



ICAO

Doc 8400

PROCEDURES FOR AIR NAVIGATION SERVICES

ICAO Abbreviations and Codes

Ninth Edition, 2016



This edition supersedes, on 10 November 2016, all previous editions of Doc 8400.

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Published in separate English, French, Russian and Spanish editions by the
INTERNATIONAL CIVIL AVIATION ORGANIZATION
999 Robert-Bourassa Boulevard, Montréal, Quebec, Canada H3C 5H7

For ordering information and for a complete listing of sales agents
and booksellers, please go to the ICAO website at www.icao.int

First edition, 1964
Eighth edition, 2010
Ninth edition, 2016

**Doc 8400, Procedures for Air Navigation Services —
ICAO Abbreviations and Codes**

Order Number: 8400
ISBN 978-92-9258-089-6

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AMENDMENTS

Amendments are announced in the supplements to the *Products and Services Catalogue*; the Catalogue and its supplements are available on the ICAO website at www.icao.int. The space below is provided to keep a record of such amendments.

RECORD OF AMENDMENTS AND CORRIGENDA

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FOREWORD

1. Introduction

This document contains abbreviations and codes approved by the Council of ICAO for worldwide use in the international aeronautical telecommunication service and in aeronautical information documents, as appropriate, uniform abbreviated phraseology for use in pre-flight information bulletins and ATS data link communications, with the status of Procedures for Air Navigation Services (in abbreviated form the PANS-ABC).

This document is the outgrowth of study by the Air Navigation Commission in consultation with States in the matter of controlling and coordinating abbreviations and codes. It brings together all abbreviations and codes for use in aircraft operations with the following exceptions:

- a) *Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services* promulgated in Doc 8585.
- b) Data designators and geographical designators for meteorological bulletins given in the *Manual of Aeronautical Meteorological Practice* (Doc 8896).
- c) Aeronautical meteorological codes given in the *Manual of Aeronautical Meteorological Practice*.
- d) Additional abbreviations for restricted use in aeronautical information services (AIS) documents given in the *Aeronautical Information Services Manual* (Doc 8126).
- e) *Location Indicators* given in Doc 7910.
- f) *Aircraft Type Designators* given in Doc 8643.

Table A shows the origin of each edition of the PANS-ABC issued since 1964 and subsequent amendments thereto, together with a list of the principal subjects involved, the dates on which the amendments were approved by the Council and the dates on which they became applicable.

2. Principles for formulation of abbreviations

The principles applied in the formulation of ICAO abbreviations are:

- a) that allocation of more than one signification to a single abbreviation should be avoided except where it can be reasonably determined that no instances of misinterpretation would arise;
- b) that allocation of more than one abbreviation to the same signification should be avoided even though a different use is prescribed;
- c) that abbreviations should make use of the root word or words and should be derived from words common to the working languages except that where it is impracticable to apply this principle to best advantage, the abbreviation should follow the English text;
- d) that the use of a singular or plural form for the signification of an abbreviation should be selected on the basis of the more common use;

- e) that an abbreviation may represent grammatical variants of the basic signification where such application can be made without risk of confusion and the desired grammatical form can be determined from the context of the message.

With respect to the latter principle, several variants are given for a number of abbreviations where it might not be obvious that the variant is appropriate or acceptable.

3. Specifications governing the use of abbreviations

Specifications governing the use of abbreviations and codes are contained in the following ICAO Annexes and PANS:

- a) use of abbreviations in the aeronautical information service: 1.3.4 of Annex 15;
- b) use of the NOTAM Code: 5.2.6 of Annex 15;
- c) use of abbreviations and codes in the international aeronautical telecommunications service: 3.7 of Annex 10, Volume II;
- d) use of abbreviations on aeronautical charts: 2.3.3 and 2.9 of Annex 4;
- e) use of abbreviations in plain language meteorological messages: Chapters 3, 4, 5, 6 and 7 and Appendices 1, 2, 3, 5 and 6 of Annex 3;
- f) use of abbreviations in air-reports: 4.12 of Chapter 4 and Appendix 1 of PANS-ATM (Doc 4444);
- g) use of abbreviations and designators in flight plans and other air traffic services messages: Chapters 11 and 16 and Appendices 2, 3, 5 and 6 of PANS-ATM (Doc 4444).

4. Status

The PANS do not have the same status as the Standards and Recommended Practices. While the latter are *adopted* by Council in pursuance of Article 37 of the Convention on International Civil Aviation, and are subject to the full procedure of Article 90, the PANS are *approved* by the Council and recommended to Contracting States for worldwide application.

5. Implementation

The implementation of procedures is the responsibility of Contracting States; they are applied in actual operations only after, and in so far as, States have enforced them. However, with a view to facilitating their processing towards implementation by States, this document has been prepared in a manner which will permit direct use by operational personnel.

6. Notification of differences

The PANS do not carry the status afforded to Standards adopted by the Council as Annexes to the Convention and, therefore, do not come within the obligation imposed by Article 38 of the Convention to notify differences in the event of non-implementation.

However, the attention of States is drawn to the provision in the *Procedures for Air Navigation Services — Aeronautical Information Management* (PANS-AIM, Doc 10066) related to the publication in Aeronautical Information Publications of a list of abbreviations and their respective significations used by the State in its Aeronautical Information Publications and in the dissemination of aeronautical data and aeronautical information. Differences from ICAO abbreviations or their significations should be identified.

