

International Standards
and Recommended Practices



Annex 15
to the Convention on
International Civil Aviation

Aeronautical Information Services

This edition incorporates all amendments adopted by the Council prior to 24 February 2004 and supersedes, on 25 November 2004, all previous editions of Annex 15.

For information regarding the applicability of the Standards and Recommended Practices, see Foreword.

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CHAPTER 4. AERONAUTICAL INFORMATION PUBLICATIONS (AIP)

Note 1.— AIP are 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.

Note 2.— AIP constitute the basic information source for permanent information and long duration temporary changes.

4.1 Contents

4.1.1 An Aeronautical Information Publication shall contain, in three parts, sections and subsections uniformly referenced to allow for standardized electronic data storage and retrieval, current information relating to, and arranged under, those subjects enumerated in Appendix 1 that appear in Roman type, except that when the AIP, or volume of the AIP, is designed basically to facilitate operational use in flight, the precise format and arrangement may be left to the discretion of the State provided that an adequate table of contents is included.

4.1.1.1 **Recommendation.**— *Aeronautical Information Publications should, in addition, contain current information relating to those subjects enumerated in Appendix 1 that appear in italic type.*

4.1.2 Aeronautical Information Publications shall include in Part 1 — General (GEN):

- a) a statement of the competent authority responsible for the air navigation facilities, services or procedures covered by the AIP;
- b) the general conditions under which the services or facilities are available for international use;
- c) a list of significant differences between the national regulations and practices of the State and the related ICAO Standards, Recommended Practices and Procedures, given in a form that would enable a user to differentiate readily between the requirements of the State and the related ICAO provisions;
- d) the choice made by a State in each significant case where an alternative course of action is provided for in ICAO Standards, Recommended Practices and Procedures.

4.1.3 The aeronautical charts listed alphabetically below shall, when available for designated international aerodromes/heliports, form part of the AIP, or be distributed separately to recipients of the AIP:

- a) Aerodrome/Heliport Chart — ICAO;
- b) Aerodrome Ground Movement Chart — ICAO;
- c) Aerodrome Obstacle Chart — ICAO Type A;
- d) Aerodrome Terrain and Obstacle Chart — ICAO (Electronic);
- e) Aircraft Parking/Docking Chart — ICAO;
- f) Area Chart — ICAO;
- g) ATC Surveillance Minimum Altitude Chart — ICAO;
- h) Instrument Approach Chart — ICAO;
- i) Precision Approach Terrain Chart — ICAO;
- j) Standard Arrival Chart — Instrument (STAR) — ICAO;
- k) Standard Departure Chart — Instrument (SID) — ICAO;
- l) Visual Approach Chart — ICAO.

Note.— A page pocket may be used in the AIP to include the Aerodrome Terrain and Obstacle Chart — ICAO (Electronic) on appropriate electronic media.

4.1.4 Charts, maps or diagrams shall be used, when appropriate, to complement or as a substitute for the tabulations or text of Aeronautical Information Publications.

Note.— Where appropriate, charts produced in conformity with Annex 4 — Aeronautical Charts, may be used to fulfil this requirement. Guidance material as to the specifications of index maps and diagrams included in Aeronautical Information Publications is contained in the Aeronautical Information Services Manual (Doc 8126).

4.2 General specifications

4.2.1 Each Aeronautical Information Publication shall be self-contained and shall include a table of contents.

APPENDIX 1. CONTENTS OF AERONAUTICAL INFORMATION PUBLICATION (AIP)

(see Chapter 4)

PART 1 — GENERAL (GEN)

If an AIP is produced and made available in more than one volume with each having a separate amendment and supplement service, a separate preface, record of AIP Amendments, record of AIP Supplements, checklist of AIP pages and list of current hand amendments must be included in each volume.

GEN 0.1 Preface

Brief description of the Aeronautical Information Publication (AIP), including:

- 1) name of the publishing authority;
- 2) applicable ICAO documents;
- 3) the AIP structure and established regular amendment interval; and
- 4) service to contact in case of detected AIP errors or omissions.

GEN 0.2 Record of AIP Amendments

A record of AIP Amendments and AIRAC AIP Amendments (published in accordance with the AIRAC system) containing:

- 1) amendment number;
- 2) publication date;
- 3) date inserted (for the AIRAC AIP Amendments, effective date); and
- 4) initials of officer who inserted the amendment.

GEN 0.3 Record of AIP Supplements

A record of issued AIP Supplements containing:

- 1) Supplement number;
- 2) Supplement subject;
- 3) AIP section(s) affected;

- 4) period of validity; and
- 5) cancellation record.

GEN 0.4 Checklist of AIP pages

A checklist of AIP pages containing:

- 1) page number/chart title; and
- 2) publication or effective date (day, month by name and year) of the aeronautical information.

GEN 0.5 List of hand amendments to the AIP

A list of current hand amendments to the AIP containing:

- 1) AIP page(s) affected;
- 2) amendment text; and
- 3) AIP Amendment number by which a hand amendment was introduced.

GEN 0.6 Table of contents to Part 1

A list of sections and subsections contained in Part 1 — General (GEN).

Note.— Subsections may be listed alphabetically.

GEN 1. NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 Designated authorities

The addresses of designated authorities concerned with the facilitation of international air navigation (civil aviation, meteorology, customs, immigration, health, en-route and aerodrome/heliport charges, agricultural quarantine and aircraft accident investigation) containing, for each authority:

- 1) designated authority;

- 2) name of the authority;
- 3) postal address;
- 4) telephone number;
- 5) telefax number;
- 6) telex number; and
- 7) aeronautical fixed service (AFS) address.

