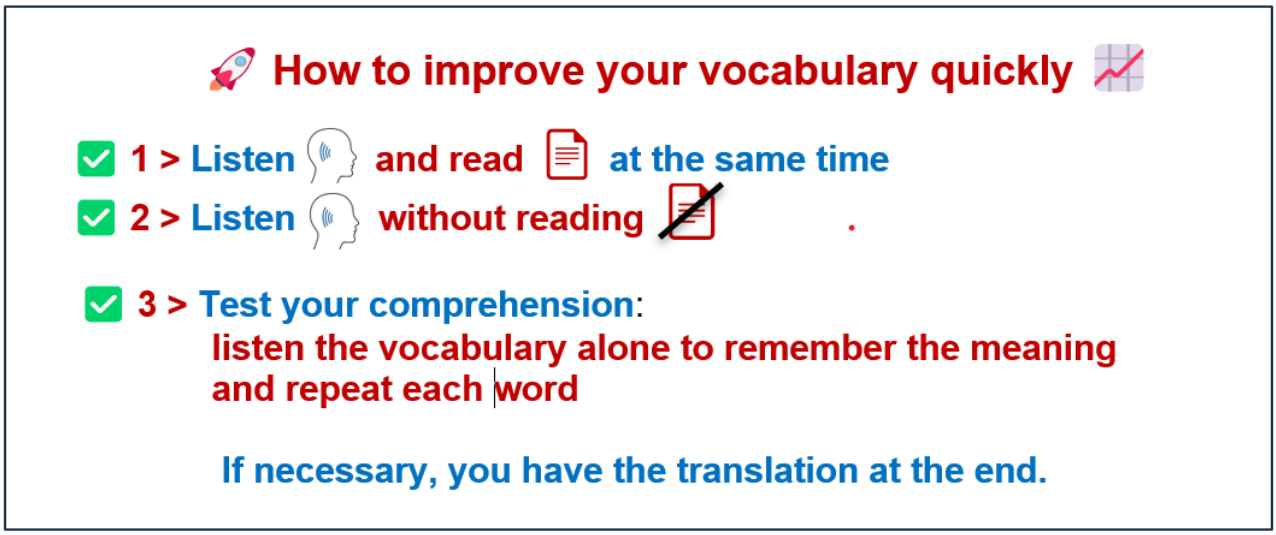

WELCOME ABOARD: ESSENTIAL AVIATION VOCABULARY

FIRST PART

- **Aircraft**: "The aircraft completed its final approach smoothly despite the strong crosswinds."
- **Altitude**: "We adjusted our cruising altitude to 35,000 feet to avoid turbulence."
- **Approach**: "The pilot initiated the approach phase as we neared the airport."
- **ATC**: "ATC provided instructions for a direct route to reduce our flight time."
- **Autopilot**: "The pilot engaged the autopilot after reaching the assigned altitude."
- **Avionics**: "The avionics suite in the cockpit features state-of-the-art navigation systems."
- **Bank**: "The aircraft began a gentle bank to the left to align with the runway."
- **Cabin**: "The cabin crew prepared for landing by securing the cabin."
- **Cockpit**: "Only authorized personnel are allowed in the cockpit during flight."
- **Compass**: "The pilot checked the compass to verify our heading."
- **Control Tower**: "The control tower cleared us for takeoff on runway 27."
- **Cruise**: "Once at cruise altitude, the flight smoothed out."
- **Descent**: "The descent began 30 minutes before our scheduled arrival."
- **Elevation**: "The airport's elevation is 200 feet above sea level."
- **Emergency**: "In case of an emergency, follow the crew's instructions."

