GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

Α		AIDC	Air traffic services interfacility data commu-
Α	Amber	AIP	nications
AAA	(or AAB, AACetc., in sequence) Amended meteorological message (mes-	AIRAC	Aeronautical information publication Aeronautical information regulation and control
A/A	sage type designator) Air-to-air	AIREP	Air-report
		AIRMET	Information concerning en-route weather
AAD	Assigned altitude deviation		phenomena which may affect the safety of
AAIM	Aircraft autonomous integrity monitoring		low-level aircraft operations
AAL	Above aerodrome level	AIS	Aeronautical information services
ABI	Advance boundary information	ALA	Alighting area
ABM	Abeam	ALERFA	Alert phase
ABN	Aerodrome beacon	ALR	Alerting message (message type designa-
ABT	About		tor)
ABV	Above	ALRS	Alerting service
AC	Altocumulus	ALS	Approach lighting system
ACARS	(to be pronounced "AY-CARS") Aircraft	ALT	Altitude
1010	communication addressing and reporting system	ALTN	Alternate or alternating (light alternates in colour)
ACAS	Airborne collision avoidance system	AMA	Area minimum altitude
ACC	Area control centre or area control	AMD	Amend or amended
ACCID	Aircraft accident (initial report)	AMDT	Amendment (AIP amendment)
	Aircraft accident (subsequent report)	AMS	Aeronautical mobile service
ACFT	Aircraft	AMSL	Above mean sea level
ACK	Acknowledge	AMSS	Aeronautical mobile satellite service
ACL	Altimeter check location	ANS	Answer
ACN	Aircraft classification number	AOC	Aerodrome obstacle chart
ACP	Acceptance (message type designator)	AP	Airport
ACPT	Accept or accepted	APAPI	Abbreviated precision approach path indi-
ACT	Active or activated or activity		cator
AD	Aerodrome	APCH	Approach
ADA	Advisory area	APN	Apron
ADC	Aerodrome chart	APP	Approach control office or approach control
ADDN	Addition or additional		or approach control service
ADF	Automatic direction-finding equipment	APR	April
ADIZ	Air defence identification zone	APRX	Approximate or approximately
ADJ	Adjacent	APSG	After passing
ADO	Aerodrome office (specify service)	APV	Approve or approved or approval
ADR	Advisory route	ARFOR	Area forecast (in aeronautical meteorologi-
ADS	Automatic dependent surveillance	ADMET	cal code)
ADSU	Automatic dependent surveillance unit	ARMET	Forecast upper wind and temperature
ADVS	Advisory service	ARNG	specified points (in code)
ADZ	Advise	ARO	Arrange Air traffic services reporting office
AES	Aircraft earth station	ARP	
AFC	Aeronautical forecast centre	Anr	Aerodrome reference point or airport (message type designator)
AFIL	Flight plan filed in the air	ARP	Air-report (message type designator)
AFIS	Aerodrome flight information service	ARQ	Automatic error correction
AFM	Yes or affirm or affirmative or that is correct	ARR	Arrive or arrival or arrival message
AFS	Aeronautical fixed service	ARST	Arresting (specify (part of) aircraft arresting
AFT	After (time or place)	,	equipment)
AFTN	Aeronautical fixed telecommunication network	AS	Altostratus
A/G	Air-to-ground	ASC	Ascend or ascending to
AGA	Aerodromes, air routes and ground aids	ASDA	Accelerate-stop distance available
AGL	Above ground level	ASE	Altimeter system error
AGN	Again		
AIC	Aeronautical information circular		
announts staff	The same accommon to the property of the same and the sam		

