

## GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

Abbreviation marked by an asterisk (\*) are either different from or not contained in ICAO Doc 8400.

<b>A</b>					
A	Amber	AIS	nomena which may affect the safety of low-level aircraft operations	Aeronautical information services	
AAA	Amended meteorological message ( <i>message type designator</i> )	ALA	Lighting area	Alert phase	
A/A	Air-to-air	ALERFA†	Alerting ( <i>message type designator</i> )	Alerting service	
AAD	Assigned altitude deviation	ALRS	Alerting service	Approach lighting system	
AAIM	Aircraft autonomous integrity monitoring	ALS	Approach lighting system	Altitude	
AAL	Above aerodrome level	ALT	Altitude	Alternate or alternating ( <i>light alternates in colour</i> )	
AAR	Air to air refueling	ALTN	Alternate ( <i>aerodrome</i> )	Area minimum altitude	
ABI	Advance boundary information	AMA	Area minimum altitude	Amend or amended ( <i>used to indicate amended meteorological message; message type designator</i> )	
ABM	Abeam	AMD	Amend or amended ( <i>used to indicate amended meteorological message; message type designator</i> )	Amendment ( <i>AIP Amendment</i> )	
ABN	Aerodrome beacon	AMDT	Amendment ( <i>AIP Amendment</i> )	Aeronautical mobile service	
ABT	About	AMS	Aeronautical mobile service	Above mean sea level	
ABV	Above	AMSL	Above mean sea level	Aeronautical mobile satellite service	
AC	Altocumulus	AMSS	Aeronautical mobile satellite service	Aeronautical chart — 1:500 000 ( <i>followed by name/title</i> )	
ACARS†	( <i>to be pronounced “AY-CARS”</i> ) Aircraft communication addressing and reporting system	ANC . . .	Aeronautical chart — 1:500 000 ( <i>followed by name/title</i> )	Aeronautical navigation chart — small scale ( <i>followed by name/title and scale</i> )	
ACAS†	Airborne collision avoidance system	ANCS . . .	Aeronautical navigation chart — small scale ( <i>followed by name/title and scale</i> )	Answer	
ACC‡	Area control centre or area control	ANS	Answer	Aerodrome obstacle chart ( <i>followed by type and name/title</i> )	
ACCID	Notification of an aircraft accident	AOC . . .	Aerodrome obstacle chart ( <i>followed by type and name/title</i> )	Aircraft operator	
ACFT	Aircraft	AO	Aircraft operator	Airport	
ACK	Acknowledge	AP	Airport	( <i>to be pronounced “AY-PAPI”</i> ) Abbreviated precision approach path indicator	
ACL	Altimeter check location	APAPI†	( <i>to be pronounced “AY-PAPI”</i> ) Abbreviated precision approach path indicator	Approach	
ACN	Aircraft classification number	APCH	Approach	Aircraft parking/docking chart ( <i>followed by name/title</i> )	
ACP	Acceptance ( <i>message type designator</i> )	APDC . . .	Aircraft parking/docking chart ( <i>followed by name/title</i> )	Apron	
ACPT	Accept or accepted	APN	Apron	Approach control office or approach control or approach control service	
ACT	Active or activated or activity	APP	Approach control office or approach control or approach control service	April	
AD	Aerodrome	APR	April	Approximate or approximately	
ADA	Advisory area	APRX	Approximate or approximately	After passing	
ADC	Aerodrome chart	APSG	After passing	Auxiliary power unit	
ADDN	Addition or additional	APU	Auxiliary power unit	Approach procedure with vertical guidance	
ADF‡	Automatic direction-finding equipment	APV	Approach procedure with vertical guidance	Area chart	
ADIZ†	( <i>to be pronounced “AY-DIZ”</i> ) Air defense identification zone	ARC	Area chart	Arrange	
ADJ	Adjacent	ARNG	Arrange	Air traffic services reporting office	
ADO	Aerodrome office ( <i>specify service</i> )	ARO	Air traffic services reporting office	Aerodrome reference point	
ADR	Advisory route	ARP	Aerodrome reference point	Air-report ( <i>message type designator</i> )	
ADS~	The address ( <i>when this abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviation, e.g. IMI ADS (to be used in AFS as a procedure signal)</i> )	ARP	Air-report ( <i>message type designator</i> )	Automatic error correction	
ADS-B‡	Automatic dependent surveillance — broadcast	ARQ	Automatic error correction	Arrival ( <i>message type designator</i> )	
ADS-C‡	Automatic dependent surveillance — contract	ARR	Arrival ( <i>message type designator</i> )	Arrive or arrival	
ADSU	Automatic dependent surveillance unit	ARS	Special air-report ( <i>message type designator</i> )	Arresting ( <i>specify (part of) aircraft arresting equipment</i> )	
ADVS	Advisory service	ARST	Arresting ( <i>specify (part of) aircraft arresting equipment</i> )	Altostratus	
ADZ	Advise	AS	Altostratus	As soon as possible	
AES	Aircraft earth station	ASAP	As soon as possible	Ascend to or ascending to	
AFIL	Flight plan filed in the air	ASC	Ascend to or ascending to	Accelerate-stop distance available	
AFIS	Aerodrome flight information service	ASDA	Accelerate-stop distance available	Altimetry system error	
AFM	Yes or affirm or affirmative or that is correct	ASE	Altimetry system error	Airspeed or headwind gain	
AFS	Aeronautical fixed service	ASPEEDGAIN	Airspeed or headwind gain	Airspeed or headwind loss	
AFT . . .	After . . . ( <i>time or place</i> )	ASPEEDLOSS	Airspeed or headwind loss	Asphalt	
AFTN‡	Aeronautical fixed telecommunication network	ASPH	Asphalt	At ( <i>followed by time at which weather change is forecast to occur</i> )	
A/G	Air-to-ground	AT . . .	At ( <i>followed by time at which weather change is forecast to occur</i> )	Actual time of arrival	
AGA	Aerodromes, air routes and ground aids	ATA‡	Actual time of arrival	Air traffic control ( <i>in general</i> )	
AGL	Above ground level	ATC‡	Air traffic control ( <i>in general</i> )	Actual time of departure	
AGN	Again	ATD‡	Actual time of departure	Air traffic flow management	
AIC	Aeronautical information circular	ATFM	Air traffic flow management	Automatic terminal information service	
AIDC	Air traffic services interfacility data communications	ATIS†	Automatic terminal information service		
AIM	Aeronautical information management				
AIP	Aeronautical information publication				
AIRAC	Aeronautical information regulation and control				
AIREP†	Air-report				
AIRMET†	Information concerning en-route weather phe-				

