

EFFECTIVE 0901Z **19 FEBRUARY 2026**
TO 0901Z 5 MARCH 2026

AIP CANADA

Aeronautical Information Circulars

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Annexes 4 and 15 of the Convention on International Civil Aviation

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Department of Natural Resources

Aeronautical Information Circular Checklist

The following Aeronautical Information Circulars are currently in force:

AIC #	Title
004/2026	VFR Chart Series Change Air 5099 Alaska Highway VNC – Discontinued (Replaces AIC 24/24)
003/2026	Airspace Change Near Saskatoon, SK
002/2026	Airspace Change Near Foremost, AB
001/2026	Specialty Air Combat Training in Canadian Airspace Pursuant to Section 5.1 of the Aeronautics Act
022/2025	Standard Terminal Arrival Routes (STARS) for Vancouver International Airport (CYVR)
021/2025	Notifications on Overflying Conflict Zones Issued by Transport Canada (Replaces AIC 012/2025)
020/2025	Adherence to AIRAC Procedures 2025-2026
019/2025	ILS Special Authorization (SA) CAT II Approaches
1/25	National Implementation of 14-Day Trigger NOTAM Effective 20 February 2025
16/24	RPAS Restricted Airspace Pursuant to Section 5.1 of the Aeronautics Act
8/24	Assignment of ICAO Navigation Specifications to Canadian Performance Based Navigation Procedures (Replaces AIC 12/23)
11/23	Procedures for the Use of a Ground Advisory Frequency at Select Airports (Supersedes AICs 26/22 and AIC 27/22)
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)

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

Aeronautical Information Circular Checklist

The following Aeronautical Information Circulars have been cancelled:

AIC #	Title
013/2025	Edmonton Region Changes and Restrictions to Airspace in Conjunction with the 2025 G7 Summit Meeting Kananaskis, Alberta June 10 to 17, 2025 (Replaces AIC 011/2025)

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

AERONAUTICAL INFORMATION CIRCULAR 004/2026

VFR CHART SERIES CHANGE AIR 5099 ALASKA HIGHWAY VNC – DISCONTINUED

(Replaces AIC 24/24)

NAV CANADA has discontinued the publication of AIR 5099 Alaska Highway VNC.

The availability of this chart will be permanently removed on March 19th, 2026.

All aeronautical and topographic information currently available on the Alaska Highway VNC will continue to be portrayed on the following VFR charts:

- AIR 5021 Atlin VNC
- AIR 5022 Fort Nelson VNC
- AIR 5028 Whitehorse VNC
- AIR 5029 Fort Simpson VNC

With this change to the VFR Chart Series, the published VNC charts will be as follows:

