AERONAUTICAL INFORMATION PUBLICATION (AIP)

ISLAMIC EMIRATE OF AFGHANISTAN

Afghanistan Civil Aviation Authority

AIP EDITION 97

EFFECTIVE DATE: 18 APR 2024

NEXT AIP AIRAC AMDT 002/2024- EFF DATE 13 JUN 2024

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 flight permission approval to overfly, land at or depart from aerodromes 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 flight permission from ACAA are listed at AIP ENR 1.9.

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.

AFGHANISTAN AERONAUTICAL INFORMATION PUBLICATION AMENDMENT FORM

Affected Part of Document

☐	☐	☐
GEN	ENR	AD

Paragraph: e.g. Gen 1.5.5 Equipment Failure Procedures

Details of Proposed Amendment (wording)

Contact Information

Aeronautical Information Publication

Kabul International Airport

Primary email: aip@acaa.gov.af (Temporary deactivated)

Secondary email: aip.acaa12@gmail.com

Mobile: +93 (0) 799849388

AFGHANISTAN AERONAUTICAL INFORMATION PUBLICATION (AIP)

SUMMARY OF CHANGES

1. The following table provides a summary of notable or significant changes. Changes are correcting spelling mistakes, syntax errors and formatting errors are not listed.

2. This Summary of Changes is made with all due care but should not be used exclusively or without reference to the AIP. Moreover, this Summary of Changes is provided only to assist with the effective use and maintenance of the Afghanistan AIP and is not an authoritative document in its own right.

GENERAL

Reference	Part, Section, Paragraph	Description of Change
GEN	0.4-1	AMDT- LIST OFF EFF PAGES.
GEN	0.4-2	AMDT- LIST OFF EFF PAGES.
GEN	0.4-4	AMDT- LIST OFF EFF PAGES.
GEN	0.4-5	AMDT- LIST OFF EFF PAGES.
GEN	2.1-2	AMDT- PUBLIC HOLIDAYS.
GEN	3.1-3	AMDT- AIRAC CYCLE DATES.
GEN	4.2-1	AMDT- METHOD OF PAYMENT.

ENROUTE

Reference	Part, Section, Paragraph	Description of Change
ENR	3.1-13	AMDT- V717 MAGNETIC TRACK .

AERODROME

Reference	Part, Section, Paragraph	Description of Change
OAKB	2.1-3	AMDT- DELETED PHONE NOs.
OAKB	2.1-6	AMDT- CRASH VEHICLES.
OAKB	2.1-19	AMDT- MET INFO.
OAKB	2.1-27	AMDT- SECONDARY POWER SUPPLY.
OAKB	2.1.58,59	AMDT- CHARTS RELATED TO THE AD.
OAKN	2.1-23	AMDT- DVOR/DME OPERATIVE.
OAKS	2.1-10	AMDT- ASSOCIATED MET OFFICE
OAKS	2.1-17	AMDT- ATS COM FACILITIES FREQUENCY.
OAUZ	2.1-1	AMDT- AD ADMINISTRATION CELL PHONE.
OAUZ	2.1-2	AMDT- OPS HOURS (ATS TEL NO, AND SECURITY).
OAUZ	2.1-3	AMDT- FIREFIGHTING EQUIPMENT.
OAMS	2.1-33,34,35	UPDATED- PARAGRAPHS NO.

LIST OF NOTAMS INCORPORATED INTO THIS EDITION

LOCATION	NOTAM NO
OAKB	G0454/23
OAKN	G0554/23
OAKN	G0552/23

PART 1 – GENERAL (GEN)

GEN 0

GEN 01. PREFACE

1. Publishing Authority

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

2. Applicable ICAO Documents

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

3. The AIP Structure and Regular Amendments Interval

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

Part 1 General (GEN)

Part 1 Consists of five sections containing the information as briefly described below. GEN 0 Preface; Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP Pages; List of Hand Amendments to the AIP and Table of Contents to Part 1.

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

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

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

GEN 4 Charges for aerodromes and air navigation services: Aerodrome charges and Air navigation services charges.

Part 2 Enroute (ENR)

Part 2 Consists of seven sections containing the information as briefly described below. ENR 0 Preface; Record of AIP Amendment; Record of AIP Supplements; Checklist of AIP Pages; List of Hand Amendments to the AIP; and the Part 2 Table of Contents.

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

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

ENR 3 ATS Routes.

ENR 4 Radio Navigation Routes Aids/Systems – Radio Navigation Aids Enroute; Name - Code Designators for Significant Points; and Aeronautical Ground Lights Enroute. ENR 5 Navigation Warnings – Prohibited, Restricted and Danger Areas.

ENR 6 Enroute Charts Enroute Chart ICAO and Index Charts.

Part 3 Aerodromes (AD)

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

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

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

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

3.2. Regular Amendments Interval

3.2.1. Amendments to the AIP will be issued as required and when necessary. Supplements will precede amendments as required and can be found at the ACAA website http://acaa.gov.af/aip-aeronautical-information-publication/.
This AIP follows the AIRAC 56-day cycle with each edition available 28 days before the effective date.

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

4. **Service to Contact**

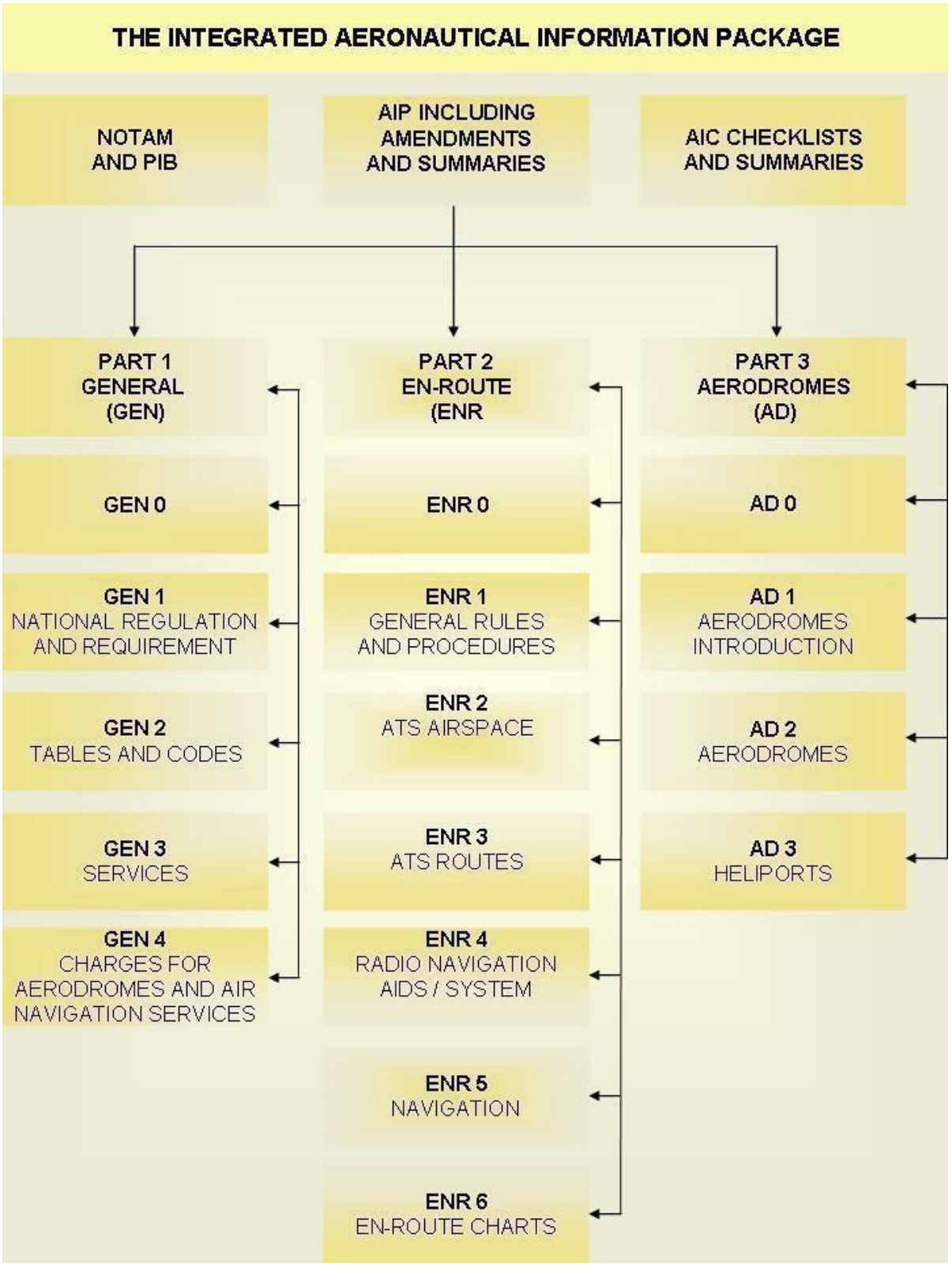
4.1. In the compilation of the AIP, care has been taken to ensure that the information contained therein is accurate and complete. Smaller/less used aerodromes have not validated all their information. Any errors and omissions, which may nevertheless be detected, as well as any correspondence concerning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

AIP: aip.acaa12@gmail.com, aip@acaa.gov.af Mobil: +93 (0) 799849388
NOTAM: afghanistannotam@gmail.com, notam@acaa.gov.af
Mobil: +93 (0) 730006669, +93 (0) 784901818

4.2. For AIP aerodrome updates, the aerodrome administrator, or delegate, is the only person authorized to alter the airfield entry. If a discrepancy is discovered or there is a need to update an aerodrome entry, immediately contact the administrator, who will investigate the matter and if necessary, judiciously communicate any change via NOTAM and per an AIP update.

4.3. Uncontrolled Airfields with no notified aerodrome administrator. Local aerodrome data is available at http://acaa.gov.af/aip-aeronautical-information-publication/

4.4. Instrument Departure and Approach plates are not published within the AFG AIP. For selected locations, plates are available on the ACAA website http://acaa.gov.af/aip-aeronautical-information-publication/ as specified in Part 3 AD2.


THE INTEGRATED AERONAUTICAL INFORMATION PACKAGE
NOTAM AND PIB
AIP INCLUDING AMENDMENTS AND SUMMARIES
AIC CHECKLISTS AND SUMMARIES
PART 1 GENERAL (GEN)
PART 2 EN-ROUTE (ENR
PART 3 AERODROMES (AD)
GEN 0
ENR 0
AD 0
GEN 1 NATIONAL REGULATION AND REQUIREMENT
ENR 1 GENERAL RULES AND PROCEDURES
AD 1 AERODROMES INTRODUCTION
GEN 2 TABLES AND CODES
ENR 2 ATS AIRSPACE
AD 2 AERODROMES
GEN 3 SERVICES
ENR 3 ATS ROUTES
AD 3 HELIPORTS
GEN 4 CHARGES FOR AERODROMES AND AIR NAVIGATION SERVICES
ENR 4 RADIO NAVIGATION AIDS / SYSTEM
ENR 5 NAVIGATION
ENR 6 EN-ROUTE CHARTS

GEN 0.2 RECORD OF AIP AMENDMENTS

AIP AMENDMENT			
NR/ Year	Publication date	Date Inserted	Inserted by

AIRAC AIP AMENDMENT			
NR/ Year	Publication date	Effective date	Inserted by

GEN 0.3 RECORD OF AIP SUPPLEMENTS

1. A current list of AIP Supplements is maintained on the ACAA website: http://acaa.gov.af/aip-aeronautical-information-publication/

