

## Q kódok ( talán az összes ) BV3FG -tól TNX!

- QAB You are cleared (or...is cleared)by ... from... (place) to...  
(place) at flight level/altitude...
- QAF I am(was)at(over)...(place) (at...hours)at flight level/altitude...
- QAG Iam arranging my flight in order to arrive over...(place) at  
...hours
- QAH I am at flight level/altitude...
- QAI The essential traffic respecting your aircraft is...
- QAK There is risk of collision
- QAL I am going to land at....(place)
- QAM Meteorological observation made at...(place)at...hours is ...  
(direction)... (speed figures and units)
- QAO The wind direction and speed at...(position or zone/s)at flight  
level/altitude...is... (vertical distance in figures and units)  
... degrees true... (speed in figures and units)
- QAP Listen for me(or for...)on...kHz (...MHz)
- QAQ You are 1.near  
2.flying within area...(identification of area)
- QAR You may stop listening on the watch frequency for...minutes
- QAU I am about to jettison fuel
- QAW I am about to carry out overshoot procedure
- QAY I passes...(place)bearing...degrees relative to my heading at...hours
- QAZ I am experiencing communication difficulties through flying in a  
storm
- QBA The horizontal visibility at...(place)at...hours is...(distance  
figures and units)
- QBB The amount, type and height above official aerodrome elevation of  
the base of the cloud at...(place) at... hours is... eighths  
(...type) at... (figures and units)height above official  
aerodrome elevation
- QBC The meteorological conditions as observed from my aircraft at...  
(position or zone)at... hours at...(figures and units) height  
above... (datum) are...
- QBD My fuel endurance is...(hours and/or minutes)
- QBE I am about to wind in my aerial
- QBF I am flying in cloud at flight level/altitude...(and I am  
ascending (descenging) to flight level/altitude...)
- QBG I am flying above cloud and at flight level/altitude...

QBH I am flying below cloud and at flight level/altitude...

QBI Flight under IFR is compulsory at...(place) (or from...to...(place))

QBJ At...hours at...(position or zone)the top of the cloud is amount ... eighths (...type) at... (figures and units) height above... (datum)

QBK I am flying with no cloud in my vicinity and at flight level/altitude...

QBM Here is the message sent by...at...hours

QBN I am flying in and out of cloud and at flight level/altitude...

QBO Flying under VFR is permissible at...(place)which would be suitable for your landing

QBP I am flying in and out of cloud and at flight level/altitude...

QBS Ascend(or descend)to...(figures and units)height above (datum) before encountering instrument meteorological conditions or if visibility falls below... (figures and units of distance) and advise

QBT The runway visual range at...(place)at...hours is...(distance figures and units)

QBV I have reached flight level/altitude...(or...(area or place))

QBX I have left flight level/altitude...(or...(area or place))

QBZ I am reporting my flying conditions in relation to clouds

QCA I am changing my flight level/altitude from...to...

QCB Delay is being caused by 1.your transmitting out of turn  
2.your slowness in answering  
3.lack of your reply to my...

QCE Expect approach clearance at...hours

QCF Delay indefinite.Expect approach clearance not later than...hours

QCH Cleared to taxi to...(place)

QCI I am making a 360-degree turn immediately(turning to the...)

QCS My reception on...frequency has broken down

QCX My full call sign is...

QCY I am working on trailing aerial

QDB I have sent message...to...

QDF My D-value at...(position)at...(figures and units)height above the 1013.2 hectopascal datum is...(D-value figures and units)... (specify plus or minus)

QDL I intend to ask you fir a series of bearings

QDM The magnetic heading for you to steer to reach me(or...)will no  
wind was...degrees(at ...hours)

QDP I will accept control(or responsibility)of(for)...now(or at...hours)

QDR Your magnetic bearing from me(or from...)was...degrees(at...hours)

QDT I am flying in visual meteorological conditions

QDU Cancelling my IFR flight

QDV I am flying in a flight visibility of less than...(figures and  
units) at flight level/altitude...

QEA You may cross the runway ahead of you

QEB Taxi as follows at the intersection...(turn left left turn right rite)

QEC You may make a 180-degree turn and return down the runway

QED Follow the pilot vehicle

QEF I have left the parking area

QEH I have moved to the holding position for runway number...

QEJ I am assuming take-off position for runway number...and am holding

QEK I am ready for immediate take-off

QEL You are cleared to take-off(turn as follows after take-off...)

QEM The condition of the landing surface at...(place)is...

QEN Hold your position

QEO I have cleared the runway(or landing area)

QES A right-hand circuit is in force at...(place)

QFA The meteorological forecast for...(flight, route, section of  
route or zone)for the period... hours until...hours is...

