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AIP CANADA

Aeronautical Information Circulars

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Aeronautical Information Circular Checklist

The following Aeronautical Information Circulars are currently in force:

AIC #	Title
16/24	RPAS Restricted Airspace Pursuant to Section 5.1 of the Aeronautics Act
15/24	Temporary reduction in hours of operation to Aerodrome Advisory Services and Weather Reporting at Castlegar / West Kootenay Regional Airport, BC (CYCG)
14/24	NAVAID Modernization Program: Interim Phase
13/24	Notifications on overflying conflict zones issued by Transport Canada (Replaces AIC 23/23)
12/24	NAVAID Modernization Program: Interim Phase
9/24	Upcoming Change to the Communication of ATIS Information and Decommissioning of ATIS by Telephone Service (Replaces AIC 5/24)
8/24	Assignment of ICAO Navigation Specifications to Canadian Performance Based Navigation Procedures (Replaces AIC 12/23)
32/23	Use of Controller Pilot Data Link Communications Route Clearance Messages in the Gander Flight Information Region
30/23	National Implementation of Trigger NOTAM Effective 30 Nov 2023
27/23	Notice of Mandate to Apply Airport Collaborative Decision Making (A-CDM) Procedures at Toronto/Lester B. Pearson International Airport (Replaces AIC 9/21)
15/23	Use of Controller Pilot Data Link Communications Route Clearance Messages in the Montreal Flight Information Region
11/23	Procedures for the Use of a Ground Advisory Frequency at Select Airports (Supersedes AICs 26/22 and AIC 27/22)
4/23	Update on Time Based Separation Implementation at Toronto/Lester B. Pearson International Airport (CYYZ)
29/22	Established on RNP AR (EoR) Implementation at Toronto/Pearson International Airport (CYYZ)

Note: Cette information est aussi disponible dans l'autre langue officielle

Aeronautical Information Circular Checklist

22/21	Canada/USA Border Computer Navigation Fixes
15/21	Notice of Operational Trial: New Runway Hold Position Markings, Placement and Lighting Toronto/Lester B. Pearson International Airport
10/21	Notice of Trial for Proposed Amended Preferential Runway System at Toronto/Lester B. Pearson International Airport (Replaces AIC 8/20)

The following Aeronautical Information Circulars have been cancelled:

AIC #	Title
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Note: Cette information est aussi disponible dans l'autre langue officielle



AERONAUTICAL INFORMATION CIRCULAR 16/24

RPAS RESTRICTED AIRSPACE PURSUANT TO SECTION 5.1 OF THE AERONAUTICS ACT

Introduction

It has been determined that, for certain areas, the use of Remotely Piloted Aircraft Systems (RPAS) results in an unacceptable safety or security risks. To address this, restrictions on RPAS operations in the vicinity of specific facilities and infrastructure are necessary to ensure adequate safety measures.

Under Section 5.1 of the Aeronautics Act, Transport Canada (TC) may, by notice, prohibit or restrict the operation of aircraft on or over any area or within any airspace, either absolutely or subject to any exceptions or conditions that the Minister may specify, if, in the opinion of the Minister, the prohibition or restriction is necessary for aviation safety or security or the protection of the public.

The Designated Airspace Handbook (DAH), issued under the authority of the Minister of Transport, contains the legal description of the Canadian airspace structure and associated designations.

As such, Remotely Piloted Aircraft (RPA) will be restricted in specific locations where necessary for aviation safety, security or for the protection of the public. These restrictions will be published in a new section of the DAH under the authority of the Minister of Transport, delegated to the Chief of Flight Standards.

Transport Canada Civil Aviation risk management and decision-making principles will be applied when making these airspace restrictions.

Implementation Plan

Proposed requests for new RPAS Restricted Airspace can be made through the appropriate TC Regional Service Centres at the following link.

<https://tc.canada.ca/en/aviation/civil-aviation-contacts-offices>

Proposals from Military authorities should be submitted through the RCAF Air Traffic Management Coordination Office (ATM COORD), NDHQ Ottawa.

The approval process will include TC assessment and review and NAV CANADA analysis. Stakeholders will be involved, when appropriate. New requests will be processed in priority as capacity allows.

Once the approval process is complete, implementation will be via the DAH and adhere to AIRAC cycles. All DAH amendments remain valid until removed.

If a need for RPAS Restricted Airspace is deemed time-critical and must be communicated before a DAH update is published, it will be communicated via NOTAM.

If RPAS Restricted Airspace initiated by NOTAM remains valid for more than 90 days, it will be transferred to the DAH.

Concurrent with publishing in the DAH, the NAV CANADA NAV Drone Application will depict the RPAS Restricted Airspace on the digital map.

RPAS Restricted Airspace will not be indicated in aeronautical publications used primarily for traditionally piloted aviation.



Standard Geometry

Typically, circular zones will be used centred on a particular location and assigned a specific radius. The altitude of RPAS Restricted Airspace will usually be no higher than 1,000 feet AGL.

User Agency

For all requests, a USER AGENCY will be identified, and a contact phone number will be provided. The USER AGENCY may authorize RPA activity within the RPAS Restricted Airspace on a case-by-case basis.

Exemptions

Permanent exemptions will be in place for all police and firefighting operations.

Further Information

For further information, please contact:

Transport Canada
Chief of Flight Standards,
AARTA, Transport Canada
Ottawa, ON

E-mail: tc.generalaviation-aviationgenerale.tc@tc.gc.ca

Francis Mercier
Chief Flight Standards
Transport Canada

AERONAUTICAL INFORMATION CIRCULAR 15/24

TEMPORARY REDUCTION IN HOURS OF OPERATION TO AERODROME ADVISORY SERVICES AND WEATHER REPORTING AT CASTLEGAR / WEST KOOTENAY REGIONAL AIRPORT, BC (CYCG)

NAV CANADA, the country's provider of civil air navigation services, is currently experiencing Flight Service Station (FSS) staffing shortages at the Castlegar / West Kootenay Regional Airport, BC (CYCG). This shortage is affecting the hours of operation for providing aerodrome advisory services (AAS) and aerodrome routine meteorological reports (METAR).

To reduce the effect on customers, an assessment has concluded that the FSS hours of operation should be temporarily adjusted to open one and a half hours (90 minutes) later and close six hours earlier each day based on current staffing resources.

The temporary hours of operation for the Castlegar FSS will be 07:00 to 15:00 local time (1400Z to 2200Z). As per CAR 602.98, mandatory frequency (MF) procedures are in effect when the FSS is not in operation.

The Limited Weather Information System (LWIS) used when the FSS is not in operation, and the aerodrome forecast (TAF), issued twice daily at 08:00 and 14:00 local time (1500Z and 2100Z), will be unaffected.

This change will take effect 11 July 2024, at 0901 Coordinated Universal Time (UTC). Appropriate NOTAMs have been published and may supersede this information circular.

For further information, please contact:

NAV CANADA
Customer Service Centre
151 Slater Street
Ottawa, ON K1P 5H3

Tel.: 800-876-4693
E-mail: service@navcanada.ca



Chris Bowden
Director, Aeronautical Information Management and Flight Operations

AERONAUTICAL INFORMATION CIRCULAR 14/24

NAVAID MODERNIZATION PROGRAM: INTERIM PHASE

NAV CANADA, the country's provider of civil air navigation services, conducted an aeronautical study that reviewed the requirements for non-directional beacons (NDB) and very-high frequency (VHF) omnidirectional range (VOR).

The study concluded that given the comprehensive radar surveillance coverage, and the capabilities of area navigation (RNAV) with global navigation satellite system (GNSS) equipped aircraft, many navigation aids (NAVAID) are no longer required and should be decommissioned.

Where a current NAVAID identified in the study serves as an instrument approach aid or anchors an airway segment, NAV CANADA will ensure that an RNAV (GNSS) instrument approach procedure (IAP) or RNAV airway segment is published, where required, before the identified NAVAID is removed.

Implementation is nearing completion. This interim phase is described below. Subsequent aeronautical information circulars (AICs) will be published for each upcoming phase.

Indicator	NAVAID Facility Name
YWG	Winnipeg VOR

The changes will take effect on 05 September 2024 at 0901Z Coordinated Universal Time (UTC).
The appropriate aeronautical publications will be amended.

