GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

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

Α			- contract
Α	Amber	ADSU	Automatic dependent surveillance
*A	Approach		unit
^	(Used to specify the purpose of a	ADVS	Advisory service
	Radio Navigation Aid)	ADZ	Advise
*A	FRA Arrival Connecting Point	AES	Aircraft earth station
AAA	_	AFIL	Flight plan filed in the air
AAA	Amended meteorological mes-	AFIS	Aerodrome Flight Information
A/A	sage Air-to-air	7 1.5	Service
AAD		AFM	Yes or affirm or affirmative or that
AAIM	Assigned altitude deviation	,	is correct
AAIIVI	Aircraft autonomous integrity	AFS	Aeronautical fixed service
A A I	monitoring	AFT	After
AAL	Above aerodrome level	AFTN	Aeronautical Fixed Telecommuni-
AAR	Air to air refuelling	731 TT V	cation Network
ABI	Advance boundary information	A/G	Air-to ground
ABM	Abeam	AGA	
ABN	Aerodrome beacon	AGA	Aerodromes, air routes and
ABT	About	A C1	ground aids
ABV	Above	AGL	Above ground level
AC	Altocumulus	AGN	Again
ACARS	Aircraft communication address-	*AGNIS	Azimuth Guidance for Nose-In
	ing and reporting system		Stand
ACAS	Airborne collision avoidance sys-	AIC	Aeronautical Information Circular
	tem	AIDC	Air traffic services inter-facility
ACC	Area control centre or area control		data communication
ACCID	Notification of an aircraft accident	AIM	Aeronautical information manage-
*A-CDM	Airport Collaborative Decision		ment
	Making	AIP	Aeronautical Information Publica-
ACFT	Aircraft		tion
ACK	Acknowledge	AIRAC	Aeronautical Information Regula-
ACL	Altimeter check location		tion and Control
ACN	Aircraft Classification Number	AIREP	Air-report
ACP	Acceptance	AIRMET	Information concerning en-route
ACPT	Accept or accepted		weather phenomena which may
ACT	Active or activated or activity		effect the safety of low-level air-
AD	Aerodrome		craft operations
ADA	Advisory area	AIS	Aeronautical Information Services
ADC	,	ALA	Alighting area
	Aerodrome chart	ALERFA	Alert phase
ADDN	Addition or additional	ALR	Alerting
ADF	Automatic Direction Finding	ALRS	Alerting service
ADIZ	Air defence identification zone	ALS	Approach lighting system
ADJ	Adjacent	ALT	Altitude
*ADMIN	Administration	ALTN	Allternate or alternating
ADO	Aerodrome office	ALTN	Alternate
ADR	Advisory route		
ADS	Automatic dependent surveillance	AMA	Area minimum altitude
ADS	The address when this abbrevia-	AMD	Amend or amended
	tion is used to request a repetition,	AMDT	Amendment
	the question mark (IMI) precedes	AMS	Aeronautical mobile service
	the abbreviation, e.g. IMI ADS (to	AMSL	Above mean sea level
	be used in AFS as a procedure	AMSS	Aeronautical mobile satellite ser-
	signal)		vice
ADS-B	Automatic dependant surveillance	ANC	Aeronautical Chart 1:500 000
	- broadcast	ANCS	Aeronautical Navigation Chart
ADS-C	Automatic dependant surveillance		Small Scale
	!		

