

| <b>Acronym</b> | <b>Digital Notam Format</b>              | <b>Meaning</b>   |
|----------------|--|--|
| <b>A</b>       | amber                                    | amber  |
| <b>A/A</b>     | a/a                                      | air-to-air   |
| <b>A/G</b>     | a/g                                      | air-to-ground  |
| <b>AAD</b>     | assigned altitude deviation              | assigned altitude deviation                            |
| <b>AAIM</b>    | Aircraft Autonomous Integrity Monitoring | Aircraft Autonomous Integrity Monitoring               |
| <b>AAL</b>     | Above Aerodrome Level                    | Above Aerodrome Level                                  |
| <b>AAR</b>     | air to air refuelling                    | air to air refuelling                                  |
| <b>ABI</b>     | advance boundary information             | advance boundary information                           |
| <b>ABM</b>     | abeam                                    | abeam  |
| <b>ABN</b>     | ABN                                      | Aerodrome Beacon                                       |
| <b>ABT</b>     | about                                    | about  |
| <b>ABV</b>     | ...or above                              | ...or above  |
| <b>ACARS</b>   | ACARS                                    | Aircraft communication addressing and reporting system |
| <b>ACAS</b>    | ACAS                                     | Airborne collision avoidance system                    |
| <b>ACC</b>     | ACC                                      | Area Control Center                                    |
| <b>ACCID</b>   | aircraft accident                        | notification of an aircraft accident                   |
| <b>ACFT</b>    | acft                                     | aircraft   |
| <b>ACK</b>     | ack                                      | acknowledge  |
| <b>ACL</b>     | ACL                                      | Altimeter check location                               |
| <b>ACN</b>     | ACN                                      | Aircraft classification number                         |
| <b>ACP</b>     | acceptance                               | acceptance   |
| <b>ACPT</b>    | accept                                   | accept   |
| <b>ACT</b>     | active, activated, activity              | active, activated, activity                            |
| <b>AD</b>      | AD                                       | Aerodrome  |
| <b>ADA</b>     | Advisory Area                            | Advisory Area  |
| <b>ADC</b>     | Aerodrome Chart                          | Aerodrome Chart  |
| <b>ADDN</b>    | additional, addition                     | additional, addition                                   |
| <b>ADF</b>     | ADF                                      | Automatic Direction-Finding Equipment                  |
| <b>ADIZ</b>    | ADIZ                                     | Air Defence Identification Code                        |
| <b>ADJ</b>     | adjacent                                 | adjacent   |
| <b>ADO</b>     | aerodrome office                         | aerodrome office                                       |
| <b>ADR</b>     | advisory route                           | advisory route   |
| <b>ADS</b>     | the address                              | the address  |
| <b>ADS-B</b>   | ADS-B                                    | Automatic Dependent Surveillance - Broadcast           |
| <b>ADS-C</b>   | ADS-C                                    | Automatic Dependent Surveillance - Contract            |
| <b>ADSU</b>    | ADSU                                     | Automatic Dependent Surveillance Unit                  |
| <b>ADVS</b>    | advisory service                         | advisory service                                       |
| <b>ADZ</b>     | advise                                   | advise   |

|               |  |  |
|---------------|--|--|
| <b>AES</b>    | aircraft earth station                                 | aircraft earth station   |
| <b>AFIL</b>   | AFIL   | Flight Plan Filed in the Air   |
| <b>AFIS</b>   | AFIS   | Aerodrome Flight Information Service   |
| <b>AFM</b>    | affirm, affirmative                                    | affirm, affirmative  |
| <b>AFS</b>    | Aeronautical Fixed Service                             | Aeronautical Fixed Service   |
| <b>AFT</b>    | after  | after  |
| <b>AFTN</b>   | AFTN   | Aeronautical Fixed Telecommunication Network   |
| <b>AGA</b>    | AGA  | Aerodromes, Air Routes and Ground Aids   |
| <b>AGL</b>    | AGL  | Above Ground Level   |
| <b>AGN</b>    | again  | again  |
| <b>AIC</b>    | AIC  | Aeronautical Information Circular  |
| <b>AIDC</b>   | air traffic services interfacility data communications | air traffic services interfacility data communications   |
| <b>AIM</b>    | Aeronautical Information Management                    | Aeronautical Information Management  |
| <b>AIP</b>    | AIP  | Aeronautical Information Publication   |
| <b>AIRAC</b>  | AIRAC  | Aeronautical Information Regulation and Control  |
| <b>AIREP</b>  | air-report   | air-report   |
| <b>AIRMET</b> | AIRMET   | Information concerning en-route weather phenomena which may affect the safety of low-level aircraft operations |
| <b>AIS</b>    | AIS  | Aeronautical Information Services  |
| <b>ALA</b>    | alighting area   | alighting area   |
| <b>ALERFA</b> | ALERFA   | Alert Phase  |
| <b>ALR</b>    | alerting   | alerting   |
| <b>ALRS</b>   | alerting service                                       | alerting service   |
| <b>ALS</b>    | Approach Lighting System                               | Approach Lighting System   |
| <b>ALT</b>    | ALT  | Altitude   |
| <b>ALTN</b>   | altn   | alternate (aerodrome), alternating (light colour)  |
| <b>AMA</b>    | Area Minimum ALT                                       | Area Minimum ALT   |
| <b>AMD</b>    | amend, amended   | amend, amended   |
| <b>AMDT</b>   | AMDT   | Amendment (AIP Amendment)  |
| <b>AMS</b>    | aeronautical mobile service                            | aeronautical mobile service  |
| <b>AMSL</b>   | AMSL   | Above Mean Sea Level   |
| <b>AMSS</b>   | aeronautical mobile satellite service                  | aeronautical mobile satellite service  |
| <b>ANC</b>    | ANC  | Aeronautical Chart - 1:500.000 (followed by name/title)  |
| <b>ANCS</b>   | ANCS   | Aeronautical Navigation Chart - Small Scale (followed by name/title and scale)                                 |
| <b>ANS</b>    | answer   | answer   |
| <b>AO</b>     | AO   | Aircraft operator  |

|                 |                                    |   |
|-----------------|------------------------------------|---|
| <b>AOC</b>      | AOC                                | Aerodrome obstacle chart (followed by name/title)                         |
| <b>AP</b>       | airport                            | airport   |
| <b>APAPI</b>    | APAPI                              | (to be pronounced "AY-PAPI")Abbreviated Precision Approach Path Indicator |
| <b>APCH</b>     | apch                               | approach  |
| <b>APDC</b>     | APDC                               | Aircraft parking/docking chart (followed by name/title)                   |
| <b>APN</b>      | apron                              | apron   |
| <b>APP</b>      | APP                                | Approach Control Office OR Approach Control OR Approach Control Service   |
| <b>APR</b>      | APR                                | April   |
| <b>APRX</b>     | aprx                               | approximate or approximately  |
| <b>APSG</b>     | after passing                      | after passing   |
| <b>APU</b>      | APU                                | Auxiliary power unit  |
| <b>APV</b>      | APV                                | Approach Procedure with Vertical guidance                                 |
| <b>APV</b>      | approve, approved, approval        | approve, approved, approval   |
| <b>ARC</b>      | Area Chart                         | Area Chart  |
| <b>ARNG</b>     | arrange                            | arrange   |
| <b>ARO</b>      | ARO                                | Air traffic services reporting office                                     |
| <b>ARP</b>      | ARP                                | Aerodrome Reference Point   |
| <b>ARP</b>      | air-report                         | air-report  |
| <b>ARQ</b>      | automatic error correction         | automatic error correction  |
| <b>ARR</b>      | arr                                | arrive or arrival   |
| <b>ARS</b>      | special air-report                 | special air-report  |
| <b>ARST</b>     | arresting                          | arresting   |
| <b>ASAP</b>     | asap                               | as soon as possible   |
| <b>ASC</b>      | ascend to, ascending to            | ascend to, ascending to   |
| <b>ASDA</b>     | ASDA                               | Accelerate-Stop Distance Available  |
| <b>ASE</b>      | altimetry system error             | altimetry system error  |
| <b>ASHTAM</b>   | ASHTAM                             | ASHTAM  |
| <b>ASPH</b>     | asph                               | asphalt   |
| <b>AT-VASIS</b> | AT-VASIS                           | AT Visual Approach Slope Indicator System                                 |
| <b>ATA</b>      | ATA                                | Actual Time of Arrival  |
| <b>ATC</b>      | ATC                                | Air Traffic Control (in general)  |
| <b>ATCSMAC</b>  | ATC Surveillance Minimum ALT Chart | ATC Surveillance Minimum ALT Chart  |
| <b>ATD</b>      | ATD                                | Actual Time of Departure  |
| <b>ATFM</b>     | ATFM                               | Air Traffic Flow Management   |
| <b>ATIS</b>     | ATIS                               | Automatic Terminal Information Service                                    |
| <b>ATM</b>      | ATM                                | Air Traffic Management  |