SERIAL NO	SUBJECT	SECTION(S) EFFECTED	PERIOD OF VALIDITY / STATUS	CANCELLATION RECORD
1	BOBCAT PROCEDURE	ENR 1.9 (1.9-1) ATFM	TWO MONTHS/ CANCELLED	SUP 010/16
2	PROHIBITED / RESTRICTED / DANGER AREA AMENDMENTS	4.1 (5.1-13 ,18)	LESS THAN TWO MONTHS/ CANCELLED	SUP011/16
3	OAMS, OAJL ENR & AD AMENDMENTS	OAMS AD 2.17 OAMS ENR 2.1 & 3.1 OAJL AD 2.10	ONE MONTH/ CANCELLED	SUP001/17
4	OADY AD AMENDMENTS	OADY AD 2.4, 2.11, 2.22 & 2.23	ONE MONTH/ CANCELLED	SUP002/17
5	M881 & V848 ENR ATS ROUTE AMENDMENTS	ENR 3.2	TWO MONTH/ CANCELLED	SUP003/17
6	PROHIBITED / RESTRICTED / DANGER AREA AMENDMENTS	5.1 (5.1-1) 4.3 (5.17)	REPLACED REF SUP005/17	SUP 004/17
7	SUP 005 IS THE REPLACEMENT OF SUP 004	5.1 (5.1-1) 4.3 (5.17)	ONE MONTH/ CANCELLED	SUP 005/17 22 JUN 17
8	ANOF NOTAM AUTHORITY TO 6 AIRPORTS	4 (3.1-2)	ONE MONTH/ CANCELLED	SUP 006/17 22 JUN 17
9	AMENDMENTS TO OAKB AERODROME	OAKB AD 2.4, 2.13, 2.20, 2.24	THREE MONTH/ CANCELLED	SUP 007/17
10	A453 HIGH AIR ROUTE AND WAYPOINTS	ENR 3.1, 3.2, 4.3	THREE MONTH/ CANCELLED	SUP 001/18
11	KABUL FIR LOW AND HIGH AIR ROUTE	ENR 3.1-FIGURE 1 ENR 3.2-FIGURE 2	THREE MONTH/ CANCELLED	SUP 002/18
12	Z627&B904 ATS ROUTE AND WAYPOINTS	ENR 3.1, 3.2, 4.3	THREE MONTH/ CANCELLED	SUP 001/19
13	Z627&B904 ATS ROUTE AND WAYPOINTS	ENR 3.1, 3.2, 4.3	THREE MONTH/ CANCELLED	SUP 002/19
14	OAKB CUR 1848	NA	UFN / CANCELLED	SUP 001/2020
15	OAKB – AD ADMINISTRATOR CONTACT DETAILS	OAKB AD 2.2	THREE MONTH / CANCELLED	SUP 002/2020
16	OAKN - CHANGE OF ATS AIRSPACE	OAKN AD	THREE MONTH / CANCELLED	SUP 001/2021

SERIAL NO	SUBJECT	SECTION(S) EFFECTED	PERIOD OF VALIDITY / STATUS	CANCELLATION RECORD
17	OAKB –AD OBSTACLE ON RWY29	OAKB AD	CANCELLED	SUP 002/2021
18	OAKB –AD OBSTACLE ON RWY29	OAKB AD	CANCELLED	SUP 003/2021
19	OAKB CUR 1848	OAKB AD	CANCELLED / REPLACEDWITH SUP 005 - 2021	SUP 004/2021
20	OAKB CUR 1848	OAKB AD	CANCELLED	SUP 005/2021
21	OAKB – APRON 8D	OAKB AD	CANCELLED	SUP 006/2021
22	OAKS	OAKS AD	CANCELLED	SUP 007/2021
23	OAHR	OAHR AD	CANCELLED	SUP 008/2021
24	OAMS	OAMS AD	CANCELLED	SUP 009/2021
25	OAKB	OAKB AD	CANCELLED	SUP 010/2021

GEN 0.4 LIST OF EFFECTIVE PAGES

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1.4-1	16 JUN 22
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1.5-2	26 MAY 16
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2.2-3	26 MAY 16
2.2-4	26 MAY 16
2.2-5	26 MAY 16
2.2-6	26 MAY 16
2.2-7	26 MAY 16
2.2-8	26 MAY 16
2.2-9	26 MAY 16
2.2-10	26 MAY 16
2.2-11	26 MAY 16
2.2-12	26 MAY 16
2.2-13	26 MAY 16
2.2-14	26 MAY 16
2.2-15	26 MAY 16
2.2-16	26 MAY 16
2.2-17	26 MAY 16
2.2-18	26 MAY 16
2.2-19	26 MAY 16
2.2-20	26 MAY 16
2.2-21	26 MAY 16
2.2-22	26 MAY 16
2.2-23	26 MAY 16
2.2-24	26 MAY 16
2.2-25	26 MAY 16
2.2-26	26 MAY 16
2.2-27	26 MAY 16
2.2-28	26 MAY 16
2.2-29	26 MAY 16
2.2-30	26 MAY 16
2.2-31	26 MAY 16
2.2-32	26 MAY 16
2.2-33	26 MAY 16
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1.2-4	02 NOV 23	3.1-4	02 NOV 23	4.2-1	15 JUL 21
1.3-1	02 NOV 23	3.1-5	02 NOV 23	4.3-1	15 JUL 21
1.3-2	02 NOV 23	3.1-6	02 NOV 23	4.4-1	02 NOV 23
1.4-1	02 NOV 23	3.1-7	02 NOV 23	4.4-2	02 NOV 23
1.4-2	02 NOV 23	3.1-8	02 NOV 23	4.4-3	02 NOV 23
1.4-3	02 NOV 23	3.1-9	02 NOV 23	4.5-1	16 JUN 22
1.5-1	02 NOV 23	3.1-10	02 NOV 23	**ENR 5**	
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1.7-1	02 NOV 23	3.1-12	02 NOV 23	5.1-2	16 JUN 22
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OAIX 2.1-10	25 MAR 21
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OAIX 2.1-14	28 JAN 21
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OAIX 2.1-18	05 NOV 20
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OAIX 2.1-30	05 NOV 20
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OAZI 2.1-2	05 NOV 20
OAZI 2.1-3	05 NOV 20
OAZI 2.1-4	05 NOV 20
OAZI 2.1-5	05 NOV 20
OAZI 2.1-6	05 NOV 20
OAZI 2.1-7	05 NOV 20
OAZI 2.1-8	05 NOV 20
OAZI 2.1-9	05 NOV 20
OAZI 2.1-10	05 NOV 20
OAZI 2.1-11	05 NOV 20
OAZI 2.1-12	05 NOV 20
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OAZI 2.1-20	05 NOV 20
OAZI 2.1-21	05 NOV 20
OAZI 2.1-22	05 NOV 20
OAZI 2.1-23	05 NOV 20
OAZI 2.1-24	05 NOV 20
OAZI 2.1-25	05 NOV 20
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GEN 0.5 LIST OF HAND AMENDMENTS TO THE AIP

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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:

CIVIL AVIATION	AIR TRAFFIC MANAGEMENT
Mr. Ghulam Jailani wafa **Deputy Minister operation** **Mob: +93 (0) 700304828** **Email: jailaniw@acaa.gov.af** **jailaniw63@gmail.com**	**Mr.Obaidullah Rashidee** **ATM Acting Director** **Mob: +93 (0) 700200765** **Email: obaidr@hotmail.com**
SEARCH AND RESCUE (SAR)	**AIS**
Mr.Ismail safai **Head of Search and Rescue** **Mob: +93 (0) 775096489** **Email: ismail.safai@gmail.com**	**Mr. Toryalai Himat** **Head of AIS** **Mob: +93 (0) 784901818** **Email: httoryal@gmail.com**
AIRCRAFT ACCIDENT INVESTIGATION	**AERA CONTROL CENTER**
Mr. Himmatullah Momand **Acting OPS Deputy Director** **Mobile Phone: 0093774280120** (whats app) Email: himmatullahmomand703@gmail.com	**Kabul Area Control Center** **(KACC) Mobile Phone :** **+93 (0)705769453** **Email: kabulacc@yahoo.com** **AFTN: OAKXZQZX** **Kabul Tower** **AFTN: OAKBZQZX**
ENROUTE /AERODROME CHARGES	**METEROLOGY**
Mr. Azimullah Kamran **Revenue Director** **Afghan Civil Aviation Authority** **Mobile: +93 (0)** 747535290 **E-mail:**kamranazimullah38@gmail.com	**Mohammad Nasim Muradi** Director of Afghanistan Meteorology Department Tel: +93 20 230 38 96, +9374 44 96 989 e-mail: nasim.muradi786@gmail.com
Custom and Immigration	**HEALTH**

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. The Afghanistan Civil Aviation Authority (ACAA) is the Airspace Control Authority (ACA) for Afghanistan and the Kabul Flight Information Region (FIR). 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 require ACAA approval to land at or depart from an Afghanistan aerodrome. ACAA approval can be gained by submitting requests at least 72 hours in advance (in order of preference), via the e-mail: flightpermissions.acaa@gmail.com, Mobile: +93 (0) 701696259. Replies from ACAA will be sent via email ACAA flight permission form is available on the ACAA web page (http://acaa.gov.af/aip-aeronautical-information- publication/). Once in receipt of an ACAA approval number, operators need to obtain appropriate permission from airfields and file an international flight plan with the closest ATC agency.

1.1.5. ACAA hours of operation are:

April to October:

0330-1130 UTC (0800 – 1600 local) Saturday to Thursday ;

Closed, Friday

October to April:

0400-1100 UTC (0830 – 1530 local) Saturday to Thursday;

Closed Friday

Requests 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 the 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.

2. Requirement for grant of Operating Permit

2.1. For Landing and Overflights with Kabul FIR, all ACFT require ACAA flight permission approval. ACAA approval will be gained through the same means as arrivals and departures outlined in 1.1.4 above.

All ACFT operating within the Kabul FIR must be familiar with ENR 1.8 Regional Supplementary Procedures.

3. Risks to Flight and Compliance with AIP procedures

3.1. 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. All operators are advised to review NOTAMs on the ACAA Notam webpage available at www.afgais.com or www.notam-acca.com

3.2. 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.

3.3. 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.

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. **Military**

2. 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 ACAA flight permissions approval number.

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 (Aero planes 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 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 KACC.

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 KACC.

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 W arnings 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://acaa.gov.af/directores/flight-safety/
2. Afghanistan Law and Regulation: http://acaa.gov.af/law-and-regulation/civil-aviation-law/
3. Afghanistan Civil Aviation Air Navigation Services Regulations: http://acaa.gov.af/operations/atm/civil-aviation-regulations-air-navigation-services/

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**, 11th edition: Nil.
ANNEX 2	**RULES OF THE AIR**, 10th 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**, 19th 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**, 11th 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**, 5thedition: Nil
ANNEX 6	**OPERATION OF AIRCRAFT** Part I 9th edition Part II 7th edition Part III 7th edition Nil
ANNEX 7	**AIRCRAFTNATIONALITY AND REGISTRATION MARKS**, 6th edition: Nil
ANNEX 8	**AIRWORTHINESS OF AIRCRAFT**, 11thedition: Nil
ANNEX 9	**FACILITATION**, 13th edition: Nil
ANNEX 10	**AERONAUTICAL TELECOMMUNICATIONS** Volume I 6th edition Volume II 6th edition Volume III 2nd edition Volume IV 4th edition Volume V 2nd edition Nil

ANNEX 11	**AIR TRAFFIC SERVICES**, 14th edition: Air traffic services within Afghanistan are primarily provided by Afghanistan, ACAA contracted air traffic controllers. Services are, where possible provided in accordance with ICAO procedures. . . See AD section for specific detail for ATS at each aerodrome. Class E airspace is non-standard in that VFR ACFT requires two-way communications with ATC.
ANNEX 12	**SEARCH AND RESCUE**, 9th edition: Nil
ANNEX 13	**AIRCRAFT ACCIDENT INVESTIGATION**, 10th edition: Nil
ANNEX 14	**AERODROMES** Volume I 5th edition Volume II 3rd edition Some of the facilities and procedures described in AD 2 may not comply with Annex 14.
ANNEX 15	**AERONAUTICAL INFORMATION SERVICES,** 15th edition: The Afghanistan AIP is at variance with Chapter 4, paragraph 4.1.3. Precision Approach Terrain and obstacle Charts are not produced yet.
ANNEX 16	**ENVIRONMENTAL** **PROTECTION:** Volume I 7thedition Volume II 3rd edition Nil
ANNEX 17	**SECURITY – SAFEGUARDING INTERNATIONAL CIVIL AVIATION AGAINST ACTS OF UNLAWFUL INTERFERENCE,** 9th edition: Nil
ANNEX 18	**THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR,** 4th edition: Nil
ANNEX 19	**SAFETY MANAGEMENT 2nd edition July 2016**
Other ICAO DOCS	**ICAO Doc 9613-AN/937 Manual On Required Navigation Performance (RNP)** 4th edition 2013 **ICAO Doc 4444 ATM/501 Phraseology 16th edition 2016**

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 kts)
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	Kilometers or Meters
Altimeter setting (barometric pressure)	Hectopascals
Temperature	Degrees Celsius
Weight	Metric Tons 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 with dates corresponding to the Gregorian calendar.

