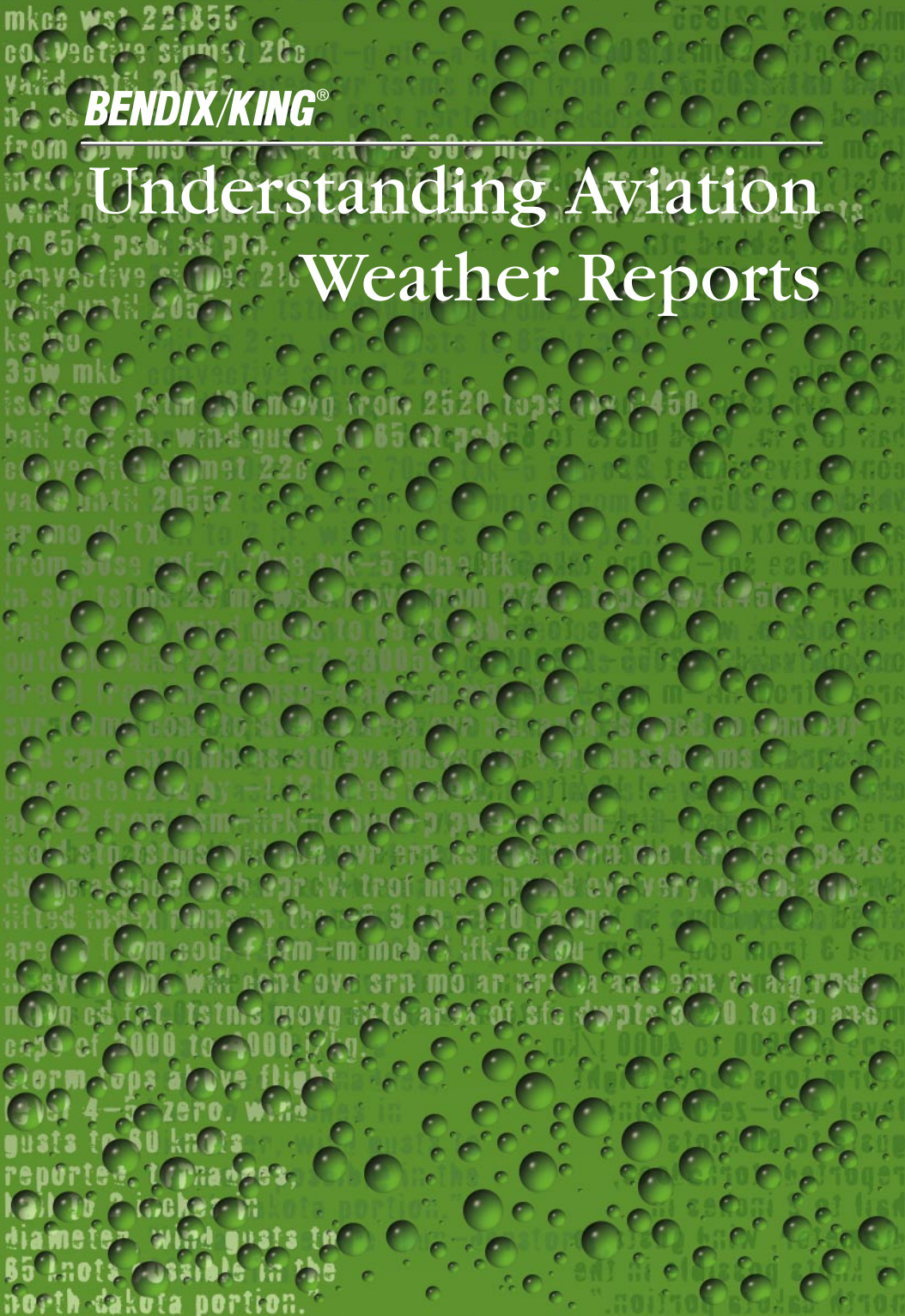


BENDIX/KING®

Understanding Aviation Weather Reports



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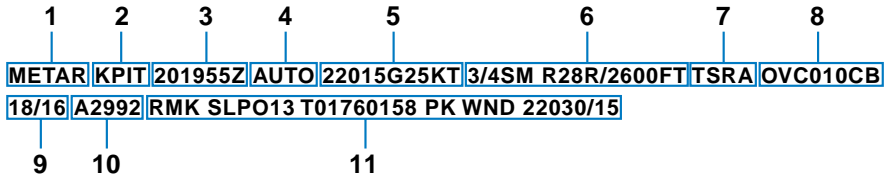
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UNDERSTANDING METARS

Refer to the numbers on the following diagram to find the appropriate descriptions.



1. Type of Report: **METAR** (SPECI will be seen here if this is a Special Weather Report)

2. ICAO Station Identifier: **KPIT**

This is the location for which the METAR pertains.

3. Date and Time of Issue: **201955Z**

The **20**th day of the month at **1955Z**ulu or UTC.

4. **AUTO** indicates the reporting station is an automated station. If the reporting station is a manned station this element will be omitted. Also, if a report from an automated station is modified by a person this element will be omitted. "COR" indicates a corrected report.

5. Wind: **22015G25KT**

220 is the 3 digit true direction to the nearest 10°. Airport advisory service, ATIS and ATC towers report wind direction as magnetic. "VRB" in this place indicates variable winds less than or equal to 6 knots. If wind direction is varying more than 60° with speeds over 6 knots, an entry similar to "180V260" will be displayed in this place. This example actually shows wind direction varying by 80°.

15 is the 2 or 3 digit wind speed (in knots).

25 is the 2 or 3 digit wind gust speed in knots (**KT**) because it follows a **G** (Gust).

6. Visibility: **3/4SM R28R/2600FT**

3/4 indicates 3/4 statute mile (**SM**) visibility.

Runway Visual Range (RVR) for **R28R** (runway 28 right) is 2600 feet (**2600FT**). An "M" in this distance number indicates visibility is less than the lowest reportable sensor value. A "P" indicates visibility is greater than the highest reportable sensor value.

NOTE: Only reported at those locations with certified RVR reporting capability.

7. Significant Present Weather: **TSRA**

TS is a two letter designation for thunderstorm. Other possible designations could be as follows:

BC	Patches
BL	Blowing
DR	Low Drifting
FZ	Supercooled/Freezing
MI	Shallow
PR	Partial
SH	Showers

The second two letter designator, **RA**, indicates moderate rain. Moderate is indicated by the absence of a "+", "-", or "VC" preceding the designation. These preceding designations represent the following:

+	Heavy
-	Light
VC	In the vicinity

Other possible designations could be as follows:

BR	Mist
DS	Dust Storm
DU	Widespread Dust
DZ	Drizzle
FC	Funnel Cloud
+FC	Tornado/Water Spout
FG	Fog
FU	Smoke
GR	Hail
GS	Small Hail/Snow Pellets
HZ	Haze
IC	Ice Crystals
PE	Ice Pellets
PO	Dust/Sand Whirls
PY	Spray
SA	Sand
SG	Snow Grains
SN	Snow
SQ	Squall
SS	Sandstorm
UP	Unknown Precipitation (Automated Observations)
VA	Volcanic Ash

8. Sky Condition: **OVC010CB**

OVC indicates the sky is overcast. Cloud cover is based on the sky being divided into eighths or octas. Overcast means the sky is 8 octas covered. The cloud cover designators are as follows:

SKC	Sky Clear
-----	-----------

CLR Clear below 12,000 ft. (automated observing systems)
FEW 1-2 Octas
SCT 3-4 Octas
BKN 5-7 Octas
OVC 8 octas

“VV” may also be encountered here indicating an indefinite ceiling. For example, VV004 would indicate a vertical visibility of 400 feet.

010 indicates clouds are at 1000 feet.

CB denotes cloud type is cumulonimbus. “TCU” is another possible designator meaning towering cumulus. **CI** is cirrus.

9. Temperature/Dew Point: 18/16

18 indicated the temperature is 18° Celsius. An “M” preceding the temperature means the temperature is below 0° Celsius.

16 indicated the dew point is 16° Celsius. An “M” preceding the dew point means the dew point is below 0° Celsius.

10. Altimeter Setting: A2992

A indicates the setting is in inches of mercury.

2992 is the altimeter setting. The first two digits are inches and the second two are hundredths.

11. Remarks: RMK SLP013 T01760158 PK WND 22030/15

RMK designates the beginning of the remarks. Remarks can contain anything, but often include the following:

SLP indicates sea level pressure in millibars from selected stations.

013 indicates pressure is 1001.3 millibars.

T01760158. Selected stations may also include a 9 place code indicating temperature and dewpoint to the nearest 1/10 degree. **T** denotes temperature. **0** indicates temperature is above 0° Celsius. A “1” in this position indicates a temperature below 0° Celsius. **176** indicates a temperature of 17.6° Celsius. The next **0** indicates the dew point is above 0° Celsius. A “1” in this position indicates a dew point below 0° Celsius. **158** indicates a dewpoint of 15.8° Celsius.

PK WND 22030/15. Selected stations may include peak wind observations which will appear in the remarks element.

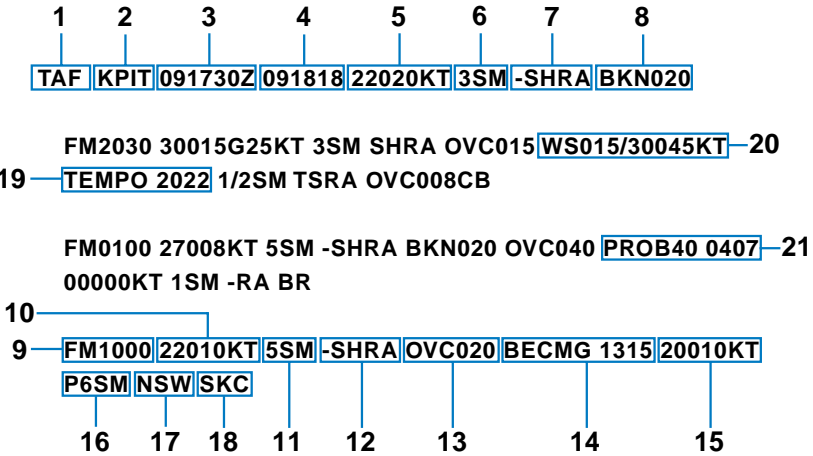
PK WND denotes peak wind.

200 indicates wind direction from 200°.

30/15 indicates a maximum instantaneous wind of 30 knots occurred at 15 minutes past the hour.

UNDERSTANDING TAFS

Refer to the numbers on the following diagram to find the appropriate descriptions.



1. Type of Report: **TAF**

TAF indicates a Terminal Area Forecast. TAF AMD indicates an amended forecast.

2. ICAO Station Identifier: **KPIT**

This is the airport for which the TAF pertains.

3. Date and Time of Issue: **091730Z**

The **9th** day of the month at **1730Z**ulu or UTC.

4. Date and Time Valid: **091818**

The **9th** day of the month, valid for 24 hours from 09**18**00Z to 10**18**00Z. An amended forecast (TAF AMD) will be valid for only the time interval remaining, usually less than 24 hours.

5. Forecast Wind: **22020KT**

See #5 in the UNDERSTANDING METARs section for details.

6. Forecast Visibility: **3SM**

See #6 in the UNDERSTANDING METARs section for details, except RVR is not included in a TAF

7. Forecast Weather Phenomenon: **-SHRA**

See #7 in the UNDERSTANDING METARs section for details.

8. Sky Conditions: **BKN020**

See #8 in the UNDERSTANDING METARs section for details.

9. Beginning of Changed Forecast Conditions: **FM1000**

FM denotes “from” and **1000** indicates 1000Z. “From” means a significant change in prevailing conditions is expected. The described conditions follow this element and supercede all previous forecast conditions.

10. Forecast Wind: 22010KT

See #5 in the UNDERSTANDING METARs section for details.

11. Forecast Visibility: 5SM

See #6 in the UNDERSTANDING METARs section for details.

12. Forecast Weather Phenomenon: -SHRA

See #7 in the UNDERSTANDING METARs section for details.

13. Forecast Sky Conditions: OVC020

See #8 in the UNDERSTANDING METARs section for details.

14. Change in Conditions: BECMG 1315

BECMG indicates “becoming” over the time interval between 1300Z (**13**) and 1500Z (**15**). “Becoming” describes a gradual change in forecast conditions. The described conditions follow this element and supercede previously reported like elements.

15. Wind Becoming: 20010KT

See #5 in the UNDERSTANDING METARs section for details. This element may be omitted if no change is expected.

