Appendix B

AERONAUTICAL INFORMATION PUBLICATION

AIP
AERONAUTICAL INFORMATION PUBLICATION

_____
(Name of State)

_____ EDITION

CONSULT NOTAM FOR LATEST INFORMATION

AERONAUTICAL INFORMATION SERVICE
DEPARTMENT OF CIVIL AVIATION

AIP
AERONAUTICAL INFORMATION PUBLICATION

_____
(Name of State)

PART 1
GENERAL (GEN)

VOLUME NR
(If more than one volume)

PART 1 — GENERAL (GEN)

GEN 0.

GEN 0.1 PREFACE

1. NAME OF THE PUBLISHING AUTHORITY

The AIP ..... is published by authority of the Civil Aviation Administration.

2. APPLICABLE ICAO DOCUMENTS

The Aeronautical Information Publication (AIP) is prepared in accordance with the Standards and Recommended Practices (SARPs) of Annex 15 — *Aeronautical Information* Services to the Convention on International Civil Aviation and the ICAO *Aeronautical Information Services Manual* (Doc 8126). Charts contained in the AIP are produced in accordance with Annex 4 — *Aeronautical* Charts to the Convention on International Civil Aviation and the ICAO *Aeronautical Chart Manual* (Doc 8697). Differences from ICAO Standards, Recommended Practices and Procedures are given in subsection GEN 1.7.

3. PUBLICATION MEDIA

The AIP is published in both printed paper format and DVD. The aeronautical information service (AIS) documents are made available in electronic format on the AIS website eaip.aisdonlon.dl.

4. THE AIP STRUCTURE AND ESTABLISHED REGULAR AMENDMENT INTERVAL

4.1 The AIP structure

The AIP is the major element of aeronautical information products, details of which are given in subsection GEN 3.1. The principal AIP structure is shown in graphic form on page GEN 0.1-3.

The AIP is made up of three parts, General (GEN), En-route (ENR) and Aerodromes (AD), each divided into sections and subsections as applicable, containing various types of information subjects.

4.1.1 Part 1 — General (GEN)

Part 1 consists of five sections containing information as briefly described hereafter.

GEN 0. — Preface; Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP pages; List of hand amendments to the AIP; and the Table of Contents to Part 1.

GEN 1. National regulations and requirements — Designated authorities; Entry, transit and departure of aircraft; Entry, transit and departure of passengers and crew; Entry, transit and departure of cargo; Aircraft instruments, equipment and flight documents; Summary of national regulations and international agreements/ conventions; and Differences from ICAO Standards, Recommended Practices and Procedures.

GEN 2. Tables and codes — Measuring system, aircraft markings, holidays; Abbreviations used in AIS publications; Chart symbols; Location indicators; List of radio navigation aids; Conversion tables; and Sunrise/Sunset tables.

GEN 3. Services — Aeronautical information services; Aeronautical charts; Air traffic services; Communication services; Meteorological services; and Search and rescue.

GEN 4. Charges for aerodromes/heliports and air navigation services — Aerodrome/heliport charges; and Air navigation services charges.

4.1.2 Part 2 — En-route (ENR)

Part 2 consists of seven sections containing information as briefly described hereafter.

ENR 0. — Preface; Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP pages; List of hand amendments to the AIP; and the Table of Contents to Part 2.

ENR 1. General rules and procedures — General rules; Visual flight rules; Instrument flight rules; ATS airspace classification; Holding, approach and departure procedures; Radar services and procedures; Altimeter setting procedures; Regional supplementary procedures; Air traffic flow management; Flight planning; Addressing of flight plan messages; Interception of civil aircraft; Unlawful interference; and Air traffic incidents.

ENR 2. Air traffic services airspace — Detailed description of Flight information regions (FIRs); Upper flight information regions (UIRs); Terminal control areas (TMAs); Control areas (CTAs); and Other regulated airspace.

ENR 3. ATS routes — Detailed description of Lower ATS routes; Upper ATS routes; Area navigation (RNAV) routes; Helicopter routes; Other routes; and En-route holding.

Note.— Other types of routes which are specified in connection with procedures for traffic to and from aerodromes/heliports are described in the relevant sections and subsections of Part 3 — Aerodromes.

ENR 4. Radio navigation aids/systems — Radio navigation aids — en-route; Special navigation systems; Global navigation satellite system (GNSS); Name-code designators for significant points; and Aeronautical ground lights — en-route.

ENR 5. Navigation warnings — Prohibited, restricted and danger areas; Military exercise and training areas and air defence identification zone (ADIZ); Other activities of a dangerous nature and other potential hazards; Air navigation obstacles — Area 1; Aerial sporting and recreational activities; and Bird migration and areas with sensitive fauna.

ENR 6. En-route charts — En-route Chart — ICAO and index charts.

4.1.3 Part 3 — Aerodromes (AD)

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

AD 0. — Preface; Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP pages; List of hand amendments to the AIP; and the Table of Contents to Part 3.

AD 1. Aerodromes/Heliports — Introduction — Aerodrome/heliport availability and conditions of use; Rescue and fire fighting services and Snow plan; Index to aerodromes and heliports; and Grouping of aerodromes/heliports; Status of certification of aerodromes.

AD 2. Aerodromes — Detailed information about aerodromes, including helicopter landing areas, if located at the aerodromes, listed under 24 subsections.

AD 3. Heliports — Detailed information about heliports (not located at aerodromes), listed under 23 subsections.

4.2 Regular amendment interval

Regular amendments to the AIP will be issued once every three months. The publication dates will be on the first day of February, May, August and November of each year.

5. COPYRIGHT POLICY

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

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

Aeronautical Information Service
P.O. Box 744
1050 State Street
Donlon

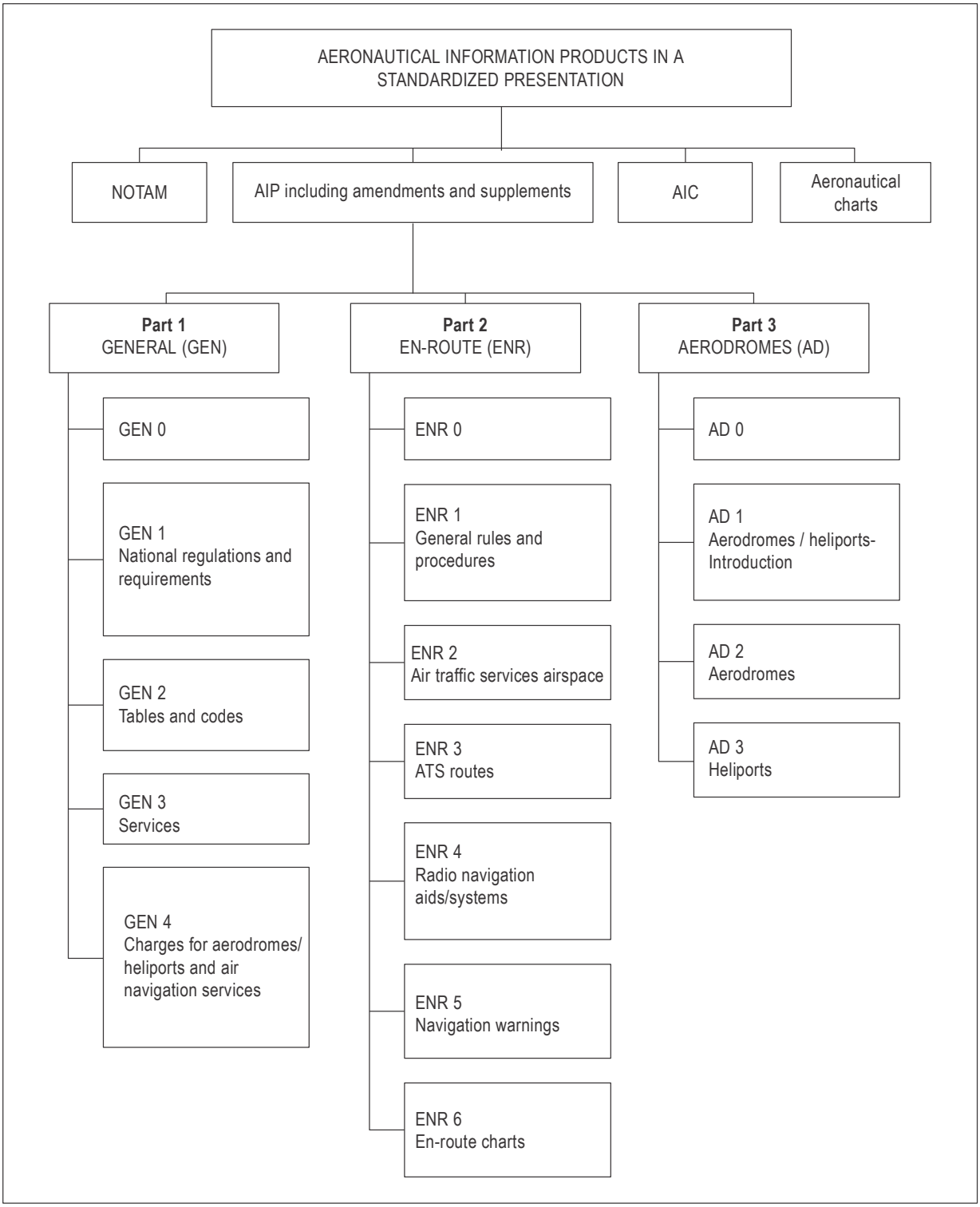

Figure III-App B-1. Aeronautical information products in a standardized presentation

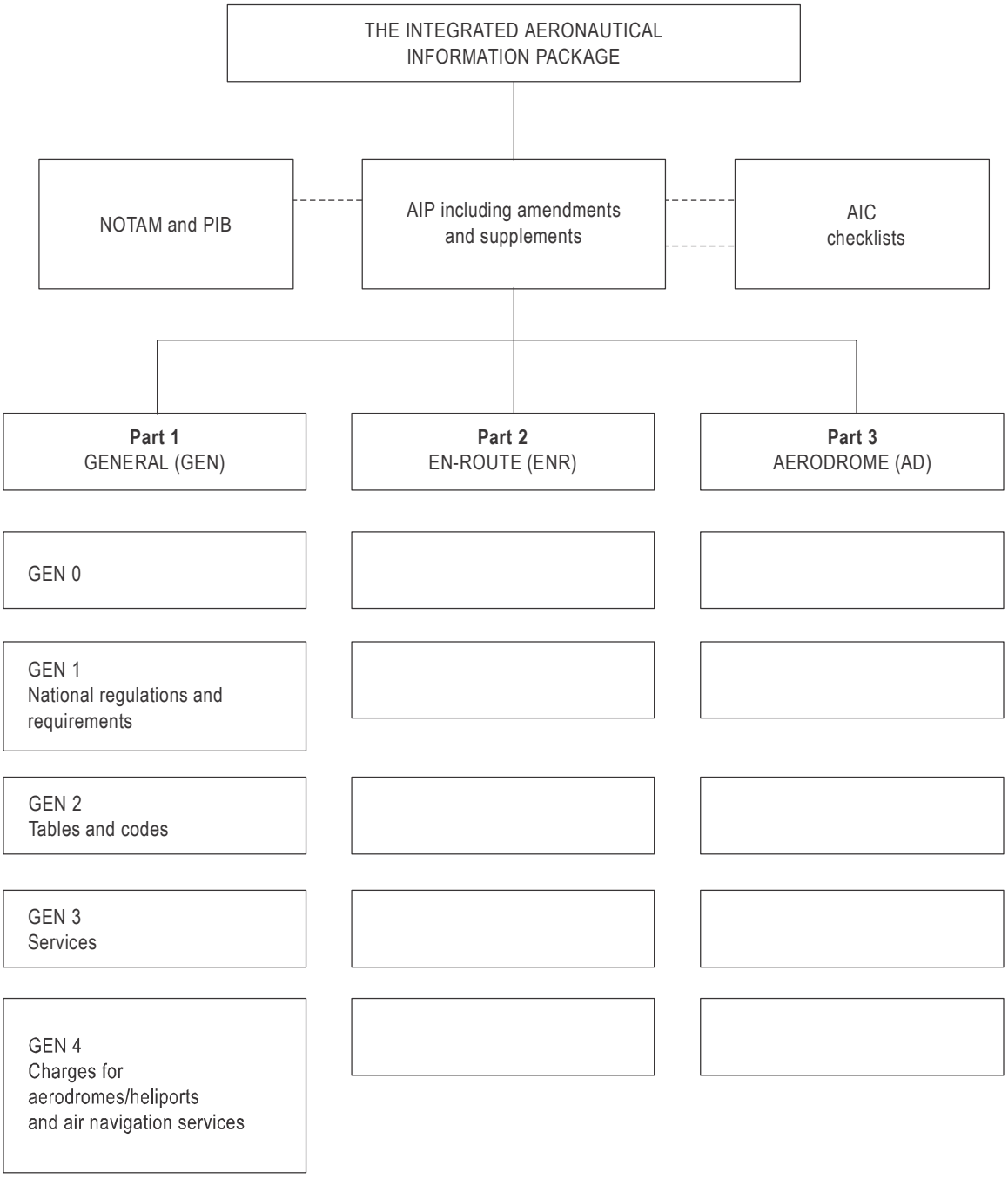

Figure III-App B-2. The integrated aeronautical information package

GEN 0.2 RECORD OF AIP AMENDMENTS

AIP AMENDMENT					**AIRAC AIP AMENDMENT**			
NR/Year	*Publication date*	*Date inserted*	*Inserted by*		*NR/Year*	*Publication date*	*Effective date*	*Inserted by*

GEN 0.3 RECORD OF AIP SUPPLEMENTS

NR/Year	*Subject*	*AIP section(s) affected*	*Period of validity*	*Cancellation record*

GEN 0.4 CHECKLIST OF AIP PAGES

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GEN 0.5 LIST OF HAND AMENDMENTS TO THE AIP

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

GEN 0.6 TABLE OF CONTENTS TO PART 1

GEN 4. CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES

GEN 1. NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES

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

1. **Civil aviation**
   Ministry of Transport
   Civil Aviation Administration
   Government Square
   Donlon
   TEL: 0123 697 3434
   Telefax: 0123 697 3445
   E-mail: admin@civilaviation.dl
   AFS: EADDYAYX
   Website: www.civilaviation.dl

2. **Meteorology**
   Meteorological Bureau
   101 West Avenue
   Donlon
   TEL: 0123 695 3333
   Telefax: 0123 695 3344
   E-mail: admin@meteo.dl
   AFS: EADDYMYX
   Website: www.meteo.dl

3. **Customs**
   The Commissioner of Customs and Excise
   Department of Customs and Excise
   Government Square
   Donlon
   TEL: 0123 697 1212
   Telefax: 0123 697 1223
   E-mail: admin@customs.dl
   AFS: NIL
   Website: www.customs.dl

4. **Immigration**
   The Controller of Immigration
   Department of Immigration
   Government Square
   Donlon
   TEL: 0123 697 5555
   Telefax: 0123 697 5655
   E-mail: admin@immigration.dl
   AFS: NIL
   Website: www.immigration.dl

5. **Health**
The Director of Health Services
Department of Health
Government Square
Donlon
TEL: 0123 697 4444
Telefax: 0123 697 4455
E-mail: admin@health.dl
AFS: NIL
Website: www.health.dl

6. **En-route and aerodrome/heliport charges**
The Ministry of Transport
Civil Aviation Administration
Government Square
Donlon
TEL: 0123 697 2222
Telefax: 0123 697 2233
E-mail: admin@ministrytransport.dl
AFS: EADDYAYH
Website: www.mininstrytransport.dl

7. **Agricultural quarantine**
The Commissioner of Agricultural Quarantine
Department of Agricultural Quarantine
Government Square
Donlon
TEL: 0123 697 6768
Telefax: 0123 697 6868
E-mail: admin@agricultural.dl
AFS: NIL
Website: www.agricultural.dl

8. **Aircraft accident investigation**
Aircraft Accident Investigation Board
45 Aviation Road, first floor
Donlon
TEL: 0123 696 7222
Telefax: 0123 696 7322
E-mail: admin@accident.dl
AFS: EADDYLYX
Website: www.accident.dl

GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

1. GENERAL

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

1.2 Aircraft flying into or departing from ..... (State) territory shall make their first landing at, or final departure from, an international aerodrome/heliport (see AIP ..... (State), AD 1.3, AD 2 and AD 3).

2. SCHEDULED FLIGHTS

2.1 General

2.1.1 For regular international scheduled flights operated by foreign airlines into or in transit across ..... (State), the following requirements must be met:

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

b) the airline must be eligible to make the flights under the provisions of a bilateral or multilateral agreement to which the State of the airline and ..... (State) are contracting parties and must have a permit to operate into or in transit across ..... (State). Applications for such permits shall be submitted to ..... (name and address of authority concerned) at least ..... (advance notification).

2.2 Documentary requirements for clearance of aircraft

2.2.1 It is necessary that the undermentioned aircraft documents be submitted by airline operators for clearance on entry and departure of their aircraft to and from ..... (State). All documents listed below must follow the ICAO standard format as set forth in the relevant appendices to Annex 9 and are acceptable when furnished in ..... (language(s)) and completed in legible handwriting. No visas are required in connection with such documents.

2.2.2 Aircraft documents required (arrival/departure):

Required by	*General declaration (if still required)*	*Passenger manifest*	*Cargo manifest*
(List all govern-mental agencies)	*(Under each heading opposite to the related agency, show number of copies required.)*		

Note 1.— One copy of the general declaration is endorsed and returned by customs, signifying clearance.

Note 2.— If no passengers are embarking (disembarking) and no articles are laden (unladen), no aircraft documents except copies of the general declaration need be submitted to the above authorities.

3. NON-SCHEDULED (COMMERCIAL) FLIGHTS

3.1 Procedures

3.1.1 If an operator intends to carry out a (series of) non-scheduled flight(s) in transit across, or making non-traffic stops in, the territory of ..... (State), it is not necessary for the operator to obtain prior permission.

3.1.2 If an operator intends to perform a (series of) non-scheduled flight(s) into ..... (State) for the purpose of taking on or discharging passengers, cargo or mail, it is necessary for the operator to apply to ..... (name and address of authority concerned) for permission to carry out such operations not less than twenty-four hours in advance of the intended landing. The application must include the following information in the order shown hereunder:

a) name of operator;

b) type of aircraft and registration marks;

c) date and time of arrival at, and departure from, ... (aerodrome);

d) place or places of embarkation or disembarkation abroad, as the case may be, of passengers and/or freight;

e) purpose of flight and number of passengers and/or nature and amount of freight; and

f) name, address and business of charterer, if any.

3.2 Documentary requirements for clearance of aircraft

Same requirements as for section 2 (Scheduled flights) above.

4. PRIVATE FLIGHTS

4.1 Advance notification of arrival

4.1.1 The information contained in the flight plan is accepted as adequate advance notification of the arrival of incoming aircraft with the exception as stated in 4.1.2 below; such information must be transmitted so that it will be received by the public authorities concerned at least two hours in advance of arrival; the landing must be carried out at a previously designated international aerodrome.

4.1.2 For reasons of flight safety, special permission in addition to the filing of a flight plan is required under the following circumstances: ..... (specify).

4.1.3 Application for special permission must be submitted to ..... (name and address of authority concerned) at least ..... (specify) days in advance of the entry into the airspace over ..... (State).

4.2 Documentary requirements for clearance of aircraft

No documents, in addition to those mentioned under 2.2.2 above, are required in the case of an aircraft remaining within ..... (State) for less than ..... (specify) days. For a stay beyond ..... (specify) days after the date of arrival, a “carnet de passages en douane” will be accepted in lieu of a bond or of any other financial guarantee.

5. PUBLIC HEALTH MEASURES APPLIED TO AIRCRAFT

5.1 No public health measures are required to be carried out in respect of aircraft entering ..... (State) with the following exception: ..... (specify).

5.2 Aircraft arriving from ..... (region or State) may land at any international aerodrome in ..... (State) provided that the aircraft has been disinfected approximately thirty minutes before arrival at the aerodrome. This action must be properly recorded in the Health Section of the General Declaration. The insecticide to be used is ..... (specify). If, in special circumstances, a second spraying of the aircraft to be carried out on the ground is deemed necessary by the public health authorities, passengers and crew are permitted to disembark beforehand.

GEN 1.3 ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW

1. CUSTOMS REQUIREMENTS

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

1.2 No customs formalities are normally required on departure.

2. IMMIGRATION REQUIREMENTS

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

2.2 A person entering ..... (State) for the purpose of immigration must hold a valid passport and an immigration visa, the latter being issued at ..... (State) consulates abroad. Temporary visitors must be in possession of a valid passport, with the exception of the following nationals from whom existing official documents of identity, such as expired passports, national registration cards or alien resident permits, are acceptable in lieu of a valid passport: ..... (specify).

(No) entrance visas are required from temporary visitors, with the exception of the nationals of the following States: ..... (specify).

The standard ICAO embarkation/disembarkation card is (or is not) required from the following States: ..... (specify).

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

2.4 No departure formalities are required for embarking passengers.

3. PUBLIC HEALTH REQUIREMENTS

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

3.2 On departure, no health formalities are required.

GEN 1.4 ENTRY, TRANSIT AND DEPARTURE OF CARGO

1. CUSTOMS REQUIREMENTS CONCERNING CARGO AND OTHER ARTICLES (INCLUDING STORES, MAIL, UNACCOMPANIED BAGGAGE, ETC.)

1.1 The following documents are required for the clearance of goods through customs: ..... (specify). No documents are required in respect of shipments not exceeding the value (weight) of ..... (specify). No advance notification is required but the documents must accompany the shipment.

1.1.1 The following customs documentation applies to shipments above the value (weight) of ..... (specify) but not exceeding ..... (specify).

1.1.2 All air cargo shipments are free of consular formalities and charges.

1.2 As regards air cargo simply being trans-shipped from one flight to another flight at the same airport under customs supervision, ... (specify if any particular documents or procedures are required). In the case of cargo and other articles being transferred to another international airport in ..... (State), the following procedures must be adhered to: ..... (specify).

1.3 No clearance documents are required with respect to goods retained on board an aircraft for on-carriage to a destination outside ..... (State).

1.4 Upon exportation, the following documents are required for the clearance of shipments to be exported by air: ..... (specify).

2. AGRICULTURAL QUARANTINE REQUIREMENTS

Sanitary certificates or related documents are required only in respect of the following animal and plant shipments in the circumstances specified: ..... (specify).

GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

1. GENERAL

Commercial air transport aircraft operating in ..... (State) must adhere to the provisions of Annex 6 — *Operation of Aircraft*, Part I — *International Commercial Air Transport — Aeroplanes*, Chapter 6 (Aeroplane instruments, equipment and flight documents) and Chapter 7 (Aeroplane communication, navigation and surveillance equipment).

2. SPECIAL EQUIPMENT TO BE CARRIED

In addition to the above-mentioned, all aircraft operating within Amswell FIR, whereby ..... (State) territory is overflown, must adhere to the provisions detailed below in accordance with the type of flight.

2.2 Types of flight

2.2.1 Transiting

a) Flights transiting Amswell FIR, whereby ..... (State) territory is overflown; and

b) flights to and from ..... (State), whereby a maximum of two landings are made.

2.2.2 Internal

Flights conducted within ..... (specify) area, except such flights to and from ..... (specify), whereby a maximum of two landings are made.

3. EQUIPMENT TO BE CARRIED BY ALL TYPES OF FLIGHTS

The following radio and navigation equipment shall be carried within ..... (State or FIR): ..... (specify).

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

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

4.2 Signalling equipment

a) an emergency locator transmitter (ELT);

b) two signal flares of the day and night type;

c) eight red signal cartridges and a means of firing them;

d) a signal sheet (minimum 1 × 1 m) in a reflecting colour;

e) a signal mirror; and

f) an electric hand torch.

4.3 Survival equipment

a) a compass;

b) a knife;

c) a sleeping bag with waterproof inner lining or a rescue blanket (Astron) per person;

d) four boxes of matches in waterproof containers;

e) a ball of string; and

f) a cooking stove with fuel and the accompanying cooking and eating utensils.

During winter conditions and when flying over the icecap, the following shall also be carried;

g) a snow saw or snow shovel;

h) candles with a burning time of about 2 hours per person. The minimum burning time of the candles shall not be less than 40 hours; and

i) tent(s) for all on board. If dinghies are carried, the tent(s) need not be carried.

Note.— It is recommended that a rifle and the necessary ammunition be carried when overflying areas where wild animals can be expected. Personal clothing should be suitable for the climatic conditions along the route to be overflown.

GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS

The following is a list of civil aviation legislation, air navigation regulations, etc., in force in ..... (State) and on the ..... Islands. It is essential that anyone engaged in air operations be acquainted with the relevant regulations. Copies of these documents may be obtained from the aeronautical information service (their address can be found on page GEN 3.1-1).

1. AVIATION ACT (STATUTE BOOK 1958, NR 47), AS AMENDED

Article NR	*Regulations and Decrees pursuant to the Aviation Act*
1.	Designation of machines that are not defined as aircraft as expressed in Article 1, sub b, of the Aviation Act (St. B. 1981, NR 344).
6.	Nationality and registration marks of civil aircraft. Order of 24 March 1966, NR LI/11430, as amended.
8.	Regulations on the use of communication equipment in the ..., ... and ... control zones without a flight radio telephone operator licence (St. G. 1988, NR 54).
9.	Exemption for the use of radio equipment on behalf of aviation for recreation (St. G. 1983, NR 55).
11.	Determination of a prohibited area on the occasion of the opening of the Parliament (St. G. 1959, NR 169).
14.	Restriction or prohibition on the execution of civil aviation in certain areas (St. G. 1969, NR 63), as amended.
19.	Prohibition of civil aviation in certain areas with respect to military exercises. Order of 30 October 1984, NR 065.127/ 044.771.
21.	Restriction of civil aviation in military exercise area over .... Order of 12 March 1973, NR 832234/588979 (St. G. 1973, NR 57).

2. AIR NAVIGATION REGULATION

Article NR	*Regulations and Decrees pursuant to the Air Navigation Regulation*
5.	Data to be supplied with an application for entering an aircraft in, or transferring of possession of an aircraft to the register of civil aircraft (St. G. 1981, NR 223).
20.	Regulation concerning the physical and mental fitness required for licences and ratings (St. G. 1988, NR 137).
23.	Regulations concerning the knowledge, skill and experience required for licences and ratings (St. G. 1984, NR 44), as amended.
24.	Regulations concerning the granting of exemptions from medical examinations (St. G. 1988, NR 28).

26. Determination of the manner of extension of the term of validity for licences and qualification certifications (St. G. 1988, NR 37).

31. Regulations on rendering a foreign licence valid (St. G. 1988, NR 7).

3. AIR TRAFFIC REGULATION 1980 (ST. B. 1980, NR 786), AS AMENDED

Article NR	*Regulations and Decrees pursuant to the Air Traffic Regulation 1980*
8.	Regulations on air traffic services (St. G. 1985, NR 226), as amended.
9.	Designation of areas for controlled visual flight rules (VFR) flights and aerodrome traffic zones (St. G. 1981, NR 223).
10.	Establishment of special rules areas ...R7 and ...R10 in the vicinity of ... aerodrome (St. G. 1982, NR 32).
11.	Designation of an aerodrome traffic zone (ATZ) ... (St. G. 1982, NR 13).
12.	Circuit procedures for aerodrome traffic (St. G. 1982, NR 171).
13.	Regulations to formalize approach and departure routes, procedures and traffic patterns for aerodrome traffic (St. G. 1986, NR 13), as amended.
17.	Regulations in relation to the use of altimeters and the determination of cruising levels (St. G. 1981, NR 164), as amended.
18.	Exemption from the prohibition on aerial dropping and spraying (St. G. 1981, NR 164).

4. INTERNATIONAL AGREEMENTS/CONVENTIONS

Convention on International Civil Aviation (The Chicago Convention)

Convention for the Unification of Certain Rules Relating to International Carriage by Air (The Warsaw Convention)

International Air Services Transit Agreement

Multilateral Agreement relating to Certificates of Airworthiness for Imported Aircraft

Convention on the International Recognition of Rights in Aircraft

Convention on Offenses and Certain Other Acts Committed on Board Aircraft (The Tokyo Convention)

Convention for the Suppression of Unlawful Seizure of Aircraft (The Hague Convention)

International Agreement on the Procedures for the Establishment of Tariffs for the Scheduled Air Services

Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation (The Montreal Convention)

Multilateral Agreement relating to Certificates of Airworthiness for Imported Aircraft

5. MISCELLANEOUS

Regulations on the search and rescue service in ..... (State), Decree NR 83/507/005 dated 7 February 1984.

Act holding the collection of charges for the use of airspace (St. B. 1971, NR 719).

Act holding approval of the concluded Multilateral and Bilateral Agreement concerning the En-Route charges of 8 September 1970 at Brussels (St. B. 1971, NR 720).

Regulations concerning authorization of the use of radio transmitting installations operating in the aeronautical mobile frequency bands (St. G. 1988, NR 254).

Regulations on aerodrome information by radio, 1983 (St. G. 1983, NR 42).

Regulations on the air transport of animals (St. G. 1989, NR 249 and St. G. 1990, NR 10).

Government inspection of ground stations transmitting on aeronautical mobile frequencies on behalf of uncontrolled aerodromes (St. G. 1986, NR 169).

Government inspection of ground stations on behalf of aviation for recreation (St. G. 1986, NR 169).

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

1. ANNEX 1 — PERSONNEL LICENSING, ... (specify) edition: NIL

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2. ANNEX 2 — RULES OF THE AIR, ... (specify) edition

Chapter 2

2.5 *Use of intoxicating liquor, narcotics or drugs*

Para. 2.5 of the ..... (State) Rules of the Air contains the following provision: No person shall perform or attempt to perform such service on board an aircraft for which a licence is required in pursuance of Section 35 of the ..... (State) Air Navigation Act while under the influence of intoxicating liquor, by reason of which that person's capacity so to act is impaired, apart from duties of secondary importance to safety, in case there is a blood alcohol concentration of 0.40 per thousand or more.

Neither shall any person perform or attempt to perform such service on board an aircraft for which a licence is required in pursuance of Section 35 of the ..... (State) Air Navigation Act if, on account of illness, impairment, strain, lack of sleep, or the influence of narcotics or drugs, the ability to act safely on board an aircraft is impaired.

Chapter 3

3.1 *Protection of persons and property*

In addition to para. 3.1 of Annex 2, the ..... (State) Rules of the Air contain the following provisions:

3.1.1.1 The pilot-in-command shall take care that other air traffic is not unnecessarily impeded or disturbed.

3.1.1.2 The pilot-in-command shall take care that the flight interferes with the surroundings as little as possible. This applies in particular when flying over built-up areas, recreational areas and areas with sensitive fauna.

3.1.7 *Acrobatic flight*

In pursuance of para. 3.1.7 of Annex 2, the following provisions have been established:

3.1.7.1 No aircraft shall be flown acrobatically unless it is approved for such flight. Acrobatic flight shall be conducted in such a manner as not to endanger life or property of others or other air traffic.

3.1.7.2 Unless permitted by the Civil Aviation Administration, acrobatic flight shall not be conducted:

a) over densely built-up areas, including areas with summer houses, inhabited camping sites and areas with large gatherings in the open;

b) under instrument meteorological conditions; and

c) at a height less than 2 000 ft (600 m) above the highest obstacle within a radius of 1.5 km from the aircraft.

3.2.5 *Operation on and in the vicinity of an aerodrome*

In addition to para. 3.2.5 of Annex 2, the ..... (State) Rules of the Air contain the following provision:

The runway in use determined by the appropriate ATS unit shall be used unless safety determines that another runway be preferred.

3.7 *Unlawful interference*

In addition to para. 3.7 of Annex 2, the ..... (State) Rules of the Air contain the following provision:

On an aircraft which is equipped with an SSR transponder, the pilot-in-command shall, if possible, select Mode A, Code 7500.

PROCEDURES FOR AIR NAVIGATION SERVICES — AIR TRAFFIC MANAGEMENT (PANS-ATM, Doc 4444)

Chapter 7

7.15 Special VFR flights will not be authorized when the cloud base is less than 200 m and visibility less than prescribed minima.

REGIONAL SUPPLEMENTARY PROCEDURES (Doc 7030)

The supplementary procedures in force are given in their entirety; differences are shown in bold.

1) Visual flight rules (VFR) (Annex 2, paras. 4.7 and 4.8 refer):

VFR flights to be operated within a control zone established at an aerodrome serving international flights and in specified portions of the associated terminal control area shall:

a) have two-way radio communications;

b) obtain permission from the appropriate air traffic control unit; and

c) report positions, as required.

Note.— The phrase "specified portions of the associated terminal control area" is intended to signify at least those portions of the TMA used by international IFR flights in association with approach, holding, departure and noise abatement procedures.

2) Special application of instrument flight rules:

Flights shall be conducted in accordance with the instrument flight rules (even when not operating in instrument meteorological conditions) when operated more than 90 km seaward from the shoreline.

3) Air traffic advisory service (PANS-ATM, Chapter 4):

All IFR flights shall comply with the procedures for air traffic advisory service when operating in advisory airspace.

4) Adherence to flight plan (Annex 2, para. 3.6.2):

If an aircraft has inadvertently deviated from the route specified in its ATC clearance, it shall forthwith take action to regain such route within **ONE HUNDRED (100)** nautical miles from the position at which the deviation was observed.

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3. ANNEX 3 — METEOROLOGICAL SERVICE FOR INTERNATIONAL AIR NAVIGATION, ... (specify) edition

Chapter 7

7.4.1 Wind shear warnings are prepared only for aerodromes on which a meteorological office is established and only within the hours of operation of that office.

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4. ANNEX 4 — AERONAUTICAL CHARTS, ... (specify) edition

Chapter 7

7.2.1 This chart is not yet produced. However, the various elements specified to be depicted on the chart are shown on individual thematic charts contained in the AIP.

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5. ANNEX 5 — UNITS OF MEASUREMENT TO BE USED IN AIR AND GROUND OPERATIONS, ... (specify) edition: NIL

6. ANNEX 6 — OPERATION OF AIRCRAFT, ... (specify) edition: NIL

7. ANNEX 7 — AIRCRAFT NATIONALITY AND REGISTRATION MARKS, ... (specify) edition: NIL

8. ANNEX 8 — AIRWORTHINESS OF AIRCRAFT, ... (specify) edition: NIL

9. ANNEX 9 — FACILITATION, ... (specify) edition: NIL

10. ANNEX 10 — AERONAUTICAL TELECOMMUNICATIONS, ... (specify) edition: NIL

11. ANNEX 11 — AIR TRAFFIC SERVICES, ... (specify) edition: NIL

12. ANNEX 12 — SEARCH AND RESCUE, ... (specify) edition: NIL

13. ANNEX 13 — AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION, ... (specify) edition: NIL

14. ANNEX 14 — AERODROMES, ... (specify) edition: NIL

15. ANNEX 15 — AERONAUTICAL INFORMATION SERVICES, ... (specify) edition: NIL

16. ANNEX 16 — ENVIRONMENTAL PROTECTION, ... (specify) edition: NIL

17. ANNEX 17 — SECURITY, ... (specify) edition: NIL

18. ANNEX 18 — THE SAFE TRANSPORT OF DANGEROUS GOODS BY AIR, ... (specify) edition: NIL

19. ANNEX 19 — SAFETY MANAGEMENT, ... (specify) edition: NIL

GEN 2. TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS

GEN 2.1.1 Units of measurement

The table of units of measurement shown below will be used by aeronautical stations within AMSWELL FIR (and on the Island of .....) for air and ground operations.

GEN 2.1.2 Temporal reference system

General

Co-ordinated Universal Time (UTC) and the Gregorian calendar are used by air navigation services and in publications issued by the AIS. Reporting of time is expressed to the nearest minute, e.g. 12:40:35 is reported as 1241.

In the AIP and associated publications, the expression “summer period” will indicate that part of the year in which “daylight saving time” is in force. The other part of the year will be named the “winter period”. Daylight saving time in ..... (State) is UTC plus 1 hour. The “summer period” will be introduced every year on the last Sunday in MAR at 0100 UTC and it will cease on the last Sunday in SEP at 0100 UTC. Times applicable during the “summer period” are given in brackets. Local time in ..... (State) is UTC.

GEN 2.1.3 Horizontal reference system

3.1 *Name/designation of system*

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

3.2 *Parameters of the Projection*

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

For measurement of	*Units used*
Distance used in navigation, position reporting, etc. generally in excess of 2 nautical miles	Nautical miles and tenths
Relatively short distances such as those relating to aerodromes (e.g. runway lengths)	Metres
Altitudes, elevations and heights	Feet

Horizontal speed including wind speed	Knots
Vertical speed	Feet per minute
Wind direction for landing and taking off	Degrees magnetic
Wind direction except for landing and taking off	Degrees true
Visibility including runway visual range	Kilometres or metres
Altimeter setting	Hectopascal
Temperature	Degrees Celsius
Weight	Metric tonnes or kilogrammes
Time	Hours and minutes, beginning at midnight UTC

3.3 *Ellipsoid*

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

3.4 *Datum*

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

3.5 *Area of application*

The area of application for the published geographical coordinates coincides with the area of responsibility of the AIS, i.e. the entire territory of ..... (State) as well as the airspace over the high seas encompassed by the AMSWELL FIR in accordance with the regional air navigation agreement.

3.6 *Use of an asterisk to identify published geographical coordinates*

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

GEN 2.1.4 Vertical reference system

4.1 *Name/designation of system*

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

4.2 *Geoid model*

The geoid model used is the Earth Gravitational Model 1996 — (EGM-96)

GEN 2.1.5 Aircraft nationality and registration marks

The nationality mark for aircraft registered in ..... (State) is the letter ..... . The nationality mark is followed by a hyphen and a registration mark consisting of 3 letters, e.g. W-ABA.

GEN 2.1.6 Public holidays

Name	*Date/Day*
New Year's Day	1 January
Maundy Thursday	Thursday before Easter
Good Friday	Friday before Easter
Easter Monday	Monday after Easter Sunday
Prayer Day	4th Friday after Easter
Ascension Day	6th Thursday after Easter
Christmas Day	25 December
Boxing Day	26 December

Note.— Some administrative services may not be available and banks and other institutions may not be open on the following days:

1 May from noon (Labour Day)
5 June from noon (Constitution Day)
24 December (Christmas Eve)
31 December (New Year's Eve)

GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

Abbreviations marked by an asterisk (*) are either different from, or not contained in ICAO Doc 8400. These shall not be used in NOTAM.

A

A	Amber
AAA	(or AAB, AAC....etc. in sequence) Amended meteorological message *(message type designator)*
A/A	Air-to-air
AAD	Assigned altitude deviation
AAL	Above aerodrome level
ABI	Advance boundary information
ABM	Abeam
ABN	Aerodrome beacon
ABT	About
ABV	Above
AC	Altocumulus
ACARS†	*(to be pronounced "AY-CARS")* Aircraft communication addressing and reporting system
ACAS	Airborne collision avoidance system
ACC‡	Area control centre *or* area control
ACCID	Notification of an aircraft accident
ACFT	Aircraft
ACK	Acknowledge
ACL	Altimeter check location
ACN	Aircraft classification number
ACP	Acceptance *(message type designator)*
ACPT	Accept *or* accepted
ACT	Active *or* activated *or* activity
AD	Aerodrome
ADA	Advisory area
ADC	Aerodrome chart
ADDN	Addition *or* additional
ADF‡	Automatic direction-finding equipment
ADIZ†	*(to be pronounced "AY DIZ")* Air defence identification zone
ADJ	Adjacent
ADO	Aerodrome office *(specify service)*
ADR	Advisory route
ADS	Automatic dependent surveillance
ADS	The address *(when this abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviation, e.g. IMI ADS) (to be used in AFS as a procedure signal)*
ADSU	Automatic dependent surveillance unit
ADVS	Advisory service
ADZ	Advise
AES	Aircraft earth station
AFIL	Flight plan filed in the air
AFIS	Aerodrome flight information service
AFM	Yes *or* affirm *or* affirmative *or* that is correct
AFS	Aeronautical fixed service
AFT	After..... *(time or place*)
AFTN‡	Aeronautical fixed telecommunication network
A/G	Air-to-ground

AGA	Aerodromes, air routes and ground aids
AGL	Above ground level
AGN	Again
AIC	Aeronautical Information Circular
AIDC	Air traffic services inter-facility data communication
AIP	Aeronautical Information Publication
AIRAC	Aeronautical information regulation and control
AIREP†	Air report
AIRMET†	Airmen's meteorological information
AIS	Aeronautical information services
ALA	Alighting area
ALERFA‡	Alert phase
ALR	Alerting *(message type designator)*
ALRS	Alerting service
ALS	Approach lighting system
ALT	Altitude
ALTN	Alternate or alternating *(light alternates in colour)*
ALTN	Alternate (aerodrome)
AMA	Area minimum altitude
AMD	Amend or amended *(used to indicate amended meteorological message; message type designator)*
AMDT	Amendment (AIP Amendment)
AMSL	Above mean sea level
AMSS	Aeronautical mobile satellite service
ANC	Aeronautical chart 1:500 000 *(followed by name/title)*
ANCS	Aeronautical navigation chart — small scale *(followed by name/title and scale)*
ANS	Answer
AOC	Aerodrome obstacle chart *(followed by type and name/title)*
AP	Airport
APAPI	*(to be pronounced "AY PAPI")* Abbreviated precision approach path indicator
APCH	Approach
APDC	Aircraft parking docking chart *(followed by name/title)*
APN	Apron
APP	Approach control office *or* approach control *or* approach control service
APR	April
APRX	Approximate *or* approximately
APSG	After passing
APV	Approve *or* approved *or* approval
ARC	Area chart
*ARFOR	Area forecast *(in aeronautical meteorological code)*

etc.