2024	
Name	**Date - Month**
Liberation Day	NO HOLIDAY
Famer's Day	NO HOLIDAY
Afghanistan Victory Day	15-AUGUST
International Labor's Day	NO HOLIDAY
Ramadan (commences)***	NO HOLIDAY
Eid al-Fitr (End of Ramadan) ***	10,11,12-APRIL
Independence day	19-AUGUST
Arafat	18-JUNE
Eid Al – Adha (Face of Sacrificed)	19,20,21-JUNE
Tenth of Moharam, Ashura	NO HOLIDAY
Mawlood al-Nabi / The Prophet's Birthday***	NO HOLIDAY

**** 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 a list of accurate 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 through, 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.

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

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

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.

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

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 is 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: An ACFT operating in VFR conditions acquires an IFR clearance from ATC.

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 st ations of the m bile maritime service.*

 # Signal fo r use in the teletypewriter service only. ±

Variations from ICAO Doc

A

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

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

ATN	Aeronautical telecommunication network
ATP	At *(time or place)*
ATS	Air traffic services
ATTN	Attention
AT-VASIS†	*(to be pronounced "AY-TEE-VASIS")* Abbreviated T visual approach slope indicator
ATZ	system
AUG	Aerodrome traffic zone
AUTH	August
AUW	Authorized *or* authorization
AUX	All up weight
AVBL	Auxiliary
AVG	Available *or* availability
AVGAS†	Average
AWTA	Aviation gasoline
AWY	Advise at what time able
AZM	Airway
B	Azimuth
B	
BA	Blue
BARO-VNAV†	*(To be pronounced "BAA-RO-VEE-NAV")* Barometric vertical navigation
BASE†	Cloud base
BCFG	Fog patches
BCN	Beacon *(aeronautical ground light)*
BCST	Broadcas
BDRY	t
BECMG	Boundary
BFR	Becoming
BKN	Broken
BL	Blowing *(followed by DU = dust, SA = sand or SN = snow)*
BLDG	Building
BLO	Below clouds
BLW	Below
BOC±	Base Operations Centre
BOMB	Bombing
BR	Mist
BRF	Short *(used to indicate the type of approach desired or required)*
BRG	Bearing
BRKG	Braking
BS	Commercial broadcasting station
BTL	Between layers
BTN	Between
C	
C	Centre *(preceded by RWY designation number to identify a parallel RWY)*
C	Degrees Celsius *(Centigrade)*
CA	Course to an altitude
CAA	Civil Aviation Authority
CAT	Category
CAT	Clear air turbulence
CAVOK†	*(to be pronounced "KAV-OH-KAY")* Visibility, cloud and present weather better than prescribed values or conditions
CB‡	*(to be pronounced "CEE BEE")* Cumulonimbus
CC	Cirrocumulus
CCA	*(or CCB, CCC etc., in sequence)* Corrected meteorological message *(message type designator)*
CD	Candela
CDN	Coordination *(message type designator)*
CF	Change frequency to
CF	Course to a fix
CFM*	Confirm *or* I confirm *(to be used in AFS as a procedure signal)*
CGL	Circling guidance light(s)
CH	Channel
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 *(to be used in AFS as a procedure signal)* CHG Modification *(message type designator)*
CHG±	Change or changed
CI	Cirrus
CIDIN†	Common ICAO data interchange network
CIT	Near *or* over large towns
CIV	Civil

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

DFDR	Digital flight data recorder
DFTI	Distance from touchdown indicator
DH	Decision height
DIF	Diffuse
DIST	Distance
DIV	Divert *or* diverting
DLA	Delay *or* delayed
DLA	Delay *(message type designator)*
DLIC	Data link initiation capability
DLY	Daily
DME‡	Distance measuring equipment
DNG	Danger *or* dangerous
DOC±	Document (ICAO)
DOM	Domestic
DP	Dew point temperature
DPT	Depth
DR	Dead reckoning
DR	Low drifting *(followed by DU = dust, SA = sand or SN = snow)*
DRG	During
DS	Dust storm
DSB	Double sideband
DST±	Daylight saving time (Summer time)
DTAM	Descend to and maintain
DTG	Date-time group
DTHR	Displaced RWY threshold
DTRT	Deteriorate *or* deteriorating
DTW	Dual tandem wheels
DU	Dust
DUC	Dense upper cloud
DUPE#	this is a duplicate message *(to be used in AFS as a procedure signal)*
DUR	Duration
D-VOLMET	Datalink VOLMET
DVOR	Doppler VOR
DW	Dual wheels
DX±	Duplex operation
DZ	Drizzle

E

E	East *or* eastern longitude
EAT	Expected approach time
EB	Eastbound
EDA	Elevation differential area
EEE#	Error *(to be used in AFS as a procedure signal)*
EET	Estimated elapsed time
EFC	Expect further clearance
EFIS†	*(to be pronounced "EE-FIS")* Electronic flight instrument system
EGNOS†	*(to be pronounced "EGG-NOS")* European geostationary navigation overlayservice
EHF	Extremelyhigh frequency [30 000 to 300 000 MHz]
ELBA†	Emergencylocation beacon — ACFT
ELEV	Elevation
ELR	Extra-long range
ELT	Emergency locator transmitter
EM	Emission
EMBD	Embedded in a layer *(to indicate cumulonimbus embedded in layers of other clouds)*
EMERG	Emergency
END	Stop-end *(related to RVR)*
ENE	East-north-east
ENG	Engine
ENR	Enroute
ENRC	Enroute chart *(followed by name/title)*
EOBT	Estimated off-block time
EQPT	Equipment
ER*	Here *or* herewith
ESE	East-south-east
EST	Estimate *or* estimated *or* estimation *(message type designator)*
ETA*‡	Estimated time of arrival *or* estimating arrival
ETD‡	Estimated time of departure *or* estimating departure
ETO	Estimated time over significant point
EV	Every
EXC	Except
EXER	Exercises *or* exercising *or* to exercise
EXP	Expect *or* expected *or* expecting

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

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

IFF	Identification friend/foe
IFR‡	Instrument flight rules
IGA	International general aviation
ILS‡	Instrument landing system
IM	Inner marker
IMC‡	Instrumentmeteorological conditions
IMG	Immigration
IMI*	Interrogation sign (question mark) *(to be used in AFS as a procedure signal)*
IMPR	Improve *or* improving
IMT	Immediate *or* immediately
INA	Initial approach
INBD	Inbound
INC	In cloud
INCERFA†	Uncertaintyphase
INFO†	Information
INOP	Inoperative
INP	If not possible
INPR	In progress
INS	Inertial navigation system
INSTL	Install *or* installed *or* installation
INSTR	Instrument
INT	Intersection
INTL	International
INTRG	Interrogator
INTRP	Interrupt *or* interruption *or* interrupted
INTSF	Intensify *or* intensifying
INTST	Intensity
IR	Ice on RWY
IRS	Inertial reference system
ISA	International standard atmosphere
ISB	Independent sideband
ISOL	Isolated
I/V±	Instrument/visual
IWI±	Illuminated wind indicator
J	
JAN	January
JTST	Jet stream
JUL	July
JUN	June
K	
KG	Kilograms
KHZ	Kilohertz
KIAS	Knots indicated airspeed
KM	Kilometers
KMH	Kilometers per hour
KPA	Kilopascal
KT	Knots
KW	Kilowatts
L	
L	Left *(preceded by RWY designation number to identify a parallel RWY)*
L	Locator *(see* LM, LO*)*
L	Low pressure area *or* the center of low pressure
LAM	Logical acknowledgement *(message type designator)*
LAN	Inland
LAT	Latitude
LCA	Local *or* locally *or* location *or* located
LDA	Landing distance available
LDAH	Landing distance available, helicopter
LDG	Landing
LDI	Landing direction indicator
LEN	Length
LF	Low frequency [30 to 300 kHz]
LGT	Light *or* lighting
LGTD	Lighted
LIH	Light intensityhigh
LIL	Light intensity low
LIM	Light intensity medium
LINE	Line *(used in SIGMET)*
LM	Locator, middle
LMT	Local mean time
LNAV†	*(to be pronounced "EL-NAV")* Lateral navigation
LNG	Long *(used to indicate the type of approach desired or required)*
LO	Locator, outer
LOC	Localizer
LONG	Longitude

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

MOTNE	Meteorological Operational Telecommunications Network Europe
MOV	Move *or* moving *or* movement
MPS	Meters per second
MRA	Minimum reception altitude
MRG	Medium range
MRP	ATS/MET reporting point
MS	Minus
MSA	Minimum sector altitude
MSAS†	*(to be pronounced "EM-SAS")* Multifunctional transport satellite (MTSAT) satellite-based augmentation system
MSAW	Minimum safe altitude warning
MSG	Message
MSL	Mean sea level
MSR#	Message *(transmission identification)* has been misrouted *(to be used in AFS as a procedure signa*l)
MSSR	Monopulse secondary surveillance radar
MT	Mountain
MTU	Metric units
MTW	Mountain waves
MVDF	Medium and very high-frequency direction finding stations *(at the same location)*
MWO	Meteorological watch office
MX	Mixed type of ice formation *(white and clear)*
N	
N	No distinct tendency *(in RVR during previous 10 minutes)*
N	North *or* northern latitude
N/A±	Not applicable
NADP	Noise abatement departure procedure
NASC†	National AIS system center
NAT	North Atlantic
NAV	Navigation
NB	Northbound
NBFR	Not before
NC	No change
NCD	No cloud detected *(used in automated METAR/SPECI)*
NDB‡	Non-directional radio beacon
NDV	No directional variations available *(used in automated METAR/SPECI)*
NE	North-east
NEB	North-eastbound
NEG	No *or* negative *or* permission not granted *or* that is not correct
NGT	Night
NIL*†	None *or* I have nothing to send to you
NM	Nautical miles
NML	Normal
NNE	North-north-east
NNW	North-north-west
NO	No (negative) *(to be used in AFS as a procedure signal)*
NOF	International NOTAM office
NOSIG†	No significant change *(used in trend-type landing forecasts)*
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
NOV	November
NOZ‡	Normal operating zone
NPA	Non-precision approach
NR	Number
NRH	No reply heard
NS	Nimbostratus
NSC	Nil significant cloud
NSE	Navigation system error
NSW	Nil significant weather
NTL	National
NTZ‡	No transgression zone
NW	North-west
NWB	North-westbound
NXT	Next
O	
OAC	Oceanic area control center

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

PRP	Point-in-space reference point
PS	Plus
PSG	Passing
PSN	Position
PSP	Pierced steel plank
PSR‡	Primary surveillance radar
PSYS	Pressure system(s)
PTN	Procedure turn
PTS	Polar track structure
PWR	Power
Q	
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)*
QDM‡	Magnetic heading *(zero wind)*
QDR	Magnetic bearing
QFE‡	Atmospheric pressure at aerodrome elevation *(or at RWY threshold)*
QFU	Magnetic orientation of RWY
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)*
QJH	Shall I run my test tape/a test sentence? *Or*rin your test tape/a test sentence *(to be used in AFS as a Q Code)*
QNH‡	Altimeter sub-scale setting to obtain elevation when on the ground
QSP	Will you relay to free of charge? *Or* will relay to free of charge *(to be used in AFS as a Q Code)*
QTA	Shall I cancel telegram number . .? *Or* Cancel telegram number. *(to be used in AFS as a Q Code)*
QTE	True bearing
QTF	Will you give me the position of my station according to the bearings taken by the D/F stations which you control? *Or*th 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)*
QUAD	Quadrant
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)*
R	
R	Right *(preceded by RWY designation number to identify a parallel RWY)*
R	Rate of turn
R	Red
R	Restricted area *(followed by identification)*
R	RW Y *(followed by figures in METAR/SPECI)*
R*	Received *(acknowledgment of receipt) (to be used in AFS as a procedure signal)*
RA	Rain
RA	Resolution advisory
RAC	Rules of the air and air traffic services
RAG	Ragged
RAG	RWY arresting gear
RAI	RW Y alignment indicator
RAIM†	Receiver autonomous integrity monitoring
RASC†	Regional AIS system center
RASS	Remote altimeter setting source
RB	Rescue boat
RC	Train Advice and Assist Commands
RCA	Reach cruising altitude
RCC	Rescue coordination center
RCF	Radio communication failure *(message type designator)*
RCH	Reach *or* reaching
RCL	RWY center line
RCLL	RWY center line light(s)
RCLR	Recleared
RCP‡	Required communication performance
RDH	Reference datum height
RDL	Radial
RDO	Radio