2000			
ASHTAM	Special series NOTAM notifying, by means	BS	Commercial broadcasting station
	of a specific format, change in activity of a volcano, a volcanic eruption and/or volca-	BTL	Between layers
	nic ash cloud that is of significance to air-	BTN	Between
	craft operations	С	
ASPEEDG	Airspeed gain	С	Degrees Celsius (Centigrade)
ASPEEDL	Airspeed loss	CA	Course to an altitude
ASPH	Asphalt	CAT	Category
ASR*	Altimeter setting region	CAT	Clear air turbulence
AT	At (followed by time at which weather change is forecast to occur)	CAVOK	Visibility, cloud and present weather better
ATA	Actual time of arrival	СВ	than prescribed values or conditions Cumulonimbus
ATC	Air traffic control (in general)	CC	Cirrocumulus
ATD	Actual time of departure	CCA	(or CCB, CCCetc., in sequence) Cor-
ATFM	Air traffic flow management	COA	rected meteorological message (message
ATIS	Automatic terminal information service		type designator)
ATM	Air traffic management	CD	Candela
ATN	Aeronautical telecommunication network	CDN	Co-ordination message
ATP	At (time or place)	CF	Change frequency to
ATS	Air traffic services	CF	Course to a fix
ATTN	Attention	CFM	Confirm or I confirm
ATZ	Aerodrome traffic zone	CGL	Circling guidance light(s)
AUG	August	CH	Channel
AUTH	Authorized or authorization	CHG	Modification message
AUW	All up weight	CI	Cirrus
AUX	Auxiliary	CIDIN	Common ICAO data interchange network
A-VASIS	Abbreviated visual approach slope indica-	CIT	Near or over large towns
A) (D)	tor system	CIV	Civil
AVBL	Available or availability	CK	Check
AVG	Average	CL	Centre line
AVGAS	Aviation gasoline	CLA	Clear type of ice formation
AWTA	Advise at what time able	CLBR	Calibration
AWY	Airway	CLD	Cloud
AZM	Azimuth	CLG	Calling
В		CLIMB-OU	JT Climb-out area
Б	Dive	CLR	Clear(s) or cleared to or clearance
В	Blue	CLSD	Close or closed or closing
BA DO VNA	Braking action	CM	Centimetre
BASE	AVBarometric vertical navigation	CMB	Climb to or climbing to
BCFG	Cloud base	CMPL	Completion or completed or complete
BCFG	Fog patches Respon (agraphytical ground light)	CNL	Cancel or cancelled
BCST	Beacon (aeronautical ground light) Broadcast	CNL	Flight plan cancellation (message type
BDRY	Boundary		designator)
BECMG	Becoming	CNS	Communications, navigation and surveil-
BFR	Before	COM	lance
BKN	Broken	COM	Communications
BL	Blowing (followed by DU=dust, SA=sand or	CONC	CONSOL/CONSOLAN
	SN=snow)	CONC	Concrete Condition
BLDG	Building	CONS	Continuous
BLO	Below clouds	CONST	Construction or constructed
BLSN	Below snow	CONT	Continue(s) or continued
BLW	Below	COOR	Coordination
BOH	Break-off height	COORD	Coordinates
BOMB	Bombing	COP	Change-over point
BR	Mist	COR	Correct or correction or corrected
BRF	Short (type of approach)	COT	At the coast
BRG	Bearing	COV	Cover or covered or covering
BRKG	Braking		

CDI	Current flight plan massage	DMO	Dependent metacyalogical office
CPL CQ	Current flight plan message General call (to all stations)	DMO DNG	Dependent meteorological office Danger or dangerous
CRC	Cyclic redundancy check	DOM	Domestic
CRM	Collision risk model	DP	
CRZ	Cruise	DPT	Dew point temperature Depth
CS	Call sign	DR	Dead reckoning
CS	Cirrostratus	DR	Low drifting (followed by DU=dust,
CTA	Control area	DIT	SA=sand or SN=snow)
CTAM	Climb to and maintain	DRG	During
CTC	Contact	DS	Duststorm
CTL	Control	DSB	Double sideband
CTN	Caution	DTAM	Descend to and maintain
CTR	Control zone	DTG	Date-time group
CU	Cumulus	DTHR	Displaced runway threshold
CUF	Cumuliform	DTRT	Deteriorate or deteriorating
CUST	Customs	DTW	Dual tandem wheels
CVR	Cockpit voice recorder	DU	Dust
CW	Continuous wave	DUC	Dense upper cloud
CWY	Clearway	DUPE	Duplicate message
0111	Olean Way	DUR	Duration
D		D-VOLMET	Data link VOLMET
D	Danger area (followed by identification)	DVOR	Doppler VOR
D	Downward (tendency in RVR during previ-	DW	Dual wheels
-	ous 10 minutes)	DZ	Drizzle
DA	Decision altitude	2000	
D-ATIS	Data link automatic terminal information	E	
	service	E	East or eastern longitude
DCD	Double channel duplex	EAT	Expected approach time
DCKG	Docking	EB	Eastbound
DCP	Datum crossing point	EDA	Elevation differential area
DCPC	Direct controller-pilot communications	EET	Estimated elapsed time
DCS	Double channel simplex	EFC	Expect further clearance
DCT	Direct (in relation to flight plan clearances	EFIS	Electronic flight instrument system
	and type of approach)	EHF	Extremely high frequency (30 000 MHz to
DEC	December		300 000 MHz)
DECCA	DECCA	ELBA	Emergency location beacon-aircraft
DEG	Degrees	ELEV	Elevation
DENEB	Fog dispersal operations	ELR	Extra long range
DEP	Depart or departure or departure message	ELT	Emergency locator transmitter
DEP	Departure (message type designator)	EM	Emission
DER	Departure end of the runway	EMBD	Embedded in layer (to indicate cumulo nim-
DES	Descend to or descending to		bus embedded in layers of other clouds)
DEST	Destination	EMERG	Emergency
	Distress phase	END	Stop-end (related to RVR)
DEV	Deviation or deviating	ENE	East north east
DF	I am connecting you to the station you	ENG	Engine
DF	request	ENRT	En route
DFDR	Direction finding	EOBT	Estimated off-block time
DFTI	Digital flight data recorder Distance from touchdown indicator	EQPT	Equipment
DH	Decision height	ER	Here or herewith
DIF	Diffuse	ESE	East south east
DIST	Distance	EST	Estimate or estimated or estimate mes-
DIV		ETA	sage
DLA	Divert or diverting	LIA	Estimated time of arrival or estimating arrival
DLA	Delay message Delay or delayed	ETD	Estimated time of departure or estimating
DLIC	Data link initiation capability		departure
DLIC	Daily	ETO	Estimated time over significant point
DME	Distance measuring equipment	EV	Every
DIVIE	Distance measuring equipment		

