GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

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

| A | |
|-------------|--|
| 4.1 | |
| A | Amber |
| AAA | (or AAB, AACetc. sequence) |
| | amended meteorological message |
| | (message type designator) |
| A/A | Air-to-air |
| AAD | Assigned altitude deviation |
| AAL | Above aerodrome level |
| 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 center or area control |
| ACCID | Notification of an aircraft accident |
| ACFT ACK | Aircraft Acknowledge |
| ACK ACL | Altimeter check location |
| ACN | Aircraft classification number |
| ACP | Acceptance (message type |
| 1101 | 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 ADS | Advisory route |
| ADS ADS | Automatic dependent surveillance Automatic dependent surveillance |
| ADSU | Automatic dependent surveillance Automatic dependent surveillance |
| ADSU | unit |
| 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 |
| A /C | 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 |
| | communication |
| AIP | Aeronautical information publication |
| AIRAC | Aeronautical information regulation |
| ATDED | and control |
| AIREP AIRMET | Air-report |
| AIRMEI | Information concerning en-route |
| | weather phenomena which may |
| | affect the safety of low level aircraft operations |
| AIRPROX | Aircraft operations Aircraft proximity |
| AIS | Aeronautical information services |
| ALA | Alighting area |
| ALERFA | Alert phase |
| ALR | Alerting (message type designator) |
| ALRS | Alerting (message type designator) Alerting service |
| ALS | Approach lighting system |
| ALT | Altitude |
| ALTN | Alternate or alternating (light |
| | alternates in color) |
| ALTN | Alternate (aerodrome) |
| AMA | Area minimum altitude |
| AMD | Amend or amended (used to indicate |
| | amended meteorological message; |
| | message type designator) |
| AMD* | Air Move Display |
| AMDT | Amendment (AIP Amendment) |
| AMS | Aeronautical mobile service |
| AMSL AMSS | Above mean sea level Aeronautical mobile satellite service |
| ANC/250* | Aeronautical mobile saternte service Aeronautical chart 1:250 000 |
| ANC/500 | Aeronautical chart 1:250 000 Aeronautical chart 1:500 000 |
| ANCS | Aeronautical navigation chart – small |
| Antes | scale (followed by name/title and |
| | scale) |
| ANS | Answer |
| AOC | Aerodrome obstacle chart |
| AoR * | Area of responsibility |
| AP | Airport |
| APAPI | Abbreviated PAPI |
| APCH | Approach |
| APDC | Aircraft parking/docking chart |
| A DAT | (followed by name/title) |
| APN | Apron |
| APP | Approach control office or approach |
| APR | control or approach control service |
| APRX | April 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) |
| L | |

| ARQ ARR ARR ARR Arrive or arrival ARS Special air-report (message type designator) ARST Aresting (specify (part of) aircraft arresting equipment) AS ASC ASC ASC ASCENT to or ascending to ASDA ASE Altimetry system error ASMAC AST AIT arrival lance minimum altitude clearance ASPH ASPH ASR* Airport surveillance radar AT At (followed by time at which weather change is forecast to occur) ATA ACtual time of arrival ATC AIT traffic control (in general) ACTA ATI ATI ATI ATI AIT altitatific ode parture ATTS AIT traffic flow management ATIS AUTH AIT alite or place) ATI-VASIS AT-VASIS AT-VASIS AT-VASIS AT-VASIS AT-VASIS AUG | | |
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| ARR ARS Special air-report (message type designator) ARST Arresting (specify (part of) aircraft arresting equipment) AS AS Altostratus ASC ASCA ASCH to or ascending to ASDA ACCelerate stop distance available ASE Altimetry system error ASMAC ATC surveillance minimum altitude clearance ASPH ASPH ASPH ASR* Airport surveillance radar AT At (followed by time at which weather change is forecast to occur) ATA ACUAL time of arrival ATC Air traffic control (in general) ATD ACUAL time of departure ATTS Air traffic flow management ATIS AUM ALI. (time or place) ATS AIR AL (time or place) ATS ADPORTED A Altention AT-VASIS APPORTED A Altention AT-VASIS APPORTED A Altention AUW ALL A Authorized or authorization AUW AUS AUSIAN AUSIANT AVBL AVAL AVAILARY AVBL AVAILARY AVAILARY AVBL AVAILARY AVAILARY AVAILARY AVBL AVAILARY A | - | |
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| ARST Aresting (specify (part of) aircraft arresting equipment) AS Altostratus ASC | ARR | Arrival (message type designator) |
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| AUX AVBL AVBL AVailable or availability AVG AVGAS AVGAS AViation gasoline AWTA Advise at what time able AWY AZM AZIM AZIM AZIM AZIM AZIM AZIM AZIM | AUTH | Authorized or authorization |
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| AVG AVGAS AViation gasoline AWTA Advise at what time able AWY AZM Azimuth B B B B B B B B B B B B B B B B B B | AUX | Auxiliary |
| AVGAS AWTA AWY AZM B B B B B B B B B B B B B | AVBL | Available or availability |
| AWY AWY AZM B B B B B B B B B B B B B | AVG | |
| AWY AZM Airway Azimuth B B B B B B B B B B B B B | | Aviation gasoline |
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| B B BA Breaking action Cloud base BCFG Fog patches BCN Beacon (aeronautical ground light) BCST Broadcast BDRY Boundary BECMG Becoming BFR Before BKN Broken BL Blowing (followed by DU = dust, SA = sand or SN = snow) BLDG BLO BLO Below | | • |
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| BFR BKNBefore BrokenBLBlowing (followed by $DU = dust$, $SA = sand \ or \ SN = snow$)BLDG BLO BLWBelow clouds Below | BDRY | Boundary |
| BKNBrokenBLBlowing (followed by $DU = dust$, $SA = sand \ or \ SN = snow$)BLDGBuildingBLOBelow cloudsBLWBelow | BECMG | Becoming |
| BLBlowing (followed by $DU = dust$, $SA = sand \ or \ SN = snow$)BLDGBuildingBLOBelow cloudsBLWBelow | BFR | Before |
| SA = sand or SN = snow) BLDG BLO Below clouds BLW Below | | |
| BLDG Building BLO Below clouds BLW Below | BL | Blowing (followed by $DU = dust$, |
| BLO Below clouds Below | | · · · · · · · · · · · · · · · · · · · |
| BLW Below | BLDG | _ |
| | BLO | |
| BOMB Bombing | | |
| | BOMB | Bombing |

| BR | Mist |
|-------------|---|
| BRF | Short (used to indicate the type of |
| | approach desired or required) |
| BRG | Bearing |
| BRKG | Braking |
| BS | Commercial broadcasting station |
| BTL BTN | Between layers Between |
| DIN | Detween |
| | |
| C | |
| C * | Caution area (followed by |
| | identification) |
| C | Center (runway identification) |
| C CAO * | Degrees Celsius (Centigrade) |
| CAO * CAT | Civil aviation organization Category |
| CAT | Clear air turbulence |
| CAVOK | Visibility, cloud and present weather |
| | better than prescribed values or |
| | conditions |
| CB | Cumulonimbus |
| CC | Cirrocumulus |
| CCA | (or CCB, CCC,etc, in sequence) corrected meteorological message |
| | (message type designator) |
| CD | Candela |
| CDN | Co-ordination (<i>message type</i> |
| | designator) |
| CF | Change frequency to |
| CFM | Confirm or I confirm (to be used in |
| CCI | AFS as a procedure signal) |
| CGL CH | Circling guidance light(s) 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 |
| CHC | procedure signal) Modification (massage type |
| CHG | Modification (message type designator) |
| CHG * | Change or changed |
| CI | Cirrus |
| CIDIN | Common ICAO data interchange network |
| CIT | Near or over large towns |
| CIV | Civil |
| CK | Check |
| CL | Center line |
| CLA | Clear type of ice formation |
| CLBR CLD | Calibration Cloud |
| CLD | Calling |
| CLR | Clear(s) or cleared to or clearance |
| CLSD | Close or closed or closing |
| CM | Centimeter |
| CMB | Climb to or climbing to |
| CMPL | Completion or completed or complete |
| CNL | Cancel or canceled |
| CNL | Flight plan cancellation (message |
| | type designator) |

| | T |
|--------|---|
| CNS | Communication, navigation and |
| | surveillance |
| COM | Communication |
| 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; |
| COT | message type designator) |
| COT | At the coast |
| COV | Cover or covered or covering |
| CPDLC | Controller-pilot data link |
| CDI | communication |
| CPL | Current flight plan (message type |
| CRC | designator) |
| CRZ | Cyclic redundancy check Cruise |
| CRZ | Call sign |
| CS | Cirrostratus |
| CTA | Control area |
| CTAM | Climb to and maintain |
| CTC | Contact |
| CTL | Control |
| CTN | Caution |
| CTR | Control zone |
| CU | Cumulus |
| CUF | Cumuli form |
| CUST | Customs |
| CVR | Cockpit voice recorder |
| CW | Continuous wave |
| CWY | Clear way |
| | |
| | |
| D | |
| D | |
| D | Downward (tendency in RVR during |
| | previous 10 minutes) |
| D | Danger area (followed by |
| | identification) |
| DA | Decision altitude |
| D-ATIS | (to be pronounced "DEE-ATIS") |
| | Data link automatic terminal |
| | information service |
| DCD | Double channel duplex |
| DCKG | Docking |
| DCPC | Direct controller-pilot |
| | communication |
| DCS | Double channel simplex |
| DCT | Direct (in relation to flight plan |
| | clearances and type of approach) |
| DE | From (used to precede the callsign of |
| | the calling station) (to be used in AFS |
| DEC | as a procedure signal) |
| DEC | December |
| DEG | Degrees |
| DEP | Depart or departure |

