	velocity (airspeed)
STBY	standby	VA	Heading Vector to Altitude
STD	standard	VAPP	VOR approach
SUA	Special Use Airspace	VAR	variation
SUSP	suspend	VD	Heading Vector to DME Distance
SVS	Synthetic Vision System	Vdc	volts, direct current
SW	software	VERT	vertical
SYS	system	Vertical Figure of Merit	A measure of the uncertainty in the aircraft's vertical position.
		Vertical Speed Required	The vertical speed necessary to descend/climb from a current position and altitude to a defined target position and altitude, based upon current groundspeed.
T	true		
TA	Traffic Advisory		
TACAN	Tactical Air Navigation System		
TAF	Terminal Aerodrome Forecast		
TAS	True Airspeed	VFOM	Vertical Figure of Merit
TAS	Traffic Advisory System, true airspeed	VFR	Visual Flight Rules
TAT	Total Air Temperature	VHF	Very High Frequency
TAWS	Terrain Awareness and Warning System	VI	Heading Vector to Intercept
TCA	Terminal Control Area	VLOC	VOR/Localizer Receiver

- SYSTEM OVERVIEW
- FLIGHT INSTRUMENTS
- EIS
- AUDIO PANEL & CNS
- FLIGHT MANAGEMENT
- HAZARD AVOIDANCE
- AFCS
- ADDITIONAL FEATURES
- APPENDICES
- INDEX

VM	Heading Vector to Manual Termination
VMC	Visual Meteorological Conditions
VNAV, VNV	vertical navigation
VOL	volume
VOR	VHF Omni-directional Range
VORTAC	very high frequency omnidirectional range station and tactical air navigation
VPL	Vertical Protection Level
VPROF	VNV profile, vertical profile
VPTH	VNV path, vertical path
VR	Heading Vector to Radial
VS	vertical speed
VSI	Vertical Speed Indicator
VSR	Vertical Speed Required
VTF	vector to final
W	watt(s), west
WAAS	Wide Area Augmentation System
WARN	warning (GPS position error)
WGS-84	World Geodetic System - 1984
WPT	waypoint(s)
WW	world wide
WX	weather
XFER, XFR	transfer
XPDR	transponder
XTALK	cross-talk
XTK	cross-track