

REPUBLIC OF ALBANIA

Post: ALBCONTROL
Air Navigation Services of Albania
Aeronautical Information Service
P.O. Box 8172
Rinas, Tirana
Albania

Phone: +355 4 2343487
Fax: NIL
Email: ais@albcontrol.al
AFS: LAAAYNYX
URL: www.albcontrol.al

**AIRAC AMDT 007/2026**

Effective Date: 26 Nov 2026
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1. Amendment content:**LAAA**

- List of differences from ICAO Standards and Procedures updated (GEN 1.7);
- Abbreviations used in AIS Publications updated (GEN 2.2).

2. Hand corrections to the following pages:

Nil

3. Record entry of amendment in GEN 0.2.**4. This AIP amendment incorporates information contained in the following publications:****NOTAM:**

Nil

SUP:

Nil

AIC:

Nil

5. Insert / remove the pages as shown in list on the next page:

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GEN 0.2 RECORD OF AIP AMENDMENTS

AIRAC AIP AMENDMENT			
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004/2024	30-May-2024	11-Jul-2024	
005/2024	25-Jul-2024	05-Sep-2024	
006/2024	22-Aug-2024	03-Oct-2024	
007/2024	17-Oct-2024	28-Nov-2024	
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002/2025	01-May-2025	12-Jun-2025	
003/2025	26-Jun-2025	07-Aug-2025	
004/2025	18-Sep-2025	30-Oct-2025	
001/2026	08-Jan-2026	19-Feb-2026	
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003/2026	05-Mar-2026	16-Apr-2026	
004/2026	02-Apr-2026	14-May-2026	
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007/2026	15-Oct-2026	26-Nov-2026	

AIP AMENDMENT			
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001/2025	23-Jan-2025	23-Jan-2025	
002/2025	27-Nov-2025	27-Nov-2025	
003/2025	18-Dec-2025	18-Dec-2025	
001/2026	20-May-2026	20-May-2026	

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GEN 0.3 RECORD OF AIP SUPPLEMENTS

NR/Year	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record
002/2024	Tirana International Airport - Rehabilitation of a Portion of TWY C	AD	11 Jul 2024 - 31 Dec 2024	31 Dec 2024
003/2024	ILS serving LATI Airport RWY17, DME part unserviceable	AD	03 Oct 2024 - 31 Dec 2024	31 Dec 2024
004/2024	Tirana International Airport - Extension of runway and rehabilitation of RWY35	AD	28 Nov 2024 - 31 May 2025	31 May 2025
001/2025	Tirana International Airport (LATI) - Extension of Runway 17/35	AD	12 Jun 2025 - 31 Dec 2025	31 Dec 2025
002/2025	Tirana International Airport (LATI) - Extension of Runway 17/35	AD	07 Aug 2025 - 31 Dec 2025	31 Dec 2025
001/2026	Tirana International Airport (LATI) - Unavailability of ILS or LOC RWY17 and Approach Lighting System RWY35	AD	19 Mar 2026 - 31 Dec 2026	31 Dec 2026
002/2026	Tirana International Airport (LATI) - Closure of TWY C	AD	14 May 2026 - 30 Dec 2026	30 Dec 2026
003/2026	Temporary suspension of PBN procedures at Kukes International Airport (LAKU)	AD	26-Nov-2026 - 31 Dec 2027	31 Dec 2027
004/2026	PAPI RWY 19 unserviceable at Kukes International Airport (LAKU)	AD	26 Nov 2026 - 31 Dec 2027	31 Dec 2027

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GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

1. DIFFERENCES FROM ICAO STANDARDS AND RECOMMENDED PRACTICES

Significant differences from ICAO Standards and Recommended Practices are identified in the tables below.

Annex 1: Personnel Licensing (14 th Edition, AMDT 179)		
Reference	Description of difference	Remarks
NIL		

Annex 2: Rules of the Air (11 th Edition, AMDT 49)		
Reference	Description of difference	Remarks
Chapter 3 3.2.2	SERA.3210(b), specifies: '(b) An aircraft that is aware that the maneuverability of another aircraft is impaired shall give way to that aircraft.	New provision.
Chapter 3 3.2.2.4	SERA.3210(c)(3) SERA allows sailplanes to overtake each other from the right as well.	
Chapter 3 3.2.2.7.3	SERA.3210(d)(3) SERA refers to the previous point, so it requires explicit clearance from the control tower in addition.	
Chapter 3 3.2.3.2(b)	SERA.3215(b)(2) SERA allows for point b) to act as far as practicable; in addition, the definition of night is different.	
Chapter 3 3.2.5	SERA.3225 SERA differs from ICAO Annex 2, 3.2.5(c) and 3.2.5(d). SERA.3225 specifies that subparagraphs (c) and (d) do not apply to balloons.	
Chapter 3 3.3.1.2	SERA.4001(b) SERA.4001(b)(5) allows for States to prescribe other requirements for any flight across international borders, and requires in SERA.4001(b)(6) for any flight planned to operate at night, if leaving the vicinity of an aerodrome.	New provision.
Chapter 3 3.3.2	SERA.4005(a) SERA.4005(a)(14) explicitly requires the inclusion of information regarding the existence of a ballistic parachute recovery system in the flight plan, if installed on the aircraft.	
Chapter 3 3.3.5.3	SERA.4020(c) SERA also considers operating site, not just aerodrome.	
Chapter 3 3.3.5.4	SERA.4020(d) SERA also considers operating site, not just aerodrome.	
Chapter 3 3.3.5.5	SERA.4020(e) SERA also considers operating site, not just aerodrome.	

Annex 2: Rules of the Air (11 th Edition, AMDT 49)		
Reference	Description of difference	Remarks
Chapter 3 3.6.5.2.1	SERA.14083(c)(3) SERA.14083(c)(6) also requires IFR flights to set Mode A Code 7601 in order to inform the ATS unit about their intention to continue to fly in VMC and land at the nearest suitable aerodrome. Point b) is not implemented.	
Chapter 3 3.6.5.2.2	SERA.14083 SERA.14083 requires a common time parameter of 20 minutes to be observed for both procedural and surveillance environment before adapting the speed and level in accordance with the filed flight plan, as amended by the delay and modification messages.	
Chapter 3 3.8.1	SERA.11015 The words 'in distress' of ICAO Annex 2, 3.8 are not included in Union law, thus enlarging the scope of escort missions to any type of flight requesting such service. Furthermore, the provisions contained in ICAO Annex 2, paragraphs 1.1 to 1.3 inclusive as well as those found in Attachment A, are not contained in Union law.	
Chapter 4 4.6	SERA.5005(f) SERA requires in addition to the ICAO obstacle clearance criteria in point (2) that the VFR flight shall be flown at a height less than 150 m (500 ft) above the highest obstacle within a radius of 150 m (500 ft) from the aircraft.	
Chapter 5 5.3.3	SERA.5025(c) Position reports are required by IFR flights in uncontrolled airspace even without having submitted a flight plan, when required to maintain air-ground communication.	

