SOMALI CIVIL AVIATION & METEOROLOGY AUTHORITY

AIP

AERONAUTICAL INFORMATION PUBLICATION

Second Edition—2018

FISS | **FLIGHT INFORMATION SERVICES FOR SOMALIA**

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AIP

AERONAUTICAL INFORMATION PUBLICATION

SOMALIA

PART 1
GENERAL (GEN)

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PART 1 — GENERAL (GEN)
GEN 0.
GEN 0.1 PREFACES

1. Name of the publishing authority

The AIP Somalia is published by the Flight Information Services for Somalia(FISS)

2. Applicable ICAO documents

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

3. The AIP structure and established regular amendment interval

3.1 The AIP structure

The AIP forms part of the Integrated Aeronautical Information Package, details of which are given in subsection GEN 3.1. The principal AIP structure is shown in graphic form on page GEN 0.1-3.

The AIP is made up of three parts, General (GEN), En-route (ENR) and Aerodromes (AD), each divided into sections and subsections as applicable, containing various types of information subjects.

3.1.1 Part 1 — General (GEN)

Part 1 consists of five sections containing information as briefly described hereafter

GEN 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 1.

GEN 1. National regulations and requirements — Designated authorities; Entry, transit and departure of aircraft; Entry, transit and departure of passengers and crew; Entry, transit and departure of cargo; Aircraft instruments, equipment and flight documents; Summary of national regulations and international agreements/ conventions; and Differences from ICAO Standards, Recommended Practices and Procedures.

GEN 2. Tables and codes — Measuring system, aircraft markings, holidays; Abbreviations used in AIS publications; 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/heliports and air navigation services — Aerodrome/heliport charges; and Air navigation services charges.

3.1.2 Part 2 — En-route (ENR)

Part 2 consists of seven sections containing information as briefly described hereafter.

ENR 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 2.

ENR 1. General rules and procedures — General rules; Visual flight rules; Instrument flight rules; ATS airspace classification; Holding, approach and departure procedures; Radar services and procedures; Altimeter setting procedures; Regional supplementary procedures; Air traffic flow management; Flight planning; Addressing of flight plan messages; Interception of civil aircraft; Unlawful interference; and Air traffic incidents.

ENR 2. *Air traffic services airspace* — Detailed description of Flight information regions (FIR); Upper flight information regions (UIR); Terminal control areas (TMA); and Other regulated airspace.

ENR 3. *ATS routes* — Detailed description of Lower ATS routes; Upper ATS routes; Area navigation routes; Helicopter routes; Other routes; and En-route holding.

Note. — Other types of routes, which are specified in connection with procedures for traffic to and from aerodromes/heliports, are described in the relevant sections and subsections of Part 3 — Aerodromes.

ENR 4. *Radio navigation aids/systems* — Radio navigation aids — en-route; Special navigation systems; Name-code designators for significant points; and Aeronautical ground lights — en-route.

ENR 5. *Navigation warnings* — Prohibited, restricted and danger areas; Military exercise and training areas and air defense identification zone (ADIZ); Other activities of a dangerous nature and other potential hazards; Air navigation obstacles —

en-route; Aerial sporting and recreational activities; and Bird migration and areas with sensitive fauna.

ENR 6. *En-route charts* — En-route Chart — ICAO and index charts.

3.1.3 Part 3 — Aerodromes (AD)

Part 3 consists of four sections containing information as briefly described hereafter.

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. Aerodromes/Heliports — Introduction — Aerodrome/heliport availability; Rescue and firefighting services and Snow plan; Index to aerodromes and heliports; and Grouping of aerodromes/heliports.

AD 2. Aerodromes — Detailed information about aerodromes, including helicopter-landing areas, if located at the aerodromes, listed under 24 subsections.

AD 3. Heliports — Detailed information about heliports (not located at aerodromes), listed under 23 subsections.

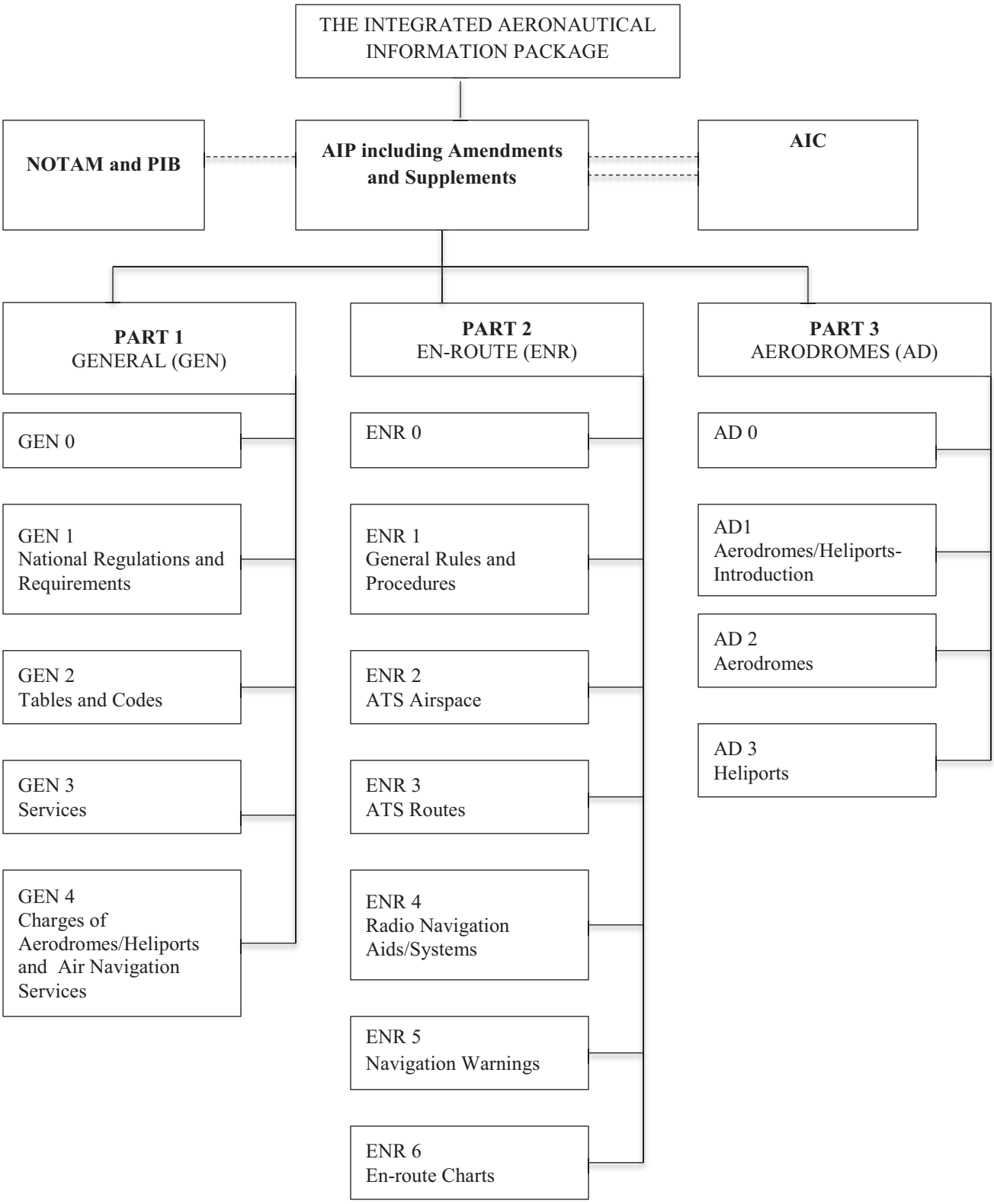
3.2 Regular amendment interval

Regular amendments to the AIP will be issued twice a year. The publication dates will be on the first day of February and July of each year.

4. Service to contact in case of detected AIP errors or omissions

In the compilation of the AIP, care has been taken to ensure that the information contained therein is accurate and complete. Any errors and omissions which may nevertheless be detected, as well as any correspondence concerning the Integrated Aeronautical Information Package, should be referred to:

Aeronautical Information Service
Mogadishu, Somalia
TEL: +2521857394, +2521857389
E-mail: ais@icao.unon.org
SITA NR: NBOTCYA
AFS: HCMMYOYX
https://www.icao.int/ESAF/FISS


THE INTEGRATED AERONAUTICAL INFORMATION PACKAGE
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EN-ROUTE (ENR)
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AERODROMES (AD)
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Charges of Aerodromes/Heliports and Air Navigation Services
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GEN 0.2 RECORD OF AIP AMENDMENTS

AIP AMENDMENT			
NR/Year	*Publication date*	*Date inserted*	*Inserted by*
01/2018	*Incorporated*		
02/2018	*25 July 2018*	*02 Aug 2018*	

AIRAC AIP AMENDMENT			
NR/Year	*Publication date*	*Effective date*	*Inserted by*
01/2018	31 JUL 18	13 SEP 2018	

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GEN 0.3 RECORD OF AIP SUPPLEMENTS

AIP Supplements not included in this list have been incorporated into the AIP

NR/Year	*Subject*	*AIP section(s) affected*	*Period of validity*	*Cancellation record*
SUP 62/2018	In-flight Broadcast Procedure (IFBP) to be applied in Mogadishu FIR	ENR	PERM	
AIRAC AIP SUP 61/2018	CPDLC Operational Trials in Mogadishu FIR	ENR	-	
AIRAC AIP SUP 60/2018	Relocation of Mogadishu FIC Operations from Nairobi to Mogadishu Aden Adde Intl. Airport	GEN	PERM	
SUP 44/2017	Fallback Procedure for HF Radio Communication Failure	GEN,ENR	PERM	
SUP 34/2017	Direct flights from Aden Adde Intl. Airport to Nairobi/JKIA	GEN	PERM	
SUP 26/2017	Status of Airfields in Somalia	AD	PERM	
SUP 25/2017	Closure of Aerodromes	AD	PERM	
SUP 24/2017	Operations at Unmanned Airfields	AD	PERM	
SUP 14/2017	Unauthorized use of Aviation Frequency bands	GEN	PERM	
AIRAC AIP SUP 01/2016	Strategic Lateral Offset Procedures (SLOPs)	ENR	PERM	

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PART 1 — GENERAL (GEN)

GEN 0

GEN 1

GEN 2

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ENR 0

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6.1-1 13 SEP 18

PART 3 — AERODROME (AD)

AD 0

0.6 -1 29 MAR 18
0.6-2 29 MAR 18
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AD 1

1.1-1 01 FEB 18
1.1-2 01 FEB 18
1.2-1 01 FEB 18
1.3-1 01 FEB 18
1.3-2 01 FEB 18
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1.5-1 01 FEB 18

AD 2 HCMM

2-1 29 MAR 18
2-2 01 FEB 18
2-3 01 FEB 18
2-4 01 FEB 18
2-5 01 FEB 18
2-6 01 FEB 18
2-7 01 FEB 18
2-8 01 FEB 18
2-9 01 FEB 18
2-10 01 AUG 18
2-11 01 AUG 18
2-12 01 FEB 18
2-13 01 FEB 18
2-14 01 FEB 18
2-15 01 FEB 18
2-16 01 FEB 18
2-17 01 FEB 18
2-19 01 FEB 18
2-20 01 FEB 18
2-21 01 FEB 18
2-22 01 FEB 18
2-23 01 FEB 18
2-24 01 FEB 18

AD 2 HCMH

2-1 13 SEP 18
2-2 01 FEB 18
2-3 01 FEB 18
2-4 01 FEB 18
2-5 01 FEB 18
2-6 01 FEB 18
2-7 01 FEB 18
2-8 01 FEB 18
2-9 01 FEB 18
2-10 01 FEB 18
2-11 01 FEB 18

AD 2 HCMI

2-1 01 FEB 18
2-2 01 FEB 18

AD 2 HCMF

2-1 01 FEB 18
2-2 01 FEB 18
2-3 01 FEB 18
2-4 01 FEB 18
2-5 01 FEB 18

AD 2 HCMV

2-1 01 FEB 18
2-2 01 FEB 18

AD 2 HCGR

2-1 01 FEB 18
2-2 01 FEB 18

AD 2 HCMK

2-1 01 FEB 18
2-2 01 FEB 18

GEN 0.5 LIST OF HAND AMENDMENTS TO THE AIP

AIP page(s) affected	*Amendment text*	*Introduced by AIP Amendment NR*

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GEN 1. NATIONAL REGULATIONS AND REQUIREMENTS

GEN 2. TABLES AND CODES

GEN 3. SERVICES

GEN 4. CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES

GEN 1. NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES

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

1. Civil Aviation Authority
Somalia Civil Aviation & Meteorology Authority (SCAMA)
Aden Adde International Airport, Mogadishu Somalia.
Tel: +252-61-8320222
Tel: +252-69-9668866
Email: scama@scama.so
Web: www.scama.so

2. Air Navigation Services
Flight Information Services for Somalia
Aeronautical Information Service
Mogadishu, Somalia Aden Ade INTL Airport
Tel: +2521857389, +2521857394
Email: icao.somalia@icao.unon.org
Web: *https://www.icao.int/ESAF/FISS*

3. En-Route Charges
International Air Transport Association (IATA)
PostNet Suite 970, Pvt Bag X9, Benmore 2010,
South Africa
Sandown Mews East Block, Ground Floor
88 Stella Street, Sandown 2196, South Africa
Tel: + 27 11 523-2700
Fax: + 27 11 523-2701

4. Meteorology
Somalia Civil Aviation & Meteorology Authority (SCAMA)
Aden Adde International Airport, Mogadishu Somalia.
Tel: +252-69-9668866
Tel: +252-61-8320222
Email: scama@scama.so
Web: www.scama.so

5.Customs/Immigration/Health/Agriculture Quarantine and Aerodrome/Heliport Charges.

