GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

+: Abbreviations annotated by "+" are not included in ICAO Doc 8400.
†: When radiotelephony is used, the abbreviations and terms annotated by "†", are transmitted as spoken words.
‡: When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.
"*" Signal is also available for use in communicating with stations of the maritime mobile service.
"# "Signal for use in the teletypewriter service only.

A

A	Amber
AAA	(Or AAB, AAC... etc. in sequence) Amended meteorological message (message type designator)
A/A	Air-to-air
AAD	Assigned altitude deviation
AAIM	Aircraft autonomous integrity monitoring
AAL	Above aerodrome level
A2A	+Amplitude modulation, Designation of emissions
A3E	+Amplitude modulation, Designation of emissions
A8W	+Amplitude modulation, Designation of emissions
A9W	+Amplitude modulation, Designation of emissions
ABI	Advance boundary information
ABM	Abeam
ABN	Aerodrome beacon
ABT	About
ABV	Above
AC	Altocumulus
ACARS	†(to be pronounced "AY-CARS") Aircraft communication addressing and reporting system
ACAS	†Airborne collision avoidance system
ACC	‡Area control centre or area control
ACCC	+Air Command and Control Centre
ACCID	Notification of an aircraft accident
ACFT	Aircraft
ACK	Acknowledge
ACL	Altimeter check location
ACL	+ATC clearances and instructions
ACM	+ATC communications management
ACN	Aircraft classification number
ACP	Acceptance (message type designator)
ACPT	Accept or accepted
ACT	Active or activated or activity
AD	Aerodrome
ADA	Advisory area
ADC	Aerodrome chart
ADDN	Addition or additional
ADF	‡Automatic direction finding equipment
ADIZ	†(to be pronounced "AY-DIZ") Air defence identification zone
ADJ	Adjacent
ADO	Aerodrome office (specify service)
ADR	Advisory route
ADS	+Automatic dependent surveillance
ADS	*The address (when this abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviation, e.g. IMI ADS) (to be used in AFS as a procedure signal)
ADSU	Automatic dependent surveillance unit

ADQ	+Aeronautical Data Quality
ADVS	Advisory service
ADZ	Advise
AES	Aircraft earth station
AFIL	Flight plan filed in the air
AFIS	Aerodrome flight information service
AFM	Yes or affirm or affirmative or that is correct
AFS	Aeronautical fixed service
AFT	After ... (time or place)
AFTN	‡Aeronautical fixed telecommunication network
A/G	Air-to-ground
AGA	Aerodromes, air routes and ground aids
AGL	Above ground level
AGN	Again
AIC	Aeronautical information circular
AIDC	Air traffic services inter facility data communications
AIP	Aeronautical information publication
AIRAC	Aeronautical information regulation and control
AIREP	†Air-report
AIRMET	†Information concerning en-route weather phenomena which may affect the safety of low-level aircraft operations
AIS	Aeronautical information services
ALA	Alighting area
ALERFA	†Alert phase
ALR	Alerting (message type designator)
ALRS	Alerting service
ALS	Approach lighting system
ALT	Altitude
ALTN	Alternate or alternating (light alternates in colour)
ALTN	Alternate (aerodrome)
AMA	Area minimum altitude
AMC	+ATC microphone check
AMC	+Acceptable Means of Compliance
AMD	Amend or amended *(used to indicate amended meteorological message; message type designator)*
AMDT	Amendment (AIP amendment)
AMS	Aeronautical mobile service
AMSL	Above mean sea level
AMSS	Aeronautical mobile satellite service
ANC...	Aeronautical Chart - 1:500 000 (followed by name/title)
ANCS	Aeronautical Navigation Chart Small Scale (followed by name/title and scale)
ANS	Answer
AO	+Aircraft Operators
AOC	Aerodrome obstacle chart (followed by type and name / title)
AOC	+Air Operation Centre
AOC	+Air Operator Certificate – according to EC Regulation 965/2012
AOCC	+Airport Operations Control Centre
AOO	+Airfield Operations Officer
AOR	+Area of responsibility
AP	Airport
APAPI	†(to be pronounced “AY-PAPI”) Abbreviated precision approach path indicator
APCH	Approach
APDC	Aircraft parking/docking chart (followed by name/title)
APN	Apron
APP	Approach control office or approach control or approach control service
APR	April
APRX	Approximate or approximately
APSG	After passing

APU	+Auxiliary Power Unit
APV	Approve or approved or approval
ARC	Area chart
ARNG	Arrange
ARO	Air traffic services reporting office
ARP	Aerodrome reference point
ARP	Air-report (message type designator)
ARQ	Automatic error correction
ARR	Arrive or arrival
ARR	Arrival (message type designator)
ARS	Special air-report (message type designator)
ARST	Arresting (specify (part of) aircraft arresting equipment)
AS	Altostratus
ASARAS	+Air Search and Rescue Alert Service
ASC	Ascend to or ascending to
ASDA	Accelerate-stop distance available
ASE	Altimetry system error
ASHTAM	A special series NOTAM notifying by means of a specific format change in activity of a volcano, a volcanic eruption and/or volcanic ash cloud that is of significance to aircraft operations
ASMGCS	+Advanced Surface Movement Guidance and Control System
ASPEEDL	+Airspeed loss
ASPH	Asphalt
AT	At (followed by time at which weather change is forecast to occur)
ATA	‡Actual time of arrival
ATC	‡Air Traffic Control (in general)
ATCC	+Air Traffic Control Centre
ATCSMAC	Air Traffic Control Surveillance Minimum Altitude Chart
ATD	‡Actual time of departure
ATFCM	Air traffic flow and capacity management
ATFM	Air traffic flow management
ATFMP	+Air traffic flow management position
ATFMU	+Air traffic flow management unit
ATIS	†Automatic terminal information service
ATM	Air traffic management
ATN	Aeronautical telecommunication network
ATP	+Allied Tactical Publication
ATP	At.. (time or place)
ATS	Air traffic services
ATSU	+Air traffic service unit
ATTN	Attention
AT-VASIS	†(to be pronounced “AY-TEE-VASIS”) Abbreviated T visual approach slope indicator system
ATZ	Aerodrome traffic zone
AUG	August
AUTH	Authorized or authorization
AUW	All up weight
AUX	Auxiliary
AVBL	Available or availability
AVG	Average
AVGAS	†Aviation gasoline
AWTA	Advise at what time able
AWY	Airway
AZM	Azimuth

