STATE OF LIBYA
MINISTRY OF TRANSPORTATION

دولة ليبيا
وزارة المواصلات

TEL/FAX: + 218 21 5632338
AFS: HLLLYNYN.
Email: ais@caa.gov.ly
Website: www. caa.gov.ly/ais/

CIVIL AVIATION AUTHORITY
AIR NAVIGATION SERVICES DEPARTMENT
AERONAUTICAL INFORMATION SERVICE
(AIS)

AIP
Amendment 01/26
06 APR 2026

1. This AIP Amendment contains the following :

Updating aerodrome and air navigation charges data, revising service providers' contact details, updating the list of abbreviations, and incorporating other relevant data updates.

2. Insert the following pages

PART	Remove		PART	Insert	
	Page No.	Date		Page No.	Date
	0.1-1/0.1-2	13 AUG 20 / 20 JUN 23		0.1-1 / 0.1-2	06 APR 26 / 06 APR 26
GEN	0.1-3 / ILB	21 OCT 10 / ILB	GEN	0.1-3 / NEW	06 APR 26 / 06 APR 26
	0.2-1 / ILB	04 SEP 25 / ILB		0.2-1 / ILB	06 APR 26 / ILB
	0.3-1 / ILB	21 OCT 10 / ILB		0.3-1 / ILB	06 APR 26 / ILB
	0.4-1 / 0.4-2	04 SEP 25 / 04 SEP 25		0.4-1 / 0.4-2	06 APR 26 / 06 SEP 25
	0.5-1 / ILB	21 OCT 10 / ILB		0.5-1 / ILB	06 APR 26 / ILB
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	1.1-1 / ILB	21 OCT 10 / ILB		1.1-1 / NEW	06 APR 26 / 04 APR 26
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				NEW / ILB	06 APR 26 / ILB
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				NEW / NEW	06 APR 26 / 06 APR 26

				NEW / NEW	06 APR 26 / 06 APR 26
				NEW / NEW	06 APR 26 / 06 APR 26
				NEW / NEW	06 APR 26 / 06 APR 26
				NEW / NEW	06 APR 26 / 06 APR 26
				NEW / ILB	06 APR 26 / ILB
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				NEW / NEW	06 APR 26 / 06 APR 26
				NEW / ILB	06 APR 26 / ILB
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				NEW / NEW	06 APR 26 / 06 APR 26
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	3.5-1 / 3.5-2	21 OCT 10 / 21 OCT 10		3.5-1 / 3.5-2	06 APR 26 / 06 APR 26
	3.5-3 / ILB	05 OCT 23 / ILB		3.5-3 / NEW	06 APR 26 / 06 APR 26
				NEW / ILB	06 APR 26 / ILB
	3.6-1 / 3.6-2	21 OCT 10 / 21 OCT 10		3.6-1 / 3.6-2	06 APR 26 / 06 APR 26
	3.6-3 / ILB	21 OCT 10 / ILB		3.6-3 / NEW	06 APR 26 / 06 APR 26
				NEW / ILB	06 APR 26 / ILB
	4.1-1 / ILB	21 OCT 10 / ILB		4.1-1 / NEW	06 APR 26 / 06 APR 26
				NEW / ILB	06 APR 26 / ILB
	4.2-1 / ILB	21 OCT 10 / ILB		4.2-1 / NEW	06 APR 26 / 06 APR 26

3. Record entry of amendment in GEN 0.2

4. This Amendment incorporated the following AIRAC AIP Supplements , AIP Supplement ,NOTAM , AIC which are hereby cancelled

AIC: A 01/26

AIP SUP : Nil .

NOTAM : Nil .

ENERAL (GEN)

GEN 0.

GEN 0.1 PREFACE

1. NAME OF THE PUBLISHING AUTHORITY

The AIP Libya is published by the
Libyan Civil Aviation Authority
Imam Malek St. Althahra
Tripoli - Libya
TEL: +218 21 3330256
Fax: +218 21 3605322
Telex: 20353
P.O. Box: 14399 Tripoli - Libya
E-Mail: info@caa.gov.ly

2. APPLICABLE ICAO DOCUMENTS

The AIP is prepared in accordance with the Standards and Recommended Practices (SARPs) of Annex15 to the Convention on International Civil Aviation and the ICAO Aeronautical information Services Manual (Doc 8126) and ICAO 's PANS-AIM (Doc 10066).

Charts contained in the AIP are produced in accordance with Annex4 to the Convention on international Civil Aviation and the ICAO Aeronautical Chart Manual (Doc 8697).

Differences from ICAO Standards, Recommended Practices and Procedures are given in subsection GEN 1.7.

3. PUBLICATION MEDIA

The AIP is published in both printed paper format and DVD. The AIS documents are made available in electronic format on the AIS website https://caa.gov.ly/ais/

4. THE AIP STRUCTURE AND ESTABLISHED REGULAR AMENDMENT INTERVAL

4.1 The AIP Structure

The AIP forms part of the integrated Aeronautical information Package. details of which are given in subsection GEN 3.1. The principal structure is shown in graphic form on page GEN 0.1-3. The AIP is made up of three parts, General (GEN), En-route (ENR) and Aerodromes (AD), each divided into sections and subsections as applicable, containing various types of information subjects.

4.1.1 Part 1- General (GEN)

Part1- Consists of five sections containing information as briefly describe hereafter.
GEN 0. **Preface** – Record of AIP Amendments; Record of AIP Supplements Checklist of AIP Pages; List of Hand Amendments to the AIP; and the Table of Contents to Part 1.

GEN 1. **National regulations and requirements** – Designated Authorities; Entry; Transit and Departure of Aircraft; Entry, Transit and Departure of Passengers and Crew; Entry, Transit, and Departure of Cargo; Aircraft Instruments, Equipment and Flight Documents; Summary of National Regulations and International Agreements/Conventions and Differences from ICAO standards, Recommended Practices and Procedures.

GEN 2. **Tables and Codes** – Measuring System, Aircraft Markings; Holidays: Abbreviations used in AIS Publications; Chart Symbols; Location Indicators; List of Radio Navigation Aids: Conversion Tables; Sunrise/Sunset Tables.

GEN 3. **Services** – Aeronautical information Services; Aeronautical Charts; Air Traffic Services; Communication Services; Meteorological Services; Search and Rescue.

GEN 4. **Charges for aerodromes and air navigation services** – Aerodrome Charges; Navigation Service Charges.

4.1.2 Part 2 - En-route (ENR)

Part2 - Consists of seven sections containing the information as briefly described hereafter.

ENR 0. – **Preface** - Record of AIP Amendments; Record of AIP Supplements: Checklist of AIP Pages; List of Hand Amendments to the AIP; and the Table of Contents to Part 2.

ENR 1. **General rules and procedures** - General Rule; 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 (ATFM); Flight Planning; Addressing of Flight Plan Messages; Interception of Civil Aircraft; Unlawful Interference; and Air Traffic Incidents.

ENR 2. **Air traffic services airspace** - Detailed description of Flight information regions (FIRs); Upper Flight Information Regions (UlR); Terminal Control Areas (TMAs); control area (CTAs) and Other Regulated Airspace.

ENR 3. **ATS Routes** - Detailed description of Conventional navigation routes, Area Navigation (RNAV) Routes, Other Routes and En-route Holding.

Note: *Other types of routes which are specified in connection with procedures for traffic to and from aerodromes/heliports are described in the relevant sections and subsections of part 2 - Aerodromes.*

ENR 4. **Radio Navigation Aids/Systems** - Radio Navigation Aids - En-route; Special Navigation Systems; Global Navigation Satellite System (GNSS); Name - Code Designators for Significant Points; and Aeronautical Ground Lights - En-route.

ENR 5. **Navigation warnings** - Prohibited, Restricted, and Danger Areas; Military Exercise and Training Areas and Air Defense Identification Zone; Other Activities of a Dangerous Nature and Other Potential Hazards Air Navigation Obstacles - Aerial Sporting and Recreational Activities; and Bird Migration and Areas with Sensitive Fauna.

ENR 6**. En-route Charts** – En–route charts.

4.1-3 Part 3 - Aerodromes (AD)

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

AD 0. - **Preface;** Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP Pages. List of Hand Amendments to the AIP and the Table of Contents to Part 3.

AD 1. - **Aerodromes/heliports -** Introduction - Aerodrome/ Heliport Availability and conditions of use; Rescue and Fire Fighting Services and Snow Plan; Index to Aerodromes and Heliport; and Grouping of Aerodromes/Heliports; Status of certification of aerodromes.

AD 2. - **Aerodromes -** Detailed Information about Aerodromes including Helicopter Landing Area, (if located at the aerodromes), listed under 24 subsections.

AD 3. **Other Aerodromes** - Detailed information about Aerodromes including Helicopter Landing Area, if located at the aerodromes.

4.2 Regular amendment interval

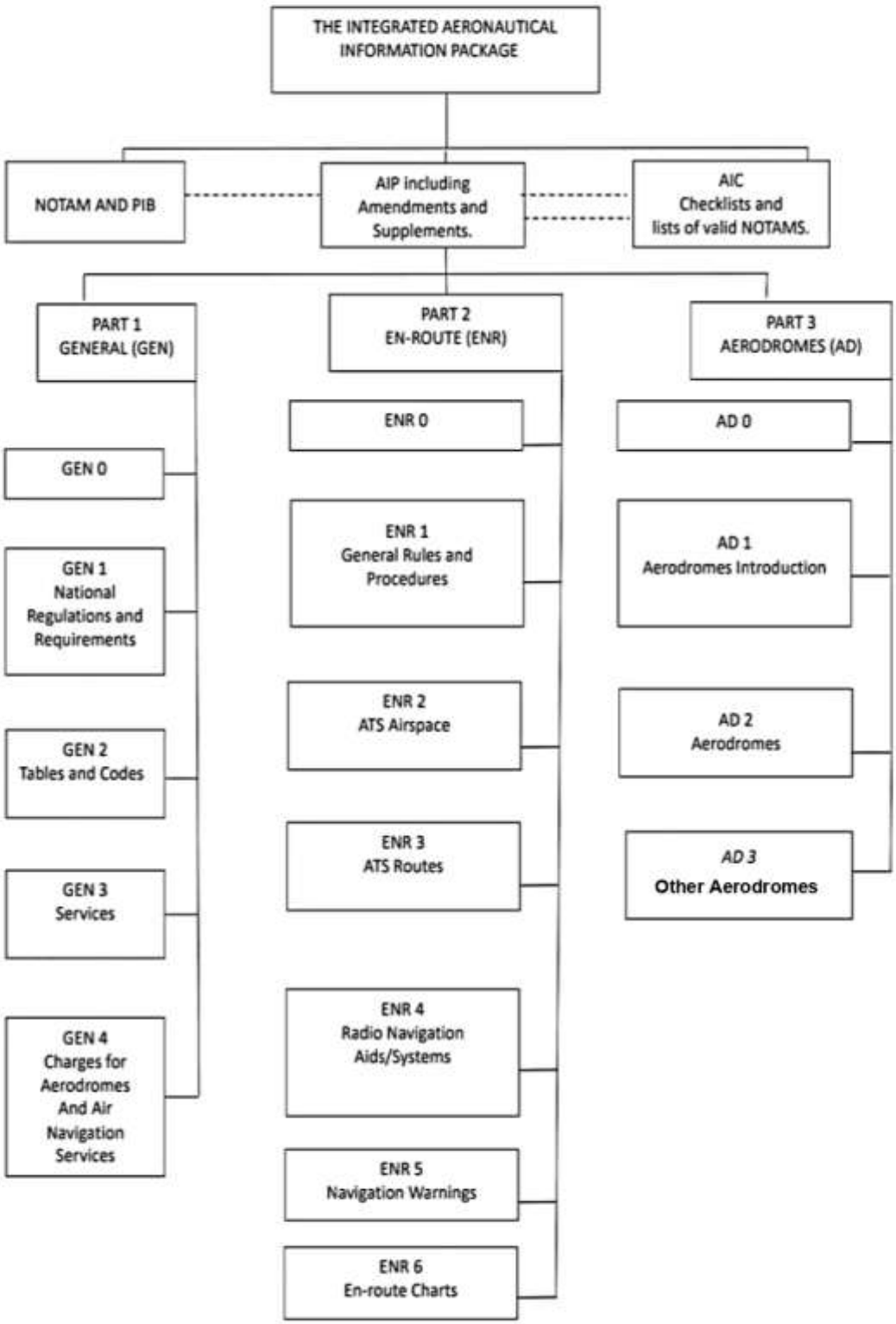
Amendments to the AIP will be issued when required.

5. Copyright policy

6. SERVICE TO CONTACT IN CASE OF DETECTED AIP ERROR OR OMISSIONS

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

Aeronautical Information Service
Gaser Ben Gashir Post Office
Tripoli - Libya
P.O. Box. 97602
Email: ais@caa.gov.ly
Website www.caa.gov.ly/ais/


THE INTEGRATED AERONAUTICAL INFORMATION PACKAGE
NOTAM AND PIB
AIP including Amendments and Supplements.
AIC Checklists and lists of valid NOTAMS.
PART 1 GENERAL (GEN)
PART 2 EN-ROUTE (ENR)
PART 3 AERODROMES (AD)
GEN 0
GEN 1 National Regulations and Requirements
GEN 2 Tables and Codes
GEN 3 Services
GEN 4 Charges for Aerodromes And Air Navigation Services
ENR 0
ENR 1 General Rules and Procedures
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ENR 3 ATS Routes
ENR 4 Radio Navigation Aids/Systems
ENR 5 Navigation Warnings
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AD 0
AD 1 Aerodromes Introduction
AD 2 Aerodromes
AD 3 Other Aerodromes

GEN 0.2 RECORD OF AIP AMENDMENTS

AIP AMENDMENT			
No./Year	***Publication Date***	***Date Inserted***	***Inserted By***
01/2023	20 JUN 23	22 JUN 23	
01/2025	10 JUL 25	10 JUL 25	
02/2025	15 AUG 25	15 AUG 25	
03/2025	04 SEP 25	04 SEP 25	
01/2026	06 APR 26		

AIRAC AIP AMENDMENT			
No./Year	***Publication Date***	***Effective Date***	***Inserted by***
01/2007		15 JUL 07	**5TH EDITION**
02/2010	23 SEP 10	21 OCT 10	
03/2012	09 AUG 12	20 SEP 12	
04/2020	02 JUL 20	13 AUG 20	
05/2021	17 DEC 20	28 JAN 21	
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01/2023	24 AUG 23	05 OCT 23	
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GEN 0.3 RECORD OF AIP SUPPLEMENTS

No./Year	*Subject*	*AIP section(s) affected*	*Period of validity*	*Cancellation record*

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3.1-9	05 OCT 23
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GEN 0.5 LIST OF HAND AMENDMENTS TO THE AIP

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

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GEN 0.6 TABLE OF CONTENTS TO PART 1

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GEN 1. NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES

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

1. **Libyan Civil Aviation Authority**
   Imam Malek St. Althahra -Tripoli
   TEL: +218213330256
   Fax: +218213605322
   Telex: 20353
   E-Mail: info@caa.gov.ly
   Website: www.caa.gov.ly

2. **Meteorology**
   Libyan National Meteorological Center
   Gorji - Tripoli
   TEL: +218214778227
   Fax: +218215623084
   E-Mail: lnmccontact@yahoo.com.uk
   AFS: HLMCYMYX
   Website: www.lnmc.org.ly

3. **Customs**
   General Director of Customs
   Belamam St. - Tripoli
   TEL: +218214917821-24
   E-Mail: info@customs.gov.ly
   ico@customs.gov.ly
   Website: www.moh.gov.ly

4. **Immigration**
   Libyan Passport, Immigration and Foreigners Affairs Authority
   Salahedin – Tripoli
   Director General:
   TEL: +218214916261
   FAX: +218214916263
   Public Affairs Office:
   TEL: +21821924215234
   TELFAX: +218214916266
   E-Mail: jawz.ch@gmail.com
   Website: www.lpa.gov.ly

5. **Health**
   Libyan Ministry of Health
   Email: info@health.gov.ly
   Website: http://www.health.gov.ly/

   Emergency Medicine and Support Centre
   Airport Clinic - Mitiga International Airport
   Mob: +218 922111457 - +218 918904290 24/7 (WhatsApp)
   E-mail: info@emsc.gov.ly

6. En-Route and Aerodrome/Heliport Charges

Air navigation Service Department ANS (ANS Charges Unit)
E-mail: ovgly.payments@caa.gov.ly
ans@caa.gov.ly

7. Agricultural Quarantine

Ministry of Agriculture and Livestock
TEL: +218213632141
Fax: +218213632141
E-mail: info@agricluture.gov.ly
Website: www.agriculture.gov.ly

8. Aircraft Accidents Investigation Bureau (AAIB)

Ministry of Transportation
Director of AIG Bureau
Althahra St. -Tripoli
TEL: +218214440336
E-mail: Aig@mot.gov.ly

9. Foreign affairs

Ministry for Foreign Affairs and International Cooperation
Shatt St. - Tripoli
TEL: +218213403094
E-mail: info@foreign.gov.ly
Website: www.mofa.gov.ly

10. Airports authority

Znata -Tripoli
TEL: +218213616553
+218213618425
E-mail : info@laa.gov.ly
Website: https://laa.gov.ly

11. AVSEC and Facilitation Office

Imam Malek St. Althahra -Tripoli
E-mail: avsec@caa.gov.ly
Website: www.caa.gov.ly

GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

1. GENERAL

1.1 International flights into, from or over Libya territory shall be subject to the current Libyan regulations relating to civil aviation. These regulations correspond in all essentials to the Standards and Recommended Practices contained in Annex 9 to the Convention on International Civil Aviation.

1.2 Aircraft flying into or departing from Libya territory shall make their first landing or final departure from an international aerodrome.

1.3 Unless authorization is obtained in advance from the Civil Aviation Authority, it is forbidden to carry explosives, military arms and ammunition.

1.4 Aircraft registered in Israel and any other aircraft destined for or departing from occupied Palestine are not permitted to fly over or in Libya.

2. SCHEDULED FLIGHTS

2.1 General

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

a) the State of the airline must be a party to the International Air Services Transit Agreement and/or the International Air Transport Agreement Libya is a party to both agreements.

b) the airline must be eligible to make the flights under the provisions of a bilateral or multilateral agreement to which the State of the airline and Libya are contracting parties and must have a permit to operate into or in transit across Libya. Applications for such permits shall be submitted to Libyan Civil Aviation Authority at least 72 hours (advance notification).

c) Any aircraft without prior authorization, as provided for by the law in force in respect of civil aviation, flies over or crossesnational airspace, is forced to land on the nearest customs airport or on the nearest aerodrome when the circumstances require.

2.2 Documentary requirements for clearance of aircraft

2.2.1 It is necessary that the under mentioned documents be submitted by Airline Operators for clearance on entry and departure of their aircraft to and from Libya.

All documents listed below must follow the ICAO standard format as set forth in the relevant appendices to Annex 9 and are acceptable when furnished in Arabic or English and completed in legible handwriting.

2.2.2 Aircraft documents required (Arrival/Departure)

Required By	General Declaration	Passenger Manifest	Cargo Manifest
Immigration	1	3	1
Customs	1	1	1
Health	1	1 for inbound only	**Note**

****Note****

a) If the inbound cargo is food, it must be accompanied by a Health Certificate from the point of origin, otherwise no manifest is required.

b) One copy of general declaration is endorsed and returned by customs, signifying clearance.

c) If no passengers are embarking (disembarking) and no articles are loaded (unloaded). No general declaration needs to be submitted to the above authorities.

3. NON-SCHEDULED (COMMERCIAL) FLIGHTS

3.1 Procedures

3.1.1 If an operator intends to carry out (a series of) non-scheduled flights in transit across, or making non-traffic stops in the territory of Libya it is necessary for the operator to obtain prior permission.

3.1.2 If an operator intends to perform a (series of) non-scheduled flights into Libya for the purpose of taking on or discharging passengers, cargo or mail, it is necessary for the operator to apply to LYCAA

Air transport Department
TEL: +21823618425
+218928145392 (24/7)
Fax: +218213618075
AFS: HLLLYAYA
Email: atd@caa.gov.ly

for permission to carry out such operations not less than 72 hours in advance of the intended landing.

The application must include the following information in the order shown hereunder:

a) Name of aircraft operator;

b) Aircraft type and registration marks;

c) Date and time of arrival at and departure from Libyan aerodromes;

d) Place/s of embarkation/disembarkation of passengers or of freight;

e) Purpose of flight and, where applicable, the nature of the cargo;

f) Name and address of charterer in Libya;

g) The documents listed in paragraph 2.2.2 above.

3.2 Documentary requirements for clearance of Aircraft

All foreign aircraft must have the following flight documents:

a) Certificate of registration,
b) Certificate of airworthiness,
c) Appropriate licenses, ratings and certificates for each member of the crew,
d) Journey log or equivalent document. The radio communication station license, if equipped with radio communication device.
e) Noise limitation certificate,
f) Special instructions for use of the equipment, including those relating to rescue operations. the list of their names, the place of boarding and destination if it carries passengers,
g) The manifest and detailed statement of the nature of cargo if it carries goods:

Note* *Same requirements as for scheduled flights (see paragraph 2.2.2).*

4. PRIVATE FLIGHTS

4.1 Advance notification of arrival

4.1.1 The information contained in the flight plan is accepted as adequate advance notification of the arrival of incoming aircraft, information must be transmitted so that it will be received by the public authorities concerned at least two hours in advance of arrival; the landing must be carried out at a previously designated international aerodrome

4.1.2 For reasons of flight safety, special permission in addition to the filing of a flight plan is required.

4.1.3 Application for special permission must be submitted to LYCAA at least 3 working days in advance of the entry into the airspace over Libya.

5. PUBLIC HEALTH MEASURES APPLIED TO AIRCRAFT

5.1 No public health measures are required to be carried out in respect of aircraft entering Libya.

Exception: Yellow fever vaccination certificate is required from travellers over one year of age coming from infected areas.

