

CHAPTER 2**OPERATING SIGNALS****DECODE****SECTION A - Q SIGNALS**

SIGNAL	QUESTION	ANSWER, ADVICE OR ORDER
QAA		
QAB	May I have clearance (for...) from...(place and/or control) to...(place and/or control) at...(figures and units) height above...(datum)?	You are cleared (or...is cleared) by... from... (place and/or control) to... (place and/or control) at...(figures and units) height above...(datum).
QAC		
QAD		
QAE		
QAF	Will you advice me when you are (were) at (over)...(place)?	I am (was) at (over)...(place) (at...hours) (at...(figures and units)) height above...(datum).
QAG		Arrange your flight in order to arrive over...(place) at...hours or I am arranging my flight in order to arrive over...(place) at...hours.
QAH	What is your height above... (datum)?	I am at...(figures and units) height above...(datum). Note: An aircraft is permitted to reply to QAH IMI by using any of the answer forms of signals QBF, QBG, QBH, QBK, QBN or QBP. In such cases the signal QAH is omitted from the reply. or Arrange your flight so as to reach...(figures and units) height above...(datum) at...(hours or place).
QAI	What is the essential traffic? Note: Relates to aircraft and not communication traffic.	The essential traffic is... Note: Relates to aircraft and not communication traffic.
QAJ		
QAK	Is there any risk of collision?	There is risk of collision. Note: This signal should be followed by appropriate Q signals or ICAO approved abbreviations giving instructions for avoiding collision.

QAL	Are you going to land at...(place)? or Has aircraft...landed at...(place)? (See also signal QTP.)	I am going to land at...(place) or (You may) land at...(place). or Aircraft...landed at...(place). (See also signal QTP.)
QAM	What is the latest available meteorological observation for...(place)?	Meteorological observation made at...(place) at...hours was as follows... Note: The information may be given in Q Code form or the AERO form of the International Meteorological Figure Code. When in Q Code, the information is to be given in the following sequence of Q signal answer (or advice) forms: QAN, QBA, QNY, QBB, QNH and/or QFE and, if necessary QMU, QNT, QBJ. It is not normally necessary to precede the QAN, QBA, QNY, and QBB information by these Q signals but this may be done if considered desirable. When in the AERO form of International Meteorological Figure Code the abbreviation AERO is to precede the information.
QAN	What is the surface wind direction and speed at... (place)?	The surface wind direction and speed at...(place) at...hours is (direction)...(speed figures and units). Note: Unless otherwise indicated in the question, answer (or advice) surface wind direction is given in degrees relative to MAGNETIC North.
QAO	What is the wind direction in degrees TRUE and speed at...(position or zone/s) at each of the...(figures) ...(units) levels above... (datum)?	The wind direction and speed (position or zone/s) at the following heights above... (datum is: ...(vertical distance in figures and units) ...degrees TRUE...(speed in figures and units)
QAP	Shall I listen for you (or for...) on...kHz (or (...MHz))? Note: If the frequency is given in megahertz, the abbreviation MHz is to be used. (See also signal QSX).	Listen for me (or for...) on... kHz (...MHz). Note: If the frequency is given in megahertz, the abbreviation MHz is to be used. (See also signal QSX).
QAQ	Am I near a prohibited area (or...prohibited area)?	You are... 1) near 2) flying over a prohibited area (or...prohibited area).
QAR	May I stop listening on the watch	You may stop listening on the watch

	frequency for...minutes?	frequency for...minutes
QAS		
QAT		
QAU		I am about to jettison fuel.
QAV		
QAW		I am about to carry out overshoot procedure.
QAX		
QAY	Will you advise me when you pass (passed)...(place) bearing 090 (270) degrees relative to your heading?	I passed...(place) bearing... degrees relative to my heading at...hours.
QAZ	Are you experiencing communication difficulties through flying in a storm?	I am experiencing communication difficulties through flying in a storm Note: Attention is invited to the possible supplementary use of signals QAR, QBE, QCS, QRM, QRN, QRX, QSZ or the signal CL to amplify the meaning associated with signal QAZ.
QBA	What is the horizontal visibility at...(place)?	The horizontal visibility at... (place) at...hours is... (distance figures and units).
QBB	What is the amount, type and height above official aerodrome elevation of the base of the cloud (at...(place)?	The amount, type and height above official aerodrome elevation of the base of the cloud at... (place) at...hours is: ...eighths (...type) at...(figures and units)* height above official aerodrome elevation.
<p>*NOTE: The cloud amount, type (if reported) and vertical distance information is reported in sequence if several cloud layers are present, the order of reporting being from low to high levels in accordance with the following cloud layer specifications:</p> <p>a) the lowest individual layer of any amount;</p> <p>b) the next higher individual layer the amount of which is three-eighths or more (to the nearest eighth);</p> <p>c) the next higher individual layer the amount of which is five-eighths or more (to the nearest eighth).</p> <p>EXAMPLE: = QBB CYUL 1300 2 300 FT 3 1500 FT 6 9000 FT =</p>		
QBC	Report meteorological conditions as observed from your aircraft at... (position or zone) at...hours at...(figures and units) height above...(datum).	The meteorological conditions as observed from my aircraft at... (position or zone) at...hours at...(figures and units) height above...(datum) are... Note: The information may be given in AIREP, or Q Code form. When given in Q Code, the following sequence of Q signal QBC answer (or advice) forms is used: QMX, QNY, QAO, QDF, QMI, QFT and QNI.

QBD	How much fuel have you remaining (expressed as hours and/or minutes of consumption)?	Fuel remaining is...(hours and/or minutes of consumption).
QBE		I am about to wind in my aerial.
QBF	Are you flying in cloud?	I am flying in cloud at... (figures and units) height above...(datum) (and I am ascending (descending) to...(figures and units) height above that datum).
QBG	Are you flying above cloud?	I am flying above cloud and at...(figures and units) height above...(datum) or Maintain a vertical distance of...(figures and units) above cloud, smoke, haze or fog levels.
QBH	Are you flying below cloud?	I am flying below cloud and at...(figures and units) height above...(datum). or Maintain a vertical distance of...(figures and units) below cloud.
QBI	Is flight under IFR compulsory at...(place) (or from...to...(place))?	Flight under IFR is compulsory at...(place) (or from...to... (place)).
QBJ	What is the amount, type and height above...(datum) of the top of the cloud (at... (position or zone))?	At...hours at...(position or zone) the top of the cloud is: amount...eighths (...type) at...(figures and units) height above ...(datum).
QBK	Are you flying with no cloud in your vicinity?	I am flying with no cloud in my vicinity and at...(figures and units) height above ...(datum).
QBL		
QBM	Has...sent any message for me?	Here is the message sent by...at...hours.
QBN	Are you flying between two layers of cloud?	I am flying between two layers of cloud and at...(figures and units) height above ...(datum).
QBO	What is the nearest aerodrome at which flight under VFR is permissible and which would be suitable for my landing?	Flying under VFR is permissible at...(place) which would be suitable for your landing.
QBP	Are you flying in and out of cloud?	I am flying in and out of cloud and at ...(figures and units) height above ...(datum).
QBQ		
QBR		
QBS		Ascend (or descend) to... (figures and units) height above...(datum) before encountering instrument meteorological conditions or if visibility falls below... (figures and units of distance) and advise.

QBT	How far, along the runway, from the approach end, can the observer at the runway threshold see the runway lights which will be in operation for my landing (at...(place))?	At...hours, the observer at the threshold of runway number... could see the runway lights in operation for your landing (at...(place)) for a distance of...(figures and units) from the approach end. Note: If the station inquired of is not equipped to make the special observation requested, the reply to QBT IMI is given by the signal QNO.
QBU		
QBV	Have you reached the... (figures and units) height above...(datum) (or... (area or place))?	I have reached the...(figures and units) height above...(datum) (or...(area or place)). or Report reaching the...(figures and units) height above... (datum) (or...(area or place)).
QBW		
QBX	Have you left the... (figures and units) height above...(datum) (or...(area or place))?	I have left the... (figures and units) height above...(datum) (or...(area or place)). or Report leaving the...(figures and units) height above... (datum) (or...(area or place)).
QBY		
QBZ	Report your flying conditions in relation to clouds.	The reply to QBZ IMI is given by the appropriate answer form of signals QBF, QBG, QBH, QBK, QBN and QBP.
QCA	May I change from...(figures and units) to...(figures and units) height above...(datum)?	You may change from...(figures and units) to...(figures and units) height above...(datum). or I am changing from...(figures and units) to...(figures and units) height above...(datum).
QCB		Delay is being caused by... 1) your transmitting out of turn. 2) your slowness in answering. 3) lack of your reply to my...
QCC		
QCD		
QCE	When may I expect approach clearance?	Expect approach clearance at...hours. or No delay expected.
QCF		Delay indefinite. Expect approach clearance not later than...hours.
QCG		
QCH	May I taxi to...(place)?	Cleared to taxi to...(place). (the place is given in plain language).

