

DEFINITIONS

Advisory airspace. An airspace of defined dimension, or designated route, within which air traffic advisory service is available.

Advisory route. A designated route along which air traffic advisory is available.

Aerodrome. A defined area on land or water (including any building, installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft.

Aerodrome control service. Air traffic control service for aerodrome traffic.

Aerodrome control tower. A unit established to provide air traffic control service to aerodrome traffic.

Aerodrome traffic. All traffic on the manoeuvring area of an aerodrome and all aircraft flying in the vicinity of an aerodrome.

(Note: An aircraft is in the vicinity of an aerodrome when it is in, entering or leaving an aerodrome traffic circuit).

Aerodrome traffic zone. An airspace of defined dimensions established around an aerodrome for the protection of aerodrome traffic.

Aeronautical information publication. A publication issued by or with the authority of a State and containing aeronautical information of a lasting character essential to air navigation.

Air traffic control clearance. Authorization for an aircraft to proceed under conditions specified by an air traffic control unit.

Air traffic control service. A service provided for the purpose of :

- a) preventing collisions:
 - 1) between aircraft, and

- 2) on the manoeuvring area between aircraft and obstructions, and

- b) expediting and maintaining an orderly flow of air traffic.

Air traffic control unit. A generic term meaning variously, area control centre, approach control office or aerodrome control tower.

Air traffic service. A generic term meaning variously, flight information service, alerting service, advisory service, air traffic control service (area control service, approach control service or aerodrome control service).

Air traffic services airspaces. Airspaces of defined dimensions alphabetically designated, within which specific types of flight may operate and for which air traffic services and rules of operation are specified.

Air traffic services reporting office (ARO). A unit established for the purpose of receiving reports concerning air traffic services and flight plans submitted before departure.

Air traffic services unit. A generic term meaning variously, air traffic control unit, flight information centre or air traffic services reporting office.

Airway. A control area or portion thereof established in the form of a corridor.

Alerting service. A service provided to notify appropriate organizations regarding aircraft need of search and rescue aid, and assist such organization as required.

Approach control office (APP). A unit established to provide air traffic control service to controlled flights arriving at, or departing from, one or more aerodromes.

Approach control service. Air traffic control service for arriving or departing controlled flights.

Area control centre (ACC). A unit established to provide air traffic control service to controlled flights in control areas under its jurisdiction.

Area control service. Air traffic control service for controlled flights in control areas.

Airmet information. Information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified en-route weather phenomena which may affect the safety of low level aircraft operations and which was not already included in the forecast issued for low level flights in the flight information region concerned or sub-area thereof.

Appropriate ATS authority. The relevant authority designated by the State responsible for providing air traffic services in the airspace concerned.

Area Navigation (R/NAV). A method of navigation which permit aircraft operation on any desired flight path within the coverage of station-referenced navigation aids or within their limit of the capability of self-contained aids, or a combination of these.

Area navigation route. An ATS route established for the use of aircraft capable of employing area navigation.

ATS route. A specified route designed for channelling the flow of traffic as necessary for the provision of air traffic services.

Aeronautical fixed service (AFS). A telecommunication service between specified fixed points provided primarily for the safe of air navigation and for the regular, efficient and economical operation of air services.

Aeronautical mobile service. A mobile service between aeronautical stations and aircraft stations, or between aircraft stations, in which survival craft stations may participate; also participate in this service on designated distress and emergency frequencies.

Aeronautical fixed telecommunication network. A world wide system of aeronautical fixed circuits provided, as part of the aeronautical fixed service, for the exchange of messages and/or digital data between aeronautical fixed stations having the same or compatible communications characteristic.

Aeronautical mobile-satellite service. A mobile-satellite service in which mobile earth stations are located on board aircraft; survival craft stations and emergency position-indicating radiobeacon station may also participate in this service.

Aeronautical station. A land station in the aeronautical mobile service. In certain instances, an aeronautical station may be located for example on board of ship or on platform at sea.

Aircraft station. A mobile station in the aeronautical mobile service other than a survival craft, located on board an aircraft.

Air-ground communication. Two-way communication between aircraft and stations or locations on the surface of the earth.

