## GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

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

		A	ADS-C	Automatic dependent surveil-
	A	Amber	ADS C	lance – contract
	AAA	(or AAB, AAC etc in sequence)	ADSU	Automatic dependent surveillance
	7 17 17 1	Amended meteorological message	прве	unit
		(message type designator)	ADVS	Advisory service
	A/A	Air-to-air	ADZ	Advise
	AAD	Assigned altitude deviation	AES	Aircraft earth station
	AAIM	Aircraft autonomous integrity moni-	AFIL	Flight plan filed in the air
	7 17 11111	toring	AFIS	Aerodrome flight information service
	AAL	Above aerodrome level	AFM	Yes <i>or</i> affirm <i>or</i> affirmative <i>or</i> that is
	ABI	Advance boundary information	711 141	correct
	ABM	Abeam	AFS	Aeronautical fixed service
	ABN	Aerodrome beacon	AFT	After (time or place)
	ABT	About	AFTN	Aeronautical fixed Telecommunica-
	ABV	Above	7 II IIV	tion network
	AC	Altocumulus	A/G	Air-to-ground
	ACARS	(to be pronounced "AY-CARS")	AGA	Aerodromes, air routes and ground
	Herms	Aircraft communication addressing	71071	aids
		and reporting system	AGL	Above ground level
	ACAS	Airborne collision avoidance system	AGN	Again
	ACC	Area control centre or area control	AIC	Aeronautical information circular
	ACCID	Notification of an aircraft accident	AIDC	Air traffic services inter-facility data
	ACFT	Aircraft	AIDC	communication
	ACK	Acknowledge	AIP	Aeronautical information publica-
	ACL	Altimeter check location	All	tion
	ACN	Aircraft classification number	AIRAC	Aeronautical information regulation and
	ACP	Acceptance (message type designa-	AIRAC	control
	ACI	tor)	AIREP	Air-report
	ACPT	Accept <i>or</i> accepted	AIRMET	Information concerning en-route
	ACT	Active <i>or</i> activated or activity	AIKWILI	weather phenomena which may affect
	AD	Aerodrome		the safety of low-level aircraft opera-
	ADA	Advisory area		tions
	ADA	Aerodrome chart	AIS	Aeronautical information services
	ADDN	Addition <i>or</i> additional	ALA	Alighting area
	ADF	Automatic direction-finding equip-	ALERFA	Alert phase
	ADI	ment	ALERIA	Alerting (message type designator)
	ADIZ	(to be pronounced "AY-DIZ") Air	ALRS	Alerting (message type designation) Alerting service
	ADIL	defence identification zone	ALKS	Approach lighting system
	ADJ	Adjacent	ALT	Altitude
	ADO	Adjacent Adjacent Aerodrome office (specify service)	ALTN	Alternate <i>or</i> alternating ( <i>light lter</i> -
	ADR	Advisory route	ALIN	nates in colour)
	ADS	Automatic dependent surveillance	ALTN	Alternate (aerodrome)
	ADS	The address (when this ab-	ALTN AMA	Area minimum altitude
	ADS	· ·	AMD	Amend <i>or</i> amended (used to indicate
		breviation is used to request a repetition, the question	AMD	amended meteorological message;
		mark (IMI) precedes the	AMDT	message type designator)
		abbreviation, e.g. IMI ADS)		Amendment (AIP Amendment)
		(to be used as a procedure	AMS	Above mean see level
ı	ADC B	signal)	AMSL	Above mean sea level
1	ADS-B	Automatic dependent surveil-	AMSS	Aeronautical mobile satellite ser-
		lance – broadcast		vice.

25 WITT 17				Republic of Mauritius
ANC	Aeronautical chart - 1:500 000 (fol-		ATM	Air traffic management
	lowed by name/title)		ATN	Aeronautical telecommunication
ANCS	Aeronautical navigation chart -			network
	small scale (followed by name/title and		ATP	At (time or place)
	scale)		ATS	Air traffic services
ANS	Answer		ATTN	Attention
AOC	Aerodrome obstacle chart		AT-VASIS	(to be pronounced "AY-TEE-VA-
	(followed by name/title)			SIS") Abbreviated t visual approach
AP	Airport			slope indicator system
APAPI	(to be pronounced "AY-		ATZ	Aerodrome traffic zone
	PAPI") Abbreviated precision		AUG	August
	approach path indicator		AUTH	Authorized <i>or</i> authorization
APCH	Approach		AUW	All up weight
APDC	Aircraft parking/docking chart		AUX	Auxiliary
	followed by name/title)		AVBL	Available <i>or</i> availability
APN	Apron		AVG	Average
APP	Approach control office <i>or</i>		AVGAS	Aviation gasoline
	approach control <i>or</i> approach		AWTA	Advise at what time able
	control service		AWY	Airway
APR	April		AZM	Azimuth
APRX	Approximate <i>or</i> approximately			
APSG	After passing			
APV	Approve <i>or</i> approved <i>or</i> approval			
ARC	Area chart			В
ARNG				
	Arrange		В	Blue
ARO	Air Traffic services reporting office		BA	Braking action
ARP	Aerodrome reference point		BARO-VNAV	(to be pronounced "BAA-RO-VEE-
ARP	Air-report (message type	٠		NAV" Barometric vertical naviga-
4 D.O.	designator)			tion)
ARQ	Automatic error correction	,	BASE	Cloud base
ARR	Arrive <i>or</i> arrival		BCFG	Fog patches
ARR	Arrival (message type designator)		BCN	Beacon (aeronautical ground light)
ARS	Special air-report (message		BCST	Broadcast
	type designator)		BDRY	Boundary
ARST	Arresting (specify (part of) aircraft		BECMG	Becoming
	arresting equipment)		BFR	Before
AS	Altostratus		BKN	
ASC	Ascend to or ascending to			Broken
ASDA	Accelerate-stop distance available		BL	Blowing (followed by $DU = dust$ , $SA$
ASE	Altimetry system error	,	DI D.C	= sand or $SN = snow$ )
ASTAM	Special series NOTAM noti-		BLDG	Building
	fying, by means of a specific		BLO	Below Clouds
	format, change in activity of a		BLW	Below
	volcano, a volcanic eruption		BOMB	Bombing
	and/or volcanic ash cloud that		BR	Mist
	is of significance to aircraft		BRF	Short (used to indicate the type of
	operations			approach desired or required)
ASPH	Asphalt		BRG	Bearing
AT	At (followed by time at which		BRKG	Braking
111	weather change is forecast to		BS	Commercial broadcasting station
	occur)		BTL	Between layers
ΑΤΛ	occur)		BTN	Between
ATA	Actual time of arrival			
ATC	Actual time of arrival		BUFR	Binary universal form of the repre-
ATC	Air Traffic control (in general)		BUFR	
ATC ATCSMAC	Air Traffic control (in general) Air traffic control surveillance mini-		BUFR	sentation of meteorological data
	Air Traffic control (in general) Air traffic control surveillance minimum altitude chart (followed by		BUFR	sentation of meteorological data
ATCSMAC	Air Traffic control (in general) Air traffic control surveillance minimum altitude chart (followed by name/title)		BUFR	
ATCSMAC ATD	Air Traffic control (in general) Air traffic control surveillance minimum altitude chart (followed by name/title) Actual time of departure			sentation of meteorological data  C
ATCSMAC ATD ATFM	Air Traffic control (in general) Air traffic control surveillance minimum altitude chart (followed by name/title) Actual time of departure Air traffic flow management		BUFR C	c Centre (preceded by runway desig-
ATCSMAC ATD	Air Traffic control (in general) Air traffic control surveillance minimum altitude chart (followed by name/title) Actual time of departure			sentation of meteorological data  C