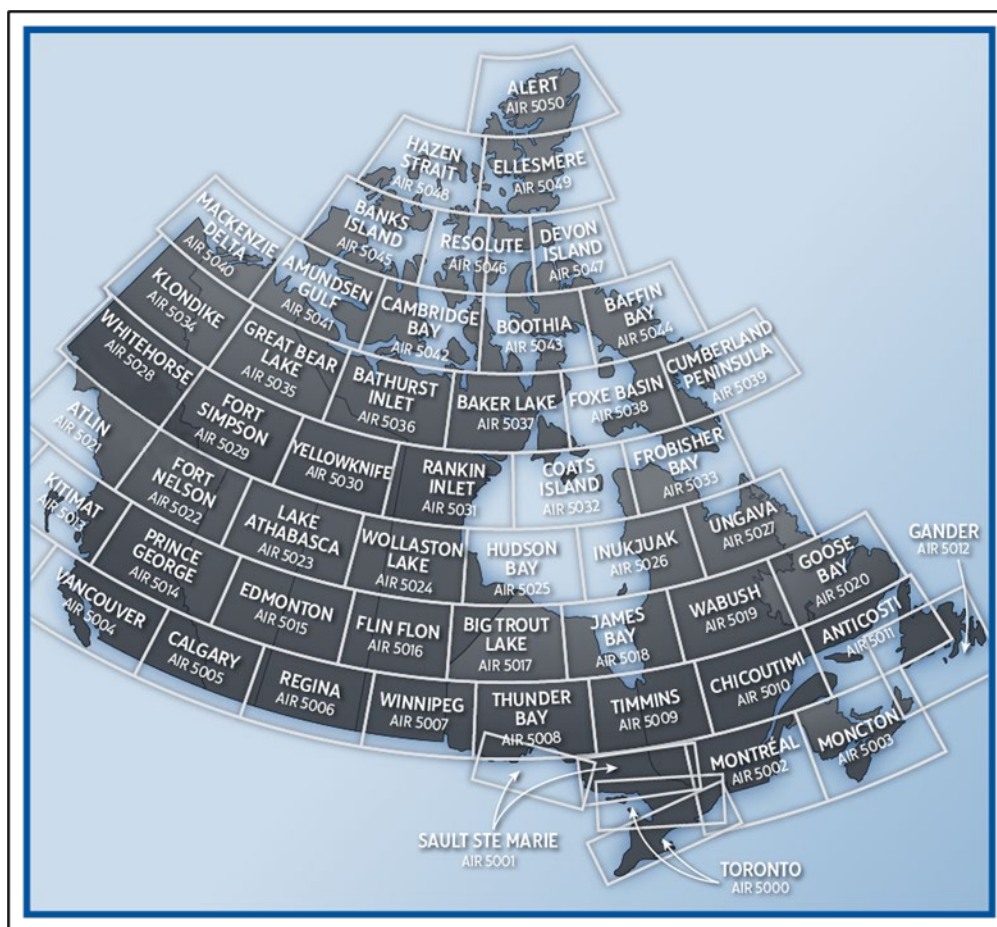


Figure 1. Available VNC Charts

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

A handwritten signature in grey ink, appearing to read 'Chris Bowden'.

Chris Bowden
Director, Aeronautical Information Management and Flight Operations

AERONAUTICAL INFORMATION CIRCULAR 003/2026

AIRSPACE CHANGE NEAR SASKATOON, SK

NAV CANADA, the country's provider of civil air navigation services, conducted an aeronautical study that reviewed the airspace in the vicinity of Saskatoon John G. Diefenbaker International Airport (CYXE).

The aeronautical study recommended Increasing the dimensions of the Saskatoon Control Zone (CZ) to a 7 nautical mile (NM) radius with a cut out to exclude the Richter Field Aerodrome (CRF5) and designating it Class C airspace.

The modified airspace in the vicinity of Saskatoon will be appear in the Designated Airspace Handbook (TP 1820E) as follows:

CONTROL ZONES

Class C

Saskatoon/John G. Diefenbaker Intl, SK

The airspace to 5000' (3300' AAE) within the area bounded by a line beginning at:

N52°16' 43.85 W106° 37'44.94"	thence clockwise along the arc of a circle of
7 miles	radius centred on
N52°10'15.00 W106°41'59.00"	(Saskatoon, SK – AD) \ to
N52°17'08.75 W106°43'47.45"	to
N52°15'12.88 W106°42'41.64"	thence clockwise along the arc of a circle of
5 miles	radius centred on
N52°10'15.00 W106°41'59.00"	(Saskatoon, SK – AD) \ to
N52°14'52.11 W106°38'55.32"	to
N52°16'43.85 W106°37'44.94"	point of beginning

This change will take effect on 19 March 2026 at 0901 Coordinated Universal Time (UTC).
The appropriate aeronautical publications will be amended.

For further information, please contact:

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A handwritten signature in dark ink, appearing to read 'Chris Bowden', is positioned above the printed name and title.

Chris Bowden
Director, Aeronautical Information Management and Flight Operations

AERONAUTICAL INFORMATION CIRCULAR 002/2026

AIRSPACE CHANGE NEAR FOREMOST, AB

NAV CANADA, the country's provider of civil air navigation services, has assessed the airspace in the vicinity of Foremost and determined the activation by NOTAM period can be changed for Class F restricted areas (CYR) 234, 235, and 236.

