

MACAO SPECIAL ADMINISTRATIVE REGION
PEOPLE'S REPUBLIC OF CHINA
CIVIL AVIATION AUTHORITY

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AIP MACAO
AMDT 51
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1. Significant Information and Changes :

This regular amendment is to update the general information, as well as to correct the literal error.

2. Destroy the following pages and/or charts on implementation date		3. Insert the following new pages and/or charts on implementation date	
GEN		GEN	
0.4-1/2	05 MAR 26/05 MAR 26	0.4-1/2	28 MAY 26/28 MAY 26
1.2-1/2	16 JUN 22/24 NOV 16	1.2-1/2	28 MAY 26/28 MAY 26
1.2-3/4	24 NOV 16/24 NOV 16	1.2-3/4	28 MAY 26/28 MAY 26
1.6-1/2	05 MAR 26/05 MAR 26	1.6-1/2	05 MAR 26/28 MAY 26
1.6-3/4	23 MAY 19/05 MAR 26	1.6-3/4	23 MAY 19/28 MAY 26
1.6-5/6	05 MAR 26/21 AUG 25	1.6-5/6	28 MAY 26/28 MAY 26
1.6-7/8	21 AUG 25/21 AUG 25	1.6-7/8	28 MAY 26/28 MAY 26
1.7-1/2	03 APR 25/05 MAR 26	1.7-1/2	03 APR 25/28 MAY 26
1.7-3/4	05 MAR 26/03 APR 25	1.7-3/4	05 MAR 26/28 MAY 26
2.1-1/2	27 MAR 08/27 MAR 08	2.1-1/2	28 MAY 26/27 MAR 08
2.2-3/4	02 JAN 97/02 JAN 97	2.2-3/4	28 MAY 26/02 JAN 97
2.2-5/6	02 JAN 97/02 JAN 97	2.2-5/6	02 JAN 97/28 MAY 26
AD		AD	
0.6-1/2	16 JUL 20/20 MAR 14	0.6-1/2	28 MAY 26/28 MAY 26
0.6-3/-	20 MAR 14/-	0.6-3/-	28 MAY 26/-

4. INCORPORATE the following manuscript amendments :

NIL

5. Record entry of Amendment on page GEN 0.2 – 1

6. This Amendment incorporates information contained in the following AIP Supplement and/or NOTAM :

AIP Supplement: NIL
NOTAM: NIL

GEN 0.4 CHECKLIST OF AIP PAGES

PART 1 - GENERAL (GEN)			2.1-2	27 MAR 08	4.2-1	02 JAN 97	
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0.1-1	01 FEB 07		2.2-3	28 MAY 26			
0.1-2	01 FEB 07		2.2-4	02 JAN 97	ENR 0		
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		2 - VMMC - 27	18 APR 13	2 - VMMC - 69 A	22 FEB 24
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0.6-3	28 MAY 26	2 - VMMC - 57 B	28 NOV 24	2 - VMMC - 71 D	30 OCT 25
		2 - VMMC - 57 C	28 MAR 19	2 - VMMC - 71 E	20 FEB 25
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		2 - VMMC - 62 A	30 OCT 25	3 - 3	24 NOV 16
AD 2		2 - VMMC - 62 B	30 OCT 25	3 - 4	24 FEB 22
2 - VMMC - 1	26 APR 18	2 - VMMC - 62 C	30 OCT 25	3 - 5	03 APR 25
2 - VMMC - 2	23 MAY 17	2 - VMMC - 62 D	30 OCT 25	3 - 6	21 AUG 25
2 - VMMC - 3	13 JUL 23	2 - VMMC - 62 E	30 OCT 25	3 - 7	24 NOV 16
2 - VMMC - 4	17 JUN 21	2 - VMMC - 62 F	30 OCT 25	3 - 8	24 NOV 16
2 - VMMC - 5	20 MAR 14	2 - VMMC - 63	30 OCT 25	3 - 9	04 JAN 18
2 - VMMC - 6	24 MAY 18	2 - VMMC - 63 A	07 AUG 25		
2 - VMMC - 7	24 MAY 18	2 - VMMC - 64 A	30 OCT 25		
2 - VMMC - 8	23 FEB 23	2 - VMMC - 64 B	07 AUG 25		
2 - VMMC - 9	23 FEB 23	2 - VMMC - 64 C	07 AUG 25		
2 - VMMC - 10	01 FEB 07	2 - VMMC - 64 D	07 AUG 25		

GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT**1. General**

- 1.1 All flights to or from the Macao SAR or fly through the Macao Aerodrome Traffic Zone (ATZ) shall comply with the requirements of any law or instruction having the force of law, that are in force at that time, relating to air navigation and air transport.
- 1.2 Air operators and their handling agents should direct all applications for flight authorizations concerning the operation of scheduled and non-scheduled (including general aviation) flights to and from the Macao SAR, including additional flights and schedule changes, or flying through the Macao ATZ, to the Civil Aviation Authority via the online Flight Application System. Paper application may be accepted if the applicant does not have internet access.

Online Application - Air operators or handling agents can submit flight authorization applications and related supporting documents via the Flight Application System. New users can apply for a user account at:

<https://fltapp.aacm.gov.mo/login>

Paper Application (By letter, fax or email)

Tel: 853-8796 4104 / 8796 4122 / 8796 4135 (Direct line)

853-2851 1213 (General line)

E-mail: flightauthorization@aacm.gov.mo

- 1.3 Please note that enquiries and applications will be processed during normal office hours.
- 1.4 For time slots application, please file separately for approval by the Macao Airport Slots Coordinator at:

CAM - Macau International Airport Co. Ltd.

Airport Operations Department

Email: mfmslot@macau-airport.com

Tel number: 853-28861111 extension 2504 or

853-88982159

E-Application Platform

<https://eforms.macau-airport.com/eform/index.php/home/slotCommercial>

- 1.5 It is the sole responsibility of the air operator/handling agent to secure the flight authorization and the slots clearance approval.