|                  |   |   |
|------------------|---|---|
| <b>ATN</b>       | ATN                                     | Aeronautical Telecommunication Network  |
| <b>ATP</b>       | at... time or place                     | at... time or place                     |
| <b>ATS</b>       | ATS                                     | Air Traffic Services                    |
| <b>ATTN</b>      | attn                                    | attention                               |
| <b>ATZ</b>       | ATZ                                     | Aerodrome Traffic Zone                  |
| <b>AUG</b>       | AUG                                     | August                                  |
| <b>AUTH</b>      | auth                                    | authorized, authorization               |
| <b>AUTO</b>      | auto                                    | automatic                               |
| <b>AUW</b>       | all up weight                           | all up weight                           |
| <b>AUX</b>       | auxiliary                               | auxiliary                               |
| <b>AVBL</b>      | available                               | available                               |
| <b>AVG</b>       | average                                 | average                                 |
| <b>AVGAS</b>     | avgas                                   | aviation gasoline                       |
| <b>AWOS</b>      | AWOS                                    | Automated Weather Observation System    |
| <b>AWTA</b>      | advise at what time able                | advise at what time able                |
| <b>AWY</b>       | AWY                                     | Airway                                  |
| <b>AZM</b>       | azm                                     | azimuth                                 |
| <b>B</b>         | blue                                    | blue                                    |
| <b>BA</b>        | braking action (not each word in upper) | braking action (not each word in upper) |
| <b>BARO-VNAV</b> | BARO-VNAV                               | Barometric vertical navigation          |
| <b>BASE</b>      | cloud base                              | cloud base                              |
| <b>BCN</b>       | bcn                                     | beacon (aeronautical ground light)      |
| <b>BCST</b>      | broadcast                               | broadcast                               |
| <b>BDRY</b>      | bdry                                    | boundary                                |
| <b>BECMG</b>     | becoming                                | becoming                                |
| <b>BFR</b>       | before                                  | before                                  |
| <b>BKN</b>       | broken                                  | broken                                  |
| <b>BLDG</b>      | building                                | building                                |
| <b>BLO</b>       | below clouds                            | below clouds                            |
| <b>BLW</b>       | below                                   | below                                   |
| <b>BOMB</b>      | bombing                                 | bombing                                 |
| <b>BRF</b>       | short                                   | short                                   |
| <b>BRG</b>       | BRG                                     | Bearing                                 |
| <b>BRKG</b>      | breaking                                | breaking                                |
| <b>BS</b>        | commercial broadcasting station         | commercial broadcasting station         |
| <b>BTL</b>       | between layers                          | between layers                          |
| <b>BTN</b>       | between                                 | between                                 |

|                  |                                 |   |
|------------------|---------------------------------|---|
| <b>C</b>         | C                               | Centre (preceded by runway designation number to identify a parallel RWY)         |
| <b>C</b>         | C                               | Degrees Celsius (Centigrade)  |
| <b>C</b>         | C                               | degrees Celsius   |
| <b>CA</b>        | course to an altitude           | course to an altitude   |
| <b>CAA</b>       | CAA                             | Civil Aviation Authority or Civil Aviation Administration                         |
| <b>CAT</b>       | CAT                             | Category  |
| <b>CAT</b>       | clear air turbulence            | clear air turbulence  |
| <b>CAVOK</b>     | CAVOK                           | Visibility, cloud and present weather better than prescribed values or conditions |
| <b>CD</b>        | candela                         | candela   |
| <b>CDO</b>       | Continuous Descent Operations   | Continuous Descent Operations   |
| <b>CDR</b>       | CDR                             | Conditional route   |
| <b>CF</b>        | change frequency to             | change frequency to   |
| <b>CF</b>        | course to a fix                 | course to a fix   |
| <b>CFM</b>       | confirm                         | confirm   |
| <b>CGL</b>       | circling guidance lights        | circling guidance lights  |
| <b>CH</b>        | CH                              | Channel   |
| <b>CH#</b>       | channel                         | channel   |
| <b>CHEM</b>      | chem                            | chemical  |
| <b>CIDIN</b>     | CIDIN                           | Common ICAO Data Interchange Network  |
| <b>CIV</b>       | civil                           | civil   |
| <b>CK</b>        | check                           | check   |
| <b>CL</b>        | centre line                     | centre line   |
| <b>CLA</b>       | clear type of ice formation     | clear type of ice formation   |
| <b>CLBR</b>      | calibration                     | calibration   |
| <b>CLD</b>       | cloud                           | cloud   |
| <b>CLG</b>       | calling                         | calling   |
| <b>CLIMB-OUT</b> | climb-out area                  | climb-out area  |
| <b>CLR</b>       | cleared, clear, clearance       | cleared, clear, clearance   |
| <b>CLRD</b>      | RWY cleared                     | RWY cleared   |
| <b>CLSD</b>      | close, closed, closing          | close, closed, closing  |
| <b>CMB</b>       | climb, climbing to              | climb, climbing to  |
| <b>CMPL</b>      | completion, complete, completed | completion, complete, completed   |
| <b>CNL</b>       | cancel, cancelled               | cancel, cancelled   |
| <b>CNS</b>       | CNS                             | Communications, Navigation and Surveillance                                       |
| <b>COM</b>       | COM                             | Communications  |
| <b>CONC</b>      | concrete                        | concrete  |

|                 |                                       |  |
|-----------------|---------------------------------------|--|
| <b>COND</b>     | cond                                  | condition  |
| <b>CONS</b>     | continuous                            | continuous                                       |
| <b>CONST</b>    | construction, constructed             | construction, constructed                        |
| <b>CONT</b>     | cont                                  | continue(s) , continued                          |
| <b>COOR</b>     | coor                                  | coordinate, coordination                         |
| <b>COORD</b>    | coord                                 | coordinates                                      |
| <b>COP</b>      | change-over point                     | change-over point                                |
| <b>COT</b>      | at the coast                          | at the coast                                     |
| <b>COV</b>      | cover                                 | cover  |
| <b>CPDLC</b>    | CPDLC                                 | Controller-Pilot Data Link Communications        |
| <b>CPL</b>      | current flight plan                   | current flight plan                              |
| <b>CRC</b>      | Cyclic Redundancy Check               | Cyclic Redundancy Check                          |
| <b>CRM</b>      | collision risk model                  | collision risk model                             |
| <b>CRP</b>      | Compulsory Reporting Point            | Compulsory Reporting Point                       |
| <b>CRZ</b>      | cruise                                | cruise   |
| <b>CS</b>       | CS                                    | Call sign  |
| <b>CTA</b>      | CTA                                   | Control Area                                     |
| <b>CTAM</b>     | climb and maintain                    | climb and maintain                               |
| <b>CTC</b>      | contact                               | contact  |
| <b>CTL</b>      | control                               | control  |
| <b>CTN</b>      | caution                               | caution  |
| <b>CTR</b>      | CTR                                   | Control Zone                                     |
| <b>CUST</b>     | customs                               | customs  |
| <b>CVR</b>      | cockpit voice recorder                | cockpit voice recorder                           |
| <b>CW</b>       | continuous wave                       | continuous wave                                  |
| <b>CWY</b>      | CWY                                   | Clearway   |
| <b>D</b>        | downward                              | downward   |
| <b>D</b>        | Danger Area                           | Danger Area                                      |
| <b>D-ATIS</b>   | D-ATIS                                | Data Link Automatic Terminal Information Service |
| <b>D-VOLMET</b> | D-VOLMET                              | Data Link VOLMET                                 |
| <b>D....</b>    | D....                                 | Danger area (followed by Identification)         |
| <b>DA</b>       | DA                                    | Decision Altitude                                |
| <b>DCD</b>      | double channel duplex                 | double channel duplex                            |
| <b>DCKG</b>     | dckg                                  | docking  |
| <b>DCP</b>      | datum crossing point                  | datum crossing point                             |
| <b>DCPC</b>     | Direct Controller-Pilot Communication | Direct Controller-Pilot Communication            |
| <b>DCS</b>      | double channel simplex                | double channel simplex                           |
| <b>DCT</b>      | DCT                                   | Direct   |
| <b>DEC</b>      | DEC                                   | December   |