- **Engine**: "The aircraft's engine power was adjusted for optimal fuel efficiency."
- **Flaps**: "The pilot extended the flaps for our approach."
- **Flight Plan**: "The flight plan was filed with ATC before departure."
- **Fuel**: "We checked the fuel levels to ensure we had enough for the journey and reserves."
- **Gear**: "The landing gear was lowered as we prepared to land."
- **Glide**: "In a glide, the aircraft descends smoothly towards the runway."
- **GPS**: "The GPS indicated we were slightly off course."
- **Heading**: "The pilot adjusted our heading to correct our course."
- **IAS**: "The indicated airspeed (IAS) was maintained at 250 knots below 10,000 feet."
- **Jet Lag**: "After long flights, pilots manage jet lag with adequate rest."
- **Knot**: "We reduced our speed to 180 knots as instructed by ATC."
- **Landing**: "The landing was smooth despite the windy conditions."
- **Latitude**: "Our latitude was recorded as we crossed the equator."
- **Lift**: "The wings generate lift as air flows over them, allowing the aircraft to ascend."
- **Longitude**: "We checked our longitude to ensure we were on the correct flight path."
- **Mayday**: "In a critical emergency, a pilot may issue a Mayday call for immediate assistance."
- **Navigation**: "Navigation aids help pilots maintain their course during flight."
- **Nose**: "The nose of the aircraft lifted as the pilot-initiated take." off
- **Pilot**: "The pilot carefully monitored the instruments during the flight."
- **Propeller**: "The propeller's speed was adjusted for takeoff."
- **Radar**: "Radar detected an approaching storm, prompting a change in our flight path."
- **Roll**: "The aircraft performed a roll maneuver during the airshow."
- **Runway**: "The runway was clear for our aircraft to make its landing."
- **Squawk**: "We were instructed to squawk 7500 to signal a hijacking."
- **Stall**: "The pilot avoided a stall by lowering the nose and increasing speed."
- **Tail**: "The tail section houses the aircraft's stabilizers and rudder."
- **Takeoff**: "Takeoff was delayed due to fog, but we eventually got clearance."
- **Taxi**: "After landing, we taxied to the gate to disembark passengers."
- **Throttle**: "The pilot increased the throttle to gain airspeed."
- **Turbulence**: "We experienced light turbulence as we flew over the mountains."
- **Velocity**: "The aircraft's velocity increased as it descended."

- **Wing**: "The aircraft's wings are designed for efficiency and lift."
- **Yaw**: "Yaw control is essential for maintaining the aircraft's directional stability."
- **Zulu Time**: "All flight operations are coordinated using Zulu Time to avoid confusion across time zones."
- **Aileron**: "The pilot adjusted the ailerons to control the aircraft's roll."
- **Altitude Indicator**: "The altitude indicator shows we are at 10,000 feet."
- **Beacon**: "The beacon light was turned on while we were on the runway."
- **Cabin Pressure**: "Cabin pressure is maintained for passenger comfort."
- **Checklist**: "The pre-flight checklist was completed by the captain."
- **Dead Reckoning**: "We used dead reckoning to navigate through the area with malfunctioning GPS."
- **Elevator**: "The elevator controls the aircraft's pitch."
- **Fuselage**: "The fuselage was inspected for damage after the hailstorm."
- **Glide Path**: "We intercepted the glide path perfectly during the approach."
- **Hangar**: "The aircraft was stored in the hangar overnight."
- **IFR**: "We flew IFR due to the low visibility conditions."
- **Jet Stream**: "We took advantage of the jet stream to increase our speed."
- **Landing Gear**: "The landing gear failed to deploy on the first attempt."
- **Mach Number**: "We reached a Mach number of 0.85 during the flight."
- **NDB**: "We tuned into the NDB for navigation."
- **Oxygen Mask**: "The oxygen masks were deployed when the cabin pressure dropped."
- **Pitch**: "The pilot adjusted the pitch to climb over the mountain range."
- **Ramp**: "The aircraft was parked on the ramp after arrival."
- **Rudder**: "The rudder was used to steer the aircraft on the ground."
- **SID**: "We followed the SID for a noise-abatement departure."
- **Spoilers**: "The spoilers were deployed to reduce lift and speed during descent."
- **Transponder**: "The transponder code was set to 1200 for VFR flight."
- **VFR**: "We flew VFR for the scenic view of the coastline."
- **Windsock**: "The windsock indicated a strong northerly wind."
- **Airfoil**: "The airfoil shape of the wing generates lift."
- **Barometer**: "The barometer reading helps in predicting weather changes."
- **Ceiling**: "The cloud ceiling was at 2,000 feet, limiting visibility."