Air report (Airep). A report form an aircraft in flight prepared in conformity with requirements for position and operational or meteorological reporting.

Aerodrome. A defined area on land or water (including any building, installations, and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft.

Aerodrome elevation. The elevation of the highest point of the landing area.

Aerodrome reference point. The designated geographical location of an aerodrome.

Aerodrome beacon. An aeronautical ground light visible at all azimuths, either continuously or intermittently, to designate a particular point on the surface of the earth.

Apron. A defined area, on a land aerodrome, intended to accommodate aircraft for purposes of loading or unloading passengers, mail or cargo, fuelling, parking or maintenance.

Apron management service. A service provided to regulate the activities and the movement of aircraft and vehicles on an apron.

Automatic dependent surveillance (ADS). A surveillance technique in which aircraft automatically provide, via a data link, data derived from on board navigation and position-fixing system, including aircraft identification throughout the day or a specified portion of the day.

Approach sequence. The order in which two or more aircraft are cleared to approach to land at the aerodrome.

Arrival routes (STARs). Routes identified in a instrument approach procedure by which aircraft may proceed from en-route phase of flight to an initial approach fix.

Base turn. A turn executed by the aircraft during the initial approach between the end of the outbound track and the beginning of the intermediate or final approach track. The track are non reciprocal.

Blind transmission. A transmission from one station to another station in circumstances where two-way communication cannot be established but where it is believed that the called station is able to receive the transmission.

Ceiling. The height above the ground or water of the base of the lowest layer of cloud below 6000 metres (20.000ft) covering more than half the sky.

Clearance limit. The point to which an aircraft is granted an air traffic control clearance.

Control area. A controlled airspace extending upwards from a specified limit above

the earth.

Controlled aerodrome. An aerodrome at which air traffic control service is provided to aerodrome traffic.

Controlled airspace. An airspace of defined dimensions within which air traffic control service is provided to IFR flights and VFR flights, in accordance with the airspace classification.

(Note: Controlled airspace is a generic term which covers ATS airspace Classes A,B,C,D and E).

Controlled flight. Any flight which is subject to an air traffic control clearance.

Control zone (CTR). A controlled airspace extending upwards from the surface of the earth to a specific upper limit.

Current flight plan. The flight plan, including changes, if any, brought by subsequent clearances.

Clearway. A defined rectangular area on the ground or water under the control of the appropriate authority, select or prepared as a suitable area over which an aeroplane may make a portion of its initial climb to a specific height.

Circling approach. An extension of an instrument approach procedure which provides for visual circling of the aerodrome prior to landing.

Danger area. An airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specific times.

Declared distances.

a) Take-off run available (TORA). The length of the runway declared available and suitable for the ground run of an aeroplane taking off;

b) Take off distance available (TODA). The length of the take-off run available plus the length of the clearway, if provided;

c) Accelerate-stop distance available (ASDA). The length of the take-off run available plus

the length of the stop-way, if provided;

d) Landing distance available (LDA). The length of the runway which is declared available and suitable for the ground run of an aeroplane landing.

Displaced threshold. A threshold not located at the extremity of a runway.

Decision altitude (DA) or decision height (DH). A specified altitude or height in the precision approach at which a missed approach must be initiated if the required visual reference to continue the approach has not been established.

(Note) Decision altitude (DA) is referenced to mean sea level and decision height (DH) is referenced to the threshold elevation.

Distressfa. The code word used to designate a distress phase.

Distress phase. A situation wherein there is reasonable certainty that an aircraft and its occupants are threatened by grave and imminent danger or require immediate assistance.

Estimated off-block time. The estimated time at which the aircraft will commence movement associated with departure.

Estimated time of arrival. For IFR flights, the time at which it is estimated that the aircraft will arrive over that designated point, defined by reference to navigation aids, from which it is intended that an instrument approach procedure will be commenced, or, if no navigation aid is associated with the aerodrome.

For VFR flight, the time at which it is estimated that the aircraft will arrive over the aerodrome.

Expected approach time. The time at which ATC expects that an arriving aircraft, following a delay, will leave the holding point to complete its approach for landing.

Estimated elapsed time. The estimated time required to proceed from one significant point to another.

Flight plan. Specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft.

