GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

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

Α	
А	Amber
A/A	Air-to-air
AAL	Above aerodrome level
ABM	Abeam
ABN	Aerodrome deacon
ABT AC	About Altocumulus
ACAS	Airborne collision avoidance system
ACC	Area control centre or area control
ACCID	Notification of an aircraft accident
ACFT	Aircraft
ACK	Acknowledge
ACL	Altimeter check location
ACN	Aircraft classification number
ACP	Acceptance (message type designator)
ACPT	Accept or accepted
ACT	Active or activated or activity
AD	Aerodrome
ADA	Advisory area
ADC	Aerodrome chart
ADDN ADF	Addition or additional
ADF	Automatic direction-finding equipment (to be pronounced "AY-DIZ") Air defence
ADIZ	identification zone
ADJ	Adjacent
ADO	Aerodrome office (specify service)
ADR	Advisory route
ADS-B	Automatic dependent surveillance-
	broadcast
ADS-C	Automatic dependent surveillance-contract
ADSU	Automatic dependent surveillance unit
ADVS	Advisory service
ADZ	Advise
AES	Aircraft earth station
AFIL	Flight plan filed in the air
AFIS	Aerodrome flight information service
AFM AFS	Yes or affirm or affirmative or that is correct Aeronautical fixed service
AFS AFT	
AFT AFTN	After(time or place) Aeronautical fixed telecommunication
	network
A/G	Air-to-ground
AGA	Aerodromes, air routes and ground aids
AGL	Above ground level
AGN	Again
AIC	Aeronautical information circular
AIP	Aeronautical information publication
AIRAC	Aeronautical information regulation and
	control
AIREP	Air-report
AIRMET	Information concerning en-route weather
	phenomena which may affect the safety of
AIS	low-level aircraft operations Aeronautical information services
ALA	Aeronautical information services
ALA	Alert phase
ALR	Alerting (message type designator)
ALS	Approach lighting system
ALT	Altitude
ALTN	Alternate or alternating (light alternates in
	colour)
ALTN	Alternate (aerodrome)
AMA	Area minimum altitude

AMD	Amend or amended (used to indicate
	amended meteorological message;
	message type designator)
AMDT	Amendment (AIP amendment)
AMS	Aeronautical mobile service
AMSL	Above mean sea level
AMSS	Aeronautical mobile satellite service
ANC	Aeronautical chart-1:500 000 (followed by
41100	name/title)
ANCS	Aeronautical navigation chart-small scale
ANS	(followed by name/title) Answer
ANG	Answer Aerodrome obstacle chart
ADC	Airport
APCH	Approach
APDC	Aircraft parking/docking chart (followed by
/	name/title)
APN	Apron
APP	Approach control office or approach control
	or approach control service
APR	April
APRX	Approximate or approximately
APSG	After passing
APV	Approve or approved or approval
ARC	Area chart
ARNG	Arrange
ARO	Air traffic services reporting office
ARP	Aerodrome reference point
ARP	Air-report (message type designator)
ARQ	Automatic error correction
ARR	Arrive or arrival
ARR	Arrival (message type designator)
ARS	Special air-report (message type designator)
ARST	Arresting [specify (part of) aircraft arresting
10	equipment] Altostratus
AS ASC	Allositatus Ascend to or ascending to
ASE	Altimetry system error
ASDA	Accelerate-stop distance available
ASPH	Asphalt
ATA	Actual time of arrival
ATC	Air traffic control (in general)
ATCSMAC	Air traffic control surveillance minimum
	altitude chart (followed by name/title)
ATD	Actual time of departure
ATFM	Air traffic flow management
ATIS	Automatic terminal information service
ATM	Air traffic management
ATN	Aeronautical telecommunication network
ATP	At(followed by time or place)
ATS	Air traffic services
ATTN	Attention
ATZ	Aerodrome traffic zone
AUG	August
AUTH	Authorized or authorization
AUW AUX	All up weight
AUX	Auxiliary Available or availability
AVBL	Available or availability Average
AVG	Average Aviation gasoline
AWY	Aviation gasonne
AZM	Azimuth
,	, Lintern
В	
В	Blue
BA	Braking action
BASE	Cloud base
BCFG	Fog patches
BCN	Beacon (aeronautical ground light)
BCST	Broadcast
BDRY	Boundary
	•

BFR	Before
BKN	Broken
BLDG	Building
BLO	Below clouds
BLW	Below
BOMB	
	Bombing
BR	Mist
BRF	Short (used to indicate the type of approach
	desired or required)
BRG	Bearing
BRKG	Braking
BS	Commercial broadcasting station
BTL	Between layers
BTN	Between
BUFR	Binary universal form for the representation
20111	of meteorological data
С	
C	Centre (preceded by runway designation
0	number to identify a nerollal runway
0	number to identify a parallel runway)
С	Degrees Celsius (Centigrade)
CA	Course to an altitude
CAAT	The Civil Aviation Authority of Thailand
CAT	Category
CAT	Clear air turbulence
CAVOK	(to be pronounced "KAV-OH-KAY") Visibility,
	cloud and present weather better than
	prescribed values or conditions
СВ	(to be pronounced "CEE BEE")
00	Cumulonimbus
~~~	_
CC	Cirrocumulus
CD	Candela
CDN	Coordination (message type designator)
CF	Change frequency to
CF	Course to a fix
CGL	Circling guidance light(s)
СН	Channel
CHEM	Chemical
CHG	Modification (message type designator)
CI	Cirrus
	Common ICAO data interchange network
	-
CIT	Near or over large towns
CIV	Civil
CK	Check
CL	Centre line
CLA	Clear type of ice formation
CLBR	
	Calibration
CLDR	Calibration Cloud
	Cloud
CLD CLG	Cloud Calling
CLD CLG CLIMB-OUT	Cloud Calling Climb-out area
CLD CLG CLIMB-OUT CLR	Cloud Calling Climb-out area Clear(s) or cleared to …or clearance
CLD CLG CLIMB-OUT CLR CLSD	Cloud Calling Climb-out area Clear(s) or cleared to …or clearance Close or closed or closing
CLD CLG CLIMB-OUT CLR CLSD CM	Cloud Calling Climb-out area Clear(s) or cleared to …or clearance Close or closed or closing Centimetre
CLD CLG CLIMB-OUT CLR CLSD CM CMB	Cloud Calling Climb-out area Clear(s) or cleared to …or clearance Close or closed or closing Centimetre Climb to or climbing to
CLD CLG CLIMB-OUT CLR CLSD CM CMB CMPL	Cloud Calling Climb-out area Clear(s) or cleared toor clearance Close or closed or closing Centimetre Climb to or climbing to Completion or completed or complete
CLD CLG CLIMB-OUT CLR CLSD CM CMB CMPL CNL	Cloud Calling Climb-out area Clear(s) or cleared toor clearance Close or closed or closing Centimetre Climb to or climbing to Completion or completed or complete Cancel or cancelled
CLD CLG CLIMB-OUT CLR CLSD CM CMB CMPL	Cloud Calling Climb-out area Clear(s) or cleared toor clearance Close or closed or closing Centimetre Climb to or climbing to Completion or completed or complete Cancel or cancelled Flight plan cancellation (message type
CLD CLG CLIMB-OUT CLR CLSD CM CMB CMPL CNL	Cloud Calling Climb-out area Clear(s) or cleared toor clearance Close or closed or closing Centimetre Climb to or climbing to Completion or completed or complete Cancel or cancelled
CLD CLG CLIMB-OUT CLR CLSD CM CMB CMPL CNL	Cloud Calling Climb-out area Clear(s) or cleared toor clearance Close or closed or closing Centimetre Climb to or climbing to Completion or completed or complete Cancel or cancelled Flight plan cancellation (message type
CLD CLG CLIMB-OUT CLR CLSD CM CMB CMPL CNL CNL	Cloud Calling Climb-out area Clear(s) or cleared toor clearance Close or closed or closing Centimetre Climb to or climbing to Completion or completed or complete Cancel or cancelled Flight plan cancellation (message type designator)
CLD CLG CLIMB-OUT CLR CLSD CM CMB CMPL CNL CNL CNL CNS COM	Cloud Calling Climb-out area Clear(s) or cleared toor clearance Close or closed or closing Centimetre Climb to or climbing to Completion or completed or complete Cancel or cancelled Flight plan cancellation (message type designator) Continuous
CLD CLG CLIMB-OUT CLR CLSD CM CMB CMPL CNL CNL CNL CNS COM CONC	Cloud Calling Climb-out area Clear(s) or cleared toor clearance Close or closed or closing Centimetre Climb to or climbing to Completion or completed or complete Cancel or cancelled Flight plan cancellation (message type designator) Continuous Communications Concrete
CLD CLG CLIMB-OUT CLR CLSD CM CMB CMPL CNL CNL CNL CNS COM CONC COND	Cloud Calling Climb-out area Clear(s) or cleared toor clearance Close or closed or closing Centimetre Climb to or climbing to Completion or completed or complete Cancel or cancelled Flight plan cancellation (message type designator) Continuous Communications Concrete Condition
CLD CLG CLIMB-OUT CLR CLSD CM CMB CMPL CNL CNL CNL CNS COM CONC COND CONS	Cloud Calling Climb-out area Clear(s) or cleared toor clearance Close or closed or closing Centimetre Climb to or climbing to Completion or completed or complete Cancel or cancelled Flight plan cancellation (message type designator) Continuous Communications Concrete Condition Continuous
CLD CLG CLIMB-OUT CLR CLSD CM CMB CMPL CNL CNL CNL CNS COM CONC COND CONS CONST	Cloud Calling Climb-out area Clear(s) or cleared toor clearance Close or closed or closing Centimetre Climb to or climbing to Completion or completed or complete Cancel or cancelled Flight plan cancellation (message type designator) Continuous Communications Concrete Condition Continuous Continuous Continuous Continuous Continuous Continuous
CLD CLG CLIMB-OUT CLR CLSD CM CMB CMPL CNL CNL CNL CNS COM CONC COND CONS CONST CONT	Cloud Calling Climb-out area Clear(s) or cleared toor clearance Close or closed or closing Centimetre Climb to or climbing to Completion or completed or complete Cancel or cancelled Flight plan cancellation (message type designator) Continuous Communications Concrete Condition Continuous Construction or constructed Construction or constructed
CLD CLG CLIMB-OUT CLR CLSD CM CMB CMPL CNL CNL CNL CNS COM CONC CONC COND CONS CONST CONST CONT COOR	Cloud Calling Climb-out area Clear(s) or cleared toor clearance Close or closed or closing Centimetre Climb to or climbing to Completion or completed or complete Cancel or cancelled Flight plan cancellation (message type designator) Continuous Continuous Communications Concrete Condition Continuous Construction or constructed Construction or constructed Continue or continued
CLD CLG CLIMB-OUT CLR CLSD CM CMB CMPL CNL CNL CNL CNS COM CONC COND CONS CONST CONST CONT COOR COP	Cloud Calling Climb-out area Clear(s) or cleared toor clearance Close or closed or closing Centimetre Climb to or climbing to Completion or completed or complete Cancel or cancelled Flight plan cancellation (message type designator) Continuous Continuous Communications Concrete Condition Continuous Construction or constructed Construction or constructed Continue or continued Coordinate or coordination Change-over point
CLD CLG CLIMB-OUT CLR CLSD CM CMB CMPL CNL CNL CNL CNS COM CONC CONC COND CONS CONST CONST CONT COOR	Cloud Calling Climb-out area Clear(s) or cleared toor clearance Close or closed or closing Centimetre Climb to or climbing to Completion or completed or complete Cancel or cancelled Flight plan cancellation (message type designator) Continuous Continuous Communications Concrete Condition Continuous Construction or constructed Construction or constructed Continue or continued
CLD CLG CLIMB-OUT CLR CLSD CM CMB CMPL CNL CNL CNL CNS COM CONC COND CONS CONST CONST CONT COOR COP	Cloud Calling Climb-out area Clear(s) or cleared toor clearance Close or closed or closing Centimetre Climb to or climbing to Completion or completed or complete Cancel or cancelled Flight plan cancellation (message type designator) Continuous Continuous Continuous Concrete Condition Continuous Construction or constructed Continue or continued Coordinate or coordination Change-over point Correct or correction or corrected (used to
CLD CLG CLIMB-OUT CLR CLSD CM CMB CMPL CNL CNL CNL CNS COM CONC COND CONS CONST CONST CONT COOR COP	Cloud Calling Climb-out area Clear(s) or cleared toor clearance Close or closed or closing Centimetre Climb to or climbing to Completion or completed or complete Cancel or cancelled Flight plan cancellation (message type designator) Continuous Continuous Continuous Concrete Condition Continuous Construction or constructed Construction or constructed Continue or continued Coordinate or coordination Change-over point Correct or correction or corrected (used to indicate corrected meteorological message;
CLD CLG CLIMB-OUT CLR CLSD CM CMB CMPL CNL CNL CNL CNS COM CONC CONC COND CONS CONST CONT COOR COP	Cloud Calling Climb-out area Clear(s) or cleared toor clearance Close or closed or closing Centimetre Climb to or climbing to Completion or completed or complete Cancel or cancelled Flight plan cancellation (message type designator) Continuous Continuous Continuous Concrete Condition Continuous Construction or constructed Continue or continued Coordinate or coordination Change-over point Correct or correction or corrected (used to

COV	Cover or covered or covering
CPDLC	Controller-pilot data link communications
CPL	Current flight plan (message type
	designator)
CRC	Cyclic redundancy check
CRM	Collision risk model
CRZ	Cruise
CS	Call sign
CS	Cirrostratus
СТА	Control area
СТАМ	Climb to and maintain
CTC	Contact
CTL	Control
CTN	Caution
CTR	Control zone
CU	Cumulus
CUF	Cumuliform
CUST	Customs
CW	Continuous wave
CWY	Clearway
<b>D</b>	Danger area (followed by identification)
DA	Decision Altitude
D-ATIS	(to be pronounced "DEE-ATIS") Data link
	automatic terminal information service
DCD	Double channel duplex
DCKG	Docking
DCP	Datum crossing point
DCPC	Direct controller-pilot communications
DCS	Double channel simplex
DCT	Direct (in relation to flight plan clearances
DEO	and type of approach)
DEC	December
DEG DEP	Degrees
DEP	Depart or departure Deposition
DEFO	•
DER	Departure end of the runway Descend to or descending to
DEST	Destination
DETRESFA	Distress phase
DEV	Deviation or deviating
DEV	Direction finding
DFDR	Digital flight data recorder
DFTI	Distance from touchdown indicator
DH	Decision height
DIF	Diffuse
DIST	Distance
DIV	Divert or diverting
DLA	Delay (message type designator)
DLA	Delay or delayed
DLIC	Data link initiation capability
DLY	Daily
DME	Distance measuring equipment
DNG	Danger or dangerous
DOM	Domestic
DP	Dew point temperature
DPT	Depth
DR	Dead reckoning
DRG	During
DS	Duststorm
DSB	Double sideband
DTAM	Descend to and maintain
DTG	Date-time group
DTHR	Displaced runway threshold
DTRT	Deteriorate or deteriorating
DTW	Dual tandem wheels
DU	Dust
DUC	Dense upper cloud
DUR	Duration
D-VOLMET	Data link VOLMET

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DVOR	Doppler VOR
DVOR	Dual wheels
DX*	Duplex
DZ	Drizzle
DZ	
E	
E	East or eastern longitude
EAT	Expected approach time
EB	Eastbound
EDA	Elevation differential area
EET	Estimated elapsed time
EFC	Expect further clearance
EHF	Extremely high frequency [30 000 to 300 000
	MHz]
ELBA	Emergency location beacon-aircraft
ELEV	Elevation
ELR	Extra long range
ELT	Emergency locator transmitter
EM	Emission
EMBD	Embedded in layer (to indicate
	Cumulonimbus embedded in layer of other
	clouds)
EMERG	Emergency
EN*	English
END	Stop-end (related to RVR)
ENE	East north east
ENG	Engine
ENR	En-route
EOBT	Estimated off-block time
EQPT	Equipment
ER	Here or herewith
ESE	East-south-east
EST	Estimate or estimated or estimation
	(message type designator)
ETA	Estimated time of arrival or estimating arrival
ETD	Estimated time of departure or estimating
	departure
ETO	Estimated time over significant point
EUR RODEX	European regional OPMET data exchange
EV	Every
EVS	Enhanced vision system
EXC	Except
EXER	Exercises or exercising or to exercise
EXP	
	Expect or expected or expecting
EXTD	Expect of expected of expecting Extend or extending
F	Extend or extending
F	Extend or extending Degrees Fahrenheit
F F	Extend or extending Degrees Fahrenheit Fixed
F F FA	Extend or extending Degrees Fahrenheit Fixed Course from a fix to an altitude
F F FA FAC	Extend or extending Degrees Fahrenheit Fixed Course from a fix to an altitude Facilities
F F FA FAC FAF	Extend or extending Degrees Fahrenheit Fixed Course from a fix to an altitude Facilities Final approach fix
F F FA FAC FAF FAL	Extend or extending Degrees Fahrenheit Fixed Course from a fix to an altitude Facilities Final approach fix Facilitation of international air transport
F F FA FAC FAF FAL FAP	Extend or extending Degrees Fahrenheit Fixed Course from a fix to an altitude Facilities Final approach fix Facilitation of international air transport Final approach point
F F FA FAC FAF FAL FAP FAS	Extend or extending Degrees Fahrenheit Fixed Course from a fix to an altitude Facilities Final approach fix Facilitation of international air transport Final approach point Final approach segment
F F FA FAC FAF FAL FAP FAS FATO	Extend or extending Degrees Fahrenheit Fixed Course from a fix to an altitude Facilities Final approach fix Facilitation of international air transport Final approach point Final approach segment Final approach and take-off
F F FA FAC FAF FAL FAP FAS FATO FAX	Extend or extending Degrees Fahrenheit Fixed Course from a fix to an altitude Facilities Final approach fix Facilitation of international air transport Final approach point Final approach segment Final approach and take-off Facsimile transmission
