

AMENDMENT PROPOSAL TO ICAO DOCUMENT 8400

A	B	C	D
Abbrev	Explanation/Meaning	Abbreviations proposed to be used in NOTAM (Yes/No)	Doc 8400 status (Proposed New abbr./ Abbr. proposed to Keep / Abbr. Proposed to be Updated / Abbr. proposed to be Removed)
A	Amber	N	Keep
A/A	Air-to-air	Y	Keep
A/G	Air-to-Ground	Y	Keep
AAA	(or AAB, AAC....etc, in sequence) Amended meteorological message (message type designator)	N	Keep
AAD	Assigned altitude deviation	N	Keep
AAIM	Aircraft Autonomous Integrity Monitoring	Y	Keep
AAL	Above Aerodrome Level	Y	Keep
AAR	Air to Air Refuelling	Y	New
ABI	Advance boundary information	N	Keep
ABM	Abeam	Y	Keep
ABN	Aerodrome Beacon	Y	Keep
ABT	About	N	Keep
ABV	Above	Y	Keep
AC	AltoCumulus	N	Keep
ACARS	<i>(to be pronounced "AY-CARS")</i> Aircraft Communication Addressing And Reporting System	Y	Keep

ACAS	Airborne Collision Avoidance System	Y	Keep
ACC	Area Control Centre OR Area Control	Y	Keep
ACCID	Notification of an Aircraft Accident	Y	Keep
ACFT	Aircraft	Y	Keep
ACK	Acknowledge	Y	Keep
ACL	Altimeter Check Location	Y	Keep
ACN	Aircraft Classification Number	Y	Keep
ACP	Acceptance (<i>message type designator</i>)	N	Keep
ACPT	Accept OR Accepted	N	Keep
ACT	Active OR Activated OR Activity	Y	Keep
AD	Aerodrome	Y	Keep
ADA	Advisory Area	N	Keep
ADC	Aerodrome chart	Y	Keep
ADDN	Addition OR Additional	Y	Keep
ADF	Automatic Direction-Finding Equipment	Y	Keep
ADIZ	(<i>to be pronounced "AY-DIZ"</i>) Air Defence Identification Code	Y	Keep
ADJ	Adjacent	Y	Keep
ADO	Aerodrome office (<i>specify service</i>)	N	Keep
ADR	Advisory Route	N	Keep
ADS	The address (<i>when this abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviation, e.g. IMI ADS</i>) (<i>to be used in AFS as a procedure signal</i>)	N	Keep
ADS-B	Automatic Dependent Surveillance - Broadcast	Y	Keep
ADS-C	Automatic Dependent Surveillance - Contract	Y	Keep
ADSU	Automatic Dependent Surveillance Unit	Y	Keep
ADVS	Advisory Service	N	Keep
ADZ	Advise	N	Keep
AES	Aircraft Earth Station	N	Keep
AFIL	Flight Plan Filed in the Air	N	Keep

AFIS	Aerodrome Flight Information Service	Y	Keep
AFM	Yes OR Affirm OR Affirmative OR That is Correct	N	Keep
AFS	Aeronautical Fixed Service	N	Keep
AFT	After... (<i>time or place</i>)	N	Keep
AFTN	Aeronautical Fixed Telecommunication Network	Y	Keep
AGA	Aerodromes, Air Routes and Ground Aids	N	Keep
AGL	Above Ground Level	Y	Keep
AGN	Again	N	Keep
AIC	Aeronautical Information Circular	Y	Keep
AIDC	Air traffic services interfacility data communications	N	Keep
AIM	Aeronautical Information Management	N	New
AIP	Aeronautical Information Publication	Y	Keep
AIRAC	Aeronautical Information Regulation and Control	Y	Keep
AIREP	Air-Report	N	Keep
AIRMET	Information concerning en-route weather phenomena which may affect the safety of low-level aircraft operations	N	Keep
AIS	Aeronautical Information Services	Y	Keep
ALA	Alighting Area	N	Keep
ALERFA	Alert Phase	Y	Keep
ALR	Alerting (message type designator)	N	Keep
ALRS	Alerting Service	N	Keep
ALS	Approach Lighting System	Y	Keep
ALT	Altitude	Y	Keep
ALTN	Alternate (Aerodrome)	Y	Keep
ALTN	Alternate OR Alternating (<i>Light alternates in colour</i>)	Y	Keep
AMA	Area Minimum Altitude	N	Keep
AMC	Airspace Management Cell	Y	New
AMD	Amend OR Amended (<i>used to indicate amended meteorological message; message type designator</i>)	N	Keep
AMDT	Amendment (<i>AIP Amendment</i>)	Y	Keep
AMS	Aeronautical Mobile Service	N	Keep

AMSL	Above Mean Sea Level	Y	Keep
AMSS	Aeronautical Mobile Satellite Service	N	Keep
ANC	Aeronautical Chart - 1:500.000 <i>(followed by name/title)</i>	Y	Keep
ANCS	Aeronautical Navigation Chart - Small Scale <i>(followed by name/title and scale)</i>	Y	Keep
ANS	Answer	N	Keep
AO	Aircraft Operator	Y	New
AOC	Aerodrome Obstacle Chart <i>(followed by name/title)</i>	Y	Keep
AP	Airport	Y	Keep
APAPI	<i>(to be pronounced "AY-PAPI")</i> Abbreviated Precision Approach Path Indicator	Y	Keep
APCH	Approach	Y	Keep
APDC	Aircraft Parking/Docking Chart <i>(followed by name/title)</i>	Y	Keep
APN	Apron	Y	Keep
APP	Approach Control Office OR Approach Control OR Approach Control Service	Y	Keep
APR	April	Y	Keep
APRX	Approximate OR Approximately	Y	Keep
APSG	After Passing	N	Keep
APU	Auxiliary Power Unit	Y	New
APV	Approve OR Approved OR Approval	Y	Keep
APVG	Approach Procedure with Vertical guidance	Y	New
ARC	Area chart	N	Keep
ARNG	Arrange	N	Keep
ARO	Air Traffic Services Reporting Office	Y	Keep
ARP	Aerodrome Reference Point	Y	Keep
ARP	Air-Report <i>(message type designator)</i>	N	Keep
ARQ	Automatic Error Correction	N	Keep
ARR	Arrival <i>(message type designator)</i>	N	Keep
ARR	Arrive OR Arrival	Y	Keep
ARS	Special Air-Report <i>(message type designator)</i>	N	Keep
ARST	Arresting <i>(specify (part of) Aircraft Arresting Equipment)</i>	N	Keep
AS	Altostratus	N	Keep

ASAP	As soon as possible	N	New
ASC	Ascend to OR Ascending to	N	Keep
ASDA	Accelerate-Stop Distance Available	Y	Keep
ASE	Altimetry System Error	N	Keep
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	Y	Keep
ASM	Airspace Management	Y	New
ASPH	Asphalt	Y	Keep
AT	At <i>(followed by time at which weather change is forecast to occur)</i>	N	Keep
ATA	Actual Time of Arrival	N	Keep
ATC	Air Traffic Control <i>(in general)</i>	Y	Keep
ATCSMAC	Air Traffic Control surveillance minimum altitude chart <i>(followed by name/title)</i>	N	Keep
ATD	Actual Time of Departure	N	Keep
ATFM	Air Traffic Flow Management	Y	Keep
ATIS	Automatic Terminal Information Service	Y	Keep
ATM	Air Traffic Management	N	Keep
ATN	Aeronautical Telecommunication Network	N	Keep
ATP	At ... <i>(time or place)</i>	N	Keep
ATS	Air Traffic Services	N	Keep
ATTN	Attention	Y	Keep
AT-VASIS	<i>(to be pronounced "AY-TEE-VASIS")</i> Abbreviated T Visual Approach Slope Indicator System	Y	Keep
ATZ	Aerodrome Traffic Zone	Y	Keep
AUG	August	Y	Keep
AUTH	Authorized OR Authorization	Y	Keep
AUTO	Automatic	Y	New
AUW	All Up Weight	N	Keep
AUX	Auxiliary	Y	Keep
AVASIS	Abbreviated Visual Approach Slope Indicator System	Y	New

