

**GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS**

A		ADS	The address (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)
A	Amber		
AAA	(Or AAB, AAC . . . etc., in sequence) Amended meteorological message (Message type designator)		
A/A	Air-to-air	ADS-B	Automatic dependent surveillance — broadcast
AAD	Assigned altitude deviation		
AAIM	Aircraft autonomous integrity monitoring	ADS-C	Automatic dependent surveillance — contract
AAL	Above aerodrome level	ADSU	Automatic dependent surveillance unit
ABI	Advance boundary information	ADVS	Advisory service
ABM	Abeam	ADZ	Advise
ABN	Aerodrome beacon	AES	Aircraft earth station
ABT	About	AFIL	Flight plan filed in the air
ABV	Above	AFIS	Aerodrome flight information service
AC	Altocumulus	AFM	Yes, or affirm or affirmative or that is correct
A/C*	From		
ACARS	(To be pronounced “AY-CARS”) Aircraft communication addressing and reporting system	AFS	Aeronautical fixed service
		AFT	After . . . (time or place)
		AFTN	Aeronautical fixed telecommunication network
ACAS	Airborne collision avoidance system		
ACC	Area control center or	A/G	Air-to-ground
ACCID	Notification of an aircraft accident	AGA	Aerodromes, air routes and ground aids
ACFT	Aircraft		
ACK	Acknowledge	AGL	Above ground level
ACL	Altimeter check location	AGN	Again
ACN	Aircraft classification number	AIC	Aeronautical information circular
ACP	Acceptance (message type designator)	AIDC	Air traffic services interfacility data communications
ACPT	Accept or accepted		
ACT	Active or activated or activity	AIP	Aeronautical information publication
AD	Aerodrome	AIRAC	Aeronautical information regulation and control
ADA	Advisory area		
ADC	Aerodrome chart	AIREP	Air-report
ADDN	Addition or additional	AIRMET	Information concerning en-route weather phenomena which may affect the safety of low-level aircraft operations
ADF	Automatic direction-finding equipment		
ADIZ	(To be pronounced “AY-DIZ”) Air defense identification zone	AIS	Aeronautical information services
ADJ	Adjacent	ALA	Alighting area
ADO	Aerodrome office (specify service)		
ADR	Advisory route		

ALERFA	Alert phase	ARS	Special air-report (message type designator)
ALR	Alerting (message type designator)		
ALRS	Alerting service	ARST	Arresting (specify (part of) aircraft arresting equipment)
ALS	Approach lighting system		
ALT	Altitude	AS	Altostratus
ALTN	Alternate or alternating (light alternates in color)	ASC	Ascend to or ascending to
		ASDA	Accelerate-stop distance available
ALTN	Alternate (aerodrome)	ASE	Altimetry system error
AMA	Area minimum altitude	ASHTAM	Special series 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
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	ASPH	Asphalt
AMSS	Aeronautical mobile satellite service	AT	At (followed by time at which weather change is forecast to occur)
ANC	Aeronautical chart — 1:500 000 (Followed by name/title)	ATA	Actual time of arrival
ANCS	Aeronautical navigation chart — small scale (followed by name/title and scale)	ATC	Air traffic control (in general)
		ATCSMAC	Air traffic control surveillance minimum altitude chart (followed by name/title)
ANS	Answer		
AOC	Aerodrome obstacle chart (followed by type and name/title)	ATD	Actual time of departure
		ATFM	Air traffic flow management
AP	Airport	ATIS	Automatic terminal information service
APAPI	(to be pronounced “AY-PAPI”) Abbreviated precision approach path indicator	ATM	Air traffic management
		ATN	Aeronautical telecommunication network
APCH	Approach	ATP	At . . . (time or place)
APDC	Aircraft parking/docking chart (Followed by name/title)	ATS	Air traffic services
APN	Apron	ATTN	Attention
APP	Approach control office or approach control or approach control service	AT-VASIS	(To be pronounced “AY-TEE-VASIS”) Abbreviated T visual approach slope indicator system
APR	April		
APRX	Approximate or approximately	ATZ	Aerodrome traffic zone
APSG	After passing	AUG	August
APV	Approve or approved or approval	AUTH	Authorized or authorization
AR*	Arab	AUW	All up weight
ARC	Area chart	AUX	Auxiliary
ARNG	Arrange	AVBL	Available or availability
ARO	Air traffic services reporting office	AVG	Average
ARP	Aerodrome reference point	AVGAS	Aviation gasoline
ARP	Air-report (message type designator)	AWTA	Advise at what time able
ARQ	Automatic error correction	AWY	Airway
ARR	Arrival (message type designator)	AZM	Azimuth
ARR	Arrive or arrival		