ı

С	Degrees Celsius (centigrade)	COP	Change-over point
CAT	Category	COR	Correct or Correction or corrected
CAT	Clear air turbulance		(used to indicate corrected meteoro
CAVOK	(to be pronounced "KAV-OH-KAY")		logical message; message type des-
	Visibility, cloud and present weather		ignator)
	better than prescribed values or con-	COT	At the coast
	ditions	COV	Cover <i>or</i> covered <i>or</i> covering
СВ	(to be pronounced "CEE BEE")	CPDLC	Controller-pilot data link
02	Cumulonimbus	01220	communications
CC	Cirrocumulus	CPL	Current flight plan (message
CC	Chrocumulus	CIL	type designator)
CCA	(or CCB, CCC etc., in se-	CRC	Cyclic redundancy check
CCA	quence) Corrected meteorological	CRM	Collision risk model
	message (message type designator)	CRZ	Cruise
CD	Candela	CS	Call sign
CD	designator)	CS	Cirrostratus
CF	•	CTA	Control area
	Change frequency to Course of a fix	CTAM	
CF CEM		CTAM	Climb to and maintain
CFM	Confirm or I confirm (to be used in	CTL	Contact
CCI	AFS as a procedure signal)		Control
CGL	Circling guidance light(s)	CTN	Caution
CH	Channel	CTR	Control zone
CH	This channel-continuity check of	CU	Cumulus
	transmission to permit comparison	CUF	Cumuliform
	of your record of channel-sequence	CUST	Customs
	numbers of messages received on	CVR	Cockpit voice recorder
	the channel (to be used in AFS as a	CW	Continuous wave
	procedure)	CWY	Clearway
CHEM	Chemical		
CHG	Modification (message type designa-		
	tor)		D
CI	Cirrus		
CIDIN	Common ICAO data interchange	D	Downward (tendency in RVR during
	network		previous 10 minutes)
CIT	Near <i>or</i> over large towns	D	Danger area (followed by identification
CIV	Civil	DA	Decision altitude
CK	Check	D-ATIS	(to be pronounced "DEE-ATIS") Da
CL	Centre line		link automatic terminal information
CLA	Clear type of ice formation		service
CLBR	Calibration	DCD	Double channel duplex
CLD	Cloud	DCKG	Docking
CLG	Calling	DCPC	Direct controller-pilot communica-
CLIMB-OUT	Climb-out area	2010	tions
CLR	Clear(s) or cleared to or clearance	DCS	Double channel simplex
CLSD	Close or closed or closing	DCT	Direct (in relation to flight plan
CM	Centimetre	БСТ	clearance and type of approach)
CMB	Climb to <i>or</i> climbing to	DE	From (used to precede the call sign
CMPL	Completion <i>or</i> completed <i>or</i> complete	DL	the calling station) (to be used in A.
_	Completion of completed of complete		ine canning similarly (10 be used lll A.
CNL			
	Cancel or cancelled	DEC	as a procedure signal)
	Cancel <i>or</i> cancelled Flight plan cancellation ( <i>message</i>	DEC	as a procedure signal) December
CNL	Cancel or cancelled Flight plan cancellation (message type designator)	DEG	as a procedure signal) December Degrees
CNL	Cancel or cancelled Flight plan cancellation (message type designator) Communications, navigation and	DEG DEP	as a procedure signal) December Degrees Depart or departure
CNL	Cancel or cancelled Flight plan cancellation (message type designator) Communications, navigation and surveillance	DEG DEP DEP	as a procedure signal) December Degrees Depart or departure Departure (message type designator)
CNL CNS COM	Cancel or cancelled Flight plan cancellation (message type designator) Communications, navigation and surveillance Communications	DEG DEP DEP DES	as a procedure signal) December Degrees Depart or departure Departure (message type designator) Descend to or descending to
CNL CNS COM CONC	Cancel or cancelled Flight plan cancellation (message type designator) Communications, navigation and surveillance Communications Concrete	DEG DEP DEP DES DEST	as a procedure signal) December Degrees Depart or departure Departure (message type designator) Descend to or descending to Destination
CNL CNS COM CONC COND	Cancel or cancelled Flight plan cancellation (message type designator) Communications, navigation and surveillance Communications Concrete Condition	DEG DEP DEP DES DEST DETRESFA	as a procedure signal) December Degrees Depart or departure Departure (message type designator) Descend to or descending to Destination Distress phase
CNL CNS COM CONC COND CONS	Cancel or cancelled Flight plan cancellation (message type designator) Communications, navigation and surveillance Communications Concrete Condition Continuous	DEG DEP DEP DES DEST DETRESFA DEV	as a procedure signal) December Degrees Depart or departure Departure (message type designator Descend to or descending to Destination Distress phase Deviation or deviating
CNL CNS COM CONC COND CONS CONST	Cancel or cancelled Flight plan cancellation (message type designator) Communications, navigation and surveillance Communications Concrete Condition Continuous Construction or constructed	DEG DEP DEP DES DEST DETRESFA DEV DF	as a procedure signal) December Degrees Depart or departure Departure (message type designator Descend to or descending to Destination Distress phase Deviation or deviating Direction finding
CNL CNS COM CONC COND CONS CONST CONT	Cancel or cancelled Flight plan cancellation (message type designator) Communications, navigation and surveillance Communications Concrete Condition Continuous Construction or constructed Continue(s) or continued	DEG DEP DEP DES DEST DETRESFA DEV DF DFDR	as a procedure signal) December Degrees Depart or departure Departure (message type designator) Descend to or descending to Destination Distress phase Deviation or deviating Direction finding Digital flight data recorder
CNL CNS  COM CONC COND CONS CONST CONT COOR COORD	Cancel or cancelled Flight plan cancellation (message type designator) Communications, navigation and surveillance Communications Concrete Condition Continuous Construction or constructed	DEG DEP DEP DES DEST DETRESFA DEV DF	as a procedure signal) December Degrees Depart or departure Departure (message type designator Descend to or descending to Destination Distress phase Deviation or deviating Direction finding