Somalia is a Federal Republic consisting of several States with State specific departments for Customs, Immigration, Health, Agriculture Quarantine and Aerodrome/Heliport Charges.
Contact details for some of the regional aviation authorities include;

i) Ministry of Civil Aviation and Airports Authority
Puntland Somalia
Tel: +252-90-7791233:
Email: Moocaadgen@gmail.com
Web: eww.Plmocaa.so

ii) Somaliland Civil Aviation and Airports Authority
Tel: +252-63-4428402
Email: slncaapa@gmail.com
Web: www.somalilandaviation.com

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GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

1. General

1.1 International flights into, from or over Mogadishu FIR shall be subject to the current civil aviation requirements

1.2 Aircraft flying into or departing from Somalia territory shall make their first landing at, or final departure from an airport where customs and immigration services are available as listed in AD 1.3.

2. Scheduled flights

2.1 ***General***

2.1.1 For regular international scheduled flights operated by foreign airlines into or in transit across Mogadishu FIR, the following requirements must be met:

a) The State of the airline must be a party to the International Air Services Transit Agreement and/or the International Air Transport Agreement Somalia is a party to both Agreements;

b) The airline must be eligible to make the flights under the provisions of a bilateral or multilateral agreement to which the State of the airline and Somalia are contracting parties and must have a permit to operate into or in transit across Somalia.

c) Applications for such permits shall be submitted to;

The Director General,
Somalia Civil Aviation & Meteorology Authority (SCAMA)
Adan Adde International Airport, Mogadishu
Somalia.
Tel: +252-69-9668866
Tel: +252-61-8320222
Email: scama@scama.so
Web: www.scama.so

2.2 ***Documentary requirements for clearance of aircraft***

2.2.1 It is necessary that the undermentioned aircraft documents be submitted by airline operators for clearance on entry and departure of their aircraft to and from Somalia. All documents listed below must follow the ICAO standard format as set forth in the relevant appendices to Annex 9 and are acceptable when furnished in..... (language(s)) and completed in legible handwriting. No visas are required in connection with such documents.

2.2.2. Aircraft Documents Required (Arrival/Departure)

	Customs	*Immigration*
General Declaration	2	2
Passenger Manifest	2	2
Cargo Manifest	2	2

3. Entry/ Overflight Clearance

Application for Entry/Overflight Clearance shall be addressed to the flight Information Services for Somalia through Fax N0. +2521857394, +2521857389 or Email: Mogadishu.nof@icao.unon.org, including details listed below;

a) Name of the Operator
b) Address of the Operator
c) Type of Aircraft
d) Registration Mark
e) Date and Place of origin of flight.
f) Complete route itinerary including dates and times (UTC)

4. Clearance to operate into Airports within Mogadishu FIR

Application to operate at airports in Mogadishu FIR shall be obtained from the Authority responsible for the Aerodrome. See AD 2 for contact Details.

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GEN 1.3 ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW

1.1 Somalia is a Federal Republic consisting of several States with State specific customs, immigration and public health requirements. Passengers and crew are advised to contact the relevant State Authorities responsible for the entry, transit and departure of passengers and crew at a particular airport of entry/exit.

1.2 The table below lists contact details for authorities responsible for civil aviation at some of the airports of entry/exit in Somalia, from which information on the customs, immigration and public health can be requested.

	Airport of Entry/Exit	***Address of Civil Aviation Authority***
1.	Aden Adde International Airport, Mogadishu	Somalia Civil Aviation & Meteorology Authority (SCAMA) Aden Adde International Airport, Mogadishu Somalia. Tel: +252-69-9668866 Tel: +252-61-8320222 Email: scama@scama.so Web: www.scama.so
2.	EGAL International Airport, Somaliland	Somaliland Civil Aviation and Airports Authority Tel: +252-63-4428402 Email: slncaapa@gmail.com Web: www.somalilandaviation.com
3.	Berbera International Airport	
4.	Burao International Airport	
5.	Bosaso International Airport	Ministry of Civil Aviation and Airports Authority Puntland Somalia Tel: +252-90-7791233: Email: Moocaadgen@gmail.com Web: www.Plmocaa.so
6.	Airports at Garowe (Garowe Airport, New Garowe - Muglotagtag and Conoco Airfields)	

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GEN 1.4 ENTRY, TRANSIT AND DEPARTURE OF CARGO

1.1 Somalia is a Federal Republic consisting of several States with State specific requirements for entry, transit and Departure of Cargo. Cargo operators are advised to contact the relevant State Authorities responsible for customs requirements concerning cargo, other articles and agricultural quarantine requirements applicable at the airport on entry/exit.

1.2 The table below lists contact details for authorities responsible for civil aviation at major airports of entry/exit in Somalia, from which information on the customs requirements for cargo can be requested.

	Airport of Entry/Exit	***Address of Civil Aviation Authority***
1.	Aden Adde International Airport, Mogadishu	Somalia Civil Aviation & Meteorology Authority (SCAMA) Adan Adde International Airport, Mogadishu Somalia. Tel: +252-69-9668866 Tel: +252-61-8320222 Email: scama@scama.so Web: www.scama.so
2.	EGAL International Airport, Somaliland	Somaliland Civil Aviation and Airports Authority Tel: +252-63-4428402 Email: slncaapa@gmail.com Web: www.somalilandaviation.com
3.	Berbera International Airport	
4.	Burao International Airport	
5.	Bosaso International Airport	Ministry of Civil Aviation and Airports Authority Puntland Somalia Tel: +252-90-7791233: Email: Moocaadgen@gmail.com Web: eww.Plmocaa.so
6.	Airports at Garowe (Garowe Airport, New Garowe - Muglotagtag and Conoco Airfields)	

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GEN 1.5 AIRCRAFT INSTRUMENT, EQUIPMENT AND FLIGHT DOUMENT

1. General

Commercial air transport aircraft operating in Somalia must adhere to the provisions of Annex 6 — Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes, Chapter 6 (Aeroplane Instruments, Equipment and Flight Documents) and Chapter 7 (Aeroplane Communication and Navigation Equipment).

2. Minimum Radio and Navigation Equipment

2.1 Notwithstanding the requirements in Item 1 above, all aircraft operating within Mogadishu FIR, whereby Somalia territory is overflown, must ensure minimum radio and navigation equipment are carried in accordance with the type of flight as described below;

a) Transiting (Overflights)

i) High Frequency (HF) Radio

ii) Very High Frequency (VHF) Radio

iii) GPS Receiver if operating on ATS Routes

iv) TCAS

b) Domestic (Internal Flights)

i) Very High Frequency (VHF) Radio

ii) GPS Receiver if operating on ATS Routes

iii) TCAS

3. Other Instruments and Equipment's

i) Airborne Collision Avoidance System (ACAS) II

ACAS II shall be carried and operated in the AFI region by all aircraft that meet the following

Criteria:-

a) All civil fixed wing turbine engine aircraft having a maximum take-off mass exceeding 15,000kg or maximum approved passenger seating configuration of more than 30.

b) With effect from 1st January 2005, all civil fixed wing turbine engine aircraft having a maximum take-off mass exceeding 5700kg or maximum approved passenger seating configuration of more than 19.

ii) TCAS II for ACFT that meet ACAS II criteria in i) above.

iii) Mode S transponder for ACFT that meet ACAS criteria in i) above

iv) SATCOM for Telephone communication

v) Signaling equipment

vi) Survival equipment

4. Flight Documents

The flight documents to be carried are a guided by ICAO Annex 6 — Operation of Aircraft, Part I — International

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GEN 1.6 SUMMARYOF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS

1. National Regulations

The Civil Aviation legislation and air navigation regulations for Somalia are under development

2. International agreements/conventions

i.Convention on International Civil Aviation (The Chicago Convention)
ii.International Air Services Transit Agreement

Note: The list of International agreements entered by Somalia as listed above may not be exhaustive.

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GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

To be notified

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GEN 2. TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS

GEN 2.1.1. Units of measurement

The table of units of measurement shown below will be used by aeronautical stations within Mogadishu FIR for air and ground operations.

GEN 2.1.2. Temporal reference system

General

Co-ordinated Universal Time (UTC) and the Gregorian calendar are used by the air navigation services and in publications issued by the Aeronautical Information Service unless otherwise specified.

GEN 2.1.3. Horizontal reference system

3.1 ***Name/designation of system***

All published geographical coordinates indicating latitude and longitude are expressed in terms of the World Geodetic System — 1984 (WGS-84) geodetic reference datum.

3.2 ***Parameters of the Projection***

Projection is expressed in term os Universal Transverse Mercator (UTM).

For measurement of	*Units used*
Distance used in navigation, position reporting, etc.	Nautical miles
Relatively short distances such as those relating to aerodromes (e.g. runway lengths)	Metres
Altitudes, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per minute
Wind direction for landing and taking off	Degrees magnetic
Wind direction except for landing and taking off	Degrees true
Visibility including runway visual range	Kilometres or metres
Altimeter setting	Hectopascal
Temperature	Degrees Celsius
Weight	kilogrammes
Time	Hours and minutes, beginning at midnight UTC

3.3 ***Ellipsoid***

Ellipsoid is expressed in terms of the World Geodetic System — 1984 (WGS-84) ellipsoid.

3.4 ***Datum***

The World Geodetic System — 1984 (WGS-84) is used.

3.5 ***Area of application***

The area of application for the published geographical coordinates coincides with the area of responsibility of the Aeronautical Information Service, i.e. the entire territory of Somalia as well as the airspace over the high seas encompassed by the Mogadishu FIR in accordance with the regional air navigation agreement.

3.6 ***Use of an asterisk to identify published geographical coordinates***

An asterisk (*) will be used to identify those published geographical coordinates which have been transformed into WGS-84 coordinates but whose accuracy of original field work does not meet the accuracy requirements in Annex 11, Chapter 2 and Annex 14, Volumes I and II, Chapter 2 and also for published geographical coordinates whose accuracy is unknown.

GEN 2.1.4. Vertical reference system

4.1 ***Name/designation of system***

The vertical reference system corresponds to mean sea level (MSL).

4.2 ***Geoid model***

The geoid model used is the Earth Gravitational Model 1996 — (EGM-96)

GEN 2.1.5. Aircraft nationality and registration marks

The nationality mark for aircraft registered in Somalia is the letter 6O. The nationality mark is followed by a hyphen and a registration mark consisting of 3 letters, e.g. 6O-ABA.

GEN 2.1.6. Public holidays

	Name of Public Holiday	**Date/Day**	**Remarks**
1.	Independence Day	26th June	
2.	Independence Day	1st July	
3.	Ramadan (idd- ul-fitir)	TBN	Day of public holiday to be announced on appearance of the moon
4.	Idd-ul-Azha	TBN	

GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

A
A Amber
AAA (or AAB, AAC . . . etc., in Sequence) Amended meteorological Message (*message type designator*)
A/A Air-to-air
AAD Assigned Altitude Deviation
AAL Above Aerodrome Level
ABI Advance Boundary Information
ABM Abeam
ABN Aerodrome Beacon
ABT About
ABV Above
AC Altocumulus
ACARS *(to be pronounced "AY-CARS")* Aircraft Communication Addressing and Reporting System
ACAS Airborne Collision Avoidance System
ACC Area Control Centre or Area Control
ACCID Notification of an Aircraft Accident
ACFT Aircraft
ACK Acknowledge
ACL Altimeter Check Location
ACN Aircraft Classification Number
ACP Acceptance (*message type designator*)
ACPT Accept or Accepted
ACT Active or Activated or Activity
AD Aerodrome
ADC Aerodrome Chart
ADA Advisory Area
ADDN Addition or Additional
ADF Automatic Direction-finding Equipment
ADIZ (*to be pronounced "AY-DIZ"*) Air Defence Identification Zone
ADJ Adjacent
ADO Aerodrome Office (specify service)
ADR Advisory Route
ADS Automatic Dependent Surveillance
ADSU Automatic Dependent Surveillance Unit
ADVS Advisory Service
ADZ Advise
AES Aircraft Earth Station
AFIL Flight Plan filed in the air
AFIS Aerodrome Flight Information Service
AFM Yes or Affirm or Affirmative or that is correct
AFS Aeronautical Fixed Service
AFT After . . . (*time or place*)
AFTN Aeronautical Fixed Telecommunication Network
A/G Air-to-Ground
AGA Aerodromes, Air Routes and Ground Aids
AGL Above Ground Level
AGN Again
AIC Aeronautical Information Circular
AIDC Air Traffic Services Inter-facility Data Communication
AIP Aeronautical Information Publication
AIRAC Aeronautical Information Regulation and Control
AIREP Air-Report (spoken form)
AIRMET Information concerning en-route weather phenomena which may affect the safety of low-level aircraft operations
AIS Aeronautical Information Services
ALA Alighting Area
ALERFA Alert Phase
ALR Alerting (*message type designator*)
ALRS Alerting Service
ALS Approach Lighting System
ALT Altitude
ALTN Alternate or Alternating (*light alternates in colour*)
ALTN Alternate (*aerodrome*)
AMA Area Minimum Altitude
AMD Amend or Amended (*used to indicate amended meteorological*)*message; message type designator*
AMDT Amendment (*AIP Amendment*)
AMS Aeronautical Mobile Service
AMSL Above mean Sea Level
AMSS Aeronautical Mobile Satellite Service
ANC Aeronautical Chart 1:500,000 followed by name and title
ANCS Aeronautical Navigational Chart Small scale
ANS Answer
AOC Aerodrome Obstacle Chart
AP Airport
APAPI *(to be pronounced AY-PAPI)* Abbreviated Precision Approach Path Indicator
APCH Approach
APDC Aircraft Parking/Docking Chart
APN Apron

