# 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).

Contact the following service to report errors or omissions in this document:

Chief Executive Officer (Accountable Manager)

St Helena Airport

St Helena

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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.

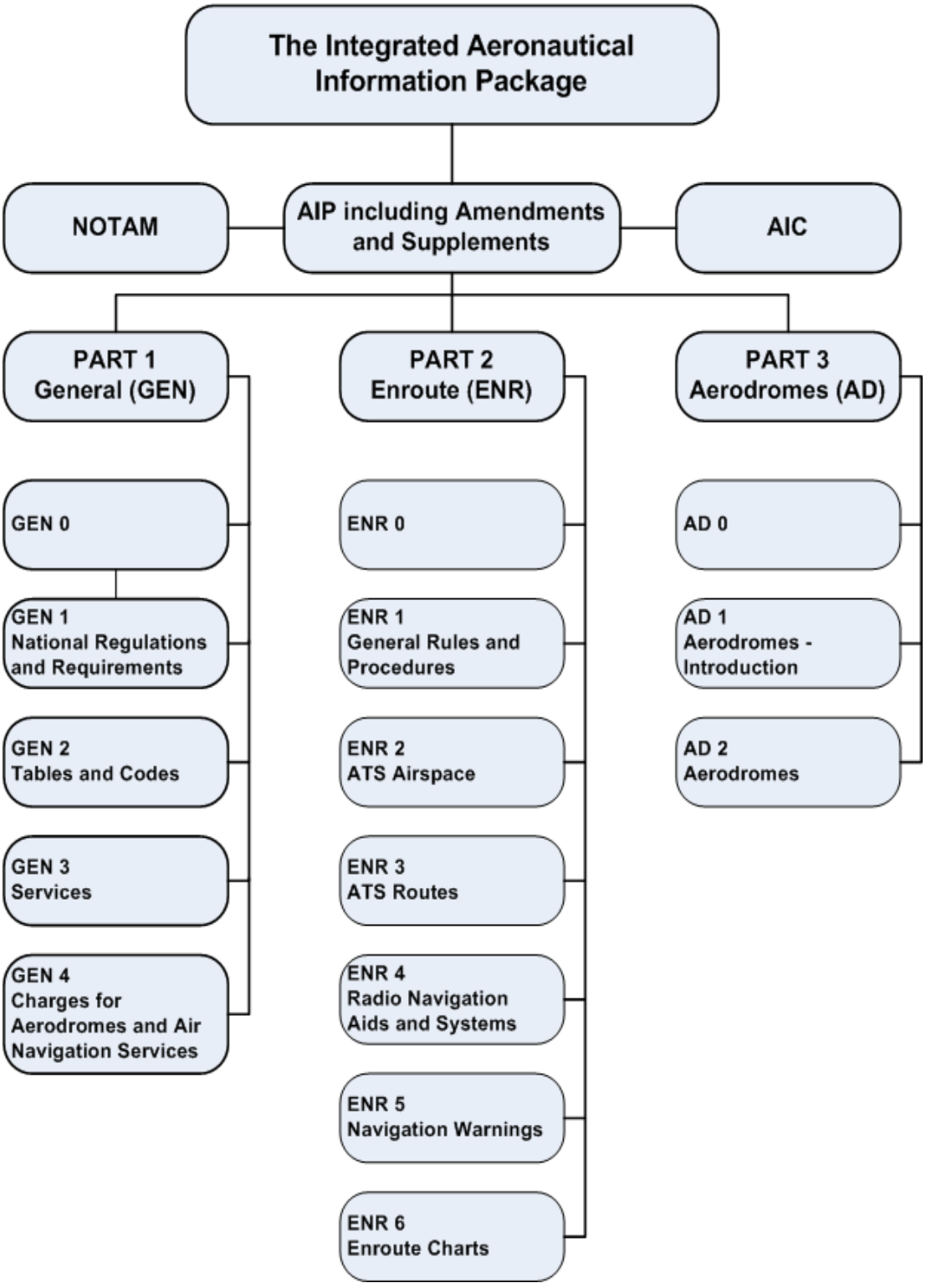
## 2. APPLICABLE ICAO DOCUMENTS

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.


The Integrated Aeronautical Information Package
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AIP including Amendments and Supplements
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PART 2 Enroute (ENR)
PART 3 Aerodromes (AD)
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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

| ***AIP AMENDMENT*** | | | | | ***AIRAC AIP AMENDMENT*** | | | |
|---|---|---|---|---|---|---|---|---|
| **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 | | |
| | | | | | A03/2017 | 02 FEB | | |
| | | | | | A04/2017 | 02 MAR | | |
| | | | | | A05/2017 | NIL | | |
| | | | | | A06/2017 | NIL | | |
| | | | | | A07/2017 | 25 MAY | | |
| | | | | | A08/2017 | 22 JUN | | |
| | | | | | A09/2017 | NIL | | |
| | | | | | A10/2017 | NIL | | |
| | | | | | A11/2017 | NIL | | |
| | | | | | A12/2017 | NIL | | |
| | | | | | A13/2017 | 09 NOV | | |
| | | | | | A01/2018 | NIL | | |
| | | | | | A02/2018 | NIL | | |
| | | | | | A03/2018 | NIL | | |
| | | | | | A04/2018 | NIL | | |
| | | | | | A05/2018 | NIL | | |
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| | | | | | A07/2018 | NIL | | |
| | | | | | A008/2018 | 19 JULY | | |
| | | | | | A09/2018 | NIL | | |
| | | | | | A10/2018 | NIL | | |
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| | | | | | A013/2018 | 06 DEC | | |
| | | | | | A01/2019 | NIL | | |
| | | | | | A02/2019 | NIL | | |
| | | | | | A03/2019 | NIL | | |

| *AIP AMENDMENT* | | | | | *AIRAC AIP AMENDMENT* | | | |
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| **NR/Year** | **Publication date** | **Date inserted** | **Inserted by** | | **NR/Year** | **Publication date** | **Date inserted** | **Inserted by** |
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| | | | | | A06/2019 | NIL | | |
| | | | | | A07/2019 | NIL | | |
| | | | | | A08/2019 | NIL | | |
| | | | | | A09/2019 | NIL | | |
| | | | | | A10/2019 | NIL | | |
| | | | | | A11/2019 | NIL | | |
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| | | | | | A04/2020 | NIL | | |
| | | | | | A05/2020 | NIL | | |
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| | | | | | A07/2020 | NIL | | |
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| *AIP AMENDMENT* | | | | | *AIRAC AIP AMENDMENT* | | | |
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| | | | | | A03/2022 | NIL | | |
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## GEN 0.3 RECORD OF AIP SUPPLEMENTS

| NR/Year | Subject | AIP section(s) affected | Period of validity | Cancelation record |
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## GEN 0.5 LIST OF HAND AMENDMENTS TO THE AIP

