

# CAR/SAM Seminar/Workshop on Doc 8126

---



## Comments on Doc. 8126

related to topics in the content of the AIP and NOTAM

(Submitted by Cuba)

[maidyp.lana@aeronav.avianet.cu](mailto:maidyp.lana@aeronav.avianet.cu)

[maytte.macineira@iacc.avianet.cu](mailto:maytte.macineira@iacc.avianet.cu)

Panama City, Panama, 11 to 14 March 2024



# Recently updated ICAO AIS documents

Doc 8126

Aeronautical Information Services Manual

Seventh Edition, 2022

Doc. 8126 Aeronautical Information Services Manual (MAC AIS). Seventh edition; A completely new structure and even with parts still to be developed, 2022

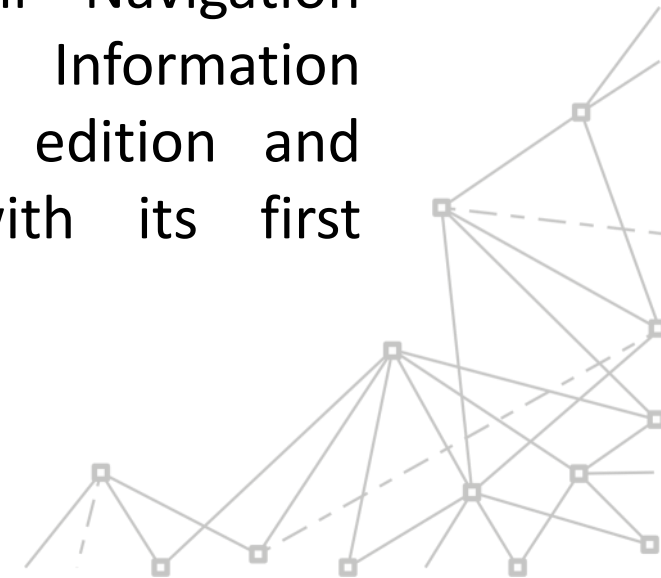
Doc 10066

PROCEDURES FOR AIR NAVIGATION SERVICES

Aeronautical Information Management

First Edition, 2018

Doc. 10066 Procedures for Air Navigation Services - Aeronautical Information Management (PANS-AIM). First edition and which has been updated with its first amendment in 2021



# Doc. 8126 vs Doc. 10066

## - Regarding Appendix B: Publication of Aeronautical Information

Doc. 8126 MAC AIS		Doc. 10066 PANS-AIM	
Reference	Content	Reference	Content
Appendix B. Aeronautical Information Publication		Appendix 2. Contents of the Aeronautical Information Publication (AIP)	
Part 2 — En-route (ENR)	ENR 3.1 Lower ATS routes	Part 2 — En-route (ENR)	ENR 3.1 Conventional navigation routes
	ENR 3.2 Upper ATS routes		ENR 3.2 Area navigation routes
	ENR 3.3 Area navigation (RNAV) routes		-
	ENR 3.4 Helicopter routes		-
	ENR 3.5 Other routes		ENR 3.5 Other routes
	ENR 3.6 En-route holding		ENR 3.6 En-route holding

