GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

A	
A	Amber
AAA	(or AAB, AAC …etc in sequence) Amended Meteorological message (message type designator)
A/A	Air-to-Air
AAL	Above aerodrome level
ABM	Abeam
ABT	About
AC	Altocumulus
ACAS+	Airbourne collision avoidance system
ACC++	Area control centre or area control
Accid	Notification of aircraft accidents
ACFT	Aircraft
ACK<	Acknowledge
ACL	Altimeter check location
ACN	Aircraft Classification Number
ACP	Acceptance (message type designator)
ACPT	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
ADJ	Adjacent
ADR	Advisory Route
ADS	Automatic Dependence Surveillance
ADSU	Automatic Dependence Surveillance Unit
ADVS	Advisory service
ADZ	Advise
AES	Aircraft Earth Service
AFIL	Flight Plan Filed in the air
AFIS	Aerodrome Flight Information Service
AFM	Yes or Affirm or Affirmative or that Is correct
AFS	Aeronautical Fixed Service
AFT	After …(time or place)
AFTN++	Aeronautical Fixed Telecommunication Network
A/G	Air-to-Ground
AGA	Aerodromes,air routes and ground Aids
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 Service
ALA	Alighting Area
ALERFA	Alert phase
ALR	Alerting (message type designator)
ALRS	Alerting Service

A	
ALT	Altitude
ALTN	Alternate or Alternating (light alternates in the colour)
AMA	Area Minimun Altitude
AMD	Amend or amended (used to indicate amended Meteorological message; type designator)
AMDT	Amendments (AIP Amendment)
AMS	Aeronautical mobile service
AMSL	Above mean sea level
AMSS	Aeronautical mobile satellite service
ANS	Answer
AOC	Aerodrome Obstacle Chart
AP	Airport
APCH	Approach
APP	Approach Control Office or Approach Control or Approach Control service
APR	April
APRX	Approximate or approximately
APSG	After passing
APV	Approveor approved or approval
ARFOR	Aerial forecast (in aeronautical Meteorological code)
ARNG	Air Traffic service Reporting office
ARO	Air Traffic service Reporting office
ARP	Aerodrome reference point
ARP	Air-Report (Message type designator)
ARQ	Automatic Area Correction
ARR	Arrive or Arrival
ARR	Arrival (message type designator)
ARS	Special Air Report (message type designator)
ASRT	Arresting (specify part of) aircraft aresting equipment
AS	Altostratus
ASC	Ascent or ascending to
ASDA	Accelerate stop distance available
ASPH	Asphalt
AT...	At (followed by time at which weather change is forecast to occur)
ATA++	Actual time of arrival
ATC++	Air Traffic Control (in general)
ATD	Actual time of departure
ATFM	Air traffic flow management
ATIS	Aeroautical telecommunications network
ATM	Air Traffic Management
ATN	Aeronautical telecommunications network
ATP	AT...(time or place)
ATS	Air Traffic Services
ATTN	Attention
ATZ	Aerodrome Traffic Zone
AUG	August
AUTH	Authorised or authorisation
AUW	All up weight
AUX	Auxiliary

