

AIP

AERONAUTICAL INFORMATION
PUBLICATION



ST HELENA

AERONAUTICAL INFORMATION SERVICE

PART 1 – GENERAL (GEN)

GEN 0.

GEN 0.1 PREFACE

To all holders of the St Helena Aeronautical Information Publication, First Edition:

This edition of the Aeronautical Information Publication (AIP) has been prepared in accordance with International Civil Aviation Organisation (ICAO) Standards and Recommended Practices (SARP) of Annex 15 to the Chicago Convention, the guidance material in the Aeronautical Information Service Manual (ICAO Doc 8126) and the Procedures for Air Navigation Services Aeronautical Information Management (ICAO Doc 10066).

This AIP contains aeronautical information of a permanent nature and is kept up to date by means of an amendment service. Aeronautical information of important operational significance, which is of a temporary nature, or requires advance distribution and is appropriate to the AIP but needs immediate dissemination, is notified by means of Notice To Airmen (NOTAM).

Aeronautical information of general technical interest of a purely administrative nature and therefore inappropriate to NOTAM or AIP will be published in Aeronautical Information Circulars (AIC).

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1. AERONAUTICAL AUTHORITY

The AIP is published by ATNS on authority of The Governor of St Helena. ATNS is responsible for the collection and dissemination of aeronautical information within the St Helena Airport CTR and TMA on behalf of The Governor of St Helena.

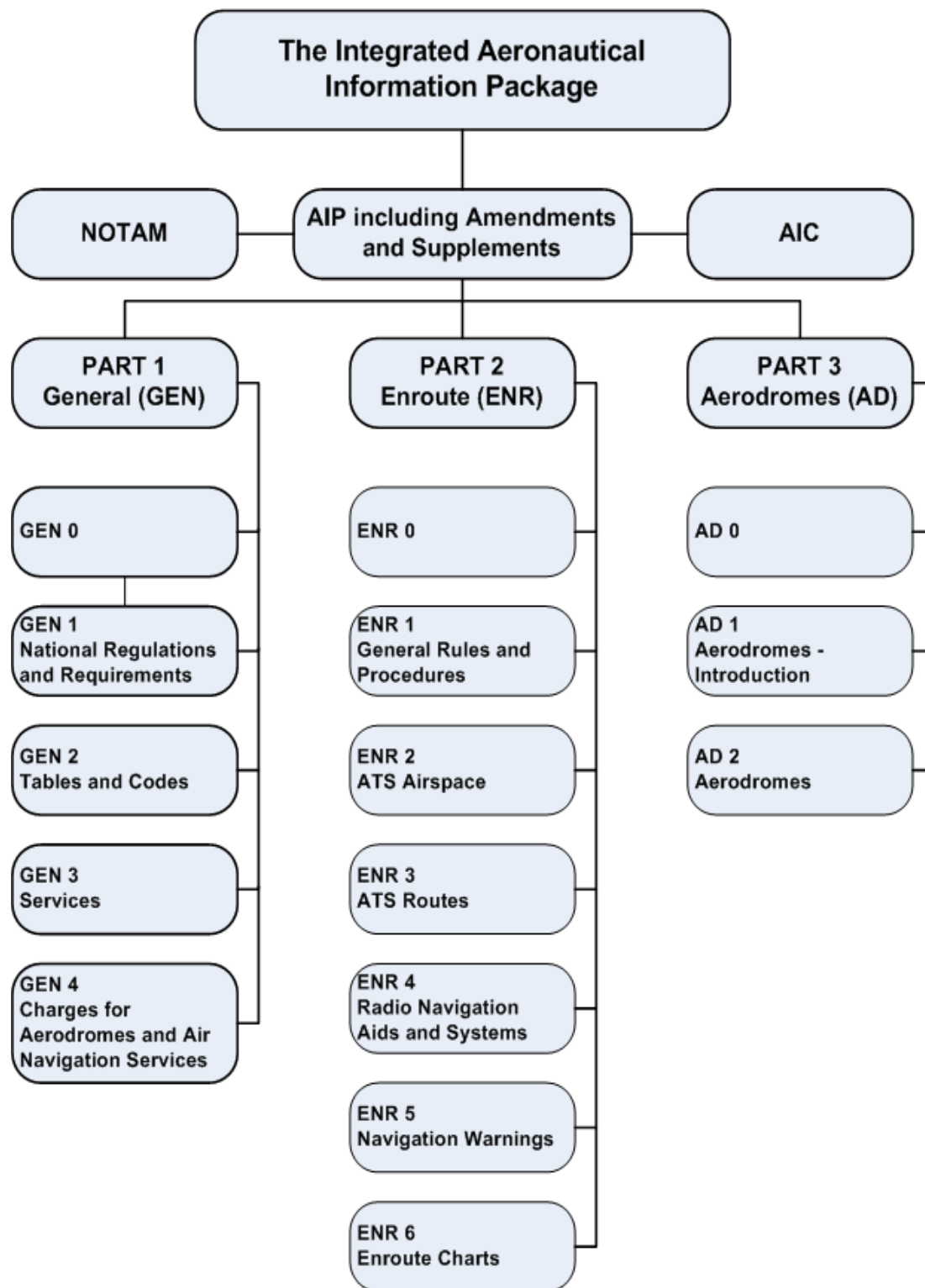
2. APPLICABLE ICAO DOCUMENTS

The AIP is prepared in accordance with the SARP of Annex 15 to the Convention on International Civil Aviation, the Aeronautical Information Services Manual (ICAO Doc 8126) and the Procedures for Air Navigation Services Aeronautical Information Management (ICAO Doc 10066). Charts contained in the AIP are produced in accordance with Annex 4 to the Convention on International Civil Aviation and with the Aeronautical Chart Manual (ICAO Doc 8697). Differences from ICAO SARP are addressed in Section GEN 1.7.

3. THE AIP STRUCTURE AND AMENDMENT INTERVAL

3.1 The AIP Structure

The AIP forms part of the Integrated Aeronautical Information Package, details of which are given in this section. The principal AIP structure is shown in graphic form below. The AIP is made up of three parts, General (GEN), En Route (ENR), and Aerodrome (AD), each divided into sections and sub-sections as applicable, containing various types of information subjects.



PART 1 - GENERAL (GEN)

GEN.

Consists of five sections containing information 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; 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; differences from ICAO SARP.

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; sunrise/sunset tables.

GEN 3. Services

Aeronautical information services; aeronautical charts; air traffic services (ATS); communications services; meteorological services; search and rescue.

GEN 4. Charges for aerodrome and air navigation services

Aerodrome charges; air navigation service charges.

PART 2 - EN ROUTE (ENR)

ENR.

Consists of seven sections containing information briefly described hereafter.

ENR 0.

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; air traffic incidents.

ENR 2. Air Traffic Services Airspace

Flight Information Region (FIR), Upper Flight Information Region (UIR), Terminal Control Area (TMA); other regulated airspace.

ENR 3. ATS Routes

Lower ATS routes; upper ATS routes; area navigation routes; helicopter routes; other routes; en route holding.

ENR 4. Radio Navigation Aids/Systems

Radio navigation aids - en route; special navigation systems; name-code designators for significant points; aeronautical ground lights - en route.

ENR 5. Navigation Warnings

Prohibited, restricted and danger areas; military exercise and training areas; other activities of a dangerous nature and other potential hazards; air navigation obstacles - en route; aerial sporting and recreational activities; bird migration and areas of sensitive fauna.

ENR 6. En Route Charts

Airspace and route charts.

PART 3 - AERODROMES (AD)

AD.

Consists of three sections containing information as briefly described hereafter.

AD 0.

Table of Contents to Part 3.

AD 1. Aerodrome - Introduction

Aerodrome availability; rescue and fire fighting services and snow plan; index to aerodromes; grouping of aerodromes.

AD 2. Aerodromes

Detailed information about the aerodrome is listed under 24 subsections.

AD 3. Heliports

This section is not used because there are no heliports separate from St Helena Airport.

Selected St Helena variations to Annexes to ICAO Doc 7300 - Convention on International Civil Aviation.

3.2 Amendment Interval

Regular amendments to the AIP will be issued in line with AIRAC dates.

4. **SERVICE TO CONTACT**

Any errors or omissions that may be detected in this document should be referred to the Chief Executive Officer (Accountable Manager) as identified on the Preface page GEN 0.1-1.

GEN 0.2 RECORD OF AIP AMENDMENTS

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NR/Year	Publication date	Date inserted	Inserted by		NR/Year	Publication date	Date inserted	Inserted by
1/2016	28 APR				A01/2017	08 DEC		
					A02/2017	NIL		
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					A01/2018	NIL		
					A02/2018	NIL		
					A03/2018	NIL		
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					A008/2018	19 JULY		
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					A02/2019	NIL		
					A03/2019	NIL		

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					A04/2019	NIL		
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GEN 0.3 RECORD OF AIP SUPPLEMENTS

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GEN 1 - NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 - DESIGNATED AUTHORITIES

The designated authorities for civil aviation in St Helena are listed below together with their addresses and contact details.

1. DEPARTMENT FOR TRANSPORT

Post: Great Minster House, 33 Horseferry Road, London. SW1P 4DR
Phone: +44 (0) 300 330 3000 (DfT Helpline)
(Office Hours: 0830-1730)
Phone: +44 (0) 207 944 5999 (Security Incident Reporting)
Fax: +44 (0) 207 944 9643
AFS: EGGCYAYX

2. CIVIL AVIATION – AIR SAFETY SUPPORT INTERNATIONAL

Post: Floor 2, The Portland Building, 25 High Street, Crawley, West Sussex
RH10 1BG, United Kingdom
Telephone: +44 (0) 1293 214040
Telefax: +44 (0) 1293 214069
AFS: NIL
Internet: www.airsafety.aero

3. AERONAUTICAL INFORMATION SERVICES

Post: ATNS
Prosperous Bay Plain
STHL 1 ZZ
Saint Helena Island
South Atlantic
Telephone: +29022112 / +29022182 / +29022195
Telefax: NIL
AFS: FSHZTZX
E-mail: satco@sthelenaairport.aero
atco@sthelenaairport.aero

4. METEOROLOGY

Post: Aviation Business Unit, Met Office, FitzRoy Road, Exeter, Devon,
EX1 3PB
Telephone: +44 (0) 1392 886666
Telefax: +44 (0) 1392 885681
AFS: NIL
E-mail: aviation@metoffice.gov.uk

5. AIRPORT OPERATIONS

Post: Head of Operations
Prosperous Bay Plain
STHL 1ZZ
Saint Helena Island
South Atlantic

Telephone: +290 25175
Telefax: NIL
AFS: FSHSZTZX
E-mail: operations@sthelenaairport.aero

6. CUSTOMS

Post: HMRC Building, The Wharf, Jamestown, St Helena Island, South Atlantic
STHL 1ZZ

Telephone: +290 22287
Telefax: NIL
E-mail: juliet.odean@sainthelena.gov.sh
Rosemond.fowler@sainthelena.gov.sh

7. IMMIGRATION

Post: Immigration Department,
Coleman House
Market Street
Jamestown,
St Helena Island
South Atlantic Ocean
STHL 1ZZ

Telephone: +290 22626
Telefax: +290 22361
E-mail: emergencycontrol@helanta.co.sh
evisaenquiries@sainthelena.gov.sh

8. HEALTH

Post: Director of Health,
Jamestown Hospital,
St Helena,
South Atlantic Ocean,
STHL 1ZZ

Telephone: +290 22500
Telefax: +290 22598
E-mail: derek.burke@sainthelena.gov.sh

9. BIO-SECURITY

Post: ANRD, Scotland, St Helena Island STHL 1ZZ

Telephone: +290 24724
Telefax: +290 24603
E-mail: julie.balchin@enrd.gov.sh

10. AIRCRAFT ACCIDENT INVESTIGATION

Post: Department for Transport, Air Accidents Investigation Branch
Berkshire Copse Road, Aldershot, Hants. GU11 2HH
Telephone: +44 (0)1252 510300
Telephone: +44 (0)1252 512299 (Accident reports – 24 hours)
Telefax: +44 (0)1252 376999
AFS: EGGCYLYX
E-mail: enquiries@aaib.gov.uk

11. EN ROUTE AND AERODROME CHARGES

See GEN 4.

12. DIPLOMATIC CLEARANCES

Post: Head of Governor's Office,
St Helena, Ascension and Tristan da Cunha,
The Castle,
Jamestown,
St Helena Island,
South Atlantic Ocean,
STHL 1ZZ
BFPO – BFPO 5573
HA4 6EP, UK
Telephone: +290 22869
Telefax: +290 22869
Echo: 624 5077

13. GOVERNMENT CIVIL AVIATION DEPARTMENT

Post: Deputy Head of Civil Aviation
St Helena Government
The Castle
Jamestown
St Helena Island
South Atlantic Ocean
STHL 1ZZ
Telephone: +290 22477
Telefax: +290 22598
E-mail: tessa.roberts@sainthelena.gov.sh

14. MET Forecaster UK MET Office

Post: Prosperous Bay Plain
St Helena Island
South Atlantic Ocean
STHL 1ZZ
Telephone: +290 22253
Telefax: NIL
AFS: NIL
E-mail: metofficesthelena@metoffice.gov.uk

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GEN 1.2 - ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

1. GENERAL

- 1.1 Flight in St Helena airspace shall be conducted in accordance with United Kingdom Statutory Instrument 2013 No. 2870: The Air Navigation (Overseas Territories) Order 2013, as amended.
- 1.2 St. Helena is an Overseas Territory of the United Kingdom. The Territory is not a member of the European Union; access rights for non-UK airlines within the European Union and European Economic Area are not applicable to flights to and from St Helena.
- 1.3 All flights to and from St Helena Airport operate under prior permission required (PPR) approvals.

2 RESTRICTIONS ON USE

All operators are reminded of the need to comply with local flying restrictions, and noise characteristics and noise abatement procedures in respect of jet aircraft at St Helena Airport, details of which are shown on the relevant pages of the AD Section. Care must be taken to ensure that advance arrangements have been made for the ground handling of the aircraft and that, unless special arrangements have been made with the Chief Executive Officer (Accountable Manager), arrivals are scheduled during the airport's normal hours of watch.

3 OPERATING PERMITS AND DESIGNATION

- 3.1 Department for Transport operating permits for commercial services are required under Article 135 of the Air Navigation (Overseas Territories) Order 2013 and will be issued in accordance with the traffic rights available under the UK's bilateral air services agreements with the carrier's State. The granting of operating permits has been delegated from the Department for Transport to The Governor of St Helena (or their representative) and are normally granted on a seasonal basis.
- 3.2 Formal designation of the carrier to operate agreed routes under the relevant bilateral Air Services Agreement will be required. If the airline is not already designated, the Department for Transport will require confirmation by the airline's aeronautical authority that it is prepared to designate the airline under the relevant air services agreement before permission will be granted.
- 3.3 Operators must supply the information and documents required in accordance with Article 135 of the Air Navigation (Overseas Territories) Order 2013. These can be obtained from the St Helena Government Deputy Head of Civil Aviation whose address is shown in GEN 1.1. Operating permits are required for scheduled and non-scheduled operations.