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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)<br>(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<br>Prosperous Bay Plain<br>STHL 1 ZZ<br>Saint Helena Island<br>South Atlantic |
| Telephone: | +29022112 / +29022182 / +29022195 |
| Telefax: | NIL |
| AFS: | FHSHZTZX |
| E-mail: | satco@sthelenaairport.aero<br>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<br>Prosperous Bay Plain<br>STHL 1ZZ<br>Saint Helena Island<br>South Atlantic |
| Telephone: | +290 25175 |
| Telefax: | NIL |
| AFS: | FHSHZTZX |
| E-mail: | operations@sthelenaairport.aero |

**6. CUSTOMS**

| | |
|---|---|
| Post: | HMRC Building, The Wharf, Jamestown, St Helena Island, South Atlantic<br>STHL 1ZZ |
| Telephone: | +290 22287 |
| Telefax: | NIL |
| E-mail: | sarah.botting@sainthelena.gov.sh |

**7. IMMIGRATION**

| | |
|---|---|
| Post: | Immigration Department,<br>Coleman House<br>Market Street<br>Jamestown,<br>St Helena Island<br>South Atlantic Ocean<br>STHL 1ZZ |
| Telephone: | +290 22626 |
| Telefax: | +290 22361 |
| E-mail: | emergencycontrol@helanta.co.sh<br>evisaenquiries@sainthelena.gov.sh |

**8. HEALTH**

| | |
|---|---|
| Post: | Director of Health,<br>Jamestown Hospital,<br>St Helena,<br>South Atlantic Ocean,<br>STHL 1ZZ |
| Telephone: | +290 22500 |
| Telefax: | +290 22598 |
| E-mail: | janet.lawrence@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<br>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,<br>St Helena, Ascension and Tristan da Cunha,<br>The Castle,<br>Jamestown,<br>St Helena Island,<br>South Atlantic Ocean,<br>STHL 1ZZ<br>BFPO – BFPO 5573<br>HA4 6EP, UK |
| Telephone: | +290 22869 |
| Telefax: | +290 22869 |
| Echo: | 624 5077 |

## 13. GOVERNMENT CIVIL AVIATION DEPARTMENT

| | |
|---|---|
| Post: | Deputy Head of Civil Aviation<br>St Helena Government<br>The Castle<br>Jamestown<br>St Helena Island<br>South Atlantic Ocean<br>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<br>St Helena Island<br>South Atlantic Ocean<br>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<br>Hour and minute<br>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 | 02nd January |
| Good Friday | Friday | 07th April |
| Easter Monday | Monday | 10th April |
| Public Holiday – in lieu of St Helena's day | Monday | 22nd May |
| Whit Monday | Monday | 29th May |
| August Bank Holiday | Monday | 28th August |
| Christmas Day | Monday | 25th December |
| Boxing Day | Tuesday | 26th 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 *(message type designator)* |
| 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 | Altocumulus |
| 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 *(message type designator)* |
| ACPT | Accept *or* accepted |
| ACT | Active *or* activated *or* activity |
| AD | Aerodrome |
| ADA | Advisory area |
| ADC | Aerodrome chart |
| ADDN | Addition *or* additional |
| ADF‡ | Automatic direction-finding equipment |
| ADIZ† | *(to be pronounced "AY-DIZ")* Air defence identification zone |
| ADJ | Adjacent |

| | |
|---|---|
| ADO | Aerodrome office *(specify service)* |
| ADR | Advisory route |
| ADS* | Address *(when this abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviation, e.g. IMI ADS) (to be used in AFS as a procedure signal)* |
| ADS-B‡ | Automatic dependent surveillance — broadcast |
| ADS-C‡ | Automatic dependent surveillance — contract |
| ADSU | Automatic dependent surveillance unit |
| ADVS | Advisory service |
| ADZ | 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 *(followed by time or place)* |
| 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 *(message type designator)* |
| ALRS | Alerting service |
| ALS | Approach lighting system |
| ALT | Altitude |
| ALTN | Alternate *or* alternating *(light alternates in colour)* |
| ALTN | Alternate *(aerodrome)* |
| AMA | Area minimum altitude |
| AMD | Amend *or* amended *(used to indicate amended meteorological message; message type designator)* |
| AMDT | Amendment *(AIP Amendment)* |
| AMS | Aeronautical mobile service |
| AMSL | Above mean sea level |
| AMSS | Aeronautical mobile satellite service |
| ANC . . . | Aeronautical chart — 1:500 000 *(followed by name/title)* |
| ANCS . . . | Aeronautical navigation chart — small scale *(followed by name/title and scale)* |
| ANS | Answer |
| AO | Aircraft operator |
| AOC | Aerodrome obstacle chart *(followed by type and name/title)* |
| 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 † | *(to be pronounced "BAA-RO-VEENAV")*<br>Barometric vertical navigation |
| BASE † | Cloud base |
| BCFG | Fog patches |
| BCN | Beacon *(aeronautical ground light)* |
| BCST | Broadcast |
| BDRY | Boundary |
| BECMG | Becoming |
| BFR | Before |
| BKN | Broken |
| BL . . . | Blowing *(followed by DU = dust, SA = sand or SN = snow)* |
| BLDG | Building |
| BLO | Below clouds |
| BLW | Below |
| BOMB | Bombing |
| BR | Mist |
| BRF | Short *(used to indicate the type of approach desired or required)* |
| BRG | Bearing |
| BRKG | Braking |
| BS | Commercial broadcasting station |
| BTL | Between layers |
| BTN | Between |
| BUFR | Binary universal form for the representation of meteorological data |

