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## INTRODUCTION

The UK Air Navigation Order, Article 52 says: “The commander of an aircraft registered in the United Kingdom shall take all reasonable steps to satisfy himself, before the aircraft takes off, that the flight can safely be made, taking into account the latest information available as to the route and aerodrome to be used, the weather reports and forecasts available and any alternative course of action which can be adopted in case the flight cannot be completed as planned.”

To support that requirement, the UK Aeronautical Information Services provides a range of data and on-line services to airlines, pilots and all those involved in flight planning and navigation in the UK and beyond. This is a guide to those services.

## INTEGRATED AERONAUTICAL INFORMATION PACKAGE (IAIP)

The IAIP is published with the authority of the State, and contains aeronautical information of lasting character essential to air navigation. It details data regarding the organisation, operation and location of aerodromes, airspace, navigation aids and facilities as well as any information relevant to the safety of flight within the airspace.

AIS does not originate the information, but collates it on behalf of the sponsor (i.e. the authority responsible for the facility or service) and publishes it in accordance with internationally agreed formats. Specific criteria exist in ICAO Annex 15 and Doc 8126.

**AIP Amendments** are issued at regular intervals according to a published 28-day cycle.

**AIP Supplements (SUP)** are used to notify temporary changes of long duration (usually more than three months) or changes requiring extensive text and/or graphics.

**Aeronautical Information Circulars (AIC)** contain information that does not qualify for inclusion into the AIP or a NOTAM.

AICs are used to provide information which relates to flight safety, air navigation, technical, administrative or legislative matters and may be used for disseminating information with graphical content.

**Notices to Airmen (NOTAM)** cover short-duration or temporary changes or short notice permanent changes. NOTAMs contain information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations. As part of the service, Trigger NOTAMs inform users of operationally significant information due to be incorporated in an AIP amendment or SUP.

The AIS website ([www.ais.org.uk](http://www.ais.org.uk)) provides **free** access to all the products above, and although it is primarily intended for flights taking place within, or departing from the United Kingdom Flight Information Region (FIR), it is also possible to access internationally distributed NOTAMs issued by Foreign States.

## HOME PAGE

You can navigate around the website either by selecting the TABS at the top of the page or by selecting the links on the left hand side. The tabs remain constant while the links to the left will change according to the page selected.

The left hand side of the Home Page provides access to news items and will be used to notify any significant events or changes to services or products etc.



## AIS INFORMATION LINE

The AIS Information Line is an additional service designed to supplement the information available from the website. It is not intended to replace the need to obtain a full briefing.

Information is recorded by AIS staff the evening before the next day's activities and is updated during the day should any change or addition be required.

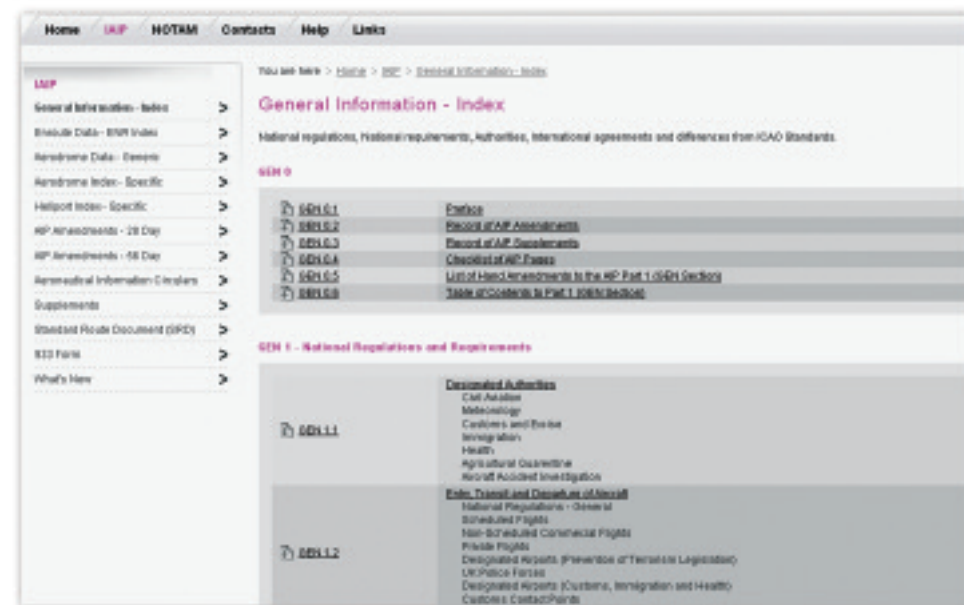
**0500 354802**  
**International +44 (0)208 750 3939**

