

GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

The abbreviations used in this AIP and in the general dissemination of information are extracted from ICAO Doc 8400.

Abbreviations which differ from the ICAO abbreviations are shown with an asterisk (*).

(+) - 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 for use in the teletypewriter service only

| A | | | |
|-------|--|---------|---|
| A | Amber | AFIS | Aerodrome flight information service |
| AAA | (or AAB, AAC...etc., in sequence) | AFM | Yes or affirm or affirmative or that is correct |
| | Amended meteorological message | AFS | Aeronautical fixed service |
| | (message type designator) | AFT | After... (time or place) |
| A/A | Air-to-air | AFTN | Aeronautical fixed telecommunication network(++) |
| AAD | Assigned altitude deviation | A/G | Air-to-ground |
| AAR | Air to air refuelling | AGA | Aerodromes, air routes and ground aids |
| AAIM | Aircraft autonomous integrity monitoring | AGL | Above ground level |
| AAE | Arresting Gear | AGN | Again |
| AAL | Above aerodrome level | AIC | Aeronautical information circular |
| AAR | Air-to-Air Refuelling | AIDC | Air traffic services interfacility data communications |
| ABC | Advance Booking Charter Flight | AIM | Aeronautical information management |
| ABI | Advance boundary information | AIM | ATFM Information Message |
| ABM | Abeam | AIP | Aeronautical Information Publication |
| ABN | Aerodrome beacon | AIRAC | Aeronautical Information Regulation And Control |
| ABT | About | | |
| ABV | Above | AIREP | Air-report(+) |
| AC | Altocumulus | AIRMET | Information concerning en-route weather phenomena which may affect the safety of low-level aircraft operations(+) |
| ACARS | (to be pronounced "AY-CARS") Aircraft communication addressing and Reporting system(+) | | |
| ACAS | Airborne collision avoidance system | AIRPROX | Aircraft Proximity |
| ACC | Area control centre or area control(++) | AIS | Aeronautical Information Services |
| ACCID | Notification of an aircraft accident | ALA | Lighting area |
| ACFT | Aircraft | ALERFA | Alert phase(+) |
| ACK | Acknowledge | ALR | Alerting (message type designator) |
| ACL | Altimeter check location | ALRS | Alerting service |
| ACN | Aircraft classification number | ALS | Approach lighting system |
| ACP | Acceptance (message type designator) | ALSF | Approach Lighting System with Sequence Flashing Lights |
| ACPT | Accept or accepted | ALT | Altitude |
| ACT | Active or activated or activity | ALTN | Alternate or alternating (light alternates in colour) |
| AD | Aerodrome | | |
| ADA | Advisory area | ALTN | Alternate (aerodrome) |
| ADC | Aerodrome chart | AMA | Area minimum altitude |
| ADDN | Addition or additional | AMC | Airspace Management Cell |
| ADEP | Airport of Departure | AMD | Amend or amended (used to indicate amended meteorological message; message type designator) |
| ADES | Airport of Destination | | |
| ADEXP | ATS Data Exchange Presentation | AMDT | Amendment (AIP Amendment) |
| ADF | Automatic direction-finding equipment(++) | AMOS | Aerodrome Meteorological Observing System |
| ADIZ | (to be pronounced "AY-DIZ") Air defence identification zone(+) | | |
| ADJ | Adjacent | AMS | Aeronautical mobile service |
| ADO | Aerodrome office (specify service) | AMSL | Above mean sea level |
| ADR | Advisory route | AMSS | Aeronautical mobile satellite service |
| ADS | The address (when this abbreviation is used to request a repetition, the question mark (IM) precedes the abbreviation, e.g. IMI ADS) (to be used in AFS as a procedure signal) | ANC | Aeronautical chart - 1:500 000 (followed by name/title) |
| ADS-B | Automatic dependent surveillance - broadcast(++) | ANCS | Aeronautical navigation chart - small scale (followed by name/title and scale) |
| ADS-C | Automatic dependent surveillance - contract(++) | ANM | ATFM Notification Message |
| ADSU | Automatic dependent surveillance unit | ANP | Air Navigation Plan |
| ADVS | Advisory service | ANS | Answer |
| ADZ | Advise | AO | Aircraft Operator |
| AES | Aircraft earth station | AOC | Aerodrome obstacle chart (followed by type and name/title) |
| AFIL | Flight plan filed in the air | AP | Airport |
| | | APAPI | (to be pronounced "AY-PAPI") Abbreviated precision approach path indicator(+) |
| | | APCH | Approach |