16. Visibility Becoming: P6SM

See #6 in the UNDERSTANDING METARs section for details. This element may be omitted if no change is expected.

17. Weather Phenomenon Becoming: NSW

NSW indicates “No Significant Weather”. See #7 in the UNDERSTANDING METARs section for details.

18. Sky Conditions Becoming: SKC

See #8 in the UNDERSTANDING METARs section for details. This element may be omitted if no change is expected.

19. Change in Conditions: TEMPO 2022

TEMPO indicates “temporary” changes expected as described between 2000Z (**20**) and 2200Z (**22**). “Temporary” indicates a temporary fluctuation in conditions, usually lasting less than one hour. The described conditions follow this element.

20. Low Level Windshear: WS015/30045KT

WS indicates “windshear” not associated with convective activity. **015** indicates the windshear is expected at 1500 feet. AGL. Wind is expected from 300° (**300**) at 45 knots (**45KT**).

21. Change in Conditions: PROB40 0407

PROB40 indicates a 40% “probability” of described conditions occurring between 0400Z (**04**) and 0700Z (**07**). The described conditions follow this element.

UNDERSTANDING PIREPS

The following is an example of a typical PIREP with an explanation of the elements.

1 2 3

**KCRW/UA/OV KBKW 360015-KCRW/TM 1815/FL120/TP BE99/SK IMC/
WX RA/TA M08/WV 290030/TB LGT-MDT/IC LGT RIME/RM MDT MXD
ICG DURGC KROA NWBND FL080-100 1750Z**

1. Station Identifier: **KCRW**

This is the station identifier of the nearest weather reporting location to the reported conditions.

2. Report Type: **UA**

Reports will be routine (UA) or urgent (UUA).

3. Location: **OV KBKW 360015-KCRW**

OV indicates the report is in relation to a VOR. **KBKW** is the VOR identifier, in this case Beckley VOR. **360015-KCRW** indicates position as related to the VOR. In this case, **15** miles out on the **360** degree radial. **KCRW** indicates this is a leg to the Charleston, West Virginia VOR.

The next series of elements contain data that is read much like that in METARs and TAFs. Each element starts with a 2-letter designator which denotes the type of data with that element. The following defines the element designators:

/TM: Time as Coordinated Universal Time

/FL: Altitude as Flight Level

/TP: Aircraft Type

/SK: Sky Cover (may include cloud height and coverage)

/WX: Weather Phenomenon (can include flight visibility, precipitation and restrictions to visibility).

/TA: Outside air temperature at altitude in degrees Celsius.

/WV: Wind (direction in degrees magnetic north and speed in knots)

/TB: Turbulence (refer to the Airman's Information Manual)

CAT - Clear Air Turbulence

CHOP - Choppy Turbulence

OCNL - Occasional

NEG - No Turbulence

ABV - Above

BLO - Below

LGT - Light - Momentarily causes slight, erratic changes in altitude and/or attitude.

MOD - Moderate - Greater intensity changes in altitude and/or attitude, but aircraft remains in positive control at all times. Usually causes changes in indicated airspeed.

SEV - Severe - Causes large and abrupt changes to aircraft altitude and/or attitude. Large variations in indicated airspeed and momentary loss of control.

EXTRM - Extreme - Aircraft is violently tossed about and is nearly impossible to control. May cause structural damage.

/IC: Icing (refer to the Airman's Information Manual)

CLR - Clear

MX - Mixed (combination of rime and clear icing)

NEG - No Icing

ABV - Above

BLO - Below

Trace - Ice becomes perceptible. Rate of evaporation is almost equal to the rate of accumulation. Deicing/anti-icing equipment is not utilized unless encountered for a period of time greater than 1 hour.

LGT - Light - Rate of accumulation may be a problem if flight is prolonged for longer than 1 hour without deicing/anti-icing equipment. Deicing/anti-icing removes and/or prevents accumulation.

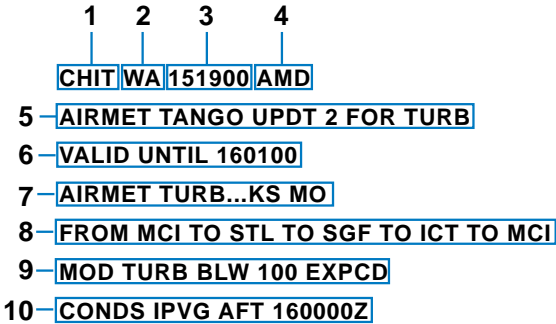
MOD - Moderate - The rate of accumulation is such that even short encounters become potentially hazardous. Use of deicing/anti-icing equipment or diversion is necessary.

SEV - Severe - Flight diversion is necessary. Deicing/anti-icing equipment is not effective.

/RM: Remarks (for reporting elements not included or to clarify previously reported items). Remarks can include anything. The example translates to "moderate (**MDT**) mixed (**MXD**) icing during climb (**DURGC**) from Roanoke, VA (**KROA**) northwestbound (**NWBND**) between Flight Level 080 and 100 (**FL080100**) at **1750Z**".

UNDERSTANDING AIRMETS

The following is an example of a typical AIRMET with an explanation of the elements.



1. Forecast Area: **CHIT**

This is the station identifier of the issuing Weather Service Forecast Office.

- BOS** Boston
- CHI** Chicago
- DFW** Dallas/Ft. Worth
- MIA** Miami
- SFO** San Francisco
- SLC** Salt Lake City

The **T** denotes the reason for the AIRMET. This could be one of the following:

- S** Sierra IFR Ceilings less than 1,000 feet and/or visibility less than 3 miles affecting over 50% of the area at one time or extensive mountain obscuration.
- T** Tango Turbulence Moderate turbulence, sustained surface winds of 30 knots or more at the surface or low level windshear.
- Z** Zulu Icing Moderate icing and/or freezing levels.

AIRMET items are considered widespread. Widespread is considered an area of at least 3,000 square miles.

2. Report Type: **WA**

WA identifies an AIRMET.

3. Date and Time Issued: **151900**

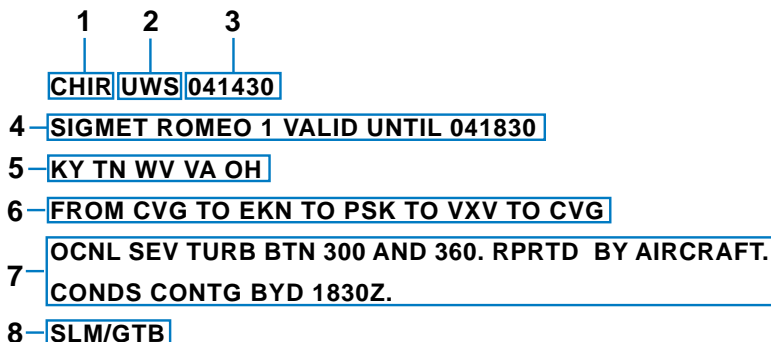
15 indicates the 15th day of the month. **1900** indicates UTC.

4. **AMD** indicates an amended report. Reports can be amended due to changing weather conditions or issuance/cancellation of a SIGMET. **COR** in this field would indicate a corrected AIRMET. **RTD** indicates a delayed AIRMET.
5. This line indicates that there is a second (**2**) update (**UPDT**) to this **AIRMET** issued for turbulence (**FOR TURB**). More than one meteorological condition may be addressed as shown in the following:
 - FOR IFR AND MTN** (mountain) **OBSCN** (obscuration)
 - FOR ICE AND FRZLVL** (freezing level)
 - FOR STG** (strong) **SFC** (surface) **WINDS AND LLWS** (low level wind shear)
6. This updated AIRMET is valid until **0100** UTC on the 16th day (**16**) of the month. An AIRMET does not contain an explicit validity start time.
7. This **AIRMET** forecasts turbulence (**TURB**) for the states of **KS** (Kansas) and **MO** (Missouri). Geographic areas are also covered such as **CSTL WTRS** (coastal waters). Other geographic abbreviations are used as well (see Appendix A).
8. The affected area is defined by lines **FROM MCI** (Kansas City) **TO STL** (St. Louis) **TO SGF** (Springfield) **TO ICT** (Wichita) and back **TO MCI**. Areas can be defined by lines between points which are airport or navaid identifiers.
9. Moderate (**MOD**) turbulence (**TURB**) below (**BLW**) 10,000 feet expected (**EXPCD**).
10. Conditions (**CONDS**) improving (**IPVG**) after (**AFT**) the 16th day (**16**) of the month **0000** UTC.

If conditions end more than one hour prior to the indicated expiration time, an amended AIRMET will be issued stating its cancellation. If conditions end within one hour of the indicated expiration time, the AIRMET will be allowed to expire without cancellation.

UNDERSTANDING SIGMETS

The following is an example of a typical SIGMET issued for turbulence with an explanation of the elements.



1. Forecast Area: **CHIR**

This is the station identifier of the issuing Weather Service Forecast Office.

BOS Boston
CHI Chicago
DFW Dallas/Ft. Worth
MIA Miami
SFO San Francisco
SLC Salt Lake City

The **R** denotes report ROMEO. A new alphabetic designator is given each time a SIGMET is issued for a new weather phenomenon. The order of issuance is as follows:

N NOVEMBER
O OSCAR
P PAPA
Q QUEBEC
R ROMEO
U UNIFORM
V VICTOR
W WHISKEY
X XRAY
Y YANKEE

SIGMETs are issued for:

Severe icing not associated with thunderstorms
Severe or extreme turbulence or clear air turbulence (CAT)
Dust storms or sandstorms lowering visibilities to < 3 miles
Volcanic ash

2. Report Type: **UWS**

UWS indicates this is the first issuance of report ROMEO. Subsequent reports for ROMEO would display **WS**.

3. Date and Time Issued: **041430**.

04 indicates the 4th day of the month. **1430** indicates UTC.

4. This line indicates that **SIGMET ROMEO 1** is **VALID UNTIL** the 4th day (**04**) of the month at **1830** UTC.

Each subsequent report issued for this same weather phenomenon designated **ROMEO** would increment the number. For example, **ROMEO 2**, **ROMEO 3** and so on.

5. Area of coverage by state or geographic area. In addition to state abbreviations, other area abbreviations may be seen here, such as, TX CSTL WTRS (Texas Coastal Waters).

6. Location of weather phenomenon. Three letter designators for navairds or airports are used to describe boundaries of coverage. If the weather phenomenon extends across multiple forecast areas, the location is described as if no boundaries exist.

7. Details of weather phenomenon. The example is typical of a synopsis for turbulence:

OCNL (occasional) **SEV** (severe) **TURB** (turbulence) **BTN** (between) **300** (30,000 feet) **AND 360** (36,000 feet). **RPRTD** (reported) **BY AIRCRAFT**. **CONDS** (conditions) **CONTG** (continuing) **BYD** (beyond) **1830Z**.

More typical examples of descriptors used in other SIGMET weather phenomenon are as follows:

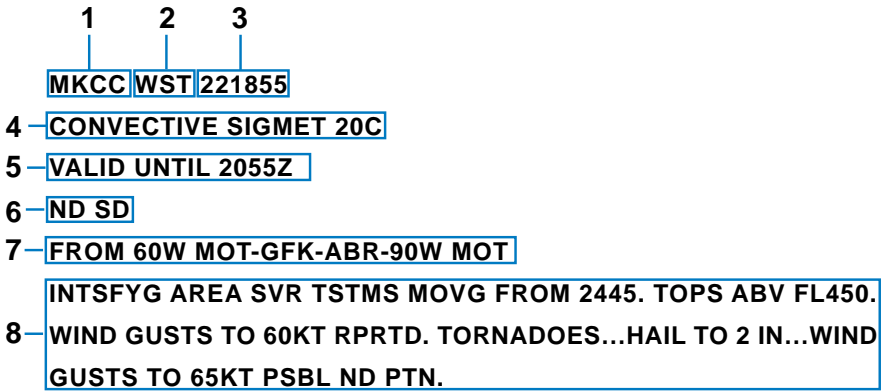
MOD (moderate) TO
STG (strong) UDDFS (updrafts and downdrafts)
UPDFTS (updrafts)
DWNDFTS (downdrafts)
INVOF (in vicinity of) MTNS (mountains)
BLO (below) 360
BTWN (between) FRZLVL (freezing level) AND 360
ABV (above) 360
RPRTD (reported) BY ACFT (aircraft) IN VCNTY (vicinity)
RPRTD BY SVRL (several) ACFT

8. Issuers initials.

If conditions end more than one half hour prior to the indicated expiration time, and the report does not state that conditions will continue, a cancellation will be issued with CNCL SIGMET as the report designator. If conditions are expected to continue, a new SIGMET will be issued. If conditions end within one half hour of the indicated expiration time, the SIGMET will be allowed to expire without cancellation.