ANS	Answer	*ATSU	Air traffic service unit
*ANSP	Arronautical Navigation Service	ATTN	Attention
ANOF	Provider	AT-VASIS	
^		AI-VASIS	Abbreviated T visual approach
AO	Oceanic control area	AT7	slope indicator system
AO	Aircraft Operator	ATZ	Aerodrome traffic zone
AOC	Aerodrome obstacle chart	AUG	August
*AOC	Air Operator Certificate	AUTH	Authorized or authorization
*AOS	A-CDM portal	AUTO	Automatic
AP	Airport	AUW	All up weight
APAPI	Abbreviated precision approach	AUX	Auxiliary
	path indicator	AVBL	Available or availability
APCH	Approach	AVG	Average
APDC	Aircraft parking/docking chart	*AVDGS	Advanced Visual Docking Guid-
APN	Apron		ance System
APP	Approach control office or ap-	AVGAS	Aviation gasoline
	proach control or approach con-	AWOS	Automated Weather Observation
	trol service		System
APR	April	AWTA	Advise at what time able
APRX	Approximate or approximately	AWY	Airway
APSG	After passing	AZM	Azimuth
APU	Auxiliary power unit	В	
APV	Approach Procedures with Verti-		D.
7 ti V	cal guidance	В	Blue
ARC	Area chart	BA	Braking action
ARNG	Arrange	BASE	Cloud base
ARO		BCFG	Fog patches
	Air traffic services reporting office	BCN	Beacon
ARP	Aerodrome reference point	BCST	Broadcast
ARP	Air-report	BDRY	Boundary
ARQ	Automatic error correction	BECMG	Becoming
ARR	Arrive	BFR	Before
ARR	Arrival	BKN	Broken
ARS	Special air-report	BL	Blowing
ARST	Arresting	BLDG	Building
AS	Altrostratus	BLO	Below clouds
*AS	Aerodrome Surface	BLW	Below
ASAP	As soon as possible	BOMB	Bombing
ASC	Ascent to or ascending to	BR	Mist
ASDA	Accelerate stop distance availa-	BRF	Short
	ble	BRG	Bearing
ASE	Altimetry system error	BRKG	Braking
ASPEEDG	Airspeed gain		
ASPEEDL	Airspeed loss	BS	Commercial broadcasting station
ASPH	Asphalt	BTL	Between layers
AT	At (followed by time at which	BTN	Between
	weather change is forecast to oc-	С	
	cur)	С	Centre
ATA	Actual time of arrival	С	Degrees Celsius
ATC	Air Traffic Control	CAA	Civil Aviation Authority or Civil
ATD	Actual time of departure		Aviation Administration
ATFM	·	CAT	Category
ATIS	Air traffic flow management Automatic terminal information	CAT	Clear air turbulence
AIIO		CAVOK	Visibility, cloud and present
A T. A	service	O/ W OIK	weather better than prescribed
ATM * ATM	Air traffic management		values or conditions
*ATM	Automated Teller Machine or Au-	СВ	Cumulonimbus
A-T-1	tomatic Teller Machine	CC	Cirrocumulus
ATN	Aeronautical telecommunication		
	network	CCA	Corrected meteorological mes-
ATP	At	000	sage
ATS	Air traffic services	CCO	Continuous climb operation

CD	Candela	CS	Call sign
CDN	Co-ordination message	CTA	Control area
CDO	Continuous descent operation	CTA	*Common Travel Area
CDR	Conditional route	CTAM	Climb to and maintain
		CTC	
*CET	Civil Evening Twilight		Contact
CF	Change frequency to	CTL	Control
CFM	Confirm or I confirm	CTN	Caution
CGL	Circling guidance light(s)	*CTOT	Calculated take off time
CH	Channel	CTR	Control zone
CH	This is a channel – continuity -	CU	Cumulus
OH		CUF	Cumuliform
	check of transmission to permit		
	comparison of your record of	CUST	Customs
	channel sequence numbers of	CVR	Cockpit voice recorder
	messages received on the chan-	CW	Continuous wave
	nel	CWY	Clearway
CHG	Modification message	D	•
CI	Cirrus		
CIDIN		D	Downward
CIDIN	Common ICAO data interchange	D	Danger area
	network	*D	FRA Departure Connecting Point
CIV	Civil	DA	Decision altitude
CK	Check	D - ATIS	Data link automatic terminal infor-
CL	Centre line	D-AIIS	
CLA	Clear type of ice formation		mation service
CLBR	Calibration	DCD	Double channel duplex
		DCKG	Docking
CLD	Cloud	*DCL	Digital Clearance
CLG	Calling	DCP	Datum crossing point
CLIMB-OUT	Climb-out area	DCPC	Direct controller-pilot communica-
CLR	Clear or cleared to or clearance	DOFO	•
CLRD	Runway(s) cleared	D00	tions
CLSD	Close or closed or closing	DCS	Double channel simplex
cm	Centimetre	DCT	Direct
		DE	From
CMB	Climb to or climbing to	DEC	December
CMPL	Completion or completed or com-	DEG	Degrees
	plete	DEP	Depart or departure or departure
*CMT	Civil Morning Twilight	DLI	
CNL	Cancel or cancelled	DEO	message
CNL	Flight plan cancellation	DES	Descend to or descending to
CNS	Communications, navigation and	DEST	Destination
CINO	_	DETRESFA	Distress phase
221	surveillance	DEV	Deviation or deviating
COM	Communications	DFDR	Digital flight data recorder
CONC	Concrete	DFTI	Distance from touch down indica-
COND	Condition	DITI	tor
CONS	Continuous	DII	
CONST	Construction or constructed	DH	Decision height
CONT	Continue(s) or continued	DIF	Diffuse
		DIST	Distance
COOR	Coordinate, or co-ordination	DIV	Divert or diverting
COORD	Coordinates	DLA	Delay or delayed
COP	Change-over point	DLA	Delay
COR	Correct or corrected or correction	DLIC	Data link initiation capability
COT	At the coast		, ,
COV	Cover or covered or covering	DLY	Daily
CPDLC	Controller – pilot data link commu-	DME	Distance measuring equipment
OI DLO	•	DNG	Danger or dangerous
ODI	nications	DOF	Date of flight
CPL	Current flight plan message	*DOC	ICAO Document
CRC	Cyclic redundancy check	*DOC	Designated Operational Cover-
CRM	Collision risk model	200	age
CRP	Compulsory reporting point	DOM	Domestic
CRZ	Cruise	DOM	
CS	Cirrostratus	DP	Dew point temperature