B		CB	(To be pronounced "CEE BEE")
B	Blue		Cumulonimbus
BA	Braking action	CC	Cirrocumulus
BARO-VNAV	(To be pronounced "BAA-RO-VEE-NAV") Barometric vertical navigation	CCA	(Or CCB, CCC . . . etc., in sequence) Corrected meteorological message (Message type designator)
BASE	Cloud base	CD	Candela
BCFG	Fog patches	CDN	Coordination (message type designator)
BCN	Beacon (aeronautical ground light)	CF	Change frequency to . . .
BCST	Broadcast	CF	Course to a fix
BDRY	Boundary	CFM	Confirm or I confirm (to be used in AFS as a procedure signal)
BECMG	Becoming	CGL	Circling guidance light(s)
BI*	Low light intensity	CH	Channel
BIA*	Aeronautical Information Office	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 (to be used in AFS as a procedure signal)
BIV*	Flight information Office		
BFR	Before		
BKN	Broken		
BL	Blowing (followed by DU = dust, SA = sand or SN = snow)		
BLDG	Building		
BLO	Below clouds		
BLW. . .	Below . . .	CHEM	Chemical
BOMB	Bombing	CHG	Modification (message type designator)
BP*	P. O. Box		
BR	Mist	CI	Cirrus
BRF	Short (used to indicate the type of approach desired or required)	CIDIN	Common ICAO data interchange network
BRG	Bearing	CIT	Near or over large towns
BRKG	Braking	CIV	Civil
BS	Commercial broadcasting station	CK	Check
BTL	Between layers	CL	Centre line
BTN	Between	CLA	Clear type of ice formation
BUFR	Binary universal form for the representation of meteorological data	CLBR	Calibration
C		CLD	Cloud
. . . C	Centre (preceded by runway designation number to identify a parallel runway)	CLG	Calling
C	Degrees Celsius (Centigrade)	CLIMB-OUT	Climb-out area
CA	Course to an altitude	CLR	Clear(s) or cleared to . . . or clearance
CAT	Category	CLRD	Runway(s) cleared (used in METAR/SPECI)
CAT	Clear air turbulence	CLSD	Close or closed or closing
CAVOK†	(to be pronounced "KAV-OH-KAY") Visibility, cloud and present weather better than prescribed values or conditions	CM	Centimeter
		CMB	Climb to or climbing to

CMPL	Completion or completed or complete	D-ATIS	(to be pronounced "DEE-ATIS") Data link automatic terminal information service
CNL	Flight plan cancellation (message type	DCD	Double channel duplex
CNS	Communications, navigation and	DCKG	Docking
COM	Communications	DCP	Datum crossing point
COND	Condition	DCPC	Direct controller-pilot communications
CONS	Continuous		
CONST	Construction or constructed	DCS	Double channel simplex
CONT	Continue(s) or continued	DCT	Direct (in relation to flight plan clearances and type of approach)
COORD	Coordinates		
COP	Change-over point	DE	From (used to precede the call sign of the calling station) (to be used in AFS as a procedure signal)
COR	Correct or correction or corrected (Used to indicate corrected meteorological message; message type designator)	DEC*	Declination
		DEC	December
		DENA*	Direction of Exploitation of Air Navigation
		DEG	Degrees
COT	At the coast	DEP	Depart or departure
COV	Cover or covered or covering	DEP	Departure (message type designator)
CPDLC	Controller-pilot data link communication	DEPO	Deposition
		DER	Departure end of the runway
CRC	Cyclic redundancy check	DES	Descend to or descending to
CRM	Collision risk model	DEST	Destination
CRZ	Cruise	DETRESFA	Distress phase
CS	Call sign	DEV	Deviation or deviating
CS	Cirrostratus	DF	Direction finding
CTA	Control area	DFDR	Digital flight data recorder
CTAM	Climb to and maintain	DFTI	Distance from touchdown indicator
CTC	Contact	DG*	General direction
CTL	Control	DH	Decision height
CTN	Caution	DIF	Diffuse
CTR	Control zone	DIST	Distance
CU	Cumulus	DIV	Divert or diverting
CUF	Cumuliform	DLA	Delay or delayed
CUST	Customs	DLA	Delay (message type designator)
CVR	Cockpit voice recorder	DLIC	Data link initiation capability
CW	Continuous wave	DLY	Daily
CWY	Clearway	DME	Distance measuring equipment
D		DNG	Danger or dangerous
D*	Dinar	DOM	Domestic
D	Downward (tendency in RVR during previous 10 minutes)	DP	Dew point temperature
D . . .	Danger area (followed by identification)		
DAM*	Aeronautics and Meteorology Directorate		
DA	Decision altitude		

