



**AERONAUTICAL INFORMATION PUBLICATION (AIP)
REPUBLIC OF AFGHANISTAN**



Afghanistan Civil Aviation Authority

EDITION 86

Effective Date: 03 JANUARY 2019

Next AIP AIRAC AMDT 001/2019 - Date 28 FEB 2019

CONSULT NOTAM FOR LATEST INFORMATION

CHANGES & AMENDMENTS IN RED

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 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:

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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

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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 |
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| GEN | 0.4 | Amendments – List of effective Pages |
| GEN | 3.2 | Amendments – Kabul RNAV (GPS) RWY 29 |

ENROUTE

| Reference | Part, Section, Paragraph | Description of Change |
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| Nil | Nil | Nil |

AERODROME

| Reference | Part, Section, Paragraph | Description of Change |
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| OAZI | 2.2 | Amendments- Aerodrome administrator contact details |
| OAFR | 2.6 | Amendments – Rescue and firefighting services |
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| OAKB | 2.24.1 | Amendments –RNAV GPS RWY 29 chart |
| OAKN | 2.8 | Amendments - Aprons, Taxiways, and Check Locations /Position Data |
| OAKN | 2.11 | Amendments – Metro Service Flight documentation |

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| OAKN | 2.18 | Amendments – Air traffic services communication facilities |
| OAKN | 2.19 | Amendments – Radio navigation and landing AIDS |
| OAUZ | 2.2 | Amendments- Aerodrome administrator contact details |
| OAUZ | 2.3 | Amendments- ATS Contact Details |
| OAUZ | 2.8 | Amendments - Aprons, Taxiways, and Check Locations /Position Data |
| OAUZ | 2.12 | Amendments - RWY Dimensions |
| OAUZ | 2.20 | Amendments – Local Traffic Procedures. |
| OAMS | 2.2 | Amendments- Aerodrome administrator contact details |
| OAMS | 2.18 | Amendments – Air traffic services communication facilities |
| OAMS | 2.24.1 | Amendments – Airfield Diagram |

LIST OF NOTAMS INCORPORATED INTO THIS EDITION

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| OAUZ | G1764/18 |

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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@aca.gov.af

Deputy Head of Operations

Capt. Ghulam Jailani Wafa

Mobile: +93 (0) 700304828

Email: jailaniw@aca.gov.af

jailaniw63@gmail.com

Acting ATM Director

Mr. Ghulam masoom Masoomi

Mobile: +93 (0) 786308480

Email: yama_masoomi@yahoo.com

Kabul Area Control Center (KACC)

DSN Phone: 318-449-9788/9964

Mobile Phone: +93 (0) 794048226

AFTN: **OAKXZQZX OAKBZQZX**

OAKKZQZX

Afghanistan AIP office:

Mobile Phone: +93 (0) 799849388

Email: aip@aca.gov.af

aip.acaa12@gmail.com

Afghanistan NOTAM Office:

Mobile Phone: +93 (0) 799854734

Email: notam@aca.gov.af

afghanistannotam@gmail.com

AFTN: **OAKBYNYX**

NOTAM Website

<https://www.notam-aca.com>

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

Aircraft Accident Investigations:

Mr. Alireza Saifi

Mobile: +93 (0) 799410037

Email: ali_saifi@yahoo.com

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 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.

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.

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 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 routing.

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

1. Afghanistan Civil Aviation Safety Act <http://aca.gov.af/directores/flight-safety/>
2. Afghanistan Regulation: <http://aca.gov.af/law-and-regulation/civil-aviation-law/>

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

Due to the nature of operations within the Kabul FIR, some deviations from ICAO Standards, Recommended Practices and Procedures may not be detailed in this AIP.

