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AEROSPACE STANDARD

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NOMENCLATURE AND ABBREVIATIONS, FLIGHT DECK AREA

1. PURPOSE: This Aerospace Standard defines terminology for aircraft systems located in, controlled from, or referenced to the flight deck area. It provides equivalent abbreviations to be used on drawings, diagrams, panels and nameplates when space is limited.

NOTE: The words Control, Selector, Indicator abbreviated CONT, SEL, and IND respectively, may be omitted when used adjacent to that particular item, but they shall not be omitted when used on drawings or publications.

	NAME	ABBREVIATION	DEFINITION
ø	Afterburner Control	A/B	A control that permits fuel burning in the final engine stage giving increased thrust. It is usually actuated by the power control.
	Air Conditioning System	AIR COND	A system to control certain sections of the aircraft at a preset temperature, pressure, humidity, and air flow.
	Air Data Computer	ADC	A device receiving aerodynamic sensory information which then may be compensated for position, instrument and compressibility errors; to compute various mathematical functions of these parameters and deliver these functions to the aircraft systems as synchro, potentiometer, or other inputs.
ø	Air Traffic Control Transponder	TSPDR-1(2) (3)	
	Airspeed Calibrated	CAS	The pitot static airspeed indicator reading corrected for position and instrument error.
	Airspeed Equivalent	EAS	The pitot static airspeed indicator reading corrected for position error, instrument error, and adiabatic compressibility flow for the particular altitude.
ø	Ind. Airspeed Hold	IAS HOLD	See Automatic Flight Control System.
	Airspeed Indicated	IAS	The pitot static airspeed indicator reading without corrections.
	Airspeed Indicator	AS	A pitot static differential pressure operated instrument which indicates the rate of motion of an aircraft relative to the air mass.

	NAME	ABBREVIATION	DEFINITION
ø	Airspeed/Mach Indicator	M/AS	A combined instrument indicating both airspeed and Mach number.
	Airspeed True	TAS	The true airspeed of an aircraft relative to an undisturbed air mass.
	Airspeed Tube		See Pitot Static Tube.
	Alternate Airflow	ALT AIR	A means of supplying air to a system by means other than the normal system.
ø	Alternating Current Generator	AC GEN	A power driven device for converting mechanical energy into alternating electric current.
	Altimeter	ALTM	An instrument which indicates the pressure altitude above a given datum, usually sea level. For terrain clearance altimeter see Radio Altimeter.
	Altitude Hold	ALT HOLD	See Automatic Flight Control System.
	Ammeter	AMM	An instrument for measuring electric current in amperes (amps).
ø	Angle of Attack Hold	α HOLD	See Automatic Flight Control System.
ø	Angle of Attack Indicator	α	An instrument that indicates the acute angle between an airfoil reference line and the relative wind direction.
ø	Area Navigation System	(See Appendix)	
ø	Attitude Indicator	AI	See Bank and Pitch Indicator.
ø	Auxiliary Power Unit	APU	An independent source of hydraulic, pneumatic and/or electrical power for aircraft engine starting, etc.
ø	Auto Feathering System	AUTO FEATH	A system that automatically feathers the propeller when engine power inadvertently drops below minimums.
	Auto Feathering Arming	AUTO FEATH ARM	A means of arming the auto feathering system so that it will operate.
	Auto Feathering Test	AUTO FEATH TEST	An auto feather test circuit for checking system operation.
	Automatic Flight Control System	AFCS	An auto pilot plus outer loops such as navigation coupling, automatic landing, automatic angle of attack hold, altitude hold, airspeed hold, rate of climb hold and Mach hold.