The message provides information on **restricted areas** (to notify Red Arrows activities) **airspace upgrades** (to notify Royal flights operated in fixed wing aircraft) and **emergency restrictions of flying** (to prohibit flight in the vicinity of an accident or incident).

## IAIP PAGE

The AIP itself is divided into three parts; the General, En-route and Aerodrome sections plus the Supplements and Information Circulars. When navigating around the IAIP, the information you see is based on the current permanent aeronautical information, but it is also possible to view the next AIP amendment yet to be incorporated.

The AIP is amended with new or revised information every 28 days. Occasionally, when significant changes may need more notification than the normal 28-day period, an amendment may be produced 56 days before its effective date.



## UK STANDARD ROUTE DOCUMENT (SRD)

The SRD is designed to assist operators in constructing UK portions of IFR flight plan-able routes. These listings are to be considered as 'preferred routes' and are not mandatory. Due to the size of the information available it may take some time to download the complete document.

## 933 FORM

This item provides a link to the CAA form used by authorised sponsors to submit information to AIS for incorporation into the UK IAIP. This form is not to be used to submit NOTAM proposals, nor is it intended for general use.



## SCENARIOS/SUGGESTIONS

**CIRCUITS:** Use an **Aerodrome brief**. NOTAMs are only available for licensed aerodromes, so if you are using a non-licensed aerodrome, you should use a **Point brief** to establish whether there are any aerial activities taking place in the vicinity.

**LOCAL AREA:** Use a **Point brief**. The point brief allows you to define a radius up to 99NM around a specific point.

**FLYING A to B:** Use the **Narrow Route brief**; apply the same rules for submitting a flight plan.

**IFR & VFR BRIEFINGS FOR NOTICE BOARDS:** If you require a full IFR &/or VFR briefing for all en-route NOTAMs in the FIR then use a **Route brief**.

**VFR BRIEFINGS FOR NOTICE BOARDS:** If you wish to obtain a VFR bulletin then use the **VFR briefs**. These have fixed parameters. Two provide en-route NOTAMs, for the London (EGTT) FIR and Scottish (EGPX) FIR, two provide **Aerodrome briefs** for the same regions.

### AVOIDING AIR DISPLAYS - RED ARROWS

Air displays take place at many venues in the UK, not just at aerodromes. Within the bulletin, such activities are identified by the words **restricted area – temporary RA(T)**. It is often the case that more than one **RA(T)** will exist during the day. Mauve AICs are also issued to notify the event when such activities are taking place and can also be accessed via the IAIP page by selecting the Circulars (AIC), many of which contain a map of the RA(T).

The AIS Information Line **0500 354802** also provides up-to-date information on **Restricted Areas –Temporary, Airspace Upgrades** and **Emergency Restrictions of Flying**.

## NOTAM – COMMON PARAMETERS

The user defined briefings, (i.e. Aerodrome, Area, Route, Narrow Route and Point brief) all use a common set of parameters, described below.

**BRIEFING ID:** The default identifies the date/time that the briefing was selected for use. The briefing will be saved in the Briefing Handbook under this ID. You can change it to something more meaningful (e.g. “Local”) if you wish. The ‘R’ (Recall) icon to the right hand side provides access to the Briefing Handbook (Saved Briefing menu).