**C**

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

| | |
|---|---|
| CB ‡ | *(to be pronounced "CEE BEE")*<br>Cumulonimbus |
| CC | Cirrocumulus |
| CCA | *(or CCB, CCC . . . etc., in sequence)*<br>Corrected meteorological message *(message type designator)* |
| CCO | Continuous climb operations |
| CD | Candela |
| CDN | Coordination *(message type designator)* |
| CDO | Continuous descent operations |
| CDR | Conditional route |
| CF | Change frequency to *. . .* |
| CF | Course to a fix |
| CFM * | Confirm *or* I confirm<br>*(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 *(message type designator)* |
| 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 *(used in METAR/SPECI)* |
| 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 *(message type designator)* |
| CNS | Communications, navigation and surveillance |
| COM | Communications |
| CONC | Concrete |
| COND | Condition |
| CONS | Continuous |
| CONST | Construction *or* constructed |
| CONT | Continue(s) *or* continued |
| COOR | Coordinate *or* coordination |
| COORD | Coordinates |
| COP | Change-over point |
| COR | Correct *or* correction *or* corrected *(used to indicate corrected meteorological message; message type designator)* |

| | |
|---|---|
| COT | At the coast |
| COV | Cover *or* covered *or* covering |
| CPDLC‡ | Controller-pilot data link communications |
| CPL | Current flight plan *(message type designator)* |
| CRC | Cyclic redundancy check |
| CRM | Collision risk model |
| 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 *(tendency in RVR during previous 10 minutes)* |
| D . . . | Danger area *(followed by identification)* |
| DA | Decision altitude |
| D-ATIS † | *(to be pronounced "DEE-ATIS")* Data link automatic terminal information service |
| DCD | Double channel duplex |
| DCKG | Docking |
| DCP | Datum crossing point |
| DCPC | Direct controller-pilot communications |
| DCS | Double channel simplex |
| DCT | Direct *(in relation to flight plan clearances and type of approach)* |
| DE* | From *(used to precede the call sign of the calling station) (to be used in AFS as a procedure signal)* |
| DEC | December |
| DEG | Degrees |
| DEP | Depart *or* departure |
| DEP | Departure *(message type designator)* |
| DEPO | Deposition |
| DER | Departure end of the runway |
| DES | Descend to *or* descending to |
| DEST | Destination |
| DETRESFA † | Distress phase |
| DEV | Deviation *or* 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 *or* diverting |
| DLA | Delay *or* delayed |
| DLA | Delay *(message type designator)* |
| DLIC | Data link initiation capability |
| DLY | Daily |
| DME‡ | Distance measuring equipment |
| DNG | Danger *or* dangerous |
| DOF | Date of flight |
| DOM | Domestic |
| DP | Dew point temperature |
| DPT | Depth |
| DR | Dead reckoning |
| DR . . . | Low drifting *(followed by DU = dust, SA = sand or SN = snow)* |
| DRG | During |
| DS | Duststorm |
| DSB | Double sideband |
| DTAM | Descend to and maintain |
| DTG | Date-time group |
| DTHR | Displaced runway threshold |
| DTRT | Deteriorate *or* deteriorating |
| DTW | Dual tandem wheels |
| DU | Dust |
| DUC | Dense upper cloud |
| DUPE# | This is a duplicate message<br>*(to be used in AFS as a procedure signal)* |
| DUR | Duration |
| D-VOLMET | Data link VOLMET |
| DVOR | Doppler VOR |
| DW | Dual wheels |
| DZ | Drizzle |

**E**

| | |
|---|---|
| E | East *or* eastern longitude |
| EAT | Expected approach time |
| EB | Eastbound |
| EDA | Elevation differential area |
| EDTO | Extended diversion time operations |
| EEE# | Error *(to be used in AFS as a procedure signal)* |
| EET | Estimated elapsed time |
| EFC | Expect further clearance |
| EFIS† | *(to be pronounced "EE-FIS")*<br>Electronic flight instrument system |
| EGNOS† | *(to be pronounced "EGG-NOS")*<br>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 *or* fluctuation *or* fluctuated |
| FLW | Follow(s) *or* following |
| FLY | Fly *or* flying |
| FM | Course from a fix to manual termination *(used in navigation database coding)* |
| FM | From |
| FM . . . | From *(followed by time at which weather change is forecast to begin)* |
| 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 *(relating to weather)* |
| FROST† | Frost *(used in aerodrome warnings)* |
| FRQ | Frequent |
| FSL | Full stop landing |
| FSS | Flight service station |
| FST | First |
| FT | Feet *(dimensional unit)* |
| FTE | Flight technical error |
| FTP | Fictitious threshold point |
| FTT | Flight technical tolerance |
| FU | Smoke |
| FZ | Freezing |
| FZDZ | Freezing drizzle |
| FZFG | Freezing fog |
| FZRA | Freezing rain |

**G**

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

| | |
|---|---|
| GAIN | Airspeed or headwind gain |
| GAMET | Area forecast for low-level flights |
| GARP | GBAS azimuth reference point |
| GBAS† | *(to be pronounced "GEE-BAS")* Ground-based augmentation system |
| GCA‡ | Ground controlled approach system *or* ground controlled approach |
| GEN | General |
| GEO | Geographic or true |
| GES | Ground earth station |
| GLD | Glider |
| GLONASS† | *(to be pronounced "GLO-NAS")* Global navigation satellite system |
| GLS‡ | GBAS landing system |
| GMC . . . | Ground movement chart *(followed by name/title)* |
| 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† | *(to be pronounced "GRASS")* Ground-based regional augmentation system |
| GRASS | Grass landing area |
| GRIB | Processed meteorological data in the form of grid point values expressed in binary form *(in meteorological code)* |
| GRVL | Gravel |
| GS | Ground speed |
| GS | Small hail and/or snow pellets |
| GUND | Geoid undulation |

**H**

| | |
|---|---|
| H | High pressure area *or* the centre of high pressure |
| H . . . | Significant wave height *(followed by figures in METAR/SPECI)* |
| 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 *or* 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 |
| HSH | High latitudes southern hemisphere |
| HUD | Head-up display |
| HUM | Humanitarian |
| HURCN | Hurricane |
| HVDF | High and very high frequency direction finding stations *(at the same location)* |
| HVY | Heavy |
| HVY | Heavy *(used to indicate the intensity of weather phenomena, e.g. HVY RA = heavy rain)* |
| HX | No specific working hours |
| HYR | Higher |
| HZ | Haze |
| HZ | Hertz *(cycle per second)* |

