

CHAPTER 9

**FLIGHT INFORMATION SERVICE, ADVISORY SERVICE
AND
ALERTING SERVICE**

9.1 Flight information service**9.1.1 Application**

9.1.1.1 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; or
- b) otherwise known to the relevant air traffic services units.

9.1.1.2 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.

9.1.2 Scope of flight information service

9.1.2.1 Flight information service shall include the provision of pertinent:

- a) SIGMET;
- b) information concerning pre-eruption volcanic activity, volcanic eruptions and volcanic ash clouds;
- c) information concerning the release into the atmosphere of radioactive materials or toxic chemicals;
- d) information on changes in the serviceability of navigation aids;
- e) information on 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;

- f) information on unmanned free balloons;
- and of any other information likely to affect safety.

9.1.2.2 Flight information service provided to flights shall include, in addition to that outlined in 9.1.2.1, the provision of information concerning:

- a) weather conditions reported or forecast at departure, destination and alternate aerodromes;
- b) collision hazards, to aircraft operating in airspace Classes D, E, F and G;
- c) 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 b), 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.

9.1.2.3 Routine Air-reports and Special air-reports

9.1.2.3.1 Aircraft shall make routine air reports at the designated MET reporting points on designated ATS routes and special observations whenever requested by a meteorological office for specific observation or whenever encountered following weather phenomenon:

- ✓ moderate to severe turbulence,

- ✓ severe icing,
- ✓ hail,
- ✓ cumulonimbus clouds,
- ✓ low level wind shear and
- ✓ any meteorological condition in the opinion of the pilot in command is likely to affect aircraft operation.

9.1.2.3.2 ATS units should transmit, as soon as practicable, routine and special air-reports to the associated meteorological office.

9.1.2.3.3 ATS units should also transmit, as soon as practicable special air-reports to other aircraft concerned, and to other ATS units concerned.

9.1.2.4 Flight information service provided to VFR flights shall include, in addition to that outlined in 9.1.2.1, 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.

9.1.3 Recording and transmission of information on the progress of flights

9.1.3.1 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 air traffic services 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 action;
- b) transmitted by the air traffic services unit receiving the information to other air traffic services units concerned, when so required.

9.1.4 Transfer of responsibility for the provision of flight information service

9.1.4.1 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.

9.1.5 Transmission of information

9.1.5.1 Means of Transmission

9.1.5.1.1 Except as provided in 9.1.5.2.1, information shall be disseminated to aircraft by one or more of the following means:

- 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.

9.1.5.1.2 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.

9.1.5.2 Transmission of SIGMET Information and Special Air-reports

9.1.5.2.1 SIGMET information shall be transmitted to aircraft with the least possible

delay on the initiative of the appropriate ATS unit, by the preferred method of directed transmission followed by acknowledgement, or by a general call when the number of aircraft would render the preferred method impracticable.

9.1.5.2.2 SIGMET information passed to aircraft shall cover a portion of the route up to two hours' flying time ahead of the aircraft.

9.1.5.2.3 The special air-report information to be passed to aircraft on ground initiative should cover a portion of the route up to one hour's flying time ahead of the aircraft.

9.1.5.3 Transmission of Information concerning Volcanic Activity

Information concerning pre-eruption volcanic activity, volcanic eruptions and volcanic ash clouds shall be disseminated to aircraft by one or more of the means specified in 9.1.5.1.1

9.1.5.4 Transmission of Information concerning Radioactive Materials and Toxic Chemical Clouds

Information on the release into the atmosphere of radioactive materials or toxic chemicals which could affect airspace within the area of responsibility of the ATS unit shall be transmitted to aircraft by one or more of the means specified in 9.1.5.1.1.

9.1.5.5 Transmission of Special Reports in the SPECI Code Form and Amended Aerodrome Forecasts

9.1.5.5.1 Special reports in the SPECI code form and amended aerodrome forecasts shall be transmitted on request and supplemented by:

- a) directed transmission from the appropriate air traffic services unit of selected special reports and amended aerodrome forecasts for the departure, destination and its alternate

aerodromes, as listed in the flight plan; or

- b) a general call on appropriate frequencies for the unacknowledged transmission to affected aircraft of selected special reports and amended aerodrome forecasts; or
- c) continuous or frequent broadcast to make available current aerodrome reports and forecasts in areas where traffic congestion dictates. VOLMET broadcasts are used for this purpose. Based on regional air navigation agreements, VOLMET broadcasts are done from Mumbai and Kolkata at half hourly intervals which contain Current Weather Reports and Aerodrome Forecasts of certain stations. These stations are notified in AIP India. Language used for these broadcasts is English.