GEN 1.2 Entry, transit and departure of aircraft

Regulations and requirements for advance notification and applications for permission concerning entry, transit and departure of aircraft on international flights.

GEN 1.3 Entry, transit and departure of passengers and crew

Regulations (including customs, immigration and quarantine, and requirements for advance notification and applications for permission) concerning entry, transit and departure of non-immigrant passengers and crew.

GEN 1.4 Entry, transit and departure of cargo

Regulations (including customs, and requirements for advance notification and applications for permission) concerning entry, transit and departure of cargo.

Note.— Provisions for facilitating entry and departure for search, rescue, salvage, investigation, repair or salvage in connection with lost or damaged aircraft are detailed in section GEN 3.6, Search and rescue.

GEN 1.5 Aircraft instruments, equipment and flight documents

Brief description of aircraft instruments, equipment and flight documents, including:

- 1) instruments, equipment (including aircraft communication, navigation and surveillance equipment) and flight documents to be carried on aircraft, including any special requirement in addition to the provisions specified in Annex 6, Part I, Chapters 6 and 7; and
- 2) emergency locator transmitter (ELT), signalling devices and life-saving equipment as presented in Annex 6, Part I, 6.6 and Part II, 6.4 where so determined by regional air navigation meetings, for flights over designated land areas.

GEN 1.6 Summary of national regulations and international agreements/conventions

A list of titles and references and, where applicable, summaries of national regulations affecting air navigation, together with a list of international agreements/conventions ratified by State.

GEN 1.7 Differences from ICAO Standards, Recommended Practices and Procedures

A list of significant differences between national regulations and practices of the State and related ICAO provisions, including:

- 1) provision affected (Annex and edition number, paragraph); and

- 2) difference in full text.

All significant differences must be listed under this subsection. All Annexes must be listed in numerical order even if there is no difference to an Annex, in which case a NIL notification must be provided. National differences or the degree of non-application of the regional supplementary procedures (SUPPS) must be notified immediately following the Annex to which the supplementary procedure relates.

GEN 2. TABLES AND CODES

GEN 2.1 Measuring system, aircraft markings, holidays

GEN 2.1.1 Units of measurement

Description of units of measurement used including table of units of measurement.

GEN 2.1.2 Temporal reference system

Description of the temporal reference system (calendar and time system) employed, together with an indication of whether or not daylight saving hours are employed and how the temporal reference system is presented throughout the AIP.

GEN 2.1.3 Horizontal reference system

Brief description of the horizontal (geodetic) reference system used, including:

Annex 18 The Safe Transport of Dangerous Goods by Air (3rd Edition) (AMDT 8)			
Chapter 10	S	Establishment of Training Programmes The provisions of Chapter 4 of the Technical Instructions, which is the amplification of Chapter 10 in Annex 18, are fully met with the exception of requiring training for shippers in emergency procedures as it is not appropriate for UK aviation law to apply to shippers and other organizations.	

Doc 4444 Procedures for Air Navigation Services — Air Traffic Management (15th Edition)			
Reference	S-Standard / R-Recommended Practice	Difference	Remarks (Reasons For Difference)
Chapter 4 4.5.7.2.1		General Provisions for Air Traffic Services The phraseology 'Cleared via flight plan route' is not used in the UK.	
4.5.7.5.1		In addition, the following items are to be read back in full: taxi/towing instructions, approach clearances, altimeter settings, VDF information, type of ATIS Surveillance Service being received and frequency changes. See GEN 3.3.3.	
4.6.1.5		At or above FL 280, speeds shall be expressed in multiples of 0.01 Mach; below FL 280, multiples of 10 kt shall be used.	
4.9		UK wake turbulence categories are different to ICAO. Pilots should refer to and be familiar with UK AIC 17/1999 (Pink 188), as amended.	
4.10.4.7		The operational unit of pressure in the UK is millibar (abbreviated 'mb').	
Chapter 5 5.3.3.2		Separation Methods and Minima Cruise climbs are not authorised by ATC in the UK.	
Chapter 6 6.3.2.4		Separation in the vicinity of Aerodromes When a departing aircraft on a SID is cleared to climb to a level higher than the initially cleared level or the level(s) specified in a SID, the aircraft shall climb directly to the cleared level, unless the SID vertical restrictions are reiterated as part of the clearance.	
6.5.7.1		EATs will be issued when the estimated delay is 20 minutes or greater.	
Chapter 7 7.2		Procedures for Aerodrome Control Service The procedure for selection of runway in use for noise preferential reasons is currently not implemented in the UK.	
7.6.3.1.1.3		Standard taxi routes are not published in the UK. Taxi instructions will be issued individually by ATC.	
7.6.3.2.3.3		In the UK, the use of flashing runway or taxiway lights has no meaning and is not used.	
7.14.1.3		In the UK the threshold visibility for Special VFR clearance is 1800 m.	
7.15		Aerodrome lighting shall be displayed from 15 minutes before any ETA and until 15 minutes after any ATD as follows: a. By day: High intensity systems, where installed on the runway to be used, whenever the visibility is less than 5 km and/or the cloud base is less than 700 ft; b. By night: Irrespective of weather conditions.	
Chapter 8 8.6.5.1 (b)		ATS Surveillance Services Except in the approach phase, the purpose and extent of initial vectors will not be given by controllers. Aircraft in receipt of vectors and subsequently experiencing radio failure must follow the radio failure procedure notified at ENR 1.1.3.	