DH	Decision height	EMBD	Embedded in a layer (to indicate cu-
DIF	Diffuse		mulonimbus embedded in layers of
DIST	Distance		other clouds)
DIV	Divert or diverting	EMERG	Emergency
DLA	Delay or delayed	END	Stop-end (related to RVR)
DLA	Delay (message type designator)	ENE	East-north-east
DLIC	Data link initiation capability	ENG	Engine
DLY	Daily	ENR	En-route
DME	Distance measuring equipment	ENRC	Enroute chart (followed by
DNG	Danger or dangerous	Livice	name/title)
DOM	Domestic	EOBT	Estimated off-block time
DP	Dew point temperature	EQPT	Equipment Stock time
DI	Dew point temperature	ER	Here <i>or</i> herewith
DPT	Depth	ESE	East-south-east
DR	Dead reckoning	EST	Estimate <i>or</i> estimated <i>or</i> estimate
DR	Low drifting (followed by	ES1	(message type designator)
DR	$DU = dust, SA = sand \ or \ SN$	ETA	Estimated time of arrival <i>or</i> estimat-
	= snow)	EIA	
DRG	During	ETD	ing arrival
DS	During Duststorm	ETD	Estimated time of departure or esti-
		F. F. C.	mating departure
DSB	Double side band	ETO	Estimated time over significant
DTAM	Descend to and maintain		point
DTG	Date-time group	EUR RODEX	European regional OPMET data ex-
DTHR	Displaced runway threshold		change
DTRT	Deteriorate or Deteriorating	EV	Every
DTW	Dual tandem wheels	EVS	Enhance vision system
DU	Dust	EXC	Except
DHC	Dense upper cloud	EXER	Exercises <i>or</i> exercising <i>or</i> to exercise
DUC			
DUPE	This is a duplicate message	EXP	Expect or expected or expecting
	This is a duplicate message (to be used in AFS as a pro-	EXP EXTD	Expect <i>or</i> expected <i>or</i> expecting Extend <i>or</i> extending
DUPE	This is a duplicate message (to be used in AFS as a procedure signal)		
	This is a duplicate message (to be used in AFS as a pro-		
DUPE	This is a duplicate message (to be used in AFS as a procedure signal)		
DUPE  DUR  D-VOLMET  DVOR	This is a duplicate message (to be used in AFS as a procedure signal) Duration		Extend or extending
DUR D-VOLMET DVOR DW	This is a duplicate message (to be used in AFS as a procedure signal) Duration Data link VOLMET	EXTD	Extend $or$ extending ${f F}$
DUPE  DUR  D-VOLMET  DVOR	This is a duplicate message (to be used in AFS as a procedure signal) Duration Data link VOLMET Doppler VOR	EXTD F	Extend $or$ extending $\mathbf{F}$
DUPE  DUR  D-VOLMET  DVOR  DW	This is a duplicate message (to be used in AFS as a procedure signal) Duration Data link VOLMET Doppler VOR Dual wheels	EXTD F FAC	Extend $or$ extending $\mathbf{F}$ Fixed Facilities
DUR D-VOLMET DVOR DW	This is a duplicate message (to be used in AFS as a procedure signal) Duration Data link VOLMET Doppler VOR Dual wheels	EXTD F FAC FAF	F  Fixed Facilities Final approach fix
DUR D-VOLMET DVOR DW	This is a duplicate message (to be used in AFS as a procedure signal) Duration Data link VOLMET Doppler VOR Dual wheels Drizzle	EXTD  F FAC FAF FAL	F  Fixed Facilities Final approach fix Facilitation of international air transpo
DUPE  DUR  D-VOLMET  DVOR  DW	This is a duplicate message (to be used in AFS as a procedure signal) Duration Data link VOLMET Doppler VOR Dual wheels	F FAC FAF FAL FAP	F  Fixed Facilities Final approach fix Facilitation of international air transpo Final approach point
DUPE  DUR D-VOLMET DVOR DW DZ	This is a duplicate message (to be used in AFS as a procedure signal) Duration Data link VOLMET Doppler VOR Dual wheels Drizzle	F FAC FAF FAL FAP FAS	F  Fixed Facilities Final approach fix Facilitation of international air transpo Final approach point Final approach segment
DUPE  DUR D-VOLMET DVOR DW DZ	This is a duplicate message (to be used in AFS as a procedure signal) Duration Data link VOLMET Doppler VOR Dual wheels Drizzle  E  East or eastern longitude	F FAC FAF FAL FAP FAS FATO	F  Fixed Facilities Final approach fix Facilitation of international air transpo Final approach point Final approach segment Final approach and take-off area
DUPE  DUR D-VOLMET DVOR DW DZ  E EAT	This is a duplicate message (to be used in AFS as a procedure signal) Duration Data link VOLMET Doppler VOR Dual wheels Drizzle  E  East or eastern longitude Expected approach time	FAC FAF FAL FAP FAS FATO FAX	F  Fixed Facilities Final approach fix Facilitation of international air transpo Final approach point Final approach segment Final approach and take-off area Facsimile transmission
DUPE  DUR D-VOLMET DVOR DW DZ  E EAT EB	This is a duplicate message (to be used in AFS as a procedure signal) Duration Data link VOLMET Doppler VOR Dual wheels Drizzle  E  East or eastern longitude Expected approach time Eastbound	F FAC FAF FAL FAP FAS FATO	F  Fixed Facilities Final approach fix Facilitation of international air transpo Final approach point Final approach segment Final approach and take-off area Facsimile transmission Light (used to indicate the intensity of
DUPE  DUR D-VOLMET DVOR DW DZ  E EAT EB EDA	This is a duplicate message (to be used in AFS as a procedure signal) Duration Data link VOLMET Doppler VOR Dual wheels Drizzle  E  East or eastern longitude Expected approach time Eastbound Elevation differential area	FAC FAF FAL FAP FAS FATO FAX	F  Fixed Facilities Final approach fix Facilitation of international air transpo Final approach point Final approach segment Final approach and take-off area Facsimile transmission Light (used to indicate the intensity of weather phenomena, interference or
DUPE  DUR D-VOLMET DVOR DW DZ  E EAT EB	This is a duplicate message (to be used in AFS as a procedure signal) Duration Data link VOLMET Doppler VOR Dual wheels Drizzle  E  East or eastern longitude Expected approach time Eastbound Elevation differential area Error (to be used in AFS as a	F FAC FAF FAL FAP FAS FATO FAX FBL	F  Fixed Facilities Final approach fix Facilitation of international air transpo Final approach point Final approach segment Final approach and take-off area Facsimile transmission Light (used to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain
DUPE  DUR D-VOLMET DVOR DW DZ  E EAT EB EDA EEE	This is a duplicate message (to be used in AFS as a procedure signal) Duration Data link VOLMET Doppler VOR Dual wheels Drizzle  E  East or eastern longitude Expected approach time Eastbound Elevation differential area Error (to be used in AFS as a procedure signal)	F FAC FAF FAL FAP FAS FATO FAX FBL	F  Fixed Facilities Final approach fix Facilitation of international air transpo Final approach point Final approach segment Final approach and take-off area Facsimile transmission Light (used to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain Funnel cloud (Tornado or water spout)
DUPE  DUR D-VOLMET DVOR DW DZ  E EAT EB EDA EEE EET	This is a duplicate message (to be used in AFS as a procedure signal) Duration Data link VOLMET Doppler VOR Dual wheels Drizzle  E  East or eastern longitude Expected approach time Eastbound Elevation differential area Error (to be used in AFS as a procedure signal) Estimated elapsed time	F FAC FAF FAL FAP FAS FATO FAX FBL	F  Fixed Facilities Final approach fix Facilitation of international air transpo Final approach point Final approach segment Final approach and take-off area Facsimile transmission Light (used to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain Funnel cloud (Tornado or water spout) Forecast
DUPE  DUR D-VOLMET DVOR DW DZ  E EAT EB EDA EEE EET EFC	This is a duplicate message (to be used in AFS as a procedure signal) Duration Data link VOLMET Doppler VOR Dual wheels Drizzle  E  East or eastern longitude Expected approach time Eastbound Elevation differential area Error (to be used in AFS as a procedure signal) Estimated elapsed time Expect further clearance	F FAC FAF FAL FAP FAS FATO FAX FBL	F  Fixed Facilities Final approach fix Facilitation of international air transpo Final approach point Final approach segment Final approach and take-off area Facsimile transmission Light (used to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain Funnel cloud (Tornado or water spout Forecast Friction coefficient
DUPE  DUR D-VOLMET DVOR DW DZ  E EAT EB EDA EEE EET EFC EFIS	This is a duplicate message (to be used in AFS as a procedure signal) Duration Data link VOLMET Doppler VOR Dual wheels Drizzle  E  East or eastern longitude Expected approach time Eastbound Elevation differential area Error (to be used in AFS as a procedure signal) Estimated elapsed time Expect further clearance Electronic flight instrument system	F FAC FAF FAL FAP FAS FATO FAX FBL FC FCST FCT FDPS	F  Fixed Facilities Final approach fix Facilitation of international air transpo Final approach point Final approach segment Final approach and take-off area Facsimile transmission Light (used to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain Funnel cloud (Tornado or water spout Forecast Friction coefficient Flight data processing system
DUPE  DUR D-VOLMET DVOR DW DZ  E EAT EB EDA EEE EET EFC	This is a duplicate message (to be used in AFS as a procedure signal) Duration Data link VOLMET Doppler VOR Dual wheels Drizzle  E  East or eastern longitude Expected approach time Eastbound Elevation differential area Error (to be used in AFS as a procedure signal) Estimated elapsed time Expect further clearance Electronic flight instrument system European geostationary navigation	F FAC FAF FAL FAP FAS FATO FAX FBL FC FCST FCT FDPS FEB	F  Fixed Facilities Final approach fix Facilitation of international air transpo Final approach point Final approach segment Final approach and take-off area Facsimile transmission Light (used to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain Funnel cloud (Tornado or water spout Forecast Friction coefficient Flight data processing system February
DUPE  DUR D-VOLMET DVOR DW DZ  E EAT EB EDA EEE EFC EFIS EGNOS	This is a duplicate message (to be used in AFS as a procedure signal) Duration Data link VOLMET Doppler VOR Dual wheels Drizzle  E  East or eastern longitude Expected approach time Eastbound Elevation differential area Error (to be used in AFS as a procedure signal) Estimated elapsed time Expect further clearance Electronic flight instrument system European geostationary navigation overlay service	F FAC FAF FAL FAP FAS FATO FAX FBL FC FCST FCT FDPS FEB FEW	F  Fixed Facilities Final approach fix Facilitation of international air transpo Final approach point Final approach segment Final approach and take-off area Facsimile transmission Light (used to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain Funnel cloud (Tornado or water spout Forecast Friction coefficient Flight data processing system February Few
DUPE  DUR D-VOLMET DVOR DW DZ  E EAT EB EDA EEE EET EFC EFIS	This is a duplicate message (to be used in AFS as a procedure signal) Duration Data link VOLMET Doppler VOR Dual wheels Drizzle  E  East or eastern longitude Expected approach time Eastbound Elevation differential area Error (to be used in AFS as a procedure signal) Estimated elapsed time Expect further clearance Electronic flight instrument system European geostationary navigation overlay service Extremely high frequency [30 000	F FAC FAF FAL FAP FAS FATO FAX FBL FC FCST FCT FDPS FEB FEW FG	F  Fixed Facilities Final approach fix Facilitation of international air transpo Final approach point Final approach segment Final approach and take-off area Facsimile transmission Light (used to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain Funnel cloud (Tornado or water spout Forecast Friction coefficient Flight data processing system February Few Fog
DUPE  DUR D-VOLMET DVOR DW DZ  E EAT EB EDA EEE EET EFC EFIS EGNOS EHF	This is a duplicate message (to be used in AFS as a procedure signal) Duration Data link VOLMET Doppler VOR Dual wheels Drizzle  E  East or eastern longitude Expected approach time Eastbound Elevation differential area Error (to be used in AFS as a procedure signal) Estimated elapsed time Expect further clearance Electronic flight instrument system European geostationary navigation overlay service Extremely high frequency [30 000 to 300 000 MHz]	F FAC FAF FAL FAP FAS FATO FAX FBL FC FCST FCT FDPS FEB FEW FG FIC	F  Fixed Facilities Final approach fix Facilitation of international air transpo Final approach point Final approach segment Final approach and take-off area Facsimile transmission Light (used to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain Funnel cloud (Tornado or water spout Forecast Friction coefficient Flight data processing system February Few Fog Flight information centre
DUPE  DUR D-VOLMET DVOR DW DZ  E EAT EB EDA EEE EFC EFIS EGNOS	This is a duplicate message (to be used in AFS as a procedure signal) Duration Data link VOLMET Doppler VOR Dual wheels Drizzle  East or eastern longitude Expected approach time Eastbound Elevation differential area Error (to be used in AFS as a procedure signal) Estimated elapsed time Expect further clearance Electronic flight instrument system European geostationary navigation overlay service Extremely high frequency [30 000 to 300 000 MHz] Emergency location beacon —	F FAC FAF FAL FAP FAS FATO FAX FBL  FC FCST FCT FDPS FEB FEW FG FIC FIR	F  Fixed Facilities Final approach fix Facilitation of international air transpo Final approach point Final approach segment Final approach and take-off area Facsimile transmission Light (used to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain Funnel cloud (Tornado or water spout Forecast Friction coefficient Flight data processing system February Few Fog Flight information centre Flight information region
DUPE  DUR D-VOLMET DVOR DW DZ  E EAT EB EDA EEE EET EFC EFIS EGNOS EHF ELBA	This is a duplicate message (to be used in AFS as a procedure signal) Duration Data link VOLMET Doppler VOR Dual wheels Drizzle  E  East or eastern longitude Expected approach time Eastbound Elevation differential area Error (to be used in AFS as a procedure signal) Estimated elapsed time Expect further clearance Electronic flight instrument system European geostationary navigation overlay service Extremely high frequency [30 000 to 300 000 MHz] Emergency location beacon—aircraft	F FAC FAF FAL FAP FAS FATO FAX FBL FC FCST FCT FDPS FEB FEW FG FIC	F  Fixed Facilities Final approach fix Facilitation of international air transpo Final approach point Final approach segment Final approach and take-off area Facsimile transmission Light (used to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain Funnel cloud (Tornado or water spout Forecast Friction coefficient Flight data processing system February Few Fog Flight information centre
DUPE  DUR D-VOLMET DVOR DW DZ  E EAT EB EDA EEE EFC EFIS EGNOS EHF ELBA ELEV	This is a duplicate message (to be used in AFS as a procedure signal) Duration Data link VOLMET Doppler VOR Dual wheels Drizzle  E  East or eastern longitude Expected approach time Eastbound Elevation differential area Error (to be used in AFS as a procedure signal) Estimated elapsed time Expect further clearance Electronic flight instrument system European geostationary navigation overlay service Extremely high frequency [30 000 to 300 000 MHz] Emergency location beacon— aircraft Elevation	F FAC FAF FAL FAP FAS FATO FAX FBL  FC FCST FCT FDPS FEB FEW FG FIC FIR	F  Fixed Facilities Final approach fix Facilitation of international air transpo Final approach point Final approach segment Final approach and take-off area Facsimile transmission Light (used to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain Funnel cloud (Tornado or water spout Forecast Friction coefficient Flight data processing system February Few Fog Flight information centre Flight information region
DUPE  DUR D-VOLMET DVOR DW DZ  E EAT EB EDA EEE EET EFC EFIS EGNOS EHF ELBA	This is a duplicate message (to be used in AFS as a procedure signal) Duration Data link VOLMET Doppler VOR Dual wheels Drizzle  E  East or eastern longitude Expected approach time Eastbound Elevation differential area Error (to be used in AFS as a procedure signal) Estimated elapsed time Expect further clearance Electronic flight instrument system European geostationary navigation overlay service Extremely high frequency [30 000 to 300 000 MHz] Emergency location beacon—aircraft	F FAC FAF FAL FAP FAS FATO FAX FBL  FC FCST FCT FDPS FEB FEW FG FIC FIR FIS	F  Fixed Facilities Final approach fix Facilitation of international air transpo Final approach point Final approach segment Final approach and take-off area Facsimile transmission Light (used to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain Funnel cloud (Tornado or water spout Forecast Friction coefficient Flight data processing system February Few Fog Flight information centre Flight information region Flight information service Automated flight information service
DUR D-VOLMET DVOR DW DZ  E EAT EB EDA EEE EFC EFIS EGNOS EHF ELBA ELEV	This is a duplicate message (to be used in AFS as a procedure signal) Duration Data link VOLMET Doppler VOR Dual wheels Drizzle  E  East or eastern longitude Expected approach time Eastbound Elevation differential area Error (to be used in AFS as a procedure signal) Estimated elapsed time Expect further clearance Electronic flight instrument system European geostationary navigation overlay service Extremely high frequency [30 000 to 300 000 MHz] Emergency location beacon— aircraft Elevation	F FAC FAF FAL FAP FAS FATO FAX FBL  FC FCST FCT FDPS FEB FEW FG FIC FIR FIS FISA	F  Fixed Facilities Final approach fix Facilitation of international air transpo Final approach point Final approach segment Final approach and take-off area Facsimile transmission Light (used to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain Funnel cloud (Tornado or water spout Forecast Friction coefficient Flight data processing system February Few Fog Flight information centre Flight information region Flight information service