3.4

4 SCHEDULED FLIGHTS

4.1 Scheduled Commercial flights

- a) All commercial aircraft belonging to countries that are contracting states to ICAO require prior permission from the Deputy Head of Civil Aviation for landing in St Helena.
- b) Commercial aircraft belonging to countries that are not contracting states to ICAO must request diplomatic clearance from the Head of the Governor's Office (address listed in GEN 1.1) for operations into St Helena at least seven (7) calendar days in advance of the planned flight.

4.2 Non-scheduled Commercial flights

- a) Non-scheduled commercial flight operators, for hire or reward with either passengers or cargo to or from St Helena, shall submit an Operating Permit Application to the St Helena Government Deputy Head of Civil Aviation. The Operating Permit Application form is available from the St Helena Government Deputy Head of Civil Aviation (address listed in GEN 1.1).

5 MILITARY FLIGHTS

5.1 Military Aircraft

- a) All military flights must obtain PPR approval from the Chief Executive Officer (Accountable Manager).
- b) Diplomatic Clearances
 - 1) Military aircraft belonging to countries that are contracting states to ICAO do not require diplomatic clearance to operate to St Helena.
 - 2) Military aircraft belonging to countries that are not contracting states to ICAO must request diplomatic clearance from the Head of the Governor's Office (address listed in GEN 1.1) for operations to St Helena at least seven (7) calendar days in advance of the planned flight.
- c) The United Nations classification of dangerous goods and munitions of war carried on any military aircraft must be declared to the Deputy Head of Civil Aviation.

6 TRANSIENT FLIGHTS

- 6.1 Notification of intent should be submitted to the Accountable Manager as soon as possible for transient flights requesting landing and requiring only technical services. Permission for a technical landing may be refused if it appears that normal scheduled services cannot be properly accommodated.

7 PRIVATE FLIGHTS

- 7.1 Public health measures are required to be carried out with respect to aircraft entering St Helena. Details of aircraft disinsections and disinfection requirements may be obtained from the Health contact details provided in GEN 1.1.
- 7.2 Private aircraft require prior permission from the Accountable Manager for landing in St Helena.

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GEN 1.3 ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW

1. CUSTOMS REQUIREMENTS

- 1.1 The entry, transit and departure requirements for passengers and crew are in general accordance with ICAO Annex 9 - Facilitation - and Supplement to Annex 9, as amended.
- 1.2 All passengers arriving on St Helena are subject to Customs requirements, regardless of whether the flight is arriving directly from the United Kingdom, or an Overseas Territory of the United Kingdom (including Ascension Island).
- 1.3 After disembarkation, passengers completing their journey at St Helena Airport on a flight reclaim any hold baggage, and if they are carrying goods in excess of Customs allowances, cash or equivalent of £6,000 or more, prohibited or restricted items or commercial goods, they must make a written declaration to a Customs Officer. Passengers with nothing to declare should proceed through the Green Channel.
- 2.1 Passengers arriving without a return ticket or on a one-way ticket into St Helena will not be admitted unless prior St Helena Immigration authorisation has been given.
- 2.2 Passengers are required to carry valid passports / travel documents confirming nationality and identity for entry into St Helena.
- 2.3 People wishing to enter St Helena for the purpose of residence, employment or for an indefinite period will not be permitted to land unless they have prior authorisation from St Helena Immigration authorities to do so.
- 2.4 All travellers must carry with them proof of citizenship and personal identification (including photo ID) relevant to a return to their own country or for re-entry through another foreign country, as required by St Helena Immigration authorities. This applies to adults and children travelling alone or with their parents.
- 2.5 There are visa requirements for entry into St Helena. Information on visa requirements can be found at:
<http://www.sainthelena.gov.sh/public-services/immigration/>
- 2.6 All persons must be in possession of medical and/or travel insurance which is adequate to cover the period of stay in St Helena and to provide for all medical treatment on island and medical evacuation in case of emergency.
- 2.7 In the case of an aircrew member arriving or departing as such, a valid crew licence or crew member certificate which includes a certification that the holder may at all times re-enter the state of issuance, is acceptable as a document of identity. Aircrew travelling as passengers are required to comply with the provisions of paragraphs 2.3, 2.4 and 2.5. For clarity, aircrew are required to comply with paragraphs 2.4 in any event whether travelling as aircrew or a passenger.
- 2.8 When a person subject to immigration control arrives as a member of the crew of an aircraft and is under an engagement requiring him to leave within seven days as a member of the crew of that or another aircraft, he may enter St Helena without leave

- 2.8 When a person subject to immigration control arrives as a member of the crew of an aircraft and is under an engagement requiring him to leave within seven days as a member of the crew of that or another aircraft, he may enter St Helena without leave and remain until the departure of the aircraft on which he is required by his engagement to leave unless either:
- (a) There is in force a deportation order against him; or
 - (b) He has at any time been refused leave to enter St Helena and has not since been given leave to enter or remain in St Helena; or
 - (c) A St Helena Immigration Officer requires him to submit to examination; or
 - (d) A St Helena Immigration Officer believes his presence in St Helena may be in contravention of any part of the Immigration Ordinance or Regulations.
- 2.9 A charge will be levied on carriers who bring to St Helena passengers without proper documentation. The charge would arise where a person requiring leave to enter (i.e. not a St Helenian Status holder) arrives at the Immigration Control without:
- i. A valid passport or document satisfactorily establishing identity and nationality or citizenship; and
 - ii. A valid visa where one is required under the Immigration Ordinance or supporting legislation and policies

Information on visas and documentation can be obtained from the St Helena Immigration Service web pages.

3. PUBLIC HEALTH REQUIREMENTS

- 3.1 Disembarking passengers are not required to present vaccination certificates.
- 3.2 No health formalities are required for departure.
- 3.3 Temporary health formalities may be applied to meet unforeseen situations. These measures will be notified by NOTAM.

GEN 1.4 ENTRY, TRANSIT AND DEPARTURE OF CARGO

1. CUSTOMS REQUIREMENTS

- 1.1 All articles being imported or exported are subject to customs controls inspection by Customs and/or the relevant statutory authority (e.g. the Police or other Government Departments).
- 1.2 Bona fide visitors to St Helena may bring in with them duty free their own personal clothing and effects. This may include such personal items as sports equipment, cameras, hair dryers, portable TVs or radios, travelling irons, etc., provided these items accompany the visitor when they depart the Island.
- 1.3 The importation of animals and their type, source and route is strictly controlled under the St Helena *Animal (Diseases) Ordinance* (<http://www.sainthelena.gov.sh/government/legislation/laws-of-st-helena/>) and required procedures must be followed in full prior to arrival. Information can be obtained by contacting the Veterinary Authority on telephone number +290 24724, or email Andy.timm@Sainthelena.gov.sh.
- 1.4 An outbound cargo manifest is required to show the value in Sterling of goods being exported.
- 2.1 An import license is required to bring in the following:
 - Fresh produce such as fruit and vegetables
 - Live plant material
 - Animals such as pets or livestock
- 2.2 Honey is prohibited because of the risk of introducing bee diseases. New bee equipment may be imported under licence.
- 2.3 All goods and personal effects entering St Helena are inspected on arrival by a Biosecurity Officer.
- 2.4 Information, import health standards and import license applications can be found at <http://www.sainthelena.gov.sh/portofolios/environment-natural-resources-planning/biosecurity>
- 3.1 The list of prohibited and restricted goods is extensive and may be obtained from Customs. A list of agricultural items restricted or prohibited by St Helena can be obtained from the Bio-security department (see Bio-security section for further details).

- 3.2 Only drugs and medication for the personal use of a visitor, prescribed by that person's own doctor and which accompanies the visitor travelling to St Helena, are permitted. Supplies should be sufficient only for the duration of the visitor's stay. Note: Visitors already in St Helena are not permitted to have their prescribed drugs and medication mailed to them.
- 3.3 Illicit drugs of any kind are strictly prohibited. The importation of, possession of, or dealing with unlawful drugs (including marijuana) is an offence.
- 3.4 Firearms, parts of firearms, and ammunition of any kind are prohibited. The importation of sporting weapons including air guns/pistols/rifles, archery equipment and spear guns is restricted; Customs should be contacted for further details and clarification in this respect
- 3.5 The carriage of dangerous goods and munitions of war must comply with the requirements of the Air Navigation (Overseas Territories) Order 2013.

GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

1. INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

1.1 Instruments

An aircraft shall not operate in St Helena airspace, except under emergency conditions, unless it is equipped with functioning instrument systems in compliance with the certification requirements of the country in which it is registered.

1.2 Equipment

- a) All aircraft other than gliders, when operating in controlled airspace, shall be equipped with radio navigation equipment capable of maintaining direct two-way communication with the appropriate aeronautical radio stations, unless the appropriate air traffic control unit approves otherwise and the aircraft complies with air traffic control instructions.
- b) All aircraft other than gliders, when flying under Instrument Flight Rules in controlled airspace, shall be equipped with:
 - 1) Radio navigation equipment capable of maintaining direct two-way communication with the appropriate aeronautical radio stations, unless the appropriate air traffic control unit approves otherwise and the aircraft complies with air traffic control instructions.
 - 2) Radio and navigation equipment capable of enabling the aircraft to be navigated along the intended route, unless the appropriate air traffic control unit approves otherwise and the aircraft complies with air traffic control instructions, including:
 - a) Automatic direction finding equipment,
 - b) Distance measuring equipment, unless the aircraft is a non-public transport flying in Class D airspace; and
 - c) VHF omni-range equipment,
 - d) GNSS capable.

1.3 Flight Documents

- a) An aircraft shall not fly in St Helena airspace unless it carries the documents that it is required to carry under the law of the country in which it is registered. If the flight is intended to begin, remain within, and end in St Helena, the documents may be kept at the aerodrome instead of being carried in the aircraft.

- b) The commander of an aircraft shall, within a reasonable period after being requested to do so by an authorised person, cause to be produced to that person:
 - 1) The certificates of registration and airworthiness in force in respect to the aircraft,
 - 2) The licences of its flight crew; and
 - 3) Such other documents as the aircraft are required to carry when in flight under the law of the country in which it is registered.

2. EMERGENCY LOCATOR TRANSMITTER (ELT)

- 2.1 Aircraft conducting long-range over-water flights must be equipped with at least two ELTs, one of which shall be automatic, when the flight distance away from land suitable for making an emergency landing corresponds to more than:
 - a) 120 minutes at cruising speed or 740 kilometres (400 nautical miles), whichever is lesser, for aircraft having two or more engines, or
 - b) 30 minutes at cruising speed or 185 kilometres (100 nautical miles), whichever is lesser, for all other aircraft.

GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS

1. NATIONAL REGULATIONS

- 1.1 Air Navigation (Overseas Territories) Order 2013, as amended
- 1.2 Airport Development Ordinance, 2006
- 1.3 Aviation Ordinance 2015
- 1.4 Air Navigation (Environmental Standards) Order 2014, as amended
- 1.5 Civil Aviation (Investigation of Air Accidents and Incident) Regulations , 2019
- 1.6 Aerodrome Charges Regulations 2015
- 1.7 Aerodrome Regulations 2015
- 1.8 Port and Aerodrome (Health) Ordinance 2018

2. INTERNATIONAL AGREEMENTS/ CONVENTIONS

- 2.1 St Helena is not a contracting State with ICAO. St Helena is subject to international agreements and conventions affecting air navigation ratified by the United Kingdom.
- 2.2 Air navigation within the Luanda Flight Information Region, in which St Helena is located, is governed by Air Safety Support International (ASSI) and Angolan civil aviation regulations, as well as ICAO standards, recommended practices and procedures.

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**GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES
AND PROCEDURES**

1. DIFFERENCES

- 1.1 St Helena is not a contracting State with ICAO. Differences from ICAO standards, recommended practices and procedures are disseminated for St Helena by the United Kingdom.

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GEN 2: TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKING AND HOLIDAYS

1. UNITS OF MEASUREMENT

1.1 TABLE GEN 2.1.1 contains the units of measurement used by the aeronautical station at St Helena Airport.

TABLE GEN 2.1.1
Units of Measurement Used in St Helena

Distances used for navigation, position reports	Nautical miles and tenths
Distances relating to an aerodrome, such as runway length	Metres
Altitudes, elevations and heights	Feet and Flight Levels
Horizontal speed, including wind speed	Knots
Vertical speed	Feet per minute
Wind direction, broadcast by ATC, prior to landing and take-off	Degrees Magnetic
Wind direction, other than broadcast by ATC prior to landing and take-off	Degrees True
Visibility	Metres
Visibility (RVR)	Metres
Altimeter settings	Hectopascals
Temperature	Degrees Celsius (Centigrade)
Weight/Mass	Metric Tonnes or Kilogrammes
Date and Time	Day, Month, Year Hour and minute The 24-hour day begins at midnight Coordinated Universal Time (UTC)

1 nautical mile equals 1,852 metres.

2. TEMPORAL REFERENCE SYSTEM

2.1 All times shown within this AIP are expressed in UTC unless otherwise noted.

2.2 St Helena air traffic control and communication services use UTC.

2.3 The nearest full minute is used when reporting time. For example, "11:25:31" is reported as "1126".

2.4 St Helena local time is UTC.

3. HORIZONTAL REFERENCE SYSTEM

3.1 The World Geodetic Survey of 1984 (WGS-84) is the authorised geodetic reference datum in St Helena. Geographical coordinates indicating latitude and longitude are expressed in terms of WGS-84. The application of WGS-84 is by survey or mathematical conversion of coordinates. Coordinates are published accompanied by an asterisk to indicate information of low integrity when data was transformed mathematically into WGS-84 coordinates.

3.2 Accuracy

Coordinates are normally given to an accuracy of one-hundredth of one second of an arc, such that latitude is given with eight digits while longitude is given with nine digits. Coordinates are normally expressed in degrees, minutes, seconds, and hundredths of seconds.

4. VERTICAL REFERENCE SYSTEM

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

5. AIRCRAFT NATIONALITY AND REGISTRATION MARKS

5.1 There is no aircraft registry within St Helena.

6. PUBLIC HOLIDAYS

TABLE GEN 2.1.6 – St Helena Public Holidays

The following are the Public and Government Holidays in 2023. On these days Government Offices will be closed:

Name	Day	2023
Government Holiday - in lieu of New Year's Day	Monday	02 nd January
Good Friday	Friday	07 th April
Easter Monday	Monday	10 th April
Coronation of his Majesty King Charles III	Monday	08 th May
Public Holiday – in lieu of St Helena's day	Monday	22 nd May
Whit Monday	Monday	29 th May
August Bank Holiday	Monday	28 th August
Christmas Day	Monday	25 th December
Boxing Day	Tuesday	26 th December

GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

The abbreviations used in this AIP are generally in accordance with those listed in ICAO Document 8400, Procedures for Air Navigation Services, ICAO Abbreviations and Codes.

~ Asterisks accompany non-ICAO abbreviations.

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

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

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

Signal for use in the teletypewriter service only.

