



SA4550

Pilot's Guide Effectivity and Errata

Insert this update ahead of the cover page of the above referenced Pilot's Guide.

Date:	05-JUN-2018
Effectivity:	SA4550 Software Version 1.09/A1.09 Pilots Guide 82010-PG-F
Errata:	With the exception of the superseding information contained in this document, operation of the SA4550 is as described in the SA4550 Pilot's Guide referenced above.

The environmental categories in the Technical Specifications contained in Section 3 have been updated as follows:

TSO Compliance	
Envir. Category	DO-160E [A2F1Z]BBB[HR]XXXXXXZZAB[ZW][W(D)(W)]M[A 3G33]XXAX

SANDEL®

SA4550

Primary Attitude Display



[This page intentionally left blank]

Pilot's Guide

Pilot information

Publication Date: 29-SEP-2012

This guide provides information on the use and operation of the SA4550 Primary Attitude Display.

Information in this manual is current as of publication or revision date. Specifications and operational details are subject to change without notice at the discretion of Sandel Avionics, Inc.

Copyright

Copyright 2012 Sandel Avionics, Inc.

May be covered by one or more US and foreign patents, including: US Patent Nos. 6,259,378, 6,670,892, 6,507,288, 6,750,788, 6,972,695, and 7,187,304. Australia Patent No. 750,651. China Patent No. 1211639C. Israel Patent Nos. 135,174, 153,460, and 155,983. All rights reserved. No part of this manual may be reproduced, stored or distributed without written permission of Sandel Avionics, Inc. Additional copies of this manual are available from:

Sandel Avionics, Inc.
2401 Dogwood Way
Vista, CA 92081
Tel: (760) 727-4900
Fax: (760) 727-4899
www.sandel.com

Revision notice

The “Effectivity, Errata, and Revision History” allow the use of this Pilot Guide with a specific software release and specifically lists the software to which this Pilot’s Guide applies and corrects any errors or omissions that may exist in this revision of the Pilot’s Guide. Document number 82010-PG-ERR, Effectivity, Revision History, and Errata” can be found on page x of this Pilot’s Guide.

Operational and legal issues

The information displayed on the SA4550 is generated by external equipment. It is the pilot’s responsibility to ensure the correct configuration and use of the external equipment. The SA4550 is subject to all legal and operational limitations of the equipment supplying data to it. Always refer to your approved Aircraft Flight Manual Supplement for operation and limitations on the use of installed equipment.

Note: Because aircraft vary in their installed equipment, it is important to note that what is displayed on the SA4550 may vary depending on the presence or absence of equipment.

Approvals

The FAA has approved the SA4550 under the following TSOs:

- C3d: Turn and Slip Instruments
- C4c: Bank and Pitch Instruments
- C34e: ILS Glideslope Receiving Equipment
- C36e: Airborne ILS Localizer Receiving Equipment
- C52b: Flight Director Equipment
- C113: Airborne Multipurpose Electronic Displays

The following RTCA certification levels also apply to this product:

- DO-160E: Environmental (Categories listed in Chapter 4)
- DO-178B: Software Level A and C
- DO-254: Hardware Level A and C

Limitations

Category I Approaches Only.

Installation of the SA4550 in a type-certificated aircraft must be performed in accordance with the Sandel SA4550 Installation Manual, document number 82010-IM (applicable revision).

Conventions Used in This Manual

The name of a button or control is placed within square brackets when the button is described in text. For example, "...press the [M] selection button to ..."

This manual uses terms, which should be familiar to aviation-minded readers, such as "Attitude" and "Flight Director". Terms, which are specific to the SA4550, will be placed in the glossary.

