

GEN 2.2 ABBREVIATIONS USED IN AERONAUTICAL INFORMATION PRODUCTS

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

A

A	Amber	ALTN	Alternate (aerodrome)
A/A	Air-to-air	AMA	Area minimum altitude
A/G	Air-to-ground	AMD	Amend or amended (used to indicate amended meteorological message; message type designator)
AAA	(or AAB, AAC...etc., in sequence) Amended meteorological message (message type designator)	AMDT	Amendment (AIP amendment)
AAL	Above aerodrome level	AMHS *	Air traffic services message handling system
ABM	Abeam	AMS	Aeronautical mobile service
ABN	Aerodrome beacon	AMSL	Above mean sea level
ABT	About	AMSS	Aerodrome mobile satellite service
ABV	Above	ANS	Answer
AC	Altocumulus	AOC	Aerodrome obstacle chart
ACAS	Airborne collision avoidance system	AOM *	Aerodrome operating minima
ACC	Area control centre or area control	AP	Airport
ACCID	Notification of an aircraft accident	APCH	Approach
ACFT	Aircraft	APP	Approach control office or approach control or approach control service
ACK	Acknowledge	APR	April
ACL	Altimeter check location	APRX	Approximate or approximately
ACN	Aircraft classification number	APSG	After passing
ACP	Acceptance (message type designator)	APV	Approve or approved or approval
ACPT	Accept or accepted	ARFOR	Area forecast (in aeronautical meteorological code)
ACT	Active or activated or activity	ARNG	Arrange
AD	Aerodrome	ARO	Air traffic services reporting office
ADA	Advisory area	ARP	Aerodrome reference point
ADDN	Addition or additional	ARP	Air-report (message type designator)
ADF	Automatic direction finding equipment	ARQ	Automatic error correction
ADIZ	(to be pronounced "AY-DIZ") Air defence identification zone	ARR	Arrive or arrival
ADJ	Adjacent	ARR	Arrival (message type designator)
ADR	Advisory route	ARS	Special air-report (message type designator)
ADS	Automatic dependent surveillance	ARST	Arresting (specify (part of) aircraft arresting equipment)
ADSU	Automatic dependent surveillance unit	AS	Altostratus
ADVS	Advisory service	ASC	Ascent to or ascending to
ADZ	Advise	ASDA	Accelerate stop distance available
AES	Aircraft earth station	ASHTAM	Special series NOTAM notifying by means of a specific format, change in activity of a volcano, a volcanic eruption and/or volcanic ash cloud that is of significance to aircraft operations
AFIL	Flight plan filed in the air	ASPH	Asphalt
AFIS	Aerodrome flight information service	AT...	At (followed by time at which weather change is forecast to occur)
AFM	Yes or affirm or affirmative or that is correct	ATA	Actual time of arrival
AFS	Aeronautical fixed service	ATC	Air traffic control (in general)
AFT	After...(time or place)	ATD	Actual time of departure
AFTN	Aeronautical fixed telecommunication network	ATFM	Air traffic flow management
AGA	Aerodrome, air routes and ground aids	ATIS	Automatic terminal information service
AGL	Above ground level	ATM	Air traffic management
AGN	Again	ATN	Aeronautical telecommunication network
AIC	Aeronautical information circular	ATP	At...(time or place)
AIP	Aeronautical information publication	ATS	Air traffic services
AIRAC	Aeronautical information regulation and control	ATTN	Attention
AIREP	Air-report	ATZ	Aerodrome traffic zone
AIRMET	Information concerning en-route weather phenomena which may affect the safety of low-level aircraft operations	AUG	August
AIS	Aeronautical information services	AUTH	Authorized or authorization