B

B	Blue
BA	Braking action
BASE	†Cloud base
BCFG	Fog patches
BCN	Beacon (aeronautical ground light)
BCST	Broadcast
BDRY	Boundary
BECMG	Becoming
BFR	Before
BIP	+Border Inspection Point
BKN	Broken
BL	Blowing (followed by DU = dust, SA = sand or SN = snow)
BLDG	Building
BLO	Below clouds
BLW	Below...
BOMB	Bombing
BoMCT	+Beginning of morning civil twilight
BR	Mist
BRF	Short (used to indicate the type of approach desired or required)
BRG	Bearing
BRKG	Braking
B-RNAV	+Basic area navigation
BS	Commercial broadcasting station
BSRF	+Bird Strike Reporting Form
BTL	Between layers
BTN	Between
BUFR	Binary universal form for the representation of meteorological data

C

C	Centre (preceded by runway designation number to identify a parallel runway)
C	Degrees Celsius (centigrade)
CAA	+Civil Aviation Authority
CAT	Category
CAT	Clear air turbulence
CAVOK	†(to be pronounced "KAV-OH-KAY") Visibility, cloud and present weather better than prescribed values or conditions
CB	‡(to be pronounced “CEE-BEE”) Cumulonimbus
CC	Cirrocumulus
CC	+Condition Code
CCA	(or CCB, CCC... etc., in sequence) Corrected meteorological message (message type designator)
CD	Candela
CDN	Coordination (message type designator)
CDR	+Conditional Route
CEATS	+Central European Air Traffic Services
CET	+Central European Time
CF	Change frequency to...
CFM	*Confirm or I confirm (to be used in AFS as a procedure signal)
CGL	Circling guidance light(s)
CH	Channel
CH	#This is a channel – continuity - check of transmission to permit comparison of your record of channel-sequence numbers of messages received on the channel (to be used in AFS as a procedure signal)
CHEM	Chemical
CHG	Modification (message type designator)
CI	Cirrus

CIDIN	†Common ICAO data interchange network
CIT	Near or over large towns
CITES	+Convention on International Trade in Endangered Species of Wild Fauna and Flora
CIV	Civil
CK	Check
CL	Centre line
CLA	Clear type of ice formation
CLBR	Calibration
CLD	Cloud
CLG	Calling
CLIMB-OUT	Climb-out area
CLR	Clear(s) or cleared to ... or clearance
CLRD	Runway(s) cleared (used in METAR/SPECI)
CLSD	Close or closed or closing
CM	Centimetre
CMB	Climb to or climbing to
CMPL	Completion or completed or complete
CNL	Cancel or cancelled
CNL	Flight plan cancellation (message type designator)
CNS	Communications, navigation and surveillance
COM	Communications
CONC	Concrete
COND	Condition
CONS	Continuous
CONST	Construction or constructed
CONT	Continue(s) or continued
COOR	Coordinate or coordination
COORD	Coordinates
COP	Change-over point
COR	Correct or correction or corrected (used to indicate corrected meteorological message; message type designator)
COT	At the coast
COV	Cover or covered or covering
CPDLC	‡Controller – pilot data link communications
CPL	Current flight plan message (message type designator)
CRC	Cyclic redundancy check
CRM	Collision risk model
CRZ	Cruise
CS	Cirrostratus
CS	Call sign
CTA	Control area
CTAM	Climb to and maintain
CTC	Contact
CTL	Control
CTN	Caution
CTOT	+Calculated take-off time
CTR	Control zone
CU	Cumulus
CUF	Cumuliform
CUST	Customs
CVR	Cockpit voice recorder
CW	Continuous wave
CWY	Clearway

D

D	Downward (tendency in RVR during previous 10 minutes)
D	Danger area (followed by identification)
DA	Decision altitude
DAM	+Duty Airside Manager
DAP	+Downlinked Aircraft Parameter
D - ATIS	†(to be pronounced “DEE – ATIS”) Data link automatic terminal information service
D - VOLMET	Data link VOLMET
DCD	Double channel duplex
DCKG	Docking
DCP	Datum crossing point
DCPC	Direct controller-pilot communications
DCS	Double channel simplex
DCT	Direct (in relation to flight plan clearances and type of approach)
DE	*From (used to precede the call sign of the calling station) (to be used in AFS as a procedure signal)
DEC	December
DEG	Degrees
DEP	Depart or departure
DEP	Departure (message type designator)
DEPO	Deposition
DES	Descend to or descending to
DEST	Destination
DETRESFA	†Distress phase
DEV	Deviation or deviating
DF	+Direction finder or finding
DFDR	Digital flight data recorder
DFTI	Distance from touch down indicator
DGCA	+Director General of Civil Aviation
DH	Decision height
DHDG	+Downlinked Magnetic Heading
DIAS	+Downlinked Indicated Air Speed
DIF	Diffuse
DIST	Distance
DIV	Divert or diverting
DLA	Delay or delayed
DLA	Delay (message type designator)
DLIC	Data link initiation capability
DLY	Daily
DMACH	+Downlinked Mach Number
DME	‡Distance measuring equipment
DNG	Danger or dangerous
DOF	+Date of flight
DOM	Domestic
DP	Dew point temperature
DPT	Depth
DR	Dead reckoning
DR	Low drifting (followed by DU = dust, SA = sand or SN = snow
DRC	+Downlinked Rate of Climb/Descend
DRG	During
DS	Duststorm
DSB	Double sideband
DSFL	+Downlinked Selected Flight Level
DTAM	Descend to and maintain
DTG	Date-time group
DTHR	Displaced runway threshold
DTRT	Deteriorate or deteriorating

