

NAIPS Internet Service

Frequently Asked Questions

NAIPS Internet Service (NIS) FAQ Version 1.0

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1. We have an in-house system to connect to NAIPS, so will that work with the NIS?

Basically the system logs in to NAIPS once a day and downloads all the NOTAMs for the airports we operate to.

The system automatically logs in to NAIPS using the string below.

[http://www.airservicesaustralia.com/brief/html.asp?cgi-bin/naips?msg=0048&usr=\(USERID\)&pwd=\(NNNN\)](http://www.airservicesaustralia.com/brief/html.asp?cgi-bin/naips?msg=0048&usr=(USERID)&pwd=(NNNN))

It then sends further strings such as the one below to pull up the required NOTAMs.

<http://www.airservicesaustralia.com/brief/html.asp?cgi-bin/naips?msg=0092&NTM=1&AID=FNA &LOC=YPPH&LOC=YABA&LOC=YGEL>

No it won't work, but having said that that, you could write a SOAP client which could do the same thing. The addresses are changing and is no longer using http but SOAP XML messages.

The provision of the format of these messages requires a formal agreement with Airservices and this may be requested via a Dynamic Data request at <http://www.airservicesaustralia.com/services/electronic-data/>

Please also note that password changes will be mandated in the new system and they will be required to be changed every xx days period (whatever length we are told to set the period to) so might be better to have the password as a configuration parameter to your program.

2. I want to write a software program to interface with NAIPS. Can I be provided with information that would let me exchange data with Airservices?

This relates to the access of Dynamic Data.

Dynamic data consists of data that is provided or accessed dynamically (as opposed to statically) via predefined formats including the data available through the National Aeronautical Information Processing System (NAIPS). This data can include Pre-Flight Briefing, Pre-Flight Briefing Update, Location Briefing, Area Briefing, SPFIB, General MET Forecasts, Charts, Flight Notification, Amend / Cancel Flight Notification, Flight File Directory, Avfax Update, First Light / Last Light, and GPS RAIM.

If you wish to have access, you must formally request via the Data Portal and should use the Dynamic Data Request Form.

<http://www.airservicesaustralia.com/services/electronic-data/>

3. How should Military Flights with NOCOM requirements include this information in the NIS and FPL2012 interface?

In the past, military aircraft including NOCOM operations in their flight, recorded this information in the STS/ field of Item 18. The ICAO FPL2012 changes prohibit this as the only entries permitted in the STS/ field are pre-defined and free text is no longer possible and this information must now be recorded in the RMK/ field.

AIP has been amended to the following:

NOCOM NOCOM followed by (time after ATD) + (time after ATD) CNL (agency) (frequency), to indicate that communications will be non--continuous for the specified period: eg. RMK/NOCOM 10+34 CNL WLM APP 135.7, indicates that the aircraft will be NOCOM from 10 minutes after ATD until 34 minutes after ATD and will cancel NOCOM with Williamtown Approach on 135.7 MHZ.

Note: There may be more than one NOCOM period annotated.

4. Why is there a need to supply and maintain a current email address?

More and more, email is the preferred method of many people to receive information and NAIPS is being changed to cater for this need. Initially, email will be used by NAIPS to automatically send flight plan confirmation messages to users and it will also be used for confirmation and recovery of user accounts and forgotten passwords.

In the future, changes to flight plans and automated delivery of briefing products will be enabled.

5. Why all of a sudden does NAIPS demand password changes? There is nothing secret in NAIPS right?

It is Airservices policy to require password changes on a regular basis as is best practice in relation to access to computer systems. Yes, there is nothing secret in NAIPS but there is some "commercial in confidence" data that pertains to users and of course, safety related material that if maliciously modified, can affect air safety.

Passwords and confirmation of email address will be required to be undertaken a couple of times per year.

Along with requiring a password change, the ability of the system to provide for Groups of users is another way of providing capability to manage access needs.

6. ICAO FPL 2012 introduces some new fields in Item 18 and ORGN/ is one of those items. What information should be recorded here?

It is important to realise that superfluous information should not be entered into a flight plan yet enough information should be present to accurately represent the intended operation.

There is no need to repeat pilot contact information in this field if that information is correctly recorded in other areas of NIS (Pilot name and Phone number) when submitting flight details.

7. Is there an option to save a location briefing to a template that can be used again?

Currently there is no facility to create and save a location briefing as a template in the NIS. If a user has a NAIPS for Windows Location briefing template saved on the local computer that may be used by clicking on the "Open Nfw" button and locating the relevant ".loc" file. (By default installation is saved to c:\Program Files\NAIPS Pilot Access\details)

The "Open Nfw File" function and the support for Nfw data files are provided as a transitional tool and will be withdrawn in the future.