For further information, please contact:

NAV CANADA
Customer Service Centre
151 Slater Street
Ottawa, ON K1P 5H3

Tel.: 800-876-4693
E-mail: service@navcanada.ca



Chris Bowden
Director, Aeronautical Information Management and Flight Operations

AERONAUTICAL INFORMATION CIRCULAR 13/24

NOTIFICATIONS ON OVERFLYING CONFLICT ZONES ISSUED BY TRANSPORT CANADA

(Replaces AIC 23/23)

1. CONTEXT

- 1.1 The Minister of Transport (MOT) is responsible for the assessment of specific threats concerning flight operations within the framework of the *Aeronautics Act*. Transport Canada, on behalf of the MOT, monitors the security of flight routes used by passenger aircraft and conducts threat assessments when there are changes in the security situation in these routes.
- 1.2 When it is perceived or assessed the State responsible for managing its airspace is not properly mitigating existing risks to commercial aviation, Transport Canada can issue an airspace notification for a risk area, either informative, advisory or prohibitive in nature, under Section 5.1 of the *Aeronautics Act*. Transport Canada's threat assessment methodology is based on a tiered assessment of threat, as described in Section 3.
- 1.3 Airspace notifications issued by Transport Canada apply to Canadian Air Operators (CAO) and Owners of Aircraft Registered in Canada (OARC), and are intended to inform flight planning and operational decision-making.

2. PUBLICATION

- 2.1 NAV CANADA, the corporation that operates Canada's civil air navigation service, publishes airspace notifications on behalf of the MOT.
- 2.2 The reporting format follows the standards articulated in the International Civil Aviation Organisation's (ICAO) Annex 15 – Aeronautical Information Services.
- 2.3 **Notice to Airmen (NOTAM):** when information to be distributed is temporary in nature or time-critical, notifications on conflict zones are published via NOTAM. As per Annex 15 (Standard 6.3.2.3 (n)), the notification is to include information that is as specific as possible regarding the nature and extent of threats of that conflict and its consequences for civil aviation. The NOTAM will either be cancelled once its validity ceases to apply, or incorporated into an Aeronautical Information Circular, if the information continues to be valid.
- 2.4 **Aeronautical Information Circular (AIC):** if an airspace notification will remain valid for more than 90 days, it will be issued as, or transferred to, an AIC. The notification contained in the AIC remains valid until the MOT makes a change, based on a new risk assessment of the security situation. If a change is deemed necessary, it will be reflected in the next AIC editorial. If the change needs to be communicated before the publication of the editorial, it will be made via NOTAM, which will be rescinded upon issuance of the AIC editorial.

3. ISSUANCE

3.1 The issuance of airspace notifications for overflying conflict zones is a tiered-based risk system, as described below:

- **Level 1:** Medium risk (**INFORMATION / GENERAL ADVICE**) – Advised to take all potential risk information into account in risk assessment and flight routing decisions in the airspace of X country.
- **Level 2:** High risk (**RECOMMENDATION**) – Recommended to maintain a flight level of X / not to enter the airspace of X country.
- **Level 3:** Critical risk (**PROHIBITION**) – Prohibited to enter the airspace of X country.

4. EXEMPTIONS

4.1 Exceptional waivers for prohibitive notifications may be granted upon motivated request to the competent authority. Affected air operators wishing to obtain such an Authorization must apply to the department of transport at 1-877-992-6853 or 1-613-992-6853 or by email at Operations.aviation@tc.gc.ca

4.2 The notifications listed below apply without prejudice to emergency measures that the pilot in command may take in case of absolute necessity.

5. INVENTORY OF TRANSPORT CANADA ISSUED NOTIFICATIONS

5.1 **Afghanistan – Level 2 – Issued July 28, 2021**

SECURITY – HAZARDOUS SITUATION IN AFGHANISTAN. Canadian Air Operators and owners of aircraft registered in Canada are recommended not to enter FIR Kabul (OAKX). Potential risk from extremist and militant activity and limited risk mitigation capabilities. Excluded from this guidance are airways P500 and G500 for transiting overflights at or above flight level FL320.

5.2 **Armenia/Azerbaijan – Level 1 – Issued September 15, 2022**

SECURITY – HAZARDOUS SITUATION IN ARMENIA/AZERBAIJAN. Canadian air operators and owners of aircraft registered in Canada are advised to take all potential risk information into account in their risk assessment and routing decisions when operating in FIR Yerevan Zvartnots (UDDD), and FIR Baku (UBBA). Potential risk from anti-aviation weaponry and military activity along the border of Armenia and Azerbaijan.

5.3 **Belarus – Level 3 – Issued February 24, 2022**

SECURITY – HAZARDOUS SITUATION IN BELARUS. Canadian Air Operators and owners of aircraft registered in Canada are prohibited from entering FIR Minsk (UMMV). Potential risk from anti-aviation weaponry and military operations.

5.4 **Iran – Level 2 – Issued January 10, 2020**

SECURITY – HAZARDOUS SITUATION IN IRAN. Canadian Air Operators and owners of aircraft registered in Canada are recommended not to enter FIR Tehran (OIIX). Potential risk from anti-aviation weaponry and military operations.

5.5 Iraq – Level 2 – Issued November 18, 2021

SECURITY – HAZARDOUS SITUATION IN IRAQ. Canadian Air Operators and owners of aircraft registered in Canada are recommended to maintain a flight level equal to or above flight level FL320 in FIR Baghdad (ORBB). Potential risk from anti-aviation weaponry and military operations.

5.6 Israel – Level 1 – Issued October 10, 2023

SECURITY – HAZARDOUS SITUATION IN ISRAEL. Canadian Air Operators and owners of aircraft registered in Canada are advised to take all potential risk information into account in their risk assessment and routing decisions within FIR Tel Aviv (LLLL). Potential risk from anti-aviation weaponry and military operations.

5.7 Lebanon – Level 1 – Issued October 20, 2023

SECURITY – HAZARDOUS SITUATION IN LEBANON. Canadian Air Operators and owners of aircraft registered in Canada are advised to take all potential risk information into account in their risk assessment and routing decisions within FIR Beirut (OLBB). Potential risk from anti-aviation weaponry and military operations.

5.7 Libya – Level 2 – Issued February 18, 2020

SECURITY – HAZARDOUS SITUATION IN LIBYA. Canadian Air Operators and owners of aircraft registered in Canada are recommended not to enter FIR Tripoli (HLLL). Potential risk from anti-aviation weaponry and military operations created by the current level of internal instability.

5.8 Moldova – Level 3 – Issued February 24, 2022

SECURITY – HAZARDOUS SITUATION IN MOLDOVA. Canadian Air Operators and owners of aircraft registered in Canada are prohibited from entering FIR Chisinau (LUUU). Potential risk from anti-aviation weaponry and military operations.

5.9 North Korea – Level 2 – Issued October 19, 2022

SECURITY – HAZARDOUS SITUATION IN NORTH KOREA. Canadian Air Operators and owners of aircraft registered in Canada are recommended not to enter FIR Pyongyang (ZKKP). Potential risk to aviation from ballistic missile launches without prior notice.

5.10 Saudi Arabia – Level 1 – Issued August 10, 2023

SECURITY – HAZARDOUS SITUATION IN SAUDI ARABIA. Canadian Air Operators and owners of aircraft registered in Canada are advised to take all potential risk information into account in their risk assessment routing decisions within FIR Jeddah (OEJD). Potential risk from anti-aviation weaponry and military operations. ESCAT (Emergency Security Control of Air Traffic) rules may be activated by NOTAM from the Saudi authorities in the southwest area of FIR OEJD.

5.11 Somalia – Level 2 – Issued February 9, 2021

SECURITY – HAZARDOUS SITUATION IN SOMALIA. Canadian Air Operators and owners of aircraft registered in Canada are recommended to maintain a flight level equal to or above FL260, within FIR Mogadishu (HCSM). Potential risk from anti-aviation weaponry and military operations.

5.12 Sudan – Level 2 – Issued May 18, 2023

SECURITY – HAZARDOUS SITUATION IN SUDAN. Canadian Air Operators and owners of aircraft registered in Canada are recommended not to enter FIR Khartoum (HSSS). Potential risk from anti-aviation weaponry and military operations.

5.13 Syria – Level 2 – Issued February 9, 2020

SECURITY – HAZARDOUS SITUATION IN SYRIA. Canadian Air Operators and owners of aircraft registered in Canada are recommended not to enter FIR Damascus (OSTT), and to take all potential risk information into account in risk assessment and routing decisions when operating within 200 NM of FIR OSTT. Potential risk from anti-aviation weaponry and military operations.