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

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

GEN 2.3 CHART SYMBOLS

1. Aerodromes

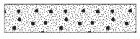
1.1 ***Charts other than approach charts***

Civil (land)	
Civil (water)	
Joint civil and military (land)	
Joint civil and military (water)	
Military (land)	
Military (water)	
Emergency aerodrome or aerodrome with no facilities	
Sheltered anchorage	
Heliport	

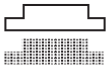
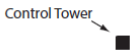
1.2 ***Approach charts***

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

1.3 ***Aerodrome charts***

Hard surface runway	
Unpaved runway	
Stopway (SWY)	

2. Aerodrome installations and lights

Aerodrome reference point (ARP)	
Taxiways and parking areas	
Control tower	
Point light	
Barrette	
Marine light	
Obstacle light	
Aeronautical ground light	
Wind direction indicator (lighted)	
Wind direction indicator (unlighted)	
Landing direction indicator (lighted)	
Landing direction indicator (unlighted)	

3. Miscellaneous

Highest elevation on chart	• 3365
Obstacles	Lighted 180 (75) 171 (90)
Group obstacles *Note.— Numerals in italics indicate elevation of top of obstacle above sea level. Upright numerals in parentheses indicate height above specified datum.*	125 (40) 163 (45)
Restricted airspace (prohibited, restricted or danger areas)	
Common boundary of two areas	
Air defence identification zone (ADIZ)	ADIZ
Transmission line or overhead cable	– T — T–
Isogonal	17° E

GEN 2.4 LOCATION INDICATORS

The location indicators marked with an asterisk (*) cannot be used in the address component of aeronautical fixed service (AFS) messages.

1. ENCODE		**2. DECODE**	
Location	*Indicator*	*Indicator*	*Location*
AKVIN/Akvin	EADA	EACC	AMSWELL ACC
AMSWELL ACC	EACC	EADA	AKVIN/Akvin
Appenyfod	EADP	EADB	SIBY/Bistock
Bardoe	EADO	EADC*	Essence
DENGRON/Deleede	EADE	EADD	DONLON/Intl.
DONLON/Intl.	EADD	EADE	DENGRON/Deleede
DONLON/Downtown Heliport	EADH	EADF*	Faladin
Essence	EADC*	EADG	Galan
Faladin	EADF*	EADH	DONLON/Downtown Heliport
Galan	EADG	EADL	Haggingwell
Haggingwell	EADL	EADM	Malan
HOLMSTOCK/Landa	EADS	EADN	NIBORD/Nibord
Malan	EADM	EADO	Bardoe
NIBORD/Nibord	EADN	EADP	Appenyfod
Richmaast	EADT	EADR*	Yanmore
SIBY/Bistock	EADB	EADS	HOLMSTOCK/Landa
Toriluille	EADU*	EADT	Richmaast
WICHNOR/Slipton	EADW	EADU*	Toriluille
Yanmore	EADR*	EADW	WICHNOR/Slipton
Yunwell (MIL)	EADY	EADY	Yunwell (MIL)
Zanby (MIL)	EADZ	EADZ	Zanby (MIL)

GEN 2.5 LIST OF RADIO NAVIGATION AIDS

ID	*Station name*	*Aid*	*Purpose*	*Station name*	*Aid*	*ID*	*Purpose*
AK	Akvin	NDB	AE	Akvin	NDB	AK	AE
BOR	Boorspijk	VOR/DME	E	Boorspijk	VOR/DME	BOR	E
DN	Donnord	NDB	E	Donest	NDB	DS	E
DS	Donest	NDB	E	Donlon	ILS	OXS	A
EKO	Ekcombe	VOR	E	Donlon	L	KL	A
KL	Donlon	L	A	Donnord	NDB	DN	E
LG	Ugo	CON	E	Ekcombe	VOR	EKO	E
LMD	Limador	VOR	AE	Limador	VOR	LMD	AE
NHS	Nieuhans	VOR	E	Nieuhans	VOR	NHS	E
OXS	Donlon	ILS	A	Ugo	CON	LG	E

GEN 2.6 CONVERSION OF UNITS OF MEASUREMENT

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

400	740.800	400	215.98	4 000	1 219.200	4 000	13 123.36
500	926.000	500	269.98	5 000	1 524.000	5 000	16 404.20
				6 000	1 828.800		
				7 000	2 133.600		
				8 000	2 438.400		
				9 000	2 743.200		
				10 000	3 048.000		

From decimal minutes of an arc to seconds of an arc

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

From seconds of an arc to decimal minutes of an arc

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

GEN 2.7 SUNRISE/SUNSET TABLES

1. The tables on the following pages have been prepared by the ..... (State) Astronomic Observatory and are reproduced here with their permission. The tables include ..... (number) public airports and aerodromes and also ..... (number) elevated heliports in that part of the High Sea, which is being served by the ..... (State) air traffic services.

1.1 The times in the tables are given in UTC for beginning of civil morning twilight (TWIL FROM), sunrise (SR) sunset (SS) and end of civil evening twilight (TWIL TO) for the years from 1991 to 2000.

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

1.3 The tables are calculated for the year 2004, which is used as an “average year” for the years from 2000 to 2010. In this period, the times on an arbitrary date and place will deviate less than 2 minutes from the times on the same date and place in the “average year”.

2. Alphabetical index

3. Sunrise-Sunset tables

3.1

AKVIN/Akvin
EADA
52 36 06N
032 55 12W

MONTH/ DAY		TWIL FROM	SR	SS	TWIL TO
JAN	1	0702	0749	1504	1551
–	5	0701	0748	1509	1555
–	9	0700	0746	1515	1601
–	13	0657	0742	1521	1606
–	17	0654	0738	1528	1613
–	11	0649	0733	1536	1620
–	15	0644	0727	1544	1627
–	19	0639	0721	1552	1634
FEB	2	0632	0714	1600	1642
–	6	0625	0706	1608	1649
–	10	0618	0658	1617	1657
–	14	0610	0650	1625	1705
–	18	0602	0641	1634	1713
–	22	0553	0632	1642	1721
–	26	0544	0622	1650	1729
MAR	2	0535	0613	1658	1736
–	6	0525	0603	1706	1744
–	10	0515	0553	1714	1752
–	14	0505	0543	1722	1800
–	18	0455	0533	1730	1808
–	22	0445	0523	1738	1816
–	26	0435	0513	1746	1824
–	30	0424	0502	1754	1832
APR	3	0414	0452	1801	1840
–	7	0403	0442	1809	1848
–	11	0353	0432	1817	1857
–	15	0342	0423	1824	1905
–	19	0332	0413	1832	1914
–	23	0322	0404	1840	1923
–	27	0311	0355	1848	1931

AKVIN/Akvin
EADA
52 36 06N
032 55 12W

MONTH/ DAY		TWIL FROM	SR	SS	TWIL TO
MAY	1	0302	0346	1855	1940
–	5	0252	0338	1903	1949
–	9	0243	0330	1910	1958
–	13	0234	0322	1917	2006
–	17	0225	0315	1924	2015
–	21	0217	0309	1931	2023
–	25	0210	0303	1937	2031
–	29	0203	0258	1943	2038
JUN	2	0158	0254	1948	2045
–	6	0153	0251	1953	2051
–	10	0150	0248	1957	2056
–	14	0147	0247	2000	2059
–	18	0146	0246	2002	2102
–	22	0147	0247	2003	2103
–	26	0148	0248	2003	2103
–	30	0151	0251	2002	2101
JUL	4	0155	0254	2000	2058
–	8	0201	0258	1957	2054
–	12	0207	0303	1953	2049
–	16	0214	0308	1949	2043
–	20	0221	0314	1943	2036
–	24	0229	0320	1937	2028
–	28	0237	0327	1931	2020
AUG	1	0245	0334	1923	2011
–	5	0254	0341	1916	2002
–	9	0302	0348	1907	1953
–	13	0311	0355	1859	1943
–	17	0319	0403	1850	1933
–	21	0328	0410	1841	1923
–	25	0336	0418	1831	1912
–	29	0344	0425	1822	1902

AKVIN/Akvin
EADA
52 36 06N
032 55 12W

MONTH/ DAY		TWIL FROM	SR	SS	TWIL TO
SEP	2	0352	0432	1812	1851
–	6	0400	0440	1802	1841
–	10	0408	0447	1752	1830
–	14	0416	0455	1741	1820
–	18	0424	0502	1731	1809
–	22	0431	0509	1721	1759
–	26	0439	0517	1711	1748
–	30	0447	0524	1700	1738
OCT	4	0454	0532	1650	1728
–	8	0502	0540	1640	1718
–	12	0509	0547	1630	1709
–	16	0517	0555	1621	1659
–	20	0524	0603	1611	1650
–	24	0532	0611	1602	1641
–	28	0540	0619	1553	1633
–					
NOV	1	0547	0627	1545	1625
–	5	0555	0636	1537	1618
–	9	0602	0644	1529	1611
–	13	0609	0652	1522	1604
–	17	0617	0700	1515	1558
–	21	0623	0707	1510	1553
–	25	0630	0715	1504	1549
–	29	0636	0722	1500	1546
DEC	3	0642	0728	1457	1543
–	7	0647	0734	1454	1541
–	11	0652	0739	1453	1540
–	15	0655	0743	1453	1540
–	19	0658	0746	1454	1541
–	23	0701	0748	1455	1543
–	27	0702	0749	1458	1546
–	31	0702	0750	1502	1550

3.2

DONLON/International
EADD
52 22 18N
031 56 58W

MONTH/ DAY		TWIL FROM	SR	SS	TWIL TO
JAN	1	0652	0741	1445	1534
–	5	0651	0739	1451	1539
–	9	0649	0737	1457	1544
–	13	0647	0733	1503	1550
–	17	0643	0729	1511	1556
–	21	0638	0723	1518	1603
–	25	0633	0717	1527	1611
–	29	0627	0711	1535	1618
FEB	2	0621	0703	1543	1626
–	6	0614	0656	1552	1634
–	10	0606	0647	1601	1642
–	14	0558	0638	1610	1650
–	18	0549	0629	1618	1658
–	22	0541	0620	1627	1706
–	26	0531	0610	1635	1714
MAR	2	0522	0600	1644	1723
–	6	0512	0550	1652	1731
–	10	0502	0540	1700	1739
–	14	0452	0530	1709	1747
–	18	0441	0520	1717	1755
–	22	0431	0509	1725	1803
–	26	0420	0459	1733	1812
–	30	0409	0448	1741	1820
APR	3	0358	0438	1749	1828
–	7	0348	0428	1757	1837
–	11	0337	0418	1805	1846
–	15	0326	0408	1813	1854
–	19	0315	0358	1821	1903
–	23	0305	0348	1829	1912
–	27	0254	0339	1837	1921

DONLON/International
EADD
52 22 18N
031 56 58W

MONTH/ DAY		TWIL FROM	SR	SS	TWIL TO
MAY	1	0244	0330	1845	1931
–	5	0234	0321	1852	1940
–	9	0224	0313	1900	1949
–	13	0215	0305	1908	1958
–	17	0206	0258	1915	2007
–	21	0158	0251	1922	2016
–	25	0150	0245	1928	2024
–	29	0143	0240	1934	2032
JUN	2	0137	0236	1940	2039
–	6	0132	0232	1944	2045
–	10	0128	0230	1948	2050
–	14	0125	0228	1951	2054
–	18	0124	0228	1953	2057
–	22	0125	0228	1954	2058
–	26	0126	0230	1954	2058
–	30	0129	0232	1953	2056
JUL	4	0134	0235	1951	2053
–	8	0139	0240	1949	2048
–	12	0146	0244	1945	2043
–	16	0153	0250	1940	2036
–	20	0201	0256	1934	2029
–	24	0209	0303	1928	2021
–	28	0218	0309	1921	2012
AUG	1	0227	0317	1913	2003
	5	0236	0324	1905	1953
–	9	0245	0331	1857	1944
–	13	0253	0339	1848	1933
–	17	0302	0347	1839	1923
–	21	0311	0354	1829	1921
–	25	0320	0402	1820	1902
–	29	0328	0410	1810	1851

DONLON/International
EADD
52 22 18N
031 56 58W

MONTH/ DAY		TWIL FROM	SR	SS	TWIL TO
SEP	2	0337	0417	1800	1840
–	6	0345	0425	1749	1829
–	10	0353	0433	1739	1818
–	14	0401	0440	1728	1807
–	18	0409	0448	1718	1757
–	22	0417	0456	1707	1746
–	26	0425	0503	1657	1735
–	30	0433	0511	1647	1725
OCT	4	0441	0519	1636	1715
–	8	0448	0527	1626	1704
–	12	0456	0535	1616	1655
–	16	0504	0543	1606	1645
–	20	0512	0551	1556	1636
–	24	0520	0600	1547	1627
–	28	0527	0608	1538	1618
–					
NOV	1	0535	0616	1529	1610
–	5	0543	0625	1520	1602
–	9	0551	0633	1512	1555
–	13	0558	0642	1505	1548
–	17	0605	0650	1458	1543
–	21	0613	0658	1452	1537
–	25	0619	0705	1447	1533
–	29	0626	0712	1442	1529
DEC	3	0632	0719	1439	1526
–	7	0637	0725	1436	1524
–	11	0641	0730	1435	1523
–	15	0645	0734	1434	1523
–	19	0648	0738	1435	1524
–	23	0651	0740	1437	1526
–	27	0652	0741	1440	1529
–	31	0652	0741	1444	1533

GEN 3. SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

GEN 3.1.1 Responsible service

1. The AIS, which forms part of the ..... (State) Division of the Civil Aviation Administration, ensures the flow of information necessary for the safety, regularity and efficiency of international and national air navigation within the area of its responsibility, as indicated under GEN 3.1.2. It consists of AIS Headquarters, International NOTAM Office (NOF) and AIS units established at certain aerodromes, as listed under GEN 3.1.5.

2. AIS Headquarters

Aeronautical Information Service
P.O. Box 744
1050 State Street
Donlon
TEL: 0123 697 3464
Telefax: 0123 697 3474
E-mail: ais@donlon.dl
AFS: EADDYAYX
Website: www.aisdonlon.dl

3. International NOTAM office (NOF)

International NOTAM Office
Donlon Airport
134 Airport Road
Donlon
TEL: 0123 696 5698
Telefax: 0123 696 5788
E-mail: notamoffice@donlon.dl
AFS: EADDYNYX
Website: www.notamofficedonlon.dl

The service is provided in accordance with the provisions contained in Annex 15 — *Aeronautical Information Services*.

Note.—: If the service is not H24, this should be indicated here.

GEN 3.1.2 Area of responsibility

The AIS is responsible for the collection and dissemination of information for the entire territory of ..... (State) and for the airspace over the high seas encompassed by the AMSWELL Flight Information Region.

GEN 3.1.3 Aeronautical publications

1. The aeronautical information is provided in the form of aeronautical information products in a standardized presentation consisting of the following elements:

a) Aeronautical Information Publication (AIP);

b) AIP Amendment service (AIP AMDT);

c) AIP Supplement (AIP SUP);

d) NOTAM;

e) Aeronautical Information Circulars (AICs); and

f) Aeronautical Charts.

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

2. Aeronautical Information Publication (AIP)

The AIP is the basic aviation document intended primarily to satisfy international requirements for the exchange of permanent aeronautical information and long duration temporary changes essential for air navigation.

AIP ..... (State) is published in ..... (specify) volume(s).

The AIP is published in a loose-leaf form with bilingual text (English and .....) (or in English only) for use in international and domestic operations, and applies to commercial and private flights.

3. AIP Amendment service (AIP AMDT)

Amendments to the AIP are made by means of replacement sheets. Two types of AIP AMDT are produced:

a) regular AIP Amendment (AIP AMDT), issued in accordance with the established regular interval (ref. GEN ...) and identified by a light blue cover sheet, incorporates permanent changes into the AIP on the indicated publication date; and

b) AIRAC AIP Amendment (AIRAC AIP AMDT), issued in accordance with the AIRAC system and identified by a pink cover sheet and the acronym AIRAC, incorporates operationally significant permanent changes into the AIP on the indicated AIRAC effective date.

A brief description of the subjects affected by the amendment is given on the AIP Amendment cover sheet. New information included on the reprinted AIP pages is annotated or identified by a vertical line in the left margin (or immediately to the left) of the change/addition.

Each AIP page and each AIP replacement page introduced by an amendment, including the amendment cover sheet, are dated. The date consists of the day, month (by name) and year of the publication date (regular AIP AMDT) or of the AIRAC effective date (AIRAC AIP AMDT) of the information. Each AIP Amendment cover sheet includes references to the serial number of those elements, if any, of the aeronautical information products, which have been incorporated in the AIP by the amendment and are consequently cancelled.

Each AIP AMDT and each AIRAC AIP AMDT are allocated separate serial numbers, which are consecutive and based on the calendar year. The year, indicated by two digits, is a part of the serial number of the amendment, e.g. AIP AMDT 1/20; AIRAC AIP AMDT 1/20.

A checklist of AIP pages containing page number/chart title and the publication or effective date (day, month by name and year) of the information is reissued with each amendment and is an integral part of the AIP.

4. AIP Supplement (AIP SUP)

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

AIP Supplements are separated by information subject (General — GEN, En-route — ENR and Aerodromes —AD) and are placed accordingly at the beginning of each AIP part. Supplements are published on yellow paper to be conspicuous and to stand out from the rest of the AIP. Each AIP Supplement (regular or AIRAC) is allocated a serial number, which is consecutive and based on the calendar year, i.e. AIP SUP 1/20; AIRAC AIP SUP 1/20.

An AIP Supplement is kept in the AIP as long as all or some of its contents remain valid. The period of validity of the information contained in the AIP Supplement will normally be given in the supplement itself. Alternatively, NOTAM may be used to indicate changes to the period of validity or cancellation of the supplement.

The checklist of AIP Supplements currently in force is issued in the monthly printed plain-language list of valid NOTAM.

5. NOTAM

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

Series A. General rules, en-route navigation and communication facilities, airspace restrictions and activities taking place above FL 245 and information concerning major international aerodromes.

Series B. Information on airspace restrictions, on activities taking place at or below FL 245 and on other international aerodromes at which instrument flight rules (IFR) flights are permitted.

Series C. Information on other international aerodromes at which only VFR flights are permitted.

Series D. Information on national aerodromes.

Series E. Information on heliports.

Series S (SNOWTAM). Information providing a surface condition report notifying the presence or cessation of hazardous conditions due to snow, ice, slush, frost, standing water, or water associated with snow, slush, ice or frost, on the movement area. SNOWTAM are prepared in accordance with PANS-AIM (Doc 10066), Appendix 4, and are issued by the individual aerodrome directly, with separate serial numbers. Details are given in the snow plan in the Aerodrome (AD) Part.

Series V (ASHTAM). Information concerning the activity of a volcano, a volcanic eruption and/or volcanic ash cloud that is of significance to aircraft operations. It also provides information on the location, extent and movement of the ash cloud and the air routes and flight levels affected. ASHTAM are prepared in accordance with PANS-AIM (Doc 10066), Appendix 5.

6. Aeronautical Information Circulars (AICs)

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

Each AIC is numbered consecutively within each series on a calendar year basis. The year, indicated by two digits, is a part of the serial number of the AIC, e.g. AIC A 1/20; AIC B 1/20. A checklist of AIC currently in force is issued as an AIC twice a year.

7. Aeronautical charts

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

8. Sale of publications

The said publications can be obtained from the AIS. Purchase prices are published in AIC Series A.

GEN 3.1.4 AIRAC System

1. In order to control and regulate the operationally significant changes that require amendments to charts, route-manuals etc., such changes, whenever possible, will be issued on predetermined dates according to the AIRAC system. This type of information will be published as an AIRAC AIP AMDT or an AIRAC AIP SUP. If an AIRAC AIP AMDT or SUP cannot be produced due to lack of time, NOTAM clearly marked AIRAC will be issued. Such NOTAM will immediately be followed by an AMDT or SUP.

2. The table below indicates AIRAC effective dates for the coming years. AIRAC information will be issued so that the information will be received by the user not later than 28 days, and for major changes not later than 56 days, before the effective date. At AIRAC effective date, a trigger NOTAM will be issued giving a brief description of the contents, effective date and reference number of the AIRAC AIP AMDT or AIRAC AIP SUP that will become effective on that date. Trigger NOTAM will remain in force as a reminder in the pre-flight information bulletin (PIB) until the new checklist/list is issued.

If no information was submitted for publication at the AIRAC date, a NIL notification will be issued by NOTAM not later than one AIRAC cycle before the AIRAC effective date concerned.

Schedule of AIRAC effective dates

2020	*2021*	*2022*	*2023*	*2024*
2 JAN	28 JAN	27 JAN	26 JAN	25 JAN
30 JAN	25 FEB	24 FEB	23 FEB	22 FEB
27 FEB	25 MAR	24 MAR	23 MAR	21 MAR
26 MAR	22 APR	21 APR	20 APR	18 APR
23 APR	20 MAY	19 MAY	18 MAY	16 MAY
21 MAY	17 JUN	16 JUN	15 JUN	13 JUN
18 JUN	15 JUL	14 JUL	13 JUL	11 JUL
16 JUL	12 AUG	11 AUG	10 AUG	8 AUG
13 AUG	9 SEP	8 SEP	7 SEP	5 SEP
10 SEP	7 OCT	6 OCT	5 OCT	3 OCT
8 OCT	4 NOV	3 NOV	2 NOV	31 OCT
5 NOV	2 DEC	1 DEC	30 NOV	28 NOV
3 DEC	30 DEC	29 DEC	28 DEC	26 DEC
31 DEC				

GEN 3.1.5 Pre-flight information service at aerodromes/heliports

Pre-flight information is available at aerodromes as detailed below.

Aerodrome/Heliport	*Briefing coverage*
DONLON/International	All States within the ICAO AFI, EUR, MID, NAT and SAT regions
DENGRON/Deleede	Adjacent FIR
HOLMSTOCK/Landa	Belgium, Denmark, France, Germany
SIBY/Bistock	All States within the ICAO EUR and NAT regions
DONLON/Downtown Heliport	Adjacent FIR

Daily pre-flight information bulletins (PIBs), route bulletins and lists of valid NOTAM are available at the aerodrome AIS units. The aerodrome AIS units are connected to the central NOTAM data bank at DONLON/International. At DONLON/International, pre-flight information in the form of PIB may be obtained at computer terminals in the aerodrome AIS unit and at two locations that are clearly marked/identified in the terminal building. Instructions for use are available at each of the computer terminals.

GEN 3.1.6 Digital data sets

1. Electronic obstacle data sets may be obtained from:

Aeronautical Information Service
P.O. Box 744
1050 State Street
Donlon
TEL: 0123 697 3464
Telefax: 0123 697 3474
Telex: 99 1236
AFS: EADDYAYX
E-mail: ais@donc.xx

The data set … (Title) contains all reported obstacles higher than 100 m above ground level (AGL). Obstacles in the proximity of airports are not included in the data set.

Area 2, 3 and 4: Electronic obstacle data for area 2, 3 and 4 is currently not available.

2. Electronic terrain data sets may be obtained from:

National Geodetic Institute
23 South Arthur Drive
Donlon
TEL: 0123 343 7268
Telefax: 0123 343 7278
Telex: 99 0021
AFS: NIL
E-mail: info@ngi.xx

Area 1: The digital elevation model … (Title) is a set of data representing the 3D form of the earth's surface, not including vegetation and buildings. It is based on a LIDAR survey and is available with 100 m post spacing.

Area 2, 3 and 4: The data set is a very precise digital elevation model of … (State). It models the surface without vegetation and buildings. The data is delivered with a post spacing of 2 m, 5 m or 10 m.

3. Description of the available data sets, including:

a) data set title;

b) short description;

c) data subjects included;

d) geographical scope; and

e) if applicable, limitations related to its usage

4. Contact details of how data sets may be obtained, containing:

a) name of the individual, service or organization responsible;

b) street address and e-mail address of the individual, service or organization responsible;

c) telefax number of the individual, service or organization responsible;

d) contact telephone number of the individual, service or organization responsible;

e) hours of service (time period including time zone when contact can be made);

f) online information that can be used to contact the individual, service or organization; and

g) supplemental information, if necessary, on how and when to contact the individual, service or organization.

GEN 3.2 AERONAUTICAL CHARTS

GEN 3.2.1 Responsible services

The Civil Aviation Administration of ..... (State) provides a wide range of aeronautical charts for use by all types of civil aviation. The AIS produces the charts, which are part of the AIP; all other aeronautical charts are produced by the Department of Surveys. Charts, suitable for pre-flight planning and briefing, are available for reference at aerodrome AIS units. (Their addresses can be found under GEN 3.2.3 below.) The charts are produced in accordance with the provisions contained in Annex 4 — *Aeronautical Charts*. Differences to these provisions are detailed in subsection GEN 1.7.

GEN 3.2.2 Maintenance of charts

1. The aeronautical charts included in the AIP are kept up to date by amendments to the AIP. Corrections to aeronautical charts not contained in the AIP are promulgated by AIP Amendments and are listed under GEN 3.2.8. Information concerning the planning for or issuance of new maps and charts is notified by AIC.

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

GEN 3.2.3 Purchase arrangements

The charts listed under GEN 3.2.5. may be obtained either from the:

Aeronautical Information Service
P.O. Box 744
1050 State Street
Donlon
TEL: 0123 697 3464
Telefax: 0123 697 3474
E-mail: ais@donlon.dl
AFS: EADDYAYS
Website: www.aisdonlon.dl

or through the following accredited chart agents:

— Messrs. George Stopes Ltd.
17-18 Harding Lane
Donlon, 18007
TEL: 0123 694 5030
Telefax: 0123 694 5040
E-mail: admin@georgestopes.dl
AFS: NIL
Website: www.georgestopes.dl

— Department of Surveys
21 South Arthur Drive
Donlon
TEL: 0123 343 7267
Telefax: 0123 3437277
E-mail: admin@surveys.dl
AFS: NIL
Website: www.surveys.dl

GEN 3.2.4 Aeronautical chart series available

1. The following series of aeronautical charts are produced:

a) World Aeronautical Chart — ICAO 1:1 000 000;
b) Plotting Chart — ICAO;
c) Aerodrome/Heliport Chart — ICAO;
d) Aerodrome Ground Movement Chart — ICAO;
e) Aircraft Parking/Docking Chart — ICAO;
f) Aerodrome Obstacle Chart — ICAO — Type A (for each runway);
g) Aerodrome Obstacle Chart — ICAO — Type C;
h) Precision Approach Terrain Chart — ICAO (precision approach Cat II and III runways);
i) En-route Chart — ICAO;
j) Area Chart — ICAO;
k) ATC Surveillance Minimum Altitude Chart — ICAO;
l) Standard Departure Chart — Instrument (SID) — ICAO;
m) Standard Arrival Chart — Instrument (STAR) — ICAO;
n) Instrument Approach Chart — ICAO (for each runway and procedure type); and
o) Visual Approach Chart — ICAO.

The charts currently available are listed under GEN 3.2.5.

2. *General description of each series*

a) *World Aeronautical Chart — ICAO 1:1 000 000.* This series is constructed on Lambert Conical Orthomorphic Projection up to 80°N and the Polar Stereographic Projection between 80°N and 90°N with the scales matching at 80°N. The aeronautical data shown have been kept to a minimum, consistent with the use of the chart for visual air navigation. It includes a selection of aerodromes, obstacles, elements of the ATS system, prohibited, restricted and danger areas, and radio navigation aids. The chart provides information to satisfy visual air navigation and is also used as a pre-flight planning chart.

b) *Plotting Chart — ICAO.* This series, covering the North Atlantic, Western Europe and North Africa, is designed for in-flight long-range navigation and is constructed on Mercator's projection with a simple outline of land areas at a scale of 1:5 000 000. Aeronautical data consist of major international aerodromes, selected radio navigation aids, lattices of long-range electronic aids to navigation, FIR, CTA, control zone (CTR), reporting points, etc. The chart is designed to provide a means of maintaining a continuous flight record of the aircraft position.

c) *Aerodrome/Heliport Chart — ICAO.* This chart contains detailed aerodrome/heliport data to provide flight crews with information that will facilitate the ground movement of aircraft:

1) from the aircraft stand to the runway; and

2) from the runway to the aircraft stand;

and helicopter movement:

3) from the helicopter stand to the touchdown and lift-off area and to the final approach and take-off area;

4) from the final approach and take-off area to the touchdown and lift-off area and to the helicopter stand;

5) along helicopter ground and air taxiways; and

6) along air transit routes.

It also provides essential operational information at the aerodrome/heliport.

d) *Aerodrome Ground Movement Chart — ICAO.* This chart is produced for those aerodromes where, due to congestion of information, details necessary for the ground movement of aircraft along the taxiways to and from the aircraft stands, and for the parking/docking of aircraft, cannot be shown with sufficient clarity on the Aerodrome/Heliport Chart — ICAO.

e) *Aircraft Parking/Docking Chart — ICAO.* This chart is produced for those aerodromes where, due to the complexity of the terminal facilities, the information to facilitate the ground movement of aircraft between the taxiways and the aircraft stands and the parking/docking of aircraft cannot be shown with sufficient clarity on the Aerodrome/Heliport Chart — ICAO or on the Aerodrome Ground Movement Chart — ICAO.

f) *Aerodrome Obstacle Chart — ICAO — Type A (operating limitations).* This chart contains detailed information on obstacles in the take-off flight path areas of aerodromes. It is shown in plan and profile view. This obstacle information, in combination with an Aerodrome Obstacle Chart — ICAO — Type C, provides the data necessary to enable an operator to comply with the operating limitations of Annex 6, Part I, Chapter 5; and Part II, Section 2, Chapter 2.3.

g) *Aerodrome Obstacle Chart — ICAO — Type C.* This chart contains obstacle data necessary to enable an operator to develop procedures to comply with the operating limitations of Annex 6, Part I, Chapter 5; and Part II, Section 2, Chapter 2.3, with particular reference to information on obstacles that limit the maximum permissible take-off mass.

This chart must provide certain obstacle data and topographical information covering a distance of 45 km (24 NM) from the aerodrome reference point.

Appropriate topographical charts that are available for the area around the airports, if supplemented with “overprint” obstacle data and other significant aeronautical information, should be suitable for use as the topographic base for the AOC — ICAO — Type C.

This chart is not produced if:

1) the required obstacle data is included in the AIP; or

2) no obstacles exist, and this fact is included in the AIP.

h) *Precision Approach Terrain Chart — ICAO.* This chart provides detailed terrain profile information within a defined portion of the final approach so as to enable aircraft operating agencies to assess the effect of the terrain on decision height determination by the use of radio altimeters. This chart is produced for all precision approach Cat II and III runways.

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

j) *Area Chart — ICAO.* This chart is produced when the air traffic services routes or position reporting requirements are complex and cannot be shown on an En-route Chart — ICAO.

It shows, in more detail, those aerodromes that affect terminal routings, prohibited, restricted and danger areas and the air traffic services system. This chart provides the flight crew with information that will facilitate the following phases of instrument flight:

1) the transition between the en-route phase and the approach to an aerodrome;

2) the transition between the take-off/missed approach and the en-route phase of flight; and

3) flights through areas of complex ATS routes or airspace structure.

k) *ATC Surveillance Minimum Altitude Chart — ICAO.* This chart is supplementary to the Area Chart and provides information that will enable flight crews to monitor and cross-check altitudes assigned while under radar control.

l) *Standard Departure Chart — Instrument (SID) — ICAO.* This chart is produced whenever a standard departure route — instrument has been established and cannot be shown with sufficient clarity on the Area Chart — ICAO.

The aeronautical data shown include the aerodrome of departure, aerodrome(s) that affect the designated standard departure route — instrument, prohibited, restricted and danger areas and the air traffic services system. This chart provides the flight crew with information that will enable them to comply with the designated standard departure route — instrument from the take-off phase to the en-route phase.

m) *Standard Arrival Chart — Instrument (STAR) — ICAO.* This chart is produced whenever a standard arrival route —instrument has been established and cannot be shown with sufficient clarity on the Area Chart — ICAO.

The aeronautical data shown include the aerodrome of landing, aerodrome(s) which affect the designated standard arrival route — instrument, prohibited, restricted and danger areas and the air traffic services system. This chart provides the flight crew with information that will enable them to comply with the designated standard arrival route — instrument from the en-route phase to the approach phase.

n) *Instrument Approach Chart — ICAO.* This chart is produced for all aerodromes used by civil aviation where instrument approach procedures have been established. A separate Instrument Approach Chart — ICAO has been provided for each approach procedure.

The aeronautical data shown include information on aerodromes, prohibited, restricted and danger areas, radio communication facilities and navigation aids, minimum sector altitude, procedure track portrayed in plan and profile view, aerodrome operating minima, etc.

This chart provides the flight crew with information that will enable them to perform an approved instrument approach procedure to the runway of intended landing including the missed approach procedure and, where applicable, associated holding patterns.

o) *Visual Approach Chart — ICAO.* This chart is produced for aerodromes used by civil aviation where:

1) only limited navigation facilities are available; or

2) radio communication facilities are not available; or

3) no adequate aeronautical charts of the aerodrome and its surroundings at 1:500 000 or greater scale are available; or

4) visual approach procedures have been established.

The aeronautical data shown include information on aerodromes, obstacles, designated airspace, visual approach information, radio navigation aids and communication facilities, as appropriate.

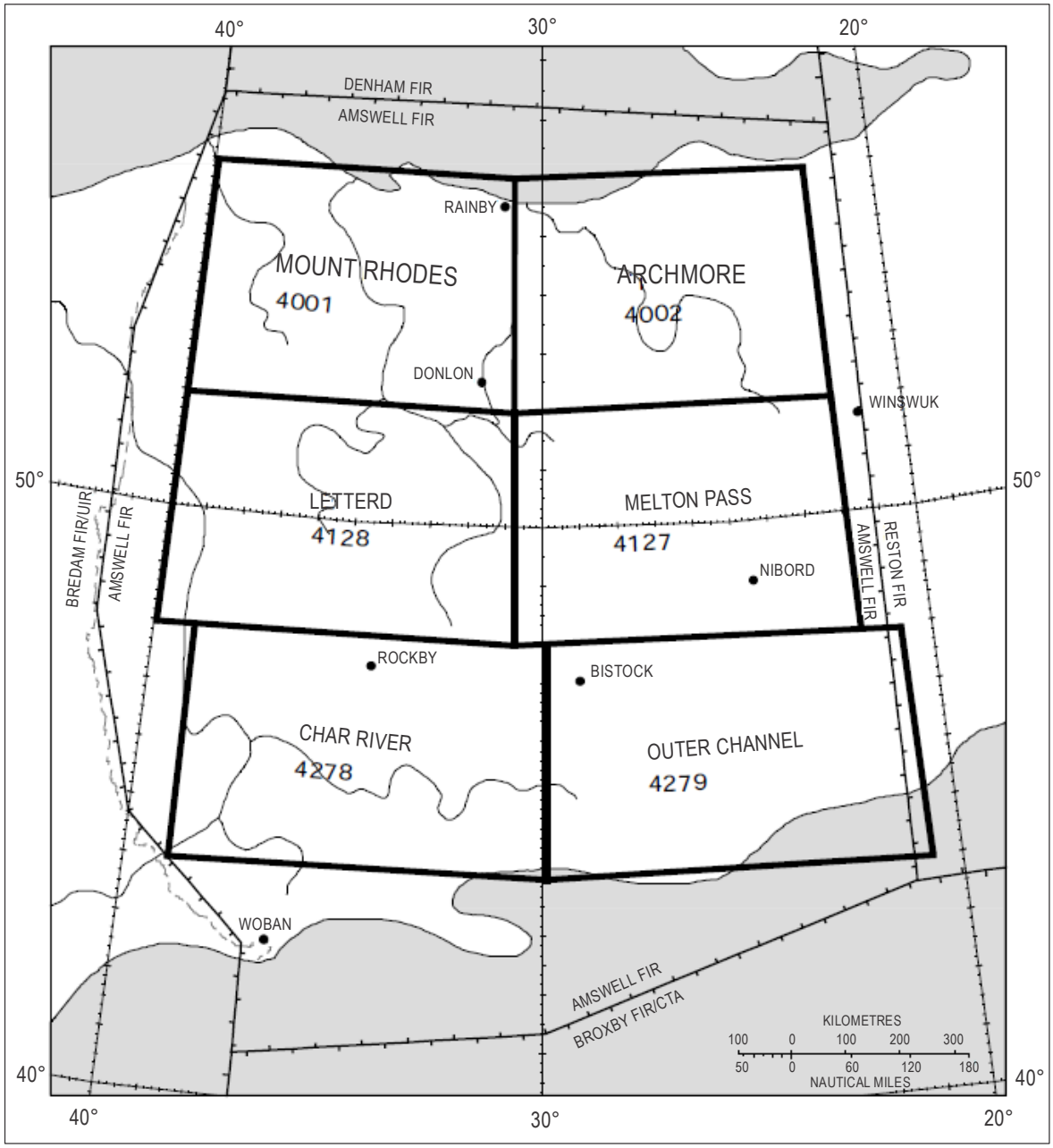
GEN 3.2.5 List of aeronautical charts available

Those chart series marked by an asterisk(*) form part of the AIP.

Title of series	*Scale*	*Name and/or number*	*Price ($)*	*Date*
World Aeronautical Chart — ICAO (WAC)	1:1 000 000	Mount Rhodes (4001)	10.00	05 NOV 2020
		Archmore (4002)	10.00	05 NOV 2020
		Letterd (4128)	10.00	05 NOV 2020
		Melton Pass (4127)	10.00	05 NOV 2020
		Char River (4278)	10.00	05 NOV 2020
		Outer Channel (4288)	10.00	05 NOV 2020
Plotting Chart — ICAO (PC)	1:5 000 000	North West — 1001	5.50	05 NOV 2020
		North East — 1002	5.50	05 NOV 2020
		South West — 1003	5.50	05 NOV 2020
		South East — 1004	5.50	05 NOV 2020
Instrument Approach Chart — ICAO* (IAC)	1:250 000	Donlon	1.50	05 NOV 2020
		EADD ILS/PAR 27R	1.50	05 NOV 2020
		EADD ILS 27R	1.50	05 NOV 2020
		EADD VOR/DME	1.50	05 NOV 2020
		EADD ILS 09L	1.50	05 NOV 2020

Title of series	*Scale*	*Name and/or number*	*Price ($)*	*Date*
		EADD L 09L	1.50	05 NOV 2020
		Siby		
		EADS NDB/ILS 19	1.50	05 NOV 2020
		EADS VOR 19	1.50	05 NOV 2020
		Wichnor		
		EADW ILS 27	1.50	05 NOV 2020
		EADW NDB	1.50	05 NOV 2020
		EADW VOR 19	1.50	05 NOV 2020
Visual Approach Chart — ICAO* (VAC)	1:250 000	Siby/Bistock		
		EADS VAC 01	1.50	05 NOV 2020
		Wichnor/Slipton		
		EADW VAC	1.50	05 NOV 2020
Aerodrome/Heliport Chart — ICAO*	1:10 000	Akvin	1.50	05 NOV 2020
(AC)		Donlon	1.50	05 NOV 2020
		Siby	1.50	05 NOV 2020
Aerodrome Obstacle Chart — ICAO* TYPE A (AOC)	1:15 000	Akvin AOC-A 04/22	1.50	05 NOV 2020
		Donlon AOC-A 09L/27R	1.50	05 NOV 2020
		Siby AOC-A 06/24	1.50	05 NOV 2020
		Wichnor AOC-A 07/25	1.50	05 NOV 2020
Precision Approach Terrain Chart — ICAO* (PATC)	1:2 500	Donlon		
		EADD PATC 27R	1.50	05 NOV 2020
		EADD PATC 09L	1.50	05 NOV 2020
		Siby		
		EADS PATC 19	1.50	05 NOV 2020

GEN 3.2.6 Index to the World Aeronautical Chart (WAC) — ICAO 1:1 000 000



GEN 3.2.7 Topographical charts

To supplement the aeronautical charts, a wide range of topographical charts is available from:

Department of Surveys
21 South Arthur Drive
Donlon
TEL: 0123 343 7267
Telefax: 0123 343 7277
E-mail: admin@surveys.dl
AFS: NIL
Website: www.surveys.dl

GEN 3.2.8 Corrections to charts not contained in the AIP

Charts	*Location*	*Corrections*
WAC 1:1 000 000, 4001 — Mount Rhodes	520104N 0311737W	Change OBST ELEV “220 (219)” TO READ “401 (400)” and insert remark “under construction”
Plotting Chart — ICAO 1:5 000 000, 1003 — SW	525227N 0251008W	Add spot ELEV “1608”
	451916N 0395322W	Change OBST ELEV “2245” to read “2145”
	520842N 0252018W	Change spot ELEV “202” to read “1202”

GEN 3.3 AIR TRAFFIC SERVICES

GEN 3.3.1 Responsible service

The Air Navigation Services Department of the ..... (State) Civil Aviation Administration is the responsible authority for the provision of air traffic services within the area indicated under GEN 3.3.2. below.

