



**AERONAUTICAL SERVICES
ADVISORY MEMORANDUM
(ASAM)
Focal Point: Gen**

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Title: Guidance Material on AIP Change Request

1. INTRODUCTION

- 1.1. This advisory memorandum establishes the procedures for submitting changes and material for publication in the Irish Aeronautical Information Publication (AIP). All changes/material shall be processed in accordance with this advisory memorandum.
- 1.2. The Guidance Materials contained in this advisory memorandum has been developed to provide organisations that provide services in support of air navigation with an understanding of the requirements for a Quality System, and provide a foundation for distributed aeronautical data and information to satisfy the established requirements for timeliness and accuracy in compliance with the requirements of ICAO Annex 15 and other relevant procedures.
- 1.3. AIS ensures that aeronautical data and aeronautical information necessary for the safety, regularity and efficiency of air navigation are made available in a form suitable for the operational requirements of the ATM/ANS community. In this context, the function stages relate to the functions of AIS as seen in Annex 15 paragraph 2.2.2.
- 1.4. Readers should forward advice of errors, inconsistencies, requests for further information or suggestions for improvement to this guidance material to airspace@iaa.ie.

2. REFERENCES

- 2.1. The operation and maintenance of AIS in Ireland is subject to the following ICAO Standards and Recommended practices, EU Commission Regulations and Irish guidance materials:
 - 2.1.1. ICAO Annex 15 - Aeronautical Information Services.
 - 2.1.2. ICAO Doc 10066 – PANS-AIM.
 - 2.1.3. COMMISSION IMPLEMENTING REGULATION (EU) 2017/373 of 1 March 2017 (as amended) laying down common requirements for providers of air traffic management/air navigation services and other air traffic management network functions and their oversight.
- 2.2. The provision of AIS in Ireland is subject to initial Competent Authority certification and ongoing oversight in accordance with Regulation (EU) 2018/1139.

3. Definitions

- 3.1. Aeronautical Information Circular (AIC): A notice containing information that does not qualify for the origination of a NOTAM or for inclusion in the AIP, but which relates to flight safety, air navigation, technical, administrative or legislative matters.
- 3.2. Aeronautical Information Publication (AIP): A publication issued by or with the authority of a State and containing aeronautical information of a lasting character essential to air navigation.
- 3.3. AIRAC: An acronym (aeronautical information regulation and control) signifying a system aimed at advance notification, based on common effective dates, of circumstances that necessitate significant changes in operating practices.
- 3.4. NIL: When information has not been submitted by the AIRAC date, a NIL notification shall be distributed not later than one cycle before the AIRAC effective date concerned.



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3.5. NOTAM: 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.

4. Acronyms

- 4.1. AIS: Aeronautical Information Services
- 4.2. AO: Aerodrome Operator
- 4.3. EAD: European Aeronautical Information Database.
- 4.4. ICAO: International Civil Aviation Organization.
- 4.5. EU: European Union
- 4.6. CA: Competent Authority
- 4.7. ANSD: Air Navigation Services Division

5. DETAIL

5.1. State Responsibilities

5.1.1.Regulation (EU) 2017/373, ATM/ANS.AR.A.005 states that the competent authority shall exercise certification, oversight and enforcement tasks in respect of the application of the requirements applicable to service providers (including AIS), monitor the safe provision of their services and verify that the applicable requirements are met.

5.1.2.Regulation (EU) 2017/373, ANNEX VI — PART-AIS, AIS.OR.100 states:

(a) An aeronautical information services provider shall ensure that information and data are available for operations in a form suitable for:

- (1) flight operating personnel, including flight crew;*
- (2) flight planning, flight management systems and flight simulators;*
- (3) air traffic services providers which are responsible for flight information services, aerodrome flight information services and the provision of pre-flight information.*

(b) Aeronautical information services providers shall ensure the integrity of data and confirm the level of accuracy of the information distributed for operations, including the source of such information, before such information is distributed.

