FAA-S-ACS-12

U.S. Department
of Transportation

**Federal Aviation
Administration**

Commercial Pilot – Military Competence

Airman Certification Standards

August 2018

Flight Standards Service
Washington, DC 20591

Acknowledgments

Availability

This ACS is available for download from www.faa.gov. Please send comments regarding this document using the following link to the Airman Testing Branch Mailbox.

Material in FAA-S-ACS-12 will be effective October 15, 2018.

Foreword

The Federal Aviation Administration (FAA) has published the Commercial Pilot – Military Competence Airman Certification Standards (ACS) document to communicate the aeronautical knowledge standards for military or former military pilots seeking a commercial pilot certificate with the appropriate aircraft category and class rating per 14 CFR part 61, section 61.73.

The FAA views the ACS as the foundation of its transition to a more integrated and systematic approach to airman certification. The ACS is part of the Safety Management System (SMS) framework that the FAA uses to mitigate risks associated with airman certification training and testing. Specifically, the ACS, associated guidance, and test question components of the airman certification system are constructed around the four functional components of an SMS:

- Safety Policy that defines and describes aeronautical knowledge, flight proficiency, and risk management as integrated components of the airman certification system;
- Safety Risk Management processes through which both internal and external stakeholders identify changes in regulations, safety recommendations, or other factors. These changes are then evaluated to determine whether they require modification of airman testing and training materials;
- Safety Assurance processes to ensure the prompt and appropriate incorporation of changes arising from new regulations and safety recommendations; and
- Safety Promotion in the form of ongoing engagement with both external stakeholders (e.g., the aviation training industry) and FAA policy divisions.

The FAA has developed this ACS and its associated guidance in collaboration with a diverse group of aviation training experts. The goal is to drive a systematic approach to all components of the airman certification system, including knowledge test question development and conduct of the practical test. The FAA acknowledges and appreciates the many hours that these aviation experts have contributed toward this goal. This level of collaboration, a hallmark of a robust safety culture, strengthens and enhances aviation safety at every level of the airman certification system.

Revision History

Document #	Description	Revision Date
FAA-S-ACS-12	Commercial Pilot – Military Competence Airman Certification Standards	August 2018

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Introduction

Airman Certification Standards Concept

The goal of the airman certification process is to ensure the applicant possesses the knowledge and ability to manage risk and demonstrate the skills consistent with the privileges of a Commercial Pilot Certificate and any associated ratings being exercised, in order to act as pilot-in-command (PIC).

The Commercial Pilot – Military Competence Airman Certification Standards identifies the areas of knowledge that the FAA has determined as necessary for a military pilot to receive a Commercial Pilot Certificate. The FAA has determined that only knowledge areas that are outlined in 14 CFR part 61, section 61.73 will be tested.

In fulfilling its responsibilities for the airman certification process, the Federal Aviation Administration (FAA) Flight Standards Service (AFS) plans, develops, and maintains materials related to airman certification testing. These materials include several components. The FAA knowledge test measures mastery of the aeronautical knowledge areas listed in Title 14 of the Code of Federal Regulations (14 CFR). Other materials, such as airman knowledge testing supplements in the FAA-CT-8080 series and an FAA online training course, provide guidance to applicants on aeronautical knowledge and risk management.

The FAA recognizes that safe operations in today's complex National Airspace System (NAS) require a systematic integration of aeronautical knowledge that an airman must possess. This ACS integrates the elements of knowledge in 14 CFR to Commercial Pilot standards, and any associated ratings that an applicant is entitled.

In keeping with this integrated and systematic approach, the knowledge Task elements of each Task identify what the applicant must know and understand for the issuance of a Commercial Pilot Certificate under 14 CFR part 61. The applicant demonstrates this understanding by passing the knowledge test.

Using the ACS

The ACS consists of *Areas of Operation* arranged in a logical sequence, beginning with Commercial Pilot Privileges and Limitations and ending with Accident Reporting. Each Area of Operation includes *Tasks* appropriate to that Area of Operation. Each Task begins with an *Objective* stating what the applicant should know. The ACS then lists the aeronautical knowledge elements relevant to the specific Task. The ACS uses *Notes* to emphasize special considerations. The ACS uses the terms "will" and "must" to convey directive (mandatory) information. The terms "may" and "should" denote items that are recommended but not required. The *References* for each Task indicate the source material for Task elements. For example, in Tasks such as "Qualifications and Responsibilities to Act as a Commercial Pilot" (MC.I.A.K1), the applicant should be prepared for questions on any currency and recordkeeping presented in the References for that Task.