ALA	Alighting area	AUW	All up weight
ALERFA	Alert phase	AUX	Auxiliary
ALR	Alerting (message type designator)	AVASIS	Abbreviated visual approach slope indicator system
ALRS	Alerting service	AVBL	Available or availability
ALS	Approach lighting system	AVG	Average
ALT	Altitude	AVGAS	Aviation gasoline
ALTN	Alternate or alternating (light alternates in colour)	AWTA	Advise at what time able

AWY	Airway	CNL	Flight plan cancellation message (message type designator)
AZM	Azimuth	CNS	Communication, navigation and surveillance
B		COM	Communications
B	Blue	CONC	Concrete
BA	Braking action	COND	Condition
BASE	Cloud base	CONS	Continuous
BCFG	Fog patches	CONST	Construction or constructed
BCN	Beacon (aeronautical ground light)	CONT	Continue or continued
BCST	Broadcast	COOR	Co-ordinate or coordination
BDRY	Boundary	COP	Change over point
BECMG	Becoming		Correct or correction or corrected (used to indicate corrected meteorological message; message type designator)
BFR	Before	COR	
BKN	Broken	COT	At the coast
BL...	Blowing (followed by DU= dust, SA= sand or SN= snow)	COV	Cover or covered or covering
BLDG	Building	CPDLC	Controller-pilot data link communications
BLO	Below clouds	CPL	Current flight plan (message type designator)
BLW	Below ...	CRZ	Cruise
BOMB	Bombing	CS	Cirrostratus
BR	Mist	CTA	Control area
BRF	Short (used to indicate the type of approach desired or required)	CTAM	Climb to and maintain
BRG	Bearing	CTC	Contact
BRKG	Braking	CTL	Control
BS	Commercial broadcasting station	CTN	Caution
BTL	Between layers	CTOT	Calculated Take-Off Time
BTN	Between	CTR	Control zone
C		CU	Cumulus
C	Centre (runway identification)	CUF	Cumuliform
C	Degrees celsius (Centigrade)	CUST	Customs
CAT	Category	CW	Continuous wave
CAT	Clear air turbulence	CWY	Clearway
	(to be pronounced "KAV-OH-KAY") visibility, cloud and present weather better than prescribed values or conditions	D	
CAVOK		D	Downward (tendency in RVR during previous 10 minutes)
CB	(to be pronounced "CEE BEE") Cumulonimbus	D ...	Danger area (followed by identification)
CC	Cirrocumulus	DA	Decision altitude
CCA	(or CCB, CCC....etc.. in sequence) corrected meteorological message (message type designator)	D-ATIS *	Data link-automatic terminal information service
CCO	Continuous climb operation	DCD	Double channel duplex
CD	Candela	DCKG	Docking
CDM *	Collaborative decision making	DCL *	Departure clearance via data link
CDN	Co-ordination (message type designator)	DCS	Double channel simplex
CDO	Continuous descent operation	DCT	Direct (in relation to flight plan clearances and type of approach)
CDR	Conditional route (followed by a number)	DEC	December
CF	Change frequency to ...	DEG	Degrees
CGL	Circling guidance light(s)	DEP	Depart or departure
CH	Channel	DEP	Departure (message type designator)
CHG	Modification (message type designator)	DER	Departure end of the runway
CI	Cirrus	DES	Descend to or descending to
CIDIN	Common ICAO data interchange network	DEST	Destination
CIT	Near or over large towns	DETRESFA	Distress phase
CIV	Civil	DEV	Deviation or deviating
CK	Check	DFTI	Distances from touch down indicator
CL	Centre line	DH	Decision height
CLA	Clear type of ice formation	DIF	Diffuse
CLBR	Calibration	DIST	Distance
CLD	Cloud	DIV	Divert or diverting
CLG	Calling	DLA	Delay (message type designator)
CLR	Clear(s) or cleared to ... or clearance	DLA	Delay or delayed