F F FA FAC FAF FAL FAP FAS FATO	Extend or extending Degrees Fahrenheit Fixed Course from a fix to an altitude Facilities Final approach fix Facilitation of international air transport Final approach point Final approach segment Final approach and take-off Facsimile transmission Light (used to qualify icing, turbulence,
F F FA FAC FAF FAL FAP FAS FATO FAX FBL	Extend or extending         Degrees Fahrenheit         Fixed         Course from a fix to an altitude         Facilities         Final approach fix         Facilitation of international air transport         Final approach point         Final approach segment         Final approach and take-off         Facsimile transmission         Light (used to qualify icing, turbulence, interference or static reports)
F F FA FAC FAF FAL FAP FAS FATO FAX FBL FC	Extend or extending         Degrees Fahrenheit         Fixed         Course from a fix to an altitude         Facilities         Final approach fix         Facilitation of international air transport         Final approach point         Final approach segment         Final approach and take-off         Facsimile transmission         Light (used to qualify icing, turbulence, interference or static reports)         Funnel cloud
F F FA FAC FAF FAL FAP FAS FATO FAX FBL FC FCST	Extend or extending         Degrees Fahrenheit         Fixed         Course from a fix to an altitude         Facilities         Final approach fix         Facilitation of international air transport         Final approach point         Final approach segment         Final approach and take-off         Facsimile transmission         Light (used to qualify icing, turbulence, interference or static reports)         Funnel cloud         Forecast
F F FA FAC FAF FAL FAP FAS FATO FAX FBL FC FCST FCT	Extend or extending         Degrees Fahrenheit         Fixed         Course from a fix to an altitude         Facilities         Final approach fix         Final approach point         Final approach segment         Final approach and take-off         Facsimile transmission         Light (used to qualify icing, turbulence, interference or static reports)         Funnel cloud         Forecast         Friction coefficient
FFFAFACFAFFALFAPFASFATOFAXFBLFCFCSTFCTFDPS	Extend or extending         Degrees Fahrenheit         Fixed         Course from a fix to an altitude         Facilities         Final approach fix         Facilitation of international air transport         Final approach point         Final approach segment         Final approach and take-off         Facsimile transmission         Light (used to qualify icing, turbulence, interference or static reports)         Funnel cloud         Forecast         Friction coefficient         Flight data processing system
FFFAFACFAFFALFAPFASFATOFAXFBLFCFCSTFCTFDPSFEB	Extend or extending         Degrees Fahrenheit         Fixed         Course from a fix to an altitude         Facilities         Final approach fix         Facilitation of international air transport         Final approach point         Final approach segment         Final approach and take-off         Facsimile transmission         Light (used to qualify icing, turbulence, interference or static reports)         Funnel cloud         Forecast         Friction coefficient         Flight data processing system         February
FFFAFACFAFFALFAPFASFATOFAXFBLFCFCSTFCTFDPSFEBFG	Extend or extending         Degrees Fahrenheit         Fixed         Course from a fix to an altitude         Facilities         Final approach fix         Facilitation of international air transport         Final approach point         Final approach segment         Final approach and take-off         Facsimile transmission         Light (used to qualify icing, turbulence, interference or static reports)         Funnel cloud         Forecast         Friction coefficient         Flight data processing system         February         Fog
FFFAFACFAFFALFAPFASFATOFAXFBLFCFCSTFCTFDPSFEBFGFIC	Extend or extending         Degrees Fahrenheit         Fixed         Course from a fix to an altitude         Facilities         Final approach fix         Facilitation of international air transport         Final approach point         Final approach segment         Final approach and take-off         Facsimile transmission         Light (used to qualify icing, turbulence, interference or static reports)         Funnel cloud         Forecast         Friction coefficient         Flight data processing system         February         Fog         Flight information centre
FFFAFACFAFFALFAPFASFATOFAXFBLFCFCSTFCTFDPSFEBFGFICFIR	Extend or extending         Degrees Fahrenheit         Fixed         Course from a fix to an altitude         Facilities         Final approach fix         Facilitation of international air transport         Final approach segment         Final approach segment         Final approach and take-off         Facsimile transmission         Light (used to qualify icing, turbulence, interference or static reports)         Funnel cloud         Forecast         Friction coefficient         Flight data processing system         February         Fog         Flight information centre         Flight information region
FFFAFACFAFFALFAPFASFATOFAXFBLFCFCSTFCTFDPSFEBFGFICFIRFIS	Extend or extending         Degrees Fahrenheit         Fixed         Course from a fix to an altitude         Facilities         Final approach fix         Facilitation of international air transport         Final approach point         Final approach segment         Final approach and take-off         Facsimile transmission         Light (used to qualify icing, turbulence, interference or static reports)         Funnel cloud         Forecast         Friction coefficient         Flight data processing system         February         Fog         Flight information centre         Flight information region         Flight information service
FFFAFACFAFFALFAPFASFATOFAXFBLFCFCSTFCTFDPSFEBFGFICFIR	Extend or extending         Degrees Fahrenheit         Fixed         Course from a fix to an altitude         Facilities         Final approach fix         Facilitation of international air transport         Final approach segment         Final approach segment         Final approach and take-off         Facsimile transmission         Light (used to qualify icing, turbulence, interference or static reports)         Funnel cloud         Forecast         Friction coefficient         Flight data processing system         February         Fog         Flight information centre         Flight information region

FLD	Field
FLG	Flashing
FLR	Flares
FLT	Flight
FLTCK	Flight check
FLUC	Fluctuating or fluctuation or fluctuated
FLW	Follow(s) or following
FLY	Fly or flying
FM	Course from a fix to manual termination
	(used in navigation database coding)
FM	From
FNA	Final approach
FPL	Filed flight plan (message type designator)
FPM	Feet per minute
FPR	Flight plan route
FR	Fuel remaining
FREQ	Frequency
FRI	Friday
FRNG	Firing
FRONT	Front (relating to weather)
FROST	Frost (used in aerodrome warnings)
FRQ	Frequent
FSL	Full stop landing
FSS	Flight service station
FST	First
FT	Feet
FTE	Flight technical error
FTP	Fictitious threshold point
FTT	Flight technical tolerance
FU	Smoke
FZ	Freezing
FZDZ	Freezing drizzle
FZFG	Freezing fog
FZRA	Freezing rain
G	_
G	Green
G G/A	Ground-to-air
G G/A G/A/G	Ground-to-air Ground-to-air and air-to-ground
G G/A G/A/G GAIN	Ground-to-air Ground-to-air and air-to-ground Airspeed or headwind gain
G G/A G/A/G	Ground-to-air Ground-to-air and air-to-ground Airspeed or headwind gain GPS and geostationary earth orbit
G G/A G/A/G GAIN GAGAN	Ground-to-air Ground-to-air and air-to-ground Airspeed or headwind gain GPS and geostationary earth orbit augmented navigation
G G/A G/A/G GAIN GAGAN GAMET	Ground-to-air Ground-to-air and air-to-ground Airspeed or headwind gain GPS and geostationary earth orbit augmented navigation Area forecast for low-level flights
G G/A G/A/G GAIN GAGAN GAMET GARP	Ground-to-air Ground-to-air and air-to-ground Airspeed or headwind gain GPS and geostationary earth orbit augmented navigation Area forecast for low-level flights GBAS azimuth reference point
G G/A G/A/G GAIN GAGAN GAMET	Ground-to-air Ground-to-air and air-to-ground Airspeed or headwind gain GPS and geostationary earth orbit augmented navigation Area forecast for low-level flights GBAS azimuth reference point (to be pronounced "GEE-BAS") Ground-
G G/A G/A/G GAIN GAGAN GAMET GARP GBAS	Ground-to-air         Ground-to-air and air-to-ground         Airspeed or headwind gain         GPS and geostationary earth orbit         augmented navigation         Area forecast for low-level flights         GBAS azimuth reference point         (to be pronounced "GEE-BAS") Ground- based augmentation system
G G/A G/A/G GAIN GAGAN GAMET GARP	Ground-to-air         Ground-to-air and air-to-ground         Airspeed or headwind gain         GPS and geostationary earth orbit         augmented navigation         Area forecast for low-level flights         GBAS azimuth reference point         (to be pronounced "GEE-BAS") Ground- based augmentation system         Ground controlled approach system or
G G/A G/A/G GAIN GAGAN GAMET GARP GBAS GCA	Ground-to-air         Ground-to-air and air-to-ground         Airspeed or headwind gain         GPS and geostationary earth orbit         augmented navigation         Area forecast for low-level flights         GBAS azimuth reference point         (to be pronounced "GEE-BAS") Ground- based augmentation system         Ground controlled approach system or ground controlled approach
G G/A G/A/G GAIN GAGAN GAMET GARP GBAS GCA GEN	Ground-to-air         Ground-to-air and air-to-ground         Airspeed or headwind gain         GPS and geostationary earth orbit         augmented navigation         Area forecast for low-level flights         GBAS azimuth reference point         (to be pronounced "GEE-BAS") Ground- based augmentation system         Ground controlled approach system or ground controlled approach         General
G G/A G/A/G GAIN GAGAN GAMET GARP GBAS GCA GEN GEO	Ground-to-air         Ground-to-air and air-to-ground         Airspeed or headwind gain         GPS and geostationary earth orbit         augmented navigation         Area forecast for low-level flights         GBAS azimuth reference point         (to be pronounced "GEE-BAS") Ground- based augmentation system         Ground controlled approach system or ground controlled approach         General         Geographic or true
G G/A G/A/G GAIN GAGAN GAGAN GAMET GARP GBAS GCA GEN GEO GES	Ground-to-air         Ground-to-air and air-to-ground         Airspeed or headwind gain         GPS and geostationary earth orbit         augmented navigation         Area forecast for low-level flights         GBAS azimuth reference point         (to be pronounced "GEE-BAS") Ground- based augmentation system         Ground controlled approach system or ground controlled approach         General         Geographic or true         Ground earth station
G G/A G/A/G GAIN GAGAN GAGAN GAMET GARP GBAS GCA GEN GEO GES GLD	Ground-to-air         Ground-to-air and air-to-ground         Airspeed or headwind gain         GPS and geostationary earth orbit         augmented navigation         Area forecast for low-level flights         GBAS azimuth reference point         (to be pronounced "GEE-BAS") Ground- based augmentation system         Ground controlled approach system or ground controlled approach         General         Geographic or true         Ground earth station         Glider
G G/A G/A/G GAIN GAGAN GAGAN GAMET GARP GBAS GCA GEN GEO GES	Ground-to-air         Ground-to-air and air-to-ground         Airspeed or headwind gain         GPS and geostationary earth orbit         augmented navigation         Area forecast for low-level flights         GBAS azimuth reference point         (to be pronounced "GEE-BAS") Ground- based augmentation system         Ground controlled approach system or ground controlled approach         General         Geographic or true         Ground earth station         Glider         (to be pronounced "GLO-NAS") Global
G G/A G/A/G GAIN GAGAN GAGAN GAMET GARP GBAS GCA GEN GEO GES GLD GLONASS	Ground-to-air         Ground-to-air and air-to-ground         Airspeed or headwind gain         GPS and geostationary earth orbit         augmented navigation         Area forecast for low-level flights         GBAS azimuth reference point         (to be pronounced "GEE-BAS") Ground- based augmentation system         Ground controlled approach system or ground controlled approach         General         Geographic or true         Ground earth station         Glider         (to be pronounced "GLO-NAS") Global orbiting navigation satellite system
G G/A G/A/G GAIN GAGAN GAGAN GAMET GARP GBAS GCA GEN GEO GES GLD	Ground-to-air         Ground-to-air and air-to-ground         Airspeed or headwind gain         GPS and geostationary earth orbit         augmented navigation         Area forecast for low-level flights         GBAS azimuth reference point         (to be pronounced "GEE-BAS") Ground- based augmentation system         Ground controlled approach system or ground controlled approach         General         Geographic or true         Ground earth station         Glider         (to be pronounced "GLO-NAS") Global orbiting navigation satellite system
G G/A G/A/G GAIN GAGAN GAGAN GAMET GARP GBAS GCA GEN GEO GES GLD GLONASS GMC	Ground-to-air         Ground-to-air and air-to-ground         Airspeed or headwind gain         GPS and geostationary earth orbit         augmented navigation         Area forecast for low-level flights         GBAS azimuth reference point         (to be pronounced "GEE-BAS") Ground- based augmentation system         Ground controlled approach system or ground controlled approach         General         Geographic or true         Ground earth station         Glider         (to be pronounced "GLO-NAS") Global orbiting navigation satellite system         Ground movement chart (followed by name/ title)
G G/A G/A/G GAIN GAGAN GAGAN GAMET GARP GBAS GCA GEN GEO GES GLD GLONASS GMC GLS	Ground-to-air         Ground-to-air and air-to-ground         Airspeed or headwind gain         GPS and geostationary earth orbit         augmented navigation         Area forecast for low-level flights         GBAS azimuth reference point         (to be pronounced "GEE-BAS") Ground- based augmentation system         Ground controlled approach system or ground controlled approach         General         Geographic or true         Ground earth station         Glider         (to be pronounced "GLO-NAS") Global orbiting navigation satellite system         Ground movement chart (followed by name/ title)         GBAS landing system
G G/A G/A/G GAIN GAGAN GAGAN GAMET GARP GBAS GCA GEN GEO GES GLD GLONASS GLD GLONASS GMC GLS GND	Ground-to-air         Ground-to-air and air-to-ground         Airspeed or headwind gain         GPS and geostationary earth orbit         augmented navigation         Area forecast for low-level flights         GBAS azimuth reference point         (to be pronounced "GEE-BAS") Ground- based augmentation system         Ground controlled approach system or ground controlled approach         General         Geographic or true         Ground earth station         Glider         (to be pronounced "GLO-NAS") Global orbiting navigation satellite system         Ground movement chart (followed by name/ title)         GBAS landing system         Ground
G G/A G/A/G GAIN GAGAN GAMET GARP GBAS GCA GEN GEO GES GLD GLONASS GLD GLONASS GMC GLS GND GNDCK	Ground-to-air         Ground-to-air and air-to-ground         Airspeed or headwind gain         GPS and geostationary earth orbit         augmented navigation         Area forecast for low-level flights         GBAS azimuth reference point         (to be pronounced "GEE-BAS") Ground- based augmentation system         Ground controlled approach system or ground controlled approach         General         Geographic or true         Ground earth station         Glider         (to be pronounced "GLO-NAS") Global orbiting navigation satellite system         Ground movement chart (followed by name/ title)         GBAS landing system         Ground         Ground check
G G/A G/A/G GAIN GAGAN GAMET GARP GBAS GCA GEN GEO GES GLD GLONASS GLONASS GMC GLS GND GNDCK GNSS	Ground-to-air         Ground-to-air and air-to-ground         Airspeed or headwind gain         GPS and geostationary earth orbit         augmented navigation         Area forecast for low-level flights         GBAS azimuth reference point         (to be pronounced "GEE-BAS") Ground- based augmentation system         Ground controlled approach system or ground controlled approach         General         Geographic or true         Ground earth station         Glider         (to be pronounced "GLO-NAS") Global orbiting navigation satellite system         Ground movement chart (followed by name/ title)         GBAS landing system         Ground         Ground check         Global navigation satellite system