7. Editorial presentation

For encoding purposes the abbreviations given in this document are divided among a “general” and several specialized categories. For the convenience of the user, there is some duplication among these categories. Nevertheless, it may be necessary to draw on the “general” category of abbreviations when composing messages using one of the specialized categories.

Certain Q Code signals which through constant use have attained plain language status have been placed with their plain language significations in the portion of this document which contains the “general” category abbreviations.

Throughout the document, decode material is printed on white paper, encode material on green paper.

Any errors, omissions or discrepancies should be brought to the attention of the Secretary General of ICAO, 999 Robert-Bourassa Boulevard, Montréal, Quebec, Canada H3C 5H7.

Table A. Amendments to the PANS-ABC

<i>Amendment</i>	<i>Source(s)</i>	<i>Subject(s)</i>	<i>Approved Applicable</i>
1st Edition (1964)	Air Navigation Commission	Study on the control and coordination of abbreviations and codes.	18 March 1964 1 November 1964
Amendment 1	MET/OPS Meeting (1964); Fifth Meeting of the Panel of Teletypewriter Specialists (1963)	Editorial and consequential amendments emanating from Amendment 44 to Annex 10, Amendment 9 to PANS-MET and Amendment 7 to PANS-RAC; addition and modification of meteorological abbreviations; amendment of abbreviations used on the AFTN.	7 June 1965 10 March 1966
Amendment 2	ICAO Secretariat	Consequential and editorial changes to the Foreword emanating from Air Navigation Commission and Council action on various regulatory and service documents.	25 August 1966
2nd Edition (1967) (includes Amendment 3)	AIS/MAP Divisional Meeting (1966)	Various changes to abbreviations and codes to reflect current operational requirements and practices.	13 June 1967 8 February 1968
Amendment 4	Air Navigation Commission	Consequential changes to abbreviations used for air traffic purposes emanating from Amendment 2 to the Eighth Edition of Doc 4444 (PANS-RAC).	4 April 1968 4 April 1968
Amendment 5	Air Navigation Commission	Consequential changes to abbreviations used for plain language meteorology messages, emanating from Amendment 14 to Doc 7605 (PANS-MET).	28 June 1968 9 January 1969
Amendment 6	Air Navigation Commission	Changes arising from Assembly Resolution A16-19 and Amendment 54 to Annex 3.	23 January 1969 18 September 1969

<i>Amendment</i>	<i>Source(s)</i>	<i>Subject(s)</i>	<i>Approved Applicable</i>
3rd Edition (1971) (includes Amendments 7 and 8)	Air Navigation Commission	Study of NOTAM composition resulting in expanded use of abbreviations and codes in NOTAM Class I; changes in abbreviations emanating from revised aeronautical meteorological figure codes introduced by WMO; changes introduced as a result of clarification of air traffic control terms contained in ICAO regulatory documents.	19 March 1971 6 January 1972
Amendment 9	Air Navigation Commission	Consequential changes emanating from Amendment 1 to the Tenth Edition of Doc 4444 (PANS-RAC).	24 March 1972 7 December 1972
Amendment 10	Air Navigation Commission; Third Meeting of the Obstacle Clearance Panel (1971)	Consequential amendments to abbreviations and their significations (QFE and QNH); changes to meteorological abbreviations introduced by WMO.	21 March 1973 16 August 1973
Amendment 11	Air Navigation Commission; Seventh Air Navigation Conference (1972)	Addition of abbreviations RNAV and STAR; deletion of abbreviation SIA.	29 May 1973 23 May 1974
Amendment 12	Air Navigation Commission	Inclusion of additional abbreviations for use in the NOTAM Code.	11 December 1974 9 October 1975
Amendment 13	Air Navigation Commission; Eighth Air Navigation Conference (1974)	Additions, deletions and changes in significations of abbreviations mainly emanating from amendments to Annex 3.	8 December 1975 12 August 1976
Amendment 14	Air Navigation Commission; Ninth Air Navigation Conference (1976)	Addition of abbreviations COP, INOP, MRP, RPS and WPT; change in signification of abbreviation ACP as a consequence of Amendment 30 to Annex 14.	9 December 1977 10 August 1978
Amendment 15	Air Navigation Commission	Additions and changes in signification of abbreviations.	26 February 1979 29 November 1979
Amendment 16	Air Navigation Commission	Additions, deletions and changes in signification of abbreviations emanating from a study of abbreviations in common use in States' aeronautical information publications.	11 March 1981 26 November 1981
Amendment 17	Air Navigation Commission	Extensive amendment of abbreviations and codes emanating from a proposal submitted by the United Kingdom.	14 December 1981 9 June 1983
Amendment 18	Air Navigation Commission	Extensive addition of abbreviations and codes consequential to a study of the revision of the NOTAM Code; addition of abbreviations used in Doc 8168 (PANS-OPS).	11 June 1982 9 June 1983
Amendment 19	Air Navigation Commission; Third Meeting of the ATS Data Acquisition, Processing and Transfer (ADAPT) Panel (1981)	Consequential changes emanating from Amendments 64 and 65 to Annex 3, Amendment 14 to Annex 5, Recommendations 1/5 and 3/1 of ADAPT/3, and a new ITU method of designating radio emissions.	15 March 1985 21 November 1985

