

GEN 2. TABLES AND CODES**GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKING, HOLIDAYS****1. UNITS OF MEASUREMENT**

The Tables in Annex 5 have been selected for use in messages containing dimensional units transmitted by all aeronautical stations in the International Telecommunications Service, in messages transmitted from aircraft stations and by aircraft engaged in international operations to aeronautical stations. It is also used in the AIP and NOTAM.

FOR MEASUREMENT OF	UNITS USED
Distance used in navigation, position reporting, etc.- generally in excess of 2 to 3 nautical miles	* Nautical Miles and tenths
Relatively short distances such as those relating to aerodromes (e.g. runway lengths)	Metres
Altitudes, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility including runway visual range	Kilometres or Metres
Altimeter setting	Hectopascal
Temperature	Degrees Celsius (Centigrade)
Weight	Metric tons or Kilograms
Time	Hours and Minutes, the day of 24 hours beginning at midnight UTC

* International nautical miles, for which conversion into meters can be expressed by:

$$1 \text{ NM} = 1852 \text{ M}$$

2. TIME SYSTEM

UTC is used in the air traffic and communications services and in documents published by AIS.

In reporting time, the nearest whole minute is used as follows:

- a) From 00 to 29 seconds inclusive, the present minute;
- b) From 30 to 59 seconds inclusive, the following minute.

Time checks to aircraft are accurate to within 5 seconds unless otherwise notified.

3. GEODETIC REFERENCE DATUM**3.1 Name/designation of datum**

All published geographical coordinates indicating latitude and longitude are expressed in terms of the World Geodetic System-1984 (WGS-84) geodetic reference datum.

Example: OKBK N29 13 35.64 E047 58 08.14

3.2 Area of application

Area of application for the published geographical coordinates coincides with the area of responsibility of the Aeronautical Information Service, i.e. the entire Kuwait FIR, in accordance with the regional air navigation agreement.

4. AIRCRAFT NATIONALITY AND REGISTRATION MARKS

The nationality mark for aircraft registered in Kuwait is the figure 9 followed by the letter K. This is followed by a hyphen and a registration mark consisting of three letters.

Example: 9K-AAA.

