

## GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

Abbreviations marked by an asterisk (\*) are either different from or not contained in ICAO Doc 8400.

<b>A</b>		<b>ALS</b>	Approach lighting system
<b>A</b>	Amber	<b>ALT</b>	Altitude
<b>A/A</b>	Air-to-air	<b>ALTN</b>	Alternate or alternating (light alternates in color)
<b>AAL</b>	Above aerodrome level	<b>ALTN</b>	Alternate (aerodrome)
<b>ABM</b>	Abeam	<b>AMA</b>	Area minimum altitude
<b>ABN</b>	Aerodrome beacon	<b>AMD</b>	Amend or amended (used to indicate amended meteorological message; message type designator)
<b>ABT</b>	About	<b>AMDT</b>	Amendment (AIP amendment)
<b>AC</b>	Altocumulus	<b>AMS</b>	Aeronautical mobile service
<b>ACAS</b>	Airborne collision avoidance system	<b>AMSL</b>	Above mean sea level
<b>ACC</b>	Area control centre or area control	<b>AMSS</b>	Aeronautical mobile satellite service
<b>ACCID</b>	Notification of an aircraft accident	<b>ANC...</b>	Aeronautical chart-1:500 000 (followed by name/title)
<b>ACFT</b>	Aircraft	<b>ANCS...</b>	Aeronautical navigation chart-small scale (followed by name/title)
<b>ACK</b>	Acknowledge	<b>ANS</b>	Answer
<b>ACL</b>	Altimeter check location	<b>AOC</b>	Aerodrome obstacle chart
<b>ACN</b>	Aircraft classification number	<b>AP</b>	Airport
<b>ACP</b>	Acceptance (message type designator)	<b>APCH</b>	Approach
<b>ACPT</b>	Accept or accepted	<b>APDC...</b>	Aircraft parking/docking chart (followed by name/title)
<b>ACT</b>	Active or activated or activity	<b>APN</b>	Apron
<b>AD</b>	Aerodrome	<b>APP</b>	Approach control office or approach control or approach control service
<b>ADA</b>	Advisory area	<b>APR</b>	April
<b>ADC</b>	Aerodrome chart	<b>APRX</b>	Approximate or approximately
<b>ADDN</b>	Addition or additional	<b>APSG</b>	After passing
<b>ADF</b>	Automatic direction-finding equipment	<b>APV</b>	Approve or approved or approval
<b>ADIZ</b>	(to be pronounced "AY-DIZ") Air defence identification zone	<b>ARC</b>	Area chart
<b>ADJ</b>	Adjacent	<b>ARNG</b>	Arrange
<b>ADO</b>	Aerodrome office (specify service)	<b>ARO</b>	Air traffic services reporting office
<b>ADR</b>	Advisory route	<b>ARP</b>	Aerodrome reference point
<b>ADS-B</b>	Automatic dependent surveillance-broadcast	<b>ARP</b>	Air-report (message type designator)
<b>ADS-C</b>	Automatic dependent surveillance-contract	<b>ARQ</b>	Automatic error correction
<b>ADSU</b>	Automatic dependent surveillance unit	<b>ARR</b>	Arrive or arrival
<b>ADVS</b>	Advisory service	<b>ARR</b>	Arrival (message type designator)
<b>ADZ</b>	Advise	<b>ARS</b>	Special air-report (message type designator)
<b>AES</b>	Aircraft earth station	<b>ARST</b>	Arresting [specify (part of) aircraft arresting equipment]
<b>AFIL</b>	Flight plan filed in the air	<b>AS</b>	Altostratus
<b>AFIS</b>	Aerodrome flight information service	<b>ASC</b>	Ascent to or ascending to
<b>AFM</b>	Yes or affirm or affirmative or that is correct	<b>ASE</b>	Altimetry system error
<b>AFS</b>	Aeronautical fixed service	<b>ASDA</b>	Accelerate-stop distance available
<b>AFT...</b>	After...(time or place)	<b>ASPH</b>	Asphalt
<b>AFTN</b>	Aeronautical fixed telecommunication network	<b>ATA</b>	Actual time of arrival
<b>A/G</b>	Air-to-ground	<b>ATC</b>	Air traffic control (in general)
<b>AGA</b>	Aerodromes, air routes and ground aids	<b>ATCSMAC...</b>	Air traffic control surveillance minimum altitude chart (followed by name/title)
<b>AGL</b>	Above ground level	<b>ATD</b>	Actual time of departure
<b>AGN</b>	Again	<b>ATFM</b>	Air traffic flow management
<b>AIC</b>	Aeronautical information circular	<b>ATIS</b>	Automatic terminal information service
<b>AIP</b>	Aeronautical information publication	<b>ATM</b>	Air traffic management
<b>AIRAC</b>	Aeronautical information regulation and control	<b>ATN</b>	Aeronautical telecommunication network
<b>AIREP</b>	Air-report	<b>ATP</b>	At...(time or place)
<b>AIRMET</b>	Information concerning en-route weather phenomena which may affect the safety of low-level aircraft operation	<b>ATS</b>	Air traffic services
<b>AIS</b>	Aeronautical information services	<b>ATTN</b>	Attention
<b>ALA</b>	Alighting area	<b>ATZ</b>	Aerodrome traffic zone
<b>ALERFA</b>	Alert phase		
<b>ALR</b>	Alerting (message type designator)		

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<b>AUG</b>	August	<b>CL</b>	Centre line
<b>AUTH</b>	Authorized or authorization	<b>CLA</b>	Clear type of ice formation
<b>AUW</b>	All up weight	<b>CLBR</b>	Calibration
<b>AUX</b>	Auxiliary	<b>CLD</b>	Cloud
<b>AVBL</b>	Available or availability	<b>CLG</b>	Calling
<b>AVG</b>	Average	<b>CLIMB-OUT</b>	Climb-out area