G G/A G/A/G GAIN GAGAN GAGAN GAMET GARP GBAS GCA GEN GEO GES GLD GLONASS GLONASS GMC GLS GND GNDCK GNSS GP	Ground-to-air         Ground-to-air and air-to-ground         Airspeed or headwind gain         GPS and geostationary earth orbit         augmented navigation         Area forecast for low-level flights         GBAS azimuth reference point         (to be pronounced "GEE-BAS") Ground- based augmentation system         Ground controlled approach system or ground controlled approach         General         Geographic or true         Ground earth station         Glider         (to be pronounced "GLO-NAS") Global orbiting navigation satellite system         Ground movement chart (followed by name/ title)         GBAS landing system         Ground check         Global navigation satellite system         Ground check         Global navigation satellite system
G G/A G/A/G GAIN GAGAN GAGAN GAMET GARP GBAS GCA GEN GEO GES GLD GLONASS GMC GLS GND GNDCK GNSS GP GPA	Ground-to-air         Ground-to-air and air-to-ground         Airspeed or headwind gain         GPS and geostationary earth orbit         augmented navigation         Area forecast for low-level flights         GBAS azimuth reference point         (to be pronounced "GEE-BAS") Ground- based augmentation system         Ground controlled approach system or ground controlled approach         General         Geographic or true         Ground earth station         Glider         (to be pronounced "GLO-NAS") Global orbiting navigation satellite system         Ground movement chart (followed by name/ title)         GBAS landing system         Ground         Ground check         Global navigation satellite system         Ground check         Global navigation satellite system
G G/A G/A/G GAIN GAGAN GAGAN GAMET GARP GBAS GCA GEN GEO GES GLD GLONASS GLD GLONASS GMC GLS GND GNDCK GNSS GP GPA GPIP	Ground-to-air         Ground-to-air and air-to-ground         Airspeed or headwind gain         GPS and geostationary earth orbit         augmented navigation         Area forecast for low-level flights         GBAS azimuth reference point         (to be pronounced "GEE-BAS") Ground- based augmentation system         Ground controlled approach system or ground controlled approach system or ground controlled approach         General         Geographic or true         Ground earth station         Glider         (to be pronounced "GLO-NAS") Global orbiting navigation satellite system         Ground movement chart (followed by name/ title)         GBAS landing system         Ground         Ground check         Global navigation satellite system         Glide path         Glide path
G G/A G/A/G GAIN GAGAN GAGAN GAMET GARP GBAS GCA GEN GEO GES GLD GLONASS GMC GLS GND GNDCK GNSS GP GPA GPIP GPS	Ground-to-air         Ground-to-air and air-to-ground         Airspeed or headwind gain         GPS and geostationary earth orbit         augmented navigation         Area forecast for low-level flights         GBAS azimuth reference point         (to be pronounced "GEE-BAS") Ground- based augmentation system         Ground controlled approach system or ground controlled approach system or ground controlled approach         General         Geographic or true         Ground earth station         Glider         (to be pronounced "GLO-NAS") Global orbiting navigation satellite system         Ground movement chart (followed by name/ title)         GBAS landing system         Ground check         Global navigation satellite system         Glide path         Glide path         Glide path
G G/A G/A/G GAIN GAGAN GAGAN GAMET GARP GBAS GCA GEN GEO GES GLD GLONASS GMC GLS GND GNDCK GNDSS GP GPA GPIP GPS GPWS	Ground-to-air         Ground-to-air and air-to-ground         Airspeed or headwind gain         GPS and geostationary earth orbit         augmented navigation         Area forecast for low-level flights         GBAS azimuth reference point         (to be pronounced "GEE-BAS") Ground- based augmentation system         Ground controlled approach system or ground controlled approach system or ground controlled approach         General         Geographic or true         Ground earth station         Glider         (to be pronounced "GLO-NAS") Global orbiting navigation satellite system         Ground movement chart (followed by name/ title)         GBAS landing system         Ground         Ground check         Global navigation satellite system         Glide path         Glide path         Glide path         Glide path angle         Global positioning system
G G/A G/A/G GAIN GAGAN GAGAN GAMET GARP GBAS GCA GEN GEO GES GLD GLONASS GMC GLS GND GNDCK GNSS GP GPA GPIP GPS GPWS GR	Ground-to-air         Ground-to-air and air-to-ground         Airspeed or headwind gain         GPS and geostationary earth orbit         augmented navigation         Area forecast for low-level flights         GBAS azimuth reference point         (to be pronounced "GEE-BAS") Ground- based augmentation system         Ground controlled approach system or ground controlled approach system or ground controlled approach         General         Geographic or true         Ground earth station         Glider         (to be pronounced "GLO-NAS") Global orbiting navigation satellite system         Ground movement chart (followed by name/ title)         GBAS landing system         Ground check         Global navigation satellite system         Glide path         Glide path angle         Glide path intercept point         Global positioning system         Ground proximity warning system
G G/A G/A/G GAIN GAGAN GAGAN GAMET GARP GBAS GCA GEN GEO GES GLD GLONASS GMC GLS GND GNDCK GNDSS GP GPA GPIP GPS GPWS	Ground-to-air         Ground-to-air and air-to-ground         Airspeed or headwind gain         GPS and geostationary earth orbit         augmented navigation         Area forecast for low-level flights         GBAS azimuth reference point         (to be pronounced "GEE-BAS") Ground- based augmentation system         Ground controlled approach system or ground controlled approach system or ground controlled approach         General         Geographic or true         Ground earth station         Glider         (to be pronounced "GLO-NAS") Global orbiting navigation satellite system         Ground movement chart (followed by name/ title)         GBAS landing system         Ground check         Global navigation satellite system         Glide path         Glide path angle         Glide path intercept point         Global positioning system         Ground proximity warning system         Hail         (to be pronounced "GRASS") Ground-based
G G/A G/A/G GAIN GAGAN GAGAN GAMET GARP GBAS GCA GEN GEO GES GLD GLONASS GMC GLS GND GNDCK GNSS GP GPA GPIP GPS GPWS GR GRAS	Ground-to-air         Ground-to-air and air-to-ground         Airspeed or headwind gain         GPS and geostationary earth orbit         augmented navigation         Area forecast for low-level flights         GBAS azimuth reference point         (to be pronounced "GEE-BAS") Ground- based augmentation system         Ground controlled approach system or ground controlled approach system or ground controlled approach         General         Geographic or true         Ground earth station         Glider         (to be pronounced "GLO-NAS") Global orbiting navigation satellite system         Ground movement chart (followed by name/ title)         GBAS landing system         Ground check         Global navigation satellite system         Glide path         Glide path         Glide path         Glide path intercept point         Global positioning system         Ground proximity warning system         Hail         (to be pronounced "GRASS") Ground-based regional augmentation system
G G/A G/A/G GAIN GAGAN GAGAN GAMET GARP GBAS GCA GEN GEO GES GLD GLONASS GMC GLS GND GNDCK GNDSS GP GPA GPIP GPS GPWS GR	Ground-to-air         Ground-to-air and air-to-ground         Airspeed or headwind gain         GPS and geostationary earth orbit         augmented navigation         Area forecast for low-level flights         GBAS azimuth reference point         (to be pronounced "GEE-BAS") Ground- based augmentation system         Ground controlled approach system or ground controlled approach system or ground controlled approach         General         Geographic or true         Ground earth station         Glider         (to be pronounced "GLO-NAS") Global orbiting navigation satellite system         Ground movement chart (followed by name/ title)         GBAS landing system         Ground check         Global navigation satellite system         Glide path         Glide path angle         Glide path intercept point         Global positioning system         Ground proximity warning system         Hail         (to be pronounced "GRASS") Ground-based

Brocessed         Intervention           grid posiet values expressed in binary form (meteorological code)         GRVL           GS         Ground speed         GS           GS         Small hail and/or snow pellets         GUND           GUND         Geoid undulation         Geoid undulation           H         High pressure area or the centre of high pressure           H24         Continuous day and night service           HA         Holding/racetrack to an altitude           HAPI         Helicopter approach path indicator           HBN         Hazard beacon           HDF         High frequency (3 000 to 30 0000 kHz)           HF         High frequency [3 000 to 30 0000 kHz]           HF         High frequency [3 000 to 30 0000 kHz]           HF         High frequency [3 000 to 30 0000 kHz]           HF         High frequency [3 000 to 30 0000 kHz]           HF         Holding/racetrack to a fix           HGT         Height or height above           HJ         Sunrise to sunsite           HCD         Holding           HK         Holding/racetrack to a fix           HGT         Height or height above           HN         Sunrise to sunsite           HOD         Service available to meet operation	GRIB	Processed meteorological data in the form of
(meteorological code)           GRVL         Gravel           GS         Ground speed           GS         Small hail and/or snow pellets           GUND         Geoid undulation           H         Geoid undulation           H         High pressure area or the centre of high pressure           H24         Continuous day and night service           HA         Holding/racetrack to an altitude           HAPI         Helicopter approach path indicator           HBN         Hazard beacon           HDF         High frequency direction-finding station           HDG         Heading           HEL         Helicopter           HF         Holding/racetrack to a fix           HGT         Heigh frequency [3 000 to 30 0000 kHz]           HF         Holding/racetrack to a manual termination           HM         Hoding/racetrack to a manual termination           HN         Sunrise to sunset           HDC         Holding           HW         Holding/racetrack to a manual termination           HN         Sunrise to sunset           HDC         Holday           HOSP         Hospital aircraft           HPA         Hectopascal           HR         Hour	GRID	
GRVL       Gravel         GS       Ground speed         GS       Small hail and/or snow pellets         GUND       Geoid undulation         H       High pressure area or the centre of high pressure         H24       Continuous day and night service         HA       Holding/racetrack to an altitude         HAPI       Helicopter approach path indicator         HBN       Hazard beacon         HDF       High frequency direction-finding station         HDF       High frequency [3 000 to 30 0000 kH2]         HF       Holding/racetrack to a fix         HGT       Height or height above         HJ       Surrise to sunset         HLDG       Holding/racetrack to a fix         HO       Surrise to sunset         HLDG       Holding         HN       Surset to sunset         HOD       Heactopascal         HR       Hours         HOSP       Hospital aircraft         HPA       Hectopascal         HR       Hours         HUD       Headup display         HUD       Headup display         HURCN       Hurricane         HVY       Heazy         HX       No specific workin		
GS       Ground speed         GS       Small hail and/or snow pellets         GUND       Geoid undulation         H       Geoid undulation         H       High pressure area or the centre of high pressure         H24       Continuous day and night service         HA       Holding/racetrack to an altitude         HAPI       Helicopter approach path indicator         HBN       Hazard beacon         HDF       High frequency (3 000 to 30 0000 kHz)         HF       High or height above         HJ       Surrise to sunset         HDG       Holding/racetrack to a fix         HGT       Holding/racetrack to a manual termination         HN       Surrise to sunset         HDG       Holding         HOSP       Hospital aircraft         HDA       Holding/racetrack to a manual termination         HN       Surset to sunrise         HO       Service available to meet operational requirement         HOL       Holdiday         HOSP       Hospital aircraft         HPA       Hectopascal         HR       Hours         HS       Service available during hours of scheduled operations         HUD       Head-up display <tr< td=""><td>GRVI</td><td>· · · · · · · · · · · · · · · · · · ·</td></tr<>	GRVI	· · · · · · · · · · · · · · · · · · ·
GS       Small hail and/or snow pellets         GUND       Geoid undulation         H       Geoid undulation         H       High pressure area or the centre of high pressure         HA       Holding/racetrack to an altitude         HAPI       Helicopter approach path indicator         HBN       Hazard beacon         HDF       High frequency direction-finding station         HDG       Heading         HEL       Helicopter         HF       Holding/racetrack to a fix         HGT       Height or height above         HJ       Survice to sunset         HLDG       Holding/racetrack to a manual termination         HN       Survice available to meet operational requirement         HOL       Holday         HOSP       Hospital aircraft         HPA       Hectopascal         HR       Hours         HS       Service available during hours of scheduled operations (at the same location)         HVP       Heave         HUDC       Hurricane         HVDF       High and very high frequency direction-finding stations (at the same location)         HVY       Heave         HVZ       Haze         HZ       Haze		-
GUND       Geoid undulation         H       High pressure area or the centre of high pressure         HA       High pressure day and night service         HA       Holding/racetrack to an altitude         HAPI       Helicopter approach path indicator         HBN       Hazard beacon         HDF       High frequency direction-finding station         HDG       Heading         HEL       Helicopter         HF       High frequency [3 000 to 30 0000 kHz]         HF       Holding/racetrack to a fix         HGT       Helding/racetrack to a manual termination         HN       Survise to sunset         HLDG       Holding         HN       Survice available to meet operational requirement         HOL       Holding/racetrack to a manual termination         HN       Survice available during hours of scheduled operations         HOL       Holdiay         HOXP       Hoesplay         HVD       Head-up display         HUDD       Head-up display         HUDD       Head-up display         HVVF       Head-up display         HVR       Higher         HZ       Haze         HZ       Haze         HZ	GS	
H       High pressure area or the centre of high pressure         H24       Continuous day and night service         HA       Holding/racetrack to an altitude         HAPI       Helcopter approach path indicator         HBN       Hazard beacon         HDF       High frequency direction-finding station         HDG       Heading         HEL       Helicopter         HF       High frequency [3 000 to 30 0000 kHz]         HF       Holding/racetrack to a fix         HGT       Height or height above         HJ       Survise to sunset         HLDG       Holding         HM       Holding/racetrack to a manual termination         NN       Survice available to meet operational requirement         HOL       Holding/racetrack to a manual termination         HN       Survice available to meet operational requirement         HOL       Holdiay         HOSP       Hospital aircraft         HPA       Hectopascal         HR       Hours         HS       Service available during hours of scheduled operations         HUD       Head-up display         HUD       Head-up display         HUD       Head-up display         HVDF       High and	GUND	•