Annex 3: Meteorological Service for International Air Navigation (21 st Edition, incorporating AMDT 1-82)		
Reference	Description of difference	Remarks
Chapter 9 9.5	Meteorological information for use by aircraft in flight is not provided. No VOLMET available to supply meteorological information for use by an aircraft in flight	Planned to implement VOLMET in 2027.

Annex 4: Aeronautical Charts (11 th Edition, AMDT 63)		
Reference	Description of difference	Remarks
Chapter 1 1.3.2	AIS.TR.100 AIS.OR.325 does not specify which charts have to be produced and be made available in a State.	
Chapter 4	Albania does not produce an Aerodrome Obstacle Chart - ICAO Type B.	User requirement is satisfied by the current content of the AIP. There are no current plans to produce this chart.

Annex 4: Aeronautical Charts (11th Edition, AMDT 63)		
Reference	Description of difference	Remarks
Chapter 5	Albania does not produce an Aerodrome Terrain and Obstacle Chart – ICAO (Electronic).	Work is currently underway to identify the measures required to achieve compliance with this standard.
Chapter 8	The Area Chart is not produced by Albania.	Requirement fulfilled by other charts – SID and STAR charts.
Chapter 11 11.10.4.3	The Final Approach Fix or Point (FAF/ FAP) geographical coordinates are not shown.	Publication of these coordinates are of no benefit to the chart user.
Chapter 13 13.6.1	Geographical coordinates for appropriate taxiway centre line points are not shown.	Work is currently underway to achieve compliance with this standard.
Chapter 13 13.6.1	Certified VOR ground checkpoints on the airport surface are not available.	Work is currently underway to achieve compliance with this standard.
Chapter 16	The World Aeronautical Chart ICAO 1:1 000 000 is not produced by Albania.	Aeronautical Chart – ICAO 1:500 000 is produced instead.
Chapter 17 17.4.3	Chart is sold flat.	Chart user folds at own discretion.
Chapter 17 17.7.12.2	Limits of tree growth not shown.	Not applicable.

Annex 5: Units of Measurement to be Used in Air and Ground Operations (5th Edition, incorporating AMDT 1-17)		
Reference	Description of difference	Remarks
NIL		

Annex 6, Part I: International Commercial Air Transport - Aeroplanes (12th Edition, AMDT 51)		
Reference	Description of difference	Remarks
NIL		

Annex 6, Part II: International General Aviation - Aeroplanes (12th Edition, incorporating AMDT 1-43)		
Reference	Description of difference	Remarks
NIL		

Annex 6, Part III: International Operations - Helicopters (12th Edition, incorporating AMDT 1-27)		
Reference	Description of difference	Remarks
NIL		

Annex 6, Part IV: Remotely Piloted Aircraft Systems (1st Edition)		
Reference	Description of difference	Remarks
NIL		

Annex 7: Aircraft Nationality and Registration Marks (6th Edition, AMDT 7)		
Reference	Description of difference	Remarks
NIL		

Annex 8: Airworthiness of Aircraft (13 th Edition, AMDT 110)		
Reference	Description of difference	Remarks
NIL		

Annex 9: Facilitation (17 th Edition, incorporating AMDT 1-30)		
Reference	Description of difference	Remarks
NIL		

Annex 10, Volume I: Radio Navigation Aids (8 th Edition, AMDT 95)		
Reference	Description of difference	Remarks
Annex 10, Volume I	The dynamic reference to ICAO Annex 10, Volume I will not be updated by the applicability date.	

Annex 10, Volume II: Communication Procedures including those with PANS status (7 th Edition, AMDT 95)		
Reference	Description of difference	Remarks
Chapter 4 4.4.1.1.3	The dynamic reference to ICAO Annex 10, Volume II will not be updated by the applicability date.	
Chapter 4 4.7	The dynamic reference to ICAO Annex 10, Volume II will not be updated by the applicability date.	
Chapter 5 5.2.1.7.3.2.3	ICAO Annex 10, Volume II, 5.2.1.7.3.2.3 is transposed in SERA.14055 with a difference as follows: SERA.14055 (b) (2) Radiotelephony procedures The reply to the above calls shall use the call sign of the station calling, followed by the call sign of the station answering, which shall be considered an invitation to proceed with transmission by the station calling. For transfers of communication within one ATS unit, the call sign of the ATS unit may be omitted.	New provision.

Annex 10, Volume III: Communication Systems (2 nd Edition, AMDT 94)		
Reference	Description of difference	Remarks
Annex 10, Volume III	The dynamic reference to ICAO Annex 10, Volume III will not be updated by the applicability date.	

Annex 10, Volume IV: Surveillance and Collision Avoidance Systems (6 th Edition, incorporating AMDT 70-92)		
Reference	Description of difference	Remarks
Chapter 4 4.3.3.3.1.2	For ACAS X-compliant systems, the TA warning time shall be sufficient to allow the flight crew to take actions described in PANS-OPS, Volume III and prepare for a potential resolution advisory.	
Chapter 4 4.3.5.1.1.2	For ACAS X-compliant systems: Once an RA has been generated against a threat or threats it shall be maintained until the intruders of the RA cease to be threat.	
Chapter 4 4.3.8.4.2.3.4.2.9	CAC (Mode C altitude code). This 13-bit (76-88) subfield shall denote the Mode C altitude code of the reporting aircraft.	

Annex 10, Volume V: Aeronautical Radio Frequency Spectrum Utilization (3 rd Edition, AMDT 91)		
Reference	Description of difference	Remarks
Annex 10, Volume V	The dynamic reference to ICAO Annex 10, Volume V will not be updated by the applicability date.	

