**COMPLIANCE MATRIX**

**UK Regulation (EU) No 2017/373**

**AIS Requirements**

**ANNEX VI — PART-AIS**

**SPECIFIC REQUIREMENTS FOR PROVIDERS OF AERONAUTICAL INFORMATION SERVICES**

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| **Service Provider** |  | | |
| **Matrix version number** |  | Date |  |

Complete all relevant sections and send the compliance matrix and supporting documents to [ansp.certification@caa.co.uk](mailto:ansp.certification@caa.co.uk)

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| **Amendment Record** | | |
| **Issue** | **Date** | **Purpose** |
| 4 | April 2021 | Post Brexit issue |
| 5 | September 2022 | Amended by Statutory Instrument 1203, [ORS9 Decision 13](https://publicapps.caa.co.uk/docs/33/ORS9CAADecisionNo13WithDatesForSigning.pdf) and Include ref to Annex VII Part DAT |
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**General Introduction to the ATM/ANS UK Regulation (EU) No 2017/373 Compliance Matrices**

Regulation (EU) No 2017/373 as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018 is applicable to all the services and functions shown in the diagram below which has been extracted from the regulation.



The Compliance matrices have been divided into the following Parts:

ANNEX III ATM/ANS ORGANISATIONAL REQUIREMENTS

ANNEX IV AIR TRAFFIC SERVICES

ANNEX V METEOROLOGICAL SERVICES

ANNEX VI AERONAUTICAL INFORMATION SERVICES

ANNEX VII DATA SERVICES

ANNEX VIII COMMUNICATION NAVIGATION OR SURVEILLANCE SERVICES

ANNEX IX AIR TRAFFIC FLOW MANAGEMENT

ANNEX X AIRSPACE MANAGEMENT

ANNEX XI PROCEDURE DESIGN

ANNEX XIII AIR TRAFFIC SAFETY PERSONNEL

Note: ANNEX XII Part NM not included.

**The table below indicates which of the compliance matrices must be completed by which type of service provider**

**Service Providers must complete the relevant Compliance Matrices and sections as indicated below**

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| **Compliance Matrix** | | **Compliance Matrix Section** | **ATS** | **MET** | | | **AIS** | **DAT** | **CNS** | **ATFM** | | **ASM** | **FPD** |
| **Local only** | **METARS** | **Forecast** | **NATS (En Route)** | **ATS Units** |
| ANNEX III | | Section 1 | **X** | **X** | **X** | **X** | **X** | **X** | **X** | **X** | **X** | **X** | **X** |
| Section 2 | **X** | **X** | **X** | **X** | **X** | **X** | **X** | **X** | **X** | **X** | **X** |
| Section 3 | **X** | **X** | **X** | **X** | **X** | **X** | **X** | **X** | **X** |  |  |
| Section 4 | **X** | **X** | **X** | **X** | **X** | **X** | **X** | **X** | **X** | **X** | **X** |
| Section 5 | **X** |  |  |  |  |  |  |  |  |  |  |
| Section 6 | **\*** | **X** | **X** | **X** | **X** | **X** | **X** | **X** | **X** | **X** | **X** |
| ANNEX IV | | Sections 1 to 4 | **X** |  |  |  |  |  |  |  |  |  |  |
| ANNEX V | | Section 1 |  | **X** | **X** | **X** |  |  |  |  |  |  |  |
| Section 2 |  | **X** | **X** |  |  |  |  |  |  |  |  |
| Section 3 |  |  |  | **X** |  |  |  |  |  |  |  |
| Section 4 |  |  |  | **X** |  |  |  |  |  |  |  |
| Section 5 |  |  |  | **X** |  |  |  |  |  |  |  |
| Section 6 |  |  |  |  |  |  |  |  |  |  |  |
| Section 7 |  |  |  | **X** |  |  |  |  |  |  |  |
| ANNEX VI | |  |  |  |  |  | **X** |  |  |  |  |  |  |
| ANNEX VII | |  |  |  |  |  |  | **X** |  |  |  |  |  |
| ANNEX VIII | |  |  |  |  |  |  |  | **X** |  |  |  |  |
| ANNEX IX | | Section 1 |  |  |  |  |  |  |  | **X** |  |  |  |
| Section 2 |  |  |  |  |  |  |  |  | **X** |  |  |
| ANNEX X | |  |  |  |  |  |  |  |  |  |  | **X** |  |
| ANNEX XI | |  |  |  |  |  |  |  |  |  |  |  | **X** |
| ANNEX XIII | |  |  |  |  |  |  |  | **X** |  |  |  |  |
|  | **\*ANNEX III Section 6 may be applicable to some ATS providers. See notes in Section 6**  **\*The Applicability of ANNEX XIII is dependent upon the type of service provided, refer to Tables 1 and 2 of the ANNEX XIII Matrix** | | | | | | | | | | | | |

**Introduction to Compliance Matrix ANNEX VI Part AIS**

UK Regulation (EU) No 2017/373 requires that all aeronautical information service providers must comply with the relevant Organisational and Technical Requirements.

This Compliance Matrix contains all the Annex VI Organisational (ORs) and Technical Requirements (TRs) relating to the provision of AIS.

The compliance matrix should be used as a checklist to enable you to establish the level of compliance of your organisation with the regulation and to identify areas where further action is required.

A list of the supporting documents referred to in the compliance matrix should be entered into the table below.

This Compliance Matrix is to be maintained and amended when changes are made to the supporting documents.

**General Information on the provision of AIS in the UK**

The provision of the UK AIS is provided by NATS (Services) Limited (NSL - AIM) on behalf of NATS (En Route) Limited (NERL).

The UK AIS is contracted under an Inter-Company Agreement (ICA) between NERL and NSL.

The ICA covers the preparation and dissemination of the United Kingdom Aeronautical Information Publication (AIP), Supplements to the Aeronautical Publication (SUP), Aeronautical Information Circulars (AIC), Notices to Airmen (NOTAM), Aeronautical Charts and Data Management.

The services and service level are defined in the UK AIS Operating Specification, which is approved by NERL, NSL and the CAA; any changes are managed by the contract change process contained within the Operating Specification.

The ICA identifies that NSL shall deal directly with the CAA relating to the service delivery.

**How to complete this Compliance Matrix**

The Matrix is divided into two sections:

**SECTION 1, and 2** - To be completed by all AIS Service Providers.

The Matrix is laid out in the format shown in the example below.

The first column lists the regulation and associated Acceptable Means of Compliance (AMC). Where there is no AMC, compliance must be indicated against the regulation or the part of the regulation that has no AMC associated.

The second column provides a very brief description of the requirements.

The third column provides a link to the actual regulation or AMC so full details of the requirement can be viewed as shown below. After viewing the regulation or AMC clicking on the ‘return link’ will bring you back to where you were in the compliance matrix.

Where there is a Technical Requirement (TR) associated with an Organisational Requirement (OR), links are provided underneath the OR to the TR and its AMC. The TR should be considered when declaring compliance with the OR.

The original UK Regulation (EU) No 2017/373 and current AMC and Guidance Material (GM) can be accessed via the CAA web site. [ATM/ANS provision of services | Civil Aviation Authority (caa.co.uk)](https://info.caa.co.uk/uk-regulations/atmans-provision-of-services/) and additional amendments to AMC and GM can be found in [ORS9 Decision 13](https://publicapps.caa.co.uk/docs/33/ORS9CAADecisionNo13WithDatesForSigning.pdf).

Under each requirement a space is provided to enable you to indicate in which of your organisation’s documents compliance can be demonstrated.

Unless specifically asked for, statements of compliance are not required within the compliance matrix.

Organisations that may be unfamiliar with the AIS requirements more information can be found in the [EUROCONTROL “Guidelines Supporting the Implementation of Aeronautical Information Requirements”](https://eur03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.eurocontrol.int%2Fpublication%2Feurocontrol-guidelines-supporting-implementation-aeronautical-information-requirements&data=05%7C01%7CEdward.Jelliss%40caa.co.uk%7C3f2f1cc2dc4f4200ae5208da9cbc42ef%7Cc4edd5ba10c34fe3946a7c9c446ab8c8%7C0%7C0%7C637994631065343022%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=U4uZLYv426KcKzdla6uh0PuPgmYPpbIA8mqG33FeM3k%3D&reserved=0) (the “AIR Guide). The guide includes a useful feature as it provides individual scenarios for each industry sector describing how the various requirements can be complied with when originating aeronautical information or data. Scenario 2 is applicable to ATM/ANS providers (other than AIS Providers).

Where your organisation is not yet compliant with a requirement enter ‘UNDER DEVELOPMENT’ followed by a target date for completion. This should be no more than 6 months. Items marked as under development will be in the scope of the next routine oversight audit.

Complete all relevant sections and send the compliance matrix and supporting documentation to [ansp.certification@caa.co.uk](mailto:ansp.certification@caa.co.uk)

**Example of compliance matrix**

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| **The Regulation and AMC** | **Requirements for all providers (except where indicated)** | **Link** |
| **AIS.OR.100 Technical and operational competence and capability (b)** | Provide a reference/references that indicates that your organisation ensures the integrity of data and confirms the level of accuracy of the information distributed for operations, including the source of such information, before such information is distributed. | 373 |
| **Enter reference(s) where compliance is indicated** | Provided in document XXXX, Part XXXX Section XXX |  |

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| **AIS.OR.100 Technical and operational competence and capability**  (a) An aeronautical information services provider shall ensure that information and data are available for operations in a form suitable for:  (1) flight operating personnel, including flight crew;  (2) flight planning, flight management systems and flight simulators;  (3) air traffic services providers which are responsible for flight information services, aerodrome flight information services and the provision of pre-flight information.  (b) Aeronautical information services providers shall ensure the integrity of data and confirm the level of accuracy of the information distributed for operations, including the source of such information, before such information is distributed. | Return Link OR.100 (b) |

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| **Referenced Documents** | | | |
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**Compliance Matrix SECTION 1**

**ANNEX VI - SUBPART A — ADDITIONAL ORGANISATION REQUIREMENTS FOR PROVIDERS OF AERONAUTICAL INFORMATION SERVICES (AIS.OR)**

**Section 1**

**General Requirements**

This section of the compliance matrix contains extracts from the above annexe and subpart of the regulation that are applicable to **all AIS providers**

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| **The Regulation and AMC** | **Requirements for AIS providers** | **Link** |
| **AIS.OR.100 Aeronautical information management** | An aeronautical information services (AIS) provider shall establish information management resources and processes that are adequate to ensure the timely collection, processing, storing, integration, exchange and delivery of quality- assured aeronautical data and aeronautical information within the ATM system. | [373](#OR_100) |
| **Statement Only** | No response required |  |
| **AIS.OR.105 Responsibilities of aeronautical information services**  **(AIS) provider** **(First Part)** | An AIS provider shall ensure the provision of aeronautical data and aeronautical information necessary for the safety, regularity, and efficiency of air navigation.  An AIS provider shall receive, collate, or assemble, edit, format, publish, store, and distribute aeronautical data and aeronautical information concerning the entire territory of and airspace of the United Kingdom and Crown Dependencies as well as those areas over the high seas in which the Member State is responsible for the provision of air traffic services.  An AIS provider shall ensure that aeronautical data and aeronautical information are available for:  (1) personnel involved in flight operations, including flight crews, flight planning, and flight simulators.  (2) ATS providers responsible for flight information service, and  (3) the services responsible for pre-flight information | [373](#OR_105) |
| Statement Only | No response required |  |
| **AIS.OR.105 Responsibilities of aeronautical information services**  **(AIS) provider (Second Part)** | An AIS provider shall provide 24-hour service for NOTAM origination and issuance in its area of responsibility and for pre-flight information needed in relation to route stages originating at any aerodrome or heliport in its area of responsibility.  An AIS provider shall make available to other AIS providers aeronautical data and aeronautical information required by them.  An AIS provider shall ensure that procedures are in place to assess and mitigate safety risks to aviation arising from data and information errors.  An AIS provider shall clearly indicate that aeronautical data and aeronautical information provided for and on behalf of the United Kingdom are provided under the authority of the United Kingdom, irrespective of the format in which it is provided. | [373](#OR_105) |
| Statement Only | No response required |  |