|                 |                                    |                                     |
|-----------------|------------------------------------|-------------------------------------|
| <b>DEG</b>      | DEG                                | Degrees                             |
| <b>DEP</b>      | DEP                                | Departure (message type designator) |
| <b>DEP</b>      | departure, depart                  | departure, depart                   |
| <b>DEPO</b>     | deposition                         | deposition                          |
| <b>DER</b>      | departure end of RWY               | departure end of RWY                |
| <b>DES</b>      | descend, descending                | descend, descending                 |
| <b>DEST</b>     | dest                               | destination                         |
| <b>DETRESFA</b> | DETRESFA                           | Distress Phase                      |
| <b>DEV</b>      | deviation, deviating               | deviation, deviating                |
| <b>DF</b>       | DF                                 | Direction Finding                   |
| <b>DFDR</b>     | digital flight data recorder       | digital flight data recorder        |
| <b>DFTI</b>     | distance from touchdown indication | distance from touchdown indication  |
| <b>DH</b>       | DH                                 | Decision Height                     |
| <b>DIF</b>      | diffuse                            | diffuse                             |
| <b>DIST</b>     | dist                               | distance                            |
| <b>DIV</b>      | divert, diverting                  | divert, diverting                   |
| <b>DLA</b>      | DLA                                | Delay (message type designator)     |
| <b>DLA</b>      | delay, delayed                     | delay, delayed                      |
| <b>DLIC</b>     | data link initiation capability    | data link initiation capability     |
| <b>DLY</b>      | daily                              | daily                               |
| <b>DME</b>      | DME                                | Distance Measuring Equipment        |
| <b>DNG</b>      | danger, dangerous                  | danger, dangerous                   |
| <b>DOF</b>      | date of flight                     | date of flight                      |
| <b>DOM</b>      | domestic                           | domestic                            |
| <b>DP</b>       | dew point temperature              | dew point temperature               |
| <b>DPT</b>      | depth                              | depth                               |
| <b>DR</b>       | dead reckoning                     | dead reckoning                      |
| <b>DRG</b>      | during                             | during                              |
| <b>DSB</b>      | double sideband                    | double sideband                     |
| <b>DTAM</b>     | descend to and maintain            | descend to and maintain             |
| <b>DTG</b>      | date-time-group                    | date-time-group                     |
| <b>DTHR</b>     | displaced THR                      | displaced THR                       |
| <b>DTRT</b>     | deteriorate, deteriorating         | deteriorate, deteriorating          |
| <b>DTW</b>      | dual tandem wheels                 | dual tandem wheels                  |
| <b>DUC</b>      | dense upper cloud                  | dense upper cloud                   |
| <b>DUPE#</b>    | duplicated message                 | duplicated message                  |
| <b>DUR</b>      | duration                           | duration                            |
| <b>DVOR</b>     | DVOR                               | Doppler VOR                         |
| <b>DW</b>       | dual wheels                        | dual wheels                         |

|              |                                      |   |
|--------------|--------------------------------------|---|
| <b>E</b>     | E                                    | Eastern Longitude   |
| <b>E</b>     | east                                 | east  |
| <b>EAT</b>   | expected approach time               | expected approach time  |
| <b>EB</b>    | eastbound                            | eastbound   |
| <b>EDA</b>   | elevation differential area          | elevation differential area                                   |
| <b>EET</b>   | estimated elapsed time               | estimated elapsed time  |
| <b>EFC</b>   | expected further clearance           | expected further clearance                                    |
| <b>EFIS</b>  | electronic flight instrument systems | electronic flight instrument systems                          |
| <b>EGNOS</b> | EGNOS                                | European Geostationary Navigation Overlay Service             |
| <b>EHF</b>   | EHF                                  | Extremely High Frequency (30000 to 300000 MHz)                |
| <b>ELBA</b>  | ELBA                                 | Emergency Location Beacon - Aircraft                          |
| <b>ELEV</b>  | elev                                 | elevation   |
| <b>ELR</b>   | extra long range                     | extra long range  |
| <b>ELT</b>   | ELT                                  | Emergency Locator Transmitter                                 |
| <b>EM</b>    | emission                             | emission  |
| <b>EMBD</b>  | embedded                             | embedded  |
| <b>EMERG</b> | EMERG                                | Emergency   |
| <b>END</b>   | stop-end                             | stop-end  |
| <b>ENE</b>   | east-north-east                      | east-north-east   |
| <b>ENG</b>   | engine                               | engine  |
| <b>ENR</b>   | ENR                                  | En route  |
| <b>ENRC</b>  | ENRC                                 | Enroute chart (followed by name/title)                        |
| <b>EOBT</b>  | EOBT                                 | Estimated Off-Block Time                                      |
| <b>EQPT</b>  | eqpt                                 | equipment   |
| <b>ESE</b>   | east-south-east                      | east-south-east   |
| <b>EST</b>   | EST                                  | Estimate OR Estimated OR Estimation (message type designator) |
| <b>ETA</b>   | ETA                                  | Estimated Time of Arrival OR Estimating Arrival               |
| <b>ETD</b>   | ETD                                  | Estimated Time of Departure OR Estimating Departure           |
| <b>ETO</b>   | ETO                                  | Estimated Time Over Significant Point                         |
| <b>EV</b>    | every                                | every   |
| <b>EVS</b>   | enhanced vision system               | enhanced vision system  |
| <b>EXC</b>   | except                               | except  |
| <b>EXER</b>  | exercises, exercising, exercise      | exercises, exercising, exercise                               |
| <b>EXP</b>   | expect                               | expect  |
| <b>EXTD</b>  | extd                                 | extend or extending   |
| <b>F</b>     | fixed                                | fixed   |
| <b>FA</b>    | FA                                   | Course from a fix to an altitude                              |
| <b>FAC</b>   | fac                                  | facilities  |



|              |                                      |   |
|--------------|--------------------------------------|---|
| <b>FAF</b>   | FAF                                  | Final Approach Fix                          |
| <b>FAL</b>   | FAL                                  | Facilitation of International Air Transport |
| <b>FAP</b>   | FAP                                  | Final Approach Point                        |
| <b>FAS</b>   | FAS                                  | Final Approach Segment                      |
| <b>FATO</b>  | FATO                                 | Final Approach and Take-off Area            |
| <b>FAX</b>   | fax                                  | facsimile transmission                      |
| <b>FCST</b>  | fcst                                 | forecast                                    |
| <b>FCT</b>   | friction coefficient                 | friction coefficient                        |
| <b>FDPS</b>  | flight data processing system        | flight data processing system               |
| <b>FEB</b>   | FEB                                  | February                                    |
| <b>FIC</b>   | FIC                                  | Flight Information Centre                   |
| <b>FIR</b>   | FIR                                  | Flight Information Region                   |
| <b>FIS</b>   | FIS                                  | Flight Information Service                  |
| <b>FISA</b>  | Use 'Automated FIS' instead.         | Use 'Automated FIS' instead.                |
| <b>FL</b>    | FL                                   | Flight Level                                |
| <b>FLG</b>   | FLG                                  | Flashing                                    |
| <b>FLT</b>   | flight, flights                      | flight, flights                             |
| <b>FLTCK</b> | flight check                         | flight check                                |
| <b>FLUC</b>  | fluctuating, fluctuation, fluctuated | fluctuating, fluctuation, fluctuated        |
| <b>FLW</b>   | follows, following                   | follows, following                          |
| <b>FLY</b>   | fly, flying                          | fly, flying                                 |
| <b>FM</b>    | fm                                   | from  |
| <b>FM</b>    | from                                 | from  |
| <b>FMC</b>   | Flight Management Computer           | Flight Management Computer                  |
| <b>FMS</b>   | Flight Management System             | Flight Management System                    |
| <b>FMU</b>   | Flow Management Unit                 | Flow Management Unit                        |
| <b>FNA</b>   | final approach                       | final approach                              |
| <b>FPAP</b>  | flight path alignment point          | flight path alignment point                 |
| <b>FPL</b>   | FPL                                  | Flight Plan                                 |
| <b>FPM</b>   | feet per minute                      | feet per minute                             |
| <b>FPR</b>   | flight plan route                    | flight plan route                           |
| <b>FR</b>    | fuel remaining                       | fuel remaining                              |
| <b>FREQ</b>  | freq                                 | frequency                                   |
| <b>FRI</b>   | FRI                                  | Friday                                      |
| <b>FRNG</b>  | frng                                 | firing                                      |
| <b>FRQ</b>   | frequent                             | frequent                                    |
| <b>FSL</b>   | full stop landing                    | full stop landing                           |
| <b>FSS</b>   | flight service station               | flight service station                      |
| <b>FST</b>   | first                                | first                                       |
| <b>FT</b>    | ft                                   | foot/feet                                   |