2. Compulsory third party insurance

- 2.1 In accordance with the Administrative Regulation no.11/2004 and Administrative Regulation no.19/2011, all civil aircraft, whether operating commercial or non-revenue flights, are required to have a Combined Single Limit (CSL) insurance meeting the following requirements:

	Group Classification Aircraft Maximum Take-off Weight as Stipulated in the Manufacturer's Airplane Flight Manual	Combined Single Limit for Third Party Liability for any one accident / incident / occurrence to be not less than MOP
1	2 000 kg or less	15 000 000
2	2 001 kg - 6 000 kg	45 000 000
3	6 001 kg - 25 000 kg	120 000 000
4	25 001 kg - 100 000 kg	500 000 000
5	100 001 kg and above	900 000 000

- 2.2 Any aircraft not complying with these insurance requirements will not be allowed to land or take off in the Macao SAR, or fly through the Macao ATZ. However, this does not apply to an aircraft in emergency.
- 2.3 Air operators are reminded that documentary proof is required from the insurance company concerned. It is incumbent on the air operator/handling agent that material available to the Civil Aviation Authority is current. Further, air operators/handling agents are to provide evidence of continued insurance cover prior to the expiry of the original policy.
- 2.4 The Administrative Regulations concerning liability insurance are available online at the Civil Aviation Authority website.

3. Scheduled air services

3.1 General

- 3.1.1 The Macao aviation laws and regulations require that scheduled air services to and from the Macao SAR by any aircraft shall be operated under and in accordance with the provisions of a flight authorization, which is granted by the President of the Civil Aviation Authority.

3.2 Application

- 3.2.1 An application for flight authorization must be submitted to the President of Civil Aviation Authority at least 13 working days before the anticipated commencement date of the scheduled air services.
- 3.2.2 The information and documents required for the application of a flight authorization are available online at:
<https://www.aacm.gov.mo/en/industry-page/FlightApplication/ScheduledAirServices>
- 3.2.3 The application, together with the required documents, should be submitted via the online Flight Application System at <https://fltapp.aacm.gov.mo/login>
- 3.2.4 After flight authorization being granted, the operators/handling agents shall send the respective Flight Plans to Macao Tower, Guangzhou ACC, Zhuhai APP and Hong Kong ACC.

3.3 Summary of documents to be presented by aircraft captains or other authorised agents

3.3.1 It is necessary that the undermentioned main documents be submitted by air operators to cover entry and departure of their aircraft to and from the Macao SAR. Responsibility for their correct presentation and submission is vested in the captain of the aircraft or handling agent.

3.3.2 Aircraft arrival documents

Required by	Cargo Manifest	Traffic Form	Passenger Manifest	Crew List
Customs Department	2	1	-	-
Immigration Department	-	1	1 *	1
Airport Management	-	1	-	-
Total	2	3	1	1

* Passengers manifest is only mandatory when exiting special bound passengers to surface whose destination is People's Republic of China or Hong Kong. These passengers will be controlled by Immigration and Customs only in the People's Republic of China or Hong Kong.

3.3.3 Aircraft departure documents

Required by	Cargo Manifest	Traffic Form	Passenger Manifest	Crew List
Customs Department	2	1	-	-
Immigration Department	-	1	-	1
Airport Management	-	1	-	-
Total	2	3	-	1

Note 1: Special bound passengers are those passengers arriving in the Macao SAR with destination to the People's Republic of China or the Hong Kong SAR or, departing originally from the People's Republic of China or the Hong Kong SAR. Special bound passengers are exempt on arrival of Customs and Immigration control in the Macao SAR, being this done on the boundary control of those destinations..

Note 2: In addition to the requirements listed in paragraphs 3.3.2 and 3.3.3, relevant documents covering freight and unaccompanied baggage (e.g. Consular Invoices, Licenses, Permits ...) must be submitted to the Customs Authorities for necessary checking and clearance.

Remark: When this facilitation programme (Note 1 & 2) is available, an AIC will be issued.

4. Non - scheduled air services**4.1 General**

4.1.1 Any aircraft utilizing the air space under the Macao SAR jurisdiction (Aerodrome Traffic Zone (ATZ)) or any aerodrome in the Macao SAR for the provision of non-scheduled air services must obtain a flight authorization from the President of the Civil Aviation Authority.

4.1.2 Prior authorization from the President of the Civil Aviation Authority shall also be sought for non-scheduled flights to or from the Macao SAR for reasons other than carriage of passengers, cargo or mail for hire or reward (General Aviation).

- 4.1.3 Air operators who propose to operate series of non-scheduled flights are advised to communicate with the Civil Aviation Authority well in advance of the flights taking place to secure authorization.

4.2 Application

- 4.2.1 An application for flight authorization must be submitted to the President of Civil Aviation Authority at least 3 working days before the anticipated operation date of the non-scheduled air services.
- 4.2.2 The information and documents required for the application of a flight authorization for non-scheduled air services are available online at <https://www.aacm.gov.mo/en/industry-page/FlightApplication/Non-ScheduledAirServices>
- 4.2.3 The application, together with the required documents, should be submitted via the online Flight Application System at <https://fltapp.aacm.gov.mo/login>
- 4.2.4 Applications for non-scheduled air services for the carriage of both passengers and cargo will not normally be considered.
- 4.2.5 For series of non-scheduled flights, the period of the flight authorization will normally not exceed one month.
- 4.2.6 After flight authorisation being granted, the operators/handling agents shall send the respective Flight Plan to Macao Tower, Guangzhou ACC, Zhuhai APP and Hong Kong ACC.

4.3 Conditions governing the operation of non-scheduled air services

- 4.3.1 In conformity with Article 5 of the Chicago Convention, applications for non-scheduled air services for the carriage of passengers or cargo will normally be approved if the President of Civil Aviation Authority is satisfied that the corresponding scheduled services cannot satisfy a genuine demand by providing the service or capacity required, that such non-scheduled services do not affect the development of scheduled services. In the case of applications made by air operators based outside of Macao, this air operator will be granted treatment no less favourable than that afforded to Macao based airlines submitting similar applications in the state of the operator.
- 4.3.2 Authorizations for non-scheduled services are granted on condition that the holder does not advertise such services for sale directly to the general public.
- 4.3.3 Authorizations may contain such conditions as the President of Civil Aviation Authority thinks fit having regard to the nature and circumstances of the applications.