APP Approach Control Office or Approach Control or Approach Control Service
APR April
APRX Approximate or Approximately
APSG After Passing
APV Approve or Approved or Approval
ARC Area Chart
ARFOR Area Forecast (*in aeronauticalmeteorological code)*
ARMET Forecast upper wind a temperature at specific points
ARNG Arrange
ARO Air Traffic Services Reporting Office
ARP Aerodrome Reference Point
ARP Air-Report (*message type designator*)
ARQ Automatic Error Correction
ARR Arrive or Arrival
ARR Arrival (*message type designator*)
ARS Special Air-Report (*message type designator)*
ARST Arresting *(specify (part of) aircraft arresting equipment)*
AS Altostratus
ASC Ascend to or Ascending to
ASDA Accelerate-Stop Distance Available
ASPH Asphalt
AT . . . At *(followed by time at which Weather change is forecast to occur)*
ATA Actual Time of Arrival
ATC Air Traffic Control *(in general*)
ATD Actual Time of Departure
ATFM Air Traffic Flow Management
ATIS Automatic Terminal Information Service
ATM Air Traffic Management
ATN Aeronautical Telecommunication Network
ATP At . . . *(time or place)*
ATS Air Traffic Services
ATTN Attention
AT-VASIS *(to be pronounced AY-TEE-VASIS)* Abbreviated T-Visual Approach Slope Indicator System
ATZ Aerodrome Traffic Zone
AUG August
AUTH Authorized or Authorization
AUW All Up Weight
AUX Auxiliary
AVASIS Abbreviated Visual Approach Slope Indicator System
AVBL Available or Availability
AVG Average
AVGAS Aviation Gasoline
AWTA Advise at What Time Able
AWY Airway
AZM Azimuth

B

B Blue
BA Braking Action
BASE Cloud Base
BCFG Fog Patches
BCN Beacon *(aeronautical ground light)*
BCST Broadcast
BDRY Boundary
BECMG Becoming
BFR Before
BKN Broken
BL . . . Blowing *(followed by DU = dust, SA = sand or SN = snow)*
BLDG Building
BLO Below clouds
BLW Below . . .
BOMB Bombing
BR Mist
BRF Short *(used to indicate the type of approach desired or required)*
BRG Bearing
BRKG Braking
BS Commercial Broadcasting Station
BTL Between Layers
BTN Between

C

C Centre *(runway identification)*
C Degrees Celsius (*Centigrade)*
CAA Civil Aviation Authority
CAT Category
CAT Clear Air Turbulence
CB Cumulonimbus *(to be pronounced as "CEE BEE")*
CC Cirrocumulus
CCA Corrected Meteorological Message (or CCB, CCC . . . etc., in sequence) *(message type designator)*
CD Candela
CDN Co-ordination (*message type designator*)
CF Change Frequency to . . .
CFM Confirm or I confirm
CGL Circling Guidance Light(s)
CH Channel
CHG Modification *(message type designator)*
CI Cirrus
CIDIN Common ICAO Data Interchange Network
CIT Near or Over Large Towns

CIV Civil
CK Check
CL Centre Line
CLA Clear Type of Ice Formation
CLBR Calibration
CLD Cloud
CLG Calling
CLR Clear(s) or Cleared to . . . or Clearance
CLSD Close or Closed or Closing
CM Centimetre
CMB Climb to or Climbing to
CMPL Completion or Completed or Complete
CNL Cancel or CancelledCNL Flight plan Cancellation *(message type designator)*
CNS Communications, Navigation and Surveillance
COM Communications
CONC Concrete
COND Condition
CONS Continuous
CONST Construction or Constructed
CONT Continue(s) or Continued
COOR Co-ordinate or Co-ordination
COORD Coordinates
COP Change-Over Point
COR Correct or Correction or Corrected *(used to indicate corrected meteorological message; message type designator)*
COT At the Coast
COV Cover or Covered or Covering
CPDLC Controller-Pilot Data-link Communication
CPL Current Flight Plan *(message type designator)*
CRC Cyclic Redundancy Check
CRZ Cruise
CS Call-Sign
CS Cirrostratus
CTA Control area
CTAM Climb to and Maintain
CTC Contact
CTL Control
CTN Caution
CTR Control Zone
CU Cumulus
CUF Cumuliform
CUST Customs
CVR Cockpit Voice Recorder
CW Continuous Wave
CWY Clearway

D

D . . . Danger Area *(followed by identification)*
D Downward *(tendency in RVR during previous 10 minutes)*
DA Decision Altitude
D-ATIS (*to be pronounced DEE-ATIS*) Data Link Terminal information service
DC District Commissioner
DCA Directorate of Civil Aviation
DCD Double Channel Duplex
DCKG Docking
DCPC Direct Controller-Pilot Communication
DCS Double channel simplex
DCT Direct *(in relation to flight plan clearances and type of approach)*
DE From *(used to precede the Cs at the Calling Station - to be used in AFS as a procedure signal)*
DEC December
DEG Degrees
DEP Depart or Departure
DEP Departure *(message type designator)*
DES Descend to or Descending to
DEST Destination
DETRESFA Distress Phase
DEV Deviation or Deviating
DFDR Digital Flight Data Recorder
DFTI Distance From Touchdown Indicator
DH Decision Height
DIF Diffuse
DIST Distance
DIV Divert or Diverting
DLA Delay *(message type designator*)
DLA Delay or Delayed
DLIC Data Link Initiation Capability
DLY Daily
DME Distance Measuring Equipment
DNG Danger or Dangerous
DO District Officer*
DOM Domestic
DP Dew Point Temperature
DPT Depth
DR Dead Reckoning
DR . . . Low Drifting *(followed by DU = dust, SA = sand or SN = snow)*
DRG During
DS Dust Storm
DSB Double Sideband
DTAM Descend to and Maintain
DTG Date-Time Group
DTHR Displayed Runway Threshold
DTRT Deteriorate or Deteriorating
DTW Dual Tandem Wheels

DU Dust
DUC Dense Upper Cloud
DUPE This is Duplicate Message *(to be used in AFS as a procedure signal)*
DUR Duration
D-VOLMET Data Link VOLMET
DVOR Doppler VOR
DW Dual Wheels
DX Duplex
DZ Drizzle

E

E East or Eastern Longitude
EAT Expected Approach Time
EB Eastbound
ECL Exercise Caution when Landing
EEE Error (to be used in AFS as procedure signal)
EET Estimated Elapsed Time
EFC Expect Further Clearance
EHF Extremely High Frequency *(30 000 to 300 000 MHz)*
ELBA Emergency Location BeaconAircraft
ELEV Elevation
ELR Extra Long Range
ELT Emergency Locator Transmitter
EM Emission
EMBD Embedded in a Layer *(to indicate cumulonimbus embedded in layers of other clouds)*
EMERG Emergency
END Stop - End *(related to RVR)*
ENE East North East
ENG Engine
ENR En route
ENRC En route Chart *(followed by name/title*)
EOBT Estimated Off-Block Time
EQPT Equipment
ER Here . . . or Herewith
ESE East South East
EST Estimate or Estimated or Estimate Message *(message type designator)*
ETA Estimated Time of Arrival or Estimating Arrival
ETD Estimated Time of Departure or Estimating Departure
ETO Estimated Time Over Significant Point
EV Every
EXC Except
EXER Exercises or Exercising or To Exercise
EXP Expect or expected or Expecting
EXT Extension Numbers
EXTD Extend or Extending

F

F Fixed
FAC Facilities
FAF Final Approach Fix
FGS Federal Government of Somalia
FAL Facilitation of International Air Transport
FAP Final Approach Point
FATO Final Approach and Take-Off Area
FAX Facsimile Transmission
FBL Light *(used to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain)*
FC Funnel Cloud *(tornado or water spout)*
FCST Forecast
FCT Friction Coefficient
FDPS Flight Data Processing System
FEB February
FEW Few
FG Fog
FIC Flight Information Centre
FIR Flight Information Region
FIS Flight Information Service
FISA Automated Flight Information Service
FL Flight Level
FLD Field
FLG Flashing
FLR Flares
FLT Flight
FLTCK Flight Check
FLUC Fluctuating or Fluctuation or Fluctuated
FLW Follow(s) or Following
FLY Fly or Flying
FM From
FM . . . From *(followed by time weather change is forecast to begin)*
FMS Flight Management System
FMU Flow Management Unit
FNA Final Approach
FPL Filed Flight Plan *(message type designator)*
FPM Feet Per Minute
FPR Flight Plan Route
FR Fuel Remaining
FREQ Frequency
FRI Friday
FRNG Firing
FRONT Front *(relating to weather)*
FRQ Frequent
FSL Full Stop Landing
FSS Flight Service Station

FST First
FT Feet *(dimensional unit)*
FU Smoke
FZ Freezing
FZDZ Freezing Drizzle
FZFG Freezing Fog
FZRA Freezing Rain

G

G Green
GA Go Ahead - resume sending (*to be used in AFS as a procedure signal)*
G/A Ground-To-Air
G/A/G Ground-To-Air and Air-To-Ground
GAMET Area Forecast for Low-Level Flights
GCA Ground Controlled Approach System or Ground Controlled Approach
GEN General
GEO Geographic or True
GES Ground Earth Station
GLD Glider
GLONASS Global Orbiting Navigation Satellite System
GMC Ground Movement Chart
GND Ground
GNDCK Ground Check
GNSS Global Navigation Satellite System
GP Glide PathGPM Gallons per Minute
GPS Global Positioning System
GR Hail
GRADU Gradual or Gradually
GRASS Grass landing area
GRIB Processed meteorological data in the form of grid point values expressed in Binary form *(aeronautical meteorological code)*
GRVL Gravel
GS Ground Speed
GS Small Hail and/or Snow Pellets
GUND Geoid Undulation

H

HT Minutes Past the Hour *(all hours)*
H24 Continuous Day and Night Service
HAPI Helicopter Approach Path Indicator
HBN Hazard Beacon
HDF High Frequency Direction-Finding Station
HDG Heading
HEL Helicopter
HF High Frequency *[3 000 to 30 000 kHz]*
HGT Height or Height Above
HJ Sunrise to Sunset
HLDG Holding
HN Sunset to Sunrise
HO Service Available to Meet Operational Requirements
HOL Holiday
HOSP Hospital Aircraft
HOW Hours of Watch
HPA Hectopascals
HR Hours
HS Service Available During Hours of Scheduled Operations
HURCN Hurricane
HVDF High and Very High Frequency Direction-Finding Stations *(at the same location)*
HVY Heavy
HVY Heavy *(used to indicate the intensity of weather phenomena, e.g. HVY RA = heavy rain)*
HX No Specific Working Hours
HYR Higher
HZ Haze
HZ Hertz *(cycle per second)*

I

IAC Instrument Approach Chart
IAF Initial Approach Fix
IAL Instrument Approach Landing Chart
IAO In and out of clouds
IAR Intersection of Air Routes
IAS Indicated Air Speed
IBN Identification Beacon
IC Ice Crystals *(very small ice crystals in suspension, also known as diamond dust)*
ICAO International Civil Aviation Organisation
ICE Icing
ID Identifier or Identify
IDENT Identification
IF Intermediate Approach Fix
IFF Identification Friend/Foe
IFR Instrument Flight Rules
IGA International General Aviation
ILS Instrument Landing System
IM Inner Marker
IMC Instrument Meteorological Conditions
IMG Immigration
IMI Interrogation Sign
IMPR Improve or Improving
IMT Immediate or Immediately
INA Initial Approach
INBD Inbound
INC In Cloud
INCERFA Uncertainty Phase
INFO Information

INOP Inoperative
INP If Not Possible
INPR In Progress
INS Inches *(dimension units)*
INS Inertial Navigation System
INSTL Install or Installed or Installation
INSTR Instrument
INT Intersection
INTER Intermittent
INTL International
INTRG Interrogator
INTRP Interrupt or Interruption or Interrupted
INTSF Intensify or Intensifying
INTST Intensity
IR Ice on Runway
ISA International Standard Atmosphere
ISB Independent Sideband
ISOL Isolated

J

JAN January
JTST Jet Stream
JUL July
JUN June

K

KG Kilograms
KHZ Kilohertz
KM Kilometres
KMH Kilometres Per HourKPA Kilopascal
KT Knots
KW Kilowatts

L

L Left *(runway identification)*
L Locator *(see LM, LO)*
L Low pressure area or the centre of low pressure
LAM Logical Acknowledgment *(message type designator)*
LAN Inland
LAT Latitude
LDA Landing Distance available
LDAH Landing Distance Available, Helicopter
LDG Landing
LDI Landing Direction Indicator
LEN Length
LF Low Frequency *[30 to 300 kHz]*
LGT Light or Lighting
LGTD Lighted
LIH Light Intensity High
LIL Light Intensity Low
LIM Light Intensity Medium
LLZ Localizer
LM Locator, Middle
LMT Local Mean Time
LNG Long *(used to indicate the type of approach desired or required)*
LO Locator, Outer
LOC Local or Locally or Location or Located
LONG Longitude
LORAN LORAN *(long range air navigation system)*
LR The last message received by mewas (*to be used in AFS as procedure signal*)
LRG Long Range
LS The last message sent by me was… or last message was…(*to be used in AFS as procedure signal)*
LTD Limited
LTT Landline Tele-Typewriter
LV Light and Variable *(relating to wind*)
LVE Leave or Leaving
LVL Level
LYR Layer or Layered

M

M Indicator for minimum value for the runway visual range (used in METAR/SPECI code forms
M Mach number (followed by figures)
M Metres *(preceded by figures)*
MAA Maximum Authorized Altitude
MAG Magnetic
MAINT Maintenance
MAP Aeronautical Maps and Charts
MAPT Missed Approach Point
MAR At Sea
MAR March
MAS Manual Al Simplex
MAX Maximum
MAY May
MBST Microburst
MCA Minimum Crossing Altitude
MCW Modulated Continuous Wave
MDA Minimum Descent Altitude
MDF Medium Frequency Direction-Finding Station
MDH Minimum Descent Height
MEA Minimum En-route Altitude
MEHT Minimum Eye Height Over Threshold *(for visual approach slope indicator systems)*
MET Meteorological or Meteorology
METAR Aviation Routine Weather Report *(in aeronautical meteorological code*)
MET REPORT Local routine meteorological report *(in abbreviated language*)
MF Medium Frequency

