

**GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS**

<b>A</b>		<b>A</b>	
A	Amber	ALT	Altitude
AAA	(or AAB, AAC ...etc in sequence) Amended Meteorological message (message type designator)	ALTN	Alternate or Alternating (light alternates in the colour)
A/A	Air-to-Air	AMA	Area Minimum Altitude
AAL	Above aerodrome level	AMD	Amend or amended (used to indicate amended Meteorological message; type designator)
ABM	Abeam	AMDT	Amendments (AIP Amendment)
ABT	About	AMS	Aeronautical mobile service
AC	Alto cumulus	AMSL	Above mean sea level
ACAS+	Airbourne collision avoidance system	AMSS	Aeronautical mobile satellite service
ACC++	Area control centre or area control	ANS	Answer
Accid	Notification of aircraft accidents	AOC	Aerodrome Obstacle Chart
ACFT	Aircraft	AP	Airport
ACK<	Acknowledge	APCH	Approach
ACL	Altimeter check location	APP	Approach Control Office or Approach Control or Approach Control service
ACN	Aircraft Classification Number	APR	April
ACP	Acceptance (message type designator)	APRX	Approximate or approximately
ACPT	Active or Activated or Activity	APSG	After passing
AD	Aerodrome	APV	Approve or approved or approval
ADA	Advisory Area	ARFOR	Aerial forecast (in aeronautical Meteorological code)
ADDN	Addition or Additional	ARNG	Air Traffic service Reporting office
ADF++	Automatic Direction Finding Equipment	ARO	Air Traffic service Reporting office
ADIZ	(to be pronounced "AY-DIZ") Air	ARP	Aerodrome reference point
ADJ	Adjacent	ARP	Air-Report (Message type designator)
ADR	Advisory Route	ARQ	Automatic Area Correction
ADS	Automatic Dependence Surveillance	ARR	Arrive or Arrival
ADSU	Automatic Dependence Surveillance Unit	ARR	Arrival (message type designator)
ADVS	Advisory service	ARS	Special Air Report (message type designator)
ADZ	Advise	ASRT	Arresting (specify part of) aircraft arresting equipment
AES	Aircraft Earth Service	AS	Altostratus
AFIL	Flight Plan Filed in the air	ASC	Ascent or ascending to
AFIS	Aerodrome Flight Information Service	ASDA	Accelerate stop distance available
AFM	Yes or Affirm or Affirmative or that Is correct	ASPH	Asphalt
AFS	Aeronautical Fixed Service	AT...	At (followed by time at which weather change is forecast to occur)
AFT	After ...(time or place)	ATA++	Actual time of arrival
AFTN++	Aeronautical Fixed Telecommunication Network	ATC++	Air Traffic Control (in general)
A/G	Air-to-Ground	ATD	Actual time of departure
AGA	Aerodromes, air routes and ground Aids	ATFM	Air traffic flow management
AGL	Above Ground Level	ATIS	Aeronautical telecommunications network
AGN	Again	ATM	Air Traffic Management
AIC	Aeronautical Information Circular	ATN	Aeronautical telecommunications network
AIP	Aeronautical Information Publication	ATP	AT...(time or place)
AIRAC	Aeronautical Information regulation and Control	ATS	Air Traffic Services
AIREP	Air Report	ATTN	Attention
AIS	Aeronautical Information Service	ATZ	Aerodrome Traffic Zone
ALA	Alighting Area	AUG	August
ALERFA	Alert phase	AUTH	Authorised or authorisation
ALR	Alerting (message type designator)	AUW	All up weight
ALRS	Alerting Service	AUX	Auxiliary