CLSD	Close or closed or complete	DME	Distance measuring equipment
CM	Centimetre	DNG	Danger or dangerous
CMB	Climb to or climbing to	DOM	Domestic
CMPL	Completion or completed or complete	DP	Dew point temperature
CNL	Cancel or cancelled	DPA *	Dependent Parallel Approaches
		DPT	Depth

DR	Dead reckoning	FFR	Fire-fighting
DR ...	Low drifting (followed by DU= dust, SA= sand or SN = snow)	FG	Fog
DRG	During	FIC	Flight information centre
DS	Duststorm	FIR	Flight information region
DSB	Double sideband	FIS	Flight information service
DTAM	Descend to and maintain	FISA	Automated flight information service
DTG	Date-time group	FL	Flight level
DTHR	Displaced runway threshold	FLD	Field
DTRT	Deteriorate or deteriorating	FLG	Flashing
DTW	Dual tandem wheels	FLR	Flares
DU	Dust	FLT	Flight
DUC	Dense upper cloud	FLTCK	Flight check
DUR	Duration	FLUC	Fluctuating or fluctuation or fluctuated
DVOR	Doppler VOR	FLW	Follow(s) or following
DW	Dual wheels	FLY	Fly or flying
DZ	Drizzle	FM	From
E		FM ...	From (followed by time weather change is forecast to begin)
E	East or eastern longitude	FMU	Flow management unit
EAT	Expected approach time	FNA	Final approach
EB	Eastbound	FPL	Filed flight plan (message type designator)
EET	Estimated elapsed time	FPM	Feet per minute
EFC	Expect further clearance	FPR	Flight plan route
EHF	Extremely high frequency (30 000 to 300 000 MHz)	FR	Fuel remaining
ELEV	Elevation	FRA *	Free route airspace
ELR	Extra long range	FREQ	Frequency
ELT	Emergency locator transmitter	FRI	Friday
EM	Emission	FRNG	Firing
EMBD	Embedded in a layer (to indicate cumulonimbus embedded in layers of other clouds)	FRONT	Front (relating to weather)
EMERG	Emergency	FRQ	Frequent
EN *	English	FSL	Full stop landing
END	Stop-end (related to RVR)	FSS	Flight service
ENE	East north east	FST	First
ENG	Engine	FT	Feet (dimensional unit)
ENR	En route	FU	Smoke
ENRT	En route	FZ	Freezing
EOBT	Estimated off-block time	FZDZ	Freezing drizzle
EQPT	Equipment	FZFG	Freezing fog
ESE	East south east	FZRA	Freezing rain
EST	Estimate or estimated or estimate (as message type designator)	G	
ETA	Estimated time of arrival or estimating arrival	G	Green
ETD	Estimated time of departure or estimating departure	G/A	Ground-to-air
ETO	Estimated time over significant point	G/A/G	Ground-to-air and air-to-ground
EV	Every	GAMET	Area forecast for low-level operations
EXC	Except	GCA	Ground controlled approach system or ground controlled approach
EXER	Exercises or exercising or to exercise	GCC *	Gulf cooperation council
EXP	Expect or expected or expecting	GEN	General
EXTD	Extend or extending	GEO	Geographic or true
F		GES	Ground earth station
F	Fixed	GLD	Glider
FAC	Facilities	GMC	Ground movement control
FAF	Final approach fix	GND	Ground
FAL	Facilitation of international air transport	GNDCK	Ground check
FAP	Final approach point	GNSS	Global navigation satellite system
FATO	Final approach and take-off area	GP	Glide path
FAX	Facsimile transmission	GR	Hail
FBL	Light (used to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain)	GRASS	Grass landing area
FC	Funnel cloud (tornado or water spout)	GRIB	Processed meteorological data in the form of grid point values (aeronautical meteorological code)
FCST	Forecast	GRVL	Gravel
FCT	Friction coefficient	GS	Ground speed
FEB	February	GS	Small hail and/or snow pellets
FEW	Few	H	
		H24	Continuous day and night service

HAPI	Helicopter approach path indicator	INTRP	Interrupt or interruption or interrupted
