



AERONAUTICAL INFORMATION PUBLICATION (AIP)
REPUBLIC OF AFGHANISTAN
EDITION 83



Afghanistan Civil Aviation Authority

EFFECTIVE DATE 12 OCTOBER 2017

Next AIRAC AMDT 004/2017 DATE 07 DECEMBER 2017

CONSULT NOTAM FOR LATEST INFORMATION

CHANGES & AMENDMENTS IN RED

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AFGHANISTAN AERONAUTICAL INFORMATION PUBLICATION (AIP)
ARRANGEMENTS AND PROCEDURES FOR FLIGHT OPERATIONS IN AFGHANISTAN
AIRSPACE

1. The Afghanistan Civilian Aviation Authority (ACAA) is the Airspace Control Authority (ACA) for Afghanistan and the Kabul Flight Information Region (FIR). Unless through prior arrangement all aircraft (ACFT) require ACAA approval to land at or depart from certain aerodromes designated Prior Permission Required (PPR) within the Kabul FIR. Such approval is to be obtained by contacting the ACAA via the procedures described in AIP GEN 1.2. Aerodromes that require PPR are listed at AIP ENR 1.9, and further details are available within AIP AD 2.1.
2. The Afghanistan AIP is formatted in accordance with Annex 15 to the Convention on International Civil Aviation. The procedures contained in this AIP are designed for the safety of all ACFT flying in the Kabul FIR, particularly Humanitarian Aid (HA) flights carried out by the United Nations, Non-Governmental Organizations (NGOs), other International Organizations (IOs), military flights and authorized civilian and State flights. Operators must review Notice to Airmen (NOTAM) regularly for changes affecting the information in this document.
3. Operators organizing and/or conducting flights in the Kabul FIR must comply with all Civil Aviation Regulations (CARs) listed on the ACAA website <http://acaa.gov.af>, and all regulations specified in Afghanistan AIP. Although particular attention should be paid to the following AIP entries it is essential all operators have a thorough working knowledge of the document:

Entry, Transit, and Departure of ACFT	GEN 1.2
ACAA Approval	GEN 1.2
Risks to Flight and Compliance with AIP Procedures	GEN 1.2
Military Airfield Restrictions for Civilian Commercial Charters	GEN 1.4
Required Navigation Performance Criteria	GEN 1.5
Transponder Operations	GEN 1.5
Equipment Failure Procedures.....	GEN 1.5
NOTAM Information	GEN 3.1
Types of Air Traffic Control Service	GEN 3.3
Minimum Flight Altitudes	GEN 3.3
Meteorological Information.....	GEN 3.5
Search and Rescue (SAR).....	GEN 3.6
General Rules	ENR 1.1
Visual Flight Rules (VFR).....	ENR 1.2
VFR Altitude and Airspace Restrictions	ENR 1.2
VFR Crossing Class E Air Routes.....	ENR 1.2
ATS Airspace Classification	ENR 1.4
Holding, Approach and Departure Procedures	ENR 1.5
Radio Failure Procedures	ENR 1.6
Altimeter Setting Procedures	ENR 1.7
Regional Supplementary Procedures	ENR 1.8

PPR Procedures	ENR 1.9
Flight Planning	ENR 1.10
Intercept Procedures	ENR 1.12
Air Traffic Incidents	ENR 1.14
Lower Route Descriptions	ENR 3.1
Upper Route Descriptions	ENR 3.2
Prohibited, Restricted and Danger Areas.....	ENR 5.1
Other Activities of a Dangerous Nature and Other Potential Hazards	ENR 5.3
Aerodrome Information	AD 2

AFGHANISTAN AERONAUTICAL INFORMATION PUBLICATION AMENDMENT FORM

Affected Part of Document

GEN

ENR

AD

Paragraph: e.g. Gen 1.5.5 Equipment Failure Procedures

Details of Proposed Amendment (wording)

Contact Information

Aeronautical Information Publication

Kabul International Airport

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AFGHANISTAN AERONAUTICAL INFORMATION PUBLICATION (AIP)

SUMMARY OF CHANGES

1. The following table provides a summary of notable or significant changes. Changes are correcting spelling mistakes, syntax errors and formatting errors are not listed.
2. This Summary of Changes is made with all due care but should not be used exclusively or without reference to the AIP. Moreover, this Summary of Changes is provided only to assist with the effective use and maintenance of the Afghanistan AIP and is not an authoritative document in its own right.

GENERAL

Reference	Part, Section, Paragraph	Description of Change
GEN	0.4	List of effective pages
GEN	3.1-1,2,3,4	Amendments – Aeronautical Information Services on Paragraph Numbering Added - L series NOTAM Information Updated - AIRAC Cycle dates
GEN	3.2	Amendments to OAKB – ILS & VOR/DME Chart effective date
GEN	3.5	Added -Location to Meteorological Observations and Reports
GEN	4.2	Amendments to Air Navigation Services Charges for Kabul FIR

ENROUTE

Reference	Part, Section, Paragraph	Description of Change
ENR 1	1.10	Correction to FIR ENTRY/EXIT Waypoints Coordinates
ENR 3	3.1-7,8	Correction to the Waypoint Coordinates - Lower ATS Routes
ENR 3	3.2-4	Correction to the Waypoint Coordinates - Upper ATS Routes
ENR 4	4.3	Correction to Waypoints Coordinates
ENR 4	4.2	New Restricted area OAR432 ROZ UAS LION added.

AERODROME

Reference	Part, Section, Paragraph	Description of Change
AD 2 OAIX	2.10	Amendments - Aerodrome Obstacles
AD 2 OAIX	2.23	Amendments -Additional Information
AD 2 OAHR	2.3	Amendments – Air Traffic Services
AD 2 OAHR	2.6	Amendments – Aerodrome Category for firefighting & Remarks
AD 2 OAHR	2.8	Amendments to Aprons, Taxiway and Check Location/Position data - Remarks
AD 2 OAHR	2.11	Meteorological office Contact Details
AD 2 OAHR	2.14	Approach and RWY Lighting
AD 2 OAHR	2.19	Amendments - Radio Navigation and Landing AIDS

AD 2 OADR	2.21	Amendments - Noise Abatement Procedures
AD 2 OADR	2.23	Amendments to Additional Information
AD 2 OADR	2.24.3	Updated – Diagram with 3 Firing Ranges and Tethered balloon
AD 2 OADR	2.24.5	Replaced Airfield Diagram with Parking Spot Information
AD 2 OAJL	2.3	Amendments - Met Briefing Office Contact details
AD 2 OAJL	2.4	Amendments - Handling Services and Facilities -Remarks
AD 2 OAJL	2.10	Amendments - Aerodrome Obstacles
AD 2 OAJL	2.11	Meteorological Information Contact Details
AD 2 OAJL	2.20	Amendments - Local Traffic Regulations
AD 2 OAKB	2.24	Amendments – Instruments Chart Dates
AD 2 OAKN	2.2	Amendments - Base Operation Contact email Deleted – SIPR email from Airfield Management
AD 2 OAKN	2.2	Deleted – SIPR email from Operation Hours Remarks
AD 2 OAKN	2.8	Amendments - Aprons, Taxiway Data.
AD 2 OAKN	2.18	Amendments - Air Traffic Service Communication
AD 2 OAKN	2.20	Amendments – Local Traffic Regulations Deleted – Taxiway Speed Information (2.20.16)
AD 2 OAKN	2.23	Amendments - Additional Information
AD 2 OAMS	2.2	Amendments - Aerodrome Administrative Contact Details
AD 2 OAMS	2.3	Amendments - Operational Hours – Fueling Contact Details
AD 2 OAMS	2.4	Amendments - Handling Services and Facilities
AD 2 OAMS	2.5	Amendments - Passenger Facilities
AD 2 OAMS	2.6	Amendments - Rescue and Fire Fighting Services
AD 2 OAMS	2.7	Deleted – TWY P West Information
AD 2 OAMS	2.9	Amendments -Surface Movement Guidance, Control System, and Markings
AD 2 OAMS	2.20	Amendments - Local Traffic Regulations
AD 2 OAMS	2.23	Amendments - Additional Information

LIST OF NOTAMS INCORPORATED INTO THIS EDITION

LOCATION	NOTAM NO
OAKX	D1473/17
OAKN	G0553/17
OAMS	G0720/17, G0721/17

PART 1 – GENERAL (GEN)

GEN 0

GEN 0.1 PREFACE

1. Publishing Authority

- 1.1. The Afghanistan Civil Aviation Authority (ACAA) is the publishing authority for this AIP.

2. Applicable ICAO Documents

- 2.1. The AIP is prepared in accordance with the Standards and Recommended Practices (SARPS) of Annex 15 to the Convention of International Civil Aviation and the Aeronautical Information Services Manual (ICAO Doc 8126). Charts contained in the AIP are produced, where possible, in accordance with Annex 4 to the Convention on International Civil Aviation and the Aeronautical Chart Manual (ICAO Doc 8697). Differences from ICAO SARPS and Procedures are detailed in subsection GEN 1.7.

3. The AIP Structure and Regular Amendment Interval

- 3.1. The AIP forms part of the Integrated Aeronautical Information Package, details of which are given in Subsection GEN 3.1. The AIP consists of three sections; General (GEN), Enroute (ENR) and Aerodromes (AD). Each part is divided into sections and subsections, as applicable.

Part 1 General (GEN)

Part 1 Consists of five sections containing information as briefly described below.

GEN 0 Preface; Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP Pages; List of Hand Amendments to the AIP and Table of Contents to Part 1.

GEN 1 National Regulations and Requirements – Designated authorities; Entry; Transit and Departure of ACFT; Transit and Departure of Passengers and Crew; Entry, Transit and Departure of Cargo; ACFT Instruments, Equipment and Flight Documents; Summary of National Regulations and International Agreements/Conventions; and Differences from ICAO Standards, Recommended Practices and Procedures.

GEN 2 Tables and Codes – Measuring System, ACFT Markings and Holidays; Abbreviations used in AIP; Chart Symbols; Location Indicators; List of Radio Navigation Aids; Conversion Tables; and Sunrise/Sunset Tables.

GEN 3 Services – Aeronautical Information Services; Aeronautical Charts; Air Traffic Services; Communication Services; Meteorological Services; and Search and Rescue.

GEN 4 Fees and Charges.

Part 2 Enroute (ENR)

Part 2 Consists of seven sections containing information as briefly described below.

ENR 0 Preface; Record of AIP Amendment; Record of AIP Supplements; Checklist of AIP Pages; List of Hand Amendments to the AIP; and the Part 2 Table of Contents.

ENR 1 General Rules and Procedures – General Rules; Instrument Flight Rules; ATS Airspace Classification; Holding; Approach and Departure Procedures; ATC Surveillance Services and Procedures; Altimeter Setting Procedures; Regional Supplementary Procedures; Air Traffic Flow Management; Flight Planning; Addressing of Flight Plan Message; Interception of Civil ACFT; Unlawful Interference and Air Traffic Incidents.

ENR 2 Air Traffic Services (ATS), Airspace – Detailed Description of Flight Information Regions (FIR) and Terminal Control Areas (TMA).

ENR 3 ATS Routes.

ENR 4 Radio Navigation Routes Aids/Systems – Radio Navigation Aids Enroute; Name-Code Designators for Significant Points; and Aeronautical Ground Lights Enroute.

ENR 5 Navigation Warnings – Prohibited, Restricted and Danger Areas.

ENR 6 Enroute Charts Enroute Chart ICAO and Index Charts.

Part 3 Aerodromes (AD)

Part 3 Consists of three sections containing information as briefly described below.

AD 0 Preface; Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP Pages; List of Hand Amendments to the AIP; and the Table of Contents to Part 3.

AD 1 Introduction - Aerodrome Availability; Rescue and Fire Fighting Services; and Index to Aerodromes.

AD 2 Detailed Information about Aerodromes – source data is reviewed and appropriately updated by the designated Senior Airfield Authority (Airport Manager and/or Senior Air Traffic Controller), in accordance with the regular amendment interval.

3.2. Regular Amendment Interval

3.1.1 Amendments to the AIP will be issued as required and when necessary. Supplements will precede amendments as required and can be found at the ACAA website <http://acaa.gov.af/en/page/civil-aviation-authority/aip---important-information>. This AIP follows the AIRAC 56-day cycle with each edition available 28 days prior to effective date.

3.2.1 Operators must review NOTAM regularly for changes affecting the information in this document. The AIP is distributed as a complete document/or AIRAC amendment via electronic format from the ACAA website only. Users are cautioned to ensure that printed or saved electronic copies are checked each Aeronautical Information Regulation and Control (AIRAC) cycle (see AIRAC System 3.1.6) to ensure their registry against the ACAA website.

4. Service to Contact

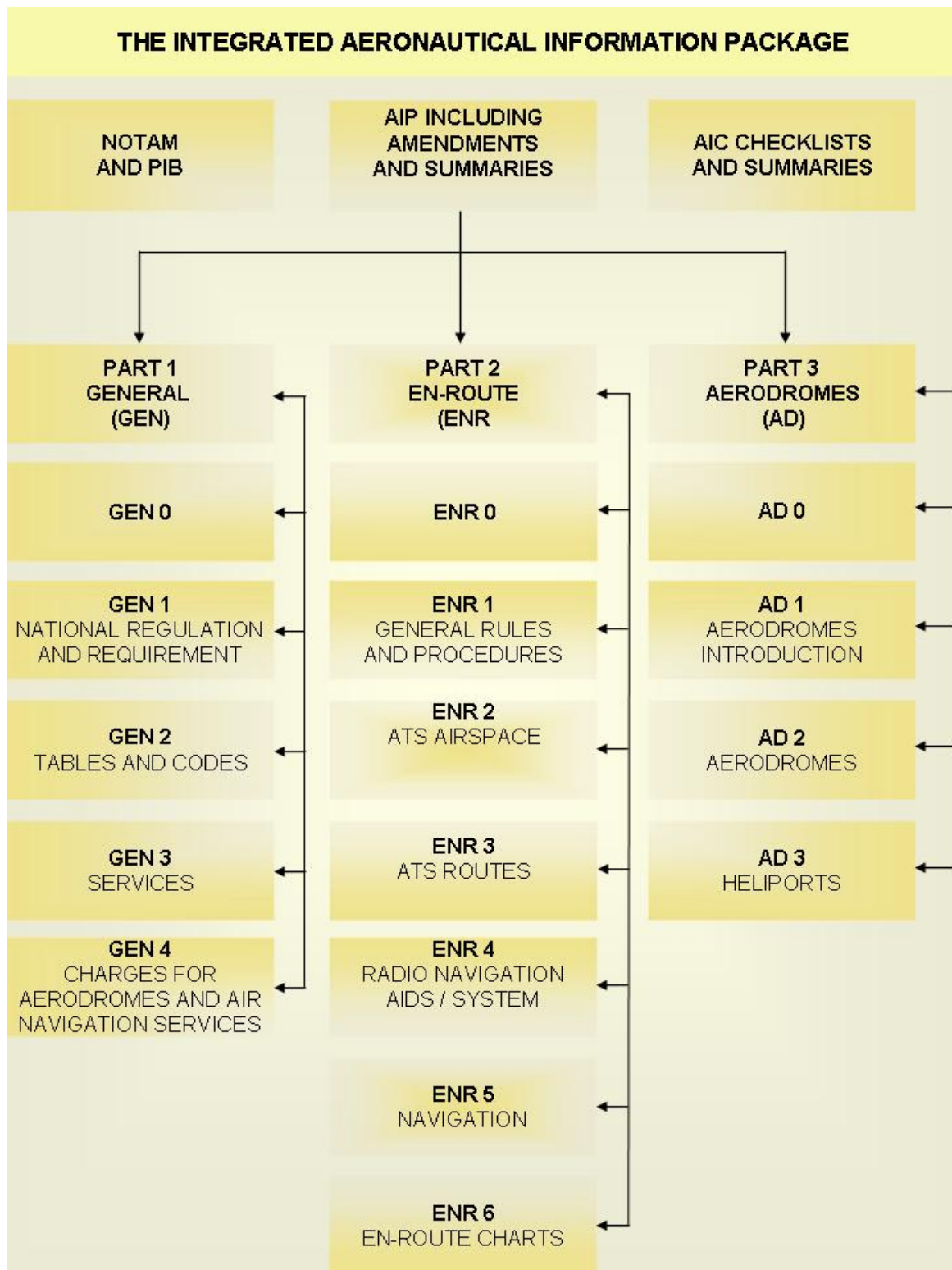
4.1. In the compilation of the AIP, care has been taken to ensure that the information contained therein is accurate and complete. Smaller/less used airfields have not validated all their information. Any errors and omissions, which may nevertheless be detected, as well as any correspondence concerning the publications mentioned in this preface, should be referred in writing, or emailed, no later than two weeks prior to the publication being published on the ACAA website:

AIP: aip@acaa.gov.af and aip.acaa12@gmail.com **Mobile:** +93 (0) 799849388

NOTAM: notam@acaa.gov.af and afghanistannotam@gmail.com **Mobile:** +93 (0) 799854734

4.2. When contacting a DSN phone number from a Civilian number, dial 070-113-2000 and wait for a dial tone. Then dial the DSN number.

- 4.3. Recommend setting up an office email for AIP/NOTAM information, so contact information does not change in the AIP sections for your locations. Personal emails change regularly.
- 4.4. For AIP aerodrome updates, the Senior Airfield Authority (SAA), or delegate, is the only person authorized to alter the airfield entry. If a discrepancy is discovered or there is a need to update an aerodrome entry, immediately contact the airfield SAA, who will investigate the matter and if necessary, judiciously communicate any change via NOTAM and/or per an AIP update.
- 4.5. Uncontrolled Airfields with no notified SAA. Limited aerodrome data available at <http://acaa.gov.af/en/page/civil-aviation-authority/aip---important-information>
- 4.6. Instrument Departure and Approach plates are not published within the AFG AIP. For selected locations, plates are available on the ACAA website <http://acaa.gov.af/en/page/civil-aviation-authority/aip---important-information> as specified in Part 3 AD2.



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GEN 0.3 RECORD OF AIP SUPPLEMENTS

1. A current list of AIP Supplements is maintained on the ACAA web site:
<http://acaa.gov.af/en/page/civil-aviation-authority/aip---important-information>

Serial No.	Subject	Section(s) effected	Period of validity	Cancellation record
1	BOBCAT Procedure	ENR 1.9 (1.9-1) ATFM	Two months	SUP 010/16
2	Prohibited / Restricted / Danger Area Amendments	4.1 (5.1-13 ,18)	Less than two months	SUP011/16
3	OAMS, OAJL ENR & AD Amendments	OAMS AD 2.17 OAMS ENR 2.1 & 3.1 OAJL AD 2.10	One Month	SUP001/17
4	OADY AD Amendments	OADY AD 2.4 , 2.11, 2.22 & 2.23	One Month	SUP002/17
5	M881 & V848 ENR ATS Route Amendments	ENR 3.2	Two Months	SUP003/17
6	Prohibited / Restricted / Danger Area Amendments	5.1 (5.1-1) 4.3 (5.17)	Replaced Ref SUP005/17	SUP 004/17
7	SUP 005 is replacement of SUP 004	5.1 (5.1-1) 4.3 (5.17)	One Month	SUP 005/17 22 Jun 17
8	ANOF NOTAM authority to 6 Airports	4 (3.1-2)	One Month	SUP 006/17 22 Jun 17

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LIST OF EFFECTIVE PAGES GENERAL PART I							
SECTION	DATE		SECTION	DATE		SECTION	DATE

GEN 0.4 LIST OF EFFECTIVE PAGES

GEN 0						
0.1-1	26 May 16		2.2-7	26 May 16	2.2-42	26 May 16
0.1-2	10 Nov 16		2.2-8	26 May 16	2.2-43	26 May 16
0.1-3	26 May 16		2.2-9	26 May 16	2.2-44	26 May 16
0.1-4	26 May 16		2.2-10	26 May 16	2.3-1	26 May 16
0.2-1	26 May 16		2.2-11	26 May 16	2.3-2	26 May 16
0.3-1	22 Jun 17		2.2-12	26 May 16	2.4-1	26 May 16
0.4-1	12 Oct 17		2.2-13	26 May 16	2.4-2	27 Apr 17
0.4-2	12 Oct 17		2.2-14	26 May 16	2.4-3	26 May 16
0.4-3	12 Oct 17		2.2-15	26 May 16	2.4-4	27 Apr 17
0.4-4	12 Oct 17		2.2-16	26 May 16	2.4-5	26 May 16
0.5-1	26 May 16		2.2-17	26 May 16	2.5-1	26 May 16
0.6-1	26 May 16		2.2-18	26 May 16	2.6-1	26 May 16
0.6-2	10 Nov 16		2.2-19	26 May 16	2.6-2	26 May 16
0.6-3	26 May 16		2.2-20	26 May 16	2.7-1	26 May 16
GEN 1			2.2-21	26 May 16	GEN 3	
1.1-1	17 Aug 17		2.2-22	26 May 16	3.1-1	12 Oct 17
1.2-1	26 May 16		2.2-23	26 May 16	3.1-2	12 Oct 17
1.2-2	26 May 16		2.2-24	26 May 16	3.1-3	12 Oct 17
1.3-1	26 May 16		2.2-25	26 May 16	3.1-4	12 Oct 17
1.4-1	10 Nov 16		2.2-26	26 May 16	3.2-1	12 Oct 17
1.5-1	26 May 16		2.2-27	26 May 16	3.2-2	02 Mar 17
1.5-2	26 May 16		2.2-28	26 May 16	3.3-1	26 May 16
1.6-1	26 May 16		2.2-29	26 May 16	3.3-2	26 May 16
1.7-1	26 May 16		2.2-30	26 May 16	3.4-1	26 May 16
1.7-2	26 May 16		2.2-31	26 May 16	3.5-1	12 Oct 17
GEN 2			2.2-32	26 May 16	3.6-1	10 Nov 16
2.1-1	26 May 16		2.2-33	26 May 16	3.6-2	10 Nov 16
2.1-2	02 Mar 17		2.2-34	26 May 16	GEN 4	
2.2-1	26 May 16		2.2-35	26 May 16	4.1-1	26 May 16
2.2-2	26 May 16		2.2-36	26 May 16	4.2-1	12 Oct 17
2.2-3	26 May 16		2.2-37	26 May 16		
2.2-4	26 May 16		2.2-38	26 May 16		
2.2-5	26 May 16		2.2-39	26 May 16		
2.2-6	26 May 16		2.2-40	26 May 16		
			2.2-41	26 May 16		

LIST OF EFFECTIVE PAGES							
ENROUTE							
PART II							
SECTION	DATE		SECTION	DATE		SECTION	DATE
ENR 0			1.10-2	12 Oct 17		4.3-1	12 Oct 17
0.6-1	02 Mar 17		1.10-3	26 May 16		4.3-2	12 Oct 17
0.6-2	02 Mar 17		1.11-1	02 Mar 17		4.3-3	12 Oct 17
0.6-3	02 Mar 17		1.12.-1	26 May 16		4.4-1	26 May 16
0.6-4	26 May 16		1.12-2	26 May 16		ENR 5	
ENR 1			1.12-3	26 May 16		5.1-1	22 Jun 17
1.1-1	26 May 16		1.13-1	26 May 16		5.1-2	17 Aug 17
1.1-2	26 May 16		1.14-1	26 May 16		5.1-3	22 Jun 17
1.1-3	26 May 16		1.14-2	26 May 16		5.1-4	02 Mar 17
1.1-4	26 May 16		1.14-3	26 May 16		5.1-5	27 Apr 17
1.1-5	26 May 16		ENR 2			5.1-6	27 Apr 17
1.1-6	26 May 16		2.1-1	26 May 16		5.1-7	12 Oct 17
1.1-7	26 May 16		2.1-2	27 Apr 17		5.1-8	27 Apr 17
1.1-8	22 Jun 17		2.1-3	26 May 16		5.1-9	02 Mar 17
1.1-9	26 May 16		2.1-4	22 Jun 17		5.1-10	02 Mar 17
1.2-1	26 May 16		2.1-5	27 Apr 17		5.1-11	02 Mar 17
1.2-2	26 May 16		2.1-6	26 May 16		5.1-12	02 Mar 17
1.2-3	26 May 16		ENR 3			5.1-13	02 Mar 17
1.2-4	10 Nov 16		3.1-1	22 Jun 17		5.1-14	02 Mar 17
1.3-1	26 May 16		3.1-2	26 May 16		5.1-15	02 Mar 17
1.3-2	26 May 16		3.1-3	22 Jun 17		5.1-16	02 Mar 17
1.4-1	26 May 16		3.1-4	22 Jun 17		5.1-17	22 Jun 17
1.4-2	26 May 16		3.1-5	15 Sep 16		5.1-18	22 Jun 17
1.4-3	26 May 16		3.1-6	22 Jun 17		5.1-19	22 Jun 17
1.5-1	26 May 16		3.1-7	12 Oct 17		5.1-20	22 Jun 17
1.5-2	26 May 16		3.1-8	12 Oct 17		5.1-21	22 Jun 17
1.6-1	26 May 16		3.1-9	17 Aug 17		5.2-1	26 May 16
1.7-1	26 May 16		3.2-1	22 Jun 17		5.3-1	26 May 16
1.7-2	26 May 16		3.2-2	26 May 16		5.3-2	26 May 16
1.8-1	26 May 16		3.2-3	22 Jun 17		5.4-1	26 May 16
1.9-1	02 Mar 17		3.2-4	12 Oct 17		5.5-1	26 May 16
1.9-2	02 Mar 17		3.2-5	27 Apr 17		5.6-1	22 Jun 17
1.9-3	02 Mar 17		3.2-6	22 Jun 17		5.6-2	22 Jun 17
1.9-4	02 Mar 17		3.3-1	26 May 16		5.6-3	26 May 16
1.9-5	02 Mar 17		3.4-1	26 May 16		ENR 6	
1.9-6	02 Mar 17		3.5-1	26 May 16		6.1-1	26 May 16
1.9-7	02 Mar 17		3.6-1	26 May 16		6.2-1	26 May 16
1.9-8	26 May 16		ENR 4				
1.9-9	26 May 16		4.1-1	26 May 16			
1.10-1	22 Jun 17		4.2-1	26 May 16			

