

AERONAUTICAL INFORMATION CIRCULAR 10/19

REVOKE THE LINES OF CIRCLING MINIMA ON INSTRUMENT APPROACH PROCEDURES: NATIONAL

NAV CANADA, the country's provider of civil air navigation services, conducted an assessment of the circling minima for instrument approach procedures (IAPs) at the 4 major international airports and at 11 international commercial flight aerodromes. Additionally, the circling procedures were assessed at other airports based on the criteria described below.

The assessment concluded that circling approaches are not flown by most customers that prefer to fly straight-in area navigation (RNAV) approaches. The Transportation Safety Board has indicated that unstable approaches including step downs and circling continue to contribute to incidents and accidents.

The current inventory review has been rationalized with the IAP to be revoked as a result of the navigation aid (NAVAID) Modernization Plan (NMP) aeronautical study. A number of very high frequency omnidirectional range (VOR) and non-directional beacon (NDB) procedures will be revoked during NMP implementation. The [NMP](#) study is available in the Level of Service – Completed Studies section of the NAV CANADA website.

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The remaining IAPs were assessed for circling minima revocation based on the following criteria:

- **Major International Airports:** (CYYZ, CYUL, CYYC and CYVR)
 - Remove circling.
- **Other International Commercial Flight Aerodromes:** (CYYT, CYQX, CYJT, CYHZ, CYQB, CYMX, CYOW, CYHM, CYWG, CYEG and CYYJ)
 - Remove all circling minima with the exception of the circling minima tied to a localizer (LOC) approach.
- **All other Airports:** Conventional approaches
 - Remove all circling minima with the exception of the circling minima tied to one LOC approach with the lowest minima.
 - If no LOC approaches, remove all circling minima with the exception of the circling minima associated with the VOR approach with the lowest minima.
 - If no LOC or VOR approaches, remove all circling minima with the exception of the circling minima tied to one NDB approach with the lowest minima.
- **All other Airports:** RNAV approaches
 - RNAV approaches should not have circling minima where at least lateral navigation (LNAV) minima is available to all runway ends at an airport.
 - RNAV approaches should not have circling minima where a conventional (LOC/VOR/NDB) circling minima is available at an airport.
 - Where a runway end is not served by any straight-in approach procedure, an RNAV approach may have circling minima based on the LNAV procedure.

These changes will take effect starting 25 April 2019 at 0901Z Coordinated Universal Time (UTC) over multiple publication cycles. The appropriate aeronautical publications will be amended.

For further information, please contact:

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A handwritten signature in black ink, appearing to read 'James Ferrier', with a long horizontal stroke extending to the right.

James Ferrier
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