DPT	Depth	EMERG	Emergency
DR	Dead reckoning	END	Stop-end (related to RVR)
DR . . .	Low drifting (followed by DU = dust, SA = sand or SN = snow)	ENE	East-north-east
DRG	During	ENNA*	National Establishment of Air Navigation
DS	Dust storm	ENG	Engine
DSB	Double sideband	ENR	En route
DTAM	Descend to and maintain	ENRC . . .	En route chart (followed by name/title)
DTG	Date-time group	ENTV	National Television Company
DTHR	Displaced runway threshold	EOBT	Estimated off-block time
DTRT	Deteriorate or deteriorating	EQPT	Equipment
DTW	Dual tandem wheels	ER	Here . . . or herewith
DU	Dust	ESE	East-southeast
DUC	Dense upper cloud	ESN	gasoline
DUPE	This is a duplicate message (to be used in AFS as a procedure signal)	EST	Estimate or estimated or estimation (Message type designator)
DUR	Duration	ETA	Estimated time of arrival or estimating arrival
D-VOLMET	Data link VOLMET	ETD	Estimated time of departure or estimating departure
DVOR	Doppler VOR	ETO	Estimated time over significant point
DW	Dual wheels	EUR RODEX	European regional OPMET data exchange
DZ	Drizzle	EV	Every
E		EVS	Enhanced vision system
E	East or eastern longitude	EXC	Except
EAT	Expected approach time	EXER	Exercises or exercising or to exercise
EB	Eastbound	EXP	Expect or expected or expecting
EDA	Elevation differential area	EXTD	Extend or extending
EEE	Error (to be used in AFS as a procedure signal)	F	Fixed
EET	Estimated elapsed time	F	Fixed
EFC	Expect further clearance	F*	Marine lighthouse
EFIS	(To be pronounced "EE-FIS") Electronic flight instrument system	FA	Course from a fix to an altitude
EGNOS	(To be pronounced "EGG-NOS") European geostationary navigation overlay service	FAC	Facilities
EHF	Extremely high frequency [30 000 to 300 000 MHz]	FAF	Final approach fix
ELBA	Emergency location beacon — aircraft	FAL	Facilitation of international air transport
ELEV	Elevation	FAP	Final approach point
ELR	Extra-long range	FAS	Final approach segment
ELT	Emergency locator transmitter	FATO	Final approach and take-off area
EM	Emission	FAX	Facsimile transmission
EMBD	Embedded in a layer (to indicate cumulonimbus embedded in layers of other clouds)	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 waterspout)	FT	Feet (dimensional unit)
FCST	Forecast	FTE	Flight technical error
FCT	Friction coefficient	FTP	Fictitious threshold point
FDPS	Flight data processing system	FTT	Flight technical tolerance
FEB	February	FU	Smoke
FEW	Few	FZ	Freezing
FG	Fog	FZDZ	Freezing drizzle
FIC	Flight information center	FZFG	Freezing fog
FIR	Flight information region	FZRA	Freezing rain
FIS	Flight information service	G	
FISA	Automated flight information service	G	Green
FL	Flight level	G . . .	Variations from the mean wind speed (gusts) (followed by figures in METAR/SPECI and TAF)
FLD	Field		
FLG	Flashing		
FLR	Flares	GA	Go ahead, resume sending (to be used in AFS as a procedure signal)
FLT	Flight		
FLTCK	Flight check	G/A	Ground-to-air
FLUC	Fluctuating or fluctuation or fluctuated	G/A/G	Ground-to-air and air-to-ground
		GAGAN	GPS and geostationary earth orbit augmented navigation
FLW	Follow(s) or following		
FLY	Fly or flying	GAIN	Airspeed or headwind gain
FM	Course from a fix to manual termination (used in navigation database coding)	GAMET	Area forecast for low-level flights
		GARP	GBAS azimuth reference point
		GBAS	(To be pronounced "GEE-BAS")
FM	From		Ground-based augmentation system
FM . . .	From (followed by time weather change is forecast to begin)	GCA	Ground controlled approach system or ground controlled approach
FMC	Flight management computer		
FMS	Flight management system	GEN	General
FMU	Flow management unit	GEO	Geographic or true
FNA	Final approach	GES	Ground earth station
FPAP	Flight path alignment point	GLD	Glider
FPL	Filed flight plan (message type designator)	GLONASS†	(To be pronounced "GLO-NAS") Global orbiting navigation satellite system
FPM	Feet per minute		
FPR	Flight plan route	GLS	GBAS landing system
FR*	French	GMC . . .	Ground movement chart (followed by name/title)
FR	Fuel remaining		
FREQ	Frequency	GND	Ground
FRI	Friday	GNDCK	Ground check
FRNG	Firing	GNSS	Global navigation satellite system
FRONT	Front (relating to weather)	GP	Glide path
FROST	Frost (used in aerodrome warnings)	GPA	Glide path angle
FRQ	Frequent		
FSL	Full stop landing		
FSS	Flight service station		
FST	First		

