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Colin Hinson

In the village of Blunham, Bedfordshire.

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AIR MINISTRY

THE 'Q' CODE

and other Abbreviations to be used in
the Civil Aeronautical
Radio Service



LONDON
HIS MAJESTY'S STATIONERY OFFICE

Price 1s. 0d. net

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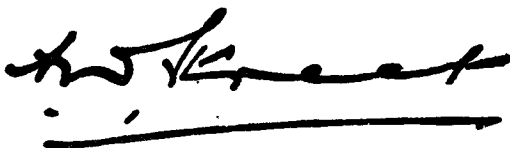
June, 1937

THE 'Q' CODE

and other Abbreviations to be used in
the Civil Aeronautical
Radio Service

- I 'Q' CODE
- II MISCELLANEOUS ABBREVIATIONS
- III INTERNATIONAL MORSE CODE
- IV SERVICE SIGNALS

Issued by Direction of the Secretary of State for Air



AIR MINISTRY

Secretary

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I.—‘Q’ CODE

Notes.—(i) *The groups take the form of questions when they are followed by a note of interrogation.*

- (ii) *When an answer includes an indication of height, one of the groups ‘MER’, ‘SOL’, ‘STD’ or ‘MB PRES’ may be added, to indicate the datum used.*

The group ‘MER’ means that the height is given as above sea level.

The group ‘SOL’ means that the height is given as above aerodrome level, and should only be used in the immediate vicinity of the aerodrome at which the aircraft intends to land.

The group ‘STD’ means that the height is given as above the standard reference surface, i.e. the isobaric surface at an atmospheric pressure of 1013.3 millibars.

The group ‘MB PRES’ means that the height is expressed as the surrounding atmospheric pressure in millibars, i.e. the absolute pressure at the height and in the position of the aircraft.

- (iii) *The groups ‘ASC’ and ‘DES’ used in combination with the abbreviation ‘QBF’ (see page 10) may be used if desired, within the United Kingdom only, in combination with other abbreviations regarding flying height.*

- (iv) *In Great Britain, all signals directing the movements of aircraft should be considered to be of an advisory nature.*

(A) IN ALPHABETICAL ORDER

(To be used for decoding)

Abbreviation.	Question.	Answer or advice.
	(1) QA..	
QAA ✓	At what time do you expect to arrive at ?	I expect to arrive at at (time).
QAB ✓	Are you making for ?	I am making for or Make for

Abbreviation.	Question.	Answer or advice.
QAC ✓	Are you returning to ?	I am returning to..... or Return to
QAD ✓	At what time did you leave (place of departure) ?	I left (place of departure) at (time).
QAE ✓	Have you news of ? (call sign of the aircraft station).	I have no news of..... (call sign of the aircraft station).
QAF ✓	At what time did you pass ?	I passed at (time).
QAG ✓		Arrange your flight (or : I am arranging my flight) in order to arrive at (time) at (place).
QAH ✓	What is your height ?	My height is metres* (or by any other way of stating it). (a)
QAI ✗	Has any aircraft been signalled in my neighbourhood ?	No aircraft has been signalled in your neighbourhood. (b)

* See Note (ii) on page 5.

(a) An aircraft should reply to QAH ? by using any of the groups QBF, QBG, QBH, QBN, QDT or QDV, followed by its height. In such cases, the group 'QAH' is omitted from the reply.

(b) The group 'QAI' may be accompanied by the group 'NIL', which emphasises, but does not modify, the sense of the existing reply.

Abbreviation.	Question.	Answer or advice.
QAJ ✕	Shall I take steps to search for an aircraft (or aircraft) in my vicinity (or according to other indications) ?	Search for an aircraft (or aircraft) in your vicinity (or according to other indications).
QAK ✓	Is another aircraft flying in my vicinity causing a danger of collision? or, Is there a risk of collision due to aircraft flying in my vicinity ?	Beware of collision, other (one or more) aircraft are flying in your vicinity, or, Beware of collision, aircraft is (or are) flying in your vicinity.
QAL ✓	Are you going to land at ?	I am going to land at or Land at
QAM ✕	Can you give me the latest meteorological weather report for (place of observation) ?	Here is the latest meteorological weather report for (place of observation).
QAN ✕	Can you give me the latest meteorological report concerning surface wind for (place of observation) ?	Here is the latest meteorological report concerning surface wind for (place of observation).
QGN ✓	May I land at ---- ?	You may land at ----
QGO ✓		You may <u>not</u> land at ----

Abbreviation.	Question.	Answer or advice.
QAO ✗	Can you give me the latest meteorological report concerning upper wind for (place of observation) ?	Here is the latest meteorological report concerning upper wind for (place of observation).
QAP ✓	Must I continue to listen for you (or for) on metres (or on kilocycles)?	Continue to listen for me (or for) on metres (or on kilocycles).
QAQ ✗	Am I near a forbidden zone, or the forbidden zone of (name of forbidden zone) ?	You are near a forbidden zone, or the forbidden zone of (name of forbidden zone) (a).
QAR ✗	May I cease keeping watch for..... minutes, in order to .....(reason) ?	You may cease keeping watch for..... minutes in order to .....(reason).
QAS ✗		You are flying over a forbidden zone, or the forbidden zone of (name of forbidden zone) (b).

(a) The direction and distance of the forbidden zone with reference to the known or supposed position of the aircraft must be given.

(b) When the abbreviation QAS immediately precedes another abbreviation giving an advice or order, it gives to that advice or order the character of a formal command.

Abbreviation.	Question.	Answer or advice.
QAT ✓	Shall I continue to send ?	Listen before sending ; you are interfering. or Listen before sending ; you are sending at the same time as
QAX ✕	Have you the following person on board your aircraft for whom I have a radiotelegram on hand. (Designation of person as given in the address of the radiotelegram follows : name and qualification).	Yes, I have in my aircraft the person for whom you have a radiotelegram on hand.
QAZ ✓	Are you flying in a storm ?	I am flying in a storm.
(2) QB..		
QBA ✓	What is the visibility at (place) ?	The visibility at (place) is (metres).
QBB ✓	What is the height of base of low cloud at (place) ?	The height of base of low cloud at (place) is metres.* ^(a)
QBC ✕	Will you send me the latest meteorological observation made by you from the aircraft ?	Here is the latest meteorological observation made by me from the aircraft. ^(b)

* See note (ii) on page 5.

(a) The answer may be completed by one of the three groups 'NET' ("well defined"), 'IRREG' ("irregular" or "broken") and 'FLOU' ("diffuse" or "ill-defined") in order to indicate the state of the cloud.

(b) In the reply, the abbreviation QBC will be immediately followed by the position of the aircraft (QTH.....) and by one or more of the following particulars :—CLAIR, QFT OBS, QBF, QBG, QBH, QBN, QDT, QDV.

Abbreviation.	Question.	Answer or Advice.
QBE ✓		I am about to wind in my aerial.
QBF ✓	Are you flying in the clouds ?	I am flying in the clouds at a constant height.
QBF (..X..)		I am flying in the clouds at a height of metres.*
QBF ASC X		I am flying in the clouds and climbing.
QBF (.X.) ASC		I am flying in the clouds at a height of metres* and am climbing.
QBF ASC X (....)		I am flying in the clouds and climbing to a height of ....metres.*
QBF (.X.) ASC (....)		I am flying in the clouds at a height of metres,* and am climbing to a height of metres.*
QBF DES X		I am flying in the clouds and descending.
QBF (.X.) DES		I am flying in the clouds at a height of metres* and descending.
QBF DES X (....)		I am flying in the clouds and descending to a height of metres.*
QBF (..X.) DES (....)		I am flying in the clouds at a height of metres* and am descending to a height of metres.*

* See note (ii) on page 5.

(a) The abbreviation followed by the group 'PART' signifies that the type of cloud referred to is scattered cloud

Abbreviation.	Question.	Answer or advice.
QBG (a) ✓	Are you flying above the clouds?	I am flying above the clouds at a height of metres.* Fly above the clouds at a height of metres.*
QBH (a) ✓	Are you flying below the clouds?	I am flying below the clouds at a height of metres.* (b) Fly below the clouds at a height of metres.
QBI ✓		The controlled zone regulations are in force (c).
QBJ ✗	What is the height of the top of the clouds?	The height of the top of the clouds is metres.*
QBM ✓	Has sent any message for me?	Here is the message sent by at (time).
QBN (a) ✓	Are you flying between two layers of cloud?	I am flying between two layers of cloud at a height of metres.*
QBT ✗		You are missing your dots.

* See note (ii) on page 5.

(a) The abbreviation followed by the group 'PART' signifies that the type of cloud referred to is scattered cloud.

(b) When transmitted by a ground station in France, has the meaning "I advise you to fly below the clouds": if this advice is given by the State services, QBH is followed by Y; if it is given by the representative of the owner of the aircraft, it is followed by Z.

(c) QBI followed by the group 'FIN' indicates the suspension of the controlled zone regulations.