**Compliance Matrix SECTION 2**

**ANNEX VI - SUBPART A — ADDITIONAL ORGANISATION REQUIREMENTS FOR PROVIDERS OF AERONAUTICAL INFORMATION SERVICES (AIS.OR)**

**Data Quality Management**

This section of the compliance matrix contains extracts from the above annexe and subpart of the regulation that are applicable to **all AIS providers**

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| **The Regulation and AMC** | **Requirements for AIS providers** | | | **Link** |
| **AIS.OR.200 General** **(a) (b)** | Provide a reference that indicates how your organisation ensures that:  (a) aeronautical data and aeronautical information are provided in accordance with the specifications laid down in the aeronautical data catalogue, specified in Appendix 1 to Annex III (Part-ATM/ANS.OR);  (b) data quality is maintained.  *(Consider TR requirements below)* | | | [373](#OR_200) |
| **Associated Technical Requirements** | **AIS.TR.200 General** | [TR](#TR_200) | **AMC1 AIS.TR.200(d) General** | [TR](#AMC1_TR_200_d) |
| **Enter reference(s) where compliance is indicated** |  | | |  |
| **AIS.OR.200 General (c)** | Provide a reference that indicates how your organisation ensures that:  (c) automation is applied to enable the processing and exchange of digital aeronautical data.  *(Consider AMC requirements below)* | | | [373](#OR_200) |
| **AMC1 AIS.OR.200(c) General** | **AUTOMATED DATA PROCESSING**  Where processes or parts of processes used in the origination, production, storage, handling, processing, transfer and distribution of aeronautical data and aeronautical information are subject to automation, they should be:  (a) automated to a level commensurate with the context of the data process.  (b) automated to optimise the allocation and interaction of human and machine to achieve a high degree of safety and quality benefits of the process.  (c) automated to ensure traceability of the performed actions.  (d) designed to avoid the introduction of data errors; and  (e) designed to detect errors in received/input data | | | [373](#AMC1_OR_200_c) |
| **Enter reference(s) where compliance is indicated** |  | | |  |
| **AIS.OR.205 Formal arrangements** | Provide a reference that indicates how your organisation ensures that formal arrangements are established with:  (a) all parties transmitting data to them; and  (b) other AIS providers, when exchanging aeronautical data and aeronautical information with  them.  *(Consider AMC requirements below)* | | | [373](#OR_205) |
| **AMC1 AIS.OR.205 Formal arrangements** | **MINIMUM CONTENT**  Formal arrangements should include the following minimum content as shown in (a) to (k) of this AMC | | | [373](#AMC_OR_205) |
| **Enter reference(s) where compliance is indicated** |  | | |  |
| **AIS.OR.210 Exchange of aeronautical data and aeronautical**  **information** | Provide a reference that indicates how your organisation ensures that:  (a) the format of aeronautical data is based on an aeronautical information exchange model designed to be globally interoperable; and  (b) aeronautical data is exchanged through electronic means  *(Consider AMC and TR requirements below)* | | | [373](#OR_210) |
| **Associated Technical Requirements** | **AIS.TR.210 Exchange of aeronautical data and aeronautical information** | [TR](#TR_210) | **AMC1 AIS.TR.210 Exchange of aeronautical data and aeronautical information** | [TR](#AMC1_TR_210) |
| **AMC1 AIS.OR.210(a) Exchange of aeronautical data and aeronautical information** | **EXCHANGE MODEL**  An AIS provider should use the aeronautical information exchange model (AIXM) to enable the management and distribution of aeronautical information services data in digital format. | | | [373](#AMC1_OR_210_a) |
| **Enter reference(s) where compliance is indicated** |  | | |  |
| **AIS.OR.215 Tools and software** | Provide a reference that indicates how your organisation ensures that tools and software used to support or automate aeronautical data and aeronautical information processes perform their functions without adversely impacting on the quality of aeronautical data and aeronautical information. | | | [373](#OR_215) |
| **Enter reference(s) where compliance is indicated** |  | | |  |

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| **AIS.OR.220 Validation and verification** | Provide a reference that indicates how your organisation ensures that verification and validation techniques are employed so that the aeronautical data meets the associated data quality requirements (DQRs) specified in point AIS.TR.200  *(Consider AMC and TR requirements below)* | | | | | | | [373](#OR_220) |
| **Associated Technical Requirements** | **AIS.TR.220 Verification** | | | [TR](#TR_220) |  | | |  |
| **AMC1 AIS.OR.220 Validation and verification** | **DATA PROTECTION**  (a) The processes implemented to carry out validation and verification should define the means used to:  (1) verify received data and confirm that the data has been received without corruption.  (2) preserve data quality and ensure that stored data is protected from corruption; and  (3) confirm that originated data has not been corrupted prior to being stored.  (b) Those processes should define the:  (1) actions to be taken when data fails a verification or validation check; and  (2) tools required for the verification and validation process. | | | | | | | [373](#AMC1_OR_220) |
| **Enter reference(s) where compliance is indicated** |  | | | | | | |  |
| **AIS.OR.225 Metadata** | Provide a reference that indicates how your organisation collects and preserves metadata  *(Consider TR requirements below)* | | | | | | | [373](#OR_225) |
| **Associated Technical Requirements** | **AIS.TR.225 Metadata** | [TR](#TR_225) | **AMC1 AIS.TR.225(a) Metadata** | | | [TR](#AMC_OR_225_a) | **AMC1 AIS.TR.225(b) Metadata** | [TR](#AMC_OR_225_b) |
| **Enter reference(s) where compliance is indicated** |  | | | | | | |  |
| **AIS.OR.230 Data error detection and authentication** | Provide a reference that indicates how your organisation ensures that:  (a) digital data error detection techniques are used during the transmission and/or storage of aeronautical data in order to support the applicable data integrity levels specified in point AIS.TR.200(c); and  (b) the transfer of aeronautical data is subject to a suitable authentication process such that recipients are able to confirm that the data or information has been transmitted by an authorised source. | | | | | | | [373](#OR_230) |
| **Enter reference(s) where compliance is indicated** |  | | | | | | |  |

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| **AIS.OR.235 Error reporting, error measurement, and corrective**  **actions** | Provide a reference that indicates how your organisation ensures that error reporting, error measurement and corrective action mechanisms are established and maintained  *(Consider TR requirements below)* | | | [373](#OR_235) |
| **Associated Technical Requirements** | **AIS.TR.235 Error reporting, error measurement and corrective actions** | [TR](#TR_235) |  |  |
| **Enter reference(s) where compliance is indicated** |  | | |  |
| **AIS.OR.240 Data limitations** | Provide a reference that indicates how your organisation identifies, in the aeronautical information products, except for NOTAM, the aeronautical data and aeronautical information that do not meet the DQRs.  *(Consider TR requirements below)* | | | [373](#OR_240) |
| **Associated Technical Requirements** | **AIS.TR.240 Data limitations** | [TR](#TR_240) |  |  |
| **Enter reference(s) where compliance is indicated** |  | | |  |
| **AIS.OR.250 Consistency requirement** | Provide a reference that indicates how your organisation has establish mechanisms to ensure consistency between the duplicated information where aeronautical data or aeronautical information is duplicated in the AIP of more than one State  *(Consider AMC requirements below)* | | | [373](#OR_250) |
| **AMC1 AIS.OR.250 Consistency requirement** | **DUPLICATED INFORMATION**  The AIS provider should ensure that:  (a) coordination and explicit agreement are established with the AIS providers responsible for the aeronautical information publications (AIPs) of the States concerned before introducing changes in published border or cross-border data and information; and  (b) periodic reviews are performed to detect inconsistencies between the AIPs of the States concerned. | | | [373](#AMC1_OR_250) |
| **Enter reference(s) where compliance is indicated** |  | | |  |

**Compliance Matrix SECTION 3**

**ANNEX VI - SUBPART A — ADDITIONAL ORGANISATION REQUIREMENTS FOR PROVIDERS OF AERONAUTICAL INFORMATION SERVICES (AIS.OR)**

**Aeronautical Information Products**

This section of the compliance matrix contains extracts from the above annexe and subpart of the regulation that are applicable to **all AIS providers**

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| **AIS.OR.300 General – Aeronautical information products** | Provide a reference that indicates how your organisation ensures that when providing aeronautical data and aeronautical information in multiple formats, processes are implemented for data and information consistency between those formats  *(Consider TR requirements below)* | | | | | | | [373](#OR_300) |
| **Associated Technical Requirements** | **AIS.TR.300 General – Aeronautical information products** | | | [TR](#TR_300) |  | | |  |
| **Enter reference(s) where compliance is indicated** |  | | | | | | |  |
| **CHAPTER 1 — AERONAUTICAL INFORMATION IN A STANDARDISED PRESENTATION** | | | | | | | | |
| **AIS.OR.305 Aeronautical information publication (AIP)** | An AIS provider shall issue an AIP.  *(Consider TR requirements below)* | | | | | | | [373](#OR_305) |
| **Associated Technical Requirements** | **AIS.TR.305 Aeronautical information publication (AIP)** | [TR](#TR_305) | **AMC1 AIS.TR.305(a) Aeronautical information publication (AIP)** | | | [TR](#AMC1_TR_305_a) | **AMC2 AIS.TR.305(a) Aeronautical information publication (AIP)** | [TR](#AMC2_TR_305_a) |
| **Enter reference(s) where compliance is indicated** |  | | | | | | |  |
| **AIS.OR.310 AIP amendments** | Provide a reference that indicates how your organisation  (a) issues permanent changes to the AIP as AIP amendments; and  (b) ensures that the AIP is amended or reissued at such regular intervals as necessary to ensure that the information is complete and up to date  *(Consider TR requirements below)* | | | | | | | [373](#OR_310) |
| **Associated Technical Requirements** | **AIS.TR.310 AIP amendments** | | | [TR](#TR_310) | **AMC1 AIS.TR.310(g) AIP amendments** | | | [TR](#AMC1_TR_310_g) |
| **Enter reference(s) where compliance is indicated** |  | | | | | | |  |

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| **AIS.OR.315 AIP supplements** | Provide a reference that indicates how your organisation.  (a) issues, as AIP supplements, temporary changes of long duration (three months or longer) and information of short duration which contains extensive text and/or graphics.  (b) regularly provides a checklist of the valid AIP supplements; and  (c) publishes a new AIP supplement as a replacement when an error occurs in an AIP supplement or when the period of validity of an AIP supplement is changed  *(Consider TR requirements below)* | | | [373](#OR_315) |
| **Associated Technical Requirements** | **AIS.TR.315 AIP supplements** | [TR](#TR_315) |  |  |
| **Enter reference(s) where compliance is indicated** |  | | |  |
| **AIS.OR.320 Aeronautical information circular (AIC) (First Part)** | Provide a reference that indicates how your organisation issues as an AIC any of the following:  (a) a long-term forecast of any major change in legislation, regulations, procedures, or facilities.  (b) information of a purely explanatory or advisory nature which affects flight safety.  (c) information or notification of an explanatory or advisory nature, concerning technical, legislative or purely administrative matters.  An AIS provider shall review at least once a year the validity of an AIC in force.  *(Consider TR requirements below)* | | | [373](#OR_320) |
| **Associated Technical Requirements** | **AIS.TR.320 Aeronautical information circular (AIC)** | [TR](#TR_320) | **AMC1 AIS.TR.320(a) Aeronautical information circular (AIC)** | [TR](#AMC1_TR_320_a) |
| **Enter reference(s) where compliance is indicated** |  | | |  |
| **AIS.OR.320 Aeronautical information circular (AIC) (Second Part)** | Provide a reference that indicates how your organisation reviews, at least once a year, the validity of an AIC in force. | | | [373](#OR_320) |
| **Enter reference(s) where compliance is indicated** |  | | |  |

