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General — AIS Overview & Responsibilities

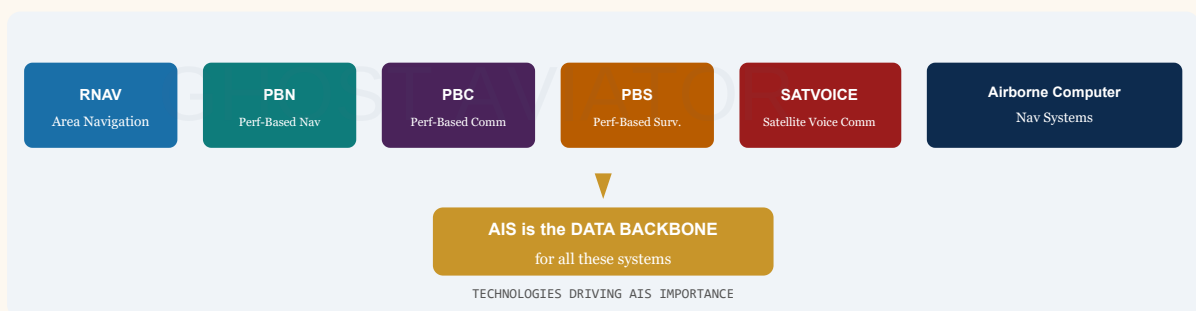
1.1 WHAT IS AIS?

DEFINITION

The **Aeronautical Information Service (AIS)** is the body responsible for ensuring the continuous flow of **aeronautical data and aeronautical information** that is necessary for the safety, regularity, economy, and efficiency of global **Air Traffic Management (ATM)** — in an environmentally sustainable manner.

1.2 WHY HAS AIS BECOME MORE CRITICAL?

The role and importance of aeronautical data changed significantly with the implementation of modern navigation technologies:



1.3 WHAT DOES AIS PUBLISH?

Aeronautical information shall be provided in a **standardized presentation** and shall include:

THE AIS PRODUCT SUITE

- **AIP** — Aeronautical Information Publication
- **AIP Amendments**
- **AIP Supplements**
- **AIC** — Aeronautical Information Circulars
- **NOTAM** — Notice to Airmen
- **Aeronautical Charts**

1.4 RESPONSIBILITIES IN INDIA

PUBLICATION / SERVICE	RESPONSIBLE AUTHORITY
AIS (all publications except AIC)	Airports Authority of India (AAI)
Aeronautical Information Circulars (AIC)	DGCA (Directorate General of Civil Aviation)

EXAM ALERT

AAI provides all AIS *except* AIC. **AIC is published by DGCA.** This distinction is a common exam question!

SECTION 02

Aeronautical Information Publications (AIP)

📖 AIP DEFINITION

AIP is intended primarily to satisfy **international requirements** for the exchange of aeronautical information of a **lasting character essential to air navigation**. When practicable, the form of presentation is designed to facilitate their use in flight.

AIP constitutes the **basic information source** for **permanent information** and **long-duration temporary changes**.

2.1 AIP CONTENTS

An AIP shall contain information in **three parts**, with sections and subsections uniformly referenced to allow for standardized electronic data storage and retrieval, arranged under subjects enumerated in Annex 15.

AIP PART	CODE	CONTENTS
Part 1 — General	GEN	National regulations, tables & codes, services, ATS, comms, met, SAR, charges
Part 2 — En-Route	ENR	General rules, FIR/CTA/TMA, radio nav aids, navigation warnings, en-route charts
Part 3 — Aerodromes	AD	Aerodromes/heliports, rescue & firefighting, licensing, aerodrome details

2.2 AIP GENERAL SPECIFICATIONS

- A **checklist** giving the current date of each page shall be reissued frequently. The page number/chart title and date of the checklist shall appear on the checklist itself.
- Operationally significant changes shall be published in accordance with **AIRAC procedures** and clearly identified by the acronym **AIRAC**.
- AIP shall be amended or reissued at regular intervals to keep them up to date. The normal method of amendment shall be by means of **replacement sheets**.
- Recourse to hand amendments or annotations shall be kept to the **minimum**.
- The regular interval shall be specified in the **AIP Part 1 — GEN**.

2.3 SPECIFICATIONS FOR AIP AMENDMENTS

✓ AIP AMENDMENT RULES

- **Permanent changes** to the AIP shall be published as AIP Amendments.
- Each AIP Amendment shall be allocated a **serial number** which shall be consecutive.
- Each AIRAC AIP Amendment page (including the cover sheet) shall display an **effective date**.
- When an AIP Amendment will not be published at the established interval or publication date, a **NIL notification** shall be originated and distributed by the monthly printed plain-language list of valid NOTAM.

2.4 SPECIFICATIONS FOR AIP SUPPLEMENTS

❑ WHAT GOES INTO AN AIP SUPPLEMENT?

Temporary changes of long duration (three months or longer) AND information of short duration which contains **extensive text and/or graphics** shall be published as AIP Supplements.

3

MONTHS OR LONGER =
"LONG DURATION"

≤1 mo

CHECKLIST OF VALID AIP
SUPS ISSUED INTERVAL

Yellow

PREFERRED PAGE COLOR
FOR AIP SUPS

- Each AIP Supplement shall be allocated a **serial number** which shall be consecutive and based on the **calendar year**.
- AIP Supplement pages shall be kept in the AIP as long as all or some of their contents remain valid.
- When an AIP Supplement is sent in replacement of a NOTAM, it shall include a reference to the **serial number of the NOTAM**.
- A checklist of valid AIP Supplements shall be issued at intervals of **not more than one month**. This information shall be issued through the monthly printed plain language list of valid NOTAM.