Annex 11: Air Traffic Services (15 th Edition, AMDT 55)		
Reference	Description of difference	Remarks
Chapter 2 2.6.1	SERA.6001 allows aircraft to exceed the 250 kts speed limit where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed.	Exemption possibility
Chapter 2 2.11.3.2	A lower limit of a control area is not established at a height above the ground or water of not less than 200 m (700 ft) in the mountainous areas.	If this rule is implemented in the TMA, the minimum altitude for the RVA sectors would be increased, making it almost impossible for IFR flights to descend normally from the Intermediate Fix (IF). Aircraft flying under VFR conditions can freely operate within the TMA down to 500 ft below the minimum altitude of the RVA sectors, as long as air traffic control and safety requirements are met.
Chapter 2 2.13.5	Minister's Order Nr. 193 date 06.10.2022 ATM/ANS.AR. A. 015 Annex XI (Part-FPD) indicates a list of items to be used without indicating that (1) shall consist of (2)(3)(4)(5). However, in Minister's Order Nr. 193 date 06.10.2022 Annex XI, AMC1 SECTION III — (a)(2), the ICAO text of Annex 11 Appendix 3, 2.1.1 is reproduced identically, but not consistent with Section III. Annex 11 Appendix 3, 2.1.1. (e) requires that the word "visual" is used in the plain language designator when the route has been established for VFR, whereas the EU rule extends it to IFR in VMC as well. (same difference is replicated in Annex 11, Appendix 3, 5.3). Annex 11 Appendix 3, Section 6 (MLS/area navigation) is not transposed. Annex 11, Appendix 3, 7.2 is not transposed. Annex 11, Appendix 3, Section 8 is not transposed.	
Chapter 2 2.15.3	Minister's Order Nr. 193 date 06.10.2022 ATM/ANS.AR. A. 015 In Annex 11, Appendix 2, 1.1 the terms "preferably VHF or higher frequency aids" are not transposed. Paragraphs 4.2, 5.7 and 5.8 are not transposed.	
Chapter 2 2.18.2	Minister's Order Nr. 193 date 06.10.2022 GM2 Article 3c Details are provided in ICAO Annex 11, section 2.19.	

Annex 11: Air Traffic Services (15 th Edition, AMDT 55)		
Reference	Description of difference	Remarks
Chapter 2 2.19.1	Minister's Order Nr. 193 date 06.10.2022 GM2 Article 3 c (1) The national regulation refers to "air operations" instead of "activities", therefore restricting the scope of the requirement. It does not specify with whom the co-ordination should be effectuated by omitting to specify the "appropriate air traffic services authorities".	
Chapter 2 2.19.4	Minister's Order Nr. 193 date 06.10.2022 GM2 Article 3 c Art. 3c (2) refers to Art. 3c (1), which is the transposition of Annex 11, 2.19.1, therefore the same difference applies.	
Chapter 2 2.26.5	SERA.3401(d)(1) Time checks are given at least to the nearest minute.	
Chapter 3 3.1	SERA.8001 Supplement to the Annex to Regulation. SERA.5010(c) introduces an accurate description of and requirements for special VFR.	
Chapter 3 3.3.4	SERA.8005(b) In addition to the ICAO provisions requires the agreement of the pilot of the other aircraft, the maintenance of own separation and allow this exemption below 3050 m (10000 ft) during climb or descent, during day.	
Chapter 3 3.7.3.1	SERA.8015(e)(1) Supplement to the Annex Rules of the Air to SERA Regulation. In addition to the ICAO standard: 1) in point b), point SERA.5015(e)(ii) also includes 'taxi'; 2) in point c), point SERA.5015(e)(iii) also includes 'the newly assigned communication channels'; 3) point SERA.5015(e)(iv) requires the readback of transitions levels.	
Chapter 3 3.7.3.1.1	SERA.8015(e)(2) Supplement to the Annex Rules of the Air to SERA Regulation. The SERA provision includes 'taxi instructions' in addition to the ICAO requirements to be read back.	
Chapter 4 4.3.7	SERA.9010(b) The regulatory provision is the same. However, from 12 August 2021 the breaking action will not be provided through ATIS as it is against the GRF concept, replaced by RCR.	
Chapter 4 4.3.8	SERA.9010(c) The regulatory provision is the same. However, from 12 August 2021 the breaking action will not be provided through ATIS as it is against the GRF concept, replaced by RCR.	

Annex 11: Air Traffic Services (15th Edition, AMDT 55)		
Reference	Description of difference	Remarks
Chapter 4 4.3.9	SERA.9010(d) The regulatory provision is the same. However, from 12 August 2021 the breaking action will not be provided through ATIS as it is against the GRF concept, replaced by RCR.	
Chapter 6 6.1.2.1	Minister's Order Nr. 193 date 06.10.2022 ATS.OR.410(a) of Annex IV (Part-ATS) The Minister's Order Nr. 193 date 06.10.2022 allows flexibility in the available radio coverage subject to approval by the competent authority.	

Annex 12: Search and Rescue (9th Edition, incorporating AMDT 1-19)		
Reference	Description of difference	Remarks
NIL		

Annex 13: Aircraft Accident and Incident Investigation (13th Edition, AMDT 19)		
Reference	Description of difference	Remarks
NIL		

Annex 14, Volume I: Aerodrome Design and Operations (9th Edition, AMDT 18) (For aerodromes not in the scope of DCM 1095/2020)		
Reference	Description of difference	Remarks
Chapter 2 2.6.2	ACR-PCR methodology is transposed, but not yet implemented.	

Annex 14 Volume I: Aerodrome Design and Operations (9th Edition, AMDT 18) (For aerodromes within the scope of DCM 1095/2020)		
Reference	Description of difference	Remarks
Chapter 1 1.1.89	The definition includes an additional runway surface condition 'specially prepared winter runway'.	
Chapter 2 2.9.5	Two additional terms are used for the description of the runway surface condition, namely 'SPECIALLY PREPARED WINTER RUNWAY' and 'SLIPPERY WET'.	
Chapter 2 2.12	Requirements on visual approach slope indicator system have been partially transposed as Guidance Materials.	
Chapter 3 3.3.1	The provision of the runway turn pad is conditional due to the inclusion of the words 'if required' in the relevant Certification Specification.	
Chapter 5 5.2.1.3	Runway side stripe markings may also continue across the intersection.	
Chapter 5 5.3.5.44	The relevant Certification Specification foresees one more case where and object or an extension to an existing object may penetrate the obstacle protection surface that is when after the safety assessment, it is determined that the object would not adversely affect the safety of operations of aeroplanes.	

