

KURDISTAN REGIONAL GOVERNMENT



SULAYMANIYAH INTERNATIONAL AIRPORT

MATS

APPENDIX " N "

ABBREVIATIONS

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APPENDIX " N "

ABBREVIATIONS

ABBREVIATION

MEANING

ACAS* -----	Airborne Collision Avoidance System
ACC -----	Area Control Center
ACFT -----	Aircraft
ADF -----	Automatic – Direction Finding Equipment
ADR -----	Advisory Route
ADS -----	Automatic Dependent Surveillance
AFIL -----	Air Filed Flight Plan
AFIS -----	Aerodrome Flight Information Service
AFS -----	Aeronautical Fixed Service
AGL -----	Above Ground Level
AIP -----	Aeronautical Information Publication
AIRAC -----	Aeronautical Information Regulation And Control
AIRMET* -----	Information concerning en-route weather phenomena which may affect the safety of low-level aircraft operations.
AIRPROX* -----	Aircraft Proximity
AIS. -----	Aeronautical Information Service
AMSL -----	Above Mean Sea Level
ASDA -----	Accelerate Stop Distance Available
ATC -----	Air Traffic Control
ATCOs -----	Air Traffic Controllers
ATCS -----	Air Traffic Control Service
ATD -----	Actual Time Of Departure
ATFM -----	Air Traffic Flow Management
ATIS* -----	Automatic Terminal Information Service
ATM -----	Air Traffic Management
ATS -----	Air Traffic Services
ATZ -----	Aerodrome Traffic Zone
BKN -----	Broken (Cloud amount)

CAB -----	Controlled Airspace Boundary
CAS -----	Controlled Airspace
CAT -----	Category
CAT -----	Clear Air Turbulence
CAVOK* -----	(to be pronounced “ KAV – OH – KAY”) Visibility, cloud and present weather better than prescribed values or conditions
CE -----	Clearance expiry
CPDLC -----	Controller Pilot Data Link Communications
CPL -----	Current Flight Plan
CTA -----	Control Area
CTR -----	Control Zone
CVFR -----	Controlled VFR
DA -----	Decision Altitude
D – ATIS* -----	Data Link - Automatic Terminal Information Service
DH -----	Decision Height
DME -----	Distance Measuring Equipment
DME/P -----	Distance Measuring Equipment/Precision
Doc. -----	Document
DR -----	Dead Reckoning
D/VOR -----	Doppler /VOR
EAT -----	Expected Approach Time
EET -----	estimated Elapsed Time
ENR -----	En - route
ERP -----	Emergency Response Plan
ETA -----	Estimated Time Of Arrival
ETC -----	Etcetera
ETD -----	Estimated Time Of Departure
ETOPS -----	Extended Range Twin Engined Operations
FAF -----	Final Approach Fix
FAP -----	Final Approach Point
FATO -----	Final Approach And Take-Off Area
FIC -----	Flight Information Center
FIR -----	Flight Information Region
FIS -----	Flight Information Service
FL -----	Flight Level
FMEA -----	Failure Modes and Effects Analysis
FMS -----	Flight Management System

FPL	-----	Filed Flight Plan
Ft (FT)	-----	Feet
GCA	-----	Ground Controlled Approach
GL	-----	Ground Level
GP	-----	Glide Path
GS	-----	Ground Speed
HAZid	-----	Hazard Identification
H24	-----	Continuous day and night service (24 Hours operation)
HF	-----	High Frequency (3 to 30 MHz)
HPA (hpa)	-----	Hectopascal
IAF	-----	Initial Approach Fix
IAS	-----	Indicated Airspeed
ICAO*	-----	International Civil Aviation Organization
IF	-----	Intermediate Fix
IFR	-----	Instrument Flight Rules
ILS	-----	Instrument Landing System
IMC	-----	Instrument Meteorological Conditions
Inch	-----	Inches
INS	-----	Inertial Navigation System
ISA	-----	International Standard Atmosphere
JRCC	-----	Joint Rescue Coordination Centre
Kg	-----	Kilogram
Km	-----	Kilometers
LDA	-----	Landing Distance Available
LLZ	-----	Localizer
LOA	-----	Letter Of Agreement
LOP	-----	Local Operation Procedures
LORAN*	-----	Long Range Air Navigation System
LOSA	-----	Line Operations Safety Audit
M (m)	-----	Meters
MAPT	-----	Missed Approach Point
MATS*	-----	Manual Of Air Traffic Services
MDA	-----	Minimum Descent Altitude/Height
MDH	-----	Minimum Descent Height
MDA/H	-----	Minimum Descent Altitude/Height
MET*	-----	Meteorological or Meteorology