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GEN 2.2 ABBREVIATIONS

A			
A	Amber	AIS	Aeronautical information services
AAA	(or AAB, AAC . . . etc., in sequence)	ALA	Alighting area
	Amended meteorological messages	ALERFA	Alert phase
	(message type designators)	ALR	Alerting (message type designator)
A/A	Air-to-air	ALRS	Alerting service
AAD	Assigned altitude deviation	ALS	Approach lighting system
AAL	Above aerodrome level	ALT	Altitude
ABI	Advance boundary information	ALTN	Alternate or alternating (light alternates in colour)
ABM	Abeam	ALTN	Alternate (aerodrome)
ABN	Aerodrome beacon	AMA	Area minimum altitude
ABT	About	AMD	Amend or amended (used to indicate amended meteorological messages; message type designators)
ABV	Above	AMDT	Amendment (AIP amendment)
AC	Altostratus	AMS	Aeronautical mobile service
ACARS	Aircraft communication addressing and reporting system	AMSL	Above mean sea level
ACAS	Airborne collision avoidance system	AMSS	Aeronautical mobile satellite service
ACC	Area control centre or area control	ANCS	Aeronautical navigation chart – small scale (followed by name/title and scale)
ACCID	Notification of an aircraft accident	ANS	Answer
ACFT	Aircraft	AOC	Aerodrome obstacle chart
ACK	Acknowledge	AP	Airport
ACL	Altimeter check location	APAPI	(to be pronounced “AY-PAPI”)
ACN	Aircraft classification number		Abbreviated precision approach path indicator
ACP	Acceptance (message type designator)	APCH	Approach
ACPT	Accept or accepted	APDC	Aircraft parking/docking chart (followed by name/title)
ACT	Active or activated or activity	APN	Apron
AD	Aerodrome	APP	Approach control office or approach control or approach control service
ADA	Advisory area	APR	April
ADC	Aerodrome chart	APRX	Approximate or approximately
ADDN	Addition or additional	APSG	After passing
ADF	Automatic direction-finding equipment	APV	Approve or approved or approval
ADIZ	(to be pronounced “AY-DIZ”)	ARC	Area chart
	Air defence identification zone	ARFOR	Area forecast (in aeronautical meteorological code)
ADJ	Adjacent	ARNG	Arrange
ADO	Aerodrome office (specify service)	ARO	Air traffic services reporting office
ADR	Advisory route	ARP	Aerodrome reference point
ADS	Automatic dependent surveillance	ARP	Air-report (message type designator)
ADSU	Automatic dependent surveillance unit	ARQ	Automatic error correction
ADVS	Advisory service	ARR	Arrive or arrival
ADZ	Advise	ARR	Arrival (message type designator)
AES	Aircraft earth station	ARST	Arresting (specify (part of) aircraft arresting equipment)
AFIL	Flight plan filed in the air	AS	Altostratus
AFIS	Aerodrome flight information service	ASC	Ascend or ascending to
AFM	Yes or affirm or affirmative or that is correct	ASDA	Accelerate-stop distance available
AFS	Aeronautical fixed service	ASE	Altimetry system error
AFT	After. . . (time or place)	ASPH	Asphalt
AFTN	Aeronautical fixed telecommunication network	ASR*	Altimeter setting region
A/G	Air-to-ground	AT...	At (followed by time at which weather change is forecast to occur)
AGA	Aerodromes, air routes and ground aids	ATA	Actual time of arrival
AGCC*	Arab Golf Cooperation Council	ATC	Air traffic control (in general)
AGL	Above ground level	ATD	Actual time of departure
AIC	Aeronautical information circular	ATFM	Air traffic flow management
AIDC	Air traffic services inter-facility data communication		
AIP	Aeronautical information publication		
AIRAC	Aeronautical information regulation and control		
AIREP	Air-report		

* Not ICAO

ATIS	Automatic terminal information service	CCA	(or CCB, CCC . . . etc., in sequence)
ATM	Air traffic management		Corrected meteorological message
ATN	Aeronautical telecommunication network		(message type designator)
ATP	At... (time or place)	CD	Candela
ATS	Air traffic services	CDN	Co-ordination (message type designator)
ATTN	Attention	CF	Change frequency to ...
AT-VASIS	(to be pronounced "AY-TEE-VASIS") Abbreviated T visual approach slope indicator system	CFM	Confirm or I confirm (to be used in AFS as a procedure signal)
ATZ	Aerodrome traffic zone	CGL	Circling guidance light(s)
AUG	August	CH	Channel
AUTH	Authorized or authorization	CHG	Modification (message type designator)
AUW	All up weight	CI	Cirrus
AUX	Auxiliary	CIDIN	Common ICAO data interchange network
AVASIS	Abbreviated visual approach slope indicator system	CIT	Near or over large towns
AVBL	Available or availability	CIV	Civil
AVG	Average	CK	Check
AVGAS	Aviation gasoline	CL	Centre line
AVTUR*	Aviation turbine fuel	CLA	Clear type of ice formation
AWTA	Advise at what time able	CLBR	Calibration
AWY	Airway	CLD	Cloud
AZM	Azimuth	CLG	Calling
	B	CLR	Clear(s) or cleared to ... or clearance
B	Blue	CLSD	Close or closed or closing
BA	Braking action	CM	Centimetre
BASE	Cloud base	CMB	Climb to or climbing to
BCFG	Fog patches	CMPL	Completion or completed or complete
BCN	Beacon (aeronautical ground light)	CNL	Cancel or cancelled
BCST	Broadcast	CNL	Flight plan cancellation (message type designator)
BDRY	Boundary	CNS	Communications, navigation and surveillance
BECMG	Becoming	COM	Communications
BFR	Before	CONC	Concrete
BKN	Broken	COND	Condition
BL . . .	Blowing (followed by DU=dust, SA=sand or SN=snow)	CONS	Continuous
BLDG	Building	CONST	Construction or constructed
BLO	Below clouds	CONT	Continue(s) or continued
BLW	Below. . .	COOR	Co-ordination
BOMB	Bombing	COORD	Coordinates
BR	Mist	COP	Change-over point
BRF	Short (used to indicate the type of approach desired or required)	COR	Correct or correction or corrected (used to indicate corrected meteorological message; (message type designator)
BRG	Bearing	COT	At the coast
BRKG	Braking	COV	Cover or covered or covering
BS	Commercial broadcasting station	CPDLC	Controller-pilot data link communications
BTL	Between layers	CPL	Current flight plan (message type designator)
BTN	Between	CRC	Cyclic redundancy check
	C	CRZ	Cruise
C	Centre (runway identification)	CS	Cirrostratus
C	Degrees Celsius (Centigrade)	CTA	Control area
CAS*	Controlled airspace	CTAM	Climb to and maintain
CAT	Category	CTC	Contact
CAT	Clear air turbulence	CTL	Control
CAVOK	(to be pronounced "KAV-OH-KAY") Visibility, cloud and present weather better than prescribed values or conditions	CTN	Caution
CB	(to be pronounced "CEE BEE") Cumulonimbus	CTR	Control zone
CC	Cirrocumulus	CU	Cumulus
		CUF	Cumuliform
		CUST	Customs
		CVR	Cockpit voice recorder
		CW	Continuous wave
		CWY	Clearway