5.14 Ukraine – Level 3 – Issued February 24, 2022

SECURITY – HAZARDOUS SITUATION IN UKRAINE. Canadian Air Operators and owners of aircraft registered in Canada are prohibited from entering FIR:

- Dnipropetrovsk (UKDV), Kiev (UKBV), L'viv (UKLV), Odesa (UKOV) and Simferopol (UKFV), in the airspace of Ukraine;
- FIR Rostov (URRV), in the airspace of Russia; and,
- Are prohibited from operating within 200nm of the boundaries of FIR UKDV and FIR UKBV in FIR Moscow (UUWV).

Potential risk from anti-aviation weaponry and military operations.

5.15 Yemen – Level 2 – Issued February 9, 2021

SECURITY – HAZARDOUS SITUATION IN YEMEN. Canadian Air Operators and owners of aircraft registered in Canada are recommended not to enter FIR Sana'a (OYSC), northwest of the line created by the waypoints TIMAD-IMPAG-NODMA on jet route T702. Potential risk from anti-aviation weaponry and military operations.

6. FURTHER INFORMATION

For further information, please contact:

Transport Canada
Conflict Zone Information Office
330 Sparks St., Ottawa, ON
K1A 0N8

E-mail: ConflictZoneInfoOffice-BureauInfoZonesConflit@tc.gc.ca

Félix Meunier
Director General, Civil Aviation

AERONAUTICAL INFORMATION CIRCULAR 12/24**NAVAID MODERNIZATION PROGRAM:
INTERIM PHASE**

NAV CANADA, the country's provider of civil air navigation services, conducted an aeronautical study that reviewed the requirements for non-directional beacons (NDB) and very-high frequency (VHF) omnidirectional range (VOR).

The study concluded that given the comprehensive radar surveillance coverage, and the capabilities of area navigation (RNAV) with global navigation satellite system (GNSS) equipped aircraft, many navigation aids (NAVAID) are no longer required and should be decommissioned.

Where a current NAVAID identified in the study serves as an instrument approach aid or anchors an airway segment, NAV CANADA will ensure that an RNAV (GNSS) instrument approach procedure (IAP) or RNAV airway segment is published, where required, before the identified NAVAID is removed.

Implementation is nearing completion. This interim phase is described below. Subsequent aeronautical information circulars (AICs) will be published for each upcoming phase.

Indicator	NAVAID Facility Name
QT	Thunder Bay NDB
YQT	Thunder Bay VOR

The changes will take effect on 11 July 2024 at 0901Z Coordinated Universal Time (UTC).

The appropriate aeronautical publications will be amended.

For further information, please contact:

NAV CANADA
Customer Service Centre
151 Slater Street
Ottawa, ON K1P 5H3

Tel.: 800-876-4693
E-mail: service@navcanada.ca



Chris Bowden
Director, Aeronautical Information Management and Flight Operations

AERONAUTICAL INFORMATION CIRCULAR 9/24

UPCOMING CHANGE TO THE COMMUNICATION OF ATIS INFORMATION AND DECOMMISSIONING OF ATIS BY TELEPHONE SERVICE

(Replaces AIC 5/24)

NAV CANADA, the country's provider of civil air navigation services, is required to decommission the Automated Terminal Information Service (ATIS) Voice Broadcasts by Telephone service after our telecom service providers have advised the termination of support for the legacy technology starting in 2025.

To continue providing remote access to ATIS information, NAV CANADA has begun upgrading the current ATIS infrastructure, allowing the promulgation of ATIS information, which can be accessed through this link: <https://spaces.navcanada.ca/workspace/aeroview>.

Text-based ATIS information will begin to be available at all sites that support new NAV CANADA ATIS systems, including sites that do not currently have phone service.

The population of ATIS information on the NC-Aeroview webpage began in March 2024 and is planned to continue until December 2024.

The appropriate aeronautical publications are planned to be amended on 31 October 2024, to remove phone number information. All phone lines, including 1-877-YVR-ATIS, will be decommissioned by the telecom provider between **1 January and 31 March 2025**.

This AIC expires on 17 April 2025.

For further information, please contact:

NAV CANADA
Customer Service Centre
151 Slater Street
Ottawa, ON K1P 5H3

Tel.: 800-876-4693
E-mail: service@navcanada.ca



Chris Bowden
Director, Aeronautical Information Management and Flight Operations

AERONAUTICAL INFORMATION CIRCULAR 8/24

ASSIGNMENT OF ICAO NAVIGATION SPECIFICATIONS TO CANADIAN PERFORMANCE BASED NAVIGATION PROCEDURES

(Replaces AIC 12/23)

Purpose of the Circular

The purpose of this Circular is to inform air operators that currently hold an air operator certificate issued under Part VI or Part VII of the Canadian Aviation Regulations of a proposed International Civil Aviation Organization (ICAO) Performance Based Navigation (PBN) requirement applicable to certain Standard Terminal Arrivals (STARs), Standard Instrument Departures (SIDs), and Area Navigation (RNAV) departure procedures.

Proposed Requirement

NAV CANADA currently annotates navigation performance requirements on some instrument procedures, indicating PBN Navigation Specifications of either RNAV 1 or RNP 1, along with any necessary sensor requirements, and/or any additional PBN requirements. Examples include the Columbia STAR at Vancouver Intl (CYVR), as well as all the STARs at Montreal/Pierre-Elliott-Trudeau Intl (CYUL), Toronto/Lester B. Pearson Intl (CYYZ), Toronto/Billy Bishop Toronto City (CYTZ) and Hamilton (CYHM) airports.

Commencing in 2024, NAV CANADA will continue this process and annotate additional PBN STARs, SIDs, and RNAV departure procedures with appropriate Navigation Specifications, sensor requirements, and/or any additional PBN requirements.

Air operators may obtain an authorization to operate in accordance with these navigation performance requirements, through an amendment to their air operator certificate. Guidance can be found in Transport Canada Advisory Circular (AC) No. 700-019 (RNAV 1 and 2) and AC No. 700-025 (RNP 1). Air operators already authorized to operate in accordance with AC 700-019 and AC 700-025 are not required to obtain additional approval.

Due to the volume of Canadian PBN procedures, this effort is expected to span numerous publication cycles.

For further information, please contact:

NAV CANADA
Customer Service Centre
151 Slater Street
Ottawa, ON K1P 5H3

Tel.: 800-876-4693
E-mail: service@navcanada.ca



Vanessa Robertson
Director, ATS Standards

Phase 12 will take effect on 16 May 2024 at 0901Z Coordinated Universal Time (UTC). The appropriate aeronautical publications will be amended.

For further information, please contact:

NAV CANADA
Customer Service Centre
151 Slater Street
Ottawa, ON K1P 5H3

Tel.: 800-876-4693
E-mail: service@navcanada.ca



Chris Bowden
Director, Aeronautical Information Management and Flight Operations

AERONAUTICAL INFORMATION CIRCULAR 32/23

USE OF CONTROLLER PILOT DATA LINK COMMUNICATIONS ROUTE CLEARANCE MESSAGES IN THE GANDER FLIGHT INFORMATION REGION

Introduction

Controller-Pilot Data Link Communications (CPDLC) has been in use in the Gander flight information region (FIR) since 2003. Commencing on or soon after **1 February 2024**, the available CPDLC message set will be expanded to include messages containing route clearances. Gander air traffic controllers (ATCOs) will be able to accept pilot-initiated CPDLC route requests and uplink the appropriate clearance using flight management system (FMS) loadable data, thereby reducing readback/hearback and transposition errors.

Implementation Plan

Implementation of CPDLC route clearance messages will be communicated via NOTAM prior to initiation.

Pilot-Initiated Route Requests	ATC Response or Initiation
REQUEST DIRECT TO <i>[position]</i>	▪ PROCEED DIRECT TO <i>[position]</i>
REQUEST <i>[route clearance]</i>	▪ CLEARED TO <i>[position]</i> VIA <i>[route clearance]</i> ▪ CLEARED <i>[route clearance]</i> ▪ AT <i>[position]</i> CLEARED <i>[route clearance]</i>
DIVERTING TO <i>[position]</i> VIA <i>[route clearance]</i>	▪ CLEARED TO <i>[position]</i> VIA <i>[route clearance]</i> ▪ CLEARED <i>[route clearance]</i> ▪ AT <i>[position]</i> CLEARED <i>[route clearance]</i>

Pilots are to respond to a route clearance message with one of the following:

- WILCO
- UNABLE
- STANDBY

Controller-Initiated Route Clearances

Air traffic controllers may initiate a route clearance for separation purposes, to avoid restricted airspace or for other operational requirements.

