# CHAPTER 4

# MISCELLANEOUS ABBREVIATIONS AND SYMBOLS

ABBREVIA- TION OR SYMBOL	SIGNIFICATION	ABBREVIA'- TION OR SYMBOL	SIGNIFICATION
AC	Altocumulus.	DCT	Direct (in relation to
AAC	Area control.		flight plan clearances
ACFT	Aircraft.		and type of approach).
AD	Aerodrome.	DES	I am descending (to
ADZ	Advise.		(figures and units)
AERO	Aero form of the		height above(datum)).
	International Code.	DF	Your bearing athours
AGN	Again.		wasdegrees in the
AIR	Relative to air.		doubtful sector of this
ANT	Before.		station, with a possible
APP	Approach control.		error ofdegrees
APR	After(time or place).	DG	Please advise me if you
ARFOR	Area forecast.		note an error in the
ARR	Arrive (or arrival).		bearing given.
AS	Altostratus.	DI	Bearing doubtful in
ASC	I am ascending (to		consequence of the had
	figures and units)	L	quality of your signal.
	height above(datum)).	DJ	Bearing doubtful because
ATC	Air traffic control	1	of interference.
	(in general).	DO	Bearing doubtful. Ask
ATP	At(time or place).		for another bearing
AWY	Airway .	7.7	later (or athours).
D.1DG	D	DP	Possible error of bear-
BABS	Beam approach beacon		ing may amount to
DOCT	system.	DD.T	degrees.
BCST	Broadcast. Break-off height.	DRT DS	Keep straight ahead. Adjust your transmitter,
BOH BRF	Short (used to indicate	דע	the minimum of your
DRF	the type of approach		signal is too broad.
	desired or required).	DT	I cannot furnish you
BTN	Between.		with a bearing, the
DIN			minimum of your signal
CB	Cumulonimbus.		is too broad.
CC	Cirrocumulus.	DU	Position not guaranteed.
CEN	Degrees centigrade.	DY	This station is not
οτ	Cirrus.		able to determine the
CLA	Clear type of ice		sense of the bearing.
	formation.		What is your approximate
CLR	Cleared to		direction relative to
CS	Cirrostratus.		this station?
CTA	Control area.	DZ	Your bearing is recip-
CTR	Control zone.		rocal. (To be used only
CU	Cumulus.		by the control station
			of a group of direction-
DB	I cannot give you a		finding stations when it
	bearing. You are not		is addressing stations
	in the calibrated		of the same group.
DO	sector of this station.		
DC	The minimum of your		
	signal is suitable for	}	
	the bearing.		
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ABBREVIA- TION OR	SIGNIFICATION	ABBREVIA- TION OR	SIGNIFICATION
SYMBOL	······································	SYMBOL	
E	East or Eastern	INP	If not possible.
	longitude.	INS	Inches (dimensional
ER	Here	1113	unit).
<b></b>	Aeronautical Note:	IR	Ice on runway.
	In the international	ÎRL	Interposition of many
	aeronautical tele-	1 1112	Intersection of range
	communication service	IVB	legs.
	ER may also be used	1	If forward visibility
	to indicate Herewith	İ	is less than(figures
ERB	Landing off a runway	IVR	and units).
LA CO	is permitted.	TAU	If forward flight
ETA	Estimated time of	1	visibility remains
DIA			(figures and units).
DOD.	arrival.	VC VCC	V43
ETD	Estimated time of	KC, KCS,	Kilocycles/kilohertz
	departure.	kHz	per second.
ECI	The information is	KG	Kilograms.
	estimated.	KM	Kilometers.
		KMH	Kilometers per hour.
FAH	Degrees Fahrenheit.	KT	Knots.
FBL	Light (used to qualify	Ì	
	icing, turbulence,	LB	Pounds (weight).
	interference or	LEFT	Left (direction of turn
	static reports.	LF	Low frequency (30 to
FIFOR	Flight forecast.		300 kHz.).
FIR	Flight information	LNG	Long (used to indicate
	region.		the type of approach
FL	The indication of	İ	desired or required).
	vertical distance	LRG	Long range.
	is given as flight	ISA	Low intensity approach
	level reference number.		lighting system.
FLT	Flight.	LSB	High intensity approach
FNA	Final approach.		lighting system.
FOT	Units of English system.	İ	
Fg-	Full stop landing.	м	Meters.
FT	Feet (dimensional unit).	MAG	Magnetic.
		MB	Millibars.
GCA	Ground controlled	MC, MCS or	
	approach system.	MHz	Megacycles/megahertz per second.
GEO	Geographic or true.	MER	The indication of ver-
GMT	Greenwich mean time.	FIER	
GND	Relative to ground.	1	tical distance is
GND	Relative to ground.	·	given as TRUE height
HBN	Hanned hanne		above mean sea level
	Hazard beacon.		(e.g. after applying
HEL	Helicopter.		the correction for
HF	High frequency (3,000	1	ambient temperature
	to 30,000 kHz.).		to the altitude reading
HIR	Hours (period of time).		of a pressure altimeter
IAR	Intersection of air	MET	set to QNH).
- 70.0	routes.	MF	Meteorological.
ID	Identification.	1 ***	Medium frequency (300
TFR	Instrument flight rules.	MKR	to 3,000 kHz.).
			Marker radio beacon.
<u>ILS</u>	Instrument landing system.	ML	Statute mile(s).
IMI	Interrogation sign	MN	Minute (or minutes).
T)(T)	(question mark) ().	MNTN	Maintain.
IMT	Immediately.	MOD	Moderate (used to
T 3 7 A			
INA INF	Initial approach. Below		qualify icing, turbu- lence,interference or