[300 to 3 000 kHz
MHDF Medium and High Frequency Direction-Finding Stations *(at the same location)*
MHVDF Medium, High and Very High Frequency Direction-Finding Stations *(at the same location)*
MHZ Megahertz
MID Mid-Point *(related to RVR)*
MIFG Shallow Fog
MIL Military
MIN Minutes
MIS Missing ....*(transmission to be used in AFS as procedure signal)*
MKR Marker Radio Beacon
ML Statute Miles
MLS Microwave Landing System
MM Middle Marker
MNM Minimum
MNPS Minimum Navigation Performance Specifications
MNT Monitor or Monitoring or Monitored
MNTN Maintain
MOA Military Operating Area
MOC Minimum Obstacle Clearance *(required)*
MOD Moderate *(used to indicate the intensity of weather phenomena, interference or static reports, e.g. MOD RA = moderate rain)*
MON Above Mountains
MON Monday
MOPS Minimum Operational Performance StandardsMOTNE Meteorological Operational Telecommunications Network Europe
MOV Move or Moving or Movement
MPA Minimum Tyre Pressure Allowable
MPH Statute Miles Per Hour
MPS Metres Per Second
MRA Minimum Reception Altitude
MRG Medium Range
MRP ATS/MET Reporting Point
MS Minus
MSA Minimum Sector Altitude
MSG Message
MSL Mean Sea Level
MSR Message *(transmission identification - has been misrouted to be used in AFS as a procedure signal)*
MSSR Monopulse Secondary Surveillance Radar
MT Mountain
MTU Metric Units
MTW Mountain Waves
MVDF Medium and Very High Frequency Direction-Finding Stations *(at the same location)*
MWO Meteorological Watch Office
MX Mixed Type of Ice Formation *(white and clear)*

N

N North or Northern *(latitude)*
N No Distinct Tendency *(in RVR during previous 10 minutes)*
NASC National AIS System Centre
NAT North Atlantic
NAV Navigation
NB Northbound
NBFR Not Before
NC No Change
NDB Non-Directional Radio Beacon
NE North-East
NEB North-Eastbound
NEG No or Negative or Permission Not Granted or that is Not Correct
NGT Night
NIL None or I Have Nothing to Send To You
NM Nautical Miles
NML Normal
NNE North North east
NNW North North west
NO No/Negative *(to be used in AFS as a as a procedure signal)*
NOF International NOTAM Office
NOSIG No Significant Change *(used in trend-type landing forecasts)*
NOTAM A Notice Distributed by Means of Telecommunication Containing Information Concerning the Establishment, Condition or Change in Any Aeronautical Facility, Service, Procedure or Hazard, the timely knowledge of which is essential to personnel concerned with Flight Operations
NOV November
NOZ Normal Operation Zone
NR Number
NRH No Reply Heard
NS Nimbostratus
NSC Nil Significant Cloud
NSW Nil Significant Weather
NTL National
NTZ No transgression Zone
NW North-West
NWB North-Westbound
NXT Next

O

OAC Oceanic Area Control Centre
OAS Obstacle Assessment Surface
OBS Observe or Observed or Observation
OBSC Obscure or Obscured or Obscuring
OBST Obstacle
OCA Obstacle Clearance Altitude
OCA Oceanic Control Area
Obstacle Clearance Altitude
OCC Occulting *(light*)
OCH Obstacle Clearance Height
OCNL Occasional or Occasionally
OCS Obstacle Clearance Surface
OCT October
OFZ Obstacle Free Zone
OGN Originate *(to be used in AFS as a procedure signal)*
OHD Overhead
OK We Agree or It is Correct
OLDI On-line Data Interchange
OM Outer Marker
OPA Opaque, White Type of Ice Formation
OPC Control Indicated is Operational Control
OPMET Operational Meteorological *(information)*
OPN Open or Opening or Opened
OPR Operator or Operate or Operative or Operating or Operational
OPS Operations
O/R On Request
ORD Indication of an Order
OSV Ocean Station Vessel
OTLK Outlook *(used in SIGMET messages for volcanic ash and tropical cyclones)*
OTP On Top
OTS Organized Track SystemOUBD Outbound
OVC Overcast

P

P Indicator for maximum value of wind speed or runway visual range (*used in METAR/PECI and TAF code forms*
P . . . Prohibited Area *(followed by identification)*
PALS Precision Approach Lighting System *(specify category)*
PANS Procedures For Air Navigation Services
PAPA Parallax Aircraft Parting Aid
PAPI Precision Approach Path Indicator
PAR Precision Approach Radar
PARL Parallel
PATC Precision Approach Terrain Chart
PAX Passenger(s)
PC Provincial Commission
PCD Proceed or Proceeding
PCL Pilot Controlled Lighting
PCN Pavement Classification Number
PDC
PDC Pre-departure clearance
PDG Procedure Design Gradient
PE Ice Pellets
PER Performance
PERM Permanent
PIB Pre-Flight Information Bulletin
PJE Parachute Jumping Exercise
PL Private Licences
PLA Practice Low Approach
PLN Flight Plan
PLVL Present Level
PN Prior Notice Required
PNR Point of No Return
PO Dust/Sand Whirls *(dust devils)*
POB Persons on Board
POSS Possible
PPI Plan Position Indicator
PPR Prior Permission Required
PPSN Present Position
PRFG Aerodrome Partially Covered by Fog
PRI Primary
PRKG Parking
PROB Probability
PROC Procedure
PROV Provisional
PS Plus
PSG Passing
PSN Position
PSP Pierced Steel Plank
PSR Primary Surveillance Radar
PSYS Pressure system(s)
PTN Procedure Turn
PTS Polar Track Structure
PWR Power

Q

QBI Compulsory IFR Flight
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 radio telephony as a Q code)*
QDM Magnetic Heading *(zero wind)*
QDR Magnetic Bearing
QFE Atmospheric Pressure at Aerodrome Elevation *(or at runway threshold)*
QFU Magnetic Orientation of runway
QGE What is my distance to your station? Or Your distance to my station is.... *(distance in figures and units - to be*

used in radio telephony as a Q Code)
QJH Shall I run my test tape/a test sentence? or Run you test tape/a test sentence *(to be used in AFS Q code)*
QNH Altimeter Sub-Scale Setting to Obtain
Elevation when on the ground
QSP Will you relay to..... free of charge or I will relay to ....free of charge *(to be used in AFS as a Q Code)*
QTA Shall I cancel telegram number.....? or cancel telegram number..... *(to be used in AFS as a Q code)*
QTE True Bearing
QUAD Quadrant
QUJ Will you indicate the TRUE TRACK to reach you? Or the true track to reach me is degree at..... hours *(to be used in AFS as a Q code)*

R

R Indicator for Runway Visual Range (*used in METAR/PECI and TAF code forms)*
R Red
R Right *(runway identification)*
R . . . Restricted area *(followed by identification)*
R Received *(acknowledgment of receipts - to be used in AFS)*
RA Rain
RAC Rules Of The Air And Air Traffic Se
RAD Radar
RAFC Regional Area Forecast Centre
RAG Ragged
RAG Runway Arresting Gear
RAI Runway Alignment Indicator
RAIM Receiver Autonomous Integrity Monitoring
RASC Regional AIS System Centre
RB Rescue BoatRCA Reach Cruising Altitude
RCC Rescue Co-ordination Centre
RCF Radio Communication Failure *(message type designator)*
RCH Reach or Reaching
RCL Runway Centre Line
RCLL Runway Centre Line Light(s)
RCLR Recleared
RDH Reference Datum Height *(for ILS)*
RDL Radial
RDO Radio
RE . . . Recent *(used to qualify weather phenomena, e.g. RERA = recent rain)*
REC Receive or Receiver
REDL Runway Edge Light(s)
REF Reference To . . . or Refer To . . .
REG Registration
RENL Runway End Light(s)
REPOFF Reporting Officer
REP Report or Reporting or Reporting Point
REQ Request or Requested
RERTE Reroute
RESA Runway End Safety Area
RG Range *(lights)*
RHC Right-Hand Circuit
RIF Re-clearance in Flight
RITE Right *(direction of turn)*
RL Report Leaving
RLA Relay To
RLCE Request Level Change En route
RLLS Runway Lead-in Lighting System
RLNA Request Level Not Available
RMK Remark
RNAV Area Navigation *(to be pronounced "AR-NAV")*
RNG Radio Range
RNP Required Navigation Performance
ROBEX Regional OPMET Bulletin Exchange*(scheme)*
ROC Rate of Climb
ROD Rate of Descent
ROFOR Route Forecast *(in aeronautical meteorological code)*
RON Receiving Only
RPI Radar Position Indicators
RPL Repetitive Flight Plan
RPLC Replace or Replaced
RPS Radar Position Symbol
RQ Indication of a request *(to be used in AFS as a procedure signal*
RPT Repeat or I repeat
RQMNTS Requirements
RQP Request Flight Plan *(message type designator)*
RQS Request Supplementary Flight Plan *(message type designator)*
RR Report Reaching
RRA Delayed Meteorological Message *(or RRB, RRC . . . etc., in sequence) (message type designator)*
RSC Rescue Sub-Centre
RSCD Runway Surface Condition
RSP Responder Beacon
RSR En-route Surveillance Radar
RTD Delayed *(used to indicate delayed meteorological message; message type designator)*
RTE Route

RTF Radiotelephone
RTG Radiotelegraph
RTHL Runway Threshold Light(s)
RTN Return or Returned or Returning
RTODAH Rejected Take-off Distance Available, Helicopter
RTS Return to Service
RTT Radio Teletypewriter
RTZL Runway Touchdown Zone Light(s)
RUT Standard Regional Route Transmitting Frequencies
RV Rescue Vessel
RVR Runway Visual Range
RWY Runway

S

S South or Southern Latitude
SA Sand
SALS Simple Approach Lighting System
SAN Sanitary
SAP As Soon As Possible
SAR Search and Rescue
SARPS Standards and Recommended Practices (ICAO)
SAT Saturday
SATCOM Satellite Communication
SB Southbound
SCAMA Somali Civil Aviation & Meteorology Authority
SC Stratocumulus
SCT Scattered
SDBY Standby
SE South-East
SEA Sea (*used in connection with sea surface temperature and the state of the sea)*
SEB South-Eastbound
SEC Seconds
SECN Section
SECT Sector
SELCAL Selective Calling System
SEP September
SER Service or Servicing or Served
SEV Severe *(used e.g. to qualify icing and Turbulence re*
SFC Surface
SG Snow Grains
SGL Signal
SH . . . Showers *(followed by RA = rain, SN = snow, PE = ice pellets, GR = hail, GS = small hail and/or snowpellets or combinations thereof, e.g. SHRASN= showers of rain and snow)*
SHF Super High Frequency *[3,000 to 30,000 MHz]*
SID Standard Instrument Departure
SIF Selective Identification Feature
SIGMET Information Concerning En-route Weather Phenomena Which May Affect the Safety of Aircraft Operations
SIGWX Significant Weather
SIMUL Simultaneous or Simultaneously
SIWL Single Isolated Wheel Load
SKC Sky Clear
SKED Schedule or Scheduled
SLP Speed Limiting Point
SLW Slow
SMC Surface Movement Control
SMR Surface Movement Radar
SN Snow
SNOLCO Indicator for the aerodrome being closed due to snow on the runway *(Used in the METAR/SPECI code forms)*
SNOWTAM A 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.
SPECI Aviation Selected Special Weather Report *(in aeronautical meteorological code)*
SPECIAL Special Meteorological Report (*in abbreviated plain language)*
SPL Supplementary Flight Plan *(message type designator)*
SPOC SAR Point of Contact
SPOT Spot Wind
SQ Squall
SQL Squall Line
SR Sunrise
SRA Surveillance Radar Approach
SRE Surveillance Radar Element of Precision Approach Radar System
SRG Short Range
SRR Search and Rescue Region
SRY Secondary
SS Sandstorm
SS Sunset
SSB Single Sideband
SSE South South East
SSR Secondary Surveillance Radar
SST Supersonic Transport
SSW South South West
ST Stratus
STA Straight in Approach
STAR Standard Instrument Arrival

STD Standard
STF Stratiform
STN Station
STNR Stationary
STOL Short Take-off and Landing
STS Status
STWL Stopway Light(s)
SUBJ Subject To
SUN Sunday
SUP Supplement *(AIP Supplement)*
SUPPS Regional Supplementary Procedures
SVC Service Message
SVCBL Serviceable
SW South-West
SWB South-Westbound
SWY Stopway

T

T Temperature
T True
TA Transition Altitude
TACAN UHF Tactical Air Navigation Aid
TAF Aerodrome Forecast
TAIL Tail Wind
TAR Terminal Area Surveillance Radar
TAS True Airspeed
TAX Taxiing or Taxi
TC Tropical Cyclone
TCAC Tropical cyclone advisory centre
TCU Towering Cumulus
TDO Tornado
TDZ Touchdown Zone
TECR Technical Reason
TEL. Telephone
TELEG. ADD Telegraphic Address
TEMPO Temporary or Temporarily
TFC Traffic
TGL Touch-and-go Landing
TGS Taxiing Guidance System
THR Threshold
THRU Through
THU Thursday
TIBA Traffic Information Broadcast by Aircraft
TIL Until
TIP Until Past . . . *(place)*
TKOF Take-off
TL Till *(followed by time by which Weather change is forecast to end)*
TLOF Touchdown and Lift-off Area
TMA Terminal Control Area
TN Indicator for minimum temperature *(used in the TAF code form)*
TNA Turn Altitude
TNH Turn Height
TO To . . . *(place)*
TOC Top of Climb
TODA Take-off Distance Available
TODAH Take-off Distance Available, He
TOP Cloud topTORA Take-off Run Available
TP Turning point
TR Track
TRA Temporary Reserved Airspace
TRANS Transmits or Transmitter
TREND Trend forecast
TRL Transition Level
TROP Tropopause
TS Thunderstorm *(in aerodrome reports and forecasts, TS used alone means thunder heard but no precipitation at the aerodrome)*
TS . . . Thunderstorm *(followed by RA = RAIN, SN = snow, PE = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. TSRASN =thunderstorm with rain and snow)*
TT Teletypewriter
TUE Tuesday
TURB Turbulence
T-VASIS *(to be pronounced "TEE-VASIS")* TVisual Approach Slope Indicator System
TVOR Terminal VOR
TWR Aerodrome Control Tower or Aerodrome Control
TWY Taxiway
TWYL Taxiway-link
TX Indicator for maximum temperature (*used in the TAF code form)*
TXT Text
TYP Type of Aircraft
TYPH Typhoon