- **DME**: "Distance to the airport was confirmed using DME."
- **ETA**: "Our ETA at the destination is 1500 hours."
- **FAR**: "The flight operation was conducted in accordance with FARs."
- **Glide Slope**: "We aligned with the glide slope as we approached the runway."
- **HSI**: "The HSI indicated we were slightly off our planned course."
- **ILS**: "The ILS system guided us in for a smooth landing in foggy conditions."
- **Jettison**: "Fuel was jettisoned to reduce landing weight."
- **KIAS**: "We reduced speed to 210 KIAS as instructed for the approach."
- **Lift-off**: "Lift-off occurred just seconds after maximum thrust was applied."
- **METAR**: "The METAR indicated clear skies and calm winds at our destination."
- **NOTAM**: "A NOTAM alerted us to temporary airspace restrictions."
- **Overhead Panel**: "The overhead panel contains switches for the aircraft's electrical systems."
- **PFD**: "The PFD displayed critical flight information, including altitude and speed."
- **QNH**: "We set the altimeter to the local QNH before descending."
- **Radar Altimeter**: "The radar altimeter helped us determine our exact altitude above the terrain."
- **Slat**: "The slats were extended to increase lift during takeoff."
- **TAF**: "The TAF predicted gusty winds at the time of our arrival."
- **Trim**: "We adjusted the trim to maintain level flight without constant control inputs."
- **VOR**: "We used the VOR signal to navigate directly to the airport."
- **Waypoint**: "We passed the waypoint and proceeded on the flight plan route."
- **X-wind**: "The x-wind component was strong, requiring careful control during landing."
- **Yaw Damper**: "The yaw damper system helped stabilize the aircraft in turbulent conditions."
- **Zero Gravity**: "The sensation of zero gravity was simulated during the parabolic flight."
- **ADF**: "The ADF was used to home in on the non-directional beacon for navigation
- **Bearing**: "We calculated the bearing to the VOR to navigate directly towards the airport."
- **Climb**: "After takeoff, the aircraft initiated a climb to reach the cruising altitude of 35,000 feet."

- **DA (Decision Altitude)**: "At the decision altitude, we had clear sight of the runway lights and continued with the landing."
- **EFIS (Electronic Flight Instrument System)**: "The EFIS displayed all critical flight data, including our altitude and airspeed."
- **FAA (Federal Aviation Administration)**: "The FAA mandates strict adherence to maintenance schedules for all aircraft."
- **Gyro**: "The gyro stabilized the artificial horizon on the instrument panel, providing reliable attitude information."
- **HUD (Heads-Up Display)**: "Using the HUD, the pilot could keep his eyes on the runway and the flight data simultaneously during the approach."
- **IMC (Instrument Meteorological Conditions)**: "We were flying in IMC, so I relied entirely on my instruments to navigate."
- **Joystick**: "The fighter aircraft was maneuvered using a joystick, allowing for precise control."
- **Krueger Flaps**: "To increase lift at lower speeds, Krueger flaps were extended for takeoff."
- **LNAV (Lateral Navigation)**: "LNAV guided us along the flight path, ensuring we remained on course."
- **Missed Approach**: "Due to low visibility, we executed a missed approach and prepared for a second attempt."
- **Nosewheel**: "The nosewheel steering malfunctioned, requiring maintenance attention before our next flight."
- **Obstacle**: "The pilot adjusted the flight path to avoid an obstacle highlighted during the pre-flight briefing."
- **PAPI (Precision Approach Path Indicator)**: "The PAPI lights showed two white and two red, indicating we were on the correct glide path."
- **QRH (Quick Reference Handbook)**: "In response to the engine warning, the first officer grabbed the QRH to troubleshoot."
- **RNAV (Area Navigation)**: "RNAV allowed us to take a more direct route, saving time and fuel."
- **Service Ceiling**: "We couldn't climb any higher without exceeding the aircraft's service ceiling."
- **TAS (True Airspeed)**: "Our TAS was adjusted for the headwind to maintain our schedule."

- **UNICOM**: "We communicated our departure intentions on the UNICOM frequency at the uncontrolled airfield."
- **Vertical Speed**: "The vertical speed indicator showed a climb rate of 1,000 feet per minute."
- **Wake Turbulence**: "We maintained extra separation behind the heavy aircraft to avoid its wake turbulence."
- **Wind Shear**: "The pilot briefed the crew on the potential for wind shear during the approach."
- **Yoke**: "The pilot pulled back on the yoke to lift the aircraft's nose for takeoff."
- **Zephyr**: "A gentle zephyr made for a smooth evening flight along the coast."
- **ACARS (Aircraft Communications Addressing and Reporting System)**: "ACARS messages provided updates on weather and operational information en route."
- **Bypass Ratio**: "The engine's high bypass ratio improves fuel efficiency and reduces noise."
- **Crosswind**: "The crosswind component was significant, requiring careful control during landing."
- **Drag**: "Adjusting the flaps increases drag, helping to slow down the aircraft."
- **Airspeed**: "Maintaining a stable airspeed was crucial for the approach in turbulent conditions."
- **Bank Angle**: "The pilot increased the bank angle to tighten the turn towards the waypoint."
- **Cabin Altitude**: "The cabin altitude stayed comfortable throughout the flight, thanks to the pressurization system."
- **Decision Height**: "We reached the decision height with the runway in clear view, so we continued to land."
- **Engine Thrust**: "Engine thrust was increased to climb out of the turbulent air layer."
- **Flight Director**: "The flight director provided guidance cues to help maintain the selected approach path."
- **Go-Around**: "Encountering unexpected debris on the runway, the pilot decided to go-around."
- **Hold Pattern**: "We entered a hold pattern waiting for clearance to land due to traffic congestion."
- **Instrument Approach**: "The crew prepared for an instrument approach due to low visibility."