- AIP Supplement pages shall be **coloured** in order to be conspicuous, preferably in **yellow**.
- AIP Supplement pages shall be kept as the **first item** in the AIP parts.
- When an error occurs in an AIP Supplement or when the period of validity is changed, a **new AIP Supplement** shall be published as a replacement.

REGULATORY NOTE

The requirements for NOTAM apply when **time constraints do not allow sufficient time** for the distribution of an AIP Supplement.

2.5 ELECTRONIC AIP (EAIP)

The AIP, AIP Amendment, AIP Supplement, and AIC should also be published in a format that allows for:

- Displaying on a computer screen
- Printing on paper

NOTE ON EAIP

This composite electronic document is named "**Electronic AIP**" (**eAIP**) and may be based on a format that allows for **digital data exchange**.

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SECTION 03

NOTAM — Notice to Airmen

DEFINITION

A **NOTAM** is a notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any **aeronautical facility, service, procedure or hazard**, the timely knowledge of which is essential to personnel concerned with flight operations.

3.1 NOTAM TYPES

TYPE	SUFFIX	MEANING
NOTAM (N)		NOTAM New — Original issuance of a new NOTAM
NOTAM (R)		NOTAM Replacement — Replaces a previously issued NOTAM
NOTAM (C)		NOTAM Cancellation — Cancels a previously issued NOTAM

3.2 TRIGGER NOTAM

WHAT IS A TRIGGER NOTAM?

The intent of a **Trigger NOTAM** is to serve as a **reminder in the pre-flight information bulletin (PIB)** for the forthcoming operationally significant change in the AIP (via AIP Supplement), if applicable.

When an AIP Supplement is published in accordance with AIRAC procedures, a trigger NOTAM must be originated giving:

- A **brief description** of the contents
- The **effective date/time**
- The **serial number** of the AIP Supplement

⚠ CRITICAL RULE

The Trigger NOTAM **must come into force on the same date** as the supplement to which it refers. It is included in the PIB to ensure pilots and operators are reminded that changes will take place as of a given effective date.

3.3 NOTAM ORIGATION RULES

✅ WHEN SHALL A NOTAM BE ORIGINATED?

- Information is of a **temporary nature** and of **short duration**, OR
- **Operationally significant permanent changes**, OR
- **Temporary changes of long duration** made at **short notice**, except for extensive text and/or graphics.

The need for origination shall be considered in any circumstance which may affect the operations of aircraft.

3.4 INFORMATION NOT NOTIFIED BY NOTAM (9 EXCEPTIONS)

⊘ THE FOLLOWING SHALL NOT BE NOTIFIED BY NOTAM

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#	SITUATION / CONDITION
a)	Routine maintenance work on aprons and taxiways which does not affect the safe movement of aircraft
b)	Runway marking work, when aircraft operations can safely be conducted on other available runways, or the equipment used can be removed when necessary
c)	Temporary obstructions in the vicinity of aerodromes/heliports that do not affect the safe operation of aircraft
d)	Partial failure of aerodrome/heliport lighting facilities where such failure does not directly affect aircraft operations
e)	Partial temporary failure of air-ground communications when suitable alternative frequencies are known to be available and operative
f)	The lack of apron marshalling services and road traffic control
g)	The unserviceability of location, destination or other instruction signs on the aerodrome movement area
h)	Parachuting when in uncontrolled airspace under VFR, when controlled at promulgated sites, or within danger or prohibited areas
i)	Other information of a similar temporary nature

MEMORY AID — 9 NO-NOTAM SITUATIONS

"R-M-T-L-C-M-S-P-O"

Runway marking · Maintenance (aprons) · Temporary obstructions (safe) · Lighting (partial) · Communications (partial, alt. available) · Marshalling absent · Signs unserviceable · Parachuting (VFR uncontrolled) · Other similar

3.5 ADVANCE NOTICE REQUIREMENTS

7 days

MIN. ADVANCE NOTICE FOR ACTIVATION OF DANGER/RESTRICTED/PROHIBITED AREAS OR TEMPORARY AIRSPACE RESTRICTIONS (NON-EMERGENCY)

24 hrs

DESIRABLE ADVANCE NOTICE WHENEVER POSSIBLE FOR AIRSPACE UTILIZATION PLANNING

NOTAM notifying unserviceability of aids to air navigation, facilities, or communication services shall give an **estimate of the period of unserviceability** or the time at which restoration of service is expected.

3.6 SNOWTAM

SNOWTAM DEFINITION

A **SNOWTAM** is a special series NOTAM given in a standard format providing a **surface condition report** notifying the presence or cessation of hazardous conditions due to:

- Snow, ice, slush, frost
- Standing water
- Water associated with snow, slush, ice or frost on the movement area

3.7 RUNWAY CONDITION CODE (RWYCC)

RWYCC — SURFACE CONDITION ASSESSMENT AND REPORTING

The **Runway Condition Code (RWYCC)** is used for reporting assessed runway information.

- The **aerodrome operator** assesses the runway surface conditions whenever **water, snow, slush, ice or frost** are present on an operational runway.
- From this assessment, a RWYCC and a description of the runway surface are reported which can be used by the flight crew for **aeroplane performance calculations**.
- This format, based on the type, depth, and coverage of contaminants, is the best assessment of the runway surface condition by the aerodrome operator.
- Changes in conditions shall be reported **without delay**.
- The RWYCC shall be reported for each **one third of the runway** to be assessed.

REFERENCE DOCUMENTS FOR RWYCC

For details refer **Doc 9981 PANS-Aerodrome** and **Doc 10066 PANS-AIM**.

3.8 ASHTAM

ASHTAM — VOLCANIC ACTIVITY NOTAM

Information concerning an operationally significant change in volcanic activity, a **volcanic eruption and/or volcanic ash cloud** shall, when reported by means of an ASHTAM, contain the information in the order shown in the **ASHTAM Format**.