H       High pressure area or the centre of high pressure         H24       Continuous day and night service         HA       Holding/racetrack to an altitude         HAPI       Helcopter approach path indicator         HBN       Hazard beacon         HDF       High frequency direction-finding station         HDG       Heading         HEL       Helicopter         HF       High frequency [3 000 to 30 0000 kHz]         HF       Holding/racetrack to a fix         HGT       Height or height above         HJ       Survise to sunset         HLDG       Holding         HM       Holding/racetrack to a manual termination         NN       Survice available to meet operational requirement         HOL       Holding/racetrack to a manual termination         HN       Survice available to meet operational requirement         HOL       Holdiay         HOSP       Hospital aircraft         HPA       Hectopascal         HR       Hours         HS       Service available during hours of scheduled operations         HUD       Head-up display         HUD       Head-up display         HUD       Head-up display         HVDF       High and		
Pressure           H24         Continuous day and night service           HA         Holding/racetrack to an altitude           HAPI         Helicopter approach path indicator           HBN         Hazard beacon           HDF         High frequency direction-finding station           HDG         Heading           HEL         Helicopter           HF         Holding/racetrack to a fix           HGT         Height or height above           HJ         Surrise to sunset           HLDG         Holding/racetrack to a manual termination           HN         Sunset to sunrise           HO         Service available to meet operational requirement           HOL         Holdiday           HOSP         Hospital aircraft           HPA         Hectopascal           HR         Hours           HS         Service available during hours of scheduled operations           HUD         Head-up display           HURCN         Hurricane           HVVF         Heavy           HX         No specific working hours           HYR         Higher           HZ         Haze           HZ         Haze           HZ         Haze	н	
HA       Holding/racetrack to an altitude         HAPI       Helicopter approach path indicator         HBN       Hazard beacon         HDF       High frequency direction-finding station         HDC       Heading         HEL       Helicopter         HF       High frequency [3 000 to 30 0000 kHz]         HF       Holding/racetrack to a fix         HGT       Heigh or height above         HJ       Sunrise to sunset         HLDG       Holding         HM       Holding/racetrack to a manual termination         HN       Sunrise to sunset         HO       Service available to meet operational requirement         HOL       Holiday         HOSP       Hospital aircraft         HPA       Hectopascal         HR       Hours         Service available during hours of scheduled operations         HUD       Head-up display         HURCN       Hurricane         HVVF       High and very high frequency direction- finding stations (at the same location)         HVZ       Heavy         HX       No specific working hours         HYR       Higher         HZ       Haze         HZ       Hertz (cycle per second) <td>Н</td> <td>0 1</td>	Н	0 1
HA       Holding/racetrack to an altitude         HAPI       Helicopter approach path indicator         HBN       Hazard beacon         HDF       High frequency direction-finding station         HDC       Heading         HEL       Helicopter         HF       High frequency [3 000 to 30 0000 kHz]         HF       Holding/racetrack to a fix         HGT       Heigh or height above         HJ       Sunrise to sunset         HLDG       Holding         HM       Holding/racetrack to a manual termination         HN       Sunrise to sunset         HO       Service available to meet operational requirement         HOL       Holiday         HOSP       Hospital aircraft         HPA       Hectopascal         HR       Hours         Service available during hours of scheduled operations         HUD       Head-up display         HURCN       Hurricane         HVVF       High and very high frequency direction- finding stations (at the same location)         HVZ       Heavy         HX       No specific working hours         HYR       Higher         HZ       Haze         HZ       Hertz (cycle per second) <td>H24</td> <td>•</td>	H24	•
HBN       Hazard beacon         HDF       High frequency direction-finding station         HDG       Heading         HEL       Helicopter         HF       High frequency [3 000 to 30 0000 kHz]         HF       Holding/racetrack to a fix         HGT       Height or height above         HJ       Sunrise to sunset         HLDG       Holding/racetrack to a manual termination         HN       Holding/racetrack to a manual termination         HN       Sunset to sunrise         HO       Service available to meet operational requirement         HOL       Holiday         HAPA       Hectopascal         HR       Hours         Service available during hours of scheduled operations         HUD       Head-up display         HUDRCN       Hurricane         HVVF       High and very high frequency direction- finding stations (at the same location)         HVX       No specific working hours         HYR       Higher         HZ       Haze         HZ       Haze         HZ       Haze         HZ       Haze         HZ       Haze         HZ       Haze         IAC       Instrumen	НА	
HDFHigh frequency direction-finding stationHDGHeadingHELHelicopterHFHigh frequency [3 000 to 30 0000 kHz]HFHolding/racetrack to a fixHGTHeight or height aboveHJSurrise to sunsetHLDGHoldingHMHolding/racetrack to a manual terminationHNSunset to sunsetHOService available to meet operational requirementHOHobidayHOSPHoospital aircraftHPAHectopascalHRHoursHSService available during hours of scheduled operationsHUDHead-up displayHUDHead-up displayHUDHead-up displayHURCNHurricaneHVDFHigh and very high frequency direction- finding stations (at the same location)HVRHigherHZHazeHZHertz (cycle per second)IInterment approach chart (followed by name/title)IAFIndicated airspeedIBNIdentification beaconICAOInternational Civil Aviation OrganisationICEIcingIDIdentificationIFIndentificationIFFIdentificationIFFIdentificationIFFIdentificationIFFIdentificationIGAIntermediate approach fixIFFIdentificationIFFIdentificationIGAIntermediate approach fixIFFIdentifica	HAPI	Helicopter approach path indicator
HDG       Heading         HEL       Helicopter         HF       High frequency [3 000 to 30 0000 kHz]         HF       Holding/racetrack to a fix         HGT       Height or height above         HJ       Surrise to sunset         HLDG       Holding/racetrack to a manual termination         HN       Sunset to sunrise         HO       Service available to meet operational requirement         HOL       Holdiay         HOSP       Hospital aircraft         HPA       Hectopascal         HR       Hours         HS       Service available during hours of scheduled operations         HUD       Head-up display         HURCN       Hurricane         HVDF       High and very high frequency direction- finding stations (at the same location)         HVY       Heavy         HX       No specific working hours         HYR       Higher         HZ       Haze         HZ       Heat/up display         HVR       Higher         HZ       Haze         HZ       Haze         HZ       Haze         HZ       Haze         IAC       Instrument approach chart (followed by name/iti	HBN	
HEL     Helicopter       HF     High frequency [3 000 to 30 0000 kHz]       HF     Hight requency [3 000 to 30 0000 kHz]       HF     Holding/racetrack to a fix       HGT     Height or height above       HJ     Sunrise to sunset       HLDG     Holding/racetrack to a manual termination       HN     Sunset to sunrise       HO     Service available to meet operational requirement       HOL     Holiday       HOSP     Hospital aircraft       HPA     Hectopascal       HR     Hours       HS     Service available during hours of scheduled operations       HUD     Head-up display       HUDRCN     Hurricane       HVDF     Higher       HZ     Heavy       HX     No specific working hours       HYR     Higher       HZ     Haze       HZ     Hertz (cycle per second)       I     Instrument approach chart (followed by name/title)       IAF     Initial approach fix       IAO     In and out of clouds       IAR     Indecated airspeed       IBN     Identification frait routes       IAS     Indicated airspeed       IBN     Identification filend/foe       IF     Intersection of air routes       IAS	HDF	High frequency direction-finding station
HFHigh frequency [3 000 to 30 0000 kHz]HFHolding/racetrack to a fixHGTHeight or height aboveHJSunrise to sunsetHLDGHoldingHMHolding/racetrack to a manual terminationHNSunset to sunriseHOService available to meet operational requirementHOLHoldidayHOSPHospital aircraftHPAHectopascalHRHoursHSService available during hours of scheduled operationsHUDHead-up displayHURCNHurricaneHVVFHeayHXNo specific working hoursHYRHigherHZHazeHZHazeHZHazeHZInstrument approach chart (followed by name/title)IAFInitial approach fixIAOIn and out of cloudsIARIndicated airspeedIBNIdentification beaconICAOInternational Civil Aviation OrganisationICEIcingIDIdentification friend/foeIFFIdentification friend/foeIFFIdentification friend/foeIFFInterment landing systemIMInner markerIMCInstrument landing systemIMInner markerIMDInpore or improvingIMTImmediate or immediatelyINAInitial aproachINBDInboundINDInbound	HDG	0
HF       Holding/racetrack to a fix         HGT       Height or height above         HJ       Sunrise to sunset         HLDG       Holding         HM       Holding/racetrack to a manual termination         HN       Sunset to sunrise         HO       Service available to meet operational requirement         HOL       Holiday         HOSP       Hospital aircraft         HPA       Hectopascal         HR       Hours         HS       Service available during hours of scheduled operations         HUD       Head-up display         HURCN       Hurricane         HVVF       High and very high frequency direction- finding stations (at the same location)         HVY       Heavy         HX       No specific working hours         HYR       Higher         HZ       Haze         HZ       Herz (cycle per second)         I       Instrument approach chart (followed by name/title)         IAF       Initial approach fix         IAO       In and out of clouds         IAP       Instrument approach procedure         IAR       Intersection of air routes         IAS       Indentification beacon         ICAO		
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INFO	Information
INOP	Inoperative
INP	If not possible
INPR	In progress
INS	Inches (dimensional unit)
INS	Inertial navigation system
INSTL	Install or installed or installation
INSTE	
	Instrument
INT	Intersection
INTER*	Intermittent
INTL	International
INTRG	Interrogator
INTRP	Interrupt or interruption or interrupted
INTSF	Intensify or intensifying
INTST	Intensity
	5
IR	Ice on runway
IRS	Inertial reference system
ISA	International standard atmosphere
ISB	Independent sideband
ISOL	Isolated
ITC*	International aeronautical fixed
	Telecommunication centre
J	
-	
JAN	January
JTST	Jet stream
JUL	
	July
JUN	June
К	
n	
1/0	
KG	Kilograms
KHZ	Kilohertz
KIAS	Knots indicated airspeed
KM	Kilometres
KM	Kilometres
KM KMH	Kilometres Kilometres per hour
KM KMH KPA	Kilometres Kilometres per hour Kilopascal
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KM KMH KPA KT KW	Kilometres         Kilometres per hour         Kilopascal         Knots         Kilowatts         Left (preceded by runway designation number to identify a parallel runway)
KM KMH KPA KT KW	Kilometres         Kilometres per hour         Kilopascal         Knots         Kilowatts         Left (preceded by runway designation
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KM KMH KPA KT KW L	Kilometres         Kilometres per hour         Kilopascal         Knots         Kilowatts         Left (preceded by runway designation number to identify a parallel runway)         Locator (see LM, LO)
KM KMH KPA KT KW L L L	Kilometres         Kilometres per hour         Kilopascal         Knots         Kilowatts         Left (preceded by runway designation number to identify a parallel runway)         Locator (see LM, LO)         Low pressure area or the centre of low pressure
KM KMH KPA KT KW L	Kilometres         Kilometres per hour         Kilopascal         Knots         Kilowatts         Left (preceded by runway designation number to identify a parallel runway)         Locator (see LM, LO)         Low pressure area or the centre of low pressure         Logical acknowledgment (message type
KM KMH KPA KT KW L L L LAM	Kilometres         Kilometres per hour         Kilopascal         Knots         Kilowatts         Left (preceded by runway designation number to identify a parallel runway)         Locator (see LM, LO)         Low pressure area or the centre of low pressure         Logical acknowledgment (message type designator)
КМ КМН КРА КТ КW L L L L LAM	Kilometres         Kilometres per hour         Kilopascal         Knots         Kilowatts         Left (preceded by runway designation number to identify a parallel runway)         Locator (see LM, LO)         Low pressure area or the centre of low pressure         Logical acknowledgment (message type designator)         Inland
КМ КМН КРА КТ КW L L L L L L L AM LAN LAT	Kilometres         Kilometres per hour         Kilopascal         Knots         Kilowatts         Left (preceded by runway designation number to identify a parallel runway)         Locator (see LM, LO)         Low pressure area or the centre of low pressure         Logical acknowledgment (message type designator)         Inland         Latitude
КМ КМН КРА КТ КW	Kilometres         Kilometres per hour         Kilopascal         Knots         Kilowatts         Left (preceded by runway designation number to identify a parallel runway)         Locator (see LM, LO)         Low pressure area or the centre of low pressure         Logical acknowledgment (message type designator)         Inland         Latitude         Local or locally or location or located
КМ КМН КРА КТ КW L L L L L L L AM LAN LAT	Kilometres         Kilometres per hour         Kilopascal         Knots         Kilowatts         Left (preceded by runway designation number to identify a parallel runway)         Locator (see LM, LO)         Low pressure area or the centre of low pressure         Logical acknowledgment (message type designator)         Inland         Latitude
КМ КМН КРА КТ КW	Kilometres         Kilometres per hour         Kilopascal         Knots         Kilowatts         Left (preceded by runway designation number to identify a parallel runway)         Locator (see LM, LO)         Low pressure area or the centre of low pressure         Logical acknowledgment (message type designator)         Inland         Latitude         Local or locally or location or located         Landing distance available
КМ КМН КРА КТ КW	Kilometres         Kilometres per hour         Kilopascal         Knots         Kilowatts         Left (preceded by runway designation number to identify a parallel runway)         Locator (see LM, LO)         Low pressure area or the centre of low pressure         Logical acknowledgment (message type designator)         Inland         Latitude         Local or locally or location or located         Landing distance available         Landing distance available, helicopter
KM KMH KPA KT KW L L L LAM LAN LAN LAT LCA LDA LDAH LDG	Kilometres         Kilometres per hour         Kilopascal         Knots         Kilowatts         Left (preceded by runway designation number to identify a parallel runway)         Locator (see LM, LO)         Low pressure area or the centre of low pressure         Logical acknowledgment (message type designator)         Inland         Latitude         Local or locally or location or located         Landing distance available, helicopter         Landing