Filed flight plan. The flight plan as filed with an ATS unit by the pilot or a designated representative, without any subsequent changes.

Final approach segment. That segment of an instrument approach procedure in which alignment and descent for landing are accomplished.

Flight visibility. The visibility forward from the cockpit of an aircraft in flight.

Flight information centre (FIC). A unit established to provide flight information service and alerting service.

Flight information region (FIR). An airspace of defined dimension within which flight information service and alerting service are provided.

Flight information service (FIS). A service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flight.

Flight level. A surface of constant atmospheric pressure which is related to a specific pressure datum, 1013.2 hpa, and is separated from other such surfaces by specific pressure intervals.

Ground visibility. The visibility at an aerodrome, as reported by an accredited observer.

Geodetic datum. A minimum set of parameters required to define location and orientation of the local reference system with respect to the global reference system/frame.

Glide path. A descent profile determined for vertical guidance during a final approach.

Helipport. An aerodrome or a defined area on a structure intended to be used wholly or in

part for the arrival, departure and surface movement of helicopters.

Holding bay. A defined area where aircraft can be held, or bypassed, to facilitate efficient surface movement of aircraft.

Heading. The direction in which the longitudinal axis of an aircraft is pointed, usually expressed in degrees from North (true, magnetic, compass or gride).

Height. The vertical distance of a level, a point or an object considered as a point, measured from a specific datum.

Holding point. A specified location, identified by visual or other means, in the vicinity of which the position of an aircraft in flight is maintained in accordance with air traffic control clearances.

Holding procedure. A predetermined manoeuvre which keeps an aircraft within a specified airspace while awaiting further clearance.

IFR. The symbol used to designate the instrument flight rules.

IFR flight. A flight conducted in accordance with the instrument flight rules.

Instrumental meteorological conditions. Meteorological conditions expressed in terms of visibility, distance from clouds, and ceiling, less than the minima specified for visual meteorological conditions.

IMC. The symbol used to designate instrument meteorological conditions.

Independent parallel approaches.

Simultaneous approaches to parallel or near parallel instrument runways where radar separation minima between aircraft on adjacent extended runway centre lines are not prescribed.

Independente parallel departures.

Simultaneous departures from parallel or

near parallel instrument runways.

Initial approach segment. That segment of an instrument approach procedure between the initial approach fix and the intermediate approach fix or, where applicable, the final approach fix or point.

Instrument approach procedure. A series of predetermined manoeuvres by reference to flight instruments with specified protection from obstacles from the initial approach fix, or where applicable, from the beginning of a defined arrival route, to a point from which a landing can be completed thereafter. If a landing is not completed, to a position at which holding or en-route obstacle clearance criteria apply.

Intermediate approach segment. That segment of an instrument approach procedure between either the intermediate approach fix and the final approach fix or point, or between the end of a reversal racetrack or dead reckoning track procedure and the final approach fix or point, as appropriate.

Level. A generic term relating to the vertical position of an aircraft in flight and meaning variously, height, altitude or flight level.

Landing area. That part of a movement area intended for the landing or take-off of aircraft.

Location indicator. A four-letter code group formulated in accordance with rules prescribed by ICAO and assigned to the location of an aeronautical fixed station.

Manoeuvring area. The part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, excluding aprons.

Movement area. That part of aerodrome to be used for the take-off, landing and taxiing of aircraft, consisting of the manoeuvring area, and the aprons.

Marker. An object displayed above ground level on order to indicate an obstacle or delineate a boundry.

Marking. A symbol or group of symbol displayed on the surface of the movement area in order to convey aeronautical information.

Mode (SSR). The conventional identifier related to specific functions of the interrogation signals transmitted by an SSR interrogator. There are four modes specified in Annex 10 : A,C,S and intermode.

Minimum descent altitude/height (MDA/MDH). A specified altitude or height in a non-precision approach or circling approach below which descent may not be made without visual reference.

Minimum sector altitude. The lowest altitude which may be used under emergency conditions which will provide a minimum clearance of 300m (1000ft) above all objects located in an area contained within a sector of a circle of 25N/M radius centred on a radio aid to navigation.

Missed approach point (MAPt). That point in an instrument approach procedures at or before which the prescribed missed approach procedure must be initiated in order to ensure that the minimum obstacle clearance is not infringed.

