

Appendix 1

EXPLANATORY NOTES ON THE SPECIMEN AIP

1. The Specimen AIP in Appendix 2 has been prepared in conformity with Annex 15 and PANS-AIM. It is divided into three parts:

Part 1 — General (GEN), contains information of an administrative and explanatory nature which is not of such significance that NOTAM need be issued;

Part 2 — En-route (ENR), contains information concerning airspace and its use; and

Part 3 — Aerodromes (AD), contains information concerning aerodromes/heliports and their use.

2. The Specimen AIP, together with the explanations of each element provided in this appendix, is designed to cover problems associated with the selection of information to be contained in the AIP, the manner of presentation and the use of correct terminology and is directed towards uniformity in publication of the information. It is impossible to cover all contingencies in the Specimen AIP, particularly when the character of aviation administrations varies widely from State to State.

3. The numbered items listed in the explanatory notes are those found in Appendix 2 of PANS-AIM. When these items are listed in headings, either in subsections or in tables, a short description of the title may be used. In the following explanatory notes, only those items which have an explanation are listed.

4. Charts or diagrams designed to supplement or to take the place of tabular material are provided to a limited extent. Charts should be used, however, wherever they would contribute to a simple presentation of the required information (see Annex 15, Chapter 5, 5.2.5.1 and PANS-AIM Chapter 5, 5.2.1.2.7).

5. A “Remarks” column has been included in most tabular forms. Unless otherwise indicated, the purpose of this column is the inclusion of information additional to or exceptional to that shown in other columns of the form. Where the application of the information in the remarks column is not obvious, a symbol should be used to identify the relevant item.

PART 1 — GENERAL (GEN)

<i>Reference to Specimen AIP</i>	<i>Explanatory note</i>
GEN 0.1 Preface	<p>Brief description of the Aeronautical Information Publication (AIP), including:</p> <ol style="list-style-type: none"> 1) Name of the publishing authority <p style="margin-left: 40px;">An indication of the authority responsible for publishing the AIP.</p> 2) Applicable ICAO documents <p style="margin-left: 40px;">A list of ICAO documents relevant to the publication of the AIP and a reference to the location in the AIP where differences, if any, are listed.</p> 3) Publication media (i.e. printed, online or other electronic media) 4) The AIP structure and established regular amendment interval <p style="margin-left: 40px;">A description of the structure of the AIP, including a brief listing of the content of its major components. In addition, a statement should be made regarding the established regular amendment interval.</p> 5) Copyright policy <p style="margin-left: 40px;">A description of the State's national copyright policy in relation to AIS publications.</p> 6) The service to contact in case of detected AIP errors or omissions <p style="margin-left: 40px;">An indication of the name and address of the service/office to be contacted when errors and/or omissions are found in the content of the AIP and for general correspondence concerning AIS.</p>
GEN 0.2 Record of AIP Amendments	<p>A record of AIP Amendments and AIRAC AIP Amendments (which are amendments published in accordance with the AIRAC System). There should be two separate tables, each containing four columns, showing:</p> <ol style="list-style-type: none"> 1) Amendment number, which consists of the consecutive serial number. 2) Publication date 3) Date inserted, which contains the date inserted in the AIP (for the regular AIP Amendments) or the effective date (for the AIRAC AIP Amendments). 4) The initials of the officer who inserted the amendment.
GEN 0.3 Record of AIP	<p>The Record of AIP Supplements is one table, containing five columns, showing:</p>

<i>Reference to Specimen AIP</i>	<i>Explanatory note</i>
Supplements	<ol style="list-style-type: none"> 1) Supplement number Number and year of the AIP Supplement. 2) Supplement subject Subject matter contained in the AIP Supplement. 3) AIP section(s) affected Sections of the AIP affected by the AIP Supplement. 4) Period of validity Time period when the information contained in the AIP Supplement will be valid. 5) Cancellation record Shows the information/publication which cancelled the AIP Supplement.
GEN 0.5 List of hand amendments to the AIP	<p>This subsection of the AIP is a table listing any changes to information contained in the AIP, pending the reissue of the pages concerned. It must contain, in three columns, the following:</p> <ol style="list-style-type: none"> 1) AIP page(s) affected Reference to/identification of the page(s) on which the correction is made. 2) Amendment text Precise details of the correction to be made. 3) AIP amendment number by which a hand amendment was introduced.
GEN 0.6 Table of contents to PART 1	<p>e.g. Part GEN, section GEN 1, subsection GEN 1.1, sub-subsection GEN 1.1.1.</p> <p>Indicate the section, subsection and sub-subsection numbers, their headings and page numbers.</p>
GEN 1.2 Entry, transit and departure of aircraft	<p>Regulations and requirements for advance notification and applications for permission concerning entry, transit and departure of aircraft on international flights. (See also Annex 9.)</p> <ol style="list-style-type: none"> 1) General Information on regulations applicable to all types of operations along the lines shown in the example is often helpful and should, where applicable, be included hereunder. 2) Scheduled flights <i>General.</i> Provide the information that will enable any operator to determine the conditions under which a scheduled service may be undertaken into or through the

<i>Reference to Specimen AIP</i>	<i>Explanatory note</i>
	<p>territory of the State. Indicate whether the State is a party to the International Air Services Transit Agreement or the International Air Transport Agreement.</p> <p><i>Documentary requirements for clearance of aircraft.</i> List all documents required in connection with the clearance of aircraft, grouped under “arrival”, “transit”¹ and “departure”. Indicate the number of copies required with respect to each document and the governmental agencies to which they are to be submitted. If your government should require information in addition to or different from that provided in the relevant Annex 9 standard document or should require additional or different clearance documents, specify the information required thereon. Mention briefly the regulations pertaining to the completion of aircraft clearance documents. So far as the clearance of the aircraft’s load is concerned, governmental requirements should be listed under the respective headings for items 3) and 4) (below).</p> <p>3) Non-scheduled (commercial) flights</p> <p><i>Procedures.</i> Specify the procedures to be followed by an operator of non-scheduled (commercial) flights. Where prior permission² for taking on or discharging passengers, cargo or mail is required, state name and address of the governmental department to which the application must be submitted, the deadline by which the application must be received prior to the aircraft’s arrival, information required on application, etc.</p> <p><i>Documentary requirements for clearance of aircraft.</i> Unless these requirements differ from those applied to scheduled flights, a reference to the information supplied under GEN 1.2 above will suffice.</p> <p>4) Private flights</p> <p><i>Advance notification of arrival.</i> Provide information concerning advance notification of arrival, in particular whether the information contained in a flight plan is accepted by the authorities as adequate advance notification of arrival, and specify the maximum time required by the respective authorities for receiving the advance notification. If, for reasons of safety of flight, special permission in addition to filing of a flight plan is required, state minimum time required for filing the application in advance and the name and address of authorizing agency.</p> <p><i>Documentary requirements for clearance of aircraft.</i> Take the action as suggested under the same heading under 3) above. In addition, state whether foreign aircraft are admitted without security for customs duty or, alternatively, the form of guarantee required (carnet de passages en douane), the length of stay permitted, etc.).</p> <p>5) Public health measures applied to aircraft</p>

1. The requirements to be shown under this heading should be limited to those instances where no passengers are embarking or disembarking and no articles are laden or unladen; in all other cases the requirements should be listed under “arrival” or “departure” respectively.
2. Article 5 of the Convention on International Civil Aviation provides in paragraph 1 that aircraft of Contracting States have the right to operate non-scheduled commercial flights in transit over, or to make technical stops in, the territory of another Contracting State without the necessity of obtaining prior permission.

<i>Reference to Specimen AIP</i>	<i>Explanatory note</i>
	Provide an outline of public health measures, if any, applied to aircraft. In particular, mention should be made of whether disinsecting, if required, is recognized when carried out before arrival; in case of spraying upon arrival, state whether passengers and crews are allowed to disembark from the aircraft before disinsecting is performed.
GEN 1.3 Entry, transit and departure of passengers and crew	Regulations (including customs, immigration and quarantine, and requirements for advance notification and applications for permission) concerning entry, transit and departure of non-immigrant passengers and crew. (See also Annex 9.) <ol style="list-style-type: none"> 1) Customs requirements <p>Supply information on customs requirements (grouped separately, where practicable, under arrival, transit and departure) concerning, <i>inter alia</i>, acceptance of oral declarations or formalities required in connection with passengers' and crews' accompanied baggage, tax clearance where still required, etc.</p> 2) Immigration requirements <p>Give a summary of the clearance documents and formalities required (grouped separately, where practicable, under arrival, transit and departure) including items such as visas (entry/exit), where required, embarkation/disembarkation cards, pass-ports, acceptance of existing identity documents in lieu of valid passports and, as regards crew members, licences and certificates in lieu of passports and visas. State specifically if clearance forms different from or in addition to those mentioned in Annex 9 are required or if information different from or in addition to that shown on the specimen forms in the relevant appendices of Annex 9 is required.</p> 3) Public health requirements <p>Information as regards public health requirements concerning passengers and crew should be provided, including the requirement for vaccination or revaccination certificates, etc.</p>
GEN 1.4 Entry, transit and departure of cargo	Regulations (including customs, and requirements for advance notification and applications for permission) concerning entry, transit and departure of cargo. (See also Annex 9.) <ol style="list-style-type: none"> 1) Customs requirements concerning cargo and other articles (including stores, mail, unaccompanied baggage, etc.) <p>Include information concerning the formalities (invoices, certificates, import/export licences, consular formalities, if applicable) required for the clearance of air cargo (grouped separately under import, export and transshipment requirements). If arrangements for simplified clearance of shipments not exceeding a certain value or weight are in effect, indicate such value or weight limitation. Also include documentary requirements for the clearance of other articles (stores, mail, etc.).</p> 2) Agricultural quarantine requirements <p>Specify any sanitary certificates or related documents which may be required in</p>