UNDERSTANDING CONVECTIVE SIGMETS

The following is an example of a typical Convective SIGMET with an explanation of the elements.



1. Station Identifier: **MKCC**

MKC is the station identifier of the Aviation Weather Center (AWC) in Kansas City.

The **C** denotes the report is for the Central portion of the continental United States. The choices are as follows:

- C** Central
- E** East
- W** West

Convective SIGMETs are issued for:

- Severe weather including: (a) Surface winds ≥ 50 knots,
- (b) Surface hail $\geq 3/4$ inch in diameter or (c) Tornadoes

Embedded thunderstorms (obscured by haze or other phenomena)

Line of thunderstorms

Thunderstorms \geq VIP level 4 affecting $\geq 40\%$ of an area ≥ 3000 sq. mi.

2. Report Type: **WST**

WST indicates this is a convective SIGMET.

3. Date and Time Issued: **221855**.

22 indicates the 22nd day of the month. **1855** indicates UTC.

4. This line is the identifying number of the Convective SIGMET. Numbering begins daily at 0000 UTC. The **C** denotes the Central portion of the country.

5. This line indicates that **CONVECTIVE SIGMET 20C** is **VALID UNTIL 2055Z** time. Expiration time is two hours after issuance, but Convective

SIGMETs are issued hourly and replace the previous hour's product.

Each subsequent report issued for this same weather phenomenon would increment the number. For example, 21C, 22C and so on.

6. Area of coverage by state **ND** (North Dakota) and **SD** (South Dakota) or geographic area. In addition to state abbreviations, other area abbreviations may be seen here, such as **FL CSTL WTRS** (Florida Coastal Waters).
7. Location of weather phenomenon (may be an area, single cell or line). Three letter designators for nav aids or airports are used to describe boundaries of coverage.

The starting and ending point are identical for an area of thunderstorms, like this: **FROM 90W MOT-GFK-ABR-90W MOT** (from 90 nm west of Minot, ND to Grand Forks, ND to Aberdeen, SD to 90 nm west of Minot, ND).

A Single Cell thunderstorm 35 nm west of Kansas City would look like this: **35WMKC**

A Line of severe thunderstorms would look like this: **FROM 90SE SGF-70NE TXK-50NE LFK** (from 90 nm southeast of Springfield, MO to 70 nm northeast of Texarkana, AR to 50 nm northeast of Lufkin, TX).

8. Details of weather phenomenon. Convective SIGMET details are mostly in plain language with some abbreviations. This example is typical for an area of severe thunderstorms:

INTSFYG (intensifying) **AREA** (of) **SVR TSTMS** (severe thunderstorms) **MOVG** (moving) **FROM 2445** (240 degrees at 45 knots). Storm **TOPS ABV** (above) **FL450** (flight level 4-5-0). **WIND GUSTS TO 60KT** (knots) **RPRTD** (reported). **TORNADOES...HAIL TO 2 IN** (inches in diameter)...**WIND GUSTS TO 65 KT** (knots) **PSBL** (possible) in the **ND PTN** (North Dakota portion).

For a single cell thunderstorm:

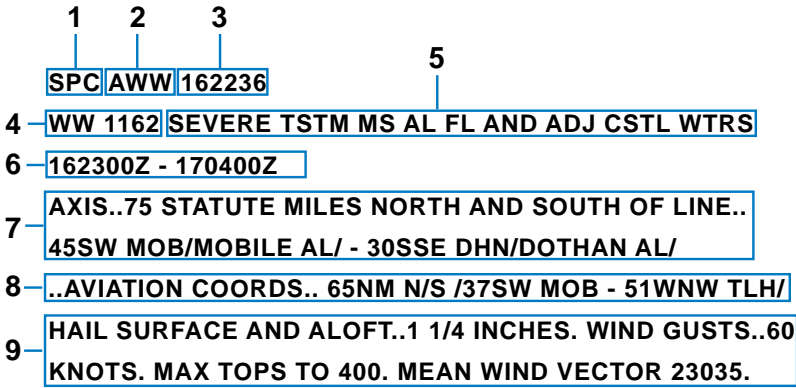
ISOLD (isolated) **SVR TSTM** (severe thunderstorm) **D30** (30 nm in diameter) **MOVG** (moving) **FROM 2520** (250 degrees at 20 knots). Storm **TOPS ABV** (above) **FL450** (flight level 4-5-0). **HAIL TO 2 IN** (inches in diameter) **WIND GUSTS TO 65 KT** (knots) **PSBL** (possible).

For a line of thunderstorms 25 nm wide:

LINE (line of) **SVR TSTMS** (severe thunderstorms) **25 MI WIDE MOVG** (moving) **FROM 2745** (270 degrees at 45 knots). Storm **TOPS ABV** (above) **FL450** (flight level 4-5-0). **WIND GUSTS TO 60KT** (knots) **RPRTD** (reported). **TORNADOES...HAIL TO 2 IN** (inches in diameter)...**WIND GUSTS TO 65 KT** (knots) **PSBL** (possible).

UNDERSTANDING ALERT WEATHER WATCHES (AWW)

The following is an example of a typical Alert Weather Watch with an explanation of the elements.



1. Station Identifier: **SPC**

SPC is the station identifier for the Storm Prediction Center in Norman, Oklahoma.

AWWs are issued for:

- Tornado
- Damaging winds or winds > 58 knots
- Hail \geq 3/4 inch in diameter.

2. Report Type: **AWW**

AWW indicates this is an Alert Weather Watch.

3. Date and Time Issued: **162236**.

16 indicates the 16th day of the month. **2236** indicates UTC.

4. **WW 1162** is the identifying number of the Alert Weather Watch. Numbering begins yearly at 0000.

5. This line indicates the type of weather and the affected areas. **SEVERE TSTM** (severe thunderstorm) for **MS** (Mississippi) **AL** (Alabama) **FL** (Florida) **AND ADJ CSTL WTRS** (adjacent coastal waters).

6. This line indicates that the watch is valid from **162300Z - 170400Z** (the 16th at 2300 Zulu to the 17th at 0400 Zulu).

7. Coordinates of the watch box area. Draw a line **75 STATUTE MILES NORTH AND SOUTH OF A LINE..** The endpoints of the line are **45SSW MOB/MOBILE AL/-30SSE DHN/DOTHAN AL/** (45 miles south-southwest of Mobile, Alabama and 30 miles south-southeast of Dothan, Alabama). Connect the lines to form the box. Sometimes it might be defined as **EAST AND WEST OF A LINE..** or **EITHER SIDE OF A LINE..**
8. Aviation coordinates of the watch box area. Draw a line **65NM N/S /** (65 nautical miles north and south) of a line). The endpoints of the line are **37SW MOB - 51WNW TLH/** (37 nautical miles southwest of Mobile, Alabama and 51 nautical miles west-northwest of Tallahassee, Florida). Connect the lines to form the box.
9. Details of the forecast weather. AWW details are mostly in plain language with some abbreviations. This is an example of a typical product.
HAIL SURFACE AND ALOFT..1 1/4 INCHES (hail diameter potential of one and one quarter inches) **WIND GUSTS..60 KNOTS** (wind gust potential of 60 knots) **MAX TOPS TO 400** (maximum tops of the storms is 40,000 feet). **MEAN WIND VECTOR 23035** (motion of storm is 230 degrees at 35 knots).

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APPENDIX A

COMMON WEATHER ABBREVIATIONS

ABNDT	Abundant	AFCTD	Affected
ABNML	Abnormal	AFCTG	Affecting
ABT	About	AFDK	After dark
ABV	Above	AFOS	Automated Field Operations System
AC	Convective outlook or altocumulus	AFSS	Automated Flight Service Station
ACC	Alto cumulus castellanus clouds	AFT	After
ACCAS	Alto cumulus castellanus clouds	AFTN	Afternoon
ACFT MSHP	Aircraft Mishap	AGL	Above ground level
ACCUM	Accumulate	AGN	Again
ACFT	Aircraft	AGRD	Agreed
ACLT	Accelerate	AGRS	Agrees
ACLTD	Accelerated	AGRMT	Agreement
ACLTG	Accelerating	AHD	Ahead
ACLTS	Accelerates	AIRMET	Airman's Meteorological Information
ACPY	Accompany	AK	Alaska
ACRS	Across	AL	Alabama
ACSL	Alto cumulus standing lenticular	ALF	Aloft
ACTV	Active	ALG	Along
ACTVTY	Activity	ALGHNY	Allegheny
ACYC	Anticyclone	ALP	Airport Location Point
ADJ	Adjacent	ALQDS	All quadrants
ADL	Additional	ALSTG	Altimeter setting
ADQT	Adequate	ALT	Altitude
ADQTLY	Adequately	ALTA	Alberta
ADRNDCK	Adirondack	ALTHO	Although
ADVCT	Advect	ALTM	Altimeter
ADVCTD	Advection	ALUTN	Aleutian
ADVCTG	Advection	AMD	Amend
ADVCTN	Advection	AMDD	Amended
ADVCTS	Advection	AMDG	Amending
ADVN	Advance	AMDT	Amendment
ADVNG	Advancing	AMP	Amplify
ADVY	Advisory	AMPG	Amplifying
ADVYS	Advisories	AMPLTD	Amplitude
AFCT	Affect	AMS	Air mass

AMT	Amount	AWC	Aviation Weather Center
ANLYS	Analysis	AWIPS	Advanced Interactive Weather Processing System
ANS	Answer	AWOS	Automated Weather Observing system
AO1	Automated Reporting Station	AWT	Awaiting
AO2	Automated Reporting Station	AWW	Alert Weather Watch
AOA	At or above	AZ	Arizona
AOB	At or below	AZM	Azimuth
AP	Anomalous Propagation	B	Began
APCH	Approach	BACLIN	Baroclinic
APCHG	Approaching	BAJA	Baja, California
APCHS	Approaches	BATROP	Barotropic
APLCN	Appalachian	BC	British Columbia or patches (descriptor used with FG)
APLCNS	Appalachians	BCFG	Patchy fog
APPR	Appear	BCH	Beach
APPRG	Appearing	BCKG	Backing
APPRS	Appears	BCM	Become
APRNT	Apparent	BCMG	Becoming
APRNTLY	Apparently	BCMS	Becomes
APRX	Approximate	BD	Blowing dust
APRXLY	Approximately	BDA	Bermuda
AR	Arkansas	BDRY	Boundary
ARL	Air Resources Lab	BECMG	Becoming
ARND	Around	BFDK	Before dark
ARPT	Airport	BFR	Before
ASAP	As soon as possible	BGN	Begin
ASL	Above Sea Level	BGNG	Beginning
ASMD	As Amended	BGNS	Begins
ASOS	Automated Surface Observing System	BHND	Behind
ASSOCD	Associated	BINOVC	Breaks in overcast
ASSOCN	Association	BKN	Broken
ATCT	Air Traffic Control Tower	BL	Blowing
ATLC	Atlantic	BLD	Build
ATTM	At this time	BLDG	Building
ATTN	Attention	BLDS	Builds
AUTO	Automated report	BLDUP	Buildup
AVBL	Available	BLKHLS	Black Hills
AVG	Average	BLKT	Blanket
AVN	Aviation model		

BLKGTG	Blanketing	CASCDS	Cascades
BLKTS	Blankets	CAT	Clear air turbulence
BLO	Below or below clouds	CAVOK	Ceiling and visibility OK
BLW	Below	CAVU	Ceiling and visibility unlimited
BLZD	Blizzard	CB	Cumulonimbus
BN	Blowing sand	CBMAM	Cumulonimbus Mammatus clouds
BND	Bound	CC	Cirrocumulus
BNDRY	Boundary	CCCC	Generic WMO format code group for a four-letter location identifier
BNDRYS	Boundaries	CCL	Convective condensation level
BNTH	Beneath	CCLDS	Clear of clouds
BOOTHEEL	Bootheel	CCLKWS	Counterclockwise
BR	Branch or mist (METAR, used only for visibility between 5/8 and 6 miles)	CCSL	Cirrocumulus standing lenticular
BRF	Brief	CCx	Code used in the WMO abbreviated heading to indicate a corrected forecast, where x is the letter A through X
BRG	Branching	CDFNT	Cold front
BRK	Break	CDFNTL	Cold frontal
BRKG	Breaking	CFP	Cold front passage
BRKHIC	Breaks in higher clouds	CG	Cloud to ground (lightning)
BRKS	Breaks	CHC	Chance
BRKSHR	Berkshire	CHCS	Chances
BRKSHRS	Berkshires	CHG	Change
BRM	Barometer	CHGD	Changed
BRN	Bulk Richardson Number	CHGG	Changing
BRS	Branches	CHGS	Changes
BS	Blowing snow	CHI	Cloud-Height indicator
BTWN	Between	CHINO	Sky condition at secondary location not available
BWER	Bounded weak echo region	CHOP	Turbulence type characterized by rapid, rhythmic jolts
BYD	Beyond	CHSPK	Chesapeake
C	Celsius	CI	Cirrus
CA	California or cloud-to-air lightning in PIREPs		
CAA	Cold air advection		
CAPE	Convective available potential energy		
CARIB	Caribbean		
CAS	Committee for Aviation Services		