LIST OF EFFECTIVE PAGES AERODROME PART III							
SECTION	DATE		SECTION	DATE		SECTION	DATE
AD 0			OABT 2.1-4	22 Jun 17		OAHR 2.1-13	12 Oct 17
0.6-1	27 Apr 17		OABT 2.1-5	26 May 16		OAHR 2.1-14	12 Oct 17
0.6-2	10 Nov 16		OABT 2.1-6	26 May 16		OAHR 2.1-15	12 Oct 17
AD 1			OABT 2.1-7	27 Apr 17		OAHR 2.1-16	12 Oct 17
1.1-1	26 May 16		OABT 2.1-8	26 May 16		OAHR 2.1-17	15 Sep 16
1.2-1	26 May 16		OACC			OAHR 2.1-18	12 Oct 17
1.3-1	27 Apr 17		OACC 2.1-1	22 Jun 17		OAHR 2.1-19	26 May 16
1.3-2	26 May 16		OACC 2.1-2	22 Jun 17		OAHR 2.1-20	12 Oct 17
1.4-1	26 May 16		OACC 2.1-3	22 Jun 17		OAJL	
AD 2			OACC 2.1-4	22 Jun 17		OAJL 2.1-1	12 Oct 17
OAIX			OACC 2.1-5	26 May 16		OAJL 2.1-2	02 Mar 17
OAIX 2.1-1	26 May 16		OACC 2.1-6	26 May 16		OAJL 2.1-3	12 Oct 17
OAIX 2.1-2	26 May 16		OACC 2.1-7	26 May 16		OAJL 2.1-4	02 Mar 17
OAIX 2.1-3	26 May 16		OACC 2.1-8	26 May 16		OAJL 2.1-5	02 Mar 17
OAIX 2.1-4	26 May 16		OACC 2.1-9	26 May 16		OAJL 2.1-6	10 Nov 16
OAIX 2.1-5	02 Mar 17		OACC 2.1-10	26 May 16		OAJL 2.1-7	12 Oct 17
OAIX 2.1-6	26 May 16		OADY			OAJL 2.1-8	02 Mar 17
OAIX 2.1-7	26 May 16		OADY 2.1-1	05 Jan 17		OAJL 2.1-9	02 Mar 17
OAIX 2.1-8	02 Mar 17		OADY 2.1-2	22 Jun 17		OAJL 2.1-10	10 Nov 16
OAIX 2.1-9	15 Sep 16		OADY 2.1-3	17 Aug 17		OAJL 2.1-11	10 Nov 16
OAIX 2.1-10	26 May 16		OADY 2.1-4	27 Apr 17		OAJL 2.1-12	12 Oct 17
OAIX 2.1-11	02 Mar 17		OADY 2.1-5	22 Jun 17		OAJL 2.1-13	10 Nov 16
OAIX 2.1-12	15 Sep 16		OADY 2.1-6	26 May 16		OAJL 2.1-14	10 Nov 16
OAIX 2.1-13	02 Mar 17		OADY 2.1-7	26 May 16		OAJL 2.1-15	10 Nov 16
OAIX 2.1-14	12 Oct 17		OADY 2.1-8	26 May 16		OAJL 2.1-16	27 Apr 17
OAIX 2.1-15	26 May 16		OADY 2.1-9	27 Apr 17		OAJL 2.1-17	10 Nov 16
OAIX 2.1-16	22 Jun 17		OADY2.1-10	05 Jan 17		OAKB	
OAIX 2.1-17	26 May 16		OAFR			OAKB 2.1-1	10 Nov 16
OAIX 2.1-18	26 May 16		OAFR 2.1-1	22 Jun 17		OAKB 2.1-2	27 Apr 17
OAIX 2.1-19	17 Aug 17		OAFR 2.1-2	22 Jun 17		OAKB 2.1-3	27 Apr 17
OAIX 2.1-20	26 May 16		OAFR 2.1-3	22 Jun 17		OAKB 2.1-4	22 Jun 17
OAIX 2.1-21	26 May 16		OAFR 2.1-4	22 Jun 17		OAKB 2.1-5	10 Nov 16
OAIX 2.1-22	12 Oct 17		OAFR 2.1-5	22 Jun 17		OAKB 2.1-6	26 May 16
OAIX 2.1-23	12 Oct 17		OAFR 2.1-6	22 Jun 17		OAKB 2.1-7	22 Jun 17
OAIX2.1-24	15 Sep 16		OAFR 2.1-7	26 May 16		OAKB 2.1-8	22 Jun 17
OABN			OAFR 2.1-8	26 May 16		OAKB 2.1-9	22 Jun 17
OABN 2.1-1	26 May 16		OAFZ			OAKB 2.1-10	22 Jun 17
OABN 2.1-2	05 Jan 17		OAFZ 2.1-1	22 Jun 17		OAKB 2.1-11	26 May 16
OABN 2.1-3	05 Jan 17		OAFZ 2.1-2	05 Jan 17		OAKB 2.1-12	05 Jan 17
OABN 2.1-4	05 Jan 17		OAFZ 2.1-3	22 Jun 17		OAKB 2.1-13	05 Jan 17
OABN 2.1-5	26 May 16		OAFZ 2.1-4	22 Jun 17		OAKB 2.1-14	26 May 16
OABN 2.1-6	05 Jan 17		OAFZ 2.1-5	05 Jan 17		OAKB 2.1-15	05 Jan 17
OABN 2.1-7	26 May 16		OAFZ 2.1-6	26 May 16		OAKB 2.1-16	27 Apr 17
OABN 2.1-8	26 May 16		OAFZ 2.1-7	26 May 16		OAKB 2.1-17	26 May 16
OAZI			OAFZ 2.1-8	26 May 16		OAKB 2.1-18	02 Mar 17
OAZI 2.1-1	02 Mar 17		OAFZ 2.1-9	26 May 16		OAKB 2.1-19	22 Jun 17
OAZI 2.1-2	26 May 16		OAFZ 2.1-10	26 May 16		OAKB 2.1-20	22 Jun 17
OAZI 2.1-3	26 May 16		OAHR			OAKB 2.1-21	27 Apr 17
OAZI 2.1-4	26 May 16		OAHR 2.1-1	10 Nov 16		OAKB 2.1-22	05 Jan 17
OAZI 2.1-5	26 May 16		OAHR 2.1-2	12 Oct 17		OAKB 2.1-23	02 Mar 17
OAZI 2.1-6	26 May 16		OAHR 2.1-3	22 Jun 17		OAKB 2.1-24	17 Aug 17
OAZI 2.1-7	26 May 16		OAHR 2.1-4	12 Oct 17		OAKB 2.1-25	27 Apr 17
OAZI 2.1-8	26 May 16		OAHR 2.1-5	12 Oct 17		OAKB 2.1-26	17 Aug 17
OAZI 2.1-9	26 May 16		OAHR 2.1-6	22 Jun 17		OAKB 2.1-27	17 Aug 17
OAZI 2.1-10	26 May 16		OAHR 2.1-7	22 Jun 17		OAKB 2.1-28	17 Aug 17
OAZI 2.1-11	26 May 16		OAHR 2.1-8	12 Oct 17		OAKB 2.1-29	17 Aug 17
OABT			OAHR 2.1-9	12 Oct 17		OAKB 2.1-30	10 Nov 16
OABT 2.1-1	26 May 16		OAHR 2.1-10	22 Jun 17		OAKB 2.1-31	27 Apr 17
OABT 2.1-2	22 Jun 17		OAHR 2.1-11	12 Oct 17		OAKB 2.1-32	17 Aug 17
OABT 2.1-3	27 Apr 17		OAHR 2.1-12	12 Oct 17		OAKB 2.1-33	27 Apr 17

**AIP
AFGHANISTAN**

OAKB 2.1-34	05 Jan 17
OAKB 2.1-35	17 Aug 17
OAKB 2.1-36	17 Aug 17
OAKB 2.1-37	17 Aug 17
OAKB 2.1-38	17 Aug 17
OAKB 2.1-39	17 Aug 17
OAKB 2.1-40	17 Aug 17
OAKB 2.1-41	17 Aug 17
OAKB 2.1-42	17 Aug 17
OAKB 2.1-43	17 Aug 17
OAKB 2.1-44	17 Aug 17
OAKB 2.1-45	17 Aug 17
OAKB 2.1-46	17 Aug 17
OAKB 2.1-47	12 Oct 17
OAKB 2.1-48	17 Aug 17
OAKB 2.1-49	17 Aug 17
OAKB 2.1-50	17 Aug 17
OAKB 2.1-51	17 Aug 17
OAKB 2.1-52	17 Aug 17
OAKB 2.1-53	17 Aug 17
OAKB 2.1-54	17 Aug 17
OAKB 2.1-55	17 Aug 17
OAKB 2.1-56	17 Aug 17
OAKB 2.1-57	17 Aug 17
OAKN	
OAKN 2.1-1	12 Oct 17
OAKN 2.1-2	12 Oct 17
OAKN 2.1-3	12 Oct 17
OAKN 2.1-4	10 Nov 16
OAKN 2.1-5	26 May 16
OAKN 2.1-6	12 Oct 17
OAKN 2.1-7	12 Oct 17
OAKN 2.1-8	22 Jun 17
OAKN 2.1-9	02 Mar 17
OAKN 2.1-10	10 Nov 16
OAKN 2.1-11	26 May 16
OAKN 2.1-12	22 Jun 17
OAKN 2.1-13	12 Oct 17
OAKN 2.1-14	12 Oct 17
OAKN 2.1-15	12 Oct 17
OAKN 2.1-16	12 Oct 17
OAKN 2.1-17	26 May 16
OAKN 2.1-18	26 May 16
OAUZ	
OAUZ 2.1-1	22 Jun 17
OAUZ 2.1-2	26 May 16
OAUZ 2.1-3	26 May 16
OAUZ 2.1-4	22 Jun 17
OAUZ 2.1-5	26 May 16
OAUZ 2.1-6	22 Jun 17
OAUZ 2.1-7	26 May 16
OAUZ 2.1-8	26 May 16
OAMN	
OAMN 2.1-1	26 May 16
OAMN 2.1-2	26 May 16
OAMN 2.1-3	26 May 16
OAMN 2.1-4	26 May 16
OAMN 2.1-5	26 May 16
OAMN 2.1-6	26 May 16
OAMN 2.1-7	26 May 16
OAMN 2.1-8	26 May 16

OAMS	
OAMS 2.1-1	12 Oct 17
OAMS 2.1-2	17 Aug 17
OAMS 2.1-3	12 Oct 17
OAMS 2.1-4	12 Oct 17
OAMS 2.1-5	12 Oct 17
OAMS 2.1-6	12 Oct 17
OAMS 2.1-7	12 Oct 17
OAMS 2.1-8	12 Oct 17
OAMS 2.1-9	15 Sep 16
OAMS 2.1-10	15 Sep 16
OAMS 2.1-11	22 Jun 17
OAMS 2.1-12	27 Apr 17
OAMS 2.1-13	15 Sep 17
OAMS 2.1-14	12 Oct 17
OAMS 2.1-15	02 Mar 17
OAMS 2.1-16	12 Oct 17
OAMS 2.1-17	12 Oct 17
OAMS 2.1-18	02 Mar 17
OAMS 2.1-19	02 Mar 17
OANZ	
OANZ 2.1-1	22 Jun 17
OANZ 2.1-2	17 Aug 17
OANZ 2.1-3	27 Apr 17
OANZ 2.1-4	22 Jun 17
OANZ 2.1-5	27 Apr 17
OANZ 2.1-6	27 Apr 17
OANZ 2.1-7	27 Apr 17
OAQA	
OAQA 2.1-1	26 May 16
OAQA 2.1-2	26 May 16
OAQA 2.1-3	26 May 16
OAQA 2.1-4	26 May 16
OAQA 2.1-5	26 May 16
OAQA 2.1-6	26 May 16
OAQA 2.1-7	26 May 16
OAQA 2.1-8	26 May 16
OAQA 2.1-9	26 May 16
OAQN	
OAQN 2.1-1	22 Jun 17
OAQN 2.1-2	26 May 16
OAQN 2.1-3	27 Apr 17
OAQN 2.1-4	22 Jun 17
OAQN 2.1-5	22 Jun 17
OAQN 2.1-6	26 May 16
OAQN 2.1-7	26 May 16
OAQN 2.1-8	26 May 16
OAQN 2.1-9	26 May 16
OAQN 2.1-10	26 May 16
OASL	
OASL 2.1-1	26 May 16
OASL 2.1-2	26 May 16
OASL 2.1-3	26 May 16
OASL 2.1-4	26 May 16
OASL 2.1-5	26 May 16
OASL 2.1-6	26 May 16
OASL 2.1-7	26 May 16
OASL 2.1-8	26 May 16
OASH	
OASH 2.1-1	26 May 16
OASH 2.1-2	26 May 16

**GEN 0.4-4
12 Oct 17**

OASH 2.1-3	26 May 16
OASH 2.1-4	26 May 16
OASH 2.1-5	26 May 16
OASH 2.1-6	26 May 16
OASH 2.1-7	26 May 16
OASH 2.1-8	26 May 16
OASH 2.1-9	26 May 16
OASH 2.1-10	26 May 16
OASH 2.1-11	26 May 16
OASH 2.1-12	26 May 16
OASH 2.1-13	26 May 16
OASH 2.1-14	26 May 16
OASH 2.1-15	26 May 16
OASA	
OASA 2.1-1	26 May 16
OASA 2.1-2	26 May 16
OASA 2.1-3	26 May 16
OASA 2.1-4	26 May 16
OASA 2.1-5	26 May 16
OASA 2.1-6	26 May 16
OASA 2.1-7	26 May 16
OASA 2.1-8	26 May 16
OASD	
OASD 2.1-1	26 May 16
OASD 2.1-2	26 May 16
OASD 2.1-3	26 May 16
OASD 2.1-4	26 May 16
OASD 2.1-5	26 May 16
OASD 2.1-6	26 May 16
OASD 2.1-7	26 May 16
OASD 2.1-8	26 May 16
OASD 2.1-9	26 May 16
OASD 2.1-10	26 May 16
OASD 2.1-11	26 May 16
OATN	
OATN 2.1-1	26 May 16
OATN 2.1-2	26 May 16
OATN 2.1-3	26 May 16
OATN 2.1-4	26 May 16
OATN 2.1-5	26 May 16
OATN 2.1-6	26 May 16
OATN 2.1-7	26 May 16
OATN 2.1-8	26 May 16
OATN 2.1-9	26 May 16
OAZJ	
OAZJ 2.1-1	26 May 16
OAZJ 2.1-2	26 May 16
OAZJ 2.1-3	26 May 16
OAZJ 2.1-4	26 May 16
OAZJ 2.1-5	26 May 16
OAZJ 2.1-6	26 May 16
OAZJ 2.1-7	26 May 16
OAZJ 2.1-8	26 May 16
AD 3	
3.1-1	26 May 16

GEN 0.5 LIST OF HAND AMENDMENTS TO THE AIP

Section or page affected	Amendment Text	Introduced by AIP AMDT Serial No.

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GEN 0.6 - TABLE OF CONTENTS

GEN 0		Pages
GEN 0.1	Preface.....	GEN 0.1-1
GEN 0.2	Record of AIP Amendments	GEN 0.2-1
GEN 0.3	Record of AIP Supplements.....	GEN 0.3-1
GEN 0.4	List of Effective AIP Pages.....	GEN 0.4-1
GEN 0.5	Lists of Hand Amendments to the AIP	GEN 0.5-1
GEN 0.6	Part 1 – General (GEN) Table of Contents	GEN 0.6-1
GEN 1 NATIONAL REGULATION AND REQUIREMENTS		
GEN 1.1	Designated Authorities.....	GEN 1.1-1
GEN 1.2	Entry, Transit and Departure of ACFT	GEN 1.2-1
1.	General	GEN 1.2-1
2.	PPR.....	GEN 1.2-2
3.	Overflights.....	GEN 1.2-2
4.	Risks to Flight and Compliance with AIP Procedures.....	GEN 1.2-2
GEN 1.3	Entry, Transit and Departure of Passenger and Crew	GEN 1.3-1
1.	Customs Requirements	GEN 1.3-1
2.	Quarantine Considerations	GEN 1.3-1
GEN 1.4	Entry Transit and Departure of Cargo.....	GEN 1.4-1
1.	Customs Requirements	GEN 1.4-1
2.	Military Airfield Restrictions for Civilian Commercial Charters	GEN 1.4-1
GEN 1.5	ACFT Instruments, Equipment and Flight Documents.....	GEN 1.5-1
1.	General	GEN 1.5-1
2.	RNP-10 Requirements.....	GEN 1.5-1
3.	Transponder Operations	GEN 1.5-1
4.	TCAS Requirements	GEN 1.5-1
5.	Equipment Failure Procedures	GEN 1.5-2
GEN 1.6	Summary of National Regulation and International Agreements/ Conventions.....	GEN 1.6-1
GEN 1.7	Differences from ICAO Standards, Recommended Practices And Procedures	GEN1.7-1
GEN 2 TABLES AND CODES		
GEN 2.1	Measuring System, ACFT Marking and Holidays	GEN 2.1-1
1.	Units of Measurement.....	GEN 2.1-1
2.	Time System	GEN 2.1-1
3.	Geodetic Reference Datum	GEN 2.1-1
4.	ACFT Nationality and Registration Marks.....	GEN 2.1-1
5.	Public Holidays	GEN 2.1-2

GEN 2.2	Definitions and Abbreviations used in AIS Publications.....	GEN 2.2-1
1.	Definitions	GEN 2.2-1
2.	National and ICAO Abbreviations - Encode.....	GEN 2.2-10
3.	National and ICAO Abbreviations - Decode.....	GEN 2.2-27
GEN 2.3	Chart Symbols	GEN 2.3-1
1.	Charts other than Approach Charts	GEN 2.3-1
2.	Approach Charts	GEN 2.3-1
3.	Aerodrome Charts.....	GEN 2.3-1
4.	Aerodrome Installations and Lights.....	GEN 2.3-2
5.	Miscellaneous	GEN 2.3-2
GEN 2.4	Location Indicators.....	GEN 2.4-1
1.	Code Allocation.....	GEN 2.4-1
2.	List of Location Codes	GEN 2.4-2
GEN 2.5	List of Radio Navigation Aids	GEN 2.5-1
GEN 2.6	Conversion Tables	GEN 2.6-1
GEN 2.7	Sunrise/Sunset Tables.....	GEN 2.7-1
GEN 3 SERVICES		
GEN 3.1	Aeronautical Information Services	GEN 3.1-1
1.	Responsible Service	GEN 3.1-1
2.	Area of Responsibility	GEN 3.1-1
3.	Aeronautical Publications.....	GEN 3.1-1
4.	NOTAM.....	GEN 3.1-2
5.	Sale of Publications	GEN 3.1-4
6.	AIRAC System	GEN 3.1-4
7.	Pre-flight Information Service at Aerodrome/Heliports.....	GEN 3.1-4
GEN 3.2	Aeronautical Charts	GEN3.2-1
1.	Responsible Service(s).....	GEN 3.2-1
2.	Maintenance of Charts.....	GEN 3.2-1
3.	Purchase Arrangements	GEN 3.2-1
4.	Aeronautical Chart Series Available	GEN 3.2-1
5.	List of Aeronautical Charts Available	GEN 3.2-1
6.	Index to the World Aeronautical Chart (WAC) – ICAO 1:1 000 000	GEN 3.2-1
7.	Topographical Charts.....	GEN 3.2-1
8.	Corrections to Charts not contained in the AIP	GEN 3.2-1
GEN 3.3	Air Traffic Services.....	GEN 3.3-1
1.	Responsible Service	GEN 3.3-1
2.	Area of Responsibility	GEN 3.3-1

3.	Types of Air Traffic Services	GEN 3.3-1
4.	Coordination between the Operator and ATS	GEN 3.3-2
5.	Minimum Flight Altitude.....	GEN 3.3-2
6.	ATS Units Address List	GEN 3.3-2
GEN 3.4	Communication Services	GEN 3.4-1
1.	Responsible Service	GEN 3.4-1
2.	Area of Responsibility	GEN 3.4-1
3.	Types of Services	GEN 3.4-1
4.	Requirements and Conditions.....	GEN 3.4-1
GEN 3.5	Meteorological Services.....	GEN 3.5-1
1.	Responsible Service	GEN 3.5-1
2.	Area of Responsibility	GEN 3.5-1
3.	Meteorological Observations and Reports.....	GEN 3.5-1
4.	Types of Services	GEN 3.5-1
5.	Notification Required from Operators	GEN 3.5-1
6.	ACFT Reports	GEN 3.5-1
7.	VOLMET Service	GEN 3.5-1
8.	SIGMET Service	GEN 3.5-1
9.	Other Automated Meteorological Services	GEN 3.5-1
GEN 3.6	Search and Rescue	GEN 3.6-1
1.	Responsible Service(s).....	GEN 3.6-1
2.	Area of Responsibility	GEN 3.6-1
3.	Types of Services	GEN 3.6-1
4.	Search and Rescue Agreements	GEN 3.6-1
5.	Search and Rescue Facilities	GEN 3.6-1
6.	Signals/Procedures Employed by Rescue ACFT	GEN 3.6-1
7.	ELT Reporting Procedures	GEN 3.6-2
GEN 4 CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES		
GEN 4.1	Aerodrome/Heliport Charges	GEN 4.1-1
GEN 4.2	Air Navigation Services Charges	GEN 4.2-1

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GEN 1 NATIONAL REGULATION AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES

1. The addresses of the designated authorities concerned with the facilitation of international air navigation are as follows:

Afghanistan Civil Aviation Authority (ACAA)

Head of Afghanistan Civil Aviation Authority

Mr. Mahmood Shah Habibi

Mobile Phone: +93 (0) 77 515 53 91

Mobile Phone: +93 (0) 70 333 33 37

Email: habibi@acaa.gov.af

Director of Air Traffic Management

Mr. Ghulam Jailani Wafa

Mobile: +93 (0) 700304828

Email: jailaniw@acaa.gov.af

Kabul ACC

DSN Phone: 318-449-9788/9964

Mobile Phone: +93 (0) 794048226

AFTN: OAKXZQZX OMAEKBLX

Afghanistan AIP office:

Mobile Phone: +93 (0) 799849388

Email: aip@acaa.gov.af

aip.acaa12@gmail.com

Afghanistan NOTAM Office:

Mobile Phone: +93 (0) 799854734

Email: notam@acaa.gov.af

afghanistannotam@gmail.com

AFTN: OAKBYNYX

NOTAM Link:

<http://acaa.gov.af/en/page/notame>

<https://www.afgais.com/>

Aircraft Accident Investigations:

Mr. Alireza Saifi

Mobile: +93 (0) 799410037

Email: ali_saifi@yahoo.com

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GEN 1.2 ENTRY, TRANSIT, AND DEPARTURE OF AIRCRAFT

1. General

1.1. Introduction

- 1.1.1. The requirements for entry, transit, and departure of ACFT engaged in international flights and the procedures for clearance of these ACFT at designated airports in Afghanistan are given for the information and guidance of operators conducting international flights.
- 1.1.2. The Afghanistan Civil Aviation Authority (ACAA) is the agency responsible for Afghanistan's obligations under the provisions of Annex 9 (Facilitation) of the Chicago Convention. The ACAA is responsible for coordinating with other organizations for the development and implementation of policy and coordination of ICAO matters.
- 1.1.3. At the invitation, and on behalf of the ACAA, the Afghanistan Civil Aviation Authority (ACAA) is the Airspace Control Authority (ACA) for Afghanistan and the Kabul Flight Information Region (FIR) effective from 0730 UTC 11 February 2002 until further notice. The procedures for flight operations detailed here are mandatory for all ACFT operators authorized to fly in the Kabul FIR.
- 1.1.4. ACAA has responsibility for all operational and safety matters relating to civil aviation into, within and from Afghanistan territory. All ACFT, except civilian ACFT flying an RS/Coalition Forces, contracted mission (and using an RS/Coalition assigned call sign), require ACAA approval to land at or depart from an Afghanistan aerodrome. ACAA approval can be gained by submitting requests at least 24 hours in advance (in order of preference), via the AFTN line OAKBYAYX or e-mail: oakbais6@gmail.com (24/7) / or cao@aca.gov.af (working hrs.). Replies from ACAA will be sent via AFTN. Once in receipt of an ACAA approval number, operators need to obtain appropriate permission from airfields and file an international flight plan with closest ATC agency.
- 1.1.5. ACAA hours of operation are:
 - April to October:
0300-1130 UTC (0730 – 1600 local) Saturday to Wednesday;
Closed, Thursday and Friday
 - October to April:
0400-1100 UTC (0830 – 1530 local) Saturday to Wednesday;
Closed Thursday and FridayRequests will only be processed during business hours.
- 1.1.6. In the case of ACFT engaged in the carriage of passengers, cargo, or mail for remuneration or hire, the following must be included in applications prior to authorization:
 - a. Name of operator;
 - b. Type of ACFT and registration markings;
 - c. Date and time of arrival and departure at the intended airport;

- d. Place or places of embarkation or disembarkation abroad of either passengers or freight;
 - e. Purpose of the flight and number of passengers and/or the nature and amount of cargo; and
 - f. Name, address and business of charterer, if any.
- 1.1.7. The Military Technical Agreement (MTA) exempts contracted ACFT in support of NATO/RS from taxation, registration, licensing, customs and landing fee requirements. All RS contractors using RS call signs are considered under MTA and exempt from taxation, registration, licensing, customs and landing fee requirements. Any RS contractor using civilian call signs must follow Afghanistan Civil Air Regulations. In order to operate in Afghanistan with a Civilian call sign, they must have AOC or FOC and are subject to taxation, registration, licensing, customs, immigration, landing fees, etc.
- 2. PPR**
- 2.1. Airfields that are PPR are identified at ENR 1.9 and/or via NOTAM. See ENR 1.9 for details.
- 3. Overflights**
- 3.1. For overflights, all ACFT require ACAA approval. ACAA approval will be gained through the same means as arrivals and departures outlined in 1.1.4 above.
- 3.2. All ACFT operating within the Kabul FIR must be familiar with ENR 1.8 Regional Supplementary Procedures.
- 4. Risks to Flight and Compliance with AIP procedures**
- 4.1. All operators are advised there is an increased risk of hostile, non-military actions against ACFT and should be aware of ongoing military operations in Afghanistan. Compliance with AIP procedures is mandatory. Safety of ACFT operating in the Kabul FIR requires strict adherence to AIP procedures. Operators should review NOTAMs regularly, using their appropriate systems and methods, for any changes that may affect the information contained in this document and make their own risk assessment based on all available information. Due to potential delays in transferring military NOTAM information into international NOTAM database, all operators are advised to also review NOTAMs on the Defense Internet NOTAM site (DINS) available at <https://www.notams.jcs.mil> or <http://www.baseops.de> or <https://www.notams.faa.gov/dinsQueryWeb/>
- 4.2. ACFT operators must strictly comply with the provisions of the permission granted for their ACFT and shall adhere to the international designated air routes. Failure to comply with the procedures in this AIP may result in interception by armed coalition fighter ACFT, fines or future airspace denial. ACFT operators must be familiar with, and follow; international intercept procedures contained in Annex 2, Rules of the Air, to the Chicago Convention, para. 3.8 and Appendix 2, Sections 2 and 3.
- 4.3. Many airports in Afghanistan have limited or no ATC, Meteorology, Fire and Rescue or ground support services. In addition pavements at these airports may be in bad condition. Crews that operate to, at or from these airfields do so entirely at their own risk.
- 4.4. There is a large number of artillery firing locations throughout the Afghanistan FIR. While ATC service providers will make every effort to inform aircraft of activity, there may be occasions when no information is available with live firing taking place. Details of artillery locations and reported effective altitudes are contained within ENR 5.

