

PART 175.D – Aeronautical Data Originators – Data Product Specification: Certified / Registered Aerodromes

ATS-DPS-0001

Version 3

30 September 2017

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Change summary

Version	Date	Change description
3	30 September 2017	Change bars not applied due to extent of changes

This document was created using Generic Document Template C-TEMP0047 Version 8.

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1 Purpose

The purpose of this document is to ensure that the AIS provider (Airservices) and the Aeronautical Data Originator – AIP Responsible Person meet the regulatory requirements of CASR Part 175. To register as the Aeronautical Data Originator – AIP Responsible Person the [Aeronautical Data Originator \(ADO\) Form](#) must be completed and returned to ado@airservicesaustralia.com.

2 Scope

The scope of this document is to prescribe the information required to register as an Aeronautical Data Originator – AIP Responsible Person. It also explains the data exchange protocols for the submission, modification and withdrawal of aeronautical data or information which may be published in the Integrated Aeronautical Information Package (IAIP), or Aeronautical Datasets.

This document will enable the Aeronautical Data Originator – AIP Responsible Person to provide aeronautical data to the AIS provider (Airservices) in a controlled manner.

3 CASR Part 175: Aeronautical Data Originator – AIP Responsible Person

CASR Part 175.D.1 requires the Aeronautical Data Originator to appoint a single senior manager within the originators organisation as the Aeronautical Data Originator – AIP Responsible Person. The Aeronautical Data Originator has specific responsibilities under CASR Part 175, and an example of some items are provided below (for detailed instructions - refer CASR Part 175):

1. Appointment of an Aeronautical Data Originator – AIP Responsible Person with the knowledge and competence to carry out the responsibilities of the position.
2. The Aeronautical Data Originator – AIP Responsible Person must ensure that a NOTAM authorised person has been appointed within the originators organisation.
3. Changes must be able to be readily identified for NOTAM requests that amend existing published aeronautical data.
4. Provide in writing to the AIS provider (Airservices) any changes to the person occupying the position of Aeronautical Data Originator – AIP Responsible Person / NOTAM authorised person.

[Airservices is obligated to report any breaches of CASR Part 175 to CASA.](#)

Further information on CASR Part 175 requirements can be found:

<http://www.airservicesaustralia.com/services/aeronautical-information-and-management-services/part-175/>

3.1 Third Party Contractor – AIP Responsible Person

A contractor may be nominated as the AIP Responsible Person to provide information on behalf of the Aeronautical Data Originators organisation providing they possess the knowledge and competence, and there is a documented commercial arrangement between the contractor and Aeronautical Data Originator. The Aeronautical Data Originator must confirm that they have engaged a contractor by completing Appendix [B.2](#) and Appendix [B.1](#). The Aeronautical Data Originator, the single senior manager

within the originators organisation, remains accountable under CASR Part 175 for the actions of, and information provided by the contractor.

4 Obstacles

Airservices, under CASR Part 175.E, records and publishes objects and structures that affect aviation safety, and/or meets the criteria for obstacles specified in CASR Part 139, CASR Part 173, ICAO Annex 4, Annex 14, Annex 15 or Doc 8168.

The AIP Responsible person is required to comply with *Part 175.E – Aeronautical Data Originators – Data Product Specification: Vertical Obstructions*. This DPS can be found <http://www.airservicesaustralia.com/services/aeronautical-information-and-management-services/part-175/>.

5 Data Specification Requirements

5.1 Notification Dates

Request for change of data can be submitted to Airservices at any time throughout the year. In order to be published in the next available amendment, the data must be submitted by specific cut-off dates as detailed in the document amendment calendar: <http://www.airservicesaustralia.com/publications/document-amendment-calendar/>

Note:

1. Airservices aeronautical database is updated in line with the AIRAC date; incorporating the new or amended data into our publications every three to six months.
2. The AIRAC effective date is the internationally agreed date at which time-critical aeronautical documentation, the IAIP, becomes effective. Consequently, CASR Part 175 has regulatory obligations for the AIS Provider and for the Data originator in respect of the AIRAC timing and change management processes.
3. Aeronautical data should be supplied to Airservices for publication in the IAIP and on Aeronautical Charts in alignment with the AIRAC list of effective dates.

5.2 Data Format and Accuracy

Data entry format for aeronautical information used in AIP Products is defined in the [Aerodrome Data Format Prototype](#). Incomplete information may be returned to the proponent for clarification purposes. An Aeronautical Data Originator – AIP Responsible Person is responsible for ensuring that all their information is accurate, meets all regulatory requirements and is readable by pilots. The Aeronautical Data Originator – AIP Responsible Person must also ensure that all information provided to Airservices is up-to-date and complete.