<i>Reference to Specimen AIP</i>	<i>Explanatory note</i>
	<p>connection with the clearance of particular animal and plant shipments as well as any other sanitary requirements related to those shipments.</p> <p><i>Note.— Provisions for facilitating entry and departure for search, rescue, salvage, investigation, repair or salvage in connection with lost or damaged aircraft are detailed in Section GEN 3.6, Search and rescue.</i></p>
<p>GEN 1.7 Differences from ICAO Standards, Recommended Practices and Procedures</p>	<p>Each difference should be notified in the following form:</p> <ul style="list-style-type: none"> a) <i>Reference:</i> Cite the paragraph or subparagraph of the Annex, PANS or SUPPS in respect of which the difference exists. b) <i>Description of the difference:</i> Describe the difference precisely and include any additional information necessary to make its effect clear. c) <i>Remarks:</i> Indicate the reason for the difference or, if the difference is likely to be eliminated in the future, indicate the date by which conformity with the ICAO provision may be expected. <p><i>Note.— For an explanation/clarification of what a significant difference is, see Chapter 2, section 2.5.</i></p>
<p>GEN 2.1.1 Units of measurement</p>	<p>A statement may be made to the effect that the units of measurement used in all air and ground operations are in accordance with Annex 5, including a list of quantities in common use and the units used for their respective measurement.</p>
<p>GEN 2.3 Chart symbols</p>	<p>The symbol sheet must portray those symbols used on all chart series published, with the exception of those included in the legend of a chart.</p> <p><i>Note.— The symbol sheet may be printed in a single colour.</i></p>
<p>GEN 2.4 Location indicators</p>	<p>Location Indicators assigned to locations in the AFS, or to other locations of international significance, under the rules prescribed by ICAO, should be listed in both encode and decode form. Those indicators which are not to be used in the address of a message transmitted over the AFS should be so annotated.</p>
<p>GEN 2.5 List of radio navigation aids</p>	<p>This list consists of two tabulations, each containing four columns. Both tables are in alphabetical order, with one table listing the aids by “identification (ID)” and the other by “station name”.</p>
<p>GEN 3.1.3 Aeronautical publications</p>	<p>An indication of the types of aeronautical information published must be given, with a brief description of its nature and some details as to the manner in which the distribution of the documents is made, including the address(es) of distribution agency(ies), cost of paid subscriptions and the availability of the amendment service.</p> <p>The description of the NOTAM service provided should include, where applicable, its series classifications and the arrangements for use of the predetermined distribution system. A tabulation showing the international exchange of NOTAM may be included.</p>

<i>Reference to Specimen AIP</i>	<i>Explanatory note</i>																																				
GEN 3.2.2 Maintenance of charts	This description should include an explanation of the system used by the State publishing authority on how amendments or revisions to aeronautical charts are handled, including details as appropriate on the use of AIC or AIP Supplements for disseminating corrective data or information concerning the availability of new maps and charts.																																				
GEN 3.2.5 List of aeronautical charts available	<p>The following abbreviations should be used to indicate the chart series:</p> <table data-bbox="461 548 1243 1115"> <tr><td>ADC</td><td>Aerodrome Chart — ICAO</td></tr> <tr><td>* ANC/250</td><td>Aeronautical Chart 1:250 000</td></tr> <tr><td>ANC</td><td>Aeronautical Chart — ICAO 1:500 000</td></tr> <tr><td>ANCS</td><td>Aeronautical Navigation Chart — ICAO, Small Scale</td></tr> <tr><td>AOC</td><td>Aerodrome Obstacle Chart — ICAO Types A, B and C</td></tr> <tr><td>* APC</td><td>Aeronautical Planning Chart</td></tr> <tr><td>APDC</td><td>Aircraft Parking/Docking Chart — ICAO</td></tr> <tr><td>ARC</td><td>Area Chart</td></tr> <tr><td>ENRC</td><td>En-route Chart — ICAO</td></tr> <tr><td>GMC</td><td>Aerodrome Ground Movement Chart — ICAO</td></tr> <tr><td>IAC</td><td>Instrument Approach Chart — ICAO</td></tr> <tr><td>PATC</td><td>Precision Approach Terrain Chart — ICAO</td></tr> <tr><td>* PC</td><td>Plotting Chart — ICAO</td></tr> <tr><td>RMAC</td><td>Radar Minimum Altitude Chart — ICAO</td></tr> <tr><td>SID</td><td>Standard Departure Chart — Instrument (SID) — ICAO</td></tr> <tr><td>STAR</td><td>Standard Arrival Chart — Instrument (STAR) — ICAO</td></tr> <tr><td>VAC</td><td>Visual Approach Chart — ICAO</td></tr> <tr><td>WAC</td><td>World Aeronautical Chart — ICAO 1:1 000 000</td></tr> </table> <p>* Abbreviations which are different from or not contained in PANS-ABC (Doc 8400).</p>	ADC	Aerodrome Chart — ICAO	* ANC/250	Aeronautical Chart 1:250 000	ANC	Aeronautical Chart — ICAO 1:500 000	ANCS	Aeronautical Navigation Chart — ICAO, Small Scale	AOC	Aerodrome Obstacle Chart — ICAO Types A, B and C	* APC	Aeronautical Planning Chart	APDC	Aircraft Parking/Docking Chart — ICAO	ARC	Area Chart	ENRC	En-route Chart — ICAO	GMC	Aerodrome Ground Movement Chart — ICAO	IAC	Instrument Approach Chart — ICAO	PATC	Precision Approach Terrain Chart — ICAO	* PC	Plotting Chart — ICAO	RMAC	Radar Minimum Altitude Chart — ICAO	SID	Standard Departure Chart — Instrument (SID) — ICAO	STAR	Standard Arrival Chart — Instrument (STAR) — ICAO	VAC	Visual Approach Chart — ICAO	WAC	World Aeronautical Chart — ICAO 1:1 000 000
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GEN 3.2.6 Index to the World Aeronautical Chart (WAC) – ICAO 1:1 000 000	A chart index consisting of a simple outline drawing, portraying the sheet lines and coverage of chart series, must be included. Such an index, used in conjunction with the list of aeronautical charts available, will enable the user to select the specific chart series or sheets in a series that are required.																																				
GEN 3.2.8 Corrections to charts not contained in the AIP	<p>If a list is published in the AIP, this should be done in table form, consisting of three columns:</p> <ul style="list-style-type: none"> — Column 1 should show the identification of the chart. — Column 2 indicates the location on the chart where the correction has to be made. — Column 3 contains the precise details of the correction to be made. 																																				
GEN 3.3.3 Types of services	<p>The description should include radar service, when available. Where applicable, reference should be made to:</p> <ul style="list-style-type: none"> — the existence of designated areas or routes where special procedures are required in order to eliminate or reduce the need for interception; and 																																				

<i>Reference to Specimen AIP</i>	<i>Explanatory note</i>
	— the establishment of prohibited, restricted and danger areas.
GEN 3.4.2 Area of responsibility	This description may include an indication of the authority responsible for day-to-day operations.
GEN 3.5.3 Meteorological observations and reports	<p>Detailed description of the meteorological observations and reports provided for international air navigation, including:</p> <ol style="list-style-type: none"> 1) Name(s) of the station(s) in alphabetical order and the ICAO location indicator <p>The name (in capitals) of the city or town which the aerodrome serves should be given, followed by an oblique stroke and the name of the aerodrome. The ICAO location indicator should also be shown.</p> 2) Type and frequency of observation including an indication of automatic observing equipment <p>Indicate the type of observations made and the frequency with which they are made, e.g. routine hourly or half-hourly, and special observations. If available, the automatic observing equipment used should be included.</p> 3) Types of meteorological reports (e.g. METAR) and availability of a trend forecast <p>Indicate the types of meteorological reports (e.g. MET REPORT, SPECIAL, METAR, SPECI) and availability of trend forecast.</p> 4) Specific type of observation system and number of observation sites used to observe and report surface wind, visibility, runway visual range, cloud base, temperature and, where applicable, wind shear (anemometer at intersection of runways, transmissometer next to touchdown zone, etc.). 5) Hours of operation. 6) Indication of aeronautical climatological information available <p>The availability of climatological information should be shown in the manner indicated in Table GEN 3.5.3 of the Specimen AIP.</p>
GEN 3.5.4 Types of services	Indicate the availability of WAFS products, VAACs and TCACs advisories and the methods and means used for supplying the meteorological information. Details concerning the issuance of local forecasts (e.g. TAFs and GAMET forecasts (if applicable)) and aerodrome and wind shear warnings. The availability of information from meteorological weather radar and satellites.
GEN 3.5.6 Aircraft reports	This description may include cross-references to the listing of ATS/MET reporting points on routes crossing FIR/UIR for which the State is responsible (see Section ENR 3).
GEN 3.5.7 VOLMET service	<p>Description of VOLMET service including:</p> <ol style="list-style-type: none"> 1) Name of transmitting station

<i>Reference to Specimen AIP</i>	<i>Explanatory note</i>
	<p>List in alphabetical order the names of the stations broadcasting meteorological information for aircraft in flight by any means including VOR and TVOR if applicable.</p> <p>2) Call sign or identification and abbreviation for the radiocommunication emission</p> <p>Include the radio call sign or identification assigned to the broadcasting station and the abbreviation for the type of emission, indicated by the appropriate ICAO designation (see “Designation of typical radiocommunication emissions” in Doc 8400).</p> <p>3) Frequency or frequencies used for broadcast</p> <p>Frequencies in kilohertz (KHZ) and/or megahertz (MHZ).</p> <p>4) Broadcasting period</p> <p>For each broadcast either use CNS to indicate continuous broadcasts (as for VHF VOLMET broadcasts and VOR broadcasts) or give the minutes past the hour of the commencement and termination of each broadcast (as for HF VOLMET broadcasts), e.g. “H + 20 to H + 25”.</p> <p>5) Hours of service</p> <p>When the broadcasts do not continue throughout the twenty-four hours (H24), the times given should clearly indicate for each broadcast the time of the first and last broadcasts in UTC, e.g. “0220-2255”.</p> <p>6) List of aerodromes/heliports for which reports and/or forecasts are included</p> <p>The aerodromes/heliports and FIRs (where applicable) by location indicator, for which reports and/or forecasts are included, listed in the order in which they occur in the broadcast.</p> <p>7) Contents and format of the reports and forecasts included and remarks</p> <p>List of the reports and/or forecasts and/or SIGMET information included, using appropriate terms, e.g. METAR + TREND, to indicate a routine report in the METAR code form with trend forecast.</p> <p>Remarks, if any, concerning the information included.</p>
GEN 3.5.8 SIGMET and AIRMET service	<p>Description of the meteorological watch provided within flight information regions or control areas for which air traffic services are provided, including a list of the meteorological watch offices with:</p> <p>1) Name of the meteorological watch office, ICAO location indicator</p> <p>List in alphabetical order the names of the meteorological watch offices (MWO). The ICAO location indicator should also be shown.</p>