Each Task in the ACS is coded according to a scheme that includes four elements. For example, in the Task, "Pilot Qualifications and Responsibilities" (MC.I.A.K1) the applicant should use the References for that Task and be prepared for questions on currency and recordkeeping.

> **MC.I.A.K1**
>
> **MC** = Applicable ACS (Military Competency)
> **I** = Area of Operation (Commercial Pilot Privileges and Limitations)
> **A** = Task (Qualifications and Responsibilities to Act as a Commercial Pilot)
> **K1** = Task element Knowledge 1 (Currency and recordkeeping)

Knowledge test questions are linked to the ACS codes, which will soon replace the system of Learning Statement Codes (LSC). After this transition occurs, the Airman Knowledge Test Report (AKTR) will list an ACS code that correlates to a specific Task element for a given Area of Operation and Task. The LSCs translations may be found at www.faa.gov. Each LSC provides the applicant with information that will assist in future test taking.

The current knowledge test management system does not have the capability to print ACS codes. Until a new test management system is in place, the LSC (e.g., "PLT058") code will continue to be displayed on the AKTR. The LSC codes are linked to references leading to broad subject areas. By contrast, each ACS code is tied to a unique Task element in the ACS itself. Because of this fundamental difference, there is no one-to-one correlation between LSC codes and ACS codes.

For those applicants who do not pass the knowledge test, remedial instruction and an endorsement from an instructor is required for retesting. See Appendix 1 for details on passing the Military Competency Non-Category Specific (MCN) knowledge test.

The FAA encourages applicants to use this ACS when preparing for the knowledge test. In the case where an applicant has failed the knowledge test, the FAA encourages the applicant and his/her instructor to use this ACS when preparing to retest.

I. Commercial Pilot Privileges and Limitations

Task	A. Pilot Qualifications and Responsibilities
References	14 CFR parts 61, 91, FAA-H-8083-3, FAA-H-8083-25
Objective	To determine that the applicant exhibits satisfactory knowledge associated with operating as pilot-in-command (PIC) as a commercial pilot.
Knowledge	The applicant demonstrates understanding of:
MC.I.A.K1	Currency and recordkeeping.
MC.I.A.K2	Documents required to exercise commercial pilot privileges, as per 14 CFR part 61.
MC.I.A.K3	Passenger briefing requirements, to include operation and required use of safety restraint systems.
MC.I.A.K4	Responsibility of the PIC, as per 14 CFR part 91, subparts A-E.
MC.I.A.K5	Regulatory requirements for supplemental oxygen use by flight crew and passengers.

Task	B. Airworthiness Requirements
References	14 CFR parts 39, 43, 91; FAA-H-8083-3, FAA-H-8083-25
Objective	To determine that the applicant exhibits satisfactory knowledge associated with airworthiness requirements, including aircraft certificates.
Knowledge	The applicant demonstrates understanding of:
MC.I.B.K1	General airworthiness requirements and compliance for aircraft, including:
MC.I.B.K1a	a. Certificate location and expiration dates
MC.I.B.K1b	b. Required inspections and aircraft logbook documentation
MC.I.B.K1c	c. Airworthiness Directives and Special Airworthiness Information Bulletins
MC.I.B.K1d	d. Aircraft Flight Manual/POH, markings, and placards
MC.I.B.K2	Pilot-performed preventive maintenance.
MC.I.B.K3	Equipment requirements for day and night flight, to include:
MC.I.B.K3a	a. Flying with inoperative equipment
MC.I.B.K3b	b. Using an approved Minimum Equipment List (MEL)
MC.I.B.K3c	c. Required discrepancy records or placards
MC.I.B.K4	Emergency Locator Transmitter (ELT) operations, limitations, and testing requirements.

Task	C. Medical Certification and Qualification
References	14 CFR parts 61, 67, 68, 91; FAA-H-8083-3, FAA-H-8083-25; AC 68-1
Objective	To determine that the applicant exhibits satisfactory knowledge associated with aeromedical certificate requirements.
Knowledge	The applicant demonstrates understanding of:
MC.I.C.K1	Medical certificates, classes, and validity time period.
MC.I.C.K2	Inspection of medical certificates.
MC.I.C.K3	Medical certificates and exercising pilot certificate privileges.
MC.I.C.K4	Use of U.S. Armed Forces Medical Examination.
MC.I.C.K5	BasicMed and exercising Commercial Pilot privileges.