In the Designated Airspace Handbook (TP 1820E) the operating procedures will include “**Access to this airspace shall be granted to aircraft conducting aerial application for agricultural purposes upon request**” and the time of designation will change to “**Ocsl by NOTAM, 24 hr PN.**”

This change will take effect on 19 March 2026 at 0901 Coordinated Universal Time (UTC).

The appropriate aeronautical publications will be amended.

For further information, please contact:

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AERONAUTICAL INFORMATION CIRCULAR 001/2026

SPECIALTY AIR COMBAT TRAINING IN CANADIAN AIRSPACE PURSUANT TO SECTION 5.1 OF THE AERONAUTICS ACT

Introduction

Specialty air combat training refers to air combat training conducted by civilian operators. This activity includes aggressive maneuvering of aircraft in close proximity to each other and requires intense focus by the pilots involved. It is not something that can therefore be conducted safely in shared airspace. In recognition of this, the following restrictions have been put in place regarding this activity, effective as of December 19, 2025.

Restrictions and prohibitions for safety or security purposes

5.1 The Minister or any person authorized by the Minister 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 or person may specify, if, in the opinion of the Minister or person, the prohibition or restriction is necessary for aviation safety or security or the protection of the public. R.S., 1985, c. 33 (1st Supp.), s. 1; 2004, c. 15, s. 8.

Definitions

Built Up Area for the purposes of this notice, means a population centre with a density of greater than 25 persons per square kilometer based on Statistics Canada's Aggregate Dissemination Areas available online.

Sparsely Settled Area, in this notice, means a geographically defined area within which the population density is dispersed at a density less than 25 persons per square kilometer based on Statistics Canada's Aggregate Dissemination Areas available online.

Remote Area means a geographically defined area within which the population density is dispersed at a density of less than 5 persons per square kilometer based on Statistics Canada's Aggregate Dissemination Areas available online.

Specialty Air Combat Training (SACT) Operations means any civil training, whose prime function is to provide training related to air-to-air and/or air-to-surface combat operations. This includes but is not limited to air combat maneuvers, evasive maneuvers, and simulated weapons delivery.

Tactical Navigation Training is a SACT activity that is carried out in Class G, F or E airspace (excluding Class E CTZ) which involves(s) one or multiple aircraft in close or tactical formation conducting navigation exercises using their own navigation, along pre-planned surveyed routes, not involving any interactions with simulated opponents, any simulated weapons profiles, tactical profiles, or defensive manoeuvres.

Close formation means a formation of 2 or more aircraft under the command of a flight leader and for which the wingmen fly with sole reference to the lead aircraft. This type of activity precludes any possibility for the wingmen to lookout for other aircraft and relies entirely on the flight lead to perform the "see and avoid" functions.

Tactical formation involves special maneuvering during SACT activities of more than 1 aircraft that are under the command of a flight leader, using a standardized set of signals and commands to direct the other aircraft in the formation. Tactical Formation requires the special attention of all pilots to coordinate and deconflict paths between members of the formation.

Activities related to defence, are activities administered by the Minister of National Defence.

Application

Pursuant to section 5.1 of the *Aeronautics Act* no person shall operate an aircraft to conduct Specialty Air Combat Training in Canadian airspace, unless conducted in accordance with the conditions below.

1. Except for the purpose of Tactical Navigation Training, all other Specialty Air Combat Training Operations shall be conducted in Class F – Restricted airspace.
2. All Tactical Navigation Training shall be conducted as follows:
 - a. All navigation routes will be outside of Class A, B, C or D airspace, or Class E Control Zones at all times.
 - b. Except for the purpose of take-off and landing, navigation routes shall not be within aerodrome control zones or within 10 nm of an aerodrome, whichever is greater, or within 10 nm from a built-up area.
 - c. Minimum altitude shall be 5,000 ft AGL in Sparsely Settled Areas and 1,000 ft AGL in Remote Areas, unless in Class F – Restricted airspace.
 - d. Due to the high closure speeds involved, the VFR weather limits for controlled airspace (CAR 602.114) shall apply; and
 - e. While onboard radar, ADS-B-IN and other sensors may be used for enhanced situational awareness, they shall not be relied upon to replace the “see and avoid” principle.