<b>AVGAS</b>	Aviation gasoline	<b>CLR</b>	Clear(s) or cleared to ...or clearance
<b>AWY</b>	Airway	<b>CLSD</b>	Close or closed or closing
<b>AZM</b>	Azimuth	<b>CM</b>	Centimeter
<b>B</b>		<b>CMB</b>	Climb to or climbing to
<b>B</b>	Blue	<b>CMPL</b>	Completion or completed or complete
<b>BA</b>	Braking action	<b>CNL</b>	Cancel or cancelled
<b>BASE</b>	Cloud base	<b>CNL</b>	Flight plan cancellation (message type designator)
<b>BCFG</b>	Fog patches	<b>CNS</b>	Continuous
<b>BCN</b>	Beacon (aeronautical ground light)	<b>COM</b>	Communications
<b>BCST</b>	Broadcast	<b>CONC</b>	Concrete
<b>BDRY</b>	Boundary	<b>COND</b>	Condition
<b>BFR</b>	Before	<b>CONS</b>	Continuous
<b>BKN</b>	Broken	<b>CONST</b>	Construction or constructed
<b>BLDG</b>	Building	<b>CONT</b>	Continue or continued
<b>BLO</b>	Below clouds	<b>COOR</b>	Co-ordinate or co-ordination
<b>BLW...</b>	Below...	<b>COP</b>	Change-over point
<b>BOMB</b>	Bombing	<b>COR</b>	Correct or correction or corrected (used to indicate corrected meteorological message; message type designator)
<b>BR</b>	Mist	<b>COT</b>	At the coast
<b>BRF</b>	Short (used to indicate the type of approach desired or required)	<b>COV</b>	Cover or covered or covering
<b>BRG</b>	Bearing	<b>CPDLC</b>	Controller-pilot data link communications
<b>BRKG</b>	Braking	<b>CPL</b>	Current flight plan (message type designator)
<b>BS</b>	Commercial broadcasting station	<b>CRC</b>	Cyclic redundancy check
<b>BTL</b>	Between layers	<b>CRM</b>	Collision risk model
<b>BTN</b>	Between	<b>CRZ</b>	Cruise
<b>BUFR</b>	Binary universal form for the representation of meteorological data	<b>CS</b>	Call sign
<b>C</b>		<b>CS</b>	Cirrostratus
<b>...C</b>	Centre (preceded by runway designation number to identify a parallel runway)	<b>CTA</b>	Control area
<b>C</b>	Degrees Celsius (Centigrade)	<b>CTAM</b>	Climb to and maintain
<b>CA</b>	Course to an altitude	<b>CTC</b>	Contact
<b>CAAT</b>	The Civil Aviation Authority of Thailand	<b>CTL</b>	Control
<b>CAT</b>	Category	<b>CTN</b>	Caution
<b>CAT</b>	Clear air turbulence	<b>CTR</b>	Control zone
<b>CAVOK</b>	(to be pronounced "KAV-OH-KAY") Visibility, cloud and present weather better than prescribed values or conditions	<b>CU</b>	Cumulus
<b>CB</b>	(to be pronounced "CEE BEE") Cumulonimbus	<b>CUF</b>	Cumuliform
<b>CC</b>	Cirrocumulus	<b>CUST</b>	Customs
<b>CD</b>	Candela	<b>CW</b>	Continuous wave
<b>CDN</b>	Co-ordination (message type designator)	<b>CWY</b>	Clearway
<b>CF</b>	Change frequency to...	<b>D</b>	
<b>CF</b>	Course to a fix	<b>D...</b>	Danger area (followed by identification)
<b>CGL</b>	Circling guidance light(s)	<b>DA</b>	Decision altitude
<b>CH</b>	Channel	<b>D-ATIS</b>	(to be pronounced "DEE-ATIS") Data link automatic terminal information service
<b>CHEM</b>	Chemical	<b>DCD</b>	Double channel duplex
<b>CHG</b>	Modification (message type designator)	<b>DCKG</b>	Docking
<b>CI</b>	Cirrus	<b>DGP</b>	Datum crossing point
<b>CIDIN</b>	Common ICAO data interchange network	<b>DCPC</b>	Direct controller-pilot communications
<b>CIT</b>	Near or over large towns	<b>DCS</b>	Double channel simplex
<b>CIV</b>	Civil	<b>DCT</b>	Direct (in relation to flight plan clearances and type of approach)
<b>CK</b>	Check	<b>DEC</b>	December

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<b>DEG</b>	Degrees	<b>EN*</b>	English
<b>DEP</b>	Depart or departure	<b>END</b>	Stop-end (related to RVR)
<b>DEPO</b>	Deposition	<b>ENE</b>	East north east
<b>DER</b>	Departure end of the runway	<b>ENG</b>	Engine
<b>DES</b>	Descend to or descending to	<b>ENR</b>	En-route
<b>DEST</b>	Destination	<b>EOBT</b>	Estimated off-block time
<b>DETRESFA</b>	Distress phase	<b>EQPT</b>	Equipment
<b>DEV</b>	Deviation or deviating	<b>ER</b>	Here...or herewith
<b>DF</b>	Direction finding	<b>ESE</b>	East-south-east
<b>DFDR</b>	Digital flight data recorder	<b>EST</b>	Estimate or estimated or estimation (message type designator)
<b>DFTI</b>	Distance from touchdown indicator	<b>ETA</b>	Estimated time of departure or estimating arrival
<b>DH</b>	Decision height	<b>ETD</b>	Estimated time of departure or estimating departure
<b>DIF</b>	Diffuse	<b>ETO</b>	Estimated time over significant point
<b>DIST</b>	Distance	<b>EUR RODEX</b>	European regional OPMET data exchange
<b>DIV</b>	Divert or diverting	<b>EV</b>	Every
<b>DLA</b>	Delay (message type designator)	<b>EVS</b>	Enhanced vision system
<b>DLA</b>	Delay or delayed	<b>EXC</b>	Except
<b>DLIC</b>	Data link initiation capability	<b>EXER</b>	Exercises or exercising or to exercise
<b>DLY</b>	Daily	<b>EXP</b>	Expect or expected or expecting
<b>DME</b>	Distance measuring equipment	<b>EXTD</b>	Extend or extending