QCI		Make a 360-degree turn immediately (turning to the...) or I am making a 360-degree turn immediately (turning to the...).
QCJ		
QCK		
QCL		
QCM		
QCN		
QCO		
QCP		
QCQ		
QCR		
QCS		My reception on...frequency has broken down.
QCT		
QCU		
QCV		
QCW		
QCX	What is your full call sign?	My full call sign is... or Use your full call sign until further notice.
QCY		I am working on trailing aerial. or Work on trailing aerial.
QCZ		
QDA		
QDB	Have you sent message...to...?	I have sent message...to...
QDC		
QDD		
QDE		
QDF	What is your D-Value at...(position)? or What is the D-Value at... (place or position) at...hours) for the...millibar level?	My D-Value at...(position) at... (figures and units) height above the 1013.2 millibars datum is...(D-Value figures and units)... *(specify plus or minus). or The D-Value at...(place or position) at hours for the...millibar level is...(D-Value figures and units)...*(specify plus or minus). Note: When the true altitude (radio altitude) is greater than the pressure altitude PS (plus) is used and when it is less MS (minus) is used.
QDG		

QDH		
QDI		
QDJ		
QDK		
QDL	Do you intend to ask me for a series of bearings?	I intend to ask you for a series of bearings.
QDM	Will you indicate the MAGNETIC heading for me to steer towards you (or...) with no wind?	The MAGNETIC heading for you to steer to reach me (or...) with no wind was...degrees (at...hours).
QDN		
QDO		
QDP	Will you accept control (or responsibility) of (for)... now (or at ...hours)?	I will accept control (or responsibility) of (for)...now (or at...hours).
QDQ		
QDR	What is my MAGNETIC bearing from you (or from...)?	Your MAGNETIC bearing from me (or from...) was...degrees (at... hours).
QDS		
QDT	Are you flying in visual meteorological conditions?	I am flying in visual meteorological conditions. or Fly at all times in visual meteorological conditions.
QDU		Cancel my IFR flight plan.
QDV	Are you flying in a horizontal visibility of less than... (figures and units)?	I am flying in a horizontal visibility of less than... (figures and units) at... (figures and units) height above...(datum).
QDW		
QDX		
QDY		
QDZ		
QEA	May I cross the runway ahead of you?	You may cross the runway ahead of me.
QEB	May I turn at the intersection?	Taxi as follows at the intersection... (straight ahead DRT turn left LEFT turn right RITE)
QEC	May I make a 180-degree turn and return down the runway?	You may make a 180-degree turn and return down the runway.
QED	Shall I follow the pilot vehicle?	Follow the pilot vehicle.
QEE		
QEF	Have I reached my parking area? or Have you reached your parking area?	You have reached your parking area. or I have reached my parking area.
QEG	May I leave the parking area? or Have you left the parking area?	You may leave the parking area. or I have left the parking area.

QEH	May I move to the holding position for runway number...? or Have you moved to the holding position for runway number...?	Cleared to the holding position for runway number... or I have moved to the holding position for runway number...
QEI		
QEJ	May I assume position for take-off? or Have you assumed position for take-off?	Cleared to hold at take-off position for runway number... or I am assuming take-off position for runway number...and am holding.
QEK	Are you ready for immediate take-off?	I am ready for immediate take-off.
QEL	May I take-off (and make a... hand turn after take-off)?	You are cleared to take-off (turn as follows after take-off...).
QEM	What is the condition of the landing surface at...(place)?	The condition of the landing surface at...(place) is... Note: The information is given by sending appropriate NOTAM Code groups.
QEN	Shall I hold my position?	Hold your position.
QEO	Shall I clear the runway (or landing area)? or Have you cleared the runway(or landing area)?	Clear the runway (or landing area). or I have cleared the runway (or landing area).
QEP		
QEQ		
QER		
QES	Is a right-hand circuit in force at...(place)?	A right-hand circuit is in force at...(place).
QET		
QEU		
QEV		
QEW		
QEX		
QEY		
QEZ		
QFA	What is the meteorological forecast for...(flight, route, section of route or zone) for the period...hours until ...hours?	The meteorological forecast for...(flight, route, section of route or zone) for the period...hours until hours....is... Note: When the forecast is given in Q Code the following sequence of Q signal answer (or advice) forms is to be given: QAO, QMX, QMI, QNY, QBA, QMW, QFT and QNI.
QFB		The...

		1) approach 2) runway 3) approach and runway lights are out of order.
QFC	What is the amount, the type and the height above...(datum) of the base of the cloud at...(place, position or zone)?	At...(place, position or zone) the base of the cloud is... eighths...type at...(figures and units) height above... (datum). Note: If several cloud layers or masses are present, the lowest is reported first.
QFD	1) Is the...visual beacon(at...(place)) in operation? 2) Will you switch on the... visual beacon (at...(place))? 3) Will you extinguish the aerodrome visual beacon (at...(place)) until I have landed?	1) The...visual beacon (at... (place)) is in operation. 2) I will switch on the... visual beacon (at...(place)). 3) I will extinguish the aerodrome visual beacon (at... (place)) until your landing is completed.
QFE	(At...(place)) what is the present atmospheric pressure at official aerodrome elevation?	At...(place) the atmospheric pressure at official aerodrome elevation is (or was observed at...hours to be) ...millibars.
QFF	(At...(place)) what is the present atmospheric pressure converted to mean sea level in accordance with meteorological practice?	At...(place) the atmospheric pressure converted to mean sea level in accordance with meteorological practice is (or was determined at...hours to be) ...millibars.
QFG	Am I overhead?	You are overhead.
QFH	May I descend below the clouds?	You may descend below the clouds.
QFI	Are the aerodrome lights lit?	The aerodrome lights are lit. or Please light the aerodrome lights.
QFJ		
QFK		
QFL		
QFM	What height above...(datum)... 1) should I maintain? 2) are you maintaining? 3) do you intend cruising at?	1) Maintain (or fly at)... (figures and units) height above...(datum). 2) I am maintaining...(figures and units) height above ...(datum). 3) I intend cruising at... (figures and units) height above...(datum).
QFN		
QFO	May I land immediately?	You may land immediately.
QFP	Will you give me the latest information concerning... facility (at...(place))?	The latest information concerning...facility (at... (place)) is as follows... Note: The information is given by sending appropriate NOTAM Code groups.
QFQ	Are the approach and runway lights lit?	The approach and runway lights are lit. or Please light the approach and runway lights.

QFR	Does my landing gear appear damaged?	Your landing gear appears damaged.
QFS	Is the...radio facility at...(place) in operation?	The...radio facility at...(place) is in operation (or will be in operation in...hours). or Please have the...radio facility at...(place) put in operation.
QFT	Between what heights above...(datum) has ice formation been observed (at...(position or zone))?	Ice formation has been observed at ... (position or zone) in the type of...and with an accretion rate of...between...(figures and units) and...(figures and units) heights above...(datum).
QFU	What is the magnetic direction (or number) of the runway to be used?	The magnetic direction (or number) of the runway to be used is... Note: The runway number is indicated by a two-figure group and the magnetic direction by a three-figure group.
QFV	Are the floodlights switched on?	The floodlights are switched on. or Please switch on the floodlights.
QFW	What is the length of the runway in use in...(units)?	The length of runway...now in use is...(figures and units).
QFX		I am working (or am going to work) on a fixed aerial. or Work on a fixed aerial.
QFY	Please report the present meteorological landing conditions (at...(place)).	The present meteorological landing conditions at...(place) are... Note: When given in Q Code the information is sent in the following sequence: QAN, QBA, QNY, QBB, QNH, and/or QFE and, if necessary, QMU, QNT, QBJ. It is not normally necessary to precede the QAN, QBA, QNY and QBB information by these Q signals but this may be done if considered desirable.
QFZ	What is the aerodrome meteorological forecast for...(place) for the period...hours until...hours?	The aerodrome meteorological forecast for...(place) for the period...hours until...hours is... Note: When given in Q Code the following sequence of Q signal answer (or advice) forms is to be used: QAN, QBA, QNY, QBB and, if necessary, QMU, QNT and QBJ.
QGA		
QGB		

QGC		There are obstructions to the... of runway...
QGD	Are there on my track any obstructions whose elevation equals or exceeds my altitude?	There are obstructions on your track ... (figures and units) height above... (datum).
QGE	What is my distance to your station (or to...)?	Your distance to my station (or to...) is... (distance figures and units). Note: This signal is normally used in conjunction with one of the signals QDM, QDR, QTE or QUI.
QGF		
QGG		
QGH	May I land using... (procedure or facility)?	You may land using... (procedure or facility).
QGI		
QGJ		
QGK	What track should I make good? or What track are you making good?	Make good a track from... (place) on ... degrees ... (true or magnetic). or I am making good a track from... (place) on... degrees... (true or magnetic).
QGL	May I enter the... (control area or zone) at... (place)?	You may enter the... (control area or zone) at... (place).
QGM		Leave the... (control area or zone).
QGN	May I be cleared to land (at... (place)?	You are cleared to land (at... (place).
QGO		Landing is prohibited at... (place).
QGP	What is my number for landing?	You are number... to land.
QGQ	May I hold at... (place)?	Hold at... (place) at... (figures and units) height above... (datum) and await orders.
QGR		
QGS		
QGT		Fly for... minutes on a heading that will enable you to maintain a track reciprocal to your present one.
QGU		Fly for... minutes on a magnetic heading of... degrees.
QGV	Do you see me? or Can you see the aerodrome? or Can you see... (aircraft)?	I see you at... (cardinal or quadrantal point of direction). or I can see the aerodrome or I see... (aircraft).
QGW	Does my landing gear appear to be down and in place?	Your landing gear appears to be down and in place.
QGY		
QGZ		Hold on... direction of... facility.
QHA		