| | | | |
|----------|---|-----------|--|
| APDC | Aircraft parking/docking chart (followed by name title) | AWY | Airway |
| APIS | Aircraft Parking and Information System | AZM | Azimuth |
| APN | Apron | | |
| APP | Approach control office or approach control or approach control service | | B |
| APR | April | B | Blue |
| APRX | Approximate or approximately | BA | Braking action |
| APSG | After passing | BAK | Type of Arresting Gear |
| APU | Auxiliary power unit | BARO-VNAV | Barometric vertical navigation (to be pronounced "BAA-RO-VEE-NAV")(+)) |
| APV | Approach procedure with vertical guidance | | Cloud base(+) |
| ARC | Area chart | BASE | Fog patches |
| ARFOR | Area forecast (in aeronautical meteorological code) | BCFG | Beacon (aeronautical ground light) |
| ARNG | Arrange | BCN | Broadcast |
| ARO | Air traffic services reporting office | BCST | Bird Control Unit |
| ARP | Aerodrome reference point | BCU | Boundary |
| ARP | Air-report (message type designator) | BDRY | Becoming |
| ARQ | Automatic error correction | BECMG | Before |
| ARR | Arrival (message type designator) | BFR | NOTAM Reporting Bird Hazard |
| ARR | Arrive or arrival | BIRDTAM | Broken |
| ARS | Special air-report (message type designator) | BKN | Blowing (followed by DU=dust, SA=sand or SN=snow) |
| ARSA | Areas Requiring Special Attention | BL | Building |
| ARST | Arresting (specify (part of) aircraft arresting equipment) | BLDG | Below clouds |
| ART | Article | BLO | Below... |
| AS | Altostratus | BLW | Bombing |
| ASAP | As soon as possible | BOMB | Mist |
| ASC | Ascend to or ascending to | BR | Short (used to indicate the type of approach desired or required) |
| ASDA | Accelerate-stop distance available | BRF | Bearing |
| ASE | Altimetry system error | | Braking |
| ASHTAM | Special series of NOTAM notifying, by means of a specific format, change in activity of a volcano, a volcanic eruption and/or volcanic ash cloud that is of significance to aircraft operations | BRG | Basic Area Navigation |
| | | BRKG | Commercial broadcasting station |
| ASPEEDG | Airspeed gain | B-RNAV | Between layers |
| ASPEEDL | Airspeed loss | BS | Between |
| ASPH | Asphalt | BTL | Binary universal form for the representation of meteorological data |
| AT | At (followed by time at which weather change is forecast to occur) | BTN | Beyond |
| | | BUFR | |
| ATA | Actual time of arrival(++) | BYD | |
| ATC | Air traffic control (in general)(++) | | C |
| ATCSMAC | Air traffic control surveillance minimum altitude chart (followed by name/title) | C | Centre (runway identification) |
| | | C | Degrees Celsius (Centigrade) |
| ATD | Actual time of departure(++) | C | Charts |
| ATFM | Air traffic flow management | CA | Course to an altitude |
| ATIS | Automatic terminal information service(+) | CAA | Civil aviation authority or civil aviation administration |
| ATM | Air traffic management | | Caribbean |
| ATM | Automatic Teller Machine | CAR | Computer Assisted Slot Allocation |
| ATN | Aeronautical telecommunication network | CASA | Category |
| ATP | At... (time or place) | CAT | Clear air turbulence |
| ATS | Air traffic services | CAT | (to be pronounced "KAV-OH-KAY") Visibility, cloud and present weather better than prescribed values or conditions(+) |
| ATTN | Attention | CAVOK | (to be pronounced "CEE BEE") Cumulonimbus(++) |
| AT-VASIS | (to be pronounced "AY-TEE-VASIS")(+)) | | Cloud Base Height |
| | Abbreviated T visual approach slope indicator system | CB | cirrocumulus |
| ATZ | Aerodrome traffic zone | CBH | (or CCB, CCC... etc., in sequence) Corrected meteorological messages |
| AUG | August | CC | Continuous climb operations |
| AUP | Airspace use Plan | CCA | Candela |
| AUTH | Authorized or authorization | | Coordination (message type designator) |
| AUTO | Automatic | CCO | Continuous descent operations |
| AUW | All up weight | CD | Conditional Route |
| AUX | Auxiliary | CDN | Central Executive Unit |
| AVBL | Available or availability | CDO | Change frequency to... |
| AVG | Average | CDR | Course to a fix |
| AVGAS | Aviation gasoline(+) | CEU | |
| AWOS | Automated weather observation system | CF | |
| AWTA | Advise at what time able | CF | |

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-VOLMET Data link VOLMET
DVOR Doppler VOR
DVORTAC DVOR and TACAN Combination
DW Dual wheels
DZ Drizzle

E

E East or eastern longitude
eAIP Electronic Aeronautical Information Publication
EAD European AIS Database
EAT Expected approach time
EB Eastbound
EC European Community
ECAC European Civil Aviation Conference
EDA Elevation differential area
EDTO Extended diversion time operations
EEE Error (to be used in AFS as a procedure signal)(#)
EET Estimated elapsed time
EFC Expect further clearance
EFIS (to be pronounced "EE-FIS") Electronic flight instrument system(+)
eFPL Filed flight plan exchanged via flight and flow – information for a collaborative environment (FF-ICE) services
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
EN English
END Stop-end (related to RVR)
ENE East-north-east
ENG Engine
ENR En route
ENRC Enroute chart (followed by name/title)
EOBT Estimated off-block time
EPNdB Effective perceived noise in decibels
EQPT Equipment
ESE East-south-east
EST Estimate or estimated or estimation (message type designator)
ETA Estimated time of arrival or estimating arrival(++)
ETD Estimated time of departure or estimating departure
ETFMS Enhanced Tactical Flow Management System
ETO Estimated time over significant point
ETOT Estimated Take-off Time
EU European Union
EUR European Region