Missed approach procedure. The procedure to be followed if the approach cannot be continued.

Notam. A notice distributed by means of telecommunication containing information concerning the established, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.

Non-radar separation. The separation used when aircraft position information is derived from sources other than radar.

Non-instrument runway. A runway intended for the operation of aircraft using visual approach procedure.

Obstacle clearance altitude (OCA) or Obstacle clearance height (OCH). The lowest altitude or the lowest height above the elevation of the relevant runway threshold or the aerodrome elevation as applicable, used in establishing compliance with appropriate obstacle clearance criteria.

Operator. A person, organization or enterprise engaged in or offering to engage in an aircraft operation.

Pilot in command. The pilot responsible for the operation and safety of the aircraft during flight time.

Prohibited area. An airspace of defined dimensions, above the land areas or territorial water of a State, within which the flight of aircraft is prohibited.

Precision approach radar (PAR). Primary radar equipment used to determine the position of an aircraft during an approach, in terms of lateral and vertical deviations relative to a nominal approach path, and in range relative to touch point.

Primary surveillance radar (PSR). A surveillance radar system which uses reflected radio signals.

Procedure turn. A manoeuvre in which a turn is made away from a designated track followed by a turn in the opposite direction to permit the aircraft to intercept and proceed along the reciprocal of the designated track.

PSR blip. The visual indication, in non-symbolic form, on a radar display of the position of an aircraft obtained by primary radar.

Runway . A defined rectangular area on a land aerodrome prepared for the landing and take-off of aircraft.

Runway strip. A defined area including the runway, if provided, intended:

- a) to reduce the risk of damage to aircraft running-off runway; and
- b) to protect aircraft flying over it during take

off or landing operations.

Runway visual range (RVR). *The range over which the pilot of an aircraft on the centre line of the runway, can see the runway surface marking or the lights delineating the runway or identifying its centre line.*

Racetrack procedure. *A procedure designed to enable the aircraft to reduced altitude during the initial approach segment and/or established the aircraft inbound when the entry into a reversal procedure is not practicable.*

Reversal procedure. *A procedure designed to enable aircraft to reverse direction during the initial approach segment of an instrument approach procedure. The sequence may include procedure turns or base turns.*

Radar. *A radio detection device which provides informations on range, azimuth and/or elevation of objects.*

Radar approach. *An approach in which the final approach phase is executed under the direction of a radar controller.*

Radar clutter. *The visual indication on a radar display of unwanted signals.*

Radar contact. *The situation which exist when the radar position of a particular aircraft is seen and identified on a radar display.*

Radar control. *Term used to indicate that radar derived information is employed directly in the provision of air traffic control services.*

Radar display. *An electronic display of radar-derived information depicting the position and movement of aircraft.*

Radar monitoring. *The use of radar for the purpose of providing aircraft with information and advice relative to significant deviations from nominal flight path, including deviations from the terms of their*

air traffic control clearances.

Radar vectoring. *Provision of navigational guidance to aircraft in the form of specific headings, based on the use of radar.*

Radar separation. *The separation used when aircraft position information is derived from radar sources.*

Radar service. *Term used to indicate a service provided directly by means of radar.*

Reporting point. *A specified geographical location in relation to which the position of an aircraft can be reported.*

Required navigation performance (RNP). *A statement of the navigation performance accuracy necessary for operation within a defined airspace.*

Rescue coordination centre. *A unit responsible for promoting efficient organization of search and rescue service and for coordinating the conduct of search and rescue operations within a search and rescue region.*

Secondary surveillance radar (SSR). *A surveillance radar system which use transmitters/receivers (interrogators) and transponder.*

SSR response. *The visual indication, in non-symbol form on a radar display, of a response from an SSR transponder in replay to an interrogator.*

Special VFR. *A VFR cleared by air traffic control to operate within a control zone in meteorological conditions below VMC.*

Stop way. *A defined rectangular area on the ground at the end of take-off run available prepared as a suitable area in which an aircraft can be stopped in the case of abandoned take-off.*

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.

Taxiing. Movement of an aircraft on the surface of an aerodrome under its own power, excluding take-off and landing.

