

TRANSPORT CANADA MASTER MINIMUM EQUIPMENT LIST

BOMBARDIER Global Express BD-700-1A10 & Global 5000 BD-700-1A11

CSP A-044

Date: January 13, 2012

Revision: 6

This MMEL document has been developed with embedded hyper-links in the Table of Contents. This methodology has been incorporated to save time and in keeping pace with industry changes, will be particularly useful in the development and use of electronic media in the cockpit, such as Electronic Flight Bags.

Dispatch relief provisos for inoperative equipment may accessed by simply selecting the respective MMEL Relief Sections, below, and then locating the respective item name from the ensuing list. The facility to use conventional page scrolling remains unchanged.

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CAS MESSAGE ORIENTED RELIEF

(Note that while Transport Canada has approved the printed contents of this MMEL, it does not maintain control of the invisible hyper-links used herein. Control of hyper-links remains the sole responsibility of the aircraft OEM and any errors or omissions experienced in use of these linked 'Table of Contents' should be directed to the OEM for correction.)

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Rev 2	Headers on all pages amended to include applicability of new aircraft model number. Technical changes: Title Page, Manual Approval Page, Rev-1, Rev-2, TpRv-1 User Comments LEP-1, LEP-2, LEP-3 HOC-1, HOC-2, HOC-3, HOC-4, Pre-2,	

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Temp Rev#	Pages Affected	TC approval	Description of Revision	Date Incorporated Signature
1	21-3	W. Jupp Chief, Airworthiness Flight Test January 25, 2002	Revises Outflow Valves relief by removing relief for failed CLOSED condition.	Rev 2
2	27-2	W. Jupp Chief, Airworthiness Flight Test February 21, 2002	Introduces relief for the SFCU Channels (Slat / Flap Control Unit)	Rev 2
3	22-1	W. Jupp, Chief of Flight Test for Minister of Transport February 04, 2005	Clarifies that the relief for A/P Quick DISC button is for failed CLOSED condition.	Rev 3
	23-1		Restores (O) Procedure to Datalink omitted in error	Rev 3
	26-3		Changes Lav Smoke Detector (M) Procedure to (O) Procedure	Rev 3
	34-6		(O) Procedure added to single Rad Alt . failure	Rev 3
4	30-1	W. Jupp, Chief of Flight Test for Minister of Transport September 13/ 05	Amendment to Wing Anti-Ice Valves – C/2/1 case, to require use of AFM Supplement.	Rev 3

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4	30-6		Incorporates new relief for Enhanced Vision System – Ice Protection System	Rev 3
4	34-4		Incorporates new relief for Enhanced Vision System	Rev 3
5	30-5		30-31-02 HBMU – New proviso added to consider associated yaw damper heat inoperative.	Rev 6
5	Section 2 2-24, 2-35		CAS messages - - L PROBE MON FAIL - R PROBE MON FAIL Incorporates omitted restrictions from ER operations and deletes redundant cases	Rev 6



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MMEL USER COMMENTS
ON ERRORS, OMISSIONS, PROCEDURES (IF APPLICABLE), ETC.

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ATA Chapter/MMEL Item No.:	
Page No.:	Page Date:

OUR RESPONSE

Thank you for your comment;

- ☞ We will issue Temporary Revision No. _____
- ☞ We will include in Revision ____ scheduled for:

Comment:

Date:

Bombardier Aerospace
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Attention: Sergey Zagumenny
MMEL Customer Coordinator
Customer Support Engineering

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HIGHLIGHTS OF CHANGE

Following certification of the new Global Vision Flight Deck (GVFD), the new avionics suite manufactured by Rockwell-Collins, it is now incorporated on newly manufactured Global Express and Global 5000 aircraft.

Along with the incorporation of TC Temp Rev 5, this Revision 6 incorporates new and revised relief cases, primarily intended to introduce dispatch relief associated with the introduction of these new avionics.

Unless annotated as being specific to the Global Vision “(*Global Vision only*)”, or as not applicable to the Global Vision “(*except Global Vision*)”, MMEL relief cases and provisos throughout this revision are considered applicable to aircraft equipped with either suite of avionics.

Associated with Revision 6, Section One introduces 17 new LRU/Component Oriented MMEL relief cases, and modifies 43 existing cases, adding sub-items to cover each of the avionics' dispatch proviso differences. Another 12 existing relief cases have been amended simply to add the exclusion “(*except Global Vision*)”, as above.