FLR	Flares	GEO	Geographic or true
FLT	Flight	GES	Ground earth station
FLTCK	Flight check	GLD	Glider
FLUC	Fluctuation or fluctuation or fluctu-	GLONASS	(to be pronounced "GLO-NAS")
	ated		Global orbiting navigation satellite
FLW	Follow(s) <i>or</i> following		system
FLY	Fly or flying	GLS	GBAS landing system
FM	Course from a fix to manual termi-	GMC	Ground movement chart (followed by
1 1/1	nation (used in navigation database	Givie	name/title)
	coding)	GND	Ground
FM	From	GNDCK	Ground check
		GNSS	
FM	From (followed by time weather		Global navigation satellite system
LEVIC	change is forecast to begin)	GP .	Glide path
FMC	Flight management computer	GPA	Glide path angle
FMS	Flight management system	GPIP	Glide path intercept point
FMU	Flow management unit	GPS	Global positioning system
FNA	Final approach	GPWS	Ground proximity warning system
FPL	Filed flight plan (message type des-	GR	Hail
	ignator)	GRAS	Ground-based regional augmenta-
FPM	Feet per minute		tion system
FPR	Flight plan route	GRASS	Grass landing area
FR	Fuel remaining	GRIB	Processed meteorological data in the
FREQ	Frequency		form of grid point values expressed in
FRI	Friday		binary form (aeronautical meteoro-
FRNG	Firing		logical code)
FRONT	Front (relating to weather)	GRVL	Gravel
FROST	Frost (used in aerodrome warning)	GS	Ground speed
FRQ	Frequent	GS	Small hail and/or snow pellets
FSL		GUND	Geoid undulation
FSS FSS	Full stop landing	UUND	Georg angulation
	Flight service station		
FST	First		**
FT	Feet (dimensional unit)		Н
FTE	Flight technical error	•	
FTP	Fictitious threshold point	Н	High pressure area or the centre of
FTT	Flight technical tollerence		high pressure
FU	Smoke	H24	Continuous day and night service
FZ	Freezing	HA	Holding/racetrack to an altitude
FZDZ	Freezing drizzle	HAPI	Helicopter approach path indicator
			Tiencopier approach path maleator
FZFG	Freezing fog	HBN	Hazard beacon
FZFG FZRA			Hazard beacon
	Freezing fog	HBN	Hazard beacon High frequency direction-finding stati
	Freezing fog Freezing rain	HBN HDF HDG	Hazard beacon High frequency direction-finding stati Heading
	Freezing fog	HBN HDF HDG HEL	Hazard beacon High frequency direction-finding stati Heading Helicopter
FZRA	Freezing fog Freezing rain  G	HBN HDF HDG HEL HF	Hazard beacon High frequency direction-finding stati Heading Helicopter High frequency [3 000 to 30 000 kHz]
FZRA G	Freezing fog Freezing rain  G  Green	HBN HDF HDG HEL HF	Hazard beacon High frequency direction-finding stati Heading Helicopter High frequency [3 000 to 30 000 kHz] Holding/racetrack to a fix
FZRA	Freezing fog Freezing rain  G  Green Variations from the mean wind	HBN HDF HDG HEL HF   HF HGT	Hazard beacon High frequency direction-finding stati Heading Helicopter High frequency [3 000 to 30 000 kHz] Holding/racetrack to a fix Height or height above
FZRA G	Freezing fog Freezing rain  G  Green Variations from the mean wind speed (gusts) (followed by figures in	HBN HDF HDG HEL HF HGT HJ	Hazard beacon High frequency direction-finding stati Heading Helicopter High frequency [3 000 to 30 000 kHz] Holding/racetrack to a fix Height or height above Sunrise to sunset
FZRA G G	Freezing fog Freezing rain  G  Green Variations from the mean wind speed (gusts) (followed by figures in METAR/SPECI and TAF)	HBN HDF HDG HEL HF HGT HJ HLDG	Hazard beacon High frequency direction-finding stati Heading Helicopter High frequency [3 000 to 30 000 kHz] Holding/racetrack to a fix Height <i>or</i> height above Sunrise to sunset Holding
FZRA G	Freezing fog Freezing rain  G  Green Variations from the mean wind speed (gusts) (followed by figures in	HBN HDF HDG HEL HF HF HGT HJ HLDG HN	Hazard beacon High frequency direction-finding stati Heading Helicopter High frequency [3 000 to 30 000 kHz] Holding/racetrack to a fix Height <i>or</i> height above Sunrise to sunset Holding Sunset to sunrise
FZRA G G	Freezing fog Freezing rain  G  Green Variations from the mean wind speed (gusts) (followed by figures in METAR/SPECI and TAF)	HBN HDF HDG HEL HF HGT HJ HLDG	Hazard beacon High frequency direction-finding stati Heading Helicopter High frequency [3 000 to 30 000 kHz] Holding/racetrack to a fix Height or height above Sunrise to sunset Holding Sunset to sunrise Service available to meet opera-
FZRA G G	Freezing fog Freezing rain  G  Green Variations from the mean wind speed (gusts) (followed by figures in METAR/SPECI and TAF) Go ahead, resume sending (to be	HBN HDF HDG HEL HF HF HGT HJ HLDG HN HO	Hazard beacon High frequency direction-finding stati Heading Helicopter High frequency [3 000 to 30 000 kHz] Holding/racetrack to a fix Height or height above Sunrise to sunset Holding Sunset to sunrise Service available to meet operational requirements
FZRA G G G	Freezing fog Freezing rain  G  Green Variations from the mean wind speed (gusts) (followed by figures in METAR/SPECI and TAF) Go ahead, resume sending (to be used in AFS as a procedure) Ground-to-air	HBN HDF HDG HEL HF I HF HGT HJ HLDG HN HO	Hazard beacon High frequency direction-finding stati Heading Helicopter High frequency [3 000 to 30 000 kHz] Holding/racetrack to a fix Height or height above Sunrise to sunset Holding Sunset to sunrise Service available to meet operational requirements Holiday
FZRA  G G G GA G/A G/A/G	Freezing fog Freezing rain  G  Green Variations from the mean wind speed (gusts) (followed by figures in METAR/SPECI and TAF) Go ahead, resume sending (to be used in AFS as a procedure) Ground-to-air Ground-to-air and air-to-ground	HBN HDF HDG HEL HF HF HGT HJ HLDG HN HO HOL HOSP	Hazard beacon High frequency direction-finding stati Heading Helicopter High frequency [3 000 to 30 000 kHz] Holding/racetrack to a fix Height or height above Sunrise to sunset Holding Sunset to sunrise Service available to meet operational requirements Holiday Hospital aircraft
FZRA  G G G GA	Freezing fog Freezing rain  G  Green Variations from the mean wind speed (gusts) (followed by figures in METAR/SPECI and TAF) Go ahead, resume sending (to be used in AFS as a procedure) Ground-to-air Ground-to-air and air-to-ground GPS and geostationary earth orbit	HBN HDF HDG HEL HF HF HGT HJ HLDG HN HO HOL HOSP HPA	Hazard beacon High frequency direction-finding stati Heading Helicopter High frequency [3 000 to 30 000 kHz] Holding/racetrack to a fix Height or height above Sunrise to sunset Holding Sunset to sunrise Service available to meet operational requirements Holiday Hospital aircraft Hectopascal
G G GA G/A G/A/G GAGAN	Freezing fog Freezing rain  G  Green Variations from the mean wind speed (gusts) (followed by figures in METAR/SPECI and TAF) Go ahead, resume sending (to be used in AFS as a procedure) Ground-to-air Ground-to-air and air-to-ground GPS and geostationary earth orbit augmented navigation	HBN HDF HDG HEL HF HF HGT HJ HLDG HN HO HOL HOSP HPA HR	Hazard beacon High frequency direction-finding stati Heading Helicopter High frequency [3 000 to 30 000 kHz] Holding/racetrack to a fix Height or height above Sunrise to sunset Holding Sunset to sunrise Service available to meet operational requirements Holiday Hospital aircraft
G G G GA G/A/G GAGAN GAIN	Freezing fog Freezing rain  G  Green Variations from the mean wind speed (gusts) (followed by figures in METAR/SPECI and TAF) Go ahead, resume sending (to be used in AFS as a procedure) Ground-to-air Ground-to-air and air-to-ground GPS and geostationary earth orbit augmented navigation Airspeed or headwind gain	HBN HDF HDG HEL HF HF HGT HJ HLDG HN HO HOL HOSP HPA	Hazard beacon High frequency direction-finding stati Heading Helicopter High frequency [3 000 to 30 000 kHz] Holding/racetrack to a fix Height or height above Sunrise to sunset Holding Sunset to sunrise Service available to meet operational requirements Holiday Hospital aircraft Hectopascal
GGGGAGANGAGANGAINGAMET	G Green Variations from the mean wind speed (gusts) (followed by figures in METAR/SPECI and TAF) Go ahead, resume sending (to be used in AFS as a procedure) Ground-to-air Ground-to-air and air-to-ground GPS and geostationary earth orbit augmented navigation Airspeed or headwind gain Area forecast for low-level flights	HBN HDF HDG HEL HF HF HGT HJ HLDG HN HO HOL HOSP HPA HR	Hazard beacon High frequency direction-finding stati Heading Helicopter High frequency [3 000 to 30 000 kHz] Holding/racetrack to a fix Height or height above Sunrise to sunset Holding Sunset to sunrise Service available to meet operational requirements Holiday Hospital aircraft Hectopascal Hours
GGGGAGANGAINGAMETGARP	G Green Variations from the mean wind speed (gusts) (followed by figures in METAR/SPECI and TAF) Go ahead, resume sending (to be used in AFS as a procedure) Ground-to-air Ground-to-air and air-to-ground GPS and geostationary earth orbit augmented navigation Airspeed or headwind gain Area forecast for low-level flights GBAS azimuth reference point	HBN HDF HDG HEL HF HF HGT HJ HLDG HN HO HOL HOSP HPA HR	Hazard beacon High frequency direction-finding stati Heading Helicopter High frequency [3 000 to 30 000 kHz] Holding/racetrack to a fix Height or height above Sunrise to sunset Holding Sunset to sunrise Service available to meet operational requirements Holiday Hospital aircraft Hectopascal Hours Service available during hours of
GGGGAGANGAMETGARPGBAS	Green Variations from the mean wind speed (gusts) (followed by figures in METAR/SPECI and TAF) Go ahead, resume sending (to be used in AFS as a procedure) Ground-to-air Ground-to-air and air-to-ground GPS and geostationary earth orbit augmented navigation Airspeed or headwind gain Area forecast for low-level flights GBAS azimuth reference point Ground-based augmentation system	HBN HDF HDG HEL HF I HF HGT HJ HLDG HN HO HOL HOSP HPA HR HS	Hazard beacon High frequency direction-finding stati Heading Helicopter High frequency [3 000 to 30 000 kHz] Holding/racetrack to a fix Height or height above Sunrise to sunset Holding Sunset to sunrise Service available to meet operational requirements Holiday Hospital aircraft Hectopascal Hours Service available during hours of scheduled operations Hurricane
GGGAGANGAGANGAMETGARP	Green Variations from the mean wind speed (gusts) (followed by figures in METAR/SPECI and TAF) Go ahead, resume sending (to be used in AFS as a procedure) Ground-to-air Ground-to-air and air-to-ground GPS and geostationary earth orbit augmented navigation Airspeed or headwind gain Area forecast for low-level flights GBAS azimuth reference point Ground-based augmentation system Ground controlled approach system	HBN HDF HDG HEL HF I HF HGT HJ HLDG HN HO HOL HOSP HPA HR HS	Hazard beacon High frequency direction-finding stati Heading Helicopter High frequency [3 000 to 30 000 kHz] Holding/racetrack to a fix Height or height above Sunrise to sunset Holding Sunset to sunrise Service available to meet operational requirements Holiday Hospital aircraft Hectopascal Hours Service available during hours of scheduled operations Hurricane High and very high frequency direction
GGGAGANGAGANGAMETGARPGBAS	Green Variations from the mean wind speed (gusts) (followed by figures in METAR/SPECI and TAF) Go ahead, resume sending (to be used in AFS as a procedure) Ground-to-air Ground-to-air and air-to-ground GPS and geostationary earth orbit augmented navigation Airspeed or headwind gain Area forecast for low-level flights GBAS azimuth reference point Ground-based augmentation system	HBN HDF HDG HEL HF I HF HGT HJ HLDG HN HO HOL HOSP HPA HR HS	Hazard beacon High frequency direction-finding stati Heading Helicopter High frequency [3 000 to 30 000 kHz] Holding/racetrack to a fix Height or height above Sunrise to sunset Holding Sunset to sunrise Service available to meet operational requirements Holiday Hospital aircraft Hectopascal Hours Service available during hours of scheduled operations Hurricane