- **Jetway**: "Once at the gate, the jetway was positioned for passengers to disembark."
- **Knock-it-off**: "The training exercise was halted with a 'knock-it-off' call due to a safety concern."
- **Logbook**: "The pilot logged the flight hours in the logbook immediately after landing."
- **Missed Approach Point**: "Upon reaching the missed approach point without runway visibility, we initiated the missed approach procedure."
- **Navigation Lights**: "As dusk fell, we turned on the navigation lights to increase visibility to other aircraft."
- **Overshoot**: "The aircraft overshot the runway threshold but managed to land safely."
- **Pilot in Command**: "The pilot in command made the final decision to divert due to worsening weather."
- **Quick Disconnect**: "The quick disconnect feature allowed the pilot to immediately disable the autopilot."
- **Ramp Check**: "A ramp check by the authorities confirmed that our aircraft was compliant with all regulations."
- **Stabilizer**: "Adjustments to the stabilizer helped maintain a smooth flight level."
- **Touch and Go**: "The training session included several touch and go landings to practice takeoffs and landings."
- **Uncontrolled Airspace**: "Flying through uncontrolled airspace, we kept a diligent watch for other aircraft."
- **Visual Approach**: "With clear skies, the pilot opted for a visual approach to enjoy the scenic route."
- **Wind Aloft**: "The wind aloft forecast influenced our decision to fly at a higher altitude for efficiency."
- **X-bleed**: "We used the x-bleed function to balance the pressure between the aircraft's pneumatic systems."
- **Yield**: "Pilots must yield to aircraft on their right when converging at the same altitude."
- **Zulu Time**: "All flight operations were coordinated in Zulu Time to avoid confusion across time zones."
- **Alpha Floor**: "The alpha floor protection activated automatically to prevent the aircraft from stalling."

- **Beta Range**: "In the beta range, propeller pitch can be reversed for better control during taxiing."
- **Crew Resource Management**: "Effective crew resource management ensured a coordinated response to the in-flight emergency."
- **Direct Routing**: "ATC approved our request for direct routing, shortening the flight path."
- **Emergency Locator Transmitter**: "The emergency locator transmitter would automatically activate if the aircraft experienced a sudden impact."
- **Final Approach Fix**: "We reduced speed and configured the aircraft for landing upon reaching the final approach fix."
- **Ground Proximity Warning System**: "The ground proximity warning system alerted us to adjust our descent rate."
- **Hydraulics Failure**: "The crew executed the emergency procedures for a hydraulics failure flawlessly."
- **In-flight Refueling**: "The military tanker aircraft was equipped for in-flight refueling operations."
- **Jet Assisted Take Off**: "The aircraft used jet assisted take off to achieve the necessary speed in the short runway."
- **Knots True Airspeed**: "Our knots true airspeed was adjusted for wind conditions to ensure timely arrival."
- **Low Visibility Operations**: "The airport was equipped for low visibility operations, allowing us to land safely in the fog."
- **Mach Speed**: "We monitored the Mach speed to avoid exceeding the sound barrier."
- **Non-Precision Approach**: "Due to equipment limitations, we prepared for a non-precision approach."
- **Oxygen System**: "The oxygen system was checked as part of the high-altitude flight preparations."
- **Pushback**: "The pushback from the gate was delayed due to congestion on the taxiway."
- **Quick Reference Card**: "The quick reference card provided immediate guidance for handling the emergency."
- **Runway Heading**: "The aircraft was aligned with the runway heading for a straight takeoff."
- **Squawk Code**: "We were instructed to squawk code 7500 to indicate a hijacking

situation."