Section One Technical Changes

MMEL Seq. No.	Item:
21-23-02	<i>AFD Display Fans - Filters (new item)</i>
21-23-02	<i>Supplementary Cooling Fan (new item)</i>
22-10-01	<i>Autopilot (amendment)</i>
22-10-02	<i>Remote Electronics Unit (REU) (new item)</i>
22-11-02	<i>Touch Control Steering Buttons (TCS) (amendment)</i>
22-13-01	<i>Yaw Damper Systems (amendment)</i>
22-30-02	<i>Autothrottle Engage / Disengage Switches (amendment)</i>
22-30-03	<i>Autothrottle Quick Disconnect Buttons (amendment)</i>
23-13-01	<i>Satellite Communication System (SATCOM) (amendment)</i>
23-22-01	<i>Selective Call System (SELCAL) Channel (amendment)</i>
23-40-01	<i>Passenger Address System (amendment)</i>
23-40-03	<i>Crewmember Interphone System (amendment)</i>
23-51-01	<i>Flight Compartment Speakers (amendment)</i>
23-51-02	<i>Boom Microphones (amendment)</i>
23-71-01	<i>Cockpit Voice Recorder (CVR) (amendment)</i>

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<i>23-81-02</i>	<i>Radio Tuning System (new item)</i>
<i>23-81-03</i>	<i>Radio Interface Units Channels (RIU) (new item)</i>
<i>24-20-03</i>	<i>RAT Gen Heater (new item)</i>
<i>24-21-01</i>	<i>Engine Generator Systems (amendment)</i>
<i>24-22-01</i>	<i>APU Generator System (amendment)</i>
<i>24-21-01 2)</i>	<i>Battery Heraters (amendment)</i>
<i>28-21-01</i>	<i>Refuel/Defuel Adaptor Cap (amendment)</i>
<i>30-11-04</i>	<i>Wing Anti-Ice Temperature Sensors (WAITS) (amendment)</i>
<i>30-21-02</i>	<i>Cowl Anti-Ice Valves (amendment)</i>
<i>31-21-01</i>	<i>Clocks (amendment)</i>
<i>31-33-01</i>	<i>Cockpit Printer (amendment)</i>
<i>31-41-02</i>	<i>IAC Battery (new item)</i>
<i>31-43-02</i>	<i>Lamp Driver Unit (LDU) – Channels (new item)</i>
<i>31-61-01</i>	<i>Display Units (amendment)</i>
<i>31-61-02</i>	<i>Electronic Checklist System (amendment)</i>
<i>31-61-03</i>	<i>Control Tuning Panels (CTPs) (new item)</i>
<i>31-61-04</i>	<i>Multifunction Keyboard Panel (MKP) (new item)</i>
<i>31-61-05</i>	<i>Cursor Control Panel (CCP) (new item)</i>
<i>31-61-06</i>	<i>Reversion Switch Panel (RSP) (new item)</i>
<i>34-10-01</i>	<i>Air Data Computers (ADC) (amendment)</i>
<i>34-11-01</i>	<i>Total Air Temperature Systems (amendment)</i>
<i>34-14-01</i>	<i>Altitude Alerting System (amendment)</i>
<i>34-22-01</i>	<i>Non-stabilized Magnetic Compass (Standby Compass) (amendment)</i>
<i>34-22-01</i>	<i>Non-stabilized Magnetic Compass (Standby Compass) (amendment)</i>
<i>34-23-01</i>	<i>Flight Director (amendment)</i>
<i>34-24-01</i>	<i>IESI (amendment)</i>
<i>34-32-02</i>	<i>Enhanced Vision System (amendment)</i>
<i>34-34-01</i>	<i>Synthetic Vision Sytem (SVS) (new item)</i>
<i>34-41-01</i>	<i>Weather Radar System (amendment)</i>
<i>34-42-01</i>	<i>EGPWS / TAWS (amendment)</i>

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34-42-02	<i>Surface Management System (SMS) (new item)</i>
34-43-01	<i>Traffic Alert and Collision Avoidance System (TCAS) amendment)</i>
34-44-01	<i>Radio Altimeter (amendment)</i>
34-47-01	<i>Lightning Detection / Sensor Systems (amendment)</i>
34-53-01	<i>DME #1 (amendment)</i>
34-54-01	<i>ATC Transponders and Automatic Altitude Reporting Systems (amend.)</i>
34-54-02	<i>Automatic Dependent Surveillance – Broadcast System (ADS-B Out) (new)</i>
34-55-01	<i>Global Positioning Systems / Sensors (amendment)</i>
34-61-01	<i>Flight Management System (FMS) (amendment)</i>
34-61-01 1)	<i>FMS Navigation Databases (amendment)</i>
45-45-01	<i>Centralized Maintenance Systems (amendment)</i>
46-20-01	<i>Integrated Flight Information System (IFIS) (new item)</i>
46-30-01	<i>Information Management System (IMS) (new item)</i>
49-10-01	<i>Auxiliary Power Unit (APU) (amendment)</i>
52-11-21	<i>Passenger Door – Folding Step Actuator (amendment)</i>

Items re-identified by “(except Global Vision)”