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

SAR	Search and rescue
SARPS	Standards and Recommended Practices [ICAO]
SAT	Saturday
SATCOM†	Satellite communication
SB	Southbound
SBAS†	*(to be pronounced "ESS-BAS")* Satellite-based augmentation system
SC	Stratocumulus
SCT	Scattered
SD	Standard deviation
SDBY	Stand by
SDF	Step down fix
SE	South-east
SEA	Sea *(used in connection with sea-surface temperature and state of the sea)*
SEB	South-eastbound
SEC	Seconds
SECN	Section
SECT	Sector
SELCAL†	Selective calling system
SEP	September
SER	Service *or* servicing *or* served
SEV	Severe *(used e.g. to qualify icing and turbulence reports)*
SFC	Surface
SG	Snow grains
SGL	Signal
SH	Shower *(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)*
SHF	Super high frequency [3 000 to 30 000 MHz]
SI	International system of units
SID†	Standard instrument departure
SIF	Selective identification feature
SIG	Significant
SIGMET†	Information concerning Enroute weather phenomena which may affect the safety of ACFT operations
SIMUL	Simultaneous *or* simultaneously
SIWL	Single isolated wheel load
SKC	Sky clear
SKED	Schedule *or* scheduled
SLP	Speed limiting point
SLW	Slow
SMC	Surface movement control
SMR	Surface movement radar
SN	Snow
SNOCLO	Aerodrome closed due to snow *(used in METAR/SPECI)*
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
SOC	Start of climb
SPECI†	Aerodrome special meteorological report *(in meteorological code)*
SPECIAL†	Local special meteorological report *(in abbreviated plain language)*
SPI	Special position indicator
SPL	Supplementary flight plan *(message type designator)*
SPOC	SAR point of contact
SPOT†	Spot wind
SQ	Squall
SQL	Squall line
SR	Sunrise
SRA	Surveillance radar approach
SRE	Surveillance radar element of precision approach radar system
SRG	Short range
SRR	Search and rescue region
SRY	Secondary
SS	Sandstorm
SS	Sunset
SSB	Single sideband
SSE	South-south-east
SSR‡	Secondary surveillance radar
SST	Supersonic transport
SSW	South-south-west
ST	Stratus
STA	Straight-in approach

STAR†	Standard instrument arrival
STD	Standard
STF	Strati form
STN	Station
STNR	Stationary
STOL	Short take-off and landing
STS	Status
STWL	Stop way light(s)
SUA	Special Use Airspace
SUBJ	Subject to
SUN	Sunday
SUP	Supplement *(AIP Supplement)*
SUPPS	Regional supplementary procedures
SVC	Service message
SVCBL	Serviceable
SW	South-west
SWB	South-westbound
SWY	Stop way
SX±	Simplex operations
T	
T	Temperature
TA	Traffic advisory
TA	Transition altitude
TAA	Terminal arrival altitude
TAC C2	Tactical Command and Control
TACAN†	UHF tactical air navigation aid
TAF†	Aerodrome Forecast *(in meteorological code)*
TA/H	Turn at an altitude/height
TAIL†	Tail wind
TAR	Terminal area surveillance radar
TAS	True airspeed
TAX	Taxiing *or* taxi
TC	Tropical cyclone
TCAC	Tropical cyclone advisory center
TCAS RA†	*(to be pronounced "TEE-CAS-AR-AY")* Traffic alert and collision avoidance system resolution advisory
TCH	Threshold crossing height
TCU	Towering cumulus
TDO	Tornado
TDZ	Touchdown zone
TECR	Technical reason
TEL	Telephone
TEMPO†	Temporary *or* temporarily
TF	Track to fix
TFC	Traffic
TGL	Touch-and-go landing
TGS	Taxiing guidance system
THR	Threshold
THRU	Through
THU	Thursday
TIBA†	Traffic information broadcast by ACFT
TIL†	Until
TIP	Until past . . . *(place)*
TKOF	Take-off
TL	Till *(followed by time by which weather change is forecast to end)*
TLOF	Touchdown and lift-off area
TMA‡	Terminal control area
TN	Minimum temperature *(followed by figures in TAF)*
TNA	Turn altitude
TNH	Turn height
TO	To *(place)*
TOC	Top of climb
TODA	Take-off distance available
TODAH	Take-off distance available, helicopter
TOPT	Cloud top
TORA	Take-off Run available
TP	Turning point
TR	Track
TRA	Temporary reserved/restricted airspace
TRANS	Transmits *or* transmitter
TREND†	Trend forecast
TRL	Transition level
TROP	Tropopause
TS	Thunderstorm *(in aerodrome reports and forecasts, TS used alone means thunder heard but no precipitation at the aerodrome)*
TS	Thunderstorm *(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)
TSUNAMI†	Tsunami *(used in aerodrome warnings)*
TT	Teletypewriter
TUE	Tuesday
TURB	Turbulence
T-VASIS†	(*to be pronounced "TEE-VASIS")* T visual approach slope indicator system
TVOR	Terminal VOR
TWR	Aerodrome control tower *or* aerodrome control
TWY	Taxiway
TWYL	Taxiway-link
TX	. . . Maximum temperature *(followed by figures in TAF)*
TXT*	Text *(when the abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviation, e.g. IMI TXT) (to be used in AFS as a procedure signal)*
TYP	Type of ACFT
TYPH	Typhoon
U	
U	Upward *(tendency in RVR during previous 10 minutes)*
UAB	Until advised by
UAC	Upper area control center
UAR	Upper air route
UDF	Ultra high-frequency direction-finding station
UFN	Until further notice
UHDT	Unable higher due traffic
UHF‡	Ultra high frequency [300 to 3 000 MHz]
UIC	Upper information center
UIR‡	Upper flight information region
ULR	Ultra long range
UNA	Unable
UNAP	Unable to approve
UNL	Unlimited
UNREL	Unreliable
UP	Unidentified precipitation *(used in automated METAR/SPECI)*
U/S	Unserviceable
UTA	Upper control area
UTC‡	Coordinated Universal Time
V	
V	Variations from the mean wind direction *(preceded and followed by figures in METAR/SPECI, e.g. 350V070)*
VA	Heading to an altitude
VA	Volcanic ash
VAAC	Volcanic ash advisory center
VAC	. . . Visual approach chart *(followed by name/title)*
VAL	In valleys
VAN	RWY control van
VAR	Magnetic variation
VAR	Visual-aural radio range
VASIS	Visual approach slope indicator systems
VC	. . . Vicinity of the aerodrome *(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)*
VCY	Vicinity
VDF	Very high-frequency direction- finding station
VER	Vertical
VFR‡	Visual flight rules
VHF‡	Very high frequency [30 to 300MHz]
VI	Heading to an intercept
VIP‡	Very important person
VIS	Visibility
VLF	Very low frequency [3 to 30 kHz]
VLR	Very long range
VM	Heading to a manual termination
VMC‡	Visual meteorological conditions
VNAV†	*(to be pronounced "VEE-NAV")* Vertical navigation
VOLMET†	Meteorological information for ACFT in flight
VOR‡	VHF Omni-directional radio range
VORTAC†	VOR and TACAN combination

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

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

Aeronautical information services	AIS
Aeronautical maps and charts	MAP
Aeronautical mobile satellite service	AMSS
Aeronautical mobile service	AMS
Aeronautical navigation chart — small scale *(followed by name/title and scale)* . . .	ANCS
Aeronautical telecommunication network	ATN
After *(time or place)* .	AFT . .
After passing	APSG
Again	AGN
Airborne collision avoidance system	ACAS†
ACFT	ACFT
ACFT accident, notification of	ACCID
ACFT autonomous integrity monitoring	AAIM
ACFT classification number	ACN
ACFT communication addressing and reporting system *(to be pronounced "AY-CARS")* †	ACARS
ACFT earth station	AES
ACFT parking/docking chart *(followed by name/title)* . .	APDC .
Air defense identification zone *(to be Pronounced ("AY-DIZ")*	ADIZ†
Air navigation plan	ANP±
Airport	AP
Air-report	AIREP†
Air-report *(message type designator)*	ARP
Airspeed gain DG	ASPEE
Airspeed loss DL	ASPEE
Air Surveillance Radar	ASR±
Air-to-air	A/A
Air-to-ground	A/G
Air traffic control *(in general)*	ATC‡
Air traffic control surveillance minimum altitude chart *(followed by name/title)* AC	ATCSM
Air traffic flow management	ATFM
Air traffic management	ATM
Air traffic services	ATS
Air traffic services inter-facility data communications	AIDC
Air traffic services reporting office	ARO
Airway	AWY
Alerting *(message type designator)*	ALR
Alerting service	ALRS
Alert phase A†	ALERF
Alighting area	ALA
All up weight	AUW
Alternate *or* alternating *(light alternates in color)*	ALTN
Alternate *(Aerodrome)*	ALTN
Altimeter check location	ACL
Altimeter sub-scale setting to obtain elevation when on the ground	QNH‡
Altimetry system error	ASE
Altitude	ALT
Altocumulus	AC
Altostratus	AS
Amber	A
Amend *or* amended *(used to indicate amended meteorological message; message type designator)*	AMD
Amended meteorological message *(message type designator)* *(or AAB, etc.*	AAA *AAC* *Seque*
nce)	
Amendment *(AIP Amendment)*	AMDT
Amplitude modulation (AM)	A (A0-A5) ±

Answer	ANS
Approach	APCH
Approach control office *or* approach control *or* approach control service	APP
Approach lighting system	ALS
Approve *or* approved *or* approval	APV
Approximate *or* approximately	APRX
April	APR
Apron	APN
Area chart	ARC
Area control center *or* area control	ACC‡
Area forecast for low-level flights	GAME
T	
Area minimum altitude	AMA
Area navigation (to be pronounced "AR-NAV")	RNAV†
Arrange	ARNG
Arresting (specify (part of)	ACFT
arresting equipment)	ARST
Arrival (message type designator)	ARR
Arrive or arrival	ARR
Ascend to or ascending to	ASC
Asphalt	ASPH
Assigned altitude deviation	AAD
As soon as possible	SAP
At *(followed by time at which weather change is forecast to occur)*	AT
At *(time or place)*	ATP
Atmospheric pressure at aerodrome elevation *(or at RWY threshold)*	QFE‡
Atmospherics	XS
At sea	MAR
ATS/MET reporting point	MRP
Attention	ATTN
At the coast	COT
August	AUG
Authorized *or* authorization	AUTH
Automated flight information service	FISA
Automatic dependent surveillance — broadcast	ADS-B‡
Automatic dependent surveillance — contract	ADS-C‡
Automatic dependent surveillance unit	ADSU
Automatic direction-finding equipment	ADF‡
Automatic error correction	ARQ
Automatic terminal information service	ATIS†
Auxiliary	AUX
Available *or* availability	AVBL
Average	AVG
Aviation gasoline	AVGAS†
Aerodrome meteorological report *(in meteorological code)*	METAR
†	
Aerodrome special meteorological report *(in meteorological code)*	SPECI†
Azimuth	AZM
B	
Barometric vertical navigation *(to be pronounced "BAA-RO-VEE-NAV")*	BARO-
VNAV	
Beacon *(aeronautical ground light)*	BCN
Bearing	BRG
Becoming	BECMG
Before	BFR
Below	BLW
Below clouds	BLO
Between	BTN
Between layers	BTL
Blowing *(followed by DU = dust, SA = sand or SN = snow)*	BL
Blue	B
Bombing	BOMB
Boundary	BDRY
Braking BRKG	
Braking action	BA
Broadcast	BCST
Broadcasting station, commercial	BS
Broken BKN	
Building BLDG	