Director of Air Navigation Services Department
Civil Aviation Administration
Government Square
Donlon
TEL: 0123 697 3534
Telefax: 0123 697 3544
E-mail: admin@civilaviation.dl
AFS: EADDZGZX
Website: www.civilaviatin.dl

The services are provided in accordance with the provisions contained in the following ICAO documents:

Annex 2 — *Rules of the Air*
Annex 11 — *Air Traffic Services*
Doc 4444 — *Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM)*
Doc 8168 — *Procedures for Air Navigation Services — Aircraft Operations (PANS-OPS)*
Doc 7030 — *Regional Supplementary Procedures*

Differences to these provisions are detailed in subsection GEN 1.7.

GEN 3.3.2 Area of responsibility

Air traffic services are provided for the entire territory of ..... (State), including its territorial waters as well as the airspace over the high seas within the Amswell FIR.

In some cases, in accordance with the regional air navigation agreement, air traffic services are provided, under the delegated authority, in the airspace within another bordering FIR. Details of such services are provided in section ENR 2.

GEN 3.3.3 Types of services

The following types of services are provided:

a) Flight information service (FIS) and alerting service (ALRS);

b) area control (ACC); and

c) radar.

With the exception of services provided at military air bases, the following types of services are provided at aerodromes:

— Aerodrome control tower (TWR);

— aerodrome flight information service (AFIS); and

— automatic terminal information service (ATIS), at certain aerodromes.

GEN 3.3.4 Coordination between the operator and ATS

Coordination between the operator and air traffic services is effected in accordance with Annex 11, Chapter 2, section 2.17.

GEN 3.3.5 Minimum flight altitude

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

Note.— The navigation performance accuracy necessary for operation on air routes within Amswell FIR is expressed as an RNP type. RNP type is a containment value expressed as a distance in NM from the intended position within which flights would be for at least 95 per cent of the total flying time. For operation on the air routes in Amswell FIR, the required navigation performance (RNP) is RNP 4. RNP 4 represents a navigation accuracy of plus or minus 7.4 km (4 NM) on a 95 per cent containment basis.

GEN 3.3.6 ATS units address list

Unit name	*Postal address*	*Telephone NR*	*Telefax NR*	*E-mail*	*AFS address*
1	2	3	4	5	6
AMSWELL ACC	Air Traffic Service/ACC Donlon Airport 134 Airport Road Donlon 1	0123 4567399	0123 4577288	xx@acc.dl	EADAZRZK
AMSWELL FIS	As ACC				
AMSWELL RADIO	As ACC				
BISTOCK APP	Air Traffic Service Bistock Airport 506 .... Lane Bistock	0234 7890211	0234 7895220	admin@app.dl	EADBZAZX
DONLON APP	Air Traffic Service/APP Donlon Airport 134 Airport Road Donlon 1	0123 5678695	0123 5688750	admin@app.dl	EADDZAZX
NIBORD APP	Air Traffic Service/APP Nibord Airport 308 .... Road Nibord	0235 3232340	0235 3242351	admin@app.dl	EADNZAZX

GEN 3.4 COMMUNICATION SERVICES

GEN 3.4.1 Responsible service

The responsible service for the provision of telecommunication and navigation facility services in ..... (State) is the Civil Aviation Administration.

Director of Communication Services
Civil Aviation Administration
Government Square
Donlon
TEL: 0123 697 5151
Telefax: 0123 697 5161
E-mail: admin@civilaviation.dl
AFS: EADDYTYX
Website: www.civilaviation.dl

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

Annex 10 — *Aeronautical Telecommunications*
Doc 8400 — *Procedures for Air Navigation Services — ICAO Abbreviations and Codes (PANS-ABC)*
Doc 8585 — *Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services*
Doc 7030 — *Regional Supplementary Procedures*
Doc 7910 — *Location Indicators*

GEN 3.4.2 Area of responsibility

Communication services are provided for the entire AMSWELL FIR. Arrangements for such services on a continuing basis should be made with the Director of Communication Services, who is also responsible for the application of the regulations concerning the design, type and installations of aircraft radio stations. Responsibility for the day-to-day operation of these services is vested in station communication officers located at each international aerodrome. Inquiries, suggestions or complaints regarding any telecommunication service should be referred to the relevant station communication officer or to the Director of Communication Services, as appropriate.

GEN 3.4.3 Types of service

1. Radio navigation services

The following types of radio aids to navigation are available:

LF/MF non-directional beacon (NDB)
Precision approach radar (PAR)
Instrument landing system (ILS)
VHF omnidirectional radio range (VOR)
Distance measuring equipment (DME)

Selected radio broadcasting stations are included as additional navigational facilities. The information is limited to stations with a power of 10 kw or more. It should be noted that unserviceability of these stations will not be reported.

The coordinates listed refer to the transmitting antennas with the exception of direction-finding stations, for which the coordinates of the receiving antennas are given.

According to the judgment of the direction-finding station, bearings are classified as follows:

Class A — accurate within ± 2 degrees

Class B — accurate within ± 5 degrees

Class C — accurate within ± 10 degrees

Direction-finding stations have authority to refuse to give bearings or headings to steer when conditions are unsatisfactory or when bearings do not fall within the calibrated limits of the station, stating the reason at the time of refusal. VOR airborne equipment test facility (VOT) on 113.9 MHz is available at DONLON/International.

2. Voice/data link services

Voice service

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

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

Data link service

The messages to be transmitted over the AFS are accepted only if:

a) they satisfy the requirements of Annex 10, Vol. II, Chapter 3, section 3.3;

b) they are prepared in the form specified in Annex 10; and

c) the text of an individual message does not exceed 200 groups.

General aircraft operating agency messages are only accepted for transmission to countries that have agreed to accept Class “B” traffic.

3. Broadcasting service

Sub-area meteorological broadcasts (VOLMET radio-telegraphy broadcasts) are available for the use of aircraft in flight. Full details are given in subsection GEN 3.5.

4. Language used: English.

5. Where detailed information can be obtained

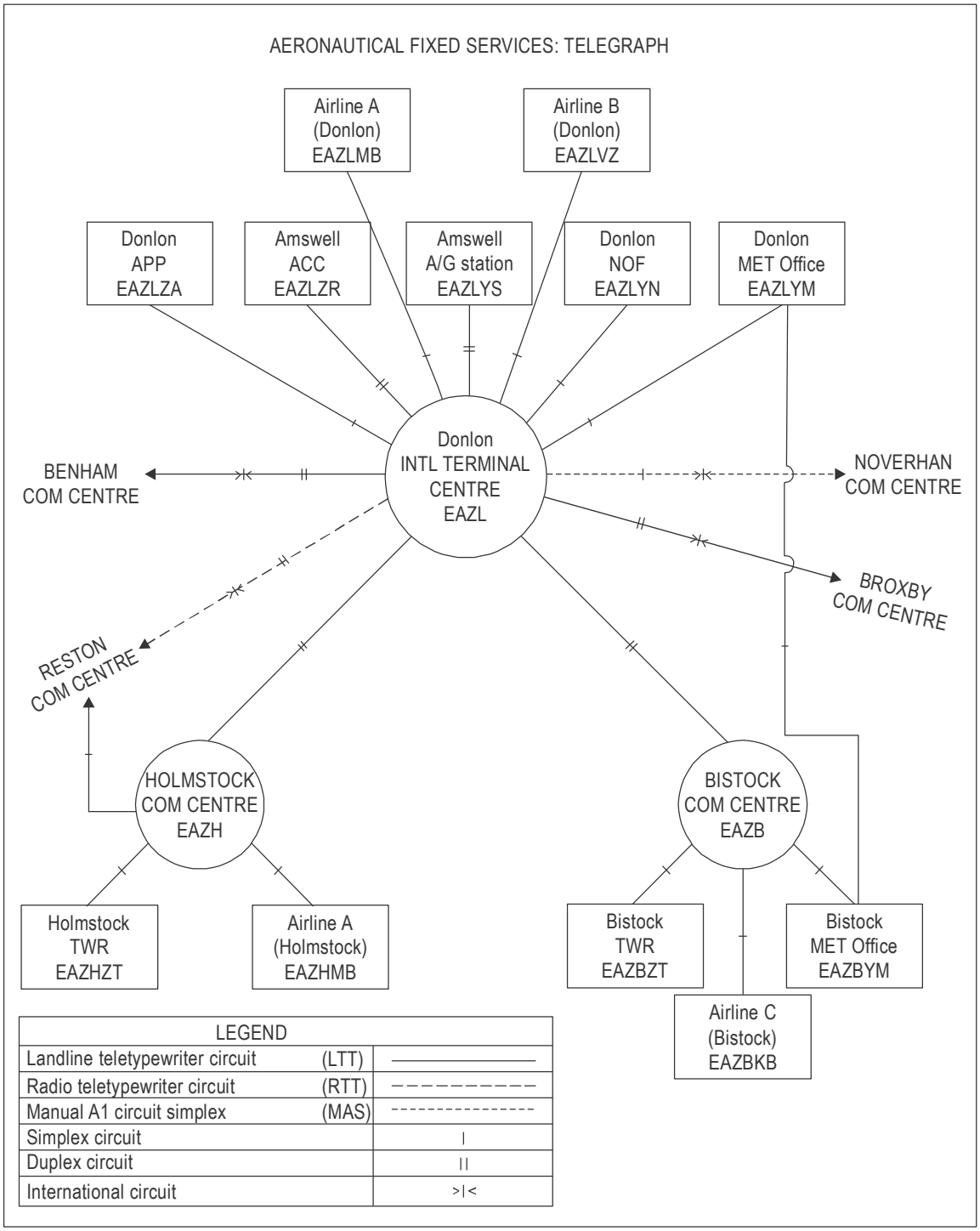
Details of the various facilities available for the en-route traffic can be found in Part 2, ENR 4.

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

GEN 3.4.4 Requirements and conditions

The requirements of the Directorate of Communication Services and the general conditions under which the communication services are available for international use, as well as the requirements for the carriage of radio equipment, are contained in the Air Navigation (Radio) Regulations of ..... (State). The main provisions are briefly summarized below ..... (specify).

GEN 3.4.5 Miscellaneous



(Name of publishing authority) (Amendment number)

Figure III-App B-3. Aeronautical fixed services: telegraph

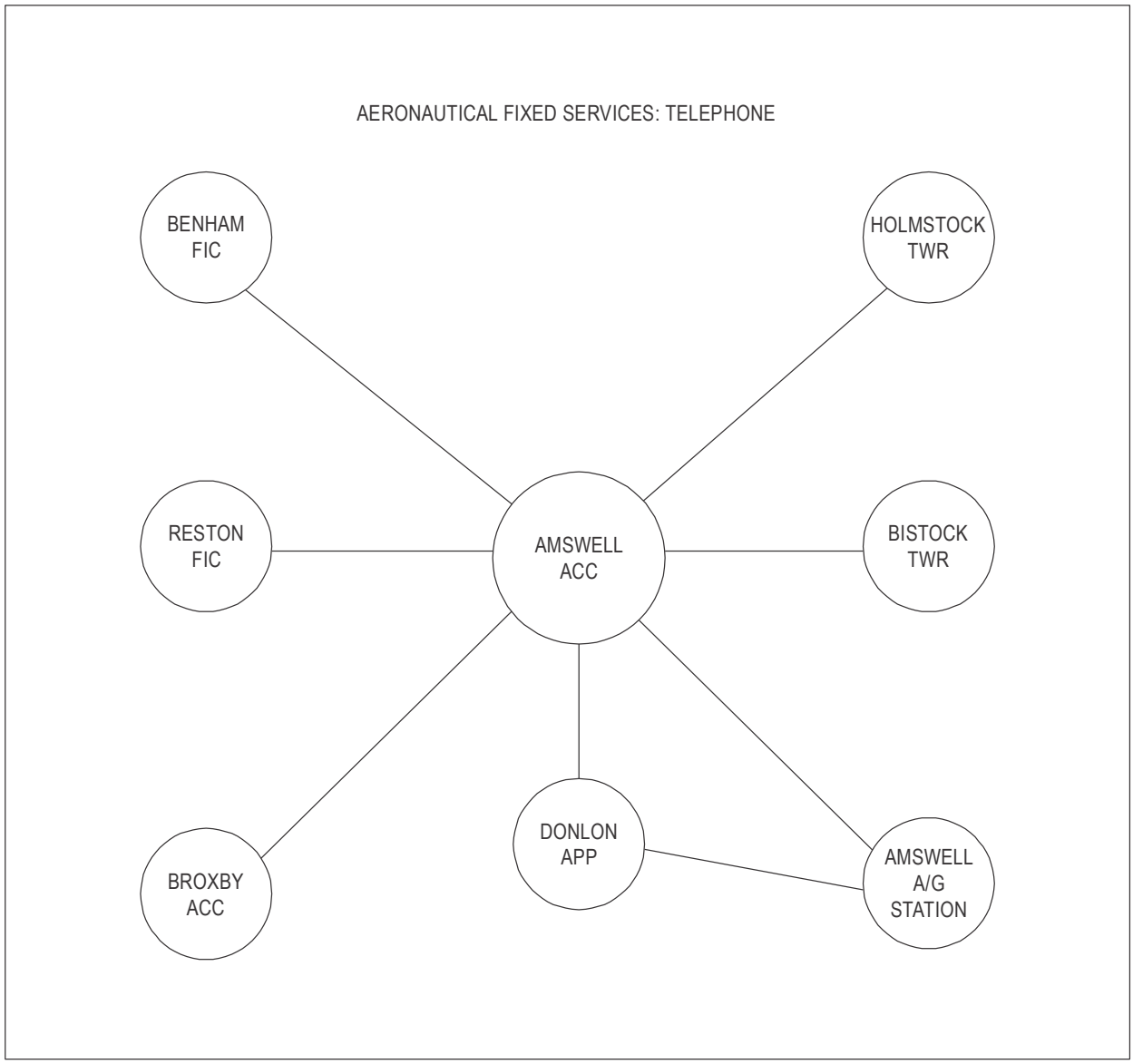


Figure III-App B-4. Aeronautical fixed services: telephone

GEN 3.5 METEOROLOGICAL SERVICES

GEN 3.5.1 Responsible service

The meteorological services for civil aviation are provided by the Meteorological Bureau of the Ministry of Transport.

Meteorological Bureau
Ministry of Transport
101 West Avenue
Donlon 4
TEL: 0123 695 3333
Telefax: 0123 695 3344
E-mail: admin@meteo.dl
AFS: EADDYMYX
Website: www.meteo.dl

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

Annex 3 — *Meteorological Service for International Air Navigation*

Doc 7030 — *Regional Supplementary Procedures*

Doc ..... — *Regional Air Navigation Plan — ..... Region*

Differences to these provisions are detailed in subsection GEN 1.7.

GEN 3.5.2 Area of responsibility

Meteorological service is provided within the Amswell FIR.

GEN 3.5.3 Meteorological observations and reports

Table GEN 3.5.3 Meteorological observations and reports

Name of station/ Location indicator	*Type & frequency of observation/ automatic observing equipment*	*Types of MET reports & availability of trend forecasts*	*Observation system & site(s)*	*Hours of operation*	*Climatological information*
1	2	3	4	5	6
AKVIN/Akvin EADA	Half hourly routine plus special observations/ automatic: NIL	MET REPORT	Surface (SFC) wind sensors: see AD chart RVR EQPT: see AD chart Ceilometer: see AD chart Thermometer: see AD chart	H24	Climatological tables AVBL
DONLON/International EADD	Half hourly routine plus special observations/ automatic: NIL	METAR, SPECI TREND	Cup Anemometer: 300 m FM THR 09L RVR EQPT: 300 m FM RWY THR Ceilometer: at ILS MM	H24 *BTN 0600–1530 (0500–1430)	Climatological tables AVBL
SIBY/Bistock EADB	Half hourly routine plus special observations/ automatic: NIL	METAR, SPECI	Cup Anemometer: 300 m FM MID RWY RVR EQPT: 300 m, 1 500 m and 2 600 m FM THR 05 Ceilometer: close to Cup Anemometer	0430–2300 (0330–2200)	NIL
WICHNOR/Slipton EADW	Hourly routine plus special observations/ automatic: NIL	MET REPORT	Complete observation station: 300 m S of THR 26	0530–1900	NIL
YANMORE/Runslip EADR	Hourly routine plus special observations/ automatic: NIL	METAR, SPECI TREND	Pressure tube Anemometer: on TWR Ceilometer: near ILS MM	0530–1900 (0430–1800)	NIL

GEN 3.5.4 Types of services

Personal briefing and consultation for flight crew members are provided only at DONLON/International. For all other aerodromes, consultation is available by telephone.

Limited flight documentation is normally provided for domestic flights. For international flights, the flight documentation comprises a significant weather chart, an upper wind and upper air temperature chart and the latest available aerodrome forecast for the destination and its alternate aerodromes.

For the planning of low-level flights below flight level 100, plain language forecasts are issued in area forecast for low-level flights (GAMET) format. They are also disseminated by means of recorded telephone messages. Pilots can obtain this information by dialling one of the following telephone numbers:

Akvin 0123 888-4127

Donlon 0123 888-7412

Yanmore 0123 888-2714

The GAMET information below will be issued and kept up to date every day between 0700–2200 (0600–2100 UTC). AIRMET messages are issued concerning the occurrence and/or expected occurrence of specified en-route weather phenomena that have not been included in Section I of the GAMET forecast:

— visual meteorological conditions (VMC) forecast, terminal aerodrome forecast (TAF) and trend forecast (TREND) for a number of aerodromes and a special forecast for glider flying.

This information will be issued and kept up to date every day between 0700–2200 (0600–2100).

GEN 3.5.5 Notification required from operators

Notification from operators in respect to briefing, consultation, flight documentation and other meteorological information needed by them (ref. Annex 3, Chapter 2, section 2.3) is normally required for intercontinental flights of more than 3 500 km. Such notification should be received at least 6 hours before the expected time of departure.

GEN 3.5.6 Aircraft reports

Pursuant to Annex 3, Chapter 5, when air-ground data link is used and automatic dependent surveillance (ADS) is being applied, ADS meteorological reports are required to be provided every 15 minutes. However, when voice communications are used and ADS reports are not available, routine air reports (AIREPs) are required at the following ATS reporting points:

..... (specify)
.....
.....

The ATS/MET reporting points in respect to routes crossing FIR/upper information region (UIR) are indicated on page ..... (specify).

GEN 3.5.7 VOLMET service

Table GEN 3.5.7 VOLMET service

Name of station	*CALL SIGN/ IDENT/ Abbreviation (EM)*	*Frequency*	*Broadcast period*	*Hours of service*	*Aerodromes/ Heliports included*	*REP, SIGMET INFO, FCST & Remarks*
1	2	3	4	5	6	7
DONLON	DONLON VOLMET (A3E)	3 418.5 KHZ 5 574 KHZ	0220 2255	H+20 to H+25 and H+50 to H+55	YANMORE DERNEFORD DONLON YUCC AKVIN	METAR, TREND METAR, TREND METAR, TREND and TAF SIGMET METAR
DONLON VOR	DON (A3E)	116.400 MHZ	H24	CNS	DONLON	METAR, TREND

GEN 3.5.8 SIGMET and AIRMET service

Table GEN 3.5.8 SIGMET and AIRMET service

Name of MWO/ location indicators	*Hours*	*FIR or CTA served*	*Validity*	*Specific SIGMET procedures*	*AIRMET procedures*	*ATS unit served*	*Additional information*
1	2	3	4	5	6	7	8
DONLON	H24	Amswell FIR	SIGMET/4 HR	SIGMET VA/TC: VALIDITY 6	Issued during daytime only (0600-1800 UTC)	Donlon ACC	NIL

1. General

For the safety of air traffic, the Meteorological Authority maintains a continuous watch over meteorological conditions affecting flight operations within the lower and upper FIR and when necessary, SIGMET and AIRMET information is issued by the meteorological watch office (MWO). Furthermore, aerodrome warnings are issued to operators, in accordance with local arrangements, by all aeronautical MET offices at aerodromes.

2. Meteorological watch

The meteorological watch is performed by the following MWOs: ..... (specify).

The MWOs issue SIGMET and AIRMET information in accordance with Annex 3, Chapter 7.

3. Aerodrome warnings

Aerodrome warnings for the protection of parked aircraft or of other equipment at the airport are issued by all aerodrome meteorological offices, if one or several of the following phenomena are expected to occur at the airport:

— strong surface winds and gusts[1]

— thunderstorm

— hail

— frost[2]

— hoar frost or rime

— snow

— freezing precipitation

The aerodrome warnings are issued in English and are distributed in accordance with a distribution list agreed upon locally.

4. Dissemination of SIGMET/AIRMET information to aircraft in flight

SIGMET and AIRMET information is disseminated, in addition to directed transmissions to aircraft general calls, as an aeronautical broadcast between 0700 (0600 during legal summer time) until SS + 30 by:

a) the Area Control Centre Donlon for Donlon FIR; and

b) the ATS units for their own area of responsibility.

The information is repeated every half and full hour during the period of validity of the SIGMET and AIRMET information.

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1. The warning is designated as “storm warning” and will be issued when the mean speed of the surface wind is expected to exceed 34 kt (Beaufort Scale 8) or when gusts in excess of 41 kt (Beaufort Scale 9) are expected to occur.

2. A “frost warning” will be issued when the air temperature is expected to fall below 0ûC on those dates when protective measures have generally not yet been taken and also when a substantial deposit of hoarfrost, e.g. on wing surfaces, is expected.

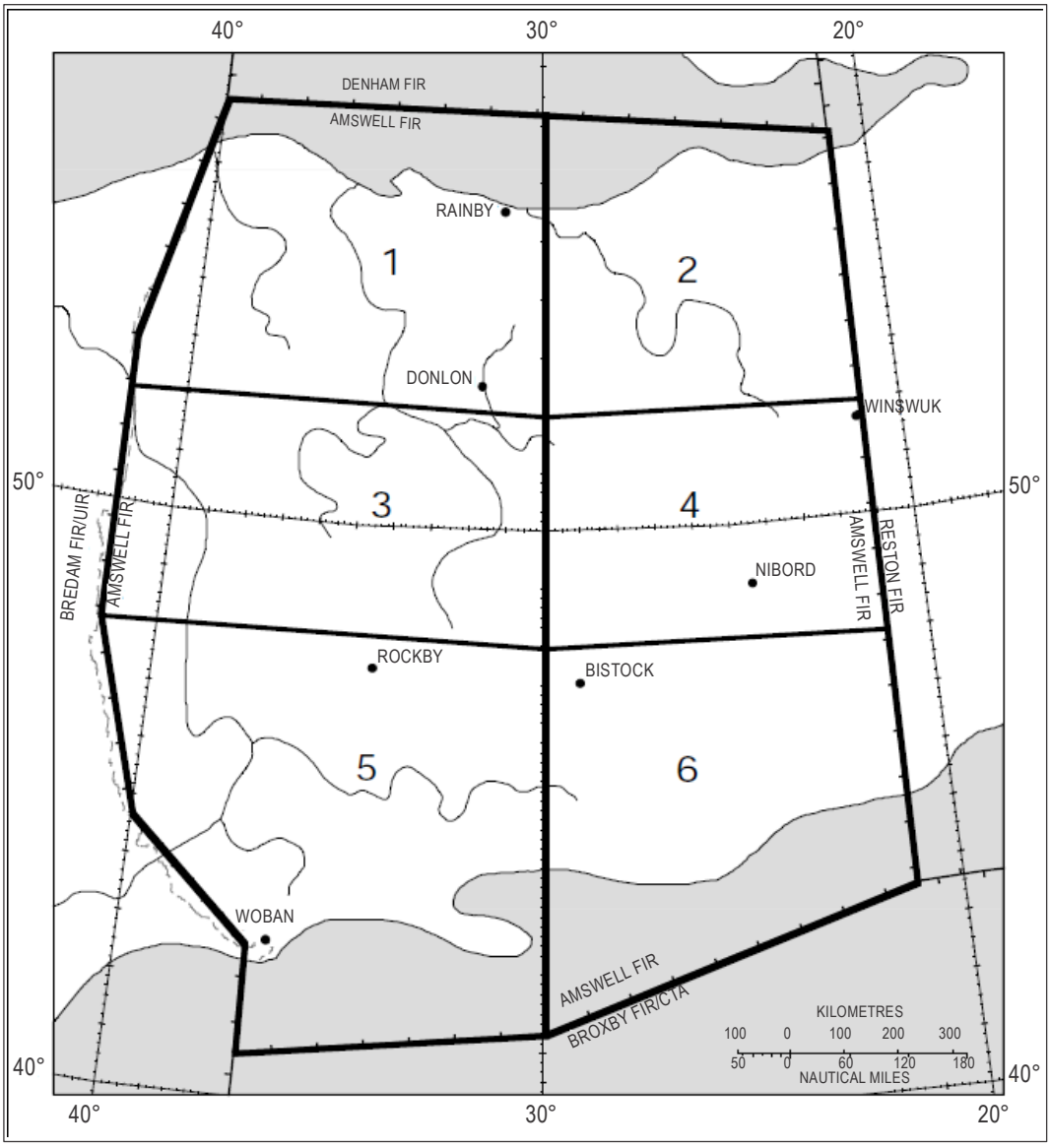
GEN 3.5.9 Other automated meteorological services

Table GEN 3.5.9 Other automated meteorological services

Service name	*Information available*	*Area, route and aerodrome coverage*	*Telephone, telefax numbers, e-mail and website remarks*
1	2	3	4
Aeronautical Meteorological Division DONLON/International “pre-flight polling”	The prognostic General Aviation Weather Chart (GWC) The European Low Level SWC The European Significant Weather Chart (EVR-GWC) The 850, 700, 400, 300, 250 and 200 hPa contour map	All of Europe including British Isles and Ireland	TEL: 0123 647 4733 Telefax: 0123 648 4799 E-mail: admin@meteodivision.dl AFS: EADDYMYA Website: www.meteodivision.dl
Meteorological Information Self-briefing Terminal (MIST) Obtainable at any Flight Briefing Unit or Office PC by dedicated line or dial-up facility	TAF; METAR; National/Regional WX — Radar INFO; Satellite imagery; Analysis FCST Charts of MSL pressure: FSC wind; SFC T; Significant cloud; SGWX, wind data; AIRMET; Aviation WX WRNG	Europe; North Atlantic	Contact local weather centre or Aeronautical Meteorological Division DONLON/International TEL: 0123 648 4733 Telefax: 0123 648 4799 E-mail: admin@selfbriefing.dl AFS: EADDYMYA Website: www.selfbriefing.dl
Broadcast FAX Broadcast of WX FCST to telefax machines registered to the service	Upper wind/temperature charts; F 214 WIND; F 215 WX; ASXX; FSXX; AIRMET; TAF; METAR		
Aeronautical Meteorological Division DONLON/International On TV (teletext) available	General Aviation MET FCST system (GAMET/AIRMET) VMC FCST; TAF; TREND; Special FCST for GLD FLY	Amswell FIR in 6 sub-areas (see index chart)	See above

Note.— Details of meteorological briefing at aerodromes are given in the individual aerodrome sections, i.e. AD2 and AD3.

GAMET/AIRMET AREAS



GEN 3.6 SEARCH AND RESCUE

GEN 3.6.1 Responsible service(s)

The search and rescue service in ..... (State) is provided by the Civil Aviation Administration, in collaboration with the Department of Defence which has the responsibility for making the necessary facilities available. The postal and telegraphic addresses of the Civil Aviation Administration are given on page GEN 1.1-1.

The address of the Department of Defence is as follows:

Search and Rescue Coordinator
Department of Defence
Government Square
Donlon
TEL: 0 123 697 9111
Telefax: 0 123 697 9112
E-mail: admin@sar.dl
AFS: EADDYXYR
Website: www.sar.dl

When SAR operations are needed, a Rescue Coordination Centre is established; the address is as follows:

Rescue Coordination Centre
134 Airport Road
Donlon 1
TEL: 0 123 5788
Telefax: 0 123 5798
E-mail: admin@sarcentre.dl
AFS: EADDYCYX
Website: www.sarcentre.dl

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

GEN 3.6.2 Area of responsibility

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

GEN 3.6.3 Types of service

Details of related rescue units are given in Table GEN 3.6.3 — Search and Rescue Units. In addition, various elements of the state police organization, the merchant marine and the armed forces are also available for search and rescue missions, when required. The aeronautical, maritime and public telecommunication services are also available to the search and rescue organization.

All aircraft are amphibious and carry survival equipment, capable of being dropped, consisting of inflatable rubber dinghies equipped with medical supplies, emergency rations and survival radio equipment. Aircraft and marine craft are equipped to communicate on 121.5 MHz, 123.1 MHz, 243 MHz, 500 kHz, 2 182 kHz and 8 364 kHz. Ground rescue teams are equipped to communicate on 121.5 MHz, 500 kHz and 8 364 kHz. SAR aircraft and marine craft are equipped with direction-finding equipment and radar.

Table GEN 3.6.3 Search and Rescue Units

Name	*Location*	*Facilities*	*Remarks*
1	2	3	4
Akvin	52 37 06N 032 55 12W	Bell 47 SRG	Catalina LRG on stand-by from Burgkenvalk 5 HR PN
Burgkenvalk	55 01 00N 034 00 00W 5 NM S from Zeewijkaan lighthouse	Catalina LRG	1 HR PN
Göan (Harbour)	43 58 00N 033 00 00W	Patrol vessel	Endurance 48 HR, speed 18 kt, capacity 200 casualties. 15 MIN PN
Winswuk	52 03 00N 026 31 00 W		Mountain rescue unit. 2 HR PN

GEN 3.6.4 SAR agreements

An agreement has been concluded between the SAR service of ..... (State) and the SAR service of neighbouring States concerning the provision of assistance upon receipt by the former of a request from the latter for aid. This agreement provides for facilitation of the overflight and landing of search and rescue aircraft without prior permission after dispatch of a flight plan, for similar facilitation of the entry of surface vessels of the SAR service and their operation in border areas, for notification of entry to the authorities controlling entry, for defraying the costs of stop-overs, accommodation and transportation of crew members, and for direct communication between the two SAR services on all common search and rescue matters. Copies of this agreement are available, upon request, from the Civil Aviation Administration.

Requests for the entry of aircraft, equipment and personnel from other States to engage in the search for aircraft in distress, or to rescue survivors of aircraft accidents, should be transmitted to the Rescue Coordination Centre. Instructions as to the control which will be exercised on entry of such aircraft and/or personnel will be given by the Rescue Coordination Centre in accordance with a standing plan for the conduct of search and rescue in its area.

GEN 3.6.5 Conditions of availability

The SAR service and facilities in ..... (State) are available without charge to neighbouring States upon request to the Civil Aviation Administration at all times when they are not engaged in search and rescue operations in their home territory. All facilities are specialized in SAR techniques and functions. The mountain rescue unit at Winswuk is composed of elements of the State police and local volunteers trained for SAR work and is activated as necessary.

GEN 3.6.6 Procedures and signals used

Procedures and signals used by aircraft

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

Communications

Transmission and reception of distress messages within the Amswell Search and Rescue Area are handled in accordance with Annex 10, Volume II, Chapter 5, section 5.3.

For communications during search and rescue operations, the codes and abbreviations published in *ICAO Abbreviations and Codes* (Doc 8400) are used.

The frequency 121.5 MHz is guarded continuously during the hours of service at all area control centres and flight information centres. It is also available at Donlon/International approach control office. In addition, the aerodrome control towers serving international aerodromes and international alternate aerodromes will, on request, guard the frequency 121.5 MHz. All coast stations guard the international distress frequencies.

Rescue aircraft belonging to permanent search and rescue units use both the call sign RESCUE and additional identification marks (ALFA, BRAVO, CHARLIE, etc.) during rescue operations.

Search and rescue signals

The search and rescue signals to be used are those prescribed in Annex 12, Chapter 5, section 5.8.

Ground/air visual signal codes for use by survivors

No.	*Message*	*Code symbol*
1	Require assistance	
2	Require medical assistance	
3	No or Negative	
4	Yes or Affirmative	
5	Proceeding in this direction	

Instructions for use:

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

GEN 4. CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES

GEN 4.1 AERODROME/HELIPORT CHARGES

GEN 4.1.1 LANDING OF AIRCRAFT

The below tables indicate maximum permissible take-off weights allowed, as specified under the regulations of the State in which the aircraft is registered.

International flights

Aircraft weight (kg)	*Charge per 1 000 kg or part thereof ($)*
up to 25 000	3.00
25 001–100 000	4.50
100 001–200 000	5.55
any part over 200 000	6.05

Domestic flights

Aircraft weight (kg)	*Charge ($)*
up to 1 000	1.75
1 001–6 000	3.50
	charge per 1 000 kg or part thereof
6 001–25 000	2.50
25 001–100 000	3.85
any part over 100 000	4.25

At DONLON International aerodrome, aircraft weighing less than 6 000 kg are charged $5.05 per landing.

Helicopter. The landing charge for helicopters is 20 per cent of the charge that would be made for a fixed wing aircraft of equivalent weight.

GEN 4.1.2 PARKING, HANGARAGE AND LONG-TERM STORAGE OF AIRCRAFT

1. Parking of aircraft

The first 6 hours are free.

Aircraft weight (kg)	*Charge per 1 000 kg per 24 hours ($)*
up to 25 000	0.45
25 001–100 000	0.40
over 100 000	0.35

2. Hangarage charges

The charge for hangarage is double that for parking.

3. Long-term storage

The owner or user of a civil aircraft of which the space occupied will be less than 200 square metres may, for the stay of such an aircraft on the aerodrome, apply to the airport manager for a monthly contract. A monthly contract may become effective on the day of arrival of any aircraft mentioned under GEN 4.1.1 above. If, within 3 days after arrival, an application for a monthly contract is made, this contract will be deemed to become effective on the day of arrival of the aircraft involved. Such a contract expires one month after the day of conclusion, one half-hour after sunset. A contract may be renewed for a month, or a longer or shorter period, on the basis of the rate fixed for a monthly contract. The airport manager reserves the right of parking instead of housing an aircraft for which a monthly contract has been concluded, in which case the fees for the aircraft involved will be reduced accordingly. The fees pursuant to a monthly contract must be paid in advance in the manner indicated by the airport manager.

GEN 4.1.3 PASSENGER SERVICE

Each passenger arriving from a foreign country at an international aerodrome is charged $5. This charge is collected by the Airport Authority on behalf of the Civil Aviation Administration.

GEN 4.1.4 SECURITY

Aviation security charges may be levied at DONLON/International, NIBORD/Nibord, RICHMAAST/Richmaast and SIBY/Bistock aerodromes. The current charges are published in the AIC.

GEN 4.1.5 NOISE-RELATED ITEMS

Noise surcharges are levied on users of aircraft with an all-up mass of more than 6 000 kg. The charges per user of an aerodrome are related to the user's share in the total noise exposure as well as to the noise production of the type of aircraft in use. Users can calculate their charges from the formulae as published in AIC.

GEN 4.1.6 OTHER

NIL.

GEN 4.1.7 EXEMPTIONS AND REDUCTIONS

Exemptions

— Diplomatic aircraft

— Test flights

— Emergency landings

Reductions

— International flights — 20 per cent on landings in excess of 300 per month performed by aircraft of any one operator.

— Domestic flights — 20 per cent on landings in excess of 100 per month performed by aircraft of any one operator.

Surcharges

An additional 10 per cent of the landing charge is levied for each landing made at night or outside of the published operational hours of the aerodrome.

Night: 1 April–30 September 2000–0530 (UTC)
1 October–31 March 1700–0700 (UTC)

Cargo

Cargo charges are based on the gross weight of the cargo being loaded or unloaded. The charge is collected by the airline operator on behalf of the Civil Aviation Administration. The rate of charge is $0.01 per kg.

GEN 4.1.8 METHODS OF PAYMENT

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

GEN 4.2 AIR NAVIGATION SERVICES CHARGES

GEN 4.2.1 APPROACH CONTROL

1. Users of DONLON/International, NIBORD/Nibord, RICHMAAST/Richmaast and SIBY/Bistock aerodromes will be charged for the services rendered by the ATC units of the above-mentioned aerodromes.

2. The charges will be collected by the aerodrome authorities, in addition to the landing fees.

3. The calculation of the charges will be made on the basis of the landing fees charged for use of these aerodromes.

4. The charges will be assessed in accordance with the following regulations:

a) for an aircraft executing a training or test flight, a charge of 50% of the current landing fees, with a maximum of U.S.$100 per landing; and

b) for each other aircraft, a charge of 50% of the current landing fees, with a maximum of $500 per landing.

GEN 4.2.2 ROUTE AIR NAVIGATION SERVICES

1. General

For aircraft with a maximum take-off mass (MTOM) exceeding 2 000 kg, flying en-route in accordance with the IFR within AMSWELL FIR, a charge shall be paid for each flight in accordance with the following stipulations.

2. Calculation formula

The charge per flight will be calculated in accordance with the following formula:

$$r = t_i \times N$$

in which r is the charge, t_i the service unit rate and N the number of service units corresponding to the actual flight in AMSWELL FIR.

The number of service units (N) is obtained by applying the following formula:

$$N = d \times P$$

in which d is the distance factor of the flight within AMSWELL FIR and P the weight factor for the aircraft concerned.

2.2.1 Distance factor

The distance factor shall be calculated on the basis of the total distance (great circle distance in kilometres) between:

a) the aerodrome/airfield of departure within, or point of entry into, AMSWELL FIR; and

b) the aerodrome/airfield of arrival within AMSWELL FIR, or point of exit from AMSWELL FIR.

However, the distance to be taken into account shall be reduced by 20 kilometres for each take-off or landing, considering that a separate charge is paid for the air navigation services and facilities at aerodromes. The distances to be taken into account are published in an average distance catalogue; in case a distance is not shown in the catalogue, the charge will be based on the actual flown distance.

The value of the distance factor (d) shall be calculated as 1/100 of the distance for which a charge is imposed.

2.2.2 Weight factor

The weight factor is defined as the square root of the quotient obtained by dividing the number of metric tonnes in the MTOM of the aircraft (as set out in the certificate of airworthiness) by 50:

$$P = \sqrt{\frac{MTOM}{50}}$$

For the calculation of the charge, the weight factor will be expressed with two decimals.

In those cases where an operator has informed the Civil Aviation Administration that two or more aircraft, which are different versions of the same type, are in operation, the average of the MTOM of all aircraft of that type shall be used for the calculation of the weight factor for each aircraft of that type. The calculation of this factor per aircraft type and per operator will be effected at least once a year. If the operator has given no such indication, the weight factor for an aircraft of any type shall be calculated by taking the mass of the heaviest aircraft of that type.

2.2.3 Service unit rate

The service unit rate, t_i, is fixed at $33.50.

In order to illustrate the effect of the rules, some examples of IFR flights are given below.

a) **Flight from ..... to ..... with B737**

The distance is 238 km*
The distance factor, d = (238 – (2 × 20))/100 = 1.98
The mass (MTOM) is 52 tonnes

The weight factor, $P = \sqrt{\frac{52}{50}} = 1.02$

The number of service units, N = 1.98 × 1.02 = 2.02
Charge = 2.02 × $33.50 = $67.67

*The distance according to the catalogue is 198 km.
*The distance factor, d = 198/100 = 1.98.

b) **Flight from ..... to ..... with Piper PA-28-140**

The mass of the aircraft (MTOM) is 1 000 kg
Therefore the flight is **free of charge**

c) **Flight from ..... to ..... with Beech 200**

The distance is 219 km*
The distance factor, d = (219 – (2 × 20))/100 = 1.79
The mass (MTOM) is 5.6 tonnes.

