

**GEN 2.2 ABBREVIATIONS USED IN AERONAUTICAL INFORMATION PRODUCTS**

Abbreviations marked by an asterisk (\*) are either different or not contained in ICAO Doc 8400.

**A**

A/A	Air-to-air
A/G	Air-to-ground
A1	Radiotelephony without the use of a modulating audio
A2	Radiotelephony by the on-off keying of an amplitude-modulating audio frequency
A3	Radiotelephony
AA	All After
AB	All Before
ABM	Abeam
ABN	Aerodrome beacon
ABT	About
ABV	Above
AC	Altocumulus
ACC	Area control centre
ACCID	Notification of an aircraft accident
ACFT	Aircraft
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
ADDN	Addition or additional
ADF	Automatic direction finding equipment
ADIZ	(to be pronounced "AY-DIZ") Air defence identification zone
ADJ	Adjacent
ADR	Advisory route
ADS	Address
ADZ	Advise
AFIL	Flight plan filed in the air
AFIS	Aerodrome flight information service
AFS	Aeronautical fixed service
AFT	After...(time or place)
AFTN	Aeronautical fixed telecommunication network
AGL	Above ground level
AGN	Again
AIC	Aeronautical information circular
AIP	Aeronautical information publication
AIRAC	Aeronautical information regulation and control
AIREP	Air-report
AIS	Aeronautical information services
ALA	Alighting area
ALERFA	Alert phase

ALR	Alerting (message type designator)
ALS	Approach lighting system
ALT	Altitude
ALTN	Alternate (aerodrome)
AMA	Area minimum altitude
AMD	Amend or amended
AMDT	Amendment (AIP Amendment)
AMS	Aeronautical mobile service
AMSL	Above mean sea level
ANY*	Any day
AOC	Aerodrome obstacle chart
AP	Airport
APCH	Approach
APP	Approach control office
APR	April
APRX	Approximate or approximately
AR	End of transmission
ARFOR	Area forecast
ARO	Air traffic services reporting office
ARP	Aerodrome reference point
ARP (2)	Air-report (message type designator)
ARQ	Automatic error correction
ARR	Arrival (message type designator)
AS	Altostratus
ASC	Ascent to or ascending to
ASDA	Accelerate stop distance available
ASPH	Asphalt
ATA	Actual time of arrival
ATC	Air traffic control (in general)
ATD	Actual time of departure
ATFM	Air traffic flow management
ATF MU	Air traffic flow management unit
ATIS	Automatic terminal information service
ATP	At...(time or place)
ATS	Air traffic services
ATTN	Attention
ATZ	Aerodrome traffic zone
AUG	August
AUW	All up weight
AUX	Auxiliary
AVBL	Available or availability
AVG	Average
AVGAS	Aviation gasoline
AWY	Airway
AZM	Azimuth

**B**

BA	Braking action
BASE	Cloud base
BCFG	Fog patches
BCN	Beacon (aeronautical ground light)
BCST	Broadcast
BDRY	Boundary
BKN	Broken
BLDG	Building
BLO	Below clouds
BLSN	Blowing snow
BLW	Below...

BN	All between...and...	CTR	Control zone
BR	Mist	CU	Cumulus
BRG	Bearing	CUST	Customs
BRKG	Braking	CW	Continuous wave
BS	Commercial broadcasting station	CWY	Clearway
BT	Separative sign		<b>D</b>
BTL	Between layers	D	Danger area (followed by identification)
BTN	Between		
	<b>C</b>	DA	Decision altitude/height
C	Degrees Celsius (Centigrade)	DBS	Double side band
CAT	Clear air turbulence	DCD	Double channel duplex
CAVOK	(to be pronounced "KAV-OH-KAY") visibility, cloud and present weather better than prescribed values or conditions	DCS	Double channel simplex
		DCT	Direct (in relation to flight plan clearances and type of approach)
CB	Cumulonimbus	DE	From (used to precede the call-sign of the calling station)
CC	Cirrocumulus	DEC	December
CD	Candela	DEG	Degrees
CDN	Co-ordination (message type designator)	DEP	Depart or departure
CDO	Continuous descent operations	DEP (2)	Departure (message type designator)
CFM	Confirm	DES	Descend to or descending to
CH	Channel	DEST	Destination
CHG	Modification (message type designator)	DFTI	Distances from touch down indicator
CI	Cirrus	DIST	Distance
CIS	Commonwealth of Independent States	DLA	Delay or delayed
		DLA (2)	Delay (message type designator)
CIV	Civil	DME	Distance measuring equipment
CL	I am closing the station	DNG	Danger or dangerous
CLA	Clear type of ice formation	DP	Dew point temperature
CLBR	Calibration	DR	Dead reckoning
CLD	Cloud	DRG	During
CLR	Clear(s) or cleared to ... or clearance	DTAM	Descend to and maintain
CLSD	Close or closed or complete	DTG	Date-time group
CM	Centimetre	DETRESFA	Distress phase
CMPL	Completion or completed or complete	DTRT	Deteriorate or deteriorating
		DUPE	This is duplicate message
CMV*	Converted meteorological visibility	DUR	Duration
CNL	Cancel or cancelled	DVOR	Doppler VOR
CNL (2)	Flight plan cancellation message	DZ	Drizzle
COM	Communications		<b>E</b>
CONC	Concrete	E	East or eastern longitude
COND	Condition	EAT	Expected approach time
CONT	Continue or continued	EEE	Error
COP	Change over point	EET	Estimated elapsed time
COR	Correct or correction or corrected	eFPL	Filed flight plan exchanged via flight and flow - information for collaborative environment (FF-ICE) services
COR (2)	Technical correction message		
COV	Cover or covered or covering	EHF	Extremely high frequency (30 000 to 300 000 MHz)
CPL	Current flight plan (message type designator)		
CQ	General call	EGM	The Earth Gravitational Model
CRS	Course	ELBA	Emergency location beacon-aircraft
CS	Cirrostratus	ELEV	Elevation
CS (2)	Call-sign	EM	Emission
CTA	Control area	EMERG	Emergency
CTAM	Climb to and maintain	ENG	Engine
CTN	Caution	ENR	En route