Pilot Procedures

If a clearance is received that can be automatically loaded into the FMS, the pilot should load the clearance into the FMS and review it before responding with “WILCO” or “UNABLE”.

Flight crews must be familiar with the proper loading and execution of the following CPDLC route clearance uplinks:

Pilot-Initiated Route Requests	ATC Response or Initiation
PROCEED DIRECT TO [position]	<ul style="list-style-type: none"> Instruction to proceed directly to the specified position.
CLEARED TO [position] VIA [route clearance]	<ul style="list-style-type: none"> Instruction to proceed to the specified position via the specified route. This uplink may not show the “VIA ROUTE CLEARANCE” until it is loaded. This is not a direct to the “CLEARED TO [waypoint]”. It is a clearance to the waypoint via the route specified.
CLEARED [route clearance]	<ul style="list-style-type: none"> Instruction to proceed via the specified route. This uplink may not show the “ROUTE CLEARANCE” until it is loaded.
AT [position] CLEARED [route clearance]	<ul style="list-style-type: none"> Instruction to proceed from the specified position via the specified route. This uplink may not show the “ROUTE CLEARANCE” until it is loaded.

- Note 1** Experience shows that flight crews often misunderstand the uplink message “CLEARED TO [position] VIA [route clearance]” when they fail to load the message into the FMS, with the result that they incorrectly fly directly to the “CLEARED TO [position]”. In other cases, even after loading, they perceive the clearance as direct to the “CLEARED TO [position]”.
- Note 2** FMS waypoint weather data (winds and temperature) may be lost depending on the route clearance message received. Flight crews should verify the weather data as they may need to re-enter the weather data for proper FMS predictions.
- Note 3** For additional guidance on pilot procedures for uplink messages containing FMS-loadable data, refer to Section 4.3.5 of the International Civil Aviation Organization (ICAO) Doc 10037—*Global Operational Data Link (GOLD) Manual*.

Route Verification

To mitigate errors associated with pilots failing to promptly load or execute the new route clearances, controllers may verify the new route using automatic dependent surveillance – contract (ADS-C) reports, or by sending “CONFIRM ASSIGNED ROUTE”. Pilots are to respond to the “CONFIRM ASSIGNED ROUTE” with “ASSIGNED ROUTE [route clearance]”.

- Note** Some aircraft are unable to send “ASSIGNED ROUTE [route clearance]” due to system limitations. In this case, pilots should respond with the free text message “UNABLE TO SEND ROUTE”.

Further Information

Please contact: NAV CANADA

Attn: Robert Fleming, Manager ACC Operations, Gander ACC

E-mail: robert.fleming@navcanada.ca



Vanessa Robertson
Director, ATS Standards

AERONAUTICAL INFORMATION CIRCULAR 30/23

NATIONAL IMPLEMENTATION OF TRIGGER NOTAM EFFECTIVE 30 NOV 2023

AIP Supplements, like NOTAMs, are used to make temporary changes to the information contained in AIP Canada. While NOTAMs are used for dynamic changes and are limited in message length, AIP Supplements are used for longer-term changes (3 months or more) or shorter events where the inclusion of an illustration or additional details are necessary to convey the change events more accurately. For example, airport construction projects can create several dynamic changes to surfaces, services, and procedures, often requiring dozens of NOTAMs relating to the activity, which can be difficult to accurately visualize.

NAV CANADA is working to modernize how AIP Supplements are published to increase their effectiveness and make them an option in situations where NOTAMs used to be the only choice. Changes include increasing the frequency of publication of AIP Supplements, updating the website to improve the overall experience when accessing AIP Supplements and AIC, and issuing Trigger NOTAM to advertise the issuance of an AIP Supplement.

Trigger NOTAMs include the word TRIGGER and identifies the AIP Supplement reference number as well as the general subject.

More information can be found on the NAV CANADA website <<https://www.navcanada.ca/en/aip-supplement-aic-enhancements.pdf>>

For further information, please contact:

NAV CANADA
Customer Service
151 Slater Street, Suite 120
Ottawa, ON K1P 5H3

Tel.: 800-876-4693
Fax: 877-663-6656
E-mail: service@navcanada.ca



Chris Bowden
Director, Aeronautical Information Management and Flight Operations

AERONAUTICAL INFORMATION CIRCULAR 27/23

NOTICE OF MANDATE TO APPLY AIRPORT COLLABORATIVE DECISION MAKING (A-CDM) PROCEDURES AT TORONTO/LESTER B. PEARSON INTERNATIONAL AIRPORT

(Replaces AIC 9/21)

1.0 Date of Applicability

The airport collaborative decision making (A-CDM) procedures described in this aeronautical information circular (AIC) are applicable as follows:

- A-CDM live operations will be effective as of 31 October 2023.

2.0 Purpose of the Circular

This AIC outlines the A-CDM procedures to be followed by operators at Toronto/Lester B. Pearson International Airport (CYYZ).

Additional information on the details of the A-CDM Project at CYYZ can be found at

<http://torontopearson.com/acdm/>.

For anything not covered in this circular, detailed explanation can be found in the *Transport Canada Aeronautical Information Manual* (TC AIM), Aerodromes chapter, section 10

https://tc.canada.ca/sites/default/files/2023-03/aim-2023-1_access_e.pdf.

The A-CDM web portal for operational purposes can be found at <https://acdm.gtaa.com/>.

3.0 A-CDM Single Point of Contact

The 24/7 dedicated single point of contact for A-CDM is the Manager Operations – Airport Flow (MO-AF):

Tel.: 416-776-ACDM (2236)
E-mail: manageroperationsairportflow@gtaa.com

4.0 Exemptions From A-CDM Procedures

Helicopters and flights identified by any one of the following designators in Item 18 of their flight plan, or by any other agreed means that may be applicable, are exempt from adhering to the A-CDM procedures:

STS/FFR	Firefighting
STS/HEAD	Flight with Head of State status
STS/HOSP	Flight on an actual medical mission
STS/MEDEVAC	Flight operated for life-critical medical emergency evacuation
STS/SAR	Flight engaged in a search and rescue mission

STS/STATE	Flight engaged in military, customs or police services
STS/FLTCK	Aircraft performing NAVAID flight check

5.0 Flight Crew Procedures

5.2 Adherence to TOBT/TSAT

To prevent unnecessary and potentially significant delays, all departing flights are reminded of the importance of keeping their Target Off Blocks Time (TOBT) accurate. Failure to comply with the full A-CDM procedures will result in departure delays.

5.3 TOBT/TSAT Visibility

- Where Advanced Visual Docking Guidance System (AVDGS) is available TSAT times will be displayed at TOBT -10 minutes, or TOBT -20 minutes if TSAT time is \geq TOBT + 20 minutes.
- A-CDM web portal <<https://acdm.gtaa.com/>>.
- Through communication with the operator and their designated representative(s).

5.4 Call Ready Procedure

- TOBT +/- 5 minutes contact A-CDM Coordinator to confirm that the flight is ready with aircraft location.
- Monitor appropriate Apron frequency to await push-back and start-up approval.

5.5 Push-back / Start-Up Approval

- TSAT +/- 5 minutes Apron will provide push-back and start-up approval without a call from the flight crew.
- Sky Service midfield/3 Bay Hangar Apron aircraft shall start-up without requiring an instruction to do so from Apron within the TSAT +/- 5-minute window.
- Aircraft located at uncontrolled areas (Taxiway K, South FBO, Vista Cargo, Air Canada Hangar) must contact North or South Ground as appropriate within the TSAT +/- 5-minute window for taxi clearance.
- Failure to commence the push-back/start-up process within 2 minutes must be reported to the appropriate Apron or Ground frequency. Failure to report will be assumed that the TSAT is no longer valid and the operator needs to provide a new TOBT from which a new TSAT will be generated.
- If there is an issue after the aircraft has cleared the stand area that would mean a longer than normal start-up procedure, flight crew must request guidance from Apron frequency or Apron Coordinator if located at uncontrolled areas.

5.6 De-icing Operations

De-icing procedures will have a significant impact on taxi times, airport throughput and A-CDM planning.

- De-icing requirements must be communicated to Clearance Delivery.
- Requests for a change in de-icing requirements (including no longer requiring de-icing) later in the process must be communicated to A-CDM Coordinator as soon as practicable.

