	<p align="center"><b>TANZANIA CIVIL AVIATION AUTHORITY</b></p> <p align="center">DIRECTORATE OF SAFETY REGULATIONS</p> <p align="center">AIR NAVIGATION SERVICES INSPECTORATE</p>	<p>Revision: 0</p> <p align="center"><b>Advisory Circular</b></p>
<p>Document No.: TCAA/QSP/SR/AC/ANI - 44</p>	<p align="center">Title: <b>Guidance on adherence to Aeronautical Information Regulation and Control (AIRAC)</b></p>	<p align="right">Page 1 of 6</p>

## **GUIDANCE ON ADHERENCE TO AERONAUTICAL INFORMATION REGULATION AND CONTROL (AIRAC)**

### **1.0 PURPOSE**

- 1.1 This Advisory Circular (AC) provides guidelines to Air Navigation Service Providers (ANSP) and other Aeronautical data originators on the standard procedures for adherence to AIRAC requirements in accordance with the Civil Aviation Regulations.

### **2.0 REFERENCES**

- a) The Civil Aviation (Aeronautical Information Services) Regulations 2025;
- b) The Civil Aviation (Aeronautical Charts) Regulations 2017 as amended;
- c) ICAO Doc 10066 - PANS-AIM;
- d) ICAO Doc 8126 - Aeronautical Information Services Manual;

### **3.0 GUIDANCE AND PROCEDURES**

#### **3.1 GENERAL**

- 3.3.1. Aeronautical data and information are constantly changing. Airspace structures and routes are revised, navigation aids change, SIDs and STARs are amended, runway and taxiway information changes. It is essential, for both efficiency and safety, that Pilots, Air Traffic Controllers, Air Traffic Flow Managers, Flight Management Systems and Aviation Charts all have the same data set. Therefore, operationally significant changes to the AIP shall be published in accordance with AIRAC system.
- 3.3.2. Aeronautical Information Regulation And Control (AIRAC) is a system aimed at advance notification, based on common effective dates, of circumstances that necessitate significant changes in operating practices as specified in appendix 1.
- 3.3.3. The designated AIS provider must publish aeronautical information and data detailed in regulation 41 of the Civil Aviation (Aeronautical Information Services) Regulations 2024 according to the AIRAC effective dates. The AIS provider shall ensure data integrity, confirm the required level of accuracy, and validate the source of such information before distribution for operational use.
- 3.3.4. The designated AIS provider shall publish the AIRAC effective dates in the AIP GEN 3.1, and issue an AIC at the beginning of each calendar year, detailing the predetermined AIRAC system dates, including cut-off dates, publication dates, and effective dates.
- 3.3.5. Aeronautical data originators need to be aware of the significant dates and AIS provider's cut-off dates to meet each of the AIRAC effective dates.

## **4.0 DETAIL**

### **4.1 THE NEED FOR CONTROL**

- 4.1.1 The designated AIS provider shall publish Aeronautical information under AIRAC System aimed at advanced notification based on common effective date of circumstances that necessitate significant changes on the establishment, withdrawal of, and premeditated operational changes (including operational trials) to aeronautical information stipulated under Civil Aviation (AIS) Regulations upon a series of common effective dates at intervals of 28 days.
- 4.1.2 The information notified under the AIRAC system shall not be changed further for at least another 28 days after the effective date, unless the circumstance notified is of a temporary nature and would not persist for the full period.
- 4.1.3 Implementation dates other than AIRAC effective dates shall not be used for pre-planned operationally significant changes requiring cartographic work and/or for updating of navigation databases.