**CONTENT - SNOWTAM, ASHTAM, BIRDTAM:** The briefing output will always contain NOTAM. The other elements (i.e. Snow, Volcanic ash, Intense Bird Activity) can also be selected for use.

**UTC VALIDITY:** The Default date/time is 12 hours from time the brief is prepared. Note that the brief will always use UTC as a time reference.

**FLIGHT RULES:** The default setting will produce NOTAMs for both IFR & VFR operations; you can to select one or the other to reduce the amount of information returned.

The screenshot shows a web-based interface for configuring a NOTAM briefing. It is divided into three main sections:

- Briefing Id:** A text input field containing '081008093' and a red 'X' icon to its right.
- Briefing Content:** Three checkboxes labeled 'SNOWTAM', 'ASHTAM', and 'BIRDTAM', all of which are currently unchecked.
- UTC Validity Period:** A section with two columns for 'From' and 'To'. The 'From' column is set to '08 October 2008 07:33' and the 'To' column is set to '08 October 2008 19:33'.
- Flight Rules:** Three radio buttons labeled 'IFR', 'VFR', and 'IFR/VFR'. The 'IFR/VFR' option is selected.

## AERODROME BRIEF

This brief provides Aerodrome NOTAMs for the aerodromes you choose. It will advise you of changes to the published aerodrome facilities, e.g. unserviceable navigation aids, lighting, fuel availability etc.

**BRIEFING ID, CONTENT, UTC VALIDITY, FLIGHT RULES:** See NOTAM – COMMON PARAMETERS

**AERODROMES:** Use ICAO four-letter codes when identifying aerodromes.

The screenshot shows the 'Aerodrome Brief' form. It includes a 'Briefing ID' field with the value '0807311444', a 'Briefing Content' section with checkboxes for 'SNOWTAM', 'ASHTAM', and 'BRDTAM', and a 'UTC Validity Period' section with 'From' and 'To' date and time pickers. The 'Flight Rules' section has radio buttons for 'IFR', 'VFR', and 'IFR/VFR'. The 'Aerodromes' section is a table with columns for ICAO codes and a search icon. The table contains 'EGMC' and 'EGTK' in the first row. 'Submit' and 'Reset' buttons are at the bottom.

**Note 1:** NOTAMs are only issued on licensed aerodromes. Some unlicensed aerodromes possess a four-letter ICAO code but if you insert an unlicensed aerodrome into this type of briefing then the system will produce a NIL return.

**Note 2:** A list of UK aerodrome codes can be found by selecting the **HELP** Tab then selecting **Additional Resources**. As an alternative to repeatedly inserting individual aerodrome codes, it is possible to use personalised lists. You can do this by selecting the **'R'** icon on the right hand side of the menu.

**Note 3:** If you are unsure of the ICAO code for a particular aerodrome then use the search icon (magnifying glass) to interrogate the database.

## AREA BRIEF

This brief provides NOTAMs for FIRs that you select. It DOES NOT provide Aerodrome NOTAMs.

**BRIEFING ID, CONTENT, UTC VALIDITY, FLIGHT RULES:** See NOTAM – COMMON PARAMETERS

**CRUISING LEVEL:** This briefing allows you to insert a lower and upper vertical limit. The default is set from 000 to 999. To refine the vertical parameters adjust the limits accordingly. e.g. 030/190 will produce a brief from 3000ft to 19000ft.

**FIRs:** Use ICAO four-letter codes when identifying FIRs. e.g. EGTT = London FIR, EGPX = Scottish FIR, LFRR = Brest FIR, EISN = Irish FIR.

The screenshot shows the 'Area Brief' form. It includes a 'Briefing ID' field with the value '0807311444', a 'Briefing Content' section with checkboxes for 'SNOWTAM', 'ASHTAM', and 'BRDTAM', and a 'UTC Validity Period' section with 'From' and 'To' date and time pickers. The 'Flight Rules' section has radio buttons for 'IFR', 'VFR', and 'IFR/VFR'. The 'Cruising Level Interval' section has input fields for 'Lower FL' (000) and 'Upper FL' (999). The 'FIRs' section is a table with columns for FIR codes and a search icon. The table contains 'EGTT', 'EGPX', 'LFRR', and 'EISN' in the first row. 'Submit' and 'Reset' buttons are at the bottom.