GEN 1.3 ENTRY, TRANSIT, AND DEPARTURE OF PASSENGERS AND CREW

1. **Customs Requirements**
 - 1.1. **Crew.** Incoming crews are required to complete a customs declaration. All baggage or articles belonging to the disembarking passengers are subject to customs inspection. Entry visas are required for some travelers. No departure formalities are required upon departure for embarking crews. Exit visas are required for some travelers.
 - 1.2. **Passengers.** Incoming passengers are required to complete a customs declaration. All baggage or articles belonging to the disembarking passengers are subject to customs inspection. Entry visas are required for some travelers. No departure formalities are required upon departure for embarking passengers. Exit visas are required for some travelers.
2. **Quarantine Considerations**
 - 2.1. As a preventive measure against foot and mouth disease, the floor and wheels of ACFT leaving Afghanistan should be cleaned prior to departure.

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GEN 1.4 ENTRY, TRANSIT, AND DEPARTURE OF CARGO

- 1. Customs Requirements**
 - 1.1. Customs entry and clearance of cargo and unaccompanied baggage destined for points within Afghanistan must be completed at the first international airport of entry.
- 2. Military Airfield Restrictions for Civilian Commercial charters**
 - 2.1. Civilian commercial cargo charter flights are permitted at military airfields in Afghanistan when under government contract and possess a valid PPR.

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GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

1. General

- 1.1. Commercial air transport ACFT operating in Afghanistan must adhere to the provisions of ICAO Annex 6 – Operation of ACFT, Part 1 – International Commercial Air Transport – Aeroplanes, Chapter 6 (Aeroplanes Instruments, Equipment and Flight Documents) and Chapter 7 (Aeroplane Communication and Navigation Equipment).

2. RNP-10 Requirements

- 2.1. All civil and State overflight ACFT operating within the Kabul FIR must be approved by the State of the operator or the State of Registry for Required Navigation Performance 10 (RNP-10). All ACFT operating RNP-10 in Afghanistan airspace shall have at least dual carriage of navigation systems of integrity such that the navigation system does not provide misleading information. Additionally, all ACFT shall meet a lateral track keeping accuracy equal to or better than ± 10 NM for 95% of the flight time in RNP-10 airspace and ACFT shall meet longitudinal track positioning accuracy of ± 10 NM for 95% of the flight time in the RNP-10 airspace. ACFT unable to meet the minimum navigational requirements for RNP-10 are not permitted to operate IFR within the Kabul FIR.
- 2.2. Due to the present nature of Afghanistan airspace, before entering RNP-10 airspace, the ACFT's position should be checked as accurately as possible by using external Navigation Aids (NAVAIDS). This may require distance measuring equipment (DME) and/or DME/VHF Omni-directional Range (VOR) checks to determine navigation system errors through displayed and actual positions. If the system is updated, the proper procedures should be followed with the aid of a prepared checklist.

3. Transponder Operation

- 3.1. All ACFT operating in the Kabul FIR shall be equipped with serviceable pressure altitude reporting transponders. Operators shall ensure Mode 3/A and Mode C is turned on at all times and advise air traffic control of any malfunctions.
- 3.2. All ACFT will ensure their transponder is set to the assigned Mode 3/A code provided by air traffic control for civil operators; the Air Tasking Order for military operators, when applicable; or Resolute Support Strategic Flight Coordination Centre for NATO operators. VFR ACFT shall set Mode 3/A code 1200 unless assigned a discrete code by air traffic control.
- 3.3. All ACFT overflying the Kabul FIR shall squawk the previous ACC assigned Mode 3A code or 1200 unless instructed to change or requested and approved to change by Turkmenistan ATC.
- 3.4. ACFT departing Turkmenabad FIR will remain on their last assigned Mode 3/A SSR until after exiting the Turkmenabad FIR.
- 3.5. ACA reserves the right to deny ACFT with inoperable transponders access to Kabul FIR.
- 3.6. **RVSM.** All ACFT operating between FL290-FL410 are to be RVSM approved unless specific dispensation has been authorized by Kabul Area Control Centre.

4. Traffic Collision Avoidance System (TCAS) Requirements

- 4.1. All civilian ACFT operating at or above FL240 must have TCAS.
- 4.2. Procedures for responding to TCAS/ACAS Alerts and Warnings are contained in Procedures for Air Navigation Services Aircraft Operations (PANS OPS, ICAO Doc 8168), Part 3, Section 3, and Chapter 3.

5. Equipment Failure Procedures

- 5.1. Crews shall advise ATC when any deterioration or failures of the navigation equipment below the navigation performance requirements are encountered or if any deviations are required for contingency procedures. At a minimum, the following information shall be transmitted:
- a. Call sign.
 - b. Flight level.
 - c. Direction of flight.
 - d. Position.
- 5.2. Aircrews shall advise ATC of any deterioration or failure of navigation equipment below RNP-10 navigation performance requirements by stating “Unable RNAV due equipment.” ATC will then attempt to provide alternative separation standards and/or routing.

**GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL
AGREEMENTS/CONVENTIONS**

1. Afghanistan Civil Aviation Safety Act <http://acaa.gov.af/en/page/civil-aviation-authority/flight-safety>
2. Afghanistan Regulation: <http://acaa.gov.af/en/page/law/law-in-civil-aviation>

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<p>ANNEX 11</p>	<p>AIR TRAFFIC SERVICES, 14th edition: Air traffic services within Afghanistan are primarily provided by Afghanistan, Coalition military or Coalition contracted air traffic controllers. Services are, where possible provided in accordance with ICAO procedures. . . See AD section for specific detail for ATS at each aerodrome. Class E airspace is non-standard in that VFR ACFT requires two-way communications with ATC or a TAC C2 agency. TAC C2 is to coordinate airway crossings with ATC for deconfliction purpose. TAC C2 will instruct ACFT under their control to avoid air routes to the maximum extent possible.”</p>
<p>ANNEX 12</p>	<p>SEARCH AND RESCUE, 9th edition: Nil</p>
<p>ANNEX 13</p>	<p>AIRCRAFT ACCIDENT INVESTIGATION, 10th edition: Nil</p>
<p>ANNEX 14</p>	<p>AERODROMES: Volume I 5th edition Volume II 3rdedition Some of the facilities and procedures described in AD 2 may not comply with Annex 14.</p>
<p>ANNEX 15</p>	<p>AERONAUTICAL INFORMATION SERVICES, 15th edition: The Afghanistan AIP is at variance with Chapter 4, paragraph 4.1.3. Precision Approach Terrain Charts are not produced yet. Afghanistan AIP is at a variance with Chapter 6 in that a mature Aeronautical Information Regulation and Control system has not been implemented in Afghanistan.</p>
<p>ANNEX 16</p>	<p>ENVIRONMENTAL PROTECTION: Volume I 7thedition Volume II 3rd edition Nil</p>
<p>ANNEX 17</p>	<p>SECURITY – SAFEGUARDING INTERNATIONAL CIVIL AVIATION AGAINST ACTS OF UNLAWFUL INTERFERENCE, 9th edition: Nil</p>
<p>ANNEX 18</p>	<p>THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR, 4th edition: Nil</p>
<p>ANNEX 19</p>	<p>SAFETY MANAGEMENT 2nd edition July 2016</p>
<p>Other ICAO DOCS</p>	<p>ICAO Doc 9613-AN/937 Manual On Required Navigation Performance (RNP) 4th edition 2013 : ICAO Doc 4444 ATM/501 Phraseology 15th edition 2007</p>

GEN 2 TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS AND HOLIDAYS

1. Units of Measurement

- 1.1. Aeronautical stations within the Kabul FIR shall use the following table of units of measurement:

Measurement	Units Used
Distance used in navigation, position reporting, etc. generally in excess of 2 nautical miles	Nautical Miles and Tenths (e.g. 2.1NM)
Relatively short distances such as those relating to aerodromes (e.g. RWY lengths)	Meters (e.g. 2540 m)
Altitudes, Elevations, and Heights	Feet (e.g. 6500 ft.)
Horizontal speed including wind speed	Knots (e.g. 250 kits)
Vertical speed	Feet per minute (FPM)
Wind direction for landing and take off	Degrees Magnetic
Wind direction except for landing and take off	Degrees True
Visibility including RWY visual range	Kilometres or Metres
Altimeter setting (barometric pressure)	Hectopascals
Temperature	Degrees Celsius
Weight	Metric Tonnes or Kilograms
Time	Hours and minutes beginning at midnight UTC in 24-hour format

2. Time System

- 2.1. Coordinated Universal Time (UTC) or Zulu (Z) time is used by air navigation services and in publications issued by the Aeronautical Information Service. Reporting of time is expressed in 24-hour format rounded to the nearest minute, e.g. 13:40:35: is reported as 1341. The start of the new day, i.e. midnight, is expressed as 0000.

3. Geodetic Reference Datum

- 3.1. All published geographical coordinates indicating latitude and longitude are shown in World Geodetic System 1984 (WGS84). WGS84 is applicable within the area of responsibility of the Aeronautical Information Service (i.e. the entire territory of Afghanistan).

4. ACFT Nationality and Registration Marks

- 4.1. The nationality mark for ACFT registered in Afghanistan is the letters 'YA'. The nationality mark is followed by a hyphen and a registration mark consisting of three letters (e.g. YA-ABC).
- 4.2. All ACFT markings must be displayed IAW ANNEX 7 To the Convention on International Civil Aviation sixth Edition — July 2012 International Standards Aircraft Nationality and Registration Marks.

5. Public Holidays

5.1. The following is a list of the national public holidays for 2017 with dates corresponding to the Gregorian calendar.

Name	Gregorian date
Liberation Day	14 Feb
Afghanistan New Year (Nawroz)	21 Mar
Famer's Day	22 Mar
Afghanistan Victory Day (Enqelab-E-Islami)	28 Apr
International Labor's Day	01 May
Ramadan (commences)***	27 May
Eid al-Fitr (End of Ramadan) ***	25 June
Independence day	19 Aug
Arafat	31 Aug
Eid Al – Adha (Face of Sacrificed)	01 Sep
Martyrdom of the national Victor (Ahmad Shah Masud)	10 Sep
Tenth of Moharam, Ashura on	30 Sep
Mawlood al-Nabi / The Prophet's Birthday***	30 Nov

**** Afghanistan holidays are based on the Islamic calendar and depend on sightings of the moon. The exact dates of the holidays are subject to GIRoA announcements.

5.2. While every effort has been made to present an accurate list of 2017 holidays for Afghanistan, no responsibility is accepted for any error or omission in the data presented above.

5.2.1. During the lunar month of Ramadan, that precedes Eid al-Fitr, Muslims fast during the day and feast at night and normal business patterns may be interrupted. Some disruption may continue into Eid al-Fitr itself. Eid al-Fitr and Eid al-Adha may last up to several days, depending on the region. Before using any of these dates for planning purposes, they should be verified with ACAA.

GEN 2.2 DEFINITIONS AND ABBREVIATIONS USED IN AIS PUBLICATIONS

1. Definitions

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

Aerodrome Beacon: An aeronautical beacon, used to indicate the location of an aerodrome from the air.

Aerodrome Control Service: ATC service for aerodrome traffic.

Aerodrome Control Tower: A unit established to provide ATC service to aerodrome traffic.

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

Aerodrome Reference Point (ARP): The designated geographical location of an aerodrome.

Aerodrome Traffic: All traffic on the maneuvering area of an aerodrome and all ACFT flying in, entering, or leaving the traffic circuit.

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

Aeronautical Information Publication (AIP): A publication issued by or with the authority of a State and containing aeronautical information of a lasting character essential to air navigation.

AIP Supplement (SUP): Temporary changes to the information contained in the AIP which are published by means of special pages.

Air Tasking Order (ATO): Military ACFT movement approval generated by the coalition.

Air Taxiing: Movement of a helicopter/VTOL above the surface of an aerodrome; normally in ground effect and at speed normally less than 20kts.

Air Traffic Control Clearance: Authorization for ACFT to proceed under conditions specified by an Air Traffic Control unit.

Note: For convenience, the term "Air Traffic Control Clearance" is normally abbreviated to "Clearance" when used in appropriate context.

Air Traffic Control Instructions: Directives issued by air traffic control for the purpose of requiring a pilot to take a specific action.

Air Traffic Control Service: A service provided for the purpose of:

- a) preventing collisions:
 - I. Between ACFT; and
 - II. On the maneuvering area between ACFT and obstructions; and
- b) Expediting and maintaining an orderly flow of air traffic.

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

Aerodrome Traffic Zone (ATZ): An Aerodrome Traffic Zone (ATZ) is airspace of defined dimensions established around an aerodrome for the protection of traffic on the maneuvering area of the aerodrome and all ACFT flying in the vicinity of the aerodrome.

Airways Clearance: clearance, issued by ATC, to operate in controlled airspace along a designated track or route at a specified level to a specified point or flight planned destination.

Alternate Aerodrome: An Aerodrome to which an ACFT may proceed when it becomes either impossible or inadvisable to proceed to or to land at the aerodrome of intended landing.

Altimeter Setting: A pressure datum which when set on the subscale of a sensitive altimeter causes the altimeter to indicate vertical displacement from that datum. Pressure-type altimeter calibrated in accordance with Standard Atmosphere may be used to indicate altitude, height or flight levels, as follows:

- a) when set to **QNH** or **Area QNH** it will indicate **altitude**;

b) When set to **Standard Pressure** (1013.2HPA) it may be used to indicate **flight levels**.

Altitude: The vertical distance of a level, a point or an object, considered as a point, measured from mean sea level.

Approach Control Service: ATC service for arriving or departing flights.

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

Area Control Service: Air traffic control service for controlled flights in control areas.

Area Navigation (RNAV): A method of navigation which permits ACFT operation on any desired flight path within the coverage of ground or space-based navigation aids, or within the limits of the capability of self-contained aids, or a combination of these.

Area Navigation (RNAV) Route: An ATS route established for the use of ACFT capable of employing area navigation.

Area QNH: A forecast altimeter setting which is representative of the QNH of any location within a particular area.

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

Automatic Dependent Surveillance – Broadcast (ADS–B): ADS–B is a Surveillance technique that relies on ACFT or airport vehicles broadcasting their identity, position and other information derived from on board systems (GNSS, etc.).

Automatic Terminal Information Service (ATIS): The provision of current, routine information to arriving and departing ACFT by means of continuous and repetitive broadcasts during the hours when the unit responsible for the service is in operation.

Briefing: The act of giving in advance, specific pre-flight instructions or information to aircrew.

Broadcast: A transmission of information relating to air navigation for which an acknowledgment is not expected.

Ceiling: The height above the ground or water of the base of the lowest layer of cloud below 20,000ft covering more than one-half of the sky.

Centre: A generic call-sign used in the enroute and area environment which can include Air Traffic Control, Advisory, and Flight Information and Alerting services, depending on the classification of airspace in which the service is provided.

Coalition: The alliance of those contributing nations supporting Operation Freedom Sentinel and/or the Operation Resolute Support ISAF mission in Afghanistan.”

Collocated (Navigation) Aids: Enroute way-points or navigation aids that are within 600M of each other.

Control Area (CTA): A controlled airspace extending upwards from a specified limit above the earth.

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

Controlled Airspace: Airspace of defined dimensions within which Air Traffic Control service is provided in accordance with the airspace classification.

Controller: An air traffic controller, operating to national standards.

Control Zone (CTR): A controlled airspace extending upwards from the surface of the earth to a specified upper limit.

Danger Area: An airspace of defined dimensions within which activities dangerous to the flight of ACFT may exist at specified times.

Day: That period of time from the beginning of morning civil twilight to the end of evening civil twilight.

Dead Reckoning (DR) Navigation: The estimating or determining of position by advancing an earlier known position by the application of direction, time and speed data.

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

Note 1: "Decision altitude (DA)" is referenced to mean sea level (MSL) and "decision height (DH)" is referenced to the threshold elevation.

Distance Measuring Equipment (DME): Equipment which measures in nautical miles, the slant range of an ACFT from the selected DME ground station.

DME Distance: The slant range from the source of a DME signal to the receiving antenna.

Elevation: The vertical distance of a point or a level, on or affixed to the surface of the earth, measured from mean sea level.

Emergency Phases:

- a. **Uncertainty Phase:** A situation wherein uncertainty exists as to the safety of an ACFT and its occupants.
- b. **Alert Phase:** A situation wherein apprehension exists as to the safety of an ACFT and its occupants.
- c. **Distress Phase:** A situation wherein there is reasonable certainty that an ACFT and its occupants are threatened by grave and imminent danger or require immediate assistance.

Estimate: The time at which it is estimated that an ACFT will be over a position reporting point or over the destination.

Estimated Elapsed Time (EET): The estimated time required to proceed from one significant point to another.

Estimated Off Block Time: The estimated time at which the ACFT will commence movement Associated with departure.

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

Final Approach: That part of an instrument approach procedure which commences at the specified final approach fix or point, or where such a fix or point is not specified:

- a) at the end of the last procedure turn, base turn or inbound turn of its racetrack procedure, if specified; or
- b) at the point of interception of the last track specified in the approach procedure; and
- c) Ends at a point in the vicinity of an aerodrome from which a landing can be made, or a missed approach is initiated.

Final Approach Altitude: The specified altitude at which final approach is commenced.

Final Approach Fix (FAF): A specified point on a non-precision instrument approach which identifies the commencement of the final segment.

Final Approach Point (FAP): A specified point on the glide path of a precision instrument approach which identifies the commencement of the final segment.

Note: The FAP is co-incident with the FAF of a localizer based non-precision approach.

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

Final Leg: The path of an ACFT in a straight line immediately preceding the landing (alighting) of the ACFT.

Fix: A geographical position of an ACFT at a specific time determined by visual reference to the surface, or by navigational aids.

Flight Information: Information useful for the safe and efficient conduct of the flight, including information on air traffic, meteorological conditions, aerodrome conditions and airways facilities.

Flight Information Region (FIR): An airspace of defined dimensions within which flight information service and SAR alerting service are provided.

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

Flight Level (FL): A surface of constant atmospheric pressure which is related to a specific pressure datum, 1013.2HPA, and is separated from other such surfaces by specific pressure intervals.

Flight Visibility: The visibility forward from the cockpit of an ACFT in flight.

Forecast: A statement of expected meteorological conditions for a specified period, and for a specified area or portion of airspace.

Formation: Two or more ACFT flown in close proximity to each other and operating as a single ACFT with regard to navigation, position reporting, and control.

General Air Traffic (GAT): Encompasses all flights conducted in accordance with rules and procedures of ICAO.

Glide Path (GP): A descent profile determined for vertical guidance during final approach.

Global Navigation Satellite System (GNSS): A satellite-based radio navigation system that uses signals from orbiting satellites to determine precise position and time.

Global Positioning System (GPS): A GNSS constellation operated by the United States Government.

Gross Weight: The weight of the ACFT together with the weight of all persons and goods (including fuel) on board the ACFT at that time.

Ground Based Navigation Aid: An NDB, VOR, or DME.

Ground Taxiing: The movement of a helicopter under its own power and on its undercarriage wheels.

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

Hazardous Conditions: Meteorological conditions which may endanger ACFT or adversely affect their safe operation, particularly those phenomena associated with volcanic ash cloud and thunderstorms – icing, hail, and turbulence.

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

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

Height above Aerodrome (non-precision approach or circling) (HAA): The height of the Minimum Descent Altitude above the published aerodrome elevation.

Height above Threshold (precision approach) (HAT): The height of the Decision Altitude above the threshold elevation.

Helicopter Landing Site (HLS): A place that is used as an aerodrome for the purposes of the landing and taking-off of helicopters.

Helicopter Lane: A lane, outside controlled airspace, designed for use by helicopters to facilitate traffic flow.

Holding Bay: A defined area where ACFT can be held, or bypassed, to facilitate efficient surface movement of ACFT.

Holding Fix: A specified location identified by visual or other means in the vicinity of which the position of an ACFT in flight is maintained in accordance with ATC Instructions.

Holding Procedure: A predetermined maneuver which keeps an ACFT within a specified airspace whilst awaiting further clearance.

Hospital ACFT: A priority category for use by international ACFT when medical priority is required (see also medical).

IFR Pick-up: A pilot procedure whereby a flight operating to the IFR in Class G airspace changes to VFR upon entering Class E airspace whilst awaiting an airways clearance. IFR Pickup is limited to FL180 and below.

Identification: The situation which exists when the position indication of a particular ACFT is seen on a situation display and positively identified by ATC.

Inertial Navigation / Reference System (INS/IRS): A self-contained navigation system that continually measures the accelerations acting upon the vehicle of which it is a part. Suitably integrated, these forces provide velocity and thence position information.

Instrument Approach and Landing Operations: Instrument approach and landing operations are classified as follows:

- a) **Non-precision Approach and Landing Operations:** Instrument approaches and landings which do not utilize electronic glide path guidance.
- b) **Precision Approach and Landing Operations:** Instrument approaches and landings using precision azimuth and glide path guidance with minima as determined by the category of operation.

Categories of Precision Approach and Landing Operations are:

- a) Category I (CAT I) operation. A precision instrument approach and landing with a decision height not lower than 200ft and visibility not less than 800M, or an RVR not less than 550M.
- b) Category II (CAT II) operation: A precision instrument approach and landing with a decision height lower than 200ft but not lower than 100ft, and an RWY visual range not less than 350M.
- c) Category IIIA (CAT IIIA) operation: A precision instrument approach and landing with a decision height lower than 100ft, or no decision height and an RWY visual range not less than 200M.

Instrument Approach Procedure: A series of predetermined maneuvers by reference to flight instruments with specified protection from obstacles from the initial approach fix or where applicable, from the beginning of a defined arrival route to a point from which a landing can be completed and thereafter, if a landing is not completed, to a position at which holding or Enroute obstacle clearance criteria apply.

Intermediate Fix (IF): A fix on an RNAV approach that marks the end of an initial segment and the beginning of the intermediate segment.

In the Vicinity: An ACFT is in the vicinity of a non-towered aerodrome if it is within a horizontal distance of 10 miles, and at a height above the aerodrome reference point that could result in conflict with operations at the aerodrome.

Initial Approach Fix (IAF): The fix at the commencement of an instrument approach.

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

Instrument Landing System (ILS): A precision instrument approach system which normally consists of the following electronic components: VHF Localizer, UHF Glide slope, VHF Marker Beacons.

Instrument RWY: One of the following types of RWYs intended for the operation of ACFT using instrument approach procedures:

- a) Non-precision approach RWY. An instrument RWY served by visual aids and a non-visual aid providing at least directional guidance adequate for a straight-in approach.
- b) Precision approach RWY, CAT I. An instrument RWY served by ILS and visual aids intended for operations with a decision height not lower than 200ft and either a visibility not less than 800M, or an RVR not less than 550M.
- c) Precision approach RWY, CAT II. An instrument RWY served by ILS and visual aids intended for operations with a decision height lower than 200ft, but not lower than 100ft and an RVR not less than 350M.
- d) Precision approach RWY, CAT III. An instrument RWY served by ILS to and along the surface of the RWY and:

- I. For CAT IIIA – intended for operations with a decision height lower than 100ft, or no decision height and an RVR not less than 200M;
- II. for CAT IIIB – intended for operations with a decision height lower than 50ft, or no decision height and an RVR less than 200M, but not less than 50M;
- III. For CAT IIIC – intended for operations with no decision height and no RVR limitations.

Integrity: That quality which relates to the trust which can be placed in the correctness of information supplied by a system. It includes the ability of a system to provide timely warnings to users when the system should not be used for navigation.

Landing Area: That part of the movement area intended for the landing or take-off of ACFT.

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

Localizer (LOC): The component of an ILS which provides azimuth guidance to an RWY. It may be used as part of an ILS or independently.

Lowest Safe Altitude (LSALT): The lowest altitude which will provide safe terrain clearance at a given place.

Maneuvering Area: That part of an aerodrome to be used for the take-off, landing, and taxiing of ACFT, excluding aprons.

Maximum Take-off Weight (MTOW): The maximum take-off weight of an ACFT as specified in its Certificate of Airworthiness.

Meteorological Information: Meteorological report, analysis, forecast, and any other statement relating to existing or expected meteorological conditions.

Military Operations Area (MOA): A type of Restricted Area established to separate certain non-hazardous **peacetime or training** military activities from IFR traffic and to identify for VFR traffic where these activities are conducted.

Minimum Altitude: The minimum altitude for a particular instrument approach procedure is the altitude specified by AIP DAP at which an ACFT shall discontinue an instrument approach unless continual visual reference to the ground or water has been established and ground visibility is equal to or greater than that specified by the DAP for landing.

Note: Applies to “old” type instrument approach charts.

Minimum Descent Altitude (MDA): A specified altitude in a non-precision RWY or circling approach below which descent may not be made without visual reference.

Note: Applies to “new” type instrument approach charts.

Minimum Fuel: The term used to describe a situation in which an ACFT’s fuel supply has reached a state where little or no delay can be accepted.

Note: This is not an emergency situation but merely indicates that an emergency situation is possible, should any undue delay occur.

Minimum Sector Altitude (MSA): The lowest altitude which may be used which will provide a minimum clearance of 1,000ft above all objects located in an area contained within a sector of a circle of 25NM or 10NM radius centered on a radio aid to navigation or, where there is no radio navigation aid, the Aerodrome Reference Point.

Missed Approach Holding Fix (MAHF): A fix on an RNAV approach that marks the end of the missed approach segment and the point for the missed approach holding (where applicable).

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

Missed Approach Procedure (MAP): The procedure to be followed if the approach cannot be continued.

Missed Approach Turning Fix (MATF): A fix on an RNAV approach that marks a turning point during the missed approach segment.

Movement Area: That part of an aerodrome to be used for the take-off, landing, and taxiing of ACFT, consisting of the maneuvering area and the apron(s).

Multilateration (MLAT): MLAT is a navigation technique based on the measurement of the difference in distance to two or more stations at known locations that broadcast signals at known times.

Navigation Specification. A set of ACFT and flight crew requirements needed to support performance based navigation operations within a defined airspace. There are two kinds of navigation specifications:

RNP Specification. A navigation specification based on area navigation that includes the requirement for performance monitoring and alerting, designated by the prefix RNP, e.g. RNP 4, RNP APCH.

RNAV Specification. A navigation specification based on area navigation that does not include the requirement for performance monitoring and alerting, designated by the prefix RNAV, e.g. RNAV5, RNAV 1.