|               |   |  |
|---------------|---|--|
| <b>FTE</b>    | flight technical error                    | flight technical error   |
| <b>FTT</b>    | flight technical tolerance                | flight technical tolerance   |
| <b>G</b>      | green                                     | green  |
| <b>G/A</b>    | g/a                                       | ground-to-air  |
| <b>G/A/G</b>  | g/a/g                                     | ground-to-air and air-to-ground  |
| <b>GA</b>     | GA  | General Aviation   |
| <b>GA</b>     | go ahead, resume sending                  | go ahead, resume sending   |
| <b>GAGAN</b>  | GAGAN                                     | GPS & Geostationary Earth Orbit Augmented Navigation                     |
| <b>GAIN</b>   | airspeed or headwind gain                 | airspeed or headwind gain  |
| <b>GARP</b>   | GBAS azimuth reference point              | GBAS azimuth reference point   |
| <b>GBAS</b>   | GBAS                                      | Ground Based Augmentation System   |
| <b>GCA</b>    | Ground Controlled APP                     | Ground Controlled APP  |
| <b>GEN</b>    | GEN                                       | General  |
| <b>GEO</b>    | GEO                                       | Geographic OR True   |
| <b>GES</b>    | Ground Earth Station                      | Ground Earth Station   |
| <b>GLD</b>    | glider                                    | glider   |
| <b>GLONAS</b> | GLONAS                                    | Global Orbiting Navigation Satellite System (to be pronounced "GLO-NAS") |
| <b>GLS</b>    | GLS landing system                        | GLS landing system   |
| <b>GMC</b>    | Ground Movement Chart                     | Ground Movement Chart  |
| <b>GND</b>    | GND                                       | Ground   |
| <b>GNDCK</b>  | ground check                              | ground check   |
| <b>GNSS</b>   | GNSS                                      | Global Navigation Satellite System                                       |
| <b>GOV</b>    | GOV                                       | Government   |
| <b>GP</b>     | GP  | Glide Path   |
| <b>GPA</b>    | glide path angle                          | glide path angle   |
| <b>GPIP</b>   | glide path intercept point                | glide path intercept point   |
| <b>GPS</b>    | GPS                                       | Global Positioning System  |
| <b>GPU</b>    | Ground Power Unit                         | Ground Power Unit  |
| <b>GPWS</b>   | Ground Proximity Warning Area             | Ground Proximity Warning Area  |
| <b>GRAS</b>   | ground based regional augmentation system | ground based regional augmentation system                                |
| <b>GRASS</b>  | Grass Landing Area                        | Grass Landing Area   |
| <b>GRVL</b>   | gravel                                    | gravel   |
| <b>GS</b>     | GS  | Ground Speed   |
| <b>GUND</b>   | geoid undulation                          | geoid undulation   |
| <b>H24</b>    | H24                                       | Continuous Day and Night Service   |
| <b>HA</b>     | holding/racetrack to an altitude          | holding/racetrack to an altitude   |
| <b>HAPI</b>   | HAPI                                      | Helicopter Approach Path Indicator                                       |
| <b>HBN</b>    | hazard beacon                             | hazard beacon  |

|              |   |  |
|--------------|---|--|
| <b>HDF</b>   | HDF                                       | High Frequency Direction-Finding Station                                       |
| <b>HDG</b>   | HDG                                       | Heading  |
| <b>HEL</b>   | hel                                       | helicopter   |
| <b>HF</b>    | HF  | High Frequency [3000 to 30000 kHz]   |
| <b>HF</b>    | holding/racetrack to a fix                | holding/racetrack to a fix   |
| <b>HGT</b>   | hgt                                       | height or height above   |
| <b>HJ</b>    | HJ  | Sunrise to sunset  |
| <b>HLDG</b>  | holding                                   | holding  |
| <b>HLP</b>   | heliport                                  | heliport   |
| <b>HLS</b>   | heliport landing site                     | heliport landing site  |
| <b>HM</b>    | holding/racetrack to a manual termination | holding/racetrack to a manual termination                                      |
| <b>HN</b>    | HN  | Sunset to Sunrise  |
| <b>HO</b>    | HO  | Service available to meet operational requirements                             |
| <b>HOL</b>   | HOL                                       | Holiday  |
| <b>HOSP</b>  | HOSP                                      | Hospital Aircraft  |
| <b>HPA</b>   | hPa                                       | hectopascal  |
| <b>HR</b>    | HR  | hour   |
| <b>HS</b>    | HS  | Service Available During Hours of Scheduled Operations                         |
| <b>HUD</b>   | head-up display                           | head-up display  |
| <b>HUM</b>   | HUM                                       | Humanitarian   |
| <b>HVDF</b>  | HVDF                                      | High and Very High Frequency Direction Finding Stations (At the Same Location) |
| <b>HVY</b>   | heavy                                     | heavy  |
| <b>HX</b>    | HX  | No Specific Working Hours  |
| <b>HYR</b>   | higher                                    | higher   |
| <b>HZ</b>    | Hz  | hertz  |
| <b>IAC</b>   | IAC                                       | Instrument Approach Chart (followed by name/title)                             |
| <b>IAF</b>   | IAF                                       | Initial Approach Fix   |
| <b>IAO</b>   | in and out of clouds                      | in and out of clouds   |
| <b>IAP</b>   | IAP                                       | Instrument Approach Procedure  |
| <b>IAR</b>   | intersection of air routes                | intersection of air routes   |
| <b>IAS</b>   | IAS                                       | Indicated Air Speed  |
| <b>IBN</b>   | identification beacon                     | identification beacon  |
| <b>ICAO</b>  | ICAO                                      | International Civil Aviation Organization                                      |
| <b>ID</b>    | ID  | Identifier OR Identify   |
| <b>IDENT</b> | ident                                     | identification   |
| <b>IF</b>    | IF  | Intermediate Approach Fix  |
| <b>IFF</b>   | identification friend/foe                 | identification friend/foe  |

|                |                                |  |
|----------------|--------------------------------|--|
| <b>IFR</b>     | IFR                            | Instrument Flight Rules  |
| <b>IGA</b>     | international general aviation | international general aviation   |
| <b>ILS</b>     | ILS                            | Instrument Landing System  |
| <b>IM</b>      | IM                             | Inner marker   |
| <b>IMC</b>     | IMC                            | Instrument Meteorological Conditions                                       |
| <b>IMG</b>     | immigration                    | immigration  |
| <b>IMPR</b>    | improving, improve             | improving, improve   |
| <b>IMT</b>     | immediate, immediately         | immediate, immediately   |
| <b>INA</b>     | intital approach               | intital approach   |
| <b>INBD</b>    | inbound                        | inbound  |
| <b>INC</b>     | in cloud                       | in cloud   |
| <b>INCERFA</b> | INCERFA                        | Uncertainty Phase  |
| <b>INCORP</b>  | incorp                         | incorporated   |
| <b>INFO</b>    | info                           | information  |
| <b>INOP</b>    | inop                           | inoperative  |
| <b>INP</b>     | if not possible                | if not possible  |
| <b>INPR</b>    | in progress                    | in progress  |
| <b>INS</b>     | INS                            | Inertial Navigation System   |
| <b>INSTL</b>   | installed                      | installed  |
| <b>INSTR</b>   | instr                          | instrument   |
| <b>INT</b>     | intersection                   | intersection   |
| <b>INTL</b>    | intl                           | international  |
| <b>IRS</b>     | IRS                            | Inertial reference system  |
| <b>ISA</b>     | ISA                            | International Standard Atmosphere  |
| <b>ISB</b>     | independent sideband           | independent sideband   |
| <b>ISOL</b>    | isolated                       | isolated   |
| <b>JAN</b>     | JAN                            | January  |
| <b>JTST</b>    | jetstream                      | jetstream  |
| <b>JUL</b>     | JUL                            | July   |
| <b>JUN</b>     | JUN                            | June   |
| <b>KG</b>      | kg                             | kilogram   |
| <b>KIAS</b>    | KIAS                           | Knots indicated airspeed   |
| <b>KM</b>      | km                             | kilometer  |
| <b>KMH</b>     | kmh                            | kilometer per hour   |
| <b>KPA</b>     | kPa                            | kilopascal   |
| <b>KT</b>      | kt                             | knots  |
| <b>KW</b>      | kW                             | kilowatt   |
| <b>L</b>       | L                              | Left (preceded by runway designation number to identify a parallel runway) |
| <b>L</b>       | L                              | Locator (See LM, LO)   |

|              |                                   |  |
|--------------|-----------------------------------|--|
| <b>LAN</b>   | inland                            | inland   |
| <b>LAT</b>   | lat                               | latitude                                       |
| <b>LCA</b>   | local, located, location, locally | local, located, location, locally              |
| <b>LDA</b>   | LDA                               | Landing Distance Available                     |
| <b>LDAH</b>  | LDAH                              | Landing Distance Available, Helicopter         |
| <b>LDG</b>   | ldg                               | landing  |
| <b>LDI</b>   | LDI                               | Landing Direction Indicator                    |
| <b>LEN</b>   | length                            | length   |
| <b>LF</b>    | LF                                | Low Frequency (30 to 300 kHz)                  |
| <b>LGT</b>   | light or lighting                 | light or lighting                              |
| <b>LGTD</b>  | lighted                           | lighted  |
| <b>LIH</b>   | LIH                               | Light Intensity High                           |
| <b>LIL</b>   | LIL                               | Light Intensity Low                            |
| <b>LIM</b>   | LIM                               | Light Intensity Medium                         |
| <b>LITRE</b> | litre                             | litre  |
| <b>LM</b>    | LM                                | Locator, Middle                                |
| <b>LMT</b>   | local mean time                   | local mean time                                |
| <b>LNAV</b>  | LNAV                              | Lateral Navigation (to be pronounced "EL-NAV") |
| <b>LNG</b>   | long                              | long   |
| <b>LO</b>    | LO                                | Locator, Outer                                 |
| <b>LOC</b>   | LOC                               | Localizer                                      |
| <b>LONG</b>  | long                              | longitude                                      |
| <b>LORAN</b> | LORAN                             | LORAN (Long Range Air Navigation System)       |
| <b>LOSS</b>  | airspeed or headwind loss         | airspeed or headwind loss                      |
| <b>LPV</b>   | LPV                               | Localizer Performance with Vertical Guidance   |
| <b>LRG</b>   | long range                        | long range                                     |
| <b>LTA</b>   | Lower Control Area                | Lower Control Area                             |
| <b>LTD</b>   | limited                           | limited  |
| <b>LTP</b>   | landing thr point                 | landing thr point                              |
| <b>LVE</b>   | leave, leaving                    | leave, leaving                                 |
| <b>LVL</b>   | level                             | level  |
| <b>LVP</b>   | LVP                               | Low Visibility Procedures                      |
| <b>LYR</b>   | layer, layered                    | layer, layered                                 |
| <b>M</b>     | M                                 | Mach Number (Followed by figures)              |
| <b>M</b>     | m                                 | metre  |
| <b>MAA</b>   | Max Authorised ALT                | Max Authorised ALT                             |
| <b>MAG</b>   | MAG                               | Magnetic                                       |
| <b>MAHF</b>  | missed approach holding fix       | missed approach holding fix                    |
| <b>MAINT</b> | maint                             | maintenance                                    |
| <b>MAP</b>   | MAP                               | Aeronautical maps and charts                   |
| <b>MAPT</b>  | MAPT                              | Missed Approach Point                          |

