

ACCELERATE STOP DISTANCE AVAILABLE (ASDA) The take-off run available plus the length of stopway available (if stopway is provided).

AERODROME BEACON (ABN) A light, visible intermittently at all azimuths, used to indicate the location of an aerodrome from the air.

AERODROME CONTROL SERVICE ATC service for aerodrome traffic.

AERODROME CONTROL TOWER A unit established to provide ATC service to aerodrome traffic.

AERODROME ELEVATION The elevation of the highest point of the landing area.

AERODROME METEOROLOGICAL MINIMA (Ceiling and Visibility Minima) The minimum heights of cloud base (ceiling) and minimum values of visibility which are prescribed in pursuance of CAR 257 for the purpose of determining the usability of an aerodrome either for take-off or landing.

AERODROME REFERENCE POINT (ARP) The designated geographical location of an aerodrome.

AERODROME TRAFFIC All traffic on the manoeuvring area of an aerodrome and all aircraft flying in the vicinity of an aerodrome.

Note: An aircraft is in the vicinity of an aerodrome when it is, in, entering, or leaving the traffic circuit.

AERONAUTICAL INFORMATION CIRCULAR (AIC) A notice containing information that does not qualify for the origination of a NOTAM, or for inclusion in the AIP, but which relates to flight safety, air navigation, technical, administrative, or legislative matters.

AERONAUTICAL INFORMATION PUBLICATION (AIP) A publication issued by or with the authority of a State and containing aeronautical information of a lasting character essential to air navigation.

AIP SUPPLEMENT (SUP) Temporary changes to the information contained in the AIP which are published by means of special pages.

AIRCRAFT WEIGHT CATEGORIES For the purposes of wake turbulence separation aircraft are divided into the following weight categories:

- HEAVY (H) - All aircraft of 136,000KG maximum take-off or more;
- MEDIUM (M) - Aircraft of less than 136,000KG maximum take-off weight but more than 7,000KG maximum take-off weight.
- LIGHT (L) - Aircraft of 7,000KG maximum take-off weight or less.

AIR-GROUND COMMUNICATIONS (A/G) Two-way communications between aircraft and stations on the surface of the earth.

AIR-REPORT (AIREP) A report prepared by the pilot during the course of a flight in conformity with the requirements for position, operational or meteorological reporting in the AIREP form.

AIR TRAFFIC CONTROL CLEARANCE Authorisation for aircraft to proceed under conditions specified by an Air Traffic control unit.

Note 1: For convenience, the term "Air Traffic Control Clearance" is frequently abbreviated to "Clearance" when used in appropriate context.

Note 2: The abbreviated term "Clearance" may be prefixed by "Taxi", "Take-Off", "Departure", "En-route", "Approach", or "Landing" to indicate the particular portion of the flight to which the Air Traffic control Clearance relates.

AIR TRAFFIC CONTROL INSTRUCTIONS Directions given by a person performing duty in Air Traffic control for an aircraft to conduct its flight in the manner specified in the directions.

AIR TRANSIT Means the airborne movement of a helicopter that is:

- for the expeditious transit from one place within an aerodrome to another place within the aerodrome;
- at or below 100FT above the surface; and
- at speeds greater than those used in air taxiing.

AIR TRAFFIC CONTROL SERVICES Means any service provided by Air Traffic Control when performing a function referred to in Air Service Regulation 3.02 and includes a traffic advisory service, traffic avoidance advice and traffic information.

AIR TRAFFIC SERVICES (ATS) ATC service, flight information service and SAR alerting service.

AIRWAYS CLEARANCE A clearance, issued by ATC, to operate in controlled airspace along a designated track or route at a specified level to a specified point or flight planned destination.

ALERT, TO To warn to prepare for search and rescue and/or to direct the guarding of specified radio frequencies.

ALERTING SERVICE A service provided to notify an appropriate organisation regarding aircraft in need of search and rescue air, and to assist such organisation as required.

ALL-OVER FIELD A defined landing area selected or prepared for the landing and take-off of aircraft in various directions.

ALTIMETER SETTING A pressure datum which when set on the sub-scale of a sensitive altimeter causes the altimeter to indicate vertical displacement from that datum.

A pressure-type altimeter calibrated in accordance with Standard Atmosphere may be used to indicate altitude, height or flight levels, as follows:

- when set to QNH or Area QNH it will indicate altitude;
- when set to Standard Pressure (1013.2 HPA) it may be used to indicate flight levels.

ALTITUDE (ALT) The vertical distance of a level, a point or an object, considered as a point, measured from mean sea level.

Note: In aeronautical terms, altitude is measured in feet. For flight planning, the letter "A" followed by 3 figures denotes specific altitude, eg A060 for 6000FT AMSL.

APPROACH CONTROL SERVICE ATC service for arriving or departing flights.

APPROACH SEQUENCE The order in which two or more aircraft are cleared to approach to land at the aerodrome.

APRON A defined area on a land aerodrome, intended to accommodate aircraft for purposes of loading or unloading passengers or cargo, fuelling, parking or maintenance.

APRON SERVICE A traffic regulatory and information service provided to aircraft using the apron area of an aerodrome.

AREA CONTROL CENTRE (ACC) A unit established to provide area control service.

AREA CONTROL SERVICE ATC service in control areas.

AREA QNH A forecast altimeter setting which is representative of the QNH of any location within a particular area.

AUTOMATIC ENROUTE INFORMATION SERVICE (AERIS) The provision of operational information enroute by means of continuous and repetitive broadcasts.

AUTOMATIC TERMINAL INFORMATION SERVICE (ATIS) The provision of current, routine information to arriving and departing aircraft by means of continuous and repetitive broadcasts during the hours when the unit responsible for the service is in operation.

BLOCK LEVEL A section of airspace with specified upper and lower limits on a specified track.

BRIEFING The act of giving in advance, specific pre-flight instructions or information to aircrew.

CEILING The height above the ground or water of the base of the lowest layer of cloud below 20,000FT covering more than one-half of the sky.

CENTRE A generic callsign used in the en route and area environment which can include Air Traffic Control (procedural or radar), Advisory, Flight Information and Alerting services, depending on the classification of airspace in which the service is provided.

CLEARANCE LIMIT The point specified in an air traffic control clearance to which an aircraft is authorised to proceed.

CLEARANCE EXPIRY TIME The time, if specified, in an air traffic control clearance at which the authorisation granted therein is withdrawn.

CLEARWAY A defined rectangular area on the ground or water at the end of a runway in the direction of take-off and under the control of the Competent Authority, selected or prepared as a suitable area over which an aircraft may make a portion of its initial climb to a specified height.

COMMON TRAFFIC ADVISORY FREQUENCY (CTAF) A frequency for pilots to exchange traffic information while operating to or from an aerodrome without an operating control tower or within a designated area. Where established, a CTAF will be shown in ERSA FAC.

CONTROLLED AIRSPACE Airspace of defined dimensions within which air traffic control services are provided to IFR flights and to VFR flights in accordance with the airspace classification

CONTROL AREA (CTA) A controlled airspace extending upwards from a specified limit above the earth.

CONTROL ZONE (CTR) A controlled airspace extending upwards from the surface of the earth to a specified upper limit.

CROSSWIND SHEAR A wind shear occurrence which requires a rapid change in aircraft heading to maintain track.

CRUISE/CLIMB An aeroplane cruising technique resulting in a net increase in altitude as the aeroplane weight decreases.

CRUISING LEVEL A level maintained during a significant portion of a flight.

