# GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

## A

| | |
|---|---|
| A/A | Air-to-air |
| AAD | Assigned altitude deviation |
| AAIM | Aircraft autonomous integrity monitoring |
| AAL | Above aerodrome level |
| AASL* | Airport & Aviation Services (Sri Lanka) Limited |
| ABI | Advance boundary information |
| ABM | Abeam |
| ABN | Aerodrome beacon |
| ABT | About |
| ABV | Above |
| AC | Altocumulus |
| ACARS | Aircraft communication addressing and reporting system |
| ACAS | 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 |
| ADS-B | Automatic Dependent Surveillance-B |
| ADS-C | Automatic Dependent Surveillance-C |
| ADVS | Advisory service |
| ADZ | Advise |
| AES | Aircraft earth station |
| AFIL | Flight plan filed in the air |
| AFIS | Aerodrome flight information service |
| AFS | Aeronautical fixed service |
| AFT | After...(time or place) |
| AFTN | Aeronautical fixed telecommunication network |
| A/G | Air-to-ground |
| AGA | Aerodromes, air routes and ground aids |
| AGL | Above ground level |
| AGN | Again |
| AIC | Aeronautical information circular |
| AIDC | Air traffic services interfacility data communications |
| AIP | Aeronautical Information Publication |
| AIRAC | Aeronautical Information regulation and control |
| AIREP | Air report |
| AIRMET | Information concerning en-route weather phenomena which may affect the safety low –level aircraft operations |
| AIS | Aeronautical information services |
| ALA | Alighting area |
| ALERFA | Alert phase |
| ALR | Alerting (message type designator) |
| ALRS | Alerting service |
| ALS | Approach lighting system |
| ALT | Altitude |
| ALTN | Alternate or alternating (light alternates in colour) |
| ALTN | Alternate (aerodrome) |
| AMA | Area minimum altitude |
| AMD | Amend or amended |
| AMDT | Amendment (AIP Amendment) |
| AMS | Aeronautical mobile service |
| AMSL | Above mean sea level |
| AMSS | Aeronautical mobile satellite service |
| ANC | Aeronautical chart-1:500 000 (followed by name /title) |
| ANCS | Aeronautical navigation chart – small scale (followed by name/title) |
| ANS | Answer |
| ANSP* | Air Navigation Service Provider |
| ANSD* | Air navigation services division |
| AOC | Aerodrome obstacle chart (followed by type and name/title) |
| AP | Airport |
| APAPI | Abbreviated precision approach path indicator |
| APCH | Approach |
| APDC | Aircraft parking/docking chart (followed by name/title) |
| APN | Apron |

| | |
|---|---|
| APP | Approach control officer or approach control or approach control service |
| APR | April |
| APRX | Approximate or approximately |
| APSG | After passing |
| APV | Approve or approved or approval |
| ARC | Area chart |
| ARNG | Arrange |
| ARO | Air traffic services reporting office |
| ARP | Aerodrome reference point |
| ARP | Air-report (message type designator) |
| ARQ | Automatic error correction |
| ARR | Arrive or arrival |
| ARR | Arrival (message type designator) |
| ARS | Special air-report (message type designator) |
| ARST | Arresting [ specify (part of) aircraft arresting equipment] |
| AS | Altostratus |
| ASC | Ascend to or ascending to |
| ASDA | Accelerate-stop distance available |
| ASE | Altimetry system error |
| ASPEEDG | Airspeed gain |
| ASPEEDL | Airspeed loss |
| ASPH | Asphalt |
| ASTO* | Aeroshell turbine oil |
| ATA | Actual time of arrival |
| ATC | Air traffic control (in general) |
| ATD | Actual time of departure |
| ATFM | Air traffic flow management |
| ATFMU | Air traffic flow management unit |
| ATIS | Automatic terminal information service |
| ATM | Air traffic management |
| ATN | Aeronautical telecommunication Network |
| ATP | At….(time or place) |
| ATS | Air traffic services |
| ATTN | Attention |
| AT-VASIS | Abbreviated T visual approach slope indicator system |
| ATZ | Aerodrome traffic zone |
| AUG | August |
| AUTH | Authorized or authorization |
| 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 | Barometric vertical navigation |
| BASE | Cloud base |
| BCFG | Fog patches |
| BCN | Beacon |
| BCST | Broadcast |
| BDRY | Boundary |
| BECMG | Becoming |
| BFR | Before |
| BIAC* | Bandaranaike international airport Colombo |
| BKN | Broken |
| BLDG | Building |
| BLO | Below clouds |
| BLW | Below |
| BOMB | Bombing |
| BOBCAT | Bay of Bengal cooperative ATFM system |
| BR | Mist |
| BRG | Bearing |
| BRKG | Braking |
| BTL | Between layers |
| BTN | Between |