- **Transonic**: "The aircraft experienced transonic buffeting as it approached the speed of sound."
- **Uplink**: "Weather updates were received via satellite uplink during the flight."
- **Variable Pitch Propeller**: "The variable pitch propeller allowed for optimal performance across different flight conditions."
- **Winglet**: "Winglets on the aircraft's wings reduced drag and improved fuel efficiency."
- **Yaw String**: "The yaw string, a simple but effective tool, indicated sideslip during the flight test."
- **ADS-B (Automatic Dependent Surveillance-Broadcast)**: "ADS-B enhanced our situational awareness by providing real-time traffic information."
- **Angle of Attack**: "The angle of attack was carefully monitored to avoid stalling."
- **Bypass Valve**: "The bypass valve was adjusted to regulate the coolant flow through the engine."
- **Cold Front**: "We adjusted our altitude to avoid turbulence associated with the cold front."
- **Dihedral Angle**: "The dihedral angle of the wings contributed to the aircraft's lateral stability."
- **ETP (Equal Time Point)**: "We calculated the ETP in case an emergency diversion was needed."
- **Fuel Jettison**: "The aircraft had to jettison excess fuel to reach a safe landing weight."
- **Gust Front**: "The gust front from the approaching storm caused a sudden change in wind direction."
- **Hydroplaning**: "There was a risk of hydroplaning on the wet runway during landing."
- **Inertial Navigation System**: "The inertial navigation system provided accurate positioning throughout the flight."
- **Jet Blast**: "Caution was advised when taxiing behind the aircraft to avoid jet blast."
- **Kruger Flap**: "Kruger flaps were deployed to enhance the aircraft's lift during low-speed operations."
- **Laminar Flow**: "The aircraft's design promoted laminar flow over the wings, reducing drag."
- **Microburst**: "The pilot briefed the possibility of encountering a microburst during the

approach."

- **Nautical Mile**: "The distance to the destination was measured in nautical miles for navigation accuracy."
- **Obstacle Clearance**: "Obstacle clearance was ensured by following the published departure procedure."
- **Pressure Altitude**: "The pressure altitude was used to calculate the aircraft's performance at high elevations."
- **QFE (Field Elevation Pressure)**: "We set the altimeter to QFE to show height above the airfield."
- **RVSM (Reduced Vertical Separation Minima)**: "RVSM allowed us to fly at a closer vertical separation, maximizing airspace usage."
- **Supercritical Wing**: "The aircraft featured a supercritical wing design for efficient high-speed cruise."
- **Tailwind**: "A strong tailwind helped reduce our flight time significantly."

SECOND PART: test your comprehension

Listen the vocabulary alone to remember the meaning and repeat each word

- **Aircraft**
- **Altitude**
- **Approach**
- **ATC (Air Traffic Control)**
- **Autopilot**
- **Avionics**
- **Bank**
- **Cabin**
- **Cockpit**
- **Compass**
- **Control Tower**
- **Cruise**
- **Descent**
- **Elevation**
- **Emergency**

- **Engine**
- **Flaps**
- **Flight Plan**
- **Fuel**
- **Gear**
- **Glide**
- **GPS (Global Positioning System)**
- **Heading**
- **IAS (Indicated Airspeed)**
- **Jet Lag**
- **Knot**
- **Landing**
- **Latitude**
- **Lift**
- **Longitude**
- **Mayday**
- **Navigation**
- **Nose**
- **Pilot**
- **Propeller**
- **Radar**
- **Roll**
- **Runway**
- **Squawk**
- **Stall**
- **Tail**
- **Takeoff**
- **Taxi**
- **Throttle**
- **Turbulence**
- **Velocity**
- **Wing**
- **Yaw**

- **Zulu Time**
- **Aileron**
- **Altitude Indicator**
- **Beacon**
- **Cabin Pressure**
- **Checklist**
- **Dead Reckoning**
- **Elevator**
- **Fuselage**
- **Glide Path**
- **Hangar**
- **IFR (Instrument Flight Rules)**
- **Jet Stream**
- **Landing Gear**
- **Mach Number**
- **NDB (Non-Directional Beacon)**
- **Oxygen Mask**
- **Pitch**
- **Ramp**
- **Rudder**
- **SID (Standard Instrument Departure)**
- **Spoilers**
- **Transponder**
- **VFR (Visual Flight Rules)**
- **Windsock**
- **Airfoil**
- **Barometer**
- **Ceiling**
- **DME (Distance Measuring Equipment)**
- **ETA (Estimated Time of Arrival)**
- **FAR (Federal Aviation Regulations)**
- **Glide Slope**
- **HSI (Horizontal Situation Indicator)**