Note: The word "level", except in the expression "flight level" is used to designate the vertical position of an aircraft regardless of the reference datum or the units of vertical distance used. In air-ground communications a level will be expressed in terms of "altitude" or "flight level", depending on the reference datum and the altimeter setting in use.

DAY That period of time from the beginning of morning civil twilight to the end of evening civil twilight.

DEAD RECKONING (DR) NAVIGATION The estimating or determining of position by advancing an earlier known position by the application of direction, time and speed data.

DENSITY HEIGHT An atmospheric density expressed in terms of height which corresponds to that density in the standard atmosphere.

DISTANCE MEASURING EQUIPMENT (DME) Equipment which measures in nautical miles, the slant range of an aircraft from the selected DME ground station.

DME DISTANCE The slant range from the source of a DME signal to the receiving antenna.

DISTRESS A stage of being threatened by serious and imminent danger and of requiring immediate assistance.

DOMESTIC FLIGHT A flight between two points within Australia.

ELEVATION (ELEV) The vertical distance of a point or a level, on or affixed to the surface of the earth, measured from mean sea level.

EMERGENCY PHASES

- **Uncertainly Phase:** A situation wherein uncertainty exists as to the safety of an aircraft and its occupants..
- **Alert Phase:** A situation wherein apprehension exists as to the safety of an aircraft and its occupants.
- **Distress Phase:** A situation wherein there is reasonable certainty that an aircraft and its occupants are threatened by grave and imminent danger or require immediate assistance.

ESTIMATE The time at which it is estimated that an aircraft will be over a position reporting point or over the destination.

ESTIMATED ELAPSED TIME The estimated time to proceed from one significant point to another.

ESTIMATED TIME OF ARRIVAL For VFR flights, the time at which the aircraft is estimated to arrive over the aerodrome of intended landing.

FINAL LEG The path of an aircraft in a straight line immediately preceding the landing (alighting) of the aircraft.

FIX A geographical position of an aircraft at a specific time determined by visual reference to the surface, or by navigational aids.

FLIGHT FILE A file stored on the NAIPS system which contains stored briefings, or a stored flight notification. Flight files are owned by pilots and / or operators, and updated at their request.

FLIGHT INFORMATION Information which may be of assistance to a pilot in the planning and progress of a flight.

FLIGHT INFORMATION AREA (FIA) An airspace of defined dimensions, excluding controlled airspace, within which flight information and SAR alerting services are provided by an ATS unit.

Note: FIAs may be sub-divided to permit the specified ATS unit to provide its services on a discrete frequency or family of frequencies within particular areas.

FLIGHT INFORMATION CENTRE A unit established to provide flight information and SAR alerting services.

FLIGHT INFORMATION OFFICE A unit providing briefing and debriefing services.

FLIGHT INFORMATION REGION (FIR) An airspace of defined dimensions within which flight information service and alerting service are provided.

FLIGHT INFORMATION SERVICE (FIS) A service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights.

FLIGHT INFORMATION SERVICE STATION (FISS) A unit providing flight information services.

FLIGHT LEVEL (FL) A surface of constant atmospheric pressure which is related to a specific pressure datum, 1013.2HPA and is separated from other such surfaces by specific pressure intervals.

Note: A pressure type altimeter calibrated in accordance with the Standard Atmosphere

- when set to a QNH altimeter setting, will indicate altitude, and
- when set to a pressure of 1013.2HPA may be used to indicate flight levels.

FLIGHT NOTE Details of the route and timing of a proposed flight provided by the pilot-in-command of an aircraft, which is other than notification submitted to the Airservices Australia, and which is required to be left with a person who could be expected to notify appropriate authorities in the event that the flight becomes overdue.

FLIGHT SERVICES (FS) Air-ground communications services, flight information services and SAR alerting services provided by ATS units.

FLIGHT STAGE A route or part of a route flown between any two aerodromes without an intermediate landing.

FORECAST A statement of expected meteorological conditions for a specified period, and for a specified area or portion of airspace.

FORECASTER A Weather Officer designated by the Bureau of Meteorology to prepare and issue forecasts of meteorological conditions.

FORMATION Two or more aircraft flown in close proximity to each other and operating as a single aircraft with regard to navigation, position reporting and control.

Note: Refer CAR 163AA for conditions under which formation flight may be undertaken.

FULL EMERGENCY (In the context of aerodrome emergency plans) - A situation in which the response of all agencies involved in the Aerodrome Emergency Plan will be activated. A full emergency will be declared when an aircraft approaching the airport is known or suspected to be in such trouble that there is danger of an accident.

GRIB Processed data in the form of grid-point values expressed in binary form. [Wind and temperature values derived from World Area Forecast System (WAFS) models are input to NAIPS and automated flight planning systems in GRIB format].

GROSS WEIGHT The weight of the aircraft together with the weight of all persons and goods (including fuel) on board the aircraft at the time.

HARD SURFACE A surface comprised of asphalt, concrete, bitumen, tar stone covered, tar bound pavements, compacted gravel or coral. It does not include any grass or natural surface.

HAZARDOUS CONDITIONS Meteorological conditions which may endanger aircraft or adversely affect their safe operation, including, but not limited to, dust-storms, icing, thunderstorms, linesqualls, blizzards, sandstorms, severe storms of tropical or sub-tropical origin, other severe or turbulent conditions, abnormal conditions of sea and sea swell, widespread conditions of fog, low cloud and low visibility, heavy precipitation, freezing precipitation and hail.

HEADING The direction in which the longitudinal axis of an aircraft is pointed, usually expressed in degrees from North (true, magnetic, compass or grid).

HEIGHT

- The vertical distance of a level, a point or an object considered as a point measured from a specified datum or;
- the vertical dimension of an object.

HOLD SHORT LINE A line marked across a runway, in accordance with the requirements of AIP AD, at which landing aircraft must stop when required during land and hold short operations (LAHSO). The line shall not be closer than 75M to the intersecting runway centreline.

HOLDING BAY An enlargement or special arrangement of a taxiway, provided near the runway end to permit aircraft to hold without obstructing the passage of other aircraft on the taxiway.

HOLDING POINT A specified location identified by visual or other means in the vicinity of which the position of an aircraft in flight is maintained in accordance with ATC instructions.

Note: Caution, taxiways may also include a holding point.

HOLDING PROCEDURE A predetermined manoeuvre which keeps an aircraft within a specified airspace whilst awaiting further clearance.

Note: Clearance not applicable OCTA.

LAND In relation to a helicopter, means to lower the helicopter to bring the undercarriage in contact with a surface.

LAND AND HOLD SHORT OPERATIONS A procedure involving dependent operations conducted on two intersecting runways whereby aircraft land and depart on one runway while aircraft landing on the other runway hold short of the intersection.

LANDING AREA That part of the movement area intended for the landing or take-off of aircraft.

LANDING DISTANCE AVAILABLE (LDA) The length of runway which is declared by the State to be available and suitable for the ground landing run of an aeroplane. The landing distance available commences at the threshold and in most cases corresponds to the physical length of the runway pavement. However, the threshold may be displaced from the end of the pavement when it is considered necessary to make a corresponding displacement of the approach area and surface by reason of obstructions in the approach path to the runway.

LENGTH (LEN) In relation to a helicopter, means the total length of the helicopter (including its rotors).

LEVEL (LVL)

A generic term relating to the vertical position of an aircraft in flight and meaning altitude or flight level.

LICENSED AERODROME means a place that is:

- Licensed as an aerodrome under the Civil Aviation Regulations; or
- Established as an aerodrome under the Air Navigation Regulations.