HBN	Hazard beacon	INTSF	intensify or intensifying
HDF	High frequency direction-finding station	INTST	Intensity
HDG	Heading	IPA *	Independent Parallel Approaches
HEL	Helicopter	IPO *	Independent Parallel Operations
HF	High frequency (3 000 to 30 000 kHz)	IR	Ice on runway
HGT	height or height above	ISA	International standard atmosphere
HJ	Sunrise to sunset	ISB	Independent sideband
HLDG	Holding	ISOL	Isolated
HN	Sunset to sunrise	J	
HO	Service available to meet operational requirements	JAN	January
HOL	Holiday	JTST	Jet stream
HOSP	Hospital aircraft	JUL	July
HPA	Hectopascal	JUN	June
HR	Hours	K	
HS	Service available during hours of scheduled operations	KG	Kilograms
HUM	Humanitarian	KHZ	Kilohertz
HURCN	Hurricane	KIAS	Knots indicated airspeed
HVDF	High and very high frequency direction finding stations (at the same location)	KM	Kilometres
HVY	Heavy	KMH	Kilometres per hour
HVY	Heavy (used to indicate the intensity of weather phenomena, e.g. HVY RA = heavy rain)	KPA	Kilopascal
HX	No specific working hours	KT	Knots
HYR	Higher	KW	Kilowatts
HZ	Haze	L	
HZ	Hertz (cycle per second)	L	Left (runway identification)
I		L	Locator (see LM, LO)
IAC	Instrument approach chart	LAM	Logical acknowledgement (message type designator)
IAF	Initial approach fix	LAN	Inland
IAO	In and out of clouds	LAT	Latitude
IAR	Intersection of air routes	LCN *	Load Classification Number
IAS	Indicated air speed	LDA	Landing distance available
IATA	International air transport association	LDAH	Landing distance available, helicopter
IBN	Identification beacon	LDG	Landing
IC	Diamond dust (very small ice crystals in suspension, also known as diamond dust)	LDI	Landing direction indicator
ICE	Icing	LEN	Length
ID	Identifier or identify	LF	Low frequency (30 to 300 kHz)
IDENT	Identification	LGT	Light or lighting
IF	Intermediate approach fix	LGTD	Lighted
IFF	Identification friend/foe	LIH	Light intensity high
IFPS *	Initial flight plan processing system	LIL	Light intensity low
IFR	Instrument flight rules	LIM	Light intensity medium
IGA	International general aviation	LM	Locator middle
ILS	Instrument landing system	LMT	Local mean time
IM	Inner marker	LNG	Long (used to indicate the type of approach desired or required)
IMC	Instrument meteorological conditions	LO	Locator, outer
IMG	Immigration	LOC	Localizer
IMPR	Improve or improving	LONG	Longitude
IMT	Immediate or immediately	LORAN	Loran (long range air navigation system)
INA	Initial approach	LRG	Long range
INBD	Inbound	LTD	Limited
INC	In cloud	LTT	Landline teletypewriter
INCERFA	Uncertainty phase	LV	Light and variable (relating to wind)
INFO	Information	LVE	Leave or leaving
INOP	Inoperative	LVL	Level
INP	If not possible	LVP	Low visibility procedures
INPR	In progress	LYR	Layer or layered
INS	Inertial navigation system	M	
INSTL	Install or installed or installation	M	Mach number (followed by figures)
INSTR	Instrument	M	Metres (preceded by figures)
INT	Intersection	MAA	Maximum authorized altitude
INTL	International	MAG	Magnetic
INTRG	Interrogator	MAINT	Maintenance
		MAP	Aeronautical maps and charts
		MAPT	Missed approach point

MAR	March	N	North or northern latitude
MAR	At sea	N	No distinct tendency (in RVR during previous 10 minutes)
MARS *	Multiple aircraft ramp system	N/A	Not Applicable
MAS	Manual A1 simplex	NAT	North atlantic
MAX	Maximum	NAV	Navigation
MAY	May	NB	North bound