QHB		
QHC		
QHD		
QHE	Will you inform me when you are on...leg of approach?	I am on... 1) cross-wind leg 2) down-wind leg of approach. 3) base leg 4) final leg
QHF		
QHG	May I enter traffic circuit at...(figures and units) height above...(datum)?	Cleared to enter traffic circuit at...(figures and units) height above...(datum).
QHH	Are you making an emergency landing?	I am making an emergency landing. or Emergency landing being made at...(place). All aircraft below...(figures and units) height above...(datum) and within a distance of... (figures and units) leave...(place or headings)
QHI	Are you (or is...)... 1) waterborne? 2) on land?	I am (or...is)...at...hours. 1) waterborne 2) on land
QHJ		
QHK		
QHL		
QHM		
QHN		
QHO		
QHP		
QHQ	May I make a...approach (at...(place))? or Are you making a... approach?	You may make a...approach (at... (place)). or I am making a...approach.
QHR		
QHS		
QHT		
QHU		
QHV		
QHW		
QHX		
QHY		
QHZ	Shall I circle the aerodrome (or go around)?	Circle the aerodrome (or go around).
QIA		
QIB		

QIC	May I establish communication with ...radio station on...kHz. (or...MHz.) now (or at...hours)?	Establish communication with...radio station on...kHz. (or...MHz.) now (or at...hours). or I will establish communication with ...radio station on...kHz (or..MHz) now (or at...hours)
QID		
QIE		
QIF	What frequency is...using?	...is using...kHz. (or...MHz).
QIG		
QIH		
QII		
QIJ		
QIK		
QIL		
QIM		
QIN		
QIO		
QIP		
QIQ		
QIR		
QIS		
QIT		
QIU		
QIV		
QIW		
QIX		
QIY		
QIZ		
QJA	Is my... 1) tape) 2) mark and space) reversed?	Your... 1) tape) 2) mark and space) is reversed.
QJB	Will you use... 1) radio? 2) cable? 3) telegraph? 4) teletypewriter? 5) telephone? 6) receiver? 7) transmitter? 8) reperforator?	I will use... 1) radio. 2) cable. 3) telegraph. 4) teletypewriter. 5) telephone. 6) receiver. 7) transmitter. 8) reperforator.
QJC	Will you check your... 1) transmitter distributor? 2) auto-head? 3) perforator?	I will check my... 1) transmitter distributor. 2) auto-head. 3) perforator.

	4) reperforator? 5) printer? 6) printer motor? 7) keyboard? 8) antenna system?	4) reperforator. 5) printer. 6) printer motor. 7) keyboard. 8) antenna system.
QJD	Am I transmitting... 1) in letters? 2) in figures?	You are transmitting... 1) in letters. 2) in figures.
QJE	Is my frequency shift... 1) too wide? 2) too narrow? 3) correct?	Your frequency shift is... 1) too wide. 2) too narrow (by...Hz). 3) correct.
QJF		My signal as checked by monitor...is satisfactory... 1) locally. 2) as radiated.
QJG	Shall I revert to automatic relay?	Revert to automatic relay.
QJH	Shall I run... 1) my test tape? 2) a test sentence?	Run... 1) your test tape. 2) a test sentence.
QJI	Will you transmit a continuous... 1) mark? 2) space?	I am transmitting a continuous... 1) mark. 2) space.
QJJ		
QJK	Are you receiving... 1) a continuous mark? 2) a continuous space? 3) a mark bias? 4) a space bias?	I am receiving... 1) a continuous mark. 2) a continuous space. 3) a mark bias. 4) a space bias.
QJL		
QJM		
QJN		
QJO		
QJP		
QJQ		
QJR		
QJS		
QJT		
QJU		
QJV		
QJW		
QJX		
QJY		
QJZ		
QKA		

QKB		
QKC		The sea conditions (at...position).... 1) permit alighting but not take-off. 2) render alighting extremely hazardous.
QKD		
QKE		
QKF	May I be relieved (at... hours)?	You may expect to be relieved at...hours by...1) aircraft... (identification) (type...). 2) vessel whose call sign is... (call sign) (and/or whose name (is...(name))).
QKG	Will relief take place when ... (identification) establishes... 1) visual, 2) communications, contact with survivors?	Relief will take place when... (identification) establishes... 1) visual, 2) communications, contact with survivors.
QKH	Report details of the parallel sweep (track) search being (or to be) conducted? or In the parallel sweep (track search being (or to be) conducted, what is (are). 1) the direction of sweeps, 2) the separation between 3) the height above the datum, employed in the search pattern?	The parallel sweep (track) search is being (or to be) conducted... 1) with direction of sweeps...degrees... (true or magnetic). 2) with...(distance figures sweeps, and units) separation between sweeps. 3) at a height of... (figures) above... (datum).
QKI		
QKJ		
QKK		
QKL		
QKM		
QKN		Aircraft plotted (believed to be you) in position...on track....degrees at...hours.
QKO	What other units are (or will be) taking part in the operation (... (identification of operation))?	In the operation (... (identification)) the following units are (or will be) taking part...(name of units). or ...(name) unit is taking part in operation (... (identification)) (with effect from... hours).
QKP	Which pattern of search is being followed?	The search pattern is... 1) parallel sweep. 2) square search. 3) creeping line ahead. 4) track crawl.

		5) contour search. 6) combined search by aircraft and ship. 7) ...(specify).
QKQ		
QKR		
QKS		
QKT		
QKU		
QKV		
QKW		
QKX		
QKY		
QKZ		
QLA		
QLB	Will you monitor...station and report regarding range, quality, etc.?	I have monitored...station and report (briefly) as follows...
QLC		
QLD		
QLE		
QLF		
QLG		
QLH	Will you use simultaneous keying on...frequency and...frequency?	I will now key simultaneously on...frequency and...frequency.
QLI		
QLJ		
QLK		
QLL		
QLM		
QLN		
QLO		
QLP		
QLQ		
QLR		
QLS		
QLT		
QLU		
QLV	Is the...radio facility still required?	The...radio facility is still required.
QLW		
QLX		
QLY		
QLZ		
QMA		
QMB		
QMC		

QMD		
QME		
QMF		
QMG		
QMH		Shift to transmit and receive on ...kHz (or MHz); if communication is not established within 5 minutes, revert to present frequency.
QMI	Report the vertical distribution of cloud (at ...(position or zone)) as observed from your aircraft.	The vertical distribution of cloud as observed from my aircraft at...hours at... (position or zone) is: lowest layer Observed *...eighths (...type) with base of...(figures and units) and tops of...(figures and units) (*and similarly in sequence for each of the layers observed.) height above...(datum). Example: = QMI 1400 11 2 CU 1000 FT 2500 FT 6 SC 6000 FT 10000 FT 5 AC 13000 FT 14000 FT ALT =
QMJ		
QMK		
QML		
QMM		
QMN		
QMO		
QMP		
QMQ		
QMR		
QMS		
QMT		
QMU	What is the surface temperature at...(place) and what is the dew point temperature at that place?	The surface temperature at...(place) at ... hours is...degrees and the dew point temperature at that time and place is...degrees.
QMV		
QMW	At...(position or zone) what is (are) the height(s) above...(datum) of the zero Celsius isotherm(s)?	At...(position or zone) the zero Celsius isotherm(s) is (are) at...(figures and units) height(s) above ...(datum).
QMX	What is the air temperature (at... (position or zone)) (at...hours) at the... (figures and units) height above... (datum)?	At...(position or zone) at... hours the air temperature is...(degrees and units) at... (figures and units) height above...(datum). Note: Aircraft reporting QMX information will transmit the temperature figures as corrected for airspeed.
QMY		
QMZ	Have you any amendments to the flight	The following amendment(s) should be

	forecast in respect of section of route yet to be traversed?	made to the flight forecast... (If no amendments, signal QMZ NIL.)
QNA		
QNB		
QNC		
QND		
QNE	What indication will my altimeter give on landing at...(place) at...hours, my sub-scale being set to 1013.2 millibars (29.925 inches)?	On landing at...(place) at... hours, with your sub-scale being set to 1013.2 millibars (29.92 inches), your altimeter will indicate...(figures and units).
QNF		
QNG		
QNH	What should I set on the sub-scale of my altimeter so that the instrument would indicate my elevation if I were on the ground at your station?	If you set the sub-scale of your altimeter to read...millibars (or hundredths of an inch*), the instrument would indicate your elevation if you were on the ground at my station at...hours. Note: When the setting is given in hundredths of an inch the abbreviation "INS" is used to identify the units.
QNI	Between what heights above...(datum) has turbulence been observed at...(position or zone)?	Turbulence has been observed at...(position or zone) with an intensity of...between ... (figures and units) and... (figures and units) heights above...(datum).
QNJ		
QNK		
QNL		
QNM		
QNN		
QNO		I am not equipped to give the information (or provide the facility) requested.
QNP		
QNQ		
QNR		I am approaching my point of no return.
QNS		
QNT	What is the maximum gust speed of the surface wind at...(place)?	The maximum gust speed of the surface wind at...(place) at... hours is...(speed figures and units).
QNU		
QNV		
QNW		
QNX		
QNY	What is the present weather and the intensity thereof at...(place, position or zone)?	The present weather and intensity thereof at...(place, position or zone) at...hours is... (See Notes a) and b)).