**I**

| | |
|---|---|
| IAC . . . | Instrument approach chart *(followed by name/title)* |
| IAF | Initial approach fix |
| IAO | In and out of clouds |
| IAP | Instrument approach procedure |
| IAR | Intersection of air routes |
| IAS | Indicated airspeed |
| IBN | Identification beacon |
| 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) *(to be used in AFS as a procedure signal)* |
| IMPR | Improve *or* improving |

| | |
|---|---|
| IMT | Immediate *or* immediately |
| INA | Initial approach |
| INBD | Inbound |
| INC | In cloud |
| INCERFA† | 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 *(preceded by runway designation number to identify a parallel runway)* |
| L | Litre |
| L | Locator |
| L | Low pressure area *or* the centre of low pressure |
| LAM | Logical acknowledgement *(message type designator)* |
| 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 *(used in SIGMET)* |
| LLZ~ | Localiser |
| LM | Locator, middle |
| LMT | Local mean time |
| LNAV† | *(to be pronounced "EL-NAV")*<br>Lateral navigation |
| LNG | Long *(used to indicate the type of approach desired or required)* |
| LO | Locator, outer |
| LOC | Localizer |
| LONG | Longitude |
| LORAN† | LORAN *(long range air navigation system)* |
| LOSS | Airspeed or headwind loss |
| LPV | Localizer performance with vertical guidance |
| LR | Last message received by me was *. . .*<br>*(to be used in AFS as a procedure signal)* |
| LRG | Long range |
| LS | Last message sent by me was *. . . or* Last message was *. . .*<br>*(to be used in AFS as a procedure signal)* |
| LTA | Lower control area |
| LTD | Limited |
| LTP | Landing threshold point |
| LV | Light and variable *(relating to wind)* |
| LVE | Leave *or* leaving |
| LVL | Level |
| LVP | Low visibility procedures |
| LYR | Layer *or* layered |

**M**

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

| | |
|---|---|
| MAPT | Missed approach point |
| MAR | At sea |
| MAR | March |
| 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† | *(to be pronounced "EM-SAS")* 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 *. . . (transmission identification)* has been misrouted *(to be used in AFS as a procedure signa*l) |
| 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 *(at the same location)* |
| MWO | Meteorological watch office |
| MX | Mixed type of ice formation *(white and clear)* |

**N**

| | |
|---|---|
| N | No distinct tendency *(in RVR during previous 10 minutes)* |
| N | North *or* northern latitude |
| 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 *(used in automated METAR/SPECI)* |
| NDB‡ | Non-directional radio beacon |
| NDV | No directional variations available *(used in automated METAR/SPECI)* |
| NE | North-east |
| NEB | North-eastbound |
| NEG | No *or* negative *or* permission not granted *or* that is not correct |
| NGT | Night |
| NIL*† | None *or* I have nothing to send to you |
| NM | Nautical miles |
| NML | Normal |
| NN | No name, unnamed |
| NNE | North-north-east |
| NNW | North-north-west |
| NO | No (negative) *(to be used in AFS as a procedure signal)* |

| | |
|---|---|
| NOF | International NOTAM office |
| NONSTD | Non-standard |
| NOSIG† | No significant change *(used in trend-type landing forecasts)* |
| 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 *or* observed *or* observation |
| OBSC | Obscure *or* obscured *or* obscuring |
| OBST | Obstacle |
| OCA | Obstacle clearance altitude |
| OCA | Oceanic control area |
| OCC | Occulting *(light)* |
| OCH | Obstacle clearance height |
| OCNL | Occasional *or* occasionally |
| OCS | Obstacle clearance surface |
| OCT | October |
| OFZ | Obstacle free zone |
| OGN | Originate *(to be used in AFS as a procedure signal)* |
| OHD | Overhead |
| OIS | Obstacle identification surface |
| OK* | We agree *or* It is correct *(to be used in AFS as a procedure signal)* |
| OLDI† | On-line data interchange |
| OM | Outer marker |
| OPA | Opaque, white type of ice formation |
| OPC | Control indicated is operational control |
| OPMET† | Operational meteorological *(information)* |
| OPN | Open *or* opening *or* opened |

| | |
|---|---|
| OPR | Operator *or* operate *or* operative *or* operating *or* operational |
| OPS† | Operations |
| O/R | On request |
| ORD | 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 *(followed by figures in METAR/SPECI and TAF)* |
| P . . . | Prohibited area *(followed by identification)* |
| PA | Precision approach |
| PALS | Precision approach lighting system *(specify category)* |
| PANS | Procedures for air navigation services |
| PAPI† | Precision approach path indicator |
| PAR‡ | Precision approach radar |
| PARL | Parallel |
| PATC . . . | Precision approach terrain chart *(followed by name/title)* |
| PAX | Passenger(s) |
| PBC | Performance-based communication |
| PBN | Performance-based navigation |
| PBS | Performance-based surveillance |
| PCD | Proceed *or* 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 *(dust devils)* |
| POB | Persons on board |
| POSS | Possible |
| PPI | Plan position indicator |
| PPR | Prior permission required |
| PPSN | Present position |
| PRFG | Aerodrome partially covered by fog |
| PRI | Primary |
| PRKG | Parking |
| PROB† | Probability |

| | |
|---|---|
| PROC | Procedure |
| 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?<br>*or* I intend to ask you for a series of bearings<br>*(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?<br>or Your distance to my station is *(distance figures and units)*<br>*(to be used in radiotelegraphy as a Q Code)* |
| QJH | Shall I run my test tape/a test sentence?<br>*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?<br>*or* I will relay to *. . .* free of charge *(to be used in AFS as a Q Code)* |
| QTA | Shall I cancel telegram number *. . .*?<br>*or* Cancel telegram number *. . .*<br>*(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 *(followed by three figures)* |
| R . . . | Restricted area *(followed by identification)* |
| R . . . | Runway *(followed by figures in METAR/SPECI)* |
| R* | Received *(acknowledgement of receipt)* *(to be used in AFS as a procedure signal)* |
| RA | Rain |
| RA | Resolution advisory |
| RAC | Rules of the air and air traffic services |
| RAG | Ragged |
| RAG | 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 *(message type designator)* |
| RCH | Reach *or* 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 *(used to qualify weather phenomena, e.g. RERA = recent rain)* |
| REC | Receive *or* receiver |
| REDL | Runway edge light(s) |
| REF | Reference to *. . . or* refer to *. . .* |
| REG | Registration |
| RENL | Runway end light(s) |
| REP | Report *or* reporting *or* reporting point |
| REQ | Request *or* requested |
| RERTE | Re-route |
| RESA | Runway end safety area |
| RF | Constant radius arc to a fix |
| RFFS | Rescue and fire fighting services |
| RG | Range *(lights)* |
| RHC | Right-hand circuit |
| RIF | Reclearance in flight |
| RIME† | Rime *(used in aerodrome warnings)* |
| 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† | *(to be pronounced "AR-NAV")* Area navigation |
| RNG | Radio range |
| RNP‡ | Required navigation performance |