Note: VOLMET broadcasts should use standard radiotelephony phraseologies.

9.1.5.5.2 The amended aerodrome forecasts to aircraft shall be passed within 60 minutes from the aerodrome of destination, unless the information would have been made available through other means.

9.1.5.6 Transmission of Information on Heavy or Medium Unmanned Free Balloons

Appropriate information as specified in Chapter 14 section 14.2 on heavy or medium unmanned free balloons shall be disseminated to aircraft by one or more of the means specified in 9.1.5.1.1

9.1.5.8 **Operational flight information service (OFIS) broadcasts**

9.1.5.8.1 HF / VHF Operational Flight Information Service (OFIS) broadcasts

The HF / VHF operational flight information service (OFIS) broadcasts are not provided

in India as there is no regional air navigation agreement for these requirements.

9.1.5.8.2 Automatic Terminal Information Service (ATIS)

- (i) The automatic terminal information service (ATIS) message is intended to provide a pilot with a range of information to enable him to make a definite decision about his approach and landing or take-off. It reduces the communication load on the ATS VHF air-ground communication channels. Automatic Terminal Information is provided at Ahmedabad, Aurangabad, Bhubneshwar, Kolkata, Calicut, Chennai, Cochin International, Delhi, Guwahati, Hyderabad, Jaipur, Lucknow, Mumbai and Trivandrum. The ATIS Broadcast frequencies and hours of operations are published in Part 3 (AD 2) of AIP India.
- (ii) The ATIS broadcast message should, whenever practicable, not exceed 30 seconds, care being taken that the readability of the ATIS message is not impaired by the speed of the transmission of ATIS.
- (iii) The language used for ATIS broadcast shall be English.
- (iv) The information communicated shall relate to a single aerodrome.
- (v) The information communicated shall be updated immediately **whenever** a significant change occurs.
- (vi) The preparation and dissemination of the ATIS message shall be the responsibility of the ATS unit as per local arrangement.
- (vii) Individual ATIS messages shall be identified by a designator in the form of a letter of the ICAO spelling alphabet. Designators assigned to consecutive ATIS messages shall be in alphabetical order;
- (viii) Aircraft shall acknowledge receipt of the information upon establishing communication with the ATS unit providing approach control service or

the aerodrome control tower, as appropriate.

- (ix) The aerodrome control tower shall, when replying to the message in (viii) above or, in the case of arriving aircraft, appropriate ATS Unit shall provide the aircraft with the current altimeter setting when first cleared to an altitude below the transition level.
 - (x) The meteorological information shall be extracted from the local meteorological routine or special report.
 - (xi) When rapidly changing meteorological conditions make it inadvisable to include a weather report in the ATIS, the ATIS messages shall indicate that the relevant weather information will be given on initial contact with the appropriate ATS unit.
 - (xii) Information contained in a current ATIS, the receipt of which has been acknowledged by the aircraft concerned, need not be included in a directed transmission to the aircraft, with the exception of the altimeter setting, which shall be provided in accordance with (ix).
 - (xiii) If an aircraft acknowledges receipt of an ATIS that is no longer current, the controller, after ensuring the currency of ATIS, shall advise the aircraft to monitor the current ATIS.
- Note: Contents of ATIS should be kept as brief as possible. Information additional to that specified in 9.1.5.8.2, for example information already available in aeronautical information publications (AIPs) and NOTAM, should only be included when justified in exceptional circumstances.*
- (xiii) The ATIS broadcast messages contain information for arriving and departing aircraft consisting of the following elements of information in the order listed:
 - a) Name of aerodrome;
 - b) Designator i.e. the word "INFORMATION" and identification letter from the ICAO alphabet;
 - c) Time of observation;



- d) Type of approach (es) to be expected;
- e) The runway(s) in use;
- f) Transition level;
- g) Other essential operational information;
- h) Surface wind direction and speed, including significant variations;

*i) Visibility and, when applicable, RVR;

*j) Present weather;

*k) Cloud below 5 000 ft or below the highest minimum sector altitude, whichever is greater; cumulonimbus.