Annex 14 Volume I: Aerodrome Design and Operations (9th Edition, AMDT 18) (For aerodromes within the scope of DCM 1095/2020)		
Reference	Description of difference	Remarks
Chapter 5 5.3.5.45	The relevant Certification Specification does not foresee the removal of existing objects.	
Chapter 9 9.2.2	The provision of specialist firefighting equipment appropriate to the hazard risk is not foreseen.	
Chapter 9 9.9.4	The presence of equipment/installations is allowed after a safety assessment regarding safety and regularity.	

Annex 14, Volume II: Helicopters (5th Edition, AMDT 10) (For VFR heliports or parts thereof located at aerodromes falling in the scope of DCM 1095/2020)		
Reference	Description of difference	Remarks
NIL		

Annex 15: Aeronautical Information Services (16th Edition, AMDT 45)		
Reference	Description of difference	Remarks
Chapter 5 5.3.4.2	Aerodrome mapping data sets are not made available for aerodromes regularly used by international civil aviation.	Albania is working towards developing a policy that will enable compliance with the aerodrome mapping data sets requirements.
Chapter 5 5.3.5.2	Instrument flight procedure data sets are not made available for aerodromes regularly used by international civil aviation.	Albania is working towards developing a policy that will enable compliance with the instrument flight procedure data sets requirements.
Chapter 6 6.3.2.3	Minister's Order Nr. 193 date 06.10.2022 AIS.TR.330 (a) The provisions do not cover explicitly all cases of NOTAM origination. Also, they do not define cases of NOTAM origination for radio-navigation, air-ground communication services and air-navigation hazards. Moreover, a NOTAM is required to be issued to provide information regarding forecasts of solar cosmic radiation.	
Chapter 6 6.3.2.4	Minister's Order Nr. 193 date 06.10.2022 AIS.TR.330 (b) A NOTAM is also required to be originated and issued in case of unavailability of a runway due to runway marking works or, if the equipment used for those works can be removed, a time lag required for making the runway available.	

Annex 16, Volume I: Aircraft Noise (8th Edition, AMDT 14)		
Reference	Description of difference	Remarks
NIL		

Annex 16, Volume II: Aircraft Engine Emissions (5th Edition, AMDT 11)		
Reference	Description of difference	Remarks
NIL		

Annex 16, Volume III: Aeroplane CO2 Emissions (1 st Edition, AMDT 2)		
Reference	Description of difference	Remarks
NIL		

Annex 16, Volume IV: Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) (2 nd Edition, incorporating AMDT 1)		
Reference	Description of difference	Remarks
NIL		

Annex 17: Security (12 th Edition, incorporating AMDT 1-18)		
Reference	Description of difference	Remarks
NIL		

Annex 18: The Safe Transport of Dangerous Goods by Air (4 th Edition, AMDT 12)		
Reference	Description of difference	Remarks
NIL		

Annex 19: Safety Management (3 rd Edition, incorporating AMDT 1-2)		
Reference	Description of difference	Remarks
NIL		

2. DIFFERENCES FROM ICAO PROCEDURES

Significant differences from ICAO Procedures are identified in the tables below.

Doc 4444: Air Traffic Management (16 th Edition, AMDT 14)		
Reference	Description of difference	Remarks
Chapter 6 6.5.3.3	An IFR flight may be cleared to execute a visual approach by day only.	
Chapter 7 7.15.1.3	Special VFR flights shall be authorized to enter a control zone for the purpose of landing, take off and depart from a control zone, cross a control zone, but not to operate locally within a control zone.	New provision.

Doc 8168, Volume I: Flight Procedures (6 th Edition, AMDT 12)		
Reference	Description of difference	Remarks
NIL		

Doc 8168, Volume II: Construction of Visual and Instrument Flight Procedures (7 th Edition, AMDT 11)		
Reference	Description of difference	Remarks
Part I – Section 4, Chapter 5, 5.2.3	The alignment of the final approach track does not meet the alignment criteria specified in PANS-OPS Vol II, Part I - Section 4, Chapter 5, 5.2.3: <i>the track alignment should ideally be made to the centre of the landing area. When necessary, the final approach track may be aligned to pass over some portion of the usable landing surface. In exceptional cases, it may be aligned beyond the aerodrome boundary, but in no case beyond 1.9 km (1.0 NM) from the usable landing surface.</i> The visual part for the completion of the approach is not based on PANS-OPS and therefore does not (need to) comply with PANS-OPS. The OCA for the RNP approach is based on the instrument part of the approach and associated missed approach starting from the MAPt (KU504), and does not take into account the visual approach and/or any areas to accommodate go-around trajectories. In this sense, both the final visual approach and (visual) go-around have not been based on PANS-OPS criteria. In accordance with PANS-OPS (Vol II, I-4-7-App-1), the visual part of the instrument flight procedure has been defined as a “visual approach procedure” instead of “VISUAL manoeuvring.”, due to the inability to construct suitable circling areas.	These deviations are inherent to the specific terrain situation at Kukes airport and the (non-standard) design of the prescribed track for visual manoeuvring. The downwind segment (as applicable) or go-around trajectory toward the instrument missed approach track are therefore to be carried out with visual reference to terrain. Despite not based on PANS-OPS, the visual descent following the prescribed track from KU504 to the RWY 19 is protected by a VSS in accordance with PANS-OPS criteria. The application of PANS-OPS criteria in the surrounding terrain around Kukes Airport would lead to very high and operationally impractical OCA values. All manoeuvring in case of a go-around needs to be carried out with visual reference to the ground. The publication of a “visual approach procedure” allows more acceptable operational minima (OCA, visibility and ceiling) to be published as well as providing safe escape options for go-around.
Part II – Section 4, Chapter 1, Table II-4-1-2	The speed limit of 230 kts IAS for the holding does not allow for the recommended speed of 280 kts in turbulence conditions as indicated in PANS-OPS Vol II, Part II - Section 4, Chapter 1, Table II-4-1-2.	This non optimum item is considered acceptable and is unavoidable given the high terrain surrounding Kukes Airport.
Part III - Section 3, Chapter 2, 2.3.1.2	The initial approach length of 23.6 NM is more than the optimum length as per PANS-OPS Vol II, Part III — Section 3, Chapter 2, 2.3.1.2 which states: <i>For GNSS the optimum length of the initial approach segment is 9 km (5 NM).</i>	This non optimum item is considered acceptable and is unavoidable given the high terrain surrounding Kukes Airport. <i>This reference and the corresponding deviation is established based on Doc 8168, Volume II, 7th Edition, incorporating AMDT 1-9, 2020.</i>

