

AERONAUTICAL INFORMATION PUBLICATION (AIP)



ISLAMIC EMIRATE OF AFGHANISTAN

Ministry of Transport and Aviation

GENERAL (GEN)

PART I

AIP EDITION 101

EFFECTIVE DATE: 19 FEB 2026

NEXT AIP AIRAC AMDT 001/26 EFF-16 APR 2026

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.

Entry, Transit, and Departure of ACFT.....	GEN 1.2
ACAA Approval.....	GEN 1.2
Risks to Flight and Compliance with AIP Procedures.....	GEN 1.2
Military Airfield Restrictions for Civilian Commercial Charters	GEN 1.4
Required Navigation Performance Criteria.....	GEN 1.5
Transponder Operations.....	GEN 1.5
Equipment Failure Procedures.....	GEN 1.5
NOTAM Information.....	GEN 3.1
Types of Air Traffic Control Service.....	GEN 3.3
Minimum Flight Altitudes.....	GEN 3.3
Meteorological Information.....	GEN 3.5
Search and Rescue (SAR)	GEN 3.6
General Rules	ENR 1.1
Visual Flight Rules (VFR)	ENR 1.2

VFR Altitude and Airspace Restrictions	ENR 1.2
VFR Crossing Class E Air Routes	ENR 1.2
ATS Airspace Classification.....	ENR 1.4
Holding, Approach and Departure Procedures	ENR 1.5
Radio Failure Procedures	ENR 1.6
Altimeter Setting Procedures,,,	ENR 1.7
Regional Supplementary Procedures	ENR 1.8
Air Traffic Flow Management	ENR 1.9
Flight Planning	ENR 1.10
Intercept Procedures	ENR 1.12
Air Traffic Incidents.....	ENR 1.14
Area Navigation Routes.....	ENR 3.2
Prohibited, Restricted and Danger Areas.....	ENR 5.1
Other Activities of a Dangerous Nature and Other Potential Hazards....	ENR 5.3
Aerodrome Information.....	AD 2

AFGHANISTAN AERONAUTICAL INFORMATION PUBLICATION AMENDMENT FORM

Affected Part of Document

GEN

ENR

AD

Paragraph: e.g. Gen 1.5.5 Equipment Failure Procedures

Details of Proposed Amendment (wording)

Contact Information

Aeronautical Information Publication

Kabul International Airport

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

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AFGHANISTAN AERONAUTICAL INFORMATION PUBLICATION (AIP)

SUMMARY OF CHANGES

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

GENERAL

Reference	Part, Section, Paragraph	Description of Change
GEN	0.4-1	AMDT- LIST OFF EFF PAGES.
GEN	0.4-3	AMDT- LIST OFF EFF PAGES.
GEN	0.4-4	AMDT- LIST OFF EFF PAGES.
GEN	3.1-3	AMDT- AIRAC CYCLE DATES.

ENROUTE

AERODROME

Reference	Part, Section, Paragraph	Description of Change
OAHR	2.1-1, 2, 3	AMDT- AD ADMIN, OPS HRs, HANDLING SRV.
OAHR	2.1-5, 6, 7,	AMDT- PAX FACILITIES, RESCUE AND FF CAT.
OAHR	2.1-9,10	AMDT- APR,TWY AND CHK LOCATION DATA.
OAHR	2.1-12, 13, 14	AMDT- SRF MOV GUID & CTRL, AD OBS, MET INFO.
OAHR	2.1-15, 16, 17, 18	AMDT- RWY PHSCL CHRCTR, DCLRD DIS,APR RWY & OTHER LIGHTING.
OAHR	2.1-20, 21, 22, 23	AMDT-ATS AIRSPACE, ATS COM FACILITIES, RADIO NAVIGATION AND LANDING AIDS.
OAHR	2.1-24, 25, 28, 29	AMDT- LOCAL TFC REG, FLT PROCEDURES.
OAHR	2.1-30	AMDT-ADDITIONAL INFO.
OAHR	2.1-31, 32, 33, 34, 35	AMDT- CHARTS RELATED TO THE AD.
OAKB	2.1-2	AMDT- OPERASIONAL HRs, REMARKS.
OAKB	2.1-3, 4	AMDT- HANDLIG SRVs AND FACILITIES.
OAKB	2.1-6	AMDT-FIRE FIGHTING CAT.
OAKB	2.1-7	AMDT- Capability for Removal of disabled ACFT .
OAKB	2.1-8	AMDT- SEASONAL AVAILABILITY - CLEARING.
OAKB	2.1-46	DELETED -TEXT.
OAKB	2.1-49	AMDT- Simultaneous Helicopter VMC Operations.
OAKB	2.1-58	AMDT- CHARTS RELATED TO THE AD.

LIST OF NOTAMS INCORPORATED INTO THIS EDITION

LOCATION	NOTAM NO

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

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

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.

Regular Amendments Interval

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.