LOCAL STANDBY (In the context of Aerodrome Emergency Plans) - A situation in which activation of only the airport-based agencies involved in the Aerodrome Emergency Plan is warranted. A local Standby will be the normal response when an aircraft approaching an airport is known or is suspected to have developed some defect, but the trouble is not such as would normally involve any serious difficulty in effecting a safe landing.

MANOEUVRING AREA That part of an aerodrome to be used for the take-off landing and taxiing of aircraft, excluding aprons.

MARKER An object, other than a landing direction indicator, a wind director indicator or flag used to indicate an obstacle or to convey aeronautical information by day.

MARKINGS Signs displayed on surfaces in order to convey aeronautical information.

MAXIMUM TAKE-OFF WEIGHT (MTOW) The maximum take-off weight of an aircraft as specified in its Certificate of Airworthiness.

MEDICAL A flight providing transport of medical patients, personnel, and/or equipment, prioritised as:

MED 1: An aircraft proceeding to pick up, or carrying, a severely ill patient, or one on whom life support measures are being taken.

MED 2: An aircraft proceeding to pick up medical personnel and/or equipment urgently required for the transport of a MED 1 patient, or returning urgently required medical personnel and/or equipment at the termination of a MED 1 flight.

METEOROLOGICAL BRIEFING Explanation with the aid of relevant meteorological charts, reports and documents of the existing and expected meteorological conditions over an area along air routes, on flight paths and at aerodromes.

METEOROLOGICAL DISPLAY The special exhibition of, and/or availability of, meteorological data for examination by persons concerned with air navigation.

METEOROLOGICAL OFFICE An office of a meteorological authority staff and equipped to provide certain meteorological services for air navigation.

METEOROLOGICAL WARNING A statement or meteorological report of the occurrence or expectation of a deterioration or improvement in meteorological conditions or of any meteorological phenomenon which may seriously affect the safe operation of aircraft.

MOVEMENT AREA That part of an aerodrome to be used for the take-off landing and taxiing of aircraft, consisting of the manoeuvring area and the apron(s).

NAIPS The National Aeronautical Information Processing System, which provides briefings and flight notification functionality.

NIGHT (NGT) That period of time between the end of evening civil twilight and the beginning of morning civil twilight.

NON-DIRECTIONAL BEACON (NDB) A special radio station, the emissions of which are intended to enable a mobile station to determine its radio bearing or direction with reference to that special radio station.

NOTAM A notice issued by or with the authority of Airservices Australia and containing information or instructions concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to persons concerned with flight operations.

OPERATIONS MANUAL A manual provided by an operating agency for the use and guidance of its operations staff, containing instructions as to the conduct of flight operations, including the responsibilities of its operations staff.

OVERSHOOT SHEAR A wind shear occurrence which produces an INITIAL effect of overshooting the desired approach path and/or increasing airspeed.

PARKING AREA A specially prepared or selected part of an aerodrome within which aircraft may be parked.

PERMISSIBLE ALL-UP-WEIGHT The all-up-weight to which an aircraft is limited by virtue of the physical characteristics of an aerodrome.

PRIMARY MEANS NAVIGATION SYSTEM A navigation system that, for a given operation or phase of flight, must meet accuracy and integrity requirements, but need not meet full availability and continuity of service requirements. Safety is achieved by either limiting flights to specific time periods, or through appropriate procedural restrictions and operational requirements.

PREFERRED RUNWAY A runway nominated by ATC as the most suitable for the prevailing wind, surface conditions and noise sensitive areas in the proximity of the aerodrome.

PROCEDURE TURN A manoeuvre in which a turn is made away by an aircraft to intercept and proceed along the reciprocal of the designated track.

Note 1: Procedure turns are designated "left" or "right" according to the direction of the initial turn.

Note 2: Procedure turns may be designated as being made either in level flight or while descending, according to the circumstances or each individual instrument approach procedure.

QNH ALTIMETER SETTING That pressure which, when placed on the pressure setting sub-scale of a sensitive altimeter of an aircraft located at the reference point of an aerodrome, will cause the altimeter to indicate the vertical displacement of the reference point above mean sea level.

RADAR INFORMATION SERVICE (RIS) An add-on ATC service within radar coverage which provides information to flights, not otherwise receiving a separation service, in order to improve situation awareness and assist pilots in avoiding collisions with other aircraft.

RADAR VECTORS Navigational guidance to aircraft in the form of specific headings, based on the use of radar.

REPETITIVE FLIGHT PLAN A flight plan referring to a series of frequently recurring, regularly operated individual flights with identical basic features, submitted by an operator for retention and repetitive use by ATS units.

RESCUE COORDINATION CENTRE (RCC) A centre that co-ordinates search and rescue within an assigned area.

RESCUE UNIT A unit composed of trained personnel and provided with equipment suitable for the expeditious conduct of search and rescue.

ROUTE A way to be taken in flying from a departure to a destination aerodrome, specified in terms of track and distance for each route segment.

RUNWAY (RWY) A defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft.

RUNWAY NUMBER The number allotted to a runway end, being that whole number nearest to one tenth of the magnetic bearing of the centerline of the runway measured clockwise from magnetic north when viewed from the direction of approach. Single numbers so obtained are preceded by "O" and where the final numeral of the bearing is 5 degrees or greater, the number allocated is the next largest number.

RUNWAY STRIP (RWS) The defined area, including the runway (and stopway if provided), intended both to reduce the risk of damage to aeroplanes inadvertently running off the runway and to protect aeroplanes flying over it during take-off, landing or missed approach. Apart from the use of its runway, the area is not intended for taxi, take-off or landing operations.

SARTIME The time nominated by a pilot for the initiation of SAR action if a report has not been received by the nominated time.

SEARCH AND RESCUE (SAR) The act of finding and returning to safety, aircraft and persons involved in an emergency phase.

SEARCH AREA The area in which an aircraft is believed to have crashed or forced-landed.

SEARCH AND RESCUE REGION The specified area within which search and rescue is coordinated by a particular Rescue Coordination Centre.

SEPARATION

- **LONGITUDINAL SEPARATION:** Longitudinal spacing of aircraft which is never less than the prescribed standard interval. When using a time standard, the interval between aircraft is calculated at the speed of the following aircraft;
- **LATERAL SEPARATION:** The lateral spacing of aircraft by requiring operation on different routes, or in different geographical locations as determined by visual observation or by use of radio or other navigation aids;
- **VERTICAL SEPARATION:** The vertical spacing of aircraft.

SIGNIFICANT POINT A specified geographical location used in defining an ATS route or the flight path of an aircraft and for other navigation and ATS purposes.

SOLE MEANS NAVIGATIONAL SYSTEM A navigation system that, for a given phase of flight, must allow the aircraft to meet all four navigation system performance requirements - accuracy, integrity, availability and continuity of service.

SUPPLEMENTAL MEANS NAVIGATION SYSTEM A navigational system that must be used in conjunction with a sole means navigation system.

SPECIAL VFR FLIGHT A VFR flight authorised by ATC to operate within a control zone under meteorological conditions below the visual meteorological conditions.

STANDARD PRESSURE The pressure of 1013.2 hectopascals which, if set upon the pressure sub-scale of a sensitive altimeter, will cause the latter to read zero when at mean sea level in a standard atmosphere. This pressure must be set on the sub-scale of an altimeter before the vertical displacement indicated by the altimeter is corrected to a true value by applying the temperature correction.

STOPWAY A defined rectangular area on the ground at the end of a runway in the direction of take-off designated and prepared by the Competent Authority as a suitable area in which an aircraft can be stopped in the case of an interrupted take-off.

TAKE-OFF DISTANCE AVAILABLE (TODA) The length of the take-off run available plus the length of clearway available.