5.2 Aircraft arriving from infected areas may land at any international aerodrome in Libya provided that the aircraft has been disinfected approximately thirty minutes before arrival at the aerodrome. This action must be properly recorded in the Health Section of the General Declaration. The insecticide to be used via aerosol dispenser. If, in special circumstances, a second spraying of the aircraft to be carried out on the ground is deemed necessary by the Public Health Authorities, passengers and crew are permitted to disembark beforehand

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GEN 1.3 ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW

1. CUSTOMS REQUIREMENTS

1.1 Baggage or articles belonging to disembarking passengers and crew are immediately released except for those selected for inspection by Customs Authorities. Such baggage will be cleared on the basis of an oral declaration except in the case of returning citizens.

1.1.1 Passengers arriving should declare in writing the amount of currency brought into the country if it could exceed 10000 USD/EURO. and the maximum amount currency allowed for departure passengers is 10000 USD/EURO unless declared before that when arrived.

1.1.2 No customs formalities are normally required on departure.

2. IMMIGRATION REQUIREMENTS

2.1 No documents or visas are required for passengers arriving and departing on the same through flight or transferring to another flight at the same or a nearby airport.

2.2 A person entering Libya for the purpose of immigration must hold a valid passport and an immigration visa. The latter being issued at Libya consulates abroad.

2.2.1 Entrance visas are required from temporary visitors, with the exception of the nationals of the following States:

a) Citizens of Algeria and Tunisia.

b) Entrance visas are required from visitors, Except Citizens of the Arab Republic of Egypt and Turkey under the age of 18 and over the age of 45 are exempt from the visa requirement

The standard ICAO embarkation/disembarkation card is required from all passengers.

2.3 For flight crew members on scheduled services who keep possession of their licenses when embarking and disembarking, remain at the air port where the aircraft has stopped or within the confines of the cities adjacent thereto, and depart on the same aircraft or on their next regularly scheduled flight out of Libya the crew member license or certificate is accepted in lieu of a passport or visa for temporary admission into Libya. This provision is also applicable if the crew member enters Libya by other means of transport for the purpose of joining an aircraft.

2.3.1 Libya refuses admission of transit to holders of Israeli passports or passports containing any Israeli visa.

2.4 No exit visas are required for temporary visitors leaving Libya.

2.4.1 Embarking passengers must complete the specified embarkation card.

3. PUBLIC HEALTH REQUIREMENTS

3.1 Disembarking passengers are not required to present vaccination certificates except when coming directly from an area infected with cholera, yellow fever or smallpox.

3.1.1 Any passenger who is not in possession of valid health certificates, as stated above will be vaccinated or inoculated by the Airport Health Authorities.

3.1.2 The airport medical officer who, after reasonable examination, believes any passenger or crew member to be suffering from, or to have been exposed to infection from an infectious disease, may take such measures as necessary for preventing danger to public health.

3.2 On departure, no health formalities are required except those proceeding on pilgrimage. Pilgrims must fulfill all requirements of the Health Authorities.

3.3 Banning of Smoking On-board of Aircraft and in Restricted Areas.

3.3.1 Smoking on-board of all Libyan aircraft is prohibited.

3.3.2 Smoking within restricted areas of all Libyan airports international and domestic, is prohibited.

GEN 1.4 ENTRY, TRANSIT AND DEPARTURE OF CARGO

1. CUSTOMS REQUIREMENTS CONCERNING CARGO AND OTHER ARTICLES

1.1 The following documents are required for the clearance of goods through customs:

a) Airway Bill;
b) Importation License;
c) Voucher, original and two copies;
d) Bank Letter of Credit;
e) Certificate of Origin;
f) Customs Declaration, seven copies;
g) Sanitary Certificate in case of animal or plant shipments.

Note: *No advance notification is required, but the documents must accompany the shipment.*

1.1.1 Customs documentation varies according to nature of goods.

1.1.2 All air cargo shipments are subject to certificate of origin procedure.

1.2 As regards air cargo simply being trans-shipped from one flight to another flight at the same airport under customs supervision. In the case of cargo and other articles being transferred to another international airport in Libya.

1.3 Special customs arrangement is required with respect to goods retained on-board an aircraft for on carriage to a destination outside Libya. A cargo manifest or written declaration should be presented to Customs Authorities.

1.4 Upon exportation, the following documents are required for the clearance of shipment to be exported by air from Libya.

a) Export License;
b) Airway Bill;
c) Original Voucher;
d) Sanitary Certificate;
e) Customs Export Declaration, seven copies.

2. AGRICULTURAL QUARANTINE REQUIREMENTS

2.1 The following sanitary certificates or related documents are required in respect of all animal and plant shipments.

a) Treatment certificates if the imported goods treated by any kind of chemical stating the type of chemical used concentration and date of treatment;
b) Certificate of Origin;
d) Analysis certificate for imported chemicals registered in Libya;
e) Import Permission;
f) Access Notification.

3. PROHIBITED OR RESTRICTED IMPORTS

3.1 Spirituous liquors, beer, wine, liqueurs or concentrates of alcohol.

3.2 The pilot in command must lock the plane’s storage of alcoholic beverages when they are at the airstrip, because they are forbidden to enter. The passenger is not allowed to take these drinks when entering the State of Libya.

3.3 The pilot in command must provide the customs authority with all the contents of the plane, including goods, drinks and the like.

GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

1. GENERAL

1.1 Commercial air transport aircraft operating in Libya must adhere to the provisions of Annex 6 Operation of aircraft Part I - International Commercial Air Transport - Airplanes, Chapter 6 (Airplane Instruments, Equipment and Flight Documents) and Chapter 7 (Airplane Communication and Navigation Equipment).

2. EQUIPMENT TO BE CARRIED

2.1 All aircraft operating within controlled airspace in the Tripoli FIR/UIR are required to operate with serviceable transponder having mode A4096 code and mode C altitude reporting capability.

2.2 The carriage and operation of 8.33 KHz channel spacing radio equipment is mandatory to all aircraft flying in IFR or VFR in the ICAO EUR Region.

2.3 All aircraft flying under IFR within Tripoli FIR/UIR shall carry radio equipment capable of:

a) maintaining two-way communication with the appropriate aeronautical radio stations;
b) enabling the aircraft to be navigated on the intended route (RNAV 5 capability); and
c) providing a continuous indication of the aircraft's distance from the appropriate aeronautical radio stations.

2.4 In addition to the above, all aircraft registered in Libya flying under IFR shall carry radio equipment capable of:

a) receiving from the appropriate aeronautical radio stations meteorological broadcasts relevant to the intended flight;
b) receiving signals from one or more aeronautical radio stations on the surface to enable the aircraft to be guided to a point from which a visual landing can be made at the aerodrome at which the aircraft is to land; and
c) enabling the aircraft to make an approach to landing using the Instrument Landing System.

2.5 All aircraft flying under VFR within controlled airspace shall carry radio equipment capable of maintaining two-way communication with the appropriate aeronautical radio stations and secondary surveillance radar equipment.

2.6 Additionally, aircraft may be required to carry such other special radio or radio navigation equipment for the purpose of facilitating navigation in accordance with ICAO Doc. 7030, Regional Supplementary Procedures.

2.7 State aircraft that are not equipped with FM immune VOR equipment in accordance with ICAO Annex 10, Vol. I, Chapter 3, are permitted to operate within the Tripoli FIR/UIR provided that they carry alternative navigational equipment that can guarantee RNP 5 navigational accuracy.

3. EQUIPMENT TO BE CARRIED BY ALL TYPES OF FLIGHTS

In addition to all in 1 & 2 above

The following radio and navigation equipment shall be carried within Tripoli FIR

- VHF transmitter/receiver;
- Radio compass;
- HF transmitter / receiver;
- VOR adapter receiver.

4. EQUIPMENT TO BE CARRIED ON ALL INTERNAL AND ON CERTAIN FLIGHTS

4.1 On all flights with single-engine or multi-engine aircraft which are not capable of maintaining the prescribed minimum safe altitude in the event of engine failure, the following emergency equipment shall be carried.

4.2 Signaling equipment

a) An Emergency Locator Transmitter (ELT);
b) Two signal flares of the day and night type;
c) Eight red signal cartridges and a means of firing them;
d) A signal sheet (minimum 1 × 1 m) in a reflecting colour;
e) A signal mirror; and
f) An electric hand torch.

4.3 Survival equipment

Survival equipment must include minimum:

a) Food for one day;
b) Drinking water or non-alcoholic drinks at the rate of three (3) liters per person 50% of the drinking water and nonalcoholic drinks on board may be included in this reserve, provided that measure is taken by the operators to maintain this amount throughout the overflight of the inhospitable region;
c) A compass;
d) A knife;
e) A sleeping bag with waterproof inner lining or a rescue blanket (Astron) per person;
f) Four boxes of matches in waterproof containers;
g) A ball of string;
h) A cooking stove with fuel and the accompanying cooking and eating utensils.

GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL

1. AGREEMENTS/CONVENTIONS

1.1 The Following is a list of civil aviation legislation, and regulations, etc., in force in the state of Libya for civil aviation operations it is essential that persons engaged in civil air operations in this country.

1.1.1 Primary Legalization:

a) Civil Aviation Law No. 6 of 2005.

b) Decision No. 28 of 2010 issued by the General People's Committee, promulgating the Executive Regulations of Law No. 6 of 2005 on Civil Aviation.

Electronic Copies of these documents may be obtained from LYCAA website: https://caa.gov.ly/en/primary-legalization/

1.1.2 Rules & Regulations:

- Rule Making Regulations.
- Airworthiness Regulations.
- Air Operations Regulations.
- The Safe Transport of Dangerous Goods by Air.
- Air Crew Regulations.
- Air Navigation Regulations.
- Aerodrome Regulations.
- Aviation Security Regulations.
- State Safety Program (SSP) Regulations.
- Accident and incident Regulations.

Electronic copies of these regulations can also be obtained from LYCAA website: https://caa.gov.ly/en/rules-regulations/rules-regulations-2/

1.2 Regulatory provisions

The Director General shall have the right, (through) notices to airmen, aeronautical information circulars and notices to aircraft owners and maintenance engineers, issue special directions not inconsistent with the civil aviation law of these orders concerning certain operations and use, possession and maintenance of aircraft or operation of aircraft which fly in or over Libya or of aircraft registered in Libya.

1.2.1 Civil aviation authority schedules 1 to 18

1. Table of General Classification of Aircraft. Nationality and Registration Marks of Libyan Aircraft.
2. Conditions governing Flight of an Aircraft not having a Certificate of Airworthiness.
3. Categories of Aircraft for Airworthiness Purpose.
4. Maintenance Engineers. Privileges of Licenses.
5. Maintenance Engineers. Requirements for and Categories of Licenses.
6. Equipment of Aircraft.
7. Radio Equipment of Aircraft.
8. Log Books.
9. Number of Cabin Attendants.
10. Flight Crew: Requirements for Licenses and Ratings.
11. Flight Crew: Maximum Validity and Privileges of Licenses & Rating.
12. Public Transport - Operations Manual.
13. Crew Training and Tests.
14. Rules of Air Traffic Control.
15. Requirements for Air Traffic Controllers Licenses and Ratings.
16. Air Traffic Controllers: Privileges of Ratings.
17. Documents to be carried by Libyan Aircraft.
18. Distress, Urgency and Safety Signals.

1.2.2 Notices to aircraft owners and maintenance engineers

S/N	Subject	Remarks
01	Qualification requirement for and categories of licenses.	
02	Responsibilities of licensed aircraft maintenance engineers.	
03	Mandatory modifications & inspections.	
04	Importation of and aircraft documentation required & practices to be observed.	
05	Modifications.	
06	Stores procedures & requirements.	
07	First aid kit in aircraft.	(*)
08	Temporary inspection approval.	
09	Technical logs.	(*)
10	Duplicate inspection of controls.	(*)
11	Fire prevention in aircraft.	(*)
12	Renewals of certificate of airworthiness.	(*)
13	Reporting of defects.	(*)
14	Approval of radio workshops.	(*)
15	Certificate to be issued.	(*)
16	Swinging of aircraft compasses.	(*)
17	Requirements for inspections, overhauls, replacements & modifications to aircraft & certificates thereof.	
18	Airworthiness flight test.	(*)
19	Inspection approval maintenance & overhaul organization.	
20	Aircraft maintenance engineers license examination & re-examination.	
21	Modification record book (including major repairs).	
22	Radio-navigation equipment course & alarm signal current limits.	
23	Re-work of printed circuit boards.	
24	Bonding of strobe lights.	
25	Flight recorders.	(*)
26	Changes affecting HF radio transmission.	(*)
27	Mandatory requirements for ATC transponders.	

(*) Related to pilot's duties.

1.3 International agreements / Conventions

a) Convention on International Civil Aviation (The Chicago Convention)
b) Convention for the Unification of Certain Rules relating to International Carriage by Air
c) (The Warsaw Convention)
d) International Air Services Transit Agreement.
e) Convention on the International Recognition of Rights in Aircraft.
f) Convention on Offenses and Certain Other Acts Committed on Board Aircraft (The Tokyo Convention)
g) Convention for the Suppression of Unlawful Seizure of Aircraft (The Hague Convention).
h) International Agreement on the Procedures for the Establishment of Tariffs for Scheduled Air Services
i) Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation
j) (The Montreal Convention).

1.4 Miscellaneous

Ministerial order No. 541 of 2025 (Minister of Libyan Air transportation) concerning Fees and Charges (landing charges / parking / hangar/ air navigation facility charges/ passenger service charges / for the provision of flight info service).

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GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

In general, Libya regulations rules and procedures are in conformity with ICAO SARPS, PANS-, ATM and regional supplementary procedures except in the cases indicated hereunder (all differences have been registered with ICAO)

1. ANNEX 1	**PERSONNEL LICENSING,** 14th Edition	
No significant differences to Annex 1		
2. ANNEX 2	**RULES OF THE AIR,** 11th Edition	
Difference A2-01	Chapter 3 Para 3.3.1.2	Flight Plan shall be submitted for any flight or portion of flight within the territory of Libya.
3. ANNEX 3	**METEOROLOGICAL SERVICE FOR INTERNATIONAL AIR NAVIGATION,** 20th Edition	
	NIL	
4. ANNEX 4	**AERONAUTICAL CHARTS, 11**th Edition	
A4-01	Chapter 17 Para 17.1	The Aeronautical Chart - ICAO 1:500 000 is not provided.
5. ANNEX 5	**UNITS OF MEASUREMENT TO BE USED IN AIR AND GROUND OPERATIONS,** 5th Edition	
	NIL	
6. ANNEX 6	**OPERATION OF AIRCRAFT,**	
	Volume I 12th Edition	
	Volume II 11th Edition	
	Volume III 11th Edition	
	NIL	
7. ANNEX 7	**AIRCRAFT NATIONALITY AND REGISTRATION MARKS, 6**th Edition	
	NIL	
8. ANNEX 8	**AIRWORTHINESS OF AIRCRAFT, 13**th Edition	
	NIL	

9. ANNEX 9	**FACILITATION, 17**th Edition	
Difference A9-01	Chapter 2 Para 2.4	The general declaration is required as an essential document.
Difference A9-02	Chapter 2 Para 2.5	Presentation of passenger manifest continues to be required.
Difference A9-03	Chapter 2 Para 2.6	Full name and surnames of passengers are required.
Difference A9-04	Chapter 2 Para 2.11	Presentation of three copies of the passenger manifest are required.
Difference A9-05	Chapter 2 Para 2.14	Presentation of three copies of the passenger manifest are required.
Difference A9-06	Chapter 2 Para 2.19	Under consideration.
Difference A9-07	Chapter 2 Para 2.30	Prior permission is required in accordance with current regulations published in AIP Libya, GEN 1.4 -1
Difference A9-08	Chapter 2 Para 2.31	Not applicable at present.
Difference A9-09	Chapter 3 Para 3.8.1	Resident aliens must hold re-entry visas.
Difference A9-10	Chapter 3 Para 3.9	Information supplementary to those presented in the passports are required to be written on the E/D card, which differs slightly in terms from that shown in Appendix 4.
Difference A9-11	Chapter 4 Para 4.19	Certain consular formalities are required.
Difference A9-12	Chapter 4 Para 4.38	Admittance of airlines documents are duty-free on reciprocal treatment basis.
Difference A9-13	Chapter 4 Para 4.44	All imported animals must be accompanied by a certificate of sanitary inspection.
Difference A9-14	Chapter 6 Para 6.47	Such arrangements are not justified for the moment.
Difference A9-15	Chapter 8 Para 8.2	The provisions of Civil Aviation Law no 6 for the year 2005 are applicable.
10. ANNEX 10	**AERONAUTICAL TELECOMMUNICATIONS,**	
	Volume I 8th Edition	
	Volume II 7th Edition	
	Volume III 2nd Edition	
	Volume IV 5th Edition	
	Volume V 3th Edition	
	NIL	

11. ANNEX 11	**AIR TRAFFIC SERVICES, 15**th Edition	
Difference A11-01	Chapter 2 Para 2.5.2.2	**- Position Reports** Reporting of position and level shall be made over reporting points specified by the Air Traffic Control Unit and when entering or leaving controlled airspace as follows: **.** Traffic from N'Djamena, Khartoum, Algiers and Cairo FIRs to report at least 15 min before entering Tripoli FIR and vice versa.
12. ANNEX 12	**SEARCH AND RESCUE, 8**th Edition	
	NIL	
13. ANNEX 13	**AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION,** 13th Edition	
	NIL	
14. ANNEX 14	**AERODROMES,**	
	AERODROMES DESIGN AND OPERATIONS, Volume I, 9th Edition	
	NIL	
	HELIPORTS, Volume II, 5th Edition	
	NIL	
15. ANNEX 15	**AERONAUTICAL INFORMATION SERVICES, 16**th Edition Amdt44	
	NIL	
16. ANNEX 16	**ENVIRONMENTAL PROTECTION,**	
	Aircraft Noise, Volume I, **8**th Edition	
	NIL	
	Aircraft Engine Emission, Volume II, 5th Edition	
	NIL	
17. ANNEX 17	**AVIATION SECURITY, 12**th Edition	
	NIL	
18. ANNEX 18	**THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR,** 4th Edition	
	NIL	
19. ANNEX 19	**SAFETY MANAGEMENT, 2**nd Edition	
	NIL	
PROCEDURES FOR AIR NAVIATION SERVICES, RULES OF THE AIR AND AIR TRAFFIC SERVICES (Doc 4444-RAC/ATM/501), 16th Edition		
Difference DOC4444-01	Chapter 4 Para 4.4.2.1.1 Para 4.4.2.1.2	Submission of flight plan prior to departure: A flight plan submitted prior to departure shall be submitted in person by crew member or designated representative to the Air Traffic Services Reporting Office at the aerodrome of departure. If no such unit exists at the point of departure, the flight plan shall, if possible be submitted by ground/ground radio to the unit serving or designated to serve the aerodrome of departure.
REGIONAL SUPPLEMENTARY PROCEDURES (Doc 7030)		
In the sections which follow, the supplementary procedures applicable are given in their itinerary, differences are printed in CAPITAL letters, where they exist.		
Use of Repetitive Flight Plans REPETITIVE FLIGHT PLANS ARE NOT AT PRESENT ACCEPTED FOR ANY FLIGHTS OR PORTIONS OF FLIGHTS WITHIN THE TERRITORY OF LIBYA.		

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GEN 2. TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS

1. UNITS OF MEASUREMENT

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

Measurement of	Unit
Distance used in navigation, position reporting etc. generally in excess of 2 to 3 NM	Nautical Miles
Relatively short distances such as those relating to aerodromes (e.g. runway lengths)	Meters
Altitudes, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per minute
Wind direction for landing and taking off	Degrees magnetic
Visibility including runway visual range	Kilometers or Meters
Altimeter setting	Hectopascal
Temperature	Degrees Celsius (Centigrade)
Weight	Metric Tons or Kilograms
Time	Hours & Minutes. The day of 24 hours beginning at midnight UTC.

2. TEMPORAL REFERENCE SYSTEM

2.1 General

Co-ordinated Universal Time (UTC) is used by air navigation services and in publications issued by the Aeronautical Information Service. Reporting of time to the nearest minute, e.g. 12:40:35 is reported 1241 Time checks to aircraft may be expressed in seconds dependent upon the type and accuracy of clocks available. Standard time UTC + 2hrs is used in LIBYA.

3. HORIZONTAL REFERENCE SYSTEM

3.1 Name/designation of system

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

3.2 Parameters of the projection

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

For measurement of	Units used
Distance used in navigation, position reporting, etc. generally in excess of 2 nautical miles	Nautical miles and tenths
Relatively short distances such as those relating to aerodromes (e.g. runway lengths)	Meters
Altitudes, elevations and heights	Feet
Horizontal speed including wind speed	Knots
Vertical speed	Feet per minute
Wind direction for landing and taking off	degrees magnetic
Wind direction except for landing and taking off	Degrees true
Visibility including runway visual range	Kilometres or meters
Altimeter setting	Hectopascal
Temperature	Degrees Celsius
Weight	Metric tonnes or kilogrammes
Time UTC	Hours and minutes, beginning at midnight

3.3 Ellipsoid

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

3.4 Datum

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

3.5 Area of application

The area of application of the published geographical coordinates coincides with the area of responsibility of the Aeronautical Information Service, i.e. the entire territory of Libya as well as the airspace over the Mediterranean Sea. encompassed by the Tripoli FIR in accordance with the regional air navigation agreement.

3.6 Use of an asterisk to identify published geographical coordinates

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

4. VERTICAL REFERENCE SYSTEM

4.1 Name/designation of system

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

5. AIRCRAFT NATIONALITY AND REGISTRATION MARK

The nationality mark for aircraft registered in the Libya are the letters 5A. The nationality mark is followed by a hyphen and a registration mark consisting of 3 letters, e.g. '5A-ABC'.