A

A	Amber
AAA	(or AAB, AAC . . . etc., in sequence)
	Amended meteorological message (<i>message type designator</i>)
A/A	Air-to-air
AAD	Assigned altitude deviation
AAR	Air to air refueling
AAIM	Aircraft autonomous integrity monitoring
AAL	Above aerodrome level
ABI	Advance boundary information
ABM	Abeam
ABN	Aerodrome beacon
ABT	About
ABV	Above
AC	Altostratus
ACARS†	(to be pronounced "AY-CARS")
	Aircraft communication addressing and reporting system
ACAS†	(to be pronounced "AY-CAS")
	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 (<i>message type designator</i>)
ACPT	Accept or accepted
ACT	Active or activated or activity
AD	Aerodrome
ADA	Advisory area
ADC	Aerodrome chart
ADDN	Addition or additional
ADF‡	Automatic direction-finding equipment
ADIZ†	(to be pronounced "AY-DIZ")
	Air defence identification zone
ADJ	Adjacent

ADO	Aerodrome office (<i>specify service</i>)
ADR	Advisory route
ADS*	Address (<i>when this abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviation, e.g. IMI ADS</i>) (<i>to be used in AFS as a procedure signal</i>)
ADS-B‡	Automatic dependent surveillance — broadcast
ADS-C‡	Automatic dependent surveillance — contract
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 (<i>followed by time or place</i>)
AFTN‡	Aeronautical fixed telecommunications 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 interfacility data communications
AIM	Aeronautical information management
AIP	Aeronautical information publication
AIRAC	Aeronautical information regulation and control
AIREP‡	Air-report
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 (<i>message type designator</i>)
ALRS	Alerting service
ALS	Approach lighting system
ALT	Altitude
ALTN	Alternate or alternating (<i>light alternates in colour</i>)
ALTN	Alternate (<i>aerodrome</i>)
AMA	Area minimum altitude
AMD	Amend or amended (<i>used to indicate amended meteorological message; message type designator</i>)
AMDT	Amendment (<i>AIP Amendment</i>)
AMS	Aeronautical mobile service
AMSL	Above mean sea level
AMSS	Aeronautical mobile satellite service
ANC . . .	Aeronautical chart — 1:500 000 (<i>followed by name/title</i>)
ANCS . . .	Aeronautical navigation chart — small scale (<i>followed by name/title and scale</i>)
ANS	Answer
AO	Aircraft operator
AOC	Aerodrome obstacle chart (<i>followed by type and name/title</i>)
AP	Airport

APAPI†	(to be pronounced “AY-PAPI”) Abbreviated precision approach path indicator
APCH	Approach
APDC	Aircraft parking/docking chart (followed by name/title)
APN	Apron
APP	Approach control office or approach control or approach control service
APR	April
APRX	Approximate or approximately
APSG	After passing
APU	Auxiliary power unit
APV	Approach procedure with vertical guidance
ARC	Area chart
ARNG	Arrange
ARO	Air traffic services reporting office
ARP	Aerodrome reference point
ARP	Air-report (message type designator)
ARQ	Automatic error correction
ARR	Arrival (message type designator)
ARR	Arrive or arrival
ARS	Special air-report (message type designator)
ARST	Arresting (specify (part of) aircraft arresting equipment)
AS	Altostratus
ASAP	As soon as possible
ASC	Ascend to or ascending to
ASDA	Accelerate stop distance available
ASSI~	Air Safety Support International
ASE	Altimetry system error
ASHTAM	Special series NOTAM notifying by means of a specific format change in activity of a volcano, a volcanic eruption and/or volcanic ash cloud that is of significance to aircraft operations
ASPH	Asphalt
AT . . .	At (followed by time at which weather change is forecast to occur)
ATA‡	Actual time of arrival
ATC‡	Air traffic control (in general)
ATCSMAC. . .	Air traffic control surveillance minimum altitude chart (followed by name/title)
ATD‡	Actual time of departure
ATFM	Air traffic flow management
ATIS†	(to be pronounced “AY-TIS”) Automatic terminal information service
ATM	Air traffic management
ATN	Aeronautical telecommunication network
ATNS	Air Traffic Navigation Services (South Africa)
ATP . . .	At (followed by time or place)
ATS	Air traffic service
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
AUTO	Automatic

AUW	All up weight
AUX	Auxiliary
AVBL	Available or availability
AVG	Average
AVGAS †	Aviation gasoline
AWOS	Automated weather observation system
AWTA	Advise at what time able
AWY	Airway
AZM	Azimuth

B

B	Blue
BA	Braking action
BARO-VNAV †	<i>(to be pronounced "BAA-RO-VEENAV")</i> Barometric vertical navigation
BASE †	Cloud base
BCFG	Fog patches
BCN	Beacon <i>(aeronautical ground light)</i>
BCST	Broadcast
BDRY	Boundary
BECMG	Becoming
BFR	Before
BKN	Broken
BL . . .	Blowing <i>(followed by DU = dust, SA = sand or SN = snow)</i>
BLDG	Building
BLO	Below clouds
BLW	Below
BOMB	Bombing
BR	Mist
BRF	Short <i>(used to indicate the type of approach desired or required)</i>
BRG	Bearing
BRKG	Braking
BS	Commercial broadcasting station
BTL	Between layers
BTN	Between
BUFR	Binary universal form for the representation of meteorological data

C

. . . C	Centre <i>(preceded by runway designation number to identify a parallel runway)</i>
C	Degrees Celsius <i>(Centigrade)</i>
CA	Course to an altitude
CAA	Civil aviation authority or civil aviation administration
CAT	Category
CAT	Clear air turbulence
CAVOK †	<i>(to be pronounced "KAV-OH-KAY")</i> Visibility, cloud and present weather better than prescribed values or conditions

CB †	(to be pronounced "CEE BEE") Cumulonimbus
CC	Cirrocumulus
CCA	(or CCB, CCC . . . etc., in sequence) Corrected meteorological message (<i>message type designator</i>)
CCO	Continuous climb operations
CD	Candela
CDN	Coordination (<i>message type designator</i>)
CDO	Continuous descent operations
CDR	Conditional route
CF	Change frequency to . . .
CF	Course to a fix
CFM *	Confirm or I confirm (to be used in AFS as a procedure signal)
CGL	Circling guidance light(s)
CH	Channel
CH #	This is a channel-continuity-check of transmission to permit comparison of your record of channel-sequence numbers of messages received on the channel (to be used in AFS as a procedure signal)
CHEM	Chemical
CHG	Modification (<i>message type designator</i>)
CI	Cirrus
CIDIN †	Common ICAO data interchange network
CIV	Civil
CK	Check
CL	Centre line
CLA	Clear type of ice formation
CLBR	Calibration
CLD	Cloud
CLG	Calling
CLIMB-OUT	Climb-out area
CLR	Clear(s) or cleared to . . . or clearance
CLRD	Runway(s) cleared (<i>used in METAR/SPECI</i>)
CLSD	Close or closed or closing
CM	Centimetre
CMB	Climb to or climbing to
CMPL	Completion or completed or complete
CNL	Cancel or cancelled
CNL	Flight plan cancellation (<i>message type designator</i>)
CNS	Communications, navigation and surveillance
COM	Communications
CONC	Concrete
COND	Condition
CONS	Continuous
CONST	Construction or constructed
CONT	Continue(s) or continued
COOR	Coordinate or coordination
COORD	Coordinates
COP	Change-over point
COR	Correct or correction or corrected (<i>used to indicate corrected meteorological message; message type designator</i>)

COT	At the coast
COV	Cover <i>or</i> covered <i>or</i> covering
CPDLC‡	Controller-pilot data link communications
CPL	Current flight plan (<i>message type designator</i>)
CRC	Cyclic redundancy check
CRM	Collision risk model
CRP	Compulsory reporting point
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	Downward (<i>tendency in RVR during previous 10 minutes</i>)
D . . .	Danger area (<i>followed by identification</i>)
DA	Decision altitude
D-ATIS †	(<i>to be pronounced “DEE-ATIS”</i>)
	Data link automatic terminal information service
DCD	Double channel duplex
DCKG	Docking
DCP	Datum crossing point
DCPC	Direct controller-pilot communications
DCS	Double channel simplex
DCT	Direct (<i>in relation to flight plan clearances and type of approach</i>)
DE*	From (<i>used to precede the call sign of the calling station</i>) (<i>to be used in AFS as a procedure signal</i>)
DEC	December
DEG	Degrees
DEP	Depart <i>or</i> departure
DEP	Departure (<i>message type designator</i>)
DEPO	Deposition
DER	Departure end of the runway
DES	Descend to <i>or</i> descending to
DEST	Destination
DETRESFA †	Distress phase
DEV	Deviation <i>or</i> deviating
DF	Direction finding
DFDR	Digital flight data recorder
DFT~	Department for Transport
DFTI	Distance from touchdown indicator

DH	Decision height
DIF	Diffuse
DIST	Distance
DIV	Divert <i>or</i> diverting
DLA	Delay <i>or</i> delayed
DLA	Delay (<i>message type designator</i>)
DLIC	Data link initiation capability
DLY	Daily
DME‡	Distance measuring equipment
DNG	Danger <i>or</i> dangerous
DOF	Date of flight
DOM	Domestic
DP	Dew point temperature
DPT	Depth
DR	Dead reckoning
DR . . .	Low drifting (<i>followed by DU = dust, SA = sand or SN = snow</i>)
DRG	During
DS	Duststorm
DSB	Double sideband
DTAM	Descend to and maintain
DTG	Date-time group
DTHR	Displaced runway threshold
DTRT	Deteriorate <i>or</i> deteriorating
DTW	Dual tandem wheels
DU	Dust
DUC	Dense upper cloud
DUPE#	This is a duplicate message (<i>to be used in AFS as a procedure signal</i>)
DUR	Duration
D-VOLMET	Data link VOLMET
DVOR	Doppler VOR
DW	Dual wheels
DZ	Drizzle

E

E	East <i>or</i> eastern longitude
EAT	Expected approach time
EB	Eastbound
EDA	Elevation differential area
EDTO	Extended diversion time operations
EEE#	Error (<i>to be used in AFS as a procedure signal</i>)
EET	Estimated elapsed time
EFC	Expect further clearance
EFIS†	(<i>to be pronounced “EE-FIS”</i>) Electronic flight instrument system
EGNOS†	(<i>to be pronounced “EGG-NOS”</i>) European geostationary navigation overlay service
EHF	Extremely high frequency [30 000 to 300 000 MHz]
ELBA†	Emergency location beacon — aircraft
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 . . .	Enroute chart (followed by name/title)
EOBT	Estimated off-block time
EQN	Equatorial latitudes northern hemisphere
EQPT	Equipment
EQS	Equatorial latitudes southern hemisphere
ESE	East-south-east
EST	Estimate or estimated or estimation (message type designator)
ETA*‡	Estimated time of arrival or estimating arrival
ETD‡	Estimated time of departure or estimating departure
ETO	Estimated time over significant point
ETOPS~	Extended Range Twin-engined Operations
EUR RODEX	European regional OPMET data exchange
EV	Every
EVS	Enhanced vision system
EXC	Except
EXER	Exercises or exercising or to exercise
EXP	Expect or expected or expecting
EXTD	Extend or extending or extended

F

F	Fixed
FA	Course from a fix to an altitude
FAC	Facilities
FAF	Final approach fix
FAL	Facilitation of international air transport
FAP	Final approach point
FAS	Final approach segment
FATO	Final approach and take-off area
FAX	Facsimile transmission
FBL	Light (used to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain)
FC	Funnel cloud (tornado or waterspout)
FCST	Forecast
FCT	Friction coefficient
FDPS	Flight data processing system
FEB	February
FEW	Few
FG	Fog
FHSH~	ICAO 4-Letter Code for St Helena Airport
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 <i>or</i> fluctuation <i>or</i> fluctuated
FLW	Follow(s) <i>or</i> following
FLY	Fly <i>or</i> flying
FM	Course from a fix to manual termination (<i>used in navigation database coding</i>)
FM	From
FM . . .	From (<i>followed by time at which weather change is forecast to begin</i>)
FMC	Flight management computer
FMS†	Flight management system
FMU	Flow management unit
FNA	Final approach
FPAP	Flight path alignment point
FPL	Flight plan
FPM	Feet per minute
FPR	Flight plan route
FR	Fuel remaining
FREQ	Frequency
FRI	Friday
FRNG	Firing
FRONT†	Front (<i>relating to weather</i>)
FROST†	Frost (<i>used in aerodrome warnings</i>)
FRQ	Frequent
FSL	Full stop landing
FSS	Flight service station
FST	First
FT	Feet (<i>dimensional unit</i>)
FTE	Flight technical error
FTP	Fictitious threshold point
FTT	Flight technical tolerance
FU	Smoke
FZ	Freezing
FZDZ	Freezing drizzle
FZFG	Freezing fog
FZRA	Freezing rain

G

G	Green
G . . .	Variations from the mean wind speed (gusts) (<i>followed by figures in METAR/SPECI and TAF</i>)
GA	General aviation
GA	Go ahead, resume sending (<i>to be used in AFS as a procedure signal</i>)
G/A	Ground-to-air
G/A/G	Ground-to-air and air-to-ground
GAGAN†	GPS and geostationary earth orbit augmented navigation

GAIN	Airspeed or headwind gain
GAMET	Area forecast for low-level flights
GARP	GBAS azimuth reference point
GBAS†	<i>(to be pronounced “GEE-BAS”)</i> Ground-based augmentation system
GCA‡	Ground controlled approach system <i>or</i> ground controlled approach
GEN	General
GEO	Geographic or true
GES	Ground earth station
GLD	Glider
GLONASS†	<i>(to be pronounced “GLO-NAS”)</i> Global navigation satellite system
GLS‡	GBAS landing system
GMC . . .	Ground movement chart <i>(followed by name/title)</i>
GND	Ground
GNDCK	Ground check
GNSS‡	Global navigation satellite system
GOV	Government
GP	Glide path
GPA	Glide path angle
GPIP	Glide path intercept point
GPS‡	Global positioning system
GPU	Ground power unit
GPWS‡	Ground proximity warning system
GR	Hail
GRAS†	<i>(to be pronounced “GRASS”)</i> Ground-based regional augmentation system
GRASS	Grass landing area
GRIB	Processed meteorological data in the form of grid point values expressed in binary form <i>(in meteorological code)</i>
GRVL	Gravel
GS	Ground speed
GS	Small hail and/or snow pellets
GUND	Geoid undulation

H

H	High pressure area <i>or</i> the centre of high pressure
H . . .	Significant wave height <i>(followed by figures in METAR/SPECI)</i>
H24	Continuous day and night service
HA	Holding/racetrack to an altitude
HAPI	Helicopter approach path indicator
HBN	Hazard beacon
HCH	Heliport crossing height
HDF	High frequency direction-finding station
HDG	Heading
HEL	Helicopter
HF	Holding/racetrack to a fix
HF‡	High frequency [3 000 to 30 000 kHz]
HGT	Height <i>or</i> height above
HJ	Sunrise to sunset
HLDG	Holding

HLE~	IATA 3-Letter code for St Helena Airport
HLP	Heliport
HLS	Helicopter landing site
HM	Holding/racetrack to a manual termination
HN	Sunset to sunrise
HNH	High latitudes northern hemisphere
HO	Service available to meet operational requirements
HOL	Holiday
HOSP	Hospital aircraft
HPA	Hectopascal
HR	Hours
HRP	Heliport reference point
HS	Service available during hours of scheduled operations
HSB	High latitudes southern hemisphere
HUD	Head-up display
HUM	Humanitarian
HURCN	Hurricane
HVDF	High and very high frequency direction finding stations (<i>at the same location</i>)
HVY	Heavy
HVY	Heavy (<i>used to indicate the intensity of weather phenomena, e.g. HVY RA = heavy rain</i>)
HX	No specific working hours
HYR	Higher
HZ	Haze
HZ	Hertz (<i>cycle per second</i>)