MBST	Microburst	NBFR	Not before
MCA	Minimum crossing altitude	NC	No change
MCC *	Maritime coordination centre	NDB	Non-directional radio beacon
MCTOM *	Maximum certified take-off mass	NE	North-east
MCW	Modulated continuous wave	NEB	North-eastbound
MDA	Minimum descent altitude	NEG	No or negative or permission not granted or that is not correct
MDF	Medium frequency direction-finding station	NGT	Night
MDH	Minimum descent height	NIL	None or 1 have nothing to send to you
MEA	Minimum en-route altitude	NM	Nautical miles
MEDEVAC	Medical evacuation flight	NML	Normal
MEF *	Maximum elevation figure	NNE	North north east
MEHT	Minimum eye height over threshold (for visual approach slope indicator system)	NNW	North north west
MET	Meteorological or meteorology	NOF	International NOTAM office
METAR	Aviation routine weather report (in aeronautical meteorological code)	NOSIG	No significant change (used in trend-type landing forecasts)
MF	Medium frequency (300 kHz to 3 000 kHz)		
MHDF	Medium and high frequency direction-finding station (at the same location)		A notice containing information concerning the establishment, condition or change in any
MHVDF	Medium, high and very high frequency direction-finding station (at the same location)	NOTAM	aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations
MHZ	Megahertz		
MID	Mid-point (related to RVR)	NOV	November
MIFG	Shallow fog	NOZ	Normal operating zone
MIL	Military	NR	Number
MIN	Minutes	NRH	No reply heard
MKR	Marker radio beacon	NS	Nimbostratus
MLS	Microwave landing system	NSC	Nil significant cloud
MM	Middle marker	NSW	Nil significant weather
MNM	Minimum	NTZ	No Transgression zone
MNPS	Minimum navigation performance specifications	NW	North-west
MNT	Monitor or monitoring or monitored	NWB	North-westbound
MNTN	Maintain	NXT	Next
MOA	Military operating area	O	
MOC	Minimum obstacle clearance (required)	O/R	On request
	moderate (used to indicate the intensity of weather phenomena, interference or static reports e.g. MOD RA = moderate rain)	OAC	Oceanic area control centre
MOD		OAS	Obstacle assessment surface
		OBS	Observe or observed or observation
MON	Above mountains	OBSC	Observe or obscured or obscuring
MON	Monday	OBST	Obstacle
MOTNE	Meteorological Operational Telecommunications Network Europe	OCA	Obstacle clearance altitude
		OCA	Oceanic control area
MOV	Move or moving or movement	OCC	Occulting (light)
MPS	Metres per second	OCH	Obstacle clearance height
MRA	Minimum reception altitude	OCNL	Occasional or occasionally
MRG	Medium range	OCS	Obstacle clearance surface
MRP	ATS/MET reporting point	OCT	October
MS	Minus	OFZ	Obstacle free zone
MSA	Minimum sector altitude	OHD	Overhead
MSG	Message	OM	Out marker
MSL	Mean sea level	OPA	Opaque, white type of ice formation
MT	Mountain	OPC	The control indicated is operational control
MTOW	Maximum take-off weight	OPMET	Operational meteorological (information)
MTU	Metric units	OPN	Open or opening or opened
MTW	Mountain waves		
		OPR	Operator or operate or operative or operating or operational
MVDF	Medium and very high frequency direction-finding station (at the same location)	OPS	Operations
MWO	Meteorological watch office	ORD	Indication of an order
MX	Mixed type of ice formation (white and clear)	OSV	Ocean station vessel
N			

OTLK	Outlook (used in SIGMET message for volcanic ash and tropical cyclones)	R	
OTP	On top	R	Red