|                |   |   |
|----------------|---|---|
| <b>MAR</b>     | MAR   | March   |
| <b>MAR</b>     | at sea  | at sea  |
| <b>MATF</b>    | missed approach turning fix                                     | missed approach turning fix                                     |
| <b>MATZ</b>    | MATZ  | Military Aerodrome Traffic Zone                                 |
| <b>MAX</b>     | max   | maximum   |
| <b>MAY</b>     | MAY   | May   |
| <b>MBST</b>    | microburst  | microburst  |
| <b>MCA</b>     | Minimum Crossing ALT  | Minimum Crossing ALT  |
| <b>MCTR</b>    | MCTR  | Military Control Zone   |
| <b>MCW</b>     | modulated continuous wave                                       | modulated continuous wave                                       |
| <b>MDA</b>     | MDA   | Minimum Descent Altitude  |
| <b>MDF</b>     | medium frequency direction finding station                      | medium frequency direction finding station                      |
| <b>MDH</b>     | MDH   | Minimum Descent Height  |
| <b>MEA</b>     | Mimum ENR ALT   | Mimum ENR ALT   |
| <b>MEDEVAC</b> | MEDEVAC   | Medical Evacuation Flight                                       |
| <b>MEHT</b>    | MEHT  | Minimum Eye Height over Threshold (For VASIS and PAPI)          |
| <b>MET</b>     | MET   | Meteorological OR Meteorology                                   |
| <b>METAR</b>   | METAR   | Aerodrome routine meteorological report                         |
| <b>MF</b>      | MF  | Medium Frequency (300 to 3000 kHz)                              |
| <b>MHA</b>     | Minimum Holding ALT   | Minimum Holding ALT   |
| <b>MHDF</b>    | medium and high frequency direction finding stations            | medium and high frequency direction finding stations            |
| <b>MHVDF</b>   | medium, high and very high frequency direction finding stations | medium, high and very high frequency direction finding stations |
| <b>MHZ</b>     | MHz   | megahertz   |
| <b>MID</b>     | mid-point   | mid-point   |
| <b>MIL</b>     | MIL   | Military  |
| <b>MIN</b>     | min   | minute  |
| <b>MKR</b>     | MKR   | Marker radio beacon   |
| <b>MLS</b>     | MLS   | Microwave Landing System  |
| <b>MM</b>      | MM  | Middle Marker   |
| <b>MNM</b>     | mnm   | minimum   |
| <b>MNPS</b>    | Minimum Navigation Performance Specifications                   | Minimum Navigation Performance Specifications                   |
| <b>MNT</b>     | monitor, monitoring, monitored                                  | monitor, monitoring, monitored                                  |
| <b>MNTN</b>    | maintain  | maintain  |

|               |   |   |
|---------------|---|---|
| <b>MOA</b>    | MOA   | Military Operating Area   |
| <b>MOC</b>    | MOC   | Minimum Obstacle Clearance (required)                                   |
| <b>MOCA</b>   | Minimum Obstacle Clearance ALT  | Minimum Obstacle Clearance ALT  |
| <b>MON</b>    | MON   | Monday  |
| <b>MON</b>    | above mountains   | above mountains   |
| <b>MOPS</b>   | minimum operational performance standards                               | minimum operational performance standards                               |
| <b>MOV</b>    | mov   | move , moving, movement   |
| <b>MPS</b>    | mps   | metres per second   |
| <b>MRA</b>    | Minimum Reception ALT   | Minimum Reception ALT   |
| <b>MRG</b>    | medim range   | medim range   |
| <b>MS</b>     | minus   | minus   |
| <b>MSA</b>    | Minimum Sector ALT  | Minimum Sector ALT  |
| <b>MSAS</b>   | Multifunctional Transport Satellite Satellite-based Augmentation System | Multifunctional Transport Satellite Satellite-based Augmentation System |
| <b>MSAW</b>   | minimum safety altitude warning   | minimum safety altitude warning   |
| <b>MSG</b>    | msg   | message   |
| <b>MSL</b>    | MSL   | Mean Sea Level  |
| <b>MSSR</b>   | MSSR  | Monopulse Secondary Surveillance Radar                                  |
| <b>MT</b>     | mountain  | mountain  |
| <b>MTOM</b>   | maximum take-off mass   | maximum take-off mass   |
| <b>MTU</b>    | metric units  | metric units  |
| <b>MTW</b>    | moutain waves   | moutain waves   |
| <b>MVDF</b>   | medium and very high hrequency direction finding stations               | medium and very high hrequency direction finding stations               |
| <b>MWO</b>    | MWO   | Meteorological Watch Office   |
| <b>N</b>      | north   | north   |
| <b>N</b>      | no distinct tendency  | no distinct tendency  |
| <b>NADP</b>   | noise abatement departure procedure                                     | noise abatement departure procedure                                     |
| <b>NASC</b>   | national AIS system centre  | national AIS system centre  |
| <b>NAT</b>    | NAT   | North Atlantic  |
| <b>NAV</b>    | nav   | navigation  |
| <b>NAVAID</b> | navaid  | navigation aid  |
| <b>NB</b>     | northbound  | northbound  |
| <b>NBFR</b>   | not before  | not before  |
| <b>NC</b>     | no change   | no change   |

|               |                              |                                       |
|---------------|------------------------------|---------------------------------------|
| <b>NDB</b>    | NDB                          | Non-Directional Radio Beacon          |
| <b>NE</b>     | north-east                   | north-east                            |
| <b>NEB</b>    | north-eastbound              | north-eastbound                       |
| <b>NEG</b>    | negative                     | negative                              |
| <b>NGT</b>    | night                        | night                                 |
| <b>NIL</b>    | NIL                          | None OR I Have nothing to send to you |
| <b>NM</b>     | NM                           | nautical mile                         |
| <b>NML</b>    | normal                       | normal                                |
| <b>NN</b>     | no name, unnamed             | no name, unnamed                      |
| <b>NNE</b>    | north-north-east             | north-north-east                      |
| <b>NNW</b>    | north-north-west             | north-north-west                      |
| <b>NOF</b>    | NOF                          | International NOTAM Office            |
| <b>NONSTD</b> | nonstd                       | non-standard                          |
| <b>NOSIG</b>  | nosig                        | no significant change                 |
| <b>NOTAMC</b> | NOTAMC                       | Cancelling NOTAM                      |
| <b>NOTAMN</b> | NOTAMN                       | New NOTAM                             |
| <b>NOTAMR</b> | NOTAMR                       | Replacing NOTAM                       |
| <b>NOV</b>    | NOV                          | November                              |
| <b>NOZ</b>    | Normal Operating Zone        | Normal Operating Zone                 |
| <b>NPA</b>    | NPA                          | Non-precision approach                |
| <b>NR</b>     | nr                           | number                                |
| <b>NRH</b>    | no reply heard               | no reply heard                        |
| <b>NSE</b>    | navigation system error      | navigation system error               |
| <b>NSW</b>    | nil significant weather      | nil significant weather               |
| <b>NTL</b>    | ntl                          | national                              |
| <b>NTZ</b>    | No Transgression Zone        | No Transgression Zone                 |
| <b>NW</b>     | north-west                   | north-west                            |
| <b>NWB</b>    | north-westbound              | north-westbound                       |
| <b>NXT</b>    | next                         | next                                  |
| <b>O/R</b>    | o/r                          | on request                            |
| <b>OAC</b>    | OAC                          | Oceanic Area Control Centre           |
| <b>OAS</b>    | Obstacle Assessment Surface  | Obstacle Assessment Surface           |
| <b>OBS</b>    | obs                          | observe, observed, observation        |
| <b>OBSC</b>   | obscure, obscured, obscuring | obscure, obscured, obscuring          |
| <b>OBST</b>   | obst                         | obstacle                              |
| <b>OCA</b>    | OCA                          | Obstacle Clearance Altitude           |
| <b>OCA</b>    | Oceanic Control Area         | Oceanic Control Area                  |