Note:

Further restrictions or regulations could be issued at a later time regarding the conduct of Specialty Air Combat Training Operations in Canada.

Further Information

For further information, please contact:

Transport Canada
Chief of Flight Standards,

AARTA, Transport Canada
Ottawa ON

tc.generalaviation-aviationgenerale.tc@tc.gc.ca



Director General, Civil Aviation, Transport Canada

AERONAUTICAL INFORMATION CIRCULAR 022/2025

STANDARD TERMINAL ARRIVAL ROUTES (STARS) FOR VANCOUVER INTERNATIONAL AIRPORT (CYVR)

This circular provides an overview of upcoming modifications to the Standard Terminal Arrival Routes (STARS) for Vancouver International Airport (CYVR), effective 27 November 2025.

Modified Procedures

- GRIZZ ARR
- ISLAND ARR
- SHARK ARR
- CANUCK ARR
- WHISTLER ARR
- DUXUM ARR
- LIONN ARR
- SOUND ARR

Key STAR Changes

- Adjusted lateral routing with wider downwind legs
- Revisions to altitude and speed constraints

New Procedures

- CYPRESS ARR

The STAR modifications introduce vertical guidance to support Continuous Descent Operations (CDO) and are designed to align with upcoming RNP-AR approach procedures and the Established on RNP (EoR) standard.

RNP-AR procedures are planned for implementation in early 2026, until all associated procedure design and traffic flow coordination are complete, ATC may assign altitudes at or above the following published constraints:

GRIZZ EIGHT ARR (RWY 08L/R)

- At or above 6000 at NOTOK
- At or above 10000 at TATGO

SHARK FOUR ARR (RWY 26L/R)

- At or above 6000 at VIMKI

The LIONN ARR (RWY 26L/R) will be NOTAM'd Unauthorized until 22 January 2026.

During this period, aircraft currently required to file the LIONN ARR shall instead file or expect assignment of the CANUCK ARR.

Further details on the changes can be found using the link below or by contacting

consultation@navcanada.ca

<https://www.navcanada.ca/en/air-traffic/airspace-reviews/vancouver-airspace-modernization.aspx>

For further information, please contact:

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

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Chris Bowden
Director, Aeronautical Information Management and Flight Operations



AERONAUTICAL INFORMATION CIRCULAR 021/2025

NOTIFICATIONS ON OVERFLYING CONFLICT ZONES ISSUED BY TRANSPORT CANADA

(Replaces AIC 012/2025)

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 States may issue notifications for various reasons for their own airspace and these Canadian notifications below are to be considered in addition to a foreign State's issued notifications as part of route planning and decision making. When it is perceived or assessed the State responsible for managing its airspace is not properly mitigating existing risks to civil 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 August 23, 2024**

SECURITY – HAZARDOUS SITUATION IN AFGHANISTAN. Canadian Air Operators and owners of aircraft registered in Canada are recommended to maintain a flight level equal to or above FL320 within FIR Kabul (OAKX). Potential risk from extremist and militant activity and limited risk mitigation capabilities.

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 **Democratic Republic of the Congo – Level 2 – Issued July 25, 2025**

SECURITY – HAZARDOUS SITUATION IN THE DEMOCRATIC REPUBLIC OF THE CONGO. Canadian Air Operators and owners of aircraft registered in Canada are recommended to maintain a flight level equal to or above FL260 within the area bounded by 010000N 0302800E - 010000N 0253000E - 050000S 0253000E - 050000S 0292200E in FIR Kinshasa (FZZA). Potential risk from anti-aviation weaponry.

5.5 **Haiti – Level 2 – Issued February 12, 2025**

SECURITY – HAZARDOUS SITUATION IN HAITI. Canadian Air Operators and owners of aircraft registered in Canada are recommended to maintain a flight level equal to or above FL100 within FIR Port-au-Prince (MTEG). Potential risk from gang activity.

5.6 **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.

5.7 **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.

5.8 **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.

5.9 **Lebanon – Level 2 – Issued August 1, 2024**

SECURITY – HAZARDOUS SITUATION IN LEBANON. Canadian Air Operators and owners of aircraft registered in Canada are recommended not to enter FIR Beirut (OLBB). Potential risk to aviation from military activity.