21-23-01	<i>Display Unit Cooling</i>
23-10-01	<i>Integrated Comm Unit (ICU) Tray Mounted Cooling Fan</i>
23-81-01	<i>Radio Management units</i>
30-31-01	<i>Yaw Damper Heaters</i>
31-41-02	<i>Integrated Avionics Computer (IAC) #3</i>
31-43-01	<i>Lamp Dimmer Power Supplies (LDPS)</i>
31-61-02	<i>Electronic Checklist System</i>
34-45-02	<i>Lasertrak NDU</i>
34-45-03	<i>IRS Mode Select Switches</i>
34-50-01	<i>Integrated Nav Unit (INU) – Tray Mounted Cooling Fans</i>
45-45-01 1)	<i>Central Aircraft Information/ Maintenance System (CAIMS)</i>
45-45-02	<i>Portable Maintenance Access Terminal (PMAT)</i>



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HIGHLIGHTS OF CHANGE (cont'd)

Section Two Technical Changes

Revised Items – Section 2

CAS MESSAGE

<i>AT 1 FAIL (new item)</i> <i>AT 2 FAIL (new item))</i> <i>AT 1–2 FAIL (new item)</i> <i>ADC 2 DEGRADED (amendment)</i> <i>ADC 2 FAIL (amendment)</i> <i>ADC 3 FAIL (amendment)</i> <i>AP 1 FAIL (amendment)</i> <i>AP 2 FAIL (amendment)</i> <i>CVR FAULT (new item)</i> <i>FD 1 FAIL (new item)</i> <i>FD 2 FAIL (new item)</i> <i>FMS 1 FAIL (new item)</i> <i>FMS 2 FAIL (amendment)</i> <i>FMS 3 FAIL (amendment)</i> <i>HUD FAIL (amendment)</i> <i>HUD FAN FAIL (amendment)</i> <i>HUD MISALIGN (amendment)</i> <i>IFIS 1 (2) (3) FAIL (new item)</i> <i>ISI FAULT (amendment)</i>	<i>IRS 1, 2, 3 MISCMP (amendment)</i> <i>SMS NOT AVAIL (new item)</i> <i>SUPP FAN 1 FAIL (new item)</i> <i>SUPP FAN 2 FAIL (new item)</i> <i>SVS FAIL (new item)</i> <i>SVS OBSTACLE FAIL (new item)</i> <i>SVS RUNWAYS FAIL (new item)</i> <i>SVS TAWS ALERT FAIL (new item)</i> <i>SVS FAULT (new item)</i> <i>TAT 2 FAIL (amendment)</i> <i>TAWS SYSTEM FAIL (new item)</i> <i>TAWS GPWS FAIL (new item)</i> <i>TAWS MAP FAIL (new item)</i> <i>TAWS TERRAIN FAIL (new item)</i> <i>TAWS WINDSHEAR FAIL (new item)</i> <i>TCAS FAIL (new item)</i> <i>YD 1 FAIL (amendment)</i> <i>YD 2 FAIL (amendment)</i> <i>YD 1 FAIL (new item)</i> <i>YD 2 FAIL (new item)</i>
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HIGHLIGHTS OF CHANGE (cont'd)

CAS messages re-identified by “(except Global Vision)”

<p><i>A/T 1 FAIL</i></p> <p><i>A/T 2 FAIL</i></p> <p><i>AFCS 1 FAIL</i></p> <p><i>AFCS 2 FAIL</i></p> <p><i>AP PITCH TRIM FAIL</i></p> <p><i>ASCB CTLR 1 FAIL</i></p> <p><i>ASCB CTLR 2 FAIL</i></p> <p><i>ASCB CTLR 3 FAIL</i></p> <p><i>CHECK DU 4</i></p> <p><i>CHECKLIST MISMATCH</i></p> <p><i>FMS 3 FAIL</i></p> <p><i>GND PROX FAIL</i></p>	<p><i>GPWS SYSTEMS FAIL</i></p> <p><i>HUD MISALIGN</i></p> <p><i>IAC 3 INVALID</i></p> <p><i>IAC 3 OVHT</i></p> <p><i>IRS 1 OVHT</i></p> <p><i>IRS 2 OVHT</i></p> <p><i>IRS 3 OVHT</i></p> <p><i>LTRK FAIL</i></p> <p><i>TERR FAIL</i></p> <p><i>WINDSHEAR FAIL</i></p> <p><i>YD 1 HEAT FAIL</i></p> <p><i>YD 2 HEAT FAIL</i></p>
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DEFINITIONS

1. Systems Definitions: Systems numbers are based on the Air Transport Association (ATA) Specifications Number 100 and items are numbered sequentially.

- a) **“Item”** (Column 1) means the equipment, systems, component, or function listed in “Item” column.
- b) **“Number Installed”** (Column 2) is the number (quantity) of the items normally installed in the aircraft. This number represents the aircraft configuration considered in development this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.