5.7 Managing TSAT Delays

Delays can occur for many reasons; a delta in TOBT and TSAT may be observed.

Flight crews at CYYZ can normally expect to remain at the gate while waiting for their TSAT. Should the gate be required for another purpose, flight crews can expect to be moved to a remote holding area to await departure clearance.

Flow restrictions enroute, or at destination airports, are calculated into a flight's TSAT.

6.0 Contingency Operations

If the A-CDM system fails or becomes unreliable, the A-CDM procedures will be suspended. The suspension and eventual restarting of the procedures will be announced via the automatic terminal information service (ATIS) broadcast and a NOTAM will be issued.

During suspension of the A-CDM procedures, no TOBT and TSAT will be provided. CYYZ will revert to first come, first serve for pushback.

All aircraft are to call ready with A-CDM Coordinator when they are ready to commence push-back/start-up procedures.

For further information, please contact:

NAV CANADA
Customer Service
151 Slater Street, Suite 120
Ottawa, ON K1P 5H3

Tel.: 800-876-4693
Fax: 877-663-6656
E-mail: service@navcanada.ca



Chris Bowden
Director, Aeronautical Information Management and Flight Operations

AERONAUTICAL INFORMATION CIRCULAR 15/23

USE OF CONTROLLER PILOT DATA LINK COMMUNICATIONS ROUTE CLEARANCE MESSAGES IN THE MONTREAL FLIGHT INFORMATION REGION

Introduction

Controller-Pilot Data Link Communications (CPDLC) has been in use in the Montreal flight information region (FIR) since 2012. Commencing on or soon after 13 July 2023, the available CPDLC message set will be expanded to include messages containing route clearances. Montreal air traffic controllers (ATCO) will be able to accept pilot-initiated CPDLC route requests and uplink the appropriate clearance using flight management system (FMS) loadable data, thereby reducing readback/hearback and transposition errors.

Implementation Plan

Implementation of CPDLC route clearance messages will be communicated via NOTAM prior to initiation.

Pilot-Initiated Route Requests	ATC Response or Initiation
REQUEST DIRECT TO [position]	▪ PROCEED DIRECT TO [position]
REQUEST [route clearance]	▪ CLEARED TO [position] VIA [route clearance] ▪ CLEARED [route clearance] ▪ AT [position] CLEARED [route clearance]
DIVERTING TO [position] VIA [route clearance]	▪ CLEARED TO [position] VIA [route clearance] ▪ CLEARED [route clearance] ▪ AT [position] CLEARED [route clearance]

Pilots are to respond to a route clearance message with one of the following:

- WILCO
- UNABLE
- STANDBY

Controller-Initiated Route Clearances

Air traffic controllers may initiate a route clearance for separation purposes, to avoid restricted airspace or for other operational requirements.

Pilot Procedures

If a clearance is received that can be automatically loaded into the FMS, the pilot should load the clearance into the FMS and review it before responding with "WILCO" or "UNABLE".

Flight crews must be familiar with the proper loading and execution of the following CPDLC route clearance uplinks:

Pilot-Initiated Route Requests	ATC Response or Initiation
PROCEED DIRECT TO [position]	<ul style="list-style-type: none"> Instruction to proceed directly to the specified position.
CLEARED TO [position] VIA [route clearance]	<ul style="list-style-type: none"> Instruction to proceed to the specified position via the specified route. This uplink may not show the “VIA ROUTE CLEARANCE” until it is loaded. This is not a direct to the “CLEARED TO [waypoint]”. It is a clearance to the waypoint via the route specified.
CLEARED [route clearance]	<ul style="list-style-type: none"> Instruction to proceed via the specified route. This uplink may not show the “ROUTE CLEARANCE” until it is loaded.
AT [position] CLEARED [route clearance]	<ul style="list-style-type: none"> Instruction to proceed from the specified position via the specified route. This uplink may not show the “ROUTE CLEARANCE” until it is loaded.

Note 1 Experience shows that flight crews often misunderstand the uplink message “CLEARED TO [position] VIA [route clearance]” when they fail to load the message into the FMS, with the result that they incorrectly fly directly to the “CLEARED TO [position]”. In other cases, even after loading, they perceive the clearance as direct to the “CLEARED TO [position]”.

Note 2 FMS waypoint weather data (winds and temperature) may be lost depending on the route clearance message received. Flight crews should verify the weather data as they may need to re-enter the weather data for proper FMS predictions.

Note 3 For additional guidance on pilot procedures for uplink messages containing FMS-loadable data, refer to Section 4.3.5 of the International Civil Aviation Organization (ICAO) Doc 10037—*Global Operational Data Link (GOLD) Manual*.

Route Verification

To mitigate errors associated with pilots failing to promptly load or execute the new route clearances, controllers may verify the new route using automatic dependent surveillance – contract (ADS-C) reports, or by sending “CONFIRM ASSIGNED ROUTE”. Pilots are to respond to the “CONFIRM ASSIGNED ROUTE” with “ASSIGNED ROUTE [route clearance]”.

Note Some aircraft are unable to send “ASSIGNED ROUTE [route clearance]” due to system limitations. In this case, pilots should respond with the free text message “UNABLE TO SEND ROUTE”.

Further Information

For further information, please contact: NAV CANADA

Attn: Noel Dwyer, National
Manager ATS Standards
Delivery

E-mail: noel.dwyer@navcanada.ca



Chris Bowden
Director, Aeronautical Information Management and Flight Operations

AERONAUTICAL INFORMATION CIRCULAR 12/23

ASSIGNMENT OF ICAO NAVIGATION SPECIFICATIONS TO CANADIAN AREA NAVIGATION STANDARD INSTRUMENT DEPARTURES

Purpose of the Circular

The purpose of this Circular is to inform air operators that hold an air operator certificate issued under Part VI or Part VII of the Canadian Aviation Regulations, of a proposed International Civil Aviation Organisation (ICAO) navigation performance requirement applicable to Area Navigation (RNAV) Standard Instrument Departures (SIDs).

Body

Commencing late 2023, NAV CANADA will begin to annotate RNAV 1 navigation performance requirements on some RNAV SIDs, indicating PBN Navigation Specifications (NAV SPEC), sensor requirements, and/or any additional PBN requirements.

Air operators may obtain an authorisation to operate in accordance with these navigation performance requirements, via an amendment to their air operator certificate. Guidance can be found in Transport Canada Advisory Circular (AC) No. 700-019 (RNAV 1 and 2). Air operators already authorised to operate in accordance with AC 700-019 are not required to obtain additional approval.

Due to the volume of Canadian PBN approach procedures, this effort is expected to span numerous publication cycles.

Expiry Date

This AIC expires 31 DEC 2024.

For further information, please contact:

NAV CANADA
Customer Service
151 Slater Street, Suite 120
Ottawa, ON K1P 5H3

Tel.: 800-876-4693
E-mail: service@navcanada.ca



Vanessa Robertson
Director, ATS Standards

AERONAUTICAL INFORMATION CIRCULAR 11/23

PROCEDURES FOR THE USE OF A GROUND ADVISORY FREQUENCY AT SELECT AIRPORTS

(Supersedes AICs 26/22 and 27/22)

Introduction

The purpose of this aeronautical information circular (AIC) is to inform pilots of the procedures associated with the ground advisory (GND ADV) frequency for use at select airports where mandatory frequency (MF) procedures are in place.

Background

To alleviate congestion on the MF at airports where traffic has increased, NAV CANADA has sought exemptions to allow pilots to use a GND ADV frequency while maneuvering on the ground. Airports such as Nanaimo and Mirabel have used the GND ADV frequency for some time. Rather than issuing a separate exemption for each airport, Transport Canada has granted NAV CANADA the ability to apply a global exemption to select airports for the purpose of mitigating the safety risks associated with increased congestion on the MF.

NAV CANADA will identify airports requiring the use of a GND ADV frequency. It will also indicate which frequency will be used, as well as any new procedures associated with the use of GND ADV in the appropriate aeronautical publications.

Pilots are reminded to review the exemption and adhere to the conditions listed in the most current version of "Exemption from Subsections 602.97 (2), 602.98 (1), and Section 602.99 of the Canadian Aviation Regulations." This can be found on the Transport Canada website under "Exemptions to the Canadian Aviation Regulations (CARs)":

<<https://tc.canada.ca/en/aviation/reference-centre/exemptions-canadian-aviation-regulations-cars>>.

Procedures

NAV CANADA will provide ground traffic information, pre-taxi clearances (where available), and other advisory information on the GND ADV frequency at select airports.

