Doc 8400



Procedures for Air Navigation Services

ICAO Abbreviations and Codes

This edition incorporates all amendments approved by the Council prior to 24 July 2010 and supersedes, on 18 November 2010, all previous editions of PANS-ABC (Doc 8400).

Eighth Edition — 2010

International Civil Aviation Organization

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AMENDMENTS

Amendments are announced in the supplements to the *Catalogue of ICAO Publications;* the Catalogue and its supplements are available on the ICAO website at www.icao.int. The space below is provided to keep a record of such amendments.

RECORD OF AMENDMENTS AND CORRIGENDA

	A	MENDMENTS	
No.	Date applicable	Date entered	Entered by
1-30	In	corporated in this	s Edition.

		CORRIGENDA	
No.	Date of issue	Date entered	Entered by

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FOREWORD

1. Introduction

This document contains abbreviations and codes approved by the Council of ICAO for worldwide use in the international aeronautical telecommunication service and in aeronautical information documents, as appropriate, uniform abbreviated phraseology for use in pre-flight information bulletins and ATS data link communications, with the status of Procedures for Air Navigation Services (in abbreviated form the PANS-ABC).

This document is the outgrowth of study by the Air Navigation Commission in consultation with States in the matter of controlling and coordinating abbreviations and codes. It brings together all abbreviations and codes for use in aircraft operations with the following exceptions:

- a) Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services promulgated in Doc 8585.
- b) Data designators and geographical designators for meteorological bulletins given in the *Manual of Aeronautical Meteorological Practice* (Doc 8896).
- c) Aeronautical meteorological codes given in the Manual of Aeronautical Meteorological Practice.
- d) Additional abbreviations for restricted use in aeronautical information services (AIS) documents given in the *Aeronautical Information Services Manual* (Doc 8126).
- e) Location Indicators given in Doc 7910.
- f) Aircraft Type Designators given in Doc 8643.

Table A shows the origin of each edition of the PANS-ABC issued since 1964 and subsequent amendments thereto, together with a list of the principal subjects involved, the dates on which the amendments were approved by the Council and the dates on which they became applicable.

2. Principles for formulation of abbreviations

The principles applied in the formulation of ICAO abbreviations are:

- a) that allocation of more than one signification to a single abbreviation should be avoided except where it can be reasonably determined that no instances of misinterpretation would arise;
- b) that allocation of more than one abbreviation to the same signification should be avoided even though a different use is prescribed;
- that abbreviations should make use of the root word or words and should be derived from words common to the
 working languages except that where it is impracticable to apply this principle to best advantage, the abbreviation
 should follow the English text;
- that the use of a singular or plural form for the signification of an abbreviation should be selected on the basis of the more common use;

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e) that an abbreviation may represent grammatical variants of the basic signification where such application can be made without risk of confusion and the desired grammatical form can be determined from the context of the message.

With respect to the latter principle, several variants are given for a number of abbreviations where it might not be obvious that the variant is appropriate or acceptable.

3. Specifications governing the use of abbreviations

Specifications governing the use of abbreviations and codes are contained in the following ICAO Annexes and PANS:

- a) use of abbreviations in the aeronautical information service: 3.6.4 of Annex 15;
- b) use of the NOTAM Code: 5.2 of Annex 15;
- c) use of abbreviations and codes in the international aeronautical telecommunications service: 3.7 of Annex 10, Volume II:
- d) use of abbreviations on aeronautical charts: 2.3.3 and 2.9 of Annex 4;
- e) use of abbreviations in plain language meteorological messages: Chapters 3, 4, 6 and 7, Appendices 1, 2 and 5 and Attachment A of Annex 3;
- f) use of abbreviations in air-reports: 4.12 of Chapter 4 and Appendix 1 of PANS-ATM (Doc 4444);
- g) use of abbreviations and designators in flight plans and other air traffic services messages: Chapters 11 and 16 and Appendices 2, 3, 5 and 6 of PANS-ATM (Doc 4444).

4. Status

The Procedures for Air Navigation Services (PANS) do not have the same status as the Standards and Recommended Practices. While the latter are adopted by Council in pursuance of Article 37 of the Convention on International Civil Aviation, subject to the full procedure of Article 90, the PANS are approved by the President of the Council on behalf of the Council and recommended to Contracting States for worldwide application.

5. Implementation

The implementation of ICAO Standards, Recommended Practices and Procedures is the responsibility of Contracting States; they are applied in actual operations only after, and in so far as States have enforced them. However, with a view to facilitating their processing towards implementation by States, this document has been prepared in a manner which will permit direct use by operational personnel.

6. Notification of Differences

The PANS do not carry the status afforded to Standards adopted by the Council as Annexes to the Convention and, therefore, do not come within the obligation imposed by Article 38 of the Convention to notify differences in the event of non-implementation.

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The attention of States is, however, drawn to the provision in Annex 15 related to the publication in Aeronautical Information Publications of a list of abbreviations and their respective significations used by the State in its Aeronautical Information Publications and in the dissemination of aeronautical information. Differences from ICAO abbreviations or their significations should be identified.

7. Editorial presentation

For encoding purposes the abbreviations given in this document are divided among a "general" and several specialized categories. For the convenience of the user, there is some duplication among these categories. Nevertheless, it may be necessary to draw on the "general" category of abbreviations when composing messages using one of the specialized categories.

Certain Q Code signals which through constant use have attained plain language status have been placed with their plain language significations in the portion of this document which contains the "general" category abbreviations.

Throughout the document, decode material is printed on white paper, encode material on green paper.

Any errors, omissions or discrepancies should be brought to the attention of the Secretary General of ICAO, 999 University Street, Montréal, Quebec, Canada H3C 5H7.

Table A. Amendments to the PANS-ABC

Amendment	Source(s)	Subject(s)	Approved Applicable
1st Edition (1964)	Air Navigation Commission	Study on the control and coordination of abbreviations and codes.	18 March 1964 1 November 1964
Amendment 1	MET/OPS Meeting (1964); Fifth Meeting of the Panel of Teletypewriter Specialists (1963)	Editorial and consequential amendments emanating from Amendment 44 to Annex 10, Amendment 9 to PANS-MET and Amendment 7 to PANS-RAC; addition and modification of meteorological abbreviations; amendment of abbreviations used on the AFTN.	7 June 1965 10 March 1966
Amendment 2	ICAO Secretariat	Consequential and editorial changes to the Foreword emanating from Air Navigation Commission and Council action on various regulatory and service documents.	25 August 1966
2nd Edition 1967) includes Amendment 3)	AIS/MAP Divisional Meeting (1966)	Various changes to abbreviations and codes to reflect current operational requirements and practices.	13 June 1967 8 February 1968
Amendment 4	Air Navigation Commission	Consequential changes to abbreviations used for air traffic purposes emanating from Amendment 2 to the Eighth Edition of Doc 4444 (PANS-RAC).	4 April 1968 4 April 1968
Amendment 5	Air Navigation Commission	Consequential changes to abbreviations used for plain language meteorology messages, emanating from Amendment 14 to Doc 7605 (PANS-MET).	28 June 1968 9 January 1969
Amendment 6	Air Navigation Commission	Changes arising from Assembly Resolution A16-19 and Amendment 54 to Annex 3.	23 January 1969 18 September 1969

Amendment	Source(s)	Subject(s)	Approved Applicable
3rd Edition (1971) (includes Amendments 7 and 8)	Air Navigation Commission	Study of NOTAM composition resulting in expanded use of abbreviations and codes in NOTAM Class I; changes in abbreviations emanating from revised aeronautical meteorological figure codes introduced by WMO; changes introduced as a result of clarification of air traffic control terms contained in ICAO regulatory documents.	19 March 1971 6 January 1972
Amendment 9	Air Navigation Commission	Consequential changes emanating from Amendment 1 to the Tenth Edition of Doc 4444 (PANS-RAC).	24 March 1972 7 December 1972
Amendment 10	Air Navigation Commission; Third Meeting of the Obstacle Clearance Panel (1971)	Consequential amendments to abbreviations and their significations (QFE and QNH); changes to meteorological abbreviations introduced by WMO.	21 March 1973 16 August 1973
Amendment 11	Air Navigation Commission; Seventh Air Navigation Conference (1972)	Addition of abbreviations RNAV and STAR; deletion of abbreviation SIA.	29 May 1973 23 May 1974
Amendment 12	Air Navigation Commission	Inclusion of additional abbreviations for use in the NOTAM Code.	11 December 1974 9 October 1975
Amendment 13	Air Navigation Commission; Eighth Air Navigation Conference (1974)	Additions, deletions and changes in significations of abbreviations mainly emanating from amendments to Annex 3.	8 December 1975 12 August 1976
Amendment 14	Air Navigation Commission; Ninth Air Navigation Conference (1976)	Addition of abbreviations COP, INOP, MRP, RPS and WPT; change in signification of abbreviation ACP as a consequence of Amendment 30 to Annex 14.	9 December 1977 10 August 1978
Amendment 15	Air Navigation Commission	Additions and changes in signification of abbreviations.	26 February 1979 29 November 1979
Amendment 16	Air Navigation Commission	Additions, deletions and changes in signification of abbreviations emanating from a study of abbreviations in common use in States' aeronautical information publications.	11 March 1981 26 November 1981
Amendment 17	Air Navigation Commission	Extensive amendment of abbreviations and codes emanating from a proposal submitted by the United Kingdom.	14 December 1981 9 June 1983
Amendment 18	Air Navigation Commission	Extensive addition of abbreviations and codes consequential to a study of the revision of the NOTAM Code; addition of abbreviations used in Doc 8168 (PANS-OPS).	11 June 1982 9 June 1983
Amendment 19	Air Navigation Commission; Third Meeting of the ATS Data Acquisition, Processing and Transfer (ADAPT) Panel (1981)	Consequential changes emanating from Amendments 64 and 65 to Annex 3, Amendment 14 to Annex 5, Recommendations 1/5 and 3/1 of ADAPT/3, and a new ITU method of designating radio emissions.	15 March 1985 21 November 1985

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Amendment	Source(s)	Subject(s)	Approved Applicable
4th Edition (1989) (includes Amendment 20)	Air Navigation Commission	Additions, changes and deletions of abbreviations and codes to reflect the current operational requirements and practices; introduction of new sections for abbreviations used in radiotelephony in a spoken form (Decode, Encode) and for the Procedure signals used in aeronautical telecommunication service (Decode); consequential and editorial amendments.	24 February 1989 16 November 1989
Amendment 21	Air Navigation Commission; Communications/ Meteorology/ Operations (COM/MET/OPS) Divisional Meeting (1990)	Additions, changes and deletions of abbreviations and codes to reflect the current operational requirements and practices; consequential amendments arising from Amendment 69 to Annex 3, Amendment 13 to Annex 5, Amendment 39 to Annex 14, Amendment 27 to Annex 15 and Amendment 13 to PANS-OPS.	2 December 1992 1 July 1993
Amendment 22	Air Navigation Commission	Consequential changes emanating from: Amendment 70 to Annex 3 Amendment 69 to Annex 10 Amendment 15 to Annex 12 Amendment 28 to Annex 15 Amendment 7 to PANS-OPS, Volume I.	30 November 1995 7 November 1996
5th Edition (1999) (includes Amendment 23)	AIS/MAP Divisional Meeting (1998); Air Navigation Commission	Extensive amendments emanating from the AIS/MAP Divisional Meeting (1998) and the Air Navigation Commission, including additions, changes and deletions of abbreviations; addition and deletion of abbreviations and terms transmitted as spoken words; addition of abbreviations and terms transmitted using the individual letters in non-phonetic form; addition of a NOTAM Code for controller-pilot data link communications and automatic dependent surveillance; deletion of Procedure Signals for use in the International Aeronautical Telecommunication Service (Decode and Encode); deletion of the Q-Code (Preface, Decode and Encode).	26 February 1999 4 November 1999
Amendment 24	Air Navigation Commission	Consequential changes emanating from Amendment 71 to Annex 3.	9 June 2000 2 November 2000
Amendment 25	Air Navigation Commission	Consequential changes emanating from Amendment 72 to Annex 3.	10 July 2002 28 November 2002
Amendment 26	Conclusion 40/51 b) of the European Air Navigation Planning Group (EANPG) and the Secretariat	Consequential changes emanating from Amendment 32 to Annex 15.	23 July 2003 27 November 2003
Sixth Edition (2004) (includes Amendment 27)	Global Navigation Satellite System Panel (GNSSP/4); MET Divisional Meeting (2002); Air Navigation Commission	New abbreviations and updated specifications for the NOTAM Code related to GNSS; and consequential changes emanating from Amendment 73 to Annex 3, Amendment 53 to Annex 4 and Amendments 13 and 12 to the PANS-OPS, Volumes I and II, respectively.	6 May 2004 25 November 2004
Seventh Edition (2007) (includes Amendment 28)	Fourteenth Meeting of the Obstacle Clearance Panel (OCP/14); Air Navigation Commission; and the Secretariat	New abbreviations related to updated provisions in the PANS-OPS; the use of ADS-B, ADS-C and RCP in the provision of air traffic services; consequential changes emanating from Amendment 74 to Annex 3 and Amendment 34 to Annex 15; and editorial amendments.	3 August 2007 22 November 2007

Amendment	Source(s)	Subject(s)	Approved Applicable
Amendment 29	First working group of the whole meeting of the Instrument Flight Procedures Panel (IFPP/WG/WHL/1); Secretariat, with the assistance of the Required Navigation Performance and Special Operational Requirements Study Group (RNPSORSG), concerning PBN terminology	New abbreviations related to updated provisions in the PANS-OPS with regard to the performance-based navigation (PBN) concept and ground-based augmentation system (GBAS) landing system.	7 October 2008 20 November 2008
Eighth Edition (2010) (includes Amendment 30)	Ninth meeting of the Operations Panel Working Group of the Whole (OPSP/WG-WHL/9); sixth meeting of the Operations Panel (OPSP/6); and the Secretariat with the assistance of the Aeronautical Information Management Study Group (AIS-AIMSG/1), International Airways Volcano Watch Operations Group (IAVWOPSG/4), Meteorological Warnings Study Group (METWSG/2), and Aerodrome Meteorological Observation and Forecast Study Group (AMOFSG/7).	New abbreviations related to cockpit displays, unmanned aircraft, volcanic ash information provided by volcanic ash advisory centres (VAAC), the elimination of routine voice reports, completion of tropical cyclone advisories in graphical format and the use of data link for meteorological information, aerodrome observations and forecasts. Update of the NOTAM code.	23 July 2010 18 November 2010

ABBREVIATIONS

DECODE

A		ADR	Advisory route
		ADS*	The address (when this abbreviation is
A	Amber		used to request a repetition, the
AAA	(or AAB, AAC etc., in sequence)		question mark (IMI) precedes the
	Amended meteorological message		abbreviation, e.g. IMI ADS) (to be
	(message type designator)		used in AFS as a procedure signal)
A/A	Air-to-air	ADS-B‡	Automatic dependent surveillance
AAD	Assigned altitude deviation	·	— broadcast
AAIM	Aircraft autonomous integrity	ADS-C‡	Automatic dependent surveillance
	monitoring		— contract
AAL	Above aerodrome level	ADSU	Automatic dependent surveillance unit
ABI	Advance boundary information	ADVS	Advisory service
ABM	Abeam	ADZ	Advise
ABN	Aerodrome beacon	AES	Aircraft earth station
ABT	About	AFIL	Flight plan filed in the air
ABV	Above	AFIS	Aerodrome flight information service
AC	Altocumulus	AFM	Yes or affirm or affirmative or that is
ACARS†	(to be pronounced "AY-CARS")		correct
	Aircraft communication	AFS	Aeronautical fixed service
	addressing and reporting system	AFT	After (time or place)
ACAS†	Airborne collision avoidance system	AFTN‡	Aeronautical fixed telecommunication
ACC‡	Area control centre or area control		network
ACCID	Notification of an aircraft accident	A/G	Air-to-ground
ACFT	Aircraft	AGA	Aerodromes, air routes and ground
ACK	Acknowledge		aids
ACL	Altimeter check location	AGL	Above ground level
ACN	Aircraft classification number	AGN	Again
ACP	Acceptance (message type designator)	AIC	Aeronautical information circular
ACPT	Accept or accepted	AIDC	Air traffic services interfacility data
ACT	Active or activated or activity		communications
AD	Aerodrome	AIP	Aeronautical information publication
ADA	Advisory area	AIRAC	Aeronautical information regulation
ADC	Aerodrome chart		and control
ADDN	Addition or additional	AIREP†	Air-report
ADF‡	Automatic direction-finding	AIRMET†	Information concerning en-route
	equipment		weather phenomena which may
ADIZ†	(to be pronounced "AY-DIZ") Air		affect the safety of low-level
	defence identification zone		aircraft operations
ADJ	Adjacent	AIS	Aeronautical information services
ADO	Aerodrome office (specify service)	ALA	Alighting area

[†] When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.

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[‡] When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.

^{*} Signal is also available for use in communicating with stations of the maritime mobile service.

[#] Signal for use in the teletypewriter service only.

ALERFA† Alert phase	ARS Special air-report (message type
ALR Alerting (message type designator	designator)
ALRS Alerting service	ARST Arresting (specify (part of) aircraft
ALS Approach lighting system	arresting equipment)
ALT Altitude	AS Altostratus
ALTN Alternate or alternating (light	ASC Ascend to <i>or</i> ascending to
alternates in colour)	ASDA Accelerate-stop distance available
ALTN Alternate (aerodrome)	ASE Altimetry system error
AMA Area minimum altitude	ASHTAM Special series NOTAM notifying, by
AMD Amend or amended (used to indice amended meteorological messa message type designator)	means of a specific format, change in activity of a volcano, a volcanic eruption and/or volcanic ash cloud
AMDT Amendment (AIP Amendment)	that is of significance to aircraft
AMS Aeronautical mobile service	operations
AMSL Above mean sea level	ASPH Asphalt
AMSS Aeronautical mobile satellite servi	
ANC Aeronautical chart — 1:500 000	change is forecast to occur)
(followed by name/title)	ATA‡ Actual time of arrival
ANCS Aeronautical navigation chart — s	mall ATC‡ Air traffic control (in general)
scale (followed by name/title a	
scale)	minimum altitude chart (followed
ANS Answer	by name/title)
AOC Aerodrome obstacle chart (followe	
type and name/title)	ATFM Air traffic flow management
AP Airport	ATIS† Automatic terminal information
APAPI† (to be pronounced "AY-PAPI")	service
Abbreviated precision approac	
path indicator	ATN Aeronautical telecommunication
APCH Approach	network
APDC Aircraft parking/docking chart	ATP At (time or place)
(followed by name/title)	ATS Air traffic services
APN Apron	ATTN Attention
APP Approach control office <i>or</i> approact control <i>or</i> approach control ser	vice Abbreviated T visual approach
APR April	slope indicator system
APRX Approximate <i>or</i> approximately	ATZ Aerodrome traffic zone
APSG After passing	AUG August
APV Approve <i>or</i> approved <i>or</i> approval	AUTH Authorized <i>or</i> authorization
ARC Area chart	AUW All up weight
ARNG Arrange	AUX Auxiliary
ARO Air traffic services reporting office	
ARP Aerodrome reference point	AVG Average
ARP Air-report (message type designate	
ARQ Automatic error correction	AWTA Advise at what time able
ARR Arrival (message type designator)	
ARR Arrive or arrival	AWY Airway AZM Azimuth

[†] When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.

[‡] When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.

^{*} Signal is also available for use in communicating with stations of the maritime mobile service.

[#] Signal for use in the teletypewriter service only.