| | |
|---|---|
| ROBEX† | Regional OPMET bulletin exchange *(scheme)* |
| ROC | Rate of climb |
| ROD | Rate of descent |
| RON | Receiving only |
| RPDS | Reference path data selector |
| RPI‡ | Radar position indicator |
| RPL | Repetitive flight plan |
| RPLC | Replace *or* replaced |
| RPS | Radar position symbol |
| RPT* | Repeat *or* I repeat *(to be used in AFS as a procedure signal)* |
| RQ* | Request *(to be used in AFS as a procedure signal)* |
| RQMNTS | Requirements |
| RQP | Request flight plan *(message type designator)* |
| RQS | Request supplementary flight plan *(message type designator)* |
| RR | Report reaching |
| RRA | *(or RRB, RRC . . . etc., in sequence)* Delayed meteorological message *(message type designator)* |
| RSC | Rescue sub-centre |
| RSCD | Runway surface condition |
| RSP | Responder beacon |
| RSP‡ | Required surveillance performance |
| RSR | En-route surveillance radar |
| RSS | Root sum square |
| RTD | Delayed *(used to indicate delayed meteorological message; message type designator)* |
| 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 *(followed by figures in METAR/SPECI)* |
| SA | Sand |
| SALS | Simple approach lighting system |
| SAN | Sanitary |
| SAR | Search and rescue |
| SARPS | Standards and Recommended Practices [ICAO] |

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

| | |
|---|---|
| SPECIAL† | Local special meteorological report *(in abbreviated plain language)* |
| SPI | Special position indicator |
| SPL | Supplementary flight plan *(message type designator)* |
| SPOC | SAR point of contact |
| SPOT† | Spot wind |
| SQ | Squall |
| SQL | Squall line |
| SR | Sunrise |
| SRA | Surveillance radar approach |
| SRE | Surveillance radar element of precision approach radar system |
| SRG | Short range |
| SRR | Search and rescue region |
| SRY | Secondary |
| SS | Sandstorm |
| SS | Sunset |
| SSB | Single sideband |
| SSE | South-south-east |
| SSR‡ | Secondary surveillance radar |
| SST | Supersonic transport |
| SSW | South-south-west |
| ST | Stratus |
| STA | Straight-in approach |
| STAR† | Standard instrument arrival |
| STD | Standard |
| STF | Stratiform |
| STN | Station |
| STNR | Stationary |
| STOL | Short take-off and landing |
| STS | Status |
| STWL | Stopway light(s) |
| SUBJ | Subject to |
| SUN | Sunday |
| SUP | Supplement *(AIP Supplement)* |
| SUPPS | Regional supplementary procedures |
| SVC | Service *(message type only)* |
| 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 *(preceded by a bearing to indicate reference to True North)* |
| TA | Traffic advisory |
| TA | Transition altitude |
| TAA | Terminal arrival altitude |
| TACAN† | UHF tactical air navigation aid |
| TAF† | Aerodrome forecast *(in meteorological code)* |

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

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

**U**

| | |
|---|---|
| U | Upward *(tendency in RVR during previous 10 minutes)* |
| 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 *(used in automated METAR/SPECI)* |
| U/S | Unserviceable |
| UTA | Upper control area |
| UTC‡ | Coordinated Universal Time |

**V**

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

| | |
|---|---|
| VA | Volcanic ash |
| VAAC | Volcanic ash advisory centre |
| VAC . . . | Visual approach chart *(followed by name/title)* |
| 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 *(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)* |
| 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† | *(to be pronounced "VEE-NAV")* Vertical navigation |
| VOL . . . | Volume *(followed by I, II . . .)* |
| 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 *(followed by figures in METAR/SPECI and TAF)* |

**W**

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

| | |
|---|---|
| WEF | With effect from *or* effective from |
| WGS-84 | World Geodetic System — 1984 |
| WI | Within |
| WID | Width *or* wide |
| WIE | With immediate effect *or* effective immediately |
| WILCO† | Will comply |
| WIND | Wind |
| WIP | Work in progress |
| WKN | Weaken *or* weakening |
| WNW | West-north-west |
| WO | Without |
| WPT | Way-point |
| WRNG | Warning |
| WS | Wind shear |
| WSPD | Wind speed |
| WSW | West-south-west |
| WT | Weight |
| WTSPT | Waterspout |
| WWW | Worldwide web |
| WX | Weather |
| WXR | Weather radar |

**X**

| | |
|---|---|
| X | Cross |
| XBAR | Crossbar *(of approach lighting system)* |
| XNG | Crossing |
| XS | Atmospherics |