5.1.3.According to ICAO Annex 15 the State:

- 5.1.3.1. Shall ensure that the provision of aeronautical data and aeronautical information covers its own territory and those areas over the high seas for which it is responsible for the provision of air traffic services (ATS).
- 5.1.3.2. Shall remain responsible for the aeronautical data and aeronautical information provided in accordance with 5.4.1.1. Aeronautical data and aeronautical information provided for and on behalf of a State shall clearly indicate that they are provided under the authority of that State, irrespective of the format in which they are provided.
- 5.1.3.3. Shall ensure that the aeronautical data and aeronautical information provided are of required quality.



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- 5.1.3.4. Shall ensure that formal arrangements are established between originators of aeronautical data and aeronautical information and the AIS in relation to the timely and complete provision of aeronautical data and aeronautical information.

5.2. Quality Management System

5.2.1. Quality management systems shall be implemented and maintained encompassing all functions of an AIS, as outlined in Para 1.3. The execution of such quality management systems shall be made demonstrable for each function stage as outlined in Annex 15, 3.6 and Regulation (EU) 2017/373.

5.2.2. International Standards specify the requirements for a quality management system for aeronautical information services to;

- 5.2.2.1. demonstrate its ability to consistently provide products that meet customer and applicable regulatory requirements; and
- 5.2.2.2. address customer satisfaction through the effective application of the system, including processes for continual improvement and the prevention of non-conformity.

5.2.3. The quality management system shall include the necessary policies, processes and procedures, including those for the use of metadata, to ensure and verify that aeronautical data is traceable throughout the aeronautical information data chain so as to allow any data anomalies or errors detected in use to be identified by root cause, corrected and communicated to affected users.

5.3. Collection of Information

5.3.1. AIS receive aeronautical data and information for publication in the AIP from, but not limited to the following organisations that provide services in support of the air navigation system:

- 5.3.1.1. aerodrome operators;
- 5.3.1.2. telecommunication service organisations;
- 5.3.1.3. air traffic service organisations;
- 5.3.1.4. air navigation service organisations;
- 5.3.1.5. meteorological organisations;
- 5.3.1.6. other AIS organisations;
- 5.3.1.7. customs, immigrations, conservation and health authorities;
- 5.3.1.8. defence organisations;
- 5.3.1.9. other government departments and ministries; and
- 5.3.1.10. Other States.



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5.3.2. Information for inclusion in the AIP is sent direct to the AIS (aipinfo@iaa.ie) by the aeronautical data originator. The data transmission chain is illustrated in Appendix 2, A2.2.

5.4. What is an Aeronautical Data Originator?

5.4.1. An aeronautical data originator is a person who is responsible for aeronautical information and data that is published in the IAIP or on aeronautical charts (See Appendix 1).

5.4.2. In order to ensure the integrity of aeronautical information throughout the data chain, data originators, as the first link in the chain, need to be assigned responsibility for the aeronautical information and data provided to the AIS provider. Data originators need to nominate a responsible person who is responsible for coordinating with the AIS provider to ensure the quality and accuracy of information provided to the AIS provider.

5.4.3. The data originator shall have a formal arrangement in place with AIS

5.4.4. The responsible person is also required to ensure that the information provided to the AIS provider is in the appropriate format specified in the ICAO Annexes and ICAO Standards.

5.4.5. It is important that data originators review the information published in the IAIP and on aeronautical charts on a regular basis to ensure the information is updated when necessary.

5.4.6. The responsible person can be an individual or a nominated office holder.

5.4.7. The responsible person can nominate an email account through which communication with the AIS provider is carried out.

5.4.8. The aeronautical data originator must notify the AIS provider when the responsible person changes.

5.4.9. A change requires proper coordination and mutual concurrence between affected parties.

5.4.10. Review all changes/material for accuracy before the document is forwarded for printing.

5.4.11. Ensure all additions, deletions, or modifications are made to all documents and related paragraphs and/or indexes that may be affected by the change/material.