KM KMH KPA KT KW L L L LAM LAM LAN LAT LCA LDA LDA LDG LDI	Kilometres         Kilometres per hour         Kilopascal         Knots         Kilowatts         Left (preceded by runway designation number to identify a parallel runway)         Locator (see LM, LO)         Low pressure area or the centre of low pressure         Logical acknowledgment (message type designator)         Inland         Latitude         Local or locally or location or located         Landing distance available         Landing distance available, helicopter         Landing direction indicator
KM KMH KPA KT KW L L L LAM LAN LAN LAT LCA LDA LDA LDG LDI LEN	Kilometres         Kilometres per hour         Kilopascal         Knots         Kilowatts         Left (preceded by runway designation number to identify a parallel runway)         Locator (see LM, LO)         Low pressure area or the centre of low pressure         Logical acknowledgment (message type designator)         Inland         Latitude         Local or locally or location or located         Landing distance available         Landing distance available, helicopter         Landing         Landing direction indicator
KM KMH KPA KT KW L L L LAM LAN LAN LAT LCA LDA LDA LDA LDG LDI LEN LF	Kilometres         Kilometres per hour         Kilopascal         Knots         Kilowatts         Left (preceded by runway designation number to identify a parallel runway)         Locator (see LM, LO)         Low pressure area or the centre of low pressure         Logical acknowledgment (message type designator)         Inland         Latitude         Local or locally or location or located         Landing distance available         Landing distance available, helicopter         Landing         Landing direction indicator         Length         Low frequency [30 to 300 kHz]
KM KMH KPA KT KW L L L LAM LAN LAN LAT LCA LDA LDA LDAH LDG LDI LEN LF LGT	Kilometres         Kilometres per hour         Kilopascal         Knots         Kilowatts         Left (preceded by runway designation number to identify a parallel runway)         Locator (see LM, LO)         Low pressure area or the centre of low pressure         Logical acknowledgment (message type designator)         Inland         Latitude         Local or locally or location or located         Landing distance available         Landing distance available, helicopter         Landing         Landing direction indicator         Length         Low frequency [30 to 300 kHz]         Light or lighting
KM KMH KPA KT KW L L L LAM LAN LAN LAT LCA LDA LDA LDA LDG LDI LEN LF	Kilometres         Kilometres per hour         Kilopascal         Knots         Kilowatts         Left (preceded by runway designation number to identify a parallel runway)         Locator (see LM, LO)         Low pressure area or the centre of low pressure         Logical acknowledgment (message type designator)         Inland         Latitude         Local or locally or location or located         Landing distance available         Landing distance available, helicopter         Landing         Landing direction indicator         Length         Low frequency [30 to 300 kHz]
KM KMH KPA KT KW L L L LAM LAN LAN LAT LCA LDA LDA LDAH LDG LDI LEN LF LGT	Kilometres         Kilometres per hour         Kilopascal         Knots         Kilowatts         Left (preceded by runway designation number to identify a parallel runway)         Locator (see LM, LO)         Low pressure area or the centre of low pressure         Logical acknowledgment (message type designator)         Inland         Latitude         Local or locally or location or located         Landing distance available         Landing distance available, helicopter         Landing         Landing direction indicator         Length         Low frequency [30 to 300 kHz]         Light or lighting         Lighted
KM KMH KPA KT KW L L L LAM LAN LAN LAN LAT LCA LDA LDA LDAH LDG LDI LEN LF LGT LGTD LIH	Kilometres         Kilometres per hour         Kilopascal         Knots         Kilowatts         Left (preceded by runway designation number to identify a parallel runway)         Locator (see LM, LO)         Low pressure area or the centre of low pressure         Logical acknowledgment (message type designator)         Inland         Latitude         Local or locally or location or located         Landing distance available         Landing distance available, helicopter         Landing         Landing direction indicator         Length         Low frequency [30 to 300 kHz]         Light or lighting         Light intensity high
KM KMH KPA KT KW L L L LAM LAN LAN LAN LAN LAT LCA LDA LDA LDAH LDG LDI LEN LF LGT LGTD LIH LIL	Kilometres         Kilometres per hour         Kilopascal         Knots         Kilowatts         Left (preceded by runway designation number to identify a parallel runway)         Locator (see LM, LO)         Low pressure area or the centre of low pressure         Logical acknowledgment (message type designator)         Inland         Latitude         Local or locally or location or located         Landing distance available         Landing distance available, helicopter         Landing         Landing direction indicator         Length         Low frequency [30 to 300 kHz]         Light or lighting         Light intensity high         Light intensity high
KM KMH KPA KT KW L L L LAM LAN LAN LAN LAN LAT LCA LDA LDA LDAH LDG LDI LEN LF LGT LGTD LIH LIL LIM	Kilometres         Kilometres per hour         Kilopascal         Knots         Kilowatts         Left (preceded by runway designation number to identify a parallel runway)         Locator (see LM, LO)         Low pressure area or the centre of low pressure         Logical acknowledgment (message type designator)         Inland         Latitude         Local or locally or location or located         Landing distance available         Landing distance available, helicopter         Landing         Landing direction indicator         Length         Low frequency [30 to 300 kHz]         Light or lighting         Light intensity high         Light intensity high         Light intensity medium
KM KMH KPA KT KW L L L LAM LAN LAN LAN LAT LCA LDA LDA LDA LDA LDG LDI LEN LF LGT LGTD LIH LIL LIM	Kilometres         Kilometres per hour         Kilopascal         Knots         Kilowatts         Left (preceded by runway designation number to identify a parallel runway)         Locator (see LM, LO)         Low pressure area or the centre of low pressure         Logical acknowledgment (message type designator)         Inland         Latitude         Local or locally or location or located         Landing distance available         Landing distance available, helicopter         Landing         Landing direction indicator         Length         Low frequency [30 to 300 kHz]         Light or lighting         Light intensity high         Light intensity high         Light intensity medium         Locator, middle
KM KMH KPA KT KW L L L LAM LAN LAN LAN LAN LAN LAN LAT LCA LDA LDA LDA LDA LDA LDG LDI LEN LF LGT LGT LIH LIH LIM LM LM	Kilometres         Kilometres per hour         Kilopascal         Knots         Kilowatts         Left (preceded by runway designation number to identify a parallel runway)         Locator (see LM, LO)         Low pressure area or the centre of low pressure         Logical acknowledgment (message type designator)         Inland         Latitude         Local or locally or location or located         Landing distance available         Landing distance available, helicopter         Landing         Landing direction indicator         Length         Low frequency [30 to 300 kHz]         Light or lighting         Light intensity high         Light intensity high         Light intensity medium         Locator, middle         Local mean time
KM KMH KPA KT KW L L L LAM LAN LAN LAN LAT LCA LDA LDA LDA LDA LDG LDI LEN LF LGT LGTD LIH LIL LIM	Kilometres         Kilometres per hour         Kilopascal         Knots         Kilowatts         Left (preceded by runway designation number to identify a parallel runway)         Locator (see LM, LO)         Low pressure area or the centre of low pressure         Logical acknowledgment (message type designator)         Inland         Latitude         Local or locally or location or located         Landing distance available         Landing distance available, helicopter         Landing         Landing direction indicator         Length         Low frequency [30 to 300 kHz]         Light or lighting         Light intensity high         Light intensity high         Light intensity medium         Locator, middle
KM KMH KPA KT KW L L L LAM LAN LAN LAN LAN LAN LAN LAT LCA LDA LDA LDA LDA LDA LDG LDI LEN LF LGT LGT LIH LIH LIK LM LM	Kilometres         Kilometres per hour         Kilopascal         Knots         Kilowatts         Left (preceded by runway designation number to identify a parallel runway)         Locator (see LM, LO)         Low pressure area or the centre of low pressure         Logical acknowledgment (message type designator)         Inland         Latitude         Local or locally or location or located         Landing distance available         Landing distance available, helicopter         Landing         Landing direction indicator         Length         Low frequency [30 to 300 kHz]         Light or lighting         Light intensity high         Light intensity high         Light intensity medium         Locator, middle         Local mean time
KM KMH KPA KT KW L L L LAM LAN LAN LAN LAN LAN LAN LAT LCA LDA LDA LDA LDA LDA LDG LDI LEN LF LGT LGT LIH LIH LIM LM LM	Kilometres         Kilometres per hour         Kilopascal         Knots         Kilowatts         Left (preceded by runway designation number to identify a parallel runway)         Locator (see LM, LO)         Low pressure area or the centre of low pressure         Logical acknowledgment (message type designator)         Inland         Latitude         Local or locally or location or located         Landing distance available         Landing distance available, helicopter         Landing direction indicator         Length         Low frequency [30 to 300 kHz]         Light or lighting         Light intensity high         Light intensity high         Light intensity medium         Local mean time         (to be pronounced "EL-NAV") Lateral navigation
KM KMH KPA KT KW L L L LAM LAN LAN LAN LAN LAN LAT LCA LDA LDA LDA LDA LDA LDA LDA LD	Kilometres         Kilometres per hour         Kilopascal         Knots         Kilowatts         Left (preceded by runway designation number to identify a parallel runway)         Locator (see LM, LO)         Low pressure area or the centre of low pressure         Logical acknowledgment (message type designator)         Inland         Latitude         Local or locally or location or located         Landing distance available         Landing distance available, helicopter         Landing direction indicator         Length         Low frequency [30 to 300 kHz]         Light intensity high         Light intensity high         Light intensity nedium         Local mean time         (to be pronounced "EL-NAV") Lateral navigation         Long (used to indicate the type of approach
KM KMH KPA KT KW L L L LAM LAN LAN LAN LAN LAN LAN LAT LCA LDA LDA LDA LDA LDA LDA LDG LDI LEN LF LGT LGT LIH LIL LIM LM LM LM LM LM LAN LAN LAN LAN LAN LAN LAN LAN	Kilometres         Kilometres per hour         Kilopascal         Knots         Kilowatts         Left (preceded by runway designation number to identify a parallel runway)         Locator (see LM, LO)         Low pressure area or the centre of low pressure         Logical acknowledgment (message type designator)         Inland         Latitude         Local or locally or location or located         Landing distance available         Landing distance available, helicopter         Landing direction indicator         Length         Low frequency [30 to 300 kHz]         Light or lighting         Light intensity high         Light intensity high         Light intensity medium         Local mean time         (to be pronounced "EL-NAV") Lateral navigation

LOC	Localizer
LONG LORAN	Longitude
	Loran (long range air navigation system)
LOSS	Airspeed or headwind loss
LPV	Localizer performance with vertical guidance
LRG	Long range
	Limited
LTP	Landing threshold point
LTT	Landline teletypewriter
	Light and variable (relating to wind)
	Leave or leaving
	Level
LYR	Layer or layered
M	
M	Metres (preceded by figures)
М	Mach number (followed by figures)
M	Minimum value of runway visual range
	(followed by figures in METAR/SPECI)
МАА	Maximum authorized altitude
MAG	Magnetic
MAHE	Missed approach holding fix
MAINT	Missed approach holding fix
MAINT	Aeronautical maps and charts
MAP	
MAPI	Missed approach point At sea
MAR	March
MAS	Manual A1 Simplex
MATF	Missed approach turning fix
MAX	Maximum
MAY	Мау
MBST	Microburst
MCA	Minimum crossing altitude
MCW	Modulated continuous wave
MDA	Minimum descent altitude
MDF	Medium frequency direction-finding station
MDH	Minimum descent height
MEA	Minimum en-route altitude
MEHT	Minimum eye height over threshold (for
	visual approach slope indicator system)
MET	Meteorological or meteorology
METAR	Aerodrome routine meteorological report (in
	meteorological code)
MF	Medium frequency [300 to 3000 kHz]
MHDF	Medium and high frequency direction-finding
	stations (at the same location)
MHVDF	Medium, high and very high frequency
	direction-finding stations (at the same
	- · · ·
	location)
MHZ	Megahertz
MID	Mid-point (related to RVR)
MIFG	Shallow fog
MIL	Military
MIN	Minutes
MKR	Marker radio beacon
MLS	Microwave landing system
MM	Middle marker
MNM	Minimum
MNPS	Minimum navigation performance
	specifications
MNT	Monitor or monitoring or monitored
MNTN	Maintain
MOA	Military operating area
MOC	Minimum obstacle clearance (required)
MOCA	Minimum obstacle clearance altitude
MOD	Moderate (used to indicate the intensity of
	weather phenomena, interference or static
	reports, e.g MODRA=moderate rain)
MON	Above mountains
10/11 / IM	
MON	Monday

MOPS	Minimum operational performance
	standards
MOV	Move or moving or movement
MPS	Metres per second
MRA	Minimum reception altitude
MRG	Medium range
MRP	ATS/MET reporting point
MS	Minus
MSA	Minimum sector altitude
MSAS	(to be pronounced "EM-SAS") Multi-
Morto	functional transport satellite (MTSAT)
MSAW	Minimum safe altitude warning
MSG	Message
MSG	Mean sea level
	Mountain
MT	
MTU	Metric units
MTW	Mountain waves
MVDF	Medium and very high frequency direction-
	finding stations (at the same location)
M/W*	Microwave
MWO	Meteorological watch office
MX	Mixed type of ice formation (white and clear)
N	
Ν	
N	No distinct tondonov (in D)/D during providuo
IN	No distinct tendency (in RVR during previous
	10 minutes) North or northern latitude
N	
NAT	North Atlantic
NAV	Navigation
NB	Northbound
NBFR	Not before
NC	No change
NDB	Non-directional radio beacon
NE	North-east
NEB	North-eastbound
NEG	No or negative or permission not granted or
	that is not correct
NGT	Night
NIL	None or I have nothing to send to you
NM	Nautical miles
NML	Normal
NN	No name, unnamed
NNE	North-north-east
NNW	North-north-west
NOF	International NOTAM office
NOSIG	No significant change (used in trend-type
NUSIG	
	landing forecasts)
NOTAM	A notice containing information concerning
	the establishment, condition or change in
	any aeronautical facility, service, procedure
	or hazard, the timely knowledge of which is
	essential to personnel concerned with flight
	operations
NOV	November
NR	Number
NRH	No reply heard
NS	Nimbostratus
NSC	Nil significant cloud
NSE	
NSE	Navigation system error
NSE NW	Navigation system error North-west
NSE NW NWB	Navigation system error North-west North-westbound
NSE NW	Navigation system error North-west
NSE NW NWB	Navigation system error North-west North-westbound
NSE NW NWB	Navigation system error North-west North-westbound
NSE NW NWB NXT	Navigation system error North-west North-westbound
NSE NW NWB NXT	Navigation system error North-west North-westbound
NSE NW NWB NXT O OAC	Navigation system error North-west North-westbound Next Oceanic area control center
NSE NW NWB NXT O OAC OAS	Navigation system error         North-west         North-westbound         Next         Oceanic area control center         Obstacle assessment surface
NSE NW NWB NXT OAC OAS OBS	Navigation system error         North-west         North-westbound         Next         Oceanic area control center         Obstacle assessment surface         Observe or observed or observation
NSE NW NWB NXT OAC OAS OBS OBSC	Navigation system error         North-west         North-westbound         Next         Oceanic area control center         Obstacle assessment surface         Observe or observed or observation         Obscure or obscuring