AVBL	Available OR Availability	Y	Keep
AVG	Average	Y	Keep
AVGAS	Aviation Gasoline	Y	Keep
AWOS	Automated Weather Observation System	Y	New
AWTA	Advise at what time able	N	Keep
AWY	Airway	Y	Keep
AZM	Azimuth	Y	Keep
B	Blue	Y	Keep
B-RNAV	RNAV Basic area navigation	Y	New
BA	Braking Action	Y	Keep
BARO-VNAV	<i>(to be pronounced "BAA-RO-VEE-NAV")</i> Barometric vertical navigation	N	Keep
BASE	Cloud Base	N	Keep
BCFG	Fog Patches	N	Keep
BCN	Beacon <i>(Aeronautical ground light)</i>	Y	Keep
BCST	Broadcast	N	Keep
BDRY	Boundary	Y	Keep
BECMG	Becoming	Y	Keep
BFR	Before	N	Keep
BKN	Broken	N	Keep
BL	Blowing <i>(followed by DU = Dust, SA = Sand or SN = Snow)</i>	N	Keep
BLDG	Building	N	Keep
BLO	Below Clouds	N	Keep
BLW	Below...	Y	Keep
BOMB	Bombing	N	Keep
BR	Mist	N	Keep
BRF	Short <i>(Used to indicate the type of approach desired or required)</i>	N	Keep
BRG	Bearing	Y	Keep
BRKG	Braking	Y	Keep
BS	Commercial Broadcasting Station	N	Keep
BTL	Between Layers	N	Keep

BTN	Between	Y	Keep
BUFR	Binary universal form for the representation of meteorological data	N	Keep
C	Centre <i>(preceded by runway designation number to identify a parallel RWY)</i>	Y	Keep
C	Degrees Celsius <i>(Centigrade)</i>	Y	Keep
CA	Course to an altitude	N	Keep
CAA	Civil Aviation Authority or Civil Aviation Administration	Y	New
CAT	Category	Y	Keep
CAT	Clear Air Turbulence	N	Keep
CAVOK	<i>(To be pronounced "KAV-OH-KAY")</i> Visibility, cloud and present weather better than prescribed values or conditions	N	Keep
CB	<i>(To be pronounced "CEE BEE")</i> Cumulonimbus	N	Keep
CBA	Cross Border Area	Y	New
CC	Cirrocumulus	N	Keep
CCA	<i>(Or CCB, CCC ... etc, in sequence)</i> Corrected meteorological message <i>(message type designator)</i>	N	Keep
CD	Candela	N	Keep
CDN	Co-ordination <i>(message type designator)</i>	N	Keep
CDO	Continuous descent operations	Y	New
CDR	Conditional Route	Y	New
CF	Change frequency to ...	N	Keep
CF	Course to a fix	N	Keep
CFM	Confirm OR I confirm <i>(to be used in AFS as a procedure signal)</i>	N	Keep
CGL	Circling Guidance Light(s)	N	Keep
CH	Channel	Y	Keep
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>	N	Keep
CHEM	Chemical	Y	Keep
CHG	Modification <i>(message type designator)</i>	N	Keep
CHG	Change, Changed or Changes	Y	New

CI	Cirrus	N	Keep
CIDIN	Common ICAO Data Interchange Network	Y	Keep
CIT	Near OR over large towns	N	Remove
CIV	Civil	Y	Keep
CK	Check	N	Keep
CL	Centre-Line	Y	Keep
CLA	Clear Type of Ice Formation	N	Remove
CLBR	Calibration	N	Keep
CLD	Cloud	N	Keep
CLG	Calling	N	Keep
CLIMB-OUT	Climb-out area	N	Keep
CLR	Clear(s) OR Cleared to ... OR Clearance	N	Keep
CLRD	Runway(s) cleared (<i>used in METAR/SPECI</i>)	N	Keep
CLSD	Close OR Closed OR Closing	Y	Keep
CM	Centimetre	Y	Keep
CMB	Climb to OR Climbing to	N	Keep
CMPL	Completion OR Completed OR Complete	N	Keep
CNL	Cancel OR Cancelled	Y	Keep
CNL	Flight Plan Cancellation (<i>message type designator</i>)	N	Keep
CNS	Communications, Navigation and Surveillance	N	Keep
COM	Communications	Y	Keep
CONC	Concrete	Y	Keep
COND	Condition	Y	Keep
CONS	Continuous	N	Keep
CONST	Construction OR Constructed	N	Keep
CONT	Continue(s) OR Continued	Y	Keep
COOR	Coordinate OR Coordination	Y	Keep
COORD	Coordinates	Y	Keep
COP	Change-Over Point	N	Keep
COR	Correct OR Correction OR Corrected (<i>Used to indicate corrected meteorological message; message type designator</i>)	N	Keep

COT	At the Coast	N	Keep
COV	Cover OR Covered OR Covering	N	Keep
CPDLC	Controller-Pilot Data Link Communications	Y	Keep
CPL	Current Flight Plan <i>(message type designator)</i>	N	Keep
CRC	Cyclic redundancy check	N	Keep
CRM	Collision risk model	N	Keep
CRP	Compulsory Reporting Point	Y	New
CRZ	Cruise	N	Keep
CS	Call sign	Y	Keep
CS	Cirrostratus	N	Keep
CTA	Control Area	N	Keep
CTAM	Climb to and Maintain	N	Keep
CTC	Contact	N	Keep
CTL	Control	N	Keep
CTN	Caution	Y	Keep
CTR	Control Zone	Y	Keep
CU	Cumulus	N	Keep
CUF	Cumuliform	N	Keep
CUST	Customs	Y	Keep
CVR	Cockpit Voice Recorder	N	Keep
CW	Continuous Wave	N	Keep
CWY	Clearway	Y	Keep
D	Downward <i>(tendency in RVR during previous 10 minutes)</i>	N	Keep
D....	Danger Area <i>(followed by Identification)</i>	Y	Keep
DA	Decision Altitude	Y	Keep
D-ATIS	<i>(to be pronounced "DEE-ATIS")</i> Data Link Automatic Terminal Information Service	Y	Keep
DCD	Double Channel Duplex	N	Keep
DCKG	Docking	Y	Keep
DCP	Datum Crossing Point	N	Keep
DCPC	Direct Controller-Pilot Communication	N	Keep

DCS	Double Channel Simplex	N	Keep
DCT	Direct <i>(In relation to flight path clearances and type of approach)</i>	Y	Keep
DE	From <i>(used to precede the call sign of the calling station) (to be used in AFS as a procedure signal)</i>	N	Keep
DEC	December	Y	Keep
DEG	Degrees	Y	Keep
DEP	Depart OR Departure	Y	Keep
DEP	Departure <i>(message type designator)</i>	N	Keep
DEPO	Deposition	N	Keep
DER	Departure End of the Runway	N	Keep
DES	Descend to OR Descending to	N	Keep
DEST	Destination	Y	Keep
DETRESFA	Distress Phase	Y	Keep
DEV	Deviation OR Deviating	Y	Keep
DF	Direction Finding	Y	Keep
DFDR	Digital Flight Data Recorder	N	Keep
DFTI	Distance from Touchdown Indicator	N	Keep
DH	Decision Height	Y	Keep
DIF	Diffuse	N	Keep
DIST	Distance	Y	Keep
DIV	Divert OR Diverting	N	Keep
DLA	Delay <i>(message type designator)</i>	N	Keep
DLA	Delay OR Delayed	Y	Keep
DLIC	Data Link Initiation Capability	N	Keep
DLY	Daily	N	Keep
DME	Distance Measuring Equipment	Y	Keep
DNG	Danger OR Dangerous	Y	Keep
DOF	Date of flight	N	New
DOM	Domestic	Y	Keep
DP	Dew Point Temperature	N	Keep