TAKE-OFF RUN AVAILABLE (TORA) The length of runway which is declared by the State to be available and suitable for the ground run of an aeroplane taking-off. This in most cases corresponds to the physical length of the runway pavement.

TAXI HOLDING POINT A designated position on a taxiway, runway or channel at which taxiing aircraft may be required to stop pending receipt of permission to proceed.

TAXIWAY (TWY) A defined path on a land aerodrome, selected or prepared for the use of taxiing aircraft.

Note: Caution, taxiways may also include a holding point.

TERRAIN CLEARANCE The vertical displacement of an aircraft's flight path from the terrain. Minimum values are prescribed relative to the flight rules in force and the conditions prevailing.

THRESHOLD (THR) The beginning of that portion of the runway useable for landing.

TOTAL ESTIMATED ELAPSED TIME For VFR flights the estimated time required from take-off to arrive over the destination aerodrome.

TRACK The projection on the earth's surface of the path of an aircraft, the direction of which path at any point is usually expressed in degrees from North (True, Magnetic or Grid).

TRANSITION ALTITUDE The altitude at or below which the vertical position of an aircraft is controlled by reference to altitudes.

TRANSITION LAYER The airspace between the transition altitude and the transition level.

TRANSITION LEVEL (TRL) The flight level at or above which the vertical position of an aircraft is controlled by reference to flight levels.

UNDERSHOOT SHEAR A wing shear occurrence which produces an INITIAL effect of undershooting the desired approach path and/or decreasing air speed.

UNSERVICEABLE AREA A portion of the movement area not available for use by aircraft because of the physical condition of the surface, or because of any obstruction on the area.

VHF OMNI-DIRECTIONAL RADIO RANGE (VOR) A VHF radio navigational aid which provides a continuous indication of magnetic bearing from the selected VOR ground station.

VISUAL APPROACH SLOPE INDICATOR SYSTEM (VASIS) A system of lights so arranged as to provide visual information to pilots of approaching aircraft of their position in relation to the optimum approach slope for a particular runway.

VISIBILITY (VIS) The ability, as determined by atmospheric conditions and expressed in units of distance, to see and identify prominent unit objects by day and prominent lit objects by night.

Visibility is divided into two classes as follows:

Flight Visibility:

The average range visibility forward from the cockpit of an aircraft in flight.

Ground Visibility:

The visibility at an aerodrome, as reported by and approved observer.

GENERAL AND METEOROLOGICAL ABBREVIATIONS

This list covers abbreviations which may be found throughout the Guide and on associated charts, or which are used in NOTAM, AIP Supplements and in meteorological messages and documentation.

Abbreviations marked “+” may be used as spoken words in radio telephony.

Abbreviations “#” may be spoken using the constituent letters rather than the phonetic alphabet.

A		#ADIZ	Air Defence Identification Zone
A/A	Air to Air	ADJ	Adjacent
AACC	Area Approach Control Centre	ADQ	Adequate Aerodrome
AAD	Assigned Altitude Deviation	ADR	Advisory Route
AAIS	Automatic Aerodrome Information Service	#ADS	Automatic Dependent Surveillance
AAL	Above Aerodrome Level	ADZ	Advise
ABM	Abeam	AEP	Aerodrome Emergency Plan
ABN	Aerodrome Beacon Information Service	+AERIS	Automatic En Route Information Service
ABT	About	AFIL	Flight Notification: filed in the air, or indicating the position at which ATS services will first be required.
ABV	Above	AFM	Yes, Affirm, Affirmative, that is correct
AC	Altocumulus	AFRU	Aerodrome Frequency Response Unit
+ACAS	Airborne Collision Avoidance System	AFS	Aeronautical Fixed Service
ACC	Area Control Centre	AFT	After...
ACCID	Initial Notification of an Aircraft Accident	#AFTN	Aeronautical Fixed Telecommunication Network
ACD	Airways Clearance Delivery	AFZ	Australian Fishing Zone(s)
ACFT	Aircraft	A/G	Air-to-ground
ACK	Acknowledge Service	AGA	Aerodromes, Air Routes and Ground Aids
ACN	Aircraft Classification Number	#AGL	Above Ground Level
ACPT	Accept, Accepted Telecommunication	AGN	Again
ACT	Active, Activated, Activity	AH	After Hours
AD	Aerodrome Zone(s)	AIC	Aeronautical Information Circular
ADC	Aerodrome Chart		
ADDGM	Aerodrome Diagrams		
ADDN	Addition, Additional		
#ADF	Automatic Direction Finding Equipment		

#AIP	Aeronautical Information Publication	ANC	Aeronautical Chart 1:500,00 (followed by name/title)
+AIRAC	Aeronautical Information Regulation and Control	AOC	Aerodrome Obstruction Chart
		AP	Airport
+AIREP	Air-Report	APAPI	Abbreviated Precision Approach Path Indicator
+AIRMET	Information in plain language concerning weather significant to light aircraft operations at or below 10,000FT	APCH	Approach
		APP	Approach Control
		APR	April
		APRX	Approximate, Approximately Publication
		APSG	After Passing
#AIS	Aeronautical Information Service	APV	Approve, Approved, Approval
AL	Approach Lights	AQZ	Area QNH Zone
		ARC	Area Chart
#ALA	Aircraft Landing Area for the purpose of CAR 92(1)(d)	ARFL	Aeroplane Reference Field Length
+ALERFA	Alert Phase	+ARFOR	Area Forecast (in aeronautical meteorological code)
ALM	Aircraft Landing Minima	ARN	Aviation Reference Number
ALR	Alerting Message	ARNG	Arrange
ALS	Approach Lighting System	ARP	Aerodrome Reference Point
ALT	Altitude	ARP	Air-Report (message type designator)
ALTN	Alternate, Alternating (light alternates in colour)	ARR	Arrive, Arrival
		ARS	Special Air-Report (message Type designator)
ALTN	Alternate (aerodrome)	AS	Altostratus
AMD	Amend, Amended	#ASAP	As Soon As Possible
AMDT	Amendment (AIP Amendment)	ASC	Ascent to, Ascending to
#AMSL	Above Mean Sea Level	ASDA	Accelerate-Stop Distance Available
		ASPH	Asphalt
		ASR	Area Surveillance Radar
		# ATA	Actual Time of Arrival
		#ATC	Air Traffic Control (in general)
		#ATD	Actual Time of Departure
		ATFM	Air Traffic Flow Management

CLBR	Calibration	CTAF(R)	Common Traffic Advisory Frequency where the carriage and usage of radio is mandatory.
CLD	Cloud		
CLG	Calling		
CLIAS	Climbing Indicated Airspeed	CTC	Contact
CLR	Clear, Cleared to..., Clearance	CTL	Control
CLSD	Closed, Close, Closing	CTN	Caution
CM	Centimetre	CTR	Control Zone
CMB	Climb to or Climbing to	CU	Cumulus
CMPL	Completion, Completed, or Complete	CUF	Cumuliform
CMSD	Commissioned	CUST	Customs
CNL	Flight Plan cancellation message	CWY	Clearway
			D
CNL	Cancel	D	Danger Area (followed by identification)
CNS	Communications, Navigation and Surveillance	D	Deleted
COM	Communications	DA	Decision Altitude
CONC	Concrete	DAP	Departure and Approach Procedures
COND	Condition	DCMSD	Decommissioned
CONS	Continuous	DCKG	Docking
CONST	Construction, Constructed	DCT	Direct (in relation to flight plan clearance and type of approach)
CONT	Continue(s), Continued	DEC	December
COOR	Coordinate, Coordinated	DEG	Degrees
COORD	Coordinates	DEP	Depart, Departure, Departed, Departing, Departure Message
COR	Correct, Corrected, Correction	DER	Departure End of Runway
COS	Conical Surface	DES	Descend to, Descending to
COT	At the Coast, Coastal	DEST	Destination
COV	Cover, Covered, Covering	+DETRESFA	Distress Phase
#CPDLC	Controller Pilot Datalink Communication	DEV	Deviation, Deviating
CRZ	Cruise	#DF	Direction Finder/ Finding
CS	Cirrostratus	DIF	Diffuse
CS	Call-sign	DISP	Displaced
#CTA	Control Area	DIST	Distance
+CTAF	Common Traffic Advisory Frequency	DIV	Diversion, Divert, Diverting