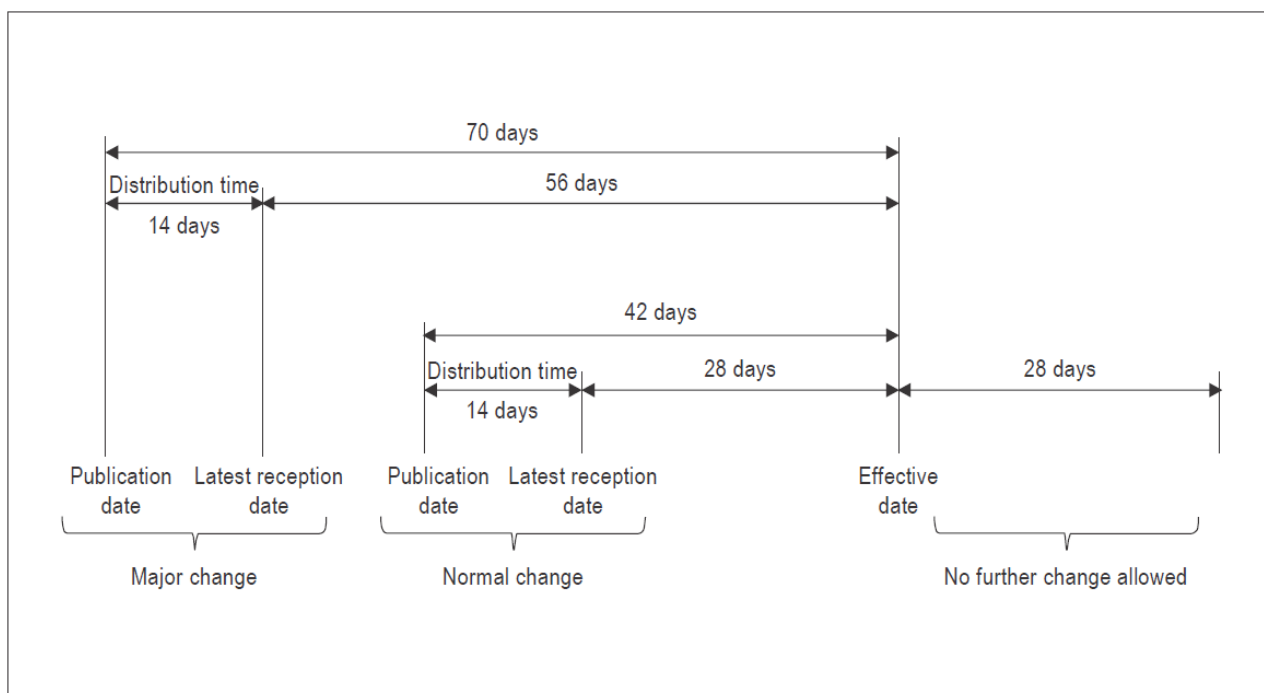
### **4.2 REGULATED SYSTEM**

- 4.2.1. The designated AIS provider must publish AIP Amendments, AIP Supplements and aeronautical charts in accordance with the international schedule of AIRAC effective dates. Permanent changes to the AIP shall be published as AIP Amendments. Temporary changes of long duration (three months or longer) and information of short duration which contains extensive text and/or graphics shall be published as AIP Supplements.
- 4.2.2. When an AIP Amendment or an AIP Supplement is published in accordance with AIRAC procedures, a so-called "Trigger NOTAM" shall be originated giving a brief description of the contents, the effective date and time, and the reference number of the AIP amendment or supplement.
- 4.2.3. Aeronautical information and data published under the AIRAC system must be identified by the acronym 'AIRAC'.

### **4.3 SIGNIFICANT DATES**

- 4.3.1. The AIRAC system are directly dependent upon the degree to which the AIRAC effective dates are observed and used by the authorities that are responsible for originating changes in facilities, services or procedures. Such changes must be anticipated by these authorities, and AIRAC effective dates must be selected from the schedule of AIRAC effective dates sufficiently in advance to permit issue of the relevant information in a timely and controlled manner. There are three significant dates associated with the AIRAC system, namely:
- a) the publication date, i.e. the date at which the AIS sends out the information;
  - b) the latest reception date, i.e. the latest date for new, amended or deleted information to reach the recipients; and
  - c) the effective date, i.e. the AIRAC date at which the changes take effect.

- 4.3.2. For normal changes, the intent is for information to reach the recipients not later than 28 days before the AIRAC effective date. If the aeronautical information cannot be made available online, there should be an interval of 42 days between the publication date and the effective date. This allows for a distribution time of up to 14 days, by the most expeditious means, in order for recipients to receive the information at least 28 days in advance of the effective date.
- 4.3.3. In cases where major changes are planned and more advance notice is desirable and practicable; the information should be received by the recipients at least 56 days in advance of the effective date. To allow for a distribution time of 14 days, the publication date should therefore be 70 days in advance of the effective date.
- 4.3.4. When the designated Aeronautical Information Services Provider does not receive AIRAC material from the responsible authorities for publication on the next scheduled AIRAC effective date, shall issue a NIL notification by NOTAM at least one cycle (28 days or more) before the AIRAC effective date concerned.