DPT	Depth	N	Keep
DR	Dead Reckoning	N	Keep
DR...	Low Drifting (<i>followed by DU = Dust, SA = Sand or SN = Snow</i>)	N	Keep
DRG	During	N	Keep
DS	Duststorm	N	Keep
DSB	Double Sideband	N	Keep
DTAM	Descend To And Maintain	N	Keep
DTG	Date-Time Group	N	Keep
DTHR	Displaced Runway Threshold	N	Keep
DTRT	Deteriorate OR Deteriorating	N	Keep
DTW	Dual Tandem Wheels	N	Keep
DU	Dust	N	Keep
DUC	Dense Upper Cloud	N	Keep
DUPE#	This is a duplicate message (<i>to be used in AFS as a procedure signal</i>)	N	Keep
DUR	Duration	N	Keep
D-VOLMET	Data Link VOLMET	Y	Keep
DVOR	Doppler VOR	Y	Keep
DVORTAC	DVOR and TACAN combination	Y	New
DW	Dual Wheels	N	Keep
DZ	Drizzle	N	Keep
E	East OR Eastern Longitude	Y	Keep
EAT	Expected Approach Time	N	Keep
EB	Eastbound	N	Keep
EDA	Elevation Differential Area	N	Keep
EEE	Error (<i>to be used in AFS as a procedure signal</i>)	N	Keep
EET	Estimated Elapsed Time	N	Keep
EFC	Expected Further Clearance	N	Keep
EFIS	Electronic Flight Instrument System (<i>to be pronounced "EE-FIS"</i>)	N	Keep
EGNOS	European Geostationary Navigation Overlay Service (<i>to be pronounced "EGG-NOS"</i>)	Y	Keep
EHF	Extremely High Frequency (30000 to 300000 MHz)	Y	Keep
ELBA	Emergency Location Beacon - Aircraft	Y	Keep

ELEV	Elevation	Y	Keep
ELR	Extra Long Range	N	Keep
ELT	Emergency Locator Transmitter	Y	Keep
EM	Emission	N	Keep
EMBD	Embedded in a Layer <i>(To indicate cumulonimbus embedded in layers of other clouds)</i>	N	Keep
EMERG	Emergency	Y	Keep
END	Stop-end <i>(related to RVR)</i>	N	Keep
ENE	East North East	Y	Keep
ENG	Engine	Y	Keep
ENR	En-Route	Y	Keep
ENRC	Enroute Chart <i>(followed by name/title)</i>	Y	Keep
EOBT	Estimated Off-Block Time	Y	Keep
EQPT	Equipment	Y	Keep
ER	Here . . . OR Herewith	N	Remove
ESE	East South East	Y	Keep
EST	Estimate OR Estimated OR Estimation <i>(message type designator)</i>	Y	Keep
ETA	Estimated Time of Arrival OR Estimating Arrival	Y	Keep
ETD	Estimated Time of Departure OR Estimating Departure	Y	Keep
ETO	Estimated Time Over Significant Point	Y	Keep
ETOPS	Extended-range Twin-engine Operations	Y	New
EUR RODEX	European Regional OPMET Data Exchange	N	Keep
EV	Every	N	Keep
EVS	Enhanced Vision System	N	Keep
EXC	Except	Y	Keep
EXER	Exercises OR Exercising OR To Exercise	Y	Keep
EXP	Expect OR Expected OR Expecting	N	Keep
EXTD	Extend OR Extending OR Extension OR Extended	Y	Updated
F	Fixed	N	Keep
FA	Course from a fix to an altitude	N	Keep
FAC	Facilities	Y	Keep
FAF	Final Approach Fix	Y	Keep

FAL	Facilitation of International Air Transport	Y	Keep
FAP	Final Approach Point	Y	Keep
FAS	Final Approach Segment	Y	Keep
FATO	Final Approach and Take-off Area	Y	Keep
FAX	Facsimile Transmission	Y	Keep
FBL	Light <i>(Used to indicate the intensity of weather phenomena, interference or static reports, eg FBL RA = Light rain)</i>	N	Keep
FC	Funnel Cloud <i>(tornado or water spout)</i>	N	Keep
FCST	Forecast	Y	Keep
FCT	Friction Coefficient	N	Keep
FDPS	Flight Data Processing System	N	Keep
FEB	February	Y	Keep
FEW	Few	N	Keep
FG	Fog	N	Keep
FIC	Flight Information Centre	Y	Keep
FIR	Flight Information Region	Y	Keep
FIS	Flight Information Service	Y	Keep
FISA	Automated Flight Information Service	N	Keep
FIZ	Flight Information Zone	Y	New
FL	Flight Level	Y	Keep
FLD	Field	N	Keep
FLG	Flashing	Y	Keep
FLR	Flares	N	Keep
FLT	Flight	Y	Keep
FLTCK	Flight Check	Y	Keep
FLUC	Fluctuating OR Fluctuation OR Fluctuated	N	Keep
FLW	Follow(s) OR Following	Y	Keep
FLY	Fly OR Flying	N	Keep
FM	From	Y	Keep
FM	From <i>(followed by time weather change is forecast to begin)</i>	N	Keep
FM	Course from a fix to manual termination <i>(used in navigation database coding)</i>	N	Keep

FMC	Flight Management Computer	Y	Keep
FMP	Flow Management Position	Y	New
FMS	Flight Management System	Y	Keep
FMU	Flow Management Unit	Y	Keep
FNA	Final Approach	N	Keep
FPAP	Flight Path Alignment Point	N	Keep
FPL	Filed Flight Plan (<i>message type designator</i>) OR Flight Plan	Y	Updated
FPM	Feet Per Minute	N	Keep
FPR	Flight Plan Route	N	Keep
FR	Fuel Remaining	N	Keep
FREQ	Frequency	Y	Keep
FRI	Friday	Y	Keep
FRNG	Firing	Y	Keep
FRONT	Front (<i>Relating to Weather</i>)	N	Keep
FROST	Frost (<i>used in AD warnings</i>)	N	Keep
FRQ	Frequent	N	Keep
FSL	Full Stop Landing	N	Keep
FSS	Flight Service Station	Y	Keep
FST	First	N	Keep
FT	Feet (<i>Dimensional Unit</i>)	Y	Keep
FTE	Flight technical error	N	Keep
FTP	Fictitious Threshold Point	N	Keep
FTT	Flight technical tolerance	N	Keep
FU	Smoke	N	Keep
FZ	Freezing	N	Keep
FZDZ	Freezing Drizzle	N	Keep
FZFG	Freezing Fog	N	Keep
FZRA	Freezing Rain	N	Keep
G	Green	Y	Keep
G...	Variations from the mean wind speed (<i>gusts</i>) (<i>followed by figures in METAR/SPECI and TAF</i>)	N	Keep

G/A	Ground-to-Air	Y	Keep
G/A/G	Ground-to-Air and Air-to-Ground	Y	Keep
GA	Go ahead, resume sending <i>(to be used in AFS as a procedure signal)</i>	N	Keep
GA	General Aviation	Y	New
GAGAN	GPS & Geostationary Earth Orbit Augmented Navigation	N	Keep
GAIN	Airspeed or headwind gain	N	Keep
GAMET	Area forecast for low-level flights	N	Keep
GARP	GBAS Azimuth Reference Point	N	Keep
GBAS	Ground Based Augmentation System	Y	Keep
GC	Ground Control	Y	New
GCA	Ground Controlled Approach System OR Ground Controlled Approach	Y	Keep
GCI	Ground Controlled Interception	Y	New
GEN	General	Y	Keep
GEO	Geographic OR True	Y	Keep
GES	Ground Earth Station	Y	Keep
GLD	Glider	N	Keep
GLONASS	Global Orbiting Navigation Satellite System <i>(to be pronounced "GLO-NAS")</i>	Y	Keep
GLS	GBAS landing system	N	Keep
GMC...	Ground Movement Chart (followed by name/title)	Y	Keep
GND	Ground	Y	Keep
GNDCK	Ground Check	Y	Keep
GNSS	Global Navigation Satellite System	Y	Keep
GOV	Government	Y	New
GP	Glide Path	Y	Keep
GPA	Glide path angle	N	Keep
GPIP	Glide Path Intercept Point	N	Keep
GPU	Ground Power Unit	Y	New
GPS	Global Positioning System	Y	Keep
GPWS	Ground Proximity Warning System	Y	Keep
GR	Hail	N	Keep
GRAS	Ground Based Regional Augmentation System	N	Keep