Doc 8168, Volume II: Construction of Visual and Instrument Flight Procedures (7 th Edition, AMDT 11)		
Reference	Description of difference	Remarks
Part III - Section 3, Chapter 3, 3.2.2	The final approach length of 8.4 NM is more than the optimum length as per PANS-OPS Vol II, Part III - Section 3, Chapter 3, 3.2.2 which states: <i>The optimum length is 9.3 km (5.0 NM).</i>	This non optimum item is considered acceptable and is unavoidable given the high terrain surrounding Kukes Airport.
Part I – Section 4, Chapter 5, 5.3.1.1	The descent gradient of 3.5° (6.1%) in the final approach is higher than the optimum gradient as per PANS-OPS Vol II, Part I - Section 4, Chapter 5, 5.3.1.1 which states: <i>The minimum/optimum descent gradient is 5.2 per cent for the final approach segment of a non-precision approach with FAF.</i>	This non optimum item is considered acceptable and is unavoidable given the high terrain surrounding Kukes Airport.
Part I – Section 4, Chapter 7, Appendix 2, 2.7	The descent gradient of 3.5° (6.1%) in the final segment of the prescribed track is higher than the optimum gradient as per PANS-OPS Vol II, Part I — Section 4, Chapter 7, Appendix 2, 2.7 which states: <i>When a minimum altitude has to be maintained at the beginning of this segment, the procedures designer should check its length to allow a final descent gradient less than 10 per cent (optimum: 5.2 per cent/3°).</i>	This non optimum item is considered acceptable and is unavoidable given the high terrain surrounding Kukes Airport.
Part I – Section 4, Chapter 6, 6.2.2.2	The climb gradient of 4.0% in the missed approach providing the lowest OCA is higher than the nominal gradient as per PANS-OPS Vol II, Part I — Section 4, Chapter 6, 6.2.2.2 which states: <i>The nominal climb gradient (tan Z) of the missed approach surface is 2.5 per cent [...] Additional climb gradients of 3, 4 or 5 per cent may also be specified. These may be used by aircraft whose climb performance permits the operational advantage of the lower OCA/H associated with these gradients, with the approval of the competent authority.</i>	The promulgated climb gradients in the missed approach are insufficient to reach the minimum holding altitude at the IAF. If unable to comply, additional altitude can be gained to above the MSA by following the initial approach segment from the IAF, instead of entering the holding at the IAF, or alternatively by proceeding for another approach upon passing the IAF.
Part I – Section 3, Chapter 2, 2.7.4	The increased PDG of 4.3% after reaching 5000 ft is a deviation from PANS-OPS Vol II, Part I - Section 3, Chapter 2, 2.7.4 which states: <i>Where the PDG is increased to avoid a penetrating obstacle, the PDG shall be reduced to 3.3 per cent at the point past the critical obstacle where obstacle clearance of 0.8 per cent of the distance from the DER can be provided.</i>	Deviation is considered acceptable and preferable from an operational perspective, taking into account the aircraft types that are expected to operate on Kukes Airport.
Part I – Section 3, Chapter 3, 3.3.4 c)	The speed limit of 180 kts IAS in the turn towards KU701 is a deviation from PANS-OPS Vol II, Part I - Section 3, Chapter 3, 3.3.4 c) which states: <i>reduced speeds not less than 1.1 times the IAS tabulated for "intermediate missed approach" in Section 4, Chapter 1, Tables I-4-1-1 and I-4-1-2 may be used. For Cat D aircraft this corresponds to a speed of 204 kts IAS (1.1 times 185).</i>	Deviation is considered acceptable and preferable from an operational perspective, taking into account the aircraft types that are expected to operate on Kukes Airport.

Doc 8168, Volume II: Construction of Visual and Instrument Flight Procedures (7 th Edition, AMDT 11)		
Reference	Description of difference	Remarks
Part I – Section 3, Chapter 2, 2.2.6	The increased PDG of 9.5% till reaching 5000 ft is non-standard as per PANS-OPS Vol II, Part I - Section 3, Chapter 2, 2.2.6 which states: <i>The standard procedure design gradient (PDG) is 3.3 per cent.</i>	This non optimum item is considered acceptable and is unavoidable given the high terrain surrounding Kukes Airport.
Part I – Section 2, Chapter 1, 1.7	The 175% MOC over a single obstacle and a small patch of high terrain is less than the maximum MOC to be considered for mountainous areas as indicated by PANS-OPS in Vol II, Part I - Section 2, Chapter 1, 1.7: <i>When procedures are designed for use in mountainous areas, consideration must be given to induced altimeter error and pilot control problems which result when winds of 37 km/h (20 kt) or more move over such areas. Where these conditions are known to exist, MOC should be increased by as much as 100 per cent.</i>	This non optimum item is considered acceptable and is unavoidable given the high terrain surrounding Kukes Airport.
Part I – Section 4, Chapter 8, 8.3	As per PANS-OPS Vol II, Part I - Section 4, Chapter 8, 8.3 which states: <i>"The sectors should normally coincide with the quadrants of the compass. However, when topographical or other conditions make it desirable, the boundaries of the sectors may be chosen to obtain the most favourable minimum sector altitudes."</i>	This non optimum item is considered acceptable and is unavoidable given the high terrain surrounding Kukes Airport.
Part III – Section 3, Chapter 2, 2.2.2	MSAs are not based on the ARP.	The end points of LATI RNAV 1 STARs are used to create the MSA instead of the ARP, as pilots normally prefer a point depicted on the chart.

