## GEN 2.2 Abbreviations used in AIS publications

Abbreviations marked by an asterisk (*) are either different from or not contained in ICAO Doc 8400
† When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.
‡ When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form
** Signal is also available for use in communicating with stations of the maritime mobile service
# Signal for use in the teletypewriter service only

### A

| | |
|---|---|
| A | Amber |
| *A | FRA arrival connecting point |
| AAA | (or AAB, AAC...etc., in sequence) Amended meteorological message (message type designator) |
| A/A | Air-to-air |
| AAD | Assigned altitude deviation |
| AAIM | Aircraft autonomous integrity monitoring |
| AAL | Above aerodrome level |
| ABI | Advance boundary information |
| ABM | Abeam |
| ABN | Aerodrome beacon |
| ABT | About |
| ABV | Above |
| AC | Altocumulus |
| ACARS | (to be pronounced _AY-CARS_) Aircraft communication addressing and reporting system † |
| ACAS | Airborne collision avoidance system † |
| ACC | Area control centre or area control ‡ |
| ACCID | Notification of an aircraft accident |
| ACFT | Aircraft |
| ACK | Acknowledge |
| ACL | Altimeter check location |
| ACN | Aircraft classification number |
| ACP | Acceptance (message type designator) |
| ACPT | Accept or accepted |
| ACT | Active or activated or activity |
| AD | Aerodrome |
| ADA | Advisory area |
| ADC | Aerodrome chart |
| ADDN | Addition or additional |
| ADF | Automatic direction finding equipment ‡ |
| ADIZ | (to be pronounced _AY-DIZ_) Air defence identification zone † |
| ADJ | Adjacent |
| ADR | Advisory route |
| ADS | The address (to be used in AFS as a procedure signal) * |
| ADS-B | Automatic dependent surveillance-broadcast ‡ |
| ADS-C | Automatic dependent surveillance-contact ‡ |
| ADSU | Automatic dependent surveillance unit |
| ADVS | Advisory service |
| ADZ | Advise |
| AES | Aircraft earth station |
| AFIL | Flight plan filed in the air |
| AFIS | Aerodrome flight information service |
| AFM | Yes or affirm or affirmative or that is correct |
| AFS | Aeronautical fixed service |
| AFT | After...(time or place) |
| AFTN | Aeronautical fixed telecommunication network ‡ |
| A/G | Air-to-ground |
| AGA | Aerodrome, air routes and ground aids |
| AGL | Above ground level |
| AGN | Again |
| AIC | Aeronautical information circular |
| AIDC | Air traffic services inter facility data communications |
| AIP | Aeronautical information publication |
| AIRAC | Aeronautical information regulation and control |
| AIREP | Air-report † |
| AIRMET | Information concerning en-route weather phenomena which may affect the safety of low-level aircraft operations † |
| AIS | Aeronautical information services |
| ALA | Alighting area |
| ALERFA | Alert phase † |
| ALR | Alerting (message type designator) |
| ALRS | Alerting service |
| ALS | Approach lighting system |
| ALT | Altitude |
| ALTN | Alternate or alternating (light alternates in colour) |
| ALTN | Alternate (aerodrome) |
| *ALTRV | Altitude reservation |
| AMA | Area minimum altitude |
| *AMC | Airspace Management Cell |
| AMD | Amend or amended (used to indicate amended meteorological message; message type designator) |
| AMDT | Amendment (AIP amendment) |
| AMS | Aeronautical mobile service |
| AMSL | Above mean sea level |
| AMSS | Aerodrome mobile satellite service |
| ANC | Aeronautical chart 1:500 000 (followed by name/title) |
| ANCS | Aeronautical navigation chart-small scale (followed by name/title and scale) |
| ANS | Answer |
| AOC | Aerodrome obstacle chart |
| *AoR | Area of Responsibility |
| *AOWIR | Aircraft operator WHAT-IF reroute |
| AP | Airport |
| APAPI | (to be pronounced _AY-PAPI_) Abbreviated precision approach path indicator |
| APCH | Approach |
| APDC | Aircraft parking/docking chart (followed by name/title) |
| APN | Apron |
| APP | Approach control office or approach control or approach control service |
| APR | April |
| APRX | Approximate or approximately |
| APSG | After passing |
| APV | Approve or approved or approval |
| *APV | Approach procedure with vertical guidance |
| ARC | Area chart |
| *ARFOR | Area forecast (in aeronautical meteorological code) |
| ARNG | Arrange |
| ARO | Air traffic services reporting office |
| ARP | Aerodrome reference point |
| ARP | Air-report (message type designator) |
| ARQ | Automatic error correction |
| ARR | Arrive or arrival |
| ARR | Arrival (message type designator) |
| ARS | Special air-report (message type designator) |
| ARST | Arresting (specify (part of) aircraft arresting equipment) |
| AS | Altostratus |
| *ASAP | As soon as possible |
| ASC | Ascent to or ascending to |
| ASDA | Accelerate stop distance available |