EVC	Event	ESS	Flight service station
EXC EXER	Except Exercises or exercising or to exercise	FSS FST	Flight service station First
EXP	Expect or expected or expecting	FT	Feet (dimensional unit)
EXTD	Extend or extending	FTE	Flight technical error
LXID	Extend of extending	FTP	Fictitious threshold point
F		FTT	Flight technical tolerance
F	Fixed	FU	Smoke
F	Degrees Fahrenheit	FZ	Freezing
FA	Course from fix to an altitude	FZDZ	Freezing drizzle
FAC	Facilities	FZFG	Freezing fog
FAF	Final approach fix	FZRA	Freezing rain
FAL	Facilitation of international air transport		3
FAP	Final approach point	G	
FAS	Final approach segment	G	Green
FATO	Final approach and take-off	G	Variations from the mean wind speed
FAX	Facsimile transition		(gusts) (followed by figures in METAR/
FBL	Light (used to indicate the intensity of		SPECI and TAF)
	weather phenomena, interference or static	G/A	Ground-to-air
	reports, e.g. FBL RA=light rain)	G/A/G	Ground-to-air and air-to-ground
FC	Funnel cloud (tornado or water spout)	GAGAN	GPS and geostationary earth orbit aug-
FCST	Forecast	CANACT	mented navigation
FCT	Friction coefficient	GAMET	Area forecast for low-level flights
FDPS	Flight data processing system	GARP	GBAS azimuth reference point
FEB	February	GCA	Ground controlled approach system or ground controlled approach
FG	Fog	GEN	General
FIC	Flight information centre	GEO	Geographic or true
FIR	Flight information region	GLD	Glider
FIS	Flight information service	GLONASS	Global orbiting navigation satellite system
FISA	Automated flight information service	GMT	Greenwich mean time
FL	Flight level	GND	Ground
FLD	Field	GNDCK	Ground check
FLG	Flashing	GNSS	Global navigation satellite system
FLR	Flares	GP	Glide path
FLT	Flight	GPA	Glide path angle
FLTCK	Flight check	GPIP	Glide path intercept point
FLUC	Fluctuating or fluctuation or fluctuated	GPS	Global positioning system
FLW	Follow(s) or following	GPWS	Ground proximity warning system
FLY	Fly or flying	GR	Hail
FM	From	GRADU	Gradual or gradually
FM	From (followed by time weather change is forecast to begin)	GRASS	Grass landing area
FMC	Flight management computer	GRIB	Processed meteorological data in the form
FMS	Flight management system		of grid point values expressed in binary
FMU	Flow management unit		form
FNA	Final approach	GRVL	Gravel
FOT	Units of English measurement	GS	Ground speed
FPAP	Flight path alignment point	GS	Small hail and/or snow pellets
FPL	Filed flight plan message	GUND	Geoid undulation
FPM	Feet per minute	Н	
FPR	Flight plan route	"	
FR	Fuel remaining	Н	High pressure area or the centre of high
FREQ	Frequency		pressure
FRI	Friday	H24	Continuous day and night service
FRNG	Firing	HA	Holding/racetrack to an altitude
FRONT	Front (relating to weather)	HAPI	Helicopter approach path indicator
FROST	Frost (used in aerodrome warnings)	HBN	Hazard beacon
FRQ	Frequent	HDF	High frequency direction-finding station
FSL	Full stop landing		
A 550-7	and the state of t		