5.10 **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.

5.11 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.

5.12 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.

5.13 Russia – Level 3 – Issued February 24, 2022

SECURITY – HAZARDOUS SITUATION IN RUSSIA. Canadian Air Operators and owners of aircraft registered in Canada are prohibited from entering FIR Rostov (URRV) and are prohibited from operating within 200nm of the boundaries of FIR Dnipropetrovsk (UKDV) and FIR Kiev (UKBV) in FIR Moscow (UUWV). Potential risk from anti-aviation weaponry and military operations.

5.14 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 and 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.

5.15 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.

5.16 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.

5.17 Syria – Level 3 – Issued December 26, 2024

SECURITY – HAZARDOUS SITUATION IN SYRIA. Canadian Air Operators and owners of aircraft registered in Canada are prohibited from entering FIR Damascus (OSTT), and are recommended to take all potential risk information into account when conducting risk assessments and making routing decisions that involve operations near FIR OSTT. Potential risk from anti-aviation weaponry and military operations.



5.18 **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), FIR Kiev (UKBV), FIR L'viv (UKLV), FIR Odesa (UKOV) and FIR Simferopol (UKFV). Potential risk from anti-aviation weaponry and military operations.

5.19 **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 and NODMA. 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 020/2025

ADHERENCE TO AIRAC PROCEDURES 2025-2026

Purpose of the Circular

Provide key dates and information to originators of aeronautical information and data within Canada.

Background

AIRAC – Aeronautical Information Regulation and Control - is a system established worldwide to ensure that changes to aeronautical information are effective on common dates and provided to navigation database providers with sufficient advance notice. Adherence to the procedures ensures that the information is published in time for the implementation of the change.

Coordination

Complex changes with interdependencies may require more lead time. Contact aisdata@navcanada.ca at least 18-24 months in advance of major project to state your intent and submit data changes in accordance with the calendar below.

More details can be found on the NAV CANADA website:

<https://www.navcanada.ca/en/aeronautical-information/data-submission.aspx>

Key Dates

The following table represents cut-off dates for submission to NAV CANADA the AIS Provider, depending on the type of impacts. Every effort should be made to have completed the work on or close to an AIRAC effective date to minimize the disruptions, the use of NOTAM and ensure safety-critical information is loaded into the FMS.

Deadline Submission for changes affecting instrument flight procedures	Deadline Submission for editorial changes or not affecting instrument flight procedures	AIRAC Effective Date (changes published and available in FMS)
July 8, 2025	January 7, 2026	May 14, 2026
September 2, 2025	March 4, 2026	July 9, 2026
October 28, 2025	April 28, 2026	September 3, 2026
December 22, 2025	June 23, 2026	October 29, 2026
February 18, 2026	August 18, 2026	December 24, 2026
April 15, 2026	October 14, 2026	February 18, 2027
May 22, 2026	December 4, 2026	April 15, 2027
August 4, 2026	February 3, 2027	June 10, 2027
September 25, 2026	March 31, 2027	August 5, 2027
November 25, 2026	May 26, 2027	September 30, 2027
January 21, 2027	July 20, 2027	November 25, 2027
March 16, 2027	September 13, 2027	January 20, 2028
May 12, 2027	November 9, 2027	March 16, 2028
July 6, 2027	January 5, 2028	May 11, 2028
August 31, 2027	March 1, 2028	July 6, 2028

Updates to this AIC

This Aeronautical Information Circular (AIC) is updated once a year and contains key information to support Aeronautical Information and Data originators to adhere to the AIRAC procedures.

For further information, please contact:

NAV CANADA
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151 Slater Street
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Chris Bowden
Director, Aeronautical Information Management and Flight Operations

AERONAUTICAL INFORMATION CIRCULAR 019/2025

ILS SPECIAL AUTHORIZATION (SA) CAT II APPROACHES

Background

Instrument Landing System Special Authorization Category II (ILS SA CAT II) are approaches that under certain conditions can safely permit a decision height as low as 100 feet and Runway Visual Range (RVR) values as low as 1200 feet. A major difference between an SA CAT II and a conventional CAT II instrument approach is that the SA CAT II approach may only have approach and/or runway lighting systems intended for CAT I approaches. Aircraft operators that obtain authority from Transport Canada to fly these approaches may benefit from increased airport accessibility during poor weather conditions.