	NAME	ABBREVIATION	DEFINITION
	Auto Pilot	AP	A system in an aircraft to automatically operate the aerodynamic controls to maintain a stabilized flight profile and/or to provide maneuvering about three axes through servo control.
	Auto Pilot Gyro Cage Switch	AP CAGE	A means to cage the automatic pilot gyro.
	Auto Pilot Controller	AP CONT	A device for controlling the aircraft through the automatic pilot.
	Auto Pilot Electrical Disconnect	AP ELEC REL	A device to electrically disconnect the automatic pilot.
	Auto Pilot Mechanical Disconnect	AP MECH REL	A device to allow the pilot to mechanically disconnect the automatic pilot from the flight control system.
	Auto Pilot Mode Selector	AP MODE	A device for selecting the auto pilot mode of operation.
	Auto Pilot Trim Indicator	AP TRIM	An instrument which indicates out of trim condition according to the amount and direction of servo displacement which is required to move the aircraft control surfaces in position to maintain aircraft heading and attitude or other command signals.
	Automatic Pilot	AP	See Auto Pilot.
ø	Automatic Throttle	A/T	A system for control of aircraft speed by automatic manipulation of throttles.
	Auxiliary Tank Jettison	AUX TNK JETT	A method or control to drop an auxiliary fuel tank from the aircraft such as wing tip tanks.
ø	Bank and Pitch Indicator	AI	A device which shows the angular relationship of the lateral and longitudinal axes of an aircraft to an indicated horizon.
ø	Bank and Pitch Indicator Flight Director	ADI	A device which shows the angular relationship of the lateral and longitudinal axes of an aircraft to an indicated horizon and includes command information.
	Battery	BAT	A self contained source of direct current power.
	Bearing Distance Heading Indicator	BDHI	An instrument which indicates the bearing and distance of a selected radio station in respect to the aircraft heading.
	Body Restraint Harness	HARNESS	An upper trunk or shoulder harness that holds an occupant more securely to the seat than is done by a safety belt.

	NAME	ABBREVIATION	DEFINITION
	Brake Control	BK	A control to actuate a landing gear wheel brake.
ø	Cabin Passenger Address System	PA	
	Calibrated Airspeed	CAS	See Airspeed Calibrated.
	Carbon Monoxide Instrument	CO	An instrument which is used to detect the carbon monoxide percentage present in the air of a given area.
	Carburetor Alcohol	CARB ALC	A fluid mixture generally consisting of 85 parts alcohol and 15 parts of glycerin which is sprayed into the carburetor air inlet for the purpose of preventing or removing ice formation.
	Carburetor Heat	CARB HEAT	A means of supplying heated air to the engine induction system.
	Check-Off List	CHK LIST	A list of items or instructions for the flight deck area to verify the proper position of controls, switches, and gauge indications at appropriate times.
	Chime	CHIME	A tone type audio signal used to alert the crew to information not necessarily related to the safety of the aircraft.
ø	Clear Air Turbulance Indicator	CAT	Display for warning of clear air turbulance.
ø	Climb Indicator	VSI	See Rate of Climb Indicator
	Clock	CLOCK	A device for measuring and indicating time.
ø	Cockpit Loud Speaker	SPK-1(2) (3)	
	Collision Avoidance System	CA	A system for recognition and evaluation of closure paths and rates and for provision of directed evasive action.
	Cowl Flaps	COWL FLP	Hinged metal flaps at the rear of an engine cowling used to regulate the flow of cooling air.
ø	Cross Feed	X FEED	A system for fuel usage from any one of several tanks to any or all the engines of a multi-engine aircraft.

	NAME	ABBREVIATION	DEFINITION
	Direct Current Generator	DC GEN	A power driven device for converting mechanical energy into direct electric current.
ø	Direct Lift Control System	DLC	A system for altering the wings' lift coefficient at a given angle of attack.
	Directional Gyro	DG	A non-slaved gyroscopic heading indicator. It is subject to error due to gyroscopic precession.
ø	Distance Measuring Equipment	DME	Equipment which computes and displays distance between the aircraft and Tacan or VORTAC station.
ø	Doppler Navigation	DPLR	A navigation system using Doppler inputs.
	Drag Chute Control	DRAG CHUTE	A device which actuates a deceleration parachute for landing.
	Drift Meter	DRIFT MTR	A device for determining the angle between the track and the heading of the aircraft.
	Emergency Airspeed System	EMER AS	A completely or practically separate airspeed system provided for use in case of failure of the normal system.
	Emergency Brake	EMER BK	A separate braking system used when failure of the normal system occurs.
	Emergency Depressurization	EMER DEPRESS	Emergency depressurization control.
	Emergency Flap Control	EMER FLAP	An emergency control for lowering the flaps in event of failure of the normal system.
	Emergency Flight Control	EMER FLT	Any auxiliary flight control that is used when a failure occurs in the normal flight control system.
	Emergency Fuel Control	EMER FUEL	A fuel control which may be used in event the normal fuel regulator fails.
	Emergency Hydraulic Pump	EMER HYD PUMP	An emergency hydraulic pump which can be used as an alternate source of hydraulic pressure.
	Emergency Hydraulic Shut Off	EMER HYD OFF	A type of shut off valve used in an emergency to isolate a critical part of the hydraulic system.