DPT	Depth	ESE	East-south-east
DR	Dead reckoning	EST	Estimate or estimated or estimate
DR	Low drifting	ETA	Estimated time of arrival or esti-
DRG	During	-1/1	mating arrival
DS	Dust storm	*etc.	et cetera
DSB		ETD	
	Double sideband	EID	Estimated time of departure or es-
DTAM	Descend to and maintain	FTO	timating departure
DTG	Date-time group	ETO	Estimated time over significant
DTHR	Displaced runway threshold		point
DTRT	Deteriorate or deteriorating	*EU	European Union
DTW	Dual tandem wheels	*EUR	Europe
DU	Dust	EV	Every
DUC	Dense upper cloud	EXC	Except
DUPE	This is a duplicate message	EXER	Exercise or exercising or to exer-
DUR	Duration		cise
D-VOLMET	Data link VOLMET	EXP	Expected or expending
DVOR	Doppler VOR	EXTD	Extend or extending or
DW	Dual wheels		Extended
DZ	Drizzle	F	ZAGIIGGG
E	BIIZZIO		
		F	Fixed
E	East or Eastern longitude	*FAA	Federal Aviation Administration
*E	Enroute (Used to specify the pur-	FAC	Facilities
	pose of a Radio Navigation Aid)	FAF	Final approach fix
*E	FRA Horizontal Entry Point	FAL	Facilitation of international air
*e.g.	Eempli Gratia		transport
*EAD	European AIS Database	FAP	Final approach point
*EASA	European Aviation Safety Agency	FATO	Final approach and take-off area
EAT	Expected approach time	FAX	Facsimile transmission
EB	Eastbound	FBL	Light
*EC	European Community	*FBZ	Flight Plan Buffer Zone
EDA	Elevation differential area	FC	Funnel cloud
EDTO		FCST	Forecast
EDIO	Extended diversion time opera-		
*⊏⊏^	tions	FCT	Friction coefficient
*EEA	European Economic Area	FDPS	Flight data processing system
*EEC	European Economic Community	*FDR	Flight Data Recorder
EEE	Error	FEB	February
EET	Estimated elapsed time	FEW	Few
EFC	Expect further clearance	FG	Fog
EGNOS	European geostationary naviga-	FIC	Flight information centre
	tion overlay service	FIR	Flight information region
EHF	Extremely high frequency	FIS	Flight information service
ELBA	Emergency location beacon-air-	FISA	Automated flight information ser-
	craft		vice
ELEV	Elevation	FL	Flight level
ELR	Extra long range	FLD	Field
ELT	Emergency locator transmitter	FLG	Flashing
EM	Emission	FLR	Flares
*Email	Electronic Mail	FLT	Flight
EMBD		FLTCK	<u> </u>
	Embedded in a layer		Flight check
EMERG	Emergency	FLUC	Fluctuating or fluctuation or fluctu-
*En	English Language	-114	ated
END	Stop-end	FLW	Follow(s) or following
ENE	East-north-east	FLY	Fly or flying
ENG	Engine	FM	From
ENR	En route	FM	From (followed by time weather
ENRC	Enroute chart		change is forecast to begin)
EOBT	Estimated off-block time	FMS	Flight management system
EQPT	Equipment	FMU	Flow management unit

FNA	Final approach	*GPWS	Ground Proximity Warning Sys-
FPAP	Flight pass alignment point		tem
FPL	Flight plan	GR	Hail
FPM	Feet per minute	GRAS	Ground-based regional augmen-
FPR		CIVAO	
	Flight plan route	00400	tation system
FR	Fuel remaining	GRASS	Grass landing area
*FRA	Free Route Airspace	GRIB	Processed meteorological data in
FREQ	Frequency		the form of grid point values
FRI	Friday	GRVL	Gravel
FRNG	Firing	GS	Ground speed
FRONT	Front	GS	Small hail and/or snow pellets
FRQ	Frequent	GUND	Geoid undulation
	•		Geoid undulation
FSL	Full stop landing	Н	
*FSR	Fuel Saving Route	Н	High pressure area or the centre
FSS	Flight service station		of high pressure
FST	First	Н	Significant wave height (followed
ft	Feet	Į Į	
FTP	Fictitious threshold point	1104	by figures in METAR/SPECI)
FU	Smoke	H24	Continuous day and night service
		*HA	Handling agent
FZ	Freezing	HAPI	Helicopter approach path indica-
FZDZ	Freezing drizzle		tor
FZFG	Freezing fog	HCH	Heliport crossing height
FZRA	Freezing rain	HBN	Hazard beacon
G		HDF	
_		прг	High frequency direction finding
G	Green		station
G	Variations from the mean wind	HDG	Heading
	speed	HEL	Helicopter
GA	Go ahead, resume sending	HF	High frequency
GA	General Aviation	HGT	Height or height above
*GAT	General Air Traffic	*HLA	High Level Airspace
G/A	Ground to air	HJ	Sunrise to sunset
G/A/G	Ground to air and air to ground	HLDG	
			Holding
GAGAN	GPS and geostationary earth orbit	HLS	Helicopter landing site
	augmented navigation	HM	Holding/Racetrack to a manual
GARP	GBAS azimuth referencia point		termination
GAMET	Area forecast for low-level flights	*HMU	Height Monitoring Units
GBAS	Ground-based augmentation sys-	HN	Sunset to sunrise
	tem	НО	Service available to meet opera-
GCA	Ground control approach system		tional requirements
00/1	or ground control approach	HOL	Holiday
CEN			•
GEN	General	HOSP	Hospital aircraft
GEO	Geographic or true	HPA	Hectopascal
GES	Ground earth station	HLP	Heliport
GLD	Glider	HR	Hours
GLONASS	Global orbiting navigation satellite	HRP	Heliport reference point
	system	HS	Service available during hours of
GLS	GBAS landing system	110	scheduled operations
GMC	3 ,	HUM	Humanitarian
GIVIC	Ground movement chart (followed		
	by name/title)	HURCN	Hurricane
GND	Ground	HVDF	High and very high frequency di-
GNDCK	Ground check		rection finding stations
GNSS	Global navigation satellite system	HVY	Heavy
GOV	Government	HX	No specific working hours
GOC	General Officer Commanding	HYR	Higher
GP		HZ	Haze
	Glide path		
*GP	General Purpose	Hz	Hertz
GPS	Global positioning system	I	
GPU	Ground power unit	*	FRA Intermediate Point
		•	