| | |
|-----------------|---|
| ANNEX 1 | PERSONNEL LICENSING , 11 th edition: Nil. |
| ANNEX 2 | RULES OF THE AIR , 10 th edition: Military Operations Areas have been established as a type of Restricted Area and subject to specific conditions. |
| ANNEX 3 | METEOROLOGICAL SERVICE FOR INTERNATIONAL AIR NAVIGATION , 19 th edition: The Afghanistan AIP is at variance with Chapter 8, Section 8.3, and airport climatological summaries for Afghanistan are not available. |
| ANNEX 4 | AERONAUTICAL CHARTS , 11 th edition: The Afghanistan AIP is at variance with Chapter 4 Section 4.2. Aerodrome Obstacle Chart – ICAO Type B is not available for airports in Afghanistan. |
| ANNEX 5 | UNITS OF MEASUREMENT TO BE USED IN AIR AND GROUND OPERATIONS , 5 th edition: Nil |
| ANNEX 6 | OPERATION OF AIRCRAFT Part I 9 th edition Part II 7 th edition Part III 7 th edition Nil |
| ANNEX 7 | AIRCRAFT NATIONALITY AND REGISTRATION MARKS , 6 th edition: Nil |
| ANNEX 8 | AIRWORTHINESS OF AIRCRAFT , 11 th edition: Nil |
| ANNEX 9 | FACILITATION , 13 th edition: Nil |
| ANNEX 10 | AERONAUTICAL TELECOMMUNICATIONS Volume I 6 th edition Volume II 6 th edition Volume III 2 nd edition Volume IV 4 th edition Volume V 2 nd edition Nil |

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 2019 with dates corresponding to the Gregorian calendar.

| Name | Gregorian date |
|--|-----------------------|
| Liberation Day Thursday | 15 Feb |
| Afghanistan New Year (Nawroz) | 21 Mar |
| Famer's Day | 22 Mar |
| Afghanistan Victory Day (Enqelab-E-Islami) | 28 Apr |
| International Labor's Day Monday | 01 May |
| Ramadan (commences)*** Will begin Wednesday | 06 May |
| Eid al-Fitr (End of Ramadan) *** start from Tue to Thu | 04 Jun to 06 Jun |
| Independence day is on Monday | 19 Aug |
| Arafat is on Saturday | 10 Aug |
| Eid Al – Adha (Face of Sacrificed) Start on Sunday | 11 Aug To 13 Aug |
| Martyrdom of the national Victor (Ahmad Shah Masud) | 20 Aug |
| Tenth of Moharam, Ashura on Monday | 09 Sep |
| Mawlood al-Nabi / The Prophet's Birthday***Sunday | 10 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 2019 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 | | |

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|---------|---|---------|--|
| 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> |

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|------------|---|----------|---|
| 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 | | |

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|-----------|--|---------|---|
| | 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 | EHF | Extremely high frequency [30 000 to 300 000 MHz] |
| DLY | Daily | ELBA† | Emergency location beacon — ACFT |
| DME‡ | Distance measuring equipment | ELEV | Elevation |
| DNG | Danger <i>or</i> dangerous | ELR | Extra-long range |
| DOC± | Document (ICAO) | ELT | Emergency locator transmitter |
| DOM | Domestic | EM | Emission |
| DP | Dew point temperature | EMBD | Embedded in a layer (<i>to indicate cumulonimbus embedded in layers of other clouds</i>) |
| DPT | Depth | EMERG | Emergency |
| DR | Dead reckoning | END | Stop-end (<i>related to RVR</i>) |
| DR | Low drifting (<i>followed by DU = dust, SA = sand or SN = snow</i>) | ENE | East-north-east |
| DRG | During | ENG | Engine |
| DS | Dust storm | ENR | Enroute |
| DSB | Double sideband | ENRC | Enroute chart (<i>followed by name/title</i>) |
| DST± | Day light saving time (Summer time) | EOBT | Estimated off-block time |
| DTAM | Descend to and maintain | EQPT | Equipment |
| DTG | Date-time group | ER* | Here <i>or</i> herewith |
| DTHR | Displaced RWY threshold | ESE | East-south-east |
| DTRT | Deteriorate <i>or</i> deteriorating | EST | Estimate <i>or</i> estimated <i>or</i> estimation (<i>message type designator</i>) |
| DTW | Dual tandem wheels | ETA*‡ | Estimated time of arrival <i>or</i> estimating arrival |
| DU | Dust | ETD‡ | Estimated time of departure <i>or</i> estimating departure |
| DUC | Dense upper cloud | | |
| DUPE# | this is a duplicate message (<i>to be used in AFS as a procedure signal</i>) | | |
| DUR | Duration | | |
| D-VOLMET | Data link VOLMET | | |