*These elements are replaced by the term "CAVOK", whenever applicable

l) Air temperature;

m) Dew point temperature;

n) Altimeter setting(s);

o) Any available information on significant meteorological

phenomena in the approach and climb-out areas including wind shear, and information on recent weather of operational significance contained in MET report;

p) Trend forecast, when available; and

q) The word "INFORMATION" followed by "designator" and the word "OUT".

9.2 Air traffic advisory service

9.2.1 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).

9.2.2 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. 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.

Note.— If the flight plan is submitted for the purpose of obtaining air traffic control service, the aircraft is required to wait for an air traffic control clearance prior to proceeding under the conditions requiring compliance with air traffic control procedures. If the flight plan is submitted for the purpose of obtaining air traffic advisory service, the aircraft is required to wait for acknowledgment of receipt by the unit providing the service.

9.2.3 IFR flights 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 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.

9.2.4 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.
- c) *Pass* to aircraft traffic information comprising the same information as that prescribed for area control service.
- d) The criteria used as a basis for action under b) and c) 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.

9.3 Alerting service

9.3.1 Application

- 9.3.1.1 Alerting service shall be provided:
- a) for all aircraft provided with air traffic control service;
 - b) in so far as practicable, to all other aircraft having filed a flight plan or otherwise known to the air traffic services; and

- c) to any aircraft known or believed to be the subject of unlawful interference.

9.3.1.2 Flight information centres or area control centers shall serve as the central point for collecting all information relevant to a state of emergency of an aircraft operating within the flight information region or control area concerned and for forwarding such information to the appropriate rescue coordination centre.

9.3.1.3 In the event of a state of emergency arising to an aircraft while it is under the control of an aerodrome control tower or approach control unit, such unit shall notify immediately the flight information centre or area control center responsible which shall in turn notify the rescue coordination centre, except that notification of the area control centre, flight information centre, or rescue coordination centre shall not be required when the nature of the emergency is such that the notification would be superfluous.

9.3.1.4 Nevertheless, whenever the urgency of the situation so requires, the aerodrome control tower or approach control unit responsible shall first alert and take other necessary steps to set in motion all appropriate local rescue and emergency organizations which can give the immediate assistance required.

9.3.2 Notification of rescue coordination centers

9.3.2.1 Without prejudice to any other circumstances that may render such notification advisable, air traffic services units shall, except as prescribed in 9.3.5.1, notify rescue coordination centres immediately an aircraft is considered to be in a state of emergency in accordance with the following:

- a) *Uncertainty phase* when:
 - 1) no communication has been received from an aircraft within a

- period of thirty minutes after the time a communication should have been received, or from the time an unsuccessful attempt to establish communication with such aircraft was first made, whichever is the earlier, or when
- 2) an aircraft fails to arrive within thirty minutes of the estimated time of arrival last notified to or estimated by air traffic services units, whichever is the later, except when no doubt exists as to the safety of the aircraft and its occupants.
- b) *Alert phase* when:
- 1) following the uncertainty phase, subsequent attempts to establish communication with the aircraft or inquiries to other relevant sources have failed to reveal any news of the aircraft, or when
 - 2) an aircraft has been cleared to land and fails to land within five minutes of the estimated time of landing and communication has not been re-established with the aircraft, or when
 - 3) information has been received which indicates that the operating efficiency of the aircraft has been impaired, but not to the extent that a forced landing is likely, except when evidence exists that would allay apprehension as to the safety of the aircraft and its occupants, or when
 - 4) an aircraft is known or believed to be the subject of unlawful interference.
- c) *Distress phase* when:
- 1) following the alert phase, further unsuccessful attempts to establish communication with the aircraft and more widespread unsuccessful inquiries point to the probability that the aircraft is in distress, or when

- 2) the fuel on board is considered to be exhausted, or to be insufficient to enable the aircraft to reach safety, or when
- 3) information is received which indicates that the operating efficiency of the aircraft has been impaired to the extent that a forced landing is likely, or when
- 4) information is received or it is reasonably certain that the aircraft is about to make or has made a forced landing, except when there is reasonable certainty that the aircraft and its occupants are not threatened by grave and imminent danger and do not require immediate assistance.