В		CAVOK†	(to be pronounced "KAV-OH-KAY") Visibility, cloud and present
В	Blue		weather better than prescribed
BA	Braking action		values or conditions
BARO-VNAV†	(to be pronounced "BAA-RO-VEE-	CB‡	(to be pronounced "CEE BEE")
	NAV") Barometric vertical	•	Cumulonimbus
	navigation	CC	Cirrocumulus
BASE†	Cloud base	CCA	(or CCB, CCC etc., in sequence)
BCFG	Fog patches		Corrected meteorological message
BCN	Beacon (aeronautical ground light)		(message type designator)
BCST	Broadcast	CD	Candela
BDRY	Boundary	CDN	Coordination (message type
BECMG	Becoming		designator)
BFR	Before	CF	Change frequency to
BKN	Broken	CF	Course to a fix
BL	Blowing (followed by $DU = dust$, SA	CFM*	Confirm or I confirm (to be used in
	$= sand \ or \ SN = snow)$		AFS as a procedure signal)
BLDG	Building	CGL	Circling guidance light(s)
BLO	Below clouds	CH	Channel
BLW	Below	CH#	This is a channel-continuity-check of
BOMB	Bombing		transmission to permit comparison
BR	Mist		of your record of channel-
BRF	Short (used to indicate the type of		sequence numbers of messages
	approach desired or required)		received on the channel (to be used
BRG	Bearing		in AFS as a procedure signal)
BRKG	Braking	CHEM	Chemical
BS	Commercial broadcasting station	CHG	Modification (message type
BTL	Between layers		designator)
BTN	Between	CI	Cirrus
BUFR	Binary universal form for the representation of meteorological	CIDIN†	Common ICAO data interchange network
	data	CIT	Near <i>or</i> over large towns
		CIV	Civil
		CK	Check
C		CL	Centre line
		CLA	Clear type of ice formation
C	Centre (preceded by runway	CLBR	Calibration
	designation number to identify a	CLD	Cloud
	parallel runway)	CLG	Calling
C	Degrees Celsius (Centigrade)	CLIMB-OUT	Climb-out area
CA	Course to an altitude	CLR	Clear(s) or cleared to or clearance
CAT	Category	CLRD	Runway(s) cleared (used in
CAT	Clear air turbulence		METAR/SPECI)
		CLSD	Close <i>or</i> closed <i>or</i> closing
		CM	Centimetre
		CMB	Climb to <i>or</i> climbing to

[†] When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.

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^{*} Signal is also available for use in communicating with stations of the maritime mobile service.

 $^{\# \ \} Signal\ for\ use\ in\ the\ teletypewriter\ service\ only.$

CMPL	Completion or completed or complete	D	
CNL	Cancel or cancelled		
CNL	Flight plan cancellation (message type designator)	D	Downward (tendency in RVR during previous 10 minutes)
CNS	Communications, navigation and surveillance	D	Danger area (followed by identification)
COM	Communications	DA	Decision altitude
CONC	Concrete	D-ATIS†	(to be pronounced "DEE-ATIS") Data
COND	Condition	D TITIS	link automatic terminal
CONS	Continuous		information service
CONST	Construction <i>or</i> constructed	DCD	Double channel duplex
CONT	Continue(s) <i>or</i> continued	DCKG	Docking
COOR	Coordinate <i>or</i> coordination	DCP	Datum crossing point
COORD	Coordinates	DCPC	Direct controller-pilot
COP	Change-over point	Bere	communications
COR	Correct or correction or corrected	DCS	Double channel simplex
0011	(used to indicate corrected	DCT	Direct (in relation to flight plan
	meteorological message; message	201	clearances and type of approach)
	type designator)	DE*	From (used to precede the call sign of
COT	At the coast	22	the calling station) (to be used in
COV	Cover <i>or</i> covered <i>or</i> covering		AFS as a procedure signal)
CPDLC‡	Controller-pilot data link	DEC	December
	communications	DEG	Degrees
CPL	Current flight plan (message type	DEP	Depart or departure
	designator)	DEP	Departure (message type designator)
CRC	Cyclic redundancy check	DEPO	Deposition
CRM	Collision risk model	DER	Departure end of the runway
CRZ	Cruise	DES	Descend to <i>or</i> descending to
CS	Call sign	DEST	Destination
CS	Cirrostratus	DETRESFA†	Distress phase
CTA	Control area	DEV	Deviation <i>or</i> deviating
CTAM	Climb to and maintain	DF	Direction finding
CTC	Contact	DFDR	Digital flight data recorder
CTL	Control	DFTI	Distance from touchdown indicator
CTN	Caution	DH	Decision height
CTR	Control zone	DIF	Diffuse
CU	Cumulus	DIST	Distance
CUF	Cumuliform	DIV	Divert or diverting
CUST	Customs	DLA	Delay or delayed
CVR	Cockpit voice recorder	DLA	Delay (message type designator)
CW	Continuous wave	DLIC	Data link initiation capability
CWY	Clearway	DLY	Daily
		DME‡	Distance measuring equipment
		DNG	Danger or dangerous
		DOM	Domestic
		DP	Dew point temperature

 $[\]dagger$ When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.

[‡] When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.

^{*} Signal is also available for use in communicating with stations of the maritime mobile service.

[#] Signal for use in the teletypewriter service only.

DDT	Domth	EMBD	Embadded in a layer (to in diagte
DPT DR	Depth Dead reckoning	EMIDD	Embedded in a layer (to indicate cumulonimbus embedded in layers
DR	Low drifting (followed by $DU = dust$,		of other clouds)
DK	SA = sand or $SN = snow$)	EMERG	,
DDC	· · · · · · · · · · · · · · · · · · ·	END	Emergency Stop-end (related to RVR)
DRG DS	During Duststorm	ENE	East-north-east
DSB	Double sideband	ENG	Engine
DTAM	Descend to and maintain	ENR	En route
DTG	Date-time group	ENRC	Enroute chart (followed by name/title)
DTHR	Displaced runway threshold	EOBT	Estimated off-block time
DTRT	Deteriorate <i>or</i> deteriorating	EQPT	Equipment
DTW	Dual tandem wheels	ER*	Here or herewith
DU	Dust	ESE	East-south-east
DUC	Dense upper cloud	EST	Estimate <i>or</i> estimated <i>or</i> estimation
DUPE#	This is a duplicate message (to be used	TOTAL ALL	(message type designator)
DIID	in AFS as a procedure signal)	ETA*‡	Estimated time of arrival or estimating
DUR	Duration		arrival
D-VOLMET	Data link VOLMET	ETD‡	Estimated time of departure or
DVOR	Doppler VOR		estimating departure
DW	Dual wheels	ETO	Estimated time over significant point
DZ	Drizzle	EUR RODEX	European regional OPMET data exchange
		EV	Every
${f E}$		EVS	Enhanced vision system
		EXC	Except
E	East or eastern longitude	EXER	Exercises or exercising or to exercise
EAT	Expected approach time	EXP	Expect or expected or expecting
EB	Eastbound	EXTD	Extend or extending
EDA	Elevation differential area		
EEE#	Error (to be used in AFS as a		
	procedure signal)	\mathbf{F}	
EET	Estimated elapsed time		
EFC	Expect further clearance	F	Fixed
EFIS†	(to be pronounced "EE-FIS")	FA	Course from a fix to an altitude
	Electronic flight instrument system	FAC	Facilities
EGNOS†	(to be pronounced "EGG-NOS")	FAF	Final approach fix
	European geostationary navigation overlay service	FAL	Facilitation of international air transport
EHF	Extremely high frequency [30 000 to	FAP	Final approach point
LIII	300 000 MHz]	FAS	Final approach segment
ELBA†	Emergency location beacon — aircraft	FATO	Final approach and take-off area
ELEV	Elevation	FAX	Facsimile transmission
ELEV	Extra long range	FBL	Light (used to indicate the intensity of
ELT	Extra long range Emergency locator transmitter	TDL	weather phenomena, interference
EM	Emission		or static reports, e.g. FBL RA =
LiVI	EHHSSIOH		or static reports, e.g. FBL RA = light rain)

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FC	Funnel cloud (tornado or water spout)	FT	Feet (dimensional unit)
FCST	Forecast	FTE	Flight technical error
FCT	Friction coefficient	FTP	Fictitious threshold point
FDPS		FTT	Flight technical tolerance
FEB	Flight data processing system	FU	Smoke
FEW	February Few	FZ	
			Freezing
FG	Fog	FZDZ	Freezing drizzle
FIC	Flight information centre	FZFG	Freezing fog
FIR‡	Flight information region	FZRA	Freezing rain
FIS	Flight information service		
FISA	Automated flight information service	C	
FL	Flight level	\mathbf{G}	
FLD	Field		
FLG	Flashing	G	Green
FLR	Flares	$G\dots$	Variations from the mean wind speed
FLT	Flight		(gusts) (followed by figures in
FLTCK	Flight check		METAR/SPECI and TAF)
FLUC	Fluctuating <i>or</i> fluctuation <i>or</i>	GA	Go ahead, resume sending (to be used
	fluctuated		in AFS as a procedure signal)
FLW	Follow(s) or following	G/A	Ground-to-air
FLY	Fly or flying	G/A/G	Ground-to-air and air-to-ground
FM	Course from a fix to manual	GAGAN†	GPS and geostationary earth orbit
	termination (used in navigation		augmented navigation
	database coding)	GAIN	Airspeed or headwind gain
FM	From	GAMET	Area forecast for low-level flights
FM	From (followed by time weather	GARP	GBAS azimuth reference point
	change is forecast to begin)	GBAS†	(to be pronounced "GEE-BAS")
FMC	Flight management computer		Ground-based augmentation
FMS‡	Flight management system		system
FMU	Flow management unit	GCA‡	Ground controlled approach system or
FNA	Final approach	•	ground controlled approach
FPAP	Flight path alignment point	GEN	General
FPL	Filed flight plan (message type	GEO	Geographic <i>or</i> true
	designator)	GES	Ground earth station
FPM	Feet per minute	GLD	Glider
FPR	Flight plan route	GLONASS†	(to be pronounced "GLO-NAS")
FR	Fuel remaining	OLOT (TIBB)	Global orbiting navigation satellite
FREQ	Frequency		system
FRI	Friday	GLS‡	GBAS landing system
FRNG	Firing	GMC	Ground movement chart (followed by
FRONT†	Front (relating to weather)	OMC	name/title)
FROST†	Frost (used in aerodrome warnings)	GND	Ground
FRQ	Frequent	GNDCK	Ground check
FSL	Full stop landing	GNSS‡	Global navigation satellite system
FSS	Flight service station	GNSS _‡	Glide path
FST	First	GPA	Glide path angle
1.91	1.1121	UFA	Onde paul angle

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GPIP	Clide noth intercent point	HVDF	High and your high fraguancy direction
GPIP GPS‡	Glide path intercept point Global positioning system	пург	High and very high frequency direction- finding stations (at the same location)
GPWS‡	Ground proximity warning system	HVY	Heavy
GR WS ₄	Hail	HVY	•
GRAS†		пиі	Heavy (used to indicate the intensity of
UKAS†	(to be pronounced "GRASS") Ground-		weather phenomena, e.g. HVY RA =
	based regional augmentation	IIV	heavy rain)
CDACC	system	HX	No specific working hours
GRASS	Grass landing area	HYR	Higher
GRIB	Processed meteorological data in the	HZ	Haze
	form of grid point values	HZ	Hertz (cycle per second)
	expressed in binary form		
CDM	(meteorological code)	т	
GRVL	Gravel	Ι	
GS	Ground speed	TAG	T
GS GUND	Small hail and/or snow pellets Geoid undulation	IAC	Instrument approach chart (followed by name/title)
		IAF	Initial approach fix
		IAO	In and out of clouds
H		IAP	Instrument approach procedure
		IAR	Intersection of air routes
H	High pressure area or the centre of high	IAS	Indicated airspeed
	pressure	IBN	Identification beacon
H24	Continuous day and night service	IC	Ice crystals (very small ice crystals in
HA	Holding/racetrack to an altitude		suspension, also known as diamond
HAPI	Helicopter approach path indicator		dust)
HBN	Hazard beacon	ICE	Icing
HDF	High frequency direction-finding station	ID	Identifier or identify
HDG	Heading	IDENT†	Identification
HEL	Helicopter	IF	Intermediate approach fix
HF‡	High frequency [3 000 to 30 000 kHz]	IFF	Identification friend/foe
HF	Holding/racetrack to a fix	IFR‡	Instrument flight rules
HGT	Height or height above	IGA	International general aviation
HJ	Sunrise to sunset	ILS‡	Instrument landing system
HLDG	Holding	IM	Inner marker
HM	Holding/racetrack to a manual termination	IMC‡	Instrument meteorological conditions
HN	Sunset to sunrise	IMG	Immigration
НО	Service available to meet operational	IMI*	Interrogation sign (question mark) (to be
	requirements		used in AFS as a procedure signal)
HOL	Holiday	IMPR	Improve <i>or</i> improving
HOSP	Hospital aircraft	IMT	Immediate or immediately
HPA	Hectopascal	INA	Initial approach
HR	Hours	INBD	Inbound
HS	Service available during hours of	INC	In cloud
	scheduled operations	INCERFA†	Uncertainty phase
HUD	Head-up display	INFO†	Information
HURCN	Hurricane	INOP	Inoperative

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INP	If not possible	LAM	Logical acknowledgement (message type
INPR	In progress		designator)
INS	Inertial navigation system	LAN	Inland
INSTL	Install <i>or</i> installed <i>or</i> installation	LAT	Latitude
INSTR	Instrument	LCA	Local or locally or location or located
INT	Intersection	LDA	Landing distance available
INTL	International	LDAH	Landing distance available, helicopter
INTRG	Interrogator	LDG	Landing
INTRP	Interrupt <i>or</i> interruption <i>or</i> interrupted	LDI	Landing direction indicator
INTSF	Intensify <i>or</i> intensifying	LEN	Length
INTST	Intensity	LF	Low frequency [30 to 300 kHz]
IR	Ice on runway	LGT	Light or lighting
IRS	Inertial reference system	LGTD	Lighted
ISA	International standard atmosphere	LIH	Light intensity high
ISB	Independent sideband	LIL	Light intensity low
ISOL	Isolated	LIM	Light intensity medium
		LINE	Line (used in SIGMET)
		LM	Locator, middle
J		LMT	Local mean time
		LNAV†	(to be pronounced "EL-NAV") Lateral
JAN	January		navigation
JTST	Jet stream	LNG	Long (used to indicate the type of
JUL	July		approach desired or required)
JUN	June	LO	Locator, outer
		LOC	Localizer
		LONG	Longitude
K		LORAN†	LORAN (long range air navigation system)
KG	Kilograms	LOSS	Airspeed or headwind loss
KHZ	Kilohertz	LPV	Localizer performance with vertical
KIAS	Knots indicated airspeed		guidance
KM	Kilometres	LR	The last message received by me was
KMH	Kilometres per hour		(to be used in AFS as a procedure
KPA	Kilopascal		signal)
KT	Knots	LRG	Long range
KW	Kilowatts	LS	The last message sent by me was or Last message was (to be used in AFS as a procedure signal)
L		LTD	Limited
L		LTP	Landing threshold point
ĭ	Left (preceded by runnery designation	LTT	
L	Left (preceded by runway designation	LV	Light and variable (relating to wind)
ī	number to identify a parallel runway)		Light and variable (relating to wind)
L	Locator (see LM, LO)	LVE	Leave or leaving
L	Low pressure area <i>or</i> the centre of low	LVL	Level
	pressure	LVP	Low visibility procedures
		LYR	Layer or layered

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M		MIN*	Minutes
141		MIS	Missing (transmission identification)
M	Metres (preceded by figures)	WIIS	(to be used in AFS as a procedure
M	Mach number (followed by figures)		signal)
M	Minimum value of runway visual range	MKR	Marker radio beacon
1,1	(followed by figures in	MLS‡	Microwave landing system
	METAR/SPECI)	MM	Middle marker
MAA	Maximum authorized altitude	MNM	Minimum
MAG	Magnetic	MNPS	Minimum navigation performance
MAHF	Missed approach holding fix	WIND	specifications
MAINT	Maintenance	MNT	Monitor or monitoring or monitored
MAP	Aeronautical maps and charts	MNTN	Maintain Maintain
MAPT	Missed approach point	MOA	Military operating area
MAR	At sea	MOC	Minimum obstacle clearance (required)
MAR	March	MOCA	Minimum obstacle clearance altitude
MAS	Manual Al simplex	MOD	Moderate (used to indicate the intensity of
MATF	Missed approach turning fix	Mob	weather phenomena, interference or
MAX	Maximum		static reports, e.g. MODRA =
MAY	May		moderate rain)
MBST	Microburst	MON	Above mountains
MCA	Minimum crossing altitude	MON	Monday
MCW	Modulated continuous wave	MOPS†	Minimum operational performance
MDA	Minimum descent altitude		standards
MDF	Medium frequency direction-finding	MOV	Move or moving or movement
	station	MPS	Metres per second
MDH	Minimum descent height	MRA	Minimum reception altitude
MEA	Minimum en-route altitude	MRG	Medium range
MEHT	Minimum eye height over threshold (for	MRP	ATS/MET reporting point
	visual approach slope indicator	MS	Minus
	systems)	MSA	Minimum sector altitude
MET†	Meteorological or meteorology	MSAS†	(to be pronounced "EM-SAS") Multi-
METAR†	Aerodrome routine meteorological report		functional transport satellite (MTSAT)
	(in meteorological code)		satellite-based augmentation system
MET		MSAW	Minimum safe altitude warning
REPORT	Local routine meteorological report (in	MSG	Message
	abbreviated plain language)	MSL	Mean sea level
MF	Medium frequency [300 to 3 000 kHz]	MSR#	Message (transmission identification)
MHDF	Medium and high frequency direction- finding stations (at the same location)		has been misrouted (to be used in AFS as a procedure signal)
MHVDF	Medium, high and very high frequency	MSSR	Monopulse secondary surveillance radar
	direction-finding stations (at the same	MT	Mountain
	location)	MTU	Metric units
MHZ	Megahertz	MTW	Mountain waves
MID	Mid-point (related to RVR)	MVDF	Medium and very high frequency
MIFG	Shallow fog		direction- finding stations (at the same
MIL	Military		location)

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MWO MX	Meteorological watch office Mixed type of ice formation (white and clear)	NOTAM†	A notice distributed by means of telecommuni-cation containing information concerning the establishment, condition or change in any aeronautical facility, service,
IN			procedure or hazard, the timely knowledge of which is essential to
N	No distinct tendency (in RVR during		personnel concerned with flight
	previous 10 minutes)		operations
N	North or northern latitude	NOV	November
NADP	Noise abatement departure procedure	NOZ‡	Normal operating zone
NASC†	National AIS system centre	NPA	Non-precision approach
NAT	North Atlantic	NR	Number
NAV	Navigation	NRH	No reply heard
NB	Northbound	NS	Nimbostratus
NBFR	Not before	NSC	Nil significant cloud
NC	No change	NSE	Navigation system error
NCD	No cloud detected (used in automated	NSW	Nil significant weather
NDD!	METAR/SPECI)	NTL	National
NDB‡	Non-directional radio beacon	NTZ‡	No transgression zone
NDV	No directional variations available (used in	NW	North-west
NIC	automated METAR/SPECI)	NWB	North-westbound
NE NED	North-east	NXT	Next
NEB NEG	North-eastbound		
NEG	No <i>or</i> negative <i>or</i> permission not granted <i>or</i> that is not correct	O	
NGT	Night	U	
NIL*†	None <i>or</i> I have nothing to send to you	OAC	Oceanic area control centre
NM	Nautical miles	OAS	Obstacle assessment surface
NML	Normal	OBS	Observe <i>or</i> observed <i>or</i> observation
NN	No name, unnamed	OBSC	Obscure <i>or</i> obscured <i>or</i> obscuring
NNE	North-north-east	OBST	Obstacle
NNW	North-north-west	OCA	Obstacle clearance altitude
NO	No (negative) (to be used in AFS as a	OCA	Oceanic control area
	procedure signal)	OCC	Occulting (light)
NOF	International NOTAM office	OCH	Obstacle clearance height
NOSIG†	No significant change (used in trend-type	OCNL	Occasional or occasionally
	landing forecasts)	OCS	Obstacle clearance surface
		OCT	October
		OFZ	Obstacle free zone
		OGN	Originate (to be used in AFS as a procedure signal)
		OHD	Overhead
		OIS	Obstacle identification surface
		OK*	We agree or It is correct (to be used in AFS as a procedure signal)