Abbreviation.	Question.	Answer or advice.
QBU X	Are you certain of the accuracy of the telegram?	Telegram is not clear.
QBW X	Have you received the telegram sent at (time)?	The telegram sent at (time) has not been received.
(3) QC..		
QCA ✓		You are causing delay by your slowness in answering.
QCB ✓		You are causing delay by answering out of turn.
QCG ✓ ?	Must I take guard watch for you on the wave of metres (or on kilocycles)?	Take guard watch for me on the wave of metres (or on kilocycles).
QCM ✓		There seems to be a defect in your transmitter.

QCP	<i>How is my note</i>	Your note is bad.
QCS ✓		My reception on long waves has broken down.
QCT ✓		My reception on short waves has broken down.

Abbreviation.	Question.	Answer or advice.
QCY ✓	(4) QD..	I am working (<i>or</i> Work) on a trailing aerial.
QDB ✓	Have you sent telegram to ?	I could not send telegram to.....
QDC ✗		Telegram has been sent by wire.
QDD ✗		Telegram No. has been refused by as not in order. Please inform sender.
QDE ✓	What is causing the present interference ?	The present interference is caused by
QDK ✗		Answer in the alphabetical order of call signs.
QDL ✓	Do you intend to ask for a series of bearings ?	I intend to ask for a series of bearings.
QDM ✓	What is the magnetic course to steer, with zero wind, to reach you (or) ? (<i>Magnetic reciprocal bearing.</i>)	The magnetic course to steer with zero wind, to reach me (<i>or</i>) is (degrees) at (time).

(a) This advice does not imply a necessity for the aircraft to work on trailing aerial when its normal work is carried out on fixed aerial.

Abbreviation.	Question.	Answer or advice.
QDO ✓	Will you ask station... ....to transmit its call sign followed by a continuous dash for minutes, on its working wave (or on the wave of m.) so that I may use my D/F apparatus ?	I will ask station .....to transmit its call sign followed by a continuous dash for minutes, on its working wave (or on the wave of m.) so that you may use your D/F apparatus.
QDR ✓	What is my magnetic bearing in relation to you (or to) ? (Magnetic bearing.)	Your magnetic bearing in relation to me (or to) is (degrees) at (time).
QDT ✓	Are you flying in good horizontal visibility (more than 1,000 metres) ?	I am flying in good horizontal visibility (more than 1,000 metres) and at a height of ...metres.*
QDV ✓		I am flying in a horizontal visibility of less than 1,000 metres and at a height of metres.*
----- -----		

* See note (ii) on page 5.

Abbreviation.	Question.	Answer or advice.
(5) QF..		
QFA ×	Can you give me meteorological information regarding the section from to ?	Here is the meteorological information regarding the section from to
QFB ×	Are fresh meteorological observations required ?	Fresh meteorological observations are required.
QFC ×	Can you give me the upper wind from to ?	Here is the upper wind from..... to
QFD ×	My altimeter was adjusted at (aerodrome of departure) at (time of departure, stating whether G.M.T., C.E.T., etc.). Give me the altimeter correction for (name of aerodrome or other place at which the altimeter reading should be correct). <i>Example :</i> QFD ? Brussels 1030 C.E.T. Paris.	At (name of aerodrome or other place where the altimeter reading should be correct) you must : add metres to the altimeter reading. subtract.....metres from the altimeter reading. <i>Example :</i> QFD Paris add 70 metres.

Abbreviation.	Question.	Answer or advice.
QFE ✓	Can you give me the present barometric pressure, not reduced to sea level, at the surface of aerodrome (name of aerodrome). (a) <i>Example :</i> QFE Lyons ?	The present barometric pressure, not reduced to sea level, at the surface of aerodrome (name of aerodrome) is (mb. or mm.). (a) <i>Example :</i> QFE Lyons 973.7.
QFF ✓	What is the actual barometric pressure, reduced to sea-level, at aerodrome? (mm. or mb.).	The actual barometric pressure, reduced to sea-level, at aerodrome is (mm. or mb.).
QFG ✓	Am I above the aerodrome ?	You are above the aerodrome.
QFH ✓	May I descend below the clouds ?	You may descend below the clouds.
QFI ✗		Please light the aerodrome lights.(b)
QFJ ✗		The aerodrome lights are in operation.(b)
QFK ✗	Please send up maroons.	I am about to send up maroons.

(a) The actual pressure must be given to within 1/10th of a millibar and must be the pressure recorded on the ground. The reading of the mercury barometer should therefore be corrected taking into consideration the instrumental correction, the thermometric correction and the height of the barometer above the surface of the aerodrome.

(b) The lights comprise the boundary lights, obstruction lights, aerodrome beacon, and the lights illuminating the landing 'T' and the wind indicators.

Abbreviation.	Question.	Answer or advice.
QFL ✕	Please send up pyrotechnical lights.	I am about to send up pyrotechnical lights.
QFM ✕	At what height must I fly?	Fly at metres.*
QFN ✕		Please do not wind in aerial until I transmit the "end of work" sign.
QFO ✓	May I land direct?	You may land direct.
QFP ✕		My navigation lights are not working. (When transmitted by a ground station means "Your navigation lights are not working".)
QFQ ✕		The landing lights at the aerodrome (or of the aerodrome at) are out of order.
QFR ✓	Is my undercarriage damaged?	Your undercarriage is damaged. (If possible, details of the damage should be given.)

* See note (ii) on page 5.

Abbreviation.	Question.	Answer or advice.
QFS ✓	Please place the radiobeacon at in operation.	The radiobeacon at will be in operation in minutes.
QFT ✓	Between what heights has the danger of ice formation been signalled or forecast in the region of?	Danger of ice formation exists between heights of and above sea level in the region of .....(b)
QFU ✗	What is the prescribed direction for landing, expressed as the magnetic course to steer for maintaining this direction ?	The prescribed direction for landing, expressed as the magnetic course to steer, is .....degrees.
QFV ✗	Can you give me the direction of the row of landing lights (green, white, red) ?	The direction of the row of landing lights (green, white, red) is.....
QFW ✗	Is the row of landing lights (green, white, red) in operation ?	The row of landing lights (green, white, red) is in operation.

(a) (i) The abbreviation QFS may be completed by the groups 'ATT', 'NAV' and 'REP' (landing, navigation and location radiobeacons). In case of doubt, the radiobeacon concerned can be indicated by giving the call sign, frequency or wavelength.

(ii) In the answer, omission of the number of minutes indicates that the radiobeacon is in operation.

(b) The reply QFT may be followed by :—

- (i) the group 'OBS,' when it means "Formation of ice has been observed between the heights of and above sea level in the region of".
- (ii) the group 'NIL' when it means "No formation of ice in the region of".
- (iii) the groups 'NON OBS' when it means "No observations available in the region of".

Abbreviation.	Question.	Answer or advice.
QFX X		I am working (<i>or</i> I am going to work) (<i>or</i> Work) on aerial with reduced radiation (fixed or partially wound in). <i>(a)</i>
QFY X	Can you give me, in short international code, the latest meteorological report for? (place of observation or meteorological station number).	The latest meteorological report for..... in short international code is..... <i>Example</i> : QFY Manchester GGgg IIIC _L C _M wwVhN _L DDFWN.
QFZ X	Can you give me a weather forecast for the region of? (place of observation or meteorological station number).	Text in plain language.
QGA X	May I land immediately using the radiobeacon signals?	You may land immediately using the radiobeacon signals.

(a) Pilots and radio operators of British aircraft are cautioned that the use of a partially wound-in trailing aerial may be dangerous.

Abbreviation.	Question.	Answer or advice.
QGB ✕		You may not land at .....using the radio beacon procedure.
QGC ✕	Can you direct my landing?	I cannot direct your landing. Remain outside the controlled zone.
QGD ✕	Are there any obstacles on my course the height of which exceed my altitude, which is metres above sea level?	There are obstacles metres in height on your course.(a)
QGE ✓	What is my position in terms of true bearing and distance from your station?	Your position in terms of true bearing and distance from my station is degrees (true) (kms.).
QGF ✓	Will you give me my position in relation to your station (or to) expressed as the magnetic course to steer with zero wind, and the distance?	Your position in relation to my station (or to) expressed as the magnetic course to steer with zero wind, and the distance, is.....degrees .....km.
QGH ✓	May I land using the procedure of Descent through Cloud?	You may land using the procedure of Descent through Cloud.

(a) See note (ii) on page 5.

Abbreviation.	Question.	Answer or advice.
QGI ✓		You may not land using the procedure of Descent through Cloud.
QGJ ✗		Reduce your communications to the strict minimum. I have to communicate with other aircraft.
QGK ✗		Fly (I am flying) in such a manner that your (my) true bearing in relation to (place) is maintained at degrees and at a height of metres.*
QGL ✓	May I enter the controlled zone (zone of approach)?	You may enter the controlled zone (zone of approach).
QGM ✓		You may not enter the controlled zone. or Leave the controlled zone.
QGN ✓	May I land at ?	You may land at
QGO ✓		You may not land at
QGP ✓	What is my turn for landing?	Your turn for landing is
QGQ ✓		Wait for instructions and remain at a height of metres* in the vicinity of

* See note (ii) on page 5.