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*i.e.	id est (that is)	J	
*IAA	Irish Aviation Authority	JAN	January
IAC	Instrument approach chart	*JAR	Joint Aviation Requirement
IAF	Initial approach fix	JTST	Jet stream
*IAIP	Integrated Aeronautical Informa-	JUL	July
	tion Package	JUN	June
*IAMSAR	International Aeronautical and		Julie
,	Maritime Search and Rescue	K	
IAP	Instrument approach procedure	kg	Kilogrammes
IAR	Intersection of air routes	kHz	Kilohertz
IAS	Indicated air speed	km	Kilometres
	•	km/h	Kilometres/hour
IBN	Identification beacon	kPa	Kilo pascal
ICAO	International Civil Aviation Organ-	kts	Knots
	ization	kW	Kilowatts
ICE	Icing		Mowatto
ID	Identifier or identify	L	
IDENT	Identification	L	Left
*IDF	Initial departure fix	L	Locator
IF	Intermediate approach fix	L	Low pressure area or the centre of
IFF	Identification friend/foe		low pressure
*IFPS	Integrated Initial Flight Plan Pro-	L	Litre .
	cessing System	LAM	Logical acknowledgement
IFR	Instrument flight rules	LAN	Inland
IGA	International general aviation	LAT	Latitude
ILS	Instrument landing system	LCA	Local or Locally or location or lo-
IM	Inner marker	LOA	cated
IMC	Instrument meteorological condi-	LDA	
IIVIC	tions		Landing distance available
IMG		LDAH	Landing distance available, heli-
	Immigration	100	copter
IMI	Interrogation sign	LDG	Landing
IMPR	Improve or improving	LDI	Landing direction indicator
IMT	Immediate or immediately	LEN	Length
INA	Initial approach	LF	Low frequency
INBD	Inbound	LGT	Light or lighting
INC	In cloud	LGTD	Lighted
INCORP	Incorporated	LIH	Light intensity high
INCERFA	Uncertainty phase	LIL	Light intensity low
*incl	Inclusive	LIM	Light intensity medium
IRS	Inertial Reference System	*LLZ	Localizer
INFO	Information	LM	Locator, middle
INOP	Inoperative	*LNAV	Lateral Navigation
INP	If not possible	LMT	Local Mean Time
INPR	In progress	LNG	Long
INS	Inertial navigation system	LO	Locator outer
INSTL	Install or installed or installation	LOC	Localizer
INSTR	Instrument	*LOM	Locator Outer Marker
INT	Intersection		
INTL	International	LONG	Longitude
		LORAN	LORAN (Long Range Navigation
INTRG	Interrogator	*1.5).(Systems)
INTRP	Interrupt or interruption or inter-	*LPV	Localizer performance with verti-
	rupted		cal guidance.
INTSF	Intensify or intensifying	LR	The last message received by me
INTST	Intensity		was
IR	Ice on runway	LRG	Long range
*IRs	Implementing Rules	LS	The last message sent by me was
ISA	International standard atmos-		
	phere	LTA	Lower control area
ISB	Independent sideband	LTD	Limited
ISOL	Isolated	LTP	Landing threshold point
			<u> </u>