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| **AIS.OR.325 Aeronautical charts** | Provide a reference that indicates how your organisation ensures that the following aeronautical charts, where made available:  (a) form part of the AIP or are provided separately to recipients of the AIP:  (1) aerodrome obstacle chart – Type A.  (2) aerodrome/heliport chart.  (3) aerodrome ground movement chart.  (4) aircraft parking/docking chart.  (5) precision approach terrain chart.  (6) ATC surveillance minimum altitude chart.  (7) area chart.  (8) standard arrival chart – instrument (STAR).  (9) standard departure chart – instrument (SID).  (10) instrument approach chart.  (11) visual approach chart; and  (12) en-route chart; and  (b) are provided as part of the aeronautical information products:  (1) aerodrome obstacle chart – Type B.  (2) world aeronautical chart 1:1 000 000.  (3) world aeronautical chart 1:500 000.  (4) aeronautical-navigation chart – small scale; and  (5) plotting chart.  *(Consider AMC requirements below)* | [373](#OR_325) |
| **AMC1 AIS.OR.325 Aeronautical charts** | **PRODUCTION**  Aeronautical charts should be produced in accordance with the specifications contained in ICAO Annex 4, Amendment No 61. | [373](#AMC1_OR_325) |
| **Enter reference(s) where compliance is indicated** |  |  |

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| **AIS.OR.330 NOTAM** | Provide a reference that indicates how your organisation:  (a) promptly issues a NOTAM whenever the information to be distributed is of a temporary nature and of short duration or when operationally significant permanent changes, or temporary changes of long duration, are made at short notice, except for extensive text and/or graphics; and  (b) issues, as a NOTAM, information on the establishment, condition, or change of any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel involved with flight operations.  Compliance with point AIS.OR.200 shall not inhibit the urgent distribution of aeronautical information necessary to ensure the safety of flight.  *(Consider TR requirements below)* | | | [373](#OR_330) |
| **Associated Technical Requirements** | **AIS.TR.330 NOTAM** | [TR](#TR_330) | **AMC1 AIS.TR.330 NOTAM** | [TR](#AMC1_TR_330) |
| **Enter reference(s) where compliance is indicated** |  | | |  |
| **CHAPTER 2 — DIGITAL DATA SETS** | | | | |
| **AIS.OR.335 General – Digital data sets** | Provide a reference that indicates how your organisation ensures that digital data is in the form of the following data sets If available:  (1) AIP data set.  (2) terrain data set.  (3) obstacle data sets.  (4) aerodrome mapping data sets; and  (5) instrument flight procedure data sets.  An AIS provider shall ensure that a checklist of valid data sets shall be regularly provided.  *Consider TR requirements below)* | | | [373](#OR_335) |
| **Associated Technical Requirements** | **AIS.TR.335 General— Digital data sets** | [TR](#TR_335) |  |  |
| **Enter reference(s) where compliance is indicated** |  | | |  |

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| **AIS.OR.340 Metadata requirements** | Provide a reference that indicates how your organisation ensures that each data set includes a minimum set of metadata to be provided to the next user.  *(Consider TR requirements below)* | | | [373](#OR_340) |
| **Associated Technical Requirements** | **AIS.TR.340 Metadata requirements** | [TR](#TR_340) |  |  |
| **Enter reference(s) where compliance is indicated** |  | | |  |
| **AIS.OR.345 AIP data set** | Provide a reference that indicates how your organisation ensures that the AIP data set, if available, contains the digital representation of aeronautical information of lasting character, including permanent information and long-duration temporary changes  *(Consider TR requirements below)* | | | [373](#OR_345) |
| **Associated Technical Requirements** | **AIS.TR.345 AIP data set** | [TR](#TR_345) |  |  |
| **Enter reference(s) where compliance is indicated** |  | | |  |
| **AIS.OR.350 Terrain and obstacle data – General requirements** | Provide a reference that indicates how your organisation ensures that terrain and obstacle data, if available, are provided in accordance with point AIS.TR.350.  *(Consider TR requirements below)* | | | [373](#OR_350) |
| **Associated Technical Requirements** | **AIS.TR.350 Terrain and obstacle data – General requirements** | [TR](#TR_350) |  |  |
| **Enter reference(s) where compliance is indicated** |  | | |  |

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| **AIS.OR.355 Terrain data sets** | Provide a reference that indicates how your organisation ensures that terrain data, if available, is provided:  (a) for Area 1, as laid down in point AIS.TR.350; and  (b) for aerodromes to cover:  (1) Area 2a or parts thereof, as laid down in point AIS.TR.350(b)(1);  (2) Areas 2b, 2c and 2d or parts thereof, as laid down in points AIS.TR.350(b)(2), (3) and (4), for terrain:  (i) within 10 km from the aerodrome reference point (ARP); and  (ii) beyond 10 km from the ARP if the terrain penetrates the horizontal plane 120 m above the lowest runway elevation.  (3) the take-off flight path area or parts thereof.  (4) an area, or parts thereof, bounded by the lateral extent of the aerodrome obstacle limitation surfaces.  (5) Area 3 or parts thereof, as laid down in point AIS.TR.350(c), for terrain that extends 0.5 m above the horizontal plane, passing through the nearest point on the aerodrome movement area; and  (6) Area 4 or parts thereof, as laid down in point AIS.TR.350(d), for all runways where precision approach Category II or III operations have been established and where detailed terrain information is required by operators to enable them to assess the effect of terrain on decision height determination by use of radio altimeters  *(Consider TR requirements below* | | | [373](#OR_355) |
| **Associated Technical Requirements** | **AIS.TR.355 Terrain data sets** | [TR](#TR_355) |  |  |
| **Enter reference(s) where compliance is indicated** |  | | |  |
| **AIS.OR.360 Obstacle data sets** | Provide a reference that indicates how your organisation ensures that obstacle data, if available, is provided:  (a) for obstacles in Area 1 whose height is 100 m or higher above ground.  (b) for aerodromes, for all obstacles within Area 2 that are assessed as being a hazard to air navigation; and  (c) for aerodromes, to cover:  (1) Area 2a or parts thereof, for those obstacles that penetrate the relevant obstacle data collection surface.  (2) objects in the take-off flight path area or parts thereof, which project above a plane surface having a 1,2 % slope and having a common origin with the take-off flight path area.  (3) penetrations of the aerodrome obstacle limitation surfaces or parts thereof.  (4) Areas 2b, 2c and 2d, for obstacles that penetrate the relevant obstacle data collection surfaces.  (5) Area 3 or parts thereof, for obstacles that penetrate the relevant obstacle data collection surface; and  (6) Area 4 or parts thereof, for all runways where precision approach Category II or III operations have been established.  *(Consider TR requirements below* | | | [373](#OR_360) |
| **Associated Technical Requirements** | **AIS.TR.360 Obstacle data sets** | [TR](#TR_360) |  |  |
| **Enter reference(s) where compliance is indicated** |  | | |  |

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| **AIS.OR.365 Aerodrome mapping data sets** | Provide a reference that indicates how your organisation ensures that aerodrome mapping data sets, if available, are provided in accordance with point AIS.TR.365  *(Consider TR requirements below* | | | [373](#OR_365) |
| **Associated Technical Requirements** | **AIS.TR.365 Aerodrome mapping data sets** | [TR](#TR_365) |  |  |
| **Enter reference(s) where compliance is indicated** |  | | |  |
| **AIS.OR.370 Instrument flight procedure data sets** | Provide a reference that indicates how your organisation ensures that instrument flight procedure data sets, if available, are provided in accordance with point AIS.TR.370  *(Consider TR requirements below* | | | [373](#OR_370) |
| **Associated Technical Requirements** | **AIS.TR.370 Instrument flight procedure data sets** | [TR](#TR_370) |  |  |
| **Enter reference(s) where compliance is indicated** |  | | |  |

**Compliance Matrix SECTION 4**

**ANNEX VI - SUBPART A — ADDITIONAL ORGANISATION REQUIREMENTS FOR PROVIDERS OF AERONAUTICAL INFORMATION SERVICES (AIS.OR)**

**Distribution and Pre-Flight Information Services**

This section of the compliance matrix contains extracts from the above annexe and subpart of the regulation that are applicable to **all AIS providers**

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| **AIS.OR.400 Distribution services** | Provide a reference that indicates how your organisation:  (a) distributes available aeronautical information products to those users who request them.  (b) makes available the AIP, AIP amendments, AIP supplements, NOTAM and AIC by the most expeditious means.  (c) ensures that NOTAM are distributed through the aeronautical fixed service (AFS), whenever practicable.  (d) ensures that international exchange of NOTAM takes place only as mutually agreed between the international NOTAM offices and multinational NOTAM processing units concerned; and  (e) arranges, as necessary, the issuance and receipt of NOTAM distributed by telecommunication to satisfy operational requirements. | | | [373](#OR_400) |
| **Associated Technical Requirements** | **AIS.TR.400 Distribution services** | [TR](#TR_400) |  |  |
| **Enter reference(s) where compliance is indicated** |  | | |  |
| **AIS.OR.405 Pre-flight information services** | Provide a reference that indicates how your organisation ensure that:  (a) for any aerodrome/heliport, aeronautical information relative to the route stages originating at the aerodrome/heliport is made available to flight operations personnel, including flight crew and services responsible for pre-flight information; and  (b) aeronautical information provided for pre-flight planning purposes includes information of operational significance from the elements of the aeronautical information products. | | | [373](#OR_405) |
| **Associated Technical Requirements** | **AIS.TR.405 Pre-flight information services** | [TR](#TR_405) |  |  |
| **Enter reference(s) where compliance is indicated** |  | | |  |

**Compliance Matrix SECTION 5**

**ANNEX VI - SUBPART A — ADDITIONAL ORGANISATION REQUIREMENTS FOR PROVIDERS OF AERONAUTICAL INFORMATION SERVICES (AIS.OR)**

**Distribution and Pre-Flight Information Services**

This section of the compliance matrix contains extracts from the above annexe and subpart of the regulation that are applicable to **all AIS providers**

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| **AIS.OR.500 General – Aeronautical information products updates** | Provide a reference that indicates how your organisation ensure that aeronautical data and aeronautical information are amended or reissued to keep them up to date. | | | [373](#OR_500) |
| **Associated Technical Requirements** | **AIS.TR.500 General - Aeronautical information products updates** | [TR](#TR_500) |  |  |
| **Enter reference(s) where compliance is indicated** |  | | |  |
| **AIS.OR.505 Aeronautical information regulation and control**  **(AIRAC) (1)** | An AIS provider shall ensure that information concerning the circumstances listed in point AIS.TR.505(a) is distributed under the AIRAC system.  Provide a reference that indicates how your organisation ensure that:  (1) the information notified under the AIRAC system is not changed further for at least another 28 days after the AIRAC effective date unless the circumstance notified is of a temporary nature and would not persist for the full period. | | | [373](#OR_505) |
| **Associated Technical Requirements** | **AIS.TR.505 AIRAC** | [TR](#TR_505) | **AMC1 AIS.TR.505 (b) AIRAC** | [TR](#AMC1_AIS_TR_505_b) |
| **Enter reference(s) where compliance is indicated** |  | | |  |
| **AIS.OR.505 Aeronautical information regulation and control**  **(AIRAC) (2)** | An AIS provider shall ensure that information concerning the circumstances listed in point AIS.TR.505(a) is distributed under the AIRAC system.  Provide a reference that indicates how your organisation ensure that:  (2) the information provided under the AIRAC system is distributed/made available so as to reach recipients at least 28 days in advance of the AIRAC effective date.  *(Consider AMC requirements below)* | | | [373](#OR_505) |
| **AMC1 AIS.OR.505(2) Aeronautical information regulation and**  **control (AIRAC)** | **DISTRIBUTION**  AIRAC information, distributed as a physical medium, should be sent at least 42 days in advance of the AIRAC effective dates with the objective of reaching recipients at least 28 days in advance of the effective date. | | | [373](#AMC1_OR_505_2) |
| **Associated Technical Requirements** | **AIS.TR.505 AIRAC** | [TR](#TR_505) | **AMC1 AIS.TR.505 (b) AIRAC** | [TR](#AMC1_AIS_TR_505_b) |
| **Enter reference(s) where compliance is indicated** |  | | |  |