		Notes: a) When present weather information is transmitted by a ground station, the information shall be selected from the present weather table (Table III) in PANSMET (Doc 7605- MET/526). If none of these conditions prevail the reply shall be QNY NIL.
QNY (Cont'd)		b) When present weather information is transmitted by an aircraft, the information shall be selected from Item 11, AIREP. If none of these conditions prevail the reply shall be QNY NIL or alternatively the appropriate answer (or advice) form of signals QBF, QBG, QBH, QBK, QBN or QBP. The alter-native may also be given in addition to present weather conditions when one or more of the conditions listed in Item 11 prevail.
QNZ		
QOA	Can you communicate by radiotelegraphy (500 kHz)?	I can communicate by radiotelegraphy (500 kHz). (<u>MARITIME USE ONLY</u>)
QOB	Can you communicate by radiotelephony (2182 kHz)?	I can communicate by radiotelephony (2182 kHz). (<u>MARITIME USE ONLY</u>)
QOC	Can you communicate by radiotelephony(channel 16 - frequency 156.80 MHz)?	I can communicate by radiotelephony (channel 16 - frequency 156.80 MHz). (<u>MARITIME USE ONLY</u>)
QOD	Can you communicate with me in... 0. Dutch 5. Italian 1. English 6. Japanese 2. French 7. Norwegian 3. German 8. Russian 4. Greek 9. Spanish?	I can communicate with you in... 0. Dutch 5. Italian 1. English 6. Japanese 2. French 7. Norwegian 3. German 8. Russian 4. Greek 9. Spanish (<u>MARITIME USE ONLY</u>)
QOE	Have you received the safety signal sent by...(name and/or call sign)?	I have received the safety signal sent by...(name and/or call sign). (<u>MARITIME USE ONLY</u>)
QOF	What is the commercial quality of my signals?	The quality of your signals is... 1) not commercial 2) marginally commercial 3) commercial (<u>MARITIME USE ONLY</u>)
QOG	How many tapes have you to send?	I have...tapes to send. (<u>MARITIME USE ONLY</u>)
QOH	Shall I send a phasing signal	Send a phasing signal for...seconds.

	for...seconds?	(MARITIME USE ONLY)
QOI	Shall I send my tape?	Send your tape. (MARITIME USE ONLY)
QOJ	Will you listen on... kHz (or MHz) for signals of emergency position-indicating radio beacon?	I am listening on...kHz (or MHz) for signals of emergency position-indicating radio beacon. (MARITIME USE ONLY)
QOK	Have you received the signals of an emergency position-indicating radio beacon on...kHz(or MHz)?	I have received the signals of an emergency position- indicating radio beacon on ...kHz (or MHz). (MARITIME USE ONLY)
QOL	Is your vessel fitted for reception of selective calls? If so, what is your selective call number or signal?	My vessel is fitted for the reception of selective calls. My selective call number or signal is...(MARITIME USE ONLY)
QOM	On what frequencies can your vessel be reached by a selective call?	My vessel can be reached by a selective call on the following Frequency(ies)... (periods of time to be added is necessary). (MARITIME USE ONLY)
QON to QOS	The series QON to QOS inclusive is reserved for the Maritime Services.	
QOT	Do you hear my call; what is the approximate delay in minutes before we may exchange traffic?	I hear your call; the approximate delay is ... minutes. (MARITIME USE ONLY)
QOU to QQZ	The series QOU to QQZ inclusive is reserved for the Maritime Services	
QRA	What is the name of your station?	The name of my station is...
QRB	How far approximately are you from my station?	The approximate distance between our stations is...nautical miles (or...kilometers).
QRC	By what private enterprise (or State administration) are accounts for charges for your station settled?	The accounts for charges of my station are settled by the private enterprise...(or State administration).
QRD	Where are you bound and where are you from?	I am bound for...from...
QRE	What is your estimated time of arrival at... (or over...) (place)?	My estimated time of arrival at...(or over...) (place) is...hours.
QRF	Are you returning to... (place)?	I am returning to...(place). or Return to...(place).
QRG	Will you tell me my exact frequency (or that of...)?	Your exact frequency (or that of...) is...kHz (or MHz).
QRH	Does my frequency vary?	Your frequency varies.
QRI	How is the tone of my transmission?	The tone of your transmission is... 1) good. 2) variable. 3) bad.
QRJ	How many radiotelephone calls have you to book?	I have...radiotelephone calls to book.
QRK	What is the intelligibility of my signals	The intelligibility of your signals (or those

	(or those of...)?	of...) is... 1) bad. 2) poor. 3) fair. 4) good. 5) excellent.
QRL	Are you busy?	I am busy (or I am busy with...). Please do not interfere.
QRM	Are you being interfered with?	I am being interfered with 1) nil 2) slightly 3) moderately 4) severely 5) extremely.
QRN	Are you troubled by static?	I am troubled by static 1) nil 2) slightly 3) moderately 4) severely 5) extremely.
QRO	Shall I increase transmitter power?	Increase transmitter power.
QRP	Shall I decrease transmitter power?	Decrease transmitter power.
QRQ	Shall I send faster?	Send faster (...words per minute).
QRR	Are you ready for automatic operation?	I am ready for automatic operation. Send at...words per minute.
QRS	Shall I send more slowly?	Send more slowly (...words per minute).
QRT	Shall I stop sending?	Stop sending.
QRU	Have you anything for me?	I have nothing for you.
QRV	Are you ready?	I am ready.
QRW	Shall I inform...that you are calling him on...kHz(or MHz).	Please inform...that I am calling him on...kHz (or MHz).
QRX	When will you call me again?	I will call you again at...hours (on...kHz (or MHz).
QRY	What is my turn? (Relates to communication.)	Your turn is number...(or according to any other indication). (Relates to communication)
QRZ	Who is calling me?	You are being called by...(on... kHz (or MHz).
QSA	What is the strength of my signals (or those of...)?	The strength of your signals (or those of...) is... 1) scarcely perceptible. 2) weak. 3) fairly good. 4) good. 5) very good.
QSB	Are my signals fading?	Your signals are fading.

QSC	Are you a cargo vessel?	I am a cargo vessel.
QSD	Is my keying defective?	Your keying is defective.
QSE	What is the estimated drift of the survival craft?	The estimated drift of the survival craft is...(figures and units).
QSF	Have you effected rescue?	I have effected rescue and am proceeding to...base (with... persons injured requiring ambulance).
QSG	Shall I send...telegrams at a time?	Send...telegrams at a time.
QSH	Are you able to home on your D/F equipment?	I am able to home on my D/F equipment (on station...).
QSI		I have been unable to break in on your transmission.or Will you inform...(call sign) that I have been unable to break in on his transmission (on...kHz. (or...MHz)).
QSJ	What is the charge to be collected to...including your internal telegraph charge?	The charge to be collected to... including my internal telegraph charge is...francs.
QSK	Can you hear me between your signals and if so can I break in on your transmission?	I can hear you between my signals; break in on my transmission.
QSL	Can you acknowledge receipt?	I am acknowledging receipt
QSM	Shall I repeat the last telegram which I sent you(or some previous telegram)?	Repeat the last telegram which you sent me (or telegram(s) number(s)...).
QSN	Did you hear me (or... (call sign)) on... kHz (or MHz)?	I did hear you (or...(call sign)) on...kHz (or MHz).
QSO	Can you communicate with... direct or by relay?	I can communicate with...direct(or by relay through...).
QSP	Will you relay to...free of charge?	I will relay to...free of charge.
QSQ	Have you a doctor on board (or is...(name of person) on board)?	I have a doctor on board (or... (name of person) is on board).
QSR	Shall I repeat the call on the calling frequency?	Repeat your call on the calling frequency; did not hear you (or have interference).
QSS	What working frequency will you use?	I will use the working frequency...kHz (normally only the last three figures of the frequency need be given).
QST		
QSU	Shall I send or reply on this frequency (or on... kHz (or MHz)) (with emissions of class...)?	Send or reply on this frequency(or on...kHz (or MHz)) (with emissions of class...).
QSV	Shall I send a series of V's on this frequency (or...kHz (or MHz))?	Send a series of V's on this frequency (or on...kHz (or MHz)).
QSW	Will you send on this frequency (or on...kHz (or MHz)) (with emissions of class...)?	I am going to send on this frequency (or on...kHz (or MHz)) (with emissions of class...).
QSX	Will you listen to...(call sign(s))	I am listening to...(call sign(s)) on...kHz (or