4.4 Documentary requirements for clearance of aircraft

The requirements are the same as for scheduled flights.

GEN 1.6 SUMMARY OF MACAO SPECIAL ADMINISTRATIVE REGION LAWS, REGULATIONS AND INTERNATIONAL AGREEMENTS / CONVENTIONS

1 List of Laws and Regulations applicable to Civil Aviation in Macao Special Administrative Region:

Reference	Laws and Regulations
Decree Law n.10/91/M-4 February (Except Article 12, Article 13, no.1 of Article 32, Article 34, and Article 35)	Establishes the Civil Aviation Authority
Decree Law n. 52/94/M-7 November	Establishes the legal system governing the aeronautical restrictions in the territory of Macao
Decree Law n. 9/95/M-6 February	Amends the statute of the Civil Aviation Authority
Portaria n. 232/95/M-14 August	Rules the authorization process to operate non- scheduled flights in Macau International Airport
Portaria n. 233/95/M-14 August	Defines the surrounding areas of the Macau International Airport which are restricted by the aeronautical restrictions
Portaria n. 282/96/M-11 November	Updates the Macau International Airport charges
Decree Law n. 66/96/M-18 November	Rules the baggages and other objects abandoned in the Macau International Airport
Decree Law n. 10/98/M-30 March	Approves the system for aircraft registry
Portaria n. 152/98/M-15 June	Updates the Macau International Airport charges
Regulamento Administrativo n.º 31/2003	Administrative regulation regarding administrative infractions committed on board civil aircraft
Regulamento Administrativo n.º 11/2004	Rules the liability limits of the operators of aircraft a) Registered in the Macao SAR, b) Using Macao's civil aviation infrastructures or c) Using the air space assigned to the Macao SAR.
Ordem Executiva n. 36/2004	Updates the Macau International Airport charges

Executive Order no. 26/2006	Amends Articles 10 and 14 of Portaria no. 282/96/M of 11 November
Despacho of Chief Executive no. 295/2010	Amends the Portaria no. 233/95/M of 14 August that defines the surrounding areas of Macau International Airport that are restricted by the aeronautical restrictions
Administrative Regulation no. 19/2011	Amends Administrative Regulation no. 11/2004 that rules the liability limits of the operators of aircraft
Administrative Regulation no. 18/2012	Aerodrome Certification
Executive Order no. 45/2012	Establishes the charging scheme of the Civil Aviation Authority for the scope of services it provides within its responsibilities
Law no. 2/2013	Civil Aviation Accident and Incident Investigation and Aviation Safety Information Protection Law
Executive Order no. 13/2013	Updates the Macau International Airport charges
Despacho of Secretary for Transport and Public Works no. 16/2026	Approves the Air Navigation Regulation of Macao
Administrative Regulation no. 16/2022	Air Transport Facilitation and Civil Aviation Security Systems
Despacho of Chief Executive no. 68/2023	Approves the Macao SAR Civil Aviation Security Programme
Law no. 4/2025	Civil Aviation Activity Law
Despacho of Chief Executive no. 157/2025	Defines the amount of guarantee referred to in Article 44 of the Civil aviation activity law
Despacho of Chief Executive no. 158/2025	Defines the issuance and renewal fee of commercial air passenger transport activity licence as well as the annual activity fee
Despacho of Chief Executive no. 159/2025	Defines the minimum company capital of commercial air transport operators
Despacho of Chief Executive no. 281/2025	Approves the format of AACM inspector identification card
Despacho of Secretary for Transport and Public Works no. 56/2025	Approves the format of licences and certificates
Despacho of Secretary for Transport and Public Works no. 57/2025	Approves the format of licences and similar documents

2. List of International Conventions on Civil Aviation matters applicable to Macao Special Administrative Region:

International Conventions
Convention on International Civil Aviation <i>Chicago, December 7th 1944</i>
Convention for the Unification of Certain Rules relating to International Carriage by Air <i>Warsaw, October 12th 1929</i>
Hague Protocol amending the Convention for the Unification of Certain Rules relating to International Carriage by Air <i>Hague, September 28th 1955</i>
Convention on the International Recognition of Rights in Aircraft <i>Geneva, June 19th 1948</i>
Convention on Offences and Certain Other Acts Committed on Board Aircraft <i>Tokyo, September 14th 1963</i>
Convention for the Suppression of Unlawful Seizure of Aircraft <i>Hague, December 16th 1970</i>
Convention for the Suppression of Unlawful Acts Against the Safety of Civil Aviation <i>Montreal, September 23rd 1971</i>
Convention for the Unification of Certain Rules for International Carriage by Air <i>Montreal, May 28th 1999</i>
Protocol for the Suppression of Unlawful Acts of Violence at Airports serving International Civil Aviation <i>Montreal, February 24th 1988</i>
International Air Services Transit Agreement <i>Chicago, 7 December 1944</i>

TABLE 1.6.1
Air Navigation Order

Provision for Notification	Notification
Instrument Landing System	Notified in ENR Section.
Radio Frequencies	The radio frequencies in use by aeronautical radio stations are notified in the AD Section.
Mechanical radio watch	Frequencies fitted with suitable equipment to permit the maintenance of a mechanical radio watch are notified in the AD Section.

Provision for Notification	Notification
	watch are notified in the AD Section.
Definitions of an Aerodrome Traffic Zone	Controlled airspace is notified in the ENR Section.
Carriage of Radio Equipment	A requirement ensure two way communications with Air Traffic Control Unit.
Carriage of Transponder	A requirement for the carriage of a secondary surveillance radar transponder is notified in the GEN Section.
Holding and Instrument Approach Procedures	Holding and Instrument Approach Procedures are notified in the ENR Section.
Position Reports	Position Reporting Procedures are notified in the ENR Section.
Radio Frequencies for the Air Traffic Control communications at aerodrome	Notified in the AD Section.