Abbreviation.	Question.	Answer or advice.
QGR ✕	May I land at without making a left-hand circuit?	You may land at without making a left-hand circuit.
QGS ✕		You may not land without making a left-hand circuit.
QGT ✕		Fly for.....minutes in the direction opposite to that in which you are now flying.
QGU ✕		Fly for.....minutes on magnetic course
QGV ✓	Can you see me?	I can see you to the (cardinal point of the direction).
QGX ✕	May I land by using the ZZ procedure?	You may land by using the ZZ procedure.
QGY ✕		You may not land by using the ZZ procedure.
QMI ✕	What is the vertical distribution of cloud on the section of route from to	The vertical distribution of cloud on the section of route from to is: INF (<i>height above sea level of base of first layer</i>) SUP (<i>height above sea level of top of first layer</i>) (<i>and similarly in sequence for each of the layers.</i>)

* See note (ii) on page 5.

Abbreviation.	Question.	Answer or advice.
(7) QR..		
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 kilometres).
QRC ✗	What company (or Government Administration) settles the accounts for your station ?	The accounts for my station are settled by the company (or by the Government Administration of).
QRD ✗	Where are you bound and where are you from ?	I am bound for from
QRE ✓	Will you tell me my exact frequency (wave-length) in kc/s (or m) ?	Your exact frequency (wave-length) is kc/s (or m).
QRH ✓	Does my frequency (wave-length) vary ?	Your frequency (wave-length) varies.
QRI ✓	Is my note good ?	Your note varies.
QRJ ✓	Do you receive me badly ? Are my signals weak ?	I cannot receive you. Your signals are too weak.
QRK ✓	Do you receive me well ? Are my signals good ?	I receive you well. Your signals are good.

Abbreviation.	Question.	Answer or advice.
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.
QRN ✓	Are you troubled by atmospheric ?	I am troubled by atmospheric.
QRO ✓	Shall I increase power ?	Increase power.
QRP ✓	Shall I decrease power ?	Decrease power.
QRQ ✓	Shall I send faster ?	Send faster (.... 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 tell that you are calling him on kc/s (or m) ?	Please tell that I am calling him on kc/s (or m).
QRX ✓	Shall I wait ? When will you call me again ?	Wait (or wait until I have finished communicating with....) I will call you at o'clock (or immediately).

Abbreviation.	Question.	Answer or advice.
QRY ✕	What is my turn ?	Your turn is No. (or according to any other method of arranging it).
QRZ ✓	Who is calling me ?	You are being called by
(8) QS..		
QSA ✓	What is the strength of my signals (1 to 5)? ^(a)	The strength of your signals is (1 to 5). ^(a)
QSB ✓	Does the strength of my signals vary ?	The strength of your signals varies.
QSD ✓	Is my keying correct ; are my signals distinct ?	Your keying is incorrect ; your signals are bad.
QSG ✓	Shall I send telegrams (or one telegram) at a time ?	Send telegrams (or one telegram) at a time.
QSJ ✕	What is the charge per word for including your internal telegraph charge ?	The charge per word for is francs, including my internal telegraph charge.

(a) The following scale is used to express the strength of signals :—

- 1 = Hardly perceptible ; unreadable.
- 2 = Weak ; readable now and then.
- 3 = Fairly good ; readable, but with difficulty.
- 4 = Good ; readable.
- 5 = Very good ; perfectly readable.

Abbreviation.	Question.	Answer or advice.
QSK ✓	Shall I continue with the transmission of all my traffic? I can hear you through my signals.	Continue with the transmission of all your traffic; I will interrupt you if necessary.
QSL ✗	Can you give me acknowledgment of receipt?	I give you acknowledgment of receipt.
QSM ✓	Shall I repeat the last telegram I sent you?	Repeat the last telegram you have sent me.
QSO ✓	Can you communicate with direct (or through the medium of)?	I can communicate with direct (or through the medium of).
QSP ✗	Will you retransmit to free of charge?	I will retransmit to free of charge.
QSR ✓	Has the distress call received from been cleared?	The distress call received from has been cleared by.....
QSU ✓	Shall I send (or reply) on kc/s (or m) and/or on waves of Type A1, A2, A3, or B?	Send (or reply) on..... kc/s (or m) and/or on waves of Type A1, A2, A3, or B.
QSV ✓	Shall I send a series of VVV ?	Send a series of VVV

Abbreviation.	Question.	Answer or advice.
QSW ✓	Will you send on..... kc/s (or m) and/or on waves of Type A1, A2, A3, or B?	I am going to send (or I will send) on kc/s (or m) and/or on waves of Type A1, A2, A3, or B.
QSX ✓	Will you listen for (call sign) on kc/s (or m)?	I am listening for (call sign) on kc/s (or m).
QSY ✓	Shall I change to trans- mission on kc/s (or m) without changing the type of wave? or Shall I change to trans- mission on another wave?	Change to transmission on kc/s (or m) without changing the type of wave. or Change to transmission on another wave.
QSZ ✓	Shall I send each word or group twice?	Send each word or group twice.
(9) QT..		
QTA ✗	Shall I cancel telegram No. as if it had not been sent?	Cancel telegram No.... as if it had not been sent.
QTB ✓	Do you agree with my number of words?	I do not agree with your number of words; I will repeat the first letter of each word and the first figure of each number.

Abbreviation.	Question.	Answer or advice.
QTC ✓	How many telegrams have you to send ?	I have telegrams for you (or for).
QTE ✓	<p>What is my true bearing in relation to you ?</p> <p style="text-align: center;">or</p> <p>What is my true bearing in relation to (call sign) ?</p> <p style="text-align: center;">or</p> <p>What is the true bearing of (call sign) in relation to (call sign) ? (<i>True bearing.</i>)</p>	<p>Your true bearing in relation to me is degrees.</p> <p style="text-align: center;">or</p> <p>Your true bearing in relation to (call sign) is degrees at (time).</p> <p style="text-align: center;">or</p> <p>The true bearing of (call sign) in relation to (call sign) is degrees at (time).</p>
QTF ✓	Will you give me the position of my station according to the bearings taken by the direction - finding stations which you control ?	The position of your station according to the bearings taken by the direction-finding stations which I control is latitude longitude (or by any other way of showing it).

Abbreviation.	Question.	Answer or advice.
QTG (<i>d</i>) ✓	Will you send your call for fifty seconds followed by a dash of ten seconds on kc/s (or m) in order that I may take your bearing?	I will send my call sign for fifty seconds followed by a dash of ten seconds on kc/s (or m) in order that you may take my bearing.
QTH (<i>b</i>) ✓	What is your position in latitude and longitude (or by any other way of showing it)?	My position is latitude longitude (or by any other way of showing it).
QTI (<i>c</i>) ✓	What is your true course?	My true course is..... degrees.
QTJ ✓	What is your speed?	My speed is.....knots (or kilometres per hour.)(<i>d</i>)

(a) In air navigation, QTG used alone relates to ordinary signals without impulse. QTG followed by the group 'IMP' indicates that impulse transmission should be, or is being, employed. The frequency of the impulses may be indicated; it is then inserted after 'IMP', whilst the wavelength (or frequency) is inserted, if necessary, before 'IMP'.

(b) The letters 'DO' after QTH signify that the position indicated is estimated and not observed.

(c) In air navigation, QTI used alone signifies the angle between the longitudinal axis of the aircraft and the direction of the geographical north. QTI followed by the group 'SOL' signifies the angle between the course actually followed by the aircraft and the direction of the geographical north.

(d) In the aeronautical service the "speed" referred to is the normal cruising speed in calm air, except when the indication of the speed is followed by the group 'SOL'; in this case the speed referred to is the speed relative to the ground.

Abbreviation.	Question.	Answer or advice.
QTM ✓	Send radioelectric signals and submarine sound signals to enable me to fix my bearing and my distance.	I will send radioelectric signals and submarine sound signals to enable you to fix your bearing and your distance.
QTO (a) X	Have you left dock (or port) ?	I have just left dock (or port).
QTP (a) X	Are you going to enter dock (or port) ?	I am going to enter dock (or port).
QTQ X	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 X	What is the exact time ?	The exact time is
QTU X	What are the hours during which your station is open ?	My station is open from to
(10) QU . .		
QUA X	Have you news of (call sign of the mobile station) ?	Here is news of (call sign of the mobile station).
QUB X	Can you give me, in this order, information regarding : the visibility, height of clouds, surface wind for (place of observation) ?	Here is the information required

(a) Principally used by shipping.