3.9 NOTAM GENERAL SPECIFICATIONS

- The NOTAM originator shall allocate to each NOTAM a **series identified by a letter** and a **four-digit number** followed by a stroke and a **two-digit number for the year**. The four-digit number shall be consecutive and based on the **calendar year**.

*Example: **A0047/26** = Series A, NOTAM #0047 of year 2026*

- Each NOTAM shall deal with **only one subject and one condition** of the subject.
- A checklist of valid NOTAM shall be issued as a NOTAM over the **Aeronautical Fixed Service (AFS)** at intervals of **not more than one month** using the NOTAM Format specified. **One NOTAM shall be issued for each series**.
- A checklist of NOTAM shall refer to the latest AIP Amendments, AIP Supplements, and at least the internationally distributed AIC.
- A monthly printed plain-language list of valid NOTAM (including indications of the latest AIP Amendments, AIC issued and a checklist of AIP Supplements) shall be prepared with a minimum of delay and forwarded by the most expeditious means to recipients of the Integrated Aeronautical Information Package.

3.10 NOTAM DISTRIBUTION

- The originator shall select the NOTAM that are to be given **international distribution**.
- **Selective distribution lists** should be used when practicable.

AIRAC — Aeronautical Information Regulation and Control

AIRAC DEFINITION

AIRAC (Aeronautical Information Regulation and Control) is a system aimed at advance notification based on **common effective dates**, of circumstances necessitating significant changes in operating procedures. It uses a 28-day amendment cycle.

4.1 AIRAC GENERAL SPECIFICATIONS

AIRAC CYCLE RULES

- Information concerning establishment, withdrawal or significant changes upon a series of **common effective dates at intervals of 28 days**, including 29 January 1998.
- The information notified therein shall not be changed further for at least **another 28 days after the effective date**, unless the circumstance notified is of a temporary nature and would not persist for the full period.
- The regulated system (AIRAC) shall also be used for the provision of information relating to the establishment and withdrawal of, and **premeditated significant changes**.

28

DAY AIRAC CYCLE
(STANDARD INTERVAL)

42 days

MIN. DISTRIBUTION LEAD
TIME BY AIS UNIT
(PAPER COPY)

28 days

OBJECTIVE – RECIPIENTS
RECEIVE INFO BEFORE
EFFECTIVE DATE

56 days

FOR MAJOR CHANGES –
DISTRIBUTION BY AIS
UNIT IN ADVANCE

4.2 INFORMATION TO BE NOTIFIED BY AIRAC

PART 1 — Establishment, Withdrawal, and Premeditated Significant Changes to:

CATEGORY	SPECIFICS
Limits & Procedures for Airspace	a) Flight Information Regions b) Control Areas c) Control Zones d) Advisory Areas e) ATS Routes f) Permanent Danger/Prohibited/Restricted Areas & ADIZ g) Areas/Routes where interception is possible
Radio Navigation & Comms	Positions, frequencies, call signs, known irregularities and maintenance periods of radio navigation aids and communication facilities
Procedures	Holding and approach procedures, arrival and departure procedures, noise abatement procedures and any other pertinent ATS procedures
Met & Infrastructure	Meteorological facilities (including broadcasts) and procedures · Runways and stopways

PART 2 — Establishment and Withdrawal, and Premeditated Significant Changes to:

- Position, height and lighting of **navigational obstacles**
- Taxiways and aprons
- Hours of service: aerodromes, facilities and services
- Customs, immigration and health services
- Temporary danger, prohibited and restricted areas and navigational hazards, military exercises and mass movements of aircraft

- Temporary areas or routes or portions thereof where the possibility of interception exists

4.3 PROVISION OF INFORMATION IN PAPER COPY FORM



56 DAYS BEFORE

For **major changes** where advance notice is desirable and practicable — information in paper copy should be distributed by the AIS unit.



42 DAYS BEFORE

For **all AIRAC information** in all instances — must be distributed by AIS unit to achieve 28-day recipient receipt objective.



28 DAYS BEFORE

The **objective for recipients** to have received paper copy before the effective date.



EFFECTIVE DATE

AIRAC change **comes into force**. No further change for at least 28 days unless temporary and non-persistent.

⚠ KEY NUMBERS TO MEMORIZE

AIRAC Cycle = **28 days** | AIS distributes paper copy at least **42 days** ahead
| Recipients to receive **28 days** ahead | Major changes: AIS distributes
56 days ahead

SECTION 05

Aeronautical Information Circulars (AIC)

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📖 AIC — WHEN IS IT ORIGINATED?

An AIC shall be originated when it is **necessary to promulgate aeronautical information** which does not qualify for inclusion in an AIP *or* for the origination of a NOTAM.

5.1 AIC ORIGINATION CRITERIA

An AIC shall be originated whenever it is desirable to promulgate:

- A **long-term forecast** of any major change in legislation, regulations, procedures or facilities
- Information of a **purely explanatory or advisory nature** liable to affect flight safety
- Information or notification of an explanatory or advisory nature concerning **technical, legislative or purely administrative matters**

5.2 AIC GENERAL SPECIFICATIONS

SPECIFICATION	DETAIL
Format	AIC shall be issued in printed form . Both text and diagrams may be included.
Numbering	Each AIC shall be allocated a serial number which shall be consecutive and based on the calendar year .
Multiple Series	When AIC are distributed in more than one series, each series shall be separately identified by a letter .
International Distribution	Originator shall select the AIC that are to be given international distribution.
Checklist	A checklist of AIC currently in force shall be issued at least once a year , with distribution as for the AIC.
Distribution Rule	AIC selected for international distribution shall be the same as for the AIP .
India Responsibility	Published by DGCA (not AAI)

SECTION 06

Aeronautical Charts

- Aeronautical charts shall, when available for designated international aerodromes/heliports, **form part of the AIP**, or be provided separately to recipients of the AIP.
- Electronic aeronautical charts should be provided based on **digital databases and the use of geographic information systems**.

