

## NOTAM TRANSITION FAQ

### 1. What is the difference between the domestic NOTAM format and ICAO NOTAM format?

There are some differences between the Canadian domestic NOTAM and the ICAO NOTAM; however, the information contained remains the same. One of the major differences in the ICAO NOTAM format is the removal of the NOTAM File and the addition of the Q-line. These differences are discussed in detail in the document entitled “Briefing on the Transition to ICAO NOTAM Format and New NOTAM Series” which is available at [www.navcanada.ca/icaonotam](http://www.navcanada.ca/icaonotam).

### 2. Why is NAV CANADA transitioning to the ICAO NOTAM format?

The adoption of the ICAO NOTAM format – already used by most countries - will ensure compliance with international standards and will eliminate the need for pilots who fly international routes to be familiar with more than one NOTAM format. It will also pave the way for more advanced filtering functionality, reducing NOTAM clutter by help pilots access just the NOTAMs pertinent to their flight.

### 3. What is happening to the Aviation Weather Website (AWWS) and what are the new benefits of CFPS?

As of October 10 2019, NOTAMs will only be available on CFPS, and the functionality will be removed from AWWS.

The Collaborative Flight Planning Service (CFPS) will include weather products such as METAR and TAF in addition to NOTAM. CFPS has been designed to facilitate the recall of weather products so that METAR, TAF, and NOTAM can be recalled using one query. This will be an improvement over AWWS where each weather product requires a separate query.

The migration of NOTAM to CFPS is the first step of transitioning away from the AWWS platform. In the coming year, the remaining AWWS functionality will be developed in CFPS. This will allow for the eventual decommissioning of AWWS.

### 4. Will NAV CANADA continue to transmit all Canadian NOTAMs, including those series that are introduced as “Series disseminated within Canada” (O, P, Q, R, U, V)?

Yes, to all clients who subscribe to these series. The existing subscriptions will be transferred into the new Canadian ICAO NOTAM database. These subscriptions will be based on series instead of NOTAM files. The new ICAO NOTAM subscriptions will resemble the current subscriptions. To request subscriptions to a particular series, please contact [notam@navcanada.ca](mailto:notam@navcanada.ca).

**5. Will any details of AFTN message heading be changed?**

The AFTN heading will remain the same. All ICAO NOTAMs will be sent from AFTN address CYHQYNYX.

**6. Where can I find Canadian NOTAM?**

After October 10 2019, ICAO NOTAM can be recalled via NAV CANADA's Collaborative Flight Planning Service ([CFPS](https://plan.navcanada.ca)) located at <https://plan.navcanada.ca>.

**7. Will I need a user account on CFPS to retrieve NOTAM?**

No, NOTAM recall functionality will be available without a login via NAV CANADA's Collaborative Flight Planning Service ([CFPS](https://plan.navcanada.ca)) located at <https://plan.navcanada.ca/wxrecall>. Additional functionality such as predefined NOTAM queries will be available to users who have accounts.

**8. Since the ICAO NOTAM does not use NOTAM files, how will I be able to search the NOTAM in CFPS?**

To recall NOTAM in [CFPS](https://plan.navcanada.ca), a user will be able to select one or more points of interest and optionally, a radius. Canadian NOTAMs that geographically intersect with the identified route or area of interest will be displayed.

**9. Will American facility outages (such as NAVAIDs or AWOS) be issued as a Canadian NOTAM if the facilities are used in a Canadian instrument flight procedure?**

No. The American NOTAM database should be consulted. In addition, there could be agreements between Canadian and American ATS units to ensure this information is relayed in real time as needed.

**10. Will I have access to American NOTAM? How can I find them?**

There are three (3) methods to obtain American NOTAM, one via internet and 2 via AFTN:

- AFTN Query procedures for US: [Appendix E](#)
- AFTN Query procedures for Group EAD: [OPADD 3.0](#) section 4 (in English only). Instead of "State" or "NOF" location indicator, use the American aerodrome location indicator.
- Web: <https://notams.aim.faa.gov/notamSearch/>

**11. Is there the ability to receive NOTAM in French only?**

No, the new ICAO NOTAM will be either English-only or bilingual. NOTAMs that fall within the bilingual region will be disseminated with both English and French text to users who subscribe to bilingual NOTAMs. For users who subscribe to English-only NOTAMs, all of the NOTAMs will include only English text. For more information on NOTAMs with French text, please refer to the Canadian NOTAM Operating Procedures (CNOP) manual.

**12. How can I subscribe to a Series? For example, how would a NOF in Asia receive NOTAM within the dissemination category “International-USA”?**

To request a subscription to a particular series, please send your request to [notam@navcanada.ca](mailto:notam@navcanada.ca)

**13. Why am I getting FIR and National NOTAMs when I search just for an aerodrome?**

Because ICAO NOTAMs are based on the defined geographic area of influence, the NOTAMs that you receive in CFPS will be dictated by the following factors, regardless of NOTAM type: the point of interest(s) you enter, the radius you input (optional), and the geographic area of influence that the NOTAM originator has specified for the NOTAM

In other words, you will see any NOTAMs whose area of influence intersects the radius of the point of interest or flight route you have entered. As a result, you may receive more NOTAMs than expected if, for example, the impact area for a particular NOTAM was defined too broadly.

Remember, after entering a NOTAM query in CFPS, you can narrow down the results by typing text into the “Bulletin” filter column. For example, typing in the four-letter aerodrome ID would allow you to find only the NOTAMs that specifically mention that aerodrome.

**14. On CFPS, why am I seeing some NOTAMs in both English and French?**

Currently the CFPS user interface displays both English and French NOTAMs for the NOTAMs that fall within the bilingual regions of Canada. With the implementation of ICAO NOTAM, the French text is embedded in the E) field after the delimiter “FR:”. In the future, CFPS will display bilingual NOTAMs only in the interface language selected by the user.

**15. What do I need to provide when requesting an aerodrome NOTAM to be published?**

The process for submitting an aerodrome NOTAM (e.g. a runway closure or service availability) is not changing, nor is the information required to be provided.

There are certain subjects and conditions of NOTAM for which a default set of lower and upper limits, latitude, longitude and radius are used, which is the case for aerodrome NOTAMs. The latitude and longitude are based on the aerodrome reference point (which we have in a database), and the radius is a default of 5NM. NAV CANADA will ensure it is entered in the appropriate format.

**16. Who can I contact if I have questions?**

If you have questions related to the ICAO NOTAM format or the transition to ICAO NOTAM, please contact [icaonotam@navcanada.ca](mailto:icaonotam@navcanada.ca).

Flight operations personnel who require immediate assistance with weather briefing, flight planning/CFPS or NOTAMs, please contact our Flight Information Centres. Flight Information Centres provide pilots with interpretive weather briefings, as well as other advisory services for their planned route. Contact information for NAV CANADA's Flight Information Centres can be found on the NAV CANADA website at <http://www.navcanada.ca/EN/products-and-services/Pages/flight-planning.aspx>.

If you have other questions related to NAV CANADA services, please contact Customer and Stakeholder Services. Contact information can be found at <http://www.navcanada.ca/en/Pages/contact-us.aspx>.