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

CI Cirrus  
CIDIN Common ICAO data interchanged network

<b>D</b>		<b>E</b>	
DCKG	Docking	ELEV	Elevation
DCS	Double channel simplex	ELR	Extra Long Range
DCT	Direct (in relation to flight plan clearances and types of approach)	EM	Emmission
DEC	December	EMBD	Embedded in a layer (to indicate cumulonimbus embedded in layers of other clouds)
DEG	Degrees	EMERG	Emergency
DENEB	Fog dispersal operations	END	Stop- end ( relative to RVR)
DEP	Depart or departure	ENE	East north east
DES	Descend to or descending to	ENG	Engine
DEST	Destination	ENR	EN-route
DETRES-FA	Distress phase	EOBT	Estimate off – block time
DEV	Deviation or deviating	EQPT	Equipment
DFTI	Distance from touchdown indicator	ER	Here...or herewith
DH	Decision height	ESE	East south east
DIF	Diffuse	EST	Estimate or estimated or estimating (message type designator)
DIST	Distance	ETA++	Estimated time of arrival or estimating arrival
DIV	Divert or diverting	ETD++	Estimated time departure or estimating departure
DLA	Delay (message type designator)	ETO	Estimated time over significant point
DLA	Delay or delayed	EV	Every
DME++	Distance measuring equipment	EXC	Except
DNG	Danger or dangerous	EXER	Exercises or exercising or to exercise
DOM	Domestic	EXP	Expect or expected or expecting
DP	Dew point temperature	EXTD	Extend or extending
DPT	Depth		
DR	Dead reckoning	<b>F</b>	
DR...	Low drifting (followed by DU= Dust, SA= Sand or SN= Snow	F	Fixed
DRG	During	FAC	Facilities
DS	Duststorm	FAF	Final approach fix
DSB	Double sideband	FAL	Facilitation of international air transport
DTAM	Descend To And Maintain	FAP	Final approach point
DTG	Date- Time Group	FATO	Final Approach and take-off Area
DTRT	Deteriorate or Deteriorating	FAX	Facsimile transmission
DTW	Dual tandem wheels	FBL	FBL light (used to indicate the intensity of weather phenomena, interface or reports, eg. FBL RA = light rain)
DU	Dust	FC	Funnel cloud (Tornado or water spout )
DUC	Dense Upper Cloud	FCST	Forecast
DUR	Duration	FCT	Friction coefficient
DVOR	Doppler VOR	FEB	February
DW	Dual Wheels	FG	Fog
DZ	DrizzleE	FIC	Fighting Information Centre
<b>E</b>		FIR++	Flight Information Region
E	East or Eastern Longitude	FIS	Flight Information Service
EAT	Expected Approach Time	FISA	Automated flight information service
EB	East Bound	FL	Flight level
EET	Estimated Elapsed Time	FLD	Field
EFC	Expected Further Clearance	FLG	Flashing
		FLR	Flares

EHF	Extra High Frequency (30,000 to 300,00 MHz)	FLT	Flight
ELBA	Emergency Location Beacon Aircraft	FLTCK	Flight check
<b><u>F</u></b>		<b><u>H</u></b>	
FLUC	Fluctuating or fluctuation or fluctuated	H24	Continuous day and night service
FLW	Follow (s) or following	HAPI	Helicopter approach path indicator
FLY	Fly of flying	HBN	Hazard beacon
FM	From	HDF	High frequency direction –finding station
FM...	From (followed by time weather change is forecast to begin)	HDG	Heading
FMU	Floor management unit	HEL	Helicopter
FNA	Final approach	HF++	High frequency (3, 000 to 30,000 Khz)
FPL	Filed flight plan (message type designator)	HGT	Height or height above
FPM	Feet per minute	HJ	Sunrise to Sunset
FPR	Flight plan route	HO	Service available to meet operational Requirements
FR	Fuel remaining	HOL	Holiday
FREQ	Frequency	HOSP	Hospital aircraft
FRI	Friday	HPA	Hectopascal
FRNG	Firing	HR	Hour
FRONT	Front (relating to weather)	HRS(*)	Hours
FRQ	Frequent	HS	Service available during hour of scheduled operations
FSL	Full stop landing	HURCN	Hurricane
FSS	Flight Service Station	HBDF	High and very high frequency direction-finding stations (at the same location)
FST	First	HVY	Heavy
FT	Feet dimensional unit	HVY	Heavy (used in indicating intensity or weather phenomena, eg. HVYRA = heavy rain)
FU	Smoke	HX	No specific working hours
FZ	Freezing	HYR	Higher
FZDZ	Freezing drizzle	HZ	Hertz (cycle per second)
FZFG	Freezing fog	<b><u>I</u></b>	IAC
FZRA	Freezing rain		
<b><u>G</u></b>		IAF	Initial approach fix
G	Green	IAO	In and out of clouds
GA(*)	Go ahead resume sending	IAR	Intersection of air routes
G/A	Ground-to –air	IAS	Indicated air speed
G/A/G	Ground-to-air-and air-to-ground	IBN	Identification Beacon
GCA++	Ground controlled approach system for ground controlled approach	IC	Diamond dust (very small ice crystals in suspension)
GEN	General	ICAO(*)	International Civil Aviation Organisation
GEO	Geographic or True	ICE	Icing
GES	Ground earth station	ID	Identifier or identify
GND	Glider	IDENT	Identification
GNDCK	Ground check	IF	Intermediate approach fix
GNSS	Global navigation satellite system	IFF	Identification friend/foe
GP	Glide path	IFR	Instrument flight rules
GPS(*)	Global positioning system	IGA	International General Aviation
GR	Hail	ILS++	Instrument landing system
GRASS	Grass landing area	IM	Inner marker
GRID	Processed Meteorological data in the form of grid point value (Aeronautical Meteorological code)	IMC++	Instrument Meteorological Conditions
GRVL	Gravel	IMG	Immigration
GS	Ground speed	IMPR	improve or improving