5.5. AIS Editorial Responsibilities

5.5.1. AIS has the following editorial responsibilities:

5.5.1.1. ensuring that the data and information collected is published in the appropriate format, in accordance with the applicable standards and distributed according to the operational significance of the information;

5.5.1.2. ensuring that the information received is accurately promulgated;

5.5.1.3. ensuring that aerodromes charts published in the AIP have been approved by ANSD;

5.5.1.4. monitoring the data and information to ensure that it is reviewed by the originating organisation on a regular basis; and



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- 5.5.1.5. ensuring the timely provision of aeronautical information (AIRAC and/or EAD timelines) to the aeronautical information services of other states. This should normally be by the provision of the AIP and NOTAM, except where other arrangements are documented (by letter of agreement).
- 5.5.1.6. ensuring the data used as a source for aeronautical information is of sufficient quality, complete, current and provided in a timely manner.
- 5.5.1.7. ensuring aeronautical information is accurate, complete, current, unambiguous, from a legitimate source, and of adequate integrity, as well as in a format suitable for users.
- 5.5.1.8. ensuring the dissemination of such aeronautical information to airspace users is timely, and uses sufficiently reliable and expeditious means of communication protected from intentional and unintentional interference and corruption.

5.5.2. The responsibilities of the AIS for ensuring the accuracy of information relates to ensuring conformance with applicable standards and that information provided is “reasonable” when compared with other available information.

5.5.3. The responsibility for the accuracy, completeness and timeliness of original data and information rests with the originator.

5.6. Processing of Aeronautical Information

5.6.1. The Aeronautical Information Service shall introduce a register for the received aeronautical information. The following shall be indicated in the referred to register:

- 5.6.1.1. the date and time for the receipt of aeronautical information;
- 5.6.1.2. the name of the aeronautical information originator, given name and surname of the contact person;
- 5.6.1.3. the part of the aeronautical information compilation, to which the submitted aeronautical information pertains to; and
- 5.6.1.4. each activity that is carried out with the aeronautical information after the receipt thereof and keep a change record of the processes carried out in preparing aeronautical information.

5.6.2. The AIS shall examine the received aeronautical information; update it if necessary and co-ordinate repeatedly with the aeronautical information originator and the Safety Regulation Division of the IAA.

5.6.3. The Aeronautical Information Service shall format aeronautical information in conformity with the requirements for the distribution of aeronautical information of Annex 15 to the Convention.

5.6.4. The Aeronautical Information Service shall keep aeronautical information submitted in accordance with their document control quality management system.

5.7. Co-ordination and Distribution of Aeronautical Information



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5.7.1.The AIS shall submit the parts of the aeronautical information package for approval to the relevant CA Entities (see Appendix 1).

5.7.2.The CA Entities shall examine their assigned sections and shall approve or reject them within ten working days after the receipt thereof.

5.7.3.When the entire package of information has been complied with and approved by the responsible CA Entities, the ANSD shall inform in writing to AIS regarding the approval of aeronautical information to be distributed.

5.7.4.After the approval of the aeronautical package by the ANSD, AIS shall commence distributing the information in the EAD.

5.7.5.The AIS, using postal services or an electronic information medium, shall send free of charge one copy of the aeronautical information compilation to the aeronautical information services of the state's parties to the Convention.

5.8. AIRAC System

5.8.1.See ASAM No.009 Guidance Material on Aeronautical Information Regulation and Control (AIRAC).

5.9. Control of Non-Conforming Product

5.9.1.Data or information presented to AIS for publication in the AIP Package that does not conform to the specified requirements for a particular AIP product must be marked as Non-Conforming by AIS.

5.9.2.AIS are responsible for advising the originator that the material submitted does not conform.

5.10. Correction of Errors in Published Information

5.10.1. If an error is determined to be hazardous or have the potential to be hazardous, remedial action appropriate to the operational significance of the error will be initiated by AIS. The operational significance of the error should be determined in consultation with the originator.

5.10.2. Appropriate action may include;

5.10.2.1. issue of NOTAM;

5.10.2.1.1. If a NOTAM is issued, the error should be scheduled for correction in the next scheduled amendment. If the next scheduled amendment will not be within 90 days, the information should be published by AIP Supplement at the next available issue;

5.10.2.2. issue of AIP Supplement.