GRASS	Grass Landing Area	Y	Keep
GRIB	Processed meteorological data in the form of grid point values expressed in binary form (<i>meteorological code</i>)	N	Keep
GRVL	Gravel	Y	Keep
GS	Ground Speed	Y	Keep
GS	Small hail and/or snow pellets	N	Keep
GUND	Geoid Undulation	N	Keep
H	High pressure area OR the centre of high pressure	N	Keep
H24	Continuous Day and Night Service	Y	Keep
HA	Holding/racetrack to an altitude	N	Keep
HAPI	Helicopter Approach Path Indicator	Y	Keep
HBN	Hazard Beacon	N	Keep
HDF	High Frequency Direction-Finding Station	Y	Keep
HDG	Heading	Y	Keep
HEL	Helicopter	Y	Keep
HF	High Frequency [3000 to 30000 kHz]	Y	Keep
HF	Holding/racetrack to a fix	N	Keep
HGT	Height OR Height Above	Y	Keep
HJ	Sunrise to sunset	Y	Keep
HLDG	Holding	Y	Keep
HLS	Helicopter Landing Site	Y	New
HLZ	Helicopter Landing Zone	Y	New
HM	Holding/racetrack to a manual termination	N	Keep
HN	Sunset to Sunrise	Y	Keep
HO	Service available to meet operational requirements	Y	Keep
HOL	Holiday	Y	Keep
HOSP	Hospital Aircraft	Y	Keep
HP	Heliport	Y	New
HPA	Hectopascal	Y	Keep
HR	Hour	Y	Keep
HS	Service Available During Hours of Scheduled Operations	Y	Keep

HUD	Head-up display	N	Keep
HUM	Humanitarian	Y	New
HURCN	Hurricane	N	Keep
HVDF	High and Very High Frequency Direction Finding Stations <i>(At the Same Location)</i>	Y	Keep
HVY	Heavy	Y	Keep
HVY	Heavy <i>(used to indicate the intensity of weather phenomena, eg. HVY RA = Heavy rain)</i>	N	Keep
HX	No Specific Working Hours	Y	Keep
HYR	Higher	N	Keep
HZ	Haze	N	Keep
HZ	Hertz <i>(Cycle Per Second)</i>	Y	Keep
IAC	Instrument Approach Chart <i>(followed by name/title)</i>	Y	Keep
IAF	Initial Approach Fix	Y	Keep
IAO	In and Out of Clouds	N	Keep
IAP	Instrument Approach Procedure	Y	Keep
IAR	Intersection of Air Routes	N	Keep
IAS	Indicated Air Speed	Y	Keep
IBN	Identification Beacon	N	Keep
IC	Ice Crystals <i>(very small ice crystals in suspension, also known as diamond dust)</i>	N	Keep
ICAO	International Civil Aviation Organization	Y	New
ICE	Icing	N	Keep
ID	Identifier OR Identify	Y	Keep
IDENT	Identification	Y	Keep
IF	Intermediate Approach Fix	Y	Keep
IFF	Identification Friend/Foe	Y	Keep
IFR	Instrument Flight Rules	Y	Keep
IGA	International General Aviation	N	Keep
ILS	Instrument Landing System	Y	Keep
IM	Inner marker	Y	Keep
IMC	Instrument Meteorological Conditions	Y	Keep
IMG	Immigration	N	Keep
IMI	Interrogation sign <i>(to be used in AFS as a procedure signal)</i>	N	Keep

IMPR	Improve OR Improving	N	Keep
IMT	Immediate OR Immediately	N	Keep
INA	Initial Approach	N	Keep
INBD	Inbound	Y	Keep
INC	In Cloud	N	Keep
INCERFA	Uncertainty Phase	Y	Keep
INCORP	Incorporated	Y	New
INFO	Information	Y	Keep
INOP	Inoperative	Y	Keep
INP	If Not Possible	N	Keep
INPR	In Progress	N	Keep
INS	Inertial Navigation System	Y	Keep
INSTL	Install OR Installed OR Installation	Y	Keep
INSTR	Instrument	Y	Keep
INT	Intersection	Y	Keep
INTL	International	Y	Keep
INTRG	Interrogator	N	Keep
INTRP	Interrupt OR Interruption OR Interrupted	N	Keep
INTSF	Intensify OR Intensifying	N	Keep
INTST	Intensity	N	Keep
IR	Ice on Runway	N	Keep
IRS	Inertial reference system	N	Keep
ISA	International Standard Atmosphere	N	Keep
ISB	Independent Sideband	N	Keep
ISOL	Isolated	N	Keep
JAN	January	Y	Keep
JTST	Jet Stream	N	Keep
JUL	July	Y	Keep
JUN	June	Y	Keep
KG	Kilograms	Y	Keep
KHZ	Kilohertz	Y	Keep

KIAS	Knots indicated airspeed	Y	Keep
KM	Kilometres	Y	Keep
KMH	Kilometres per Hour	Y	Keep
KPA	Kilopascal	Y	Keep
KT	Knots	Y	Keep
KW	Kilowatts	Y	Keep
L	Left (<i>preceded by runway designation number to identify a parallel runway</i>)	Y	Keep
L	Locator (<i>See LM, LO</i>)	Y	Keep
L	Low pressure area or the centre of low pressure (<i>MET</i>)	N	Keep
L	Litre	Y	New
LAM	Logical Acknowledgement (<i>message type designator</i>)	N	Keep
LAN	Inland	N	Keep
LAT	Latitude	Y	Keep
LCA	Local OR Locally OR Location OR Located	Y	Keep
LDA	Landing Distance Available	Y	Keep
LDAH	Landing Distance Available, Helicopter	Y	Keep
LDG	Landing	Y	Keep
LDI	Landing Direction Indicator	Y	Keep
LEN	Length	Y	Keep
LF	Low Frequency (<i>30 to 300 kHz</i>)	Y	Keep
LGT	Light OR Lighting	Y	Keep
LGTD	Lighted	Y	Keep
LIH	Light Intensity High	Y	Keep
LIL	Light Intensity Low	Y	Keep
LIM	Light Intensity Medium	Y	Keep
LINE	Line (<i>used in SIGMET</i>)	N	Keep
LM	Locator, Middle	Y	Keep
LMT	Local Mean Time	N	Keep
LNAV	Lateral Navigation (<i>to be pronounced "EL-NAV"</i>)	N	Keep
LNG	Long (<i>Used to indicate the type of approach desired or required</i>)	N	Keep
LO	Locator, Outer	Y	Keep

LOC	Localizer	Y	Keep
LONG	Longitude	Y	Keep
LORAN	LORAN (<i>Long Range Air Navigation System</i>)	Y	Keep
LOSS	Airspeed or headwind loss	N	Keep
LPV	Localizer Performance with Vertical Guidance	N	Keep
LR	The last message received by me was ... (<i>to be used in AFS as a procedure signal</i>)	N	Keep
LRG	Long Range	N	Keep
LS	The last message sent by me was ... OR Last message was (<i>to be used in AFS as a procedure signal</i>)	N	Keep
LTA	Lower Control area	Y	New
LTD	Limited	Y	Keep
LTP	Landing THR point	N	Keep
LTT	Landline teletypewriter	N	Remove
LV	Light and Variable (<i>Relating to Wind</i>)	N	Keep
LVE	Leave OR Leaving	N	Keep
LVL	Level	Y	Keep
LVP	Low Visibility Procedures	Y	Keep
LYR	Layer OR Layered	N	Keep
M	Mach Number (<i>Followed by figures</i>)	Y	Keep
M	Metres (<i>Preceded by figures</i>)	Y	Keep
M	Minimum value of RWY visual range (<i>followed by figures in METAR/SPECI</i>)	N	Keep
MAA	Maximum Authorised Altitude	N	Keep
MAG	Magnetic	Y	Keep
MAHF	Missed Approach Holding Fix	N	Keep
MAINT	Maintenance	Y	Keep
MAP	Aeronautical maps and charts	Y	Keep
MAPT	Missed Approach Point	Y	Keep
MAR	At sea	N	Keep
MAR	March	Y	Keep
MAS	Manual A1 Simplex	N	Remove
MATF	Missed Approach Turning Fix	N	Keep