3. Aeronautical Circular

The President of the Civil Aviation Authority – Macao, China, pursuant to number 1 of article 7 and in exercise of the competence conferred by item 1) of article 10, both of Law no. 4/2025 (Civil aviation activity law), established this Aeronautical Circular (AC) system.

3.1 General (GEN)

Number	Version	Subject
AC/GEN/001	R03	New System of Issuance of Aeronautical Circulars
AC/GEN/002	R05	Rules Concerning Aeronautical Accidents and Incidents
AC/GEN/003	R03	Mandatory Occurrence Reporting Scheme
AC/GEN/004	R00	Units Of Measurement To Be Used In Air And Ground Operations
AC/GEN/005	R06	Safety Management System Requirements
AC/GEN/006	R01	Macao Runway Safety Programme
AC/GEN/007	R00	Exemption Procedure
AC/GEN/008	R06	Cancellation of several Aeronautical Circulars
AC/GEN/009	R01	Macao Confidential Aviation Reporting System
AC/GEN/010	R01	Safety Information Protection
AC/GEN/012	R00	Monitoring, reporting and verification (MRV) of aeroplane operator annual CO2 emissions
AC/GEN/013	R00	Operator Permit for Unmanned Aircraft Operations in Macao
AC/GEN/014	R00	Dangerous Goods Training Programme

3.2 Airport (AGA)

Number	Version	Subject
AC/AGA/003	R01	Aviation Fuel at Aerodromes - Storage, Handling and Quality Control
AC/AGA/004	R00	Bird Strike Reporting
AC/AGA/007	R00	Aerodrome Director Responsibilities, Authority and Qualifications
AC/AGA/008	R00	Aerodrome Manual Requirements
AC/AGA/010	R01	Manual of Standards - Aerodromes
AC/AGA/011	R01	Manual of Standards - Heliports
AC/AGA/014	R00	Global Reporting Format for Runway Surface Condition

3.3 Air Traffic Services

Number	Version	Subject
AC/ATS/001	R01	Scheme of Working Hours of Air Traffic Controllers
AC/ATS/003	R05	ATS Requirements
AC/ATS/004	R04	Air Traffic Service Manual Requirements
AC/ATS/005	R05	Air Traffic Control Approval Requirements
AC/ATS/006	R09	Manual of Standards - Air Traffic Management
AC/ATS/008	R01	Instrument Flight Procedures Approval Requirements

3.4 Airworthiness

Number	Version	Subject
AC/AW/001	R03	Process for Acceptance of Used Engines, Engine Modules, Auxiliary Power Units (APUs) and Propellers for Use on Aircraft Requiring a Macao Certificate of Airworthiness
AC/AW/002	R06	Acceptance of Aircraft Components
AC/AW/004	R21	Macao Aviation Requirements MAR-1 Airworthiness Procedures
AC/AW/005	R02	Coding and Registration of Macao 406 MHz Emergency Locator Transmitter (ELT) for Search and Rescue
AC/AW/011	R02	Macao Aviation Requirements MAR-145 Approved Maintenance Organisations
AC/AW/012	R00	Extension/Variation of Aircraft Maintenance Programme Inspection Schedules
AC/AW/013	R00	Mandatory Modifications, Inspections and Changes to Approved Documentation
AC/AW/015	R00	Disposition of Scrap Aircraft Parts & Materials
AC/AW/016	R00	Detecting and Reporting of Unapproved Parts
AC/AW/017	R00	Return to Service of Aircraft Items Recovered from Aircraft Involved in Accidents/Incidents

AC/AW/021	R04	Cooperation Arrangement on Mutual Acceptance of Certificates of Airworthiness Between Civil Aviation Administration of China, Civil Aviation Department, Hong Kong, China and Civil Aviation Authority-Macao, China
AC/AW/022	R02	Acceptable Means of Compliance and Interpretative / Explanatory Material (AMC & IEM) to the Nineteenth Schedule of Air Navigation Regulations of Macau (ANRM)
AC/AW/023	R09	Flight Recorders
AC/AW/026	R02	Cooperation Arrangement on Mutual Acceptance of Approvals of Design Change and Repair Design Among Civil Aviation Administration of China, Civil Aviation Department, Hong Kong, China and Civil Aviation Authority - Macao, China
AC/AW/028	R00	Weight and Balance of Aircraft
AC/AW/029	R02	Certificate of Maintenance Review
AC/AW/030	R00	Airborne Collision Avoidance System Requirement
AC/AW/034	R02	Markings and placards
AC/AW/035	R00	Cooperation Arrangement on Joint Maintenance Management between Civil Aviation Administration of China, Civil Aviation Department of the Hong Kong Special Administrative Region Government, China and Civil Aviation Authority of the Macao Special Administrative Region, China
AC/AW/038	R00	Aircraft Maintenance Programme