The weight factor, $P = \sqrt{\frac{5.6}{50}} = 0.33$

The number of service units, N = 1.79 × 0.33 = 0.59
Charge = 0.59 × $33.50 = $19.77

*The distance according to the catalogue is 179 km.
*The distance factor, d = 179/100 = 1.79.

GEN 4.2.3 COST BASIS FOR AIR NAVIGATION SERVICES AND EXEMPTIONS/REDUCTIONS

1. Cost basis for air navigation services

The cost basis for air navigation services is available on request from the Ministry of Transport, Civil Aviation Administration (for address, see subparagraph 6 of GEN 1.1).

2. Exemptions/reductions

The following categories of flights shall be exempted from payment of air navigation facility charges:

a) test flights made at the request of the Civil Aviation Administration;

b) technical check flights made by aircraft engaged in commercial aviation, with no remuneration being received for passengers and goods, if such be on board;

c) flights made for search and rescue purposes;

d) technical return flights, i.e. take-off with forced return to the aerodrome of departure due to technical disturbances, adverse weather conditions, and the like;

e) aircraft owned by the Civil Aviation Administration;

f) ..... (State) military aircraft;

g) foreign military aircraft and aircraft used solely for the transportation of the representatives of foreign States or of United Nations personnel; and

h) aircraft owned by foreign States assigned to Police and Customs Authorities and navigation aid inspection.

It is a condition for obtaining the exemption mentioned under a), b) and c) that special prior notification be made to the air traffic service, Donlon ACC.

GEN 4.2.4 METHODS OF PAYMENT

The owner and user of an aircraft are jointly and severally responsible for payment of the charge. Notification of the charge will be made monthly by the Civil Aviation Administration by forwarding an invoice. Payment is due 30 days after the date of the invoice. If payment is not made by that day (or if the payment day falls on a Saturday, Sunday or holiday, then by the following weekday), the user/owner is bound to pay interest of 1% per month on overdue payments commencing on the day payment of the charge was due.

If payments are not made,

a) collection can be done by distress;

b) permission to fly to or from ..... (State) territory can be denied; and

c) permission already granted can be withdrawn.

AIP
AERONAUTICAL INFORMATION PUBLICATION

_____
(Name of State)

PART 2
GENERAL (ENR)

VOLUME NR
(If more than one volume)

PART 2 — EN-ROUTE (ENR)

ENR 0.6 TABLE OF CONTENTS TO PART 2

ENR 0.

ENR 1. GENERAL RULES AND PROCEDURES

ENR 2. AIR TRAFFIC SERVICES AIRSPACE

ENR 3. ATS ROUTES

ENR 4. RADIO NAVIGATION AIDS/SYSTEMS

ENR 5. NAVIGATION WARNINGS

ENR 1. GENERAL RULES AND PROCEDURES

ENR 1.1 GENERAL RULES

EXAMPLE 1
(Reference to ICAO documents)

The air traffic rules and procedures applicable to air traffic in ..... (State) territory conform to Annexes 2 and 11 to the Convention on International Civil Aviation and to those portions of the *Procedures for Air Navigation Services — Air Traffic Management* (Doc 4444) applicable to aircraft and of the *Regional Supplementary Procedures* (Doc 7030) applicable to the ..... (specify) Region, except for the differences listed in GEN 1.7.

EXAMPLE 2
(Published in full)

1. MINIMUM SAFE HEIGHT

Aircraft shall not be flown below the minimum safe height except when necessary for take-off and landing. The minimum safe height is the height at which neither an unnecessary noise disturbance nor unnecessary hazards to persons and property in the event of an emergency landing are to be feared; over cities, other densely populated areas and assemblies of persons, this height shall be at least 300 m (1 000 ft) above the highest obstacle within a radius of 600 m, and elsewhere at least 150 m (500 ft) above ground or water. Gliders and balloons may be operated below a height of 150 m if necessary for the kind of operation and if danger to persons and property is not to be feared. Aircraft shall not be flown below bridges and similar constructions nor below overhead lines and antennas. For flights conducted for special purposes, the local aeronautical authority may grant exemptions.

2. DROPPING OF OBJECTS

The dropping or spraying of objects or other substances out of or from aircraft is prohibited. This does not apply to ballast in the form of water or fine sand, fuel, tow ropes, tow banners and similar objects if dropped or discharged at places where no danger to persons or property exists. The local aeronautical authority may grant exemptions to the interdiction if no danger to persons or property exists.

The dropping of mail is controlled by the postal authority or by the designated unit, in agreement with the aeronautical authority.

3. ACROBATIC FLYING

Acrobatic flights are only permitted in visual meteorological conditions and with the explicit consent of all persons on board. Acrobatic flights are prohibited at heights of less than 450 m (1 500 ft) as well as over cities, other densely populated areas, assemblies of persons and airports. The local aeronautical authority may grant exemptions in individual cases. Acrobatic flights conducted in the vicinity of aerodromes without an air traffic service (ATS) unit require special permission in addition to the air traffic control clearance.

4. TOWING AND ADVERTISING FLIGHTS

Advertising flights with towed objects require permission from the local aeronautical authority in the area in which the applicant is a resident. Permission shall be granted only if:

a) the pilot holds the rating for towing;

b) the aircraft is equipped with a calibrated barograph for recording altitudes during flight;

c) during the proposed flight, not more than three aircraft are flying in formation, in which case a distance of at least 60 m (??ft) shall be maintained both between the towed object of the preceding aircraft and the following aircraft, as well as between the aircraft; and

d) the legal liability insurance also explicitly covers the towing of objects.

The above applies to the towing of objects for other than advertising purposes and subparagraph 2 above does not apply to aerial work of rotorcraft. Towing of gliders does not require permission, as the rating for towing will suffice.

For reasons of public safety or order, and in particular for noise abatement, the authority granting permission may impose conditions. This authority may assign higher minimum safe heights and impose time limitations.

Advertising flights, where advertising consists only of inscriptions on the aircraft, do not require permission. Flights for advertising with acoustical means are prohibited.

5. TIMES AND UNITS OF MEASUREMENT

Co-ordinated Universal Time (UTC) and the prescribed units of measurement shall be applied to flight operations. The Minister of Transport will establish the units of measurement to be used and they will be published in the Aeronautical Information Publication (AIP).

6. AIRSPACE STRUCTURE

For the performance of the flight information service and the alerting service, the Minister of Transport establishes flight information regions which are published in the AIP. Within the flight information regions, the Minister of Transport establishes the controlled and uncontrolled airspace according to the extent of the air traffic services maintained there, on the basis of the classification described in subsection ENR 1.4. Within controlled airspace, visual flight rules (VFR) flights may be prohibited completely or partly by the air traffic services with regard to limitation of space and time if urgently required by the degree of intensity of air traffic subject to air traffic control.

7. PROHIBITED AREAS AND FLIGHT RESTRICTIONS

The Minister of Transport establishes prohibited and restricted areas, if necessary, for the prevention of danger to public safety or order, especially for the safety of air traffic. The areas are published in the AIP.

An air defence identification zone (ADIZ) SOUTH has been established along the southern border of the AMSWELL FIR. All aircraft entering ADIZ SOUTH must provide positive identification on the Amswell ACC frequency 120.300 MHZ, 10 minutes before entry. Unidentified aircraft will be intercepted by military aircraft. See ENR 1.12 — Interception of civil aircraft.

8. CLOUD FLIGHTS WITH GLIDERS

Cloud flights with gliders may be permitted by the air traffic services if the safety of air traffic can be maintained by appropriate measures. Conditions may be attached to the permission.

9. TAKE-OFFS AND LANDINGS OF AEROPLANES, ROTORCRAFT, AIRSHIPS, POWERED GLIDERS, GLIDERS AND PARACHUTISTS OUTSIDE AERODROMES ADMITTED FOR THEM

For take-offs and landings of aeroplanes, rotorcraft and airships, permission from the local aeronautical authority is required. For take-offs of powered gliders and gliders outside designated aerodromes, permission from the local aeronautical authority is required; however, for landings of powered gliders and gliders on a cross-country flight, permission is not required. This is to be applied analogously to landings of parachutists outside designated aerodromes.

The authority granting permission may ask the applicant to produce evidence of the consent of the terrain owner or of other entitled parties.

10. ASCENTS OF BALLOONS, KITES, SELF-PROPELLED FLYING MODELS AND FLYING BODIES

The ascent of a manned free balloon outside an aerodrome admitted for balloon ascents requires permission from the local aeronautical authority.

The ascent of captive balloons is permitted only with the consent of the local aeronautical authority. For kites, this consent is required if they are held by a rope of more than 100 m (300 ft) in length. Kite ascents within the construction restriction zone of airports as well as within a distance of less than 3 km from the boundary of airfields and gliding sites are prohibited. The local aeronautical authority may grant exemptions.

The mooring rope of captive balloons and kites, the ascent of which requires permission, shall be marked, at spacings of 100 m (300 ft), by red/white flags during the day, and by red and white lights at night, in such a manner that it is recognizable to other aircraft from all directions.

The ascent of flying models of less than 5 kg total weight requires no permission, with the exception of rocket-propelled models. The operation of flying models with combustion engines within a distance of less than 1.5 km from housing areas is permitted only with the consent of the local aeronautical authority. The same applies to flying models of all types within a distance of less than 1.5 km from the boundary of aerodromes. The operation of all types of flying models on aerodromes is permitted only with the consent of the air traffic services.

ENR 1.2 VISUAL FLIGHT RULES

1. Except when operating as a special VFR flight, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to, or greater than, those specified in Table ENR 1.2.

2. Except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern:

a) when the ceiling is less than 450 m (1 500 ft); or

b) when the ground visibility is less than 5 km.

3. VFR flights between sunset and sunrise, or such other period between sunset and sunrise as may be prescribed by the appropriate ATS authority, shall be operated in accordance with the conditions prescribed by such authority.

4. Unless authorized by the appropriate ATS authority, VFR flights shall not be operated:

a) above FL 200; or

b) at transonic and supersonic speeds.

5. Except when necessary for take-off or landing, or except by permission from the appropriate authority, a VFR flight shall not be flown:

a) over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 m (1 000 ft) above the highest obstacle within a radius of 600 m (2 000 ft) from the aircraft; or

b) elsewhere than as specified in 5a) above, at a height less than 150 m (500 ft) above the ground or water.

Table ENR 1.2

<table>
<tr><td rowspan="2">Airspace class</td><td rowspan="2">B</td><td rowspan="2">C D E</td><td colspan="2">F G</td></tr>
<tr><td>ABOVE 900 M (3 000 FT) AMSL or above 300 M (1 000 FT) above terrain, whichever is the higher</td><td>At and below 900 M (3 000 FT) AMSL or 300 M (1 000 FT) above terrain, whichever is the higher</td></tr>
<tr><td>Distance from cloud</td><td>Clear of cloud</td><td colspan="2">1 500 M horizontally
300 M (1 000 FT) vertically</td><td>Clear of cloud and
in sight of the surface</td></tr>
<tr><td>Flight visibility</td><td colspan="3">8 KM at and above 3 050 M (10 000 FT) AMSL
5 KM below 3 050 M (10 000 FT) AMSL</td><td>5 KM**</td></tr>
<tr><td colspan="5">* When the height of the transition altitude is lower than 3 050 M (10 000 FT) AMSL, FL 100 should be used in lieu of 10 000 FT.</td></tr>
<tr><td colspan="5">** When so prescribed by the appropriate ATS authority:</td></tr>
</table>

a) lower flight visibilities to 1 500 M may be permitted for flights operating:

1) at speeds that, in the prevailing visibility, will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or

2) in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low volume traffic and for aerial work at low-levels.

b) HELICOPTERS may be permitted to operate in less than 1 500 M flight visibility, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.

6. Except where otherwise indicated in air traffic control clearances or specified by the appropriate ATS authority, VFR flights in level cruising flight when operated above 900 m (3 000 ft) from the ground or water, or a higher datum as specified by the appropriate ATS authority, shall be conducted at a flight level appropriate to the track as specified in the tables of cruising levels.

7. VFR flights shall comply with the provisions of Annex 2, Chapter 3, section 3.6:

a) when operated within Class B, C and D airspace;

b) when forming part of aerodrome traffic at controlled aerodromes; or

c) when operated as special VFR flights.

8. An aircraft operated in accordance with the visual flight rules which wishes to change to compliance with the instrument flight rules shall:

a) if a flight plan was submitted, communicate the necessary changes to be effected to its current flight plan, or

b) when so required by Annex 2, Chapter 3, section 3.3, submit a flight plan to the appropriate air traffic services unit and obtain a clearance prior to proceeding IFR when in controlled airspace.

ENR 1.3 INSTRUMENT FLIGHT RULES

1. RULES APPLICABLE TO ALL IFR FLIGHTS

1.1 Aircraft equipment

Aircraft shall be equipped with suitable instruments and with navigation equipment appropriate to the route to be flown.

1.2 Minimum levels

Except when necessary for take-off or landing, or when specifically authorized by the appropriate authority, an IFR flight shall be flown at a level that is not below the minimum flight altitude established by the State whose territory is overflown, or, where no such minimum flight altitude has been established:

a) over high terrain or in mountainous areas, at a level which is at least 600 m (2 000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft; and

b) elsewhere than as specified in a) above, at a level which is at least 300 m (1 000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft.

Note.— The estimated position of the aircraft will take account of the navigational accuracy which can be achieved on the relevant route segment, having regard to the navigational facilities available on the ground and in the aircraft.

1.3 Change from IFR flight to VFR flight

1.3.1 An aircraft electing to change the conduct of its flight from compliance with the instrument flight rules to compliance with the visual flight rules shall, if a flight plan was submitted, notify the appropriate air traffic services unit specifically that the IFR flight is cancelled and communicate thereto the changes to be made to its current flight plan.

1.3.2 When an aircraft operating under the instrument flight rules is flown in or encounters visual meteorological conditions, it shall not cancel its IFR flight unless it is anticipated, and intended, that the flight will be continued for a reasonable period of time in uninterrupted visual meteorological conditions.

2. RULES APPLICABLE TO IFR FLIGHTS WITHIN CONTROLLED AIRSPACE

2.1 IFR flights shall comply with the provisions of Annex 2, Chapter 3, section 3.6 to the Convention on International Civil Aviation when operated in controlled airspace.

2.2 An IFR flight operating in cruising flight in controlled airspace shall be flown at a cruising level, or, if authorized to employ cruise climb techniques, between two levels or above a level, selected from:

a) the tables of cruising levels in Appendix 3 of Annex 2; or

b) a modified table of cruising levels, when so prescribed in accordance with Appendix 3 of Annex 2 for flight above FL 410,

except that the correlation of levels to track prescribed therein shall not apply whenever otherwise indicated in air traffic control clearances or specified by the appropriate ATS authority in the AIP.

3. RULES APPLICABLE TO IFR FLIGHTS OUTSIDE CONTROLLED AIRSPACE

3.1 Cruising levels

An IFR flight operating in level cruising flight outside of controlled airspace shall be flown at a cruising level appropriate to its track as specified in:

a) the tables of cruising levels in Appendix 3 of Annex 2, except when otherwise specified by the appropriate ATS authority for flight at or below 900 m (3 000 ft) above mean sea level; or

b) a modified table of cruising levels, when so prescribed in accordance with Appendix 3 of Annex 2 for flight above FL 410.

Note.— This provision does not preclude the use of cruise climb techniques by aircraft in supersonic flight.

3.2 Communications

An IFR flight operating outside controlled airspace but within or into areas, or along routes, designated by the appropriate ATS authority in accordance with of Annex 2, Chapter 3, section 3.3.1.2 c) or d) shall maintain a listening watch on the appropriate radio frequency and establish two-way communication, as necessary, with the air traffic services unit providing flight information service.

3.3 Position reports

An IFR flight operating outside controlled airspace and required by the appropriate ATS authority to:

a) submit a flight plan; and

b) maintain a listening watch on the appropriate radio frequency and establish two-way communication, as necessary, with the air traffic services unit providing flight information service

shall report position as specified in Annex 2, Chapter 3, section 3.6.3 for controlled flights.

Note.— Aircraft electing to use the air traffic advisory service whilst operating IFR within specified advisory airspace are expected to comply with the provisions of Annex 2, Chapter 3, section 3.6, except that the flight plan and changes thereto are not subjected to clearances and that two-way communication will be maintained with the unit providing the air traffic advisory service.

ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION

ENR 1.4.1 ATS airspaces classification

ATS airspaces are classified and designated in accordance with the following:

Class A. IFR flights only are permitted, all flights are subject to air traffic control service and are separated from each other.

Class B. IFR and VFR flights are permitted, all flights are subject to air traffic control service and are separated from each other.

Class C. IFR and VFR flights are permitted, all flights are subject to air traffic control service and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights.

Class D. IFR and VFR flights are permitted and all flights are subject to air traffic control service, IFR flights are separated from other IFR flights and receive traffic information in respect of VFR flights, VFR flights receive traffic information in respect of all other flights.

Class E. IFR and VFR flights are permitted, IFR flights are subject to air traffic control service and are separated from other IFR flights. All flights receive traffic information as far as is practical.

Class F. IFR and VFR flights are permitted, all participating IFR flights receive an air traffic advisory service and all flights receive flight information service if requested.

Class G. IFR and VFR flights are permitted and receive flight information service if requested.

The requirements for the flights within each class of airspace are as shown in the following table.

Class	*Type of flight*	*Separation provided*	*Service provided*	*VMC visibility and distance from cloud minima**	*Speed limitation**	*Radio communication requirement*	*Subject to an ATC clearance*
A	IFR only	All aircraft	Air traffic control service	Not applicable	Not applicable	Continuous two-way	Yes
B**	IFR	All aircraft	Air traffic control service	Not applicable	Not applicable	Continuous two-way	Yes
	VFR	All aircraft	Air traffic control service	8 KM at and above 3 050 M (10 000 FT) AMSL 5 KM below 3 050 M (10 000 FT) AMSL Clear of clouds	Not applicable	Continuous two-way	Yes
C	IFR	IFR from IFR IFR from VFR	Air traffic control service	Not applicable	Not applicable	Continuous two-way	Yes
	VFR	VFR from IFR	1) Air traffic control service for separation from IFR; 2) VFR/VFR traffic information (and traffic avoidance advice on request)	8 KM at and above 3 050 M (10 000 FT) AMSL 5 KM below 3 050 M (10 000 FT) AMSL 1 500 M horizontal; 300 M vertical distance from cloud	250 KT IAS below 3 050 M (10 000 FT) AMSL	Continuous two-way	Yes
D	IFR	IFR from IFR	Air traffic control service including traffic information about VFR flights	Not applicable	250 KT IAS below 3 050 M (10 000 FT) AMSL	Continuous two-way	Yes

Class	*Type of flight*	*Separation provided*	*Service provided*	*VMC visibility and distance from cloud minima**	*Speed limitation**	*Radio communication requirement*	*Subject to an ATC clearance*
			(and traffic avoidance advice on request)				
	VFR	NIL	Traffic information between VFR and IFR flights (and traffic avoidance advice on request)	8 KM at and above 3 050 M (10 000 FT) AMSL 5 KM below 3 050 M (10 000 FT) AMSL 1 500 M horizontal; 300 M vertical distance from cloud	250 KT IAS below 3 050 M (10 000 FT) AMSL	Continuous two-way	Yes
E**	IFR	IFR from IFR	Air traffic control service and traffic information about VFR flights as far as practical	Not applicable	250 KT IAS below 3 050 M (10 000 FT) AMSL	Continuous two-way	Yes
	VFR	NIL	Traffic information as far as practical	8 KM at and above 3 050 M (10 000 FT) AMSL 5 KM below 3 050 M (10 000 FT) AMSL 1 500 M horizontal; 300 M vertical distance from cloud	250 KT IAS below 3 050 M (10 000 FT) AMSL	No	No
F**	IFR	IFR from IFR as far as practical	Air traffic advisory service; flight information service	Not applicable	250 KT IAS below 3 050 M (10 000 FT) AMSL	Continuous two-way	No
	VFR	NIL	Flight information service	8 KM at and above 3 050 M (10 000 FT) AMSL 5 KM below 3 050 M (10 000 FT) AMSL 1 500 M horizontal; 300 M vertical distance from cloud At and below 900 M AMSL or 300 M above terrain whichever is higher – 5 KM***, clear of cloud and in sight of ground or water	250 KT IAS below 3 050 M (10 000 FT) AMSL	No	No
G	IFR	NIL	Flight information service	Not applicable	250 KT IAS below 3 050 M (10 000 FT) AMSL	Continuous two-way	No
	VFR	NIL	Flight information service	8 KM at and above 3 050 M (10 000 FT) AMSL 5 KM below 3 050 M (10 000 FT) AMSL 1 500 M horizontal; 300 M vertical distance from cloud At and below 900 M AMSL or 300 M above terrain whichever is higher – 5 KM***, clear of cloud and in sight of ground or water	250 KT IAS below 3 050 M (10 000 FT) AMSL	No	No

* When the height of the transition altitude is lower than 3 050 M (10 000 FT) AMSL, FL 100 should be used in lieu of 10 000 FT.

** Classes of airspace B, E and F are not used in AMSWELL FIR.

*** When so prescribed by the appropriate ATS authority:

a) lower flight visibilities to 1 500 M may be permitted for flights operating:
   1) at speeds that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or
   2) in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low traffic volume and for aerial work at low-levels;

b) helicopters may be permitted to operate in less than 1 500 M flight visibility, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.

ENR 1.4.2 ATS airspaces description

Specimen text to be developed.

ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES

ENR 1.5.1 General

1. The holding, approach and departure procedures in use are based on those contained in the latest edition of ICAO Doc 8168 — *Procedures for Air Navigation Services — Aircraft Operations* (PANS-OPS).

2. The holding and approach procedures in use have been based on the values and factors contained in the PANS-OPS, Vol. I, Part II. The holding patterns shall be entered and flown as indicated below.

ENR 1.5.2 Arriving flights

1. IFR flights entering and landing within a terminal control area will be cleared to a specified holding point and instructed to contact approach control at a specified time, level or position. The terms of this clearance shall be adhered to until further instructions are received from approach control. If the clearance limit is reached before further instructions have been received, holding procedure shall be carried out at the level last authorized.

2. Due to the limited airspace available, it is important that the approaches to the patterns and the holding procedures be carried out as precisely as possible. Pilots are strongly requested to inform ATC if, for any reason, the approach and/or holding cannot be performed as required.

ENR 1.5.3 Departing flights

1. IFR flights departing from controlled aerodromes will receive initial ATC clearance from the local aerodrome control tower. The clearance limit will normally be the aerodrome of destination. IFR flights departing from non-controlled aerodromes must make arrangements with the area control centre concerned prior to take-off.

2. Detailed instructions with regard to routes, turns, etc. will be issued after take-off.

Flight level (FL)	*Category A and B aircraft*	*Jet aircraft*	
		Normal conditions	*Turbulence conditions*
Up to FL 140 (4 250 M) inclusive	170 KT	230 KT (425 KM/H)	280 KT (520 KM/H) or Mach 0.8, whichever is less
Above FL 140 (4 250 M) to FL 200 (6 100 M) inclusive	240 KT (445 KM/H)		
Above FL 200 (6 100 M) to FL 340 (10 350 M) inclusive	265 KT (490 KM/H)		
Above FL 340 (10 350 M)	Mach 0.83		Mach 0.83

ENR 1.5.4 Other relevant information and procedures

NIL

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES

ENR 1.6.1 Primary radar

1. SUPPLEMENTARY SERVICES

1.1 A radar unit normally operates as an integral part of the parent ATS unit and provides radar service to aircraft, to the maximum extent practicable, to meet the operational requirement. Many factors, such as radar coverage, controller workload and equipment capabilities, may affect these services, and the radar controller shall determine the practicability of providing or continuing to provide radar services in any specific case.

1.2 A pilot will know when radar services are being provided because the radar controller will use the following call signs:

a) aircraft under area control — “Amswell Radar”;

b) aircraft under approach control — “Donlon Director”; or

c) aircraft carrying out a precision radar approach or instrument landing system (ILS) approach monitored by precision approach radar (PAR) — “Donlon Precision”.

1.3 Amswell area control service operates two radar stations:

a) LRR — station at Donby position 53 14N 033 15W, range 440 km; and

b) LRR — station at Siby position 46 48N 028 50W, range 440 km.

1.4 Donlon approach control service operates:

a) TAR — station at Donlon Airport at position ....., range 100 km; and

b) PAR — station at Donlon Airport at position ....., covering approach sector to runway (RWY) 27R.

2. THE APPLICATION OF RADAR CONTROL SERVICE

2.1 Radar identification is achieved according to the provisions specified by ICAO.

2.2 Radar control service is provided in controlled airspaces to aircraft operating within the Donlon terminal control area (TMA) and along all airways (AWYs), except the segment between WOBAN and ROCKBY of AWY A6. This service may include:

a) radar separation of arriving, departing and en-route traffic;

b) radar monitoring of arriving, departing and en-route traffic to provide information on any significant deviation from the normal flight path;

c) radar vectoring when required;

d) assistance to aircraft in emergency;

e) assistance to aircraft crossing controlled airspace;

f) warnings and position information on other aircraft considered to constitute a hazard;

g) information to assist in the navigation of aircraft; and

h) information on observed weather.

2.3 The minimum horizontal radar separations are:

a) 9 km en route along airways; and

b) 6 km in the Donlon TMA.

2.4 Levels assigned by the radar controller to pilots will provide a minimum terrain clearance according to the phase of flight.

3. RADAR AND AIR-GROUND COMMUNICATION FAILURE PROCEDURES

3.1 Radar failure

In the event of radar failure or loss of radar identification, instructions will be issued to restore non-radar standard separation and the pilot will be instructed to communicate with the parent ATS unit.

3.2 Air-ground communication failure

3.2.1 The radar controller will establish whether the aircraft radio receiver is working by instructing the pilot to carry out a turn or turns. If the turns are observed, the radar controller will continue to provide radar service to the aircraft.

3.2.2 If the aircraft's radio is completely unserviceable, the pilot should carry out the procedures for radio failure in accordance with ICAO provisions. If radar identification has already been established, the radar controller will vector other identified aircraft clear of its track until such time as the aircraft leaves radar cover.

4. VOICE AND CONTROLLER-PILOT DATA LINK COMMUNICATIONS (CPDLC) POSITION REPORTING REQUIREMENTS

NIL

5. GRAPHIC PORTRAYAL OF AREA OF RADAR COVERAGE

Since the area of radar coverage is identical to that of SSR, see subparagraph 5 of ENR 1.6.2. — Graphic portrayal of area of coverage of radar/SSR.

ENR 1.6.2 Secondary surveillance radar (SSR)

1. EMERGENCY PROCEDURES

1.1 Except when encountering a state of emergency, pilots shall operate transponders and select modes and codes in accordance with ATC instructions. In particular, when entering Amswell FIR, pilots who have already received specific instructions from ATC concerning the setting of the transponder shall maintain that setting until otherwise instructed.

1.2 Pilots of aircraft about to enter Amswell FIR who have not received specific instructions from ATC concerning the setting of the transponder shall operate the transponder on Mode A/3, Code 20 (or 2000) before entry and maintain that code setting until otherwise instructed.

1.3 If the pilot of an aircraft encountering a state of emergency has previously been directed by ATC to operate the transponder on a specific code, this code setting shall be maintained until otherwise advised.

1.4 In all other circumstances, the transponder shall be set to Mode A/3, Code 77 (or 7700). Notwithstanding the procedure in 2.1.1 above, a pilot may select Mode A/3, Code 77 (or 7700) whenever the nature of the emergency is such that this appears to be the most suitable course of action.

Note.— Continuous monitoring of responses on Mode A/3, Code 77 is provided.

2. AIR-GROUND COMMUNICATION FAILURE AND UNLAWFUL INTERFERENCE PROCEDURES

2.1 Radio communication failure procedure

In the event of an aircraft radio receiver failure, a pilot shall select Mode A/3, Code 76 (or 7600) and follow established procedures; subsequent control of the aircraft will be based on those procedures.

2.2 Unlawful interference procedure

Pilots of aircraft in flight subjected to unlawful interference shall endeavour to set the transponder to Mode A, Code 7500 to make the situation known, unless circumstances warrant the use of Mode A/B, Code 77 (or 7700).

Note.— Mode A, Code 7500 is permanently monitored in the Amswell FIR/UIR.

3. SYSTEM OF SSR CODE ASSIGNMENT

The following functional codes (first two digits) are assigned by Amswell ACC:

Departing traffic

Cruising level below FL 195	:04
Cruising level above FL 195	:21
Domestic flights	:47

Arriving traffic

Donlon TMA	:45/46
Other TMAs	:47

Overflying traffic

Cruising level below FL 195	:04
Cruising level above FL 195	:21 (eastbound)
Cruising level above FL 195	:07 (westbound)

Test and training flights :47

Note.— Although the equipment of Amswell ACC and Donlon approach cannot as yet distinguish individual codes (only the first and second digits are decoded), four-digit codes are assigned for the benefit of adjacent centres and civil-military coordination.

4. VOICE AND CPDLC POSITION REPORTING REQUIREMENTS

NIL

5. GRAPHIC PORTRAYAL OF AREA OF COVERAGE OF RADAR/SSR

To be developed

ENR 1.6.3 Automatic dependent surveillance — broadcast (ADS-B)

To be developed

ENR 1.6.4 Other relevant information and procedures

NIL

ENR 1.7 ALTIMETER SETTING PROCEDURES

1. INTRODUCTION

The altimeter setting procedures in use generally conform to those contained in the PANS-OPS, Vol. III, Section 2 and are given in full below. Differences are shown in quotation marks.

Transition altitudes are given on the instrument approach charts.

Altimeter sub-scale setting to obtain elevation when on the ground (QNH) reports and temperature information for use in determining adequate terrain clearance are provided in MET broadcasts and are available on request from the air traffic services units. QNH values are given in hectopascal (hPa).

2. BASIC ALTIMETER SETTING PROCEDURES

2.1 General

2.1.1 A transition altitude is specified for each aerodrome. No transition altitude is less than 450 m (1 500 ft) above an aerodrome.

2.1.2 Vertical positioning of aircraft when at or below the transition altitude is expressed in terms of altitude, whereas such positioning at or above the transition level is expressed in terms of flight levels. While passing through the transition layer, vertical positioning is expressed in terms of altitude when descending and in terms of flight levels when ascending.

2.1.3 Flight level zero is located at the atmospheric pressure level of 1 013.2 hPa (29.92 in). Consecutive flight levels are separated by a pressure interval corresponding to 500 ft (152.4 m) in the standard atmosphere.

Note.— Examples of the relationship between flight levels and altimeter indications are given in the following table, the metric equivalents being approximate:

Flight level number	*Altimeter indication*	
	Feet	*Metres*
10	1 000	300
15	1 500	450
20	2 000	600
50	5 000	1 500
100	10 000	3 050
150	15 000	4 550
200	20 000	6 100

2.2 Take-off and climb

2.2.1 A QNH altimeter setting is made available to aircraft in taxi clearance prior to take-off.

2.2.2 Vertical positioning of aircraft during climb is expressed in terms of altitude, whereas such positioning at or above the transition altitude is expressed in terms of flight levels.

2.3 Vertical separation — en-route

2.3.1 Vertical separation during en-route flight shall be expressed in terms of flight levels at all times “during an IFR flight and at night”.

2.3.2 IFR flights, and VFR flights above 900 m (3 000 ft), when in level cruising flight, shall be flown at such flight levels, corresponding to the magnetic tracks shown in the following table, so as to provide the required terrain clearance:

	000°–179°		180°–359°	
	IFR	VFR	IFR	VFR
	10		20	
	30	35	40	45
	50	55	60	65
Flight	70	75	80	85
level	90	95	100	105
number	....	etc.	....	etc.
	270		280	
	290		310	
	330		350	
	etc.		etc.	

Note.— Some of the lower levels in the above table may not be usable due to terrain clearance requirements.

2.4 Approach and landing

2.4.1 A QNH altimeter setting is made available in approach clearance and in clearance to enter the traffic circuit.

2.4.2 Atmospheric pressure at aerodrome elevation (QFE) altimeter settings are not available.

2.4.3 Vertical positioning of aircraft during approach is controlled by reference to flight levels until reaching the transition level, below which vertical positioning is controlled by reference to altitudes.

2.5 Missed approach

The relevant portions of 2.1.2, 2.2 and 2.4 above shall be applied in the event of a missed approach.

3. DESCRIPTION OF ALTIMETER SETTING REGION

The altimeter setting regions are Bistock, Donlon and Richmaast. The areas covered by these regions are shown on the Air Traffic Services Airspace Chart ENR 2.

4. PROCEDURES APPLICABLE TO OPERATORS (INCLUDING PILOTS)

4.1 Flight planning

The levels at which a flight is to be conducted shall be specified in a flight plan:

a) in terms of flight levels if the flight is to be conducted at or above the transition level; and

b) in terms of altitudes if the flight is to be conducted in the vicinity of an aerodrome and at or below the transition altitude.

Note 1.— Short flights in the vicinity of an aerodrome may often be conducted only at altitudes below the transition altitude.

Note 2.— Flight levels are specified in a plan by number and not in terms of feet or metres as is the case with altitudes.

5. TABLES OF CRUISING LEVELS

The cruising levels to be observed when so required are as follows:

a) in areas where, on the basis of regional air navigation agreement and in accordance with conditions specified therein, a vertical separation minimum (VSM) of 300 m (1 000 ft) is applied between FL 290 and FL 410 inclusive:*

TRACK**												
From 000 degrees to 179 degrees						From 180 degrees to 359 degrees					
IFR Flights			VFR Flights			IFR Flights			VFR Flights		
	Altitude			Altitude			Altitude			Altitude	
FL	Metres	Feet	FL	Metres	Feet	FL	Metres	Feet	FL	Metres	Feet
–90			–	–	–	0			–	–	–
10	300	1 000	–	–	–	20	600	2 000	–	–	–
30	900	3 000	35	1 050	3 500	40	1 200	4 000	45	1 350	4 500
50	1 500	5 000	55	1 700	5 500	60	1 850	6 000	65	2 000	6 500
70	2 150	7 000	75	2 300	7 500	80	2 450	8 000	85	2 600	8 500
90	2 750	9 000	95	2 900	9 500	100	3 050	10 000	105	3 200	10 500
110	3 350	11 000	115	3 500	11 500	120	3 650	12 000	125	3 800	12 500
130	3 950	13 000	135	4 100	13 500	140	4 250	14 000	145	4 400	14 500
150	4 550	15 000	155	4 700	15 500	160	4 900	16 000	165	5 050	16 500
170	5 200	17 000	175	5 350	17 500	180	5 500	18 000	185	5 650	18 500
190	5 800	19 000	195	5 950	19 500	200	6 100	20 000	205	6 250	20 500
210	6 400	21 000	215	6 550	21 500	220	6 700	22 000	225	6 850	22 500
230	7 000	23 000	235	7 150	23 500	240	7 300	24 000	245	7 450	24 500
250	7 600	25 000	255	7 750	25 500	260	7 900	26 000	265	8 100	26 500
270	8 250	27 000	275	8 400	27 500	280	8 550	28 000	285	8 700	28 500
290	8 850	29 000				300	9 150	30 000			
310	9 450	31 000				320	9 750	32 000			
330	10 050	33 000				340	10 350	34 000			
350	10 650	35 000				360	10 950	36 000			
370	11 300	37 000				380	11 600	38 000			
390	11 900	39 000				400	12 200	40 000			
410	12 500	41 000				430	13 100	43 000			
450	13 700	45 000				470	14 350	47 000			
490	14 950	49 000				510	15 550	51 000			
etc.	etc.	etc.				etc.	etc.	etc.			

* Except when, on the basis of regional air navigation agreements, a modified table of cruising levels based on a nominal vertical separation minimum of 300 m (1 000 ft) is prescribed for use, under specified conditions, by aircraft operating above FL 410 within designated portions of the airspace.

** Magnetic track, or in polar areas at latitudes higher than 70 degrees and within such extensions to those areas as may be prescribed by the appropriate ATS authorities, grid tracks as determined by a network of lines parallel to the Greenwich Meridian superimposed on a polar stereographic chart in which the direction towards the North Pole is employed as the Grid North.

b) in other areas:

TRACK*

From 000 degrees to 179 degrees						From 180 degrees to 359 degrees					
IFR Flights			VFR Flights			IFR Flights			VFR Flights		
Altitude			Altitude			Altitude			Altitude		
FL	Metres	Feet	FL	Metres	Feet	FL	Metres	Feet	FL	Metres	Feet
–90			–	–	–	0			–	–	–
10	300	1 000	–	–	–	20	600	2 000	–	–	–
30	900	3 000	35	1 050	3 500	40	1 200	4 000	45	1 350	4 500
50	1 500	5 000	55	1 700	5 500	60	1 850	6 000	65	2 000	6 500
70	2 150	7 000	75	2 300	7 500	80	2 450	8 000	85	2 600	8 500
90	2 750	9 000	95	2 900	9 500	100	3 050	10 000	105	3 200	10 500
110	3 350	11 000	115	3 500	11 500	120	3 650	12 000	125	3 800	12 500
130	3 950	13 000	135	4 100	13 500	140	4 250	14 000	145	4 400	14 500
150	4 550	15 000	155	4 700	15 500	160	4 900	16 000	165	5 050	16 500
170	5 200	17 000	175	5 350	17 500	180	5 500	18 000	185	5 650	18 500
190	5 800	19 000	195	5 950	19 500	200	6 100	20 000	205	6 250	20 500
210	6 400	21 000	215	6 550	21 500	220	6 700	22 000	225	6 850	22 500
230	7 000	23 000	235	7 150	23 500	240	7 300	24 000	245	7 450	24 500
250	7 600	25 000	255	7 750	25 500	260	7 900	26 000	265	8 100	26 500
270	8 250	27 000	275	8 400	27 500	280	8 550	28 000	285	8 700	28 500
290	8 850	29 000	300	9 150	30 000	310	9 450	31 000	320	9 750	32 000
330	10 050	33 000	340	10 350	34 000	350	10 650	35 000	360	10 950	36 000
370	11 300	37 000	380	11 600	38 000	390	11 900	39 000	400	12 200	40 000
410	12 500	41 000	420	12 800	42 000	430	13 100	43 000	440	13 400	44 000
450	13 700	45 000	460	14 000	46 000	470	14 350	47 000	480	14 650	48 000
490	14 950	49 000	500	15 250	50 000	510	15 550	51 000	520	15 850	52 000
etc.	etc.	etc.	etc.	etc.	etc.	etc.	etc.	etc.	etc.	etc.	etc.

* Magnetic track, or in polar areas at latitudes higher than 70 degrees and within such extensions to those areas as may be prescribed by the appropriate ATS authorities, grid tracks as determined by a network of lines parallel to the Greenwich Meridian superimposed on a polar stereographic chart in which the direction towards the North Pole is employed as the Grid North.

ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES (DOC 7030)

The supplementary procedures in force are given in their entirety. Differences are shown in quotation marks.

1. VISUAL FLIGHTS RULES (VFR)

(Annex 2, Chapter 4, section 4.8 refers)

VFR flights to be operated within a control zone established at an aerodrome serving international flights and in specified portions of the associated terminal control area shall:

a) have two-way radio communications;

b) obtain permission from the appropriate air traffic control unit; and

c) report positions, as required.

Note.— The phrase "specified portions of the associated terminal control area" is intended to signify at least those portions of the TMA used by international IFR flights in association with approach, holding, departure and noise abatement procedures.

2. SPECIAL APPLICATION OF INSTRUMENT FLIGHT RULES

Flights shall be conducted in accordance with the instrument flight rules, even when not operating in instrument meteorological conditions, when operated more than 90 km seaward from the shoreline.

3. AIR TRAFFIC ADVISORY SERVICE

(PANS-ATM, Chapter 9, section 9.1.4 refers)

All IFR flights shall comply with the procedures for air traffic advisory service when operating in advisory airspace.

4. ADHERENCE TO ATC APPROVED ROUTE

(Annex 2, Chapter 3, section 3.6.2.2 refers)

If an aircraft has inadvertently deviated from the route specified in its ATC clearance, it shall forthwith take action to regain such route within "one hundred (100)" nautical miles from the position at which the deviation was observed.

ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT (ATFM) AND AIRSPACE MANAGEMENT

1. AIR TRAFFIC FLOW MANAGEMENT STRUCTURE, SERVICE AREA, SERVICE PROVIDED, LOCATION OF UNIT(S) AND HOURS OF OPERATION

1.1 Service area

Within the AMSWELL ATFM structure, the Donlon Air Traffic Flow Management Unit (Donlon ATFMU) is responsible for the provision of ATFM service in the ..... (specify) region comprising the AMSWELL FIR and the ..... (specify as appropriate) FIR/UIR.

