

KURDISTAN REGIONAL GOVERNMENT



SULAYMANIYAH INTERNATIONAL AIRPORT

MATS

CHAPTER 24

**AERONAUTICAL INFORMATION SERVICE
(AIS)**

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CHAPTER 24

AERONAUTICAL INFORMATION SERVICE (AIS)

24.1. General

24.1.1 The Aeronautical Information Services (AIS), shall collect, collate, edit and publish aeronautical information concerning the relevant FIR. and shall include:-

- a. The preparation of Aeronautical Information Publications (AIP).
- b. The origination of NOTAM.
- c. The origination of Aeronautical Information Circulars (AIC).

24.1.2 AIS shall, in addition, obtain information to enable it to provide pre-flight information service and to meet the need for in-flight information from:-

- a. the AIS's of other States, and
- b. other sources that may be available.

24.1.3 AIS shall make available to the AIS's of other States any information necessary for the safety, regularity or efficiency of Air Navigation required by them.

24.1.4 AIS shall ensure that information necessary for the safety, regularity or efficiency of Air Navigation is available in a form suitable for the operational requirements of:-

- a. flight operations personnel including flight crews and the services responsible for pre-flight information, and
- b. the ATS unit responsible for FIS

24.2 Airspace Restrictions And Reservations

24.2.1 General

24.2.1.1 Airspace restrictions are comprised of the following:-

- a. Prohibited Areas.
- b. Restricted Areas.
- c. Danger Areas.

24.2.1.2 Whenever any of the above areas are established, it is mandatory that a description, including the reason causing the establishment of the restriction, be published in the AIP or NOTAM.

24.2.1.3 In areas where no sovereign rights exists e.g. over the high seas, only Danger Areas may be established.

24.2.2 Prohibited Areas

24.2.2.1 A Prohibited Area is defined as:- “An airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is prohibited.”

24.2.2.2 Because it is the most stringent form of airspace restriction, it is usual to establish prohibited areas only to protect:-

- a. Important State installations.
- b. Especially sensitive installations or areas which are essential for national security.
- c. Critical industrial complexes whose damage as result of an aircraft accident could result in catastrophic proportions e.g. atomic power plants, sensitive chemical complexes etc.

Note. The definition of a prohibited area applies only with respect to airspace which is situated over the territory or the territorial waters of the State concerned.

24.2.3 Restricted Areas

24.2.3.1 A Restricted Area is defined as:- “An airspace of defined dimensions above the land areas or territorial waters of a State, within which the flight of aircraft is restricted in accordance with certain specified conditions.”

24.2.3.2 These areas are generally established when the risk involved in the activities conducted within the area is such that it can no longer be left to the pilot’s discretion whether or not they wish to expose the flight to such risk. When the activities within a restricted area are not permanent, it is important that the times when these areas are actually required be closely monitored.

24.2.4 Danger Areas

24.2.4.1 A Danger Area is defined as:- “An airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times.”

24.2.4.2 According to the definition a danger area implies the least degree of restriction.

24.2.4.3 The establishment of a danger area is justified when the activity within that area is of such a nature that the risk involved requires non-participating aircraft to be aware of the risk.

24.2.4.4 Those organizations who initiate danger areas over the high seas are under an increased moral obligation to judge whether the establishment of a danger area is unavoidable and, if it is, to give details on the activities concerned.

24.2.4.5 Activities exceeding a certain risk level should not be conducted in such airspace and other methods of achieving the desired objective, such as temporary airspace reservations, should be applied.

24.2.4.6 Examples of activities requiring danger areas are:-

- a. Weapons ranges, bombing, rocketry, gunnery and air-to-air.**

- b. Parachute dropping.
- c. High speed aircraft manoeuvres.
- d. Captive balloon flying.

24.2.4.7 Should target towing aircraft be used in the danger area, it is advisable to append a note to the NOTAM or AIP entry reminding pilots of the right of way rule (ICAO, Annex 2 chp. 3 para 3.2.2), and also that the target and cable may trail well below the towing aircraft.

24.2.5 **Airspace Reservations**

24.2.5.1 There are two types of airspace reservations:-

- a. Fixed - Established in a fixed relation to defined areas on the surface of the earth. Generally they cover specific flying or other events restricted to a specific area e.g. air displays, military exercises.
- b. Mobile - Reservations follow activities which move in relation to the earth's surface. e.g. air refueling, naval and air exercises.

24.2.5.2 For both types of reservations, it is essential that, depending on the type of activity, adequate buffer areas are established to enable ATS to provide an adequate margin of safety between non-participating aircraft and the activity concerned. These reservations are to be notified by NOTAMS in sufficient time for all concerned to become aware.

24.2.5.3 It is generally accepted practice that airspace reservations should only be applied during limited periods of time and should be dissolved, preferably by self canceling, as soon as the activity causing their establishment ceases.

24.2.5.4 Establishment of airspace reservations is governed much more by ATS consideration than is the case with airspace restrictions.

24.2.5.5 Airspace reservations should be coordinated primarily with the ATS units directly concerned because they are best placed to develop the procedural means to put the reservation into effect and thus provide separation for other airspace users.

24.2.6 Special Designated Airspace

24.2.6.1 States have found it necessary from time to time to establish areas of designated airspace wherein aircraft are required to comply with procedures additional to those resulting from normal ATIS. Such areas have been designated by various names but the most common is the Air Defense Identification Zone - ADIZ.

24.2.6.2 An ADIZ is the area of airspace over land or water, extending upward from the surface of the earth, within which the ready identification, the location and the control of aircraft are required in the interest of National security. The extra procedures usually consist of special identification procedures and/or operating procedures.

24.2.6.3 Within the ADIZ it is understood that non-compliance by aircraft with the imposed provisions and procedures may result in prompt retaliatory action such as interception etc.

24.2.6.4 Promulgation of all restrictions and reservations should allow sufficient time for operators world wide to receive and act on the information prior to the implementation date.

24.2.7 Penetration of Released Airspace by Aircraft in an Emergency

24.2.7.1 When it becomes essential that an aircraft in an emergency must penetrate airspace which has been released under the blanket clearance or airspace reservation procedure or when ATC considers that an aircraft suffering a radio failure will penetrate that airspace, arrangements should be made to ensure that at least standard separation is provided between such aircraft and all others using the airspace.

24.2.7.2 In such circumstances, the authority to whom the airspace has been released, shall make every effort in whole or in part to relinquish that part, until it has been established that the aircraft in the emergency situation or suffering radio failure has vacated the airspace.

24.2.8 Organization

24.2.8.1 The duration and scope of restrictions should be subject to stringent scrutiny in order to keep undesirable effects to a minimum.

24.2.8.2 To achieve this, methods and organizations should be established by which all users and providers are adequately represented for screening airspace restrictions or reservations and any requests for the same.

24.2.8.3 Such methods should take into account the following:-

- a. Ensure that the activities leading to the request for such airspace restriction or reservation are valid and justify such location.
- b. Determine the minimum needs in terms of space, time and conditions of use, required to confine the activities so that potential hazards and disruptions to other users of the airspace are minimized or avoided.
- c. Keep established airspace restrictions and/or reservations under frequent review in order to determine whether they are still required or may be dissolved or whether modification is necessary.
- d. With respect to (a) above, one important aspect is the determination of how a need can best be met with minimal interference to other users of the airspace. Very often an airspace reservation will suffice instead of a restriction.

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