



British Gliding Association

How to Use the New AIS Web Site to Obtain Current NOTAM Listings.

CONTENTS

1. Registration
2. Obtaining a selective listing of NOTAMs for the area around a gliding site.
3. Re-Using a Previously Defined PIB
4. Obtaining a NOTAM listing for a route, e.g. a long cross country flight.
5. Adding Other Information to your PIB Reports
6. Contingency Briefings

1. Registration

You must register before using the AIS web site.

The site is at <http://www.nats-uk.ead-it.com>

If you had previously registered to use the previous AIS web site (ais.org.uk) then you do not need to re-register. Your existing registration details will have been carried over to the new site, unless you registered after 16 February 2008, in which case you will need to re-register.

2. Obtaining a Selective Listing of NOTAMs for the Area Around a Gliding Site.

The new AIS web site significantly simplifies this, compare to the previous site.

To obtain a selective listing of NOTAMs for the region appropriate to your gliding operation, carry out the following steps: (technically, you are producing a PIB – Preflight Information Bulletin - which is a plain language representation of a NOTAM, but we will use the terms interchangeably in this document)

1. Login to the system from the AIS home page at www.nats-uk.ead-it.com/ using the name and password that you specified when you registered.
2. On the next page, select the 'Point Brief' option.
3. When the Point Brief definition screen is displayed, note that the top left-hand box is pre-filled in with a nine digit number. This is a new unique reference number generated by the system. If you want to use the briefing that you are about to define again, you can change this field to your own easy-to-remember code. It can be anything, including e.g. your 3 digit club turn point code and then 1, 2, 3, etc. for different sized areas that you might want, e.g. SUT1, HUS2, etc..

Briefings will be stored. See later in this document for details about how to re-use them.

4. Complete the rest of the form.

To produce a PIB for an area, for example, of 50nm around your airfield, you need to:

a) Specify your airfield location in the 'Origin' field. The location can be specified as either:

- an ICAO airfield identifier. If your airfield has an ICAO code, simply enter it. If you don't know the identifier, there is a search facility: click on the small magnifying glass button at the bottom right of the screen, enter the name of your airfield in the 'Aerodrome Name' field on the next screen and click on the 'Search' button. Take a note of this, press the 'Back' button and enter the code in the 'Origin' field

OR

- the airfield lat/long. If you don't know the lat/long (or can't be bothered typing it in), there is a useful listing of coordinates covering most UK gliding sites. This is accessible via the help pages (Help/ Point Brief Help). If cutting and pasting coordinates note, however, that the space separating the latitude from the longitude must be removed.

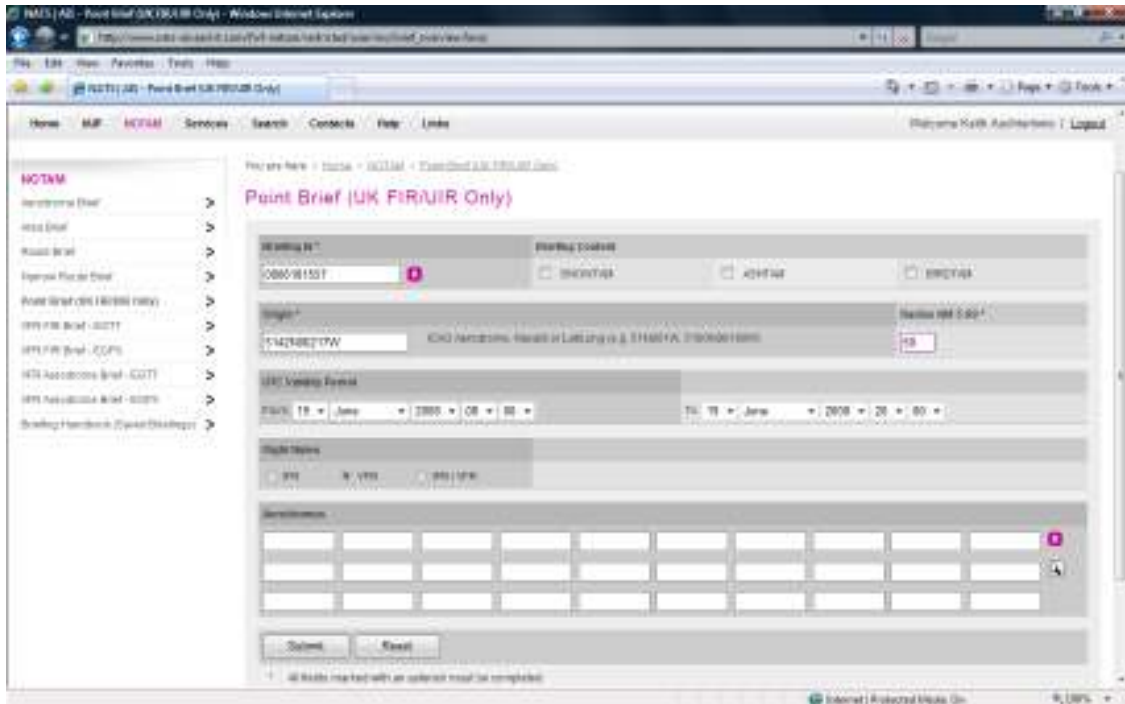
The system only accepts lat and long degrees and minutes, not seconds or decimals of a degree. The format is (for example) 5226N00102W [Husbands Bosworth], not the full detail shown in the BGA TP list (52 26.442N 001 02.818W for Hus Bos).