	SECTION A	- DECODE	
ABBREVIA- TION OR SYMBOL	SIGNIFICATION	ABBREVIA- TION OR SYMBOL	SIGNIFICATION
		1	
MPH	Statute miles per hour.	PREVU	The information refers to forecast and not to
MRG	Medium range.	1	present conditions.
MS	Minus.	PSGR	Passenger(s).
MSL	The indication of ver-	PS	Plus.
	tical distance is given	PTN	
	as the reading, without	* * * * * * * * * * * * * * * * * * *	Procedure turn.
	correction for ambient	QUAD	0
	temperature, of a pres-	GOYD.	Quadrant.
	sure altimeter set to	DAD	ms .
	QNH.	RAD	The control referred to
MTU	Metric units.	DO4	is Radio Control.
MX		RCA	Reach cruising alti-
ria.	Mixed type of ice for-	220	tude.
	mation (white and clear).	RDO	Radio.
N	Manual 2 444 2 (m. 5	REP	Reporting point.
N	North latitude. (To be	RITE	Right (direction of
	used only with figures		turn).
	indicating latitude, e.g.	RNG	Radio range.
	4730N.) Aeronautical Note:	RNWY	Runway.
	In the maritime mobile	ROFOR	Route forecast.
	service, the abbreviation	RON	Receiving only.
	N signifies No and is	RP	Rapid.
	used in that service to	RTT	Radioteletypewriter.
	give a negative sense	RUT	Standard regional
MDD	to Q signals.	1	route transmitting
NDB	Non-directional radio		frequencies.
V.	beacon.		-
NE	North-East.	S	South or Southern lati-
NIL	I have nothing to send		tude.
1174	to you.	SAP	As soon as possible.
NM NML	Nautical mile(s).	SC	Stratocumulus.
NO NO	Normal.	SE	South-East.
NORTH	No.	SEV	Severe (used to qualify
NONIN	North (cardinal point	1	icing and turbulence
NR	of direction).		reports).
NS	Number.	SIA	Standard instrument
NW	Nimbostratus.		approach.
TA M.	North-West.	SID	Standard instrument
OPA	Mod 4 a 4 ann		departure.
UFA	White type of ice formation.	SKED	Schedule.
OPC		SLW	Slow.
UFU	The control indicated	SOL	The indication of ver-
ORD	is Operational Control.		tical distance is given
UND	Indication of an order.		as the reading, without
PLA	Dunakia. 1		correction for ambient
PLA PP	Practice low approach.		temperature, of a pres-
PP	Descent through cloud		sure altimeter set to
DD DC	(procedure).		QFE. (The abbreviation
PRES	The indication of		should only be used in
	vertical distance is		the vicinity of the
	(or is to be) replaced		station which provided
	by the indication of	l	the QFE setting.)
	the pressure, expressed	SRG	Short range.
	in millibars, at the	ST	Stratus.
	level and the position	STA	St. aight in approach.
	of the aircraft.		
		1	

ABBREVIA- TION OR SYMBOL	SIGNIFICATION	ABBREVIA- TION OR SYMBOL	SIGNIFICATION
STD	The indication of ver-	WX	Weather.
	tical distance is given as the reading.	VO.	
	without correction for	XS	Atmospheric.
	ambient temperature, of	YD	Yards.
	a pressure altimeter	YR	Your.
	having the sub-scale		
	set to 1013.2 millibars (29.92 inches).		
SUP	Above		
SW	South-West.		
TAF	Abbreviated aerodrome		
# 450p	forecast.		
lafor Ter	Aerodrome forecast.		
I EA	The indication of vertical distance is		
	given as TRUE height		
	above official aero-		
	drome level (e.g.		
	after applying the correction for ambient		
	temperature to the		
	vertical distance read-		
	ing of a pressure alti-		
7179	meter set to QFE).		
TFZ TGL	Traffic zone. Touch and go landing.		
riL	Until.		
rip	Until past(place).		
ro	To(nlace).		
rrb	It is to the cessary to		
٠.	keep to wee runways and taxi mays after		
	landing.		
ГŤ	Teletype licr.		
rwr	Aerodrome control.		
UAB	Until advised by		
UFN	Until further notice.		
VAN	Runway control van.		
VIA VIO	By way of Heavy (used to qualify		
110	interference or static		
	reports).		
VFR	Visual flight rules.		
VHF	Very high frequency		
	(30,000 kHz. to 300		
VĹR	MHz.). Very long range.		
VOR	VHF omnidirectional		
	radio range.		
VSA	By visual reference to the ground.		
i	West or Western		
•	longitude.	I	