8. How do I specify different Wake Turbulence categories in creating a Specific Pre Flight Information Bulletin (SPFIB) for multiple stages?

Presently it is not possible to create an SPFIB with different wake turbulence categories across multiple stages. It is recommended that if this is required the higher of the wake turbulence categories is used in creating the SPFIB.

9. When I open a NfW file in the SPFIB form, the Weight Category stays of L-Light despite my file having a M-Medium category. Why?

Weight Category is not currently used in the calculation of SPFIB information but may be in the future. Correct import of the .dtl file will be implemented as part of the software maintenance release program.

10. Why can't I generate an Avfax Custom Code briefing from the Avfax - Custom Code menu?

The Avfax Custom Codes menu is used for managing Avfax Custom Codes. To access a custom code in a briefing, use the Avfax - New Briefing menu.

11. How can I change an Avfax Custom Code?

Currently the NIS only allows the creation and deletion of an Avfax Custom Code. In future it is planned to allow amendment of Custom Codes by users but the system does allow a personal or a group manager user to overwrite an existing Custom Code with a new definition.

Airservices Pilot Briefing Office can amend Custom Codes on behalf of a user.

12. Can I use a group custom code when using the Avfax dial up service?

No, this is not possible. A group custom code cannot be accessed via the dial up service. The dial up service utilises an Avfax id when logging in and as such is associated with personal briefings and personal Custom Codes.

13. Can I create Avfax Custom Codes with letters?

An Avfax Custom code is saved as a five (5) digit alpha-numeric string. It must start with a leading zero (0) and the NIS automatically adds this for a user. The remaining four (4) characters can be letters or numbers.

However, if you plan to access the Avfax Custom code using the Avfax Dial up service, Custom Codes must be five (5) digits as a phone keypad is used to enter the code.

14. Can an Avfax Group custom code and a Personal custom code be retrieved from a single Avfax briefing?

No, currently it is not possible to do this, two separate Avfax briefings must be created.

15. The Wind / Temperature profile is not showing International routes.

On the Wind / Temperature profile form there is a check box "Domestic only". Ensure this check box is not ticked prior to clicking on the route code directory for International locations.

16. Will I receive an email on amending or cancelling a flight notification?

No, presently only email confirmations are sent on submission of a flight notification. It is however planned in the future to implement this service.

17. How do I recover a forgotten password if I do not have a registered email address, or my email address has changed?

The forgotten password feature will send the password to the currently registered email address. If you do not have an email address registered or it has changed, contact the Airservices Pilot Briefing office and they can assist with adding or amending you email address in this situation.

18. What if my details change?

You can manage your account information, such as home address, phone and fax numbers or email addresses through the NIS Account Management menus.

19. My NAIPS for Windows SARTIME Flight notification template does not load into the NIS flight notification.

If the NAIPS for Windows template is a SARTIME flight notification but saved in the Domestic flight notification format, it will not be able to be used in the SARTIME flight notification form.

The NIS SARTIME flight notification is an abbreviated flight note for flights outside controlled airspace with minimal details. A NAIPS for Windows domestic flight notification template will not open in this form.

If however it was saved in NAIPS for Windows in the form of an abbreviated SARTIME flight notification that will be able to be used in this form.

20. How do I save variable information into a NIS saved flight notification?

For a saved flight notification which has information that changes with each use, e.g. Aircraft Identification, these fields can be saved with as a blank.

There are some exceptions.

The drop down menu items

- Flight rules
- Flight type
- Wake turbulence
- SSR Equip

These mandatory fields must have an item selected from the drop down list.

21. When saving a flight notification can I use asterisks?

Yes asterisks may be used but again there are some exceptions.

The following mandatory fields must have an item selected from the drop down menu list

- Flight rules
- Flight type
- Wake turbulence
- SSR Equip

In addition TEET and Endurance will not accept asterisks and can be saved as a blank

22. Where do I find Avfax product codes?

Avfax product codes can be found in ERSA GEN Pre-Flight section and also in the NIS Avfax – Product Codes menu.

23. In a restricted area briefing it mentions airspace groups, what are these?

Airspace groups are created for related Military Restricted and Danger areas. They are allocated a three letter code and these can be found in ERSA PRD section

24. I need help in filling in a flight notification form.

Information relating to completing the required information in a flight notification can be found in AIP En Route (ENR) 1.10 Appendix 2

25. Is there a charge for using the NIS?

There continues to be no fees charged for user registration or the use of NAIPS via the NIS.