II. Air Traffic

Task	A. National Airspace System
References	14 CFR parts 71, 91, 93; FAA-H-8083-3; Chart Supplements, Navigation Charts; AIM
Objective	To determine that the applicant exhibits satisfactory knowledge associated with the National Airspace System (NAS) operating under VFR as a commercial pilot.
Knowledge	The applicant demonstrates understanding of:
MC.II.A.K1	Types of airspace/airspace classes and associated requirements and limitations.
MC.II.A.K2	Charting symbology.
MC.II.A.K3	Special use airspace (SUA), special flight rules areas (SFRA), temporary flight restrictions (TFR), and other airspace areas.
MC.II.A.K4	Altitude selection accounting for terrain and obstacles, VFR cruising altitudes.
MC.II.A.K5	Compliance with ATC clearances and instructions.
MC.II.A.K6	Airport operations.
MC.II.A.K7	Right-of-way rules.

III. Accident Reporting

Task	A. Accident Reporting
References	49 CFR part 830; AIM
Objective	To determine that the applicant exhibits satisfactory knowledge associated with the reporting of aircraft accidents.
Knowledge	The applicant demonstrates understanding of:
MC.III.A.K1	National Transportation Safety Board (NTSB) accident/incident reporting.

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Appendix 1: The Knowledge Test, Eligibility, and Testing Centers

Knowledge Test Description

The knowledge test is an important part of the airman certification process. Applicants who meet the requirements in 14 CFR part 61, section 61.73 must pass the knowledge test before applying for a Commercial Pilot Certificate and any associated ratings that the airman may qualify to hold.

The knowledge test consists of objective, multiple-choice questions. There is a single correct response for each test question. Each test question is independent of other questions. A correct response to one question does not depend upon, or influence, the correct response to another. The knowledge test applicant has up to two hours to complete the test.

Knowledge Test Blueprint

MCN Knowledge Areas Required by 14 CFR part 61, section 61.73 to be on the Knowledge Test	Percent of Questions Per Test
Commercial Pilot Privileges and Limitations	30%–35%
Air Traffic	30%–35%
General Operating Rules	30%–35%
Accident Reporting	10%–20%
Total Number of Questions	**50**

English Language Standard

In accordance with the requirements of 14 CFR part 61, section 61.123(b) and the FAA English Language Standard, throughout the application and testing process, the applicant must demonstrate the ability to read, write, speak, and understand the English language. However, the FAA may make an exception if the person is unable to meet one of these requirements due to medical reasons, such as a hearing impairment.

Knowledge Test Requirements

There are no eligibility requirements for taking the MCN knowledge test outlined in 14 CFR part 61. If you do not meet the eligibility requirements to be issued a Commercial Pilot Certificate under 14 CFR part 61, section 61.73, your application for certification will be denied even if you have successfully passed the MCN Knowledge Test.

To be eligible to take the knowledge test, you must meet the following in accordance with the requirements of 14 CFR part 61, section 61.123(a):

- Be at least 18 years of age.
- Provide proper identification at the time of application that contains the applicant's—
  — (i) Photograph;
  — (ii) Signature;
  — (iii) Date of birth;
  — (iv) If the permanent mailing address is a post office box number, then the applicant must provide a government-issued residential address

A list of acceptable documents used to provide proper identification can be found in Advisory Circular (AC) 61-65, Certification: Pilots and Flight and Ground Instructors (as amended).

Achieving a score of 70% or better is required to be considered as satisfactorily passing the knowledge test for a Commercial Pilot Certificate, and its associated ratings, when the applicant is applying under 14 CFR part 61, section 61.73.

14 CFR part 61, section 61.49 lists the acceptable forms of retest authorization for all Commercial Pilot tests, including the MCN:

> An applicant retesting after failure is required to submit the applicable test report indicating failure, along with an endorsement from an authorized instructor who gave the applicant the required additional training. The endorsement must certify that the applicant is competent to pass the test. The test proctor must retain the original failed test report presented as authorization and attach it to the applicable sign-in/out log.