ALS	Approach lighting system
A	
AVG	Average
AVGAS	Aviation gasoline
AWTA	Advise at what time able
AWY	Airways
AZM	Azimuth
B	
B	Blue
BA	Braking action
BASE	Cloud base
BCFG	Fog patches
BCM	Beacon (aeronautical ground light)
BCST	Broadcast
BDRY	Boundary
BECMG	Becoming
BFR	Before
BKN	Broken
BL...	Blowing (followed by DU=Dust, SA=sand or SN=snow)
BLDG	Building
BLO	Below clouds
BLW	Below….
BOMB	Bombing
BR	Mist
BRF	Short(used to indicate the type of approach desired or required)
BRG	Bearing
BRKG	Braking
BS	Commercial broadcasting station
BTL	Between layers
BTN	Between
C	
C	Centre (runway identification)
C	Degrees Celsius (Centigrade)
CAT	Category
CAA	Civil Aviation Authority
CAT	Clear air turbulance
CAVOK	(to be pronounced “KAH-OH-KAY”) Visibility, cloud and present weather better than prescribed values or conditions.
CB++	(to be pronounced (“CEE BEE”) Cumulonimbus
CC	Cirrocumulus
CCA	(or CCB,CCC…etc,in sequence) corrected Meteorological message (message type designator)
CD	Candela
CDA	Co-ordination (message designator)
CF	Change frequency to…
CGL	circling guidance light (s)
CH	Channel
CHG	Modification (message type designator)
AVASIS	Abbreviated visual approach slope indicator system
AVBL	Available or availability
C	
CIT	Near or over large towns
CIV	Civil
CK	Check
CL	Centre line
CLA	Clear type of ice formation
CLBR	Calibration
CLD	Cloud
CLG	Calling
CLR	Clear (s) or clear to…or clearance
CLSD	Close or closed or closing
CM	Centimetres
CMB	Climb to or climbing to
CMPL	Completion or completed or complete
CNL	Flight plan cancellation (message type designator)
CNS	Communication, navigation and surveillance
COM	Communications
CONC	Concrete
COND	Condition
CONS	Continuous
CONST	Construction or constructed
CONT	Continue(s) or continued
COOR	Co-ordinate or co-ordination
COP	Change of point
COR	Correct or correction or corrected(used to indicate corrected Meteorological message type designator)
COT	At the cost
COV	Cover or covered or covering
CPL	Current flight plan (message type designator)
CRZ	Cruise
CS	Cirrostratus
CTA	Control Area
CTAM	Climb to and maintain
CTC	Contact
CTL	Control
CTN	Caution
CTR	Control Zone
CU	Cumulus
CUF	Cumuliform
CUST	Customs
CV FR	Controlled VFR Flight
CW	Continuous wave
CWY	Clear way
D	
D	Danger area (followed by identification)
D	Downward (tendency in RVR during previous 10 minutes)
DA	Decision altitude
DCD	Double channel duplex

CI	Cirrus
CIDIN	Common ICAO data interchanged network

D

DCKG	Docking
DCS	Double channel simplex
DCT	Direct (in relation to flight plan clearances and types of approach)
DEC	December
DEG	Degrees
DENEB	Fog dispersal operations
DEP	Depart or departure
DES	Descend to or descending to
DEST	Destination
DETRES-FA	Distress phase
DEV	Deviation or deviating
DFTI	Distance from touchdown indicator
DH	Decision height
DIF	Diffuse
DIST	Distance
DIV	Divert or diverting
DLA	Delay (message type designator)
DLA	Delay or delayed
DME++	Distance measuring equipment
DNG	Danger or dangerous
DOM	Domestic
DP	Dew point temperature
DPT	Depth
DR	Dead reckoning
DR...	Low drifting (followed by DU= Dust, SA= Sand or SN= Snow
DRG	During
DS	Duststorm
DSB	Double sideband
DTAM	Descend To And Maintain
DTG	Date- Time Group
DTRT	Deteriorate or Deteriorating
DTW	Dual tandem wheels
DU	Dust
DUC	Dense Upper Cloud
DUR	Duration
DVOR	Doppler VOR
DW	Dual Wheels
DZ	DrizzleE

E

E	East or Eastern Longitude
EAT	Expected Approach Time
EB	East Bound
EET	Estimated Elapsed Time
EFC	Expected Further Clearance

E

ELEV	Elevation
ELR	Extra Long Range
EM	Emmission
EMBD	Embedded in a layer (to indicate cumulonimbus embedded in layers of other clouds)
EMERG	Emergency
END	Stop- end (relative to RVR)
ENE	East north east
ENG	Engine
ENR	EN-route
EOBT	Estimate off – block time
EQPT	Equipment
ER	Here…or herewith
ESE	East south east
EST	Estimate or estimated or estimating (message type designator)
ETA++	Estimated time of arrival or estimating arrival
ETD++	Estimated time departure or estimating departure
ETO	Estimated time over significant point
EV	Every
EXC	Except
EXER	Exercises or exercising or to exercise
EXP	Expect or expected or expecting
EXTD	Extend or extending