5.3 Electronic Format

The authenticated electronic means by which aeronautical information and data is supplied to Airservices is by email or through the E-Correction card. The common method to ensure that Airservices can readily identify any changes from existing

published data or information is to use “**mark-up**” format to indicate where changes are required, or to provide complete new text.

5.4 Data Alterations and Error Tracking

Requests for alterations to aeronautical data are to be communicated to Airservices by either an email request, or by using the E-correction card. Please ensure that changes are submitted in the format as specified in [Aerodrome Data Format Prototype](#).

Email: docs.amend@airservicesaustralia.com

E-correction card: <http://www.airservicesaustralia.com/aip/ccard/>

Airservices should also be notified when an error has occurred in the data or information. Please send errors detected to docs.amend@airservicesaustralia.com

Airservices should be advised of any new, amended, or deleted information.

5.5 Data Acceptance and Review

Aeronautical data can only be accepted from the registered Aeronautical Data Originator – AIP Responsible Person. The Aeronautical Data Originator – AIP Responsible Person has an enduring responsibility for the accuracy levels of the data or information, and must ensure that the data is **reviewed at least annually**. Airservices must be immediately informed of any changes to the data.

5.6 NOTAM

The Aeronautical Data Originator – AIP Responsible Person must nominate a person(s) who has the knowledge and competence to carry out the responsibilities of an Aeronautical Data Originator – NOTAM authorised person.

Please see CASR Part 175.D for further information.

5.6.1 NOTAM Requests

NOSNIS (preferred): <https://www.airservicesaustralia.com/naips/Account/Logon>

Email: nof@airservicesaustralia.com

Telephone / Fax (*Urgent only*): 02 6268 5063 / 02 6268 5044

NOTAM requests are to be issued via NOSNIS, this is the preferred method as users have more visibility into the current status of their activity/aerodrome or airspace.

The email option for submission is still available but is to be used if NOSNIS is not available. All written NOTAM requests must be submitted on the latest version of the NOTAM request form, available on the Airservices website:

- Go to > Airservices website, select > Flight briefing, select > NOTAM originator > NOTAM request Form - or follow the link:

<http://www.airservicesaustralia.com/wp-content/uploads/NOTAM-Request-Form.pdf>

For more information on issuing NOTAM see [PART 175.D – Aeronautical Data Originators – Data Product Specification: NOTAM Originators](#)

5.6.2 Permanent NOTAM

- A permanent NOTAM will be issued when the content is to be incorporated into the AIP and **can only be issued by the Aeronautical Data Originator - AIP Responsible Person.**
- The NOTAM will remain in existence until it is incorporated into the appropriate documentation, then it will be cancelled by the NOTAM Office. No further notification from the originator is required.

6 The Data Product Specification and Aeronautical Data Originator Form

The DPS is included as [Appendix A](#). The DPS contains [Attribute Definitions](#) and the [Aerodrome Data Format Prototype](#). The ADO form is included as [Appendix B](#).

7 Definitions

Within this document, the following definitions apply:

Term	Definition
ALA	Aircraft Landing Area
AD	Aerodrome
ADO	Aeronautical Data Originator
AIC	Aeronautical Information Circular
AIRAC	Aeronautical Information Regulation and Control
AIS	Aeronautical Information Service
AIP	Aeronautical Information Package
CASR	Civil Aviation Safety Regulation
CASA	Civil Aviation Safety Authority
DAH	Designated Airspace Handbook
DAP	Departure and Approach Procedures
DPS	Data Product Specification
ERSA	En Route Supplement Australia
HLS	Helicopter Landing Site
IAIP	Integrated Aeronautical Information Package
ICAO	International Civil Aviation Organisation
IFR	Instrument Flight Rules
NIS	NAIPS Internet Service
NOF	NOTAM Office
NOSNIS	NOTAM Originator Service for NIS

Term	Definition
NOTAM	Notice to Airmen
VFR	Visual Flight Rules

Appendix A Certified/Registered Aerodrome DPS

A.1 Aeronautical Data and Aeronautical Information

The [Integrated Aeronautical Information Package](#) (IAIP) comprises the AIP book, AIP supplements and AICs, NOTAM, ERSA, DAH, DAP, IFR & VFR Charts.