6. PUBLIC HOLIDAYS

PUBLIC HOLIDAYS IN LIBYA		
DATE	**NAME OF HOLIDAY**	**DURATION (DAYS)**
17th February	February 17th Revolution	1
1st May	Labor Day	1
16th September	Martyr's Day	1
23rd October	Liberation Day	1
24th December	Independence Day	1
1st Muharram	New Year *	1
12th Rabi Alawal	The Prophet's Birthday (Mohammad) *	1
1st Shawal	Lesser Bairam *	3
9th Alhijja	Arafat Day *	1
10th Alhijja	Greater Bairam *	3

(*) Days based on the lunar months; the dates of these festivals cannot be known in advance.

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GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

Abbreviations marked by an asterisk (*) are either different from or not contained in ICAO Doc 8400

Abbreviation Code	Abbreviation Description
A	Amber
ACFT	Aircraft
AAA	(or AAB, AAC...etc., in sequence) Amended meteorological message (message type designator)
A/A	Air-to-air
AAD	Assigned altitude deviation
AAIM	Aircraft autonomous integrity monitoring
AAL	Above aerodrome level
***ABAS**	Aircraft-based augmentation system
ABI	Advance boundary information
ABM	Abeam
ABN	Aerodrome beacon
ABT	About
ABV	Above
AC	Altocumulus
ACARS	(to be pronounced "AY-CARS") Aircraft communication addressing and reporting system
ACAS	Airborne collision avoidance system
ACC	Area control centre or area control
ACCID	Notification of Aircraft accident
ACFT	Aircraft
ACK	Acknowledge
ACL	Altimeter check location
CAN	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	Air defense identification zone
ADJ	Adjacent
ADO	Aerodrome office (specify service)
ADR	Advisory route
ADS	Automatic dependent surveillance
ADS-B	Automatic dependent surveillance - Broadcast
ADS-C	Automatic Dependent Surveillance - Contract
ADZ	Advise
AES	Aircraft earth station

Abbreviation Code	Abbreviation Description
AFIL	Flight plan filed in the air
AFIS	Aerodrome flight information service
AFM	Yes, or affirm or affirmative or that is correct
AFM	Aircraft flight manual
AFS	Aeronautical fixed service
AFT	After... (time or place)
AFTN	Aeronautical fixed telecommunication network
A/G	Air-to-ground
AGA	Aerodromes, air routes and ground aids
AGL	Above ground level
AGN	Again
AIC	Aeronautical information circular
AIDC	Air traffic services interfaculty data communications
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
ALA	Alighting area
ALERFA	Alert phase
ALR	Alerting message (message type designator)
ALRS	Alerting service
ALS	Approach lighting system
ALT	Altitude
ALTN	Alternate or alternating (light alternates in colour')
AMA	Area minimum altitude
AMC	Acceptable Means of Compliance
AMD	Amend or amended
AMDT	Amendment (AIP amendment)
AMS	Aeronautical mobile service
AMSL	Above mean sea level
AMSS	Aeronautical mobile satellite service
ANP	Actual navigation performance
ANS	Answer
ANSP	Air navigation service provider
AOC	Aerodrome obstacle chart
AP	Airport
APAPI	Abbreviated precision approach path indicator
APCH	Approach
APN	Apron
APP	Approach control office or approach control or approach control service
APR	April
APRX	Approximate or approximately
APSG	After passing
APV	Approach procedure with vertical guidance
ARMET	Forecast upper wind and temperature specified points (in code)

Abbreviation Code	Abbreviation Description
ARNG	Arrange
ARO	Air traffic services reporting office
ARP	Air-report (message type designator)
ARQ	Automatic error correction
ARR	Arrive or arrival or arrival message
ARST	Arresting (specify (part of) aircraft arresting equipment)
AS	Altostratus
ASDA	Accelerate-stop distance available
ASE	Altimeter 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
ASA	Altimeter setting region
ATA	Actual time of arrival
ATC	Air traffic control
ATD	Actual time of departure
ATFM	Air traffic flow management
ATIS	Automatic terminal information service
ATM	Air traffic management
ATN	Aeronautical telecommunication network
ATP	At... (time or place)
ATS	Air traffic services
ATTN	Attention
ATZ	Aerodrome traffic zone
AUG	August
AUTH	Authorized or authorization
AUW	All up weight
AUX	Auxiliary
AVBL	Available or availability
AVG	Average
AVGAS	Aviation gasoline
AWTA	Advise at what time able
AWY	Airway
AZM	Azimuth
B	Blue
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

Abbreviation Code	Abbreviation Description
BLO	Below clouds
BLW	Below…
BOMB	Bombing
BR	Mist
BRF	Short (type of approach)
BRG	Bearing
BRKG	Braking
BS	Commercial broadcasting station
BTL	Between layers
BTN	Between
C	Degrees Celsius (Centigrade)
CA	Course to an altitude
CAP	Controller access parameters
CAT	Category
CAT	Clear Air turbulence
CAVOK	Visibility, cloud and present weather better than prescribed values or conditions
CB	Cumulonimbus
CC	Cirrocumulus
CCA	(or CCB, CCC...etc., in sequence) Corrected meteorological message (message type designator)
CD	Candela
CDN	Co-ordination message
CF	Change frequency to...
CF	Course to a fix
CFM	Confirm or I confirm
CGL	Circling guidance light(s)
CH	Channel
CHG	Modification message
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
CLR	Clear(s) or cleared to... or clearance
CLSD	Close or closed or closing
CM	Centimeter
CMB	Climb to or climbing to
CMPL	Completion or completed or complete
CNL	Cancel or cancelled
CNS	Communications, navigation and surveillance
COM	Communications

Abbreviation Code	Abbreviation Description
CONC	Concrete
COND	Condition
CONS	Continuous
CONST	Construction or constructed
CONT	Continue(s) or continued
COOR	Coordination
COORD	Coordinates
COP	Change-over point
COR	Correct or correction or corrected
COT	At the coast
COV	Cover or covered or covering
CPL	Current flight plan message
CRC	Cyclic redundancy check
CRZ	Cruise
CS	Call sign
CS	Cirrostratus
CTA	Control area
CTAM	Climb to and maintain
CTC	Contact
CTL	Control
CTN	Caution
CTR	Control zone
CU	Cumulus
CUF	Cumuliform
CUST	Customs
CVR	Cockpit voice recorder
CW	Continuous wave
CWY	Clearway
D	Danger area (followed by identification)
D	Downward (tendency in RVR during previous 10 minutes)
DA	Decision altitude
D-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
DEC	December
DEG	Degrees
DEP	Depart or departure or departure message
DEP	Departure (message type designator)
DER	Departure end of the runway
DES	Descend to or descending to
DEST	Destination

Abbreviation Code	Abbreviation Description
DETRESFA	Distress phase
DEV	Deviation or deviating
DF	I am connecting you to the station you request.
DF	Direct Finding
DFDR	Direction finding
DFTI	Distance from touchdown indicator
DH	Decision height
DIF	Diffuse
DIFF	Deck integrated firefighting system
DIST	Distance
DIV	Divert or diverting
DLA	Delay or delayed
DLIC	Data link initiation capability
DLR	Data link recorder
DLY	Daily
DME	Distance measuring equipment
DNG	Danger or dangerous
DOM	Domestic
DP	Dew point temperature
DPT	Depth
DR	Low drifting (followed by DU= dust, SA = sand or SN=snow)
DRG	During
DS	Dust storm
DSB	Double sideband
DTAM	Descend to and maintain
DTG	Date-time group
DTHR	Displaced runway threshold
DTRT	Deteriorate or deteriorating
DTW	Dual tandem wheels
DU	Dust
DUC	Dense upper cloud
DUR	Duration
D-VOLMET	Data link VOLMET
DW	Dual wheels
DZ	Drizzle
E	East or eastern longitude
EAT	Expected approach time
EB	Eastbound
EDA	Elevation differential area
EET	Estimated elapsed time
EFC	Expect further clearance
EFIS	Electronic flight instrument system
EHF	Extremely high frequency (30 000 MHz to 300 000 MHz)
ELBA	Emergency location beacon-aircraft

Abbreviation Code	Abbreviation Description
ELEV	Elevation
ELR	Extra-long range
ELT	Emergency locator transmitter
EM	Emission
EMBD	Embedded in layer (to indicate cumulo nimbus embedded in layers of other clouds)
EMERG	Emergency
END	Stop-end (related to RVR)
ENE	East north east
ENG	Engine
ENR	En route
EOBT	Estimated off-block time
ESE	East south east
EST	Estimate or estimated or estimate message
ETA	Estimated time of arrival or estimating arrival
ETD	Estimated time of departure or estimating departure
ETO	Estimated time over significant point
EV	Every
EXC	Except
EXER	Exercises or exercising or to exercise
EXP	Expect or expected or expecting
EXTD	Extend or extending
F	Fixed
FA	Course from 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
FAX	Facsimile transition
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
FEB	February
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

Abbreviation Code	Abbreviation Description
FLT	Flight
FLTCK	Flight check
FLUC	Fluctuating or fluctuation or fluctuated
FLW	Follow(s) or following
FLY	Fly or flying
FM	From
FM...	From (followed by time weather change is forecast to begin)
FMC	Flight management computer
FMS	Flight management system
FMU	Flow management unit
FNA	Final approach
FPL	Filed flight plan message
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
FRT	Fixed radius transition ft feet
FSL	Full stop landing
FSS	Flight service station
FST	First
FSTD	Flight simulation training device
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	Green
GAMET	Area forecast for low-level flights
GARP	GBAS azimuth reference point
GBAS	Ground-based augmentation system
GCA	Ground controlled approach system or ground controlled approach
GEN	General
GEO	Geographic or true
GLD	Glider
GLS	Global orbiting navigation satellite system
GMC	Ground movement control

Abbreviation Code	Abbreviation Description
GND	Ground
GNDCK	Ground check
GNSS	Global navigation satellite system
GP	Glide path
GPA	Glide path angle
GPIP	Glide path intercept point
GPS	Global positioning system
GPWS	Ground proximity warning system
GR	Hail
GRASS	Grass landing area
GRIB	Processed meteorological data in the form of grid point values expressed in binary form
GRVL	Gravel
GS	Ground speed
GS	Smail hail and/or snow pellets
GUND	Geoid undulation
H	High pressure area or the centre of high pressure
H24	Continuous day and night service
HA	Holding/racetrack to an altitude
HAPI	Helicopter approach path indicator
HBN	Hazard beacon
HDF	High frequency direction-finding station
HDG	Heading
HEL	Helicopter
HF	High frequency
HGT	Height or height above
HJ	Sunrise to sunset
HLDG	Holding
HM	Holding/racetrack to a manual termination
HN	Sunset to sunrise
HO	Service available to meet operational requirements
HOL	Holiday
HOSP	Hospital aircraft
hPa	Hectopascals
HR	Hours
HS	Service available during hours of scheduled operations
HUD	Head-Up Display
HVDF	High and very high frequency direction- finder
HVY	Heavy
HVY	Heavy (used to indicate the intensity of weather phenomena, eg. HVY RA= heavy rain)
HX	No specific working hours
HYR	Higher
HZ	Haze
HZ	Heartz (cycle per second)

Abbreviation Code	Abbreviation Description
IAC	Instrument approach chart
IAF	Initial approach fix
IAO	In and out of clouds
IAP	Instrument approach procedure
IAR	Intersection of air routes
IAS	Indicated air speed
IBN	Identification beacon
ICE	Icing
ID	Identifier or identify
IDENT	Identification
IF	Intermediate approach fix
IFF	Identification friend/foe
IFR	Instrument flight rules
IGA	International general aviation
ILS	Instrument landing system
IM	Inner marker
IMC	Instrument meteorological conditions
IMG	Immigration
IMI	Interrogation sign (question mark)
IMPR	Improve or improving
IMT	Immediate or immediately
INA	Initial approach
INBD	Inbound
INC	In cloud
INCERFA	Uncertainty phase
INCL	Inclusive
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
INTER	Intermittent
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

Abbreviation Code	Abbreviation Description
ISO	International Organization for Standardization
ISOL	Isolated
JAN	January
JTST	Jet stream
JUL	July
JUN	June
KG	Kilograms
KHZ	Kilohertz
KIAS	Knots indicated airspeed
KM	Kilometers
KMH	Kilometers per hour
KPA	Kilopascal
KT	Knots
KW	Kilowatts
L	Locator
LAM	Logical acknowledgement message
LAN	Inland
LAT	Latitude
LCN	Load classification number
LDA	Landing distance available
LDAH	Landing distance available, helicopter
LDG	Landing
LDI	Landing direction indicator
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
LM	Locator, middle
LNAV	Lateral navigation
LNG	Long (type of approach)
LO	Locator, outer
LOC	Localizer
LONG	Longitude
LORAN	LORAN (long range air navigation system)
LPV	Localizer performance with vertical guidance
LRG	Long range
LTD	Limited
LV	Light and variable (relating to wind)
LVE	Leave or leaving
LVL	Level

Abbreviation Code	Abbreviation Description
LVP	Low visibility procedures
***LYCAA**	Libyan Civil Aviation Authority
***LYCAR**	Libyan Civil Aviation Regulation
LYR	Layer or layered
M…	Mach number (followed by figures)
M…	Meters
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
MAX	Maximum
MAY	May
MB	Millibars
MBST	Microburst
MC	Megacycles per second
MCA	Minimum crossing altitude
MDA	Minimum descent altitude
MDF	Medium frequency direction-finding station
MDH	Minimum descent height
MEA	Minimum en-route altitude
MEHT	Minimum eye height above threshold (for visual approach slope indicator systems)
MET	Meteorological or meteorology
METAR	Airdrome routine meteorological report (in meteorological code)
MF	Medium frequency (300 to 3 000 KHz)
MGA	Minimum grid altitude
MHA	Minimum Holding Altitude
MHVDF	Medium, high and very high frequency direction-finder
MHz	Megahertz
MID	Mid-point (related to RVR)
MIFG	Shallow fog
MIL	Military
MIN	Minutes
MKR	Marker radio beacon
MLS	Microwave landing system
MM	Middle marker
MNM	Minimum
MNPS	Minimum navigation performance specifications
MNT	Monitor or monitoring or monitored
MNTN	Maintain

Abbreviation Code	Abbreviation Description
MOA	Military operating area
MOC	Minimum obstacle clearance altitude
MOCA	Minimum obstacle clearance altitude
MOD	Moderate (used to indicate the intensity of weather phenomena, interference or static reports, e.g. MOD RA=moderate rain)
MON	Above mountains
MON	Monday
MOV	Move or moving or movement
MPS	Meters per second
MRA	Minimum reception altitude
MRG	Medium range
MRP	ATS/MET reporting point
MS	Minus
MSA	Minimum sector altitude
MSAS	Multi-functional satellite augmentation system
MSAW	Minimum sector altitude warning
MSG	Message
MSL	Mean sea level
MT	Mountain
MTU	Metric units
MTOW	Maximum Take-Off Mass
MTW	Mountain waves
MVDF	Medium and very high frequency direction-finder
MWO	Meteorological watch office
MX	Mixed type of ice information (white and clear)
N	North
N	No distinct tendency (in RVR during previous 10 minutes)
NADP	Noise abatement departure procedure
NALS	No approach lighting system
NAT	North Atlantic
NAV	Navigation
NAVAID	Navigational aid
NB	Northbound
NBFR	Not before
NC	No change
NDB	Non directional radio beacon
NDV	No directional variations available
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
***NMC**	National meteorological center
NML	Normal

Abbreviation Code	Abbreviation Description
NNE	North north east
NNW	North north west
NO	No
NOF	International NOTAM office
NOSIG	No significant change (meteorological trend)
***NOTAM**	Notice to airman
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
OAC	Oceanic area control centre
OAS	Obstacle assessment surface
OBS	Observe or observed or observation
OBSC	Obscure or obscured or obscuring
OBST	Obstacle/Obstruction
OCA	Obstacle clearance altitude
OCC	Occulting (light)
OCH	Obstacle clearance height
OCL	Obstacle clearance limit
OCNL	Occasional or occasionally
OCS	Obstacle clearance surface
OCT	October
ODALS	Omnidirectional approach lighting system
OEI	One-engine-inoperative
OFS	Obstacle-free surface
OFZ	Obstacle free zone
OIS	Obstacle identification surface
OLDI	On-line data interchange
OM	Outer marker
***OM**	Operations manual
OPA	Opaque, (type of ice formation)
OPC	Operational control
OPMET	Operational meteorological (information)
OPN	Open or opening or opened

Abbreviation Code	Abbreviation Description
OPR	Operator or operate or operative operating or operational
OPS	Operations
O/R	On request
ORD	Order
ORO	Organization Requirements for Air Operations
P...	Maximum value of wind speed or runway visual range
P...	Prohibited area (followed by identification)
PA	Precision approach
PALS	Precision approach lighting system
PANS	Procedures for air navigation services
PAPI	Precision approach path indicator
PAR	Precision approach radar
PARL	Parallel
PBN	Performance based navigation
PCD	Proceed or proceeding
PCN	Pavement classification number
PDC	Pre-departure clearance
PDG	Procedure design gradient
PER	Performance
PERM	Permanent
PIB	Pre-flight information bulletin
PJE	Parachute jumping exercise
PLA	Practice low approach
PLVL	Present level
PN	Prior notice required
PNR	Point of no return
PO	Dust devils
POB	Persons on board
POH	Pilot’s operating handbook
POSS	Possible
PPI	Plan position indicator
PPR	Prior permission required
PRKG	Parking
PPR	Prior permission required
PPSN	Present position
PRI	Primary
PRKG	Parking
PROB	Probability
PROC	Procedure
PROV	Provisional
PRP	Point-in-space reference point
PS	Plus
PSG	Passing
PSGR	Passenger(s)

Abbreviation Code	Abbreviation Description
PSN	Position
PSP	Pierced steel plank
PSR	Primary surveillance radar
PSYS	Pressure system(s)
PTN	Procedure turn
PTS	Polar track structure
PWR	Power
QDM	Magnetic heading (zero wind)
QDR	Magnetic bearing
QFE	Atmospheric pressure at aerodrome elevation (or at runway threshold)
QFU	Magnetic orientation of runway
QNH	Altimeter sub-scale setting to obtain elevation when on the ground
QTE	True bearing
QUAD	Quadrant
R	Red or received
R...	Restricted area (followed by identification)
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
RB	Rescue boat
RCA	Reach cruising altitude
RCC	Rescue co-ordination centre
RCF	Radio communication failure message
RB	Rescue boat
RCA	Reach cruising altitude
RCC	Rescue co-ordination center
RCF	Radio communication failure message
RCH	Reach or reaching
RCL	Runway center line
RCLL	Runway center line light(s)
RCLR	Precleared
RCP	Required communication performance
RDH	Reference datum height (for /LS)
RDL	Radial
RDO	Radio
RE...	Recent (weather phenomena, e.g. RERA=recent rain)
REC	Receive or receiver
REDL	Runway edge light(s)
REF	Reference to... or refer to...