## C

| | |
|---|---|
| …C | Centre (preceded by runway designation number to identify a parallel runway) |
| C | Degrees Celsius (Centigrade) |
| CAT | Category or Clear air turbulence |
| CAASL* | Civil Aviation Authority of Sri Lanka |
| CAVOK | Visibility, cloud and present weather better than prescribed values or conditions |
| CB | Cumulonimbus |
| CC | Cirrocumulus |
| CD | Candela |
| CDN | Coordination (message type designator) |
| CF | Change frequency to.. |
| CFM | Confirm or I confirm |
| CGL | Circling guidance light(s) |

| | |
|---|---|
| CH | Channel |
| CHG | Modification (message type designator) |
| CI | Cirrus |
| CIDIN | Common ICAO data interchange network |
| CIT | Near or over large town |
| CIV | Civil |
| CK | Check |
| CL | Centreline |
| CLBR | Calibration |
| CLD | Cloud |
| CLG | Calling |
| CLIMB-OUT | Climb-out area |
| CLR | Clear (s) or cleared to.... Or clearance |
| CLSD | Close or closed or closing |
| CM | Centimetre |
| CMB | Climb to or climbing to |
| CMPL | Completion or completed or complete |
| CNL | Cancel or cancelled or flight plan cancellation (message type designator) |
| CNS | Communication navigation and surveillance |
| COM | Communications |
| CONC | Concrete |
| COND | Condition |
| CONS | Continuous |
| CONST | Construction or constructed |
| CONT | Continue(s) or continued |
| COOR | Co-ordinate or co-ordination |
| COORD | Co-ordinates |
| COP | Change-over point |
| COR | Correct or correction or corrected |
| CORR* | Corridor |
| COT | At the coast |
| COV | Cover or covered or covering |
| CPDL | Controller- pilot data link communication |
| CPL | Current flight plan (message type designator) |
| CRC | Cyclic redundancy check |
| CRP* | Compulsory ATS reporting point |
| CRM | Collision risk model |
| CRZ | Cruise |
| CS | Call sign or cirrostratus |
| CTA | Control area |
| CTAM | Climb to and maintain |
| CTC | Contact |
| CTL | Control |
| CTN | Caution |
| CTR | Control Zone |
| CU | Cumulus |
| CUF | Cumuliform |
| CUST | Customs |
| CVR | Cockpit voice recorder |
| CW | Continuous wave |
| CWY | Clearway |

## D

| | |
|---|---|
| D | Danger area (followed by identification) |
| DA | Decision altitude |
| D-ATIS | Data link automatic terminal information |
| DCD | Double channel duplex |
| DCKG | Docking |
| DCPC | Direct controller-pilot communication |
| DCS | Double channel simplex |
| DCT | Direct (in relation to flight plan clearances and type of approach) |
| DDF | Digital Direction Finder |
| DEC | December |
| DEG | Degrees |
| DEP | Depart or departed or departure (Message type designator) |
| DER | Departure end of the runway |
| DES | Descend to or descending to |
| DEST | Destination |
| DETRESFA | Distress phase |
| DEV | Deviation or deviating |
| DFDR | Digital flight data recorder |
| DFTI | Distance from touchdown indicator |
| DGCA* | Director general of civil aviation |
| DH | Decision height |
| DIF | Diffuse |
| DISP* | Displaced |
| DIST | Distance |
| DIV | Divert or diverting |
| DLA | Delay or delayed or Delay (message type designator) |
| DLIC | Data link initiation capability |
| DLY | Daily |
| DME | Distance measuring equipment |
| DNG | Danger or dangerous |
| DOC* | Document(s) |
| DOF* | Date of flight |
| DOM | Domestic |
| DP | Dew point temperature |
| DPT | Depth |
| DR | Dead reckoning |