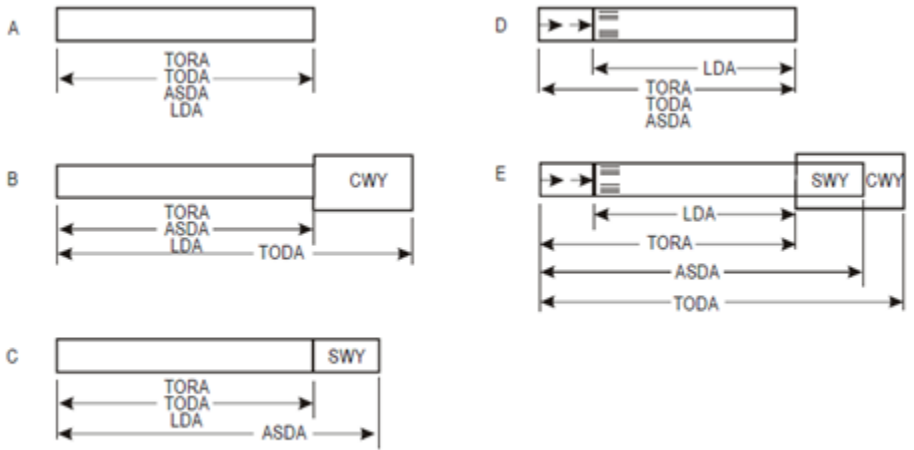
The Aeronautical Data Originator – AIP Responsible Person is responsible for the information published in certain sections of the IAIP. More specific details of the aeronautical data and aeronautical information for which the Aeronautical Data Originator – AIP Responsible Person is accountable, is contained within [Attribute Definitions](#) and the [Aerodrome Data Format Prototype](#).

A.2 Attribute Definitions

Attribute	Description
Name of Owner/Operator	Name of Owner or Operator responsible for aerodrome
Owner/Operator Contact Details	Contact Details of Owner or Operator
Landing site ID / 'Y' location code	Aerodrome ICAO identifier 'Y' code
Landing site name	Name of Landing site
Landing site Type	ALA (Aircraft landing area), AD (Aerodrome) and HLS (Helicopter landing site)
Aerodrome Reference Point (ARP)	The aerodrome reference point should be located at or near the centroid of the aerodrome. – Accuracy – 30M surveyed/calculated
Status	Uncertified, Registered, Certified, Military, Joint
State	State in which the Aerodrome is located
ARP Latitude/Longitude	Geographic coordinates, to be provided in degrees, minutes, seconds and 100th of an arc second; based on the World Geodetic System-1984 (WGS-84). Accuracy – 30M surveyed/calculated
Aerodrome Highest Known Elevation	AD ELEV is shown in FT. When the ELEV is sea level, it will be indicated as 00. When the ELEV is BLW sea level, a minus sign will precede the figure. This figure is the ELEV of the highest point of the landing area highest known AMSL. – Accuracy – 0.5M surveyed
Aerodrome Diagram	An aerodrome diagram must be provided to illustrate layout of runways, taxiways, aprons etc.
Obstacles (as referred to in Part 175.D & E)	Please reference Part 175.D & E – Aeronautical Data Originators – Data Product Specification: Vertical Obstructions for Aerodrome Operator responsibilities
Aerodrome Obstacle Chart Type A Charts	Aerodrome operators are responsible for Type A Chart information, (and the currency of this information).– local data may include obstacles in the circuit area
Aerodrome Obstacle Chart Type B Charts	Aerodrome operators are responsible for Type B Chart information, (and the currency of this information).
Precision Approach Terrain Charts	Aerodrome operators are responsible for Precision Approach Terrain Chart information (and the currency of this information).

Attribute	Description
Approach and Runway Lighting	<p>Type, length and intensity of approach lighting system</p> <p>Runway threshold lights, colour and wing bars</p> <p>Type of visual approach slope indicator system</p> <p>Length of runway touchdown zone lights</p> <p>Length, spacing, colour and intensity of runway centreline lights</p> <p>Length, spacing, colour and intensity of runway edge lights</p> <p>Colour of runway end lights and wing bars</p> <p>Length and colour of stopway lights</p> <p>Operational specifications</p>
Other Lighting and Secondary Power Supply	<p>Location, characteristics and hours of operation of aerodrome beacon (if any)</p> <p>Lighting systems for taxiways</p> <p>Any other lighting systems</p> <p>Secondary power supply including switch-over time</p> <p>Operational specifications</p>
Navigation Aids <i>(privately owned)</i>	<p>Where the aerodrome operator provides a navigation aid (VOR, DME, NDB), the location coordinates and operating frequency must be provided. The location coordinates must be notified in 100th of arc second, based on the World Geodetic System – 1984 (WGS-84). – Located at the AD – Accuracy 3M surveyed</p>
Collected Data	<p>Method the data was collected – i.e. Survey</p>
Remarks	<p>Generic remarks regarding; AD charges, Prior Approval, Security Controlled etc.</p>
Ground Services / Handling Services and Facilities	<p>Fuel suppliers and their contact details, including after hours</p> <p>Automatic weather information broadcast if provided by aerodrome operator</p> <p>Ground to air communication systems such as Unicom, aerodrome frequency response unit (AFRU) or approved air ground operator service provided by the aerodrome operator</p> <p>Any other services available to pilots</p>
Special Procedures	<p>Special procedures unique to the aerodrome, which pilots need to be advised; in cases where the flying procedure is generated by the aerodrome operator.</p>
Notices	<p>Include important cautionary or administrative information relating to the use of the aerodrome.</p>
Operating Hours	<p>Hours of operation are shown where possible, usually displayed in Remarks.</p>
Coordinated Universal Time	<p>UTC – Time conversion- coordinated universal time (UTC) plus local time difference</p>
Runway Designation	<p>RWY are normally numbered in relation to their magnetic direction rounded off to the nearest 10 degrees. Single runways are shown with the lower number on the left side. Parallel runways designated Left/Right are shown with the left runway listed first. Multiple runways are shown in ascending order from top to bottom.</p>