* Not ICAO

D		E	
D	Danger area (followed by identification)	E	East or eastern longitude
D	Downward (tendency in RVR during previous 10 minutes)	EAT	Expected approach time
DA	Decision altitude	EB	Eastbound
D-ATIS	Data link ATIS	EEE	Error (to be used in AFS as a procedure signal)
DCD	Double channel duplex	EET	Estimated elapsed time
DCKG	Docking	EFC	Expect further clearance
DCPC	Direct controller-pilot communications	EHF	Extremely high frequency (30 000 to 300 000 MHz)
DCS	Double channel simplex	ELBA	Emergency location beacon-aircraft
DCT	Direct (in relation to flight plan clearances and type of approach)	ELEV	Elevation
DE	From (used to precede the call sign of the calling station) (to be used in AFS as a Procedure signal)	ELR	Extra long range
DEC	December	EM	Emission
DEG	Degrees	EMBD	Embedded in layer (to indicate cumulo nimbus embedded in layers of other clouds)
DENEB	Fog dispersal operations	EMERG	Emergency
DEP	Depart or departure	END	Stop-end (related to RVR)
DEP	Departure (message type designator)	ENE	East north east
DES	Descend to or descending to	ENG	Engine
DEST	Destination	ENR	En-route
DETRESFA	Distress phase	ENRC	En-route chart (followed by name/title)
DEV	Deviation or deviating	EOBT	Estimated off-block time
DFDR	Digital flight data recorder	EQPT	Equipment
DGCA*	Directorate General of Civil Aviation	ER	Here... or herewith
DFTI	Distance from touchdown indicator	ESE	East south east
DH	Decision height	EST	Estimate or estimated or estimate (message type designator)
DIF	Diffuse	ETA	Estimated time of arrival or estimating arrival
DIST	Distance	ETD	Estimated time of departure or estimating departure
DIV	Divert or diverting	ETO	Estimated time over significant point
DLA	Delay (message type designator)	EV	Every
DLA	Delay or delayed	EXC	Expect
DLIC	Data link initiation capability	EXER	Exercises or exercising or to exercise
DLY	Daily	EXP	Expect or expected or expecting
DME	Distance measuring equipment	EXTD	Extend or extending
DNG	Danger or dangerous	EXTN*	Extension
DOD*	Department of Defence		
DOM	Domestic		
DP	Dew point temperature		
DPT	Depth	F	Fixed
DR	Dead reckoning	F	Fixed
DR	Low drifting (followed by DU=dust, SA=sand or SN=snow)	FAC	Facilities
DRG	During	FAF	Final approach fix
DRU*	Desert Rescue Unit	FAL	Facilitation of international air transport
DS	Duststorm	FAP	Final approach point
DSB	Double sideband	FAWP	Final approach way-point
DTAM	Descend to and maintain	FAX	Facsimile transmission
DTG	Date-time group	FBL	Light (used to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA=light rain)
DTHR	Displaced runway threshold		
DTRT	Deteriorate or deteriorating	FC	Funnel cloud (tornado or water spout)
DTW	Dual tandem wheels	FCST	Forecast
DU	Dust	FCT	Friction coefficient
DUC	Dense upper cloud	FDPS	Flight data processing system
DUPE	This is a duplicate message (to be used in AFS as a procedure signal)	FEB	February
DUR	Duration	FEW	Few
D-VOLMET	Data link VOLMET	FG	Fog
DVOR	Doppler VOR	FIC	Flight information centre
DW	Dual wheels	FIR	Flight information region
DZ	Drizzle		