NSE NW NWB NXT OAC OAS OBS	Navigation system error         North-west         North-westbound         Next         Oceanic area control center         Obstacle assessment surface         Observe or observed or observation

000	
OCA	Oceanic control area
000	Occulting (light)
OCH	Obstacle Clearance Height
OCL	Obstacle clearance limit
OCNL	Occasional or occasionally
OCS	Obstacle clearance surface
OCT	October
OFZ	Obstacle free zone
OHD	Overhead
-	-
OIS	Obstacle identification surface
OLDI	On-line data interchange
OM	Outer marker
OPA	Opaque, white type of ice formation
OPC	The control indicated is operational control
OPMET	Operational meteorological (information)
OPN	Open or opening or opened
OPR	Operator or operate or operative or
OFIX	operating or operational
0.00	
OPS	Operations
0/R	On request
ORD	Indication of an order
OSV	Ocean station vessel
OTP	On top
OTS	Organized track system
OUBD	Outbound
OVC	Overcast
000	Overcasi
Р	
P	Prohibited area (followed by identification)
PA	Precision approach
PALS	Precision approach lighting system (specify
	category)
PANS	Procedures for air navigation services
PAPI	Precision approach path indicator
PAR	Precision approach radar
PARL	Parallel
PACT	Precision approach terrain chart (followed by
	name/title)
PAX	Passenger(s)
PAX PBN	Passenger(s)
PBN	Passenger(s) Performance-based navigation
PBN PCD	Passenger(s) Performance-based navigation Proceed or proceeding
PBN PCD PCL	Passenger(s) Performance-based navigation Proceed or proceeding Pilot-controlled lighting
PBN PCD PCL PCN	Passenger(s) Performance-based navigation Proceed or proceeding Pilot-controlled lighting Pavement classification number
PBN PCD PCL PCN PDC	Passenger(s) Performance-based navigation Proceed or proceeding Pilot-controlled lighting Pavement classification number Pre-departure clearance
PBN PCD PCL PCN PDC PDG	Passenger(s)         Performance-based navigation         Proceed or proceeding         Pilot-controlled lighting         Pavement classification number         Pre-departure clearance         Procedure design gradient
PBN PCD PCL PCN PDC PDG PER	Passenger(s) Performance-based navigation Proceed or proceeding Pilot-controlled lighting Pavement classification number Pre-departure clearance
PBN PCD PCL PCN PDC PDG	Passenger(s)         Performance-based navigation         Proceed or proceeding         Pilot-controlled lighting         Pavement classification number         Pre-departure clearance         Procedure design gradient
PBN PCD PCL PCN PDC PDG PER	Passenger(s)         Performance-based navigation         Proceed or proceeding         Pilot-controlled lighting         Pavement classification number         Pre-departure clearance         Procedure design gradient         Performance         Permanent
PBN PCD PCL PCN PDC PDG PER PERM	Passenger(s)         Performance-based navigation         Proceed or proceeding         Pilot-controlled lighting         Pavement classification number         Pre-departure clearance         Procedure design gradient         Performance         Permanent         Pre-flight information bulletin
PBN PCD PCL PCN PDC PDG PER PERM PIB PJE	Passenger(s)         Performance-based navigation         Proceed or proceeding         Pilot-controlled lighting         Pavement classification number         Pre-departure clearance         Procedure design gradient         Performance         Permanent         Pre-flight information bulletin         Parachute jumping exercise
PBN PCD PCL PCN PDC PDG PER PERM PIB PJE PL	Passenger(s)         Performance-based navigation         Proceed or proceeding         Pilot-controlled lighting         Pavement classification number         Pre-departure clearance         Procedure design gradient         Performance         Permanent         Pre-flight information bulletin         Parachute jumping exercise         Ice pellets
PBN PCD PCL PCN PDC PDG PER PERM PIB PJE PL PLA	Passenger(s)         Performance-based navigation         Proceed or proceeding         Pilot-controlled lighting         Pavement classification number         Pre-departure clearance         Procedure design gradient         Performance         Permanent         Pre-flight information bulletin         Parachute jumping exercise         Ice pellets         Practice low approach
PBN PCD PCL PCN PDC PDG PER PERM PIB PJE PJE PL PLA PLN	Passenger(s)         Performance-based navigation         Proceed or proceeding         Pilot-controlled lighting         Pavement classification number         Pre-departure clearance         Procedure design gradient         Performance         Permanent         Pre-flight information bulletin         Parachute jumping exercise         Ice pellets         Practice low approach         Flight plan
PBN PCD PCL PCN PDC PDG PER PERM PIB PJE PL PLA PLA PLN PLVL	Passenger(s)         Performance-based navigation         Proceed or proceeding         Pilot-controlled lighting         Pavement classification number         Pre-departure clearance         Procedure design gradient         Performance         Permanent         Pre-flight information bulletin         Parachute jumping exercise         Ice pellets         Practice low approach         Flight plan         Present level
PBN PCD PCL PCN PDC PDG PER PERM PIB PJE PJE PL PLA PLN	Passenger(s)         Performance-based navigation         Proceed or proceeding         Pilot-controlled lighting         Pavement classification number         Pre-departure clearance         Procedure design gradient         Performance         Permanent         Pre-flight information bulletin         Parachute jumping exercise         Ice pellets         Practice low approach         Flight plan
PBN PCD PCL PCN PDC PDG PER PERM PIB PJE PL PLA PLA PLN PLVL	Passenger(s)         Performance-based navigation         Proceed or proceeding         Pilot-controlled lighting         Pavement classification number         Pre-departure clearance         Procedure design gradient         Performance         Permanent         Pre-flight information bulletin         Parachute jumping exercise         Ice pellets         Practice low approach         Flight plan         Present level
PBN PCD PCL PCN PDC PDG PER PERM PIB PJE PL PLA PLA PLN PLVL PN PNR	Passenger(s)         Performance-based navigation         Proceed or proceeding         Pilot-controlled lighting         Pavement classification number         Pre-departure clearance         Procedure design gradient         Performance         Permanent         Pre-flight information bulletin         Parachute jumping exercise         Ice pellets         Practice low approach         Flight plan         Present level         Prior notice required         Point of no return
PBN PCD PCL PCN PDC PDG PER PERM PIB PJE PL PLA PLA PLN PLVL PN PNR PO	Passenger(s)         Performance-based navigation         Proceed or proceeding         Pilot-controlled lighting         Pavement classification number         Pre-departure clearance         Procedure design gradient         Performance         Permanent         Pre-flight information bulletin         Parachute jumping exercise         Ice pellets         Practice low approach         Flight plan         Present level         Prior notice required         Point of no return         Dust devils
PBN           PCD           PCL           PCN           PDC           PDG           PER           PERM           PIB           PJE           PL           PLA           PLVL           PN           PNR           PO           POB	Passenger(s)         Performance-based navigation         Proceed or proceeding         Pilot-controlled lighting         Pavement classification number         Pre-departure clearance         Procedure design gradient         Performance         Permanent         Pre-flight information bulletin         Parachute jumping exercise         Ice pellets         Practice low approach         Flight plan         Prior notice required         Point of no return         Dust devils         Persons on board
PBN PCD PCL PCN PDC PDG PER PERM PIB PJE PL PLA PLN PLVL PN PLVL PN PNR PO POB POSS	Passenger(s)         Performance-based navigation         Proceed or proceeding         Pilot-controlled lighting         Pavement classification number         Pre-departure clearance         Procedure design gradient         Performance         Permanent         Pre-flight information bulletin         Parachute jumping exercise         Ice pellets         Practice low approach         Flight plan         Present level         Prior notice required         Point of no return         Dust devils         Persons on board         Possible
PBN           PCD           PCL           PCN           PDC           PDG           PER           PERM           PIB           PJE           PL           PLN           PLVL           PN           POB           POSS           PPI	Passenger(s)         Performance-based navigation         Proceed or proceeding         Pilot-controlled lighting         Pavement classification number         Pre-departure clearance         Procedure design gradient         Performance         Performance         Pere-flight information bulletin         Parachute jumping exercise         Ice pellets         Practice low approach         Flight plan         Present level         Prior notice required         Point of no return         Dust devils         Persons on board         Possible         Plan position indicator
PBN           PCD           PCL           PCN           PDC           PDG           PER           PERM           PIB           PJE           PL           PLN           PLVL           PN           POB           POSS           PPI           PPR	Passenger(s)         Performance-based navigation         Proceed or proceeding         Pilot-controlled lighting         Pavement classification number         Pre-departure clearance         Procedure design gradient         Performance         Permanent         Pre-flight information bulletin         Parachute jumping exercise         Ice pellets         Practice low approach         Flight plan         Present level         Prior notice required         Point of no return         Dust devils         Persons on board         Possible         Plan position indicator         Prior permission required
PBN           PCD           PCL           PCN           PDC           PDG           PER           PERM           PIB           PJE           PL           PLA           PLVL           PN           POB           POSS           PPI           PPR           PPSN	Passenger(s)Performance-based navigationProceed or proceedingPilot-controlled lightingPavement classification numberPre-departure clearanceProcedure design gradientPerformancePermanentPre-flight information bulletinParachute jumping exerciseIce pelletsPractice low approachFlight planPresent levelPrior notice requiredPoint of no returnDust devilsPersons on boardPossiblePlan position indicatorPrior permission requiredPresent position
PBN           PCD           PCL           PCN           PDC           PDG           PER           PERM           PIB           PJE           PL           PLN           PLVL           PN           POB           POSS           PPI           PPR	Passenger(s)         Performance-based navigation         Proceed or proceeding         Pilot-controlled lighting         Pavement classification number         Pre-departure clearance         Procedure design gradient         Performance         Permanent         Pre-flight information bulletin         Parachute jumping exercise         Ice pellets         Practice low approach         Flight plan         Present level         Prior notice required         Point of no return         Dust devils         Persons on board         Possible         Plan position indicator         Prior permission required
PBN           PCD           PCL           PCN           PDC           PDG           PER           PERM           PIB           PJE           PL           PLA           PLVL           PN           POB           POSS           PPI           PPR           PPSN	Passenger(s)Performance-based navigationProceed or proceedingPilot-controlled lightingPavement classification numberPre-departure clearanceProcedure design gradientPerformancePermanentPre-flight information bulletinParachute jumping exerciseIce pelletsPractice low approachFlight planPresent levelPrior notice requiredPoint of no returnDust devilsPersons on boardPossiblePlan position indicatorPrior permission requiredPresent position
PBN           PCD           PCL           PCN           PDC           PDG           PER           PERM           PIB           PJE           PL           PLA           PLVL           PN           POB           POSS           PPI           PPR           PPSN           PRFG           PRI	Passenger(s)Performance-based navigationProceed or proceedingPilot-controlled lightingPavement classification numberPre-departure clearanceProcedure design gradientPerformancePermanentPre-flight information bulletinParachute jumping exerciseIce pelletsPractice low approachFlight planPresent levelPrior notice requiredPoint of no returnDust devilsPersons on boardProssiblePlan position indicatorPrior permission requiredPresent positionAerodrome partially covered by fogPrimary
PBN           PCD           PCL           PCN           PDC           PDG           PER           PER           PER           PER           PER           PER           PER           PER           PDG           PDG           PDG           PIB           PJE           PL           PL           PLN           PLVL           PN           PONR           PO           POB           POSS           PPI           PPR           PPSN           PRFG           PRI           PRKG	Passenger(s)Performance-based navigationProceed or proceedingPilot-controlled lightingPavement classification numberPre-departure clearanceProcedure design gradientPerformancePermanentPre-flight information bulletinParachute jumping exerciseIce pelletsPractice low approachFlight planPresent levelPrior notice requiredPoint of no returnDust devilsPersons on boardPossiblePlan position indicatorPrior permission requiredPresent positionAerodrome partially covered by fogPrimaryParking
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PSR	Primary surveillance radar
PSYS PTN	Pressure system(s) Procedure turn
PTS PWR	Polar track structure
FWK	Power
Q	
QDM	Magnetic heading (zero wind)
QDR	Magnetic bearing
QFE	Atmospheric pressure at aerodrome
	elevation (or at runway threshold)
QFU	Magnetic orientation of runway
QNH	Altimeter sub-scale setting to obtain
	elevation when on the ground
QTE	True bearing
QUAD	Quadrant
R	
R	Right (preceded by runway designation
	number to identify a parallel runway)
R	Rate of turn
R	Red
R	Restricted area (followed by identification)
R	Runway (followed by figures in METAR/
	SPECI)
RA	Rain
RA	Resolution advisory
RAC	Rules of the air and air traffic services
RAG	Ragged
RAG	Runway arresting gear
RAI	Runway alignment indicator
RAIM	Receiver autonomous integrity monitoring
RAPCON*	Radar approach control
RASC	Regional AIS system centre
RASS	Remote altimeter setting source
RB	Rescue boat
RCA	Reach cruising altitude
RCAG*	Remote control air ground
RCC RCF	Rescue co-ordination centre Radio communication failure (message type
RCF	designator)
RCH	<b>o</b> ,
RCL	Reach or reaching Runway centre line
RCLL	Runway centre line light(s)
RCLR	Recleared
RCP	Required communication performance
RDH	Reference datum height (for ILS)
RDL	Radial
RDO	Radio
RE	Recent (used to qualify weather phenomena
	such as rain, e.g. recent rain = RERA)
REC	Receive or receiver
REDL	Runway edge light(s)
REF	Reference toor refer to
REG	Registration
REIL*	Runway end identifier light(s)
RENL	Runway end light(s)
REP	Report or reporting or reporting point
REQ	Request or requested
RERTE	Re-route
RESA	Runway end safety area
RF	Constant radius arc to a fix
RG	Range (lights)
RHC	Right-hand circuit
RIF	Reclearance in flight
RITE	Right (direction of turn)
RL	Report leaving
RLA	Relay to
RLCE	Request level change en route
RLLS	Runway lead-in lighting system

RIVIK	
RMK	Remark
RNAV	(to be pronounced "AR-NAV") Area
	navigation
RNG	Radio range
RNP	Required navigation performance
ROBEX	Regional OPMET bulletin exchange
	(scheme)
ROC	Rate of climb
ROD	Rate of descent
RON	Receiving only
-	
RPDS	Reference path data selector
RPI	Radar position indicator
RPL	Repetitive flight plan
RPLC	Replace or replaced
RPS	Radar position symbol
RQNMTS	Requirements
RR	Report reaching
RRA	(or RRB, RRCetc., in sequence) Delayed
	meteorological message (message type
	designator)
RSC	Rescue sub-centre
RSCD	Runway surface condition
	Responder beacon
RSP	
RSR	En-route surveillance radar
RTAF*	Royal Thai Air Force
RTD	Delayed (used to indicate delayed