DTW	Dual tandem wheels
DU	Dust
DUC	Dense upper cloud
DUPE	#This is a duplicate message (to be used in AFS as a procedure signal)
DUR	Duration
DVD	+Digital Versatile Disc
DVOR	Doppler VOR
DW	Dual wheels
DZ	Drizzle

E

E	East or eastern longitude
EASA	+European Aviation Safety Agency
EAT	Expected approach time
EB	Eastbound
ECAA	+European Common Aviation Area
EDA	Elevation differential area
EEE	#Error (to be used in AFS as a procedure signal)
EET	Estimated elapsed time
EFC	Expect further clearance
EFTA	+European Free Trade Association
EGM	+Earth Gravitational Model 1996
EGNOS	†(to be pronounced “EGG-NOS”) European geostationary navigation overlay service
EHF	Extremely high frequency (30 000 to 300 000 MHZ)
EHS	+Enhanced Surveillance
ELBA	†Emergency location beacon-aircraft
ELEV	Elevation
ELR	Extra long range
ELS	+Elementary Surveillance
ELT	Emergency locator transmitter
EM	Emission
EMBD	Embedded in a layer (to indicate cumulonimbus embedded in layers of other clouds)
EMERG	Emergency
EN	+English
END	Stop-end (related to RVR)
ENE	East-north-east
ENG	Engine
ENR	En route
ENRC	En route chart (followed by name/title)
EOBT	Estimated off-block time
EoECT	+End of evening civil twilight
EQPT	Equipment
ER	*Here...or herewith
ESE	East-south-east
EST	Estimate or estimated or estimation (message type designator)
ETA	*‡Estimated time of arrival or estimating arrival
ETD	‡Estimated time of departure or estimating departure
ETO	Estimated time over significant point
EU	+European Union
EUR	+Euros
EUR RODEX	European regional OPMET data exchange
EV	Every
EVS	Enhanced vision system
EXC	Except
EXER	Exercises or exercising or to exercise
EXP	Expect or expected or expecting
EXTD	Extended or extending

F

F	Fixed
FAC	Facilities
FAF	Final approach fix
FAL	Facilitation of international air transport
FANS	+Future Data Link
FAP	Final approach point
FATO	Final approach and take-off area
FAX	Facsimile transmission
FAWP	+Final approach waypoint
FBL	Light (used to indicate the intensity of weather phenomena, interference or static reports, e.g. FBLRA = light rain)
FC	Funnel cloud (tornado or water spout)
FCST	Forecast
FCT	Friction coefficient
FDPS	Flight data processing system
FEB	February
FEW	Few
FFR	+Flood, Fire, Relief
FG	Fog
FIC	Flight information centre
FIR	‡Flight information region
FIS	Flight information service
FISA	Automated flight information service
FL	Flight level
FLD	Field
FLG	Flashing
FLR	Flares
FLT	Flight
FLTCK	Flight check
FLUC	Fluctuating or fluctuation or fluctuated
FLW	Follow(s) or following
FLY	Fly or flying
FM	From
FM	From (followed by time weather charge is forecast to begin)
FMP	Flow management position
FMS	‡Flight management system
FMU	Flow management unit
FNA	Final approach
FOD	+Foreign Object Debris
FPAP	Flight path alignment point
FPL	Filed flight plan (message type designator)
FPM	Feet per minute
FPR	Flight plan route
FR	Fuel remaining
FRA	+Free Route Airspace
FREQ	Frequency
FRI	Friday
FRNG	Firing
FRONT	†Front (relating to weather)
FRQ	Frequent
FSL	Full stop landing
FSS	Flight service station
FST	First
FT	Feet (dimensional unit)
FTP	Fictitious threshold point
FU	Smoke

FUA	+Flexible use of airspace
FZ	Freezing
FZDZ	Freezing drizzle
FZFG	Freezing fog
FZRA	Freezing rain

G

G	Green
G	Variations from the mean wind speed (gusts) (followed by figures in METAR/SPECI and TAF)
GA	Go ahead, resume sending (to be used in AFS as a procedure signal)
G/A	Ground-to-air
G/A/G	Ground-to-air and air-to-ground
GAGAN	†GPS and geostationary earth orbit augmented navigation
GAIN	Airspeed or headwind gain
GARP	GBAS azimuth reference point
GAMET	Area forecast for low-level flights
GAT	+General air traffic
GBAS	†(to be pronounced “GEE-BAS”) Ground-based augmentation system
GCA	‡Ground controlled approach system or ground controlled approach
GDCA	+General Directorate of Civil Aviation
GEN	General
GEO	Geographic or true
GES	Ground earth station
GLD	Glider
GLONASS	†(to be pronounced “GLO-NAS”) Global orbiting navigation satellite system
GLS	‡GBAS landing system
GMC	Ground movement chart (followed by name/title)
GND	Ground
GNDCK	Ground check
GNSS	‡Global navigation satellite system
GP	Glide path
GPS	‡Global positioning system
GR	Hail
GRAS	†(to be pronounced “GRASS”) Ground-based regional augmentation system
GRASS	Grass landing area
GRF	+Global Reporting Format
GRIB	Processed meteorological data in the form of grid point values expressed in binary form (meteorological code)
GRN	+Green
GRVL	Gravel
GS	Ground speed
GS	Small hail and/or snow pellets
GUND	Geoid undulation