GS	Small hail and /or snow pellets	IMT	Immediate or immediately
G/S(*)	Glide slope	INA	Initial approach
<b>I</b>		<b>L</b>	
INBD	Inbound	LGT	Light or lighting
INC	IN cloud	LGTD	Lighted
INCERFA	uncertainty phase	LIH	Light intensity high
INFO	Information	LIL	Light intensity low
INOP	Inoperative	LIM	Light intensity medium
INC	If not possible	LLZ	Localiser
INPR	In progress	LM	Locator, middle
INS	Inertial navigation system	LMT	Local mean time
INSTL	Install or installed or installation	LNG	Long(used to indicate the type of approach desired or required)
INSTR	instrument	LO	Locator, outer
INT	Intersection	LOC	Local or locally or location or located
INTL	International	LONG	Longitude
INTGR	Interrogator	LORAN	LORAN (long range air navigation system)
INTRP	Interrupting or interruption or interrupted	LR	The last message received by me was..
INTSF	Intensify or intensifying	LRG	Long range
INTST	intensity	LS	The last message sent by me was
IR	Ice on runway	LSQ	Line squall
ISA	International standard atmosphere	LTD	Limited
ISB	Independent sideband	LTT	Landing teletypewriter
ISOL	Isolated	LV	Light and variable (relating to wind)
<b>J</b>		LVE	Leave or leaving
JAN	January	LVL	Level
JTST	Jet Stream	LYR	Layer or layeredM
JUL	July	<b>M</b>	
JUN	June	M	Metres (preceded by figures)
<b>K</b>		MAA	Maximum authorised altitude
KG	Kilogram	MAG	Magnetic
KGS(*)	Kilograms	MAINT	Maintenance
KHZ	Kilohertz	MAP	Aeronautical maps and charts
KM	Kilometre	MAPT	Missed approach point
KMS(*)	Kilometres	MAR	At sea
KMH	Kilometre Per Hour	MAR	March
KPA	Kilopascal	MAS	Manual AL simplex
KT	Knot	MAX	Maximum
KTS(*)	Knots	MAY	May
KW	Kilowatts	MCA	Minimum crossing altitude
<b>L</b>		MCW	Modulated continuous wave
L	Left ( runway identification)	MDA	Minimum descent altitude
L	Locator (see LM>LO)	MDA	Medium frequency direction-finding station
LAM	Logical acknowledgement (message type designator)	MDH	Minimum descent height
LAN	Inland	MEA	Minimum en-route altitude
LAT	Latitude	MEHT	Minimum eye height over threshold(for visual approach slope indicator systems)
LDA	Landing distance available	MET	Meteorological or Meteorology
LDAH	Landing distance available, helicopter	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	MH VDF	Medium, high and very high frequency direction-finding station (at the same location)
LDI	Landing direction indication	MHZ	Megahertz
LEN	Length	MID	Mid-point (related to RVR)
LF	Low frequency (30 to 300KHz)	MIFG	Shallow fog
<b><u>M</u></b>		<b><u>N</u></b>	
MIL	Military	NEB	North- eastbound
MIN++	Minutes	NEG	No or negative or permission not granted or that is not correct
MKR	Maker radio beacon	NGT	Night
MLS++	Microwave landing system	NIL	None or I have nothing to send to you
MM	Middle maker	NM	Nautical miles
MNM	Minimum	NML	Normal
MNPS	Minimum navigation performance specifications	NNE	North north east
MNT	Monitor or monitoring or monitored	NNW	North north west
MNTN	maintain	NOF	International NOTAM office
MOA	Military operating area	NOSIG	No significant change ( used in trend-type landing forecasts)
MOC	Minimum obstacle clearance (required)	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
MOD	Moderate (used to indicate the intensity of weather phenomena, interference or static reports eg. MODRA = moderate rain)	NOV	November
MON	Above mountain	NR	Number
MON	Monday	NRH	No reply heard
MONTE	Meteorological operational Telecommunications Network Europe	NS	Nil significant Cloud
MOV	Move or moving or movement	NSW	Nil significant weather
MPS	Metres per second	NW	North- west
MRA	Minimum reception altitude	NWB	North-westbound
MRG	Medium range	NXT	Next
MRP	ATS /MET reporting points		
MS	Minus	<b><u>O</u></b>	
MSA	Minimum sector altitude	OAC	Oceanic area control centre
MSL	Mean sea level	OAS	Obstacle assessment surface
MT	Mountain	OBS	Observe or observed or observation
MTU	Metric units	OBSC	Obscure or Obscured or obscuring
MTW	Mountain waves	OCA	Obstacle Clearance Altitude
MVDF	Medium and very high frequency directing-finding stations (at the same location)	OCA	Obstacle Control Area
MWO	Meteorological watch office	OCC	Occasional or Occasionally
MX	Mixed type of ice formation (wide and clear)	OCT	October
		OHD	Overhead
<b><u>N</u></b>		OM	Outer marker
N	North or northern latitude	OPA	Opaque, white type of ice formation
N	No distinct tendency ( in RVR during previous 10 minute	OPC	Open or opening or opened
NACL(*)	National Airports Corporation Limited	OPMET	Operational Meteorological (information )
NAV	Navigation	OPN	Open or opening or opened
NB	Northbound	ORR	Operated or operated or operative operating or operations
NBFR	Not before	OPSNORM	Operations normal
NC	No change	O/R	On request
NDB++	Non directional radio beacon	ORD	Indication of an order
NE	North-east	OSV	Ocean station vessel