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

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

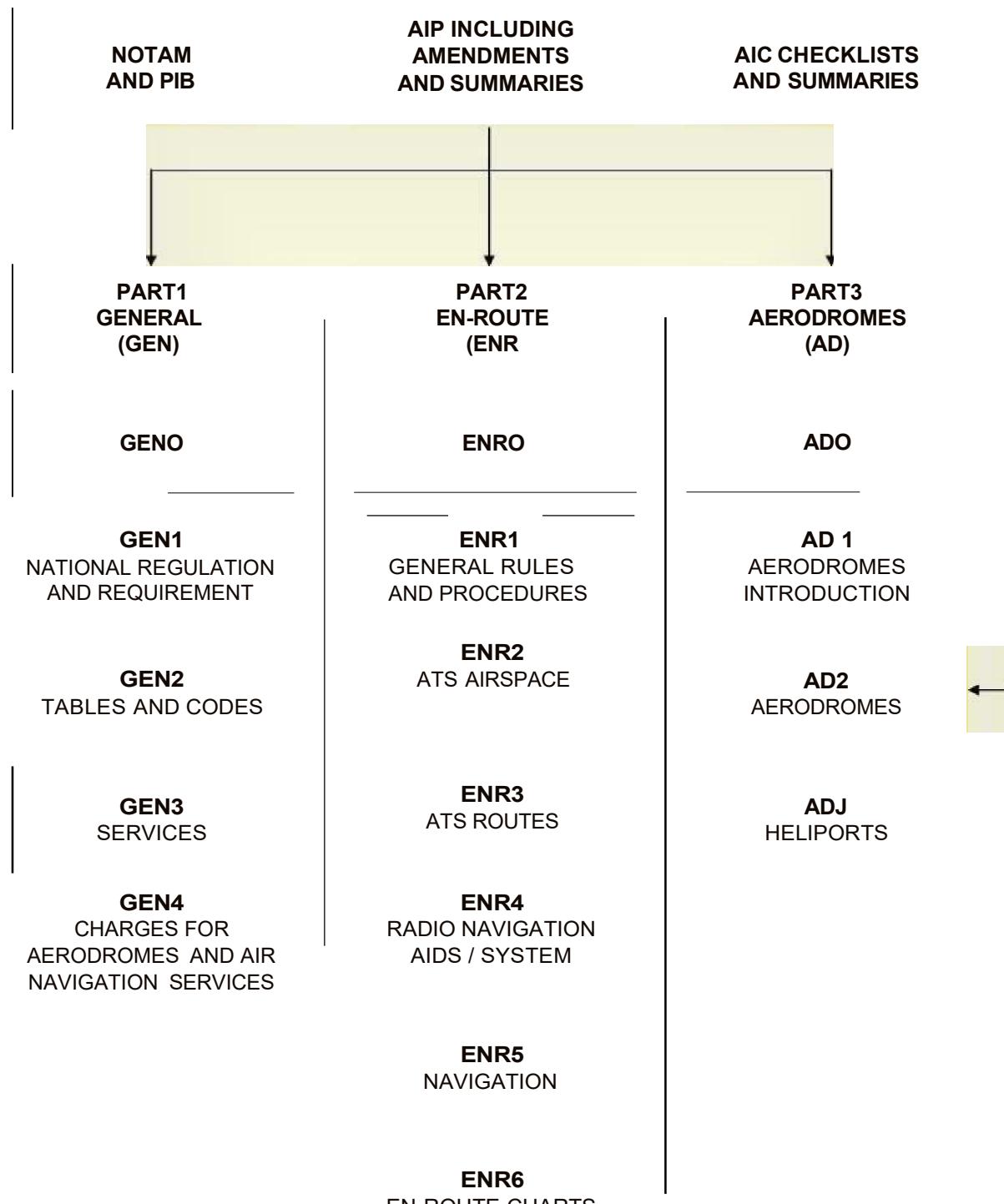
Mobil: +93 (0) 730006669, +93 (0) 784901818

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.

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

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



GEN 0.2 RECORD OF AIP AMENDMENTS

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	ONEMONTH/ 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)	ONEMONTH/ CANCELLED	SUP005/17 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 ADMINISTRATORCONTACT 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 / REPLACEDWITHSUP 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

