REPUBLIC OF IRAQ
IRAQ CIVIL AVIATION AUTHORITY
DIRECTORATE OF AIR TRAFFIC SERVICES
AERONAUTICAL INFORMATION SERVICES
P.O. BOX 23003 – BAGHDAD
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Aeronautical Information Circular (AIC)

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CHANGES TO AIRAC SYSTEM AND AIRAC PREDETERMINED DATES FOR 2018

AIRAC system

Information concerning changes in aeronautical facilities, services or procedures in most cases require changes to be made to flight manuals, navigation databases and various airline and ATC systems (e.g. flight manuals and navigation data produced by Jeppesen, Lufthansa Systems FlightNav, NAVBLUE, etc. airline flight planning systems, environment data in ATC systems). The organisations responsible for maintaining these products and systems up to date usually work to a pre-arranged production schedule.

If such information was published indiscriminately with a variety of effective dates, it would be impossible to keep the manuals, databases and systems up to date. However, since many of the changes to facilities, services and procedures can be planned or anticipated they can become effective in accordance with a predetermined schedule of effective dates. In addition, the changes should be published in advance of their effective date, in order to allow airlines, ATC and other organizations sufficient time to process the information.

This system of publishing operationally significant information based on predetermined effective dates and advance notification is termed Aeronautical Information Regulation and Control (AIRAC) and is operated in accordance with the ICAO specifications published in Annex 15, Chapter 6.

Currently, in Iraq, certain AIRAC publication dates are used for AIRAC AIP AMDTs, while the rest are used for AIRAC AIP SUPs. The interval between the publication of AIRAC AIP AMTDs and SUPs and their effective date is 42 days.

To allow for a more dynamic origination and publication of aeronautical information, starting on the effective date of this AIC, the following changes will be made:

- AIRAC AIP AMDTs or AIRAC AIP SUPs can be published on any AIRAC publication date
- The interval between publication and effective date for AIRAC AIP AMDTs and AIRAC AIP SUPs will be reduced from 42 days to 28 days.

In order to insure the quality and timely publication of AIRAC AIP AMDTs and AIRAC AIP SUPs, the AIS-HQ office applies a cut-off date for the information to reach the AIS-HQ office of two weeks before the publication date.

Cut-off, publication and effective dates in use for 2018 are published under “AIRAC predetermined dates” below.

AIRAC predetermined dates

Date for information to reach AIS/HQ (cut-off date)	Publication date	Effective date
18 JAN 2018	01 FEB 2018	01 MAR 2018
15 FEB 2018	01 MAR 2018	29 MAR 2018
15 MAR 2018	29 MAR 2018	26 APR 2018
12 APR 2018	26 APR 2018	24 MAY 2018
10 MAY 2018	24 MAY 2018	21 JUN 2018
07 JUN 2018	21 JUN 2018	19 JUL 2018
15 JUL 2018	19 JUL 2018	16 AUG 2018
02 AUG 2018	16 AUG 2018	13 SEP 2018
30 AUG 2018	13 SEP 2018	11 OCT 2018
27 SEP 2018	11 OCT 2018	08 NOV 2018
25 OCT 2018	08 NOV 2018	06 DEC 2018
22 NOV 2018	06 DEC 2018	03 JAN 2019
20 DEC 2018	03 JAN 2019	31 JAN 2019

All data originators providing data/information for publication by the AIS-HQ Office must send their data/information before the cut off date mentioned in the table above for the desired effective date, in order to allow AIS-HQ the necessary time to validate and process the information. Information received after the cut off date will be published at a later time according to the publication dates mentioned in the table above.

In case of major changes (i.e. extensive changes to procedures or services which will impact international air transport), more advance notice is desirable, so a distribution date of 56 days in advance of the effective date should be used, if practicable, for publishing information mentioned under “Information to be notified by AIRAC”, Part 3, below. In this case, the information should reach the AIS office at least 70 days in advance of the effective date.

Information to be notified by AIRAC

Part 1

1. The AIRAC system shall be used to publish the establishment and 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, identifiers, known irregularities and maintenance periods of radio navigation aids, communication and surveillance facilities.

1.3 Holding and approach procedures, arrival and departure procedures, noise abatement procedures and any other pertinent ATS procedures.

1.4 Transition levels, transition altitudes and minimum sector altitudes.

1.5 Meteorological facilities (including broadcasts) and procedures.

1.6 Runways and stopways.

1.7 Taxiways and aprons.

1.8 Aerodrome ground operating procedures (including low visibility procedures).

1.9 Approach and runway lighting.

1.10 Aerodrome operating minima if published by a State.

Part 2

2. The AIRAC system should be used to publish the establishment and withdrawal of, and pre meditated significant changes to:

2.1 Position, height and lighting of navigational obstacles.

2.2 Hours of service of aerodromes, facilities and services.

2.3 Customs, immigration and health services.

2.4 Temporary danger, prohibited and restricted areas and navigational hazards, military exercises and mass movements of aircraft.

2.5 Temporary areas or routes or portions thereof where the possibility of interception exists.

Part 3

3. The AIRAC system, preferably based on a 56-day notification period, shall be used to publish the establishment of, and premeditated changes to:

3.1 New aerodromes for international IFR operations.

3.2 New runways for IFR operations at international aerodromes.

3.3 Design and structure of the air traffic services route network.

3.4 Design and structure of a set of terminal procedures (including change of procedure bearings due to magnetic variation change.

END