EUR RODEX
EV
EVS
EXC
EXCL
EXER
EXP
EXT
EXTD
European regional OPMET data exchange
Every
Enhanced vision system
Except
Excluded
Exercises or exercising or to exercise
Expect or expected or expecting
Extension
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
FAM Flight Activation Monitoring
FANS Future Air Navigation Systems
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
FFS Fire Fighting Service
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
FLS Flight Suspension Message
FLT Flight
FLTCK Flight check
FLUC Fluctuating or fluctuation or fluctuated
FLW Follow(s) or following
FLY Fly or flying
FM Modulated Frequency
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
FMD Former NM Flow Management Division
FMP Flow Management Position
FMS Flight management system(++)
FMU Flow management unit
FNA Final approach
FPAP Flight path alignment point
FPL Flight plan
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)(+) | | H |
| FROST | Frost (used in aerodrome warnings)(+) | | |
| FRQ | Frequent | | |
| FSL | Full stop landing | H | High pressure area or the centre of high pressure |
| FSS | Flight service station | | |
| FST | First | H | Hour |
| FT | Feet (dimensional unit) | H | Height |
| FTE | Flight technical error | H... | Significant wave height (followed by figures in METAR/SPECI) |
| FTP | Fictitious threshold point | | |
| FTT | Flight technical tolerance | H24 | Continuous day and night service |
| FU | Smoke | HA | Holding/racetrack to an altitude |
| FZ | Freezing | HAPI | Helicopter approach path indicator |
| FZDZ | Freezing drizzle | HBN | Hazard beacon |
| FZFG | Freezing fog | HCH | Helipoint crossing height |
| FZRA | Freezing rain | HDF | High frequency direction-finding station |
| | | HDG | Heading |
| | | HEL | Helicopter |
| | | HEMS | Hospital Emergency Medical Service |
| | | HF | High frequency [3 000 to 30 000 kHz](++) |
| | | HF | Holding/racetrack to a fix |
| | | HGT | Height or height above |
| | | HIRO | High Intensity Runway Operation |
| | | HJ | Sunrise to sunset |
| | | HLDG | Holding |
| | | HLP | Helipoint |
| | | HLS | Helipoint landing site |
| | | HM | Holding/racetrack to a manual termination |
| | | HN | Sunset to sunrise |
| | | HO | Service available to meet operational requirements |
| | | HOL | Holiday |
| | | HOSP | Hospital aircraft |
| | | HPA | Hectopascal |
| | | HQ | Headquarters |
| | | HR | Hours |
| | | HRP | Helipoint reference point |
| | | HS | Service available during hours of scheduled operations |
| | | HT | High Tension |
| | | HTA | Helicopter Training Area |
| | | HUD | Head-up display |
| | | HUM | Humanitarian |
| | | 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 |
| | | IAC | Instrument approach chart (followed by name/title) |
| | | IAF | Initial approach fix |
| | | IAO | In and out of clouds |
| | | IAP | Instrument approach procedure |
| | | IAR | Intersection of air routes |
| | | IAS | Indicated airspeed |
| | | IATA | International Air Transport Association |
| | | IBN | Identification beacon |
| | | ICAO | International Civil Aviation Organization |
| | | ICD | Interface Control Document |
| | | ICE | Icing |
| | | ID | Identifier or identify |
| | | IDENT | Identification(+) |
| | | | |
| | G | | |
| G | Green | | |
| G | Variations from the mean wind speed (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 flights | | |
| GARP | GBAS azimuth reference point | | |
| GBAS | (to be pronounced "GEE-BAS") Ground-based augmentation system(+) | | |
| GAT | General Air Traffic | | |
| 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 orbiting 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(++) | | |
| GOV | Government | | |
| 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 | | |
| GRASS | (to be pronounced "GRASS") Ground-based regional augmentation system(+) | | |
| GRASS | Grass landing area | | |
| GRIB | Processed meteorological data in the form of grid point values expressed in binary form (in meteorological code) | | |
| GRVL | Gravel | | |
| GS | Ground speed | | |
| GS | Small hail and/or snow pellets | | |
| GUND | Geoid undulation | | |