<b>DNG</b>	Danger or dangerous		
<b>DOM</b>	Domestic		
<b>DP</b>	Dew point temperature		
<b>DPT</b>	Depth	<b>F</b>	Degrees Fahrenheit
<b>DR</b>	Dead reckoning	<b>F</b>	Fixed
<b>DRG</b>	During	<b>FA</b>	Course from a fix to an altitude
<b>DS</b>	Duststorm	<b>FAC</b>	Facilities
<b>DSB</b>	Double sideband	<b>FAF</b>	Final approach fix
<b>DTAM</b>	Descend to and maintain		
<b>DTG</b>	Date-time group	<b>FAL</b>	Facilitation of international air transport
<b>DTHR</b>	Displaced runway threshold	<b>FAP</b>	Final approach point
<b>DTRT</b>	Deteriorate or deteriorating	<b>FAS</b>	Final approach segment
<b>DTW</b>	Dual tandem wheels	<b>FATO</b>	Final approach and take-off
<b>DU</b>	Dust	<b>FAX</b>	Facsimile transmission
<b>DUC</b>	Dense upper cloud	<b>FBL</b>	Light (used to qualify icing, turbulence, interference or static reports)
<b>DUR</b>	Duration		
<b>D-VOLMET</b>	Data link VOLMET	<b>FC</b>	Funnel cloud
<b>DVOR</b>	Doppler VOR	<b>FCST</b>	Forecast
<b>DW</b>	Dual wheels	<b>FCT</b>	Friction coefficient
<b>DX*</b>	Duplex	<b>FDPS</b>	Flight data processing system
<b>DZ</b>	Drizzle	<b>FEB</b>	February
		<b>FG</b>	Fog
<b>E</b>		<b>FIC</b>	Flight information center
<b>E</b>	East or eastern longitude	<b>FIR</b>	Flight information region
<b>EAT</b>	Expected approach time	<b>FIS</b>	Flight information service
<b>EB</b>	Eastbound	<b>FISA</b>	Automated flight information service
<b>EDA</b>	Elevation differential area	<b>FL</b>	Flight level
<b>EET</b>	Estimated elapsed time	<b>FLD</b>	Field
<b>EFC</b>	Expect further clearance	<b>FLG</b>	Flashing
<b>EHF</b>	Extremely high frequency [30 000 to 300 000 MHz]	<b>FLR</b>	Flares
<b>ELBA</b>	Emergency location beacon-aircraft	<b>FLT</b>	Flight
<b>ELEV</b>	Elevation	<b>FLTCK</b>	Flight check
<b>ELR</b>	Extra long range	<b>FLUC</b>	Fluctuating or fluctuation or fluctuated
<b>ELT</b>	Emergency locator transmitter	<b>FLW</b>	Follow(s) or following
<b>EM</b>	Emission	<b>FLY</b>	Fly or flying
<b>EMBD</b>	Embedded in layer (to indicate Cumulonimbus embedded in layer of other clouds)	<b>FM</b>	Course from a fix to manual termination (used in navigation database coding)
<b>EMERG</b>	Emergency	<b>FM</b>	From
		<b>FNA</b>	Final approach

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<b>FPL</b>	Filed flight plan (message type designator)	<b>GRIB</b>	Processed meteorological data in the form of grid point values expressed in binary form (meteorological code)
<b>FPM</b>	Feet per minute	<b>GRVL</b>	Gravel
<b>FPR</b>	Flight plan route	<b>GS</b>	Ground speed
<b>FR</b>	Fuel remaining	<b>GS</b>	Small hail and/or snow pellets
<b>FREQ</b>	Frequency	<b>GUND</b>	Geoid undulation
<b>FRI</b>	Friday		
<b>FRNG</b>	Firing	<b>H</b>	
<b>FRONT</b>	Front (relating to weather)	<b>H</b>	High pressure area or the centre of high pressure
<b>FROST</b>	Frost (used in aerodrome warnings)		
<b>FRQ</b>	Frequent	<b>H24</b>	Continuous day and night service
<b>FSL</b>	Full stop landing	<b>HA</b>	Holding/racetrack to an altitude
<b>FSS</b>	Flight service station	<b>HAPI</b>	Helicopter approach path indicator
<b>FST</b>	First	<b>HBN</b>	Hazard beacon
<b>FT</b>	Feet	<b>HDF</b>	High frequency direction-finding station
<b>FTE</b>	Flight technical error	<b>HDG</b>	Heading
<b>FTP</b>	Fictitious threshold point	<b>HEL</b>	Helicopter
<b>FTT</b>	Flight technical tolerance	<b>HF</b>	High frequency [3 000 to 30 000 kHz]
<b>FU</b>	Smoke	<b>HF</b>	Holding/racetrack to a fix
<b>FZ</b>	Freezing	<b>HGT</b>	Height or height above
<b>FZDZ</b>	Freezing drizzle	<b>HJ</b>	Sunrise to sunset
<b>FZFG</b>	Freezing fog	<b>HLDG</b>	Holding
<b>FZRA</b>	Freezing rain	<b>HM</b>	Holding/racetrack to a manual termination
<b>G</b>		<b>HN</b>	Sunset to sunrise
<b>G</b>	Green	<b>HO</b>	Service available to meet operational requirement
<b>G/A</b>	Ground-to-air	<b>HOL</b>	Holiday
<b>G/A/G</b>	Ground-to-air and air-to-ground	<b>HOSP</b>	Hospital aircraft
<b>GAIN</b>	Airspeed or headwind gain	<b>HPA</b>	Hectopascal
<b>GAGAN</b>	GPS and geostationary earth orbit augmented navigation	<b>HR</b>	Hours
<b>GAMET</b>	Area forecast for low-level flights	<b>HS</b>	Service available during hours of scheduled operations
<b>GARP</b>	GBAS azimuth reference point	<b>HUD</b>	Head-up display
<b>GBAS</b>	(to be pronounced "GEE-BAS") Ground-based augmentation system	<b>HURCN</b>	Hurricane
<b>GCA</b>	Ground controlled approach system or ground controlled approach	<b>HVDF</b>	High and very high frequency direction-finding stations (at the same location)
<b>GEN</b>	General	<b>HVY</b>	Heavy
<b>GEO</b>	Geographic or true	<b>HX</b>	No specific working hours
<b>GES</b>	Ground earth station	<b>HYR</b>	Higher