Abbreviation.	Question.	Answer or advice.
QUC ✓	What is the last message received by you from (call sign of the mobile station)?	The last message received by me from (call sign of the mobile station) is
QUD ✓	Have you received the urgency signal given by (call sign of the mobile station)?	I have received the urgency signal given by (call sign of the mobile station) at (time).
QUF ✓	Have you received the distress signal sent by (call sign of the mobile station)?	I have received the distress signal sent by (call sign of the mobile station) at (time).
QUG ✓	Will you be forced to alight in the sea (or to land)?	I am forced to alight (or land) at (place).
QUH ✗	Will you give me the present barometric pressure at sea level?	The present barometric pressure at sea level is (units).
QUJ ✓	<p>Will you give me the true course to steer with zero wind to reach you?</p> <p>or</p> <p>What is the true course to steer with zero wind to reach you (or to reach)?</p> <p><i>(True reciprocal bearing)</i></p>	<p>The true course to steer with zero wind to reach me is degrees at (time).</p> <p>or</p> <p>The true course to steer with zero wind to reach me (or to reach) is degrees at (time).</p>
QUM ✓	Is the distress traffic ended?	The distress traffic is ended.

(B) IN SUBJECT ORDER
(to be used for coding)

Abbreviation.	Question.	Answer or advice.
(1) RECIPROCAL RECOGNITION BETWEEN STATIONS <i>(Names, positions, owners)</i>		
(a) Names		
QRA ✓	What is the name of your station ?	The name of my station is
QRZ ✓	Who is calling me ?	You are being called by
(b) Position		
QRB ✗	How far approximately are you from my station ?	The approximate distance between our stations is nautical miles (or kilometres).
(c) Owner		
QRC ✗	What company (or Government Administration) settles the accounts for your station ?	The accounts for my station are settled by the company (or by the Government Administration of).

Abbreviation.	Question.	Answer or advice.
(2) THE RADIO SERVICE		
<i>(Frequencies, types of wave, power, strength of signals, note, keying, interference, and other defects)</i>		
(a) Wave lengths		
QRG ✓	Will you tell me my exact frequency (wave length) in kc/s (or m) ?	Your exact frequency (wave length) is..... kc/s (or m).
QRH ✓	Does my frequency (wave length) vary ?	Your frequency (wave length) varies.
QSU ✓	Shall I send (or reply) on kc/s (or m) and/or on waves of A1, A2, A3 or B ?	Send (or reply) on kc/s (or m) and/or on waves of type A1, A2, A3 or B.
QSW ✓	Will you send on kc/s (or m) and/or on waves of type A1, A2, A3 or B?	I am going to send on kc/s (or m) and/or on waves of type A1, A2, A3 or B.
QSX ✓	Will you listen for (call sign) on .....kc/s (or m) ?	I am listening for (call sign) on kc/s (or m).
QSY ✓	Shall I change to transmission on kc/s (or m) without changing the type of wave ? . or Shall I change to transmission on another wave ?	Change to transmission on kc/s (or m) without changing the type of wave. or Change to transmission on another wave.

Abbreviation.	Question.	Answer or advice.
QAP ✓	Must I continue to listen for you (or for) on metres (or on kilocycles) ?	Continue to listen for me (or for) on metres (or on kilocycles).
QCG? ✓	Must I take guard watch for you on the wave of metres (or on kilocycles) ?	Take guard watch for me on the wave of metres (or on kilocycles).
(b) Power, strength of signals, note		
QRJ ✓	Do you receive me badly? Are my signals weak ?	I cannot receive you. Your signals are too weak.
QRK ✓	Do you receive me well? Are my signals good ?	I receive you well. Your signals are good.
QRO ✓	Shall I increase power ?	Increase power.
QRP ✓	Shall I decrease power ?	Decrease power.
QSA ✓	What is the strength of my signals (1 to 5) ? (a)	The strength of your signals is (1 to 5). (a)
QSB ✓	Does the strength of my signals vary ?	The strength of your signals varies.
QRI ✓	Is my note good ?	Your note varies.
QCP	<i>How is my note</i>	Your note is bad.

(a) See note (a) on page 25.

Abbreviation.	Question.	Answer or advice.
(c) Keying		
QRQ ✓	Shall I send faster ?	Send faster (..... words per minute).
QRS ✓	Shall I send more slowly ?	Send more slowly (..... words per minute).
QSD ✓	Is my keying correct ? Are my signals distinct ?	Your keying is incorrect. Your signals are bad.
QBT ✗		You are missing your dots.
(d) Interference and other defects		
QRM ✓	Are you being interfered with ?	I am being interfered with.
QRN ✓	Are you troubled by atmospherics ?	I am troubled by atmospherics.
QDH ✓	What is causing the present interference ?	The present interference is caused by
QCM ✓		There seems to be a defect in your transmission.

QCS ✓		My reception on long waves has broken down.
QCT ✓		My reception on short waves has broken down.
QBE ✓		I am about to wind in my aerial.

Abbreviation.	Question.	Answer or advice.
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(3) RADIO OPERATION

(Establishing communication, order of telegrams, repetition, transit, charges, miscellaneous)

(a) Establishing communication

QRL ✓	Are you busy ?	I am busy (or I am busy with). Please do not interfere.
QRU ✓	Have you anything for me ?	I have nothing for you.
QSV ✓	Shall I send a series of VVV ?	Send a series of VVV.
QRV ✓	Are you ready ?	I am ready.
QRX ✓	Shall I wait ? When will you call me again ?	Wait until I have finished communicating with I will call you immediately (or at o'clock).
QRY ✗	What is my turn ?	Your turn is No..... (or according to any other method of arranging it).
QTQ ✓	Can you communicate with my station by means of the International Code of Signals ?	I will communicate with your station by means of the International Code of Signals.
QTC ✓	How many telegrams have you to send ?	I have telegrams for you or for

Abbreviation.	Question.	Answer or advice.
QAX ✗	Have you in your aircraft the following person for whom I have a waiting radiotelegram? (Here follows the designation of the person as it appears in the address of the radiotelegram : name and qualifications).	Yes, I have in my aircraft the person for whom you have a waiting radiotelegram.
(b) End of communication		
QRT ✓	Shall I stop sending?	Stop sending.
QBE ✓		I am about to wind in my aerial.
QCY ✓		I am working (<i>or</i> Work) on a trailing aerial.(a)
QFN ✗		Please do not wind in aerial until I transmit the "end of work" sign.
QFX ✗		I am working (<i>or</i> am going to work) (<i>or</i> Work) on an aerial with reduced radiation (fixed or partially wound in).(b)

(a) This advice does not imply a necessity for the aircraft to work on trailing aerial when its normal work is carried out on fixed aerial.

(b) Pilots and radio operators of British aircraft are cautioned that the use of a partially wound-in trailing aerial may be dangerous.

Abbreviation.	Question.	Answer or advice.
QSK ✓	Shall I continue with the transmission of all my traffic? I can hear you through my signals.	Continue the transmission of all your traffic. I will interrupt you if necessary.
QSL ✗	Can you give me acknowledgment of receipt?	I give you acknowledgment of receipt.
QSM ✓	Shall I repeat the last telegram I sent you?	Repeat the last telegram you sent me.
QTA ✗	Shall I cancel telegram No. as if it had not been sent?	Cancel telegram No. as if it had not been sent.
QTB ✓	Do you agree with my number of words?	I do not agree with your number of words; I will repeat the first letter of each word and the first figure of each number.
QAT ✓	Shall I continue to send?	Listen before sending; you are interfering. or Listen before sending; you are sending at the same time as
QBU ✗	Are you certain of the accuracy of telegram ?	Telegram is not clear.

Abbreviation.	Question.	Answer or advice.
(c) Order of telegrams, repetition		
QSG ✓	Shall I send telegrams (or one telegram) at a time ?	Send telegrams (or one telegram) at a time.
QSZ ✓	Shall I send each word or group twice ?	Send each word or group twice.
QSM ✓	Shall I repeat the last telegram I sent you ?	Repeat the last telegram you sent me.
QCB ✓		You are causing delay by answering out of your turn.
QDK ✗		Answer in the alphabetical order of the call signs.
QGJ ✗		Reduce your communications to a strict minimum. I have to communicate with other aircraft.
(d) Transit		
QRW ✓	Shall I tell that you are calling him on kc/s (or m) ?	Please tell that I am calling him on kc/s (or m).
QSO ✓	Can you communicate with direct (or through the medium of) ?	I can communicate with direct (or through the medium of).