Attribute	Description
Runway Dimensions	<p>The RWY length is generally the TKOF run (physical length) AVBL for both RWY directions. Runway lengths are shown as multiples of 100 FT. (eg. Lengths of 6950 FT to 7049 FT are shown as 70, lengths of 7050 FT to 7149 FT are shown as 71.) – RWY Length Accuracy – 1M surveyed.</p> <p>The RWY width is the width FM side to side which contains the RWY, the graded and ungraded portions of the RWS, shown in metres only. The GRADED portion of the RWS is defined by boundary markers and is graded to alleviate damage to an ACFT in the event that it runs off the RWY. The UNGRADED portion of the RWS is free of upstanding objects but may contain depressions, trenches, etc.</p>
Runway Surface	<p>a or A asphalt or bitumen; b or B concrete; c or C other surfaces (always to be qualified by a note).</p>
Pavement Strengths	<p>The ICAO standard method of reporting pavement strength known as Aircraft Classification Number/Pavement Classification Number (ACN/PCN) has been incorporated.</p>
Aerodrome Reference Code – Code Number(CN)	<p>A reference code number is provided for each RWY listed in the RDS (in brackets after each RWY designation number). This code number indicates the maximum field length of the aeroplane that the RWY is designed for (based on the performance of the aircraft)</p>

Attribute	Description
Runway Declared Distances	<p>TORA (TAKE-OFF RUN AVAILABLE) The length of RWY declared available and suitable for the ground run of an ACFT taking off. (In most cases, this corresponds to the physical length of the RWY pavement.) (exclude clearway and stopway) – Accuracy 1M surveyed</p> <p>TODA (TAKE-OFF DISTANCE AVAILABLE) The length of TKOF run available plus the length of any clearway (CWY) available. – Accuracy 1M surveyed</p> <p>ASDA (ACCELERATE-STOP DISTANCE AVAILABLE) The length of TKOF run available, plus the length of the stopway (SWY), if provided. (Any SWY length included shall be adequate for use by all ACFT which comply with the RWY strength rating.) – Accuracy 1M surveyed</p> <p>LDA (LANDING DISTANCE AVAILABLE) The length of RWY declared available and suitable for the ground run of an ACFT landing (LDG). (In most cases, this corresponds to the physical length of the RWY pavement, THR to RWY end, excluding any displacement of threshold, stopway, and clearway) – Accuracy 1M surveyed.</p>  <p>The diagram consists of five sub-diagrams labeled A through E, each showing a horizontal bar representing a runway segment with various distance markers and arrows below it. Diagram A: A single bar with arrows indicating TORA, TODA, ASDA, and LDA, all starting from the left end. Diagram B: A bar with a 'CWY' (clearway) section at the right end. TORA, ASDA, and LDA are measured from the left end to the end of the runway. TODA is measured from the left end to the end of the clearway. Diagram C: A bar with a 'SWY' (stopway) section at the right end. TORA, TODA, and LDA are measured from the left end to the end of the runway. ASDA is measured from the left end to the end of the stopway. Diagram D: A bar with a displaced threshold (indicated by a double line) at the left end. LDA is measured from the displaced threshold to the end of the runway. TORA, TODA, and ASDA are measured from the left end of the runway to the end of the runway. Diagram E: A bar with a displaced threshold at the left end, a 'SWY' section, and a 'CWY' section at the right end. LDA is measured from the displaced threshold to the end of the runway. TORA is measured from the left end to the end of the runway. ASDA is measured from the left end to the end of the stopway. TODA is measured from the left end to the end of the clearway. <i>Note.— All declared distances are illustrated for operations from left to right.</i></p>