U

U Upward *(tendency in RVR during previous 10 minutes)*
UAB Until Advised By . . .
UAC Upper Area Control Centre
UAR Upper Air Route
UDF Ultra High Frequency Direction - finding Station
UFN Until Further Notice
UHDT Unable Higher Due Traffic
UHF Ultra High Frequency (*300 to 3 000 MHz)*
UIC Upper Information Centre
UIR Upper Flight Information Region
ULR Ultra Long Range
UNA Unable
UNAP Unable to Approve

UNL Unlimited
UNREL Unreliable
U/S Unserviceable
UTA Upper Control Area
UTC Co-ordinated Universal Time
V
VA Volcanic Ash
VAAC Volcanic ice advisory centre
VAC Visual Approach Chart
VAL In Valleys
VAN Runway Control Van
VAR Magnetic Variation
VAR Visual-aural Radio Range
VASIS Visual Approach Slope Indicator system
VC Vicinity of the Aerodrome *(fo by FG = fog, FC = funnel cloud SH = showers, PO = dust/sand whirls, BLDU = blowing dust, BLSA = blowing sand or BLSN = blowing snow, e.g. VC FG = vicinity fog)*
VCY Vicinity
VDF Very High Frequency Direction finding Station
VER Vertical
VFR Visual Flight Rules
VHF Very High Frequency *[30 to 300 MH*
VIP Very Important Person
VIS Visibility
VLF Very Low Frequency *[3 to 30 kHz]*
VLR Very Long Range
VMC Visual Meteorological Conditions
VOLMET Meteorological Information for Aircraft in Flight
VOR VHF Omnidirectional Radio Range
VORTAC VOR and TACAN Combination
VOT VOR Airborne Equipment Test Fa
VRB Variable
VSA By visual Reference to the Ground
VSP Vertical Speed
VTOL Vertical Take-off and Landing
W
W West or Western Longitude
W White
WAC World Aeronautical Chart - ICAO 1:1 000 000 *(followed by name and title)*
WAFC World Area Forecast Centre
WB Westbound
WBAR Wing Bar Lights
WDI Wind Direction Indicator
WDSPR Widespread
WED Wednesday
WEF With Effect From or Effective From
WGS84 World Geodetic System 1984
WI Within
WID Width
WIE With Immediate Effect or Effective Immediately
WILCO Will ComplyWIND Wind
WINTEM Forecast Upper Wind and Temperature for Aviation
WIP Work in Progress
WKN Weaken or Weakening
WNW West North West
WO Without
WPT Way-point
WRNG Warning
WS Wind Shear
WSPD Wind Speed
WSW West South West
WT Weight
WTSPT Waterspout
WWW Worldwide Web
WX Weather
X
X Cross
XBAR Crossbar *(of approach lighting system)*
XNG Crossing
XS Atmospherics
Y
Y Yellow
YCZ Yellow Caution Zone *(runway lighting)*
YES Yes (affirmative)
YR Your
Z
Z Co-ordinated Universal Time *(in meteorological messages)*

INTENTIONALLY LEFT BLANK

GEN 2.3 CHART SYMBOLS

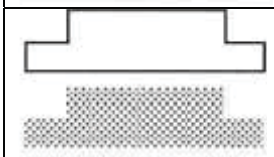
1.1 Aerodrome Charts

	Civil (land)
	Sheltered anchorage
	Heliport
	Abandoned or Closed Aerodrome

1.2 Aerodrome symbols for Approach Charts

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

1.3 Aerodrome charts

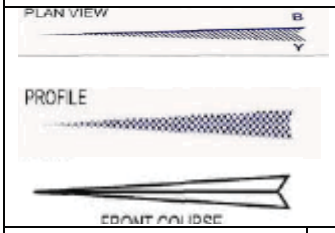
	Hard Surface runway
	Unpaved runway
	Stopway (SWY)
	Taxiways and parking areas
	Aerodrome reference point
	Helicopter alighting area on an aerodrome

	Obstacle light
	Runway visual range (RVR) obsevation site
	Obstacle light
	Point light
	Landing direction indicator (unlighted)
	VOR Check point
	Landing direction indicator (unlighted)

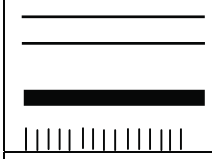
1.4 OBSTACLES

	Obstacle
	Lighted obstacle
	Group obstacles
	Lighted group obstacles
	Exceptionally high obstacle (optional symbol)
	Exceptionally high obstacle - lighted

1.5 RADIO NAVIGATION AIDS

	Non- directional radio beacon (NBD)
	VHF omnidirectional range (VOR)
	Distance measuring equipment (DME)
	Collocated VOR and DME radio navigation aids (VOR/DME)
	Compass rose to be orientated on the chart in accordance with the alignment of the station (normally magnetic north)
	Radio Marker beacon Elliptical Bone shape
	Instrument Landing System (ILS)
Distance in KM (NM) to DME Identification of radio navigation aid	**15 KM** **KAV**	DME distance
Radial bearing from, and identification of, VOR	**R 090 KAV**	VOR Radial

1.6 AIR TRAFFIC SERVICES

	Flight information region (FIR)
	Aerodrome traffic zone (ATZ)
	Control area (CTA) Airway (AWY) Controlled route
	Un controlled route
	Advisory airspace (ADA)
	Control Zone (CTR)
	Air defence identification zone (ADIZ)
	Advisory route (ADR)
	Change-over Point (COP) To be superimposed on the appropriate route symbol at right angles to the route

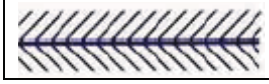
Altitude/flight level "window"	17 000 10 000	FL 220 10 000	Altitudes /Flight Levels
"At or above" altitude/flight level	7 000	FL 70	
"At or below" altitude/flight level	5 000	FL 50	
"Mandatory" altitude/flight level	3 000	FL 30	
"Recommended" procedure altitude/flight level	5 000	FL 50	
"Expected" altitude	Expect 5 000	Expect FL 50	

Compulsory On request	ATS/MET reporting Point

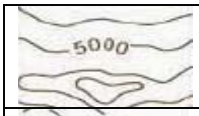
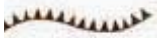
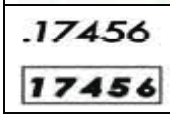
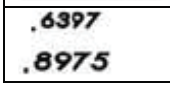
	On request fly-by	Compulsory fly-by	On request flyover	Compulsory flyover	
VFR reporting point					Reporting and fly-by/flyover funtionality
Intersection INT					
VORTAC					
TACAN					
VOR					
VOR/DME					
NDB					
Waypoint WPT					

1.7 AIRSPACE RESTRICTIONS

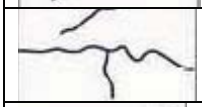
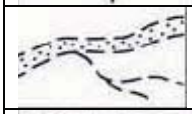
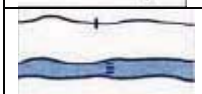
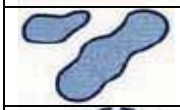
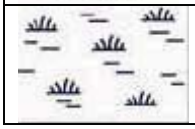
	Restricted airspace (prohibited, restricted or danger area)

	Common boundary for two areas

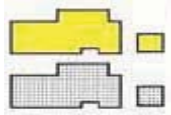
1.8 TOPOGRAPHY

	Contours
	Approximate contours
	Relief shown by hachures
	Bluff, cliff or escarpment
	Highest elevation on chart
	Spot elevation

1.9 HYDROGRAPHY

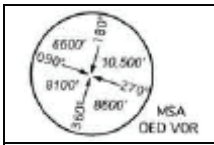
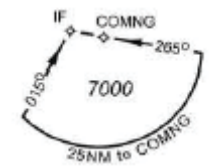
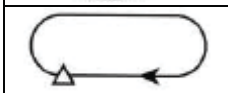
	Shore line (reliable)
	Large river (perennial)
	Small river (perennial)
	Rivers and streams (non-perennial)
	Falls
	Lakes (non-perennial)
	Lakes (non-perennial)
	Swamp

1.10 CULTURE

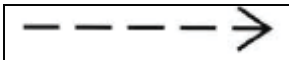
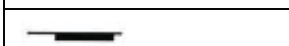
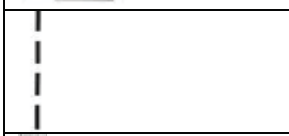
	City or Large town
	Town

	Buildings
	Dual highway
	Primary road
	Secondary road
	Trail
	Road bridge
	Railroad (single track)
	Boundaries (international)
	Outer boundaries
	Telegraph or telephone line

1.11 Other symbols on Charts

	Minimum Sector Altitude (MSA)
	Terminal Arrival Altitude (TAA)
	Holding Pattern

1.12 Approach charts profile view symbols

	Missed Approach track
	Runway
	DME Fix
	Radio Navigation aid
	Instrument Landing System
	Radio marker beacon

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GEN 2.4 LOCATION INDICATORS

ICAO location indicators marked with an asterisk (*) cannot be used in the address component of AFS messages

Location indicators published in DOC7910

LOCATION	*INDICATOR*	*AIRPORT NAME*
ADEN ADDE INTL. AIRPORT	HCMM INT/AIS/COM/ADM/MET	ADEN ADDE INTL. AIRPORT
EGAL INTL. AIRPORT	HCMH*	EGAL INTL. AIRPORT
BERBERA INTL. AIRPORT	HCMI*	BERBERA INTL. AIRPORT
BELETUEN	HCMN*	BELETUEN
BOSASO	HCMF*	BOSASO
BURAO	HCMV*	BURAO
KISMAYU	HCMK*	KISMAYU
ALULA	HCMA*	ALULA AIRFIELD
BARDERE	HCMD*	BARDERA AIRFIELD
EIL	HCME*	EIL AIRSTRIP
GARDO	HCMG*	GARDO AIRSTRIP
LUGH FERRANDI	HCMJ*	LUGH FERRANDI
EL BUR	HCML*	EL BUR
OBBIO	HCMO*	OBBIO
LAS ANOD	HCMP*	LAS ANOD
GALCAIO	HCMR*	GALCAIO
SCUSCIUBAN	HCMS*	SCUSCUIBAN
ERIGAVO	HCMU*	ERIGAVO
BURAO	HCMV*	BURAO
MOGADISHU FIC	HCSM	MOGADISHU FIR FIC

The following location indicators are for local use only when communicating any international messages on AFTN/SITA, ATS DS Links, Fax, or Email the full name shall be used.

LOCATION	***LOCATION INDICATOR***	***AIRPORT NAME***
MOGADISHU	HCMW*	MOGADISHU WEST/KM 50
MOGADISHU	HCMT*	MOGADISHU NORTH/ESALEIGH
MOGADISHU	HCJA*	MOGADISHU JAZIRA
BALEDOGLE	HCIX*	BALEDOGLE
BORAMA	HCBM*	BORAMA
KALABAYED	HCKB*	KALABAYED
GAROE	HCGR*	GAROE
CONOCO	HCCO*	CONOCO
BANDERBELYA	HCBY*	BANDERBELYA
BUALE	HCBU*	BUALE
JAMAAME	HCJM*	JAMAAME
EL DER	HCED*	EL DER
MERKA	HCEM*	MERKA
JOWHAR	HCJH*	JOWHAR
SACCO	HCSC*	SACCO
BANDIRADLEY	HCBR*	BANDIRADLEY
HODDUR	HCHO*	HODDUR
DUSAMAREB	HCDM*	DUSAMAREB
DEYNILE	HCDE*	DEYNILE
MARERE	HCRM*	MARERE
DINSOR	HCDN*	DINSOR
JILIB	HCJB*	JILIB
BARAWE	HCBW*	BARAWE
BUR DUBO	HCBD*	BUR DUBO
AFMADOW	HCAM*	AFMADOW
WAJID	HCWJ*	WAJID
HAFUN	HCHF*	HAFUN
GURRIEL	HCGU*	GURRIEL
GARBAHARE	HCGH*	GARBAHARE
ADADO	HCAD*	ADADO
ABUD WAQ	HCAW*	ABUD WAQ
JALALAQSI	HCJL*	JALALAQSI
EL BERDE	HCEB*	EL BERDE
BULE BURDE	HCBB*	BULE BURDE