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|----------|--|----------|---|
| IF | Intermediate approach fix | L | Litre |
| IFF | Identification friend/foe | L | Locator |
| IFPS | Integrated Initial Flight Plan Processing System | L | Low pressure area or the centre of low pressure |
| IFPU | Integrated Initial Flight Plan Processing Unit | LAM | Logical acknowledgement (message type designator) |
| IFPZ | IFPS Zone | LAN | Inland |
| IFR | Instrument flight rules(++) | LAT | Latitude |
| IGA | International general aviation | LB | Pounds (Weight) |
| ILS | Instrument landing system(++) | LCA | Local or locally or location or located |
| IM | Inner marker | LCN | Load classification number |
| IMC | Instrument meteorological conditions(++) | LDA | Landing distance available |
| IMG | Immigration | LDAH | Landing distance available, helicopter |
| IMI | Interrogation sign (question mark) (to be used in AFS as a procedure signal) | LDG | Landing |
| | | LDI | Landing direction indicator |
| IMPR | Improve or improving | LEN | Length |
| IMT | Immediate or immediately | LF | Low frequency (30 to 300 KHz) |
| INA | Initial approach | LGT | Light or lighting |
| INBD | Inbound | LGTD | Lighted |
| INC | In cloud | LIH | Light intensity high |
| INCERFA | Uncertainty phase(+) | LIL | Light intensity low |
| IND | Indicator | LIM | Light intensity medium |
| INCORP | Incorporated | LINE | Line (used in SIGMET) |
| INFO | Information(+) | LM | Locator, middle |
| INOP | Inoperative | LMT | Local mean time |
| INP | If not possible | LNAB | Lateral navigation (to be pronounced "EL-NAV")(+) |
| INPR | In progress | | |
| INS | Inertial navigation system | LNG | Long (used to indicate the type of approach desired or required) |
| INSTL | Install or installed or installation | | |
| INSTR | Instrument | LO | Locator, outer |
| INT | Intersection | LOC | Localizer |
| INTL | International | LONG | Longitude |
| INTRG | Interrogator | LORAN | LORAN (long range air navigation system)(+) |
| INTRP | Interrupt or interruption or interrupted | | |
| INTSF | Intensify or intensifying | LOSS | Airspeed or headwind loss |
| INTST | Intensity | LPV | Localizer performance with vertical guidance |
| IR | Ice on runway | | |
| IRS | Inertial reference system | LR | The last message received by me was... (to be used in AFS as a procedure signal) |
| ISA | International standard atmosphere | | |
| ISB | Independent sideband | LRG | Long range |
| ISOL | Isolated | LS | Last message sent by me, was...or Last message was... (to be used in AFS as a procedure signal) |
| ITC | Inclusive Tour Charter Flight | | |
| J | | LTA | Lower control area |
| | | LTD | Limited |
| | | LTP | Landing threshold point |
| JAA | Joint Aviation Authorities | LV | Light and variable (relating to wind) |
| JAN | January | LVE | Leave or leaving |
| JET | Jet | LVL | Level |
| JTST | Jet stream | LVP | Low Visibility Procedures |
| JUL | July | LVO | Low Visibility Operation |
| JUN | June | LYR | Layer or layered |
| K | | M | |
| | | | |
| KG | Kilograms | M | Mach number (followed by figures) |
| KHZ | Kilohertz | M | Metres (preceded by figures) |
| KIAS | Knots indicated airspeed | M | Minimum value of runway visual range (followed by figures in METAR/SPECI) |
| KM | Kilometres | MAA | Maximum authorized altitude |
| KMH | Kilometres per hour | MAG | Magnetic |
| KPA | Kilopascal | MAHF | Missed approach holding fix |
| KT | Knots | MAINT | Maintenance |
| KW | Kilowatts | MALS | Medium Intensity Approach Lighting System |
| L | | MAP | Aeronautical maps and charts |
| | | MAPT | Missed approach point |
| L | Left (preceded by runway designation number to identify a parallel runway) | MAR | At sea |
| | | MAR | March |

| | | | |
|------------|--|--------|---|
| MATF | Missed approach turning fix | MSR | Message... (transmission identification) |
| MATZ | Military aerodrome traffic zone | | has been misrouted (to be used in AFS as a procedure signal)(#) |
| MAX | Maximum | | |
| MAY | May | MSSR | Monopulse secondary surveillance radar |
| MBST | Microburst | MT | Mountain |
| MCA | Minimum crossing altitude | MTOM | Maximum take-off mass |
| MCTA | Military control area | MTOW | Maximum Take-off Weight |
| MCTR | Military control zone | MTU | Metric units |
| MCW | Modulated continuous wave | MTW | Mountain waves |
| MDA | Minimum descent altitude | MVDF | Medium and very high frequency direction-finding stations (at the same location) |
| MDF | Medium frequency direction-finding station | | |
| MDH | Minimum descent height | MWO | Meteorological watch office |
| MEA | Minimum en-route altitude | MX | Mixed type of ice formation (white and clear) |
| MEDEVAC | Medical evacuation flight | | |
| MEHT | Minimum eye height over threshold (for visual approach slope indicator systems) | | |
| MET | Meteorological or meteorology(+) | | |
| METAR | Aerodrome routine meteorological report (in meteorological code)(+) | | |
| MET REPORT | Local routine meteorological report (in abbreviated plain language) | N | No distinct tendency (in RVR during previous 10 minutes) |
| MF | Medium frequency (300 to 3 000 khz) | N | North or northern latitude |
| MHA | Minimum holding altitude | NADP | Noise abatement departure procedure |
| MHDF | Medium and high frequency direction-finding stations (at the same location) | NASC | National AIS system centre(+) |
| MHVDF | Medium, high and very high frequency direction-finding stations (at the same location) | NAT | North Atlantic |
| | | NATSPG | North Atlantic Systems Planning Group |
| | | NAV | Navigation |
| | | NAVAID | Navigation aid |
| MHZ | Megahertz | NB | Northbound |
| MID | Mid-point (related to RVR) | NBFR | Not before |
| MIFG | Shallow fog | NC | No change |
| MIL | Military | NCD | No cloud detected (used in automated METAR/SPECI) |
| MIN | Minutes | NDB | Non-directional radio beacon(++) |
| MIPS | Military Instrument Procedures | NDV | No directional variations available (used in automated METAR/SPECI) |
| MIS | Miscellaneous | | |
| MIS | Missing... (transmission identification) (to be used in AFS as a procedure signal) | NE | North-east |
| MKR | Marker radio beacon | NEB | North-eastbound |
| MLS | Microwave landing system(++) | NEG | No or negative or permission not granted or that is not correct |
| MM | Middle marker | | |
| MNM | Minimum | NGT | Night |
| MNPS | Minimum navigation performance specifications | NIL | None or I have nothing to send to you(+) |
| | | NM | Network Manager |
| | | NM | Nautical miles |
| MNT | Monitor or monitoring or monitored | NML | Normal |
| MNTN | Maintain | NN | No name, unnamed |
| MOA | Military operating area | NNE | North-north-east |
| MOC | Minimum obstacle clearance (required) | NNW | North-north-west |
| MOCA | Minimum obstacle clearance altitude | NO | No (negative) (to be used in AFS as a procedure signal) |
| MOD | Moderate (used to indicate the intensity of weather phenomena, interference or static reports, e.g. MODRA=moderate rain) | NOF | International NOTAM office |
| | | NONSTD | Non-standard |
| MON | Above mountains | NOSIG | No significant change (used in trend-type landing forecasts)(+) |
| MON | Monday | | |
| MOPS | Minimum operational performance standards(+) | NOTAM | 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(+) |
| MOTNE | Meteorological Operational Telecommunications Network Europe | | |
| MOV | Move or moving or movement | NOTAMC | Cancelling NOTAM |
| MPH | Statute Miles per Hour | NOTAMN | New NOTAM |
| MPS | Metres per second | NOTAMR | Replacing NOTAM |
| MRA | Minimum reception altitude | NOV | November |
| MRG | Medium range | NOZ | Normal operating zone(++) |
| MRP | ATS/MET reporting point | NPA | Non-precision approach |
| MS | Minus | NR | Number |
| MSA | Minimum sector altitude | NRH | No reply heard |
| MSAS | (to be pronounced "EM-SAS") Multi-functional transport satellite (MTSAT) satellite-based augmentation system(+) | NS | Nimbostratus |
| MSAW | Minimum Safe Altitude Warning | NS | Non-schedule |
| MSG | Message | | |
| MSL | Mean sea level | | |