<i>Amendment</i>	<i>Source(s)</i>	<i>Subject(s)</i>	<i>Approved Applicable</i>
4th Edition (1989) (includes Amendment 20)	Air Navigation Commission	Additions, changes and deletions of abbreviations and codes to reflect the current operational requirements and practices; introduction of new sections for abbreviations used in radiotelephony in a spoken form (Decode, Encode) and for the Procedure signals used in aeronautical telecommunication service (Decode); consequential and editorial amendments.	24 February 1989 16 November 1989
Amendment 21	Air Navigation Commission; Communications/ Meteorology/ Operations (COM/MET/OPS) Divisional Meeting (1990)	Additions, changes and deletions of abbreviations and codes to reflect the current operational requirements and practices; consequential amendments arising from Amendment 69 to Annex 3, Amendment 13 to Annex 5, Amendment 39 to Annex 14, Amendment 27 to Annex 15 and Amendment 13 to PANS-OPS.	2 December 1992 1 July 1993
Amendment 22	Air Navigation Commission	Consequential changes emanating from: Amendment 70 to Annex 3 Amendment 69 to Annex 10 Amendment 15 to Annex 12 Amendment 28 to Annex 15 Amendment 7 to PANS-OPS, Volume I.	30 November 1995 7 November 1996
5th Edition (1999) (includes Amendment 23)	AIS/MAP Divisional Meeting (1998); Air Navigation Commission	Extensive amendments emanating from the AIS/MAP Divisional Meeting (1998) and the Air Navigation Commission, including additions, changes and deletions of abbreviations; addition and deletion of abbreviations and terms transmitted as spoken words; addition of abbreviations and terms transmitted using the individual letters in non-phonetic form; addition of a NOTAM Code for controller-pilot data link communications and automatic dependent surveillance; deletion of Procedure Signals for use in the International Aeronautical Telecommunication Service (Decode and Encode); deletion of the Q-Code (Preface, Decode and Encode).	26 February 1999 4 November 1999
Amendment 24	Air Navigation Commission	Consequential changes emanating from Amendment 71 to Annex 3.	9 June 2000 2 November 2000
Amendment 25	Air Navigation Commission	Consequential changes emanating from Amendment 72 to Annex 3.	10 July 2002 28 November 2002
Amendment 26	Conclusion 40/51 b) of the European Air Navigation Planning Group (EANPG) and the Secretariat	Consequential changes emanating from Amendment 32 to Annex 15.	23 July 2003 27 November 2003
Sixth Edition (2004) (includes Amendment 27)	Global Navigation Satellite System Panel (GNSSP/4); MET Divisional Meeting (2002); Air Navigation Commission	New abbreviations and updated specifications for the NOTAM Code related to GNSS; and consequential changes emanating from Amendment 73 to Annex 3, Amendment 53 to Annex 4 and Amendments 13 and 12 to the PANS-OPS, Volumes I and II, respectively.	6 May 2004 25 November 2004
Seventh Edition (2007) (includes Amendment 28)	Fourteenth Meeting of the Obstacle Clearance Panel (OCP/14); Air Navigation Commission; and the Secretariat	New abbreviations related to updated provisions in the PANS-OPS; the use of ADS-B, ADS-C and RCP in the provision of air traffic services; consequential changes emanating from Amendment 74 to Annex 3 and Amendment 34 to Annex 15; and editorial amendments.	3 August 2007 22 November 2007

<i>Amendment</i>	<i>Source(s)</i>	<i>Subject(s)</i>	<i>Approved Applicable</i>
Amendment 29	First working group of the whole meeting of the Instrument Flight Procedures Panel (IFPP/WG/WHL/1); Secretariat, with the assistance of the Required Navigation Performance and Special Operational Requirements Study Group (RNPSORSG), concerning PBN terminology	New abbreviations related to updated provisions in the PANS-OPS with regard to the performance-based navigation (PBN) concept and ground-based augmentation system (GBAS) landing system.	7 October 2008 20 November 2008
Eighth Edition (2010) (includes Amendment 30)	Ninth meeting of the Operations Panel Working Group of the Whole (OPSP/WG-WHL/9); sixth meeting of the Operations Panel (OPSP/6); and the Secretariat with the assistance of the Aeronautical Information Management Study Group (AIS-AIMSG/1), International Airways Volcano Watch Operations Group (IAVWOPSG/4), Meteorological Warnings Study Group (METWSG/2), and Aerodrome Meteorological Observation and Forecast Study Group (AMOFSG/7).	New abbreviations related to cockpit displays, unmanned aircraft, volcanic ash information provided by volcanic ash advisory centres (VAAC), the elimination of routine voice reports, completion of tropical cyclone advisories in graphical format and the use of data link for meteorological information, aerodrome observations and forecasts. Update of the NOTAM code.	23 July 2010 18 November 2010
Amendment 31	Seventh, eighth, ninth, tenth and eleventh meetings of the Instrument Flight Procedures Panel Working Group of the Whole (IFPP/WG WHL/7, 8, 9, 10 and 11)	Amendment concerning procedure design criteria and charting requirements to support helicopter point-in-space (PinS) approach and departure operations	7 March 2014 13 November 2014