GEN 2.5 LIST OF RADIO NAVIGATION AIDS

NIL

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GEN 2.6 CONVERSION TABLES

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	
NM	*KM*	*KM*	*NM*	*FT*	*M*	*M*	*FT*
0.1	0.185	0.1	0.05	1	0.305	1	3.28
0.2	0.370	0.2	0.11	2	0.610	2	6.56
0.3	0.556	0.3	0.16	3	0.914	3	9.84
0.4	0.741	0.4	0.22	4	1.219	4	13.12
0.5	0.926	0.5	0.27	5	1.524	5	16.40
0.6	1.111	0.6	0.32	6	1.829	6	19.69
0.7	1.296	0.7	0.38	7	2.134	7	22.97
0.8	1.482	0.8	0.43	8	2.438	8	26.25
0.9	1.667	0.9	0.49	9	2.743	9	29.53
1	1.852	1	0.54	10	3.048	10	32.81
2	3.704	2	1.08	20	6.096	20	65.62
3	5.556	3	1.62	30	9.144	30	98.43
4	7.408	4	2.16	40	12.192	40	131.23
5	9.260	5	2.70	50	15.240	50	164.04
6	11.112	6	3.24	60	18.288	60	196.85
7	12.964	7	3.78	70	21.336	70	229.66
8	14.816	8	4.32	80	24.384	80	262.47
9	16.668	9	4.86	90	27.432	90	295.28
10	18.520	10	5.40	100	30.480	100	328.08
20	37.040	20	10.80	200	60.960	200	656.17
30	55.560	30	16.20	300	91.440	300	984.25
40	74.080	40	21.60	400	121.920	400	1 312.34
50	92.600	50	27.00	500	152.400	500	1 640.42
60	111.120	60	32.40	600	182.880	600	1 968.50
70	129.640	70	37.80	700	213.360	700	2 296.59
80	148.160	80	43.20	800	243.840	800	2 624.67
90	166.680	90	48.60	900	274.320	900	2 952.76
100	185.200	100	54.00	1 000	304.800	1 000	3 280.84
200	370.400	200	107.99	2 000	609.600	2 000	6 561.68
300	555.600	300	161.99	3 000	914.400	3 000	9 842.52
400	740.800	400	215.98	4 000	1 219.200	4 000	13 123.36
500	926.000	500	269.98	5 000	1 524.000	5 000	16 404.20
				6 000	1 828.800		
				7 000	2 133.600		
				8 000	2 438.400		
				9 000	2 743.200		
				10 000	3 048.000		

From decimal minutes of an arc to seconds of an arc

MIN	*SEC*	*MIN*	*SEC*	*MIN*	*SEC*	*MIN*	*SEC*
0.01	0.6	0.26	15.6	0.51	30.6	0.76	45.6
0.02	1.2	0.27	16.2	0.52	31.2	0.77	46.2
0.03	1.8	0.28	16.8	0.53	31.8	0.78	46.8
0.04	2.4	0.29	17.4	0.54	32.4	0.79	47.4
0.05	3.0	0.30	18.0	0.55	33.0	0.80	48.0
0.06	3.6	0.31	18.6	0.56	33.6	0.81	48.6
0.07	4.2	0.32	19.2	0.57	34.2	0.82	49.2
0.08	4.8	0.33	19.8	0.58	34.8	0.83	49.8
0.09	5.4	0.34	20.4	0.59	35.4	0.84	50.4
0.10	6.0	0.35	21.0	0.60	36.0	0.85	51.0
0.11	6.6	0.36	21.6	0.61	36.6	0.86	51.6
0.12	7.2	0.37	22.2	0.62	37.2	0.87	52.2
0.13	7.8	0.38	22.8	0.63	37.8	0.88	52.8
0.14	8.4	0.39	23.4	0.64	38.4	0.89	53.4
0.15	9.0	0.40	24.0	0.65	39.0	0.90	54.0
0.16	9.6	0.41	24.6	0.66	39.6	0.91	54.6
0.17	10.2	0.42	25.2	0.67	40.2	0.92	55.2
0.18	10.8	0.43	25.8	0.68	40.8	0.93	55.8
0.19	11.4	0.44	26.4	0.69	41.4	0.94	56.4
0.20	12.0	0.45	27.0	0.70	42.0	0.95	57.0
0.21	12.6	0.46	27.6	0.71	42.6	0.96	57.6
0.22	13.2	0.47	28.2	0.72	43.2	0.97	58.2
0.23	13.8	0.48	28.8	0.73	43.8	0.98	58.8
0.24	14.4	0.49	29.4	0.74	44.4	0.99	59.4
0.25	15.0	0.50	30.0	0.75	45.0		

From seconds of an arc to decimal minutes of an arc

SEC	*MIN*	*SEC*	*MIN*	*SEC*	*MIN*	*SEC*	*MIN*
1	0.02	16	0.27	31	0.52	46	0.77
2	0.03	17	0.28	32	0.53	47	0.78
3	0.05	18	0.30	33	0.55	48	0.80
4	0.07	19	0.32	34	0.57	49	0.82
5	0.08	20	0.33	35	0.58	50	0.83
6	0.10	21	0.35	36	0.60	51	0.85
7	0.12	22	0.37	37	0.62	52	0.87
8	0.13	23	0.38	38	0.63	53	0.88
9	0.15	24	0.40	39	0.65	54	0.90
10	0.17	25	0.42	40	0.67	55	0.92
11	0.18	26	0.43	41	0.68	56	0.93
12	0.20	27	0.45	42	0.70	57	0.95
13	0.22	28	0.47	43	0.72	58	0.97
14	0.23	29	0.48	44	0.73	59	0.98
15	0.25	30	0.50	45	0.75		

GEN 2.7 SUNRISE/SUNSET TABLES

The following sunrise/sunset tables have been prepared by Aeronautical Met and are produced here with their permission. The times in the tables are given in UTC for sunrise (SR) and sunset (SS) for the year 2018.

SUNRISE - SUNSET TABLES -TIMES (UTC)

ADEN ADDE INTL.AIRPORT
HCMM
0200.8N 04518.3E

MONTH/DAY	SR	SS	MONTH/DAY	SR	SS	MONTH/DAY	SR	SS
JAN 1	0303	1501	MAY 1	0258	1508	SEP 1	0302	1510
11	0308	1506	11	0256	1508	11	0300	1506
21	0311	1509	21	0255	1509	21	0259	1502
FEB 1	0312	1512	JUN 1	0257	1511	OCT 1	0255	1457
11	0313	1513	11	0259	1513	11	0252	1454
21	0312	1514	21	0300	1514	21	0251	1451
MAR 1	0318	1520	JUL 1	0302	1516	NOV 1	0251	1449
11	0315	1517	11	0304	1516	11	0251	1449
21	0311	1516	21	0305	1519	21	0254	1450
APR 1	0307	1513	AUG 1N	0305	1519	DEC 1	0258	1452
11	0303	1511	11	0305	1517	11	0302	1456
21	0300	1510	21	0304	1514	21	0307	1501

EGAL Intl.Airport
HCMH
0930.7N 04404.9E

MONTH/DAY	SR	SS	MONTH/DAY	SR	SS	MONTH/DAY	SR	SS
JAN 1	0321	1453	MAY 1	0349	1514	SEP 1	0257	1512
11	0325	1459	11	0346	1514	11	0256	1506
21	0327	1503	21	0344	1516	21	0254	1500
FEB 1	0327	1507	JUN 1	0244	1520	OCT 1	0254	1554
11	0326	1510	11	0246	1522	11	0254	1549
21	0323	1513	21	0248	1524	21	0254	1544
MAR 1	0320	1514	JUL 1	0249	1526	NOV 1	0256	1540
11	0316	1512	11	0251	1527	11	0257	1538
21	0309	1514	21	0254	1526	21	0302	1538
APR 1	0303	1513	AUG 1	0256	1524	DEC 1	0305	1540
11	0258	1513	11	0257	1521	11	0311	1543
21	0254	1512	21	0257	1518	21	0316	1548

KISMAYU
HCMK
002.6S 04228.3E

MONTH/DAY	SR	SS	MONTH/DAY	SR	SS	MONTH/DAY	SR	SS
JAN 1	0310	1516	MAY 1	0304	1510	SEP 1	0257	1512
11	0315	1520	11	0303	1510	11	0256	1506
21	0318	1524	21	0303	1509	21	0254	1500
FEB 1	0320	1526	JUN 1	0305	1510	OCT 1	0259	1503
11	0321	1527	11	0306	1512	11	0254	1500
21	0321	1527	21	0308	1514	21	0252	1457
MAR 1	0320	1526	JUL 1	0310	1516	NOV 1	0251	1456
11	0318	1523	11	0312	1518	11	0252	1457
21	0315	1520	21	0313	1519	21	0253	1458
APR 1	0311	1516	AUG 1	0315	1519	DEC 1	0257	1502
11	0309	1514	11	0312	1518	11	0301	1506
21	0306	1512	21	0310	1516	21	0305	1511

BAIDOA
HCMB
0306.2N 04337.7E

MONTH/DAY	SR	SS	MONTH/DAY	SR	SS	MONTH/DAY	SR	SS
JAN 1	0312	1506	MAY 1	0258	1508	SEP 1	0302	1510
11	0317	1511	11	0256	1508	11	0300	1506
21	0319	1515	21	0255	1509	21	0259	1502
FEB 1	0320	1519	JUN 1	0257	1511	OCT 1	0255	1457
11	0321	1519	11	0259	1513	11	0252	1454
21	0320	1520	21	0300	1514	21	0251	1451
MAR 1	0318	1520	JUL 1	0302	1516	NOV 1	0251	1449
11	0315	1517	11	0304	1516	11	0251	1449
21	0311	1516	21	0305	1519	21	0254	1450
APR 1	0307	1513	AUG 1	0305	1519	DEC 1	0258	1452
11	0303	1511	11	0305	1517	11	0302	1456
21	0300	1510	21	0304	1514	21	0307	1501

BOSASO
HCMF
1116.4N 04909.6E

MONTH/DAY	SR	SS	MONTH/DAY	SR	SS	MONTH/DAY	SR	SS
JAN 1	0303	1429	MAY 1	0226	1454	SEP 1	0234	1451
11	0307	1435	11	0222	1455	11	0234	1446
12	0309	1439	21	0221	1457	21	0233	1439
FEB 1	0308	1444	JUN 1	0220	1502	OCT 1	0233	1433
11	0306	1447	11	0222	1504	11	0233	1426
21	0303	1451	21	0222	1506	21	0234	1422
MAR 1	0259	1453	JUL 1	0225	1506	NOV 1	0236	1418
11	0256	1450	11	0228	1509	11	0238	1416
21	0248	1453	21	0230	1507	21	0243	1414
APR 1	0249	1459	AUG 1	0232	1505	DEC 1	0247	1418
11	0236	1451	11	0232	1502	11	0253	1419
21	0232	1451	21	0234	1458	21	0258	1424

GALCAIO
HCMR
0646N 04726E

MONTH/DAY	SR	SS	MONTH/DAY	SR	SS	MONTH/DAY	SR	SS
JAN 1	0302	1444	MAY 1	0238	1456	SEP 1	0244	1456
11	0307	1449	11	0235	1457	11	0242	1452
21	0309	1453	21	0233	1459	21	0240	1446
FEB 1	0310	1456	JUN 1	0234	1502	OCT 1	0239	1441
11	0309	1459	11	0235	1505	11	0238	1436
21	0307	1501	21	0236	1506	21	0238	1432
MAR 1	0304	1502	JUL 1	0238	1508	NOV 1	0239	1429
11	0259	1501	11	0242	1508	11	0241	1727
21	0255	1500	21	0243	1509	21	0244	1428
APR 1	0249	1459	AUG 1	0245	1507	DEC 1	0248	1430
11	0245	1457	11	0245	1505	11	0252	1434
21	0241	1458	21	0244	1502	21	0258	1438

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GEN 3 SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

1. Responsible Service

1.1 The Aeronautical Information Service, which forms part of the Flight Information Services for Somalia(FISS), ensures the flow of information necessary for the safety, regularity and efficiency of international and national air navigation within the area of its responsibility as indicated under item 2. It consists of AIS Headquarters, International NOTAM Office (NOF) and AIS units established at certain aerodromes as listed here under.

1.2 ***AIS Headquarters***

Aeronautical Information Service
Mogadishu, Somalia
TEL: +2521857394, +2521857389
E-mail: ais@icao.unon.org
SITA NR: NBOTCYA
AFS: HCMMYOYX
https://www.icao.int/ESAF/FISS

1.3 ***International NOTAM office (NOF)***

Aeronautical Information Service

Mogadishu, Somalia
TEL: +2521857394, +2521857389
E-mail:mogadishu.NOF@icao.unon.org

SITA NR: NBOTCYA

AFS: HCMMYNYX

The service is provided in accordance with the provisions contained in ICAO Annex 15 - Aeronautical *Information Services*.

Note_1: The NOTAM Office is not a 24hr Service but operates 0415UTC to 1545UTC.

1.4 ***AIS Briefing Units***

1.4.1 AIS briefing units are currently classified as Class B i.e Briefing units which hold a limited amount of information to enable the aircraft to be dispatched on national and international flights to adjacent FIRs only.

AIS Briefing Office

Aden Adde International Airport

Mogadishu-Somalia

TEL: +252699777919/+252619743013

E-mail: mogadishu.BOF@icao.unon.org

AFS: HCMMZPZX

AIS Briefing Office

Egal International Airport

Hargeysa- Somaliland

TEL: +252634421785

E-mail: Hargeysa.BOF@icao.unon.org

AFS: HCMHZPZX

AIS Briefing Office

Bosaso International Airport

Bosaso- Puntland

TEL: +252906796900

E-mail: Bosaso.BOF@icao.unon.org

AFS: HCMFZPZX

Note_2: The Briefing Offices listed above also doubles as ATS reporting Offices (ARO)

2. Area of responsibility

The Aeronautical Information Service is responsible for the collection and dissemination of aeronautical data and aeronautical information for the entire territory of Somalia and for the airspace over the high seas encompassed by the Mogadishu Flight Information Region.

3. Aeronautical publications

The aeronautical information is provided in the form of the Integrated Aeronautical Information Package consisting of the following elements:

- Aeronautical Information Publication (AIP);
- Amendment service to the AIP (AIP AMDT);
- Supplement to the AIP (AIP SUP);
- NOTAM and Pre-flight Information Bulletins (PIB);
- Aeronautical Information Circulars (AIC);
- Checklists and List of Valid NOTAM.

NOTAM and the related monthly checklists are issued via the Aeronautical Fixed Service (AFS), while PIB are made available at aerodrome AIS units. All other elements of the package are distributed online at;
https://www.icao.int/ESAF/FISS

3.2 *Aeronautical Information Publication (AIP)*

The AIP is the basic aviation document intended primarily to satisfy international requirements for the exchange of permanent aeronautical information and long duration temporary changes essential for air navigation.