| | T |
|-------------|---|
| DEP | Departure (message type designator) |
| DES | Descend to or descending to |
| DEST | Destination |
| DETRESFA | Distress phase |
| DEV | Deviation or deviating |
| DF * | Direction finding |
| DFDR | Digital flight data recorder |
| DFTI | Distance from touchdown indicator |
| DH | Decision height |
| DIF | Diffuse |
| | |
| DIST | Distance |
| DIV | Divert or diverting |
| DLA | Delay (message type designator) |
| DLA | Delay or delayed |
| DLIC | Data link initiation capability |
| DLY | Daily |
| DME | Distance measuring equipment |
| DNG | Danger or dangerous |
| DOC * | Document (ICAO) |
| DOM | Domestic |
| DP | Dew point temperature |
| DPT | Depth |
| DR | Dead reckoning |
| DR | |
| DK | Low drifting (followed by $DU = dust$, |
| DD.C | $SA = sand \ or \ SN = snow)$ |
| DRG | During |
| DS | Dust storm |
| DSB | Double side band |
| DTAM | Descend to and maintain |
| DTG | Date-time group |
| DTHR | Displaced RWY threshold |
| DTRT | Deterioration or deteriorating |
| DTW | Dual tandem wheels |
| DU | Dust |
| DUC | Dense upper cloud |
| DUPE | This is duplicate message |
| DUR | Duration |
| D-VOLMET | Data link VOLMET |
| DVOR | |
| | Doppler VOR |
| DW | Dual wheels |
| DZ | Drizzle |
| | |
| | |
| | |
| E | |
| | |
| E | East or eastern longitude |
| EAT | Expected approach time |
| EB | Eastbound |
| EEE | Error (to be used in AFS as a |
| | procedure signal) |
| EET | Estimated elapsed time |
| EFC | Expect further clearance |
| EHF | Extremely high frequency [30000 to |
| 12111, | |
| EI D A | 300000 MHz] |
| ELBA | Emergency location beacon aircraft |
| ELEV | Elevation |
| ELR | Extra long range |
| ELT | Emergency locator transmitter |
| EM | Emission |
| EMBD | Embedded in a layer (to indicate |
| | cumulonimbus embedded in |
| I | cumulonimbus embedded in |
| | layers of other clouds) |
| EMERG | |

| END | Stop-end (related to RVR) |
|--|--|
| ENE | East north east |
| ENG | Engine |
| ENR | En route |
| ENRC | Enroute chart (followed by name/title) |
| EOBT | Estimated off-block time |
| EQPT | Equipment |
| ER | Here or herewith |
| ESE | East-south-east |
| EST | Estimate or estimated or estimate |
| | (message type designator) |
| ETA | Estimated time of arrival or |
| | estimating |
| | arrival |
| ETB | Estimated time of boundary |
| ETD | Estimated time of departure or |
| | estimating departure |
| ЕТО | Estimated time over significant point |
| EV | Every |
| EXC | Except |
| EXER | Exercises or exercising or exercise |
| EALK | Lacterises of eactersting of eacterse |
| EVD | Evenost on avenosted on avenosting |
| EXP EXTD | Expect or expected or expecting Extend or extending |
| EXID | Extend of extending |
| | |
| | |
| - | |
| F | |
| | |
| F | Fixed |
| FAC | Facilities |
| | |
| FAF | Final approach fix |
| FAF FAL | Final approach fix Facilitation of international air |
| | Facilitation of international air transport |
| | Facilitation of international air |
| FAL FAP FATO | Facilitation of international air transport Final Approach Point Final Approach and Take-Off area |
| FAL FAP | Facilitation of international air transport Final Approach Point |
| FAL FAP FATO | Facilitation of international air transport Final Approach Point Final Approach and Take-Off area |
| FAL FAP FATO FAX | Facilitation of international air transport Final Approach Point Final Approach and Take-Off area Facsimile transmitter |
| FAL FAP FATO FAX | Facilitation of international air transport Final Approach Point Final Approach and Take-Off area Facsimile transmitter Light (use to indicate the intensity of |
| FAL FAP FATO FAX | Facilitation of international air transport Final Approach Point Final Approach and Take-Off area Facsimile transmitter Light (use to indicate the intensity of weather phenomena, interference or |
| FAL FAP FATO FAX | Facilitation of international air transport Final Approach Point Final Approach and Take-Off area Facsimile transmitter Light (use to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light |
| FAL FAP FATO FAX FBL | Facilitation of international air transport Final Approach Point Final Approach and Take-Off area Facsimile transmitter Light (use to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain) |
| FAL FAP FATO FAX FBL | Facilitation of international air transport Final Approach Point Final Approach and Take-Off area Facsimile transmitter Light (use to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain) Funnel cloud (tornado or water |
| FAL FAP FATO FAX FBL FC | Facilitation of international air transport Final Approach Point Final Approach and Take-Off area Facsimile transmitter Light (use to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain) Funnel cloud (tornado or water spout) |
| FAL FAP FATO FAX FBL FC FCST | Facilitation of international air transport Final Approach Point Final Approach and Take-Off area Facsimile transmitter Light (use to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain) Funnel cloud (tornado or water spout) Forecast |
| FAL FAP FATO FAX FBL FC FCST FCT | Facilitation of international air transport Final Approach Point Final Approach and Take-Off area Facsimile transmitter Light (use to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain) Funnel cloud (tornado or water spout) Forecast Friction coefficient |
| FAL FAP FATO FAX FBL FC FCST FCT FDPS | Facilitation of international air transport Final Approach Point Final Approach and Take-Off area Facsimile transmitter Light (use to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain) Funnel cloud (tornado or water spout) Forecast Friction coefficient Flight data processing system |
| FAL FAP FATO FAX FBL FC FCST FCT FDPS FDR * | Facilitation of international air transport Final Approach Point Final Approach and Take-Off area Facsimile transmitter Light (use to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain) Funnel cloud (tornado or water spout) Forecast Friction coefficient Flight data processing system Flight data recorder |
| FAL FAP FATO FAX FBL FC FCST FCT FDPS FDR * FEB | Facilitation of international air transport Final Approach Point Final Approach and Take-Off area Facsimile transmitter Light (use to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain) Funnel cloud (tornado or water spout) Forecast Friction coefficient Flight data processing system Flight data recorder February |
| FAL FAP FATO FAX FBL FC FCST FCT FDPS FDR * FEB FEW | Facilitation of international air transport Final Approach Point Final Approach and Take-Off area Facsimile transmitter Light (use to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain) Funnel cloud (tornado or water spout) Forecast Friction coefficient Flight data processing system Flight data recorder February Few |
| FAL FAP FATO FAX FBL FC FCST FCT FDPS FDR * FEB FEW FG | Facilitation of international air transport Final Approach Point Final Approach and Take-Off area Facsimile transmitter Light (use to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain) Funnel cloud (tornado or water spout) Forecast Friction coefficient Flight data processing system Flight data recorder February Few Fog Flight information center |
| FAL FAP FATO FAX FBL FC FCST FCT FDPS FDR * FEB FEW FG FIC | Facilitation of international air transport Final Approach Point Final Approach and Take-Off area Facsimile transmitter Light (use to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain) Funnel cloud (tornado or water spout) Forecast Friction coefficient Flight data processing system Flight data recorder February Few Fog Flight information center Flight information region |
| FAL FAP FATO FAX FBL FC FCST FCT FDPS FDR * FEB FEW FG FIC FIR | Facilitation of international air transport Final Approach Point Final Approach and Take-Off area Facsimile transmitter Light (use to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain) Funnel cloud (tornado or water spout) Forecast Friction coefficient Flight data processing system Flight data recorder February Few Fog Flight information center Flight information region Flight information service |
| FAL FAP FATO FAX FBL FC FCST FCT FDPS FDR * FEB FEW FG FIC FIR FIS | Facilitation of international air transport Final Approach Point Final Approach and Take-Off area Facsimile transmitter Light (use to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain) Funnel cloud (tornado or water spout) Forecast Friction coefficient Flight data processing system Flight data recorder February Few Fog Flight information center Flight information region Flight information service Automated flight information service |
| FAL FAP FATO FAX FBL FC FCST FCT FDPS FDR * FEB FEW FG FIC FIR FIS FISA FL | Facilitation of international air transport Final Approach Point Final Approach and Take-Off area Facsimile transmitter Light (use to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain) Funnel cloud (tornado or water spout) Forecast Friction coefficient Flight data processing system Flight data recorder February Few Fog Flight information center Flight information region Flight information service |
| FAL FAP FATO FAX FBL FC FCST FCT FDPS FDR * FEB FEW FG FIC FIR FIS FISA FL FLD | Facilitation of international air transport Final Approach Point Final Approach and Take-Off area Facsimile transmitter Light (use to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain) Funnel cloud (tornado or water spout) Forecast Friction coefficient Flight data processing system Flight data recorder February Few Fog Flight information center Flight information region Flight information service Automated flight information service Flight level Field |
| FAL FAP FATO FAX FBL FC FCST FCT FDPS FDR * FEB FEW FG FIC FIR FIS FISA FL FLD FLG | Facilitation of international air transport Final Approach Point Final Approach and Take-Off area Facsimile transmitter Light (use to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain) Funnel cloud (tornado or water spout) Forecast Friction coefficient Flight data processing system Flight data recorder February Few Fog Flight information center Flight information region Flight information service Automated flight information service Flight level Field Flashing |
| FAL FAP FATO FAX FBL FC FCST FCT FDPS FDR * FEB FEW FG FIC FIR FIS FISA FL FLD FLG FLR | Facilitation of international air transport Final Approach Point Final Approach and Take-Off area Facsimile transmitter Light (use to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain) Funnel cloud (tornado or water spout) Forecast Friction coefficient Flight data processing system Flight data recorder February Few Fog Flight information center Flight information region Flight information service Automated flight information service Flight level Field Flashing Flares |
| FAL FAP FATO FAX FBL FC FCST FCT FDPS FDR * FEB FEW FG FIC FIR FIS FISA FL FLD FLG FLR FLT | Facilitation of international air transport Final Approach Point Final Approach and Take-Off area Facsimile transmitter Light (use to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain) Funnel cloud (tornado or water spout) Forecast Friction coefficient Flight data processing system Flight data recorder February Few Fog Flight information center Flight information region Flight information service Automated flight information service Flight level Field Flashing Flares Flight |
| FAL FAP FATO FAX FBL FC FCST FCT FDPS FDR* FEB FEW FG FIC FIR FIS FISA FL FLD FLG FLR FLT FLT FLT FLT FLT FLT FLT FLT FLT FATO FATO FATO FATO FATO FATO FATO FAT | Facilitation of international air transport Final Approach Point Final Approach and Take-Off area Facsimile transmitter Light (use to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain) Funnel cloud (tornado or water spout) Forecast Friction coefficient Flight data processing system Flight data recorder February Few Fog Flight information center Flight information region Flight information service Automated flight information service Flight level Field Flashing Flares Flight Flight check |
| FAL FAP FATO FAX FBL FC FCST FCT FDPS FDR * FEB FEW FG FIC FIR FIS FISA FL FLD FLG FLR FLT | Facilitation of international air transport Final Approach Point Final Approach and Take-Off area Facsimile transmitter Light (use to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain) Funnel cloud (tornado or water spout) Forecast Friction coefficient Flight data processing system Flight data recorder February Few Fog Flight information center Flight information region Flight information service Automated flight information service Flight level Field Flashing Flares Flight Flight check Fluctuating or fluctuation or |
| FAL FAP FATO FAX FBL FC FCST FCT FDPS FDR* FEB FEW FG FIC FIR FIS FISA FL FLD FLG FLR FLT | Facilitation of international air transport Final Approach Point Final Approach and Take-Off area Facsimile transmitter Light (use to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain) Funnel cloud (tornado or water spout) Forecast Friction coefficient Flight data processing system Flight data recorder February Few Fog Flight information center Flight information region Flight information service Automated flight information service Flight level Field Flashing Flares Flight Flight check Fluctuating or fluctuation or fluctuated |
| FAL FAP FATO FAX FBL FC FCST FCT FDPS FDR* FEB FEW FG FIC FIR FIS FISA FL FLD FLG FLR FLT FLT FLT FLT FLT FLT FLT FLT FLT FATO FAX FA | Facilitation of international air transport Final Approach Point Final Approach and Take-Off area Facsimile transmitter Light (use to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain) Funnel cloud (tornado or water spout) Forecast Friction coefficient Flight data processing system Flight data recorder February Few Fog Flight information center Flight information region Flight information service Automated flight information service Flight level Field Flashing Flares Flight Flight check Fluctuating or fluctuation or |