- The chart resolution of aeronautical data shall be that as specified for a particular chart.

SECTION 07

Pre-Flight & Post-Flight Information / PIB

7.1 PRE-FLIGHT INFORMATION REQUIREMENTS

✓ AT INTERNATIONAL AERODROMES

At any aerodrome/heliport normally used for international air operations, aeronautical information essential for the **safety, regularity and efficiency** of air navigation and relative to the route stages originating at the aerodrome/heliport shall be made available to:

- Flight operations personnel
- Flight crews
- Services responsible for pre-flight information

Aeronautical information provided for pre-flight planning purposes at the aerodromes/heliports shall include relevant:

- Elements of the **Integrated Aeronautical Information Package**
- **Maps and charts**

The documentation may be limited to national publications and when practicable, those of immediately adjacent States, provided a **complete library** of aeronautical information is available at a central location and means of **direct communications** are available between the aerodrome AIS unit and that library.

7.2 PRE-FLIGHT INFORMATION BULLETIN (PIB)

PIB DEFINITION

A **recapitulation of current NOTAM and other information of urgent character** shall be made available to flight crews in the form of **plain-language pre-flight information bulletins (PIB)**.

PIB Availability in India (Four Locations)

#	AERODROME
1	Kolkata
2	Chennai
3	Delhi
4	Mumbai

The information provided at each aerodrome includes: information on departure aerodrome, elements of the Integrated Aeronautical Information Package and maps and charts.

7.3 AUTOMATIC SELF BRIEFING SYSTEM (ASBS)

ASBS

The **Automatic Self Briefing System (ASBS)** provides an automatic method of receiving, storing and retrieving the data essentially required for pilot's pre-flight briefing. It has the capability to include information pertaining to the stations and routes concerned.

7.4 POST-FLIGHT INFORMATION

POST-FLIGHT INFORMATION PURPOSE

The purpose of post-flight information is to ensure that:

- Malfunctioning/unserviceability of **visual or non-visual aids** or any other facility essential to the safety of flight operations, **observed by the Pilot during the flight**, are reported without delay to the authorities responsible for those facilities.
- Presence of **birds and wildlife hazards** on or around the airport constituting a potential hazard to aircraft operations, observed by a Pilot, should be reported without delay.

This ensures information is made available for distribution as circumstances necessitate.

SECTION 08

Telecommunication Requirements & Digital Data Sets

8.1 TELECOM REQUIREMENTS

- NOTAM offices shall be connected to the **Aeronautical Fixed Service (AFS)**.
- The connections shall provide for **printed communications**.
- Each NOTAM office shall be connected, through the AFS, to the following points within the territory for which it provides service:
 - Area control centres and flight information centres

- Aerodromes/heliports at which an information service is established

8.2 DIGITAL DATA SETS

Digital data shall be in the form of the following data sets:

#	DATA SET
a)	AIP data set
b)	Terrain data sets
c)	Obstacle data sets
d)	Aerodrome mapping data sets
e)	Instrument flight procedure data sets

8.3 AERONAUTICAL INFORMATION PRODUCTS

AIS PRODUCTS

Aeronautical data and aeronautical information provided either as **digital data sets** or as a **standardized presentation in paper or electronic media**.

Products include:

- AIP, AIC, NOTAMS
- Aeronautical charts
- Digital data sets

These products are intended primarily to satisfy **international requirements** for the exchange of aeronautical information.

National Provisions — India (AAI, NOF, NOTAM Series)

9.1 AIS INFRASTRUCTURE IN INDIA

The **Aeronautical Information Service** which forms part of the **Airports Authority of India (AAI)** ensures the flow of information necessary for the safety, regularity and efficiency of International and National Air Navigation within the areas of its responsibility. It consists of:

COMPONENT	LOCATION / DETAIL
AIS Headquarters (AIS HQ)	Safdarjung Airport, New Delhi – 110 003
International NOTAM Office (NOF)	4 offices: Mumbai, Calcutta (Kolkata), Delhi, Chennai
AIS Units	At various aerodromes throughout India

 **EXAM TRAP: NOF = INTERNATIONAL NOTAM OFFICE**

NOF = International NOTAM Office. Four NOFs established at **Mumbai, Kolkata, Delhi, and Chennai ONLY** — NOT at all major aerodromes, NOT at all international airports.

9.2 AREA OF RESPONSIBILITY

The Aeronautical Information Service is responsible for the collection and dissemination of information for:

- The **entire territory of India**

- Airspace over the **high seas under the jurisdiction of India** for air traffic control purposes

9.3 NOTAM SERIES IN INDIA

NOTAMs are originated by the International NOTAM Offices at Mumbai, Kolkata, Delhi and Chennai. NOTAMs are distributed in **five series** identified by letters **A, B, C, D and G**:

A

INTERNATIONAL —
LONG

Changes/unserviceability of aeronautical facilities likely to last **more than 2 hours** in respect of locations of direct importance to **international aircraft operations**, requiring **General International Distribution**.

B

INTERNATIONAL —
SHORT

Changes/unserviceability likely to last **more than 30 minutes but less than 2 hours** for international locations, requiring **limited distribution to adjacent stations only**.

C

DOMESTIC ONLY

Changes/unserviceability at locations used by **domestic flights only** for which no separate Series A International Distribution is given.