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| **AIS.OR.505 Aeronautical information regulation and control**  **(AIRAC) (3)** | An AIS provider shall ensure that information concerning the circumstances listed in point AIS.TR.505(a) is distributed under the AIRAC system.  Provide a reference that indicates how your organisation ensure that:  (3) implementation dates other than the AIRAC effective dates are not used for pre-planned operationally significant changes requiring cartographic work and/or for updating of navigation databases. | | | [373](#OR_505) |
| **Associated Technical Requirements** | **AIS.TR.505 AIRAC** | [TR](#TR_505) | **AMC1 AIS.TR.505 (b) AIRAC** | [TR](#AMC1_AIS_TR_505_b) |
| **Enter reference(s) where compliance is indicated** |  | | |  |
| **AIS.OR.510 NOTAM** | Provide a reference that indicates how your organisation complies with this requirement:  (a) ensure that NOTAM are provided in accordance with point AIS.TR.510; and  (b) provide a ‘trigger NOTAM’, as laid down in point AIS.TR.510(f), when an AIP amendment or an AIP supplement is published in accordance with AIRAC procedures | | | [373](#OR_510) |
| **Associated Technical Requirements** | **AIS.TR.510 NOTAM** | [TR](#TR_510) |  |  |
| **Enter reference(s) where compliance is indicated** |  | | |  |
| **AIS.OR.515 Data set updates** | Provide a reference that indicates how your organisation complies with this requirement:  (a) amend or reissue data sets at such regular intervals as may be necessary to keep them up to date; and  (b) issue permanent changes and temporary changes of long duration – three months or longer –made available as digital data in the form of a complete data set and/or a subset that includes only the differences from the previously issued complete data set.  *(Consider AMC requirements below)* | | | [373](#OR_515) |
| **Associated Technical Requirements** | **AIS.TR.515 Data set updates** | [TR](#TR_515) |  |  |
| **AMC1 AIS.OR.515 Data set updates** | **GENERAL**  (a) When made available as a completely re-issued data set, the differences from the previously issued complete data set should be indicated.  (b) When temporary changes of short duration are made available as digital data, they should use the same information model as the complete data set. | | | [373](#AMC_OR_515) |
| **Enter reference(s) where compliance is indicated** |  | | |  |

**Compliance Matrix SECTION 6**

**ANNEX VI - SUBPART A — ADDITIONAL ORGANISATION REQUIREMENTS FOR PROVIDERS OF AERONAUTICAL INFORMATION SERVICES (AIS.OR)**

**Personnel Requirements**

This section of the compliance matrix contains extracts from the above annexe and subpart of the regulation that are applicable to **all AIS providers**

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| **AIS.OR.600 General requirements** | Provide a reference that indicates how your organisation ensure that, in addition to point ATM/ANS.OR.B.005(a)(6) of Annex III, personnel responsible for the provision of aeronautical data and aeronautical information is:  (a) made aware of and applies the following:  (1) the requirements on aeronautical information products and services, as specified in Sections 2 to 5.  (2) the update cycles applicable to the issuing of AIP amendments and AIP supplements for the areas for which they provide aeronautical data or aeronautical information.  (b) adequately trained, competent and authorised for the job they are required to do. | [373](#OR_600) |
| **Enter reference(s) where compliance is indicated** |  |  |

**The UK (EU) Regulations and the AMC reference material**

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| **AIS.OR.100 Aeronautical information management**  An aeronautical information services (AIS) provider shall establish information management resources and processes that are adequate to ensure the timely collection, processing, storing, integration, exchange and delivery of quality- assured aeronautical data and aeronautical information within the ATM system  Amended by Statutory Instrument 2021/1203 | [Return Link OR.100](#RETURN_OR_100) |
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| **AIS.OR.105 Responsibilities of aeronautical information services (AIS) providers**  An AIS provider shall ensure the provision of aeronautical data and aeronautical information necessary for the safety, regularity, and efficiency of air navigation.  An AIS provider shall receive, collate, or assemble, edit, format, publish, store, and distribute aeronautical data and aeronautical information concerning the entire territory of and airspace of the United Kingdom and Crown Dependencies as well as those areas over the high seas in which the Member State is responsible for the provision of air traffic services.  An AIS provider shall ensure that aeronautical data and aeronautical information are available for:  (1) personnel involved in flight operations, including flight crews, flight planning, and flight simulators.  (2) ATS providers responsible for flight information service, and  (3) the services responsible for pre-flight information  An AIS provider shall provide 24-hour services for NOTAM origination and issuance in its area of responsibility and for pre-flight information needed in relation to route stages originating at the aerodrome or heliport in its area of responsibility.  An AIS provider shall make available to other AIS providers aeronautical data and aeronautical information required by them.  An AIS provider shall ensure that procedures are in place to assess and mitigate safety risks to aviation arising from data and information errors.  An AIS provider shall clearly indicate that aeronautical data and aeronautical information provided for and on behalf of the United Kingdom are provided under the authority of the United Kingdom, irrespective of the format in which it is provided.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.105 First Part](#RETURN_OR_105_FP) |
| [Return Link OR.105 Second Part](#RETURN_OR_105_SP) |

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| **AIS.OR.200 General**  An AIS provider shall ensure that:  (a) aeronautical data and aeronautical information are provided in accordance with the specifications laid down in the aeronautical data catalogue, specified in Appendix 1 to Annex III (Part-ATM/ANS.OR);  (b) data quality is maintained; and  (c) automation is applied to enable the processing and exchange of digital aeronautical data.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.200 (a) (b)](#RETURN_OR_200_a) |
| [Return Link OR.200 (c)](#RETURN_OR_200_c) |
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| **AMC1 AIS.OR.200(c) General**  **AUTOMATED DATA PROCESSING**  Where processes or parts of processes used in the origination, production, storage, handling, processing, transfer and distribution of aeronautical data and aeronautical information are subject to automation, they should be:  (a) automated to a level commensurate with the context of the data process.  (b) automated to optimise the allocation and interaction of human and machine to achieve a high degree of safety and quality benefits of the process.  (c) automated to ensure traceability of the performed actions.  (d) designed to avoid the introduction of data errors; and  (e) designed to detect errors in received/input data  Included as required by ORS9 Decision 13 | [Return Link AMC1.OR.200 (c)](#RETURN_AMC_200_c) |
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| **AIS.OR.205 Formal arrangements**  An AIS provider shall ensure that formal arrangements are established with:  (a) all parties transmitting data to them; and  (b) other AIS providers, when exchanging aeronautical data and aeronautical information with  them.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.205](#RETURN_OR_205) |

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| **AMC1 AIS.OR.205 Formal arrangements**  **MINIMUM CONTENT**  Formal arrangements should include the following minimum content:  (a) the aeronautical data to be provided.  (b) the data quality requirements (DQRs) for each data item supplied according to the aeronautical data catalogue.  (c) the method(s) for demonstrating that the data provided conforms with the specified requirements.  (d) the action to be taken in the event of discovery of a data error or inconsistency in any data provided.  (e) the following minimum criteria for notification of data changes:  (1) criteria for determining the timeliness of data provision based on the operational or safety significance of the change.  (2) any prior notice of expected changes; and  (3) the means to be adopted for notification.  (f) the party responsible for documenting data changes.  (g) data exchange details such as format or format change processes.  (h) any limitations on the use of data.  (i) requirements for the production of data origination quality reports.  (j) metadata requirements; and  (k) contingency requirements concerning the continuity of data provision.  Included as required by ORS9 Decision 13 | [Return Link AMC1.OR.205](#RETURN_AMC_205) |
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| **AIS.OR.210 Exchange of aeronautical data and aeronautical information**  An AIS provider shall ensure that:  (a) the format of aeronautical data is based on an aeronautical information exchange model designed to be globally interoperable; and (b) aeronautical data is exchanged through electronic means.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.210](#RETURN_OR_210) |
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| **AMC1 AIS.OR.210(a) Exchange of aeronautical data and aeronautical information**  **EXCHANGE MODEL**  An AIS provider should use the aeronautical information exchange model (AIXM) to enable the management and distribution of aeronautical information services data in digital format.  Included as required by ORS9 Decision 13 | [Return Link AMC1.OR.210 (a)](#RETURN_AMC1_OR_210_a) |
| **AIS.OR.215 Tools and software**  An AIS provider shall ensure that tools and software used to support or automate aeronautical data and aeronautical information processes perform their functions without adversely impacting on the quality of aeronautical data and aeronautical information.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.215](#RETURN_OR_215) |
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| **AIS.OR.220 Validation and verification**  An AIS provider shall ensure that verification and validation techniques are employed so that the  aeronautical data meets the associated data quality requirements (DQRs) specified in point AIS.TR.200.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.220](#RETURN_OR_220) |
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| **AMC1 AIS.OR.220 Validation and verification**  **DATA PROTECTION**  (a) The processes implemented to carry out validation and verification should define the means used to:  (1) verify received data and confirm that the data has been received without corruption.  (2) preserve data quality and ensure that stored data is protected from corruption; and  (3) confirm that originated data has not been corrupted prior to being stored.  (b) Those processes should define the:  (1) actions to be taken when data fails a verification or validation check; and  (2) tools required for the verification and validation process.  Included as required by ORS9 Decision 13 | [Return Link AMC1.OR.220](#RETURN_AMC1_OR_220) |
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| **AIS.OR.225 Metadata**  An AIS provider shall collect and preserve metadata  Amended by Statutory Instrument 2021/1203 | [Return Link OR.225](#RETURN_OR_225) |

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| **AIS.OR.230 Data error detection and authentication**  An AIS provider shall ensure that:  (a) digital data error detection techniques are used during the transmission and/or storage of aeronautical data in order to support the applicable data integrity levels specified in point AIS.TR.200(c); and  (b) the transfer of aeronautical data is subject to a suitable authentication process such that recipients are able to confirm that the data or information has been transmitted by an authorised source.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.230](#RETURN_OR_230) |
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| **AIS.OR.235 Error reporting, error measurement, and corrective actions**  An AIS provider shall ensure that error reporting, error measurement and corrective action mechanisms are established and maintained.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.235](#RETURN_OR_235) |
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| **AIS.OR.240 Data limitations**  An AIS provider shall identify, in the aeronautical information products, except for NOTAM, the aeronautical data and aeronautical information that do not meet the DQRs.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.240](#RETURN_OR_240) |
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| **AIS.OR.250 Consistency requirement**  Where aeronautical data or aeronautical information is duplicated in the AIP of more than one State, the AIS providers responsible for those AIPs shall establish mechanisms to  ensure consistency between the duplicated information.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.250](#RETURN_OR_250) |