<i>Reference to Specimen AIP</i>	<i>Explanatory note</i>
	<p>2) Hours of service</p> <p>The hours of meteorological service given in UTC and, where applicable, the meteorological watch office responsible outside these hours.</p> <p>3) Flight information region(s) or control area(s) served</p> <p>Indicate the flight information region(s) (FIR) or control area(s) for which SIGMET are issued.</p> <p>4) Types of SIGMET information issued (SIGMET, SST SIGMET) and validity periods</p> <p>Indicate the type(s) of SIGMET issued, i.e. for subsonic (SIGMET) or transonic/supersonic (SIGMET SST) cruising levels, and add the periods of validity (e.g. four to six hours).</p> <p>5) Specific procedures applied to SIGMET information (e.g. for volcanic ash and tropical cyclones)</p> <p>The specific procedures for SIGMET information apply to volcanic ash and tropical cyclones and should include an indication of the period of validity and the outlook period for SIGMET messages for volcanic ash clouds and tropical cyclones.</p> <p>Details of procedures applied to AIRMET information (in accordance with relevant regional air navigation agreements) concerning e.g. FL and FIR or portion(s) thereof covered, time periods for the issuance, validity period and exchanges of information should be included.</p> <p>6) Procedures applied to AIRMET information (in accordance with relevant regional air navigation agreements)</p> <p>7) The air traffic services unit(s) provided with SIGMET and AIRMET information</p> <p>The name of the FIC, ACC and/or RCC provided with SIGMET and AIRMET information by the meteorological watch office (MWO).</p> <p>8) Additional information (e.g. concerning any limitation of service)</p> <p>This may include telephone numbers of the meteorological watch office normally providing the service and of any other meteorological offices providing service during periods when that office is closed. Indicate any limitations of service and any service not already listed.</p>
GEN 3.5.9 Other automated meteorological services	If such services are not available, include NIL under this heading.
GEN 3.6.3	This description should include:

<i>Reference to Specimen AIP</i>	<i>Explanatory note</i>
Types of service	<ol style="list-style-type: none"> 1) whether SAR aircraft are amphibious, land or equipped with floats; 2) the survival aids available, and if they can be dropped; 3) the frequencies on which SAR aircraft, marine craft or ground rescue teams can communicate; and 4) the homing capabilities of SAR aircraft and marine craft.
GEN 3.6.4 SAR agreements	A brief summary of the terms of any SAR agreements in force with particular reference to those permitting overflight by or entry of aircraft of other States, either with airborne notification only or after flight plan notification. An indication of the policy towards requests for entry, for search and rescue purposes, of aircraft, equipment and personnel from other States, as well as of the authority who would issue instructions as to the control of such entry, should be given.
GEN 3.6.6 Procedures and signals used	<p>It is intended that this include any procedures, signals or other provisions enacted in fulfilment of the objectives of Annex 12, which need to be known and understood by:</p> <ol style="list-style-type: none"> 1) personnel of aircraft in distress and survivors of aircraft accidents; 2) search and rescue personnel of neighbouring States who might be involved in a SAR incident within the territory of the State concerned; 3) pilots-in-command observing an accident (see Annex 12, 5.8; Annex 6, Part I, 11.1 c); and 4) pilots-in-command intercepting a distress call and/or message (see Annex 12, 5.9).
GEN 4 Charges for Aerodromes / Heliports and air navigation services	The charges imposed for the various facilities and services associated with the use of aerodromes/heliports should be categorized and full information given as detailed below in the following rows.
GEN 4.1 Aerodrome / Heliport charges	<p>Brief description of type of charges which may be applicable at aerodromes/heliports available for international use, including:</p> <ol style="list-style-type: none"> 1) Landing of aircraft <p>Indicate the basis of assessment of charges: for example, maximum certificated gross weight (landing weight, etc.) of aircraft; traffic category (e.g. commercial, non-commercial, scheduled, non-scheduled, private flying); aircraft type; airport classification.</p> <p>Provide a schedule of basic charges and of any additional surcharges such as may be payable for movements at night or outside of normal operational hours, or for use of approach, runway or taxiway lighting.</p>

<i>Reference to Specimen AIP</i>	<i>Explanatory note</i>
	<p>Detail the rules governing the payment of all such charges.</p> <p>2) Parking, hangarage and long-term storage of aircraft</p> <p><i>Parking.</i> Provide a schedule of charges for parking aircraft in open spaces and detail the associated rules.</p> <p><i>Hangar accommodation.</i> Provide a schedule of charges for housing aircraft in hangars, indicating any additional charges for heating, etc., and detail the associated rules.</p> <p><i>Storage charges.</i> Indicate the basis of assessment of charges for parking and for hangar accommodations: for example, maximum certificated gross weight (landing weight, etc.); space occupied by the aircraft (e.g. length × wingspan).</p> <p>3) Passenger service</p> <p>Provide a schedule of any charges and detail the associated rules.</p> <p>4) Security.</p> <p>5) Noise-related items.</p> <p>6) Other (customs, health, immigration, etc.)</p> <p>In addition to charges, if any, for customs and immigration health services, indicate any other charges for the use of airport facilities and services not indicated above; for example, terminal charges, ramp charges, incinerator service charges, baggage facility charges, porter service charges, charges on uplift of fuel and oil.</p> <p>7) Exemptions/reductions</p> <p>Wherever appropriate, any exemptions, reductions, rebates, contract arrangements or other preferential terms applying to certain types of operations should be specifically enumerated.</p> <p>8) Methods of payment</p> <p>Detail the rules associated with the method of payment.</p>
<p>GEN 4.2 Air navigation services charges</p>	<p>Indicate the basis and scale of any charges for the use of air route navigation facilities and services, such as communication facilities navigation aids, air traffic services and meteorological services.</p>

PART 2 — EN-ROUTE (ENR)

<i>Reference to Specimen AIP</i>	<i>Explanatory note</i>
ENR 1.1 General rules	Reference may be made to the applicable ICAO documents or the general rules as applied within the State may be published in full. <i>Note.— The section should not duplicate texts published at GEN 1.7. The rules set out in this section should consider the requirements of Annex 2 Rules of the Air.</i>
ENR 1.2 Visual flight rules	A complete statement of the applicable visual flight rules should be made. <i>Note.— The section should not duplicate texts published at GEN 1.7. The rules set out in this section should consider the requirements of Annex 2 Rules of the Air.</i>
ENR 1.3 Instrument flight rules	A complete statement of the applicable instrument flight rules should be made. <i>Note.— The section should not duplicate texts published at GEN 1.7. The rules set out in this section should consider the requirements of Annex 2 Rules of the Air.</i>
ENR 1.5.3 Departing flights	Graphic portrayal or description (or combination thereof), where appropriate, of holding, approach and departure procedures and preferred or compulsory routings in terminal areas. <i>Note 1.— An area chart may be used to fulfil this requirement.</i> <i>Note 2.— Specific procedures to be used in communication failure situations in terminal areas are to be included under this subject.</i> <i>Note 3.— Obstacle clearance criteria related to holding, approach and departure procedures are contained in PANS-OPS (Doc 8168), Volumes I and II.</i> <i>Note 4.— Provisions governing the identification of standard departure and arrival routes and associated procedures are in Annex 11, Appendix 3; guidance material relating to the establishment of such routes is contained in the Air Traffic Services Planning Manual (Doc 9426).</i> Where necessary, the diagram or chart should be supplemented by adequate descriptive text and procedures when it differs from those prescribed in PANS-OPS (Doc 8168). Separate diagrams or charts may be used to show inbound, outbound and transit routings in congested areas. A Terminal Area Chart — ICAO is that specified in Chapter 8 of Annex 4.
ENR 1.8 Regional supplementary procedures	The requirement is for presentation of regional supplementary procedures (SUPPS) affecting the State's entire area of responsibility, with properly annotated national differences, if any. <i>Note.— The procedures set out in this section should combine the details published in ICAO Doc 7030 - Regional Supplementary Procedures - with reference to the State's published differences, if any, but the section should not duplicate texts published at GEN 1.7 Differences</i>

<i>Reference to Specimen AIP</i>	<i>Explanatory note</i>
	<p><i>from ICAO Standards, Recommended Practices and Procedures.</i></p> <p>Alternative methods which may be employed are:</p> <ol style="list-style-type: none"> 1) A repetition of all relevant ICAO material with those portions which constitute a difference or an addition to the ICAO material differentiated, e.g., by underlining or use of a different typeface. 2) A listing of any differences from or supplements to the relevant ICAO documents in sufficient detail or together with explanatory information so that reference to the ICAO documents would not be necessary for complete understanding of the regulation or procedure.
<p>ENR 2.1 FIR, UIR, TMA and CTA</p>	<p>Detailed description of flight information regions (FIR), upper flight information regions (UIR), terminal control areas (TMA) and control areas (CTA), including:</p> <ol style="list-style-type: none"> 1) Name, geographical coordinates (lateral limits of the FIR/UIR in degrees and minutes and of the CTA in degrees, minutes and seconds and vertical limits) and class of airspace <p><i>Name and lateral limits.</i> The name of each flight information region, together with a description of its lateral limits (using the coordinates defining the area), followed by similar data for associated control areas and/or advisory airspaces within the FIR. Information concerning the upper airspace (upper flight information regions and upper control areas) should precede the entries for the lower airspace. The UIR and FIR should be listed in alphabetical order, as should any control areas or advisory airspaces therein.</p> <p><i>Vertical limits.</i> The upper and lower limits of flight information regions and of the control areas as indicated in the Specimen AIP. The upper limit is placed above the line and the lower limit below the line, using the abbreviation designating the reference datum, i.e. flight level (FL), ground (GND), above ground level (AGL) and/or sea level (MSL). Where there is no upper limit, the abbreviation UNL should be inserted above the line. Designate the class of controlled and advisory airspace in accordance with ATS Airspace Classifications (Annex 11, Appendix 4).</p> 2) Identification of unit providing the service <p>The name(s) of the unit(s) providing the service for the airspace indicated in column 1.</p> 3) Call sign of the aeronautical station serving the unit and language(s) used, the area and conditions of use, specifying when (OPR HR) and where to be used, if applicable <p>The radiotelephone (RTF) and/or radiotelegraph (RTG) call sign of each unit given in column 2, followed by an indication of the languages used, in brackets.</p> 4) Frequencies supplemented by indications for specific purposes <p>Indications for specific purposes may be referred to in the remarks column.</p> 5) Remarks.