|              |  |   |
|--------------|--|---|
| <b>OCC</b>   | occulting                                    | occulting   |
| <b>OCH</b>   | OCH  | Obstacle Clearance Height                                 |
| <b>OCNL</b>  | occasional, occasionally                     | occasional, occasionally                                  |
| <b>OCS</b>   | Obstacle Clearance Surface                   | Obstacle Clearance Surface                                |
| <b>OCT</b>   | OCT  | October   |
| <b>OFZ</b>   | Obstacle Free Zone                           | Obstacle Free Zone  |
| <b>OHD</b>   | overhead                                     | overhead  |
| <b>OIS</b>   | Obstacle Identification Surface              | Obstacle Identification Surface                           |
| <b>OLDI</b>  | OLDI   | On-Line Data Interchange                                  |
| <b>OM</b>    | OM   | Outer Marker  |
| <b>OPC</b>   | the control indicated is operational control | the control indicated is operational control              |
| <b>OPMET</b> | OPMET  | Operational Meteorological (information)                  |
| <b>OPN</b>   | open   | open  |
| <b>OPR</b>   | operator, operate, operative                 | operator, operate, operative                              |
| <b>OPS</b>   | ops  | operations  |
| <b>ORD</b>   | order  | order   |
| <b>OSV</b>   | ocean station vessel                         | ocean station vessel                                      |
| <b>OTP</b>   | on top                                       | on top  |
| <b>OTS</b>   | Organised Track System                       | Organised Track System                                    |
| <b>OUBD</b>  | outbound                                     | outbound  |
| <b>OVC</b>   | overcast                                     | overcast  |
| <b>P</b>     | Prohibited Area                              | Prohibited Area   |
| <b>P...</b>  | P...   | Prohibited area (followed by identification)              |
| <b>PA</b>    | precision approach                           | precision approach  |
| <b>PALS</b>  | Precision Approach Lighting System           | Precision Approach Lighting System                        |
| <b>PANS</b>  | PANS   | Procedures for Air Navigation Services                    |
| <b>PAPI</b>  | PAPI   | Precision Approach Path Indicator                         |
| <b>PAR</b>   | PAR  | Precision Approach Radar                                  |
| <b>PARL</b>  | parallel                                     | parallel  |
| <b>PATC</b>  | PATC   | Precision Approach Terrain Chart (followed by name/title) |
| <b>PAX</b>   | pax  | passenger(s)  |
| <b>PBN</b>   | PBN  | Performance-based navigation                              |
| <b>PCD</b>   | proceed, proceeding                          | proceed, proceeding                                       |
| <b>PCL</b>   | pilot-controlled lighting                    | pilot-controlled lighting                                 |
| <b>PCN</b>   | PCN  | Pavement Classification Number                            |
| <b>PCT</b>   | per cent                                     | per cent  |
| <b>PDC</b>   | pre-departure clearance                      | pre-departure clearance                                   |
| <b>PDG</b>   | procedure design gradient                    | procedure design gradient                                 |

|             |                                |   |
|-------------|--------------------------------|---|
| <b>PER</b>  | performance                    | performance   |
| <b>PERM</b> | perm                           | permanent   |
| <b>PIB</b>  | PIB                            | Pre-flight Information Bulletin   |
| <b>PJE</b>  | parachute jumping exercise     | parachute jumping exercise  |
| <b>PLA</b>  | practice low approach          | practice low approach   |
| <b>PLVL</b> | present level                  | present level   |
| <b>PN</b>   | prior notice required          | prior notice required   |
| <b>PNR</b>  | point of no return             | point of no return  |
| <b>POB</b>  | persons on board               | persons on board  |
| <b>POSS</b> | possible                       | possible  |
| <b>PPI</b>  | plan position indicator        | plan position indicator   |
| <b>PPR</b>  | PPR                            | Prior Permission Required   |
| <b>PPSN</b> | present position               | present position  |
| <b>PRI</b>  | primary                        | primary   |
| <b>PRKG</b> | parking                        | parking   |
| <b>PROB</b> | prob                           | probability   |
| <b>PROC</b> | proc                           | procedure   |
| <b>PROP</b> | prop                           | propeller   |
| <b>PROV</b> | provisional                    | provisional   |
| <b>PRP</b>  | point-in-space reference point | point-in-space reference point  |
| <b>PS</b>   | plus                           | plus  |
| <b>PSG</b>  | passing                        | passing   |
| <b>PSN</b>  | position                       | position  |
| <b>PSP</b>  | pierced steel plank            | pierced steel plank   |
| <b>PSR</b>  | PSR                            | Primary Surveillance Radar  |
| <b>PSYS</b> | pressure system(s)             | pressure system(s)  |
| <b>PTN</b>  | procedure turn                 | procedure turn  |
| <b>PTS</b>  | Polar Track Structure          | Polar Track Structure   |
| <b>PWR</b>  | pwr                            | power   |
| <b>QDM</b>  | QDM                            | Magnetic Heading (zero wind)  |
| <b>QDR</b>  | QDR                            | Magnetic Bearing  |
| <b>QFE</b>  | QFE                            | Atmospheric pressure at aerodrome elevation (OR at runway threshold)        |
| <b>QNH</b>  | QNH                            | Altimeter sub-scale setting to obtain elevation when on the ground          |
| <b>QTE</b>  | QTE                            | True bearing  |
| <b>QUAD</b> | quadrant                       | quadrant  |
| <b>R</b>    | R                              | Right (preceded by runway designation number to identify a parallel runway) |
| <b>R</b>    | red                            | red   |
| <b>R</b>    | rate of turn                   | rate of turn  |

|              |                                    |  |
|--------------|------------------------------------|--|
| <b>R</b>     | Restricted Area                    | Restricted Area                              |
| <b>R-NNN</b> | R-nnn                              | Radial from VOR (followed by three figures)  |
| <b>R...</b>  | R...                               | Restricted area (followed by identification) |
| <b>RA</b>    | resolution advisory                | resolution advisory                          |
| <b>RAC</b>   | RAC                                | Rules of the Air and Air Traffic Services    |
| <b>RAG</b>   | ragged                             | ragged                                       |
| <b>RAG</b>   | RWY arresting gear                 | RWY arresting gear                           |
| <b>RAI</b>   | RWY alignment indicator            | RWY alignment indicator                      |
| <b>RAIM</b>  | RAIM                               | Receiver Autonomous Integrity Monitoring     |
| <b>RASC</b>  | Regional AIS System Centre         | Regional AIS System Centre                   |
| <b>RASS</b>  | Remote Altimeter Setting Source    | Remote Altimeter Setting Source              |
| <b>RB</b>    | rescue boat                        | rescue boat                                  |
| <b>RCA</b>   | Reach Cruising ALT                 | Reach Cruising ALT                           |
| <b>RCC</b>   | RCC                                | Rescue Co-ordination Centre                  |
| <b>RCH</b>   | reach, reaching                    | reach, reaching                              |
| <b>RCL</b>   | RWY centre line                    | RWY centre line                              |
| <b>RCLL</b>  | RWY centre line light(s)           | RWY centre line light(s)                     |
| <b>RCLR</b>  | releared                           | releared                                     |
| <b>RCP</b>   | required communication performance | required communication performance           |
| <b>RDH</b>   | RDH                                | Reference Datum Height                       |
| <b>RDL</b>   | radial                             | radial                                       |
| <b>RDO</b>   | radio                              | radio  |
| <b>REC</b>   | receive, receiver                  | receive, receiver                            |
| <b>REDL</b>  | RWY edge light(s)                  | RWY edge light(s)                            |
| <b>REF</b>   | ref                                | reference to, refer to                       |
| <b>REG</b>   | reg                                | registration                                 |
| <b>RENL</b>  | RWY end light(s)                   | RWY end light(s)                             |
| <b>REP</b>   | rep                                | report, reporting, reporting point           |
| <b>REQ</b>   | req                                | request, requested                           |
| <b>RESA</b>  | RESA                               | Runway End Safety Area                       |
| <b>RFFS</b>  | Rescue and Fire Fighting Services  | Rescue and Fire Fighting Services            |
| <b>RG</b>    | range                              | range  |
| <b>RHC</b>   | right-hand circuit                 | right-hand circuit                           |
| <b>RIF</b>   | reclearance in flight              | reclearance in flight                        |
| <b>RL</b>    | report leaving                     | report leaving                               |
| <b>RLA</b>   | relay to                           | relay to                                     |
| <b>RLCE</b>  | request level change en-route      | request level change en-route                |
| <b>RLLS</b>  | RWY lead-in lighting system        | RWY lead-in lighting system                  |