5.10.2.2.1.Errors should only be corrected by AIP Supplement when the page or chart is not scheduled for reissue at the next AIP amendment;

5.10.2.3. issue of an AIP amendment at next available amendment; and

5.10.2.4. Correct at next scheduled issue of page or chart.



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5.10.3. To ensure continuous quality improvement, procedures need to be in place to record and analyse errors and implement both corrective action and preventative action.

5.10.4. For the purposes of recording and analysis, an error is defined as follows:

5.10.4.1. any instance where information is incorrectly or inaccurately published; and

5.10.4.2. Any instance where the accuracy, structure or format of published information does not conform with required standards.

5.10.5. Attention should be given to whether or not an occurrence has actually created or had the potential to create a hazard. In the event that it can not be determined whether an error could or could not have been hazardous, the error should be recorded. For instance, there is probably little to gain from recording and analysing minor typographical errors.



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Appendix 1

AIP Responsibilities

AIP Section	Title	Annex	Authorised Data Originator	Competent Authority Entity
GEN				
GEN 1.1	Designated authorities	9	Department Of Transport	Air Navigation Services Division
GEN 1.2	Entry, transit and departure of aircraft	9		
GEN 1.3	Entry, transit and departure of passengers and crew	9		
GEN 1.4	Entry, transit and departure of cargo	9		
GEN 1.5	Aircraft instruments, equipment and flight documents	6	IAA Safety Regulation Division IAA Air Navigation Services Provider	Air Navigation Services Division
GEN 1.6	Summary of national regulations and international agreements/conventions	All	Department Of Transport	Air Navigation Services Division
GEN 1.7	Differences from ICAO Standards, Recommended Practices and Procedures	All	See Appendix 2	Air Navigation Services Division
GEN 2.1.1	Units of measurement	5	IAA Safety Regulation Division	Air Navigation Services Division
GEN 2.1.2	Temporal reference system	5	IAA Safety Regulation Division	Air Navigation Services Division
GEN 2.1.3	Horizontal reference system	4	IAA Safety Regulation Division	Air Navigation Services Division
GEN 2.1.4	Vertical Reference System	7	IAA Safety Regulation Division	Air Navigation Services Division
GEN 2.1.5	Aircraft nationality and registration marks	15	IAA Safety Regulation Division	Aircraft Registration & Design Control Division
GEN 2.1.6	Public holidays		AIS	Air Navigation Services Division
GEN 2.2	Abbreviations used in aeronautical information products	15	AIS	Air Navigation Services Division
GEN 2.3	Chart symbols	4	IAA Safety Regulation Division	Air Navigation Services Division
GEN 2.4	Location indicators	10	IAA Air Navigation Services Provider	Air Navigation Services Division
GEN 2.5	List of radio navigation aids	10	IAA Air Navigation Services Provider	Air Navigation Services Division
GEN 2.6	Conversion of units of measurement	5	AIS	Air Navigation Services Division