OTS	Organized track system	R ...	Right (runway identification)
OUBD	Out-bound	RA	Restricted area (followed by identification)
OVC	Overcast	RAC	Rain
P		RAF	Rules or the air and air traffic services
P ...	Prohibited area (followed by identification)	RAFC	Regional area forecast centre
PALS	Precision approach lighting system (specify category)	RAG	Ragged
PANS	Procedures for air navigation services	RAG	Runway arresting gear
PAPI	Precision approach path indicator	RAI	Runway alignment indicator
PAR	Precision approach radar	RB	Rescue boat
PARL	Parallel	RCA	Reach cruising altitude
PAX	Passenger(s)	RCC	Rescue co-ordination centre
PBB	Passenger boarding bridge	RCF	Radiocommunication failure (message type designator)
PBN	Performance-based navigation	RCH	Reach or reaching
PCD	Proceed or proceeding	RCL	Runway centre line
PCN	Pavement classification number	RCLL	Runway centre line light(s)
PCR	Pavement classification rating	RCLR	Recleared
PDG	Procedure design gradient	RDH	Reference datum height (for ILS)
PE	Ice pellets	RDL	Radial
PER	Performance	RDO	Radio
PERM	Permanent	RE ...	Recent (used to qualify weather phenomena e.g. RERA - recent rain)
PIB	Preflight information bulletin	REC	Receive or receiver
PJE	Parachute jumping exercise	RECAT *	Re-categorisation wake turbulence separation
PLA	Practice low approach	REDL	Runway edge light(s)
PLN	Flight plan	REF	Reference to ... or refer to ...
PLVL	Present level	REG	Registration
PN	Prior notice required	RENL	Runway end light(s)
PNR	Point of no return	REP	Report or reporting or reporting point
PO	Dust devils	REQ	Request or requested
POB	Persons on board	RERTE	Reroute
POSS	Possible	RESA	Runway end safety area
PPI	Plan position indicator	RG	Range (lights)
PPR	Prior permission required	RIF	Reclearance in flight
PPSN	Present position	RITE	Right (direction of turn)
PRFG	Aerodrome partially covered by fog	RL	Report leaving
PRI	Primary	RLA	Relay to
PRKG	Parking	RLCE	Request level change en-route
PROB	Probability	RLLS	Runway lead-in lighting system
PROC	Procedure	RLNA	Requested level not available
PROV	Provisional	RMK	Remark
PS	Plus	RMZ *	Radio mandatory zone
PSG	Passing	RNAV	(to be pronounced "AR-NAV") Area navigation
PSN	Position	RNG	Radio range
PSP	Pierced steel plank	RNP	Required navigation performance
PSR	Primary surveillance radar	ROBEX	Regional OPMET bulletin exchange(scheme)
PTN	Procedure turn	ROC	Rate of climb
PTS	Polar track structure	ROD	Rate of descent
PWR	Power	ROFOR	Route forecast (in aeronautical meteorological code)
Q		RON	Receiving only
QAS *	Qatar aviation services	RPL	Repetitive flight plan
QBI	Compulsory IFR flight	RPLC	Replace or replaced
QCAA *	Qatar civil aviation authority	RPS	Radar position symbol
QCAR *	Qatar civil aviation regulations	RQMNTS	Requirements
QDM	Magnetic heading (zero wind)	RQP	Request flight plan (message type designator)
QDR	Magnetic bearing	RQS	Request supplementary flight plan (message type designator)
QEAF *	Qatar emiri air force	RR	Report reaching
QFE	Atmospheric pressure at aerodrome elevation (or at runway threshold)	RRA	(or RRB, RRC....etc in sequence) delayed meteorological message (message type designator)
QFU	Magnetic orientation of runway	RRSM *	Reduced runway separation minima
QNH	Altimeter sub-scale setting to obtain elevation when on the ground	RSC	Rescue sub-centre
QTE	True bearing	RSCD	Runway surface condition
QUAD	Quadrant	RSP	Responder beacon