A.3 Aerodrome Data Format Prototype

REQUIRED INFORMATION	FORMAT	REQUIRED	ACCEPTED CODE LIST	CONTENT EXAMPLE	ERSA FAC STYLE GUIDE EXAMPLE
Name of Owner/Operator	[CHAR]	Required		Company Pty Ltd	<p>AERODROME OPERATOR</p> <p>This section contains information such as operator name, address, phone numbers, website and email address.</p>
Owner/Operator Contact Details	[CHAR]	Required		Address: 123 Aerodrome Lane, Suburb ACT 2601 PH 02 6200 0000 Email: company@email.com.au	
Aerodrome Name	[CHAR]	Required		Aerodrome Hills	
Aerodrome 'Y' code	[CHAR]	Required		YXXX	
Aerodrome Usage Classification			CERT Certified Aerodrome REG Registered Aerodrome MIL (MILITARY) – PPR for civil OPS class UNCR Uncertified or Unregistered JOINT Civil/Military Aerodrome		<p>LOCATION NAME ELEV</p> <p>AVFAX CODE #</p> <p>STATE UTC ICAO IDENTIFIER</p> <p>[S]DD MM SS.ss [E]DDD MM SS.ss</p> <p>MAG VAR AERODROME STATUS</p>
State	[CHAR]	Optional	ACT – Australian Capital Territory NSW – New South Wales NT – Northern Territory QLD – Queensland SA – South Australia TAS – Tasmania VIC – Victoria WA –Western Australia	ACT	
ARP Latitude	[LAT]	Required	[S]DD MM SS.ss	S34 17 41.20	

REQUIRED INFORMATION	FORMAT	REQUIRED	ACCEPTED CODE LIST	CONTENT EXAMPLE	ERSA FAC STYLE GUIDE EXAMPLE
ARP Longitude	[LONG]	Required	[E]DDD MM SS.ss	E148 51 34.60	
Aerodrome highest known Elevation	[Integer]	Required	AMSL <i>UOM = FT - Feet</i>	444 FT	
UTC Time	[CHAR]	Required	Time conversion-coordinated universal time (UTC) plus local time difference	NSW – UTC+10	
Aerodrome Type	[CHAR]	Required		ALA, AD, HLS	
Collected Data	[CHAR]	Required	Surveyed – Completed by qualified surveyor with survey report. Declared – Using i.e. handheld or on-board GPS Calculated – mathematical calculations from the known survey points.	Surveyed	
Horizontal Datum	[CHAR]	Required	WGS-84	WGS-84	
Operating Hours	[CHAR]	Required		Aerodrome Operating Hours 2200-1300 MON-THU 2200-0430 FRI	
Obstacles	[CHAR]	Optional		OBST BLDG HGT 591FT AMSL BRG 055DEG M 8,355M FM SOT RWY 05. Lit.	
Aerodrome Obstacle Lighting	[CHAR]	Required	HIOL High Intensity Obstacle Lights (flashing white) MIOL Medium intensity obstacle lights (flashing red) LIOL Low intensity obstacle lights (steady red).		<p>AERODROME OBSTACLES</p> <ol style="list-style-type: none"> 1. RWY 05 - Unlit OBST fence 4.5FT ABV and 11M NE of RWS end. 2. LIOL - S16 42.6 E128 23.7 213/5.4 NM FM ARP.

REQUIRED INFORMATION	FORMAT	REQUIRED	ACCEPTED CODE LIST	CONTENT EXAMPLE	ERSA FAC STYLE GUIDE EXAMPLE
Remarks and Landing Charges	[CHAR]	Optional		This AD is a Security Controlled Airport. All ACFT	<p>REMARKS</p> <ol style="list-style-type: none"> AD Charges: No landing fees for recreational ACFT. This AD is a Security Controlled Airport.
Ground Services	[CHAR]	Optional		AIRPORT FUEL FACILITY: PH 02 6200 0000, FAX 6200 0000, Managing Agent Caltex. Caltex – JET A1, Shell – JET A1, Aerorefuellers – AVGAS via bowser only. AVGAS self-serve (accepts Aero Refuel Card, V and MC – unsuitable for fixed wing aircraft with wing span greater than 12M).	<p>HANDLING SERVICES AND FACILITIES</p> <p>SHELL: 2000-1130. Phone 08 8234 4766, Fax 08 8234 4741, Mobile 0418 121 221. Aero Jet, AVGAS, JET A1. Shell Global Carnet Card.</p>
Additional Information	[CHAR]	Optional		Possibility of Kangaroos on movement area.	
Radio Navigation and Landing Aids <i>(if privately owned)</i>	[CHAR]	Optional		VOR CB 116.7 S35 16.9 E149 11.7 DME CB 116.7/114X S35 16.9 E149 11.8 Outside TWR HR all NAVAIDS are Pilot Monitored. The location coordinates must be notified in degrees, minutes, seconds, and 100 th of an arc second. Coordinates will only be published in degrees, minutes, and 10 th of a minute	<p>RADIO NAVIGATION AND LANDING AIDS</p> <p>VOR GEL 113.9 S 28 47.4 E 114 42.4</p>