“***” Symbol in Column 1 indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the operator’s MEL after the approving office has determined that the item has been installed on one or more of the operator’s aircraft. The symbol, however, shall not be carried forward into the operator’s MEL. It should be noted that neither this policy nor the use of this symbol provide authority to install or remove an item from an aircraft. The “***” symbol may be considered equivalent to the term **“if installed”**.

- c) **“Number required for dispatch”** (Column 3) is the minimum number (quantity) of the items required for operation provided the conditions specified in Column 4 are met.

Note: Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configurations control approved by Transport Canada.

- d) **“Remarks or Exceptions”** (Column 4) in this column included a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operations, and appropriate notes.
- e) A **“vertical bar” (change bar)** in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.
- f) **“Approved”** means approved by the Minister.
- g) **“Master Minimum Equipment List”** means a document approved by the Minister that establishes the aircraft equipment allowed to be inoperative under conditions specific therein for a specific type of aircraft.
- h) **“Minimum Equipment List”** means a document approved by the Minister that authorizes an operator to dispatch an aircraft with aircraft equipment inoperative under conditions specified therein.
- i) **“Minister”** means the Minister of Transport.

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2. **“Administrative Control Items”** means items listed by the operator in the MEL for tracking and informational purposes. It may be added to an operator’s MEL provided no relief is granted, or provided conditions and limitations are contained in an approved document such as the Structural Repair Manual. If relief other than that granted by an approved document is sought for an administrative control item, a request must be submitted to Transport Canada. If the request results in review and approval, the item becomes an MMEL item rather than an administrative control item.

3. **“Airplane/Rotorcraft Flight Manual”** (AFM/RFM) is the document required for type certification and approved by Transport Canada. The approved AFM/RFM for the specific aircraft is listed on the applicable Type Certification Data Sheet.

4. **“Alphabetical symbol”** in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.

5. **“As Required by Regulation”, “As required by FAR”,** and other similar statements mean that the listed item is subject to certain provisions (restrict or permissive) expressed in such regulations as the Canadian Aviation Regulations, Federal Aviation Regulations or the Airworthiness Manual etc. Unless the MMEL provides otherwise, the items specified by these requirements must be operative.

6. **“Deleted”** in the remark column after a sequence item indicates that the item was previously listed but is now required to be operative is installed in the aircraft.

7. **“Deactivated and Secured”** means that the specified component must be put into an acceptable condition for sale flight. An acceptable method of deactivating and securing will be established by the operator for inclusion in his/her MEL.

8. **“Day of discovery”** is the calendar day an equipment/instrument malfunction was discovered. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment, and is applicable to all MMEL items in categories A, B, C, and D.

9. **“Engine Indicating Crew Alerting System (EICAS), Electronic Centralized Aircraft Monitoring System (ECAM) or similar systems”** that provide electronic messages refer to a system capable of providing different priority levels of system information messages (e.g., Warning, Caution, Advisory, Status, and Maintenance). An airplane discrepancy message may or may not affect dispatchability.

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DEFINITIONS (cont'd)

The Bombardier Global Express is equipped with an integrated EICAS messaging system that alerts the flight crew to aircraft systems' operating conditions, at four levels of priority:

WARNING (red); CAUTION (amber); ADVISORY (cyan); and STATUS (white). During display of ADVISORY and/or CAUTION messages, subsequent aircraft dispatch requires referral to the MEL for possible relief.

EICAS messages presented at the ADVISORY level require crew awareness, stemming from system failures and/or instantaneous operational conditions. Where ADVISORY messages stem from failures, the root cause must be confirmed and the MEL then investigated for possible relief. As an easement to dispatch, a summary list of ADVISORY messages is provided in the Aircraft Maintenance Manual to quickly indicate which messages are driven by operating conditions only, and those with possible dispatch relief.

STATUS messages are reminders of various systems' mode selections, that are not in their normal operating conditions, and are resulting from crew initiated actions, typically in response to ADVISORY, CAUTION and WARNING messages (ie.: system OFF). STATUS messages themselves do not impact dispatch of the aircraft.

In addition to cockpit annunciation, a highly integrated maintenance reporting system, CAIMS - Central Aircraft Information Maintenance System, provides in-depth diagnostic messaging to maintenance personnel. All EICAS messages at the level of ADVISORY, CAUTION, and WARNING, have fault diagnostic descriptions and Flight Deck Effect correlation available through interrogation of CAIMS.

10. **“Excess Items”** means those items installed that are excess to the requirements.
11. **“ETOPS”** refers to extended range operations of a two-engine aeroplane which has a type design approval for ER operations and complies with the provisions of TP 6327(ETOPS).
12. **“ER Operations”**, as described in this MMEL, are those flights conducted over a route that contains a point further than one hour flying time, at the approved one-engine inoperative cruise speed, from an adequate airport."
- 12a. **“Extended Over-water Operations”**, as described in this MMEL, are those flights conducted over water, at a horizontal distance of more than 50 nautical miles from the nearest shoreline.
13. **“Federal Aviation Regulations (FARs)”** means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.