GPIP	Glide path intercept point	HVDF	High and very high frequency direction-finding stations (at the same location)
GPS	Global positioning system		
GPWS	Ground proximity warning system	HVY	Heavy
GR	Hail	HVY	Heavy (used to indicate the intensity of weather phenomena, e.g. HVY RA = heavy rain)
GRAS	(To be pronounced "GRASS") Ground-based regional augmentation system	HX	No specific working hours
GRASS	Grass landing area	HYR	Higher
GRIB	Processed meteorological data in the form of grid point values expressed in binary form (Meteorological code)	HZ	Haze
		HZ	Hertz (cycle per second)
		I	
GRVL	Gravel	IAC . . .	Instrument approach chart (followed by name/title)
GS	Ground speed		
GS	Small hail and/or snow pellets	IAF	Initial approach fix
GUND	Geoid undulation	IAO	In and out of clouds
H		IAP	Instrument approach procedure
H	High pressure area or the center of high pressure	IAR	Intersection of air routes
H24	Continuous day and night service	IAS	Indicated airspeed
HA	Holding/racetrack to an altitude	IBN	Identification beacon
HAPI	Helicopter approach path indicator	IC	Ice crystals (very small ice crystals in suspension, also known as diamond dust)
HBN	Hazard beacon		
HDF	High frequency direction-finding station	ICE	Icing
HDG	Heading	ID	Identifier or identify
HEL	Helicopter	IDENT	Identification
HF	High frequency [3 000 to 30 000 kHz]	IF	Intermediate approach fix
HF	Holding/racetrack to a fix	IFF	Identification friend/foe
HGT	Height or height above	IFR	Instrument flight rules
HH*	All hours synoptic (0000,0300,0600 etc ..... ) and minute after hour	IGA	International general aviation
HJ	Sunrise to sunset		
HLDG	Holding	ILS	Instrument landing system
HM	Holding/racetrack to a manual termination	IM	Inner marker
HN*	Night service	IMC	Instrument meteorological conditions
HN	Sunset to sunrise	IMG	Immigration
HO	Service available to meet operational requirements	IMI	Interrogation sign (question mark) (to be used in AFS as a procedure signal)
HOL	Holiday	IMPR	Improve or improving
HOSP	Hospital aircraft	IMT	Immediate or immediately
HPA	Hectopascal	INA	Initial approach
HR	Hours	INBD	Inbound
HS	Service available during hours of scheduled operations	INC	In cloud
HUD	Head-up display	INCERFA	Uncertainty phase
		INF*	inferior
		INFO	Information
HURCN	Hurricane	INOP	Inoperative

INP	If not possible	LCA	Local or locally or location or located
INPR	In progress	LDA	Landing distance available
INS	Inertial navigation system	LDAH	Landing distance available, helicopter
INSTL	Install or installed or installation	LDG	Landing
INSTR	Instrument	LDI	Landing direction indicator
INT	Intersection	LEN	Length
INTL	International	LF	Low frequency [30 to 300 kHz]
INTRG	Interrogator	LGT	Light or lighting
INTRP	Interrupt or interruption or interrupted	LGTD	Lighted
INTSF	Intensify or intensifying	LIH	Light intensity high
INTST	Intensity	LIL	Light intensity low
IR	Ice on runway	LIM	Light intensity medium
IRS	Inertial reference system	LINE	Line (used in SIGMET)
ISA	International standard atmosphere	LM	Locator, middle
ISB	Independent sideband	LMM*	Radio Beacon and Outdoor Radio Beacon at the same location
ISOL	Isolated	LMT	Local mean time
J		LNAV†	(To be pronounced "EL-NAV") Lateral navigation
JAA	Joint Aviation Authorities		
JAN	January	LNG	Long (used to indicate the type of approach desired or required)
JET	Kerosene		
JORA*	Official Journal of the Republic Algerian	LO	Locator, outer
JF*	public holiday	LOC	Localizer
JTST	Jet stream	LONG	Longitude
JUL	July	LORAN	LORAN (long range air navigation system)
JUN	June	LFT*	See TEL
K		LOSS	Airspeed or headwind loss
KG	Kilograms	LPV	Localizer performance with vertical guidance
KHZ	Kilohertz		
KIAS	Knots indicated airspeed	LR	The last message received by me was. (to be used in AFS as a procedure signal)
KM	Kilometers		
KMH	Kilometers per hour	LRG	Long range
KPA	Kilopascal	LS	The last message sent by me was . . . or Last message was . . . (to be used in AFS as a procedure signal)
KT	Knots		
KW	Kilowatts	LTD	Limited
L		LTP	Landing threshold point
. . . L	Left (preceded by runway designation number to identify a parallel runway)	LTT	Landline teletypewriter
L	Locator (see LM, LO)	LV	Light and variable (relating to wind)
L	Low pressure area or the center of low pressure	LVE	Leave or leaving
LAM	Logical acknowledgement (message type designator)	LVL	Level
LAN	Inland	LVP	Low visibility procedures
LAT	Latitude	LYR	Layer or layered