| | |
|---|---|
| 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 |
| EEE | Error (to be used in AFS as a procedure signal |
| EET | Estimated elapsed time |
| EFC | Expect further clearance |
| EFF* | Effective |
| EFIS | Electronic flight instrument system |
| 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 |
| EMERG | Emergency |
| END | Stop-end (related to RVR) |
| ENE | East-north-east |
| ENG | Engine |
| ENR | En-rout |
| ENRC | En-route chart |
| EOBT | Estimated off-block time |
| EQPT | Equipment |
| ER | Here…or herewith |
| ESE | East-south-east |
| EST | Estimate or estimated or estimating (as message type designator) |
| ETA | Estimated time of arrival or estimating arrival |
| ETC* | Et cetera |
| ETD | Estimated time of departure or estimating departure |
| ETO | Estimated time over significant point |
| EV | Every |
| EXC | Except |
| EXER | Exercises or exercising or to exercise |
| EXP | Expect or expected or expecting |
| EXTD | Extend or extending |
| EXTN* | Extension |

## F

| | |
|---|---|
| F | Fixed |
| 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 |
| FC | Funnel cloud |
| FCN* | Flight clearance number |
| FCST | Forecast |
| FCT | Friction coefficient |
| FDPS | Flight data processing system |
| FEB | February |
| 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 | From |
| FMC | Flight management Computer |
| FMS | Flight management system |

| | |
|---|---|
| FMU | Flow management unit |
| FNA | Final approach |
| FPAP | Flight path alignment point |
| FPL | Filed flight plan (message type designator) |
| FPM | Feet per minute |
| FPR | Flight plan route |
| FR | Fuel remaining |
| FREQ | Frequency |
| FRI | Friday |
| FRNG | Firing |
| 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 |

## G

| | |
|---|---|
| G/A | Ground-to-air |
| G/A/G | Ground-to-air and air-to-ground |
| GCA | Ground controlled approach system or ground controlled approach |
| GEN | General |
| GEO | Geographic or true |
| GES | Ground earth station |
| GLD | Glider |
| GLONASS | Global orbiting navigation satellite system |
| GND | Ground |
| GNDCK | Ground check |
| GNSS | Global navigation satellite system |
| GP | Glide path |
| GPS | Global positioning system |
| GPWS* | Ground proximity warning system |
| GR | Hail |
| GRAD* | Gradient of discent |
| GRASS | Grass landing area |
| GRVL | Gravel |
| GS | Ground speed |
| GUND | Geoid undulation |

## H

| | |
|---|---|
| H+* | Hours Plus….minutes pass the hour |
| H24 | Continuous day and night service |
| HAPI | Helicopter approach path indicator |
| HAT* | Height above threshold |
| HBN | Hazard beacon |
| HDF | High frequency direction finding station |
| HDG | Heading |
| HEL | Helicopter |
| HF | High frequency (3 000 to 30 000khz) |
| HGT | Height or height above |
| HJ | Sunrise to sunset |
| HLDG | Holding |
| HN | Sunset to Sunrise |
| HO | Service available to meet operational requirements |
| HOL | Holiday |
| HOSP | Hospital aircraft |
| HPA | Hectopascal |
| HQ* | Headquarters |
| HR | Hours |
| HS | Service available during hours of scheduled operations |
| HVDF | High and very high frequency direction finding stations (at the same location) |
| HVY | Heavy |
| HX | No specific working hours |
| HYR | Higher |
| HZ | Hertz (cycle per second) |