9.3.2.2 The notification shall contain such of the following information as is available in the order listed:

- a) INCERFA, ALERFA or DETRESFA, as appropriate to the phase of the emergency;
- b) agency and person calling;
- c) nature of the emergency;
- d) significant information from the flight plan;
- e) unit which made last contact, time and means used;
- f) last position report and how determined;
- g) colour and distinctive marks of aircraft;
- h) dangerous goods carried as cargo;
- i) any action taken by reporting office; and
- j) other pertinent remarks.

9.3.2.3 Such part of the information specified in 9.3.2.2, which is not available at the time notification is made to a rescue coordination centre, should be sought by an air traffic services unit prior to the declaration of a distress phase, if there is reasonable certainty that this phase will eventuate.



9.3.2.4 Further to the notification in 9.3.2.1, the rescue coordination centre shall, without delay, be furnished with:

- a) any useful additional information, especially on the development of the state of emergency through subsequent phases; or
- b) information that the emergency situation no longer exists.

9.3.3 Use of communication facilities

Air traffic services units shall, as necessary, use all available communication facilities to endeavour to establish and maintain communication with an aircraft in a state of emergency and to request news of the aircraft.

9.3.4 Plotting aircraft in a state of emergency

When a state of emergency is considered to exist, the flight of the aircraft involved shall be plotted on a chart in order to determine the probable future position of the aircraft and its maximum range of action from its last known position. The flights of other aircraft known to be operating in the vicinity of the aircraft involved shall also be plotted in order to determine their probable future positions and maximum endurance.

9.3.5 Information to the operator

9.3.5.1 When an area control or a flight information center decides that an aircraft is in the uncertainty or the alert phase, it shall, when practicable, advise the operator prior to notifying the rescue coordination centre.

Note.— If an aircraft is in the distress phase, the rescue coordination centre has to be notified immediately in accordance with 9.3.2.1.

9.3.5.2 All information notified to the rescue coordination centre by an area control or flight information centre shall, whenever practicable, also be

communicated, without delay, to the operator.

9.3.6 Information to aircraft operating in the vicinity of an aircraft in a state of emergency

9.3.6.1 When it has been established by an air traffic services unit that an aircraft is in a state of emergency, other aircraft known to be in the vicinity of the aircraft involved shall, except as provided in 9.3.6.2, be informed of the nature of the emergency as soon as practicable.

9.3.6.2 When an air traffic services unit knows or believes that an aircraft is being subjected to unlawful interference, no reference shall be made in ATS air-ground communications to the nature of the emergency unless it has first been referred to in communications from the aircraft involved and it is certain that such reference will not aggravate the situation.

9.3.7 Action by Air traffic services units

9.3.7.1 When no report from an aircraft has been received within a reasonable period of time (which may be a specified interval prescribed on the basis of regional air navigation agreements) after a scheduled or expected reporting time, the ATS unit shall, within the stipulated period of thirty minutes, endeavour to obtain such report in order to be in a position to apply the provisions relevant to the "Uncertainty Phase" should circumstances warrant such application.

9.3.7.2 When alerting service is required in respect of a flight operated through more than one FIR or control area, and when the position of the aircraft is in doubt, responsibility for coordinating such service shall rest with the ATS unit of the FIR or control area:

- i) within which the aircraft was flying at the time of last air-ground radio contact;
- ii) that the aircraft was about to enter when last air ground contact was established at or

close to the boundary of two FIRs or control areas;

iii) within which the aircraft's intermediate stop or final destination point is located:

a) if the aircraft was not equipped with suitable two way radio communication equipment; or

b) was not under obligation to transmit position reports.

9.3.7.3 The unit responsible for alerting service, in accordance with 9.2.2.2, shall:

— notify units providing alerting service in other affected FIRs or control areas of the emergency phase or phases, in addition to notifying the rescue coordination centre associated with it;

— **request** those units to assist in the search for any useful information pertaining to the aircraft presumed to be in an emergency, by all appropriate means and especially those indicated in 9.3.3;

— **collect** the information gathered during each phase of the emergency and, after verifying it as necessary, transmit it to the rescue coordination centre;

— **announce** the termination of the state of emergency as circumstances dictate.

9.3.7.4 In obtaining the necessary information as required under 9.3.2.3, attention shall particularly be given to informing the relevant rescue coordination center of the distress frequencies available to survivors, as listed in Item 19 of the flight plan but not normally transmitted.