Unfortunately, this version of the AIS web site no longer supports the use of the X codes which were previously available to define gliding sites.

- In the 'Radius' box enter the radius in nautical miles around your gliding site that the PIB will cover.
- In the next line enter the start and end date and time for the report to cover. If these fields are not entered, the system will default to 12 hours from the present time. Note that time are UTC (Greenwich Mean Time) - not BST.
- Select the 'VFR' option on the next line.
- Press submit.

These point briefs cover a vertical profile from ground level to FL999. There is no option to change the flight levels covered.

An example completed request is on the next page.



A PIB (list of NOTAMs) for your selected area will be produced from the latest available information and displayed on the screen. This can amount to a fair number of pages including headings etc.

The PIB can then be printed in the normal way or you can copy the resulting text from the AIS website to a word processing program. You may obtain better results using a simple text processing program (e.g. Microsoft Notepad) and then, if required, cutting and pasting from there into your word processing program. You can then filter out things not relevant to the real area of interest or to gliding. This requires a modest effort; however, a recent demonstration showed that the whole exercise from log in to saving the edited PIB document took only 6 minutes for a typical large gliding club's area.

3. Re-using a Previously Defined PIB.

There is no need to enter the selection parameters if you subsequently want to produce an updated version of the PIB that you have just defined. Your selection parameters will have been saved as part of your user profile. Next time you log on, select 'Briefing Handbook (Saved Briefings)' from the main NOTAM menu. This will display your last few selections and you can choose one and re-run it by clicking on the "Use" (NOT the "update") function. You can then insert a new date and time (note that the system will default to the current date and time). You will also need to insert your chosen, easy-to-remember name for this briefing again – the system generates a new unique number by default.

Remember the AIS Freephone for last minute briefing is still available on 0500 354802. This gives details of Restricted areas for train crashes or police investigations, etc..

4. Obtaining a NOTAM Listing for a Route, e.g. for a Long Cross Country Flight.

There are two approaches to doing this.

4.1 Using the Narrow Route Brief Option

Select Narrow Route Brief from the NOTAM menu and complete the fields in the resulting form as follows:

Departure Aerodrome. This needs to be specified using an ICAO code. If your airfield does not have an ICAO code, the simplest way is to select an aerodrome close to your start point that does. If you need to look up the ICAO code, click on the magnifying glass button next to the input field; enter the name (or part name) of the aerodrome into the 'aerodrome name' box in the search screen and then select the airfield you want by clicking on the appropriate ICAO code; this will return you to the Narrow Route Brief definition screen, with the ICAO code of the departure aerodrome completed.

(A less simple option, if there is no nearby ICAO aerodrome but there is one approximately en route, is to use that as the departure aerodrome. Then bring your actual start aerodrome into the brief by defining it as your first intermediate waypoint – see below.)