	NAME	ABBREVIATION	DEFINITION
	Emergency Hydraulic Selector	EMER HYD	A selector valve provided for selecting any or all control units to be operated on the emergency system.
	Emergency Instrument Power Selector	EMER INST PWR	A switch to select a separate power for all necessary instruments in case the normal power system fails.
	Emergency Landing Gear Control	EMER LG	An emergency method of lowering the landing gear in event of failure of the normal system.
	Engine Analyzer	ENG ANAL	A system to check certain ignition and/or vibration characteristics of an engine.
ø	Engine Bleed System	EBS	Provides bleed air for pressurization, anti-icing, actuation of some components, and engine compressor surge protection.
ø	Engine Fuel Control	FCU	A self contained metering unit consisting primarily of pumping, controlling, valving, and/or governing components designed for regulating the delivery of normal, emergency and/or starting fuel into a turbine engine.
	Engine Pressure Ratio	EPR	An instrument indicating the ratio between the engine inlet and exhaust pressure.
ø	Engine Starter	ENG START	A device to drive the engine during the starting cycle.
	Engine Tachometer	N (N_1, N_2, N_3)	An instrument indicating the operating revolutions per minute or the per cent speed of the engine.
ø	Environmental Control System	AIR COND	See Air Conditioning System.
	Equivalent Airspeed	EAS	See Airspeed Equivalent.
	Exhaust Gas Temperature	EGT	An instrument indicating the engine exhaust gas temperature.
	Feathering Control	FEATH	A control that will change the propeller blade pitch to an angle which stops propeller rotation when the engine is inoperative.

	NAME	ABBREVIATION	DEFINITION
	Fire Control Handle	FIRE PULL	A control, preceded by the engine number, which will stop the flow of all combustibles to the engine at the firewall or fireseal.
	Fire Extinguisher	FIRE EXT	A device or system, either manually or automatically operated, to extinguish or control fire in an aircraft.
	Fire Warning Indicator	FIRE WARN	An indicator, such as a light that warns the crew of fire or overheat in any area of the aircraft. When a fire detector circuit only is used, then the abbreviation FIRE is acceptable. When an overheat detector circuit only is used, then the abbreviation O'HEAT is acceptable. Designation of the zone or area should be placed in close proximity to the abbreviation.
Ø	Flap Control	FLAP	A control to position trailing edge flaps.
	Flight Control Lock	FLT LOCK	A ground control to place all control surfaces in a fixed position to prevent wind damage from whipping.
	Flight Director	FD	A device which indicates visually the correct control application required for the operation of an aircraft in accordance with a pre-selected flight plan.
Ø	Flight Director Mode Selector	FD MODE	A control for selecting flight director mode of operation.
Ø	Flight Path Deviation Indicator	FPDI	A device providing a visual indication of deviation from flight path vertically and laterally.
	Flight Recorder	FLT REC	An instrument that keeps a continuous time record of certain aircraft performance parameters such as airspeed, altitude and acceleration.
	Flow Indicator	FLO	A device for indicating the existence of and/or rate of flow of a medium. The indicator to be further identified by naming the medium for which flow is indicated, such as fuel, oil, oxygen, etc.
Ø	Free Air Temperature Indicator	OAT	Display of ambient air temperature.
	Frequency Meter	FRM	An instrument for measuring the frequency of alternating current.

	NAME	ABBREVIATION	DEFINITION
	Fuel Booster Pump	F BOOST	A pump provided for the purpose of forcing fuel to the engine fuel pump or to other tanks.
	Fuel Dump	F DUMP	Large capacity valves installed on fuel tanks which, when operated, quickly empty the tanks.
	Fuel Tank Selector	F TNK	A control that permits the selection of one or more tanks to feed fuel to the engines.
	Gas Turbine Compressor	GTC	An auxiliary turbine driven compressor supplying the pneumatic system for engine starting.
Ø	Glide Slope Deviation Indicator	GSDI	A visual indication of deviation from ILS Glide Slope.
Ø	Glide Slope Receiver	GS-1(2) (3)	Receiver for reception of the glide slope signals of an instrument landing system (329-335MHz).
Ø	HF Communication Transceiver or Transmitter Combined with Receiver	HF-1(2) (3)	
	Harness, Body Restraint	HARNESS	See Body Restraint Harness.
Ø	Headphone	PHONE	
Ø	Horizon Indicator	AI	See Bank and Pitch Indicator.
Ø	Horizontal Situation Indicator	HSI	A display of position, track, heading. May include desired track/heading and/or significant terrain and geographical information.
Ø	Horizontal Situation Display	HSD	A pictorial display of navigational information such as position, track, heading, waypoints, radio aids. May also include desired track/heading, significant terrain features, and/or command information.
	Ice Light	ICE LT	An externally mounted light to aid in visual inspection of wings and nacelles to detect ice formation.
	Ignition System	IGN	A system for starting and sustaining combinations as required.
	Indicated Airspeed	IAS	See Airspeed Indicated.