F

F	Fixed
FAC	Facilities
FAF	Final approach fix
FAL	Facilitation of international air transport
FAP	Final approach point
FATO	Final Approach and take-off Area
FAX	Facsimile transmission
FBL	FBL light (used to indicate the intensity of weather phenomena, interface or reports, eg. FBL RA = light rain)
FC	Funnel cloud (Tornado or water spout)
FCST	Forecast
FCT	Friction coefficient
FEB	February
FG	Fog
FIC	Fighting Information Centre
FIR++	Flight Information Region
FIS	Flight Information Service
FISA	Automated flight information service
FL	Flight level
FLD	Field
FLG	Flashing
FLR	Flares

EHF	Extra High Frequency (30,000 to 300,00 MHz)
ELBA	Emergency Location Beacon Aircraft

F

FLUC	Fluctuating or fluctuation or fluctuated
FLW	Follow (s) or following
FLY	Fly of flying
FM	From
FM...	From (followed by time weather change is forecast to begin)
FMU	Floor management unit
FNA	Final approach
FPL	Filed flight plan (message type designator)
FPM	Feet per minute
FPR	Flight plan route
FR	Fuel remaining
FREQ	Frequency
FRI	Friday
FRNG	Firing
FRONT	Front (relating to weather)
FRQ	Frequent
FSL	Full stop landing
FSS	Flight Service Station
FST	First
FT	Feet dimensional unit
FU	Smoke
FZ	Freezing
FZDZ	Freezing drizzle
FZFG	Freezing fog
FZRA	Freezing rain

G

G	Green
GA(*)	Go ahead resume sending
G/A	Ground-to –air
G/A/G	Ground-to-air-and air-to-ground
GCA++	Ground controlled approach system for ground controlled approach
GEN	General
GEO	Geographic or True
GES	Ground earth station
GND	Glider
GNDCK	Ground check
GNSS	Global navigation satellite system
GP	Glide path
GPS(*)	Global positioning system
GR	Hail
GRASS	Grass landing area
GRID	Processed Meteorological data in the form of grid point value (Aeronautical Meteorological code)
GRVL	Gravel
GS	Ground speed
FLT	Flight
FLTCK	Flight check

H

H24	Continuous day and night service
HAPI	Helicopter approach path indicator
HBN	Hazard beacon
HDF	High frequency direction –finding station
HDG	Heading
HEL	Helicopter
HF++	High frequency (3, 000 to 30,000 Khz)
HGT	Height or height above
HJ	Sunrise to Sunset
HO	Service available to meet operational Requirements
HOL	Holiday
HOSP	Hospital aircraft
HPA	Hectopascal
HR	Hour
HRS(*)	Hours
HS	Service available during hour of scheduled operations
HURCN	Hurricane
HBDF	High and very high frequency direction-finding stations (at the same location)
HVY	Heavy
HVY	Heavy (used in indicating intensity or weather phenomena, eg. HVYRA = heavy rain)
HX	No specific working hours
HYR	Higher
HZ	Hertz (cycle per second)

I

IAC	Instrument approach chart
IAF	Initial approach fix
IAO	In and out of clouds
IAR	Intersection of air routes
IAS	Indicated air speed
IBN	Identification Beacon
IC	Diamond dust (very small ice crystals in suspension)
ICAO(*)	International Civil Aviation Organisation
ICE	Icing
ID	Identifier or identify
IDENT	Identification
IF	Intermediate approach fix
IFF	Identification friend/foe
IFR	Instrument flight rules
IGA	International General Aviation
ILS++	Instrument landing system
IM	Inner marker
IMC++	Instrument Meteorological Conditions
IMG	Immigration
IMPR	improve or improving

GS	Small hail and /or snow pellets
G/S(*)	Glide slope

I

INBD	Inbound
INC	IN cloud
INCERFA	uncertainty phase
INFO	Information
INOP	Inoperative
INC	If not possible
INPR	In progress
INS	Inertial navigation system
INSTL	Install or installed or installation
INSTR	instrument
INT	Intersection
INTL	International
INTGR	Interrogator
INTRP	Interrupting or interruption or interrupted
INTSF	Intensify or intensifying
INTST	intensity
IR	Ice on runway
ISA	International standard atmosphere
ISB	Independent sideband
ISOL	Isolated