Abbreviation Code	Abbreviation Description
REG	Registration
RENL	Runway end light(s)
REP	Report or reporting or reporting point
REQ	Request or requested
RERTE	Reroute
RESA	Runway end safety area
RF	Constant radius arc to a fix
RG	Range (lights)
RHC	Right-hand circuit
RIF	Reclearance in flight
RL	Report leaving
RLA	Relay to
RLCE	Request level change en route
RLLS	Runway lead-in lighting system
RLNA	Request level not available
RMK	Remark
RNAV	Area navigation
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
RQ	Indication of a request
RQMNTS	Requirements
RQP	Request flight plan (message type designator')
RQS	Request supplementary flight plan message
RR	Report reaching
RRA	(or RRB, RRC...etc., in sequence) Delayed meteorological message (message type designator')
RSC	Rescue sub-center
RSCD	Runway surface condition
RSP	Responder beacon
RTD	Delayed (used to indicate delayed meteorological message)
RTE	Route

Abbreviation Code	Abbreviation Description
RTF	Radiotelephone
RTG	Radiotelegraph
RTHL	Runway thresholds light(s)
RTN	Return or returned or returning
RTODAH	Rejected take-off distance available (helicopters)
RTS	Return to service
RTT	Radio teletypewriter
RTZL	Runway touchdown zone light(s)
RUT	Standard regional route transmitting frequencies
RV	Rescue vessel
RVR	Runway visual range
RVSM	Reduced vertical separation minimum
RWY	Runway
S	South
SA	Sand
SALS	Simple approach lighting system
SAN	Sanitary
SAR	Search and rescue
SARPS	Standards and Recommended Practices (/CAO)
SAT	Saturday
SATCOM	Satellite voice communication
SB	Southbound
SBAS	Satellite-based augmentation system
SC	Stratocumulus
SCT	Scattered
SD	Standard deviation
SDBY	Stand by
SDF	Step down fix
SE	South-east
SEB	South-eastbound
SEC	Seconds
SECN	Section
SECT	Sector
SELCAL	Selective calling system
SEP	September
SER	Service or servicing or served
SEV	Severe (used e.g. to qualify icing and turbulence reports)
SFC	Surface
SFE	Synthetic flight examiner
SGL	Signal
SH	Showers
SHF	Super high frequency (3 000 to 30 000 MHz)
SID	Standard instrument departure
SIF	Selective identification feature

Abbreviation Code	Abbreviation Description
SIG	Signature
SIGMET	Information concerning en-route weather phenomena which 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
***SMS**	Safety management system
SN	Snow
SNAS	Satellite navigation augmentation system
SNOCLO	Aerodrome closed due to snow (used in METAR/SPECI)
SNOWTAM	A special series NOTAM notifying the presence or removal of hazardous conditions due to snow, ice, slush and ice on the movement area, by means of a specific format
SPECI	Aerodrome special meteorological report (in meteorological code)
SPL	Supplementary flight plan
SPOC	SAR point of contact
SPOT	Spot wind
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	Sunset
SSALF	Simplified short approach lighting system with sequenced flashing lights
SSALR	Simplified short approach lighting system with runway alignment indicator lights
SSALS	Simplified short approach lighting system
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	Strati form
STN	Station
STNR	Stationary
STOL	Short take-off and landing
STS	Status
STWL	Stop way light(s)
SUBJ	Subject to
SUN	Sunday
SUP	Supplement (A/P Supplement)

Abbreviation Code	Abbreviation Description
SUPPS	Regional supplementary procedures
SVC	Service message
SVCBL	Serviceable
SW	South-west
SWY	Stop-way
T	True
TA	Traffic advisory
TA	Transition altitude
TAA	Terminal arrival altitude
TACAN	UHF tactical air navigation aid
TAF	Aerodrome forecast
TA/H	Turn at an altitude
TAIL	Tail wind
TAR	Terminal area surveillance radar
TAS	True airspeed
TAX	Taxiing or taxi
TCAS	Traffic collision avoidance system
TCAS RA	Traffic alert and collision avoidance system resolution advisory
TCH	Threshold crossing height
THC	Type certificate holder
TCU	Towering cumulus
TDO	Tornado
TDZ	Touchdown zone
TECR	Technical reason
TEL	Telephone
TEMPO	Temporary or temporarily
TEND	Trend or tending to
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... (place)
TIT	Turbine inlet temperature
TKOF	Take-off
TL	Till (followed by time by which weather change is forecast to end)
TLOF	Touchdown and lift-off area
TLS	Target level of safety
TMA	Terminal control area
TMG	Touring motor glider

Abbreviation Code	Abbreviation Description
TN…	Minimum temperature (followed by figures in TAF)
TNA	Turn altitude
TNH	Turn height
TO	To... (place)
TOC	Top of climb
TODA	Take-off distance available
TODAH	Take-off distance available (helicopters)
TODRH	Take-off distance required (helicopters)
TOGA	Take-off/go around
TOP	Cloud top
TORA	Take-off run available
TP	Turning point
TR	Track
TRA	Temporary reserved airspace
TRANS	Transmits or transmitter
TREND	Trend forecast
TS	Thunderstorm
TT	Teletypewriter
TUE	Tuesday
TURB	Turbulence
T-VASIS	T visual approach slope indicator system
TVOR	Terminal VOR
TWR	Aerodrome control tower or aerodrome control
TWY	Taxiway
TXT	Text
TYP	Type of aircraft
TYPH	Typhoon
U	Upward (tendency in RVR during previous 10 minutes)
UAB	Until advised by...
UAC	Upper area control center
UAR	Upper air route
UDF	Ultra-high frequency direction-finding stallion
UFN	Until further notice
UHF	Ultra-high frequency (300-3 000 MHz)
UIC	Upper information center
UIR	Upper flight information region
ULR	Ultra long range
UNA	Unable
UNAP	Unable to approved
UNL	Unlimited
UNREL	Unreliable
U/S	Unserviceable
UTA	Upper control area
UTC	Co-ordinated Universal Time

Abbreviation Code	Abbreviation Description
VA	Volcanic ash
VAAC	Volcanic ash advisory center
VAL	In valleys or visual approach and landing chart
VAN	Runway control van
VAR	Visual-aural radio range or magnetic variation
VASIS	Visual approach slope indicator system
VAT	Indicated airspeed at threshold
VC	Vicinity of the aerodrome
VCY	Vicinity
VDF	Very high frequency direction-finding station
VER	Vertical
VFR	Visual flight rules
VHF	Very high frequency
VIP	Very important person
VIS	Visibility
VLF	Very low frequency (3-30 KHz)
VLR	Very long range
VMC	Visual meteorological conditions
VNAV	Vertical navigation
VOLMET	Meteorological information for aircraft in flight
VORTAC	VOR and TACAN combination
VOT	VOR airborne equipment test facility
VPA	Vertical path angle
VPT	Visual maneuver with prescribed track
VRB	Variable
VSA	By visual reference to the ground
VSP	Vertical speed
VTOL	Vertical take-off and landing
VV	Vertical visibility
W	West or western longitude or white
WAAS	Wide area augmentation system
WAC	World aeronautical chart - ICAO 1: 1,000,000
WAFC	World area forecast center
WB	Word before
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
WIE	With immediate effect or effective immediately

Abbreviation Code	Abbreviation Description
WILCO	Will comply
WIND	Wind
WINTAM	Forecast upper wind and temperature
WIP	Work in progress
WKN	Weaken or weakening
WNW	West north west
WO	Without
WPT	Way-point
WANG	Warning
WS	Wind shear
WSW	West south west
WTSPT	Waterspout
WX	Weather
X	Cross
XBAR	Crossbar (of approach lighting system)
XNG	Crossing
XS	Atmospherics
Y	Yellow
YCZ	Yellow caution zone (runway lighting)
YR	Your
Z	Co-ordinated Universal Time (in meteorological messages)

INTENTIONALLY

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GEN 2.3 CHART SYMBOLS

TOPOGRAPHY

1	Contours	5000
2	Approximate contours	5500
3	Relief shown by hachures	
4	Bluff, cliff or escarpment	
5	Lava flow	
6	Sand dunes	
7	Sand area	

8	Gravel		
9	Levee or esker	Alternative	
10	Unusual land features appropriately labelled		Many Small Volcanoes / Rock Outcrop
	Active volcano		
11	Mountain pass		5395

12	Highest elevation on chart	Alternative	17456 / .17456
13	Spot elevation		.6397 / .8975
14	Spot elevation (of doubtful accuracy)		.6370?
15	Coniferous trees		
16	Other trees		
17	Palms		

18	Areas not surveyed for contour information or relief data incomplete	Caution

HYDROGRAPHY

19	Shore line (reliable)	
20	Shore line (unreliable)	
21	Tidal flats	
22	Coral reefs and ledges	
23	Large river (perennial)	
24	Small river (perennial)	
25	Rivers and streams (non-perennial)	Alternative
26	Rivers and streams (unsurveyed)	
27	Rapids	
28	Falls	
29	Canal	

30	Abandoned canal. Note — Dry canal having landmark value.		
31	Lakes (perennial)		
32	Lakes (non-perennial)	Alternative	
33	Salt lake		
34	Salt pans (evaporator)		
35	Swamp		
36	Rice field	Alternative	
37	Spring, well or water hole	perennial	
		intermittent	

38	Reservoir		Reservoir
39	Dry lake bed	Alternative	
40	Wash	Alternative	
41	Shoals		
42	Glaciers and ice caps		
43	Danger line (2 m or one fathom line)		
44	Charted isolated rock		
45	Rock awash		
46	Unusual water features appropriately labelled		Cenote

BUILT-UP AREAS

47	City or large town	
48	Town	
49	Village	
50	Buildings	

HIGHWAYS AND ROADS

57	Dual highway	
58	Primary road	
59	Secondary road	
60	Trail	
61	Road bridge	
62	Road tunnel	

MISCELLANEOUS (Cont.)

69	Pipeline	Pipeline
70	Oil or gas field	
71	Tank farms	
72	Nuclear power station	
73	Coast guard station	
74	Lookout tower	
75	Mine	
76	Forest ranger station	
77	Race track or stadium	
78	Ruins	
79	Fort	
80	Church	
81	Mosque	
82	Pagoda	
83	Temple	

RAILROADS

51	Railroad (single track)	
52	Railroad (two or more tracks)	
53	Railroad (under construction)	
54	Railroad bridge	
55	Railroad tunnel	
56	Railroad station	

MISCELLANEOUS

63	Boundaries (international)	
64	Outer boundaries	
65	Fence	X—X—X
66	Telegraph or telephone line (when a landmark)	—T—T—
67	Dam	
68	Ferry	

AERODROMES

84	Civil	Land	
85	Civil	Water	
86	Military	Land	
87	Military	Water	

88	Joint civil and military	Land	
89	Joint civil and military	Water	
90	Emergency aerodrome or aerodrome with no facilities		
91	Abandoned or closed aerodrome		

92	Sheltered anchorage	
93	Aerodrome for use on charts on which aerodrome classification is not required e.g. Enroute Charts	
94	Heliport *Note.— Aerodrome for the exclusive use of helicopters*	

95	*Note.— Where required by the function of the chart, the runway pattern of the aerodrome may be shown in lieu of the aerodrome symbol, for example:*	

AERODROME SYMBOLS FOR APPROACH CHARTS

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

98	The aerodrome on which the procedure is based	

RADIO NAVIGATION AIDS*

99	Basic radio navigation aid symbol *Note.— This symbol may be used with or without a box to enclose the data.*		
100	Non-directional radio beacon	NDB	
101	VHF omnidirectional radio range	VOR	
102	Distance measuring equipment	DME	
103	Collocated VOR and DME radio navigation aids	VOR/DME	
104	DME distance	Distance in kilometres (nautical miles) to DME → 15 km Identification of radio navigation aid → KAV	
105	VOR radial	Radial bearing from, and identification of, VOR	R 090 KAV
106	UHF tactical air navigation aid	TACAN	

107	Collocated VOR and TACAN radio navigation aids	VORTAC	
108	Instrument landing system	ILS	PLAN VIEW Electronic FRONT COURSE BACK COURSE PROFILE Electronic GLIDE PATH
109	Radio marker beacon	Elliptical Bone Shape	

Note.— Marker beacon may be shown by outline, or stipple, or both.

110	Compass rose To be orientated on the chart in accordance with the alignment of the station (normally Magnetic North)		Compass rose to be used as appropriate in combination with the following symbols:

VOR	
VOR/DME	
TACAN	
VORTAC	

Note.— Additional points of compass may be added as required.

AIR TRAFFIC SERVICES

111	Flight information region	FIR	
112	Aerodrome traffic zone	ATZ	
113	Control area Airway Controlled route	CTA AWY	Alternative
114	Uncontrolled route		
115	Advisory airspace	ADA	
116	Control zone	CTR	

117	Air defence identification zone	ADIZ	ADIZ
118	Advisory route	ADR	Alternative
119	Visual flight path	compulsory with radio communication requirement	
		compulsory, without radio communication requirement	
		recommended	
120	Scale-break (on ATS route)		Alternative

Significant Point Functionality

121 Basic Symbols with functionality	Significant point depiction for conventional navigation		Significant point depiction for area navigation			
REPORTING FLY-BY/FLY-OVER	On request (NA)	Compulsory (NA)	On request fly-by	Compulsory fly-by	On request flyover	Compulsory flyover
VFR reporting point	△	▲	△	▲	⧋	⧋
Intersection INT	△	▲	△	▲	⧋	⧋
VORTAC	⯑	⯑	⯑	⯑	⧋	⧋
TACAN	▽	▽	▽	▽	⧋	⧋
VOR	⬡	⬢	⬡	⬢	⧋	⧋
VOR/DME	⧈	⧈	⧈	⧈	⧋	⧋
NDB	⊛	⊛	⊛	⊛	⧋	⧋
Waypoint WPT	Not used	Not used	◇	◆	⧋	⧋

For details on use and meaning of these symbols, refer to paragraph 2.4

122	Change-over point To be superimposed on the appropriate route symbol at right angles to the route	COP	26 / 36	123	ATS/MET reporting point	MRP	Compulsory On request	124 Final approach fix FAF

AIR TRAFFIC SERVICES *(cont.)*

125	Procedure altitudes/flight levels	Altitude/flight level "window"	17 000 / 10 000 FL 220 / 10 000
		"At or above" altitude/flight level	7 000 FL 070
		"At or below" altitude/flight level	5 000 FL 050
		"At" altitude/flight level	3 000 FL 030
		"Recommended" altitude/flight level	5 000 FL 050
		"Expected" altitude/flight level	Expect 5 000 Expect FL 050

AIRSPACE RESTRICTIONS

128	Restricted airspace (prohibited, restricted or danger area)		Common boundary of two areas	
	Note.— The angle and density of rulings may be varied according to scale and the size, shape and orientation of the area.			
129	International boundary closed to passage of aircraft except through air corridor			

OBSTACLES

130	Obstacle	
131	Lighted obstacle	
132	Group obstacles	
133	Lighted group obstacles	

134	Exceptionally high obstacle (optional symbol)	
135	Exceptionally high obstacle – lighted (optional symbol) *Note.— For obstacles having a height of the order of 300 m (1 000 ft) above terrain.*	
136	Elevation of top (italics) 52 / (15) Height above specified datum (upright type in parentheses)	

MISCELLANEOUS

137	Prominent transmission line	
138	Isogonic line or isogonal	3° E
139	Ocean station vessel (normal position)	

140	Wind turbine – unlighted and lighted	
141	Wind turbines – minor group and group in major area, lighted	

VISUAL AIDS

142	Marine light *Note 2.— Characteristics are to be indicated as follows:*	F	Alt Alternating B Blue F Fixed	*Note 1.— Marine alternating lights are red and white unless otherwise indicated. Marine lights are white unless colours are stated.*	Fl Flashing G Green Gp Group	Occ Occulting R Red SEC Sector	see Second (U) Unwatched W White				
143	Aeronautical ground light	☆	Electronic ★	144	Lightship						

SYMBOLS FOR AERODROME/HELIPORT CHARTS

145	Hard surface runway	
146	Pierced steel plank or steel mesh runway	
147	Unpaved runway	
148	Stopway SWY	
149	Taxiways and parking areas	
150	Helicopter alighting area on an aerodrome	Ⓗ
151	Aerodrome reference point ARP	
152	VOR check-point	
153	Runway visual range (RVR) observation site	

154	Point light	● / ○
155	Obstacle light	
156	Landing direction indicator (lighted)	
157	Landing direction indicator (unlighted)	T
158	Stop bar	
159	Runway-holding position Pattern A / Pattern B *Note.— For application, see Annex 14, Volume I, 5.2.10.*	
160	Intermediate holding position *Note.— For application, see Annex 14, Volume I, 5.2.11.*	
161	Hot spot *Note.— Hot spot location to be circled.*	

SYMBOLS FOR AERODROME OBSTACLE CHARTS - TYPE A, B AND C

		Plan	Profile
162	Tree or shrub		Identification number ①
163	Pole, tower, spire, antenna, etc.		
164	Building or large structure		
165	Railroad		
166	Transmission line or overhead cable		

		Plan	Profile
167	Terrain penetrating obstacle plane		
168	Escarpment		
169	Stopway SWY		
170	Clearway CWY		

BOUNDARIES

FLIGHT INFORMATION REGION (FIR)

COUNTRY BORDER

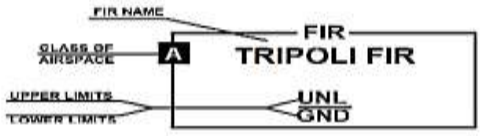
TERMINAL CONTROL AREA (TMA)

CONTROL ZONE (CTR)

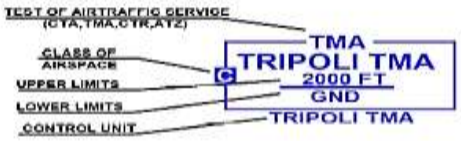
AERODROME TRAFFIC ZONE (ATZ)

ISOGONIC LINE 3°E

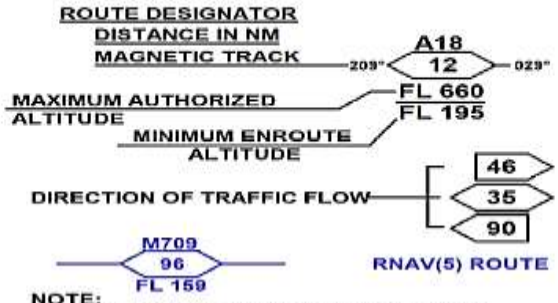
FLIGHT INFORMATION REGION (FIR)



AIRSPACE INFORMATION

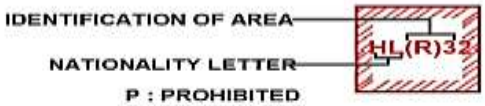


ATS ROUTE



NOTE:
UPPER LIMIT FOR RNAV ROUTE IS FL660

NAVIGATION WARNINGS



P : PROHIBITED
R : RESTRICTED
D : DANGER

*N:NOTIFIED BY NOTAM
Refer to AIP ENR 5.1 for details

AREA (GRID) MINIMUM ALTITUDE

INTENTIONALLY

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GEN 2.4 LOCATION INDICATORS

1. ENCODE	
Location	**Indicator**
Al Bumbah	HLBU
Amal (V12)	HLAM
Atshan	HLAT
Beda (M3)	HLBD
BENGHAZI /Benina	HLLB
BENI WALID/ Beni Walid	HLWD
Booster	HLBS
Bu Attifel (A100)	HLFL
BURDI / Kambut	HLBK
Dahra (Warehouse 32)	HLRA
Eddib (V7)	HLDB
EL BEIDA / Labraq	HLLQ
El Feel	HLFE
Elmarj	HLMJ
El Sharara	HLCH
Essider (OJ)	HLSD
Erawn	HLER
Fidaa	HLFD
Fox Three	HLFX
GHADAMES/ Ghadames	HLTD
GHAT/ Ghat	HLGT
Gialo (warehouse 59E)	HLGL
Hamada (NC5)	HLHM
Hamada (NC8)	HLNM
Hateiba	HLHB
Hon	HLON
Jaref	HLRF
JUFRA/Jufra	HLJF
KUFRA / Kufra	HLKF
Mabruk	HLBR
Majed	HLMD
Marsa Brega	HLMB
MARTUBAH / Darnah	HLMT
Messla (5ALV)	HLML
MISRATA / Misrata	HLMS
N29C	HLNC

2. DECODE	
Indicator	**Location**
HLAM	Amal (V12)
HLAT	Atshan
HLBD	Beda (M3)
HLBK	BURDI / Kambut
HLBR	Mabruk
HLBS	Booster
HLBU	Al Bumbah
HLCH	El Sharara
HLDB	Eddib (V7)
HLER	Erawn
HLFD	Fidaa
HLFE	El Feel
HLFL	Bu Attifel (A100)
HLFX	Fox Three
HLGL	Gialo (warehouse 59E)
HLGS	SIRTE / Sirte Gulf
HLGT	GHAT / Ghat
HLHB	Hateiba
HLHM	Hamada (NC5)
HLJF	JUFRA/Jufra
HLKF	KUFRA/ Kufra
HLML	Messla (5ALV)
HLLB	BENGHAZI/ Benina
HLLM	TRIPOLI / Mitiga
HLLQ	EL BEIDA / Labraq
HLLS	SEBHA / Sebha
HLLT	TRIPOLI / Tripoli
HLMB	Marsa Brega
HLMD	Majed
HLMJ	Elmarj
HLMS	MISRATA / Misrata
HLMT	MARTUBAH / Darnah
HLNC	N29C
HLNF	Ras Lanuf (V4)
HLNM	Hamada (NC8)
HLNR	Nafoora

1. ENCODE	
Location	**Indicator**
Nafoora	HLNR
Oxy (103)	HLZG
Raguba	HLRG
Ras Lanuf (V4)	HLNF
Sabah (S74)	HLSB
Sahil	HLSH
Samah	HLSM
Sarir (C4/5ALZ)	HLSA
SEBHA / Sebha	HLLS
SIRTE/Sirte Gulf	HLGS
Tagrift (V10)	HLTG
TAMANHINT/ Tamanhint	HLTM
Tebesty	HLTS
TOBRUK/ Tobruk	HLTQ
TRIPOLI/ Mitiga	HLLM
TRIPOLI/ Tripoli	HLLT
UBARI/ Ubari	HLUB
Um-Farud	HLUF
Waddan	HLWN
Wafa	HLWF
Waha (warehouse 59A)	HLWA
Zella	HLZA
Zelten	HLZT
ZINTAN / Zintan	HLZN
Zueitina	HLZU
ZWARA / Zwara	HLZW

2. DECODE	
Indicator	**Location**
HLON	Hon
HLRA	Dahra (Warehouse 32)
HLRF	Jaref
HLRG	Raguba
HLSA	Sarir (C4/5ALZ)
HLSB	Sabah (S74)
HLSD	Essider (OJ)
HLSH	Sahil
HLSM	Samah
HLTD	GHADAMES / Ghadames
HLTG	Tagrift (V10)
HLTQ	TOBRUK / Tobruk
HLTM	TAMANHINT/Tamanhint
HLTS	Tebesty
HLUB	UBARI/ Ubari
HLUF	Um-Farud
HLWA	Waha (warehouse 59A)
HLWD	BENI WALID / Beni Walid
HLWF	Wafa
HLWN	Waddan
HLZA	Zella
HLZG	Oxy (103)
HLZN	ZINTAN / Zintan
HLZT	Zelten
HLZU	Zueitina
HLZW	ZWARA / Zwara

GEN 2.5 LIST OF RADIO NAVIGATION AIDS

ID	STATION NAME	AID	PURPOSE
ABU	**ABU ARGUB**	DVOR/DME	E
AC	**MISRATA**	NDB	A
BNA	**BENINA**	VOR/DME	AE
BNR	**BENINA**	L	A
BN	**BENINA**	L	A
BS	**BENINA**	L	A
CW	**HAMADA**	NDB	A
DHR	**DAHRA**	VOR/DME	AE
DHR	**DAHRA**	NDB	A
FEL	**EL FEEL**	NDB	A
G	**TRIPOLI**	L	A
GAD	**GHADAMES**	VOR/DME	AE
GAD	**GHADAMES**	NDB	A
GAL	**GIALO**	NDB	A
GHT	**GHAT**	DVOR/DME	AE
GHT	**GHAT**	NDB	A
GRT	**GHERIAT**	NDB	E
GN	**TORBUK**	NDB	A
GS	**SARIR**	NDB	AE
HON	**HON**	NDB	AE
I-BNI	**BENINA**	ILS	A
I-ILB	**LABRAQ**	ILS	A
I-MTG	**MITIGA**	ILS	A
I-IWT	**TRIPOLI**	ILS	A
I-SBH	**SEBHA**	ILS	A
I-SIT	**SIRTE**	ILS	A
IZD	**MIZDA**	VOR/DME	E
IZD	**MIZDA**	NDB	E
JUF	**JUFRA**	VOR/DME	A
JFR	**JUFRA**	NDB	D
KDR	**KADRA**	NDB	E
KFR	**KUFRA**	VOR/DME	AE
KFR	**KUFRA**	NDB	A
KH	**HATEIBA**	NDB	A
LAB	**LABRAQ**	NDB	AE
LAB	**LABRAQ**	DVOR/DME	AE
LOR	**DAHRA**	NDB	A
MB	**MARSA BREGA**	NDB	AE
MIS	**MISRATA**	VOR/DME	AE
MIS	**MISRATA**	NDB	A
MTG	**MITIGA**	DVOR/DME	A
OA	**SAMAH**	NDB	A