ATM	Air traffic management	CDO	Continuous descent operations
ATN	Aeronautical telecommunication network	CDR	Conditional route
ATP . . .	At . . . ( <i>time or place</i> )	CF	Change frequency to . . .
ATS	Air traffic services	CF	Course to a fix
ATTN	Attention	CFM~	Confirm <i>or</i> I confirm ( <i>to be used in AFS as a procedure signal</i> )
AT-VASIS†	( <i>to be pronounced "AY-TEE-VASIS"</i> ) Abbreviated T visual approach slope indicator system	CGL	Circling guidance light(s)
ATZ	Aerodrome traffic zone	CH	Channel
AUG	August	CH#	This is a channel-continuity-check of transmission to permit comparison of your record of channel-sequence numbers of messages received on the channel ( <i>to be used in AFS as a procedure signal</i> )
AUTH	Authorized <i>or</i> authorization	CHEM	Chemical
AUTO	Automatic	CHG	Modification ( <i>message type designator</i> )
AUW	All up weight	CI	Cirrus
AUX	Auxiliary	CIDIN†	Common ICAO data interchange network
AVBL	Available <i>or</i> availability		
AVG	Average	CIV	Civil
AVGAS†	Aviation gasoline	CK	Check
AWOS	Automated Weather Observation System	CL	Centre line
AWTA	Advise at what time able	CLA	Clear type of ice formation
AWY	Airway	CLBR	Calibration
AZM	Azimuth	CLD	Cloud
<b>B</b>			
B	Blue	CLG	Calling
BA	Braking action	CLIMB-OUT	Climb-out area
BARO-VNAV†	( <i>to be pronounced "BAA-RO-VEE-NAV"</i> ) Barometric vertical navigation	CLR	Clear(s) <i>or</i> cleared to . . . <i>or</i> clearance
BASE†	Cloud base	CLRD	Runway(s) cleared ( <i>used in METAR/SPECI</i> )
BCFG	Fog patches	CLSD	Close <i>or</i> closed <i>or</i> closing
BCN	Beacon ( <i>aeronautical ground light</i> )	CM	Centimetre
BCST	Broadcast	CMB	Climb to <i>or</i> climbing to
BDRY	Boundary	C MPL	Completion <i>or</i> completed <i>or</i> complete
BECMG	Becoming	CNL	Cancel <i>or</i> cancelled
BFR	Before	CNL	Flight plan cancellation ( <i>message type designator</i> )
BKN	Broken	CNS	Communications, navigation and surveillance
BL . . .	Blowing ( <i>followed by DU = dust, SA = sand or SN = snow</i> )	COM	Communications
BLDG	Building	CONC	Concrete
BLO	Below clouds	COND	Condition
BLW . . .	Below . . .	CONS	Continuous
BOMB	Bombing	CONST	Construction <i>or</i> constructed
BR	Mist	CONT	Continue(s) <i>or</i> continued
BRF	Short ( <i>used to indicate the type of approach desired or required</i> )	COOR	Coordinate <i>or</i> coordination
BRG	Bearing	COORD	Coordinates
BRKG	Braking	COP	Change-over point
BS	Commercial broadcasting station	COR	Correct <i>or</i> correction <i>or</i> corrected ( <i>used to indicate corrected meteorological message; message type designator</i> )
BTL	Between layers		
BTN	Between	COT	At the coast
BUFR	Binary universal form for the representation of meteorological data	COV	Cover <i>or</i> covered <i>or</i> covering
<b>C</b>		CPDLC‡	Controller-pilot data link communications
. . . C	Centre ( <i>preceded by runway designation number to identify a parallel runway</i> )	CPL	Current flight plan ( <i>message type designator</i> )
C	Degrees Celsius ( <i>Centigrade</i> )	CRC	Cyclic redundancy check
CA	Course to an altitude	CRM	Collision risk model
CAA	Civil Aviation Authority <i>or</i> Civil Aviation Administration	CRP	Compulsory reporting point
CAT	Category	CRZ	Cruise
CAT	Clear air turbulence	CS	Call sign
CAVOK†	( <i>to be pronounced "KAV-OH-KAY"</i> ) Visibility, cloud and present weather better than prescribed values or conditions	CS	Cirrostratus
CB‡	( <i>to be pronounced "CEE BEE"</i> ) Cumulonimbus	CTA	Control area
CC	Cirrocumulus	CTAM	Climb to and maintain
CCA	( <i>or CCB, CCC . . . etc., in sequence</i> ) Corrected meteorological message ( <i>message type designator</i> )	CTC	Contact
CCO	Continuous climb operations	CTL	Control
CD	Candela	CTN	Caution
CDN	Coordination ( <i>message type designator</i> )	CTR	Control zone
		CU	Cumulus
		CUF	Cumuliform
		CUST	Customs
		CVFR*	Controlled VFR
		CVR	Cockpit voice recorder
		CW	Continuous wave
		CWY	Clearway