D

MILITARY
AIRFIELDS

Changes/unserviceability at **military controlled airfields** used by domestic flights. Issued by **AHQ through a VVO broadcast**.

G

GENERAL
(LASTING)

Information of **general and lasting character** affecting aircraft operations in general. Operated **only by the International NOTAM Office, Delhi**.

NOTAM SERIES NUMBERING

NOTAM of each series are allocated a serial number by the respective NOTAM offices, commencing with **No. 0001** preceded by the designated letter of series A, B, C, D & G as the case may be, at **0000 UTC on 1st January** every year.

9.4 CHECKLIST AND SUMMARY OF NOTAM

- A checklist of all NOTAM current on the **1st of each month** is originated by the respective NOTAM office and transmitted over the AFTN to all addresses on the distribution list.
- In addition, a monthly checklist and summary of NOTAM in force at the **end of the month** is compiled and posted.
- The **complete summary** is prepared once a year on the **1st January**.
- Subsequent monthly summaries contain the text of **only those NOTAMs promulgated during the month of issue** and remaining current on the date of compilation.

9.5 AIP INDIA — STRUCTURE

AIP India has been published in **two volumes**:

VOLUME	CONTENTS	PARTS
Volume I	Part 1 — General (GEN) & Part 2 — En-route (ENR)	GEN ENR
Volume II	Part 3 — Aerodromes (AD)	AD

The AIP is published in **loose leaf form in English** for use in International and Domestic Operations.

India — Amendment and Supplement Schedule

DOCUMENT	INDIA SCHEDULE
AIP Amendment (AMDT)	Made by means of replacement sheets, once a year in the month of April
AIP Supplement (SUP)	Checklist of AIP Supplements currently in force issued in the month of January of each year

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SECTION 10

AIP Content Detail — GEN / ENR / AD (India)

10.1 PART 1 — GENERAL (GEN)

National Regulation and Requirements

- Designated authorities
- Entry, transit and departure of aircraft; passengers and crew; cargo
- Aircraft instruments, equipment and flight documents
- Summaries of Indian Regulations and International Agreements/Conventions
- Differences from ICAO Standards, Recommended Practices and Procedures

Tables and Codes

- Measuring systems, aircraft marking, holidays, units of measurement, time system, geodetic reference
- Aircraft nationality and registration, public holidays

- Abbreviation used in AIS publication, chart symbols, location indicators
- List of radio navigation aids, conversion tables, sunrise/sunset tables

Services

- Aeronautical information services: responsible services, area of responsibility, aeronautical publication, AIRAC system, pre-flight information service at aerodromes
- Aeronautical charts: responsible service(s), maintenance of charts, purchase arrangements, chart series available, list of aeronautical charts available

Air Traffic Services

- Responsible service, area of responsibility, types of services, minimum flight altitude, ATS units address

Communication Services

- Responsible service, area of responsibility, types of service, requirements and conditions

Meteorological Services

- Responsible service, area of responsibility, meteorological observations and reports, types of services
- Notification required from operators, aircraft reports, VOLMET service, **SIGMET service**, other automated meteorological services

Search and Rescue

- Responsible service(s), area of responsibility, types of services, SAR agreements, conditions of availability, procedures and signals

Charges

- Aerodrome/Heliport Charges, Air Navigation Services Charges

EXAM POINT

Charges for aerodromes/heliports and Air Navigation Services are in **Part 1 — GEN**.

Location indicators list is in **Part 1 — GEN**.

SIGMET service information is in **Part 1 — GEN (Meteorological services subsection)**.

10.2 PART 2 — EN-ROUTE (ENR)

General Rules and Procedures

- Visual Flight Rules (VFR), Instrument Flight Rules (IFR)
- ATS Airspace Classification
- Approach and Departure Procedures
- ATS Surveillance Services, Altimeter Setting
- Regional Supplementary Procedures, Air Traffic Flow and Capacity Management Service
- Flight Plans (PLN), Addressing of Flight Plan Messages
- Interception of Civil Aircraft Procedures, Unlawful Interference, Air Traffic Incidents

FIR / CTA / TMA, Other Regulated Airspace

- ATS Routes, RNAV Routes, Helicopter Routes, Other Routes, EN-ROUTE Holding

Radio Navigation Aids/systems

- Radio Navigation Aids & Systems
- Special Navigation Systems
- Global Navigation Satellite System (GNSS)

Navigation Warnings

- **Prohibited, Restricted and Danger Areas**
- Military Exercise and Training Areas
- Other Activities of Dangerous Nature
- Air Navigation Obstacles Enroute

- Aerial Sporting and Recreational Activities

 EXAM POINT

Prohibited, restricted, and dangerous areas are in **Part 2 — ENR** (Navigation Warnings subsection). Holding, approach and departure procedures are in **Part 2 — ENR**.

10.3 PART 3 — AERODROME (AD)

- Aerodromes / Heliports — Introduction
- Aerodrome / Heliport Availability
- Rescue and Fire Fighting Services and Snow Plan
- List of Aerodromes, Heliports, Water Aerodromes
- Grouping of Aerodromes / Heliports
- Status of Aerodrome Licensing
- Aerodromes (individual aerodrome entries)

 EXAM POINT

Refuelling facilities and limitations on refuelling services are in **Part 3 — AD**. Detailed meteorological information at the aerodrome and which meteorological office is responsible is in **Part 3 — AD**.