Publication of the first Canadian ILS SA CAT II

The first Canadian ILS SA CAT II approach will be published in the Canada Air Pilot on October 2nd, 2025, to runway 07 at OTTAWA/MACDONALD-CARTIER INTL (CYOW).

Obtaining special authorization

Canadian air operators holding an Air Operator Certificate (AOC) issued under Subparts 704 and 705 of the Canadian Aviation Regulations (CAR), a Private Operator Registration Document (PORD) issued under Subpart 604 of the CAR, or foreign air operators holding a Canadian Foreign Air Operator Certificate (FAOC) issued under Subpart 701 of the CAR can refer to Transport Canada Advisory Circular (AC) No. 700-053 for details on obtaining authorization to fly ILS SA CAT II approaches in Canada here:

<https://tc.canada.ca/en/aviation/reference-centre/advisory-circulars/advisory-circular-ac-no-700-053>

For further information, please contact:

NAV CANADA
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151 Slater Street
Ottawa, ON K1P 5H3

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



Vanessa Robertson
Director, AVP Operational Support

AERONAUTICAL INFORMATION CIRCULAR 1/25

NATIONAL IMPLEMENTATION OF 14-DAY TRIGGER NOTAM EFFECTIVE 20 FEBRUARY 2025

Background

Trigger NOTAM are used to notify airspace users that an AIP Supplement is published.

The ICAO Standards and Recommended Practices state that an AIP Supplement (AIP SUP) must be used in lieu of a NOTAM whenever the temporary change is of long duration (more than 3 months), or when the event is of short duration but requires graphics to better understand the situation.

Current Canadian use of AIP Supplement vs NOTAM

Aerodrome Construction

AIP Supplements are only used for situational awareness for construction projects at aerodromes and when closures or limitations are difficult to describe with words only. Aerodrome authorities are provided with templates to ensure the information is complete and follows a standardized presentation.

The AIP Supplements will illustrate the various closures or limitations and NOTAM are used to advise when these are in effect to manage the information dynamically.

The AIP Supplement for aerodrome construction activities does not replace the need for NOTAM.

Airspace

An AIP Supplement describing airspace by way of multiple coordinate points will have a NOTAM issued with the same coordinates. This will allow downstream systems to automate the portrayal of these temporary airspace boundaries.

Obstacles

When cranes are expected to be in place for more than 3 months, the related information is included in an AIP Supplement. No additional NOTAM are expected except if cranes are operating at an airport.

Canadian use of Trigger NOTAMs.

Trigger NOTAMs are used to notify airspace users that an AIP Supplement is published. They do not replace other NOTAM that may be needed in conjunction with the AIP Supplement and as such, they only contain basic information.

In October of 2023, NAV CANADA implemented many changes to modernize the publication of AIP Supplements and introduced the use of Trigger NOTAMs. As the concept was new for Canada, the Trigger NOTAMs remained published for the duration of the AIP Supplements.

Effective 20 February 2025, the duration of the Trigger NOTAMs will change to align with international practices:

- If the AIP Supplement is effective for more than 14 days, the Trigger NOTAM will remain published for **only** 14 days.
- If the AIP Supplement is effective for 14 days or less, the Trigger NOTAM will remain published for the duration of the AIP Supplement.