#### MISCELLANEOUS ABBREVIATIONS AND SYMBOLS

SIGNIFICATION	ABBREVIA- TION OR	SIGNIFICATION	ABBREVIA- TION OR
A	SYMBOL	C	SYMBOL
Abbreviated aerodrome		Cirrocumulus.	CC
forecast	TAF	Cirrostratus	CS
Above	SUP	Cirrus.	CI
Adjust your transmit-	5,51	Clear type of ice	C1
ter, the minimum of		formation.	CLA
your signal is too		Cleared to	CLR
broad.	DS	Control area.	
Advise.	ADZ	Control zone.	CTA
Aero form of the	KD L	Cumulonimbus.	CTR CB
International Code.	AERO	Cumulus.	
Acrodrome.	AD	oumurus.	CU
Aerodrome control.	TWR	D	
Aerodrome forecast.	TAFOR	Degrees centigrade.	CEN
After(time or place).		Degrees Fahrenheit.	CEN
Again.	AGN	Descent through cloud	FAH
Relative to air.	AIR	(procedure).	DD.
Aircraft.	ACFT	Direct (in relation to	PP
Air traffic control	AOLI		
(in general).	ATC	flight plan clearances	Dom
Airway.	AWY	and type of approach).	DCT
Altocumulus.	AC	D.	
Altostratus.	AS	E Pack on Pack our law of	
Approach control.	APP	East or Eastern longi- tude.	_
Area control.	ACC	1	E
Area forecast.	ARFOR	Estimated time of	
Arrive (or arrival).	ARR	arrival.	ETA
As soon as possible.		Estimated time of	
At(time or place).	SAP	departure.	ETD
Atmospherics.	ATP	_	
Atmospherics.	XS	F	
В		Feet (dimension unit).	FT
Beam approach beacon		Final approach.	FNA
system.	BABS	Flight.	FLT
Bearing doubtful. Ask	DADS	Flight forecast.	FIFOR
for another bearing		Flight information	
later (or athours).	DO	region.	FIR
Bearing doubtful be-	DO	Full stop landing.	FSL
cause of interference.	DJ		
Bearing doubtful in	טע	G	
consequence of the bad		Geographic or true.	GEO
quality of your signal.	DI	Greenwich mean time.	GMT
Before.	ANT	Ground controlled	
Below	INF	approach system.	GCA
Between.	BTN	<u>,,</u>	
Break-off height.	BOH	H	
Broadcast.	BCST	Hazard beacon.	HBN
By visual reference to	DC3 I	Heavy (used to qualify	
the ground.	VSA	interference or static	****
By way of	VIA	reports).	VIO
25 way ot	VIA	Helicopter.	HEL .
		HereAeronautical	
		Note: In the inter-	
		national aeronautical	
		telecommunication	
		service ER may also be	
		used to indicate	TIP.
		Herewith	ER

SIGNIFICATION	ABBREVIA- TION OR SYMBOL	SIGNIFICATION	ABBREVIA- TION OR SYMBOL
High frequency (3,000 to 30,000 kHz.) High intensity approach	нғ	Kilometers per hour. Knots.	KMH KT
lighting system.	1.SB	L	
Hours (period of time).	HR .	Landing off a runway	
I		is permitted. Left (direction of	ERB
I am ascending (to		turn).	LEFT
(figures and units)		Light (used to qualify	
height above(datum)).	ASC	icing, turbulence, in-	
I am descending (to (figures and units)		terference or static reports).	FBL
height above(datum)).	DES	Long (used to indicate	LDL
I cannot furnish you		the type of approach	
with a bearing, the	,	desired or required).	LNG
minimum of your signal is too broad.	DT	Long range.	LRG
I cannot give you a	וע	Low frequency (30 to 300 kHz.).	LF
bearing. You are not		Low intensity approach	<b>111</b>
in the calibrated		lighting system.	LSA
sector of this station.	DB	W	
Ice on the runway. Identification.	1R ID	M Magnetic.	MAG
If forward flight visi-		Maintain.	MNTN
bility remains(fig-		Marker radio beacon.	MKR
ures and units).	IVR	Medium frequency (300	
If forward visibility is less than		to 3000 kHz). Medium range.	MF MRG
(figures and units).	IVB	Megacycles/megahertz	MC, MCS or
I have nothing to send		per second.	MHz
to you.	NIL	Meteorological.	MET
Indication of an ord If not possible.	ORD inp	Meters	M
Immediately.	TMT	Metric units. Millibars.	MTU MB
Inches (dimensional	-	Minus.	MS
unit).	INS	Minute (or minutes).	MN
Initial approach.	17	Mixed type of ice for-	
Instrument flight rules. Instrument landing	I FR	mation (white and clear).	мх
system.	TIS	Moderate (used to	FIA
Interrogation sign		qualify icing, tur-	
(question mark) ().	IMI	bulence, interference	
Intersection of air routes.	IAR	or static reports).	MOD
Intersection of range	-701	N	
legs.	IRL	Nautical mile(s).	NM
It is not necessary to		Nimbostratus.	NS
keep to the runways and taxiways after landing.	rrb	No.	NO
caximays at cer. randing.	1110	Non-directional radio beacon.	NDB
K		Normal.	NML
Keep straight ahead. Kilocycles/kilohertz	DRT	North (cardinal point	
per second;	KC, KCS,	of direction).	NORTH
Kilograms.	KIIZ KG		
Kilometers.	KM		