		OTLK	Out look (used in sigmet messages for volcanic ash and tropical cyclones)
<b><u>O</u></b>		<b><u>Q</u></b>	
OTP	on top	QFE++	Atmosphere pressure at aerodrome elevation (or at runway threshold)
OTS	Organised track system	QFU	Magnetic orientation or runway
OUBD	Out bound	QNH++	Altimeter sub-scale setting to obtain elevation when on the ground
OVC	Overcast	QTE	True bearing
		QUAD	Quadrant
<b><u>P</u></b>		<b><u>R</u></b>	
P...	Prohibited area (followed identification)	R	Red
PALS	Precision approach lighting system(specify category)	R...	Restricted area (followed by identification)
PANS	Procedures for air navigation services	R	Right (runway identification)
PAPI	Precision approach path indicator	RA	Rain
PAR++	Precision approach radar	RAC	Rules of the air and air traffic service
PARL	Parallel	RAG	Ragged
PAX	Passenger(s)	RAG	Runway arresting gear
PCD	Proceed or proceeding or proceeded	RAI	Runway alignment indicator
PCN	Pavement classification number	RAIL	Runway alignment indicator lights
PE	Ice pellets	RB	Rescue boat
PER	Performance	RCA	Reach cruising altitude
PERM	Permanent	RCC	Rescue co-ordination centre
PJE	Parachute jumping exercise	RCF	Radio communication failure (message type designator)
PLA	Practice low approach	RCH	Reach or reaching
PLN	Flight plan	RCL	Runway centre line
PLVL	Present level	RCLL	Runway centre line light(s)
PN	Prior notice required	RCLR	Recleared
PNR	Point of no return	RDH	Reference datum height (for ILS)
PO	Dust devils	RDL	Radial
POB	Persons on board	RDO	Radio
POSS	Possible	RE...	Recent (used to describe weather phenomena, e.g RERA= recent rain)
PPI	Planning position indicator	REC	Received or receiver
PPR	Prior permission required	REDL	Runway edge light(s)
PPSN	Present position	REF	Reference to... or refer to..
PRI	Primary	REG	Registration
PRKG	Parking	REIL(*)	Runway end identifier light
PROB	probability	RENL	Runway end light(s)
PROC	Procedure	REP	Report or reporting or reporting point
PROV	Provisional	REQ	Request or requested
PS	Plus	TERTE	Reroute
PSG	Passing	RG	Range (lights)
PSN	Position	RIF	Reclearance in flight
PSP	Pierced steel plank	RITE	Right (direction or turn )
PTN	Procedure turn	RL	Report leaving
PWR	Power	RLA	Replay to
		RLCE	Request level change en-route
		RLLS	Runway lead-in lighting system
		RLNA	Request level not available
<b><u>Q</u></b>		RMK	Remark
QBI	Compulsory IFR flight	RNAV	(to be pronounced "AR-NAV") Area navigation
QDM++	Magnetic heading (zero wind)	RNG	Radio range
QDR	Magnetic bearing		