ASE Altimetry system error
ASPH Asphalt
AT... At (followed by time at which weather change is forecast to occur)
ATA Actual time of arrival ‡
ATC Air traffic control (in general) ‡
ATCC Air traffic control centre
ATD Actual time of departure ‡
*ATFCM Air Traffic Flow and Capacity Management
ATFM Air traffic flow management
*ATFMX ATFM measures exemption
ATIS Automatic terminal information service †
ATM Air traffic management
ATN Aeronautical telecommunication network
*ATO Actual time over significant point
ATP At...(time or place)
ATS Air traffic services
ATTN Attention
AT-VASIS (to be pronounced _AY-TEE-VASIS_) Abbreviated T visual approach slope indicator system †
ATZ Aerodrome traffic zone
AUG August
*AUP Airspace Usage Plan
AUTH Authorized or authorization
AUW All up weight
AUX Auxiliary
AVBL Available or availability
AVG Average
AVGAS Aviation gasoline †
AWTA Advise at what time able
AWY Airway
AZM Azimuth

**B**

B Blue
*B2B Business to business
BA Braking action
*BAM Bosnia and Herzegovina Convertible Mark
BARO-VNAV (to be pronounced _BAA-RO-VEE-NAV_) Barometric vertical navigation †
BASE Cloud base †
BCFG Fog patches
BCN Beacon (aeronautical ground light)
BCST Broadcast
BDRY Boundary
BECMG Becoming
BFR Before
*BHACC Bosnia and Herzegovina Area Control Centre
*BHANSA Bosnia and Herzegovina Air Navigation Services Agency
*BHDCA Bosnia and Herzegovina Directorate of Civil Aviation
BKN Broken
BL... Blowing (followed by DU= dust, SA= sand or SN= snow)
BLDG Building
BLO Below clouds
BLW Below
*BMCT Beginning of morning civil twilight
BOMB Bombing
BR Mist
BRF Short (used to indicate the type of approach desired or required)
BRG Bearing
BRKG Braking
BS Commercial broadcasting station
BTL Between layers
BTN Between
BUFR Binary universal form for the representation of meteorological data

**C**

C Centre (runway identification)
C Degrees Celsius (Centigrade)
CA Course to an altitude
CAA Civil Aviation Authority
CAT Category
CAT Clear air turbulence
CAVOK (to be pronounced _KAV-OH-KAY_) visibility, cloud and present weather better than prescribed values or conditions †
CB (to be pronounced _CEE BEE_) Cumulonimbus ‡
CC Cirrocumulus
CCA (or CCB, CCC....etc.. in sequence) corrected meteorological message (message type designator)
CD Candela
CDN Co-ordination (message type designator)
CF Change frequency to ...
CFM Confirm or I confirm (to be used in AFS as a procedure signal) *
CGL Circling guidance light(s)
CH Channel
CHEM Chemical
CHG Modification (message type designator)
CI Cirrus
CIDIN Common ICAO data interchange network †
CIT Near or over large towns
CIV Civil
CK Check
CL Centre line
CLA Clear type of ice formation
CLBR Calibration
CLD Cloud
CLG Calling
CLIMB-OUT Climb-out area
CLR Clear(s) or cleared to... or clearance
CLRD Runway(s) cleared (used in METAR/SPECI)
CLSD Close or closed or complete
CM Centimetre
CMB Climb to or climbing to
CMPL Completion or completed or complete
CNL Cancel or cancelled
CNL Flight plan cancellation message (message type designator)
CNS Communication, navigation and surveillance
COM Communications
CONC Concrete
COND Condition
CONS Continuous
CONST Construction or constructed
CONT Continue(s) or continued
COOR Co-ordinate or coordination
COP Change-over point
COORD Coordinates
COR Correct or correction or corrected (used to indicate corrected meteorological message; message type designator)
COT At the coast
COV Cover or covered or covering
CPDLC Controller-pilot data link communications ‡
*CPDLCX Non CPDLC
CPL Current flight plan (message type designator)
CRC Cyclic redundancy check
CRM Collision risk model
CRZ Cruise

CS Call sign
CS Cirrostratus
CTA Control area
CTAM Climb to and maintain
CTC Contact
CTL Control
CTN Caution
*CTOT Calculated Take-Off Time
CTR Control zone
CU Cumulus
CUF Cumuliform
CUST Customs
CVR Cockpit voice recorder
CW Continuous wave
CWY Clearway

## D

D... Danger area (followed by identification)
D Downward (tendency in RVR during previous 10 minutes)
*D FRA Departure connecting point
DA Decision altitude
D-ATIS (to be pronounced _DEE-ATIS_) Data link automatic terminal information service †
DCD Double channel duplex
DCKG Docking
DCP Datum crossing point
DCPC Direct controller-pilot communications
DCS Double channel simplex
DCT Direct (in relation to flight plan clearances and type of approach)
DE From (used to precede the call sign of the calling station) (to be used in AFS as a procedure signal) *
DEC December
DEG Degrees
DEP Depart or departure
DEP Departure (message type designator)
DEPO Deposition
DER Departure end of the runway
DES Descend to or descending to
DEST Destination
DETRESFADistress phase
DEV Deviation or deviating
DF Direction finding
DFDR Digital flight data recorder
*D-FIS Data link flight information service
DFTI Distances from touch down indicator
DH Decision height
DIF Diffuse
DIST Distance
DIV Divert or diverting
DLA Delay (message type designator)
DLA Delay or delayed
*DLE En-route delay or holding
DLIC Data link initiation capability
DME Distance measuring equipment ‡
DNG Danger or dangerous
DOF Date of flight
DOM Domestic
DP Dew point temperature
DPT Depth
DR Dead reckoning
DR... Low drifting (followed by DU= dust, SA= sand or SN = snow)
DRG During
DS Dust storm
DSB Double sideband
DTAM Descend to and maintain
DTG Date-time group
DTHR Displaced runway threshold
DTRT Deteriorate or deteriorating
DTW Dual tandem wheels
DU Dust
DUC Dense upper cloud
DUPE This is a duplicate message (to be used in AFS as a procedure signal) #
DUR Duration
D-VOLMETData link VOLMET
DVOR Doppler VOR
DW Dual wheels
DZ Drizzle