MATZ	Military Aerodrome Traffic Zone	Y	New
MAX	Maximum	Y	Keep
MAY	May	Y	Keep
MBST	Microburst	N	Keep
MCA	Minimum Crossing Altitude	N	Keep
MCTR	Military Control Zone	Y	New
MCW	Modulated Continuous Wave	N	Keep
MDA	Minimum Descent Altitude	Y	Keep
MDF	Medium frequency Direction Finding Station	N	Keep
MDH	Minimum Descent Height	Y	Keep
MEA	Minimum En-route Altitude	Y	Keep
MEDEVAC	Medical Evacuation Flight	Y	New
MEHT	Minimum Eye Height over Threshold <i>(For VASIS and PAPI)</i>	Y	Keep
MET	Meteorological OR Meteorology	Y	Keep
METAR	Aerodrome routine meteorological report <i>(In aeronautical meteorological code)</i>	Y	Keep
MET REPORT	Local routine meteorological report <i>(in abbreviated plain language)</i>	N	Keep
MF	Medium Frequency <i>(300 to 3000 kHz)</i>	Y	Keep
MHA	Minimum Holding Altitude	Y	New
MHDF	Medium and High Frequency Direction Finding Stations <i>(At the same location)</i>	N	Keep
MHVDF	Medium, High and Very High Frequency Direction Finding Stations <i>(At the same location)</i>	N	Keep
MHZ	Megahertz	Y	Keep
MID	Mid-point (related to RVR)	N	Keep
MIFG	Shallow fog	N	Keep
MIL	Military	Y	Keep
MIN	Minutes	Y	Keep
MIS	Missing <i>(transmission identification) (to be used in AFS as a procedure signal)</i>	N	Keep
MKR	Marker radio beacon	Y	Keep
MLS	Microwave Landing System	Y	Keep
MM	Middle Marker	Y	Keep
MNM	Minimum	Y	Keep

MNPS	Minimum Navigation Performance Specifications	Y	Keep
MNT	Monitor OR Monitoring OR Monitored	N	Keep
MNTN	Maintain	N	Keep
MOA	Military Operating Area	Y	Keep
MOC	Minimum Obstacle Clearance (required)	N	Keep
MOCA	Minimum Obstacle Clearance Altitude	Y	Keep
MOD	Moderate (<i>Used to indicate the intensity of weather phenomena, interference or static reports, eg MOD RA = Moderate rain</i>)	N	Keep
MON	Above Mountains	N	Keep
MON	Monday	Y	Keep
MOPS	Minimum Operational Performance Standards	N	Keep
MOV	Move OR Moving OR Movement	Y	Keep
MPS	Metres Per Second	Y	Keep
MRA	Minimum Reception Altitude	N	Keep
MRG	Medium Range	N	Keep
MRP	ATS/MET Reporting Point	N	Keep
MS	Minus	N	Keep
MSA	Minimum Sector Altitude	Y	Keep
MSAS	Multifunctional Transport Satellite (MTSAT) Satellite-based Augmentation System (<i>to be pronounced "EM-SAS"</i>)	N	Keep
MSAW	Minimum Safety Altitude Warning	N	Keep
MSG	Message	Y	Keep
MSL	Mean Sea Level	Y	Keep
MSR#	Message ...(<i>ID</i>) <i>has been misrouted (to be used in AFS as a procedure signal)</i>	N	Keep
MSSR	Monopulse Secondary Surveillance Radar	Y	Keep
MT	Mountain	N	Keep
MTOM	Maximum (certified) Take-Off Mass	Y	New
MTU	Metric Units	N	Keep
MTW	Mountain Waves	N	Keep
MVDF	Medium and Very High Frequency Direction Finding Stations (<i>At the same location</i>)	N	Keep
MWO	Meteorological Watch Office	Y	Keep

MX	Mixed type of ice formation (white and clear)	N	Keep
N	No distinct tendency (<i>in RVR during previous 10 minutes</i>)	N	Keep
N	North OR Northern latitude	Y	Keep
NADP	Noise abatement departure procedure	N	Keep
NASC	National AIS System Centre	N	Keep
NAT	North Atlantic	Y	Keep
NAV	Navigation	Y	Keep
NAVAID	Navigation Aid	Y	New
NB	Northbound	N	Keep
NBFR	Not Before	N	Keep
NC	No Change	N	Keep
NCD	No Cloud Detected (<i>used in automated METAR/SPECI</i>)	N	Keep
NDB	Non-Directional Radio Beacon	Y	Keep
NDV	No Directional Variations Available (<i>used in automated METAR/SPECI</i>)	N	Keep
NE	North East	Y	Keep
NEB	North Eastbound	N	Keep
NEG	No OR Negative OR Permission not granted OR That is not correct	N	Keep
NGT	Night	Y	Keep
NIL	None OR I Have nothing to send to you	Y	Keep
NM	Nautical Miles	Y	Keep
NML	Normal	Y	Keep
NN	No name, unnamed	N	Keep
NNE	North-North-East	Y	Keep
NNW	North-North-West	Y	Keep
NO	No (negative) (<i>to be used in AFS as a procedure signal</i>)	N	Keep
NOF	International NOTAM Office	Y	Keep
NONSTD	Non-standard	Y	New
NOSIG	No Significant Change (Used in trend -type landing forecasts)	N	Keep
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	Y	Keep

NOTAMC	Cancelling NOTAM	Y	New
NOTAMN	New NOTAM	Y	New
NOTAMR	Replacing NOTAM	Y	New
NOV	November	Y	Keep
NOZ	Normal Operating Zone	N	Keep
NPA	Non-precision approach	N	Keep
NR	Number	Y	Keep
NRH	No Reply Heard	N	Keep
NS	Nimbostratus	N	Keep
NSC	Nil Significant Cloud	N	Keep
NSE	Navigation system error	N	Keep
NSW	Nil Significant Weather	N	Keep
NTL	National	Y	Keep
NTZ	No Transgression Zone	N	Keep
NW	North-West	Y	Keep
NWB	North-Westbound	N	Keep
NXT	Next	N	Keep
O/R	On Request	N	Keep
OAC	Oceanic Area Control Centre	Y	Keep
OAS	Obstacle Assessment Surface	N	Keep
OBS	Observe OR Observed OR Observation	Y	Keep
OBSC	Obscure OR Obscured OR Obscuring	N	Keep
OBST	Obstacle	Y	Keep
OCA	Obstacle Clearance Altitude	Y	Keep
OCA	Oceanic Control Area	Y	Keep
OCC	Occulting (light)	N	Keep
OCH	Obstacle Clearance Height	Y	Keep
OCNL	Occasional OR Occasionally	Y	Keep
OCS	Obstacle Clearance Surface	N	Keep
OCT	October	Y	Keep
OFZ	Obstacle Free Zone	N	Keep