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14. **“Flight Day”** means 24 hour period (e.g. from midnight to midnight) – either Universal Co-ordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affect aircraft.
15. **“Icing conditions”** means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).
16. **“Inoperative”** means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).
17. **“Inoperative components of an inoperative system”** Inoperative items which are components of a system, which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).
18. **“M”** symbol indicates a requirement for a specific maintenance procedure, which much be accomplished by prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel, however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment must be accomplished by maintenance personnel (see **(M#)** below). The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.
19. **“M#”** symbol indicates a requirement for maintenance personnel to accomplish a **“(M)”** procedure.
20. **“Maintenance Instruction”** Indicates maintenance instructions that must be accomplished by prior to operation with the listed item inoperative, as per **“(M)”** procedure above.
21. **“Notes”** Column 4 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.
22. **“O”** symbol indicates a requirement for a specific operations procedure, which must be accomplished in planning for and/or operating with the listed item inoperative.

Normally these procedures are accomplished by a crew member; however, the personnel may be qualified and authorized to perform certain functions. The

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satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator.

Appropriate procedures are required to be published as a part of the operator's manual or MEL. Recording of the accomplishment or required specific operations procedures in the log book will be accomplished by adding the following statement to the "Instructions for Journey Book Use" found in the Operator's Journey Log Book to cover those items requiring Operations Procedures.

Note: The (M) and (O) symbols are required in the operator's MEL unless authorized by Transport Canada

23. **"Operating Instruction"** Indicates operating instructions that must be accomplished prior to operation with the listed item inoperative, as per **"(O)"** procedure above
24. **"Passenger Convenience Items"** means those items related to passenger convenience, comfort or entertainment such as, but not limited to, gallery equipment, movie equipment, ash trays, stereo equipment, over head reading lamps, etc.
25. **"Visual Flight Rules"** (VFR) is defined in the CARs. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.
26. **"Placarding"** Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment.

Note: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.
27. **"_"** symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.
28. **"Visual Meteorological Conditions"** (VMC) means the atmospheric environment is such that would allow a flight to proceed under the Visual Flight Rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.
29. **"Visible Moisture"** means an atmosphere environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.

30. **"Repair Intervals"** All users of an MEL must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

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“Category A” Items in this category shall be repaired within the time intervals specified in the “Remarks or Exceptions” column of the operator’s approved MEL. Whenever the proviso in the “Remarks or Exceptions” column of the MMEL states cycles or flight time, the time interval begins with the next flight.

Whenever the time interval is listed as flight days, the time interval begins on the flight day following the day of discovery.

“Category B” Items in this category shall be repaired within three (3) consecutive calendar days, excluding the day of discovery. For example, if it were discovered at 10 a.m. on January 26th, the three-day interval would begin at midnight the 26th and end at midnight the 29th.

“Category C” Items in this category shall be repaired within ten (10) consecutive calendar days, excluding the day of discovery. For example, if it were discovered at 10 a.m. on January 26th the ten day interval would begin at midnight the 26th and end at midnight February 5th.

“Category D” Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days, excluding the day of discovery.

- 31.** “Message-oriented” relief refers to the MMEL dispatch provisos as provided for in Section 2 of this MMEL. Typically this type of MMEL relief will not require fault isolation by maintenance personnel, allowing flight crew direct association of dispatch provisos to messages posted on the Crew Alerting System (CAS).

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ABBREVIATIONS and ACRONYMS

The following abbreviations and acronyms may be used on flight compartment displays, radio tuning units and the flight management system or may be found in this manual. Some abbreviations may appear in upper or lower case letters. Abbreviations which have limited usage are explained in the chapters where they are used.

A

a/c, A/c	Aircraft	AHC	Attitude Heading
A/C	Air Conditioning		Computer
A/G	Air/Ground	AHRS	Attitude Heading
A/ICE	Anti-ice		Reference System
A/P	Autopilot	AIL	Aileron
A/S	Airspeed	ALIGN	Aligning, alignment
A/SKID	Anti-skid	ALPHA	alpha
ABS	Absolute	ALT	Altitude, Altimeter
AC	Alternating Current	ALT	Altitude Hold
ACARS	ARINC Communications		(PFD/FD)
	Addressing and	ALT CAP	Altitude Capture
	reporting System		(PFD/FD)
ACCEL	Acceleration,	ALT HOLD	Altitude Hold
	accelerate(d),	ALTN	Alternate
	accelerometers	ALTS	Selected Altitude
ACM	Air Cycle Machine		Arm/Abort (PFD/FD)
ACMP	Alternating Current	AM	Amplitude Modulation
	Motor Pump/ Electric	AMB	Ambient
	Hydraulic Pump	AMP	Amperes
ACT	Active	ANNUN	Annunciator
ACU	Air Conditioning Unit	ANT	Antenna
ADC	Air Data Computer	AOA	Angle of Attack
ADDR	Address	AP	Autopilot
ADF	Automatic Direction Finder	APC	Auxiliary Power
ADG	Air Driven Generator		Control
ADI	Attitude Director	APP	Approach
	Indicator	APPROX	Approximately
ADS	Air Data System	APR	Automatic Performance
<i>ADS-B</i>	<i>Automatic Dependent</i>		Reserve
	<i>Surveillance – Broadcast</i>	APU	Auxiliary Power Unit
AFCS	Automatic Flight	ARINC	Aeronautical Radio
	Control System		Incorporated
AFT	Afterward	ARP	Air Data Reference
<i>AFD</i>	<i>Adaptive Flight Display</i>		Panel
AGL	Above Ground Level		