**D**

D	Downward ( <i>tendency in RVR during previous 10 minutes</i> )
D . . .	Danger area ( <i>followed by identification</i> )
DA	Decision altitude
D-ATIS†	( <i>to be pronounced “DEE-ATIS”</i> ) 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 ( <i>in relation to flight plan clearances and type of approach</i> )
DE~	From ( <i>used to precede the call sign of the calling station</i> ) ( <i>to be used in AFS as a procedure signal</i> )
DEC	December
DEG	Degrees
DEP	Depart or departure
DEP	Departure ( <i>message type designator</i> )
DEPO	Deposition
DER	Departure end of the runway
DES	Descend to or descending to
DEST	Destination
DETRESFA†	Distress phase
DEV	Deviation or deviating
DF	Direction finding
DFDR	Digital flight data recorder
DFTI	Distance from touchdown indicator
DH	Decision height
DIF	Diffuse
DIST	Distance
DIV	Divert or diverting
DLA	Delay or delayed
DLA	Delay ( <i>message type designator</i> )
DLIC	Data link initiation capability
DLY	Daily
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 ( <i>followed by DU = dust, SA = sand or SN = snow</i> )
DRG	During
DS	Duststorm
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 ( <i>to be used in AFS as a procedure signal</i> )
DUR	Duration
D-VOLMET	Data link VOLMET
DVOR	Doppler VOR
DW	Dual wheels
DZ	Drizzle

**E**

E	East or eastern longitude
EAT	Expected approach time
EB	Eastbound
EDA	Elevation differential area
EDTO	Extended diversion time operations
EEE#	Error ( <i>to be used in AFS as a procedure signal</i> )

EET	Estimated elapsed time
EFC	Expect further clearance
EFIS†	( <i>to be pronounced “EE-FIS”</i> ) Electronic flight instrument system
EGNOS†	( <i>to be pronounced “EGG-NOS”</i> ) 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 ( <i>to indicate cumulonimbus embedded in layers of other clouds</i> )
EMERG	Emergency
END	Stop-end ( <i>related to RVR</i> )
ENE	East-north-east
ENG	Engine
ENR	En route
ENRC . . .	Enroute chart ( <i>followed by name/title</i> )
EOBT	Estimated off-block time
EQPT	Equipment
ESE	East-south-east
EST	Estimate or estimated or estimation ( <i>message type designator</i> )
ETA~‡	Estimated time of arrival or estimating arrival
ETD‡	Estimated time of departure or estimating departure
ETO	Estimated time over significant point
EUR RODEX	European regional OPMET data exchange
EV	Every
EVS	Enhanced vision system
EXC	Except
EXER	Exercises or exercising or to exercise
EXP	Expect or expected or expecting
EXTD	Extend or extending or Extended

**F**

F	Fixed
FA	Course from a fix to an altitude
FAC	Facilities
FAF	Final approach fix
FAL	Facilitation of international air transport
FAP	Final approach point
FAS	Final approach segment
FATO	Final approach and take-off area
FAX	Facsimile transmission
FBL	Light ( <i>used to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain</i> )
FC	Funnel cloud ( <i>tornado or water spout</i> )
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
FLR	Flares
FLT	Flight
FLTCK	Flight check
FLUC	Fluctuating or fluctuation or fluctuated
FLW	Follow(s) or following

FLY	Fly <i>or</i> flying	GRAS†	( <i>to be pronounced "GRASS"</i> ) Ground-based regional augmentation system
FM	Course from a fix to manual termination ( <i>used in navigation database coding</i> )	GRASS	Grass landing area
FM	From	GRIB	Processed meteorological data in the form of grid point values expressed in binary form ( <i>meteorological code</i> )
FM . . .	From ( <i>followed by time weather change is forecast to begin</i> )	GRVL	Gravel
FMC	Flight management computer	GS	Ground speed
FMS‡	Flight management system	GS	Small hail and/or snow pellets
FMU	Flow management unit	GUND	Geoid undulation
FNA	Final approach		
FPAP	Flight path alignment point		
FPL	Flight plan	<b>H</b>	
FPM	Feet per minute	H	High pressure area <i>or</i> the centre of high pressure
FPR	Flight plan route	H...	Significant wave height ( <i>followed by figures in METAR/SPECI</i> )
FR	Fuel remaining	H24	Continuous day and night service
FREQ	Frequency	HA	Holding/racetrack to an altitude
FRI	Friday	HAT*	Height above threshold
FRNG	Firing	HAPI	Helicopter approach path indicator
FRONT†	Front ( <i>relating to weather</i> )	HBN	Hazard beacon
FROST†	Frost ( <i>used in aerodrome warnings</i> )	HDF	High frequency direction-finding station
FRQ	Frequent	HDG	Heading
FSL	Full stop landing	HEL	Helicopter
FSS	Flight service station	HF‡	High frequency [3 000 to 30 000 kHz]
		HF	Holding/racetrack to a fix
FST	First	HGT	Height <i>or</i> height above
FT	Feet ( <i>dimensional unit</i> )	HJ	Sunrise to sunset
FTE	Flight technical error	HLDG	Holding
FTP	Fictitious threshold point	HLS	Helicopter landing site
FTT	Flight technical tolerance	HM	Holding/racetrack to a manual termination
FU	Smoke	HN	Sunset to sunrise
FZ	Freezing	HO	Service available to meet operational requirements
FZDZ	Freezing drizzle	HOL	Holiday
FZFG	Freezing fog	HOSP	Hospital aircraft
FZRA	Freezing rain	HPA	Hectopascal
		HLP	Heliport
<b>G</b>		HR	Hours
G	Green	HS	Service available during hours of scheduled operations
G . . .	Variations from the mean wind speed (gusts) ( <i>followed by figures in METAR/SPECI and TAF</i> )	HUD	Head-up display
GA	Go ahead, resume sending ( <i>to be used in AFS as a procedure signal</i> )	HUM	Humanitarian
GA	General Aviation	HURCN	Hurricane
G/A	Ground-to-air	HVDF	High and very high frequency directionfinding stations ( <i>at the same location</i> )
G/A/G	Ground-to-air and air-to-ground	HVY	Heavy
GAGAN†	GPS and geostationary earth orbit augmented navigation	HVY	Heavy ( <i>used to indicate the intensity of weather phenomena, e.g. HVY RA = heavy rain</i> )
GAMET	Area forecast for low-level flights	HX	No specific working hours
GARP	GBAS azimuth reference point	HYR	Higher
GBAS†	( <i>to be pronounced "GEE-BAS"</i> ) Ground-based augmentation system	HZ	Haze
GCA‡	Ground controlled approach system <i>or</i> ground controlled approach	HZ	Hertz ( <i>cycle per second</i> )
GEN	General	<b>I</b>	
GEO	Geographic <i>or</i> true	IAA*	Israel airports authority
GES	Ground earth station	IAC . . .	Instrument approach chart ( <i>followed by name/title</i> )
GLD	Glider	IAF	Initial approach fix
GLONASS†	( <i>to be pronounced "GLO-NAS"</i> ) Global orbiting navigation satellite system	IALS*	Intermediate approach lighting systems
GLS‡	GBAS landing system	IAO	In and out of clouds
GMC . . .	Ground movement chart ( <i>followed by name/title</i> )	IAP	Instrument approach procedure
GND	Ground	IAR	Intersection of air routes
GNDCK	Ground check	IAS	Indicated airspeed
GNSS‡	Global navigation satellite system	IBN	Identification beacon
GOV	Government	ICAO	International Civil Aviation Organization
GP	Glide path	ICE	Icing
GPA	Glide path angle	ID	Identifier <i>or</i> identify
GPIP	Glide path intercept point	IDENT†	Identification
GPS‡	Global positioning system	IDFAF*	Israel Defense Force, Air Force
GPU	Ground power unit	IF	Intermediate approach fix
GPWS‡	Ground proximity warning system		
GR	Hail		