GENERAL
PART I

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GEN 0					
0.1-1	16 JUN 22	2.2-5	26 MAY 16	2.2-40	26 MAY 16
0.1-2	16 JUN 22	2.2-6	26 MAY 16	2.2-41	26 MAY 16
0.1-3	16 JUN 22	2.2-7	26 MAY 16	2.2-42	26 MAY 16
0.1-4	26 MAY 16	2.2-8	26 MAY 16	2.2-43	26 MAY 16
0.2-1	26 MAY 16	2.2-9	26 MAY 16	2.2-44	26 MAY 16
0.3-1	09 SEP 21	2.2-10	26 MAY 16	2.2-45	26 MAY 16
0.3-2	02 NOV 23	2.2-11	26 MAY 16	2.3-1	26 MAY 16
0.4-1	19 FEB 26	2.2-12	26 MAY 16	2.3-2	26 MAY 16
0.4-2	30 OCT 25	2.2-13	26 MAY 16	2.4-1	28 JAN 21
0.4-3	19 FEB 26	2.2-14	26 MAY 16	2.4-2	27 APR 17
0.4-4	19 FEB 26	2.2-15	26 MAY 16	2.4-3	26 MAR 20
0.4-5	30 OCT 25	2.2-16	26 MAY 16	2.4-4	27 APR 17
0.5-1	26 MAY 16	2.2-17	26 MAY 16	2.4-5	26 MAR 20
0.6-1	26 MAY 16	2.2-18	26 MAY 16	2.5-1	30 OCT 25
0.6-2	10 NOV 16	2.2-19	26 MAY 16	2.6-1	26 MAY 16
0.6-3	26 MAY 16	2.2-20	26 MAY 16	2.6-2	26 MAY 16
GEN 1					
1.1-1	08 AUG 24	2.2-21	26 MAY 16	2.7-1	20 MAY 21
1.2-1	16 JUN 22	2.2-22	26 MAY 16	GEN 3	
1.2-2	16 JUN 22	2.2-23	26 MAY 16	3.1-1	28 NOV 24
1.3-1	16 JUN 22	2.2-24	26 MAY 16	3.1-2	28 NOV 24
1.4-1	16 JUN 22	2.2-25	26 MAY 16	3.1-3	19 FEB 26
1.5-1	16 JUN 22	2.2-26	26 MAY 16	3.1-4	16 JUN 22
1.5-2	26 MAY 16	2.2-27	26 MAY 16	3.1-5	23 MAR 23
1.6-1	20 MAY 21	2.2-28	26 MAY 16	3.2-1	09 SEP 21
1.7-1	26 MAY 16	2.2-29	26 MAY 16	3.3-1	28 JAN 21
1.7-2	16 JUN 22	2.2-30	26 MAY 16	3.3-2	28 JAN 21
GEN 2					
2.1-1	28 JAN 21	2.2-31	26 MAY 16	3.4-1	10 JUL 25
2.1-2	20 MAR 25	2.2-32	26 MAY 16	3.5-1	28 JAN 21
2.2-1	26 MAY 16	2.2-33	26 MAY 16	3.5-2	28 JAN 21
2.2-2	26 MAY 16	2.2-34	26 MAY 16	3.6-1	28 DEC 23
2.2-3	26 MAY 16	2.2-35	26 MAY 16	3.6-2	16 JUN 22
2.2-4	26 MAY 16	2.2-36	26 MAY 16	GEN 4	
		2.2-37	26 MAY 16	4.1-1	01 DEC 22
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PART II**

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0.6-1	02 NOV 23	2.1-1	30 OCT 25	3.2-15	08 AUG 24				
0.6-2	09 SEP 21	2.1-2	30 OCT 25	3.2-16	28 NOV 24				
0.6-3	18 MAY 23	2.1-3	02 NOV 23	3.2-17	28 NOV 24				
0.6-4	09 SEP 21	2.1-4	30 OCT 25	3.2-18	18 MAY 23				
ENR 1									
1.1-1	02 NOV 23	2.2-1	18 MAY 23	3.3-1	18 MAY 23				
1.2-1	02 NOV 23	ENR 3							
1.2-2	02 NOV 23	3.1-1	30 OCT 25	3.4-1	18 MAY 23				
1.2-3	02 NOV 23	3.1-2	15 MAY 25	3.5-1	18 MAY 23				
1.2-4	30 OCT 25	3.1-3	02 NOV 23	3.6-1	18 MAY 23				
1.3-1	02 NOV 23	3.1-4	08 AUG 24	ENR 4					
1.3-2	02 NOV 23	3.1-5	08 AUG 24	4.1-1	16 JUN 22				
1.4-1	02 NOV 23	3.1-6	28 NOV 24	4.2-1	15 JUL 21				
1.4-2	02 NOV 23	3.1-7	28 NOV 24	4.3-1	15 JUL 21				
1.4-3	02 NOV 23	3.1-8	28 NOV 24	4.4-1	02 NOV 23				
1.5-1	02 NOV 23	3.1-9	02 NOV 23	4.4-2	02 NOV 23				
1.6-1	02 NOV 23	3.1-10	08 AUG 24	4.4-3	02 NOV 23				
1.7-1	02 NOV 23	3.1-11	28 NOV 24	4.5-1	16 JUN 22				
1.8-1	16 JUN 22	3.1-12	28 NOV 24	ENR 5					
1.9-1	30 OCT 25	3.1-13	28 NOV 24	5.1-1	16 JUN 22				
1.10-1	28 NOV 24	3.1-14	08 AUG 24	5.1-2	16 JUN 22				
1.10-2	28 NOV 24	3.1-15	08 AUG 24	5.1-3	16 JUN 22				
1.10-3	30 OCT 25	3.1-16	08 AUG 24	5.1-4	16 JUN 22				
1.11-1	02 NOV 23	3.1-17	02 NOV 23	5.1-5	16 JUN 22				
1.12-1	25 MAR 21	3.1-18	28 NOV 24	5.1-6	16 JUN 22				
1.12-2	25 MAR 21	3.1-19	02 NOV 23	5.1-7	16 JUN 22				
1.12-3	25 MAR 21	3.2-1	02 NOV 23	5.1-8	16 JUN 22				
1.13-1	26 MAY 16	3.2-2	28 NOV 24	5.1-9	16 JUN 22				
1.14-1	25 MAR 21	3.2-3	08 AUG 24	5.1-10	16 JUN 22				
1.14-2	30 OCT 25	3.2-4	08 AUG 24	5.1-11	16 JUN 22				
1.14-3	30 OCT 25	3.2-5	28 NOV 24	5.1-12	15 JUL 21				
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		3.2-7	08 AUG 24	5.1-14	16 JUN 22				
		3.2-8	08 AUG 24	5.1-15	11 AUG 22				
		3.2-9	08 AUG 24	5.2-1	26 MAY 16				
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		3.2-12	02 NOV 23	5.5-1	26 MAY 16				
		3.2-13	28 NOV 24	5.6-1	16 JUN 22				
		3.2-14	08 AUG 24	5.6-2	25 MAR 21				
				5.6-3	25 MAR 21				
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		6.2-1		6.2-1	16 JUN 22				

