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## Advisory Circular

**DCA-AC-AIS03**

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## Aeronautical Information Regulation And Control (AIRAC)

### 1. PURPOSE

This Advisory Circular (AC) provides guidelines on the standard procedures for the control of information concerning changes in facilities, services or procedures in most cases which requires amendments to be made to airline operations manuals or other documents produced by various aviation agencies.

### 2. REFERENCES

- 2.1. Civil Aviation Requirements Part VII & VIII
- 2.2. Doc 8126 - AIS Manual
- 2.3. Doc 8697 - Aeronautical Chart Manual
- 2.4. Advisory Circular DCA-AC-AIS01
- 2.5. Advisory Circular DCA-AC-AIS02

### 3. GUIDANCE AND PROCEDURES

#### 3.1 The need for control

3.1.1 The organizations/divisions/branches responsible for maintaining the aeronautical publications in which information of significant changes needs advance dissemination, up to date usually work to a pre-arranged production programme.

3.1.2 If AIP Amendments or AIP Supplements concerning such information were published indiscriminately with a variety of effective dates, it would be impossible to keep the manuals and other documents up to date.

3.1.3 Alternatively, if a schedule of predetermined dates on which changes were to become effective were fixed throughout the year, it would be possible for a production programme to take account of or be based on these predetermined dates.

#### 3.2 Regulated System

3.2.1 Since many of the changes to facilities, services and procedures can be anticipated and become effective in accordance with a predetermined schedule of effective dates, MCAR Part VII 6.1 calls for the use of a regulated system designed to ensure, unless operational considerations make it impracticable, that:

- a) information concerning any circumstances listed in Appendix 4 of MCAR Part VII will be issued as AIP Amendments or AIP Supplements per Advisory Circular DCA-AC-AIS02 Appendix 1. These amendments and supplements must be identified by the acronym "AIRAC" and distributed at least 42 days in advance of the effective date with the objective of reaching recipients at least 28 days in advance of the same date;
- b) the AIRAC effective dates must be in accordance with the predetermined internationally agreed schedule of effective dates based on an interval of 28 days;
- c) information so notified must not be changed further for at least another 28 days after the indicated effective date, unless the circumstance notified is of a temporary nature and would not persist for the full period.

3.2.2 Essentially, implementation dates other than AIRAC effective dates **must not be** for pre-planned operationally significant changes requiring cartography work and/or updating of navigation databases.

### 3.3 Schedule of AIRAC effective dates

The schedule of predetermined, internationally agreed AIRAC effective dates for each and every year is given annually in the form of Aeronautical Information Circular (AIC) on the first date of December including a list of AIRAC effective dates, publication dates and latest dates on which material has to reach the AIS.

### 3.4 Coordination

3.4.1 In order for the AIRAC system to operate satisfactorily, it is essential that the technical branches of the DCA Myanmar that are assigned the responsibility of supplying raw data to the AIS as per Advisory Circular DCA-AC-AIS01 be thoroughly familiar with the AIRAC system.

3.4.2 In particular, they must be aware not only of the effective dates but also the latest dates on which the raw data must reach the AIS in order for an AIP Amendment or AIP Supplement to be published and reach recipients at least 28 days in advance of the effective date.

3.4.3 It is the responsibility of the AIS to determine these latest dates in order to publish amendments/supplements that will meet the corresponding AIRAC effective dates.

3.4.4 Technical branches should endeavour to forward raw data to the AIS as early as possible and not wait until the latest date.

### 3.5 Significant Dates

3.5.1 There are three significant dates associated with the AIRAC system:

- a) the effective date;
- b) the publication date; and
- c) the latest date for raw material to reach the AIS.

3.5.2 There must be an interval of 42 days between the distribution date and the effective date.

3.5.3 This allows for a period of up to 14 days' distribution time, **by the most expeditious means**, in order for the recipients to receive the information at least 28 days in advance of the effective date.

3.5.4 In cases where major changes are planned and more advance notice is desirable and practicable, a distribution date of 56 days (or even longer) in advance of the effective date should be used.

### 3.6 Appendices

- Appendix 1. Information to be notified by AIRAC
- Appendix 2. Illustration of AIRAC System

**Director General  
Department of Civil Aviation**

## APPENDIX 1.

**INFORMATION TO BE NOTIFIED BY AIRAC****PART 1**

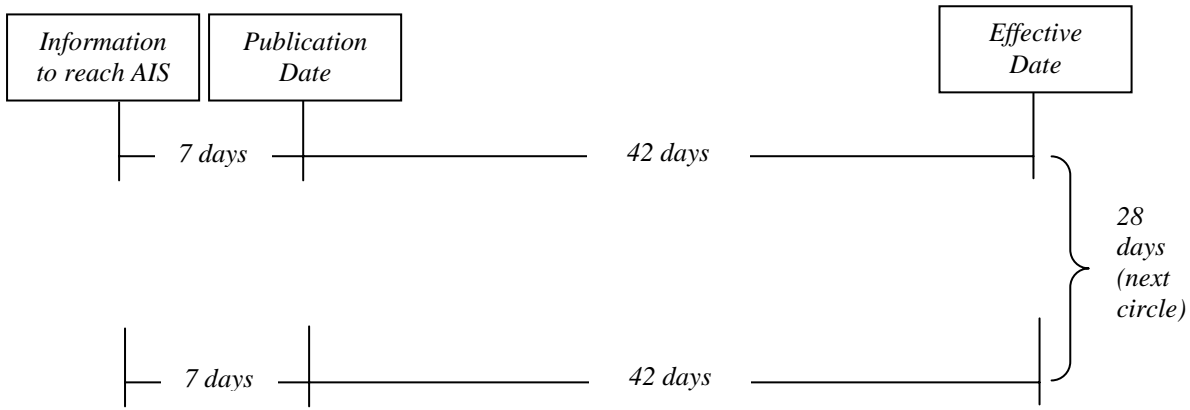
1. The establishment, withdrawal of, and premeditated significant changes (including operational trials) to:
  - 1.1 Limits (horizontal and vertical), regulations and procedures applicable to:
    - a) flight information regions;
    - b) control areas;
    - c) control zones;
    - d) advisory areas;
    - e) ATS routes;
    - f) permanent danger, prohibited and restricted areas (including type and periods of activity when known) and ADIZ;
    - g) permanent areas or routes or portions thereof where the possibility of interception exists.
  - 1.2 Positions, frequencies, call signs, known irregularities and maintenance periods of radio navigation aids and communication facilities.
  - 1.3 Holding and approach procedures, arrival and departure procedures, noise abatement procedures and any other pertinent ATS procedures.
  - 1.4 Meteorological facilities (including broadcasts) and procedures.
  - 1.5 Runways and stopways.

**PART 2**

2. The establishment and withdrawal of, and premeditated significant changes to:
  - 2.1 Position, height and lighting of navigational obstacles.
  - 2.2 Taxiways and aprons.
  - 2.3 Hours of service: aerodromes, facilities and services.
  - 2.4 Customs, immigration and health services.
  - 2.5 Temporary danger, prohibited and restricted areas and navigational hazards, military exercises and mass movements of aircraft.
  - 2.6 Temporary areas or routes or portions thereof where the possibility of interception exists.

APPENDIX 2.

**ILLUSTRATION OF AIRAC SYSTEM**



Appendix 2.1 Operationally significant changes to which the regulated system (AIRAC) is applied will be issued as AIP Amendment or Supplement.

Appendix 2.2 A complete list of AIRAC effective dates for forthcoming year may be found in Aeronautical Information Circular (AIC) on the first day of December each year.