IFF	Identification friend/foe	LIH	Light intensity high
IFR‡	Instrument flight rules	LIL	Light intensity low
IGA	International general aviation	LIM	Light intensity medium
ILS‡	Instrument landing system	LINE	Line ( <i>used in SIGMET</i> )
IM	Inner marker	LM	Locator, middle
IMC‡	Instrument meteorological conditions	LMT	Local mean time
IMG	Immigration	LNAV†	( <i>to be pronounced "EL-NAV"</i> ) Lateral navigation
IMI~	Interrogation sign (question mark) ( <i>to be used in AFS as a procedure signal</i> )	LNG	Long ( <i>used to indicate the type of approach desired or required</i> )
IMPR	Improve <i>or</i> improving	LO	Locator, outer
IMT	Immediate <i>or</i> immediately	LOC	Localizer
INA	Initial approach	LONG	Longitude
INBD	Inbound	LORAN†	LORAN ( <i>long range air navigation system</i> ) LPV
INC	In cloud		Localizer performance with vertical guidance
INCORP	Incorporated	LR	The last message received by me was . . . ( <i>to be used in AFS as a procedure signal</i> )
INCERFA†	Uncertainty phase		
INFO†	Information	LRG	Long range
INOP	Inoperative	LS	The last message sent by me was . . . <i>or</i> Last message was . . . ( <i>to be used in AFS as a procedure signal</i> )
INP	If not possible		
INPR	In progress	LTA	Lower control area
INS	Inertial navigation system	LTD	Limited
INSTL	Install <i>or</i> installed <i>or</i> installation	LTP	Landing threshold point
INSTR	Instrument		
INT	Intersection		
INTL	International	LV	Light and variable ( <i>relating to wind</i> )
INTRG	Interrogator	LVE	Leave <i>or</i> leaving
INTRP	Interrupt <i>or</i> interruption <i>or</i> interrupted	LVL	Level
INTSF	Intensify <i>or</i> intensifying	LVP	Low visibility procedures
INTST	Intensity	LYR	Layer <i>or</i> layered
IR	Ice on runway		
IRS	Inertial reference system	<b>M</b>	
ISA	International standard atmosphere	. . . M	Metres ( <i>preceded by figures</i> )
ISB	Independent sideband	M . . .	Mach number ( <i>followed by figures</i> )
ISOL	Isolated	M . . .	Minimum value of runway visual range ( <i>followed by figures in METAR/SPECI</i> )
		MAA	Maximum authorized altitude
<b>J</b>		MAG	Magnetic
JAN	January	MAHF	Missed approach holding fix
JTST	Jet stream	MAINT	Maintenance
JUL	July	MAP	Aeronautical maps and charts
JUN	June	MAPT	Missed approach point
		MAR	At sea
<b>K</b>		MAR	March
KG	Kilograms		
KHZ	Kilohertz	MATF	Missed approach turning fix
KIAS	Knots indicated airspeed	MATZ	Military aerodrome traffic zone
KM	Kilometres	MAX	Maximum
KMH	Kilometres per hour	MAY	May
KPA	Kilopascal	MBST	Microburst
KT	Knots	MCA	Minimum crossing altitude
KW	Kilowatts		
		MCTR	Military control zone
<b>L</b>		MCW	Modulated continuous wave
. . . L	Left ( <i>preceded by runway designation number to identify a parallel runway</i> )	MDA	Minimum descent altitude
L	Locator ( <i>see LM, LO</i> )	MDF	Medium frequency direction-finding station
L	Low pressure area <i>or</i> the centre of low pressure	MDH	Minimum descent height
L	Litre	MEA	Minimum en-route altitude
LAM	Logical acknowledgement ( <i>message type designator</i> )	MEDEVAC	Medical evacuation flight
LAN	Inland	MEHT	Minimum eye height over threshold ( <i>for visual approach slope indicator systems</i> )
LAT	Latitude	MET†	Meteorological <i>or</i> meteorology
LCA	Local <i>or</i> locally <i>or</i> location <i>or</i> located	METAR†	Aerodrome routine meteorological report ( <i>in meteorological code</i> )
LDA	Landing distance available	MET REPORT	Local routine meteorological report ( <i>in abbreviated plain language</i> )
LDA*	Localizer-type directional aid	MF	Medium frequency [300 to 3 000 kHz]
LDAH	Landing distance available, helicopter	MHA	Minimum holding altitude
LDG	Landing	MHDF	Medium and high frequency direction-finding stations ( <i>at the same location</i> )
LDI	Landing direction indicator	MHVDF	Medium, high and very high frequency direction-finding stations ( <i>at the same location</i> )
LEN	Length		
LF	Low frequency [30 to 300 kHz]		
LGT	Light <i>or</i> lighting		
LGTD	Lighted		

