

GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATION

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

	A	BTN	Between
ATIS	Automatic terminal information service		
ATM	Air traffic management	C	C Degrees Celsius (Centigrade)
ATN	Aeronautical telecommunication network	CAA*	Civil Aviation Authority
ATS	Air traffic services	CAAN*	Civil Aviation Authority of Nepal
ATTN	Attention	CAT	Category or clear air turbulence
ATZ	Aerodrome traffic zone	CAVOK	(to be pronounced "KAV-OH-KAY)" Visibility, cloud and present weather better than prescribed values or conditions
AUG	August		
AUTH	Authorised or Authorisation	CB, cc	Cumulonimbus, cirrocumulus
AUW	All up weight	CDN	Coordination (message type designator)
AUX	Auxiliary	CFM*	Confirm or I confirm
AVASIS	Abbreviated visual 'approach slope indicator system	CH	Channel
AVBL	Available or availability	CHG*	Change or changed
AVG	Average	CHG	Modification (Message)
AVGAS	Aviation gasoline	CIP	Commercial important person
AWY	Airway	CIV	Civil
AZM	Azimuth	CK	Check
	B	CL*	Centre - line
B	Blue	CLBR	Calibration
BA	Braking Action	CLD	Cloud
BCN	Beacon (Aeronautical ground light)	CLG	Calling
BCST	Broadcast	CLR	Clears) or cleared to or clearance
BDRY	Boundary	CLSD	Close or closed or closing
BECMG	Becoming	CM	Centimeter
BFR	Before	CMB	Climber, climbing
BKN	Broken	CMPL	Completion or completed or complete
BLDG	Building	CNL	Cancel or cancelled or flight plan cancellation
BLW	Below	CNS	Communications navigations and surveillance
BOMB	Bombing	COM	Communication
BR	Mist	CONC	Concrete
BRF	Short (used to indicate the type of approach desired or required)	COND	Condition
BRG	Bearing		
BRKG	Braking		
BS	Commercial broadcasting station		

CONST	Construction or constructed	DIST	Distance
CONT	Continue or continued	DLA	Delay or Delayed or Delay message type
COOR	Co-ordinate or co-ordination	DLY*	Daily
CORDS*	Coordinates	DME	Distance measuring equipment
COP	Change-over point	DNG	Danger or dangerous
COR	Correct or correction or corrected	DOC*	Documents)
COV	Cover or covered or covering	DPT	Depth
CPL	Current flight plan (message type designator)	DR	Dead reckoning
CS*	Call sign (used to request a call sign)	DRG	During
CTA	Control area	DSB	Double sideband
CTAM	Climb to and maintain	DTAM	Descend to and maintain
CTC	Contact	DTG	Date-time group
CTL	Control	DUR	Duration
CTN	Caution	DVOR	Doppler VOR
CTR	Control zone	DZ	Drizzle
OUST	Customs		E
CW	Continuous wave	E	East or eastern longitude
CWY	Clearway	EAT	Expected approach time
	D	EB	East Bound
D	Danger area (followed by identification)	EET	Estimated elapsed time
DPI	Decision altitude	EFF*	Effective
DB	Decibel (noise level)	ELBA	Emergency location beacon-aircraft
DCD	Double channel duplex	ELEV	Elevation
DCKG	Docking	ELR	Extra long range
DCS	Double channel simplex	EM	Emission
DCT	Direct (in relation to flight plan clearances and type or approach)	EMERG	Emergency
DEC	December	EN*	English
DEG	Degree	ENE	East north east
DEP	Depart or departure (message type designator)	ENG	Engine
DES	Descend to or descending to	ENRT	En-route
DEST	Destination	EOBT	Estimated off-block time
DETRESFA	Distress phase	EQPT	Equipment
DFTI	Distance from touchdown indicator	ERC*	En-route Chart
DGCA*	Director-General of Civil Aviation	ESE	East south east
DH	Decision height	EST	Estimated or estimated or Estimate (message type designator)
DISP*	Displaced	ETA	Estimated time of arrival or estimating arrival
DIS*	District	ETC*	Etcetera
		ETD*	Estimated time of departure or estimating departure
		ETO	Estimated time over significant point