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| **AMC1 AIS.OR.250 Consistency requirement**  **DUPLICATED INFORMATION**  The AIS provider should ensure that:  (a) coordination and explicit agreement are established with the AIS providers responsible for the aeronautical information publications (AIPs) of the States concerned before introducing changes in published border or cross-border data and information; and (b) periodic reviews are performed to detect inconsistencies between the AIPs of the States concerned.  Included as required by ORS9 Decision 13 | [Return Link AMC1.OR.250](#RETURN_AMC1_OR_250) |
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| **AIS.OR.300 General – Aeronautical information products**  When providing aeronautical data and aeronautical information in multiple formats, an AIS provider shall ensure that processes are implemented for data and information consistency between those formats.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.300](#RETURN_OR_300) |
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| **AIS.OR.305 Aeronautical information publication (AIP)**  An AIS provider shall issue an AIP  Amended by Statutory Instrument 2021/1203 | [Return Link OR.305](#RETURN_OR_305) |
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| **AIS.OR.310 AIP amendments**  An AIS provider shall: (a) issue permanent changes to the AIP as AIP amendments; and (b) ensure that the AIP is amended or reissued at such regular intervals as necessary to ensure that the information is complete and up to date  Amended by Statutory Instrument 2021/1203 | [Return Link OR.310](#RETURN_OR_310) |
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| **AIS.OR.315 AIP supplements**  An AIS provider shall:  (a) issue, as AIP supplements, temporary changes of long duration (three months or longer) and information of short duration which contains extensive text and/or graphics.  (b) regularly provide a checklist of the valid AIP supplements; and  (c) publish a new AIP supplement as a replacement when an error occurs in an AIP supplement or when the period of validity of an AIP supplement is changed.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.315](#RETURN_OR_315) |
| **AIS.OR.320 Aeronautical information circular (AIC)**  An AIS provider shall issue as an AIC any of the following:  (a) a long-term forecast of any major change in legislation, regulations, procedures, or facilities.  (b) information of a purely explanatory or advisory nature which affects flight safety.  (c) information or notification of an explanatory or advisory nature, concerning technical, legislative, or purely administrative matters. An AIS provider shall review at least once a year the validity of an AIC in force.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.320 First Part](#RETURN_OR_320_FP) |
| [Return Link OR.320 Second Part](#RETURN_OR_320_SP) |
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| **AIS.OR.325 Aeronautical charts**  An AIS provider shall ensure that the following aeronautical charts, where made available:  (a) form part of the AIP or are provided separately to recipients of the AIP:  (1) aerodrome obstacle chart – Type A.  (2) aerodrome/heliport chart.  (3) aerodrome ground movement chart.  (4) aircraft parking/docking chart.  (5) precision approach terrain chart.  (6) ATC surveillance minimum altitude chart.  (7) area chart.  (8) standard arrival chart – instrument (STAR).  (9) standard departure chart – instrument (SID).  (10) instrument approach chart.  (11) visual approach chart; and  (12) en-route chart; and  (b) are provided as part of the aeronautical information products:  (1) aerodrome obstacle chart – Type B.  (2) world aeronautical chart 1:1 000 000.  (3) world aeronautical chart 1:500 000.  (4) aeronautical-navigation chart – small scale; and  (5) plotting chart.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.325](#RETURN_OR_325) |

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| **AMC1 AIS.OR.325 Aeronautical charts**  **PRODUCTION**  Aeronautical charts should be produced in accordance with the specifications contained in ICAO Annex 4, Amendment No 61  Included as required by ORS9 Decision 13 | [Return Link AMC1.OR.325](#RETURN_AMC1_OR_325) |
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| **AIS.OR.330 NOTAM**  An AIS provider shall:  (a) promptly issue a NOTAM whenever the information to be distributed is of a temporary nature and of short duration or when operationally significant permanent changes, or temporary changes of long duration, are made at short notice, except for extensive text and/or graphics; and  (b) issue, as a NOTAM, information on the establishment, condition, or change of any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel involved with flight operations; Compliance with point AIS.OR.200 shall not inhibit the urgent distribution of aeronautical information necessary to ensure the safety of flight.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.330](#RETURN_OR_330) |
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| **AIS.OR.335 General – Digital data sets**  If available, an AIS provider shall ensure that digital data is in the form of the following data sets:  (1) AIP data set.  (2) terrain data set.  (3) obstacle data sets.  (4) aerodrome mapping data sets; and  (5) instrument flight procedure data sets.  An AIS provider shall ensure that a checklist of valid data sets shall be regularly provided.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.335](#RETURN_OR_335) |
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| **AIS.OR.340 Metadata requirements**  Each data set shall include a minimum set of metadata to be provided to the next user.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.340](#RETURN_OR_340) |

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| **AIS.OR.345 AIP data set**  An AIS provider shall ensure that the AIP data set, if available, contains the digital representation of aeronautical information of lasting character, including permanent information and long-duration temporary changes.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.345](#RETURN_OR_345) |
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| **AIS.OR.350 Terrain and obstacle data – General requirements**  An AIS provider shall ensure that terrain and obstacle data, if available, are provided in accordance with point AIS.TR.350.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.350](#RETURN_OR_350) |
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| **AIS.OR.355 Terrain data sets**  An AIS provider shall ensure that terrain data, if available, is provided:  (a) for Area 1, as laid down in point AIS.TR.350; and  (b) for aerodromes to cover:  (1) Area 2a or parts thereof, as laid down in point AIS.TR.350(b)(1).  (2) Areas 2b, 2c and 2d or parts thereof, as laid down in points AIS.TR.350(b)(2), (3) and (4), for terrain:  (i) within 10 km from the aerodrome reference point (ARP); and  (ii) beyond 10 km from the ARP if the terrain penetrates the horizontal plane 120 m above the lowest runway elevation.  (3) the take-off flight path area or parts thereof.  (4) an area, or parts thereof, bounded by the lateral extent of the aerodrome obstacle limitation surfaces.  (5) Area 3 or parts thereof, as laid down in point AIS.TR.350(c), for terrain that extends 0.5 m above the horizontal plane, passing through the nearest point on the aerodrome movement area; and  (6) Area 4 or parts thereof, as laid down in point AIS.TR.350(d), for all runways where precision approach Category II or III operations have been established and where detailed terrain information is required by operators to enable them to assess the effect of terrain on decision height determination by use of radio altimeters  Amended by Statutory Instrument 2021/1203 | [Return Link OR.355](#RETURN_OR_355) |

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| **AIS.OR.360 Obstacle data sets**  An AIS provider shall ensure that obstacle data, if available, is provided:  (a) for obstacles in Area 1 whose height is 100 m or higher above ground.  (b) for aerodromes, for all obstacles within Area 2 that are assessed as being a hazard to air navigation; and  (c) for aerodromes, to cover:  (1) Area 2a or parts thereof, for those obstacles that penetrate the relevant obstacle data collection surface.  (2) objects in the take-off flight path area or parts thereof, which project above a plane surface having a 1,2 % slope and having a common origin with the take-off flight path area.  (3) penetrations of the aerodrome obstacle limitation surfaces or parts thereof.  (4) Areas 2b, 2c and 2d, for obstacles that penetrate the relevant obstacle data collection surfaces.  (5) Area 3 or parts thereof, for obstacles that penetrate the relevant obstacle data collection surface; and  (6) Area 4 or parts thereof, for all runways where precision approach Category II or III operations have been established.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.360](#RETURN_OR_360) |
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| **AIS.OR.365 Aerodrome mapping data sets**  An AIS provider shall ensure that aerodrome mapping data sets, if available, are provided in accordance with point AIS.TR.365.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.365](#RETURN_OR_365) |
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| **AIS.OR.370 Instrument flight procedure data sets**  An AIS provider shall ensure that instrument flight procedure data sets, if available, are provided in accordance with point AIS.TR.370.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.370](#RETURN_OR_370) |
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| **AIS.OR.400 Distribution services**  An AIS provider shall:  (a) distribute available aeronautical information products to those users who request them.  (b) make available the AIP, AIP amendments, AIP supplements, NOTAM and AIC by the most expeditious means.  (c) ensure that NOTAM are distributed through the aeronautical fixed service (AFS), whenever practicable.  (d) ensure that international exchange of NOTAM takes place only as mutually agreed between the international NOTAM offices and multinational NOTAM processing units concerned; and  (e) arrange, as necessary, the issuance and receipt of NOTAM distributed by telecommunication to satisfy operational requirements.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.400](#RETURN_OR_400) |
| **AIS.OR.405 Pre-flight information services**  An AIS provider shall ensure that:  (a) for any aerodrome/heliport, aeronautical information relative to the route stages originating at the aerodrome/heliport is made available to flight operations personnel, including flight crew and services responsible for pre-flight information; and  (b) aeronautical information provided for pre-flight planning purposes includes information of operational significance from the elements of the aeronautical information products.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.405](#RETURN_OR_405) |
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| **AIS.OR.500 General – Aeronautical information products updates**  An AIS provider shall ensure that aeronautical data and aeronautical information are amended or  reissued to keep them up to date.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.500](#RETURN_OR_500) |
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| **AIS.OR.505 Aeronautical information regulation and control (AIRAC)**  An AIS provider shall ensure that information concerning the circumstances listed in point AIS.TR.505(a) is distributed under the AIRAC system.  An AIS provider shall ensure that:  (1) the information notified under the AIRAC system is not changed further for at least another 28 days after the AIRAC effective date unless the circumstance notified is of a temporary nature and would not persist for the full period.  (2) the information provided under the AIRAC system is distributed/made available so as to reach recipients at least 28 days in advance of the AIRAC effective date; and  (3) implementation dates other than the AIRAC effective dates are not used for pre-planned operationally significant changes requiring cartographic work and/or for updating of navigation databases.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.505 (1)](#RETURN_OR_505_1) |
| [Return Link OR.505 (2)](#RETURN_OR_505_2) |
| [Return Link OR.505 (3)](#RETURN_OR_505_3) |
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| **AIS.OR.505(2) Aeronautical information regulation and control (AIRAC)**  **DISTRIBUTION**  AIRAC information, distributed as a physical medium, should be sent at least 42 days in advance of the AIRAC effective dates with the objective of reaching recipients at least 28 days in advance of the effective date.  Included as required by ORS9 Decision 13 | [Return Link AMC1.OR.505 (2)](#RETURN_AMC1_OR_505_2) |

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| **AIS.OR.510 NOTAM**  An AIS provider shall:  (a) ensure that NOTAM are provided in accordance with point AIS.TR.510; and  (b) provide a ‘trigger NOTAM’, as laid down in point AIS.TR.510(f), when an AIP amendment or an AIP supplement is published in accordance with AIRAC procedures.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.510](#RETURN_OR_510) |
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| **AIS.OR.515 Data set updates**  An AIS provider shall:  (a) amend or reissue data sets at such regular intervals as may be necessary to keep them up to date; and  (b) issue permanent changes and temporary changes of long duration – three months or longer – made available as digital data in the form of a complete data set and/or a subset that includes only the differences from the previously issued complete data set  Amended by Statutory Instrument 2021/1203 | [Return Link OR.515](#RETURN_OR_515) |
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| **AMC1 AIS.OR.515 Data set updates**  **GENERAL**  (a) When made available as a completely re-issued data set, the differences from the previously issued complete data set should be indicated.  (b) When temporary changes of short duration are made available as digital data, they should use the same information model as the complete data set.  Included as required by ORS9 Decision 13 | [Return Link AMC1.OR.515](#RETURN_AMC1_OR_515) |
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| **AIS.OR.600 General requirements**  In addition to point ATM/ANS.OR.B.005(a)(6) of Annex III, the AIS provider shall ensure that personnel responsible for the provision of aeronautical data and aeronautical information is:  (a) made aware of and applies the following:  (1) the requirements on aeronautical information products and services, as specified in Sections 2 to 5;  (2) the update cycles applicable to the issuing of AIP amendments and AIP supplements for the areas for which they provide aeronautical data or aeronautical information.  (b) adequately trained, competent and authorised for the job they are required to do.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.600](#RETURN_OR_600) |