HDG	Heading	INCERFA	Uncertainty phase
HEL	Helicopter	INCL	Inclusive
HF	High frequency (3 000 to 30 000 KHz)	INFO	Information
HGT	Height or height above	INOP	Inoperative
HIALS	High intensity approach light system	INP	If not possible
HIRL	High intensity runway lights	INPR	In progress
HJ	Sunrise to sunset	INS	Inches (dimensional unit)
HLDG	Holding	INS	Inertial navigation system
HM	Holding/racetrack to a manual termination	INSTL	Install or installed or installation
HN	Sunset to sunrise	INSTR	Instrument
НО	Service available to meet operational	INT	Intersection
	requirements	INTER	Intermittent
HOL	Holiday	INTL	International
HOSP	Hospital aircraft	INTRG	Interrogator
HPA	Hectopascals	INTRP	Interrupt or interruption or interrupted
HQ	Headquarters	INTSF	Intensify or intensifying
HR	Hours	INTST	Intensity
HS	Service available during hours of sched-	IR	Ice on runway
	uled operations	IRS	Inertial reference system
HURCN	Hurricane	ISA	International standard atmosphere
HVDF	High and very high frequency direction-	ISB	Independent sideband
	finder	ISOL	Isolated
HVY	Heavy	.002	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
HVY	Heavy (used to indicate the intensity of	J	
	weather phenomena, e.g. HVY RA=heavy	JAN	January
LIV	rain)	JTST	Jet stream
HX	No specific working hours	JUL	July
HYR	Higher	JUN	June
HZ	Haze	0011	Carlo
HZ	Hertz (cycle per second)	K	
1		KC	Kilocycles per second
IAC	Instrument approach chart	KG	Kilograms
IAF	Initial approach fix	KHz	Kilohertz
IAL	Instrument approach and landing chart	KIAS	Knots indicated airspeed
IAO	In and out of clouds	KM	Kilometres
IAP		ZMII	I/:1
	Instrument approach procedure	KMH	Kilometres per hour
	Instrument approach procedure Intersection of air routes	KPA	Kilopascal
IAR	Intersection of air routes		•
IAR IAS	Intersection of air routes Indicated air speed	KPA	Kilopascal
IAR	Intersection of air routes	KPA KT KW	Kilopascal Knots
IAR IAS IBN IC	Intersection of air routes Indicated air speed Identification beacon	KPA KT KW L	Kilopascal Knots Kilowatts
IAR IAS IBN IC	Intersection of air routes Indicated air speed Identification beacon Ice crystals (very small ice crystals in suspension, also known as diamond dust) Icing	KPA KT KW L L	Kilopascal Knots Kilowatts Left (runway identification)
IAR IAS IBN IC	Intersection of air routes Indicated air speed Identification beacon Ice crystals (very small ice crystals in suspension, also known as diamond dust)	KPA KT KW L L	Kilopascal Knots Kilowatts Left (runway identification) Locator (see LM, LO)
IAR IAS IBN IC ICE ID IDENT	Intersection of air routes Indicated air speed Identification beacon Ice crystals (very small ice crystals in suspension, also known as diamond dust) Icing Identifier or identify Identification	KPA KT KW L L L	Kilopascal Knots Kilowatts Left (runway identification) Locator (see LM, LO) Logical acknowledgement message
IAR IAS IBN IC	Intersection of air routes Indicated air speed Identification beacon Ice crystals (very small ice crystals in suspension, also known as diamond dust) Icing Identifier or identify Identification Intermediate approach fix	KPA KT KW L L L LAM LAN	Kilopascal Knots Kilowatts Left (runway identification) Locator (see LM, LO) Logical acknowledgement message Inland
IAR IAS IBN IC ICE ID IDENT	Intersection of air routes Indicated air speed Identification beacon Ice crystals (very small ice crystals in suspension, also known as diamond dust) Icing Identifier or identify Identification Intermediate approach fix Identification friend/foe	KPA KT KW L L L LAM LAN LAT	Kilopascal Knots Kilowatts Left (runway identification) Locator (see LM, LO) Logical acknowledgement message Inland Latitude
IAR IAS IBN IC ICE ID IDENT IF	Intersection of air routes Indicated air speed Identification beacon Ice crystals (very small ice crystals in suspension, also known as diamond dust) Icing Identifier or identify Identification Intermediate approach fix	KPA KT KW L L L LAM LAN LAT LB	Kilopascal Knots Kilowatts Left (runway identification) Locator (see LM, LO) Logical acknowledgement message Inland Latitude Pounds (weight)
IAR IAS IBN IC ICE ID IDENT IF	Intersection of air routes Indicated air speed Identification beacon Ice crystals (very small ice crystals in suspension, also known as diamond dust) Icing Identifier or identify Identification Intermediate approach fix Identification friend/foe	KPA KT KW L L L LAM LAN LAT LB LCN	Kilopascal Knots Kilowatts Left (runway identification) Locator (see LM, LO) Logical acknowledgement message Inland Latitude Pounds (weight) Load classification number
IAR IAS IBN IC ICE ID IDENT IF IFF IFR IGA ILS	Intersection of air routes Indicated air speed Identification beacon Ice crystals (very small ice crystals in suspension, also known as diamond dust) Icing Identifier or identify Identification Intermediate approach fix Identification friend/foe Instrument flight rules	KPA KT KW L L L LAM LAN LAT LB LCN LDA	Kilopascal Knots Kilowatts Left (runway identification) Locator (see LM, LO) Logical acknowledgement message Inland Latitude Pounds (weight) Load classification number Landing distance available
IAR IAS IBN IC ICE ID IDENT IF IFF IFR IGA ILS IM	Intersection of air routes Indicated air speed Identification beacon Ice crystals (very small ice crystals in suspension, also known as diamond dust) Icing Identifier or identify Identification Intermediate approach fix Identification friend/foe Instrument flight rules International general aviation Instrument landing system Inner marker	KPA KT KW L L LAM LAN LAT LB LCN LDA LDAH	Kilopascal Knots Kilowatts Left (runway identification) Locator (see LM, LO) Logical acknowledgement message Inland Latitude Pounds (weight) Load classification number Landing distance available Landing distance available, helicopter
IAR IAS IBN IC ICE ID IDENT IF IFF IFR IGA ILS IM	Intersection of air routes Indicated air speed Identification beacon Ice crystals (very small ice crystals in suspension, also known as diamond dust) Icing Identifier or identify Identification Intermediate approach fix Identification friend/foe Instrument flight rules International general aviation Instrument landing system	KPA KT KW L L L LAM LAN LAT LB LCN LDA LDAH LDG	Kilopascal Knots Kilowatts Left (runway identification) Locator (see LM, LO) Logical acknowledgement message Inland Latitude Pounds (weight) Load classification number Landing distance available Landing distance available, helicopter Landing