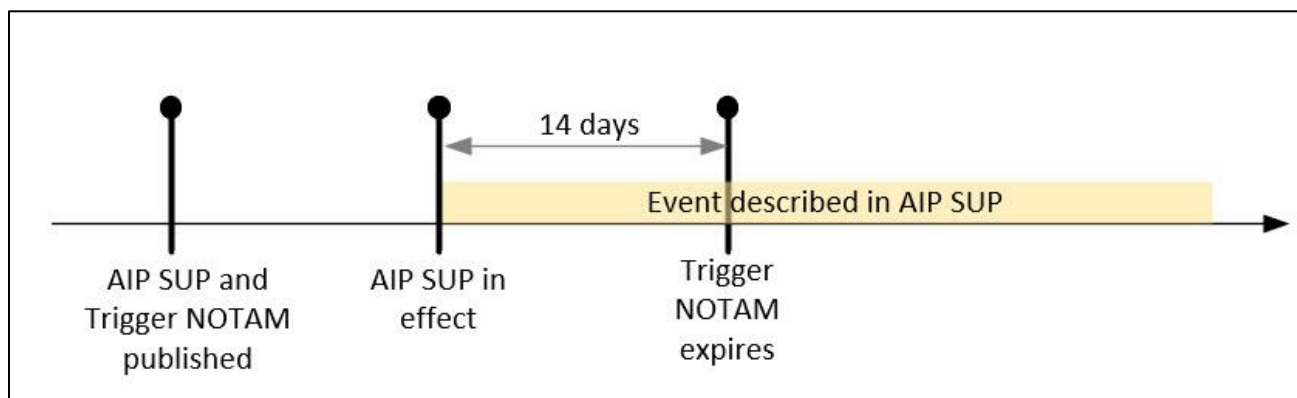


Figure 1

The aviation community is reminded to consult AIP Supplement during the flight planning preparation as there could be no Trigger NOTAM for a given AIP Supplement still in force.

For further information, please contact:

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

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Chris Bowden
Director, Aeronautical Information Management and Flight Operations



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 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:

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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:

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Vanessa Robertson
Director Air Traffic Services (ATS) Standards

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:

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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.

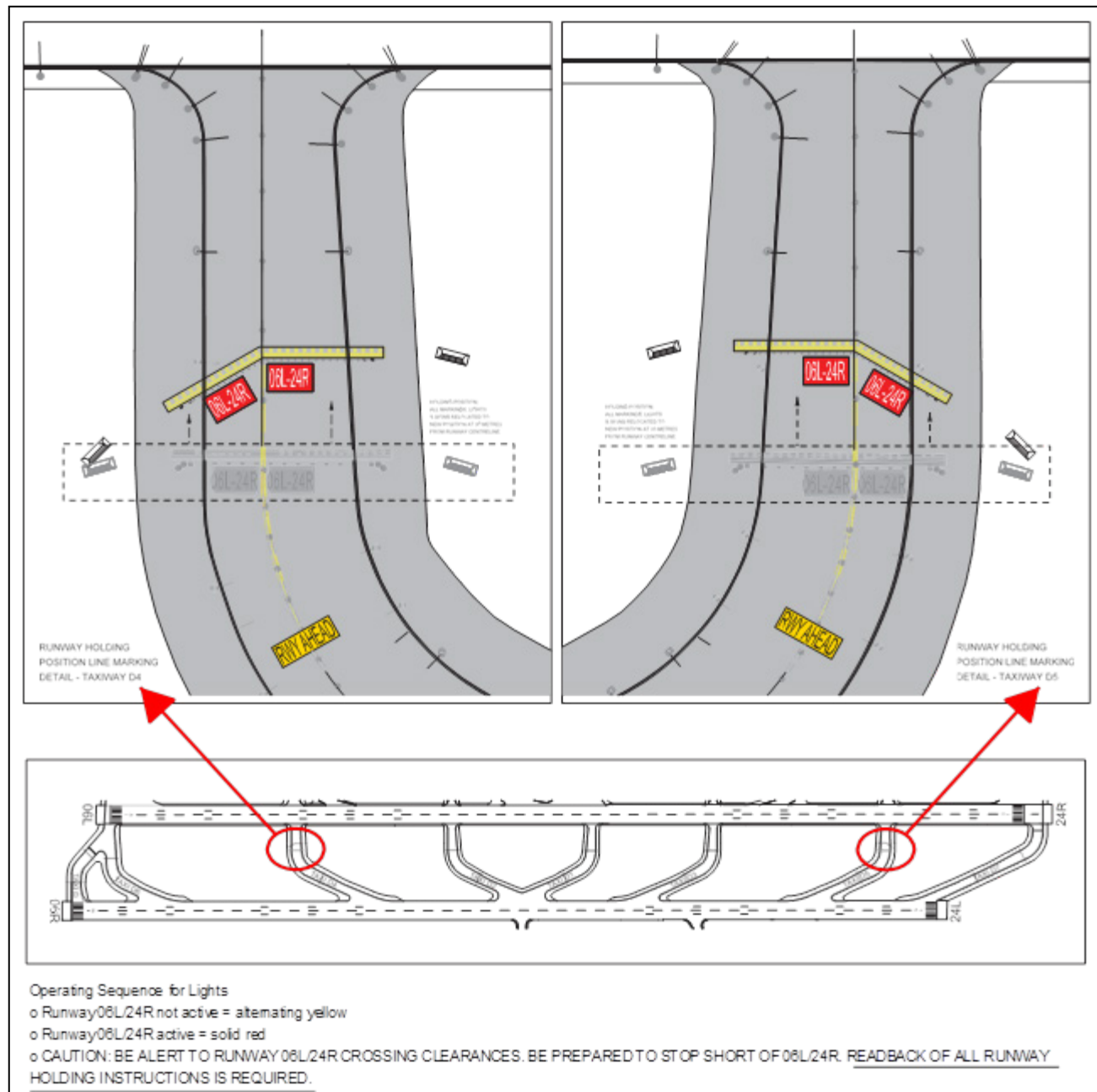
This design concept results from a collaborative effort of the Toronto Pearson local runway safety team, which consists of industry safety experts, to address recommendations from a Transportation Safety Board safety issues investigation.