STATION NAME	AID	ID	PURPOSE
ABU ARGUB	DVOR/DME	ABU	E
AMAL	VOR/DME	VA	A
BEDA	NDB	XS	A
BENINA	VOR/DME	BNA	AE
BENINA	L	BNR	A
BENINA	L	BN	A
BENINA	L	BS	A
BENINA	ILS	I-BNI	A
BENI WALID	VOR/DME	WLD	AE
BENI WALID	NDB	WLD	A
BOOSTER	NDB	XY	A
BU ATTIFEL	NDB	ZT	A
DAHRA	VOR/DME	DHR	AE
DAHRA	NDB	DHR	A
DAHRA	NDB	LOR	A
EDDIB	NDB	VG	A
EL FEEL	NDB	FEL	A
EL SHARARA	NDB	ROO	A
ESSIDER	NDB	OJ	A
GAZALA	L	PE	A
GHADMES	VOR/DME	GAD	AE
GHADMES	NDB	GAD	A
GHARARAH	L	TW	A
GHAT	DVOR/DME	GHT	AE
GHAT	NDB	GHT	A
GHERIAT	NDB	GRT	E
GIALO	NDB	GL	A
GIALO	NDB	OB	A
HAMADA	NDB	CW	A
HATEIBA	NDB	KH	A
HON	NDB	HON	AE
JODAY	NDB	TRO	E
JUFRA	VOR/DME	JUF	A
JUFRA	NDB	JFR	D
KADRA	NDB	KDR	E
KAMBUT	NDB	OM	A
KUFRA	VOR/DME	KFR	AE
KUFRA	NDB	KFR	A
LABRAQ	ILS	ILB	A
LABRAQ	NDB	LAB	AE
LABRAQ	DVOR/DME	LAB	AE

ID	STATION NAME	AID	PURPOSE
OB	**GIALO**	NDB	A
OJ	**ESSIDER**	NDB	A
OM	**KAMBUT**	NDB	A
OR	**WAHA**	NDB	A
OV	**NAFOORA**	NDB	A
OXY	**OXY**	NDB	A
PE	**GAZALA**	L	A
PN	**TRIPOLI**	L	A
PRB	**SABAH**	NDB	A
PRC	**ZELLA**	NDB	A
RAG	**RAGUBA**	NDB	A
ROO	**EL SHARARA**	NDB	A
RJ	**TAJOURA**	L	A
SAH	**SAHIL**	NDB	A
SEB	**SEBHA**	VOR/DME	AE
SEB	**SEBHA**	NDB	A
SRT	**SIRTE**	VOR/DME	AE
SRT	**SIRTE**	NDB	A
STF	**N 29C**	NDB	A
TBQ	**TORBUK**	VOR/DME	A
TPI	**TRIPOLI**	VOR/DME	AE
TRO	**JODAY**	NDB	E
TW	**GHARARAH**	L	A
TZR	**TAZERBO**	NDB	E
UBA	**UBARI**	L	A
UBR	**UBARI**	NDB	E
VA	**AMAL**	NDB	A
VG	**EDDIB**	NDB	A
VH	**TAGRIFT**	NDB	A
VO	**TEBESTY**	NDB	A
VA	**RAS LANUF**	NDB	A
WLD	**BENI WALID**	VOR/DME	AE
WLD	**BENI WALID**	NDB	A
WLD	**WAFA**	NDB	A
XS	**BEDA**	NDB	A
XY	**BOOSTER**	NDB	A
ZAR	**ZWARA**	NDB	AE
ZAW	**ZAWIA**	VOR/DME	E
ZEL	**ZELTEN**	NDB	AE
ZT	**BU ATTIFEL**	NDB	A
ZUE	**ZUEITINA**	NDB	A
ZNT	**ZINTAN**	VOR/DME	A

STATION NAME	AID	ID	PURPOSE
MARSA BREGA	NDB	MB	AE
MISRATA	VOR/DME	MIS	AE
MISRATA	NDB	AC	AE
MISRATA	NDB	MS	A
MITIGA	VOR/DME	MTG	AE
MITIGA	ILS	I-MTG	A
MIZDA	VOR/DME	IZD	E
MIZDA	NDB	IZD	E
N 29C	NDB	STF	A
NAFOORA	NDB	OV	A
OXY	NDB	OXY	A
RAGUBA	NDB	RAG	A
RAS LANUF	NDB	VR	A
SABAH	NDB	PRB	A
SAHIL	NDB	SAH	A
SAMAH	NDB	OA	A
SARIR	NDB	GS	AE
SEBHA	VOR/DME	SEB	AE
SEBHA	NDB	SEB	A
SEBHA	ILS	I-SBH	A
SIRTE	VOR/DME	SRT	AE
SIRTE	NDB	SRT	A
SIRTE	ILS	I-SBH	A
TAGRIFT	NDB	VH	A
TAJOURA	L	RJ	A
TAZERBO	NDB	TZR	E
TEBESTY	NDB	VO	A
TORBUK	VOR/DME	TBQ	A
TORBUK	NDB	GN	A
TRIPOLI	VOR/DME	TPI	AE
TRIPOLI	L	G	A
TRIPOLI	L	PN	A
TRIPOLI	ILS	I-IWT	A
UBARI	NDB	UBR	E
UBARI	L	UBA	A
WAFA	NDB	WF	A
WAHA	NDB	OR	A
ZAWIA	VOR/DME	ZAW	E
ZELLA	NDB	PRC	A
ZELTEN	NDB	ZEL	A
ZUEITINA	NDB	ZUE	A
ZINTAN	VOR/DME	ZNT	A
ZWARA	NDB	ZAR	AE

Notes: ****A* denotes aerodrome use (see details in respective aerodrome section of Part 3, Aerodromes).***
****E* denotes En route use (see details in Part 2, En-route.***
****D* denotes decommissioned or out of service.***

GEN 2.6 CONVERSION OF UNITS OF MEASUREMENT

NM to KM 1 NM = 1.852 KM		KM to NM 1 KM = 0.54 NM		FT to M 1 FT = 0.3048 M		M to FT 1 M = 3.281 FT	
NM	*KM*	*KM*	*NM*	*FT*	*M*	*M*	*FT*
0.1	0.185	0.1	0.05	1	0.305	1	3.28
0.2	0.370	0.2	0.11	2	0.610	2	6.56
0.3	0.556	0.3	0.16	3	0.914	3	9.84
0.4	0.741	0.4	0.22	4	1.219	4	13.12
0.5	0.926	0.5	0.27	5	1.524	5	16.40
0.6	1.111	0.6	0.32	6	1.829	6	19.69
0.7	1.296	0.7	0.38	7	2.134	7	22.97
0.8	1.482	0.8	0.43	8	2.438	8	26.25
0.9	1.667	0.9	0.49	9	2.743	9	29.53
1	1.852	1	0.54	10	3.048	10	32.81
2	3.704	2	1.08	20	6.096	20	65.62
3	5.556	3	1.62	30	9.144	30	98.43
4	7.408	4	2.16	40	12.192	40	131.23
5	9.260	5	2.70	50	15.240	50	164.04
6	11.112	6	3.24	60	18.288	60	196.85
7	12.964	7	3.78	70	21.336	70	229.66
8	14.816	8	4.32	80	24.384	80	262.47
9	16.668	9	4.86	90	27.432	90	295.28
10	18.520	10	5.40	100	30.480	100	328.08
20	37.040	20	10.80	200	60.960	200	656.17
30	55.560	30	16.20	300	91.440	300	984.25
40	74.080	40	21.60	400	121.920	400	1 312.34
50	92.600	50	27.00	500	152.400	500	1 640.42
60	111.120	60	32.40	600	182.880	600	1 968.50
70	129.640	70	37.80	700	213.360	700	2 296.59
80	148.160	80	43.20	800	243.840	800	2 624.67
90	166.680	90	48.60	900	274.320	900	2 952.76
100	185.200	100	54.00	1 000	304.800	1 000	3 280.84
200	370.400	200	107.99	2 000	609.600	2 000	6 561.68
300	555.600	300	161.99	3 000	914.400	3 000	9 842.52
400	740.800	400	215.98	4 000	1 219.200	4 000	13 123.36
500	926.000	500	269.98	5 000	1 524.000	5 000	16 404.20
				6 000	1 828.800		
				7 000	2 133.600		
				8 000	2 438.400		
				9 000	2 743.200		
				10 000	3 048.000		

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From decimal minutes of an arc to seconds of an arc

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

From seconds of an arc to decimal minutes of an arc

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

GEN 2.7 SUNRISE SUNSET TABLES

1. GENERAL

1.1 The tables on the following pages include 10 (Ten airports) UTC + 2 hrs.

1.2 The times in the tables are given in UTC for beginning of civil morning twilight (TWIL FROM), sunrise (SR) sunset (SS), and end of civil evening twilight (TWIL TO) for the years from 2025 to 2035.

1.3 The times given for the beginning of civil morning twilight and end of civil evening twilight are calculated for an altitude of the Sun 6° below the horizon, as commonly used.

1.4 The tables are calculated for the year 2029, which is used as an “average year” for the years from 2025 to 2035. In this period, the times on an arbitrary date and place will deviate less than 3 minutes from the times on the same date and place in the “average year”.

2. Alphabetical index

3. SUNRISE-SUNSET TABLES

SIRTE / Sirte Gulf
(HLGS)
N310336 E163530

Month - DAY		TWIL (FROM)	SR	SS	TWIL (TO)	Month - DAY		TWIL (FROM)	SR	SS	TWIL (TO)
JAN	1	05:25	05:52	16:02	16:29	JUL	1	03:25	03:53	18:01	18:29
	7	05:26	05:52	16:07	16:33		7	03:28	03:56	18:00	18:28
	13	05:26	05:52	16:12	16:38		13	03:31	03:59	17:59	18:26
	19	05:25	05:51	16:17	16:43		19	03:35	04:02	17:56	18:23
	25	05:23	05:49	16:22	16:48		25	03:39	04:06	17:53	18:20
FEB	1	05:20	05:45	16:29	16:54	AUG	1	03:44	04:10	17:48	18:14
	7	05:16	05:41	16:34	16:59		7	03:48	04:14	17:43	18:09
	13	05:11	05:36	16:39	17:04		13	03:52	04:18	17:38	18:03
	19	05:06	05:30	16:44	17:09		19	03:56	04:21	17:31	17:57
	25	05:00	05:24	16:49	17:13		25	04:00	04:25	17:25	17:50
MAR	1	04:55	05:20	16:52	17:16	SEP	1	04:05	04:29	17:16	17:41
	7	04:49	05:13	16:58	17:20		7	04:08	04:33	17:09	17:33
	13	04:41	05:05	17:00	17:24		13	04:12	04:36	17:01	17:25
	19	04:34	04:58	17:04	17:28		19	04:15	04:40	16:53	17:18
	25	04:26	04:51	17:08	17:32		25	04:19	04:43	16:46	17:10
APR	1	04:18	04:42	17:12	17:37	OCT	1	04:23	04:47	16:38	17:01
	7	04:10	04:35	17:16	17:41		7	04:26	04:51	16:31	16:55
	13	04:03	04:28	17:20	17:45		13	04:30	04:55	16:24	16:48
	19	03:56	04:21	17:24	17:49		19	04:34	04:59	16:17	16:42
	25	03:49	04:14	17:28	17:54		25	04:38	05:03	16:11	16:36
MAY	1	03:43	04:09	17:32	17:58	NOV	1	04:44	05:09	16:05	16:30
	7	03:37	04:04	17:36	18:02		7	04:48	05:14	16:00	16:25
	13	03:33	03:59	17:40	18:07		13	04:53	05:19	15:56	16:22
	19	03:29	03:55	17:44	18:11		19	04:58	05:24	15:53	16:19
	25	03:25	03:52	17:48	18:15		25	05:03	05:29	15:51	16:18
JUN	1	03:23	03:50	17:52	18:20	DEC	1	05:07	05:34	15:51	16:17
	7	03:21	03:49	17:55	18:23		7	05:12	05:38	15:51	16:17
	13	03:21	03:49	17:58	18:26		13	05:16	05:43	15:52	16:19
	19	03:22	03:50	18:00	18:27		19	05:20	05:46	15:54	16:21
	25	03:23	03:51	18:01	18:29		25	05:23	05:49	15:57	16:24

GHAT / Ghat
(HLGT)
N250800.78 E0100802.52

Month - DAY		TWIL (FROM)	SR	SS	TWIL (TO)	Month – DAY		TWIL (FROM)	SR	SS	TWIL (TO)
JAN	1	05:39	06:04	16:41	17:06	JUL	1	04:07	04:33	18:13	18:39
	7	05:41	06:06	16:45	17:10		7	04:09	04:36	18:13	18:38
	13	05:41	06:06	16:49	17:14		13	04:12	04:37	18:12	18:37
	19	05:41	04:06	16:54	17:18		19	04:15	04:40	18:10	18:35
	25	05:40	06:04	16:59	17:23		25	04:18	04:43	18:08	18:32
FEB	1	05:38	06:02	17:04	17:27	AUG	1	04:22	04:46	18:04	16:28
	7	05:35	05:58	17:08	17:31		7	04:25	04:49	18:00	18:24
	13	05:31	05:55	17:12	17:35		13	04:28	04:52	17:55	18:19
	19	05:27	05:50	17:15	17:39		19	04:31	04:56	17:50	18:14
	25	05:22	05:45	17:19	17:42		25	04:33	04:57	17:44	18:08
MAR	1	05:19	05:42	17:21	17:44	SEP	1	04:36	05:00	17:38	18:01
	7	05:13	05:36	17:24	17:47		7	04:39	05:02	17:31	17:54
	13	05:07	05:30	17:27	17:50		13	04:41	05:04	17:25	17:48
	19	05:01	05:24	17:30	17:53		19	04:44	05:06	17:18	17:41
	25	04:55	05:18	17:32	17:55		25	04:46	05:09	17:12	17:35
APR	1	04:47	05:10	17:35	17:58	OCT	1	04:48	05:11	17:06	17:28
	7	04:41	05:04	17:38	18:01		7	04:51	05:14	16:59	17:22
	13	04:35	04:58	17:41	18:04		13	04:53	05:16	16:54	17:17
	19	04:29	04:53	17:44	18:07		19	04:56	05:19	16:48	17:11
	25	04:24	04:48	17:46	18:10		25	04:06	05:23	16:43	17:09
MAY	1	04:47	05:10	17:35	17:58	NOV	1	05:03	05:27	16:38	17:02
	7	04:41	05:04	17:38	18:01		7	05:07	05:30	16:35	16:58
	13	04:35	04:58	17:41	18:04		13	05:10	05:35	16:32	16:58
	19	04:29	04:53	17:44	18:07		19	05:14	05:39	16:30	16:54
	25	04:24	04:48	17:46	18:10		25	05:19	05:43	16:29	16:53
JUN	1	04:19	04:43	17:49	18:14	DEC	1	05:23	07:47	16:29	16:53
	7	04:15	04:39	17:52	18:17		7	05:27	05:51	16:29	16:54
	13	04:11	04:35	17:56	18:20		13	05:30	05:55	16:31	16:56
	19	04:08	04:33	17:59	18:24		19	05:34	05:59	16:33	16:58
	25	04:05	04:30	18:02	18:27		25	05:34	05:59	16:33	16:58

KUFRA /kufra
(HLKF)
N241041.70 E0231854.18

Month - DAY		TWIL (FROM)	SR	SS	TWIL (TO)	Month – DAY		TWIL (FROM)	SR	SS	TWIL (TO)
JAN	1	04:45	05:10	15:50	16:15	JUL	1	03:16	03:42	17:18	17:44
	7	04:46	05:11	15:54	16:19		7	03:19	03:44	17:18	17:44
	13	04:47	05:12	15:59	16:23		13	03:21	03:47	17:17	17:42
	19	04:47	05:11	16:03	16:27		19	03:24	03:49	17:16	17:41
	25	04:47	05:11	16:03	16:03		25	03:27	03:49	17:16	17:38
FEB	1	04:44	05:07	16:12	16:36	AUG	1	03:31	03:55	17:10	17:34
	7	04:41	05:05	16:16	16:40		7	03:34	03:58	17:06	17:30
	13	04:38	05:01	16:20	16:43		13	03:37	04:00	17:01	17:25
	19	04:34	04:57	16:24	16:47		19	03:39	04:03	16:56	17:20
	25	04:29	04:52	16:27	16:50		25	03:42	04:05	16:51	17:14
MAR	1	04:26	04:48	16:29	16:52	SEP	1	03:45	04:08	16:44	17:07
	7	04:20	04:43	16:32	16:54		7	03:47	04:10	16:38	17:01
	13	04:14	04:37	16:34	16:57		13	03:49	04:12	16:32	16:55
	19	04:09	04:31	16:37	17:00		19	03:51	04:14	16:26	16:48
	25	04:02	04:25	16:39	17:02		25	03:53	04:16	16:19	16:42
APR	1	03:55	04:18	16:42	17:05	OCT	1	03:55	04:18	16:13	16:36
	7	03:49	04:12	16:45	17:08		7	03:58	04:21	16:07	16:30
	13	03:43	04:07	16:47	17:10		13	04:00	04:23	16:02	16:24
	19	03:38	04:01	16:50	17:13		19	04:03	04:26	15:56	16:19
	25	03:33	03:56	16:53	17:16		25	04:06	04:29	15:52	16:15
MAY	1	03:28	03:52	16:55	17:19	NOV	1	04:09	04:33	15:47	16:10
	7	03:24	03:48	16:58	17:22		7	04:13	04:36	15:43	16:07
	13	03:20	03:44	17:01	17:26		13	04:16	04:40	15:41	16:05
	19	03:17	03:42	17:04	17:29		19	06:20	04:44	15:39	16:03
	25	03:15	03:40	17:07	17:32		25	04:24	04:49	15:38	16:02
							9				
JUN	1	03:13	03:38	17:10	17:36	DEC	1	04:28	04:53	15:38	16:02
	7	03:12	03:38	17:13	17:38		7	04:32	04:57	15:39	16:03
	13	03:12	03:38	17:15	17:41		13	04:36	05:01	15:40	16:05
	19	03:13	03:39	17:17	17:42		19	04:39	05:04	15:43	16:08
	25	03:15	03:40	17:18	17:43		25	04:42	05:07	15:46	16:11

MISRATA / Misrata
(HLMS)
N321931.25 E0150339.45

Month – DAY		TWIL (FROM)	SR	SS	TWIL (TO)	Month – DAY		TWIL (FROM)	SR	SS	TWIL (TO)
JAN	1	05:34	06:01	15:50	16:32	JUL	1	03:28	03:56	18:10	18:39
	7	05:35	06:01	15:54	16:37		7	03:31	03:59	18:09	18:38
	13	05:34	06:01	15:59	16:42		13	03:34	04:02	18:08	18:36
	19	05:33	06:00	16:03	16:47		19	03:38	04:06	18:05	18:33
	25	05:31	05:57	16:03	16:52		25	03:42	04:09	18:02	18:29
FEB	1	05:28	05:53	16:33	16:58	AUG	1	03:47	04:14	17:57	18:23
	7	05:23	05:49	16:38	17:04		7	03:52	04:18	17:51	18:18
	13	05:18	05:44	16:44	17:09		13	03:56	04:22	17:46	18:12
	19	05:13	05:38	16:49	17:14		19	04:00	04:26	17:39	18:05
	25	05:07	05:31	16:54	17:18		25	04:05	04:30	17:32	17:57
MAR	1	05:02	05:27	17:21	16:58	SEP	1	04:09	04:34	17:23	17:48
	7	04:55	05:19	17:26	17:04		7	04:13	04:38	17:16	17:40
	13	04:47	05:12	17:30	17:09		13	04:17	04:42	17:08	17:32
	19	04:40	05:04	17:35	17:14		19	04:21	04:46	17:00	17:24
	25	04:32	04:56	17:39	17:18		25	04:25	04:49	16:52	17:16
APR	1	04:23	04:47	17:19	17:44	OCT	1	04:29	04:53	16:44	17:08
	7	04:15	04:40	17:23	17:48		7	04:33	04:57	16:36	17:01
	13	04:07	04:32	17:28	17:53		13	04:37	05:02	16:29	16:54
	19	04:00	04:25	17:32	17:57		19	04:41	05:06	16:22	16:47
	25	03:53	04:19	17:36	18:02		25	04:46	05:11	16:16	16:41
MAY	1	03:47	04:13	17:40	18:07	NOV	1	04:51	05:17	16:09	16:34
	7	03:41	04:07	17:45	18:11		7	04:56	05:22	16:04	16:30
	13	03:36	04:03	17:49	18:16		13	05:01	05:27	16:00	16:26
	19	03:32	03:59	17:53	18:21		19	05:06	05:32	15:57	16:23
	25	03:28	03:56	17:57	18:25		25	05:11	05:38	15:55	16:21
JUN	1	03:25	03:53	18:01	18:29	DEC	1	05:16	05:43	15:54	16:21
	7	03:24	03:52	18:05	18:33		7	05:21	05:48	15:54	16:21
	13	03:24	03:52	18:07	18:35		13	05:25	05:52	15:55	16:22
	19	03:24	03:53	18:09	18:37		19	05:28	05:56	15:57	16:25
	25	03:26	03:54	1810	18:38		25	05:31	05:58	16:01	16:28