IAR IAS IBN IC ICE ID IDENT IF IFF IFR IGA ILS IM	Intersection of air routes Indicated air speed Identification beacon Ice crystals (very small ice crystals in suspension, also known as diamond dust) Icing Identifier or identify Identification Intermediate approach fix Identification friend/foe Instrument flight rules International general aviation Instrument landing system Inner marker	KPA KT KW L L L LAM LAN LAT LB LCN LDA LDAH LDG LDI	Kilopascal Knots Kilowatts Left (runway identification) Locator (see LM, LO) Logical acknowledgement message Inland Latitude Pounds (weight) Load classification number Landing distance available Landing distance available, helicopter Landing Landing direction indicator
IAR IAS IBN IC ICE ID IDENT IF IFF IFR IGA ILS IM	Intersection of air routes Indicated air speed Identification beacon Ice crystals (very small ice crystals in suspension, also known as diamond dust) Icing Identifier or identify Identification Intermediate approach fix Identification friend/foe Instrument flight rules International general aviation Instrument landing system Inner marker Instrument meteorological conditions	KPA KT KW L L L LAM LAN LAT LB LCN LDA LDA LDAH LDG LDI LEFT	Kilopascal Knots Kilowatts Left (runway identification) Locator (see LM, LO) Logical acknowledgement message Inland Latitude Pounds (weight) Load classification number Landing distance available Landing distance available, helicopter Landing Landing direction indicator Left (direction of turn)
IAR IAS IBN IC ICE ID IDENT IF IFF IFR IGA ILS IM IMC IMG	Intersection of air routes Indicated air speed Identification beacon Ice crystals (very small ice crystals in suspension, also known as diamond dust) Icing Identifier or identify Identification Intermediate approach fix Identification friend/foe Instrument flight rules International general aviation Instrument landing system Inner marker Instrument meteorological conditions Immigration	KPA KT KW L L L LAM LAN LAT LB LCN LDA LDA LDAH LDG LDI LEFT LEN	Kilopascal Knots Kilowatts Left (runway identification) Locator (see LM, LO) Logical acknowledgement message Inland Latitude Pounds (weight) Load classification number Landing distance available Landing distance available, helicopter Landing Landing direction indicator Left (direction of turn) Length
IAR IAS IBN IC ICE ID IDENT IF IFF IGA ILS IM IMC IMG	Intersection of air routes Indicated air speed Identification beacon Ice crystals (very small ice crystals in suspension, also known as diamond dust) Icing Identifier or identify Identification Intermediate approach fix Identification friend/foe Instrument flight rules International general aviation Instrument landing system Inner marker Instrument meteorological conditions Immigration Interrogation sign (question mark)	KPA KT KW L L L LAM LAN LAT LB LCN LDA LDAH LDG LDI LEFT LEN LF	Kilopascal Knots Kilowatts Left (runway identification) Locator (see LM, LO) Logical acknowledgement message Inland Latitude Pounds (weight) Load classification number Landing distance available Landing distance available, helicopter Landing Landing direction indicator Left (direction of turn) Length Low frequency (30 to 300 KHz)
IAR IAS IBN IC ICE ID IDENT IF IFF IFR IGA ILS IM IMC IMG IMI IMPR	Intersection of air routes Indicated air speed Identification beacon Ice crystals (very small ice crystals in suspension, also known as diamond dust) Icing Identifier or identify Identification Intermediate approach fix Identification friend/foe Instrument flight rules International general aviation Instrument landing system Inner marker Instrument meteorological conditions Immigration Interrogation sign (question mark) Improve or improving	KPA KT KW L L L LAM LAT LB LCN LDA LDA LDG LDI LEFT LEN LF LGT	Kilopascal Knots Kilowatts Left (runway identification) Locator (see LM, LO) Logical acknowledgement message Inland Latitude Pounds (weight) Load classification number Landing distance available Landing distance available, helicopter Landing Landing direction indicator Left (direction of turn) Length Low frequency (30 to 300 KHz) Light or lighting
IAR IAS IBN IC ICE ID IDENT IF IFF IFR IGA ILS IM IMC IMG IMI IMPR IMT	Intersection of air routes Indicated air speed Identification beacon Ice crystals (very small ice crystals in suspension, also known as diamond dust) Icing Identifier or identify Identification Intermediate approach fix Identification friend/foe Instrument flight rules International general aviation Instrument landing system Inner marker Instrument meteorological conditions Immigration Interrogation sign (question mark) Improve or improving Immediate or immediately	KPA KT KW L L L LAM LAN LAT LB LCN LDA LDAH LDG LDI LEFT LEN LF	Kilopascal Knots Kilowatts Left (runway identification) Locator (see LM, LO) Logical acknowledgement message Inland Latitude Pounds (weight) Load classification number Landing distance available Landing distance available, helicopter Landing Landing direction indicator Left (direction of turn) Length Low frequency (30 to 300 KHz)
IAR IAS IBN IC ICE ID IDENT IF IFF IFR IGA ILS IM IMC IMG IMI IMPR IMT	Intersection of air routes Indicated air speed Identification beacon Ice crystals (very small ice crystals in suspension, also known as diamond dust) Icing Identifier or identify Identification Intermediate approach fix Identification friend/foe Instrument flight rules International general aviation Instrument landing system Inner marker Instrument meteorological conditions Immigration Interrogation sign (question mark) Improve or improving Immediate or immediately Initial approach	KPA KT KW L L L LAM LAT LB LCN LDA LDA LDG LDI LEFT LEN LF LGT	Kilopascal Knots Kilowatts Left (runway identification) Locator (see LM, LO) Logical acknowledgement message Inland Latitude Pounds (weight) Load classification number Landing distance available Landing distance available, helicopter Landing Landing direction indicator Left (direction of turn) Length Low frequency (30 to 300 KHz) Light or lighting

