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AATMP-04

AERONAUTICAL BRIEFING FACILITIES

Edition A Version 1
JUNE 2018



NORTH ATLANTIC TREATY ORGANIZATION

ALLIED AIR TRAFFIC MANAGEMENT PUBLICATION

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NORTH ATLANTIC TREATY ORGANIZATION (NATO)

NATO STANDARDIZATION OFFICE (NSO)

NATO LETTER OF PROMULGATION

14 June 2018

1. The enclosed Allied Air Traffic Management Publication AATMP-04, Edition A, Version 1, AERONAUTICAL BRIEFING FACILITIES, which has been approved by the nations in the AIR TRAFFIC MANAGEMENT – COMMUNICATIONS, NAVIGATION AND SURVEILLANCE ADVISORY GROUP, is promulgated herewith. The agreement of nations to use this publication is recorded in STANAG 3052.
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Zoltán GULYÁS
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1 GENERAL PRINCIPLES

1.1. RELATED DOCUMENTS

None

1.2. BASELINE

Self-briefing by aircrews will be the basis of flight planning throughout NATO Air Forces in peace. Aeronautical Information Service (AIS) sections organised for this purpose will be required at military aerodromes. If not available, a digital access point with telecommunications aids to an AIS section shall be provided. The arrangements for flight planning in war are not covered by this agreement. It is considered, however, that the principles and criteria contained herein form a basis for wartime requirements. At aerodromes where facilities are limited, the aircrew will be provided telecommunications.

1.3. FLIGHT PLANNING

AIS sections will be sited, organised and equipped in conformity with the following principles and criteria:

a. Function – General

- (1) Collection, evaluation, filing and issue of information essential for the safety of aircraft and the performance of navigation, i.e.
 - (a) National and international aeronautical publications, Route Availability Document (RAD) along with the Standard Routing Document (SRD), Notice to Airman (NOTAMs) and relevant information.
 - (b) Display of aviation and air navigation charts.
 - (c) Airspace navigational equipage performance standards.
- (2) Verbal or written advice, assistance and issue of information for flight planning, if applicable, i.e. Aeronautical Information Service concerning:
 - (a) Airspace structure.
 - (b) Areas of responsibility and Air traffic Services.
 - (c) Departure, en route and approach procedures.
 - (d) Customs and immigration services.
 - (e) Aeronautical telecommunications.

- (f) Aerodrome runway and taxiway information including surface condition.
 - (g) Air Traffic Flow Management (ATFM) constraint information and procedures.
 - (h) Special Use Airspace (SUA)/Air Traffic Control Assigned Airspace (ATCAA)/Flexible Use Airspace (FUA) information/systems.
 - (i) Diplomatic clearance procedures.
 - (j) Agriculture clearance procedures.
 - (k) Procedures for interaction with local activity for supervisor of flying.
- (3) Handling of Air Traffic Service (ATS) messages and co-ordination, i.e.
- (a) Handling of Flight Plans and their transmission via the Aeronautical Fixed telecommunication network and to the Air Traffic Control (ATC) Services.
 - (b) Handling of ATC messages.
 - (c) Co-operation with the Search and Rescue Service.
 - (d) Providing assistance to transient crews.
 - (e) Acting as coordinating agency for ATC service, Flying Units, and Meteorological Service.
 - (f) Maintaining statistical records.
- b. Location - The AIS sections or digital access point to these sections should be located in a convenient position i.e. adjacent to the Operations Room, ATC Tower (ATCT), Signals Section or Meteorological Office. Its location should be clearly indicated by direction indicators to guide visiting aircrews.
- c. Accommodation and Equipment
- (1) The AIS section or digital access point to this section should include adequate accommodation with suitable furnishing for aircrews to prepare their flight plans in reasonable comfort. It is recommended that the furnishing should include:
 - (a) Special Plotting Tables with chairs and adequate lighting.
 - (b) Special Counter.
 - (c) Storage for maps, charts, publications, NOTAMs and forms.

- (d) A telephone for both internal and external calls.
 - (e) Equipment for receiving and transmitting ATS messages on the aeronautical fixed telecom net.
 - (f) Plotting instruments.
 - (g) Electric clock for Greenwich Mean Time (GMT).
 - (h) Wall space for the display of aeronautical information, i.e. maps, charts, and/or electronic devices. Note: These documents may be displayed electronically.
 - (i) Computer with printer and internet connectivity.
 - (j) Backup power for facility equipment and lighting.
- d. Staffing and Supervision - A suitably qualified person should be appointed to be in charge of the AIS section and the staffing should be as laid down nationally to suit requirements. AIS staffing should include individuals trained to maintain up-to-date information in AIS sections and to arrange its display. It is desirable that these personnel be proficient in the English language. The number of individuals required to operate the AIS section will be determined by:
- (1) The operational tasks.
 - (2) The operational hours.
 - (3) The intensity of flying by the units.
 - (4) The nature and frequency of visiting flights.
- e. Aeronautical Information Documents
- (1) The minimum requirements (paper and/or electronic copy) are:
 - (a) Aeronautical Information Publication (AIP), Flight Information Publications (FLIPs), NOTAMs and Special Notices.
 - (b) Pilot's Handbooks (or national equivalent).
 - (c) ATS Flight Plan Forms.
 - (d) Local Flying Orders/local operating procedures and details of national navigation signals and customs procedures.
 - (e) Military Air Traffic Regulations.
 - (2) It is recommended that all or part of the following should be held in accordance with local requirements:

- (a) Topographical, plotting and radio navigation charts.
 - (b) Air Almanacs.
 - (c) Necessary ICAO documents.
 - (d) Language Glossaries.
 - (e) Forms as necessary.
- f. Area Covered - The geographical area covered by the AIS section comprises at least the flight information regions of the lower and upper airspace of the nation concerned and any additional area according to local requirements.
- g. Display of Aeronautical Information - The following information appropriate to the operational tasks of the station, and to assist visiting aircrews should normally be displayed on a wall display or made available by electronic means:
- (1) A general flight planning map, on a recommended scale of 1:1.000.000 or 1:500.000 covering the area of flight from the station and showing all data necessary for the safety of flight operations. This should also include Search and Rescue Organization.
 - (2) Local flight planning maps of suitable scales, giving details of local danger, instrument flight paths and low flying areas, ranges, etc.
 - (3) Airport Diagram that displays runway and taxiway designations, parking areas, cargo loading, aircraft arresting systems, etc.
 - (4) A Visual Flight Rule (VFR) Area Chart showing traffic patterns for each landing direction.
- h. Supervision and Staffing -
- (5)

On SAFETY CONSIDERATIONS IN IMPLEMENTING STANAG 3052 – AERONAUTICAL BRIEFING FACILITIES

<p>Introduction: This Annex is intended for NATO Led Service Providers in implementing this STANAG at existing or planned airfields as well as during deployed operations.</p> <p>It includes general considerations such as the suitability of the STANAG/AATMP for the required operations, currency with regard to edition number and amendments, applicability of related documents, nations ratifying and reservations.</p> <p>Specific safety considerations are identified by the custodian of the STANAG/AATMP and national SMEs along with consequences and possible mitigations.</p> <p>Custodian POC. For users to provide any comments and lessons learned: CMSgt Frederick Soechting Jr. frederick.soechting@us.af.mil.</p>		
<p>General: In the implementation of any STANAG/AATMP, the NATO Led Service Provider should verify the items listed below using the NATO Standardization Agency (NSO) pass word protected Website: https://nso.nato.int/protected</p>		
A. Suitability	Review STANAG 7210 (AEP-68) <i>Guidance in the Selection of STANAGs for Deployed Operations</i> , to determine if the STANAG/AATMP is suitable for the type of operation required.	
B. Currency	Ensure that STANAG/AATMP Edition and any Amendments are the most current as shown on the NSA website.	
C. Related Documents	Obtain related documents cited in the STANAG/AATMP and, in particular, review those documents where criteria as been adopted. STANAGs are available on the NSA Website whereas civilian documents, such as ICAO, may be available from your Aviation or Engineering Commands.	
D. Implementation Status	Review the ratification status along with any reservations to the STANAG/AATMP on the NSA Website and, in particularly, the status for those for nations taking part in the operation.	
E. Compliance	For existing airfield facilities and procedures, determine if they are in compliance with the criteria and standards specified in the STANAG/AATMP.	
Safety Considerations	Consequences	Possible Mitigations
Briefings conducted using most current information.	Potential for incorrect weather data, airfield criteria, instrument procedures criteria, air traffic procedures, and emergency services.	Verify status and ability to obtain current information with aerodrome authority, airfield management, senior airport authority, agency responsible for flying operations at aerodrome.
Correct and current aeronautical publications and airspace navigational equipage performance standards.	Potential for incorrect instrument procedures briefings and mission planning.	Verify status and ability to obtain current information with aerodrome authority, airfield management, senior airport authority, agency responsible for flying operations at aerodrome.
Handling of messages and coordination with transient crews	Potential for message traffic not being received or transmitted correctly. Transient crew not being able to communicate or obtain necessary assistance.	Verify message receive/transmit capability and transient aircrew support with aerodrome authority, airfield management, senior airport authority, agency responsible for flying operations at aerodrome.

<p>Consider environmental conditions with close proximity to operations room, air traffic facilities, and meteorological offices. Also ensure equipment is in good working order, such as, plotting table, chairs, storage for charts, maps, NOTAMs and forms.</p>	<p>Potential for message traffic not being received or transmitted correctly. Transient crew not being able to communicate or obtain necessary assistance.</p>	<p>Verify aircrew support and equipment support with aerodrome authority, airfield management, senior airport authority, agency responsible for flying operations at aerodrome.</p>
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