Note: The Performance-based Navigation Manual (Doc 9613), Volume II, contains detailed guidance on navigation specifications.

Night: That period of time between the end of evening civil twilight and the beginning of morning civil twilight.

Non-Directional Beacon (NDB): A special radio station, the emissions of which are intended to enable a mobile station to determine its radio bearing or direction with reference to that special radio station.

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

Operational Air Traffic (OAT): Encompasses all flights which do not comply with the provision stated for GAT and for which rules and procedures have been specified by appropriate national authorities.

Operator: A person, Organization or enterprise engaged in or offering to engage in ACFT operation.

Operations Manual: A manual provided by an operator for the use and guidance of its operations staff, containing instructions as to the conduct of flight operations; including the responsibilities of its operations staff.

Overshoot Shear: A wind shear occurrence which produces an INITIAL effect of overshooting the desired approach path and/or increasing airspeed.

Parking Area: A specially prepared or selected part of an aerodrome within which ACFT may be parked.

Pavement Classification Number (PCN): A number expressing the bearing strength of pavement for unrestricted operations.

Preferred RWY: An RWY nominated by ATC or listed in the AIP as the most suitable for the prevailing wind, surface conditions or noise sensitive areas in the proximity of the aerodrome.

Primary Means Navigation System: A navigation system that, for a given operation or phase of flight, must meet accuracy and integrity requirements, but need not meet full availability and continuity of service requirements. Safety is achieved by either limiting flights to specific time periods, or through appropriate procedural restrictions and operational requirements.

Procedural Service: Term used to indicate that information derived from an ATS surveillance system is not required for the provision of ATS.

Procedure Altitude/Height: A specified altitude/height flown at or above the minimum altitude/height, and established to accommodate a stabilized descent at a prescribed descent gradient/angle in the intermediate/final approach segment.

Prohibited Area: An airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of ACFT is prohibited. The designation is appropriate only for reasons of defense.

QNH Altimeter Setting: That pressure setting which, when placed on the pressure setting sub-scale of a sensitive altimeter of an ACFT located at the reference point of an aerodrome, will cause the altimeter to indicate the vertical displacement of the reference point above means sea level.

Reduced Vertical Separation Minimum (RVSM): The vertical separation minimum of 1000ft between FL290 and FL410 inclusive.

Reporting Point: A specified geographical location in relation to which the position of an ACFT can be reported.

Required Navigation Performance (RNP): A statement of the navigation performance necessary for operation within a defined airspace.

RNP Type: A containment value expressed as a distance in nautical miles from the intended position within which flights would be for at least 95 per cent of the total flying time.

Restricted Area: An airspace of defined dimensions above the land areas or territorial waters of a State, within which the flight of ACFT is restricted in accordance with certain specified conditions.

Route: A way to be taken in flying from a departure to a destination aerodrome, specified in terms of track and distance for each route segment.

Runway (RWY): A defined rectangular area on a land aerodrome prepared for the landing and take-off of ACFT.

RWY-Holding Position: A designated position intended to protect an RWY, an obstacle limitation surface, or an ILS critical/sensitive area at which taxiing ACFT and vehicles must stop and hold, unless otherwise authorized by the aerodrome control tower.

Note: In radiotelephony phraseologies, the expression "holding point" is used to designate the RWY-holding position.

RWY Number: The RWY identification associated with the RWY direction end.

RWY Strip: The defined area, including the RWY (and stop way if provided), intended both to reduce the risk of damage to ACFT inadvertently running off the RWY and to protect ACFT flying over it during take-off, landing or missed approach.

Search and Rescue (SAR): The act of finding and returning to safety, ACFT, and persons involved in an emergency phase.

Segment Minimum Safe Altitude: The lowest altitude at which the minimum obstacle clearance is provided.

Significant Weather: Any weather phenomenon which might affect flight visibility or present a hazard to an ACFT.

Sole Means Navigation System: A navigation system that, for a given phase of flight, must allow the ACFT to meet all four navigation system performance requirements – accuracy, integrity, availability, and continuity of service.

SSR Code: The number assigned to a particular multiple-pulse reply signal transmitted by a transponder in Mode 3/A or Mode C.

Standard Instrument Departure (SID): A designated IFR departure route linking the aerodrome or a specified RWY of the aerodrome with a specified significant point, normally on a designated ATS route, at which the Enroute phase of a flight commences.

Standard Pressure: The pressure of 1013.2HPA which, if set upon the pressure sub-scale of a sensitive altimeter, will cause the latter to read zero when at mean sea level in a standard atmosphere.

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

Tactical Air Navigation (TACAN): An ultra-high frequency navigation aid which provides a continuous indication of bearing and slant range, in nautical miles, to the selected ground station.

Taxiway (TWY): A defined path on a land aerodrome established for the taxiing of ACFT and intended to provide a link between one part of the aerodrome and another.

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

Terrain Clearance: The vertical displacement of an ACFT's flight path from the terrain.

Threshold: The beginning of that portion of the RWY usable for landing.

Threshold Crossing Height: The height of the ILS glide path at the threshold.

Track: The projection on the earth's surface of the path of an ACFT, the direction of which path at any point is usually expressed in degrees from North (true, magnetic or grid).

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

Transition Layer: The airspace between the transition altitude and the transition level.

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

Transitional Surface: An inclined plane associated with the RWY strip and the approach surfaces.

Transponder: A receiver/transmitter which will generate a reply signal upon proper interrogation; the interrogation and reply being on different frequencies.

Undershoot Shear: A wind shear occurrence which produces an INITIAL effect of undershooting the desired approach path and/or decreasing airspeed.

Unserviceable Area: A portion of the movement area not available for use by ACFT because of the physical condition of the surface, or because of any obstruction in the area.

Vectoring: Provision of navigational guidance to ACFT in the form of specific headings, based on the use of an ATS surveillance system.

VHF Omni-directional Radio Range (VOR): A VHF radio navigational aid which provides a continuous indication of bearing from the selected VOR ground station.

Visibility: Visibility for aeronautical purposes is the greater of:

- a. the greatest distance at which a black object of suitable dimensions, situated near the ground, can be seen and recognized when observed against a bright background; or
- b. the greatest distance at which lights in the vicinity of 1000 candelas can be seen and identified against an unlit background.

Visual (ATC usage): Used by ATC to instruct a pilot to see and avoid obstacles while conducting flight below the MVA or MSA/LSALT.

Visual (Pilot usage): Used by a pilot to indicate acceptance of responsibility to see and avoid obstacles while operating below the MVA or MSA/LSALT.

Visual Approach Slope Indicator System (VASIS): A system of lights so arranged as to provide visual information to pilots on the approach to their position related to the optimum approach slope for a particular RWY.

Vs1g means the one-g stall speed at which the ACFT can develop a lift force (normal to the flight path) equal to its weight.

Waypoint: A specified geographical location used to define an area navigation route or the flight path of an ACFT employing area navigation. Waypoints are identified as either:

- a. Fly-by Way-point: A way-point which requires turn anticipation to allow tangential interception of the next segment of a route or procedure or
- b. Flyover Way-point: A way-point at which a turn is initiated in order to join the next segment of a route or procedure.

Wide-Area Multilateration (WAM): WAM is an independent, cooperative surveillance technology based on the same time difference of arrival principals that exploits the 1090 MHz transmissions broadcast from ACFT, over a defined area, normally for Enroute.

2. National and ICAO Abbreviations - Encode

† When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.

‡ When radiotelephony, is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.

* Signal is also available for use in communicating with stations of the mobile maritime service.

Signal for use in the teletypewriter service only.

± Variations from ICAO Doc

A		ACT	Active or activated or activity
A	Amber	AD	Aerodrome
A (A0-A5) ±	Amplitude modulation (AM)	ADA	Advisory area
AAA	(or AAB, AAC etc., in sequence) Amended meteorological message (message type designator)	ADC	Aerodrome chart
A/A	Air-to-air	ADDN	Addition or additional
AAD	Assigned altitude deviation	ADF‡	Automatic direction-finding equipment
AAIM	ACFT autonomous integrity monitoring	ADIZ†	(to be pronounced "AY-DIZ") Air defense identification zone
AAL	Above aerodrome level	ADJ	Adjacent
ABI	Advance boundary information	ADO	Aerodrome office (specify service)
ABM	Abeam	ADR	Advisory route
ABN	Aerodrome beacon	ADS*	the address (when this abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviation, e.g. IMI ADS) (to be used in AFS as a procedure signal)
ABT	About	ADS-B‡	Automatic dependent surveillance — broadcast
ABV	Above	ADS-C‡	Automatic dependent surveillance — contract
AC	Alto cumulus	ADSU	Automatic dependent surveillance unit
ACA±	Airspace Control Authority	ADVS	Advisory service
ACARS†	(to be pronounced "AY-CARS") ACFT communication addressing and reporting system	ADZ	Advice
ACAA	Afghanistan Civil Aviation Authority	AES	ACFT earth station
ACAS†	Airborne collision avoidance system	AFIL	Flight plan filed in the air
ACC‡	Area control center or area control	AFIS	Aerodrome flight information service
ACCID	Notification of an ACFT accident	AFM	Yes or affirm or affirmative or that is correct
ACFT	Aircraft.	AFS	Aeronautical fixed service
ACK	Acknowledge	AFT	After (time or place)
ACL	Altimeter check location	AFTN‡	Aeronautical fixed telecommunication network
ACN	ACFT classification number	A/G	Air-to-ground
ACO	Airspace Control Order		
ACP	Acceptance (message type designator)		
ACPT	Accept or accepted		

AGA	Aerodromes, air routes, and ground aids	APAPI†	<i>(to be pronounced "AY-PAPI")</i> Abbreviated precision approach path indicator
AGL	Above ground level	APCH	Approach
AGN	Again	APDC	ACFT parking/docking chart <i>(followed by name/title)</i>
AIC	Aeronautical information circular	APN	Apron
AIDC	Air traffic services inter-facility data communications	APP	Approach control office or approach control or approach control service
AIP	Aeronautical information publication	APR	April
AIRAC	Aeronautical information regulation and control	APRX	Approximate or approximately
AIREP†	Air-report	APSG	After passing
AIRMET†	Information concerning Enroute weather phenomena which may affect the safety of low-level ACFT operations	APU±	Auxiliary power unit
AIS	Aeronautical information services	APV	Approve or approved or approval
ALA	Alighting area	ARC	Area chart
ALERFA†	Alert phase	ARNG	Arrange
ALR	Alerting <i>(message type designator)</i>	ARO	Air traffic services reporting office
ALRS	Alerting service	ARP	Aerodrome reference point
ALS	Approach lighting system	ARP	Air-report <i>(message type designator)</i>
ALT	Altitude	ARQ	Automatic error correction
ALTN	Alternate or alternating <i>(light alternates in color)</i>	ARR	Arrival <i>(message type designator)</i>
ALTN	Alternate <i>(aerodrome)</i>	ARR	Arrive or arrival
AMA	Area minimum altitude	ARS	Special air-report <i>(message type designator)</i>
AMD	Amend or amended <i>(used to indicate amended meteorological message; message type designator)</i>	ARST	Arresting <i>(specify (part of) ACFT arresting equipment)</i>
AMDT	Amendment <i>(AIP Amendment)</i>	AS	Altostratus
AMS	Aeronautical mobile service	ASC	Ascend to or ascending to
AMSL	Above mean sea level	ASDA	Accelerate-stop distance available
AMSS	Aeronautical mobile satellite service	ASE	Altimetry system error
ANC	Aeronautical chart — 1:500 000 <i>(followed by name/title)</i>	ASHTAM	Special series NOTAM notifying, by means of a specific format, change in activity of a volcano, a volcanic eruption and/or volcanic ash cloud that is of significance to ACFT operations
ANCS	Aeronautical navigation chart — small scale <i>(followed by name/title and scale)</i>	ASPEEDG	Airspeed gain
ANP±	Air navigation plan	ASPEEDL	Airspeed loss
ANS	Answer	ASPH	Asphalt
AOC	Air Operator Certificate <i>(followed by type and name/title)</i>	AT	At <i>(followed by time at which weather change is forecast to occur)</i>
AP	Airport	ATA‡	Actual time of arrival
		ATC‡	Air traffic control <i>(in general)</i>

ATCSMAC	Air traffic control surveillance minimum altitude chart (<i>followed by name/title</i>)	BLW	Below
ATD‡	Actual time of departure	BOC±	Base Operations Centre
ATFM	Air traffic flow management	BOMB	Bombing
ATIS†	Automatic terminal information service	BR	Mist
ATM	Air traffic management	BRF	Short (<i>used to indicate the type of approach desired or required</i>)
ATN	Aeronautical telecommunication network	BRG	Bearing
ATP	At (<i>time or place</i>)	BRKG	Braking
ATS	Air traffic services	BS	Commercial broadcasting station
ATTN	Attention	BTL	Between layers
AT-VASIS†	(<i>to be pronounced "AY-TEE-VASIS"</i>) Abbreviated T visual approach slope indicator system	BTN	Between
ATZ	Aerodrome traffic zone	C	
AUG	August	C	Centre (<i>preceded by RWY designation number to identify a parallel RWY</i>)
AUTH	Authorized <i>or</i> authorization	C	Degrees Celsius (<i>Centigrade</i>)
AUW	All up weight	CA	Course to an altitude
AUX	Auxiliary	CAA	Civil Aviation Authority
AVBL	Available <i>or</i> availability	CAT	Category
AVG	Average	CAT	Clear air turbulence
AVGAS†	Aviation gasoline	CAVOK†	(<i>to be pronounced "KAV-OH-KAY"</i>) Visibility, cloud and present weather better than prescribed values <i>or</i> conditions
AWTA	Advise at what time able	CB‡	(<i>to be pronounced "CEE BEE"</i>) Cumulonimbus
AWY	Airway	CC	Cirrocumulus
AZM	Azimuth	CCA	(<i>or CCB, CCC etc., in sequence</i>) Corrected meteorological message (<i>message type designator</i>)
B		CD	Candela
B	Blue	CDN	Coordination (<i>message type designator</i>)
BA	Braking action	CF	Change frequency to
BARO-VNAV†	(<i>to be pronounced "BAA-RO-VEE-NAV"</i>) Barometric vertical navigation	CF	Course to a fix
BASE†	Cloud base	CFM*	Confirm <i>or</i> I confirm (<i>to be used in AFS as a procedure signal</i>)
BCFG	Fog patches	CGL	Circling guidance light(s)
BCN	Beacon (<i>aeronautical ground light</i>)	CH	Channel
BCST	Broadcast	CH#	this is a channel-continuity-check of transmission to permit comparison of your record of channel-sequence numbers of messages received on the channel (<i>to be used in AFS as a procedure signal</i>) CHG
BDRY	Boundary		
BECMG	Becoming		
BFR	Before		
BKN	Broken		
BL	Blowing (<i>followed by DU = dust, SA = sand or SN = snow</i>)		
BLDG	Building		
BLO	Below clouds		

	Modification (<i>message type designator</i>)	CPL	Current flight plan (<i>message type designator</i>)
CHG±	Change or changed	CRC	Cyclic redundancy check
CI	Cirrus	CRM	Collision risk model
CIDIN†	Common ICAO data interchange network	CRZ	Cruise
CIT	Near <i>or</i> over large towns	CS	Call sign
CIV	Civil	CS	Cirrostratus
CK	Check	CTA	Control area
CL	Centre line	CTAF	Common Traffic Advisory Frequency
CLA	Clear type of ice formation	CTAM	Climb to and maintain
CLBR	Calibration	CTC	Contact
CLD	Cloud	CTL	Control
CLG	Calling	CTN	Caution
CLIMB-OUT	Climb-out area	CTR	Control zone
CLR	Clear(s) <i>or</i> cleared to <i>or</i> clearance	CU	Cumulus
CLRD	RWY(s) cleared (<i>used in METAR/SPECI</i>)	CUF	Cumuliform
CLSD	Close <i>or</i> closed <i>or</i> closing	CUST	Customs
CM	Centimeter	CVR	Cockpit voice recorder
CMB	Climb to <i>or</i> climbing to	CW	Continuous wave
CMPL	Completion <i>or</i> completed <i>or</i> complete	CWY	Clearway
CNL	Cancel <i>or</i> cancelled	D	Downward (<i>tendency in RVR during previous 10 minutes</i>)
CNL	Flight plan cancellation (<i>message type designator</i>)	D	Danger area (<i>followed by identification</i>)
CNS	Communications, navigation and surveillance	DA	Decision altitude
COM	Communications	D-ATIS†	(<i>to be pronounced "DEE-ATIS"</i>) Data link automatic terminal information service
CONC	Concrete	DB±	Decibel (noise level)
COND	Condition	DCA±	Director of Civil Aviation <i>or</i> Department of Civil Aviation
CONS	Continuous	DCD	Double channel duplex
CONST	Construction <i>or</i> constructed	DCKG	Docking
CONT	Continue(s) <i>or</i> continued	DCP	Datum crossing point
COOR	Coordinate <i>or</i> coordination	DCPC	Direct controller-pilot communications
COORD	Coordinates	DCS	Double channel simplex
COP	Change-over point	DCT	Direct (<i>in relation to flight plan clearances and type of approach</i>)
COR	Correct <i>or</i> correction <i>or</i> corrected (<i>used to indicate corrected meteorological message; message type designator</i>)	DE*	from (<i>used to precede the call sign of the calling station</i>) (<i>to be used in AFS as a procedure signal</i>)
COT	At the coast	DEC	December
COV	Cover <i>or</i> covered <i>or</i> covering	DEG	Degrees
CPDLC‡	Controller-pilot data link communications	DEP	Depart <i>or</i> departure

DEP	Departure (<i>message type designator</i>)	DVOR	Doppler VOR
DER	Departure end of the RWY	DW	Dual wheels
DES	Descend to <i>or</i> descending to	DX±	Duplex operation
DEST	Destination	DZ	Drizzle
DETRESFA†	Distress phase	E	
DEV	Deviation <i>or</i> deviating	E	East <i>or</i> eastern longitude
DF	Direction finding	EAT	Expected approach time
DFDR	Digital flight data recorder	EB	Eastbound
DFTI	Distance from touchdown indicator	EDA	Elevation differential area
DH	Decision height	EEE#	Error (<i>to be used in AFS as a procedure signal</i>)
DIF	Diffuse	EET	Estimated elapsed time
DIST	Distance	EFC	Expect further clearance
DIV	Divert <i>or</i> diverting	EFIS†	(<i>to be pronounced “EE-FIS”</i>) Electronic flight instrument system
DLA	Delay <i>or</i> delayed	EGNOS†	(<i>to be pronounced “EGG-NOS”</i>) European geostationary navigation overlay service
DLA	Delay (<i>message type designator</i>)		
DLIC	Data link initiation capability		
DLY	Daily	EHF	Extremely high frequency [30 000 to 300 000 MHz]
DME‡	Distance measuring equipment	ELBA†	Emergency location beacon — ACFT
DNG	Danger <i>or</i> dangerous	ELEV	Elevation
DOC±	Document (ICAO)	ELR	Extra-long range
DOM	Domestic	ELT	Emergency locator transmitter
DP	Dew point temperature	EM	Emission
DPT	Depth	EMBD	Embedded in a layer (<i>to indicate cumulonimbus embedded in layers of other clouds</i>)
DR	Dead reckoning	EMERG	Emergency
DR	Low drifting (<i>followed by DU = dust, SA = sand or SN = snow</i>)	END	Stop-end (<i>related to RVR</i>)
DRG	During	ENE	East-north-east
DS	Dust storm	ENG	Engine
DSB	Double sideband	ENR	Enroute
DST±	Day light saving time (Summer time)	ENRC	Enroute chart (<i>followed by name/title</i>)
DTAM	Descend to and maintain	EOBT	Estimated off-block time
DTG	Date-time group	EQPT	Equipment
DTHR	Displaced RWY threshold	ER*	Here <i>or</i> herewith
DTRT	Deteriorate <i>or</i> deteriorating	ESE	East-south-east
DTW	Dual tandem wheels	EST	Estimate <i>or</i> estimated <i>or</i> estimation (<i>message type designator</i>)
DU	Dust	ETA*‡	Estimated time of arrival <i>or</i> estimating arrival
DUC	Dense upper cloud	ETD‡	Estimated time of departure <i>or</i> estimating departure
DUPE#	this is a duplicate message (<i>to be used in AFS as a procedure signal</i>)		
DUR	Duration		
D-VOLMET	Data link VOLMET		

ETO	Estimated time over significant point	FLY	Fly or flying
EV	Every	FM	Course from a fix to manual termination (<i>used in navigation database coding</i>)
EXC	Except		
EXER	Exercises or exercising or to exercise	FM	From
EXP	Expect or expected or expecting	FM	From (<i>followed by time weather change is forecast to begin</i>)
EXTD	Extend or extending	FMC	Flight management computer
F		FMS‡	Flight management system
F	Fixed	FMU	Flow management unit
FA	Course from a fix to an altitude	FNA	Final approach
FAC	Facilities	FOB±	Forward Operating Base
FAF	Final approach fix	FPAP	Flight path alignment point
FAL	Facilitation of international air transport	FPL	Filed flight plan (<i>message type designator</i>)
FAP	Final approach point	FPM	Feet per minute
FAS	Final approach segment	FPR	Flight plan route
FATO	Final approach and take-off area	FR	Fuel remaining
FAX	Facsimile transmission	FREQ	Frequency
FBL	Light (<i>used to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain</i>)	FRI	Friday
FC	Funnel cloud (<i>tornado or water spout</i>)	FRNG	Firing
FCST	Forecast	FRONT†	Front (<i>relating to weather</i>)
FCT	Friction coefficient	FROST†	Frost (<i>used in aerodrome warnings</i>)
FDPS	Flight data processing system	FRQ	Frequent
FEB	February	FSB±	Fire Support Base
FEW	Few	FSL	Full stop landing
FG	Fog	FSS	Flight service station
FIC	Flight information center	FST	First
FIR‡	Flight information region	FT	Feet (<i>dimensional unit</i>)
FIS	Flight information service	FTE	Flight technical error
FISA	Automated flight information service	FTP	Fictitious threshold point
FL	Flight level	FTT	Flight technical tolerance
FLD	Field	FU	Smoke
FLG	Flashing	FZ	Freezing
FLR	Flares	FZDZ	Freezing drizzle
FLT	Flight	FZFG	Freezing fog
FLTCK	Flight check	FZRA	Freezing rain
FLUC	Fluctuating or fluctuation or fluctuated	G	
FLW	Follow(s) or following	G	Green
		G	Variations from the mean wind speed (gusts) (<i>followed by figures in METAR/SPECI and TAF</i>)

GA	Go ahead, resume sending <i>(to be used in AFS as a procedure signal)</i>	H	High pressure area or the center of high pressure
G/A	Ground-to-air	H24	Continuous day and night service
G/A/G	Ground-to-air and air-to-ground	HA	Holding/racetrack to an altitude
GAGAN†	GPS and geostationary earth orbit augmented navigation	HAPI	Helicopter approach path indicator
GAMET	Area forecast for low-level flights	HBN	Hazard beacon
GARP	GBAS azimuth reference point	HDF	High frequency direction-finding station
GAT	General Air Traffic	HDG	Heading
GBAS†	<i>(to be pronounced "GEE-BAS")</i> Ground-based augmentation system	HEL	Helicopter
GCA‡	Ground controlled approach system or ground controlled approach	HF‡	High frequency [3 000 to 30 000 kHz]
GEN	General	HF	Holding/racetrack to a fix
GEO	Geographic or true	HGT	Height or height above
GES	Ground earth station	HJ	Sunrise to sunset
GLD	Glider	HLDG	Holding
GLONASS†	<i>(to be pronounced "GLO-NAS")</i> Global orbiting navigation satellite system	HM	Holding/racetrack to a manual termination
GMC	Ground movement chart <i>(followed by name/title)</i>	HN	Sunset to sunrise
GND	Ground	HO	Service available to meet operational requirements
GNDCK	Ground check	HOL	Holiday
GNSS‡	Global navigation satellite system	HOSP	Hospital ACFT
GP	Glide path	HPA	Hectopascal
GPA	Glide path angle	HR	Hours
GPIP	Glide path intercepts point	HS	Service available during hours of scheduled operations
GPS‡	Global positioning system	HURCN	Hurricane
GPWS‡	Ground proximity warning system	HVDF	High and very high frequency direction finding stations <i>(at the same location)</i>
GR	Hail	HVY	Heavy
GRAS†	<i>(to be pronounced "GRASS")</i> Ground-based regional augmentation system	HVY	Heavy <i>(used to indicate the intensity of weather phenomena, e.g. HVY RA = heavy rain)</i>
GRASS	Grass landing area	HX	No specific working hours
GRIB	Processed meteorological data in the form of grid point values expressed in binary form <i>(meteorological code)</i>	HYR	Higher
GRVL	Gravel	HZ	Haze
GS	Ground speed	HZ	Hertz <i>(cycle per second)</i>
GS	Small hail and/or snow pellets	I	
GUND	Geoid undulation	IAC	Instrument approach chart <i>(followed by name/title)</i>
H		IAF	Initial approach fix
		IAO	In and out of clouds
		IAP	Instrument approach procedure
		IAR	Intersection of air routes

IAS	Indicated airspeed	ISOL	Isolated
IBN	Identification beacon	I/V±	Instrument/visual
IC	Ice crystals (<i>very small ice crystals in suspension, also known as diamond dust</i>)	IWI±	Illuminated wind indicator
		J	
ICE	Icing	JAN	January
ID	Identifier or identify	JTST	Jet stream
IDENT†	Identification	JUL	July
IF	Intermediate approach fix	JUN	June
IFF	Identification friend/foe	K	
IFR‡	Instrument flight rules	KG	Kilograms
IGA	International general aviation	KHZ	Kilohertz
ILS‡	Instrument landing system	IAS	Knots indicated airspeed
IM	Inner marker	KM	Kilometres
IMC‡	Instrument meteorological conditions	KMH	Kilometres per hour
IMG	Immigration	KPA	Kilopascal
IMI*	Interrogation sign (question mark) (<i>to be used in AFS as a procedure signal</i>)	KT	Knots
		KW	Kilowatts
		L	
IMPR	Improve or improving	L	Left (<i>preceded by RWY designation number to identify a parallel RWY</i>)
IMT	Immediate or immediately		
INA	Initial approach	L	Locator (<i>see LM, LO</i>)
INBD	Inbound	L	Low pressure area or the center of low pressure
INC	In cloud		
INCERFA†	Uncertainty phase	LAM	Logical acknowledgement (<i>message type designator</i>)
INFO†	Information	LAN	Inland
INOP	Inoperative	LAT	Latitude
INP	If not possible	LCA	Local or locally or location or located
INPR	In progress		
INS	Inertial navigation system	LDA	Landing distance available
INSTL	Install or installed or installation	LDAH	Landing distance available, helicopter
INSTR	Instrument	LDG	Landing
INT	Intersection	LDI	Landing direction indicator
INTL	International	LEN	Length
INTRG	Interrogator	LF	Low frequency [30 to 300 kHz]
INTRP	Interrupt or interruption or interrupted	LGT	Light or lighting
INTSF	Intensify or intensifying	LGTD	Lighted
INTST	Intensity	LIH	Light intensity high
IR	Ice on RWY	LIL	Light intensity low
IRS	Inertial reference system	LIM	Light intensity medium
ISA	International standard atmosphere	LINE	Line (<i>used in SIGMET</i>)
ISB	Independent sideband	LM	Locator, middle