By visual reference to the ground	VSA
C	
Calibration	CLBR
Call sign	CS
Calling	CLG
Cancel *or* canceled	CNL
Candela	CD
Category	CAT
Caution	CTN
Celsius *(Centigrade)*, Degrees	C
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
Channel	CH
Check	CK
Circling guidance light(s)	CGL
Cirrocumulus	CC
Cirrostratus	CS
Cirrus	CI
Civil	CIV
Civil Aviation Authority	CAA
Clear air turbulence	CAT
Clear(s) *or* cleared to . . . *or* clearance	CLR
Clear type of ice formation	CLA
Clearway	CWY
Climb-out area	CLIMB-OUT
Climb to *or* climbing to	CMB
Climb to and maintain	CTAM
Close *or* closed *or* closing	CLSD
Cloud	CLD
Cloud base	BASE†
Cloud top	TOP†
Cockpit voice recorder	CVR
Collision risk model	CRM
Common Traffic Advisory Frequency	CTAF
Completion *or* completed *or* complete	CMPL
Commercial broadcasting station	BS
Common ICAO data interchange network	CIDIN†
Communications	COM
Communications, navigation, and surveillance	CNS
Concrete	CONC
Condition	COND
Confirm, *or* I confirm *(to be used in AFS as a procedure signal)*	CFM*
Constant radius arc to a fix	RF
Construction *or* constructed	CONST
Contact	CTC
Continue(s) *or* continued	CONT
Continuous	CONS
Continuous day and night service	H24
Continuous wave	CW
Control	CTL
Control area	CTA
Control indicated is operational control	OPC
Controller-pilot data link communications	CPDLC
‡	
Control zone	CTR
Coordinate *or* coordination	COOR
Coordinated Universal Time	UTC‡
Coordinated Universal Time *(in meteorological messages)*	Z
Coordinates	COOR
D	
Coordination *(message type designator)*	CDN
Correct *or* correction *or* corrected *(used to indicate corrected meteorological message; message type designator)*	COR
Corrected meteorological message *(message type designator)*	CCA, *CCB, CCC, etc.*
Course from a fix to an altitude	FA

Course from a fix to manual termination *(used in navigation database coding)*	FM
Course to a fix	CF
Course to an altitude	CA
Cover *or* covered *or* covering	COV
Cross	X
Crossbar *(of approach lighting system)*	XBAR
Crossing	XNG
Cruise	CRZ
Cumuliform	CUF
Cumulonimbus *(to be pronounced "CEE BEE")*	CB‡
Cumulus	CU
Current flight plan *(message type designator)*	CPL
Customs	CUST
Cyclic redundancy check	CRC
Daily	DLY
Danger *or* dangerous	DNG
Danger area *(followed by identification)*	D . . .
Data link automatic terminal information service *(to be pronounced "DEE-ATIS")* ATIS†	D-
Data link initiation capability	DLIC
Data link VOLMET VOLMET	D-
Date-time group	DTG
Datum crossing point	DCP
Dead reckoning	DR
December	DEC
Decibel (noise level)	DB±
Decision altitude	DA
Decision height	DH
Degrees	DEG
Degrees Celsius *(Centigrade)*	C
Delay *(message type designator)*	LA
Delay *or* delayed	DLA
Delayed *(used to indicate delayed meteorological message; message type designator)*	RTD
Delayed meteorological message *(message type designator)* *RRB,*	RRA,
	Recent
Dense upper cloud	DUC
Depart *or* departure	DEP
Departure *(message type designator)*	DEP
Departure end of the RWY	DER
Depth	DPT
Descend to *or* descending to	DES
Descend to and maintain	DTAM
Destination	DEST
Deteriorate *or* deteriorating	DTRT
Deviation *or* deviating	DEV
Dew point temperature	DP
Diffuse	DIF
Digital flight data recorder	DFDR
Direct *(in relation to flight plan clearances and type of approach)*	DCT
Direct controller-pilot communications	DCPC
Direction finding	DF
Director of Civil Aviation or Department of Civil Aviation	DCA±
Displaced RWY threshold	DTHR
Distance	DIST
Distance from touchdown indicator	DFTI
Distance measuring equipment	DME‡
Distress phase SFA	DETRE
Divert *or* diverting	DIV
Docking	DCKG
Domestic	DOM
Doppler VOR	DVOR
Double channel duplex	DCD
Double channel simplex	DCS
Double sideband	DSB
Downward (tendency in RVR during previous 10 minutes)	D
Do you intend to ask me for a series of bearings? *Or* intend to ask you for a series of bearings	

(to be used in radiotelegraphy as a Q Code)	QDL
Drizzle	DZ
Dual tandem wheels	DTW
Dual wheels	DW
Duplex operation	DX±
Duration	DUR
During	DRG
Dust	DU
Dust/sand whirls *(dust devils)*	PO
Dust storm	DS
E	
East *or* eastern longitude	E
Eastbound	EB
East-north-east	ENE
East-south-east	ESE
Effective from *or* with effect from	WEF
Effective immediately *or* with immediate effect	WIE
Electronic flight instrument system *(to be pronounced "EE-FIS")*	EFIS†
Elevation	ELEV
Elevation differential area	EDA
Embedded in a layer *(to indicate cumulonimbus embedded in layers of other clouds)*	EMBD
Emergency	EMER
G	
Emergency location beacon — ACFT	ELBA
†	
Emergency locator transmitter	ELT
Emission	EM
Engine	ENG
Enroute	ENR
Enroute chart *(followed by name/title)*	ENRC
. . .	
Enroute surveillance radar	RSR
Equipment	EQPT
Error *(to be used in AFS as a procedure signal)*	EEE#
Estimate *or* estimated *or* estimation *(message type designator)*	EST
Estimated elapsed time	EET
Estimated off-block time	EOBT
Estimated time of arrival *or* estimating arrival	ETA*‡
Estimated time of departure *or* estimating departure	ETD‡
Estimated time over significant point	ETO
European geostationary navigation overlay service *(to be pronounced "EGG-NOS")*	EGNO
S†	
Every	EV
Except	EXC
Exercises *or* exercising *or* to exercise	EXER
Expect *or* expected *or* expecting	EXP
Expect further clearance	EFC
Expected approach time	EAT
Extend *or* extending	EXTD
Extra-long range	ELR
Extremely high frequency [30 000 to 300 000MHz]	EHF
F	
Facilitation of international air transport	FAL
Facilities	FAC
Facsimile transmission	FAX
February	FEB
Feet *(dimensional unit)*	FT
Feet per minute	FPM
Few	FEW
Fictitious threshold point	FTP
Field	FLD
Filed flight plan *(message type designator)*	FPL
Final approach	FNA
Final approach and take-off area	FATO
Final approach fix	FAF
Final approach point	FAP
Final approach segment	FAS
Firing	FRNG
First	FST
Fixed	F
Flares	FLR

Flashing	FLG
Flight	FLT
Flight check K	FLTC
Flight data processing system	FDPS
Flight information center	FIC
Flight information region	FIR‡
Flight information service	FIS
Flight level	FL
Flight management computer	FMC
Flight management system	FMS‡
Flight path alignment point	FPAP
Flight plan	PLN
Flight plan cancellation *(message type designator)*	CNL
Flight plan filed in the air	AFIL
Flight plan route	FPR
Flight service station	FSS
Flight technical error	FTE
Flight technical tolerance	FTT
Flow management unit	FMU
Fluctuating *or* fluctuation *or* fluctuated	FLUC
Fly *or* flying	FLY
Fog	FG
Fog patches	BCFG
Follow(s) *or* following	FLW
Forecast	FCST
Forecast upper wind and temperature for aviation EM	WINT
Freezing	FZ
Freezing drizzle	FZDZ
Freezing fog	FZFG
Freezing rain	FZRA
Frequency	FREQ
Frequent	FRQ
Friction coefficient	FCT
Friday	FRI
From	FM
From *(followed by time weather change is forecast to begin)* .	FM . .
From *(used to precede the call sign of the calling station) (to be used in AFS as a procedure signal)*	DE*
Front *(relating to weather)*	FRON
	T†
Frost *(used in aerodrome warnings)*	FROS
	T†
Fuel remaining	FR
Full stop landing	FSL
Funnel cloud *(tornado or water spout)*	FC
G	
GBAS azimuth reference point	GARP
General	GEN
General Air Traffic	GAT
Geographic *or* true	GEO
Geoid undulation	GUND
Glide path	GP
Glide path angle	GPA
Glide path intercepts point	GPIP
Glider	GLD
Global navigation satellite system	GNSS
	‡
Global orbiting navigation satellite system *(to be pronounced "GLO-NAS")*	GLON
	ASS†
Global positioning system	GPS‡
Go ahead, resume sending *(to be used in AFS as a procedure signal)*	GA
GPS and geostationary earth orbit augmented navigation	GAGA
	N†
Grass landing area	GRAS
	S
Gravel	GRVL
Green	G
Ground	GND
Ground-based augmentation system *(to be pronounced "GEE-BAS")*	GBAS
	†

Ground-based regional augmentation system *(to be pronounced "GRASS")* †	GRAS
Ground — by visual reference to the	VSA
Ground check K	GNDC
Ground controlled approach system *or* ground controlled approach	GCA‡
Ground earth station	GES
Ground movement chart *(followed by name/title)* . .	GMC .
Ground proximity warning system ‡	GPWS
Ground speed	GS
Ground-to-air	G/A
Ground-to-air and air-to-ground **H**	G/A/G
Hail	GR
Hazard beacon	HBN
Haze	HZ
Heading	HDG
Heading to a manual termination	VM
Heading to an altitude	VA
Heading to an intercept	VI
Heavy	HVY
Heavy *(used to indicate the intensity of weather phenomena, e.g. heavy rain = HVY RA)*	HVY
Hectopascal HPA	
Height *or* height above	HGT
Helicopter	HEL
Helicopter approach path indicator	HAPI
Here *or* herewith	ER*
Hertz *(cycle per second)*	HZ
High and very high-frequency direction finding stations *(at the same location)*	HVDF
High frequency [3 000 to 30 000 kHz]	HF‡
High-frequency direction-finding station	HDF
High-pressure area *or* the center of high-pressure	H
Higher	HYR
Holding	HLDG
Holding/racetrack to a fix Holding/	HF
racetrack to a manual termination	HM
Holding/race track to an altitude	HA
Holiday	HOL
Hospital ACFT	HOSP
Hours	HR
Hurricane N	HURC
I	
I have nothing to send to you *or* none	NIL*†
Ice crystals *(very small ice crystals in suspension, also known as diamond dust)*	IC
Ice on RWY	IR
Ice pellets	PL
Icing	ICE
Identification †	IDENT
Identification beacon Identification friend/	IBN
foe Identifier *or* identify	IFF
If not possible	ID
Illuminated wind indicator Immediate *or*	INP
immediately	IWI±
Immigration	IMT
Improve *or* improving	IMG IMPR
In and out of clouds	IAO
In cloud	INC
Inbound	INBD
Independent sideband	ISB
Indicated airspeed	IAS
Indicator for maximum temperature *(used in the TAF code form)*	TX
Inertial navigation system	INS
Inertial reference system	IRS
Information	INFO†

Information concerning Enroute weather phenomena which may affect the safety of ACFT operations ET†	SIGM
Information concerning Enroute weather phenomena which may affect the safety of low-level ACFT operations ET†	AIRM
Initial approach	INA
Initial approach fixes	IAF
Inland	LAN
Inner marker	IM
Inoperative	INOP
In progress	INPR
Install *or* installed *or* installation	INSTL
Instrument	INSTR
Instrument approach chart *(followed by name/title)* .	IAC . .
Instrument approach procedure	IAP
Instrument flight rules	IFR‡
Instrument landing system	ILS‡
Instrument meteorological conditions	IMC‡
Instrument/visual	I/V±
Intensify *or* intensifying	INTSF
Intensity	INTST
Intermediate approach fix	IF
International	INTL
International general aviation	IGA
International NOTAM office	NOF
International standard atmosphere	ISA
International system of units	SI
Interrogation sign (question mark) *(to be used in AFS as a procedure signal)*	IMI*
Interrogator G	INTR
Interrupt *or* interruption *or* interrupted	INTRP
Intersection	INT
Intersection of air routes	IAR
In valleys	VAL
Isolated	ISOL

J

January	JAN
Jet stream	JTST
July	JUL
June	JUN

K

Kilograms	KG
Kilohertz	KHZ
Kilometres	KM
Kilometers per hour	KMH
Kilopascal	KPA
Kilowatts	KW
Knots	KT
Knots indicated airspeed	KIAS

L

Landing	LDG
Landing direction indicator	LDI
Landing distance available	LDA
Landing distance available, helicopter	LDAH
Landing threshold point	LTP
Landline teletypewriter Lateral navigation *(to be pronounced "EL-NAV")* †	LTT
Latitude	LNAV
Layer *or* layered	LAT
Leave *or* leaving	LYR
Left *(preceded by RWY designation number to identify a parallel RWY)*	LVE
Length	. . . L
Level	LEN
Light *(used to indicate the intensity of weather phenomena, interference or static reports, e.g. light rain = FBL RA)*	LVL
Light *or* lighting	FBL
Light and variable *(relating to the wind)*	LGT
Light intensity high	LV
Light intensity low	LIH
Light intensity medium	LIL
Lighted	LIM LGTD