Table of Contents

Pilot information	iii	Red Chevrons	2-20
Copyright	iii	Red Chevrons	2-21
Revision notice	iv	ANNUNCIATOR DESCRIPTION	2-22
Operational and legal issues	iv	ANNUNCIATORS	2-23
Approvals	v	Go Around	2-23
Limitations	v	Radar Altitude Minimums	2-23
Conventions Used in This Manual	vi	APFD Altitude Hold Mode	2-23
Table of Figures	ix	APFD Vertical NAV Mode	2-23
Effectivity, Revision History, and Errata	x	APFD Vertical Speed Mode	2-24
CHAPTER 1 WELCOME TO THE SA4550	1-1	APFD Approach Mode	2-24
Introduction	1-1	APFD Heading Mode	2-24
CHAPTER 2 OPERATION	2-1	APFD NAV Mode	2-24
Power-On Self Test	2-1	APFD Localizer Mode	2-24
SA4550 Control and Display Layout	2-3	APFD Localizer Mode	2-24
DC Power LED	2-5	APFD Glideslope	2-25
FD Mode Select	2-5	APFD Back Course	2-25
Attitude Test	2-6	APFD Speed Mode	2-25
Radar Altimeter Test	2-8	APFD RNAV Mode	2-25
Mini-USB Port	2-8	FLAGS	2-26
MINS	2-9	Attitude Failure / Message Flag	2-26
Display Brightness	2-9	Flight Director Computer Flag	2-27
DISPLAY DESCRIPTION	2-10	Localizer Flag	2-28
DISPLAY FEATURES	2-11	Glideslope Failure Flag	2-28
Roll Scale	2-11	Fast/Slow Flag	2-28
Sky Pointer	2-11	Function Not Installed Flag	2-28
Pitch Scale	2-12	ERROR INDICATIONS	2-29
Flight Director Command Bars (Single Cue)	2-13	CRC Error	2-29
Own Aircraft Symbol (Single Cue)	2-13	Fatal Error	2-29
Flight Director Command Bars (Dual Cue)	2-14	Data Color Coding	2-30
Own Aircraft Symbol (Dual Cue)	2-14	CHAPTER 3 TECHNICAL SPECIFICATIONS	3-1
Fast/Slow Indicator	2-15	CHAPTER 4 GLOSSARY	4-1
Glideslope Deviation Indicator	2-16	CHAPTER 5 AVIONICS ACRONYMS/ABBREVIATIONS	5-1
Localizer Deviation Indicator	2-17		
Slip/Skid Indicator	2-18		
Radar Altimeter Display	2-19		

Table of Figures

Figure 2-1 Introduction Screen	2-1
Figure 2-2 SA4550 Display with Flags	2-2
Figure 2-3 SA4550 Single Cue FD	2-3
Figure 2-4 SA4550 Dual Cue FD Differences	2-4
Figure 2-5 ATT Test.....	2-7
Figure 2-6 SA4550 Primary Attitude Display.....	2-10
Figure 2-7 Annunciator Locations	2-22

Effectivity, Revision History, and Errata

Date: 29-SEP-2012
 Revision: F
 Applies to: SA4550 Software 1.08

With the exception of the superseding information contained in this section, operation of the SA4550 is as described in the SA4550 Pilot's Guide referenced above.

Revision History		
Revision	Date	Comments
F	28-SEP-2012	Release for 1.08 software. Page 2-8: Added description of radar altimeter test.
E	01-MAR-2011	Effectivity updated for 1.07 software
D1	11-NOV-2008	Effectivity updated for 1.06 software
D	15-JUL-2008	Release for 1.05 software Page 2-22: New annun. added. Page 2-23: MDA annun. added. Page 2-25: RNAV annun..added. Page 3-1: New part number added. Chapter 5.: Added abbreviations.
C	27-FEB-2008	Release for 1.04 software, Update page 2-8 "Function Not Installed" message. Update physical characteristics (chapter 3)

B2	17-OCT-2007	Page x: Effectivity updated for software 1.03. No operational changes.
B1	22-AUG-2007	Page x: Effectivity updated for software 1.02; Document number reference added; Errata updated for incorrect page reference. No operational changes.
B	18-JUN-2007	New Format
A	07-MAY-2007	Initial Release

[This page intentionally left blank]

No errata applicable to this release.

CHAPTER 1 WELCOME TO THE SA4550

Introduction

The SA4550 Primary Attitude Display is a high performance electronic ADI that can be used in new installations or as a upgrade for electromechanical ADIs. It features a high resolution, high brightness, and long life LED backlit display.

The SA4550 accepts pitch and roll input from the aircraft Vertical Gyro to display attitude.