H

H	High pressure area or the centre of high pressure
H24	Continuous day and night service
HAPI	Helicopter approach path indicator
HBN	Hazard beacon
HDF	High frequency direction-finding station
HDFC	+Hungarian Defence Forces Command
HDG	Heading
HEL	Helicopter
HF	‡High frequency (3 000 to 30 000 KHZ)
HGT	Height or height above
HIAL	+High intensity approach lights
HIRL	+High intensity runway lights
HJ	Sunrise to sunset
HLDG	Holding
HN	Sunset to sunrise
HNG	+Hungarian or Hungary
HO	Service available to meet operational requirements
HOL	Holiday
HOSP	Hospital aircraft
HPA	Hectopascal
HR	Hours
HS	Service available during hours of scheduled operations
HU	+Hungarian
HUD	Head-up display
HUF	+Hungarian Forints
HURCN	Hurricane
HVDF	High and very high frequency direction-finding stations (at the same location)
HVY	Heavy
HVY	Heavy (used to indicate the intensity of weather phenomena, e.g. HVYRA = heavy rain)
HWS	+Horizontal wind shear
HX	No specific working hours
HYR	Higher
HZ	Haze
HZ	Hertz (cycle per second)

I

IAC	Instrument approach chart (followed by name/title)
IAF	Initial approach fix
IAIP	+Integrated Aeronautical Information Package
IAP	Instrument approach procedure
IAR	Intersection of air routes
IAS	Indicated air speed
IATA	+International Air Transport Association
IBN	Identification beacon
IC	Ice crystals (very small ice crystals in suspension, also known as diamond dust)
ICAO	+International Civil Aviation Organization
ICE	Icing
ID	Identifier or identify
IDENT	†Identification
IF	Intermediate approach fix
IFF	Identification friend/foe
IFPS	+Integrated initial flight plan processing system
IFR	‡Instrument flight rules
IGA	International general aviation
ILS	‡Instrument landing system
IM	Inner marker

IMC	‡Instrument meteorological conditions
IMG	Immigration
IMI	*Interrogation sign (question mark) (to be used in AFS as a procedure signal)
IMPR	Improve or improving
IMT	Immediate or immediately
INA	Initial approach
INBD	Inbound
INC	In cloud
INCERFA	†Uncertainty phase
INFO	†Information
INOP	Inoperative
INP	If not possible
INPR	In progress
INS	Inertial navigation system
INS	+Inches
INSTL	Install or installed or installation
INSTR	Instrument
INT	Intersection
INTL	International
INTRG	Interrogator
INTRP	Interrupt or interruption or interrupted
INTSF	Intensify or intensifying
INTST	Intensity
IR	Ice on runway
ISA	International standard atmosphere
ISB	Independent sideband
ISOL	Isolated

J

JAA	+Joint Aviation Authorities
JAN	January
JFC	+Joint Forces Command
JTST	Jet stream
JUL	July
JUN	June

K

KG	Kilograms
KHZ	Kilohertz
KIAS	Knots indicated airspeed
KM	Kilometres
KMH	Kilometres per hour
KPA	Kilopascal
KT	Knots
KW	Kilowatts

L

L	Left (preceded by runway designation number to identify a parallel runway)
L	Locator (see LM, LO)
LAM	Logical acknowledgement (message type designator)
LAN	Inland
LAT	Latitude
LDA	Landing distance available
LDAH	Landing distance available, helicopter
LDG	Landing
LDI	Landing direction indicator
LEN	Length
LF	Low frequency (30 to 300 KHZ)
LGT	Light or lighting
LGTD	Lighted
LI	+Locator inner
LIH	Light intensity high
LIL	Light intensity low
LIM	Light intensity medium
LLZ	+Localizer
LM	Locator, middle
LMT	Local mean time
LNG	Long (used to indicate the type of approach desired or required)
LO	Locator, outer
LOC	+Locally or location or located
LONG	Longitude
LORAN	†Long range air navigation system
LOSS	Airspeed or headwind loss
LPV	Localizer performance with vertical guidance
LR	The last message received by me was ….(to be used in AFS as a procedure signal)
LRG	Long range
LS	The last message sent by me was … or Last message was... (to be used in AFS as a procedure signal)
LT	+Local Time
LTD	Limited
LTF	+Land line telephone
LTP	Landing threshold point
LTT	Landline teletypewriter
LV	Light and variable (relating to wind)
LVE	Leave or leaving
LVL	Level
LVP	+Low Visibility Procedures
LYR	Layer or layered