3.5 Flight Operations

Number	Version	Subject
AC/OPS/002	R11	Operations Manual Requirements
AC/OPS/003	R00	Flight Safety Documents System
AC/OPS/004	R08	Application Procedures for the Issuance of an Air Operator Certificate (AOC)
AC/OPS/005	R06	Transport of Dangerous Goods by Air
AC/OPS/013	R00	Avoidance of Fatigue in Aircrew
AC/OPS/014	R03	Documents to be Carried by Aircraft Registered in Macao
AC/OPS/015	R01	Aircraft Leasing
AC/OPS/016	R03	Qualifications and Training Requirements for Cabin Crew
AC/OPS/018	R00	Operational Approval of Extended Range Operations (ETOPS)
AC/OPS/019	R00	Air Operator Quality System Requirements
AC/OPS/020	R01	Operation in Reduced Vertical Separation Minimum (RVSM) Airspace
AC/OPS/021	R01	Airborne Collision Avoidance System (ACAS) Operational Procedures and Training Requirements
AC/OPS/022	R03	Operation in Performance-based Navigation (PBN) Prescribed Airspace
AC/OPS/023	R01	Operations in Automatic Dependent Surveillance-broadcast (ADS-B) Prescribed Airspace
AC/OPS/024	R01	Minimum Equipment List (MEL) Requirements
AC/OPS/025	R05	Training and Testing Requirements for Flight Crew Member and Flight Operations Officer
AC/OPS/026	R01	Organization and Post-holders Requirements
AC/OPS/027	R02	Operational Control Requirements
AC/OPS/029	R01	Electronic Flight Bag
AC/OPS/030	R02	Aircraft Loading Requirements
AC/OPS/031	R01	Low Visibility Operations
AC/OPS/032	R00	Use of Portable Electronic Devices
AC/OPS/034	R01	Flight Data Analysis Programme
AC/OPS/036	R00	Dangerous Goods Handling Permit
AC/OPS/037	R00	Use of Representative Training Devices

3.6 Personnel Licensing

Number	Version	Subject
AC/PEL/002	R01	Language Proficiency Requirements
		Attachment – ICAO Language Proficiency Rating Scale
AC/PEL/003	R01	New Format of the Medical Certificate
AC/PEL/004	R03	Update of Medical Provisions
AC/PEL/006	R01	Approved Training Organization
AC/PEL/011	R00	Recurrent Competence Requirements of Air Traffic Controller Licence
AC/PEL/012	R00	Approved Training Organization for Air Traffic Controller
AC/PEL/013	R02	MAR-66 Licensing of Aircraft Maintenance Engineer
AC/PEL/014	R01	MAR-147 Approved Maintenance Training/Examinations

3.7 Communication, Navigation and Surveillance

Number	Version	Subject
AC/CNS/001	R00	Aeronautical Telecommunication and Radio Navigation Service

3.8 Aeronautical Information Services

Number	Version	Subject
AC/AIS/001	R00	Manual of Standards -Aeronautical Information Services

3.9 Aviation Security

Number	Version	Subject
AC/SEC/004	R03	Macao SAR Air Transport Facilitation Programme
AC/SEC/005	R00	Requirements on Operators' Security Programme
AC/SEC/006	R00	Integration of Civil Aviation Security Measures in the Design and Construction of Aerodrome Facilities
AC/SEC/007	R00	Requirements on Protection and Management of Civil Aviation Security Information
AC/SEC/008	R00	Approval Requirements of Aerodrome Security Services Providers
AC/SEC/009	R00	Requirements on Aerodrome Access Control
AC/SEC/010	R00	Background Check within the scope of Civil Aviation Security
AC/SEC/011	R01	Security Control on Persons, Baggage, Vehicles, Supplies, Cargo and Mail
AC/SEC/012	R00	Civil Aviation Security Measures for Air Operators
AC/SEC/013	R00	Civil Aviation Security Measures for Air Traffic Services Providers

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

1. Annex 1 - Personnel Licensing (13th Edition, Amendment 176)

2.1.1.1	Following Pilot Licenses are not issued in Macao: Private Pilot License (Airship, Powered-lift) Commercial Pilot License (Airship, Powered-lift) Airline Transport Pilot License (Powered-lift) Multi-crew Pilot License Glider Pilot License Free Balloon Pilot License
2.3.1.1	The applicant for a Private Pilot License – Aeroplane or Private Pilot License - Helicopter shall be not less than 18 years of age.
2.4.2.1 c)	Privileges of Commercial Pilot License – Aeroplane or Helicopter holders when acting as pilot-in-command in commercial air transportation are subject to the following conditions: to act as pilot-in-command in commercial air transportation in any aeroplane or helicopter, whichever is the applicable case of his/her license, certified for single-pilot operation; but which maximum certificated take-off mass does not exceed 5,700 kg and which is of a type specified in the aircraft rating section included in the license, when the aircraft is engaged in a flight for the purpose of commercial air transportation; and Provided that: i) he/she shall not, unless his/her license includes an instrument rating, fly such an aircraft on any scheduled journey; ii) he/she shall not fly such an aircraft on a flight carrying passengers at night unless an instrument rating is included in his/her license; and iii) he/she shall not, unless his/her license includes an instrument rating, fly any such aircraft of which the maximum certificated take-off mass exceeds 2,300 kg on any flight for the purpose of commercial air transport except a flight beginning and ending at Macao and not extending beyond 25 nautical miles from Macao;
3.2.1.1	The applicant for a Flight Navigator License shall be not less than 21 years of age.
3.3.1.1	The applicant for a Flight Engineer License shall be not less than 21 years of age.
3.4	There are specific regulations relating to the Flight Radiotelephone Operator License.

6.3.1.2.1*	No routine examination items related to assessment of physical fitness can be omitted.
* Denotes ICAO Recommended practices	

2. Annex 2 - Rules of the Air (10th Edition, Amendment 48)

4.6	Within Macao ATZ: a) Minimum height over congested area is 1500ft. b) Aircraft must maintain a minimum distance of 500 ft from persons, vessels, vehicles and structures. The minimum heights apply to all flights whether under both VFR and IFR.
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DOC4444 - Procedures for Air Navigation Services – Air Traffic Management (16th Edition, Amendment 12)

NIL.

3. Annex 3 - Meteorological Service for International Air Navigation (20th Edition, Amendment 82)

NIL.

4. Annex 4 - Aeronautical Charts (11th Edition, Amendment 62)

NIL.

5. Annex 5 - Units of Measurement to be used in Air and Ground Operations (4th Edition, Amendment 17)

NIL.

6. Annex 6 - Operation of Aircraft

6.1 Part I - International Commercial Air Transport - Aeroplanes) (12th Edition, Amendment 50)

4.9.1	Single pilot operations under IFR or at night not permitted.
4.9.2	Single pilot operations under IFR or at night not permitted.
5.4.1	Operations of single-engine turbine-powered aeroplanes at night and/or in IMC not permitted
5.4.2	Operations of single-engine turbine-powered aeroplanes at night and/or in IMC not permitted
6.23	Single pilot operations under IFR or at night not permitted.
9.4.5.1	Single pilot operations under IFR or at night not permitted.