The SA4550 incorporates standard ADI features such as flight director command bars and a glideslope/localizer deviation scale, along with a fast/slow indicator, Radar Altitude/ Mins and mode annunciations. A pilot-selectable single-cue/dual-cue display option is also available.

[This page intentionally left blank]

The SA4550 typically displays data from the following sources:

- Vertical Gyro
- Navigation Receiver (ILS)
- Radar Altimeter
- Angle of Attack System
- Flight Computer

CHAPTER 2 OPERATION

Power-On Self Test

On initial power-up, a short introduction screen will be displayed during the power on self test which includes the software version.

It is normal for the self test screen to flash off once during the sequence



Figure 2-1 Introduction Screen

After display of the power-up self test, the SA4550 will immediately start normal operation.

Since it is typically powered by the aircraft main bus, it is likely that the initial display will be flagged until after engine start and avionics are switched on.

The display with no inputs available will look like this:

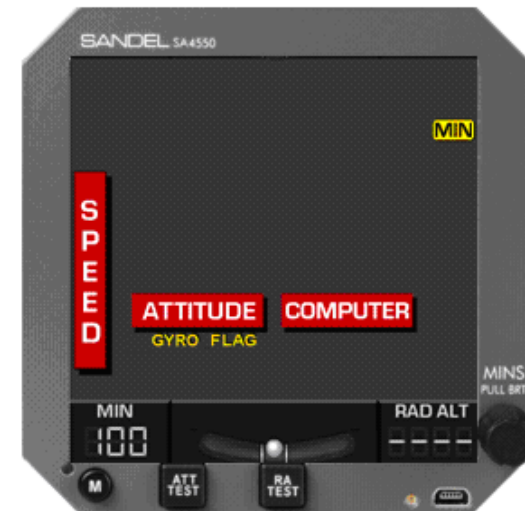


Figure 2-2 SA4550 Display with Flags

SA4550 Control and Display Layout

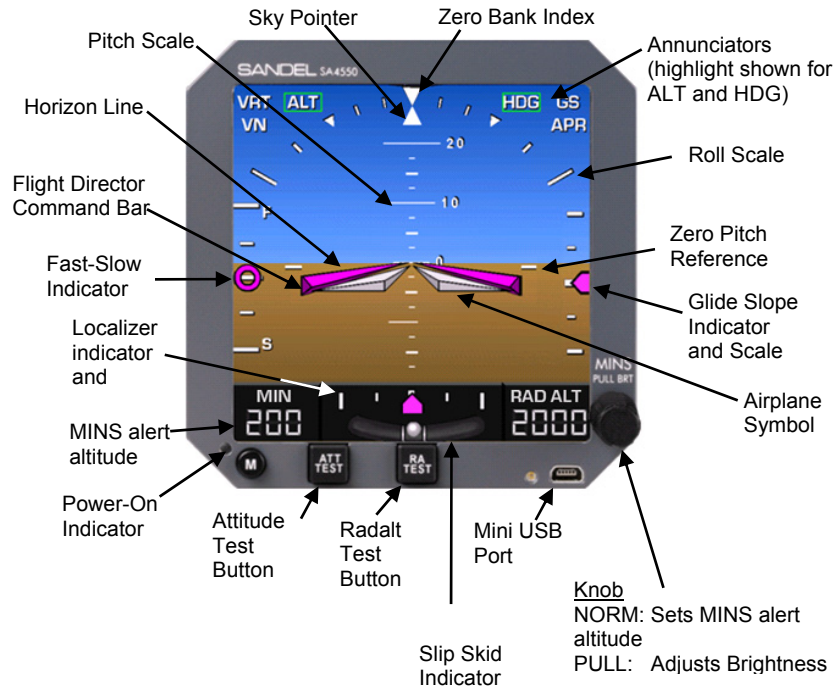


Figure 2-3 SA4550 Single Cue FD

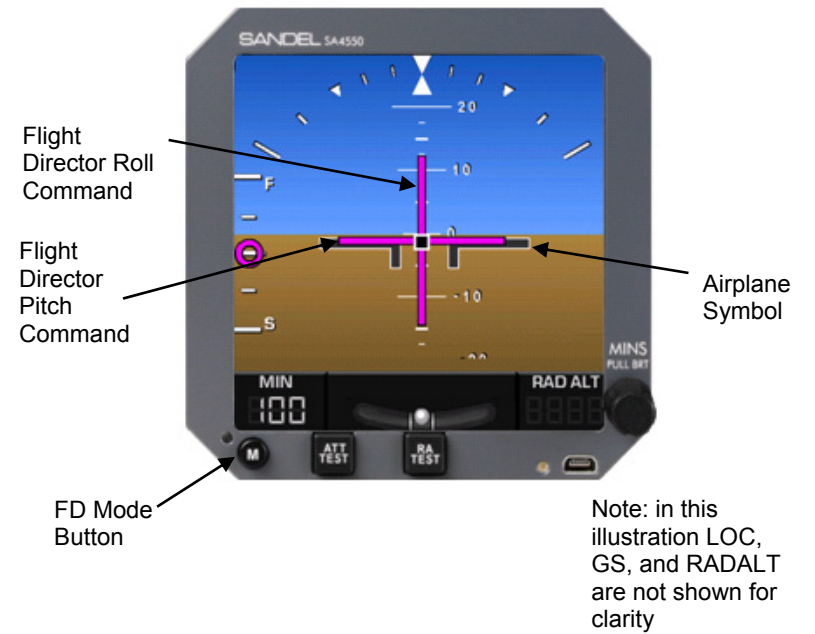



Figure 2-4 SA4550 Dual Cue FD Differences

The following describes each control.

CONTROL FEATURE	
	
FUNCTION	OPERATION
DC Power LED Indicates the presence of DC power.	Indicator only. No pilot interaction required.
FD Mode Select Toggles between the Single Cue and Dual Cue Flight Director Mode (If enabled during installation)	Depress button to alternate Flight Director presentation.


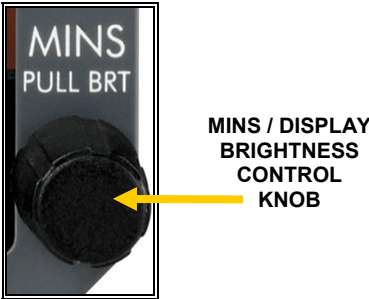


CONTROL FEATURE	
	
FUNCTION	OPERATION
Attitude Test Performs display self-test. Perform this test prior to each flight. NOTE: ATT TEST may also operate the APFD self-test which will cause the on-screen annunciators to illuminate.	