## E

E East or eastern longitude
*E FRA horizontal entry point
*EAD European AIS Database
*EASA European Aviation Safety Agency
EAT Expected approach time
EB Eastbound
*ECIT EAD Client Interface Terminal
EDA Elevation different area
EEE Error (to be used in AFS as a procedure signal) #
*EECT End of evening civil twilight
EET Estimated elapsed time
EFC Expect further clearance
EFIS (to be pronounced _EE-FIS_) Electronic flight instrument system †
EGNOS (to be pronounced _EGG-NOS_) European geostationary navigation overlay service †
EHF Extremely high frequency (30 000 to 300 000 MHz)
ELBA Emergency location beacon-aircraft †
ELEV Elevation
ELR Extra long range
ELT Emergency locator transmitter
EM Emission
EMBD Embedded in a layer (to indicate cumulonimbus embedded in layers of other clouds)
EMERG Emergency
END Stop-end (related to RVR)
ENE East north east
ENG Engine
ENR En route
ENRC En route chart (followed by name/title)
EOBT Estimated off-block time
EQPT Equipment
ER Here...or herewith *
ESE East south east
EST Estimate or estimated or estimate (as message type designator)
ETA Estimated time of arrival or estimating arrival *‡
ETD Estimated time of departure or estimating departure ‡
ETO Estimated time over significant point
EUR European regional OPMET data
EV Every
EXC Except
EXER Exercises or exercising or to exercise
EXP Expect or expected or expecting
EXTD Extend or extending

## F

F Fixed
FA Course from a fix to an altitude
FAC Facilities

| | |
|---|---|
| FAF | Final approach fix |
| FAL | Facilitation of international air transport |
| *FANS | Future air navigation system |
| FAP | Final approach point |
| FAS | Final approach segment |
| FATO | Final approach and take-off area |
| FAX | Facsimile transmission |
| FBL | Light (used to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain) |
| FC | Funnel cloud (tornado or water spout) |
| FCST | Forecast |
| FCT | Friction coefficient |
| FDPS | Flight data processing system |
| FEB | February |
| FEW | Few |
| FG | Fog |
| FIC | Flight information centre |
| FIR | Flight information region ‡ |
| FIS | Flight information service |
| FISA | Automated flight information service |
| FL | Flight level |
| FLD | Field |
| FLG | Flashing |
| *FLOS | Flight level orientation scheme |
| FLR | Flares |
| FLT | Flight |
| FLTCK | Flight check |
| FLUC | Fluctuating or fluctuation or fluctuated |
| FLW | Follow(s) or following |
| FLY | Fly or flying |
| FM | From |
| FM... | From (followed by time weather change is forecast to begin) |
| FM | Course from a fix to manual termination (used in navigation database coding) |
| FMC | Flight management computer |
| FMS | Flight management system ‡ |
| FMU | Flow management unit |
| FNA | Final approach |
| FPAP | Flight path alignment point |
| FPL | Filed flight plan (message type designator) |
| FPM | Feet per minute |
| FPR | Flight plan route |
| FR | Fuel remaining |
| *FRA | Free Route Airspace |
| FREQ | Frequency |
| FRI | Friday |
| FRNG | Firing |
| FRONT | Front (relating to weather) † |
| FROST | Frost (used in aerodrome warnings) † |
| FRQ | Frequent |
| FSL | Full stop landing |
| FSS | Flight service |
| FST | First |
| FT | Feet (dimensional unit) |
| FTE | Flight technical error |
| FTP | Flight threshold point |
| FTT | Flight technical tolerance |
| FU | Smoke |
| FZ | Freezing |
| FZDZ | Freezing drizzle |
| FZFG | Freezing fog |
| FZRA | Freezing rain |

## G

| | |
|---|---|
| G | Green |
| G | Variations from the mean wind (gusts) (followed by figures in METAR/SPECI and TAF) |
| GA | General aviation |
| GA | Go ahead, resume sending (to be used in AFS as a procedure signal) |
| G/A | Ground-to-air |
| G/A/G | Ground-to-air and air-to-ground |
| GAGAN | GPS and geostationary earth orbit augmented navigation † |
| GAIN | Airspeed or headwind gain |
| GAMET | Area forecast for low-level operations |
| *GAT | General air traffic |
| GBAS | (to be pronounced _GEE-BAS_) Ground-based augmentation system † |
| GCA | Ground controlled approach system or ground controlled approach ‡ |
| GEN | General |
| GEO | Geographic or true |
| GES | Ground earth station |
| GLD | Glider |
| GLONASS | (to be pronounced _GLO-NAS_) Global-based navigation satellite system |
| GLS | GBAS landing system |
| GMC | Ground movement chart (followed by name/title) |
| GND | Ground |
| GNDCK | Ground check |
| GNSS | Global navigation satellite system ‡ |
| GP | Glide path |
| GPA | Glide path angle |
| GPIP | Glide path intercept point |
| GPS | Global positioning system |
| *GPU | Ground power unit |
| GPWS | Ground proximity warning system ‡ |
| GR | Hail |
| GRAS | (to be pronounced _GRASS_) Ground-based regional augmentation system † |
| GRASS | Grass landing area |
| GRIB | Processed meteorological data in the form of grid point values (aeronautical meteorological code) |
| GRVL | Gravel |
| GS | Ground speed |
| GS | Small hail and/or snow pellets |
| GUND | Geoid undulation |