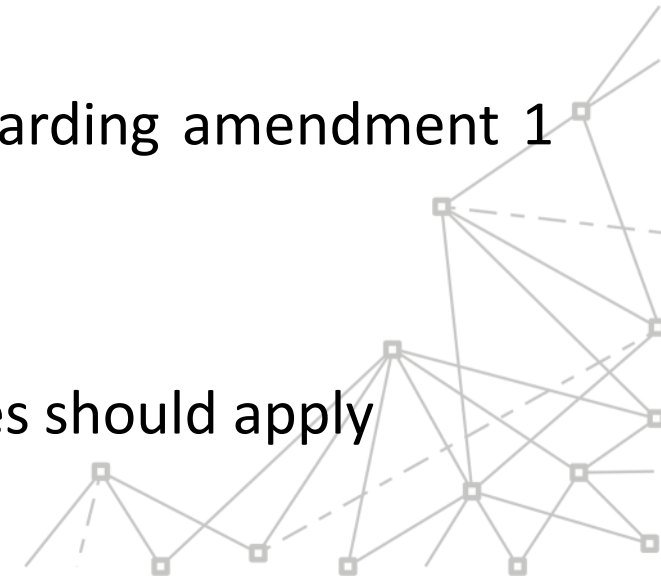
## Doc. 8126 vs Doc. 10066

### - Regarding Appendix B: Publication of Aeronautical Information

Doc. 8126 MAC AIS		Doc. 10066 PANS-AIM	
Reference	Content	Reference	Content
AD 2. AERODROMES		AD 2. AERODROMES	
Section AD 2	Sections up to AD 2.24	Section AD 2	New AD 2.25 Visual segment surface (VSS) penetration

These discrepancies between both documents are specifically regarding amendment 1 of Doc. 10066 Applicable as of 4 November 2021

 Difficulty of knowing exactly which of the two versions the States should apply



# Doc. 8126 - Regarding the classification and coding of NOTAM

In the new version of Doc. 8126 there is new codifications and classifications of NOTAM

**Purpose N** (NOTAM selected for the immediate attention of flight crew members)

**Purpose B** (NOTAM of operational significance selected for PIB entry)

**Purpose O** (NOTAM concerning flight operations)

**Pre-flight information bulletin(PIB)**

Purpose M (Miscellaneous NOTAM; **not subject for a briefing**, but available on request)

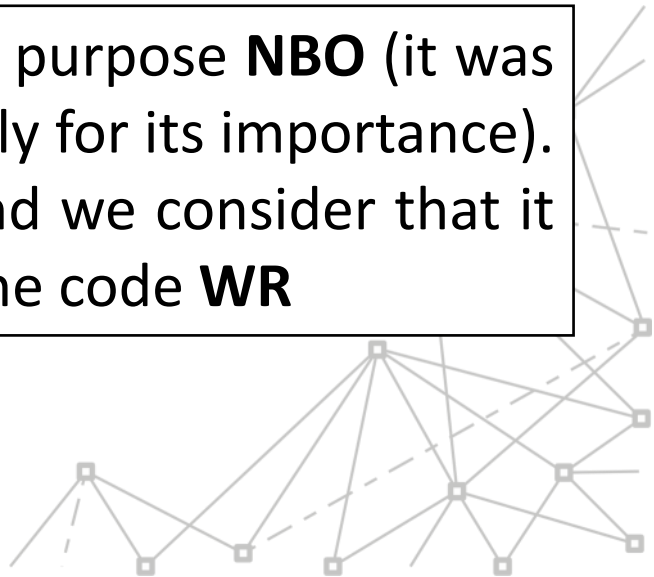
The codes **OB** (Obstacle) and **OL** (Obstacle lights) are classified as purpose **M** (Miscellaneous) however we consider that the purpose should be changed to **BO** (Bulletin and Operations) taking into account that it refers to information regarding obstacles and obstacles lighting with the repercussion for the safety that these imply.

## Doc. 8126 - Regarding the classification and coding of NOTAM

---

The code **WP** (Parachute jumping exercise, paragliding or hang gliding) is classified as purpose **M** (Miscellaneous) and **WU** (Unmanned aircraft) is classified as **BO** (Bulletin and Operations). We consider that in both cases they should be classified as **BO** since drone flights are as important for operations as parachute exercises, which from our point of view affect the safety.

The code **WR** (Radioactive materials or toxic chemicals) is classified as purpose **NBO** (it was previously Miscellaneous and was modified in this version appropriately for its importance). But the code **WS** (Burning or blowing gas) is kept as Miscellaneous and we consider that it should be **NBO** or **BO** according to its importance and similarity with the code **WR**



# Comments on Doc. 8126

related to topics in the content of the AIP and NOTAM



## Conclusions:

We invite you to consider our comments on Doc. 8126

[maidyp.lana@aeronav.avianet.cu](mailto:maidyp.lana@aeronav.avianet.cu)

[maytte.macineira@iacc.avianet.cu](mailto:maytte.macineira@iacc.avianet.cu)

Panama City, Panama, 11 to 14 March 2024