QFB The     1.approach  
          2.runway                   lights are out of order  
          3.approach and runway

QIF ...isusing...HKz(or...MHz)

QFC At...(place, position or zone)the base of the cloud is... eighths  
... type at... (figures and units) height above... datum)

QFD 1.The...visual beacon(at...(place))is in operation  
2.I will extinguish the aerodrome visual beacon(at...(place))  
until your landing is completed

QFE If you set the subscale of your altimeter to read...hectopascal,  
the instrument would indicate its height above aerodrome  
elevation(above treshold, runway number...)

QFF At...(place)the atmospheric pressure converted to mean sea level  
in accordance with meteorological practice is...(or was  
determined at...hours to be)...hectopascal

QFG You are overhead

QFH You may descend below the clouds

QFI The aerodrome lights are lit

QFM 1.Maintain(or fly at)flight level/altitude...  
2.I am maintaining flight level/altitude...  
3.I intend cruising at flight level/altitude...

QFO You may land immediately

QFP The latest information concerning...facility(at...(place))is as follows...

QFQ The approach and runway lights are lit

QFR Your landing gear appears damaged

QFS The radio facility at...(place)is in operation(or will be in operation in...hours)

QFT Ice formation has been observed at...(position or zone)in the type of...and with an accretion rate of...between...(figures and units)heights above...(datum)

QFU The magnetic direction(or number)of the runway to be used is...

QFV The floodlights are switched on

QFW The length of runway...now in use is...(figures and units)

QFX I am working(or am going to work)on a fixed aerial

QFY The present meteorological landing conditions at...(place)area...

QFZ The aerodrome meteorological forecast for...(place)for the period...hours until...hours is...

QGC There are obstructions to the...of runway...

QGD There are obstructions on your track...(figures and units)height above...(datum)

QGE Your distance to my station(or to...)is...(distance figures and units)

QGH You may land using...(procedure or facility)

QGK I am making good a track from...(place)on...degrees...(true or magnetic)

QGL You may enter the...(control area or zone)at...(place)

QGM Leave the...(control area or zone)

QGN You are cleared to land(at...(place)

QGO Landing is prohibited at...(place)

QGP You are number...to land

QGQ Hold at...(place)at flight level/altitude..., and await further clearance

QGT Fly for...minutes on a magnetic heading of...degrees

QGV I see you at...(cardinal or quadrantal point of direction) or I can see the aerodrome or I see...(aircraft)

QGW Your landing gear appears to be down and in place

QGZ Hold on...direction of...facility

QHE I am on 1.cross-wind leg  
2.down-wind leg  
3.base leg of approach  
4.final leg

QHG Cleared to enter traffic circuit at flight level/altitude...

QHH I am making an emergency landing

QHI I am(or...is) 1.waterborne  
2.on land at...hours

QHQ I am making a...approach

QHZ Circle the aerodrome(or go around)

QIC I will establish communication with...radio station on...kHz(or MHz)now (or at

QJA Your 1. type  
2.mark and space is reversed

QJB I will use 1.radio  
2.cable  
3.telegraph  
4.teletypwrite  
5.telephone  
6.receiver  
7.transmitter  
8.reperforator

QJC I will check my 1.transmitter distributor  
2.auto-head  
3.perforator  
4.reperforator  
5.printer  
6.printer motor  
7.keyboard  
8.antenna system

QJD You are transmitting 1.in letters.  
2.in figures

QJE Your frequency shift is 1.too wide  
2.too narrow (by...cycles)  
3.correct

QJF My signal as checked by monitor...is satisfactory 1.locally  
2.as radiated

QJG Revert to automatic relay

QJH Run 1.your test tape  
2.a test sentence

QJI I am transmitting a continuous 1.mark  
2.space

QJK I am receiving 1.a continuous mark  
2.a continuous space  
3.a mark bias  
4.a space bias

QKC The sea conditions (at...position)...  
1.permit alighting but not take-off  
2.render alighting extremely hazardous

QKF You may expect to be relieved at...hours  
(by 1.aircraft...(identification) (type...)  
2.vessel whose call sign is...(call sign) (and/or whose  
name is...(name))

QKG Relief will take place when...(identification) establishes  
1.visual  
2.communication contact with survivors

QKH The parallel sweep (track) search is being (or to be) conducted  
1.with direction of sweeps...degrees...(true or magnetic)  
2.with...(distance figures and units) separation between sweeps  
3.at flight level/altitude...