N

| | | | |
|-------|---|------|---|
| NSC | Nil significant cloud | PATC | Precision approach terrain chart (followed by name/title) |
| NSE | Navigation system error | | |
| NSW | Nil significant weather | PAX | Passenger(s) |
| NTL | National | PBC | Performance-based communication |
| NTZ | No transgression zone(++) | PBN | Performance-based navigation |
| NVO | Normal Visibility Operations | PBS | Performance-based surveillance |
| NW | North-west | PCD | Proceed or proceeding |
| NWB | North-westbound | PCL | Pilot-controlled lighting |
| NXT | Next | PCN | Pavement classification number |
| | O | PCT | Per cent |
| | | PDC | Pre-departure clearance(++) |
| | | PDG | Procedure design gradient |
| | | PDUS | Primary Data User Station |
| OAC | Oceanic area control centre | PER | Performance |
| OAS | Obstacle assessment surface | PERM | Permanent |
| OBS | Observe or observed or observation | PFP | Preliminary flight plan |
| OBSC | Obscure or obscured or obscuring | PIB | Pre-flight information bulletin |
| OBST | Obstacle | PJE | Parachute jumping exercise |
| OCA | Obstacle clearance altitude | PL | Ice pellets |
| OCA | Oceanic control area | PLA | Practice low approach |
| OCC | Occulting (light) | PLVL | Present level |
| OCH | Obstacle clearance height | PN | Prior notice required |
| OCL | Obstacle clearance limit | PNR | Point of no return |
| OCNL | Occasional or occasionally | PO | Dust/sand whirls (dust devils) |
| OCS | Obstacle clearance surface | POB | Persons on board |
| OCT | October | POS | Position Report |
| OFZ | Obstacle free zone | POSS | Possible |
| OGN | Originate (to be used in AFS as a procedure signal) | PPI | Plan position indicator |
| OHD | Overhead | PPR | Prior permission required |
| OIS | Obstacle identification surface | PPSN | Present position |
| OK | We agree or It is correct (to be used in AFS as a procedure signal) | PRFG | Aerodrome partially covered by fog |
| | | PRI | Primary |
| OLDI | On-line data interchange(+) | PRKG | Parking |
| OM | Outer marker | PROB | Probability(+) |
| OPA | Opaque, white type of ice formation | PROC | Procedure |
| OPC | Control indicated is operational control | PROP | Propeller |
| OPMET | Operational meteorological (information)(+) | PROV | Provisional |
| | | PRP | Point-in-space reference point |
| OPN | Open or opening or opened | PS | Plus |
| OPR | Operator or operate or operative or operating or operational | PSG | Passing |
| | | PSN | Position |
| OPS | Operations(+) | PSP | Pierced steel plank |
| OPSD | NM Operations Division | PSR | Primary surveillance radar(++) |
| O/R | On request | PSYS | Pressure system(s) |
| ORD | Order | PT | Portuguese |
| OSV | Ocean station vessel | PTN | Procedure turn |
| OTLK | Outlook (used in SIGMET messages for volcanic ash and tropical cyclones) | PTS | Polar track structure |
| | | PWR | Power |
| OTP | On top | | Q |
| OTR | Other | | |
| OTS | Organized track system | | |
| OUBD | Outbound | QDL | Do you intend to ask me for a series of bearings? or I intend to ask you for a series of bearings (to be used in radiotelegraphy as a Q Code) |
| OVC | Overcast | | |
| | P | | |
| | | QDM | Magnetic heading (zero wind)(++) |
| P | Prognostic upper air chart | QDR | Magnetic bearing |
| P | Maximum value of wind speed or runway visual range (followed by figures in METAR/SPECI and TAF) | QFE | Atmospheric pressure at aerodrome elevation (or at runway threshold)(++) |
| | | QFU | Magnetic orientation of runway |
| P | Prohibited area (followed by identification) | 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) |
| PA | Precision approach | | |
| PALS | Precision approach lighting system (specify category) | 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) |
| PANS | Procedures for air navigation services | | |
| PAPI | Precision approach path indicator(+) | QNH | Altimeter sub-scale setting to obtain elevation when on the ground(++) |
| PAR | Precision approach radar(++) | | |
| PARL | Parallel | | |