Limited	LTD
Line *(used in SIGMET)*	LINE
Local *or* locally *or* location *or* located	LCA
Local mean time	LMT
Local routine meteorological report *(in abbreviated plain language)*	MET
REPORT	
Local special meteorological report *(in abbreviated plain language)*	SPECI
AL†	
Localizer	LOC
Localizer Performance with Vertical guidance	LPV
Locator	L
Locator, middle	LM
Locator, outer	LO
Logical acknowledgment *(message type designator)*	LAMS
Long *(used to indicate the type of approach desired or required)*	LNG
Longitude	LONG
Long range	LRG
LORAN *(long range air navigation system)*	LORA
N†	
Low drifting *(followed by DU = dust, SA = sand or SN = snow)*	DR . .
.	
Lowest safe altitude	LSALT
Low frequency [30 to 300 kHz]	LF
Low-pressure area *or* the center of low-pressure	L
Low visibility procedures	LVP
M	
Mach number *(followed by figures)*	M
Magnetic	MAG
Magnetic bearing	QDR
Magnetic heading *(zero wind)*	QDM‡
Magnetic orientation of RWY	QFU
Magnetic variation	VAR
Maintain	MNTN
Maintenance	MAIN
T	
Manual A1 simplex	MAS
March	MAR
Marker radio beacon	MKR
Maximum	MAX
Maximum authorized altitude	MAA
Maximum temperature *(followed by figures in TAF)*	TX . . .
The maximum value of wind speed or RW Y visual range *(followed by figures in METAR/SPECI and TAF)*	P . . .
May	MAY
Mean sea level	MSL
Medium and high-frequency direction finding stations *(at the same location)*	MDF
Medium and very high-frequencydirection finding stations *(at the same location)*	MVDF
Medium frequency [300 to 3 000 kHz]	MF
Medium frequency direction-finding station	MDF
Medium, high and veryhigh-frequencydirection-finding stations *(at the same location)*	MHVD
F	
Medium range	MRG
Megahertz	MHZ
Message	MSG
Message *(transmission identification)* has been misrouted *(to be used in AFS as a procedure signal)*	MSR#
Meteorological *or* meteorology	MET†
Meteorological information for ACFT in flight	VOLM
ET†	
Meteorological Operational Telecommunications Network Europe	MOTN
E	
Meteorological watch office	MWO
Meters *(preceded by figures)*	. . . M
Meters per second	MPS
Metric units	MTU
Microburst	MBST
Microwave landing system	MLS‡

Middle marker	MM
Mid-point *(related to RVR)*	MID
Military	MIL
Military operating area	MOA
Minimum	MNM
Minimum crossing altitude	MCA
Minimum descent altitude	MDA
Minimum descent height	MDH
Minimum Enroute altitude	MEA
Minimum eye height over threshold *(for visual approach slope indicator systems)*	MEHT
Minimum navigation performance specifications	MNPS
Minimum obstacle clearance *(required)*	MOC
Minimum obstacle clearance altitude	MOCA
Minimum operational performance standards †	MOPS
Minimum reception altitude	MRA
Minimum safe altitude warning W	MSA
Minimum sector altitude	MSA
Minimum temperature *(followed by figures in TAF)* .	TN . .
Minimum value of RW Y visual range *(followed by figures in METAR/SPECI)*	M . . .
Minus	MS
Minutes	MIN*
Missed approach holding fix	MAHF
Missed approach point	MAPT
Missed approach turning fix	MATF
Missing . . . (*transmission identification) (to be used in AFS as a procedure signal)*	MIS
Mist	BR
Mixed type of ice formation *(white and clear)*	MX
Moderate *(used to indicate the intensity of weather phenomena, interference or static reports, e.g. moderate rain = MODRA)*	MOD
Modification *(message type designator)*	CHG
Modulated continuous wave	MCW
Monday	MON
Monitor *or* monitoring *or* monitored	MNT
Monopulse secondary surveillance radar	MSSR
Mountain	MT
Mountain waves	MTW
Move *or* moving *or* movement	MOV
Multi-functional transport satellite (MTSAT) satellite-based augmentation system *(to be pronounced "EM-SAS")* †	MSAS
Multilateration †	MLAT
N	
National	NTL
National AIS system center †	NASC
Nautical miles	NM
Navigation	NAV
Navigation system error	NSE
Near *or* over large towns	CIT
Next	NXT
Night	NGT
Nil significant cloud	NSC
Nil significant weather	NSW
Nimbostratus	NS
No *or* negative *or* permission not granted *or* that is not correct	NEG
No change	NC
No cloud detected *(used in automated METAR/SPECI)*	NCD
No directional variations available *(used in automated METAR/SPECI)*	NDV
No distinct tendency *(in RVR during previous 10 minutes)*	N
No (negative) *(to be used in AFS as a procedure signal)*	NO
No reply heard	NRH
No significant change *(used in trend-type landing*	

forecasts) G†	NOSI
No specific working hours	HX
No transgression zone	NTZ‡
Noise abatement departure procedure	NADP
Non-directional radio beacon	NDB‡
Non-government Organizations	NGO±
Non-precision approach	NPA
None *or* I have nothing to send to you	NIL*†
Normal	NML
Normal operating zone	NOZ‡
North *or* northern latitude	N
North Atlantic	NAT
Northbound	NB
North-east	NE
North-eastbound	NEB
North-north-east	NNE
North-north-west	NNW
North-west	NW
North-westbound	NWB
Not applicable	N/A±
Not before	NBFR
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 M†	NOTA
Notification of an ACFT accident D	ACCI
November	NOV
Number	NR
O	
Obscure *or* obscured *or* obscuring	OBSC
Observe *or* observed *or* observation	OBS
Obstacle	OBST
Obstacle assessment surface	OAS
Obstacle clearance altitude	OCA
Obstacle clearance height	OCH
Obstacle clearance surface	OCS
Obstacle free zone	OFZ
Obstacle identification surface	OIS
Occasional *or* occasionally	OCNL
Occulting *(light)*	OCC
Ocean station vessel	OSV
Oceanic area control center	OAC
Oceanic control area	OCA
October	OCT
Online data interchange	OLDI†
On request	O/R
On top	OTP
Opaque, white type of ice formation	OPA
Open *or* opening *or* opened	OPN
Operational Air Traffic	OAT
Operations	OPS†
Operator *or* operate *or* operative *or* operating *or* operational	OPR
Operational control is the control indicated	OPC
Operational meteorological *(information)* T†	OPME
Order	ORD
Organized Track System	OTS
Originate *(to be used in AFS as a procedure signal)*	OGN
Outbound	OUBD
Outer marker	OM
Outlook *(used in SIGMET messages for volcanic ash and tropical cyclones)*	OTLK
Overcast	OVC
Overhead	OHD
P	
Parachute jumping exercise	PJE
Parallel	PARL
Parking	PRKG
Passenger(s)	PAX
Passing	PSG
Pavement classification number	PCN
Performance	PER
Permanent	PERM

Persons on board	POB
Pierced steel plank	PSP
Pilot-controlled lighting	PCL
Plan position indicator	PPI
Plus	PS
Point-in-space reference point	PRP
Point of no returns	PNR
Polar track structure	PTS
Position	PSN
Possible	POSS
Power	PWR
Practice low approach	PLA
Precision approach	PA
Precision approach lighting system *(specify category)*	PALS
Precision approach path indicator	PAPI†
Precision approach radar	PAR‡
Precision approach terrain chart *(followed by name/title)* . . .	PATC
Pre-departure clearance	PDC‡
Pre-flight information bulletin	PIB
Present level	PLVL
Present position	PPSN
Pressure system(s)	PSYS
Preventive Maintenance Interval	PMI±
Primary	PRI
Primary surveillance radar	PSR‡
Prior notice required	PN
Prior Permission Required	PPR
Probability †	PROB
Procedure	PROC
Procedure design gradient	PDG
Procedure turns	PTN
Procedures for air navigation services	PANS
Proceed *or* proceeding	PCD
Processed meteorological data in the form of grid point values expressed in binary form *(meteorological code)*	GRIB
Prohibited area *(followed by identification)*	P . . .
Provisional	PROV

Q

Quadrant	QUAD

R

Radar position indicator	RPI‡
Radar position symbol	RPS
Radial	RDL
Radio	RDO
Radio range	RNG
Radio communication failure *(message type designator)*	RCF
Radiotelegraph	RTG
Radiotelephone	RTF
Radio teletypewriter	RTT
Ragged	RAG
Rain	RA
Range *(lights)*	RG
Rate of climb	ROC
Rate of descent	ROD
Rate of turn	R
Reach *or* reaching	RCH
Reach cruising altitude	RCA
Receive *or* receiver	REC
Received *(acknowledgment of receipt) (to be used in AFS as a procedure signal)*	R*
Receiver autonomous integrity monitoring	RAIM†
Receiving only	RON
Recent *(used to qualify weather phenomena, e.g. recent rain = RERA)*	RE
Re-clearance in flight	RIF
Recleared	RCLR
Red	R
Reduced vertical separation minimum (300 m (1 000ft)) between FL320 and FL410 ‡	RVSM
Reference datum height	RDH
Reference path data selector	RPDS
Reference to *or* refer to	REF
Regional AIS system center †	RASC
Regional OPMET bulletin exchange	

(scheme) X†	ROBE
Regional supplementary procedures S	SUPP
Registration	REG
Regular Public Transport (ACFT)	RPT±
Rejected take-off distance available, helicopter AH	RTOD
Relay to	RLA
Remark	RMK
Remote altimeter setting source	RASS
Repeat, *or* I repeat *(to be used in AFS as a procedure signal)*	RPT*
Repetitive flight plan	RPL
Replace *or* replaced	RPLC
Report *or* reporting *or* reporting point	REP
Report leaving	RL
Report reaching	RR
Request *or* requested	REQ
Request *(to be used in AFS as a procedure signal)*	RQ*
Request flight plan *(message type designator)*	RQP
Request level change Enroute	RLCE
Request supplementary flight plan *(message type designator)*	RQS
Requested level not available	RLNA
Required communication performance	RCP‡
Required navigation performance	RNP‡
Requirements TS	RQMN
Re- route E	RERT
Rescue boat	RB
Rescue coordination center	RCC
Rescue sub-center	RSC
Rescue vessel	RV
Resolution advisory	RA
Responder beacon	RSP
Restricted area *(followed by identification)*	R . . .
Return *or* returned *or* returning	RTN
Return to service	RTS
Right *(direction of turn)*	RITE
Right *(preceded by RWY designation number to identify a parallel RWY)*	. . . R
Right-hand circuit	RHC
Rime *(used in aerodrome warnings)*	RIME†
Root sum square	RSS
Route	RTE
Route forecast *(in meteorological code)* R	ROFO
Rules of the air and air traffic services	RAC
RWY	RWY
RWY *(followed by figures in METAR/ SPECI)*	R . . .
RWY alignment indicator	RAI
RWY arresting gear	RAG
RWY center line	RCL
RW Y center line light(s)	RCLL
RW Y(s) cleared *(used in METAR/ SPECI)*	CLRD
RWY control van	VAN
RWY edge light(s)	REDL
RW Y end light(s)	RENL
RW Y end safety area	RESA
RWY lead-in lighting system	RLLS
RWY surface condition	RSCD
RWY threshold light(s)	RTHL
RWY touchdown zone light(s)	RTZL
RWY visual range	RVR‡
S	
Sand	SA
Sandstorm	SS
Sanitary	SAN
SAR point of contact	SPOC
Satellite-based augmentation system *(to be pronounced "ESS-BAS")* †	SBAS