QKN Aircraft plotted (believed to be you) in position...on track...  
degrees at...hours

QKO In the operation (...(identification)), the following units are (or  
will be) taking part... (name of units)

QKP The search pattern is 1.parallel sweep  
2.square search  
3.circling line ahead  
4.track crawl  
5.contour search  
6.combined search by aircraft and ship  
7....(specify)

QLB I have monitored...station and report (briefly as follows...)

QLH I will know key simultaneously on...frequency and...frequency

QLV The...radio facility is still required

QMH Shift to transmit and receive on...kHz (or...MHz); if communication  
is not established within 5 minutes, revert to present frequency

QMI The vertical distribution of cloud as observed from my aircraft  
at...hours at...(position or zone) is: lowest layer observed...  
eighths (...type) with base of... (figures and units) and tops of  
... (figures and units) height above... (datum)

QMU The surface temperature at...(place) at... hours is...degrees and  
the dew point temperature at that time and place is...degrees

QMW At...(position or zone) the zero Celsius isotherm(s) is (area) at  
flight level(s)/altitude(s)...

QMX At...(position or zone) at...hours the air temperature  
is...(degrees and units) at flight level/altitude...

QMZ The following amendment(s) should be made to the flight forecast...

QNE On landing at...(place)at...hours, with your subscale being set to 1013.2 hectopascal, your altimeter will indicate...(figures and units)

QNH If you set the subscale of your altimeter to read...hectopascal, the instrument would indicate its elevation if your aircraft were on the ground at my station at... hour

QNI Turbulence has been observed at...(position or zone) with an intensity of...between... (figures and units) and...(figures and units)heights above...(datum)

QNO I am not equipped to give the information(or provide the facility) requested

QNR I am approaching my point of no return

QNT The maximum speed of the surface wind at...(place)at...hours is...(speed figures and units)

QNY The present weather and intensity thereof at...(place, position or zone)at...hours is...

QOA I can communicate by radiotelegraphy (500kHz)

QOB I can communicate by radiotelephony (2182kHz)

QOC I can communicate by radiotelephony (channel 16-frequency 156.80 MHz)

QOD I can communicate with you in

0. Dutch
1. English
2. French
3. German
4. Greek
5. Italian
6. Japanese
7. Norwegian
8. Russian
9. Spanish

QOE I have received the safety signal sent by...(name and/or call sign)

QOF The quality of your signal is

- 1.not commercial
- 2.marginally commercial
- 3.commercial

QOG I have...tapes to send

QOH Send a phasing signal for...seconds

QOI Send your tape

QOJ I am listening on...kHz (or...MHz) for signals of emergency position-indicating radiobeacons

QOK I have received the signals of an emergency position-indicating radiobeacon on...kHz(or...MHz)

QOL My vessel is fitted for the reception of selective calls. My selective call number or signal is...

QOM My vessel can be reached by a selective call on the following frequency/ies...(periods of time to be added if necessary)

QOO I can send on any working frequency

QOT I hear you call; the approximate delay is...minutes

QRA The name of my station is...

QRB The approximate distance between our station is...nautical miles (or...kilometres)

QRC The accounts for charges of my station are settled by the private enterprise...(or state administration)

QRD I am bound for...form...

QRE My estimated time of arrival at...(or over...)(place)is...hours

QRF I am returning to...(place)

QRG Your exact frequency (or that of...)is...kHz(or...MHz)

QRH Your frequency varies

QRI The tone of your transmission is   1.good  
  2.variable  
  3.bad

QRJ I have...radiotelephone calls to book

QRK The intelligibility of your signals(or those of...)is 1.bad  
  2.poor  
  3.fair  
  4.good  
  5.excellent

QRL I am busy(or I am busy with...). Please do not interfere

QRM I am being interfered with   (1. nil  
  2.slightly  
  3.moderately  
  4.severely  
  5.extremely)

QRO Increase transmitter power.

QRP Decrease transmitter power

QRQ Send faster(...words per minute)

QRR I am ready for automatic operation. Send at...words per minute

QRS Send more slowly (...words per minute)

QRT Stop sending

QRU I have nothing for you

QRV I am ready

QRW Please inform...That I am calling him on...kHz(or MHz)

QRX I will call you again at...hours(on...kHz(or...MHz))

QSA The strength of your signal (or those of...)is  
1.scarcely perceptible  
2.weak  
3.fairly good  
4.good  
5.very good

QSB Your signals are fading

QSC I am a cargo vessel

QSD Your keying is defective

QSE The estimated drift of the survival craft is...(figures and units)

QSF I have effected rescue and am proceeding to...base(with...persons injured requiring ambulance)

QSG Send...telegrams at a time

QSH I am able to home on my D/F equipment (on station...)