Taxi-holding position. A designate position at which taxiing aircraft and vehicles may be required to hold in order to provide adequate clearance from a runway.

Taxiway. A defined path on a land aerodrome established for the taxiing of aircraft and intended to provide a link between one part of the aerodrome and another, including:

- a) aircraft stand taxilane;
- b) apron taxiways;
- c) rapid exit taxiways.

Taxiway intersection. A junction of two or more taxiways.

Taxiway strip. An area including a taxiway intended to protect an aircraft operating on the taxiway and to reduce the risk of damage to an aircraft accidentally running off the taxiway.

Terminal control area (TMA). A control area normally established at the confluence of ATS routes in the vicinity of one or more major aerodromes.

Threshold. The beginning of that portion of the runway usable for landing.

Touchdown zone. The portion of a runway, beyond the threshold, where it is intended landing aeroplane first contact the runway.

Traffic avoidance advice. Advice provided by an air traffic services unit specifying manoeuvres to assist a pilot to avoid collision.

Traffic information. Information issued by an air traffic services unit to alert a pilot to other known or observed air traffic which may be in proximity to the position or intended

route of flight and to help the pilot avoid a collision.

Transition altitude. The altitude at or below which the vertical position of an aircraft is controlled by reference to altitudes.

Transition level. The lowest flight level available for use above the transition altitude.

Transition layer. The airspace between the transition altitude and the transition level.

VFR. The symbol used to designate the visual flight rules.

VFR flight. A flight conducted in accordance with the visual flight rules.

Visual approach. An approach by an IFR aircraft when either part or all of an instrument approach procedure is not completed and the approach is executed in visual reference to the terrain.

Visual meteorological conditions. Meteorological conditions expressed in terms of visibility, distance from clouds and ceiling, equal to or better than specified minima.

VMC. The symbol used to designate visual meteorological conditions.

Way point. A specified geographical location used to define an area navigation route or the flight path of an aircraft employing area navigation.

ABBREVIATIONS

ALERFA - Alerting fase	Fase di allerta (allarme)
ALS - Appoach lightning system	Sentiero luminoso di avvicinamento
ALT - Altitude	Altitudine
ALTN - Alternate (aerodrome)	Aeroporto alternato
AMSL - Above mean sea level	Al di sopra del livello medio del mare
AOC - Aerodrome obstruction chart	Carta degli ostacoli aeroportuali
ARO - Air traffic services reporting office	Ufficio informazioni dei servizi del T.A.
ARR - Arrive o arrival	Arrivo
ASMI - Aerodrome surface movement indicator	Indicatore movimenti a terra degli aa/mm
ATA - Actual time of arrival	Orario effettivo di arrivo
ATC - Air traffic control (in general)	Controllo del traffico aereo
ATD - Actual time of departure	Orario effettivo di partenza
ATIS - Automatic terminal information service	Servizio automatico informazioni terminali
AWY - Airway	Aerovia
BA - Braking action	Azione frenante
BASE - Cloud base	Base delle nubi
BDRY - Boundry	Confine - delimitazione
CFM - Confirm	Confermate
CHG - Modification message	Messaggio di modifica
CNL - Cancel message	Messaggio di cancellazione
CTA - Control area	Area di controllo
CPL - Current flight plan	Piano di volo in vigore
CTN - Caution	Precauzione
CWY - Clearway	Area libera da ostacoli
DA/DH - Decision altitude/height	Altitudine/altezza di decisione
DCA - Jurisdictional aerodrome authority	Direzione circoscrizionale aeroportuale
DCT - Direct	Diretto
DEP - Departure message	Messaggio di partenza
DEST - Destination	Destinazione
DETRESFA - Distress phase	Fase di pericolo
DEP - Departure message	Messaggio di partenza
DLA - Delay message	Messaggio di ritardo
DME - Distance measuring equipment	Apparato misuratore di distanza
DR - Dead reckoning	Navigazione stimata
DVOR - Doppler VOR	VOR doppler
EAT - Expect approach time	Orario previsto di avvicinamento
EET - Estimated elapsed time	Durata stimata del volo
EFAS - Electronic flashing approach system	Lampeggiatore elettronico di avvicinamento
ELBA - Emergency location beacon-aircraft	Radiofaro per la localizzazione di emergenza
ELT - Emergency locator transmitter	Trasmettitore per la localizzazione di emergenza
ELV - Elevation	Altitudine o elevazione
END - End of runway	Fine pista
EQPT - Equipment	Equipaggiamento o dotazione