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OI DI#	On line data intended	DI M	Elimba mlam
OLDI† OM	On-line data interchange Outer marker	PLN PLVL	Flight plan Present level
OM OPA			
	Opaque, white type of ice formation	PN	Prior notice required
OPC	Control indicated is operational control	PNR	Point of no return
OPMET†	Operational meteorological (information)	PO	Dust/sand whirls (dust devils)
OPN	Open <i>or</i> opening <i>or</i> opened	POB	Persons on board
OPR	Operator <i>or</i> operate <i>or</i> operative <i>or</i>	POSS	Possible
ODGI	operating <i>or</i> operational	PPI	Plan position indicator
OPS†	Operations	PPR	Prior permission required
O/R	On request	PPSN	Present position
ORD	Order	PRFG	Aerodrome partially covered by fog
OSV	Ocean station vessel	PRI	Primary
OTP	On top	PRKG	Parking
OTS	Organized track system	PROB†	Probability
OUBD	Outbound	PROC	Procedure
OVC	Overcast	PROV	Provisional
		PRP	Point-in-space reference point
		PS	Plus
P		PSG	Passing
		PSN	Position
P	Maximum value of wind speed or runway	PSP	Pierced steel plank
	visual range (followed by figures in	PSR‡	Primary surveillance radar
	METAR/SPECI and TAF)	PSYS	Pressure system(s)
P	Prohibited area (followed by identification)	PTN	Procedure turn
PA	Precision approach	PTS	Polar track structure
PALS	Precision approach lighting system (specify category)	PWR	Power
PANS	Procedures for air navigation services		
PAPI†	Precision approach path indicator	Q	
PAR‡	Precision approach radar		
PARL	Parallel	QD	Do you intend to ask me for a series of
PATC	Precision approach terrain chart (followed by name/title)		bearings? or I intend to ask you for a series of bearings (to be used in
PAX	Passenger(s)		radiotelegraphy as a Q Code)
PBN	Performance-based navigation	QDM‡	Magnetic heading (zero wind)
PCD	Proceed or proceeding	QDR	Magnetic bearing
PCL	Pilot-controlled lighting	QFE‡	Atmospheric pressure at aerodrome
PCN	Pavement classification number		elevation (or at runway threshold)
PDC‡	Pre-departure clearance	QFU	Magnetic orientation of runway
PDG	Procedure design gradient	QGE	What is my distance to your station? or
PER	Performance		Your distance to my station is
PERM	Permanent		(distance figures and units) (to be used
PIB	Pre-flight information bulletin		in radiotelegraphy as a Q Code)
PJE	Parachute jumping exercise	QJH	Shall I run my test tape/a test sentence? or
PL	Ice pellets		Run your test tape/a test sentence (to
PLA	Practice low approach		be used in AFS as a Q Code)

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QNH‡	Altimeter sub-scale setting to obtain	RB	Rescue boat
·	elevation when on the ground	RCA	Reach cruising altitude
QSP	Will you relay to free of charge? or I	RCC	Rescue coordination centre
	will relay to free of charge (to be	RCF	Radiocommunication failure (message
	used in AFS as a Q Code)		type designator)
QTA	Shall I cancel telegram number? or	RCH	Reach or reaching
	Cancel telegram number (to be	RCL	Runway centre line
	used in AFS as a Q Code)	RCLL	Runway centre line light(s)
QTE	True bearing	RCLR	Recleared
QTF	Will you give me the position of my	RCP‡	Required communication performance
	station according to the bearings taken	RDH	Reference datum height
	by the D/F stations which you control?	RDL	Radial
	or The position of your station	RDO	Radio
	according to the bearings taken by the	RE	Recent (used to qualify weather
	D/F stations that I control was		$phenomena, e.g. RERA = recent \ rain)$
	latitude longitude (or other	REC	Receive or receiver
	indication of position), class at	REDL	Runway edge light(s)
	hours (to be used in radiotelegraphy as	REF	Reference to or refer to
	a Q Code)	REG	Registration
QUAD	Quadrant	RENL	Runway end light(s)
QUJ	Will you indicate the TRUE track to reach	REP	Report <i>or</i> reporting <i>or</i> reporting point
	you? or The TRUE track to reach me	REQ	Request or requested
	is degrees at hours (to be used	RERTE	Re-route
	in radiotelegraphy as a Q Code)	RESA	Runway end safety area
		RF	Constant radius arc to a fix
		RG	Range (lights)
R		RHC	Right-hand circuit
		RIF	Reclearance in flight
R	Right (preceded by runway designation	RIME†	Rime (used in aerodrome warnings)
	number to identify a parallel runway)	RITE	Right (direction of turn)
R	Rate of turn	RL	Report leaving
R	Red	RLA	Relay to
R	Restricted area (followed by identification)	RLCE	Request level change en route
R	Runway (followed by figures in	RLLS	Runway lead-in lighting system
	METAR/SPECI)	RLNA	Request level not available
R*	Received (acknowledgement of receipt) (to	RMK	Remark
	be used in AFS as a procedure signal)	RNAV†	(to be pronounced "AR-NAV") Area
RA	Rain		navigation
RA	Resolution advisory	RNG	Radio range
RAC	Rules of the air and air traffic services	RNP‡	Required navigation performance
RAG	Ragged	ROBEX†	Regional OPMET bulletin exchange
RAG	Runway arresting gear		(scheme)
RAI	Runway alignment indicator	ROC	Rate of climb
RAIM†	Receiver autonomous integrity monitoring	ROD	Rate of descent
RASC†	Regional AIS system centre	RON	Receiving only
RASS	Remote altimeter setting source	RPDS	Reference path data selector

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DDI÷	Poder position indicator	S	
RPI‡ RPL	Radar position indicator	S	
RPLC	Repetitive flight plan Replace <i>or</i> replaced	S	South or southern latitude
RPS	Radar position symbol	S	
RPT*		S	State of the sea (followed by figures in
KP1"	Repeat or I repeat (to be used in AFS as a	C A	METAR/SPECI) Sand
DO*	procedure signal)	SALS	2 33-3
RQ*	Request (to be used in AFS as a procedure	SALS	Simple approach lighting system
DOMNITC	signal)	SAN	Sanitary
RQMNTS	Requirements	SAP	As soon as possible
RQP	Request flight plan (message type designator)	SAR SARPS	Search and rescue Standards and Recommended Practices
RQS	Request supplementary flight plan	SAKES	[ICAO]
куз	(message type designator)	SAT	Saturday
RR			Satellite communication
	Report reaching	SATCOM†	Southbound
RRA	(or RRB, RRC etc., in sequence)	SB	
	Delayed meteorological message	SBAS†	(to be pronounced "ESS-BAS")
DCC	(message type designator) Rescue sub-centre	CC	Satellite-based augmentation system
RSC		SC	Stratocumulus
RSCD	Runway surface condition	SCT	Scattered
RSP	Responder beacon	SD	Standard deviation
RSR	En-route surveillance radar	SDBY	Stand by
RSS	Root sum square	SDF	Step down fix
RTD	Delayed (used to indicate delayed	SE	South-east
	meteorological message; message type designator)	SEA	Sea (used in connection with sea-surface temperature and state of the sea)
RTE	Route	SEB	South-eastbound
RTF	Radiotelephone	SEC	Seconds
RTG	Radiotelegraph	SECN	Section
RTHL	Runway threshold light(s)	SECT	Sector
RTN	Return <i>or</i> returned <i>or</i> returning	SELCAL†	Selective calling system
RTODAH	Rejected take-off distance available,	SEP	September
	helicopter	SER	Service or servicing or served
RTS	Return to service	SEV	Severe (used e.g. to qualify icing and
RTT	Radioteletypewriter		turbulence reports)
RTZL	Runway touchdown zone light(s)	SFC	Surface
RUT	Standard regional route transmitting	SG	Snow grains
	frequencies	SGL	Signal
RV	Rescue vessel	SH	Shower (followed by $RA = rain$, $SN =$
RVR‡	Runway visual range		snow, $PL = ice\ pellets,\ GR = hail,\ GS$
RVSM‡	Reduced vertical separation minimum		= small hail and/or snow pellets or
	(300 m (1 000 ft)) between FL 290 and		$combinations\ thereof,\ e.g.\ SHRASN =$
	FL 410		showers of rain and snow)
RWY	Runway	SHF	Super high frequency [3 000 to 30 000 MHz]
		SI	International system of units
		SID†	Standard instrument departure
	·		•

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SIF	Selective identification feature	SSW	South-south-west
SIG	Significant	ST	Stratus
SIGMET†	Information concerning en-route weather	STA	Straight-in approach
	phenomena which may affect the	STAR†	Standard instrument arrival
	safety of aircraft operations	STD	Standard
SIMUL	Simultaneous or simultaneously	STF	Stratiform
SIWL	Single isolated wheel load	STN	Station
SKED	Schedule or scheduled	STNR	Stationary
SLP	Speed limiting point	STOL	Short take-off and landing
SLW	Slow	STS	Status
SMC	Surface movement control	STWL	Stopway light(s)
SMR	Surface movement radar	SUBJ	Subject to
SN	Snow	SUN	Sunday
SNOCLO	Aerodrome closed due to snow (used in	SUP	Supplement (AIP Supplement)
21,0020	METAR/SPECI)	SUPPS	Regional supplementary procedures
SNOWTAM†	Special series NOTAM notifying the	SVC	Service message
21(0)(111111)	presence or removal of hazardous	SVCBL	Serviceable
	conditions due to snow, ice, slush or	SW	South-west
	standing water associated with snow,	SWB	South-westbound
	slush and ice on the movement area,	SWY	Stopway
	by means of a specific format	5111	Stopway
SOC	Start of climb		
SPECI†	Aerodrome special meteorological report	T	
SI LCI	(in meteorological code)	•	
SPECIAL†	Local special meteorological report	T	Temperature
	(in abbreviated plain language)	T	True (preceded by a bearing to indicate
SPI	Special position indicator		reference to True North)
SPL	Supplementary flight plan (message type	TA	Traffic advisory
	designator)	TA	Transition altitude
SPOC	SAR point of contact	TAA	Terminal arrival altitude
SPOT†	Spot wind	TACAN†	UHF tactical air navigation aid
SQ	Squall	TAF†	Aerodrome forecast (in meteorological
SQL	Squall line		code)
SR	Sunrise	TA/H	Turn at an altitude/height
SRA	Surveillance radar approach	TAIL†	Tail wind
SRE	Surveillance radar element of precision	TAR	Terminal area surveillance radar
	approach radar system	TAS	True airspeed
SRG	Short range	TAX	Taxiing or taxi
SRR	Search and rescue region	TC	Tropical cyclone
SRY	Secondary	TCAC	Tropical cyclone advisory centre
SS	Sandstorm	TCAS RA†	(to be pronounced "TEE-CAS-AR-AY")
SS	Sunset		Traffic alert and collision avoidance
SSB	Single sideband		system resolution advisory
SSE	South-south-east	TCH	Threshold crossing height
SSR‡	Secondary surveillance radar	TCU	Towering cumulus
SST	Supersonic transport	TDO	Tornado
·=	1 ··· ·· ·· ·· ·· ·· ·· ·· ·· ·· ·· ·· ·	-	

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TDZ	Touchdown zone	TS	Thunderstorm (followed by $RA = rain$,
TECR	Technical reason		SN = snow, PL = ice pellets, GR =
TEL	Telephone		$hail, GS = small \ hail \ and/or \ snow$
TEMPO†	Temporary <i>or</i> temporarily		pellets or combinations thereof, e.g.
TF	Track to fix		TSRASN = thunderstorm with rain and
TFC	Traffic		snow)
TGL	Touch-and-go landing	TSUNAMI†	Tsunami (used in aerodrome warnings)
TGS	Taxiing guidance system	TT	Teletypewriter
THR	Threshold	TUE	Tuesday
THRU	Through	TURB	Turbulence
THU	Thursday	T-VASIS†	(to be pronounced "TEE-VASIS") T visual
TIBA†	Traffic information broadcast by aircraft		approach slope indicator system
TIL†	Until	TVOR	Terminal VOR
TIP	Until past (place)	TWR	Aerodrome control tower or aerodrome
TKOF	Take-off		control
$TL\dots$	Till (followed by time by which weather	TWY	Taxiway
	change is forecast to end)	TWYL	Taxiway-link
TLOF	Touchdown and lift-off area	TX	Maximum temperature (followed by
TMA‡	Terminal control area		figures in TAF)
TN	Minimum temperature (followed by	TXT*	Text (when the abbreviation is used to
	figures in TAF)		request a repetition, the question mark
TNA	Turn altitude		(IMI) precedes the abbreviation, e.g.
TNH	Turn height		IMI TXT) (to be used in AFS as a
TO	To (place)		procedure signal)
TOC	Top of climb	TYP	Type of aircraft
TODA	Take-off distance available	TYPH	Typhoon
TODAH	Take-off distance available, helicopter	1 11 11	турноон
TOP†	Cloud top		
TORA	Take-off run available	\mathbf{U}	
TOX	Toxic	C	
TP		U	Hayyand (tondon on in DVD duning manifold
TR	Turning point	U	Upward (tendency in RVR during previous
	Track	TTA	10 minutes)
TRA	Temporary reserved airspace	UA	Unmanned aircraft
TRANS	Transmits or transmitter	UAB	Until advised by
TREND†	Trend forecast	UAC	Upper area control centre
TRL	Transition level	UAR	Upper air route
TROP	Tropopause	UAS	Unmanned aircraft system
TS	Thunderstorm (in aerodrome reports and forecasts, TS used alone means	UDF	Ultra high frequency direction-finding station
	thunder heard but no precipitation at	UFN	Until further notice
	the aerodrome)	UHDT	Unable higher due traffic
	, , , , , , , , , , , , , , , , , , , ,	UHF‡	Ultra high frequency [300 to 3 000 MHz]
		UIC	Upper information centre
		UIR‡	Upper flight information region
		ULR	Ultra long range
		UNA	Unable
		UNA	Chaole

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 $^{\# \ \} Signal\ for\ use\ in\ the\ teletypewriter\ service\ only.$

UNAP	Unable to approve	VNAV†	(to be pronounced "VEE-NAV") Vertical
UNL UNREL	Unlimited	VOLMET†	navigation Meteorological information for aircraft in
UP	Unreliable Unidentified precipitation (used in	V OLIVIE I	flight
UF	automated METAR/SPECI)	VOR‡	VHF omnidirectional radio range
U/S	Unserviceable	•	VOR and TACAN combination
		VORTAC†	
UTA	Upper control area	VOT	VOR airborne equipment test facility
UTC‡	Coordinated Universal Time	VPA	Vertical path angle
		VPT	Visual manoeuvre with prescribed track
T 7		VRB	Variable
${f V}$		VSA	By visual reference to the ground
* 7		VSP	Vertical speed
V	Variations from the mean wind direction	VTF	Vector to final
	(preceded and followed by figures in	VTOL	Vertical take-off and landing
	METAR/SPECI, e.g. 350V070)	VV	Vertical visibility (followed by figures in
VA	Heading to an altitude		METAR/SPECI and TAF)
VA	Volcanic ash		
VAAC	Volcanic ash advisory centre		
VAC	Visual approach chart (followed by	\mathbf{W}	
	name/title)		
VAL	In valleys	\mathbf{W}	West or western longitude
VAN	Runway control van	W	White
VAR	Magnetic variation	$\mathbf{W}\dots$	Sea-surface temperature (followed by
VAR	Visual-aural radio range		figures in METAR/SPECI)
VASIS	Visual approach slope indicator systems	WAAS†	Wide area augmentation system
VC	Vicinity of the aerodrome (followed by	WAC	World Aeronautical Chart — ICAO
	$FG = fog, FC = funnel\ cloud,$		1:1 000 000 (followed by name/title)
	SH = shower, PO = dust/sand whirls,	WAFC	World area forecast centre
	$BLDU = blowing \ dust, \ BLSA =$	WB	Westbound
	$blowing \ sand, \ BLSN = blowing \ snow,$	WBAR	Wing bar lights
	DS = duststorm, SS = sandstorm,	WDI	Wind direction indicator
	$TS = thunderstorm \ or \ VA = volcanic$	WDSPR	Widespread
	ash, e.g. VCFG = vicinity fog)	WED	Wednesday
VCY	Vicinity	WEF	With effect from or effective from
VDF	Very high frequency direction-finding	WGS-84	World Geodetic System — 1984
	station	WI	Within
VER	Vertical	WID	Width or wide
VFR‡	Visual flight rules	WIE	With immediate effect or effective
VHF‡	Very high frequency [30 to 300 MHz]		immediately
VI .	Heading to an intercept	WILCO†	Will comply
VIP‡	Very important person	WIND	Wind
VIS	Visibility	WIP	Work in progress
VLF	Very low frequency [3 to 30 kHz]	WKN	Weaken or weakening
VLR	Very long range	WNW	West-north-west
VM	Heading to a manual termination	WO	Without
VMC‡	Visual meteorological conditions	WPT	Way-point
√ 		– –	E

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WRNG	Warning	Y	
WS	Wind shear		
WSPD	Wind speed	Y	Yellow
WSW	West-south-west	YCZ	Yellow caution zone (runway lighting)
WT	Weight	YES*	Yes (affirmative) (to be used in AFS as a
WTSPT	Waterspout		procedure signal)
WWW	Worldwide web	YR	Your
WX	Weather		
		\mathbf{Z}	
\mathbf{X}			
		Z	Coordinated Universal Time (in
X	Cross		meteorological messages)
XBAR	Crossbar (of approach lighting system)		
XNG	Crossing		
XS	Atmospherics		
	Aunospherics		

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ABBREVIATIONS

ENCODE

A		Aerodrome forecast (in meteorological code)	TAF†
Abbreviated precision approach path		Aerodrome obstacle chart (followed by	
indicator (to be pronounced		type and name/title)	AOC
"AY-PAPI")	APAPI†	Aerodrome office (specify service)	ADO
Abbreviated T visual approach slope		Aerodrome partially covered by fog	PRFG
indicator system (to be pronounced		Aerodrome reference point	ARP
"AY-TEE-VASIS")	AT-VASIS†	Aerodrome routine meteorological report	
Abeam	ABM	(in meteorological code)	METAR†
About	ABT	Aerodrome special meteorological report	
Above	ABV	(in meteorological code)	SPECI†
Above aerodrome level	AAL	Aerodromes, air routes and ground aids	AGA
Above ground level	AGL	Aerodrome traffic zone	ATZ
Above mean sea level	AMSL	Aeronautical chart — 1:500 000	
Above mountains	MON	(followed by name/title)	ANC
Accelerate-stop distance available	ASDA	Aeronautical fixed service	AFS
Accept or accepted	ACPT	Aeronautical fixed telecommunication	
Acceptance (message type designator)	ACP	network	AFTN‡
Acknowledge	ACK	Aeronautical information circular	AIC
Active or activated or activity	ACT	Aeronautical information publication	AIP
Actual time of arrival	ATA‡	Aeronautical information regulation and	
Actual time of departure	ATD‡	control	AIRAC
Addition or additional	ADDN	Aeronautical information services	AIS
Adjacent	ADJ	Aeronautical maps and charts	MAP
Advance boundary information	ABI	Aeronautical mobile satellite service	AMSS
Advise	ADZ	Aeronautical mobile service	AMS
Advise at what time able	AWTA	Aeronautical navigation chart — small	
Advisory area	ADA	scale (followed by name/title and	
Advisory route	ADR	scale)	ANCS
Advisory service	ADVS	Aeronautical telecommunication network	ATN
Aerodrome	AD	After (time or place)	$AFT\dots$
Aerodrome beacon	ABN	After passing	APSG
Aerodrome chart	ADC	Again	AGN
Aerodrome closed due to snow (used in		Airborne collision avoidance system	ACAS†
METAR/SPECI)	SNOCLO	Aircraft	ACFT
Aerodrome control tower or aerodrome		Aircraft accident, notification of	ACCID
control	TWR	Aircraft autonomous integrity monitoring	AAIM
Aerodrome flight information service	AFIS	Aircraft classification number	ACN