1.2 Service provided

In this context the unit is charged with the following tasks, in so far as they are applicable:

a) issuance of flow management messages;

b) flow regulation;

c) time-slot procurement; and

d) coordination with associated ATFM positions and contiguous ATFMUs.

1.3 Location of unit

The DONLON ATFMU is located at the AMSWELL upper ACC. The unit may be contacted at the following address:

Donlon AFTMU
7 Airport Road
Donlon/International, Donlon
TEL: 0123 8686
Telefax: 0123 8696
E-mail: admin@atfmu.dl
AFS: EADDZDZX
Website: www.atfmu.dl

1.4 Hours of operation

The hours of operation are 0430/2030 UTC (0330/1930 UTC during the summertime period). Outside these hours the functions of the Donlon ATFMU are assumed by the AMSWELL UAC watch supervisor.

1.5 Remarks

ATFM positions at ..... (specify if appropriate) ACC and ..... (specify if appropriate) ACC serve as the interface for contacts with operators on flow management matters.

2. TYPES OF FLOW MESSAGES AND DESCRIPTIONS OF THE FORMATS

Messages containing information on ATFM measures, as distributed by the Donlon ATFMU by AFS, will be formatted as depicted below.

Note.— These AFS messages can be obtained on request to EADDYTYX.

All messages will be preceded by:

— *Priority indicator, addressee indicator(s)*

— *Date/time group, originator indicator*

a) FLOW CONTROL EXECUTION MESSAGE

1. Flow control execution MSG NR *(sequence number)* valid *(date)*
2. Due to *(reason for restriction)*
3. Period concerned *(time)* at ..... *(slot reference point)*
4. Traffic concerned *(route, destination, etc.)*
5. Flight level(s) concerned
6. SLAP ATFMU *(name)*
7. Communication and slot request procedure *(indicates normally "according local procedures")*
8. Off-load route available *(designation, conditions)*
9. Remarks

b) FLOW CONTROL EXECUTION CANCELLATION MESSAGE

1. Flow control execution *(date/time group)* CNL

c) FLOW CONTROL EXECUTION CHANGE MESSAGE

1. Flow control execution CHG *(item(s) to be changed)*

d) FLOW MANAGEMENT INFORMATION MESSAGE

1. Flow management information *(text as required)*

3. PROCEDURES APPLICABLE FOR DEPARTING FLIGHTS

Service responsible for provision of information on applied ATFM measures

Information with respect to ATFM measures can be obtained from the ATS reporting office (ARO) responsible for the departure aerodrome.

Flight plan requirements

Non-repetitive (ICAO) flight plans to or via flow-restricted areas shall be submitted to the appropriate ARO at least 3 hours before ETD.

Changes in ETD of more than 20 minutes and/or cancellation of both repetitive and non-repetitive flight plans shall be reported immediately to the appropriate ARO.

Slot allocations

A request for a (departure) slot shall be made to the ATFM position AMSWELL ACC, telephone NR 0123 8686.

A slot request shall be made not earlier than 2 hours but not later than 30 minutes prior to ETD, using the following phraseology:

"..... (flight identification)
destination aerodrome ..... (specify)
ETD ..... (time)
REQUEST SLOT ".

Operators shall ensure that the (departure) time slot can be met.

If it becomes apparent that an assigned slot is no longer required or cannot be met, the operator shall inform the slot allocation position immediately (see above). A new time slot, if needed, shall be allocated in such a way that assigned slots are not affected.

If the slot allocation for the planned route results in considerable delay, it may well be possible to select an alternative routing to the same destination. Information can be obtained from the slot allocation position.

4. INFORMATION ON OVERALL RESPONSIBILITY REGARDING AIRSPACE MANAGEMENT WITHIN FIR(s), DETAILS OF CIVIL/MILITARY AIRSPACE ALLOCATION AND MANAGEMENT COORDINATION, STRUCTURE OF MANAGEABLE AIRSPACE (ALLOCATION AND CHANGES TO ALLOCATION) AND GENERAL OPERATING PROCEDURES.

4.1 Overall responsibility within FIR

4.2 Airspace management cell (AMC) location and contact information

4.3 Lead AMC responsibilities

4.4 Structure of manageable airspace (allocation and changes to allocation)

4.5 General operating procedures

ENR 1.10 FLIGHT PLANNING

(Restriction, limitation or advisory information)

1. PROCEDURES FOR THE SUBMISSION OF A FLIGHT PLAN

A flight plan shall be submitted in accordance with Annex 2, Chapter 3, section 3.3.1, prior to operating:

a) any IFR flight; and

b) any VFR flight:

1) departing from or destined for an aerodrome within a control zone (CTR);

2) crossing ..... (specify) CTR;

3) operated along the designated VFR routes in the ..... (specify) TMA; and

4) across the FIR boundary, i.e. international flights.

Time of submission

Except for repetitive flight plans, a flight plan shall be submitted at least 30 minutes prior to departure, taking into account the requirements of ATS units in the airspace along the route to be flown for timely information, including requirements for early submission for ATFM purposes.

Place of submission

a) Flight plans shall by submitted at the ARO at the departure aerodrome.

b) In the absence of such an office at the departure aerodrome, a flight plan shall be submitted by telephone or teletype to the nearest ARO as listed below (except as indicated under c) and d))

..... (specify ARO) TEL: ..... (specify)
..... (specify ARO) TEL: ..... (specify)
..... (specify ARO) TEL: ..... (specify)
..... (specify ARO) TEL: ..... (specify).

c) For VFR flights between uncontrolled aerodromes operating along designated VFR routes in the ..... (specify) TMA, a flight plan shall be submitted by telephone to the ARO at ..... (specify).

d) For domestic flights from an uncontrolled to a controlled aerodrome, a flight plan shall be submitted by telephone to the ARO at destination.

VFR flight plan for alerting service only

An alerting service is, in principle, provided to flights for which a flight plan has been submitted.

Contents and form of a flight plan

a) ICAO flight plan forms are available at AROs and airport offices at uncontrolled aerodromes. The instructions for completing those forms shall be followed.

b) Flight plans concerning IFR flights along ATS routes need not include FIR-boundary estimates. Inclusion of FIR-boundary estimates is, however, required for off-route IFR flights and international VFR flights.

c) When a flight plan is submitted by telephone, teletype or telefax, the sequence of items in the flight plan form shall be strictly followed.

Adherence to ATS route structure

No flight plans shall be filed for routes deviating from the published ATS route structure unless prior permission has been obtained from the ..... (specify) ATC authorities.

Authorization for special flights

Flights of a specific character, such as survey flights, scientific research flights, etc., may be exempted from the restriction specified above. A request for exemption shall be mailed so as to be received at least one week before the intended day of operation to ..... (specify).

Maximum cruising levels for short-range flights

It is generally recommended not to select levels above FL 240 for flights up to a distance of 300 NM. Traffic from the ..... (specify) TMA with a destination in the ..... (specify) TMA should file MAX FL 290.

2. REPETITIVE FLIGHT PLAN SYSTEM

General

The procedures concerning the use of repetitive flight plans (RPLs) conform to ICAO Doc 7030 and the PANS-ATM.

RPL lists relating to flights in and to flights overflying the AMSWELL FIR shall be submitted at least two weeks in advance, in duplicate, to the following address:

a) by airmail: ..... (specify)

b) via AFS: ..... (specify)

c) by e-mail: ..... (specify)

RPL lists shall be replaced in their entirety by new lists prior to the introduction of the summer and winter schedules. RPL will not be accepted for any flight conducted on 25 December between 0000 and 2400 UTC. On this day individual flight plans shall be filed for all flights.

Incidental changes and cancellations of RPL

Incidental changes to and cancellations of RPL relating to departures from ..... (specify) shall be notified as early as possible and not later than 30 minutes before departure to the Flight Data Section ..... (specify), TEL: ..... (specify). Incidental changes to and cancellations of RPL relating to departures from aerodromes other than ..... (specify) shall be notified as early as possible and not later than 30 minutes before departure to the ARO serving the departure aerodrome.

Delay

When a specific flight is likely to encounter a delay of one hour or more in excess of the departure time stated in the RPL, the ATS unit serving the departure aerodrome shall be notified immediately. Delays relating to departures from ..... (specify) shall be notified to the Flight Data Section ..... (specify), TEL: ..... (specify).

Note.— Failure to comply with this procedure may result in the automatic cancellation of the RPL for that specific flight at one or more of the ATS units concerned.

ATS messages

For a flight operated on an RPL, no filed flight plan (FPL) message will be transmitted. Departure (DEP) messages or delay (DLA) messages relating to such flights will not be transmitted to ATS units outside the AMSWELL FIR.

3. CHANGES TO THE SUBMITTED FLIGHT PLAN

All changes to a flight plan submitted for an IFR flight or a controlled VFR flight, and significant changes to a flight plan submitted for an uncontrolled VFR flight, shall be reported as soon as possible to the appropriate ATS unit. In the event of a delay in departure of 30 minutes or more for a flight for which a flight plan has been submitted, the flight plan shall be amended or a new flight plan shall be submitted after the old plan has been cancelled.

Note 1.— If a delay in departure of a controlled flight is not properly reported, the relevant flight plan data may no longer be readily available to the appropriate ATS unit when a clearance is ultimately requested, which will consequently result in extra delay for the flight.

Note 2.— If a delay in departure (or cancellation) of an uncontrolled VFR flight is not properly reported, alerting or search and rescue action may be unnecessarily initiated when the flight fails to arrive at the destination aerodrome within 30 minutes after its current ETA.

Whenever a flight, for which a flight plan has been submitted, is cancelled, the appropriate ATS unit shall be informed immediately.

Changes to a current flight plan for a controlled flight during flight shall be reported or requested, subject to the provisions in Annex 2, Chapter 3, section 3.6.2. (Adherence to flight plan). Significant changes to a flight plan for an uncontrolled VFR flight include changes in endurance or in the total number of persons on board and changes in time estimates of 30 minutes or more.

Arrival report (closing a flight plan)

A report of arrival shall be made at the earliest possible moment after landing to the airport office of the arrival aerodrome by any flight for which a flight plan has been submitted, except when the arrival has been acknowledged by the local ATS unit. After landing at an aerodrome that is not the destination aerodrome (diversionary landing), the local ATS unit shall be specifically informed accordingly. In the absence of a local ATS unit at the aerodrome of diversionary landing, the pilot is responsible for passing the arrival report to the destination aerodrome.

Arrival reports shall contain the following elements of information:

a) aircraft identification;

b) departure aerodrome;

c) destination aerodrome; and

d) time of arrival.

In the case of diversion, insert the “arrival aerodrome” between “destination aerodrome” and “time of arrival”.

ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

Flight movement messages relating to traffic into or via the AMSWELL FIR shall be addressed as stated below in order to warrant correct relay and delivery.

Note.— Flight movement messages in this context comprise flight plan messages, amendment messages relating thereto and flight plan cancellation messages (PANS-ATM refers).

Category of flight (IFR, VFR or both)	*Route (into or via FIR and/or TMA)*	*Message address*
1	2	3
IFR flights	into or via AMSWELL FIR	EACCZQZX
	and, in addition, for flights:	
	— within the AMSWELL FIR above FL 245	EACCZQZX
	— into DONLON TMA	EADDZQZX
	— via DONLON TMA	EADDZTZX
	— via NIBORD TMA	EADNZTZX
VFR flights		EACCZFZX
All flights	.... (specify controlled aerodrome)	.... (specify ICAO location indicator) + ZTZX
	.... (specify uncontrolled aerodrome)	.... (specify ICAO location indicator) + ZPZX

ENR 1.12 INTERCEPTION OF CIVIL AIRCRAFT

1. INTERCEPTION PROCEDURES

1.1 The following procedures and visual signals apply over the territory and territorial waters of ..... (State) in the event of interception of an aircraft. An aircraft which is intercepted by another aircraft shall immediately:

a) follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with the specifications in Appendix 1 of Annex 2;

b) notify, if possible, the appropriate air traffic services unit;

c) attempt to establish radio communication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency 121.5 MHz, giving the identity of the intercepted aircraft and the nature of the flight; if no contact has been established and if practicable, repeat this call on the emergency frequency 243 MHz; and

d) if equipped with SSR transponder, select Mode A, Code 7700, unless otherwise instructed by the appropriate air traffic services unit.

1.2 If radio contact is established during interception but communication in a common language is not possible, attempts shall be made to convey instructions, acknowledgement of instructions and essential information by using the phrases and pronunciations in the following table, transmitting each phrase twice:

Phrase	*Pronunciation*[1]	*Meaning*
CALL SIGN (call sign)[2]	**KOL** SA-IN (call sign)	My call sign is (call sign)
WILCO	**VILL**-KO	Understood. Will comply
CAN NOT	**KANN** NOTT	Unable to comply
REPEAT	REE-**PEET**	Repeat your instruction
AM LOST	AM LOSST	Position unknown
MAYDAY	MAYDAY	I am in distress
HIJACK[3]	HI-JACK	I have been hijacked
LAND (place name)	LAAND (place name)	I request to land at (place name)
DESCEND	DEE-**SEND**	I require descent

1. Syllables to be emphasized are printed in bold letters.

2. The call sign required to be given is that used in radiotelephony communications with air traffic services units and corresponding to the aircraft identification in the flight plan.

3. Circumstances may not always permit, nor make desirable, the use of the phrase “HIJACK”.

1.3 The phrases shown in the table below shall be used by the intercepting aircraft and transmitted twice in the circumstances described in the preceding paragraphs 1.4 and 1.5.

1.4 If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual signals, the intercepted aircraft shall request immediate clarification while continuing to comply with the visual instructions given by the intercepting aircraft.

1.5 If instructions received by radio from any sources conflict with those given by the intercepting aircraft by radio, the intercepted aircraft shall request immediate clarification while continuing to comply with the radio instructions given by the intercepting aircraft.

1.6 The visual signals for use in the event of interception are detailed on page ENR 1.12-3.

Phrase	*Pronunciation*[1]	*Meaning*
CALL SIGN	**KOL** SA-IN	What is your call sign?
FOLLOW	**FOL**-LO	Follow me
DESCEND	DEE-**SEND**	Descend for landing
YOU LAND	**YOU LAAND**	Land at this aerodrome
PROCEED	**PRO-SEED**	You may proceed

1. Syllables to be emphasized are printed in bold letters.

SIGNALS FOR USE IN THE EVENT OF INTERCEPTION

Signals initiated by intercepting aircraft and responses by intercepted aircraft

Series	*INTERCEPTING Aircraft Signals*	*Meaning*	*INTERCEPTED Aircraft Responds*	*Meaning*
1	DAY or NIGHT Rocking aircraft and flashing navigational lights at irregular intervals (and landing lights in the case of a helicopter) from a position slightly above and ahead of, and normally to the left of, the intercepted aircraft (or to the right if the intercepted aircraft is a helicopter) and, after acknowledgement, a slow level turn, normally to the left, (or to the right in the case of a helicopter) on the desired heading. *Note 1. — Meteorological conditions or terrain may require the intercepting aircraft to reverse the positions and direction of turn given above in Series1.* *Note 2. — If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of racetrack patterns and to rock the aircraft each time it passes the intercepted aircraft.*	You have been intercepted. Follow me.	DAY or NIGHT Rocking aircraft, flashing navigational lights at irregular intervals and following. *Note. — Additional action required to be taken by intercepted aircraft is prescribed in Annex 2, Chapter 3, section 3.8.*	Understood, will comply.
2	DAY or NIGHT An abrupt breakaway manoeuvre from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft.	You may proceed.	DAY or NIGHT Rocking the aircraft.	Understood, will comply.
3	DAY or NIGHT Lowering landing gear (if fitted), showing steady landing lights and overflying runway in use or, if the intercepted aircraft is a helicopter, overflying the helicopter landing area. In the case of helicopters, the intercepting helicopter makes a landing approach, coming to hover near to the landing area.	Land at this aerodrome.	DAY or NIGHT Lowering landing gear, (if fitted), showing steady landing lights and following the intercepting aircraft and, if, after overflying the runway in use or helicopter landing area, landing is considered safe, proceeding to land.	Understood, will comply.

Signals initiated by intercepted aircraft and responses by intercepting aircraft

Series	*INTERCEPTED Aircraft Signals*	*Meaning*	*INTERCEPTING Aircraft Responds*	*Meaning*
4	DAY or NIGHT Raising landing gear (if fitted) and flashing landing lights while passing over runway in use or helicopter landing area at a height exceeding 300 m (1000 ft) but not exceeding 600 m (2000 ft) (in the case of a helicopter, at a height exceeding 50m (170 ft) but not exceeding 100 m (330 ft)) above the aerodrome level, and continuing to circle runway in use or helicopter landing area. If unable to flash landing lights, flash any other lights available.	Aerodrome you have designated is inadequate.	DAY or NIGHT If it is desired that the intercepted aircraft follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear (if fitted) and uses the Series 1 signals prescribed for intercepting aircraft. If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft.	Understood, follow me. Understood, you may proceed.
5	DAY or NIGHT Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights.	Cannot comply.	DAY or NIGHT Use Series 2 signals prescribed for intercepting aircraft.	Understood.
6	DAY or NIGHT Irregular flashing of all available lights.	In distress.	DAY or NIGHT Use Series 2 signals prescribed for intercepting aircraft.	Understood.

ENR 1.13 UNLAWFUL INTERFERENCE

1. GENERAL

The following procedures are intended for use by aircraft when unlawful interference occurs and the aircraft is unable to notify an ATS unit of this fact.

2. PROCEDURES

2.1 Unless considerations aboard the aircraft dictate otherwise, the pilot-in-command should attempt to continue flying on the assigned track and at the assigned cruising level at least until notification to an ATS unit is possible or the aircraft is within radar coverage.

2.2 When an aircraft subjected to an act of unlawful interference must depart from its assigned track or its assigned cruising level without being able to make radiotelephony contact with ATS, the pilot-in-command should, whenever possible:

a) attempt to broadcast warnings on the VHF emergency frequency and other appropriate frequencies, unless considerations aboard the aircraft dictate otherwise. Other equipment such as on-board transponders, data links, etc. should also be used when it is advantageous to do so and circumstances permit; and

b) proceed in accordance with applicable special procedures for in-flight contingencies, where such procedures have been established and promulgated in ICAO Doc 7030 — *Regional Supplementary Procedures;* or

c) if no applicable regional procedures have been established, proceed at a level that differs from the cruising levels normally used for IFR flight in the area by 300 m (1 000 ft) if above FL 290 or by 150 m (500 ft) if below FL 290.

ENR 1.14 AIR TRAFFIC INCIDENTS

1. DEFINITION OF AIR TRAFFIC INCIDENTS

1.1 "Air traffic incident" is used to mean a serious occurrence related to the provision of air traffic services, such as:

a) aircraft proximity (AIRPROX); and

b) serious difficulty resulting in a hazard to aircraft caused, for example, by:

1) faulty procedures;

2) non-compliance with procedures; or

3) failure of ground facilities.

1.1.1 Definitions for aircraft proximity and AIRPROX.

Aircraft proximity. A situation in which, in the opinion of the pilot or the air traffic services personnel, the distance between aircraft, as well as their relative positions and speed, has been such that the safety of the aircraft involved may have been compromised. Aircraft proximity is classified as follows:

Risk of collision. The risk classification of aircraft proximity in which serious risk of collision has existed.

Safety not assured. The risk classification of aircraft proximity in which the safety of the aircraft may have been compromised.

No risk of collision. The risk classification of aircraft proximity in which no risk of collision has existed.

Risk not determined. The risk classification of aircraft proximity in which insufficient information was available to determine the risk involved, or inconclusive or conflicting evidence precluded such determination.

AIRPROX. The code word used in an air traffic incident report to designate aircraft proximity.

1.2 Air traffic incidents are designated and identified in reports as follows:

Type	Designation
Air traffic incident	Incident
as a) above	AIRPROX (aircraft proximity)
as b) 1) and 2) above	Procedure
as b) 3) above	Facility

2. USE OF THE AIR TRAFFIC INCIDENT REPORT FORM
(See model on pages ENR 1.14-3 to 1.14-7)

The Air Traffic Incident Report Form is intended for use:

a) by a pilot for filing a report on an air traffic incident after arrival or for confirming a report made initially by radio during flight; and

Note.— The form, if available on board, may also be of use in providing a pattern for making the initial report in flight.

b) by an ATS unit for recording an air traffic incident report received by radio or telephone.

Note.— The form may be used as the format for the text of a message to be transmitted over the AFS network.

3. REPORTING PROCEDURES (INCLUDING IN-FLIGHT PROCEDURES)

3.1 The following are the procedures to be followed by a pilot who is or has been involved in an incident:

a) during flight, use the appropriate air/ground frequency for reporting an incident of major significance, particularly if it involves other aircraft, so as to permit the facts to be ascertained immediately; and

b) as promptly as possible after landing, submit a completed Air Traffic Incident Report Form:

1) for confirming a report of an incident made initially as in a) above, or for making the initial report on such an incident if it had not been possible to report it by radio; and

2) for reporting an incident that did not require immediate notification at the time of occurrence.

3.2 An initial report made by radio should contain the following information:

a) aircraft identification;

b) type of incident, e.g. aircraft proximity;

c) the incident: 1. a) and b); 2. a), b), c), d), and n); 3. a), b), c), and i); 4. a) and b); and

d) miscellaneous: 1. e).

3.3 The confirmatory report on an incident of major significance initially reported by radio or the initial report on any other incident should be submitted to The Aviation Safety Board, Government Square, Donlon or to the ATS Reporting Office of the aerodrome of first landing for submission to The Aviation Safety Board. The pilot should complete the Air Traffic Incident Report Form, supplementing the details of the initial reports as necessary.

Note.— Where there is no ATS reporting office, the report may be submitted to another ATS unit.

4. PURPOSE OF REPORTING AND HANDLING OF THE FORM

4.1 The purpose of the reporting of aircraft proximity incidents and their investigation is to promote the safety of aircraft. The degree of risk involved in an aircraft proximity incident should be determined in the incident investigation and classified as “risk of collision”, “safety not assured”, “no risk of collision” or “risk not determined”.

4.2 The purpose of the form is to provide investigatory authorities with as complete information on an air traffic incident as possible and to enable them to report back, with the least possible delay to the pilot or operator concerned, the result of the investigation of the incident and, if appropriate, the remedial action taken.

AIR TRAFFIC INCIDENT REPORT FORM

For use when submitting and receiving reports on air traffic incidents. In an initial report by radio, shaded items should be included.

A — AIRCRAFT IDENTIFICATION	**B — TYPE OF INCIDENT**
	AIRPROX / PROCEDURE / FACILITY*

C — THE INCIDENT

1. General

a) Date / time of incident UTC

b) Position

2. Own aircraft

a) Heading and route

b) True airspeed _____ measured in ( ) kt _____ ( ) km/h _____

c) Level and altimeter setting

d) Aircraft climbing or descending

( ) Level flight ( ) Climbing ( ) Descending

e) Aircraft bank angle

( ) Wings level ( ) Slight bank ( ) Moderate bank

( ) Steep bank ( ) Inverted ( ) Unknown

f) Aircraft direction of bank

( ) Left ( ) Right ( ) Unknown

g) Restrictions to visibility (select as many as required)

( ) Sun glare ( ) Windscreen pillar ( ) Dirty windscreen

( ) Other cockpit structure ( ) None

h) Use of aircraft lighting (select as many as required)

( ) Navigation lights ( ) Strobe lights ( ) Cabin lights

( ) Red anti-collision lights ( ) Landing / taxi lights ( ) Logo (tail fin) lights

( ) Other ( ) None

i) Traffic avoidance advice issued by ATS

( ) Yes, based on radar ( ) Yes, based on visual sighting ( ) Yes, based on other information

( ) No

j) Traffic information issued

( ) Yes, based on radar ( ) Yes, based on visual sighting ( ) Yes, based on other information

( ) No

k) Airborne collision avoidance system ACAS

		( ) Not carried	( ) Type		( ) Traffic advisory issued	
		( ) Resolution advisory issued	( ) Traffic advisory or resolution advisory not issued			
	l)	Radar identification				
		( ) No radar available	( ) Radar identification		( ) No radar identification	
	m)	Other aircraft sighted				
		( ) Yes	( ) No		( ) Wrong aircraft sighted	
	n)	Avoiding action taken				
		( ) Yes	( ) No			
	o)	Type of flight plan	IFR / VFR / none*			
3.	**Other aircraft**					
	a)	Type and call sign / registration (if known)				
	b)	If a) above not known, describe below				
		( ) High wing	( ) Mid wing		( ) Low wing	
		( ) Rotorcraft				
		( ) 1 engine	( ) 2 engines		( ) 3 engines	
		( ) 4 engines	( ) More than 4 engines			
	Marking, colour or other available details					
	c)	Aircraft climbing or descending				
		( ) Level flight	( ) Climbing		( ) Descending	
		( ) Unknown				
	d)	Aircraft bank angle				
		( ) Wings level	( ) Slight bank		( ) Moderate bank	
		( ) Steep bank	( ) Inverted		( ) Unknown	
	e)	Aircraft direction of bank				
		( ) Left	( ) Right		( ) Unknown	
	f)	Lights displayed				
		( ) Navigation lights	( ) Strobe lights		( ) Cabin lights	
		( ) Red anti-collision lights	( ) Landing / taxi lights		( ) Logo (tail fin) lights	
		( ) Other	( ) None		( ) Unknown	
	g)	Traffic avoidance advice issued by ATS				
		( ) Yes, based on radar	( ) Yes, based on visual sighting		( ) Yes, based on other information	
		( ) No	( ) Unknown			
	h)	Traffic information issued				
		( ) Yes, based on radar	( ) Yes, based on visual sighting		( ) Yes, based on other information	
		( ) No	( ) Unknown			
	i)	Avoiding action taken				
		( ) Yes	( ) No		( ) Unknown	
4.	**Distance**					
	a)	Closest horizontal distance				
	b)	Closest vertical distance				
5.	**Flight weather conditions**					
	a)	IMC / VMC*				
	b)	Above / below* clouds / fog / haze or between layers*				
	c)	Distance vertically from cloud _____ m / ft* below _____ m / ft* above				
	d)	In cloud / rain / snow / sleet / fog / haze*				
	e)	Flying into / out of* sun				
	f)	Flight visibility _____ m / km*				

6. Any other information considered important by the pilot-in-command

D — MISCELLANEOUS

1. Information regarding reporting aircraft

a) Aircraft registration
b) Aircraft type
c) Operator
d) Aerodrome of departure
e) Aerodrome of first landing _____ destination
f) Reported by radio or other means to _____ (name of ATS unit) at time UTC
g) Date / time / place of completion of form

2. Function, address and signature of person submitting report

a) Function
b) Address
c) Signature
d) Telephone number

3. Function and signature of person receiving report

a) Function _____ b) Signature _____

E — SUPPLEMENTARY INFORMATION BY ATS UNIT CONCERNED

1. Receipt of report

a) Report received via AFTN / radio / telephone / other (specify)* _____
b) Report received by _____ (name of ATS unit)

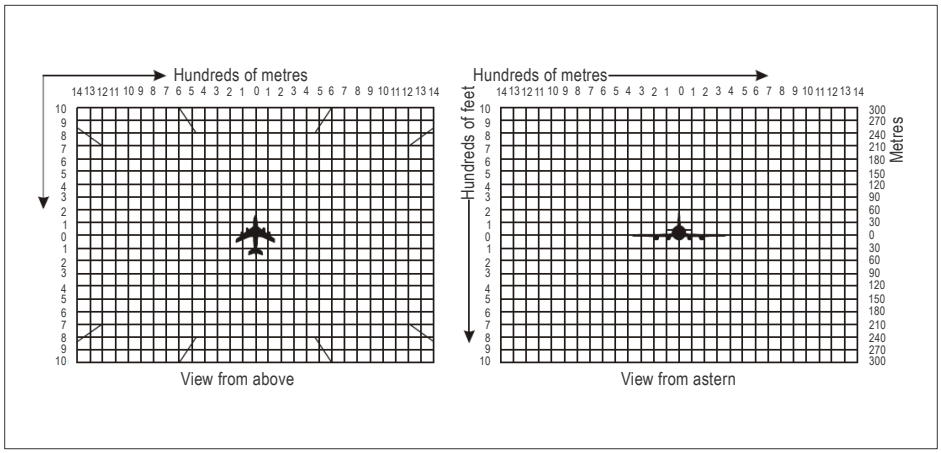
2. Details of ATS action

Clearance, incident seen (radar/visually, warning given, result of local enquiry, etc.)

_____
_____
_____
_____

DIAGRAMS OF AIRPROX

Mark passage of other aircraft relative to you, in plan on the left and in elevation on the right, assuming YOU are at the centre of each diagram. Include first sighting and passing distance.



Instructions for the completion of the Air Traffic Incident Report Form

Item	
A	Aircraft identification of the aircraft filing the report.
B	An AIRPROX report should be filed immediately by radio.
C1	Date/time UTC and position in bearing and distance from a navigation aid or in LAT/LONG.
C2	Information regarding aircraft filing the report, tick as necessary.
C2 c)	E.g. FL 350/1 013 hPa or 2 500 ft/QNH 1 007 hPa or 1 200 ft/QFE 998 hPa.
C3	Information regarding the other aircraft involved.
C4	Passing distance — state units used.
C6	Attach additional papers as required. The diagrams may be used to show aircraft's positions.
D1 f)	State name of ATS unit and date/time in UTC.
D1 g)	Date and time in UTC.
E2	Include details of ATS unit such as service provided, radiotelephony frequency, SSR codes assigned and altimeter setting. Use diagram to show the aircraft's position and attach additional papers as required.

ENR 2. AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FIR, UIR, TMA AND CTA

Name *Lateral limits* *Vertical limits* *Class of airspace*	*Unit providing service*	*Call sign* *Languages* *Area and conditions of use* *Hours of service*	*Frequency/Purpose*	*Remarks*
1	*2*	*3*	*4*	*5*
AMSWELL FIR 570460N 0400000W – 525100N 0414660W – 482760N 0411960W – 440160N 0400000W – 423600N 0370000W – 404360N 0371060W – 412360N 0300300W – 433060N 0210760W – 563960N 0210760W – 570460N 0400000W <u>UNL</u> GND Class of airspace outside other regulated airspace: A – Above FL 195 D – BTN FL 150 and 3500 FT MSL G – BTN 3500 FT MSL and GND	Amswell ACC	Amswell Control ENG H24	120.30 MHZ 117.900 MHZ/MIL ACFT 121.500 MHZ/Emergency FREQ 4689.5 KHZ/EUR network	SELCAL AVBL
	Amswell FIC	Amswell Information ENG H24	121.100 MHz 116.100 MHZ/MIL ACFT 121.500 MHz/Emergency FREQ	
	G/A/G	Amswell Radio ENG Mon-Fri: 0800-2000 (0700-1900) Outside these periods: O/R via ACC	127.00 MHz	Range: 370 KM at 1500 M 555 KM at 13 000 M

DONLON CTA				
1	*2*	*3*	*4*	*5*
DONLON CTA (DONLON CTA consists of SECTOR DONLON EAST and SECTOR DONLON WEST) Class of airspace: C	Donlon APP	Donlon Approach ENG HR: As AD	119.1 MHZ/Primary FREQ 117.900 MHZ/MIL ACFT 121.500 MHZ/Emergency FREQ	
SECTOR DONLON EAST 521108N 0051230E – 521222N 0051715E – 521121N 0051756E – 521009N 0051756E - 521108N 0051230E FL 245 FL 030 Class of airspace: C				
SECTOR DONLON WEST 521222N 0051715E – 521121N 0051756E – 521130N 0052345E – 521222N 0051715E FL 450 FL 050 Class of airspace: C				

NIBORD TMA				
1	*2*	*3*	*4*	*5*
NIBORD TMA A circle of 50NM radius centred on Lima NDB 485054N 0231412W FL 450 450M SFC Class of airspace: C	Nibord APP	Nibord Approach ENG HR: As AD		

MAGNETO TMA				
1	*2*	*3*	*4*	*5*
MAGNETO TMA (MAGNETO TMA consists of MAGNETO TMA PART 1 and MAGNETO TMA PART 2) Class of airspace: C				
MAGNETO TMA PART 1 515936N 0060002W – 522712N 0055210W – 524900N 0055324W – 533160N 0055854W – 535336N 0055616W – 535418N 0060014W – 535460N 0060558W – 515936N 0060002W FL 460 FL 210 Class of airspace: C				
MAGNETO TMA PART 2 535236N 0055148W – 535336N 0055617W – 533160N 0055854W – 524860N 0055324W – 522712N 0055210W – 523060N 0055103W – 523460N 0054954W – 531760N 0054518W – 534200N 0054720W – 534306N 0054830W – 535236N 0055148W FL 460 FL 210 Class of airspace: C				

ENR 2.2 OTHER REGULATED AIRSPACE

Northern Alma Sea — lower airspace responsibility (at 3 000 ft MSL and below)

1. GENERAL

..... (State) and ..... (State) have arranged, by bilateral agreement, to transfer responsibility for providing air traffic service to all aircraft at 3 000 ft and below in those areas of the Noverhan and Broxby FIRs between the FIR boundaries and the Median Line (the line of demarcation of national areas for the exploration and exploitation of natural resources from the seabed) to ..... (State).

2. THE AREA INVOLVED IN THE TRANSFER OF ATS RESPONSIBILITY

2.1 The area involved is depicted on page ENR 6-2.

2.2 In these parts of the Noverhan and Broxby FIRs, ... (State) will provide ATS to all aircraft at 3 000 ft and below. Procedures and communications will be as if the airspace were an integral part of the Amswell FIR. This area is bounded by arcs of great circles joining in succession the following positions:

423006N 0260054W 410000N 0200000W
431807N 0170536W 450000N 0210800W
along the FIR BDRY to 433030N 0210800W
along the FIR BDRY to 423006N 0260054W.

Note.— If no "other regulated airspace" is available, indicate "NIL".

ENR 3. ATS ROUTES

ENR 3.1 LOWER ATS ROUTES

Route designator (RNP/RNAV [1]) Name of significant points Coordinates RCP/RSP specification	*Track magnetic (MAG) VHF omnidirectional radio range (VOR) radial (RDL) DIST (COP)* ↓/↑	*Upper limits Lower limits or Minimum altitude [2] Airspace classification*	*Lateral limits KM*	*Direction of cruising levels* Odd	Even	*Navigation accuracy requirement*	*Remarks Controlling unit channel Logon address SATVOICE number RCP/RSP specification limitations*
1	2	3	4	5		6	7
A4 **(RNP 4)** [3]							For continuation, see AIP ..... (specify).
▲ BARIM 423006N 0370006W	074°/254° 69.3 KM	FL 195 900 M AMSL (or) MEA = 1 200 M Class C	18	↓		+/- 4 NM	
▲ WOBAN VOR (WOB) 424030N 0361024W	053°/233° 771.6 KM (489/282)					+/- 4 NM	Amswell ACC channel: 120.300
▲ EKCOMBE VOR (EKO) 470812N 0283830W	064°/244° 446.0 KM					+/- 4 NM	
▲ LIMAD VOR (LMD) 484800N 0231300W	064°/244° 163.2 KM				↑	+/- 4 NM	
▲ VEGAT 492130N 0210800W							For continuation, see AIP ..... (specify).
A6 **(RNP 4)**							For continuation, see AIP ..... (specify).
▲ TEMPO (FIR BDRY) 565024N 0295136W	210°/030° 165.9 KM	FL 195 900 M AMSL (or) MEA = 1 200 M Class C	18		↓	+/- 4 NM	
Δ RAINBY NDB (RNB) 553854N 0310400W	196°/016° 289.4 KM					+/- 4 NM	All flights between TEMPO and DONNARD shall file a flight plan, maintain two-way radio contact with Amswell ACC and report positions as instructed to eliminate or reduce the need for interception.
▲ DONNARD NDB (DON) 530218N 0320906W	194°/014° 76.5 KM					+/- 4 NM	
▲ BOORSPIJK VOR/DME (BOR) 552206N 0322230W				↑			Amswell ACC channel: 120.300
▲ ROBINE NDB (ROB) 515900N 0323300W	195°/015° 57.1 KM	FL 195 1 350 M AMSL (or) MEA = 1 700 M Class C	18		↓	+/- 4 NM	
▲ ROCKBY NDB (ROK)				↑			For continuation, see AIP ..... (specify).

	473500N 0342942W ▲ WOBAN VOR (WOB) 424036N 0361024W	199°/017° 509.0 KM	MOCA = 4 000 ft Class C	18	↓	+/- 4 NM
		199°/019° 561.8 KM			↑	+/- 4 NM

1. RNP = required navigation performance specification; RNAV = area navigation specification.
2. MEA = minimum en-route altitude; MOCA = minimum obstacle clearance altitude.
3. RNP 4 represents aircraft and operating requirements, including a 7.4 KM (4 NM) lateral performance, with on-board performance monitoring and alerting that are detailed in the *Performance-based Navigation (PBN) Manual* (Doc 9613).

ENR 3.2 UPPER ATS ROUTES

Route designator (RNP/RNAV [1]) Name of significant points Coordinates RCP/RSP specification	*Track MAG VOR RDL DIST (COP) ↓/↑*	*Upper limits Lower limits Airspace classification*	*Lateral limits KM*	*Direction of cruising levels* Odd	Even	*Navigation accuracy requirement*	*Remarks Controlling unit channel Logon address SATVOICE number RCP/RSP specification limitation*
1	2	3	4	5		6	7
UA4 (RNP 4)[2]							For continuation, see AIP ..... (specify).
▲ BARIM 423006N 0370006W	074°/254° 69.3 KM		18	↓		+/- 4 NM	
▲ WOBAN VOR (WOB) 424030N 0361024W	053°/233° 771.6 KM (489/282)	FL 450 FL 195 Class C				+/- 4 NM	Amswell ACC channel: 120.300
▲ EKCOMBE VOR (EKO) 470812N 0283830W	064°/244° 446.0 KM					+/- 4 NM	
▲ LIMAD VOR (LMD) 484800N 0231300W	064°/244° 163.2 KM					+/- 4 NM	
▲ VEGAT 492130N 0210800W					↑		For continuation, see AIP ..... (specify).
UA6 (RNP 4)							For continuation, see AIP ..... (specify).
▲ TEMPO (FIR BDRY) 565024N 0295136W	210°/030° 165.9 KM		18	↓		+/- 4 NM	All flights between TEMPO and DONNARD shall file a flight plan, maintain two-way radio contact with Amswell ACC and report positions as instructed to eliminate or reduce the need for interception.
Δ RAINBY NDB (RNB) 553854N 0310400W	196°/016° 289.4 KM					+/- 4 NM	
▲ DONNARD NDB (DON) 530218N 0320906W	194°/014° 76.5 KM					+/- 4 NM	
▲ BOORSPIJK VOR/DME (BOR) 552206N 0322230W	195°/015° 57.1 KM	FL 450 FL 195				+/- 4 NM	Amswell ACC channel: 120.300
▲ ROBINE NDB (ROB) 515900N 0323300W	199°/017° 509.0 KM	Class C				+/- 4 NM	
▲ ROCKBY NDB (ROK) 473500N 0342942W	199°/019°					+/- 4 NM	

▲ WOBAN VOR (WOB) 424036N 0361024W	561.8 KM			↑		For continuation, see AIP ..... (specify).

1. RNP = required navigation performance; RNAV = area navigation specification.
2. RNP 4 represents aircraft and operating requirements, including a 7.4 KM (4 NM) lateral performance, with on-board performance monitoring and alerting that are detailed in the *Performance-based Navigation (PBN) Manual* (Doc 9613).

ENR 3.3 AREA NAVIGATION (RNAV) ROUTES

Route designator (RNP/RNAV[1]) Name of significant points Coordinates RCP/RSP specification	*Way-point IDENT of VOR/DME BRG & DIST ELEV DME Antenna*	*Geodesic DIST NM*	*Upper limit Lower limit Airspace classification*	*Direction of cruising levels* Odd	Even	*Navigation accuracy requirement*	*Remarks Controlling unit channel Logon address SATVOICE number RCP/RSP specification limitations*
1	2	3	4	5		6	7
UL 123 (RNP 4)[2]							For continuation, see AIP ..... (specify).
▲ FIR BDRY (SANOK) 412448N 0300306W	NIL	434.3		↓		+/- 4 NM	
▲ ULENI 442348N 0332942W	WOB 050° 286.3 NM 150 M	195.6	FL 460 / FL 245			+/- 4 NM	Amswell ACC channel: 120.300
Δ ABOLA 454236N 0351012W	WOB 15° 336.7 NM 150 M					+/- 4 NM	
▲ FIR BDRY (ILURU) 500112N 0413648W	NIL			↑			
							For continuation, see AIP ..... (specify).