<i>Amendment</i>	<i>Source(s)</i>	<i>Subject(s)</i>	<i>Approved Applicable</i>
Ninth Edition (2016) (includes Amendment 32)	Fifty-fourth Meeting of the European Air Navigation Planning Group (EANPG/54); Meteorology (MET) Divisional Meeting (2014); fifth meeting of the Meteorological Warnings Study Group (METWSG/5); second meeting of the Operational Data Link Panel (OPLINKP/2); and the Secretariat.	Deletion of abbreviations not in common use; addition of new abbreviations consistent with common use in NOTAM associated with PBN implementation, AIM transition, meteorological warnings, PBCS and SATVOICE implementation; and consequential changes emanating from Amendment 77-A to Annex 3.	5 May 2016 10 November 2016
Amendment 33	Second meeting of the Meteorology Panel (METP/2); twelfth meeting of the Aeronautical Information Services- Aeronautical Information Management Study Group (AIS-AIMSG/12)	Amendment concerning provision of space weather information; and change of references concerning PANS-AIM.	29 June 2018 8 November 2018

ABBREVIATIONS

DECODE

A

A	Amber
AAA	(or AAB, AAC . . . etc., in sequence) Amended meteorological message (message type designator)
A/A	Air-to-air
AAD	Assigned altitude deviation
AAR	Air to air refuelling
AAIM	Aircraft autonomous integrity monitoring
AAL	Above aerodrome level
ABI	Advance boundary information
ABM	Abeam
ABN	Aerodrome beacon
ABT	About
ABV	Above
AC	Altocumulus
ACARS†	(to be pronounced “AY-CARS”) Aircraft communication addressing and reporting system
ACAS†	(to be pronounced “AY-CAS”) Airborne collision avoidance system
ACC‡	Area control centre or area control
ACCID	Notification of an aircraft accident
ACFT	Aircraft
ACK	Acknowledge
ACL	Altimeter check location
ACN	Aircraft classification number
ACP	Acceptance (message type designator)
ACPT	Accept or accepted
ACT	Active or activated or activity
AD	Aerodrome
ADA	Advisory area
ADC	Aerodrome chart
ADDN	Addition or additional
ADF‡	Automatic direction-finding equipment

ADIZ†	(to be pronounced “AY-DIZ”) Air defence identification zone
ADJ	Adjacent
ADO	Aerodrome office (specify service)
ADR	Advisory route
ADS*	Address (when this abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviation, e.g. IMI ADS) (to be used in AFS as a procedure signal)
ADS-B‡	Automatic dependent surveillance — broadcast
ADS-C‡	Automatic dependent surveillance — contract
ADSU	Automatic dependent surveillance unit
ADVS	Advisory service
ADZ	Advise
AES	Aircraft earth station
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 (followed by 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
AIDC	Air traffic services interfacility data communications
AIM	Aeronautical information management
AIP	Aeronautical information publication
AIRAC	Aeronautical information regulation and control
AIREP†	Air-report

† When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.

‡ When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.

* Signal is also available for use in communicating with stations of the maritime mobile service.

Signal for use in the teletypewriter service only.

AIRMET†	Information concerning en-route weather phenomena which may affect the safety of low-level aircraft operations	APV	Approach procedure with vertical guidance
AIS	Aeronautical information services	ARC	Area chart
ALA	Alighting area	ARNG	Arrange
ALERFA†	Alert phase	ARO	Air traffic services reporting office
ALR	Alerting (<i>message type designator</i>)	ARP	Aerodrome reference point
ALRS	Alerting service	ARP	Air-report (<i>message type designator</i>)
ALS	Approach lighting system	ARQ	Automatic error correction
ALT	Altitude	ARR	Arrival (<i>message type designator</i>)
ALTN	Alternate or alternating (<i>light alternates in colour</i>)	ARR	Arrive or arrival
ALTN	Alternate (<i>aerodrome</i>)	ARS	Special air-report (<i>message type designator</i>)
AMA	Area minimum altitude	ARST	Arresting (<i>specify (part of) aircraft arresting equipment</i>)
AMD	Amend or amended (<i>used to indicate amended meteorological message; message type designator</i>)	AS	Altostratus
AMDT	Amendment (<i>AIP Amendment</i>)	ASAP	As soon as possible
AMS	Aeronautical mobile service	ASC	Ascend to or ascending to
AMSL	Above mean sea level	ASDA	Accelerate-stop distance available
AMSS	Aeronautical mobile satellite service	ASE	Altimetry system error
ANC . . .	Aeronautical chart — 1:500 000 (<i>followed by name/title</i>)	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
ANCS . . .	Aeronautical navigation chart — small scale (<i>followed by name/title and scale</i>)	ASPH	Asphalt
ANS	Answer	AT . . .	At (<i>followed by time at which weather change is forecast to occur</i>)
AO	Aircraft operator	ATA‡	Actual time of arrival
AOC . . .	Aerodrome obstacle chart (<i>followed by type and name/title</i>)	ATC‡	Air traffic control (<i>in general</i>)
AP	Airport	ATCSMAC. . .	Air traffic control surveillance minimum altitude chart (<i>followed by name/title</i>)
APAPI†	(to be pronounced “AY-PAPI”) Abbreviated precision approach path indicator	ATD‡	Actual time of departure
APCH	Approach	ATFM	Air traffic flow management
APDC . . .	Aircraft parking/docking chart (<i>followed by name/title</i>)	ATIS†	(to be pronounced “AY-TIS”) Automatic terminal information service
APN	Apron	ATM	Air traffic management
APP	Approach control office or approach control or approach control service	ATN	Aeronautical telecommunication network
APR	April	ATP . . .	At (<i>followed by time or place</i>)
APRX	Approximate or approximately	ATS	Air traffic services
APSG	After passing	ATTN	Attention
APU	Auxiliary power unit		

† When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.