| EM | Enam |
|--|---|
| FM | From |
| FM | From (followed by time weather |
| EMC | change is forecast to begin) |
| FMS | Flight management system |
| FMU | Flow management unit |
| FNA FOD * | Final approach |
| _ | Foreign object damage |
| FPL | Filed flight plan |
| FPM | Feet per minute |
| FPR | Flight plan route |
| FR | Full remaining |
| FREQ | Frequency |
| FRI | Friday |
| FRNG | Firing |
| FRONT | Front (relative to weather) |
| FRQ | Frequent |
| FSL | Full stop landing |
| FSS | Flight service station |
| FST | First |
| FT | Feet (dimensional unit) |
| FU | Smoke |
| FZ | Freezing |
| FZDZ | Freezing drizzle |
| FZFG | Freezing fog |
| FZRA | Freezing rain |
| | |
| | |
| | |
| G | |
| | |
| G | Green |
| Ğ | Indicator for variations from the |
| | mean wind speed (gusts) (used in the |
| | |
| | |
| GA | METAR/SPECI and TAF code forms) |
| GA | METAR/SPECI and TAF code forms) Go ahead, resume sending (to be used |
| | METAR/SPECI and TAF code forms) Go ahead, resume sending (to be used in AFS as a procedure signal) |
| G/A | METAR/SPECI and TAF code forms) Go ahead, resume sending (to be used in AFS as a procedure signal) Ground-to-air |
| G/A G/A/G | METAR/SPECI and TAF code forms) Go ahead, resume sending (to be used in AFS as a procedure signal) Ground-to-air Ground-to-air and air-to-ground |
| G/A G/A/G GAMET | METAR/SPECI and TAF code forms) Go ahead, resume sending (to be used in AFS as a procedure signal) Ground-to-air Ground-to-air and air-to-ground Area forecast for low level flight |
| G/A G/A/G GAMET GBP | METAR/SPECI and TAF code forms) Go ahead, resume sending (to be used in AFS as a procedure signal) Ground-to-air Ground-to-air and air-to-ground Area forecast for low level flight Grand Britain Pound |
| G/A G/A/G GAMET | METAR/SPECI and TAF code forms) Go ahead, resume sending (to be used in AFS as a procedure signal) Ground-to-air Ground-to-air and air-to-ground Area forecast for low level flight Grand Britain Pound Ground controlled approach system |
| G/A G/A/G GAMET GBP GCA | METAR/SPECI and TAF code forms) Go ahead, resume sending (to be used in AFS as a procedure signal) Ground-to-air Ground-to-air and air-to-ground Area forecast for low level flight Grand Britain Pound Ground controlled approach system or ground controlled approach |
| G/A G/A/G GAMET GBP GCA | METAR/SPECI and TAF code forms) Go ahead, resume sending (to be used in AFS as a procedure signal) Ground-to-air Ground-to-air and air-to-ground Area forecast for low level flight Grand Britain Pound Ground controlled approach system or ground controlled approach General |
| G/A G/A/G GAMET GBP GCA GEN GEO | METAR/SPECI and TAF code forms) Go ahead, resume sending (to be used in AFS as a procedure signal) Ground-to-air Ground-to-air and air-to-ground Area forecast for low level flight Grand Britain Pound Ground controlled approach system or ground controlled approach General Geographic or true |
| G/A G/A/G GAMET GBP GCA GEN GEO GES | METAR/SPECI and TAF code forms) Go ahead, resume sending (to be used in AFS as a procedure signal) Ground-to-air Ground-to-air and air-to-ground Area forecast for low level flight Grand Britain Pound Ground controlled approach system or ground controlled approach General Geographic or true Ground earth station |
| G/A G/A/G GAMET GBP GCA GEN GEO GES GLD | METAR/SPECI and TAF code forms) Go ahead, resume sending (to be used in AFS as a procedure signal) Ground-to-air Ground-to-air and air-to-ground Area forecast for low level flight Grand Britain Pound Ground controlled approach system or ground controlled approach General Geographic or true Ground earth station Glider |
| G/A G/A/G GAMET GBP GCA GEN GEO GES | METAR/SPECI and TAF code forms) Go ahead, resume sending (to be used in AFS as a procedure signal) Ground-to-air Ground-to-air and air-to-ground Area forecast for low level flight Grand Britain Pound Ground controlled approach system or ground controlled approach General Geographic or true Ground earth station Glider (to be pronounced "GLO-NAS") Global |
| G/A G/A/G GAMET GBP GCA GEN GEO GES GLD | METAR/SPECI and TAF code forms) Go ahead, resume sending (to be used in AFS as a procedure signal) Ground-to-air Ground-to-air and air-to-ground Area forecast for low level flight Grand Britain Pound Ground controlled approach system or ground controlled approach General Geographic or true Ground earth station Glider (to be pronounced "GLO-NAS") Global orbiting navigation satellite |
| G/A G/A/G GAMET GBP GCA GEN GEO GES GLD GLONASS | METAR/SPECI and TAF code forms) Go ahead, resume sending (to be used in AFS as a procedure signal) Ground-to-air Ground-to-air and air-to-ground Area forecast for low level flight Grand Britain Pound Ground controlled approach system or ground controlled approach General Geographic or true Ground earth station Glider (to be pronounced "GLO-NAS") Global orbiting navigation satellite system |
| G/A G/A/G GAMET GBP GCA GEN GEO GES GLD | METAR/SPECI and TAF code forms) Go ahead, resume sending (to be used in AFS as a procedure signal) Ground-to-air Ground-to-air and air-to-ground Area forecast for low level flight Grand Britain Pound Ground controlled approach system or ground controlled approach General Geographic or true Ground earth station Glider (to be pronounced "GLO-NAS") Global orbiting navigation satellite system Aerodrome ground movement chart- |
| G/A G/A/G GAMET GBP GCA GEN GEO GES GLD GLONASS | METAR/SPECI and TAF code forms) Go ahead, resume sending (to be used in AFS as a procedure signal) Ground-to-air Ground-to-air and air-to-ground Area forecast for low level flight Grand Britain Pound Ground controlled approach system or ground controlled approach General Geographic or true Ground earth station Glider (to be pronounced "GLO-NAS") Global orbiting navigation satellite system Aerodrome ground movement chart- ICAO |
| G/A G/A/G GAMET GBP GCA GEN GEO GES GLD GLONASS GMC GND | METAR/SPECI and TAF code forms) Go ahead, resume sending (to be used in AFS as a procedure signal) Ground-to-air Ground-to-air and air-to-ground Area forecast for low level flight Grand Britain Pound Ground controlled approach system or ground controlled approach General Geographic or true Ground earth station Glider (to be pronounced "GLO-NAS") Global orbiting navigation satellite system Aerodrome ground movement chart- ICAO Ground |
| G/A G/A/G GAMET GBP GCA GEN GEO GES GLD GLONASS GMC GND GNDCK | METAR/SPECI and TAF code forms) Go ahead, resume sending (to be used in AFS as a procedure signal) Ground-to-air Ground-to-air and air-to-ground Area forecast for low level flight Grand Britain Pound Ground controlled approach system or ground controlled approach General Geographic or true Ground earth station Glider (to be pronounced "GLO-NAS") Global orbiting navigation satellite system Aerodrome ground movement chart- ICAO Ground Ground check |
| G/A G/A/G GAMET GBP GCA GEN GEO GES GLD GLONASS GMC GND GNDCK GNSS | METAR/SPECI and TAF code forms) Go ahead, resume sending (to be used in AFS as a procedure signal) Ground-to-air Ground-to-air and air-to-ground Area forecast for low level flight Grand Britain Pound Ground controlled approach system or ground controlled approach General Geographic or true Ground earth station Glider (to be pronounced "GLO-NAS") Global orbiting navigation satellite system Aerodrome ground movement chart- ICAO Ground Ground check Global navigation satellite system |
| G/A G/A/G GAMET GBP GCA GEN GEO GES GLD GLONASS GMC GND GNDCK GNSS GP | METAR/SPECI and TAF code forms) Go ahead, resume sending (to be used in AFS as a procedure signal) Ground-to-air Ground-to-air and air-to-ground Area forecast for low level flight Grand Britain Pound Ground controlled approach system or ground controlled approach General Geographic or true Ground earth station Glider (to be pronounced "GLO-NAS") Global orbiting navigation satellite system Aerodrome ground movement chart- ICAO Ground Ground check Global navigation satellite system Glide path |
| G/A G/A/G GAMET GBP GCA GEN GEO GES GLD GLONASS GMC GND GNDCK GNSS GP GPS | METAR/SPECI and TAF code forms) Go ahead, resume sending (to be used in AFS as a procedure signal) Ground-to-air Ground-to-air and air-to-ground Area forecast for low level flight Grand Britain Pound Ground controlled approach system or ground controlled approach General Geographic or true Ground earth station Glider (to be pronounced "GLO-NAS") Global orbiting navigation satellite system Aerodrome ground movement chart- ICAO Ground Ground check Global navigation satellite system Glide path Global positioning system |
| G/A G/A/G GAMET GBP GCA GEN GEO GES GLD GLONASS GMC GND GNDCK GNSS GP GPS GPS GPWS * | METAR/SPECI and TAF code forms) Go ahead, resume sending (to be used in AFS as a procedure signal) Ground-to-air Ground-to-air and air-to-ground Area forecast for low level flight Grand Britain Pound Ground controlled approach system or ground controlled approach General Geographic or true Ground earth station Glider (to be pronounced "GLO-NAS") Global orbiting navigation satellite system Aerodrome ground movement chart- ICAO Ground Ground check Global navigation satellite system Glide path Global positioning system Ground proximity warning system |
| G/A G/A/G GAMET GBP GCA GEN GEO GES GLD GLONASS GMC GND GNDCK GNSS GP GPS GPWS * GR | METAR/SPECI and TAF code forms) Go ahead, resume sending (to be used in AFS as a procedure signal) Ground-to-air Ground-to-air and air-to-ground Area forecast for low level flight Grand Britain Pound Ground controlled approach system or ground controlled approach General Geographic or true Ground earth station Glider (to be pronounced "GLO-NAS") Global orbiting navigation satellite system Aerodrome ground movement chart- ICAO Ground Ground check Global navigation satellite system Glide path Global positioning system Ground proximity warning system Hail |
| G/A G/A/G GAMET GBP GCA GEN GEO GES GLD GLONASS GMC GND GNDCK GNSS GP GPS GPS GPWS * GR GRASS | METAR/SPECI and TAF code forms) Go ahead, resume sending (to be used in AFS as a procedure signal) Ground-to-air Ground-to-air and air-to-ground Area forecast for low level flight Grand Britain Pound Ground controlled approach system or ground controlled approach General Geographic or true Ground earth station Glider (to be pronounced "GLO-NAS") Global orbiting navigation satellite system Aerodrome ground movement chart- ICAO Ground Ground check Global navigation satellite system Glide path Global positioning system Ground proximity warning system Hail Grass landing area |
| G/A G/A/G GAMET GBP GCA GEN GEO GES GLD GLONASS GMC GND GNDCK GNSS GP GPS GPWS * GR | METAR/SPECI and TAF code forms) Go ahead, resume sending (to be used in AFS as a procedure signal) Ground-to-air Ground-to-air and air-to-ground Area forecast for low level flight Grand Britain Pound Ground controlled approach system or ground controlled approach General Geographic or true Ground earth station Glider (to be pronounced "GLO-NAS") Global orbiting navigation satellite system Aerodrome ground movement chart- ICAO Ground Ground check Global navigation satellite system Glide path Global positioning system Ground proximity warning system Hail Grass landing area Processed meteorological date in the |
| G/A G/A/G GAMET GBP GCA GEN GEO GES GLD GLONASS GMC GND GNDCK GNSS GP GPS GPS GPWS * GR GRASS | METAR/SPECI and TAF code forms) Go ahead, resume sending (to be used in AFS as a procedure signal) Ground-to-air Ground-to-air and air-to-ground Area forecast for low level flight Grand Britain Pound Ground controlled approach system or ground controlled approach General Geographic or true Ground earth station Glider (to be pronounced "GLO-NAS") Global orbiting navigation satellite system Aerodrome ground movement chart- ICAO Ground Ground check Global navigation satellite system Glide path Global positioning system Ground proximity warning system Hail Grass landing area Processed meteorological date in the form of grid point values expressed |
| G/A G/A/G GAMET GBP GCA GEN GEO GES GLD GLONASS GMC GND GNDCK GNSS GP GPS GPS GPWS * GR GRASS | METAR/SPECI and TAF code forms) Go ahead, resume sending (to be used in AFS as a procedure signal) Ground-to-air Ground-to-air and air-to-ground Area forecast for low level flight Grand Britain Pound Ground controlled approach system or ground controlled approach General Geographic or true Ground earth station Glider (to be pronounced "GLO-NAS") Global orbiting navigation satellite system Aerodrome ground movement chart- ICAO Ground Ground check Global navigation satellite system Glide path Global positioning system Ground proximity warning system Hail Grass landing area Processed meteorological date in the form of grid point values expressed in binary form (aeronautical |
| G/A G/A/G GAMET GBP GCA GEN GEO GES GLD GLONASS GMC GND GNDCK GNSS GP GPS GPS GPWS * GR GRASS | METAR/SPECI and TAF code forms) Go ahead, resume sending (to be used in AFS as a procedure signal) Ground-to-air Ground-to-air and air-to-ground Area forecast for low level flight Grand Britain Pound Ground controlled approach system or ground controlled approach General Geographic or true Ground earth station Glider (to be pronounced "GLO-NAS") Global orbiting navigation satellite system Aerodrome ground movement chart- ICAO Ground Ground check Global navigation satellite system Glide path Global positioning system Ground proximity warning system Hail Grass landing area Processed meteorological date in the form of grid point values expressed |