Abbreviation.	Question.	Answer or advice.
QUA X	Have you news of (call sign of the mobile station) ?	Here is news of (call sign of the mobile station).
QUC ✓	What is the last message received by you from (call sign of the mobile station) ?	The last message received by me from (call sign of the mobile station) is
QUD ✓	Have you received the urgency signal sent by (call sign of the mobile station) ?	I have received the urgency signal sent by (call sign of the mobile station) at (time).
QUF ✓	Have you received the distress signal sent by (call sign of the mobile station) ?	I have received the distress signal sent by (call sign of the mobile station) at (time).
QUM ✓	Is the distress traffic ended ?	The distress traffic is ended.
QRZ ✓	Who is calling me ?	You are being called by
QBM ✓	Has sent any message for me ?	Here is the message sent by at (time).
QDB ✓	Have you sent telegram to ?	I could not send telegram to
QDC X		Telegram has been sent by wire.
QDD X		Telegram No. has been refused by as not in order. Please inform sender.
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Abbreviation.	Question.	Answer or advice.
QAP ✓	Must I continue to listen for you (or for) on metres (or on kilocycles) ?	Continue to listen for me (or for) on metres (or on kilocycles).
QAR ✗	May I cease keeping watch for minutes, in order to (reason) ?	You may cease keeping watch for minutes in order to (reason).
(e) Charges		
Q SJ ✗	What is the charge per word for including your internal telegraph charge ?	The charge per word for is francs, including my internal telegraph charge.
QSP ✗	Will you retransmit to free of charge?	I will retransmit to free of charge.
(f) Miscellaneous		
QTR ✗	What is the exact time?	The exact time is
QTU ✗	What are the hours during which your station is open ?	My station is open from to
QBE ✓		I am about to wind in my aerial.
QFN ✗		Please do not wind in aerial until I transmit the "end of work" sign.

Abbreviation.	Question.	Answer or advice.
QBW ✗	Have you received the telegram sent at (time) ?	The telegram sent at (time) has not been received.
QCA ✓		You are causing delay by your slowness in answering.

(4) THE OPERATION AND CONTROL OF AIRCRAFT

(a) Movements of aircraft

QAD ✓	At what time did you leave (place of departure) ?	I left (place of departure) at (time).
QAB ✓	Are you making for ?	I am making for or Make for
QAA ✓	At what time do you expect to arrive at ?	I expect to arrive at at (time).
QAL ✓	Are you going to land at ?	I am going to land at or Land at
QAC ✓	Are you returning to ?	I am returning to or Return to
QAQ ✗	Am I near a forbidden zone, or the forbidden zone of (name of forbidden zone) ?	You are near a forbidden zone, or the forbidden zone of (name of forbidden zone). (a)

(a) The direction and distance of the forbidden zone with reference to the known or supposed position of the aircraft must be given.

Abbreviation.	Question.	Answer or advice.
QAS ✗		You are flying over a forbidden zone, or the forbidden zone of (name of forbidden zone). (a)
QRD ✗	Where are you bound and where are you from?	I am bound for from
QTO(b) ✗	Have you left dock (or port)?	I have just left dock (or port).
QTP(b) ✗	Are you going to enter dock (or port)?	I am going to enter dock (or port).
QUG ✓	Will you be forced to alight in the sea (or to land)?	I am forced to alight (or (land at (place).

(b) Reports during flight

(i) Position ; Height ; Track ; Speed ; Time

QTH(c) ✓	What is your position in latitude and longitude (or by any other way of showing it)?	My position is latitude longitude (or by any other way of showing it).
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(a) When the abbreviation QAS immediately precedes another abbreviation giving an advice or order, it gives to that advice or order the character of a formal command.

(b) Principally used by shipping.

(c) The letters ' DO ' after QTH signify that the position indicated is estimated and not observed.

Abbreviation.	Question.	Answer or advice.
QAH ✓	What is your height ?	My height is metres* (or by any other way of stating it). (a)
QFM ✗	At what height must I fly ?	Fly at metres.*
QTI(b) ✓	What is your true course?	My true course is degrees.
QTJ ✓	What is your speed ?	My speed is.....knots (or kilometres per hour). (c)
QAF ✓	At what time did you pass ?	I passed at (time).

* See note (ii) on page 5.

(a) An aircraft should reply to QAH ? by using any of the groups QBF, QBG, QBH, QBN, QDT or QDV, followed by its height. In such cases the group QAH is omitted from the reply.

(b) In air navigation, QTI used alone signifies the angle between the longitudinal axis of the aircraft and the direction of the geographical north. QTI followed by the group 'SOL' signifies the angle between the course actually followed by the aircraft and the direction of the geographical north.

(c) In the aeronautical service the 'speed' referred to is the normal cruising speed in calm air, except when the indication of the speed is followed by the group 'SOL'; in this case the speed referred to is the speed relative to the ground.

Abbreviation.	Question.	Answer or advice.
QAG ✓		Arrange your flight (or : I am arranging my flight) in order to arrive at (time) at (place).
QAA ✓	At what time do you expect to arrive at ?	I expect to arrive at at (o'clock).
QGT ✗		Fly for minutes in the direction opposite to that in which you are now flying.
QGU ✗		Fly for minutes on magnetic course
QAI ✗	Has any aircraft been signalled in my neighbourhood ?	No aircraft has been signalled in your neighbourhood. (a)
QAE ✓	Have you news of (call sign of the aircraft station) ?	I have no news of (call sign of the aircraft station).

(a) QAI may be accompanied by the group 'NIL', which emphasises but does not modify the sense of the existing reply.

Abbreviation.	Question.	Answer or advice.
QBH (a) ✓	Are you flying below the clouds ?	I am flying below the clouds at a height of .....metres.* ^(b)
QBF (a) ✓	Are you flying in the clouds ?	Fly below the clouds at a height of ....metres.*
QBF(...) X		I am flying in the clouds at a constant height.
QBF ASC X		I am flying in the clouds at a height of ....metres.*
QBF(...) X ASC		I am flying in the clouds and am climbing.
QBF ASC X (....)		I am flying in the clouds at a height of ....metres* and am climbing.
QBF(...) X ASC (....)		I am flying in the clouds and climbing to a height of ....metres.*
QBF DES X		I am flying in the clouds at a height of ....metres,* and am climbing to a height of ....metres.*
QBF(...) X DES		I am flying in the clouds and descending.
QBF DES X (....)		I am flying in the clouds at a height of ....metres* and descending.
		I am flying in the clouds and descending to a height of ....metres.*

* See note (ii) on page 5.

(a) The abbreviation followed by the group 'PART' signifies that the type of cloud referred to is scattered cloud.

(b) When transmitted by a ground station in France, has the meaning "I advise you to fly below the clouds"; if this advice is given by the State services, QBH is followed by Y; if it is given by the representative of the owner of the aircraft, it is followed by Z.

Abbreviation.	Question.	Answer or advice.
QBF(..X) DES (.....)		I am flying in the clouds at a height of metres* and am descending to a height of metres.*
QBG(X) ✓	Are you flying above the clouds ?	I am flying above the clouds at a height of .....metres.* Fly above the clouds at a height of metres.*
QBN(X) ✓	Are you flying between two layers of cloud ?	I am flying between two layers of cloud at a height of metres.*
QDV ✓		I am flying in a horizontal visibility of less than 1,000 metres and at a height of metres.*
QDT ✓	Are you flying in good horizontal visibility (more than 1,000 metres) ?	I am flying in good horizontal visibility (more than 1,000 metres) and at a height of metres.*

* See note (ii) on page 5.

(a) The abbreviation followed by the group 'PART' signifies that the type of cloud referred to is scattered cloud.

Abbreviation.	Question.	Answer or advice.
QBB ✓	What is the height of base of low cloud at (place) ?	The height of base of low cloud at (place) is metres.*(a)
QBJ ✗	What is the height of the top of the clouds ?	The height of the top of the clouds is metres.*
QAZ ✓	Are you flying in a storm ?	I am flying in a storm.
<p>(c) Radio Navigation (i) <i>General</i></p>		
QFS (✓) ✓	Please place the radiobeacon at in operation.	The radiobeacon at will be in operation in minutes.
QDO ✓	Will you ask station to transmit its call sign followed by a continuous dash for minutes, on its working wave (or on the wave of .....m.) so that I may use my D/F apparatus ?	I will ask station to transmit its call sign followed by a continuous dash for minutes on its working wave (or on the wave of .....m.) so that you may use your D/F apparatus.

* See note (ii) on page 5.

(a) The answer may be completed by one of the three groups 'NET' ("well defined"), 'IRREG' ("irregular" or "broken") and 'FLOU' ("diffuse" or "ill-defined") in order to indicate the state of the cloud.

(b) (i) The abbreviation QFS may be completed by the groups 'ATT', 'NAV' and 'REP' (landing, navigation and location radio beacons). In case of doubt, the radiobeacon concerned can be indicated by giving the call sign, frequency or wavelength.

(ii) In the answer, omission of the number of minutes indicates that the radiobeacon is in operation.