GEN 2.2-6

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LIH	Light intensity high	MHz	Megahertz
LIL LIM	Light intensity low	MID MIFG	Mid-point (<i>related to RVR</i>) Shallow fog
LLZ	Light intensity medium Localizer	MIL	Military
LLZ	Locator, middle	MIN	Minutes
LMT	Local mean time	MKR	Marker radio beacon
LNAV	Lateral navigation	MLS	Microwave landing system
LNG	Long (type of approach)	MM	Middle marker
LO	Locator, outer	MMO	Main meteorological office
LOC	Local or locally or location or located	MNM	Minimum
LONG	Longitude	MNPS	Minimum navigation performance specifi-
LORAN	LORAN (long range air navigation system)		cations
LPV	Localizer performance with vertical guid-	MNT	Monitor or monitoring or monitored
	ance	MNTN	Maintain
LRG	Long range	MOA	Military operating area
LSQ	Line squall	MOC	Minimum obstacle clearance (required)
LTD	Limited	MOCA	Minimum obstacle clearance altitude
LU	Landline teletype	MOD	Moderate (used to indicate the intensity of weather phenomena, interference or static
LV LVE	Light and variable (<i>relating to wind</i>)		reports, e.g. MOD RA=moderate rain)
LVL	Leave or leaving Level	MON	Above mountains
LVP	Low visibility procedures	MON	Monday
LYR	Layer or layered	MOPS	Minimum operational performance standards
М		MOTNE	Meteorological Operational Telecommunications Network Europe
M	Mach number (followed by figures)	MOV	Move or moving or movement
M	Meters	MPH	Statute Miles per Hour
M	Minimum value of runway visual range	MPS	Metres per second
MAA MAG	Maximum authorized altitude	MRA	Minimum reception altitude
MAHE	Magnetic Missed approach holding fix	MRG	Medium range
MAINT	Maintenance	MRP	ATS/MET reporting point
MAP	Aeronautical maps and charts	MS	Minus
MAPT	Missed approach point	MSA	Minimum sector altitude
MAR	At sea	MSAW	Minimum sector altitude warning
MAR	March	MSG	Message
MAS	Manual A1 simplex	MSL MT	Mean sea level Mountain
MATF	Missed approach turning fix	MTU	Metric units
MAX	Maximum	MTOW	Maximum Take-Off Mass
MAY	May	MTW	Mountain waves
MB	Millibars	MVDF	Medium and very high frequency direction-
MBST	Microburst	2.	finder
MC	Megacycles per second	MWO	Meteorological watch office
MCA	Minimum crossing altitude	MX	Mixed type of ice information (white and
MCW	Modulated continuous wave		clear)
MDA	Minimum descent altitude	N	
MDF	Medium frequency direction-finding station		
MDH	Minimum descent height	N	North or northern latitude
MEA MEHT	Minimum en-route altitude	N	No distinct tendency (in RVR during previous 10 minutes)
	Minimum eye height above threshold (for visual approach slope indicator systems)	NADP	Noise abatement departure procedure
METAR	Meteorological or meteorology	NAT	North Atlantic
METAR	Airdrome routine meteorological report (in meteorological code)	NAV	Navigation
MF	Medium frequency (300 to 3 000 KHz)	NB	Northbound
MHDF	Medium and high frequency direction-	NBFR	Not before
	finder	NC NDB	No change Non directional radio beacon
MHVDF	Medium, high and very high frequency direction-finder	NDV	No directional variations available