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* Signal is also available for use in communicating with stations of the maritime mobile service.

Signal for use in the teletypewriter service only.

AT-VASIS†	(to be pronounced “AY-TEE-VASIS”) Abbreviated T visual approach slope indicator system	BTL	Between layers
		BTN	Between
ATZ	Aerodrome traffic zone	BUFR	Binary universal form for the representation of meteorological data
AUG	August		
AUTH	Authorized or authorization		
AUTO	Automatic		
AUW	All up weight		
AUX	Auxiliary		
AVBL	Available or availability		
AVG	Average		
AVGAS†	Aviation gasoline		
AWOS	Automated weather observation system		
AWTA	Advise at what time able		
AWY	Airway		
AZM	Azimuth		
B			
B	Blue		
BA	Braking action		
BARO-VNAV†	(to be pronounced “BAA-RO-VEE- NAV”) Barometric vertical navigation		
BASE†	Cloud base		
BCFG	Fog patches		
BCN	Beacon (<i>aeronautical ground light</i>)		
BCST	Broadcast		
BDRY	Boundary		
BECMG	Becoming		
BFR	Before		
BKN	Broken		
BL . . .	Blowing (<i>followed by DU = dust, SA = sand or SN = snow</i>)		
BLDG	Building		
BLO	Below clouds		
BLW	Below		
BOMB	Bombing		
BR	Mist		
BRF	Short (<i>used to indicate the type of approach desired or required</i>)		
BRG	Bearing		
BRKG	Braking		
BS	Commercial broadcasting station		
		BTL	Between layers
		BTN	Between
		BUFR	Binary universal form for the representation of meteorological data
		C	
		. . . C	Centre (<i>preceded by runway designation number to identify a parallel runway</i>)
		C	Degrees Celsius (<i>Centigrade</i>)
		CA	Course to an altitude
		CAA	Civil aviation authority or civil aviation administration
		CAT	Category
		CAT	Clear air turbulence
		CAVOK†	(to be pronounced “KAV-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 (<i>message type designator</i>)
		CCO	Continuous climb operations
		CD	Candela
		CDN	Coordination (<i>message type designator</i>)
		CDO	Continuous descent operations
		CDR	Conditional route
		CF	Change frequency to . . .
		CF	Course to a fix
		CFM*	Confirm or I confirm (<i>to be used in AFS as a procedure signal</i>)
		CGL	Circling guidance light(s)
		CH	Channel
		CH#	This is a channel-continuity-check of transmission to permit comparison of your record of channel- sequence numbers of messages received on the channel (<i>to be used in AFS as a procedure signal</i>)

† When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.

‡ When radiotelephony is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.

* Signal is also available for use in communicating with stations of the maritime mobile service.

Signal for use in the teletypewriter service only.

CHEM	Chemical	CRM	Collision risk model
CHG	Modification (<i>message type designator</i>)	CRP	Compulsory reporting point
CI	Cirrus	CRZ	Cruise
CIDIN†	Common ICAO data interchange network	CS	Call sign
CIV	Civil	CS	Cirrostratus
CK	Check	CTA	Control area
CL	Centre line	CTAM	Climb to and maintain
CLA	Clear type of ice formation	CTC	Contact
CLBR	Calibration	CTL	Control
CLD	Cloud	CTN	Caution
CLG	Calling	CTR	Control zone
CLIMB-OUT	Climb-out area	CU	Cumulus
CLR	Clear(s) or cleared to . . . or clearance	CUF	Cumuliform
CLRD	Runway(s) cleared (<i>used in METAR/SPECI</i>)	CUST	Customs
CLSD	Close or closed or closing	CVR	Cockpit voice recorder
CM	Centimetre	CW	Continuous wave
CMB	Climb to or climbing to	CWY	Clearway
CMPL	Completion or completed or complete		
CNL	Cancel or cancelled	D	
CNL	Flight plan cancellation (<i>message type designator</i>)	D	Downward (<i>tendency in RVR during previous 10 minutes</i>)
CNS	Communications, navigation and surveillance	D . . .	Danger area (<i>followed by identification</i>)
COM	Communications	DA	Decision altitude
CONC	Concrete	D-ATIS†	(<i>to be pronounced “DEE-ATIS”</i>) Data link automatic terminal information service
COND	Condition		
CONS	Continuous	DCD	Double channel duplex
CONST	Construction or constructed	DCKG	Docking
CONT	Continue(s) or continued	DCP	Datum crossing point
COOR	Coordinate or coordination	DCPC	Direct controller-pilot communications
COORD	Coordinates	DCS	Double channel simplex
COP	Change-over point	DCT	Direct (<i>in relation to flight plan clearances and type of approach</i>)
COR	Correct or correction or corrected (<i>used to indicate corrected meteorological message; message type designator</i>)	DE*	From (<i>used to precede the call sign of the calling station</i>) (<i>to be used in AFS as a procedure signal</i>)
COT	At the coast		
COV	Cover or covered or covering	DEC	December
CPDLC‡	Controller-pilot data link communications	DEG	Degrees
CPL	Current flight plan (<i>message type designator</i>)	DEP	Depart or departure
CRC	Cyclic redundancy check	DEP	Departure (<i>message type designator</i>)
		DEPO	Deposition
		DER	Departure end of the runway

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* Signal is also available for use in communicating with stations of the maritime mobile service.