1. RNP = required navigation performance; RNAV = area navigation specification.
2. RNP 4 represents aircraft and operating requirements, including a 7.4 KM (4 NM) lateral performance, with on-board performance monitoring and alerting that are detailed in the *Performance-based Navigation (PBN) Manual* (Doc 9613).

ENR 3.4 HELICOPTER ROUTES

Route designator (RNP/RNAV[1]) Name of significant points Coordinates RCP/RSP specification	*Track MAG VOR RDL DIST (COP)*	*Upper limit Lower limit Airspace classification*	*Minimum flight altitude*	*Navigation accuracy requirement*	*Remarks Controlling unit channel SATVOICE number RCP/RSP specification limitations*
1	2	3	4	5	6
HK 123 **(RNP 4)**[2]					
Δ RICHMAAST/Richmaast Heliport 555006N 0263412E	021°/201° 9.8 NM			+/- 4 NM	
▲ Richmaast NDB RIC 555918N 0262830W	016°/195° 41.2 NM	FL 85 GND Class C	300 M MSL	+/- 4 NM	Amswell ACC channel: 121.100
▲ OLNEV 563921N 0261133W	259°/077° 57.8 NM			+/- 4 NM	
▲ BONDA 562524N 0275242W	130°/311° 56.4 NM			+/- 4 NM	
Δ RICHMAAST/Richmaast Heliport 555006N 0263412E					

1. RNP = required navigation performance; RNAV = area navigation specification.
2. RNP 4 represents aircraft and operating requirements, including a 7.4 KM (4 NM) lateral performance, with on-board performance monitoring and alerting that are detailed in the *Performance-based Navigation (PBN) Manual* (Doc 9613).

ENR 3.5 OTHER ROUTES

Route designator (RNP/RNAV[1]) Name of significant points Coordinates	*Way-point IDENT of VOR/DME BRG & DIST ELEV DME Antenna*	*Great circle DIST NM*	*Upper limit Lower limit Airspace classification*	*Direction of cruising levels*		*Remarks Controlling unit channel*
				Odd	*Even*	
1	2	3	4	5		6
Note. To be used for other routes as appropriate. If no other routes are available, insert "NIL".						
1. RNP = required navigation performance; RNAV = area navigation specification.						

ENR 3.6 EN-ROUTE HOLDING

HLDG ID/FIX/WPT Coordinates	*INBD TR (°MAG)*	*Direction of PTN*	*MAX IAS (KT)*	*MNM-MAX HLDG LVL FL/FT (MSL)*	*TIME (MIN) or DIST OUBD*	*Controlling unit and Frequency*
1	2	3	4	5	6	7
BOORSPIJK/BOR	090	Right	230	3500 FT-FL 140	1	Amswell ACC
Boorspijk VOR/DME	090	Right	240	FL 150-FL 200	1½	120.300 MHZ
522206N 0322230W	090	Right	265	FL 210-FL 340	1½	
	090	Right	Mach 0.83	FL 350-FL 460	1½	
JUSTINE/JUS	329	Left	230	3500 FT-FL 140	1	Amswell ACC
Justine VOR						120.300 MHZ
511648N 0310930W						
WOODBANK/WOB	015	Right	230	3500 FT-FL 140	1	Woodbank APP
Woodbank	015	Right	240	FL 150-FL 200	1½	Amswell
VOR/DME	015	Right	265	FL 210-FL 340	1½	ACC
424324N 0361148W	015	Right	Mach 0.83	FL 350-FL 460	1½	120.300 MHZ
EKCOMBE/EKO	340	Right	230	3500 FT-FL 140	1	Amswell ACC
Ekcombe VOR	340	Right	240	FL 150-FL 200	1½	120.300 MHZ
470854N 0284000W	340	Right	265	FL 210-FL 340	1½	
	340	Right	Mach 0.83	FL 350-FL 460	1½	
WIJKARD/WIK	287	Right	230	3500 FT-FL 140	1	Amswell FIC
Wijkard NDB	287	Right	240	FL 150-FL 200	1½	121.100 MHZ
513200N 0274006W	287	Right	265	FL 210-FL 340	1½	
	287	Right	Mach 0.83	FL 350-FL 460	1½	

The en-route holdings may be used only when indicated as CLEARANCE LIMIT or after permission from ATC.

ENR 4. RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 RADIO NAVIGATION AIDS — EN-ROUTE

Name of station (Variation (VAR)) (VOR: Declination)	*ID*	*FREQ (CH)*	*Hours of operation*	*Coordinates*	*ELEV distance-measuring equipment (DME) antenna*	*Remarks*
1	2	3	4	5	6	7
BOORSPIJK VOR/DME (7°W)	BOR	115.500 MHZ (CH 102X)	H24	522206N 0322230W	30 M	Coverage 350 KM
DONLON VOR/DME (7°W)	DON	116.400 MHZ (CH 111X)	H24	522636N 0320003W	60 M	Coverage 250 KM
EKCOMBE NDB (7°W)	EKO	334 KHZ	H24	470812N 0283830E		Coverage 45 KM

ENR 4.2 SPECIAL NAVIGATION SYSTEMS

Name of station (ID) or chain	*Type of SVC*	*Frequency*	*Hours of operation*	*Coordinates TRANS STN*	*Remarks*
1	2	3	4	5	6
NIL					

ENR 4.3 GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS)

Name of GNSS element	*Frequency*	*Coordinates* *Nominal SVC area* *Coverage area*	*Remarks*
1	2	3	4
GPS	1 575.42 MHz	Statewide	En-route, terminal and non-precision approaches (NPA). No GPS NOTAM has been published.
WAAS	1 575.42 MHz	Statewide to approximately N600	Subject to availability of at least one WASS satellite.

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

Namecode designator	*Coordinates*	*ATS route or other route*	*Remarks, including supplementary definition of positions where required*	*Namecode designator*	*Coordinates*	*ATS route or other route*	*Remarks, including supplementary definition of positions where required*
1	2	3	4	1	2	3	4
ABOLA	454236N 0351012W	UL 123		ODMUS	492130N 0200900W	UA 345	
ATLIM	544306N 0470000W	G 456		SANOK	412448N 0300306W	UL 123	
BARIM	423006N 0370006W	A4/UA4		TEMPO	565024N 0295136W	A6/UA6	
EBOTO	423006N 0260054W	A 876		UKORO	405524N 0364848W	A 123	
ILURU	500112N 0413648W	UL 123		VEGAT	492130N 0210800W	A4/UA4	

ENR 4.5 AERONAUTICAL GROUND LIGHTS — EN-ROUTE

Name IDENT (coordinates)	*Type and intensity (1 000 Candelas)*	*Characteristics*	*Operating hours*	*Remarks*
1	2	3	4	5
Atura 552200N 0335900W	Marine W 500	GP FLG (3) W EV 10 SEC	HN	
Ceta 431200N 0332200W	Marine G 150	GP FLG (3) G EV 12 SEC	HN	
Rock Islands 571900N 0262500W	Marine W 500	GP FLG (4) W EV 30 SEC	HN	
SIBY 475300N 0285400W	AWY BCN W 1 600/R 240	GP FLG (2) W/R EV 10 SEC	HN	

ENR 5. NAVIGATION WARNINGS

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

Identification, name and lateral limits	*Upper limit* *Lower limit*	*Remarks* *(time of activity, type of restriction, nature of hazard, risk of interception)*
1	2	3
PROHIBITED AREAS EAP2 Vaardnor A circle, 15 NM radius centred at 522200N 0220600W	UNL GND	Nuclear Energy Plant
RESTRICTED AREAS EAR1 Bravo Sector of an arc, 25 NM radius centred at 551400N 0361000W, from 270° GEO clockwise to 137° GEO.		Gun firing
EAR3 Burgenvalk 502800N 0382800W – 502600N 0340000W – 484800N 0340000W – 490000N 0382800W to point of origin.	FL 360 FL 230	Air to air firing. Penetration possible after prior permission from Wichnor TWR.
EAR5 Winswuk 472000N 0394000W – 434000N 0363000W 430000N 0380000W – along the FIR/State boundary to 470000N 0410000W – to point of origin.	FL 360 GND	Risk of interception in the event of inadvertent penetration. Flight within the area after special permission from the Civil Aviation Authority only.
DANGER AREAS EAD4 Horsham A circle, 20 KM radius centred at 453006N 0290025W.	FL 360 GND	Bombing exercise. Active: MONFRI 07001700 (06001600).
EAD6 Donlon A circle, 8 KM radius centred at 522300N 0311300W.	FL 360 GND	Air-to-air firing. Active: MONFRI 07001600 (06001500).

ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE (ADIZ)

Name *Lateral limits*	*Upper/lower limits and system/ means of activation announcement INFO for CIV FLT*	*Remarks* *Time of ACT* *Risk of interception (ADIZ)*
1	2	3
TRAINING AREAS NORTH EAST I 534052N 0291042W 534052N 0250532W 522056N 0250532W – 522056N 0291042W 534052N 0291042W NORTH EAST II 534052N 0250532W – 534052N 0210805W 523315N 0210805W – 522056N 0250532W 534052N 0250532W SOUTH EAST III 464447N 0264521W – 464447N 0210805W 461233N 0210805W – 452942N 0264521W 464447N 0264521W	 FL450 700 M GND Rules of the air not always complied with. Controlled FLT separated from training flights by ACC Amswell. Non-controlled flights call Amswell information on 121.100MHZ for information on ACT.	ACT: MONTHU 07001600 FRI 07001500
EXERCISE AREAS BLUE ANGEL SOUTH In Amswell FIR and Broxby FIR/CTA in the North Alma Sea BTN 15°W and 30°W and 40°N and 45°N BLUE ANGEL NORTH In Amswell FIR and Denham FIR in the Caybis Sea north of 56°N and up to 60°N	Information on activation including upper and lower limits and contact authority provided by NOTAM. Non-exercise aircraft (ACFT) should avoid areas. If area cannot be avoided, detailed INFO on actual activities can be obtained from Amswell ACC or Denham FIC.	SAR exercise/operations in VMC only. Dates and times promulgated by NOTAM ten days in advance.
AIR DEFENCE IDENTIFICATION ZONE (ADIZ) ADIZ SOUTH 4331N 02108W – 4124N 03003W – 4044N 03711W – 4220N 03700W – Along the coastline to – 4505N 02115W – 4331N 02108W	 UNL SFC Provide identification 10 MIN BFR entry	 H24 Unidentified ACFT will be intercepted

ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS

ENR 5.3.1 Other activities of a dangerous nature

Lateral limits coordinates	*Vertical limits*	*Advisory measures*	*Authority responsible for INFO*	*Remarks Time of ACT*
1	2	3	4	5
CAYBIS HELICOPTER TRAFFIC ZONE 581000N 0400000W – 581000N 0370000W 564000N 0374500W – 564000N 0401000W 581000N 0400000W	3000M SFC	Avoid flying below 3000M	Radio Station “Platform Charlie” FREQ 123.45 MHZ.	Obtain TFC INFO from Radio Station “Platform Charlie” 04002300 UTC.
FIELD ALPHA Circle with radius of 15NM centred on 574000N 0384000W	700M SFC	Cold flaring. Large amounts of explosive gas mixture in atmosphere.	Radio station “Platform Charlie” FREQ 123.45 MHZ.	Obtain INFO on activities from Radio Station “Platform Charlie” H24.
FIELD BRAVO Circle with radius of 15NM centred on 574000N 0382000W		Avoid area below 700M.		
FIELD CHARLIE Circle with radius 15NM centred on 570000N 0383000W				

5.3.2 Other potential hazards

Lateral limits coordinates	*Vertical limits*	*Advisory measures*	*Authority responsible for INFO*	*Remarks*
1	2	3	4	5
DONLON 522318N 0315658W	Up to 31000 M MSL	Radiosonde/Upperwind radio observations MAX LEN 30 M MAX WT 2.3 KG MAX ROC 1400 FT/MIN	Meteorological Bureau 101 West Avenue Donlon 4 Tel: 0123 695 3333	Daily 05000545 Daily 10301100 Daily 17001745 Daily 22302300 EET 80 MIN Subject to ATC clearance
VOLCANO TAMALS 502530N 0301525W	In eruptions risk of volcanic ash up to 10000 M	Avoid flying below 11000M	State Volcanological Agency 123 East Avenue Donlon 6 Tel: 0123 865 2266	TAMALS last erupted August 2000 and is considered active.

ENR 5.4 AIR NAVIGATION OBSTACLES — AREA 1

(Height 100 m AGL or higher)

OBST ID or designation	*OBST type*	*OBST position*	*ELEV/HGT (M)*	*OBST LGT Type/Colour*	*Remarks*
1	2	3	4	5	6
Justine	Mast	510136N 0311932W	277/163	OBST/R	Obstacle data sets are available (see GEN 3.1.6)
Rainby	Chimney	553208N 0310225W	178/136	OBST/R	
Kipol	Antenna mast	462021N 0250000W	505/454	Hazard light/ FLG W	
Woodbank	Bridge tower	425015N 0364952W	170/110	Illuminated (flood light)	

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES

Designation and lateral limits	*Vertical limits*	*Operator/User Tel Nr.*	*Remarks and time of ACT*
1	2	3	4
GLIDING AREAS **Area G1** 550000N 0242700W 545100N 0233600W 542100N 0221800W 540800N 0235000W to point of origin	FL 80* 3 500 FT MSL	Tomar Flying Club TEL 062 535 7373	*The area will not be allocated for altitudes above cloud base (base for CU clouds). Daily SRSS.
Area G2 505300N 0230400W 505300N 0210502W 502100N 0210400W 501300N 0220000W to point of origin	FL 70* 3 000 FT MSL	Winbord Flying Club TEL 064 795 4231	
Area G3 482700N 0263600W 481800N 0251300W 474700N 0245500W 475100N 0262700W to point of origin	FL 60* 2 500 FT MSL	Nistock Flying Club TEL 036 481 3113	
Area G4 452600N 0340000W 452100N 0322700W 444500N 0321800W 444000N 0330400W to point of origin	FL 70* 2 500 FT MSL	Uleni Aero Club TEL 029 496 4695	Allocation of the area may take place only after 1100 (1000).
HANG GLIDING AREAS **Tomar** Circle with radius of 10NM centred on 541008N 0234503W	1 000 M GND	Tomar Flying Club TEL 062 535 7373	SAT and SUN: SRSS
Uleni Circle with radius of 15NM centred on 452115N 0322503W	1 000 M GND	Uleni Aero Club TEL 029 496 4695	SAT and SUN: SRSS
PARACHUTE JUMPING AREAS **Donburg** Circle with radius of 2NM centred on 515202N 0340015W	2 000 M GND	Donburg Aero Club TEL 053 130 2546	SAT: 0600–SS SUN: 0900–1600
Note.— Other activities which may be listed under this heading are microlight flying, manned balloon launching, high flying kites, etc.			

ENR 5.6 BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA

1. BIRD MIGRATION

Bird migration occurs during the whole year but culminates during the periods March to May (spring migration) and September to November (autumn migration). Bird densities are measured by radar and the scale 0 to 8 is used as follows:

0 = no birds observed
8 = bird density very high

1.2 Spring migration

Spring migration culminates during the period March to May, and peak numbers for most species occur in April with densities very frequently above 5. The most important factors inducing heavy migration are a rise in temperature, light winds and southerly winds.

Migration patterns and altitudes

During the night, migration is generally on a broad front covering the whole country and its surrounding waters, with general direction from N to NE. During the day, migration tends to concentrate along coastlines. Generally, night migration is higher than day migration. During the night, the average altitude is APRX 1 000–1 500 m; during the day, APRX 300–1 000 m.

1.3 Autumn migration

Autumn migration culminates during the period September to November, and peak numbers for most species occur in October with densities frequently above 5. The most important factor inducing heavy migration is a fall in temperature. High densities are also correlated with winds from N to NE, light winds, little cloud cover and high pressure.

Migration patterns and altitudes

During the night, migration is on a broad front covering the whole country and its surrounding waters, with general direction south. During the day, migration tends to concentrate in the central part of ..... (specify) and along coastlines. Generally, night migration is higher than day migration. During the night, the average altitude is APRX 1 000–1 500 m; during the day, APRX 300–1 000 m.

1.4 Number of birds

At least 100 million birds pass over ..... (specify) and the surrounding waters during autumn. Smaller passerines are dominating, and several species occur in great densities and are very hazardous to aircraft, e.g.: starlings, thrushes and finches. Crowbirds, ducks, gulls, waders, pigeons and birds of prey are also hazardous and very numerous (tens of thousands to several million).

1.5 Information on densities

On weekdays, MON–FRI at 0700, 0930 and 1130 UTC, the flight information service will issue information if the bird density is 5 or more. Such information will be available at the briefing office at Donlon, comprising the following:

a) bird risk warning;

b) issuing station;

c) Date-time group (DTG);

d) GEOREF squares and intensity;

e) heightband (AGL); and

f) validity.

1.6 Caution note

When an intensity of 5 or more is reported, it is recommended that aircraft fly at heights above 1 000 m (3 300 ft) AGL by day and above 1 500 m (5 000 ft) AGL by night.

1.7 Reporting of bird strike

General

To achieve more comprehensive statistics of bird strikes, the Civil Aviation Administration is collecting information. All pilots on flights within Amswell FIR are therefore requested to report to the Civil Aviation Administration all cases of bird strike or incidents where a risk of bird strike has been present.

Reporting

To facilitate the reporting of incidents, a Bird Strike Reporting Form has been produced and may be obtained at airport offices at public aerodromes or from the Civil Aviation Administration. In connection with incidents on or near an aerodrome, pilots are requested to collect the bird, or as much of the remnants as possible, and forward it to:

Dr. Phil. H. Lind
Institute of Population Biology
University Park
Donlon.

Any supplementary information on the circumstances under which the incident took place should also be added.

The index chart on page ENR 6-8 shows the main bird migration routes, with an indication of the migration periods and heights above ground level.

The index chart on page ENR 6-9 shows the bird concentration for the period JAN–APR.

2. AREAS WITH SENSITIVE FAUNA

2.1 Many species of birds as well as mammals are sensitive to noise from aircraft and overflying their breeding and resting places may be critical. In accordance with the Regulations for Civil Aviation ..... (specify), overflying of such areas at heights below 1 000 ft (300 m) shall be avoided.

2.2 The areas are shown on the index charts on pages ENR 6-9 to ENR 6-..... (specify) and at Aeronautical Chart — ICAO 1:500 000 ..... (specify name of chart).

ENR 6. EN-ROUTE CHARTS

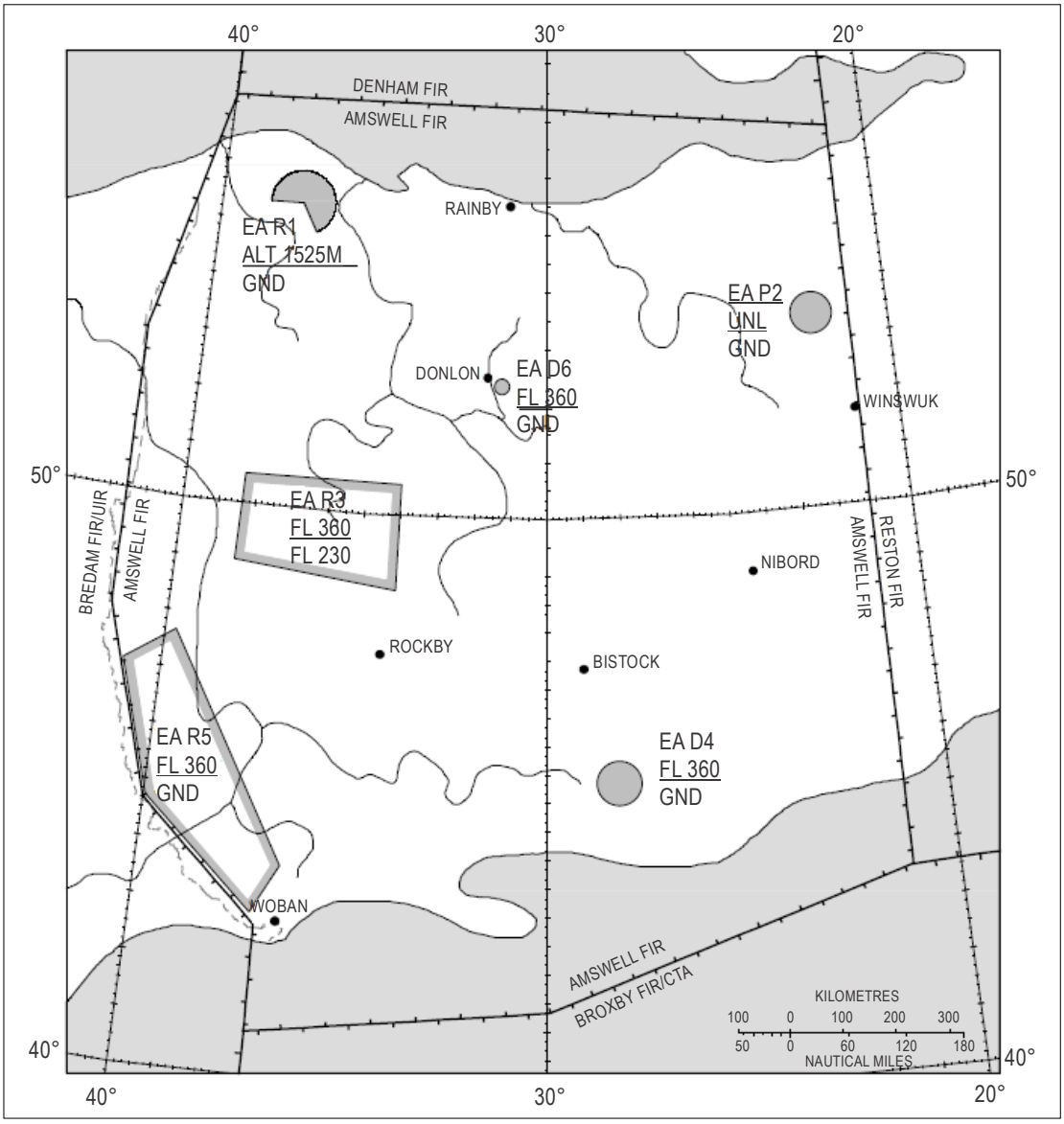
(including index charts)

ENR6_INDEX01	Air Traffic Services Airspace – Index Chart
ENR6_INDEX02	Prohibited, Restricted and Danger Areas – Index Chart
ENR6_INDEX03a	Military Exercise Training Areas and ADIZ – Index Chart
ENR6_INDEX03b	Other Activities of a Dangerous Nature – Index Chart
ENR6_INDEX04	Aerial, Sporting and Recreational activities – Index Chart
ENR6_INDEX05	Radio Facility – Index Chart
ENR6_INDEX06a	Bird Migration Routes – Index Chart
ENR6_INDEX06b	Bird Concentrations and Areas with Sensitive Fauna (JAN-APR) – Index Chart

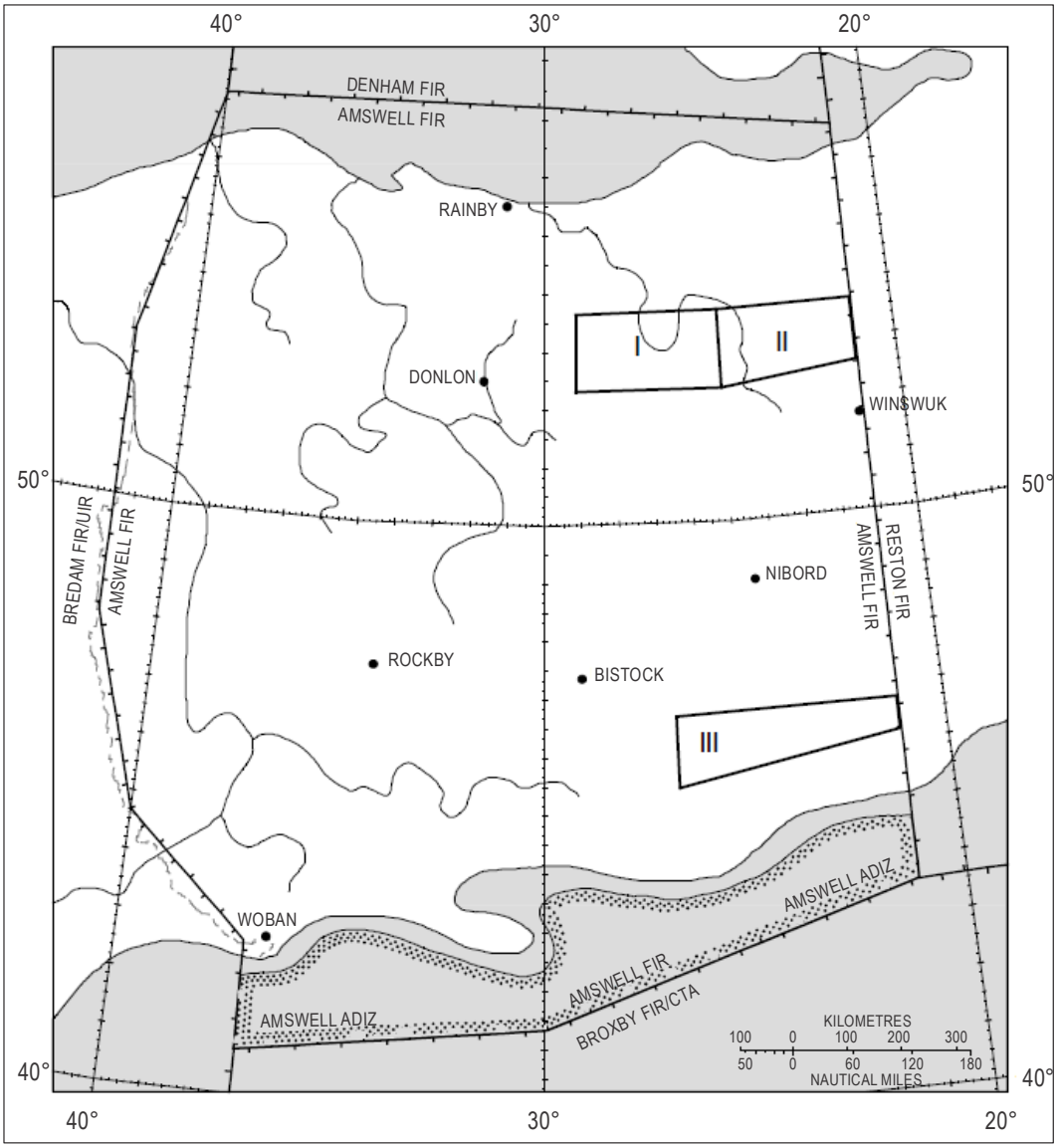
AIR TRAFFIC SERVICES AIRSPACE — INDEX CHART

TO BE DEVELOPED

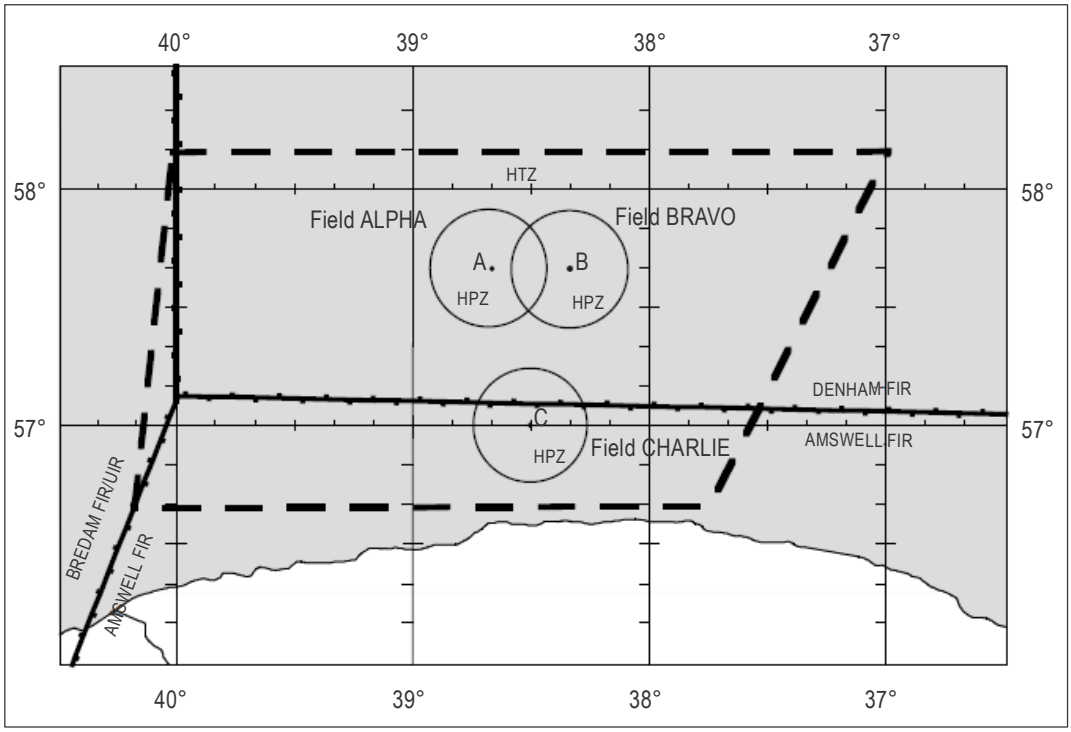
PROHIBITED, RESTRICTED AND DANGER AREAS — INDEX CHART



MILITARY EXERCISE TRAINING AREAS AND ADIZ — INDEX CHART

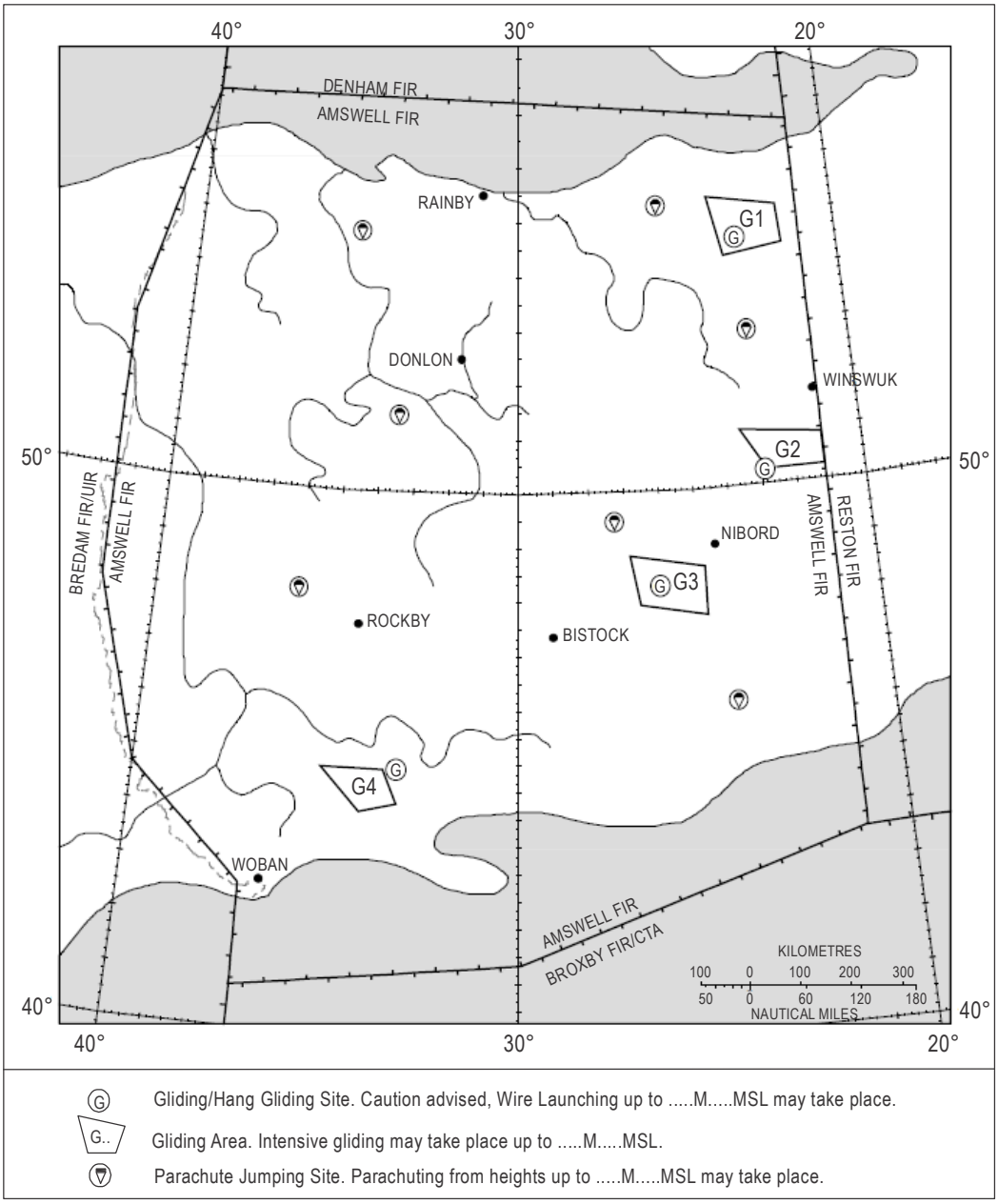


OTHER ACTIVITIES OF A DANGEROUS NATURE — INDEX CHART



HTZ = Helicopter traffic zone
HPZ = Helicopter platform zone

AERIAL, SPORTING AND RECREATIONAL ACTIVITIES — INDEX CHART



Ⓖ Gliding/Hang Gliding Site. Caution advised, Wire Launching up to .....M.....MSL may take place.

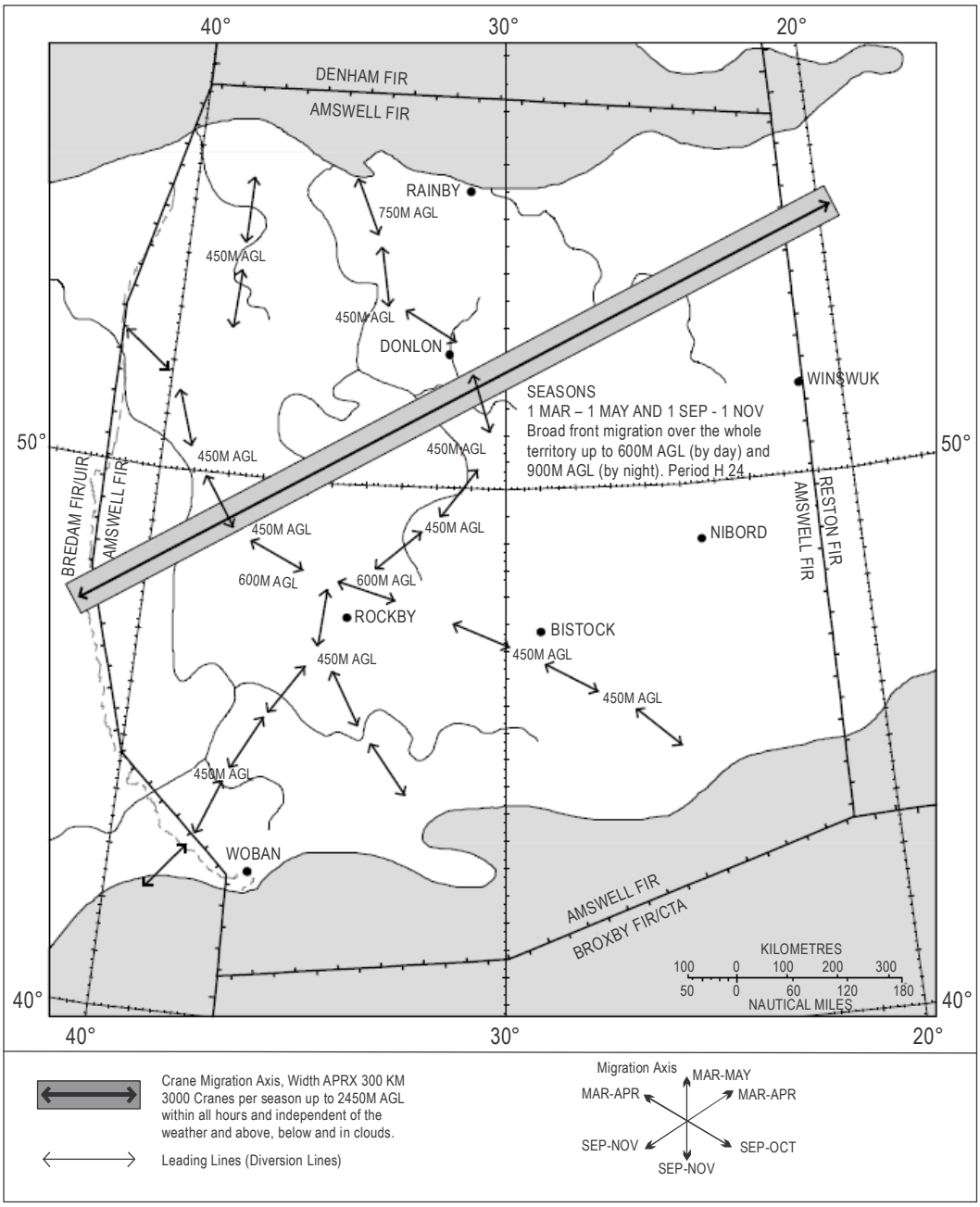
G.. Gliding Area. Intensive gliding may take place up to .....M.....MSL.

Ⓟ Parachute Jumping Site. Parachuting from heights up to .....M.....MSL may take place.

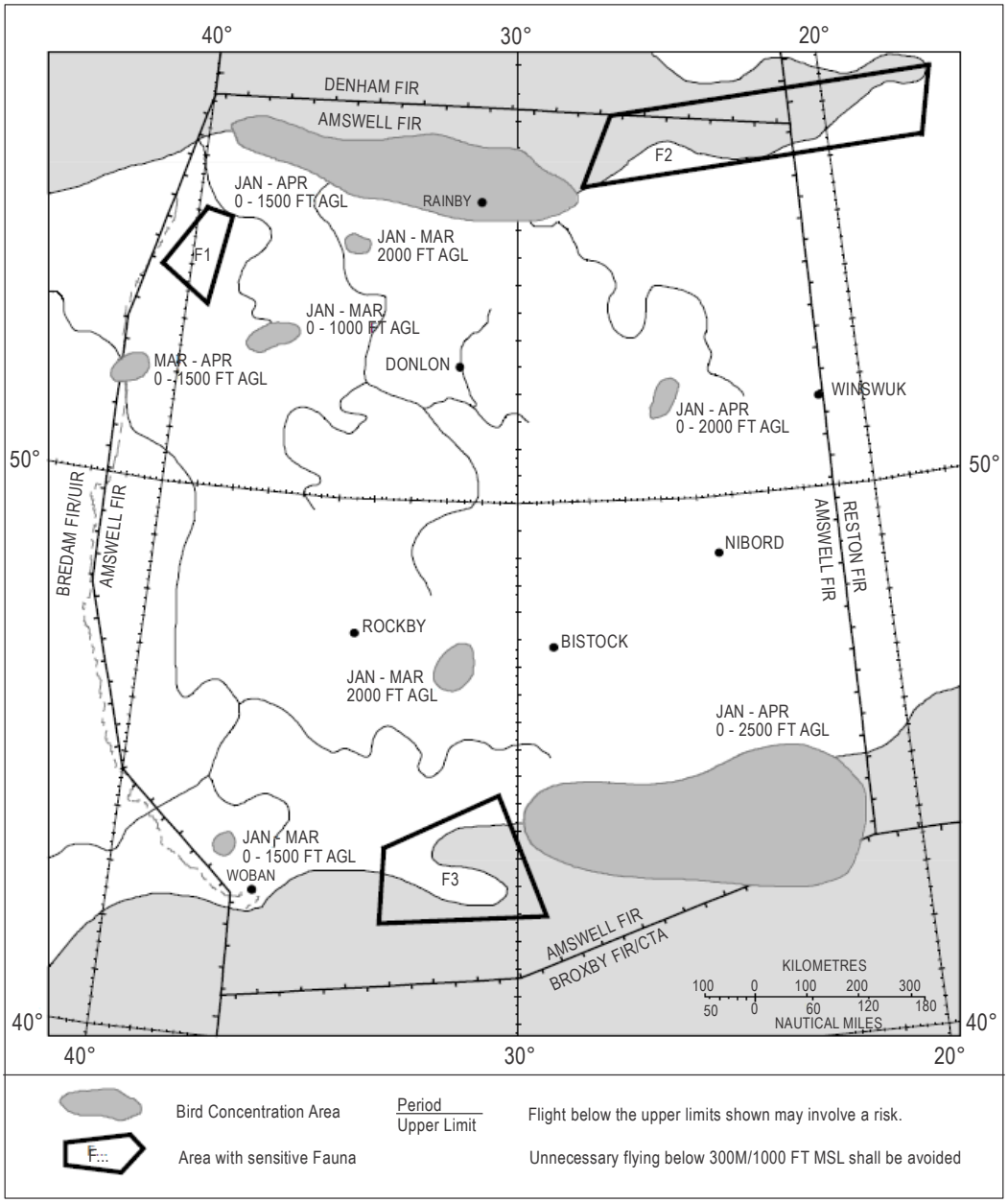
RADIO FACILITY — INDEX CHART

TO BE DEVELOPED

BIRD MIGRATION ROUTES — INDEX CHART



BIRD CONCENTRATIONS AND AREAS WITH SENSITIVE FAUNA (JAN-APR) — INDEX CHART



AIP
AERONAUTICAL INFORMATION PUBLICATION

_____
(Name of State)

PART 3
GENERAL (AD)

VOLUME NR
(If more than one volume)

PART 3 — AERODROMES (AD)

AD 0.6 TABLE OF CONTENTS TO PART 3

AD 3. HELIPORTS

AD 1. AERODROMES/HELIPORTS — INTRODUCTION

AD 1.1 AERODROME/HELIPORT AVAILABILITY AND CONDITIONS OF USE

AD 1.1.1 General conditions

Commercial flights are not permitted to take off from, or land at, any aerodrome/heliport not listed in this AIP except in cases of real emergency or when special permission has been obtained from the Civil Aviation Administration.