## I

| | |
|---|---|
| IAC | Instrument approach chart (followed by name/title) |
| IAF | Initial approach fix |
| IAP | Instrument approach procedure |
| IAR | Intersection of air routes |
| IAS | Indicated air speed |
| IBN | Identification beacon |
| ID | Identifier or identity |
| IDENT | Identification |
| IF | Intermediate approach fix |
| IFR | Instrument flight rules |
| IGA | International general aviation |
| ILS | Instrument landing system |
| IM | Inner marker |
| IMC | Instrument meteorological conditions |
| IMG | Immigration |

| | |
|---|---|
| IMPR | Improve or improving |
| IMT | Immediate or immediately |
| INA | Initial approach |
| INBD | Inbound |
| INCERFA | Uncertainty phase |
| INCL* | Include, included, Inclusive |
| INFO | Information |
| INOP | Inoperative |
| INP | If not possible |
| INPR | In progress |
| INS | Inertial navigation system |
| INSTL | Install or installed or installation |
| INSTR | Instrument |
| INT | Intersection |
| INTL | International |
| INTRG | Interrogator |
| INTRP | Interrupt or interruption or interrupted |
| INTSF | Intensify or intensifying |
| INTST | Intensity |
| IRS | Inertial reference system |
| ISA | International standard atmosphere |
| ISB | Independent sideband |
| ISOL | Isolated |

## J

| | |
|---|---|
| JAN | January |
| JTST | Jet stream |
| JUL | **July** |
| JUN | **June** |

## K

| | |
|---|---|
| KG | Kilograms |
| KHZ | Kilohertz |
| KIAS | Knots indicated airspeed |
| KM | Kilometres |
| KMH | Kilometres per hour |
| KPA | Kilopascal |
| KT | Knots |
| KW | Kilowatts |

## L

| | |
|---|---|
| L | Left (Runway identification) |
| L | Locator |
| L | Low pressure area or centre of low pressure |
| LAN | Inland |
| LAT | Latitude |
| LCA | Local or locally or location or located |
| LDA | Landing distance available |
| LDAH | Landing distance available, helicopter |
| LDG | Landing |
| LDI | Landing direction indicator |
| LEN | Length |
| LF | Low frequency (30 to 300kHz) |
| LGT | Light or lighting |
| LGTD | Lighted |
| LIH | Light intensity high |
| LIL | Light intensity low |
| LIM | Light intensity medium |
| LM | Locator, middle |
| LNAV | Lateral Navigation |
| LNG | Long (used to indicate the type of approach desired or required) |
| LO | Locator, outer |
| LOC | Localizer |
| LONG | Longitude |
| LORAN | LORAN (Long range air navigation system) |
| LRG | Long range |
| LT* | Local time |
| LTD | Limited |
| LTP | Landing threshold point |
| LTT | Landline teletypewriter |
| LV | Light and variable (relating to wind) |
| LVE | Leave or leaving |
| LVL | Level |
| LYR | Layer or layered |

## M

| | |
|---|---|
| M | Mach number (followed by figures) |
| M | Meters (proceeded by figures) |
| MAA | Maximum authorized altitude |
| MAG | Magnetic |
| MAINT | Maintenance |
| MAP | Aeronautical maps and charts |
| MAPT | Missed approach point |
| MAR | March |
| MATF | Missed approach turning fix |

| | |
|---|---|
| MAX | Maximum |
| MAY | May |
| MCA | Minimum crossing altitude |
| MCW | Modulated continuous wave |
| MDA | Minimum descent altitude |
| MDF | Medium frequency direction finding station |
| MDH | Minimum descent height |
| MEA | Minimum en-route altitude |
| MEHT | Minimum eye height over threshold (for visual approach slope indicator systems) |
| MET | Meteorological or meteorology |
| METAR | Aerodrome meteorological report (in aeronautical meteorological code) |
| MF | Medium frequency (300 to 3000kHz) |
| MHDF | Medium and high frequency direction finding stations (at the same location) |
| MHZ | Megahertz |
| MID | Mid-point (related to RVR) |
| MIFG | Shallow fog |
| MIL | Military |
| MIN | Minutes |
| MKR | Marker radio beacon |
| MLS | Microwave landing system |
| MM | Middle marker |
| MNM | Minimum |
| MNPS | Minimum navigation performance specifications |
| MNT | Monitor or monitoring or monitored |
| MNTN | Maintain |
| MOA | Military operating area |
| MOC | Minimum obstacle clearance (required) |
| MOCA | Minimum obstacle clearance altitude |
| MOD | Moderate (used to indicate the intensity of weather phenomena, interference or static reports eg: moderate rain = MODRA) |
| MON | Monday |
| MOPS | Minimum operational performance standards |
| MOV | Move or moving or movement |
| MPH* | Statute miles per hour |
| MPS | Meters per second |
| MRA | Minimum reception altitude |
| MRG | Medium range |
| MRP | ATS/MET reporting point |
| MS | Minus |
| MSA | Minimum sector altitude |
| MSG | Message |
| MSL | Mean sea level |
| MSSR | Monopulse secondary surveillance radar |
| MT | Mountain |
| MTU | Metric units |
| MTW | Mountain waves |
| MVDF | Medium and very high frequency direction finding stations (at the same location) |
| MWO | Meteorological watch office |