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AERODROME
PART III

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AD 0		OABN 2.1-4	16 JUN 22	OADY 2.1-8	05 NOV 20
0.6-1	01 FEB 18	OABN 2.1-5	16 JUN 22	OADY 2.1-9	16 JUN 22
0.6-2	26 MAR 20	OABN 2.1-6	26 MAR 20	OADY 2.1-10	16 JUN 22
AD 1		OABN 2.1-7	24 MAY 18	OADY 2.1-11	05 NOV 20
1.1-1	26 MAY 16	OABN 2.1-8	26 MAY 16	OADY 2.1-12	05 NOV 20
1.2-1	26 MAY 16	OAZI		OADY 2.1-13	05 NOV 20
1.3-1	26 MAR 20	OAZI 2.1-1	05 NOV 20	OADY 2.1-14	28 JAN 21
1.3-2	01 FEB 18	OAZI 2.1-2	05 NOV 20	OADY 2.1-15	05 NOV 20
1.4-1	26 MAY 16	OAZI 2.1-3	05 NOV 20	OADY 2.1-16	05 NOV 20
AD 2		OAZI 2.1-4	05 NOV 20	OADY 2.1-17	05 NOV 20
OAIX		OAZI 2.1-5	05 NOV 20	OADY 2.1-18	05 NOV 20
OAIX 2.1-1	16 JUN 22	OAZI 2.1-6	05 NOV 20	OADY 2.1-19	05 NOV 20
OAIX 2.1-2	16 JUN 22	OAZI 2.1-7	05 NOV 20	OADY 2.1-20	05 NOV 20
OAIX 2.1-3	16 JUN 22	OAZI 2.1-8	05 NOV 20	OADY 2.1-21	05 NOV 20
OAIX 2.1-4	05 NOV 20	OAZI 2.1-9	05 NOV 20	OADY 2.1-22	28 JAN 21
OAIX 2.1-5	05 NOV 20	OAZI 2.1-10	05 NOV 20	OADY 2.1-23	05 NOV 20
OAIX 2.1-6	16 JUN 22	OAZI 2.1-11	05 NOV 20	OADY 2.1-24	05 NOV 20
OAIX 2.1-7	05 NOV 20	OAZI 2.1-12	05 NOV 20	OAFR	
OAIX 2.1-8	25 MAR 21	OAZI 2.1-13	05 NOV 20	OAFR 2.1-1	23 MAR 23
OAIX 2.1-9	25 MAR 21	OAZI 2.1-14	05 NOV 20	OAFR 2.1-2	18 MAY 23
OAIX 2.1-10	25 MAR 21	OAZI 2.1-15	05 NOV 20	OAFR 2.1-3	29 MAR 18
OAIX 2.1-11	05 NOV 20	OAZI 2.1-16	05 NOV 20	OAFR 2.1-4	28 FEB 19
OAIX 2.1-12	25 MAR 21	OAZI 2.1-17	05 NOV 20	OAFR 2.1-5	22 JUN 17
OAIX 2.1-13	28 JAN 21	OAZI 2.1-18	05 NOV 20	OAFR 2.1-6	22 JUN 17
OAIX 2.1-14	28 JAN 21	OAZI 2.1-19	05 NOV 20	OAFR 2.1-7	26 MAY 16
OAIX 2.1-15	05 NOV 20	OAZI 2.1-20	05 NOV 20	OAFR 2.1-8	28 FEB 19
OAIX 2.1-16	05 NOV 20	OAZI 2.1-21	05 NOV 20	OAFZ	
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5.	Search and Rescue Facilities	GEN 3.6-1
6.	Signals/Procedures Employed by Rescue ACFT.....	GEN 3.6-1
7.	ELT Reporting Procedures	GEN 3.6-2

GEN4 CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICE S

GEN 4.1	Aerodrome/Heliport Charges	GEN 4.1-1
GEN 4.2	Air Navigation Services Charges	GEN 4.2-1

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. Mawlawi Fathullah Mansoor Deputy Minister operation Mob: +93 (0) 202923346	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: httryal@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. AzimullahKamran Revenue Director Afghan Civil Aviation Authority Mobile: +93 (0) 747535290 E-mail:kamranazimullah38@gmail.com	Mohammad Nasim Muradi Director of Afghanistan Meteorology Department Tel: <u>+93 20 230 38 96</u> , <u>+9374 44 96 989</u> e-mail: <u>nasim.muradi786@gmail.com</u>
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:

- Name of the operator;
- Type of ACFT and registration markings;
- 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 overlying 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 Warnings are contained in Procedures for Air Navigation Services Aircraft Operations (PANS OPS, ICAO Doc 8168), Part 3, Section 3, and Chapter 3.

5. Equipment Failure Procedures

5.1. Crews shall advise ATC when any deterioration or failures of the navigation equipment below the navigation performance requirements are encountered or if any deviations are required for contingency procedures. At a minimum, the following information shall be transmitted:

- a. Call sign.
- b. Flight level.
- c. Direction of flight.
- d. Position.

5.2. Aircrews shall advise ATC of any deterioration or failure of navigation equipment below RNP-10 navigation performance requirements by stating "Unable RNAV due equipment." ATC will then attempt to provide alternative separation standards and routing.

GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL

AGREEMENTS/CONVENTIONS

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

ANNEX 11	AIR TRAFFIC SERVICES , 14 th 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 , 9 th edition: Nil
ANNEX 13	AIRCRAFT ACCIDENT INVESTIGATION , 10 th edition: Nil
ANNEX 14	AERODROMES Volume I 5 th edition Volume II 3 rd edition Some of the facilities and procedures described in AD 2 may not comply with Annex 14.
ANNEX 15	AERONAUTICAL INFORMATION SERVICES , 15 th 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 7 th edition Volume II 3 rd edition Nil
ANNEX 17	SECURITY – SAFEGUARDING INTERNATIONAL CIVIL AVIATION AGAINST ACTS OF UNLAWFUL INTERFERENCE , 9 th edition: Nil
ANNEX 18	THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR , 4 th edition: Nil
ANNEX 19	SAFETY MANAGEMENT 2 nd edition July 2016
Other ICAO DOCS	ICAO Doc 9613-AN/937 Manual On Required Navigation Performance (RNP) 4 th edition 2013 ICAO Doc 4444 ATM/501 Phraseology 16 th 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

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

2025	
Name	Date - Month
Liberation Day	NO HOLIDAY
Famer's Day	NO HOLIDAY
Afghanistan Victory Day	15-AUGUST
International Labor's Day	18-AUGUST
Ramadan (commences)***	NO HOLIDAY
Eid al-Fitr (End of Ramadan) ***	31 MARCH-02 APRIL
Independence day	19-AUGUST
Arafat	08-JUNE
Eid Al – Adha (Face of Sacrificed)	09,10,11-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.

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.

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, fueling, 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.

V_{s1g} means the one-g stall speed at which the ACFT can develop a lift force (normal to the flight path) equal to its weight.

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

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

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

2. National and ICAO Abbreviations - Encode

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

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

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

Signal for use in the teletypewriter service only.

± Variations from ICAO Doc

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

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

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

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

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

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

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

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

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

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

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

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

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

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

STAR†	Standard instrument arrival	TECR	Technical reason
STD	Standard	TEL	Telephone
STF	Strati form	TEMPO†	Temporary or temporarily
STN	Station	TF	Track to fix
STNR	Stationary	TFC	Traffic
STOL	Short take-off and landing	TGL	Touch-and-go landing
STS	Status	TGS	Taxiing guidance system
STWL	Stop way light(s)	THR	Threshold
SUA	Special Use Airspace	THRU	Through
SUBJ	Subject to	THU	Thursday
SUN	Sunday	TIBA†	Traffic information broadcast by
			ACFT
SUP	Supplement (<i>AIP Supplement</i>)	TILT†	Until
SUPPS	Regional supplementary procedures	TIP	Until past . . . (<i>place</i>)
SVC	Service message	TKOF	Take-off
SVCBL	Serviceable	TL	Till (<i>followed by time by which weather change is forecast to end</i>)
SW	South-west	TLOF	Touchdown and lift-off area
SWB	South-westbound	TMA‡	Terminal control area
SWY	Stop way	TN	Minimum temperature (<i>followed by figures in TAF</i>)
SX±	Simplex operations		
T		TNA	Turn altitude
T	Temperature	TNH	Turn height
TA	Traffic advisory	TO	To (<i>place</i>)
TA	Transition altitude	TOC	Top of climb
TA	Terminal arrival altitude	TODA	Take-off distance available
TAC C2	Tactical Command and Control	TODAH	Take-off distance available, helicopter
TACAN†	UHF tactical air navigation aid		
TAF†	Aerodrome Forecast (<i>in meteorological code</i>)	TOP†	Cloud top
		TORA	Take-off Run available
TA/H	Turn at an altitude/height	TP	Turning point
TAIL†	Tail wind	TR	Track
TAR	Terminal area surveillance radar	TRA	Temporary reserved/restricted airspace
TAS	True airspeed	TRANS	Transmits or transmitter
TAX	Taxiing or taxi	TREND†	Trend forecast
TC	Tropical cyclone	TRL	Transition level
TCAC	Tropical cyclone advisory center	TROP	Tropopause
TCAS RAT	(<i>to be pronounced "TEE-CAS-AR-AY"</i>) Traffic alert and collision avoidance system resolution advisory	TS	Thunderstorm (<i>in aerodrome reports and forecasts, TS used alone means thunder heard but no precipitation at the aerodrome</i>)
TCH	Threshold crossing height		
TCU	Towering cumulus	TS	Thunderstorm (<i>followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations</i>)
TDO	Tornado		
TDZ	Touchdown zone		