> ***Note:*** *If the applicant no longer possesses the original test report, he or she may request a duplicate replacement issued by the Airmen Certification Branch.*

A current or former military pilot who is applying for a Commercial Pilot Certificate under 14 CFR part 61, section 61.73 is not required to pass a practical test to become certificated. Because of this, there is not a requirement for a certificated instructor to review the questions that incorrectly answered on the knowledge test. The FAA encourages Military Competence applicants to review the topics that were incorrectly answered on the knowledge test by use of the PLT Codes that are printed on the knowledge test report. By doing this, the applicant can be aware of areas he/she should review before exercising the privileges of his/her pilot certificate.

Knowledge Test Centers

The FAA authorizes hundreds of knowledge testing center locations that offer a full range of airman knowledge tests. For information on authorized testing centers and to register for the knowledge test, contact one of the providers listed at www.faa.gov.

Knowledge Test Registration

When you contact a knowledge testing center to register for a test, please be prepared to select a test date, choose a testing center, and make financial arrangements for test payment when you call. You may register for test(s) several weeks in advance, and you may cancel in accordance with the testing center's cancellation policy.

Appendix 2: Knowledge Test Procedures and Tips

Before starting the actual test, the testing center will provide an opportunity to practice navigating through the test. This practice or tutorial session may include sample questions to familiarize the applicant with the look and feel of the software. (e.g., selecting an answer, marking a question for later review, monitoring time remaining for the test, and other features of the testing software.)

Acceptable Materials

The applicant may use the following aids, reference materials, and test materials, as long as the material does not include actual test questions or answers:

Acceptable Materials	Unacceptable Materials	Notes
Supplement book provided by proctor	Written materials that are handwritten, printed, or electronic	Testing centers may provide calculators and/or deny the use of personal calculators
All models of aviation-oriented calculators or small electronic calculators that perform only arithmetic functions	Electronic calculators incorporating permanent or continuous type memory circuits without erasure capability	Unit Member (proctor) may prohibit the use of your calculator if he or she is unable to determine the calculator's erasure capability
Calculators with simple programmable memories, which allow addition to, subtraction from, or retrieval of one number from the memory; or simple functions, such as square root and percentages	Magnetic Cards, magnetic tapes, modules, computer chips, or any other device upon which pre-written programs or information related to the test can be stored and retrieved	Printouts of data must be surrendered at the completion of the test if the calculator incorporates this design feature
Scales, straightedges, protractors, plotters, navigation computers, blank log sheets, holding pattern entry aids, and electronic or mechanical calculators that are directly related to the test	Dictionaries	Before, and upon completion of the test, while in the presence of the Unit Member, actuate the ON/OFF switch or RESET button, and perform any other function that ensures erasure of any data stored in memory circuits
Manufacturer's permanently inscribed instructions on the front and back of such aids, e.g., formulas, conversions, regulations, signals, weather data, holding pattern diagrams, frequencies, weight and balance formulas, and air traffic control procedures	Any booklet or manual containing instructions related to use of test aids	Unit Member makes the final determination regarding aids, reference materials, and test materials

Test Tips

When taking a knowledge test, please keep the following points in mind:

- Carefully read the instructions provided with the test.
- Answer each question in accordance with the latest regulations and guidance publications.
- Read each question carefully before looking at the answer options. You should clearly understand the problem before trying to solve it.
- After formulating a response, determine which answer option corresponds with your answer. The answer you choose should completely solve the problem.
- Remember that only one answer is complete and correct. The other possible answers are either incomplete or erroneous.

- If a certain question is difficult for you, mark it for review and return to it after you have answered the less difficult questions. This procedure will enable you to use the available time to maximum advantage.
- When solving a calculation problem, be sure to read all the associated notes.
- For questions involving use of a graph, you may request a printed copy that you can mark in computing your answer. This copy and all other notes and paperwork must be given to the testing center upon completion of the test.

Cheating or Other Unauthorized Conduct

To avoid test compromise, computer testing centers must follow strict security procedures established by the FAA and described in FAA Order 8080.6 (as amended), Conduct of Airman Knowledge Tests. The FAA has directed testing centers to terminate a test at any time a test unit member suspects that a cheating incident has occurred.

The FAA will investigate and, if the agency determines that cheating or unauthorized conduct has occurred, any airman certificate or rating you hold may be revoked. You will also be prohibited from applying for or taking any test for a certificate or rating under 14 CFR part 61 for a period of 1 year.