* Not ICAO

FIS	Flight information service	GRVL	Gravel
FISA	Automated flight information service	GS	Ground speed
FL	Flight level	GS	Small hail and/or snow pellets
FLD	Field	GUND	Geoid undulation
FLG	Flashing		
FLR	Flares		H
FLT	Flight		
FLTCK	Flight check	H	High pressure area or the center of high pressure
FLUC	Fluctuating or fluctuation or fluctuated		
FLW	Follow(s) or following	H24	Continuous day and night service
FLY	Fly or flying	HAA*	Height above aerodrome
FM	From	HAT*	Height above threshold
FM...	From (followed by time weather change is forecast to begin)	HAPI	Helicopter approach path indicator
FLU	Flow management unit	HBN	Hazard beacon
FMS	Flight management system	HDG	Heading
FMU	Flow management unit	HDF	High frequency direction-finding station
FNA	Final approach	HDG	Heading
FPL	Filed flight plan (message type designator)	HEL	Helicopter
FPM	Feet per minute	HF	High frequency (3 000 to 30 000 KHz)
FPR	Flight plan route	HGT	Height or height above
FR	Fuel remaining	HIRL	High Intensity Runway Lights
FREQ	Frequency	HIALS	High Intensity Approach Light System
FRI	Friday	HJ	Sunrise to sunset
FRNG	Firing	HLDG	Holding
FRONT	Front (relating to weather)	HN	Sunset to sunrise
FRQ	Frequent	HO	Service available to meet operational requirements
FSL	Full stop landing	HOL	Holiday
FSS	Flight service station	HOSP	Hospital aircraft
FST	First	HPA	Hectopascal
FT	Feet (dimensional unit)	HQ*	Headquarters
FU	Smoke	HR	Hours
FZ	Freezing	HS	Service available during hours of scheduled operations
FZDZ	Freezing drizzle		
FZFG	Freezing fog	HURCN	Hurricane
FZRA	Freezing rain	HVDF	High and very high frequency direction-finding stations (at the same location)
	G	HVY	Heavy
G	Green	HVY	Heavy (used to indicate the intensity of weather phenomena, e.g. HVY RA=heavy rain)
GA	Go ahead, resume sending (to be used in AFS as procedure signal)	HX	No specific working hours
G/A	Ground-to-air	HYR	Higher
G/A/G	Ground-to-air and air-to-ground	HZ	Haze
GAMET	Area forecast for low-level flights	HZ	Hertz (cycle per second)
GALL	Imperial gallons		
GCA	Ground controlled approach system or ground controlled approach		I
GEN	General	IAC	Instrument approach chart
GEO	Geographic or true	IAF	Initial approach fix
GES	Ground earth station	IAO	In and out of clouds
GLD	Glider	IAR	Intersection of air routes
GLONASS	Global orbiting navigation satellite system (to be pronounced "GLO-NAS")	IAS	Indicated air speed
GMC	Ground movement chart (followed by name/title)	IAWP	Initial approach way-point
GND	Ground	IBN	Identification beacon
GNDCK	Ground check	IC	Diamond dust (very small ice crystals in suspension)
GNSS	Global navigation satellite system	ICE	Icing
GP	Glide path	ID	Identifier or identify
GPS	Global positioning system	IDENT	Identification
GR	Hail	IF	Intermediate approach fix
GRASS	Grass landing area	IFF	Identification friend/foe
GRID	Processed meteorological data in the form of grid point values (in aeronautical meteorological code)	IFR	Instrument flight rules
		IGA	International general aviation
		ILS	Instrument landing system
		IM	Inner marker
		IMC	Instrument meteorological conditions