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ASYM	Asymmetrical	AUTO BAL	Automatic Balance
ATA	Air Transport Association	AUTO XFER	Automatic Transfer
ATC	Air Traffic Control	AUX	Auxiliary
ATT	Attitude	AV	Avionics
ATTD	Attitude	AVAIL	Available
ATTND	Attendant	AZ	Azimuth
AUTO	Automatic		

B

B/AIR	Bleed Air	BK	Brake
B/C	Back Course	BLD	Bleed
B/CRS	Back Course	BOOM	Headset microphone
B/LEAK	Bleed Leak	BRG	Bearing
BARO	Barometric	BRKR(s)	Breaker(s)
BAT	Battery	BRT	Bright
BATT	Battery	BTL	Bottle
BDI	Bearing Distance Indicator	BTMS	Brake Temperature Monitoring System
BFO	Beat Frequency Oscillator	BTMU	Brake Temperature Monitoring Unit
BITE	Built-In-Test Equipment	BYPS	Bypass

C

C	Center, Caution, Cabin	CDL	Configuration Deviation List
CAL	Calibrate	CDP	Compressor Discharge Pressure
CAP	Capture	CDU	Control Display Unit
CAPT	Captain	CFM	Cubic Feet Per Minute
CAS	Calibrated Air Speed	CG	Center of Gravity
CARs	Canadian Aviation Regulations	CH	Chapter, Channel
CAT	Category	CHAN	Channel
CAT II	Category II	CHGR	Charger
CB, C/B	Circuit Breaker	CHR	Chronograph
CBP	Circuit Breaker Panel	CHRT	Chart
CCP	Cursor Control Panel	CK	Check
CCW	Counter Clockwise	CKPT	Cockpit
CKT	Circuit	CONT	Control, Continuous, Contactor, Controller
CLB	Climb		

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CLK	Clock	COOL	Cooling
cm	Centimeters	CORR	Correction
CMD	Command	CPAM	Cabin Pressure Acquisition Module
CMPS	Compass		
CMPTR	Computer	CPLT	Copilot
CO ₂	Carbon Dioxide	CRS	Course
COM	Communication	CRT	Cathode Ray Tube
COMM	Communication	CRZ	Cruise
COMP	Compressor, Comparator	CSD	Constant Speed Drive
		<i>CTP</i>	<i>Control Tuning Panel</i>
COMPT	Compartment	CTR	Center
COND	Condition, Continued	CVR	Cockpit Voice Recorder
CONFIG	Configuration	CW	Clockwise
CONN	Connection	CYL	Cylinder

D

DA	Drift Angle	DFDR	Digital Flight Data Recorder
DBU	Data Base Unit		
DC	Direct Current	DG	Directional Gyro
DCP	Display Control Panel	DH	Decision Height
DCU	Data Concentrator Unit	DIFF	Differential
		DIM	Dimming
DDG	Dispatch Deviation Guide	DIR	Direct
DECEL	Decelerate(d)	DIS	Distance (to way point), Disconnect
DECR	Decrease		
DEFL	Defuel	DISC	Disconnect
DEG	Degree	DISCH	Discharge
DEPR	Depressurize	DISP	Dispatch, Display
DEPT	Departure	DIST	Distance
DEST	Destination	DME	Distance Measuring Equipment
DET	Detector		
DEV	Deviation	DN	Down
DFDAU	Digital Flight Data Acquisition Unit	DOT	Department of Transport (Canada)
		DR	Door

