

KURDISTAN REGIONAL GOVERNMENT



SULAYMANIYAH INTERNATIONAL AIRPORT

MATS

CHAPTER 18

FLIGHT INFORMATION SERVICE (FIS)

And

AIR TRAFFIC ADVISORY SERVICE

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FLIGHT INFORMATION AND ADVISORY SERVICES**18.1 FLIGHT INFORMATION SERVICE (FIS)****18.1.1 Application**

18.1.1.1 Flight Information Service (FIS)shall be provided both within and outside Controlled or Advisory Airspace by all ATS units, to all aircraft within the FIR.

18.1.1.2 Flight Information Service shall be provided to all aircraft which are likely to be affected by the information and which are:-

- a. provided with Air Traffic Control Service (ATCS) ; or**
- b. otherwise known to the relevant Air Traffic Services units.**

Note. Flight information service does not relieve the pilot-in-command of an aircraft of any responsibilities and the pilot-in-command has to make the final decision regarding any suggested alteration of flight plan.(See Annex 11 Chapter 4 Note under Item 4.1.1).

18.1.1.3 Where air traffic services units provide both flight information service and air traffic control service, the provision of air traffic control service shall have precedence over the provision of flight information service whenever the provision of air traffic control service so requires.

Note. It is recognized that in certain circumstances aircraft on final approach, landing, take - off and climb may require to receive without delay essential information other than that pertaining to the provision of air traffic control service.

18.1.2 Scope of flight information service

18.1.2.1 Flight Information Service shall include the provision of pertinent information concerning:-

- a. **SIGMET and AIRMET warnings, both reported and forecast which may affect the safety of flight;**
- b. **Changes of serviceability of navigational and approach aids;**
- c. **Changes in conditions of aerodromes and associated facilities;**
- d. **Changes in condition of aerodromes and associated facilities, including information on the state of the aerodrome movement areas when they are affected by snow, ice or significant depth of water;**
- e. **Unmanned free balloons; and of any other information likely to affect safety.**
- f. **Any other information likely to affect safety.**

18.1.2.2 In addition to the information outlined in paragraph 18.1.2.1, Flight Information Service provided to flights shall include, the provisions of information concerning:-

- a. **the accepting of airborne flight plans, if practicable,**
- b. **the provision, when requested, of clearance to join or cross Controlled Airspace.**
- c. **the passing of ETAs to destination aerodromes outside Controlled Airspace under special circumstances (e.g. diversions),**
- d. **weather conditions reported or forecast at departure, destination and alternate aerodromes;**
- e. **collision hazards, to aircraft operating in airspace Classes C, D, E, F and G;**
- f. **for flight over water areas, in so far as practicable and when requested by a pilot, any available information such as radio call sign, position, true track, speed, etc., of surface vessels in the area.**

Note 1. The information in(e), including only known aircraft the presence of which might constitute a collision hazard to the aircraft informed, will sometimes be incomplete and air traffic services cannot assume responsibility for its issuance at all times or for its accuracy.

Note 2. When there is a need to supplement collision hazard information provided in compliance with (e), or in case of temporary disruption of flight information service, traffic information broadcasts by aircraft may be applied in designated airspaces.

- 18.1.2.3 Flight information service provided to VFR flights shall include, in addition to that outlined in 18.1.2.1, the provision of available information concerning traffic and weather conditions along the route of flight that are likely to make operation under the visual flight rules impracticable.**

18.1.3 Recording and Transmission of Information on the Progress of Flights

- 18.1.3.1 Information on the actual progress of flights, including those of heavy or medium unmanned free balloons, under neither Air Traffic Control Service nor Air Traffic Advisory Service shall be:-**

- a. recorded by the ATS unit serving the FIR within which the aircraft is flying in such a manner that it is available for reference and in case it is requested for Search And Rescue (SAR) action;**
- b. transmitted by the Air Traffic Services Unit receiving the information to other Air Traffic Services Units concerned, when so required in accordance with Chapter 20 (Coordination).**

18.1.4 Transfer of responsibility for the provision of flight information service

18.1.4.1 The responsibility for the provision of flight information service to a flight normally passes from the appropriate ATS unit in an FIR to the appropriate ATS unit in the adjacent FIR at the time of crossing the common FIR boundary. However, when coordination is required, but communication facilities are inadequate, the former ATS unit shall, as far as practicable, continue to provide flight information service to the flight until it has established two-way communication with the appropriate ATS unit in the FIR it is entering.

18.1.4.2 Where co-ordination of flights is effected in accordance with 18.1.4.1 above, this shall include transmission of the following information on the flight concerned:-

- a. Appropriate items of the Current Flight Plan (CPL).
- b. The estimated time of crossing the boundary.

18.1.5 Means of transmission of Information

18.1.5.1 Information shall be disseminated to aircraft by one or more of the following means as determined by the appropriate ATS authority:

- a. the preferred method of directed transmission on the initiative of the appropriate ATS unit to an aircraft, ensuring that receipt is acknowledged; or
- b. a general call, unacknowledged transmission to all aircraft concerned; or
- c. broadcast; or
- d. data link.