CIG	Ceiling	CONT	Continue
CIGS	Ceilings	CONTD	Continued
CIN	Convective inhibition	CONTLY	Continually
CLD	Cloud	CONTG	Continuing
CLDNS	Cloudiness	CONTRAILS	Condensation trails
CLDS	Clouds	CONTS	Continues
CLKWS	Clockwise	CONTDVD	Continental Divide
CLR	Clear	CONUS	Continental U.S.
CLRG	Clearing	COORD	Coordinate
CLRS	Clears	COR	Correction
CMPLX	Complex	CPBL	Capable
CNCL	Cancel	CPC	Climate Prediction Center
CNCLD	Canceled	CRC	Circle
CNCLG	Canceling	CRCLC	Circulate
CNCLS	Cancels	CRCLN	Circulation
CNDN	Canadian	CRLC	Circulate
CNTR	Center	CRLN	Circulation
CNTRD	Centered	CRNR	Corner
CNTRLN	Centerline	CRNRS	Corners
CNTRS	Centers	CRS	Course
CNTRL	Central	CS	Cirrostratus
CNTY	County	CSDR	Consider
CNTYS	Counties	CSDRBL	Considerable
CNVG	Converge	CST	Coast
CNVGG	Converging	CSTL	Coastal
CNVGNC	Convergence	CT	Connecticut
CNVTN	Convection	CTC	Contact
CNVTV	Convective	CTGY	Category
CNVTVLY	Convectively	CTSKLS	Catskills
CONFDC	Confidence	CU	Cumulus
CO	Colorado	CUFRA	Cumulus fractus
COMPAR	Compare	CVR	Cover
COMPARG	Comparing	CVRD	Covered
COMPARD	Compared	CVRG	Covering
COMPARS	Compares	CVRS	Covers
COMPR	Compare	CWSU	Center Weather Service Units
COMPRG	Comparing	CYC	Cyclonic
COMPRD	Compared	CYCLGN	Cyclogenesis
COMPRS	Compares	DABRK	Daybreak
COND	Condition	DALGT	Daylight
CONS	Continuous		

DBL	Double	DMSHG	Diminishing
DC	District of Columbia	DMSHS	Diminishes
DCR	Decrease	DNDFTS	Downdrafts
DCRD	Decreased	DNS	Dense
DCRG	Decreasing	DNSLP	Downslope
DCRGLY	Decreasingly	DNSTRM	Downstream
DCRS	Decreases	DNWND	Downwind
DE	Delaware	DP	Deep
DEG	Degree	DPND	Deepened
DEGS	Degrees	DPNG	Deepening
DELMARVA	Delaware-Maryland- Virginia	DPNS	Deepens
DFCLT	Difficult	DPR	Deeper
DFCLTY	Difficulty	DPTH	Depth
DFNT	Definite	DR	Low Drifting (descriptor used with DU, SA or SN)
DFNTLY	Definitely	DRDU	Drifting dust
DFRS	Differs	DRFT	Drift
DFUS	Diffuse	DRFTD	Drifted
DGNL	Diagonal	DRFTG	Drifting
DGNLLY	Diagonally	DRFTS	Drifts
DIGG	Digging	DRSA	Low drifting sand
DIR	Direction	DRSN	Low drifting snow
DISC	Discontinue	DRZL	Drizzle
DISCD	Discontinued	DS	Duststorm
DISCG	Discontinuing	DSCNT	Descent
DISRE	Disregard	DSIPT	Dissipate
DISRED	Disregarded	DSIPTD	Dissipated
DISREG	Disregarding	DSIPTG	Dissipating
DKTS	Dakotas	DSIPTN	Dissipation
DLA	Delay	DSIPTS	Dissipates
DLAD	Delayed	DSND	Descend
DLT	Delete	DSNDG	Descending
DLTD	Deleted	DSNDS	Descends
DLTG	Deleting	DSNT	Distant
DLY	Daily	DSTBLZ	Destabilize
DMG	Damage	DSTBLZD	Destabilized
DMGD	Damaged	DSTBLZG	Destabilizing
DMGG	Damaging	DSTBLZS	Destabilizes
DMNT	Dominant	DSTBLZN	Destabilization
DMSH	Diminish	DSTC	Distance
DMSHD	Diminished	DTRT	Deteriorate

DTRTD	Deteriorated	ENEWD	East-northeastward
DTRTG	Deteriorating	ENHNC	Enhance
DTRTS	Deteriorates	ENHNCD	Enhanced
DU	Widespread dust storm	ENHNCG	Enhancing
DURC	During climb	ENHNCS	Enhances
DURD	During descent	ENHNCMNT	Enhancement
DURG	During	ENRT	Enroute
DURGC	During climb	ENTR	Entire
DURGD	During descent	ERN	Eastern
DURN	Duration	ERY	Early
DVLP	Develop	ERYR	Earlier
DVLPD	Developed	ESE	East-southeast
DVLPG	Developing	ESELY	East-southeasterly
DVLPMT	Development	ESERN	East-southeastern
DVLPS	Develops	ESEWD	East-southeastward
DVRG	Diverge	ESNTL	Essential
DVRGG	Diverging	ESTAB	Establish
DVRGNC	Divergence	EST	Estimate
DVRGS	Diverges	ESTS	Estimates
DVV	Downward vertical velocity	ETA	Estimated time of arrival or ETA model
DWNDFTS	Downdrafts	ETC	Et cetera
DWPNT	Dew point	ETIM	Elapsed time
DWPNTS	Dew points	EVE	Evening
DX	Duplex	EWD	Eastward
DZ	Drizzle (METAR)	EXCLV	Exclusive
E	East	EXCLVLY	Exclusively
EBND	Eastbound	EXCP	Except
EFCT	Effect	EXPC	Expect
ELNGT	Elongate	EXPCD	Expected
ELNGTD	Elongated	EXPCG	Expecting
ELSW	Elsewhere	EXTD	Extend
EMBD	Embedded	EXTDD	Extended
EMBDD	Embedded	EXTDG	Extending
EMERG	Emergency	EXTDS	Extends
ENCTR	Encounter	EXTN	Extension
ENDG	Ending	EXTRAP	Extrapolate
ENE	East-northeast	EXTRAPD	Extrapolated
ENELY	East-northeasterly	EXTRM	Extreme
ENERN	East-northeastern	EXTRMLY	Extremely

EXTSV	Extensive	FMGGgg	From the time (UTC) indicated by GGgg. Generic WMO format code group, indicating a significant and rapid (in less than 1 hour) change to a new set of prevailing conditions
F	Fahrenheit	FMT	Format
FA	Aviation area forecast	FNCTN	Function
FAH	Fahrenheit	FNT	Front
FAM	Familiar	FNTL	Frontal
FC	Funnel cloud (+FC = Tornado or water spout)	FNTS	Fronts
FCST	Forecast	FNTGNS	Frontogenesis
FCSTD	Forecasted	FNTLYS	Frontolysis
FCSTG	Forecasting	FORNN	Forenoon
FCSTR	Forecaster	FPM	Feet per minute
FCSTS	Forecasts	FQT	Frequent
FEW	Few (used to describe cloud cover or weather phenomena, >0 octas to 2 octas cloud amount)	FQTLY	Frequently
FG	Fog (METAR, only when visibility is less than 5/8 mile)	FRM	Form
FIBI	Filed but impracticable to transmit	FRMG	Forming
FIG	Figure	FRMN	Formation
FILG	Filling	FROPA	Frontal passage
FIR	Flight information region	FROSFC	Frontal surface
FIRAV	First available	FRQ	Frequent
FIS	Flight Information Service	FRST	Frost
FIS-B	Flight Information Service - Broadcast	FRWF	Forecast wind factor
FIRST	First observation after a break in coverage at manual station	FRZ	Freeze
FL	Florida or flight level	FRZLVL	Freezing level
FLG	Falling	FRZN	Frozen
FLRY	Flurry	FRZG	Freezing
FLRYS	Flurries	FT	Feet or Terminal Forecast
FLT	Flight	FTHR	Further
FLW	Follow	FU	Smoke
FLWG	Following	FV	Flight visibility
FM	From	FVRBL	Favorable
		FWD	Forward
		FYI	For your information
		FZ	Freezing
		FZRANO	Freezing rain sensor not available
		G	Gust

GA	Georgia	HI	High or Hawaii
GEN	General	HIER	Higher
GENLY	Generally	HIFOR	High level forecast
GEO	Geographic	HLF	Half
GEOREF	Geographical reference	HLTP	Hilltop
GF	Fog	HLSTO	Hailstones
GICG	Glaze icing	HLYR	Haze layer
GLFALSK	Gulf of Alaska	HND	Hundred
GLFCAL	Gulf of California	HPC	Hydrometeorological Prediction Center
GLFMEX	Gulf of Mexico	HR	Hour
GLFSTLAWR	Gulf of St. Lawrence	HRS	Hours
GND	Ground	HRZN	Horizon
GNDFG	Ground fog	HTG	Heating
GOES	Geostationary Operational Environmental Satellite	HURCN	Hurricane
GR	Hail (greater than 1/4 inch in diameter)	HUREP	Hurricane report
GRAD	Gradient	HV	Have
GRDL	Gradual	HVY	Heavy
GRDLY	Gradually	HVYR	Heavier
GRT	Great	HVYST	Heaviest
GRTLY	Greatly	HWVR	However
GRTR	Greater	HWY	Highway
GRTST	Greatest	HZ	Haze
GRTLKS	Great Lakes	IA	Iowa
GS	Small hail or snow pellets (smaller than 1/4 inch in diameter)	IC	Ice crystals or ice
GSTS	Gusts	ICAO	International Civil Aviation Organization
GSTY	Gusty	ICG	Icing
GTS	Global Telecommunication System	ICGIC	Icing in clouds
GV	Ground visibility	ICGICIP	Icing in clouds and in precipitation
HAZ	Hazard	ICGIP	Icing in precipitation
HCVIS	High clouds visible	ID	Idaho
HDFRZ	Hard freeze	IFR	Instrument flight rules
HDSVLY	Hudson Valley	IL	Illinois
HDWND	Head wind	IMC	Instrument meteorological conditions
HGT	Height	IMDT	Immediate
		IMDTLY	Immediately
		IMPL	Impulse
		IMPLS	Impulses

IMPT	Important
INCL	Include
INCLD	Included
INCLG	Including
INCLS	Includes
INCR	Increase
INCRD	Increased
INCRG	Increasing
INCRGLY	Increasingly
INCRS	Increases
INDC	Indicate
INDCD	Indicated
INDCG	Indicating
INDCS	Indicates
INDEF	Indefinite
INFO	Information
INLD	Inland
INSTBY	Instability
INTCNTL	Intercontinental
INTER	Intermittent
INTL	International
INTMD	Intermediate
INTMT	Intermittent
INTMTLY	Intermittently
INTR	Interior
INTRMTRGN	Intermountain region
INTS	Intense
INTSFCN	Intensification
INTSFY	Intensify
INTSFYD	Intensified
INTSFYG	Intensifying
INTSFYS	Intensifies
INTSTY	Intensity
INTVL	Interval
INVRN	Inversion
IOVC	In overcast
INVOF	In vicinity of
IP	Ice pellets
IPV	Improve
IPVG	Improving

IR	Infrared
ISOL	Isolate
ISOLD	Isolated
JCTN	Junction
JTSTR	Jet stream
KFRST	Killing frost
KLYR	Smoke layer aloft
KOCTY	Smoke over city
KS	Kansas
KT	Knots
KY	Kentucky
L	Left
LA	Louisiana
LABRDR	Labrador
LAPS	Local Analysis and Prediction System
LAMP	Local AWIPS MOS Program
LAST	Last observation before a break in coverage at a manual station
LAT	Latitude
LAWRS	Limited aviation weather reporting station
LCL	Local or Lifted condensation level
LCLY	Locally
LCTD	Located
LCTN	Location
LCTMP	Little change in temperature
LDG	Landing
LEVEL	Level
LFM	Limited fine mesh model
LFTG	Lifting
LGRNG	Long-range
LGT	Light
LGTR	Lighter
LGWV	Long wave
LI	Lifted Index