I

IAC . . .	Instrument approach chart (<i>followed by name/title</i>)
IAF	Initial approach fix
IAO	In and out of clouds
IAP	Instrument approach procedure
IAR	Intersection of air routes
IAS	Indicated airspeed
IBN	Identification beacon
ICAO	International Civil Aviation Organization
ICE	Icing
ID	Identifier or identify
IDENT†	Identification
IF	Intermediate approach fix
IFF	Identification friend/foe
IFP~	Instrument Flight Procedure
IFR‡	Instrument flight rules
IGA	International general aviation
ILS‡	Instrument landing system
IM	Inner marker
IMC‡	Instrument meteorological conditions
IMG	Immigration
IMI*	Interrogation sign (question mark) (<i>to be used in AFS as a procedure signal</i>)
IMPR	Improve or improving

IMT	Immediate or immediately
INA	Initial approach
INBD	Inbound
INC	In cloud
INCERFA†	Uncertainty phase
INCORP	Incorporated
INFO†	Information
INOP	Inoperative
INP	If not possible
INPR	In progress
INS	Inertial navigation system
INSTL	Install or installed or installation
INSTR	Instrument
INT	Intersection
INTL	International
INTRG	Interrogator
INTRP	Interrupt or interruption or interrupted
INTSF	Intensify or intensifying
INTST	Intensity
IR	Ice on runway
IRS	Inertial reference system
ISA	International standard atmosphere
ISB	Independent sideband
ISOL	Isolated

J

JAN	January
JTST	Jet stream
JUL	July
JUN	June

K

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

L

... L	Left (<i>preceded by runway designation number to identify a parallel runway</i>)
L	Litre
L	Locator
L	Low pressure area or the centre of low pressure
LAM	Logical acknowledgement (<i>message type designator</i>)
LAN	Inland

LAT	Latitude
LBS~	Pounds
LCA	Local or locally or location or located
LDA	Landing distance available
LDAH	Landing distance available, helicopter
LDG	Landing
LDI	Landing direction indicator
LEN	Length
LF	Low frequency [30 to 300 kHz]
LGT	Light or lighting
LGTD	Lighted
LIH	Light intensity high
LIL	Light intensity low
LIM	Light intensity medium
LINE	Line (<i>used in SIGMET</i>)
LLZ~	Localiser
LM	Locator, middle
LMT	Local mean time
LNAV†	(<i>to be pronounced "EL-NAV"</i>) Lateral navigation
LNG	Long (<i>used to indicate the type of approach desired or required</i>)
LO	Locator, outer
LOC	Localizer
LONG	Longitude
LORAN†	LORAN (<i>long range air navigation system</i>)
LOSS	Airspeed or headwind loss
LPV	Localizer performance with vertical guidance
LR	Last message received by me was . . . (<i>to be used in AFS as a procedure signal</i>)
LRG	Long range
LS	Last message sent by me was . . . or Last message was . . . (<i>to be used in AFS as a procedure signal</i>)
LTA	Lower control area
LTD	Limited
LTP	Landing threshold point
LV	Light and variable (<i>relating to wind</i>)
LVE	Leave or leaving
LVL	Level
LVP	Low visibility procedures
LYR	Layer or layered

M

. . . M	Metres (<i>preceded by figures</i>)
M . . .	Mach number (<i>followed by figures</i>)
M . . .	Minimum value of runway visual range (<i>followed by figures in METAR/SPECI</i>)
MAA	Maximum authorized altitude
MAG	Magnetic
MAHF	Missed approach holding fix
MAINT	Maintenance
MAP	Aeronautical maps and charts

MAPT	Missed approach point
MAR	At sea
MAR	March
MATF	Missed approach turning fix
MATZ	Military aerodrome traffic zone
MAX	Maximum
MAY	May
MBST	Microburst
MCA	Minimum crossing altitude
MCTR	Military control zone
MCW	Modulated continuous wave
MDA	Minimum descent altitude
MDF	Medium frequency direction-finding station
MDH	Minimum descent height
MEA	Minimum en-route altitude
MEDEVAC	Medical evacuation flight
MEHT	Minimum eye height over threshold (for visual approach slope indicator systems)
MET†	Meteorological or meteorology
METAR†	Aerodrome routine meteorological report (in meteorological code)
MET REPORT	Local routine meteorological report (in abbreviated plain language)
MF	Medium frequency [300 to 3 000 kHz]
MHA	Minimum holding altitude
MHDF	Medium and high frequency direction-finding stations (at the same location)
MHVDF	Medium, high and very high frequency direction-finding stations (at the same location)
MHZ	Megahertz
MID	Mid-point (related to RVR)
MIFG	Shallow fog
MIL	Military
MIN*	Minutes
MIS	Missing . . . (transmission identification) (to be used in AFS as a procedure signal)
MKR	Marker radio beacon
MLS‡	Microwave landing system
MLW~	Maximum Landing Weight
MM	Middle marker
MNH	Middle latitudes northern hemisphere
MNM	Minimum
MNPS	Minimum navigation performance specifications
MNT	Monitor or monitoring or monitored
MNTN	Maintain
MOA	Military operating area
MOC	Minimum obstacle clearance (required)
MOCA	Minimum obstacle clearance altitude
MOD	Moderate (used to indicate the intensity of weather phenomena, interference or static reports, e.g. MODRA = moderate rain)
MON	Above mountains
MON	Monday
MOPS†	Minimum operational performance standards
MOV	Move or moving or movement

MPS	Metres per second
MRA	Minimum reception altitude
MRG	Medium range
MRP	ATS/MET reporting point
MS	Minus
MSA	Minimum sector altitude
MSAS†	<i>(to be pronounced "EM-SAS")</i> Multifunctional transport satellite (MTSAT) satellite-based augmentation system
MSAW	Minimum safe altitude warning
MSG	Message
MSH	Middle latitudes southern hemisphere
MSL	Mean sea level
MSR#	Message . . . <i>(transmission identification)</i> has been misrouted <i>(to be used in AFS as a procedure signal)</i>
MSSR	Monopulse secondary surveillance radar
MT	Mountain
MTOM	Maximum take-off mass
MTOW~	Maximum take-off weight
MTU	Metric units
MTW	Mountain waves
MVDF	Medium and very high frequency direction- finding stations <i>(at the same location)</i>
MWO	Meteorological watch office
MX	Mixed type of ice formation <i>(white and clear)</i>

N

N	No distinct tendency <i>(in RVR during previous 10 minutes)</i>
N	North or northern latitude
NADP	Noise abatement departure procedure
NASC†	National AIS system centre
NAT	North Atlantic
NAV	Navigation
NAVAID	Navigation aid
NB	Northbound
NBFR	Not before
NC	No change
NCD	No cloud detected <i>(used in automated METAR/SPECI)</i>
NDB‡	Non-directional radio beacon
NDV	No directional variations available <i>(used in automated METAR/SPECI)</i>
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
NN	No name, unnamed
NNE	North-north-east
NNW	North-north-west
NO	No (negative) <i>(to be used in AFS as a procedure signal)</i>

NOF	International NOTAM office
NONSTD	Non-standard
NOSIG†	No significant change <i>(used in trend-type landing forecasts)</i>
NOTAM†	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
NOTAMC	Cancelling NOTAM
NOTAMN	New NOTAM
NOTAMR	Replacing NOTAM
NOV	November
NOZ‡	Normal operating zone
NPA	Non-precision approach
NR	Number
NRH	No reply heard
NS	Nimbostratus
NSC	Nil significant cloud
NSE	Navigation system error
NSW	Nil significant weather
NTL	National
NTZ‡	No transgression zone
NW	North-west
NWB	North-westbound
NXT	Next

O

OAC	Oceanic area control centre
OAS	Obstacle assessment surface
OBS	Observe <i>or</i> observed <i>or</i> observation
OBSC	Obscure <i>or</i> obscured <i>or</i> obscuring
OBST	Obstacle
OCA	Obstacle clearance altitude
OCA	Oceanic control area
OCC	Occulting <i>(light)</i>
OCH	Obstacle clearance height
OCNL	Occasional <i>or</i> occasionally
OCS	Obstacle clearance surface
OCT	October
OFZ	Obstacle free zone
OGN	Originate <i>(to be used in AFS as a procedure signal)</i>
OHD	Overhead
OIS	Obstacle identification surface
OK*	We agree <i>or</i> It is correct <i>(to be used in AFS as a procedure signal)</i>
OLDI†	On-line data interchange
OM	Outer marker
OPA	Opaque, white type of ice formation
OPC	Control indicated is operational control
OPMET†	Operational meteorological <i>(information)</i>
OPN	Open <i>or</i> opening <i>or</i> opened

OPR	Operator <i>or</i> operate <i>or</i> operative <i>or</i> operating <i>or</i> operational
OPS†	Operations
O/R	On request
ORD	Order
OSV	Ocean station vessel
OTAR~	Overseas Territories Aviation Requirements
OTP	On top
OTS	Organized track system
OUBD	Outbound
OVC	Overcast

P

P . . .	Maximum value of wind speed or runway visual range <i>(followed by figures in METAR/SPECI and TAF)</i>
P . . .	Prohibited area <i>(followed by identification)</i>
PA	Precision approach
PALS	Precision approach lighting system <i>(specify category)</i>
PANS	Procedures for air navigation services
PAP†	Precision approach path indicator
PAR‡	Precision approach radar
PARL	Parallel
PATC . . .	Precision approach terrain chart <i>(followed by name/title)</i>
PAX	Passenger(s)
PBC	Performance-based communication
PBN	Performance-based navigation
PBS	Performance-based surveillance
PCD	Proceed <i>or</i> proceeding
PCL	Pilot-controlled lighting
PCN	Pavement classification number
PCT	Per cent
PDC‡	Pre-departure clearance
PDG	Procedure design gradient
PER	Performance
PERM	Permanent
PIB	Pre-flight information bulletin
PJE	Parachute jumping exercise
PL	Ice pellets
PLA	Practice low approach
PLVL	Present level
PN	Prior notice required
PNR	Point of no return
PO	Dust/sand whirls <i>(dust devils)</i>
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
PROP	Propeller
PROV	Provisional
PRP	Point-in-space reference point
PS	Plus
PSG	Passing
PSN	Position
PSP	Pierced steel plank
PSR‡	Primary surveillance radar
PSYS	Pressure system(s)
PTN	Procedure turn
PTS	Polar track structure
PWR	Power

Q

QDL	Do you intend to ask me for a series of bearings? or I intend to ask you for a series of bearings (to be used in radiotelegraphy as a Q Code)
QDM‡	Magnetic heading (zero wind)
QDR	Magnetic bearing
QFE‡	Atmospheric pressure at aerodrome elevation (or at runway threshold)
QFU	Magnetic orientation of runway
QGE	What is my distance to your station? or Your distance to my station is (distance figures and units) (to be used in radiotelegraphy as a Q Code)
QJH	Shall I run my test tape/a test sentence? or Run your test tape/a test sentence (to be used in AFS as a Q Code)
QNE~	Altimeter Setting 29.92" Hg or 1013.2 hPa
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
QTF	Will you give me the position of my station according to the bearings taken by the D/F stations which you control? or The position of your station according to the bearings taken by the D/F stations that I control was . . . latitude . . . longitude (or other indication of position), class . . . at . . . hours (to be used in radiotelegraphy as a Q Code)
QUAD	Quadrant
QUJ	Will you indicate the TRUE track to reach you? or The TRUE track to reach me is . . . degrees at . . . hours (to be used in radiotelegraphy as a Q Code)

R

. . . R	Right (preceded by runway designation number to identify a parallel runway)
R	Rate of turn
R	Red

R . . .	Radial from VOR (<i>followed by three figures</i>)
R . . .	Restricted area (<i>followed by identification</i>)
R . . .	Runway (<i>followed by figures in METAR/SPECI</i>)
R*	Received (<i>acknowledgement of receipt</i>) (<i>to be used in AFS as a procedure signal</i>)
RA	Rain
RA	Resolution advisory
RAC	Rules of the air and air traffic services
RAG	Ragged
RAG	Runway arresting gear
RAI	Runway alignment indicator
RAIM†	Receiver autonomous integrity monitoring
RASC†	Regional AIS system centre
RASS	Remote altimeter setting source
RB	Rescue boat
RCA	Reach cruising altitude
RCC	Rescue coordination centre
RCF	Radiocommunication failure (<i>message type designator</i>)
RCH	Reach <i>or</i> reaching
RCL	Runway centre line
RCLL	Runway centre line light(s)
RCLR	Recleared
RCP‡	Required communication performance
RDH	Reference datum height
RDL	Radial
RDO	Radio
RDOACT	Radioactive
RE	Recent (<i>used to qualify weather phenomena, e.g. RERA = recent rain</i>)
REC	Receive <i>or</i> receiver
REDL	Runway edge light(s)
REF	Reference to . . . <i>or</i> refer to . . .
REG	Registration
RENL	Runway end light(s)
REP	Report <i>or</i> reporting <i>or</i> reporting point
REQ	Request <i>or</i> requested
ERTE	Re-route
RESA	Runway end safety area
RF	Constant radius arc to a fix
RFFS	Rescue and fire fighting services
RG	Range (<i>lights</i>)
RHC	Right-hand circuit
RIF	Reclearance in flight
RIME†	Rime (<i>used in aerodrome warnings</i>)
RL	Report leaving
RLA	Relay to
RLCE	Request level change en route
RLLS	Runway lead-in lighting system
RLNA	Requested level not available
RMK	Remark
RNAV†	(<i>to be pronounced "AR-NAV"</i>) Area navigation
RNG	Radio range
RNP‡	Required navigation performance

ROBEX†	Regional OPMET bulletin exchange (<i>scheme</i>)
ROC	Rate of climb
ROD	Rate of descent
RON	Receiving only
RPDS	Reference path data selector
RPI‡	Radar position indicator
RPL	Repetitive flight plan
RPLC	Replace or replaced
RPS	Radar position symbol
RPT*	Repeat or I repeat (<i>to be used in AFS as a procedure signal</i>)
RQ*	Request (<i>to be used in AFS as a procedure signal</i>)
RQMNTS	Requirements
RQP	Request flight plan (<i>message type designator</i>)
RQS	Request supplementary flight plan (<i>message type designator</i>)
RR	Report reaching
RRA	(<i>or RRB, RRC . . . etc., in sequence</i>) Delayed meteorological message (<i>message type designator</i>)
RSC	Rescue sub-centre
RSCD	Runway surface condition
RSP	Responder beacon
RSP‡	Required surveillance performance
RSR	En-route surveillance radar
RSS	Root sum square
RTD	Delayed (<i>used to indicate delayed meteorological message; message type designator</i>)
RTE	Route
RTF	Radiotelephone
RTG	Radiotelegraph
RTHL	Runway threshold light(s)
RTIL	Runway Threshold Identification Lights
RTN	Return or returned or returning
RTODAH	Rejected take-off distance available, helicopter
RTS	Return to service
RTT	Radioteletypewriter
RTZL	Runway touchdown zone light(s)
RUT	Standard regional route transmitting frequencies
RV	Rescue vessel
RVA	Radar vectoring area
RVR‡	Runway visual range
RVSM‡	Reduced vertical separation minimum [300 m (1 000 FT) between FL 290 and FL 410]
RWY	Runway