<b>GLD</b>	Glider	<b>HZ</b>	Haze
<b>GLONASS</b>	(to be pronounced "GLO-NAS") Global orbiting navigation satellite system	<b>HZ</b>	Hertz (cycle per second)
<b>GMC..</b>	Ground movement chart (followed by name/title)	<b>I</b>	
<b>GLS</b>	GBAS landing system	<b>IAC</b>	Instrument approach chart (followed by name/title)
<b>GND</b>	Ground	<b>IAF</b>	Initial approach fix
<b>GNDCK</b>	Ground check	<b>IAO</b>	In and out of clouds
<b>GNSS</b>	Global navigation satellite system	<b>IAP</b>	Instrument approach procedure
<b>GP</b>	Glide path	<b>IAR</b>	Intersection of air routes
<b>GPA</b>	Glide path angle	<b>IAS</b>	Indicated air speed
<b>GPIP</b>	Glide path intercept point	<b>IBN</b>	Identification beacon
<b>GPS</b>	Global positioning system	<b>ICE</b>	Icing
<b>GPWS</b>	Ground proximity warning system	<b>ID</b>	Identifier or identify
<b>GR</b>	Hail	<b>IDENT</b>	Identification
<b>GRAS</b>	(to be pronounced "GRASS") Ground-based regional augmentation system	<b>IF</b>	Intermediate approach fix
<b>GRASS</b>	Grass landing area	<b>IFF</b>	Identification friend/foe
		<b>IFR</b>	Instrument flight rules
		<b>IGA</b>	International general aviation
		<b>ILS</b>	Instrument landing system

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<b>IM</b>	Inner marker	<b>LDA</b>	Landing distance available
<b>IMC</b>	Instrument meteorological conditions	<b>LDAH</b>	Landing distance available, helicopter
<b>IMG</b>	Immigration	<b>LDG</b>	Landing
<b>IMPR</b>	Improve or improving	<b>LDI</b>	Landing direction indicator
<b>IMT</b>	Immediate or immediately	<b>LEN</b>	Length
<b>INA</b>	Initial approach	<b>LF</b>	Low frequency [30 to 300 kHz]
<b>INBD</b>	Inbound	<b>LGT</b>	Light or lighting
<b>INC</b>	In cloud	<b>LGTD</b>	Lighted
<b>INCERFA</b>	Uncertainty phase	<b>LIH</b>	Light intensity high
<b>INFO</b>	Information	<b>LIL</b>	Light intensity low
<b>INOP</b>	Inoperative	<b>LIM</b>	Light intensity medium
<b>INP</b>	If not possible	<b>LM</b>	Locator, middle
<b>INPR</b>	In progress	<b>LMT</b>	Local mean time
<b>INS</b>	Inches (dimensional unit)	<b>LNAV</b>	(to be pronounced "EL-NAV") Lateral navigation
<b>INS</b>	Inertial navigation system	<b>LNG</b>	Long (used to indicate the type of approach desired or required)
<b>INSTL</b>	Install or installed or installation	<b>LO</b>	Locator, outer
<b>INSTR</b>	Instrument	<b>LOC</b>	Localizer
<b>INT</b>	Intersection	<b>LONG</b>	Longitude
<b>INTER</b>	Intermittent	<b>LORAN</b>	Loran (long range air navigation system)
<b>INTL</b>	International	<b>LOSS</b>	Airspeed or headwind loss
<b>INTRG</b>	Interrogator	<b>LPV</b>	Localizer performance with vertical guidance
<b>INTRP</b>	Interrupt or interruption or interrupted	<b>LRG</b>	Long range
<b>INTSF</b>	Intensify or intensifying	<b>LTD</b>	Limited
<b>INTST</b>	Intensity	<b>LTP</b>	Landing threshold point
<b>IR</b>	Ice on runway	<b>LTT</b>	Landline teletypewriter
<b>IRS</b>	Inertial reference system	<b>LV</b>	Light and variable (relating to wind)
<b>ISA</b>	International standard atmosphere	<b>LVE</b>	Leave or leaving
<b>ISB</b>	Independent sideband	<b>LVL</b>	Level
<b>ISOL</b>	Isolated	<b>LYR</b>	Layer or layered
<b>ITC*</b>	International aeronautical fixed Telecommunication center		
<b>J</b>		<b>M</b>	
<b>JAN</b>	January	<b>...M</b>	Metres (preceded by figures)
<b>JTST</b>	Jet stream	<b>M...</b>	Mach number (followed by figures)
<b>JUL</b>	July	<b>M...</b>	Minimum value of runway visual range (followed by figures in METAR/SPECI)
<b>JUN</b>	June	<b>MAA</b>	Maximum authorized altitude
<b>K</b>		<b>MAG</b>	Magnetic
<b>KG</b>	Kilograms	<b>MAHF</b>	Missed approach holding fix
<b>KHZ</b>	Kilohertz	<b>MAINT</b>	Maintenance
<b>KIAS</b>	Knots indicated airspeed	<b>MAP</b>	Aeronautical maps and charts
<b>KM</b>	Kilometres	<b>MAPT</b>	Missed approach point
<b>KMH</b>	Kilometres per hour	<b>MAR</b>	At sea
<b>KPA</b>	Kilopascal	<b>MAR</b>	March
<b>KT</b>	Knots	<b>MAS</b>	Manual A1 Simplex
<b>KW</b>	Kilowatts	<b>MATF</b>	Missed approach turning fix
<b>L</b>		<b>MAX</b>	Maximum
<b>...L</b>	Left (preceded by runway designation number to identify a parallel runway)	<b>MAY</b>	May
<b>L</b>	Locator (see LM, LO)	<b>MBST</b>	Microburst
<b>L</b>	Low pressure area or the centre of low pressure	<b>MCA</b>	Minimum crossing altitude
<b>LAM</b>	Logical acknowledgment (message type designator)	<b>MCW</b>	Modulated continuous wave
<b>LAN</b>	Inland	<b>MDA</b>	Minimum descent altitude
<b>LAT</b>	Latitude	<b>MDF</b>	Medium frequency direction-finding station
<b>LCA</b>	Local or locally or location or located	<b>MDH</b>	Minimum descent height
		<b>MEA</b>	Minimum en-route altitude