Signal for use in the teletypewriter service only.

DES	Descend to or descending to
DEST	Destination
DETRESFA†	Distress phase
DEV	Deviation or deviating
DF	Direction finding
DFDR	Digital flight data recorder
DFTI	Distance from touchdown indicator
DH	Decision height
DIF	Diffuse
DIST	Distance
DIV	Divert or diverting
DLA	Delay or delayed
DLA	Delay (message type designator)
DLIC	Data link initiation capability
DLY	Daily
DME‡	Distance measuring equipment
DNG	Danger or dangerous
DOF	Date of flight
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
DTHR	Displaced runway threshold
DTRT	Deteriorate or deteriorating
DTW	Dual tandem wheels
DU	Dust
DUC	Dense upper cloud
DUPE#	This is a duplicate message (to be used in AFS as a procedure signal)
DUR	Duration
D-VOLMET	Data link VOLMET
DVOR	Doppler VOR
DW	Dual wheels
DZ	Drizzle

E

E	East or eastern longitude
EAT	Expected approach time
EB	Eastbound
EDA	Elevation differential area
EDTO	Extended diversion time operations
EEE#	Error (to be used in AFS as a procedure signal)
EET	Estimated elapsed time
EFC	Expect further clearance
EFIS†	(to be pronounced “EE-FIS”) Electronic flight instrument system
EGNOS†	(to be pronounced “EGG-NOS”) European geostationary navigation overlay service
EHF	Extremely high frequency [30 000 to 300 000 MHz]
ELBA†	Emergency location beacon — aircraft
ELEV	Elevation
ELR	Extra long range
ELT	Emergency locator transmitter
EM	Emission
EMBD	Embedded in a layer (to indicate cumulonimbus embedded in layers of other clouds)
EMERG	Emergency
END	Stop-end (related to RVR)
ENE	East-north-east
ENG	Engine
ENR	En route
ENRC . . .	Enroute chart (followed by name/title)
EOBT	Estimated off-block time
EQN	Equatorial latitudes northern hemisphere
EQPT	Equipment
EQS	Equatorial latitudes southern hemisphere
ESE	East-south-east
EST	Estimate or estimated or estimation (message type designator)
ETA*‡	Estimated time of arrival or estimating arrival
ETD‡	Estimated time of departure or estimating departure
ETO	Estimated time over significant point

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Signal for use in the teletypewriter service only.

EUR RODEX	European regional OPMET data exchange
EV	Every
EVS	Enhanced vision system
EXC	Except
EXER	Exercises or exercising or to exercise
EXP	Expect or expected or expecting
EXTD	Extend or extending or extended

F

F	Fixed
FA	Course from a fix to an altitude
FAC	Facilities
FAF	Final approach fix
FAL	Facilitation of international air transport
FAP	Final approach point
FAS	Final approach segment
FATO	Final approach and take-off area
FAX	Facsimile transmission
FBL	Light (used to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain)
FC	Funnel cloud (tornado or waterspout)
FCST	Forecast
FCT	Friction coefficient
FDPS	Flight data processing system
FEB	February
FEW	Few
FG	Fog
FIC	Flight information centre
FIR‡	Flight information region
FIS	Flight information service
FISA	Automated flight information service
FL	Flight level
FLD	Field
FLG	Flashing
FLR	Flares
FLT	Flight
FLTCK	Flight check
FLUC	Fluctuating or fluctuation or fluctuated
FLW	Follow(s) or following

FLY	Fly or flying
FM	Course from a fix to manual termination (used in navigation database coding)
FM	From
FM . . .	From (followed by time at which weather change is forecast to begin)
FMC	Flight management computer
FMS‡	Flight management system
FMU	Flow management unit
FNA	Final approach
FPAP	Flight path alignment point
FPL	Flight plan
FPM	Feet per minute
FPR	Flight plan route
FR	Fuel remaining
FREQ	Frequency
FRI	Friday
FRNG	Firing
FRONT†	Front (relating to weather)
FROST†	Frost (used in aerodrome warnings)
FRQ	Frequent
FSL	Full stop landing
FSS	Flight service station
FST	First
FT	Feet (dimensional unit)
FTE	Flight technical error
FTP	Fictitious threshold point
FTT	Flight technical tolerance
FU	Smoke
FZ	Freezing
FZDZ	Freezing drizzle
FZFG	Freezing fog
FZRA	Freezing rain

G

G	Green
G . . .	Variations from the mean wind speed (gusts) (followed by figures in METAR/SPECI and TAF)
GA	General aviation
GA	Go ahead, resume sending (to be used in AFS as a procedure signal)