S

S	South or southern latitude
S . . .	State of the sea (<i>followed by figures in METAR/SPECI</i>)
SA	Sand
SALS	Simple approach lighting system
SAN	Sanitary
SAR	Search and rescue
SARPS	Standards and Recommended Practices [ICAO]

SAT	Saturday
SATCOM†	Satellite communication (<i>used only when referring generally to both voice and data satellite communication or only data satellite communication</i>)
SATVOICE†	Satellite voice communication
SB	Southbound
SBAS†	(<i>to be pronounced "ESS-BAS"</i>) Satellite-based augmentation system
SC	Stratocumulus
SCT	Scattered
SD	Standard deviation
SDBY	Stand by
SDF	Step down fix
SE	South-east
SEA	Sea (<i>used in connection with sea-surface temperature and state of the sea</i>)
SEB	South-eastbound
SEC	Seconds
SECN	Section
SECT	Sector
SELCAL†	Selective calling system
SEP	September
SER	Service or servicing or served
SEV	Severe (<i>used to qualify icing and turbulence reports</i>)
SFC	Surface
SFL	Semi Flush Lights
SG	Snow grains
SGL	Signal
SH . . .	Shower (<i>followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. SHRASN = showers of rain and snow</i>)
SHF	Super high frequency [3 000 to 30 000 MHz]
SI	International system of units
SID†	Standard instrument departure
SIF	Selective identification feature
SIG	Significant
SIGMET†	Information concerning en-route weather and other phenomena in the atmosphere that may affect the safety of aircraft operations
SIMUL	Simultaneous or simultaneously
SIWL	Single isolated wheel load
SKED	Schedule or scheduled
SLP	Speed limiting point
SLW	Slow
SMC	Surface movement control
SMR	Surface movement radar
SN	Snow
SNOCLO	Aerodrome closed due to snow (<i>used in METAR/SPECI</i>)
SNOWTAM†	Special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush or standing water associated with snow, slush and ice on the movement area, by means of a specific format
SOC	Start of climb
SPECI†	Aerodrome special meteorological report (<i>in meteorological code</i>)

SPECIAL†	Local special meteorological report (<i>in abbreviated plain language</i>)
SPI	Special position indicator
SPL	Supplementary flight plan (<i>message type designator</i>)
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 (<i>AIP Supplement</i>)
SUPPS	Regional supplementary procedures
SVC	Service (<i>message type only</i>)
SVCBL	Serviceable
SW	South-west
SWB	South-westbound
SWX	Space weather
SWXC	Space weather centre
SWY	Stopway
SYNOP~	Surface Synoptic Observation

T

T	Temperature
... T	True (<i>preceded by a bearing to indicate reference to True North</i>)
TA	Traffic advisory
TA	Transition altitude
TAA	Terminal arrival altitude
TACAN†	UHF tactical air navigation aid
TAF†	Aerodrome forecast (<i>in meteorological code</i>)

TA/H	Turn at an altitude/height
TAIL†	Tail wind
TAR	Terminal area surveillance radar
TAS	True airspeed
TAX	Taxiing <i>or</i> taxi
TC	Tropical cyclone
TCAC	Tropical cyclone advisory centre
TCAS RA†	<i>(to be pronounced “TEE-CAS-AR-AY”)</i> Traffic alert and collision avoidance system resolution advisory
TCH	Threshold crossing height
TCU	Towering cumulus
TDO	Tornado
TDZ	Touchdown zone
TECR	Technical reason
TEL	Telephone
TEMPO†	Temporary <i>or</i> temporarily
TF	Track to fix
TFC	Traffic
TGL	Touch-and-go landing
TGS	Taxiing guidance system
THR	Threshold
THRU	Through
THU	Thursday
TIBA†	Traffic information broadcast by aircraft
TIL†	Until
TIP. . .	Until past <i>(followed by place)</i>
TKOF	Take-off
TL . . .	Till <i>(followed by time by which weather change is forecast to end)</i>
TLOF	Touchdown and lift-off area
TMA‡	Terminal control area
TN . . .	Minimum temperature <i>(followed by figures in TAF)</i>
TNA	Turn altitude
TNH	Turn height
TO . . .	To <i>(followed by place)</i>
TOC	Top of climb
TODA	Take-off distance available
TODAH	Take-off distance available, helicopter
TOP†	Cloud top
TORA	Take-off run available
TOX	Toxic
TP	Turning point
TR	Track
TRA	Temporary reserved airspace
TRANS	Transmits <i>or</i> transmitter
TREND†	Trend forecast
TRG	Training
TRL	Transition level
TROP	Tropopause
TS	Thunderstorm <i>(in aerodrome reports and forecasts, TS used alone means thunder heard but no precipitation at the aerodrome)</i>

TS . . .	Thunderstorm (<i>followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. TSRASN = thunderstorm with rain and snow</i>)
TSUNAMI†	Tsunami (<i>used in aerodrome warnings</i>)
TT	Teletypewriter
TUE	Tuesday
TURB	Turbulence
T-VASIS†	(<i>to be pronounced “TEE-VASIS”</i>) T visual approach slope indicator system
TVOR	Terminal VOR
TWR	Aerodrome control tower or aerodrome control
TWY	Taxiway
TX . . .	Maximum temperature (<i>followed by figures in TAF</i>)
TXL	Taxilane
TXT*	Text (<i>when the abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviation, e.g. IMI TXT</i>) (<i>to be used in AFS as a procedure signal</i>)
TYP	Type of aircraft
TYPH	Typhoon

U

U	Upward (<i>tendency in RVR during previous 10 minutes</i>)
UA	Unmanned aircraft
UAB	Until advised by . . .
UAC	Upper area control centre
UAR	Upper air route
UAS	Unmanned aircraft system
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
UK~	United Kingdom
ULM	Ultra light motorized aircraft
ULR	Ultra long range
UN~	United Nations
UNA	Unable
UNAP	Unable to approve
UNL	Unlimited
UNREL	Unreliable
UP	Unidentified precipitation (<i>used in automated METAR/SPECI</i>)
U/S	Unserviceable
UTA	Upper control area
UTC†	Coordinated Universal Time

V

. . . V . . .	Variations from the mean wind direction (<i>preceded and followed by figures in METAR/SPECI, e.g. 350V070</i>)
VA	Heading to an altitude

VA	Volcanic ash
VAAC	Volcanic ash advisory centre
VAC . . .	Visual approach chart (<i>followed by name/title</i>)
VAL	In valleys
VAN	Runway control van
VAR	Magnetic variation
VAR	Visual-aural radio range
VASIS	Visual approach slope indicator systems
VC . . .	Vicinity of the aerodrome (<i>followed by FG = fog, FC = funnel cloud, SH = shower, PO = dust/sand whirls, BLDU = blowing dust, BLSA = blowing sand, BLSN = blowing snow, DS = duststorm, SS = sandstorm, TS = thunderstorm or VA = volcanic ash, e.g. VCFG = vicinity fog</i>)
VCY	Vicinity
VDF	Very high frequency direction-finding station
VER	Vertical
VFR†	Visual flight rules
VHF†	Very high frequency [30 to 300 MHz]
VI	Heading to an intercept
VIP†	Very important person
VIS	Visibility
VLF	Very low frequency [3 to 30 kHz]
VLR	Very long range
VM	Heading to a manual termination
VMC†	Visual meteorological conditions
VNAV†	(<i>to be pronounced "VEE-NAV"</i>) Vertical navigation
VOL . . .	Volume (<i>followed by I, II . . .</i>)
VOLMET†	Meteorological information for aircraft in flight
VOR†	VHF omnidirectional radio range
VORTAC†	VOR and TACAN combination
VOT	VOR airborne equipment test facility
VPA	Vertical path angle
VPT	Visual manoeuvre with prescribed track
VRB	Variable
VSA	By visual reference to the ground
VSP	Vertical speed
VTF	Vector to final
VTOL	Vertical take-off and landing
VV . . .	Vertical visibility (<i>followed by figures in METAR/SPECI and TAF</i>)

W

W	West or western longitude
W	White
W . . .	Sea-surface temperature (<i>followed by figures in METAR/SPECI</i>)
WAAS†	Wide area augmentation system
WAC . . .	World Aeronautical Chart — ICAO 1:1 000 000 (<i>followed by name/title</i>)
WAFC	World area forecast centre
WB	Westbound
WBAR	Wing bar lights
WDI	Wind direction indicator
WDSRP	Widespread
WED	Wednesday

WEF	With effect from <i>or</i> effective from
WGS-84	World Geodetic System — 1984
WI	Within
WID	Width <i>or</i> wide
WIE	With immediate effect <i>or</i> effective immediately
WILCO†	Will comply
WIND	Wind
WIP	Work in progress
WKN	Weaken <i>or</i> 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
WXR	Weather radar
X	
X	Cross
XBAR	Crossbar (<i>of approach lighting system</i>)
XNG	Crossing
XS	Atmospherics
Y	
Y	Yellow
YCZ	Yellow caution zone (<i>runway lighting</i>)
YES*	Yes (affirmative) (<i>to be used in AFS as a procedure signal</i>)
YR	Your
Z	
Z	Coordinated Universal Time (<i>in meteorological messages</i>)

GEN 2.3 CHART SYMBOLS

Aeronautical Chart Symbolology

<p>AERODROME - Civil</p> <p>AERODROME - Civil, limited or no facilities</p> <p>HELIPORT - Civil</p> <p>AERODROME - Government, available for Civil use</p> <p>AERODROME - Government</p> <p>HELIPORT - Government</p> <p>MICROLIGHT FLYING SITES</p> <p>DISUSED or ABANDONED Aerodrome</p> <p>AERODROME - Training Aerodrome: flight training, including circuit training, takes place from this aerodrome. See UK AIP ENR 1.....</p> <p>AERODROME - Unusual Activity: Unusual aerial activities including aerobatic and formation flights take place from this aerodrome. See UK AIP ENR 1.1.....</p> <p>Aerodrome having one or more IAPs outside Controlled Airspace</p> <p>UK AERODROME TRAFFIC ZONE (ATZ)</p> <p>Customs Aerodromes</p> <p>AERODROME LIGHT BEACON.....</p> <p>GLIDER LAUNCHING SITES</p> <p>a. Primary activity at locations showing Maximum Altitude of winch launch. AMSL.....</p> <p>b. Additional activity at locations showing Maxim Altitude of winch launch. AMSL.....</p> <p>c. Additional activity without cables</p> <p>HANG/PARA GLIDING - showing Maximum Altitude of winch launch. AMSL</p> <p>FREE-FALL PARACHUTING DROP ZONE</p> <p>RADIO NAVIGATION AIDS</p> <p>Distance Measuring Equipment (DME)</p> <p>VHF Omnidirectional Radio Range (VOR)</p> <p>Collocated, freq-paired VOR/DME</p> <p>UHF Tactical Air Navigation Aid (TACAN)</p> <p>Non-Directional Radio Beacon (NDB and NDB(L)).....</p> <p>OTHER NAVIGATIONAL AIDS</p> <p>VOR COMPASS ROSE Oriented on Magnetic North</p> <p>Marine Light.....</p> <p>Lightship.....</p> <p>MAXIMUM ELEVATION FIGURES (MEF)</p>	<p>CONTROLLED AIRSPACE</p> <p>Annotation of vertical limits for controlled airspace which have an upper limit of FL195 are shown with a plus (+) after their base level altitude, eg 3000'-FL195 is shown as 3000'+. Where the upper limit is below FL195 both base and upper limits are shown. Airspace vertical limits are defined by altitude/flight level unless otherwise noted. Wide tint banding denotes the extremity of controlled airspace and narrow tint banding denotes level changes within area</p> <p>All airspace not covered by classes A-E.....</p> <p>Low Level Corridor or Special Route</p> <p>Radar Advisory Service Zone or Area</p> <p>Air Traffic Service Unit (ATSU) Area</p> <p>Transponder Mandatory Zone (TMZ)</p> <p>Reporting Point</p> <p>Altimeter Setting Region (ASR) Boundary</p> <p>AIAA and ATA areas</p> <p>Lines of equal magnetic variation</p> <p>Special Access Lane Entry/Exit (indicates centre of lane)</p> <p>Visual Reference Point (VRP) Location identified by</p> <p>MILITARY AERODROME TRAFFIC ZONE (MATZ)</p> <p>AIRSPACE RESTRICTIONS</p> <p>Prohibited 'P', Restricted 'R' and Danger Areas 'D' are shown with identification number/ effective altitude (in thousands of feet AMSL) or a Flight Level. Areas activated by Notam are shown with a broken boundary line</p> <p>HIGH INTENSITY RADIO TRANSMISSION AREA (HIRTA).....</p> <p>BIRD SANCTUARIES</p> <p>GAS VENTING OPERATIONS</p> <p>LASER SITES</p> <p>AIR NAVIGATION OBSTACLES</p> <p>Exceptionally High Obstacle (Lighted) 1000ft or more AGL</p> <p>Single Obstacle (Unlighted).....</p> <p>Multiple Obstacle (Lighted).....</p> <p>Cable joining Obstacles.....</p>
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ADDITIONAL SYMBOLS FOR THE 1:250,000 TOPOGRAPHICAL AIR CHARTS

AERODROMES - Field limits with hard runway pattern.....	Civil.....
- Showing disused runways as solid patterns.....	Government.....
HELIPORT.....	
MINOR AERODROME with runway pattern unknown or not portrayable.....	
DISUSED or ABANDONED Aerodrome. Shown for navigational landmark purposes only. See AIC 56/02 (Pink 34).....	
Power Transmission	
Power Transmission Line over 200'	
Low Level Corridor or Special.....	

ADDITIONAL SYMBOLS FOR AERODROME AND AIRCRAFT PARKING/DOCKING CHARTS - ICAO

Wind Direction Indicator	
Illuminated Wind Direction Indicator	
Aerodrome Reference Point	
Runway Visual Range	
Pattern A (CAT I) Holding Position Closest to the Runway	
Pattern B (CATII/III) Holding Position	
Intermediate Holding Position	
Holding Position Signs	
Helicopter Approach Aiming Point	
Helicopter Training Area	
Obstacle Light	
Approach Lighting, simple approach - 2 bar (spacing not to scale)	
Approach Lighting	
Supplementary Lighting (spacing not to scale)	
Precision Approach Path Indicator (PAPI).....	
Aerodrome Radar	
Aerodrome Radar (lit)	
Aerodrome Radar and Obstacle	
Aerodrome Radar and Obstacle (lit)	
Threshold and Touch-Down Zone Markings:	
AD Chart Apron.....	
AD Chart Disused Area.....	
AD Chart Operational Taxiway.....	