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

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:

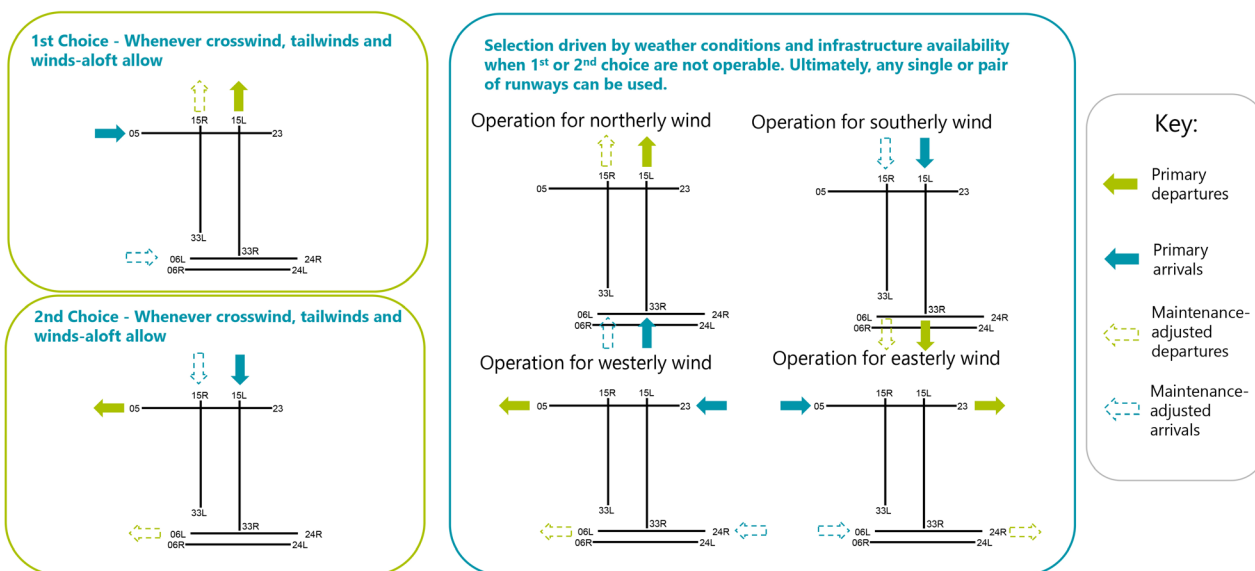


Figure 1: Proposed Amended Preferential Runway System

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/#>](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>](https://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