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Aircraft communication addressing and		Amended meteorological message	AAA (or AAB,
reporting system (to be pronounced	A C A DC+	(message type designator)	AACetc., in
"AY-CARS")	ACARS†	A many descript (AID A many descript)	sequence)
Aircraft earth station	AES	Amendment (AIP Amendment)	AMDT
Aircraft parking/docking chart (followed	APDC	Answer	ANS
by name/title)	APDC	Approach	APCH
Air defence identification zone (to be pronounced "AY-DIZ")	ADIZ†	Approach control office <i>or</i> approach control <i>or</i> approach control service	APP
Airport	AP	Approach lighting system	ALS
Air-report	AIREP†	Approve or approved or approval	APV
Air-report (message type designator)	ARP	Approximate <i>or</i> approximately	APRX
Airspeed or headwind gain	GAIN	April	APR
Airspeed or headwind loss	LOSS	Apron	APN
Air-to-air	A/A	Area chart	ARC
Air-to-ground	A/G	Area control centre or area control	ACC‡
Air traffic control (in general)	ATC‡	Area forecast for low-level flights	GAMET
Air traffic control surveillance minimum		Area minimum altitude	AMA
altitude chart (followed by name/title)	ATCSMAC	Area navigation (to be pronounced	
Air traffic flow management	ATFM	"AR-NAV")	RNAV†
Air traffic management	ATM	Arrange	ARNG
Air traffic services	ATS	Arresting (specify (part of) aircraft	
Air traffic services interfacility data		arresting equipment)	ARST
communications	AIDC	Arrival (message type designator)	ARR
Air traffic services reporting office	ARO	Arrive <i>or</i> arrival	ARR
Airway	AWY	Ascend to or ascending to	ASC
Alert phase	ALERFA†	Asphalt	ASPH
Alerting (message type designator)	ALR	Assigned altitude deviation	AAD
Alerting service	ALRS	As soon as possible	SAP
Alighting area	ALA	At (followed by time at which weather	
All up weight	AUW	change is forecast to occur)	AT
Alternate or alternating (light alternates		At (time or place)	ATP
in colour)	ALTN	Atmospheric pressure at aerodrome	
Alternate (aerodrome)	ALTN	elevation (or at runway threshold)	QFE‡
Altimeter check location	ACL	Atmospherics	XS
Altimeter sub-scale setting to obtain		At sea	MAR
elevation when on the ground	QNH‡	ATS/MET reporting point	MRP
Altimetry system error	ASE	Attention	ATTN
Altitude	ALT	At the coast	COT
Altocumulus	AC	August	AUG
Altostratus	AS	Authorized or authorization	AUTH
Amber	A	Automated flight information service	FISA
Amend or amended (used to indicate		Automatic dependent surveillance —	
amended meteorological message;		broadcast	ADS-B‡
message type designator)	AMD	Automatic dependent surveillanc —	•
		contract	ADS-C‡
		Automatic dependent surveillance unit	ADSU .
		=	

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Automatic direction-finding equipment	ADF‡	Calling	CLG
Automatic error correction	ARQ	Cancel or cancelled	CNL
Automatic terminal information service	ATIS†	Candela	CD
Auxiliary	AUX	Category	CAT
Available <i>or</i> availability	AVBL	Caution	CTN
Average	AVG	Celsius (<i>Centigrade</i>), Degrees	C
Aviation gasoline	AVGAS†	Centimetre	CM
Aerodrome meteorological report	11, 0115	Centre (preceded by runway designation	01.1
(in meteorological code)	METAR†	number to identify a parallel runway)	C
Aerodrome special meteorological report		Centre line	CL
(in meteorological code)	SPECI†	Change frequency to	CF
Azimuth	AZM	Change-over point	COP
	1 22211	Channel	CH
		Check	CK
В		Chemical	CHEM
		Circling guidance light(s)	CGL
Barometric vertical navigation (to be	BARO-VNAV†	Cirrocumulus	CC
pronounced "BAA-RO-VEE-NAV")	Britto VIIIIV	Cirrostratus	CS
Beacon (aeronautical ground light)	BCN	Cirrus	CI
Bearing	BRG	Civil	CIV
Becoming	BECMG	Clear air turbulence	CAT
Before	BFR	Clear(s) or cleared to or clearance	CLR
Below	BLW	Clear type of ice formation	CLA
Below clouds	BLO	Clearway	CWY
Between	BTN	Climb-out area	CLIMB-OUT
Between layers	BTL	Climb to <i>or</i> climbing to	CMB
Binary universal form for the	DIL	Climb to and maintain	CTAM
representation of meteorological data	BUFR	Close or closed or closing	CLSD
Blowing (followed by $DU = dust$, $SA =$	Bern	Cloud	CLD
$sand\ or\ SN = snow)$	BL	Cloud base	BASE†
Blue	B	Cloud top	TOP†
Bombing	BOMB	Cockpit voice recorder	CVR
Boundary	BDRY	Collision risk model	CRM
Braking	BRKG	Completion <i>or</i> completed <i>or</i> complete	CMPL
Braking action	BA	Commercial broadcasting station	BS
Broadcast	BCST	Common ICAO data interchange	
Broadcasting station, commercial	BS	network	CIDIN†
Broken	BKN	Communications	COM
Building	BLDG	Communications, navigation and	
By visual reference to the ground	VSA	surveillance	CNS
,		Concrete	CONC
		Condition	COND
C		Confirm or I confirm (to be used in AFS	
		as a procedure signal)	CFM*
Calibration	CLBR	Constant radius arc to a fix	RF
Call sign	CS	Construction or constructed	CONST

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Contact	CTC	D	
Continue(s) or continued	CONT		
Continuous	CONS	Daily	DLY
Continuous day and night service	H24	Danger or dangerous	DNG
Continuous wave	CW	Danger area (followed by identification)	D
Control	CTL	Data link automatic terminal information	
Control area	CTA	service (to be pronounced "DEE-	
Control indicated is operational control	OPC	ATIS")	D-ATIS†
Controller-pilot data link		Data link initiation capability	DLIC
communications	CPDLC‡	Data link VOLMET	D-VOLMET
Control zone	CTR	Date-time group	DTG
Coordinate or coordination	COOR	Datum crossing point	DCP
Coordinated Universal Time	UTC‡	Dead reckoning	DR
Coordinated Universal Time		December	DEC
(in meteorological messages)	Z	Decision altitude	DA
Coordinates	COORD	Decision height	DH
Coordination (message type designator)	CDN	Degrees	DEG
Correct or correction or corrected (used		Degrees Celsius (Centigrade)	C
to indicate corrected meteorological		Delay (message type designator)	DLA
message; message type designator)	COR	Delay or delayed	DLA
Corrected meteorological message	CCA (or CCB,	Delayed (used to indicate delayed	
(message type designator)	CCC etc., in	meteorological message; message	
	sequence)	type designator)	RTD
Course from a fix to an altitude	FA	Delayed meteorological message	RRA (or RRB,
Course from a fix to manual termination		(message type designator)	RRCetc., in
(used in navigation database coding)	FM		sequence)
Course to a fix	CF	Dense upper cloud	DUC
Course to an altitude	CA	Depart or departure	DEP
Cover or covered or covering	COV	Departure (message type designator)	DEP
Cross	X	Departure end of the runway	DER
Crossbar (of approach lighting system)	XBAR	Deposition	DEPO
Crossing	XNG	Depth	DPT
Cruise	CRZ	Descend to or descending to	DES
Cumuliform	CUF	Descend to and maintain	DTAM
Cumulonimbus (to be pronounced	GD !	Destination	DEST
"CEE BEE")	CB‡	Deteriorate <i>or</i> deteriorating	DTRT
Cumulus	CU	Deviation <i>or</i> deviating	DEV
Current flight plan (message type	CDI	Dew point temperature	DP
designator)	CPL	Diffuse	DIF
Customs	CUST	Digital flight data recorder	DFDR
Cyclic redundancy check	CRC	Direct (in relation to flight plan	DCT
		clearances and type of approach)	DCT
		Direct controller-pilot communications	DCPC DF
		Direction finding	
		Displaced runway threshold	DTHR
		Distance	DIST

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Distance from touch described in director	DETI	Engine	ENC
Distance from touchdown indicator	DFTI DME#	Engine	ENG
Distance measuring equipment	DME‡	Enhanced vision system	EVS
Distress phase	DETRESFA†	En route	ENR
Divert or diverting	DIV	Enroute chart (followed by name/title)	ENRC
Docking	DCKG	En-route surveillance radar	RSR
Domestic	DOM	Equipment	EQPT
Doppler VOR	DVOR	Error (to be used in AFS as a procedure	
Double channel duplex	DCD	signal)	EEE#
Double channel simplex	DCS	Estimate <i>or</i> estimated <i>or</i> estimation	
Double sideband	DSB	(message type designator)	EST
Downward (tendency in RVR during		Estimated elapsed time	EET
previous 10 minutes)	D	Estimated off-block time	EOBT
Do you intend to ask me for a series of		Estimated time of arrival or estimating	
bearings? or I intend to ask you for a		arrival	ETA*‡
series of bearings (to be used in		Estimated time of departure or estimating	
radiotelegraphy as a Q $Code)$	QDL	departure	ETD‡
Drizzle	DZ	Estimated time over significant point	ETO
Dual tandem wheels	DTW	European geostationary navigation	
Dual wheels	DW	overlay service (to be pronounced	
Duration	DUR	"EGG-NOS")	EGNOS†
During	DRG	European regional OPMET data	
Dust	DU	exchange	EUR RODEX
Dust/sand whirls (dust devils)	PO	Every	EV
Duststorm	DS	Except	EXC
		Exercises or exercising or to exercise	EXER
		Expect or expected or expecting	EXP
${f E}$		Expect further clearance	EFC
		Expected approach time	EAT
East or eastern longitude	E	Extend or extending	EXTD
Eastbound	EB	Extra long range	ELR
East-north-east	ENE	Extremely high frequency [30 000 to	EHF
East-south-east	ESE	300 000 MHz]	
Effective from or with effect from	WEF		
Effective immediately or with immediate			
effect	WIE	\mathbf{F}	
Electronic flight instrument system (to be			
pronounced "EE-FIS")	EFIS†	Facilitation of international air transport	FAL
Elevation	ELEV	Facilities	FAC
Elevation differential area	EDA	Facsimile transmission	FAX
Embedded in a layer (to indicate		February	FEB
cumulonimbus embedded in layers		Feet (dimensional unit)	FT
of other clouds)	EMBD	Feet per minute	FPM
Emergency	EMERG	Few	FEW
Emergency location beacon — aircraft	ELBA†	Fictitious threshold point	FTP
Emergency locator transmitter	ELT	Field	FLD
Emission	EM		
	Į.		

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designator FPL is forecast to begin FM	Filed flight plan (message type		From (followed by time weather change	
Final approach and take-off area FATO		FPL		FM
Final approach and take-off area FATO Final approach fix FAF Final approach point FAP Final approach segment FAS Final approach segment FAS Firence FAS Fight and proach or water spout) FC Filight firence FAS Fight information centre FIC Filight information region FIR\$ Filight information region FIR\$ Filight information region FIR\$ Filight management computer FMC Gilde path Gilde path GPA Filight management computer FMC Gilde path angle GPA Filight path alignment point FPAP Filight plan FIRA FIRA FIRA FIRA FIRA FIRA FIRA FIRA		FNA		
Final approach fix FAF Final approach point FAS Frost (used in aerodrome warnings) FRONT† Final approach segment FAS Frost (used in aerodrome warnings) FROST† First FST Full stop landing FER Flares FLR Flashing FLG Flight FLT Flight check Flight information centre FIC Flight information reture FIC Flight information revice FIS Georgaphic or true GEO Flight level FL Good undulation GHND Flight path alignment point FPAP Flight path alignment point FPAP Flight path alignment point FPAP Flight plan cancellation (message type designator) Asyll path part or the first plan filed in the air AFIL System (to be pronounced "GLO- Flight technical cerror FTE Flight technical tolerance FIC Gravel Gravel Gravel Gravel Gravel GRAS) GRASS† Flore GRASS GRASS† Frost (used in aerodrome warnings) FRONT† FRONT* GARP GIde path angle errore point GEN Global avaigation satellite system GNSS\$ Glob		FATO		
Final approach point FAP Final approach segment FAS First FST First FST Fixed F Fixed F Flares FLR Flares FLG Flight FLT Flight data processing system FDPS Flight information centre FIC Flight information region FIR‡ General GEO Flight information service FIS Flight management computer FMC Flight management system FMS‡ Flight plan filed in the air Flight plan cancellation (message type designator) Flight plan filed in the air Flight technical error Flight technical tolerance FTT Flow management unit FMU Flow management or fluctuated FLUC Flight technical error FTE Flow management in FCST FG Gravel GRAS† GRASA GRASA GRASA GRASA GRASA GRASA Freezing Fap FRONT† Froxt (used in aerodrome warnings) FRONT† Froxt (used in aerodrome warnings) FROST† FROST* FROST* FROST* FROST* FROST* FRUIt stop landing FR FR Full stop landing FSL GBAS azimuth reference point GBAR GBAS azimuth reference point GBAR GBAS azimuth reference point GBAR GBAS landing system GEO GBAS† Glide path intercept point GBC Glide path intercept point GBC Glide path angle GRA GPA Glide path angle GPA Glide path intercept point GBC GPA Glide path intercept point GBC GPA Glide path intercept point GBC GRAS GPA Glide path angle GPA Glide path angle GPA Glide path angle GPA Glide path intercept point GBC GPA Glide path intercept point GBC GRA GPA Glide path intercept point GBC GRA				DE*
Final approach segment FAS Firing FRNG FRNG FRNG FRNG FRNG FRNG FRNG FRNG	**	FAP		
Firing First Full stop landing First First Furnel cloud (tornado or water spout) First Garal First Furnel cloud (tornado or water spout) First Garal First First First Furnel cloud (tornado or water spout) First First First First Furnel cloud (tornado or water spout) First Garal First First First First First Furnel cloud (tornado or water spout) First Garal First First First First First First First First First Furnel cloud (tornado or water spout) First Garal First Garal Garal Garal First Garal				
First Fixed Fixed Fixer Flares Flares Flares Flashing Flight FLT Flight heck Flight offermation centre Flight information centre Flight information service Flight information service Flight information service Flight management computer Flight management computer Flight management computer Flight pill plan cancellation (message type designator) Flight plan route FPR Flight service station Fight service station Flight technical roor Flight technical offerance FIT Flight technical offerance FIT Flow management unit FMU Flow management unit FWU Flog and particulation or fluctuated FLV For gas landing system GBAS azimuth reference point GARP GBAS landing system GLS‡ General Gelba hangle Geoid undulation GUND Glide path angle GPA Glide path angle GPA Glide path angle GPA Glide path angle GPA Glide path intercept point GPIP Flight plan cancellation (message type designator) CNL Flight plan route FPR AFIL System (to be pronounced "GLO- NAS") Global navigation satellite system (to be pronounced "GLO- NAS") Global positioning system GPS‡ Flight service station FSS Global positioning system GPS‡ Global positioning system GPS\$ Global positioning system GPS\$ Global positioning system GRASS Global positioning system GPS\$ Global positioning system GRASS Global positioning system GPS\$ Global positioning system GRASS Global positioni		· -		
Fixed F Flares FLR Flashing FLG Flight FLT Flight heck FLTCK Flight data processing system FDPS Flight information centre FIC Flight information region FIR\$ Flight information service FIS Flight management computer FMC Flight management system FMS\$ Flight management point FPAP Flight plan cancellation (message type designator) Flight plan filed in the air Flight plan route FPR Flight service station FSS Flight technical oferance FTT Flow management unit FLOW Flow management unit FLOW Flow management init FLOW Grass landing area GRASS Fog Fog FG Gravel GRVL Ground GRASN GRASN Ground GRASS Freezing FCS Freezing FCS Freezing FCS Freezing FZ Ground-based augmentation system FREQ Freezing rain FZRA Ground-based regional augmentation System (to be pronounced "GRE-BAS") GRAS† Freezing rain FZRA Frequency FREQ Ground controlled approach system or Freiday FRIQ Ground carb station GES	=			
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Friction coefficient FCT ground controlled approach GCA‡ Friday FRI Ground earth station GES		-		
Friday FRI Ground earth station GES		_		GCA†
				•
	From	FM		~

[†] When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.

[‡] When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.

^{*} Signal is also available for use in communicating with stations of the maritime mobile service.

 $^{\# \ \ \}textit{Signal for use in the teletypewriter service only}.$

Ground movement chart (followed by		I	
name/title)	GMC		
Ground proximity warning system	GPWS‡	I have nothing to send to you or none	NIL*†
Ground speed	GS	Ice crystals (very small ice crystals in	
Ground-to-air	G/A	suspension, also known as diamond	
Ground-to-air and air-to-ground	G/A/G	dust)	IC
		Ice on runway	IR
		Ice pellets	PL
Н		Icing	ICE
		Identification	IDENT†
Hail	GR	Identification beacon	IBN
Hazard beacon	HBN	Identification friend/foe	IFF
Haze	HZ	Identifier <i>or</i> identify	ID
Heading	HDG	If not possible	INP
Heading to a manual termination	VM	Immediate or immediately	IMT
Heading to an altitude	VA	Immigration	IMG
Heading to an intercept	VI	Improve <i>or</i> improving	IMPR
Head-up display	HUD	In and out of clouds	IAO
Heavy	HVY	In cloud	INC
Heavy (used to indicate the intensity of		Inbound	INBD
weather phenomena, e.g. heavy		Independent sideband	ISB
rain = HVY RA)	HVY	Indicated airspeed	IAS
Hectopascal	HPA	Indicator for maximum temperature (used	11 10
Height <i>or</i> height above	HGT	in the TAF code form)	TX
Helicopter	HEL	Inertial navigation system	INS
Helicopter approach path indicator	HAPI	Inertial reference system	IRS
Here or herewith	ER*	Information	INFO†
Hertz (cycle per second)	HZ	Information concerning en-route weather	II (I O
High and very high frequency direction-	112	phenomena which may affect the	
finding stations (at the same location)	HVDE	safety of aircraft operations	SIGMET†
High frequency [3 000 to 30 000 kHz]	HF‡	Information concerning en-route weather	SIGME1
High frequency direction-finding station	HDF	phenomena which may affect the	
High pressure area <i>or</i> the centre of high	IIDI	safety of low-level aircraft operations	AIRMET†
pressure	Н	Initial approach	INA
Higher	HYR	Initial approach fix	IAF
Holding	HLDG	Inland	LAN
Holding/racetrack to a fix	HF	Inner marker	IM
Holding/racetrack to a manual	111	Inoperative	INOP
termination	HM	In progress	INPR
Holding/racetrack to an altitude	HA	Install or installed or installation	INSTL
Holiday	HOL	Instrument	INSTR
Hospital aircraft	HOSP		INSTR
Hours		Instrument approach chart (followed by	IAC
Hurricane	HR HURCN	name/title) Instrument approach procedure	IAC IAP
Turrealle	HUKCIN		
		Instrument flight rules	IFR‡
	I	Instrument landing system	ILS‡

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 $^{\# \ \} Signal\ for\ use\ in\ the\ teletypewriter\ service\ only.$

Instrument meteorological conditions	IMC‡	Landing threshold point	LTP
Intensify <i>or</i> intensifying	INTSF	Landling the short point Landline teletypewriter	LTT
Intensity	INTST	Landinic teletypewriter Lateral navigation (to be pronounced	LII
Intermediate approach fix	IF IF	"EL-NAV")	LNAV†
International	INTL	Latitude	LAT
International general aviation	IGA	Layer or layered	LYR
International NOTAM office	NOF	Leave or leaving	LVE
International standard atmosphere	ISA	Left (preceded by runway designation	•
International system of units	SI	number to identify a parallel runway)	L
Interrogation sign (question mark)		Length	LEN
(to be used in AFS as a procedure		Level	LVL
signal)	IMI*	Light (used to indicate the intensity of	
Interrogator	INTRG	weather phenomena, interference or	
Interrupt <i>or</i> interruption <i>or</i> interrupted	INTRP	$static\ reports,\ e.g.\ light\ rain=FBL$	
Intersection	INT	RA)	FBL
Intersection of air routes	IAR	Light or lighting	LGT
In valleys	VAL	Light and variable (relating to wind)	LV
Isolated	ISOL	Light intensity high	LIH
		Light intensity low	LIL
		Light intensity medium	LIM
J		Lighted	LGTD
		Limited	LTD
January	JAN	Line (used in SIGMET)	LINE
Jet stream	JTST	Local or locally or location or located	LCA
July	JUL	Local mean time	LMT
June	JUN	Local routine meteorological report	
		(in abbreviated plain language)	MET REPORT
		Local special meteorological report	1,121 1,21 01,1
K		(in abbreviated plain language)	SPECIAL†
		Localizer	LOC
Kilograms	KG	Localizer performance with vertical	Loc
Kilohertz	KHZ	guidance	LPV
Kilometres	KM	Locator	L
Kilometres per hour	KMH	Locator, middle	LM
Kilopascal	KPA	Locator, initiale Locator, outer	LO
Kilowatts	KFA KW		LO
Knots	KT	Logical acknowledgement (message type	LAM
		designator)	LAM
Knots indicated airspeed	KIAS	Long (used to indicate the type of	LNC
		approach desired or required)	LNG
т		Longitude	LONG
L		Long range	LRG
		LORAN (long range air navigation	
Landing	LDG	system)	LORAN†
Landing direction indicator	LDI	Low drifting (followed by $DU = dust$,	
Landing distance available	LDA	$SA = sand \ or \ SN = snow)$	DR
Landing distance available, helicopter	LDAH	Low frequency [30 to 300 kHz]	LF