MHZ	Megahertz	NGT	Night
MID	Mid-point ( <i>related to RVR</i> )	NIL*†	None <i>or</i> I have nothing to send to you
MIFG	Shallow fog	NM	Nautical miles
MIL	Military	NML	Normal
MIN*	Minutes	NN	No name. unnammed
MIS	Missing . . . ( <i>transmission identification</i> ) ( <i>to be used in AFS as a procedure signal</i> )	NNE	North-north-east
		NNW	North-north-west
MKR	Marker radio beacon	NO	No (negative) ( <i>to be used in AFS as a procedure signal</i> )
MLS‡	Microwave landing system		
MM	Middle marker	NOF	International NOTAM office
MNM	Minimum	NONSTD	Non-standard
MNPS	Minimum navigation performance specifications	NOSIG‡	No significant change ( <i>used in trend-type landing forecasts</i> )
MNT	Monitor <i>or</i> monitoring <i>or</i> monitored		
MNTN	Maintain	NOTAM†	A notice distributed by means of telecommunication 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
MOA	Military operating area		
MOC	Minimum obstacle clearance ( <i>required</i> )	NOTAMC	Cancelling NOTAM
MOCA	Minimum obstacle clearance altitude	NOTAMN	New NOTAM
MOD	Moderate ( <i>used to indicate the intensity of weather phenomena, interference or static reports, e.g. MODRA = moderate rain</i> )	NOTAMR	Replacing NOTAM
		NOV	November
MON	Above mountains	NOZ‡	Normal operating zone
MON	Monday	NPA	Non-precision approach
MOPS†	Minimum operational performance standards	NR	Number
MOV	Move <i>or</i> moving <i>or</i> movement	NRH	No reply heard
MPS	Metres per second	NS	Nimbostratus
MRA	Minimum reception altitude	NSC	Nil significant cloud
MRG	Medium range	NSE	Navigation system error
MRP	ATS/MET reporting point	NSW	Nil significant weather
MS	Minus	NTL	National
MSA	Minimum sector altitude	NTZ‡	No transgression zone
MSAS†	( <i>to be pronounced "EM-SAS"</i> ) Multifunctional transport satellite (MTSAT) satellite-based augmentation system	NW	North-west
		NWB	North-westbound
MSAW	Minimum safe altitude warning	NXT	Next
MSG	Message		
MSL	Mean sea level	<b>O</b>	
MSR#	Message . . . ( <i>transmission identification</i> ) has been misrouted ( <i>to be used in AFS as a procedure signal</i> )	OAC	Oceanic area control centre
		OAS	Obstacle assessment surface
MSSR	Monopulse secondary surveillance radar	OBS	Observe <i>or</i> observed <i>or</i> observation
MT	Mountain	OBSC	Obscure <i>or</i> obscured <i>or</i> obscuring
MTOM	Maximum take-off mass	OBST	Obstacle
MTU	Metric units	OCA	Obstacle clearance altitude
MTW	Mountain waves	OCA	Oceanic control area
MVDF	Medium and very high frequency directionfinding stations ( <i>at the same location</i> )	OCC	Occulting ( <i>light</i> )
		OCH	Obstacle clearance height
MWO	Meteorological watch office	OCNL	Occasional <i>or</i> occasionally
MX	Mixed type of ice formation ( <i>white and clear</i> )	OCS	Obstacle clearance surface
		OCT	October
<b>N</b>		OFZ	Obstacle free zone
N	No distinct tendency ( <i>in RVR during previous 10 minutes</i> )	OGN	Originate ( <i>to be used in AFS as a procedure signal</i> )
N	North <i>or</i> northern latitude	OHD	Overhead
NADP	Noise abatement departure procedure	OIS	Obstacle identification surface
NALS*	NIL approach lighting systems	OK~	We agree <i>or</i> It is correct ( <i>to be used in AFS as a procedure signal</i> )
NASC†	National AIS system centre		
NAT	North Atlantic	OLDI†	On-line data interchange
NAV	Navigation	OM	Outer marker
NAVAID	Navigation aid	OPA	Opaque, white type of ice formation
NB	Northbound	OPC	Control indicated is operational control
NBFR	Not before	OPMET†	Operational meteorological ( <i>information</i> )
NC	No change	OPN	Open <i>or</i> opening <i>or</i> opened
NCD	No cloud detected ( <i>used in automated METAR/SPECI</i> )	OPR	Operator <i>or</i> operate <i>or</i> operative <i>or</i> operating <i>or</i> operational
NDB‡	Non-directional radio beacon		
NDV	No directional variations available ( <i>used in automated METAR/SPECI</i> )	OPS†	Operations
		O/R	On request
NE	North-east	ORD	Order
NEB	North-eastbound	OSV	Ocean station vessel
NEG	No <i>or</i> negative <i>or</i> permission not granted <i>or</i> that is not correct	OTP	On top
		OTS	Organized track system