EV	Every		
EXC	Except		G
EXER	Exercises or exercising or to exercise	G	Green
		G/A	Ground-to-air
EXP	Expect or expected or expecting	G/A/G	Ground-to-air and air to ground
EXTD	Extend or extending	GCA	Ground controlled approach system or ground controlled approach
	F		
F	Fixed or Degrees Fahrenheit	GEN	General
FAC	Facilities	GEO	Geographic
FAF	Final approach fix	GES	Ground earth station
FAL	Facilitation of international air transport	GLD	Glider
FAP	Final approach point	GM*	General Manager
FATO	Final Approach and Take-off area	GND	Ground
		GNDCK	Ground check
FAX	Facsimile transmission	GNSS	Global navigation satellite system
FCST	Forecast	GP	Glide path
FCT	Friction coefficient	GPO*	General Post Office
FEB	February	GR	Hail
FG	Fog	GRASS	Grass landing area
FIC	Flight information center	GRVL	Gravel
FIR	Flight information region	GS	Ground speed
FIS	Flight information services		
FL	Flight level		H
FLG	Flashing	H*	Hours plus minutes past the hour
FLR	Flares		
FLT	Flight	H24	Continuous day and night service
FLTCK	Flight check	HBN	Hazard beacon
FLUC	Fluctuating or fluctuation or fluctuated	HDF	High frequency direction-finding station
FLW	Follows or following	HDG	Heading
FM	From	HEL	Helicopter
FNA	Final approach	HEL-L*	Light helicopter (radius of action of 50 NM and capacity for evacuation one person)
FOD*	Flight Operations Division		
FPL	Filed flight plan (message type designator)	HEL-M*	Medium helicopter (radius of action of 50 to 100 NM and capacity for evacuation 2-5 person)
FPM	Feet per minute		
FREQ	Frequency		
FRI	Friday		
FRNG	Firing	HEL-H*	Heavy helicopter (radius of action of 50 to 100 NM and capacity for evacuation 2-5 persons)
FRQ	Frequent		
FSL	Full stop landing		
FSS	Flight service station		
FST	First	HF	High frequency (300 to 30000 KHZ)
FT	Feet (dimensional unit)		
FU	Smoke	HGT	Height or height above

HJ	Sunrise to sunset	INTRP	Interrupt or interruption or interrupted
HLDG	Holding		
HN	Sunset to sunrise	INTSF	Intensify or intensifying
HO	Service available to meet operational requirements	INTST	Intensity or intensifying
		IR	Ice on Runway
HOL	Holiday	ISA	International standard atmosphere
HOSP	Hospital aircraft		
HPA	Hectopascal	ISB	Independent sideband
HQ*	Headquarters	ISOL	Isolated
HR	Hours	I/V	Instrument / Visual
HS	Service available during hours of scheduled operations		J
HX	No specific working hours	JAN	January
HYR	Higher	J UL	July
HZ	Hertz (cycle per second)	JUN	June
	I		K
IAC	Instrument approach chart	KAM	Kathmandu NDB coding
IAF	Initial approach fix	KAT	Kathmandu
IAR	Intersection of air routes	KG	Kilogram
IAS	Indicated air speed	KHZ	Kilohertz
IBN	Identification beacon	KM	Kilometers
ID	Identifier or identify	KMH	Kilometers per hour
IDENT	Identification	KPA	Kilopascal
IF	Intermediate approach fix	KT	Knots
IFR	Instrument flight rules	KTM	Kathmandu VOR coding
IGA	International general aviation	K W	Kilowatts
ILS	Instrument landing system		
IM	Inner marker		L
IMC	Instrument meteorological conditions	L	Left (Runway identification)
		L	Locator (see LM, LO)
IMG	Immigration	LAT	Latitude
IMPR	Improve or improving	LDA	Landing distance available
IMT	Immediate or immediately	LDG	Landing
INA	Initial approach	LDI	Landing direction indicator
INBD	Inbound	LE*	Locator East
INCERFA	Uncertainty phase	LEN	Length
INFO	Information	LF	Low frequency (30 to 300 KHZ)
INOP	Inoperative		
INP	If not possible	LGT	Light or lighting
INPR	In progress	LGTD	Lighted
INS	Inertial navigation system	LIH	Light intensity high
INSTL	Install or installed or installation	LIL	Light intensity low
		LIM	Light intensity medium
INSTR	Instrument	LLZ	Localizer
INT	Intersection	LM	Locator, middle
INTL	International	LNG	Long (used to indicate the type of approach)
INTRG	Interrogator		