OGN	Originate <i>(to be used in AFS as a procedure signal)</i>	N	Keep
OHD	Overhead	N	Keep
OIS	Obstacle identification surface	N	Keep
OK	We agree OR It is correct <i>(to be used in AFS as a procedure signal)</i>	Y	Keep
OLDI	On-Line Data Interchange	N	Keep
OM	Outer Marker	Y	Keep
OPA	Opaque, white type of ice formation	N	Keep
OPC	The control indicated is operational control	N	Keep
OPMET	Operational Meteorological (information)	N	Keep
OPN	Open OR Opening OR Opened	N	Keep
OPR	Operator OR Operate OR Operative OR Operating OR Operational	Y	Keep
OPS	Operations	Y	Keep
ORD	Order	N	Keep
OSV	Ocean Station Vessel	N	Keep
OTP	On Top	N	Keep
OTS	Organised Track System	Y	Keep
OUBD	Outbound	N	Keep
OVC	Overcast	N	Keep
P	Prohibited area <i>(Followed by identification)</i>	Y	Keep
P	Maximum value of wind speed or Runway visual range <i>(followed by figures in METAR/SPECI and TAF)</i>	N	Keep
P-RNAV	Precision area navigation	Y	New
PA	Precision Approach	Y	Keep
PALS	Precision Approach Lighting System <i>(Specify category)</i>	Y	Keep
PANS	Procedures for Air Navigation Services	N	Keep
PAPI	Precision Approach Path Indicator	Y	Keep
PAR	Precision Approach Radar	Y	Keep
PARL	Parallel	N	Keep
PATC	Precision Approach Terrain Chart <i>(followed by name/title)</i>	Y	Keep
PAX	Passenger(s)	Y	Keep
PBN	Performance-based navigation	N	Keep

PCD	Proceed OR Proceeding	N	Keep
PCL	Pilot-Controlled Lighting	N	Keep
PCN	Pavement Classification Number	Y	Keep
PCT	Percent	Y	New
PDC	Pre-Departure Clearance	N	Keep
PDG	Procedure Design Gradient	N	Keep
PER	Performance	N	Keep
PERM	Permanent	Y	Keep
PIB	Pre-flight Information Bulletin	Y	Keep
PJE	Parachute Jumping Exercise	Y	Keep
PL	Ice Pellets	N	Keep
PLA	Practice Low Approach	N	Keep
PLASI	Pulse Light Approach Slope Indicator	Y	New
PLN	Flight Plan	N	Remove
PLVL	Present Level	N	Keep
PN	Prior Notice required	N	Keep
PNR	Point of No Return	N	Keep
PO	Dust/sand whirls (<i>dust devils</i>)	N	Keep
POB	Persons On Board	Y	Keep
POSS	Possible	N	Keep
PPI	Plan Position Indicator	N	Keep
PPR	Prior Permission Required	Y	Keep
PPSN	Present Position	N	Keep
PRFG	Aerodrome partially covered by fog	N	Keep
PRI	Primary	N	Keep
PRKG	Parking	Y	Keep
PROB	Probability	Y	Keep
PROC	Procedure	Y	Keep
PROP	Propeller	Y	New
PROV	Provisional	N	Keep
PRP	Point-in-space reference point	N	Keep

PS	Plus	N	Keep
PSG	Passing	N	Keep
PSN	Position	Y	Keep
PSP	Pierced Steel Plank	N	Keep
PSR	Primary Surveillance Radar	Y	Keep
PSYS	Pressure system(s)	N	Keep
PTN	Procedure Turn	N	Keep
PTS	Polar Track Structure	Y	Keep
PWR	Power	Y	Keep
QD	Do you intend to ask me for a series of bearings? OR I intend to ask you for a series of bearings (to be used in radiotelegraphy as a Q Code)	N	Keep
QDM	Magnetic Heading (zero wind)	Y	Keep
QDR	Magnetic Bearing	Y	Keep
QFE	Atmospheric pressure at aerodrome elevation (OR at runway threshold)	Y	Keep
QFU	Magnetic orientation of runway	N	Keep
QGE	What is my distance to your station?	N	Keep
QJH	Shall I run my test tape/ a test sentence?	N	Keep
QNH	Altimeter sub-scale setting to obtain elevation when on the ground	Y	Keep
QSP	Will you relay to ...free of charge	N	Keep
QTA	Shall I cancel telegram number...? Cancel telegram number...	N	Keep
QTE	True bearing	Y	Keep
QTF	Will you give me the position of my station according to the bearings taken by the D/F stations which you control?	N	Keep
QUAD	Quadrant	N	Keep
QUJ	Will you indicate the TRUE track to reach you? Or the TRUE track to reach me is ... degrees at... hours	N	Keep
R	Received (<i>acknowledgement of receipt</i>) (to be used in AFS as a procedure signal)	N	Keep
R	Red	Y	Keep
R	Right (<i>preceded by runway designation number to identify a parallel runway</i>)	Y	Keep
R...	Restricted Area (<i>followed by identification</i>)	Y	Keep
R...	Runway Visual Range (<i>followed by figures in METAR/SPECI</i>)	N	Keep

R	Rate of turn	N	Keep
R-nnn	Radial from Navaid (followed by three figures)	Y	New
RA	Rain	N	Keep
RA	Resolution Advisory	N	Keep
RAC	Rules of the Air and Air Traffic Services	N	Keep
RAG	Ragged	N	Keep
RAG	Runway Arresting Gear	Y	Keep
RAI	Runway Alignment Indicator	N	Keep
RAIM	Receiver Autonomous Integrity Monitoring	Y	Keep
RASC	Regional AIS System Centre	N	Keep
RASS	Remote Altimeter Setting Source	N	Keep
RB	Rescue boat	N	Keep
RCA	Reach Cruising Altitude	N	Keep
RCC	Rescue Co-ordination Centre	Y	Keep
RCF	Radiocommunication Failure (<i>message type designator</i>)	N	Keep
RCH	Reach OR Reaching	N	Keep
RCL	Runway Centre Line	Y	Keep
RCLL	Runway Centre Line Light(s)	Y	Keep
RCLR	Recleared	N	Keep
RCP	Required communication performance	N	Keep
RDH	Reference Datum Height	N	Keep
RDL	Radial	Y	Keep
RDO	Radio	N	Keep
RE	Recent (<i>Used to qualify weather phenomena, eg RERA = recent rain</i>)	N	Keep
REC	Receive OR Receiver	N	Keep
REDL	Runway Edge Light(s)	Y	Keep
REF	Reference to ... OR Refer to ...	Y	Keep
REG	Registration	Y	Keep
RENL	Runway End Light(s)	Y	Keep
REP	Report OR Reporting OR Reporting Point	Y	Keep
REQ	Request OR Requested	Y	Keep

ERTE	Re-route	N	Keep
RESA	Runway End Safety Area	Y	Keep
RF	Constant radius arc to a fix	N	Keep
RFFS	Rescue and Fire Fighting Services	Y	New
RG	Range (<i>lights</i>)	N	Keep
RHC	Right-hand Circuit	N	Keep
RIF	Reclearance In Flight	N	Keep
RIME	Rime (<i>used in aerodrome warnings</i>)	N	Keep
RITE	Right (<i>Direction of Turn</i>)	N	Remove
RL	Report Leaving	N	Keep
RLA	Relay to	N	Keep
RLCE	Request Level Change En-route	N	Keep
RLLS	Runway Lead-in Lighting System	Y	Keep
RLNA	Requested Level Not Available	N	Keep
RMK	Remark	Y	Keep
RNAV	Area Navigation (<i>to be pronounced "AR-NAV"</i>)	Y	Keep
RNG	Radio Range	N	Keep
RNP	Required Navigation Performance	Y	Keep
ROBEX	Regional OPMET Bulletin Exchange (<i>Scheme</i>)	N	Keep
ROC	Rate Of Climb	N	Keep
ROD	Rate Of Descent	N	Keep
ROFOR	Route Forecast (In meteorological code)	N	Keep
RON	Receiving Only	N	Keep
RPA	Remotely Piloted Aircraft	N	New
RPDS	Reference path data selector	N	Keep
RPI	Radar Position Indicator	N	Keep
RPL	Repetitive flight plan	Y	Keep
RPLC	Replace OR Replaced	N	Keep
RPS	Radar Position Symbol	N	Keep
RPT	Repeat OR I repeat (<i>to be used in AFS as a procedure signal</i>)	N	Keep
RQ	Request (<i>to be used in AFS as a procedure signal</i>)	N	Keep