9.4.5.2*	Single pilot operations under IFR or at night not permitted.
9.4.5.3	Single pilot operations under IFR or at night not permitted.
* Denotes ICAO Recommended practices	

6.2 Part II - International General Aviation - Aeroplanes (11th Edition, Amendment 42)
NIL.

6.3 Part III - International Operations - Helicopters (11th Edition, Amendment 26)
NIL.

7. Annex 7 - Aircraft Nationality and Registration Marks (6th Edition, Amendment 7)
NIL.

8. Annex 8 - Airworthiness of Aircraft (12th Edition, Amendment 107)
NIL.

9. Annex 9 - Facilitation (15th Edition, Amendment 26)

3.24	The visitor's visa conditions are in accordance with Macao, SAR China Administrative Regulation 5/2003 "Approval of regulation on entry, stay and residence permit".
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10. Annex 10 - Aeronautical Telecommunications

10.1 Volume I - Radio Navigation Aids (7th Edition, Amendment 94)

LLZ RWY 16 (MCS) offset not in compliance with ICAO ANNEX 10 classification.

Note: Some deviations (bends) between 6.5 NM and 4.5 NM

10.2 Volume II - Communication Procedures including those with PANS Status (7th Edition, Amendment 94)

NIL.

10.3 Volume III - Communications Systems (2nd Edition, Amendment 93)

NIL.

10.4 Volume IV - Surveillance Radar and Collision Avoidance Systems (5th Edition, Amendment 91)

NIL.

10.5 Volume V - Aeronautical Radio Frequency Spectrum Utilization (3rd Edition, Amendment 91)

NIL.

11. Annex 11 - Air Traffic Services (15th Edition, Amendment 52)

NIL.

12. Annex 12 - Search and Rescue (8th Edition, Amendment 18)

NIL.

13. Annex 13 - Aircraft Accident Investigation (12th Edition, Amendment 18)

3.2	AACM had set up a permanent Accident Prevention and Investigation Group within the AACM. The group consists of 2 safety officers. In order to ensure independency, it functions independently from the regulatory Directorates and report directly to president of AACM. When accident investigation needs to be activated, the IIC has to be appointed by the president of AACM.
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14. Annex 14 – Aerodromes

14.1 Volume I - Aerodrome Design and Operations (7th Edition, Amendment 13-B)

3.4.3	Macau International Airport provides a runway strip that measures 150 meters from the runway centerline except for the northwestern half which is 106 meters. The area beyond the 106 meter mark falls within the water basin contained between the runway and the two taxiway bridges.
3.5.3	The length of runway end safety area of Macau International Airport is 90 m.
5.3.4.22	The approach lighting system for MIA consists of a row of lights on the extended centre line of the runway, extending over a distance of 420m from the runway threshold instead of the desirable distance of 900m.

14.2 Volume II - Heliports (5th Edition, Amendment 9)

3.1.39	The width of taxi route for the taxiway in the Macau Heliport is 15.6 meters.
3.1.41	The width of taxi route for the taxiway in the Macau Heliport is 15.6 meters.

15. Annex 15 - Aeronautical Information Services (16th Edition, Amendment 44)

NIL.

16. Annex 16 - Environmental Protection

16.1 Volume I - Aircraft Noise (8th Edition, Amendment 14)

Part II	
1.6	Noise Certificate (AW/AIR/011) issued by the AACM has its own numbering system

16.2 Volume II - Aircraft Engine Emissions (5th Edition, Amendment 11)

NIL.

16.3 Volume III - Aeroplane CO₂ Emissions (1st Edition, Amendment 2)

NIL.

17. Annex 17 - Security - Safeguarding International Civil Aviation Against Acts of Unlawful Interference (12th Edition, Amendment 18)

3.5.2	Background check is not applied to persons with access to sensitive aviation security information.
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18 Annex 18 - The Safe Transport of Dangerous Goods by Air (4th Edition, Amendment 12)

NIL.

19 Annex 19 - Safety Management (2nd Edition, Amendment 1)

NIL.

GEN 2. TABLES AND CODES**GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS****1. Units of measurement**

The following list gives units of measurement used both for the dissemination of information and in messages transmitted to aircraft.

Quantity	Unit of Measurement
Distance used in navigation	Nautical Miles (NM)*
Relatively short distances (e.g. runway length)	Metres (m)
Altitude, elevations and heights	Metres (m)/Feet (ft)
Horizontal speed including wind	Knots (kt)
Vertical speed	Feet per minute (ft/min)
Wind direction for take-off and landing	Degrees Magnetic (°MAG)
Wind direction except for take-off and landing	Degrees True (°T)
Visibility	Meters (m) and Kilometres (km)
Barometric pressure	Hectopascals (hPa)
Temperature	Degree Celsius (°C)
Weight	Tons (t) or Kilograms (kg)
Time	Hours (h) and minutes (min), the day of 24 hours beginning at midnight UTC.
* International nautical miles, for which conversion into metres is given by: 1 nautical mile = 1852 metres.	

2. Temporal reference system

- 2.1 Co-ordinated Universal Time (UTC) is used in the air traffic and communication services and in documents published for international distribution by the Aeronautical Information Service.
- 2.2 Macao Local Time is UTC plus 8 hours.
- 2.3 Where the all-numeric date/time form is used in NOTAM, messages and aeronautical documents, this is presented in the sequence of year-month-day-time. As an example, 20 minutes past 6 o'clock on the afternoon of 2nd January 1997 will be written as 9701021820. It should be noted, however, that normally the year digits may be omitted where no possible confusion could arise from such an omission.

3. Geodetic reference datum

3.1 Name/designation of datum

All published geographical coordinates indicating latitude and longitude are expressed in terms of the World Geodetic System - 1984 (WGS84) geodetic reference datum.