AIP

NE	North-east	OTLK	Outlook (used in SIGMET messages for volcanic ash and tropical cyclones)
NEB	North-eastbound	OTP	On top
NEG	No or negative or permission not granted or that is not correct	OTS	Organized track system
NGT	Night	OUBD	Outbound
NIL	None or I have nothing to send to you	OVC	Overcast
NM	Nautical miles		0.0000
NML	Normal	Р	
NNE	North north east	P	Maximum value of wind speed or runway
NNW	North north west		visual range
NO	No	P	Prohibited area (followed by identification)
NOF	International NOTAM office	PA	Precision approach
NOSIG	No significant change (meteorological	PALS	Precision approach lighting system
	trend)	PANS	Procedures for air navigation services
NOTAM	Notice to airman	PAPI	Precision approach path indicator
NOV	November	PAR	Precision approach radar
NOZ	Normal operating zone	PARL	Parallel
NPA	Non-precision approach	PBN	Performance based navigation
NR	Number	PCD	Proceed or proceeding
NRH	No reply heard	PCN	Pavement classification number
NS	Nimbostratus	PDC	Pre-departure clearance
NSC	Nil significant cloud	PDG	Procedure design gradient
NSW	Nil significant weather	PE	Ice pellets
NTL	National	PER	Performance
NTZ	No transgression zone	PERM	Permanent
NW	North-west	PIB	Pre-flight information bulletin
NWB	North-westbound	PJE	Parachute jumping exercise
NXT	Next	PLA	Practice low approach
0		PLN	Flight plan
		PLVL	Present level
OAC	Oceanic area control centre	PN	Prior notice required
OAS	Obstacle assessment surface	PNR	Point of no return
OBS	Observe or observed or observation	PO	Dust devils
OBSC	Obscure or obscured or obscuring	POB	Persons on board
OBST	Obstacle/Obstruction	POSS	Possible
OCA	Obstacle clearance altitude	PP	Descent through cloud (procedure)
OCA	Oceanic control area	PPI	Plan position indicator
OCC	Occulting (light)	PPR	Prior permission required
OCH	Obstacle clearance height	PPSN	Present position
OCL	Obstacle clearance limit	PRI	Primary
OCNL	Occasional or occasionally	PRKG	Parking
ocs	Obstacle clearance surface	PROB	Probability
OCT	October	PROC	Procedure
OFZ	Obstacle free zone	PROV	Provisional
OHD	Overhead	PRP	Point-in-space reference point
OIS	Obstacle identification surface	PS	Plus
OLDI	On-line data interchange	PSG	Passing
OM	Outer marker	PSGR	Passenger(s)
OPA	Opaque, (type of ice formation)	PSN	Position
OPC	Operational control	PSP	Pierced steel plank
OPMET	Operational meteorological (information)	PSR	Primary surveillance radar
OPN	Open or opening or opened	PSYS	Pressure system(s)
OPR	Operator or operate or operative operating or operational	PTN	Procedure turn
OPS	Operations	PTS PWR	Polar track structure
O/R	On request	LVVH	Power
ORD	Indication of an order		
OSV	Ocean station vessel		

OBI Compulsory IFR flight FLA Relay to Relay to ODM Magnetic bearing RLS Runway lead-in lighting system OFE Almospheric pressure at serodrome elevation of arturnusy inversability RILNA Roquest level not available OFU Magnetic orientation of runway RNAV Area navigation OH Allimeter sub-scale setting to obtain elevation when on the ground RNB Required navigation performance OLAD The bearing ROBEX Regional OPMET builetin exchange (scheme) QUAD Quadrant ROC Rate of climb R Red or received ROC Rate of climb R. Red or received ROC Rate of descent R. Red or received Roceived descented Roceived descented R. Red or r	Q		RL	Report leaving
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Title Tilgrit (direction of talli)				
RJT Technical rejection message SALS Simple approach lighting system		= ,		
	RJT	Technical rejection message	SALS	omple approach lighting system

SAN	Sanitary	SRA	Surveillance radar Approach
SAP	As soon as possible	SRE	Surveillance radar element of precision
SAR	Search and rescue		approach radar system
SARPS	Standards and Recommended Practices	SRG	Short range
	(ICAO)	SRR	Search and rescue region
SAT	Saturday	SRY	Secondary
SATCOM	Satellite communication	SS	Sunset
SB	Southbound	SS	Sandstorm
SBAS	Satellite-based augmentation system	SSB	Single sideband
SC	Stratocumulus	SSE	South south east
SCT	Scattered	SSR	Secondary surveillance radar
SD	Standard deviation	SST	Supersonic transport
SDBY	Stand by	SSW	South south west
SDF	Step down fix	ST	Stratus
SE	South-east	STA	Straight in approach
SEB	South-eastbound	STAR	Standard instrument arrival
SEC	Seconds	STD	Standard
SECN	Section	STF	Stratiform
SECT	Sector	STN	Station
SELCAL	Selective calling system	STNR	Stationary
SEP	September	STOL	Short take-off and landing
SER	Service or servicing or served	STS	Status
SEV	Severe (used e.g. to qualify icing and tur- bulence reports)	STWL	Stopway light(s)
SFC	Surface	SUBJ	Subject to
SG	Snow grains	SUN	Sunday
SGL	Signal	SUP SUPPS	Supplement (AIP Supplement)
SH	Showers	SVC	Regional supplementary procedures
SHF	Super high frequency (3 000 to 30 000	SVCBL	Service message Serviceable
0111	MHz)	SW	South-west
SID	Standard instrument departure	SWY	Stopway
SIF	Selective identification feature	OVVI	Stopway
SIG	Signature	T	
SIGMET	Information concerning en-route weather	Т	Temperature
	phenomena which may affect the safety of	Ť	True
015.41.11	aircraft operations	TA	Traffic advisory
SIMUL	Simultaneous or simultaneously	TA	Transition altitude
SIWL	Single isolated wheel load	TAA	Terminal arrival altitude
SKC	Sky clear	TACAN	UHF tactical air navigation aid
SKED SLP	Schedule or scheduled	TAF	Aerodrome forecast
SLW	Speed limiting point Slow	TA/H	Turn at an altitude
SMC	Surface movement control	TAIL	Tail wind
SMO	Supplementary meteorological office	TAM	Technical acknowledgement message
SMR	Surface movement radar	TAR	Terminal area surveillance radar
SN	Snow	TAS	True airspeed
SNOCLO	Aerodrome closed due to snow (used in	TAX	Taxiing or taxi
ONOOLO	METAR/SPECI)	TC	Tropical cyclone
SNOWTAM	A special series NOTAM notifying the pres-	TCAC	Tropical cyclone advisory centre
	ence or removal of hazardous conditions	TCAS RA	Traffic alert and collision avoidance system
	due to snow, ice, slush and ice on the		resolution advisory
	movement area, by means of a specific for- mat	TCH	Threshold crossing height
SNSH	Snow showers	TCU	Towering cumulus
SPECI	Aerodrome special meteorological report	TCX	Transfer of control cancellation message
31 231	(in meteorological code)	TDO	Tornado
SPL	Supplementary flight plan	TDZ	Touchdown zone
SPOC	SAR point of contact	TECR TEL	Technical reason
SPOT	Spot wind	TEM	Telephone Technical error message
SR	Sunrise	I LIVI	Teorifical error Message