Depress [ATT TEST] button and observe display. A successful display test will cause the display to indicate a 10° roll to the left, a 10° pitch up and full right deflection of the slip skid ball indicator. The red ATTITUDE flag will display with the words "Att Test" directly below. The words RED, GREEN, and BLUE will display in their respective colors. The display will go blank after [ATT TEST] button is held for 5 seconds. If the display does not test properly or if any of the colors are visibly incorrect do not fly aircraft using the SA4550. Maintenance is required.



Figure 2-5 ATT Test

CONTROL FEATURE	
FUNCTION	OPERATION
<p>Radar Altimeter Test: Used to test radar altimeter system. <i>If a radar altimeter system is not installed or remote test function is not enabled, the message "Function Not Installed" will appear when [RA TEST] is pressed.</i></p>	<p>Depress [RA TEST] button and observe radar altimeter display for proper indications. See AFM for proper radar altimeter test display indications. For installations using a digital 429 radar altimeter, the text "RAD ALT" in the radar altimeter window of the display will be replaced with "RA TEST" in amber while the system is under test.</p>
CONTROL FEATURE	
FUNCTION	OPERATION
<p>Mini-USB Port: Used for updating internal software.</p>	<p>Maintenance function only.</p>

DISPLAY DESCRIPTION

CONTROL FEATURE	
	
FUNCTION	OPERATION
<p>MINS: (IN) Used for setting a minimum radar altitude in the MIN window. <i>If [MINS] knob is rotated in an aircraft without a radar altimeter system installed or configured, the message “Function Not Installed” will appear.</i></p>	<p>Rotate to set desired radar altitude in the MIN window:</p>  <p>MIN window will not display in aircraft that do not have a radar altimeter system configured for display on the SA4550.</p>
<p>Display Brightness: (OUT) Used for manually adjusting display brightness</p>	<p>Pull knob out and rotate to manually adjust display brightness. Brightness setting (0-100) will appear on screen when an adjustment is made:</p> 

The display utilizes a standard blue-above-brown attitude depiction to depict Pitch and Roll, as directed by the aircraft Vertical Gyro. The airplane symbol references the aircraft’s current attitude.

