CHAPTER 4

MISCELLANEOUS ABBREVIATIONS AND SYMBOLS

SECTION A - DECODE

ABBREVIATION OR SYMBOL	SIGNIFICATION
AC	Altocumulus.
AAC	Area control.
ACFT	Aircraft.
AD	Aerodrome.
ADZ	Advise.
AERO	Aero form of the International Code.
AGN	Again.
AIR	Relative to air.
ANT	Before.
APP	Approach control.
APR	After...(time or place).
ARFOR	Area forecast.
ARR	Arrive (or arrival).
AS	Altostratus.
ASC	I am ascending (to... figures and units) height above...(datum)).
ATC	Air traffic control (in general).
ATP	At...(time or place).
AWY	Airway.
BABS	Beam approach beacon system.
BCST	Broadcast.
BOH	Break-off height.
BRF	Short (used to indicate the type of approach desired or required).
BTN	Between.
CB	Cumulonimbus.
CC	Cirrocumulus.
CEN	Degrees centigrade.
CI	Cirrus.
CLA	Clear type of ice formation.
CLR	Cleared to...
CS	Cirrostratus.
CTA	Control area.
CTR	Control zone.
CU	Cumulus.
DB	I cannot give you a bearing. You are not in the calibrated sector of this station.
DC	The minimum of your signal is suitable for the bearing.
DCT	Direct (in relation to flight plan clearances and type of approach).
DES	I am descending (to... (figures and units) height above...(datum)).
DF	Your bearing at...hours was...degrees in the doubtful sector of this station, with a possible error of...degrees.
DG	Please advise me if you note an error in the bearing given.
DI	Bearing doubtful in consequence of the bad quality of your signal.
DJ	Bearing doubtful because of interference.
DO	Bearing doubtful. Ask for another bearing later (or at...hours).
DP	Possible error of bearing may amount to... degrees.
DRT	Keep straight ahead.
DS	Adjust your transmitter, the minimum of your signal is too broad.
DT	I cannot furnish you with a bearing, the minimum of your signal is too broad.
DU	Position not guaranteed.
DY	This station is not able to determine the sense of the bearing. What is your approximate direction relative to this station?
DZ	Your bearing is reciprocal. (To be used only by the control station of a group of direction-finding stations when it is addressing stations of the same group.

SECTION A - DECODE

ABBREVIATION OR SYMBOL	SIGNIFICATION
E	East or Eastern longitude.
ER	Here... Aeronautical Note: In the international aeronautical telecommunication service ER may also be used to indicate Herewith...
ERB	Landing off a runway is permitted.
ETA	Estimated time of arrival.
ETD	Estimated time of departure.
ETI	The information is estimated.
FAH	Degrees Fahrenheit.
FBL	Light (used to qualify icing, turbulence, interference or static reports.
FIFOR	Flight forecast.
FIR	Flight information region.
FL	The indication of vertical distance is given as flight level reference number.
FLT	Flight.
FNA	Final approach.
FOT	Units of English system.
FS	Full stop landing.
FT	Feet (dimensional unit).
GCA	Ground controlled approach system.
GEO	Geographic or true.
GMT	Greenwich mean time.
GND	Relative to ground.
HBN	Hazard beacon.
HEL	Helicopter.
HF	High frequency (3,000 to 30,000 kHz.).
HR	Hours (period of time).
IAR	Intersection of air routes.
ID	Identification.
IFR	Instrument flight rules.
ILS	Instrument landing system.
IMI	Interrogation sign (question mark) (..--..).
IMT	Immediately.
INA	Initial approach.
INF	Below...
INP	If not possible.
INS	Inches (dimensional unit).
IR	Ice on runway.
IRL	Intersection of range legs.
IVB	If forward visibility is less than...(figures and units).
IVR	If forward flight visibility remains... (figures and units).
KC, KCS, kHz	Kilocycles/kilohertz per second.
KG	Kilograms.
KM	Kilometers.
KMH	Kilometers per hour.
KT	Knots.
LB	Pounds (weight).
LEFT	Left (direction of turn).
LF	Low frequency (30 to 300 kHz.).
LNG	Long (used to indicate the type of approach desired or required).
LRG	Long range.
LSA	Low intensity approach lighting system.
LSB	High intensity approach lighting system.
M	Meters.
MAG	Magnetic.
MB	Millibars.
MC, MCS or MHz	Megacycles/megahertz per second.
MER	The indication of vertical distance is given as TRUE height above mean sea level (e.g. after applying the correction for ambient temperature to the altitude reading of a pressure altimeter set to QNH).
MET	Meteorological.
MF	Medium frequency (300 to 3,000 kHz.).
MKR	Marker radio beacon.
ML	Statute mile(s).
MN	Minute (or minutes).
MNTN	Maintain.
MOD	Moderate (used to qualify icing, turbulence, interference or static reports).