<i>Reference to Specimen AIP</i>	<i>Explanatory note</i>
	<p>This required information may be provided by using one or more of the following methods:</p> <ol style="list-style-type: none"> a) by the graphic portrayal of much, if not all, of the required information; b) by use of a tabular form (see Specimen AIP); and c) by a combination of the methods described in a) and b). <p>Where the information is given either in textual form or in tabular form, and the lateral limits of an FIR and UIR are the same, the coordinates need not be duplicated for the UIR; a note to the effect that the lateral limits are the same as for the FIR is sufficient.</p>
<p>ENR 3 ATS routes</p>	<p>This is to include a detailed listing of all ATS routes established within the territory covered by the AIP whether they form part of ICAO regional air navigation agreements or are used by domestic traffic only. Where applicable, a description should be included of the route(s), or portion(s) thereof, where special procedures are required in order to eliminate or reduce the need for interception. Also, an indication of the special procedures concerned should be given. A chart should be used to portray the ATS route scheme. In preparing the tabular material (reference form ENR 3.1), a horizontal line should be drawn across the relevant columns where necessary to indicate the application of the data to one or more segments of the ATS route. Information relating to upper ATS routes is listed separately. However, where both the upper and lower ATS routes follow a similar pattern, it may be practicable to use a combined table.</p> <p>As specified in the PANS-ATM, 9.1.4.1.2 (Doc 4444), when air traffic advisory service is implemented, this should normally be considered as a temporary measure only until such time as it can be replaced by air traffic control service. Thus, the normal purpose of an ATS route is to specify a route along which air traffic control service is provided. When this is not the case, this shall be indicated in column 6, using the appropriate letter (see Annex 11, Appendix 1) to indicate service provided along all or part of the route.</p>
<p>ENR 3.1 Lower ATS routes</p>	<p>Detailed description of lower ATS routes, including:</p> <ol style="list-style-type: none"> 1) Route designator, required navigation performance (RNP) type(s) applicable to a specified segment(s), names, coded designators or name-codes and the geographical coordinates in degrees, minutes and seconds of all significant points defining the route including “compulsory” or “on-request” reporting points. <p>The identification of each route, e.g. A6. Designators selected in accordance with the principles set forth in Appendix 1 of Annex 11 should be used and the routes should be listed in alphabetical, numerical order, A3, G7, G9, etc. In this same column, indicate the FIR traversed by the route. Where more than one FIR is involved, the common boundary should be shown at the appropriate location along the track in the manner indicated in the Specimen AIP.</p> <p>Indicate the name, coded designator and geo-graphical coordinates of significant points listed in their correct sequence in relation to the track. Significant points comprise compulsory and on-request reporting points, points at which a change in track occurs,</p>

<i>Reference to Specimen AIP</i>	<i>Explanatory note</i>
	<p>and points defining changes in upper or lower limits and minimum flight altitudes. Reporting points should be identified by use of the standard aeronautical chart symbol, i.e.:</p> <p>2) Tracks or VOR radials to the nearest degree, geodesic distance to the nearest tenth of a kilometre or tenth of a nautical mile between each successive designated significant point and, in the case of VOR radials, change-over points.</p> <p><i>Magnetic track.</i> The magnetic track to the nearest degree for both directions for each segment shown in column 1.</p> <p><i>VOR radials for VOR route segments.</i></p> <p>Tracks and bearings are normally indicated with reference to Magnetic North, except that where this is impractical, e.g. in areas of high latitude, and another reference such as True North or Grid North is used, this reference datum should be clearly indicated.</p> <p><i>Distance.</i> The geodesic distance between each pair of significant points given to the nearest tenth of a nautical mile or nearest tenth of a kilometre.</p> <p><i>Change-over points.</i> Change-over points on segments defined by reference to VOR, and their geodesic distances to the VOR. If a general statement regarding their existence is made, change-over points established at the mid-point between two facilities or (in the case of a route which changes direction between two facilities) at the intersection of two radials need not be given for each route segment.</p> <p>3) Upper and lower limits or minimum flight altitudes to the nearest higher 50 m or 100 ft and airspace classification.</p> <p>The upper and lower limits of the airspace for each route or segment thereof. (The upper limit above a horizontal line, the lower limit below.) Where no upper limit has been established, UNL should be entered above the line. Since en-route flights at or above the lowest usable flight level are flown at flight levels, it is suggested that these limits be expressed in flight levels (FL) whenever such flight levels are not likely to fall below the lowest safe altitude; otherwise, they should be expressed in altitude (ALT). When an altitude is used, indicate the unit used (feet or metres) by placing the appropriate abbreviation after the number and then the abbreviation "ALT". When appropriate, however, the unit used (feet or metres) may be given in the heading of the column. When the lower limit is the ground, this should be indicated by the abbreviation "GND".</p> <p>Minimum flight altitudes to the nearest higher 50 m or 100 feet for each route or segment thereof must be shown.</p> <p>Indicate the airspace classification.</p> <p>4) Lateral limits</p> <p>The width of each ATS route in kilometres or nautical miles.</p>

<i>Reference to Specimen AIP</i>	<i>Explanatory note</i>
	5) Direction of cruising levels. 6) Navigation accuracy requirement for each PBN (RNAV or RNP) route segment. 7) Remarks, including an indication of the controlling unit and its operating frequency.
ENR 4.2 Special navigation systems	Description of stations associated with special navigation systems (DECCA, LORAN, etc.), including: <ol style="list-style-type: none"> 1) Name of station or chain When appropriate the title of the system should be given first, followed by the name of the master station, under which should be listed the name(s) of the related slave or chain station(s). 2) Type of service available (master, slave, colour) The type of service provided, e.g. whether position line or fixing opposite the station in column 1, whether CONSO or LORAN, and the identification of subsidiary units such as master station, red slave or green slave. 3) Frequency (channel number, basic pulse rate, recurrence rate, as applicable). 4) Hours of operation. 5) Geographical coordinates in degrees, minutes and seconds of the position of the transmitting station. 6) Remarks.
ENR 4.5 Aeronautical ground lights – En-route	Aeronautical ground lights are lights provided as an aid to navigation and the list should include those on and in the vicinity of an aerodrome (such as aerodrome beacons and identification beacons) and those which may be useful en-route (such as hazard beacons). The list may also include any marine lights which the State has decided are likely to be useful to air navigation. A list of aeronautical ground lights and other light beacons designating geographical positions which are selected by the State as being significant, including: <ol style="list-style-type: none"> 1) Name of the city or town or other identification of the beacon When the number of lights to be listed is few, it is preferable for the listing to be in alphabetical order. If the lights are numerous and a chart or diagram is included with each light identified by a number, the listing should be in numerical order. 2) Type of beacon and intensity of the light in thousands of candelas

<i>Reference to Specimen AIP</i>	<i>Explanatory note</i>
	<p>The type of light, marine lights being identified by “marine”. If the number of marine lights is large, they should be listed separately under the title of marine lights; in this event, the type of marine light should be given (lighthouse, lightship, etc.).</p> <p>3) Characteristics of the signal</p> <p>“Characteristics” should include the type of emission, i.e. alternating, flashing, fixed, group or occulting, the colour, the time period, and, where applicable, the identification characters transmitted in international Morse Code.</p> <p>The following abbreviations are generally used in column 3 to indicate the characteristics of the light:</p> <p>Altn = Alternating (light alternates in colour) F = Fixed Flg = Flashing Gp. Flg = Group flashing Occ = Occulting G = Green R = Red W = White Y = Yellow ev = every sec = seconds</p> <p><i>Example.</i> F Flg G “AM” ev 12 sec = Fixed and flashing green, code “AM” every 12 seconds.</p> <p>4) Operational hours.</p> <p>5) Remarks</p> <p>Include the coordinates of each light to the nearest minute. The location given in terms of bearing and distance from an aerodrome may also be included in this column, where appropriate.</p>
<p>ENR 5.1 Prohibited, restricted and danger areas</p>	<p>All areas through which the flight of aircraft is prohibited, restricted or subject to certain specified conditions and which have some permanency should be listed, including those which are activated from time to time. Any such area should be designated a prohibited area, a restricted area or a danger area. Attention is called to 3.4.7 of Annex 15 relative to the assignment of an identification to any area. Where a risk of interception exists for aircraft penetrating specific areas, this should be indicated.</p> <p>Description, supplemented by graphic portrayal where appropriate, of prohibited, restricted and danger areas together with information regarding their establishment and activation, including:</p> <p>1) Identification, name and geographical coordinates of the lateral limits in degrees, minutes and seconds if inside and in degrees and minutes if outside control area/control zone boundaries.</p>