Abbreviation.	Question.	Answer or advice.
QTG ✓	<p>Will you send your call for fifty seconds followed by a dash of ten seconds on kc/s (or .....m) in order that I may take your bearing?</p> <p style="text-align: center;">(ii) <i>D/F bearings</i></p>	<p>I will send my call sign for fifty seconds followed by a dash of ten seconds on kc/s (or .....m) in order that you may take my bearing.</p>
QTE ✓	<p>What is my true bearing in relation to you?</p> <p style="text-align: center;">or</p> <p>What is my true bearing in relation to (call sign)?</p> <p style="text-align: center;">or</p> <p>What is the true bearing of (call sign) in relation to (call sign)? (<i>True bearing.</i>)</p>	<p>Your true bearing in relation to me is degrees.</p> <p style="text-align: center;">or</p> <p>Your true bearing in relation to (call sign) is degrees at (time).</p> <p style="text-align: center;">or</p> <p>The true bearing of (call sign) in relation to (call sign) is degrees at (time).</p>
QUJ ? ✓	<p>Will you give me the true course to steer with zero wind to reach you?</p> <p style="text-align: center;">or</p> <p>What is the true course to steer with zero wind to reach you or to reach ? (<i>True reciprocal bearing.</i>)</p>	<p>The true course to steer with zero wind to reach me is degrees at (time).</p> <p style="text-align: center;">or</p> <p>The true course to steer with zero wind to reach me or to reach is degrees at (time).</p>

(a) In air navigation, QTG used alone relates to ordinary signals without impulse. QTG followed by the group 'IMP' indicates that impulse transmission should be, or is being, employed. The frequency of the impulses may be indicated; it is then inserted after 'IMP' whilst the wavelength (or frequency) is inserted, if necessary, before 'IMP.'

Abbreviation.	Question.	Answer or advice.
QDL ✓	Do you intend to ask for a series of bearings?	I intend to ask for a series of bearings.
QDM ✓	What is the magnetic course to steer, with zero wind, to reach you (or)? (<i>Magnetic reciprocal bearing.</i>)	The magnetic course to steer with zero wind, to reach me (or.....) is (degrees) at (time).
QDR ✓	What is my magnetic bearing in relation to you (or to)? (<i>Magnetic bearing.</i>)	Your magnetic bearing in relation to me (or to) is (degrees) at (time).
(iii) <i>D/F positions</i>		
QTF ✓	Will you give me the position of my station according to the bearings taken by the direction - finding stations which you control?	The position of your station according to the bearings taken by the direction-finding stations which I control is latitude longitude (or by any other way of showing it).
QGE ✓	What is my position in terms of true bearing and distance from your station?	Your position in terms of true bearing and distance from my station is degrees (true) (kms.).

Abbreviation.	Question.	Answer or advice.
QGF ✓	Will you give me my position in relation to your station (or to) expressed as the magnetic course to steer with zero wind, and the distance ?	Your position in relation to my station (or to) expressed as the magnetic course to steer with zero wind, and the distance, is degrees km.
QTM ✓	Send radioelectric signals and submarine sound signals to enable me to fix my bearing and my distance.	I will send radioelectric signals and submarine sound signals to enable you to fix your bearing and your distance.
(d) Meteorological advice during flight		
<i>(i) Weather</i>		
QAM X	Can you give me the latest meteorological weather report for (place of observation) ?	Here is the latest meteorological weather report for (place of observation).
QBC X	Will you send me the latest meteorological observation made by you from the aircraft ?	Here is the latest meteorological observation made by me from the aircraft. (b)

(a) Principally used by shipping.

(b) In the reply, the abbreviation QBC will be immediately followed by the position of the aircraft (QTH) and by one or more of the following particulars:—CLAIR, QFT OBS, QBF, QBG, QBH, QBN, QDT, QDV.

Abbreviation.	Question.	Answer or advice.
QFA ✕	Can you give me meteorological information regarding the section from to ?	Here is the meteorological information regarding the section from to.....
QFY ✕	Can you give me, in short international code, the latest meteorological report for ? (place of observation or meteorological station number).	The latest meteorological report for in short international code is..... <i>Example</i> : QFY Manchester GGggIIIC _L C _M wwVhN _L DDFWN.
QFZ ✕	Can you give me a weather forecast for the region of.....? (place of observation or meteorological station number).	Text in plain language.
QFB ✕	Are fresh meteorological observations required ?	Fresh meteorological observations are required.
QUB ✕	Can you give me, in this order, information regarding : the visibility, height of clouds, surface wind for (place of observation) ?	Here is the information required

Abbreviation.	Question.	Answer or advice.
(ii) <i>Barometric pressure</i>		
QFE ✓	<p>Can you give me the present barometric pressure, not reduced to sea-level, at the surface of aerodrome (name of aerodrome). (a) <i>Example</i> : QFE Lyons ?</p>	<p>The present barometric pressure, not reduced to sea-level, at the surface of aerodrome (name of aerodrome) is (mb. or mm.). (a) <i>Example</i> : QFE Lyons 973·7.</p>
QFD ✗	<p>My altimeter was adjusted at (aerodrome of departure) at (time of departure, stating whether G.M.T., C.E.T., etc.) Give me the altimeter correction for (name of aerodrome or other place at which the altimeter reading should be correct). <i>Example</i> : QFD ? Brussels 1030 C.E.T. Paris ?</p>	<p>At (name of aerodrome or other place where the altimeter reading should be correct) you must : add metres to the altimeter reading. subtract metres from the altimeter reading. <i>Example</i> : QFD Paris add 70 metres.</p>

(a) The actual pressure must be given within 1/10th of a millibar and must be the pressure recorded on the ground. The reading of the mercury barometer should therefore be corrected taking into consideration the instrumental correction, the thermometric correction and the height of the barometer above the surface of the aerodrome.

Abbreviation.	Question.	Answer or advice.
QFF ✓	What is the actual barometric pressure, reduced to sea-level, at aerodrome? (mm. or mb.)	The actual barometric pressure, reduced to sea-level, at aerodrome is (mm. or mb.)
QUH ✗	Will you give me the present barometric pressure at sea-level?	The present barometric pressure at sea-level is (units).
(iii) <i>Wind</i>		
QAN ✗	Can you give me the latest meteorological report concerning surface wind for (place of observation)?	Here is the latest meteorological report concerning surface wind for (place of observation).
QAO ✗	Can you give me the latest meteorological report concerning upper wind for (place of observation)?	Here is the latest meteorological report concerning upper wind for (place of observation).
QFC ✗	Can you give me the upper wind from to?	Here is the upper wind from to
(iv) <i>Visibility</i>		
QBA ✓	What is the visibility at (place)?	The visibility at (place) is (metres).

Abbreviation.	Question.	Answer or advice.
(v) <i>Clouds</i>		
QBB ✓	What is the height of base of low cloud at (place) ?	The height of base of low cloud at (place) is metres.*(a)
QBJ ✗	What is the height of the top of the clouds ?	The height of the top of the clouds is metres.*
QMI ✗	What is the vertical distribution of cloud on the section of route from to ?	The vertical distribution of cloud on the section of route from to is: INF (<i>height above sea level of base of first layer</i>) SUP (<i>height above sea level of top of first layer</i>) (<i>and similarly in sequence for each of the layers.</i>)
(vi) <i>Ice formation</i>		
QFT ✓	Between what heights has the danger of ice formation been signalled or forecast in the region of ?	Danger of ice formation exists between heights of and above sea-level in the region of .....(b)

* See note (ii) on page 5.

(a) The answer may be completed by one of the three groups 'NET' ("well defined"), 'IRREG' ("irregular" or "broken") and 'FLOU' ("diffuse" or "ill-defined") in order to indicate the state of the cloud.

(b) The reply QFT may be followed by:—

(i) the group 'OBS', when it means "Formation of ice has been observed between the heights of and above sea level in the region of"

(ii) the group 'NIL', when it means "No formation of ice in the region of"

(iii) the groups 'NON OBS', when it means "No observations available in the region of"

Abbreviation.	Question.	Answer or advice.
(e) Controlled Zones		
QBI ✓		The controlled zone regulations are in force.(a)
QGL ✓	May I enter the controlled zone (zone of approach) ?	You may enter the controlled zone (zone of approach).
QGM ✓		You may not enter the controlled zone. or Leave the controlled zone.
QGN ✓	May I land at ?	You may land at
QGO ✓		You may not land at
QGP ✓	What is my turn for landing ?	Your turn for landing is
QGQ ✓		Wait for instructions and remain at a height of metres* in the vicinity of
Q GK ✗		Fly (I am flying) in such a manner that your (my) true bearing in relation to (place) is maintained at degrees and at a height of metres.*

* See note (ii) on page 5.

(a) QBI followed by the group 'FIN' indicates the suspension of the controlled zone regulations.

Abbreviation.	Question.	Answer or advice.
(f) Landing Procedures.		
<i>(i) By descent through the clouds</i>		
QFU ✗	What is the prescribed direction for landing expressed as the magnetic course to steer for maintaining this direction ?	The prescribed direction for landing expressed as the magnetic course to steer is degrees.
QGH ✓	May I land using the procedure of Descent through Cloud ?	You may land using the procedure of Descent through Cloud.
QGI ✓		You may not land using the procedure of Descent through Cloud.
QFH ✓	May I descend below the clouds ?	You may descend below the clouds.
QBH ✓	Are you flying below the clouds ?	I am flying below the clouds at a height of metres.* <i>(b)</i>

* See note (ii) on page 5.