Where applicable:

- The automatic terminal information service (ATIS) message will contain information to pilots regarding use of the GND ADV frequency.
- When the GND ADV frequency is operational, pilots operating on the apron and taxiways up to the hold line for runways in use will be exempt from maintaining a continuous listening watch and making reports on the mandatory frequency (MF) (refer to Canadian Aviation Regulations [CARs] subsections 602.97 (2), and 602.98 (1), and Section 602.99). While operating on the ground, flight service specialists will instruct pilots to make all frequency changes.
- The following aeronautical publications will reflect this additional frequency:
 - Canada Flight Supplement (CFS)
 - Canada Air Pilot, "Instrument Procedures — General Pages" (CAP GEN)
 - Canada Air Pilot, Volume xx "Instrument Procedures ..." (Applicable CAP Volume)

New operating restrictions regarding communications on the MF and the GND ADV frequency will be specified by the Minister in the Canada Flight Supplement (CFS).

Refer to the CFS “General Section” and the CAP GEN for a definition of “ground advisory.” Refer to the CFS, Section B “Aerodrome/Facility Directory” and respective volume of the CAP for more detailed information specific to each select MF airport, such as frequency and procedures.

Phraseology examples that pilots can expect from flight service specialists include:

- Instruction to change to the appropriate frequency (after receipt of advisory information):

Pilot:	GOLF ALFA BRAVO CHARLIE ON BRAVO FOR RUNWAY TWO THREE AT ALFA
GND ADV:	ROGER, CONTACT [<i>unit name</i>] RADIO ON [<i>frequency</i>]

- Recommended taxi routing during complex ground traffic situations:
SUGGEST TAXI VIA BRAVO, ECHO, JULIET, ALFA HOLD SHORT RUNWAY ONE ONE
or
RECOMMEND TAXI VIA TANGO, BRAVO, RUNWAY TWO FOUR
- When transferring aircraft to either frequency (if the FSS positions are combined):
CHANGE TO MY FREQUENCY (*frequency*)

If you have any questions or concerns, please contact:

NAV CANADA
Customer Service
151 Slater Street, Suite 120
Ottawa, ON K1P 5H3

Tel.: 800-876-4693
E-mail: service@navcanada.ca



Vanessa Robertson
Director Air Traffic Services (ATS) Standards

AERONAUTICAL INFORMATION CIRCULAR 4/23

UPDATE ON TIME-BASED SEPARATION IMPLEMENTATION AT TORONTO/LESTER B. PEARSON INTERNATIONAL AIRPORT (CYYZ)

Time-Based Wake Turbulence Separation Standards

Time-Based Separation

In May 2022, Timed-Based Separation (TBS), was introduced to all runways at Toronto/Lester B. Pearson International Airport (CYYZ).

This AIC is published to provide an update to operators and as a reminder to highlight some operational aspects of TBS that are essential to safe and efficient operation at CYYZ.

Background

Prior to TBS, CYYZ experienced a decrease in the landing rate while using distance-based separation standards during medium to strong headwind conditions. When there is a strong headwind, an aircraft's movement relative to the ground is reduced, resulting in increased time separation for each arrival pair. This increased time separation between arrivals reduces the landing rate.

TBS dynamically adjusts separation distances using time, rather than distance, to keep landing rates consistent in strong headwinds. TBS minima for wake turbulence were developed to mitigate the loss of runway throughput in headwind conditions by delivering time intervals between arrivals that are consistent with distance-based separation in low wind conditions.

TBS at CYYZ on final approach is based on the ICAO Enhanced Wake Separation Groups (A-G) achieving improved management of wake risk over and above distance-based separations. Separation and spacing rules between arriving aircraft and departing aircraft remained unchanged.

Post-implementation feedback

Through collaboration and feedback received from operators at CYYZ and Air Traffic Control, the following operational items have been identified as opportunities to provide further context and operational expectations for TBS operations at CYYZ

Speed Compliance

Adherence to speeds assigned by ATC is mandatory and is key to achieving accurate separation and fully achieving TBS benefit. Thus, it is imperative that crews advise ATC if they are unable to comply with the speed and to state what speed can be used.

All speed restrictions are to be flown as accurately as possible. Aircraft unable to conform to assigned speeds should inform ATC and state what speed can be used.

Spacing on Final Approach

In a TBS operation, ATC separates aircraft on final approach by time, not distance. In practice, this means that aircraft may appear closer on Traffic Alert and Collision Avoidance Systems (TCAS) or visually during headwind conditions, although the actual separation will be constant in time.

Pilots should expect to be positioned closer behind preceding aircraft on final approach as headwinds increase. The tables below give some example separations in different wind conditions. TBS minima are based on a conversion of the current Enhanced Wake Turbulence separation minima in a light headwind condition (5-7 knots.).

Examples of TBS conversion from distanced-based minima						
Nautical Miles	3	4	5	6	7	8
TBS equivalent (seconds)	68	90	113	135	158	180

Examples of TBS distances (NM) in different winds		
Headwind	Heavy – Heavy	Heavy – Lower Medium
5 kts	4.0	5.0
25 kts	3.5	4.4
45 kts	3.0	3.8

Wake Encounter Reporting

There have been extensive safety studies with the change from distance-based separations to time-based separations, particularly around the subject of wake turbulence encounters. However, as with any change to an operational concept, safety monitoring of events is being performed since the implementation of TBS.

Pilots must report wake encounters during TBS operations.

For further information, please contact:

NAV CANADA
 Customer Service
 151 Slater Street Ottawa,
 ON, K1P 5L7

 Tel.: 800-876-4693
 Fax: 877-663-6656
 E-mail: service@navcanada.ca



Vanessa Robertson
 Director, ATS Standards

AERONAUTICAL INFORMATION CIRCULAR 29/22

ESTABLISHED ON RNP AR (EoR) IMPLEMENTATION AT TORONTO/PEARSON INTERNATIONAL AIRPORT (CYYZ)

Introduction

On 03 November 2022, NAV CANADA is implementing separation standards related to Required Navigation Performance Authorization Required approaches (RNP AR APCH), as described in the *Canadian Aviation Regulations (CARs)*, Standard 821 “*Canadian Domestic Air Traffic Control Separation.*”

The Established on RNP AR (EoR) procedure changes the requirement to separate aircraft conducting an RNP AR approach on one runway and an aircraft established on the instrument approach course or track on a parallel runway.

Background

EoR refers to a separation standard to be utilized during simultaneous parallel runway operations.

Using RNP AR vertical and lateral route containment, the new standard considers aircraft conducting these approaches to be established and stabilized on final after the initial approach fix (IAF). The existing requirement of 1,000 feet vertical or 3 miles lateral separation will not be required between an aircraft established on RNP AR approach prior to a designated point used by air traffic control (ATC), and an aircraft established on the approach course or track of an adjacent parallel runway.

EoR increases safety during close proximity parallel runway operations as a result of a significant reduction in the exposure time where both aircraft are “side by side,” at the same altitude on final approach.

To support EoR operations, break-out procedures have been established to maintain separation in the event of a navigation error or approach irregularity. ATC instructions associated with a break-out procedure will involve radar vectors and altitude assignments.

If, after it has been determined an aircraft is established on an RNP AR procedure, the aircraft becomes unable to continue executing the procedure or adhere to the containment of the RNP AR procedure, the controller must be notified **immediately**, and the pilot shall be instructed to execute an appropriate break-out procedure.

Operational considerations

- Special authorization from Transport Canada is required to conduct RNP AR approaches in Canada.
- At Toronto/Pearson (CYYZ), RNP AR approach procedures are published for Runway 05 and Runway 23 only and are charted with the title RNAV (RNP) Y, with an associated transition.
- EoR will be used during simultaneous independent parallel runway operations when the ceiling is 1,000 feet and visibility is 3 statute miles, or greater. This weather minima may be reduced at a later date, after the completion of a collaborative safety and operational assessment. Automatic terminal information service (ATIS) shall indicate when simultaneous independent parallel runway operations are in effect.

