Name:	**UK CAA**		
Document:	**CRD c.11 - Acronyms**		
Reference		**Proposal / Comment**	**Justification**
Page No.	**Paragraph No.**		
2	AAC (New)	Add abbreviation AAC (Aeronautical Administrative Communication)	Abbreviation is used in AMC1-CAT.IDE.A.195 Table 1, row 6 (page 373 of 437).
2	ACAS	Should be two separate entries for AC (alternating current) and ACAS (airborne collision avoidance system).	Current acronym explanation is incorrect.
2	ADS-B (New)	Add abbreviation ADS-B (Automatic Dependent Surveillance - Broadcast).	Consistency: ADS and ADS-C are listed in the abbreviations.
2	AEO	Define as ‘all engines operating/operative’?	Consistency: defined as ‘all engines operative’ in CAT.POL.H.310(c)(1) and CAT.POL.H.325(c)(1). Defined as ‘all-engines-operating’ in “GM to Section 2, Chapter 3” paragraph 3 (page 286 of 437).
2	AFN	Define as ‘Aircraft Flight Notification’ as well?	Consistency: defined as ‘Aircraft Flight Notification’ in GM1-CAT.IDE.A.195 (page 375 of 437) and in GM1-CAT.IDE.H.195 (page 422 of 437).
2	AOC	Define as ‘Aeronautical Operational Control’ as well?	Consistency: defined as ‘Aeronautical Operational Control’ in GM1-CAT.IDE.A.195 (page 375 of 437) and in GM1-CAT.IDE.H.195 (page 423 of 437).

2	AR	Define as ‘Authorisation Required’ as well?	Consistency: defined as ‘Authorisation Required’ in GM1-SPA.PBN.100 paragraph 3(h) (page 34 of 131).
3	ATSC	Remove from Abbreviations list?	Unnecessary? Only used in other definition lists: GM1-CAT.IDE.A.195 (page 375 of 437) and GM1-CAT.IDE.H.195 (page 423 of 437)
3	CAP	Remove from Abbreviations list?	Unnecessary? Only used in other definition lists: GM1-CAT.IDE.A.195 (page 375 of 437) and GM1-CAT.IDE.H.195 (page 423 of 437).
3	CM	Also define as ‘Configuration Management’?	Consistency. Defined as ‘Configuration/Context Management’ in GM1-CAT.IDE.A.195 (page 375 of 437) and GM1-CAT.IDE.H.195 (page 423 of 437).
3	CRT	Remove from abbreviations?	Unnecessary? Abbreviation not currently used in Part-CAT or Part-SPA.
3	DA/MDA	Define as DA only?	Clarity. MDA already has an entry. DA sometimes occurs in the text without MDA.
4	D-FIS	Also define as ‘Data Link – Flight Information Service’?	Consistency.

			Both definitions used in AMC1-CAT.IDE.A.195, Table 1, row 4 (page 373 of 437). ‘Data Link Flight Information Service’ used in: GM1-CAT.IDE.A.195, Table 1 (page 375 of 437); AMC1-CAT.IDE.H.195, Table 1, row 4 (page 420 of 437); GM1-CAT.IDE.H.195, Table 1 (page 423 of 437).
4	DR	Is this different to ‘Distance DR’ defined on page 6 of Annex 1 (Definitions)? [‘DR = decision range’ in Abbreviations. ‘Distance DR = the horizontal distance that the helicopter has travelled from the end of the take-off distance available’ in Definitions.] ‘Distance DR’ is also used in: CAT.POL.H.110 (page 87 of 437); CAT.POL.H.210 (page 89 of 437); ‘GM to Section 2, Chapter 3’, paragraph 2 (page 286 of 437); and ‘GM to Section 2, Chapter 3’, paragraph 6.1 (page 289 of 437)	Clarity.
4	EFIS	Also define as ‘Electronic Flight Instrumentation System’?	Consistency. ‘… Instrumentation …’ is used in GM1-SPA.NVIS.140 paragraph 5 (page 114 of 131).
4	EGPWS	Use TAWS instead?	Accuracy. EGPWS is a proprietary Honeywell term.

5	FALS	FALS should be “Full approach lighting system”.	Consistency with other ALS abbreviations where L stands for lighting.
5	fpm	Remove abbreviation?	Consistency. Fpm is only used in AMC1-CAT.OP.AH.115 paragraph 4(i)(ii). Elsewhere ft/min is used.
5	g	Also define as gram?	Consistency. g is used for gram in AMC1-CAT.POL.MAB.100(d) Procedure 1(e) (page 322 of 437).
5	GPWS	Use TAWS instead?	Accuracy. GPWS is a proprietary Honeywell term.
5	HIALS	HIALS should be “High intensity approach lighting system”.	Consistency with other ALS abbreviations where L stands for lighting.
6	IALS	IALS should be “Intermediate approach lighting system”.	Consistency with other ALS abbreviations where L stands for lighting.
6	JET A	Include abbreviation ‘JET A (kerosene)’.	Consistency. JET B, JP-4 etc. (all in GM1-CAT.OP.AH.200 paragraph 1 (page 217 of 437)) all have their own entries in the abbreviations list.

6	KSS	Delete abbreviation ‘KSS = KSS formula’.	Clarity. The given definition does not help understanding, and it only occurs in the text at GM1-CAT.OP.AH.270 as the phrase ‘KSS formula’. It appears to stand for Ktitorov, Simin, Sindalovskii.
7	LoA	Also include meaning as ‘Letter of Acceptance’?	Consistency. Definition given as ‘Letter of Acceptance’ at AMC-1.CAT.IDE.A.355 paragraph 1 (page 391 of 437).
7	MIALS	MIALS should be “Medium intensity approach lighting system”.	Consistency with other ALS abbreviations where L stands for lighting.
8	MOPS	Change to ‘Minimum Operational Performance Standard(s)’?	Consistency. Definition given as ‘… Standards’ at GM-1.SPA.NVIS.140 Foreword (page 92 of 131) and ‘… Standard’ at GM-1.SPA.NVIS.140 paragraph 5 (page 114 of 131).
8	NADP	Remove ‘1 and 2’ from meaning?	Consistency. NADP 1 or NADP 2 are specified as necessary in the text of Part-CAT and Part-SPA.

8	NALS	NALS should be “No approach lighting system”.	Consistency with other ALS abbreviations where L stands for lighting.
8	NVED	Remove from abbreviation list?	Unnecessary. Currently only used in definitions list in paragraph 5 of GM1-SPA.NVIS.140 (page 114 of 131).
9	PiC	Abbreviation defined here but not used in document – ‘Pilot-in-command’ is written in full throughout.	Consistency.
9	QNH	Define as ‘atmospheric pressure at nautical height’?	Consistency. This is the definition given in AMC2-SPA.RVSM.105 paragraph 2(a)(iii) (page 37 of 131).
10	SAR (New)	Insert ‘SAR’ - Search And Rescue	Consistency: used and defined in AMC2-CAT.IDE.A.280(1) (page 386 of 437) and in AMC2-CAT.IDE.H.280(1) (page 429 of 437).
11	VASI	Remove from abbreviations list?	Unnecessary. Neither abbreviation nor phrase currently used in Part-CAT or Part-SPA.
11	ZFTT	Change to ‘ZFT (Zero Flight Time)’.	Consistency. ZFTT is not currently used in Part-CAT or Part-SPA. ZFT is used in AMC1-SPA.LVO.120 paragraph 4(d)(ii)(B) (page 70 of 131).