(a) The abbreviation followed by the group 'PART' signifies that the type of cloud referred to is scattered cloud.

(b) When transmitted by a ground station in the United Kingdom has the meaning "Fly below the clouds". When transmitted by a ground station in France, has the meaning "I advise you to fly below the clouds": if this advice is given by the State services, QBH is followed by Y; if it is given by the representative of the owner of the aircraft, it is followed by Z.

Abbreviation.	Question.	Answer or advice.
<i>(ii) By radiobeacon</i>		
QFS ✓	Please place the radiobeacon at in operation.	The radiobeacon at.... will be in operation in minutes.
QGA ✗	May I land immediately using the radiobeacon signals ?	You may land immediately using the radiobeacon signals.
QGB ✗	Is an aircraft about to land using the radiobeacon signals and must I wait ?	You may not land at .....using the radio beacon procedure.
QGC ✗	Can you direct my landing ?	I cannot direct your landing. Remain outside the controlled zone.
<i>(iii) " ZZ " procedure.</i>		
QGX ✗	May I land by using the ZZ procedure ?	You may land by using the ZZ procedure.
QGY ✗		You may not land by using the ZZ procedure.
QFG ✓	Am I above the aerodrome ?	You are above the aerodrome.

(a) (i) The abbreviation QFS may be completed by the indications 'ATT', 'NAV' and 'REP' (landing, navigation and location radiobeacons). In case of doubt, the radiobeacon concerned can be indicated by giving the call sign, frequency or wavelength.

(ii) In the answer, omission of the number of minutes indicates that the radiobeacon is in operation.

Abbreviation.	Question.	Answer or advice.
QTE ✓	<p>What is my true bearing in relation to you ?</p> <p style="text-align: center;">or</p> <p>What is my true bearing in relation to (call sign) ?</p> <p style="text-align: center;">or</p> <p>What is the true bearing of (call sign) in relation to (call sign) ? (<i>True bearing.</i>)</p>	<p>Your true bearing in relation to me is degrees.</p> <p style="text-align: center;">or</p> <p>Your true bearing in relation to (call sign) is degrees at (time).</p> <p style="text-align: center;">or</p> <p>The true bearing of (call sign) in relation to (call sign) is degrees at (time).</p>
QDR ✓	<p>What is my magnetic bearing in relation to you (or to) ? (<i>Magnetic bearing.</i>)</p>	<p>Your magnetic bearing in relation to me (or to) is (degrees) at (time).</p>
QDM ✓	<p>What is the magnetic course to steer, with zero wind, to reach you (or) ? (<i>Magnetic reciprocal bearing.</i>)</p>	<p>The magnetic course to steer with zero wind, to reach me (or. . . .) is (degrees) at (time).</p>
QFO ✓	<p>May I land direct ?</p>	<p>You may land direct.</p>

Abbreviation.	Question.	Answer or advice.
(g) Aerodromes		
<i>(i) Circuits</i>		
QGR X	May I land at without making a left-hand circuit?	You may land at without making a left-hand circuit.
QGS X		You may not land without making a left-hand circuit.
<i>(ii) Lighting</i>		
QFI X		Please light the aerodrome lights.(a)
QFJ X		The aerodrome lights are in operation.(a)
QFQ X		The landing lights at the aerodrome (or of the aerodrome at) are out of order.
QFV X	Can you give me the direction of the row of landing lights (green, white, red)?	The direction of the row of landing lights (green, white, red) is
QFW X	Is the row of landing lights (green, white, red) in operation?	The row of landing lights (green, white, red) is in operation.

(a) The lights comprise the boundary lights, obstruction lights, aerodrome beacon, and the lights illuminating the landing 'T' and the wind indicators.

Abbreviation.	Question.	Answer or advice.
<i>(iii) Pyrotechnical assistance</i>		
QFK ✗	Please send up maroons.	I am about to send up maroons.
QFL ✗	Please send up pyrotechnical lights.	I am about to send up pyrotechnical lights.
<i>(iv) Miscellaneous</i>		
QGV ✓	Can you see me ?	I can see you to the.... (cardinal point of the direction).
QAA ✓	At what time do you expect to arrive at ?	I expect to arrive at at (o'clock).
QAL ✓	Are you going to land at..... ?	I am going to land at or Land at
QBE ✓		I am about to wind in my aerial.
(h) Danger		
QAI ✗	Has any aircraft been signalled in my neighbourhood ?	No aircraft has been signalled in your neighbourhood.(a)

(a) The group 'QAI' may be accompanied by the group 'NIL', which emphasises but does not modify the sense of the existing reply.

Abbreviation.	Question.	Answer or advice.
QAK ✓	Is another aircraft flying in my vicinity causing a danger of collision? or, Is there a risk of collision due to aircraft flying in my vicinity?	Beware of collision, other (one or more) aircraft are flying in your vicinity, or, Beware of collision, aircraft....is (or are) flying in your vicinity.
QGD ✗	Are there any obstacles on my course the height of which exceed my altitude which is m. above sea-level?	There are obstacles metres in height on your course.(a)
QFP ✗		My navigation lights are not working. (When transmitted by a ground station means "Your navigation lights are not working").
QFR ✓	Is my undercarriage damaged?	Your undercarriage is damaged. (If possible, details of the damage should be given).
(i) Assistance		
QAE ✗	Have you news of (call sign of the aircraft station)?	I have no news of (call sign of the aircraft station).

(a) See note (ii) on page 5.

Abbreviation.	Question.	Answer or advice.
QAJ ✕	Shall I take steps to search for an aircraft (or aircraft) in my vicinity (or according to other indications)?	Search for an aircraft (or aircraft) in your vicinity (or according to other indications).
QUF ✓	Did you receive the distress signal sent by (call sign of the mobile station) ?	I received the distress signal sent by (call sign of the mobile station) at (time).
QUD ✓	Did you receive the urgency signal given by (call sign of the mobile station) ?	I received the urgency signal given by (call sign of the mobile station) at (time).
QSR ✓	Has the distress call received from been cleared ?	The distress call received from has been cleared by

II.—MISCELLANEOUS ABBREVIATIONS

Abbre- viation.	Meaning.	Abbre- viation.	Meaning.
C	Yes.	CS	Call sign. (<i>To be used to ask for a call sign or to have one repeated.</i>)
N	No.	DB	I cannot give you a bearing, you are not in the calibrated sector of this station.
P	Indicator of private telegram in the mobile service. (<i>To be used as a prefix.</i>)	DC	The minimum of your signal is suitable for the bearing.
W	Word or words.	DF	Your bearing at (time) was degrees, in the doubtful sector of this station, with a possible error of two degrees.
AA	All after (<i>To be used after a note of interrogation to ask for a repetition</i>)	DG	Please advise me if you note an error in the bearing given.
AB	All before (<i>To be used after a note of interrogation to ask for a repetition</i>)	DI	Bearing doubtful in consequence of the bad quality of your signal.
AL	All that has just been sent. (<i>To be used after a note of interrogation to ask for a repetition</i>)	DJ	Bearing doubtful because of interference.
BN	All between (<i>To be used after a note of interrogation to ask for a repetition.</i>)	DL	Your bearing at (time) was degrees in the doubtful sector of this station.
BQ	A reply to an RQ.		
CL	I am closing my station.		
CQ	General call to all stations.		

Abbreviation.	Meaning.	Abbreviation.	Meaning.
DO	Bearing doubtful. Ask for another bearing later, or at (time).	GA	Resume sending. (<i>To be used more especially in the fixed service.</i>)
DP	Beyond 50 miles, the possible error of bearing may amount to two degrees.	JM	If I may transmit, send a series of dashes. To stop my transmission, send a series of dots. (<i>Not to be used on 500 kc/s (600 m.)</i> .)
DS	Adjust your transmitter, the minimum of your signal is too broad.	MN*	Minute or minutes. (<i>To be used to indicate the duration of a wait.</i>)
DT	I cannot furnish you with a bearing; the minimum of your signal is too broad.	NW	I resume transmission. (<i>To be used more especially in the fixed service.</i>)
DY	This station is two-way, what is your approximate direction in degrees in relation to this station?	OK	Agreed.
DZ	Your bearing is reciprocal. (<i>To be used only by the control station of a group of direction-finding stations when it is addressing other stations of the same group.</i>)	RQ	Designation of a request.
ER	Here . . . (<i>To be used before the name of the mobile station in the sending of route indications.</i>)	SA	Precedes the name of an aircraft station. (<i>To be used in sending particulars of flight.</i>)
		SF	Signifies the name of an aeronautical station.
		SN	Signifies the name of a coast station.

*See also MN on page 67.