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AIP Section	Title	Annex	Authorised Data Originator	Competent Authority Entity
GEN 2.7	Sunrise/Sunset	6	AIS	Air Navigation Services Division
GEN 3.1	Aeronautical Information Services	15	AIS	Air Navigation Services Division
GEN3.1.1	Responsible service	15	AIS	Air Navigation Services Division
GEN 3.1.2	Area of responsibility	15	AIS	Air Navigation Services Division
GEN 3.1.3	Aeronautical publications	15	AIS	Air Navigation Services Division
GEN 3.1.4	AIRAC System	15	AIS	Air Navigation Services Division
GEN 3.1.5	Pre-flight information service at aerodromes/heliports	15	AIS	Air Navigation Services Division
GEN 3.1.6	Digital data sets	15	AIS	Air Navigation Services Division
GEN 3.2	Aeronautical charts	4	IAA Safety Regulation Division	Air Navigation Services Division
GEN 3.2.1	Responsible service(s)	4	IAA Safety Regulation Division	Air Navigation Services Division
GEN 3.2.2	Maintenance of charts	4	IAA Safety Regulation Division	Air Navigation Services Division
GEN 3.2.3	Purchase arrangements	4	IAA Safety Regulation Division	Air Navigation Services Division
GEN 3.2.4	Aeronautical chart series available	4	IAA Safety Regulation Division	Air Navigation Services Division
GEN 3.2.5	List of aeronautical charts available	4	IAA Safety Regulation Division	Air Navigation Services Division
GEN 3.2.6	Index to the World Aeronautical Chart (WAC) — ICAO 1:1 000 000	4	IAA Safety Regulation Division	Air Navigation Services Division
GEN 3.2.7	Topographical charts	4	IAA Safety Regulation Division	Air Navigation Services Division
GEN 3.2.8	Corrections to charts not contained in the AIP	4	IAA Safety Regulation Division	Air Navigation Services Division
GEN 3.3	Air traffic services	11	IAA Air Navigation Services Provider	Air Navigation Services Division
GEN 3.4	Communication and navigation services	10	IAA Air Navigation Services Provider	Air Navigation Services Division
GEN 3.5	Meteorological services	3	Met Eireann	Air Navigation Services Division
GEN 3.5.1	Responsible service	3	Met Eireann	Air Navigation Services Division
GEN 3.5.2	Area of responsibility	3	Met Eireann	Air Navigation Services Division
GEN 3.5.3	Meteorological observations and reports	3	Met Eireann	Air Navigation Services Division
GEN 3.5.4	Types of services	3	Met Eireann	Air Navigation Services Division
GEN 3.5.5	Notification required from operators	3	Met Eireann	Air Navigation Services Division



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AIP Section	Title	Annex	Authorised Data Originator	Competent Authority Entity
GEN 3.5.6	Aircraft reports	3	Met Eireann	Air Navigation Services Division
GEN 3.5.7	VOLMET service	3/10	IAA Air Navigation Services Provider	Air Navigation Services Division
GEN 3.5.8	SIGMET and AIRMET service	3	Met Eireann	Air Navigation Services Division
GEN 3.5.9	Other automated meteorological services	3	Met Eireann	Air Navigation Services Division
GEN 3.6	Search and rescue	12	Department of Transport Irish Coast Guard	Air Navigation Services Division Flight Standards Sub-Directorates
GEN 4.1	Aerodrome/heliport charges	9	Individual Aerodrome Operators	Aerodromes Division Commission for Aviation Regulation
GEN 4.2	Air navigation services charges		Individual Air Navigation Service Providers	Air Navigation Services Division Commission for Aviation Regulation

AIP Section	Title	Annex	Authorised Data Originator	Competent Authority Entity
ENR				
ENR 1.1	General rules	2	IAA Safety Regulation Division	Flight Standards Sub-Directorates
ENR 1.2	Visual flight rules	2	IAA Safety Regulation Division	Flight Standards Sub-Directorates
ENR 1.3	Instrument flight rules	2	IAA Safety Regulation Division	Flight Standards Sub-Directorates
ENR 1.4	ATS airspace classification and description	11	IAA Safety Regulation Division	Air Navigation Services Division
ENR 1.5	Holding, approach and departure procedures	11	IAA Safety Regulation Division	Air Navigation Services Division
ENR 1.6	ATS surveillance services and procedures	11	IAA Air Navigation Services Provider	Air Navigation Services Division
ENR 1.7	Altimeter setting procedures	11	IAA Safety Regulation Division	Flight Standards Sub-Directorates
ENR 1.8	Regional supplementary procedures	11	IAA Safety Regulation Division	Air Navigation Services Division
ENR 1.9	Air traffic flow management	11	IAA Air Navigation Services Provider	Air Navigation Services Division
ENR 1.10	Flight planning	11	IAA Air Navigation Services Provider	Air Navigation Services Division
ENR 1.11	Addressing of flight plan messages	10	IAA Air Navigation Services Provider	Air Navigation Services Division
ENR 1.12	Interception of civil aircraft	17	IAA Safety Regulation Division	Flight Standards Sub-Directorates



