2.11.2 **Recommendation.—** *The level of protection normally available at an aerodrome should be expressed in terms of the category of the rescue and firefighting services as described in 9.2 and in accordance with the types and amounts of extinguishing agents normally available at the aerodrome.*

2.11.3 Changes in the level of protection normally available at an aerodrome for rescue and firefighting shall be notified to the appropriate air traffic services units and aeronautical information services units to enable those units to provide the necessary information to arriving and departing aircraft. When such a change has been corrected, the above units shall be advised accordingly.

Note.— Changes in the level of protection from that normally available at the aerodrome could result from a change in the availability of extinguishing agents, equipment to deliver the agents or personnel to operate the equipment, etc.

2.11.4 **Recommendation.—** *A change should be expressed in terms of the new category of the rescue and firefighting service available at the aerodrome.*

2.12 Visual approach slope indicator systems

The following information concerning a visual approach slope indicator system installation shall be made available:

a) associated runway designation number;

b) type of system according to 5.3.5.2. For an AT-VASIS, PAPI or APAPI installation, the side of the runway on which the lights are installed, i.e. left or right, shall be given;

c) where the axis of the system is not parallel to the runway centre line, the angle of displacement and the direction of displacement, i.e. left or right, shall be indicated;

d) nominal approach slope angle(s). For a T-VASIS or an AT-VASIS this shall be angle Θ according to the formula in Figure 5-18 and for a PAPI and an APAPI this shall be angle (B + C) ÷ 2 and (A + B) ÷ 2, respectively as in Figure 5-20; and

e) minimum eye height(s) over the threshold of the on-slope signal(s). For a T-VASIS or an AT-VASIS this shall be the lowest height at which only the wing bar(s) are visible; however, the additional heights at which the wing bar(s) plus one, two or three fly-down light units come into view may also be reported if such information would be of benefit to aircraft using the approach. For a PAPI this shall be the setting angle of the third unit from the runway minus 2′, i.e. angle B minus 2′, and for an APAPI this shall be the setting angle of the unit farther from the runway minus 2′, i.e. angle A minus 2′.

2.13 Coordination between aeronautical information services and aerodrome authorities

2.13.1 To ensure that aeronautical information services units obtain information to enable them to provide up-to-date pre-flight information and to meet the need for in-flight information, arrangements shall be made between aeronautical information services and aerodrome authorities responsible for aerodrome services to report to the responsible aeronautical information services unit, with a minimum of delay:

a) information on the status of certification of aerodromes and aerodrome conditions (ref. 1.4, 2.9, 2.10, 2.11 and 2.12);

b) the operational status of associated facilities, services and navigation aids within their area of responsibility;

c) any other information considered to be of operational significance.

2.13.2 Before introducing changes to the air navigation system, due account shall be taken by the services responsible for such changes of the time needed by aeronautical information services for the preparation, production and issue of relevant material for promulgation. To ensure timely provision of the information to aeronautical information services, close coordination between those services concerned is therefore required.

2.13.3 Of a particular importance are changes to aeronautical information that affect charts and/or computer-based navigation systems which qualify to be notified by the aeronautical information regulation and control (AIRAC) system, as specified in Annex 15, Chapter 6. The predetermined, internationally agreed AIRAC effective dates shall be observed by the responsible aerodrome services when submitting the raw information/data to aeronautical information services.

Note.— Detailed specifications concerning the AIRAC system are contained in PANS-AIM (Doc 10066), Chapter 6.

2.13.4 The aerodrome services responsible for the provision of raw aeronautical information/data to the aeronautical information services shall do that while taking into account accuracy and integrity requirements necessary to meet the needs of the end-user of aeronautical data.

Note 1.— Specifications concerning the accuracy and integrity classification of aerodrome-related aeronautical data are contained in PANS-AIM (Doc 10066), Appendix 1.

Note 2.— Specifications for the issue of NOTAM and SNOWTAM are contained in Annex 15, Chapter 6 and PANS-AIM (Doc 10066), Appendices 3 and 4, respectively.

Note 3.— AIRAC information is distributed by the AIS 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.

Note 4.— The schedule of the predetermined internationally agreed AIRAC common effective dates at intervals of 28 days and guidance for the AIRAC use are contained in the Aeronautical Information Services Manual *(Doc 8126, Chapter 2).*