<i>Reference to Specimen AIP</i>	<i>Explanatory note</i>
	<p>Indicate the reference identification and the name (if any) of the area involved. Following the identification and name, describe the lateral limits. No sign (e.g. a dash or an oblique stroke) should be used to separate the elements comprising this identification.</p> <p>2) Upper and lower limits</p> <p>Indicate the upper and lower limits of each area, the upper limit being placed above a horizontal line and the lower limit below the line. Use the abbreviation GND, UNL, ALT, FL to indicate the reference datum, as appropriate. Indicate the units used (metres or feet) by placing the appropriate abbreviation after the figure; the units of measurement used should be consistent with the decision taken in respect of the use of the tables in Annex 5.</p> <p>3) Remarks, including time of activity</p> <p>Type of restriction or nature of hazard and risk of interception in the event of penetration must be indicated in the remarks column.</p> <p>If the area is only “active” during certain periods, the periods of activity should be noted.</p> <p>The remarks column should include any additional information, exception or references relating to the information contained in the previous columns.</p>
<p>ENR 5.6 Bird migration and areas with sensitive fauna</p>	<p>Note on graphic portrayal of the areas listed in ENR 5.</p> <p>All areas should also be shown on index charts and in some instances a large-scale diagram of each area may be appropriate. (The need for charts depends upon the size of the total territory involved, the number of areas to be shown and whether or not en-route charts or the equivalent, showing such information, are available.)</p>

PART 3 — AERODROMES (AD)

<i>Reference to Specimen AIP</i>	<i>Explanatory note</i>
AD 1.1.1 General conditions	<p>Brief description of the State's designated authority responsible for aerodromes and heliports, including:</p> <p>(If the authority is listed in GEN 1.1, reference to that subsection will suffice. If not, list name of the authority, postal address, telephone number, telefax number, telex number and AFS address.)</p> <ol style="list-style-type: none"> 1) The general conditions under which aerodromes/heliports and associated facilities are available for use <p style="padding-left: 40px;">This should exclude the information contained in Part 1, GEN 1.</p> <ol style="list-style-type: none"> 2) A statement concerning the ICAO documents on which the services are based and a reference to the AIP location where differences, if any, are listed <p style="padding-left: 40px;">A list of ICAO documents on which the aerodrome services are based, and a reference to subsection GEN 1-7 if any differences to these ICAO documents exist.</p>
AD 1.2.1 Rescue and firefighting services	<p>Provide information on the general policy concerning the provision of rescue and firefighting services at each aerodrome/heliport (regular and alternate) available for public use, determination of the scale of protection, hours of service, authority responsible for the service, and the availability of facilities for foaming of runways. If applicable, list the aerodromes where such facilities are available.</p>
AD 1.2.2 Snow plan	<p>Brief description of general snow plan considerations for aerodromes/heliports available for public use at which snow conditions are normally liable to occur, including:</p> <ol style="list-style-type: none"> 1) Organization of the winter service <p style="padding-left: 40px;">An indication of the authority responsible for snow clearance and for measuring, improving and reporting pavement conditions.</p> <p style="padding-left: 40px;">An indication of the general policy concerning operational priorities established for the clearance of movement areas.</p> <ol style="list-style-type: none"> 2) Surveillance of movement areas <p style="padding-left: 40px;">Indicate how surveillance of the movement areas is organized.</p> <ol style="list-style-type: none"> 3) Measuring methods and measurements taken <p style="padding-left: 40px;">A description of the methods used for measuring the depth and determining the characteristics of precipitants on movement areas.</p>

<i>Reference to Specimen AIP</i>	<i>Explanatory note</i>
	<p>A description of the methods used (e.g. equipment and pattern) for surface friction measurements.</p> <p>Principles used for the determination of value of surface friction.</p> <p>A table of friction coefficients.</p> <p>4) Actions taken to maintain the usability of movement areas</p> <p>A description of the methods used for clearing snow, slush, ice and standing water, e.g. plowing, sweeping or blowing, and details of any chemical methods employed for clearing movement areas.</p> <p>Information concerning when and how surface friction will be improved.</p> <p>General policy concerning coordination between operators, ATC and the aerodrome authorities to ensure compatibility between efficient snow clearance procedures and maximum utilization of the aerodrome.</p> <p>5) System and means of reporting</p> <p>Indicate how snow conditions are reported to the responsible authority.</p> <p>6) The cases of runway closure</p> <p>Indicate the general policy on closure of a runway.</p> <p>7) Distribution of information about snow conditions</p> <p>A short description of the system for distribution of information about snow conditions (NOTAM, SNOWTAM, updating).</p>
<p>AD 1.3 Index to aerodromes and heliports</p>	<p>A list, supplemented by graphic portrayal, of aerodromes and heliports within a State, including their ICAO location indicators and an indication of the types of traffic permitted:</p> <p>1) Aerodrome/heliport name and ICAO location indicator</p> <p>The name, in capitals, of the city or town which the aerodrome serves, followed by an oblique stroke and the name given to the aerodrome by the State concerned, e.g. GUAYAQUIL/Simón Bolívar, BOSTON/Logan International, DHAHRAN/Intl, without repeating the name of the city or town. When the aerodrome is located on an island in a group of islands with a group name (e.g. French Antilles), the name of that island should be added in brackets, e.g. FORT-DE-FRANCE/Le Lamentin (Martinique). When the aerodrome is located on an island but serves no particular city or town, the name of the island should appear in place of a city name, e.g. SAN ANDRES I./San Andrés.</p>

<i>Reference to Specimen AIP</i>	<i>Explanatory note</i>
	<p>Add the ICAO location indicator following the aerodrome/heliport name.</p> <p>2) Type of traffic permitted to use the aerodrome/heliport (international/national, IFR/VFR, scheduled/non-scheduled, general aviation, military and other)</p> <p>Indicate the availability of the aerodrome/heliport for the specific types of traffic.</p> <p><i>Note: Military = military traffic on GAT and OAT flight plans are possible at the aerodrome/heliport.</i></p> <p>3) Reference to AIP, Part 3, subsection AD 2 or AD 3 in which aerodrome/heliport details, supplemented by graphic portrayal, are presented.</p>
<p>AD 2 Aerodromes</p>	<p>Table AD 2 comprises a detailed description of aerodromes for use by scheduled or non-scheduled, commercial or non-commercial (private) air services for traffic, technical or divisionary purposes.</p> <p><i>Note.— The aerodrome/heliport information is provided in accordance with the grouping of aerodromes/heliports as indicated under AD 1.4.</i></p> <p>The relevant information must be listed and numbered in the following sections, subsections and their subdivision.</p>
<p>**** AD 2.2 Aerodrome geographical and administrative data</p>	<p>The requirement is for aerodrome geographical and administrative data, including:</p> <p>1) Aerodrome reference point (geographical coordinates in degrees, minutes and seconds) and its site (distance and direction from a prominent point at the aerodrome such as the aerodrome control tower).</p> <p>2) Direction and distance of aerodrome reference point from centre of the city or town which the aerodrome serves</p> <p>The distance (km) and direction (true bearing) of the aerodrome (reference point) from some prominent place within the city or town.</p> <p>3) Aerodrome elevation to the nearest metre or foot and reference temperature.</p> <p>The official aerodrome elevation to the nearest metre or foot (defined as the highest point of the landing area — see Annex 14, Volume I, Chapter 1 and Chapter 2, 2.3).</p> <p>The aerodrome reference temperature determined as specified in Annex 14, Volume I, Chapter 2, 2.4, given in degrees Celsius (C), to the nearest degree.</p> <p>4) Geoid undulation at the aerodrome elevation position to the nearest metre or foot</p> <p>5) Magnetic variation to the nearest degree, date of information and annual change</p>

<i>Reference to Specimen AIP</i>	<i>Explanatory note</i>
	<p>6) Name of aerodrome administration, address, telephone, telefax and telex numbers and AFS address.</p> <p>7) Types of traffic permitted to use the aerodrome (IFR/VFR).</p> <p>8) Remarks.</p>
<p>**** AD 2.4 Handling services and facilities</p>	<p>Detailed description of the handling services and facilities available at the aerodrome, including:</p> <p>1) Cargo-handling facilities</p> <p>When cargo-handling facilities are limited, the number and types of equipment and the weight-lifting capacity should be indicated (cranes, fork lifts, conveyor belts, etc.). When the facilities are adequate to meet anticipated requirements, this may be indicated by a simple statement such as “All modern facilities handling weights up to ...” (specify).</p> <p>2) Fuel and oil types</p> <p>The grades of fuel and oil available.</p> <p>3) Fuelling facilities and capacity</p> <p>The types of fuelling equipment and services available and the discharge capacity of the equipment (litres per second). Where no limitations exist, state “No limitations”.</p> <p>4) De-icing facilities.</p> <p>5) Hangar space for visiting aircraft</p> <p>The hangar space available stated either in terms of the numbers of certain types of aircraft which can be accommodated, or by a listing of the hangars available and the dimensions of each. Indicate whether the space is heated or unheated and any other significant information.</p> <p>6) Repair facilities for visiting aircraft</p> <p>The type of repairs that can be carried out, i.e. major or minor repairs, and the type of aircraft which can be handled; the availability of spare parts and the existence of facilities for changing engines.</p> <p>7) Remarks</p> <p>Any other relevant information not covered under this subsection.</p>
<p>**** AD 2.5 Passenger facilities</p>	<p>Brief description of passenger facilities available at the aerodrome, provided as a brief description or a reference to other information sources such as a website including:</p> <p>1) Hotel(s) at or in the vicinity of aerodrome</p>