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|----------|--|----------|---|
| 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>) |

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|----------|--|-------|--|
| 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 |

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|----------|---|----------|---|
| 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 |

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|----------|--|------------|---|
| 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 | | |

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| 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 | NGT | Night |
| MSA | Minimum sector altitude | NIL*† | None or I have nothing to send to you |
| MSAS† | (<i>to be pronounced "EM-SAS"</i>) Multifunctional transport satellite (MTSAT) satellite-based augmentation system | 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 | NOF | International NOTAM office |
| MSR# | Message (<i>transmission identification</i>) has been misrouted (<i>to be used in AFS as a procedure signal</i>) | 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 |

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|----------|--|----------|---|
| 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 |

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|----------|---|----------|--|
| 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 |

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|--------|--|----------|---|
| 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 | | |

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|---------|--|----------|--|
| 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 |
| SC | Stratocumulus | SMR | Surface movement radar |
| SCT | Scattered | SN | Snow |
| SD | Standard deviation | SNOCLO | Aerodrome closed due to snow <i>(used in METAR/SPECI)</i> |
| SDBY | Stand by | 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 |
| SDF | Step down fix | | |
| SE | South-east | SOC | Start of climb |
| SEA | Sea <i>(used in connection with sea-surface temperature and state of the sea)</i> | SPECI† | Aerodrome special meteorological report <i>(in meteorological code)</i> |
| SEB | South-eastbound | SPECIAL† | Local special meteorological report <i>(in abbreviated plain language)</i> |
| SEC | Seconds | | |
| SECN | Section | SPI | Special position indicator |
| SECT | Sector | SPL | Supplementary flight plan <i>(message type designator)</i> |
| SELCAL† | Selective calling system | SPOC | SAR point of contact |
| SEP | September | SPOT† | Spot wind |
| SER | Service <i>or</i> servicing <i>or</i> served | SQ | Squall |
| SEV | Severe <i>(used e.g. to qualify icing and turbulence reports)</i> | SQL | Squall line |
| SFC | Surface | SR | Sunrise |
| SG | Snow grains | SRA | Surveillance radar approach |
| SGL | Signal | SRE | Surveillance radar element of precision approach radar system |
| 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> | SRG | Short range |
| SHF | Super high frequency [3 000 to 30 000 MHz] | SRR | Search and rescue region |
| SI | International system of units | SRY | Secondary |
| SID† | Standard instrument departure | SS | Sandstorm |
| SIF | Selective identification feature | SS | Sunset |
| | | SSB | Single sideband |
| | | 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 |