**Y**

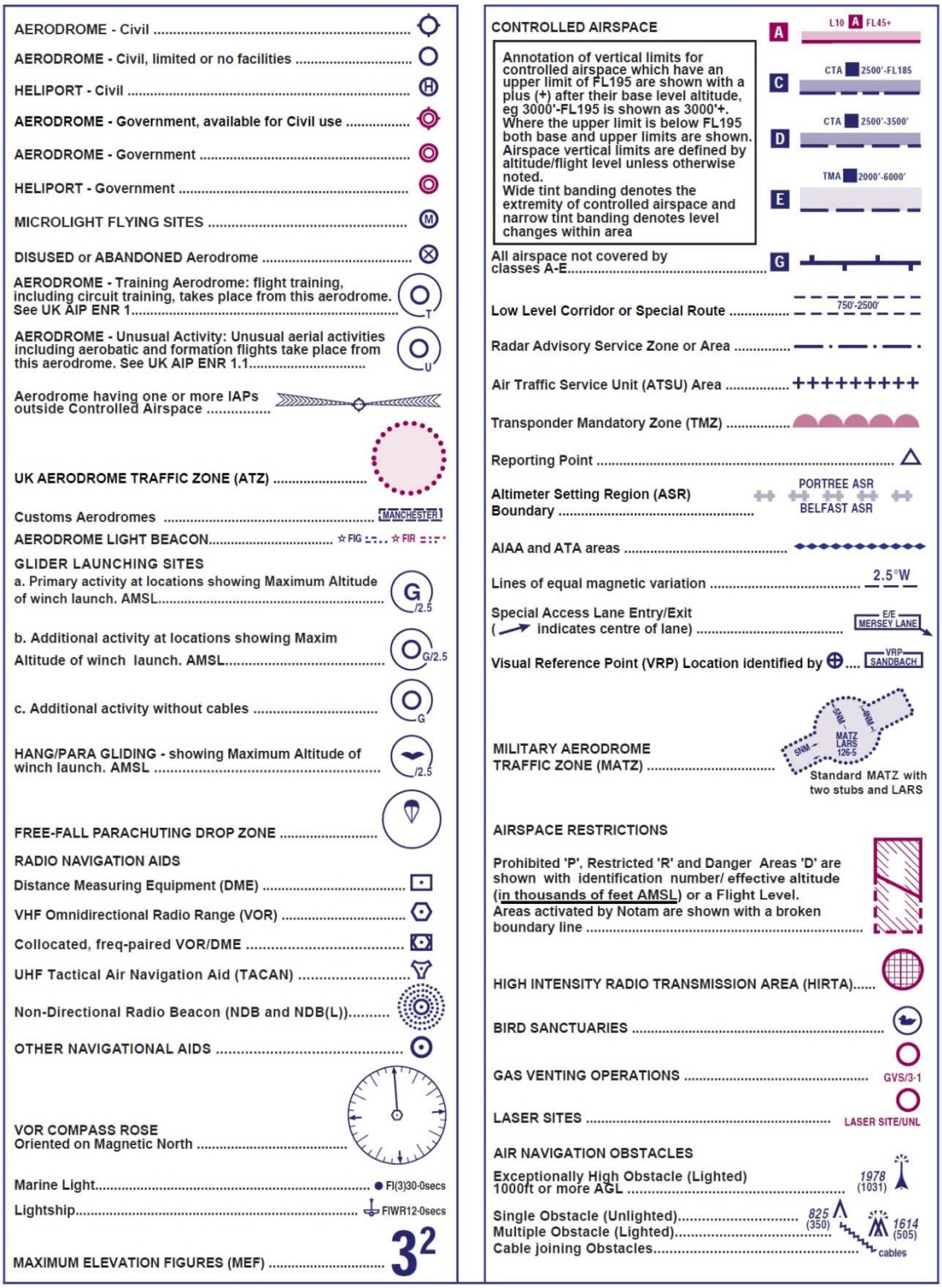
| | |
|---|---|
| Y | Yellow |
| YCZ | Yellow caution zone *(runway lighting)* |
| YES* | Yes (affirmative) *(to be used in AFS as a procedure signal)* |
| YR | Your |

**Z**

| | |
|---|---|
| Z | Coordinated Universal Time *(in meteorological messages)* |

# GEN 2.3 CHART SYMBOLS

## Aeronautical Chart Symbology



## ADDITIONAL SYMBOLS FOR THE 1:250,000 TOPOGRAPHICAL AIR CHARTS

AERODROMES - Field limits with hard runway pattern... Civil..... Government.....

- Showing disused runways as solid patterns.....

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' ..... 200'

Low Level Corridor or Special..... 750'-2500' or

## 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 ..... H1 D2

Helicopter Approach Aiming Point .....

Helicopter Training Area ..... HTA W

Obstacle Light .....

Approach Lighting, simple approach - 2 bar (spacing not to scale)

Approach Lighting ..... (spacing not to scale)

Supplementry 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:

09

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) ..... M

Step Down Fix .....

Minimum Sector Altitude ..... MSA

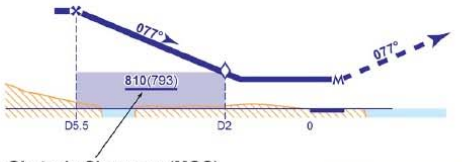
Radio Marker Beacon .....

ILS Reference Datum Height ..... RDH 54

Procedure Aerodrome .....

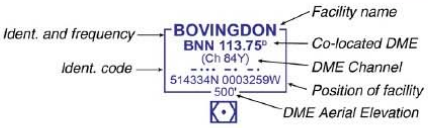
Aerodrome influencing traffic patterns of Procedure Aerodrome or of landmark value .....

Procedure Not Below heights ..... 2000(1800)

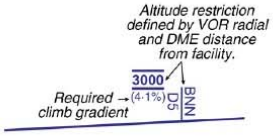



Minimum Obstacle Clearance (MOC)

Area Minimum Altitude ..... AREA MNM ALT (x100) 38




VOR/DME
Co-located




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 ..... SLP

SID Designator and Distance to Significant Point ..... ABBOT 1D 18

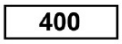
**Meteorological Charts-Explanatory Notes**

**1 Symbols for significant Weather, Tropopause and Freezing Level etc**

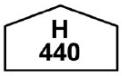
| | |
|---|---|
|  | Thunderstorm |
|  | Tropical cyclone |
|  | Severe squall line |
|  | Hail |
|  | Moderate turbulence |
|  | Severe turbulence |
|  | Mountain waves |
|  | Moderate aircraft icing |
|  | Severe aircraft icing |
|  | Freezing precipitation |
|  | Drizzle |
|  | Rain |

| | |
|---|---|
|  | Snow |
|  | Widespread blowing snow |
|  | Shower |
|  | Severe sand or dust haze |
|  | Widespread sandstorm or duststorm |
|  | Widespread haze |
|  | Widespread mist |
|  | Widespread fog |
|  | Freezing fog |
|  | Widespread smoke |
|  | Volcanic eruption |
|  | 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.

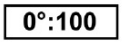



Tropopause spot altitude (eg FL400)




High point or maximum in tropopause topography (eg FL440)


Low point or minimum in tropopause topography (eg FL340)




Freezing level



Boundary of area of significant weather



Boundary of area of clear air turbulance. 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


State of sea (wave height in metres)


Sea surface temperature (°C)

**2 Fronts and Convergence Zones**

| | |
|---|---|
|  | Cold front at the surface |
|  | Warm front at the surface |
|  | Occluded front at the surface |
|  | Quasi-stationary front at the surface |

| | |
|---|---|
|  | Convergence line |
|  | Inter-tropical convergence zone |
|   | Position, speed and level of maximum wind |
|   | 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 = Altocumulus
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).