**TECHNICAL REQUIREMENTS**

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| **AIS.TR.200 General**  (a) The accuracy of aeronautical data shall be in conformity with the ‘Aeronautical Data Catalogue’ referred to in ICAO PANS-AIM (Doc 10066).  (b) The resolution of aeronautical data shall be commensurate with the actual data accuracy.  (c) The integrity of aeronautical data shall be maintained. Based on the integrity classification specified in the aeronautical data catalogue, procedures shall be put in place so that:  (1) for routine data as defined in ICAO PANS-AIM, corruption is avoided throughout the processing of the data  (2) for essential data as defined in ICAO PANS-AIM, corruption does not occur at any stage of the entire process and additional processes are included, as needed, to address potential risks in the overall system architecture to further assure data  integrity at this level.  (3) for critical data as defined in ICAO PANS-AIM, corruption does not occur at any stage of the entire process and additional integrity assurance processes are included to fully mitigate the effects of faults identified by thorough analysis of the overall system architecture as potential data integrity risks.  (d) The traceability of aeronautical data shall be ensured.  (e) The timeliness of the aeronautical data shall be ensured, including any limits on the effective period of the data.  (f) The completeness of the aeronautical data shall be ensured.  (g) The format of delivered data shall be adequate to ensure that the data is interpreted in a manner that is consistent with its intended use.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.200 (a) (b)](#RETURN_OR_200_a) |
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| **AMC1 AIS.TR.200(d) General**  **TRACEABILITY**  Aeronautical data and associated metadata should be kept for a minimum period of 5 years beyond the validity period of the associated aeronautical information.  Included as required by ORS9 Decision 13 | [Return Link OR.200 (a) (b)](#RETURN_OR_200_a) |

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| **AIS.TR.210 Exchange of aeronautical data and aeronautical information**  Except for terrain data, the exchange format of aeronautical data shall:  (a) enable the exchange of data for both individual features and feature collections.  (b) enable the exchange of baseline information as a result of permanent changes.  (c) be structured in accordance with the subjects and properties of the aeronautical data catalogue and be documented through a mapping between the exchange format and the aeronautical data catalogue.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.210](#RETURN_OR_210) |
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| **AMC1 AIS.TR.210 Exchange of aeronautical data and aeronautical information**  **EXCHANGE MODELS**  (a) The exchange model used should encompass the aeronautical data and aeronautical information to be exchanged.  (b) The exchange model used should:  (1) use the unified modelling language (UML) to describe the aeronautical information features and their properties, associations and data types.  (2) include data value constraints and data verification rules.  (3) include provisions for metadata.  (4) include a temporality model to enable capturing the evolution of the properties of an aeronautical information feature during its life cycle.  (5) apply a commonly used data encoding format.  (6) cover all the features, attributes, data types and associations of the aeronautical information model; and  (7) provide an extension mechanism by which groups of users can extend the properties of existing features and add new features which do not adversely affect global standardisation.  Included as required by ORS9 Decision 13 | [Return Link OR.210](#RETURN_OR_210) |
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| **AIS.TR.220 Verification**  (a) The verification shall ensure that:  (1) the aeronautical data was received without corruption.  (2) the aeronautical data process does not introduce corruption.  (b) Aeronautical data and aeronautical information entered manually shall be subject to independent verification to identify any errors that may have been introduced.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.220](#RETURN_OR_220) |

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| **AIS.TR.225 Metadata**  The metadata to be collected shall include, as a minimum:  (a) the identification of the organisations or entities performing any action of originating, transmitting or manipulating the aeronautical data.  (b) the action performed.  (c) the date and time the action was performed.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.225](#RETURN_OR_225) |
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| **AMC1 AIS.TR.225(a) Metadata**  **IDENTIFICATION**  The metadata collected should clearly identify the organisation or entity originating the data, as well as any organisation or entity introducing amendments to the data.  Included as required by ORS9 Decision 13 | [Return Link OR.225](#RETURN_OR_225) |
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| **AMC1 AIS.TR.225(b) Metadata**  **ACTION PERFORMED**  The metadata reflecting each action performed involving origination or manipulation of the data should reflect any potential impact on the compliance with the applicable DQRs  Included as required by ORS9 Decision 13 | [Return Link OR.225](#RETURN_OR_225) |
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| **AIS.TR.235 Error reporting, error measurement and corrective actions**  The error reporting, error measurement and corrective mechanisms shall ensure that:  (a) problems identified during origination, production, storage, handling and processing, or those reported by users after publication, are recorded.  (b) all problems reported in relation to the aeronautical data and aeronautical information are analysed by the AIS provider and the necessary corrective actions are performed.  (c) priority is given to resolution of all errors, inconsistencies and anomalies detected in critical and essential aeronautical data.  (d) affected users are warned of errors by the most effective means, taking into account the integrity level of the aeronautical data and aeronautical information.  (e) error feedback is facilitated and encouraged.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.235](#RETURN_OR_235) |
| **AIS.TR.240 Data limitations**  The identification of data not meeting the DQRs shall be made with an annotation or by explicitly providing the quality value.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.240](#RETURN_OR_240) |
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| **AIS.TR.300 General – Aeronautical information products**  (a) Aeronautical information products intended for distribution shall include English text  (b) Place names shall be spelt in conformity with local usage and transliterated, when necessary, into the International Organization for Standardization (ISO) basic Latin alphabet.  (c) International Civil Aviation Organization (ICAO) abbreviations shall be used in the aeronautical information products whenever they are appropriate.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.300](#RETURN_OR_300) |
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| **AIS.TR.305 Aeronautical information publication (AIP)**  (a) The AIP, AIP amendments and AIP supplements shall be provided as an ‘electronic AIP’ (eAIP).  The eAIP shall allow for displaying on computer screen and printing on paper. In addition, the AIP, AIP amendments and AIP supplements may also be provided on paper.  (b) The AIP shall include:  (1) a statement of the competent authority responsible for the air navigation facilities, services or procedures covered by the AIP.  (2) the general conditions under which the services or facilities are available for use.  (3) a list of significant differences between the regulations and practices of the United Kingdom and, where available, the Crown Dependencies, and the related ICAO Standards and Recommended Practices (SAPRs) and Procedures.  (4) the choice made by a State in each significant case where an alternative course of action is provided for in the ICAO SARPs and procedures.  (c) The AIP shall contain information related to, and arranged under, the subject headings listed in the Contents of the Aeronautical Information Publication (AIP) in PANS-AIM (Doc 10066).  (d) The issuer and AIS provider shall be clearly indicated.  (e) Each AIP shall be self-contained and include a table of contents  (g) An AIP shall be organised in three parts (GEN, ENR and AD), sections and subsections, except when the AIP, or a volume of the AIP, is designed to facilitate operational use in- flight, in which case the precise format and arrangement may be left to the discretion of the Member State provided that an adequate table of contents is included.  (h) Each AIP shall be dated.  (i) The date, consisting of the day, month (by name), and year, shall be the publication date and/or the effective date (AIRAC) of the information.  (j) When describing periods of activity, availability or operation, the applicable days and times shall be specified.  (k) Each AIP volume issued in printing format and each page of an AIP issued in printing format shall be annotated to clearly indicate:  (1) the identity of the AIP.  (2) the territory covered and its subdivisions, when necessary.  (3) the identification of the issuing State and producing organisation (authority); and  (4) page numbers/chart titles.  (i) Any amendment to the volume of the AIP issued in printing format shall be clearly  identifiable by means of replacement pages.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.305](#RETURN_OR_305) |
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| **AMC1 AIS.TR.305(a) Aeronautical information publication (AIP)**  **ELECTRONIC FORM**  The eAIP, eAIP amendments and eAIP supplements should be provided according to the EUROCONTROL ‘Specification for the Electronic Aeronautical Information Publication (eAIP)’ (edition 2.1, dated 6 October 2015).  Included as required by ORS9 Decision 13 | [Return Link OR.305](#RETURN_OR_305) |
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| **AMC2 AIS.TR.305(a) Aeronautical information publication (AIP)**  **ELECTRONIC AIP**  When provided, the eAIP should be available on a physical distribution medium (CD, DVD, etc.) and/or online on the internet**.**  Included as required by ORS9 Decision 13 | [Return Link OR.305](#RETURN_OR_305) |

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| **AIS.TR.310 AIP amendments**  (a) Any operationally significant changes to the AIP, in accordance with point AIS.OR.505, shall be issued under AIRAC and clearly identified as such.  (b) Each AIP amendment shall be allocated a serial number, which shall be consecutive.  (c) When an AIP amendment is issued, it shall include references to the serial number of the NOTAM which have been incorporated into the amendment.  (d) The most current update cycles applicable to AIP amendments shall be made publicly available.  (e) Recourse to hand amendments/annotations shall be kept to a minimum; the normal method of amendment shall be by reissuing or by replacement of pages.  (f) Each AIP amendment shall:  (1) include a checklist with the current dates and numbers of each loose-leaf page in the AIP; and  (2) provide a recapitulation of any outstanding hand amendments.  (g) New or revised information shall be identified by an annotation against it in the margin.  (h) Each AIP amendment page, including the cover sheet, shall contain a publication date and, when applicable, an effective date.  (i) The regular intervals between the AIP amendments shall be specified in Part 1 – General (GEN) of the AIP.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.310](#RETURN_OR_310) |
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| **AMC1 AIS.TR.310(g) AIP amendments**  **ANNOTATION**  (a) The annotation in the margin should be done by a thick black vertical line or, where the change incorporated covers one line only or a part of a line, a thick black horizontal arrow.  (b) For aeronautical charts, the annotation should be made as a marginal note.  Included as required by ORS9 Decision 13 | [Return Link OR.310](#RETURN_OR_310) |

