Pilot Acronyms commonly used

ARROW - documents required in the aircraft.
  - Airworthiness certificate
  - Registration
  - Operating limitations
  - Weight and balance

Compass errors (2 optional acronyms)
  - OSUN - Overshoot South - Undershoot North
  - ANDS - Accelerate North Decelerate South (Anticipate North Delay South)
  - Use latitude plus 1/2 the bank angle to roll out on North/South heading

Required Equipment (5 Optional acronyms)
  - SEA X 3
    - Safety
      - Seatbelts/Shoulder harness
      - ELT
      - Anti Collision
    - Engine
      - Oil Pressure/ Oil Temp
      - Tachometer
      - Fuel Gauges
    - Aviate
      - Compass
      - Airspeed
      - Altimeter
  - GOOSE A CAT
    - Gas gauge
    - Oil temperature
    - Oil pressure
    - Seat belts
    - ELT transmitter
    - Altimeter
    - Compass
    - Airspeed indicator
    - Tachometer
  - A FAST MOOSE
    - Airspeed indicator
    - Fuel gauges
    - Altimeter
    - Seat belt/shoulder harness
    - Tachometer
    - Magnetic compass
    - Oil pressure guage
    - Oil temp.guage
    - Safety gear
    - ELT
ATOMS x 2
Altimeter
Tachometer
Oil pressure
Magnetic compass
Seat belts
Airspeed indicator
Temperature sensor (liquid-cooled)
Oil temperature (air cooled)
Manifold pressure
Strobe light

APES – night plus day VFR
Anti-collision lights
Position lights
Energy source
Spare fuses

Personal Checklists

PAVE- Personal Minimums checklist
Pilot - licensed, currency, actual abilities, wellness, food, hydration, medications.
Aircraft - maintenance, lights, instruments, fuel, weight and balance, performance
enVironment - weather, temperature, time of day night, wind,
External pressures- family holiday gathering, work, vacation, mind on flying or the location wanting to be, peer
pressure to perform beyond current abilities without the safety net of instructor, (this where we use the F word (funeral
- do I fly in this wx and you plan my funeral situation kind of wedding/Christmas dinner?)

My Personal Minimums example
Ceiling within 25nm 2000 feet
Ceiling beyond 25nm 4000 feet
Maximum wind 25kts
Maximum Crosswind 15kts
Maximum Density Altitude 5000 feet

I'M SAFE - Pilots personal checklist
Illness
Medication
Stress
Alcohol
Fatigue
Emotions
Other Common Acronyms

GUMPS - Pre landing or level off cruise checklist
Gas (tank selection handle or fuel boosts etc)
Undercarriage (landing gear and flaps)
Mixture (full rich)
Propeller (high rpm)
Speed check

IPAD - Initial call to ATC
Identification
Position
Altitude
Destination or intentions

4 C - Procedure for lost VFR pilot (also land at nearest airport when spotted when unable to communicate)
Climb (weather permitting)
Conserve (maximum endurance)
Confess (ask for help)
Comply (follow ATC instructions)

Two Virginians Make Delightful Company - Heading order
True heading +/-
Variation =
Magnetic heading +/-
Deviation =
Compass heading

AVIATES (required maintenance)
A - AD’s
V - VOR
I - Inspections* annual and/or 100hr
A - Altimeter
T - Transponder
E - ELT
S - Static System

Instrument common acronyms

Aviate/Navigate/Communicate - order of importance
CRAFT - format for copying an ATC clearance
Cleared to
Route
Altitude
Frequency (departure control)
Transponder (squawk code)
**Required equipment for IFR flight (2 optional acronyms)**

- **C DART GAS** - Equipment required for IFR flight
  - Clock with second
  - Directional gyro
  - Attitude indicator
  - Rate of turn indicator
  - Two-way nav/com radio
  - Generator of adequate capacity (or alternator)
  - Altimeter adjustable for pressure
  - Slip/skid indicator

**GRAB CARD**

- **G** - Generator/Alternator
- **R** - Radios for Navigation (VOR)
- **A** - Attitude Indicator
- **B** - Ball (Inclinometer)
- **C** - Clock
- **D** - Directional Gyro (Heading Indicator)

**AVE F** - In event of lost communication in IFR conditions for route segment being flown, fly the route that was last:
  - Assigned
  - Vectored
  - Expected or
  - Filed

**TADS** - Go Around /Missed approach

- **T** - Thrust - climb power
- **A** - Attitude - pitch for climb
- **D** - Drag - Flaps as required, gear up
- **S** - Speed - best rate or climb speed

**6 T** - Final approach Fix (GUMPS)

- **T** - Time (start timer)
- **T** - Turn (heading)
- **T** - Twist (omni bearing selector)
- **T** - Throttle (adjust)
- **T** - Talk (communicate)
- **T** - Tires (landing gear down)

**6 A** - Initial approach checklist

- **A** - ATIS - obtain
- **A** - Altimeter - set
- **A** - Alignment - set DG
- **A** - Approach - how long how low which way
- **A** - Avionics - tune and identify
- **A** - Airspeed - slow to approach speed

**MEA** - in case of loss of communications highest altitude to fly:

- **M** - Minimum IFR altitude
- **E** - Expected as advised by ATC
- **A** - Assigned by ATC
**Commercial level acronyms**

**A TOMATO FLAMES** - required vfr equipment  
A - Altimeter  
T - Tachometer  
O - Oil Temperature Gauge  
M - Manifold Pressure Gauge  
A - Airspeed Indicator  
T - Temperature Gauge**  
O - Oil Pressure Gauge  
F - Fuel Gauge  
L - Landing Gear Extension Lights***  
A - Anti-collision Lights****  
M - Magnetic Compass  
E - ELT S - Seatbelts  

* if your airplane does not have a manifold pressure gauge, it’s not required in your aircraft to be working.  
**The temperature gauge is for each liquid cooled engine  
***If you have a fixed gear airplane, you will not need landing gear extension lights

**FLAPS**  
F - Fuses  
L - Landing Lights  
A - Anti-collision Lights  
P - Position Lights  
S - Source of Power