OUBD	Outbound	QGE	What is my distance to your station? <i>or</i> Your distance to my station is ( <i>distance figures and units</i> ) ( <i>to be used in radiotelegraphy as a Q Code</i> )
OVC	Overcast	QJH	Shall I run my test tape/a test sentence? <i>or</i> Run your test tape/a test sentence ( <i>to be used in AFS as a Q Code</i> )
<b>P</b>		QNH‡	Altimeter sub-scale setting to obtain elevation when on the ground
P . . .	Maximum value of wind speed or runway visual range ( <i>followed by figures in METAR/SPECI and TAF</i> )	QSP	Will you relay to . . . free of charge? <i>or</i> I will relay to . . . free of charge ( <i>to be used in AFS as a Q Code</i> )
P . . .	Prohibited area ( <i>followed by identification</i> )	QTA	Shall I cancel telegram number . . . ? <i>or</i> Cancel telegram number . . . ( <i>to be used in AFS as a Q Code</i> )
PA	Precision approach	QTE	True bearing
PALS	Precision approach lighting system ( <i>specify category</i> )	QTF	Will you give me the position of my station according to the bearings taken by the D/F stations which you control? <i>or</i> The position of your station according to the bearings taken by the D/F stations that I control was . . . latitude . . . longitude ( <i>or other indication of position</i> ), class . . . at . . . hours ( <i>to be used in radiotelegraphy as a Q Code</i> )
PANS	Procedures for air navigation services	QUAD	Quadrant
PAPI†	Precision approach path indicator	QUJ	Will you indicate the TRUE track to reach you? <i>or</i> The TRUE track to reach me is . . . degrees at . . . hours ( <i>to be used in radiotelegraphy as a Q Code</i> )
PAR‡	Precision approach radar	<b>R</b>	
PARL	Parallel	. . . R	Right ( <i>preceded by runway designation number to identify a parallel runway</i> )
PATC . . .	Precision approach terrain chart ( <i>followed by name/title</i> )	R	Rate of turn
PAX	Passenger(s)	R	Red
PBC	Performance-based communication	R . . .	Restricted area ( <i>followed by identification</i> )
PBN	Performance-based navigation	R . . .	Runway ( <i>followed by figures in METAR/SPECI</i> )
PBS	Performance-based surveillance	R~	Received ( <i>acknowledgement of receipt</i> ) ( <i>to be used in AFS as a procedure signal</i> )
PCD	Proceed <i>or</i> proceeding	R . . .	Radial from VOR ( <i>followed by three figures</i> )
PCL	Pilot-controlled lighting	RA	Rain
PCN	Pavement classification number	RA	Resolution advisory
PCT	Per cent	RA*	Radio altimeter
PDC‡	Pre-departure clearance	RAC	Rules of the air and air traffic services
PDG	Procedure design gradient	RAG	Ragged
PER	Performance	RAG	Runway arresting gear
PERM	Permanent	RAI	Runway alignment indicator
PIB	Pre-flight information bulletin	RAIM†	Receiver autonomous integrity monitoring
PJE	Parachute jumping exercise	RASC†	Regional AIS system centre
PL	Ice pellets	RASS	Remote altimeter setting source
PLA	Practice low approach	RB	Rescue boat
PLVL	Present level	RCA	Reach cruising altitude
PN	Prior notice required	RCC	Rescue coordination centre
PNR	Point of no return	RCF	Radiocommunication failure ( <i>message type designator</i> )
PO	Dust/sand whirls ( <i>dust devils</i> )	RCH	Reach <i>or</i> reaching
POB	Persons on board	RCL	Runway centre line
POSS	Possible	RCLL	Runway centre line light(s)
PPI	Plan position indicator	RCLR	Recleared
PPR	Prior permission required	RCP‡	Required communication performance
PPSN	Present position	RDOACT	Radioactive
PRFG	Aerodrome partially covered by fog	RDH	Reference datum height
PRI	Primary	RDL	Radial
PRKG	Parking	RDO	Radio
PROB†	Probability	RE	Recent ( <i>used to qualify weather phenomena, e.g. RERA = recent rain</i> )
PROC	Procedure	REC	Receive <i>or</i> receiver
PROP	Propeller	REDL	Runway edge light(s)
PROV	Provisional	REF	Reference to . . . <i>or</i> refer to . . .
PRP	Point-in-space reference point	REG	Registration
PS	Plus	REIL*	RWY end identifier lights
PSG	Passing	RENL	Runway end light(s)
PSN	Position		
PSP	Pierced steel plank		
PSR‡	Primary surveillance radar		
PSYS	Pressure system(s)		
PTN	Procedure turn		
PTS	Polar track structure		
PWR	Power		
<b>Q</b>			
QDL	Do you intend to ask me for a series of bearings? <i>or</i> I intend to ask you for a series of bearings ( <i>to be used in radiotelegraphy as a Q Code</i> )		
QDM‡	Magnetic heading ( <i>zero wind</i> )		
QDR	Magnetic bearing		
QFE‡	Atmospheric pressure at aerodrome elevation ( <i>or at runway threshold</i> )		
QFU	Magnetic orientation of runway		