		<b>MEHT</b>	Minimum eye height over threshold (for visual approach slope indicator system)
		<b>MET</b>	Meteorological or meteorology

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<b>METAR</b>	Aerodrome routine meteorological report (in meteorological code)	<b>NAT</b>	North Atlantic
<b>MF</b>	Medium frequency [300 to 3000 kHz]	<b>NAV</b>	Navigation
<b>MHDF</b>	Medium and high frequency direction-finding stations (at the same location)	<b>NB</b>	Northbound
<b>MHVDF</b>	Medium, high and very high frequency direction-finding stations (at the same location)	<b>NBFR</b>	Not before
<b>MHZ</b>	Megahertz	<b>NC</b>	No change
<b>MID</b>	Mid-point (related to RVR)	<b>NDB</b>	Non-directional radio beacon
<b>MIFG</b>	Shallow fog	<b>NE</b>	North-east
<b>MIL</b>	Military	<b>NEB</b>	North-eastbound
<b>MIN</b>	Minutes	<b>NEG</b>	No or negative or permission not granted or that is not correct
<b>MKR</b>	Marker radio beacon	<b>NGT</b>	Night
<b>MLS</b>	Microwave landing system	<b>NIL</b>	None or I have nothing to send to you
<b>MM</b>	Middle marker	<b>NM</b>	Nautical miles
<b>MNM</b>	Minimum	<b>NML</b>	Normal
<b>MNPS</b>	Minimum navigation performance specifications	<b>NN</b>	No name, unnamed
<b>MNT</b>	Monitor or monitoring or monitored	<b>NNE</b>	North-north-east
<b>MNTN</b>	Maintain	<b>NNW</b>	North-north-west
<b>MOA</b>	Military operating area	<b>NOF</b>	International NOTAM office
<b>MOC</b>	Minimum obstacle clearance (required)	<b>NOSIG</b>	No significant change (used in trend-type landing forecasts)
<b>MOCA</b>	Minimum obstacle clearance altitude	<b>NOTAM</b>	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
<b>MOD</b>	Moderate (used to indicate the intensity of weather phenomena, interference or static reports, e.g MODRA=moderate rain)	<b>NOV</b>	November
<b>MON</b>	Above mountains	<b>NR</b>	Number
<b>MON</b>	Monday	<b>NRH</b>	No reply heard
<b>MOPS</b>	Minimum operational performance standards	<b>NS</b>	Nimbostratus
<b>MOV</b>	Move or moving or movement	<b>NSC</b>	Nil significant cloud
<b>MPS</b>	Metres per second	<b>NSE</b>	Navigation system error
<b>MRA</b>	Minimum reception altitude	<b>NW</b>	North-west
<b>MRG</b>	Medium range	<b>NWB</b>	North-westbound
<b>MRP</b>	ATS/MET reporting point	<b>NXT</b>	Next
<b>MS</b>	Minus	<b>O</b>	
<b>MSA</b>	Minimum sector altitude	<b>OAC</b>	Oceanic area control center
<b>MSAS</b>	(to be pronounced "EM-SAS") Multi-functional transport satellite (MTSAT)	<b>OAS</b>	Obstacle assessment surface
<b>MSAW</b>	Minimum safe altitude warning	<b>OBS</b>	Observe or observed or observation
<b>MSG</b>	Message	<b>OBSC</b>	Obscure or obscured or obscuring
<b>MSL</b>	Mean sea level	<b>OBST</b>	Obstacle
<b>MT</b>	Mountain	<b>OCA</b>	Obstacle clearance altitude
<b>MTU</b>	Metric units	<b>OCA</b>	Oceanic control area
<b>MTW</b>	Mountain waves	<b>OCC</b>	Occulting (light)
<b>MVDF</b>	Medium and very high frequency direction-finding stations (at the same location)	<b>OCH</b>	Obstacle clearance height
<b>M/W*</b>	Microwave	<b>OCL</b>	Obstacle clearance limit
<b>MWO</b>	Meteorological watch office	<b>OCNL</b>	Occasional or occasionally
<b>MX</b>	Mixed type of ice formation (white and clear)	<b>OCS</b>	Obstacle clearance surface
<b>N</b>		<b>OCT</b>	October
<b>N</b>	No distinct tendency (in RVR during previous 10 minutes)	<b>OFZ</b>	Obstacle free zone
<b>N</b>	North or northern latitude	<b>OHD</b>	Overhead
		<b>OIS</b>	Obstacle identification surface
		<b>OLDI</b>	On-line data interchange
		<b>OM</b>	Outer marker
		<b>OPA</b>	Opaque, white type of ice formation
		<b>OPC</b>	The control indicated is operational control

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<b>OPMET</b>	Operational meteorological (information)	<b>PSYS</b>	Pressure system(s)
<b>OPN</b>	Open or opening or opened	<b>PTN</b>	Procedure turn
<b>OPR</b>	Operator or operate or operative or operating or operational	<b>PTS</b>	Polar track structure
<b>OPS</b>	Operations	<b>PWR</b>	Power
<b>O/R</b>	On request	<b>Q</b>	
<b>ORD</b>	Indication of an order	<b>QDM</b>	Magnetic heading (zero wind)
<b>OSV</b>	Ocean station vessel	<b>QDR</b>	Magnetic bearing
<b>OTP</b>	On top	<b>QFE</b>	Atmospheric pressure at aerodrome elevation (or at runway threshold)
<b>OTS</b>	Organized track system	<b>QFU</b>	Magnetic orientation of runway
<b>OUBD</b>	Outbound	<b>QNH</b>	Altimeter sub-scale setting to obtain elevation when on the ground
<b>OVC</b>	Overcast	<b>QTE</b>	True bearing
<b>P</b>		<b>QUAD</b>	Quadrant
<b>P...</b>	Prohibited area (followed by identification)	<b>R</b>	
<b>PA</b>	Precision approach	<b>...R</b>	Right (preceded by runway designation number to identify a parallel runway)