In addition to the aerodromes/heliports available for public use listed in this AIP, a number of other aerodromes/airfields are located throughout the country. These aerodromes/airfields are available only for private flights and are subject to permission for use by the owner. Details about these aerodromes/airfields can be obtained through the ..... Aero Club at the following address.

..... Aero Club
..... Airfield
Falcon Road
.....

Landings made other than at an international aerodrome/heliport or a designated alternate aerodrome/heliport

If a landing is made other than at an international aerodrome/heliport or a designated alternate aerodrome/heliport, the pilot-in-command shall report the landing as soon as practicable to the health, customs and immigration authorities at the international aerodrome/heliport at which the landing was scheduled to take place. This notification may be made through any available communication link.

The pilot-in-command shall be responsible for ensuring that:

a) if pratique has not been granted to the aircraft at the previous landing, contact between other persons on the one hand and passengers and crew on the other is avoided;

b) cargo, baggage and mail are not removed from the aircraft except as provided below; and

c) any foodstuff of overseas origin or any plant material is not removed from the aircraft except where local food is unobtainable. All food refuse including peelings, cores, stones of fruit, etc. must be collected and returned to the galley refuse container, the contents of which should not be removed from the aircraft except for hygiene reasons; in that circumstance, the contents must be destroyed either by burning or by deep burial.

Traffic of persons and vehicles on aerodromes

Demarcation of zones

The grounds of each aerodrome are divided into two zones:

a) a public zone comprising the part of the aerodrome open to the public; and

b) a restricted zone comprising the rest of the aerodrome/heliport.

Movement of persons

Access to the restricted zone is authorized only under the conditions prescribed by the special rules governing the aerodrome/heliport. The customs, police, and health inspection offices and the premises assigned to transit traffic are normally accessible only to passengers, to staff of the public authorities and airlines, and to authorized persons in pursuit of their duty. The movement of persons having access to the restricted zone of the aerodrome/heliport is subject to the conditions prescribed by the air navigation regulations and by the special rules laid down by the aerodrome administration.

Movement of vehicles

The movement of vehicles in the restricted zone is strictly limited to vehicles driven or used by persons carrying a traffic permit or an official card of admittance. Drivers of vehicles, of whatever type, operating within the confines of the aerodrome/heliport must respect the direction of the traffic, the traffic signs and the posted speed limits, and generally comply with the provisions of the highway code and with the instructions given by the competent authorities.

Policing

Care and protection of aircraft, vehicles, equipment and goods used at the aerodrome/heliport are not the responsibility of the State or any concessionaire; they cannot be held responsible for loss or damage that is not incurred through action by them or their agents.

Use of the heliports

Unless other permission has been granted by the Civil Aviation Administration, the heliports may be used only for flights in accordance with Visual Flight Rules (VFR).

The direction of take-off (TKOF) zones at the individual heliport refers only to zones, which for flight with helicopters of the type ..... (specify) are determined to be free of obstructions. Pilots shall, before using a heliport, ensure that a clear approach and departure can be carried out and, in case of an emergency, that suitable landing sites are available along the planned track, taking into consideration the performance of the helicopter.

Landing, parking and storage of aircraft on aerodromes/heliports under the control of the Civil Aviation Administration

The conditions under which aircraft may land and be parked, housed or otherwise dealt with at any of the aerodromes/heliports under the control of the Civil Aviation Administration are as follows:

a) The fees and charges for the landing, parking or housing of aircraft shall be those published from time to time by the Civil Aviation Administration (hereinafter referred to as "CAA") in the AIP or AIC.

   The fees or charges for any supplies or services which may be furnished to aircraft by, or on behalf of, the CAA at any aerodrome/heliport under the control of the CAA shall, unless otherwise agreed before such fees or charges are incurred, be such reasonable fees and charges as may from time to time be determined by the CAA for that aerodrome/heliport. The fees and charges referred to shall accrue from day to day and shall be payable to the CAA on demand.

b) The CAA shall have a lien on the aircraft, its parts and accessories for such fees and charges as aforesaid.

c) If payment of such fees and charges is not made to the CAA within 14 days after a letter demanding payment thereof has been sent by post addressed to the registered owner of the aircraft, the CAA shall be entitled to sell, destroy or otherwise dispose of the aircraft and any of its parts and accessories and to apply the proceeds from so doing to the payment of such fees and charges.

d) Neither the CAA nor any servant or agent of the government shall be liable for loss or damage to the aircraft, its parts or accessories or any property contained in the aircraft, howsoever such loss and damage may arise, occurring while the aircraft is on any aerodrome/heliport under the control of the CAA or is in the course of landing at or taking off from any such aerodrome/heliport.

AD 1.1.2 Use of military air bases

General

Use of military air bases in ..... (State) by other than State-registered aircraft may be made solely when prior permission has been obtained. The use of military air bases as alternate aerodromes may likewise be made solely when prior permission thereto has been obtained. ..... (specify) Air Base is not affected by these regulations. Permission to use ..... (specify) and ..... (specify) air bases will be granted unless special conditions apply. Permission may at any time be withdrawn with immediate effect, should circumstances so require.

Submission of application

Application in writing for permission to use a military air base shall be submitted directly to the air base concerned well in advance of the date of flight. The addresses are as follows:

..... Air Base
20 Highland Road
..... UJ1 WT2
Tel: 0123 6930304
Telefax: 0123 6930314
Telex: 99 5757
AFS: NIL

Rules and conditions

Operations on the air base must be carried out in accordance with the rules and conditions stated below with due regard to such other conditions, as may have been stipulated for each individual permission.

a) A flight plan shall be submitted for each flight. During flight in controlled air space and during operations on the manoeuvring area, the pilot-in-command shall closely observe the directions given.

b) The commander of the air base establishes the rules, which are to be observed by flight crew members and passengers, concerning security measures, traffic and stays at the air base.

   As regards the air bases ..... (specify) and ..... (specify), photographing from the air as well as on the ground is prohibited. At the remaining air bases, the local ban on photography will apply as posted. Flight crew members and ground personnel shall immediately report any violations.

c) The defence forces shall not be liable for the theft of and fire-, water- or other damage to aircraft, their equipment, flight crew members, passengers, cargo, etc. caused during stays at the air base.

   The defence forces reserve the right to claim compensation for damage caused by civil aircraft, flight crew members or passengers to air force material, buildings and personnel within the area of an air base.

d) Landing and other charges will be collected in accordance with the provisions of the current “Tariff Regulations applying to Public State-operated Airports”, approved by the Ministry of Transport.

AD 1.1.3 Low visibility procedures (LVP)

Promulgation of an aerodrome as available for Category II or Category III operations means that it is suitably equipped and that procedures appropriate to such operations have been determined and are applied when relevant.

Promulgation implies that at least the following facilities are available:

ILS — certificated to relevant performance category.

Lighting — suitable for category promulgated.

RVR system — may be automatic or manned system for Category II; will be automatic system for Category III.

Special procedures and safeguards will be applied during Category II and III operations. In general, these are intended to provide protection for aircraft operating in low visibilities and to avoid disturbance of the ILS signals.

Protection of ILS signals during Category II or III operations may dictate that pre-take-off holding positions be more distant from the runway than the holding positions used in good weather. Such holding positions will be appropriately marked and will display signs conforming to the specifications in Annex 14, Volume I, on one or both sides of the taxiway; there may also be a stop bar of red lights. For aircraft taxiing off the runway during Category III operations, exit taxiway centre line lights are colour-coded to facilitate notification of runway vacation; the colour coding ends at the boundary of the ILS critical/sensitive area. Pilots are required to make a “Runway Vacated” call on radiotelephone (RTF) when the aircraft has reached the colour code of part of the exit taxiway centre line lights, due allowance being made for aircraft size to ensure that the entire aircraft is clear of the ILS critical/sensitive area.

In actual Category II or III weather conditions, pilots will be informed by air traffic control (ATC) of any unserviceabilities in the promulgated facilities so that they can amend their minima, if necessary, according to their operations manual. Pilots who wish to carry out a practice Category II or Category III approach are to request Practice Category II (or Category III) approach on initial contact with approach control. For practice approaches there is no guarantee that the full safeguarding procedures will be applied and pilots should anticipate the possibility of a resultant ILS signal disturbance.

AD 1.1.4 Aerodrome operating minima

VFR Flights

Take-off and landing may be prohibited for reason of low ceiling and/or bad visibility.

IFR Flights

A controlled aerodrome will not be closed to IFR traffic for reason of low ceiling and/or bad visibility.
A pilot on IFR flight plan shall not take off when the reported RVR or visibility, as appropriate, is below the minimum value published in the AIP. ATC will issue the official weather report (see note 1 below). Neither taxi instructions nor take-off clearance will be issued. The following phraseology will be used: *"RVR or visibility (as appropriate) ... meters. This is below published minima for take-off on runway ... (runway designation). ... (call sign) taxi instructions and take-off clearance not issued".*

ATC will ensure that any information essential for the pilot's decision to continue or discontinue an approach is brought to the pilot’s attention without delay, such as:

a) application of special safeguards and procedures, when necessary;

b) any known unserviceability of aids or facilities;

c) official weather report including any significant changes transmitted to each aircraft; and

d) RVR information including any significant changes transmitted to each aircraft.

When on an aerodrome in … (State) the reported RVR and/or visibility, as appropriate, are below the published aerodrome minima, ATC will inform the pilot accordingly and request the pilot to state the pilot’s intentions using the following phraseology: *“Reported RVR and/or visibility is .... This is below published minima. Advise your intentions".*

Unless a holding for weather improvement or a diversion is requested, or holding for implementation of special safeguards and procedures is imposed, ATC will issue approach instructions and landing clearance and, if necessary, will assist the pilot during the pilot's manoeuvre.

Note 1.— Reports of routine and special observations including RVR reading and/or visibility, as appropriate, made at aerodromes by an official weather officer (or by the airport authority, if no such officer is available), constitute the official weather report.

Note 2.— The clearance issued does not relieve a pilot of any responsibility in case of violation of applicable rules and regulations.

Note 3.— A pilot on an instrument approach procedure shall not descend below the pilot's DH/MDH, if the pilot has not established the required visual reference to continue the approach-to-land.

Note 4.— Possible adverse consequences for aircraft and its occupants as well as for persons and property on the surface, resulting from a landing attempted and made under conditions below the published minima, cannot be ascribed to ATC assistance. ATC clearances are solely based on known traffic conditions.

Note 5.— A pilot in emergency will be allowed to land regardless of the conditions of the aerodrome and aerodrome facilities.

AD 1.1.5 Other information

NIL.

AD 1.2 RESCUE AND FIRE-FIGHTING SERVICES AND SNOW PLAN

AD 1.2.1 RESCUE AND FIRE-FIGHTING SERVICES

At aerodromes approved for scheduled and/or non-scheduled traffic with aeroplanes carrying passengers, rescue and fire-fighting services and, in some cases, sea rescue services are established in accordance with the regulations for civil aviation.

Note.— For heliports, special rules will apply.

Information about whether there is service and what the extent of that service is, is given on the relevant page for each aerodrome.

Scheduled or non-scheduled traffic with aeroplanes carrying passengers is not allowed to use aerodromes without rescue and fire-fighting services.

Each individual service is categorized according to the table shown below. Temporary changes will be published by NOTAM.

Rescue and fire-fighting services

Aerodrome category	*Amount of water in litres for production of performance level A foam*
3	1 800
4	3 600
5	8 100
6	11 800
7	18 200
8	27 300
9	36 400

(Category 1 and 2 are not used in ..... (State)).

AD 1.2.2 SNOW PLAN

1. Organization of winter service

During the winter period from approximately 1 November to approximately 1 April, the aerodrome operational service at the aerodromes listed below will conduct the following duties:

a) surveillance of the manoeuvring area and apron with a view to noting the presence of ice, snow or slush;

b) measurement of the friction coefficient or estimate of the braking action when ice, snow and/or slush are present on more than 10% of the total area of the runway in question, and as far as possible at taxiways and aprons;

c) implementation of measures to maintain the usability of the runway, etc.; and

d) reporting of the conditions mentioned in a) to c) above.

Winter service is established at the following aerodromes:

Akvin	Siby
Dengron	Wichnor
Donlon	Yanmore

2. Surveillance of movement areas

The aerodrome operational service monitors the condition of the manoeuvring area and the apron within the published aerodrome hours of service.

3. Measuring methods and measurements taken

The depth of a layer of snow or slush is measured by an ordinary measuring rod. Measurements will be taken at a large number of places and a representative mean value calculated. On a runway, the mean value will be calculated for each third of the runway. For removal of ice and compacted snow which cannot be removed with mechanical equipment, chemicals are used.

3.2 *Friction coefficients*

3.2.1 Whenever information on braking action promulgated in accordance with this snow plan in terms of friction coefficients is used as a basis for assessing the stopping and manoeuvring capability of an aircraft, it is of utmost importance to keep in mind that these friction coefficients pertain to a measuring device and therefore, as objective parameters, are valid for that specific device only.

3.2.2 The following methods of measurement will apply:

a) continuous method whereby the friction coefficient is recorded continuously by means of special devices (MU-meter (MUM) and surface friction tester (SFT)); and

b) retardation measurements with the use of an instrument that only indicates the peak value of the retardation reached during each braking (Tapley meter (TAP)).

All measurements and calibrations are accomplished in accordance with the instructions given by the manufacturer for the proper use of the instruments. Measurements are taken, approximately 4 m apart, on each side of the centre line of the runway.

3.2.2.1 An SFT is used at Akvin, Dengron and Donlon Aerodromes. An MUM is used at Siby Aerodrome and at military air bases. A TAP is used at the remaining aerodromes listed in EADD AD 2.1. Some aerodromes have reserve instruments. If a reserve instrument of a type other than the primary is used, it will be announced by the air traffic service (ATS) and by the automatic terminal information service (ATIS) where this is available.

3.2.2.2 Braking action will be estimated if the friction coefficient cannot be measured due to lack of equipment or for other reasons.

3.2.2.3 When ice, snow or slush is present on 10% or less of the total area of a runway, the friction coefficient will not be measured and braking action will not be estimated. If in such a situation water is present, the runway will be reported WET. Where only water is present on a runway and periodic measurements so indicate, the runway will be reported as “WET”.

4. Actions taken to maintain the usability of movement areas

4.1 Snow clearance and measures to improve braking action will be implemented and maintained as long as conditions at the movement area impede the safety and regularity of air traffic.

4.2 Snow clearance, etc. will normally be carried out in the following order:

a) runway in use and access road from the fire station;

b) taxiway(s) to runway in use;

c) apron; and lastly

d) other runways and areas.

Measures will be taken to clear the runways to full width but, in special cases, conditions may dictate that wide runways be opened temporarily for traffic even if cleared to a width of 30 m only. Snow clearance will not be considered completed until the runway is cleared to full width.

4.3 Measures to improve braking action will be implemented when the friction coefficient on runways and taxiways is below the maintenance planning level shown in Annex 14, Volume I, Attachment A, Section 7.

The following chemicals have been approved by the Civil Aviation Administration:

For spraying: UCAR and a mixture of pure ethylene glycol and isopropyl alcohol.

For spreading: UREA ($CO(NH_2)_2$).

Chemical de-icing of runways will be carried out to a width of not less than 15 m on each side of the centre line of the runway.

4.3.1 Improvement of the braking action by spreading sand with a grain size of not less than 1 mm and not exceeding 5 mm will take place. The sand will be spread out to a width of not less than 15 m on each side of the runway centre line.

5. System and means of reporting

5.1 The aerodrome operational service will use the SNOWTAM form for the reporting, which will be delivered to the aerodrome reporting office/air traffic service unit for further dissemination.

5.1.1 When ice, snow or slush no longer prevail and chemicals are no longer used, the reporting will cease after the issuance of a cancellation SNOWTAM. A new SNOWTAM will not be issued until winter conditions appear again.

5.2 The following definitions have been adopted:

Slush. Water-saturated snow that, with a heel-and-toe slap-down motion against the ground, will be displaced with a splatter; specific gravity: 0.5 up to 0.8.

Note.— Combinations of ice, snow and/or standing water may, especially when rain, rain and snow, or snow is falling, produce substances with specific gravities in excess of 0.8. These substances, due to their high water/ice content, will have a transparent rather than a cloudy appearance and, at the higher specific gravities, will be readily distinguishable from slush.

Snow (on the ground).

a) *Dry snow*. Snow which can be blown if loose or, if compacted by hand, will fall apart again upon release; specific gravity: up to but not including 0.35.

b) *Wet snow*. Snow which, if compacted by hand, will stick together and tend to or form a snowball; specific gravity: 0.35 up to but not including 0.5.

c) *Compacted snow*. Snow which has been compressed into a solid mass that resists further compression and will hold together or break up into lumps if picked up; specific gravity: 0.5 and over.

5.3 The extent of ice, snow and/or slush on a runway is reported on the basis of an estimate of the covered area and given in percentage of the total area of the runway, in accordance with the following:

10%	10% or less is covered
25%	11–25% of the runway is covered
50%	26–50% of the runway is covered
100%	more than 50% of the runway is covered

5.4 Information on braking action will be given in terms of friction numbers (friction coefficients indicated with two digits, 0 and decimal symbol being omitted) when based on measurements. In addition, the kind of measuring device used will be reported. When braking action is estimated, plain language will be used.

In MOTNE transmissions, a special code will be used.

Measured friction coefficient	*Estimated braking action*	*Code*
0.40 and above	good	5
0.39–0.36	good to medium	4
0.35–0.30	medium	3
0.29–0.26	medium to poor	2
0.25 or below	poor	1
9 – unreliable	unreliable	9

“Unreliable” will be reported when more than 10% of a runway surface is covered by wet ice, wet snow and/or slush. Measuring results and estimates are considered absolutely unrealistic in such situations. In reports “unreliable” will be followed by either the friction number given by the instrument used or the estimated braking action. In the MOTNE code, the code figure “99” will be used.

In situations depicted in section 3.2.2.3 above, “not available” will be reported in SNOWTAM Item H and “//” will be reported in the MOTNE code for B_RB_R.

5.5 Snow banks will be reported when their height, within a distance of 15 m from the runway or taxiway, exceeds 60 cm.

5.6 When information on runway conditions is given section-wise, it is given in the order in which the conditions in question are encountered at take-off, or in landing, in the runway direction which is indicated by the runway number. In instructions to landing and departing aircraft, the order of section-wise information of the runway in use will thus always be in accordance with the order in which the conditions in question are encountered during take-off and landing.

6. Cases of runway closure

In cases where a postponement of clearance operations would involve a definite risk of the situation developing into a crisis, e.g. when a fall in temperature causes water or slush to become solid ice, the snow clearance service is authorized to demand that sections of the movement areas be closed to traffic.

7. Distribution of information about snow conditions

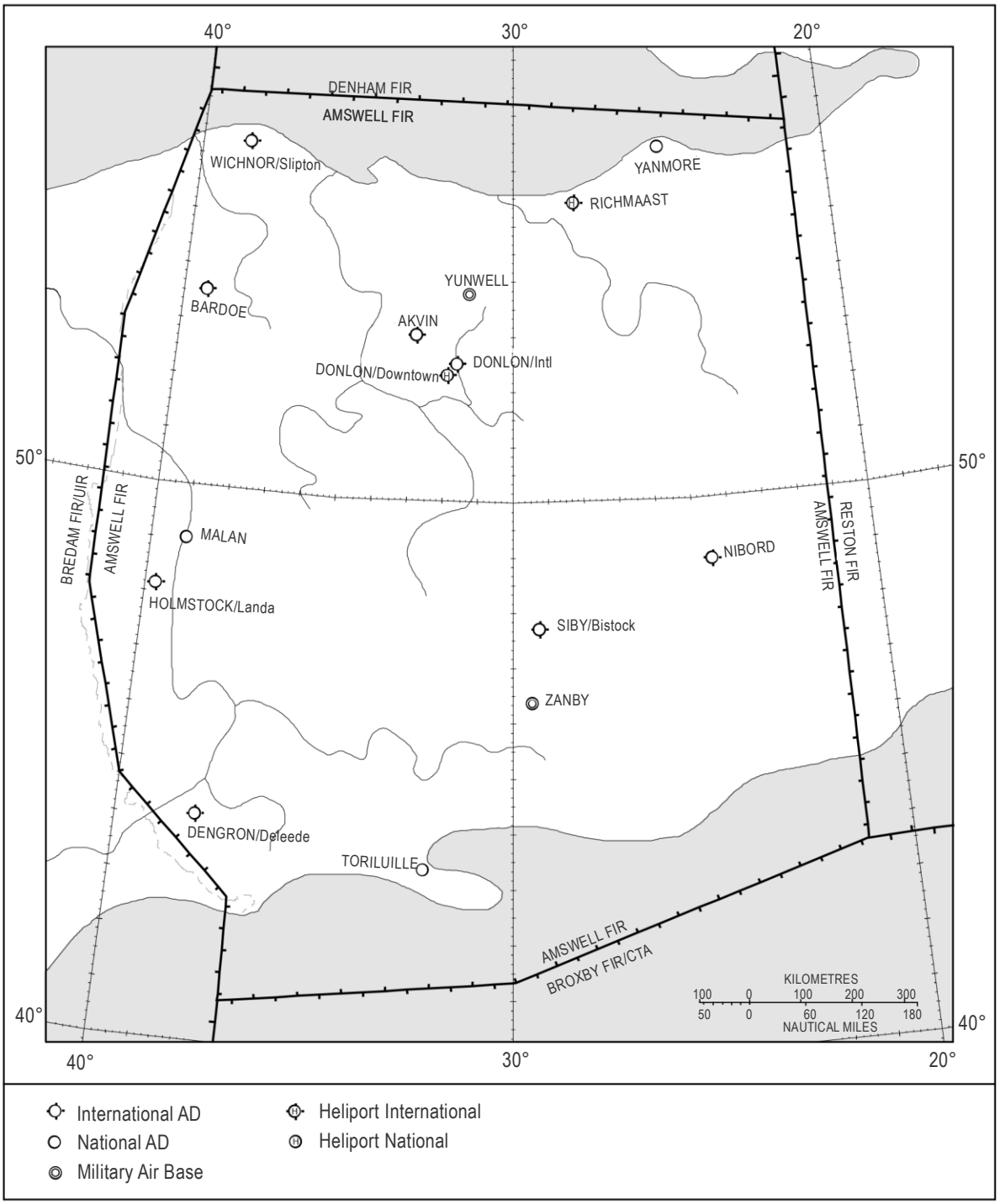
Information on snow conditions at Akvin, Dengron, Donlon, Siby and Wichnor aerodromes will be distributed directly from the individual aerodrome in a separate series of NOTAM (SNOWTAM). SNOWTAM will be prepared in accordance with PANS-AIM, Appendix 4. Information on snow conditions at aerodromes other than those mentioned above can be obtained at the aerodrome concerned or will be available at the briefing office at Donlon Aerodrome.

AD 1.3 INDEX TO AERODROMES AND HELIPORTS

Aerodrome/heliport name *Location indicator*	*Type of traffic permitted to use the aerodrome/heliport*			*Reference to AD section and remarks*
	International – National (INTL-NTL)	*IFR-VFR*	*S =Scheduled* *N =Non-scheduled* *G =General aviation* *M =Military* *X =Other*	
1	2	3	4	5
Aerodromes				
AKVIN/Akvin EADA	INTL-NTL	IFR-VFR	G	AD 2-EADA
DENGRON/Deleede EADE	INTL-NTL	VFR	N G	AD 2-EADE
DONLON/Intl. EADD	INTL-NTL	IFR-VFR	S N G	AD 2EADD 1
HOLMSTOCK/Landa EADS	INTL-NTL	IFR-VFR	S N G	AD 2-EADS
MALAN/Malan EADM	NTL	IFR-VFR	N G	AD 2-EADM
NIBORD/Nibord EADN	INTL-NTL	VFR	N G	AD 2-EADN
SIBY/Bistock EADB	INTL-NTL	IFR-VFR	S N G	AD 2-EADB
TORILUILLE/Toriluille *EADU	NTL	VFR	N G	AD 2-EADU
WICHNOR/Slipton EADW	INTL-NTL	IFR-VFR	N G	AD 2-EADW
YANMORE/Yanmore *EADR	NTL	VFR	N G	AD 2-EADR
YUNWELL (MIL AD) EADY	NTL	IFR-VFR	N G	AD 2-EADY
ZANBY (MIL AD) EADZ	NTL	IFR-VFR	S N G	AD 2-EADZ
Heliports				
BARDOE EADO	NTL	VFR	N G	AD 3-EADO
DONLON DOWNTOWN HELIPORT EADH	INTL-NTL	IFR-VFR	S N G	AD 3-EADH
RICHMAAST EADT	INTL-NTL	IFR-VFR	S N G	AD 3-EADT

* The location indicators marked with an asterisk (*) cannot be used in the address component of AFS messages.

AERODROMES AND HELIPORTS – INDEX CHART



AD 1.4 GROUPING OF AERODROMES/HELIPORTS

The criteria applied by ..... (State) in grouping aerodromes/heliports for the provision of information in this AIP are as follows:

Primary/major international aerodrome/heliport

The aerodrome/heliport of entry and departure for international air traffic, where all formalities concerning customs, immigration, health, animal and plant quarantine, and similar procedures are carried out and where air traffic services are available on a regular basis.

Secondary/other international aerodrome/heliport

Another aerodrome/heliport available for the entry or departure of international air traffic, where the formalities concerning customs, immigration, health and similar procedures and air traffic services are made available, on a restricted basis, to flights with prior approval only.

National aerodrome/heliport

An aerodrome/heliport available only for domestic air traffic, including those military aerodromes/heliports where civil air traffic is allowed under certain conditions.

AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

Aerodrome name *Location indicator*	*Date of certification*	*Validity of certification*	*Remark*
1	2	3[1]	4
AKVIN/Akvin EADA	26 NOV 2000	1 year	Certified by CAA
DENGRON/Deleede EADE	26 NOV 2000	2 years	Certified by CASA
DONLON/Intl. EADD	24 NOV 2000	3 years	Certified by DCA
HOLMSTOCK/Landa EADS	24 NOV 2000	1 JAN 2002	Certified by CAA
MALAN/Malan EADM	Not certified		
NIBORD/Nibord EADN	26 NOV 2000	5 years	Certified by CASA
SIBY/Bistock EADB	26 NOV 2000	—	Certified by CASA
TORILUILLE/Toriluille *EADU	26 NOV 2000	—	
WICHNOR/Slipton EADW	26 NOV 2000	—	
YANMORE/Yanmore *EADR	26 NOV 2000	—	Certified by CASA
YUNWELL (MIL AD) EADY	26 NOV 2000	—	Joint civil/military operation
ZANBY (MIL AD) EADZ	Not certified		

1. In column 3, the dash (—) indicates that the certificate does not have an end of validity; the certificate is perpetual.
* The location indicators marked with an asterisk (*) cannot be used in the address component of AFS messages.

AD 2. AERODROMES

EADD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EADD — DONLON/International

EADD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	*ARP coordinates and site at AD*	522318N 0315658W 258°/1075 M from THR 09L
2	*Direction and distance from (city)*	045°, 9 KM from Donlon
3	*Elevation/Reference temperature*	30 M/21°C
4	*Geoid undulation at AD ELEV PSN*	12 M
5	*Magnetic (MAG) variation (VAR)/Annual change*	3°W (1990)/0.03° decreasing
6	*Name of aerodrome operator, address, telephone, telefax numbers, e-mail address, AFS address and, if available, website address*	Civil Aviation Administration Donlon Airport Donlon 4 W Tel: 01238282 Telefax: 01238292 E-mail: admin@donlonairport.com AFS: EADDYDYX Website: www.donlonairport.com
7	*Types of traffic permitted (IFR/VFR)*	IFR/VFR
8	*Remarks*	NIL

EADD AD 2.3 OPERATIONAL HOURS

1	*Aerodrome Operator*	MON–FRI: 0600–2000 (0500–1900) SAT, SUN + HOL: 0700–2000 (0600–1900)
2	*Customs and immigration*	MON–FRI: 0900–1800 (0800–1700) SAT, SUN + HOL: 1000–1700 (0900–1600)
3	*Health and sanitation*	Available within AD hours. 2 HR PN to AD required.
4	*Aeronautical information service (AIS) briefing office*	As AD administration.
5	*ATS Reporting Office (ARO)*	As AD Administration.
6	*MET Briefing Office*	As AD Administration.
7	*ATS*	As AD Administration.
8	*Fuelling*	As AD Administration.
9	*Handling*	As AD Administration.
10	*Security*	As AD Administration.
11	*De-icing*	As AD Administration.
12	*Remarks*	Outside these hours, services are available O/R. Request to be submitted to the AD not later than 1500 (1400) UTC.

EADD AD 2.4 HANDLING SERVICES AND FACILITIES

1	*Cargo-handling facilities*	Trucks 1.5–3.5 tonnes. Up to 10 tonnes handling possible.
2	*Fuel/oil types*	Jet A1, AVTUR, AVGAS 100 LL, oil, all types normally available.
3	*Fuelling facilities/capacity*	1 truck 45 000 litres, 50 litres/sec.
4	*De-icing facilities*	Available. See AD chart for location.
5	*Hangar space for visiting aircraft*	Limited, by prior arrangement only.
6	*Repair facilities for visiting aircraft*	Available for aircraft up to 5 700 KG. Major repairs by arrangement.
7	*Remarks*	Handling services available within AD HR or by arrangement with the AD.

EADD AD 2.5 PASSENGER FACILITIES

1	*Hotels*	Near the AD and in the city.
2	*Restaurants*	At AD and in the city.
3	*Transportation*	Buses, taxis and car hire from the AD. Trains to and from the city.
4	*Medical facilities*	First aid at AD. Hospitals in the city.
5	*Bank and Post Office*	At AD. Open within AD HR.
6	*Tourist Office*	Office in the city. Tel: Donlon 0123 4863559 Telefax: 0123 4863569
7	*Remarks*	AD website: www.donlonairport.com/passengers

EADD AD 2.6 RESCUE AND FIRE-FIGHTING SERVICES

1	*AD category for fire-fighting*	Within AD HR: CAT 7
2	*Rescue equipment*	Yes, 2 boats of 40 persons
3	*Capability for removal of disabled aircraft*	Lifting bags and hydraulic jacks available
4	*Remarks*	Outside AD HR, fire-fighting service to be requested. Request to be submitted not later than 1500 (1400) UTC.

EADD AD 2.7 SEASONAL AVAILABILITY — CLEARING

1	*Types of clearing equipment*	1 snow blower; 2 snow ploughs; 2 scrapers; 1 sand spreader
2	*Clearance priorities*	1. Runway (RWY) 09L/27R and associated taxiway (TWY) to apron 2. RWY 09R/27L and TWY to apron 3. Other TWY and aircraft (ACFT) stands
3	*Remarks*	Information on snow clearance published from November–April in NOTAM (SNOWTAM). See also the snow plan in section AD 1.2.2.

EADD AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	*Apron designation, surface and strength*	Apron A, asphalt, PCN[1] 80/R/B/W/T Apron B, concrete, PCN[1] 80/R/B/W/T
2	*Taxiway designation, width, surface and strength*	TWY A, 23 M, asphalt, PCN[1] 80/R/B/W/T TWY B, 20 M, concrete, PCN[1] 80/R/B/W/T
3	*Altimeter checkpoint location and elevation*	Location: At apron Elevation: 28 M
4	*VHF omnidirectional radio range (VOR) checkpoints*	VOR: See AD chart
5	*INS checkpoints*	INS: See AD chart
6	*Remarks*	NIL
1. PCN stands for pavement classification number.		

EADD AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	*Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands*	Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions. Guide lines at apron. Nose-in guidance at aircraft stands.
2	*RWY and TWY markings and LGT*	RWY: Designation, threshold (THR), touch-down zone (TDZ), centre line, edge runway end as appropriate, marked and lighted. TWY: Centre line, holding positions at all TWY/RWY intersections, marked and lighted.
3	*Stop bars*	Stop bars where appropriate.
4	*Other runway protection measures*	
5	*Remarks*	See also page ..... (specify) for taxiing to and from stands.

EADD AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	*OBST type*	*OBST position*	*ELEV/HGT*	*Markings/ Type, colour, lighting (LGT)*	*Remarks*
a	b	c	d	e	f
EADDOB001	Antenna	522142.17N 0320215.24W	93/60 M	MARKED/FLS W	Obstacle data sets are available (see GEN 3.1.6)
EADDOB002	Power line	522151.82N 0315845.12W	65/15 M	MARKED	
EADDOB003	Tower	522203.36N 0315457.22W	40/12 M	LGTD	
EADDOB004	Mobile OBST	522243.85N 0315455.58W	28/3 M	NIL	

In Area 3					
OBST ID/ Designation	*OBST type*	*OBST position*	*ELEV/HGT*	*Markings/ Type, colour, lighting (LGT)*	*Remarks*
a	*b*	*c*	*d*	*e*	*f*
EADDOB005	Terminal building	522124.86N 0315452.18W	31.5/15 M	MARKED/HI R	Obstacle data sets are available (see GEN 3.1.6)
EADDOB006	Hangar	522115.34N 0315532.17W	55/20 M	LGTD	
EADDOB007	Antenna	522138.15N 0315425.48W	37/4 M	LGTD	

EADD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	*Associated MET office*	DONLON
2	*Hours of service* *MET office outside hours*	H24
3	*Office responsible for* terminal aerodrome forecast *(TAF) preparation* *Periods of validity*	DONLON 9,18 HR
4	*Trend forecast* *Interval of issuance*	TREND 1 HR
5	*Briefing/consultation provided*	Personal consultation, closed circuit television
6	*Flight documentation* *Language(s) used*	Charts, abbreviated plain language text English
7	*Charts and other information available for briefing or consultation*	S, U85, U70, U50, U30, U20, P85, P70, P50, P40, P30 P20, SWH, SWM, T
8	*Supplementary equipment available for providing information*	Telefax; self-briefing terminal; weather radar; satellite receiver
9	*ATS units provided with information*	Donlon TWR; Donlon APP
10	*Additional information (limitation of service, etc.)*	Nil

EADD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	*TRUE BRG*	*Dimensions of RWY (M)*	*Strength of the pavement classification number (PCN) and surface of RWY and SWY*	*THR coordinates RWY end coordinates THR geoid undulation*	*THR elevation and highest elevation of TDZ of precision APPRWY*
1	2	3	4	5	6
09L	085.23°	2 800 × 45	80/R/B/W/T Concrete	522232.15N 0315751.35W GUND 11.5 M	THR 30 M/99 FT
27R	265.23°	2 800 × 45	80/R/B/W/T Concrete	522241.48N 0315518.65W GUND 11.5 M	THR 16.5 M/53 FT TDZ 20.5 M/66 FT
09R	085.29°	2 600 × 45	50/F/A/Y/U Asphalt/ Concrete	522155.82N 0315754.03W GUND 11.5 M	THR 14 M/46 FT
27L	265.29°	2 600 × 45	50/F/A/Y/U Asphalt/ Concrete	522205.71N 0315532.14N GUND 11.5 M	THR 20 M/66 FT

Designations RWY NR	*Slope of RWY-SWY*	*SWY dimensions (M)*	*Clearway (CWY) dimensions (M)*	*Strip dimensions (M)*	*Dimensions of runway end safety areas*
1	7	8	9	10	11
09L	0.5%	NIL	NIL	2 920 × 300	180 x 90
27R	0.5%	NIL	NIL	2 920 × 300	200 x 90
09R	+1%/–1% (1600 M) (1000 M)	200 × 45	NIL	2 920 × 300	240 x 90
27L	+1%/–1% (1000 M) (1600 M)	200 × 45	400 × 150	2 920 × 150	160 x 90

Designations RWY NR	*Location and description of engineering material arresting system (EMAS)*	*OFZ*	*Remarks*
1	12	13	14
09L	NIL	NIL	NIL
27R	NIL	NIL	NIL
09R	NIL	NIL	NIL
27L	End of RWY 27L EMAS with a length of 160 m and a width of 45 m at the end of.	NIL	NIL

EADD AD 2.13 DECLARED DISTANCES

RWY designator	*TORA (M)*	*TODA (M)*	*ASDA (M)*	*LDA (M)*	*Remarks*
1	2	3	4	5	6
09L	2 800	2 800	2 800	2 800	NIL
27R	2 800	2 800	2 800	2 500	NIL DTHR[1] 300 M
09R	2 600	2 600	2 600	2 600	NIL
27L	2 600	3 000	2 800	2 600	NIL

1. DTHR stands for displaced runway threshold.

EADD AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY designator	*APCH LGT type LEN INTST*	*THR LGT colour WBAR*	*VASIS (MEHT) PAPI*	*TDZ, LGT LEN*	*RWY Centre Line LGT Length, spacing, colour, INTST*	*RWY edge LGT LEN, spacing colour INTST*	*RWY End LGT colour WBAR*	*SWY LGT LEN (M) colour*	*Remarks*
1	2	3	4	5	6	7	8	9	10
09L	SIAL 600 M LIM	Green –	PAPI Left/3° (30 FT)	NIL	2 800 M, 30 M White, LIH	2 800 M, 50 M White, LIH	Red –	NIL	NIL
27R	CAT II 900 M LIH	Green –	PAPI Left/3° (69 FT)	900 M	2 800 M, 7.5 M White; FM 1900 M–250 0 M Red/White; FM 2 500 M Red; LIH	2 800 M, 50 M White, LIH	Red –	NIL	NIL
09R	NIL	Green –	PAPI 3.75° (28 FT)	NIL	NIL	2 600 M, 50 M White, LIM	Red –	200 M Red	NIL
27L	NIL	Green –	T-VASIS 2.75° (40 FT)	NIL	NIL	2 600 M, 50 M White, LIM	Red –	200 M Red	NIL

EADD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	*ABN/IBN location, characteristics and hours of operation*	ABN: At Tower Building, FLG W EV 2 SEC/IBN: NIL H24
2	*LDI location and LGT* *Anemometer location and LGT*	LDI: 800 M W of ARP, lighted Anemometer: 300 M from THR 09L, not lighted
3	*TWY edge lights, centre line lights and stop bars (if any)*	Edge: All TWY Centre line: TWY A, B, C, D, E *Stop bars: All TWY/RWY intersections*
4	*Secondary power supply/switch-over time*	Secondary power supply to all lighting at AD. Switch-over time: 1 SEC
5	*Remarks*	Nil

EADD AD 2.16 HELICOPTER LANDING AREA

1	*Coordinates touchdown and lift-off (TLOF) or THR of final approach and take-off (FATO) Geoid undulation*	522226.98N 0315636.61W 12.5 M/41.5 FT
2	*TLOF and/or FATO elevation M/FT*	33 M/109 FT
3	*TLOF and FATO area dimensions, surface, strength, marking*	Rectangle 30 x 30 M, asphalt, 10 tonnes, white edges and white letter H
4	*True BRG of FATO*	123.25/303.25° Direction of TKOF zones: 124° GEO 304° GEO
5	*Declared distance available*	Nil
6	*APP and FATO lighting*	FATO area edge, air TWY to apron
7	*Remarks*	Nil

EADD AD 2.17 ATS AIRSPACE

1	*Designation and lateral limits*	DONLON CTR A circle, radius 35 KM centred at 522318N 0315658W (ARP)
2	*Vertical limits*	Surface (SFC) to 3 000 FT MSL
3	*Airspace classification*	D
4	*ATS unit call sign* *Language(s)*	Donlon Tower English
5	*Transition altitude*	3 500 FT MSL
6	*Hours of applicability (or activation)*	MON-FRI 0530-2000 (0430-1900) SAT, SUN + HOL: 0700-2000 (0600-1900)
7	*Remarks*	NIL

EADD AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	*Call sign*	*Frequency*	*Hours of operation*	*Remarks*
1	2	3	4	5
APP	Donlon Approach	119.100 121.500	H24 H24	Primary frequency Emergency frequency
TWR	Donlon Tower	118.100 117.900 119.900	As AD HO HO	Primary frequency Military aircraft
SRE	Donlon Director	123.700 118.100	0700–2100 (0600–2000) O/R	Primary frequency
PAR	Donlon Precision	119.900	O/R 0700–2100 (0600–2000)	For RWY 27R. Primary frequency
ATIS (ARR)	Donlon Arrival Information	122.750	0600–2200 (0500–2100)	
ATIS (DEP)	Donlon Departure Information	122.850	0600–2200 (0500–2100)	
ATIS (INF)	Donlon Information	122.750	2200–0600 (2100–0500)	

EADD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OPS (for VOR/ILS/MLS, give declination)	*ID*	*Frequency*	*Hours of operation*	*Position of transmitting antenna coordinates*	*Elevation of distance-measuring equipment (DME) transmitting antenna*	*Service volume radius from the GBAS reference point*	*Remarks*
1	2	3	4	5	6	7	8
VOR/DME (3°W/1990)	BOR	116.900 MHz	H24	522206.2N 0322230.8W	60 M		NIL
VOR/DME (3°W/1990)	CAA	114.300 MHz	H24	522254.4N 0314436.1W	30 M		
VOR/DME (3°W/1990)	KAV	115.000 MHz CH 97X	H24	523218.3N 0315512.6W	30 M		
L	KL	411 KHz	H24	522301.2N 0315102.3W			087° MAG/5.7 KM to RWY 27R. Coverage 45 KM
LLZ 27R (3°W/1990) ILS CAT II (3°W or 357°)	OXS	109.100 MHz	H24	522232.1N 0315754.8W			
GP 27	Dots/Dashes	331.400 MHz	H24	522242.4N 0315536.4W			2.75°, RDH 51 FT
MM 27	Dashes	75 KHz	H24	522246.8N 0315422.8W			087° MAG/1.1 KM to RWY 27R
OM 27	OM 27	75 KHz	H24	522301.2N 0315102.3W			087° MAG/5.7 KM to RWY 27R
GPS NPA	N/A	1575.42 MHz	H24	N/A	N/A		Transmitting antennas are satellite based
WAAS LPV	N/A	1575.42 MHz	H24	N/A	N/A		Transmitting antennas are satellite based
GBAS CAT I	ERWN	133.000 MHz	H24	522244.4N 0315536.4W	N/A		

EADD AD 2.20 LOCAL AERODROME REGULATIONS

1. AIRPORT REGULATIONS

At Donlon Airport, a number of local regulations apply. The regulations are collected in a manual, which is available at the AIS briefing office and at the terminal building. This manual includes, among other subjects, the following:

a) the meaning of markings and signs;

b) information about aircraft stands including visual docking guidance systems;

c) information about taxiing from aircraft stands including taxi clearance;

d) limitations in the operation of large aircraft including limitations in the use of the aircraft's own power for taxiing;

e) helicopter operations;

f) marshaller assistance and towing assistance;

g) use of engine power exceeding idle power;

h) engine start-up and use of auxiliary power unit (APU);

i) fuel spillage; and

j) precautions during extreme weather conditions.