REQUIRED INFORMATION	FORMAT	REQUIRED	ACCEPTED CODE LIST	CONTENT EXAMPLE	ERSA FAC STYLE GUIDE EXAMPLE
Local Traffic Regulations	[CHAR]	Optional		<p>High terrain in CCT area. All CCTs left hand.</p> <p>All aircraft must provide their parked position/gate number to ATC on acknowledgement of airways clearance.</p> <p>All right hand CCT operations must be approved by CASA.</p>	
Flight Procedures	[CHAR]	Required		<p><u>Low Visibility Operations</u></p> <p>For CASA APV operators, all RWYs are capable of supporting low VIS take-offs without limit, however only: RWY 16 and 27 are normally used for low VIS departures; and RWY 16 is capable of supporting localiser guided take-offs.</p>	
Charts Related to Aerodrome (Type A/B Charts and DAP)	[CHAR]	Required		<p>Aerodrome Obstruction Chart Type A: RWY 12 Edition 3 (November 2008). RWY 30 Edition 5 (March 2012)</p>	<p>CHARTS RELATED TO THE AERODROME</p> <ol style="list-style-type: none"> 1. Aerodrome Obstruction Chart Type A: RWY 12 Edition 3 (November 2008). 2. Also refer to AIP Departure & Approach Procedures.

REQUIRED INFORMATION	FORMAT	REQUIRED	ACCEPTED CODE LIST	CONTENT EXAMPLE	ERSA FAC STYLE GUIDE EXAMPLE
Aerodrome and Approach Lighting			<p>SDBY PWR AVBL- Standby power available</p> <p>ABN - Aerodrome Beacon</p> <p>AFRU + PAL (FREQ) - Aerodrome Frequency Response Unit plus PAL</p> <p>AL - Approach Lights (other than high intensity approach lights)</p> <p>AT-VASIS Abbreviated (A = singled sided) - T pattern Visual Approach Slope Indicator System</p> <p>FDL - Fixed Distance Lighting</p> <p>HIAL-CAT I - High Intensity Approach Lights – CAT I</p> <p>HIAL-CAT II or III - High Intensity Approach Lights – CAT II or III</p> <p>HIRL - High Intensity Runway Lights (5 or 6 stages of intensity)</p> <p>HSL - Hold Short Lights used in conjunction with Land and Hold Short Operations (LAHSO)</p> <p>LIRL - Low Intensity Runway Lights (single stage of intensity)</p> <p>MIRL - Medium Intensity Runway Lights (three stages of intensity)</p> <p>PAL (FREQ) - Pilot Activated Aerodrome Lighting (with dedicated frequency)</p> <p>PAPI - Precision Approach Path Indicator</p>	<p>RWY 08/26 PTBL – by prior arrangement</p> <p>RWY edge light spacing: 17/35: 60M; 12/30: 90M.</p> <p>RWY edge light colour: RWY 35 Edge LGT – Red BTN beginning of RWY pavement and DTHR; White BTN DTHR and 600M FM RWY end; Yellow for last 600M.</p>	

REQUIRED INFORMATION	FORMAT	REQUIRED	ACCEPTED CODE LIST	CONTENT EXAMPLE	ERSA FAC STYLE GUIDE EXAMPLE										
			<p>PAPI# - PAPI commissioned by ground survey (not available to RPT jets). Report any anomalies to AD OPR.</p>												
			<p style="text-align: center;">AERODROME AND APPROACH LIGHTING</p> <table border="0" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%;">RWY 12/30</td> <td style="width: 25%;">LIRL(2)</td> <td style="width: 25%;">PAL+AFRU 127.05</td> <td style="width: 25%;"></td> <td style="width: 20%;">SDBY PWR AVBL</td> </tr> <tr> <td>RWY 12/30</td> <td>PAPI(1)</td> <td>PAL+AFRU 127.05</td> <td>3.0 DEG54FT</td> <td>SDBY PWR AVBL</td> </tr> </table> <p>(1) Left side only.</p> <p>(2) PAL+AFRU requires three one-second pulses to activate (see INTRO para 23.4)</p>			RWY 12/30	LIRL(2)	PAL+AFRU 127.05		SDBY PWR AVBL	RWY 12/30	PAPI(1)	PAL+AFRU 127.05	3.0 DEG54FT	SDBY PWR AVBL
RWY 12/30	LIRL(2)	PAL+AFRU 127.05		SDBY PWR AVBL											
RWY 12/30	PAPI(1)	PAL+AFRU 127.05	3.0 DEG54FT	SDBY PWR AVBL											