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 $^{\# \ \ \}textit{Signal for use in the teletypewriter service only}.$

Low pressure area <i>or</i> the centre of low		Meteorological information for aircraft in	
pressure	L	flight	VOLMET†
Low visibility procedures	LVP	Meteorological watch office	MWO
		Metres (preceded by figures)	M
		Metres per second	MPS
M		Metric units	MTU
		Microburst	MBST
Mach number (followed by figures)	M	Microwave landing system	MLS‡
Magnetic	MAG	Middle marker	MM
Magnetic bearing	QDR	Mid-point (related to RVR)	MID
Magnetic heading (zero wind)	QDM‡	Military	MIL
Magnetic orientation of runway	QFU	Military operating area	MOA
Magnetic variation	VAR	Minimum	MNM
Maintain	MNTN	Minimum crossing altitude	MCA
Maintenance	MAINT	Minimum descent altitude	MDA
Manual A1 simplex	MAS	Minimum descent height	MDH
March	MAR	Minimum en-route altitude	MEA
Marker radio beacon	MKR	Minimum eye height over threshold (for	
Maximum	MAX	visual approach slope indicator	
Maximum authorized altitude	MAA	systems)	MEHT
Maximum tempterature (followed by		Minimum navigation performance	
figures in TAF)	TX	specifications	MNPS
Maximum value of wind speed or runway		Minimum obstacle clearance (required)	MOC
visual range (followed by figures in		Minimum obstacle clearance altitude	MOCA
METAR/SPECI and TAF)	P	Minimum operational performance	
May	MAY	standards	MOPS†
Mean sea level	MSL	Minimum reception altitude	MRA
Medium and high frequency direction-		Minimum safe altitude warning	MSAW
finding stations (at the same location)	MHDF	Minimum sector altitude	MSA
Medium and very high frequency		Minimum temperature (followed by	
direction-finding stations		figures in TAF)	TN
(at the same location)	MVDF	Minimum value of runway visual range	
Medium frequency [300 to 3 000 kHz]	MF	(followed by figures in	
Medium frequency direction-finding		METAR/SPECI)	M
station	MDF	Minus	MS
Medium, high and very high frequency		Minutes	MIN*
direction-finding stations (at the same		Missed approach holding fix	MAHF
location)	MHVDF	Missed approach point	MAPT
Medium range	MRG	Missed approach turning fix	MATF
Megahertz	MHZ	Missing (transmission identification)	
Message	MSG	(to be used in AFS as a procedure	
Message (transmission identification)		signal)	MIS
has been misrouted (to be used in		Mist	BR
AFS as a procedure signal)	MSR#	Mixed type of ice formation (white and	
Meteorological or meteorology	MET†	clear)	MX

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Moderate (used to indicate the intensity		No specific working hours	HX
of weather phenomena, interference		No transgression zone	NTZ‡
or static reports, e.g. moderate		Noise abatement departure procedure	NADP
rain = MODRA)	MOD	Non-directional radio beacon	NDB‡
Modification (message type designator)	CHG	Non-precision approach	NPA
Modulated continuous wave	MCW	None <i>or</i> I have nothing to send to you	NIL*†
Monday	MON	Normal	NML
Monitor <i>or</i> monitoring <i>or</i> monitored	MNT	Normal operating zone	NOZ‡
Monopulse secondary surveillance radar	MSSR	North or northern latitude	N
Mountain	MT	North Atlantic	NAT
Mountain waves	MTW	Northbound	NB
Move or moving or movement	MOV	North-east	NE
Multi-functional transport satellite		North-eastbound	NEB
(MTSAT) satellite-based		North-north-east	NNE
augmentation system (to be		North-north-west	NNW
pronounced "EM-SAS")	MSAS†	North-west	NW
7		North-westbound	NWB
		Not before	NBFR
N		Notice distributed by means of	
_,		telecommunication containing	
National	NTL	information concerning the	
National AIS system centre	NASC†	establishment, condition or change	
Nautical miles	NM	in any aeronautical facility, service,	
Navigation	NAV	procedure or hazard, the timely	
Navigation system error	NSE	knowledge of which is essential to	
Near <i>or</i> over large towns	CIT	personnel concerned with flight	
Next	NXT	operations	NOTAM†
Night	NGT	Notification of an aircraft accident	ACCID
Nil significant cloud	NSC	November	NOV
Nil significant weather	NSW	Number	NR
Nimbostratus	NS	Tumber	1111
No <i>or</i> negative <i>or</i> permission not granted	115		
or that is not correct	NEG	0	
No change	NC	· ·	
No cloud detected (used in automated	110	Obscure <i>or</i> obscured <i>or</i> obscuring	OBSC
METAR/SPECI)	NCD	Observe <i>or</i> observed <i>or</i> observation	OBS
No directional variations available (used	TCD	Obstacle	OBST
in automated METAR/SPECI)	NDV	Obstacle assessment surface	OAS
No distinct tendency (in RVR during	T(D)	Obstacle clearance altitude	OCA
previous 10 minutes)	N	Obstacle clearance height	OCH
No (negative) (to be used in AFS as a	11	Obstacle clearance surface	OCS
procedure signal)	NO	Obstacle free zone	OFZ
No name, unnamed	NN	Obstacle identification surface	OIS
No reply heard	NRH	Occasional <i>or</i> occasionally	OCNL
No significant change (used in trend-type	11111	Occulting (<i>light</i>)	OCC
landing forecasts)	NOSIG†	Ocean station vessel	OSV
idiuing joiccusis)	110010	Occan station vesser	05 v

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Occania anno control contro	OAC I	Duractica lavy ammus ab	DI A
Oceanic area control centre	OAC	Practice low approach	PLA
Oceanic control area	OCA	Precision approach	PA
October	OCT	Precision approach lighting system	DALC
On-line data interchange	OLDI†	(specify category)	PALS
On request	O/R	Precision approach path indicator	PAPI†
On top	OTP	Precision approach radar	PAR‡
Opaque, white type of ice formation	OPA	Precision approach terrain chart (followed	
Open <i>or</i> opening <i>or</i> opened	OPN	by name/title)	PATC
Operations	OPS†	Pre-departure clearance	PDC‡
Operator <i>or</i> operate <i>or</i> operative		Preflight information bulletin	PIB
or operating or operational	OPR	Present level	PLVL
Operational control is the control		Present position	PPSN
indicated	OPC	Pressure system(s)	PSYS
Operational meteorological (information)	OPMET†	Primary	PRI
Order	ORD	Primary surveillance radar	PSR‡
Organized track system	OTS	Prior notice required	PN
Originate (to be used in AFS as a		Prior permission required	PPR
procedure signal)	OGN	Probability	PROB†
Outbound	OUBD	Procedure	PROC
Outer marker	OM	Procedure design gradient	PDG
Overcast	OVC	Procedure turn	PTN
Overhead	OHD	Procedures for air navigation services	PANS
		Proceed or proceeding	PCD
		Processed meteorological data in the	
P		form of grid point values expressed in	
		binary form (meteorological code)	GRIB
Parachute jumping exercise	PJE	Prohibited area (followed by	
Parallel	PARL	identification)	P
Parking	PRKG	Provisional	PROV
Passenger(s)	PAX		
Passing	PSG		
Pavement classification number	PCN	Q	
Performance	PER		
Performance-based navigation	PBN	Quadrant	QUAD
Permanent	PERM		
Persons on board	POB		
Pierced steel plank	PSP	R	
Pilot-controlled lighting	PCL		
Plan position indicator	PPI	Radar position indicator	RPI‡
Plus	PS	Radar position symbol	RPS
Point-in-space reference point	PRP	Radial	RDL
Point of no return	PNR	Radio	RDO
Polar track structure	PTS	Radio range	RNG
Position	PSN	Radiocommunication failure (message	•
Possible	POSS	type designator)	RCF
Power	PWR	Radiotelegraph	RTG
101101	- 1115	Radiotolograph	

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Radiotelephone	RTF	Request (to be used in AFS as a	
Radioteletypewriter	RTT	procedure signal)	RQ*
Ragged	RAG	Request flight plan (message type	
Rain	RA	designator)	RQP
Range (lights)	RG	Request level change en route	RLCE
Rate of climb	ROC	Request supplementary flight plan	1202
Rate of descent	ROD	(message type designator)	RQS
Rate of turn	R	Requested level not available	RLNA
Reach or reaching	RCH	Required communication performance	RCP‡
Reach cruising altitude	RCA	Required navigation performance	RNP‡
Receive <i>or</i> receiver	REC	Requirements	RQMNTS
Received (acknowledgement of receipt)	REC	Re-route	RERTE
(to be used in AFS as a procedure		Rescue boat	RB
signal)	R*	Rescue coordination centre	RCC
Receiver autonomous integrity	K	Rescue sub-centre	RSC
monitoring	RAIM†	Rescue vessel	RV
Receiving only	RON	Resolution advisory	RA
Recent (used to qualify weather	KON	Responder beacon	RSP
	RE	Restricted area (followed by	KSF
phenomena, e.g. recent rain = RERA) Reclarerance in flight	RIF		R
Reclearance in flight Recleared	RCLR	identification)	RTN
Red	RCLR R	Return <i>or</i> returned <i>or</i> returning Return to service	RTS
	K		RITE
Reduced vertical separation minimum		Right (direction of turn)	KIIE
(300 m (1 000 ft)) between FL 290	DVCM	Right (preceded by runway designation	D
and FL 410	RVSM‡	number to identify a parallel runway)	R
Reference datum height	RDH	Right-hand circuit	RHC
Reference path data selector	RPDS	Rime (used in aerodrome warnings)	RIME†
Reference to or refer to	REF	Root sum square	RSS
Regional AIS system centre	RASC†	Route	RTE
Regional OPMET bulletin exchange		Rules of the air and air traffic services	RAC
(scheme)	ROBEX†	Runway	RWY
Regional supplementary procedures	SUPPS	Runway (followed by figures in	_
Registration	REG	METAR/SPECI)	R
Rejected take-off distance available,		Runway alignment indicator	RAI
helicopter	RTODAH	Runway arresting gear	RAG
Relay to	RLA	Runway centre line	RCL
Remark	RMK	Runway centre line light(s)	RCLL
Remote altimeter setting source	RASS	Runway(s) cleared (used in	
Repeat or I repeat (to be used in AFS as a		METAR/SPECI)	CLRD
procedure signal)	RPT*	Runway control van	VAN
Repetitive flight plan	RPL	Runway edge light(s)	REDL
Replace or replaced	RPLC	Runway end light(s)	RENL
Report or reporting or reporting point	REP	Runway end safety area	RESA
Report leaving	RL	Runway lead-in lighting system	RLLS
Report reaching	RR	Runway surface condition	RSCD
Request or requested	REQ	Runway threshold light(s)	RTHL

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Runway touchdown zone light(s)	RTZL	Short (used to indicate the type of	
Runway visual range	RVR‡	approach desired or required)	BRF
Runway visual range	K V K.	Short range	SRG
		Short take-off and landing	STOL
S		Shower (followed by $RA = rain$, $SN =$	SIOL
S		snow, $PL = ice \ pellets, \ GR = hail, \ GS$	
Sand	SA	= small hail and/or snow pellets or	
Sandstorm	SS	*	
Sanitary	SAN	combinations thereof, e.g. SHRASN =	SH
•	SPOC	showers of rain and snow) Signal	SGL
SAR point of contact	SPOC	ě .	SIG
Satellite-based augmentation system (to	CD A C+	Significant	
be pronounced "ESS-BAS")	SBAS†	Simple approach lighting system	SALS
Satellite communication	SATCOM†	Simultaneous or simultaneously	SIMUL
Saturday	SAT	Single isolated wheel load	SIWL
Scattered	SCT	Single sideband	SSB
Schedule or scheduled	SKED	Slow	SLW
Sea (used in connection with sea-surface	an.	Small hail and/or snow pellets	GS
temperature and state of sea)	SEA	Smoke	FU
Sea-surface temperature (followed by		Snow	SN
figures in METAR/SPECI)	W	Snow grains	SG
Search and rescue	SAR	South or southern latitude	S
Search and rescue region	SRR	Southbound	SB
Secondary	SRY	South-east	SE
Secondary surveillance radar	SSR‡	South-eastbound	SEB
Seconds	SEC	South-south-east	SSE
Section	SECN	South-south-west	SSW
Sector	SECT	South-west	SW
Selective calling system	SELCAL†	South-westbound	SWB
Selective identification feature	SIF	Special air-report (message type	
September	SEP	designator)	ARS
Service or servicing or served	SER	Special position indicator	SPI
Service available during hours of		Special series of NOTAM notifying, by	
scheduled operation	HS	means of a specific format, change in	
Service available to meet operational		activity of a volcano, a volcanic	
requirements	НО	eruption and/or volcanic ash cloud	
Service message	SVC	that is of significance to aircraft	
Serviceable	SVCBL	operations	ASHTAM
Severe (e.g. used to qualify icing and		Special series NOTAM notifying the	
turbulence reports)	SEV	presence or removal of hazardous	
Shall I cancel telegram number? or		conditions due to snow, ice, slush or	
Cancel telegram number (to be		standing water associated with snow,	
used in AFS as a Q Code)	QTA	slush and ice on the movement area,	
Shall I run my test tape/a test sentence?		by means of a specific format	SNOWTAM†
or Run your test tape/a test sentence		Speed limiting point	SLP
(to be used in AFS as a Q Code)	QJH	Spot wind	SPOT†
Shallow fog	MIFG	Squall	SQ
	•		

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Squall line	SQL	T	
Stand by	SDBY		
Standard	STD	Tail wind	TAIL†
Standard deviation	SD	Take-off	TKOF
Standard instrument arrival	STAR†	Take-off distance available	TODA
Standard instrument departure	SID†	Take-off distance available, helicopter	TODAH
Standard regional route transmitting	·	Take-off run available	TORA
frequencies	RUT	Taxiing <i>or</i> taxi	TAX
Standards and Recommended Practices		Taxiing guidance system	TGS
[ICAO]	SARPS	Taxiway	TWY
Start of climb	SOC	Taxiway-link	TWYL
State of the sea (followed by figures in		Technical reason	TECR
METAR/SPECI)	S	Telephone	TEL
Station	STN	Teletypewriter	TT
Stationary	STNR	Temperature	T
Status	STS	Temporary <i>or</i> temporarily	TEMPO†
Step down fix	SDF	Temporary reserved airspace	TRA
Stop-end (related to RVR)	END	Terminal area surveillance radar	TAR
Stopway	SWY	Terminal arrival altitude	TAA
Stopway light(s)	STWL	Terminal control area	TMA‡
Straight-in approach	STA	Terminal VOR	TVOR
Stratiform	STF	Text (when the abbreviation is used to	
Stratocumulus	SC	request a repetition, the question	
Stratus	ST	mark (IMI) precedes the	
Subject to	SUBJ	abbreviation, e.g. IMI TXT) (to be	
Sunday	SUN	used in AFS as a procedure signal)	TXT*
Sunrise	SR	The address (when this abbreviation is	
Sunrise to sunset	HJ	used to request a repetition, the	
Sunset	SS	question mark (IMI) precedes the	
Sunset to sunrise	HN	abbreviation, e.g. IMI ADS) (to be	
Super high frequency [3 000 to		used in AFS as a procedure signal)	ADS*
30 000 MHz]	SHF	The last message received by me was	
Supersonic transport	SST	(to be used in AFS as a procedure	
Supplement (AIP Supplement)	SUP	signal)	LR
Supplementary flight plan (message type		The last message sent by me was or	
designator)	SPL	Last message was (to be used in	
Surface	SFC	AFS as a procedure signal)	LS
Surface movement control	SMC	This is a channel-continuity-check of	
Surface movement radar	SMR	transmission to permit comparison of	
Surveillance radar approach	SRA	your record of channel-sequence	
Surveillance radar element of precision		numbers of messages received on the	
approach radar system	SRE	channel (to be used in AFS as a	
		procedure signal)	CH#
		This is a duplicate message (to be used in	
		AFS as a procedure signal)	DUPE#
		Threshold	THR

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Threshold crossing height	тсн	Turn at an altitude/height	TA/H
Through	THRU	Turn height	TNH
Thunderstorm (in aerodrome reports and	TIIKO	Turning point	TP
forecasts, TS used alone means		T visual approach slope indicator system	11
thunder heard but no precipitation at		(to be pronounced "TEE-VASIS")	T-VASIS†
the aerodrome)	TS	Type of aircraft	TYP
Thunderstorm (followed by $RA = rain$,	13	Typhoon	TYPH
* *		Турноон	ППП
SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow			
		\mathbf{U}	
pellets or combinations thereof, e.g. TSRASN = thunderstorm with rain		C	
	TS	LITTE to atical air navigation aid	TACAN
and snow)	THU	UHF tactical air navigation aid	TACAN†
Thursday	THU	Ultra high frequency [300 to 3 000 MHz]	UHF‡
Till (followed by time by which weather	TT	Ultra high frequency direction-finding	LIDE
change is forecast to end)	TL	station	UDF
To (place)	TO	Ultra long range	ULR
Top of climb	TOC	Unable	UNA
Tornado	TDO	Unable higher due traffic	UHDT
Touch-and-go landing	TGL	Unable to approve	UNAP
Touchdown and lift-off area	TLOF	Uncertainty phase	INCERFA†
Touchdown zone	TDZ	Unidentified precipitation (used in	IID.
Towering cumulus	TCU	automated METAR/SPECI)	UP
Toxic	TOX	Unlimited	UNL
Track	TR	Unmanned aircraft	UA
Track to fix	TF	Unmanned aircraft system	UAS
Traffic	TFC	Unreliable	UNREL
Traffic advisory	TA	Unserviceable	U/S
Traffic alert and collision avoidance		Until	TIL†
system resolution advistory (to be		Until advised by	UAB
pronounced "TEE-CAS-AR-AY")	TCAS RA†	Until further notice	UFN
Traffic information broadcast by aircraft	TIBA†	Until past (place)	TIP
Transition altitude	TA	Upper air route	UAR
Transition level	TRL	Upper area control centre	UAC
Transmits or transmitter	TRANS	Upper control area	UTA
Trend forecast	TREND†	Upper flight information region	UIR‡
Tropical cyclone	TC	Upper information centre	UIC
Tropical cyclone advisory centre	TCAC	Upward (tendency in RVR during	
Tropopause	TROP	previous 10 minutes)	U
True (preceded by a bearing to indicate	_		
reference to True North)	T	T 7	
True airspeed	TAS	${f V}$	
True bearing	QTE		
Tsunami (used in aerodrome warnings)	TSUNAMI†	Variable	VRB
Tuesday	TUE	Variations from the mean wind direction	
Turbulence	TURB	(preceded and followed by figures in	
Turn altitude	TNA	METAR/SPECI, e.g. 350V070)	V