Abbreviation.	Meaning.	Abbreviation.	Meaning.
SS	Signifies the name of a ship station. (<i>To be used in sending particulars of voyage.</i>)	MSG	Telegram concerning the service of the ship. (<i>To be used as a prefix.</i>)
TR	<i>Used in requesting or sending particulars concerning a mobile station.</i>	NIL	I have nothing for you. (<i>To be used after an abbreviation of the "Q" Code to mean that the answer to the question put is negative.</i>)
UA	Are we agreed?	PBL	Preamble. (<i>To be used after a note of interrogation to request a repetition.</i>)
WA	Word after (<i>To be used after a note of interrogation to request a repetition.</i>)	REF	Referring to or, Refer to . . .
WB	Word before (<i>To be used after a note of interrogation to request a repetition.</i>)	RPT	Repeat, or, I repeat. (<i>To be used to ask for or to give repetition of all or part of the traffic, the relative particulars being sent after the abbreviation.</i>)
XS	Atmospherics.	SIG	Signature. (<i>To be used after a note of interrogation to request a repetition</i>)
YS	Your service message.	SVC	Service telegram concerning private traffic. (<i>To be used as a prefix.</i>)
ABV	Repeat or I repeat the figures in abbreviated form.	TFC	Traffic.
ADR	Address. (<i>To be used after a note of interrogation to request a repetition.</i>)	TXT	Text. (<i>To be used after a note of interrogation to request a repetition.</i>)
CFM	Confirm or I confirm.		
COL	Collate or I collate.		
ITP	Stops (punctuation) count.		

Special Signals used in the "ZZ" Landing Procedure

MN* ME MS MW

The following signals are used to indicate the position of the aircraft in relation to the aerodrome :—

MN	..	Noise of engine to the north.
ME	..	„ „ „ east.
MS	..	„ „ „ south.
MW	..	„ „ „ west.

Z..Z

The following is given as the final signal to request the aircraft to descend within view of the ground :—

Letter Z ;

last letter of the call sign of the ground radio station ;
letter Z.

e.g. ZZZ (as would be used by Berlin Tempelhof radio station).

J..J

The following signal is given to request the aircraft to fly away from the aerodrome :—

Letter J ;

last letter of the call sign of the ground radio station ;
letter J.

e.g. JXJ (as would be used by Berlin Tempelhof radio station).

*See also MN on page 65.

III.—INTERNATIONAL MORSE CODE

Spacing and length of signals :

A dash is equal to 3 dots.

The space between the signals which form the same letter is equal to 1 dot.

The space between two letters is equal to 3 dots.

The space between two words is equal to 5 dots.

(1) LETTERS

a	• —	n	— •
ä	• — • —	ñ	— — • — —
á or å	• — — • —	o	— — —
b	— • • •	ö	— — — •
c	— • — •	p	• — — •
ch	— — — —	q	— — • —
d	— • •	r	• — •
e	•	s	• • •
é	• • — • •	t	—
f	• • — •	u	• • —
g	— — •	ü	• • — —
h	• • • •	v	• • • —
i	• •	w	• — —
j	• — — —	x	— • • —
k	— • —	y	— • — —
l	• — • •	z	— — • •
m	— —		

(2) FIGURES

1	• — — — —	6	— • • • •
2	• • — — —	7	— — • • •
3	• • • — —	8	— — — • •
4	• • • • —	9	— — — — •
5	• • • • •	0	— — — — —

In official repetitions of radiotelegrams, figures must be rendered by the following signals, which may also be used in the text of radiotelegrams written entirely in figures. In the latter case the messages bear the service instruction "in figures" :—

1	• —	6	— • • • •
2	• • —	7	— • • •
3	• • • —	8	— • •
4	• • • • —	9	— •
5	• • • • •	0	—

PUNCTUATION AND OTHER SIGNS

Full stop	..	..	..	..	(.)	• — • — • —
Comma	..	..	..	..	(,)	— — — — • — — —
Colon	..	..	..	..	(:)	— — — — • • • •
Note of interrogation		..	..	..	(?)	• • — — • •
Apostrophe	..	..	..	..	(')	• — — — — •
Hyphen or dash	..	..	..	..	(-)	— • • • —
Fraction bar	..	..	..	..	(/)	— • • — •
Brackets (<i>before and after the words</i>)					[()]	— • — — • —
Underline (<i>before and after the words or part of phrase</i>)	..	..	..	..	(—)	• • — — • —
Double dash (<i>signal separating the preamble from the address, the address from the text, and the text from the signature</i>)	..	..	..	..	(=)	— • • • —
Separation signal in the transmission of fractional numbers (<i>used in transmission between the whole number and the fraction</i>)	..	..	..	..		• — • • —

In order to avoid all possible confusion in transmitting fractional numbers, the fraction must be preceded or followed, as the case may be, by the separation signal.

Examples.—1 1/16 is to be transmitted as 1 • — • • — 1/16, so that it shall not be read as 11/16; 3/4 8 is to be transmitted as 3/4 • — • • — 8, so that it shall not be read as 3/48; 2 1/2 2 is to be transmitted as 2 • — • • — 1/2 • — • • — 2, so that it shall not be read as 21/22.

IV.—SERVICE SIGNALS

Signification.	Equivalents.	
	Morse.	Written.
Request for the repetition of anything transmitted which is not understood, or call-sign for an unknown station (to be used when the call-sign of the station corresponding has not been heard) .. ..	.. --- ..	$\overline{\text{IMI}}$
Starting signal (to precede every transmission except those beginning with SOS, PAN, XXX or TTT) ..	--- . . . ---	$\overline{\text{CT}}$
Understood .. .. .	... ---	$\overline{\text{VE}}$
Invitation to transmit	--- . .	K
Ending sign (Used at the end of every transmission except after a reply, the end of work signal $\overline{\text{VA}}$ or signals ending with K).. ..	.. --- . . .	$\overline{\text{AR}}$ or +
End of work .. .. .	... --- ---	$\overline{\text{VA}}$ or ++
Wait .. .. .	.. --- . . .	$\overline{\text{AS}}$
Error .. .. .	..... (at least 8 dots)	
Acknowledgment of receipt ..	.. --- .	$\overline{\text{R}}$
Is it correct? .. .. .	... --- . .	$\overline{\text{INT}}$
Announcement of an urgent message	--- . .	D
Acknowledgment of receipt of distress call		RRR

Distress signal

The following signal indicates that the ship, aircraft or other vehicle sending, is threatened by grave and imminent danger and requests immediate assistance :

W/T : ... --- --- . . .

R/T : " **Mayday** "

Urgency signals

(i) The following signal indicates that the station calling has a very urgent message to transmit concerning the safety of the aircraft, of any person on board, or the safety of any ship or aircraft or person within range of assistance :

W/T : **XXX**
(No equivalent in R/T)

(ii) The following signal indicates that the aircraft sending is in difficulties and about to make a landing compulsorily, but does not require immediate assistance.

W/T : **PAN**
R/T : “ **Pan** ”

Safety Signal

The following signal indicates that the station calling is about to transmit a message concerning the safety of navigation or giving important meteorological warnings.

W/T : **TTT**
R/T : “ **Sécurité** ”

APPENDIX I

**Phonetic Alphabet
to be used in Radiotelephonic Communications**

Letters to be spelt.	Words to be used for spelling.	Letters to be spelt.	Words to be used for spelling.
A	AMSTERDAM	N	NEW YORK
B	BALTIMORE	O	OSLO
C	CASABLANCA	P	PARIS
D	DANEMARK	Q	QUEBEC
E	EDISON	R	ROMA
F	FLORIDA	S	SANTIAGO
G	GALLIPOLI	T	TRIPOLI
H	HAVANA	U	UPSALA
I	ITALIA	V	VALENCIA
J	JERUSALEM	W	WASHINGTON
K	KILOGRAMME	X	XANTHIPPE
L	LIVERPOOL	Y	YOKOHAMA
M	MADAGASCAR	Z	ZURICH

APPENDIX II

Abbreviations to be used to complete or define the sense of Meteorological Abbreviations

A	to, towards.	INF	lower limit of height.
ACUM	altocumulus.	IRREG	irregular, broken.
ALT	height above sea level.	ISOLE	detached.
ASTR	altostratus.	LENT	slowly.
AUGM	increasing-ed.	LIGNE	along the line.
BRUME	fog.	MASSIF	very heavy.
CIR	cirrus.	MENACE	threatening.
CIST	cirrostratus.	MOM	momentarily.
CLAIR	no cloud.	MOYEN	average, moderate.
CONT	continuous.	NET	well-defined.
COVER	cloudiness.	NIST	nimbostratus.
CUM	cumulus.	NON OBS	no observations available.
CUNI	cumulonimbus.	OBS	observed.
DE	from.	ORAGE	thunderstorm.
DIMIN	diminishing-ed.	POS	possible.
FAIB	slight.	RAP	rapidly.
FIN	finished, withdrawn.	ROT	rotating, changing direction.
FLOU	diffuse, ill-defined.	STAT	no change.
FORT	heavy.	STCU	stratocumulus.
FRAG	scattered cloud, fragments.	STR	stratus.
GRAIN	squall.	SUP	upper limit of height.
GROUP	in groups.	TROU	with openings.
		ZONE	in the zone.

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