LMT	Local mean time	MAX	Maximum
LNAV†	<i>(to be pronounced "EL-NAV")</i> Lateral navigation	MAY	May
LNG	Long <i>(used to indicate the type of approach desired or required)</i>	MBST	Microburst
LO	Locator, outer	MCA	Minimum crossing altitude
LOC	Localizer	MCW	Modulated continuous wave
LONG	Longitude	MDA	Minimum descent altitude
LORAN†	LORAN <i>(long range air navigation system)</i>	MDF	Medium frequency direction-finding station
LPV	Localizer performance with vertical guidance	MDH	Minimum descent height
LR	The last message received by me was . . . <i>(to be used in AFS as a procedure signal)</i>	MEA	Minimum Enroute altitude
LRG	Long range	MEHT	Minimum eye height over threshold <i>(for visual approach slope indicator systems)</i>
LS	The last message sent by me was or Last message was <i>(to be used in AFS as a procedure signal)</i>	MET†	Meteorological or meteorology
LSALT	Lowest safe altitude	METAR†	Aerodrome routine meteorological report <i>(in meteorological code)</i>
LTD	Limited	MET REPORT	Local routine meteorological report <i>(in abbreviated plain language)</i>
LTP	Landing threshold point	MF	Medium frequency [300 to 3 000 kHz]
LTT	Landline teletypewriter	MHDF	Medium and high frequency direction-finding stations <i>(at the same location)</i>
LV	Light and variable <i>(relating to wind)</i>	MHVDF	Medium, high and very high frequency direction-finding stations <i>(at the same location)</i>
LVE	Leave or leaving	MHZ	Megahertz
LVL	Level	MID	Mid-point <i>(related to RVR)</i>
LVP	Low visibility procedures	MIFG	Shallow fog
LYR	Layer or layered	MIL	Military
M		MIN*	Minutes
M	Metres <i>(preceded by figures)</i>	MIS	Missing <i>(transmission identification) (to be used in AFS as a procedure signal)</i>
M	Mach number <i>(followed by figures)</i>	MKR	Marker radio beacon
M	Minimum value of RWY visual range <i>(followed by figures in METAR/SPECI)</i>	MLAT†	Multilateration
MAA	Maximum authorized altitude	MLS‡	Microwave landing system
MAG	Magnetic	MM	Middle marker
MAHF	Missed approach holding fix	MNM	Minimum
MAINT	Maintenance	MNPS	Minimum navigation performance specifications
MAP	Aeronautical maps and charts	MNT	Monitor or monitoring or monitored
MAPT	Missed approach point	MNTN	Maintain
MAR	At sea	MOA	Military operating area
MAR	March	MOC	Minimum obstacle clearance <i>(required)</i>
MAS	Manual AI simplex		
MATF	Missed approach turning fix		

MOCA	Minimum obstacle clearance altitude	NADP	Noise abatement departure procedure
MOD	Moderate (<i>used to indicate the intensity of weather phenomena, interference or static reports, e.g. MODRA = moderate rain</i>)	NASC†	National AIS system center
		NAT	North Atlantic
		NAV	Navigation
MON	Above mountains	NB	Northbound
MON	Monday	NBFR	Not before
MOPS†	Minimum operational performance standards	NC	No change
		NCD	No cloud detected (<i>used in automated METAR/SPECI</i>)
MOTNE	Meteorological Operational Telecommunications Network Europe	NDB‡	Non-directional radio beacon
MOV	Move or moving or movement	NDV	No directional variations available (<i>used in automated METAR/SPECI</i>)
MPS	Metres per second		
MRA	Minimum reception altitude	NE	North-east
MRG	Medium range	NEB	North-eastbound
MRP	ATS/MET reporting point	NEG	No or negative or permission not granted or that is not correct
MS	Minus		
MSA	Minimum sector altitude	NGT	Night
MSAS†	(<i>to be pronounced "EM-SAS"</i>) Multifunctional transport satellite (MTSAT) satellite-based augmentation system	NIL*†	None or I have nothing to send to you
		NM	Nautical miles
		NML	Normal
		NNE	North-north-east
MSAW	Minimum safe altitude warning	NNW	North-north-west
MSG	Message	NO	No (negative) (<i>to be used in AFS as a procedure signal</i>)
MSL	Mean sea level		
MSR#	Message (<i>transmission identification</i>) has been misrouted (<i>to be used in AFS as a procedure signal</i>)	NOF	International NOTAM office
		NOSIG†	No significant change (<i>used in trend-type landing forecasts</i>)
MSSR	Monopulse secondary surveillance radar	NOTAM†	A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations
MT	Mountain		
MTU	Metric units		
MTW	Mountain waves		
MVDF	Medium and very high-frequency direction finding stations (<i>at the same location</i>)	NOV	November
MWO	Meteorological watch office	NOZ‡	Normal operating zone
MX	Mixed type of ice formation (<i>white and clear</i>)	NPA	Non-precision approach
		NR	Number
N		NRH	No reply heard
N	No distinct tendency (<i>in RVR during previous 10 minutes</i>)	NS	Nimbostratus
N	North or northern latitude	NSC	Nil significant cloud
N/A±	Not applicable	NSE	Navigation system error
		NSW	Nil significant weather

NTL	National	OTP	On top
NTZ‡	No transgression zone	OTS	organized track system
NW	North-west	OUBD	Outbound
NWB	North-westbound	OVC	Overcast
NXT	Next	P	
O		P	Maximum value of wind speed or RWY visual range (<i>followed by figures in METAR/SPECI and TAF</i>)
OAC	Oceanic area control center		
OAS	Obstacle assessment surface		
OAT	Operational Air Traffic	P	Prohibited area (<i>followed by identification</i>)
OBS	Observe <i>or</i> observed <i>or</i> observation	PA	Precision approach
OBSC	Obscure <i>or</i> obscured <i>or</i> obscuring	PALS	Precision approach lighting system (<i>specify category</i>)
OBST	Obstacle	PANS	Procedures for air navigation services
OCA	Obstacle clearance altitude		
OCA	Oceanic control area	PAPI‡	Precision approach path indicator
OCC	Occulting (<i>light</i>)	PAR‡	Precision approach radar
OCH	Obstacle clearance height	PARL	Parallel
OCNL	Occasional <i>or</i> occasionally	PATC	Precision approach terrain chart (<i>followed by name/title</i>)
OCS	Obstacle clearance surface		
OCT	October	PAX	Passenger(s)
OFZ	Obstacle free zone	PCD	Proceed <i>or</i> proceeding
OGN	Originate (<i>to be used in AFS as a procedure signal</i>)	PCL	Pilot-controlled lighting
		PCN	Pavement classification number
OHD	Overhead	PDC‡	Pre-departure clearance
OIS	Obstacle identification surface	PDG	Procedure design gradient
OK*	we agree, <i>or</i> It is correct (<i>to be used in AFS as a procedure signal</i>)	PER	Performance
		PERM	Permanent
OLDI‡	Online data interchange	PIB	Pre-flight information bulletin
OM	Outer marker	PJE	Parachute jumping exercise
OPA	Opaque, white type of ice formation	PL	Ice pellets
		PLA	Practice low approach
OPC	Control indicated is operational control	PLN	Flight plan
		PLVL	Present level
OPMET‡	Operational meteorological (<i>information</i>)	PN	Prior notice required
OPN	Open <i>or</i> opening <i>or</i> opened	PNR	Point of no return
OPR	Operator <i>or</i> operate <i>or</i> operative <i>or</i> operating <i>or</i> operational	PO	Dust/sand whirls (<i>dust devils</i>)
		POB	Persons on board
OPS‡	Operations	POC±	Point of contact
O/R	On request	POSS	Possible
ORD	Order	PPI	Plan position indicator
OSV	Ocean station vessel	PPR	Prior Permission Required
OTLK	Outlook (<i>used in SIGMET messages for volcanic ash and tropical cyclones</i>)	PPSN	Present position

PRFG	Aerodrome partially covered by fog	QTF	Will you give me the position of my station according to the bearings taken by the D/F stations which you control? Or the position of your station according to the bearings taken by the D/F stations that I control was . . . latitude . . . longitude (or other indication of position), class . . . at . . . hours (to be used in radiotelegraphy as a Q Code)
PRI	Primary		
PRKG	Parking		
PROB†	Probability		
PROC	Procedure		
PROV	Provisional		
PRP	Point-in-space reference point		
PS	Plus	QUAD	Quadrant
PSG	Passing	QUJ	Will you indicate the TRUE track to reach you? Or The TRUE track to reach me is . . . degrees at . . . hours (to be used in radiotelegraphy as a Q Code)
PSN	Position		
PSP	Pierced steel plank		
PSR‡	Primary surveillance radar	R	
PSYS	Pressure system(s)	R	Right (preceded by RWY designation number to identify a parallel RWY)
PTN	Procedure turn		
PTS	Polar track structure		
PWR	Power	R	Rate of turn
Q		R	Red
QDL	Do you intend to ask me for a series of bearings? Or I intend to ask you for a series of bearings (to be used in radiotelegraphy as a Q Code)	R	Restricted area (followed by identification)
		R	RWY (followed by figures in METAR/SPECI)
		R*	Received (acknowledgment of receipt) (to be used in AFS as a procedure signal)
QDM‡	Magnetic heading (zero wind)		
QDR	Magnetic bearing		
QFE‡	Atmospheric pressure at aerodrome elevation (or at RWY threshold)	RA	Rain
		RA	Resolution advisory
QFU	Magnetic orientation of RWY	RAC	Rules of the air and air traffic services
QGE	What is my distance to your station? Or your distance to my station is (distance figures and units) (to be used in radiotelegraphy as a Q Code)	RAG	Ragged
		RAG	RWY arresting gear
		RAI	RWY alignment indicator
QJH	Shall I run my test tape/a test sentence? Or in your test tape/a test sentence (to be used in AFS as a Q Code)	RAIM†	Receiver autonomous integrity monitoring
		RASC†	Regional AIS system center
		RASS	Remote altimeter setting source
QNH‡	Altimeter sub-scale setting to obtain elevation when on the ground	RB	Rescue boat
		RC	Train Advice and Assist Commands
QSP	Will you relay to free of charge? Or will relay to free of charge (to be used in AFS as a Q Code)	RCA	Reach cruising altitude
		RCC	Rescue coordination center
QTA	Shall I cancel telegram number . . .? Or Cancel telegram number. (to be used in AFS as a Q Code)	RCF	Radio communication failure (message type designator)
QTE	True bearing	RCH	Reach or reaching
		RCL	RWY center line

RCLL	RWY center line light(s)	RPI‡	Radar position indicator
RCLR	Recleared	RPL	Repetitive flight plan
RCP‡	Required communication performance	RPLC	Replace or replaced
RDH	Reference datum height	RPS	Radar position symbol
RDL	Radial	RPT*	Repeat or I repeat (<i>to be used in AFS as a procedure signal</i>)
RDO	Radio	RQ*	Request (<i>to be used in AFS as a procedure signal</i>)
RE	Recent (<i>used to qualify weather phenomena, e.g. RERA = recent rain</i>)	RQMNTS	Requirements
REC	Receive or receiver	RQP	Request flight plan (<i>message type designator</i>)
REDL	RWY edge light(s)	RQS	Request supplementary flight plan (<i>message type designator</i>)
REF	Reference to or refer to	RR	Report reaching
REG	Registration	RRA	(<i>or RRB, RRC etc., in sequence</i>) Delayed meteorological message (<i>message type designator</i>)
RENL	RWY end light(s)	RSC	Rescue sub-center
REP	Report or reporting or reporting point	RSCD	RWY surface condition
REQ	Request or requested	RSP	Responder beacon
RERTE	Re-route	RSR	Enroute surveillance radar
RESA	RWY end safety area	RSS	Root sum square
RF	Constant radius arc to a fix	RTD	Delayed (<i>used to indicate delayed meteorological message; message type designator</i>)
RG	Range (<i>lights</i>)	RTE	Route
RHC	Right-hand circuit	RTF	Radiotelephone
RIF	Re-clearance in flight	RTG	Radiotelegraph
RIME†	Rime (<i>used in aerodrome warnings</i>)	RTHL	RWY threshold light(s)
RITE	Right (<i>direction of turn</i>)	RTN	Return or returned or returning
RL	Report leaving	RTODAH	Rejected take-off distance available, helicopter
RLA	Relay to	RTS	Return to service
RLCE	Request level change Enroute	RTT	Radio teletypewriter
RLLS	RWY lead-in lighting system	RTZL	RWY touchdown zone light(s)
RLNA	Request level not available	RUT	Standard regional route transmitting frequencies
RMK	Remark	RV	Rescue vessel
RNAV†	(<i>to be pronounced "AR-NAV"</i>) Area navigation	RVR‡	RWY visual range
RNG	Radio range	RVSM‡	Reduced vertical separation minimum (300 m (1 000 ft.)) between FL320 and FL 410
RNP‡	Required navigation performance	RWY	RWY
ROBEX†	Regional OPMET bulletin exchange (<i>scheme</i>)	S	
ROC	Rate of climb	S	South or southern latitude
ROD	Rate of descent	S	State of the sea (<i>followed by figures in METAR/SPECI</i>)
ROFOR	Route forecast (<i>in meteorological code</i>)		
RON	Receiving only		
RPDS	Reference path data selector		

SA	Sand	SIG	Significant
SAA±	Senior Airfield Authority	SIGMET†	Information concerning Enroute weather phenomena which may affect the safety of ACFT operations
SALS	Simple approach lighting system		
SAN	Sanitary		
SAP	As soon as possible	SIMUL	Simultaneous <i>or</i> simultaneously
SAR	Search and rescue	SIWL	Single isolated wheel load
SARPS	Standards and Recommended Practices [ICAO]	SKC	Sky clear
SAT	Saturday	SKED	Schedule <i>or</i> scheduled
SATCOM†	Satellite communication	SLP	Speed limiting point
SB	Southbound	SLW	Slow
SBAS†	<i>(to be pronounced "ESS-BAS")</i> Satellite-based augmentation system	SMC	Surface movement control
		SMR	Surface movement radar
		SN	Snow
SC	Stratocumulus	SNOCLO	Aerodrome closed due to snow <i>(used in METAR/SPECI)</i>
SCT	Scattered		
SD	Standard deviation	SNOWTAM†	Special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area, by means of a specific format
SDBY	Stand by		
SDF	Step down fix		
SE	South-east		
SEA	Sea <i>(used in connection with sea-surface temperature and state of the sea)</i>	SOC	Start of climb
		SPECI†	Aerodrome special meteorological report <i>(in meteorological code)</i>
SEB	South-eastbound		
SEC	Seconds	SPECIAL†	Local special meteorological report <i>(in abbreviated plain language)</i>
SECN	Section		
SECT	Sector	SPI	Special position indicator
SELCAL†	Selective calling system	SPL	Supplementary flight plan <i>(message type designator)</i>
SEP	September		
SER	Service <i>or</i> servicing <i>or</i> served	SPOC	SAR point of contact
SEV	Severe <i>(used e.g. to qualify icing and turbulence reports)</i>	SPOT†	Spot wind
		SQ	Squall
SFC	Surface	SQL	Squall line
SG	Snow grains	SR	Sunrise
SGL	Signal	SRA	Surveillance radar approach
SH	Shower <i>(followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. SHRASN = showers of rain and snow)</i>	SRE	Surveillance radar element of precision approach radar system
		SRG	Short range
		SRR	Search and rescue region
SHF	Super high frequency [3 000 to 30 000 MHz]	SRY	Secondary
		SS	Sandstorm
SI	International system of units	SS	Sunset
SID†	Standard instrument departure	SSB	Single sideband
SIF	Selective identification feature	SSE	South-south-east

SSR‡	Secondary surveillance radar		avoidance system resolution advisory
SST	Supersonic transport		
SSW	South-south-west	TCH	Threshold crossing height
ST	Stratus	TCU	Towering cumulus
STA	Straight-in approach	TDO	Tornado
STAR†	Standard instrument arrival	TDZ	Touchdown zone
STD	Standard	TECR	Technical reason
STF	Strati form	TEL	Telephone
STN	Station	TEMPO†	Temporary <i>or</i> temporarily
STNR	Stationary	TF	Track to fix
STOL	Short take-off and landing	TFC	Traffic
STS	Status	TGL	Touch-and-go landing
STWL	Stop way light(s)	TGS	Taxiing guidance system
SUA	Special Use Airspace	THR	Threshold
SUBJ	Subject to	THRU	Through
SUN	Sunday	THU	Thursday
SUP	Supplement (<i>AIP Supplement</i>)	TIBA†	Traffic information broadcast by ACFT
SUPPS	Regional supplementary procedures	TIL†	Until
SVC	Service message	TIP	Until past . . . (<i>place</i>)
SVCBL	Serviceable	TKOF	Take-off
SW	South-west	TL	Till (<i>followed by time by which weather change is forecast to end</i>)
SWB	South-westbound	TLOF	Touchdown and lift-off area
SWY	Stop way	TMA‡	Terminal control area
SX±	Simplex operations	TN	Minimum temperature (<i>followed by figures in TAF</i>)
T		TNA	Turn altitude
T	Temperature	TNH	Turn height
TA	Traffic advisory	TO	To (<i>place</i>)
TA	Transition altitude	TOC	Top of climb
TAA	Terminal arrival altitude	TODA	Take-off distance available
TAC C2	Tactical Command and Control	TODAH	Take-off distance available, helicopter
TACAN†	UHF tactical air navigation aid	TOP†	Cloud top
TAF†	Aerodrome Forecast (<i>in meteorological code</i>)	TORA	Take-off Run available
TA/H	Turn at an altitude/height	TP	Turning point
TAIL†	Tail wind	TR	Track
TAR	Terminal area surveillance radar	TRA	Temporary reserved/restricted airspace
TAS	True airspeed	TRANS	Transmits <i>or</i> transmitter
TAX	Taxiing <i>or</i> taxi	TREND†	Trend forecast
TC	Tropical cyclone	TRL	Transition level
TCAC	Tropical cyclone advisory center	TROP	Tropopause
TCAS RA†	(<i>to be pronounced "TEE-CAS-AR-AY"</i>) Traffic alert and collision		

TS	Thunderstorm (<i>in aerodrome reports and forecasts, TS used alone means thunder heard but no precipitation at the aerodrome</i>)	UNAP	Unable to approve
		UNL	Unlimited
		UNREL	Unreliable
TS	Thunderstorm (<i>followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. TSRASN = thunderstorm with rain and snow</i>)	UP	Unidentified precipitation (<i>used in automated METAR/SPECI</i>)
		U/S	Unserviceable
		UTA	Upper control area
TSUNAMI†	Tsunami (<i>used in aerodrome warnings</i>)	UTC‡	Coordinated Universal Time
		V	
TT	Teletypewriter	V	Variations from the mean wind direction (<i>preceded and followed by figures in METAR/SPECI, e.g. 350V070</i>)
TUE	Tuesday		
TURB	Turbulence		
T-VASIS†	(<i>to be pronounced "TEE-VASIS"</i>) T visual approach slope indicator system	VA	Heading to an altitude
		VA	Volcanic ash
		VAAC	Volcanic ash advisory center
TVOR	Terminal VOR	VAC	. . . Visual approach chart (<i>followed by name/title</i>)
TWR	Aerodrome control tower or aerodrome control	VAL	In valleys
TWY	Taxiway	VAN	RWY control van
TWYL	Taxiway-link	VAR	Magnetic variation
TX	. . . Maximum temperature (<i>followed by figures in TAF</i>)	VAR	Visual-aural radio range
TXT*	Text (<i>when the abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviation, e.g. IMI TXT</i>) (<i>to be used in AFS as a procedure signal</i>)	VASIS	Visual approach slope indicator systems
		VC	. . . Vicinity of the aerodrome (<i>followed by FG = fog, FC = funnel cloud, SH = shower, PO = dust/sand whirls, BLDU = blowing dust, BLSA = blowing sand, BLSN = blowing snow, DS = dust storm, SS = sandstorm, TS = thunderstorm or VA = volcanic ash, e.g. VCFG = vicinity fog</i>)
TYP	Type of ACFT		
TYPH	Typhoon		
U			
U	Upward (<i>tendency in RVR during previous 10 minutes</i>)	VCY	Vicinity
UAB	Until advised by	VDF	Very high-frequency direction-finding station
UAC	Upper area control center	VER	Vertical
UAR	Upper air route	VFR‡	Visual flight rules
UDF	Ultra high-frequency direction-finding station	VHF‡	Very high frequency [30 to 300MHz]
UFN	Until further notice	VI	Heading to an intercept
UHDT	Unable higher due traffic	VIP‡	Very important person
UHF‡	Ultra high frequency [300 to 3 000 MHz]	VIS	Visibility
UIC	Upper information center	VLF	Very low frequency [3 to 30 kHz]
UIR‡	Upper flight information region	VLR	Very long range
ULR	Ultra long range	VM	Heading to a manual termination
UNA	Unable	VMC‡	Visual meteorological conditions

VNAV†	<i>(to be pronounced "VEE-NAV")</i> Vertical navigation	WIE	With immediate effect <i>or</i> effective immediately
VOLMET†	Meteorological information for ACFT in flight	WILCO†	Will comply
VOR‡	VHF Omni-directional radio range	WIND	Wind
VORTAC†	VOR and TACAN combination	WITEM	Forecast upper wind and temperature for aviation
VOT	VOR airborne equipment test facility	WIP	Work in progress
VPA	Vertical path angle	WKN	Weaken <i>or</i> weakening
VRB	Variable	WNW	West-north-west
VSA	By visual reference to the ground	WO	Without
VSP	Vertical speed	WPT	Way-point
VTF	Vector to final	WRNG	Warning
VTOL	Vertical take-off and landing	WS	Wind shear
VV	Vertical visibility <i>(followed by figures in METAR/SPECI and TAF)</i>	WSPD	Wind speed
W		WSW	West-south-west
W	West <i>or</i> western longitude	WT	Weight
W	White	WT±	Wireless telegraphy
W	Sea-surface temperature <i>(followed by figures in METAR/SPECI)</i>	WTSPT	Waterspout
WAAS†	Wide area augmentation system	WWW	Worldwide web
WAC	. . . World Aeronautical Chart — ICAO 1:1 000 000 <i>(followed by name/title)</i>	WX	Weather
WAFC	World area forecast center	X	
WAM	Wide-Area Multilateration	X	Cross
WB	Westbound	XBAR	Crossbar <i>(of approach lighting system)</i>
WBAR	Wing bar lights	XNG	Crossing
WDI	Wind direction indicator	XS	Atmospherics
WDSRP	Widespread	Y	
WED	Wednesday	Y	Yellow
WEF	With effect from <i>or</i> effective from	YCZ	Yellow caution zone <i>(RWY lighting)</i>
WGS-84	World Geodetic System — 1984	YES*	Yes (affirmative) <i>(to be used in AFS as a procedure signal)</i>
WI	Within	YR	Your
WID	Width <i>or</i> wide	Z	
		Z	Coordinated Universal Time <i>(in meteorological messages)</i>

3. National and ICAO Abbreviations - Decode

† When radiotelephony is used, the abbreviations and terms are transmitted as spoken words.

‡ When radiotelephony, is used, the abbreviations and terms are transmitted using the individual letters in non-phonetic form.

* Signal is also available for use in communicating with stations of the mobile maritime service.

Signal for use in the teletypewriter service only.