| GS | Ground speed |
|--------|--|
| GS | Small hail and/or snow pellets |
| GUND | Geoid undulation |
| | |
| | |
| H | |
| | |
| н | High pressure area <i>or</i> 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 |
| HDG | Heading |
| Н | Heavy |
| HEL | Helicopter |
| HF | High Frequency [3000 to 30000 kHz] |
| HGT | Height or height above |
| HJ | Sunrise to sunset |
| HLDG | Holding |
| HN | Sunset to sunrise |
| НО | Service available to meet operational |
| | requirement |
| HOL | Holiday |
| HOSP | Hospital aircraft |
| HPA | HectoPascal |
| HR | Hours |
| HS | Service available during hours of |
| **** | scheduled operations |
| HURCN | Hurricane |
| HVDF | High and very high frequency |
| | direction-finding station (at the |
| T13/3/ | same location) |
| HVY | Heavy |
| HVY | Heavy (used to indicate the intensity |
| | of weather phenomena, e.g. |
| HX | HVY RA = heavy rain) No specific working hours |
| HYR | Higher |
| HZ | Haze |
| HZ | Hertz (cycle per second) |
| | (c) ore per second) |
| | |
| I | |
| * | |
| IAC | Instrument approach cheet |
| IAC* | Instrument approach chart Iranian Airports Company |
| IAF | Initial approach fix |
| IAO | In and out of clouds |
| IAR | Intersection of air routes |
| IAS | Indicated air speed |
| IATC * | Iranian air transport company - naft |
| IBN | Identification beacon |
| IC | Ice crystals (very small ice crystals in |
| | suspension, also known as diamond |
| | dust) |
| ICE | Icing |
| ID | Identifier or identify |
| IDENT | Identification |
| IF | Intermediate approach fix |
| IFF | Identification friend/foe |
| IFR | Instrument flight rules |
| | • |

| | IGA | International general aviation |
|---|---------------------------|--|
| | ILS | Instrument landing system |
| | IM | Inner marker |
| | IMC | Instrument meteorological condition |
| | IMG | Immigration |
| | T3 47 | |
| | IMI | Interrogation sign (question mark) (to |
| | IMDD | be used in AFS as a procedure signal) |
| | IMPR IMT | Improve or improving |
| | INA | Immediate or immediately |
| | INA INBD | Initial approach Inbound |
| | INC | |
| | INCERFA | In cloud |
| | INFO | Uncertainty phase Information |
| | INOP | |
| | IND | Inoperative If not possible |
| | INPR | In progress |
| | INS | In progress Inertial navigation system |
| | INSTL | Install or installed or installation |
| | INSTR | Instrument |
| | INT | Intersection |
| | INTL | International |
| | INTMA * | International Intermediate approach |
| | INTRG | Interrogator |
| | INTRP | Interrupt or interruption or |
| | | interrupted |
| | INTSF | Intensify or intensifying |
| | INTST | Intensity |
| | IPTAS * | Iranian post and telecom aviation |
| | | service |
| | IR | Ice on runway |
| > | IRFPN * | Iran flight permission number |
| | IRIAA * | Islamic republic Iranian army |
| | | aviation |
| | IRIAD* | Islamic republic Iranian air defence |
| | IRIAF * | Islamic republic Iranian air force |
| | IRICAO * | Islamic republic Iranian Civil |
| | | Aviation Organization |
| | IRIPA * | Islamic republic Iranian Police |
| | | Aviation |
| | IRIDIO * | Islamic republic Iranian defense |
| | | industry organization |
| | IRIGF * | Islamic republic Iranian ground force |
| | IRIN* | Islamic republic Iranian navy |
| | IRSAF * | Islamic revolution sepah air force |
| | IRSGF * ISA | Islamic revolution sepah ground force |
| | ISA ISB | International standard atmosphere |
| | ISOL | Independent side band Isolated |
| | | Intra unit coordination procedure |
| | ШСР* | |
| | IUCP * | mira umi coordination procedure |
| | | initia unit coordination procedure |
| | J | initia unit coordination procedure |
| | J | |
| | J JAN | January |
| | J JAN JTST | January Jet stream |
| | JAN JTST JUL | January Jet stream July |
| | J JAN JTST | January Jet stream |
| | JAN JTST JUL JUN | January Jet stream July |
| | JAN JTST JUL | January Jet stream July |
| | JAN JTST JUL JUN K | January Jet stream July June |
| | JAN JTST JUL JUN | January Jet stream July |