GPI	Glide Path Intercept	HS	Homestead
GR	Hail	HS	Service available during hours of scheduled operations
+GRASS	Grass Landing Area	HSL	Hold Short Lights
GRIB	Processed Meteorological data in the form of grid point values expressed in binary form (aeronautical meteorological code)	HURCN	Hurricane
GRVL	Gravel	HVY	Heavy
GS	Groundspeed	HVY	Heavy (used to indicate the intensity of WX phenomena, eg HVY RA = heavy rain)
GS	Small Hail and/or Snow Pellets	HX	No specific working hours

H

#H24	Continuous day and night service	HZ	Haze
HAA	Height Above Aerodrome	HZ	Hertz
HAT	Height Above Threshold	HZS	Horizontal Surface
HBN	Hazard Beacon		
HDG	Heading		
HDS	Hours of Daylight Saving	IAC	Instrument Approach Chart (followed by name/title)
HEL	Helicopter	IAF	Initial Approach Fix
HF	High Frequency (3000 to 30,000 KHZ)	#IAL	Instrument Approach and Landing Charts
HGT	Height, Height above	IAO	In and out of clouds
+HIAL	High Intensity Approach Lighting	#IAS	Indicated Air Speed
HIOL	High Intensity Obstacle Lighting	IBN	Identification Beacon
HIRL	High Intensity Runway Lighting	+ICAO	International Civil Aviation Organisation
#HJ	Sunrise to Sunset	IC	Ice Crystals (MET code)
HLDG	Holding	ICE	Icing, Ice
HLS	Helicopter Landing Site	ID	Identifier, identify
#HN	Sunset to Sunrise	+IDENT	Identification
HO	Service Available to meet operational requirements	IF	Intermediate Approach Fix
HOSP	Hospital Aircraft	#IFF	Identification Friend/Foe
HPA	Hectopascal	#IFR	Instrument Flight Rules
HR	Hours	#ILS	Instrument Landing System
		IM	Inner Marker
		#IMC	Instrument Meteorological Conditions
		IMG	Immigration

I

IMPR	Improve, Improving, Improvement
IMT	Immediate, Immediately
INBD	Inbound
#INC	In Cloud
+INCERFA	Uncertainty Phase
+INFO	Information
+INOP	Inoperative
#INS	Inertial Navigation System
INSTL	Install, Installed, Installation
INSTR	Instrument
INT	Intersection
+INTER	Intermittent, Intermittently
INTL	International
INTRG	Interrogator
INTRP	Interrupt, Interruption, Interrupted
INTSF	Intensify, Intensifying
INTST	Intensity
+ISA	International Standard Atmosphere
ISB	Independent Sideband
ISOL	Isolated
IWI	Illuminated Wind Indicator

J

JAN	January
+J-BAR	Jet Barrier
JF	Saturday, Sunday and PH
JO	Monday to Friday except PH
JTST	Jet Stream
JUL	July
JUN	June

CODE DEFINITION K

KG	Kilograms
KHZ	Kilohertz
KM	Kilometres

KMH	Kilometres per Hour
KPA	Kilopascals
KT	Knots
KW	Kilowatts

L

L	Left (runway identification)
L	Locator (see LM, LO)
LAHSO	Land and Hold Short Operations
LAN	Inland
+LAT	Latitude
LDA	Landing Distance Available
LDG	Landing
LDI	Landing Direction Indicator
LEN	Length
LF	Low Frequency (30 to 300 KHZ)
LGT	Light, Lighting.
LGTD	Lighted
LIH	Light Intensity High
LIL	Light Intensity Low
LIM	Light Intensity Medium
LIOL	Low Intensity Obstacle Lights
LIRL	Low Intensity Runway Lights
LJR	Low Jet Route
LLN	Low Level Navigation (by the MIL)
LLO	Low Level Operations (by the MIL)
LL	Lower Limits
LLZ	Localizer
LM	Locator (middle)
LMT	Local Mean Time
LO	Locator (outer)
LOC	Locally, Location, Located, Local
LOE	Lane of Entry
+LONG	Longitude

LRG	Long Range	MIL	Military
LSALT	Lowest Safe Altitude	MIN	Minutes
LTD	Limited	MIOL	Medium Intensity Obstacle Lights
LUL	Lowest Usable Level	MIRL	Medium Intensity Runway Lights
LV	Light and variable (relating to the wind)	MISC	Miscellaneous
LVE	Leave, Leaving	MKR	Marker Radio Beacon
LVL	Level	MLJ	Military Low Jet
LYR	Layer, Layered	MLJR	Military Low Jet Route
M			
M	Metres (preceded by figures)	#MLS	Microwave Landing System
M	Mach number (followed by figures)	MLW	Maximum Landing Weight
MAE	Men and Equipment	MM	Middle Marker
MAG	Magnetic	MNM	Minimum
MAINT	Maintenance	MNT	Monitor, Monitoring, Monitored
MAN	Manual	MNTN	Maintain, Maintained, Maintaining
MAP	Aeronautical Maps and charts	MOA	Military Operating Area
MAPT	Missed Approach Point	MOC	Minimum Obstacle Clearance (required)
MAR	March	MOD	Moderate, Moderately
MAR	At Sea	MOD	Moderate (used to indicate the intensity of WX phenomena, interface or static reports, eg MOD RA = moderate rain)
+MAX	Maximum	MON	Monday
MBST	Microburst	MON	Above Mountains
MCW	Modulated Continuous Wave (by the MIL)	MOV	Move, Moved, Moving, Movement
MDA	Minimum Descent Altitude	MOWP	Method of Working Plan
MDF	Medium Frequency Direction Finding Station	MPS	Meters per Second
#MEA	Minimum En-route Altitude	MRG	Medium Range
MED	Medical	MRP	ATS/MET Reporting Point
+MET	Meteorological, Meteorology	MS	Minus
+METAR	Routine Weather Report	#MSA	Minimum Sector Altitude
METRAD	MET Radar	MSG	Message
MF	Medium frequency (300 to 3000 KHZ)	MSL	Mean Sea Level
MHZ	Megahertz		
MIFG	Shallow Fog		