SECTION 11

Integrated Aeronautical Information Package (IAIP)

IAIP ELEMENTS (INDIA)

The Aeronautical Information is provided in the form of the **Integrated Aeronautical Information Package** consisting of the following elements:

#	ELEMENT	CODE	DISTRIBUTION METHOD (INDIA)
a.	Aeronautical Information Publication	AIP	Distributed by mail
b.	Amendment service to the AIP	AIP AMDT	Distributed by mail
c.	Supplement to the AIP	AIP SUP	Distributed by mail
d.	NOTAM and pre-flight information bulletins	NOTAM / PIB	NOTAMS via AFS; PIB at ATS Reporting Office
e.	Aeronautical information circulars	AIC	Distributed by mail
f.	Checklists and summaries	—	NOTAMS via AFS

COMPLETE IAIP = ANSWER TO Q4 / Q24

The correct answer for "elements of the Integrated Aeronautical Information Package" is: **AIP (including amendment service) + supplements to AIP + NOTAM and pre-flight information bulletins (PIB) + AIC + checklists and summaries** — i.e., Option B in the exam questions.

11.1 AIS PRODUCTS FLOWCHART

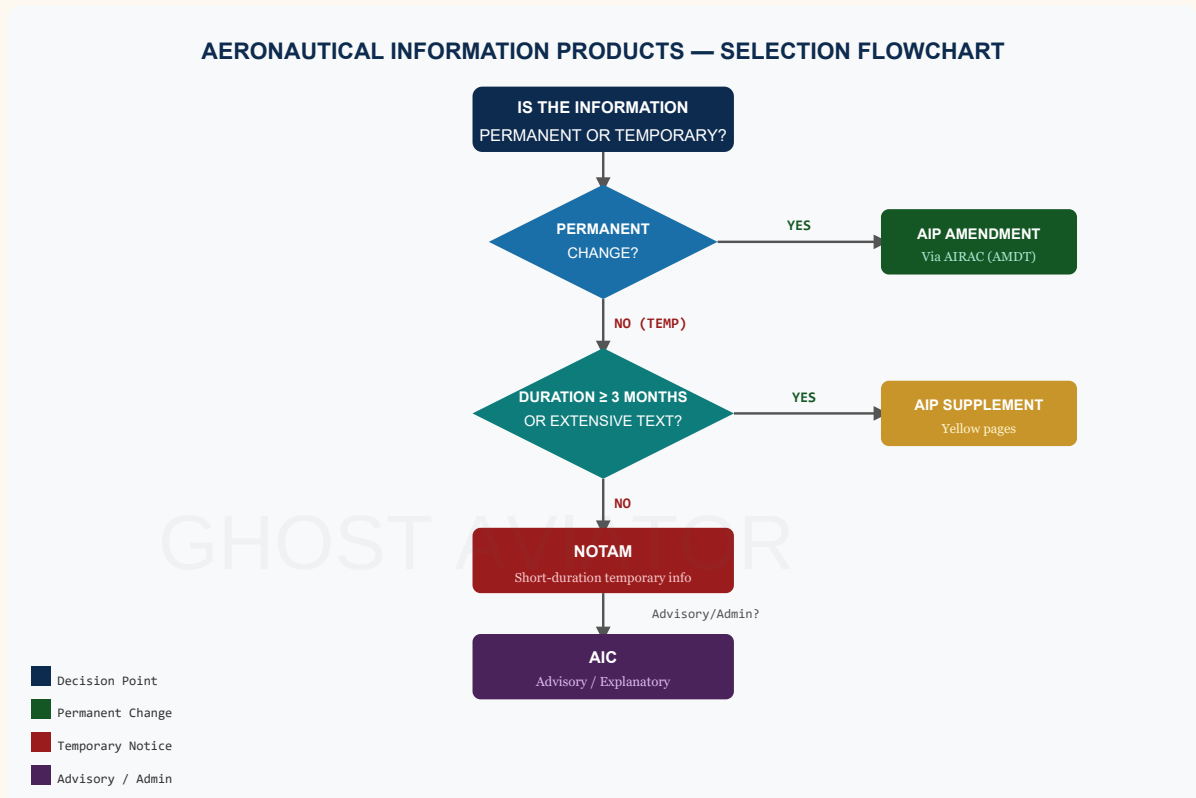


FIGURE 11.1 – AIS PUBLICATION SELECTION FLOWCHART

SECTION Q&A

DGCA Practice Questions — All 30 with Answers & Explanations

Q.01 Detailed description of meteorological information provided at the aerodrome and an indication of which meteorological office is responsible, is in the following part of the AIP:

A) AD ✓

B) RAC

C) MET

 The AD (Aerodromes) section of the AIP contains aerodrome-specific information including the meteorological office responsible at that aerodrome. Note: "MET" and "RAC" are not AIP part designations in the ICAO/India system. AD = Part 3.

Q.02 A checklist of AIP supplements currently in force shall be issued at intervals of:

A) Not more than 2 months

B) Not more than 28 days

C) Not more than one month ✓

 Regulations specify: checklist of valid AIP Supplements shall be issued at intervals of not more than ONE MONTH. This is issued through the monthly printed plain language list of valid NOTAM.

Q.03 Which of the following is information that is NOT given in AIP approach and landing charts?

A) OCH or OCA

B) Visibility minima ✓

C) DME-frequencies

 AIP approach charts show OCH/OCA and DME frequencies. Visibility minima as such are typically in operational minima tables, not on the standard approach chart itself. This is a standard exam discrimination question.

Q.04 An integrated aeronautical information package consists of the following elements:

A) AIP, supplements to AIP; NOTAM and PIB, AIC and checklist summaries

B) AIP, including amendment service; supplements to AIP, NOTAM and pre-flight information bulletin (PIB), AIC, checklists and summaries ✓

C) AIP, including amendment service; supplements to AIP, NOTAM, AIC and checklist summaries

 Option B is the COMPLETE and correct list. Key difference from C: Option B correctly includes "pre-flight information bulletin (PIB)" as a distinct element along with NOTAM. Option A lacks "amendment service" as a distinct component.