	NAME	ABBREVIATION	DEFINITION
ø	Inertial Navigation System	INS	A self-contained navigational system utilizing inertial inputs.
	Instrument	INST	Any means of indicating, computing, recording or controlling; intended for use in an aircraft to measure or control functions or conditions, quality or quantity, with respect to flight, navigation, power plant and physiological control pertaining to the performance, operation and flight control of aircraft.
	Instrument Panel Vibrator	INST PNL VIB	A device to vibrate an aircraft's instrument panel.
	Intercooler	INCLR	A device to control the temperature of compressed or supercharged air.
ø	Interphone	INT	
ø	Inverter	INV	A device for converting DC current into AC current.
	Inverter Automatic Changeover	INV AUTO CHANGE	An automatically operated changeover device to supply a bus from another inverter in the event of failure of one inverter.
	Inverter Manual Changeover	INV MAN CHANGE	An inverter changeover switch which when operated will supply an electrical bus from another inverter.
ø	Knot	KT	A unit of measurement of speed in terms of nautical miles per hour.
ø	Landing Gear Control	LDG GR	A control to retract or lower the landing gear of an aircraft.
	Landing Light	LDG LT	A light carried by an aircraft primarily to illuminate the ground while landing.
ø	Laser	LSR	

	NAME	ABBREVIATION	DEFINITION
Ø	Leading Edge Flap Indicator	LE FLAP IND	Display of position of leading edge flaps.
Ø	Leading Edge Flaps Control	LE FLAPS	A control to position leading edge flaps when controlled separately.
Ø	Liquid Oxygen Regulator	LOX REG	A device to regulate the flow of liquid oxygen.
Ø	Localizer Deviation Indicator	LOCDI	A visual indication of deviation from ILS Localizer.
Ø	Loran	LRN-1	A Long Range Navigation System providing fixing through the intersection of hyperbolic lines of position.
Ø	Low Frequency Automatic Direction Finding System	ADF-1(2) (3)	A navigation equipment operating on radio frequencies in the low frequency-medium frequency band (100-2000kHz) which provides automatic information as to the direction to the radio station tuned in.
	Mach Hold	MACH HOLD	See Automatic Flight Control System.
	Mach Number	MACH	The dimensionless ratio of true airspeed to the speed of sound in ambient air.
Ø	Mach/Airspeed Indicator	M/AS	See Airspeed/Mach Indicator
	Magnetic Compass	MAG COMP	An instrument which indicates the magnetic heading of the aircraft with reference to the earth's magnetic field. It is subject to large turning errors, also known as Standby Magnetic Compass and Magnetic Direction Indicator, Non-Stabilized.
	Magnetic Direction Indicator, Gyroscopically Stabilized	GYRO COMP	An instrument which indicates the magnetic heading of the aircraft with reference to the earth's magnetic field, and which incorporates a gyroscope stabilizing mechanism that holds the turning error to a minimum.

	NAME	ABBREVIATION	DEFINITION
	Manifold	MANF	A tubular fitting with several lateral outlets.
ø	Marker Beacon Indication	MKR BCN	A visual indication of ground beacon transmission reception.
ø	Marker Receiver	MKR-1(2) (3)	Receiver for reception of 75MHz marker signals.
	Master Electrical Control	MSTR ELEC	A control that supplies electrical power to the main electrical bus of an aircraft.
	Master Propeller Control	MSTR PROP	A single control lever that regulates the propeller governors on all engines.
ø	Microphone	MIC	
ø	Microwave	MW	Pertaining to frequencies of 1000MHz and higher.
	Mixture Control	MIX	A control operated to regulate the fuel -- air mixture of an internal combustion engine and to cut off fuel to the engine.
ø	Multiplex System	MUX	A system which permits transmission of multi-functional channels using a single connector.
	Navigation Light	NAV LT	Any one of a group of lights (red, green and clear) used aboard an aircraft to indicate its position and direction of motion to persons outside the aircraft.
ø	Navigation and Weather Radar Scope	RADAR	A cathode tube display system for weather cells and terrain mapping.
	Nose Wheel Steering	NW STEER	A system for steering the aircraft during ground operations.
	No Smoking Sign	NO SMOKING	A sign visible to the passengers or crew of an aircraft to inform them of periods of hazardous smoking conditions.