LIFR	Low instrument flight rules	LVL	Level
LIS	Lifted Indices	LVLS	Levels
LK	Lake	LWR	Lower
LKS	Lakes	LWRD	Lowered
LKLY	Likely	LWRG	Lowering
LLJ	Low level jet	LYR	Layer
LLWAS	Low-level wind shear alert system	LYRD	Layered
LLWS	Low-level wind shear	LYRS	Layers
LMTD	Limited	M	Minus or Less than lowest sensor value
LMTG	Limiting	MA	Massachusetts
LMTS	Limits	MAN	Manitoba
LN	Line	MAX	Maximum
LNS	Lines	MB	Millibars
LO	Low	MCD	Mesoscale discussion
LONG	Longitude	MD	Maryland
LONGL	Longitudinal	MDFY	Modify
LRG	Large	MDFYD	Modified
LRGLY	Largely	MDFYG	Modifying
LRGR	Larger	MDL	Model
LRGST	Largest	MDLS	Models
LST	Local standard time	MDT	Moderate
LTD	Limited	MDTLY	Moderately
LTG	Lightning	ME	Maine
LTGCA	Lightning cloud-to-air	MED	Medium
LTGCC	Lightning cloud-to-cloud	MEGG	Merging
LTGCG	Lightning cloud-to-ground	MESO	Mesoscale
LTGCCCG	Lightning cloud-to-cloud cloud-to-ground	MET	Meteorological
LTGCW	Lightning cloud-to-water	METAR	Aviation Routine Weather Report
LTGIC	Lightning in cloud	METRO	Metropolitan
LTL	Little	MEX	Mexico
LTLCG	Little change	MHKVLY	Mohawk Valley
LTR	Later	MI	Michigan , shallow, or mile
LTST	Latest	MID	Middle
LV	Leaving	MIDN	Midnight
		MIL	Military
		MIN	Minimum
		MIFG	Shallow fog
		MISG	Missing

MLTLVL	Melting level	NATL	National
MN	Minnesota	NAV	Navigation
MNLD	Mainland	NAVAID	Electronic navigation aid facility (limited to VOR or VORTAC for PIREPs)
MNLY	Mainly	NB	New Brunswick
MO	Missouri	NBND	Northbound
MOD	Moderate	NBRHD	Neighborhood
MOGR	Moderate or greater	NC	North Carolina
MOS	Model Output Statistics	NCDC	National Climatic Data Center
MOV	Move	NCEP	National Center of Environmental Prediction
MOVD	Moved	NCO	NCEP Central Operations
MOVG	Moving	NCWX	No change in weather
MOVMT	Movement	ND	North Dakota
MOVS	Moves	NE	Northeast
MPH	Miles per hour	NEB	Nebraska
MRGL	Marginal	NEC	Necessary
MRGLLY	Marginally	NEG	Negative
MRNG	Morning	NEGLY	Negatively
MRTM	Maritime	NELY	Northeasterly
MS	Mississippi	NERN	Northeastern
MSG	Message	NEWD	Northeastward
MSL	Mean sea level	NEW ENG	New England
MST	Most	NFLD	Newfoundland
MSTLY	Mostly	NGM	Nested grid model
MSTR	Moisture	NGT	Night
MT	Montana	NH	New Hampshire
MTN	Mountain	NHC	National Hurricane Center
MTNS	Mountains	NIL	None
MULT	Multiple	NJ	New Jersey
MULTILVL	Multilevel	NL	No layers
MVFR	Marginal visual flight rules	NLT	Not later than
MWO	Meteorological Watch Office	NLY	Northerly
MX	Mixed (characterized as a combination of clear and rime ice)	NM	New Mexico
MXD	Mixed	NMBR	Number
N	North	NMBRS	Numbers
N/A	Not applicable		
NAB	Not above		
NAT	North Atlantic		

NMC	National Meteorological Center	NY	New York
		NXT	Next
NML	Normal	OAT	Outside air temperature
NMRS	Numerous	OBND	Outbound
NNE	North-northeast	OBS	Observation
NNELY	North-northeasterly	OBSC	Obscure
NNERN	North-northeastern	OBSCD	Obscured
NNEWD	North-northeastward	OBSCG	Obscuring
NNW	North-northwest	OCFNT	Occluded front
NNWLY	North-northwesterly	OCLD	Occlude
NNWRN	North-northwestern	OCLDS	Occludes
NNWWD	North-northwestward	OCLDD	Occluded
		OCLDG	Occluding
NNNN	End of message	OCLN	Occlusion
NOAA	National Oceanic and Atmospheric Administration	OCNL	Occasional
		OCNLY	Occasionally
NOPAC	Northern Pacific	OCR	Occur
NOS	National Ocean Service	OCRD	Occurred
NOSPECI	No SPECI reports are taken at station	OCRG	Occurring
		OCRS	Occurs
NPRS	Nonpersistent	OFC	Office
NR	Near	OFCM	Office of the Federal Coordinator for Meteorology
NRLY	Nearly		
NRN	Northern	OFFP	Occluded frontal passage
NRW	Narrow	OFSHR	Offshore
NS	Nova Scotia	OH	Ohio
NSC	No significant cloud	OHD	Overhead
NSW	No significant weather	OK	Oklahoma
NTFY	Notify	OMTNS	Over mountains
NTFYD	Notified	ONSHR	On shore
NV	Nevada	OR	Oregon
NVA	Negative vorticity advection	ORGPC	Orographic
		ORIG	Original
NW	Northwest	OSV	Ocean station vessel
NWD	Northward		
NWLY	Northwesterly	OTLK	Outlook
NWRN	Northwestern	OTP	On top
NWS	National Weather Service	OTR	Other
		OTRW	Otherwise

OUTFLO	Outflow	PNO	Precipitation amount not available
OV	Over	PO	Dust/ sand swirls
OVC	Overcast	POS	Positive
OVHD	Overhead	POSLY	Positively
OVNGT	Overnight	PPINA	Radar weather report not available
OVR	Over	PPINE	Radar weather report no echoes observed
OVRN	Overrun	PPSN	Present position
OVRNG	Overrunning	PR	Partial
OVTK	Overtake	PRBL	Probable
OVTKG	Overtaking	PRBLY	Probably
OVTKS	Overtakes	PRBLTY	Probability
P	Higher than greatest sensor value	PRECD	Precede
P6SM	Visibility forecast to be greater than 6 statute miles	PRECDD	Preceded
PA	Pennsylvania	PRECDG	Preceding
PAC	Pacific	PRECDS	Precedes
PATWAS	Pilot's automatic telephone weather answering service	PRES	Pressure
PBL	Planetary boundary layer	PRESFR	Pressure falling rapidly
PCPN	Precipitation	PRESRR	Pressure rising rapidly
PD	Period	PRFG	Partial fog
PDS	Periods	PRIM	Primary
PDMT	Predominant	PRIN	Principal
PE	Ice pellets	PRIND	Present indications are...
PEN	Peninsula	PRJMP	Pressure jump
PERM	Permanent	PROB	Probability
PGTSND	Puget Sound	PROBC C	Forecaster's assessment of the probability of occurrence of a thunderstorm or precipitation event, along with associated weather elements (wind, visibility, and/or sky condition) whose occurrences are directly related to, and contemporaneous with, the thunderstorm or precipitation event
PHYS	Physical		
PIBAL	Pilot balloon observation		
PIREP	Pilot weather report		
PK WND	Peak wind		
PL	Ice pellets		
PLNS	Plains		
PLS	Please		
PLTO	Plateau		
PM	Postmeridian		
PNHDL	Panhandle		

PROC	Procedure	PY	Spray
PROD	Produce	QN	Question
PRODG	Producing	QPFERD	NCEP excessive rainfall discussion
PROG	Forecast	QPFHSD	NCEP heavy snow discussion
PROGD	Forecasted	QPFSPD	NCEP special precipitation discussion
PROGS	Forecasts	QSTNRY	Quasistationary
PRSNT	Present	QTR	Quarter
PRSNTLY	Presently	QUAD	Quadrant
PRST	Persist	QUE	Quebec
PRSTS	Persists	R	Right (with reference to runway designation) or rain
PRSTNC	Persistence	RA	Rain (METAR)
PRSTNT	Persistent	RADAT	Radiosonde additional data
PRVD	Provide	RAOB	Radiosonde observation
PRVDD	Provided	RCA	Reach Cruising Altitude
PRVDG	Providing	RCH	Reach
PRVDS	Provides	RCHD	Reached
PS	Plus	RCHG	Reaching
PSBL	Possible	RCHS	Reaches
PSBLY	Possibly	RCKY	Rocky
PSBLTY	Possibility	RCKYS	Rockies
PSG	Passage	RCMD	Recommend
PSN	Position	RCMDD	Recommended
PSND	Positioned	RCMDG	Recommending
PTCHY	Patchy	RCMDS	Recommends
PTLY	Partly	RCRD	Record
PTNL	Potential	RCRDS	Records
PTNLY	Potentially	RCV	Receive
PTNS	Portions	RCVD	Received
PUGET	Puget Sound	RCVG	Receiving
PVA	Positive vorticity advection	RCVS	Receives
PVL	Prevail	RDC	Reduce
PVLD	Prevailed	RDGG	Ridging
PVLG	Prevailing	RDR	Radar
PVLS	Prevails	RDVLP	Redevelop
PVLT	Prevalent	RDVLPG	Redeveloping
PWB	Pilot weather briefing		
PWINO	Precipitation identifier sensor not available		
PWR	Power		

RDVLPMT	Redevelopment	ROTG	Rotating
RE	Regard	ROTS	Rotates
RECON	Reconnaissance	RPD	Rapid
REF	Reference	RPDLY	Rapidly
RES	Reserve	RPLC	Replace
REPL	Replace	RPLCD	Replaced
REPLD	Replaced	RPLCG	Replacing
REPLG	Replacing	RPLCS	Replaces
REPLS	Replaces	RPRT	Report
REQ	Request	RPRTD	Reported
REQS	Requests	RPRTG	Reporting
REQSTD	Requested	RPRTS	Reports
RESP	Response	RPT	Repeat
RESTR	Restrict	RPTG	Repeating
RGD	Ragged	RPTS	Repeats
RGL	Regional model	RQR	Require
RGLR	Regular	RQRD	Required
RGN	Region	RQRG	Requiring
RGNS	Regions	RQRS	Requires
RGT	Right	RRx	Code used in the WMO abbreviated heading to indicate a delayed forecast, where x is the letter A through X
RH	Relative humidity	RS	Receiver station
RHINO	RHI not operative	RSG	Rising
RI	Rhode Island	RSN	Reason
RIME	Type of icing characterized by a rough, milky, opaque appearance	RSNG	Reasoning
RIOGD	Rio Grande	RSNS	Reasons
RLBL	Reliable	RSTR	Restrict
RLTV	Relative	RSTRD	Restricted
RLTVLY	Relatively	RSTRG	Restricting
RM	Remarks	RSTRS	Restricts
RMK	Remark	RTRN	Return
RMN	Remain	RTRND	Returned
RMND	Remained	RTRNG	Returning
RMNDR	Remainder	RTRNS	Returns
RMNG	Remaining	RUC	Rapid Update Cycle
RMNS	Remains	RUF	Rough
RNFL	Rainfall	RUFLY	Roughly
RNG	Range	RVR	Runway Visual Range
ROT	Rotate		
ROTD	Rotated		