<b>PALS</b>	Precision approach lighting system (specify category)	<b>R</b>	Rate of turn
<b>PANS</b>	Procedures for air navigation services	<b>R</b>	Red
<b>PAPI</b>	Precision approach path indicator	<b>R...</b>	Restricted area (followed by identification)
<b>PAR</b>	Precision approach radar	<b>R...</b>	Runway (followed by figures in METAR/SPECI)
<b>PARL</b>	Parallel	<b>RA</b>	Rain
<b>PACT...</b>	Precision approach terrain chart (followed by name/title)	<b>RA</b>	Resolution advisory
<b>PAX</b>	Passenger(s)	<b>RAC</b>	Rules of the air and air traffic services
<b>PBN</b>	Performance-based navigation	<b>RAG</b>	Ragged
<b>PCD</b>	Proceed or proceeding	<b>RAG</b>	Runway arresting gear
<b>PCL</b>	Pilot-controlled lighting	<b>RAI</b>	Runway alignment indicator
<b>PCN</b>	Pavement classification number	<b>RAIM</b>	Receiver autonomous integrity monitoring
<b>PDC</b>	Pre-departure clearance	<b>RAPCON*</b>	Radar approach control
<b>PDG</b>	Procedure design gradient	<b>RASC</b>	Regional AIS system centre
<b>PER</b>	Performance	<b>RASS</b>	Remote altimeter setting source
<b>PERM</b>	Permanent	<b>RB</b>	Rescue boat
<b>PIB</b>	Pre-flight information bulletin	<b>RCA</b>	Reach cruising altitude
<b>PJE</b>	Parachute jumping exercise	<b>RCAG*</b>	Remote control air ground
<b>PL</b>	Ice pellets	<b>RCC</b>	Rescue co-ordination centre
<b>PLA</b>	Practice low approach	<b>RCF</b>	Radio communication failure (message type designator)
<b>PLN</b>	Flight plan	<b>RCH</b>	Reach or reaching
<b>PLVL</b>	Present level	<b>RCL</b>	Runway center line
<b>PN</b>	Prior notice required	<b>RCLL</b>	Runway center line light(s)
<b>PNR</b>	Point of no return	<b>RCLR</b>	Recleared
<b>PO</b>	Dust devils	<b>RCP</b>	Required communication performance
<b>POB</b>	Persons on board	<b>RDH</b>	Reference datum height (for ILS)
<b>POSS</b>	Possible	<b>RDL</b>	Radial
<b>PPI</b>	Plan position indicator	<b>RDO</b>	Radio
<b>PPR</b>	Prior permission required	<b>RE</b>	Recent (used to qualify weather phenomena such as rain, e.g. recent rain = RERA)
<b>PPSN</b>	Present position	<b>REC</b>	Receive or receiver
<b>PRFG</b>	Aerodrome partially covered by fog	<b>REDL</b>	Runway edge light(s)
<b>PRI</b>	Primary	<b>REF</b>	Reference to...or refer to...
<b>PRKG</b>	Parking	<b>REG</b>	Registration
<b>PROB</b>	Probability	<b>REIL*</b>	Runway end identifier light(s)
<b>PROC</b>	Procedure	<b>RENL</b>	Runway end light(s)
<b>PROV</b>	Provisional	<b>REP</b>	Report or reporting or reporting point
<b>PS</b>	Plus		
<b>PSG</b>	Passing		
<b>PSN</b>	Position		
<b>PSP</b>	Pierced steel plank		
<b>PSR</b>	Primary surveillance radar		

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<b>REQ</b>	Request or requested	<b>RVR</b>	Runway visual range
<b>ERTE</b>	Re-route	<b>RVSM</b>	Reduced vertical separation minimum (300 m (1 000 ft)) between FL 290 and FL 410
<b>RESA</b>	Runway end safety area	<b>RWY</b>	Runway
<b>RF</b>	Constant radius arc to a fix	<b>S</b>	
<b>RG</b>	Range (lights)	<b>S</b>	South or southern latitude
<b>RHC</b>	Right-hand circuit	<b>S...</b>	State of the sea (followed by figures in METAR/SPECI)
<b>RIF</b>	Reclearance in flight	<b>SA</b>	sand
<b>RITE</b>	Right (direction of turn)	<b>SALS</b>	Simple approach lighting system
<b>RL</b>	Report leaving	<b>SAN</b>	Sanitary
<b>RLA</b>	Relay to	<b>SAP</b>	As soon as possible
<b>RLCE</b>	Request level change en route	<b>SAR</b>	Search and rescue
<b>RLLS</b>	Runway lead-in lighting system	<b>SARPS</b>	Standard and Recommended Practices (ICAO)
<b>RMK</b>	Remark	<b>SAT</b>	Saturday
<b>RNAV</b>	(to be pronounced "AR-NAV") Area navigation	<b>SATCOM</b>	Satellite communication
<b>RNG</b>	Radio range	<b>SB</b>	Southbound
<b>RNP</b>	Required navigation performance	<b>SBAS</b>	(to be pronounced "ESS-BAS") Satellite- based augmentation system
<b>ROBEX</b>	Regional OPMET bulletin exchange (scheme)	<b>SC</b>	Stratocumulus
<b>ROC</b>	Rate of climb	<b>SCT</b>	Scattered
<b>ROD</b>	Rate of descent	<b>SD</b>	Standard deviation
<b>RON</b>	Receiving only	<b>SDBY</b>	Stand by
<b>RPDS</b>	Reference path data selector	<b>SDF</b>	Standard deviation Step down fic
<b>RPI</b>	Radar position indicator	<b>SE</b>	South-east
<b>RPL</b>	Repetitive flight plan	<b>SEB</b>	South-eastbound
<b>RPLC</b>	Replace or replaced	<b>SEC</b>	Seconds
<b>RPS</b>	Radar position symbol	<b>SECN</b>	Section
<b>RQNMTS</b>	Requirements	<b>SECT</b>	Sector
<b>RR</b>	Report reaching	<b>SELCAL</b>	Selective calling system
<b>RRA</b>	(or RRB, RRC...etc., in sequence) Delayed meteorological message (message type designator)	<b>SEP</b>	September