| KM | Kilometers |
|-------------|---|
| KMH | Kilometers per hour |
| KPA | Kilo Pascal |
| KT | Knots |
| KW | Kilowatts |
| | |
| | |
| L | |
| | |
| L | Left (runway identification) |
| L | Locator |
| L | Light |
| LAM | Logical acknowledgement (message |
| | type designator) |
| LAN | Inland |
| LAT | Latitude |
| LATCI * | Local air traffic control instruction |
| LCN * | Load classification number |
| LDA LDAH | Landing distance available Landing distance available, helicopter |
| LDAH | Landing distance available, hencopter Landing |
| LDG | Landing 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 |
| LOA * | Letter of agreement |
| LOC LONG | Local or locally or location or located |
| LORAN | Longitude Long range air navigation system |
| LR | The last message received by me was |
| LK | (to be used in AFS as a procedure |
| | signal) |
| LRG | Long range |
| LRU | Land Rescue Unit |
| LS | The last message sent by me was |
| | or last message was (to be used in |
| | AFS as a procedure signal) |
| LTD | Limited |
| LTT | Landline teletypewriter |
| LV | Light and variable |
| LVE | Leave or leaving |
| LVO LVL | Low visibility operation Level |
| LVL | Low visibility procedure |
| LYR | Layer or layered |
| LVTO | Low visibility take off |
| LoC * | Letter of coordination |
| M | |
| M | Indicator for minimum value of |
| | runway visual range (<i>used in</i> |
| | METAR/SPECI code forms) |
| M | Mach number (followed by figures) |

| M | Meters (preceded by figures) |
|--------------|---|
| M | Medium |
| MAA | Maximum authorized altitude |
| MAG MAINT | Magnetic Maintenance |
| MAP | Aeronautical maps and charts |
| MAPT | Missed approach point |
| MATS * | Manual of air traffic services |
| MAR | At sea |
| MAR | March |
| MAS | Manual A1 simplex |
| MAX | Maximum |
| MAY | May |
| MBST MCA | Microburst Minimum crossing altitude |
| MCW | Modulated continuous wave |
| MDA | Minimum descent altitude |
| 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 |
| MET | indicator system) Meteorological or meteorology |
| METAR | Aviation routine weather report (in |
| WILLIAM | aeronautical meteorological code) |
| MET REPORT | Local routine meteorological report |
| | (in abbreviated plain language) |
| MF | Medium frequency [300 to 3000 |
| | kHz] |
| MHDF | Medium and high frequency |
| | direction-finding stations(at the same |
| MHVDF | location) Medium, high and very high |
| WIIIVDI | frequency direction-finding stations |
| | (at the same location) |
| MHZ | Megahertz |
| MID | mid-point (related to RVR) |
| MIFG | Shallow fog |
| MIL | Military |
| MIN MIS | 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 |
| MNM | Minimum |
| MNPS | Minimum navigation performance |
| MNT | specifications Monitor or monitoring or monitored |
| MNTN | Monitor or monitoring or monitored Maintain |
| MOA | Military operating area |
| MOC | Minimum obstacle clearance |
| | (required) |
| MOD | Moderate (used to indicate the |
| | intensity of weather phenomena |
| | or static reports, e.g. MOD RA= |
| MON | moderate rain) |
| MON MON | Above mountains Monday |
| MOPS | Minimum operational performance |
| | standards |
| <u> </u> | |

| MOTNE | Meteorological operational |
|-----------------------|---|
| MOV | Move or moving or movement |
| MPS | Meters per second |
| MRA | Minimum reception altitude |
| MRG | Medium range |
| MRP | ATS/MET reporting point |
| MRU | Mountain Rescue Unit |
| MS | Minus |
| MSA | Minimum sector altitude |
| MSG MSL | Message |
| MSR | Mean sea level Message (transmission |
| MSK | identification) has been misrouted (to |
| | be used in AFS as a procedure |
| | signal) |
| MSSR | Monopulse secondary surveillance |
| 1.15511 | radar |
| MT | Mountain |
| MTU | Metric units |
| MTW | Mountain waves |
| MTZ | Military traffic zone |
| 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) |
| NASC | National AIS system centre |
| NAT | North Atlantic |
| NAV | Navigation |
| NB | Northbound |
| NBFR | Not before |
| NC NDB | No change Non-direction radio beacon |
| NE NE | North-east |
| NEB | North-eastbound |
| NEG | No or negative or permission not |
| 1,20 | granted or that is not correct |
| NGT | Night |
| NIL | None or I have nothing to send you |
| NM | Nautical mile |
| NML | Normal |
| NNE | North-north east |
| NNW | North-north west |
| I NICO | No (negative) (to be used in AFS as a |
| NO | |
| | procedure signal) |
| NOF | procedure signal) International NOTAM office |
| NOF NOF * | procedure signal) International NOTAM office Notification |
| NOF | procedure signal) International NOTAM office Notification No significant change (used in trend- |
| NOF NOF * NOSIG | procedure signal) International NOTAM office Notification No significant change (used in trend- type landing forecast) |
| NOF NOF * | procedure signal) International NOTAM office Notification No significant change (used in trend- type landing forecast) A notice containing information |
| NOF NOF * NOSIG | procedure signal) International NOTAM office Notification No significant change (used in trend- type landing forecast) A notice containing information concerning the establishment, |
| NOF NOF * NOSIG | procedure signal) International NOTAM office Notification No significant change (used in trend- type landing forecast) A notice containing information concerning the establishment, condition or change in any |
| NOF NOF * NOSIG | procedure signal) International NOTAM office Notification No significant change (used in trend- type landing forecast) A notice containing information concerning the establishment, condition or change in any aeronautical facility, service, |
| NOF NOF * NOSIG | procedure signal) International NOTAM office Notification No significant change (used in trend-type landing forecast) A notice containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely |
| NOF NOF * NOSIG | procedure signal) International NOTAM office Notification No significant change (used in trend- type landing forecast) A notice containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential |
| NOF NOF * NOSIG | procedure signal) International NOTAM office Notification No significant change (used in trend-type landing forecast) A notice containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely |
| NOF NOF * NOSIG | procedure signal) International NOTAM office Notification No significant change (used in trend- type landing forecast) A notice containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with |

| 110= | T., . |
|--------------|---|
| NOZ | Normal operating zone |
| NR | Number |
| NRH | No reply heard |
| NS | Nimbostratus |
| NSC | Nil significant cloud |
| NSW | Nil significant weather |
| NTL | National |
| NTZ | No transgression zone |
| NW | North west |
| NWB | North westbound |
| NXT | Next |
| | |
| | |
| 0 | |
| U | |
| 0.4.0 | |
| OAC | Oceanic area control center |
| OAS | Obstacle assessment surface |
| OBS | Observe or observed or observation |
| OBSC | Obscure or obscuring |
| OBST OCA | Obstacle Obstacle clearance altitude |
| OCA OCA | Oceanic control area |
| OCC | Occulting (<i>light</i>) |
| ОСН | Occurring (<i>tight</i>) 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) |
| OLDI | On-line data interchange |
| OM | Outer marker |
| OM * | Operation manual |
| OPA | Opaque, white type of ice formation |
| OPC | The control indicated is operational |
| _ | control |
| OPMET | Operational meteorological |
| O.D.Y. | (information) |
| OPN | Open or opening or opened |
| OPR | Operator or operate or operative or |
| ODDCT * | operating or operational |
| OPRST * OPS | Operational stop Operations |
| O/R | On request |
| O/K O/T * | Other times |
| ORD | Indication of an order |
| OSV | Ocean station vessel |
| OTLK | Outlook (used in SIGMET messages |
| | for volcanic ash and tropical |
| | cyclones) |
| ОТР | On top |
| OTS | Organized track system |
| OUBD | Outbound |
| OVC | Overcast |
| P | |
| | |
| P | Indicator for maximum value of wind |
| | speed or runway visual range (used in |
| | METAR/SPECI and TAF code forms) |
| | |