RVRNO	RVR system not available	SFC	Surface
RVS	Revise	SFERICS	Atmospherics
RVSD	Revised	SG	Snow grains
RVSG	Revising	SGFNT	Significant
RVSS	Revises	SGFNTLY	Significantly
RW	Rain shower	SH	Showers
RWY	Runway	SHFT	Shift
RY	Runway	SHFTD	Shifted
S	South	SHFTG	Shifting
SA	Sand (METAR)	SHFTS	Shifts
SAB	Satellite Analysis Branch	SHLD	Shield
SAO	Surface observation	SHLW	Shallow
SASK	Saskatchewan	SHRT	Short
SATFY	Satisfactory	SHRTLY	Shortly
SBND	Southbound	SHRTWV	Shortwave
SBSD	Subside	SHUD	Should
SBSDD	Subsided	SHWR	Shower
SBSDNC	Subsidence	SIERNEV	Sierra Nevada
SBSDS	Subsides	SIG	Signature
SC	South Carolina or stratocumulus	SIGMET	Significant meteorological information
SCND	Second	SIMUL	Simultaneous
SCNDRY	Secondary	SK	Sky cover
SCSL	Stratocumulus standing lenticular	SKC	Sky clear
SCT	Scatter or Scattered (describing cloud cover or weather phenomena, 3 to 4 octas cloud amount)	SKED	Schedule
SCTD	Scattered	SLD	Solid
SCTR	Sector	SLGT	Slight
SD	South Dakota	SLGTLY	Slightly
SE	Southeast	SLO	Slow
SEC	Second	SLOLY	Slowly
SELY	Southeasterly	SLOR	Slower
SEPN	Separation	SLP	Slope or sea level pressure
SEQ	Sequence	SLPG	Sloping
SERN	Southeastern	SLPNO	Sea-level pressure not available
SEV	Severe	SLT	Sleet
SEWD	Southeastward	SLW	Slow
		SLY	Southerly
		SM	Statute mile
		SMK	Smoke
		SML	Small

SMLR	Smaller	SRNDG	Surrounding
SMRY	Summary	SRNDS	Surrounds
SMS	Synchronous meteorological satellite	SS	Sunset or sand storm (METAR)
SMTH	Smooth	SSE	South-southeast
SMTHR	Smother	SSELY	South-southeasterly
SMTHST	Smoothest	SSERN	South-southeastern
SMTM	Sometime	SSEWD	South-southeastward
SMWHT	Somewhat	SSW	South-southwest
SN	Snow	SSWLY	South-southwesterly
SNBNK	Snowbank	SSWRN	South-southwestern
SND	Sand	SSWWD	South-southwestward
SNFLK	Snowflake	ST	Stratus
SNGL	Single	STAGN	Stagnation
SNOINCR	Snow increase	STBL	Stable
SNOINCRG	Snow increasing	STBLTY	Stability
SNST	Sunset	STD	Standard
SNW	Snow	STDY	Steady
SNWFL	Snowfall	STFR	Stratus fractus
SOP	Standard operating procedure	STFRM	Stratiform
SP	Snow pellets	STG	Strong
SPC	Storm Prediction Center	STGLY	Strongly
SPCLY	Especially	STGR	Stronger
SPD	Speed	STGST	Strongest
SPECI	Special observation	STLT	Satellite
SPENES	Satellite precip. estimate statement	STM	Storm
SPKL	Sprinkle	STMS	Storms
SPLNS	Southern Plains	STN	Station
SPRD	Spread	STNRY	Stationary
SPRDG	Spreading	SUB	Substitute
SPRDS	Spreads	SUBTRPCL	Subtropical
SPRL	Spiral	SUF	Sufficient
SQ	Squall	SUFLY	Sufficiently
SQAL	Squall	SUG	Suggest
SQLN	Squall line	SUGG	Suggesting
SR	Sunrise	SUGS	Suggests
SRN	Southern	SUP	Supply
SRND	Surround	SUPG	Supplying
SRNDD	Surrounded	SUPR	Superior
		SUPSD	Supersede
		SUPSDG	Superseding

SUPSDS	Supersedes	THN	Thin
SVG	Serving	THNG	Thinning
SVR	Severe	THNR	Thinner
SVRL	Several	THNST	Thinnest
SW	Southwest	THR	Threshold
SW-	Light snow shower	THRFR	Thereafter
SW+	Heavy snow shower	THRU	Through
SWD	Southward	THRUT	Throughout
SWLG	Swelling	THSD	Thousand
SWLY	Southwesterly	THTN	Threaten
SWODY1	SPC Severe Weather Outlook for Day 1	THTND	Threatened
		THTNG	Threatening
SWOMCD	SPC Mesoscale discussion	THTNS	Threatens
		TIL	Until
SWRN	Southwestern	TKOF	Takeoff
SWWD	Southwestward	TM	Time
SX	Stability index	TMPRY	Temporary
SXN	Section	TMPRYLY	Temporarily
SYNOP	Synoptic	TMW	Tomorrow
SYNS	Synopsis	TN	Tennessee
SYS	System	TNDCY	Tendency
T	Thunder	TNDCYS	Tendencies
TA	Temperature	TNGT	Tonight
TACAN	UHF Tactical Air Navigation Aid	TNTV	Tentative
		TNTVLY	Tentatively
TAF	Terminal Area Forecast	TOC	Top of Climb
		TOP	Top of Clouds
TB	Turbulence	TOPS	Tops
TCNTL	Transcontinental	TOVC	Top of overcast
TCU	Towering cumulus	TP	Type of aircraft
TDA	Today	TPG	Topping
TEI	Text element indi- cator	TRBL	Trouble
TEMP	Temperature	TRIB	Tributary
TEMPO	Temporary	TRKG	Tracking
THD	Thunderhead	TRML	Terminal
THDR	Thunder	TRMT	Terminate
THK	Thick	TRMTD	Terminated
THKNG	Thickening	TRMTG	Terminating
THKNS	Thickness	TRMTS	Terminates
THKR	Thicker	TRNSP	Transport
THKST	Thickest	TRNSPG	Transporting

TROF	Trough	UNL	Unlimited
TROFS	Troughs	UNRELBL	Unreliable
TROP	Tropopause	UNRSTD	Unrestricted
TRPCD	Tropical continental air mass	UNSATFY	Unsatisfactory
TRPCL	Tropical	UNSBL	Unseasonable
TRRN	Terrain	UNSTBL	Unstable
TRSN	Transition	UNSTDY	Unsteady
TRW	Thunderstorm	UNSTL	Unsettle
TRW+	Thunderstorm with heavy rain shower	UNSTLD	Unsettled
TS	Thunderstorm (METAR)	UNUSBL	Unusable
TS +	Thunderstorm with heavy snow	UP	Unknown precipita- tion (used only by automated sites incapable of discrimi- nation)
TSFR	Transfer	UPDFTS	Updrafts
TSFRD	Transferred	UPR	Upper
TSFRG	Transferring	UPSLP	Upslope
TSFRS	Transfers	UPSTRM	Upstream
TSHWR	Thundershower	URG	Urgent
TSNO	Thunderstorm infor- mation not available	USBL	Usable
TSNT	Transient	UT	Utah
TSQLS	Thundersquall	UTC	Universal Time Coordinate
TSTM	Thunderstorm	UUA	Urgent PIREP Weather Reports
TSW	Thunderstorm with snow showers	UVV	Upward vertical velocity
TSW+	Thunderstorm with heavy snow showers	UWNDS	Upper winds
TURBC	Turbulence	V	Varies
TURBT	Turbulent	VA	Virginia or Volcanic Ash
TWD	Toward	VAAC	Volcanic Ash Advisory Center
TWDS	Towards	VAAS	Volcanic Ash Advisory Statement
TWI	Twilight	VAD	Velocity azimuth display
TWR	Tower	VAL	Valley
TWRG	Towering	VARN	Variation
TX	Texas	VC	Vicinity
UA	Pilot weather reports	VCNTY	Vicinity
UDDF	Up- and downdrafts	VCOT	VFR conditions on top
UN	Unable		
UNAVBL	Unavailable		
UNEC	Unnecessary		
UNKN	Unknown		

VCTR	Vector	VV	Vertical velocity or vertical visibility
VCTS	Thunderstorms in the vicinity	VWP	VAD Wind profiler
VDUC	VAS Data Utilization Center (NSSFC)	W	West
VFR	Visual flight rules	WA	Washington
VFY	Verify	WAA	Warm air advection
VFYD	Verified	WAFS	Word Area Forecast System
VFYG	Verifying	WBND	Westbound
VFYS	Verifies	WDLY	Widely
VHF	Very High Frequency	WDSPRD	Widespread
VIS	Visibility	WEA	Weather
VSNO	Visibility at secondary location not available	WFO	Weather Forecast Office
VLCTY	Velocity	WFSO	Weather Forecast Service Office
VLCTYS	Velocities	WFP	Warm front passage
VLNT	Violent	WI	Wisconsin
VLNTLY	Violently	WIBIS	Will be issued
VLV	Valley	WINT	Winter
VMC	Visual meteorological conditions	WK	Weak
VOL	Volume	WKDAY	Weekday
VOR	VHF Omnidirectional Radio Range	WKEND	Weekend
VORT	Vorticity	WKNG	Weakening
VORTAC	VOR and TACAN combination	WKNS	Weakens
VR	Veer	WKR	Weaker
VRB	Variable	WKST	Weakest
VRG	Veering	WKN	Weaken
VRBL	Variable	WL	Will
VRISL	Vancouver Island, BC	WLY	Westerly
VRS	Veers	WMO	World Meteorological Organization
VRT MOTN	Vertical motion	WND	Wind
VRY	Very	WNDS	Winds
VS	Visible	WNW	West-northwest
VSBY	Visibility	WNWLY	West-northwesterly
VSBYDR	Visibility decreasing rapidly	WNWRN	West-northwestern
VSBYIR	Visibility increasing rapidly	WNWWD	West-northwestward
VT	Vermont	WO	Without
		WPLTO	Western Plateau
		WRM	Warm
		WRMG	Warming

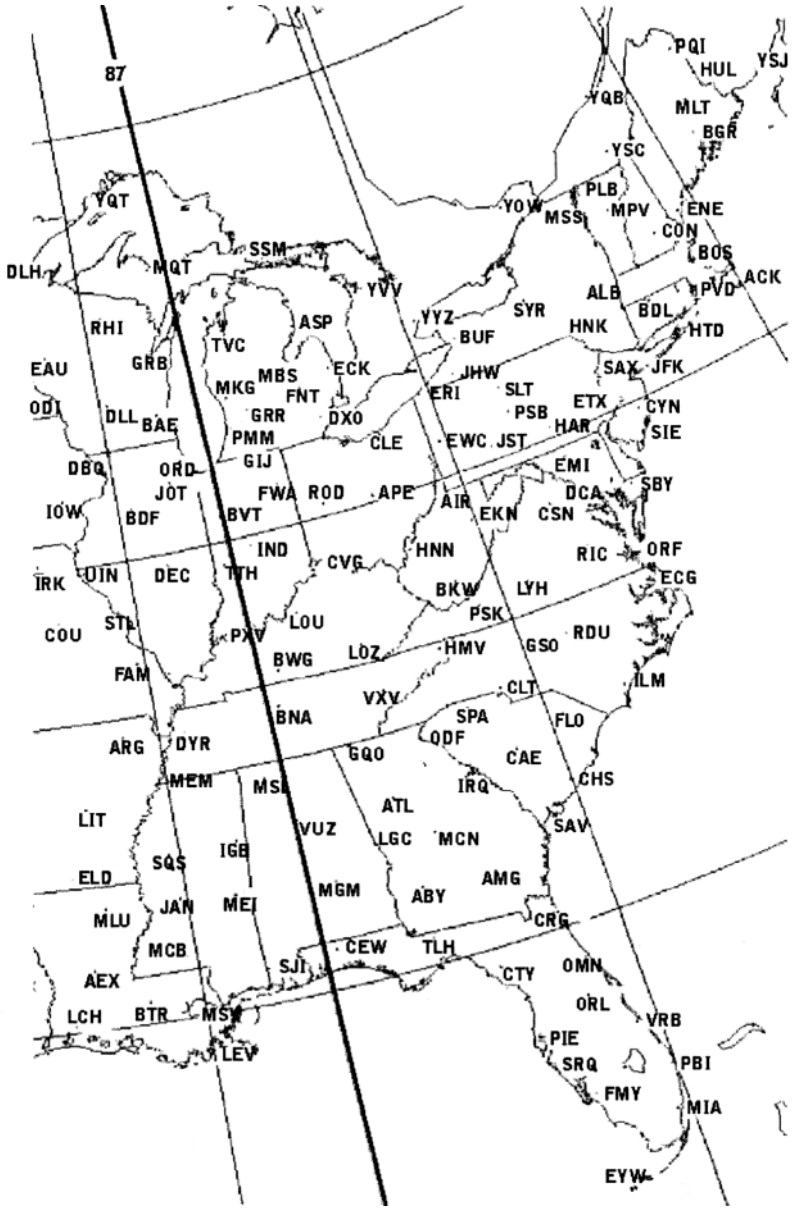
WRMR	Warmer
WRMST	Warmest
WRMFNT	Warm front
WRMFNTL	Warm frontal
WRN	Western
WRNG	Warning
WRS	Worse
WS	Wind shear
WSHFT	Windshift
WSFO	Weather Service Forecast Office
WSO	Weather service office
WSR-88D	NWS Doppler Radar
WSTCH	Wasatch Range
WSW	West-southwest
WSWLY	West-southwesterly
WSWRN	West-southwestern
WSWWD	West-southwest- ward
WTR	Water
WTSP	Waterspout
WUD	Would
WV	West Virginia or wind
WVS	Waves
WW	Severe weather watch
WWAMKC	SPC status report
WWD	Westward
WWS	Severe weather watches
WX	Weather
WY	Wyoming
XCP	Except
XPC	Expect
XPCD	Expected
XPCG	Expecting
XPCS	Expects
XPLOS	Explosive
XTND	Extend
XTNDD	Extended
XTNDG	Extending