Satellite communication OM†	SATC
Saturday	SAT
Scattered	SCT
Schedule *or* scheduled	SKED
Sea *(used in connection with sea-surface temperature and state of sea)*	SEA
Sea-surface temperature *(followed by figures in METAR/SPECI)*	W . . .
Search and rescue	SAR
Search and rescue region	SRR
Secondary	SRY
Secondary surveillance radar	SSR‡
Seconds	SEC
Section	SECN
Sector	SECT
Selective calling system AL†	SELC
Selective identification feature	SIF
Senior Airfield Authority	SAA±
September	SEP
Service *or* servicing *or* served	SER
Service available during hours of scheduled operation	HS
Service available to meet operational requirements	HO
Service message	SVC
Serviceable L	SVCB
Severe *(e.g. used to qualify icing and turbulence reports)*	SEV
Shall I cancel telegram number .? *Or* Cancel telegram number *(to be used in AFS as a Q Code)*	QTA
Shall I run my test tape/a test sentence? *Or* Run your test tape/a test sentence *(to be used in AFS as a Q Code)*	QJH
Shallow fog	MIFG
Short *(used to indicate the type of approach desired or required)*	BRF
Short range	SRG
Short take-off and landing	STOL
Shower *(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)*	SH . . .
Signal S	GL
Significant	SIG
Simple approach lighting system Simultaneous	SALS
or simultaneously	SIMUL
Single isolated wheel load	SIWL
Single sideband	SSB
Sky clear	SKC
Slow	SLW
Small hail and/or snow pellets	GS
Smoke	FU
Snow	SN
Snow grains	SG
South *or* southern latitude	S
Southbound	SB
South-east	SE
South-eastbound	SEB
South-south-east	SSE
South-south-west	SSW
South-west	SW
South-westbound	SWB
Special air-report *(message type designator)*	ARS
Special position indicator	SPI
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 AM	ASHT
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 WTAM†	SNO
Speed limiting point	SLP
Spot wind †	SPOT

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

This is a channel-continuity- check of transmission to permit comparison of your record of channel-sequence numbers of messages received on the channel *(to be used in AFS as a procedure signal)*	CH#
This is a duplicate message *(to be used in AFS as a procedure signal)* #	DUPE
Threshold	THR
Threshold crossing height	TCH
Through	THRU
Thunderstorm *(in aerodrome reports and forecasts, TS used alone means thunder heard but no precipitation at the aerodrome)*	TS
Thunderstorm *(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)*	TS . . .
Thursday	THU
Till *(followed by time by which weather change is forecast to end)*	TL . . .
To *(place)*	TO . . .
Top of climb	TOC
Tornado	TDO
Touch-and-go landing	TGL
Touchdown and lift-off area	TLOF
Touchdown zone	TDZ
Towering cumulus	TCU
Track	TR
Track to fix	TF
Traffic	TFC
Traffic advisory	TA
Traffic alert and collision avoidance system resolution advisory *(to be pronounced "TEE-CAS-AR-AY")* RA†	TCAS
Traffic information broadcast by ACFT	TIBA†
Transition altitude	TA
Transition level	TRL
Transmits *or* transmitter S	TRAN
Trend forecast D†	TREN
Tropical cyclone	TC
Tropical cyclone advisory center	TCAC
Tropopause	TROP
True airspeed	TAS
True bearing	QTE
Tsunami *(used in aerodrome warnings)* AMI†	TSUN
Tuesday	TUE
Turbulence	TURB
Turn altitude	TNA
Turn at an altitude/height	TA/H
Turn height	TNH
Turning point	TP
T visual approach slope indicator system *(to be pronounced "TEE-VASIS")* VASIS†	T-
Type of ACFT	TYP
Typhoon	TYPH
U	
UHF tactical air navigation aid N†	TACA
Ultra-high frequency [300 to 3 000 MHz]	UHF‡
Ultra-high frequencydirection- finding station	UDF
Ultra-long range	ULR
Unable	UNA
Unable higher due traffic	UHDT
Unable to approve	UNAP
Uncertainty phase RFA†	INCE
Unidentified precipitation *(used in automated METAR/SPECI)*	UP
Unlimited	UNL
Unreliable L	UNRE
Unserviceable	U/S
Until	TIL†

Until advised by . .	UAB .
Until further notice	UFN
Until the past *(place)*	TIP
Upper air route	UAR
Upper area control center	UAC
Upper control area	UTA
Upper flight information region	UIR‡
Upper information center	UlC
Upward *(tendency in RVR during previous 10 minutes)*	U
V	
Variable	VRB
Variations from the mean wind direction *(preceded and followed by figures in METAR/SPECI, e.g. 350V070) . . .*	V . . .
Variations from the mean wind speed (gusts) *(followed by figures in METAR/ SPECI and TAF)*	G . . .
Vector to final	VTF
Vertical	VER
Vertical navigation *(to be pronounced "VEE-NAV")* †	VNAV
Vertical path angle	VPA
Vertical speed	VSP
Vertical take-off and landing Vertical visibility *(followed by figures in METAR/ SPECI and TAF)* .	VTOL VV . .
Very high frequency [30 to 300 MHz]	VHF‡
Very high-frequency direction- finding station	VDF
Veryimportant person	VIP‡
Verylong range	VLR
Very low frequency [3 to 30 kHz]	VLF
VHF Omni-directional radio range	VOR‡
Vicinity	VCY
Vicinity of the aerodrome *(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)* .	VC . .
Visibility	VIS
Visibility, cloud and present weather better than prescribed values *or* conditions *(to be pronounced "KAV-OH-KAY")* K†	CAVO
Visual approach chart *(followed by name/title)* . .	VAC .
Visual approach slope indicator systems	VASIS
Visual-aural radio range	VAR
Visual flight rules	VFR‡
Visual meteorological conditions	VMC‡
Visual reference to the ground, by	VSA
Volcanic ash	VA
Volcanic ash advisory center	VAAC
VOR airborne equipment test facility	VOT
VOR and TACAN combination AC†	VORT
W	
Warning G	WRN
Waterspout T	WTSP
Way-point	WPT
We agree, *or it* is correct *(to be used in AFS as a procedure signal)*	OK*
Weaken *or* weakening	WKN
Weather	WX
Wednesday	WED
Weight	WT
West *or* western longitude	W
Westbound	WB
West-north-west	WNW
West-south-west	WSW
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)	QGE
White	W
White type of ice formation, opaque	OPA
Wide area augmentation system †	WAAS
Wide-Area Multilateration	WAM
Widespread	WDSP
Width *or* wide	WID
Will comply	WILC
Will you give me the position of mystation according to the bearings taken by the D/F stations which you control? *Or* the position of your station according to the bearings taken bythe 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)*	QTF
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)*	QUJ
Will you relay to free of charge? *Or* will relay to free of charge *(to be used in AFS as a Q Code)*	QSP
Wind	WIND
Wind direction indicator	WDI
Wind shear	WS
Wind speed	WSPD
Wing bar lights	WBAR
Wireless telegraphy	WT±
With effect from *or* effective from	WEF
With immediate effect *or* effective immediately	WIE
Within	WI
Without	WO
Work in progress	WIP
World Aeronautical Chart — ICAO 1:1, 000, 000 *(followed by name/title)*	WAC .
World area forecast center	WAFC
World Geodetic System — 1984	WGS-84
Worldwide web	WWW
Y	
Yellow	Y
Yellow caution zone *(RWY lighting)*	YCZ
Yes *or* affirm *or* affirmative, *or* that is correct	AFM
Yes (affirmative) *(to be used in AFS as a procedure signal)*	YES*
You're	YR

GEN 2.3 CHART SYMBOLS

1. Charts other than Approach Charts

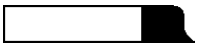
See ICAO Annex 4 Appendix 2 for a full list of symbols.

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	
Helipor t	

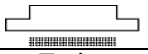
2. Approach Charts

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

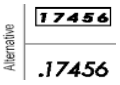
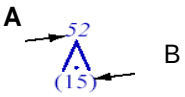
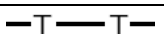
3. Aerodrome Charts

Hard surface RWY	
Unpaved RWY	
Stop way	

4. Aerodrome Installations and Lights

Aerodrome reference point (ARP)	
TWYs and parking areas	
Control Tower	To be determine
Point light	d 
Barrette	To be determine
Marine light Alt Alternating B Blue F Fixed Fl Flashing G Green Gp Group Occ Occulting R Red SEC Sector sec Second (U) Unwatched W White	d
Obstacle light	
Aeronautical ground light	
Wind direction indicator (lighted)	To be determine
Wind direction indicator (unlighted)	d To be determine
Landing direction indicator (lighted)	d 
Landing direction indicator (unlighted)	

5. Miscellaneous

Highest elevation on chart	
Obstacle	
Group obstacles Note A: *Numerals in italics indicate the elevation of top obstacle above sea level.* Note B: *Upright numerals in parentheses indicate height above specified datum.*	 
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	*Not yet allocated*
IFR Waypoint	Five letters	TAPIS

2 List of Location

2.1 **Code Decode**

CODE	LOCATION
OAAD	AMDAR
OAAK	ANDKHOI
OAAS	ASMAR
OABD	BEHSOOD
OABG	BAGHLAN
OABK	BANDKAMALKHAN
OABN	BAMYAN
OABR	BAMAR
OABS	SARDAY
OABT	BOST/LASHKAR
OACB	GAH CHARBURJAK
OACC	CHAKHCHARAN
OADD	DAWLATABAD
OADF	DARRA-I-SOOF
OADY	DWYER
OADV	DEVAR
OADW	WAZAKHWA
OADZ	DARWAZ
OAEK	KESHM
OAEM	ESHKASHEM
OAEQ	ISLAM QALA
OAFG	KHOST-O-FERING
OAFR	FARAH
OAFZ	FEYZABAD
OAGA	GHAZIABAD
OAGD	GADER
OAGL	GULISTAN
OAGM	GHELMEEN
OAGN	GHAZNI
OAGS	GASAR
OAGZ	GARDEZ
OAHE	HAZRAT EMAN
OAHJ	HAJIGAK
OAHN	KHWAHAN
OAHR	HERAT

CODE	LOCATION
OAIX	BAGRAM
OAJL	JALALABAD
OAJS	JABUL SARAJ
OAJW	JAWAND
OAKA	KOBAN
OAKB	KABUL INTERNATIONAL
OAKD	KAMDESH
OAKG	KHOJAGHAR
OAKJ	KAJAKI
OAKL	KONJAK-I-LOGAR
OAKM	KAMAR
OAKN	KANDAHAR
OAKR	KALDAR
OAKS	KHOST/CHAPMAN
OAKT	KALAT
OAKX	KABUL (ACC/FIC)
OAKZ	KAREZ-I-MIR
OALG	LOGAR
OALL	LAL
OALN	LAGHMAN
OALP	LITTLE PAMIR
OAMK	MUKUR
OAMN	MAIMANA
OAMS	MAZAR-E-SHARIF
OAMT	MUNTA
OAMY	MOLLAYAN
OANR	NAWOR
OANS	SALANG-I-SHAMALI
OANZ	NIMROZ
OAOB	OBEH
OAOG	URGOON
OAOO	DESHOO
OAPG	PAGHMAN
OAPJ	PAN JAO
OAQA	QALAT

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

2.2. **Encode**

LOCATION	CODE
AMDAR	OAAD
ANDKHOI	OAAK
ASMAR	OAAS
BAGHLAN	OABG
BAGRAM	OAIX
BAMAR	OABR
BAMYAN	OABN
BASTION	OAZI
BANDKAMALKHAN	OABK
BEHSOOD	OABD
BOST/LASHKAR GAH	OABT
CHAKHCHARAN	OACC
CHARBURJAK	OACB
DARRA-I-SOOF	OADF
DARWAZ	OADZ
DAWLATABAD	OADD
DESHOO	OAOO
DEVAR	OADV
DILARAM	OARM
DWYER	OADY
ESHKASHEM	OAEM
FEYZABAD	OAFZ
FARAH	OAFR
GADER	OAGD
GARDEZ	OAGZ
GASAR	OAGS
GHAZIABAD	OAGA
GHAZNI	OAGN
GHELMEEN	OAGM
GULISTAN	OAGL
HAJIGAK	OAHJ
HAZRAT EMAN	OAHE
HERAT	OAHR
ISLAM QALA	OAEQ
JABUL SARAJ	OAJS
JALALABAD	OAJL

LOCATION	CODE
JAWAND	OAJW
KABUL (ACC/FIC)	OAKX
KABULINTERNATIONAL	OAKB
KAJAKI	OAKJ
KALAT	OAKT
KALDAR	OAKR
KAMAR	OAKM
KAMDESH	OAKD
KANDAHAR	OAKN
KAREZ-I-MIR	OAKZ
KESHM	OAEK
KHOJAGHAR	OAKG
KHOST/CHAPMAN	OAKS
KHOST-O-FERING	OAFG
KHWAHAN	OAHN
KOBAN	OAKA
KONJAK-I-LOGAR	OAKL
KOTAL	OATK
KRON MONJAN	OAQM
KUNDUZ	OAUZ
LAGHMAN	OALN
LAL	OALL
LITTLE PAMIR	OALP
LOGAR	OALG
MAIMANA	OAMN
MAZAR-E-SHARIF	OAMS
MOLLAYAN	OAMY
MUKUR	OAMK
MUNTA	OAMT
NAWOR	OANR
NIMROZ	OANZ
OBEH	OAOB
PAGHMAN	OAPG
PAN JAO	OAPJ
QADES	OAQD
QAISAR	OAQR

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

GEN 2.5 LIST OF RADIO NAVIGATION AIDS

ID	STATION NAME	FACILITY	PURPOSE (AD/ENR)	STATUS
BGM	BAGRAM	VORTAC	A (MIL USE)	(NIL)
I-BAG	BAGRAM	ILS	A	(NIL)
HRT	HERAT	NDB	AE	SERVICEABLE
AHR	HERAT	DVOR/DME	AE	SERVICEABLE
KBL	KABUL	DVOR/DME	AE	SERVICEABLE
IAKW	KABUL	ILS/DME	AE	SERVICEABLE
KDR	KANDAHAR	DVOR/DME	AE	SERVICEABLE
KAF	KANDAHAR	TACAN	AE (MIL USE)	(UNSERVICEABLE)
I-OKN	KANAHAR	ILS/DME	A	SERVICEABLE NO DME
OAKN	KANDAHR	PAPI	A	05 SERVICEABLE 23 UNSERVICEABLE
AMS	MAZAR E SHARIF	DVOR/DME	AE	SERVICEABLE
IMAS	MAZAR-E-SHARIF	ILS/DME RWY 24	A	UNSERVICEABLE
IMAZ	MAZAR-E-SHARIF	ILSDME RWY 06	A	UNSERVICEABLE

Afghanistan Civil Aviation Authority

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

   www.amd.gov.af or https://www.timeanddate.com/

   Type city name under the world clock search box for 'Table of Sunrise/Sunset, Moonrise/Moonset, or Twilight Times, latitude and longitude.