ADDITIONAL SYMBOLS FOR INSTRUMENT PROCEDURE CHARTS

Basic Procedure	
Missed Approach Procedure	
Alternative Procedure	
Direct Arrival	
Holding Pattern	
Alternative Holding Pattern	
Initial Approach Fix	
Intermediate Fix	
Final Approach Fix	
Missed Approach Point (MAPt)	
Step Down Fix	
Minimum Sector Altitude	
Radio Marker Beacon	
ILS Reference Datum Height	
Procedure Aerodrome	
Aerodrome influencing traffic patterns of Procedure Aerodrome or of landmark value	
Procedure Not Below heights	
Minimum Obstacle Clearance (MOC)	
Area Minimum Altitude	
Ident. and frequency	
Ident. code	
Facility name	
Co-located DME	
DME Channel	
Position of facility	
DME Aerial Elevation	
VOR/DME Co-located	
Altitude restriction defined by VOR radial and DME distance from facility.	
Required climb gradient	
Waypoint (Fly-by)	
Waypoint (Fly-over)	
Co-located Waypoint (Fly-by) with VOR/DME	
Co-located Waypoint (Fly-over) with VOR/DME	
Speed Limiting Point	
SID Designator and Distance to Significant Point	

Meteorological Charts-Explanatory Notes

1 Symbols for significant Weather, Tropopause and Freezing Level etc

	Thunderstorm		Snow
	Tropical cyclone		Widespread blowing snow
	Severe squall line		Shower
	Hail		Severe sand or dust haze
	Moderate turbulence		Widespread sandstorm or duststorm
	Severe turbulence		Widespread haze
	Mountain waves		Widespread mist
	Moderate aircraft icing		Widespread fog
	Severe aircraft icing		Freezing fog
	Freezing precipitation		Widespread smoke
	Drizzle		Volcanic eruption
	Rain		Radioactive materials in the atmosphere

Note: Altitudes between which phenomena and any associated cloud are expected are indicated by flight levels, top over base or top followed by base. 'XXX' means the phenomenon is expected to continue above and/or below the vertical coverage of the chart. Phenomena of relatively lesser significance, for example light aircraft icing or drizzle, are not usually shown on charts even when the phenomenon is expected. The thunderstorm symbol implies hail, moderate or severe icing and/or turbulence.

	Tropopause spot altitude (eg FL400)		Boundary of area of significant weather
	High point or maximum in tropopause topography (eg FL440)		Boundary of area of clear air turbulence. The CAT area may be marked by a numeral inside a square and a legend describing the numbered CAT area may be entered in the margin
	Low point or minimum in tropopause topography (eg FL340)		State of sea (wave height in metres)
	Freezing level		Sea surface temperature (°C)

2 Fronts and Convergence Zones

	Cold front at the surface		Convergence line
	Warm front at the surface		Inter-tropical convergence zone
	Occluded front at the surface		Position, speed and level of maximum wind
	Quasi-stationary front at the surface		Widespread strong surface wind

Note: An arrow with associated figures indicates the direction and the speed of the movement of the front (knots). Dots inserted at intervals along the line of a front indicate it is a developing feature (frontogenesis), while bars indicate it is a weakening feature (frontolysis).

3 Cloud Abbreviations

3.1 Type

CI = Cirrus
CC = Cirrocumulus
CS = Cirrostratus
AC = Alto cumulus
AS = Altostratus
NS = Nimbostratus
SC = Stratocumulus
ST = Stratus
CU = Cumulus
CB = Cumulonimbus (its insertion implies hail moderate or severe icing and/or turbulence)

3.2 Amount

Clouds except CB
FEW = few (1/8 or 2/8)
SCT = scattered (3/8 or 4/8)
BKN = broken (5/8 to 7/8)
OVC = overcast (8/8)
CB only
ISOL = individual CB's (isolated)
OCNL = well separated CB's (occasional)
FRQ = CB's with little or no separation (frequent)
EMBD = thunderstorm clouds contained in layers of other clouds (embedded).

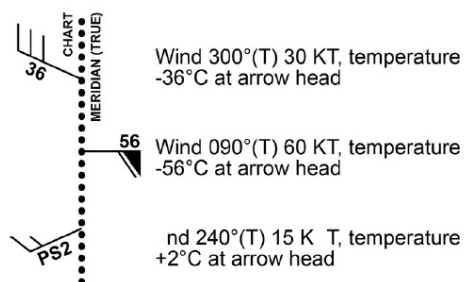
4 Example Weather Abbreviations

RA = rain
DZ = drizzle
SN = snow
SH = showers
FZ = freezing
TS = thunderstorms

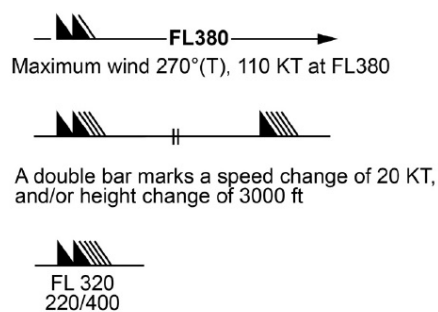
Other phenomena may be expressed as a combination of abbreviations or written in full. TS implies severe turbulence and icing.

5 Wind Symbols

5.1 Wind/Temperature Chart



5.2 Significant Weather/Tropopause/Maximum Wind Chart



If the maximum wind speed is 120kt or more, the flight levels between which winds are greater than 80kts is placed below the maximum wind level. In this example winds are greater than 80kt between FL220 and FL400

GEN 2.4 LOCATION INDICATORS

ENCODE		DECODE	
Location	Indicator	Indicator	Location
St Helena Airport	FHSH	FHSH	St Helena Airport

INTENTIONALLY

LEFT

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GEN 2.5 LIST OF RADIO NAVIGATION AIDS

ENCODE				DECODE			
Station Name	Facility	IDENT	Purpose	IDENT	Station Name	Facility	Purpose
St Helena	VOR/DME	SH	AE	SH	St Helena	VOR/DME	AE
St Helena	LOC/DME	HE	A	HE	St Helena	LOC/DME	A

Note: "A" denotes aerodrome use (see details in Part 3, Aerodrome)
"E" denotes en route use (see details in Part 2, En Route)

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GEN 2.6 CONVERSION TABLES**TABLE GEN 2.6.1 Distance Conversions**

NM to KM 1 NM = 1.852 KM		KM to NM 1 KM = 0.540 NM		NM to SM 1 NM = 1.1508 SM		SM to NM 1 SM = 0.869 NM		FT to M 1 FT = 0.305 M		M to FT 1 M = 3.280 FT	
NM	KM	KM	NM	NM	SM	SM	NM	FT	M	M	FT
0.1	0.185	0.1	0.05	0.1	0.115	0.1	0.086	1	0.305	1	3.28
0.2	0.370	0.2	0.11	0.2	0.230	0.2	0.173	2	0.610	2	6.56
0.3	0.556	0.3	0.16	0.3	0.345	0.3	0.260	3	0.914	3	9.84
0.4	0.741	0.4	0.22	0.4	0.460	0.4	0.347	4	1.219	4	13.12
0.5	0.926	0.5	0.27	0.5	0.575	0.5	0.434	5	1.524	5	16.40
0.6	1.111	0.6	0.32	0.6	0.690	0.6	0.521	6	1.829	6	19.69
0.7	1.296	0.7	0.38	0.7	0.805	0.7	0.608	7	2.134	7	22.97
0.8	1.482	0.8	0.43	0.8	0.920	0.8	0.695	8	2.438	8	26.25
0.9	1.667	0.9	0.49	0.9	1.035	0.9	0.782	9	2.743	9	29.53
1	1.852	1	0.54	1	1.15	1	0.86	10	3.048	10	32.81
2	3.704	2	1.08	2	2.30	2	1.73	20	6.096	20	65.62
3	5.556	3	1.62	3	3.45	3	2.60	30	9.144	30	98.43
4	7.408	4	2.16	4	4.60	4	3.47	40	12.192	40	131.23
5	9.260	5	2.70	5	5.75	5	4.34	50	15.240	50	164.04
6	11.112	6	3.24	6	6.90	6	5.21	60	18.288	60	196.85
7	12.964	7	3.78	7	8.05	7	6.08	70	21.336	70	229.66
8	14.816	8	4.32	8	9.20	8	6.95	80	24.384	80	262.47
9	16.668	9	4.86	9	10.35	9	7.82	90	27.432	90	295.28
10	18.520	10	5.40	10	11.50	10	8.68	100	30.480	100	328.08
20	37.040	20	10.80	20	23.01	20	17.37	200	60.960	200	656.17
30	55.560	30	16.20	30	34.52	30	26.06	300	91.440	300	984.25
40	74.080	40	21.60	40	46.03	40	34.75	400	121.920	400	1312.34
50	92.600	50	27.00	50	57.53	50	43.44	500	152.400	500	1640.42
60	111.120	60	32.40	60	69.04	60	52.13	600	182.880	600	1968.50
70	129.640	70	37.80	70	80.55	70	60.82	700	213.360	700	2296.59
80	148.160	80	43.20	80	92.06	80	69.51	800	243.840	800	2624.67
90	166.680	90	48.60	90	103.57	90	78.20	900	274.320	900	2952.76
100	185.200	100	54.00	100	115.00	100	86.80	1000	304.800	1000	3280.84
200	370.400	200	107.99	200	230.10	200	173.70	2000	609.600	2000	6561.68
300	555.600	300	161.99	300	345.20	300	260.60	3000	914.400	3000	9842.52
400	740.800	400	215.98	400	460.30	400	347.50	4000	1219.200	4000	13123.36
500	926.000	500	269.98	500	575.30	500	434.40	5000	1524.000	5000	16404.20
								6000	1828.800		
								7000	2133.600		
								8000	2438.400		
								9000	2743.200		
								10000	3048.000		

TABLE GEN 2.6.2 Arc Minute to Second Conversions

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

TABLE GEN 2.6.3 Arc Seconds to Minute Conversions

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 2023

1. The following tables were generated using the U.S. Naval Observatory information. The information is public domain and permission is not required.

	Jan.		Feb.		Mar.		Apr.		May.		June.		July.		Aug.		Sept.		Oct.		Nov.		Dec.	
Day	Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set	Rise	Set
	h m	h m	h m	h m	h m	h m	h m	h m	h m	h m	h m	h m	h m	h m	h m	h m	h m	h m	h m	h m	h m	h m	h m	h m
01	0554	1858	0612	1900	0623	1847	0628	1825	0634	1805	0643	1758	0651	1802	0647	1811	0629	1817	0605	1819	0546	1827	0541	1842
02	0555	1858	0613	1900	0623	1846	0628	1824	0634	1805	0644	1758	0651	1803	0646	1812	0628	1817	0605	1820	0545	1827	0542	1842
03	0555	1859	0613	1859	0623	1846	0629	1823	0634	1805	0644	1758	0651	1803	0646	1812	0627	1817	0604	1820	0545	1828	0542	1843
04	0556	1859	0614	1859	0623	1845	0629	1822	0635	1804	0644	1758	0651	1803	0646	1812	0627	1817	0603	1820	0545	1828	0542	1843
05	0557	1859	0614	1859	0624	1844	0629	1822	0635	1804	0645	1758	0651	1803	0645	1812	0626	1817	0602	1820	0544	1828	0542	1844
06	0557	1859	0615	1858	0624	1844	0629	1821	0635	1803	0645	1758	0651	1804	0645	1813	0625	1817	0602	1820	0544	1829	0542	1845
07	0558	1900	0615	1858	0624	1843	0629	1820	0635	1803	0645	1758	0651	1804	0644	1813	0624	1817	0601	1820	0544	1829	0543	1845
08	0558	1900	0615	1858	0624	1842	0629	1820	0636	1802	0646	1758	0651	1804	0644	1813	0624	1817	0600	1820	0543	1830	0543	1846
09	0559	1900	0616	1857	0624	1842	0629	1819	0636	1802	0646	1758	0651	1805	0643	1813	0623	1817	0559	1821	0543	1830	0543	1846
10	0600	1900	0616	1857	0625	1841	0630	1818	0636	1802	0646	1758	0651	1805	0643	1813	0622	1817	0559	1821	0543	1831	0544	1847
11	0600	1900	0617	1857	0625	1840	0630	1817	0636	1801	0646	1758	0651	1805	0642	1814	0621	1818	0558	1821	0542	1831	0544	1848
12	0601	1901	0617	1856	0625	1839	0630	1817	0637	1801	0647	1758	0651	1806	0642	1814	0620	1818	0557	1821	0542	1831	0544	1848
13	0601	1901	0617	1856	0625	1839	0630	1816	0637	1801	0647	1758	0651	1806	0641	1814	0620	1818	0557	1821	0542	1832	0545	1849
14	0602	1901	0618	1855	0625	1838	0630	1815	0637	1800	0647	1758	0651	1806	0641	1814	0619	1818	0556	1822	0542	1832	0545	1849
15	0603	1901	0618	1855	0626	1837	0630	1815	0638	1800	0648	1759	0651	1806	0640	1814	0618	1818	0555	1822	0542	1833	0545	1850
16	0603	1901	0619	1854	0626	1837	0631	1814	0638	1800	0648	1759	0651	1807	0640	1815	0617	1818	0555	1822	0541	1833	0546	1850
17	0604	1901	0619	1854	0626	1836	0631	1813	0638	1800	0648	1759	0651	1807	0639	1815	0616	1818	0554	1822	0541	1834	0546	1851
18	0604	1901	0619	1853	0626	1835	0631	1813	0639	1759	0648	1759	0650	1807	0638	1815	0616	1818	0553	1823	0541	1834	0547	1851
19	0605	1901	0620	1853	0626	1834	0631	1812	0639	1759	0649	1759	0650	1808	0638	1815	0615	1818	0553	1823	0541	1835	0547	1852
20	0606	1901	0620	1852	0626	1834	0631	1812	0639	1759	0649	1759	0650	1808	0637	1815	0614	1818	0552	1823	0541	1836	0548	1853
21	0606	1901	0620	1852	0627	1833	0632	1811	0640	1759	0649	1800	0650	1808	0637	1815	0613	1818	0551	1823	0541	1836	0548	1853
22	0607	1901	0621	1851	0627	1832	0632	1810	0640	1758	0649	1800	0650	1809	0636	1815	0612	1819	0551	1824	0541	1837	0549	1854
23	0607	1901	0621	1851	0627	1831	0632	1810	0640	1758	0649	1800	0650	1809	0635	1816	0612	1819	0550	1824	0541	1837	0549	1854
24	0608	1901	0621	1850	0627	1831	0632	1809	0641	1758	0650	1800	0649	1809	0635	1816	0611	1819	0550	1824	0541	1838	0550	1854
25	0608	1901	0622	1849	0627	1830	0632	1809	0641	1758	0650	1801	0649	1809	0634	1816	0610	1819	0549	1824	0541	1838	0550	1855
26	0609	1901	0622	1849	0627	1829	0633	1808	0641	1758	0650	1801	0649	1810	0633	1816	0609	1819	0549	1825	0541	1839	0551	1855
27	0610	1901	0622	1848	0628	1828	0633	1808	0642	1758	0650	1801	0648	1810	0633	1816	0609	1819	0548	1825	0541	1839	0551	1856
28	0610	1901	0622	1848	0628	1828	0633	1807	0642	1758	0650	1801	0648	1810	0632	1816	0608	1819	0548	1825	0541	1840	0552	1856
29	0611	1901			0628	1827	0633	1806	0642	1758	0650	1802	0648	1811	0631	1816	0607	1819	0547	1826	0541	1841	0552	1857
30	0611	1900			0628	1826	0634	1806	0643	1758	0651	1802	0648	1811	0630	1816	0606	1819	0547	1826	0541	1841	0553	1857
31	0612	1900			0628	1825			0643	1758			0647	1811	0630	1817			0546	1826			0553	1857

Add one hour for daylight time, if and when in use.