QSI I have been unable to break in on your transmission

QSJ The charge to be collected to...including my internal charge is...francs

QSK I can hear you between my signals; break in on my transmission

QSL I am acknowledging receipt

QSM Repeat the last telegram which you sent me(or telegram(s) number(s)...)

QSO I can communicate with...direct(or by relay through...)

QSP I will relay to...free of charge

QSQ I have a doctor on board (or...(name of person)is on board)

QSR Repeat your call on the calling frequency; did not hear you (or have interference)

QSS I will use the working frequency...kHz(normally only the last three figures of the frequency need be given)

QSU Send or reply on this frequency (or on...kHz(or...MHz)(with emissions of class...)

QSV Send a series of Vs on this frequency (or ...kHz(or...MHz)

QSW I am going to send on this frequency (or on...kHz(or...MHz)(with emissions of class...)

QSX I am listening to...(call sign(s) on...kHz(or...MHz))

QSY Change to transmission on another frequency(or on...kHz(or ...MHz))

QSZ Send each word or group twice (or ...times)

QTA Cancel telegram number...

QTB I do not agree with your counting of words; I will repeat the first letter or digit of each word or group

QTE Your true bearing from me is...degrees at...hours

QTF The position of your station according to the bearings taken by the D/F stations which I control was...latitude,...longitude(or other indication of position),class...at...hours

QTG I am going to send two dashes of ten seconds each followed by my call sign (repeated... times)(on...kHz(or MHz))

QTH My position is...latitude,...kilometres per hour or...statue miles per hour)

QTI My true track is...degrees

QTI My speed is...knots(or...kilometres per hour or...statute miles per hour)

QTK The speed of my aircraft in relation to the surface of the Earth is...knots(or...kilometres per hour or...statue miles per hour)

QTL My true heading is...degrees

QTM My magnetic heading is...degrees

QTN I departed from...(place)at...hours

QTO I have left dock (or port) or I am airborne

QTP I am going to enter dock (or part) or I am going to alight (or land)

QTQ I am going to communicate with your station by means of the International Code of Signals

QTR The correct time is...hours

QTS I will send my call sign for tuning purposes or so that my frequency may be measured now (or at...hour)on...kHz(or...MHz)

QTT The identification signal which follows is superimposed to another transmission

QTU My station is open from...to,,,hours

QTV Stand guard for me on the frequency of... kHz (or... MHz) (from ... to... hours)

QTW Survivors are in...condition and urgently need...

QTX I will keep my station open for further communication with you until further notice (or until...hours)

QTY I am proceeding to the position of incident and expect to arrive at...hours(on...(date))

QTZ I am continuing the search for...(aircraft, ship, survival craft, survivors or wreckage)

QUA Here is new of...(call sign)

QUB Here is the information requested...

QUC The number (or other indication) of the last message I received from you (or from...(call sign))is...

QUD I have received the urgency signal sent by...(call sign of mobile station) at...hours

QUE I can use telephony in...(language)on...kHz(or...MHz)

QUF I have received the distress signal sent by...(call sign of mobile station)at...hours

QUG I am froced to alight(or land)immediately

QUH The present barometric pressure at sea level is...(units)

QUI My navigation lights are working

QUJ The true track to reach me (or...)is...degrees at...hours

QUK (The sea at...(place or coordinates)is...

QUL The swell at ...(place or coordinates) is...

QUM (Normal working may be resumed

QUN My position, true course and speed are...

QUO Please search for  
1.aircraft  
2.ship  
3.survival craft in the vicinity of...latitude,...longitude  
(or according to any other indication)

QUP My position is indicated by 1.searchlight  
2.black somke trail  
3.pyrotechnic lights

QUQ Please train your searchlight on a cloud, occulting-if possible and, if my aircraft is seen or heard, deflect the beam up wind and on the water (or land) to facilitate my landing

QUR Survivors 1.are in possession of survival equipment dropped by...  
2.hve been picked up by rescue vessel  
3.have been reached by ground rescue party

QUS Have sighted 1.survivors in water  
2.survivors on rafts  
3.wreckage in position...latitude,...longitude  
(or according to any other indication)

QUT Position of incident is marked by 1.flame or smoke float  
2.sea marker  
3.sea marker dyce  
4....(specify other marking)

QUU Home ship or aircraft...(call sign)  
1.to your position by transmitting your call sign and long dashes on...kHz(or...MHz)  
2.by transmitting on...kHz(or...MHz) true track to reach you

QUW I am in the ...(designation)search area

QUX I have the following nevigational warning(s) or gale warning(s) in force:...

QUY Position of survival craft was marked at...hours by

- 1.flame or smoke float
- 2.sea marker
- 3.sea marker dyce
- 4....(specify other marking)

QUZ Distress phase still in force; restricted working may be resumed