- RNP AR capable aircraft will be identified to ATC by the ICAO PBN “T1” code on the operational flight plan therefore aircrews are not required to advise ATC of their RNP AR status.
- When an EoR operation is in use, RNAV Y approaches will be the only advertised approach to Runway 05 and Runway 23. RNP-AR capable aircraft that are assigned Runway 05/23 will be expected to plan and fly the RNAV Y approach.
- RNP AR (RNAV Y) approaches are **ONLY** available to Runway 05 via the BOXUM/DUVOS/IMEBA/VIBLI STARs.
- RNP AR (RNAV Y) approaches to Runway 23 are **ONLY** available via BOXUM/DUVOS/NUBER/NAKBO STARs.
- Non RNP AR capable aircraft assigned Runway 05/23 should anticipate radar vectors to an instrument landing system (ILS) approach.
- Aircraft that are RNP-AR capable but cannot fly the RNAV Y RNP AR approach must inform ATC immediately and can expect an ILS or visual approach.
- RNP AR capable aircraft that, for traffic or other reasons, are unable to be cleared using the RF transition will be advised by ATC to expect vectors to final. Aircraft should plan radar vectors to the RNAV Y RNP AR straight-in transition.
- When cleared for an RNAV Y RNP-AR approach, the aircraft is considered “established” on the approach procedure once it is on the defined lateral and vertical path and past the Intermediate Approach Waypoint (IWP)/intermediate approach fix (IF) for the procedure.
- The approach shall be flown using autopilot until the aircraft passes the final approach waypoint (FAWP).
- The planned RNAV (RNP) Y procedure and the associated **TRANSITION** must be retrieved from the flight management system (FMS) database. Manual construction of a procedure is not permitted.
- Breakout instructions and phraseology shall be briefed prior to approach clearance being received.
- Approach clearances and charted altitude and speed constraints must be complied with. The lateral and vertical path must be monitored to ensure precise navigation accuracy.
- If unable to comply with an ATC clearance or conduct the cleared approach, advise the controller as soon as possible. **Do not** attempt to manually correct or self-navigate an RNP AR approach procedure deviation.

Breakout Instructions

If an arrival is established on the cleared RNAV (RNP) Y approach procedure and the aircraft is unable to execute it, immediately advise the controller using the following phraseology, then comply with subsequent ATC instructions:

UNABLE (specific procedure), REQUEST (proposed course of action)

Example:

NAVCAN123 UNABLE ERBUS TRANSITION, REQUEST VECTORS TO FINAL

NOTE: When issued breakout instructions, reaction time is critical. If expeditious compliance is required, an ATC breakout instruction may include the word "**IMMEDIATELY.**"

If required, breakout instructions will be issued on the arrival or final approach monitor frequency. No dual-frequency monitoring is required.

EoR break-out procedures may be conducted with the autopilot on.

Further information will be published in an "Attention All Users" page in the *Canada Air Pilot*, Volume 4 (CAP 4) on 03 November 2022.

For further information, please contact:

NAV CANADA
Customer Service
151 Slater Street, Suite 120
Ottawa, ON K1P 5H3

Tel.: 800-876-4693
Fax: 877-663-6656
E-mail: service@navcanada.ca



Chris Bowden
Director, Aeronautical Information Management and Flight Operations

AERONAUTICAL INFORMATION CIRCULAR 22/21

CANADA/USA BORDER COMPUTER NAVIGATION FIXES

Background

Computer navigation fixes (CNF) are depicted on some area charts located on airways that cross the Canada/USA boundary. CNFs usually begin with the letters "CF" followed by three consonants, such as CFZDK, and differ from regular pronounceable waypoints.

Some chart producers may choose to include CNFs on aeronautical charts in parentheses/square brackets. As such, these CNFs are depicted on some third-party charts and have been included in Canada/USA boundary flight management system (FMS) airway definitions and aircraft databases.

Issue

While Canada/USA boundary CNFs are charted and contained in some FMS navigation databases, pilots and dispatch personnel should be aware of the following:

- They are not to be used in the definition of an airway for flight planning purposes.
- They are not needed by flight management systems to define and navigate airways.
- They are not to be used by pilots for navigation purposes. Pilots are not to ask for a clearance to these points even if they are contained in the FMS routing.

NAV CANADA is actively working with the Federal Aviation Administration (FAA) and chart producers on a solution to eliminate CNFs at the Canada/USA boundary.

For further information, please contact:

NAV CANADA
Customer Service
77 Metcalfe Street
Ottawa, ON K1P 5L6

Tel.: 800-876-4693
Fax: 877-663-6656
E-mail: service@navcanada.ca



Vanessa Robertson
Director Air Traffic Services (ATS) Standards

AERONAUTICAL INFORMATION CIRCULAR 15/21

NOTICE OF OPERATIONAL TRIAL: NEW RUNWAY HOLD POSITION MARKINGS, PLACEMENT AND LIGHTING TORONTO/LESTER B. PEARSON INTERNATIONAL AIRPORT

Purpose of the Circular

This circular is to advise pilots of an operational test of new hold position markings, placement and lighting at the airport and confirm method of operation.

Background

To reduce the risk of runway incursions, an operational trial of angled mandatory hold positions (see illustration on the following page) will be undertaken on Taxiway D4 and Taxiway D5 on the south side of Runway 06L/24R, commencing in April 22, 2021. The trial will also be further advertised via NOTAM.

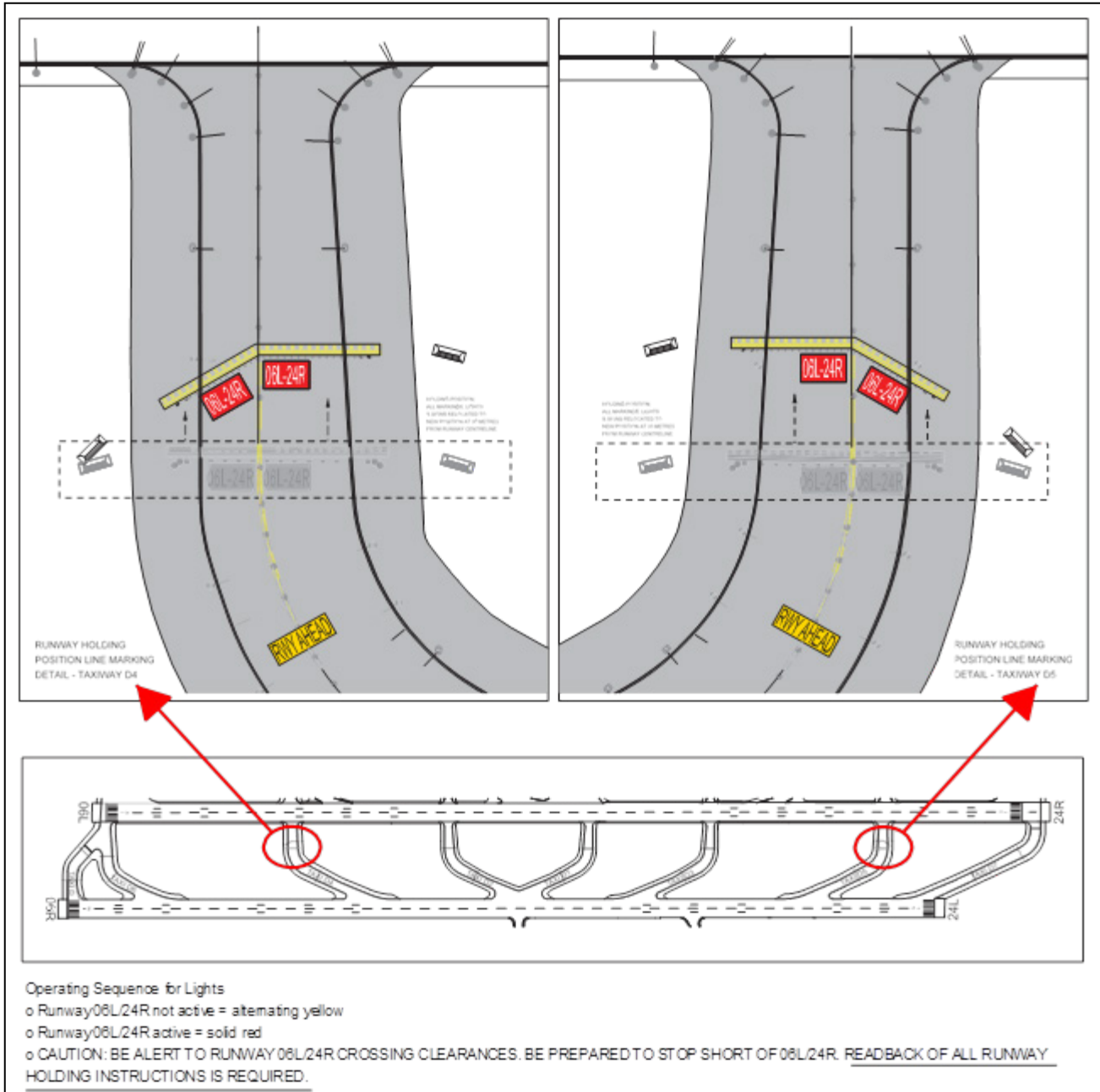
This design concept results from a collaborative effort of the Toronto Pearson local runway safety team, which consists of industry safety experts, to address recommendations from a Transportation Safety Board safety issues investigation.