	on...kHz (or MHz)?	MHz).
QSY	Shall I change to transmission on another frequency?	Change to transmission on another frequency (or on...kHz (or MHz)).
QSZ	Shall I send each word or group more than once?	Send each word or group twice(or...times).
QTA	Shall I cancel telegram number...?	Cancel telegram number...
QTB	Do you agree with my counting of words?	I do not agree with your counting of words; I will repeat the first letter or digit of each word or group.
QTC	How many telegrams have you to send?	I have...telegrams for you (or for...).
QTD	What has the rescue vessel or rescue aircraft recovered?	...(identification) has recovered... 1) ...(number) survivors. 2) ...wreckage. 3) ...(number) bodies.
QTE	What is my TRUE bearing from you? degrees (at...hours). or What is my TRUE bearing from... (call sign)? or What is the TRUE bearing of...(call sign) from...(call sign)?	Your TRUE bearing from me is... or Your TRUE bearing from...(call sign) was ...degrees (at...hours). or The TRUE bearing of...(call sign) from...(call sign) was...degrees at...hours.
QTF	Will you give me the position of my station according to the bearings taken by the D/F stations which you control?	The position of your station according to the bearings taken by the D/F stations which I control was... latitude... longitude (or other indication of position), class...at...hours.
QTG	Will you send two dashes of ten seconds each followed by your call sign (repeated...times) (on...kHz (or MHz))? or Will you request...to send two dashes of ten seconds followed by his call sign (repeated...times) on... kHz (or MHz)?	I am going to send two dashes of ten seconds each followed by my call sign (repeated ...times) (on...kHz (or MHz)). or I have requested...to send two dashes of ten seconds followed by his call sign (repeated... times) on...kHz (or MHz).
QTH	What is your position in latitude and longitude (or... according to any other indication)?	My position is...latitude longitude (or according to any other indication).
QTI	What is your TRUE track?	My TRUE track is...degrees.
QTJ	What is your speed? (Requests the speed of a ship or aircraft through aircraft through the water or air respectively.)	My speed is...knots (or... kilometers or...statute miles per hour). (Indicates the speed of a ship or the water or air respectively.)
QTK	What is the speed of your aircraft in relation to the surface of the earth?	The speed of my aircraft in relation to the surface of the earth is...knots (or...kilometers or...statute miles per hour).
QTL	What is your TRUE heading?	My TRUE heading is...degrees.

QTM	What is your MAGNETIC heading?	My MAGNETIC heading is...degrees.
QTN	At what time did you depart from...(place)?	I departed from...(place) at...hours.
QTO	Are you airborne? or Have you left dock (or port)?	I am airborne. or I have left dock (or port).
QTP	Are you going to alight (or land)? or Are you going to enter dock (or port)?	I am going to alight (or land). or I am going to enter dock (or port).
QTQ	Can you communicate with my station by means of the international code of signals?	I am going to communicate with your station by means of the international code of signals.
QTR	What is the correct time?	The correct time is...hours.
QTS	Will you send your call sign for tuning purposes or so that your frequency can be measured now (or at...hours) on...kHz (or MHz)?	I will send my call sign for tuning purposes or so that my frequency may be measured now (or at...hours) on...kHz (or MHz).
QTT		The identification signal which follows is superimposed on another transmission.
QTU	What are the hours during which your station is open?	My station is open from... to...hours.
QTV	Shall I stand guard for you on the frequency of...kHz(or MHz) (from...to...hours)?	Stand guard for me on the frequency of...kHz (or MHz) (from...to...hours).
QTW	What is the condition of survivors?	Survivors are in...condition and urgently need...
QTX	Will you keep your station open for further communication with me until further notice (or until...hours)?	I will keep my station open for further communication with you until further notice (or until... hours).
QTY	Are you proceeding to the position of incident and if so when do you expect to arrive?	I am proceeding to the position of incident and expect to arrive at...hours (on...date).
QTZ	Are you continuing the search?	I am continuing the search for.. (aircraft, ship, survival craft,. survivors or wreckage).
QUA	Have you news of... (call sign)?	Here is news of...(call sign).
QUB	Can you give me in the following order information concerning: the direction.... in degrees TRUE and speed of the surface wind; visibility; present weather; and amount, type and height of base of cloud above surface elevation at...(place of observation)?	Here is the information requested (The units used for speed and distances should be indicated.)
QUC	What is the number (or other indication) of the last message you received from me(or from...(call sign))?	The number (or other indication) of the last message I received from you (or from... (call sign)) is...

QUD	Have you received the urgency signal sent by... (call sign of mobile station)?	I have received the urgency signal sent by...(call sign of mobile station) at...hours.
QUE	Can you use telephony in... (language), with interpreter if necessary; if so, on what frequencies?	I can use telephony in... (language) on...kHz (or MHz).
QUF	Have you received the distress signal sent by... (call sign of mobile station)?	I have received the distress signal sent by...(call sign of mobile station) at...hours.
QUG	Will you be forced to alight(or land)?	I am forced to alight (or land) immediately. or I will be forced to alight (or land) at... (position or place) at...hours.
QUH	Will you give me the present barometric pressure at sea level? Aeronautical Note: Stations of the international aeronautical telecommunication service will interpret this signal as: What is the present atmospheric pressure at the present water level?	The present barometric pressure at sea level is...(units). Aeronautical Note: Stations of the international aeronautical telecommunication service will interpret this signal as: The present atmospheric pressure at the present water level at... (place or position) at...hours is...(figures and units).
QUI	Are your navigation lights working?	My navigation lights are working.
QUJ	Will you indicate the TRUE track to reach you (or...)?	The TRUE track to reach me (or...) is...degrees at...hours.
QUK	Can you tell me the condition of the sea observed at... (place or coordinates)?	The sea at...(place or coordinates) is...
Aeronautical Note: Stations of the international aeronautical telecommunication service will complete the answer, information or advice form by the use of a numbered alternative as given hereunder, selected according to the average wave height as obtained from the larger well formed waves of the wave system being observed. If observed height coincides with one of the limits, report the lower numbered alternative, e.g. waves with a mean maximum height of 4 meters are to be reported as "5".		

Number		Height	
		Meters	Feet (approx.)
0	Calm-glassy	0	0
1	Calm- rippled	0 - 0.1	0 - 1/3
2	Smooth Wavelets	0.1 - 0.5	1/3 - 1 2/3
3	Slight	0.5 - 1.25	1 2/3 - 4
4	Moderate	1.25 - 2.5	4 - 8
5	Rough	2.5 - 4	8 - 13
6	Very Rough	4 - 6	13 - 20
7	High	6 - 9	20 - 30
8	Very High	9 - 14	30 - 45
9	Phenomenal	Over 14	Over 45

QUL	Can you tell me the swell observed at...(place or coordinates)?	The swell at...(place or coordinates) is...
Aeronautical Note: Stations of the international aeronautical telecommunication service will complete the answer, information or advice form by the use of the following numbered alternatives:		

Number	Length of Swell	Height	Number	Length of Swell	Height
0	-	-	5	Long	Moderate
1	Short or Average	Low	6	Short	Heavy
2	Long	Low	7	Average	Heavy
3	Short	Moderate	8	Long	Heavy
4	Average	Moderate	9	Confused	-

Additionally, stations of the international aeronautical telecommunication service may indicate the direction of swell by the use of the appropriate cardinal or quadrantal point abbreviation N, NE, E, SE, etc. following the numbered alternate for indicating swell condition. The descriptions in the above numbered alternatives are as follows:

	Length of Swell	
	Meters	Feet (Approx.)
Short	0 - 100	0 - 300
Average	100 - 200	300 - 600
Long	Over 200	Over 600

	Height of Swell	
	Meters	Feet (Approx.)
Low	0 - 2	0 - 7
Moderate	2 - 4	7 - 13
Heavy	Over 4	Over 13

When there is no swell, the numbered alternative "0" is used; when the swell is such that the length and height of the swell waves cannot be determined, the numbered alternative "9" is used.

QUM	May I resume normal working?	Normal working may be resumed.
QUN	Will vessels in my immediate vicinity (or in the vicinity of...latitude ...longitude(or of...)) please indicate their position, TRUE course and speed? Aeronautical Notes: a) All stations of the international aeronautical telecommunication service will interpret this signal (in part) as	My position, TRUE course and speed are... Aeronautical Notes: a) All stations of the international aeronautical telecommunication service will interpret this signal (in part) as referring to TRUE TRACK.