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ENR 1.13	Unlawful interference	17	IAA Safety Regulation Division	Flight Standards Sub-Directorates
ENR 1.14	Air Traffic Incidents		IAA Safety Regulation Division	Flight Standards Sub-Directorates
ENR 2.	ATS Airspace	11	IAA Safety Regulation Division	Air Navigation Services Division
ENR 2.1	FIR, UIR, TMA and CTA	11	IAA Air Navigation Services Provider	Air Navigation Services Division



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ENR 2.2	Other regulated airspace	11	IAA Air Navigation Services Provider	Air Navigation Services Division Unmanned Aircraft Systems Division
ENP, 3.1	Lower ATS routes	11	IAA Air Navigation Services Provider	Air Navigation Services Division
ENR 3.2	Upper AT'S routes	11	IAA Air Navigation Services Provider	Air Navigation Services Division
ENR 3.3	Area navigation routes	11	IAA Air Navigation Services Provider	Air Navigation Services Division
ENR 3.4	Helicopter routes	11	IAA Air Navigation Services Provider	Air Navigation Services Division
ENR 3.5	Other routes	11	IAA Air Navigation Services Provider	Air Navigation Services Division
ENR 3.6	En-route holding	11	IAA Air Navigation Services Provider	Air Navigation Services Division
ENR 4.1	Radio navigation aids - En-route	10	IAA Air Navigation Services Provider	Air Navigation Services Division
ENR 4.2	Special navigation systems	10	IAA Air Navigation Services Provider	Air Navigation Services Division
ENR 4.3	Global navigation satellite system (GNSS)	10	IAA Air Navigation Services Provider	Air Navigation Services Division
ENR 4.4	Name-code designators for significant points	11	IAA Air Navigation Services Provider	Air Navigation Services Division
ENR 4.5	Aeronautical ground lights - en-route	6	IAA Safety Regulation Division	Aerodromes Division
ENR 5.	Navigation Warnings	2	IAA Safety Regulation Division	Air Navigation Services Division
ENR 5.1	Prohibited, restricted and danger areas	2	IAA Safety Regulation Division	Air Navigation Services Division
ENR 5.2	Military exercise and training areas and air defence identification zone (ADIZ)	2	IAA Safety Regulation Division	Air Navigation Services Division
ENR 5.3	Other activities of a dangerous nature and other potential hazards	2	IAA Safety Regulation Division	Air Navigation Services Division Unmanned Aircraft Systems Division
ENR 5.4	Air navigation obstacles	2	IAA Safety Regulation Division	Air Navigation Services Division
ENR 5.5	Aerial sporting and recreational activities	2	IAA Safety Regulation Division	Flight Standards Sub-Directorates
ENR 5.6	Bird migration and areas with sensitive fauna	2	IAA Safety Regulation Division	Aerodromes Division
ENR 6	En Route Charts	4	IAA Air Navigation Services Provider	Air Navigation Services Division