TEMPO	Temporary or temporarily	UFN	Until further notice
TEND	Trend or tending to	UHDF	Unable higher due traffic)
TF	Track to fix	UHF	Ultra high frequency (300-3 000 MHz)
TFC	Traffic	UIC	Upper information centre
TGL	Touch-and-go landing	UIR	Upper flight information region
TGS	Taxiing guidance system	ULR	Ultra long range
THR	Threshold	UNA	Unable
THRU	Through	UNAP	Unable to approved
THU	Thursday	UNL	Unlimited
TIBA	Traffic information broadcast by aircraft	UNREL	Unreliable
TIL	Until	U/S	Unserviceable
TIP	Until past (place)	UTA	Upper control area
TKOF	Take-off	UTC	Co-ordinated Universal Time
TL	Till (followed by time by which weather change is forecast to end)	V	
TLOF	Touchdown and lift-off area	V	Variations from the mean wind direction
TMA	Terminal control area	VA	Heading to an altitude
TN	Minimum temperature (followed by figures	VA	Volcanic ash
	in TAF)	VAAC	Volcanic ash advisory centre
TNA	Turn altitude	VAL	In valleys or visual approach and landing
TNH	Turn height		chart
TNR	Non-radar transfer of control message	VAN	Runway control van
TO	To (place)	VAR	Visual-aural radio range or magnetic varia-
TOC	Top of climb		tion
TODA	Take-off distance available	VASIS	Visual approach slope indicator system
TOP	Cloud top	VC	Vicinity of the aerodrome
TORA	Take-off run available	VCY	Vicinity
TP	Turning point	VDF	Very high frequency direction-finding sta-
TR	Track	VED	tion
TRA	Radar transfer of control message	VER	Vertical
TRA	Temporary reserved airspace	VFR	Visual flight rules
TRANS	Transmits or transmitter	VHF	Very high frequency (30-300 MHz)
TREND	Trend forecast	VI	Heading to an intercept
TRS	Tropical revolving storm	VIA	By way of
TS	Thunderstorm	VIO	Heavy (interference or static)
TSGR	Thunderstorm with hail	VIP	Very important person
TSSA	Thunderstorm with dust storm or sand-	VIS	Visibility
	storm	VLF	Very low frequency (3-30 KHz)
TT	Teletypewriter	VLR	Very long range
TUE	Tuesday	VMC	Visual meteorological conditions
TURB	Turbulence	VNAV	Vertical navigation
T-VASIS	T visual approach slope indicator system	VOLMET	Meteorological information for aircraft in
TVOR	Terminal VOR	VOR	flight
TWR	Aerodrome control tower or aerodrome		VHF omnidirectional radio range VOR and TACAN combination
TIMO	control	VORTAC	
TWY	Taxiway	VOT	VOR airborne equipment test facility
TWYL	Taxiway-link	VPA	Vertical path angle
TXT	Text	VPT	Visual manoeuvre with prescribed track
TYP	Type of aircraft	VRB	Variable
TYPH	Typhoon	VSA	By visual reference to the ground
U		VSP	Vertical speed
	11 1/1 1 1 1	VTF	Vector to final
U	Upward (tendency in RVR during previous 10 minutes)	VTOL VV	Vertical take-off and landing Vertical visibility
UAB	Until advised by	W	
UAC	Upper area control centre		
UAR	Upper air route	W	West or western longitude or white
UDF	Ultra high frequency direction-finding sta-	WA	Word after
	tion	WAAS	Wide area augmentation system

WAC	World aeronautical chart -	X	
WAFC WB WBAR WD WDI WDSPR	ICAO 1:1,000,000 World area forecast centre Word before Wing bar lights Words or groups Wind direction indicator Widespread	X XBAR XNG XS XX	Cross Crossbar (of approach lighting system) Crossing Atmospherics Heavy (used to qualify weather such as rain)
WED	Wednesday	Υ	
WEF WGS-84 WI WID WIE WILCO WIND WINTAM WIP WKN WNW WO	With effect from or effective from World Geodetic System - 1984 Within Width With immediate effect or effective immediately Will comply Wind Forecast upper wind and temperature Work in progress Weaken or weakening West north west Without Way-point	Y YCZ YD YR Z Z	Yellow Yellow caution zone (<i>runway lighting</i>) Yard Your Co-ordinated Universal Time (<i>in meteorological messages</i>)
WRNG WS	Warning Wind shear		
WSW	West south west		

WTSPT

WX

Waterspout

Weather

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