Note. It should be recognized that in certain circumstances, e.g. during the last stages of a final approach, it may be impracticable for aircraft to acknowledge directed transmissions.

18.1.5.2 The use of general calls shall be limited to cases where it is necessary to disseminate essential information to several aircraft without delay, e.g. the sudden occurrence of hazards, a change of the runway-in-use, or the failure of a key approach and landing aid.

18.1.6 Position Reporting

18.1.6.1 Aircraft shall report their position as soon as possible after the first half hour of flight and thereafter report “Operation Normal” at half hourly intervals or as requested.

18.2. ADVISORY SERVICE

18.2.1 Objective and Basic Principles

18.2.1.1 The objective of the air traffic advisory service is to make information on collision hazards more effective than it would be in the mere provision of flight information service. It may be provided to aircraft conducting IFR flights in advisory airspace or on advisory routes (Class F airspace). Such areas or routes will be specified by the State concerned.

18.2.1.2 Taking into account the considerations detailed in 2.4 of Annex 11, air traffic advisory service should only be implemented where the air traffic services are inadequate for the provision of air traffic control, and the limited advice on collision hazards otherwise provided by flight information service will not meet the requirement. Where air traffic advisory service is implemented, this should be considered normally as a temporary measure only until such time as it can be replaced by air traffic control service.

18.2.1.3 Air traffic advisory service does not afford the degree of safety and cannot assume the same responsibilities as air traffic control service in respect of the avoidance of collisions, since information regarding the disposition of traffic in the area concerned available to the unit providing air traffic advisory service may be incomplete. To make this quite clear, air traffic advisory service does not deliver “clearances” but only “advisory information” and it uses the word “advise” or “suggest” when a course of action is proposed to an aircraft.

18.2.2 Aircraft

18.2.2.1 Aircraft Using The Air Traffic Advisory Service

IFR flights electing to use or required by the appropriate ATS authority on the basis of regional air navigation agreements to use the air traffic advisory service when operating within Class " F " airspace are expected to comply with the same procedures as those applying to controlled flights except that:

- a. the flight plan and changes thereto are not subjected to a clearance, since the unit furnishing air traffic advisory service will only provide advice on the presence of essential traffic or suggestions as to a possible course of action;

Note 1. It is assumed that a pilot will not effect a change in the current flight plan until he or she has notified the intended change to the appropriate ATS unit and, if practicable, has received acknowledgement or relevant advice.

*Note 2. When a flight is operating or about to operate in a control area to continue eventually into an advisory area or along an advisory route, a clearance may be issued for the whole route, but the clearance as such, or revisions thereto, applies only to those portions of the flight conducted within control areas and control zones. **Advice** or **suggestions** would be provided as necessary for the remaining portion of the route.*

- b. it is for the aircraft to decide whether or not it will comply with the advice or suggestion received and to inform the unit providing air traffic advisory service, without delay, of its decision;
- c. air-ground contacts shall be made with the air traffic services unit designated to provide air traffic advisory service within the advisory airspace or portion thereof.

Note. See Chapter 4 of this manual , for procedures governing submission of a flight plan.

18.2.2.2 Aircraft Not Using The Air Traffic Advisory Service

18.2.2.2.1 Aircraft wishing to conduct IFR flights within advisory airspace, but not electing to use the air traffic advisory service, shall nevertheless submit a flight plan, and notify changes made thereto to the unit providing that service.

Note. See Chapter 4 of this manual for procedures governing submission of a flight plan.

18.2.2.2.2 IFR flights intending to cross an advisory route should do so as nearly as possible at an angle of 90 degrees to the direction of the route and at a level, appropriate to its track, selected from the tables of cruising levels prescribed for use by IFR flights operating outside controlled airspace.

18.2.3 Air Traffic Services Units

*Note. The efficiency of air traffic advisory service will depend largely on the procedures and practices in use. Its establishment in line with the organization, procedures and equipment of area control service, taking into account the basic differences of the two services, as indicated in 18.2.2.1 above, will help to ensure a high degree of efficiency and promote uniformity in the various provisions of air traffic advisory service. For example, exchange of information by the units concerned on the progress of an aircraft from one advisory area into an adjacent control area or terminal control area, and vice versa, will help to relieve pilots from repeating details of their flight plans already filed; also, use of standard air traffic control phraseology, preceded by the word “**suggest**” or “**advise**”, will facilitate the pilot’s understanding of air traffic advisory service intelligence.*

18.2.3.1 An air traffic services unit providing air traffic advisory service shall:

- a. *advise* the aircraft to depart at the time specified and to cruise at the levels indicated in the flight plan if it does not foresee any conflict with other known traffic;**

- b. *suggest* to aircraft a course of action by which a potential hazard may be avoided, giving priority to an aircraft already in advisory airspace over other aircraft desiring to enter such advisory airspace; and
- c. *pass* to aircraft traffic information comprising the same information as that prescribed for area control service.

18.2.4 The criteria used as a basis for action under b) and c) above should be at least those laid down for aircraft operating in controlled airspace and should take into account the limitations inherent in the provision of air traffic advisory service, navigation facilities and air-ground communications prevailing in the region.

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