Testing Procedures for Applicants Requesting Special Accommodations

An applicant with learning or reading disability may request approval from the Airman Testing Branch through the local Flight Standards District Office (FSDO) or International Field Office/International Field Unit (IFO/IFU) to take airman knowledge test using one of the three options listed below, in preferential order:

Option 1: Use current testing facilities and procedures whenever possible.

Option 2: Use a self-contained, electronic device, which pronounces and displays typed-in words (e.g., the Franklin Speaking Wordmaster®) to facilitate the testing process.

> *Note:* *The device should consist of an electronic thesaurus that audibly pronounces typed-in words and presents them on a display screen. The device should also have a built-in headphone jack in order to avoid disturbing others during testing.*

Option 3: Request the proctor's assistance in reading specific words or terms from the test questions and/or supplement book. To prevent compromising the testing process, the proctor must be an individual with no aviation background or expertise. The proctor may provide reading assistance only (i.e., no explanation of words or terms). When an applicant requests this option, the FSDO or IFO/IFU inspector must contact the Airman Testing Branch for assistance in selecting the test site and assisting the proctor. Before approving any option, the FSDO or IFO/IFU inspector must advise the applicant of the regulatory certification requirement to be able to read, write, speak, and understand the English language.

Appendix 3: Airman Knowledge Test Report

Immediately upon completion of the knowledge test, the applicant receives a printed Airman Knowledge Test Report (AKTR) documenting the score with the testing center's raised, embossed seal. The applicant must retain the original AKTR.

An AKTR expires 24 calendar months from the month the applicant completes the knowledge test. If the AKTR expires before the completion of the application process, the applicant must retake the knowledge test.

To obtain a duplicate AKTR due to loss or destruction of the original, the applicant must mail a signed request accompanied by a check or money order made payable to the FAA in the amount of $12.00 the following address:

> Federal Aviation Administration
> Airmen Certification Branch
> P.O. Box 25082
> Oklahoma City, OK 73125

To obtain a copy of the application form or a list of the information required, please see the Airmen Certification Branch web page.

FAA Knowledge Test Question Coding

Each Task in the ACS includes an ACS code. This ACS code will soon be displayed on the AKTR to indicate what Task element was proven deficient on the knowledge test. Instructors can then provide remedial training in the deficient areas, and evaluators can re-test this element during the practical test.

The ACS coding consists of four elements. For example, this code is interpreted as follows:

MC.I.A.K1:

MC = Applicable ACS (Military Competency for Commercial Pilot Certification)
I = Area of Operation (Commercial Pilot Privileges and Limitations)
A = Task (Qualifications and Responsibilities to Act as a Commercial Pilot)
K1 = Task element Knowledge 1 (Currency and recordkeeping.)

Knowledge test questions are linked to the ACS codes, which will soon replace the system of Learning Statement Codes (LSC). After this transition occurs, the Airman Knowledge Test Report (AKTR) will list an ACS code that correlates to a specific Task element for a given Area of Operation and Task. Remedial instruction and re-testing will be specific, targeted, and based on specified learning criteria. Similarly, a Notice of Disapproval for the practical test will use the ACS codes to identify the deficient Task elements.

The current knowledge test management system does not have the capability to print ACS codes. Until a new test management system is in place, the LSC (e.g., "PLT058") code will continue to be displayed on the AKTR. The LSC codes are linked to references leading to broad subject areas. By contrast, each ACS code is tied to a unique Task element in the ACS itself. Because of this fundamental difference, there is no one-to-one correlation between LSC codes and ACS codes.

Because all active knowledge test questions for the Military Competency Non-Category Specific (MCN) have been aligned with the corresponding ACS, applicants can continue to use LSC codes in conjunction with the ACS for the time being. The applicant and his/her instructor should look up the LSC code(s) on the applicant's AKTR in the Learning Statement Reference Guide. After noting the subject area(s), the applicant and his/her instructor can use the corresponding Area(s) of Operation/Task(s) in the ACS to narrow the scope of material for retesting, and to evaluate the applicant's understanding of that material in the context of the appropriate ACS Area(s) of Operation and Task(s).