| P | Prohibited area (followed by |
|---|--|
| p * | identification) Prognostic upper air chart |
| PALS | Precision approach lighting system |
| IALS | (specify category) |
| PANS | Procedures for air navigation services |
| PAPI | Precision approach path indicator |
| PAR | Precision approach radar |
| PARL | Parallel |
| PATC | Precision approach terrain chart- |
| | ICAO |
| PAX | Passenger(s) |
| PCD | Proceed or proceeding |
| PCL | Pilot-controlled lighting |
| PCN | Pavement classification number |
| PDC | Pre-departure clearance |
| PDC * | Aircraft parking/docking chart-ICAO |
| PDG | Procedure design gradient |
| PER | Performance |
| PERM PIB | Permanent Pro flight information bulletin |
| PIB PJE | Pre flight information bulletin Parachute jumping exercise |
| PL 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) |
| POB | Persons on board |
| POSS | Possible |
| PPI | Plan position indicator |
| PPR | Prior permission required |
| PPSN | Present position |
| PRFG | Aerodrome partially covered by fog |
| PRI | Primary |
| PRKG PROB | Parking |
| PRUK | Probability |
| | Procedure |
| PROC | Procedure Provisional |
| PROC PROV | Provisional |
| PROC PROV PS | Provisional Plus |
| PROC PROV PS PSG | Provisional |
| PROC PROV PS | Provisional Plus Passing |
| PROC PROV PS PSG PSN | Provisional Plus Passing Position Pierced steel plank Primary surveillance radar |
| PROC PROV PS PSG PSN PSP PSR PSYS | Provisional Plus Passing Position Pierced steel plank Primary surveillance radar Pressure system(s) |
| PROC PROV PS PSG PSN PSP PSR PSYS PTN | Provisional Plus Passing Position Pierced steel plank Primary surveillance radar Pressure system(s) Procedure turn |
| PROC PROV PS PSG PSN PSP PSR PSYS PTN PTS | Provisional Plus Passing Position Pierced steel plank Primary surveillance radar Pressure system(s) Procedure turn Polar track structure |
| PROC PROV PS PSG PSN PSP PSR PSYS PTN | Provisional Plus Passing Position Pierced steel plank Primary surveillance radar Pressure system(s) Procedure turn |
| PROC PROV PS PSG PSN PSP PSR PSYS PTN PTS | Provisional Plus Passing Position Pierced steel plank Primary surveillance radar Pressure system(s) Procedure turn Polar track structure |
| PROC PROV PS PSG PSN PSP PSR PSYS PTN PTS | Provisional Plus Passing Position Pierced steel plank Primary surveillance radar Pressure system(s) Procedure turn Polar track structure |
| PROC PROV PS PSG PSN PSP PSR PSYS PTN PTS PWR | Provisional Plus Passing Position Pierced steel plank Primary surveillance radar Pressure system(s) Procedure turn Polar track structure |
| PROC PROV PS PSG PSN PSP PSR PSYS PTN PTS | Provisional Plus Passing Position Pierced steel plank Primary surveillance radar Pressure system(s) Procedure turn Polar track structure |
| PROC PROV PS PSG PSN PSP PSR PSYS PTN PTS PWR | Provisional Plus Passing Position Pierced steel plank Primary surveillance radar Pressure system(s) Procedure turn Polar track structure Power |
| PROC PROV PS PSG PSN PSP PSR PSYS PTN PTS PWR | Provisional Plus Passing Position Pierced steel plank Primary surveillance radar Pressure system(s) Procedure turn Polar track structure Power Do you intend to ask me for a series |
| PROC PROV PS PSG PSN PSP PSR PSYS PTN PTS PWR | Provisional Plus Passing Position Pierced steel plank Primary surveillance radar Pressure system(s) Procedure turn Polar track structure Power Do you intend to ask me for a series of bearings? or I intend to ask you for |
| PROC PROV PS PSG PSN PSP PSR PSYS PTN PTS PWR | Provisional Plus Passing Position Pierced steel plank Primary surveillance radar Pressure system(s) Procedure turn Polar track structure Power Do you intend to ask me for a series of bearings? or I intend to ask you for a series of bearings (to be used in |
| PROC PROV PS PSG PSN PSP PSR PSYS PTN PTS PWR | Provisional Plus Passing Position Pierced steel plank Primary surveillance radar Pressure system(s) Procedure turn Polar track structure Power Do you intend to ask me for a series of bearings? or I intend to ask you for a series of bearings (to be used in radio telephony as a Q code) |
| PROC PROV PS PSG PSN PSP PSR PSYS PTN PTS PWR | Provisional Plus Passing Position Pierced steel plank Primary surveillance radar Pressure system(s) Procedure turn Polar track structure Power Do you intend to ask me for a series of bearings? or I intend to ask you for a series of bearings (to be used in |
| PROC PROV PS PSG PSN PSP PSR PSYS PTN PTS PWR | Provisional Plus Passing Position Pierced steel plank Primary surveillance radar Pressure system(s) Procedure turn Polar track structure Power Do you intend to ask me for a series of bearings? or I intend to ask you for a series of bearings (to be used in radio telephony as a Q code) Magnetic heading (zero wind) |
| PROC PROV PS PSG PSN PSP PSR PSYS PTN PTS PWR Q QDL QDM QDR QFE | Provisional Plus Passing Position Pierced steel plank Primary surveillance radar Pressure system(s) Procedure turn Polar track structure Power Do you intend to ask me for a series of bearings? or I intend to ask you for a series of bearings (to be used in radio telephony as a Q code) Magnetic heading (zero wind) Magnetic bearing Atmospheric pressure at aerodrome elevation (or at runway threshold) |
| PROC PROV PS PSG PSN PSP PSR PSYS PTN PTS PWR Q QDL QDM QDR | Provisional Plus Passing Position Pierced steel plank Primary surveillance radar Pressure system(s) Procedure turn Polar track structure Power Do you intend to ask me for a series of bearings? or I intend to ask you for a series of bearings (to be used in radio telephony as a Q code) Magnetic heading (zero wind) Magnetic bearing Atmospheric pressure at aerodrome |

| | |
|---|--|
| QGE | What is my distance to your station? |
| QGE | or yor distance to my station is |
| | (distance figures and units) (to be |
| | used in radio telephony as a Q code) |
| QJH | Shall I run my test tape? or run your |
| 2011 | 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 |
| OT LA | radio telephony as a Q code) |
| QUAD | Quadrant |
| QUJ | Will you indicate the TRUE track to |
| | reach you? or the track to reach me is |
| | degrees at hours (to be used in |
| | radio telephony as a Q code) |
| | |
| | |
| | |
| R | |
| R | |
| R | Indicator for runway visual range |
| | Indicator for runway visual range (used in the METAR/SPECI code |
| | (used in the METAR/SPECI code |
| | |
| R | (used in the METAR/SPECI code forms) |
| R R | (used in the METAR/SPECI code forms) Red Right (runway identification) |
| R R R | (used in the METAR/SPECI code forms) Red |
| R R R | (used in the METAR/SPECI code forms) Red Right (runway identification) Received (acknowledgement of |
| R R R | (used in the METAR/SPECI code forms) Red Right (runway identification) Received (acknowledgement of receipt) (to be used in AFS as a |
| R R R R | (used in the METAR/SPECI code forms) Red Right (runway identification) Received (acknowledgement of receipt) (to be used in AFS as a procedure signal) |
| R R R R R | (used in the METAR/SPECI code forms) Red Right (runway identification) Received (acknowledgement of receipt) (to be used in AFS as a procedure signal) Restricted area (followed by identification) Rain |
| R R R R | (used in the METAR/SPECI code forms) Red Right (runway identification) Received (acknowledgement of receipt) (to be used in AFS as a procedure signal) Restricted area (followed by identification) Rain Rules of the air and air traffic |
| R R R R R | (used in the METAR/SPECI code forms) Red Right (runway identification) Received (acknowledgement of receipt) (to be used in AFS as a procedure signal) Restricted area (followed by identification) Rain Rules of the air and air traffic services |
| R R R R R R RA RAC | (used in the METAR/SPECI code forms) Red Right (runway identification) Received (acknowledgement of receipt) (to be used in AFS as a procedure signal) Restricted area (followed by identification) Rain Rules of the air and air traffic services Regional area forecast center |
| R R R R R R RA RAC RAFC RAG | (used in the METAR/SPECI code forms) Red Right (runway identification) Received (acknowledgement of receipt) (to be used in AFS as a procedure signal) Restricted area (followed by identification) Rain Rules of the air and air traffic services Regional area forecast center Ragged |
| R R R R R R RA RAC RAFC RAG RAG | (used in the METAR/SPECI code forms) Red Right (runway identification) Received (acknowledgement of receipt) (to be used in AFS as a procedure signal) Restricted area (followed by identification) Rain Rules of the air and air traffic services Regional area forecast center Ragged Runway arresting gear |
| R R R R R R RA RAC RAFC RAG RAG RAI | (used in the METAR/SPECI code forms) Red Right (runway identification) Received (acknowledgement of receipt) (to be used in AFS as a procedure signal) Restricted area (followed by identification) Rain Rules of the air and air traffic services Regional area forecast center Ragged Runway arresting gear Runway alignment indicator |
| R R R R R R RA RAC RAFC RAG RAG | (used in the METAR/SPECI code forms) Red Right (runway identification) Received (acknowledgement of receipt) (to be used in AFS as a procedure signal) Restricted area (followed by identification) Rain Rules of the air and air traffic services Regional area forecast center Ragged Runway arresting gear Runway alignment indicator Receiver autonomous integrity |
| R R R R R R RA RAC RAFC RAG RAG RAI RAIM | (used in the METAR/SPECI code forms) Red Right (runway identification) Received (acknowledgement of receipt) (to be used in AFS as a procedure signal) Restricted area (followed by identification) Rain Rules of the air and air traffic services Regional area forecast center Ragged Runway arresting gear Runway alignment indicator Receiver autonomous integrity monitoring |
| R R R R R R RA RAC RAFC RAG RAG RAI RAIM | (used in the METAR/SPECI code forms) Red Right (runway identification) Received (acknowledgement of receipt) (to be used in AFS as a procedure signal) Restricted area (followed by identification) Rain Rules of the air and air traffic services Regional area forecast center Ragged Runway arresting gear Runway alignment indicator Receiver autonomous integrity monitoring Regional AIS system centre |
| R R R R R R RA RAC RAFC RAG RAG RAI RAIM | (used in the METAR/SPECI code forms) Red Right (runway identification) Received (acknowledgement of receipt) (to be used in AFS as a procedure signal) Restricted area (followed by identification) Rain Rules of the air and air traffic services Regional area forecast center Ragged Runway arresting gear Runway alignment indicator Receiver autonomous integrity monitoring Regional AIS system centre Rescue boat |
| R R R R R R R RAFC RAFC RAG RAI RAIM RASC RB RCA | (used in the METAR/SPECI code forms) Red Right (runway identification) Received (acknowledgement of receipt) (to be used in AFS as a procedure signal) Restricted area (followed by identification) Rain Rules of the air and air traffic services Regional area forecast center Ragged Runway arresting gear Runway alignment indicator Receiver autonomous integrity monitoring Regional AIS system centre Rescue boat Reach cruising altitude |
| R R R R R R R RAFC RAFC RAG RAG RAI RAIM RASC RB RCA RCAG* | (used in the METAR/SPECI code forms) Red Right (runway identification) Received (acknowledgement of receipt) (to be used in AFS as a procedure signal) Restricted area (followed by identification) Rain Rules of the air and air traffic services Regional area forecast center Ragged Runway arresting gear Runway alignment indicator Receiver autonomous integrity monitoring Regional AIS system centre Rescue boat Reach cruising altitude Remote communication air-ground |
| R R R R R R R RA RAC RAFC RAG RAG RAI RAIM RASC RB RCA RCAG RCAG RCC | (used in the METAR/SPECI code forms) Red Right (runway identification) Received (acknowledgement of receipt) (to be used in AFS as a procedure signal) Restricted area (followed by identification) Rain Rules of the air and air traffic services Regional area forecast center Ragged Runway arresting gear Runway alignment indicator Receiver autonomous integrity monitoring Regional AIS system centre Rescue boat Reach cruising altitude Remote communication air-ground Rescue co-ordination center |
| R R R R R R R RAFC RAFC RAG RAG RAI RAIM RASC RB RCA RCAG* | (used in the METAR/SPECI code forms) Red Right (runway identification) Received (acknowledgement of receipt) (to be used in AFS as a procedure signal) Restricted area (followed by identification) Rain Rules of the air and air traffic services Regional area forecast center Ragged Runway arresting gear Runway alignment indicator Receiver autonomous integrity monitoring Regional AIS system centre Rescue boat Reach cruising altitude Remote communication air-ground Rescue co-ordination center Radio communication failure |
| R R R R R R RA RAC RAFC RAG RAG RAI RAIM RASC RB RCA RCAG RCAG RCAG RCAG RCAG RCF | (used in the METAR/SPECI code forms) Red Right (runway identification) Received (acknowledgement of receipt) (to be used in AFS as a procedure signal) Restricted area (followed by identification) Rain Rules of the air and air traffic services Regional area forecast center Ragged Runway arresting gear Runway alignment indicator Receiver autonomous integrity monitoring Regional AIS system centre Rescue boat Reach cruising altitude Remote communication air-ground Rescue co-ordination center Radio communication failure (message type designator) |
| R R R R R R R RA RAC RAFC RAG RAG RAI RAIM RASC RB RCA RCAG RCAG RCC | (used in the METAR/SPECI code forms) Red Right (runway identification) Received (acknowledgement of receipt) (to be used in AFS as a procedure signal) Restricted area (followed by identification) Rain Rules of the air and air traffic services Regional area forecast center Ragged Runway arresting gear Runway alignment indicator Receiver autonomous integrity monitoring Regional AIS system centre Rescue boat Reach cruising altitude Remote communication air-ground Rescue co-ordination center Radio communication failure |

