

# Aeronautical Information Services (AIS)

## **WHY THE NEED FOR AIS?**

The operator of any type of aircraft, must have available a variety of information concerning the facilities and services that may be expected to be used. The operator must be informed, often at very short notice, of any change affecting the operation of these facilities and services and must know of any restrictions or hazards likely to affect flights. ICAO Annex 15 specifies that each State **must** provide an AIS for the collection and distribution of aeronautical information for use by all types of aircraft operations.

## **THE NEED TO BRIEF**

The Air Navigation Order (**ANO**) requires the pilot to become familiar with all available information appropriate for the intended operation. The information varies widely, as well as the extent of its applicability. Information is published as an Integrated Aeronautical Information Package (**IAIP**) consisting of the following elements, the Aeronautical Information Publication (**AIP**), Supplements (**SUP**), Aeronautical Information Circulars (**AIC**) and notices to Airmen (**NOTAMs**). All these elements are freely available on the AIS web site: <http://www.ais.org.uk>

## **RESTRICTION OF FLYING REGULATIONS**

Restriction of flying regulations are made when the Secretary of State deems it necessary in the public interest. Prohibited and Restricted areas can be temporary or permanent. By example; a restricted area is promulgated when the **Red Arrows** and other aerobatic teams carry out displays. Details of the activity are notified by an **AIC** (Mauve), by **NOTAM** and on the AIS information line **0500 354802**.

## **EMERGENCY RESTRICTION OF FLYING**

An Emergency Controlling Authority (ECA) may seek to inhibit flight in the vicinity of an incident if it considers it essential for the safety of life or property, particularly for the protection of those engaged in Search and Rescue action. Restrictions of flying are promulgated by NOTAM. Details are also broadcast on the AIS information line **0500 354802**.

## **NOTIFIABLE DANGER AREAS**

There are many Danger areas established in UK airspace. Some are permanently active, whilst others are only activated by NOTAM. The UK AIP provides the 'baseline' information relating to Danger areas. NOTAM are also used to notify changes to heights and periods of activity.

## **AIRSPACE UPGRADES**

Royal flights in fixed wing aircraft are, whenever possible, to take place in Controlled Airspace (**CAS**). In all other instances the airspace around the route will be designated **CAS-T** (Temporary). Control Zones/Areas will be established to encompass any portion of the flight which lies outside permanent class A/B airspace. Such Airspace Upgrades are promulgated by NOTAM. Details are also broadcast on the AIS information line **0500 354802**.

## **NAVIGATION WARNINGS**

Navigation warnings advise pilots of significant aerial activities that are taking place. There are many and various types of Nav' warning, from gas venting to air displays. Activities are normally promulgated by NOTAM and in certain circumstances supported by an AIC. It is worth noting that one air display may involve the use of more than one NOTAM.

## **CAA (DAP) AIRSPACE UTILISATION SECTION (AUS)**

Notification of unusual air activities such as military exercises, air displays, parachuting, firework / light displays, kite flying and balloon activity should be made to the Airspace Utilisation Section (AUS). Once AUS have co-ordinated and de-conflicted an activity they will assume the responsibility for publication of an appropriate message.

## **Contact AIS**

All the contact details for AIS are held in AIP. See the first page of Gen Section 3 of the AIP: [http://www.nats-uk.ead-it.com/aip/current/gen/EG\\_GEN\\_3\\_1\\_en.pdf](http://www.nats-uk.ead-it.com/aip/current/gen/EG_GEN_3_1_en.pdf)