XTRM	Extreme
XTRMLY	Extremely
YDA	Yesterday
YKN	Yukon
YLSTN	Yellowstone
Z	Zulu time
ZL	Freezing drizzle
ZN	Zone
ZNS	Zones
ZR	Freezing rain

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APPENDIX B

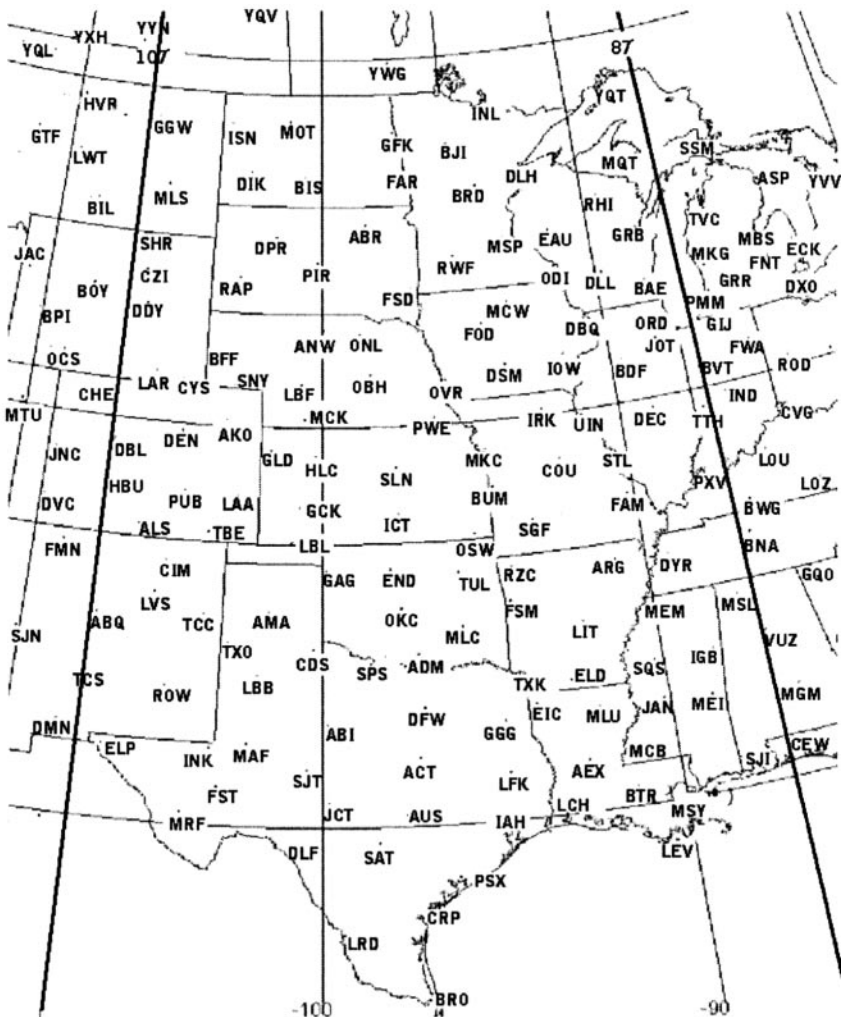
INFLIGHT ADVISORY LOCATOR CHARTS



East Sector Identifier Map

ID	NAME	STATE	ID	NAME	STATE	ID	NAME	STATE			
A	ABY	Aalbany	GA	E	ETX	East Texas	PA	M	MSL	Muscle Shoals	AL
	ACK	Nantucket	MA		EWC	Ellwood City	PA		MSS	Massena	NY
	AEX	Alexandria	LA		EYW	Key West	FL		MSY	New Orleans	LA
	AIR	Bellaire	OH	F	FAM	Farmington	MO	O	ODF	Toccoa	GA
	ALB	Aalbany	NY		FLO	Florence	SC		ODI	Nodine	MN
	AMG	Aalma	GA		FMY	Ft Meyers	FL		OMN	Ormond Beach	FL
	APE	Appleton	OH		FNT	Flint	MI		ORD	O'Hare Int'l	IL
	ARG	Walnut Ridge	AR		FWA	Ft Wayne	IN		ORF	Norfolk	VA
	ASP	Au Sable/ Oscoda	MI	G	GIJ	Gipper	MI		ORL	Orlando	FL
	ATL	Atlanta	GA		GQO	Choo Choo/ Chattanooga	TN	P	PBI	Palm Beach	FL
B	BAE	Badger/ Milwaukee	WI		GRB	Green Bay	WI		PIE	St. Petersburg	FL
	BDF	Bradford	IL		GRR	Grand Rapids	MI		PLB	Plattsburgh	NY
	BDL	Windsor Locks	CT	H	GSO	Greensboro	NC		PMM	Pullman	MI
	BGR	Bangor	ME		HAR	Harrisburg	PA		PQI	Presque Isle	ME
	BKW	Beckley	WV		HMV	Holston Mt.	TN		PSB	Phillipsburg	PA
	BNA	Nashville	TN		HNK	Hancock	NY		PSK	Dublin	VA
	BOS	Boston	MA		HNN	Henderson	WV		PVD	Providence	RI
	BTR	Baton Rouge	LA		HTO	East Hampton	NY	R	PXV	Pocket City	IN
	BUF	Buffalo	NY	I	HUL	Houlton	ME		RDU	Raleigh- Durham	NC
	BVT	Boiler/ Lafayette	IN		IGB	Bigbee	MS		RHI	Rhineland	WI
	BWG	Bowling Green	KY		ILM	Wilmington	NC		RIC	Richmond	VA
C	CAE	Columbia	SC		IND	Indianapolis	IN	S	ROD	Rosewood	OH
	CEW	Crestview	FL		IOW	Iowa City	IA		SAV	Savannah	GA
	CHS	Charleston	SC		IRK	Kirkville	MO		SAX	Sparta	NJ
	CLE	Cleveland	OH	J	IRK	Colliers	SC		SBY	Salisbury	MD
	CLT	Charlotte	NC		JAN	Jackson	MS		SIE	Sea Isle	NJ
	CON	Ccncord	NH		JFK	New York/ JF Kennedy	NY		SJI	Semmes	AL
	COU	Columbia	MO		JHW	Jamestown	NY		SLT	Slate Run	PA
	CRG	Craig/ Jacksonville	FL		JOT	Joliet	IL		SPA	Spartanburg	SC
	CSN	Casanova	VA	L	JST	Johnstown	PA		SQS	Sidon	MS
	CTY	Cross City	FL		LCH	Lake Charles	LA		SRQ	Sarasota	FL
	CVG	Covington	KY		LEV	Leeville/ Grand Isle	LA		SSM	Sault Ste. Marie	MI
	CYN	Coyle	NJ		LGC	La Grange	GA		STL	St. Louis	MO
D	DBQ	Dubuque	IA		LIT	Little Rock	AR	T	SYR	Syracuse	NY
	DCA	Washington	DC		LOU	Louisville	KY		TLH	Tallahassee	FL
	DEC	Decatur	IL		LOZ	London	KY		TTH	Terre Huate	IN
	DLH	Duluth	MN		LYH	Lynchburg	VA	U	TVC	Traverse City	MI
	DLL	Dells	WI	M	MBS	Saginaw	MI	V	UIN	Quincy	IL
	DXO	Detroit	MI		MCB	Mc Comb	MS		VRB	Vero Beach	FL
	DYR	Dyersburg	TN		MCN	Macon	GA		VUZ	Vulcan	AL
E	EAU	Eau Claire	WI		MEI	Meridian	MS		VXV	Volunteer/ Knoxville	TN
	ECG	Elizabeth City	NC		MEM	Memphis	TN		CANADA		
	ECK	Peck	MI		MGM	Montgomery	AL	Y	YOW	Ottawa	ON
	EKN	Elkins	WV		MIA	Miami	FL		YQB	Quebec	QB
	ELD	El Dorado	AR		MKG	Muskegon	MI		YQT	Thunder Bay	ON
	EMI	Westminster	MD		MLT	Millinocket	ME		YSC	Sherbrooke	QB
	ENE	Kennebunk	ME		MLU	Monroe	LA		YSJ	St. John	NB
	ERI	Erie	PA		MPV	Montpelier	VT		YVY	Wiarton	ON
					MQT	Marquette	MI		YYZ	Toronto	ON