| | | | |
|----------|--|--------|---|
| 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) | REA | Ready message |
| QTA | Shall I cancel telegram number...? or Cancel telegram number... (to be used in AFS as a Q Code) | REC | Receive or receiver |
| QTE | True bearing | REDL | Runway edge light(s) |
| QTF | Will you give me the position of my station according to the bearings taken by the D/F stations which you control? or The position of your station according to the bearings taken by the DIF stations that I control was... latitude... longitude (or other indication of position), class... at... hours (to be used in radiotelegraphy as a Q Code) | REF | Reference to... or refer to... |
| QUAD | Quadrant | REG | Registration |
| 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) | REJ | Rejected |
| R | | RENL | Runway end light(s) |
| R | Right (Preceded by runway designation number to identify a parallel runway) | REP | Report or reporting or reporting point |
| R | Rate of turn | REQ | Request or requested |
| R | Red | REQ | Reclearance request |
| R | Restricted area (followed by identification) | RETE | Re-route |
| R | Runway (followed by figures in METAR/SPECI) | RESA | Runway end safety area |
| R | Right (runway identification) | RESPBY | Respond by (Time out to give a response) |
| R | Received (acknowledgement of receipt) (to be used in AFS as a procedure signal) | RET | Rapid exit taxiway |
| R | Radial from VOR (followed by three figures) | RETL | Rapid exit taxiway indicator lights |
| RA | Rain | RF | Constant radius arc to a fix |
| RA | Resolution advisory | RFF | Rescue and fire fighting |
| RAC | Rules of the air and air traffic services | RFFS | Rescue and fire fighting services |
| RAD | Route Availability Document | RFP | Replacement flight plan (related to ATFM) |
| RADAR | Radio Detection and Ranging | RG | Range (lights) |
| RAFC | Regional area forecast centre | RHC | Right-hand circuit |
| RAG | Ragged | RIF | Reclearance in flight |
| RAG | Runway arresting gear | RIME | Rime (used in aerodrome warnings)(+) |
| RALT | Route Alternative | RL | Report leaving |
| RAI | Runway alignment indicator | RLA | Relay to |
| RAIM | Receiver autonomous integrity monitoring(+) | RLCE | Request level change en route |
| RASC | Regional AIS system centre(+) | RLLS | Runway lead-in lighting system |
| RASS | Remote altimeter setting source | RLNA | Request level not available |
| RB | Rescue boat | RLS | Report Level or Speed |
| RCA | Reach cruising altitude | RMK | Remark |
| RBK | Readback | RNAV | (to be pronounced "AR-NAV") Area navigation(+) |
| RCA | Reach cruising altitude | ROF | Radio range |
| RCC | Rescue coordination centre | ROFOR | Route forecast (in aeronautical meteorological code) |
| RCF | Radiocommunication failure (message type designator) | RON | Receiving only |
| RCH | Reach or reaching | RPE | Reported Estimated |
| RCL | Runway centre line | RPDS | Reference path data selector |
| RCL | Oceanic clearance request | RP | Recommended Practice |
| RCLL | Runway centre line light(s) | RPI | Radar position indicator(++) |
| RCLR | Recleared | RPL | Repetitive flight plan |
| RCP | Required communication performance(++) | RPLC | Replace or replaced |
| RDH | Reference datum height (for ILS) | RPS | Radar position symbol |
| RDL | Radial | RPT | Repeat or I repeat (to be used in AFS as a procedure signal)(+) |
| RDO | Radio | RQ | Request (to be used in AFS as a procedure signal) |
| RDOACT | Radioactive | RQMNTS | Requirements |
| RE | Recent (used to qualify weather phenomena, e.g. RERA = recent rain) | 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) |
| | | RRP | Rerouting proposal message |
| | | RSC | Rescue sub-centre |
| | | RSCD | Runway surface condition |
| | | RSP | Responder beacon |
| | | RSP | Required surveillance performance (++) |
| | | RSR | En-route surveillance radar |
| | | RSS | Root sum square |
| | | RTD | Delayed (used to indicate delayed meteorological message; message type designator) |