REP	Report <i>or</i> reporting <i>or</i> reporting point	SAN	Sanitary
REQ	Request <i>or</i> requested	SAR	Search and rescue
RERTE	Re-route	SARPS	Standards and Recommended Practices [ICAO]
RESA	Runway end safety area	SAT	Saturday
RF	Constant radius arc to a fix	SATCOM†	Satellite communication (used only when referring generally to both voice and data satellite communication or only data satellite communication)
RFFS	Rescue and firefighting services	SATVOICE†	Satellite voice communication
RG	Range ( <i>lights</i> )	SB	Southbound
RHC	Right-hand circuit	SBAS†	( <i>to be pronounced "ESS-BAS"</i> ) Satellite-based augmentation system
RIF	Reclearance in flight	SC	Stratocumulus
RIME†	Rime ( <i>used in aerodrome warnings</i> )	SCT	Scattered
RL	Report leaving	SD	Standard deviation
RLA	Relay to	SDBY	Stand by
RLCE	Request level change en route	SDF	Step down fix
RLLS	Runway lead-in lighting system	SE	South-east
RLNA	Request level not available	SEA	Sea ( <i>used in connection with sea-surface temperature and state of the sea</i> )
RMK	Remark	SEB	South-eastbound
RNAV†	( <i>to be pronounced "AR-NAV"</i> ) Area navigation	SEC	Seconds
RNG	Radio range	SECN	Section
RNP‡	Required navigation performance	SECT	Sector
ROBEX†	Regional OPMET bulletin exchange ( <i>scheme</i> )	SELCAL†	Selective calling system
ROC	Rate of climb	SEP	September
ROD	Rate of descent	SER	Service <i>or</i> servicing <i>or</i> served
RON	Receiving only	SEV	Severe ( <i>used e.g. to qualify icing and turbulence reports</i> )
RPDS	Reference path data selector	SFC	Surface
RPI‡	Radar position indicator	SG	Snow grains
RPL	Repetitive flight plan	SGL	Signal
RPLC	Replace <i>or</i> replaced	SH . . .	Shower ( <i>followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. SHRASN = showers of rain and snow</i> )
RPS	Radar position symbol	SHF	Super high frequency [3 000 to 30 000 MHz]
RPT~	Repeat <i>or</i> I repeat ( <i>to be used in AFS as a procedure signal</i> )	SI	International system of units
RQ~	Request ( <i>to be used in AFS as a procedure signal</i> )	SID†	Standard instrument departure
RQMNTS	Requirements	SIF	Selective identification feature
RQP	Request flight plan ( <i>message type designator</i> )	SIG	Significant
RQS	Request supplementary flight plan ( <i>message type designator</i> )	SIGMET†	Information concerning en-route and other phenomena in the atmosphere that may affect the safety of aircraft operations
RR	Report reaching	SIMUL	Simultaneous <i>or</i> simultaneously
RRA	( <i>or RRB, RRC . . . etc., in sequence</i> ) Delayed meteorological message ( <i>message type designator</i> )	SIWL	Single isolated wheel load
RSC	Rescue sub-centre	SKED	Schedule <i>or</i> scheduled
RSCD	Runway surface condition	SLP	Speed limiting point
RSP‡	Required surveillance performance	SLW	Slow
RSP	Responder beacon	SMC	Surface movement control
RSR	En-route surveillance radar	SMR	Surface movement radar
RSS	Root sum square	SN	Snow
RTD	Delayed ( <i>used to indicate delayed meteorological message; message type designator</i> )	SNOCLO	Aerodrome closed due to snow ( <i>used in METAR/SPECI</i> )
RTE	Route	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
RTF	Radiotelephone	SOC	Start of climb
RTG	Radiotelegraph	SPECI†	Aerodrome special meteorological report ( <i>in meteorological code</i> )
RTHL	Runway threshold light(s)	SPECIAL†	Local special meteorological report ( <i>in abbreviated plain language</i> )
RTN	Return <i>or</i> returned <i>or</i> returning	SPI	Special position indicator
RTODAH	Rejected take-off distance available, helicopter	SPL	Supplementary flight plan ( <i>message type designator</i> )
RTS	Return to service	SPOC SAR	point of contact
RTT	Radioteletypewriter	SPOT†	Spot wind
RTZL	Runway touchdown zone light(s)	SQ	Squall
RUT	Standard regional route transmitting frequencies	SQL	Squall line
RV	Rescue vessel		
RVA	Radar vectoring area		
RVR‡	Runway visual range		
RVSM‡	Reduced vertical separation minimum (300 m (1 000 ft)) between FL 290 and FL 410		
RWY	Runway		
<b>S</b>			
S	South <i>or</i> southern latitude		
S . . .	State of the sea ( <i>followed by figures in METAR/SPECI</i> )		
SA	Sand		
SALS	Simple approach lighting system		