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GEN 3: SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

1. RESPONSIBLE SERVICE

- 1.1 St Helena Airport is responsible for providing AIS through ATNS.
- 1.2 Hours of service: TUE–THUR: 0800 – 1600, FRI: 1200 – 1600, SAT: 0400 – 1700. Check NOTAM as hours of operation are subject to operational changes. Available for Scheduled Operations and MEDEVACS, contact operations@sthelenaairport.aero
- 1.3 The service is provided in accordance with ICAO Annex 15.

- 1.4 Contact details are as follows:

- 1.4.1 **AIS Headquarters (St Helena TWR)**

- ATNS
 - Prosperous Bay Plain
 - STHL 1 ZZ
 - Saint Helena Island
 - South Atlantic

- 1.4.2 **International NOTAM Office (NOF)**

- ATNS
 - Private Bag X01
 - Bonaero Park
 - 1622
 - Republic of South Africa

- Aeronautical Telegraphic Address: FAJNYYX
 - Flight Plans Tel: +2711 928 6518 (international calls)
 - 0860 359 669 (national call share number)
 - NOTAM Tel: (011) 928 6592
 - Fax: (011) 928-6514
 - E-mail: jsnotam@atns.co.za
 - Web-site: www.atns.co.za

2. AREA OF RESPONSIBILITY

- 2.1 ATNS is responsible for the collection and dissemination of aeronautical information within the St Helena CTR and TMA.

3. AERONAUTICAL PUBLICATIONS

- 3.1 AIS information is provided by the issue of aeronautical publications in the form of:
 - a) Aeronautical Information Publication (AIP).
 - b) AIP Amendments (AIP AMDT).
 - c) AIP Supplements (AIP SUPP).

- d) Aeronautical Information Circulars (AIC).
- e) NOTAM
- f) Pre-flight Information Bulletins (PIB)

3.2 AIP

- a) The St Helena AIP is the basic document containing information of a lasting character that is operationally significant for the safe conduct of air traffic.
- b) The AIP is published in one volume. It is published in English for use by international and national operations, whether the flights are public or private.

3.3 AIP AMDT

- a) AIP amendments with AIRAC effective dates are issued as required.
- b) Each AIRAC AIP AMDT is allocated separate serial numbers which are consecutive and based on the calendar year. The year (indicated by four digits) is part of the serial number of the amendment (e.g. AIRAC AIP A01/2016)

3.4 AIP SUPP

- a) Supplements contain temporary changes of a long duration (three months or longer) or information of a short duration that contains extensive text and/or graphics.
- b) AIP SUPP are numbered sequentially, beginning each calendar year with "01". The last two digits of the year are part of the AIP SUPP number (e.g. AIP SUPP 01/016 for the first supplement issued in 2016, AIP SUPP 02/16 for the second supplement issued in 2016, etc.).
- c) AIP SUPP are usually issued in accordance with the ICAO AIRAC cycle but may be issued at any time if warranted.
- d) Supplement periods of validity are specified within the AIP SUPP or via NOTAM.
- e) A checklist of valid AIP SUPP is included with the monthly Summary of NOTAM.

3.5 AIC

- a) Circulars contain administrative information that is not operationally significant for the safe conduct of flight.
- b) AIC are numbered sequentially, beginning each calendar year with "01". The last two digits of the year are part of the AIC number (e.g. AIC 01/16 for the first circular issued in 2016, AIC 02/16 for the second circular issued in 2016, etc.).
- c) AIC are only issued in one series for both national and international dissemination.
- d) A checklist of valid AIC is issued once yearly in January.

3.6 NOTAM

- a) ATNS serves as the International NOTAM Office for the issue of NOTAM for St Helena.
- b) NOTAM are promulgated by Aeronautical Fixed Telecommunications Network (AFTN) whenever urgent operational information requires dissemination.
- c) Series A is the only NOTAM designation issued by St Helena.
- d) Checklists of current international NOTAM are promulgated by AFTN on the first calendar day of each month.

3.7 PIB are promulgated by AFTN whenever urgent operational information requires dissemination.

3.8 AIP Availability

- a) A bound paper copy of this AIP may be purchased from the Chief Executive Officer (Accountable Manager). Contact the Chief Executive Officer (Accountable Manager), to obtain the purchase price.
- b) Electronic copies of this AIP and its amendments are available free on the ATNS Website – <http://www.atns.co.za>

4. AERONAUTICAL INFORMATION REGULATIONS AND CONTROL (AIRAC) SYSTEM

4.1 AIRAC messages are originated and distributed with the objective of reaching recipients at least 28 days in advance of the effective date. In exceptional circumstances information may be promulgated via a NOTAM clearly marked AIRAC.

4.2 The following AIRAC information shall be notified by ATNS:

- a) Limits (horizontal and vertical), regulations and procedures applicable to the St Helena CTR and TMA.
- b) Positions, frequencies, call signs, and known irregularities and maintenance periods of St Helena Airport air traffic service navigational and communication facilities.
- c) Holding and approach procedures, arrival and departure procedures, noise abatement procedures, and other pertinent air traffic procedures as deemed necessary.
- d) Meteorological facilities, including broadcasts, and procedures.
- e) Runways and RESA at St Helena Airport.

4.3 The following AIRAC information regarding limits (horizontal and vertical), regulations and procedures shall be notified by Angola:

- a) Lower ATS routes
- b) Restricted Area
- c) Warning Areas

- 4.4 AIRAC information regarding the establishment and withdrawal of, and premeditated significant changes to, the following may be notified by ATNS if deemed appropriate:
- a) Position, height, and lighting of navigation obstacles in St Helena.
 - b) Taxiways and aprons at St Helena Airport.
 - c) Operational hours for facilities and services at St Helena Airport.
 - d) St Helena Customs, Immigration, and Health services.
- 4.5 AIRAC information regarding the establishment and withdrawal of, and premeditated significant changes to, the following may be notified by ATNS if deemed appropriate:
- a) Temporary danger, prohibited, and restricted areas and navigational hazards, military exercises, and mass movements of aircraft.
 - b) Temporary areas or routes or portions thereof where the possibility of interception exists.
- 4.6 Table GEN 4.6.1 lists AIRAC effective dates for the indicated years.

TABLE GEN 4.6.1
AIRAC Effective Date Schedule

2021	2022	2023
28-JAN-21	27-JAN-22	26 JAN 23
25-FEB-21	24-FEB-22	23 FEB 23
25-MAR-21	24-MAR-22	23 MAR 23
22-APR-21	21-APR-22	20 APR 23
20-MAY-21	19-MAY-22	18 MAY 23
17-JUN-21	16-JUN-22	15 JUN 23
15-JUL-21	14-JUL-22	13 JUL 23
12-AUG-21	11-AUG-22	10 AUG 23
09-SEP-21	08-SEP-22	07 SEP 23
07-OCT-21	06-OCT-22	05 OCT 23
04-NOV-21	03-NOV-22	02 NOV 23
02-DEC-21	01-DEC-22	30 NOV 23
30-DEC-21	29-DEC-22	28 DEC 23

5. PRE-FLIGHT INFORMATION SERVICE

- 5.1 Pre-flight Information Service at St Helena Airport is limited to NOTAM service, weather briefings for the airport, and the filing of flight plan.

GEN 3.2 AERONAUTICAL CHARTS

1. AERONAUTICAL CHART PUBLICATION

- 1.1 St Helena publishes a combined Aerodrome Chart, and Aircraft Parking Chart, an Aerodrome Obstacle Chart - ICAO Type A, Instrument Approach Procedures, and an En-route Chart - ICAO for St Helena.
- 1.2 No Visual Approach Chart is published.

2. AERONAUTICAL CHART AVAILABILITY

| There are no published aeronautical charts available.

3. INDEX TO THE WORLD AERONAUTICAL CHART (WAC) - ICAO 1:1,000,000

- 3.1 The United Kingdom publishes the ICAO World Aeronautical Chart 1:1,000,000 Series (GSGS4648). St Helena is shown on Chart No. 3147

4. TOPOGRAPHICAL CHARTS

- 4.1 The United Kingdom Royal Air Force publishes the Mercator Navigation Chart 1:3,000,000 AT-N Series (GSGS4930).

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GEN 3.3 AIR TRAFFIC SERVICES

1. RESPONSIBLE SERVICE

- 1.1 The Angolan (Luanda Oceanic) provides enroute ATS for St Helena.

Post: CCR, Aeroporto Internacional 4 de Fevereiro, Luanda

Telephone: +244 222 651080

Telefax: NIL

AFTN: FNLUZRXZ, FNLUZQZX

- 1.2 ATNS provides Aerodrome/Approach Procedural ATS for St Helena.

ATNS

Prosperous Bay Plain

St Helena

South Atlantic Ocean

STHL 1ZZ

Tel: +29022112 / +29022182 / +29022195

AFS: FSHZTZ

e-mail: satco@sthelenaairport.aero

atco@sthelenaairport.aero

- 1.3 ATS is governed by ASSI OTARs, as well as ICAO standards, recommended practices and procedures.

- 1.4 Hours of Operations

a) Angola: Luanda Control Service: H24

b) St Helena Control Tower: TUE–THUR: 0800 – 1600, FRI: 1200 – 1600,
SAT: 0400 – 1600. Check NOTAM as hours of operation are subject to operational
changes. Available for Scheduled Operations and MEDEVACS, contact
operations@sthelenaairport.aero

2 AREAS OF RESPONSIBILITY

- 2.1 ATNS provides ATS within the St Helena CTR and TMA.

3 TYPES OF SERVICES

- 3.1 ATNS provides an Approach Control service to aircraft on IFR flight plans operating in the St Helena TMA.
- 3.2 St Helena Airport provides an Aerodrome and Approach Control service to aircraft on IFR flight plans arriving and departing St Helena Airport.
- 3.3 St Helena Airport provides an Aerodrome Control service to local VFR flights in the CTR.

4 COORDINATION BETWEEN THE OPERATOR AND ATS

- 4.1 Coordination between the operator and ATS is effected in accordance with Annex 11 to the Convention on Civil Aviation.
- 4.2 When so requested by an international operator, messages (including position reports) received by St Helena ATS and relating to the operation of aircraft, for which operational control service is provided are, so far as practicable, made available to the operator.

5 MINIMUM FLIGHT ALTITUDES

- 5.1 The minimum flight altitude is the lowest level at or above the route sector minimum safe altitude/ minimum reception altitude/minimum en route altitude appropriate to the direction of flight as prescribed in the IFR table of cruising altitudes for the Luanda Flight Information Region (FIR).
- 5.2 The Minimum Safe Altitude within 25 NM of St Helena DVOR is 3800 FT AMSL.
- 5.3 The Emergency Safe Altitude within 100 NM of St Helena DVOR is 3800 FT AMSL.

6 ATS UNITS ADDRESS LIST

- 6.1 See Section GEN 3.3-1 for ATS unit addresses.

GEN 3.4 COMMUNICATION SERVICES

1. RESPONSIBLE SERVICE

- 1.1 ATNS provides aeronautical telecommunications services for ATS and the St Helena air navigation system. See Paragraph GEN 1.1.4 for address.
- 1.2 Communication services are based upon the following ICAO documents:
 - a) *Annex 10, Aeronautical Communications*
 - b) *Doc 8400, ICAO Abbreviations and Codes*
 - c) *Doc 8585, Designators for Aircraft Operating Agencies and Services*
 - d) *Doc 7910, Location Indicators*
- 1.3 ATS unit communication service hours coincide with Control Tower operational hours.
- 1.4 Navigational aids operate H24 but are un-monitored when St Helena Control Tower is closed.

2. AREA OF RESPONSIBILITY

- 2.1 ATNS provides telecommunication services to support all operations within the St Helena CTR and TMA at St Helena Airport.

3. TYPES OF SERVICES

- 3.1 Radio navigation services include the following radio navigation aids:
 - a) DVOR/DME
 - b) LLZ/DME
 - c) VHF/UHF radios
- 3.2 St Helena ATS does not provide mobile fixed services.
- 3.3 St Helena ATS does not provide broadcasting services.
- 3.4 English is the only language used for communications services.

3.5 The following references within this AIP provide detailed information related to St Helena ATS communications facilities and services:

- a) Section GEN 2.5.
- b) Section ENR 2.1
- c) Section ENR 4.1
- d) Paragraph AD 2.2.18
- e) Paragraph AD 2.2.19

4. REQUIREMENTS AND CONDITIONS

4.1 Air-ground communications serving St Helena Airport are conducted by radio transmissions in HF SSB and VHF AM frequency bands.

GEN 3.5 METEOROLOGICAL SERVICES

1. RESPONSIBLE SERVICE

- 1.1 Air Safety Support International is the MET Authority for St Helena.
- 1.2 The UK MET Office, under contract to the St Helena Government, provides meteorological forecasting services for St Helena ATS. See Section GEN 1.1.1 for contact details.
- 1.3 Meteorological services are based upon ICAO Annex 3, *Meteorological Service for International Air Navigation*. Variations are posted in GEN 1.7 of this AIP.
- 1.4 Meteorological service hours are on request, (available for Scheduled Operations and MEDEVACS), contact operations@sthelenaairport.aero
- 1.5 Meteorological services are provided in English only.

2. AREA OF RESPONSIBILITY

- 2.1 The UK MET Office is responsible for providing meteorological services for Saint Helena Airport.

3. METEOROLOGICAL OBSERVATIONS AND REPORTS

- 3.1 Station identifiers:
 - a) Station name: St Helena Airport
 - b) ICAO location indicator: FHSH
- 3.2 Observation types and frequencies:
 - a) Surface aviation Observations are conducted half hourly at 20 and 50 past an hour.
 - b) Special Surface Aviation Observations (SP) are conducted as required by ICAO Annex 3 and variations posted in GEN 1.7 of this AIP.
 - c) There is no ATIS at St Helena Airport.
- 3.3 Observation transmittal codes:
 - a) Surface weather observations are transmitted in METAR and SPECI codes.
 - b) Upper Air Observations are transmitted in TEMP code and produced at the St Helena Meteorological Instrument Compound, 2NM North-West of the St Helena Control Tower.

3.4 Observation systems:

- 1) Automated Weather Observing Station (AWOS)
 - a) Wind
 - b) Temperature
 - c) Pressure
 - d) Humidity
- 2) Laser Ceilometer

3.5 Observation system locations:

1) AWOS

Contains the temperature, pressure, humidity, wind, solar radiation and precipitation sensors. Located at the MET Enclosure 15°57'40.96"S 005°38'36.93"W.

Additional anemometers are located at the thresholds Runways 20, 02 and Runway mid-point.

2) Laser Ceilometer

Located at the MET Enclosure. 15°57'40.96"S 005°38'36.93"W

3) Visibility Sensors

Located at the MET Enclosure. 15°57'40.96"S 005°38'36.93"W

4) No Lightning Detector System is installed at St Helena Airport.

5) Radiosonde. Located at the St Helena Meteorological Instrument Compound 3 nautical miles north-west of the St Helena Control Tower.

6) There is no weather radar installed at St Helena Airport.

3.6 Meteorological services defined will cover:

- a) Scheduled flights, and
- b) Ad-hoc flights with prior notification, as determined by the airport operator

3.7 Hours of operation: As per airport operational hours and on request.

4. TYPES OF SERVICES

4.1 The UK MET Office at St Helena Airport provides meteorological services in support of civil aviation.

- a. The Aerodrome Forecast (TAF) is a method of providing the forecast weather information that pilots require about an airfield in an abbreviated format. The TAF consists of a concise statement of the mean or average meteorological conditions expected at the airport and are issued every three hours covering the airport hours of operation. If a TAF needs to be amended due to a deterioration or improvement that has not been forecast or is mis-timed, such amendments shall be issued within 15 minutes of receipt of the observation at the forecast office.