<i>Reference to Specimen AIP</i>	<i>Explanatory note</i>
	<p>The type and extent of overnight accommodation available at the aerodrome or in the vicinity of the aerodrome. When limited, the available capacity should be given.</p> <p>2) Restaurant(s) at or in the vicinity of aerodrome</p> <p>Indicate whether a restaurant is available at the aerodrome or in the vicinity of the aerodrome, and whether the number of meals which can be served is limited or unlimited.</p> <p>3) Transportation possibilities</p> <p>Indicate transportation facilities available such as buses, taxis, railway, helicopter or any other services available at the aerodrome for the transportation of passengers to and from the city.</p> <p>4) Medical facilities</p> <p>Indicate medical facilities and services available at the aerodrome including first aid treatment, hospital or rest rooms, and ambulance(s). When significant additional services are available off the aerodrome, they should also be listed with an indication of the location and distance from the aerodrome.</p> <p>5) Bank and post office at or in the vicinity of aerodrome.</p> <p>6) Tourist office.</p> <p>7) Remarks</p> <p>Any other relevant information not covered under this subsection.</p>
<p>**** AD 2.6 Rescue and firefighting services</p>	<p>Detailed description of the rescue and firefighting services and equipment available at the aerodrome, including:</p> <p>1) Aerodrome category for firefighting</p> <p>Indicate the scale of protection available for the aerodrome in terms of aerodrome category as described in Annex 14, Volume I, Chapter 9, 9.2.</p> <p>2) Rescue equipment</p> <p>Indicate rescue equipment available on the rescue and firefighting vehicles and whether it is in accordance with the aerodrome category for rescue and firefighting mentioned under 1).</p> <p>3) Capability for removal of disabled aircraft</p> <p>The requirement is for an indication of the capability for removal of aircraft disabled on or adjacent to the movement area. This may be expressed in terms of the largest type of</p>

<i>Reference to Specimen AIP</i>	<i>Explanatory note</i>
	<p>aircraft which the aerodrome is equipped to remove (see Annex 14, Volume I, Chapter 2, 2.9 and Chapter 9, 9.3).</p> <p>4) Remarks</p> <p>Any other relevant information not covered under this subsection.</p>
<p>**** AD 2.7 Seasonal availability – clearing</p>	<p>Detailed description of the equipment and operational priorities established for the clearance of aerodrome movement areas, including:</p> <p>1) Type(s) of clearing equipment</p> <p>Indicate whether the aerodrome is serviceable during all seasons of the year and, if not, the periods (months of the year) during which it may be unserviceable or must be used with caution, indicating the likely cause of unserviceability and the precautions to be taken. Information relating to snow removal should include:</p> <p>a) where no snow removal equipment is required, indicate “Not applicable”;</p> <p>b) when snow conditions exist but no removal equipment is available, indicate “None available”; and</p> <p>c) where snow removal equipment is available, indicate the types of equipment used.</p> <p>2) Clearance priorities</p> <p>If clearance of aerodrome movement areas is required, indicate the priorities with regard to clearing of RWY, TWY and aprons.</p> <p>3) Remarks</p> <p>Any other relevant information not covered under this subsection.</p>
<p>**** AD 2.8 Aprons, taxiways and check locations / positions data</p>	<p>Details related to the physical characteristics of aprons, taxiways and locations/positions of designated checkpoints, including:</p> <p>1) Designation, surface and strength of aprons</p> <p>Indicate the designation, type of surface; and the strength of the apron using the aircraft classification number — pavement classification number (ACN-PCN) method (see Annex 14, Volume I, Chapter 2, 2.5).</p> <p>2) Designation, width, surface and strength of taxiways</p> <p>In addition to the width (in metres) and the type of surface of the taxiways, indicate its strength by using the ACN-PCN method.</p> <p>3) Location and elevation to the nearest metre or foot of altimeter check points.</p>

<i>Reference to Specimen AIP</i>	<i>Explanatory note</i>
	<p>4) Location of VOR checkpoints</p> <p>5) Position of INS checkpoints in degrees, minutes, seconds and hundredths of seconds;</p> <p>In many instances the geographical coordinates of aircraft stands at which aircraft equipped with INS could align and programme their equipment before departure should be given to the accuracy mentioned above. These stands could be listed together with their coordinates, e.g. Stand 1 N522224.62 W0315654.18; Stand 2 N522218.35 W0315654.94.</p> <p>6) Remarks</p> <p>If check locations/positions are presented on an aerodrome chart, a note to that effect must be provided under this subsection.</p>
<p>**** AD 2.11 Meteorological information provided</p>	<p>Detailed description of meteorological information provided at the aerodrome and an indication of which meteorological office is responsible for the service enumerated, including:</p> <p>1) Name of the associated meteorological office.</p> <p>2) Hours of service and, where applicable, the designation of the responsible meteorological office outside these hours.</p> <p>3) Office responsible for preparation of TAFs and periods of validity and interval of issuance of the forecasts.</p> <p>4) Availability of the trend forecasts for the aerodrome and interval of issuance.</p> <p>The availability of the trend forecast for the aerodrome/heliport and the interval of issuance must be listed.</p> <p>5) Information on how briefing and/or consultation is provided, using:</p> <p>P = personal consultation T = telephone TV = closed circuit television D = self-briefing display.</p> <p>6) Types of flight documentation supplied and language(s) used in flight documentation, e.g.</p> <p>C = charts CR = cross-sections PL = abbreviated plain language texts TB = tabular forms.</p> <p>Indicate languages used in plain language.</p> <p>7) Charts and other information displayed or available for briefing or consultation, using</p>

<i>Reference to Specimen AIP</i>	<i>Explanatory note</i>
	<p>the following abbreviations:</p> <p>S = surface analysis (current chart) U = upper air analysis (current chart) P = prognostic upper air chart W = significant weather chart T = tropopause chart. SWH = significant weather high (chart) SWM = significant weather medium (chart) SWL = significant weather low (chart)</p> <p>8) Supplementary equipment available for providing information on meteorological conditions, e.g. weather radar and receiver for satellite images.</p> <p>9) The air traffic services unit(s) provided with meteorological information, e.g. FIC, ACC and/or RCC.</p> <p>10) Additional information (e.g. concerning any limitation of service)</p> <p>Indicate any limitations of service and any service not already listed.</p> <p>As necessary, indicate telephone numbers of the meteorological office normally providing service for the aerodrome and any other meteorological offices providing service during periods when that office is closed or at night.</p>
<p>**** AD 2.12 Runway physical characteristics</p>	<p>Detailed description of runway physical characteristics, for each runway, including:</p> <ol style="list-style-type: none"> 1) Designations 2) True bearings to one hundredth of a degree 3) Dimensions of runways to the nearest metre or foot 4) Strength of pavement (PCN and associated data) and surface of each runway and associated stopways <p>Annex 14, Volume I, Chapter 2, 2.6, contains detailed information on the method of reporting the bearing strength of a pavement.</p> <p><i>Reporting method.</i> The bearing strength of a pavement intended for aircraft of apron (ramp) mass greater than 5 700 kg (12 500 lb) shall be made available using the aircraft classification number — pavement classification number (ACN-PCN) method by reporting all of the following information:</p> <ol style="list-style-type: none"> a) the pavement classification number (PCN); b) pavement type for ACN-PCN determination; c) subgrade strength category;

<i>Reference to Specimen AIP</i>	<i>Explanatory note</i>
	<p>d) maximum allowable tire pressure category or maximum allowable tire pressure value; and</p> <p>e) evaluation method.</p> <p><i>Note.— The meaning of the code letters used for reporting b), c), d) and e) above are contained in Annex 14, Volume I, Chapter 2, 2.6.6.</i></p> <p>The PCN reported shall indicate that an aircraft with an ACN equal to or less than the reported PCN can operate on the pavement subject to any limitation on the tire pressure, or aircraft all-up mass for specified aircraft types. The standard procedures for determining the ACN of an aircraft are given in the <i>Aerodrome Design Manual</i> (Doc 9157), Part 3.</p> <p>The following examples illustrate how pavement strength data are reported under the ACN-PCN method.</p> <p><i>Example 1:</i> If the bearing strength of a rigid pavement resting on a medium strength subgrade has been assessed by technical evaluation to be PCN 80 and there is no tire pressure limitation, then the reported information would be:</p> <p>PCN 80 / R / B / W / T</p> <p><i>Example 2:</i> If the bearing strength of a composite pavement, behaving like a flexible pavement and resting on a high strength subgrade, has been assessed by using aircraft experience to be PCN 50 and the maximum tire pressure allowable is 1.00 MPa (145 psi), then the reported information would be:</p> <p>PCN 50 / F / A / Y / U</p> <p><i>Note.— Composite construction.</i></p> <p>The bearing strength of a pavement intended for aircraft of apron (ramp) mass equal to or less than 5 700 kg (12 500 lb) shall be made available by reporting the following information:</p> <p>a) maximum allowable aircraft mass; and</p> <p>b) maximum allowable tire pressure.</p> <p><i>Example:</i> 4 000 kg/0.50 MPa.</p> <p>5) Geographical coordinates in degrees, minutes, seconds and hundredths of seconds for each threshold and runway end, and where appropriate, geoid undulation to the nearest one-half metre or foot for each threshold</p> <p>— thresholds of a non-precision approach runway to the nearest metre or foot; and</p>

<i>Reference to Specimen AIP</i>	<i>Explanatory note</i>
	<ul style="list-style-type: none"> — thresholds of a precision approach runway to the nearest tenth of a metre or tenth of a foot 6) Elevations of: <ul style="list-style-type: none"> — thresholds of a non- precision approach runway to the nearest metre or foot; and — thresholds and the highest elevation of the touchdown zone of a precision approach runway to the nearest one-half metre or foot 7) Slope of each runway and associated stopways 8) Dimensions of stopway (if any) to the nearest metre or foot 9) Dimensions of clearway (if any) to the nearest metre or foot 10) Dimensions of strips 11) Dimensions of runway end safety areas 12) Location (which runway end) and description of arresting system (if any) 13) The existence of an obstacle-free zone 14) Remarks <p style="margin-left: 40px;">This could include information related to the physical characteristics of the runway such as grooving and arresting devices.</p>
<p>**** AD 2.13 Declared distances</p>	<p><i>Note.— Where alternative reduced declared distances are authorised for use during the take-off these shall be listed in the table. Such listings shall clearly indicate the runway entry or start point in Remarks item 6.</i></p>
<p>**** AD 2.14 Approach and runway lighting</p>	<p>This includes the following types of lighting. (See also Annex 14, Volume I, Chapter 5.)</p> <p><i>Approach lighting</i></p> <p>Simple approach lighting Precision approach lighting including category Visual approach slope indicator system Circling guidance lights Runway lead-in lighting systems Runway threshold identification lights</p> <p><i>Runway lighting</i></p> <p>Runway edge lights Runway end lights</p>