LO	Locator, outer	MNT	Monitor or monitoring or monitored
LOC	Local or locally or location or located	MNTN	Maintain
LONG	Longitude	MOC	Minimum obstacle clearance (required)
LORAN	LORAN (Long range air navigation system;	MOD	Moderate (used to qualify icing, turbulence)
LRG	Long range	MON	Monday
LS*	Locator south	MOV	Move or moving or movement
LSQ	Line squall	MPS	Metress per second
LT*	Local time	MRG	Medium range
LTD	Limited	MRP	ATS/MET reporting point
LV	Light and variable (relating to wind)	MS	Minus
LVL	Level	MSA	Minimum sector altitude
LW*	Locator West	MSG	Message
LYR	Layer or layered	MSL	Mean sea level
	M	MT	Mountain
M	Mach number or meters	MTU	Metric units
MAG	Magnetic	MWO	Meteorological watch office
MAINT	Maintenance		N
MAP	Aeronautical maps and charts	N	North or northern latitude
MAPT	Missed approach point	NAV	Navigation
MAR	March	NB	Northbound
MAX	Maximum	NC	No change
MAY	May	NDB	Non-directional radio beacon
MCA	Minimum crossing altitude	NE	North-East
MCW	Modulated commons wave	NEB	North-Eastbound
MDA	Minimum descent altitude	NEG	No or Negative
MDH	Minimum descent height	NGT	Night
MEA	Minimum en-route altitude	NIL	None or I have nothing to send to you
MEHT	Minimum eye height over threshold	NM	Nautical miles
MET	Meteorological or meteorology	NML	Normal
METAR	Aviation routine weather report	NNE	North North east
MHZ	Megahertz	NNW	North North west
MIL	Military	NOF	International NOTAM office
MIN	Minutes	NOSIG	No significant change (used in forecasts)
MINDEF*	Ministry of Defense	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
MKR	Marker radio beacon		
ML*	Statute miles		
MLS	Microwave landing system		
MM	Middle marker		
MNM	Minimum		
MNPS	Minimum navigation performance specifications		

NOV	November	PARA	Paragraph
NR	Number	PARL	Parallel
NS	Nimbostratus	PAX	Passengers
NSBS	Nepal Sainik Bima Sewa	PCN	Pavement classification number
NW	North-west		
NXT	Next	PER	Performance
NAC*	Nepal Airlines Corporation	PERM	Permanent
		PIB*	Pre-flight information bulletin
	O		
OAC	Oceanic area control centre	PJE	Parachute jumping exercise
OAS	Obstacle assessment surface	PLA	Practice low approach
OBS	Observe or observed or observation	PLN	Flight plan
		PN	Prior notice required
OBST	Obstacle	PNR	Point of no return
OBSTR*	Obstruction	POB	Persons on board
OCA	Oceanic control area or Obstacle clearance altitude	POSS	Possible
		PPI	Plan position indicator
OCC	Occulting (light)	PPR	Prior permission required
OCH	Obstacle clearance height	PRI	Primary
OCL	Obstacle clearance limits	PRKG	Parking
OCNL	Occasional or occasionally	PROB	Probability
OCS	Obstacle clearance surface	PROC	Procedure
OCT	October	PROV	Provisional
OM	Outer marker	PS	Plus
OPA	Opaque, white type of ice formation	PSN	Position
		PSP	Pierced steel plank
OPM*	Operation Manager	PSR	Primary surveillance radar
OPMET	Operational meteorological (information)	PT*	Point(s)
		PTN	Procedure turn
OPN	Open or opening or Opened	PVT*	Private
OPR	Operator or operate or operative or operating or operational	PWR	Power
			Q
OPS	Operations	QBI	Compulsory IFR flight
O/R	On request	QDM	Magnetic heading (zero wind)
OUBD	Outbound		
OVC	Overcast	QDR	Magnetic bearing
		QFE	Atmospheric pressure at aerodrome elevation (or at runway threshold)
	P		
P	Prohibited area (followed by identification)	QFU	Magnetic orientation of runway
PALS	Precision approach lighting system (specify category)	QNH	Altimeter sub-scale setting to obtain elevation when on the ground
PANS	Procedures for air navigation services		
PAPI	Precision approach path indicator	QTE	True bearing
PAR	Precision approach radar	QUAD	Quadrant