If tuned, the localizer and glideslope deviations are shown fed from the VHF NAV receiver.

The flight director command bars provide pitch and roll guidance from the flight computer.

A slip/skid indicator is provided operated from an internal accelerometer.

Desired radar altitude minimums can be set in the MIN window and current radar altitude (AGL) is displayed in the RAD ALT window using information from the radar altimeter (if equipped – see AFM).


Ref Approach speed deviation is shown using information from the angle of attack system.

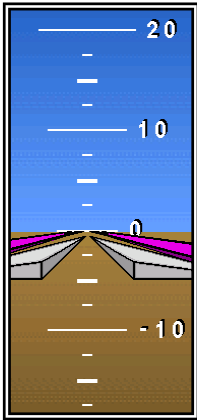
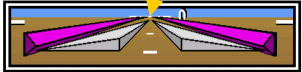
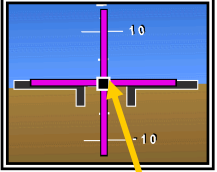
The flight director mode annunciators displayed are dependent on equipment installation – see AFM.



Figure 2-6 SA4550 Primary Attitude Display

Unit on right is configured without a radar altimeter.

DISPLAY FEATURES	
<p>ROLL SCALE 0 DEGREES 30 DEGREES</p>  <p>45 DEGREES 60 DEGREES</p> <p>SKY POINTER</p>	
FUNCTION	OPERATION
<p>Roll Scale – Indicates aircraft roll attitude in degrees from 0° to 60° left or right of level. Scale is marked at 10°, 20°, 30°, 45°, and 60° increments.</p> <p>Sky Pointer – Moves in accordance with the aircraft roll attitude. Always points up.</p>	<p>Utilize normally</p>

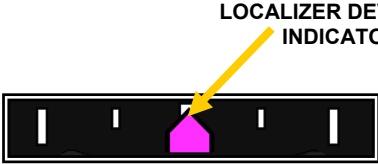
DISPLAY FEATURES	
<p>PITCH SCALE</p> 	<p>SINGLE CUE PITCH REFERENCE POINT</p> 
<p>DUAL CUE PITCH REFERENCE POINT</p> 	
FUNCTION	OPERATION
<p>Pitch Scale – Indicates aircraft pitch attitude in degrees from 0° to 90° above or below level pitch attitude. Scale is marked in increments of 2.5° with short lines 2.5° and 5° increments and longer lines at 10° increments. There are numerical markings at 10° increments. Pitch attitudes below zero are preceded by a minus sign.</p>	<p>Utilize normally</p>


DISPLAY FEATURES	
FUNCTION	OPERATION
<p>Flight Director Command Bars (Single Cue) – Supplies combined pitch/roll guidance from the flight computer.</p> <p>Own Aircraft Symbol (Single Cue) – Represents the aircraft pitch and roll attitude relative to the pitch scale and sky/ground.</p>	<p>Fly the aircraft to center the own-aircraft symbol into the command bars.</p>


DISPLAY FEATURES	
FUNCTION	OPERATION
<p>Flight Director Command Bars (Dual Cue) Supplies split pitch/roll guidance from the flight computer.</p> <p>Own Aircraft Symbol (Dual Cue) – Represents the aircraft pitch and roll attitude relative to the pitch scale and sky/ground.</p>	<p>Fly the aircraft to center the cross-pointer on the nose of the symbolic aircraft.</p> <p>Note: The split-cue presentation can provide guidance in one direction without the other. For instance, if Alt Hold is selected on the flight computer without a lateral mode, vertical guidance is presented without lateral guidance.</p>