SECTION A - DECODE

ABBREVIATION OR SYMBOL	SIGNIFICATION
MPH	Statute miles per hour.
MRG	Medium range.
MS	Minus.
MSL	The indication of vertical distance is given as the reading, without correction for ambient temperature, of a pressure altimeter set to QNH.
MTU	Metric units.
MX	Mixed type of ice formation (white and clear).
N	North latitude. (To be used only with figures indicating latitude, e.g. 4730N.) Aeronautical Note: In the maritime mobile service, the abbreviation N signifies No and is used in that service to give a negative sense to Q signals.
NDB	Non-directional radio beacon.
NE	North-East.
NIL	I have nothing to send to you.
NM	Nautical mile(s).
NML	Normal.
NO	No.
NORTH	North (cardinal point of direction).
NR	Number.
NS	Nimbostratus.
NW	North-West.
OPA	White type of ice formation.
OPC	The control indicated is Operational Control.
ORD	Indication of an order.
PLA	Practice low approach.
PP	Descent through cloud (procedure).
PRES	The indication of vertical distance is (or is to be) replaced by the indication of the pressure, expressed in millibars, at the level and the position of the aircraft.
PREVU	The information refers to forecast and not to present conditions.
PSGR	Passenger(s).
PS	Plus.
PTN	Procedure turn.
QUAD	Quadrant.
RAD	The control referred to is Radio Control.
RCA	Reach cruising altitude.
RDO	Radio.
REP	Reporting point.
RITE	Right (direction of turn).
RNG	Radio range.
RNWY	Runway.
ROFOR	Route forecast.
RON	Receiving only.
RP	Rapid.
RTT	Radioteletypewriter.
RUT	Standard regional route transmitting frequencies.
S	South or Southern latitude.
SAP	As soon as possible.
SC	Stratocumulus.
SE	South-East.
SEV	Severe (used to qualify icing and turbulence reports).
SIA	Standard instrument approach.
SID	Standard instrument departure.
SKED	Schedule.
SLW	Slow.
SOL	The indication of vertical distance is given as the reading, without correction for ambient temperature, of a pressure altimeter set to QFE. (The abbreviation should only be used in the vicinity of the station which provided the QFE setting.)
SRG	Short range.
ST	Stratus.
STA	Straight in approach.

SECTION A - DECODE

ABBREVIATION OR SYMBOL	SIGNIFICATION
STD	The indication of vertical distance is given as the reading, without correction for ambient temperature, of a pressure altimeter having the sub-scale set to 1013.2 millibars (29.92 inches).
SUP	Above...
SW	South-West.
TAF	Abbreviated aerodrome forecast.
TAFOR	Aerodrome forecast.
TER	The indication of vertical distance is given as TRUE height above official aerodrome level (e.g. after applying the correction for ambient temperature to the vertical distance reading of a pressure altimeter set to QFE).
TFZ	Traffic zone.
TGL	Touch and go landing.
TIL	Until.
TIP	Until past...(place).
TO	To...(place).
TRB	It is not necessary to keep to the runways and taxiways after landing.
TT	Teletype(writer).
TWR	Aerodrome control.
UAB	Until advised by...
UFN	Until further notice.
VAN	Runway control van.
VIA	By way of...
VIO	Heavy (used to qualify interference or static reports).
VFR	Visual flight rules.
VHF	Very high frequency (30,000 kHz. to 300 MHz.).
VLR	Very long range.
VOR	VHF omnidirectional radio range.
VSA	By visual reference to the ground.
W	West or Western longitude.
WX	Weather.
XS	Atmospheric.
YD	Yards.
YR	Your.