	NAME	ABBREVIATION	DEFINITION
	Oil Dilution	OIL DIL	A method of diluting the lubricating oil of an internal combustion engine with fuel to lower the viscosity of the oil and provide ease of starting during conditions of low temperature.
	Oil Shutter	OIL SHTR	A shutter used to obtain a desired oil temperature by regulating the flow of air through the oil cooler.
Ø	Oil Transfer System	OIL TRANS	A method of transferring oil from the oil storage tank to the engine tank.
	Omni-Bearing Indicator	OBI	An instrument which automatically presents a continuous magnetic bearing to the omni station.
	Omni-Bearing Selector	OBS	An instrument capable of being set manually to any desired omni-bearing or reciprocal thereof, which biases the deviation indicator.
	Omni-Magnetic Indicator	OMI	An instrument combining the omni-bearing selector and deviation indicator and showing the heading of the aircraft relative to the selected omni-bearing.
Ø	On Board Weighing System	OBWS	A device capable of indicating on the flight deck the aircraft gross weight and center of gravity.
	Oxygen Regulator	OXY REG	A device which regulates the flow of oxygen and which should further be identified by naming the type, i.e., demand, pressure demand, or diluter demand.
	Parking Brake	PARK BK	A control to hold brakes in the "ON" position while on the ground.
	Pitot Heater	PITOT HTR	An electrical heating element to prevent ice from forming on the pitot pick-up.
	Pitot Static Heater	PITOT STAT HTR	An electrical heating element to prevent ice from forming on the pitot and static pick-up.
	Pitot Static Tube	PITOT STAT TUBE	A device used to supply instruments with two pressures: pitot -- air at a total pressure which is a function of airspeed and static pressure. static -- air at approximately ambient pressure external to the aircraft at the static pressure source.
	Pitot Tube	PITOT TUBE	A device used to supply an instrument with air at a total pressure which is a function of airspeed and static pressure.

	NAME	ABBREVIATION	DEFINITION
Ø	Position Indicator	POS	A device for indicating the position of a mechanism. The indicator to be further identified by naming the system for which the position is indicated such as landing gear, wing flaps, and augmentor vanes.
Ø	Power Lever	THROT	A device for the control of engine output.
	Pressure Indicator	PRESS	A device for indicating pressure of a medium. The indicator to be identified by naming the medium for which pressure is indicated, such as fuel, oil, manifold, air, oxygen, etc.
	Pressure Regulator	PRESS REG	A device that controls pressure automatically or manually.
	Primer	PRIME	A device which will allow fuel to flow or be pumped into the cylinders or induction system of an engine to aid in starting.
	Propeller Anti-Icing	PROP A-I	A means of preventing ice from forming on the propellers by anti-icing liquid or electric heating.
	Propeller Control	PROP	A control, preceded by the engine number, that regulates the propeller governor.
	Propeller De-Icing	PROP D-I	A means of removing ice from the propellers by liquid or by heating.
	Quantity Indicators	QTY	A device for measuring the quantity of fluids. The indicator to be identified by naming the fluid for which quantity is indicated such as fuel, oil, hydraulic, water, oxygen, etc.
Ø	Radio Altimeter	R/ALTM	A device which indicates the elevation above the terrain.
Ø	Radio Control	R	Any of several type control boxes that permit the pilot to operate his radio facilities as required.
	Automatic Direction Finding Control	ADF	Automatic direction finding equipment control.
	High Frequency Control	HF	High frequency equipment control.
	Ultra High Frequency Control	UHF	Ultra high frequency equipment control.
	Very High Frequency Control	VHF	Very high frequency equipment control.
	Omni-Directional Range Control	VOR	Omni-directional range equipment control (If "navigation" is used, abbreviate to NAV).