Characteristics of the trial of angled hold positions designs are as follows:

- One half of the hold position marking is angled 30 degrees toward the path of the approaching aircraft;
- Inset LED wide-angle lens combination runway guard lights (i.e., flashing yellow) / stop bar (i.e., solid red) spaced at 1.5 metres along the entire span of the hold position for a total of 26 fixtures, as compared to the current 10 fixture design at 3.0 metres spacing;
- These lights will flash yellow in an alternating pattern when Runway 06L/24R is not in use and show solid red when Runway 06L/24R is in operation; and
- The entire mandatory hold position has been moved from a distance 115 metres from the centerline of Runway 06L/24R to 90 metres, the more common international standard.

These changes have been tested with aircraft and flight crews in a controlled environment and evaluated by the members of Toronto Pearson's Local Runway Safety Team to provide superior visibility and indication of the required holding point to flight crews exiting Runway 06R/24L.

For the duration of the operational trial (specific end time yet to be determined), the Greater Toronto Airports Authority (GTAA) welcomes and encourages all flight crews using these rapid exit taxiways to provide feedback to air traffic controllers (ATCs), or more detailed observations directly to the GTAA at report_it@gtaa.com.



Toronto Pearson Operational Trial of Angled Hold Positions at Taxiway D4 and Taxiway D5

Stephanie Castonguay
 Director, Aeronautical Information Management and Flight Operations

AERONAUTICAL INFORMATION CIRCULAR 10/21

NOTICE OF TRIAL FOR PROPOSED AMENDED PREFERENTIAL RUNWAY SYSTEM AT TORONTO/LESTER B. PEARSON INTERNATIONAL AIRPORT

(Replaces AIC 8/20)

Purpose of the Circular

This circular is to advise pilots of the trial start for the proposed amended Preferential Runway System at Toronto/Lester B. Pearson International Airport (CYYZ), effective **27 February 2020 at 00:00 local time**.

Background

As part of the Toronto Noise Mitigation Initiatives (Six Ideas) and the 2018–2022 Noise Management Action Plan, the Greater Toronto Airports Authority (GTAA) is proposing an amendment to the existing Preferential Runway System in place at CYYZ (nightly from 00:00 local time to 06:29 local time). A trial is being conducted beginning 27 February 2020 at 00:00 local time. On the start date, the amended preferential runway system will replace the existing preferential runway system. The GTAA will assess the trial and collect feedback throughout. Should the trial be deemed successful, the GTAA will apply to Transport Canada for a permanent amendment.

The objective of a preferential runway system is to direct aircraft away from noise-sensitive areas during the initial departure and final approach phases of flights (*Transport Canada Aeronautical Information Manual* (TC AIM) TP 14371E, section RAC 7.6.1, “Noise Abatement Procedures–Departure — General”). The current system is decades old, surrounding communities have grown significantly since then, and the airport has added two new runways in that time. The GTAA believed it was necessary to ensure that the existing preferential runway system was still meeting the intended objective as defined by Transport Canada in the TC AIM.

After an extensive analysis of population numbers and the noise levels that communities were experiencing, the GTAA determined that the existing first and second choice runways (Runway 05 and Runway 15L for arrivals, and Runway 23 and Runway 33R for departures), were still the best options for directing aircraft away from noise sensitive, highly populated areas. The existing third choice, Runway 06L/24R, is no longer a preferential runway; however, it is available as an alternate when Runway 05/23 is unavailable.

Amended Preferential Runway System

The amended system will package the runways differently. Rather than a system that lists three options for departures and three for arrivals in order of preference, the GTAA has developed runway pairings (arrival/departure configurations) and provisioned for one runway in each direction. This will allow NAV CANADA to still adhere to the system while selecting optimal runways based on weather conditions and infrastructure availability.

The proposed amended preferential runway system is illustrated in Figure 1:

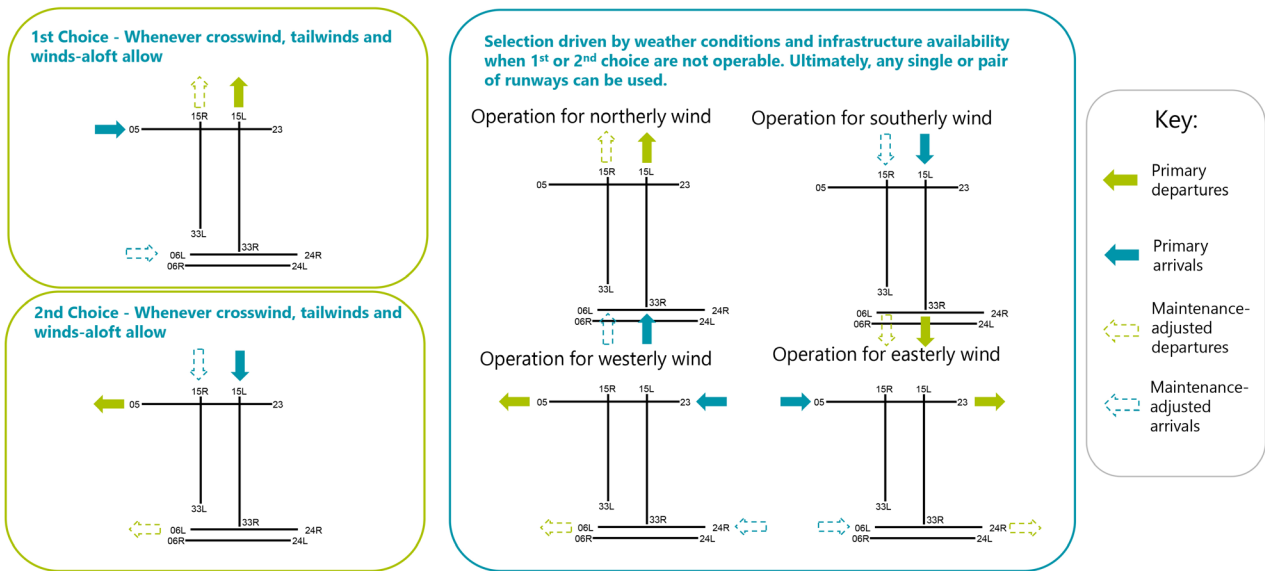


Figure 1: Proposed Amended Preferential Runway System

The following tables provide a comparison of the existing and amended systems:

Existing Preferential Runway System		
Preference	Arrivals	Departures
1	05	23
2	15L	33R
3	06L	24R

Amended Preferential Runway System			
Preference	Arrivals	Departures	Notes
1	05 (06L/R)*	33R (33L)	Use as a Pair
2	15L (15R)	23 (24L/R)	Use as a Pair

* Runways in brackets are available when the corresponding preferential runway is not available.

Provision for Weather and Infrastructure Availability**			
Option	Arrivals	Departures	Notes
Northerly	33R (33L)	33R (33L)	Single Runway Operation
Southerly	15L (15R)	15L (15R)	Single Runway Operation
Westerly	23 (24R/L)	23 (24R/L)	Single Runway Operation
Easterly	05 (06L/R)	05 (06L/R)	Single Runway Operation

** NAV CANADA may use any of these runways, as required, when the first and second preference pairs are unavailable or not an appropriate choice.

The amendment to the preferential runway system is part of a commitment that the GTAA has made to surrounding communities to continue to meet the objectives of the preferential runway system, improve the reliability of the system, and be transparent through publicly available usage reports.

The GTAA's Noise Management Action Plan is available on Toronto Pearson's website at: <https://www.torontopearson.com/noisemanagement/#>. When available, further details or links to information relating to the trial can be found on the Toronto Pearson website at: www.torontopearson.com/conversations.

Expected Action

Operators shall comply with the amended nighttime preferential runway system, which is in effect every day from 00:00 to 06:29 local time. Approval during this time is required for any requests for non-preferential runway departures, arrivals, or both. These requests are to be directed to:

GTAA Airport Duty Manager

Tel.: 416-776-3030



Stephanie Castonguay
Director, Aeronautical Information Management and Flight Operations