<b>RSC</b>	Rescue sub-centre	<b>SER</b>	Service or servicing or served
<b>RSCD</b>	Runway surface condition	<b>SEV</b>	Severe (used e.g. to qualify icing and turbulence reports)
<b>RSP</b>	Responder beacon	<b>SFC</b>	Surface
<b>RSR</b>	En-route surveillance radar	<b>SG</b>	Snow grains
<b>RTAF*</b>	Royal Thai Air Force	<b>SGL</b>	Signal
<b>RTD</b>	Delayed (used to indicate delayed meteorological message; message type designator)	<b>SH...</b>	Shower (followed by RA=rain, SN=snow, PL=ice pellets, GR=hail, GS=small hail and/or snow pellets or combinations thereof, e.g. SHRASN=showers of rain and snow)
<b>RTE</b>	Route	<b>SHF</b>	Super high frequency [3 000 to 30 000 MHz]
<b>RTF</b>	Radiotelephone	<b>SI</b>	International system of units
<b>RTG</b>	Radiotelegraph	<b>SID</b>	Standard instrument departure
<b>RTHL</b>	Runway threshold light(s)	<b>SIF</b>	Selective identification feature
<b>RTN</b>	Return or returned or returning	<b>SIGMET</b>	Information concerning en-route weather phenomena which may affect the safety of aircraft operations
<b>RTN*</b>	Royal Thai Navy	<b>SIMUL</b>	Simultaneous or simultaneously
<b>RTODAH</b>	Rejected take-off distance available, helicopter	<b>SIWL</b>	Single isolated wheel load
<b>RTS</b>	Return to service	<b>SKED</b>	Schedule or scheduled
<b>RTT</b>	Radioteletypewriter		
<b>RTZL</b>	Runway touchdown zone light(s)		
<b>RUT</b>	Standard regional route transmitting frequencies		
<b>RV</b>	Rescue vessel		



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<b>SLP</b>	Speed limiting point	<b>T</b>	Temperature
<b>SLW</b>	Slow	<b>T</b>	Temperature
<b>SMC</b>	Surface movement control	<b>TA</b>	Traffic advisory
<b>SMR</b>	Surface movement radar	<b>TA</b>	Transition altitude
<b>SN</b>	snow	<b>TAA</b>	Terminal arrival altitude
<b>SNOCLO</b>	Aerodrome closed due to snow (used in MATAR/SPECI)	<b>TACAN</b>	UHF tactical air navigation aid
<b>SNOWTAM</b>	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	<b>TAF</b>	Aerodrome forecast
<b>SPECI</b>	Aviation selected special weather report (in aeronautical meteorological (code)	<b>TA/H</b>	Turn at an altitude/height
<b>SPECIAL</b>	Special meteorological report (in abbreviated plain language)	<b>TAIL</b>	Tail wind
<b>SPI</b>	Special position indicator	<b>TAR</b>	Terminal area surveillance radar
<b>SPL</b>	Supplementary flight plan (message type designator)	<b>TAS</b>	True airspeed
<b>SPOC</b>	SAR point of contact	<b>TAX</b>	Taxiing or taxi
<b>SPOT</b>	Spot wind	<b>TC</b>	Tropical cyclone
<b>SQ</b>	Squall	<b>TCAC</b>	Tropical cyclone advisory centre
<b>SR</b>	Surveillance radar approach	<b>TCAS RA</b>	(to be pronounced "TEE-CAS-AR-AY" Traffic alert and collision avoidance system resolution advisory)
<b>SRA</b>	Surveillance radar element of precision approach radar system	<b>TCH</b>	Threshold crossing height
<b>SRE</b>	Short range	<b>TCU</b>	Towering cumulus
<b>SRG</b>	Search and rescue region	<b>TDO</b>	Tornado
<b>SRR</b>	Secondary	<b>TDZ</b>	Touchdown zone
<b>SRY</b>	Sandstorm	<b>TECR</b>	Technical reason
<b>SS</b>	Sunset	<b>TEL</b>	Telephone
<b>SS</b>	Single sideband	<b>TEMPO</b>	Temporary or temporarily
<b>SSB</b>	South-south-east	<b>TF</b>	Track to fix
<b>SSE</b>	Secondary surveillance radar	<b>TFC</b>	Traffic
<b>SSR</b>	Supersonic transport	<b>TGL</b>	Touch-and-go landing
<b>SST</b>	South-south-west	<b>TGS</b>	Taxiing guidance system
<b>SSW</b>	Stratus	<b>THR</b>	Threshold
<b>ST</b>	Straight in approach	<b>THRU</b>	Through
<b>STA</b>	Standard instrument arrival	<b>THU</b>	Thursday
<b>STAR</b>	Standard	<b>TIL</b>	Until
<b>STD</b>	Stratiform	<b>TIP</b>	Until past...(place)
<b>STF</b>	Station	<b>TKOF</b>	Take-off
<b>STN</b>	Stationary	<b>TL...</b>	Till (followed by time by which weather change is forecast to end)
<b>STNR</b>	Short take-off and landing	<b>TLOF</b>	Touchdown and lift-off area
<b>STOL</b>	Status	<b>TMA</b>	Terminal control area
<b>STS</b>	Stopway light(s)	<b>TN...</b>	Minimum temperature (followed by figures in TAF)
<b>STWL</b>	Subject to	<b>TNA</b>	Turn altitude
<b>SUBJ</b>	Sunday	<b>TNH</b>	Turn height
<b>SUN</b>	Regional supplementary procedures	<b>TO...</b>	To...(place)
<b>SUPPS</b>	Service message	<b>TOC</b>	Top of climb
<b>SVC</b>	Serviceable	<b>TODA</b>	Take-off distance available
<b>SVCBL</b>	South-west	<b>TODAH</b>	Take-off distance available, helicopter
<b>SW</b>	South-westbound	<b>TOP</b>	Cloud top
<b>SWB</b>	Stopway	<b>TORA</b>	Take-off run available
<b>SWY</b>	Simplex	<b>TOX</b>	Toxic
<b>SX*</b>		<b>TP</b>	Turning point
		<b>TR</b>	Track
		<b>TRA</b>	Temporary reserved airspace
		<b>TRANS</b>	Transmits or transmitter