M		MIN	Minutes
. . . M	Meters (preceded by figures)	MIS	Missing . . . (transmission identification) (To be used in AFS as a procedure signal)
M . . .	Mach number (followed by figures)	MKR	Marker radio beacon
M . . .	Minimum value of runway visual range (Followed by figures in METAR/SPECI)	MLS‡	Microwave landing system
MAA	Maximum authorized altitude	MM	Middle marker
MAG	Magnetic	MNM	Minimum
MAHF	Missed approach holding fix	MNPS	Minimum navigation performance specifications
MAINT	Maintenance	MNT	Monitor or monitoring or monitored
MAP	Aeronautical maps and charts	MNTN	Maintain
MAPT	Missed approach point	MOA	Military operating area
MAR	At sea	MOC	Minimum obstacle clearance (required)
MAR	March	MOCA	Minimum obstacle clearance altitude
MAS	Manual AI simplex	MOD	Moderate (used to indicate the intensity of weather phenomena, interference or static reports, e.g. MODRA = moderate rain)
MATF	Missed approach turning fix		
MAX	Maximum		
MAY	May	MON	Above mountains
MBST	Microburst	MMO*	Main Meteorological Center
MCA	Minimum crossing altitude	MON	Monday
MCW	Modulated continuous wave	MOPS	Minimum operational performance standards
MDA	Minimum descent altitude	MOV	Move or moving or movement
MDF	Medium frequency direction-finding station	MPS	Meters per second
MDH	Minimum descent height	MRA	Minimum reception altitude
MEA	Minimum en-route altitude	MRG	Medium range
MEHT	Minimum eye height over threshold (for visual approach slope indicator systems)	MRP	ATS/MET reporting point
MET†	Meteorological or meteorology	MS	Minus
METAR†	Aerodrome routine meteorological report (In meteorological code)	MSA	Minimum sector altitude
MET	Meteorological or meteorology	MSAS†	(To be pronounced “EM-SAS”) Multi- functional transport satellite (MTSAT) satellite-based augmentation system
REPORT	Local routine meteorological report (in abbreviated plain language)	MSAW	Minimum safe altitude warning
MF	Medium frequency [300 to 3 000 kHz]	MSG	Message
MHDF	Medium and high frequency direction- finding stations (at the same location)	MSL	Mean sea level
MHVDF	Medium, high and very high frequency direction-finding stations (at the same location)	MSR	Message . . . (transmission identification) has been misrouted (to be used in AFS as a procedure signal)
MHZ	Megahertz	MSSR	Monopulse secondary surveillance radar
MIA*	Aeronautical Information Manual	MT	Mountain
MID	Mid-point (related to RVR)	MTU	Metric units
MIFG	Shallow fog	MTW	Mountain waves
MIL	Military	MVDF	Medium and very high frequency direction - finding stations (at the same location)

MWO	Meteorological watch office	NOV	November
MX	Mixed type of ice formation (white and clear)	NOZ	Normal operating zone
N		NPA	Non-precision approach
N	No distinct tendency (in RVR during previous 10 minutes)	NR	Number
N	North or northern latitude	NRH	No reply heard
NADP	Noise abatement departure procedure	NS	Nimbostratus
NAFTAL*	National hydrocarbon trading company	NSC	Nil significant cloud
NASC	National AIS system center	NSE	Navigation system error
NAT	North Atlantic	NSW	Nil significant weather
NAV	Navigation	NTL	National
NB	Northbound	NTZ	No transgression zone
NBFR	Not before	NW	North-west
NC	No change	NWB	North-westbound
NCD	No cloud detected (used in automated METAR/SPECI)	NXT	Next
NDB	Non-directional radio beacon	O	
NDV	No directional variations available (used in automated METAR/SPECI)	OAC	Oceanic area control center
NE	North-east	OAS	Obstacle assessment surface
NEB	North-eastbound	OBS	Observe or observed or observation
NEG	No or negative or permission not granted or that is not correct	OBSC	Obscure or obscured or obscuring
NGT	Night	OBST	Obstacle
NIL	None or I have nothing to send to you	OCA	Obstacle clearance altitude
NM	Nautical miles	OCA	Oceanic control area
NML	Normal	OCC	Oculting (light)
NN	No name, unnamed	OCH	Obstacle clearance height
NNE	North-north-east	OCNL	Occasional or occasionally
NNW	North-north-west	OCS	Obstacle clearance surface
NO	No (negative) (to be used in AFS as a procedure signal)	OCT	October
NOF	International NOTAM office	OFZ	Obstacle free zone
NOSIG	No significant change (used in trend-type landing forecasts)	OGN	Originate (to be used in AFS as a procedure signal)
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	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	PLN	Flight plan
OM	Outer marker	PLVL	Present level
ONM*	National weather center	PN	Prior notice required
OPA	Opaque, white type of ice formation	PNR	Point of no return
OPC	Control indicated is operational control	PO	Dust/sand whirls (dust devils)
OPMET	Operational meteorological (information)	POB	Persons on board
OPN	Open or opening or opened	POSS	Possible
OPR	Operator or operate or operative or operating or operational	PPI	Plan position indicator
OPSt	Operations	PPR	Prior permission required
O/R	On request	PPSN	Present position
ORD	Order	PRFG	Aerodrome partially covered by fog
OSV	Ocean station vessel	PRI	Primary
OTP	On top	PRKG	Parking
OTS	Organized track system	PROB†	Probability
OUBD	Outbound	PROC	Procedure
OVC	Overcast	PROV	Provisional
P		PRP	Point-in-space reference point
P . . .	Maximum value of wind speed or runway visual range (followed by figures in METAR/SPECI and TAF)	PS	Plus
P . . .	Prohibited area (followed by identification)	PSG	Passing
PA	Precision approach	PSN	Position
PALS	Precision approach lighting system (Specify category)	PSP	Pierced steel plank
PANS	Procedures for air navigation services	PSR‡	Primary surveillance radar
PAPI	Precision approach path indicator	PSYS	Pressure system(s)
PAR	Precision approach radar	PTN	Procedure turn
PARL	Parallel	PTS	Polar track structure
PATC . . .	Precision approach terrain chart (followed by name/title)	PWR	Power
PAX	Passenger(s)	Q	
PB*	See CONC	QD	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)
P/B*	Lighthouse service and beacon	QDM	Magnetic heading (zero wind)
PBN	Performance-based navigation	QDR	Magnetic bearing
PCD	Proceed or proceeding	QFE	Atmospheric pressure at aerodrome elevation (or at runway threshold)
PCL	Pilot-controlled lighting	QFU	Magnetic orientation of runway
PCN	Pavement classification number	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)
PDC	Pre-departure clearance	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)
PDG	Procedure design gradient		
PER	Performance		
PERM	Permanent		
PIB	Pre-flight information bulletin		
PJE	Parachute jumping exercise		
PL	Ice pellets		
PLA	Practice low approach		