AI Somalia is published in one volume, in a loose-leaf form with text in English only for use in international and domestic operations, whether the flight is a commercial or a private one.

3.3 *Amendment service to the AIP (AIP AMDT)*

3.3.1 Amendments to the AIP are made by means of uploading the entire electronic file on the online site or by through publication of an AIRAC amendment which eventually on coming into force is integrated into the original AIP file

Two types of AIP AMDT are produced:-

a) Regular AIP Amendment (AIP AMDT), issued in accordance with the established regular interval (ref. GEN 0.1-2) and identified by a light blue cover sheet.

b) AIRAC AIP Amendment (AIRAC AIP AMDT), issued in accordance with the AIRAC system and identified by a pink cover sheet and the acronym — AIRAC, incorporates operationally significant permanent changes into the AIP on the indicated AIRAC effective date.

New information included on the re-published AIP pages is annotated or identified by a vertical line in the left margin (or immediately to the left) of the change/addition except for new edition of AIP

Each AIP page and each AIP replacement page introduced by an amendment, including the amendment cover sheet, are dated. The date consists of the day, month (by name) and year of the publication date (regular AIP AMDT) or of the AIRAC effective date (AIRAC AIP AMDT) of the information. Each AIP amendment cover sheet includes references to the serial number of those elements, if any, of the Integrated Aeronautical Information Package which have been incorporated in the AIP by the amendment and are consequently cancelled.

Each AIP AMDT and each AIRAC AIP AMDT are allocated separate serial numbers which are consecutive and based on the calendar year. The year, indicated by two digits, is a part of the serial number of the amendment, e.g. AIP AMDT 1/2017; AIRAC AIP AMDT 1/2017.

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 amendment and is an integral part of the AIP.

3.4 ***Supplement to the AIP (AIP SUP)***

Temporary changes of long duration (three months and longer) and information of short duration which consists of extensive text and/or graphics, supplementing the permanent information contained in the AIP, are published as AIP Supplements (AIP SUP). Operationally significant temporary changes to the AIP are published in accordance with the AIRAC system and its

established effective dates and are identified clearly by the acronym AIRAC AIP SUP.

AIP Supplements are separated from main AIP information subjects (General—GEN, En-route—ENR and Aerodromes—AD) and are placed accordingly at the beginning of each AIP Part. Supplements are published on yellow paper to be conspicuous and to stand out from the rest of the AIP. Each AIP Aerodromes—AD) and are placed accordingly at the beginning of each AIP Part. Supplements are published on yellow paper to be conspicuous and to stand out from the rest of the AIP. Each AIP Supplement (regular or AIRAC) is allocated a serial number which is consecutive and based on the calendar year, i.e. AIP SUP 1/2017; AIRAC AIP SUP 1/2017.

An AIP Supplement is kept in the AIP as long as all or some of its contents remain valid. The period of validity of the information contained in the AIP Supplement will normally be given in the supplement itself. Alternatively, NOTAM may be used to indicate changes to the period of validity or cancellation of the supplement.

The checklist of AIP Supplements currently in force is issued in the monthly printed-language list of valid NOTAM.

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

NOTAM are originated and issued for Mogadishu FIR and are distributed in series A only.

Series A: General rules, en-route navigation and communication facilities, airspace restrictions and information concerning major international aerodromes. This series is given national and international distribution

Pre-flight Information Bulletins (PIB), which contain a recapitulation of current NOTAM and other information of urgent character for the operator/flight crews, are available at the aerodrome AIS units. The extent of the information contained in the PIB is indicated under 5 of this subsection.

A Checklist of valid NOTAM is issued monthly via AFTN. The checklist is followed by a printed List of NOTAM distributed online on FISS AIM Web page. It contains a plain language presentation of the valid NOTAM and information about the number of the latest issued AIP AMDT, AIRAC AIP SUPP and AIC.

3.5 *Aeronautical Information Circulars (AIC)*

The Aeronautical Information Circulars (AIC) contain information on the long-term forecast of any major change in legislation, regulations, explanatory or advisory nature liable to affect flight safety; and information or notification of an explanatory or advisory nature concerning procedures or facilities; information of a purely explanatory or advisory nature liable to affect flight safety; and information or notification of an explanatory or advisory nature concerning technical, legislative or purely administrative matters.

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 1/2017. A checklist of AIC currently in force is issued once an year

3.6 *Checklist and List valid NOTAM*

A checklist of valid NOTAM is issued monthly via AFS. The checklist is followed by a list of valid NOTAM distributed by mail to all Information Package. It contains a plain language (in English) presentation of the valid NOTAM and information about the number of the latest issued AIP AMDT, AIRAC AIP AMDT, AIP SUPP and AIC as well as the numbers of the elements issued under the AIRAC or, if none the Nil AIRAC notification that will become effective.

3.6 *Sale of publications*

All the publications of the Aeronautical Information Services are available online for free access on the AIM web page: *https://www.icao.int/ESAF/FISS*

4. AIRAC System

In order to control and regulate the operationally significant changes requiring amendments to charts, route-manuals etc., such changes, whenever possible, will be issued on predetermined dates according to the AIRAC SYSTEM. This type of information will be published as an AIRAC AIP AMDT or an AIRAC AIP SUP. If an AIRAC AMDT or SUP cannot be produced due to lack of time, NOTAM clearly marked AIRAC will be issued. Such NOTAM will immediately be followed by an AMDT or SUP.

The table below indicates AIRAC effective dates for the coming years. AIRAC information will be issued so that the information will be received by the user not later than 28 days, and for major changes not later than 56 days, before the effective date. At AIRAC effective date, a trigger NOTAM will be issued giving a brief description of the contents, effective date and reference number of the AIRAC AIP AMDT or AIRAC AIP SUP that will become effective on that date. Trigger NOTAM will remain in force as a reminder in the PIB until the new checklist/summary is issued.

If no information was submitted for publication at the AIRAC date, a NIL notification will be issued by NOTAM not later than one AIRAC cycle before the AIRAC effective date concerned.

Schedule of AIRAC Effective Dates

2017	2018	2019
05 JAN	04 JAN	03 JAN
02 FEB	01 FEB	31 JAN
02 MAR	01 MAR	28 FEB
30 MAR	29 MAR	28 MAR
27 APR	26 APR	25 APR
25 MAY	24 MAY	23 MAY
22 JUN	21 JUN	20 JUN
20 JUL	19 JUL	18 JUL
17 AUG	16 AUG	15 AUG
14 SEP	13 SEP	12 SEP
12 OCT	11 OCT	10 OCT
09 NOV	08 NOV	07 NOV
07 DEC	06 DEC	05 DEC

5. Pre-flight information service at aerodromes /heliports

Pre-flight information is available at aerodromes as detailed below.

Aerodrome/Heliport	***Briefing coverage***
Aden Adde Intl. Airport	Adjacent FIR
Egal Intl. Airport	
Bosaso Intl. Airport	

6. Electronic terrain and obstacle data

Air navigation obstacle data and Terrain data sets may be obtained from:

Aeronautical Information Service
Tel : +2521857394
E-mail: ais@icao.unon.org
SITA NR: NBOTCYA
AFS: HCMMYOYX

Note_2: The availability of Air Navigation obstacle data sets that meets Annex 15 requirements is currently limited to obstacle data considered during Flight procedure Design for airports with PBN Instrument Flight Procedures , while terrain data sets available is in accordance with Area 1 specifications only.

GEN 3.2 AERONAUTICAL CHARTS

1. Responsible Service

1.1 The Flight Information Services for Somalia (FISS) provides a wide range of aeronautical charts for use by all types of civil aviation. The Aeronautical Information Service produces the charts which are part of the AIP; all other aeronautical charts are produced by commercial entities. Charts, suitable for pre-flight planning and briefing, are available for reference at aerodrome AIS units and online on the FISS AIM Web page: https://www.icao.int/ESAF/FISS . The charts are produced in accordance with the provisions contained in Annex 4 — Aeronautical Charts. Differences to these provisions are detailed in subsection GEN 1.7.

2. Maintenance of charts

2.1 The aeronautical charts included in the AIP are kept up to date by amendments to the AIP. Corrections to aeronautical charts not contained in the AIP are promulgated by AIP Amendments and are listed under 8 of this subsection. Information concerning the planning for or issuance of new maps and charts is notified by Aeronautical Information Circular.

2.2 If incorrect information detected on published charts is of operational significance, it is corrected by NOTAM.

3. Purchase arrangements

The charts as listed under 5. of this subsection may are distributed as part of the AIP and can be obtained online online on the FISS AIM Web page: https://www.icao.int/ESAF/FISS

4. Aeronautical chart series available

4.1 The following series of aeronautical charts are Produced:

a) Aerodrome Chart — ICAO;
b) Aerodrome Ground Movement Chart — ICAO
c) Aircraft Parking/Docking Chart — ICAO;
d) En-route Chart — ICAO;
e) Standard Departure Chart — Instrument (SID) —ICAO;
f) Standard Arrival Chart — Instrument (STAR) — ICAO;
g) Instrument Approach Chart — ICAO (for each runway and procedure type);

The charts currently available are listed under 5 of this
Subsection.

4.2 ***General description of each series***

a) *Aerodrome/Heliport Chart — ICAO.*
This chart contains detailed aerodrome/heliport data to provide flight crews with information that will facilitate the ground movement of aircraft:

— from the aircraft stand to the runway; and
— from the runway to the aircraft stand;

It also provides essential operational information at the aerodrome/heliport.

b) *Aerodrome Ground Movement Chart — ICAO.*
This chart is produced for those aerodromes where, due to congestion of information, details necessary for the ground movement of aircraft along the taxiways to and from the aircraft stands and for the parking/docking of aircraft cannot be shown with sufficient clarity on the Aerodrome/Heliport Chart — ICAO.

c) Aircraft Parking/Docking Chart — ICAO.
This chart is produced for those aerodromes where, due to the complexity of the terminal facilities, the information to facilitate the ground movement of aircraft between the taxiways and the aircraft stands and the parking/docking of aircraft cannot be shown with sufficient clarity on the Aerodrome/Heliport Chart — ICAO or on the Aerodrome Ground Movement Chart — ICAO.

d) En-route Chart — ICAO.
This chart is produced for the entire Mogadishu FIR. The aeronautical data include all aerodromes, prohibited, restricted and danger areas and the air traffic services system in detail. The chart provides the flight crew with information that will facilitate navigation along ATS routes in compliance with air traffic services procedures.

e) Standard Departure Chart — Instrument (SID) — ICAO.

This chart is produced whenever a standard departure route — instrument has been established and cannot be shown with sufficient clarity on the Area Chart — ICAO.

The aeronautical data shown include the aerodrome of departure, aerodrome(s) which affect the designated standard departure route — instrument, prohibited, restricted and danger areas and the air traffic services system. This chart provides the flight crew with information that will enable them to comply with the designated standard departure route — instrument from the take-off phase to the en-route phase.

f) *Standard Arrival Chart — Instrument (STAR) — ICAO.*

This chart is produced whenever a standard arrival route —instrument has been established and cannot be shown with sufficient clarity on the Area Chart — ICAO. The aeronautical data shown include the aerodrome of landing, aerodrome(s) which affect the designated standard arrival route — instrument, prohibited, restricted and danger areas and the air traffic services system. This chart provides the flight crew with information that will enable them to comply with the designated standard arrival route— instrument from the en-route phase to the approach phase.

h) Instrument Approach Chart — ICAO.

This chart is produced for all aerodromes used by civil aviation where instrument approach procedures have been established. A separate Instrument Approach Chart — ICAO has been provided for each approach procedure.

The aeronautical data shown include information on aerodromes, prohibited, restricted and danger areas, radio communication facilities and navigation aids, minimum sector altitude, procedure track portrayed in plan and profile view, aerodrome operating minima, etc.

This chart provides the flight crew with information that will enable them to perform an approved instrument approach procedure to the runway of intended landing including the missed approach procedure and where applicable, associated holding patterns.

5. List of aeronautical charts available

Those chart series marked by an asterisk (*) form part of the AIP.

Title of series	*Scale*	*Name and/or number*	*Price*	*Date*
Instrument Approach Chart - ICAO* (IAC)	1:300 000	RNAV (GNSS) Y RWY 05	N/A	22/06/2017
Instrument Approach Chart- ICAO* (IAC)	1:300 000	RNAV (RNP) Z RWY 05	N/A	22/06/2017
Standard Departure Chart- Instrument ICAO* (SID)	1:650 000	SID RNAV (GNSS) Y RWY 23	N/A	22/06/2017
Standard Arrival Chart- Instrument ICAO* (SID)	1:650 000	STAR RNAV (GNSS)Y RWY 23	N/A	22/06/2017
En-route Chart — ICAO*	Linear	EN-ROUTE CHART-Mogadishu FIR	N/A	04/01/2018
Aerodrome Chart — ICAO*	Not to Scale	ADEN ADDE INTL.AIRPORT	N/A	04/01/2018
Aerodrome Chart — ICAO*	Not to Scale	EGAL INTL.AIRPORT	N/A	04/01/2018
Aerodrome Chart — ICAO*	Not to Scale	BOSASO INTL.AIRPORT	N/A	04/01/2018
Aerodrome Chart — ICAO*	Not to Scale	BERBERA INTL.AIRPORT	N/A	04/01/2018
Aerodrome Chart — ICAO*	Not to Scale	BURAO AIRSTRIP	N/A	04/01/2018
Aerodrome Chart — ICAO*	Not to Scale	KISMAYO AIRSTRIP	N/A	04/01/2018

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

To be developed

7. Topographical Charts

To supplement the aeronautical charts, a wide range of topographical charts is available from:

TBN

8. Corrections to Charts not contained in the AIP

TBN

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GEN 3.3 AIR TRAFFIC SERVICES

1. Responsible Service

The Flight Information Services for Somalia (FISS) is the responsible entity for the provision of Air Traffic Services within the area indicated under 2 below.