Doc 8168, Volume III: Aircraft Operating Procedures (1 st Edition, AMDT 4)		
Reference	Description of difference	Remarks
NIL		

Doc 10066: Aeronautical Information Management (1 st Edition, AMDT 5)		
Reference	Description of difference	Remarks
NIL		

Doc 7030: Regional Supplementary Procedures (5 th Edition, AMDT 9)		
Reference	Description of difference	Remarks
NIL		

Doc 9981: Procedures for Air Navigation Services - Aerodromes (3 rd Edition, AMDT 5)		
Reference	Description of difference	Remarks
NIL		

Doc 10157: Procedures for Air Navigation Services – MET (1 st Edition)		
Reference	Description of difference	Remarks
NIL		

CFM	Confirm or I confirm (to be used in AFS as a procedure signal)	CTN	Cautious
CGL	Circling guidance light(s)	CTOT	Calculated Take-off Time
CH	Channel	CTR	Control zone
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)(#)	CU	Cumulus
		CUF	Cumuliform
		CUST	Customs
		CVR	Cockpit voice recorder
		CW	Continuous wave
		CWY	Clearway
CHCK	Chocks		
CHEM	Chemical		
CHG	Modification (message type designator)		
CI	Cirrus		
CIDIN	Common ICAO data interchange network(+)	D	Downward (tendency in RVR during previous 10 minutes)
CIV	Civil	D	Danger area (followed by identification)
CK	Check	DA	Decision altitude
CL	Centre line	DAT	Data Link
CLA	Clear type of ice formation	D-ATIS	(to be pronounced "DEE-ATIS") Data link automatic terminal information service(+)
CLBR	Calibration		
CLD	Cloud	DCD	Double channel duplex
CLD	Clearance Delivery	DCKG	Docking
CLG	Calling	DCL	Clearance Delivery Service
CLIMB-OUT	Climb-out area	DCP	Datum crossing point
CLR	Clear(s) or cleared to... or clearance	DCPC	Direct controller-pilot communications
CLRD	Runway(s) cleared (used in METAR/SPECI)	DCS	Double channel simplex
		DCT	Direct (in relation to flight plan clearances and type of approach)
CLSD	Close or closed or closing		
CM	Centimetre	DE	From (used to precede the call sign of the calling station) (to be used in AFS as a procedure signal)
CMB	Climb to or climbing to		
CMPL	Completion or completed or complete	DEC	December
CNL	Cancel or cancelled	DEG	Degrees
CNL	Flight plan cancellation (message type designator)	DEP	Depart or departure
CNS	Communications, navigation and surveillance	DEP	Departure (message type designator)
CODE	ICAO Aircraft Address in form alphanumerical of six hexadecimal characters	DEPO	Deposition
		DER	Departure End of the Runway
COFA	Air Force Operational Command	DES	Descend to or descending to
COM	Communications	DEST	Destination
CONC	Concrete	DETRESFA	Distress phase(+)
COND	Condition	DEV	Deviation or deviating
CONS	Continuous	DF	Direction finding
CONST	Construction or constructed	DFDR	Digital flight data recorder
CONT	Continue(s) or continued	DFTI	Distance from touchdown indicator
COOR	Coordinate or coordination	DGS	Docking Guidance System
COORD	Coordinates	DH	Decision height
COP	Change-over point	DIF	Diffuse
COR	Correct or correction or corrected (used to indicate corrected meteorological message; message type designator)	DIST	Distance
		DIV	Divert or diverting
COT	At the coast	DLA	Delay or delayed
COV	Cover or covered or covering	DLA	Delay (message type designator)
CPDLC	Controller-pilot data link communications(++)	DLIC	Data link initiation capability
		DLY	Daily
CPL	Current flight plan (message type designator)	DME	Distance measuring equipment(++)
		DNG	Danger or dangerous
CR	Cross Sections	DOC	Document
CRAM	Conditional Route Availability Message	DOF	Date of Flight
CRC	Cyclic redundancy check	DOM	Domestic
CRC	Control and Reporting Centre	DP	Dew point temperature
CRM	Collision risk model	DPT	Depth
CRP	Compulsory reporting point	DR	Dead reckoning
CRZ	Cruise	DR	Low drifting (followed by DU=dust, SA=sand or SN=snow)
CS	Call sign	DRG	During
CS	Cirrostratus	DS	Duststorm
CSF	Communication Support Facility	DSB	Double sideband
CTA	Control area	DTAM	Descend to and maintain
CTAM	Climb to and maintain	DTG	Date-time group
CTC	Contact	DTHR	Displaced runway threshold
CTL	Control	DTRT	Deteriorate or deteriorating

DTW	Dual tandem wheels
DU	Dust
DUC	Dense upper cloud
DUPE	This is a duplicate message (to be used in AFS as a procedure signal)(#)
DUR	Duration
D-VOLMET	Data link VOLMET
DVOR	Doppler VOR
DVORTAC	DVOR and TACAN Combination
DW	Dual wheels
DZ	Drizzle

E

E	East or eastern longitude
eAIP	Electronic Aeronautical Information Publication
EAD	European AIS Database
EAT	Expected approach time
EB	Eastbound
EC	European Community
ECAC	European Civil Aviation Conference
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") Electronic flight instrument system(+)
eFPL	Filed flight plan exchanged via flight and flow – information for a collaborative environment (FF-ICE) services
EGNOS	(to be pronounced "EGG-NOS) 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
EN	English
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
EPNdB	Effective perceived noise in decibels
EQPT	Equipment
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
ETFMS	Enhanced Tactical Flow Management System
ETO	Estimated time over significant point
ETOT	Estimated Take-off Time
EU	European Union
EUR	European Region

EUR RODEX	European regional OPMET data exchange
EV	Every
EVS	Enhanced vision system
EXC	Except
EXCL	Excluded
EXER	Exercises or exercising or to exercise
EXP	Expect or expected or expecting
EXT	Extension
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
FAM	Flight Activation Monitoring
FANS	Future Air Navigation Systems
FAP	Final approach point
FAS	Final approach segment
FATO	Final approach and take-off area
FAX	Facsimile transmission
FBL	Light (used to indicate the intensity of weather phenomena, interference or static reports, e.g. FBL RA = light rain)
FC	Funnel cloud (tornado or water spout)
FCST	Forecast
FCT	Friction coefficient
FDPS	Flight data processing system
FEB	February
FEW	Few
FFS	Fire Fighting Service
FG	Fog
FIC	Flight information centre
FIR	Flight information region(++)
FIS	Flight information service
FISA	Automated flight information service
FL	Flight level
FLD	Field
FLG	Flashing
FLR	Flares
FLS	Flight Suspension Message
FLT	Flight
FLTCK	Flight check
FLUC	Fluctuating or fluctuation or fluctuated
FLW	Follow(s) or following
FLY	Fly or flying
FM	Modulated Frequency
FM	From
FM	From (followed by time weather change is forecast to begin)
FM	Course from a fix to manual termination (used in navigation database coding)
FMC	Flight management computer
FMD	Former NM Flow Management Division
FMP	Flow Management Position
FMS	Flight management system(++)
FMU	Flow management unit
FNA	Final approach
FPAP	Flight path alignment point
FPL	Filed flight plan exchanged via aeronautical fixed service (AFS)
FPM	Feet per minute
FPR	Flight plan route
FR	Fuel remaining
FRA	Free route airspace(*)
FREQ	Frequency
FRI	Friday