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G/A	Ground-to-air
G/A/G	Ground-to-air and air-to-ground
GAGAN†	GPS and geostationary earth orbit augmented navigation
GAIN	Airspeed or headwind gain
GAMET	Area forecast for low-level flights
GARP	GBAS azimuth reference point
GBAS‡	(to be pronounced “GEE-BAS”) Ground-based augmentation system
GCA‡	Ground controlled approach system or ground controlled approach
GEN	General
GEO	Geographic or true
GES	Ground earth station
GLD	Glider
GLONASS†	(to be pronounced “GLO-NAS”) Global navigation satellite system
GLS‡	GBAS landing system
GMC . . .	Ground movement chart (followed by name/title)
GND	Ground
GNDCK	Ground check
GNSS‡	Global navigation satellite system
GOV	Government
GP	Glide path
GPA	Glide path angle
GPIP	Glide path intercept point
GPS‡	Global positioning system
GPU	Ground power unit
GPWS‡	Ground proximity warning system
GR	Hail
GRAS†	(to be pronounced “GRASS”) Ground-based regional augmentation system
GRASS	Grass landing area
GRIB	Processed meteorological data in the form of grid point values expressed in binary form (in meteorological code)
GRVL	Gravel
GS	Ground speed
GS	Small hail and/or snow pellets
GUND	Geoid undulation

H

H	High pressure area or the centre of high pressure
H . . .	Significant wave height (followed by figures in METAR/SPECI)
H24	Continuous day and night service
HA	Holding/racetrack to an altitude
HAPI	Helicopter approach path indicator
HBN	Hazard beacon
HCH	Heliport crossing height
HDF	High frequency direction-finding station
HDG	Heading
HEL	Helicopter
HF	Holding/racetrack to a fix
HF‡	High frequency [3 000 to 30 000 kHz]
HGT	Height or height above
HJ	Sunrise to sunset
HLDG	Holding
HLP	Heliport
HLS	Helicopter landing site
HM	Holding/racetrack to a manual termination
HN	Sunset to sunrise
HNH	High latitudes northern hemisphere
HO	Service available to meet operational requirements
HOL	Holiday
HOSP	Hospital aircraft
HPA	Hectopascal
HR	Hours
HRP	Heliport reference point
HS	Service available during hours of scheduled operations
HSH	High latitudes southern hemisphere
HUD	Head-up display
HUM	Humanitarian
HURCN	Hurricane
HVDF	High and very high frequency direction-finding stations (at the same location)
HVY	Heavy
HVY	Heavy (used to indicate the intensity of weather phenomena, e.g. HVY RA = heavy rain)
HX	No specific working hours
HYR	Higher
HZ	Haze
HZ	Hertz (cycle per second)

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I			
IAC . . .	Instrument approach chart (<i>followed by name/title</i>)	ISA	International standard atmosphere
IAF	Initial approach fix	ISB	Independent sideband
IAO	In and out of clouds	ISOL	Isolated
IAP	Instrument approach procedure	J	
IAR	Intersection of air routes	JAN	January
IAS	Indicated airspeed	JTST	Jet stream
IBN	Identification beacon	JUL	July
ICAO	International Civil Aviation Organization	JUN	June
ICE	Icing	K	
ID	Identifier <i>or</i> identify	KG	Kilograms
IDENT†	Identification	KHZ	Kilohertz
IF	Intermediate approach fix	KIAS	Knots indicated airspeed
IFF	Identification friend/foe	KM	Kilometres
IFR‡	Instrument flight rules	KMH	Kilometres per hour
IGA	International general aviation	KPA	Kilopascal
ILS‡	Instrument landing system	KT	Knots
IM	Inner marker	KW	Kilowatts
IMC‡	Instrument meteorological conditions	L	
IMG	Immigration	. . . L	Left (<i>preceded by runway designation number to identify a parallel runway</i>)
IMI*	Interrogation sign (question mark) (<i>to be used in AFS as a procedure signal</i>)	L	Litre
IMPR	Improve <i>or</i> improving	L	Locator
IMT	Immediate <i>or</i> immediately	L	Low pressure area <i>or</i> the centre of low pressure
INA	Initial approach	LAM	Logical acknowledgement (<i>message type designator</i>)
INBD	Inbound	LAN	Inland
INC	In cloud	LAT	Latitude
INCERFA†	Uncertainty phase	LCA	Local <i>or</i> locally <i>or</i> location <i>or</i> located
INCORP	Incorporated	LDA	Landing distance available
INFO†	Information	LDAH	Landing distance available, helicopter
INOP	Inoperative	LDG	Landing
INP	If not possible	LDI	Landing direction indicator
INPR	In progress	LEN	Length
INS	Inertial navigation system	LF	Low frequency [30 to 300 kHz]
INSTL	Install <i>or</i> installed <i>or</i> installation	LGT	Light <i>or</i> lighting
INSTR	Instrument	LGTD	Lighted
INT	Intersection		
INTL	International		
INTRG	Interrogator		
INTRP	Interrupt <i>or</i> interruption <i>or</i> interrupted		
INTSF	Intensify <i>or</i> intensifying		
INTST	Intensity		
IR	Ice on runway		
IRS	Inertial reference system		