	<i>thereof, e.g. TSRASN = thunderstorm with rain and snow)</i>	UTA	Upper control area
TSUNAMIT	Tsunami <i>(used in aerodrome warnings)</i>	UTC‡	Coordinated Universal Time
TT	Teletypewriter	V	Variations from the mean wind direction <i>(preceded and followed by figures in METAR/SPECI, e.g. 350V070)</i>
TUE	Tuesday		
TURB	Turbulence		
T-VASIS†	<i>(to be pronounced "TEE-VASIS")</i>	VA	Heading to an altitude
	T visual approach slope indicator system	VA	Volcanic ash
TVOR	Terminal VOR	VAAC	Volcanic ash advisory center
TWR	Aerodrome control tower or aerodrome control	VAC	... Visual approach chart <i>(followed by name/title)</i>
TWY	Taxiway	VAL	In valleys
TWYL	Taxiway-link	VAN	RWYcontrol van
TX	... Maximum temperature <i>(followed by figures in TAF)</i>	VAR	Magnetic variation
TXT*	Text <i>(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)</i>	VASIS	Visual approach slope indicator systems
TYP	Type of ACFT	VC	... Vicinity of the aerodrome <i>(followed by FG = fog, FC = funnel cloud, SH = shower, PO = dust/sand whirls, BLDU = blowing dust, BLSA = blowing sand, BLSN = blowing snow, DS = dust storm, SS = sandstorm, TS = thunderstorm or VA = volcanic ash, e.g. VCFG = vicinity fog)</i>
TYPH	Typhoon		
U			
U	Upward <i>(tendency in RVR during previous 10 minutes)</i>	VCY	Vicinity
UAB	Until advised by	VDF	Very high-frequency direction-finding station
UAC	Upper area control center	VER	Vertical
UAR	Upper air route	VFR‡	Visual flight rules
UDF	Ultra high-frequency direction-finding station	VHF‡	Very high frequency [30 to 300MHz]
UFN	Until further notice	VI	Heading to an intercept
UHDT	Unable higher due traffic	VIP‡	Very important person
UHF‡	Ultra high frequency [300 to 3 000 MHz]	VIS	Visibility
UIC	Upper information center	VLF	Very low frequency [3 to 30 kHz]
UIR‡	Upper flight information region	VLR	Very long range
ULR	Ultra long range	VM	Heading to a manual termination
UNA	Unable	VMC‡	Visual meteorological conditions
UNAP	Unable to approve	VNAV†	<i>(to be pronounced "VEE-NAV")</i> Vertical navigation
UNL	Unlimited	VOLMET†	Meteorological information for ACFT in flight
UNREL	Unreliable	VOR‡	VHF Omni-directional radio range
UP	Unidentified precipitation <i>(used in automated METAR/SPECI)</i>	VORTAC†	VOR and TACAN combination
U/S	Unserviceable		

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

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

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

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

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

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

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

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

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

Information concerning Enroute weather phenomena which may affect the safety of ACFT operations ET†	SIGM	J January Jet stream	JAN JTST
Information concerning Enroute weather phenomena which may affect the safety of low-level ACFT operations ET†		July June	JUL JUN
Initial approach	AIRM	K Kilograms	KG
Initial approach fixes	INA	Kilohertz	KHZ
Inland	IAF	Kilometres	KM
Inner marker	LAN	Kilometers per hour	KMH
Inoperative	IM	Kilopascal	KPA
In progress Install or installed or installation	INOP	Kilowatts	KW
Instrument	INPR	Knots	KT
Instrument approach chart (followed by name/title)	INSTL	Knots indicated airspeed	KIAS
Instrument	INSTR	L	LDG
Instrument approach procedure	IAC..	Landing	LDI
Instrument flight rules	IAP	Landing direction indicator	LDA
Instrument landing system	IFR‡	Landing distance available	LDAH
Instrument meteorological conditions	ILS‡	Landing distance available, helicopter	LTP
Instrument/visual	IMC‡	Landing threshold point	LT
Intensify or intensifying	I/V±	Landline teletypewriter Lateral	
Intensity	INTSF	navigation (<i>to be pronounced "EL-NAV"</i>)	LNAV
Intermediate approach fix	INTST	†	LAT
International	IF	Latitude	LYR
International general aviation	INTL	Layer or layered	LVE
International NOTAM office	IGA	Leave or leaving	
International standard atmosphere	NOF	Left (<i>preceded by RWY designation number to identify a parallel RWY</i>)	... L
International system of units	ISA	Length	LEN
Interrogation sign (question mark) (<i>to be used in AFS as a procedure signal</i>)	SI	Level	LVL
Interrogator	IMI*	Light (<i>used to indicate the intensity of weather phenomena, interference or static reports, e.g. light rain = FBL RA</i>)	FBL
G	INTR	Light or lighting	LGT
Interrupt or interruption or interrupted	INTRP	Light and variable (<i>relating to the wind</i>)	LV
Intersection	INT	Light intensity high	LIH
Intersection of air routes	IAR	Light intensity low	LIL
In valleys	VAL	Light intensity medium	LIM
Isolated	ISOL	Lighted	LGTD