## H

| | |
|---|---|
| H | High pressure area or the centre of pressure |
| H24 | Continuous day and night service |
| HA | Holding/racetrack to an altitude |
| HAPI | Helicopter approach path indicator |
| *HAZMAT | Hazardous material |
| HBN | Hazard beacon |
| HDF | High frequency direction-finding station |
| HDG | Heading |
| *HEAD | Head of State |
| HEL | Helicopter |
| HF | High frequency (3 000 to 30 000 kHz) ‡ |
| HF | Holding/racetrack to a fix |
| *HFDL | High frequency data link |
| HGT | height or height above |
| HJ | Sunrise to sunset |
| HLDG | Holding |
| HM | Holding/racetrack to a manual |
| HN | Sunset to sunrise |
| HO | Service available to meet operational requirements |
| HOL | Holiday |
| HOSP | Hospital aircraft |
| HPA | Hectopascal |
| HR | Hours |

| | |
|---|---|
| HS | Service available during hours of scheduled operations |
| HUD | Head-up display |
| *HUM | Humanitarian mission |
| HURCN | Hurricane |
| HVDF | High and very high frequency direction finding stations (at the same location) |
| HVY | Heavy |
| HVY | Heavy (used to indicate the intensity of weather phenomena, e.g. HVY RA = heavy rain) |
| HX | No specific working hours |
| HYR | Higher |
| HZ | Haze |
| HZ | Hertz (cycle per second) |

## I

| | |
|---|---|
| *I | FRA Intermediate point |
| IAC | Instrument approach chart |
| IAF | Initial approach fix |
| IAO | In and out of clouds |
| IAR | Intersection of air routes |
| IAS | Indicated air speed |
| IBN | Identification beacon |
| IC | Diamond dust (very small ice crystals in suspension, also known as diamond dust) |
| ICAO | International Civil Aviation Organization |
| ICE | Icing |
| ID | Identifier or identify |
| IDENT | Identification † |
| IF | Intermediate approach fix |
| IFF | Identification friend/foe |
| IFPS | Integrated initial flight plan processing system |
| IFPZ | Integrated initial flight plan processing system zone |
| IFR | Instrument flight rules ‡ |
| IGA | International general aviation |
| ILS | Instrument landing system ‡ |
| IM | Inner marker |
| IMC | Instrument meteorological conditions ‡ |
| IMG | Immigration |
| IMI | Interrogation sign (question mark) (to be used in AFS as a procedure signal) * |
| IMPR | Improve or improving |
| IMT | Immediate or immediately |
| INA | Initial approach |
| INBD | Inbound |
| INC | In cloud |
| INCERFA | Uncertainty phase † |
| INFO | Information † |
| INOP | Inoperative |
| INP | If not possible |
| INPR | In progress |
| INS | Inertial navigation system |
| INSTL | Install or installed or installation |
| INSTR | Instrument |
| INT | Intersection |
| INTL | International |
| INTRG | Interrogator |
| INTRP | Interrupt or interruption or interrupted |
| INTSF | intensify or intensifying |
| INTST | Intensity |
| IR | Ice on runway |
| IRS | Inertial reference system |
| ISA | International standard atmosphere |
| ISB | Independent sideband |
| ISOL | Isolated |

## J

| | |
|---|---|
| JAN | January |
| JTST | Jet stream |
| JUL | July |
| JUN | June |

## K

| | |
|---|---|
| KG | Kilograms |
| KHZ | Kilohertz |
| KIAS | Knots indicated airspeed |
| KM | Kilometres |
| KMH | Kilometres per hour |
| KPA | Kilopascal |
| KT | Knots |
| KW | Kilowatts |

## L

| | |
|---|---|
| L | Left (preceded by runway designation number to identify a parallel runway) |
| L | Litre |
| L | Locator (see LM, LO) |
| L | Low pressure area or the centre of low pressure |
| *LAL | Lowest Available Level |
| LAM | Logical acknowledgement (message type designator) |
| LAN | Inland |
| LAT | Latitude |
| LCA | Local or locally or location or located |
| LDA | Landing distance available |
| LDAH | Landing distance available, helicopter |
| LDG | Landing |
| LDI | Landing direction indicator |
| LEN | Length |
| LF | Low frequency (30 to 300 kHz) |
| LGT | Light or lighting |
| LGTD | Lighted |
| LIH | Light intensity high |
| LIL | Light intensity low |
| LIM | Light intensity medium |
| LINE | Line (used in SIGMET) |
| LM | Locator middle |
| LMT | Local mean time |
| LNAV | (to be pronounced _EL-NAV_) Lateral navigation† |
| LNG | Long (used to indicate the type of approach desired or required) |
| LO | Locator, outer |
| LOC | Localizer |
| LONG | Longitude |
| LORAN | LORAN (long range air navigation system) † |
| LOSS | Airspeed or headwind loss |
| LPV | Localizer performance with vertical guidance |
| LR | The last message received by me was... (to be used in AFS as a procedure signal) |
| LRG | Long range |
| LS | The last message sent by me was... or Last message was... (to be used in AFS as a procedure signal) |
| LTD | Limited |
| LTP | Landing threshold point |
| LV | Light and variable (relating to wind) |
| LVE | Leave or leaving |
| LVL | Level |
| LYR | Layer or layered |