RSR	En-route surveillance radar			A special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area , by means of a specific format
RTD	Delayed (used to indicate delayed meteorological message); (message type designator)	SNOWTAM		
RTE	Route			
RTF	Radiotelephone			
RTG	Radiotelegraph	SPECI		Aviation selected special weather report (in aeronautical meteorological code)
RTHL	Runway threshold light(s)			
RTN	Return or returned or returning	SPECIAL		Special meteorological report (in abbreviated plain language)
RTODAH	Rejected take-off distance available, helicopter			
RTS	Return to service	SPL		Supplementary flight plan (message type designator)
RTT	Radioteletypewriter	SPOC		SAR point in contact
RTZL	Runway touchdown zone light(s)	SPOT		Spot wind
RUT	Standard regional route transmitting frequencies	SQ		Squall
RV	Rescue vessel	SQL		Squall line
RVR	Runway visual range	SR		Sunrise
RVSM	Reduced vertical separation minimum	SRA		Surveillance radar approach
RWY	Runway	SRE		Surveillance radar element of precision approach radar system
S		SRG		Short range
S	South or southern latitude	SRR		Search and rescue region
SA	Sand	SRY		Secondary
SALS	Simple approach lighting system	SS		Sandstorm
SAN	Sanitary	SS		Sunset
SAP	As soon as possible	SSB		Single sideband
SAR	Search and rescue	SSE		South south east
SARPS	Standards and recommended practices (ICAO)	SSR		Secondary surveillance radar
SAT	Saturday	SST		Supersonic transport
SATCOM	Satellite communication	SSW		South southwest
SB	Southbound	ST		Stratus
SC	Stratocumulus	STA		Straight-in approach
SCT	Scattered	STAR		Standard instrument arrival
SDBY	Stand by	STD		Standard
SE	South-east	STF		Stratiform
SEB	South-eastbound	STN		Station
SEC	Seconds	STNR		Stationary
SECT	Sector	STOL		Short take-off and landing
SELCAL	Selective calling system	STS		Status
SEP	September	STWL		Stopway light(s)
SER	Service or servicing or served	SUBJ		Subject to
SEV	Severe (used e.g. to qualify icing and turbulence reports)	SUN		Sunday
SFC	Surface	SUP		Supplement (AIP supplement)
SG	Snow grains	SUPPS		Regional supplementary procedures
SGL	Signal	SVC		Service message
	Showers (followed by RA=rain, SN=snow, PE=ice pellets, GR=hail, GS=small hail and or snow pellets or combinations thereof, e.g. SHRASN=showers of rain and snow)	SVCBL		Serviceable
SH ...		SW		South-west
		SWB		South-westbound
		SWY		Stopway
SHF	Super high frequency (3 000 to 30 000 MHz)	T		
SID	Standard instrument departure	T		Temperature
SIF	Selective identification feature	TA		Transition altitude
SIGMET	Information concerning en-route weather phenomena which may affect the safety of operations	TAC		TACAN
SIGWX	Significant weather	TACAN		UHF tactical air navigation aid
SIMUL	Simultaneous or simultaneously	TAF		Aerodrome forecast
SIWL	Single isolated wheel load	TAIL		Tail, wind
SKC	Sky clear	TAR		Terminal area surveillance radar
SKED	Schedule or scheduled	TAS		True airspeed
SLP	Speed limiting point	TAX		Taxiing or taxi
SLW	Slow	TC		Tropical cyclone
SMC	Surface movement control	TCAS		Traffic alert and collision avoidance system
SMR	Surface movement radar	TCH		Threshold crossing height
SN	Snow	TCU		Towering cumulus
		TDO		Tornado
		TDZ		Touchdown zone
		TECR		Technical reason
		TEL		Telephone
		TEMPO		Temporary or temporarily

TEND	Trend forecast	VAL	In valleys
TFC	Traffic	VAN	Runway control van
TGL	Touch-and-go landing	VAR	Magnetic variation