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Variations from the mean wind speed		W	
(gusts) (followed by figures in			
METAR/SPECI and TAF)	G	Warning	WRNG
Vector to final	VTF	Waterspout	WTSPT
Vertical	VER	Way-point	WPT
Vertical navigation (to be pronounced		We agree or It is correct (to be used in	
"VEE-NAV")	VNAV†	AFS as a procedure signal)	OK*
Vertical path angle	VPA	Weaken or weakening	WKN
Vertical speed	VSP	Weather	WX
Vertical take-off and landing	VTOL	Wednesday	WED
Vertical visibility (followed by figures in		Weight	WT
METAR/SPECI and TAF)	VV	West <i>or</i> western longitude	W
Very high frequency [30 to 300 MHz]	VHF‡	Westbound	WB
Very high frequency direction-finding	T	West-north-west	WNW
station	VDF	West-south-west	WSW
Very important person	VIP‡	What is my distance to your station? or	
Very long range	VLR	Your distance to my station is	
Very low frequency [3 to 30 kHz]	VLF	(distance figures and units) (to be	
VHF omnidirectional radio range	VOR‡	used in radiotelegraphy as a Q Code)	QGE
Vicinity	VCY	White	W
Vicinity of the aerodrome (followed by	, 01	White type of ice formation, opaque	OPA
FG = fog, FC = funnel cloud,		Wide area augmentation system	WAAS†
SH = shower, PO = dust/sand whirls,		Widespread	WDSPR
$BLDU = blowing \ dust, \ BLSA =$		Width or wide	WID
blowing sand, $BLSN = blowing snow$,		Will comply	WILCO†
DS = duststorm, $SS = sandstorm$,		Will you give me the position of my	WILCO
TS = thunderstorm, ss = sunastorm, TS = thunderstorm or VA = volcanic		station according to the bearings	
ash, e.g. VCFG = vicinity)	VC	taken by the D/F stations which you	
Visibility	VIS	control? or The position of your	
Visibility, cloud and present weather	V 15	station according to the bearings	
better than prescribed values or		taken by the D/F stations that I	
conditions (to be pronounced		control was latitude longitude	
"KAV-OH-KAY")	CAVOK†	(or other indication of position), class	
Visual approach chart (followed by	CHVOIL	at hours (to be used in	
name/title)	VAC	radiotelegraphy as a Q Code)	QTF
Visual approach slope indicator systems	VASIS	Will you indicate the TRUE track to	QII
Visual-aural radio range	VASIS	reach you? or The TRUE track to	
Visual flight rules	VFR‡	reach me is degrees at hours	
Visual manoeuvre with prescribed track	VPT	(to be used in radiotelegraphy as a Q	
Visual meteorological conditions	VMC‡	Code)	QUJ
Visual reference to the ground, by	VSA	Will you relay to free of charge? or I	QUI
Volcanic ash	VA VA	will relay to free of charge (to be	
Volcanic ash Volcanic ash advisory centre	VA	used in AFS as a Q Code)	QSP
VOR airborne equipment test facility	VAAC	Wind	WIND
VOR and TACAN combination	VOT VORTAC†	Wind direction indicator	WDI
VOIX and TACAIN COmbination	VORTAC	Wind shear	WDI WS
		vv iiiu siicai	WD

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Wind speed	WSPD	World Geodetic System — 1984	WGS-84
Wing bar lights	WBAR	Worldwide web	WWW
With effect from or effective from	WEF		
With immediate effect or effective	WIE		
immediately		Y	
Within	WI		
Without	WO	Yellow	Y
Work in progress	WIP	Yellow caution zone (runway lighting)	YCZ
World Aeronautical Chart — ICAO		Yes or affirm or affirmative or that is	
1:1 000 000 (followed by name/title)	WAC	correct	AFM
World area forecast centre	WAFC	Yes (affirmative) (to be used in AFS as a	
		procedure signal)	YES*
		Your	YR

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ABBREVIATIONS FOR IDENTIFYING AERONAUTICAL FIXED SERVICE (AFS) MESSAGES

Abbreviations for use as the first word of the text of a message

ENCODE

Aircraft Accident Notification Message	S	Meteorological Messages	
Notification of an aircraft accident	ACCID	Data designators for meteorological bulletins are given in the <i>Manual</i> of Aeronautical Meteorological Practice (Doc 8896)	
Air Traffic Services Messages		Other	
Acceptance Alerting Arrival Coordination Current flight plan Delay Departure Estimate Filed flight plan Flight plan cancellation	ACP ALR ARR CDN CPL DLA DEP EST FPL CNL	Other messages Notice distributed by means of telecommunication 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 flight operations	NOTAM
Logical acknowledgement Modification Radio communication failure Request flight plan Request supplementary flight plan Supplementary flight plan	LAM CHG RCF RQP RQS SPL	Special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area, by means of a specific format Service message (to be used by AFS stations only)	SNOWTAM SVC

ABBREVIATIONS AND TERMS TO BE TRANSMITTED AS SPOKEN WORDS WHEN USED IN RADIOTELEPHONY

DECODE

ACARS	(to be pronounced "AY-CARS") Aircraft communication addressing and	GAGAN	GPS and geostationary earth orbit augmented navigation
	reporting system	GBAS	(to be pronounced "GEE-BAS") Ground-
ACAS	Airborne collision avoidance system	CLONAGG	based augmentation system
ADIZ	(to be pronounced "AY-DIZ") Air defence identification zone	GLONASS	(to be pronounced "GLO-NAS") Global orbiting navigation satellite system
AIREP	Air-report	GRAS	(to be pronounced "GRASS") Ground-
AIRMET	Information concerning en-route weather	0.1.1.0	based regional augmentation system
	phenomena which may affect the		
	safety of low-level aircraft operations	IDENT	Identification
ALERFA	Alert phase	INCERFA	Uncertainty phase
APAPI	(to be pronounced "AY-PAPI") Abbreviated precision approach path	INFO	Information
	indicator	LNAV	(to be pronounced "EL-NAV") Lateral
ATIS	Automatic terminal information service		navigation
AT-VASIS	(to be pronounced "AY-TEE-VASIS")	LORAN	LORAN (long range air navigation
	Abbreviated T visual approach slope indicator system		system)
AVGAS	Aviation gasoline	MET	Meteorological or meteorology
11 (0110	117 Idelon gasonic	METAR	Aviation routine weather report (in
BARO-VNAV	(to be pronounced "BAA-RO-VEE-		aeronautical meteorological code)
	NAV") Barometric vertical navigation	MOPS	Minimum operational performance
BASE	Cloud base		standards
		MSAS	(to be pronounced "EM-SAS") Multi-
CAVOK	(to be pronounced "KAV-OH-KAY")		functional transport satellite
	Visibility, cloud and present weather		(MTSAT) satellite-based
	better than prescribed values or		augmentation system
CIDIN	conditions	NACC	Nistianal AIC austana austra
CIDIN	Common ICAO data interchange network	NASC NIL	National AIS system centre None <i>or</i> I have nothing to send you
D-ATIS	(to be pronounced "DEE-ATIS") Data	NOSIG	No significant change (used in trend-type
D-A115	link automatic terminal information	NOSIG	landing forecast)
	service	NOTAM	A notice distributed by means of
DETRESFA	Distress phase	11011111	telecommunication containing
	r		information concerning the
EFIS	(to be pronounced "EE-FIS") Electronic		establishment, conditions or change
	flight instrument system		in any aeronautical facility, service,
EGNOS	(to be pronounced "EGG-NOS")		procedure or hazard, the timely
	European geostationary navigation		knowledge of which is essential to
	overlay service		personnel concerned with flight
ELBA	Emergency location beacon — aircraft		operations
FRONT	Front (relating to weather)	OLDI	On-line data interchange
FROST	Frost (used in aerodrome warnings)	OPMET	Operational meteorological (information)

OPS	Operations	SPECIAL	Special meteorological report (in abbreviated plain language)
PAPI	Precision approach path indicator	SPOT	Spot wind
PROB	Probability	STAR	Standard instrument arrival
RAIM	Receiver autonomous integrity	TACAN TAF	UHF tactical air navigation system Aerodrome forecast
DACC	monitoring	TAIL	Tail wind
RASC	Regional AIS system centre		
RIME RNAV	Rime (used in aerodrome warnings) (to be pronounced "AR-NAV") Area navigation	TCAS RA	(to be pronounced "TEE-CAS-AR-AY") Traffic alert and collision avoidance system resolution advisory
ROBEX	Regional OPMET bulletin exchange	TEMPO	Temporary or temporarily
	(scheme)	TIBA	Traffic information broadcast by aircraft
		TIL	Until
SATCOM	Satellite communication	TOP	Cloud top
SBAS	(to be prounounced "ESS-BAS")	TREND	Trend forecast
	Satellite-based augmentation system	TSUNAMI	Tsunami (used in aerodrome warnings)
SELCAL	Selective calling system	T-VASIS	(to be pronounced "TEE-VASIS")
SID	Standard instrument departure		T visual approach slope indicator
SIGMET	Information concerning en-route weather phenomena which may affect the		system
SNOWTAM	safety of aircraft operations A special series NOTAM notifying the	VNAV	(to be pronounced "VEE-NAV") Vertical navigation
	presence or removal of hazardous conditions due to snow, ice, slush or	VOLMET	Meteorological information for aircraft in flight
	standing water associated with snow, slush and ice on the movement area,	VORTAC	VOR and TACAN combination
	by means of a specific format	WAAS	Wide area augmentation system
SPECI	Aviation selected special weather report (in aeronautical meteorological code)	WILCO	Will comply

ABBREVIATIONS AND TERMS TO BE TRANSMITTED AS SPOKEN WORDS WHEN USED IN RADIOTELEPHONY

ENCODE

Abbreviated precision approach path indicator (to be pronounced "AY-PAPI")	APAPI	Front (relating to weather) Frost (used in aerodrome warnings)	FRONT FROST
Abbreviated T visual approach slope indicator system (to be pronounced "AY-TEE-VASIS")	AT-VASIS	Global orbiting navigation satellite system (to be pronounced "GLO-NAS")	GLONASS
Aerodrome forecast	TAF	GPS and geostationary earth orbit	GAGAN
Airborne collision avoidance system Aircraft communication addressing and reporting system (to be pronounced	ACAS ACARS	augmented navigation Ground-based augmentation system (to be pronounced "GEE-BAS")	GBAS
"AY-CARS") Air defence identification zone (to be pronounced "AY-DIZ")	ADIZ	Ground-based regional augmentation system (to be pronounced "GRASS")	GRAS
Air-report	AIREP	Identification	IDENT
Alert phase	ALERFA	Information	INFO
Area navigation (to be pronounced "AR-NAV")	RNAV	Information concerning en-route weather phenomena which may	SIGMET
Automatic terminal information service	ATIS	affect the safety of aircraft	
Aviation gasoline	AVGAS	operations	
Aviation routine weather report (in aeronautical meteorological code)	METAR	Information concerning en-route weather phenomena which may	AIRMET
Aviation selected special weather report (in aeronautical meteorological code)	SPECI	affect the safety of low-level aircraft operations	
,		Lateral navigation (to be pronounced	LNAV
Barometric vertical navigation (to be	BARO-VNAV	"EL-NAV")	
pronounced "BAA-RO-VEE-NAV")		LORAN (long range air navigation system)	LORAN
Cloud base	BASE		
Cloud top	TOP	Meteorological or meteorology	MET
Common ICAO data interchange network	CIDIN	Meteorological information for aircraft in flight	VOLMET
Data link automatic terminal	D-ATIS	Minimum operational performance standards	MOPS
information service (to be pronounced "DEE-ATIS")		Multi-functional transport satellite (MTSAT) satellite-based augmentation	MSAS
Distress phase	DETRESFA	system (to be pronounced "EM-SAS")	
Electronic flight instrument system (to be pronounced "EE-FIS")	EFIS	National AIS system centre None <i>or</i> I have nothing to send you	NASC NIL
Emergency location beacon — aircraft European geostationary navigation overlay service (to be pronounced "EGG-NOS")	ELBA EGNOS	No significant change (used in trend- type landing forecast)	NOSIG

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Notice distributed by means of telecom- munication containing information concerning the establishment, conditions or change in any	NOTAM	Spot wind Standard instrument arrival Standard instrument departure	SPOT STAR SID
aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to		Tail wind Temporary <i>or</i> temporarily Traffic alert and collision avoidance	TAIL TEMPO TCAS RA
personnel concerned with flight operations		system resolution advisory (to be pronounced "TEE-CAS-AR-AY")	
On-line data interchange	OLDI	Traffic information broadcast by aircraft	TIBA
Operational meteorological	OPMET	Trend forecast	TREND
(information)	OI WILI	Tsunami (used in aerodrome warnings)	TSUNAMI
Operations	OPS	T visual approach slope indicator system (to be pronounced "TEE—	T-VASIS
Precision approach path indicator	PAPI	VASIS")	
Probability	PROB		
		UHF tactical air navigation system	TACAN
Receiver autonomous integrity monitoring	RAIM	Uncertainty phase Until	INCERFA TIL
Regional AIS system centre	RASC		
Regional OPMET bulletin exchange (scheme)	ROBEX	Vertical navigation (to be pronounced "VEE-NAV")	VNAV
Rime (used in aerodrome warnings)	RIME	Visibility, cloud and present weather better than prescribed values or	CAVOK
Satellite-based augmentation system (to be pronounced "ESS-BAS")	SBAS	conditions (to be pronounced "'KAV-OH-KAY")	
Satellite communication	SATCOM	VOR and TACAN combination	VORTAC
Selective calling system	SELCAL		
Special meteorological report (in abbreviated plain language)	SPECIAL	Wide area augmentation system Will comply	WAAS WILCO
Special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area, by means of a specific format	SNOWTAM		

ABBREVIATIONS AND TERMS TO BE TRANSMITTED USING THE INDIVIDUAL LETTERS IN NON-PHONETIC FORM WHEN USED IN RADIOTELEPHONY

DECODE

ACC	Area control centre <i>or</i> area control	MLS	Microwave landing system
ADF	Automatic direction-finding equipment		8 · J · · · · · · · · · · · · · · · · ·
ADS-B	Automatic dependent surveillance —	NDB	Non-directional radio beacon
	broadcast	NOZ	Normal operating zone
ADS-C	Automatic dependent surveillance —	NTZ	No transgression zone
	contract		-
AFTN	Aeronautical fixed telecommunication	PAR	Precision approach radar
	network	PDC	Pre-departure clearance
ATA	Actual time of arrival	PSR	Primary surveillance radar
ATC	Air traffic control (in general)		
ATD	Actual time of departure	QDM	Magnetic heading (zero wind)
		QFE	Atmospheric pressure at aerodrome
CB	(to be pronounced "CEE BEE")		elevation (or at runway threshold)
	Cumulonimbus	QNH	Altimeter sub-scale setting to obtain
CPDLC	Controller-pilot data link communications		elevation when on the ground
DME	Distance measuring equipment	RCP	Required communication performance
		RNP	Required navigation performance
ETA	Estimated time of arrival <i>or</i> estimating	RPI	Radar position indicator
	arrival	RVR	Runway visual range
ETD	Estimated time of departure <i>or</i> estimating	RVSM	Reduced vertical separation minimum
	departure		(300 m (1 000 ft)) between FL 290
FILE	TT: 1		and FL 410
FIR	Flight information region	ann	0 1 "11 1
FMS	Flight management system	SSR	Secondary surveillance radar
GCA	Ground controlled approach system or	TMA	Terminal control area
GCA	ground controlled approach	INIA	Terminal control area
GLS	GBAS landing system	UHF	Ultra high frequency [300 to 3 000 MHz]
GNSS	Global navigation satellite system	UIR	Upper flight information region
GPS	Global positioning system	UTC	Coordinated universal time
GPWS	Ground proximity warning system	010	Coordinated universal time
GI WB	Ground proximity warming system	VFR	Visual flight rules
HF	High frequency [3 000 to 30 000 KHz]	VHF	Very high frequency [30 to 300 MHz]
111	ringin frequency [5 000 to 50 000 Rriz]	VIP	Very important person
IFR	Instrument flight rules	VMC	Visual meteorological conditions
ILS	Instrument landing system	VOR	VHF omnidirectional radio range
IMC	Instrument meteorological conditions	. 011	· ommonetheman radio range

ABBREVIATIONS AND TERMS TO BE TRANSMITTED USING THE INDIVIDUAL LETTERS IN NON-PHONETIC FORM WHEN USED IN RADIOTELEPHONY

ENCODE

Actual time of arrival	ATA	High frequency [3 000 to 30 000 KHz]	HF
Actual time of departure	ATD		TED
Aeronautical fixed telecommunication	AFTN	Instrument flight rules	IFR
network		Instrument landing system	ILS
Air traffic control (in general)	ATC	Instrument meteorological conditions	IMC
Altimeter sub-scale setting to obtain	QNH		
elevation when on the ground		Magnetic heading (zero wind)	QDM
Area control centre or area control	ACC	Microwave landing system	MLS
Atmospheric pressure at aerodrome	QFE		
elevation (or at runway threshold)		No transgression zone	NTZ
Automatic dependent surveillance —	ADS-B	Non-directional radio beacon	NDB
broadcast		Normal operating zone	NOZ
Automatic dependent surveillance —	ADS-C		
contract		Precision approach radar	PAR
Automatic direction-finding equipment	ADF	Pre-departure clearance	PDC
		Primary surveillance radar	PSR
Controller-pilot data link communications	CPDLC	-	
Coordinated universal time	UTC	Radar position indicator	RPI
Cumulonimbus (to be pronounced "CEE BEE")	СВ	Reduced vertical separation minimum (300 m (1 000 ft)) between FL 290	DVC
Distance and a second	DME	and FL 410	RVSN
Distance measuring equipment	DME	Required communication performance	RCP
	TOTAL A	Required navigation performance	RNP
Estimated time of arrival <i>or</i> estimating arrival	ETA	Runway visual range	RVR
Estimated time of departure <i>or</i> estimating	ETD	Secondary surveillance radar	SSR
departure			
		Terminal control area	TMA
Flight information region	FIR		
Flight management system	FMS	Ultra high frequency [300 to 3 000 MHz]	UHF
		Upper flight information region	UIR
GBAS landing system	GLS		
Global navigation satellite system	GNSS	Very high frequency [30 to 300 MHz]	VHF
Global positioning system	GPS	Very important person	VIP
Ground controlled approach system <i>or</i>		VHF omnidirectional radio range	VOR
ground controlled approach	GCA	Visual flight rules	VFR
Ground proximity warning system	GPWS	Visual meteorological conditions	VMC
			0

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DESIGNATION OF TYPICAL RADIOCOMMUNICATION EMISSIONS

Type of modulation of main carrier	Type of transmission	Supplementary characteristics	Abbre- viation
None	Continuous wave	_	NON
Amplitude modulation	Telegraphy without the use of a modulating audio frequency (by on-off keying)	_	A1A
	Telegraphy by the on-off keying of an amplitude-modulating audio frequency or audio frequencies, or by the on-off keying of the modulated emission (special case; an unkeyed emission amplitude modulated)	_	A2A
	Telephony	Double sideband	A3A
		Single sideband, reduced carrier	R3E
		Single sideband, full carrier	НЗЕ
		Single sideband, suppressed carrier	Ј3Е
		Two independent sidebands containing quantized or digital information	B7E
		Two independent sidebands containing analogue information	B8E
	Facsimile (by sub-carrier frequency modulation)	_	A4
		Single sideband, reduced carrier	R3C
		Single sideband, suppressed carrier	Ј3С
	Television	Vestigial sideband	C3F
	Multichannel voice-frequency telegraphy	Single sideband, reduced carrier	R7B
	Cases not covered by the above, e.g. a combination of telephony and telegraphy	Two independent sidebands	B9W
Frequency (or phase) modulation	Telegraphy by frequency shift keying without the use of a modulating audio frequency: one of two frequencies being emitted at any instant	_	F1A
	Telegraphy by the on-off keying of a frequency modulating audio frequency or by the on-off keying of a frequency modulated emission (special case: an unkeyed emission, frequency modulated)	_	F2A
	Telephony	_	F3E
	Facsimile by direct frequency modulation of the carrier	_	F1C
	Television	_	F3F

Type of modulation of main carrier	Type of transmission	Supplementary characteristics	Abbre- viation
	Four-frequency diplex telegraphy	_	F7B
Pulse modulation	A pulsed carrier without any modulation intended to carry information (e.g. radar)	_	PON
	Telegraphy by the on-off keying of a pulsed carrier without the use of a modulating audio frequency	_	P1D
	nere the main character is directly modulated by a signal which has been con the appropriate emission under Amplitude or Frequency modulation, above.	ded into quantized form (e.g. pulse code	modulation)
	Cases not covered by the above in which the main carrier is pulse modulated		WXX

 $Note. - For\ additional\ assistance,\ see\ ITU\ Radio\ Regulations, Appendix\ 1\ and\ Recommendation\ ITU-R\ SM.1138.$

SIGNAL REPORTING CODES

Codes for use in the international aeronautical telecommunication service for the preparation of messages relating to monitoring, propagation disturbance and radio interference reports

Introduction

- 1. A signal report shall consist of the code word SINPO or SINPFEMO followed by a five- or eight-figure group respectively rating the five or eight characteristics of the signal code.
 - 2. The letter X shall be used instead of a numeral for characteristics not rated.
- 3. Although the code word SINPFEMO is intended for telephony, either code word may be used for telegraphy or telephony as may be desired.