M

M	Mach number (followed by figures)
M	Metres (preceded by figures)
M	+Minimum values of runway visual range (followed by figures in METAR/SPECI and TAF)
MAA	Maximum authorized altitude
MAG	Magnetic
MAINT	Maintenance
MAP	Aeronautical maps and charts
MAPT	Missed approach point
MAR	March
MAR	At sea
MAS	Manual A1 simplex
MAX	Maximum
MAY	May
MBST	Microburst
MCA	Minimum crossing altitude
MCTR	+Military CTR
MCW	Modulated continuous wave
MDA	Minimum descent altitude
MDD	+Main Duty Department
MDF	Medium frequency direction-finding station
MDH	Minimum descent height
MEA	Minimum en route altitude
MEHT	Minimum eye-height over threshold (for visual approach slope indicator systems)
MET	†Meteorological or meteorology
METAR	†Aerodrome routine meteorological report (in meteorological code)
MET REPORT	Local routine meteorological report (in abbreviated plain language)
MF	Medium frequency (300 to 3 000 KHZ)
MHDF	Medium and high frequency direction-finding stations (at the same location)
MHVDF	Medium, high and very high frequency direction-finding stations (at the same location)
MHZ	Megahertz
MI	+Ministry of the Interior
MID	Mid-point (related to RVR)
MIFG	Shallow fog
MIL	Military
MIN	*Minutes
MIS	Missing … (transmission identification) (to be used in AFS as a procedure signal)
MKR	Marker radio beacon
MLS	‡Microwave landing system
MM	Middle marker
MMO	+Main Meteorological Office
MNM	Minimum
MNPS	Minimum navigation performance specifications
MNT	Monitor or monitoring or monitored
MNTN	Maintain
MOA	Military operating area
MOC	Minimum obstacle clearance (required)
MOCA	Minimum obstacle clearance altitude
MOD	Moderate (used to indicate the intensity of weather phenomena, interference or static reports e.g. MODRA = moderate rain)
MON	Above mountains
MON	Monday
MOPS	†Minimum operational performance standards
MOV	Move or moving or movement
MPS	Metres per second
MRA	Minimum reception altitude
MRG	Medium range

MRP	ATS MET reporting point
MS	Minus
MSA	Minimum sector altitude
MSAS	†(to be pronounced “EM-SAS”) Multifunctional transport satellite (MTSAT) satellite-based augmentation system
MSAW	Minimum safe altitude warning
MSG	Message
MSL	Mean sea level
MSR	#Message … (transmission identification) has been misrouted (to be used in AFS as a procedure signal)
MSSR	Monopulse secondary surveillance radar
MT	Mountain
MTMA	+Military TMA
MTOW	+Maximum take-off weight
MTSAT	+Multifunctional transport satellite
MTU	Metric units
MTW	Mountain waves
MVA	+Minimum vectoring altitude
MVDF	Medium and very high frequency direction-finding stations (at the same location)
MWO	Meteorological watch office
MX	Mixed type of ice formation (white and clear)

N

N	North or Northern latitude
N	No distinct tendency (in RVR during previous 10 minutes)
NADP	+Noise Abatement Departure Procedure
NAS	+National Ambulance Service
NASARS	+National Air Search and Rescue System
NASC	†National AIS system centre
NAT	North Atlantic
NATO	+North Atlantic Treaty Organisation
NAV	Navigation
NB	Northbound
NBFR	Not before
NC	No change
NCD	No cloud detected (used in automated METAR/SPECI)
NDB	‡Non-directional radio beacon
NDGDM	+National Directorate General for Disaster Management
NDV	No directional variations available (used in automated METAR/SPECI)
NE	North-east
NEB	North-eastbound
NEG	No or negative or permission not granted or that is not correct
NGT	Night
NIL	*†None or I have nothing to send to you
NLA	+National Light Aviation
NM	Nautical miles
NML	Normal
NN	No name, unnamed
NNE	North-north-east
NNW	North-north-west
NO	No (negative) (to be used in AFS as a procedure signal)
NOF	International NOTAM office
NON	+Designation of non-modulated
NPH	+National Police Headquarters
NOSIG	†No significant change (used in trend-type landing forecasts)
NONFUA	+Not subject to Flexible use of airspace
NOTAM	†A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or haz-

	ard, the timely knowledge of which is essential to personnel concerned with flight operations.
NOV	November
NOZ	‡Normal operating zone
NR	Number
NRH	No reply heard
NS	Nimbostratus
NS	+Non-Scheduled
NSC	Nil significant cloud
NSW	Nil significant weather
NTL	National
NTZ	‡No transgression zone
NW	North-west
NWB	North-westbound
NXT	Next

O

OAC	Oceanic area control centre
OAS	Obstacle assessment surface
OAT	+Operational Air Traffic
OBS	Observe or observed or observation
OBSC	Obscure or obscured or obscuring
OBST	Obstacle
OCA	Obstacle clearance altitude
OCA	Oceanic control area
OCC	Occulting (light)
OCH	Obstacle clearance height
OCNL	Occasional or occasionally
OCS	Obstacle clearance surface
OCT	October
OFZ	Obstacle free zone
OGN	Originate (to be used in AFS as a procedure signal)
OHD	Overhead
OK	*We agree or It is correct (to be used in AFS as a procedure signal)
OL	+Operating License - according to EC Regulation 1008/2008
OLDI	†On-line data interchange
OM	Outer marker
OPA	Opaque, white type of ice formation
OPC	Control indicated is operational control
OPMET	†Operational meteorological (information)
OPN	Open or opening or opened
OPR	Operator or operate or operative or operating or operational
OPS	†Operations
O/R	On request
ORD	Order
OSV	Ocean station vessel
OTP	On top
OTS	Organized track system
OUBD	Outbound
OVC	Overcast