J

JAN	January
JTST	Jet Stream
JUL	July
JUN	June

K

KG	Kilogram
KGS(*)	Kilograms
KHZ	Kilohertz
KM	Kilometre
KMS(*)	Kilometres
KMH	Kilometre Per Hour
KPA	Kilopascal
KT	Knot
KTS(*)	Knots
KW	Kilowatts

L

L	Left (runway identification)
L	Locator (see LM>LO)
LAM	Logical acknowledgement (message type designator)
LAN	Inland
LAT	Latitude
LDA	Landing distance available
LDAH	Landing distance available,helicopter
IMT	Immediate or immediately
INA	Initial approach

L

LGT	Light or lighting
LGTD	Lighted
LIH	Light intensity high
LIL	Light intensity low
LIM	Light intensity medium
LLZ	Localiser
LM	Locator, middle
LMT	Local mean time
LNG	Long(used to indicate the type of approach desired or required)
LO	Locator, outer
LOC	Local or locally or location or located
LONG	Longitude
LORAN	LORAN (long range air navigation system)
LR	The last message received by me was..
LRG	Long range
LS	The last message sent by me was
LSQ	Line squall
LTD	Limited
LTT	Landing teletypewriter
LV	Light and variable (relating to wind)
LVE	Leave or leaving
LVL	Level
LYR	Layer or layeredM

M

M	Metres (preceded by figures)
MAA	Maximum authorised altitude
MAG	Magnetic
MAINT	Maintenance
MAP	Aeronautical maps and charts
MAPT	Missed approach point
MAR	At sea
MAR	March
MAS	Manual AL simplex
MAX	Maximum
MAY	May
MCA	Minimum crossing altitude
MCW	Modulated continuous wave
MDA	Minimum descent altitude
MDA	Medium frequency direction-finding station
MDH	Minimum descent height
MEA	Minimum en-route altitude
MEHT	Minimum eye height over threshold(for visual approach slope indicator systems)
MET	Meteorological or Meteorology
METAR	Aviation routine weather report (aeronautical meteorological code)
MF	Medium frequency (300 to 3000KHz)
MHDF	Medium and high frequency direction-finding stations (at the same location)

LDG	Landing
LDI	Landing direction indication
LEN	Length
LF	Low frequency (30 to 300KHz)
M	
MIL	Military
MIN++	Minutes
MKR	Maker radio beacon
MLS++	Microwave landing system
MM	Middle maker
MNM	Minimum
MNPS	Minimum navigation performance specifications
MNT	Monitor or monitoring or monitored
MNTN	maintain
MOA	Military operating area
MOC	Minimum obstacle clearance (required)
MOD	Moderate (used to indicate the intensity of weather phenomena, interference or static reports eg. MODRA = moderate rain)
MON	Above mountain
MON	Monday
MONTE	Meteorological operational Telecommunications Network Europe
MOV	Move or moving or movement
MPS	Metres per second
MRA	Minimum reception altitude
MRG	Medium range
MRP	ATS /MET reporting points
MS	Minus
MSA	Minimum sector altitude
MSL	Mean sea level
MT	Mountain
MTU	Metric units
MTW	Mountain waves
MVDF	Medium and very high frequency directing-finding stations (at the same location)
MWO	Meteorological watch office
MX	Mixed type of ice formation (wide and clear)
N	
N	North or northern latitude
N	No distinct tendency (in RVR during previous 10 minute
NACL(*)	National Airports Corporation Limited
NAV	Navigation
NB	Northbound
NBFR	Not before
NC	No change
NDB++	Non directional radio beacon
NE	North-east
MH VDF	Medium, high and very high frequency direction-finding station (at the same location)
MHZ	Megahertz
MID	Mid-point (related to RVR)
MIFG	Shallow fog
N	
NEB	North- eastbound
NEG	No or negative or permission not granted or that is not correct
NGT	Night
NIL	None or I have nothing to send to you
NM	Nautical miles
NML	Normal
NNE	North north east
NNW	North north west
NOF	International NOTAM office
NOSIG	No significant change (used in trend-type landing forecasts)
NOTAM	A notice containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure, or hazard, the timely knowledge of which is essential to personal concerned with flight operations
NOV	November
NR	Number
NRH	No reply heard
NS	Nil significant Cloud
NSW	Nil significant weather
NW	North- west
NWB	North-westbound
NXT	Next
O	
OAC	Oceanic area control centre
OAS	Obstacle assessment surface
OBS	Observe or observed or observation
OBSC	Obscure or Obscured or obscuring
OCA	Obstacle Clearance Altitude
OCA	Obstacle Control Area
OCC	Occasional or Occasionally
OCT	October
OHD	Overhead
OM	Outer marker
OPA	Opaque, white type of ice formation
OPC	Open or opening or opened
OPMET	Operational Meteorological (information)
OPN	Open or opening or opened
ORR	Operated or operated or operative operating or operations
OPSNORM	Operations normal
O/R	On request
ORD	Indication of an order
OSV	Ocean station vessel