E

EAS	Equivalent Airspeed
ECAM	Electronic

EL	Elevation
ELEC	Electrical

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	Centralized Aircraft Monitoring System	ELEV	Elevator, Elevation
		ELT	Emergency Locator Transmitter
ECP	EICAS Control Panel		
<i>ECL</i>	<i>Electronic Checklist</i>	EMER(G)	Emergency
ECS	Environmental Control System	ENG	Engine
		EPC	External Power Contactor
ECU	Electronic Control Unit		
ED	EICAS Display	EQUIP	Equipment
EDP	Engine Driven Pump/ Engine Primary Hydraulic Pump	<i>ER</i>	<i>Extended Range</i>
		ERP	Eye Reference Position Datum
<i>EFB</i>	<i>Electronic Flight Bag</i>	ESS	Essential
EFIS	Electronic Flight Instrument System	ET	Elapsed Time
		ETA	Estimated Time of Arrival
EGT	Exhaust Gas Temperature		
		EVAC	Evacuation
EICAS	Engine Indication and Crew Alerting System	EXH	Exhaust
<i>EGPWS</i>	<i>Enhanced Ground Proximity Warning System</i>	EXTIN	Extinguish(ed)

F

F/CTL	Flight Controls	FIRE BTL	Fire Bottle
FAA	Federal Aviation Administration (USA)	FIREX	Fire Extinguisher
		FL CH	Flight Level Change
FAIL	Failure	FLD	Field
FCC	Flight Control Computer	FLT	Flight
		FLT DIR	Flight Director
FCU	Fuel Control Unit	FLUOR	Fluorescent
FD, F/D	Flight Director	FM	Fan Marker
FDAU	Flight Data Acquisition Unit	FMS	Flight Management System
FDR	Flight Data Recorder (Digital)	FPM	Feet Per Minute
		FREQ	Frequency
FECU	Flaps Electronic Control Unit	ft	Feet, Foot
		FW	Fire Wall
FEED	Feeder	FWD	Forward
FF, F/F	Fuel Flow		

G

G (+/-)	Receiver Gain	GLD	Ground Lift Dumping
G/S	Glide slope	GMT	Greenwich Mean Time
GA	Go-around	GND	Ground

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GAL	Gallon	GPM	Gallons Per Minute
GALY	Galley	GPWS	Ground Proximity Warning System
GCS	Ground Clutter Suppression	GR	Gear
GCU	Generator Control Unit	GRAV	Gravity
GE	General Electric	GS	Ground Speed
GEN	Generator	GUIDE	Guidance
		GW	Gross Weight

H

HDG	Heading	HPA	Hecto Pascals
HDG HOLD	Heading Hold	HSI	Horizontal Situation Indicator
HDG SEL	Heading Select	HSTA	Horizontal Stabilizer Trim
HEAT	Heater HF	HSTCU	Horizontal Stabilizer Trim Control Unit
	High Frequency (3 - 30 m Hz)	HTR	Heater
Hg	Mercury	HUD	Heads-up Display
HI	High	HYD	Hydraulic
HLDR	Holder	Hz	Hertz
HOR, HORIZ	Horizontal		
HOT	High Oil Temperature		
HP	High Pressure		

I

IB, I/B, INBD	Inboard	ID	Identification
I/C	Intercom, Inspection Check	IDENT	Identification
IAPS	Integrated Avionics Processor System	IDG	Integrated Drive Generator
IAS	Indicated Air Speed	<i>IFIS</i>	<i>Integrated Flight Information System</i>
ICAO	International Civil Aviation Organization	IFR	Instrument Flight Rules
ICS	Idle Corrected Speed	IGN	Ignition
IB,I/B,INBD	Inboard	IND	Indication, Indicator
I/C	Intercom, Inspection Check	INFLT	In Flight
IAPS	Integrated Avionics Processor System	INHIB	Inhibit
IAS	Indicated Air Speed	INOP	Inoperative
		INPH	Interphone
		INSP	Inspection

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ICAO	International Civil Aviation Organization	INST(S)	Instrument(s)
ICS	Idle Corrected Speed	INST, INSTR	Instrument
ILS	Instrument Landing System	INT	Internal, Integral, Intersection
IM	ILS Inner Marker	INTEG	Integral IRS
IMC	Instrument Meteorological Conditions		Inertial Reference System
IMP.	Imperial	IRU	Inertial Reference Unit
<i>IMS</i>	<i>Information Management System</i>	ISA	International Standard Atmosphere
in.	Inch, Inches	ISO	International Standard Organization
in. Hg	Inches of Mercury	ISOL	Isolation, Isolated
INCR	Increase	ITT	Inter Turbine Temperature

J

JAA	Joint Aviation Authorities
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K

K, KT, KTS	Knots	KIAS	Knots Indicated
kg	Kilogram(s)		Airspeed
kHz	Kilohertz	kW(s)	Kilowatt(s)

L

L	Left, Landing	LCV	Load Control Valve
L/T	Landing/Taxi	LDG	Landing
LAV	Lavatory	LDG GR	Landing Gear
lb	Pound(s)	<i>LDS</i>	<i>Lamp Dimmer Supply</i>
LCN	Load Classification Number		

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ABBREVIATIONS AND ACRONYMS (cont'd)