MISCELLANEOUS ABBREVIATIONS AND SYMBOLS

SECTION B - ENCODE

SIGNIFICATION	ABBREVIATION OR SYMBOL
A	
Abbreviated aerodrome forecast	TAF
Above...	SUP
Adjust your transmitter, the minimum of your signal is too broad.	DS
Advise.	ADZ
Aero form of the International Code.	AERO
Aerodrome.	AD
Aerodrome control.	TWR
Aerodrome forecast.	TAFOR
After...(time or place).	APR
Again.	AGN
Relative to air.	AIR
Aircraft.	ACFT
Air traffic control (in general).	ATC
Airway.	AWY
Altocumulus.	AC
Altostratus.	AS
Approach control.	APP
Area control.	ACC
Area forecast.	ARFOR
Arrive (or arrival).	ARR
As soon as possible.	SAP
At...(time or place).	ATP
Atmospherics.	XS
B	
Beam approach beacon system.	BABS
Bearing doubtful. Ask for another bearing later (or at...hours).	DO
Bearing doubtful because of interference.	DJ
Bearing doubtful in consequence of the bad quality of your signal.	DI
Before.	ANT
Below...	INF
Between.	BTN
Break-off height.	BOH
Broadcast.	BCST
By visual reference to the ground.	VSA
By way of...	VIA
C	
Cirrocumulus.	CC
Cirrostratus	CS
Cirrus.	CI
Clear type of ice formation.	CLA
Cleared to...	CLR
Control area.	CTA
Control zone.	CTR
Cumulonimbus.	CB
Cumulus.	CU
D	
Degrees centigrade.	CEN
Degrees Fahrenheit.	FAH
Descent through cloud (procedure).	PP
Direct (in relation to flight plan clearances and type of approach).	DCT
E	
East or Eastern longitude.	E
Estimated time of arrival.	ETA
Estimated time of departure.	ETD
F	
Feet (dimension unit).	FT
Final approach.	FNA
Flight.	FLT
Flight forecast.	FIFOR
Flight information region.	FIR
Full stop landing.	FSL
G	
Geographic or true.	GEO
Greenwich mean time.	GMT
Ground controlled approach system.	GCA
H	
Hazard beacon.	HBN
Heavy (used to qualify interference or static reports).	VIO
Helicopter.	HEL
Here...Aeronautical Note: In the international aeronautical telecommunication service ER may also be used to indicate	
Herewith...	ER

SECTION B - ENCODE

SIGNIFICATION	ABBREVIATION OR SYMBOL
High frequency (3,000 to 30,000 kHz.)	HF
High intensity approach lighting system.	HSB
Hours (period of time).	HR
I	
I am ascending (to... (figures and units) height above...(datum)).	ASC
I am descending (to... (figures and units) height above...(datum)).	DES
I cannot furnish you with a bearing, the minimum of your signal is too broad.	DT
I cannot give you a bearing. You are not in the calibrated sector of this station.	DB
Ice on the runway.	IR
Identification.	ID
If forward flight visibility remains..(figures and units).	IVR
If forward visibility is less than... (figures and units).	IVB
I have nothing to send to you.	NIL
Indication of an ord...	ORD
If not possible.	IXP
Immediately.	IMT
Inches (dimensional unit).	INS
Initial approach.	IA
Instrument flight rules.	IFR
Instrument landing system.	ILS
Interrogation sign (question mark) (..--..).	INT
Intersection of air routes.	IAR
Intersection of range legs.	IRL
It is not necessary to keep to the runways and taxiways after landing.	IRB
K	
Keep straight ahead.	DRT
Kilocycles/kilohertz per second.	KC, KCS, kHz
Kilograms.	KG
Kilometers.	KM
Kilometers per hour.	KMH
Knots.	KT
L	
Landing off a runway is permitted.	ERB
Left (direction of turn).	LEFT
Light (used to qualify icing, turbulence, interference or static reports).	FBL
Long (used to indicate the type of approach desired or required).	LNG
Long range.	LRG
Low frequency (30 to 300 kHz.).	LF
Low intensity approach lighting system.	LSA
M	
Magnetic.	MAG
Maintain.	MNTN
Marker radio beacon.	MKR
Medium frequency (300 to 3000 kHz).	MF
Medium range.	MRG
Megacycles/megahertz per second.	MC, MCS or MHz
Meteorological.	MET
Meters	M
Metric units.	MTU
Millibars.	MB
Minus.	MS
Minute (or minutes).	MN
Mixed type of ice formation (white and clear).	MX
Moderate (used to qualify icing, turbulence, interference or static reports).	MOD
N	
Nautical mile(s).	NM
Nimbostratus.	NS
No.	NO
Non-directional radio beacon.	NDB
Normal.	NML
North (cardinal point of direction).	NORTH