## M

| | |
|---|---|
| M | Mach number (followed by figures) |
| M | Metres (preceded by figures) |

M Minimum value of runway visual range (followed by figures in METAR/SPECI)
MAA Maximum authorized altitude
MAG Magnetic
MAHF Missed approach holding fix
MAINT Maintenance
MAP Aeronautical maps and charts
MAPT Missed approach point
MAR March
MAR At sea
*MARSA Military assumes responsibility for separation of aircraft
MATF Missed approach turning fix
MAX Maximum
MAY May
MBST Microburst
MCA Minimum crossing altitude
MCW Modulated continuous wave
MDA Minimum descent altitude
MDF Medium frequency direction-finding station
MDH Minimum descent height
MEA Minimum en-route altitude
*MEDEVAC Medical evacuation
MEHT Minimum eye height over threshold (for visual approach slope indicator system)
MET Meteorological or meteorology †
METAR Aviation routine weather report (in aeronautical meteorological code) †
MET REPORT Local routine meteorological report (in abbreviated plain language)
MF Medium frequency (300 kHz to 3 000 kHz)
MHDF Medium and high frequency direction-finding station (at the same location)
MHVDF Medium, high and very high frequency direction-finding station (at the same location)
MHZ Megahertz
MID Mid-point (related to RVR)
MIFG Shallow fog
MIL Military
MIN Minutes *
MIS Missing... (transmission identification) (to be used in AFS as a procedure signal)
MKR Marker radio beacon
MLS Microwave landing system ‡
MM Middle marker
MNM Minimum
MNPS Minimum navigation performance specifications
MNT Monitor or monitoring or monitored
MNTN Maintain
MOA Military operating area
MOC Minimum obstacle clearance (required)
MOCA Minimum obstacle clearance
MOD moderate (used to indicate the intensity of weather phenomena, interference or static reports e.g. MOD RA = moderate rain)
MON Above mountains
MON Monday
MOV Move or moving or movement
MPS Metres per second
MRA Minimum reception altitude
MRG Medium range
MRP ATS/MET reporting point
MS Minus
MSA Minimum sector altitude
MSAW Minimum safe altitude warning
MSG Message
MSL Mean sea level
MSR Message... (transmission has been)
MSSR Mono pulse secondary surveillance radar
MT Mountain
*MTOW Maximum take-off weight
MTU Metric units
MTW Mountain waves
MVDF Medium and very high frequency direction-finding station (at the same location)
*MWO Meteorological watch office
*MX Mixed type of ice formation (white and clear)

**N**

N North or northern latitude
N No distinct tendency (in RVR during previous 10 minutes)
NASC National AIS system centre †
NAT North Atlantic
*NAUP National Airspace Usage Plan
NAV Navigation
NB North bound
NBFR Not before
NC No change
NDB Non-directional radio beacon ‡
NE North-east
NEB North-eastbound
NEG No or negative or permission not granted or that is not correct
NGT Night
NIL None or I have nothing to send to you *†
NM Nautical miles
NML Normal
NN No name, unnamed
NNE North north east
NNW North north west
NOF International NOTAM office
*NONRVSM Non-RVSM capable flight
NOSIG No significant change (used in trend-type landing forecasts) †
NOTAM A notice containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations †
NOV November
NOZ Normal operating zone
NPA Non-precision approach
*NPZ No planning zone
NR Number
NRH No reply heard
NS Nimbostratus
NSC Nil significant cloud
NSW Nil significant weather
NTL National
NTZ No transgression zone ‡
*NUUP National Updated Usage Plan
NW North-west
NWB North-westbound
NXT Next

**O**

OAC Oceanic area control centre
OAS Obstacle assessment surface
*OAT Operational air traffic
OBS Observe or observed or observation
OBSC Observe or obscured or obscuring
OBST Obstacle
OCA Obstacle clearance altitude
OCA Oceanic control area
OCC Occulting (light)

OCH Obstacle clearance height
OCNL Occasional or occasionally
OCS Obstacle clearance surface
OCT October
OFZ Obstacle free zone
OGN Originate (to be used in AFS as a procedure signal)
OHD Overhead
OIS Obstacle identification surface
OK We agree or It is correct (to be used in AFS as a procedure signal) *
OLDI On-line data interchange †
OM Out marker
OPA Opaque, white type of ice formation
OPC The control indicated is operational control
OPMET Operational meteorological (information) †
OPN Open or opening or opened
OPR Operator or operate or operative or operating or operational
OPS Operations †
O/R On request
ORD Indication of an order
OSV Ocean station vessel
OTP On top
OTS Organized track system
OUBD Out-bound
OVC Overcast