137	Links and an air like		toma I
LV	Light and variable	NANITA I	tored
LVE	Leave or leaving	MNTN	Maintain
LVL	Level	MOA	Military operating area
LYR	Layer or layered	MOC	Minimum obstacle clearance
M		MOD	Moderate
M	Mach number	MON	Above mountains
M	Metres	MON	Monday
M	Minimum values of runway visual	MOPS	Minimum operational perfor-
IVI	range		mance standards
MAA	Maximum authorized altitude	MOTNE	Meteorological Operational Tele-
MAG			communications Network Europe
	Magnetic	MOV	Move or moving or movement
MAINT	Maintenance	MPS	Metres per second
MAP	Aeronautical maps and charts	MRA	Minimum reception altitude
MAPT	Missed approach point	MRG	Medium range
MAR	March	MRP	ATS per MET reporting point
MAR	At sea	MS	Minus
*MASPS	Minimum Aviation System Perfor-	MSA	Minimum sector altitude
	mance Standards	MSAS	Multi-functional transport satellite
MATF	Missed approach turning fix	IVIOAO	·
MATZ	Military aerodrome traffic zone		(MTSAT) satellite-based augmen-
MAX	Maximum	MOANA	tation system
MAY	May	MSAW	Minimum safe altitude warning
MBST	Microburst	MSG	Message
MCA	Minimum crossing altitude	MSL	Mean sea level
MCTR	Military control zone	MSR	Message
*MCH	Minimum crossing height	MSSR	Monopulse secondary surveil-
MCW	Modulated continuous wave		lance radar
MDA	Minimum descent altitude	MT	Mountain
MDF		MTOM	Maximum take-off mass
MDL	Medium frequency direction-find-	MTU	Metric units
MDII	ing station	MTW	Mountain waves
MDH	Minimum descent height	MVDF	Medium and very high frequency
MEA	Minimum en-route altitude		direction-finding stations (at the
MEDEVAC	Medical evacuation flight		same position)
MEHT	Minimum eye-height over thresh-	MWO	Meteorological watch office
	old	MX	Mixed type of ice formation
MET	Meteorological or meteorology	N	winder type of loc formation
METAR	Aviation routine weather report		
METREPORT	Local routine meteorological re-	N	North or Northern latitude
	port	N	No distinct tendency
MF	Medium frequency	NASC	National AIS system centre
MHA	Minimum holding altitude	NAT	North Atlantic
MHDF	Medium and high frequency direc-	NAV	Navigation
	tion- finding stations	NAVAID	Navigation aid
MHVDF	Medium, high and very high fre-	NB	Northbound
	quency direction-finding stations	NBFR	Not before
MHz	Megahertz	NC	No change
MID	Mid-point	NCD	No cloud detected
MIFG	Shallow fog	NDB	Non-directional radio beacon
MIL	Military	NDV	No directional variations available
MIN	Minutes	NE NE	North-east
MIS	Missing	NEB	North-eastbound
MKR	Marker radio beacon	NEG	No or negative or permission not
MLS		INEG	•
	Microwave landing system	NOT	granted or that is not correct
MM	Middle marker	NGT	Night
MNM	Minimum	NIL	None or I have nothing to send to
MNPS	Minimum navigation performance	NIR 4	you
—	specifications	NM	Nautical miles
MNT	Monitor or monitoring or moni-	NML	Normal

*NMOC	Coordination with the network		tion
	manager	OPC	Control indicated is operational
NNE	North - north-east	01 0	control
NNW	North - north-west	OPMET	Operational meteorological (infor-
		OFIVIET	
NO	No	ODN	mation)
NOF	International NOTAM office	OPN	Open or opening or opened
NONSTD	Non-standard	OPR	Operator or operate or operative
*Nom	Nominal		or operating or operational
NOSIG	No significant change	OPS	Operations
*NOTA	Northern Oceanic Transition Area	O/R	On request
NOTAM	A notice distributed by means of	ORD	Indication of an order
	telecommunication containing in-	*ORM	Operational reply message
	formation concerning the estab-	*OSI	Ordnance Survey Ireland
	lishment, condition or change in	OSV	Ocean station vessel
	any aeronautical facility, service,	OTLK	Outlook
	procedure or hazard, the timely	OTP	On top
	knowledge of which is essential to	OTS	Organized track system
	•	OUBD	Outbound
	personnel concerned with flight		
	operations.	OVC	Overcast
NOTAMC	Cancelling NOTAM	Р	
NOTAMN	New NOTAM	Р	Maximum values of runway visual
NOTAMR	Replacing NOTAM	•	range
NOV	November	Р	Prohibited area
NOZ	Normal operating zone	PA	
*NPZ	No planning zone	PALS	Precision approach
NR	Number	PALS	Precision approach lighting sys-
NRH	No reply heard	DANO	tem
NS	Nimbostratus	PANS	Procedures for air navigation ser-
NSC	Nil significant cloud		vices
NSW	Nil significant weather	PAPI	Precision approach path indicator
NTL	National	PAR	Precision approach radar
NTZ	No transgression zone	PARL	Parallel
NW	North-west	PATC	Precision approach terrain chart
		PAX	Passenger(s)
NWB	North-westbound	PBC	Performance-based communica-
NXT	Next		tions
0		PBN	Performance-based navigation
OAC	Oceanic area control centre	PBS	Performance-based surveillance
OAS	Obstacle assessment surface	PCD	Proceed or proceeding
OAT	Operational Air Traffic	PCL	Pilot controlled lighting
OBS	Observe or observed or observa-	PCN	Pavement classification number
ODO	tion	PCT	Per cent
OBSC	Obscure or obscured or obscuring	PDC	Predeparture clearance
OBST	_	PDG	
	Obstacle		Procedure design gradient
OCA	Obstacle clearance altitude	*PDS	Pre-departure sequencer
OCA	Oceanic control area	PER	Performance
OCC	Occulting	PERM	Permanent
OCH	Obstacle clearance height	PIB	Preflight information bulletin
*OCL	Oceanic Clearance Link	PJE	Parachute jumping exercise
OCNL	Occasional or occasionally	PL	Ice pellets
ocs	Obstacle clearance surface	PLA	Practice low approach
OCT	October	PLVL	Present level
OFZ	Obstacle free zone	PN	Prior notice required
OGN	Originate	PNR	Point of no return
OHD	Overhead	PO	Dust/sand whirls (dust devils)
OK	We agree or it is correct	POB	Persons on board
OLDI	On line data interchange	POSS	Possible
	_	POSS PPI	
OM	Outer marker		Plan position indicator
OPA	Opaque, white type of ice forma-	PPR	Prior permission required