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

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

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

Persons on board	POB	Q	
Pierced steel plank	PSP	Quadrant	QUAD
Pilot-controlled lighting	PCL	R	
Plan position indicator	PPI	Radar position indicator	RPI‡
Plus	PS	Radar position symbol	RPS
Point-in-space reference point	PRP	Radial	RDL
Point of no returns	PNR	Radio	RDO
Polar track structure	PTS	Radio range	RNG
Position	PSN	Radio communication failure	
Possible	POSS	(message type designator)	RCF
Power	PWR	Radiotelegraph	RTG
Practice low approach	PLA	Radiotelephone	RTF
Precision approach	PA	Radio teletypewriter	RTT
Precision approach lighting system (<i>specify category</i>)	PALS	Ragged	RAG
Precision approach path indicator	PAPI†	Rain	RA
Precision approach radar	PAR‡	Range (<i>lights</i>)	RG
Precision approach terrain chart (<i>followed by name/title</i>)	PATC	Rate of climb	ROC
...		Rate of descent	ROD
Pre-departure clearance	PDC‡	Rate of turn	R
Pre-flight information bulletin	PIB	Reach or reaching	RCH
Present level	PLVL	Reach cruising altitude	RCA
Present position	PPSN	Receive or receiver	REC
Pressure system(s)	PSYS	Received (acknowledgment of receipt) (to be used in AFS as a procedure signal)	R*
Preventive Maintenance Interval	PMI‡	Receiver autonomous integrity monitoring	RAIM†
Primary	PRI	Receiving only	RON
Primary surveillance radar	PSR‡	Recent (used to qualify weather phenomena, e.g. recent rain = RERA)	RE
Prior notice required	PN	Re-clearance in flight	RIF
Prior Permission Required	PPR	Recleared	RCLR
Probability	PROB	Red	R
†		Reduced vertical separation minimum (300 m (1 000ft)) between FL320 and FL410	RVSM
Procedure	PROC	‡	
Procedure design gradient	PDG	Reference datum height	RDH
Procedure turns	PTN	Reference path data selector	RPDS
Procedures for air navigation services	PANS	Reference to or refer to	REF
Proceed or proceeding	PCD	Regional AIS system center	RASC
Processed meteorological data in the form of grid point values expressed in binary form (<i>meteorological code</i>)	GRIB	†	
Prohibited area (<i>followed by identification</i>)	P . . .	Regional OPMET bulletin exchange	
Provisional	PROV		

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

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

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

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

Until advised by	UAB .	sand, BLSN = blowing snow, DS = dust storm, SS = sandstorm, TS = thunderstorm or VA = volcanic ash, e.g. VCFG = vicinity)	
Until further notice	UFN		VC . .
Until the past (<i>place</i>)	TIP		
Upper air route	UAR	Visibility	VIS
Upper area control center	UAC	Visibility, cloud and present weather better than prescribed values or conditions (<i>to be pronounced "KAV-OH-KAY"</i>)	
Upper control area	UTA		
Upper flight information region	UIR‡		CAVO
Upper information center	UIC	K†	
Upward (<i>tendency in RVR during previous 10 minutes</i>)	U	Visual approach chart (<i>followed by name/title</i>)	VAC .
V			
Variable	VRB	Visual approach slope indicator systems	VASIS
Variations from the mean wind direction (<i>preceded and followed by figures in METAR/SPECI, e.g. 350V070</i>) . . .	V . . .	Visual-aural radio range	VAR
Variations from the mean wind speed (gusts) (<i>followed by figures in METAR/ SPECI and TAF</i>)	G . . .	Visual flight rules	VFR‡
Vector to final	VTF	Visual meteorological conditions	VMC‡
Vertical	VER	Visual reference to the ground, by	VSA
Vertical navigation (<i>to be pronounced "VEE-NAV"</i>)	VNAV	Volcanic ash	VA
†		Volcanic ash advisory center	VAAC
Vertical path angle	VPA	VOR airborne equipment test facility	VOT
Vertical speed	VSP	VOR and TACAN combination	VORT
Vertical take-off and landing Vertical visibility (<i>followed by figures in METAR/ SPECI and TAF</i>)	VTOL	AC†	
VV . . .		W	
Very high frequency [30 to 300 MHz]	VHF‡	Warning	WRN
Very high-frequency direction- finding station	VDF	G	
Veryimportant person	VIP‡	Waterspout	WTSP
Verylong range	VLR	T	
Very low frequency [3 to 30 kHz]	VLF	Way-point	WPT
VHF Omni-directional radio range	VOR‡	We agree, or it is correct (<i>to be used in AFS as a procedure signal</i>)	OK*
Vicinity	VCY	Weaken or weakening	WKN
Vicinity of the aerodrome (<i>followed by FG = fog, FC = funnel cloud, SH = shower, PO = dust/sand whirls, BLDU = blowing dust, BLSA = blowing</i>		Weather	WX
<i>distance figures and</i>		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 (<i>distance figures and</i>	

<i>units) (to be used in radiotelegraphy as a Q Code)</i>	QGE	World Geodetic System — 1984	WGS-
White	W	84	
White type of ice formation, opaque	OPA	Worldwide web	WWW
Wide area augmentation system		Y	
†	WAAS	Yellow	Y
Wide-Area Multilateration	WAM	Yellow caution zone (RWY lighting)	YCZ
Widespread		Yes or affirm or affirmative, or	
R	WDSP	that is correct	AFM
Width or wide	WID	Yes (affirmative) (to be used in AFS as a procedure signal)	YES*
Will		You're	YR
comply			
Or			
Will you give me the position of my station according to the bearings taken by the D/F stations which you control? Or the position of your station according to the bearings taken by the D/F stations that I control was latitude longitude (or other indication of position), class at hours (to be used in radiotelegraphy as a Q Code)	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		

GEN 2.3 CHART SYMBOLS

1. Charts other than Approach Charts

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

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

2. Approach Charts

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

3. Aerodrome Charts

Hardsurface 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 B F Alternating Blue Fixed FI G Flashing Green Gp Group Occ R SEC Occulting Red Sector sec (U) W Second Unwatched 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.	A
Note B: Upright numerals in parentheses indicate height above specified datum.	B
Restricted airspace (prohibited, restricted or danger areas)	
Common boundary of two areas	
Transmission line or overhead cable	
Isogonal	