Q.05 Temporary changes on specifications for AIP supplements of long duration and information of short duration which contains extensive text and/or graphics shall be published as AIP supplements. It is considered a long duration:

A) Three months or longer ✓

B) Two months or longer

C) One year or longer

 Per regulations: "Temporary changes of long duration (THREE MONTHS OR LONGER)" shall be published as AIP Supplements.

Q.06 Operationally significant changes to the AIP shall be published in accordance with:

A) AIC procedures and identified by the acronym AIC followed by a number

B) NOTAM procedures and identified by acronym NOTAM followed by a number

C) AIRAC procedures and identified by the acronym AIRAC ✓

 Operationally significant changes to the AIP shall be published in accordance with AIRAC procedures and shall be clearly identified by the acronym – AIRAC. This is directly from the AIP General Specifications.

Q.07 A checklist of NOTAM currently in force shall be issued at the AFTN at intervals of:

A) Not more than 28 days

B) Not more than one month ✓

C) Not more than 10 days

 A checklist of valid NOTAM shall be issued over the Aeronautical Fixed Service (AFS) at intervals of not more than ONE MONTH using the NOTAM Format specified. One NOTAM shall be issued for each series.

Q.08 Change in frequency or location of navigational aids on short notice is notified through:

A) NOTAMs ✓

B) AIRAC

C) AIP

 Short-notice temporary or permanent operationally significant changes (like nav aid frequency/location changes on short notice) are notified by NOTAM. AIRAC is for pre-planned changes; AIP is for permanent/long-term information.

Q.09 The contents of Aeronautical Information Publication (AIP) are:

A) GEN, ENR (en-route) and AD (aerodromes) ✓

B) GEN, ENR, RAC, AD

C) GEN, AGA, COM, ENR, FAL

 The AIP has exactly THREE parts: GEN (General), ENR (En-Route), and AD (Aerodromes). "RAC", "AGA", "COM", "FAL" are older ICAO Annex designations no longer used as AIP part codes in the current Annex 15 structure.

Q.10 The SIGMET service, is in the AIP, in the following part:

A) AGA

B) GEN ✓

C) MET

 Meteorological services including SIGMET service details are found in Part 1 — GEN under the "Meteorological services" subsection. "MET" is not an AIP part designation.

Q.11 In which chapter of the AIP can you find a list with "location indicators"?

A) AGA

B) GEN ✓

C) ENR

 Location indicators are listed in the Tables and Codes subsection of Part 1 — GEN. This includes location indicators (ICAO four-letter aerodrome codes), abbreviations, conversion tables, etc.

Q.12 The informations on holding, approach and departure procedures, are found in the following part of the AIP:

A) ENR ✓

B) MAP

C) AD

 ENR Part 2 includes General Rules and Procedures covering approach and departure procedures, ATS airspace classification, etc. Holding procedures are also in ENR. "MAP" is not an AIP part.

Q.13 The closure of a runway for a year, because of maintenance, will be published:

A) Only in AIP

B) In NOTAM and AIP, inclusive Supplement ✓

C) Only in NOTAM

 A year-long runway closure is a long-duration temporary change (≥ 3 months), so it requires an AIP Supplement. It would also initially be NOTAMed. Both NOTAM and AIP (Supplement) are used. "Only AIP" is wrong as only permanent changes go directly to AIP Amendment.

Q.14 An AIRAC is:

A) An acronym for a system aimed at advance notification based on common effective dates, of circumstances necessitating significant changes in operating procedures ✓

B) A notice distributed by means of telecommunication containing information concerning establishment, condition or change in any aeronautical facility...

C) A package which consists of AIP, supplements to the AIP, NOTAM, AIC, checklists and summaries

 A is the correct definition of AIRAC. B describes a NOTAM. C describes the Integrated Aeronautical Information Package (IAIP).

Q.15 Select the acronym corresponding to the following definition: a special NOTAM series notifying, by means of a specific format, an important change for the aircraft operations, due to a volcano activity, a volcano eruption or a volcanic ash cloud.

A) GVATAM

B) ASHTAM ✓

C) NAVTAM

 ASHTAM = Volcanic Ash NOTAM. It is a special series NOTAM in a specific format for volcanic activity, eruptions, and ash clouds. GVATAM and NAVTAM are distractors.

Q.16 The system notifying in advance the circumstances requiring important changes in the methods of operation, based on common effective dates, is identified by the acronym:

A) AIRAC ✓

B) EATCHIP

C) IFPS

 AIRAC = Aeronautical Information Regulation And Control. It uses common effective dates in 28-day cycles for advance notification of significant operational changes.

Q.17 The temporary, long-term modification (3 months or more) and the short-term extensive or graphical information are published as follows:

A) AIP Supplements ✓

B) Trigger NOTAM

C) NOTAM

 AIP Supplements are published for: (1) temporary changes of long duration (3 months or more) AND (2) short-duration information with extensive text/graphics. Trigger NOTAMs merely remind about upcoming AIP Supplement changes.

Q.18 The informations concerning charges for aerodromes/heliports and Air Navigation Services are on the following part of the AIP:

A) AD

B) GEN ✓

C) FAL

 Charges for Aerodromes/Heliports and Air Navigation Services are contained in Part 1 — GEN under "Charges for Aerodromes/heliports and Air Navigation Services." FAL is not an AIP part in current Annex 15 structure.

Q.19 A notice providing information on Rules of the Air, Traffic Services and Air Navigation Procedures and distributed in advance of its effective date is:

A) An AIRAC ✓

B) An ATS NOTAM

C) An Advisory NOTAM

 AIRAC provides advance notification of changes to Rules of the Air, ATS procedures, navigation procedures, etc. distributed in advance of common effective dates. It is the advance-notification system specifically for significant procedural changes.