| RCLL | Runway center line light(s) |
|-------------|---|
| RCLR | Re-cleared |
| RDH | Reference datum height (for ILS) |
| RDL | Radial |
| RDO | Radio |
| RDP * | Radar data processing |
| RE | Recent (used to qualify weather |
| DEC | phenomena, e.g. RERA = recent rain) |
| REC REDL | Receive or receiver |
| REF | Runway edge light(s) 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 |
| RG | Range (lights) |
| RHC | Right-hand circuit |
| RIF | Re-clearance 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 | Requested level not available |
| RMAC | Radar minimum altitude chart |
| RMDT* RMK | RPL Amendment Remark |
| RNAV | Area navigation |
| RNG | Radio range |
| RNP | Required navigation performance |
| ROBEX | Regional OPMET bulletin exchange |
| | (scheme) |
| ROC | Rate of climb |
| ROD | Rate of descent |
| ROFOR | Route forecast (in aeronautical |
| | meteorological code) |
| RON | Receiving only |
| RPI | Radar position indicator |
| RPL | Repetitive flight plan |
| RPLC | Replace or replaced |
| RPS | Radar position symbol |
| RPT RQ | Repeat or repeated Indication of request (to be used in |
| IN.Q | AFS as a procedure signal) |
| RQMNTS | Requirements |
| RQP | Request flight plan (message type |
| | indicator) |
| RQS | Request supplementary flight plan |
| | (message type designator) |
| RR | Report reaching |
| RRA | (or RRB, RRC etc; in sequence) |
| | delayed meteorological message |
| Dag | (message type designator) |
| RSC | Rescue sub-center |
| RSCD | Runway surface condition |
| RSP | Responder beacon En-route surveillance radar |
| RSR RTD | Delayed (used to indicate delayed |
| KID | 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 | Radio-teletypewriter |
| RTZL | Runway touchdown zone light(s) |
| RUT | Standard regional route transmitting |
| RV | frequencies Rescue vessel |
| RVC | Rescue vesser Radar vector chart |
| RVR | Runway visual range |
| RVSM * | Reduced vertical separation minimal |
| RWY | runway |
| S | |
| В | |
| S | Indicator for state of the sea (<i>used in</i> |
| | METAR/SPECI code forms) |
| S | South or southern latitude |
| S * | Surface analysis (<i>current chart</i>) |
| SA | Sand |
| SALS | Simple approach lighting system |
| SAN | Sanitary |
| SAP | As soon as possible |
| SAR | Search and rescue |
| SARPS | Standards and recommended |
| CATE | practices-ICAO |
| SAT SATCOM | Saturday Satellite communications |
| SB | Southbound |
| SC SC | Stratocumulus |
| 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 |
| SELCAL | Selective calling system |
| SEP SER | September |
| SEK SEV | Service or servicing or served Severe (used e.g. to qualify icing and |
| SE V | turbulence reports) |
| SFC | Surface |
| SG | Snow grains |
| SGL | Signal |
| SH | Showers (followed by $RA = rain$, $N =$ |
| | snow, $PE = ice$ pellets, $GR = hail$, |
| | $GS = small\ hail\ and/or\ snow\ pellets$ |
| | or combinations thereof e.g. |
| GTTT | $SHRASN = showers \ rain \ and \ snow)$ |
| SHF | Super high frequency [3000 to |
| CHODAN | 30000 MHz] |
| SHORAN * | Short range air navigation |
| SID SIF | Standard instrument departure Selective identification feature |
| SIG | Significant |
| SIGMET | Information concerning en-route |
| SIGNIEI | weather phenomena which may |
| | affect the safety of aircraft operations |
| L | |

| SIMUL | Simultaneous or simultaneously |
|--------------|--|
| SIWL | Single isolated wheel load |
| SKC | Sky clear |
| SKED | Schedule or scheduled |
| SLP | Speed limiting point |
| SLW | Slow |
| SM* | Special Mission |
| SMC | Surface movement control |
| SMR | Surface movement radar |
| SN | Snow |
| SNOWTAM | A special series of NOTAM notifying |
| | the presence or removal of |
| | hazardous condition due to snow, |
| | ice, slush or standing water |
| | associated with snow, slush and |
| | ice on the movement area by |
| | means of a specific format. |
| SPECI | Aviation selected special weather |
| | report (in aeronautical |
| | meteorological code) |
| SPECIAL | 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 |
| a= a | precision approach radar system |
| SRG | Short range |
| SRR | Search and rescue region |
| SRY | Secondary |
| SS | Sand storm |
| SS | Sunset |
| SSB | Single side band |
| SSE SSR | South-south east |
| SST | Secondary surveillance radar |
| SSW | Supersonic transport South-south west |
| ST | Stratus |
| STA | Straight in approach |
| STAR STAR | Straight in approach Standard instrument arrival |
| STAR | Standard histrument arrivar |
| 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 |
| SVFR * | Special VFR |
| SW | South-west |
| SWB | South-westbound |
| SWY | Stopway |
| | |
| | |

| TD. | |
|--------------|---|
| T | |
| \mathbf{T} | Temperature |
| TA | Transition altitude |
| TACAN | UHF tactical air navigation aid |
| TAF | Aerodrome forecast |
| TAFOR * | Terminal area forecast |
| TAIL TAR | Tailwind Terminal area surveillance radar |
| TAS | True airspeed |
| TAX | Taxing or taxi |
| TC | Tropical cyclone |
| TCAC | Tropical cyclone advisory centre |
| TCAS * TCU | Traffic collision avoidance system Towering cumulus |
| TDO | Tornado |
| TDZ | Touchdown zone |
| TECR | Technical reason |
| TEL | Telephone |
| TEMPO TFC | Temporary or temporarily Traffic |
| TGL | Touch and go landing |
| TGS | Taxing guidance system |
| THR | Threshold |
| THRU | Through |
| THU | Thursday |
| TIBA | Traffic information broadcast by aircraft |
| TIL | Until |
| TIP | Until past (place) |
| TKOF | Take-off |
| TL | Till (followed by time which weather |
| TLOF | change is forecast to end) Touchdown and lift-off area |
| TMA | Terminal control area |
| TN | Indicator for minimum temperature |
| | (used in TAF code form) |
| TNA | Turn altitude |
| TNH TO | Turn height |
| TOC | To (place) Top of climb |
| TODA | Take-off distance available |
| TODAH | Take-off distance available, |
| TOP | helicopter |
| TOP TORA | Cloud top Take-off run available |
| TP | Turning point |
| TR | Track |
| TRA | Temporary reserved airspace |
| TRANS | Transmits or transmitter |
| TREND TRL | Trend forecast Transition level |
| TROP | Tropopause |
| TS | Thunderstorm (in aerodrome reports |
| | and forecast. TS used alone means |
| | thunder heard but no precipitation |
| TS | at the aerodrome) Thunderstorm (followed by RA = |
| 15 | Thunderstorm (followed by $RA = rain$, $N = snow$, $PE = ice pellets$, |
| | GR = hail, GS = small hail and/or |
| | snow pellets or combinations thereof |
| | e.g. TSRASN = thunderstorm with |
| тт | rain and snow) |
| 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 |
| 2 11 22 | aerodrome control |
| TWY | Taxiway |
| TWYL | Taxiway-link |
| TX | Indicator for maximum temperature |
| 121 | (used in the TAF code form) |
| TXT | Text (when the abbreviation is used |
| 1111 | 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 |
| 11111 | Турноон |
| | |
| | |
| TT | |
| \mathbf{U} | |
| | |
| U | Upward (tendency in RVR during |
| | previous 10 minutes) |
| U * | Upper air analysis (current chart) |
| UAB | Until advised by |
| UAC | Upper area control center |
| UAR | Upper air route |
| UDF | Ultra high frequency direction- |
| | finding station |
| UFN | Until further notice |
| UHDT | Unable higher due to traffic |
| UHF | Ultra high frequency [300 to |
| | 3000 MHz] |
| UIC | Upper information center |
| UIR | Upper flight information region |
| ULR | Ultra long range |
| UNA | Unable |
| UNAP | Unable to approve |
| UNL | Unlimited |
| UNREL | Unreliable |
| U/S | Unserviceable |
| USD | United States Dollar |
| UTA | Upper control area |
| C 111 | |
| UTC | Co-ordination universal time |
| - | Co-ordination universal time |
| - | Co-ordination universal time |
| - | Co-ordination universal time |
| UTC | Co-ordination universal time |
| - | Co-ordination universal time |
| UTC V | |
| UTC | Indicator for variations from the |
| UTC V | Indicator for variations from the mean wind direction (used in the |
| V V | Indicator for variations from the mean wind direction (used in the METAR/SPECI code forms) |
| V V VA | Indicator for variations from the mean wind direction (used in the METAR/SPECI code forms) Volcanic ash |
| V V VA VAAC | Indicator for variations from the mean wind direction (used in the METAR/SPECI code forms) Volcanic ash Volcanic ash advisory centre |
| V V VA VAAC VAC | Indicator for variations from the mean wind direction (used in the METAR/SPECI code forms) Volcanic ash Volcanic ash advisory centre Visual approach chart |
| V V VA VAAC VAC VAL | Indicator for variations from the mean wind direction (used in the METAR/SPECI code forms) Volcanic ash Volcanic ash advisory centre Visual approach chart In valleys |
| V V VA VAAC VAC VAL VAN | Indicator for variations from the mean wind direction (used in the METAR/SPECI code forms) Volcanic ash Volcanic ash advisory centre Visual approach chart In valleys Runway control van |
| V V VA VAAC VAC VAL VAN VAR | Indicator for variations from the mean wind direction (used in the METAR/SPECI code forms) Volcanic ash Volcanic ash advisory centre Visual approach chart In valleys Runway control van Magnetic variation |
| V V VA VAAC VAC VAL VAN | Indicator for variations from the mean wind direction (used in the METAR/SPECI code forms) Volcanic ash Volcanic ash advisory centre Visual approach chart In valleys Runway control van |