SECTION B - ENCODE

SIGNIFICATION	ABBREVIATION OR SYMBOL
North-East.	NE
North latitude. (to be used only with figures indicating latitude, e.g. 4730N.) Aeronautical Note: In the maritime mobile service, the abbreviation N signifies No and is used in that service to give a negative sense to Q signals.	N
North-West.	NW
Number.	NR
Non-directional radio beacon.	NDB
P	
Passenger(s).	PSGR
Please advise me if you note an error in the bearing given.	DG
Plus.	PS
Position not guaranteed.	DU
Possible error of bearing may amount to... degrees.	DP
Pounds (weight)	LB
Practice low approach.	PLA
Procedure turn.	PTN
Q	
Quadrant.	QUAD
R	
Radio.	RDO
Radio range.	RNG
Radio teletypewriter.	RTT
Rapid.	RP
Reach cruising altitude.	RCA
Receiving only.	RON
Relative to air.	AIR
Relative to ground.	GND
Reporting point.	REP
Right (direction of turn).	RITE
Route forecast.	ROFOR
Runway.	RNWY
Runway control van.	VAN
S	
Schedule.	SKED
Severe (used to qualify icing and turbulence reports).	SEV
Short (used to indicate the type of approach desired or required).	BRF
Short range.	SRG
Slow.	SLW
South or Southern latitude.	S
South-East.	SE
South-West.	SW
Standard instrument approach.	SIA
Standard instrument departure.	SID
Standard regional route transmitting frequencies.	RUT
Statute mile(s).	ML
Statute miles per hour.	MPH
Straight in approach.	STA
Stratocumulus.	SC
Stratus.	ST
T	
Teletypewriter.	TT
The control indicated is Operational Control.	OPC
The control referred to is Radio Control.	RAD
The indication of vertical distance is given as flight level reference number.	FL
The indication of vertical distance is given as the reading without correction for ambient temperature, of a pressure altimeter having the subscale set to 1013.2 millibars (29.92 inches).	STD
The indication of vertical distance is given as TRUE height above official aerodrome level (e.g. after applying the correction for ambient temperature to the vertical distance reading of a pressure altimeter set to QFE).	TER

SECTION B - ENCODE

SIGNIFICATION	ABBREVIATION OR SYMBOL
The indication of vertical distance is (or is to be) replaced by the indication of the pressure, expressed in millibars, at the level and the position of the aircraft.	PRES
The indication of vertical distance is given as TRUE height above mean sea level (e.g. after applying the correction for ambient temperature to the altitude reading of a pressure altimeter set to QNH).	MER
The information is estimated.	ETI
The information refers to forecast and not to present conditions.	PREV
The indication of vertical distance is given as the reading, without correction for ambient temperature, of a pressure altimeter set to QFE. (The abbreviation should only be used in the vicinity of the station which provided the QFE setting.)	SOL
The minimum of your signal is suitable for the bearing.	DC
This station is not able to determine the sense of the bearing.	
What is your approximate direction relative to this station?	DY
TO...(place).	TO
Touch and go landing.	TGL
Traffic zone.	TFZ
U	
Units of English system.	FOT
Until.	TIL
Until advised by...	UAB
Until further notice.	UFN
Until past...(place).	TIP
V	
Very high frequency (30,000 kHz to 300 MHz).	VHF
VHF omnidirectional radio range.	VOR
Very long range.	VLR
Visual flight rules.	VFR
W	
Weather.	WX
West or Western longitude.	W
White type of ice formation.	OPA
Y	
Yards.	YD
Your.	YR
Your bearing at... hours was...degrees in the doubtful sector of this station, with a possible error of... degrees.	DF
Your bearing is reciprocal. (To be used only by the Control Station of a group of direction-finding stations when it is addressing stations of the same group).	DZ