## N

| | |
|---|---|
| N | North or northern latitude |
| N/A* | Not available |
| NASC | National AIS system centre |
| NAV | Navigation |
| NB | Northbound |
| NBFR | Not before |
| NC | No change |
| NCPR* | Non-compulsory ATS reporting point |
| NDB | Non-directional radio beacon |
| NE | North-east |
| NEB | North-eastbound |
| NEG | No or negative or permission not granted or that is not correct |
| NGT | Night |
| NML | Normal |
| NNE | North-north -east |
| NNW | North-north-west |
| NOF | International NOTAM office |
| NOSIG | No significant change (used in trend-type landing forecasts) |
| NOTAM | A Notice containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations |
| NOV | November |
| NPA | Non precision approach |
| NR | Number |
| NRH | No reply heard |
| NS | Nimbostratus |
| NSC* | Navigational Services Complex |
| NSW | Nil significant weather |
| NTL | National |
| NW | North-west |
| NWB | North-westbound |
| NXT | Next |

## O

| | |
|---|---|
| OAC | Oceanic area control centre |
| OAS | Obstacle assessment surface |

| | |
|---|---|
| OBS | Observe or observed or observation |
| OBSC | Obscure or obscured or obscuring |
| OBST | Obstacle |
| OBSTR* | Obstruction |
| OCA | Oceanic control area |
| OCA | Obstacle clearance altitude |
| OCC | Occulting (light) |
| OCH | Obstacle clearance height |
| OCNL | Occasional or occasionally. |
| OCS | Obstacle clearance surface |
| OCT | October |
| OFZ | Obstacle free zone |
| OGN | Originate |
| OHD | Overhead |
| OIS | Obstacle identification surface |
| OM | Outer marker |
| OPMET | Operational meteorological (information) |
| OPN | Open or opening or opened |
| OPR | Operator or operate or operative or operating or operational |
| OPS | Operations |
| O/R | On request |
| ORD | Order |
| OTP | On top |
| OTS | Organized track system |
| OUBD | Out bound |
| OVC | Overcast |

## P

| | |
|---|---|
| P ... | Prohibited area (followed by identification) |
| PA | Precision approach |
| PALS | Precision approach lighting system (specify category) |
| PANS | Procedures for air navigation services |
| PAPI | Precision approach path indicator |
| PAR | Precision approach radar |
| PARL | Parallel |
| PATC | Precision approach terrain chart |
| PARA* | Paragraph |
| PAX | Passenger(s) |
| PCD | Proceed or proceeding |
| PCL | Pilot controlled lighting |
| PCN | Pavement classification number |
| PDAI* | Pre Determined Addressee Indicator |
| PDC | Pre-departure clearance |
| PER | Performance |
| PERM | Permanent |
| PIB | Pre-flight information bulletin |
| PJE | Parachute jumping exercise |
| PLA | Practice low approach |
| PLN | Flight plan |
| PLVL | Present level |
| PN | Prior notice required |
| PNR | Point of no return |
| PIB | Pre-flight information bulletin |
| PJE | Parachute jumping exercise |
| PLA | Practice low approach |
| PLN | Flight plan |
| PLVL | Present level |
| PN | Prior notice required |
| PNR | Point of no return |
| POB | Persons on board |
| POSS | Possible |
| PPI | Plan position indicator |
| PPR | Prior permission required |
| PPSN | Present position |
| PRFG | Aerodrome partially covered by fog |
| PRI | Primary |
| PRKG | Parking |
| PROB | Probability |
| PROC | Procedure |
| PROV | Provisional |
| PRP | Point-in-space reference point |
| PS | Plus |
| PSG | Passing |
| PSN | Position |
| PSP | Pierced steel plank |
| PSR | Primary surveillance radar |
| PSYS | Pressure system(s) |
| PT* | Point(s) |
| PTN | Procedure turn |
| PVT* | Private |
| PWR | Power |