|               |  |   |
|---------------|--|---|
| <b>RLNA</b>   | requested level not available                    | requested level not available                               |
| <b>RMK</b>    | rmk  | remark  |
| <b>RNAV</b>   | RNAV   | Area Navigation (to be pronounced "AR-NAV")                 |
| <b>RNG</b>    | radio range                                      | radio range   |
| <b>RNP</b>    | RNP  | Required Navigation Performance                             |
| <b>ROC</b>    | rate of climb                                    | rate of climb   |
| <b>ROD</b>    | rate of descent                                  | rate of descent   |
| <b>RON</b>    | receiving only                                   | receiving only  |
| <b>RPDS</b>   | reference path data selector                     | reference path data selector                                |
| <b>RPI</b>    | radar position Indicator                         | radar position Indicator                                    |
| <b>RPL</b>    | RPL  | Repetitive flight plan                                      |
| <b>RPLC</b>   | replace, replaced                                | replace, replaced   |
| <b>RPS</b>    | Radar Position Symbol                            | Radar Position Symbol                                       |
| <b>RQMNTS</b> | requirements                                     | requirements  |
| <b>RQP</b>    | RQP  | Request flight plan (message type designator)               |
| <b>RQS</b>    | RQS  | Request supplementary flight plan (message type designator) |
| <b>RR</b>     | report reaching                                  | report reaching   |
| <b>RSC</b>    | rescue sub-centre                                | rescue sub-centre   |
| <b>RSCD</b>   | runway surface condition                         | runway surface condition                                    |
| <b>RSP</b>    | responder beacon                                 | responder beacon  |
| <b>RSR</b>    | RSR  | En-Route Surveillance Radar                                 |
| <b>RSS</b>    | root sum square                                  | root sum square   |
| <b>RTE</b>    | rte  | route   |
| <b>RTF</b>    | radiotelephone                                   | radiotelephone  |
| <b>RTG</b>    | radiotelegraph                                   | radiotelegraph  |
| <b>RTHL</b>   | RWY THR light(s)                                 | RWY THR light(s)  |
| <b>RTN</b>    | return, returned, returning                      | return, returned, returning                                 |
| <b>RTODAH</b> | rejected take-off distance available, helicopter | rejected take-off distance available, helicopter            |
| <b>RTS</b>    | return to service                                | return to service   |
| <b>RTT</b>    | radioteletypewriter                              | radioteletypewriter   |
| <b>RTZL</b>   | RWY touchdown zone light(s)                      | RWY touchdown zone light(s)                                 |
| <b>RUT</b>    | standard regional route transmitting frequencies | standard regional route transmitting frequencies            |
| <b>RV</b>     | rescue vessel                                    | rescue vessel   |
| <b>RVA</b>    | RWY Vectoring Area                               | RWY Vectoring Area  |
| <b>RVR</b>    | RVR  | Runway Visual Range   |
| <b>RVSM</b>   | RVSM   | Reduced Vertical Separation Minimum                         |
| <b>RWY</b>    | RWY  | Runway  |

|                |                                  |  |
|----------------|----------------------------------|--|
| <b>S</b>       | south                            | south  |
| <b>SALS</b>    | Simple Approach Lighting Systems | Simple Approach Lighting Systems   |
| <b>SAN</b>     | sanitary                         | sanitary   |
| <b>SAR</b>     | SAR                              | Search and Rescue  |
| <b>SARPS</b>   | SARPS                            | Standards and Recommended Practices ICAO   |
| <b>SAT</b>     | SAT                              | Saturday   |
| <b>SATCOM</b>  | SATCOM                           | Satellite Communication  |
| <b>SB</b>      | southbound                       | southbound   |
| <b>SBAS</b>    | SBAS                             | Satellite Based Augmentation System (to be pronounced "ESS-BAS")                                     |
| <b>SD</b>      | standard deviation               | standard deviation   |
| <b>SDBY</b>    | stand by                         | stand by   |
| <b>SDF</b>     | step down fix                    | step down fix  |
| <b>SE</b>      | south-east                       | south-east   |
| <b>SEB</b>     | south-eastbound                  | south-eastbound  |
| <b>SEC</b>     | sec                              | second   |
| <b>SECN</b>    | section                          | section  |
| <b>SECT</b>    | sector                           | sector   |
| <b>SELCAL</b>  | SELCAL                           | Selective calling system   |
| <b>SEP</b>     | SEP                              | September  |
| <b>SER</b>     | service                          | service  |
| <b>SFC</b>     | SFC                              | Surface  |
| <b>SGL</b>     | signal                           | signal   |
| <b>SHF</b>     | SHF                              | Super High Frequency (3000 to 30000 MHz)   |
| <b>SI</b>      | SI                               | International system of units  |
| <b>SID</b>     | SID                              | Standard Instrument Departure  |
| <b>SIF</b>     | selective identification feature | selective identification feature   |
| <b>SIG</b>     | sig                              | significant  |
| <b>SIGMET</b>  | SIGMET                           | Information concerning en-route weather phenomena which may affect the safety of aircraft operations |
| <b>SIMUL</b>   | simultaneous, simultaneously     | simultaneous, simultaneously   |
| <b>SIWL</b>    | single isolated wheel load       | single isolated wheel load   |
| <b>SLP</b>     | speed limiting point             | speed limiting point   |
| <b>SLW</b>     | slow                             | slow   |
| <b>SMC</b>     | Surface Movement Control         | Surface Movement Control   |
| <b>SMR</b>     | Surface Movement Radar           | Surface Movement Radar   |
| <b>SNOWTAM</b> | SNOWTAM                          | SNOWTAM  |
| <b>SOC</b>     | start of climb                   | start of climb   |

|                |                            |   |
|----------------|----------------------------|---|
| <b>SPI</b>     | special position indicator | special position indicator                                    |
| <b>SPL</b>     | supplementary flight plan  | supplementary flight plan                                     |
| <b>SPOC</b>    | SAR point of contact       | SAR point of contact  |
| <b>SPOT</b>    | spot wind                  | spot wind   |
| <b>SR</b>      | SR                         | Sunrise   |
| <b>SRA</b>     | SRA                        | Surveillance Radar Approach                                   |
| <b>SRE</b>     | SRE                        | Surveillance Radar Element of precision approach radar system |
| <b>SRG</b>     | short range                | short range   |
| <b>SRR</b>     | SAR Region                 | SAR Region  |
| <b>SRY</b>     | secondary                  | secondary   |
| <b>SS</b>      | SS                         | Sunset  |
| <b>SS</b>      | sandstorm                  | sandstorm   |
| <b>SSB</b>     | single sideband            | single sideband   |
| <b>SSE</b>     | south-south-east           | south-south-east  |
| <b>SSR</b>     | SSR                        | Secondary Surveillance Radar                                  |
| <b>SST</b>     | supersonic transport       | supersonic transport  |
| <b>SSW</b>     | south-south-west           | south-south-west  |
| <b>STA</b>     | straight-in approach       | straight-in approach  |
| <b>STAR</b>    | STAR                       | Standard instrument arrival                                   |
| <b>STD</b>     | STD                        | Standard  |
| <b>STN</b>     | stn                        | station   |
| <b>STOL</b>    | short take-off and landing | short take-off and landing                                    |
| <b>STS</b>     | sts                        | status  |
| <b>STWL</b>    | stopway lights             | stopway lights  |
| <b>SUBJ</b>    | subj                       | subject to  |
| <b>SUN</b>     | SUN                        | Sunday  |
| <b>SUP</b>     | SUP                        | Supplement (AIP Supplement)                                   |
| <b>SUPPS</b>   | SUPPS                      | Regional supplementary procedures                             |
| <b>SVCBL</b>   | serviceable                | serviceable   |
| <b>SW</b>      | south-west                 | south-west  |
| <b>SWB</b>     | south-westbound            | south-westbound   |
| <b>SWY</b>     | SWY                        | Stop way  |
| <b>T</b>       | temperature                | temperature   |
| <b>T</b>       | TRUE                       | TRUE  |
| <b>T-VASIS</b> | T-VASIS                    | T Visual Approach Slope Indicator System                      |
| <b>TA</b>      | TA                         | Transition Altitude   |
| <b>TA</b>      | traffic advisory           | traffic advisory  |
| <b>TA/H</b>    | TA/H                       | Turn at an altitude/height                                    |
| <b>TAA</b>     | Terminal Arrival ALT       | Terminal Arrival ALT  |
| <b>TACAN</b>   | TACAN                      | UHF Tactical Air Navigation Aid                               |