- **ILS (Instrument Landing System)**
- **Jettison**
- **KIAS (Knots Indicated Airspeed)**
- **Lift-off**
- **METAR (Meteorological Aerodrome Report)**
- **NOTAM (Notice to Airmen)**
- **Overhead Panel**
- **PFD (Primary Flight Display)**
- **QNH (Altimeter Setting)**
- **Radar Altimeter**
- **Slat**
- **TAF (Terminal Aerodrome Forecast)**
- **Trim**
- **VOR (VHF Omnidirectional Range)**
- **Waypoint**
- **X-wind (Crosswind)**
- **Yaw Damper**
- **Zero Gravity**
- **ADF (Automatic Direction Finder)**
- **Bearing**
- **Climb**
- **DA (Decision Altitude)**
- **EFIS (Electronic Flight Instrument System)**
- **FAA (Federal Aviation Administration)**
- **Gyro**
- **HUD (Heads-Up Display)**
- **IMC (Instrument Meteorological Conditions)**
- **Joystick**
- **Krueger Flaps**
- **LNAV (Lateral Navigation)**
- **Missed Approach**
- **Nosewheel**
- **Obstacle**

- **PAPI (Precision Approach Path Indicator)**
- **QRH (Quick Reference Handbook)**
- **RNAV (Area Navigation)**
- **Service Ceiling**
- **TAS (True Airspeed)**
- **UNICOM**
- **Vertical Speed**
- **Wake Turbulence**
- **Wind Shear**
- **Yoke**
- **Zephyr**
- **ACARS (Aircraft Communications Addressing and Reporting System)**
- **Bypass Ratio**
- **Crosswind**
- **Drag**
- **Airspeed**
- **Bank Angle**
- **Cabin Altitude**
- **Decision Height**
- **Engine Thrust**
- **Flight Director**
- **Go-Around**
- **Hold Pattern**
- **Instrument Approach**
- **Jetway**
- **Knock-it-off**
- **Logbook**
- **Missed Approach Point**
- **Navigation Lights**
- **Overshoot**
- **Pilot in Command**
- **Quick Disconnect**
- **Ramp Check**

- **Stabilizer**
- **Touch and Go**
- **Uncontrolled Airspace**
- **Visual Approach**
- **Wind Aloft**
- **X-bleed**
- **Yield**
- **Zulu Time (again, due to its importance)**
- **Alpha Floor**
- **Beta Range**
- **Crew Resource Management**
- **Direct Routing**
- **Emergency Locator Transmitter**
- **Final Approach Fix**
- **Ground Proximity Warning System**
- **Hydraulics Failure**
- **In-flight Refueling**
- **Jet Assisted Take Off**
- **Knots True Airspeed**
- **Low Visibility Operations**
- **Mach Speed**
- **Non-Precision Approach**
- **Oxygen System**
- **Pushback**
- **Quick Reference Card**
- **Runway Heading**
- **Squawk Code**
- **Transonic**
- **Uplink**
- **Variable Pitch Propeller**
- **Winglet**
- **Yaw String**
- **ADS-B (Automatic Dependent Surveillance-Broadcast)**

- **Angle of Attack**
- **Bypass Valve**
- **Cold Front**
- **Dihedral Angle**
- **ETP (Equal Time Point)**
- **Fuel Jettison**
- **Gust Front**
- **Hydroplaning**
- **Inertial Navigation System**
- **Jet Blast**
- **Kruger Flap**
- **Laminar Flow**
- **Microburst**
- **Nautical Mile**
- **Obstacle Clearance**
- **Pressure Altitude**
- **QFE (Field Elevation Pressure)**
- **RVSM (Reduced Vertical Separation Minima)**
- **Supercritical Wing**
- **Tailwind**

TRANSLATION

- **Aircraft**: avion
- **Altitude**: altitude
- **Approach**: approche
- **ATC** (Air Traffic Control): contrôle de la circulation aérienne
- **Autopilot**: pilote automatique
- **Avionics**: avionique
- **Bank**: inclinaison
- **Cabin**: cabine
- **Cockpit**: cockpit