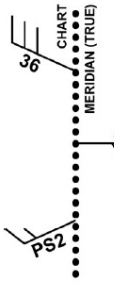
## 4 Example Weather Abbreviations

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



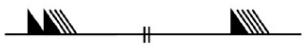

Wind 300°(T) 30 KT, temperature -36°C at arrow head

Wind 090°(T) 60 KT, temperature -56°C at arrow head

nd 240°(T) 15 K T, temperature +2°C at arrow head

### 5.2 Significant Weather/Tropopause/ Maximum Wind Chart


Maximum wind 270°(T), 110 KT at FL380



A double bar marks a speed change of 20 KT, and/or height change of 3000 ft

FL 320
220/400

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

BLANK

## 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<br>1 NM =1.852 KM | | KM to NM<br>1 KM = 0.540 NM | | NM to SM<br>1 NM = 1.1508 SM | | SM to NM<br>1 SM = 0.869 NM | | FT to M<br>1 FT = 0.305 M | | M to FT<br>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

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

| | month | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2022 | January | | February | | March | | April | | May | | June | | July | | August | | September | | October | | November | | December | |
| date | Sunrise | Sunset | Sunrise | Sunset | Sunrise | Sunset | Sunrise | Sunset | Sunrise | Sunset | Sunrise | Sunset | Sunrise | Sunset | Sunrise | Sunset | Sunrise | Sunset | Sunrise | Sunset | Sunrise | Sunset | Sunrise | Sunset |
| 1 | 05:54 | 18:58 | 06:12 | 19:00 | 06:23 | 18:47 | 06:28 | 18:24 | 06:34 | 18:05 | 06:43 | 17:58 | 06:51 | 18:02 | 06:47 | 18:11 | 06:29 | 18:17 | 06:05 | 18:20 | 05:46 | 18:27 | 05:41 | 18:42 |
| 2 | 05:55 | 18:58 | 06:13 | 19:00 | 06:23 | 18:46 | 06:28 | 18:24 | 06:34 | 18:05 | 06:44 | 17:58 | 06:51 | 18:03 | 06:46 | 18:12 | 06:28 | 18:17 | 06:04 | 18:20 | 05:45 | 18:27 | 05:42 | 18:42 |
| 3 | 05:56 | 18:59 | 06:13 | 18:59 | 06:23 | 18:46 | 06:29 | 18:23 | 06:34 | 18:04 | 06:44 | 17:58 | 06:51 | 18:03 | 06:46 | 18:12 | 06:27 | 18:17 | 06:04 | 18:20 | 05:45 | 18:28 | 05:42 | 18:43 |
| 4 | 05:56 | 18:59 | 06:14 | 18:59 | 06:23 | 18:45 | 06:29 | 18:22 | 06:35 | 18:04 | 06:44 | 17:58 | 06:51 | 18:03 | 06:45 | 18:12 | 06:26 | 18:17 | 06:03 | 18:20 | 05:45 | 18:28 | 05:42 | 18:44 |
| 5 | 05:57 | 18:59 | 06:14 | 18:59 | 06:24 | 18:44 | 06:29 | 18:21 | 06:35 | 18:04 | 06:45 | 17:58 | 06:51 | 18:04 | 06:45 | 18:12 | 06:26 | 18:17 | 06:02 | 18:20 | 05:44 | 18:28 | 05:42 | 18:44 |
| 6 | 05:57 | 18:59 | 06:15 | 18:58 | 06:24 | 18:44 | 06:29 | 18:21 | 06:35 | 18:03 | 06:45 | 17:58 | 06:51 | 18:04 | 06:45 | 18:13 | 06:25 | 18:17 | 06:01 | 18:20 | 05:44 | 18:29 | 05:43 | 18:45 |
| 7 | 05:58 | 19:00 | 06:15 | 18:58 | 06:24 | 18:43 | 06:29 | 18:20 | 06:35 | 18:03 | 06:45 | 17:58 | 06:51 | 18:04 | 06:44 | 18:13 | 06:24 | 18:17 | 06:01 | 18:20 | 05:43 | 18:29 | 05:43 | 18:45 |
| 8 | 05:59 | 19:00 | 06:16 | 18:58 | 06:24 | 18:42 | 06:29 | 18:19 | 06:36 | 18:02 | 06:46 | 17:58 | 06:51 | 18:04 | 06:44 | 18:13 | 06:23 | 18:17 | 06:00 | 18:21 | 05:43 | 18:30 | 05:43 | 18:46 |
| 9 | 05:59 | 19:00 | 06:16 | 18:57 | 06:25 | 18:41 | 06:29 | 18:19 | 06:36 | 18:02 | 06:46 | 17:58 | 06:51 | 18:05 | 06:43 | 18:13 | 06:23 | 18:17 | 05:59 | 18:21 | 05:43 | 18:30 | 05:43 | 18:46 |
| 10 | 06:00 | 19:00 | 06:16 | 18:57 | 06:25 | 18:41 | 06:30 | 18:18 | 06:36 | 18:02 | 06:46 | 17:58 | 06:51 | 18:05 | 06:43 | 18:13 | 06:22 | 18:18 | 05:59 | 18:21 | 05:43 | 18:31 | 05:44 | 18:47 |
| 11 | 06:00 | 19:01 | 06:17 | 18:57 | 06:25 | 18:40 | 06:30 | 18:17 | 06:37 | 18:01 | 06:46 | 17:58 | 06:51 | 18:05 | 06:42 | 18:14 | 06:21 | 18:18 | 05:58 | 18:21 | 05:42 | 18:31 | 05:44 | 18:48 |
| 12 | 06:01 | 19:01 | 06:17 | 18:56 | 06:25 | 18:39 | 06:30 | 18:17 | 06:37 | 18:01 | 06:47 | 17:58 | 06:51 | 18:06 | 06:42 | 18:14 | 06:20 | 18:18 | 05:57 | 18:21 | 05:42 | 18:32 | 05:44 | 18:48 |
| 13 | 06:02 | 19:01 | 06:18 | 18:56 | 06:25 | 18:39 | 06:30 | 18:16 | 06:37 | 18:01 | 06:47 | 17:58 | 06:51 | 18:06 | 06:41 | 18:14 | 06:19 | 18:18 | 05:56 | 18:21 | 05:42 | 18:32 | 05:45 | 18:49 |
| 14 | 06:02 | 19:01 | 06:18 | 18:55 | 06:25 | 18:38 | 06:30 | 18:15 | 06:37 | 18:00 | 06:47 | 17:58 | 06:51 | 18:06 | 06:41 | 18:14 | 06:19 | 18:18 | 05:56 | 18:22 | 05:42 | 18:32 | 05:45 | 18:49 |
| 15 | 06:03 | 19:01 | 06:18 | 18:55 | 06:26 | 18:37 | 06:30 | 18:15 | 06:38 | 18:00 | 06:48 | 17:59 | 06:51 | 18:07 | 06:40 | 18:14 | 06:18 | 18:18 | 05:55 | 18:22 | 05:42 | 18:33 | 05:45 | 18:50 |