|               |   |  |
|---------------|---|--|
| <b>TAF</b>    | TAF                                       | Aerodrome forecast   |
| <b>TAIL</b>   | tail wind                                 | tail wind  |
| <b>TAR</b>    | TAR                                       | Terminal Area Surveillance Radar                                 |
| <b>TAS</b>    | TAS                                       | True Airspeed  |
| <b>TAX</b>    | taxiing, taxi                             | taxiing, taxi  |
| <b>TCASRA</b> | TCASRA                                    | Traffic alert and collision avoidance system resolution advisory |
| <b>TCH</b>    | THR Crossing Height                       | THR Crossing Height  |
| <b>TDZ</b>    | TDZ                                       | Touchdown Zone   |
| <b>TECR</b>   | technical reason                          | technical reason   |
| <b>TEL</b>    | tel                                       | telephone  |
| <b>TEMPO</b>  | tempo                                     | temporary, temporarily   |
| <b>TF</b>     | TF  | Track to fix   |
| <b>TFC</b>    | tfc                                       | traffic  |
| <b>TGL</b>    | tgl                                       | touch-and-go landing   |
| <b>TGS</b>    | Taxiing Guidance System                   | Taxiing Guidance System  |
| <b>THR</b>    | THR                                       | Threshold  |
| <b>THRU</b>   | through                                   | through  |
| <b>THU</b>    | THU                                       | Thursday   |
| <b>TIBA</b>   | Traffic Information Broadcast by Aircraft | Traffic Information Broadcast by Aircraft                        |
| <b>TIL</b>    | until                                     | until  |
| <b>TIP</b>    | until past... (place)                     | until past... (place)  |
| <b>TKOF</b>   | tkof                                      | take-off   |
| <b>TLOF</b>   | tlof                                      | touchdown and lift-off area                                      |
| <b>TMA</b>    | TMA                                       | Terminal Control Area  |
| <b>TNA</b>    | turn altitude                             | turn altitude  |
| <b>TNH</b>    | turn height                               | turn height  |
| <b>TOC</b>    | top of climb                              | top of climb   |
| <b>TODA</b>   | TODA                                      | Take-off Distance Available                                      |
| <b>TODAH</b>  | TODAH                                     | Take-off Distance Available, Helicopter                          |
| <b>TOP</b>    | cloud top                                 | cloud top  |
| <b>TORA</b>   | TORA                                      | Take-off Run Available   |
| <b>TOX</b>    | toxic                                     | toxic  |
| <b>TP</b>     | TP  | Turning Point  |
| <b>TR</b>     | track                                     | track  |
| <b>TRA</b>    | Temporary Reserved Airspace               | Temporary Reserved Airspace                                      |
| <b>TRL</b>    | TRL                                       | Transition Level   |
| <b>TROP</b>   | tropopause                                | tropopause   |
| <b>TT</b>     | teletypewriter                            | teletypewriter   |
| <b>TUE</b>    | TUE                                       | Tuesday  |

|              |                           |  |
|--------------|---------------------------|--|
| <b>TURB</b>  | turb                      | turbulence                                     |
| <b>TVOR</b>  | TVOR                      | Terminal VOR                                   |
| <b>TWR</b>   | TWR                       | Aerodrome control tower OR aerodrome control   |
| <b>TWY</b>   | TWY                       | Taxiway  |
| <b>TWYL</b>  | taxiway-link              | taxiway-link                                   |
| <b>TYP</b>   | type of aircraft          | type of aircraft                               |
| <b>U/S</b>   | unserviceable             | unserviceable                                  |
| <b>UA</b>    | unmanned acft             | unmanned acft                                  |
| <b>UAB</b>   | until advised by          | until advised by                               |
| <b>UAC</b>   | UAC                       | Upper Area Control Centre                      |
| <b>UAR</b>   | Upper Air Route           | Upper Air Route                                |
| <b>UDF</b>   | UDF                       | Ultra High Frequency Direction Finding Station |
| <b>UFN</b>   | ufn                       | until further notice                           |
| <b>UHDT</b>  | unable higher due traffic | unable higher due traffic                      |
| <b>UHF</b>   | UHF                       | Ultra High Frequency 300 to 3000 MHz           |
| <b>UIC</b>   | Upper Information Centre  | Upper Information Centre                       |
| <b>UIR</b>   | UIR                       | Upper Flight Information Region                |
| <b>ULM</b>   | ultralight motorized acft | ultralight motorized acft                      |
| <b>ULR</b>   | ultra long range          | ultra long range                               |
| <b>UNA</b>   | unable                    | unable   |
| <b>UNAP</b>  | unable to approve         | unable to approve                              |
| <b>UNL</b>   | unlimited                 | unlimited                                      |
| <b>UNREL</b> | unreliable                | unreliable                                     |
| <b>UTA</b>   | UTA                       | Upper Control Area                             |
| <b>UTC</b>   | UTC                       | Coordinated Universal Time                     |
| <b>VA</b>    | VA                        | Volcanic Ash                                   |
| <b>VA</b>    | heading to an altitude    | heading to an altitude                         |
| <b>VAAC</b>  | VAAC                      | Volcanic Ash Advisory Centre                   |
| <b>VAC</b>   | VAC                       | Visual Approach Chart                          |
| <b>VAL</b>   | in valleys                | in valleys                                     |
| <b>VAN</b>   | RWY control van           | RWY control van                                |
| <b>VAR</b>   | VAR                       | Magnetic Variation                             |
| <b>VAR</b>   | visual-aural radio range  | visual-aural radio range                       |
| <b>VASIS</b> | VASIS                     | Visual Approach Slope Indicator System         |
| <b>VCY</b>   | vicinity                  | vicinity                                       |
| <b>VDF</b>   | VDF                       | Very High Frequency Direction Finding Station  |
| <b>VER</b>   | vertical                  | vertical                                       |
| <b>VFR</b>   | VFR                       | Visual Flight Rules                            |
| <b>VHF</b>   | VHF                       | Very High Frequency [30 to 300 MHz]            |
| <b>VI</b>    | heading to an intercept   | heading to an intercept                        |
| <b>VIP</b>   | VIP                       | Very Important Person                          |



|               |  |  |
|---------------|--|--|
| <b>VIS</b>    | visibility                             | visibility   |
| <b>VLF</b>    | VLF                                    | Very Low Frequency [3 to 30 KHz]                                     |
| <b>VLR</b>    | very long range                        | very long range  |
| <b>VM</b>     | heading to a manual termination        | heading to a manual termination                                      |
| <b>VMC</b>    | VMC                                    | Visual Meteorological Conditions                                     |
| <b>VNAV</b>   | VNAV                                   | Vertical Navigation (to be pronounced "VEE-NAV")                     |
| <b>VOL</b>    | vol                                    | volume (followed by I, II...)  |
| <b>VOLMET</b> | VOLMET                                 | Meteorological information for aircraft in flight                    |
| <b>VOR</b>    | VOR                                    | Very High Frequency Omnidirectional Radio Range                      |
| <b>VORTAC</b> | VORTAC                                 | VOR and TACAN combination  |
| <b>VOT</b>    | VOR airborne equipment test facility   | VOR airborne equipment test facility                                 |
| <b>VPA</b>    | vertical path angle                    | vertical path angle  |
| <b>VPT</b>    | visual manoeuvre with prescribed track | visual manoeuvre with prescribed track                               |
| <b>VRB</b>    | vrb                                    | variable   |
| <b>VSA</b>    | by visual reference to the ground      | by visual reference to the ground                                    |
| <b>VSP</b>    | vertical speed                         | vertical speed   |
| <b>VTF</b>    | vector to final                        | vector to final  |
| <b>VTOL</b>   | VTOL                                   | Vertical Take-Off and Landing  |
| <b>W</b>      | west                                   | west   |
| <b>W</b>      | white                                  | white  |
| <b>WAAS</b>   | WAAS                                   | Wide Area Augmentation System  |
| <b>WAC</b>    | WAC                                    | World Aeronautical Chart — ICAO 1:1 000 000 (followed by name/title) |
| <b>WAFC</b>   | world area forecast centre             | world area forecast centre   |
| <b>WB</b>     | westbound                              | westbound  |
| <b>WBAR</b>   | wing bar lights                        | wing bar lights  |
| <b>WDI</b>    | wdi                                    | wind direction indicator   |
| <b>WDSRP</b>  | widespread                             | widespread   |
| <b>WED</b>    | WED                                    | Wednesday  |
| <b>WEF</b>    | wef                                    | with effect from   |
| <b>WGS-84</b> | WGS-84                                 | World Geodetic System - 1984   |
| <b>WI</b>     | within                                 | within   |
| <b>WID</b>    | width                                  | width  |
| <b>WIE</b>    | wie                                    | with immediate effect  |
| <b>WILCO</b>  | wilco                                  | will comply  |
| <b>WIP</b>    | wip                                    | work in progress   |
| <b>WKN</b>    | weaken, weakening                      | weaken, weakening  |

|              |                     |                     |
|--------------|---------------------|---------------------|
| <b>WNW</b>   | west-north-west     | west-north-west     |
| <b>WO</b>    | without             | without             |
| <b>WPT</b>   | WPT                 | Way-point           |
| <b>WRNG</b>  | wrng                | warning             |
| <b>WS</b>    | windshear           | windshear           |
| <b>WSPD</b>  | windspeed           | windspeed           |
| <b>WSW</b>   | west-south-west     | west-south-west     |
| <b>WT</b>    | weight              | weight              |
| <b>WTSPT</b> | waterspout          | waterspout          |
| <b>WWW</b>   | www                 | worldwide web       |
| <b>WX</b>    | weather radar       | weather radar       |
| <b>WX</b>    | weather             | weather             |
| <b>X</b>     | cross               | cross               |
| <b>XBAR</b>  | crossbar            | crossbar            |
| <b>XNG</b>   | crossing            | crossing            |
| <b>XS</b>    | atmospheric         | atmospheric         |
| <b>Y</b>     | yellow              | yellow              |
| <b>Y CZ</b>  | Yellow Caution Zone | Yellow Caution Zone |
| <b>YR</b>    | yr                  | your                |