

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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