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AD				
AD 1.1	Aerodrome/heliport availability and conditions of use	14	Individual Aerodrome Operators	Aerodromes Division
AD 1.2	Rescue and firefighting services and snow plan	14	Individual Aerodrome Operators	Aerodromes Division
AD 1.3	Index to aerodromes and heliports	14	AIS	Aerodromes Division
AD 1.4	Grouping of aerodromes/heliports	14	Individual Aerodrome Operators	Aerodromes Division
AD 1.5	Status of Certification of Aerodromes	14	Aerodrome Division	Aerodromes Division
AD 2.1	Aerodrome location indicator and name	14	Individual Aerodrome Operators	Aerodromes Division
AD 2.2	Aerodrome geographical and administrative data	14	Individual Aerodrome Operators	Aerodromes Division Air Navigation Services Division
AD 2.3	Operational hours	14	Individual Aerodrome Operators	Aerodromes Division
AD 2.4	Handling services and facilities	14	Individual Aerodrome Operators	Aerodromes Division
AD 2.5	Passenger facilities	14	Individual Aerodrome Operators	Aerodromes Division
AD 2.6	Rescue and fire fighting services	14	Individual Aerodrome Operators	Aerodromes Division
AD 2.7	Seasonal availability – clearing	14	Individual Aerodrome Operators	Aerodromes Division
AD 2.8	Aprons, taxiways and check locations/positions data	14	Individual Aerodrome Operators	Aerodromes Division
AD 2.9	Surface movement guidance and control system and markings	14	Individual Aerodrome Operators	Aerodromes Division
AD 2.10	Aerodrome obstacles	14	Individual Aerodrome Operators	Air Navigation Services Division
AD 2.11	Meteorological information provided	3	Individual Aerodrome Operators	Air Navigation Services Division
AD 2.12	Runway physical characteristics	14	Individual Aerodrome Operators	Aerodromes Division
AD 2.13	Declared distances	14	Individual Aerodrome Operators	Aerodromes Division
AD 2.14	Approach and runway lighting	14	Individual Aerodrome Operators	Aerodromes Division
AD 2.15	Other lighting and secondary power supply	14	Individual Aerodrome Operators	Aerodromes Division
AD 2.16	Helicopter landing area	14	Individual Aerodrome Operators	Aerodromes Division



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AD				
AD 2.17	ATS airspace	11	IAA Safety Regulation Division	Air Navigation Services Division
AD 2.18	ATS communication facilities	10	Individual Air Navigation Services Providers	Air Navigation Services Division
AD 2.19	Radio navigation and landing aids	10	Individual Air Navigation Services Providers	Air Navigation Services Division
AD 2.20	Local aerodrome regulations	11	Individual Aerodrome Operators	Aerodromes Division
AD 2.21	Noise abatement procedures	11	Individual Aerodrome Operators	Air Navigation Services Division
AD 2.22	Flight procedures	11	Individual Air Navigation Services Providers	Air Navigation Services Division
AD 2.23	Additional information	14	Individual Aerodrome Operators	Aerodromes Division
AD 2.24	Charts related to an aerodrome	4	Individual Aerodrome Operators	Air Navigation Services Division

For State Airports

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AD				
AD 2.17	Air traffic services airspace	11	IAA Air Navigation Services Provider	Air Navigation Services Division
AD 2.18	Air traffic services communication facilities	10	IAA Air Navigation Services Provider	Air Navigation Services Division
AD 2.19	Radio navigation and landing aids	10	IAA Air Navigation Services Provider	Air Navigation Services Division
AD 2.20	Local aerodrome regulations	11	IAA Air Navigation Services Provider	Aerodromes Division
AD 2.21	Noise abatement procedures	11	IAA Air Navigation Services Provider	Air Navigation Services Division
AD 2.22	Flight procedures	11	IAA Air Navigation Services Provider	Air Navigation Services Division
AD 2.23	Additional information	14	Individual Aerodrome Operators	Aerodromes Division
AD 2.24	Charts related to an aerodrome	4	Individual Aerodrome Operators IAA Air Navigation Services Provider	Air Navigation Services Division