R			
R	Red / Radial	RPS	Radar position symbol
R	Restricted area (followed by identification)	RPT*	Repeat or I repeat
R	Right (runway identification)	RQMNTS	Requirements
RAC	Rules of the air and air traffic services	RQP	Request flight plan (message type indicator)
RAD*	Radius	RQS	Request supplementary flight plan (message type designator)
RAI	Runway alignment indicator	RSC	Rescue sub-centre
RB	Rescue boat	RSCD	Runway surface condition
RCA	Reach cruising altitude	RSP	Responder beacon
RCC	Rescue coordination centre	RSR	EN-route surveillance radar
RCF	Radio communication failure	RTE	Route
RCL*	Runway centre line	RTF	Radiotelephony
RCLL	Runway centre line light(s)	RTG	Radiotelegraph
RDH	Reference datum height (for ILS)	RTHL	Runway threshold light(s)
RDO	Radio	RTN	Return or returned or returning
REC	Receive or receiver	RTS	Return to service
REDL	Runway edge light(s)	RTT	Radio teletypewriter
REF	referent to or refer to	RTZL	Runway touchdown zone light(s)
REG	Registration	RUT	Standard regional route transmitting frequencies
RENL	Runway end light(s)	RV	Rescue vessel
REP	Report or reporting or reporting point	RVR	Runway visual range
REQ	Request or requested	RWY	Runway
RERTE	Reroute		
RES*	Reservations		S
RFC	Radio facility chart	S	South or southern latitude
RG	Range (lights)	SAL*	Search and locate
RIF	Reclearance in flight	SALS	Simple approach lighting system
RITE	Right (direction of turn)	SAN	Sanitary
RLLS	Runway lead-in lighting system	SAP	As soon as possible
RMK	Remarks	SAR	Search and Rescue
RNAV	Area navigation (to be pronounced "AR-NAV")	SARPS	Standard and Recommended Practices (ICAO)
RNG	Radio range	SARMC	Search and Rescue Mission Coordinator
RNP	Required navigation performance	SAT	Saturday
ROC	Rate of climb	SATCOM	Satellite communication
ROD	Rate of descent	SB	Southbound
ROFOR	Route forecast (in aeronautical' meteorological code)	SC	Stratocumulus
RON	Receiving only	SCT	Scattered
RPL	Repetitive flight plan	SDBY	Stand by
RPLC	Replace or replaced	SE	South-east
		SEC	Seconds

