

**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	AIS	operations
A/G	Air-to-ground	ALA	Aeronautical information services
A1	Radiotelephony without the use of a modulating audio	ALERFA	Alighting area
A2	Radiotelephony by the on-off keying of an amplitude-modulating audio frequency	ALR	Alert phase
A3	Radiotelephony	ALS	Alerting (message type designator)
AA	All After	ALT	Approach lighting system
AB	All Before	ALTN	Altitude
ABM	Abeam	AMA	Alternate (aerodrome)
ABN	Aerodrome beacon	AMD	Area minimum altitude
ABT	About	AMDT	Amend or amended
ABV	Above	AMS	Amendment (AIP Amendment)
AC	Altocumulus	AMSL	Aeronautical mobile service
ACC	Area control centre	ANY*	Above mean sea level
ACCID	Notification of an aircraft accident	AOC	Any day
ACFT	Aircraft	AP	Aerodrome obstacle chart
ACL	Altimeter check location	APCH	Airport
ACN	Aircraft classification number	APP	Approach
ACP	Acceptance (message type designator)	APR	Approach control office
ACPT	Accept or accepted	APRX	April
ACT	Active or activated or activity	AR	Approximate or approximately
AD	Aerodrome	ARFOR	End of transmission
ADA	Advisory area	ARO	Area forecast
ADDN	Addition or additional	ARP	Air traffic services reporting office
ADF	Automatic direction finding equipment	ARP (2)	Aerodrome reference point
ADIZ	(to be pronounced "AY-DIZ") Air defence identification zone	ARQ	Air-report (message type designator)
ADJ	Adjacent	ARR	Automatic error correction
ADR	Advisory route	AS	Arrival (message type designator)
ADS	Address	ASC	Altostratus
ADZ	Advise	ASDA	Ascent to or ascending to
AFIL	Flight plan filed in the air	ASPH	Accelerate stop distance available
AFIS	Aerodrome flight information service	ATA	Asphalt
AFS	Aeronautical fixed service	ATC	Actual time of arrival
AFT	After...(time or place)	ATD	Air traffic control (in general)
AFTN	Aeronautical fixed telecommunication network	ATFM	Actual time of departure
AGL	Above ground level	ATFMU	Air traffic flow management
AGN	Again	ATIS	Air traffic flow management unit
AIC	Aeronautical information circular	ATP	Automatic terminal information service
AIP	Aeronautical information publication	ATS	At...(time or place)
AIRAC	Aeronautical information regulation and control	ATTN	Air traffic services
AIREP	Air-report	ATZ	Attention
AIRMET	Information concerning en-route weather phenomena which may affect the safety of low-level aircraft	AUG	Aerodrome traffic zone
		AUW	August
		AUX	All up weight
		AVBL	Auxiliary
		AVG	Available or availability
		AVGAS	Average
		AWY	Aviation gasoline
		AZM	Airway
		BA	Azimuth
		BASE	B
		BCFG	Braking action
		BCN	Cloud base
		BCST	Fog patches
		BDRY	Beacon (aeronautical ground light)
		BKN	Broadcast
			Boundary
			Broken

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

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

IF	Intermediate approach fix	LDI	Landing direction indicator
IFF	Identification friend/foe	LEFT	Left (direction of turn)
IFR	Instrument flight rules	LEN	Length
IGA	International general aviation	LF	Low frequency
ILS	Instrument landing system	LGT	Light or lighting
IM	Inner marker	LGTD	Lighted
IMC	Instrument meteorological conditions	LIH	Light intensity high
		LIL	Light intensity low
IMG	Immigration	LIM	Light intensity medium
IMI	Interrogation sign	LMM	Locator middle
IMPR	Improve or improving	LMT	Local mean time
IMT	Immediate or immediately	LNG	Long
INA	Initial approach	LOC	Localizer
INDB	Inbound	LOM	Locator outer
INCERFA	Uncertainty phase	LONG	Longitude
INFO	Information	LR	Last message received by me was...
INOP	Inoperative		
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		M
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
	J	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
	K	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
	L	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

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

RQS	Request supplementary flight plan	T	Temperature
RSR	En-route surveillance radar	TA	Transition altitude
RTD	Delayed	TAF	Aerodrome forecast
RTF	Radiotelephone	TAIL	Tail wind
RTG	Radiotelegraph	TAS	True airspeed
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
		TFC	Traffic
RWY	Runway	TGS	Taxiing guidance system
	S	THR	Threshold
SA	Sand	THU	Thursday
SALS	Simple approach lighting system	TIL	Until
SAN	Sanitary	TIBA	Traffic information broadcast by aircraft
SAP	As soon as possible		
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		U
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		V
		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
	T	VSA	By visual reference to the ground

VSP	Vertical speed
W	
WAC	World aeronautical chart-ICAO
WBAR	Wing bar lights
WDI	Wind direction indicator
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
Z	
Z	Zulu time

THIS PAGE INTENTIONALLY LEFT BLANK