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|----------|---|----------|--|
| 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 | Altitude | ALT |
| ACFT autonomous integrity monitoring | AAIM | Altocumulus | AC |
| ACFT classification number | ACN | Altostratus | AS |
| ACFT communication addressing and reporting system (<i>to be pronounced "AY-CARS"</i>) | ACARS† | Amber | A |
| ACFT earth station | AES | Amend or amended (<i>used to indicate amended meteorological message; message type designator</i>) | AMD |
| ACFT parking/docking chart (<i>followed by name/title</i>) | APDC . . . | Amended meteorological message (<i>message type designator</i>) | AAA (or AAB, AAC etc. Sequence) |
| Air defense identification zone (<i>to be Pronounced "AY-DIZ"</i>) | ADIZ† | Amplitude modulation (AM) | A (A0-A5) ± |
| Air navigation plan | ANP± | Answer | ANS |
| Airport | AP | Approach | APCH |
| Air-report | AIREP† | Approach control office or approach control or approach control service | APP |
| Air-report (<i>message type designator</i>) | ARP | Approach lighting system | ALS |
| Airspeed gain | ASPEEDG | Approve or approved or approval | APV |
| Airspeed loss | ASPEEDL | Approximate or approximately | APRX |
| Air Surveillance Radar | ASR± | April | APR |
| Air-to-air | A/A | Apron | APN |
| Air-to-ground | A/G | Area chart | ARC |
| Air traffic control (<i>in general</i>) | ATC‡ | Area control center or area control | ACC‡ |
| Air traffic control surveillance minimum altitude chart (<i>followed by name/title</i>) | ATCSMAC | Area forecast for low-level flights | GAMET |
| Air traffic flow management | ATFM | Area minimum altitude | AMA |
| Air traffic management | ATM | | |
| Air traffic services | ATS | | |
| Air traffic services inter-facility data communications | AIDC | | |
| Air traffic services reporting office | ARO | | |
| 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 | | |
| Climb to <i>or</i> climbing to | CMB | Correct <i>or</i> correction <i>or</i> corrected (<i>used to indicate corrected meteorological message; message type designator</i>) | |
| 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 | |
| | | Hail | GR |
| GBAS azimuth reference point | GARP | Hazard beacon | HBN |
| General | GEN | Haze | HZ |
| General Air Traffic | GAT | Heading | HDG |
| Geographic or true | GEO | Heading to a manual termination | VM |
| Geoid undulation | GUND | Heading to an altitude | VA |
| Glide path | GP | Heading to an intercept | VI |
| Glide path angle | GPA | Heavy | HVY |
| Glide path intercepts point | GPIP | Heavy (<i>used to indicate the intensity of weather phenomena, e.g. heavy rain = HVY RA</i>) | HVY |
| Glider | GLD | | |
| 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 |

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|--|---------|---|----------|
| 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 | | |

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|--|--------|--|--------|
| 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 |

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|---|------------|--|---------|
| 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± | | |

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|---|--------|--|---------|
| 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>) | SH . . . |
| SAR point of contact | SPOC | | |
| Satellite-based augmentation system (<i>to be pronounced "ESS-BAS"</i>) | SBAS† | | |
| 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>) | TXT* |
| Sunday | SUN | | |
| Sunrise | SR | | |
| Sunrise to sunset | HJ | The address (<i>when this abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviation, e.g. IMI ADS</i>) (<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 . (<i>to be used in AFS as a procedure signal</i>) | LS |
| Supplementary flight plan (<i>message type designator</i>) | SPL | | |
| 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> | |










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|--|-----------|--|---------|
| <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 |  |


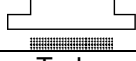






2. Approach Charts

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

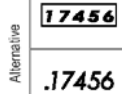

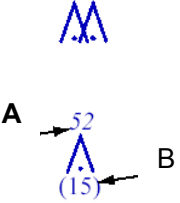




3. Aerodrome Charts

| | |
|------------------|---|
| 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 B F</td> <td style="padding-right: 10px;">Alternating Blue Fixed</td> <td style="padding-right: 10px;">Fl G Gp</td> <td style="padding-right: 10px;">Flashing Green Group</td> <td style="padding-right: 10px;">Occ R SEC</td> <td style="padding-right: 10px;">Occulting Red Sector</td> <td style="padding-right: 10px;">sec (U) W</td> <td style="padding-right: 10px;">Second Unwatched White</td> </tr> </table>  | Alt B F | Alternating Blue Fixed | Fl G Gp | Flashing Green Group | Occ R SEC | Occulting Red Sector | sec (U) W | Second Unwatched White |
| Alt B F | Alternating Blue Fixed | Fl G Gp | Flashing Green Group | Occ R SEC | Occulting Red Sector | sec (U) W | Second Unwatched 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) |  | | | | | | | | |

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 | OAHR | OBEH | OAOB |
| HERAT | OAEQ | PAGHMAN | OAPG |
| ISLAM QALA | OAEQ | PAN JAO | OAPJ |
| JABUL SARAJ | OAJW | 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 | | |

GEN 2.5 LIST OF RADIO NAVIGATION AIDS

| | | | | |
|----------------------------|-------|----------------|------------------|-----------------|
| 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 | |
| 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 | |

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.'