SINPO Signal Reporting Code

	S	I	N	P	О
		Degrading effect of		Overall	
Rating scale	Signal strength	Interference (QRM)	Noise (QRN)	Propagation disturbance	readability (QRK)
5	Excellent	Nil	Nil	Nil	Excellent
4	Good	Slight	Slight	Slight	Good
3	Fair	Moderate	Moderate	Moderate	Fair
2	Poor	Severe	Severe	Severe	Poor
1	Barely audible	Extreme	Extreme	Extreme	Unusable

SINPFEMO Signal Reporting Code

	S	I	N	P	F	Е	M	0
			Degrading effect of			Mod	dulation	
Rating scale	Signal strength	Interference (QRM)	Noise (QRN)	Propagation disturbance	Frequency of fading	Quality	Depth	Overall rating
5	Excellent	Nil	Nil	Nil	Nil	Excellent	Maximum	Excellent
4	Good	Slight	Slight	Slight	Slow	Good	Good	Good
3	Fair	Moderate	Moderate	Moderate	Moderate	Fair	Fair	Fair
2	Poor	Severe	Severe	Severe	Fast	Poor	Poor or Nil	Poor
1	Barely audible	Extreme	Extreme	Extreme	Very fast	Very poor	Continuously overmodulated	Unusable

THE NOTAM CODE

PREFACE

(See 5.2.2 and Appendix 6 of Annex 15)

1. Introduction

The NOTAM Code is provided to enable the coding of information regarding the establishment, condition or change of radio aids, aerodromes and lighting facilities, dangers to aircraft, or search and rescue facilities. The NOTAM Code is a comprehensive description of information contained in NOTAM. It serves as an important criterion for storage and retrieval of information, as well as for deciding whether an item is of operational significance or not. It also establishes the relevance of the NOTAM to the various types of flight operations and determines whether it must therefore be part of a pre-flight information bulletin. In addition, it assists in specifying those items which are subject to immediate notification processes. The NOTAM Code also standardizes the presentation of the related plain-language text required at Item E) of the NOTAM Format as contained in Appendix 6 of Annex 15. Thus, the NOTAM Code is the basis for determination of the qualifiers TRAFFIC, PURPOSE and SCOPE used in Q (Qualifiers) line and the related text to appear in Item E) of the NOTAM Format.

2. Procedures

The transmission of NOTAM over the international aeronautical telecommunication service is governed by the appropriate sections of Annex 10, Volume II, and Annex 15. The former contains information on the acceptability of and priority to be accorded to NOTAM for transmission over the aeronautical fixed service (AFS), the latter full instructions on the textual format and contents of NOTAM.

3. Composition

General

- 3.1 All NOTAM Code groups contain a total of five (5) letters. The first letter of the code group is always the letter Q to indicate that it is a code abbreviation for use in the composition of NOTAM. The letter Q has been chosen to avoid conflict with any assigned radio call sign.
- 3.2 The second and third letters identify the subject reported upon and the fourth and fifth letters denote its status of operation. The code identifying the subject or denoting its status of operation is, whenever possible, self-evident. Where more than one subject could be identified by the same self-evident code, the most important subject is chosen.
 - 3.3 If the subject of the NOTAM is not listed in the NOTAM Code, insert "XX" as the second and third letters.
 - 3.4 If the condition of the subject is not listed in the NOTAM Code, insert "XX" as the fourth and fifth letters.
- 3.5 When a NOTAM is issued containing a checklist of valid NOTAM, use KKKK as the second, third, fourth and fifth letters. When a NOTAM containing operationally significant information is issued in accordance with Appendix 4 and Chapter 6 of Annex 15 and when it is used to announce the existence of AIRAC AIP amendments or supplements (trigger NOTAM), insert "TT" as the fourth and fifth letters.

Classification by subject (second and third letters)

3.6 Facilities, services and other information which require coding have been classified by subject into sections and subsections. The second letter of the code group, which may be any letter of the alphabet except Q, indicates the subject subsections as follows:

AGA (A	erodromes)	
	<u>L</u> IGHTING facilities <u>M</u> OVEMENT and landing area <u>F</u> ACILITIES and services	— L — M — F
ATM (A	ir Traffic Management)	
	<u>AIRSPACE</u> organization air traffic and VOLMET <u>SERVICES</u> air traffic <u>PROCEDURES</u>	— A — S — P
CNS (C	ommunications, Navigation and Surveillance)	
	<u>C</u> OMMUNICATION and radar facilities <u>I</u> NSTRUMENT and microwave landing systems <u>G</u> NSS services terminal and en-route <u>N</u> AVIGATION facilities	— C — I — G — N
Navigaı	tion Warnings	
	airspace <u>R</u> ESTRICTIONS <u>W</u> ARNINGS	— R — W
Other In	nformation	
	OTHER information	-0

Classification by status (fourth and fifth letters)

- 3.7 The fourth letter of the code group, which may be any letter of the alphabet except Q, indicates status subsections as follows:
- A <u>A</u>VAILABILITY
- C <u>C</u>HANGES
- H <u>H</u>AZARD conditions
- L <u>L</u>IMITATIONS
- XX Other

The NOTAM Code — Preface 7-3

3.8 The following fourth and fifth letters of the NOTAM Code should be used in NOTAM cancellations:

AK: RESUMED NORMAL OPERATION

AL: OPERATIVE (OR REOPERATIVE) SUBJECT TO PREVIOUSLY PUBLISHED LIMITATIONS/CONDITIONS

AO: OPERATIONAL

CC: COMPLETED

XX: PLAIN LANGUAGE

4. Significations/uniform abbreviated phraseology

The significations/approved uniform abbreviated phraseology assigned to NOTAM Code groups, as required for use in Item E) of the NOTAM Format (Annex 15, Appendix 6), are to be amplified or completed where necessary by the addition of appropriate location indicators, name of station, geographical coordinates, abbreviations, frequencies, call signs, figures and plain language. ICAO abbreviations are to be used in preference to plain language wherever possible. In order to facilitate the dissemination of NOTAM by reducing the transmission time over telecommunication channels, eliminate translation and provide a suitable pre-flight information bulletin entry, the approved uniform abbreviated phraseology assigned to each signification of a two-letter combination in the NOTAM Code — Decode part is to be used in preference to significations wherever possible.

Note.— In addition, to meet certain requirements, a State may wish to provide a translation of the approved uniform phraseology in another language.

5. Text in parentheses

The information necessary to complete a signification/uniform abbreviated phraseology, as indicated between parentheses, shall be given as applicable.

6. Amplification of significations/uniform abbreviated phraseology

The following is applicable to amplification of significations/uniform abbreviated phraseology:

- a) amplifications relating to significations/uniform abbreviated phraseology of the second and third letters (subject of the NOTAM) must *precede* signification/uniform abbreviated phraseology of the NOTAM Code;
- b) amplifications relating to significations/uniform abbreviated phraseology of the fourth and fifth letters (status of operation) must *follow* signification/uniform abbreviated phraseology of the NOTAM Code.

Examples (as applicable to Item E) of the NOTAM Format)

- a) The touchdown zone lights of RWY 27 are not available due to power failure.
 - E) RWY 27 RTZL NOT AVBL DUE PWR FAILURE

- b) The taxiway edge lights of taxiway B are obscured by snow.
 - E) TWY B EDGE LGT OBSCURED BY SN
- c) On the strip of RWY 09/27 snow banks to a height of 15 ft exist.
 - E) RWY 09/27 STRIP SN BANKS HGT 15 FT
- d) The minimum sector altitude in the sector 90° to 180° inbound VOR ident DOM changed to 3 600 ft MSL.
 - E) 90 TO 180 DEG INBD VOR DOM MSA CHANGED 3 600 FT MSL

7. Use of NOTAM Code groups

7.1 Five-letter NOTAM Code groups are to be used in conjunction with the NOTAM Format (Annex 15, 5.2.1, 5.3.2 and Appendix 6). They also constitute the basis for determination of the qualifiers Traffic, Purpose and Scope. Both NOTAM Code groups and NOTAM qualifiers are to be inserted in Q (Qualifiers) line of the NOTAM Format.

Note.— The most commonly used NOTAM Code groups and their respective relation with the qualifiers Traffic, Purpose and Scope are presented in the NOTAM Selection Criteria tables (Doc 8126 — Aeronautical Information Services Manual, Attachment to Appendix C).

7.2 Five-letter NOTAM Code groups are formed in the following manner:

FIRST LETTER

The letter Q (see 3.1).

SECOND AND THIRD LETTERS

The appropriate combination of two letters selected from the "Second and Third Letters" section of the NOTAM Code to identify the facility, service or danger to aircraft being reported upon. (See 3.3, 3.5 and 3.6.)

FOURTH AND FIFTH LETTERS

The appropriate combination of two letters selected from the "Fourth and Fifth Letters" section of the NOTAM Code to denote the status of operation of the facility, service or danger to aircraft reported upon. (See 3.4, 3.5 and 3.7.)

Examples

Note.— In the examples of NOTAM below, the letters Q to G inclusive, each followed by a closing parenthesis, identify an item in the NOTAM Format (Annex 15, Appendix 6).

a) The distance measuring equipment (DME), at Paris/Orly, will not be available from the 31st day of March 1992 at 2359 UTC until the 1st day of April 1992 at 0600 UTC.

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NOTAM:

- Q) LFFF/QNDAU/IV/BO/AE/ . . .
- A) LFPO B) 9203312359 C) 9204010600
- E) DME NOT AVBL

Meaning of NOTAM:

Item Q):

- LFFF: ICAO location indicator identifying Paris FIR in which the facility reported on is located;
- QNDAU: The letter "Q" identifies the five-letter code group as the NOTAM Code group. Second and third letters "ND" identifying "distance measuring equipment" and fourth and fifth letters "AU" denoting that the facility is "not available";
- IV: Letters identifying that the information affects both IFR and VFR traffic;
- BO: Letters identifying that NOTAM is selected for pre-flight information bulletins entry and that it is operationally significant information for IFR flights;
- AE: Letters identifying that facility is serving a dual purpose as terminal and en-route aid.

Item A):

LFPO: ICAO location indicator identifying Paris/Orly, the location of the facility being reported on.

Item B):

— 9203312359: Date/time group of the beginning of the period of validity in which the facility is not available.

Item C):

— 9204010600: Date/time group of the end of the period of validity in which the facility is not available.

Item E):

- DME NOT AVBL: Plain-language entry using ICAO abbreviations.
- b) With immediate effect, the VHF omnidirectional radio range on frequency 116.9 MHz at New York/La Guardia will be out of service until approximately the 13th day of November 1992 at 0900 UTC.

NOTAM:

- Q) KZWY/QNVAS/IV/BO/AE/...
- A) KLGA B) 9211020615 C) 9211130900 EST
- E) 116.9 MHZ VOR U/S

Note.— In the above example, the amplification (i.e. VOR frequency 116.9 MHz) relating to the second and third letters precedes the NOTAM Code signification.

c) Runway 30 at Stockholm/Bromma is permanently closed for VFR operations.

NOTAM:

- Q) ESOS/QMRLV/V/NB/A/...
- A) ESSB B) 9210221430 C) PERM
- E) RWY 30 CLSD TO VFR OPS
- d) The VHF omnidirectional radio range on frequency 116.30 MHz station VOZICE in PRAHA FIR will be out of service from the 10th day of November 1992 at 0800 UTC until the 13th day of November 1992 at 0900 UTC.

NOTAM:

- Q) LKAA/QNVAS/IV/BO/E/...
- A) LKAA B) 9211100800 C) 9211130900
- E) VOZ 116.30 MHZ VOR U/S

Note.— In the above example, the amplification (i.e. station identification VOZ and VOR frequency 116.30 MHz) relating to the second and third letters precedes the NOTAM Code signification.

e) In the Montreal FIR, gunfiring will take place on the 21st day of February 1993 from 0800 UTC until 1100 UTC within an area of 10 NM radius around the location 45°37′ North, 74°00′ West from the surface up to an altitude of 6 100 m (20 000 ft) MSL.

NOTAM:

- Q) CZUL/QWMLW/IV/BO/W/000/200/4537N07400W010
- A) CZUL B) 9302210800 C) 9302211100
- E) GUN FRNG WILL TAKE PLACE RADIUS 10 NM AROUND 4537N07400W
- F) SFC G) 6100 M (20000 FT) MSL

THE NOTAM CODE — DECODE

SECOND AND THIRD LETTERS

Code	Signification	Uniform abbreviated phraseology
AGA Lighting f	acilities (L)	
LA LB LC LD LE LF LG LH LI LJ LK LL LM LP LR LS LT LU LV LW LX LY	Approach lighting system (specify runway and type) Aerodrome beacon Runway centre line lights (specify runway) Landing direction indicator lights Runway edge lights (specify runway) Sequenced flashing lights (specify runway) Pilot-controlled lighting High intensity runway lights (specify runway) Runway end identifier lights (specify runway) Runway alignment indicator lights (specify runway) Category II components of approach lighting system (specify runway) Low intensity runway lights (specify runway) Medium intensity runway lights (specify runway) Precision approach path indicator (specify runway) All landing area lighting facilities Stopway lights (specify runway) Threshold lights (specify runway) Helicopter approach path indicator Visual approach slope indicator system (specify type and runway) Heliport lighting Taxiway centre line lights (specify taxiway) Taxiway edge lights (specify taxiway)	als abn rcll ldi lgt redl sequenced flg lgt pcl high intst rwy lgt rwy end id lgt rai lgt cat II components als low intst rwy lgt medium intst rwy lgt papi ldg area lgt fac stwl thr lgt hapi vasis heliport lgt twy edge lgt
LZ AGA Movemen	Runway touchdown zone lights (specify runway) t and landing area (M)	rtzl
MA MB MC MD MG MH MK MM	Movement area Bearing strength (specify part of landing area or movement area) Clearway (specify runway) Declared distances (specify runway) Taxiing guidance system Runway arresting gear (specify runway) Parking area Daylight markings (specify threshold, centre line, etc.)	mov area bearing strength cwy declared dist tgs rag prkg area day markings

MN

MO

MP

MR

MS

MT

Apron

Stopbar (specify taxiway)

Aircraft stands (specify)

Runway (specify runway)

Stopway (specify runway)

Threshold (specify runway)

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apron

rwy

swy

thr

stopbar

acft stand

atz

Code	Signification	Uniform abbreviated phraseology
MU	Runway turning bay (specify runway)	rwy turning bay
MW	Strip/shoulder (specify runway)	strip/shoulder
MX	Taxiway(s) (specify)	twy
MY	Rapid exit taxiway (specify)	rapid exit twy
AGA Facilities a	and services (F)	
FA	Aerodrome	ad
FB	Friction measuring device (specify type)	friction measuring device
FC	Ceiling measurement equipment	ceiling measurement eqpt
FD	Docking system (specify AGNIS, BOLDS, etc.)	dckg system
FE	Oxygen (specify type)	oxygen
FF	Firefighting and rescue	fire and rescue
FG	Ground movement control	gnd mov ctl
FH	Helicopter alighting area/platform	hel alighting area
FI	Aircraft de-icing (specify)	acft de-ice
FJ	Oils (specify type)	oil
FL	Landing direction indicator	ldi
FM	Meteorological service (specify type)	met
FO	Fog dispersal system	fg dispersal
FP	Heliport	heliport
FS	Snow removal equipment	sn removal eqpt
FT	Transmissometer (specify runway and, where applicable, designator(s) of transmissometer(s))	transmissometer
FU	Fuel availability	fuel avbl
FW	Wind direction indicator	wdi
FZ	Customs/immigration	cust/immigration
ATM Airspace o	organization (A)	
_		
AA	Minimum altitude (specify en-route/crossing/safe)	mnm alt
AC	Control zone	ctr
AD	Air defence identification zone	adiz
AE	Control area	cta
AF	Flight information region	fir
AH	Upper control area	uta
AL	Minimum usable flight level	mnm usable fl
AN	Area navigation route	rnav rte
AO	Oceanic control area	oca
AP	Reporting point (specify name or coded designator)	rep
AR	ATS route (specify)	ats rte
AT	Terminal control area	tma
AU	Upper flight information region	uir
AV	Upper advisory area	uda
AX AZ	Significant point	sig

AZ

Aerodrome traffic zone

The NOTAM Code — Decode 7-9

Code Uniform abbreviated phraseology

ATM

Air traffic and VOLMET services (S)

VOLMET broadcast

SA	Automatic terminal information service	atis
SB	ATS reporting office	aro
SC	Area control centre	acc
SE	Flight information service	fis
SF	Aerodrome flight information service	afis
CI	Flory control contro	flow

flow ctl centre SLFlow control centre SO Oceanic area control centre oac SP Approach control service app Flight service station SS fss STAerodrome control tower twr SU Upper area control centre uac

SY Upper advisory service (specify) upper advisory ser

volmet

ATM

SV

Air traffic procedures (P)

PA	Standard instrument arrival (specify route designator)	star
PB	Standard VFR arrival	std vfr arr
PC	Contingency procedures	contingency proc
PD	Standard instrument departure (specify route designator)	sid
PE	Standard VFR departure	std vfr dep
PF	Flow control procedure	flow ctl proc
PH	Holding procedure	hldg proc
PΙ	Instrument approach procedure (specify type and runway)	instr apch proc
PK	VFR approach procedure	vfr apch proc
PL	Flight plan processing, filing and related contingency	fpl
PM	Aerodrome operating minima (specify procedure and amended minimum)	opr minima
PN	Noise operating restrictions	noise opr restrictions
PO	Obstacle clearance altitude and height (specify procedure)	oca och
PR	Radio failure procedure	rdo failure proc
PT	Transition altitude or transition level (specify)	ta/trl
PU	Missed approach procedure (specify runway)	missed apch proc
PX	Minimum holding altitude (specify fix)	mnm hldg alt
PZ	ADIZ procedure	adiz proc

CNS

Communications and surveillance facilities (C)

CA	Air/ground facility (specify service and frequency)	a/g fac
CB	Automatic dependent surveillance — broadcast (details)	ads-b
CC	Automatic dependent surveillance — contract (details)	ads-c
CD	Controller-pilot data link communications (details)	cpdlc
CE	En-route surveillance radar	rsr
CG	Ground controlled approach system	gca
CL	Selective calling system	selcal
CM	Surface movement radar	smr
CG CL	Ground controlled approach system Selective calling system	gca selcal

Code	Signification	Uniform abbreviated phraseology
CP	Precision approach radar (specify runway)	par
CR	Surveillance radar element of precision approach radar system (specify wavelength)	sre
CS	Secondary surveillance radar	ssr
CT	Terminal area surveillance radar	tar
	Terminar area survemance radar	tui
CNS		
Instrumen	t and microwave landing systems (I)	
IC	Instrument landing system (specify runway)	ils
ID	DME associated with ILS	ils dme
IG	Glide path (ILS) (specify runway)	ils gp
II	Inner marker (ILS) (specify runway)	ils im
IL	Localizer (ILS) (specify runway)	ils llz
IM	Middle marker (ILS) (specify runway)	ils mm
IN	Localizer (not associated with ILS)	llz
IO	Outer marker (ILS) (specify runway)	ils om
IS	ILS Category I (specify runway)	ils cat I
IT	ILS Category II (specify runway)	ils cat II
IU	ILS Category III (specify runway)	ils cat III
IW	Microwave landing system (specify runway)	mls
IX	Locator, outer (ILS) (specify runway)	ils lo
IY	Locator, middle (ILS) (specify runway)	ils lm
CNS GNSS ser	vices (G)	
GA	GNSS airfield-specific operations (specify operation)	gnss airfield
GW	GNSS area-wide operations (specify operation)	gnss area
CNS		
Terminal	and en-route navigation facilities (N)	
NA	All radio navigation facilities (except)	all rdo nav fac
NB	Non-directional radio beacon	ndb
NC	DECCA	decca
ND	Distance measuring equipment	dme
NF	Fan marker	fan mkr
NL	Locator (specify identification)	1
NM	VOR/DME	vor/dme
NN	TACAN	tacan
NO	OMEGA	omega
NT	VORTAC	vortac
NV	VOR	vor
NX	Direction-finding station (specify type and frequency)	df

The NOTAM Code — Decode 7-11

Uniform abbreviated phraseology

Navigation Warnings

Airspace restrictions (R)

Code

RA Airspace reservation (specify) airspace reservation RD Danger area (specify) . . . d . .

RMMilitary operating areamoaROOverflying of . . . (specify)overflyingRPProhibited area (specify). . p . .RRRestricted area. . r . .