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.

1.2. AIS Headquarters is located at OAKB – (Kabul) as listed below.
Aeronautical Information Service (HQ)
Afghanistan Civil Aviation Authority
KIA Airport, Kabul
Mob- +93 (0) 799849388
Email: aip.acaa12@gmail.com, aip@acaa.gov.af

1.3. International NOTAM Office (NOF)

International NOTAM offices is located at OAKB –The addresses are as follows

International NOTAM Office
Afghanistan Civil Aviation Authority
KIA Airport, Kabul
Mob- +93 (0) 730006669, +93 (0) 784901818
AFS- OAKBYNYX
Email: afghanistannotam@gmail.com, notam@acaa.gov.af

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).
b) Amendment service to the AIP (AIP AIRAC AMDT);
c) Supplement to the AIP (AIP SUP);
d) Aeronautical Information Circular (AIC);
e) NOTAM and Pre-flight Information Bulletin (PIB); and
f) 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 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 the 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 001/21.

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) 730006669, +93 (0) 784901818

Email addresses are

afghanistannotam@gmail.com and notam@acaa.gov.af

please address both.

NOTAM which are catalogued on the ACAA website published at www.afgais.com and www.notam-acaa.com

NOTE: AFTN or web page outages: All NOTAM will be published on the 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	DEFINITION
Series G	Aerodromes, communications, restrictions, navigation, activities and Conflict Zone.
Series D	Special Use Airspace, Danger Areas, Restricted Areas, Prohibited Areas, Military Operating Areas (MOA).
Series H	Hazardous weather conditions, earthquake or volcanic activity (if operationally significant).
Series P	Instrument Procedural NOTAM.

Afghanistan SNOWTAM identification shall appear in the first line of the AFS message shall start with the SNOWTAM indicator 'SW' followed by the designator for the State 'OA' e.g. 'SW OA', Separate serial number in a four-digit group for each aerodrome within Kabul FIR, followed by a space and followed by the four-letter ICAO aerodrome indicator to which the SNOW TAM refers published via AFTN and ACAA Notam web pages.

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 is issued in electronic PDF 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 001/21

3.7. **Checklist and list of valid NOTAM**: A checklist of valid NOTAM is published monthly, via AFTN and ACAA notam web pages. It also contains active information of AIRAC/AIP, AIP SUP and AIC 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	Free download from ACAA web page–PDF (No annual subscription required)
ANNUAL subscription including NOTAM/AIC services	Free download from ACAA web page– PDF (No annual subscription required)
AIP ring binder	Not currently available

4. **Aeronautical Information Regulation and Control (AIRAC) System**

4.1. The Afghanistan AIP utilizes a 56 days AIRAC cycle from 2022. Amendments will only be accepted up to 28 days before the publishing date. 2022 AIRAC publishing and effective dates are:

2024			
AIP SUBMISSION CLOSING DATE	**PUBLISH DATE**	**EFFECTIVE DATE**	**AIP EDITION NO / AIRAC AMDT NO**
11 January 2024	25 January 2024	22 February 2024	AIP AIRAC AMDT 001/24
07 March 2024	21March 2024	18 April 2024	ED 97
02 May 2024	16 May 2024	13 June 2024	AIP AIRAC AMDT 002/24
27 June 2024	11 July 2024	08 August 2024	AIP AIRAC AMDT 003/24
22 August 2024	05 September 2024	03 October 2024	ED 98
17 October 2024	31 October 2024	28 November 2024	AIP AIRAC AMDT 004/24
12 December 2024	26 December 2024	23 January 2025	AIP AIRAC AMDT 001/25

4.2 NIL Notification

A NIL notification to announce that an AIRAC AIP Amendment will not be published at the established interval or publication date shall be distributed by Trigger NOTAM or by NOTAM checklist or by both.

4. Pre-flight Information Service at Aerodromes/Heliports

Not available

5. Flight Permission

Flight permission is available at OAKB aerodrome as detailed below.
Flight permission office is available 24 Hours
Contact Number: +93 (0) 701696259
Email: flightpermissions.atm@mota.gov.af
flightpermissions.acaa@gmail.com

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

5.2 charts available at ACAA website http://acaa.gov.af/operations/atm/ais

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).

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.

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. These 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)

Instrument Landing System (ILS)

3.1.2. **Surveillance Services.** The following types of surveillance equipment are available:
Primary Surveillance Radar (PSR)
Secondary Surveillance Radar (SSR)
Surface Radar

3.1.3. **Communication Services.** The following types of two-way communication systems are available:
High frequency (HF) Radios
Very high frequency (VHF) Radios

- Very small aperture terminal (VSAT) - unserviceable due to lack of bandwidth

3.2. 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 VSAT is unserviceable due to lack of bandwidth, control tower is using VHF frequencies with 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.

1.2. Aerodrome control tower unit is responsible for domestic airports in Afghanistan.

2. Area of Responsibility

2.1. Meteorological service is provided within Kabul FIR.

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 HERAT	OAIX
MAZAR-E SHARIF	OAHR
JALALABAD	OAMS
DWYER	OAJL
	OADY

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/

3.4. To obtain general weather forecast information from Afghanistan metrology department using following internet address www.amd.gov.af

4. Types of Services

4.1. Weather briefing and flight documentation is provided at the Meteorological Offices.

At all the Meteorological Offices the pilot – in command or his designated

4.2. representative is given personal briefing.

All the enroute information are being supplied to all airlines in the form of Prog

4.3. charts which contain information about significant weather upper winds and temperatures.

5. Notification Required from Operators

5.1. Notification from operators in respect of briefing, consultations, flight documentations and other meteorological information needed by them (Ref. ICAO Annex 3, 2.3) is normally required.

Such notification should be received at least 6 hours before the expected time of departure.

6. ACFT Reports

6.1. ACFT are encouraged to provide weather reports to the Kabul ACC, Bagram, Herat, Kandahar and Mazar approach controls and towers.

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 Services

1.1 The Government of Afghanistan within its territorial limits, where the responsibility of provision of air traffic services has been delegated to Afghanistan, is committed to render assistance to all aircraft in distress and facilitate immediate assistance.

1.2. The Ministry of Transport and aviation (MOTA) is responsible for the provision of Aeronautical Search and rescue services within the area indicated under paragraph 2.1 below.

2. Area of Responsibility

2.1. Search and Rescue services are provided in Afghanistan SRR Region which is corresponding to Kabul FIR i.e. Kabul Search and rescue region.

3. Types of Services

3.1. Ministry of Transport and aviation (MOTA) will provide only aeronautical search and rescue services because Afghanistan is a landlocked country.

4. Search and Rescue Agreements

4.1. Ministry of Transport and aviation (MOTA) has a National SAR Agreement with governmental authorities in Afghanistan to provide SAR services.

5. Search and Rescue Point of Contacts

5.1. The Government of Afghanistan is in the process of developing SAR capability. In the interim, airport/aircraft/state authorities must contact the SAR Department and report the nature of the incident so the SAR Department alert the appropriate agency to take action.

ACAA Search and Rescue Department

hone: +93 (0) 775096489, +93 (0) 798384099
Email: ismailsafi.acaa@gmail.com

SAR Point of Contacts for COSPAS SAR-SAT Distress

Alerts Phone: +93 (0) 775096489, +93 (0) 798384099

Email: ismailsafi.acaa@gmail.com

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 Organization - 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.

GEN 4 CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES

GEN 4.1 AERODROME/HELIPORT CHARGES

1. LANDING AND PARKING CHARGES

Basis: Maximum all-up weight in the Certificate of Airworthiness

PER 1000 KG AND PART THEREOF		
	Landing fee	Parking per 24 hours or part thereof, in excess of the first 4 hours
International flights:	USD 10.00	USD 4.00
Domestic flights:	USD 3.00	USD 1.50
Helicopters, international and domestic:	USD 0.50	

2. LIGHTING CHARGES

USD 60.00 for each international take-off and each international landing, USD 20.00 for each domestic take-off and each domestic landing, made between sunset and sunrise or at any other time when the use of aerodrome lighting is requested by the pilot.

3. HANGAR CHARGES

Double the applicable parking fee per 24 hours or part thereof.

4. PASSENGER SERVICE CHARGES

PASSENGER SERVICE CHARGES		
	International Passengers	Domestic
Passengers	USD 30:00	USD 1.00
Payable by the passenger per departing international passenger		

5. AIRPORT DEVELOPMENT FEE

AIRPORT DEVELOPMENT FEE		
	International Passengers	Domestic
Passengers	USD 10:00	USD 2.00
The amount was generated on and applied on dated (1st December 2018) in all Airports of Afghanistan.		

6. AVIATION SECURITY FEE

AVIATION SECURITY FEE		
	International Passengers	Domestic
Passengers	USD 20.00	USD 5.00
Carrier	USD 500.00	USD 200.00
Cargo per ton	USD 100.00	USD 100.00
These charges is applied from 1st of Sep 2022 only in (KBL, MZR,HEA and KDH)		

GEN 4.2 AIR NAVIGATION SERVICES CHARGES

1. AIR NAVIGATION CHARGES

For each flight of any aircraft operating within Afghan airspace without landing and payable only in U.S. dollars: USD 700.00. The Amount was amended and applied on (1st August 2017).

For each international arriving and each international departing flight, landing at or departing from an international airport in Afghanistan: USD 150.00

2. METHOD OF PAYMENT

The Revenue Directorate of (MoTA) is responsible to collect all the revenue for the generated sources of the Afghanistan Civil Aviation Authority. Inquiries related to charges and payments contact the below ACAA Revenue department:

Mr. Azimullah Kamran
Revenue Director
Afghan Civil Aviation Authority
Mobile: +93 (0) 747-53-52-90
E-mail: anoorahmadzai@gmail.com

Mr. Mohammad Aman Motahari
Head of Aviation Revenue
Ministry of Transport and Aviation
Mobile: +93 (0) 785-441-441
E-mail: a.motahari1988@gmail.com

Please refer to the below-mentioned information of bank accounts and details related to ACAA.

Correspondent Bank Details:	
1-Bank Name:	CITIBANK. NA, NEW YORK, NY US
Bank Account:	DA AFGHANISTAN BANK
Account:	10920169
Currency:	USD
SWIFT Code:	CITIUS33
2- Bank Name:	DEUTCHEBANK AG
Bank Account:	DA AFGHANISTAN BANK
Account:	10095013130000
Currency:	EURO
Swift Code:	DEUTDEFF
For Further Credit to:	
3- Bank Name:	DA AFGHANISTAN BANK, KABUL, AFGHANISTAN
Bank Account:	Afghanistan Civil Aviation Authority (BNF)
Account:	3000208122440
Currency	AFN
Swift Code:	AFGBAFKA

Note:
Due to global sanctions, International wire transfer is suspended, for payment purposes please contact us to the above emails and phone numbers.