PPSN Present position R R Red Manway (followed by figures in fog Metaras/SPEC) PRI Primary R R Received Received Received PRORD Probability R R Received PRORD Probability R R Redicted area Restricted area Redicted Probability RAC Received Received PRORD Probability RAC Received Received Received Provisional RAC Rules of the air and air traffic services RAC Rules of the air and air traffic services RAC Regional AIS system centre RAC Rules of the air and air traffic services RAC Regional AIS system centre RAI Runway alignment indicator RAI Receiver autonomous integrity monitoring RAI Runway alignment indicator RAIM Receiver autonomous integrity monitoring RAIM Receiv					
PREG Aerodrome partially covered by fog METARSPECI) PRI Primary fog Parking R R Received Probability R R Received Received Probability R R Restricted area Radial from VOR (followed by three figures) PROC Procedure RA Radial from VOR (followed by three figures) PROC Procedure RA Radial from VOR (followed by three figures) PROC Provisional RAC Rules of the air and air traffic services PROP Propeller RA RAC Rain PROP Propeller RA RAC Rain PROP Propeller RA RAC Rain PROP Provisional RAC Rulway alignment indicator RAC Receiver autonomous integrity monitoring PSP Pierced steel plank RAIM Receiver autonomous integrity monitoring PSP Pierced steel plank RAS RAC Regional AIS system centre PSYS Pressure system(s) RASC Regional AIS system centre PSYS Pressure system(s) RASC Regional AIS system centre RASS Remote altimeter setting source RB Rescue boat Receiver autonomous integrity monitoring PWR Power RCA Reach cruising altitude RCC Rescue co-ordination centre RCC Rescue co-ordination c	PPSN		Present position	R	Red
PRI Primary R R Received PRIVE Primary R R Received PRIVE PRIVE PRIVE PRIVE PROBE Probability R R Restricted area PROB Probability R R Restricted area Restric	PRFG		·		Runway (followed by figures in
PRIKG Parking R Restricted area PROB Probability R R Restricted area Restricted R			, ,		• • •
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PROV Provisional Plus vices Vi				DA	
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DD you intend to ask me for a series of bearings? or I intend to ask for a series of bearings? or I intend to ask for a series of bearings (to be used in radiotelegraphy as a Q Code) COde) DM Magnetic heading (zero wind) QDR Magnetic bearing QFE Atmospheric pressure at aerodromuse elevation QFU Magnetic orientation of runway QGE What is my distance to your station or Your distance to your station acroor rown un your test tape/a test sentence or run your test tape/a test sentence or lunit relay to free of charge or I will relay to free of charge	PWR		Power	RCA	Reach cruising altitude
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RLLS Runway lead-in lighting system		R			
RENA Request level not available	В		Diabt		
	ĸ		Rigiii	RLNA	Request level not available