- **Compass**: compas
- **Control Tower**: tour de contrôle
- **Cruise**: croisière
- **Descent**: descente
- **Elevation**: élévation
- **Emergency**: urgence
- **Engine**: moteur
- **Flaps**: volets
- **Flight Plan**: plan de vol
- **Fuel**: carburant
- **Gear**: train d'atterrissage
- **Glide**: planer
- **GPS** (Global Positioning System): système de positionnement global
- **Heading**: cap
- **IAS** (Indicated Airspeed): vitesse air indiquée
- **Jet Lag**: décalage horaire
- **Knot**: nœud
- **Landing**: atterrissage
- **Latitude**: latitude
- **Lift**: portance
- **Longitude**: longitude
- **Mayday**: mayday
- **Navigation**: navigation
- **Nose**: Le Nez de l'avion
- **Pilot**: pilote
- **Propeller**: hélice
- **Radar**: radar
- **Roll**: roulis
- **Runway**: piste
- **Squawk**: code transpondeur
- **Stall**: décrochage
- **Tail**: queue
- **Takeoff**: décollage

- **Taxi**: rouler
- **Throttle**: manette des gaz
- **Turbulence**: turbulence
- **Velocity**: vitesse
- **Wing**: aile
- **Yaw**: lacet
- **Zulu Time**: heure Zulu
- **Aileron**: aileron
- **Altitude Indicator**: indicateur d'altitude
- **Beacon**: balise
- **Cabin Pressure**: pression de la cabine
- **Checklist**: liste de vérification
- **Dead Reckoning**: estimation à vue
- **Elevator**: gouvernail de profondeur
- **Fuselage**: fuselage
- **Glide Path**: trajectoire de descente
- **Hangar**: hangar
- **IFR** (Instrument Flight Rules): règles de vol aux instruments
- **Jet Stream**: jet-stream
- **Landing Gear**: train d'atterrissage
- **Mach Number**: nombre de Mach
- **NDB** (Non-Directional Beacon): radiophare non directionnel
- **Oxygen Mask**: masque à oxygène
- **Pitch**: tangage
- **Ramp**: aire de trafic
- **Rudder**: gouvernail
- **SID** (Standard Instrument Departure): départ standardisé aux instruments
- **Spoilers**: aérofreins
- **Transponder**: transpondeur
- **VFR** (Visual Flight Rules): règles de vol à vue
- **Windsock**: manche à air
- **Airfoil**: profil aérodynamique
- **Barometer**: baromètre

- **Ceiling**: plafond
- **DME** (Distance Measuring Equipment): équipement de mesure de distance
- **ETA** (Estimated Time of Arrival): heure estimée d'arrivée
- **FAR** (Federal Aviation Regulations): réglementations de l'aviation fédérale
- **Glide Slope**: pente de descente
- **HSI** (Horizontal Situation Indicator): indicateur de situation horizontale
- **ILS** (Instrument Landing System): système d'atterrissage aux instruments
- **Jettison**: largage
- **KIAS** (Knots Indicated Airspeed): vitesse air indiquée en nœuds
- **Lift-off**: décollage
- **METAR** (Meteorological Aerodrome Report): rapport météorologique d'aérodrome
- **NOTAM** (Notice to Airmen): avis aux navigants aériens
- **Overhead Panel**: panneau supérieur
- **PFD** (Primary Flight Display): affichage primaire de vol
- **QNH** (Altimeter Setting): réglage de l'altimètre
- **Radar Altimeter**: altimètre radar
- **Slat**: bec de bord d'attaque
- **TAF** (Terminal Aerodrome Forecast): prévision aérodromique terminale
- **Trim**: compensation
- **VOR** (VHF Omnidirectional Range): radiophare omnidirectionnel VHF
- **Waypoint**: point de passage
- **X-wind** (Crosswind): vent de travers
- **Yaw Damper**: amortisseur de lacet
- **Zero Gravity**: apesanteur
- **ADF** (Automatic Direction Finder): radiocompas automatique
- **Bearing**: relèvement
- **Climb**: montée
- **DA** (Decision Altitude): altitude de décision
- **EFIS** (Electronic Flight Instrument System): système électronique d'instruments de vol
- **FAA** (Federal Aviation Administration): Administration fédérale de l'aviation
- **Gyro**: gyroscope
- **HUD** (Heads-Up Display): affichage tête haute