A.3.1 Runway

REQUIRED INFORMATION	FORMAT	REQUIRED	ACCEPTED CODE LIST	EXAMPLE	ERSA FAC STYLE GUIDE EXAMPLE
RWY Designation (ID)	[CHAR]	Required		01/19	
RWY Surface	[CHAR]	Required	a or A asphalt or bitumen; b or B concrete; c or C other surfaces (always to be qualified by a note)	A	
Pavement Type for ACN-PCN Determination	[CHAR]	Required	Pavement type Rigid pavement Flexible pavement	Code R F	F
Subgrade Strength Category	[CHAR]		Subgrade strength category Code High strength Medium strength Low strength Ultra low strength	A B C D	B
Maximum Tyre Pressure	[Integer]	Required	<i>UOM – Kpa – Kilopascals</i>	1,750 Kpa	
RWY Length	[Integer]	Required	<i>UOM – M – Metres</i>	2,530M	
RWY Width	[Integer]	Required	<i>UOM – M – Metres</i>	45M	
RWY Strip Graded Width	[Integer]	Required	<i>UOM – M – Metres</i>	150M	
RWY Strip Width	[Integer]	Required	<i>UOM – M – Metres</i>	300M	
PHYSICAL CHARACTERISTICS 05/23 047 35c PCN 7 /F /B /610 (88PSI) /T Sealed WID 30 RWS 90 <i>(see ERSA INTRO for further explanation of physical characteristics components)</i>					

A.3.2 Runway Direction

REQUIRED INFORMATION	FORMAT	REQUIRED	ACCEPTED CODE LIST	EXAMPLE
RWY Direction Designation (ID)	[CHAR]	Required		01
Threshold Latitude / Helipad Latitude	[LAT]	Required	[S]DD MM SS.ss	S35 17 26.24
Threshold Longitude / Helipad Longitude	[LONG]	Required	[E]DDD MM SS.ss	E149 11 40.01
Displaced Threshold Latitude	[LAT]	Required	[S]DD MM SS.ss	S35 17 25.22
Displaced Threshold Longitude	[LONG]	Required	[E]DDD MM SS.ss	E149 11 40.01
RWY End Latitude	[LAT]	Required	[S]DD MM SS.ss	S35 17 25.22
RWY End Longitude	[LONG]	Required	[E]DDD MM SS.ss	E149 11 40.01
Threshold Elevation	[Integer]	Required	<i>UOM; FT – Feet</i>	16.00 FT
RWY Slope	[CHAR]	Required		RWY 12/30 - 0.7% down to NW
Aerodrome Reference Code – Code Number (CN)	[Integer]	Required	1 - Field length of less than 800M 2 - Field length of 800M up to, but not including, 1200M 3 - Field length of 1200M up to but not including 1800M. 4 - Field length of 1800M and over.	2
TORA (Take-Off run available)	[Integer]	Required	<i>UOM - M - Metres</i>	2,530M
TODA (Take-Off distance available)	[Integer]	Required	<i>UOM - M - Metres</i>	2,620M
TODA Gradient	[Integer]	Required		4.85%
ASDA (Accelerate-Stop distance available)	[Integer]	Required	<i>UOM - M - Metres</i>	2,560M
LDA (Landing distance available)	[Integer]	Required	<i>UOM - M - Metres</i>	2,530M
STODA – (Supplementary Take-Off distance available)	[Integer]	Optional	1.6 1.9 2.2 2.5 3.3 5.0 <i>UOM - M - Metres</i>	RWY 05 - 2389(7838)(1.6%) 2547(8356)(1.9%)

Appendix B Aeronautical Data Originator (ADO) Form

B.1 Aeronautical Data Originator - AIP Responsible Person

CASR Part 175.D.1 requires the Aeronautical Data Originator to appoint a single senior manager within the originators organisation as the Aeronautical Data Originator – AIP Responsible Person. The Aeronautical Data Originator – AIP Responsible Person has specific responsibilities under CASR Part 175, and an example of some items are provided below (for detailed instructions - refer [CASR Part 175](#)):

1. Appointment of an Aeronautical Data Originator – AIP Responsible Person with the knowledge and competence to carry out the responsibilities of the position.
2. The Aeronautical Data Originator – AIP Responsible Person must ensure that a NOTAM authorised person has been appointed within the originators organisation.
3. Changes must be able to be readily identified for NOTAM requests that amend existing published aeronautical data.
4. Provide in writing to the AIS provider (Airservices) any changes to the person occupying the position of Aeronautical Data Originator – AIP Responsible Person / NOTAM authorised person.