QNH	Altimeter sub-scale setting to obtain elevation when on the ground	RCC	Rescue coordination center
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)	RCF	Radiocommunication failure (message type designator)
QTA	Shall I cancel telegram number . . .? or Cancel telegram number . . . (to be used in AFS as a Q Code)	RCH	Reach or reaching
QTE	True bearing	RCL	Runway center line
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 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)	RCLL	Runway center line light(s)
QUAD	Quadrant	RCLR	Re-cleared
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)	RCP	Required communication performance
R		RDH	Reference datum height
. . . R	Right (preceded by runway designation number to identify a parallel runway)	RDL	Radial
R	Rate of turn	RDO	Radio
R	Red	RE	Recent (used to qualify weather phenomena, e.g. RERA = recent rain)
R . . .	Restricted area (followed by identification)	REC	Receive or receiver
R . . .	Runway (followed by figures in METAR/SPECI)	REDL	Runway edge light(s)
R	Received (acknowledgement of receipt) (to be used in AFS as a procedure signal)	REF	Reference to . . . or refer to . . .
RA	Rain	REG	Registration
RA	Resolution advisory	RENL	Runway end light(s)
RAC	Rules of the air and air traffic services	REP	Report or reporting or reporting point
RAG	Ragged	REQ	Request or requested
RAG	Runway arresting gear	RERTE	Re-route
RAI	Runway alignment indicator	RESA	Runway end safety area
RAIM	Receiver autonomous integrity monitoring	RF	Constant radius arc to a fix
RASC	Regional AIS system center	RG	Range (lights)
RASS	Remote altimeter setting source	RHC	Right-hand circuit
RB	Rescue boat	RIF	Reclearance in flight
RCA	Reach cruising altitude	RIME	Rime (used in aerodrome warnings)
		RITE	Right (direction of turn)
		RL	Report leaving
		RLA	Relay to
		RLCE	Request level change en route
		RLLS	Runway lead-in lighting system
		RLNA	Request level not available
		RMK	Remark
		RNAV	(To be pronounced "AR-NAV") Area navigation
		RNG	Radio range
		RNP	Required navigation performance
		ROBEX	Regional OPMET bulletin exchange (scheme)
		ROC	Rate of climb
		ROD	Rate of descent
		RON	Receiving only
		RPDS	Reference path data selector