OTLK	Out look (used in sigmet messages for volcanic ash and tropical cyclones)

O

OTP	on top
OTS	Organised track system
OUBD	Out bound
OVC	Overcast

P

P...	Prohibited area (followed identification)
PALS	Precision approach lighting system(specify category)
PANS	Procedures for air navigation services
PAPI	Precision approach path indicator
PAR++	Precision approach radar
PARL	Parallel
PAX	Passenger(s)
PCD	Proceed or proceeding or proceeded
PCN	Pavement classification number
PE	Ice pellets
PER	Performance
PERM	Permanent
PJE	Parachute jumping exercise
PLA	Practice low approach
PLN	Flight plan
PLVL	Present level
PN	Prior notice required
PNR	Point of no return
PO	Dust devils
POB	Persons on board
POSS	Possible
PPI	Planning position indicator
PPR	Prior permission required
PPSN	Present position
PRI	Primary
PRKG	Parking
PROB	probability
PROC	Procedure
PROV	Provisional
PS	Plus
PSG	Passing
PSN	Position
PSP	Pierced steel plank
PTN	Procedure turn
PWR	Power

Q

QBI	Compulsory IFR flight
QDM++	Magnetic heading (zero wind)
QDR	Magnetic bearing

Q

QFE++	Atmosphere pressure at aerodrome elevation (or at runway threshold)
QFU	Magnetic orientation or runway
QNH++	Altimeter sub-scale setting to obtain elevation when on the ground
QTE	True bearing
QUAD	Quadrant

R

R	Red
R...	Restricted area (followed by identification)
R	Right (runway identification)
RA	Rain
RAC	Rules of the air and air traffic service
RAG	Ragged
RAG	Runway arresting gear
RAI	Runway alignment indicator
RAIL	Runway alignment indicator lights
RB	Rescue boat
RCA	Reach cruising altitude
RCC	Rescue co-ordination centre
RCF	Radio communication failure (message type designator)
RCH	Reach or reaching
RCL	Runway centre line
RCLL	Runway centre line light(s)
RCLR	Recleared
RDH	Reference datum height (for ILS)
RDL	Radial
RDO	Radio
RE...	Recent (used to describe weather phenomena, e.g RERA= recent rain)
REC	Received or receiver
REDL	Runway edge light(s)
REF	Reference to… or refer to..
REG	Registration
REIL(*)	Runway end identifier light
RENL	Runway end light(s)
REP	Report or reporting or reporting point
REQ	Request or requested
RERTE	Reroute
RG	Range (lights)
RIF	Reclearance in flight
RITE	Right (direction or turn)
RL	Report leaving
RLA	Replay to
RLCE	Request level change en-route
RLLS	Runway lead-in lighting system
RLNA	Request level not available
RMK	Remark
RNAV	(to be pronounced “AR-NAV”) Area navigation
RNG	Radio range