TGS	Taxiing guidance system	VAR	Visual-aural radio range
THR	Threshold	VASIS	Visual approach slope indicator system
THRU	Through		Vicinity of the aerodrome (followed by FG=fog, FC=funnel cloud, PO=dust-sand whirls, BLDU=blowing dust, BLSA = blowing sand or BLSN=blowing snow, e.g. VC FG = vicinity fog)
THU	Thursday	VC	
TIL	Until		
TIP	Until past...(place)	VCY	Vicinity
TKOF	Take off	VDF	Very high frequency direction-finding station
TL ...	Till (followed by time by which weather change is forecast to end)	VDGS	Visual docking guidance system
TLOF	Touchdown and lift-off area	VER	Vertical
TMA	Terminal control area	VFR	Visual flight rules
TNA	Turn altitude	VHF	Very high frequency (30 to 300 Mhz)
TNH	Turn height	VIP	Very important person
TO	To...(place)	VIS	Visibility
TOC	Top of climb	VLF	Very low frequency (3 to 30 khz)
TODA	Take-off distance available	VLR	Very long range
TODAH	Take-off distance available, helicopter	VMC	Visual meteorological conditions
TOP	Cloud top	VOLMET	Meteorological information for aircraft in flight
TORA	Take-off run available	VOR	VHF omnidirectional radio range
TP	Turning point	VORTAC	VOR and TACAN combination
TR	Track	VOT	VOR airborne equipment test facility
TRA	Temporary reserved airspace	VRB	Variable
TRANS	Transmits or transmitter	VSA	By visual reference to the ground
TRL	Transition level	VSP	Vertical speed
TROP	Tropopause	VTOL	Vertical take-off and landing
TS	Thunderstorm (in aerodrome reports and forecasts, ts used alone means thunder heard but no precipitation at the aerodrome)	W	
	Thunderstorm (followed by RA= RAIN, SN= snow, PE= ice pellets, GR= hail, GS= small hail and/or snow pellets or combinations thereof, e.g. TSRASN= thunderstorm with rain and snow)	W	West or western longitude
TS...		W	White
TT	Teletypewriter	WAC	World aeronautical chart-ICAO 1:1 000 000
TUE	Tuesday	WAFB	World area forecast centre
TURB	Turbulence	WB	Westbound
TVOR	Terminal VOR	WBAR	Wing bar lights
TWR	Aerodrome control tower or aerodrome control	WDI	Wind direction indicator
TWY	Taxiway	WDSRP	Widespread
TWYL	Taxiway-link	WED	Wednesday
TYP	Type of aircraft	WEF	With effect from or effective from
TYPH	Typhoon	WI	Within
U		WID	Width
U	Upward (tendency in rvr during previous 10 minutes)	WIE	With immediate effect or effective immediately
U/S	Unserviceable	WILCO	Will comply
UAB	Until advised by...	WINTEN	Forecast upper wind and temperature for aviation
UAC	Upper area control centre	WIP	Work in progress
UAR	Upper air route	WKN	Weaken or weakening
UDF	Ultra high frequency direction-finding station	WMO	World meteorological organization
UFN	Until further notice	WNW	West north west
UHDT	Unable higher due traffic	WO	Without
UHF	Ultra high frequency (300 to 3 000 MHz)	WPT	Way-point
UIC	Upper information centre	WRNG	Warning
UIR	Upper flight information region	WS	Wind shear
ULR	Ultra long range	WSPD	Wind speed
UNA	Unable	WSW	West south west
UNAP	Unable to approve	WT	Weight
UNL	Unlimited	WTSPT	Waterspout
UNREL	Unreliable	WX	Weather
UTA	Upper control area	X	
UTC	Co-ordinated universal time	X	Cross
V		XBAR	Crossbar (of approach lighting system)
VA	Volcanic ash	XNG	Crossing
VAC	Visual approach chart	XS	Atmospherics
		Y	
		Y	Yellow
		YCZ	Yellow caution zone (runway lighting)

YR	Your
Z	
Z	Co-ordinated universal time (in meteorological messages)

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