**Note 1:** A full list of European FIR codes can be found by selecting the **HELP** Tab then selecting **Additional Resources**. As an alternative to repeatedly inserting individual FIR codes, it is possible to set up personalised lists. You can do this by selecting the **'R'** icon on the right hand side of the menu.

**Note 2:** If you are unsure of the ICAO code that applies to an FIR then use the search icon (magnifying glass) to interrogate the database.



## ROUTE BRIEF

This brief provides NOTAMs for the aerodromes you enter, the whole of the FIRs in which they are located and any FIRs crossed by the direct track from your departure aerodrome to your destination and any additional FIRs you choose.

**BRIEFING ID, CONTENT, UTC VALIDITY, FLIGHT RULES:** See NOTAM – COMMON PARAMETERS

**CRUISING LEVEL:** This briefing allows you to insert a lower and upper vertical limit. The default is set from 000 to 999. To refine the vertical parameters adjust the limits accordingly. e.g. 030/190 will produce a brief from 3000ft to 19000ft.

**ADDITIONAL CROSSED FIRS:** The brief will automatically identify all the FIRs that lie in a straight line between your departure point and destination. If NOTAMs are required on any additional 'neighbouring' FIRs then these can be added to the brief.

**ALTERNATE AERODROMES:** You can include a list of alternate aerodromes in the brief by using this function.

The screenshot shows the 'Route Brief' form with the following details:

- Briefing Id:** 0027311445
- Briefing Content:** SNOWTAM, ASHTAM, BIRDAM (all unchecked)
- Departure Aerodrome:** EOMC
- Destination Aerodrome:** LFAT
- UTC Validity Period:** From 31 July 2008 14:45 to 01 August 2008 00:45
- Flight Rules:** VFR (selected)
- Cruising Level Interval:** Lower FL 000, Upper FL 90
- Additional Crossed FIRs:** Empty table
- Alternate Aerodromes:** Empty table

## POINT BRIEF

This brief provides NOTAMs covering a radius from a fixed point. It is very useful for local flying as you can define a circle based on your home airfield. Aerodrome NOTAMs are supplied for the aerodromes you choose.

**BRIEFING ID, CONTENT, UTC VALIDITY, FLIGHT RULES:** See NOTAM – COMMON PARAMETERS

**ORIGIN:** The origin of the brief can be defined as an aerodrome ICAO code, navigation aid or Lat/Long using seven or 11 characters in a strict format. If a licensed aerodrome is used for the origin, then you will need to insert the aerodrome ICAO code into the Aerodromes field in order to obtain a briefing for that aerodrome.

**RADIUS:** The default radius is 25nm, a maximum radius of 99nm can be applied.

**AERODROMES:** Use ICAO four-letter codes when identifying aerodromes.

The screenshot shows the 'Point Brief (UK FIR/UIR Only)' form with the following details:

- Briefing Id:** 00000000
- Briefing Content:** SNOWTAM, ASHTAM, BIRDAM (all unchecked)
- Origin:** E1400000
- Radius NM 5-99:** 20
- UTC Validity Period:** From 05 September 2008 11:00 to 05 September 2008 15:00
- Flight Rules:** VFR (selected)
- Aerodromes:** EGBK, EGBT

**Note 1:** NOTAMs are only issued on licensed aerodromes. Some unlicensed aerodromes will possess a four-letter ICAO code but if you insert an unlicensed aerodrome into this type of briefing then the system will provide a NIL return.

**Note 2:** For additional assistance a list of co-ordinates for UK unlicensed sites has been created. This list can be accessed by selecting **Point Brief Help** from the **HELP** menu tab.