± Variations from ICAO Doc 8400

A			
Abbreviated precision approach path indicator (<i>to be pronounced "AY-PAPI"</i>)	APAPI†	Aerodrome control tower or aerodrome control	TWR
Abbreviated T visual approach slope indicator system (<i>to be pronounced "AY-TEE-VASIS"</i>)	AT-VASIS†	Aerodrome flight information service	AFIS
Abeam	ABM	Aerodrome Forecast (<i>in meteorological code</i>)	TAF†
About	ABT	Aerodrome obstacle chart (<i>followed by type and name/title</i>)	AOC . . .
Above	ABV	Aerodrome office (<i>specify service</i>)	ADO
Above Aerodrome level	AAL	Aerodrome partially covered by fog	PRFG
Above ground level	AGL	Aerodrome reference point	ARP
Above mean sea level	AMSL	Aerodrome routine meteorological report (<i>in meteorological code</i>)	METAR†
Above mountains	MON	Aerodrome special meteorological report (<i>in meteorological code</i>)	SPECI†
Accelerate-stop distance available	ASDA	Aerodromes, air routes, and ground aids	AGA
Accept or accepted	ACPT	Aerodrome traffic zone	ATZ
Acceptance (<i>message type designator</i>)	ACP	Aeronautical chart — 1:500 000 (<i>followed by name/title</i>)	ANC . . .
Acknowledge	ACK	Aeronautical fixed service	AFS
Active or activated or activity	ACT	Aeronautical fixed telecommunication network	AFTN‡
Actual time of arrival	ATA‡	Aeronautical information circular	AIC
Actual time of departure	ATD‡	Aeronautical information publication	AIP
Addition or additional	ADDN	Aeronautical information regulation and control	AIRAC
Adjacent	ADJ	Aeronautical information services	AIS
Advance boundary information	ABI	Aeronautical maps and charts	MAP
Advise	ADZ	Aeronautical mobile satellite service	AMSS
Advise at what time able	AWTA	Aeronautical mobile service	AMS
Advisory area	ADA		
Advisory route	ADR		
Advisory service	ADVS		
Aerodrome	AD		
Aerodrome beacon	ABN		
Aerodrome chart	ADC		
Aerodrome closed due to snow (<i>used in METAR/SPECI</i>)	SNOCLO		

Aeronautical navigation chart — small scale (<i>followed by name/title and scale</i>)	ANCS . . .	Alerting (<i>message type designator</i>)	ALR
Aeronautical telecommunication network	ATN	Alerting service	ALRS
After (<i>time or place</i>)	AFT . . .	Alert phase	ALERFA†
After passing	APSG	Alighting area	ALA
Again	AGN	All up weight	AUW
Airborne collision avoidance system	ACAS†	Alternate or alternating (<i>light alternates in color</i>)	ALTN
ACFT	ACFT	Alternate (<i>Aerodrome</i>)	ALTN
ACFT accident, notification of	ACCID	Altimeter check location	ACL
ACFT autonomous integrity monitoring	AAIM	Altimeter sub-scale setting to obtain elevation when on the ground	QNH‡
ACFT classification number	ACN	Altimetry system error	ASE
ACFT communication addressing and reporting system (<i>to be pronounced “AY- CARS”</i>)	ACARS†	Altitude	ALT
ACFT earth station	AES	Altocumulus	AC
ACFT parking/docking chart (<i>followed by name/title</i>)	APDC . . .	Altostratus	AS
Air defense identification zone (<i>to be Pronounced “AY-DIZ”</i>)	ADIZ†	Amber	A
Air navigation plan	ANP±	Amend or amended (<i>used to indicate amended meteorological message; message type designator</i>)	AMD
Airport	AP	Amended meteorological message (<i>message type designator</i>)	AAA (or AAB, AAC etc. Sequence)
Air-report	AIREP†	Amendment (<i>AIP Amendment</i>)	AMDT
Air-report (<i>message type designator</i>)	ARP	Amplitude modulation (AM)	A (A0-A5) ±
Airspeed gain	ASPEEDG	Answer	ANS
Airspeed loss	ASPEEDL	Approach	APCH
Air Surveillance Radar	ASR±	Approach control office or approach control or approach control service	APP
Air-to-air	A/A	Approach lighting system	ALS
Air-to-ground	A/G	Approve or approved or approval	APV
Air traffic control (<i>in general</i>)	ATC‡	Approximate or approximately	APRX
Air traffic control surveillance minimum altitude chart (<i>followed by name/title</i>)	ATCSMAC	April	APR
Air traffic flow management	ATFM	Apron	APN
Air traffic management	ATM	Area chart	ARC
Air traffic services	ATS	Area control center or area control	ACC‡
Air traffic services inter-facility data communications	AIDC	Area forecast for low-level flights	GAMET
Air traffic services reporting office	ARO	Area minimum altitude	AMA
Airway	AWY		

Area navigation (to be pronounced "AR-NAV")	RNAV†	Azimuth	AZM
Arrange	ARNG	B	
Arresting (specify (part of) arresting equipment)	ACFT ARST	Barometric vertical navigation (to be pronounced "BAA-RO-VEE-NAV")	BARO-VNAV
Arrival (message type designator)	ARR	Beacon (aeronautical ground light)	BCN
Arrive or arrival	ARR	Bearing	BRG
Ascend to or ascending to	ASC	Becoming	BECMG
Asphalt	ASPH	Before	BFR
Assigned altitude deviation	AAD	Below	BLW
As soon as possible	SAP	Below clouds	BLO
At (followed by time at which weather change is forecast to occur)	AT	Between	BTN
At (time or place)	ATP	Between layers	BTL
Atmospheric pressure at aerodrome elevation (or at RWY threshold)	QFE‡	Blowing (followed by DU = dust, SA = sand or SN = snow)	BL
Atmospherics	XS	Blue	B
At sea	MAR	Bombing	BOMB
ATS/MET reporting point	MRP	Boundary	BDRY
Attention	ATTN	Braking BRKG	
At the coast	COT	Braking action	BA
August	AUG	Broadcast	BCST
Authorized or authorization	AUTH	Broadcasting station, commercial	BS
Automated flight information service	FISA	Broken BKN	
Automatic dependent surveillance — broadcast	ADS-B‡	Building BLDG	
Automatic dependent surveillance — contract	ADS-C‡	By visual reference to the ground	VSA
Automatic dependent surveillance unit	ADSU	C	
Automatic direction-finding equipment	ADF‡	Calibration	CLBR
Automatic error correction	ARQ	Call sign	CS
Automatic terminal information service	ATIS†	Calling	CLG
Auxiliary	AUX	Cancel or canceled	CNL
Available or availability	AVBL	Candela	CD
Average	AVG	Category	CAT
Aviation gasoline	AVGAS†	Caution	CTN
Aerodrome meteorological report (in meteorological code)	METAR†	Celsius (Centigrade), Degrees	C
Aerodrome special meteorological report (in meteorological code)	SPECI†	Centimeter	CM
		Centre (preceded by RWY designation number to identify a parallel RWY)	C
		Centre line	CL
		Change or changed	CHG±
		Change frequency to	CF

Change-over point	COP	Continuous wave	CW
Channel	CH	Control	CTL
Check	CK	Control area	CTA
Circling guidance light(s)	CGL	Control indicated is operational control	OPC
Cirrocumulus	CC		
Cirrostratus	CS	Controller-pilot data link communications	CPDLC‡
Cirrus	CI	Control zone	CTR
Civil	CIV	Coordinate <i>or</i> coordination	COOR
Civil Aviation Authority	CAA	Coordinated Universal Time	UTC‡
Clear air turbulence	CAT		
Clear(s) <i>or</i> cleared to . . . <i>or</i> clearance	CLR	Coordinated Universal Time (<i>in meteorological messages</i>)	Z
Clear type of ice formation	CLA	Coordinates	COORD
Clearway	CWY	Coordination (<i>message type designator</i>)	CDN
Climb-out area	CLIMB-OUT	Correct <i>or</i> correction <i>or</i> corrected (<i>used to indicate corrected meteorological message; message type designator</i>)	
Climb to <i>or</i> climbing to	CMB		
Climb to and maintain	CTAM		
Close <i>or</i> closed <i>or</i> closing	CLSD		COR
Cloud	CLD	Corrected meteorological message (<i>message type designator</i>)	
Cloud base	BASE†		CCA, CCB,
Cloud top	TOP†		CCC, etc.
Cockpit voice recorder	CVR	Course from a fix to an altitude	FA
Collision risk model	CRM	Course from a fix to manual termination (<i>used in navigation database coding</i>)	
Common Traffic Advisory Frequency	CTAF	Course to a fix	FM
Completion <i>or</i> completed <i>or</i> complete	CMPL	Course to an altitude	CA
Commercial broadcasting station	BS	Cover <i>or</i> covered <i>or</i> covering	COV
Common ICAO data interchange network	CIDIN†	Cross	X
Communications	COM	Crossbar (<i>of approach lighting system</i>)	XBAR
Communications, navigation, and surveillance	CNS	Crossing	XNG
Concrete	CONC	Cruise	CRZ
Condition	COND	Cumuliform	CUF
Confirm, <i>or</i> I confirm (<i>to be used in AFS as a procedure signal</i>)	CFM*	Cumulonimbus (<i>to be pronounced "CEE BEE"</i>)	CB‡
Constant radius arc to a fix	RF	Cumulus	CU
Construction <i>or</i> constructed	CONST	Current flight plan (<i>message type designator</i>)	CPL
Contact	CTC	Customs	CUST
Continue(s) <i>or</i> continued	CONT	Cyclic redundancy check	CRC
Continuous	CONS	Daily	DLY
Continuous day and night service	H24	Danger <i>or</i> dangerous	DNG
		Danger area (<i>followed by identification</i>)	D . . .

Data link automatic terminal information service (<i>to be pronounced "DEE-ATIS"</i>)	D-ATIS†	Displaced RWY threshold	DTHR
Data link initiation capability	DLIC	Distance	DIST
Data link VOLMET	D-VOLMET	Distance from touchdown indicator	DFTI
Date-time group	DTG	Distance measuring equipment	DME‡
Datum crossing point	DCP	Distress phase	DETRESFA
Dead reckoning	DR	Divert or diverting	DIV
December	DEC	Docking	DCKG
Decibel (noise level)	DB±	Domestic	DOM
Decision altitude	DA	Doppler VOR	DVOR
Decision height	DH	Double channel duplex	DCD
Degrees	DEG	Double channel simplex	DCS
Degrees Celsius (<i>Centigrade</i>)	C	Double sideband	DSB
Delay (<i>message type designator</i>)	LA	Downward (tendency in RVR during previous 10 minutes)	D
Delay or delayed	DLA	Do you intend to ask me for a series of bearings? Or intend to ask you for a series of bearings (<i>to be used in radiotelegraphy as a Q Code</i>)	QDL
Delayed (<i>used to indicate delayed meteorological message; message type designator</i>)	RTD	Drizzle	DZ
Delayed meteorological message (<i>message type designator</i>)	RRA, RRB, <i>Recent</i>	Dual tandem wheels	DTW
Dense upper cloud	DUC	Dual wheels	DW
Depart or departure	DEP	Duplex operation	DX±
Departure (<i>message type designator</i>)	DEP	Duration	DUR
Departure end of the RWY	DER	During	DRG
Depth	DPT	Dust	DU
Descend to or descending to	DES	Dust/sand whirls (<i>dust devils</i>)	PO
Descend to and maintain	DTAM	Dust storm	DS
Destination	DEST	E	
Deteriorate or deteriorating	DTRT	East or eastern longitude	E
Deviation or deviating	DEV	Eastbound	EB
Dew point temperature	DP	East-north-east	ENE
Diffuse	DIF	East-south-east	ESE
Digital flight data recorder	DFDR	Effective from or with effect from	WEF
Direct (<i>in relation to flight plan clearances and type of approach</i>)	DCT	Effective immediately or with immediate effect	WIE
Direct controller-pilot communications	DCPC	Electronic flight instrument system (<i>to be pronounced "EE-FIS"</i>)	EFIS†
Direction finding	DF	Elevation	ELEV
Director of Civil Aviation or Department of Civil Aviation	DCA±	Elevation differential area	EDA
		Embedded in a layer (<i>to indicate cumulonimbus embedded in layers of other clouds</i>)	EMBD
		Emergency	EMERG

Emergency location beacon — ACFT	ELBA†	Field	FLD
Emergency locator transmitter	ELT	Filed flight plan (<i>message type designator</i>)	FPL
Emission	EM	Final approach	FNA
Engine	ENG	Final approach and take-off area	FATO
Enroute	ENR	Final approach fix	FAF
Enroute chart (<i>followed by name/title</i>)	ENRC . . .	Final approach point	FAP
Enroute surveillance radar	RSR	Final approach segment	FAS
Equipment	EQPT	Firing	FRNG
Error (<i>to be used in AFS as a procedure signal</i>)	EEE#	First	FST
Estimate or estimated or estimation (<i>message type designator</i>)	EST	Fixed	F
Estimated elapsed time	EET	Flares	FLR
Estimated off-block time	EOBT	Flashing	FLG
Estimated time of arrival or estimating arrival	ETA*‡	Flight	FLT
Estimated time of departure or estimating departure	ETD‡	Flight check	FLTCK
Estimated time over significant point	ETO	Flight data processing system	FDPS
European geostationary navigation overlay service (<i>to be pronounced "EGG-NOS"</i>)	EGNOST†	Flight information center	FIC
Every	EV	Flight information region	FIR‡
Except	EXC	Flight information service	FIS
Exercises or exercising or to exercise	EXER	Flight level	FL
Expect or expected or expecting	EXP	Flight management computer	FMC
Expect further clearance	EFC	Flight management system	FMS‡
Expected approach time	EAT	Flight path alignment point	FPAP
Extend or extending	EXTD	Flight plan	PLN
Extra-long range	ELR	Flight plan cancellation (<i>message type designator</i>)	CNL
Extremely high frequency [30 000 to 300 000MHz]	EHF	Flight plan filed in the air	AFIL
F		Flight plan route	FPR
Facilitation of international air transport	FAL	Flight service station	FSS
Facilities	FAC	Flight technical error	FTE
Facsimile transmission	FAX	Flight technical tolerance	FTT
February	FEB	Flow management unit	FMU
Feet (<i>dimensional unit</i>)	FT	Fluctuating or fluctuation or fluctuated	FLUC
Feet per minute	FPM	Fly or flying	FLY
Few	FEW	Fog	FG
Fictitious threshold point	FTP	Fog patches	BCFG
		Follow(s) or following	FLW
		Forecast	FCST
		Forecast upper wind and temperature for aviation	WITEM
		Freezing	FZ
		Freezing drizzle	FZDZ

Freezing fog	FZFG	Ground-based augmentation system (<i>to be pronounced "GEE-BAS"</i>)	GBAS†
Freezing rain	FZRA		
Frequency	FREQ	Ground-based regional augmentation system (<i>to be pronounced "GRASS"</i>)	GRAS†
Frequent	FRQ		
Friction coefficient	FCT		
Friday	FRI	Ground — by visual reference to the	VSA
From	FM	Ground check	GNDCK
From (<i>followed by time weather change is forecast to begin</i>)	FM . . .	Ground controlled approach system or ground controlled approach	GCA‡
From (<i>used to precede the call sign of the calling station</i>) (<i>to be used in AFS as a procedure signal</i>)	DE*	Ground earth station	GES
Front (<i>relating to weather</i>)	FRONT†	Ground movement chart (<i>followed by name/title</i>)	GMC . . .
Frost (<i>used in aerodrome warnings</i>)	FROST†	Ground proximity warning system	GPWS‡
Fuel remaining	FR	Ground speed	GS
Full stop landing	FSL	Ground-to-air	G/A
Funnel cloud (<i>tornado or water spout</i>)	FC	Ground-to-air and air-to-ground	G/A/G
G		H	
GBAS azimuth reference point	GARP	Hail	GR
General	GEN	Hazard beacon	HBN
General Air Traffic	GAT	Haze	HZ
Geographic or true	GEO	Heading	HDG
Geoid undulation	GUND	Heading to a manual termination	VM
Glide path	GP	Heading to an altitude	VA
Glide path angle	GPA	Heading to an intercept	VI
Glide path intercepts point	GPIP	Heavy	HVY
Glider	GLD	Heavy (<i>used to indicate the intensity of weather phenomena, e.g. heavy rain = HVY RA</i>)	HVY
Global navigation satellite system	GNSS‡	Hectopascal HPA	
Global orbiting navigation satellite system (<i>to be pronounced "GLO-NAS"</i>)	GLONASS†	Height or height above	HGT
Global positioning system	GPS‡	Helicopter	HEL
Go ahead, resume sending (<i>to be used in AFS as a procedure signal</i>)	GA	Helicopter approach path indicator	HAPI
GPS and geostationary earth orbit augmented navigation	GAGAN†	Here or herewith	ER*
Grass landing area	GRASS	Hertz (<i>cycle per second</i>)	HZ
Gravel	GRVL	High and very high-frequency direction finding stations (<i>at the same location</i>)	HVDF
Green	G	High frequency [3 000 to 30 000 kHz]	HF‡
Ground	GND	High-frequency direction-finding station	HDF

High-pressure area <i>or</i> the center of high-pressure	H	Information concerning Enroute weather phenomena which may affect the safety of low-level ACFT operations	AIRMET†
Higher	HYR		
Holding	HLDG	Initial approach	INA
Holding/racetrack to a fix	HF	Initial approach fixes	IAF
Holding/racetrack to a manual termination	HM	Inland	LAN
Holding/race track to an altitude	HA	Inner marker	IM
Holiday	HOL	Inoperative	INOP
Hospital ACFT	HOSP	In progress	INPR
Hours	HR	Install <i>or</i> installed <i>or</i> installation	INSTL
Hurricane	HURCN	Instrument	INSTR
I		Instrument approach chart (<i>followed by name/title</i>)	IAC . . .
I have nothing to send to you <i>or</i> none	NIL*†	Instrument approach procedure	IAP
Ice crystals (<i>very small ice crystals in suspension, also known as diamond dust</i>)		Instrument flight rules	IFR‡
Ice on RWY	IC	Instrument landing system	ILS‡
Ice pellets	IR	Instrument meteorological conditions	IMC‡
Icing	PL	Instrument/visual	I/V±
Identification	ICE	Intensify <i>or</i> intensifying	INTSF
Identification beacon	IDENT†	Intensity	INTST
Identification friend/foe	IBN	Intermediate approach fix	IF
Identifier <i>or</i> identify	IFF	International	INTL
If not possible	ID	International general aviation	IGA
Illuminated wind indicator	INP	International NOTAM office	NOF
Immediate <i>or</i> immediately	IWI±	International standard atmosphere	ISA
Immigration	IMT	International system of units	SI
Improve <i>or</i> improving	IMG		
In and out of clouds	IMPR	Interrogation sign (question mark) (<i>to be used in AFS as a procedure signal</i>)	IMI*
In cloud	IAO	Interrogator	INTRG
Inbound	INC		
Independent sideband	INBD	Interrupt <i>or</i> interruption <i>or</i> interrupted	INTRP
Indicated airspeed	ISB	Intersection	INT
Indicator for maximum temperature (<i>used in the TAF code form</i>)	IAS	Intersection of air routes	IAR
Inertial navigation system		In valleys	VAL
Inertial reference system	TX	Isolated	ISOL
Information	INS	J	
Information concerning Enroute weather phenomena which may affect the safety of ACFT operations	IRS	January	JAN
	INFO†	Jet stream	JTST
		July	JUL
		June	JUN
	SIGMET†	K	

Kilograms	KG	Local special meteorological report (<i>in abbreviated plain language</i>)	SPECIAL†
Kilohertz	KHZ		
Kilometres	KM	Localizer	LOC
Kilometers per hour	KMH	Localizer Performance with Vertical guidance	LPV
Kilopascal	KPA	Locator	L
Kilowatts	KW	Locator, middle	LM
Knots	KT	Locator, outer	LO
Knots indicated airspeed	KIAS		
L		Logical acknowledgment (<i>message type designator</i>)	LAMS
Landing	LDG	Long (<i>used to indicate the type of approach desired or required</i>)	LNG
Landing direction indicator	LDI		
Landing distance available	LDA	Longitude	LONG
Landing distance available, helicopter	LDAH	Long range	LRG
Landing threshold point	LTP	LORAN (<i>long range air navigation system</i>)	LORAN†
Landline teletypewriter	LTT	Low drifting (<i>followed by DU = dust, SA = sand or SN = snow</i>)	DR . . .
Lateral navigation (<i>to be pronounced "EL-NAV"</i>)	LNAV†	Lowest safe altitude	LSALT
Latitude	LAT	Low frequency [30 to 300 kHz]	LF
Layer or layered	LYR	Low-pressure area or the center of low-pressure	L
Leave or leaving	LVE	Low visibility procedures	LVP
Left (<i>preceded by RWY designation number to identify a parallel RWY</i>)	. . . L	M	
Length	LEN	Mach number (<i>followed by figures</i>)	M
Level	LVL	Magnetic	MAG
Light (<i>used to indicate the intensity of weather phenomena, interference or static reports, e.g. light rain = FBL RA</i>)		Magnetic bearing	QDR
		Magnetic heading (<i>zero wind</i>)	QDM‡
	FBL	Magnetic orientation of RWY	QFU
Light or lighting	LGT	Magnetic variation	VAR
Light and variable (<i>relating to the wind</i>)	LV	Maintain	MNTN
Light intensity high	LIH	Maintenance	MAINT
Light intensity low	LIL	Manual A1 simplex	MAS
Light intensity medium	LIM	March	MAR
Lighted	LGTD	Marker radio beacon	MKR
Limited	LTD	Maximum	MAX
Line (<i>used in SIGMET</i>)	LINE	Maximum authorized altitude	MAA
Local or locally or location or located	LCA	Maximum temperature (<i>followed by figures in TAF</i>)	TX . . .
Local mean time	LMT	The maximum value of wind speed or RWY visual range (<i>followed by figures in METAR/SPECI and TAF</i>)	P . . .
Local routine meteorological report (<i>in abbreviated plain language</i>)	MET REPORT	May	MAY
		Mean sea level	MSL

Medium and high-frequency direction finding stations (<i>at the same location</i>)	MDF	Minimum obstacle clearance altitude	MOCA
Medium and very high-frequency direction finding stations (<i>at the same location</i>)	MVDF	Minimum operational performance standards	MOPSt
Medium frequency [300 to 3 000 kHz]	MF	Minimum reception altitude	MRA
Medium frequency direction-finding station	MDF	Minimum safe altitude warning	MSAW
Medium, high and very high-frequency direction-finding stations (<i>at the same location</i>)	MHVDF	Minimum sector altitude	MSA
Medium range	MRG	Minimum temperature (<i>followed by figures in TAF</i>)	TN . . .
Megahertz	MHZ	Minimum value of RWY visual range (<i>followed by figures in METAR/SPECI</i>)	M . . .
Message	MSG	Minus	MS
Message (<i>transmission identification</i>) has been misrouted (<i>to be used in AFS as a procedure signal</i>)	MSR#	Minutes	MIN*
Meteorological or meteorology	MET†	Missed approach holding fix	MAHF
Meteorological information for ACFT in flight	VOLMET†	Missed approach point	MAPT
Meteorological Operational Telecommunications Network Europe	MOTNE	Missed approach turning fix	MATF
Meteorological watch office	MWO	Missing . . . (<i>transmission identification</i>) (<i>to be used in AFS as a procedure signal</i>)	MIS
Meters (<i>preceded by figures</i>)	. . . M	Mixed type of ice formation (<i>white and clear</i>)	BR
Meters per second	MPS	Moderate (<i>used to indicate the intensity of weather phenomena, interference or static reports, e.g. moderate rain = MODRA</i>)	MOD
Metric units	MTU	Modification (<i>message type designator</i>)	CHG
Microburst	MBST	Modulated continuous wave	MCW
Microwave landing system	MLS‡	Monday	MON
Middle marker	MM	Monitor <i>or</i> monitoring <i>or</i> monitored	MNT
Mid-point (<i>related to RVR</i>)	MID	Monopulse secondary surveillance radar	MSSR
Military	MIL	Mountain	MT
Military operating area	MOA	Mountain waves	MTW
Minimum	MNM	Move <i>or</i> moving <i>or</i> movement	MOV
Minimum crossing altitude	MCA	Multi-functional transport satellite (MTSAT) satellite-based augmentation system (<i>to be pronounced "EM-SAS"</i>)	MSAS†
Minimum descent altitude	MDA	Multilateration	MLAT†
Minimum descent height	MDH	N	
Minimum Enroute altitude	MEA	National	NTL
Minimum eye height over threshold (<i>for visual approach slope indicator systems</i>)	MEHT	National AIS system center	NASC†
Minimum navigation performance specifications	MNPS	Nautical miles	NM
Minimum obstacle clearance (<i>required</i>)	MOC		

Navigation	NAV	Notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations	
Navigation system error	NSE		
Near <i>or</i> over large towns	CIT		
Next	NXT		
Night	NGT		
Nil significant cloud	NSC		NOTAM†
Nil significant weather	NSW	Notification of an ACFT accident	ACCID
Nimbostratus	NS	November	NOV
No <i>or</i> negative <i>or</i> permission not granted <i>or</i> that is not correct	NEG	Number	NR
No change	NC	O	
No cloud detected (<i>used in automated METAR/SPECI</i>)	NCD	Obscure <i>or</i> obscured <i>or</i> obscuring	OBSC
No directional variations available (<i>used in automated METAR/SPECI</i>)	NDV	Observe <i>or</i> observed <i>or</i> observation	OBS
No distinct tendency (<i>in RVR during previous 10 minutes</i>)	N	Obstacle	OBST
No (negative) (<i>to be used in AFS as a procedure signal</i>)	NO	Obstacle assessment surface	OAS
No reply heard	NRH	Obstacle clearance altitude	OCA
No significant change (<i>used in trend-type landing forecasts</i>)	NOSIG†	Obstacle clearance height	OCH
No specific working hours	HX	Obstacle clearance surface	OCS
No transgression zone	NTZ‡	Obstacle free zone	OFZ
Noise abatement departure procedure	NADP	Obstacle identification surface	OIS
Non-directional radio beacon	NDB‡	Occasional <i>or</i> occasionally	OCNL
Non-government Organizations	NGO±	Occulting (<i>light</i>)	OCC
Non-precision approach	NPA	Ocean station vessel	OSV
None <i>or</i> I have nothing to send to you	NIL*†	Oceanic area control center	OAC
Normal	NML	Oceanic control area	OCA
Normal operating zone	NOZ‡	October	OCT
North <i>or</i> northern latitude	N	Online data interchange	OLDI†
North Atlantic	NAT	On request	O/R
Northbound	NB	On top	OTP
North-east	NE	Opaque, white type of ice formation	OPA
North-eastbound	NEB	Open <i>or</i> opening <i>or</i> opened	OPN
North-north-east	NNE	Operational Air Traffic	OAT
North-north-west	NNW	Operations	OPS†
North-west	NW	Operator <i>or</i> operate <i>or</i> operative <i>or</i> operating <i>or</i> operational	OPR
North-westbound	NWB	Operational control is the control indicated	OPC
Not applicable	N/A±	Operational meteorological (<i>information</i>)	OPMET†
Not before	NBFR	Order	ORD
		Organized Track System	OTS

Originate (<i>to be used in AFS as a procedure signal</i>)	OGN	Primary	PRI
Outbound	OUBD	Primary surveillance radar	PSR‡
Outer marker	OM	Prior notice required	PN
Outlook (<i>used in SIGMET messages for volcanic ash and tropical cyclones</i>)	OTLK	Prior Permission Required	PPR
Overcast	OVC	Probability	PROB‡
Overhead	OHD	Procedure	PROC
P		Procedure design gradient	PDG
Parachute jumping exercise	PJE	Procedure turns	PTN
Parallel	PARL	Procedures for air navigation services	PANS
Parking	PRKG	Proceed or proceeding	PCD
Passenger(s)	PAX	Processed meteorological data in the form of grid point values expressed in binary form (<i>meteorological code</i>)	GRIB
Passing	PSG	Prohibited area (<i>followed by identification</i>)	P . . .
Pavement classification number	PCN	Provisional	PROV
Performance	PER	Q	
Permanent	PERM	Quadrant	QUAD
Persons on board	POB	R	
Pierced steel plank	PSP	Radar position indicator	RPI‡
Pilot-controlled lighting	PCL	Radar position symbol	RPS
Plan position indicator	PPI	Radial	RDL
Plus	PS	Radio	RDO
Point-in-space reference point	PRP	Radio range	RNG
Point of no returns	PNR	Radio communication failure (<i>message type designator</i>)	RCF
Polar track structure	PTS	Radiotelegraph	RTG
Position	PSN	Radiotelephone	RTF
Possible	POSS	Radio teletypewriter	RTT
Power	PWR	Ragged	RAG
Practice low approach	PLA	Rain	RA
Precision approach	PA	Range (<i>lights</i>)	RG
Precision approach lighting system (<i>specify category</i>)	PALS	Rate of climb	ROC
Precision approach path indicator	PAPI‡	Rate of descent	ROD
Precision approach radar	PAR‡	Rate of turn	R
Precision approach terrain chart (<i>followed by name/title</i>)	PATC . . .	Reach or reaching	RCH
Pre-departure clearance	PDC‡	Reach cruising altitude	RCA
Pre-flight information bulletin	PIB	Receive or receiver	REC
Present level	PLVL	Received (<i>acknowledgment of receipt</i>) (<i>to be used in AFS as a procedure signal</i>)	R*
Present position	PPSN	Receiver autonomous integrity monitoring	RAIM‡
Pressure system(s)	PSYS		
Preventive Maintenance Interval	PMI±		

