Twenty-first Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/21)
Santo Domingo, Dominican Republic, 15 to 17 November 2023

Agenda Item 3:   **Global and Regional Developments**
                    3.3   **CAR/SAM Air Navigation Services (ANS) Implementation Level**

NEED TO UPDATE THE AERONAUTICAL INFORMATION REGULATION AND CONTROL (AIRAC) SYSTEM

(Presented by the Dominican Republic)

EXECUTIVE SUMMARY	
This paper provides a review proposal of the deadlines of the Aeronautical Information Regulation and Control (AIRAC) system foreseen for the anticipated publication of changes in the facilities, equipment, and air navigation services.	
Action:	Suggested actions are presented in Section 3.
Strategic Objectives:	• Safety • Air Navigation Capacity and Efficiency • Economic Development of Air Transport
References:	• Annex 15 Aeronautical Information Services • Doc. 8126 Aeronautical Information Services Manual • Doc. 10066 PANS-AIM

1. Introduction

1.1   AIRAC is the acronym to refer to an aeronautical information regulation and control system, which has the objective of the anticipated notification based on the effective dates, of circumstances requiring normal or significant changes in methods of operations.

1.2   The system was introduced for the first time in Annex 15 through Amendment 8, which came into force on 1 November 1964 and was raised to standard through Amendment 28, which came into effect on 1 January 1998.

2.   Discussion

2.1   Since its implementation in 1964, until today, these deadlines established almost six decades ago have remained unchanged, despite the changes experienced in all aspects related to air navigation services, whether in the field of flight equipment, airspace management, airport development and management, and other aspects related to systems and services for air navigation, where extraordinary developments in information technology have been carried out, up to the threshold of the SWIM concept that envisions the exchange of accurate, high-quality and timely data/information, in real-time, which will allow Network-centric ATM management.

2.2   The regulated system (AIRAC) is used to provide information regarding the establishment, elimination, and important changes in equipment, services, and facilities intended for air navigation, such as runways and platforms, among others. The notification of the continuous expansion of the latter to accommodate the parking of an increasingly growing air traffic cannot be adapted to the deadlines contained in the AIRAC, of up to 70 days from its promulgation to the date of entry into force, which requires the aeronautical information services to overload the system for preparing and issuing NOTAMs, which must remain valid until the AIRAC periods are reached.

2.3   The most obvious indication of the outdatedness of this system is that it allows 14 days for the published information/data to be received by the recipient from the moment it is issued, plus 28 days for the recipient to process said information. The development of information technology and its widespread use by States and other service providers allows both deadlines to be significantly reduced. Likewise, and for the same reasons, the time required by AIS offices to process, format, and distribute the data received from the initiators can be reduced.

3.   Suggested action

3.1   In view of the developments of computing and the generalized usage in the States of automated systems in the reception, processing, formatting, and distribution of aeronautical information/data destined for air navigation, and aimed to reduce the elaboration and issuing of NOTAM, the Meeting is invited to:

    a)   contemplate the possibility of reviewing the updating of the deadlines in the Aeronautical Information Regulation and Control (AIRAC) system. Refer to the **Appendix** to this paper, which provides Figure III-3-3 AIRAC significant dates, Doc. 8126, 7th Edition, 2022.
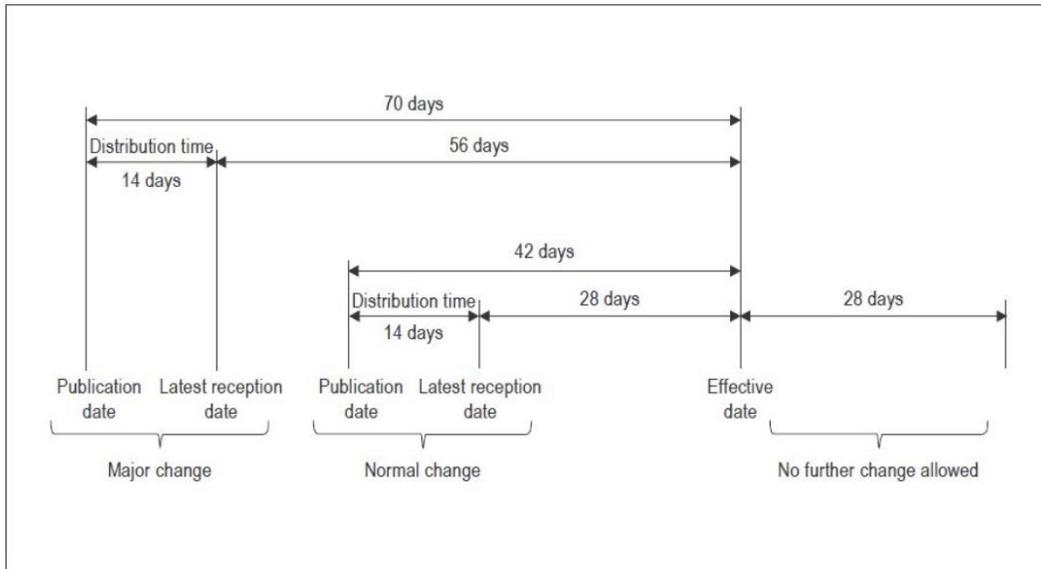
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APPENDIX

Figure III-3-3. AIRAC significant dates

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