* Not ICAO

IMG	Immigration	LGT	Light or lighting
IMI	Interrogation sign (question mark) (to be used in AFS as a procedure signal)	LGTD	Lighted
IMPR	Improve or improving	LIH	Light intensity high
IMT	Immediate or immediately	LIL	Light intensity low
INA	Initial approach	LIM	Light intensity medium
INBD	Inbound	LLZ	Localizer
INC	In cloud	LM	Locator, middle
INCERFA	Uncertainty phase	LMT	Local mean time
INCL*	Inclusive	LNG	Long (used to indicate the type of approach desired or required)
INFO	Information	LO	Locator, outer
INOP	Inoperative	LOC	Local or locally or location or located
INP	If not possible	LONG	Longitude
INPR	In progress	LORAN	LORAN (long range air navigation system)
INS	Inches (dimensional unit)	LR	The last message received by me was (to be used in AFS as a procedure signal)
INS	Inertial navigation system	LRG	Long range
INSTL	Install or installed or installation	LRU*	Land Rescue Unit
INSTR	Instrument	LS	The last message sent by me was or last message was (to be used in AFS as a procedure signal)
INT	Intersection	LSQ	Line squall
INTL	International	LTD	Limited
INTRG	Interrogator	LTT	Landline teletypewriter
INTRP	Interrupt or interruption or interrupted	LV	Light and variable (relating to wind)
INTSF	Intensify or intensifying	LVE	Leave or leaving
INTST	Intensity	LVL	Level
IR	Ice on runway	LVP	Low Visibility Procedure
ISA	International standard atmosphere	LYR	Layer or layered
ISB	Independent sideband		
ISOL	Isolated		
I/V	Instrument/visual		
IWP	Intermediate approach way-point		
	J		M
JAN	January	M	Mach number (followed by figures)
JTST	Jet stream	M	Metres (preceded by figures)
JUL	July	MAA	Maximum authorized altitude
JUN	June	MAG	Magnetic
	K	MAHWP	Missed approach holding way-point
KD	Kuwaiti Dinar	MAINT	Maintenance
KG	Kilograms	MAP	Aeronautical maps and charts
KHz	Kilohertz	MAPT	Missed approach point
KM	Kilometres	MAR	At sea
KMH	Kilometres per hour	MAR	March
KPA	Kilopascal	MAS	Manual A1 simplex
KT	Knots	MAWP	Missed approach way-point
KW	Kilowatts	MAX	Maximum
	L	MAY	May
L	Left (runway identification)	MCA	Minimum crossing altitude
L	Locator (see LM, LO)	MBST	Microburst
L	Low pressure area or the center of low pressure	MCW	Modulated continuous wave
LAM	Logical acknowledgement (message type designator)	MDA	Minimum descent altitude
LAN	Inland	MDF	Medium frequency direction-finding station
LDA	Latitude	MDH	Minimum descent height
LDAH	Landing distance available	MEA	Minimum en-route altitude
LDG	Landing distance available, helicopter	MEHT	Minimum eye height above threshold (for visual approach slope indicator systems)
LDI	Landing	MET	Meteorological or meteorology
LEN	Landing direction indicator	METAR	Aviation routine weather report (in aeronautical meteorological code)
LF	Length	MF	Medium frequency (300 to 3 000 KHz)
	Low frequency (30 to 300 KHz)	MHDF	Medium and high frequency direction- finding stations (at the same location)
		MHVDF	Medium, high and very high frequency direction-finding stations (at the same location)

