Overview of the Alias entries in the Kuwait FIR.

;*** Approach ***

.RPS report present speed

.MPS maintain present speed

.SPD speed $1 knots

.RED reduce speed $1 knots

.INC increase speed $1 knots

.REDM reduce speed to minimum clean speed

.REDF reduce to final approach speed

.RNS resume normal speed

.MOM maintain to the outer marker

.way after $1 direct waypoint $2 then after waypoint $3

.RWY expect runway $1

.EXP expect $1 approach runway $2

.VECI expect radar vectors for the ILS runway $arrrwy approach

.VECL expect radar vectors for the localizer runway $arrrwy approach

.OPH on present heading

.ILS cleared ILS approach runway $arrrwy, report established

.LOC intercept localizer runway $arrrwy

.GL descend with the glideslope

.LOG leave $1 on the glideslope

.FIS report field in sight

.VA cleared visual approach runway $arrrwy

.LLZ cleared localizer approach runway $arrrwy

.LLZD cleared localizer/DME approach runway $arrrwy

.VOR cleared VOR approach runway $arrrwy

.VORD cleared VOR/DME approach runway $arrrwy

.NDB cleared NDB approach runway $arrrwy

.NDBD cleared NDB/DME approach runway $arrrwy

.GPS cleared GPS approach runway $arrrwy

.RE report established

.REL report established on localizer

.RFE report fully established

.tvor turn $1 heading $2 degrees to intercept radial $3 of $4 vor/dme

.tndb turn $1 heading $2 degrees to intercept radial $3 of $4 ndb

;*** Delivery & Ground ***

.CLR cleared to $arr via $, flight plan route, no sid, expect radar vectors, climb $alt, squawk $asquawk

.RBC readback correct advise when ready for push and start, expect runway $deprwy

.SU startup approved

.PB pushback approved

.pbsu push and start approved, QNH $altim($dep)

.FN facing north

.FS facing south

.FE facing east

.FW facing west

.POS report your position

.T taxi to holding point runway $1 via $2

.TG taxi to gate $1 via $2

.TS taxi to stand $1 via $2

.TE taxi to entry $1 via $2

.TA taxi to the apron via $1

.tapron taxi to the apron via $1 and take a gate/stand of your choice

.TGC taxi to gate of your choice

.HS hold short of runway $1

.XR cross runway $1

.RV report vacated

;*** General ***

.GM good morning

.GA good afternoon

.GE good evening

.SB standby

.gba Salam

.noatc you are leaving my airspace, no further ATC available, radar service terminated, monitor UNICOM 122.800 Good bye! Salam!

.NOATC1 you are leaving my airspace, no further ATC available, radar service terminated change to UNICOM 122.800 Good bye! Salam!

.NOATC2 frequency change approved, have a good flight, bye bye! Salam!

.BYE frequency change approved, good bye! Salam!

.FPC flightplan closed at $time z, have a great rest of your day, bye.

.NEG negative

.AFF affirm

.RGR roger

.COR correction

.IMM immediately

.THX thanks

.DIS disregard

.SRY sorry

.WEL welcome to $1

.CO contact $freq($1), advise $radioname($1) you are fully released. See you next time, bye bye.

;*** Radar ***

.SQ squawk $asquawk

.SQI squawk ident

.SQC please squawk mode C

.SQS please squawk standby on ground

.ID identified

.IDL identification lost

.RC radar contact

.HP hold over $1 as published

.HI hold over $1, inbound track $2 degrees, $3 hand turns

.AF after $1

.WP when passing FL$1

.WPA when passing altitude $1 ft

.PD proceed direct $1

.TH thereafter $1

.FH fly heading $1

.LH leave $1 heading $2

.RPH report present heading

.CPH continue present heading

.TL turn left heading $1

.TR turn right heading $1

.TFL turn further left heading $1

.TFR turn further right heading $1

.TLB turn left by $1 degrees

.TRB turn right by $1 degrees

.TLD turn left direct $1

.TRD turn right direct $1

.SEP for separation

.SEQ for sequencing

.COC for continuous climb

.WND for wind correction

.WR when ready

.C climb $alt

.D descend $alt

.DQ descend $alt, QNH $altim($arr)

.Q QNH $altim($arr)

.TRL to reach level at $1

.RRD report present rate of descent

.RRC report present rate of climb

.AT at $1 ft per minute

.ROC rate of climb $1 ft per minute

.ROD rate of descent $1 ft per minute

.OM or more

.OL or less

.UP until passing FL$1

.RID are you ready for immediate departure?

.LU line up runway $deprwy and wait

.LUL behind landing traffic lineup runway $deprwy and wait behind

.LUD behind departing traffic lineup runway $deprwy and wait behind

.CFT maintain runway heading, winds $winds, cleared for takeoff.

.CFIT maintain runway heading, winds $winds, cleared for immediate takeoff.

.CTL wind $winds, runway $arrrwy cleared to land

.CFTV After departure turn $2, surface wind $winds, runway $deprwy cleared for takeoff

.CTG wind $winds, runway $1 cleared touch and go

.CLA wind $winds, runway $1 cleared low approach

.GOA go around, climb $1 on runway heading

.CON continue approach, number $1, wind $winds

.ROM continue approach, report passing outer marker, wind $winds

.LATE continue approach, expect late clearance, wind $winds

.VR vacate right when able, report vacated

.VL vacate left when able, report vacated