MT	Mountain	NVG	Night Vision Goggles (by the
MTOW	Maximum Take-off Weight		MIL)
MTP	Maximum Tyre Pressure	NW	North-West
MTW	Mountain Waves	NXT	Next
MVA	Minimum Vector Altitude		
MWO	Meteorological Watch Office		
MX	Mixed type of ice formation (white and clear)		
N			
N	North, North Latitude	OBS	Observe, Observed, Observation
NAIPS	National Aeronautical Information Processing System	OBSC	Obscure, Obscured, Obscuring
NAP	Noise Abatement Procedures	OBST	Obstacle
NAT	NAVAID Training	OBSTR	Obstruction
NAV	Navigation	#OCA	Oceanic Control Area
NAVAID	Navigation Aid	OCA	Obstacle Clearance Altitude
NB	Northbound	OCC	Occulting (light)
NBFR	Not Before	OCNL	Occasional, Occasionally
NC	No Change	OCT	October
#NDB	Non Directional Radio Beacon	#OCTA	Outside Control Area
NE	North-East	#OCTR	Outside Control Zone
NEG	Negative, no, Permission not granted, or that is not correct	OFZ	Obstacle Free Zone
NGT	Night	OHD	Overhead
+NIL	None	OM	Outer Marker
NM	Nautical Miles	OPA	Opaque, white type of ice formation
NML	Normal	OPMET	Operational Meteorological
NNE	North North-East	OPN	Open, Opening, Opened
NNW	North North-West	OPN	Operational Notification Message
NOF	International NOTAM Office	OPR	Operator, Operate, Operative, Operating, Operational
+NOSIG	No Significant Change	OPS	Operations
+NOTAM	Notice to Airmen	O/R	On Request
NOV	November	OT	Other Times
NSC	No significant Cloud	OTLK	Outlook (used in SIGMET messages for volcanic ash and tropical cyclones)
NTA	No TAF Amendment	OTP	On top
NV	Night VFR	OUBD	Outboard
		OVC	Overcast
		OW	Over Water

P

P	Prohibited Area
+PAL	Pilot Activated Lighting
PANS	Procedures for Air Navigation Services
+PAPI	Precision Approach Path Indicator
PAR	Precision Approach Radar
PARL	Parallel
PAX	Passengers
PCD	Proceed, Proceeding
PCL	Pilot Controlled Lighting
PCN	Pavement Classification Number
PDC	Pre-Departure Clearance
PEC	Pressure Error Correction
PERM	Permanent
PFR	Preferred Route
PH	Public Holiday
PILS	Practice ILS
PJE	Parachute jumping Exercise
PL	Ice Pellets
PLN	Flight Plan
PLVL	Present Level
PN	Prior Notice Required
#PNR	Point of No Return
PO	Dust Devils
#POB	Persons on Board
POSS	Possible
#PPI	Plan Position Indicator
PRFG	Aerodrome Partially Covered by fog (MET code)
PRI	Primary
PRM	Precision Runway Monitoring
PRKG	Parking
+PROB	Probable, Probability
PROC	Procedure

PROV	Provisional
PS	Plus
PSG	Passing
PSN	Position
PSP	Pierced Steel Plank
PTBL	Portable
PTN	Procedure Turn
PVT	Private
PWR	Power

Q

#QNH	Altimeter subscale setting to obtain elevation or altitude
QUAD	Quadrant

R

R	Red
R	Restricted Area (followed by number)
R	Right (runway system identification)
RA	Rain
RAC	Rules of the Air and Air Traffic Services
RAD	Radius
RAFC	Regional Area Forecast Centre
RAG	Ragged
RAG	Runway Arresting Gear
RAI	Runway Alignment Indicator
+RAPIC	Radar Picture (MET)
+RAS	Radar Advisory Service
RCA	Reach Cruising Altitude
#RCC	Rescue Coordination Centre
RCH	Reach, Reaching
RCL	Runway Centre Line
RCLL	Runway Centre Line Lights
RCLM	Runway Centre Line Marking
RDL	Radial
RDO	Radio

SER	Service, Servicing, Served	SP	Single Pilot
SEV	Severe (used eg. to qualify icing and turbulence report)	SPA	Sport Aviation
SFC	Surface	+SPECI	Aviation Special Weather (in Aeronautical meteorological code)
SFL	Sequenced Flashing Lights		
SG	Snow grains	SPFIB	Specific Preflight Information Bulletin
SH...	Showers (followed by RA=rain, SN=snow, PE=ice pellets, GR=hail, GS=small hail and/or snow pellets or combinations thereof, eg, SHRASN= showers of rain and snow)	+SPOT	Spotwind
		SQ	Squall
		SR	Sunrise
SHF	Super High Frequent	SRD	Standard Radar Departure
	(3,000 to 30,000MHZ)	SRG	Short range
		#SRR	Search and rescue region
+SID	Standard Instrument Departure	SRY	Secondary
SIF	Selective Identification	SS	Sandstorm
SIG	Significant	SS	Sunset
+SIGMET	Information concerning en route weather phenomena which may affect the safety of aircraft operations	SSB	Single Sideband
		SSE	South South-East
		SSR	Secondary Surveillance Radar
		SST	Supersonic Transport
SIGWX	Significant Weather	SSW	South South-West
SIMUL	Simultaneous, Simultaneously	ST	Stratus
SKC	Sky Clear	STA	Straight in Approach
+SKED	Schedule, Scheduled	+STAR	Standard Arrival Route
SLP	Speed Limiting Point	STD	Standard
SLW	Slow, Slowly	STF	Stratiform
#SMC	Surface Movement Control	STN	Station
SMR	Surface Movement Radar	STNR	Stationary
SN	Snow	STODA	Supplementary Take-off distance
+SNOWTAMA	special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area	STOL	Short Take-off and Landing
		STS	Status
		STWL	Stopway Light(s)
		SUBJ	Subject to
		SUN	Sunday
SOC	Start of Climb	SUP	Supplement (AIP Supplement)
SOT	Start of TORA (take-off)	SUPPS	Regional Supplementary

	Procedures	THR	Threshold
SVCBL	Serviceable	THRU	Through
SVY	Survey Operations	THU	Thursday
SW	South-West	TIBA	Traffic Information Broadcasts by Aircraft
SWS	Soft Wet Surface	+TIL	Until
SWY	Stopway	TIP	Until Past (place)
T			
...T	Bearing (true)	TKOF	Take-off
T	Temperature	TLW	Time Limited WIP (work in progress)
TA	Transition Altitude	#TMA	Terminal Control Area
TAC		TNA	Turn Altitude
= TACAN		TNH	Turn Height
+TAC	Terminal Area Chart	TNS	Transitional Surface
+TACAN	Tactical Air Navigation Aid	TOC	Top of Climb
+TAF	Aerodrome Forecast	TODA	Take-off Distance Available
+TAIL	Tailwind	TOP	Cloud Top
TAR	Terminal Area Surveillance Area	TORA	Take-off Run Available
#TAS	True Airspeed	TP	Turning Point
+TAT	Terminal Area Thunderstorm Service (meteorological term)	TR	Track
TAX	Taxiing, Taxi	TRA	Temporary Reserved Airspace
TBA	To Be Advised	TRANS	Transmits, Transmitter
TC	Tropical Cyclone	TRL	Transition Level
+TCAS	(tee-kas) Traffic Alert and Collision Avoidance System	TROP	Tropopause
TCH	Threshold Crossing Height	TS...	Thunderstorm
TCTA	Trans-continental Control Area	#TTF	Trend Type Forecast
TCU	Towering Cumulus	TUE	Tuesday
TDO	Tornado	TURB	Turbulence
TDZ	Touchdown Zone	+T-VASIS	"T" Visual Approach Slope Indicator System (pronounced "TEE-VASIS")
TECR	Technical Reason	TWR	Aerodrome Control Tower, Aerodrome Control
TEL	Telephone	TWY	Taxiway
+TEMPO	Temporary, Temporarily	TWYL	Taxiway Link
TFC	Traffic	TYP	Type of Aircraft
TGL	Touch and go Landing	TYPH	Typhoon
TGS	Taxiing Guidance System		

U

UAB	Until Advised By
#UDF	UHF Direction Finding Stations
UFN	Until Further Notice
UHDT	Unable Higher Due Traffic
#UHF	Ultra High Frequency (300 to 3 000 MHz)
UIR	Upper Flight Information Region
UL	Upper Limits
UNA	Unable
UNAP	Unable to Approve
UNLC	Unlicensed
UNL	Unlimited
UNREL	Unreliable
U/S	Unserviceable
UTA	Upper Control Area
#UTC	Coordinated Universal Time