RPI	Radar position indicator	S	
RPL	Repetitive flight plan	S	South or southern latitude
RPLC	Replace or replaced	S . . .	State of the sea (followed by figures in METAR/SPECI)
RPS	Radar position symbol		
RPT	Repeat or I repeat (to be used in AFS as a procedure signal)	SA	Sand
RQ	Request (to be used in AFS as a procedure signal)	SALS	Simple approach lighting system
RQMNTS	Requirements	SAN	Sanitary
RQP	Request flight plan (message type designator)	SAP	As soon as possible
RQS	Request supplementary flight plan (Message type designator)	SAR	Search and rescue
RR	Report reaching	SARPS	Standards and Recommended Practices [ICAO]
RRA	(Or RRB, RRC . . . etc., in sequence) Delayed meteorological message (Message type designator)	SAT	Saturday
RSC	Rescue sub-center	SATCOM	Satellite communication
RSCD	Runway surface condition	SB	Southbound
RSFTA	See AFTN	SBAS	(To be pronounced "ESS-BAS") Satellite-based augmentation system
RSP	Responder beacon	SC	Stratocumulus
RSR	En-route surveillance radar	SCT	Scattered
RSS	Root sum square	SD	Standard deviation
RTD	Delayed (used to indicate delayed meteorological message; message type designator)	SDBY	Stand by
RTE	Route	SDF	Step down fix
RTF	Radiotelephone	SE	South-east
RTG	Radiotelegraph	SEA	Sea (used in connection with sea-surface temperature and state of the sea)
RTHL	Runway threshold light(s)	SEB	South-eastbound
RTN	Return or returned or returning	SEC	Seconds
RTODAH	Rejected take-off distance available, helicopter	SECN	Section
RTS	Return to service	SECT	Sector
RTT	Radioteletypewriter	SELCAL	Selective calling system
RTZL	Runway touchdown zone light(s)	SEP	September
RUT	Standard regional route transmitting frequencies	SER	Service or servicing or served
RV	Rescue vessel	SEV	Severe (used e.g. to qualify icing and turbulence reports)
RVR	Runway visual range	SFC	Surface
RVSM	Reduced vertical separation minimum (300 m (1 000 ft)) between FL 290 and FL 410	SG	Snow grains
RVT*	Refueling	SGL	Signal
RWY	Runway	SH . . .	Shower (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)
		SHF	Super high frequency [3 000 to 30 000 MHz]
		SI	International system of units
		SID	Standard instrument departure

SIF	Selective identification feature	SSW	South-south-west
SIG	Significant	ST	Stratus
SIGMET	Information concerning en-route weather phenomena which may affect the safety of aircraft operations	STA	Straight-in approach
		STAR	Standard instrument arrival
		STD	Standard
SIMUL	Simultaneous or simultaneously	STF	Stratiform
SIWL	Single isolated wheel load	STN	Station
SKED	Schedule or scheduled	STNR	Stationary
SLP	Speed limiting point	STOL	Short take-off and landing
SLW	Slow	STS	Status
SMC	Surface movement control	STWL	Stopway light(s)
SMR	Surface movement radar	SUBJ	Subject to
SN	Snow	SUN	Sunday
SNOCLO	Aerodrome closed due to snow (used in METAR/SPECI)	SUP	Supplement (AIP Supplement)
		SUPPS	Regional supplementary procedures
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	SVC	Service message
		SVCBL	Serviceable
		SW	South-west
		SWB	South-westbound
		SWY	Stopway
		T	
SOC	Start of climb	T*	Tone
SPECI	Aerodrome special meteorological report (In meteorological code)	T	Temperature
		. . . T	True (preceded by a bearing to indicate reference to True North)
SPECIAL	Local special meteorological report (In abbreviated plain language)	TA	Traffic advisory
SPI	Special position indicator	TA	Transition altitude
SPL	Supplementary flight plan (message type designator)	TAA	Terminal arrival altitude
		TACAN	UHF tactical air navigation aid
SPOC	SAR point of contact	TAF	Aerodrome forecast (in meteorological code)
SPOT	Spot wind	TA/H	Turn at an altitude/height
SQ	Squall	TAIL	Tail wind
SQL	Squall line	TAR	Terminal area surveillance radar
SR	Sunrise	TAS	True airspeed
SRA	Surveillance radar approach	TAX	Taxiing or taxi
SRE	Surveillance radar element of precision approach radar system	T/B*	Tones per truck
		TBF*	Tribumoluo
SRG	Short range	TC	Tropical cyclone
SRR	Search and rescue region	TCAC	Tropical cyclone advisory center
SRY	Secondary	TCAS RA	(To be pronounced "TEE-CAS-AR-AY")
SS	Sandstorm		Traffic alert and collision avoidance system resolution advisory
SS	Sunset		
SSB	Single sideband	TCH	Threshold crossing height
SSE	South-south-east	TCU	Towering cumulus
SSLI	Rescue and Fire Fighting Service		
SSR	Secondary surveillance radar	TDO	Tornado
SST	Supersonic transport		