## Q

| | |
|---|---|
| QDM | Magnetic bearing (zero wind) |
| QDR | Magnetic bearing |
| QFE | Atmospheric pressure at aerodrome elevation (or runway threshold) |
| QFU | Magnetic orientation of runway |
| QNH | Altimeter sub-scale setting to obtain elevation when on the ground |

| | |
|---|---|
| QTE | True bearing |
| QUAD | Quadrant |

## R

| | |
|---|---|
| ...R | Right ( preceded by runway designation number to identify a parallel runway) |
| R | Red |
| R | Rate of turn |
| R… | Restricted area (followed by identification) |
| RA | Resolution advisory |
| RAC | Rules of the air and air traffic services |
| RAD* | Radius |
| RAFC | Regional area forecast centre |
| RAG | Ragged or Runway arresting gear |
| RAI | Runway alignment indicator |
| RASC | Regional AIS system centre |
| RB | Rescue boat |
| RCA | Reach cruising altitude |
| RCC | Rescue coordinating centre |
| RCF | Radio communication failure (message type designator) |
| RCH | Reach or reaching |
| RCL | Runway centre line |
| RCLL | Runway centre line light(s) |
| RCLR | Re-cleared |
| RCP | Required communication performance |
| RDH | Reference datum height |
| RDL | Radial |
| RDO | Radio |
| REC | Receive or receiver |
| REDL | Runway edge light(s) |
| REF | Reference to ... or refer to... |
| REG | Registration |
| RENL | Runway end light(s) |
| REP | Report or reporting or reporting point |
| REQ | Request or requested |
| RERTE | Re-route |
| RESA | Runway end safety area |
| RF | Constant radius arc to a fix |
| RG | Range (lights) |
| RHC | Right-hand circuit |
| RIF | Re-clearance in flight |
| RITE | Right (direction of turn) |
| RL | Report leaving |
| RLA | Relay to |
| RLCE | Request level change en route |
| RLLS | Runway lead-in lighting system |
| RLNA | Request level not available |
| RMK | Remark |
| RNAV | Area Navigation |
| RNG | Radio range |
| RNP | Required navigation performance |
| ROBEX | Regional OPMET bulletin exchange |
| ROC | Rate of climb |
| ROD | Rate of descent |
| ROFOR | Route forecast (meteorological code) |
| RON | Receiving only |
| RPI | Radar position indicator |
| RPL | Repetitive flight plan |
| RPLC | Replace or replaced |
| RPS | Radar position symbol |
| RPT | Repeat or I repeat |
| RQMNTS | Requirements |
| RQP | Request flight plan(message type designator) |
| RQS | Request supplementary flight plan (message type designator) |
| RR | Report reaching |
| R/R | Rush reply |
| RSC | Rescue sub-centre |
| RSCD | Runway surface condition |
| RSP | Responder beacon |
| RSR | En-route surveillance radar |
| RTE | Route |
| RTF | Radiotelephone |
| RTG | Radiotelegraph |
| RTHL | Runway threshold light(s) |
| RTN | Return or returned or returning |
| RTS | Return to service |
| RTT | Radio teletypewriter |
| RTZL | Runway touchdown zone light(s) |
| RUT | Standard regional route transmitting frequencies. |
| RV | Rescue vessel |
| RVR | Runway visual range |
| RVSM | Reduced vertical separation minimum {300m (1000ft) betweeen FL290 and FL 410 } |
| RWY | Runway |