R	
RNP	Required navigation performance ROBEX Regional OPMET bulletin exchange (scheme)
ROC	Rate of climb
ROFOR	Route forecast (in aeronautical meteorological code)
RON	Receiving only
RPL	Repetitive flight plan
RPLC	Replace or replaced
RPS	Radar position symbol
RQMNTS	Requirements
RQP	Request flight plan (message type designator)
RQS	Request supplementary flight plan (message type designator)
RR	Report reaching
RRA	(or RRB, RRC .. etc, in sequence) Delayed meteorological message (message type designator)
RSC	Rescue sub-centre
RSCD	Runway surface condition
RSP	Responder beacon
RTD	Delayed (used to indicate delayed meteorological message; message type designator)
RTE	Route
RTF	Radiotelephone
RTG	Radiotelegraph
RTHL	Runway threshold light(s)
RTN	Return or returned or returning
RTODAH	Rejected take-off distance available, helicopter
RTS	Return to service
RTT	Radio teletypewriter
RTZL	Runway touchdown zone light(s)
RUT	Standard regional route transmitting frequencies
RV	rescue vessel
RVR++	Runway visual range
RWY	Runway

S	
S	South of southern latitude
SA	Sand
SALS	Simple approach lighting system
SAN	Sanitary
SAP	As soon as possible
SAR	Search and rescue
SARPS	Standards and Recommended Practices ICAO
SAT	Saturday
SATCOM	Satellite communication
SC	Stratocumulus
SCT	Scattered
SDBY	Stand by
SE	South –east
SEB	South – eastbound
SEC	Seconds
SECT	Sector
SELCAL	Selective calling system
SEP	September
SER	Service or servicing or served
SEV	Severe (used e.g. to qualify icing and turbulence reports)
SFC	Surface
SG	Snow grains
SGL	Signal
SH...	Showers (followed by RA=rain, SN=snow, PE=ice pallets, GR=hail, GS=small hail and/or snow pallets or snow combinations thereof e.g.
SHRASN	showers of rain and snow
SHF	Super light frequency (3,000 to 30,000 MHz)
SID	Standard instrument departure
SIF	Selective identification feature
SIGMET	Information concerning en-route weather phenomena which may affect the safety of aircraft operations.
SIGWX	Significant weather
SIMUL	Simultaneous or simultaneously
SIWL	Single isolated wheel load
SKC	Sky clear
SKED	Schedule or scheduled
SLP	Speed limiting point
SLW	Slow
SMC	Surface movement control
SMR	Surface movement radar
SN	Snow
SNOWTAM	A special NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow slush and ice of the movement area, by means of a specific format.
SPECI	Aviation selected special weather report (in aeronautical Meteorological code)
SPECIAL	Special meteorological report (in abbreviated plain language)
SPL	Supplementary flight plan (message type designator)
SPOT	Spot wind
SQ	Squall
SR	Sunrise
SRA	Surveillance radar approach
SRE	Surveillance radar element or precision approach radar system
SRG	Short range

SB	South bound
SRR	Search and rescue region

S

SRY	Secondary
SS	Sand storm
SS	Sun set
SSB	Single side band
SSE	South south east
SSR++	Secondary Surveillance Radar
SST	Supersonic transport
SSW	South south west
STAR	Standard instrument arrival
STD	Standard
STF	Stratiform
STN	station
STNR	Stationery
STOL	Short take-off and landing
STS	Status
STWL	Stopway light(s)
Subject:	Subject to
SUN	Sunday
SUP	Supplementary (AIP Supplement)
SUPPS	Regional Supplementary procedures
SVC	Service message
SVCBL	Serviceable
SVFR(*)	Special visual flight rules
SW	South – west
SWB	South-west bound
SWY	Stop-way

T

T	Temperature
TA	Transition altitude
TACAN	UHF Tactical air navigation aid
TAF	Aerodrome forecast
TAIL	Tail wind
TAR	Terminal area surveillance radar
TAS	True air speed
TAX	Taxiing or taxi
TC	Tropical cyclone
TCU	Towering cumulus
TDO	Tornado
TDZ	Touch down zone
TECR	Technical reason