<b><u>R</u></b>		<b><u>S</u></b>	
RNP	Required navigation performance ROBEX Regional OPMET bulletin exchange (scheme)	SC	Stratocumulus
ROC	Rate of climb	SCT	Scattered
ROFOR	Route forecast (in aeronautical meteorological code)	SDBY	Stand by
RON	Receiving only	SE	South –east
RPL	Repetitive flight plan	SEB	South – eastbound
RPLC	Replace or replaced	SEC	Seconds
RPS	Radar position symbol	SECT	Sector
RQMNTS	Requirements	SELCAL	Selective calling system
RQP	Request flight plan (message type designator)	SEP	September
RQS	Request supplementary flight plan (message type designator)	SER	Service or servicing or served
RR	Report reaching	SEV	Severe (used e.g. to qualify icing and turbulence reports)
RRA	(or RRB, RRC .. etc, in sequence) Delayed meteorological message (message type designator)	SFC	Surface
RSC	Rescue sub-centre	SG	Snow grains
RSCD	Runway surface condition	SGL	Signal
RSP	Responder beacon	SH...	Showers (followed by RA=rain, SN=snow, PE=ice pellets, GR=hail, GS=small hail and/or snow pellets or snow combinations thereof e.g. showers of rain and snow)
RTD	Delayed (used to indicate delayed meteorological message; message type designator)	SHRASN	
RTE	Route	SHF	Super light frequency (3,000 to 30,000 MHz)
RTF	Radiotelephone	SID	Standard instrument departure
RTG	Radiotelegraph	SIF	Selective identification feature
RTHL	Runway threshold light(s)	SIGMET	Information concerning en-route weather phenomena which may affect the safety of aircraft operations.
RTN	Return or returned or returning	SIGWX	Significant weather
RTODAH	Rejected take-off distance available, helicopter	SIMUL	Simultaneous or simultaneously
RTS	Return to service	SIWL	Single isolated wheel load
RTT	Radio teletypewriter	SKC	Sky clear
RTZL	Runway touchdown zone light(s)	SKED	Schedule or scheduled
RUT	Standard regional route transmitting frequencies	SLP	Speed limiting point
RV	rescue vessel	SLW	Slow
RVR++	Runway visual range	SMC	Surface movement control
RWY	Runway	SMR	Surface movement radar
<b><u>S</u></b>		SN	Snow
		SNOW-TAM	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.
S	South of southern latitude	SPECI	Aviation selected special weather report (in aeronautical Meteorological code)
SA	Sand	SPECIAL	Special meteorological report (in abbreviated plain language)
SALS	Simple approach lighting system	SPL	Supplementary flight plan (message type designator)
SAN	Sanitary	SPOT	Spot wind
SAP	As soon as possible	SQ	Squall
SAR	Search and rescue	SR	Sunrise
SARPS	Standards and Recommended Practices ICAO	SRA	Surveillance radar approach
SAT	Saturday	SRE	Surveillance radar element or precision approach radar system
SATCOM	Satellite communication	SRG	Short range