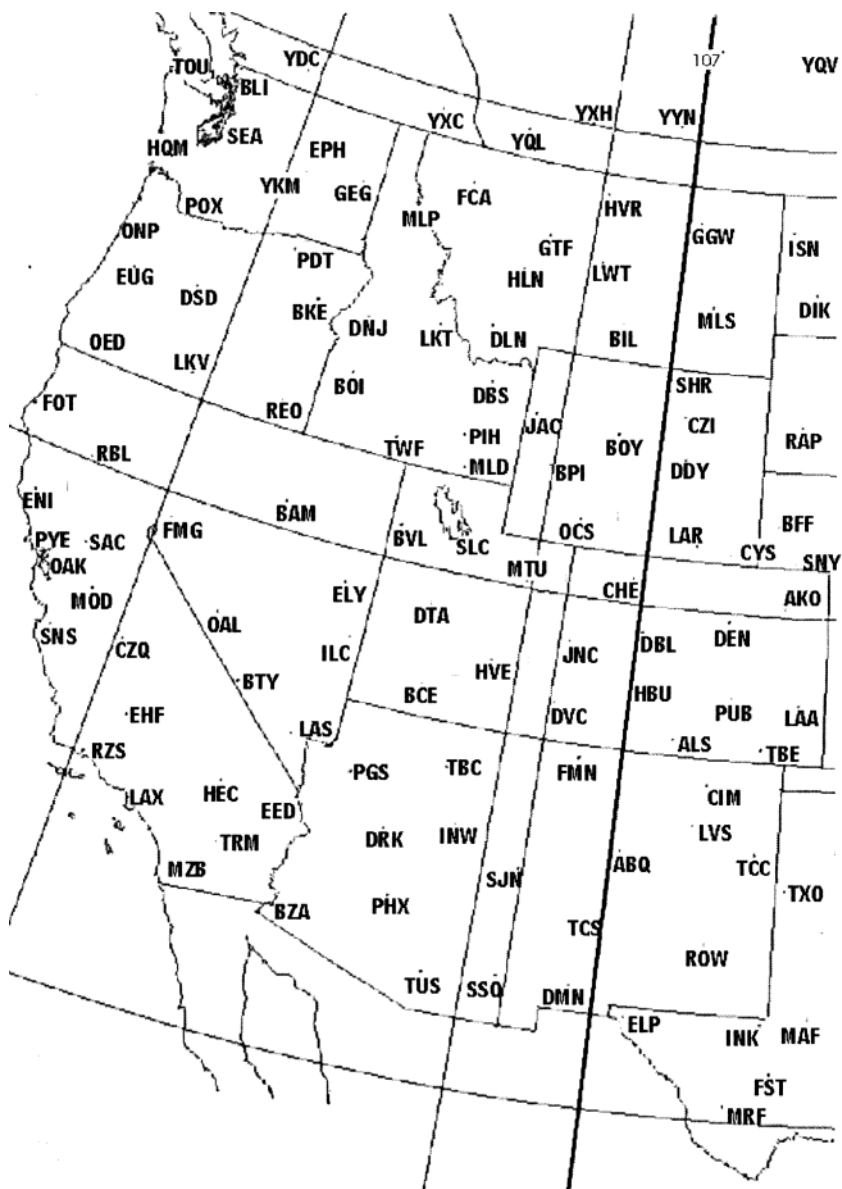
East Sector Location Identifiers



Central Sector Identifier Map

ID	Name	State	ID	Name	State	ID	Name	State
A	ABI Abilene	TX	FAR	Fargo	ND	M	MKG Muskegon	MI
	ABQ Albuquerque	NM	F	FMN Farmington	NM		MLC Mc Alester	OK
	ABR Aberdeen	SD		FNT Flint	MI		MLS Miles City	MT
	ACT Waco	TX		FOD Ft. Dodge	IA		MLU Monroe	LA
	ADM Ardmore	OK		FSD Sioux Falls	SD		MOT Minot	ND
	AEX Alexandria	LA		FSM Ft. Smith	AR		MQT Marquette	MI
	AKO Akron	CO		FST Ft. Stockton	TX		MRF Marfa	TX
	ALS Alamosa	CO		FWA Ft. Wayne	IN		MSL Muscle Shoals	AL
	AMA Amarillo	TX		GAG Gage	OK		MSP Minneapolis	MN
	ANW Ainsworth	NE		GCK Garden City	KS		MSY New Orleans	LA
	ARG Walnut Ridge	AR	G	GFK Grand Forks	ND		MTU Myton	UT
	ASP Ai Sable /Oscoda	MI		GGG Longview	TX	O	OBH Wolbach	NE
	AUS Austin	TX		GGW Glasgow	MT		OCS Rock Springs	WY
B	BAE Badger / Milwaukee	WI		GIJ Gipper / Niles	MI		ODI Nodine	MN
	BDF Bradford	IL		GLD Goodland	KS		OKC Oklahoma City	OK
	BFF Scottsbluff	NE		GQO Choo Choo / Chattanooga	TN		ONL Oneill	NE
	BIL Billings	MT		GRB Green Bay	WI		ORD O'Hare Int'l	IL
	BIS Bismarck	ND		GRR Grand Rapids	MI		OSW Oswego	KS
	BJI Bemidji	MN		GTF Great Falls	MT	P	OVR Omaha	NE
	BNA Nashville	TN		HBU Blue Mesa / Gunnison	CO		PIR Pierre	SD
	BOY Boysen Resv	WY	H	HLC Hill City	KS		PMM Pullman	MI
	BPI Big Piney	WY		HVR Havre	MT		PSX Palacios	TX
	BRD Brainerd	MN		IAH Houston Int'l	TX		PUB Pueblo	CO
	BRO Brownsville	TX		ICT Wichita	KS	R	PWE Pawnee City	NE
	BTR Baton Rouge	LA	I	IGB Bigbee	MS		PXV Pocket City	IN
	BUM Butler	MO		IND Indianapolis	IN		RAP Rapid City	SD
	BVT Boiler/ Lafayette	IN		INK Wink	TX		RHI Rhinelander	WI
	BWG Bowling Green	KY		INL Int'l Falls	MN		ROD Rosewood	OH
C	CDS Childress	TX		IOW Iowa City	IA		ROW Roswell	NM
	CEW Crestview	FL		IRK Kirksville	MO		RWF Redwod Falls	MN
	CHE Hayden	CO		ISN Williston	ND	S	RZC Razorback	AR
	CIM Cimarron	NM		JAC Jackson Hole	WY		SAT San Antonio	TX
	COU Columbia	MO	J	JAN Jackson	MS		SGF Springfield	MO
	CRP Corpus Christi	TX		JCT Junction	TX		SHR Sheridan	WY
	CVG Covington	KY		JNC Grand Junction	CO		SJI Semmes/Mobile	AL
	CYS Cheyenne	WY		JOT Joliet	IL		SJN St. Johns	AZ
	CZI Crazy Woman	WY		LAA Lamar	CO		SJT San Angelo	TX
D	DBL Red Table / Eagle	CO	L	LBL Liberal	KS		SLC Salt Lake City	UT
	DBQ Dubuque	IA		LCH Lake Charles	LA		SLN Salina	KS
	DDY Muddy Mountain/ Casper	WY		LEV Leeville / Grand Isle	LA		SLN Salina	KS
	DEC Decatur	IL		LFB North Platte	NE		SNY Sidney	NE
	DEN Denver	CO		LBL Liberal	KS		SPS Wichita Falls	TX
	DFW Dallas-Ft. Worth	TX		LCH Lake Charles	LA		SQS Sidon	MS
	DIK Dickinsin	ND		LFT Lufkin	TX		SSM Sault Ste. Marie	MI
	DLF Laughlin AFB	TX		LIT Little Rock	AR		STL St. Louis	MO
	DLH Duluth	MN		LOU Louisville	KY	T	TBE Tobe	CO
	DLL Dells	WI		LOZ London	KY		TCC Tucumcari	NM
	DMN Deming	NM		LRD Laredo	TX		TCS Truth Or	Consequences
	DPR Dupree	SD		LVS Las Vegas	NM		TTH Terre Haute	IN
	DSM Des Moines	IA		LWT Lewistown	MT		TUL Tulsa	OK
	DVC Dove Creek	CO		MAF Midland	TX		TVC Traverse City	MI
	DXO Detroit	MI	M	MBS Saginaw	MI		TXK Texarkana	AR
	DYR Dyersburg	TN		MCB McComb	MS		TXO Texico	TX
E	EAK Eau Claire	WI		MCK McCook	NE	U	UIN Quincy	IL
	ECC Peck	MI		MCW Mason City	IA	V	VUZ Vulcan	AL
	EIC Belcher/ Shreveport	LA		MEI Meridian	MS		CANADA	
	ELD El Dorado	AR		MEM Memphis	TN	Y	YQL Lethbridge	AB
	ELP El Paso	TX		MGM Montgomery	AL		YQT Thunder Bay	ON
	END Vance AFB	OK		MKC Kansas City	MO		YQV Yorkton	SA
	FAM Farmington	MO					YVW Wiarton	ON
							YWG Winnipeg	MB
							YXH Medicine Hat	AB
							YYN Swift Current	SA

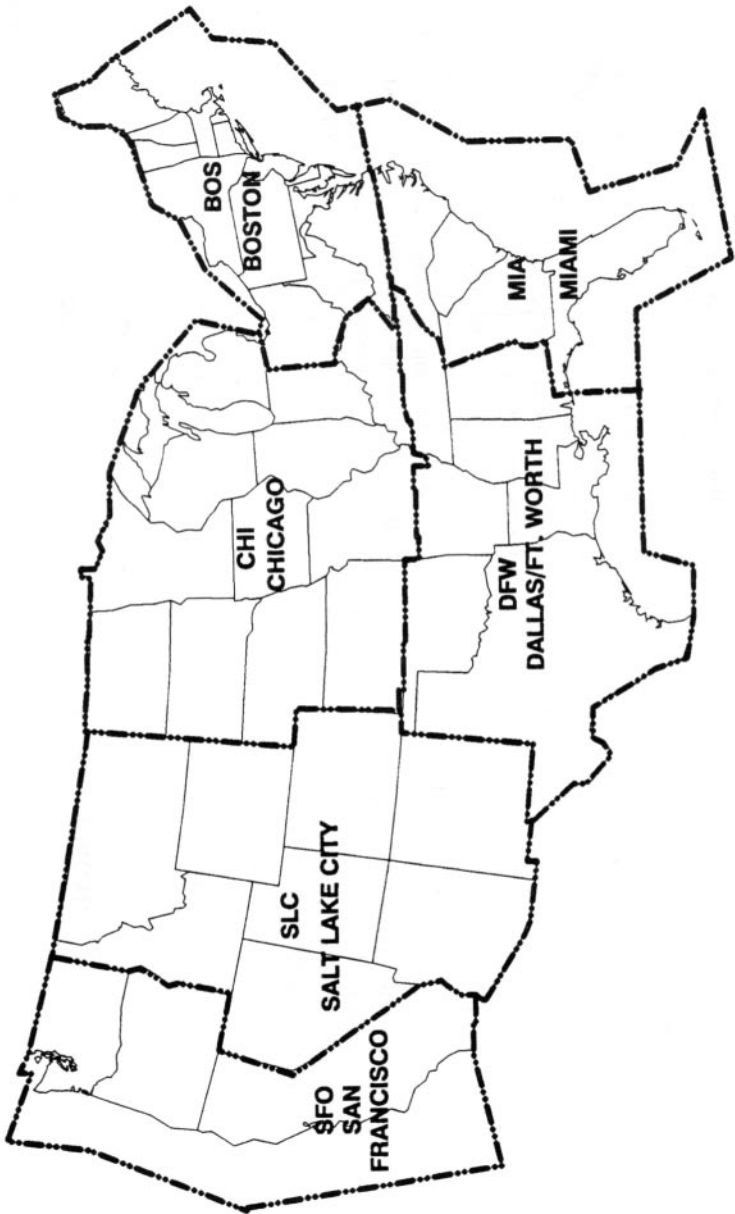
Central Sector Location Identifiers



West Sector Identifier Map

<u>ID</u>	<u>Name</u>	<u>State</u>	<u>ID</u>	<u>Name</u>	<u>State</u>	<u>ID</u>	<u>Name</u>	<u>State</u>
A	ABQ Albuquerque	NM	E	EPH Ephrata	WA	O	ONP Newport	OR
	AKO Akron	CO		EUG Eugene	OR	P	PDT Pendleton	OR
	ALS Alamosa	CO	F	FCA Kalispell	MT		PDX Portland	OR
B	BAM Battle Mount.	NV		FMG Mustang/ Reno	NV		PGS Peach Springs	AZ
	BCE Bryce Canyon	UT		FMN Farmington	NM		PHX Phoenix	AZ
	BFF Scottsbluff	NE		FOT Fortuna	CA		PIH Pocatello	ID
	BIL Billings	MT		FST Ft. Stockton	TX		PUB Pueblo	CO
	BKE Baker City	OR	G	GEG Spokane	WA		PYE Point Reyes	CA
	BLI Bellingham	WA		GTF Great Falls	MT	R	RAP Rapid City	SD
	BOI Boise	ID	H	HBU Blue Mesa/ Gunnison	CO		RBL Red Bluff	CA
	BOY Boysen Resv.	WY		HEC Hector	CA		REO Rome	OR
	BPI Big Piney	WY		HLN Helena	MT		ROW Roswell	NM
	BTY Beatty	NV		HQM Hoquiam	WA		RZS San Marcos/ Santa Barbara	CA
	BVL Bonneville	UT		HVE Hanksville	UT	S	SAC Sacramento	CA
	BZA Bard CA/Yuma	AZ	I	HVR Havre	MT		SEA Seattle	WA
C	CHE Hayden	CO		ILC Wilson Creek	NV		SHR Sheridan	WY
	CIM Cimarron	NM		INK Wink	TX		SJN St. Johns	AZ
	CYS Cheyenne	WY		INW Winslow	AZ		SLC Salt Lake City	UT
	CZI Crazy Woman	WY		ISN Williston	ND		SNS Salinas	CA
	CZQ Clovis/Fresno	CA	J	JAC Jackson Hole	WY		SNY Sidney	NE
D	DBL Red Table// Eagle CO			JNC Grand Junction	CO		SSO San Simon	AZ
	DBS Dubois	ID	L	LAA Lamar	CO	T	TBC Tuba City	AZ
	DDY Muddy Mtn/ Casper	WY		LAR Laramie	WY		TBE Tobe	CO
	DEN Denver	CO		LAS Las Vegas	NV		TCC Tucumcari	NM
	DIK Dickinsin	ND		LAX Los Angeles Int	CA		TCS Truth or Consequences	NM
	DLN Dillon	MT		LKT Salmon	ID		TOU Tatoosh/ Neah Bay	WA
	DMN Deming	NM		LKV Lakeview	OR		TRM Thermal	CA
	DNJ Donnelly/ Mc Call	ID	M	LVS Las Vegas	NM		TUS Tucson	AZ
	DRK Drake/Prescott	AZ		LWT Lewistown	MT		TWF Twin Falls	ID
	DSD Deschutes/ Redmond	OR		MAF Midland	TX		TXO Texico,	TX
	DTA Delta	UT		MLD Malad City	ID	Y	YKM Yakima	WA
	DVC Dove Creek	CO		MLP Mullan Pass	ID		<i>CANADA</i>	
E	EED Needles	CA		MLS Miles City	MT		YDC Princeton	BC
	EHF Shafter/ Bakersfield	CA		MOD Modesto	CA		YQL Lethbridge	AB
	ELP El Paso	TX		MRF Marfa	TX		YQV Yorkton	SA
	ELY Ely	NV		MTU Myton	UT		YXC Cranbrook	BC
	ENI Mendocino/ Ukiah	CA		MZB Mission Bay	CA		YXH Medicine Hat	AB
				OAK Oakland	CA		YYN Swift Current	SA
				OAL Coaldale	NV			
				OCS Rocks Springs	WY			
				OED Medford	OR			

West Sector Location Identifiers



Aviation Area Forecasts FA Locations for AIRMETs/SIGMETs

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