26. I am trying to log in for the first time and my password is not being accepted.

The new system required a minimum of seven (7) character passwords. If your present password is less than 7 characters, it will have been reset using the following format

Existing Password	New Password
X	000Xasa
XX	00XXasa
XXX	0XXXasa
XXXX	XXXXasa
XXXXX	XXXXXasa
XXXXXX	XXXXXXasa

Where X is either a letter or number of the existing password.

27. What is a NIS Group?

Within the NIS, there is now a concept of Groups, where an individual NIS User can create a group and add other NIS Users as members of that group. In this way they can share items such as Saved Flight Notifications, Saved SPFIB, Group Custom Codes and Aircraft Profiles.

When a NIS User no longer requires access to this information, they can be removed from the Group by a Group manager.

28. What can a Personal User as opposed to a Group Manager or Group Member save and overwrite in the NIS?

A personal user will be able to:

1. Save data
2. Save new data
2. Open existing data
3. Modify existing data by first opening it and then using the save or Save as function
4. Delete existing data

A Group Member should be able to:

1. Save new data to the group
2. Open existing group data
3. Modify existing group data by first opening it and then using the Save or Save as function. i.e. they should *not* be able to overwrite existing group information.

A Group Manager should be able to:

1. Save new data to the group
2. Open existing group data
3. Modify existing group data by first opening it and then using the Save or Save as function
4. Delete existing group data

29. I access templates that were previously entered into NAIPS by the Briefing Office. How do I access these files?

Flight files stored by the Briefing Office on behalf of users, as described in ERSA remain available in the NIS 'Stored by BOF' tabs under the SPFIB – Stored or Flight Notification – Stored menu items.

To retrieve these files, click on 'Stored via BOF' tab, enter the Aircraft ID or File Name and select the Submit button.

Once retrieved, users are encouraged to resave the data to either a personal or group profile and self-manage from then on.

30. I'm using Microsoft Internet Explorer as my web browser and experiencing lots of errors. What other browsers are recommended?

An upgrade to MS IE 8 or 9 or installing Mozilla Firefox or Google Chrome web browsers is recommended.

31. NIS is taking a long time to respond to requests and submissions. Why?

Because of the need to provide accurate information to the Air Traffic Control system, as part of the change to the NAIPS servers and web interface there has been increased data validity routines added. Not only does this check user input in each data entry field but on submit, NAIPS servers conduct cross checking generally.

Please advise naipsfeedback@airservicesaustralia.com of any usability issues encountered.

32. I have a NAIPS account but I cannot access it and the forgotten password tool says "Unknown User". WHY?

As part of security measures, User Accounts that are not accessed for approximately 13 months are purged by NAIPS.

33. I received an Avfax (or AIS/MET) briefing yesterday but my NAIPS User Account is gone today. WHY?

Accessing Avfax or AIS/MET does not reset the NAIPS access clock and NAIPS will purge unused accounts after approximately 13 months of non-use.

34. Why do I have to do everything in code? Can't I use place names?

Entering codes for locations is the most efficient method but users can enter full location names in many data entry fields. For example, the departure and destination points of a flight notification.

35. Why don't you present MET information in English and not computer speak?

First off, all the Met data in NAIPS is issued by various Met offices around the world and warehoused by NAIPS pending retrieval by users. i.e. NAIPS does not issue data per se but acts as a relay agent on behalf of issuing met offices. These met offices believe it or not, don't all use exactly the same standard abbreviations and therefore the weather products they produce are not all readily converted to plain text.

While it is appreciated that the weather data may seem complicated, the abbreviated format is the most accurate to store and compact to send to the many users of the information who are not only people but are also automated systems.

Certainly the communication mediums of the past were considered in the original specifications of the codes but they are no longer relevant. One thing that is however is the need to print out the information and using coded format does considerably reduce the number of pages overall.

36. How do I represent ADS-B in a flight plan? Do I check the "ADS" Box?

The document http://www.casa.gov.au/wcmswr/_assets/main/pilots/download/ads-b.pdf has good explanation on page 10 of the ADS situation and what should be done by flight planners.

In short, flight planners for ADS-B should not check the ADS box but put notification of ADS-B capability in field 18 as RMK/ADSB and if using a FLIGHT ID different from the Aircraft ID, enter the aircraft address in item 18 of the flight notification as hexadecimal code (e.g. CODE/7C81CB).

The ICAO flight planning amendment to be implemented on 10 Nov 2012 will provide for ADS-B equipment to be recorded in field 10b (Aircraft equipment) so this provision will be revised.