* Not ICAO

MHZ	Megahertz	NDB	Non directional radio beacon
MID*	Middle East	NE	North-east
MID	Mid-point (related to RVR)	NEB	North-eastbound
MIFG	Shallow fog	NEG	No or negative or permission not granted or that is not correct
MIL	Military		
MIN	Minutes	NGT	Night
MIS	Missing (transmission identification) (to be used in AFS as a procedure signal)	NIL	None or I have nothing to send to you
		NM	Nautical miles
MKR	Marker radio beacon	NML	Normal
MLS	Microwave landing system	NNE	North north east
MM	Middle marker	NNW	North north west
MNM	Minimum	NO	No (negative) (to be used in AFS as a procedure signal)
MNPS	Minimum navigation performance specifications	NOC*	No objection certificate
MNT	Monitor or monitoring or monitored	NOF	International NOTAM office
MNTN	Maintain	NOSIG	No significant change (used in trend-type landing forecasts)
MOA	Military operating area		
MOC	Minimum obstacle clearance (required)	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
MOD	Moderate (used to indicate the intensity of weather phenomena, interference or static reports, e.g. MOD RA=moderate rain)		
MOD*	Ministry of Defence	NOV	November
MON	Above mountains	NOZ	Normal operating zone
MON	Monday	NR	Number
MOTNE	Meteorological Operational Telecommunications Network Europe	NRH	No reply heard
MOV	Move or moving or movement	NS	Nimbostratus
MOPS	Minimum operational performance standards	NSC	Nil significant cloud
MPS	Metres per second	NSW	Nil significant weather
MRA	Minimum reception altitude	NTL	National
MRG	Medium range	NTZ	No transgression zone
MRP	ATS/MET reporting point	NW	North-west
MRT*	Mountain Rescue Team	NWB	North-westbound
MS	Minus	NXT	Next
MSA	Minimum sector altitude		
MSG	Message		O
MSL	Mean sea level		
MSR	Message (transmission identification) has been misrouted (to be used in AFS as a procedure signal)	OAC	Oceanic area control centre
		OAS	Obstacle assessment surface
MSSR	Monopulse secondary surveillance radar	OBS	Observe or observed or observation
MT	Mountain	OBSC	Obscure or obscured or obscuring
MTU	Metric units	OBST	Obstacle
MTW	Mountain waves	OCA	Obstacle clearance altitude
MVDF	Medium and very high frequency direction-finding stations (at the same location)	OCA	Oceanic control area
		OCC	Occulting (light)
MWO	Meteorological watch office	OCH	Obstacle clearance height
MX	Mixed type of ice information (white and clear)	OCL	Obstacle clearance limit
		OCNL	Occasional or occasionally
		OCS	Obstacle clearance surface
		OCT	October
	N	OFTS*	Operational fixed telecommunication service
N	North or northern latitude	OFZ	Obstacle free zone
N	No distinct tendency (in RVR during previous 10 minutes)	OGN	Originate (to be used in AFS as a procedure signal)
N/A*	Not applicable	OHD	Overhead
NASC	National AIS system centre	OK	We agree or it is correct (to be used in AFS as a procedure signal)
NAT	North Atlantic		
NAV	Navigation	OLDI	On line data interchange
NB	Northbound	OM	Outer marker
NBFR	Not before	OPA	Opaque, white type of ice formation
NC	No change	OPC	The control indicated is operational control
		OPMET	Operational meteorological (information)