Appendix 4: Certificate Eligibility and Prerequisites

Current and former pilots of the U.S. Armed Forces may apply and receive a Commercial Pilot Certificate issued by the Federal Aviation Administration (FAA) as per the eligibility and requirements outlined in 14 CFR part 61, section 61.73. To be eligible, a current or former pilot in the U.S. Armed Forces must present the following documents:

- Official U.S. Armed Forces record that shows the person is or was a U.S. military pilot
- An official record that shows the pilot graduated from a U.S. Armed Forces undergraduate pilot training school in an aircraft as a military pilot.
- Has passed the military competence aeronautical knowledge test.
- Before the date of application, an official U.S. military pilot and instrument check in the aircraft category, class, and type, if a class or type rating is applicable.
- Logged 10 hours as a military pilot in a U.S. military aircraft category, class, and type, if a type rating is applicable.

To add an instrument rating to that pilot certificate, the current or former U.S. Armed Forces pilot will:

- Have passed an instrument proficiency check in the U.S. Armed Forces in the aircraft category
- Have an official U.S. Armed Forces record that shows the person is instrument qualified to conduct instrument flying on Federal airways in that aircraft category and class

An aircraft type rating may only be issued if that aircraft has a comparable civilian type designated by the Administrator.

The information published above should only be used as a general guide. Please refer to 14 CFR part 61, section 61.73, and review all pertinent information that may apply to your individual circumstance.

Appendix 5: References

This ACS is based on the following 14 CFR parts, FAA guidance documents, manufacturer's publications, and other documents.

Reference	Title
14 CFR part 39	Airworthiness Directives
14 CFR part 43	Maintenance, Preventive Maintenance, Rebuilding, and Alteration
14 CFR part 61	Certification: Pilots, Flight Instructors, and Ground Instructors
14 CFR part 67	Medical Standards and Certification
14 CFR part 68	Requirements for Operating Certain Small Aircraft Without a Medical Certificate
14 CFR part 71	Designation of Class A, B, C, D and E Airspace Areas; Air Traffic Service Routes; and Reporting Points
14 CFR part 91	General Operating and Flight Rules
14 CFR part 93	Special Air Traffic Rules
49 CFR part 830	Notification and Reporting of Aircraft Accidents or Incidents and Overdue Aircraft, and Preservation of Aircraft Wreckage, Mail, Cargo, and Records
AC 60-28	FAA English Language Standard for an FAA Certificate Issued Under 14 CFR Parts 61, 63, 65, and 107
AC 61-65	Certification: Pilots and Flight and Ground Instructors
AC 68-1	BasicMed
AIM	Aeronautical Information Manual
FAA-H-8083-3	Airplane Flying Handbook
FAA-H-8083-25	Pilot's Handbook of Aeronautical Knowledge
Other	Chart Supplement
	Navigation Charts

Note: *Users should reference the current edition of the reference documents listed above. The current edition of all FAA publications can be found at www.faa.gov.*

Appendix 6: Abbreviations and Acronyms

The following abbreviations and acronyms may be used in the ACS.

Abb./Acronym	Definition
14 CFR	Title 14 of the Code of Federal Regulations
AC	Advisory Circular
ACS	Airman Certification Standards
AELS	Aviation English Language Standard
AFB	Office of Foundational Business (FAA)
AFS	Flight Standards Service
AIM	Aeronautical Information Manual
AKTC	Airman Knowledge Testing Center
AKTR	Airman Knowledge Test Report
ATC	Air Traffic Control
ATIS	Automatic Terminal Information Service
AWOS	Automated Weather Observation System
CFI	Certificated Flight Instructor
CFR	Code of Federal Regulations
CTAF	Common Traffic Advisory Frequency
DOT	Department of Transportation
ELT	Emergency Locator Transmitter
FAA	Federal Aviation Administration
FSDO	Flight Standards District Office
FTN	FAA Tracking Number
GPS	Global Positioning System
IACRA	Integrated Airman Certification and Rating Application
LSC	Learning Statement Code
MCN	Military Competency Non-Category Specific Knowledge Test
MEL	Minimum Equipment List
MTR	Military Training Routes
NAS	National Airspace System
NOTAM	Notices to Airmen
NSA	National Security Areas
ODA	Organization Designation Authorization
PIC	Pilot-in-Command
PLT	Pilot Learning Statement Code
SAFO	Safety Alert for Operators
SFRA	Special Flight Rules Area
SMS	Safety Management System
SUA	Special Use Airspace
TFR	Temporary Flight Restrictions

Abb./Acronym	Definition
TRSA	Terminal Radar Service Areas
UNICOM	Aeronautical Advisory Communications Stations
VFR	Visual Flight Rules