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Frequently Asked Questions: 14-Day Trigger NOTAMs

As of February 20, 2025, NAV CANADA is implementing 14-Day Trigger NOTAMs, as an interim step to align with the International Civil Aviation Organization (ICAO) standards and recommended practices. The following frequently asked questions will help those involved in flight operations understand the importance of consulting AIP SUPs and will describe upcoming changes.

Trigger NOTAMs have been in place in Canada since late 2023. With this change, Trigger NOTAMs will remain published for only 14 days past the effective date of the AIP SUP, rather than the entire duration of their associated AIP Supplement. More information about this change can be found in [AIC 001/2025](#).

Why are Trigger NOTAMs being shortened to expire after 14 days past the effective date of the AIP SUP?

The duration of Trigger NOTAMs aligns with ICAO Standards and Recommended Practices. NAV CANADA's initial implementation of Trigger NOTAMs envisioned that airspace users needed time to get used to the concept. A duration of 14 days or less is the norm worldwide and reduces the number of NOTAMs in force. Consult AIC 001/2025 to visualise this concept.

What is an AIP Supplement (AIP SUP)?

An AIP SUP is a document that contains temporary changes or updates to the information provided in the Aeronautical Information Publication (AIP).

An AIP SUP can include information about airspace restrictions, temporary closures or changes to airport facilities, and hazards to aviation, among other things.

According to ICAO Standards and Recommended Practices, AIP SUPs must be used instead of NOTAMs when 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. In Canada, for the time being, AIP SUPs are used for situational awareness only for airspace and airport-related changes.

What is a Trigger NOTAM and how is it different from a NOTAM?

A NOTAM is a notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.

A Trigger NOTAM informs users of the existence of an AIP SUP. It contains the AIP SUP serial number and title, the AIP SUP effective date and time, and information that links the AIP SUP to its specific aerodrome or area.

Why can't I just look at NOTAMs?

Due to their text limitations, NOTAMs cannot always provide a comprehensive and detailed picture of the airspace or airport operations. AIP SUP can include more detailed and comprehensive information, including graphics, that provide a clear understanding of the situation. In short, both AIP SUP and NOTAMs are important sources of information for pilots and aviation personnel, and it's important to review both.

Are Trigger NOTAM published for AICs?

No. In accordance with ICAO standards and recommended practices, as well as international best practices, a Trigger NOTAM is not used to notify airspace users of the existence of an Aeronautical Information Circular (AIC). Airspace users must consult those on a regular basis to stay informed of about changes to airspace procedures, trials or regulations, or other aviation-related information.

Who authors and publishes AIP SUPs?

AIP SUPs can originate from NAV CANADA, the Department of National Defence (DND) or Transport Canada. NAV CANADA's Aeronautical Information Management (AIM) department receives and processes all AIP SUP submissions. Questions on the AIP SUP process can be addressed to service@navcanada.ca.

AIP SUPs are made available free of charge on NAV CANADA's [website](#).

Who reads AIP SUPs?

All airspace users are expected to read and consult AIP Supplements, the same way they would consult NOTAMs. The airspace users include but are not limited to: pilots (commercial, military or general aviation), Air Traffic Services and navigation database providers. As per Canadian Aviation Regulations (CAR), pilots-in-command of aircraft shall be familiar with the available information that is relevant to the intended flight. This includes aeronautical publications, AIP SUPs, and NOTAMs.

Airspace users outside of Canada also consult AIP SUPs for flight planning purposes.

Can there be an AIP SUP and a regular NOTAM at the same time?

Yes. Because for the moment AIP SUP are used mostly for situational awareness, complex, long-term activities like airport construction must be advertised through a combination of AIP SUPs and NOTAMs. An AIP SUP can describe the construction phases in general terms, while NOTAMs are issued to close or restrict access to specific areas of the airport.

However, an AIP SUP is published without NOTAM for cranes not located on an airport site. Conspicuous disclaimers located below the header of AIP SUP indicate to the user how to use the document.

How is this different from Phase 1 of Trigger NOTAM implementation?

Phase 1 offered a temporary transitional period to ensure pilots and aviation personnel became accustomed to checking AIP SUP as part of their flight planning process. During Phase 1, AIP SUPs were accompanied by a Trigger NOTAM to serve as an alert of the new publication. During Phase 1, the Trigger NOTAMs referring to AIP SUP remained in the system for as long as the AIP SUP was published.

During Phase 2, Trigger NOTAMs will still be used to alert pilots and aviation personnel to the existence of a new AIP SUP, however, the validity will change. A Trigger NOTAM is published with an AIP SUP (which can be a few days before the effective date of the event described). The validity period of trigger NOTAMs start on the AIP SUP effective date and end a maximum of 14 days after the start date. During Phase 2, trigger NOTAMs will not necessarily remain active for the duration of the AIP SUP.

The other change relates to the AIP SUP format. Readers will see a conspicuous statement regarding how the AIP SUP is to be used. Either the AIP SUP will be used instead of NOTAMs or it will be used for situational awareness only, in conjunction with NOTAMs. In addition, an updated template for AIP SUP for airport construction project is updated.

Where can I find AIP SUP and Trigger NOTAMs?

Canadian AIP SUP and Trigger NOTAM can be found through various channels:

- NAV CANADA's corporate website: www.navcanada.ca
- NAV CANADA's Flight Planning page in NC-SPACES: flightplanning.navcanada.ca
- NAV CANADA Collaborative Flight Planning Services website: plan.navcanada.ca
- Various Electronic Flight Bag (EFB) applications.

Who do I contact in case of errors in a published AIP SUP?

Contact the NAV CANADA at service@navcanada.ca as soon as the error is detected.