HVY	Heavy (used to indicate the	IR	Ice on runway
	intensity of weather phenom-	IRS	Inertial reference system
	ena, e.g. HVY RA = heavy	ISA	International standard at-
	rain)		mosphere
HX	No specific working hours	ISB	Independent sideband
HYR	Higher	ISOL	Isolated
HZ	Haze	ISOL	isolated
HZ	Hertz (cycle per second)		T
112	Ticitz (cycle per second)		J
	_	JAN	January
	I	JTST	Jet stream
		JUL	July
IAC	Instrument approach chart (followed by name/title)	JUN	June
IAF	Initial approach fix		K
IAO	In and out of clouds		IX.
IAP	Instrument approach procedure	VC	V:lograms
IAR	Intersection of air routes	KG	Kilohanta
IAS	Indicated airspeed	KHZ	Kilohertz
IBN	Identification beacon	KIAS	Knots indicated airspeed
IC .		KM	Kilometres
iC	Ice crystals (very small ice	KMH	Kilometres per hour
	crystals in suspension, also	KPA	Kilopascal
ICE	known as diamond dust)	KT	Knots
ICE	Icing	KW	Kilowatts
ID	Identifier or identify		
IDENT	Identification		${f L}$
IF	Intermediate approach fix		L
IFF	Identification friend/foe	L	Left (runway identification)
IFR	Instrument flight rules	L	
IGA	International general aviation		Locator (see LM, LO)
ILS	Instrument landing system	LAM	Logical acknowledgment (message t
IM	Inner marker	T A X T	designator)
IMC	Instrument meteorological condi-	LAN	Inland
	tions	LAT	Latitude
IMG	Immigration	LCA	Local or locally or location or lo-
IMI	Interrogation sign (question		cated
	mark) (to be used in AFS as	LDA	Landing distance available
	a procedure)	LDAH	Landing distance available, helicop-
IMPR	Improve or improving		ter
IMT	Immediate or immediately	LDG	Landing
INA	Initial approach	LDI	Landing direction indicator
INBD	Inbound	LEN	Length
INC	In cloud	LF	Low frequency [30 to 300 kHz]
		LGT	Light or lighting
INCERFA	Uncertainty phase	LGTD	Lighted
INFO	Information	LIH	Light intensity high
INOP	Inoperative	LIL	Light intensity low
INP	If not possible	LIM	Light intensity new Light intensity medium
INPR	In progress	LINE	Line (used in SIGMET)
INS	Inertial navigational system	LLZ	Localizer
INSTL	Install or installed or installation	LM	Location, middle
INSTR	Instrument		
		LMT	Local mean time
INT	Intersection	LNG	Long (used to indicate the type of
INTL	International	* ~	approach desired or required)
INTRG	Interrogator	LO	Locator, outer
INTRP	Interrupt or interruption or in-	LOC	Local or locally or location or locate
	terrupted	LONG	Longitude
INTSF	Intensify <i>or</i> intensifying	LORAN	LORAN (Long range air navigation
INTST	Intensity	1	system)
	4111011011 Y	LOSS	Airspeed or headwind loss