Receiving only	RON	Requirements	RQMNTS
Recent (<i>used to qualify weather phenomena, e.g. recent rain = RERA</i>)	RE	Re-route	RE RTE
Re-clearance in flight	RIF	Rescue boat	RB
Recleared	RCLR	Rescue coordination center	RCC
Red	R	Rescue sub-center	RSC
Reduced vertical separation minimum (300 m (1 000ft)) between FL320 and FL410	RVSM‡	Rescue vessel	RV
Reference datum height	RDH	Resolution advisory	RA
Reference path data selector	RPDS	Responder beacon	RSP
Reference to <i>or</i> refer to	REF	Restricted area (<i>followed by identification</i>)	R . . .
Regional AIS system center	RASC†	Return <i>or</i> returned <i>or</i> returning	RTN
Regional OPMET bulletin exchange (<i>scheme</i>)	ROBEX†	Return to service	RTS
Regional supplementary procedures	SUPPS	Right (<i>direction of turn</i>)	RITE
Registration	REG	Right (<i>preceded by RWY designation number to identify a parallel RWY</i>)	. . . R
Regular Public Transport (ACFT)	RPT±	Right-hand circuit	RHC
Rejected take-off distance available, helicopter	RTODAH	Rime (<i>used in aerodrome warnings</i>)	RIME†
Relay to	RLA	Root sum square	RSS
Remark	RMK	Route	RTE
Remote altimeter setting source	RASS	Route forecast (<i>in meteorological code</i>)	ROFOR
Repeat, <i>or</i> I repeat (<i>to be used in AFS as a procedure signal</i>)	RPT*	Rules of the air and air traffic services	RAC
Repetitive flight plan	RPL	RWY	RWY
Replace <i>or</i> replaced	RPLC	RWY (<i>followed by figures in METAR/SPECI</i>)	R . . .
Report <i>or</i> reporting <i>or</i> reporting point	REP	RWY alignment indicator	RAI
Report leaving	RL	RWY arresting gear	RAG
Report reaching	RR	RWY center line	RCL
Request <i>or</i> requested	REQ	RWY center line light(s)	RCLL
Request (<i>to be used in AFS as a procedure signal</i>)	RQ*	RWY(s) cleared (<i>used in METAR/SPECI</i>)	CLRD
Request flight plan (<i>message type designator</i>)	RQP	RWY control van	VAN
Request level change Enroute	RLCE	RWY edge light(s)	REDL
Request supplementary flight plan (<i>message type designator</i>)	RQS	RWY end light(s)	RENL
Requested level not available	RLNA	RWY end safety area	RESA
Required communication performance	RCP‡	RWY lead-in lighting system	RLLS
Required navigation performance	RNP‡	RWY surface condition	RSCD
		RWY threshold light(s)	RTHL
		RWY touchdown zone light(s)	RTZL
		RWY visual range	RVR‡
		S	
		Sand	SA

Sandstorm	SS	Short take-off and landing	STOL
Sanitary	SAN	Shower (<i>followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. SHRASN = showers of rain and snow</i>)	
SAR point of contact	SPOC		
Satellite-based augmentation system (<i>to be pronounced "ESS-BAS"</i>)	SBAS†		SH . . .
Satellite communication	SATCOM†	Signal S	GL
Saturday	SAT	Significant	SIG
Scattered	SCT	Simple approach lighting system	SALS
Schedule or scheduled	SKED	Simultaneous or simultaneously	SIMUL
Sea (<i>used in connection with sea-surface temperature and state of sea</i>)	SEA	Single isolated wheel load	SIWL
Sea-surface temperature (<i>followed by figures in METAR/SPECI</i>)	W . . .	Single sideband	SSB
Search and rescue	SAR	Sky clear	SKC
Search and rescue region	SRR	Slow	SLW
Secondary	SRY	Small hail and/or snow pellets	GS
Secondary surveillance radar	SSR‡	Smoke	FU
Seconds	SEC	Snow	SN
Section	SECN	Snow grains	SG
Sector	SECT	South or southern latitude	S
Selective calling system	SELCAL†	Southbound	SB
Selective identification feature	SIF	South-east	SE
Senior Airfield Authority	SAA±	South-eastbound	SEB
September	SEP	South-south-east	SSE
Service or servicing or served	SER	South-south-west	SSW
Service available during hours of scheduled operation	HS	South-west	SW
Service available to meet operational requirements	HO	South-westbound	SWB
Service message	SVC	Special air-report (<i>message type designator</i>)	ARS
Serviceable	SVCBL	Special position indicator	SPI
Severe (<i>e.g. used to qualify icing and turbulence reports</i>)	SEV	Special series of NOTAM notifying, by means of a specific format, change in activity of a volcano, a volcanic eruption and/or volcanic ash cloud that is of significance to ACFT operations	ASHTAM
Shall I cancel telegram number .? Or Cancel telegram number (<i>to be used in AFS as a Q Code</i>)	QTA	Special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area, by means of a specific format	SNOWTAM†
Shall I run my test tape/a test sentence? Or Run your test tape/a test sentence (<i>to be used in AFS as a Q Code</i>)	QJH	Speed limiting point	SLP
Shallow fog	MIFG	Spot wind	SPOT†
Short (<i>used to indicate the type of approach desired or required</i>)	BRF	Squall	SQ
Short range	SRG	Squall line	SQL

Stand by	SDBY	Tactical command and control	TAC C2
Standard	STD	Take-off	TKOF
Standard deviation	SD	Take-off distance available	TODA
Standard instrument arrival	STAR†	Take-off distance available, helicopter	TODAH
Standard instrument departure	SID†	Take-off runs available	TORA
Standard regional route transmitting frequencies	RUT	Taxiing or taxi	TAX
Standards and Recommended Practices [ICAO]	SARPS	Taxiing guidance system	TGS
Start of climb	SOC	Taxiway	TWY
State of the sea (<i>followed by figures in METAR/SPECI</i>)	S . . .	Taxiway-link	TWYL
Station	STN	Technical reason	TECR
Stationary	STNR	Telephone	TEL
Status	STS	Teletypewriter	TT
Step down fix	SDF	Temperature	T
Stop-end (<i>related to RVR</i>)	END	Temporary or temporarily	TEMPO†
Stop way	SWY	Temporary reserved/restricted airspace	TRA
Stop way light(s)	STWL	Terminal area surveillance radar	TAR
Straight-in approach	STA	Terminal arrival altitude	TAA
Strati form	STF	Terminal control area	TMA‡
Stratocumulus	SC	Terminal VOR	TVOR
Stratus	ST	Text (<i>when the abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviation, e.g. IMI TXT</i>)	
Subject to	SUBJ	(<i>to be used in AFS as a procedure signal</i>)	
Sunday	SUN		TXT*
Sunrise	SR	The address (<i>when this abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviation, e.g. IMI ADS</i>)	
Sunrise to sunset	HJ	(<i>to be used in AFS as a procedure signal</i>)	ADS*
Sunset	SS		
Sunset to sunrise	HN		
Super high frequency [3 000 to 30 000MHz]	SHF	The last message received by me was (<i>to be used in AFS as a procedure signal</i>)	LR
Supersonic transport	SST		
Supplement (<i>AIP Supplement</i>)	SUP	The last message sent to me was or the Last message was .	
Supplementary flight plan (<i>message type designator</i>)	SPL	(<i>to be used in AFS as a procedure signal</i>)	LS
Surface	SFC	This is a channel-continuity-check of transmission to permit comparison of your record of channel-sequence numbers of messages received on the channel (<i>to be used in AFS as a procedure signal</i>)	CH#
Surface movement control	SMC		
Surface movement radar	SMR		
Surveillance radar approach	SRA		
Surveillance radar element of precision approach radar system	SRE	This is a duplicate message (<i>to be used in AFS as a procedure signal</i>)	DUPE#
T			
Tail wind	TAIL†	Threshold	THR

Threshold crossing height	TCH	Turn altitude	TNA
Through	THRU	Turn at an altitude/height	TA/H
Thunderstorm (<i>in aerodrome reports and forecasts, TS used alone means thunder heard but no precipitation at the aerodrome</i>)	TS	Turn height	TNH
Thunderstorm (<i>followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. TSRASN = thunderstorm with rain and snow</i>)	TS . . .	Turning point	TP
Thursday	THU	T visual approach slope indicator system (<i>to be pronounced "TEE-VASIS"</i>)	T-VASIS†
Till (<i>followed by time by which weather change is forecast to end</i>)	TL . . .	Type of ACFT	TYP
To (<i>place</i>)	TO . . .	Typhoon	TYPH
Top of climb	TOC	U	
Tornado	TDO	UHF tactical air navigation aid	TACAN†
Touch-and-go landing	TGL	Ultra-high frequency [300 to 3 000 MHz]	UHF‡
Touchdown and lift-off area	TLOF	Ultra-high frequency direction-finding station	UDF
Touchdown zone	TDZ	Ultra-long range	ULR
Towering cumulus	TCU	Unable	UNA
Track	TR	Unable higher due traffic	UHDT
Track to fix	TF	Unable to approve	UNAP
Traffic	TFC	Uncertainty phase	INCERFA†
Traffic advisory	TA	Unidentified precipitation (<i>used in automated METAR/SPECI</i>)	UP
Traffic alert and collision avoidance system resolution advisory (<i>to be pronounced "TEE-CAS-AR-AY"</i>)	TCAS RA†	Unlimited	UNL
Traffic information broadcast by ACFT	TIBA†	Unreliable	UNREL
Transition altitude	TA	Unserviceable	U/S
Transition level	TRL	Until	TIL†
Transmits or transmitter	TRANS	Until advised by	UAB . . .
Trend forecast	TREND†	Until further notice	UFN
Tropical cyclone	TC	Until the past (<i>place</i>)	TIP
Tropical cyclone advisory center	TCAC	Upper air route	UAR
Tropopause	TROP	Upper area control center	UAC
True airspeed	TAS	Upper control area	UTA
True bearing	QTE	Upper flight information region	UIR‡
Tsunami (<i>used in aerodrome warnings</i>)	TSUNAMI†	Upper information center	UIC
Tuesday	TUE	Upward (<i>tendency in RVR during previous 10 minutes</i>)	U
Turbulence	TURB	V	
		Variable	VRB
		Variations from the mean wind direction (<i>preceded and followed by figures in METAR/SPECI, e.g. 350V070</i>) .	
		· · ·	V . . .
		Variations from the mean wind speed (gusts) (<i>followed by</i>	










<i>figures in METAR/SPECI and TAF)</i>	G . . .	VOR and TACAN combination W	VORTAC†
Vector to final	VTF	Warning	WRNG
Vertical	VER	Waterspout	WTSPT
Vertical navigation (<i>to be pronounced "VEE-NAV"</i>)	VNAV†	Way-point	WPT
Vertical path angle	VPA	We agree, or it is correct (<i>to be used in AFS as a procedure signal</i>)	OK*
Vertical speed	VSP	Weaken or weakening	WKN
Vertical take-off and landing	VTOL	Weather	WX
Vertical visibility (<i>followed by figures in METAR/SPECI and TAF</i>)	VV . . .	Wednesday	WED
Very high frequency [30 to 300 MHz]	VHF‡	Weight	WT
Very high-frequency direction-finding station	VDF	West or western longitude	W
Very important person	VIP‡	Westbound	WB
Very long range	VLR	West-north-west	WNW
Very low frequency [3 to 30 kHz]	VLF	West-south-west	WSW
VHF Omni-directional radio range	VOR‡	What is my distance to your station? Or your distance to my station is (<i>distance figures and units</i>) (<i>to be used in radiotelegraphy as a Q Code</i>)	QGE
Vicinity	VCY	White	W
Vicinity of the aerodrome (<i>followed by FG = fog, FC = funnel cloud, SH = shower, PO = dust/sand whirls, BLDU = blowing dust, BLSA = blowing sand, BLSN = blowing snow, DS = dust storm, SS = sandstorm, TS = thunderstorm or VA = volcanic ash, e.g. VCFG = vicinity</i>)	VC . . .	White type of ice formation, opaque	OPA
Visibility	VIS	Wide area augmentation system	WAAS†
Visibility, cloud and present weather better than prescribed values or conditions (<i>to be pronounced "KAV-OH-KAY"</i>)	CAVOK†	Wide-Area Multilateration	WAM
Visual approach chart (<i>followed by name/title</i>)	VAC . . .	Widespread	WDSPT
Visual approach slope indicator systems	VASIS	Width or wide	WID
Visual-aural radio range	VAR	Will comply	WILCO†
Visual flight rules	VFR‡	Will you give me the position of my station according to the bearings taken by the D/F stations which you control? Or the position of your station according to the bearings taken by the D/F stations that I control was latitude longitude (<i>or other indication of position</i>), class at hours (<i>to be used in radiotelegraphy as a Q Code</i>)	QTF
Visual meteorological conditions	VMC‡	Will you indicate the TRUE track to reach you? Or The TRUE track to reach me is degrees at hours (<i>to be used in radiotelegraphy as a Q Code</i>)	QUJ
Visual reference to the ground, by	VSA	Will you relay to free of charge? Or will relay to free of charge (<i>to be used in AFS as a Q Code</i>)	QSP
Volcanic ash	VA	Wind	WIND
Volcanic ash advisory center	VAAC	Wind direction indicator	WDI
VOR airborne equipment test facility	VOT		

Wind shear	WS
Wind speed	WSPD
Wing bar lights	WBAR
Wireless telegraphy	WT±
With effect from <i>or</i> effective from	WEF
With immediate effect <i>or</i> effective immediately	WIE
Within	WI
Without	WO
Work in progress	WIP
World Aeronautical Chart — ICAO 1:1, 000, 000 (<i>followed by name/title</i>)	WAC . . .
World area forecast center	WAFC
World Geodetic System — 1984	WGS-84
Worldwide web	WWW
Y	
Yellow	Y
Yellow caution zone (<i>RWY lighting</i>)	YCZ
Yes <i>or</i> affirm <i>or</i> affirmative, <i>or</i> that is correct	AFM
Yes (affirmative) (<i>to be used in AFS as a procedure signal</i>)	YES*
You're	YR



GEN 2.3 CHART SYMBOLS

1. Charts other than Approach Charts

See ICAO Annex 4 Appendix 2 for a full list of symbols.

Civil (land)	
Civil (water)	
Joint civil and military (land)	
Joint civil and military (water)	
Military (land)	
Military (water)	
Emergency aerodrome or aerodrome with no facilities	
Sheltered Anchorage	
Heliport	








2. Approach Charts

The aerodrome on which the procedure is based	
Aerodrome affecting the traffic pattern on the aerodrome on which the procedure is based	

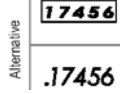

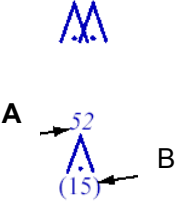
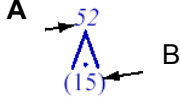

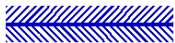


3. Aerodrome Charts

Hard surface RWY	
Unpaved RWY	
Stop way	

4. Aerodrome Installations and Lights

Aerodrome reference point (ARP)													
TWYs and parking areas													
Control Tower	To be determined												
Point light													
Barrette	To be determined												
Marine light	<table border="0" style="display: inline-table; vertical-align: middle;"> <tr> <td style="padding-right: 10px;">Alt Alternating</td> <td style="padding-right: 10px;">Fl Flashing</td> <td style="padding-right: 10px;">Occ Occulting</td> <td style="padding-right: 10px;">sec Second</td> </tr> <tr> <td style="padding-right: 10px;">B Blue</td> <td style="padding-right: 10px;">G Green</td> <td style="padding-right: 10px;">R Red</td> <td style="padding-right: 10px;">(U) Unwatched</td> </tr> <tr> <td style="padding-right: 10px;">F Fixed</td> <td style="padding-right: 10px;">Gp Group</td> <td style="padding-right: 10px;">SEC Sector</td> <td style="padding-right: 10px;">W White</td> </tr> </table> F 	Alt Alternating	Fl Flashing	Occ Occulting	sec Second	B Blue	G Green	R Red	(U) Unwatched	F Fixed	Gp Group	SEC Sector	W White
Alt Alternating	Fl Flashing	Occ Occulting	sec Second										
B Blue	G Green	R Red	(U) Unwatched										
F Fixed	Gp Group	SEC Sector	W White										
Obstacle light													
Aeronautical ground light													
Wind direction indicator (lighted)	To be determined												
Wind direction indicator (unlighted)	To be determined												
Landing direction indicator (lighted)													
Landing direction indicator (unlighted)	T												

5. Miscellaneous

Highest elevation on chart	
Obstacle	
Group obstacles Note A: <i>Numerals in italics indicate the elevation of top obstacle above sea level.</i> Note B: <i>Upright numerals in parentheses indicate height above specified datum.</i>	 
Restricted airspace (prohibited, restricted or danger areas)	
Common boundary of two areas	
Transmission line or overhead cable	
Isogonal	

GEN 2.4 LOCATION INDICATORS

1. Code Allocation

- 1.1. Afghanistan follows international conventions in the allocation of codes. The first letter is an 'O' to designate Middle East region. The second letter is 'A' designating locations in Afghanistan. The remaining two letters designate the landing area/location, and may not necessarily correlate with the English name of the location. Locations other than those given the 'OA' prefix are designated by three, four or five letter codes. To avoid confusion with location indicators, waypoints do not begin with the letters 'OA'.
- 1.2. The following table summarizes code allocation:

Type	Code	Example
Licensed Aerodrome, ACFT landing area, helicopter landing site	Four letters (OA_ _)	Kabul International Airport – (OAKB)
Navigation Aid	Two or three letters	Kabul VOR (KBL)
Visual Waypoint	Four letters	<i>Not yet allocated</i>
IFR Waypoint	Five letters	MURAD

2. List of Location Codes

2.1. Decode

CODE	LOCATION	CODE	LOCATION
OAAD	AMDAR	OAHR	HERAT
OAAK	ANDKHOI	OAIX	BAGRAM
OAAS	ASMAR	OAJL	JALALABAD
OABD	BEHSOOD	OAJS	JABUL SARAJ
OABG	BAGHLAN	OAJW	JAWAND
OABK	BANDKAMALKHAN	OAKA	KOBAN
OABN	BAMYAN	OAKB	KABUL INTERNATIONAL
OABR	BAMAR	OAKD	KAMDESH
OABS	SARDAY	OAKG	KHOJAGHAR
OABT	BOST/LASHKAR GAH	OAKJ	KAJAKI
OACB	CHARBURJAK	OAKL	KONJAK-I-LOGAR
OACC	CHAKHCHARAN	OAKM	KAMAR
OADD	DAWLATABAD	OAKN	KANDAHAR
OADF	DARRA-I-SOOF	OAKR	KALDAR
OADY	DWYER	OAKS	KHOST/CHAPMAN
OADV	DEVAR	OAKT	KALAT
OADW	WAZAKHWA	OAKX	KABUL (ACC/FIC)
OADZ	DARWAZ	OAKZ	KAREZ-I-MIR
OAEK	KESHM	OALG	LOGAR
OAEM	ESHKASHEM	OALL	LAL
OAEQ	ISLAM QALA	OALN	LAGHMAN
OAFG	KHOST-O-FERING	OALP	LITTLE PAMIR
OAFR	FARAH	OAMK	MUKUR
OAFZ	FEYZABAD	OAMN	MAIMANA
OAGA	GHAZIABAD	OAMS	MAZAR-E-SHARIF
OAGD	GADER	OAMT	MUNTA
OAGL	GULISTAN	OAMY	MOLLAYAN
OAGM	GHELMEEN	OANR	NAWOR
OAGN	GHAZNI	OANS	SALANG-I-SHAMALI
OAGS	GASAR	OANZ	NIMROZ
OAGZ	GARDEZ	OAOB	OBEH
OAHE	HAZRAT EMAN	OAOG	URGOON
OAHH	HAJIGAK	OAOO	DESHOO
OAHN	KHWAHAN	OAPG	PAGHMAN

CODE	LOCATION	CODE	LOCATION
OAPJ	PAN JAO	OASR	SABAR
OAQA	QALAT	OASS	SALANG-I-JUNUBI
OAQD	QADES	OAST	SHUR TEPA
OAQK	QALA-I-NYAZKHAN	OASV	SHUKVANI
OAQM	KRON MONJAN	OASW	SARHAWDZA
OAQN	QALA-I-NAW	OATD	TOORGHONDI
OAQQ	QARQIN	OATG	TASHKURGHAN
OAQR	QAISAR	OATK	KOTAL
OARG	URUZGAN	OATN	TEREEN/TARIN KOWT
OARM	DILARAM	OATQ	TALUQAN
OARP	RIMPA	OATW	TEWARA
OART	RUSTAG	OATZ	TESAK
OARZ	RAZER	OAUZ	KUNDUZ
OASA	SHARANA	OAWK	FOB WASI KHWA
OASB	SAROBI	OAWU	WURTACH
OASD	SHINDAND	OAWZ	WAZIRABAD
OASG	SHEBERGHAN	OAYL	YAKAWLANG
OASH	SHANK	OAYQ	YANGI QALA
OASK	SERKA	OAYW	YAWAN
OASL	SALERNO	OAZB	ZEBAK
OASM	SAMANGAN	OAZI	BASTION
OASN	SHEGHANAN	OAZJ	ZARANJ
OASP	SARE PUL		

2.2. Encode

LOCATION	CODE	LOCATION	CODE
AMDAR	OAAD	JAWAND	OAJW
ANDKHOI	OAAK	KABUL (ACC/FIC)	OAKX
ASMAR	OAAS	KABUL INTERNATIONAL	OAKB
BAGHLAN	OABG	KAJAKI	OAKJ
BAGRAM	OAIX	KALAT	OAKT
BAMAR	OABR	KALDAR	OAKR
BAMYAN	OABN	KAMAR	OAKM
BASTION	OAZI	KAMDESH	OAKD
BANDKAMALKHAN	OABK	KANDAHAR	OAKN
BEHSOOD	OABD	KAREZ-I-MIR	OAKZ
BOST/LASHKAR GAH	OABT	KESHM	OAEK
CHAKHCHARAN	OACC	KHOJAGHAR	OAKG
CHARBURJAK	OACB	KHOST/CHAPMAN	OAKS
DARRA-I-SOOF	OADF	KHOST-O-FERING	OAFG
DARWAZ	OADZ	KHWAHAN	OAHN
DAWLATABAD	OADD	KOBAN	OAKA
DESHOO	OAOO	KONJAK-I-LOGAR	OAKL
DEVAR	OADV	KOTAL	OATK
DILARAM	OARM	KRON MONJAN	OAQM
DWYER	OADY	KUNDUZ	OAUZ
ESHKASHEM	OAEM	LAGHMAN	OALN
FEYZABAD	OAFZ	LAL	OALL
FARAH	OAFR	LITTLE PAMIR	OALP
GADER	OAGD	LOGAR	OALG
GARDEZ	OAGZ	MAIMANA	OAMN
GASAR	OAGS	MAZAR-E-SHARIF	OAMS
GHAZIABAD	OAGA	MOLLAYAN	OAMY
GHAZNI	OAGN	MUKUR	OAMK
GHELMEEN	OAGM	MUNTA	OAMT
GULISTAN	OAGL	NAWOR	OANR
HAJIGAK	OAHE	NIMROZ	OANZ
HAZRAT EMAN	OAHE	OBEH	OAOB
HERAT	OAHR	PAGHMAN	OAPG
ISLAM QALA	OAEQ	PAN JAO	OAPJ
JABUL SARAJ	Oajs	QADES	OAQD
JALALABAD	OAJL	QAISAR	OAQR

LOCATION	CODE	LOCATION	CODE
QALA-I-NAW	OAQN	SHUKVANI	OASV
QALA-I-YAZKHAN	OAQK	SHUR TEPA	OAST
QALAT	OAQA	TALUQAN	OATQ
QARQIN	OAQQ	TASHKURGHAN	OATG
RAZER	OARZ	TEREEN/TARIN KOWT	OATN
RIMPA	OARP	TESAK	OATZ
RUSTAG	OART	TEWARA	OATW
SABAR	OASR	TOORGHONDI	OATD
SALERNO	OASL	URGOON	OAOG
SALANG-I-JUNUBI	OASS	URUZGAN	OARG
SALANG-I-SHAMALI	OANS	FOB WASI KHWA	OAWK
SAMANGAN	OASM	WAZAKHWA	OADW
SARDAY	OABS	WAZIRABAD	OAWZ
SARE PUL	OASP	WURTACH	OAWU
SARHAWDZA	OASW	YAKAWLANG	OAYL
SAROBI	OASB	YANGI QALA	OAYQ
SERKA	OASK	YAWAN	OAYW
SHANK	OASH	ZARANJ	OAZJ
SHARANA AIRSTRIP	OASA	ZEBAK	OAZB
SHEBERGHAN	OASG		
SHEGHNAN	OASN		
SHINDAND	OASD		

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GEN 2.5 LIST OF RADIO NAVIGATION AIDS

Aid	Ident	Frequency (MHz)	Lat/Long	Remarks
Bagram VORTAC	BGM	CH74/112.7	345701N 0691617E	MIL use only
Dwyer TACAN	ADY-X	CH46	310524N 0640401E	MIL use only
Herat NDB	HRT	412 KHz	341241N 0621354E	
Herat DVOR/DME	AHR	CH109x/116.2	341225N 0621358E	
Herat TACAN	HRT	CH54/111.7	341226N 0621332E	MIL use only
Kabul VOR/DME	KBL	CH57X/112.0	343244N 0691725E	
Kabul TACAN	OKB	CH65X	343348N 0691259E	MIL use only
Kandahar DVOR/DME	KDR	116.0	312939N 0654931E	
Kandahar TACAN	KAF	CH75/112.8	313011N 0655046E	MIL use only
Mazar-e Sharif TACAN	MES	CH40X/110.30	364230N 0671257E	MIL use only
Mazar-e Sharif DVOR/DME	AMS	CH115X/116.800	364208N 0671240E	

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GEN 2.6 CONVERSION TABLES

NM to KM 1 NM = 1.852KM		KM to NM 1 KM = 0.54 NM		FT to M 1 FT = 0.3048 M		M to FT 1 M = 3.281FT	
NM	KM	KM	NM	FT	M	M	FT
0.1	0.185	0.1	0.05	1	0.305	1	3.28
0.2	0.370	0.2	0.11	2	0.610	2	6.56
0.3	0.556	0.3	0.16	3	0.914	3	9.84
0.4	0.741	0.4	0.22	4	1.219	4	13.12
0.5	0.926	0.5	0.27	5	1.524	5	16.40
0.6	1.111	0.6	0.32	6	1.829	6	19.69
0.7	1.296	0.7	0.38	7	2.134	7	22.97
0.8	1.482	0.8	0.43	8	2.438	8	26.25
0.9	1.667	0.9	0.49	9	2.743	9	29.53
1	1.852	1	0.54	10	3.048	10	32.81
2	3.704	2	1.08	20	6.096	20	65.62
3	5.556	3	1.62	30	9.144	30	98.43
4	7.408	4	2.16	40	12.192	40	131.23
5	9.260	5	2.70	50	15.240	50	164.04
6	11.112	6	3.24	60	18.288	60	196.85
7	12.964	7	3.78	70	21.336	70	229.66
8	14.816	8	4.32	80	24.384	80	262.47
9	16.668	9	4.86	90	27.432	90	295.28
10	18.520	10	5.40	100	30.480	100	328.08
20	37.040	20	10.80	200	60.960	200	656.17
30	55.560	30	16.20	300	91.440	300	984.25
40	74.080	40	21.60	400	121.920	400	1312.34
50	92.600	50	27.00	500	152.400	500	1640.48
60	111.120	60	32.40	600	182.880	600	1968.50
70	129.640	70	37.80	700	213.360	700	2296.59
80	148.160	80	43.20	800	243.840	800	2624.67

NM to KM 1 NM = 1.852 KM		KM to NM 1 KM = 0.54 NM		FT to M 1 FT = 0.3048 M		M to FT 1 M = 3.281 FT	
90	166.680	90	48.60	900	274.320	900	2952.76
100	185.200	100	54.00	1000	304.800	1000	3280.84
200	370.400	200	107.99	2000	609.600	2000	6561.68
300	555.600	300	161.99	3000	914.400	3000	9842.52
400	740.800	400	215.98	4000	1219.200	4000	13123.36
500	926.000	500	269.98	5000	1524.000	5000	16404.20
				6000	1828.800		
				7000	2133.600		
				8000	2438.400		
				9000	2743.200		
				10000	3048.000		

GEN 2.7 SUNRISE/SUNSET TABLES

1. Contact local meteorological office for official sunset and sunrise times. Alternatively, you may go to the following website and print a table for your location:

<http://www.usno.navy.mil/USNO/astronomical-applications/data-services>

Select Data Services then 'Table of Sunrise/Sunset, Moonrise/Moonset, or Twilight Times for an Entire Year' and enter the appropriate year, latitude and longitude in Form 'B.'