Q.20 A notice containing information concerning flight safety, air navigation, technical, administration or legislative matters and originated at the AIS of a state is called:

A) NOTAM

B) AIRAC

C) Aeronautical Information Circular (AIC) ✓

 AIC is originated when it is necessary to promulgate aeronautical information of a purely explanatory or advisory nature concerning technical, legislative or purely administrative matters. This is the hallmark of an AIC — advisory, explanatory, administrative or legislative in nature.

Q.21 In which section of AIP are contained information elements relating to prohibited, restricted and dangerous areas?

A) AGA

B) ENR ✓

C) GEN

 ENR Part 2 contains "Navigation Warnings" which includes Prohibited, Restricted and Danger Areas, Military Exercise and Training Areas, and other activities of a dangerous nature.

Q.22 In which section of AIP are contained information elements to refueling facilities and limitations on refuelling services?

A) AD ✓

B) GEN

C) SAR

 Aerodrome-specific services such as refueling facilities and limitations are found in Part 3 – AD (Aerodromes). Each aerodrome entry in the AD section contains its specific ground services including fuel availability.

Q.23 In which section of the AIP are contained information elements relating to areas and/or routes for which meteorological service is provided?

A) MET

B) GEN ✓

C) RAC

 The GEN part of the AIP contains meteorological services information under "Meteorological services" subsection which covers area of responsibility and routes for which met service is provided. "MET" is not an AIP part designation.

Q.24 Each contracting state shall provide an AIS in its territory and shall include the preparation and origination of:

A) Only AIP and NOTAM's

B) AIP, NOTAM's, Circular and AIRAC

C) Integrated Aeronautical Information Package ✓

 Each contracting state's AIS obligation is to prepare and originate the complete Integrated Aeronautical Information Package (IAIP), not just individual components.

Q.25 The identification of each prohibited, restricted and danger area shall be composed by:

A) The nationality letters for location indicators assigned to the state or territory, followed by the letters P, R and D and figures ✓

B) The letters P (Prohibited), R (Restricted) and D (Dangerous) for the area concerned and figures

C) The letters P (Prohibited), R (Restricted) and D (Dangerous) followed by figures

 Identification = Nationality letters (e.g., "VI" for India) + type letter (P/R/D) + figures.
Example: VIP123 = India Prohibited Area 123. This uses the country's nationality letters, not just P/R/D alone.

Q.26 NOF in India are established at:

A) All major aerodromes

B) All international airports

C) International Airports at Delhi, Mumbai, Kolkatta and Chennai only ✓

 Only FOUR International NOTAM Offices (NOF) in India: Mumbai, Calcutta (Kolkata), Delhi, and Chennai. Not at all major aerodromes. Not at all international airports — specifically only these four.

Q.27 Runway Condition Report (RCR) is prepared by _____ for use by _____.

A) Aerodrome Operator, Flight Crew ✓

B) Flight Crew, DGCA

C) Flight Crew, Aircraft Operator

 The aerodrome operator assesses runway surface conditions and prepares the RWYCC/RCR. This information is then used by the flight crew for aeroplane performance calculations. Aerodrome Operator prepares → Flight Crew uses.

Q.28 Runway Condition Code (RWYCC) is reported for:

A) The runway to indicate unusable portion of the operational runway

B) For each one third portion of the operational runway to indicate the presence of water, snow, ice, slush or frost ✓

C) For non operational runway to denote its status

 RWYCC shall be reported for each ONE THIRD of the runway to be assessed. The runway is divided into three equal sections and each gets its own code. It is for OPERATIONAL runways, not non-operational ones.

Q.29 Standing water on runway is notified through a:

A) Notam W

B) Snowtam ✓

C) AIRRAC

 SNOWTAM covers: snow, ice, slush, frost, STANDING WATER, and water associated with snow/slush/ice/frost on the movement area. All these hazardous surface conditions are notified via SNOWTAM.

Q.30 NOF stands for:

A) Notam Office

B) Notam for Flight

C) International Notam Office ✓

 *NOF = International NOTAM Office (Not just "NOTAM Office"). The word "International" is key — these offices handle international distribution of NOTAMs. India has 4 NOFs at the major international airports.*

QUICK REFERENCE

Critical Numbers & Facts at a Glance

GHOST AVIATOR

TOPIC	CRITICAL VALUE / FACT
AIP Supplement — Long Duration	≥ 3 months
AIP SUP Checklist Interval	≤ 1 month
AIP SUP Page Colour	Yellow (preferred)
AIRAC Cycle	28 days
AIRAC — AIS distributes paper copy by	42 days before effective date
AIRAC — Recipients should receive by	28 days before effective date
AIRAC — Major changes advance distribution	56 days before effective date
NOTAM Checklist Interval (AFS)	≤ 1 month (one per series)
NOTAM Series in India	A, B, C, D, G
Series A duration	> 2 hours, international importance
Series B duration	> 30 min but < 2 hours
Series G operator (India)	International NOTAM Office Delhi ONLY
AIS HQ India	Safdarjung Airport, New Delhi - 110 003
NOF in India	Mumbai, Kolkata, Delhi, Chennai (4 only)
AIC published by (India)	DGCA (NOT AAI)
AIS published by (India)	AAI (Airports Authority of India)
AIC Checklist Interval	At least once a year
RWYCC assessed per	Each 1/3 of the runway

TOPIC	CRITICAL VALUE / FACT
Advance notice for danger/restricted area activation	≥ 7 days
Desirable advance notice (general)	24 hours
PIB available at (India)	Kolkata, Chennai, Delhi, Mumbai
AIP India — annual amendment month	April
AIP India — SUP checklist month	January
NOTAM numbering restarts	0001 at 0000 UTC on 1st January each year