LPV	Localizer performance with vertical	MID	Mid-point (related to RVR)
I D	guidance	MIFG	Shallow fog
LR	The last message received by me was	MIL	Military
	.(to be used in AFS as a procedure sig-	MIN	Minutes
LDC	nal)	MIS	Missing (transmission identifica-
LRG	Long range		tion) (to be used in AFS as a proce-
LS	The last message sent by me was (to be	MIZD	dure signal)
	used in AFS as a procedure signal)	MKR	Marker radio beacon
LTD	Limited	MLS	Microwave landing system
LTP	Landing threshold point	MM	Middle marker
LTT	Landline teletypewriter	MMO*	Main meteorological office
LV	Light and variable (relating to wind)	MNM	Minimum
LVE	Leave or leaving	MNPS	Minimum navigation performance
LVL	Level		specifications
LVP	Low visibility procedures	MNT	Monitor or monitoring or monitored
LYR	Layer <i>or</i> layered	MNTN	Maintain
		MOA	Military operating area
		MOC	Minimum obstacle clearance (required
	M	MOD	Moderate (used to indicate the intensit
	141		of weather phenomena, interference of
M	Metres (preceded by figures)		static reports, e.g. MOD RA = moder-
M			ate rain)
	Mach number (followed by figures) Minimum value of runway visual	MON	Above mountains
M	•	MON	Monday
	range (followed by figures in ME-	MOPS	Meteorological Operational perfor-
3.54.4	TAR/SPECI)	MOLD	mance standards
MAA	Maximum authorized altitude	MOV	Move or moving or movement
MAG	Magnetic		
MAHF	Missed approach holding fix	MPS	Metres per second
MAINT	Maintenance	MRA	Minimum reception altitude
MAP	Aeronautical maps and charts	MRG	Medium range
MAPT	Missed approach point	MRP	ATS/MET reporting point
MAR	At sea	MS	Minus
MAR	March	MSA	Minimum sector altitude
MAS	Manual Al simplex	MSAS	Multi-functional transport satellite
MATF	Missed approach turning fix		(MTSAT) satellite-based augmenta-
MAX	Maximum		tion system
MAY	May	MSAW	Minimum safe altitude warning
MBST	Microburst	MSG	Message
MCA	Minimum crossing altitude	MSL	Mean sea level
MCW	Modulated continuous wave	MSR	Message (transmission identification
MDA	Minimum descent altitude		has been misrouted (to be used in AFS
MDF	Medium frequency direction-finding		as a procedure)
	station	MSSR	Monopulse secondary surveillance rad
MDH	Minimum descent height	MT	Mountain
MEA	Minimum en-route altitude	MTU	Metric units
MEHT	Minimum eye height over threshold	MTW	Mountain waves
WILITI	(for visual approach slope indicator	MVDF	Medium and very high frequency di-
	systems)		rection-finding stations (at the same
MET			location)
	Meteorological <i>or</i> meteorology	MWO	Meteorological watch office
METAR	Aviation routine weather report (in	MX	Mixed type of ice formation (white
ME	aeronautical meteorological code)	14171	and clear)
MF	Medium frequency [300 to 3 000		απα ετεατ )
MIDE	kHz]		
MHDF	Medium and high frequency direc-		<b>N</b> T
	tion-finding stations (at the same lo-		N
	cation)		
MHVDF	Medium, high and very high fre-	N	No distinct tendency (in RVR during
MILLADI			. 10 )
WILLADI	quency direction-finding stations (at		previous 10 minutes)
MHZ	quency direction-finding stations (at the same location)  Megahertz	N	North <i>or</i> northern latitude