	meteorological message; message type
	designator)
RTE	Route
RTF	Radiotelephone
RTG	Radiotelegraph
RTHL	Runway threshold light(s)
RTN	Return or returned or returning
RTN*	
	Royal Thai Navy
RTODAH	Rejected take-off distance available,
	helicopter
RTS	Return to service
RTT	Radio teletype writer
RTZL	Runway touchdown zone light(s)
RUT	Standard regional route transmitting
	<b>6</b>
	frequencies
RV	Rescue vessel
RV RVR	Rescue vessel
RVR	Rescue vessel Runway visual range
	Rescue vessel Runway visual range Reduced vertical separation minimum (300
RVR RVSM	Rescue vessel Runway visual range Reduced vertical separation minimum (300 m (1 000 ft)) between FL 290 and FL 410
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RVR RVSM RWY	Rescue vessel Runway visual range Reduced vertical separation minimum (300 m (1 000 ft)) between FL 290 and FL 410
RVR RVSM RWY	Rescue vessel Runway visual range Reduced vertical separation minimum (300 m (1 000 ft)) between FL 290 and FL 410
RVR RVSM RWY S	Rescue vessel         Runway visual range         Reduced vertical separation minimum (300 m (1 000 ft)) between FL 290 and FL 410         Runway         South or southern latitude
RVR RVSM RWY S	Rescue vessel         Runway visual range         Reduced vertical separation minimum (300 m (1 000 ft)) between FL 290 and FL 410         Runway         South or southern latitude         State of the sea (followed by figures in
RVR RVSM RWY S S S	Rescue vessel         Runway visual range         Reduced vertical separation minimum (300 m (1 000 ft)) between FL 290 and FL 410         Runway         South or southern latitude         State of the sea (followed by figures in METAR/SPECI)
RVR RVSM RWY S S S SA	Rescue vessel         Runway visual range         Reduced vertical separation minimum (300 m (1 000 ft)) between FL 290 and FL 410         Runway         South or southern latitude         State of the sea (followed by figures in METAR/SPECI)         Sand
RVR RVSM <b>S</b> S S SA SALS	Rescue vessel         Runway visual range         Reduced vertical separation minimum (300 m (1 000 ft)) between FL 290 and FL 410         Runway         South or southern latitude         State of the sea (followed by figures in METAR/SPECI)         Sand         Simple approach lighting system
RVR RVSM S S S SA SALS SAN	Rescue vessel         Runway visual range         Reduced vertical separation minimum (300 m (1 000 ft)) between FL 290 and FL 410         Runway         South or southern latitude         State of the sea (followed by figures in METAR/SPECI)         Sand         Simple approach lighting system         Sanitary
RVR RVSM S S S S S S S S S S S S S S S S S S	Rescue vessel         Runway visual range         Reduced vertical separation minimum (300 m (1 000 ft)) between FL 290 and FL 410         Runway         South or southern latitude         State of the sea (followed by figures in METAR/SPECI)         Sand         Simple approach lighting system         Sanitary         As soon as possible
RVR RVSM RWY S S S SA SALS SAN SAP SAR	Rescue vessel         Runway visual range         Reduced vertical separation minimum (300 m (1 000 ft)) between FL 290 and FL 410         Runway         South or southern latitude         State of the sea (followed by figures in METAR/SPECI)         Sand         Simple approach lighting system         Sanitary         As soon as possible         Search and rescue
RVR RVSM S S S S S S S S S S S S S S S S S S	Rescue vessel         Runway visual range         Reduced vertical separation minimum (300 m (1 000 ft)) between FL 290 and FL 410         Runway         South or southern latitude         State of the sea (followed by figures in METAR/SPECI)         Sand         Simple approach lighting system         Sanitary         As soon as possible         Search and rescue         Standard and Recommended Practices
RVR RVSM RWY S S S SA SALS SAN SAP SAR SARPS	Rescue vessel         Runway visual range         Reduced vertical separation minimum (300 m (1 000 ft)) between FL 290 and FL 410         Runway         South or southern latitude         State of the sea (followed by figures in METAR/SPECI)         Sand         Simple approach lighting system         Sanitary         As soon as possible         Search and rescue         Standard and Recommended Practices (ICAO)
RVR RVSM RWY S S S S S S S S S S S S S S S S S S S	Rescue vessel         Runway visual range         Reduced vertical separation minimum (300 m (1 000 ft)) between FL 290 and FL 410         Runway         South or southern latitude         State of the sea (followed by figures in METAR/SPECI)         Sand         Simple approach lighting system         Sanitary         As soon as possible         Search and rescue         Standard and Recommended Practices (ICAO)         Saturday
RVR RVSM RWY S S S SA SALS SAN SAP SAR SARPS	Rescue vessel         Runway visual range         Reduced vertical separation minimum (300 m (1 000 ft)) between FL 290 and FL 410         Runway         South or southern latitude         State of the sea (followed by figures in METAR/SPECI)         Sand         Simple approach lighting system         Sanitary         As soon as possible         Search and rescue         Standard and Recommended Practices (ICAO)
RVR RVSM RWY S S S S S S S S S S S S S S S S S S S	Rescue vessel         Runway visual range         Reduced vertical separation minimum (300 m (1 000 ft)) between FL 290 and FL 410         Runway         South or southern latitude         State of the sea (followed by figures in METAR/SPECI)         Sand         Simple approach lighting system         Sanitary         As soon as possible         Search and rescue         Standard and Recommended Practices (ICAO)         Saturday         Satellite communication         Southbound
RVR RVSM RWY S S S S S S S S S S S S S S S S S S S	Rescue vessel         Runway visual range         Reduced vertical separation minimum (300 m (1 000 ft)) between FL 290 and FL 410         Runway         South or southern latitude         State of the sea (followed by figures in METAR/SPECI)         Sand         Simple approach lighting system         Sanitary         As soon as possible         Search and rescue         Standard and Recommended Practices (ICAO)         Saturday         Satellite communication         Southbound
RVR RVSM RWY S S S S S S S S S S S S S S S S S S S	Rescue vessel         Runway visual range         Reduced vertical separation minimum (300 m (1 000 ft)) between FL 290 and FL 410         Runway         South or southern latitude         State of the sea (followed by figures in METAR/SPECI)         Sand         Simple approach lighting system         Sanitary         As soon as possible         Search and rescue         Standard and Recommended Practices (ICAO)         Saturday         Satellite communication         Southbound         (to be pronounced "ESS-BAS") Satellite-
RVR RVSM RWY S S S S S S S S S S S S S S S S S S S	Rescue vessel         Runway visual range         Reduced vertical separation minimum (300 m (1 000 ft)) between FL 290 and FL 410         Runway         South or southern latitude         State of the sea (followed by figures in METAR/SPECI)         Sand         Simple approach lighting system         Sanitary         As soon as possible         Search and rescue         Staturday         Saturday         Saturday         Saturday         Saturday         Satellite communication         Southbound         (to be pronounced "ESS-BAS") Satellite-based augmentation system
RVR RVSM RWY S S S S S S S S S S S S S S S S S S S	Rescue vessel         Runway visual range         Reduced vertical separation minimum (300 m (1 000 ft)) between FL 290 and FL 410         Runway         South or southern latitude         State of the sea (followed by figures in METAR/SPECI)         Sand         Simple approach lighting system         Sanitary         As soon as possible         Search and rescue         Staturday         Saturday         Saturday         Saturday         Saturday         Satellite communication         Southbound         (to be pronounced "ESS-BAS") Satellite-based augmentation system
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RVR RVSM RWY S S S S S S S S S S S S S S S S S S S	Rescue vessel         Runway visual range         Reduced vertical separation minimum (300 m (1 000 ft)) between FL 290 and FL 410         Runway         South or southern latitude         State of the sea (followed by figures in METAR/SPECI)         Sand         Simple approach lighting system         Sanitary         As soon as possible         Search and rescue         Staturday         Saturday         Saturday         Saturday         Saturday         Satellite communication         Southbound         (to be pronounced "ESS-BAS") Satellite-based augmentation system         Stratocumulus         Scattered         Standard deviation
RVR RVSM RWY S S S S S S S S S S S S S S S S S S S	Rescue vessel         Runway visual range         Reduced vertical separation minimum (300 m (1 000 ft)) between FL 290 and FL 410         Runway         South or southern latitude         State of the sea (followed by figures in METAR/SPECI)         Sand         Simple approach lighting system         Sanitary         As soon as possible         Search and rescue         Staturday         Saturday         Saturday         Saturday         Satellite communication         Southbound         (to be pronounced "ESS-BAS") Satellite-based augmentation system         Stratocumulus         Scattered         Standard deviation
RVR RVSM RWY <b>S</b> S S SA SALS SAN SAP SAR SAR SAR SAR SAR SAR SAR SAT SATCOM SB SBAS SC SCT SD SDBY SDF	Rescue vessel         Runway visual range         Reduced vertical separation minimum (300 m (1 000 ft)) between FL 290 and FL 410         Runway         South or southern latitude         State of the sea (followed by figures in METAR/SPECI)         Sand         Simple approach lighting system         Sanitary         As soon as possible         Search and rescue         Staturday         Saturday         Saturday         Satellite communication         Southbound         (to be pronounced "ESS-BAS") Satellite-based augmentation system         Stratocumulus         Scattered         Standard deviation         Standard deviation
RVR RVSM RWY <b>S</b> S S S SA SALS SAN SAR SAR SAR SAR SAR SAR SAR SAR SAR SAT SAT SAT SAT SAT SAT SAT SAT SAT SAT	Rescue vessel         Runway visual range         Reduced vertical separation minimum (300 m (1 000 ft)) between FL 290 and FL 410         Runway         South or southern latitude         State of the sea (followed by figures in METAR/SPECI)         Sand         Simple approach lighting system         Sanitary         As soon as possible         Search and rescue         Stateday         Saturday         Satellite communication         Southbound         (to be pronounced "ESS-BAS") Satellite-based augmentation system         Stratocumulus         Scattered         Standard deviation         Standard deviation
RVR RVSM RWY <b>S</b> S S SA SALS SAN SAP SAR SAR SAR SAR SAR SAR SAR SAT SATCOM SB SBAS SC SCT SD SDBY SDF	Rescue vessel         Runway visual range         Reduced vertical separation minimum (300 m (1 000 ft)) between FL 290 and FL 410         Runway         South or southern latitude         State of the sea (followed by figures in METAR/SPECI)         Sand         Simple approach lighting system         Sanitary         As soon as possible         Search and rescue         Staturday         Saturday         Saturday         Satellite communication         Southbound         (to be pronounced "ESS-BAS") Satellite-based augmentation system         Stratocumulus         Scattered         Standard deviation         Standard deviation
RVR RVSM RWY <b>S</b> S S S SA SALS SAN SAP SAR SAR SAR SAR SAR SAR SAR SAT SAT SAT SAT SAT SAT SAT SAT SAT SAT	Rescue vessel         Runway visual range         Reduced vertical separation minimum (300 m (1 000 ft)) between FL 290 and FL 410         Runway         South or southern latitude         State of the sea (followed by figures in METAR/SPECI)         Sand         Simple approach lighting system         Sanitary         As soon as possible         Search and rescue         Stateday         Saturday         Satellite communication         Southbound         (to be pronounced "ESS-BAS") Satellite-based augmentation system         Stratocumulus         Scattered         Standard deviation         Standard deviation

SECT       Sector         SELCAL       Selective calling system         SEP       September         SER       Service or servicing or served         SEV       Severe (used e.g. to qualify icing and turbulence reports)         SFC       Surface         SG       Snow grains         SGL       Signal         SH       Shower (followed by RA=rain, SN=snow, PL=ice pellets, GR=hail, GS=small hail and or snow pellets or combinations thereof, e.g. SHRASN=showers of rain and snow)         SHF       Super high frequency [3 000 to 30 000 MHz]         SI       International system of units         SID       Standard instrument departure         SIF       Selective identification feature         SIGMET       Information concerning en-route weather phenomena which may affect the safety of aircraft operations         SIMUL       Simultaneous or simultaneously         SIWL       Single isolated wheel load         SKED       Schedule or scheduled         SLP       Speed limiting point         SLW       Slow         SMR       Surface movement control         SMR       Surface movement radar         SN       Snow         SNOCLO       Aerodrome closed due to snow (used in METAR/SPECI)         SNOWTAM	0501	
SELCAL         Selective calling system           SEP         September           SER         Service or servicing or served           SEV         Severe (used e.g. to qualify icing and turbulence reports)           SFC         Surface           SG         Snow grains           SGL         Signal           SH         Shower (followed by RA=rain, SN=snow, PL=ice pellets, GR=hail, GS=small hail and or snow pellets or combinations thereof, e.g. SHRASN=showers of rain and snow)           SHF         Super high frequency [3 000 to 30 000 MHz           SI         International system of units           SID         Standard instrument departure           SIF         Selective identification feature           SIGMET         Information concerning en-route weather phenomena which may affect the safety of aircraft operations           SIMUL         Single isolated wheel load           SKED         Schedule or scheduled           SLP         Speed limiting point           SLW         Slow           SMC         Surface movement control           SMR         Surface movement control           SNR         Snow           SNOCLO         Aerodrome closed due to snow (used in METAR/SPECI)           SNOWTAM         A special series NOTAM notifying the presence or removal of	SECN	Section
SEP         September           SER         Service or servicing or served           SEV         Severe (used e.g. to qualify icing and turbulence reports)           SFC         Surface           SGL         Signal           SH         Shower (followed by RA=rain, SN=snow, PL=ice pellets, GR=hail, GS=small hail and or snow pellets or combinations thereof, e.g. SHRASN=showers of rain and snow)           SHF         Super high frequency [3 000 to 30 000 MHz           SID         International system of units           SID         Standard instrument departure           SIF         Selective identification feature           SIGMET         Information concerning en-route weather phenomena which may affect the safety of aircraft operations           SIMUL         Simultaneous or simultaneously           SIWL         Single isolated wheel load           SKED         Schedule or scheduled           SLP         Speed limiting point           SLW         Slow           SMCC         Surface movement control           SMR         Surface movement radar           SN         Snow           SNOCLO         Aerodrome closed due to snow (used in METAR/SPECI)           SNOWTAM         A special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water as		