## NARROW ROUTE BRIEF

This is the most commonly used brief. It will produce a brief covering your departure, arrival and alternate aerodromes as well as NOTAMs affecting your route.

**BRIEFING ID, CONTENT, UTC VALIDITY, FLIGHT RULES:** See NOTAM – COMMON PARAMETERS

**FLIGHT LEVEL:** A vertical limit must be defined. The output will contain NOTAMs from the surface to the flight level you insert. e.g. by inserting 045 the output will contain NOTAMs relevant from the Surface to 4500ft.

**NARROW ROUTE WIDTH:** A default parameter of 10nm i.e. +/- 5nm either side of track has been set. This parameter can be adjusted to a maximum of 99nm.

**ROUTE:** Specific rules, which are the same as those applicable to an ICAO Flight Plan apply when completing the Route section of the brief. The default setting is DCT for a direct flight from departure point to destination. Except when defining an Airway, DCT must be inserted between each element of the route.

The following values can be inserted into the route section:

**Three-letter Nav aids** e.g. **DCT BNN DCT** = A route via the Bovingdon VOR

**Five-letter Waypoints** e.g. **DCT MIMBY DCT** = A route via MIMBY

**Lat/Long coordinates** e.g. **DCT 51N030W DCT** or **DCT 5130N03010W**

**Range/Bearing from Nav aids** e.g. **DCT BIG130030 DCT** (130degrees/30nm fm BIG).

**Airways** e.g. **DCT MALBY L9 KENET DCT** (Joining Airway L9 at MALBY to KENET)

**ADDITIONAL CROSSED FIRs/ALTERNATE AERODROMES:** See Route brief

**NOTE 1:** This brief does not permit the use of two-letter aerodrome locators, IATA three-letter aerodrome codes or ICAO four-letter aerodrome codes in the route section.

**NOTE 2:** NAV AID ICAO codes are not necessarily unique. The same code may be used for a number of facilities worldwide, for example SAM is used as an identifier for:-

Identifier	Country	ICAO Code	Type	Name
SAM	V		VOR/DME	SAMPLA
SAM	LG		VOR/DME	SAMOS
SAM	VL		NDB	SAMNEUA
SAM	KZ		VOR/DME	SAMSVILLE
SAM	EG		VOR/DME	SOUTHAMPTON

The software will normally attempt to select the facility that is nearest to the route. This can cause a problem when a facility has recently been withdrawn from service and is no longer in use.

## SAVED BRIEFINGS

Each time a briefing is produced it is automatically saved in your user handbook. The Briefing ID of the original briefing is shown so when you create a brief that you might re-use it is a good idea to give it a meaningful ID.

Saved briefs can be re-applied by clicking on either the **Use** or **Update** buttons. Always review the parameters before re-submitting the brief. To select a brief, click on the circle on the left hand side and then select **Use** or **Update**.

The **Use** function will automatically update the time parameters and produce a full briefing. The **Update** function will identify those changes that have taken place since the original brief was produced. The **Update** function will only work up to three days from the time the original brief was produced.

**BRIEFING TYPE:** **A** denotes Aerodrome brief, **F** denotes Area brief, **R** denotes Route brief, **N** denotes Narrow Route brief, **P** denotes Point brief.

You are here > Home > NOTAM > Briefing Handbook (Saved Briefings)

### Briefing Handbook (Saved Briefings)

Show  most recent items  all items

Type	Briefing ID	From	To	Briefing generated at
<input type="radio"/> N	TYSON	EGTE	EGPA	08/07/28 16:33
<input type="radio"/> N	0607281446	EGLF	EGDY	08/07/28 14:45
<input type="radio"/> N	0607280906	OOSA	OMAA	08/07/28 08:10
<input type="radio"/> N	0607280906	OOSA	OMAA	08/07/28 08:09
<input type="radio"/> N	0607280906	OOSA	OMAA	08/07/28 08:08
<input type="radio"/> R	0607280954	OOSA	OMAA	08/07/28 08:04
<input type="radio"/> R	0607280954	OOSA	OMAA	08/07/28 08:03
<input type="radio"/> N	TYSON	EGTE	EGPA	08/07/27 13:18
<input type="radio"/> N	0607270702	EGLF	EGDY	08/07/27 07:01
<input type="radio"/> N	0607260826	EGLD	EHPH	08/07/26 08:25