GEN 2.2-7

25 MAY 19

NADP	Noise abatement departure proce-	OBS	Observe <i>or</i> observed <i>or</i> observed or
NASC	dures National AIS system centre	OBSC	Servation Obscure or obscured or obscuring
			Obscure or obscured or obscuring
NAT	North Atlantic	OBST	Obstacle
NAV	Navigation	OCA	Obstacle clearance altitude
NB	Northbound	OCA	Oceanic control area
NBFR	Not before	OCC	Occulting (light)
NC	No change	OCH	Obstacle clearance height
NCD	No cloud detected	OCL	Obstacle clearance limit
NDB	Non-directional radio beacon	OCNL	Occasional or occasionally
NDV	No directional variations available	OCS	Obstacle clearance surface
NE	North-east	OCT	October
NEB	North-eastbound	OFZ	Obstacle free zone
NEG	No <i>or</i> negative <i>or</i> permission not	OGN	Originate (to be used in AFS as a
	granted <i>or</i> that is not correct		procedure signal)
NGT	Night	OHD	Overhead
NIL	None <i>or</i> I have nothing to	OIS	Obstacle identification surface
1,122	send to you	OK	We agree or It is correct (to be used
NM	Nautical miles	OK	,
NML	Normal		AFS as a procedure signal)
		OLDI	On-line data interchange
NN	No name, unnamed	OM	Outer marker
NNE	North-north-east	OPA	Opaque, white type of ice formation
NNW	North-north-west	OPC	The control indicated is operational
NO	No (negative) (to be used in		control
	AFS as a procedure signal)	OPMET	Operational meteorological (infor-
NOF	International NOTAM office	OTHE	mation)
NOSIG	No significant change (used	OPN	Open <i>or</i> opening <i>or</i> opened
	in trend-type landing fore-	OPR	Operator or operate or operative or
	casts)	OLK	
NOTAM	A notice distributed by	OPS	operating <i>or</i> operational
	means of telecommunication		Operations
	containing information con-	O/R	On request
	cerning the establishment,	ORD	Indication of an order
	condition or change in any	OSV	Ocean station vessel
	aeronautical facility, service,	OTP	On top
	procedure or hazard, the	OTS	Organized track system
	timely knowledge of which	OUBD	Outbound
	•	OVC	Overcast
	is essential to personnel con-		
NOV	cerned with flight operations		
NOV	November		P
NOZ	Normal operating zone		•
NR	Number	P	Prohibited area (followed by identifi-
NRH	No reply heard	1	
NS	Nimbostratus	I DA	cation)
NSC	Nil significant cloud	PA	Precision approach
NSE	Navigation system error	PALS	Precision approach lighting system
NSW	Nil significant weather		(specify category)
NTL	National	PANS	Procedures for air navigation service
NTZ	No transgression zone	PAPI	Precision approach path indicator
1,12	110 44411581-051011 20110	PAR	Precision approach radar
NW	North-west	PARL	Parallel
NWB	North-west	PATC	Precision approach terrain chart (fol-
NXT	Next		lowed by name/title)
11/1	INEXL	PAX	Passenger(s)
		PBN	Performance-based navigation sys-
		ותון	
	$\mathbf{O}$	PCD	tem Proceed or proceeding
			Proceed or proceeding
OAC	Oceanic area control centre	PCL	Pilot-controlled lighting
OAC	Obstacle assessment surface	PCN PDC	Pavement classification number Pre-departure clearance

PDG	Procedure design gradient	QTA	Shall I cancel telegram number?
PER	Performance		or Cancel telegram number (to be
PERM	Permanent		used in AFS as a Q Code)
PIB	Pre-flight Information bulletin	QTE	True bearing
JE	Parachute jumping exercise	QTF	Will you give me position of my sta
L	Ice Pellets		tion according to the bearing taken
LA	Practice low approach		by the D/F stations which you con
LN	Flight plan		trol? or The position of your station
LVL	Present level		according to the bearings taken by
'n	Prior notice required		the D/F stations that I control was
PNR	Point of no return		
			latitude longitude ( <i>or</i> other indica
00	Dust/sand whirls (dust devils)		tion of position), class at hours
OB	Persons on board		(to be used in radiotelegraphy
POSS	Possible		as a Q Code)
PPI	Plan position indicator	QUAD	Quadrant
PPR	Prior permission required	QUJ	Will you include the TRUE track to
PPSN	Present position		reach me is degrees at hours (t
RFG	Aerodrome partially covered by fog		be used in radiotelegraphy as a Q
PRI	Primary		Code)
PRKG	Parking		
PROB	Probability		R
PROC	Procedure		17
PROV	Provisional	R	Red
PRP	Point-in-space reference point	R R	Right (runway identification)
S	Plus		
PSG		R	Received (acknowledgment of received
	Passing		(to be used in AFS as a procedure s
PSN	Position		nal)
PSP	Pierced steel plank	R	Restricted area (followed by identifi
PSR	Primary surveillance radar		cation)
PSYS	Pressure system(s)	RA	Rain
TN	Procedure turn	RAC	Rules of the air and air traffic service
TS	Polar track structure	RAFC	Regional area forecast centre
PWR	Power	RAG	Ragged
		RAG	Runway arresting gear
		RAI	Runway alignment indicator
	Q	RAIM	Receiver autonomous integrity mon
		1011111	itoring
QD	Do you intend to ask me for a series	RASC	Regional AIS system centre
	of bearings? or I intend to ask you	RASS	Remote altimetre setting centre
	for a series of bearings (to be used in	•	<u>e</u>
	radiotelegraphy as a $Q$ $Code$ )	RB	Rescue boat
)DM	Magnetic heading (zero wind)	RCA	Reach cruising altitude
DR	Magnetic bearing	RCC	Rescue coordination centre
)FE	Atmospheric pressure at aerodrome	RCF	Radio communication failure (mess
C- —	elevation (or at runway threshold)		type designator)
)FU	Magnetic orientation of runway	RCH	Reach or reaching
QGE	What is my distance to your station?	RCL	Runway centre line
ZOL	or Your distance to my station is	RCLL	Runway centre line light(s)
	(distance figures and units) (to be	RCLR	Recleared
		RCP	Required communication perfor-
	used in radiotelegraphy as a Q	•	mance
	Code)	RDH	Reference datum height (for ILS)
ĮН	Shall I run my test tape/a test sen-	RDL	Radial
	tence? or Run your test tape/a test	RDO	Radio
	sentence (to be used in AFS as a Q	RE	
	Code)	KE	Recent (used to qualify weather phe
	,		nomena such as rain, e.g. RERA =
QNH	Altimeter sub-scale setting to obtain		
ĮΝΗ		P=2	cent rain )
	Altimeter sub-scale setting to obtain elevation when on the ground	REC	Receive or receiver
	Altimeter sub-scale setting to obtain elevation when on the ground Will you relay to free of charge?	REDL	Receive <i>or</i> receiver Runway edge light(s)
QNH QSP	Altimeter sub-scale setting to obtain elevation when on the ground		Receive or receiver

DEM	D 11: 1.(1)	DED	D. 1 1
RENL	Runway end light(s)	RTD	Delayed (used to indicate
REP	Report or reporting or report-		delayed meteorological mes-
DEO	ing point		sage; message type designa-
REQ	Request or requested	DTC	tor)
RERTE	Re-route	RTE	Route
RESA	Runway end safety area	RTF	Radiotelephone
RF	Constant radius arc to a fix	RTG	Radiotelegraph
RG	Range (lights)	RTHL	Runway threshold light(s)
RHC	Right-hand circuit	RTN	Return or returned or returning
RIF	Reclearance in flight	RTODAH	Rejected take-off distance available,
RIME	Rime (used in aerodrome	DEG	helicopter
DITTE	warnings)	RTS	Return to service
RITE	Right (direction of turn)	RTT	Radio teletypewriter
RL	Report leaving	RTZL	Runway touchdown zone light(s)
RLA	Relay to	RUT	Standard regional route transmitting
RLCE	Request level change en route	DII	frequencies
RLLS	Runway lead-in lighting system	RV	Rescue vessel
RLNA	Request level not available	RVR	Runway visual range
RMK	Remark	RVSM	Reduced vertical separation mini-
RNAV	(to be pronounced "AR-		mum
	NAV) Area navigation	RWY	Runway
RNG	Radio range		
RNP	Required navigation perfor-		S
	mance		В
ROBEX	Regional OPMET bulletin	S	South <i>or</i> southern latitude
	exchange (scheme)	SA	Sand
ROC	Rate of climb	SALS	Simple approach lighting system
ROD	Rate of descent	SAN	Sanitary
ROFOR	Route forecast (in aeronauti-	SAP	As soon as possible
	cal meteorological code)	SAR	Search and rescue
RON	Receiving only	SARPS	Standards and Recommended Practices
RPDS	Reference path data sector	SARIS	[ICAO]
RPI	Radar position indicator	SAT	Saturday
RPL	Repetitive flight plan	SATCOM	Saturday  Satellite communication
RPLC	Replace or replaced	SB	Southbound
RPS	Radar position symbol	SBAS	Satellite-based augmentation system
RPT	Repeat or I repeat (to be used	SC	Stratocumulus
	in AFS as a procedure signal)	SCT	Scattered
RQ	Indication of a request (to be	SD	Standard deviation
	used in AFS as a procedure	SDBY	Stand by
	signal)	SDF	Step down fix
RQL	Request NOTAM checklist	SE	South-east
	(message type indicator)	SEA	Sea (used in connection with sea-
RQMNTS	Requirements	DL/1	surface temperature and state of the
RQP	Request flight plan (message type		sea)
	indicator)	SEB	South-eastbound
RQS	Request supplementary flight plan	SEC	Seconds
	(message type indicator)	SECN	Section
RR	Report reaching	SECT	Sector
		SELCAL	Selective calling system
RRA	(or RRB, RRC etc, in sequence)	SEP	September
	Delayed meteorological message	SER	Service <i>or</i> servicing <i>or</i> served
	(message type designator)	SEV	Service or servicing or served Severe (used e.g. to qualify icing and
RSC	Rescue sub-centre	DL V	turbulence reports)
RSCD	Runway surface condition	SFC	Surface
RSP	Responder beacon	SG	Snow grains
RSR	En-route surveillance radar	SGL	Silow grains Signal
RSS	Root sum square	SH	Showers (followed by $RA = rain$ , $SN$
		D11	= snow, $PE = ice pellets, GR = hail,$
			- snow, 1 B – we penew, OR – nan,