SB	South bound	SRR	Search and rescue region
<b><u>S</u></b>		<b><u>T</u></b>	
SRY	Secondary	TEND	Trend forecast
SS	Sand storm	TFC	Traffic
SS	Sun set	TGL	Touch-and-go landing
SSB	Single side band	TGS	Taxiing guidance system
SSE	South south east	THR	Threshold
SSR++	Secondary Surveillance Radar	THU	Thursday
SST	Supersonic transport	TIL	Until
SSW	South south west	TIP	Until past... (place)
STAR	Standard instrument arrival	TKOF	Take-off
STD	Standard	TL...	Till (followed by time which weather change is forecast to end)
STF	Stratiform	TLOF	Touch-down and lift-off area
STN	station	TLX	Telex
STNR	Stationery	TMA++	Terminal control area
STOL	Short take-off and landing	TNA	Turn altitude
STS	Status	TOH	Turn height
STWL	Stopway light(s)	TO	TO... (place)
Subject:	Subject to	TOC	Top of climb
SUN	Sunday	TODA	Take off distance available
SUP	Supplementary (AIP Supplement)	TODAH	Take off distance available, helicopter
SUPPS	Regional Supplementary procedures	TOP	Cloud top
SVC	Service message	TORA	Take-off run available
SVCBL	Serviceable	TP	Turning point
SVFR(*)	Special visual flight rules	TR	Track
SW	South – west	TRA	Temporal reserved air space
SWB	South-west bound	TRANS	Transmits or transmitter
SWY	Stop-way	TRL	Transition level
<b><u>T</u></b>		TROP	Tropopause
T	Temperature	TS	Thunderstorm(in aerodrome reports and forecast, TS used alone means thunder heard but no precipitation at the aerodrome)
TA	Transition altitude	TS	Thunderstorm (followed by RA = rain, SN=snow, PE=ice pellets, GR=hail, GS=small hails and/or snow pellets or combinations thereof e.g. TRSASN= thunderstorms with rain and snow)
TACAN	UHF Tactical air navigation aid	TT	Teletypewriter
TAF	Aerodrome forecast	TUE	Tuesday
TAIL	Tail wind	TURB	Turbulence
TAR	Terminal area surveillance radar	TVOR	Terminal VOR
TAS	True air speed	TWR	Aerodrome control tower or aerodrome control
TAX	Taxiing or taxi	TWY	Taxiway
TC	Tropical cyclone	TWYZ	Taxiway-zone
TCU	Towering cumulus	TYP	Type of aircraft
TDO	Tornado	TYPH	Typhoon
TDZ	Touch down zone	<b><u>U</u></b>	
TECR	Technical reason	U	Upward (tendency in RVR during previous 10 minutes)

TEL	Telephone	UAB	Until advised by ...
TEMPO	Temporary or temporal	UAC	Upper area control centre

<b>U</b>		<b>W</b>	
UAR	Upper air route	W	West or western longitude
UDF	Ultra high frequency direction-finding station	W	White
UFN	Until further notice	WAC	World aeronautical chart – ICAO 1:1,000,000
UHDT	Unable higher due traffic	WAFC	World area forecast centre
UHF++	ultra high frequency (300 to 3,000 MHz)	WB	West bound
UIC	upper information centre	WBAR	Wing bar lights
UIR++	Upper flight information region	WDI	Wind direction indicator
ULR	Ultra long range	WDSPR	Widespread
UNA	Unable	WED	Wednesday
UNAP	Unable to approve	WEF	With effect from or effective from
UNL	Unlimited	WI	Within
UNREL	Unreliable	WID	Width
U/S	Unserviceable	WIE	With immediate effect or effective immediately
UTA	Upper control area	WILCO	Will comply
UTC++	Co-ordinated universal time	WITEM	Forecast upper wind and temperature for aviation
		WIP	Work in progress
<b>V</b>		WKN	Weaken or weakening
VA	Volcanic ash	WNW	West north west
VAC	Visual approach chart	WO	Without
VAL	In valleys	WPT	Way-point
VAN	Runway control van	WRNG	Warning
VAR	Magnetic variation	WS	Wind shear
VAR	Visual-aural radio range	WSW	West south west
VASIS	Visual approach slope indicator system	WT	Weight
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)	WTSPT	Water Spout
VCY	Vicinity	WX	Weather
VDF	Very high frequency direction- finding station	<b>X</b>	
VER	Vertical	X	Cross
VFR	Visual flight rules	XBAR	Crossbar (of approach lighting system)
VHF++	Very high frequency (30 to 300 MHz)	XNG	Crossing
VIP++	Very important person	XS	Atmospherics
VIS	Visibility		
VLF	Very low frequency (3 to 30 KHz)	<b>Y</b>	
VLR	Very long range	Y	Yellow
VMC++	Visual meteorological condition	YCZ	Yellow caution zone (runway)
VORMET	Meteorological information for aircraft in flight	YR	Your
VOR++	VHF omnidirectional radio range		
VORTAC	VOR and TACAN combination	<b>Z</b>	
VOT	VOR airborne equipment test facility	Z	Co-ordinated universal time
VRB	Variable		
VSA	By visual reference to the ground		
VSP	Vertical speed		
VTOL	Vertical take-off and landing		



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