	referring to TRUE TRACK. b) English-speaking stations of the maritime mobile service may interpret this signal (in part) as referring to TRUE HEADING. When communicating with such stations it is recommended that that supplementary use be made of the signal QTI to avoid any misunderstanding.	b) English-speaking stations of the maritime mobile service may interpret this signal (in part) as referring TRUE HEADING. When communicating with such stations it is recommended that supplementary use be made of the signal QTI to avoid any misunderstanding.
QUO	Shall I search for... 1) aircraft, 2) ship, 3) survival craft, in the vicinity of... latitude...longitude (or according to any other indication)?	Please search for... 1) aircraft, 2) ship, 3) survival craft, in the vicinity of...latitude... longitude (or according to any other indication).
QUP	Will you indicate your position by... 1) searchlight? 2) black smoke trail? 3) pyrotechnic lights?	My position is indicated by... 1) searchlight. 2) black smoke trail. 3) pyrotechnic lights.
QUQ	Shall I train my searchlight nearly vertical on a cloud, occulting if possible and, if your aircraft is seen or heard, deflect the beam up wind and on the water (or land) to facilitate your landing?	Please train your searchlight on a cloud, occulting if possible and, if my aircraft is seen or heard, deflect the beam up wind and on the water (or land) to facilitate my landing.
QUR	Have survivors... 1) received survival equipment? 2) been picked up by rescue vessel 3) been reached by ground rescue party?	Survivors... 1) are in possession of survival equipment dropped by... 2) have been picked up by rescue vessel. 3) have been reached by ground rescue party.
QUS	Have you sighted survivors or wreckage? If so, in what position?	Have sighted... 1) survivors in water, 2) survivors on rafts, 3) wreckage, in position... latitude... longitude (or according to any other indication).
QUT	Is position of incident marked?	Position of incident is marked by... 1) flame or smoke float. 2) sea marker. 3) sea marker dye. 4) ...(specify other marking).
QUU	Shall I home ship or aircraft to my position?	Home ship or aircraft...(call sign) ... 1) to your position by transmitting your call sign and long dashes on...kHz (or MHz). 2) by transmitting on...kHz (or MHz) TRUE

		track to reach you.
QUV		
QUW	Are you in the search area designated as...(designator or latitude and longitude)?	I am in the...(designation) search area.
QUX	Do you have any navigational warning or gale warnings in force?	I have the following navigational warning(s) or gale warning(s) in force...
QUY	Is position of survival craft marked?	Position of survival craft was marked at...hours by... 1) flame or smoke float 2) sea marker 3) sea marker dye 4) ...(specify other marking).
QUZ	May I resume restricted working?	Distress phase still in force; restricted working may be resumed.
QVA-Q ZZ	The series QVA to QZZ inclusive has not been allocated to date.	

CHAPTER 4MISCELLANEOUS ABBREVIATIONS AND SYMBOLSSECTION A - DECODE

ABBREVIATION	SIGNIFICATION OF SYMBOL
AC	Alto cumulus.
ACC	Area control.
ACFT	Aircraft
AD	Aerodrome.
ADZ	Advise.
AERO	Aero form of the International Code.
AGN	Again.
AIR	Relative to air.
ANT	Before.
APP	Approach control.
APR	After...(time or place)
AFRFOR	Area forecast.
ARR	Arrive (or arrival).
AS	Altostratus.
ASC	I am ascending (to...figures and units) height above...(datum)).
ATC	Air traffic control (in general).
ATP	At...(time or place).
AWY	Airway.
BABS	Beam approach beacon system.
BCST	Broadcast.
BOH	Break-off height.
BRF	Short (used to indicate the type of approach desired or required).
BTN	Between.
CB	Cumulonimbus.
CC	Cirrocumulus.
CEN	Degrees centigrade.
CI	Cirrus
CLA	Clear type of ice formation.
CLR	Cleared to...
CS	Cirrostratus.
CTA	Control area.
CTR	Control zone.
CU	Cumulus.
DB	I cannot give you a bearing. You are not in the calibrated sector of this station.
DC	The minimum of your signal is suitable for the bearing.
DCT	Direct (in relation to flight plan clearances and type of approach).

DES	I am descending to...figures and units) height above...(datum)).
DF	Your bearing at...hours was...degree in the doubtful sector of this station, with a possible error of...degrees.
DRT	Keep straight ahead.
DS	Adjust your transmitter, the mini- mum of your signal is too broad.
DT	I cannot furnish you with a bearing, the minimum of your signal is too broad.
DU	Position not guaranteed.
DY	This station is not able to determine the sense of the bearing. What is your approximate direction relative to this station?
DZ	Your bearing is reciprocal. (To be used only by the control station of a group of direction-finding stations when it is addressing stations of the same group).
E	East or Eastern longitude.
ER	Here... Aeronautical Note: In the international aeronautical telecommunication service ER may also be used to indicate Here with be used to indicate Herewith..
ERB	Landing off runway is permitted.
ETA	Estimated time of arrival.
ETD	Estimated time of departure.
ETI	The information is estimated.
FAH	Degrees Fahrenheit.
FBL	Light (used to qualify icing, turbulence, interference or static reports.
FIOR	Flight forecast.
FIR	Flight information region.
FL	The indication of vertical distance is given as flight level reference number.
FLT	Flight.
FNA	Final approach.
FOT	Units of English system.
FSL	Full stop landing.
FT	Feet (dimensional unit).
GCA	Ground controlled approach system.
GEO	Geographic or true.
GMT	Greenwich mean time.
GND	Relative to ground.
HBN	Hazard beacon.
HEL	Helicopter.
HF	High frequency (3,000 to 30,000 kHz.).
HR	Hours (period of time).
IAR	Intersection of air routes.
ID	Identification.
IFR	Instrument flight rules.
ILS	Instrument landing system.
IMI	Interrogation sign (question mark) (---..).

IMT	Immediately.
INA	Initial approach.
INF	Below...
INP	If not possible.
INS	Inches (dimensional unit).
IR	Ice on runway.
IRL	Intersection of range legs.
IVB	If forward visibility is less than... (figures and units).
IVR	If forward flight visibility remains... (figures and units).
KC, KCS, kHz	Kilocycles/kilohertz per second
KG	Kilograms.
KM	Kilometers.
KNH	Kilometers per hour.
KT	Knots.
LB	Pounds (weight).
LEFT	Left (direction of turn).
LF	Low frequency (30 to 300 kHz.).
LNG	Long (used to indicate the type of approach desired or required).
LRG	Long range.
LSA	Low intensity approach lighting system.
LSB	High intensity approach lighting system.
M	Meters.
MAG	Magnetic.
MB	Millibars.
MC, MCS or MHz	Megacycles/megahertz per second.
MER	The indication of vertical distance is given as TRUE height above mean sea level (e.g. after applying the correction for ambient temperature to the altitude reading of a pressure altimeter set to QNH).
MET	Meteorological..
MF	Medium frequency (300 to 3,000 kHz.).
MKR	Marker radio beacon.
ML	Statute mile(s).
MN	Minute (or minutes).
MOD	Moderate (used to qualify icing, turbulence, interference or static reports).
MPH	Statute miles per hour.
MRG	Medium range.
MS	Minus.
MSL	The indication of vertical distance is given as the reading, without correction for ambient temperature, of a pressure altimeter set to QNH.
MTU	Metric units.
MX	Mixed type of ice formation (white and clear).

N	North latitude. (To be used only with figures indicating latitude, e.g. 4730N.) Aeronautical Note: In the maritime mobile service, the abbreviation N signifies No and is used in that service to give a negative sense to Q signals.
NDB	Non-directional radio beacon.
NE	North-East.
NIL	I have nothing to send to you.
NM	Nautical mile(s).
NML	Normal.
NO	No.
NORTH	North (cardinal point of direction).
NR	Number.
NS	Nimbostratus.
NW	North-West.
OPA	White type of ice formation.
OPC	The control indicated is Operational Control.
ORD	Indication of an order.
PLA	Practice low approach.
PP	Descent through cloud (procedures).
PRES	The indication of vertical distance is (or is to be) replaced by the indication of the pressure, expressed in millibars, at the level and the position of the aircraft.
PREVU	The information refers to forecast and not to present conditions.
PSGR	Passenger(s).
PS	Plus.
PTN	Procedure turn.
QUAD	Quadrant.
RAD	The control referred to is Radio Control.
RCA	Reach cruising altitude.
RDO	Radio.
REP	Reporting point.
RITE	Right (direction of turn).
RNG	Radio range.
RNWY	Runway.
ROFOR	Route forecast.
RON	Receiving only.
RP	Rapid.
RTT	Radio-teletypewriter.
RUT	Standard regional route transmitting freqs.
S	South or Southern latitude.
SAP	As soon as possible.
SC	Stratocumulus.
SE	South-East.
SEV	Severe (used to qualify icing and turbulence reports).
SID	Standard instrument departure.

SKED	Schedule.
SLW	Slow.
SOL	The indication of vertical distance is given as the reading, without correction for ambient temperature, of a pressure altimeter set to QFE. (The abbreviation should only be used in the vicinity of the station which provided the QFE setting.)
SRG	Short range.
ST	Stratus.
STA	Straight in approach.
STD	The indication of vertical distance is given as the reading, without correction for ambient temperature, of a pressure altimeter having the sub-scale set to 1013.2 millibars (29.92 inches).
SUP	Above...
SW	South-West.
TAF	Abbreviated aerodrome forecast.
TAFOR	Aerodrome forecast.
TER	The indication of vertical distance is given as TRUE height above official aerodrome level (e.g. after applying the correction for ambient temperature to the vertical distance reading of a pressure altimeter set to QFE).
TFZ	Traffic zone.
TGL	Touch and go landing.
TIL	Until.
TIP	Until past... (place).
TO	To...(place).
TRB	It is not necessary to keep to the runways and taxi ways after landing.
TT	Teletypewriter.
TWR	Aerodrome control.
UAB	Until advised by...
UFN	Until further notice.
VAN	Runway control van.
VIA	By way of...
VIO	Heavy (used to qualify interference or static reports).
VFR	Visual flight rules.
VHR	Very high frequency (30,000 kHz. to 300 MHz).
VLR	Very long range.
VOR	VHF omni-directional radio range.
VSA	By visual reference to the ground.
W	West or Western longitude.
WX	Weather.
XS	Atmospheric.
YD	Yards.