TOBRUK / Tobruk
(HLTQ)
N315229.66 E0235416.23

Month – DAY		TWIL (FROM)	SR	SS	TWIL (TO)	Month – DAY		TWIL (FROM)	SR	SS	TWIL (TO)
JAN	1	04:57	05:24	15:31	15:58	JUL	1	02:54	03:22	17:34	18:02
	7	04:58	05:25	15:36	16:02		7	02:57	03:25	17:33	18:01
	13	04:58	05:25	15:41	16:07		13	03:00	17:31	17:31	17:59
	19	04:57	05:23	15:46	16:12		19	03:04	03:31	17:29	17:56
	25	04:55	05:21	15:52	16:18		25	03:08	03:35	17:25	17:52
FEB	1	04:52	05:17	15:58	16:24	AUG	1	03:13	03:39	17:20	17:49
	7	04:47	05:13	16:03	16:29		7	03:17	03:43	17:15	17:41
	13	04:43	05:08	16: 09	16:34		13	03:21	03:47	17:10	17:35
	19	04:37	05:02	16:14	16:39		19	03:26	03:51	17:03	17:29
	25	04:31	04:55	16:19	16:43		25	03:30	03:55	16:58	17:21
MAR	1	04:26	05:51	16:22	16:46	SEP	1	03:34	03:59	16:48	17:13
	7	04:19	04:44	16:26	16:51		7	03:38	04:03	16:40	17:05
	13	04:12	04:36	16:31	16:55		13	03:42	04:07	16:32	16:57
	19	04:05	04:29	16:35	16:59		19	03:46	04:10	16:24	16:49
	25	03:57	04:21	17:03	17:03		25	03:50	04:14	16:16	16:41
APR	1	03:48	04:12	16:44	17:08	OCT	1	03:53	04:18	16:09	16:33
	7	03:40	04:05	17:12	17:12		7	03:57	04:22	16:01	16:26
	13	03:33	03:58	16:52	17:17		13	04:01	04:26	15:54	16:18
	19	03:25	03:51	16:56	17:21		19	04:06	04:30	15:47	16:12
	25	03:19	03:44	17:00	17:26		25	*04:10*	*04:35*	*15:41*	16:08
MAY	1	03:12	03:38	17:04	17:30	NOV	1	04:15	04:40	15:34	15:59
	7	03:07	03:33	17:09	17:35		7	04:20	04:46	15:29	15:55
	13	03:02	03:28	17:13	17:39		13	04:25	04:51	15:26	15:51
	19	02:57	03:24	17:17	17:44		19	04:30	06:56	15:23	15:49
	25	02:54	03:21	17:21	17:48		25	04:35	05:01	15:21	15:47
JUN	1	02:51	03:19	17:25	17:53	DEC	1	04:40	05:06	15:20	15:46
	7	02:50	03:18	17:28	17:56		7	04:44	05:11	15:20	15:47
	13	02:50	03:18	17:30	17:59		13	04:48	05:15	15:21	15:48
	19	02:50	03:18	17:32	18:01		19	04:52	05:19	15:23	15:50
	25	02:52	03:20	17:33	18:01		25	04:55	05:22	15:26	15:53

BENGHAZI / Benina
(HLLB)
N320548.50 E0201610.42

Month – DAY		TWIL (FROM)	SR	SS	TWIL (TO)	Month – DAY		TWIL (FROM)	SR	SS	TWIL (TO)
JAN	1	05:12	05:39	15:45	16:12	JUL	1	03:08	03:36	17:49	18:17
	7	05:13	05:40	15:50	16:16		7	03:10	03:39	17:48	18:16
	13	05:13	05:40	15:55	16:21		13	03:14	03:42	17:46	18:14
	19	05:12	05:38	16:00	16:26		19	03:18	03:45	17:44	18:11
	25	05:10	05:36	16:06	16:32		25	03:22	03:49	17:40	18:08
FEB	1	05:06	05:32	16:12	16:38	AUG	1	03:27	03:54	17:35	18:02
	7	05:02	05:28	16:18	16:43		7	03:31	03:58	17:30	17:56
	13	04:57	05:22	16:23	16:48		13	03:36	04:02	17:24	17:50
	19	04:52	05:17	16:28	16:53		19	03:40	04:05	17:18	17:43
	25	04:46	05:10	16:33	16:58		25	03:44	04:09	17:11	17:36
MAR	1	04:41	05:06	16:36	17:01	SEP	1	03:49	04:14	17:02	17:27
	7	04:34	04:58	16:41	17:05		7	03:53	04:17	16:55	17:19
	13	04:27	04:51	16:45	17:09		13	03:56	04:21	16:47	17:11
	19	04:19	04:43	16:49	17:14		19	04:00	04:25	16:39	17:03
	25	04:11	04:36	16:53	17:18		25	04:04	04:29	16:31	16:55
APR	1	04:02	04:27	16:58	17:23	OCT	1	04:08	04:32	16:23	16:48
	7	03:54	04:19	17:02	17:27		7	04:12	04:36	16:16	16:40
	13	03:47	04:12	17:07	17:32		13	04:16	04:41	16:08	16:33
	19	03:40	04:05	17:11	17:36		19	04:20	04:45	16:01	16:26
	25	03:33	03:58	17:15	17:41		25	04:25	04:50	15:55	16:20
MAY	1	03:26	03:52	17:19	17:45	NOV	1	04:30	04:55	15:48	16:14
	7	03:21	03:47	17:23	17:50		7	04:35	05:00	15:44	16:09
	13	03:16	03:42	17:28	17:55		13	04:40	05:06	15:40	16:05
	19	03:11	03:39	17:32	17:59		19	04:45	05:11	15:37	16:03
	25	03:08	03:35	17:36	18:03		25	04:50	05:16	15:35	18:01
JUN	1	03:05	03:33	17:40	18:08	DEC	1	04:55	05:21	15:34	16:00
	7	03:04	03:32	17:43	18:11		7	04:59	05:26	15:34	16:01
	13	03:03	03:32	17:46	18:14		13	05:03	05:30	15:35	16:02
	19	03:04	03:32	17:47	18:16		19	05:07	05:34	15:37	16:04
	25	03:05	03:34	17:49	18:17		25	05:10	05:37	15:40	16:07

TRIPOLI /Mitiga
(HLLM)
N325330.51 E0131715.56

Month – DAY		TWIL (FROM)	SR	SS	TWIL (TO)	Month – DAY		TWIL (FROM)	SR	SS	TWIL (TO)
JAN	1	05:42	06:09	16:11	16:38	JUL	1	03:33	04:02	18:19	18:47
	7	05:43	06:10	16:16	16:43		7	03:36	04:05	18:18	18:46
	13	05:43	06:09	16:21	16:48		13	03:40	04:08	18:16	18:44
	19	05:41	06:08	16:27	16:53		19	03:44	04:11	18:14	18:41
	25	05:39	06:06	16:32	16:58		25	03:48	04:15	18:10	18:37
FEB	1	05:35	06:01	16:39	17:05	AUG	1	03:53	04:20	18:05	18:32
	7	05:31	05:57	16:44	17:10		7	03:58	04:24	18:00	18:26
	13	05:26	05:51	16:50	17:15		13	04:02	04:28	17:54	18:20
	19	05:20	05:45	16:55	17:20		19	04:06	04:32	17:47	18:13
	25	05:14	05:39	17:00	17:25		25	04:11	04:36	17:40	18:05
MAR	1	05:09	05:34	17:04	17:28	SEP	1	04:16	04:41	17:31	17:56
	7	05:02	05:27	17:08	17:33		7	04:20	04:45	17:23	17:48
	13	04:55	05:19	17:13	17:37		13	04:24	04:49	17:15	17:40
	19	04:47	05:11	17:17	17:42		19	04:28	04:53	17:07	17:32
	25	04:39	05:03	17:22	17:46		25	04:32	04:57	16:59	17:23
APR	1	04:29	04:54	17:27	17:52	OCT	1	04:36	05:01	16:51	17:15
	7	04:22	04:47	17:31	17:56		7	04:40	05:05	16:43	17:08
	13	04:14	04:39	17: 35	18:01		13	04:44	05:09	16:36	17:00
	19	04:06	04:32	17:40	18:05		19	04:49	05:14	16:29	16:54
	25	03:59	04:25	17:44	18:10		25	04:53	05:19	16:22	16:47
MAY	1	03:53	04:19	17:48	18:*15*	NOV	1	04:59	05:24	16:15	16:41
	7	03:47	04:14	17:53	18:20		7	05:52	05:30	16:10	16:36
	13	03:42	04:09	17:57	18:24		13	04:56	05:20	16:12	16:36
	19	03:37	04:05	18:02	18:29		19	05:09	05:35	16:06	16:32
	25	03:34	04:02	18:06	18:34		25	05:14	05:41	16:03	16:29
JUN	1	03:31	05:59	18:10	18:38	DEC	1	05:24	05:51	16:00	16:27
	7	03:29	03:58	18:13	18:42		7	05:29	05:56	16:00	16:27
	13	03:29	03:58	18:16	18:44		13	05:33	06:00	16:01	16:28
	19	03:30	03:58	18:18	18:46		19	05:37	06:04	16:03	16:30
	25	03:31	04:00	18:19	18:47		25	05:40	06:07	16:06	16:34

EL BEIDA / labraq
(HLLQ)
N324719 E0215752

Month – DAY		TWIL (FROM)	SR	SS	TWIL (TO)	Month – DAY		TWIL (FROM)	SR	SS	TWIL (TO)
JAN	1	05:07	05:34	15:37	16:04	JUL	1	02:59	03:27	17:44	18:12
	7	05:08	05:35	15:41	16:08		7	03:02	03:30	17:43	18:11
	13	05:08	05:35	15:47	16:13		13	03:05	03:33	17:41	18:09
	19	05:07	05:33	15:52	16:18		19	03:09	03:09	17:39	18:06
	25	05:04	05:31	15:58	16:24		25	03:13	03:41	17:35	18:02
FEB	1	05:01	05:26	16:04	16:30	AUG	1	03:19	03:45	17:30	17:57
	7	04:56	05:22	16:10	16:35		7	03:23	03:50	17:21	17:51
	13	04:51	05:17	16:15	16:41		13	03:28	03:54	17:19	17:45
	19	04:46	05:11	16:21	16:46		19	03:32	03:58	17:12	17:38
	25	04:39	05:07	16:26	16:50		25	03:36	04:02	17:05	17:30
MAR	1	04:35	04:59	16:29	16:54	SEP	1	03:41	04:06	16:58	17:21
	7	04:27	04:52	16:34	16:58		7	03:45	04:10	16:48	17:13
	13	04:20	04:44	16:38	17:03		13	03:49	04:14	16:40	17:09
	19	04:12	04:37	16:43	17:07		19	03:53	04:18	16:32	16:57
	25	04:04	04:29	16:47	17:11		25	03:57	04:22	16:24	16:41
APR	1	03:55	04:20	16:52	17:17	OCT	1	04:01	04:26	16:16	16:41
	7	03:47	04:12	16:56	17:21		7	04:05	04:30	16:08	16:33
	13	03:39	04:04	17:00	17:26		13	04:10	04:34	16:01	16:26
	19	03:35	03:57	17:05	17:30		19	04:14	04:39	15:54	16:19
	25	03:25	03:51	17:09	17:35		25	04:18	04:44	15:47	16:13
MAY	1	03:18	03:45	17:14	17:40	NOV	1	04:24	04:50	15:41	16:06
	7	03:12	03:39	17:18	17:45		7	04:29	04:55	15:36	16:01
	13	03:07	03:34	17:22	17:49		13	04:34	05:00	15:32	15:58
	19	03:03	03:30	17:27	17:54		19	04:39	05:06	15:28	15:55
	25	02:59	03:27	17:31	17:59		25	04:44	05:11	15:26	15:53
JUN	1	02:56	03:25	17:35	18:03	DEC	1	04:49	05:17	15:25	15:52
	7	02:55	03:23	17:38	18:07		7	04:54	05:21	15:25	15:52
	13	02:55	03:23	17:41	18:09		13	04:58	05:25	15:26	15:54
	19	02:55	03:24	17:43	18:11		19	05:02	05:29	15:29	15:56
	25	02:57	03:25	17:44	18:12		25	05:07	05:32	15:32	15:59

SEBHA / Sebha
(HLLS)
N265913.32 E0142821.30

Month – DAY		TWIL (FROM)	SR	SS	TWIL (TO)	Month – DAY		TWIL (FROM)	SR	SS	TWIL (TO)
JAN	1	05:26	05:51	16:20	16:45	JUL	1	03:45	04:11	18:00	18:26
	7	05:27	05:52	16:24	16:49		7	03:47	04:14	17:59	18:26
	13	05:27	05:52	16:29	16:54		13	03:50	04:16	17:58	18:24
	19	05:27	05:52	16:33	16:58		19	03:54	04:19	17:56	18:22
	25	05:25	05:50	16:38	17:03		25	03:57	04:22	17:54	18:19
FEB	1	05:23	05:47	16:44	17:08	AUG	1	04:01	04:26	17:50	18:15
	7	05:20	05:44	16:48	17:12		7	04:04	04:29	17:45	18:10
	13	05:16	05:39	16:52	17:16		13	04:08	04:32	17:40	18:05
	19	05:11	05:35	16:55	17:20		19	04:11	04:35	17:35	17:59
	25	05:06	05:29	17:00	17:24		25	04:14	04:38	17:29	17:53
MAR	1	05:02	05:25	17:03	17:26	SEP	1	04:17	04:41	17:22	17:45
	7	04:56	05:19	17:06	17:29		7	04:20	04:44	17:15	17:38
	13	04:50	05:13	17:09	17:32		13	04:23	04:46	17:08	17:32
	19	04:43	05:07	17:12	17:36		19	04:26	04:49	17:01	17:25
	25	04:37	05:00	17:15	17:39		25	04:28	04:51	16:54	17:18
APR	1	04:29	04:52	17:19	17:*42*	OCT	1	04:31	04:54	16:48	17:11
	7	04:22	04:46	17:22	17:46		7	04:34	04:57	16:41	17:05
	13	04:16	04:40	17:25	17:49		13	04:37	05:00	16:35	18:58
	19	04:10	04:34	17:28	17:52		19	04:40	05:04	16:29	16:53
	25	04:04	04:28	17:31	17:56		25	04:43	05:07	16:24	16:48
MAY	1	03:59	04:23	17:35	17:*59*	NOV	1	04:48	05:12	16:19	16:42
	7	03:54	04:19	17:38	18:03		7	04:52	05:16	16:15	16:39
	13	03:50	04:15	17:41	18:07		13	04:56	05:20	16:12	16:36
	19	03:46	04:12	17:45	18:10		19	05:00	05:25	16:09	16:34
	25	03:44	04:10	17:48	18:14		25	05:04	05:29	16:05	16:33
JUN	1	03:42	04:08	17:52	18:18	DEC	1	05:07	07:34	16:08	16:33
	7	03:41	04:07	17:54	18:21		7	05:13	05:38	16:08	16:34
	13	03:41	04:07	17:57	18:23		13	05:17	05:42	16:10	16:35
	19	03:41	04:08	17:58	18:25		19	05:20	05:46	16:12	16:38
	25	03:43	04:09	17:59	18:26		25	05:23	05:48	16:15	16:41

TRIPOLI / Tripoli
(HLLT)
N323948.92 E0130932.98

Month – DAY		TWIL (FROM)	SR	SS	TWIL (TO)	Month – DAY		TWIL (FROM)	SR	SS	TWIL (TO)
JAN	1	05:42	06:08	16:12	16:39	JUL	1	03:34	04:03	18:19	18:47
	7	05:43	06:10	16:17	16:44		7	03:37	04:06	18:18	18:46
	13	05:43	06:09	16:22	16:49		13	03:41	04:09	18:16	18:44
	19	05:42	06:08	16:28	16:54		19	03:45	04:12	18:14	18:41
	25	05:39	06:06	16:33	16:59		25	03:49	04:16	18:10	18:37
FEB	1	05:36	06:01	16:40	17:06	AUG	1	03:54	04:21	18:05	18:32
	7	05:31	05:57	16:45	17:11		7	03:59	04:25	18:00	18:26
	13	05:26	05:52	16:51	17:16		13	04:03	04:29	17:54	18:20
	19	05:21	05:46	16:58	17:21		19	04:07	04:33	17:47	18:13
	25	05:14	05:39	17:01	17:26		25	04:12	04:37	17:40	18:05
MAR	1	05:10	05:34	17:04	17:29	SEP	1	04:17	04:42	17:31	17:56
	7	05:03	05:27	17:09	17:33		7	04:21	04:45	17:24	17:48
	13	04:55	05:20	17:13	17:38		13	04:25	04:49	17:16	17:40
	19	04:47	05:12	17:18	17:42		19	04:29	04:53	17:07	17:32
	25	04:39	05:02	17:22	17:47		25	04:32	04:57	16:59	17:24
APR	1	04:30	04:55	17:27	17:52	OCT	1	04:36	05:01	16:51	17:16
	7	04:22	04:47	17:31	17:56		7	04:41	05:05	16:44	17:08
	13	04:15	04:40	17:36	18:01		13	04:45	05:10	16:36	17:01
	19	04:07	04:33	17:40	18:05		19	04:49	05:14	16:29	16:54
	25	04:00	04:26	17:44	18:10		25	04:54	05:19	16:23	16:48
MAY	1	03:54	04:20	17:49	18:15	NOV	1	04:59	05:25	16:16	16:41
	7	03:58	04:14	17:53	18:20		7	05:04	05:30	16:11	16:37
	13	03:43	04:10	17:57	18:24		13	05:09	05:35	16:07	16:33
	19	03:38	04:06	18:02	18:29		19	05:14	05:41	16:04	16:30
	25	03:35	04:03	18:06	18:33		25	05:19	05:46	16:02	16:38
JUN	1	03:35	04:00	18:10	18:38	DEC	1	05:24	05:51	16:01	16:28
	7	03:31	03:59	18:13	18:41		7	05:29	05:56	16:01	16:28
	13	03:30	03:59	18:16	18:44		13	05:33	06:00	16:02	16:29
	19	03:31	03:59	18:17	18:46		19	05:37	06:04	16:04	16:31
	25	03:32	04:01	18:19	18:47		25	05:40	06:07	16:07	16:35

INTENTIONALLY

BLANK

GEN 3. SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

1. RESPONSIBLE SERVICE

1.1 The Aeronautical Information Service, which forms part of the Libyan Civil Aviation Authority, ensures the flow of information necessary for the safety, regularity and efficiency of international and national air navigation within the area of its responsibility as indicated under GEN 3.1- (2). It consists of AIS Headquarters, International NOTAM Office (NOF) and AIS units established at certain aerodromes as listed below:

1.1.1 AIS Headquarters

Aeronautical Information Service (AIS)
Gaser Ben Gashir
Post Office. PO. Box 97602
E-mail**:** ais@caa.gov.ly
AFS: HLLLYNYN
Website**:** www**.**caa.gov.ly/ais/

1.1.2 International NOTAM Office (NOF)

The International NOTAM office is located in Mitiga Airport at Administrative Building
Collective address: HLZZNLNL (NOTAM)
HLZZSLSL (SNOWTAM)
TEL: +218213660252
E-mail**:** ais@caa.gov.ly
Website: www.caa.gov.ly/ais/category/notam/

1.1.3 AIS Briefing offices

AFS: HLLMZPZX / Mitiga Airport TEL: +218 21 3502143
AFS: HLLBZPZX / HLLBYNYX / Benina Airport TEL: +218612230281 /Telefax: +21861335010
AFS: HLLSZPZX / Sebha Airport.
AFS: HLMSZPZX / Misrata Airport.
AFS: HLLQZPZX / Labraq Airport.
AFS: HLGSZPZX / Sirte Gulf Airport.
AFS: HLGTZPZX / Ghat Airport.
AFS: HLTQZPZX / Tobruk Airport.
AFS: HLTDZPZX / Ghadames Airport
E-mail**:** ais@caa.gov.ly
Website: www.caa.gov.ly/ais

2. AREA OF RESPONSIBILITY

The Aeronautical Information Service responsible for collection and dissemination of information for the entire territory of Libya and for the airspace over the Mediterranean Sea encompassed by the Tripoli FIR.

3. AERONAUTICAL PUBLICATIONS

3.1 The aeronautical information is provided in the form of the integrated aeronautical information package consisting of the following elements:

a) Aeronautical Information Publication (AIP);

b) Amendment service to the AIP (AIP AMDT);

c) Supplement to the AIP (AIP SUP);

d) NOTAM;

e) Aeronautical Information Circulars (AICs); and

f) Aeronautical Charts.

NOTAM and the related monthly checklists are issued via the AFS.

3.2 AERONAUTICAL INFORMATION PUBLICATIONS (AIP)

The AIP, issued in one volume, is the basic aeronautical information document published for Libya and contains information of lasting character essential to air navigation. It is available in English only and is maintained up to date by amendment service consisting of reprinted pages and, in the case of minor amendments, by manuscript corrections. Amendments together with checklists, are normally issued at regular intervals. If this interval exceeds three calendar months, subscribers are notified of the date of the current checklist.

3.3 AMENDMENT SERVICE TO THE AIP (AIP AMDT)

3.3.1 Amendments to the AIP are made by means of replacement sheets and consist of AIRAC AIP Amendment (AIRAC AIP AMDT), issued in accordance with the AIRAC system, incorporating operationally significant permanent changes into the AIP on the indicated AIRAC effective date. Although hand amendments may be issued from time to time, replacement sheets will be issued at the first opportunity. Every effort will be made to restrict hand amendments to a minimum.