V

VA	Volcanic Ash
VAL	In Valleys
VAR	Magnetic Variation
+VASIS	Visual Approach Slope Indicator System
VCY	Vicinity
VC	Vicinity of the aerodrome
#VDF	VHF Direction Finding Station
VER	Vertical
#VFR	Visual Flight Rules
#VHF	Very High Frequency (30 to 300 MHz)
VIA	By way of...
#VIP	Very Important Person
VIS	Visibility
VLF	Very Low Frequency (3 to 30 MHz)
VLR	Very Long Range

#VMC	Visual Meteorological Conditions
+VOLMET	Meteorological Information for Aircraft in Flight
#VOR	VHF Omni-directional Radio Range (OMNI)
VRB	Variable
VTC	Visual Terminal Chart

W

W	West, West Longitude
W	White
WAC	World Aeronautical Chart - ICAO 1:1 000 000 (followed by name/title)
W AFC	World Area Forecast Centre
WB	Westbound
WDI	Wind Direction Indicator
WDSPR	Widespread
WED	Wednesday
WEF	With Effect From, Effective From
WI	Within
WID	Width
WIE	With Immediate Effect, Effective Immediately
+WILCO	Will Comply
WIND	Wind (used in connection with direction and speed)
WINTEM	Forecast upper wind and temperature at specified points (in aeronautical met code)
WIP	Work in Progress
WKN	Weaken, Weakening
WNW	West North-West
WO	Without
WPT	Way Point
WRNG	Warning

WS	Wind Shear
WSW	West South-West
WT	Weight
WWW	World Wide Web
WTSPT	Water Spout
WX	Weather

X

X	Cross
XBAR	Crossbar (of approach lighting system)
XNG	Crossing
XS	Atmospherics

Y

YCZ	Yellow Caution Zone
YR	Your(s)

Z

Z	Coordinated Universal Time (in meteorological messages)
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A			
ABBREVIATIONS	–	AIREP Special	–
Accidents and incidents	–	AIRMET	–
Acrobatic flight	–	Airways Clearance	–
ADIZ – Visual Signals	–	Alerting the SAR System	–
ADIZ	–	ALTERNATE AERODROMES	
Aerial sporting and recreational activities	–	– NVFR	–
AERIS Coverage	–	– Weather Conditions	–
AERIS	–	– Alternate Aerodromes	–
AERODROME		ALTERNATE REQUIREMENTS	
– Categories	–	– Helicopters	–
– Forecasts	–	– Radio Nav aids	–
– Frequency Response Unit	–	ALTERNATE REQUIREMENTS	
– Markings – Displaced Threshold	–	– Due to Forecast	–
– Markings – PAPI	–	– Due to Facilities	–
– Markings – T-VASIS	–	– VFR Alternate Minima	–
– Markings	–	ALTIMETER	
– Weather	–	– Accuracy	–
Information Broadcasts (AWIB)	–	– Altimetry Genera	–
– Operations in the vicinity of	–	– Pre flight Check	–
Aerodrome Frequency		– Transition level	–
Response Unit – see AFRU	–	– Setting procedures diagram	–
Aerodromes – Helicopters, Use of	–	– Setting procedures	–
AFRU	–	– Setting rules	–
After Take-off - Controlled Airspace	–	Altitude – GAAP	–
Air to Air Communications	–	Animals – carriage	–
AIRCRAFT		Approved Observers	–
– Beacon Transponder	–	Area forecasts	–
– call signs	–	ATC Radar Services	–
– equipment	–	ATIS	–
– Safety	–	AusSAR	–
– Speeds	–	Australian Search and Rescue Organization – see AusSAR	–
– Weather Reports	–	Automatic Broadcast Services	–
		Automatic Weather Stations	–

– Minimum altitude requirements	–	Departure Procedure – GAAP	–
– Nomination of Runways	–	Designated Remote Areas	–
– Provision of Separation	–	Discharge of firearms	–
– Selection of Circuit Direction	–	Disorderly and offensive behaviour	–
– Selection of Take-off Direction	–	Displaced Threshold	–
– Separation Minima for Take-off	–	Distress Signals	–
– Take-off procedures	–	Ditching – Emergency	–
– Tracking Requirements	–	Diversion from Track	–
– Visual Approach	–	– Controlled Airspace	–
– Change of levels	–	Documents to be carried in aircraft	–
– Controlled Airspace	–	Dual controls	–
CONTROLS		– carriage of passengers	–
– Dual	–	Dual controls	–
– Manipulation	–	Duration of Licence	–
– Pilots at	–		
– Conversions	–	E	
CRUISING LEVELS		ELT	
– Selection	–	– Carriage of	–
– Cruising levels	–	– Future Standards	–
CTAF	–	– Marine	–
CTAF (R)	–	– Monitoring	–
CTAF Mandatory Radio	–	– Requirements for VFR	–
– see CTAF(R)	–	– Testing,	–
		– Use in Emergencies	–
D		EMERGENCY	
Daily Inspection	–	– Mercy Flights	–
Danger, Prohibited, and Restricted Areas	–	– Beacon – care and storage	–
Daylight and Darkness Graphs	–	– Locator Transmitters	–
Declared Density Chart	–	– Procedures	–
Defect reporting	–	– Water Still	–
Departure Instructions	–	Emergency Locator Transmitter	–
– Controlled Airspace	–	– see ELT	
Departure into adjoining CTA – GAAP	–	Emergency Locator Transmitters	–
		– see ELT	
		Engine start, push-back and taxi	–

– Taxi Clearance	–	– Use of Aerodromes	–
– Taxi Procedures	–	Helping Search and Rescue	–
– Taxiing after landing	–	HOLDING	
– Tracking Requirements	–	– Controlled Airspace	–
– Transit of and flight in proximity to	–	– Holding	–
– Procedures – Arrival Procedures	–		
– Procedures	–	I	
– Landing Clearance	–	Icing	–
General Flight Proficiency Test – GFPT	–	Identification Procedures	–
GFPT	–	Illness	–
GLIDING		Impaired efficiency due illness	–
– Operations at licenced aerodromes	–	Inbound Radio Calls – GAAP	–
– Gliding	–	Inbound Reporting points – GAAP	–
GO AROUND PROCEDURE		Incidents and accidents	–
– GAAP	–	Information by Pilots	–
– Controlled Airspace	–	INSTRUMENTS	
Ground operations of engines	–	– NVFR	–
Ground Signals	–	– for flight under VFR	–
Ground station callsigns	–	Instruments required	
Ground Vehicles	–	for VFR Flight – Helicopters	–
		Instruments	–
H		INTER	–
		Interception of Civil Aircraft	–
Hazard Alert Service	–	Internet	–
Hazardous Weather	–	Intoxicated persons	–
HELICOPTER			
– Flight Reviews required	–	L	
– Recent Experience Requirements	–	LANDING	
– Alternate Requirements	–	– Clearance – GAAP	–
– Circuit Height	–	– Manoeuvres	–
– Flights over water	–	– Procedures – GAAP	–
– Hot Refuelling (Helicopters)	–	Lanes of Entry	–
– Instruments required for VFR Flight	–	Licence Production	–
– Low Flying	–	Licence Requirements – PPL	–
– Special VFR	–	Licence Requirements	–