		<b>TRL</b>	Transition level
		<b>TROP</b>	Tropopause
		<b>TS</b>	Thunderstorm (in aerodrome reports and forecasts, TS used alone means thunder heard but no precipitation at the aerodrome)

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<b>TS...</b>	Thunderstorm (followed by RA=rain, SN=snow, PL=ice pellets, GR=hail, GS=small hail and/or snow pellets or combinations thereof, e.g. TSRANSN=thunderstorm with rain and snow)	<b>VAR</b>	Visual-aural radio range
<b>TSUNAMI</b>	Tsunami (used in aerodrome warnings)	<b>VASIS</b>	Visual approach slope indicator systems
<b>TT</b>	Teletypewriter	<b>VC...</b>	Vicinity of the aerodrome (followed by FG=fog, FC=funnel cloud, SH=shower, PO=dust/sand whirls, BLDU=blowing dust, BLSA=blowing sand, BLSN=blowing snow, DS=dust storm, SS=sandstorm, TS=thunderstorm or VA=volcanic ash, e.g. VCFG=vicinity fog)
<b>TUE</b>	Tuesday	<b>VCY</b>	Vicinity
<b>TURB</b>	Turbulence	<b>VDF</b>	Very high frequency direction-finding station
<b>T-VASIS</b>	(to be pronounced "TEE-VASIS") T visual approach slope indicator system	<b>VER</b>	Vertical
<b>TVOR</b>	Terminal VOR	<b>VFR</b>	Visual flight rules
<b>TWR</b>	Aerodrome control tower or aerodrome control	<b>VHF</b>	Very high frequency [30 to 300 MHz]
<b>TWY</b>	Taxiway	<b>VI</b>	Heading to an intercept
<b>TWYL</b>	Taxiway-link	<b>VIP</b>	Very important person
<b>TX...</b>	Maximum temperature (followed by figures in TAF)	<b>VIS</b>	Visibility
<b>TYP</b>	Type of aircraft	<b>VLF</b>	Very low frequency [3 to 30 kHz]
<b>TYPH</b>	Typhoon	<b>VLR</b>	Very long range
<b>U</b>		<b>VM</b>	Heading to a manual termination
<b>U</b>	Upward (tendency in RVR during previous 10 minutes)	<b>VMC</b>	Visual meteorological conditions
<b>UA</b>	Unmanned aircraft	<b>VNAV</b>	(to be pronounced "VEE-NAV") Vertical navigation
<b>UAB...</b>	Until advised by...	<b>VOLMET</b>	Meteorological information for aircraft in flight
<b>UAC</b>	Upper area control center	<b>VOR</b>	VHF omnidirectional radio range
<b>UAR</b>	Upper air route	<b>VORTAC</b>	VOR and TACAN combination
<b>UAS</b>	Unmanned aircraft system	<b>VOT</b>	VOR airborne equipment test facility
<b>UDF</b>	Ultra high frequency direction-finding station	<b>VPA</b>	Vertical path angle
<b>UFN</b>	Until further notice	<b>VRB</b>	Variable
<b>UHDT</b>	Unable higher due traffic	<b>VSA</b>	By visual reference to the ground
<b>UHF</b>	Ultra high frequency [300 to 3 000 MHz]	<b>VSP</b>	Vertical speed
<b>UIC</b>	Upper information centre	<b>VTF</b>	Vector to final
<b>UIR</b>	Upper flight information region	<b>VTOL</b>	Vertical take-off and landing
<b>ULR</b>	Ultra long range	<b>VV...</b>	Vertical visibility (followed by figures in METAR/SPECI and TAF)
<b>UNA</b>	Unable	<b>W</b>	
<b>UNAP</b>	Unable to approve	<b>W</b>	West or western longitude
<b>UNL</b>	Unlimited	<b>W</b>	White
<b>UNREL</b>	Unreliable	<b>W...</b>	Sea-surface temperature (followed by figures in METAR/SPECI)
<b>UP</b>	Unidentified precipitation (used in automated METAR/SPECI)	<b>WAAS</b>	Wide area augmentation system
<b>U/S</b>	Unserviceable	<b>WAC</b>	World aeronautical Chart – ICAO 1: 1 000 000
<b>UTA</b>	Upper control area	<b>WAFC</b>	World area forecast centre
<b>UTC</b>	Coordinated Universal Time	<b>WB</b>	Westbound
<b>V</b>		<b>WBAR</b>	Wing bar lights
<b>...V...</b>	Variations from the mean wind direction (preceded and followed by figures in METAR/SPECI, e.g. 350V070)	<b>WBI</b>	Wind direction indicator
<b>VA</b>	Heading to an altitude	<b>WDSPR</b>	Widespread
<b>VA</b>	Volcanic ash	<b>WED</b>	Wednesday
<b>VAAC</b>	Volcanic ash advisory centre	<b>WEF</b>	With effect from or effective from
<b>VAC...</b>	Visual approach chart (followed by name/title)	<b>WGS-84</b>	World Geodetic System-1984
<b>VAL</b>	In valleys	<b>WI</b>	Within
<b>VAN</b>	Runway control van	<b>WID</b>	Width
<b>VAR</b>	Magnetic variation	<b>WIE</b>	With immediate effect or effective immediately

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<b>WILCO</b>	Will comply
<b>WIP</b>	Work in progress
<b>WKN</b>	Weaken or weakening
<b>WNW</b>	West-north-west
<b>WO</b>	Without
<b>WPT</b>	Way-point
<b>WRNG</b>	Warning
<b>WS</b>	Wind shear
<b>WSPD</b>	Wind speed
<b>WSW</b>	West-south-west
<b>WT</b>	Weight
<b>WTSPT</b>	Waterspout
<b>WWW</b>	Worldwide web
<b>WX</b>	Weather
<b>X</b>	
<b>X</b>	Cross
<b>XBAR</b>	Crossbar (of approach lighting system)
<b>XNG</b>	Crossing
<b>XS</b>	Atmospherics
<b>Y</b>	
<b>Y</b>	Yellow
<b>YCZ</b>	Yellow caution zone (runway lighting)
<b>YR</b>	Your
<b>Z</b>	
<b>Z</b>	Coordinated Universal Time (in meteorological messages)

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