3.3.2 A brief description of the subjects affected by the amendment is given on the AIP amendment cover sheet.

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

3.4 SUPPLEMENT TO THE AIP (AIP SUP)

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

3.5 NOTAM

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

3.5.2 Exchange of Information:

Series A NOTAM	Series A NOTAM	Series D NOTAM
ABU DHABI	KHARTOUM	BENINA
ACCRA	KIGALI	GHADAMES
ADDIS ABEBA	KINSHASA	GHAT
ALGIERS	KYIV	KUFRA
AMMAN	KUWAIT	LABRAQ
AMSTERDAM	LAGOS	MISRATA
ANKARA	LARNACA	MITIGA
ANTANANARIVO	LISBON	SEBHA
ATHENS	LONDON	SIRTE
BAGHDAD	LJUBLJANA	TOBRUK
BAHRAIN	LUSAKA	TRIPOLI
BANGKOK	MADRID	UBARI
BEIRUT	MALTA	ZINTAN
BEOGRAD	MOSCOW	ZWARA
BRATISLAVA	MUSCAT	
BRAZZAVILLE	NAIROBI	
BRUSSELS	NICOSIA	
BUCHAREST	PARIS	
BUDAPEST	PRAGUE	
BUJUMBURA	ROME	
CAIRO	SANAA	
CASABLANCA	SEOUL	
CONAKRY	SHANNON	
COPENHAGEN	SINGAPORE	
DAKAR	SOFIA	
DAMASCUS	STOCKHOLM	
DAR ES SALAAM	TEHRAN	
DHAKA	TUNIS	
ENTEBE	VIENNA	
FRANKFURT	WARSAW	
JEDDAH	WASHINGTON (Send only)	
JOHANNESBURG	ZAGREB	
KARACHI	ZURICH	

3.6 AERONAUTICAL INFORMATION CIRCULAR (AIC)

3.6.1 The Aeronautical Information Circulars (AIC) contain information on the long-term forecast of any major change in legislation, regulations, procedures or facilities; information of a purely or advisory nature liable to affect flight safety, and information concerning technical, legislative or purely administrative matters. AIC are divided by subject and are issued in two series (A and B). AIC Series A contains information affecting international civil aviation and is given international distribution, while AIC Series B contains information affecting national aviation only and is given national distribution.

3.6.2 Each AIC is numbered consecutively within each series on a calendar year basis. The year, indicated by two digits, is a part of the serial numbers of the AIC, e.g. AIC A 01/26; AIC B 01/ 26. A checklist for the currently applicable AIC must be issued at least once a year distributed as for the AIC.

3.7 AERONAUTICAL CHARTS

Aeronautical charts are a visual representation of a portion of the Earth specifically designated to meet the needs of air navigation.

3.8 SALE OF PUBLICATIONS

The said publications can be obtained from the Aeronautical Information Service (AIS). Purchase prices are published in AIC Series A as indicated below:

a) Twenty Libyan dinars (20 LYD) for briefing services for each departing domestic flight from any airport.

b) Thirty Libyan dinars (30 LYD) for briefing services for each departing international flight from any airport.

c) Three hundred and fifty Libyan dinars (350 LYD) for each hard copy of AIP + CD.

d) One hundred Libyan dinars (100 LYD) for the annual subscription fee to obtain amendments, Supplements NOTAMs and AICs.

4. AIRAC SYSTEM

4.1 In order to control and regulate the flow of changes implying amendments to charts, Route Manuals etc. such changes, whenever possible, will be issued at predetermined dates according to the AIRAC system. Whenever possible, this type of information will be published as an AIRAC amendment. If an AIRAC amendment cannot be produced due to lack of time, NOTAM or AIP SUP clearly marked AIRAC will be issued.

4.2 The table below indicates AIRAC effective dates for the coming years. AIRAC information will be issued so that the information will be received by the user not later than 28 days, and for major changes not later than 56 days, before the effective date. At AIRAC effective date, a trigger NOTAM will be issued giving a brief description of the content, effective date and reference number of the AIRAC AIP AMDT or AIRAC AIP SUP that will become effective on that date, if no information was submitted for publication at the AIRAC date, a NIL notification will be issued by NOTAM not later than one AIRAC cycle before the AIRAC effective date concerned.

Schedule of AIRAC effective dates, 2025 - 2029

2025	*2026*	*2027*	*2028*	*2029*
2025-01-23	2026-01-22	2027-01-21	2028-01-20	2029-01-18
2025-02-20	2026-02-19	2027-02-18	2028-02-17	2029-02-15
2025-03-20	2026-03-19	2027-03-18	2028-03-16	2029-03-15
2025-04-17	2026-04-16	2027-04-15	2028-04-13	2029-04-12
2025-05-15	2026-05-14	2027-05-13	2028-05-11	2029-05-10
2025-06-12	2026-06-11	2027-06-10	2028-06-08	2029-06-07
2025-07-10	2026-07-09	2027-07-08	2028-07-06	2029-07-05
2025-08-07	2026-08-06	2027-08-05	2028-08-03	2029-08-02
2025-09-04	2026-09-03	2027-09-02	2028-08-31	2029-08-30
2025-10-02	2026-10-01	2027-09-30	2028-09-28	2029-09-27
2025-10-30	2026-10-29	2027-10-28	2028-10-26	2029-10-25
2025-11-27	2026-11-26	2027-11-25	2028-11-23	2029-11-22
2025-12-25	2026-12-24	2027-12-23	2028-12-21	2029-12-20

5. PRE-FLIGHT INFORMATION SERVICE AT AERODROMES / HELIPORTS

To be developed.

6. DIGITAL DATA SETS

Electronic Terrain and OBST data

Air navigation ICAO Area 1,3 and 4 terrain and obstacle data sets may be obtained in electronic format from:
Aeronautical Information Service and, Airspace Study and Planning Section

P.O. Box: 97602
E-mail: ais@caa.gov.ly
E-mail: ifpd@airnavigation.caa.gov.ly
AFS: HLLLYNYN
Website: https://www.caa.gov.ly/ais/

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GEN 3.2 AERONAUTICAL CHARTS

1. RESPONSIBLE SERVICES

The Libyan Civil Aviation Authority provides a wide range of aeronautical charts for use by all types of civil aviation. The Aeronautical Information Service produces the charts which are part of the AP, all other aeronautical charts are produced by the Department of Surveys. Charts, suitable for preflight planning and briefing are selected from those listed in the ICAO Aeronautical Chart Catalogue (Doc 7101), they are available for reference at aerodrome AIS units (their addresses can be found under paragraph 3.2- (3) below.) The charts are produced in accordance with the provisions contained in Annex 4 - Aeronautical Charts. Differences to these provisions are detailed in subsection GEN 1.7.

2. MAINTENANCE OF CHARTS

2.1 The aeronautical charts included in the AIP are kept up to date by amendments to the AIP. Corrections to aeronautical charts not contained in the AIP are promulgated by AIP Amendments and are listed under GEN 3.2- (9).

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

3. PURCHASE ARRANGEMENTS

The charts listed under GEN 3.2- (5) obtained from the:

Aeronautical Information Service
P.O. Box: 97602
Gaser Ben Gashir Post Office
Email: ais@caa.gov.ly
Email: ifpd@airnavigation.caa.gov.ly
AFS: HLLLYNYN
Website: https://www.caa.gov.ly/ais/

4. AERONAUTICAL CHART SERIES AVAILABLE

4.1 The following series of aeronautical charts are produced:

a) World Aeronautical Charts (WAC) - ICAO 1:1 000 000;

b) Instrument Approach Charts - ICAO;

c) Visual Approach Charts - ICAO;

d) Aerodrome Obstacle Charts – ICAO - (Type A);

e) Aerodrome Charts - ICAO;

f) Aircraft Parking/Docking Charts (PDC) - ICAO;

g) En-route Chart -ICAO;

h) Standard Departure Charts - Instrument (SID) - ICAO;

i) Standard Arrival Charts - Instrument (STAR) - ICAO.

4.2 General description of each series:

a) WORLD AERONAUTICAL CHARTS - ICAO 1:1 000 000

- These charts constitute the contribution made by Libya to the World Aeronautical Chart - ICAO 1: 1,000,000 series and are required for preflight planning as well as pilotage.

b) INSTRUMENT APPROACH CHARTS - ICAO

- Instrument Approach Charts are available for all aerodromes open to International Civil Aviation where instrument approach procedures have been established. Their function is to provide the flight crew with a graphic presentation of instrument approach; missed approach and, where appropriate, holding procedures to the aerodrome of intended landing.

c) VISUAL APPROACH CHARTS - ICAO

- Visual Approach and Landing Charts conforming to the specifications of Annex 4 are available for some aerodromes listed in the AIP. Their function is to provide the flight crew with a graphic presentation of the approach to an aerodrome by visual reference and to provide an illustration of the aerodrome which will facilitate the approach to the runway of intended landing.

d) AERODROME OBSTACLE CHARTS- ICAO Type A

- These charts provide the data necessary to enable an operator to comply with the operating limitations of Annex 6 chapter 5 through the determination of minimum safe heights and procedures to use in the event of an emergency during take-off or landing.

e) AERODROME CHARTS - ICAO

- Aerodrome Charts are available for 15 aerodromes listed in GEN 3.2- (6) The charts provide flight crews with information that will facilitate the ground movement of aircraft to and from the runways and aprons and to portray the major flight operation facilities at the aerodrome.

f) AIRCRAFT PARKING/DOCKING CHARTS - ICAO

- These charts are produced for those aerodromes where, due to the complexity of the terminal facilities, the information to facilitate the ground movement of aircraft between the taxiways and the aircraft stands and parking/docking of aircraft cannot be shown with sufficient clarity on the Aerodrome chart – ICAO or on the Aerodrome Ground Movement Chart - ICAO.

g) EN-ROUTE CHART - ICAO.

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

h) STANDARD DEPARTURE CHARTS - INSTRUMENT (SID) - ICAO

- These charts are produced whenever a standard instrument departure procedure has been published. The aeronautical data shown include the aerodrome of departure, prohibited, restricted and danger areas and the air traffic services system. These charts provide the flight crew with information that will enable them to comply with the designated standard departure from the Take-off phase to the En-route phase.

i) STANDARD ARRIVAL CHARTS - INSTRUMENT (STAR) - ICAO

- These charts are produced whenever a standard instrument arrival procedure has been published. The aeronautical data shown include the aerodrome of landing, prohibited, restricted and danger areas and the air traffic services system. These charts provide the flight crew with information that will enable them to comply with the designated standard arrival from the En-route phase to the approach phase.

GEN 3.3 AIR TRAFFIC SERVICES

1. RESPONSIBLE SERVICE

1.1 The Air Navigation Services Department of the Libyan Civil Aviation Authority is the responsible authority for the provision of Air Traffic Services within the area indicated under GEN 3.3 – (2) below:

Director of Air Navigation Services Department
Civil Aviation Authority
Tripoli - Libya
E-Mail: ans@caa.gov.ly
AFS: HLLLZQZX

1.2 The services are provided in accordance with the provision contained in the following ICAO Documents:

a) Annex 2 - Rules of the Air;
b) Annex 11 - Air Traffic Services;
c) Doc. 4444 - Procedures for Air Navigation Services-Rules of the Air and Air Traffic Services (PANS-RAC);
d) Doc. 8168 - Procedures for Air Navigation Services - Aircraft Operations (PANS-OPS);
e) Doc. 7030 - Regional Supplementary Procedures;
f) Differences to these provisions are detailed in subsection GEN 1.7.

2. AREA OF RESPONSIBILITY

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

3. TYPES OF SERVICES

3.1 The following types of services are provided:

a) Air Traffic Control (ATC):
- Area control (ACC);
- Approach control (APP);
- Aerodrome control (TWR).

b) Flight Information Service (FIS).

c) Alert Service (ALRS).

4. COORDINATION BETWEEN THE OPERATOR AND ATS

4.1 Coordination between the operator and air traffic services is affected in accordance with Annex 11, and PANS-ATM (Doc4444).

4.2 COORDINATION BETWEEN ACCS

If a flight is to enter an adjacent area, information concerning any revised estimate of 3 minutes or more is forwarded to the adjacent ACC, normally by telephone.

5. MINIMUM FLIGHT ALTITUDES

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

6. ATS UNITS ADDRESS LIST

Unit Name	Postal Address	Telephone NR	Telefax NR	E-mail	AFS Address
BENINA / TWR BENGHAZI / ACC / APP	Benina Intl Airport Libya	+218612230281 +218612230280 +218612230280	-	atc@ans.caa.gov.ly	HLLBZTZX HLLBZQZX
LABRAQ / TWR	Labraq Intl Airport Libya	+21869535267 +218213616754	-	atc@ans.caa.gov.ly	HLLQZTZX
GHADAMES / TWR	Ghadames Airport Libya	+218213330652 +21848462084	-	atc@ans.caa.gov.ly	HLTDZTZX
GHAT / TWR	Ghat Airport Libya	+218213600272	-	atc@ans.caa.gov.ly	HLGTZTZX
KUFRA / TWR	Kufra Intl Airport Libya	+218647503614 +218647502201	-	atc@ans.caa.gov.ly	HLKFZTZX
MISRATA / TWR	Misurata Intl Airport Libya	+218515242243 +218512650208	-	mis.twr@ans.caa.gov.ly	HLMSZTZX
MITIGA / TWR	Mitiga Intl Airport Libya	+218213660247 +218217309173 +218213612130	-	atc@ans.caa.gov.ly	HLLMZTZX
SEBHA / TWR / APP	Sebha Intl Airport Libya	+218712631822/01 +218712622571	-	atc@ans.caa.gov.ly	HLLSZTZX
SIRTE / TWR	Sirte gulf Intl Airport Libya	+218545273345 +218213617748	-	atc@ans.caa.gov.ly	HLGSZTZX
TOBRUK / TWR	Tobruk Intl Airport Libya	+218628230112 +218628230114	-	atc@ans.caa.gov.ly	HLTQZTZX
TRIPOLI / TWR TRIPOLI / ACC/APP/FIC	Tripoli Intl Airport Libya	+218217162288 +218213619390 +218213660194 +218213660250 +218217167744	-	acc@caa.gov.ly acc.supervisor@caa.gov.ly	HLLTZTZX HLLLZQZX HLLLZIZX
UBARI / TWR	Ubari Airport Libya	+218712632242	-	atc@ans.caa.gov.ly	HLUBZTZX
ZINTAN / TWR	Zintan Airport Libya	+218245363311	-	atc@ans.caa.gov.ly	HLZNZTZX
ZWARA / TWR	Zwara Airport Libya	+218252224330 +218252224777	-	atc@ans.caa.gov.ly	HLZWZTZX

GEN 3.4 COMMUNICATION SERVICES

1. RESPONSIBLE SERVICE

1.1 The Libyan Civil Aviation authority is responsible for the provision of Telecommunications and Navigation facilities.

Director of Technical Affairs Department (CNS)

Libyan Civil Aviation Authority

E-Mail: tech@caa.gov.ly

AFS: HLLLYTYX / HLLLYFYX

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

a) Annex 10 "Aeronautical Telecommunications" Doc 8400 "ICAO Abbreviations and Codes"
b) Doc 8585 "Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services"
c) Doc 7030 "Regional Supplementary Procedures"
d) Doc 7910 "Location Indicators".

2. AREA OF RESPONSIBILITY

Communication services are provided for the entire Tripoli FIR. Arrangements for such services on a continuing basis should be made with the Director of Air Navigation Department. Responsibility for the day-to-day operation of these services is vested in Station Communication Officers located at each aerodrome. Inquiries, suggestions or complaints regarding any telecommunication service should be referred to the relevant Communication Officer or to the Director of the Air Navigation Department, as appropriate.

3. TYPES OF SERVICES

3.1 Radio Navigation Services:

The following types of radio aids to navigation are available:

- LF/MF non-directional radio beacon (NDB);
- Locator (L);
- Instrument Landing System (ILS);
- VHF Very High Frequency Omnidirectional Range (VOR);
- Distance-measuring equipment (DME).

3.2 Voice/data link services

a) Voice service

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

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

- Libyan aeronautical stations shall answer calls directed to them by the stations and shall exchange communication on request.
- All stations shall radiate the minimum power necessary to ensure a satisfactory service.

b) Data link service

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

i) they satisfy the requirements of Annex 10, Vol. II:
ii) they are prepared in the form specified in Annex 10;
iii) the text of an individual message does not exceed 200 groups.

3.3 Broadcasting service

NIL.

3.4 Language used:

English.

3.5 Where detailed information can be obtained:

a) Details of the various facilities available for the en-route traffic can be found in Part 2, ENR 4.
b) Details of the facilities available at the individual aerodromes can be found in the relevant sections of Part 3 (AD). In cases where a facility is serving both the en-route traffic and the aerodromes, details are given in the relevant sections of Part 2 (ENR) and Part 3 (AD).

4. REQUIREMENTS AND CONDITIONS

The requirements of the LYCAA for the carriage of radio equipment is contained in the Civil Aviation Regulations.

5. MISCELLANEOUS

NIL.

6. AERONAUTICAL FIXED SERVICES

To be devolobed.

7. AERONAUTICAL FIXED SERVICES: PHONE

To be devolobed.

GEN 3.5 METEOROLOGICAL SERVICES

1. RESPONSIBLE SERVICE

1.1 The Meteorological Services for civil aviation are provided by:

Libyan National Meteorological Center (NMC)
Tripoli - Gorji - Libya
TEL: + 218214778227
Telefax: +218215623084
E-Mail: info@lnmc.ly
AFS: HLMCYMYX
Website: www.lmnc.ly

1.2 This service is provided with the provisions contained in the following ICAO documents:

a) Annex 3: "Meteorological Services for International Air Navigation".
b) Doc 7030: "Regional Supplementary Procedures"
c) Differences to these provisions are detailed in subsection GEN 1.7.

2. AREA OF RESPONSIBILITY

Meteorological service is provided within the TRIPOLI FIR.

3. METEOROLOGICAL OBSERVATION AND REPORTS

Name of Station/Location Indicator	Type and Frequency Of Observation / Automatic Observation Equipment	Type of MET Reports & availability of trend forecasts	Observation System Site(s)	Hours of Operation	Climatological Information
1	2	3	4	5	6
Ghat HLGT	Hourly	Metar/Speci	Manual & Auto	H24	Climatological avbl
Kufra HLKF	Hourly	Metar/Speci	Manual & Auto	H24	Climatological avbl
Benina HLLB	Half hourly	Metar/Speci	Manual & Auto	H24	Climatological avbl
Mitiga HLLM	Hourly	Metar/Speci	Manual & Auto	H24	Climatological avbl
Sebha HLLS	Hourly	Metar/Speci	Manual & Auto	H24	Climatological avbl
Tripoli HLLT	Half hourly	Metar/Speci	Manual & Auto	H24	Climatological avbl
Misrata HLMS	Hourly	Metar/Speci	Auto	H24	Climatological avbl
Gulf Sirt HLGS	Hourly	Metar/Speci	Auto	H24	Climatological avbl

*Automatic observation via AW11, VOLMET 126.4 MHz.

SYNOPTIC AERONAUTICAL MET STATIONS

Name of Station Elevation	Location Indicator	Index No.	Coordinates	Hours (UTC)	Information Provided
1	2	3	4	5	6
UBARI 463	HLUB	61247	N2636 E01247	H24	SYNOPTIC OBSERVATION AVBL
NALUT 621	ZZZZ	62002	N3152 E01059	H24	SYNOPTIC OBSERVATION AVBL
ZWARA 3	HLZW	62007	N3253 E01205	H24	SYNOPTIC OBSERVATION AVBL
YEFREN 691	ZZZZ	62008	N3205 E01233	H24	SYNOPTIC OBSERVATION AVBL
ESSBEEA	ZZZZ	62009	N3219 E01306	H24	SYNOPTIC OBSERVATION AVBL
TRIPOLI AIRPORT 81	HLLT	62010	N3240 E01309	H24	SEE TABLE ON PAGE GEN 3.5-1
GRIAN	ZZZZ	62011	N3209E01300	H24	SYNOPTIC OBSERVATION AVBL
KHOMS 22	ZZZZ	62012	N3238 E01418	H24	SYNOPTIC OBSERVATION AVBL
BENI WALID 259	HLWD	62014	N3144 E01401	H24	SYNOPTIC OBSERVATION AVBL
MISURATA 32	HLMS	62016	N3219 E01503	H24	SYNOPTIC OBSERVATION AVBL
BO NJEEM 90	ZZZZ	62018	N3035 E01525	H24	SYNOPTIC OBSERVATION AVBL
SIRTE 13	HLGS	62019	N3112 E01635	H24	SYNOPTIC OBSERVATION AVBL
BENINA 129	HLLB	62053	N3205 E02016	H24	SEE TABLE ON PAGE GEN 3.5-1
ALMARJ	ZZZZ	62054	N3212E02053	H24	SYNOPTIC OBSERVATION AVBL

SYNOPTIC AERONAUTICAL MET STATIONS

Name of Station Elevation	Location Indicator	Index No.	Coordinates	Hours (UTC)	Information Provided
1	2	3	4	5	6
AGEDABIA 7	HLAG	62055	N3043 E02010	H24	SYNOPTIC OBSERVATION AVBL
SHAHAT 621	ZZZZ	62056	N3249 E02151	H24	SYNOPTIC OBSERVATION AVBL
DERNA 26	ZZZZZ	62059	N3035 E01525	H24	SYNOPTIC OBSERVATION AVBL
TOBRUK 50	HLTQ	62062	N3206 E02356	H24	SYNOPTIC OBSERVATION AVBL
GHADAMS 357	HLTD	62103	N3008 E00930	H24	SYNOPTIC OBSERVATION AVBL
GHERIAT 497	ZZZZ	62120	N3O23 E01335	H24	SYNOPTIC OBSERVATION AVBL
ELHAMADA“ 625	ZZZZ	62121	N2931 E01256	H24	SYNOPTIC OBSERVATION AVBL
SEBHA 432	HLLS	62124	N2701 E01427	H24	SEE TABLE ON PAGE GEN 3.5-1
HON 263	HLON	62131	N2907 E01557	H24	SYNOPTIC OBSERVATION AVBL
MARADA* 37	ZZZZ	62145	N2928 E01929	H24	SYNOPTIC OBSERVATION AVBL
GIALO 60	ZZZZ	62161	N2902 E02134	H24	SYNOPTIC OBSERVATION AVBL
GIAGBUB -1	ZZZZ	62176	N2945 E02432	H24	SYNOPTIC OBSERVATION AVBL
GHAT 692	HLGT	62212	N2508 E01009	H24	SEE TABLE ON PAGE GEN 3.5-1
TRAGEN “ 421	ZZZZ	62225	N2556 E01427	H24	SYNOPTIC OBSERVATION AVBL
TAZERBO 260	ZZZZ	62259	N2548 E02108	H24	SYNOPTIC OBSERVATION AVBL
KUFRA 436	HLKF	62271	N2413 E02318	H24	SEE TABLE ON PAGE GEN 3.5-1

*Unmanned stations (DCP)

4. TYPES OF SERVICE

a) Climatological summaries for synoptic stations are available from the NMC.
b) Briefing and flight documentations are provided at the Briefing Offices at Benina, Tripoli and Mitiga airports at any time (24 hours), while at other airports notification from operators concerning the briefing documentation and meteorological information needed should be requested at least 3 hours before the estimated time of departure.
c) Any other services could be on bilateral agreement with the NMC.
d) The Pilot-in-command is given personal briefing by a Meteorological Officer. Flight Documentation normally includes:
- Upper-level charts.
- Departure - destination aerodrome reports and forecasts as well as alternates.
e) Unless otherwise agreed, the forecast will be ready one hour before the stated time of departure. Tripoli FIR Upper Air Information “Wind and Temperature” are provided by NMC on request

5. NOTIFICATION REQUIRED FROM OPERATORS

5.1 For non-scheduled flights, notification from operators concerning briefing, flight documentation and other meteorological information needed is required:
a) At least 2 hours before the estimated time of departure from Benina, Mitiga and Tripoli airports.
b) At least 3 hours before the estimated time of departure from the other airports.