P

P	Maximum value of wind speed or runway visual range (followed by figures in METAR/SPECI and TAF)
P	+Private
P	Prohibited area (followed by identification)
PA	Precision approach
PALS	Precision approach lighting system (specify category)
PANS	Procedures for air navigation services
PAPI	†Precision approach path indicator
PAR	‡Precision approach radar
PARL	Parallel
PATC	Precision approach terrain chart (followed by name/title)
PAX	Passenger(s)
PBN	Performance-based navigation
PCD	Proceed or proceeding
PCL	Pilot-controlled lighting
PCN	Pavement classification number
PDC	‡Pre-departure clearance
PDC	+Parking and Docking Chart
PDF	+Portable Document Format
PDG	Procedure design gradient
PER	Performance
PERM	Permanent
PIB	Pre-flight information bulletin
PJE	Parachute jumping exercise
PL	Ice pellets
PLA	Practice low approach
PLN	Flight plan
PLVL	Present level
PN	Prior notice required
PNR	Point of no return
PO	Dust/sand whirls (dust devils)
P2	+Prognostic chart for 200 HPA
P3	+Prognostic chart for 300 HPA
P5	+Prognostic chart for 500 HPA
P7	+Prognostic chart for 700 HPA
P85	+Prognostic chart for 850 HPA
Psw	+Prognostic chart of significant weather
PTrVM	+Prognostic tropopause and maximum wind chart
POB	Persons on board
PON	+Pulse modulation, designation of emissions
POSS	Possible
PPI	Plan position indicator
PPR	Prior permission required
PPSN	Present position
PRFG	Aerodrome partially covered by fog
PRI	Primary
PRKG	Parking
PRM	+Persons with reduced mobility
PROB	†Probability
PROC	Procedure
PROV	Provisional
PS	Plus
PSG	Passing
PSN	Position
PSP	Pierced steel plank
PSR	‡Primary surveillance radar

PSYS	Pressure system(s)
PTN	Procedure turn
PTS	Polar track structure
PWR	Power

Q

QDL	Do you intend to to ask me for a series of bearings? or I intend to ask for a series of bearings (to be used in radiotelegraphy as a Q Code)
QDM	‡Magnetic heading (zero wind)
QDR	Magnetic bearing
QFE	‡Atmospheric pressure at aerodrome elevation (or at runway threshold)
QFU	Magnetic orientation of runway
QGE	What is my distance to your station or Your distance to my station is (distance figures and units) (to be used in radiotelegraphy as a Q Code)
QJH	Shall I run my test tape/a test sentence? or Run your test tape/a test sentence (to be used in AFS as a Q Code)
QNH	‡Altimeter sub-scale setting to obtain elevation when on the ground
QSP	Will you relay to … free of charge or I will relay to … free of charge (to be used in AFS as a Q Code)
QTA	Shall I cancel telegram number … ? or Cancel telegram number … (to be used in AFS as a Q Code)
QTE	True bearing
QTF	Will you give me the position of my station according to the bearings taken by the D/F stations which you control? or The position of your station according to the bearings taken by the D/F stations that I control was … latitude …longitude (or other indication of position), class … at … hours (to be used in radiotelegraphy as a Q Code)
QUAD	Quadrant
QUJ	Will you indicate the TRUE track to reach you? or The TRUE track to reach me is … degrees at … hours (to be used in radiotelegraphy as a Q Code)

R

R	Right (preceded by runway designator number to identify a parallel runway)
R	Red
R	+Runway visual range (followed by figures in the METAR/SPECI)
R	*Received (acknowledgement of receipt) (to be used in AFS as a procedure signal)
R	Restricted area (followed by identification)
R	+Radial (VOR)
RA	Rain
RAC	Rules of the air and air traffic services
RAD	+Route Availability Document
RAG	Ragged
RAI	Runway alignment indicator
RAIM	†Receiver autonomous integrity monitoring
RASC	†Regional AIS system centre
RASS	Remote altimeter setting source
RB	Rescue boat
RCA	Reach cruising altitude
RCC	Rescue coordination centre
RCF	Radiocommunication failure message (message type designator)
RCH	Reach or reaching
RCL	Runway centre line
RCLL	Runway centre line light(s)
RCLR	Recleared
RCR	+Runway Condition Report
RDH	Reference datum height
RDL	Radial
RDO	Radio
RE	Recent (used to qualify weather phenomena e.g. RERA = recent rain)
REA	+Ready message
REC	Receive or receiver
REDL	Runway edge light(s)
REF	Reference to... or refer to...
REG	Registration
RENL	Runway end light(s)
REP	Report or reporting or reporting point
REQ	Request or requested
RERTE	Re-route
RESA	Runway end safety area
RFC	+Radio facility chart
RFP	+Replacement Flight Plan
RG	Range (lights)
RHC	Right-hand circuit
RIF	Reclearance in flight
RITE	Right (direction of turn)
RL	Report leaving
RLA	Relay to
RLCE	Request level change en route
RLLS	Runway lead-in lighting system
RLNA	Request level not available
RMAC	+Radar minimum altitude chart
RMK	Remark
RMZ	+Radio Mandatory Zone
RNAV	†(to be pronounced "AR-NAV") Area navigation
RNG	Radio range
RNP	Required navigation performance
ROBEX	†Regional OPMET bulletin exchange (scheme)
ROC	Rate of climb