Please return only Appendix B.1 of this DPS to:

ado@airservicesaustralia.com

Please acknowledge the following before completing this form (*tick to confirm*):

1. I understand my responsibilities as an Aeronautical Data Originator – AIP Responsible Person in accordance with CASR Part 175 subparts 175.D & 175E.	<input type="checkbox"/>
2. My NOSNIS username is _____ (To register for a username: https://www.airservicesaustralia.com/naips/Account/Register)	<input type="checkbox"/>

Aeronautical Data Originator

Registering as: **AIP Responsible Person & NOTAM authorised person**

Contact Details:	
Full name:	
Company:	
Position:	
Address:	
Phone number:	
Email address:	

AD Name and ICAO Identifier (y-code) of location(s) you are taking responsibility for (max 15):

I acknowledge the following (tick to confirm):

I understand my responsibilities as an Aeronautical Data Originator – AIP Responsible Person & NOTAM authorised person.	<input type="checkbox"/>
I understand my responsibilities for Obstacles (CASR Part 175.E) and will notify Airservices as required.	<input type="checkbox"/>
I will notify Airservices of any changes to the Aeronautical Data Originator – AIP Responsible Person & NOTAM authorised person(s).	<input type="checkbox"/>
NOSNIS username's will be kept private with no shared access or passwords. Misuse of this system will be reported to CASA.	<input type="checkbox"/>
PERM NOTAM requests provided to Airservices must be made by the AIP Responsible Person.	<input type="checkbox"/>

Signed _____ Date _____

Office Use Only (NOF)

Appropriate location requested / Allocated locations have been advised to originator	<input type="checkbox"/>
Group directory checked for duplications	<input type="checkbox"/>
Group name _____	<input type="checkbox"/>
Group name provided to Aeronautical Data Originator – AIP Responsible Person	<input type="checkbox"/>
DPS form filed	<input type="checkbox"/>

B.2 Complete if Nominating: Third Party Contractor – AIP Responsible Person

The Aeronautical Data Originator can appoint a third party contractor to the position of AIP Responsible & NOTAM authorised person providing they possess the appropriate knowledge and competence to do so. The Aeronautical Data Originator remains accountable under CASR Part 175 for the actions of, and information provided by the contractor.

To nominate a third party contractor, please return **both** Appendices B.1 & B.2 of this DPS to:
ado@airservicesaustralia.com

Aeronautical Data Originator

ADO Contact Details:	
Full name:	
Company:	
Position:	
Address:	
Phone number:	
Email address:	

Third Party Contractor

Registering as: **AIP Responsible Person & NOTAM authorised person**

Please acknowledge the following <u>before</u> completing this form (<i>tick to confirm</i>):	
1. I understand my responsibilities as an Aeronautical Data Originator – AIP Responsible Person in accordance with CASR Part 175 subparts 175.D & 175E.	<input type="checkbox"/>
2. My NOSNIS username is _____ (To register for a username: https://www.airservicesaustralia.com/naips/Account/Register)	<input type="checkbox"/>

Contractor Contact Details:	
Full name:	
Company:	
<i>Acting on behalf of (ADO name):</i>	
Position:	
Address:	
Phone number:	
Email address:	

AD Name and ICAO Identifier (y-code) of location(s) you are taking responsibility for (max 15):

I acknowledge the following (*tick to confirm*):

I understand my responsibilities as an Aeronautical Data Originator – AIP Responsible Person & NOTAM authorised person.	<input type="checkbox"/>
I understand my responsibilities for Obstacles (CASR Part 175.E) and will notify Airservices as required.	<input type="checkbox"/>
I will notify Airservices of any changes to the Aeronautical Data Originator – AIP Responsible Person & NOTAM authorised person(s).	<input type="checkbox"/>
NOSNIS username's will be kept private with no shared access or passwords. Misuse of this system will be reported to CASA.	<input type="checkbox"/>
PERM NOTAM requests provided to Airservices must be made by the AIP Responsible Person.	<input type="checkbox"/>
I understand that the <u>Aeronautical Data Originator</u> remains accountable under CASR Part 175 for the actions of, and information provided by the contractor.	<input type="checkbox"/>

Signed **ADO** _____ Date _____

Signed **CONTRACTOR** _____ Date _____

Office Use Only (NOF)

Appropriate location requested / Allocated locations have been advised to originator	<input type="checkbox"/>
Group directory checked for duplications	<input type="checkbox"/>
Group name_____	<input type="checkbox"/>
Group name provided to Aeronautical Data Originator – AIP Responsible Person	<input type="checkbox"/>
DPS form filed	<input type="checkbox"/>