Destination Aerodrome. Complete as for the departure aerodrome above. If you are planning a closed task, the destination aerodrome should be the same as the departure aerodrome.

UTC Validity Period. Enter the start and end date/time for your planned task. Note that all times are UTC (equivalent to GMT).

Flight Rules. Select VFR.

Flight Level. The report will be produced, covering the vertical band between surface and the Flight Level that you specify here. It is advisable to use the highest flight level you could conceivably climb to en route.

Narrow Route Width. The report will cover a corridor x Nautical Miles wide, centred on the route you specify, where x is the number you enter into this box. For an out-and-return, or folded multi-point route, select a suitable width which includes an allowance for going off track by 20 or 30 miles, or more if you want to allow for wider digressions.

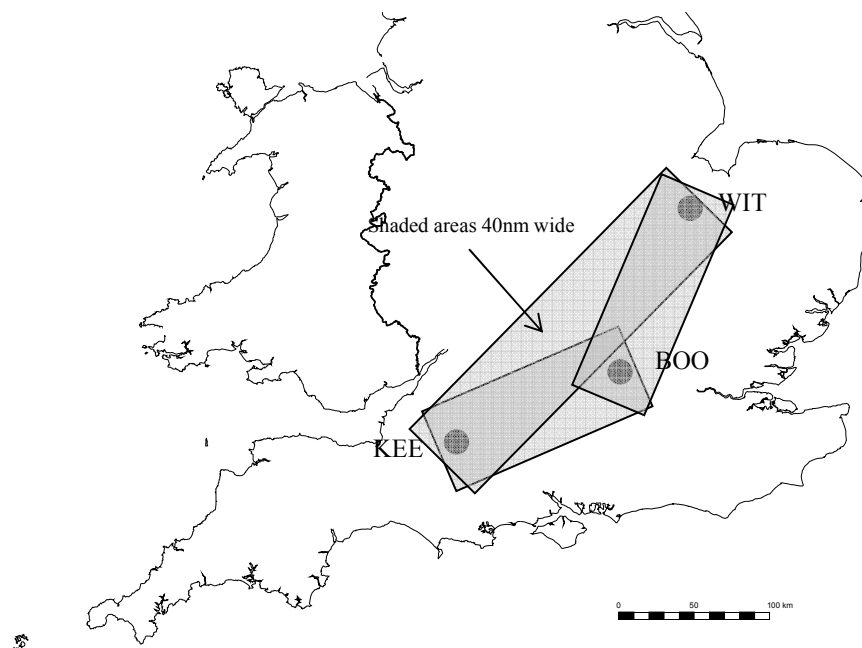
Route. This must be specified using the following format or a combination thereof:

- DCT = A direct flight from departure to destination
- DCT LAM DCT = A flight routing via the Lambourne VOR
- DCT 51N030W DCT = A flight routing via a Lat/Long
- DCT MIMBY DCT = A flight routing via a five letter waypoint
- DCT BIG130030 DCT = A flight routing via a bearing 130deg/30nm from the Biggin VOR

Note that neither ICAO airport codes nor the non-ICAO X-codes previously available can be used. You can always enter Lat/Long coordinates to exactly specify a task; alternatively, waypoints or VORs approximating to your planned task can be used.

For example, to specify a task, starting and finishing at Booker taking in Keevil and then Wittering (BOO-KEE-WOO-BOO) you could set the Departure and Destination Aerodrome fields to EGTB (ICAO code for Booker) and set the Route field to: DCT 5118N00206W DCT WIT DCT. Set the route width to an appropriate figure, for example 40.

This will generate a PIB covering an area as shown below:



You can do this several days before the intended flight and study the NOTAMs at your leisure. You may want to produce several alternative briefings, one for each task that you are considering to allow for final a final task selection on the day of your flight.

On the morning of the flight, it takes only a minute or so to retrieve the last saved version of the briefing appropriate to your chosen flight up in your Briefing Handbook and click on “Update” (not the “use”) function. This quickly gives you any CHANGES in the previously studied PIB – there usually won’t be any but somebody may have added a new NOTAM at the last minute so you should always check. Note that your saved briefings must have the “NOTAM effective times” set to the day of the flight.