DISPLAY FEATURES	
FUNCTION	OPERATION
<p>Fast/Slow Indicator - (if equipped) is driven by the angle of attack system and displays the aircraft speed relative to the optimum approach speed.</p>	<p>If the aircraft speed is too fast the magenta index circle will move toward the “F” on the scale. An appropriate speed decrease should be made. If the aircraft speed is too slow, the magenta index circle will move toward the “S” on the scale. An appropriate speed increase should be made. The indications on the Fast/Slow indicator are secondary and should be crosschecked with airspeed.</p>


DISPLAY FEATURES	
FUNCTION	OPERATION
<p>Glideslope Deviation Indicator - Indicates the deviation of the ILS glideslope.</p>	<p>The magenta pointer will move up or down, indicating the direction the aircraft should fly to return to on-course.</p> <p>When VHF NAV is not tuned to ILS, this indicator will not appear.</p>

DISPLAY FEATURES	
 <p style="text-align: center;">LOCALIZER DEVIATION INDICATOR</p>	
FUNCTION	OPERATION
<p>Localizer Deviation Indicator – Indicates the deviation of the aircraft with respect to the localizer</p>	<p>The magenta pointer will move left or right, indicating the direction the aircraft should fly to stay on course.</p> <p>When VHF NAV is not tuned to ILS, this indicator will not appear.</p> <p>NOTE: This is a <i>standard localizer</i>, and is <i>not</i> an expanded-scale localizer.</p>

DISPLAY FEATURES	
 <p style="text-align: center;">SLIP/SKID INDICATOR</p>	
FUNCTION	OPERATION
<p>Slip/Skid Indicator – Shows turn coordination from lateral body acceleration.</p>	<p>Center the ball to produce coordinated flight.</p> <p>This ball is centered if the aircraft is parked level.</p>

DISPLAY FEATURES	
	
FUNCTION	OPERATION
<p>Radar Altimeter Display - Shows current radar altimeter altitude in 5' increments below 200' and 10' increments above 200'. Blanks if above the maximum Radar Altitude of 2000' or 2500' depending on make/model of Radar Altimeter. Shows all dashes if the RA is invalid.</p>	<p>The RAD ALT window will not appear in aircraft that do not have a radar altimeter system configured for display on the SA4550.</p>

DISPLAY FEATURES	
	
FUNCTION	OPERATION
<p>Red Chevrons Points to the level flight attitude Alerts the pilot that a potentially hazardous nose low pitch attitude exists.</p>	<p>The upward pointing red chevrons appear any time the pitch attitude exceeds -20°. Automatic decluttering of the display will occur prior to this unusual attitude indication. Appropriate unusual attitude recovery techniques should be used when this display appears.</p>

DISPLAY FEATURE	
	
FUNCTION	OPERATION
<p>Red Chevrons</p> <p>Points to the level flight attitude.</p> <p>Alerts the pilot that a potentially hazardous nose high pitch attitude exists.</p>	<p>The downward pointing red chevrons appear any time the pitch attitude exceeds +30°. Automatic decluttering of the display will occur prior to this unusual attitude indication. Appropriate unusual attitude recovery techniques should be used when this display appears.</p>

ANNUNCIATOR DESCRIPTION

The SA4550 annunciators appear in fixed locations. Certain locations are shared by difference annunciators which normally will not be on at the same time – for instance VRT and ALT are mutually exclusive.

When a properly equipped aircraft has a GPS WAAS approach selected and is on the approach, one of the following GPS WAAS approach annunciators will display: LP, LPV, L NAV, LVNAV.

When an annunciation changes state a green highlight box will display around the text for 5-7 seconds

During flight computer self test (or If a malfunction occurs during normal operation) two annunciators which share one location may activate simultaneously. In this case the text message will toggle once a second.