**P**

P... Maximum value of wind speed or runway visual range (followed by figures in METAR/SPECI and TAF)
P... Prohibited area (followed by identification)
PA Precision approach
PALS Precision approach lighting system (specify category)
PANS Procedures for air navigation services
PAPI Precision approach path indicator †
PAR Precision approach radar ‡
PARL Parallel
PATC... Precision approach terrain chart (followed by name/title)
PAX Passenger(s)
PBN Performance-based navigation
PCD Proceed or proceeding
PCL Pilot-controlled lighting
PCN Pavement classification number
PDC Pre-departure clearance ‡
PDG Procedure design gradient
PER Performance
PERM Permanent
PIB Pre-flight information bulletin
PJE Parachute jumping exercise
PL Ice pellets
PLA Practice low approach
PLN Flight plan
PLVL Present level
PN Prior notice required
PNR Point of no return
PO Dust devils
POB Persons on board
POSS Possible
PPI Plan position indicator
PPR Prior permission required
PPSN Present position
PRFG Aerodrome partially covered by fog
PRI Primary
PRKG Parking
PROB Probability †
PROC Procedure
PROV Provisional
PRP Point-in-space reference point
PS Plus
PSG Passing
PSN Position
PSP Pierced steel plank
PSR Primary surveillance radar ‡
PTN Procedure turn
PTS Polar track structure
PWR Power

**Q**

QDL Do you intend to ask me for a series or bearings? or I intend to ask you for a series of bearings (to be used in radio telegraphy as a Q Code)
QDM Magnetic heading (zero wind) ‡
QDR Magnetic bearing
QFE Atmospheric pressure at aerodrome elevation (or at runway threshold) ‡
QFU Magnetic orientation of runway
QGE What is my distance to your station? or Your distance to my station is (distance figures and units) (to be used in radiotelegraphy as a Q Code)
QJH Shall I run my test tape/a test sentence? or Run your test tape/a test sentence (to be used in AFS as a Q Code)
QNH Altimeter sub-scale setting to obtain elevation when on the ground ‡
QSP Will you relay to... free of charge? or I will relay to... free of charge
(to be used in AFS as a Q Code)
QTA Shall I cancel telegram number...? or Cancel telegram number...(to be used in AFS as a Q Code)
QTE True bearing
QTF Will you give me the position of my station according to the bearings taken by D/F stations which you control? or The position of your station according to the bearings taken by the D/F stations that I control was...latitude... longitude (or other indication of position), class...at...hours (to be used in radiotelegraphy as a Q Code)
QUAD Quadrant
QUJ Will you indicate the TRUE track to reach you? or The TRUE track to reach me is...degrees at. hours (to be used in radiotelegraphy as a Q Code)

**R**

R Rate of turn
R... Radial from VOR (followed by three figures)
R Received (acknowledgment of receipt) (to be used in AFS as a procedure signal) *
R Red
R... Restricted area (followed by identification)
R Right (preceded by runway designation number to identify a parallel runway)
RA Rain
RA Resolution advisory
RAC Rules or the air and air traffic services
*RAD Route availability document
RAFC Regional area forecast centre
RAG Ragged
RAG Runway arresting gear
RAI Runway alignment indicator
RAIM Receiver autonomous integrity monitoring †
RASS Remote altimeter setting source

| | |
|---|---|
| RB | Rescue boat |
| RCA | Reach cruising altitude |
| RCC | Rescue co-ordination centre |
| RCF | Radio communication failure (message type designator) |
| RCH | Reach or reaching |
| RCL | Runway centre line |
| RCLL | Runway centre line light(s) |
| RCLR | Recleared |
| RCP | Required communication performance ‡ |
| RDH | Reference datum height (for ILS) |
| RDL | Radial |
| RDO | Radio |
| RDOACT | Radioactive |
| RE... | Recent (used to qualify weather phenomena e.g. RERA - recent rain) |
| REC | Receive or receiver |
| REDL | Runway edge light(s) |
| REF | Reference to... or refer to... |
| REG | Registration |
| RENL | Runway end light(s) |
| REP | Report or reporting or reporting point |
| REQ | Request or requested |
| RERTE | Reroute |
| *RFP | Replacement flight plan procedure |
| RESA | Runway end safety area |
| RF | Constant radius arc to a fix |
| RFFS | Rescue and fire fighting services |
| RG | Range (lights) |
| RHC | Right-hand circuit |
| RIF | Re clearance in flight |
| RIME | Rime (used in aerodrome warnings) † |
| RL | Report leaving |
| RLA | Relay to |
| RLCE | Request level change en-route |
| RLLS | Runway lead-in lighting system |
| RLNA | Requested level not available |
| RMK | Remark |
| *RMZ | Radio Mandatory Zone |
| RNAV | (to be pronounced _AR-NAV_) Area navigation † |
| *RNAVINOP | RNAV inoperable |
| RNG | Radio range |
| RNP | Required navigation performance ‡ |
| ROBEX | Regional OPMET bulletin exchange (scheme) † |
| ROC | Rate of climb |
| ROD | Rate of descent |
| RON | Receiving only |
| RPI | Radar position indicator ‡ |
| RPL | Repetitive flight plan |
| RPLC | Replace or replaced |
| *RPM | Revolutions per minute |
| RPS | Radar position symbol |
| RPT | Repeat or I repeat (to be used in AFS as a procedure signal) * |
| RQ | Request (to be used in AFS as a procedure signal) * |
| RQMNTS | Requirements |
| RQP | Request flight plan (message type designator) |
| RQS | Request supplementary flight plan (message type designator) |
| RR | Report reaching |
| RRA | (or RRB, RRC....etc in sequence) Delayed meteorological message (message type designator) |
| RSC | Rescue sub-centre |
| RSCD | Runway surface condition |
| RSP | Responder beacon |
| RSP | Required surveillance performance ‡ |
| RSR | En-route surveillance radar |
| RTD | Delayed (used to indicate delayed meteorological message) (message type designator) |
| RTE | Route |
| RTF | Radiotelephone |
| RTG | Radiotelegraph |
| RTHL | Runway threshold light(s) |
| RTN | Return or returned or returning |
| RTODAH | Rejected take-off distance available, helicopter |
| RTS | Return to service |
| RTT | Radioteletypewriter |
| RTZL | Runway touchdown zone light(s) |
| RUT | Standard regional route transmitting frequencies |
| RV | Rescue vessel |
| RVA | Radar vectoring area |
| RVR | Runway visual range ‡ |
| RVSM | Reduced Vertical Separation Minimum ‡ |
| RWY | Runway |