RQMNTS	Requirements	N	Keep
RQP	Request flight plan (<i>message type designator</i>)	N	Keep
RQS	Request supplementary flight plan (<i>message type designator</i>)	N	Keep
RR	Report Reaching	N	Keep
RRA	(<i>Or RRB, RRC etc, in sequence</i>) Delayed meteorological message (<i>message type designator</i>)	N	Keep
RSC	Rescue Sub-Centre	N	Keep
RSCD	Runway Surface Condition	N	Keep
RSP	Responder beacon	N	Keep
RSR	En-Route Surveillance Radar	Y	Keep
RSS	Root sum square	N	Keep
RTD	Delayed (<i>used to indicate delayed meteorological message; message type designator</i>)	N	Keep
RTE	Route	Y	Keep
RTF	Radiotelephone	N	Keep
RTG	Radiotelegraph	N	Keep
RTHL	Runway threshold light(s)	Y	Keep
RTN	Return OR Returned OR Returning	N	Keep
RTODAH	Rejected Take-off Distance Available, Helicopter	N	Keep
RTS	Return To Service	N	Keep
RTT	Radioteletypewriter	N	Keep
RTZL	Runway Touchdown Zone Light(s)	Y	Keep
RUT	Standard regional route transmitting frequencies	N	Keep
RV	Rescue Vessel	N	Keep
RVA	Radar Vectoring Area	Y	New
RVR	Runway Visual Range	Y	Keep
RVSM	Reduced Vertical Separation Minimum (<i>300 m (1000 ft)</i>) between FL 290 and FL 410	Y	Keep
RWY	Runway	Y	Keep
S	South OR Southern Latitude	Y	Keep
S	State of the sea (<i>followed by figures in METAR/SPECI</i>)	N	Keep
SA	Sand	N	Keep
SALS	Simple Approach Lighting System	Y	Keep

SAN	Sanitary	N	Keep
SAP	As soon as possible	N	Remove
SAR	Search and Rescue	Y	Keep
SARPS	Standards and Recommended Practices [ICAO]	N	Keep
SAT	Saturday	Y	Keep
SATCOM	Satellite Communication	Y	Keep
SB	Southbound	N	Keep
SBAS	Satellite Based Augmentation System (<i>to be pronounced "ESS-BAS"</i>)	Y	Keep
SC	Stratocumulus	N	Keep
SCT	Scattered	N	Keep
SD	Standard deviation	N	Keep
SDBY	Stand by	N	Keep
SDF	Step Down Fix	N	Keep
SE	South-East	Y	Keep
SEA	Sea (<i>used in connection with sea-surface temperature and state of the sea</i>)	N	Keep
SEB	South-Eastbound	N	Keep
SEC	Seconds	Y	Keep
SECN	Section	N	Keep
SECT	Sector	Y	Keep
SELCAL	Selective calling system	Y	Keep
SEP	September	Y	Keep
SER	Service OR Servicing OR Served	Y	Keep
SEV	Severe (<i>Used eg to qualify icing and turbulence reports</i>)	N	Keep
SFC	Surface	Y	Keep
SG	Snow Grains	N	Keep
SGL	Signal	N	Keep
	Shower (<i>followed by RA = Rain, SN = Snow, PL = Ice pellets, GR = Hail, GS = Small hail and/or</i>		
SH	<i>snow pellets or combinations thereof, eg SHRASN = showers of rain and snow</i>)	N	Keep
SHF	Super High Frequency (<i>3000 to 30000 MHz</i>)	Y	Keep
SI	International system of units	Y	Keep

SID	Standard Instrument Departure	Y	Keep
SIF	Selective Identification Feature	N	Keep
SIG	Significant	Y	Keep
SIGMET	Information concerning en-route weather phenomena which may affect the safety of aircraft operations	Y	Keep
SIMUL	Simultaneous OR Simultaneously	N	Keep
SIWL	Single Isolated Wheel Load	N	Keep
SKED	Schedule OR Scheduled	N	Keep
SLP	Speed Limiting Point	N	Keep
SLW	Slow	N	Keep
SMC	Surface Movement Control	N	Keep
SMR	Surface Movement Radar	N	Keep
SN	Snow	N	Keep
SNOCLO	Aerodrome closed due to snow (<i>used in METAR/SPECI</i>)	N	Keep
SNOWTAM	A special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area, by means of a specific format	Y	Keep
SOC	Start of Climb	N	Keep
SPECI	Aerodrome special meteorological report (<i>in meteorological code</i>)	N	Keep
SPECIAL	Local special meteorological report (<i>In abbreviated plain language</i>)	N	Keep
SPI	Special position indicator	N	Keep
SPL	Supplementary flight plan (<i>message type designator</i>)	N	Keep
SPOC	SAR Point Of Contact	N	Keep
SPOT	Spot wind	N	Keep
SQ	Squall	N	Keep
SQL	Squall line	N	Keep
SR	Sunrise	Y	Keep
SRA	Surveillance Radar Approach	Y	Keep
SRE	Surveillance Radar Element of precision approach radar system	Y	Keep
SRG	Short range	N	Keep
SRR	Search and Rescue Region	N	Keep

SRY	Secondary	N	Keep
SS	Sandstorm	N	Keep
SS	Sunset	Y	Keep
SSB	Single Sideband	N	Keep
SSE	South-South-East	Y	Keep
SSR	Secondary Surveillance Radar	Y	Keep
SST	Supersonic transport	N	Keep
SSW	South-South-West	Y	Keep
ST	Stratus	N	Keep
STA	Straight-in approach	N	Keep
STAR	Standard instrument arrival	Y	Keep
STD	Standard	Y	Keep
STF	Stratiform	N	Keep
STN	Station	Y	Keep
STNR	Stationary	N	Keep
STOL	Short Take-Off and Landing	Y	Keep
STS	Status	Y	Keep
STWL	Stopway light(s)	Y	Keep
SUBJ	Subject to	Y	Keep
SUN	Sunday	Y	Keep
SUP	Supplement (<i>AIP Supplement</i>)	Y	Keep
SUPPS	Regional supplementary procedures	N	Keep
SVC	Service (<i>message type only</i>)	N	Updated
SVCBL	Serviceable	N	Keep
SW	South-West	Y	Keep
SWB	South-Westbound	N	Keep
SWY	Stopway	Y	Keep
T	Temperature	N	Keep
T	Ton	Y	New
T	True (<i>preceded by a bearing to indicate reference to True North</i>)	N	Keep
TA	Transition Altitude	Y	Keep

TA	Traffic advisory	N	Keep
TA/H	Turn at an altitude/height	N	Keep
TAA	Terminal Arrival Altitude	N	Keep
TACAN	UHF Tactical Air Navigation Aid	Y	Keep
TAF	Aerodrome forecast	N	Keep
TAIL	Tail wind	N	Keep
TAR	Terminal Area Surveillance Radar	Y	Keep
TAS	True Airspeed	Y	Keep
TAX	Taxiing OR Taxi	N	Keep
TC	Tropical Cyclone	N	Keep
TCAC	Tropical Cyclone Advisory Centre	N	Keep
TCASRA	Traffic alert and collision avoidance system resolution advisory (to be pronounced "TEE-CAS-AR-AY")	N	Keep
TCH	Threshold Crossing Height	N	Keep
TCU	Towering Cumulus	N	Keep
TDO	Tornado	N	Keep
TDZ	Touchdown Zone	Y	Keep
TECR	Technical Reason	N	Keep
TEL	Telephone	Y	Keep
TEMPO	Temporary OR Temporarily	Y	Keep
TF	Track to fix	N	Keep
TFC	Traffic	Y	Keep
TGL	Touch-and-Go Landing	Y	Keep
TGS	Taxiing Guidance System	N	Keep
THR	Threshold	Y	Keep
THRU	Through	N	Keep
THU	Thursday	Y	Keep
TIBA	Traffic Information Broadcast by Aircraft	N	Keep
TIL	Until	N	Keep
TIP	Until past. . . (place)	N	Keep
TKOF	Take-off	Y	Keep