– VHF COM Requirements	–	– Aircraft Safety	–
Passengers – carriage prohibition	–	– Aircraft Speeds	–
Persons not to be intoxicated	–	– Alternate Aerodromes	–
Phone Away Card	–	– Area forecasts	–
Phonetic alphabet	–	– Availability of Meteorological Documentation	–
Phrases	–	– Aviation Forecasts	–
PILOT IN COMMAND		– AWIB	–
– Planning of Flight	–	– Briefing of Passengers	–
– Powers	–	– Charts	–
– Responsibility of Pilot in Command	–	– Daily Inspection	–
– Responsibilities – before flight	–	– Daylight and Darkness Graphs	–
– Pilot in Command	–	– Declared Density Chart(s)	–
Pilot Responsibilities – GAAP	–	– Designated Remote Areas	–
Pilot Responsibilities	–	– Emergency Locator Transmitters	–
Pilots at controls	–	– Flight Information Service	–
Planning – Emergency	–	– Flight Notification	–
Planning of flight by Pilot in Command	–	– Flights over water	–
Position Fixing	–	– Fuel Planning	–
Powers of Pilot in Command	–	– Fuel Requirements	–
PPL Recency Requirements	–	– Icing	–
Precautions before take-off	–	– Meteorological Briefing	–
Pre-flight altimeter check	–	– Meteorology Services	–
Pre-flight information and flight notification	–	– NAIPS	–
Pre-flight Information	–	– Notification required from operators	–
PRE-FLIGHT BRIEFING		– Radio Requirements	–
– NAIPS	–	– Safety Precautions before flight	–
– AVFAX	–	– Significant Forecast Abbreviations	–
– DECTALK	–	– Take-off and landing of Aircraft	–
– BoM Website	–	– TEMPO and INTER	–
PRE-FLIGHT PLANNING		– Weather Code and Translation	–
– AERIS	–	– Pre-flight Planning	–
– Aerodrome Categories	–	Pre-flight safety precautions	–
– Aerodrome Forecasts	–	Prevention of collision	–

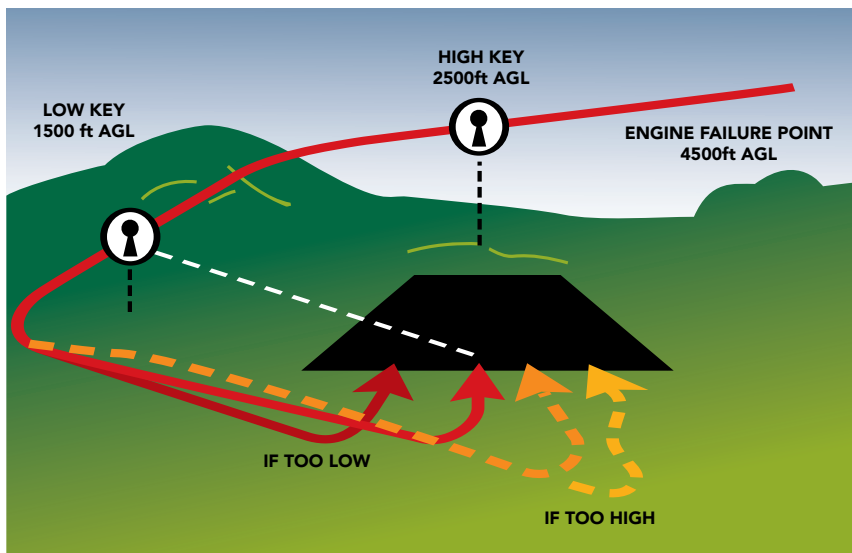
Taxiing after landing	–	VFR – Navigation Requirements	–
Taxiing of aircraft	–	VFR – Track Keeping	–
Taxiing	–	VFR altimeters	–
TEMPO	–	VFR Flights at night	–
Terminal Aerodrome Forecast	–	VFR instrument serviceability	–
Testing of radios	–	VFR instruments	–
Time	–	VFR Navigation	–
Time	–	VFR	–
Track Keeping – VFR	–	Vicinity of, In the	–
Track Keeping	–	Visibility for VFR	–
TRACKING REQUIREMENTS		Visual Approach	
– GAAP	–	– Controlled Airspace	–
– Controlled Airspace	–	Visual Meteorological	
Transit of and flight in		Conditions (VMC)	–
proximity to a GAAP	–	VMC	–
Transition layer	–		
Transmission format	–	W	
Transmission of distress signals	–	Weather Code and Translation	–
Transmission of numbers	–	Weather Radar	–
TRANSPONDER		Wind Shear Reporting	–
– Emergency Codes	–		
– Requirements in C & D Airspace	–		
– Requirements in E Airspace	–		
Trend Type Forecast	–		
TTF Decode	–		
TTF	–		
T-VASIS	–		
		U	
UNICOM	–		
Urgency Signals	–		
Using Distress Beacons	–		
		V	
VFR – Determination of visibility	–		

TYPE	REGISTRATION	
Best rate of climb speed		kts
Best angle of climb speed		kts
Normal climb speed		kts
Best glide speed - Heavy		kts
Best glide speed - Medium		kts
Best glide speed - Light		kts
Stall speed 0° Flap		kts
Full Flap		kts
Short field take-off speed		kts
Short field landing speed		kts
Flapless landing speed		kts
Normal landing speed		kts
Maximum gear extension speed		kts
V _{fe} (flap extension speed)		kts
Fuel capacity (usable)		litres
Fuel Flow (65% power)		litres/hr
Fuel flow (75% power)		litres/hr
Basic empty weight		kg
Maximum take-off weight		kg
Maximum baggage weight		kg

ARE YOU SAFE TO FLY?

I	llness	<i>Are you physically well?</i>
M	edication	<i>Are you free from the effects of drugs?</i>
S	tress	<i>Are you free from significant stress?</i>
A	lcohol	<i>Are you free from the effects of alcohol?</i>
F	atigue	<i>Are you adequately rested?</i>
E	ating	<i>Have you eaten properly to work effectively?</i>

Don't fly if you are not safe!



INITIAL CHECK		MAYDAY CALL & SQUAWK 7700													
Hold Attitude	for best glide speed	<p><i>"Mayday Mayday Mayday Sydney ZFR a Piper Engine Failure 3nm west of Picton 4500 feet landing in paddock"</i></p> <p>Any other useful information such as number of passengers etc.</p>													
Mixture	Rich														
Carburettor heat	Full hot														
Fuel On	Pump On			Change tanks											
Trim	To best glide speed														
FIELD SELECTION		BRIEF YOUR PASSENGERS													
Wind -	Determine direction	<p>FINAL ACTIONS</p> <table border="1"> <tr> <td>Fuel</td> <td>Off</td> </tr> <tr> <td>Mixture</td> <td>Close</td> </tr> <tr> <td>Mags</td> <td>Off</td> </tr> <tr> <td>Harness</td> <td>Tight</td> </tr> <tr> <td>Door</td> <td>As required</td> </tr> <tr> <td>Master switch</td> <td>Off</td> </tr> </table> <p>Caution if flaps are electrically operated</p>		Fuel	Off	Mixture	Close	Mags	Off	Harness	Tight	Door	As required	Master switch	Off
Fuel	Off														
Mixture	Close														
Mags	Off														
Harness	Tight														
Door	As required														
Master switch	Off														
Surroundings -	Power lines, trees														
Size & Shape -	In relation to wind														
Surface & Slope															
S(c)ivilisation -	Close proximity if possible														
FMOST CHECK															
Fuel	Contents, pump on, primer locked														
Mixture	Up & down range, leave rich														
Oil	Temps & pressures green range														
Mags switch	Left then right, if no improvement back to both														
Throttle	Up & down range, then close														