YR

Your.

MISCELLANEOUS ABBREVIATIONS AND SYMBOLSSECTION B - ENCODE

ABBREVIATION OR SYMBOL	SIGNIFICATION	ABBREVIATION OR SYMBOL	SIGNIFICATION
A			
TAF	Abbreviated aerodrome forecast	DJ	Bearing doubtful because of interference.
SUP	Above...	DI	Bearing doubtful in consequence of the bad quality of your signal.
DS	Adjust your transmitter, the minimum of your signal is too board.	ANT	Before.
ADZ	Advise.	INF	Below...
AERO	Aero form of the International Code.	BTN	Between.
AD	Aerodrome.	BOH	Break-off height.
TWR	Aerodrome control.	BCST	Broadcast.
TAFOR	Aerodrome forecast.	VSA	By visual reference to the ground.
APR	After...(time or place).	VIA	By way of..
AGN	Again.	C	
AIR	Relative to air.	CC	Cirrocumulus.
ACFT	Aircraft.	CS	Cirrostratus
ATC	Air traffic control (in general).	CI	Cirrus.
AWY	Airway.	CLA	Clear type of ice formation.
AC	Alto cumulus.	CLR	Clear to...
AS	Altostratus.	CTA	Control area.
APP	Approach control.	CTR	Control zone.
ACC	Area control.	CB	Cumulonimbus.
ARFOR	Area forecast.	CU	Cumulus.
ARR	Arrive (or arrival).	D	
SAP	As soon as possible.	CEN	Degrees centigrade.
ATP	At...(time or place).	FAH	Degrees Fahrenheit.
XS	Atmospherics.	PP	Descent through cloud (procedure).
B		DCT	Direct (in relation to flight plan clearance and type of approach).
BABS	Beam approach beacon system.		
DO	Bearing doubtful. Ask for another bearing later (or at...hours).		

E		I	
E	East or Eastern longitude.	ASC	I am ascending (to...(figures and units)
ETA	Estimated time of arrival.	DES	I am descending (to...(figures and units) height above...(datum)).
ETD	Estimated time of departure.	DT	I cannot furnish you with a bearing, the minimum of your signal is too broad.
F		DB	I cannot give you a bearing. You are not in the calibrated sector of this station.
FT	Feet (dimension unit).	IR	Ice on the runway.
FNA	Final approach.	ID	Identification.
FLT	Flight.	IVR	If forward flight visibility remains..(figures and units).
FIFOR	Flight forecast.		
FIR	Flight information region.		
FSL	Full stop landing.		
G		IVB	If forward visibility is less than...(figures and units).
GEO	Geographic or true.		
GMT	Greenwich mean time.		
GCA	Ground controlled approach system.		
H		NIL	I have nothing to sent to you.
HBN	Hazard beacon.	ORD	Indication of an order.
VIO	Heavy (used to qualify interference or static reports).	INP	If not possible.
HEL	Helicopter.	IMT	Immediately.
ER	Here...Aeronautical Note: In the international aeronautical telecommunication service ER may also be used to indicate Herewith...	INS	Inches (dimensional unit).
HF	High frequency (3,000 to 30,000kHz.)	INA	Initial approach.
LSB	High intensity approach lighting system.	IFR	Instrument flight rules.
HR	Hours (period of time).	ILS	Instrument landing system.
		IMI	Interrogation sign (question mark)(..--..)
		IAR	Intersection of air routes.
		IRL	Intersection of range legs.
		TRB	It is not necessary to keep the runways and taxi ways after landing.
		K	
		DRT	Keep straight ahead.

KC, KCS, kHz	Kilocycles/kilohertz per second.		interference or static reports).
KG	Kilograms.		
KM	Kilometers.		N
KMH	Kilometers per hours.		
KT	Knots.	NM	Nautical mile(s).
		NS	Nimbostratus.
	L	NO	No.
		NDB	Non-directional radio beacon.
ERB	Landing off a runway is permitted.	NML	Normal.
LEFT	Left (direction of turn)	NORTH	North (cardinal point direction).
FBL	Light (used to qualify icing, turbulence, interference or static reports).	NE	North-East.
		N	North latitude. (to be used only with figures indicating latitude, e.g. 473ON.) Aeronautical NOTE: In the maritime mobile service, the abbreviation N signifies No and is used in that service to give a negative sense to Q signals.
LNG	Long (used to indicate the type of approach desired or required).		
LRG	Long range.		
LF	Low frequency (30 to 300 kHz.).		
LSA	Long intensity approach lighting system.		
	M	NW	North-West.
		NR	Number.
		NDB	Non-directional radio beacon.
MAG	Magnetic.		P
MNTN	Maintain.		
MKR	Marker radio beacon.		
MF	Medium frequency (300 to 3000 kHz).	PSGR	Passenger(s).
MRG	Medium range.	DG	Please advise me if you note an error in the bearing given.
MC, MCS	Megacycles/megahertz or MHz per second.		
MET	Meteorological.	PS	Plus.
M	Meters	DU	Position not guaranteed.
MTU	Metric Units.	DP	Possible error of bearing may amount to...degrees.
MB	Millibars.		
MS	Minus.	LB	Pounds (weight)
MN	Minute (or minutes).	PLA	Practice low approach.
MX	Mixed type of ice formation (white and clear).	PTN	Procedure turn.
			Q
MOD	Moderate (used to qualify icing, turbulence,	QUAD	Quadrant

R		OPC	The control indicated is Operational Control.
RDO	Radio.	RAD	The control referred to is Radio Control.
RNG	Radio range	FL	The indication of vertical distance is given as flight level reference number.
RTT	Radio teletypewriter.	STD	The indication of vertical distance is given as the reading without correction for ambient temperature, of a pressure altimeter having the sub-scale set to 1013.2 millibars (29.92 inches).
RP	Rapid.	TER	The indication of vertical distance is given as TRUE height above official aerodrome level (e.g. after applying the correction for ambient temperature to the vertical distance reading of a pressure altimeter set to QFE).
RCA	Reach cruising altitude.	PRES	The indication of vertical distance is (or is to be) replaced by the indication of the pressure, expressed in millibars, at the level and the position of the aircraft.
RON	Receiving only.	MER	The indication of vertical distance is given as TRUE height above mean sea level (e.g. after applying the correction for ambient temperature to the altitude reading of a pressure altimeter set to QNH).
AIR	Relative to air.	ETI	The information is estimated.
GND	Relative to ground.		
REP	Reporting point.		
RITE	Right (direction of turn).		
ROFOR	Route forecast.		
RNWX	Runway.		
VAN	Runway control van.		
S			
SKED	Schedule.		
SEV	Severe (used to qualify icing and turbulence reports).		
BRF	Short (used to indicate the type of approach desired or required).		
SRG	Short range.		
SLW	Slow.		
S	South or Southern latitude.		
SE	South-East.		
SW	South-West.		
SIA	Standard instrument approach.		
SID	Standard instrument departure.		
RUT	Standard regional route transmitting frequencies.		
ML	Statue mile(s).		
MPH	Statue miles per hour.		
STA	Straight in approach.		
SC	Stratocumulus.		
ST	Stratus.		
T			
TT	Teletypewriter.		T (Cont'd)

PREV	The information refers to forecast and not to present conditions.		W
SOL	The indication of vertical distance is given as the reading, without correction for ambient temperature, of a pressure altimeter set to QFE. (The abbreviation should only be used in the vicinity of the station which provided the QFE setting.)	WX W OPA	Weather. West or Western longitude. White type of ice formation.
DC	The minimum of your signal is suitable for the bearing.		Y
DY	This station is not able to determine the sense of the bearing. What is your approximate direction relative to this station?	YD YR DF	Yards. Your. Your bearing at...hours was...degrees in the doubtful sector of this station, with a possible error of...degrees.
TO	TO...(place).		Your bearing is reciprocal. (To be used only by the Control Station of a group of direction-finding stations when it is addressing stations of the same group).
TGL	Touch and go landing.		
TFZ	Traffic zone.	DZ	
	U		
FOT	Units of English system.		
TIL	Until.		
UAB	Until advised by...		
UFN	Until further notice.		
TIP	Until past...(place).		
	V		
VHF	Very high frequency (30,000 kHz to 300 MHz).		
VOR	VHF omni-directional radio range.		
VLR	Very long range.		
VFR	Visual flight rules.		

CHAPTER 6

DESIGNATION OF EMISSIONS

601. EMISSION DESIGNATION FEATURES

Full designation of emissions will comprise a total of nine alphanumeric symbols, the first seven being mandatory. The symbols provide details of the following characteristics:

- a. Necessary Bandwidth. The first four symbols provide details of the necessary bandwidth which can range from 0.001Hz to 999GHZ.
- b. Classification. The next three symbols provide details of the basic characteristics of the emission.
- c. Additional Characteristics. The last two symbols, which are optional, describe any additional characteristics which may be useful in providing a more complete description of the emission. Where the fourth or fifth symbol is not used, this should be indicated by a dash where each symbol would otherwise appear.