*RMA	Regional Monitoring Agency	SA	Sand
RMAC	Radar minimum altitude chart	SAD	*Single Administrative Document
RMK	Remark	SALS	Simple approach lighting system
*RMZ	Radio Mandatory Zone	SAN	Sanitary
RNAV		SAR	Search and rescue
	Area navigation		
RNG	Radio range	SARPS	Standards and recommended
RNP	Required navigation performance		practices
ROBEX	Regional OPMET bulletin ex-	SAT	Saturday
	change	SATCOM	Satellite communication (used
ROC	Rate of climb		only when referring generally to
ROD	Rate of descent		both voice and data satellite com-
ROFOR	Route forecast		munication or only data satellite
RON	Receiving only		communication)
*RPAS	Remotely Piloted Aircraft Sys-	SATVOICE	Satellite voice communication
NI AO	tems	SB	Southbound
DDI			
RPI	Radar position indicator	SBAS	Satellite-based augmentation
RPL	Repetitive flight plan		system
RPLC	Replace or replaced	SC	Stratocumulus
RPS	Radar position symbol	SCT	Scattered
RPT	Repeat or I repeat	SDBY	Stand by
RQ	Request	SE	South-east
RQMNTS	Requirements	SEA	Sea
RQP	Request flight plan	SEB	South-eastbound
RQS	Request supplementary flight	SEC	Seconds
rtgo	plan	SECN	Section
DD	•	SECT	
RR	Report reaching		Sector
RRA	Delayed meteorological message	SELCAL	Selective calling system
RSC	Rescue sub-centre	SEP	September
RSCD	Runway surface condition	SER	Service or servicing or served
RSP	Required surveillance perfor-	SEV	Severe
	mance	SFC	Surface
RSP	Responder beacon	SG	Snow grains
RSR	En-route surveillance radar	SGL	Signal
RTD	Delayed	SH	Showers
RTE	Route	SHF	Super high frequency
RTF	Radio telephone	*SIB	Safety Information Bulletin
RTG	Radio telegraph	SID	Standard instrument departure
	<u> </u>	SIF	•
RTHL	Runway threshold light(s)		Selective identification feature
*RTILS	Runway Threshold Identification	SIG	Significant
	Light system	SIGMET	Information concerning en-route
RTN	Return or returned or returning		weather and other phenomena in
RTODAH	Rejected take-off distance availa-		the atmosphere that may effect
	ble helicopter		the safety of aircraft operations
RTS	Return to service	SIMUL	Simultaneous or simultaneously
RTT	Radio teletypewriter	SIWL	Single isolated wheel load
RTZL	Runway touchdown zone light(s)	SKC	Sky clear
RUT	Standard regional route transmit-	SKED	Schedule or scheduled
	ting frequencies	*SLOP	Strategic Lateral Offset Proce-
D\/		OLOI	<u> </u>
RV	Rescue vessel	CI D	dure
RVA	Radar vectoring area	SLP	Speed limiting point
RVR	Runway visual range	SLW	Slow
RVSM	Reduced Vertical Separation Min-	SMC	Surface movement control
	ima	SMR	Surface movement radar
RWY	Runway	*SMS	Safety Management System
S		SN	Snow
	Ctata of the ar-	SNOCLO	Aerodrome closed due to snow
S	State of the sea	SNOWTAM	A special series NOTAM notifying
S	South or Southern latitude	2 VIII IIVI	the presence or removal of haz-
*S.I.	Statutory Instrument		ardous conditions due to snow,
			aradas conditions due to snow,

	ice, slush or standing water asso-	TA	Transition altitude
	ciated with snow, slush and ice on	TAA	Terminal arrival altitude
		TACAN	
	the movement area, by means of		UHF tactical air navigation aid
*00DT	a specific pro format.	TAF	Aerodrome forecast
*SOBT	Scheduled off block time	TAIL	Tail wind
*SOTA	Shannon Oceanic Transition Area	TAR	Terminal area surveillance radar
SPECI	Aviation selected special weather	TAS	True airspeed
	report	TAX	Taxiing or taxi
SPECIAL	Special meteorological report	TC	Tropical cyclone
SPL	Supplementary flight plan mes-	TCAS	Traffic Collision Avoidance Sys-
0000	sage	TOLL	tem
SPOC	SAR point of contact	TCU	Towering cumulus
SPOT	Spot wind	TDO	Tornado
SQ	Squall	TDZ	Touchdown zone
SQL	Squall line	TECR	Technical reason
SR	Sunrise	TEL	Telephone
SRA	Surveillance radar approach	TEMPO	Temporary or temporarily
*SRA	State Regulatory Authority	TEND	Trend forecast
SRE	Surveillance radar element of pre-	TFC	Traffic
	cision approach radar system	TGL	Touch-and-go landing
SRG	Short range	TGS	Taxiing guidance system
*SRH	Surveillance Radar	THR	Threshold
SRR	Search and rescue region	THRU	Through
SRY	Secondary	THU	Thursday
SS	Sandstorm	TIBA	Traffic information broadcast by
SS	Sunset		aircraft
SSB	Single sideband	TIL	Until
SSE	South-south-east	TIP	Until past…
SSR	Secondary surveillance radar	TKOF	Take-off
SST			Take-on
	Supersonic transport	TL	
SSW	South-south-west	TLOF	Touchdown and lift-off area
ST	Stratus	TMA	Terminal control area
STA	Straight in approach	*TMZ	Transponder Mandatory Zone
STAR	Standard (instrument) arrival	TN	Minimum temperature
STD	Standard	TNA	Turn altitude
STF	Stratiform	TNH	Turn Height
STN	Station	TO	То
STNR	Stationary	*TOBT	Target off-block time
STOL	Short take-off and landing	TOC	Top of climb
STS	Status	TODA	Take-off distance available
STWL	Stopway light(s)	TODAH	Take-off distance available, heli-
*SUA	Small unmanned aircraft		copter
*SUA	Special Use Airspace	TOP	Cloud top
SUBJ	Subject to	TORA	Take-off run available
SUN	Sunday	TP	Turning point
SUP	Supplement	TR	Track
SUPPS	Regional supplementary proce-	TRA	Temporary reserved airspace
	dures	TRANS	Transmits or transmitter
SVC	Service (message type only)	TREND	Trend forecast
SVCBL	Serviceable	TRL	Transition level
SW	South-west	TRG	Training
SWB	South-westbound	*TRP	Tug Release Point
SWY			
	Stopway	TROP	Tropopauza
Т		TS *TSAT	Thunderstorm
T	Temperature	*TSAT	Target start up approval time
T	True	TT	Teletypewriter
*T	Terminal (Used to specify the pur-	TUE	Tuesday
	pose of a Designated Point)	TURB	Turbulence
	. ,	T-VASIS	T visual approach slope indicator