* Not ICAO

OPN	Open or opening or opened	QDM	Magnetic heading (zero wind)	
OPR	Operator or operate or operative or operating or operational	QDR	Magnetic bearing	
OPS	Operations	QFE	Atmospheric pressure at aerodrome elevation (or at runway threshold)	
O/R	On request	QFU	Magnetic orientation of runway	
ORD	Indication of an order	QGE	What is my distance to your station? or Your distance to my station is (distance figures and units) (to be used in radiotelegraphy as a Q Code)	
OSV	Ocean station vessel	QJH	Shall I run my test tape/a test sentence? or Run your test tape/a test sentence (to be used in AFS as a Q Code)	
OTLK	Outlook (used in SIGMET messages for volcanic ash and tropical cyclones)	QNH	Altimeter sub-scale setting to obtain elevation when on the ground	
OTP	On top	QSP	Will you relay to ... free of charge? or I will relay to ... free of charge (to be used in AFS as a Q Code)	
OTS	Organized track system	QTA	Shall I cancel telegram number . . . ? or Cancel telegram number . . . (to be used in AFS as a Q Code)	
OUBD	Outbound	QTE	True bearing	
OVC	Overcast	QTF	Will you give me the position of my station according to the bearings taken by the D/F stations which you control? or The position of your station according to the bearings taken by the D/F stations that I control was ... latitude ... longitude (or other indication of position), class... at... hours (to be used in radiotelegraphy as a Q Code)	
	P	QUAD	Quadrant	
P	Indicator for maximum value of wind speed or runway visual range (used in the METAR/SPECI and taf cade forms)	QUJ	Will you indicate the TRUE track to reach you? or The TRUE track to reach me is ... degrees at ... hours (to be used in radiotelegraphy as a Q Code)	
P ...	Prohibited area (followed by identification)		R	
PALS	Precision approach lighting system (specify category)		Received (acknowledgement of receipt) (to be used in AFS as a procedure signal)	
PANS	Procedures for air navigation services		R...	Red
PAPI	Precision approach path indicator		R	Restricted area (followed by identification)
PAR	Precision approach radar		RA	Right (runway identification)
PARL	Parallel		RAC	Rain
PATC	Precision approach terrain chart (followed by name/ title)		RAFC	Rules of the air and air traffic services
PAX	Passenger(s)		RAD*	Regional area forecast centre
PCD	Proceed or proceeding		RAG	Approach radar control
PCL	Pilot controlled lighting		RAG	Ragged
PCN	Pavement classification number		RAI	Runway arresting gear
PDC	Aircraft parking docking/chart		RAIM	Runway alignment indicator
PDC	Pre-departure clearance		RASC	Receiver autonomous integrity monitoring
PDG	Procedure design gradient		RB	Regional AIS system centre
PE	Ice pellets		RCA	Rescue boat
PER	Performance		RCC	Reach cruising altitude
PERM	Permanent		RCF	Rescue co-ordination centre
PIB	Pre-flight information bulletin			Radiocommunication failure (message type designator)
PJE	Parachute jumping exercise		RCH	Reach or reaching
PL	Ice pellets		RCL	Runway centre line
PLA	Practice low approach		RCLL	Runway centre line light(s)
PLN	Flight plan		RCLR	Runway centre line light(s)
PLVL	Present level		RDH	Recleared
PN	Prior notice required		RDL	Reference datum height (for ILS)
PNR	Point of no return		RDO	Radial
PO	Dust devils		RE...	Radio
PO*	Post Office			Recent (used to qualify weather phenomena, e.g. RERA = recent rain)
POB	Persons on board		REC	Receive or receiver
POSS	Possible		REDL	Runway edge light(s)
PPI	Plan position indicator		REF	Reference to ... or refer to ...
PPR	Prior permission required		REG	Registration
PPSN	Present position		RENL	Runway end light(s)
PRFG	Aerodrome partially covered by fog		REP	Report or reporting or reporting point
PRI	Primary		REQ	Request or requested
PRKG	Parking		ERTE	Reroute
PROB	Probability			
PROC	Procedure			
PROV	Provisional			
PS	Plus			
PSG	Passing			
PSN	Position			
PSP	Pierced steel plank			
PSR	Primary surveillance radar			
PSYS	Pressure system(s)			
PTN	Procedure turn			
PTS	Polar track structure			
PWR	Power			
	Q			
QDL	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)			