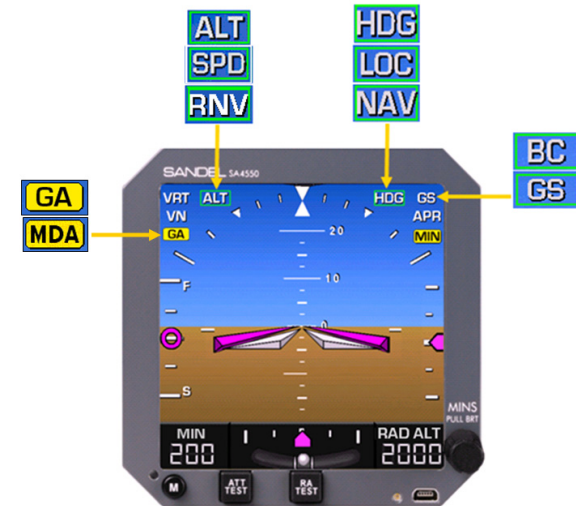




















Figure 2-7 Annunciator Locations





ANNUNCIATORS	DESCRIPTION (See Aircraft Flight Manual for Operational Details)
	<p>Go Around Go Around mode has been selected.</p>
	<p>Radar Altitude Minimums Radar altitude has reached the desired radar altitude preset in the MIN window.</p>
	<p>Minimum Descent Altitude Aircraft altitude has reached the desired minimum descent altitude set externally (with an altitude alerter).</p>
	<p>APFD Altitude Hold Mode Altitude Hold mode is engaged.</p>
	<p>APFD Vertical NAV Mode Vertical NAV mode is engaged.</p>



ANNUNCIATORS	DESCRIPTION (See Flight Manual for Operational Details)
	<p>APFD Vertical Speed Mode Vertical speed mode is engaged or Altitude capture has occurred</p>
	<p>APFD Approach Mode Appears when VOR or LOC approach capture occurs.</p>
	<p>APFD Heading Mode Heading mode is engaged.</p>
	<p>APFD NAV Mode VOR/GPS/RNAV track mode is engaged.</p>
	<p>APFD Localizer Mode Localizer capture has occurred.</p>

ANNUNCIATORS	DESCRIPTION (See Flight Manual for Operational Details)
	<p>APFD Glideslope Glideslope capture has occurred</p>
	<p>APFD Back Course Appears when Back Course Localizer capture occurs.</p>
	<p>APFD Speed Mode Airspeed Hold mode is engaged.</p>
	<p>APFD RNAV Mode RNAV mode is engaged.</p>



FLAGS	DESCRIPTION
  	<p>Attitude Failure / Message Flag Appears when the attitude is invalid.</p> <p>Gyro Flag indicates VG is inoperative</p> <p>ATT TEST indicates the ATT TEST button is depressed</p> <p>ATT FAIL indicates an internal failure has been detected and attitude may be suspect and should be cross-checked.</p>

FLAGS	DESCRIPTION
	<p>Flight Director Computer Flag</p> <p>Appears when there is a flag from the flight director computer. Any time the flight director system is flagged, the command bars will be removed from the display. Reference to primary data should be made.</p>

FLAGS	DESCRIPTION
	<p>Localizer Flag</p> <p>Appears when localizer is tuned but not valid.</p>
	<p>Glideslope Failure Flag</p> <p>Appears when glideslope is tuned but not valid.</p>
	<p>Fast/Slow Flag</p> <p>Appears when angle of attack computer is invalid.</p>
	<p>Function Not Installed Flag</p> <p>Appears when an attempt is made to perform a function that is not installed or enabled.</p>

ERROR INDICATIONS	DESCRIPTION
	<p>CRC Error</p> <p>Do not fly using SA4550 for attitude reference. The internal program code CRC self check has failed. Maintenance is required.</p>
	<p>Fatal Error</p> <p>Indicates an internal non-recoverable error. The SA4550 is not usable for flight. Maintenance is required.</p>

Data Color Coding

Color	Data Displayed
<p>BROWN</p> 	<ul style="list-style-type: none"> • Earth (varying shades)
<p>BLUE</p> 	<ul style="list-style-type: none"> • Sky (varying shades)
<p>WHITE</p>	<ul style="list-style-type: none"> • Angle of bank arc • Pitch tape • Decision Height and Radar Altitude indications • Ball and index lines on Slip/Skid Indicator • Background of Display Brightness Indicator • Glideslope and Localizer deviation scale lines • Text on Flags: ATTITUDE, GS, LOC, SPEED, COMPUTER • Text on the following annunciators: SPD, ALT, VN, VRT, APR, LOC, NAV, HDG, GS, BC