TDZ	Touchdown zone	TUE	Tuesday
TECR	Technical reason	TURB	Turbulence
TEL	Telephone	T-VASIS	(To be pronounced "TEE-VASIS") T visual approach slope indicator system
TEMPO	Temporary or temporarily	TVOR	Terminal VOR
TF	Track to fix	TWR	Aerodrome control tower or aerodrome control
TFC	Traffic	TWY	Taxiway
TGL	Touch-and-go landing	TWYL	Taxiway-link
TGS	Taxiing guidance system	TX . . .	Maximum temperature (followed by figures in TAF)
THR	Threshold	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)
THRU	Through	TYP	Type of aircraft
THU	Thursday	TYPH	Typhoon
TIBA	Traffic information broadcast by aircraft	U	
TIL	Until	U	Upward (tendency in RVR during previous 10 minutes)
TIP	Until past . . . (place)	UA	Unmanned aircraft
TKOF	Take-off	UAB . . .	Until advised by . . .
TL . . .	Till (followed by time by which weather change is forecast to end)	UAC	Upper area control center
TLOF	Touchdown and lift-off area	UAR	Upper air route
TMA	Terminal control area	UAS	Unmanned aircraft system
TN . . .	Minimum temperature (followed by figures in TAF)	UDF	Ultra-high frequency direction-finding station
TNA	Turn altitude	UFN	Until further notice
TNH	Turn height	UHDT	Unable higher due traffic
TO . . .	To . . . (place)	UHF	Ultra-high frequency [300 to 3 000 MHz]
TOC	Top of climb	UIC	Upper information center
TODA	Take-off distance available	UIR	Upper flight information region
TODAH	Take-off distance available, helicopter	ULR	Ultra-long range
TOP	Cloud top	UNA	Unable
TORA	Take-off run available	UNAP	Unable to approve
TOX	Toxic	UNL	Unlimited
TP	Turning point	UNREL	Unreliable
TR	Track	UP	Unidentified precipitation (used in automated METAR/SPECI)
TRA	Temporary reserved airspace	U/S	Unserviceable
TRANS	Transmits or transmitter	UTA	Upper control area
TREND	Trend forecast	UTC	Coordinated Universal Time
TRL	Transition level	V	
TROP	Tropopause	. . . V . . .	Variations from the mean wind direction (Preceded and followed by figures in METAR/SPECI, e.g. 350V070)
TS	Thunderstorm (in aerodrome reports and forecasts, TS used alone means thunder heard but no precipitation at the aerodrome)	VA	Heading to an altitude
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)		
TSA	Temporary Segregated Area		
TSUNAMI	Tsunami (used in aerodrome warnings)		
TT	Teletypewriter		

VA	Volcanic ash	W . . .	Sea-surface temperature (followed by figures in METAR/SPECI)
VAAC	Volcanic ash advisory center		
VAC . . .	Visual approach chart (followed by name/title)	WAAS†	Wide area augmentation system
VAL	In valleys	WAC . . .	World Aeronautical Chart — ICAO 1:1 000 000 (followed by name/title)
VAN	Runway control van		
VAR	Magnetic variation	W AFC	World area forecast center
VAR	Visual-aural radio range	WB	Westbound
VASIS	Visual approach slope indicator systems	WBAR	Wing bar lights
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 = dust storm, SS = sandstorm, TS = thunderstorm or VA = volcanic ash, e.g. VCFG = vicinity fog)	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
VCY	Vicinity		
VDF	Very high frequency direction-finding station	WILCO	Will comply
VER	Vertical	WIND	Wind
VFR‡	Visual flight rules	WIP	Work in progress
VHF‡	Very high frequency [30 to 300 MHz]	WKN	Weaken or weakening
VI	Heading to an intercept	WNW	West-north-west
VIP‡	Very important person	WO	Without
VIS	Visibility	WPT	Waypoint
VLF	Very low frequency [3 to 30 kHz]	WRNG	Warning
VLR	Very long range	WS	Wind shear
VM	Heading to a manual termination	WSPD	Wind speed
VMC	Visual meteorological conditions	WSW	West-south-west
VNAV	(To be pronounced “VEE-NAV”) Vertical navigation	WT	Weight
		WTSPT	Waterspout
VOLMET	Meteorological information for aircraft in flight	WWW	Worldwide web
		WX	Weather
VOR	VHF omnidirectional radio range	X	
VORTAC	VOR and TACAN combination	X	Cross
VOT	VOR airborne equipment test facility	XBAR	Crossbar (of approach lighting system)
VPA	Vertical path angle	XNG	Crossing
VPT	Visual manoeuvring with prescribed track	XS	Atmospherics
VRB	Variable	Y	
VSA	By visual reference to the ground	Y	Yellow
VSP	Vertical speed	YCZ	Yellow caution zone (runway lighting)
VTF	Vector to final	YES	Yes (affirmative) (to be used in AFS as a procedure signal)
VTOL	Vertical take-off and landing		
VV . . .	Vertical visibility (followed by figures in METAR/SPECI and TAF)	YR	Your
		Z	
W		Z	Coordinated Universal Time (in meteorological messages)
W	West or western longitude		
W	White		