EST - Estimate time over significant point	Ora stimata su un punto significativo
ETA - Estimated time of arrival	Orario stimato di arrivo
ETD - Estimated time of departure	Orario stimato di partenza
FAF - Final approach fix	Fix lungo l'avvicinamento finale
FAP - Final approach point	Punto di avvicinamento finale
FCST - Previsione	Forecast
FIC - Flight Information Centre	Centro informazioni volo
FIS - Flight information service	Servizio informazioni volo
FREQ - Frequency	Frequenza
FPL - Filed flight plan	Piano di volo compilato
G/A/G - Ground-to-air- and air-to ground	Terra-aria-terra (T/BT/-Terra/bordo/terra)
GND - Ground	Suolo o terreno
GP - Glide path	Sentiero di discesa
GRASS - Grass landing aerea	Zona erbosa di atterraggio
GS - Ground speed	Velocità al suolo
H 24 - Continuous day and night service	Servizio continuativo di giorno e di notte
HBN - Hazard beacon	Faro di pericolo
HDF - High frequency direction-finding station	Stazione radiogoniometrica ad alta freq.
HDG - Heading	Prua. direzione
HF - High frequency	Alta frequenza
HGT - Height or height above	Altezza
HJ - Sunrise to sunset	Dall'alba al tramonto
HJ +/- 30 - From half an hour before sunrise, to half an hour after sunset	Da mezz'ora prima del sorgere del sole a mezz'ora dopo il tramonto
HN - From half an hour after sunset, to half an hour before sunrise	Da mezz'ora dopo il tramonto a mezz'ora prima del sorgere del sole
HOSP - Hospital aircraft	Aereoambulanza
HPA - Hectopascal	Hectopascal
HR - Hours of service	Orario di servizio
HX - No specific working hours	Orario di servizio non specificato
IAF - Initial approach fix	Fix di avvicinamento iniziale
IAL - Instrument approach and landing chart	Carta di avvicinamento strum./atterrag.
IAS - Indicated air speed	Velocità indicata
IBN - Identification beacon	Faro di identificazione
IF - Intermediate approach fix	Fix di avvicinamento intermedio
ILS - Instrument landing system	Sistema di atterraggio strumentale
IM - Inner marker	Marker interno
INCERFA - Uncertainly fase	Fase di incertezza
INFO - Informations	Informazione o per conoscenza
INOP - Inoperative	Non operativo
INS - Inches	Pollici (unità di misura)
INS - Inertial navigation system	Sistema di navigazione inerziale
KHZ - Kilohertz	Kilohertz
KMH - Kilometres per hours	Chilometri per ora
KT - Knots	Nodi
L - Locator	Radiofaro Locatore
LAT - Latitude	Latitudine
LF - Low frequency (da 30 a 300 ktz)	Bassa frequenza