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SEV         Severe (used e.g. to qualify icing and turbulence reports)           SFC         Surface           SG         Snow grains           SGL         Signal           SH         PLeice pellets, GR=hail, GS=small hail and or snow pellets or combinations thereof, e.g. SHRASN=showers of rain and snow)           SHF         Super high frequency [3 000 to 30 000 MHz           SI         International system of units           SID         Standard instrument departure           SIF         Selective identification feature           SIGMET         Information concerning en-route weather phenomena which may affect the safety of aircraft operations           SIMUL         Simultaneous or simultaneously           SIWL         Single isolated wheel load           SKED         Schedule or scheduled           SLP         Speed limiting point           SLW         Slow           SMC         Surface movement radar           SN         Snow           SNOCLO         Aerodrome closed due to snow (used in METAR/SPECI)           SNOWTAM         A 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           SPECI         Aviation selected special weather report (in aeronautical meteor		
turbulence reports)           SFC         Surface           SG         Sinow grains           SGL         Signal           SH         Shower (followed by RA=rain, SN=snow, PL=ice pellets, GR=hail, GS=small hail and or snow pellets or combinations thereof, e. g. SHRASN=showers of rain and snow)           SHF         Super high frequency [3 000 to 30 000 MHz           SID         International system of units           SID         Standard instrument departure           SIF         Selective identification feature           SIGMET         Information concerning en-route weather phenomena which may affect the safety of aircraft operations           SIMUL         Simultaneous or simultaneously           SWL         Single isolated wheel load           SKED         Schedule or scheduled           SLW         Slow           SMC         Surface movement radar           SN         Snow           SNCCLO         Aerodrome closed due to snow (used in ME TAR/SPECI)           SNOWTAM         A 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           SPECI         Aviation selected special weather report (in aeronautical metorological (code)           SPECI         Special position indica		
SFC       Surface         SG       Snow grains         SGL       Signal         SH       Shower (followed by RA=rain, SN=snow, PL=ice pellets, GR=hail, GS=small hail and or snow pellets or combinations thereof, e.g. SHRASN=showers of rain and snow)         SHF       Super high frequency [3 000 to 30 000 MHz         SI       International system of units         SID       Standard instrument departure         SIF       Selective identification feature         SIGMET       Information concerning en-route weather phenomena which may affect the safety of aircraft operations         SIMUL       Simultaneous or simultaneously         SIWL       Single isolated wheel load         SKED       Schedule or scheduled         SLW       Slow         SMC       Surface movement radar         SN       Snow         SNOCLO       Aerodrome closed due to snow (used in METAR/SPECI)         SNOWTAM       A 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         SPECI       Aviation selected special weather report (in aeronautical meteorological report (in abreviated plain language)         SPI       Special meteorological report (in abreviated plain language)         SPI       Spec	JE V	
SG       Snow grains         SGL       Signal         SH       Shower (followed by RA=rain, SN=snow, PL=ice pellets, GR=hail, GS=small hail and or snow pellets or combinations thereof, e.g. SHRASN=showers of rain and snow)         SHF       Super high frequency [3 000 to 30 000 MHz         SI       International system of units         SID       Standard instrument departure         SIF       Selective identification feature         SIMUL       Simultaneous or simultaneously         SIWL       Single isolated wheel load         SKED       Schedule or scheduled         SLP       Speed limiting point         SLW       Slow         SMR       Surface movement control         SMR       Surface movement radar         SN       Snow         SNOCLO       Aerodrome closed due to snow (used in METAR/SPECI)         SNOWTAM       A 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         SPECI       Aviation selected special weather report (in aeronautical meteorological (code)         SPECI       Special position indicator         SPOT       Special position indicator         SPOT       Spopt wind         SQ <td>SEC</td> <td></td>	SEC	
SGL       Signal         SH       Shower (followed by RA=rain, SN=snow, PL=ice pellets, GR=hail, GS=small hail and or snow pellets or combinations thereof, e.g. SHRASN=showers of rain and snow)         SHF       Super high frequency [3 000 to 30 000 MHz         SI       International system of units         SID       Standard instrument departure         SIF       Selective identification feature         SIGMET       Information concerning en-route weather phenomena which may affect the safety of aircraft operations         SIMUL       Simultaneous or simultaneously         SWL       Single isolated wheel load         SLP       Speed limiting point         SLW       Slow         SMC       Surface movement control         SMR       Surface movement radar         SN       Snow         SNOCLO       Aerodrome closed due to snow (used in METAR/SPECI)         SNOWTAM       A special series NOTAM 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         SPECI       Aviation selected special weather report (in aeronautical meteorological (code)         SPECIAL       Special position indicator         SPOT       Spot wind         SQ       Squaill         SR	-	
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SS     Sandstorm       SS     Sunset       SSB     Single sideband       SSE     South-south-east       SSR     Secondary surveillance radar       SST     Supersonic transport       SSW     South-south-west       ST     Stratus		
SS     Sunset       SSB     Single sideband       SSE     South-south-east       SSR     Secondary surveillance radar       SST     Supersonic transport       SSW     South-south-west       ST     Stratus		
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SSR         Secondary surveillance radar           SST         Supersonic transport           SSW         South-south-west           ST         Stratus		
SST         Supersonic transport           SSW         South-south-west           ST         Stratus		
SSW South-south-west ST Stratus		Secondary surveillance radar
ST Stratus		
Si a Stroight in charach		
	STA	Straight in approach
STAR Standard instrument arrival		
STD Standard		
STF Stratiform		
STN Station		
STNR Stationary		
STOL Short take-off and landing		
STS Status		
STWL Stopway light(s)		
SUBJ Subject to	JUDJ	Subject to

SUN	Sunday
SUPPS	Regional supplementary procedures
SVC	Service message
SVCBL	Serviceable
SW	South-west
SWB	South-westbound
SWY	Stopway
SX*	Simplex
т	
Т	Temperature
TA	Traffic advisory
TA	Transition altitude
TAA	Terminal arrival altitude
TACAN	UHF tactical air navigation aid
TAF	Aerodrome forecast
TA/H	Turn at an altitude/height
TAIL	Tail wind
TAR	Terminal area surveillance radar
TAS	True airspeed
TAX	Taxiing or taxi
TC	Tropical cyclone
TCAC TCAS RA	Tropical cyclone advisory centre (to be pronounced "TEE-CAS-AR-AY"
TCAS RA	Traffic alert and collision avoidance system resolution advisory
ТСН	Threshold crossing height
TCU	Towering cumulus
TDO	Tornado
TDZ	Touchdown zone
TECR	Technical reason
TEL	Telephone
TEMPO	Temporary or temporarily
TF	Track to fix
TFC	Traffic
TGL	Touch-and-go landing
TGS	Taxiing guidance system
THR	Threshold
THRU	Through
THU	Thursday Until
TIL	
TKOF	Until past(followed by place) Take-off
TL	Till (followed by time be which weather change is forecast to end)
TLOF	Touchdown and lift-off area
TMA	Terminal control area
TN	Minimum temperature (followed be figures in
	TAF)
TNA	Turn altitude
TNH	Turn height
TO	To(followed by place)
TOC	Top of climb
TODA	Take-off distance available
TODAH	Take-off distance available, helicopter
TOP	Cloud top
TORA	Take-off run available
тох	Toxic
TP	Turning point
TR	Track
TRA	Temporary reserved airspace
TRANS	Transmits or transmitter
TRL	Transition level
TRL TROP	Transition level Tropopause
TRL	Transition level Tropopause Thunderstorm (in aerodrome reports and
TRL TROP	Transition level Tropopause

TS	Thunderstorm (followed by RA=rain,
10	SN=snow, PL=ice pellets, GR=hail,
	GS=small hail and/or snow pellets or
	combinations thereof, e.g.
	TSRANSN=thunderstorm with rain and
	snow)
TSUNAMI	,
TT	Tsunami (used in aerodrome warnings) Teletypewriter
TUE	Tuesday
TURB	Turbulence
T-VASIS	
1-VA515	(to be pronounced"TEE-VASIS") T visual approach slope indicator system
TVOR	Terminal VOR
TWR	Aerodrome control tower or aerodrome
IVVR	control
TWY	Taxiway
TWYL	Taxiway
TX	Maximum temperature (followed by figures
1	in TAF)
ТҮР	/
ТҮР	Type of aircraft
	Typhoon
U	
-	
U	Upward (tendency in RVR during previous
	10 minutes)
UA	Unmanned aircraft
UAB	Until advised by
UAC	Upper area control centre
UAR	Upper air route
UAS	Unmanned aircraft system
UDF	Ultra high frequency direction-finding station
UFN	Until further notice
UHDT	Unable higher due traffic
UHF	Ultra high frequency [300 to 3 000 MHz]
UIC	Upper information centre
UIR	Upper flight information region
ULR	Ultra long range
UNA	Unable
UNAP	Unable to approve
UNL	Unlimited
UNREL	Unreliable
UP	Unidentified precipitation (used in
	automated METAR/SPECI)
U/S	Unserviceable
UTA	Upper control area
UTC	Coordinated Universal Time
v	
v	
V	Variations from the mean wind direction
-	
	(preceded and followed by fidures in
	(preceded and followed by figures in METAR/SPECI, e.g. 350V070)
VA	METAR/SPECI, e.g. 350V070)
VA VA	
VA	METAR/SPECI, e.g. 350V070) Heading to an altitude Volcanic ash
VA VAAC	METAR/SPECI, e.g. 350V070) Heading to an altitude Volcanic ash Volcanic ash advisory centre
VA	METAR/SPECI, e.g. 350V070) Heading to an altitude Volcanic ash Volcanic ash advisory centre Visual approach chart (followed by name/
VA VAAC VAC	METAR/SPECI, e.g. 350V070) Heading to an altitude Volcanic ash Volcanic ash advisory centre Visual approach chart (followed by name/ title)
VA VAAC	METAR/SPECI, e.g. 350V070) Heading to an altitude Volcanic ash Volcanic ash advisory centre Visual approach chart (followed by name/ title) In valleys
VA VAAC VAC VAL	METAR/SPECI, e.g. 350V070) Heading to an altitude Volcanic ash Volcanic ash advisory centre Visual approach chart (followed by name/ title) In valleys Runway control van
VA VAAC VAC VAL VAN VAR	METAR/SPECI, e.g. 350V070) Heading to an altitude Volcanic ash Volcanic ash advisory centre Visual approach chart (followed by name/ title) In valleys Runway control van Magnetic variation
VA VAAC VAC VAL VAN	METAR/SPECI, e.g. 350V070) Heading to an altitude Volcanic ash Volcanic ash advisory centre Visual approach chart (followed by name/ title) In valleys Runway control van Magnetic variation Visual-aural radio range
VA VAAC VAC VAL VAN VAR VAR VAR VASIS	METAR/SPECI, e.g. 350V070) Heading to an altitude Volcanic ash Volcanic ash advisory centre Visual approach chart (followed by name/ title) In valleys Runway control van Magnetic variation Visual-aural radio range Visual approach slope indicator systems
VA VAAC VAC VAL VAN VAR VAR	METAR/SPECI, e.g. 350V070)         Heading to an altitude         Volcanic ash         Volcanic ash advisory centre         Visual approach chart (followed by name/ title)         In valleys         Runway control van         Magnetic variation         Visual approach slope indicator systems         Visual approach slope indicator systems
VA VAAC VAC VAL VAN VAR VAR VAR VASIS	METAR/SPECI, e.g. 350V070)         Heading to an altitude         Volcanic ash         Volcanic ash advisory centre         Visual approach chart (followed by name/ title)         In valleys         Runway control van         Magnetic variation         Visual approach slope indicator systems         Vicinity of the aerodrome (followed by FG=fog, FC=funnel cloud, SH=shower,
VA VAAC VAC VAL VAN VAR VAR VAR VASIS	METAR/SPECI, e.g. 350V070)         Heading to an altitude         Volcanic ash         Volcanic ash advisory centre         Visual approach chart (followed by name/ title)         In valleys         Runway control van         Magnetic variation         Visual approach slope indicator systems         Vicinity of the aerodrome (followed by FG=fog, FC=funnel cloud, SH=shower, PO=dust/sand whirls, BLDU=blowing dust,
VA VAAC VAC VAL VAN VAR VAR VAR VASIS	METAR/SPECI, e.g. 350V070)         Heading to an altitude         Volcanic ash         Volcanic ash advisory centre         Visual approach chart (followed by name/ title)         In valleys         Runway control van         Magnetic variation         Visual approach slope indicator systems         Vicinity of the aerodrome (followed by FG=fog, FC=funnel cloud, SH=shower, PO=dust/sand whirls, BLDU=blowing dust, BLSA=blowing sand, BLSN=blowing snow,
VA VAAC VAC VAL VAN VAR VAR VAR VASIS	METAR/SPECI, e.g. 350V070)         Heading to an altitude         Volcanic ash         Volcanic ash advisory centre         Visual approach chart (followed by name/ title)         In valleys         Runway control van         Magnetic variation         Visual approach slope indicator systems         Vicinity of the aerodrome (followed by FG=fog, FC=funnel cloud, SH=shower, PO=dust/sand whirls, BLDU=blowing dust, BLSA=blowing sand, BLSN=blowing snow, DS=dust storm, SS=sandstorm,
VA VAAC VAC VAL VAN VAR VAR VAR VASIS	METAR/SPECI, e.g. 350V070)         Heading to an altitude         Volcanic ash         Volcanic ash advisory centre         Visual approach chart (followed by name/ title)         In valleys         Runway control van         Magnetic variation         Visual approach slope indicator systems         Vicinity of the aerodrome (followed by FG=fog, FC=funnel cloud, SH=shower, PO=dust/sand whirls, BLDU=blowing dust, BLSA=blowing sand, BLSN=blowing snow, DS=dust storm, SS=sandstorm, TS=thunderstorm or VA=volcanic ash, e.g.
VA VAAC VAC VAL VAN VAR VAR VAR VASIS VC	METAR/SPECI, e.g. 350V070)         Heading to an altitude         Volcanic ash         Volcanic ash advisory centre         Visual approach chart (followed by name/ title)         In valleys         Runway control van         Magnetic variation         Visual approach slope indicator systems         Vicinity of the aerodrome (followed by FG=fog, FC=funnel cloud, SH=shower, PO=dust/sand whirls, BLDU=blowing dust, BLSA=blowing sand, BLSN=blowing snow, DS=dust storm, SS=sandstorm, TS=thunderstorm or VA=volcanic ash, e.g. VCFG=vicinity fog)
VA VAAC VAC VAL VAN VAR VAR VAR VASIS	METAR/SPECI, e.g. 350V070)         Heading to an altitude         Volcanic ash         Volcanic ash advisory centre         Visual approach chart (followed by name/ title)         In valleys         Runway control van         Magnetic variation         Visual approach slope indicator systems         Vicinity of the aerodrome (followed by FG=fog, FC=funnel cloud, SH=shower, PO=dust/sand whirls, BLDU=blowing dust, BLSA=blowing sand, BLSN=blowing snow, DS=dust storm, SS=sandstorm, TS=thunderstorm or VA=volcanic ash, e.g.

VER	Vertical
VER	Visual flight rules
VHF	Very high frequency [30 to 300 MHz]
VI	Heading to an intercept
VIP	Very important person
VIS	Visibility
VLF	Very low frequency [3 to 30 kHz]
VLR	Very long range
VM	Heading to a manual termination
VMC VNAV	Visual meteorological conditions
VNAV	(to be pronounce VEE-NAV) Vertical navigation
VOLMET	Meteorological information for aircraft in
VOLIVILI	flight
VOR	VHF omnidirectional radio range
VORTAC	VOR and TACAN combination
VOT	VOR airborne equipment test facility
VPA	Vertical path angle
VRB	Variable
VSA	By visual reference to the ground
VSP	Vertical speed
VTF	Vector to final
VTOL	Vertical take-off and landing
VV	Vertical visibility (followed by figures in
	METAR/SPECI and TAF)
W	
W	West or western longitude
W	West or western longitude White
W	Sea-surface temperature (followed by
vv	figures in METAR/SPECI)
WAAS	Wide area augmentation system
WAC	World aeronautical Chart – ICAO 1: 1 000
	000
WAFC	World area forecast centre
WB	Westbound
WBAR	Wing bar lights
WBI	Wind direction indicator
WDSPR	Widespread
WED	Wednesday
WEF	With effect from or effective from
WGS-84 WI	World Geodetic System-1984 Within
WID	Width
WIE	With immediate effect or effective
VVIL	immediately
WILCO	Will comply
WIP	Work in progress
WKN	Weaken or weakening
WNW	West-north-west
WO	Without
WPT	Way-point
WRNG	Warning
WSDD	Wind shear
WSPD WSW	Wind speed West-south-west
WT	Weight
WTSPT	Waterspout
WWW	Worldwide web
WX	Weather
v	
x	
х	Cross
	Crossbar (of approach lighting system)
XBAR	
	Crossing
XBAR	
XBAR XNG	Crossing
XBAR XNG XS	Crossing
XBAR XNG	Crossing

Y	Yellow
YCZ	Yellow caution zone (runway lighting)
YR	Your
z	
Z	Coordinated Universal Time (in
	meteorological messages)