METAR*	-----	Aviation routine weather report (in aeronautical meteorological code)
MHZ	-----	Mega Hertz
MLS	-----	Microwave Landing System
MNPS	-----	Minimum Navigation Performance Specifications
MOC	-----	Minimum Obstacle Clearance
MOR	-----	Meteorological Optical Range
MOU	-----	Memorandum Of Understanding
MSAW	-----	Minimum Safe Altitude Warning
MSL	-----	Mean Sea Level
NDB	-----	Non – Directional Radio Beacon
NIL*	-----	None or I have nothing to send you
NM	-----	Nautical Mile
NOSS	-----	Normal Operations Safety Survey
NOTAM*	-----	Notice To Airmen
NOZ	-----	Normal Operating Zone
NTZ	-----	No transgression Zone
OAS	-----	Obstacle Assessment Surface
OCA	-----	Obstacle Clearance Altitude
OCH	-----	Obstacle Clearance Height
OCA/H	-----	Obstacle Clearance Altitude/Height
OVC	-----	Overcast (Cloud amount)
PANS* – ATM	-----	Procedures for Air Navigation Services – Air Traffic Management
PANS* – OPS	-----	Procedures For Air Navigation Service – Operations
PANS* / RAC*	-----	Procedures For Air Navigation Services /Rules Of The Air And Air Traffic Services
PAOAS	-----	Parallel Approach Obstacle Assessment Surfaces
PAPI*	-----	Precision Approach Path Indicator
PAR	-----	Precision Approach Radar
PCN	-----	Pavement Classification Number
PSR	-----	Primary Surveillance Radar
QFE	-----	Atmospheric pressure at aerodrome elevation (or at Runway)
QNH	-----	Altimeter sub – scale setting to obtain elevation when on the ground
RADAR*	-----	Radio Detection And Ranging
RCC	-----	Rescue Coordination Center

REIL*	-----	Runway End Identification Light
RLCE	-----	Request Level Change En-route
RNAV*	-----	Area Navigation
RNP	-----	Required Navigation Performance
RPI	-----	Radar Position Identification
RPL	-----	Repetitive Flight Plan
RPS	-----	Radar Position Symbol
RSC	-----	Rescue Subcentre
RSYD	-----	Released subject to your discretion
RTF	-----	Radiotelephone
RVR	-----	Runway Visual Range
RVSM	-----	Reduced Vertical Separation Minimum
SAR	-----	Search and Rescue
SARPs*	-----	Standard and Recommended Practices (ICAO)
SATCO*	-----	Senior Air Traffic Control Officer
SCT	-----	Scattered (Cloud Amount)
SELCAL*	-----	A system which permits the selective calling of individual aircraft over radiotelephone channels linking a ground station with the aircraft.
SID*	-----	Standard Instrument Departure
SIGMET*	-----	Information concerning en-route weather phenomena which may affect the safety of aircraft operations.
SKC	-----	Sky clear (Cloud amount)
SM	-----	Safety manager
SMGCS	-----	Surface Movement Guidance and Control System
SMS	-----	Safety management system
SNOWTAM*	-----	A special series NOTAM notifying the presence or removal of hazardous conditions due to snow.
SOC	-----	Start Of Climb
SOPs	-----	Standard Operating Procedures
SPECI*	-----	Aviation selected special weather report (in aeronautical meteorological code)
SRA	-----	Surveillance Radar Approach
SRR	-----	Search And Rescue Region
SSR	-----	Secondary Surveillance Radar
STAR*	-----	Standard Instrument Arrival

STCA -----	Short-Term Conflict Alerts
SVFR -----	Special VFR
TACAN* -----	UHF Tactical Air Navigation Aid
TAF -----	Aerodrome Forecast
TAS -----	True Airspeed
TCAS -----	Traffic Collision Avoidance System
TCU -----	Towering Cumulus (cloud type)
TEM -----	Threat and Error Management
TMA -----	Terminal Control Area
TODA -----	Take-Off Distance Available
TORA -----	Take-Off Run Available
TREND* -----	Trend Forecast
TRM -----	Team Resource Management
UHF -----	Ultra High Frequency
UIR -----	Upper Flight Information Region
UTA -----	Upper Control Area
UTC -----	Universal Coordinated Time or coordinated Universal Time
VASIS* -----	Visual Approach Slope Indicator System
VDF -----	Very High Frequency Direction - Finding Station
VFR -----	Visual Flight Rules
VHF -----	Very High Frequency
VIP -----	Very Important Person
VMC -----	Visual Meteorological Conditions
VOLMET* -----	Meteorological information for aircraft in flight
VOR -----	Very High Frequency Omni directional Radio Range
VORTAC* -----	VOR and TACAN Combination
VSM -----	Vertical Separation Minima
VTOL -----	Vertical Take-Off And Landing
VVIP -----	Very Very Important Person