TL	Till <i>(followed by time by which weather change is forecast to end)</i>	N	Keep
TL	Transition Level	Y	New
TLOF	Touchdown and Lift-off Area	Y	Keep
TMA	Terminal Control Area	Y	Keep
TN...	Minimum temperature <i>(followed by figures in TAF)</i>	N	Keep
TNA	Turn Altitude	N	Keep
TNH	Turn Height	N	Keep
TO	To. . . (place)	N	Keep
TOC	Top Of Climb	N	Keep
TODA	Take-off Distance Available	Y	Keep
TODAH	Take-off Distance Available, Helicopter	Y	Keep
TOP	Cloud Top	N	Keep
TORA	Take-off Run Available	Y	Keep
TOX	Toxic	N	Keep
TP	Turning Point	N	Keep
TR	Track	Y	Keep
TRA	Temporary Reserved Airspace	N	Keep
TRANS	Transmits OR Transmitter	Y	Keep
TREND	Trend forecast	N	Keep
TRL	Transition Level	Y	Remove
TRNG	Training	Y	New
TROP	Tropopause	N	Keep
TS	Thunderstorm <i>(followed by RA = Rain, SN = Snow, PL = Ice pellets, GR = Hail, GS = Small hail and/or snow pellets or combinations thereof, eg TSRASN = thunderstorm with rain and snow)</i>	N	Keep
TS	Thunderstorm <i>(in aerodrome reports and forecasts TS used alone means thunder heard but no precipitation at the aerodrome)</i>	N	Keep
TSA	Temporary Segregated Area	Y	New
TSUNAMI	Tsunami <i>(used in AD warnings)</i>	N	Keep
TT	Teletypewriter	N	Keep
TUE	Tuesday	Y	Keep

TURB	Turbulence	Y	Keep
T-VASIS	T Visual Approach Slope Indicator System <i>(to be pronounced "TEE-VASIS")</i>	Y	Keep
TVOR	Terminal VOR	Y	Keep
TWR	Aerodrome control tower OR aerodrome control	Y	Keep
TWY	Taxiway	Y	Keep
TWYL	Taxiway-Link	N	Keep
TX...	Maximum temperature <i>(followed by figures in TAF)</i>	N	Keep
TXT	Text <i>(to be used in AFS as a procedure signal)</i>	N	Keep
TYP	Type of Aircraft	Y	Keep
TYPH	Typhoon	N	Keep
U	Upward <i>(tendency in RVR during previous 10 minutes)</i>	N	Keep
U/S	Unservicable	Y	Keep
UA	Unmanned aircraft	Y	Remove
UAB	Until Advised By	N	Keep
UAC	Upper Area Control Centre	Y	Keep
UAR	Upper Air Route	N	Keep
UDF	Ultra High Frequency Direction Finding Station	Y	Keep
UFN	Until Further Notice	Y	Keep
UHDT	Unable Higher Due Traffic	N	Keep
UHF	Ultra High Frequency [300 to 3000 MHz]	Y	Keep
UIC	Upper Information Centre	N	Keep
UIR	Upper Flight Information Region	Y	Keep
ULM	Ultra light motorized aircraft	Y	New
ULR	Ultra Long Range	N	Keep
UNA	Unable	N	Keep
UNAP	Unable to Approve	N	Keep
UNL	Unlimited	Y	Keep
UNREL	Unreliable	Y	Keep
UP	Unidentified precipitation <i>(used in automated METAR/SPECI)</i>	N	Keep
UTA	Upper Control Area	Y	Keep
UTC	Coordinated Universal Time	Y	Keep

V	Variations from the mean wind direction (<i>preceded and followed by figures in METAR/SPECI, e.g. 350V070</i>)	N	Keep
VA	Heading to an altitude	N	Keep
VA	Volcanic Ash	Y	Keep
VAAC	Volcanic Ash Advisory Centre	Y	Keep
VAC	Visual Approach Chart	Y	Keep
VAL	In Valleys	N	Keep
VAN	Runway Control Van	N	Keep
VAR	Magnetic Variation	Y	Keep
VAR	Visual-aural radio range	N	Keep
VASIS	Visual Approach Slope Indicator System	Y	Keep
VC	Vicinity of aerodrome (<i>followed by FG = Fog, FC = Funnel cloud, SH = Showers, PO = Dust/sand whirls, BLDU = Blowing dust, BLSA = Blowing sand or BLSN = Blowing snow, eg VC FG = Vicinity fog</i>)	N	Keep
VCY	Vicinity	N	Keep
VDF	Very High Frequency Direction Finding Station	Y	Keep
VER	Vertical	Y	Keep
VFR	Visual Flight Rules	Y	Keep
VHF	Very High Frequency [30 to 300 MHz]	Y	Keep
VI	Heading to an intercept	N	Keep
VIP	Very Important Person	Y	Keep
VIS	Visibility	Y	Keep
VLF	Very Low Frequency [3 to 30 KHz]	Y	Keep
VLR	Very Long Range	N	Keep
VM	Heading to a manual termination	N	Keep
VMC	Visual Meteorological Conditions	Y	Keep
VNAV	Vertical Navigation (<i>to be pronounced "VEE-NAV"</i>)	N	Keep
VOL	Volume (<i>followed by I, II...</i>)	Y	New
VOLMET	Meteorological information for aircraft in flight	Y	Keep
VOR	Very High Frequency Omnidirectional Radio Range	Y	Keep

VORTAC	VOR and TACAN combination	Y	Keep
VOT	VOR airborne equipment test facility	Y	Keep
VPA	Vertical Path Angle	N	Keep
VPT	Visual manoeuvre with prescribed track	N	Keep
VRB	Variable	N	Keep
VSA	By visual reference to the ground	N	Keep
VSP	Vertical speed	N	Keep
VTF	Vector to final	N	Keep
VTOL	Vertical Take-Off and Landing	Y	Keep
VV...	Vertical Visibility <i>(followed by figures in METAR/SPECI and TAF)</i>	N	Keep
W	West or Western longitude	Y	Keep
W	White	Y	Keep
W...	Sea-surface temperature <i>(followed by figures in METAR/SPECI)</i>	N	Keep
WAAS	Wide Area Augmentation System	Y	Keep
WAC	World Aeronautical Chart — ICAO 1:1 000 000 <i>(followed by name/title)</i>	Y	Keep
WAFC	World Area Forecast Centre	Y	Keep
WB	Westbound	N	Keep
WBAR	Wing bar lights	Y	Keep
WDI	Wind Direction Indicator	Y	Keep
WDSPR	Widespread	N	Keep
WED	Wednesday	Y	Keep
WEF	With Effect From OR Effective From	Y	Keep
WGS-84	World Geodetic System - 1984	Y	Keep
WI	Within	N	Keep
WID	Width	N	Keep
WIE	With Immediate Effect OR Effective Immediately	Y	Keep
WILCO	Will comply	N	Keep
WIND	Wind	N	Keep
WIP	Work In Progress	Y	Keep
WKN	Weaken OR Weakening	N	Keep
WNW	West North West	Y	Keep

WO	Without	N	Keep
WPT	Way-point	Y	Keep
WRNG	Warning	Y	Keep
WS	Windshear	N	Keep
WSPD	Windspeed	N	Keep
WSW	West-South-West	Y	Keep
WT	Weight	N	Keep
WTSPT	Waterspout	N	Keep
WWW	Worldwide Web	Y	Keep
WX	Weather	Y	Keep
WXR	Weather radar	Y	New
X	Cross	Y	Keep
XBAR	Crossbar <i>(of approach lighting system)</i>	Y	Keep
XNG	Crossing	N	Keep
XS	Atmospherics	N	Keep
Y	Yellow	Y	Keep
YCZ	Yellow caution zone <i>(runway lighting)</i>	N	Keep
YES	Yes (affirmative) <i>(to be used in AFS as a procedure signal)</i>	N	Keep
YR	Your	N	Keep
Z	Co-ordinated Universal Time <i>(in meteorological messages)</i>	N	Keep