6. AIRCRAFT REPORTS

6.1 Special Aircraft Observations

Special observations shall be made and reported by all aircraft whenever the following conditions are encountered or observed:

a) moderate or severe turbulence; or
b) moderate or severe icing; or
c) severe mountain wave; or
d) thunderstorms, without hail, that are obscured, embedded, widespread or in squall lines; or
e) thunderstorms, with hail, that are obscured, embedded, widespread or in squall lines; or
f) heavy dust storm or heavy sandstorm; or
g) volcanic ash cloud.

When other meteorological conditions not listed, e.g. wind shear, are encountered and which, in the opinion of the pilot-in-command, may affect the safety or markedly affect the efficiency of other aircraft operations, the pilot-in-command shall advise the appropriate air traffic services unit as soon as practicable.

6.2 AIREP REQUIRED FROM OPERATORS

The preparation and transmission of aircraft observations (AIREP) is to be reported at the reporting points given below:

ATS/MET Reporting point	ATS/MET Reporting point	ATS/MET Reporting point	ATS/MET Reporting point
ABU ARGUB DVOR/DME	DITAR	KUFRA VOR/DME	SARIR NDB
ARRIG	ELAVI	LOSUL	SARKI
BENINA VOR/DME	GARIN	MITIGA DVOR/DME	SEBHA VOR/DME
BONAR	GHADAMES VOR/DME	ORNAT	TONBA
DAHRA VOR	GHAT DVOR/DME	RAMLI	TUMMO
DEKTU	INDOT	RASNO	

7. VOLMET SERVICE

Nil.

8. SIGMET AND AIRMET SERVICES

a) The NMC maintains a continuous are a weather watch and warning service within Tripoli FIR and issues SIGMETs, as well as warnings for the respective aerodromes.
b) The SIGMET messages are to be issued at occurrence or expected occurrence of any significant phenomena in abbreviated plain language in accordance with Annex 3.
c) The NMC issues warnings for respective aerodromes whenever weather phenomena specified in Annex 3 are occurring or are expected to occur to the aerodrome.

9. OTHER AUTOMATED METEOROLOGICAL SERVICE

Nil.

10. METEOROLOGICAL PRODUCTS

a) Aeronautical meteorological information for aviation received via SADIS, RETIM AFRICA, RETIM EUROPE, AMHS, CADAS, Transmit and MSG.
b) Local aeronautical meteorological Information: METAR, SPACI, TAF, Warnings, SIGMETs and Local significant Weather Charts are issued by NMC using AUTOMATIC WEATHER STATIONS, MSG, RETIM AFRICA, RETIM EUROPE, WEATHER RADARS and different kinds of models such as ARPEG, ALADIN, ECMWF.
c) Wind and Temperature Charts for all isobaric levels: FL050 - FL100 - FL140 - FL180 - FL240 - FL300 - FL340 - FL390 - FL450 - FL530.
d) Significant Weather Charts including standard flight level boundaries valid for affixed time and date.
e) Aerodrome TAFS (FC - FT), METARs, SPECI, Warnings and SIGMETs.

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GEN 3.6 SEARCH AND RESCUE

1. RESPONSIBLE SERVICE

1.1 The Search and Rescue Service in state of Libya is organized in accordance with the Standards and Recommended Practices of ICAO Annex 12 by the Civil Aviation Authority in collaboration with the Libyan Arab Air Force, which has responsibility for making the necessary facilities available. Postal and telegraphic addresses of Civil Aviation Authority are given on Page GEN 1.1.

1.2 When SAR operations are needed, a rescue co-ordination centre is established. The address is as follows:

Rescue Coordination Centre
Tripoli International Airport
State of Libya
TEL: +218217256247
Telex: +2182136066868
E-Mail: sar@ans.caa.gov.ly
AFS: HLLTYCYX
Website: NIL

Benina International Airport
Benghazi (Benina Sub Centre)
TEL: +218619099355
+218617292772
Service Hours: H24

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

2. AREA OF RESPONSIBILITY

The search and rescue service is responsible for SAR operations within Tripoli FIR.

3. TYPE OF SERVICE

3.1 Details of the Rescue Coordination Centre and Rescue Units are given in table Search and Rescue Units. In addition, various elements of the Defense Services, Police, Civil Defense and Fire Administration, Ports and Lights Organization and other agencies are available for search and rescue missions when required. The aeronautical, maritime, public telecommunication services and Radio Network of Oil Companies are available to the Search and Rescue Organization.

3.2 The Aerodrome Administration is particularly responsible for carrying out all rescue operations for aircraft in distress within the aerodrome rescue area during the operational hours of the aerodrome concerned. The aerodrome rescue area is a circular area of 15 KM radius around the aerodrome reference point.

3.3 Other units and aircraft operating in the vicinity of the aircraft in distress shall maintain listening watch for relay of messages from the aircraft in distress or from survival radio equipment.

SEARCH AND RESCUE UNITS

NAME	LOCATION	FACILITIES	REMARKS
TRIPOLI MITIGA	N325330.51 E0131715.56	VLR / MRG / SRG - HEL	DRU SAR A/C & HEL RV RB
BENGHAZI BENINA	N320548.50 E 0201610.42	VLR / SRG/ MRG RV - RB	DRU SAR A/C & HEL RV RB
KUFRA	N241041.70 E0231854.18	MRG / SRG	DRU SAR A/C & HEL available on development from Benina
SEBHA	N265913.32 E0142821.30	MRG / SRG	DRU SAR A/C & HEL available on development from Tripoli
SIRT	N310336.20 E0163530.51	MRG / SRG	DRU SAR A/C & HEL available on development from Benina

4. SAR AGREEMENTS

4.1 Libya has signed a multilateral agreement with the Arab States for the purpose of providing a prompt and efficient assistance to aircraft and persons in distress, regardless of their nationality, upon request from an RCC and within the availability of their facilities.

4.2 Necessary SAR aircraft, equipment and personnel belonging to contracting Arab States are permitted to enter Libyan territories, excluding prohibited areas, on a temporary basis and with prior notification, for any SAR operation. SAR operations must be conducted under the administration and supervision of the Civil Aviation Authority.

4.3 Requests for the entry of aircraft, equipment and personnel from Arab and other States to Libyan territory in order to engage in search for aircraft in distress or to rescue survivors of aircraft accidents should be transmitted to the Rescue Coordination Center: HLLTYCYX or Flight Information Centre: HLLLZIZX.

5. CONDITIONS OF AVAILABILITY

The SAR service and facilities in the Libya can be made available to the neighboring States upon request to the Director General of Civil Aviation Authority at all times when they are not engaged in search and rescue operations in their own territory.

6. PROCEDURES AND SIGNALS USED

6.1 Procedures and signals used by aircraft:

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

6.2 Communications

a) Transmission and reception of distress messages within Tripoli Search and Rescue area are handled in accordance with ICAO Annex 10, Volume 11, Chapter 5, paragraph 5.3.
b) For communication during search and rescue operations the codes and abbreviations published in ICAO Doc. 8400 "Abbreviations and Codes" are used.
c) The frequencies 121.5 MHz, 406 MHz and 243 MHz are guarded continuously during the hours of service at Area Control Centre and ATS units. All coast stations guard the international distress frequencies.

6.3 Search and rescue signals

The search and rescue signals to be used are those prescribed in ICAO Annex 12, Chapter 5, paragraph 5.10.

6.4 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 the direction	↑

Instructions for use:
1. Make signals not less than 8 ft (2.5 m).
2. Take care to lay out signals exactly as shown.
3. Provide as much color contrast as possible between signals and background.
4. Make every effort to attract attention by other means such as radio, flares, and smoke, reflected light.

7. INSTRUCTIONS TO BE FOLLOWED IN THE EVENT OF "FLIGHT ACCIDENTS"

Pilots and all concerned are hereby required to adhere to the following instructions in the event of flight accidents in Libya.

7.1 Alerting services

The search and rescue organization is as follows:

a) Uncertainty phase begins when:

i) No communication has been received from an aircraft within a period of 30 minutes after the time it should have been received, or from the time a first unsuccessful attempt was made to establish communication with the aircraft, whichever is earlier, or;

ii) An aircraft fails to arrive within 30 minutes of the ETA last notified or estimated, unless there is no doubt as to the safety of the aircraft. During this phase, the RCC will cooperate with FIC to collect and evaluate all reports.

b) Alert Phase begins when:

i) Following the uncertainty phase, subsequent communication checks fail to reveal any news of the aircraft, or;

ii) An aircraft which has been cleared to land fails to land within five minutes of the estimated landing time and communication has not been re-established with it or;

iii) Information has been received which indicates that the operating efficiency of the aircraft has become impaired, but not to the extent to warrant a forced landing unless there is evidence to allay anxiety as to the aircraft safety. During this phase, the RCC alerts the appropriate Search and Rescue Services for immediate action.

c) Distress Phase begins when:

i) Following the alert phase, the absence of news, despite widespread communication checks, points to the probability of the aircraft being lost or in distress, or;

ii) The fuel on board is considered to be exhausted or insufficient to enable the aircraft to reach safety, or;

iii) Information is received which indicates that the operating efficiency of the aircraft has become impaired to the extent that a forced landing is likely, or;

iv) Information is received, or it is reasonably certain, that the aircraft is about to make or has made a forced landing, or has crashed, or;

v) Unless there is reasonable certainty that the aircraft and its occupants are not in danger and do not require assistance during this phase, the RCC will put the Search and Rescue Plan into operation and will direct it until the aircraft is found and the survivors rescued, or it is clear that there is no longer any chance of doing so, or;

vi) Whenever practicable, when the FIG decides that an aircraft is in the uncertainty or alert phase, it will advise the aircraft operator before notifying the rescue coordination centre. (If an aircraft is in the distress phase, the Rescue Coordination Centre will be informed before anyone else in order that there is the minimum delay in putting the Search and Rescue machinery into operation). The aircraft operator will be kept informed of all subsequent development as soon as possible after they occur.

8. NOTIFIABLE ACCIDENTS

8.1 All accidents which take place between the time any person boards the aircraft with the intention of flight and the time all such persons have disembarked and which result in:

a) Injuries to any person, fatal or otherwise.

b) Fire or suspicion of fire aboard the aircraft.

c) Substantial damage in the aircraft.

d) Any damage to others properties.

8.2 All cases of forced landing irrespective of whether or not the aircraft has landed safely or caused injuries or damage.

9. NOTIFICATION OF ACCIDENTS

9.1 The pilot-in-command of aircraft involved in such accidents as described in GEN 3.6 – (8.1) above, or whom they may delegate, shall immediately notify the case to the nearest Government Aerodrome as well as to the nearest Police Station.

9.2 The said notification is required, notwithstanding any previous notification, which might have been sent prior to the CAA.

9.3 The required notification shall be affected by the quickest available means of telecommunication or transport and shall include:

a) Nationality and registration marks or number of the aircraft.

b) Type of aircraft.

c) Name of the pilot-in-command.

d) Name of the aircraft owner or operator.

e) Names and number of flight crew.

f) Type and Number of the flight.

g) Aerodromes of departure and destination.

h) Date and time of accident.

i) Position of the accident relative to the nearest aerodrome and/or city, otherwise coordinates in latitude and longitude.

j) Kind or characteristic of the accident fire, air miss, forced landing, ground collision, destructions.

k) Number of passengers on board.

l) Name and number of persons killed or injured, if any.

m) Damage to the aircraft.

10. ROUTES AND EQUIPMENT OF PRIVATE AIRCRAFT FOR SAR PURPOSES

10.1 General aviation operating over areas (land or sea) where search and rescue operations would be difficult should:

a) Carry appropriate survival equipment;

b) Follow the routes or specified procedures if not equipped with two-way radio, except that, under special circumstances, the appropriate authority may grant specific exemptions from this requirement.

c) The procedures for "Alerting Service" described in PANS-RAC are applicable to all sectors of flights over mountainous or sparsely-populated area and over sea areas.

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GEN 4.1 CHARGES FOR AERODROME/HELIPORTS AND AIR NAVIGATION SERVICES

1. AERODROME/HELIPORT CHARGES

1.1 General

a) Landing, parking and hangar charges mentioned herein are applicable to International and Domestic Airports.

b) Particulars regarding the fees for the grant or renewal of licenses to construct or use private aerodromes, airfields and landing strips may be obtained from Civil Aviation Authority.

c) Operators of aircraft are responsible for the payment of tariffs listed in this chapter for the purpose of this regulation; the operator may be defined as the person managing the aircraft at the time.

d) All charges are payable on demand, unless alternative arrangements have been made with the Director of Civil Aviation Authority.

e) The airport authority reserves the right to stipulate where parking shall take place and may, without permission of the operator, house an aircraft at their own discretion.

f) Non-scheduled international charter and private flights permitted to land at Libyan airports must ensure that landing fees are paid in cash in Libyan currency or equivalent Dollars or Euros to the airport administration.

g) No foreign aircraft shall be permitted to overfly Libyan territory unless the operator of such aircraft has designated an accredited authorized agent in Libya, who shall be responsible for the payment of the air navigation services charges.

h) The Brega Marketing Company is the sole company which supplies all aircraft with fuel in Libya.

i) All airlines have the choice to make direct contractual arrangements in accordance with the established procedures as laid down by the Brega Marketing Company in this regard, or to pay in cash as given in the posted airport price (P.A.P) in the absence of contractual arrangements.

1.2 LANDING AND PARKING OF AIRCRAFT

Landing charges are payable in accordance with the Certificate of the Aircraft (CofA).

a) Daytime Landing Charges:

Landing fees		
MTOW	**Charges in LYD**	**REMARKS**
First 25 metric tons	2.000 LYD	a) Charges will be for metric ton or part thereof. b) Minimum payable landing charges shall be 100 LYD c) An extra of 100 LYD is payable for landing and take-off operations by daylight with lighting facilities on, when they are requested by the aircrafts pilot-in-command, the operator, or even imposed by the aerodrome services for safety reasons.
25 to 75 metric tons	3.000 LYD	
75 to 150 metric tons	4.000 LYD	
Over 150 metric tons	5.500 LYD	

b) Nighttime Landing Charges:

i) Charges of 25% are to be additionally charged for night landings.
ii) Night hours are fixed as from half an hour after sunset and half an hour before sunrise.

2. PARKING, HANGARAGE AND LONG-TERM STORAGE OF AIRCRAFT

2.1 Aircraft parking charges are payable in accordance with the MTOM in the Certificate of the Aircraft (CofA). For each hour or part thereof, such charges are due after the first two hours as follows:

PARKING FEES		
MTOW	**Charges in LYD**	**REMARKS**
First 25 metric tons	1.300 LYD	A minimum parking charge is set at 100 Libyan Dinars.
25 to 75 metric tons	1.100 LYD	
75 to 150 metric tons	0.900 LYD	
Over 150 metric tons	0.700 LYD for each ton or part thereof for six hours and a reduction of 50% for the additional period	

2.2 Ground power and air bridge charges for the use of air bridge embarkation, disembarkation and support service fees shall be as follows:

GROUND POWER FEES	**SUPPORT SERVICE FEES**	
Ground Power 150 LYD	Providing firefighting support during aircraft refueling	75 LYD
AIR BRIDGE FEES	Marshaling service	50 LYD
Charge of 300 LYD for the first two hours and a Charge of 100 LYD for each extra half hour or part thereof.	Use of the designated business class aircraft parking stands, in additional to the applicable fees.	500 LYD

a) Housing charges are payable according to the MTOM in the Certificate of the Aircraft (CofA).

b) Charges for housing for the first 24 hours or part thereof as follows:

HOUSING FEES		
MTOW	**Charges in LYD**	**REMARKS**
First 25 metric tons	7.000 LYD	a minimum housing charge is set at 100 LYD.
25 to 75 metric tons	6.000 LYD	
75 to 150 metric tons	5.000 LYD	
Over 150 metric tons	4.000 LYD	

3. PASSENGER SERVICE

Passengers leaving state of Libya by air are to be charged as follows:

a) Fifteen (15) Libyan Dinars for each passenger of more than two years of age on an international flight.

b) Five (5) Libyan Dinars for each passenger of more than two years of age on domestic scheduled and non-scheduled flights.

c) Ten (10) Libyan Dinars for each transit passenger is charged for their presence in the transit lounge.

***Note**: These charges are included in the price of the ticket.*

4. SECURITY

Three and half (3.500) Libyan Dinars for each passenger as security tax.

***Note**: These charges are included in the price of the ticket.*

5. NOISE-RELATED ITEMS

To be developed.

6. OTHER

NIL.

7. EXEMPTIONS AND REDUCTIONS

7.1 Exemptions:

a) Civil aviation staff.
b) U.N. employee, international organizations.
c) Official delegates, diplomatic personnel (on reciprocal basis).

7.2 Reductions:

With regard to the limit mentioned on GEN 4.1 charges of 50% of the landing charge are payable in the following case:

a) Aircraft engaged in non-commercial Flight.
b) Aircraft engaged in an Aerial work for general purposes.
c) Private aircraft registered in state of Libya.

8. METHODS OF PAYMENT

8.1 Landing charges and parking or hangar charges levied at daily rates are payable at the time the aerodrome is used or, in the case of regular users, on demand at the end of each calendar month in respect of charges accruing during the month.

8.2 Hangar or parking charges levied at monthly or quarterly rates are payable in advance at the beginning of the period.

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GEN 4.2 AIR NAVIGATION SERVICES CHARGES

1. AIR NAVIGATION CHARGES FOR (APPROACH SERVICE PROVIDED)

Index	Maximum aircraft weight	Unite Rate (Libyan Dinar)
a	1200 kg or less	50 LYD
b	From 1,201 to 5,000 kg	60 LYD
c	From 5,001 to 10,000 kg	70 LYD
d	From 10,001 to 25,000 kg	80 LYD
e	From 25,001 to 50,000 kg	90 LYD
f	From 50,001 to 100,000 kg	100 LYD
g	From 100,001 to 200,000 kg	120 LYD
h	From 200,001 to 300,000 kg	140 LYD
i	From 300,001 to 400,000 kg	160 LYD
j	From 400,001 to 500,000 kg	180 LYD
k	More than 500,000 kg	200 LYD

2. AIR NAVIGATION CHARGES (OVERFLYING)

Index	Maximum takeoff weight (MTOW)	Unite Rate (Euro)
a	20,000 Kg or LESS	200 €
b	from 20,001 to 40,000 kg	300 €
c	from 40,001 to 75,000 kg	400 €
d	from 75,001 to 100,000 kg	500 €
e	from 100,001 to 150,000 kg	600 €
f	from 150,001 to 250,000 kg	700 €
g	from 250,001 to 350,000 kg	800 €
h	from 350,001 to 450,000 kg	900 €
i	from 450,001 to 500,000 kg	1000 €
j	more than 500,000 kg	1200 €

3. AIR NAVIGATION CHARGES (AIS SERVICES PROVIDED)

a) Twenty Libyan dinars (20) LYD for briefing services for each departing domestic flight from any airport.

b) Thirty Libyan dinars (30) LYD for briefing services for each departing international flight from any airport.

c) Three hundred and fifty Libyan dinars (350) LYD for each hard copy of AIP + CD.

d) One hundred Libyan dinars (100) LYD for the annual subscription fee to obtain amendments, Supplements, NOTAMs and AICs.

4. CHARGE BASIS AND METHODS OF PAYMENT

4.1 Charge Basis

En-route charges shall be calculated as fixed fees per flight based on the aircraft's certified Maximum Take-Off Weight (MTOW) bracket in accordance with the official tariff issued by the Libyan Civil Aviation Authority and in compliance with ICAO Doc 9082.

These charges shall apply to all flights transiting the Tripoli Flight Information Region (FIR) without landing or take-off.

4.2 Responsibility for Payment

The owner and the user of an aircraft shall be jointly and severally responsible for the payment of the applicable charges. Notification of charges shall be made on a monthly basis by the Civil Aviation Administration through the issuance of an official invoice.

4.3 Payment Terms

Full payment of all charges shall be made within thirty (30) days from the date of the invoice. If the payment due date falls on a Saturday, Sunday, or official public holiday, payment shall be made on the next working day.

All payments shall be made net of any bank transfer charges.

4.4 Interest on Overdue Payments

A penalty interest rate of 1.5% per month shall be applied to any outstanding amount not settled within the prescribed payment period. Such interest shall accrue from the date on which the payment became due until the date of full settlement.

4.5 Disputes

Any dispute concerning the charges shall be submitted in writing within fifteen (15) days from the date of the invoice. Failure to submit a dispute within this period shall be deemed as acceptance of the charges.

4.6 Measures in Case of Non-Payment

In the event of non-payment of charges, the Civil Aviation Administration reserves the right to take one or more of the following actions:

a) initiate legal or administrative collection procedures;

b) deny permission for the aircraft to operate to or from the territory of the State of Libya; and

c) withdraw any permission previously granted.