	NAME	ABBREVIATION	DEFINITION
	Radio Magnetic Indicator	RMI	An instrument which presents a combined display of aircraft heading, relative and magnetic bearings of the radio station(s) being utilized for navigational purposes.
ø	Rain Repellent Control	RAIN REP CONT	A means of applying an agent for temporarily improving visibility through the windshield in rain.
ø	Rain Deflector Control	RAIN DEFL CONT	A means of accomplishing the above by deflection of the rain drops.
ø	Ram Air Temperature	TAT	See Total Air Temperature Indicator.
ø	Rate of Climb/Altimeter	VSI/ALTM	A combined instrument indicating both rate of climb and altitude.
ø	Rate of Climb Hold	VSI HOLD	See Automatic Flight Control System.
ø	Rate of Climb Indicator	VSI	A device which indicates the rate of ascent or descent of an aircraft.
	Resistance Bulb	TEMP BULB	A device having an electrical resistance which is a function of temperature, for use in temperature measurement.
	Reverse Pitch	REV P	A control to adjust the pitch of the propeller blades to a point where reverse thrust is being applied.
	Rudder Pedal Adjustment	RUD PED ADJ	An adjustment to move the rudder pedals to the most suitable position for the pilot.
	Safety Belt	SEAT BELT	A belt or strap that holds the pilot or passenger securely in his seat.
ø	Selcal	SCL	
	Sound Navigation and Ranging System	SONAR	An electronic sound navigation and ranging system primarily for underwater detection purposes.
	Speed Brake Control	SPEED BK	A control which actuates a device to rapidly reduce the airspeed of an aircraft by the application of aerodynamic drag.

NAME	ABBREVIATION	DEFINITION
Speed Control Indicator	SPEED	An instrument system that presents a pilot with wing lift ratio information for all aircraft configurations.
Ø Squelch	SQL	
Ø Stability Augmentation System	SAS	A provision for increasing the level of stability of the aircraft about any or all axes.
Stabilizer Trim Indicator	STAB TRIM	An indicator which shows the displacement of the stabilizer.
Stall Warning Instrument	STALL WARN	An instrument system for alarming at a predetermined wing lift ratio.
Standby System	STBY	Any system held in reserve.
Ø Static Air Temperature Indicator	OAT	See Free Air Temperature Indicator.
Static Port	STAT PORT	A device used to supply the ambient pressure existing external to the aircraft at the static port location to instruments such as airspeed, altimeter, and rate of climb.
Supercharger	S CHGR	A pressure boosting device acting to compress air or mixture in the induction system.
Synchronizer Control	SYNC	A control to establish a common speed between two or more rotating devices.
Synchro-Phaser	SYN PHASE	An alternating current control to match phases.
Synchroscope	SYNSCP	An indicator which shows the existence of a difference in rotary speed between two or more rotating devices. A synchroscope may also indicate which is operating at the greater speed.
Tactical Air Navigation System	TACAN	A tactical electronic navigation system giving distance and bearing from a ground radio station.

	NAME	ABBREVIATION	DEFINITION
	Taxi Light	TAXI LT	A light mounted on an aircraft to illuminate the area while the aircraft is moving on the ground under its own power.
	Temperature Bulb	TEMP BULB	See Resistance Bulb.
	Temperature Indicator	TEMP	A device for indicating temperature. The indicator to be further identified by naming the medium or object for which temperature is indicated such as oil bearing, cylinder head, etc.
ø	Terrain Clearance Indicator	TCI	A system other than radio altimeter for determination and display of aircraft distance from terrain.
	Throttle	THROT	See Power Lever.
ø	Thrust Lever	THROT	See Power Lever.
	Torque Meter or Torquemeter	TORQ MTR	A device to indicate the torque output of an engine.
ø	Total Air Temperature Indicator	TAT	Display of air temperature at the stagnation point.
ø	Trailing Edge Flap Indicator	FLAP IND	Display of position of trailing edge flaps.
ø	Transformer-Rectifier	TR	A unit to provide DC power from an AC power source by use of a transformer and rectifier.
	Trim Position Indicator	TRIM	An instrument which shows the position of a trimmable aerodynamic control surface preceded by function AIL, ELEV, RUD, or STAB.
	Trim Tab Control	TRIM TAB	An auxiliary control adjustment that applies a bias to the associated control to maintain a desired state of balance.
	True Airspeed	TAS	See Airspeed True.
	Turbine Starter	ENG START	See Engine Starter.
ø	Turbocompressor	TC	A turbine driven air compressor for supplying turbine pressurization for air conditioning.
	Turbo Supercharger Control or Turbosupercharger Control	TURBO S CHGR	A control for varying the speed of an exhaust gas supercharger. A supercharger driven by a turbine. Ordinarily the turbine is driven by engine exhaust gas.