| | | | | | |
|----------|--|--|---------|--|---|
| RTE | Route | | | | combinations thereof e.g. SHRASN= |
| RTF | Radiotelephone | | | | showers of rain and snow) |
| RTG | Radiotelegraph | | SHF | | Super high frequency (3 000 to 30 000 |
| RTHL | Runway threshold light(s) | | | | MHz) |
| RTN | Return or returned or returning | | SI | | International system of units. |
| RTODAH | Rejected take-off distance available, heli- copter | | SID | | Standard instrument departure(+) |
| | | | SIF | | Selective identification feature |
| RTS | Return to service | | SIG | | Significant |
| RTT | Radioteletypewriter | | SIGMET | | Information concerning en-route weather |
| RTZL | Runway touchdown zone light(s) | | | | and other phenomena in the atmosphere |
| RUT | Standard regional route transmitting fre- quencies | | | | that may affect the safety of aircraft opera- tions(+) |
| RV | Rescue vessel | | SIGWX | | Significant weather |
| RVA | Radar vectoring area | | SIMUL | | Simultaneous or simultaneously |
| RVR | Runway visual range(++) | | SMA | | Schedule movement advice |
| RVSM | Reduced Vertical Separation Minimum [300 m (1000 ft) between FL290 and FL410] (++) | | SIP | | Slot improvement proposal message |
| | | | SITA | | Société Internationale des Telecommuni- cations Aeronautiques |
| RWY | Runway | | SIWL | | Single isolated wheel load |
| | | | SKC | | Sky clear |
| | | | SKED | | Schedule or scheduled |
| | | | SLC | | Slot Cancellation Message |
| | | | SLP | | Speed limiting point |
| | | | SLW | | Slow |
| S | Seconds | | SMC | | Surface movement control |
| S | South or southern latitude | | SMR | | Surface movement radar |
| S | State of the sea (followed by figures in ME- TAR/SPECI) | | SN | | Snow |
| S | Surface Analysis (Current Chart) | | SNOCLO | | Aerodrome closed due to snow (used in METAR/SPECI) |
| S | Schedule | | | | |
| SA | Sand | | SNOWTAM | | Special series NOTAM notifying the pres- ence or removal of hazardous conditions |
| SALS | Simple approach lighting system | | | | due to snow, ice, slush or standing water |
| SAM | Slot Allocation Message | | | | associated with snow, slush and ice on the |
| SAN | Sanitary | | | | movement area, by means of a specific |
| SAR | Search and rescue | | | | format(+) |
| SARPs | Standards and Recommended Practices [ICAO] | | SOC | | Start of climb |
| SAT | Saturday | | SPA | | Slot improvement proposal acceptance message |
| SATCOM | Satellite communication(+) | | | | |
| SATVOICE | Satellite voice communication | | SPECI | | Aerodrome special meteorological report (in meteorological code) |
| SB | Southbound | | | | |
| SBAS | (to be pronounced "ESS-BAS") Satellite- based augmentation system(+) | | SPECIAL | | Local special meteorological report (in ab- breviated plain language)(+) |
| | | | | | |
| SC | Stratocumulus | | SPI | | Special position indicator |
| SCT | Scattered | | SPL | | Supplementary flight plan (message type designator) |
| SD | Standard deviation | | | | |
| SDBY | Stand by | | SPOC | | SAR point of contact |
| SDF | Step down fix | | SPOT | | Spot wind(+) |
| SE | South-east | | SQ | | Squall |
| SEA | Sea (used in connection with sea-surface temperature and state of the sea) | | SQK | | SSR Assignment |
| | | | SQL | | Squall line |
| SEB | South-eastbound | | SR | | Sunrise |
| SEC | Seconds | | SRA | | Surveillance radar approach |
| SEC | Special event charter flight | | SRE | | Surveillance radar element of precision approach radar system |
| SECN | Section | | | | |
| SECT | Sector | | SRG | | Short range |
| SEL | Selcal Code | | SRJ | | Slot Improvement Proposal Rejection Message |
| SELCAL | Selective calling system(+) | | | | |
| SEP | September | | SRM | | Slot Revision Message |
| SER | Service or servicing or served | | SRR | | Search and rescue region |
| SEV | Severe (used e.g. to qualify icing and tur- bulence reports) | | SRY | | Secondary |
| | | | SS | | Sandstorm |
| SFC | Surface | | SS | | Sunset |
| SG | Snow grains | | SSB | | Single sideband |
| SGL | Signal | | SSE | | South-south-east |
| SH | Shower (followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or | | SSR | | Secondary surveillance radar(++) |
| | | | SST | | Supersonic transport |
| | | | SSW | | South-south-west |
| | | | ST | | Stratus |
| | | | STA | | Straight-in approach |
| | | | STAR | | Standard instrument arrival(+) |
| | | | STD | | Standard |