ROD	Rate of descent
RON	Receiving only
RPI	‡Radar position indicator
RPL	Repetitive flight plan
RPLC	Replace or replaced
RPS	Radar position symbol
RPT	*Repeat or I repeat (to be used in AFS as a procedure signal)
RQ	*Request (to be used in AFS as a procedure signal)
RQMNTS	Requirements
RQP	Request flight plan (message type designator)
RQS	Request supplementary flight plan (message type designator)
RR	Report reaching
RRA	(or RRB, RRC... etc. in sequence) Delayed meteorological message (message type designator)
RSC	Rescue sub-centre
RSCD	Runway surface condition
RSP	Responder beacon
RSR	En-route surveillance radar
RTD	Delayed (used to indicate delayed meteorological message; message type designator)
RTE	Route
RTF	Radiotelephone
RTG	Radiotelegraph
RTHL	Runway threshold light(s)
RTN	Return or returned or returning
RTODAH	Rejected take-off distance available, helicopter
RTS	Return to service
RTT	Radioteletypewriter
RTZL	Runway touchdown zone light(s)
RUT	Standard regional route transmitting frequencies
RV	Rescue vessel
RVR	‡Runway visual range
RVSM	‡Reduced vertical separation minima (300 M/1 000 FT between FL 290 and FL 410)
RWY	Runway

S

S	+Scheduled
S	State of the sea (followed by figures in METAR/SPECI)
S	South or Southern latitude
S6	+6-hourly surface synoptic chart
SA	Sand
SALS	Simple approach lighting system
SAN	Sanitary
SAP	As soon as possible
SAR	Search and rescue
SARPS	Standards and Recommended Practices (ICAO)
SAT	Saturday
SATCOM	†Satellite communication
SB	Southbound
SBAS	†(to be pronounced “ESS-BASS”) Satellite-based augmentation system
SC	Stratocumulus
SCR	+Schedule Clearance Request
SCT	Scattered
SDBY	Stand by
SE	South-east
SEA	Sea (used in connection with sea-surface temperature and state of the sea)
SEB	South-eastbound
SEC	Seconds
SECN	Section

SECT	Sector
SEE FRA	+South-East Europe Free Route Airspace
SELCAL	†Selective calling system
SEP	September
SER	Service or servicing or served
SERA	+Standardised European Rules of the Air
SEV	Severe (used e.g. to qualify icing and turbulence reports)
SFC	Surface
SFT	+Surface Friction Tester
SG	Snow grains
SGL	Signal
SH	Showers (followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g SHRASN = showers of rain and snow)
SHF	Super high frequency (3 000 to 30 000 MHZ)
SID	†Standard instrument departure
SIF	Selective identification feature
SIG	Significant
SIGMET	†Information concerning en-route weather phenomena which may affect the safety of aircraft operations
SIMUL	Simultaneous or simultaneously
SIWL	Single isolated wheel load
SKED	Schedule or scheduled
SLAP	+Slot allocation procedure
SLP	Speed limiting point
SLT	+Slot allocation message
SLW	Slow
SMA	+Schedule Movement Advice
SMC	Surface movement control
SMR	Surface movement radar
SN	Snow
SNOCLO	Aerodrome closed due to snow (used in METAR/SPECI)
SNOWTAM	A special series NOTAM given in a standard format providing a surface condition report notifying the presence or cessation of hazardous conditions due to snow, ice, slush, frost, standing water or water associated with snow, slush, ice or frost on the movement area.
SOC	Start of climb
SPECI	†Aerodrome special meteorological report (in meteorological code)
SPECIAL	†Local special meteorological report (in abbreviated plain language)
SPL	Supplementary flight plan (message type designator)
SPOC	SAR point of contact
SPOT	†Spot wind
SQ	Squall
SQL	Squall line
SR	Sunrise
SRA	Surveillance radar approach
SRE	Surveillance radar element of precision approach radar system
SRG	Short range
SRR	Search and rescue region
SRQ	+Slot request message
SRY	Secondary
SS	Sandstorm
SS	Sunset
SSB	Single sideband
SSE	South-south-east
SSIM	+Standard Schedules Information Manual
SSR	‡Secondary surveillance radar
SST	Supersonic transport
SSW	South-south-west
ST	Stratus

STA	Straight-in approach
STANAG	+Standardization Agreement
STAR	†Standard instrument arrival
STD	Standard
STF	Stratiform
STN	Station
STNR	Stationary
STOL	Short take-off and landing
STS	Status
STWL	Stopway light(s)
SUBJ	Subject to
SUN	Sunday
SUP	Supplement (AIP supplement)
SUPPS	Regional supplementary procedures
SVC	Service message
SVCBL	Serviceable
SW	South-west
SWB	South-westbound
SWH	+High Level Significant Weather Chart (FL 250 - FL 450)
SWL	+Low Level Significant Weather Chart (Surface - FL 100)
SWM	+Medium Level Significant Weather Chart (FL 100 - FL 250)
SWY	Stopway

T

T	Temperature
T	True (preceded by a bearing to indicate reference to True North)
TA	Transition altitude
TAA	Terminal arrival altitude
TACAN	†UHF tactical air navigation aid
TAF	†Aerodrome forecast (in meteorological code)
TAIL	†Tail wind
TAR	Terminal area surveillance radar
TAS	True airspeed
TAX	Taxiing or taxi
TC	Tropical cyclone
TCA	+Area of responsibility of TMA sector
TCAS	+Traffic Collision Avoidance System
TCO	+Third Country Operators
TCP	+Transfer of control point
TCU	Towering cumulus
TDA	+Area or responsibility of BUDAPEST DIRECTOR
TDO	Tornado
TDZ	Touchdown zone
TECR	Technical reason
TEL	Telephone
TEMPO	†Temporary or temporarily
TFC	Traffic
TGL	Touch-and-go landing
TGL	+Temporary Guidance Leaflet
TGS	Taxiing guidance system
THR	Threshold
THRU	Through
THU	Thursday
TIBA	†Traffic information broadcast by aircraft
TIL	†Until
TIP	Until past... (place)
TIZ	+Traffic Information Zone
TKOF	Take-off
TL	Till (followed by time by which weather change is forecast to end)
TLOF	Touchdown and lift-off area
TMA	‡Terminal control area
TMZ	+Transponder Mandatory Zone
TN	Minimum temperature (followed by figures in TAF)
TNA	Turn altitude
TNH	Turn height
TO	To... (place)
TOC	Top of climb
TODA	Take-off distance available
TODAH	Take-off distance available, helicopter
TOP	†Cloud top
TORA	Take-off run available
TOX	Toxic
TP	Turning point
TR	Track
TRA	Temporary Reserved Area
TRANS	Transmits or transmitter
TREND	†Trend forecast
TRCC	+Terminal Radar Control Centre
TRL	Transition level
TROP	Tropopause