Note that the PIB has a 7 digit “Report reference no:” e.g. **2090580** on its second line. It is useful to keep this on your printout in case there is any subsequent airspace query

regarding your flight. AIS can look at an archived version of your submission and find out why something essential was missing.

Hint: If your club has a 'library' of common cross-country tasks, you could consider keeping the route definitions (the 'DCT' definitions, above) for these in a text file (MSWord, Notepad, etc). Just before morning briefing, you can copy the day's chosen task into the Route field and, in this way, prepare a PIB for the day's task in a matter of minutes.

4.2 Using the Point Brief

If you are not sure about the task to be set (or if there are a number of tasks being set, all going in roughly the same directions), it may be simpler to pick a point roughly in the centre of the proposed task area and produce a Point Brief, as described in section 2. You will, of course, need to ensure that the radius for the point brief is large enough to cover the entire task area.

This method works well for relatively small triangles, but the narrow route brief approach may be more appropriate for long, thin triangles, out and returns etc.

If you need help selecting and generating coordinates for a point in the middle of your task area, tools such as Google Earth can be used.

5. Adding Other Information to your PIB Reports

It saves time and aids your members' comprehension if you provide ready explanations of, for example, items that regularly appear in your PIB reports, for example, Danger Area codes, aerodrome identifiers in your local area, etc. These can be added when you edit the report produced by the AIS web site.

An example used by one gliding club is:

- **Notes: UTC, not local time.**
D139: Just west of Clacton
D146: off Southend. [circle, radius 1000m Surface to 3000' alt - Yantlet danger area - an army demolition firing area]
D206 Cardington
D208: N of Thetford.
D215: Rutland Water.
D323 North Sea.
EGSL =Andrewsfield. EGST= Elmsett. EGBG =Leicester.
EGNM=LEEDS BRADFORD. EGMC= SOUTHEND EGSM (BECCLES)
EGBJ Staverton EGSB: Norwich EGUW: Wattisham. EGBK Sywell.
XGRL Gransden Lodge EGSR: Earls Colne.
The Permanently Sited Lasers at Cambridge University are only active on weekdays during hours of darkness.
- AIS Information Line 0500 354802 The info line briefs you on mandatory restrictions like RA(T)s and temporary airspace upgrades. A full NOTAM brief extends to include matters that are informational rather than mandatory. A quick phone call before your flight will ensure that you don't fly through an emergency RA(T) that may have been initiated after you left home. These are commonly set up for major incidents like train crashes or police investigations.
- Fax on demand if the AIS website is unavailable: Dial the appropriate number from the fax that you want to receive it on, for a VFR Brief for licensed aerodromes:
In the London FIR dial: 020 8557 0051
In the Scottish FIR dial: 020 8557 0052

VFR briefs are updated every 15 minutes, but are unselective and need more editing for gliding use. (Check your own fax user guide regarding Fax on demand.)
- UK AIS TELEPHONE: +44 (0) 20 8750 3773/3774.
- RAF D&D Swanwick 01489 612406.
- Login reminder: xxxxx (for UK + Foreign) Password: xxxxxx .

6. Contingency Briefings

Should the AIS web site be unavailable for any reason, pre-prepared PIBs can be downloaded as follows:

LONDON FIR IFR/VFR BRIEFING - <http://pibs.nats.co.uk/operational/pibs/pib3.shtml>

SCOTTISH FIR IFR/VFR BRIEFING - <http://pibs.nats.co.uk/operational/pibs/pib4.shtml>

These pre-prepared briefings will not be as up to date as the ones above which are prepared on-demand. The pre-prepared briefings should therefore only be used as a contingency measure.

Alternatively, you can obtain briefings by fax as follows:

London FIR VFR Area Briefing: 020 8557 0064

Scottish FIR VFR Area Briefing: 020 8557 0065

London FIR Aerodrome Briefing: 020 8557 0051

Scottish FIR Aerodrome Briefing: 020 8557 0052

However, note that these numbers are intended ONLY for those who do not have Internet access. Each number can only handle one call at a time. Internet access is in any case cheaper as it does not involve long distance call charges and it is usually much faster. Use the polling facility on your fax machine or dial on an attached telephone, pressing the Start button once you have been answered.