	GS= small hail and/or snow pellets or combinations thereof, e.g.	STNR STOL STS	Stationary Short take-off and landing Status
	SHRASN =showers of rain and	STWL	
CHE	snow)		Stopway light(s)
SHF	Super high frequency [3 000 to	SUBJ	Subject to
	30000 MHz]	SUN	Sunday
SID	Standard instrument departure	SUP	Supplement (AIP Supplement)
SIF	Selective identification feature	SUPPS	Regional supplementary procedures
SIG	Significant	SVC	Service message
SIGMET	Information concerning en-route	SVCBL	Serviceable
	weather phenomena which may af-	SW	South-west
	fect the safety of aircraft operations	SWB	South-westbound
SIMUL SIWL	Simultaneous <i>or</i> simultaneously Single isolated wheel load	SWY	Stopway
SKC	Sky clear		
SKED	Schedule <i>or</i> scheduled		T
SLP			${f T}$
	Speed limiting point		
SLW	Slow	T	Temperature
SMC	Surface movement control	TA	Traffic advisory
SMR	Surface movement radar	TA	Transition altitude
SN	Snow	TAA	Terminal arrival altitude
SNOCLO	Aerodrome closed due to snow	TACAN	UHF tactical air navigation aid
<b>SNOWTAM</b>	A special series NOTAM notifying	TAF	Aerodrome forecast
	the presence or removal of hazard-	TA/H	Turn at altitude/height
	ous conditions due to snow, ice,	•	
	slush or standing water associated	TAIL	Tail wind
		TAR	Terminal area surveillance radar
	with snow, slush and ice on the	TAS	True airspeed
	movement area, by means of a spe-	TAX	Taxiing <i>or</i> taxi
	cific format	TC	Tropical cyclone
SOC	Start of climb	TCAC	Tropical cyclone advisory centre
SPECI	Aviation selected special weather	TCU	Towering cumulus
	report (in aeronautical meteorolog-	TDO	Tornado
	ical code)	TDZ	Touchdown zone
SPECIAL	Special meteorological report (in	TECR	Technical reason
~	abbreviated plain language)	TEL	Telephone
SPL	Supplementary flight plan (message		
SI L		TEMPO	Temporary or temporarily
GDO C	type designator)	TF	Track to fix
SPOC	SAR point of contact	TFC	Traffic
SPOT	Spot wind	TGL	Touch-and-go landing
SQ	Squall	TGS	Taxiing guidance system
SQL	Squall line	THR	Threshold
SR	Sunrise	THRU	Through
SRA	Surveillance radar approach	THU	Thursday
SRE	Surveillance radar element of preci-	TIBA	Traffic information broadcast by air-
	sion approach radar system	ПВА	craft
SRG	Short range	THE	
SRR	Search and rescue region	TIL	Until
		TIP	Until past (place)
SRY	Secondary	TKOF	Take-off
SS	Sandstorm	TL	Till (followed by time by which weath
SS	Sunset		change is forecast to end)
SSB	Single sideband	TLOF	Touchdown and lift-off area
SSE	South-south-east	TMA	Terminal control area
SSR	Secondary surveillance radar	TNA	Turn altitude
SST	Supersonic transport	TNH	Turn height
SSW	South-south-west		<u> </u>
ST	Stratus	TO	To (place)
		TOC	Top of climb
STA	Straight-in approach	TODA	Take-off distance available
STAR	Standard instrument arrival	TODAH	Take-off distance available, helicop-
STD	Standard		ter
STF	Stratiform	TOP	Cloud top
STN	Station		•

			1
TORA TOX	Take-off run available Toxic	UHF	Ultra high frequency [300 to 3 000 MHz]
TP	Turning point	UIC	Upper information centre
TR	Track	UIR	Upper flight information region
TRA	Temporary reserved airspace	ULR	Ultra long range
TRANS	Transmits or transmitter	UNA	Unable
TREND	Trend forecast	UNAP	Unable to approve
TRL	Transition level	UNL	Unlimited
TROP	Tropopause	UNREL	Unreliable
TS	Thunderstorm (in aerodrome	UP	Unidentified precipitation
-~	reports and forecast, TS used	U/S	Unserviceable
	alone means thunder heard	UTA	Upper control area
	but no precipitation at the	UTC	Coordinated universal time
	aerodrome)	010	Coordinated and versus time
TS	Thunderstorm (followed by		
15	RA = RAIN, $SN = snow$ , $PE$		₹7
	$= ice \ pellets, GR = hail,$		${f V}$
	GS = small hail and/or snow		
	pellets or combinations	VA	Volcanic ash
	thereof, e.g. TSRASN =	VAC	Visual approach chart (followed by
			name/title)
	thunderstorm with rain and	VAL	In valleys
TCLINIANA	snow)	VAN	Runway control van
TSUNAMI	Tsunami	VAR	Magnetic variation
TT	Teletypewriter	VAR	Visual-aural radio range
TUE	Tuesday	VASIS	Visual approach slope indi-
TURB	Turbulence		cator systems
T-VASIS	(to be pronounced "TEE-VA-	VC	Vicinity of the aerodrome (followed a
	SIS") T visual approach slope		$FG = fog, FC = funnel \ cloud, SH =$
	indicator system		showers, $PO = dust/s$ and whirls,
TVOR	Terminal VOR		$BLDU = blowing \ dust, \ BLSA = blow$
TWR	Aerodrome control tower or		ing sand or $BLSN = blowing snow$ ,
	aerodrome control		$e.g.\ VC\ FG = vicinity\ fog)$
TWY	Taxiway	VCY	Vicinity
TWYL	Taxiway-link	VDF	•
TX	Minimum temperature	V DI	Very high frequency direction-find-
TXT	Text (when the abbreviation	VED	ing station Vertical
	is used to request a repeti-	VER	
	tion, the question mark (IMI)	VFR	Visual flight rules
	precedes the abbreviation,	VHF	Very high frequency [30 to 300 MHz
	e.g.	VI	Heading to an intercept
	IMI TXT) (to be used in AFS	VIP	Very important person
	as a procedure signal)	VIS	Visibility
TYP	Type of aircraft	VLF	Very low frequency [3 to 30 kHz]
TYPH	Typhoon	VLR	Very long range
ППП	1 yphoon	VM	Heading to a manual termination
		VMC	Visual meteorological conditions
	**	VNAV	Vertical navigation
	U	VOLMET	Meteorological information for aircraft in flight
U	Upward (tendency in RVR during	VOR	VHF omnidirectional radio range
	previous 10 minutes)	VORTAC	VOR and TACAN combination
UA	Unmanned aircraft	VOT	VOR airborne equipment test facility
UAB	Until advised by	VOT VPA	Vertical path range
UAC	Upper area control centre	VRB	Variable
UAR	Upper air route	VKB VSA	By visual reference to the ground
UDF	Ultra high frequency direc-	VSA VSP	
	tion-finding station		Vertical speed
UFN	Until further notice	VTF	Vector to final
OLIN	Ondi furnici nonce	VTOL	Vertical take-off and landing
	Unable higher due troffie	¥ 7¥ 7¥¥5.4-	<b>T.7</b>
UHDT	Unable higher due traffic	VVIP*   VV	Very very important person Vertical visibility

$\mathbf{W}$		X	
W	West or western longitude		
W	White	X	Cross
WASS	Wide area augmentation system	XBAR	Crossbar (of approach lighting sys-
WAC	World Aeronautical Chart - ICAO		tem)
	1:1 000 000 (followed by name/title)	XNG	Crossing
WAFC	World area forecast centre	XS	Atmospherics
WB	Westbound		
WBAR	Wing bar lights		
WDI	Wind direction indicator		Y
WDSPR	Widespread		
WED	Wednesday	Y	Yellow
WEF	With effect from or effective from	YCZ	Yellow caution zone (runway light-
WGS-84	World Geodetic System - 1984	ing)	Tono w outdon Zono (vittira) tigiti
WI	Within	YES	Yes (affirmative) (to be used in AFS
WID	Width		as a procedure signal)
WIE	With immediate effect or effective	YR	Your
	immediately		1001
WILCO	Will comply		
WIND	Wind		${f Z}$
WIP	Work in progress		L
WKN	Weaken or weakening	Z	Coordinated Universal Time (in meteor
WNW	West-north-west	L	ological messages)
WO	Without		otogicai messages)
WPT	Way-point		
WRNG	Warning		
WS	Wind shear		
WSPD	Wind speed		
WSW	West-south-west		
WT	Weight		
WTSPT	Waterspout		
WWW	Worldwide web		
WX	Weather		