Color	Data Displayed
RED	<ul style="list-style-type: none"> Flags: ATTITUDE, GS, LOC, SPEED, COMPUTER Chevrons CRC Annunciator
YELLOW	<ul style="list-style-type: none"> DH Annunciator, GA Annunciator Text on GYRO FLAG and ATT FAIL Annunciator
MAGENTA	<ul style="list-style-type: none"> Flight Director Command Bars (Single Cue and Dual Cue) Fast/Slow Indicator Glideslope Deviation Indicator Localizer Deviation Indicator
GRAY	<ul style="list-style-type: none"> Aircraft Symbol – Single Cue

Color	Data Displayed
BLACK	<ul style="list-style-type: none"> Aircraft Symbol – Dual Cue

CHAPTER 3 TECHNICAL SPECIFICATIONS

TSO Compliance	
TSO	C3d: Turn and Slip Instruments C4c: Bank and Pitch Instruments C34e: ILS Glideslope Receiving Equipment C36e: Airborne ILS Localizer Receiving Equipment C52b: Flight Director Equipment C113: Airborne Multipurpose Electronic Displays
Software Certification	RTCA/DO-178: Attitude Level A; Guidance and Annunciators Level C
Hardware Certification	RTCA/DO-254: Attitude Level A; Guidance and Annunciators Level C
Envir. Category	DO-160E [A2F1Z]BBB[HR]XXXXXXZZAB[ZW][WW]M[A3G33]XXAX

[This page intentionally left blank]

Physical Characteristics	
Form Factor	4-ATI (ARINC 408)
Width	3.975 in. (10.1 cm.)
Height	3.975 in. (10.1 cm)
Length	7.57in. (19.22 cm.) overall flush to bezel (SA4550-1XX) 7.82 in. (19.86 cm.) overall flush to bezel (SA4550-0XX, -4XX, -5XX, -6XX, -7XX)
Weight	3.4 lbs. (1.54 kg.)

Operational Characteristics	
Temp/Alt	-20° C to + 70° C 55,000 ft. maximum altitude
Primary Pwr	22 to 33 VDC 1.4 Amperes nominal @ 28 VDC

CHAPTER 4 GLOSSARY

Decluttering	<p>The SA4550 incorporates an automatic decluttering feature during unusual attitudes when in Flight Mode. The SA4550 utilizes the following parameters in determining when to activate decluttering:</p> <ol style="list-style-type: none"> 1. +30 Degrees Pitch Attitude (Up) 2. -20 Degrees Pitch Attitude (Down) 3. 65 Degrees Roll Left or Right
Configuration	Inputting specific data for a given sensor or setting equipment emulation
Fatal Error	Indicates an internal non-recoverable error. The SA4550 is not usable for flight. Maintenance is required.
Flagged	Display of a warning flag to show that an abnormal condition has been detected.
Red Chevrons	Used to identify recovery direction when extreme high or low pitch attitudes are encountered.
Unusual Attitude	Pitch attitude exceeding +30° or -20°. Roll attitude exceeding 65° left or right.

[This page intentionally left blank]

CHAPTER 5 AVIONICS ACRONYMS/ABBREVIATIONS

AFM	Airplane Flight Manual
ADI	Attitude Director Indicator
AFCS	Automatic Flight Control System
AFMS	Airplane Flight Manual Supplement
AGL	Above Ground Level
ALT	Altitude
AP	Auto Pilot
APFD	Auto Pilot / Flight Director
APR	Approach
ATT	Attitude
BC	Back Course
BIT	Built-In-Test
CRC	Cyclic Redundancy Check
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulations
FD	Flight Director
GA	Go Around
GS	Glide Slope
HDG	Heading
ILS	Instrument Landing System
LED	Light Emitting Diode
LOC	Localizer
MDA	Minimum Descent Altitude

MINS	Radar Altitude Minimums
NAV	Navigation Receiver (VOR)

NVIS	Night Vision
RA	Radar Altitude
RAD ALT	Radar Altimeter
RNAV	Area Navigation

SPD	Speed
TSO	Technical Standard Order
USB	Universal Serial Bus
VHF	Very High Frequency
VN	Vertical Navigation
VRT	Vertical