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| **AIS.TR.315 AIP supplements**  (a) The AIP supplement issued in printed form shall be provided by means of distinctive pages.  (b) The most current update cycles applicable to AIP supplements shall be made publicly available.  (c) Each AIP supplement shall be allocated a serial number which shall be consecutive and based on the calendar year.  (d) Whenever an AIP supplement is issued as a replacement of a NOTAM, a reference to the series and number of the NOTAM shall be included.  (e) A checklist of valid AIP supplements shall be issued at intervals of not more than one month, as part of the checklist of NOTAM and also with distribution as for the AIP supplements.  (f) Each AIP supplement page shall have a publication date. Each AIRAC AIP supplement page shall have both a publication and an effective date.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.315](#RETURN_OR_315) |
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| **AIS.TR.320 Aeronautical information circular (AIC)**  (a) The AIC shall be provided as an electronic document.  (b) The AIC shall be provided whenever it is desirable to promulgate:  (1) forecasts of important changes in the air navigation procedures, services and facilities.  (2) forecasts of implementation of new navigational systems.  (3) significant information derived from aircraft accident/incident investigation which has a bearing on flight safety.  (4) information on regulations related to the safeguarding of civil aviation against acts of unlawful interference that jeopardise the security of civil aviation.  (5) advice on medical matters of special interest to pilots.  (6) warnings to pilots concerning the avoidance of physical hazards.  (7) information on the effect of certain weather phenomena on aircraft operations.  (8) information on new hazards affecting aircraft handling techniques.  (9) information on regulations related to the carriage of restricted articles by air.  (10) references to the requirements of national and EU legislation and to the publication of changes therein.  (11) information on aircrew licensing arrangements.  (12) information on training of aviation personnel.  (13) information on the implementation of, or exemption from, requirements in national and EU legislation.  (14) advice on the use and maintenance of specific types of equipment.  (15) the actual or planned availability of new or revised editions of aeronautical charts.  (16) information on the carriage of communication equipment.  (17) explanatory information related to noise abatement.  (18) selected airworthiness directives.  (19) information on changes in NOTAM series or distribution, new editions of AIP or major changes in their content, coverage or format.  (20) advance information on the snow plan; and  (21) other information of a similar nature.  (c) The AIC shall not be used for information that qualifies for inclusion in AIP or NOTAM  (d) The snow plan issued in accordance with point AD 1.2.2 of the AIP shall be supplemented by seasonal information to be issued as an AIC well in advance of the beginning of each winter –not less than one month before the normal onset of winter conditions.  (e) When the AIC is selected for international distribution it shall have the same distribution as the AIP.  (f) Each AIC shall be allocated a serial number which shall be consecutive and based on the calendar year.  (g) In the event that an AIC is provided in more than one series, each series shall be separately identified by a letter.  (h) A checklist of AIC currently in force shall be issued at least once a year, with distribution as for the AIC.  (i) A checklist of AIC provided beyond the territory of a Member State shall be included in the NOTAM checklist.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.320 FP](#RETURN_OR_320_FP) |
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| **AMC1 AIS.TR.320(a) Aeronautical information circular (AIC)**  **ELECTRONIC FORM**  When AICs are provided as part of the ‘electronic AIP’, they should comply with the EUROCONTROL ‘Specification for the Electronic Aeronautical Information Publication (eAIP)’ (edition 3.0, edition date 30 November 2021, Reference nr: EUROCONTROL-SPEC-146).  Included as required by ORS9 Decision 13 | [Return Link OR.320 FP](#RETURN_OR_320_FP) |
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| **AIS.TR.330 NOTAM**  (a) A NOTAM shall be issued when it is necessary to provide the following information:  (1) establishment of, closure of, or significant changes in the operation of aerodromes or heliports or runways.  (2) establishment of, withdrawal of, and significant changes in, the operation of aeronautical services.  (3) establishment of, withdrawal of, and significant changes in, the operational capability of radio navigation and air-ground communication services.  (4) unavailability of backup and secondary systems, having a direct operational impact.  (5) establishment of, withdrawal of, or significant changes to, visual aids.  (6) interruption of, or return to operation of, major components of aerodrome lighting systems.  (7) establishment of, withdrawal of, or significant changes to, procedures for air navigation services.  (8) occurrence or correction of major defects or impediments in the manoeuvring area.  (9) changes to, and limitations on, the availability of fuel, oil and oxygen.  (10) major changes to search and rescue (SAR) facilities and services available.  (11) establishment of, withdrawal of, or return to, operation of hazard beacons marking obstacles to air navigation.  (12) changes in regulations applicable in the State(s) concerned that require immediate action from an operational perspective.  (13) operational directives requiring immediate action or changes thereto.  (14) presence of hazards that affect air navigation.  (15) planned laser emissions, laser displays and search lights if pilots’ night vision is likely to be impaired.  (16) erecting or removal of, or changes to, obstacles to air navigation in the take-off/climb, missed approach, approach areas as well as on the runway strip.  (17) establishment or discontinuance of, including activation or deactivation, as applicable, or changes in, the status of prohibited, restricted or danger areas.  (18) establishment or discontinuance of areas or routes, or portions thereof, where the possibility of interception exists and where the maintenance of guard on the very high frequency (VHF) emergency frequency 121.500 MHz is required.  (19) allocation, cancellation or change of location indicators.  (20) changes in aerodrome/heliport rescue and firefighting (RFF) category.  (21) presence of, removal of, or significant changes in, hazardous conditions due to snow, slush, ice, radioactive material, toxic chemicals, volcanic ash deposition or water on the movement area.  (22) outbreaks of epidemics necessitating changes in notified requirements for inoculations and quarantine measures.  (23) forecasts of solar cosmic radiation, where provided.  (24) an operationally significant change in volcanic activity, the location, date and time of  volcanic eruptions and/or the horizontal and vertical extent of a volcanic ash cloud, including direction of movement, flight levels and routes or portions of routes that could be affected.  (25) (release into the atmosphere of radioactive materials or toxic chemicals following a nuclear or chemical incident, the location, date and time of the incident, the flight levels and routes, or portions thereof, that could be affected, as well as the direction of movement.  (26) establishment of operations of humanitarian relief missions, together with procedures and/or limitations that affect air navigation.  (27) implementation of short-term contingency measures in cases of disruption, or partial disruption, of ATS and related supporting services.  (28) specific loss of integrity of satellite-based navigation systems.  (29) unavailability of a runway due to runway marking works or, if the equipment used for those works can be removed, a time lag required for making the runway available.  (b) A NOTAM shall not be issued to provide any of the following information:  (1) routine maintenance work on aprons and taxiways that does not affect the safe movement of aircraft.  (2) temporary obstructions in the vicinity of aerodromes/heliports that do not affect the safe  operation of aircraft.  (3) partial failure of aerodrome/heliport lighting facilities where such failure does not directly affect aircraft operations.  (4) partial temporary failure of air-ground communications when suitable alternative frequencies are available and are operative.  (5) lack of apron marshalling services, road traffic closures, limitations and control.  (6) the unserviceability of location, destination or other instruction signs on the aerodrome movement area.  (7) parachuting when in uncontrolled airspace under visual flight rules (VFR), nor when in controlled airspace at promulgated sites or within danger or prohibited areas.  (8) training activities performed by ground units.  (9) unavailability of backup and secondary systems if these do not have an operational impact.  (10) limitations to airport facilities or general services, with no operational impact.  (11) national regulations not affecting general aviation.  (12) announcements or warnings about possible/potential limitations, with no operational impact.  (13) general reminders on already published information.  (14) availability of equipment for ground units, without information on the operational impact on airspace and facility users.  (15) information about laser emissions with no operational impact and about fireworks below the minimum flying heights.  (16) closure of parts of the movement area in connection with locally coordinated, planned work of duration of less than one hour.  (17) closure, changes, unavailability in the operation of aerodrome(s)/heliport(s) other than in the aerodrome(s)/ heliport(s) operation hours; and  (18) other non-operational information of a similar temporary nature.  (c) Except as provided for in points AIS.TR.330(f) and AIS.TR.330(g), each NOTAM shall contain the information in the order r referred to in the NOTAM FORMAT in PANS-AIM (Doc 10066).  (d) NOTAM text shall be 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.  (e) All NOTAM shall be issued in English language.  (f) Information concerning snow, slush, ice, frost, standing water or water associated with snow, slush, ice or frost on the movement area shall be disseminated by means of SNOWTAM and shall contain the information in the order referred to in the SNOWTAM format in PANS-AIM (Doc 10066).  (g) Information concerning an operationally significant change to volcanic activity, volcanic eruption or volcanic ash cloud shall, when reported by means of an ASHTAM, contain the information in the order referred to in the ASHTAM format in PANS-AIM (Doc 10066).  (h) When errors occur in a NOTAM, a NOTAM with a new number shall be issued to replace the erroneous NOTAM or the erroneous NOTAM shall be cancelled, and a new NOTAM shall be issued.  (i) When a NOTAM is issued that cancels or replaces a previous NOTAM:  (1) the series and number/year of the previous NOTAM shall be indicated.  (2) the series, location indicator and subject of both NOTAM shall be the same.  (j) Only one NOTAM shall be cancelled or replaced by a NOTAM.  (k) Each NOTAM shall deal with only one subject and one condition of the subject.  (l) Each NOTAM shall be as brief as possible and compiled so that its meaning is clear without the need to refer to another document.  (m) A NOTAM containing permanent or temporary information of long duration shall include appropriate references to the AIP or AIP supplement.  (n) Location indicators included in the text of a NOTAM shall be those contained in ICAO Doc 7910 ‘Location Indicators’. A curtailed form of such indicators shall not be used. Where no ICAO location indicator is assigned to the location, its place name shall be entered in plain language.  (o) A series identified by a letter and a four-digit number followed by a stroke and a two-digit number for the year shall be allocated to each NOTAM. The four-digit number shall be consecutive and based on the calendar year.  (p) All NOTAM shall be divided in series based on subject, traffic or location or a combination thereof, depending on end-user needs. NOTAM for aerodromes allowing international air traffic shall be issued in international NOTAM series.  (q) If NOTAM are issued in both English and national language, the NOTAM series shall be organised so that the national language series are equivalent to the English language series in terms of content and numbering.  (r) The content and geographical coverage of each NOTAM series shall be stated in detail in the AIP, in point GEN 3.  (s) A checklist of valid NOTAM shall be regularly provided.  (t) One checklist NOTAM shall be issued for each series.  (u) A checklist NOTAM shall also refer to the latest AIP amendments, AIP supplements, data sets and, at least, to distributed AIC.  (v) A checklist NOTAM shall have the same distribution as the actual message series to which it refers and shall be clearly identified as a checklist.  (w) Series allocation shall be monitored and, if required, appropriate measures shall be taken to assure that no series reaches the maximum possible number of issued NOTAM before the end of a calendar year.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.330](#RETURN_OR_330) |
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| **AMC1 AIS.TR.330 NOTAM**  **USE OF OPADD**  The origination and issuing of NOTAM should be in accordance with the EUROCONTROL ‘Guidelines — Operating Procedures for AIS Dynamic Data (OPADD)’ (edition 4.1, edition date 07 December 2020), Document reference: EUROCONTROL-GUID-121.  Included as required by ORS9 Decision 13 | [Return Link OR.330](#RETURN_OR_330) |
| **AIS.TR.335 General— Digital data sets**  (a) A standard for geographic information shall be used as a reference framework.  (b) A description of each available data set shall be provided in the form of a data product specification.  (c) A checklist of the available data sets, including their effective and publication dates, shall be made available to users to ensure that current data is being used.  (d) The checklist of data sets shall be made available through the same distribution mechanism as the one used for the data sets.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.335](#RETURN_OR_335) |
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| **AIS.TR.340 Metadata requirements**  The minimum metadata for each data set shall include:  (a) the name of the organisations or entities providing the data set.  (b) the date and time when the data set was provided.  (c) the validity of the data set; and  (d) any limitations on the use of the data set.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.340](#RETURN_OR_340) |

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| **AIS.TR.345 AIP data set**  (a) The AIP data set shall include data about the following subjects, including the properties indicated, if applicable:      (b) When a property is not defined for a particular occurrence of the subjects listed in (a), the AIP data subset shall include an explicit indication: ‘not applicable’.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.345](#RETURN_OR_345) |