3.2 Area of application

Area of application for the published geographical coordinates coincides with the area of responsibility of the Aeronautical Information Service, i.e. the entire Macau Aerodrome Traffic Zone in accordance with the Local Agreement.

4. Aircraft nationality and registration marks

4.1 The nationality mark for aircraft registered in Macao is the letter “B”.

4.2 The nationality mark is followed by a hyphen and a registration mark consisting of a three letter group.

4.3 The first letter of the registration mark being the letter “M”, representing Macao. Registration marks are issued within the combination “MAA” to “MZZ”.

5. Official Public Holidays of Macao

The official public holidays are published every year by means of an AIC.

DP	Dew point temperature
DPT	Depth
DR	Dead reckoning
DRG	During
DRSN	Low drifting snow
DSB	Double sideband
DTAM	Descend to and maintain
DTG	Date-time group
DTRT	Deteriorate or deteriorating
DTW	Dual tandem wheels
DUC	Dense upper cloud
DUR	Duration
DVOR	Doppler VOR
DW	Dual wheels
DZ	Drizzle

E

E	East or eastern longitude
EAT	Excepted approach time
EB	Eastbound
EET	Estimated elapsed time
eFPL	Filed flight plan exchanged via flight and flow – information for a collaborative environment (FF-ICE) services
EHF	Extremely high frequency [30 000 to 300 000 MHz]
ELBA †	Emergency location beacon – aircraft
ELEV	Elevation
ELR	Extra long range
EM	Emission
EMBD	Embedded in a layer.(to indicate cumulonimbus embedded in layers of other clouds)
EMERG	Emergency
END	Stop-end (related to RVR)
ENE	East north east
ENG	Engine
ENRT	En route
EOBT	Estimated off-block time
EQPT	Equipment
ER*	Here . . .or herewith
ESE	East south east
EST	Estimate or estimated or estimate (as message type designator)
ETA*‡	Estimated time of arrival or estimating arrival
ETD ‡	Estimated time of departure or estimating departure
ETO	Estimated time over significant point
EV	Every
EXC	Except
EXER	Exercises or exercises or exercise
EXP	Expect or expected or expecting
EXTD	Extend or extending

F

F	Degree Fahrenheit
F	Fixed
FAC	Facilities
FAF	Final approach fix
FAL	Facilitation of international air transport
FAP	Final approach point

FAX	Facsimile transmission
FBL	Light (used to qualify icing, turbulence, interference or static reports)
FC	Funnel cloud
FCST	Forecast
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
FLT	Flight
FLTCK	Flight check
FLUC	Fluctuating or fluctuation or fluctuated
FLW	Follow(s) or following
FLY	Fly or flying
FM	From
FNA	Final approach
FPL	Filed flight plan exchanged via aeronautical Fixed service (AFS)
FPM	Feet per minute
FPR	Flight plan route
FR	Fuel remaining
FREQ	Frequency
FRI	Friday
FRNG	Firing
FRONT †	Front (relating to weather)
FRQ	Frequent
FSL	Full stop landing
FSS	Flight service station
FST	First
FT	Feet (dimensional unit)
FZ	Freezing
FZDZ	Freezing drizzle
FZFG	Freezing fog
FZRA	Freezing rain

G

G	Green
G/A	Ground-to-air
G/A/G	Ground-to-air and air-to-ground
GCA ‡	Ground controlled approach system or ground controlled approach
GEN	General
GEO	Geographic or true
GLD	Glider
GND	Ground
GNDCK	Ground check
GP	Glide path
GR	Hail or soft hail
GRADU †	Gradual or gradually
GRASS	Grass landing area
GRID	Processed meteorological data in the form of grid point values (in aeronautical meteorological code)

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

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

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

GRVL Gravel
GS Ground speed

H

H24 Continuous day and night service
HBN Hazard beacon
HDF High frequency direction-finding station
HDG Heading
HEL Helicopter
HF ‡ High frequency [3 000 to 30 000 kHz]
HGT Height *or* height above
HJ Sunrise to sunset
HLDG Holding
HN Sunset to sunrise
HO Service available to meet operational requirements
HOL Holiday
HOSP Hospital aircraft
HPA Hectopascal
HR Hours
HS Service available during hours of scheduled operations
HURCN Hurricane
HVDF High and very high frequency direction-finding stations (*at the same location*)
HVY Heavy
HX No specific working hours
HYR Higher
HZ Dust haze
HZ Hertz (*cycle per second*)

I

IAC Instrument approach chart
IAF Initial approach fix
IAO In and out of clouds
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
IMPR Improve *or* improving
IMT Immediate *or* immediately
INA Initial approach
INBD Inbound
INC In cloud
INCERFA † Incertainty phase
INFO † Information

INOP Inoperative
INP If not possible
INPR In progress
INS Inches (*dimensional unit*)
INS Inertial navigation system
INSTL Install *or* installed *or* installation
INSTR Instrument
INT Intersection
INTER † Intermittent
INTL International
INTRG Interrogator
INTRP Interrupt *or* interruption *or* interrupted
INTSF Intensify *or* intensifying
INTST Intensity
IR Ice on runway
ISA International standard atmosphere
ISB Independent sideband
ISOL Isolated

J

JAN January
JTST Jet stream
JUL July
JUN June

K

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

L

L Left (*Runway identification*)
L Locator (*see* LM, LO)
LAM Logical acknowledgement (*message type designator*)
LAN Inland
LAT Latitude
LB Pounds (*weight*)
LDA Landing distance available
LDG Landing
LDI Landing direction indicator
LEN Length
LF Low frequency [30 to 300 kHz]
LGT Light *or* lighting
LGTD Lighted
LIH Light intensity high
LIL Light intensity low
LIM Light intensity medium
LLZ Localizer
LM Locator, middle
LMT Local mean time