The TAF is valid for a maximum period of 9 hours.

- b. Detailed Wind forecasts are provided on operational days for the three relevant points RWY 20/02 and the mid-point on the RWY.

Aerodrome weather warnings are issued for the following phenomena during the airport hours of operation:

- Strong Wind (mean or gust speed as agreed)
 - Gale / tropical cyclone (mean or gust speed $\geq 35KT$)
 - Thunderstorm
 - Squall
 - Fog (visibility ≤ 600 metres)
- c. Windshear alerts are provided when the following conditions are observed or forecast:
 - Mean surface wind speed at least 20 KT and
 - The magnitude of the vector difference between the mean surface wind and 2000 foot wind is at least 40 KT, or
 - Thunderstorm(s) or heavy shower(s) in the proximity of the airport.

4.2 Aircraft operators may request daily flight weather packets.

- a) Flight weather packets include:

- 1) Upper level (various flight levels) winds and temperatures.
- 2) Significant weather prognostications (SIGWX).
- 3) METAR/SPECI and Aerodrome Forecasts (TAF) for aircraft destination.
- 4) METAR/SPECI and TAF for any alternate aerodromes.

- b) Flight crews may receive personal briefings and consultation by visiting the weather office or via telephone:
+290 22253 (St Helena), or +44 (0)1392 885680

4.3 Surface and upper air charts are displayed for briefing and consultation purposes.

4.4 Meteorological support for SAR is provided from the UK Met Office forecaster on the airport.

4.5 Operational desirable accuracy of forecasts requirements, as defined by ICAO Annex 3:

Element	Operationally desirable accuracy of forecast	Minimum percentage of cases within range
Aerodrome Forecast (TAF)		
Wind direction	± 30°	80
Wind speed	± 5 kt up to 25 kt ± 20% above 25 kt	80
Visibility	± 200 m up to 700 m ± 30% BTN 700 m and 10 km	80
Precipitation	Occurrence or non-occurrence	80
Cloud amount	± 2 okta	70
Cloud height	± 100 ft up to 400 ft ± 30% BTN 400 ft an 10000 ft	70
Air temperature (if forecast)	± 1°C	70

Element	Operationally desirable accuracy of forecast	Minimum percentage of cases within range
Landing Forecast (TREND)		
Wind direction	± 30°	90
Wind speed	± 5 kt up to 25 kt ± 20% above 25 kt	90
Visibility	± 200 m up to 700 m ± 30% BTN 700 m and 10 km	90
Precipitation	Occurrence or non-occurrence	90
Cloud amount	± 2 okta	90
Cloud height	± 100 ft up to 400 ft ± 30% BTN 400 ft an 10000 ft	90

Element	Operationally desirable accuracy of forecast	Minimum percentage of cases within range
Take-Off Forecast		
Wind direction	± 30°	90
Wind speed	± 5 kt up to 25 kt ± 20% above 25 kt	90
Air Temperature	± 1°C	90
Pressure value (QNH)	± 1 hPa	90

4.6 Forecast amendment criteria:

Trend

(i) **Surface Wind**

- (1) A change in mean direction of 30° or more, the mean speed before or after the change being 20 kt or more; a change in mean direction of 60° or more, the mean speed before or after the change being 10 kt or more.
- (2) A change in mean speed of 10 kt or more.

(ii) **Surface Visibility.**

- (1) A change in the prevailing visibility from one of the following ranges to another:

5000 m or more

3000 m to 4900 m

1500 m to 2900 m

800 m to 1400 m

600 m to 750 m

350 m to 550 m

150 m to 300 m

100 m or less

(iii) **Weather**

- (1) Onset, cessation or change in intensity of:

- moderate or heavy: precipitation, including showers;
- thunderstorm;
- squall, funnel cloud;
- other phenomena if associated with a significant change in visibility or cloud, whatever the intensity.

(iv) **Cloud**

- (1) When the base of the lowest cloud of over 4 oktas (BKN or OVC) changes from one of the following ranges to another:

1500 ft or more

1000 ft to 1400 ft

500 ft to 900 ft

300 ft to 400 ft

200 ft

100 ft

Less than 100 ft

(2) When the amount of the lowest cloud below 1500 ft changes from half or less (nil, FEW or SCT) to more than half (BKN or OVC) and vice versa. A change to no cloud below 5000 ft and no CB or TCU should be shown as No Significant Cloud - NSC, unless CAVOK applies.

TAF Variants/Amendments

(i) Surface Wind

(1) A change in mean direction of 30° or more, the mean speed before or after the change being 20 kt or more; a change in mean direction of 60°, the mean speed before or after the change being 10 kt or more

(2) a change in mean speed of 10 kt or more.

(3) a change in gust speed of 10 kt or more, the mean speed before or after the change being 15 kt or more

(ii) Surface Visibility

(1) A change in the prevailing visibility from one of the following ranges to another:

10 km or more

5000 m to 9 km

1500 m to 4900 m

800 m to 1400 m

350 m to 750 m

300 m or less

(iii) Weather

(1) Onset, cessation or change in intensity of:

- moderate or heavy: precipitation, including showers;
- thunderstorm
- squall, funnel cloud;

- other phenomena if associated with a significant change in visibility or cloud, whatever the intensity
- CAVOK conditions.

(iv) **Cloud**

(1) When the base of the lowest cloud of over 4 oktas (BKN or OVC) changes from one of the following ranges to another:

5000 ft or more

1500 ft to 4900 ft

1000 ft to 1400 ft

500 ft to 900 ft

200 ft to 400 ft

100 ft or less*

(2) When the amount of the lowest cloud below 1500 ft changes from half or less (nil, FEW or SCT) to more than half (BKN or OVC) and vice versa. A change to no cloud below 5000 ft and no CB or TCU should be shown as No Significant Cloud - NSC, unless CAVOK applies.

5. NOTIFICATION REQUIRED FROM OPERATORS

5.1 A minimum of two hours advance notice is required for flight documentation.

5.2 No advance notice is required for personal briefings or consultation.

6. AIRCRAFT REPORTS

6.1 There are no meteorological reporting points within the St Helena area of responsibility.

6.2 Pilots are required to provide reports of turbulence on approach to St Helena Airport after landing.

6.3 Special Aircraft Observations

6.3.1 Special aircraft observations are required to be issued by aircraft as special air-reports in the Luanda FIR whenever any of the following conditions are encountered or observed:

(a) moderate icing (MOD ICE) or severe icing (SEV ICE); or

- (b) moderate turbulence (MOD TURB) or severe turbulence (SEV TURB); or
- (c) severe mountain wave (SEV MTW); or
- (d) thunderstorms with or without hail (that are obscured, embedded, widespread or in squall lines) (TSGR or TS); or
- (e) if volcanic ash cloud is observed or encountered, or if pre-eruption volcanic activity or a volcanic eruption is observed

6.3.2 Special aircraft observations may be reported when other meteorological conditions are encountered which, in the opinion of the pilot-in-command, might affect the safety or markedly affect the efficiency of other aircraft operations, for example, other en-route weather phenomena specified for SIGMET messages, or adverse conditions during the climb-out or approach not previously forecast or reported to the pilot-in-command

7. VOLMET SERVICE

7.1 There is no VOLMET service provided to users at St Helena Airport.

8. SIGMET SERVICE

8.1 UK MET Office does not issue SIGMET for St Helena.

8.2 SIGMET for the Luanda FIR are issued by the Instituto Nacional de Hidrometeorologia in the Republic of Angola.

8.3 Upper air hazard warnings are issued by the UK Met Office to complement the SIGMET provision.

9. OTHER AUTOMATED METEOROLOGICAL SERVICES

9.1 None.

GEN 3.6 SEARCH AND RESCUE

1. RESPONSIBLE SERVICES

- 1.1 Aeronautical SAR has been established with due consideration of maritime and other related associated, supportive and relevant services all of which takes account of the uniqueness of St Helena's location, size and limitations. IAMSAR guidelines have been adopted as appropriate and the service provision aims to meet the requirements intended by and recorded in the relevant ICAO Annexes and Documents.

The St Helena Search and Rescue organisation (SARSH).

Post: Head of SARSH
Coleman House
Jamestown,
St Helena Island,
South Atlantic, STHL 1ZZ

Telephone: + 290 22626
Telefax: NIL
E-mail: david.price@sainthelena.gov.sh
emergencycontrol@helanta.co.sh

- 1.2 Irrespective of previous agreements, verbal or other, and letters of procedures, aircraft, equipment and personnel from other states engaged in SAR action within the St Helena Permanent Rescue Sub-Region (P/RSR), will require permission confirmation and will obtain appropriate direction as to operations which will fall under direct control of the St Helena Permanent Rescue Sub-Centre (P/RSC).

Contact needs to be made with the Permanent Rescue Sub-Centre which falls under the management of the Chief who will appoint the specific incident or mission co-ordinator or manager.

Permanent Rescue Sub-Centre

Post: Emergency Planning Manager
Police Directorate
Government of St Helena

Sea Rescue Base,
Rupert's,
St Helena Island,
South Atlantic, STHL 1ZZ

Telephone: + 290 25052
Mobile Mob: + 290 61158
Telefax: NIL
E-mail: simonwade@helanta.co.sh

- 1.3 Urgent contact and communication will be via the AFTN, E-Mail or telephone for attention:

The Senior ATCO.

ATFN: FSHHZQZX, FSHHYCYX, FSHZTZX
E-Mail: satco@sthelenaairport.aero
Tel: +290 22112 / +290 22182 / +290 22195

2. AREA OF RESPONSIBILITY

2.1 The agreed to area of responsibility assigned, accepted and with full collaboration with

the FNLU RCC, for the SAR Incident management by St Helena, which is relative to available short range resources and intended to cater for flights within the FSH controlled and information airspace, is as follows;

2.2 An area based on a 20 nm (Nautical Mile) Radius around St Helena, centred approximately on FSH - 015°07'32.63"S 005°38'48.31"W.

2.3 SAR operational areas will be promulgated and defined with specific directives via NOTAM and only flights which have been collaborated with the FSH RSC will be permitted to enter such areas.

3. TYPES OF SERVICES

3.1 The Air Traffic Service Unit (ATSU), Port Facilities, Police and Fire station, communication service provider, other aircraft, operators, adjacent ATS and RCC facilities and any other possible and designated office or units shall act as an alerting post. It is requested however that wherever possible, reports regarding aircraft should be routed via the ATSU at FSH.

4. SAR AGREEMENTS

4.1 A letter of procedure (LOP) has been concluded between St Helena and Angola authorities.

4.2 Operational letter of procedure (LOP) between the Luanda RCC and the St Helena RSC is in place.

4.3 The agreement between the RSC and domestic service providers is in place.

5. CONDITIONS OF AVAILABILITY

5.1 The processes, procedures and tasking limitations, inclusive of cost apportions will be defined in the SARSH Operational Policy document and or any relevant LOP's and any entity or individual wishing to volunteer SAR support, must ensure understanding of the expectations and fully collaborate with the Search Mission Co-ordinator/Manager (SMC/M).

- 5.2 Assistance for SAR in areas immediately adjacent to the St Helena P/RSR will be subject requests from the responsible SAR Authorities managing such areas and within the capability of the SARSH resources. Support and approval for such assistance will be at the discretion of the Head SAR St Helena.

6. PROCEDURES AND SIGNALS USED

- 6.1 SAR Mission management, co-ordination, notifications, alerting and operations are available to all aircraft in distress or subject the requirement in the RSR in accordance with international convention and expectations.
- 6.2 It is expected that all international air traffic are suitably informed as to be able to intercept, relay and assist with communication in respect of distress traffic.
- 6.3 Aircraft participating in SAR action (tasked) are to ensure adequate briefing and understanding of the associated responsibilities and specific actions.
- 6.4 Radio guard by the RSC, search Aircraft and other relevant SAR Units.
- a) 121.5 MHz. in addition to the ATSU frequency. Note; ATS will normally monitor 121.5 MHz. as SOP.
 - b) In addition, the following frequencies as possible will be monitored by the RSC and relevant SARU's.
 - c) 243 MHz, (UHF International distress frequency) and, 2182 kHz (for communication with ships).
- 6.5 All emergency communications will be prefixed with the term, "MAYDAY" and all urgent communications with the term "PAN".
- 6.6 The ATC communicating with distress traffic, may impose frequency silence at his/her discretion.
- 6.7 Communications
- a) All reception, transmission, processing and management of distress communication will be conducted in accordance with ICAO Annex 10, and codes and abbreviations in accordance with ICAO Doc 8400.
 - b) All signalling where appropriate in the case of St Helena, will be as per ICAO Rules of the air and Annex 12.
 - c) The declaration, notification and processing of the various SAR Phases, (INCERFA-ALERFA-DETRESFA) will be in accordance with ICAO Annexes (SARPS), IAMSAR Manual and the SARSH Operational Policy
- 6.8 Ground to Air Emergency Signalling Code

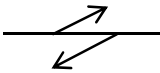
TABLE GEN 3.6.8.1

GROUND-AIR VISUAL SIGNAL CODE FOR USE BY SURVIVORS

No.	Message	Code Symbol
1	Require assistance.	V
2	Require medical assistance.	X
3	No or negative.	N
4	Yes or affirmative.	Y
5	Proceeding in this direction.	↑

TABLE GEN 3.6.8.2

GROUND-AIR VISUAL SIGNAL CODE FOR USE BY RESCUE UNITS

No.	Message	Code Symbol
1	Operation completed.	LLL
2	We have found all personnel.	LL
3	We have found only some personnel.	++
4	We are not able to continue. Returning to base.	XX
5	We have divided into two groups. Each proceeding in direction indicated.	
6	Information received that aircraft is in this direction.	→ →
7	Nothing found. Will continue to search.	N N

GEN 4: CHARGES FOR AERODROME AND AIR NAVIGATION SERVICES

GEN 4.1 AERODROME CHARGES

1. LANDING FEES

The landing fees payable in respect of an aircraft which lands at St Helena Airport shall be:

£4 per metric tonne, subject to a minimum charge of £200

2. PARKING CHARGE

Rate of parking charge:

0 – 4 hours free, thereafter 20% of applicable landing charge per 24 hours or part thereof

3. EXTENDED HOURS OF OPERATION CHARGE

Refer to Aerodrome Tariffs. Can request copy from operations@sthelenaairport.aero

4. PASSENGER SERVICE CHARGE

Rate of passenger service charge: International flights:

Passengers over 12 years: £17.00

Passengers between 2 and 12 years: £8.50

Passengers under 2 years: £0

Rate of passenger service charge – Domestic flights:

Passengers over 12 years: £17.00

Passengers between 2 and 12 years: £8.50

Passengers under 2 years: £0

5. ESSENTIAL INFRASTRUCTURE CHARGE

Rate of infrastructure charge: £50.00 per passenger.

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GEN 4.2 AIR NAVIGATION SERVICE CHARGES

1. AIR NAVIGATION SERVICE CHARGES

- 1.1** St Helena Airport levies no additional charges for the provision of air navigation services.

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