| | Type 1 1 1 1 1 1 1 |
|--|---|
| VASIS | Visual approach slope indicator |
| VC | system Vicinity of the garadrama (fallowed) |
| VC | Vicinity of the aerodrome (followed by $FG = fog$, $FC = funnel cloud$, |
| | PO = dust/sand whirls. |
| | $BLDU = blowing \ dust,$ |
| | $BLSO = blowing \ aust,$ $BLSA = blowing \ sand \ or$ |
| | BLSN = blowing snow, e.g. |
| | VCFG = vicinity fog) |
| VCY | Vicinity |
| VDF | Very high frequency direction- |
| | finding station |
| VER | Vertical |
| VFR | Visual flight rules |
| VHF | Very high frequency [30 to 300 |
| | MHz] |
| 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 |
| VOR | aircraft in flight VHF omnidirectional radio range |
| VORTAC | VOR and TACAN combination |
| VORTAC | VOR and TACAN combination VOR airborne equipment test facility |
| VRB | Variable Variable |
| VSA | By visual reference to the ground |
| VSP | Vertical speed |
| VTOL | Vertical take-off and landing |
| VV | Vertical visibility (used in the |
| | METAR/SPECI code forms) |
| | |
| | |
| | |
| **/ | |
| W | |
| | Indicates for a second for |
| W | Indicator for sea-surface temperature |
| | (used in the METAR/SPECI code |
| W | (used in the METAR/SPECI code forms) |
| w | (used in the METAR/SPECI code forms) West or western longitude |
| w w w | (used in the METAR/SPECI code forms) West or western longitude White |
| w | (used in the METAR/SPECI code forms) West or western longitude White World aeronautical chart-ICAO |
| W W W WAC | (used in the METAR/SPECI code forms) West or western longitude White |
| w w w | (used in the METAR/SPECI code forms) West or western longitude White World aeronautical chart-ICAO 1: 1000 000 (followed by name/title) |
| W W WAC WAFC | (used in the METAR/SPECI code forms) West or western longitude White World aeronautical chart-ICAO 1:1000 000 (followed by name/title) World area forecast center |
| W W WAC WAFC WB | (used in the METAR/SPECI code forms) West or western longitude White World aeronautical chart-ICAO 1:1000 000 (followed by name/title) World area forecast center Westbound |
| W W WAC WAFC WB WBAR | (used in the METAR/SPECI code forms) West or western longitude White World aeronautical chart-ICAO 1:1000 000 (followed by name/title) World area forecast center Westbound Wing bar lights |
| W W WAC WAFC WB WBAR WDI | (used in the METAR/SPECI code forms) West or western longitude White World aeronautical chart-ICAO 1:1000 000 (followed by name/title) World area forecast center Westbound Wing bar lights Wind direction indicator |
| W W WAC WAFC WB WBAR WDI WDSPR WED WEF | (used in the METAR/SPECI code forms) West or western longitude White World aeronautical chart-ICAO 1:1000 000 (followed by name/title) World area forecast center Westbound Wing bar lights Wind direction indicator Widespread Wednesday With effect from or effective from |
| W W WAC WAFC WB WBAR WDI WDSPR WED | (used in the METAR/SPECI code forms) West or western longitude White World aeronautical chart-ICAO 1:1000 000 (followed by name/title) World area forecast center Westbound Wing bar lights Wind direction indicator Widespread Wednesday With effect from or effective from World geodetic reference system- |
| W W WAC WAFC WB WBAR WDI WDSPR WED WEF WGS-84 | (used in the METAR/SPECI code forms) West or western longitude White World aeronautical chart-ICAO 1:1000 000 (followed by name/title) World area forecast center Westbound Wing bar lights Wind direction indicator Widespread Wednesday With effect from or effective from World geodetic reference system- 1984 |
| W W WAC WAFC WB WBAR WDI WDSPR WED WEF WGS-84 WI | (used in the METAR/SPECI code forms) West or western longitude White World aeronautical chart-ICAO 1:1000 000 (followed by name/title) World area forecast center Westbound Wing bar lights Wind direction indicator Widespread Wednesday With effect from or effective from World geodetic reference system- 1984 Within |
| W W WAC WAFC WB WBAR WDI WDSPR WED WEF WGS-84 WI WID | (used in the METAR/SPECI code forms) West or western longitude White World aeronautical chart-ICAO 1:1000 000 (followed by name/title) World area forecast center Westbound Wing bar lights Wind direction indicator Widespread Wednesday With effect from or effective from World geodetic reference system- 1984 Within Width |
| W W WAC WAFC WB WBAR WDI WDSPR WED WEF WGS-84 WI | (used in the METAR/SPECI code forms) West or western longitude White World aeronautical chart-ICAO 1:1000 000 (followed by name/title) World area forecast center Westbound Wing bar lights Wind direction indicator Widespread Wednesday With effect from or effective from World geodetic reference system- 1984 Within Width With immediate effect or effective |
| W W WAC WAFC WB WBAR WDI WDSPR WED WEF WGS-84 WI WID WID | (used in the METAR/SPECI code forms) West or western longitude White World aeronautical chart-ICAO 1:1000 000 (followed by name/title) World area forecast center Westbound Wing bar lights Wind direction indicator Widespread Wednesday With effect from or effective from World geodetic reference system- 1984 Within Width With immediate effect or effective immediately |
| W W WAC WAFC WB WBAR WDI WDSPR WED WEF WGS-84 WI WID WIE WILCO | (used in the METAR/SPECI code forms) West or western longitude White World aeronautical chart-ICAO 1:1000 000 (followed by name/title) World area forecast center Westbound Wing bar lights Wind direction indicator Widespread Wednesday With effect from or effective from World geodetic reference system- 1984 Within Width With immediate effect or effective immediately Will comply |
| W W WAC WAFC WB WBAR WDI WDSPR WED WEF WGS-84 WI WID WIE WILCO WIND | (used in the METAR/SPECI code forms) West or western longitude White World aeronautical chart-ICAO 1:1000 000 (followed by name/title) World area forecast center Westbound Wing bar lights Wind direction indicator Widespread Wednesday With effect from or effective from World geodetic reference system- 1984 Within Width With immediate effect or effective immediately Will comply Wind |
| W W WAC WAFC WB WBAR WDI WDSPR WED WEF WGS-84 WI WID WIE WILCO | (used in the METAR/SPECI code forms) West or western longitude White World aeronautical chart-ICAO 1:1000 000 (followed by name/title) World area forecast center Westbound Wing bar lights Wind direction indicator Widespread Wednesday With effect from or effective from World geodetic reference system- 1984 Within Width With immediate effect or effective immediately Will comply Wind Forecast upper wind and temperature |
| W W WAC WAFC WB WBAR WDI WDSPR WED WEF WGS-84 WI WID WIE WILCO WIND WINTEM | (used in the METAR/SPECI code forms) West or western longitude White World aeronautical chart-ICAO 1:1000 000 (followed by name/title) World area forecast center Westbound Wing bar lights Wind direction indicator Widespread Wednesday With effect from or effective from World geodetic reference system- 1984 Within Width With immediate effect or effective immediately Will comply Wind Forecast upper wind and temperature for aviation |
| W W W W W W W W W W W W W W W W W W W | (used in the METAR/SPECI code forms) West or western longitude White World aeronautical chart-ICAO 1:1000 000 (followed by name/title) World area forecast center Westbound Wing bar lights Wind direction indicator Widespread Wednesday With effect from or effective from World geodetic reference system- 1984 Within Width With immediate effect or effective immediately Will comply Wind Forecast upper wind and temperature for aviation Work in progress |
| W W WAC WAFC WB WBAR WDI WDSPR WED WEF WGS-84 WI WID WIE WILCO WIND WINTEM | (used in the METAR/SPECI code forms) West or western longitude White World aeronautical chart-ICAO 1:1000 000 (followed by name/title) World area forecast center Westbound Wing bar lights Wind direction indicator Widespread Wednesday With effect from or effective from World geodetic reference system- 1984 Within Width With immediate effect or effective immediately Will comply Wind Forecast upper wind and temperature for aviation |

| WO | Without |
|-------|--|
| WPT | Way-point |
| WRNG | Warning |
| WS | Wind shear |
| WSPD | Wind speed |
| WSW | West-south west |
| WT | Weight |
| WTSPT | Waterspout |
| www | Worldwide web |
| WX | Weather |
| X | THE CONTRACT OF THE CONTRACT O |
| Λ | |
| | |
| X | Cross |
| XBAR | Crossbar (of approach lighting |
| | system) |
| XNG | Crossing |
| XS | Atmospherics |
| | |
| | |
| | |
| Y | |
| _ | |
| Y | Yellow |
| YCZ | |
| ICZ | Yellow caution zone (runway |
| VEC | lighting) |
| YES | Yes (affirmative) (to be used in AFS |
| 1/D | as a procedure signal) |
| YR | Your |
| | |
| | |
| | |
| | |
| Z | |
| Z | |
| Z | Co-ordination universal time (in |