



National Information Circular

NIC 01/2024

Subject	Change notification – 21 March 2024 AIRAC		
Valid from	12 March 2024	Valid to	13 June 2024
Units Affected	All units (Airservices only)		
Authorised by	ATM Standards Lead		
Background	The Manual of Air Traffic Services (MATS) version 67 and the Aeronautical Information Publication (AIP Book) AL 118 will become effective on 21 March 2024.		
For controller information	<p>The change summaries for MATS and AIP can be found in the published documents and are reproduced below for reference. Not all minor and editorial changes are included.</p> <p>Additionally, an AIRAC briefing document can be found in the 'AIRAC Education' document library on the ATS Integrity team site (here). This document provides an indication of what has changed and the reason(s) for the change where appropriate.</p> <p>Some changes to the AIP are initiated outside Airservices. These changes are described in the change summary in the published document but are not included in the AIRAC briefing document.</p> <p>It is a requirement for all ATS staff to be fully familiar with all changes relevant to their duties.</p>		

MATS Changes

Title	Description of change	Change Request Number
Fuel reserves	Changes definitions of minimum and emergency fuel to align with changes to AIP definitions of these terms. Section affected: 1.1.1	31438
Defence ANSP Organisation	Numerous updates to reflect changes to 44WG internal structure. Section(s) affected: 1.2.1, 2.1.1, 2.1.4, 2.1.5, 2.1.6, 2.1.7, 2.1.8, 5.3.4, 10.4.5, 10.4.6, 10.4.8, 10.10.3, 12.9.5	31439
Establishment of the NOMC	Replaces references to the NCC with NOMC. Section(s) affected: 1.2.1, 2.3.1, 2.3.3, 2.7.4, 6.3.2, 9.1.3, 9.7.3, 12.3.1	31437
GADSS implementation	Update to the MATS to include procedures to manage notification of autonomous distress tracking (ADT) which forms a component of the Global Aeronautical Distress and Safety System (GADSS) Section(s) affected: MATS 1.2.1, 4.2.3, 4.2.24	31056
POB recording	This change includes a general requirement for recording POB by easily accessible methods. Section affected: 2.5.1	31484
Defence Callsigns 01/23	Amendments and additions to Army and Air Force unit/s and associated callsigns. Section affected: 6.2.2	30653
Speed Control and AIREP Airline Distribution Tables QA Review	QA Review of the speed control and Airline AIREP distribution tables in the MATS. As a result of the review the following changes are proposed: a) Removal of five aircraft from the aircraft speed table as they are no longer in use. b) Introduction of A220 to the aircraft speed table as QANTAS will bring them into service imminently. c) Removal of the requirement to distribute AIREPs to airlines via AFTN. 12 months historic data shows that there were more than 400 Special AIREPs distributed and only eleven were sent to airlines per the MATS requirement. There is no ICAO standard or practice that relates to this distribution. The history of the requirement predates the MATS and is unknown. There does not appear to be any agreement (LoA) with any airline requiring this data provision. This change will be subject to consultation with affected airlines. Section(s) affected: 7.1.7 and 9.5.1	31122
ADS-C and low-quality ADS-B	Clarifies that position information from a low-quality ADS-B ATS surveillance track can be used for separation between two ADS-C equipped aircraft. Section affected: 10.3.7	31581

Title	Description of change	Change Request Number
NAPM to MATS RRO	Moves content related to Reciprocal Runway Operations from NAPM to MATS. No change to procedures is expected. Section affected: 12.5.2	31456
12.9 Surveillance re-write	Minor re-organisation of Chapter 12.9 - Use of surveillance equipment to improve information flow and including a new clause making it clear that only ATS surveillance system can be used when vectoring aircraft. Section affected: 12.9.2	31580
Distress Beacon Signal Report Form	The Distress Beacon Signal Report Form ATS-FORM-0019 underwent QA Review. Editorial and formatting changes are recommended to improve ease of use and the JRCC requested minor changes to hierarchy of contact details. The form is contained in MATS and as such requires an RFC to progress this update. There are no fundamental changes to the use or layout of the form from the previous version, and due to the existing stocks of printed pads the existing form will also continue to be valid for use. Section affected: MATS 13.1.2	30972

AIP Changes

Where possible, references to noteworthy amendments have been included (references may not indicate all amendments relating to that topic). Minor editorial and format changes are not shown in this summary.

Fuel Terminology. Fuel requirement terminology used in AIP to be aligned with *Part 91 MOS - GEN 2.2, ENR 1.10 - Appendix 1 and ENR 1.14.*

National Operations Management Centre (NOMC). The National Operations Management Centre NOMC replaces the Network Coordination Centre (NCC), absorbing all existing roles and functions of the NCC - *various.*

Military Operating Areas (MOA), Williamtown AAR and AEW&C. The introduction of Military Operating Areas (MOA) effective 30 November 2023, the Williamtown Air to Air Refuelling (AAR) and Airborne Early Warning and Control (AEW&C) Airspace components are updated - *ENR 5.2 para 2.9 and 3.7.*

Surveillance Flight Information Service. To include generic SFIS information which is already included in *Part 91 MOS* from SUP H02/23 - *GEN 2.2, 3.3 and ENR 1.1.*

Approach and Area Control Services Amend phraseology to ensure that when clearing an aircraft for an approach, the controller must specify the type of approach - *GEN 3.4 para 6.14.*

Aerodrome Forecast (TAF) Boundary The Bureau of Meteorology is changing the Aerodrome Forecast (TAF) boundary from 5NM to 8KM from SUP H95/23 - *GEN 3.3 para 4.8.*

Air to Air Refuelling (AAR) Terminology for AAR to be aligned with *ICAO - GEN 1.2 and 2.2.*

System updated to GEN 3.4, GEN 3.5 and ENR 5.2. Due to system changes GEN 3.4, GEN 3.5 and ENR 5.2 have been published in full. All changes to information are marked by Change Bars - *GEN 3.4 and 3.5 and ENR 5.2.*