<i>Reference to Specimen AIP</i>	<i>Explanatory note</i>
	Runway threshold lights Runway centre line lights Runway touchdown zone lights Fixed distance lights
**** AD 2.15 Other lighting, secondary power supply	Description of other lighting and secondary power supply, including: <ol style="list-style-type: none"> 1) Location, characteristics and hours of operation of aerodrome beacon/identification beacon (if any). 2) Location and lighting (if any) of anemometer/landing direction indicator. 3) Taxiway edge and taxiway centre line lights. 4) Secondary power supply including switch-over time Indicate whether or not secondary power supply is available (see Annex 14, Volume I, Chapter 8, 8.1) and give maximum switch-over times. 5) Remarks This may include information on the availability of stopway lights, stop bars and clearance bars. <i>Note 1.— Information relating to stopways is referred to by the designation of the extremity of the runway from which the take-off run is started.</i> <i>Note 2.— Information relating to a visual approach slope indicator system (VASIS) should include type of system, nominal approach slope angle(s) as specified in Annex 14, Volume I, 2.12 and minimum pilot eye-height(s) over the threshold of the on-slope signal(s) (MEHT). Where an AVASIS or 3-BAR AVASIS is installed, details of the number and position of the light units should also be published. Where an AT-VASIS or PAPI is installed, the side of the runway on which the lights are installed, i.e. left or right, should be published.</i>
**** AD 2.16 Helicopter landing area	Detailed description of helicopter landing area provided at aerodrome, including: <ol style="list-style-type: none"> 1) Geographical coordinates in degrees, minutes, seconds and hundredths of seconds and, where appropriate, geoid undulation to the nearest one half metre or foot of the geometric centre of touchdown and lift-off (TLOF) or of each threshold of final approach and take-off (FATO) area — for non-precision approaches, to the nearest metre or foot; and — for precision approaches, to the nearest tenth of a metre or tenth of a foot; 2) TLOF and/or FATO area elevation <ol style="list-style-type: none"> a) for non-precision approaches to the nearest metre or foot; and b) for precision approaches to the nearest tenth of a metre or tenth of a foot.

<i>Reference to Specimen AIP</i>	<i>Explanatory note</i>
	<p>3) TLOF and FATO area dimensions to the nearest metre or foot, surface type, bearing strength and marking</p> <p>Indicate the load-bearing area designated for touchdown or lift-off along with the dimensions, slope (sufficient to prevent water accumulation but not to exceed 2 per cent in any direction), the surface type (e.g. pavement, concrete, grass) and associated bearing strength expressed in kilograms (Annex 14, Volume II, Chapter 3).</p> <p>Indicate the performance class of helicopter the FATO is intended to serve, its type (surface-level, elevated or helideck), its length, width, slope and surface type (Annex 14, Volume II, Chapter 3 and Chapter 5).</p> <p>4) True bearings to one-hundredth of a degree of FATO</p> <p>Where appropriate, the FATO designation number may be added.</p> <p>5) Declared distances available to the nearest metre or foot</p> <p>An indication of the declared distances, where established, available for helicopter operations. These should include:</p> <ul style="list-style-type: none"> a) take-off distance available (TODAH); b) rejected take-off distance available (RTODAH); and c) landing distance available (LDAH). <p>(See Annex 14, Volume II, Chapter 2.)</p> <p>6) Approach and FATO lighting</p> <p>This should include:</p> <ul style="list-style-type: none"> — Aiming point — Approach lighting system — Final approach and take-off area (FATO) — Obstacles — Taxiway — Touchdown and lift-off area (TLOF) — Visual approach slope indicator system (e.g. PAPI, APAPI, HAPI) — Winching area. <p>(See Annex 14, Volume II, Chapter 5)</p> <p>7) Remarks.</p>
AD 3 Heliports	AD 3 comprises a detailed description of heliports designated for use by helicopters engaged in international civil aviation operations. Normally, heliports are designated as such by the controlling State under Article 68 of the Convention. The lack of any formal designation of a

<i>Reference to Specimen AIP</i>	<i>Explanatory note</i>
	<p>heliport should not, however, preclude the entry of required information. In this context, entries are left to the discretion of the authorities concerned.</p> <p>For the format, please see the Specimen AIP in Part 3, Section AD 3.</p> <p>The relevant information must be listed and numbered in the following sections, subsections and their subdivisions.</p> <p><i>Note.— The aerodrome/heliport information is provided in accordance with the grouping of aerodromes/heliports as indicated under AD 1.4.</i></p>
<p>**** AD 3.2 Heliport geographical and administrative data</p>	<p>The requirement is for heliport geographical and administrative data, including:</p> <ol style="list-style-type: none"> 1) Heliport reference point (geographical coordinates in degrees, minutes and seconds) and its site <p>The position of the heliport reference point given in terms of the nearest second of latitude and longitude (see Annex 14, Volume II, Chapter 2, 2.2).</p> 2) Direction and distance of heliport reference point from centre of the city or town which the heliport serves <p>The distance (km) and direction (true bearing) of the aerodrome (reference point) from some prominent place within the city or town.</p> 3) Heliport elevation to the nearest metre or foot and reference temperature <p>The official heliport elevation to the nearest metre or foot (defined as the highest point of the landing area — see Annex 14, Volume I, Chapter 1 and Chapter 2, 2.3.1 and Volume II, Chapter 2, 2.3).</p> <p>The heliport reference temperature determined as specified in Annex 14, Volume I, Chapter 2, 2.4, given in degrees Celsius (C), to the nearest degree.</p> 4) Geoid undulation at the heliport elevation position to the nearest half-metre or foot 5) Magnetic variation to the nearest degree, date of information and annual change. 6) Name of heliport administration, address, telephone, telefax and telex numbers and AFS address. 7) Types of traffic permitted to use the heliport (IFR/VFR). 8) Remarks.
<p>**** AD 3.4 Handling services and facilities</p>	<p>Detailed description of the handling services and facilities available at the heliport, including:</p> <ol style="list-style-type: none"> 1) Cargo-handling facilities

<i>Reference to Specimen AIP</i>	<i>Explanatory note</i>
	<p>When cargo-handling facilities are limited, the number and types of equipment and the weight-lifting capacity should be indicated (cranes, fork lifts, conveyor belts, etc.). When the facilities are adequate to meet anticipated requirements, this may be indicated by a simple statement such as “All modern facilities handling weights up to ...” (specify). Indicate the distance (km) and location of the nearest railway siding, if appropriate.</p> <p>2) Fuel and oil types</p> <p>The grades of fuel which are available to visiting helicopters, with piston-engine grades shown first, followed by turbine-engine fuels, when applicable.</p> <p>The grades of oil available to visiting helicopters.</p> <p>3) Fuelling facilities and capacity</p> <p>The types of fuelling equipment available and the discharge capacity of each (litres per second).</p> <p>Any prior notification required (PN), if applicable.</p> <p>Where no limitations exist, state “No limitations”.</p> <p>4) De-icing facilities.</p> <p>5) Hangar space for visiting helicopter</p> <p>The hangar space available stated either in terms of the numbers of certain types of aircraft which can be accommodated, or by a listing of the hangars available and the dimensions of each. The door opening of each should also be given. Indicate whether the space is heated or unheated and any other significant information.</p> <p>6) Repair facilities for visiting helicopter</p> <p>The type of repairs that can be carried out, i.e. major or minor repairs, and the type of aircraft which can be handled; the availability of spare parts and the existence of facilities for changing engines.</p> <p>7) Remarks.</p>
<p>**** AD 3.5 Passenger facilities</p>	<p>Brief description of passenger facilities available at the heliport, provided as a brief description or as a reference to other information sources such as a website, including:</p> <p>1) Hotel(s) at or in the vicinity of the heliport</p> <p>The type and extent of overnight accommodation available at the heliport or in the vicinity of the heliport. When limited, the available capacity should be given.</p>

<i>Reference to Specimen AIP</i>	<i>Explanatory note</i>
	<p>2) Restaurant(s) at or in the vicinity of the heliport</p> <p>Indicate whether a restaurant is available at the heliport or in the vicinity of the heliport, and whether the number of meals which can be served is limited.</p> <p>3) Transportation possibilities</p> <p>Indicate transportation facilities available such as buses, taxis, railway, or any other services available at the heliport for the transportation of passengers to and from the city.</p> <p>4) Medical facilities</p> <p>Indicate medical facilities and services available at the heliport including first aid treatment, hospital or rest rooms, and ambulance(s). When significant additional services are available off the heliport, they should also be listed with an indication of the location and distance from the heliport.</p> <p>5) Bank and post office at or in the vicinity of the heliport</p> <p>6) Tourist office</p> <p>7) Remarks.</p> <p>Any other relevant information not covered under this subsection.</p>
<p>**** AD 3.6 Rescue and firefighting services</p>	<p>Detailed description of the rescue and firefighting services and equipment available at the heliport, including:</p> <p>1) Heliport category for firefighting</p> <p>Indicate the scale of protection available for the heliport in terms of heliport category as described in Annex 14, Volume II, Chapter 6.</p> <p>2) Rescue equipment</p> <p>Indicate the rescue equipment available and whether it is in accordance with the aerodrome category for rescue and firefighting mentioned under 1).</p> <p>3) Capability for removal of disabled helicopter</p> <p>The requirement is for an indication of the capability for removal of helicopters disabled on or adjacent to the movement area. This may be expressed in terms of the largest type of helicopter which the aerodrome is equipped to remove.</p> <p>4) Remarks</p> <p>Any other relevant information not covered under this subsection.</p>