EQPT	Equipment	G/A	Ground-to-air
ER	Here...or herewith	G/A/G	Ground-to-air and air-to-ground
EST	Estimated time over (significant point) or estimated or estimate	GA	Go ahead
EST (2)	Boundary estimated message	GEN	General
ETA	Estimated time of arrival or estimating arrival	GEO	Geographic or true
ETD	Estimated time of departure or estimating departure	GLD	Glider
eTOD	Electronic terrain and obstacle data	GMT	Greenwich mean time
EV	Every	GND	Ground
EXC	Except	GNDCK	Ground check
EXER	Exercises or exercising or to exercise	GP	Glide path
EXP	Expect or expected or expecting	GR	Hail or soft hail
EXTD	Extend or extending	GRADU	Gradual or gradually
	<b>F</b>	GRASS	Grass landing area
F	Degrees Fahrenheit	GRVL	Gravel
FAC	Facilities	GS	Ground speed
FAF	Final approach fix		<b>H</b>
FAL	Facilitation of international air transport	H24	Continuous day and night service
FAP	Final approach point	HBN	Hazard beacon
FAX	Facsimile transmission	HDF	High frequency direction-finding station
FBL	Light (used to qualify ice)	HDG	Heading
FCST	Forecast	HEL	Helicopter
FEB	February	HF	High frequency
FG	Fog	HGT	height or height above
FIC	Flight information centre	HJ	Sunrise to sunset
FIR	Flight information region	HLDG	Holding
FIS	Flight information service	HN	Sunset to sunrise
FL	Flight level	HO	Service available to meet operational requirements
FLG	Flashing	HOL	Holiday
FLR	Flares	HOSP	Hospital aircraft
FLT	Flight	HPA	Hectopascal
FLTCK	Flight check	HR	Hours
FLUC	Fluctuating or fluctuation or fluctuated	HS	Service available during hours of scheduled operations
FLW	Follow(s) or following	HVY	Heavy
FLY	Fly or flying	HX	No specific working hour
FM	From	HZ	Haze
FNA	Final approach	HZ (2)	Hertz (cycle per second)
FPL	Filed flight plan exchanged via aeronautical fixed service (AFS)		<b>I</b>
FPM	Feet per minute	IAF	Initial approach fix
FREQ	Frequency	IAL	Instrument approach and landing chart
FRI	Friday	IAO	In and out of clouds
FRNG	Firing	IAR	Intersection of air routes
FRQ	Frequent	IAS	Indicated air speed
FSL	Full stop landing	IATA	International Air Transport Association
FSS	Flight service	IBN	Identification beacon
FST	First	ICAO	International Civil Aviation Organization
FT	Feet (dimensional unit)	ICE	Icing
FU	Smoke	ID	Identifier or identify
FZ	Freezing	IDENT	Identification
FZDZ	Freezing drizzle	IF	Intermediate approach fix
FZFG	Freezing fog	IFF	Identification friend/foe
FZRA	Freezing rain	IFR	Instrument flight rules
	<b>G</b>	IGA	International general aviation
		ILS	Instrument landing system