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LIH	Light intensity high	MAP	Aeronautical maps and charts
LIL	Light intensity low	MAPT	Missed approach point
LIM	Light intensity medium	MAR	At sea
LINE	Line (<i>used in SIGMET</i>)	MAR	March
LM	Locator, middle	MATF	Missed approach turning fix
LMT	Local mean time	MATZ	Military aerodrome traffic zone
LNAV†	(<i>to be pronounced “EL-NAV”</i>) Lateral navigation	MAX	Maximum
LNG	Long (<i>used to indicate the type of approach desired or required</i>)	MAY	May
LO	Locator, outer	MBST	Microburst
LOC	Localizer	MCA	Minimum crossing altitude
LONG	Longitude	MCTR	Military control zone
LORAN†	LORAN (<i>long range air navigation system</i>)	MCW	Modulated continuous wave
LOSS	Airspeed or headwind loss	MDA	Minimum descent altitude
LPV	Localizer performance with vertical guidance	MDF	Medium frequency direction-finding station
LR	Last message received by me was . . . (<i>to be used in AFS as a procedure signal</i>)	MDH	Minimum descent height
LRG	Long range	MEA	Minimum en-route altitude
LS	Last message sent by me was . . . or Last message was . . . (<i>to be used in AFS as a procedure signal</i>)	MEDEVAC	Medical evacuation flight
LTA	Lower control area	MEHT	Minimum eye height over threshold (<i>for visual approach slope indicator systems</i>)
LTD	Limited	MET†	Meteorological or meteorology
LTP	Landing threshold point	METAR†	Aerodrome routine meteorological report (<i>in meteorological code</i>)
LV	Light and variable (<i>relating to wind</i>)	MET	
LVE	Leave or leaving	REPORT	Local routine meteorological report (<i>in abbreviated plain language</i>)
LVL	Level	MF	Medium frequency [300 to 3 000 kHz]
LVP	Low visibility procedures	MHA	Minimum holding altitude
LYR	Layer or layered	MHDF	Medium and high frequency direction-finding stations (<i>at the same location</i>)
M		MHVDF	Medium, high and very high frequency direction-finding stations (<i>at the same location</i>)
. . . M	Metres (<i>preceded by figures</i>)	MHZ	Megahertz
M . . .	Mach number (<i>followed by figures</i>)	MID	Mid-point (<i>related to RVR</i>)
M . . .	Minimum value of runway visual range (<i>followed by figures in METAR/SPECI</i>)	MIFG	Shallow fog
MAA	Maximum authorized altitude	MIL	Military
MAG	Magnetic	MIN*	Minutes
MAHF	Missed approach holding fix	MIS	Missing . . . (<i>transmission identification to be used in AFS as a procedure signal</i>)
MAINT	Maintenance	MKR	Marker radio beacon
		MLS‡	Microwave landing system
		MM	Middle marker
		MNH	Middle latitudes northern hemisphere

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MNM	Minimum	N	
MNPS	Minimum navigation performance specifications	N	No distinct tendency (<i>in RVR during previous 10 minutes</i>)
MNT	Monitor <i>or</i> monitoring <i>or</i> monitored	N	North <i>or</i> northern latitude
MNTN	Maintain	NADP	Noise abatement departure procedure
MOA	Military operating area	NASC†	National AIS system centre
MOC	Minimum obstacle clearance (<i>required</i>)	NAT	North Atlantic
MOCA	Minimum obstacle clearance altitude	NAV	Navigation
MOD	Moderate (<i>used to indicate the intensity of weather phenomena, interference or static reports, e.g. MODRA = moderate rain</i>)	NAVAID	Navigation aid
MON	Above mountains	NB	Northbound
MON	Monday	NBFR	Not before
MOPS†	Minimum operational performance standards	NC	No change
MOV	Move <i>or</i> moving <i>or</i> movement	NCD	No cloud detected (<i>used in automated METAR/SPECI</i>)
MPS	Metres per second	NDB‡	Non-directional radio beacon
MRA	Minimum reception altitude	NDV	No directional variations available (<i>used in automated METAR/SPECI</i>)
MRG	Medium range	NE	North-east
MRP	ATS/MET reporting point	NEB	North-eastbound
MS	Minus	NEG	No <i>or</i> negative <i>or</i> permission not granted <i>or</i> that is not correct
MSA	Minimum sector altitude	NGT	Night
MSAS†	(<i>to be pronounced "EM-SAS"</i>) Multi-functional transport satellite (MTSAT) satellite-based augmentation system	NIL*†	None <i>or</i> I have nothing to send to you
MSAW	Minimum safe altitude warning	NM	Nautical miles
MSG	Message	NML	Normal
MSH	Middle latitudes southern hemisphere	NN	No name, unnamed
MSL	Mean sea level	NNE	North-north-east
MSR#	Message . . . (<i>transmission identification</i>) has been misrouted (<i>to be used in AFS as a procedure signal</i>)	NNW	North-north-west
MSSR	Monopulse secondary surveillance radar	NO	No (negative) (<i>to be used in AFS as a procedure signal</i>)
MT	Mountain	NOF	International NOTAM office
MTOM	Maximum take-off mass	NONSTD	Non-standard
MTU	Metric units	NOSIG†	No significant change (<i>used in trend-type landing forecasts</i>)
MTW	Mountain waves	NOTAM†	Notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations
MVDF	Medium and very high frequency direction- finding stations (<i>at the same location</i>)	NOTAMC	Cancelling NOTAM
MWO	Meteorological watch office	NOTAMN	New NOTAM
MX	Mixed type of ice formation (<i>white and clear</i>)		

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