FRNG	Firing		H
FRONT	Front (relating to weather)(+)		
FROST	Frost (used in aerodrome warnings)(+)		
FRQ	Frequent	H	High pressure area or the centre of high pressure
FSL	Full stop landing		
FSS	Flight service station	H	Hour
FST	First	H	Height
FT	Feet (dimensional unit)	H...	Significant wave height (followed by figures in METAR/SPECI)
FTE	Flight technical error		
FTP	Fictitious threshold point	H24	Continuous day and night service
FTT	Flight technical tolerance	HA	Holding/racetrack to an altitude
FU	Smoke	HAPI	Helicopter approach path indicator
FZ	Freezing	HBN	Hazard beacon
FZDZ	Freezing drizzle	HCH	Helipoint crossing height
FZFG	Freezing fog	HDF	High frequency direction-finding station
FZRA	Freezing rain	HDG	Heading
		HEL	Helicopter
		HEMS	Hospital Emergency Medical Service
		HF	High frequency [3 000 to 30 000 kHz](++)
		HF	Holding/racetrack to a fix
		HGT	Height or height above
		HIRO	High Intensity Runway Operation
		HJ	Sunrise to sunset
		HLDG	Holding
		HLP	Helipoint
		HLS	Helipoint landing site
		HM	Holding/racetrack to a manual termination
		HN	Sunset to sunrise
		HO	Service available to meet operational requirements
		HOL	Holiday
		HOSP	Hospital aircraft
		HPA	Hectopascal
		HQ	Headquarters
		HR	Hours
		HRP	Helipoint reference point
		HS	Service available during hours of scheduled operations
		HT	High Tension
		HTA	Helicopter Training Area
		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
		IATA	International Air Transport Association
		IBN	Identification beacon
		ICAO	International Civil Aviation Organization
		ICD	Interface Control Document
		ICE	Icing
		ID	Identifier or identify
		IDENT	Identification(+)
	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(+)		
GAT	General Air Traffic		
GCA	Ground controlled approach system or ground controlled approach(++)		
GEN	General		
GEO	Geographic or true		
GES	Ground earth station		
GLD	Glider		
GLONASS	(to be pronounced "GLO-NAS") Global orbiting navigation satellite system(++)		
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		
GRASS	(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		

IF	Intermediate approach fix	L	Litre
IFF	Identification friend/foe	L	Locator
IFPS	Integrated Initial Flight Plan Processing System	L	Low pressure area or the centre of low pressure
IFPU	Integrated Initial Flight Plan Processing Unit	LAM	Logical acknowledgement (message type designator)
IFPZ	IFPS Zone	LAN	Inland
IFR	Instrument flight rules(++)	LAT	Latitude
IGA	International general aviation	LB	Pounds (Weight)
ILS	Instrument landing system(++)	LCA	Local or locally or location or located
IM	Inner marker	LCN	Load classification number
IMC	Instrument meteorological conditions(++)	LDA	Landing distance available
IMG	Immigration	LDAH	Landing distance available, helicopter
IMI	Interrogation sign (question mark) (to be used in AFS as a procedure signal)	LDG	Landing
		LDI	Landing direction indicator
IMPR	Improve or improving	LEN	Length
IMT	Immediate or immediately	LF	Low frequency (30 to 300 KHz)
INA	Initial approach	LGT	Light or lighting
INBD	Inbound	LGTD	Lighted
INC	In cloud	LIH	Light intensity high
INCERFA	Uncertainty phase(+)	LIL	Light intensity low
IND	Indicator	LIM	Light intensity medium
INCORP	Incorporated	LINE	Line (used in SIGMET)
INFO	Information(+)	LM	Locator, middle
INOP	Inoperative	LMT	Local mean time
INP	If not possible	LNAB	Lateral navigation (to be pronounced "EL-NAV")(+)
INPR	In progress		
INS	Inertial navigation system	LNG	Long (used to indicate the type of approach desired or required)
INSTL	Install or installed or installation		
INSTR	Instrument	LO	Locator, outer
INT	Intersection	LOC	Localizer
INTL	International	LONG	Longitude
INTRG	Interrogator	LORAN	LORAN (long range air navigation system)(+)
INTRP	Interrupt or interruption or interrupted		
INTSF	Intensify or intensifying	LOSS	Airspeed or headwind loss
INTST	Intensity	LPV	Localizer performance with vertical guidance
IR	Ice on runway		
IRS	Inertial reference system	LR	The last message received by me was... (to be used in AFS as a procedure signal)
ISA	International standard atmosphere		
ISB	Independent sideband	LRG	Long range
ISOL	Isolated	LS	Last message sent by me, was...or Last message was... (to be used in AFS as a procedure signal)
ITC	Inclusive Tour Charter Flight		
J		LTA	Lower control area
		LTD	Limited
		LTP	Landing threshold point
JAA	Joint Aviation Authorities	LV	Light and variable (relating to wind)
JAN	January	LVE	Leave or leaving
JET	Jet	LVL	Level
JTST	Jet stream	LVP	Low Visibility Procedures
JUL	July	LVO	Low Visibility Operation
JUN	June	LYR	Layer or layered
K		M	
KG	Kilograms	M	Mach number (followed by figures)
KHZ	Kilohertz	M	Metres (preceded by figures)
KIAS	Knots indicated airspeed	M	Minimum value of runway visual range (followed by figures in METAR/SPECI)
KM	Kilometres	MAA	Maximum authorized altitude
KMH	Kilometres per hour	MAG	Magnetic
KPA	Kilopascal	MAHF	Missed approach holding fix
KT	Knots	MAINT	Maintenance
KW	Kilowatts	MALS	Medium Intensity Approach Lighting System
L		MAP	Aeronautical maps and charts
		MAPT	Missed approach point
L	Left (preceded by runway designation number to identify a parallel runway)	MAR	At sea
		MAR	March