Marshaller assistance can be requested and further information about the regulations can be obtained from the TWR or surface movement control (SMC).

When a local regulation is of importance for the safe operation of aircraft on the apron, the information will be given to each aircraft by the TWR or SMC.

"Local Regulations" may be requested, in writing, from:

Donlon Airport
Airport Office
Donlon 4 W

2. TAXIING TO AND FROM STANDS

Arriving aircraft will be allocated a stand number by the TWR or SMC. General aviation aircraft will have to use the general aviation parking area.

Assistance from the “FOLLOW ME” vehicle can be requested via the TWR or SMC. General aviation aircraft will always be guided by the “FOLLOW ME” vehicle.

Departing IFR flights shall contact the TWR to obtain ATC clearance before commencing taxiing. Request for ATC clearance may take place at the earliest 10 minutes prior to engine start-up. Frequency 119.90 MHz is to be used in the period 0600–2200 (0500–2100) and 118.10 MHz in the period 2200–0600 (2100–0500). Departing aircraft shall obtain push-back clearance and taxi instruction from DONLON APRON on 121.900 MHz.

3. PARKING AREA FOR SMALL AIRCRAFT (GENERAL AVIATION)

General aviation aircraft shall be guided by marshallers to the parking area for small aircraft.

4. PARKING AREA FOR HELICOPTERS

The parking area for helicopters consists of two marked stands (H-80 and H-81). Helicopters will always be guided by a marshaller on the stand.

5. APRON — TAXIING DURING WINTER CONDITIONS

Certain taxiways in the apron area are not equipped with centre line lights. The taxi guide lines may not be visible due to snow. Assistance from the “FOLLOW ME” vehicle can be requested via the TWR or SMC.

6. TAXIING — LIMITATIONS

Insufficient safety distances restrict large aircraft’s use of certain taxiways when using their own power. Further information will be given to each aircraft from the TWR or SMC.

7. SCHOOL AND TRAINING FLIGHTS — TECHNICAL TEST FLIGHTS — USE OF RUNWAYS

School and training flights must only be made after permission has been obtained from ATS. Permission will not be granted for such flights within the following periods:

1800–0600 (1700–0500) and on Sundays and legal holidays.

For school and training flights and such technical test flights necessary for the purpose of ascertaining the airworthiness of an aircraft during flight, use of the runway system at the aerodrome is restricted as follows:

RWY 09L and 27L may be used for take-off and landing;
RWY 09R may be used for take-off only;[1] and
RWY 27R may be used for landing only.

See also EADD AD 2.21 — Noise Abatement Procedures.

8. HELICOPTER TRAFFIC — LIMITATION

Non-scheduled public air traffic with helicopters is permitted only after prior approval from the Donlon Aerodrome Administration. Any contact concerning the above shall be made via the handling company or directly to the airport office during the hours of service and, if possible, not later than the day before the flight is to be carried out.

Any request for approval of traffic shall contain the following information:

a) the owner/operator;

b) the type of helicopter, registration/call sign; and

c) the date, arrival time/departure time, destination(s).

Furthermore, other details relevant to the evaluation of the request shall be given as required.

9. REMOVAL OF DISABLED AIRCRAFT FROM RUNWAYS

When an aircraft is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If a wrecked aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

1. For technical test flights, runway 09R may be used for landing, if necessary, provided the test flight has proved the aircraft to be airworthy.

EADD AD 2.21 NOISE ABATEMENT PROCEDURES

The provisions are divided into three parts:

I. Noise abatement procedures for jet aeroplanes irrespective of weight, and for propeller and turbo-prop aeroplanes with a maximum take-off mass (MTOM) of or above 11 000 kg.

II. Noise abatement procedures for propeller and turboprop aeroplanes with MTOM below 11 000 kg.

III. Noise abatement procedures for helicopters.

As regards engine run-ups and the use of APU, see local regulations for Donlon Airport.

PART I

NOISE ABATEMENT PROCEDURES FOR JET AEROPLANES IRRESPECTIVE OF WEIGHT, AND FOR PROPELLER AND TURBOPROP AEROPLANES WITH MTOM OF OR ABOVE 11 000 KG

1. GENERAL PROVISIONS

1.1 In connection with approach to landing, the following minimum heights over Greater Donlon shall be observed:

a) for propeller and turboprop aeroplanes: 1 500 ft; and

b) for jet aeroplanes: 2 500 ft

As regards altitude restrictions for approach to RWY 09L, 4.2.1 refers.

1.2 RWY 09L and 27R are preferential runways.

1.3 In case of special meteorological conditions such as cumulonimbus (CB), significant wind variations, etc. in the approach and take-off sectors, the ATC can, at its discretion or on request from the pilot-in-command, deviate from the provisions in sections 2 and 4 below, if deemed necessary for safety reasons.

2. USE OF THE RUNWAY SYSTEM DURING THE DAY PERIOD [0600–2200 (0500–2100)]

2.1 The preferential runways shall be used to the greatest extent possible.

2.2 When, in the periods 2200–2300 and 0600–0700 local time, the runway in use is RWY 27L/R, RWY 27L shall be used for take-off.

2.2.1 RWY 27R may, however, be used for take-off in the period 2200–2300 and 0600–0700 local time when:

a) RWY 27L cannot be used for take-off due to snow clearance, disabled aircraft on the runway, work on the runway or bad runway conditions; or

b) an extraordinary traffic situation causes delays of more than one hour.

2.3 If a preferential runway is not the runway in use due to the crosswind component exceeding 15 kt, a request to use a preferential runway will be complied with if the handling of the other traffic so permits.

2.4 A request for permission to deviate from a clearance will be complied with if the pilot-in-command claims safety reasons.

3. USE OF THE RUNWAY SYSTEM DURING THE NIGHT PERIOD [2200–0600 (2100–0500)]

3.1 When the runway in use is RWY 27R, RWY 27L shall be used for take-off.

3.1.1 RWY 27R may, however, be used for take-off when:

a) RWY 27L cannot be used for take-off due to snow clearance, disabled aircraft, work on the runway or adverse runway conditions; or

b) an extraordinary traffic situation causes delays of more than one hour.

3.2 Limitations in the maximum A-weighted sound pressure level

3.2.1 Take-off and landing shall be so arranged that the maximum A-weighted sound pressure level does not exceed 85 dB in six measuring positions in the surrounding residential areas.

3.2.2 Take-off may take place only if an advance approval has been issued by the Donlon Airport Authority.

a) Advance approval may be obtained for periods of approximately 6 months, provided that the aeroplane used is noise certificated according to Annex 16, Volume I, Chapter 2, 3 or 5, or provided the applicant has demonstrated that take-off can be carried out in such a way that the provisions in 3.2.1 can be observed.

b) If no advance approval exists, take-off may exceptionally take place if the operator obtains a permit from the aerodrome office based either on documentation stating that the aeroplane is noise certificated or on the fact that the Donlon Airport Authority is aware that corresponding aeroplanes have the ability to comply with the provisions in 3.2.1.

c) In the period 2300–0100 (2200–0000) no advance approval is required if the take-off takes place in said interval as a result of delay.

3.2.3 No advance approval is required for landing.

4. RESTRICTIONS

4.1 Take-off restrictions

4.1.1 *RWY 27L*:

a) Take-off shall be commenced from position A.

b) Turn must not be commenced until having passed 2 NM southwest of .... (specify) VHF omnidirectional radio range (VOR)/DME.

4.1.2 *RWY 27R*:

Turn must not be commenced until having passed 2 NM southwest of .... (specify) VOR/DME.

4.1.3 *RWY 09L*:

a) Take-off shall be commenced:

1) from position B for jet aeroplanes;and

2) from positions A and B for propeller and turboprop aeroplanes.

b) Turn must not be commenced until ..... (specify) VOR has been passed.

4.1.4 *RWY 09R:*

a) Take-off shall be commenced from positions A and B.

b) Take-off with jet aeroplanes shall be so arranged that the maximum sound pressure level does not exceed 110 PNdB approximately 3 500 m from the beginning of RWY 09R.

c) If a take-off planned on RWY 09L/R, RWY 27L/R from position B cannot be carried out due to changes in weather conditions or runway conditions occurring no more than one hour prior to the planned take-off time, take-off in the period 0700–2200 (0600–2100), irrespective that the maximum sound pressure level exceeds 110 PNdB, is acceptable.

d) Turn must not be commenced until ..... (specify) VOR has been passed.

4.2 Landing restrictions

4.2.1 *RWY 09L:*

During instrument as well as visual approach, flying below the ILS glide path angle is not allowed.

4.2.2 Reverse thrust:

Use of reverse thrust (idle reverse excepted) must take place only for safety reasons.

5. REPORTING

5.1 The reporting of Air Traffic Control Donlon to the Civil Aviation Administration, Aviation Inspection Department

5.1.1 The ATC Donlon shall notify the Aviation Inspection Department of every operation deviating from the above-mentioned provisions.

5.1.2 The ATC Donlon shall notify the Aviation Inspection Department of every clearance according to the provisions in 1.3, 2.2.1, 2.4, 3.1.1 and 3.2.1.

5.1.3 The Aviation Inspection Department will make further investigations based on reports from the ATC.

5.2 The reporting of the Donlon Airport Authority to the Civil Aviation Administration, Aviation Inspection Department

5.2.1 The Donlon Airport Authority shall notify the Aviation Inspection Department if an aeroplane causes a noise level above that allowed, cf. 3.2.1 or 4.1.4.

5.2.2 The Donlon Airport Authority shall notify the Aviation Inspection Department if an aeroplane takes off within the night period without having the necessary advance approval, cf. Part I, 3.2.2 above.

5.2.3 The Donlon Airport Authority shall notify the Aviation Inspection Department if an aeroplane has been observed using reverse thrust that exceeds idle reverse, cf. 4.2.2.

5.2.4 The Aviation Inspection Department will make further investigations based on reports from the Donlon Airport Authority.

PART II

NOISE ABATEMENT PROCEDURES FOR PROPELLER AND TURBOPROP AEROPLANES WITH MTOM BELOW 11 000 KG

1. USE OF THE RUNWAY SYSTEM DURING THE DAY PERIOD [0600–2300 (0500–2200)]

No restrictions.

2. USE OF THE RUNWAY SYSTEM DURING THE NIGHT PERIOD [2300–0600 (2200–0500)]

2.1 Limitations in the maximum A-weighted sound pressure level

2.1.1 Take-off and landing shall be so arranged that the maximum A-weighted sound pressure level does not exceed 85 dB in six measuring positions in the surrounding residential areas.

2.1.2 Take-off may take place only if an advance approval has been issued by the Donlon Airport Authority, as outlined below.

a) Advance approval may be obtained for periods of approximately 6 months, provided that the aeroplane used is noise certificated according to Annex 16, Volume I, Chapter 5 or 6, or provided the applicant has demonstrated that take-off can be carried out in such a way that the provisions in 2.2.1 above can be observed.

b) If no advance approval exists, take-off may take place if the operator obtains a permit from the airport authority based either on documentation stating that the aeroplane is noise certificated or on the fact that the Donlon Airport Authority is aware that corresponding aeroplanes have the ability to comply with the provisions in 2.2.1 above.

c) In the period 2300**–**0100 (2200**–**0000) no advance approval is required if the take-off takes place in said interval as a result of delay.

2.1.3 No advance approval is required for landing.

3. REPORTING

3.1 The reporting of Air Traffic Control Donlon to the Civil Aviation Administration, Aviation Inspection Department

3.1.1 The ATC Donlon shall notify the Aviation Inspection Department of every operation deviating from the above-mentioned provisions.

3.1.2 The ATC Donlon shall notify the Aviation Inspection Department of every clearance according to the provisions in 2.1.1 above.

3.1.3 The Aviation Inspection Department will make further investigations based on reports from the ATC.

3.2 The reporting of the Donlon Airport Authority to the Civil Aviation Administration, Aviation Inspection Department

3.2.1 The Donlon Airport Authority shall notify the Aviation Inspection Department if an aeroplane causes a noise level above that allowed, cf. 2.2.1.

3.2.2 The Donlon Airport Authority shall notify the Aviation Inspection Department if an aeroplane takes off within the night period without having the necessary advance approval, cf. Part I, 3.2.2 above.

3.2.3 The Aviation Inspection Department will make further investigations based on reports from the Donlon Airport Authority.

PART III

NOISE ABATEMENT PROCEDURES FOR HELICOPTERS

1. GENERAL PROVISIONS

1.1 In case of special meteorological conditions such as CBs, significant wind variations, etc. in the approach and take-off sectors, the ATS can, at its discretion or on request from the pilot-in-command, deviate from the provisions in section 2 below, if deemed necessary for safety reasons.

1.2 Deviations from the provisions in sections 2 and 3 below are permitted in connection with:

a) take-off and landing for vital flights, such as ambulance and transplantation flights, and the like;

b) take-off and landing in connection with rescue operations;

c) take-off and landing in connection with security control of the airport area;

d) landing in such cases where the aircraft during flight has experienced reduced airworthiness, and the pilot-in-command judges it necessary to land; and

e) landing where the pilot-in-command declares an emergency situation.

1.3 Approach and departure respectively, carried out using VFR, will normally be cleared via HOLDING ....., VFR-route ..... or VFR-route ..... with the limitations stated in 2.3 below.

1.4 Departure, carried out using IFR, will be cleared in the direction of RWY 04 or RWY 12 with the limitations stated in 2.3 below.

2. USE OF THE RUNWAY SYSTEM DURING THE DAY PERIOD [0600–2300 (0500–2200)]

2.1 In the periods 0600–0700 (0500–0600) and 2200–2300 (2100–2200), the airport is closed for helicopter traffic.

2.2 Take-off and landing shall take place from/at THR 27L or 27R.

2.3 From the threshold used:

a) departure shall take place on tracks between 030° and 130°; and

b) arrival shall take place on tracks between 210° and 310°.

2.4 Hover-taxiing is not permitted with helicopters equipped with wheels.

2.5 Taxiing to and from 27R shall be executed via TWY ..... (specify).

2.5.1 When 27R is the runway in use and there is traffic on TWY ..... (specify), taxiing from THR ..... (specify) will be permitted via RWY 27R and TWY ..... (specify).

3. USE OF THE RUNWAY SYSTEM DURING THE NIGHT PERIOD (2300–0600 LOCAL TIME)

In the period 2300–0600 local time, the airport is closed for helicopter traffic.

4. REPORTING

4.1 The reporting of Air Traffic Control Donlon to the Civil Aviation Administration, Aviation Inspection Department

4.1.1 The ATC Donlon shall notify the Aviation Inspection Department of every operation deviating from the above-mentioned provisions.

4.1.2 The ATC Donlon shall notify the Aviation Inspection Department of every clearance according to the provisions in 1.1 and 1.2 above.

4.1.3 The Aviation Inspection Department will make further investigations based on reports from the ATS.

EADD AD 2.22 FLIGHT PROCEDURES

General

Unless special permission has been obtained from Donlon approach or Donlon tower as appropriate, flight within Donlon terminal control area (TMA) and Donlon CTR shall be in accordance with the instrument flight rules.

Procedures for IFR flights within Donlon TMA

The inbound, transit and outbound routes shown on the charts may be varied at the discretion of ATS. If necessary, in case of congestion, inbound aircraft may also be instructed to hold at one of the designated airways' reporting points.

ATC surveillance procedures within Donlon TMA

Radar vectoring and sequencing

Normally, aircraft will be vectored and sequenced from DONNORD and DONNEST NDBs and JUSTIN, ROBIN and OSTO reporting points to the appropriate final approach track (ILS, precision approach radar (PAR), VOR/DME), so as to ensure an expeditious flow of traffic. Radar vectors and flight levels/altitudes will be issued, as required, for spacing and separating the aircraft so that correct landing intervals are maintained, taking into account aircraft characteristics.

Radar vectoring charts are not published since the instrument approach procedures and altitudes ensure that adequate terrain clearance exists at all times until the point where the pilot will resume navigation on final approach or in the circuit.

Surveillance radar approaches

Surveillance radar approaches will be carried out for runways 27L, 09L and 09R, as step down commencing descent from 10 km at an altitude of 600 m. Surveillance radar final approaches will be terminated at 3.5 km from touchdown.

At each nautical mile and until 3 NM from touchdown, the pilot will be given the precomputed check altitude so that the nominal glide path can be maintained.

Missed approach procedures to be followed in the absence of other ATS instructions are as detailed on the Instrument Approach Chart.

Precision radar approach

Precision radar approach is available for RWY 27R only. It will be terminated at approximately 1 km from touchdown on RWY 27R. In the event of a pilot requesting radar assistance to carry out an emergency precision radar approach and landing, the PAR controller will continue the approach to the point of touchdown or until the aircraft is known to have the runway in sight. A pilot may request a practice emergency radar approach in weather conditions equal to or better than a visibility of 1.8 km and a cloud ceiling of 150 m. In addition, ATC may request a pilot to carry out this procedure for ATC training purposes.

Communication failure

In the event of communication failure, the pilot shall act in accordance with the communication failure procedures in Annex 2. For the Donlon TMA, information concerning the associated navigation aids and the routing is given on page ..... (specify).

Low visibility procedures

RWY 27R, equipped with ILS approved for CAT II, will be used under RVR below 800 m to 350 m. In order to provide adequate protection of the ILS system, no vehicle or aircraft shall infringe the ILS sensitive areas when an arriving aircraft is within 2 NM of touchdown and has not completed its landing run. When RVR at TDZ falls below 400 m, a follow-me car is available on standby to assist pilots during taxi upon request. Pilots will be informed by ATIS or ATC when LVP are in progress. The ATIS message will contain the phrase “LOW VISIBILITY PROCEDURES IN PROGRESS” and will also provide details of any unavailability of equipment relevant to LVP. Pilots will be informed by ATC when LVP are terminated.

The preparation phase will start when visibility falls below 1 500 m and/or the ceiling is at or below 300 ft, and CAT II operations are expected. The operations phase will start when RVR falls below 800 m or ceiling is at or below 200 ft. LVP will be terminated when RVR is greater than 800 m and the ceiling is higher than 200 ft, and a continuing improvement in these conditions is expected. CAT II approach during normal operations is allowed, but due to high traffic intensity, the protection of the ILS sensitive area cannot be guaranteed and fluctuations in the ILS signal may occur in periods outside of the low visibility procedures.

Procedures for VFR flights within Donlon TMA

Provided traffic conditions so permit, ATC clearance for VFR flights will be given under the conditions described below:

a) a flight plan requesting ATC clearance, containing items 7 to 18 and indicating the purpose of the flight, shall be submitted;

b) ATC clearance shall be obtained immediately before the aircraft enters the area concerned;

c) position reports shall be submitted in accordance with Chapter 3, section 3.6.3 of Annex 2;

d) deviation from the ATC clearance may only be made when prior permission has been obtained;

e) the flight shall be conducted with vertical visual reference to the ground unless the flight can be conducted in accordance with the instrument flight rules;

f) two-way radio communication shall be maintained on the frequency prescribed. Information about the appropriate frequency can be obtained from Donlon Information;

g) the pilot-in-command shall be the holder of an international VHF licence; and

h) the aircraft shall be equipped with secondary surveillance radar (SSR) transponder with 4 096 codes in Mode A/3. Flights performed in connection with parachute jumps shall, in addition, be equipped with Mode C with automatic transmission of pressure altitude information (cf. Annex 10, Volume I). Exemption from this requirement may be granted by Donlon Control.

Note.— ATC clearance is intended only to provide separation between IFR and VFR flights.

Procedures for VFR flights within Donlon CTR

a) Flight plan shall be filed for the flight concerned.

b) ATC clearance shall be obtained from the Control Tower.

c) Deviation from ATC clearance may only be made when prior permission has been obtained.

d) The flight shall be conducted with vertical visual reference to the ground.

e) Two-way radio communication shall be established on the frequency prescribed before flight takes place in the control zone.

VFR routes within Donlon CTR

Arrival and departure routes for VFR traffic are established as depicted on the Visual Approach Chart.

EADD AD 2.23 ADDITIONAL INFORMATION

Bird concentrations in the vicinity of the airport

Intense activity of flocks of ..... (type of bird) takes place daily from one to two hours after sunrise when birds fly from resting area (1 300 m, QDR 090° from threshold of RWY 27L) across approach of runway 27R to their feeding area near the river NE of the airport. Height varies from 0–2 000 ft (0–600 m) AGL. From one to two hours before sunset the same activity as described above takes place in reverse when the birds return to their area.

As far as practicable, aerodrome control will inform pilots of this bird activity and the estimated heights AGL.

During the above periods pilots of aircraft are advised, where the design limitations of aircraft installations permit, to operate landing lights in flight, within the terminal area and during take-off, approach-to-land and climb and descent procedures.

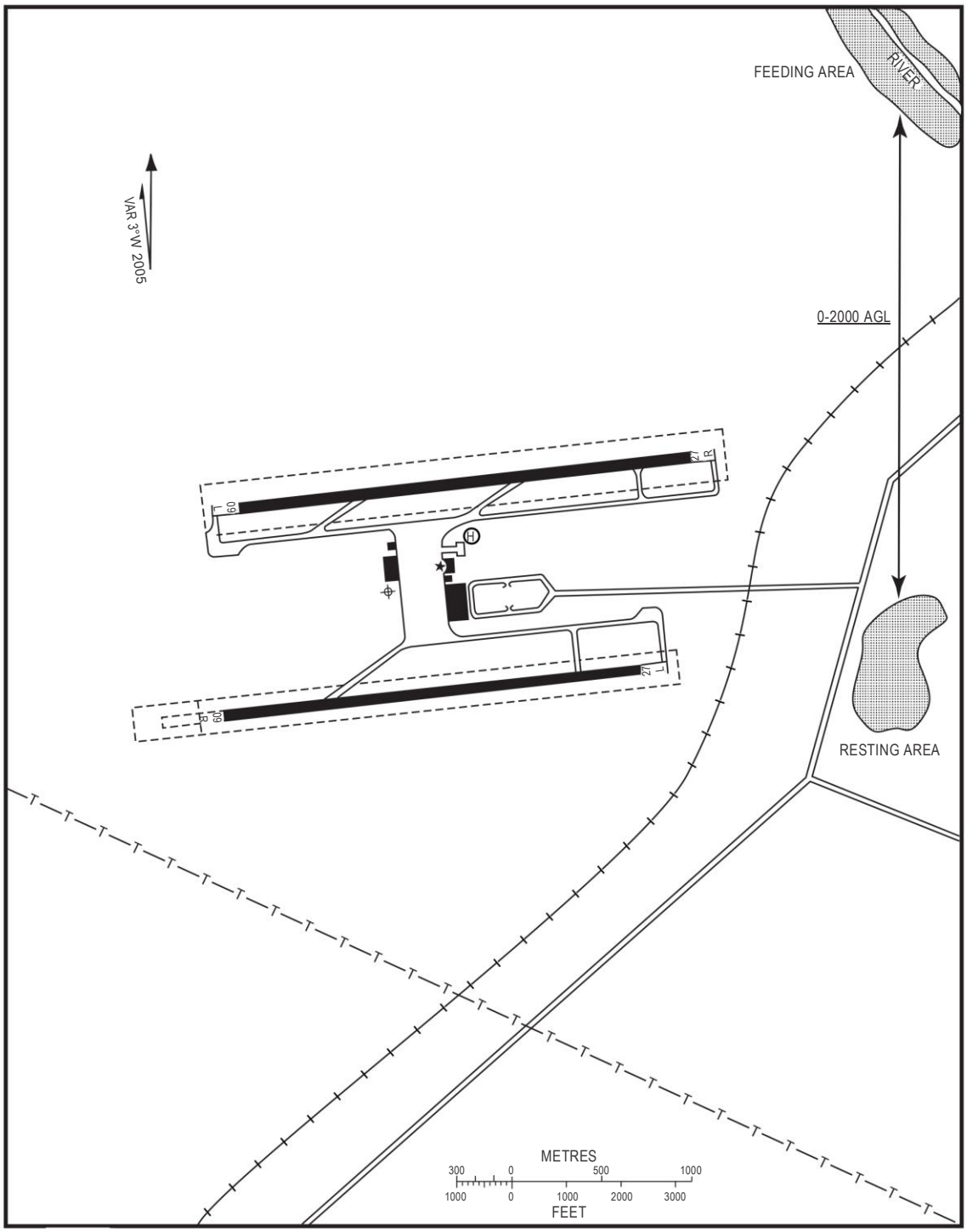
Dispersal activities include occasional playing back of distress calls from tape together with the firing of shell crackers, supplemented by the use of live ammunition and trapping. Modifications of the environment are under way to reduce, if not eliminate, the hazard. They comprise better methods of garbage disposal and drainage, elimination of hedge and ground cover and cessation of farming activity.

EADD AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome/Heliport Chart — ICAO
Aircraft Parking/Docking Chart — ICAO
Aerodrome Ground Movement Chart — ICAO
Aerodrome Obstacle Chart — ICAO Type A (for each runway)
Precision Approach Terrain Chart — ICAO (precision approach Cat II and III runways)
Area Chart — ICAO (departure and transit routes)
Standard Departure Chart — Instrument — ICAO
Area Chart — ICAO (arrival and transit routes)
Standard Arrival Chart — Instrument — ICAO
ATC Surveillance Minimum Altitude Chart — ICAO
Instrument Approach Chart — ICAO (for each runway and procedure type)
Visual Approach Chart — ICAO
Bird Concentrations

Note.— All specimen charts related to an aerodrome are included in Doc 8697 — Aeronautical Chart Manual*, with the exception of bird concentrations in the vicinity of aerodromes.*

BIRD CONCENTRATIONS



AD 3. HELIPORTS

EADH AD 3.1 HELIPORT LOCATION INDICATOR AND NAME

EADH — DONLON/Downtown Heliport

EADH AD 3.2 HELIPORT GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	*Heliport reference point coordinates and site at heliport*	521720N 0320206W, geometric centre of TLOF
2	*Direction and distance from (city)*	Donlon downtown, east shore of Donlon river
3	*Elevation/Reference temperature*	18 M/21°C
4	*Geoid undulation at ELEV PSN*	9 M
5	*MAG VAR/Annual change*	3°W (1990)/0.03° decreasing
6	*Name of heliport operator, address, telephone, telefax numbers, e-mail address, AFS address and, if available, website address*	Civil Aviation Administration Donlon Heliport Authority 924 Riverside St. Donlon Tel: 06958238 Telefax: 06958239 E-mail: admin@donlonheliport.com AFS: EADHYDYX Website: www.donlonheliport.com
7	*Types of traffic permitted (IFR/VFR)*	VFR
8	*Remarks*	NIL

EADH AD 3.3 OPERATIONAL HOURS

1	*Heliport operator*	MON–FRI: 0600–2000 (0500–1900) SAT, SUN + HOL: 0700–2000 (0600-1900)
2	*Customs and immigration*	O/R. 2 HR PN to heliport authority required.
3	*Health and sanitation*	O/R. 2 HR PN to heliport authority required.
4	*AIS Briefing Office*	As heliport administration (See remark 1) below).
5	*ATS reporting office (ARO)*	As heliport administration (See remark 2) below).
6	*MET briefing office*	As heliport administration.
7	*ATS*	As heliport administration.
8	*Fuelling*	As heliport administration.
9	*Handling*	As heliport administration.
10	*Security*	O/R. 2 HR PN to heliport required.
11	*De-icing*	NIL
12	*Remarks*	1) Self-briefing office. Direct tel. to AIS DONLON/International. 2) Direct tel. to ARO DONLON/International.

EADH AD 3.4 HANDLING SERVICES AND FACILITIES

1	*Cargo-handling facilities*	1 truck 1.5 tonnes available.
2	*Fuel/oil types*	AVTUR 1GTA-1, AVCAT oil, all types normally available.
3	*Fuelling facilities/capacity*	1 truck 15 000 litres, 100 litres/min.
4	*De-icing facilities*	NIL
5	*Hangar space for visiting helicopter*	NIL
6	*Repair facilities for visiting helicopter*	NIL
7	*Remarks*	NIL

EADH AD 3.5 PASSENGER FACILITIES

1	*Hotels*	In the city.
2	*Restaurants*	Coffee shop at heliport, restaurants in the city.
3	*Transportation*	Buses and taxis.
4	*Medical facilities*	First aid at heliport. Hospitals in the city.
5	*Bank and Post Office*	Banking machine at heliport. Banks and post office in the city.
6	*Tourist Office*	Office in the city. Tel: Donlon 0123 4863559 Telefax: 0123 4863569
7	*Remarks*	AD website: www.donlonheliport.com/passengers

EADH AD 3.6 RESCUE AND FIRE-FIGHTING SERVICES

1	*Heliport category for fire-fighting*	H1
2	*Rescue equipment*	Nil
3	*Capability for removal of disabled helicopter*	Hydraulic jacks available
4	*Remarks*	Nil

EADH AD 3.7 SEASONAL AVAILABILITY — CLEARING

1	*Types of clearing equipment*	1 snow plough available
2	*Clearance priorities*	1. TLOF and FATO 2. TWY and Apron
3	*Remarks*	Nil

EADH AD 3.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	*Apron/helicopter stands designation, surface and strength*	Apron A, asphalt, PCN[1] 80/R/B/W/T Apron B, concrete, PCN[1] 80/R/B/W/T
2	*Ground taxiway designation, width, surface and designation*	TWY A, 23 M, asphalt, PCN[1] 80/R/B/W/T TWY B, 20 M, concrete, PCN[1] 80/R/B/W/T
3	*Air taxiway width and designation*	NIL
4	*Altimeter checkpoint location and elevation*	Location: NIL Elevation: NIL
5	*VOR checkpoints*	NIL
6	*INS checkpoints*	See heliport chart
7	*Remarks*	NIL
1. PCN stands for pavement classification number.		

EADH AD 3.9 MARKINGS AND MARKERS

1	*Final approach and take-off markings*	Heliport identification, FATO edge, TLOF edge
2	*TWY, air TWY, air transit route markers*	TWY CL HLDG PSN
3	*Remarks*	Nil

EADH AD 3.10 HELIPORT OBSTACLES

In Area 2					
OBST ID/ Designation	*OBST type*	*OBST position*	*ELEV/HGT*	*Markings/ Type, colour*	*Remarks*
a	b	c	d	e	f
EADDOB001	Antenna	522142.17N 0320215.24W	93/60 M	MARKED/FLS W	Obstacle data sets are available (see GEN 3.1.6)
EADDOB002	Power line	522151.82N 0315845.12W	65/15 M	MARKED	
EADDOB003	Tower	522203.36N 0315457.22W	40/12 M	LGTD	
EADDOB004	Mobile OBST	522243.85N 0315455.58W	28/3 M	NIL	

In Area 3					
OBST ID/ Designation	*OBST type*	*OBST position*	*ELEV/HGT*	*Markings/ Type, colour*	*Remarks*
a	b	c	d	e	f
EADDOB005	Terminal building	522124.86N 0315452.18W	31.5/15 M	MARKED/HI R	Obstacle data sets are available (see GEN 3.1.6)
EADDOB006	Hangar	522115.34N 0315532.17W	55/20 M	LGTD	
EADDOB007	Antenna	522138.15N 0315425.48W	37/4 M	LGTD	

EADH AD 3.11 METEOROLOGICAL INFORMATION PROVIDED

1	*Associated MET office*	DONLON
2	*Hours of service* *MET office outside hours*	H24 —
3	*Office responsible for TAF preparation* *Periods of validity*	DONLON 9 HR
4	*Trend forecast* *Interval of issuance*	NIL
5	*Briefing/consultation provided*	D = Self-briefing display
6	*Flight documentation* *Language(s) used*	Charts and plain language text English
7	*Charts and other information available for briefing or consultation*	S, U_{85}, P_{85}, SWL Other information: NIL
8	*Supplementary equipment available for providing information*	Telefax; weather radar
9	*ATS units provided with information*	Donlon TWR Donlon heliport flight information service (FIS)
10	*Additional information (limitation of service etc.)*	NIL

EADH AD 3.12 HELIPORT DATA

1	*Heliport type*	Surface level
2	*TLOF dimensions*	20 × 20 M
3	*FATO, GEO bearings*	027.33°/207.33° GEO
4	*FATO dimensions and SFC type*	50 × 50 M, asphalt
5	*TLOF, SFC and BRG strength*	Concrete, 8 tonnes
6	*Coordinates of geometric centre TLOF or THR of FATO and geoid undulation*	TLOF: 521720.17N 0320206.31W Geoid: 9 M
7	*TLOF/FATO, elevation and slope*	Non-precision: 18 M, slope 1% / 18 M, slope 1% Precision: Nil
8	*Safety area dimensions*	70 × 90 M
9	*HEL CWY dimensions*	Nil
10	*Obstacle-free sector*	Nil
11	*Remarks*	Nil

EADH AD 3.13 DECLARED DISTANCES

	TODAH (M)	*RTODAH (M)*	*LDAH (M)*	*Remarks*
	1	2	3	4
FATO 03:	70 M	50 M	50 M	Nil
FATO 21:	70 M	50 M	50 M	Nil

EADH AD 3.14 APPROACH AND FATO LIGHTING

1	*APP LGT system type, LEN, INTST*	Nil
2	*Type of visual approach slope indicator system*	Nil
3	*FATO area LGT characteristics and location*	White omnidirectional edge lights at intervals of 12.5 M
4	*Aiming point LGT characteristics and location*	Nil
5	*TLOF LGT system characteristics and location*	Yellow floodlights at the edge of TLOF at intervals of 5 M
6	*Remarks*	NIL

EADH AD 3.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	*Heliport BCN location and characteristics Hours of operation*	NIL
2	*WDI location and LGT*	NE corner of FATO LGTD
3	*TWY edge and centre line lighting*	Nil
4	*Secondary power supply/switch-over time*	Nil
5	*Remarks*	Nil

EADH AD 3.16 ATS AIRSPACE

1	*Designation and lateral limits*	DONLON heliport aerodrome traffic zone (ATZ). A circle, radius 1 KM centred at 521720N 0320206W (ARP)
2	*Vertical limits*	150 M MSL
3	*Airspace classification*	D
4	*ATS unit call sign* *Language(s)*	Donlon heliport information English
5	*Transition altitude*	3 500 FT MSL
6	*Hours of applicability (or activation)*	MON-FRI 0530-2000 (0430-1900) SAT, SUN + HOL: 0700-2000 (0600-1900)
7	*Remarks*	NIL

EADH AD 3.17 ATS COMMUNICATION FACILITIES

Service designation	*Call sign*	*Frequency*	*Hours of operation*	*Remarks*
1	2	3	4	5
APP	Donlon approach	119.100 MHZ 121.500 MHZ	H24 H24	Primary frequency Emergency frequency
TWR	Donlon Tower	118.100 MHZ 117.900 MHZ	As AD HO	Primary frequency Military aircraft
FIS	Donlon heliport information	118.300 MHZ	As heliport administration	

EADH AD 3.18 RADIO NAVIGATION AND LANDING AIDS

1	*Type of aid,* *MAG VAR (for VOR, give declination),* *Type of OP*	VOR/DME (3°W/1990) Declination: 3°W or 357°
2	*ID*	BOR
3	*Frequency*	116.9 MHZ CH 116X
4	*Hours of operation*	H24
5	*Position of transmitting antenna coordinates*	522106.2N 0322230.8W
6	*Elevation of DME transmitting antenna*	60 M/198 FT
7	*Remarks*	NIL

EADH AD 3.19 LOCAL HELIPORT REGULATIONS

Taxiing is limited to ground taxiing only. During the night hours marshaller guidance to and from apron is provided.

EADH AD 3.20 NOISE ABATEMENT PROCEDURES

3.20.1 No traffic is permitted during the night period 2200–0600 (2100–0500).

3.20.2 This heliport is located within a noise-sensitive area. Pilots approaching/departing should avoid overflying residential areas located to the north-east and south of the heliport as well as the hospital complex located on the west shore of the Donlon River, west of the heliport.

EADH AD 3.21 FLIGHT PROCEDURES

All approaches and departures are to be over the Donlon River to the south or to the north. All helicopters must maintain two-way RTF contact with the Donlon tower on 118.000 MHz while flying outside the Donlon heliport ATZ or with Donlon heliport information on 118.300 MHz while flying within the Donlon heliport ATZ.

EADH AD 3.22 ADDITIONAL INFORMATION

Intensive activity of flocks of seagulls takes place in the vicinity of the heliport. Dispersal activities include the occasional playing back of distress calls from tape together with the firing of shell crackers.

EADH AD 3.23 CHARTS RELATED TO A HELIPORT

1. DONLON/Downtown Heliport — Heliport Chart — EADH ..... (specify).
2. DONLON/Downtown Heliport —Area Chart — ICAO (departure and transit routes);
3. DONLON/Downtown Heliport —Standard Departure Chart — Instrument — ICAO;
4. DONLON/Downtown Heliport — Area Chart — ICAO (arrival and transit routes);
5. DONLON/Downtown Heliport —Standard Arrival Chart — Instrument — ICAO;
6. DONLON/Downtown Heliport —ATC Surveillance Minimum Altitude Chart — ICAO;
7. DONLON/Downtown Heliport —Instrument Approach Chart — ICAO (for each procedure type);
8. DONLON/Downtown Heliport —Visual Approach Chart — ICAO; and
9. DONLON/Downtown Heliport —bird concentrations in the vicinity of heliport.

Note.— The specimen charts related to heliports are included in the Aeronautical Chart Manual (*Doc 8697*).

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