602. NECESSARY BANDWIDTH - THE FIRST FOUR SYMBOLS

The necessary bandwidth shall be expressed by three numerals and one letter. The letter occupies the position of the decimal point; it represents the unit of bandwidth and may be H for hertz, K for kilohertz, M for megahertz or G for gigahertz. In order to avoid a given bandwidth being expressed in more than one way, depending upon the choice of the unit, it is specified that the first character shall be neither zero nor K, M or G. It is further specified that the necessary bandwidth:

- between 0.001 and 999Hz shall be expressed in Hz (letter H);
- between 1.00 and 999kHz shall be expressed in kHz (letter K);
- between 1.00 and 999MHz shall be expressed in MHz (letter M);
- between 1.00 and 999GHz shall be expressed in GHz (letter G).

Examples

Necessary Bandwidth	Method of Designation
23.3Hz	25H3
850Hz	850H

5.45 kHz	5K45
25.45kHz	25K5
16 kHz	16K0
1.25MHz	1M25
2Mhz	2M00
5.65GHz	5G65

603. CLASSIFICATION - THE NEXT THREE SYMBOLS

The next three symbols describe the basic characteristics of the radio emission. It is not possible to give the minimum required information on the emission without the use of all three symbols.

a. First symbol - type of modulation of the main carrier

- | | | |
|-----|--|---|
| (1) | Emission of an unmodulated carrier | N |
| (2) | Emission in which the main carrier is amplitude-modulated (including cases where sub-carrier are angle-modulated). | |
| (a) | Double-sideband | A |
| (b) | Single-sideband, full carrier | H |
| (c) | Single-sideband, reduced or variable level carrier | R |
| (d) | Single-sideband, suppressed carrier | J |
| (e) | Independent sideband | B |
| (f) | Vestigial sideband | C |
| (3) | Emission in which the main carrier is angle-modulated | |
| (a) | Frequency modulation | F |
| (b) | Phase modulation | G |
| (4) | Emission in which the main carrier is amplitude and angle- modulated either simultaneously or in a pre-established sequence. | D |
| (5) | Emission of pulses (1) | |
| (a) | Sequence of unmodulated pulses | P |
| (b) | A sequence of pulses | |

(i)	modulated in amplitude	K
(ii)	modulated in width/duration	L
(iii)	modulated in position/phase	M
(iv)	in which the carrier is angle-modulated during the period of the pulse	Q
(v)	which is a combination of the foregoing or is produced by other means	V
(6)	Cases not covered above, in which an emission consists of the main carrier modulated, either simultaneously or in a pre-established sequence, in a combination of two or more of the following modes: amplitude, angle, pulse	W
(7)	Cases not otherwise covered	X
b. Second symbol - nature of signal(s) modulating the main carrier		
(1)	No modulating signal	0
(2)	A single channel containing quantized or digital information without the use of a modulating sub-carrier (2)	1
(3)	A single channel containing quantized or digital information with the use of a modulating sub-carrier (2)	2
(4)	A single channel containing analogue information	3
(5)	Two or more channels containing quantized or digital information	7
(6)	Two or more channels containing analogue information	8
(7)	Composite system with one or more channels containing quantized or digital information, together with one or more channels containing analogue information.	9
(8)	Cases not otherwise covered.	X
c. Third symbol - Type of information to be transmitted (3)		
(1)	No information transmitted	N
(2)	Telegraphy - for aural reception	A
(3)	Telegraphy - for automatic reception	B

- | | | |
|-----|---|---|
| (4) | Facsimile | C |
| (5) | Data transmission, telemetry, telecommand | D |
| (6) | Telephony (including sound broadcasting) | E |
| (7) | Television (video) | F |
| (8) | Combination of the above | W |
| (9) | Cases not otherwise covered | X |

604. ADDITIONAL CHARACTERISTICS - THE LAST TWO SYMBOLS

These symbols describe any additional characteristics useful in providing a more complete description of the emission. The use of these symbols is optional; however, they would not normally be used except where their use could assist in resolving cases of harmful interference to military radio system.

- a. The fourth symbol defines details of signal(s);
- b. The fifth symbol defines nature of multiplexing.

605. FOURTH SYMBOL - DETAILS OF SIGNAL(S)

- | | | |
|----|--|---|
| a. | Two-condition code with elements of differing numbers and/or durations | A |
| b. | Two-condition code with elements of the same number and duration without error-correction | B |
| c. | Two-condition code with elements of the same number and duration with error-correction | C |
| d. | Four-condition code in which each condition represents a signal element (of one or more bits) | D |
| e. | Multi-condition code in which each condition represents a signal element (of one or more bits) | E |
| f. | Multi-condition code in which each condition or combination of conditions represents a character | F |
| g. | Sound of broadcasting quality (monophonic) | G |
| h. | Sound of broadcasting quality (stereophonic or quadrophonic) | H |

- | | | |
|----|--|---|
| i. | Sound of commercial quality (excluding categories given in sub-paragraphs (j) and (k) below | J |
| j. | Sound of commercial quality with the use of frequency inversion or band-splitting | K |
| k. | Sound of commercial quality with separate frequency-modulated signals to control the level of demodulated signal | L |
| l. | Monochrome | M |
| m. | Colour | N |
| n. | Combination of the above | W |
| o. | Cases not otherwise covered | X |

606. FIFTH SYMBOL - NATURE OF MULTIPLEXING

- | | | |
|----|---|---|
| a. | None | N |
| b. | Code-division multiplex (4) | C |
| c. | Frequency-division multiplex | F |
| d. | Time-division multiplex | T |
| e. | Combination of frequency-division multiplex and time-division multiplex | W |
| f. | Other types of multiplexing | X |

NOTES:

(1) Emissions, where the main carrier is directly modulated by a signal which has been coded into quantized form (e.g. pulse code modulation) should be designated under paragraph 603.a.(1) and 603.a.(3).

(2) This excludes time-division multiplex.

(3) In this context the word "information" does not include information of a constant unvarying nature such as provided by standard frequency emissions, continuous wave and pulse radar, etc.

(4) This includes bandwidth expansion techniques.

607. THE CLASSIFICATION OF TYPICAL EMISSIONS IS TABULATED AS FOLLOWS:

Type of Modulation of Main Carrier	Type of Transmission	Supplementary Characteristics	Symbol
Amplitude Modulation	With no modulation		N0N
	Telegraphy without the use of modulating audio frequency (by on-off)		A1A (for aural reception)
	Telegraphy by the on-off keying of an amplitude modulating audio frequency or audio frequencies, or by the on-off keying of the modulated emission (special case: an unkeyed emission amplitude modulated)		A2A (for aural reception)
	Telephony	Double Sideband Single Sideband,	A3E
Amplitude Modulation (Cont'd)		Full carrier Single Sideband	H3E
		Reduced carrier Single Sideband	R3E
		Suppressed carrier	J3E
		Two independent sidebands	B8E
	Facsimile (with modulation of main carrier either directly or by a frequency modulated sub-carrier)		A3C
		Single sideband, reduced carrier	R3C
	Television	Vestigial sideband	C3F
	Multi-channel voice frequency telegraphy	Single sideband, reduced carrier	R7B
	Cases not covered by the above, e.g. a combination of telephony and telegraphy	Two independent sidebands	B9W
Frequency (or Phase) Modulation	Telegraphy by frequency shift keying without the use of a modulating audio frequency: one of two		<u>1st Symbol</u> F = frequency modulation G = Phase

	frequencies being emitted at any instant.		F1A = (for aural) G1A = reception
	Telegraphy by the on-off keying of a frequency modulating audio frequency or by the on-off keying of a frequency modulated emission (special case: an unkeyed emission, frequency modulated).		F2A = (for aural) G2A = reception
	Telephony		F3E G3E
	Facsimile by direct frequency modulation of the carrier		F3C G3C
	Television		F3F G3F
	Four-frequency duplex telegraphy		F7B G7B
	Cases not covered by the above, in which the main carrier is frequency modulated		FXX (1)
Pulse Modulation	A pulsed carrier without any modulation intended to carry information (e.g. radar)		P0N
	Telegraphy by the on-off keying of a pulsed carrier without the use of a modulating audio frequency		K1A (for aural reception)
	Telegraphy by the on-off keying of a modulating audio frequency or audio frequencies, or by the on-off keying of a modulated pulsed carrier (special case; an unkeyed modulated pulsed carrier).	Audio frequency or audio frequencies modulating the amplitude of the pulses	K2A (for aural reception)
		Audio frequency or audio frequencies modulating the width (or duration) of the pulses	L2A (for aural reception)
		Audio frequency or audio frequencies	M2A (for aural reception)

		modulating the phase (or position of the pulses)	
	Telephony	Amplitude modulated pulses Width (or duration) modulated pulses. Phase (or duration) modulated pulses Code modulated pulses (after sampling and quantization)	K3E L3E M3E V3E (for example)
	Cases not covered by the above in which the main carrier is pulse modulated		FXX (1)

Notes: 1. The symbols XX are available for systems where for security or other reasons it would be preferable not to disclose details of the emission.