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

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

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

LNG	Long <i>(used to indicate the type of approach desired or required)</i>	MOC	Minimum obstacle clearance <i>(required)</i>
LO	Locator, outer	MOD	Moderate <i>(used to quality icing, turbulence, interference or static reports)</i>
LOC	Local or locally or location or located	MON	Above mountains
LONG	Longitude	MON	Monday
LORAN †	LORAN (long range air navigation system)	MOTNE	Meteorological Operational Telecommunications Network Europe
LRG	Long range	MOV	Move or moving or movement
LSQ	Line squall	MPH	Statute miles per hour
LTD	Limited	MPS	Metres per second
LTT	Landline teletypewriter	MRA	Minimum reception altitude
LV	Light and variable <i>(relating to wind)</i>	MRG	Medium range
LVE	Leave or leaving	MRP	ATS/MET reporting point
LVL	Level	MS	Minus
LYR	Layer or layered	MSA	Minimum sector altitude
M		MSG	Message
M	Mach number <i>(followed by figures)</i>	MSL	Mean sea level
M	Metres <i>(preceded by figures)</i>	MT	Mountain
MAA	Maximum authorized altitude	MTU	Metric units
MAG	Magnetic	MTW	Mountain waves
MAINT	Maintenance	MVDF	Medium and very high frequency direction-finding stations <i>(at the same location)</i>
MAP	Aeronautical maps and charts	MWO	Meteorological watch office
MATP	Missed approach point	MX	Mixed type of ice formation <i>(white and clear)</i>
MAR	At sea	N	
MAR	March	N	North or northern latitude
MAS	Manual A1 simplex	NAT	North Atlantic
MAX	Maximum	NAV	Navigation
MAY	May	NB	Northbound
MCA	Minimum crossing altitude	NBFR	Not before
MCW	Modulated continuous wave	NC	No change
MDA	Minimum descent altitude	NDB ‡	Non-directional radio beacon
MDF	Medium frequency direction-finding station	NE	North-east
MDH	Minimum descent height	NEB	North-eastbound
MEA	Minimum en-route altitude	NEG	No or negative or permission not granted or that is not correct
MEHT	Minimum eye height over threshold <i>for visual approach slope indicator systems)</i>	NGT	Night
MET †	Meteorological or meteorology	NIL* †	None or I have nothing to send to you
METAR †	Aviation routine weather report <i>(in aeronautical meteorological code)</i>	NM	Nautical miles
MF	Medium frequency [300 to 3 000 kHz]	NML	Normal
MHDF	Medium and high frequency direction-finding stations <i>(at the same location)</i>	NNE	North north east
MHVDF	Medium, high and very high frequency direction-finding stations <i>(at the same location)</i>	NNW	North north west
MHZ	Megahertz	NOF	International NOTAM office
MID	Mid-point <i>(related to RVR)</i>	NOSIG †	No significant change <i>(used in trend-type landing forecasts)</i>
MIFG	Shallow fog	NOTAM †	A notice containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations
MIL	Military	NOV	November
MIN*	Minutes	NR	Number
MKR	Marker radio beacon	NRH	No reply heard
MLS ‡	Microwave landing system	NS	Nimbostratus
MM	Middle marker	NSC	Nil significant cloud
MNM	Minimum	NW	North-west
MNPS	Minimum navigation performance specifications		
MNT	Monitor or monitoring or monitored		
MNTN	Maintain		

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

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

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

NWB North-westbound
NXT Next

O

OAC Oceanic area control centre
OAS Obstacle assessment surface
OBS Observe *or* observed *or* observation
OBSC Obscure *or* obscured *or* obscuring
OBST Obstacle
OCA Obstacle clearance altitude
OCA Oceanic control area
OCC Occulting (*light*)
OCH Obstacle clearance height
OCL Obstacle clearance limit
OCNL Occasional *or* occasionally
OCS Obstacle clearance surface
OCT October
OHD Overhead
OM Outer marker
OPA Opaque, white type of ice formation
OPC The control indicated is operational control
OPMET † Operational meteorological (*information*)
OPN Open *or* opening *or* opened
OPR Operator *or* operate *or* operative *or* operating *or* operational
OPS † Operations
O/R On request
ORD Indication of an order
OSV Ocean station vessel
OTP On top
OTS Organized track system
OUBD Outbound
OVC Overcast

P

P . . . Prohibited area (*followed by identification*)
PALS Precision approach lighting system (*specify category*)
PANS Procedures for air navigation services
PAPI † Precision approach path indicator
PAR ‡ Precision approach radar
PARL Parallel
PAX Passenger (s)
PCD Proceed *or* proceeding
PCN Pavement classification number
PE Ice pellets
PER Performance
PERM Permanent
PFP Preliminary flight plan
PJE Parachute jumping exercise
PLA Practice low approach
PLN Flight plan
PLVL Present level
PN Prior notice required
PNR Point of no return
PO Dust devils
POB Persons on board

PPI Plan position indicator
PPR Prior permission required
PPSN Present position
PRI Primary
PRKG Parking
PROB † Probability
PROC Procedure
PROV Provisional
PS Plus
PSG Passing
PSN Position
PSP Pierced steel plank
PTN Procedure turn
PTS Polar track structure
PWR Power

Q

QBI Compulsory IFR flight
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

R Red
R . . . Restricted area (*followed by identification*)
R Right (*runway identification*)
RA Rain
RAC Rules of the air and air traffic services
RAFC Regional area forecast centre
RAG Ragged
RAG Runway arresting gear
RAI Runway alignment indicator
RAPID † Rapid *or* rapidly
RASH Rain showers
RASN Rain and snow *or* showers of rain and snow
RB Rescue boat
RCA Reach cruising altitude
RCC Rescue co-ordination centre
RCF Radiocommunication failure (*message type designator*)
RCH Reach *or* reaching
RCL Runway centre line
RCLL Runway centre line light(s) RDH
Reference datum height (*for ILS*)
RDL Radial
RDO Radio
RE Recent (*used to qualify weather phenomena such as rain, e.g. recent rain = RERA*)
REC Receive *or* receiver
REDL Runway edge light(s)

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

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

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

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