GEN 2.4 LOCATION INDICATORS

1. Code Allocation

1.1. Afghanistan follows international conventions in the allocation of codes. The first letter

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

1.2. The following table summarizes code allocation:

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

2 List of Location

2.1 Code Decode

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

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

2.2. Encode

LOCATION	CODE	LOCATION	CODE
AMDAR	OAAD	JAWAND	OAJW
ANDKHOI	OAAK	KABUL (ACC/FIC)	OAKX
ASMAR	OAAS	KABUL INTERNATIONAL	OAKB
BAGHLAN	OABG	KAJAKI	OAKJ
BAGRAM	OAIX	KALAT	OAKT
BAMAR	OABR	KALDAR	OAKR
BAMYAN	OABN	KAMAR	OAKM
BASTION	OAZI	KAMDESH	OAKD
BANDKAMALKHAN	OABK	KANDAHAR	OAKN
BEHSOOD	OABD	KAREZ-I-MIR	OAKZ
BOST/LASHKAR GAH	OABT	KESHM	OAEK
CHAKHCHARAN	OACC	KHOJAGHAR	OAKG
CHARBURJAK	OACB	KHOST/CHAPMAN	OAKS
DARRA-I-SOOF	OADF	KHOST-0-FERING	OAFG
DARWAZ	OADZ	KHWAHAN	OAHN
DAWLATABAD	OADD	KOBAN	OAKA
DESHOO	OAOO	KONJAK-I-LOGAR	OAKL
DEVAR	OADV	KOTAL	OATK
DILARAM	OARM	KRON MONJAN	OAQM
DWYER	OADY	KUNDUZ	OAUZ
ESHKASHEM	OAEM	LAGHMAN	OALN
FEYZABAD	OAFZ	LAL	OALL
FARAH	OAFR	LITTLE PAMIR	OALP
GADER	OAGD	LOGAR	OALG
GARDEZ	OAGZ	MAIMANA	OAMN
GASAR	OAGS	MAZAR-E-SHARIF	OAMS
GHAZIABAD	OAGA	MOLLAYAN	OAMY
GHAZNI	OAGN	MUKUR	OAMK
GHELMEEN	OAGM	MUNTA	OAMT
GULISTAN	OAGL	NAWOR	OANR
HAJIGAK	OAHJ	NIMROZ	OANZ
HAZRAT EMAN	OAHE	OBEH	OAOB
HERAT	OAHR	PAGHMAN	OAPG
ISLAM QALA	OAEQ	PAN JAO	OAPJ
JABUL SARAJ	OAJS	QADES	OAQD
JALALABAD	OAJL	QAISAR	OAQR

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

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	UNSERVICEABLE
AHR	HERAT	DVOR/DME	AE	UNSERVICEABLE
KBL	KABUL	DVOR/DME	AE	SERVICEABLE
IAKW	KABUL	ILS/DME	AE	SERVICEABLE
KBL	KABUL	PAPI	AE	SERVICEABLE
KDR	KANDAHAR	DVOR/DME	AE	UNSERVICEABLE
KAF	KANDAHAR	TACAN	AE (MIL USE)	(UNSERVICEABLE)
I-OKN	KANAHR	ILS/DME	A	UNSERVICEABLE NO DME
OAKN	KANDAHR	PAPI	A	05 SERVICEABLE 23UNSERVICEABLE
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
	MAZAR-E-SHARIF	PAPI	A	06 SERVICEABLE 24 SERVICEABLE

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	3.2
0.2	0.370	0.2	0.11	2	0.610	2	6.5
0.3	0.556	0.3	0.16	3	0.914	3	9.8
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 are located at OAKB – The addresses are as follows

International NOTAM Office

Afghanistan Civil Aviation Authority

KIA Airport, Kabul

TEL: +93 (20) 2923406. Mob: +93 (0) 700649162, +93 (0) 784901818

AFS- OAKBYNYX

2. Email: notamoffice@mota.gov.af, afghanistannotam@gmail.com,

2.1. Area of Responsibility

The Aeronautical Information Service (AIS) is responsible for the collection and

3. dissemination of information for Afghanistan.

3.1. Aeronautical Publications

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 numbers are +93 (20) 2923406, +93 (0) 700649162, +93 (0) 784901818

Email addresses are notamoffice@mota.gov.af, and afghanistannotam@gmail.com

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. Amendments will only be accepted up to 14 days before the publishing date. **2026** AIRAC publishing and effective dates are:

2026			
AIP SUBMISSION CLOSING DATE	PUBLISH DATE	EFFECTIVE DATE	AIP EDITION NO/ AIRAC AMDT NO
08 January 2026	22 January 2026	19 February 2026	ED 101
05 March 2026	19 March 2026	16 April 2026	AIP AIRAC AMDT 001/26
30 April 2026	14 May 2026	11 June 2026	AIP AIRAC AMDT 002/26
25 June 2026	09 July 2026	06 August 2026	ED 102
20 August 2026	03 September 2026	01 October 2026	AIP AIRAC AMDT 003/26
15 October 2026	29 October 2026	26 November 2026	AIP AIRAC AMDT 004/26
10 December 2026	24 December 2026	21 January 2027	ED 103

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 services are 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
- WAM/ADS-B system

Both Primary/Secondary Surveillance Radar and WAM/ADS-B system are Unserviceable.

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
- AFTN system is unserviceable

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. Acrews 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 1 st 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:kamranazimullah38@gmail.com

**Mr. Mohammad Aman Motahari Head of
Aviation Revenue** Ministry of Transport
and Aviation Mobile: +93 (0) 702-29-21-32
E-mail: aviationrevenue.head@mota.gov.af
/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.