SECT	Sector	SSE	South South East
SELCAL	Selective calling system	SSR	Secondary surveillance radar
SEP	September	'ST	Stratus
SER	Service or servicing or served	STA	Straight in approach
SEV	Severe (used e.g. to qualify icing and turbulences)	STAR	Standard instrument arrival
SFC	Surface	STD	Standard
SFL*	Sequenced flashing light	STF	Stratiform
SGL	Signal	STN	Station
SH	Showers	STNR	Stationary
SID	Standard instrument departure	STOL	Short take-off and landing
SIF	Selective identification feature	STS	Status
SIGMET	Information concerning en-route weather phenomena which may affect the safety of aircraft operations.	STWL	Stop way light(s)
SIGWX	Significant weather	SUBJ	Subject to
SIMUL	Simultaneous or simultaneously	SUN	Sunday
SKED	Schedule or scheduled	SUP	Supplement (AIP)
SLW	Slow	SUPPS	Regional supplementary procedures
SMC	Surface movement control	Svc	Service message
SMR	Surface movement radar	SVCBL	Serviceable
SPECI	Aviation selected special weather report (in aeronautical meteorological code)	SW	South-west
SNSBS*	Sahi Nepal Sainik Biman Sewa	SWY	Stopway
SPECIAL	Special meteorological report (in abbreviated plain language)		T
SPL	Supplementary flight plan (message type designator)	T	Temperature
SPOT	SPOT wind	TA	Transition altitude
SQ	Squall	TACAN	UHF tactical air navigation aid
SR	Sunrise	TAF	Aerodrome forecast
SRA	Surveillance radar approach	TAIL	Tail wind
SRE	Surveillance radar element of precision approach radar system	TAR	Terminal area surveillance radar
SRG	Short range	TAS	True airspeed
SRR	Search and rescue region	TAX	Taxiing or taxi
SSB	Single side band	TCU	Towering cumulus
SSW	South South west	TDZ	Touchdown zone
SRY	Secondary	TECR	Technical reason
SS	Sunset	TEL	Telephone
		TEMPO	Temporary or temporarily
		TFC	Traffic
		TGL	Touch-and-go landing
		TGS	Taxiing guidance system
		THR	Threshold
		THRU	Through
		THU	Thursday
		TIA*	Tribhuvan Int'l Airport
		TIL	Until
		TKOF	Take-off

TIOF	Touchdown and lift off area	VDF	Very high frequency direction-finding station
TOC	Top of climb	VER	Vertical
TODA	Take-off distance available	VFR	Visual flight rules
TOP	Cloud top	VHF	Very high frequency (30 to 300 MHZ)
TORA	Take-off run available	VIA	By way of
TP	Turning point	VIP	Very important person
TR	Track	VIS	Visibility
TRA	Temporary reserved airspace	VLR	Very long range
TRANG*	Training	VMC	Visual meteorological conditions
TRANS	Transmits or transmitter	VOLMET	Meteorological information for aircraft in flight
TRL	Transition level	VOR	VHF omni directional radio range
TS	Thunderstorm	VOT	VOR airborne equipment test facility
TT	Teletypewriter	VRB	Variable
TUE	Tuesday	VSA	BY visual reference to the ground
TURB	Turbulence	VSP	Vertical speed
TVOR	Terminal VOR	VTOL	Vertical take-off and landing
TWR	Aerodrome control tower or aerodrome control	VVIP*	Very very important person
TWY	Taxiway		
TWYL	Taxiway - link		
TXT*	Text		
TYP	Type or aircraft		
TYPH	Typhoon		
	U		W
UAB	Until advised by	W	West or western longitude or white
UAC	Upper area control centre	WAC	World Aeronautical Chart - ICAO 1:1000000 scale
UAR	Upper air route	WBAR	Wing bar lights
UFN	Until further notice	WDI	Wind direction indicator
UHF	Ultra high frequency (300 to 3000 MHZ)	WDSPR	Widespread
UIC	Upper information centre	WED	Wednesday
UIR	Upper flight information region	WEF	With effect from or effective from
ULR	Ultra long range	W1	Within
UNL	Unlimited	WID	Width
UNREL	Unreliable	WIE	With immediate effect or effective immediately
U/S	Unserviceable	WILCO	Will comply
UTA	Upper control area	WIP	Work in progress
UTC	Coordinated Universal Time	WNW	West north west
	V	WPT	Way-point
VAC	Visual approach chart	WRNG	Warning
VAR	Visual-aural radio range or magnetic variation	WS	Wind shear
VASIS	Visual approach slope indicator system	WSW	West southwest
VCY	Vicinity		

WT	Weight	XX	Heavy (used to qualify weather phenomena)
WTSPT	Waterspout		
WX	Weather		
			Y
	X	Y	Yellow
X	Cross	YCZ	Yellow caution zone (runway lighting)
XBAR	Crossbar (of approach lighting system)	YD	Yards
XNG	Crossing	YR	Your
XS	Atmospherics		