**AERONAUTICAL SERVICES
ADVISORY MEMORANDUM
(ASAM)
Focal Point: Gen**

ASAM.
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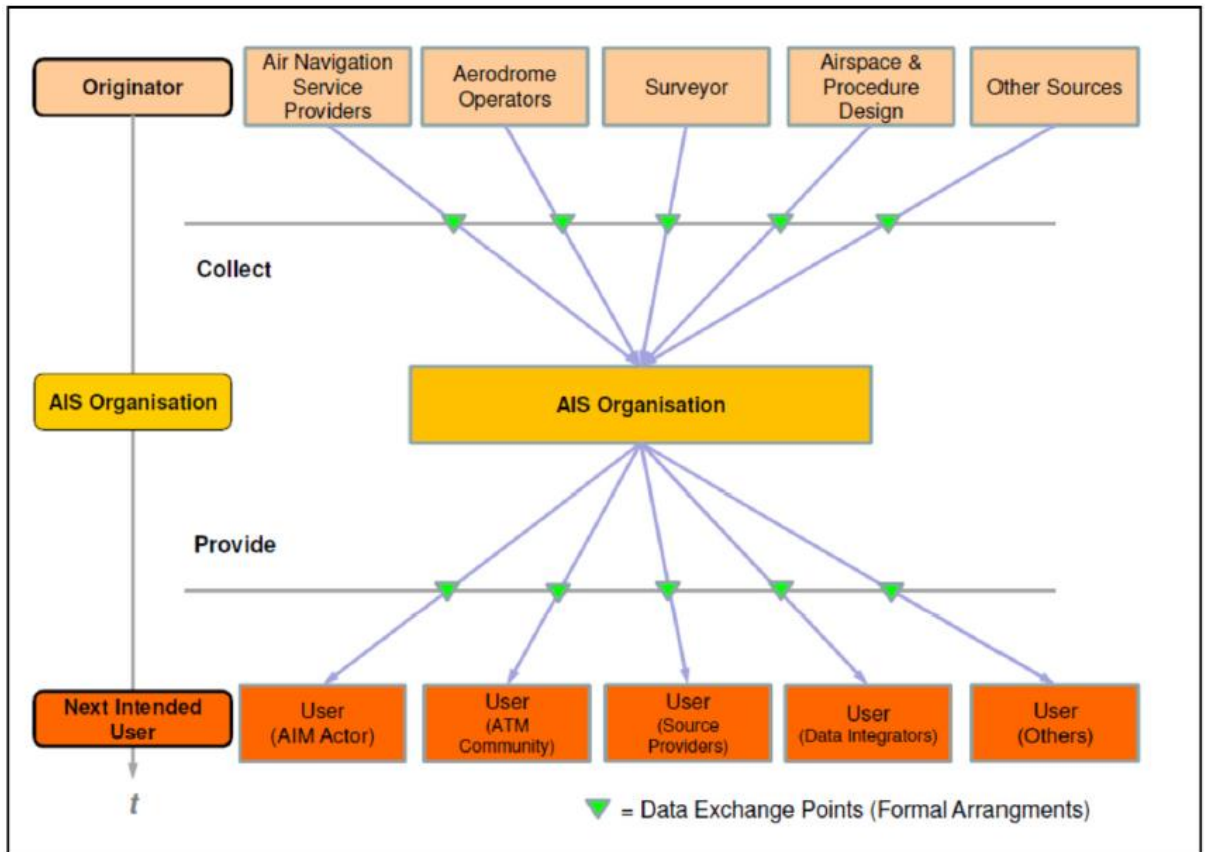
Appendix 2

Reference	Competent Authority Focal Point
Annex 1	Licensing Division
Annex 2	Flight Standards Sub-Directorates
Annex 3	Air Navigation Services Division
Annex 4	Air Navigation Services Division
Annex 5	A/DIR RPPL
Annex 6	Flight Standards Sub-Directorates
Annex 7	Flight Standards Sub-Directorates
Annex 8	Flight Standards Sub-Directorates
Annex 9	Assistant Secretary Aviation, DoT
Annex 10	Air Navigation Services Division
Annex 11	Air Navigation Services Division
Annex 12	Flight Standards Sub-Directorates
Annex 13	Air Accident Investigation Unit - Department of Transport
Annex 14	Aerodromes Division
Annex 15	Air Navigation Services Division
Annex 16	Flight Standards Sub-Directorates
Annex 17	Aviation Security Division
Annex 18	Flight Standards Sub-Directorates
Annex 19	Regulatory Performance Directorate
Doc 8168	Air Navigation Services Division
Doc 4444	Air Navigation Services Division

A2.1: GEN 1.7 Differences from ICAO Standards, Recommended Practices and Procedures

Note: The IAA is currently undergoing an organisational change, so the positions listed in Appendix 1 and Appendix 2 are subject to change. An updated version of ASAM No. 006 will be issued once these new changes are implemented.

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A2.2: Relationship of data originators and AIS