<i>Reference to Specimen AIP</i>	<i>Explanatory note</i>
<p>**** AD 3.7 Seasonal availability – clearing</p>	<p>Detailed description of the equipment and operational priorities established for the clearance of heliport movement areas, including:</p> <ol style="list-style-type: none"> 1) Type(s) of clearing equipment <p>Indicate whether the heliport is serviceable during all seasons of the year and, if not, the periods (months of the year) during which it may be unserviceable or must be used with caution, indicating the likely cause of unserviceability and the precautions to be taken. If a special service providing information relating to the condition and serviceability of the heliport alighting area exists, the type of service should be indicated. Information relating to snow removal should include:</p> <ol style="list-style-type: none"> a) where no snow removal equipment is required, indicate “Not applicable”; b) when snow conditions exist but no removal equipment is available, indicate “None available”; and c) where snow removal equipment is available, indicate the types of equipment used. 2) Clearance priorities <p>If clearance of heliport alighting area is required, indicate the priorities with regard to clearing the alighting area, taxiways and aprons.</p> 3) Remarks <p>Any other relevant information not covered under this subsection.</p>
<p>**** AD 3.8 Aprons, taxiways and check locations / positions data</p>	<p>Details related to the physical characteristics of aprons, taxiways and locations/positions of designated checkpoints, including:</p> <ol style="list-style-type: none"> 1) Designation, surface and strength of aprons, helicopter stands <p>Where available, indicate the general dimensions of the apron, its designation, surface type, strength and any associated helicopter stands (Annex 14, Volume II, Chapter 3).</p> 2) Designation, width, surface type and designation of helicopter ground taxiways <p>The availability of ground taxiways or defined paths on the surface for the air taxiing or air transitting of helicopters should be indicated along with the width and surface type, as appropriate (Annex 14, Volume II, Chapter 3).</p> 3) Width and designation of helicopter air taxiway and air transit route <p>(See para. 2) above).</p> 4) Location and elevation to the nearest metre or foot of altimeter checkpoints. 5) Location of VOR checkpoints

<i>Reference to Specimen AIP</i>	<i>Explanatory note</i>
	<p>6) Position of INS checkpoints in degrees, minutes, seconds and hundredths of a second</p> <p>The geographical coordinates of aircraft stands at which aircraft equipped with INS could align and programme their equipment before departure must be given to an accuracy of at least one-hundredth of a second. These stands should be listed together with their coordinates, e.g. Stand 1 N522224.42 W0315654.19; Stand 2 N522218.53 W0315654.49.</p> <p>7) Remarks</p> <p>If check locations/positions are presented on a heliport chart, a note to that effect must be provided under this subsection.</p>
<p>**** AD 3.9 Markings and markers</p>	<p>Brief description of final approach and take-off area and taxiway markings and markers, including:</p> <ol style="list-style-type: none"> 1) Final approach and take-off markings. 2) Taxiways markings, air taxiway markers and air transit route markers <p>Indicate the availability of the following visual aids and marking, where provided and/or applicable (Annex 14, Volume II, Chapter 5).</p> <ol style="list-style-type: none"> a) Visual aids to location and indicators: <ul style="list-style-type: none"> — Heliport beacon — Heliport identification — Heliport name — Specify if lighted (LGTD) — Wind direction indicator b) Marking aids: <ul style="list-style-type: none"> — Aiming point — Air taxiway — Final approach and take-off area (FATO) — Final approach and take-off area designation — Helideck obstacle-free sector — Maximum allowable mass (elevated heliport or helideck only) — Obstacles — Touchdown — Touchdown and lift-off area (TLOF) — Winching area. 3) Remarks.
<p>**** AD 3.10 Heliport obstacles</p>	<p>Detailed description of obstacles, including:</p> <ol style="list-style-type: none"> 1) for obstacles in Area 2:

<i>Reference to Specimen AIP</i>	<i>Explanatory note</i>
	<p>a) obstacle identification or designation;</p> <p>b) type of obstacle;</p> <p>c) obstacle position, represented by geographical coordinates in degrees, minutes, seconds and tenths of seconds;</p> <p>d) obstacle elevation and height to the nearest metre or foot;</p> <p>e) obstacle marking, and type and colour of obstacle lighting (if any);</p> <p>f) if appropriate, an indication that the list of obstacles is available in electronic form, and a reference to GEN 3.1.6; and</p> <p>g) NIL indication, if appropriate.</p> <p><i>Note 1.— Chapter 10, 10.2.2 provides a description of Area 2 while Appendix 8, Figure A8-2, contains graphical illustrations of obstacle data collection surfaces and criteria used to identify obstacles in Area 2.</i></p> <p><i>Note 2.— Specifications governing the determination and reporting (accuracy of field work and data integrity) of positions (latitude and longitude) and elevations for obstacles in Area 2 are given in Annex 11, Appendix 5, Tables 1 and 2, and in Annex 14, Volume II, Appendix 1, Tables 1 and 2, respectively.</i></p> <p>2) for obstacles in Area 3:</p> <p>a) obstacle identification or designation;</p> <p>b) type of obstacle;</p> <p>c) obstacle position, represented by geographical coordinates in degrees, minutes, seconds and tenths of seconds;</p> <p>d) obstacle elevation and height to the nearest metre or foot;</p> <p>e) obstacle marking, and type and colour of obstacle lighting (if any);</p> <p>f) if appropriate, an indication that the list of obstacles is available in electronic form, and a reference to GEN 3.1.6; and</p> <p>g) NIL indication, if appropriate.</p> <p><i>Note 1.— Chapter 10, 10.2.3 provides a description of Area 3 while Appendix 8, Figure A8-3, contains graphical illustrations of obstacle data collection surfaces and criteria used to identify obstacles in Area 3.</i></p> <p><i>Note 2.— Specifications governing the determination and reporting (accuracy of field work</i></p>

<i>Reference to Specimen AIP</i>	<i>Explanatory note</i>
	<i>and data integrity) of positions (latitude and longitude) and elevations for obstacles in Area 3 are given in Annex 14, Volume II, Appendix 1, Tables 1 and 2, respectively.</i>
<p>**** AD 3.11 Meteorological information provided</p>	<p>Detailed description of meteorological information provided at the heliport and an indication of which meteorological office is responsible for the service enumerated, including:</p> <ol style="list-style-type: none"> 1) Name of the associated meteorological office. 2) Hours of service and, where applicable, the designation of the responsible meteorological office outside these hours. 3) Office responsible for preparation of TAFs and periods of validity of the forecasts. 4) Availability of the trend forecasts for the heliport and interval of issuance. 5) Information on how briefing and/or consultation is provided, using: <p style="margin-left: 40px;">P = personal consultation T = telephone TV = closed circuit television D = self-briefing display.</p> 6) Type of flight documentation supplied and language(s) used in flight documentation, e.g. <p style="margin-left: 40px;">C = charts CR = cross-sections PL = abbreviated plain language texts TB = tabular forms.</p> <p style="margin-left: 40px;">Indicate languages used in plain language.</p> 7) Charts and other information displayed or available for briefing or consultation, using the following abbreviations: <p style="margin-left: 40px;">S = surface analysis (current chart) U = upper air analysis (current chart) P = prognostic upper air chart W = significant weather chart T = tropopause chart.</p> 8) Supplementary equipment available for providing information on meteorological conditions, e.g. weather radar and receiver for satellite images. 9) The air traffic services unit(s) provided with meteorological information, e.g. FIC, ACC and/or RCC. 10) Additional information (e.g. concerning any limitation of service)

<i>Reference to Specimen AIP</i>	<i>Explanatory note</i>
	<p>Indicate any limitations of service and any service not already listed.</p> <p>As necessary, indicate telephone numbers of the meteorological office normally providing service for the aerodrome and any other meteorological offices providing service during periods when that office is closed or at night.</p>
<p>**** AD 3.12 Heliport data</p>	<p>Detailed description of heliport dimensions and related information, including:</p> <ol style="list-style-type: none"> 1) Heliport type — surface-level, elevated or helideck <p>Indicate whether the heliport is located at ground or water level, or on a raised structure on land, or on a floating or fixed off-shore structure (Annex 14, Volume II, Chapter 3).</p> 2) Touchdown and lift-off (TLOF) area dimensions to the nearest metre or foot <p>Indicate the dimensions to the nearest metre or foot of the load-bearing area designated for touchdown or lift-off.</p> 3) True bearings to one hundredth of a degree of final approach and take-off area (FATO) <p>Add the FATO designation number (where appropriate).</p> 4) Dimensions to the nearest metre or foot of FATO and surface type <p>Indicate the performance class of helicopter the FATO is intended to serve, its type (surface-level, elevated or helideck), its length, width, slope and surface type (Annex 14, Volume II, Chapter 3).</p> 5) Surface and bearing strength in tonnes (1 000 kg) of TLOF <p>Indicate the surface type (e.g. pavement, concrete, grass) and associated bearing strength expressed in 1 000 kilograms (Annex 14, Volume II, Chapter 3).</p> 6) Geographical coordinates in degrees, minutes, seconds and hundredths of seconds and geoid undulation to the nearest one-half metre or foot of the geometric centre of TLOF or of each threshold of FATO: (where appropriate). <ul style="list-style-type: none"> — for non-precision approaches, to the nearest metre or foot; and — for precision approaches, to the nearest tenth of a metre or tenth of a foot; 7) TLOF and/or FATO slope and elevation: <ul style="list-style-type: none"> — for non-precision approaches to the nearest metre or foot; and — for precision approaches to the nearest tenth of a metre or tenth of a foot.

<i>Reference to Specimen AIP</i>	<i>Explanatory note</i>
	<p>The slope should be sufficient to prevent water accumulation but not exceed 2 per cent in any direction.</p> <p>8) Dimensions of safety area</p> <p>Indicate the safety area surrounding the FATO which is free of obstacles, except for those required for air navigation purposes, including the dimensions and surface type (Annex 14, Volume II, Chapter 3).</p> <p>9) Dimensions to the nearest metre or foot of the helicopter clearway</p> <p>The requirement is only relevant to surface-level heliports. Where provided, the dimensions and ground profile should be indicated (Annex 14, Volume II, Chapter 3).</p> <p>10) The existence of an obstacle-free sector.</p> <p>11) Remarks.</p>