* Not ICAO

RESA	Runway end safety area	SARPS	(ICAO)
RG	Range (lights)		Saturday
RHC	Right-hand circuit	SAT	Satellite communication
RIF	Reclearance in flight	SATCOM	Southbound
RITE	Right (direction of turn)	SB	Stratocumulus
RIV*	Rapid intervention vehicle	SC	Scattered
RL	Report leaving	SCT	Stand by
RLA	Relay to	SDBY	South-east
RLCE	Request level change en route	SE	South East Asia
RLLS	Runway lead-in lighting system	SEA*	South-eastbound
RLNA	Request level not available	SEB	Section
RMK	Remark	SEC	Seconds
RNAV	(to be pronounced "AR_NAV") Area navigation	SECN	Sector
		SECT	Selective calling system
RNG	Radio range	SELCAL	September
RNP	Required navigation performance	SEP	Service or servicing or served
ROBEX	Regional OPMET bulletin exchange (scheme)	SER	Severe (used e.g. to qualify icing and turbulence reports)
ROC	Rate of climb	SEV	Surface
ROD	Rate of descent	SFC	Snow grains
ROFOR	Route forecast (in aeronautical meteorological code)	SG	Signal
		SGL	Showers (followed by RA=rain, SN=snow, PE=ice pellets, GR=hail, GS=small hail and/or snow pellets or combinations thereof, e.g. SHRASN=showers of rain an snow)
RON	Receiving only	SH...	Super high frequency (3 000 to 30 000 MHz)
RPI	Radar position indicator		Standard instrument departure
RPL	Repetitive flight plan	SHF	Significant
RPLC	Replace or replaced	SID	Selective identification feature
RPS	Radar position symbol	SIF	Information concerning en-route weather phenomena which may affect the safety of aircraft operations
RPT	Repeat or repeat (to be used in AFS as a procedure signal)	SIG	Significant weather
		SIGMET	Simultaneous or simultaneously
RQ	Indication of a request (to be used in AFS as a procedure signal)		Societe Internationale Telecommunication Aeronautique
RQMNTS	Requirements		Single isolated wheel load
RQP	Request flight plan (message type designator)		Sky clear
RQS	Request supplementary flight plan (message type designator)	SIGWX	Schedule or scheduled
RR	Report reaching g	SIMUL	Speed limiting point
RRA	(or RRB, RRC ... etc., in sequence) Delayed meteorological message (message type designator)	SITA*	Slow
		SIWL	Surface movement control
RSC	Rescue sub-centre	SKC	Surface movement radar
RSCD	Runway surface condition	SKED	Snow
RSP	Responder beacon	SLP	Indicator for the aerodrome being closed due to snow on the runway (used in the METAR/SPECI code forms)
RSR	En-route surveillance radar	SLW	A special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush and ice on the movement area, by means of a specific format
RTD	Delayed (used to indicate delayed meteorological message; message type designator)	SMC	Aviation selected special weather report (in aeronautical meteorological code)
		SMR	Special meteorological report (in abbreviated plain language)
RTE	Route	SN	Supplementary flight plan (message type designator)
RTF	Radiotelephone	SNOCLO	SAR point of contact
RTG	Radiotelegraph		Spot wind
RTHL	Runway threshold light(s)		Squall
RTN	Return or returned or returning		Squall line
RTODAH	Rejected take-off distance available, helicopter		Sunrise
			Surveillance radar approach
RTS	Return to service		Surveillance radar element of precision approach radar system
RTT	Radioteletypewriter		Short range
RTZL	Runway touchdown zone light(s)		Search and rescue region
RUT	Standard regional route transmitting frequencies		Secondary
			Sandstorm
RV	Rescue vessel		Sunset
RVR	Runway visual range		Single sideband
RWY	Runway		
	S		
S	Indicator for state of the sea (used in the METAR/SPECI code form)		
S	South or southern latitude		
SA	Sand		
SALS	Simple approach lighting system		
SAN	Sanitary		
SAP	As soon as possible		
SAR	Search and rescue Standards and Recommended Practices		

* Not ICAO