QSP	Will you relay to... free of charge? or I will relay to... free of charge (to be used in AFS as a Q Code)	REA	Ready message
QTA	Shall I cancel telegram number...? or Cancel telegram number... (to be used in AFS as a Q Code)	REC	Receive or receiver
QTE	True bearing	REDL	Runway edge light(s)
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 DIF stations that I control was... latitude... longitude (or other indication of position), class... at... hours (to be used in radiotelegraphy as a Q Code)	REF	Reference to... or refer to...
QUAD	Quadrant	REG	Registration
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)	REJ	Rejected
R		RENL	Runway end light(s)
R	Right (Preceded by runway designation number to identify a parallel runway)	REP	Report or reporting or reporting point
R	Rate of turn	REQ	Request or requested
R	Red	REQ	Reclearance request
R	Restricted area (followed by identification)	RETE	Re-route
R	Runway (followed by figures in METAR/SPECI)	RESA	Runway end safety area
R	Right (runway identification)	RESPBY	Respond by (Time out to give a response)
R	Received (acknowledgement of receipt) (to be used in AFS as a procedure signal)	RET	Rapid exit taxiway
R	Radial from VOR (followed by three figures)	RETIL	Rapid exit taxiway indicator lights
RA	Rain	RF	Constant radius arc to a fix
RA	Resolution advisory	RFF	Rescue and fire fighting
RAC	Rules of the air and air traffic services	RFFS	Rescue and fire fighting services
RAD	Route Availability Document	RFP	Replacement flight plan (related to ATFM)
RADAR	Radio Detection and Ranging	RG	Range (lights)
RAFC	Regional area forecast centre	RHC	Right-hand circuit
RAG	Ragged	RIF	Reclearance in flight
RAG	Runway arresting gear	RIME	Rime (used in aerodrome warnings)(+)
RALT	Route Alternative	RL	Report leaving
RAI	Runway alignment indicator	RLA	Relay to
RAIM	Receiver autonomous integrity monitoring(+)	RLCE	Request level change en route
RASC	Regional AIS system centre(+)	RLLS	Runway lead-in lighting system
RASS	Remote altimeter setting source	RLNA	Request level not available
RB	Rescue boat	RLS	Report Level or Speed
RCA	Reach cruising altitude	RMK	Remark
RBK	Readback	RNAV†	(to be pronounced "AR-NAV") (Navigation specification designator, followed by the lateral navigation accuracy in nautical miles)
RCA	Reach cruising altitude		
RCC	Rescue coordination centre	RNG	Radio range
RCF	Radiocommunication failure (message type designator)	RNP	Required navigation performance(++)
RCH	Reach or reaching	ROBEX	Regional OPMET bulletin exchange (scheme)(+)
RCL	Runway centre line	ROC	Rate of climb
RCL	Oceanic clearance request	ROD	Rate of descent
RCLL	Runway centre line light(s)	ROFOR	Route forecast (in aeronautical meteorological code)
RCLR	Recleared	RON	Receiving only
RCP	Required communication performance(++)	RPE	Reported Estimated
RDH	Reference datum height (for ILS)	RPDS	Reference path data selector
RDL	Radial	RP	Recommended Practice
RDO	Radio	RPI	Radar position indicator(++)
RDOACT	Radioactive	RPL	Repetitive flight plan
RE	Recent (used to qualify weather phenomena, e.g. RERA = recent rain)	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)
		RRP	Rerouting proposal message
		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 meteor-

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STAR	Standard instrument arrival(+)	TKOF	Take-off
STD	Standard	TLOF	Touchdown and lift-off area
STF	Stratiform	TMA	Terminal control area(++)
STN	Station	TN	Minimum temperature (followed by figures in TAF)
STNR	Stationary		
STOL	Short take-off and landing	TNA	Turn altitude
STS	Status	TNH	Turn height
STWL	Stopway light(s)	TO	To... (followed by place)
SUBJ	Subject to	TOC	Top of climb
SUN	Sunday	TOBT	Target of block time
SUP	Supplement (AIP Supplement)	TODA	Take-off distance available
SUPPS	Regional supplementary procedures	TODAH	Take-off distance available helicopter
SVC	Service (message type only)	TOP	Cloud top(+)
SVCBL	Serviceable	TORA	Take-off run available
SW	South-west	TOX	Toxic
SWB	South-westbound	TP	Turning point
SWH	Significant weather high chart	TR	Track
SWM	Significant weather medium chart	TRA	Temporary reserved airspace
SWY	Stopway	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)
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ULM	Ultra Light motorized Aircraft
ULR	Ultra long range
UNA	Unable
UNAP	Unable to approve
UNL	Unlimited
UNREL	Unreliable
UP	Unidentified precipitation (used in automated METAR/SPECI)
UTA	Upper control area
UTC	Coordinated Universal Time(++)
UTCW	Coordinated Universal Time - Winter

V

V	Variations from the mean wind direction (preceded and followed by figures in METAR/SPECI, e.g. 350V070)
VA	Volcanic ash
VA	Heading to an altitude
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
VAT	Value-added tax
VC	Vicinity of the aerodrome (followed by FG=fog, FC=funnelcloud, SH=shower, PO=dust/sand whirls, BLDU=blowing dust, BLSA=blowing sand, BLSN = blowing snow, DS = duststorm or SS = sandstorm, e. g. VCFG = vicinity fog)
VCY	Vicinity
VDF	Very high frequency direction-finding station
VDP	Visual descend point
VER	Vertical
VET	Veterinary
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	Vertical navigation (to be pronounced VEE-NAV)(++)
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	Width or wide
W	Significant Weather Chart
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)
WAFB	World area forecast centre
WB	Westbound
WBAR	Wing bar lights
WDI	Wind direction indicator
WDSRP	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
WINTEN	Forecast upper wind and temperature for aviation
WIP	Work in progress
WKN	Weaken or weakening
WNW	West-north-west
WO	Without
WPT	Way-point
WRNG	Warning
WS	Wind shear
WSPD	Wind speed
WSW	West-south-west
WT	Weight
WTSPT	Waterspout
WWW	Worldwide web
WX	Weather
WXR	Weather radar

X

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

Y

Y	Yellow
Y CZ	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)
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