**Figure 1: AIRAC Significant dates**

2023	2024	2025	2026	2027	2028	2029
2023-01-26	2024-01-25	2025-01-23	2026-01-22	2027-01-21	2028-01-20	2029-01-18
2023-02-23	2024-02-22	2025-02-20	2026-02-19	2027-02-18	2028-02-17	2029-02-15
2023-03-23	2024-03-21	2025-03-20	2026-03-19	2027-03-18	2028-03-16	2029-03-15
2023-04-20	2024-04-18	2025-04-17	2026-04-16	2027-04-15	2028-04-13	2029-04-12
2023-05-18	2024-05-16	2025-05-15	2026-05-14	2027-05-13	2028-05-11	2029-05-10
2023-06-15	2024-06-13	2025-06-12	2026-06-11	2027-06-10	2028-06-08	2029-06-07
2023-07-13	2024-07-11	2025-07-10	2026-07-09	2027-07-08	2028-07-06	2029-07-05
2023-08-10	2024-08-08	2025-08-07	2026-08-06	2027-08-05	2028-08-03	2029-08-02
2023-09-07	2024-09-05	2025-09-04	2026-09-03	2027-09-02	2028-08-31	2029-08-30
2023-10-05	2024-10-03	2025-10-02	2026-10-01	2027-09-30	2028-09-28	2029-09-27
2023-11-02	2024-10-31	2025-10-30	2026-10-29	2027-10-28	2028-10-26	2029-10-25
2023-11-30	2024-11-28	2025-11-27	2026-11-26	2027-11-25	2028-11-23	2029-11-22
2023-12-28	2024-12-26	2025-12-25	2026-12-24	2027-12-23	2028-12-21	2029-12-20

**Figure 2: Schedule of AIRAC Significant dates**




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**Tanzania Civil Aviation Authority**

## **APPENDIX 1: AERONAUTICAL INFORMATION TO BE DISTRIBUTED BY AIRAC**

### **PART 1**

Information concerning the following circumstances shall be distributed under the regulated system (AIRAC), i.e. basing establishment, withdrawal or significant changes upon a series of common effective dates at intervals of 28 days:

- a) *limits (horizontal and vertical), regulations and procedures applicable to:*
  - i) *flight information regions;*
  - ii) *control areas;*
  - iii) *control zones;*
  - iv) *advisory areas;*
  - v) *air traffic services (ATS) routes;*
  - vi) *permanent danger, prohibited and restricted areas (including type and periods of activity when known) and air defence identification zones (ADIZ);*
  - vii) *permanent areas or routes or portions thereof where the possibility of interception exists;*
- b) *positions, frequencies, call signs, identifiers, known irregularities and maintenance periods of radio navigation aids, and communication and surveillance facilities;*
- c) *holding and approach procedures, arrival and departure procedures, noise abatement procedures and any other pertinent ATS procedures;*
- d) *transition levels, transition altitudes and minimum sector altitudes;*
- e) *meteorological facilities (including broadcasts) and procedures;*
- f) *runways and stopways;*
- g) *taxiways and aprons;*
- h) *aerodrome ground operating procedures (including low visibility procedures);*
- i) *approach and runway lighting; and*
- j) *aerodrome operating minima if published.*

### **PART 2**

The regulated system (AIRAC) should be used for the provision of information relating to the establishment and withdrawal of, and premeditated significant changes in, the circumstances listed below:

- a) *position, height and lighting of navigational obstacles;*
- b) *hours of service of aerodromes, facilities and services;*
- c) *customs, immigration and health services;*
- d) *temporary danger, prohibited and restricted areas and navigational hazards, military exercises and mass movements of aircraft; and*
- e) *temporary areas or routes or portions thereof where the possibility of interception exists.*

### **PART 3**

Whenever major changes are planned and where advance notice is desirable and practicable, information shall be made available by the AIS so as to reach recipients at least 56 days in advance of the effective date. This shall be applied to the establishment of, and premeditated major changes in, the circumstances listed below, and other major changes if deemed necessary:

- a) *new aerodromes for international instrument flight rules (IFR) operations;*
- b) *new runways for IFR operations at international aerodromes;*
- c) *design and structure of the ATS route network;*
- d) *design and structure of a set of terminal procedures (including change of procedure bearings due to magnetic variation change);*
- e) *circumstances listed in part 1 if the entire DAR FIR or any significant portion thereof is affected or if cross-border coordination is required.*