T

TEND	Trend forecast
TFC	Traffic
TGL	Touch-and-go landing
TGS	Taxiing guidance system
THR	Threshold
THU	Thursday
TIL	Until
TIP	Until past… (place)
TKOF	Take-off
TL...	Till (followed by time which weather change is forecast to end)
TLOF	Touch-down and lift-off area
TLX	Telex
TMA++	Terminal control area
TNA	Turn altitude
TOH	Turn height
TO	TO… (place)
TOC	Top of climb
TODA	Take off distance available
TODAH	Take off distance available, helicopter
TOP	Cloud top
TORA	Take-off run available
TP	Turning point
TR	Track
TRA	Temporal reserved air space
TRANS	Transmits or transmitter
TRL	Transition level
TROP	Tropopause
TS	Thunderstorm(in aerodrome reports and forecast, TS used alone means thunder heard but no precipitation at the aerodrome)
TS	Thunderstorm (followed by RA = rain, SN=snow, PE=ice pallets, GR=hail, GS=small hails and/or snow pallets or combinations thereof e.g.TRSASN= thunderstorms with rain and snow)
TT	Teletypewriter
TUE	Tuesday
TURB	Turbulence
TVOR	Terminal VOR
TWR	Aerodrome control tower or aerodrome control
TWY	Taxiway
TWYZ	Taxiway-zone
TYP	Type of aircraft
TYPH	Typhoon

U

U	Upward (tendency in RVR during previous 10 minutes)

TEL	Telephone
TEMPO	Temporary or temporal

U

UAR	Upper air route
UDF	Ultra high frequency direction-finding station
UFN	Until further notice
UHDT	Unable higher due traffic
UHF++	ultra high frequency (300 to 3,000 MHz)
UIC	upper information centre
UIR++	Upper flight information region
ULR	Ultra long range
UNA	Unable
UNAP	Unable to approve
UNL	Unlimited
UNREL	Unreliable
U/S	Unserviceable
UTA	Upper control area
UTC++	Co-ordinated universal time

V

VA	Volcanic ash
VAC	Visual approach chart
VAL	In valleys
VAN	Runway control van
VAR	Magnetic variation
VAR	Visual-aural radio range
VASIS	Visual approach slope indicator system
VC	Vicinity of the aerodrome (followed by FG = fog, FC=funnel cloud, SH=showers, PO=dust and sand whirls, BLDU=blowing dust, BLSA=blowing sand or BLSN=blowing snow, e.g. VCFG=vicinity fog)
VCY	Vicinity
VDF	Very high frequency direction- finding station
VER	Vertical
VFR	Visual flight rules
VHF++	Very high frequency (30 to 300 MHz)
VIP++	Very important person
VIS	Visibility
VLF	Very low frequency (3 to 30 KHz)
VLR	Very long range
VMC++	Visual meteorological condition
VORMET	Meteorological information for aircraft in flight
VOR++	VHF omnidirectional radio range
VORTAC	VOR and TACAN combination
VOT	VOR airborne equipment test facility
VRB	Variable
VSA	By visual reference to the ground
VSP	Vertical speed
VTOL	Vertical take-off and landing

UAB	Until advised by …
UAC	Upper area control centre

W

W	West or western longitude
W	White
WAC	World aeronautical chart – ICAO 1:1,000,000
WAFC	World area forecast centre
WB	West bound
WBAR	Wing bar lights
WDI	Wind direction indicator
WDSPR	Widespread
WED	Wednesday
WEF	With effect from or effective from
WI	Within
WID	Width
WIE	With immediate effect or effective immediately
WILCO	Will comply
WINTEM	Forecast upper wind and temperature for aviation
WIP	Work in progress
WKN	Weaken or weakening
WNW	West north west
WO	Without
WPT	Way-point
WRNG	Warning
WS	Wind shear
WSW	West south west
WT	Weight
WTSPT	Water Spout
WX	Weather

X

X	Cross
XBAR	Crossbar (of approach lighting system)
XNG	Crossing
XS	Atmospherics

Y

Y	Yellow
YCZ	Yellow caution zone (runway)
YR	Your

Z

Z	Co-ordinated universal time

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