MA - Missed approach	Mancato avvicinamento
MSA - Minimum safe altitude	Minima altitudine di settore
MSG - Message	Messaggio
MSL - Mean sea level	Livello medio del mare
NDB - Non directional beacon	Radiofaro non direzionale
NGT - Night	Notte
NIL - None (i have nothing to send you)	Nulla (non ho nulla per voi)
NM - Nautical miles	Miglia nautiche
NOF - International Notam office	Ufficio Notam internazionale
NOSIG - No significant change	Nessuna variazione significativa
NXT - Next	Successivo o prossimo
MAINT - Maintenance	Manutenzione
MAP - Aeronautical maps and chart	Carte e mappe aeronautiche
MAPT - Missed approach point time	Punto (orario) di mancato avvicinamento
MCA - Minimum crossing altitude	Altitudine minima di attraversamento
MCL - Minimum crossing level	Livello minimo di attraversamento
MDA- Minimum descent altitude	Altitudine minima di attesa
MDH - Minimum descent height	Altezza minima di attesa
MEA - Minimum enroute altitude	Altezza minima di rotta
MEL - Minimum enroute level	Livello minimo di rotta
MET - Meteorological or meteorology	Meteorologico o meteorologia
MF - Medium frequency	Frequenza media (da 300 a 3000 khz)
MLS - Microwave landing system	Sistema di atterraggio IFR a microonde
MM - Middle marker	Marker intermedio
MOC - Minimum obstacle clearance	Separazione minima dagli ostacoli
MPH - Statute miles per hour	Miglia statutaria per ora
MPS - Metres per seconds	Metri al secondo
MRA - Minimum reception altitude	Minima altitudine di ricezione
OCA - Obstacle clearance altitude	Altitudine di separazione dagli ostacoli
OCH - Obstacle clearance height	Altezza di separazione dagli ostacoli
OCL - Obstacle clearance limit	Limite di separazione dagli ostacoli
OM - Outer marker	Marker esterno
OPS - Operations	Operazioni
O/R - On request	A richiesta
PANS - Procedure for air navigation service	Procedure per i servizi della navigaz. aerea
PAPI - Precision approach path indicator	Indicatore planata per avv.ti di precisione
PERM - Permanent	Permanente
PLN - Flight plan	Piano di volo
POB - Persons on board	Persone a bordo (es: POB 2)
PSN - Position	Posizione
PRKG - Parking	Parcheggio
PROC - Procedure	Procedura
QDM - Magnetic approach route	Rotta magnetica di avvicinamento
QDR - Magnetic bearing	Rilevamento magnetico
QFE -Atmosferic pressure at aerodrome elevation	Pressione atmosferica all' altitudine dell' aeroporto
QFU - Magnetic orientation of runway	Orientamento magnetico della pista

QNH - Altimeter setting based on the atmospheric pressure at mean sea level	Regolaggio altimetrico basato sulla pressione atmosferica al livello medio del mare
QTE - True bearing	Rilevamento vero
RCC - Rescue coordination centre	Centro di coordinamento e soccorso
RCL - Runway centre line	Asse pista
RDH - Reference datum height (for ILS)	Altezza del dato di riferimento (per ILS)
RDL - Radial	Radiale
REF - Reference to..	Riferimento a...
REQ - Request o requested	Richiesta o Richiesto
RNAV - Area navigation	Navigazione d' area
RPL - Repetitive flight plan	Piano di volo ripetitivo
RQS - Request supplementary FPL message	Messaggio richiesta di FPL supplementare
RPLC - Replace or replaced	Sostituire o sostituito
RVR - Runway visual range	Portata visuale di pista
RWY - Runway	Pista di volo
SAR - Search and rescue	Ricerca e soccorso
SARPS - Standard and recommended practices	Norme e pratiche raccomandate (ICAO)
SELCAL - Selective calling system	Sistema di chiamata selettiva
SFC - Surface	Superficie (suolo)
SID - Standard instrument departure	Rotta di partenza strumentale standard
STAR - Standard arrival route	Rotta di arrivo strumentale standard
SMC - Surface movement control	Controllo movimenti al suolo
SMR - Surface movement radar	Radar sorveglianza movimenti al suolo
SRA - Surveillance radar approach	Avvicinamento con radar di sorveglianza
SRE - Surveillance radar element	Elemento radar di sorveglianza
SSR - Secondary surveillance radar	Radar secondario di sorveglianza
STA - Straight-in approach	Avvicinamento diretto
STOL - Short take-off and landing	Decollo ed atterraggio corto
SUPPS - Regional supplementary procedure	Procedure supplementari regionali-ICAO
SVC - Service message	Messaggio di servizio
SWY - Stop way	Zona di arresto
TA - Transitional altitude	Altitudine di transizione
TACAN - UHF Tactical air navigation aid	Radioassistenza UHF per la navigazione tattica
TAS - True air speed	Velocità vera all' aria
THR - Threshold	Soglia pista
UFN - Until further notice	Fino a nuovo avviso
UNL - Unlimited	Illimitato
VAL - Visual approach landing chart	Carta di avvicinamento e atterraggio a vista
VASIS - Visual approach slope indicator system	Sistema luminoso dell' angolo di avvicinamento
WIP - Works in progress	Lavori in corso