TS	Thunderstorm (in aerodrome reports and forecasts, TS used alone means thunder heard but no precipitation at the aerodrome).
TS	Thunderstorm (followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. TSRASN = thunderstorm with rain and snow)
TSA	+Temporary Segregated Area
TSB	+Transportation Safety Bureau
TT	Teletypewriter
TUE	Tuesday
TURB	Turbulence
T-VASIS	†(to be pronounced “TEE –VASIS”) T visual approach slope indicator system
TVOR	Terminal VOR
TWR	Aerodrome control tower or aerodrome control
TWY	Taxiway
TWYL	Taxiway-link
TX	Maximum temperature (followed by figures in TAF)
TXT	*Text (when the abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviation, e.g. IMI TXT) (to be used in AFS as a procedure signal)
TYP	Type of aircraft
TYPH	Typhoon

U

U	Upward (tendency in RVR during previous 10 minutes)
U/S	Unserviceable
U2	+200 HPA chart
U25	+250 HPA chart
U3	+300 HPA chart
U4	+400 HPA chart
U5	+500 HPA chart
U7	+700 HPA chart
U85	+850 HPA chart
UA	Unmanned aircraft
UAB	Until advised by...
UAC	Upper area control centre
UAR	Upper air route
UAS	Unmanned aircraft system
UDF	Ultra high frequency direction-finding station
UFN	Until further notice
UHDT	Unable higher due traffic
UHF	‡Ultra high frequency (300 to 3 000 MHZ)
UIC	Upper information centre
UIR	‡Upper flight information region
ULR	Ultra long range
UNA	Unable
UNAP	Unable to approve
UNL	Unlimited
UNREL	Unreliable
UP	Unidentified precipitation (used in automated METAR/SPECI)
USD	+US dollars
UTA	Upper control area
UTC	‡Coordinated Universal Time
UTM	+Universal Transverse Mercator

V

V	Variations from the mean wind direction (preceded and followed by figures in METAR/SPECI, e.g. 350V070)
VA	Volcanic ash
VAC	Visual approach chart (followed by name/title)
VAL	In valleys
VAN	Runway control van
VAR	Magnetic variation
VAR	Visual-aural radio range
VASIS	Visual approach slope indicator systems
VAT	+Value-added tax
VC	Vicinity of the aerodrome (followed by FG = fog, FC = funnel cloud, SH = shower, PO = dust/sand whirls, BLDU = blowing dust, BLSA = blowing sand or BLSN = blowing snow, DS = duststorm, SS = sandstorm, TS = thunderstorm, VA = volcanic ash e.g. VC FG = vicinity fog)
VCY	Vicinity
VDF	Very high frequency direction-finding station
VDL	+VHF Data Link
VER	Vertical
VFR	‡Visual flight rules
VHF	‡Very high frequency (30 to 300 MHZ)
VHO	+Veterinary Hygiene Office
VIP	‡Very important person
VIS	Visibility
VLF	Very low frequency (3 to 30 KHZ)
VLR	Very long range
VMC	‡Visual meteorological conditions
VOLMET	†Meteorological information for aircraft in flight
VOR	‡VHF omnidirectional radio range
VORTAC	†VOR and TACAN combination
VPA	Vertical path angle
VPT	Visual manoeuvre with prescribed track
VRB	Variable
VSA	By visual reference to the ground
VSP	Vertical speed
VSS	+Visual segment surface
VTOL	Vertical take-off and landing
VV	Vertical visibility (followed by figures in METAR/SPECI and TAF)
VWS	+Vertical wind shear

W

W	Sea-surface temperature (followed by figures in METAR/SPECI)
W	West or western longitude
W	White
WAAS	†Wide area augmentation system
WAC	World Aeronautical Chart – ICAO 1 : 1 000 000 (followed by name/title)
WAFC	World area forecast centre
WB	Westbound
WBAR	Wing bar lights
WD	+Working day
WDI	Wind direction indicator
WDSPR	Widespread
WE	+Weekend
WED	Wednesday
WEF	With effect from or effective from
WGS-84	World Geodetic System - 1984
WHI	+White

WI	Within
WID	Width or wide
WIE	With immediate effect or effective immediately
WILCO	†Will comply
WIND	Wind
WIP	Work in progress
WKN	Weaken or weakening
WMO	+World Meteorological Organization
WNW	West-north-west
WO	Without
WPT	Way-point
WRNG	Warning
WS	Wind shear
WSG	+Worldwide Slot Guidelines
WSPD	Wind speed
WSW	West-south-west
WT	Weight
WTSPT	Waterspout
WWW	Worldwide web
WX	Weather

X

X	Cross
XBAR	Crossbar (of approach lighting system)
XNG	Crossing
XS	Atmospherics

Y

Y	Yellow
YCZ	Yellow caution zone (runway lighting)
YEL	+Yellow
YES	*Yes (affirmative) (to be used in AFS as a procedure signal)
YR	Your

Z

Z	Coordinated Universal Time (in meteorological messages)