## S

| | |
|---|---|
| S | South or southern latitude |
| SA | Sand |
| SALS | Simple approach lighting system |
| SAN | Sanitary |
| SAR | Search and rescue |
| SARPS | Standards and recommended practices (ICAO) |
| SAT | Saturday |
| SATCOM | Satellite communication † |
| SATVOICE | Satellite voice communication |
| SB | Southbound |
| SBAS | (to be pronounced _ESS-BAS_) Satellite-based augmentation system † |
| SC | Stratocumulus |
| SCT | Scattered |
| SD | Standard deviation |
| SDBY | Stand by |
| SDF | Step down fix |
| *SDO | Static data operations |
| SE | South-east |
| SEB | South-eastbound |
| SEC | Seconds |
| SECN | Section |
| *SESCI | South East Common Sky Initiative |
| *SECSI FRA | South East Common Sky Initiative Free Route Airspace |
| SECT | Sector |
| SELCAL | Selective calling system † |
| SEP | September |
| SER | Service or servicing or served |
| SEV | Severe (used e.g. to qualify icing and turbulence reports) |
| SFC | Surface |
| SG | Snow grains |
| SGL | Signal |
| SH... | Showers (followed by RA = rain, SN = snow, PE = ice pellets, GR = hail, GS = small hail and or snow pellets or combinations thereof, e.g. SHRASN = showers of rain and snow) |
| SHF | Super high frequency (3 000 to 30 000 MHz) |
| SI | International system of units |
| SID | Standard instrument departure † |
| SIF | Selective identification feature |
| SIG | Significant |
| SIGMET | Information concerning en-route weather phenomena which may affect the safety of operations † |
| *SIGWX | Significant weather |
| SIMUL | Simultaneous or simultaneously |
| SIWL | Single isolated wheel load |

SKC Sky clear
SKED Schedule or scheduled
SLP Speed limiting point
SLW Slow
SMC Surface movement control
SMR Surface movement radar
SN Snow
SNOCLO Aerodrome closed due to snow (used in METAR/SPECI)
SNOWTAM Special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area , by means of a specific format †
SOC Start of climb
SPECI Aerodrome special meteorological report (in meteorological code) †
SPECIAL Special meteorological report (in abbreviated plain language) †
SPI Special position indicator
SPL Supplementary flight plan (message type designator)
SPOC SAR point in contact
SPOT Spot wind †
SQ Squall
SQL Squall line
SR Sunrise
SRA Surveillance radar approach
SRE Surveillance radar element of precision approach radar system
SRG Short range
SRR Search and rescue region
SRY Secondary
SS Sandstorm
SS Sunset
SSB Single sideband
SSE South south east
SSR Secondary surveillance radar ‡
SST Supersonic transport
SSW South southwest
ST Stratus
STA Straight-in approach
STAR Standard instrument arrival †
STD Standard
STF Stratiform
STN Station
STNR Stationary
STOL Short take-off and landing
STS Status
STWL Stopway light(s)
SUBJ Subject to
SUN Sunday
SUP Supplement (AIP supplement)
SUPPS Regional supplementary procedures
SVC Service (message type only)
SVCBL Serviceable
SW South-west
SWB South-westbound
*SWC Significant weather chart
SWY Stopway

## T

T Temperature
T True (preceded by a bearing to indicate reference to True North)
T-VASIS (to be pronounced _TEE-VASIS_) T visual approach slope indicator system †
TA Traffic advisory
TA Transition altitude
TA/H Turn at an altitude/height
TAA Terminal arrival altitude
TACAN UHF tactical air navigation aid
TAF Aerodrome forecast
TAIL Tail wind †
TAR Terminal area surveillance radar
TAS True airspeed
TAX Taxiing or taxi
TC Tropical cyclone
TCU Towering cumulus
TCAS RA (to be pronounced _TEE-CAS-AR-AY_) Traffic alert and collision avoidance system resolution avoidance †
TCH Threshold crossing height
TDO Tornado
TDZ Touchdown zone
TECR Technical reason
TEL Telephone
TEMPO Temporary or temporarily †
TF Track to fix
TFC Traffic
TGL Touch-and-go landing
TGS Taxiing guidance system
THR Threshold
THRU Through
THU Thursday
TIBA Traffic information broadcast by aircraft †
TIL Until †
TIP Until past...(place)
TKOF Take-off
TL... Till (followed by time by which weather change is forecast to end)
TLOF Touchdown and lift-off area
TMA Terminal control area ‡
*TMZ Transponder Mandatory Zone
TN... Minimum temperature (followed by figures in TAF)
TNA Turn altitude
TNH Turn height
TO To...(place)
TOC Top of climb
TODA Take-off distance available
TODAH Take-off distance available, helicopter
TOP Cloud top †
TORA Take-off run available
TOX Toxic
TP Turning point
TR Track
TRA Temporary reserved airspace
TRANS Transmits or transmitter
TREND Trend forecast †
TRG Training
TRL Transition level
TROP Tropopause
TS Thunderstorm (in aerodrome reports and forecasts, TS used alone means thunder heard but no precipitation at the aerodrome)
TS... Thunderstorm (followed by RA = RAIN, SN = snow, PE = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. TSRASN= thunderstorm with rain and snow)
TT Teletypewriter
TUE Tuesday
TURB Turbulence
TVOR Terminal VOR
TWR Aerodrome control tower or aerodrome control
TWY Taxiway