SR	Sunrise	TIBA†	Traffic information broadcast by aircraft
SRA	Surveillance radar approach	TIL†	Until
SRA*	Special Rules Area	TIP	Until past . . . ( <i>place</i> )
SRE	Surveillance radar element of precision approach radar system	TKOF	Take-off
SRG	Short range	TL . . .	Till ( <i>followed by time by which weather change is forecast to end</i> )
SRR	Search and rescue region	TLOF	Touchdown and lift-off area
SRY	Secondary	TMA‡	Terminal control area
SRZ*	Special Rules Zone	TN . . .	Minimum temperature ( <i>followed by figures in TAF</i> )
SS	Sandstorm	TNA	Turn altitude
SS	Sunset	TNH	Turn height
SSB	Single sideband	TO . . .	To . . . ( <i>place</i> )
SSE	South-south-east	TOC	Top of climb
SSR‡	Secondary surveillance radar	TODA	Take-off distance available
SST	Supersonic transport	TODAH	Take-off distance available, helicopter
SSW	South-south-west	TOP†	Cloud top
ST	Stratus	TORA	Take-off run available
STA	Straight-in approach	TOX	Toxic
STAR†	Standard instrument arrival	TP	Turning point
STD	Standard	TR	Track
STF	Stratiform	TRA	Temporary reserved airspace
STN	Station	TRANS	Transmits <i>or</i> transmitter
STNR	Stationary	TREND†	Trend forecast
STOL	Short take-off and landing	TRL	Transition level
STS	Status	TRG	Training
STWL	Stopway light(s)	TROP	Tropopause
SUBJ	Subject to	TS	Thunderstorm ( <i>in aerodrome reports and forecasts, TS used alone means thunder heard but no precipitation at the aerodrome</i> )
SUN	Sunday	TS . . .	Thunderstorm ( <i>followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. TSRASN = thunderstorm with rain and snow</i> )
SUP	Supplement ( <i>AIP Supplement</i> )	TSUNAMI†	Tsunami ( <i>used in aerodrome warnings</i> )
SUPPS	Regional supplementary procedures	TT	Teletypewriter
SUPP*	Supplement <i>or</i> supplementary	TUE	Tuesday
SVC	Service (message type only)	TURB	Turbulence
SVCBL	Serviceable	T-VASIS†	( <i>to be pronounced "TEE-VASIS"</i> ) T visual approach slope indicator system
SVFR*	Special Visual Flight Rules	TVOR	Terminal VOR
SW	South-west	TWR	Aerodrome control tower <i>or</i> aerodrome control
SWB	South-westbound	TWY	Taxiway
SWY	Stopway	TX . . .	Maximum temperature ( <i>followed by figures in TAF</i> )
<b>T</b>		TXL	Taxilane
T	Temperature	TXT~	Text ( <i>when the abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviation, e.g. IMI TXT</i> ) ( <i>to be used in AFS as a procedure signal</i> )
. . . T	True ( <i>preceded by a bearing to indicate reference to True North</i> )	TYP	Type of aircraft
TA	Traffic advisory	TYPH	Typhoon
TA	Transition altitude	<b>U</b>	
TAA	Terminal arrival altitude	U	Upward ( <i>tendency in RVR during previous 10 minutes</i> )
TACAN†	UHF tactical air navigation aid	UA	Unmanned aircraft
TAF†	Aerodrome forecast ( <i>in meteorological code</i> )	UAB . . .	Until advised by . . .
TA/H	Turn at an altitude/height	UAC	Upper area control centre
TAIL†	Tail wind	UAR	Upper air route
TAR	Terminal area surveillance radar	UAS	Unmanned aircraft system
TAS	True airspeed	UDF	Ultra high frequency direction-finding station
TAX	Taxiing <i>or</i> taxi	UFN	Until further notice
TC	Tropical cyclone	UHDT	Unable higher due traffic
TCAC	Tropical cyclone advisory centre	UHF‡	Ultra high frequency [300 to 3 000 MHz]
TCAS RA†	( <i>to be pronounced "TEE-CAS-AR-AY"</i> ) Traffic alert and collision avoidance system resolution advisory	UIC	Upper information centre
TCH	Threshold crossing height	UIR‡	Upper flight information region
TCU	Towering cumulus	ULM	Ultra-light motorized aircraft
TDO	Tornado	ULR	Ultra long range
TDZ	Touchdown zone	UNA	Unable
TECR	Technical reason		
TEL	Telephone		
TEMPO†	Temporary <i>or</i> temporarily		
TF	Track to fix		
TFC	Traffic		
TGL	Touch-and-go landing		
TGS	Taxiing guidance system		
THR	Threshold		
THRU	Through		
THU	Thursday		

UNAP	Unable to approve		
UNL	Unlimited	WAAS†	Wide area augmentation system
UNREL	Unreliable	WAC. . .	World Aeronautical Chart — ICAO 1:1 000 000 (followed by name/title)
UP	Unidentified precipitation (used in automated METAR/SPECI)	WAFC	World area forecast centre
U/S	Unserviceable	WB	Westbound
UTA	Upper control area	WBAR	Wing bar lights
UTC‡	Coordinated Universal Time	WDI	Wind direction indicator
		WDSPR	Widespread
<b>V</b>		WED	Wednesday
. . . V . . .	Variations from the mean wind direction (preceded and followed by figures in METAR/SPECI, e.g. 350V070)	WEF	With effect from or effective from
VA	Heading to an altitude	WGS-84	World Geodetic System — 1984
VA	Volcanic ash	WI	Within
VAAC	Volcanic ash advisory centre	WID	Width or wide
VAC . . .	Visual approach chart (followed by name/title)	WIE	With immediate effect or effective immediately
VAL	In valleys	WILCO†	Will comply
VAN	Runway control van	WIND	Wind
VAR	Magnetic variation	WIP	Work in progress
VAR	Visual-aural radio range	WKN	Weaken or weakening
VASIS	Visual approach slope indicator systems	WNW	West-north-west
VC . . .	Vicinity of the aerodrome (followed by FG = fog, FC = funnel cloud, SH = shower, PO = dust/sand whirls, BLDU = blowing dust, BLSA = blowing sand, BLSN = blowing snow, DS = duststorm, SS = sandstorm, TS = thunderstorm or VA = volcanic ash, e.g. VCFG = vicinity fog)	WO	Without
VCY	Vicinity	WPT	Way-point
VDF	Very high frequency direction-finding station	WRNG	Warning
VER	Vertical	WS	Wind shear
VFR‡	Visual flight rules	WSPD	Wind speed
VHF‡	Very high frequency [30 to 300 MHz]	WSW	West-south-west
VI	Heading to an intercept	WT	Weight
VIP‡	Very important person	WTSPT	Waterspout
VIS	Visibility	WWW	Worldwide web
VLF	Very low frequency [3 to 30 kHz]	WX	Weather
VLR	Very long range	WXR	Weather radar
VM	Heading to a manual termination		
VMC‡	Visual meteorological conditions	<b>X</b>	
VNAV†	(to be pronounced “VEE-NAV”) Vertical navigation	X	Cross
<b>VOL</b>	Volume (followed by I, II . . .)	XBAR	Crossbar (of approach lighting system)
VOLMET†	Meteorological information for aircraft in flight	XNG	Crossing
VOR‡	VHF omnidirectional radio range	XS	Atmospherics
VORTAC†	VOR and TACAN combination		
VOT VOR	airborne equipment test facility	<b>Y</b>	
VPA	Vertical path angle	Y	Yellow
VPT	Visual manoeuvre with prescribed track	YCZ	Yellow caution zone (runway lighting)
VRB	Variable	YES~	Yes (affirmative) (to be used in AFS as a procedure signal)
VSA	By visual reference to the ground	YR	Your
VSP	Vertical speed		
VTF	Vector to final	<b>Z</b>	
VTOL	Vertical take-off and landing	Z	Coordinated Universal Time (in meteorological messages)
VV . . .	Vertical visibility (followed by figures in METAR/SPECI and TAF)		
<b>W</b>			
W	West or western longitude		
W	White		
W . . .	Sea-surface temperature (followed by figures in		

\* When different from ICAO abbreviations

† 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.