| 16 | 06:03 | 19:01 | 06:19 | 18:54 | 06:26 | 18:36 | 06:31 | 18:14 | 06:38 | 18:00 | 06:48 | 17:59 | 06:51 | 18:07 | 06:39 | 18:15 | 06:17 | 18:18 | 05:54 | 18:22 | 05:41 | 18:33 | 05:46 | 18:50 |
| 17 | 06:04 | 19:01 | 06:19 | 18:54 | 06:26 | 18:36 | 06:31 | 18:13 | 06:38 | 18:00 | 06:48 | 17:59 | 06:50 | 18:07 | 06:39 | 18:15 | 06:16 | 18:18 | 05:54 | 18:22 | 05:41 | 18:34 | 05:46 | 18:51 |
| 18 | 06:05 | 19:01 | 06:19 | 18:53 | 06:26 | 18:35 | 06:31 | 18:13 | 06:39 | 17:59 | 06:48 | 17:59 | 06:50 | 18:07 | 06:38 | 18:15 | 06:15 | 18:18 | 05:53 | 18:23 | 05:41 | 18:35 | 05:47 | 18:52 |
| 19 | 06:05 | 19:01 | 06:20 | 18:53 | 06:26 | 18:34 | 06:31 | 18:12 | 06:39 | 17:59 | 06:49 | 17:59 | 06:50 | 18:08 | 06:38 | 18:15 | 06:15 | 18:18 | 05:53 | 18:23 | 05:41 | 18:35 | 05:47 | 18:52 |
| 20 | 06:06 | 19:01 | 06:20 | 18:52 | 06:26 | 18:33 | 06:31 | 18:11 | 06:39 | 17:59 | 06:49 | 18:00 | 06:50 | 18:08 | 06:37 | 18:15 | 06:14 | 18:18 | 05:52 | 18:23 | 05:41 | 18:36 | 05:48 | 18:53 |
| 21 | 06:06 | 19:01 | 06:20 | 18:52 | 06:27 | 18:33 | 06:32 | 18:11 | 06:40 | 17:59 | 06:49 | 18:00 | 06:50 | 18:08 | 06:36 | 18:15 | 06:13 | 18:18 | 05:51 | 18:23 | 05:41 | 18:36 | 05:48 | 18:53 |
| 22 | 06:07 | 19:01 | 06:21 | 18:51 | 06:27 | 18:32 | 06:32 | 18:10 | 06:40 | 17:58 | 06:49 | 18:00 | 06:50 | 18:09 | 06:36 | 18:16 | 06:12 | 18:19 | 05:51 | 18:24 | 05:41 | 18:37 | 05:49 | 18:54 |
| 23 | 06:07 | 19:01 | 06:21 | 18:51 | 06:27 | 18:31 | 06:32 | 18:10 | 06:40 | 17:58 | 06:49 | 18:00 | 06:49 | 18:09 | 06:35 | 18:16 | 06:11 | 18:19 | 05:50 | 18:24 | 05:41 | 18:37 | 05:49 | 18:54 |
| 24 | 06:08 | 19:01 | 06:21 | 18:50 | 06:27 | 18:30 | 06:32 | 18:09 | 06:41 | 17:58 | 06:50 | 18:00 | 06:49 | 18:09 | 06:34 | 18:16 | 06:11 | 18:19 | 05:50 | 18:24 | 05:41 | 18:38 | 05:50 | 18:55 |
| 25 | 06:09 | 19:01 | 06:22 | 18:49 | 06:27 | 18:30 | 06:32 | 18:08 | 06:41 | 17:58 | 06:50 | 18:01 | 06:49 | 18:10 | 06:34 | 18:16 | 06:10 | 18:19 | 05:49 | 18:24 | 05:41 | 18:38 | 05:50 | 18:55 |
| 26 | 06:09 | 19:01 | 06:22 | 18:49 | 06:27 | 18:29 | 06:33 | 18:08 | 06:41 | 17:58 | 06:50 | 18:01 | 06:49 | 18:10 | 06:33 | 18:16 | 06:09 | 18:19 | 05:49 | 18:25 | 05:41 | 18:39 | 05:51 | 18:55 |
| 27 | 06:10 | 19:01 | 06:22 | 18:48 | 06:28 | 18:28 | 06:33 | 18:07 | 06:42 | 17:58 | 06:50 | 18:01 | 06:48 | 18:10 | 06:32 | 18:16 | 06:08 | 18:19 | 05:48 | 18:25 | 05:41 | 18:40 | 05:51 | 18:56 |
| 28 | 06:10 | 19:01 | 06:22 | 18:47 | 06:28 | 18:27 | 06:33 | 18:07 | 06:42 | 17:58 | 06:50 | 18:02 | 06:48 | 18:10 | 06:32 | 18:16 | 06:08 | 18:19 | 05:48 | 18:25 | 05:41 | 18:40 | 05:52 | 18:56 |
| 29 | 06:11 | 19:00 | | | 06:28 | 18:27 | 06:33 | 18:06 | 06:42 | 17:58 | 06:50 | 18:02 | 06:48 | 18:11 | 06:31 | 18:16 | 06:07 | 18:19 | 05:47 | 18:26 | 05:41 | 18:41 | 05:52 | 18:57 |
| 30 | 06:11 | 19:00 | | | 06:28 | 18:26 | 06:34 | 18:06 | 06:43 | 17:58 | 06:51 | 18:02 | 06:47 | 18:11 | 06:30 | 18:17 | 06:06 | 18:19 | 05:47 | 18:26 | 05:41 | 18:41 | 05:53 | 18:57 |
| 31 | 06:12 | 19:00 | | | 06:28 | 18:25 | | | 06:43 | 17:58 | | | 06:47 | 18:11 | 06:29 | 18:17 | | | 05:46 | 18:26 | | | 05:54 | 18:57 |

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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: FAJNYNYX
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: FNLUZRZX, 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: FHSHZTZX
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 – 1700. 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 ≥ 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<br>± 20% above 25 kt | 80 |
| Visibility | ± 200 m up to 700 m<br>± 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<br>± 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<br>± 20% above 25 kt | 90 |
| Visibility | ± 200 m up to 700 m<br>± 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<br>± 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<br>± 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: FHSHZQZX, FHSHYCYX, FHSHZTZX
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 FHSH 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 FHSH - 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 FHSH 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 FHSH.

## 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

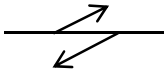
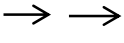
**TABLE GEN 3.6.8.1**

**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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