- **IMC** (Instrument Meteorological Conditions): conditions météorologiques aux instruments
- **Joystick**: manche à balai
- **Krueger Flaps**: volets Krueger
- **LNAV** (Lateral Navigation): navigation latérale
- **Missed Approach**: approche manquée
- **Nosewheel**: roue avant
- **Obstacle**: obstacle
- **PAPI** (Precision Approach Path Indicator): indicateur de trajectoire d'approche de précision
- **QRH** (Quick Reference Handbook): manuel de référence rapide
- **RNAV** (Area Navigation): navigation de surface
- **Service Ceiling**: plafond de service
- **TAS** (True Airspeed): vitesse air vraie
- **UNICOM**: UNICOM
- **Vertical Speed**: vitesse verticale
- **Wake Turbulence**: turbulence de sillage
- **Wind Shear**: cisaillement du vent
- **Yoke**: manche
- **Zephyr**: zéphyr
- **ACARS** (Aircraft Communications Addressing and Reporting System): système de communication et de rapport pour les aéronefs
- **Bypass Ratio**: taux de dilution
- **Crosswind**: vent de travers
- **Drag**: traînée
- **Airspeed**: vitesse air
- **Bank Angle**: angle d'inclinaison
- **Cabin Altitude**: altitude de la cabine
- **Decision Height**: hauteur de décision
- **Engine Thrust**: poussée du moteur
- **Flight Director**: directeur de vol
- **Go-Around**: remise des gaz
- **Hold Pattern**: circuit d'attente

- **Instrument Approach**: approche aux instruments
- **Jetway**: passerelle
- **Knock-it-off**: arrêter
- **Logbook**: carnet de vol
- **Missed Approach Point**: point d'approche manquée
- **Navigation Lights**: feux de navigation
- **Overshoot**: dépassement
- **Pilot in Command**: commandant de bord
- **Quick Disconnect**: déconnexion rapide
- **Ramp Check**: contrôle au sol
- **Stabilizer**: stabilisateur
- **Touch and Go**: toucher-décoller
- **Uncontrolled Airspace**: espace aérien non contrôlé
- **Visual Approach**: approche à vue
- **Wind Aloft**: vent en altitude
- **X-bleed**: équilibrage de pression croisé
- **Yield**: céder le passage
- **Zulu Time**: l’ heure Zulu (repetition pour son importance)
- **Alpha Floor**: protection alpha
- **Beta Range**: plage bêta
- **Crew Resource Management**: gestion des ressources de l'équipage
- **Direct Routing**: routage direct
- **Emergency Locator Transmitter**: émetteur de localisation d'urgence
- **Final Approach Fix**: repère de l'approche finale
- **Ground Proximity Warning System**: système d'avertissement de proximité du sol
- **Hydraulics Failure**: défaillance hydraulique
- **In-flight Refueling**: ravitaillement en vol
- **Jet Assisted Take Off**: décollage assisté par réacteurs
- **Knots True Airspeed**: vitesse air vraie en nœuds
- **Low Visibility Operations**: opérations par faible visibilité
- **Mach Speed**: vitesse Mach
- **Non-Precision Approach**: approche non précise
- **Oxygen System**: système d'oxygène

- **Pushback**: repoussage
- **Quick Reference Card**: carte de référence rapide
- **Runway Heading**: cap de piste
- **Squawk Code**: code transpondeur
- **Transonic**: transsonique
- **Uplink**: liaison montante
- **Variable Pitch Propeller**: hélice à pas variable
- **Winglet**: winglet
- **Yaw String**: corde à lacet
- **ADS-B** (Automatic Dependent Surveillance-Broadcast): surveillance automatique dépendante en mode diffusion
- **Angle of Attack**: angle d'attaque
- **Bypass Valve**: valve de dérivation
- **Cold Front**: front froid
- **Dihedral Angle**: angle dièdre
- **ETP** (Equal Time Point): point de temps égal
- **Fuel Jettison**: largage de carburant
- **Gust Front**: front de rafales
- **Hydroplaning**: aquaplanage
- **Inertial Navigation System**: système de navigation inertielle
- **Jet Blast**: souffle du réacteur
- **Kruger Flap**: volet Krüger
- **Laminar Flow**: écoulement laminaire
- **Microburst**: micro-rafale
- **Nautical Mile**: mille nautique
- **Obstacle Clearance**: dégagement d'obstacle
- **Pressure Altitude**: altitude pression
- **QFE** (Field Elevation Pressure): pression à l'élévation de l'aérodrome
- **RVSM** (Reduced Vertical Separation Minima): minimum de séparation verticale réduite
- **Supercritical Wing**: aile supercritique
- **Tailwind**: vent arrière