SIGNIFICATION	ABBREVIA- TION OR SYMBOL	SIGNIFICATION	ABBREVIA- TION OR SYMBOL
North-East. North latitude. (to be used only with figures indicating latitude, e.g. 4730N.) Aeronnautical 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. North-West. Number. Non-directional radio beacon.  P Passenger(s). Please advise me if you note an error in the bearing given. Plus. Position not guaranteed. Possible error of bearing may amount to degrees. Pounds (weight) Practice low approach. Procedure turn.  Q Quadrant.  R Radio. Radio range. Radio teletypewriter.	TION OR	Short (used to indicate the type of approach desired or required). Short range. Show. South or Southern latitude. South-East. South-West. Standard instrument approach. Standard instrument departure. Standard regional route transmitting frequencies. Statute mile(s). Statute mile(s). Statute miles per hour. Straight in approach. Stratocumulus. Stratus.  T Teletypewriter. The control indicated is Operational Control. The control referred to is Radio Control. The indication of vertical distance is given as flight level reference number. The indication of vertical distance is given as the reading without correction for ambient temperature.	
Rapid. Reach cruising altitude. Receiving only. Relative to air. Relative to ground. Reporting point. Right (direction of turn). Route forecast. Runway. Runway control van.  S Schedule. Severe (used to qualify icing and turbulence reports).	RP RCA RON AIR GND REP RITE ROFOR RNWY VAN SKED	of a pressure alti- meter having the sub- scale set to 1013.2 millibars (29.92 inches). The indication of ver- tical 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).	STD TER

SIGNIFICATION	ABBREVIA-	SIGNIFICATION	ABBREVIA-
	TION OR SYMBOL		TION OR SYMBOL
The indication of ver-		V hd sh. Grannanay	
tical distance is (or		Very high frequency	
is to be) replaced by the indication of the		(30,000 kHz to 300 MHz).	VHF
pressure, expressed in		VHF omnidirectional	
millibars, at the level	}	radio range.	VOR
and the position of		Very long range.	VLR
the aircraft.	PRES	Visual flight rules.	VFR
The indication of ver-		, u	
tical distance is		Weather.	WX
given as TRUE height above mean sea level		West or Western longi-	War
(e.g. after applying		tude.	W
the correction for		White type of ice	
ambient temperature		formation.	OPA
to the altitude read-			
ing of a pressure		Y	vn
altimeter set to	MDD	Yards.	YD YR
QNH). The information is	MER	Your. Your bearing at	***
estimated.	ETI	hours wasdegrees	
The information re-	211	in the doubtful sector	
fers to forecast and		of this station, with	
not to present con-		a possible error of	
ditions.	PREV	degrees.	DF
The indication of ver-		Your bearing is reci-	
tical distance is		procal. (To be used only by the Control	
given as the reading, without correction		Station of a group of	
for ambient tempera-		direction-finding	
ture, of a pressure		stations when it is	
altimeter set to QFE.		addressing stations	
(The abbreviation shoul	d	of the same group).	DZ
only be used in the		ì	
vicinity of the station		1	
which provided the QFE setting.)	SOL		
The minimum of your	- <del></del>	l	
signal is suitable for			
the bearing.	DC	1	
This station is not			
able to determine the			
sense of the bearing. What is your approxi-			
mate direction relative	·		
to this station?	DY		
TO(place).	TO		
Touch and go landing.	TGL		
Traffic zone.	TFZ		
U Umida a C. English			
Units of English	FOT		
system. Until.	TIL		
Until advised by	UAB		
Until further notice.	UFN		
Until past(place).	TIP	1	