LDU	Lamp Driver Unit	LOM, MM	Compass Locator at Outer Marker
LE	Leading Edge		
LG	Landing Gear	LOP	Low Oil Pressure
LGC	Landing Gear Controller	LP	Low Pressure
LGW	Landing Gross Weight	LPM	Liter Per Minute
LH	Left Hand	LR	Left Rear
LIM	Limit	LRC	Long Range Cruise
LK	Leak	LRU	Line Replaceable Unit
LN	Left Nose	LSB	Lower Side Band
LNAV	Lateral Navigation	LT(s)	Light(s)
LOC	ILS Localizer	LW	Left Wing
LOGO	Logo Graphic	LWD	Left Wing Down
		LWR	Lower

M

M	Mach Number	MEL	Minimum Equipment List
m	Meter		
MAA	Maximum Authorized IFR Altitude	MFD	Multifunction Display
MAC	Mean Aerodynamic Chord	MGP	MLS Glideslope
MAG	Magnetic	MHz	Megahertz
MAINT	Maintenance	MI	Miles
MALF	Malfunction	MIC	Microphone
MAB	Manual	MID AFT	Middle Afterward
MAP	Ground Map (WXR)	MID FWD	Middle Forward
MAX	Maximum	MILS	.001 of an inch
MAZ	MLS Azimuth	MIN	Minimum
MB	Millibars	MISC	Miscellaneous
MCA	Minimum Crossing Altitude	MKR	Marker
MCT	Maximum Continuous Thrust	MLG	Main Landing Gear
MDA	Minimum Descent Altitude	MLI	Magnetic Level Indicator
MEA	Minimum Enroute IFR Altitude	MLS	Microwave Landing System
MECH	Mechanic	MLW	Maximum Landing Weight
MED	Medium	MM	ILS Middle Marker
		MMEL	Master Minimum Equipment List



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ABBREVIATIONS AND ACRONYMS (cont'd)

MMO	Maximum Operating Speed in Mach Number	MSG	Message
<i>MKP</i>	<i>Multifunction Key Panel</i>	MSL	Mean Sea Level
MOCA	Minimum Obstruction Clearance Altitude	MTBF	Mean Time Before Failure
MOD	Module	MTG	Miles to Go
MON	Monitor	MTOW	Maximum Takeoff Weight
MPH	Miles Per Hour	MTW	Maximum Taxi Weight
MRA	Minimum Reception Altitude	MZFW	Maximum Zero Fuel Weight

Misc

%	Percent	°C	Degrees Centigrade
&	and	°F	Degrees Fahrenheit

N

N/A	Not applicable	NL	Nose Left
N1	Low Pressure Rotor	NLG	Nose Landing Gear
N2	High Pressure Rotor	NM	Nautical Mile(s)
NAV	Navigation	No.	Number
ND	Nose Down, Navigation Display	NOPT	No Procedure Turn Required
NDB (ADF)	Nondirectional Beacon (Automatic Direction Finder)	NORM	Normal
NEF	Non-Essential Furnishings	NOSE	Nosewheel
NEG	Negative	NR	Nose Right
NEUT	Neutral	NU	Nose Up

O

OAT	Outside Air Temperature	OEW	Operating Empty Weight
OB/OUTBD	Outboard	OH, OVHD	Overhead
OBS	Observer	OK	Okay
OEI	One Engine Inoperative	OM	Oil Service Marker
		OVBD	Overboard

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ABBREVIATIONS AND ACRONYMS (cont'd)

OVHT, OH	Overheat	OVSPD	Overspeed
OVLD	Overload	OVTEMP	Over Temperature
OVSP	Overspeed	OXY, O ₂	Oxygen

P

P#6	Panel 6	PRI	Primary
P/S	Pitot/Static	PRIM	Primary
PA	Passenger Address	PROC	Procedure
PASS	Passenger	PROT	Protection
PBE	Portable Breathing Equipment (Smoke Hood)	PROX	Proximity
		PSEU	Proximity Sensor Electronics Unit
PCU	Power Control Unit	PSI	Pounds Per Square Inch
PF	Pilot Flying	PSIG	Pounds Per Square Inch Gauge
PFD	Primary Flight Display	PSS	Proximity Sensor System
PLA	Power Lever Angle	PSU	Passenger Service Unit
PLT(s)	Pilot(s)	PT2	Engine Inlet Pressure
PNF	Pilot Not Flying	PTCT	Protect
PNLS(s)	Panel(s)	PTT	Push To Talk
PO	Outside Air Pressure	PWR	Power
POS	Position		
PPH	Pounds Per Hour		
PRESS	Pressure, Pressurization		

Q

QAR	Quick Access Recorder	QNH	Altimeter Setting
QEC	Quick Engine Change	QTY	Quantity
QFE	Local Station Pressure		

R

R	Right	RCCB	Remote Controlled Circuit Breaker
RA	Radio Altitude	RCDR	Recorder
	Resolution Advisory	RCVR	Receiver
RAT	Ram Air Turbine		