| | | | |
|---------|--|---------|---|
| STF | Stratiform | TMA | Terminal control area(++) |
| STN | Station | TN | Minimum temperature (followed by figures in TAF) |
| STNR | Stationary | TNA | Turn altitude |
| STOL | Short take-off and landing | TNH | Turn height |
| STS | Status | TO | To... (followed by place) |
| STWL | Stopway light(s) | TOC | Top of climb |
| SUBJ | Subject to | TOBT | Target of block time |
| SUN | Sunday | TODA | Take-off distance available |
| SUP | Supplement (AIP Supplement) | TODAH | Take-off distance available helicopter |
| SUPPS | Regional supplementary procedures | TOP | Cloud top(+) |
| SVC | Service (message type only) | TORA | Take-off run available |
| SVCBL | Serviceable | TOX | Toxic |
| SW | South-west | TP | Turning point |
| SWB | South-westbound | TR | Track |
| SWH | Significant weather high chart | TRA | Temporary reserved airspace |
| SWM | Significant weather medium chart | TRANS | Transmits or transmitter |
| SWY | Stopway | 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) |
| T | Temperature | | |
| T | True (preceded by a bearing to indicate reference to True North) | TS | Thunderstorm (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) |
| T | Telephone | | |
| T-VASIS | T Visual Approach Slope Indicator System | TSA | Temporary Segregated Area(+) |
| TA | Transition altitude | TSUNAMI | Tsunami (used in aerodrome warnings) |
| TA | Traffic advisory | TT | Teletypewriter |
| TAA | Terminal arrival altitude | TUE | Tuesday |
| TA/H | Turn at an altitude/height | TURB | Turbulence |
| TACAN | UHF tactical air navigation aid(+) | TVOR | Terminal VOR |
| TACT | NM Tactical | TWR | Aerodrome control tower or aerodrome control |
| TAF | Aerodrome forecast (in meteorological code)(+) | TWY | Taxiway |
| TAIL | Tail wind(+) | TX | Maximum temperature (followed by figures in TAF) |
| TAR | Terminal area surveillance radar | TXL | Taxilane |
| TAS | True airspeed | TXT | Text (when the abbreviation is used to request a repetition, the question mark (IMI) Precedes the abbreviation, eg. IMI TXT) |
| TAX | Taxiing or taxi | | |
| TBN | To be notified | TYP | Type of aircraft |
| TC | Tropical cyclone | TYPH | Typhoon |
| TCAC | Tropical cyclone advisory centre | | |
| TCAS RA | Traffic alert and collision avoidance system resolution advisory (to be pronounced "TEE-CAS-AR-AY")(+)) | | |
| | | | |
| TCH | Threshold crossing height | | |
| TCP | Transfer Control Point | | |
| TCU | Towering cumulus | | |
| TDO | Tornado | | |
| TDZ | Touchdown zone | | |
| TDZE | Touchdown zone elevation | | |
| TECR | Technical reason | | |
| TEL | Telephone | | |
| TEMPO | Temporary or temporarily(+) | U | Upward (tendency in RVR during previous 10 minutes) |
| TEND | Trend forecast(+) | UA | Unmanned aircraft |
| TER | Terrain | U/S | Unserviceable |
| TERPS | Terminal procedures | UAB | Until advised by... |
| TF | Track to fix | UAC | Upper area control centre |
| TFC | Traffic | UAR | Upper air route |
| TGL | Touch-and-go landing | UAS | Unmanned aircraft system |
| TGS | Taxiing guidance system | UDF | Ultra high frequency direction-finding station |
| THR | Threshold | | |
| THRU | Through | | |
| THU | Thursday | UFN | Until further notice |
| TIBA | Traffic information broadcast by aircraft(+) | UHDT | Unable higher due traffic |
| TIL | Until(+) | UHF | Ultra high frequency [300 to 3 000 MHz] (++) |
| TIP | Until past... (followed by place) | | |
| TL | Till (followed by time by which weather change is forecast to end) | UIC | Upper information centre |
| | | UIR | Upper flight information region(++) |
| TKOF | Take-off | ULM | Ultra Light motorized Aircraft |
| TLOF | Touchdown and lift-off area | ULR | Ultra long range |

| | |
|-------|--|
| UNA | Unable |
| UNAP | Unable to approve |
| UNL | Unlimited |
| UNREL | Unreliable |
| UP | Unidentified precipitation (used in automated METAR/SPECI) |
| UTA | Upper control area |
| UTC | Coordinated Universal Time(++) |
| UTCW | Coordinated Universal Time - Winter |

V

| | |
|--------|--|
| V | Variations from the mean wind direction (preceded and followed by figures in METAR/SPECI, e.g. 350V070) |
| VA | Volcanic ash |
| VA | Heading to an altitude |
| 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 systems |
| VAT | Value-added tax |
| VC | Vicinity of the aerodrome (followed by FG=fog, FC=funnelcloud, SH=shower, PO=dust/sand whirls, BLDU=blowing dust, BLSA=blowing sand, BLSN = blowing snow, DS = duststorm or SS = sandstorm, e. g. VCFG = vicinity fog) |
| VCY | Vicinity |
| VDF | Very high frequency direction-finding station |
| VDP | Visual descend point |
| VER | Vertical |
| VET | Veterinary |
| 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 | Vertical navigation (to be pronounced VEE-NAV)(++) |
| VOL... | Volume (followed by I, II...) |
| 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 |
| VPT | Visual manoeuvre with prescribed track |
| 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 | Width or wide |
| W | Significant Weather Chart |
| W | Sea-surface temperature (followed by figures in METAR/SPECI) |
| 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 |
| WINTeM | Forecast upper wind and temperature for aviation |
| 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 |
| WXR | Weather radar |

X

| | |
|------|--|
| X | Cross |
| 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) |
|---|---|