IM	Inner marker	LGTD	Lighted
IMC	Instrument meteorological conditions	LIH	Light intensity high
IMG	Immigration	LIL	Light intensity low
IMI	Interrogation sign	LIM	Light intensity medium
IMPR	Improve or improving	LMM	Locator middle
IMT	Immediate or immediately	LMT	Local mean time
INA	Initial approach	LNG	Long
INDB	Inbound	LOC	Localizer
INCERFA	Uncertainty phase	LOM	Locator outer
INFO	Information	LONG	Longitude
INOP	Inoperative	LR	Last message received by me was...
INP	If not possible	LRG	Long range
INPR	In progress	LS	Last message sent by me was...
INS	Inches (dimensional unit)	LSQ	Line squall
INS (2)	Inertial navigation system	LTD	Limited
INSTL	Install or installed or installation	LV	Light and variable (relating to wind)
INSTR	Instrument	LVP	Low Visibility Procedures
INT	Intersection	LYR	Layer or layered
INTER	Intermittent		<b>M</b>
INTL	International	M	Metres
INTRG	Interrogator	MAG	Magnetic
INTRP	Interrupt or interruption or interrupted	MAINT	Maintenance
		MAP	Aeronautical maps and charts
INTSF	Intensify or intensifying	MAPt	Missed approach point
INTST	Intensity	MAR	March
IR	Ice on runway	MAX	Maximum
ISA	International standard atmosphere	MAY	May
ISOL	Isolated	MB	Millibars
	<b>J</b>	MDA	Minimum descent altitude
JAN	January	MDH	Minimum descent height
JTST	Jet stream	MEA	Minimum en-route altitude
JUL	July	MEHT	Minimum eye height over threshold
JUN	June	MET	Meteorological or meteorology
	<b>K</b>	METAR	Aviation routine weather report
K	Invitation to transmit	MF	Medium frequency
KG	Kilograms	MHZ	Megahertz
KHZ	Kilohertz	MIFG	Shallow fog
KM	Kilometres	MIL	Military
KMH	Kilometres per hour	MIN	Minutes
KPA	Kilopascal	MIS	Missing
KT	Knots	MKR	Marker radio beacon
KW	Kilowatts	MLS	Microwave landing system
	<b>L</b>	MM	Middle marker
L	Left (runway identification)	MNM	Minimum
L(1)	Locator	MNPS	Minimum navigation performance specifications
LAN	Inland		
LAT	Latitude	MNT	Monitor or monitoring or monitored
LB	Pounds (weight)	MNTN	Maintain
LCA	Local or locally or location or located	MOC	Minimum obstacle clearance
		MOCA	Minimum obstacle clearance altitude
LCN	Load Classification Number		
LDA	Landing distance available	MOD	Moderate
LDG	Landing	MON	Monday
LDI	Landing direction indicator	MOTNE	Meteorological Operational Telecommunications Network Europe
LEFT	Left (direction of turn)		
LEN	Length	MOV	Move or moving or movement
LF	Low frequency	MPa	MegaPascal
LGT	Light or lighting	MPH	Statute miles per hour

MPS	Metres per second	PO	Dust devils
MRG	Medium range	POB	Persons on board
MS	Minus	PPI	Plan position indicator
MSA	Minimum sector altitude	PPR	Prior permission required
MSG	Message	PPSGR	Passenger
MSL	Mean sea level	PRKG	Parking
MTOW	Maximum take-off weight	PROB	Probability
MWO	Meteorological watch office	PROC	Procedure
<b>N</b>		PROV	Provisional
N	North or northern latitude	PS	Plus
NAV	Navigation	PSN	Position
NC	No change	PTN	Procedure turn
NDB	Non-directional radio beacon	PWR	Power
NGT	Night	<b>Q</b>	
NIL	None	QBI	Compulsory IFR flight
NM	Nautical miles	QDM	Magnetic heading (zero wind)
NML	Normal	QDR	Magnetic bearing
NOF	International NOTAM office	QFE	Atmospheric pressure at aerodrome elevation (or at runway threshold)
NONFUA*	Non-flexible use of airspace	QFU	Magnetic orientation of runway
NOSIG	No significant change		
NOTAM	Notice to airmen	QNH	Altimeter sub-scale setting to obtain elevation when on the ground
NOV	November	QTE	True bearing
NR	Number		
NS	Nimbostratus	QUAD	Quadrant
NXT	Next	<b>R</b>	
<b>O</b>		R	Right (runway identification)
O/R	On request	R	Restricted area (followed by identification)
OAS	Obstacle assessment surface	RA	Rain
OBS	Observe or observed or observation	RAC	Rules of the air and air traffic services
OBSC	Observe or obscured or obscuring	RAG	Ragged
OBST	Obstacle	RAI	Runway alignment indicator
OCA	Obstacle clearance altitude	RASH	Rain showers
OCH	Obstacle clearance height	RCA	Reach cruising altitude
OCL	Obstacle clearance limit	RCC	Rescue co-ordination centre
OCNL	Occasional	RCF	Radio communication failure
OCS	Obstacle clearance surface	RCL	Runway centre line
OCT	October	RDH	Reference datum height (for ILS)
OM	Out marker	RDL	Radial
OPC	The control indicated is operational control	RDO	Radio
OPN	Open	RE	Recent
OPR	Operator or operative	REC	Receive or receiver
OPS	Operations	REF	Reference to... or refer to...
OTP	On top	REQ	Request or requested
OVC	Overcast	RESA	Runway end safety area
<b>P</b>		RMK	Remark
P	Prohibited area	RMS	Radio beacon landing system
PANS	Procedures for air navigation services	RMZ*	Radio mandatory zone
PAPI	Precision approach path indicator	RNAV	Area navigation
PAR	Precision approach radar	RPL	Repetitive flight plan
PARL	Parallel	RPLC	Replace or replaced
PCN	Pavement classification number	RQ	Indication of a request
PE	Ice pellets	RQS	Request supplementary flight plan
PERM	Permanent	RSR	En-route surveillance radar
PIB	Pre-flight information bulletin	RTD	Delayed
PJE	Parachute jumping exercise	RTF	Radiotelephone
PN	Prior notice required	RTG	Radiotelegraph