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 www.notam-acaa.com.

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://acaa.gov.af/aip-aeronautical-information-publication/> 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 |
|-----------------------------|--------------|----------------|--------------------------------|
| 25 Sep 18 | 09 Oct 18 | 08 Nov 18 | AIRAC AMDT 004/18 |
| 20 Nov 18 | 04 Dec 18 | 03 Jan 19 | AIP ED 86 |
| 15 Jan 19 | 29 Jan 19 | 28 Feb 19 | AIP AIRAC AMDT 001/19 |
| 12 Mar 19 | 26 Mar 19 | 25 Apr 19 | AIP AIRAC AMDT 002/19 |
| 07 May 19 | 21 May 19 | 20 Jun 19 | AIP ED 87 |
| 02 July 19 | 16 July 19 | 15 Aug 19 | AIP AIRAC AMDT 003/19 |
| 27 Aug 19 | 10 Sep 19 | 10 Oct 19 | AIP AIRAC AMDT 004/19 |

| | | | |
|-----------|-----------|-----------|-----------|
| 22 Oct 19 | 05 Nov 19 | 05 Dec 19 | AIP ED 88 |
|-----------|-----------|-----------|-----------|

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)**
 - 1.1 Not available
2. **Maintenance of Charts**
 - 2.1 Not available
3. **Purchase Arrangements**
 - 3.1 Not available
4. **Aeronautical Chart Series Available**
 - 4.1 Not available
5. **List of Aeronautical Charts Available**
 - 5.1 List of Airport and Aeronautical charts available at ACAA website
<http://acaa.gov.af/operations/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 LAYOUT | 22 JUN 17 |
| RNAV (GPS) RWY 29 | 04 Dec 18 |
| 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) | |
| NDB B (CIRCLING) CAT.C-D | 13 OCT 2015 |
| KANDAHAR (OAKN) | |
| BAMRE TWO DEPARTURE (RNAV) | 02 Feb 2017 |
| BAMRE TWO DEPARTURE (RNAV) | 02 Feb 2017 |
| CANVU TWO DEPARTURE (RNAV) | 20 Jul 2017 |
| HI-ILS or LOC/DME RWY 23 | 09 Nov 2017 |
| HI-TACAN RWY 05 | 09 Nov 2017 |
| HI-TACAN RWY 23 | 09 Nov 2017 |

| | |
|---|-------------|
| ILS or LOC/DME RWY 23 | 09 Nov 2017 |
| KANDAHAR IFR TAKE-OFF MINIMUMS AND DEPARTURE PROCEDURES | 09 Nov 2017 |
| RADAR INSTRUMENT APPROACH MINIMUMS | NOT AVBL |
| MARYO TWO DEPARTURE | 08 Dec 2016 |
| AIRPORT DIAGRAM | 23 Nov 2017 |
| RNAV (GPS) RWY 05 | 09 Nov 2017 |
| RNAV (GPS) RWY 23 | 09 Nov 2017 |
| VOR/DME RWY 23 | 09 Nov 2017 |
| MAZAR-E SHARIF (OAMS) | |
| ILS or LOC Z RWY 06 | 07 DEC 2017 |
| ILS or LOC Z RWY 24 | 07 DEC 2017 |
| VOR RWY 06 | 07 DEC 2017 |
| VOR RWY 24 | 07 DEC 2017 |
| VOR SID RWY06 | 07 DEC 2017 |
| VOR SID RWY 24 | 07 DEC 2017 |

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

6.1 Not available

7. Topographical Charts

7.1 Not available

8. Corrections to Charts not contained in the AIP

8.1 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.

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 | OAIX |
| 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.

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>.

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.