## S

| | |
|---|---|
| S | South or southern latitude |
| SA | Sand |
| SALS | Simple approach lighting system |

| | |
|---|---|
| SAN | Sanitary |
| SAP | As soon as possible |
| SAR | Search and rescue |
| SARPS | Standards and Recommended Procedures (ICAO) |
| SAT | Saturday |
| SATCOM | Sattelite communication |
| SB | Southbound |
| SBAS | Satellite-based augmentation system |
| SC | Stratocumulus |
| SCT | Scattered |
| SD | Standard deviation |
| SDBY | Stand by |
| SDF | Step down fix |
| SE | South-east |
| SEA | South East Asia or Sea |
| SEB | South-eastbound |
| SEC | Seconds |
| SECN | Section |
| SECT | Sector |
| SELCAL | Selective calling system |
| SEP | September |
| SER | Service or servicing or served |
| SEV | Severe |
| SFC | Surface |
| SGL | Signal |
| SH | Showers |
| SHF | Super high frequency (3000 to 30000MHz) |
| SID | Standard instrument departure |
| SIF | Selective identification feature |
| SIG | Significant |
| SIGMET | Information concerning en route weather phenomena which may affect the safety of aircraft operations |
| SIMUL | Simultaneous or simultaneously |
| SIWL | Single isolated wheel load |
| SKC | Sky clear |
| SKED | Schedule or scheduled |
| SLAF* | Sri Lanka air force |
| SLAMY* | Sri Lanka army |
| SLNVY* | Sri Lanka navy |
| SLCAP* | Sri Lanka Civil aviation Publications |
| SLP | Speed limiting point |
| SLW | Slow |
| SMC | Surface movement control |
| SMR | Surface movement radar |
| SOC | Start of climb |
| SPECI | Aviation selected special weather report (in aeronautical meteorological code) |
| SPECIAL | Special meteorological report (in abbreviated plain language) |
| SPI | Special position indicator |
| SPL | Supplementary flight plan (message type designator) |
| SPOC | SAR point of contact |
| SPOT | Spot wind |
| SQ | Squall |
| SQL | Squall line |
| SR | Sunrise |
| SRA | Surveillance radar approach |
| SRE | Surveillance radar element of precision approach radar system |
| SRG | Short range |
| SRR | Search and rescue region |
| SRY | Secondary |
| SS | Sandstorm |
| SSB | Single sideband |
| SSE | South-south-east |
| SSR | Secondary surveillance radar |
| SST | Supersonic transport |
| SSW | South-south-west |
| ST | Stratus |
| STA | Straight-in approach |
| STAR | Standard instrument arrival |
| STD | Standard |
| STF | Startiform |
| STN | Station |
| STNR | Stationary |
| STOL | Shorttake-off and landing |
| STS | Status |
| STWL | Stopway light(s) |
| SUBJ | Subject to |
| SUN | Sunday |
| SUP | Supplement (AIP Supplement) |
| SUPPS | Regional supplementary procedures |
| SVC | Service message |
| SVCBL | Serviceable |
| SW | South-west |
| SWB | South-westbound |
| SWY | Stopway |

## T

| | |
|---|---|
| T | Temperature |
| TA | Traffic advisory |

| | |
|---|---|
| TAA | Terminal arrival altitude |
| TACAN | UHF tactical air navigation aid |
| TAF | Aerodrome forecast |
| TA/H | Turn at an altitude/height |
| TAIL | Tail wind |
| TAR | Terminal area surveillance radar |
| TAS | True airspeed |
| TAX | Taxiing or taxi |
| TC | Tropical cyclone |
| TCAC | Tropical cyclone advisory centre |
| TCAS | Traffic alert and collision avoidance system |
| TCAS RA | Traffic alert and collision avoidance system resolution advisory |
| TCH | Threshold crossing height |
| TCU | Towering cumulus |
| TDO | Tornado |
| TDZ | Touchdown zone |
| TECR | Technical reason |
| TEL | Telephone |
| TEMPO | Temporary or temporarily |
| TF | Track to fix |
| TFC | Traffic |
| TGL | Touch-and-go landing |
| TGS | Taxiing guidance system |
| THR | Threshold |
| THRU | Through |
| THU | Thursday |
| TIBA | Traffic information broadcast by aircraft |
| TIL | Until |
| TIP | Until past ... (place) |
| TKOF | Take off |
| TL ... | Till (followed by time by which whether change is forecast to end) |
| TLOF | Touchdown and lift-off area |
| TMA | Terminal control area |
| TNA | Turn altitude |
| TNH | Turn height |
| TO | To ... (place) |
| TOC | Top of climb |
| TODA | Take-off distance available |
| TOP | Cloud top |
| TORA | Take-off run available |
| TP | Turning point |
| TR | Track |
| TRA | Temporary reserved airspace |
| TRANS | Transmits or transmitter |
| TREND | Trend forecast |
| TRL | Transition level |
| TRNG* | Training |
| TROP | Tropopause |
| TS | Thunderstorm |
| TSUNAMI | Tsunami (used in aerodrome warning) |
| TT | Teletypewriter |
| TUE | Tuesday |
| TURB | Turbulence |
| T-VASIS | T visual approach slope indicator system |
| TVOR | Terminal VOR |
| TWR | Aerodrome control tower or aerodrome control |
| TWY | Taxiway |
| TWYL | Taxiway-link |
| TXT | Text |
| TYP | Type of aircraft |
| TYPH | Typhoon |