Flight Information Services for Somalia (FISS)

TEL: +25261857390, +2521857391,

+2521857392, +2521857393

E-mail: Mogadishu.FIC@icao.unon.org

SITA NR: NBOTCYA

AFS: HCSMZQZX

The services are provided in accordance with the provisions contained in the following ICAO documents:

Annex 2 — *Rules of the Air*

Annex 11 — *Air Traffic Services*

Doc 4444 — *Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM)*

Doc 8168 — *Procedures for Air Navigation Services — Aircraft Operations (PANS-OPS)*

Doc 7030 — *Regional Supplementary Procedures*

Differences to these provisions are detailed in subsection GEN 1.7.

2. Area of Responsibility

Air traffic services are provided for the entire territory of Somalia including its territorial waters as well as the airspace over the high seas within the Mogadishu FIR.

3. Types of Services

Flight Information Services and Alerting Services (ALRS) is provided within the entire Mogadishu FIR and Aerodrome Control (TWR) at Aden Adde, Bosaso and Egal International Airports

4. Coordination between the operator and ATS

Coordination between the operator and air traffic services is effected in accordance with 2.15 of Annex 11.

Air traffic services units, in carrying out their objectives, shall have due regard for the requirements of the operators consequence on their obligations as specified in Annex 6, and, if so required by the operators, shall make available to them or their designated representatives such information as may be available to enable them or their designated representatives to carry out their responsibilities.

When so requested by an operator, messages (including position reports) received by air traffic services units and relating to the operation of the aircraft for which operational control service is provided by that operator shall, so far as practicable, be made available immediately to the operator or a designated representative in accordance with locally agreed procedures.

5. Minimum flight altitude

The minimum flight altitudes on the ATS routes, as presented in section ENR 3, have been determined so as to ensure a minimum vertical clearance above the controlling obstacle in the area concerned.

6. ATS Units Address List

Unit Name	Telephone NR	Email Address	AFS Address
Mogadishu FIC	+2521857390, +2521857391, +2521857392, +2521857393	Mogadishu.FIC@icao.unon.org	HCSMZQZX
Mogadishu TWR	+25269000041 +252612777741	Mogadishu.AFIS@icao.unon.org	HCMMZTZX
Hargeisa TWR	+252634421785	Hargeysa.AFIS@icao.unon.org	HCMHZTZX
Bosaso TWR	+252907080161	Bosaso.AFIS@icao.unon.org	HCMFZTZX
Berbera TWR	+25263360374	Berbera.AFIS@icao.unon.org	HCMIZTZX

GEN 3.4 COMMUNICATION SERVICES

1. Responsible Service

The Flight Information Services for Somalia (FISS) is the responsible entity for the provision of Telecommunication and Navigation Facility services in Somalia.

Flight Information Services for Somalia (FISS)

Mogadishu, Somalia

TEL: +2521857396

E-mail: Mogadishu.FIC@icao.unon.org

SITA NR: NBOTCYA

AFS: HCSMZIZX

The service is provided in accordance with the 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

Communication services are provided for the entire territory of Somalia including its territorial waters as well as the airspace over the high seas within the Mogadishu FIR.

3. Types of Services

3.1 Radio Navigation Services

NIL

3.2 ***Voice/data link services***

Voice service

The aeronautical stations maintain a continuous watch on their stated frequencies during the published hours of service unless otherwise notified.

An aircraft should normally communicate with the air-ground control radio station that exercises control in the area in which the aircraft is flying. Aircraft should maintain a continuous watch on the appropriate frequency of the ATS station and should not abandon watch, except in emergency, without informing the control radio station.

Data link service

The messages to be transmitted over the Aeronautical Fixed Service (AFS) are accepted only if:

a) They satisfy the requirements of Annex 10, Vol. II, Chapter 3, 3.3;

b) They are prepared in the form specified in Annex 10;

3.3 ***Broadcasting service***

Nil

4. Requirements and conditions

The requirements of communication, Navigation and Surveillance and the general conditions under which the communication services are available for international use, as well as the requirements for the carriage of radio equipment, are contained in GEN 1.5.

Additionally, caution is hereby advised due to unreliable Mogadishu FIC HF communication. Pilots are requested to ensure appropriate mitigation measures including the use of SATCOM INMARSAT CODE 466601 on FIC Telephone Numbers +25261857390, +2521857391, +2521857392, +2521857393 and or rely via the airline operations unit or other ACFT or other ATS units as may be applicable.

AERONAUTICAL FIXED TELECOMMUNICATION NETWORK FOR MOGADISHU FIR

To be developed

GEN 3.5 METEOROLOGICAL SERVICES

1. Responsible Service

The meteorological services for civil aviation are provided by the Aeronautical Met meteorological Section of the Flight Information Services for Somalia (FISS).

Flight Information Services for Somalia (FISS).

Mogadishu, Somalia

TEL: +2521857395, +2521857389

E-mail: Mogadishu.FIC@icao.unon.org

SITA NR: NBOTCYA

AFS: HCMMYMYX

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

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

Annex 3 — Meteorological Service for International Air Navigation
Doc 7030 — Regional Supplementary Procedures
Doc 7474 —Regional Air Navigation Plan — AFI Region

2. Area of Responsibility

Meteorological service is provided within the Mogadishu FIR.

3. Meteorological Stations, observations and reports

Name of station	*Time of Report*	*Types of MET reports*	*Observation system & site(s)*	*Hours of operation*	*Climatological information*
Mogadishu Observatory	Hourly Observations, Automatic: NIL	METAR, SPECI, 3HR Synoptic report	SFC wind Sensors Thermometer *See AD Chart for site locations*	DLY 0330 UTC to 1500UTC	NIL
Hargeisa Observatory					
Bosaso Observatory					
Berbera Observatory					

4. Types of services

Met reports are provided to Flight Information Centre (FIC) and Air Traffic Control Tower at Aden Adde, Hargeisa, Bosaso and Berbera airports.

No flight documentation provided to air operators but plans are under way to establish the service.

5. Notification required from operators

The requirement for notification will be published once Aviation MET briefing services are established

6. Aircraft reports

Routine aircraft observations (AIREPs) are required at all FIR crossing way points.

ATS/MET reporting points designated in terms of Annex 3 Chapter 5 in respect of routes crossing Mogadishu Flight Information Region are indicated in ENR 3.2

7. VOLMET service

Nil

8.2 Meteorological watch

The meteorological watch is performed by Mogadishu Met Watch office. The MWO issues various types of MET reports and information in accordance with Annex 3, Chapter 7.

Name of station	*Time of Forecast*	*Types of MET reports*	*Observation system &site(s)*	*Hours of operation*	*Climatological information*
Mogadishu Met Watch Office	0000 to 0000 1200 to 1200 24hrs forecast update	Area Forecast -upper wind Upper Temp Significant Chart		DLY 0415UTC TO 1545UTC	NIL
		Satellite Images Warning Reports All Significant weather			

9. Other automated meteorological –services

Nil

GEN 3.6 SEARCH AND RESCUE

1. Responsible Service

The search and rescue service in Mogadishu FIR is coordinated by the flight Information Services for Somalia (FISS) at the Flight Information Centre (FIC) which hosts the rescue coordination Centre (RCC). The search and rescue is coordinated in collaboration with airspace users, adjacent regional rescue coordination centers and available committed resources.
The address of the FIC is as below;

Mogadishu Flight Information Centre(FIC)
Mogadishu, Somalia
TEL: +2521857390 /+2521857391
+2521857392/+2521857393
E-mail: Mogadishu.FIC@icao.unon.org
SITA NR: NBOTCYA
AFS: HCSMZIZX

When SAR operations are needed, a rescue coordination centre is activated.

2. Area of Responsibility

The RCC will be responsible for SAR operations within Mogadishu FIR.

3. Types of Service

The service is provided in accordance with the provisions contained in ICAO Annex 12-Search and rescue.

Note: Details on various elements available to SAR team will be notified upon conclusion of SAR Agreements with collaborating parties.

Details of related rescue units are provided in table below.

3. Search and Rescue units

Name of unit	*Location*	*Facilities*	*Remarks*
Rescue Coordination Centre (RCC) at FIC	020050.25N 0451814.50E	TBN	See GEN 3.3 for contact details and ENR 2.1 for Frequencies of ATS units
Mogadishu TWR	020050.25N 0451814.50E	TBN	
Hargeisa TWR	093105.12N 0440522.95E	TBN	
Bosaso TWR	TBN	TBN	
Berbera TWR	102324N 0445530E	TBN	

4. SAR Agreements

To be notified upon conclusion.

5. Conditions of availability

The SAR and rescue services will be available to qualifying civil aircraft as per ICAO Annex 12-*Search and Rescue.*

6. Procedures and Signals used

Procedures and signals used by aircraft

Procedures for pilots-in-command observing an accident or intercepting a distress call and/or message are outlined in ICAO Annex 12, Chapter 5.

Communications

Transmission and reception of distress messages will be handled in accordance with ICAO Annex 10, Volume II, 5.3.

Codes and abbreviations published in ICAO Doc 8400 (*Abbreviations and Codes*) will be used.

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GEN 4. CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES

GEN 4.1 AERODROMES/HELIPORTS CHARGES

a) Aden Adde International airport charges

Air Navigation fee		**Landing fee**		**Parking Fees**			
Weight	Charges in $	MTOW	Charges in $	Traffic area	US/ hr	Garage area	Charge/hr
Below 20t	100	less 10t	50	Below 20t	5	Below 20t	5
Above 20t	275	Less 20t	100	Above 20t	10	Above 20t	10
		Above 20t	250				

Handling services and charges (US dollar) at Aden Adde Int. Airport			
MTOW in KGS	Technical handling	Handling pax flight	Handling cargo flight
Less than 4000	130	220	250
4001-9500	225	290	310
9501-19000	400	450	530
19001-28000	500	550	700
28001-50000	600	650	850
50001-70000	750	900	950
70001-80000	800	1100	1200
80001-10000	900	1200	1300
10001-150000	1000	1300	1500
150001-180000	1500	2200	2500
180001-200000	2000	2500	3000
200001-300000	2500	3000	3500
Above 300000	2500	3000	4000

Additional Services-Narrow body			
services	USD	Services	USD
Aircraft towing	130	Headset	70
ACU/hr	270	Nitrogen	90
ASU/start	180	Passenger step	140
GPU/hr	200	Pushback	100
Check-in counter/hr	25	Toilet services	50
Baggage Dolly/hr	30	Main Deck loader	90
Brake Cooling/hr	130	Main Deck loader	110
Cargo Dolly/hr	90	Main Deck loader	150
Conveyor Forklift	80	Cabin Cleaning	80
Forklift	80	Pax transport	50
Garbage bags	25	Water Services	140
		Wheelchair	25

Additional Services-Narrow body			
services	USD	Services	USD
Aircraft towing	150	Headset	75
ACU/hr	300	Nitrogen	100
ASU/start	200	Passenger step	150
GPU/hr	220	Pushback	105
Check-in counter/hr	25	Toilet services	50
Baggage Dolly/hr	35	Main Deck loader	100
Brake Cooling/hr	150	Main Deck loader	125
Cargo Dolly/hr	100	Main Deck loader	150
Conveyor	80	Cabin Cleaning	120
Forklift	100	Pax transport	50
Garbage bags	25	Water Services	150
		Wheelchair	50

b) Landing, parking and ground handling charges are payable to the authorities responsible for the administration of each airport.
Contact details of authorities operating some of the major airports within Mogadishu FIR where detailed information on Aerodrome charges applicable at each airport can be obtained from are provided below:

	AIRPORT	**ADDRESS OF AIRPORT OPERATOR**
1.	Aden Adde International Airport, Mogadishu	Airport Manager Favori Limited Liability Company Favori Base Mogadishu – Somalia Tel: +252 617 165 456 (Cell) +90 282 726 46 00 (Office turkey) Email: info@favorillc.com
2.	EGAL International Airport, Somaliland	Somaliland Civil Aviation and Airports Authority Tel: +252 634 428 402 Email: saqiire@yahoo.com
3.	Berbera International Airport	
4.	Burao International Airport	
5.	Bosaso International Airport	Sunrise Aircraft Services (SAS) Tel: +252907849919, +252907070162, +252907796207 Email: aismail@sunriseairports.com : mali@sunriseairports.com

GEN 4. AIR NAVIGATION SERVICES CHARGES

GEN 4.2 AERODROMES/HELIPORTS

1. Air Navigation Services Charges

All flights overflying Mogadishu FIR, landing or departing from an aerodrome within Mogadishu FIR, including UN flights and relief missions will be charged Air Navigation Charges based on the Maximum Take-off Weight as follows:

	Maximum Take-off	**Applicable Charges USD**
1.	20001kg and above	$275 per Flight
2.	20000kg and below	$40 per Flight

2. Method of payment and Mandate to collect Air Navigation Charges

The International Air Transport Association (IATA) has been authorized to collect all air navigation charges within Mogadishu FIR including charges accrued from the year 1994 to the year 1995.

Contact Details

International Air Transport Association (IATA)
PostNet Suite 970, Pvt Bag X9, Benmore 2010,
South Africa
Sandown Mews East Block, Ground Floor
88 Stella Street, Sandown 2196, South Africa
Tel: + 27 11 523-2700
Fax: + 27 11 523-2701

3. NAFISAT VSAT Charges and Modes of Payment

A charge of USD $10.00 per FIR Crossing for international flights operating over Mogadishu FIR (Crossing, Terminating, exciting or Departing) is payable to the international air transport association (IATA) effective 21st April 2008. Payment for the NAFISAT VSAT Charges and related queries shall be addressed to:

International Air Transport Association (IATA)
Route de l'Aéroport33,
P.O. BOX 416,
ch-1215 Geneva 15 airport,
Switzerland
Fax: +41(22)799-2678,
AFTN: LSGGIATA,
SITA: GVALDXB,
TELEX: 415586

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