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| **AIS.TR.350 Terrain and obstacle data – General requirements**  The coverage areas for sets of terrain and obstacle data shall be specified as:  (a) Area 1: the entire territory of a State.  (b) Area 2: within the vicinity of an aerodrome, subdivided as follows:  (1) Area 2a: a rectangular area around a runway which comprises the runway strip plus any clearway that exists.  (2) Area 2b: an area extending from the ends of Area 2a in the direction of departure, with a length of 10 km and a splay of 15 % to each side.  (3) Area 2c: an area extending outside Areas 2a and 2b at a distance of not more than 10 km from the boundary of Area 2a; and  (4) Area 2d: an area outside Areas 2a, 2b and 2c up to a distance of 45 km from the aerodrome reference point, or to an existing terminal manoeuvring area (TMA) boundary, whichever is nearer.  (c) Area 3: the area bordering an aerodrome movement area which extends horizontally from the edge of a runway to 90 m from the runway centre line and 50 m from the edge of all other parts of the aerodrome movement area; and  (d) Area 4: the area extending 900 m prior to the runway threshold and 60 m to each side of the extended runway centre line in the direction of the approach on a precision approach runway, Category II or III.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.350](#RETURN_OR_350) |
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| **AIS.TR.355 Terrain data sets**  When terrain data sets are provided in accordance with point AIS.OR.355:  (a) terrain data sets shall contain the digital representation of the terrain surface in the form of continuous elevation values at all intersections of a defined grid, referenced to a common datum.  (b) a terrain grid shall be angular or linear and shall be of a regular or irregular shape.  (c) terrain data sets shall include spatial (position and elevation), thematic, and temporal aspects of the surface of the Earth, containing naturally occurring features, excluding obstacles.  (d) only one feature type, i.e. terrain, shall be provided.  (e) the following terrain feature attributes shall be recorded in the terrain data set:  (1) area of coverage.  (2) identification of the data originator er.  (3) data source identifier.  (4) acquisition method.  (5) post spacing.  (6) horizontal reference system.  (7) horizontal resolution.  (8) horizontal accuracy.  (9) horizontal confidence level.  (10) horizontal position.  (11) elevation.  (12) elevation reference.  (13) vertical reference system.  (14) vertical resolution.  (15) vertical accuracy.  (16) vertical confidence level.  (17) recorded surface.  (18) integrity.  (19) date and time stamp; and  (20) unit of measurement used.  (f) Within the area covered by a 10-km radius from the ARP, terrain data shall comply with the Area 2 numerical requirements.  (g) in the area between 10 km and the TMA boundary or a 45-km radius, whichever is smaller, data on terrain that penetrates the horizontal plane 120 m above the lowest runway elevation shall comply with the Area-2 numerical requirements.  (h) in the area between 10 km and the TMA boundary or a 45-km radius, whichever is smaller, data on terrain that does not penetrate the horizontal plane 120 m above the lowest runway elevation shall comply with the Area-1 numerical requirements: and  (i) in those portions of Area 2 where flight operations are prohibited due to very high terrain or other local restrictions and/or regulations, terrain data shall comply with the Area-1 numerical requirements.  The following diagram contains a graphical illustration of Area 1 and Area 2 terrain data collection surfaces  Amended by Statutory Instrument 2021/1203 | [Return Link OR.355](#RETURN_OR_355) |
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| **AIS.TR.360 Obstacle data sets**  When obstacle data sets are provided in accordance with point AIS.OR.360:  (a) obstacle data items are features that shall be represented in the data sets by points, lines or polygons.  (b) all defined obstacle feature types shall be provided and each of them shall be described according to the following list of attributes:  (1) area of coverage.  (2) identification of the data originator.  (3) data source identifier.  (4) obstacle identifier.  (5) horizontal accuracy.  (6) horizontal confidence level.  (7) horizontal position.  (8) horizontal resolution.  (9) horizontal extent.  (10) horizontal reference system.  (11) elevation.  (12) vertical accuracy.  (13) vertical confidence level.  (14) vertical resolution.  (15) vertical reference system.  (16) obstacle type.  (17) geometry type.  (18) integrity.  (19) date and time stamp.  (20) unit of measurement used.  (21) lighting; and  (22) marking.  (c) obstacle data for Areas 2 and 3 shall be collected in accordance with the following obstacle collection surfaces:  (1) the Area 2a obstacle collection surface has a height of 3 m above the nearest runway elevation measured along the runway centre line, and for those portions related to a clearway, if one exists, at the elevation of the nearest runway end.  (2) the Area 2b obstacle collection surface has a 1,2 % slope extending from the ends of Area 2a at the elevation of the runway end in the direction of departure, with a length of 10 km and a splay of 15 % to each side. obstacles less than 3 m in height above the ground  need not be collected.  (3) the Area 2c obstacle collection surface has a 1,2 % slope extending outside Areas 2a and 2b at a distance of not more than 10 km from the boundary of Area 2a. the initial elevation of Area 2c shall be the elevation of the point of Area 2a at which it commences, obstacles less than 15 m in height above the ground need not be collected.  (4) the Area 2d obstacle collection surface has a height of 100 m above the ground: and  (5) the Area 3 obstacle collection surface extends 0.5 m above the horizontal plane passing through the nearest point on the aerodrome movement area.  (d) in those portions of Area 2 where flight operations are prohibited due to very high terrain or other local restrictions and/or regulations, obstacle data shall be collected and recorded in accordance with the Area 1 numerical requirements.  (e) the obstacle data product specification, supported by geographical coordinates for each aerodrome included within the dataset, shall describe the following areas:  (1) Areas 2a, 2b, 2c and 2d.  (2) the take-off flight path area. and  (3) the obstacle limitation surfaces.  (f) obstacle data sets shall contain the digital representation of the vertical and horizontal extent of the obstacles, and  (g) obstacles shall not be included in terrain data sets.  The following diagram contains a graphical illustration of Area 1 and Area 2 obstacle data collection surfaces and criteria used to identify obstacles in Area 2.  Amended by Statutory Instrument 2021/1203  **Obstacle data collection surfaces – Area 1 and Area 2** | [Return Link OR.360](#RETURN_OR_360) |
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| **AIS.TR.365 Aerodrome mapping data sets**  (a) Aerodrome mapping data sets shall contain the digital representation of aerodrome features.  (b) ISO standards for geographic information shall be used as a reference framework.  (c) Aerodrome mapping data products shall be described following the relevant data product specification standard.  (d) The content and structure of aerodrome mapping data sets shall be defined in terms of an application schema and a feature catalogue.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.365](#RETURN_OR_365) |
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| **AIS.TR.370 Instrument flight procedure data sets**  (a) Instrument flight procedure data sets shall contain the digital representation of instrument flight procedures.  (b) The instrument flight procedure data sets shall include data about the following subjects, including all of their properties:  (1) procedure.  (2) procedure segment.  (3) final approach segment.  (4) procedure fix.  (5) procedure holding.  (6) helicopter procedure specifics.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.370](#RETURN_OR_370) |
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| **AIS.TR.400 Distribution services**  (a) A predetermined distribution system for NOTAM transmitted on the AFS shall be used whenever possible.  (b) Distribution of NOTAM series other than those distributed internationally shall be granted upon request.  (c) NOTAM shall be prepared in conformity with ICAO communication procedures laid down in ICAO Annex 10, Volume II (Seventh Edition, July 2016) to the Chicago Convention.  (d) Each NOTAM shall be transmitted as a single telecommunication message.  (e) The international exchange of ASHTAM and NOTAM where NOTAM is used for distribution of information on volcanic activity, shall include volcanic ash advisory centres and the world area forecast centres, and take account of the requirements of long-range operations.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.400](#RETURN_OR_400) |
| **AIS.TR.405 Pre-flight information services**  (a) Automated pre-flight information systems shall be used to make aeronautical data and aeronautical information available to operations personnel, including flight crew members, for self-briefing, flight planning and flight information service purposes.  (b) The human machine interface of the pre-flight information services facilities shall ensure easy access to all relevant information/data in a guided manner.  (c) Self-briefing facilities of an automated pre-flight information system shall provide access, as necessary, to the aeronautical information service for consultation by telephone or other suitable telecommunication means.  (d) Automated pre-flight information systems for the supply of aeronautical data and aeronautical information for self-briefing, flight planning and flight information service shall:  (1) provide for continuous and timely updating of the system database and monitoring of the validity and quality of the aeronautical data stored.  (2) permit access to the system by operations personnel, including flight crew members, aeronautical personnel concerned and other aeronautical users, through suitable telecommunications means.  (3) ensure the provision of the aeronautical data and aeronautical information accessed, in paper form, as required.  (4) use access and interrogation procedures based on abbreviated plain language and ICAO location indicators laid down in ICAO Doc 7910, as appropriate, or based on a menu-driven user interface or other appropriate mechanism.  (5) provide a timely response to a user request for information.  (e) All NOTAM shall be made available for briefing by default, and content reduction shall be at user’s discretion.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.405](#RETURN_OR_405) |
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| **AIS.TR.500 General – Aeronautical information products updates**  The same AIRAC cycle update shall be applied to the AIP amendments, AIP supplements, AIP data set and the instrument flight procedure data sets in order to ensure consistency of the data items that appear in multiple aeronautical information products.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.500](#RETURN_OR_500) |

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| **AIS.TR.505 AIRAC**  (a) Information concerning the following circumstances shall be distributed under the AIRAC system:  (1) horizontal and vertical limits, regulations and procedures applicable to:  (i) flight information regions (FIRSs).  (ii) control areas (CTAs).  (iii) control zones.  (iv) advisory areas.  (v) ATS routes.  (vi) permanent danger, prohibited and restricted areas (including type and periods of activity, when known) and air defence identification zones (ADIZs).  (vii) permanent areas or routes, or portions of these, where the possibility of interception exists.  (viii) RMZ, TMZ or both.  (2) positions, frequencies, call signs, identifiers, known irregularities and maintenance periods of radio navigation aids, and communication and surveillance facilities.  (3) holding and approach procedures, arrival and departure procedures, noise abatement procedures and any other pertinent ATS procedures.  (4) transition levels, transition altitudes and minimum sector altitudes.  (5) meteorological facilities (including broadcasts) and procedures.  (6) runways and stopways.  (7) taxiways and aprons.  (8) aerodrome ground operating procedures (including low-visibility procedures).  (9) approach and runway lighting. and  (10) aerodrome operating minima.  (b) Special arrangements shall be made whenever major changes are planned and where advance notice is desirable and practicable.  (c) When information has not been submitted by the AIRAC date, a NIL notification shall be distributed through a NOTAM or other suitable means, not later than one cycle before the AIRAC effective date concerned.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.505 (1)](#RETURN_OR_505_1) |
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| **AMC1 AIS.TR.505(b)** **AIRAC**  **MAJOR CHANGES**  Whenever major changes are planned and where advance notice is desirable and possible, information should be distributed and/or made available by the AIS provider, whenever practicable, so as to reach recipients at least 56 days in advance of the AIRAC effective date. This should apply to the establishment of, and premeditated major changes in the circumstances listed below, as well as to other major changes if deemed necessary:  (a) new aerodromes for international instrument flight rules operations.  (b) new runways for instrument flight rules (IFR) operations at international aerodromes.  (c) design and structure of the ATS route network.  (d) design and structure of a set of terminal procedures (including change of procedure bearings due to magnetic variation change); and  (e) circumstances listed in AIS.TR.505(a) if the entire State or any significant portion thereof is affected or if cross-border coordination is required.  Included as required by ORS9 Decision 13 | [Return Link OR.505 (1)](#RETURN_OR_505_1) |
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| **AIS.TR.510 NOTAM**  (a) A NOTAM shall be published with sufficient lead time for the affected parties to take any required action, except in the case of unserviceability, volcanic activity, release of radioactive material, toxic chemicals and other events that cannot be foreseen.  (b) A NOTAM notifying unserviceability of aids to air navigation, facilities or communication services shall provide an estimate of the unserviceability period or of the time at which restoration of service is expected.  (c) Within three months from the issuing of a permanent NOTAM, the information contained in the NOTAM shall be included in the aeronautical information products affected.  (d) Within three months from the issuing of a temporary NOTAM of long duration (three months or longer), the information contained in the NOTAM shall be included in an AIP supplement.  (e) When a NOTAM with an estimated end of validity unexpectedly exceeds the three-month period, a replacement NOTAM shall be issued unless the condition is expected to last for a further period of more than three months; in that case, an AIP supplement shall be issued.  (f) A ‘trigger NOTAM’ shall briefly describe the content, the effective date and time, as well as the reference number of the amendment, or supplement.  (g) A ‘trigger NOTAM’ shall come into force on the same effective date and time as the AIP amendment or supplement.  (h) In the case of an AIP amendment, a ‘trigger NOTAM’ shall remain valid for a period of 14 days.  (i) In the case of an AIP supplement that is valid for less than 14 days, the ‘trigger  NOTAM’ shall remain valid for the complete validity period of the AIP supplement.  (j) In the case of an AIP supplement that is valid for 14 days or more, the ‘trigger NOTAM’ shall remain valid for at least 14 days.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.510](#RETURN_OR_510) |
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| **AIS.TR.515 Data set updates**  (a) The update interval for the AIP data set and the instrument flight procedure data sets shall be specified in the data product specification.  (b) Data sets that have been made available in advance, according to the AIRAC cycle, shall be updated with the non-AIRAC changes that occurred between the publication and the effective date.  Amended by Statutory Instrument 2021/1203 | [Return Link OR.515](#RETURN_OR_515) |