	NAME	ABBREVIATION	DEFINITION
	Turn and Bank Indicator	T/S	See Turn and Slip Indicator.
	Turn and Slip Indicator	T/S	A device which indicates turning, rate of turn, and amount of sideslip or skid.
Ø	VHF Communications Transceiver (or transmitter plus receiver combined)	VHF-1(2) (3)	
Ø	VHF Omni-Range/Localizer	VOR-1(2) (3)	A radio navigation equipment operating in the VHF frequency (108-118MHz) band and providing VOR and runway localizer reception.
Ø	Vertical Speed Indicator	VSI	See Rate of Climb Indicator.
Ø	Vertical Velocity Indicator	VSI	See Rate of Climb Indicator.
	Very Pistol	VERY PISTOL	A pyrotechnic signaling device using distinctive color flares.
	Vibration Meter	VIBM	An instrument for measuring specific frequencies and their amplitudes.
Ø	Voice Recorder	VOICE-REC	
	Voltammeter	V/AMM	An instrument for measuring the amperage and voltage either simultaneously as with a dual mechanism instrument (wattmeter) or at will as with a single mechanism push-button type of instrument.
	Voltmeter	VM	An instrument for measuring electric current pressure (or force) in volts.
Ø	Volume	VOL	
	Warning Bell	WARN BELL	A bell which operates to indicate an unsafe configuration.
	Warning Gong	WARN GONG	A single beat sound used to warn of an unsafe flight condition or indication.
	Warning Horn	WARN HORN	A horn which operates to indicate an unsafe configuration.
	Water Injection Control	WATER INJ	A control to apply water to engine to increase the power output of the engine.

NAME	ABBREVIATION	DEFINITION
Windshield Anti-Icer	WSHLD A-I	A device or means to prevent ice formation on the windshield.
Windshield De-Icer	WSHLD D-I	A device or means to remove an ice formation on the windshield.
Windshield Wiper	WSHLD WIPER	A device used to wipe rain water from the windshield of an aircraft.
Wing and Tail Anti-Icing	W-T AI	A system of preventing ice formation on the wing and tail.
Wing and Tail De-Icing	W-T DI	A system of removing an ice formation on the wing and tail surfaces.
Wingspoiler Control	SPLR	A control to extend the wing spoilers as an aerodynamic braking device.
Yaw Damper	YAW DMPR	A system to damp aircraft yaw oscillations.

PREPARED BY
JOINT S-7/A-4 STANDARD COCKPIT NOMENCLATURE SUBCOMMITTEE OF
COMMITTEE S-7, COCKPIT STANDARDIZATION, AND
COMMITTEE A-4, AIRCRAFT INSTRUMENTS

Ø APPENDIX

Area Navigational System	RNAV	A system which permits aircraft operation on any desired course within coverage of station-referenced navigational signals or within the limits of self-contained system capability.

Associated Nomenclature:

NAME	ABBREVIATION	DEFINITION
Airport	ARPT	A tract of land or water that is maintained for the landing and takeoff of airplanes and for receiving and discharging passengers and cargo and usually has facilities for the shelter, supply and repair of planes.
Airway	AWY	A designated route along which airplanes fly from airport to airport especially such a route equipped with radio navigational aids.
Align	ALIGN	The process of an inertial navigation system, where it automatically aligns with reference to the navigational coordinates and the inertial instruments are automatically calibrated.
Approach	APP	A means of access to an airport, also the configuration definition of an aircraft such as maneuvering approach and landing approach. ATC application indicates a descent procedure such as initial approach the beginning of the descent profile and final approach, the last phase of the descent procedure for landing at an airport.
Automatic Chart Control Unit	ACCU	Provides controls and indicators which are used to select operation of the automatic chart display unit and indicate the operation selected.
Automatic Chart Display Unit	ACDU	Provides an illuminated position referenced area map in continuous geographic segments and indicators to display operating status.
Automatic Chart Electronic Unit	ACEU	Provides data conversion between the navigation unit and the automatic chart display.