Signification

RT Temporary restricted area (specify area) tempo restricted area

Navigation Warnings

Warnings (W)

WA Air display air display
WB Aerobatics aerobatics

WC Captive balloon or kite captive balloon/kite
WD Demolition of explosives demolition of explosives

WE Exercises (specify) exer
WF Air refuelling air refuelling
WG Glider flying gld fly

WH Blasting blasting

WJ Banner/target towing
WL Ascent of free balloon
WM Missile, gun or rocket firing
WP Parachute jumping exercise, paragliding or hang gliding
missile/gun/rocket/frng
pje/paragliding/hang gliding

WR Radioactive materials or toxic chemicals (specify) radioactive materials/toxic

chemicals

WS Burning or blowing gas
WT Mass movement of aircraft burning/blowing gas
mass mov of acft

WU Unmanned aircraft ua

WV Formation flight formation flt

WW Significant volcanic activity significant volcanic act

WY Aerial survey
WZ Model flying aerial survey
model fly

Other Information (O)

OA	Aeronautical information service	ais
OB	Obstacle (specify details)	obst

OE Aircraft entry requirements acft entry rqmnts

OL Obstacle lights on . . . (specify) obst lgt
OR Rescue coordination centre rcc

THE NOTAM CODE — DECODE

FOURTH AND FIFTH LETTERS

Uniform abbreviated Signification Codephraseology Availability (A) ACWithdrawn for maintenance withdrawn maint AD Available for daylight operation avbl day ops AF Flight checked and found reliable fltck okay Operating but ground checked only, awaiting flight check opr but gnd ck only, awaiting fltck AG AH Hours of service are now . . . (specify) hr ser AK Resumed normal operation okay ALOperative (or reoperative) subject to previously published limitations/ opr subj previous cond conditions AM Military operations only mil ops only AN Available for night operation avbl ngt ops AO Operational opr AP Available, prior permission required avbl, ppr Available on request avbl o/r AR Unserviceable AS u/sAU Not available (specify reason if appropriate) not avbl AW Completely withdrawn withdrawn AXPreviously promulgated shutdown has been cancelled promulgated shutdown cnl Changes (C) CA Activated act CCCompleted cmpl CD Deactivated deactivated CE Erected erected CF Operating frequency(ies) changed to opr freq changed to CG Downgraded to downgraded to CH Changed changed CI Identification or radio call sign changed to ident/rdo call sign changed to CLRealigned realigned Displaced CMdisplaced CN Cancelled cnl CO Operating opr CP Operating on reduced power opr reduced pwr CR Temporarily replaced by tempo rplcd by CS Installed instl

on test, do not use

18/11/10 7-12

CT

On test, do not use

The NOTAM Code — Decode 7-13

Signification

Uniform abbreviated phraseology

Hazard Conditions (H)

Code

НА	Braking action is	
	 Poor Medium/Poor 	
	3) Medium	
	4) Medium/Good	
	5) Good	ba is
НВ	Friction coefficient is (specify friction measuring device used)	friction coefficient is
HC	Covered by compacted snow to a depth of	cov compacted sn depth
HD	Covered by dry snow to a depth of	cov dry sn depth
HE	Covered by water to a depth of	cov water depth
HF	Totally free of snow and ice	free of sn and ice
нг НG	·	
НН	Grass cutting in progress	grass cutting inpr hazard due
	Hazard due to (specify)	cov ice
HI HJ	Covered by ice	
ПЈ	Launch planned (specify balloon flight identification or project code name, launch site, planned period of launch(es) — date/time, expected climb	launch plan
	direction, estimated time to pass 18 000 m (60 000 ft), or reaching cruise	
1117	level if at or below 18 000 m (60 000 ft), together with estimated location)	1.1
HK	Bird migration in progress (specify direction)	bird migration inpr
HL	Snow clearance completed	sn clr cmpl
HM	Marked by	marked by
HN	Covered by wet snow or slush to a depth of	cov wet sn/slush depth
НО	Obscured by snow	obscured by sn
HP	Snow clearance in progress	sn clr inpr
HQ	Operation cancelled (specify balloon flight identification or project code name)	opr cnl
HR	Standing water	standing water
HS	Sanding in progress	sanding inpr
HT	Approach according to signal area only	apch according signal
HU	Launch in progress (specify balloon flight identification or project code name, launch site, date/time of launch(es), estimated time passing 18 000 m (60 000 ft), or reaching cruising level if at or below 18 000 m (60 000 ft), together with estimated location, estimated date/time of termination of the	launch inpr
	flight and planned location of ground contact, when applicable)	
HV	Work completed	work cmpl
HW	Work in progress	wip
HX	Concentration of birds	bird concentration
HY	Snow banks exist (specify height)	sn banks hgt
HZ	Covered by frozen ruts and ridges	cov frozen ruts and ridges
		Č

Uniform abbreviated phraseology

Code Signification

Limitations (L)

LA	Operating on auxiliary power supply
LB	Reserved for aircraft based therein

LC Closed LD Unsafe

LE Operating without auxiliary power supply

LF Interference from

LG Operating without identification
LH Unserviceable for aircraft heavier than

LI Closed to IFR operations LK Operating as a fixed light

LL Usable for length of . . . and width of . . .

LN Closed to all night operations

LP Prohibited to

LR Aircraft restricted to runways and taxiways

LS Subject to interruption

LT Limited to

LV Closed to VFR operations

LW Will take place

LX Operating but caution advised due to

Other (XX)

XX Plain language

opr aux pwr

reserved for acft based therein

clsd unsafe

opr aux wo pwr interference fm opr wo ident

u/s acft heavier than

clsd ifr ops opr as f lgt usable len.../wid... clsd to all ngt ops prohibited to

acft restricted to rwy and twy

subj intrp ltd to clsd vfr ops will take place

opr but ctn advised due to

THE NOTAM CODE — ENCODE

SECOND AND THIRD LETTERS

Signification	Code	Signification	Code
AGA		Movement area	MA
Lighting facilities (L)		Parking area	MK
		Rapid exit taxiway (specify)	MY
Aerodrome beacon	LB	Runway (specify runway)	MR
All landing area lighting facilities	LR	Runway arresting gear (specify runway)	MH
Approach lighting system (specify runway and	LA	Runway turning bay (specify runway)	MU
type)		Stopbar (specify taxiway)	MO
Category II components of approach lighting	LK	Stopway (specify runway)	MS
system (specify runway)		Strip/shoulder (specify runway)	MW
Helicopter approach path indicator	LU	Taxiing guidance system	MG
Heliport lighting	LW	Taxiway(s) (specify)	MX
High intensity runway lights (specify runway)	LH	Threshold (specify runway)	MT
Landing direction indicator lights	LD	(**************************************	
Low intensity runway lights (specify runway)	LL	AGA	
Medium intensity runway lights (specify runway)	LM	Facilities and services (F)	
Pilot-controlled lighting	LG		
Precision approach path	LP	Aerodrome	FA
indicator (specify runway)		Aircraft de-icing (specify)	FI
Runway alignment indicator lights	LJ	Ceiling measurement equipment	FC
(specify runway)		Customs/immigration	FZ
Runway centre line lights (specify runway)	LC	Docking system (specify AGNIS, BOLDS, etc.)	FD
Runway edge lights (specify runway)	LE	Firefighting and rescue	FF
Runway end identifier lights (specify runway)	LI	Fog dispersal system	FO
Runway touchdown zone lights (<i>specify runway</i>)	LZ	Friction measuring device (specify type)	FB
Sequenced flashing lights (specify runway)	LF	Fuel availability	FU
Stopway lights (specify runway)	LS	Ground movement control	FG
Taxiway centre line lights (specify taxiway)	LX	Helicopter alighting area/platform	FH
Taxiway edge lights (specify taxiway)	LY	Heliport	FP
Threshold lights (specify runway)	LT	Landing direction indicator	FL
Visual approach slope indicator system (specify	LV	Meteorological service (specify type)	FM
type and runway)		Oils (specify type)	FJ
V1		Oxygen (specify type)	FE
AGA		Snow removal equipment	FS
Movement and landing area (M)		Transmissometer (specify runway and, where applicable, designator(s) of	FT
Aircraft stands (specify)	MP	transmissometer(s))	
Apron	MN	Wind direction indicator	FW
Bearing strength (specify part of landing area or	MB		
movement area)		ATM	
Clearway (specify runway)	MC	Airspace organization (A)	
Daylight markings (specify threshold,	MM	1 6 6 (/	
centre line, etc.)		Aerodrome traffic zone	AZ
Declared distances (specify runway)	MD	Air defence identification zone	AD

7-15 18/11/10

Signification	Code	Signification	Code
Area navigation route	AN	Noise operating restrictions	PN
ATS route (specify)	AR	Obstacle clearance altitude and height	PO
Control area	AE	(specify procedure)	
Control zone	AC	Radio failure procedure	PR
Flight information region	AF	Standard instrument arrival	PA
Minimum altitude (specify en-	AA	(specify route designator)	
route/crossing/safe)		Standard instrument departure	PD
Minimum usable flight level	AL	(specify route designator)	
Oceanic control area	AO	Standard VFR arrival	PB
Reporting point (specify name or coded	AP	Standard VFR departure	PE
designator)		Transition altitude or transition level (specify)	PT
Significant point	AX	VFR approach procedure	PK
Terminal control area	AT		
Upper advisory area	AV	CNS	
Upper control area	AH	Communications and surveillance facilities (C)	
Upper flight information region	AU		
ATM		Air/ground facility (specify service and frequency)	CA
Air traffic and VOLMET services (S)		Automatic dependent surveillance — broadcast (details)	СВ
Aerodrome control tower	ST	Automatic dependent surveillance — contract	CC
Aerodrome flight information service	SF	(details)	
Approach control service	SP	Controller-pilot data link communications	CD
Area control centre	SC	(details)	
ATS reporting office	SB	En-route surveillance radar	CE
Automatic terminal information service	SA	Ground controlled approach system	CG
Flight information service	SE	Precision approach radar (specify runway)	CP
Flight service station	SS	Secondary surveillance radar	CS
Flow control centre	SL	Selective calling system	CL
Oceanic area control centre	SO	Surface movement radar	CM
Upper advisory service (specify)	SY	Surveillance radar element of precision approach	CR
Upper area control centre	SU	radar system (specify wavelength)	
VOLMET broadcast	SV	Terminal area surveillance radar	CT
ATM		CNS	
Air traffic procedures (P)		GNSS services (G)	
ADIZ procedure	PZ	GNSS airfield-specific operations	GA
Aerodrome operating minima (specify procedure		(specify operation)	
and amended minimum)		GNSS area-wide operations (specify operation)	GW
Contingency procedures	PC		
Flight plan processing, filing and related contingency	PL		
Flow control procedure	PF		
Holding procedure	PH		
Instrument approach procedure (specify type and	PI		
runway)			
Minimum holding altitude (specify fix)	PX		
Missed approach procedure (specify runway)	PU		

The NOTAM Code — Encode 7-17

Signification	Code	Signification	Code
CNS		Overflying of (specify)	RO
Instrument and microwave landing systems (I)		Prohibited area (specify)	RP
		Restricted area	RR
DME associated with ILS	ID	Temporary restricted area (specify area)	RT
Glide path (ILS) (specify runway)	IG		
ILS Category I (specify runway)	IS	Navigation Warnings	
ILS Category II (specify runway)	IT	Warnings (W)	
ILS Category III (specify runway)	IU		
Inner marker (ILS) (specify runway)	II	Aerial survey	WY
Instrument landing system (specify runway)	IC	Aerobatics	WB
Localizer (ILS) (specify runway)	IL	Air display	WA
Localizer (not associated with ILS)	IN	Air refuelling	WF
Locator, middle (ILS) (specify runway)	IY	Ascent of free balloon	WL
Locator, outer (ILS) (specify runway)	IX	Banner/target towing	WJ
Microwave landing system (specify runway)	IW	Blasting	WH
Middle marker (ILS) (specify runway)	IM	Burning or blowing gas	WS
Outer marker (ILS) (specify runway)	IO	Captive balloon or kite	WC
		Demolition of explosives	WD
CNS		Exercises (specify)	WE
Terminal and en-route navigation facilities (N)		Formation flight	WV
		Glider flying	WG
All radio navigation facilities (except)	NA	Mass movement of aircraft	WT
DECCA	NC	Missile, gun or rocket firing	WM
Direction-finding station (specify type and	NX	Model flying	WZ
frequency)		Parachute jumping exercise, paragliding or hang	WP
Distance measuring equipment	ND	gliding	
Fan marker	NF	Radioactive materials or toxic chemicals	WR
Locator (specify identification)	NL	(specify)	*****
Non-directional radio beacon	NB	Significant volcanic activity	WW
OMEGA	NO	Unmanned aircraft	WU
VOR	NV		
VOR/DME	NM	Other Information (O)	
VORTAC	NT	A constant in Comment on the constant	0.4
TACAN	NN	Aeronautical information service	OA
Nanication Warnings		Aircraft entry requirements	OE
Navigation Warnings		Obstacle (specify details)	OB
Airspace restrictions (R)		Obstacle lights on (specify) Rescue coordination centre	OL OR
Aircrace recornetion (anadifu)	RA	Rescue coordination centre	OK
Airspace reservation (specify) Danger area (specify)	RA RD		
Military operating area	RM		
ivilitary operating area	KIVI		

THE NOTAM CODE — ENCODE

FOURTH AND FIFTH LETTERS

Available for daylight operation Available for night operation Available for night operation Available on request Available, prior permission required Available, prior permission required Available, prior permission required AP Completely withdrawn AW Completely withdrawn AW Available (specify reason if appropriate) AB Operating but ground checked only, awaiting Coperating but ground checked only, awaiting AB Operational AB Covered by compacted snow to a depth of Covered by frozen ruts and ridges AC Covered by wet snow or a depth of Covered by wet snow or slush to a depth of Covered by wet snow or slush to a depth of Covered by wet snow or slush to a depth of Covered by wet snow or slush to a depth of Covered by wet snow or slush to a depth of Covered by wet snow or slush to a depth of Covered by wet snow or slush to a depth of Covered by wet snow or slush to a depth of Covered by wet snow or slush to a depth of Covered by wet snow or slush to a depth of Friction coefficient is (specify friction Macunelled Covered by wet snow or slush to a depth of Covered by wet snow or slush to a depth of HI Covered by wet snow or slush to a depth of HI Covered by wet snow or slush to a depth of HI Covered by wet snow or slush to a depth of HI Covered by wet snow or slush to a depth of HI Covered by wet snow or slush to a depth of HI Covered by wet snow or slush to a depth of HI Covered by wet snow or slush to a depth of HI Covered by wet snow or slush to a depth of HI Covered by wet snow or slush to a depth of HI Covered by wet snow or slush to a depth of HI Covered by wet snow or slush to a depth of HI Covered by wet snow or slush to a depth of HI Covered by wet snow or slush to a depth of HI Covered by wet snow or slush to a depth of HI Covered by wet snow or slush to a depth of HI Covered by wet snow or slush to a depth of HI Covered by wet snow or slush to a depth of HI Covered by snow to a depth of HI Covered by slowed to a steph of the slowed to slowed t	Signification	Code	Signification	Code
Available for night operation AN Available on request Available on request AN Available on request AN Available on request AN Available on request AP Completely withdrawn AW Flight checked and found reliable Hours of service are now (specify) AH Military operations only Not available (specify reason if appropriate) AC Operating but ground checked only, awaiting flight check Operational Operations Operations Operations Operative) subject to previously published limitations/conditions Previously promulgated shutdown has been cancelled Resumed normal operation AK Unserviceable AC Withdrawn for maintenance AC Cancelled Cancelled Changes (C) Cancelled Changed CH Changed CH Changed CH Completed CC Co	Availability (A)		Hazard Conditions (H)	
Available on request Araly available on request Araly available, prior permission required AP Completely withdrawn AW 29. Medium/Poor 31. Medium/Good Military operations only AM 51. Good Concentration of birds AM 51. Good Concentration of birds AM 52. Good Concentration of birds AM 53. Good Concentration of birds AM 54. Covered by compacted snow to a depth of AM 55. Good Concentration of birds AM 5	Available for daylight operation	AD	Approach according to signal area only	НТ
Available, prior permission required AP Completely withdrawn AW Tight checked and found reliable AF Hours of service are now (specify) AH AM Not available (specify reason if appropriate) AU Concentration of birds (Specify reason if appropriate) AU Covered by grown to a depth of HC Covered by grown to a depth of	Available for night operation	AN	Bird migration in progress (specify direction)	HK
Completely withdrawn Hours of service are now (specify) Military operations only Not available (specify reason if appropriate) Military operations only Not available (specify reason if appropriate) Military operations only Not available (specify reason if appropriate) Military operations only Not available (specify reason if appropriate) More available (specify reason if appropriate) More available (specify reason if appropriate) AC Operating but ground checked only, awaiting AG Operating but ground checked only, awaiting AG Operational AO Operational AO Operative (or reoperative) subject to previously AL published limitations/conditions Previously promulgated shutdown has been cancelled Resumed normal operation AK Unserviceable AS Withdrawn for maintenance AC Withdrawn for maintenance AC Cancelled CC Cancelled CC Cancelled CC Cancelled CC Covered by wet snow to a depth of HD Covered by fozen ruts and ridges HZ Covered by wet snow or slush to a depth of HE Covered by wet snow or slush to a depth of HE Covered by wet snow or slush to a depth of HE Covered by wet snow or slush to a depth of HE Covered by wet snow or slush to a depth of HE Covered by wet snow or slush to a depth of HE Covered by wet snow or slush to a depth of HE Covered by wet snow or slush to a depth of HE Covered by wet snow or slush to a depth of HE Covered by wet snow or slush to a depth of HE Covered by wet snow or slush to a depth of HE Covered by wet snow or slush to a depth of HE Covered by wet snow or slush to a depth of HE Covered by wet snow or slush to a depth of HE Covered by wet snow or slush to a depth of HE Covered by wet snow or slush to a depth of HE Covered by wet snow or slush to a depth of HE Covered by wet snow or slush to a depth of HE Covered by compacted snow to a depth of HE Covered by compacted snow to a depth of HE Covered by compacted snow to a depth of HE Covered by compacted snow to a depth of HE Covered by compacted snow to a depth of HE Covered by compacted snow to a depth of HE Covered by compacted snow fle	Available on request	AR	Braking action is	HA
Flight checked and found reliable Hours of service are now (specify) Alt Military operations only Not available (specify reason if appropriate) Alt Operating but ground checked only, awaiting flight check Operational Operative (or reoperative) subject to previously published limitations/conditions Previously promulgated shutdown has been cancelled Resumed normal operation Act Withdrawn for maintenance Act Changes (C) Activated Cancelled Cancelled Completed Completed Completed Completed Completed Comparing Comparing Comparing Comparing Comparing Comparing Completed Complet	Available, prior permission required	AP	1) Poor	
Flight checked and found reliable Hours of service are now (specify) Alt Military operations only Not available (specify reason if appropriate) Alt Operating but ground checked only, awaiting flight check Operational Operative (or reoperative) subject to previously published limitations/conditions Previously promulgated shutdown has been cancelled Resumed normal operation Act Withdrawn for maintenance Act Changes (C) Activated Cancelled Cancelled Completed Completed Completed Completed Completed Comparing Comparing Comparing Comparing Comparing Comparing Completed Complet		AW	2) Medium/Poor	
Hours of service are now (specify) Military operations only Not available (specify reason if appropriate) Operating but ground checked only, awaiting flight check Operational Operational Operative (or reoperative) subject to previously AL published limitations/conditions Previously promulgated shutdown has been cancelled Resumed normal operation AK Unserviceable AS Withdrawn for maintenance AC AC Activated Cancelled		AF	3) Medium	
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18/11/10 7-18

The NOTAM Code — Encode 7-19

Signification	Code	Signification	Code
Snow banks exist (specify height)	HY	Operating as a fixed light	LK
Snow clearance completed	HL	Operating but caution advised due to	LX
Snow clearance in progress	HP	Operating on auxiliary power supply	LA
Standing water	HR	Operating without auxiliary power supply	LE
Totally free of snow and ice	HF	Operating without identification	LG
Work completed	HV	Prohibited to	LP
Work in progress	HW	Reserved for aircraft based therein	LB
		Subject to interruption	LS
Limitations (L)		Unsafe	LD
		Unserviceable for aircraft heavier than	LH
Aircraft restricted to runways and taxiways	LR	Usable for length of and width of	LL
Closed	LC	Will take place	LW
Closed to all night operations	LN		
Closed to IFR operations	LI	Other (XX)	
Closed to VFR operations	LV		
Interference from	LF	Plain language	XX
Limited to	LT		