## U

| | |
|---|---|
| U | Upward (tendency in RVR during previous 10 minutes) |
| UAB | Until advised by... |
| UAC | Upper area control centre |
| UAR | Upper air route |
| UDF | Ultra high frequency direction finding station |
| UFN | Until further notice |
| UHF | Ultra high frequency (300 to 3 000 MHz) |
| UIC | Upper flight information centre |
| UIR | Upper flight information region |
| ULR | Ultra long range |
| UNA | Unable |
| UNAP | Unable to approve |
| UNL | Unlimited |
| UNREL | Unreliable |
| U/S | Unserviceable |
| USD* | United states dollar |
| UTA | Upper control area |
| UTC | Co-ordinated universal time |

## V

| | |
|---|---|
| VA | Volcanic ash or Heading to an altitude |
| VAC | Visual approach chart (followed by name / title) |
| VAN | Runway control van |

| | |
|---|---|
| VAR | Magnetic variation or Visual-aural radio range |
| VASIS | Visual approach slope indicator system |
| VCY | Vicinity |
| VD | Very high frequency direction finding station |
| VDGS* | Visual Docking guidance System |
| VER | Vertical |
| VFR | Visual flight rules |
| VHF | Very high frequency (30 to 300MHz) |
| VI | Heading to an intercept |
| VIP | Very important person |
| VIS | Visibility |
| VLF | Very low frequency (3 to 30KHz) |
| VLR | Very long range |
| VM | Heading to a manual termination |
| VMC | Visual meteorological conditions |
| VNAV | Vertical navigation |
| VOLMET | Meteorological information for aircraft in flight |
| VOR | VHF omni-directional radio range |
| VORTAC | VOR and TACAN combination |
| VOT | VOR airborne equipment test facility |
| VPA | Vertical path angle |
| VRB | Variable |
| VSA | By visual reference to the ground |
| VSP | vertical speed |
| VTF | Vector to final |
| VTOL | Vertical take-off and landing |
| VVIP* | Very, Very Important Person |

## W

| | |
|---|---|
| W | West or western longitude or White |
| W | White |
| WAAS | Wide area augmentation system |
| WAC | World aeronautical chart - ICAO 1 : 1 000 000 |
| WAFC | World area forecast centre |
| WB | Westbound |
| WBAR | Wing bar lights |
| WDI | Wing direction indicator |
| WDSPR | Widespread |
| WED | Wednesday |
| WEF | With effect from or effective from |
| WGS-84 | World geodetic system - 1984 |
| WI | Within |
| WID | Width |
| WIE | With immediate effect or effective immediately |
| WILCO | Will comply |
| WIND | Wind |
| WINTEM | Forecast upper wind and temperature for aviation |
| WIP | Work in progress |
| WKN | Weaken or weakening |
| WNW | West-north-west |
| WO | Without |
| WPT | Way-point |
| WRNG | Warning |
| WS | Wind shear |
| WSPD | Wind speed |
| WSW | West-south-west |
| WT | Weight |

## X

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

## Y

| | |
|---|---|
| Y | Yellow |
| YCZ | Yellow caution zone (runway lighting) |
| YES | Yes (affirmative) |
| YR | Your |

## Z

| | |
|---|---|
| Z | Co-ordinated universal time (in meteorological message) |

*** Different from ICAO abbreviation (DOC 8400)**