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GEN 3 SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

1. Responsible Service

- 1.1.** The Aeronautical Information Service ensures the flow of information necessary for the safety and regularity of international and domestic air navigation within the area of its responsibility as indicated under GEN 3.1.2 below. The service is provided in accordance with the provisions contained in ICAO Annex 15 – Aeronautical Information Services.

2. Area of Responsibility

- 2.1.** The Aeronautical Information Service (AIS) is responsible for the collection and dissemination of information for Afghanistan.

3. Aeronautical Publications

- 3.1.** The aeronautical information is provided in the form of the Integrated Information Package consisting of the following elements:

- a) Aeronautical Information Publication (AIP) and amendment service to the AIP (AIP AMDT);
- b) Supplement to the AIP (AIP SUP);
- c) Aeronautical Information Circular (AIC);
- d) NOTAM and Pre-flight Information Bulletin (PIB); and
- e) Checklists and summaries.

- 3.2. Aeronautical Information Publication.** The AIP is the overarching aviation document intended primarily to satisfy international requirements for the exchange of permanent aeronautical information and long duration temporary changes essential for safe and efficient air navigation. The Afghanistan AIP is published in one volume, comprising three parts. The AIP is published in an electronic format as a Portable Document Format (.pdf) file, in English only, for use in the international and domestic operation, whether the flight is commercial or private.

- 3.3. Amendment Services.** The AIP is amended by the publication of a full edition AIP or an AIP AMDT **Pages** in accordance with a 56-day AIRAC cycle. (Refer to **4**) A brief description of the references affected by the publication of a full edition AIP or **AIP AMDT Pages** will be provided in the form of a Summary of Changes. Changes of note or significance are included; correction of editorial errors will not be included. A checklist of AIP pages containing page number/chart title and the publication or effective date (day, month by name, and year) of the information is reissued with each edition.

- 3.4. Supplement to the AIP (AIP SUP).** Temporary changes of long duration (three months or longer) and information of short duration which contains extensive text and/or graphics shall be published as AIP Supplements. AIP SUP is issued in electronic format only in one series, and each AIP SUP is numbered consecutively on a calendar year basis. The year, indicated by two digits, is a part of the serial number of the AIP SUP, e.g. AIP SUP 001/15.

3.5. Notice to Airmen (NOTAM)

NOTAM contain information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential for personnel concerned with flight operations. The text of each NOTAM is composed of the significations/uniform abbreviated phraseology assigned to the ICAO NOTAM Code. This is complemented by ICAO abbreviations, indicators, identifiers, designators, call signs, frequencies, figures and plain language.

Afghanistan NOTAM Office (ANOF) is 24/7; contact number is +93 (0) 799854734. Email addresses are notam@acaa.gov.af and afghanistannotam@gmail.com; please address both. They provide tracking of all country NOTAM which are cataloged on the ACAA website, located at <http://acaa.gov.af/en/page/notame>.

For US/NATO users: Effective 29-30 May 2017, all “A and M” series NOTAM previously submitted by US military and NATO operators at Bagram, Kandahar, Dwyer, Herat, Mazar-e Sharif, and Jalalabad will be transferred to the ANOF and found under Afghanistan “G” series NOTAM.

New/Replacement/Cancel Procedures: Email NOTAM request to ANOF and include ICAO identifier, contact name, phone number and ICAO formatted NOTAM to be submitted, replaced/canceled. A reference email will be sent back to the initiator and NOTAM is posted or removed from the website.

NOTE: AFTN or web page outages: All NOTAM will be published on ACAA web page and/or alternate website <https://www.AFGAIS.com>.

NOTAM are submitted via Aeronautical Fixed Telecommunications Network (OAKBYNYX) and are distributed in the series identified below:

TYPE OF SERIES	PURPOSE	DEFINITION
Series G	CIVIL COMMERCIAL MILITARY	Aerodromes, communications, restrictions, navigation and activities.
Series D	CIVIL COMMERCIAL MILITARY	Special Use Airspace, Danger Areas, Restricted Areas, Prohibited Areas, Military Operating Areas (MOA).
Series H	CIVIL COMMERCIAL MILITARY	ASHTAMs or Volcanic Activity.
Series P	CIVIL COMMERCIAL	Procedural NOTAM.
Series S	CIVIL COMMERCIAL MILITARY	SNOWTAM and other Safety NOTAM. Indicates the presence or removal of hazardous conditions due to snow, ice, slush or standing water.

DoD NOTAM (<https://notams.aim.faa.gov>) and DINS (<https://www.notams.faa.gov/>) can also be used for the following series:

TYPE OF SERIES	PURPOSE	DEFINITION
Series M	MILITARY	Military NOTAM (Only used if AFTN is OTS)
Series W	CIVIL COMMERCIAL MILITARY	Issued by the National Geospatial Agency (NGA) pertaining to chart or FLIP changes to the DoD FLIP products.
Series V	CIVIL COMMERCIAL MILITARY	Procedural Information or TERPs (issued by PACAF).
Series L	CIVIL COMMERCIAL MILITARY	Local NOTAMs are non-critical and non-safety related information that is essential for local flying and support communities to know.

Promulgating NOTAM. The SAA, or delegate, may promulgate NOTAM for issues affecting their airfields or local airspace.

3.6. Aeronautical Information Circular (AIC). Generally contains information on the long-term forecast of any major change in legislation, regulation, procedures or facilities. This includes:

- A. Information of a purely explanatory or advisory nature liable to affect flight safety; and,
- B. Information or notification of an explanatory or advisory nature concerning technical, legislative or purely administrative matters.

AIC are issued in electronic format only in one series, and each AIC is numbered consecutively on a calendar year basis. The year, indicated by two digits, is a part of the serial number of the AIC, e.g. AIC 001/17

3.7. Checklist and list of valid NOTAM: A checklist of valid NOTAM is published monthly, via AFTN. It also contains active AIRAC/AIP documents. Upon request, the list can be distributed by email.

3.8. Sale of Publications

Publications may only be obtained from the ACAA website <http://aca.gov.af>
Purchase prices are indicated in the following table:

Publication	Price for a complete copy
	In Afghanistan—Outside Afghanistan
AIP – AFGHANISTAN	<i>Free download from ACAA web page–PDF (No annual subscription required)</i>
ANNUAL subscription including NOTAM/AIC services	<i>Not currently available</i>
AIP ring binder	<i>Not currently available</i>

4. Aeronautical Information Regulation and Control (AIRAC) System

The Afghanistan AIP utilizes a 56-day AIRAC cycle. Amendments will only be accepted up to 14 days prior to the publishing date. Future AIRAC publishing dates are:

AIP Submission Closing Date	Publish Date	Effective date	AIP EDITION NO / AIRAC AMDT NO
04 July 17	18 July 17	17 Aug 17	AIRAC AMDT 003/17
29 Aug 17	12 Sep 17	12 Oct 17	AIP ED 83
24 Oct 17	07 Nov 17	07 Dec 17	AIRAC AMDT 004/17
19 Dec 17	02 Jan 18	01 Feb 18	AIP ED 84
13 Feb 18	27 Feb 18	29 Mar 18	AIRAC AMDT 001/18
10 Apr 18	24 Apr 18	21 May 18	AIRAC AMDT 002/18
05 June 18	23 June 18	24 July 18	AIP ED 85
31 July 18	10 Aug 18	18 Sep 18	AIRAC AMDT 003/18

25 Sep 18	13 Oct 18	13 Nov 18	AIRAC AMDT 004/18
25 Nov 18	08 Dec 18	08 Jan 19	AIP ED 86

5. Pre-flight Information Service at Aerodromes/Heliports

Pre-Flight Information is available at aerodromes as detailed below

Aerodrome/ Heliport	Civilian Briefing Services
OAKB / Hamid Karzai International Airport	NOTAM, Weather, Runway Information, Navigation Warnings and Overflight Permission. Contact Number: +93(0) 202300016 Email: fahim.wahidi@acaa.gov.af

Daily Pre-Flight Information Bulletins (PIB) is available for 24 Hours. PIB services primarily pertain to Hamid Karzai Domestic and International Terminal.

6. Electronic terrain and obstacle data

Not available

GEN 3.2 AERONAUTICAL CHARTS

1. **Responsible Service(s)**
 - 6.1. Not available
2. **Maintenance of Charts**
 - 7.1. Not available
3. **Purchase Arrangements**
 - 8.1. Not available
4. **Aeronautical Chart Series Available**
 - 9.1. Not available
5. **List of Aeronautical Charts Available**
 - 10.1. List of Airport and Aeronautical charts available at ACAA website
<http://acaa.gov.af/en/page/civil-aviation-authority/atm/approach>

List of Available Charts on ACAA web page.

Currently, Afghanistan Civil Aviation Authority does not produce any aeronautical charts. Published charts on the ACAA web page for Airport/Aerodrome are the sole discretion of respective Senior Airport Authority only.

HAMID KARZAI INTERNATIONAL AIRPORT (OAKB)	
TYPE OF CHART	LAST UPDATED DATE
ILS RWY 29	12 Oct 17
KABUL FOUR DEPARTURE (OBSTACLE)	17 Aug 17
KABUL INTERNATIONAL IFR TAKE-OFF MINIMUMS	NA
LOGAR THREE DEPARTURE (RNAV 1)	31 MAR 17
HKIA AIRPORT DIAGRAM	31 MAR 17
RNAV (GPS) RWY 29	31 MAR 17
TAPIS TWO DEPARTURE (RNAV 1)	31 MAR 17
VOR/DME RWY 29	12 Oct 17
TACAN RWY 29	NOT AVBL
CALUN TWO DEPARTURE	NOT AVBL
CAMP BASTION (OAZI)	
AERODROME	28 MAY 2016
HERAT (OHR)	
INITIAL CLIMB RWY 18/36 (NBD)	17 FEB 2011
INITIAL CLIMB RWY 18/36(TACAN)	17 FEB 2011
NDB A (CIRCLING) CAT.A-B	13 JAN 2011
NDB A (CIRCLING) CAT.C-D	13 JAN 2011
NDB B (CIRCLING) CAT.C-D	13 OCT 2015
NDB-Z RWY18 (CAT.A-B)	13 JAN 2011
NDB-Z RWY18 (CAT.C-D)	13 JAN 2011
SID NDB RWY 18/36 –TEXT	13 JAN 2011

SID NDB RWY 18/36	29 MAY 2014
SID TACAN RWY 18/36 –TEXT	13 JAN 2011
SID TACAN RWY 18/36	29 MAY 2014
STAR NDB	29 MAY 2014
STAR TACAN	29 MAY 2014
TACAN A (CIRCLING)	13 JAN 2011
TACAN Z RWY 18	13 JAN 2011
INSTRUMENT APPROACH CHART –ICAO (VORRWY36)	18 MAR 2010
INSTRUMENT DEPARTURE CHART –ICAO (RWY18)	18 MAR 2010
KANDAHAR (OAKN)	
BAMRE TWO DEPARTURE (RNAV)	NOT AVBL
BAMRE TWO DEPARTURE (RNAV)	NOT AVBL
CANVU TWO DEPARTURE (RNAV)	NOT AVBL
HI-ILS or LOC/DME RWY 23	10 JAN 2013
HI-TACAN RWY 05	10 JAN 2013
HI-TACAN RWY 23	10 JAN 2013
ILS or LOC/DME RWY 23	25 JUL 2013
KANDAHAR IFR TAKE-OFF MINIMUMS AND DEPARTURE PROCEDURES	NOT AVBL
RADAR INSTRUMENT APPROACH MINIMUMS	NOT AVBL
MARYO TWO DEPARTURE	NOT AVBL
AIRPORT DIAGRAM	NOT AVBL
RNAV (GPS) RWY 05	25 JUL 2013
RNAV (GPS) RWY 23	25 JUL 2013
VOR/DME RWY 23	25 JUL 2013
MAZAR-E SHARIF (OAMS)	
ILS or LOC Z RWY 06 (PANS-OPS CHART)	02 FEB 2017
ILS or LOC Z RWY 24 (PANS-OPS CHART)	02 FEB 2017
INSTRUMENT APPROACH CHART–ICAO (VOR RWY06R)	12 APR 2010
INSTRUMENT APPROACH CHART–ICAO (VOR)	12 APR 2010
INSTRUMENT DEPARTURE CHART–ICAO (VOR RWY06R)	12 APR 2010
INSTRUMENT DEPARTURE CHART –ICAO (VOR RWY 024L)	12 APR 2010

6. Index to the World Aeronautical Chart (WAC) - ICAO 1:1 000 000

11.1. Not available

7. Topographical Charts

12.1. Not available

8. Corrections to Charts not contained in the AIP

13.1. Not available

GEN 3.3 AIR TRAFFIC SERVICES

1. Responsible Service

- 1.1. The ACAA is the responsible authority for the provision of air traffic services within the area indicated under GEN 3.3.2.
- 1.2. Air traffic services are provided in accordance with the provisions contained in the following ICAO documents:
 - a) Annex 2 Rules of the Air.
 - b) Annex 11 Air Traffic Services.
 - c) Doc 4444 Procedures for Air Navigation Services – Air Traffic Management.
 - d) Doc 8168 Procedures for Air Navigation Services – ACFT Operations (PANSOPS/TERPS).
 - e) Doc 7030 Regional Supplementary Procedures.
- 1.3. Differences in these provisions are detailed at GEN 1.7.

2. Area of Responsibility

- 2.1. Air traffic services are provided for the entire Kabul FIR.

3. Types of Air Traffic Services

- 3.1. A combination of coalition military, military contractor and civilian air traffic service workforces provide the following types of air traffic services in Afghanistan:
 - 3.1.1. **Aerodrome Control Service** is provided to aerodrome traffic within an airfield's CTR/ATZ as defined in ENR 2.1-1. The control function in respect of aerodrome and other traffic operating on the surface outside the landing area in use may be provided separately and is termed Surface Movement Control.
 - 3.1.2. **Approach/Departure Control Service** is provided to flights within an airfield's CTA/TMA as defined in ENR 2.1-1. Approach/departure control service is provided until the arriving flights become aerodrome traffic and to departing flights from the time they cease to be aerodrome traffic until they climb independently of approaching flights or ACFT departing on other routes. The control function concerned with departing traffic, when separately established, is termed Departure Control, the remaining function then being termed Approach Control. Approach/Departure control service will be provided jointly with aerodrome control service unless specified otherwise.
 - 3.1.3. **Area Control Service** is provided to flights operating in a control area when not provided with aerodrome or approach/departure control service. Enroute Procedural (non- ATC Surveillance System) service is provided by the Kabul ACC to ACFT operating on Kabul FIR high and low structure airways. Limited surveillance radar service is provided in the Kabul FIR low airway structure from FL160 – FL290 on G206 from ORPUD to RIKAD, A453 from OGOGO to DUDEG, M375 from DAVER to RIKAD, V390 from SERKA to BURTA, G202 from PAROD to RIMPA, excluding that airspace designated to Kandahar Approach and TAC-C2. Procedural, non-radar separation standards will be applied.
 - 3.1.4. **Air Traffic Surveillance Service** is an ATC Surveillance service that may include the following:
 - a) ATC Surveillance Service provides positive traffic separation (except between VFR flights in VMC in Class D and E airspace) and the monitoring of ACFT navigation, to identified traffic in controlled airspace.
 - b) Final Approach Service provides a precision or surveillance radar service for final approach.

- c) Emergency Service provides navigation assistance to ACFT in distress or experiencing navigational difficulties.
- 3.1.5. **Flight Information Service (FIS)** is a service provided either separately, or in conjunction with other services, for the purpose of supplying information useful for the safe and efficient conduct of the flight. Provision of the service includes information about weather, changes of serviceability of facilities, conditions at aerodromes and any other information pertinent to safety. This service does **not** provide separation or sequencing to ACFT. The following applies to an FIS:
- a) If in ATC Surveillance System coverage, the controller may attempt to identify the flight for monitoring and coordination purposes only. Such identification does not imply that an ATC Surveillance service is being provided or that the controller will continuously monitor the flight.
 - b) Where a controller suspects, from whatever source, that a flight is in dangerous proximity to another ACFT, a warning is to be issued to the pilot. It is accepted that this information may be incomplete and the controller cannot assume responsibility for its issuance at all times or for its accuracy.
 - c) Ultimate responsibility for ACFT and terrain avoidance rests with the pilot in command.
- 4. Coordination between the Operator and Air Traffic Services**
- 4.1. Coordination between the operator and traffic services is affected in accordance with 2.15 of ICAO Annex 11 and 11.2.1.1.4 and 11.2.1.1.5 of Chapter 11 of the Procedures for Air Navigation Services - Air Traffic Management (Doc 4444 ATM/501).
- 5. Minimum Flight Altitude**
- 5.1. Minimum flight altitude is determined by adding 2000ft on top of terrain or obstacle heights taken in the vicinity of the area. That altitude is then rounded up to the next hundred-foot value. For example, an obstacle exists at 6775 ft. Add 2000 ft. to clear the obstacle, which would make the Minimum Obstacle Clearance Altitude (MOCA) 8800 ft. Rounded up to the next thousand-foot value equals a minimum IFR flight altitude of 9000 ft.
- 6. ATS Units Address List**
- 6.1. Not available at this time.

GEN 3.4 COMMUNICATION SERVICES

1. Responsible Service

- 1.1. The service is provided in accordance with provisions contained in the following ICAO documents:

Annex 10	Aeronautical Telecommunications
Doc 8400	Procedures for Air Navigation Services-ICAO Abbreviations and Codes (PANS-ABC)
Doc 8585	Designators for Aircraft Operating Agencies, Aeronautical Authorities, and Services
Doc 7030	Regional Supplementary Procedures
Doc 7910	Location Indicators

2. Area of Responsibility

- 2.1. Communication services are provided for the entire Kabul FIR.

3. Types of Services

- 3.1. **Radio Navigation Services.** The following types of radio aids to navigation are available:

VHF Omni-directional Radio Range (VOR)

Distance Measuring Equipment (DME)

Tactical Air Navigation (TACAN) – DME information is available to civil ACFT

3.2. Mobile/Fixed Service

- 3.2.1. **Mobile Service.** The aeronautical stations maintain a continuous watch on their stated frequencies during the published hours of service unless otherwise notified. An ACFT should normally communicate with the air-ground agency that exercises control in the area in which the ACFT is flying. ACFT should maintain a continuous watch on the appropriate frequency of the control station and should not abandon watch, except in an emergency, without informing the control station.

- 3.2.2. **Fixed Service.** The messages to be transmitted over the Aeronautical fixed telecommunication services are accepted only if they satisfy the requirements of ICAO Annex 10, Vol. II Chapter 3.3; they are prepared in the form specified in ICAO Annex 10; and the text of an individual message does not exceed 200 groups. General ACFT operating agency messages are only accepted for transmission to countries that have agreed to an accept Class B traffic.

4. Requirements and Conditions

- 4.1. Kabul FIR's terrain, sparsely populated areas, and limited communication facilities present challenges to the maintenance of two-way communications. Aircrews and ATS providers should pay particular attention to the 'Establishment and assurance of communications' section of Annex 10 as well as the requirement for reading back in accordance with PANS-ATM 4444 para. 4.5.7.5. The application of these procedures is particularly important in areas of difficult communication for the maintenance of safety.

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GEN 3.5 METEOROLOGICAL SERVICES

1. Responsible Service

- 1.1. The Kabul ACC will provide current weather for the major airports within Kabul's FIR as well as altimeter settings.

2. Area of Responsibility

- 2.1. Limited meteorological services are available.

3. Meteorological Observations and Reports

- 3.1. The following is a list of the appropriate weather station reporting codes for weather stations in Afghanistan.

KABUL	OAKB
KANDAHAR	OAKN
BAGRAM	KQSA
HERAT	OAHR
MAZAR-E SHARIF	OAMS
JALALABAD	OAJL
DWYER	OADY

**Observation Post only.*

- 3.2. These station codes can be used to obtain weather data from these locations using the following internet address:

<http://www.baseops.net/metro.html>

- 3.3. Military users from a .mil computer may also use the following site to obtain weather data for the same sites in Afghanistan:

<https://28ows.shaw.af.mil/>

4. Types of Services

- 4.1. Not applicable at present.

5. Notification Required from Operators

- 5.1. Not applicable at present

6. ACFT Reports

- 6.1. ACFT are encouraged to provide weather reports to the Kabul ACC.

7. VOLMET Service

- 7.1. Not applicable at present

8. SIGMET Service

- 8.1. Not applicable at present.

9. Other Automated Meteorological Services

- 9.1. Not applicable at present.

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GEN 3.6 SEARCH AND RESCUE (SAR)

1. Responsible Service(s)

- 1.1. The Afghanistan Civil Aviation Authority (ACAA) is responsible for the provision of Search and rescue services within the area indicated under paragraph 2.1 below.
- 1.2. Search and rescue department (SAR) is established to provide an early help and rescue to passengers and ACFT crew, who have found themselves in a state of emergency on the territory of Afghanistan and in Kabul FIR.

2. Area of Responsibility

- 2.1. Search and Rescue services are provided in Afghanistan SAR Region which is the territory of Afghanistan only.

3. Types of Services

- 3.1. ACAA as of now will take Support from other agencies and ministries to provide SAR Services.

4. Search and Rescue Agreements

- 4.1. An intrastate or national SAR agreement is drafted and will be signed soon.
- 4.2. ACAA will sign bilateral agreements with its neighboring countries as well.
- 5. The Government of Afghanistan is in the process of developing SAR capability. In the interim, in the event SAR action is deemed necessary, airport/aircraft/state authorities are to contact the SAR Department on mobile number +93(0) 728701088 and state the nature of occurrence SAR Department will inform the appropriate agency for taking actions.

6. Signals and Procedures Employed by Rescue ACFT

- 6.1. Procedures for pilots in command observing an accident or intercepting a distress call or message outlined, in Annex 12, chapter 5 to the Convention on International Civil Aviation.
- 6.2. Transmission and reception of distress message within Kabul ACC are handled in accordance with 5.3 Chapter 5, volume II of Annex 10 to the Convention on International Civil Aviation.
- 6.3. For communication during search and rescue operation using the codes and abbreviations in ICAO Abbreviation and Codes (Doc 8400).
- 6.4. The search and rescue signals to be used are those prescribed in ICAO Appendix to Annex 12 to the Convention on International Civil Aviation. ---Search and rescue.
- 6.5. Ground to air visual signal codes for use by survivors.

NR	Message	Code symbol
1	Required assistance	V
2	Required medical assistance	X
3	No or Negative	N
4	Yes or Affirmative	Y
5	Proceed in this direction	↑

Instructions for use:

- Make signals not smaller than 2.75m (9ft)
- Take care to lay out signals exactly as shown.
- Provide as much color contrast as possible between signals and background.
- Make every effort to attract attention by other means such as radio, fire, smoke or reflected light.

7. ELT Reporting Procedures

- 7.1. Emergency Locator Transmitter (ELT) will be reported to the nearest ATC facility as soon as possible.

8. NATO RESOLUTE SUPPORT (RS) Search and Rescue Services

- 8.1. NATO Forces are supporting OPERATION RESOLUTE SUPPORT maintain MEDEVAC and Combat Search and Rescue (CSAR) capabilities dedicated to NATO Forces supporting RS Operations.

- 8.2. COMRS may provide SAR assistance to civil aviation within Afghanistan when requested.

- 8.3. The Consolidated Personnel Recovery Centre- Afghanistan (CPRC-A) is responsible to the Commander of Resolute Support (COMRS) for the planning and execution of Personnel Recovery and is the section dedicated to the coordination for SAR.

- 8.4. If a state of emergency of an AFCT controlled by ATS unit arises, the ATS unit shall notify CPRC-A.

- 8.5. CPRC-A provides continuous service H24.

8.6. CPRC-A contact information:

Consolidated Personnel Recovery Centre-Afghanistan (CPRC-A)

609 CAOC

Al Udiad, AB QATAR

Commercial Telephone: +974 4458-9594

DSN: 318-436-4195

SVOIP: 308-436-3021

Email: NIPR: 9AETFA-CPRCA@afcent.af.mil

SIPR: auabcaocjprc.9aetf-cprca@afcent.af.smil.mil

CXI: auabcaoc.aetfcprc@centcom.isaf.cmil.mil

GEN 4 CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES

GEN 4.1 AERODROME/HELIPORT CHARGES

1. Information concerning Aerodrome landing and parking fees refer <http://aca.gov.af>.

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GEN 4.2 AIR NAVIGATION SERVICES CHARGES

1. Effective from 01 August 2017 for all civil and commercial operators overfly charges for KABUL FIR is 700USD.

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