< << 1 2 3 4 >> >

Use Update Refresh

**Note:** You cannot delete a briefing once it has been created.

## SERVICES

You can create personal lists of regularly used aerodromes, FIRs, routes etc. Once constructed these can be selected by use of the **'R'** and applied to help in compiling a NOTAM brief. The **Services** tab is only available when registered to the NOTAM function.

Home IAP NOTAM Services Search Contacts Help Links

Services

- Personal Aerodromes** - Allows the creation of a personal list of aerodromes for use in briefings. The name of the group the user has created will be presented when the  is selected from a briefing screen.
- Personal FIRs** - Allows the creation of a personal list of FIRs for use in briefings. The name of the group the user has created will be presented when the  is selected from a briefing screen.
- Personal Routes** - Allows the creation of a personal list of routes for use in briefings. The name of the group the user has created will be presented when the  is selected from a briefing screen.
- Personal Briefings** - Allows the user to see and change the personal data entered on the system. Note the password/initials require verification against System, Forename and email address.

**PERSONAL AERODROMES/FIRs/URs/ROUTES:** When defining a NOTAM brief, as an alternative to repeatedly inserting individual codes, you can set up personalised lists using the **Services** menu. You can create, edit or delete these lists. This function is particularly useful for storing long and complex lists of regularly used facilities.

## PERSONAL SETTINGS

This function allows you to change the registration information. The **RELOAD** function ignores changes and restores the details to the previous settings.

You are here > Home > Services > Personal Settings

### Personal Settings

**User Identity**

User Name (case sensitive) ASUK

Password (case sensitive) \*\*\*\*\*

Confirmed Password \*\*\*\*\*

Surname

Forename

**Contact Details**

E-mail Address jls.supervisor@mtb.co.uk

Save Reload



## SEARCH

The **Search** facility allows you to search the database. This facility is valuable in helping to identify the ICAO codes applicable to aerodromes, waypoints, nav aids, FIRs and Restricted Airspace such as Danger Areas etc. The **Search** tab is only available when registered to the NOTAM function.



**Note:** The database holds a worldwide repository of information and data. In order to expedite the search, it is recommended that the search parameters are defined as much as possible

## SEARCH RESULTS

The example below results from a search on Birmingham Aerodrome. You can select an item for use in a brief by selecting the underlined ICAO code.



## HELP

The **HELP** function provides guidance to help you navigate the web site and to prepare a NOTAM brief. Further advice and guidance is also available by contacting AIS at [ais.supervisor@nats.co.uk](mailto:ais.supervisor@nats.co.uk). The supervisor account is monitored during normal office hours, Monday to Friday.



## ADDITIONAL GUIDANCE AND SUPPORT

To help pilots and planners get the best out of the website, AIS can deliver a presentation about the AIS website to interested parties. Arrangements can be made by contacting AIS at [ais.supervisor@nats.co.uk](mailto:ais.supervisor@nats.co.uk). The presentation can be given either at the AIS offices at Cranford (near Heathrow Airport) or at an alternative facility, flying club etc.

## CONTINGENCY

Should the AIS website become unserviceable, pre-prepared NOTAM briefings for the UK can be accessed from the NATS public website at [www.nats.co.uk](http://www.nats.co.uk). Select the **Customer & Suppliers** tab, or follow this link: - [http://www.nats.co.uk/text/109/preflight\\_information\\_bulletins\\_pibs\\_.html](http://www.nats.co.uk/text/109/preflight_information_bulletins_pibs_.html)

The contingency briefings are updated at regular intervals and apply for 12hrs from the time of publication. Always check the actual parameters which appear in the briefing 'header'.