	system	VIP	Very important person
TVOR	Terminal VOR	VIS	Visibility
TWR	Aerodrome control tower or aero-	VLF	Very low frequency
IVVIX			
T140.4	drome control	VLR	Very long range
TWY	Taxiway	*VMA	Visual manoeuvring (circling) ar-
TX	Maximum temperature (followed		ea. The area in which obstacle
	by figures in TAF)		clearance should be taken into
TXL	Taxilane		consideration for aircraft carrying
TXT	Text /when the abbreviation is		out a circling approach.
	used to request a repetition, the	VMC	Visual meteorological conditions
	question mark (IMI) precedes the	VNAV	(to be pronounced "VEE-NAV")
	abbreviation, e.g. IMI TXT/	V 1 47 (V	Vertical Navigation
TYP		VOL	
	Type of aircraft		Volmet (followed by I,II)
TYPH	Typhoon	VOLMET	Meteorological information for air-
ι	J		craft in flight
U	Upward	VOR	VHF omnidirectional radio range
UA	Unmanned aircraft	VORTAC	VOR and TACAN combination
UAB	Until advised by	VOT	VOR airborne equipment test fa-
	•		cility
UAC	Upper area control centre	VPA	Vertical path angle
UAR	Upper air route	VPT	Visual manoeuvre with prescribed
UDF	Ultra high frequency direction-	VII	track
	finding station	VRB	Variable
UFN	Until further notice		
UHDT	Unable higher due traffic	VSA	By visual reference to the ground
UHF	Ultra high frequency	VSP	Vertical speed
UIC	Upper Information Centre	VTOL	Vertical take-off and landing
UIR	Upper Flight Information Region	VV	Vertical visibility
ULM	Ultra light motorized aircraft	W	
		14/	Coo ourfood tomporature
UK	*United Kingdom	W	Sea-surface temperature
ULR	Ultra long range	W	West or western longitude
UNA	Unable	W	White
UNAP	Unable to approve	WAAS	Wide area augmentation system
UNL	Unlimited	WAC	World Aeronautical Chart – ICAO
UNREL	Unreliable		1: 1 000 000
UP	Unidentified precipitation	WAFC	World Area Forecast Centre
U/S	Unserviceable	WB	Westbound
UTA	Upper control area	WBAR	Wing bar lights
UTC	Co-ordinated universal time	WDI	Wind direction indicator
		WDSPR	Widespread
'	/	WED	•
V	Variations from the mean wind di-		Wednesday
	rection	WEF	With effect from or effective from
VA	Volcanic ash	WGS-84	World geodetic system- 1984
VAC	Visual approach chart	WI	Within
*VACP	Volcanic Ash Contingency Plan	WID	Width
VAL	In valleys	WIE	With immediate effect or effective
VAL	• • • • • • • • • • • • • • • • • • •		immediately
	Runway control van	WILCO	Will comply
VAR	Magnetic variation	WIND	Wind
VAR	Visual-aural radio range	WINTEM	Forecast upper wind and temper-
VASIS	Visual approach slope indicator	VVIINILIVI	ature for aviation
	systems	MID	
VAT	*Value Added Tax	WIP	Work in progress
VC	Vicinity of the aerodrome	WKN	Weaken or weakening
VCY	Vicinity	WNW	West-north-west
VDF	Very high frequency direction	WO	Without
· D.	finding station	WPT	Way-point
VER	Vertical	WRNG	Warning
		WS	Wind shear
VFR	Visual flight rules	WSPD	Wind speed
VHF	Very high frequency	· -	

WSW West-south-west

WT Weight
WTSPT Waterspout
WWW World wide web
WX Weather
WXR Weather radar

Χ

*X FRA Horizontal Exit Point

X Cross
XBAR Crossbar
XNG Crossing
XS Atmospherics

Υ

Y Yellow

YCZ Yellow caution zone

YES Yes YR Your

Ζ

Z Co-ordinated Universal Time

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