| | |
|---|---|
| TX... | Maximum temperature (followed by figures in TAF) |
| TXL | Taxilane |
| TXT | Text (when the abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviation, e.g. (IMI TXT) (to be used in AFS as a procedure signal) * |
| TYP | Type of aircraft |
| TYPH | Typhoon |

**U**

| | |
|---|---|
| U | Upward (tendency in RVR during previous 10 minutes) |
| UA | Unmanned aircraft |
| UAB | Until advised by... |
| UAC | Upper area control centre |
| UAR | Upper air route |
| UAS | Unmanned aircraft system |
| UDF | Ultra high frequency direction-finding station |
| UFN | Until further notice |
| UHDT | Unable higher due traffic |
| UHF | Ultra high frequency (300 to 3 000 MHz) ‡ |
| UIC | Upper information centre |
| UIR | Upper flight information region ‡ |
| ULM | Ultra light motorized aircraft |
| ULR | Ultra long range |
| UNA | Unable |
| UNAP | Unable to approve |
| UNL | Unlimited |
| UNREL | Unreliable |
| UP | Unidentified precipitation (used in automated METAR/SPECI) |
| U/S | Unserviceable |
| UTA | Upper control area |
| UTC | Coordinated Universal Time ‡ |
| *UUP | Updated Usage Plan |

**V**

| | |
|---|---|
| V... | Variations from the mean wind direction (preceded and followed by figures in METAR/ SPECI, e.g.350V070) |
| VA | Heading to an altitude |
| VA | Volcanic ash |
| VAAC | Volcanic ash advisory centre |
| VAC... | Visual approach chart (followed by name/title) |
| VAL | In valleys |
| VAN | Runway control van |
| VAR | Magnetic variation |
| VAR | Visual-aural radio range |
| VASIS | Visual approach slope indicator system |
| VC | Vicinity of the aerodrome (followed by FG = fog, FC = funnel cloud, PO = dust/sand whirls, BLDU = blowing dust, BLSA = blowing sand or BLSN = blowing snow, DS = duststorm, SS = sandstorm, TS = thunderstorm or VA = volcanic ash, e.g. VCFG = vicinity fog) |
| VCY | Vicinity |
| VER | Vertical |
| VFR | Visual flight rules ‡ |
| VHF | Very high frequency (30 to 300 MHz) ‡ |
| VI | Heading to an intercept |
| VIP | Very important person ‡ |
| VIS | Visibility |
| VLF | Very low frequency (3 to 30 kHz) |
| VLR | Very long range |
| VM | Heading to a manual termination |
| VMC | Visual meteorological conditions ‡ |
| VNAV | (to be pronounced _VEE-NAV_) Vertical navigation |
| VOLMET | Meteorological information for aircraft in flight † |
| VOR | VHF omnidirectional radio range ‡ |
| VORTAC | VOR and TACAN combination † |
| VOT | VOR airborne equipment test facility |
| VPA | Vertical path angle |
| VRB | Variable |
| VSA | By visual reference to the ground |
| VSP | Vertical speed |
| VTF | Vector to final |
| VTOL | Vertical take-off and landing |
| VV... | Vertical visibility (followed by figures in METAR/ SPECI and TAF) |

**W**

| | |
|---|---|
| W | West or western longitude |
| W | White |
| *W | Watt |
| WAAS | Wide area augmentation system † |
| WAC... | World aeronautical chart-ICAO 1:1 000 000 (followed by name/title) |
| WAFC | World area forecast centre |
| WB | Westbound |
| WBAR | Wing bar lights |
| WDI | Wind direction indicator |
| WDSPR | Widespread |
| WED | Wednesday |
| WEF | With effect from or effective from |
| WGS-84 | World Geodetic System - 1984 |
| WI | Within |
| WID | Width or wide |
| WIE | With immediate effect or effective immediately |
| WILCO | Will comply † |
| WIND | Wind |
| WIP | Work in progress |
| WKN | Weaken or weakening |
| WNW | West-north-west |
| WO | Without |
| WPT | Way-point |
| WRNG | Warning |
| WS | Wind shear |
| WSPD | Wind speed |
| WSW | West south west |
| WT | Weight |
| WTSPT | Waterspout |
| WWW | Worldwide web |
| WX | Weather |

**X**

| | |
|---|---|
| X | Cross |
| *X | FRA horizontal exit point |
| XBAR | Crossbar (of approach lighting system) |
| XNG | Crossing |
| XS | Atmospherics |

**Y**

| | |
|---|---|
| Y | Yellow |
| YCZ | Yellow caution zone (runway lighting) |
| YES | Yes (affirmative) (to be used in AFS as a procedure signal) * |
| YR | Your |

**Z**

| | |
|---|---|
| Z | Coordinated Universal Time (in meteorological messages) |