RVR	Runway visual range	TDZ	Touchdown zone
RVSM	Reduced vertical separation minimum (300 m (1 000 ft)) between FL 290 and FL 410	TEMPO	Temporary or temporarily
		TEND	Trend forecast
RWY	Runway	TFC	Traffic
	<b>S</b>	TGS	Taxiing guidance system
SA	Sand	THR	Threshold
SALS	Simple approach lighting system	THU	Thursday
SAN	Sanitary	TIL	Until
SAP	As soon as possible	TIBA	Traffic information broadcast by aircraft
SAR	Search and rescue	TKOF	Take off
SARPS	Standards and recommended practices (ICAO)	TMA	Terminal control area
		TODA	Take-off distance available
SAT	Saturday	TORA	Take-off run available
SCT	Scattered	TP	Turning point
SEC	Seconds	TRA	Temporary reserved airspace
SEP	September	TUE	Tuesday
SER	Service or servicing or served	TURB	Turbulence
SEV	Severe	TVOR	Terminal VOR
SFC	Surface	TWR	Aerodrome control tower or aerodrome control
SG	Snow grains		
SGL	Signal	TWY	Taxiway
SH	Showers	TYP	Type of aircraft
SID	Standard instrument departure		<b>U</b>
SIGMET	Information concerning en-route weather phenomena which may affect the safety of operations	U/S	Unserviceable
		UAC	Upper area control centre
		UDF	Ultra high frequency direction-finding station
SKC	Sky clear		
SKED	Schedule or scheduled	UFN	Until further notice
SLW	Slow	UHF	Ultra high frequency
SMC	Surface movement control	UIR	Upper flight information centre
SNOWTAM	A special series NOTAM notifying the presence or removal of hazardous conditions due to snow	UNL	Unlimited
		UNREL	Unreliable
		UTC	Co-ordinated universal time
SPECI	Aviation selected special weather report		<b>V</b>
		VAL	In valleys
SPL	Supplementary flight plan	VAR	Magnetic variation
SPOT	Spot wind	VASIS	Visual approach slope indicator system
SR	Sunrise		
SRR	Search and rescue region	VDF	Very high frequency direction-finding station
SS	Sunset		
SSR	Secondary surveillance radar	VER	Vertical
SST	Supersonic transport	VFR	Visual flight rules
STA	Straight-in approach	VHF	Very high frequency
STAR	Standard instrument arrival	VIA	By way of...
STF	Stratiform	VIP	Very important person
STN	Station	VIS	Visibility
STOL	Short take-off and landing	VLF	Very low frequency
STS	Status	VMC	Visual meteorological conditions
SUN	Sunday	VOLMET	Meteorological information for aircraft in flight
SVC	Service message		
SVCBL	Serviceable	VOR	VHF omni directional radio range
SWY	Stop way	VRB	Variable
	<b>T</b>	VSA	By visual reference to the ground
T	Temperature	VSP	Vertical speed
TA	Transition altitude		<b>W</b>
TAF	Aerodrome forecast	WAC	World aeronautical chart-ICAO
TAIL	Tail wind	WBAR	Wing bar lights
TAS	True airspeed	WDI	Wind direction indicator

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WED	Wednesday
WEF	With effect from or effective from
WGS	World Geodetic System
WI	Within
WIE	With immediate effect or effective immediately
WIP	Work in progress
WPT	Way-point
WX	Weather
	<b>Z</b>
Z	Zulu time

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