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Frequently Asked Questions

NAV CANADA is working to modernize how Aeronautical Information Publication Supplements (AIP SUP) and Aeronautical Information Circulars (AIC) are published to increase their effectiveness. The following frequently asked questions will help those involved in flight operations understand the importance of consulting AIP SUP and AICs and will describe upcoming changes.

AIP Supplements and AIC - General Questions

What is an AIP?

An Aeronautical Information Publication (AIP) is a publication containing aeronautical information of a lasting character essential to air navigation. In Canada, the Canada Flight Supplement (CFS), Designated Airspace Handbook (DAH), Canada Air Pilot (CAP), and charts are all part of the Canadian AIP.

What is an AIP SUP?

An AIP SUP is a document that contains temporary changes or updates to the information provided in the Aeronautical Information Publication (AIP). These changes can include changes to airspace restrictions, temporary closures or changes to airport facilities, or changes to navigation aids.

What is an AIC?

An AIC is a notice containing important information about the rules, regulations, procedures, and other aeronautical information that pilots and aviation personnel need to know to operate safely within a particular airspace. Unlike AIP SUPs, which contain temporary changes or updates to the AIP, AICs provide general information that is not necessarily related to the AIP.

AICs are typically used to disseminate information that is not urgent or time-critical but is nonetheless important to know. This could include information about changes to airspace procedures or regulations, or other aviation-related information.

When are AIP SUP and AIC used?

When planning a flight, it's important for pilots and aviation personnel to review the AIP and any applicable AIP SUP to ensure they have accurate and up-to-date information about the airspace they will be operating in. Failure to do so could result in a violation of airspace rules or unsafe operating conditions.

The use of AIP SUP and AIC are governed by international standards set by the International Civil Aviation Organization (ICAO) which provides guidance on their content and structure, as well as the procedures for their issuance and distribution.

How long in advance of the Effective Date will AIP SUP and AIC be published?

Provided the information is submitted to NAV CANADA in a timely manner, AIP SUP and AIC can be published well in advance of their effective date, up to 6 months or more.

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.

NAV CANADA will implement trigger NOTAM in phases. During the first phase of the transition, a trigger NOTAM will remain in the system for as long as the AIP SUP is active.

During Phase 2 of the transition, the validity period of the trigger NOTAM will start on the AIP SUP effective date and end a maximum of 14 days after the start date.

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.

Where can I find AIP SUP and AIC?

Canadian AIP SUP and AIC can be found through various channels:

- NAV CANADA's corporate website: www.navcanada.ca
- NAV CANADA Aviation Weather Website: flightplanning.navcanada.ca
- NAV CANADA Collaborative Flight Planning Services website: plan.navcanada.ca
- Various Electronic Flight Bag (EFB) applications.

AIP Supplements and AIC - Modernization Questions

What is changing and why?

The AIP SUP and AIC modernization project is making the following changes:

- **Update Frequency.** To allow for information changes to be relayed in a timelier manner, AIP SUP will be updated on the website every 14 days, instead of every 28 days. Information will be available

further in advance of the effective date in cases where enough notice is provided to NAV CANADA. A list of publication dates will be available on the NAV CANADA website.

- **Website Updates.** To improve the overall user experience when accessing AIP SUP, the website will undergo a number of updates, including improvements to search functionality. The compiled view of the AIP SUP will be decommissioned in favour of flexible downloads.
- **Standardization.** To ensure consistency and improve usefulness, all AIP SUP will be standardized in content, layout, and graphics. An improved AIP SUP template for Aerodrome Construction is now available, featuring a standard format and chronological order of information, and graphical depictions of closures, making it intuitive and quick to find information.
- **Visual Support for Situational Awareness.** To help mitigate the risks of complex closures or changes that could easily be misunderstood in a NOTAM, AIP SUP related to construction will include graphics to provide a clear visual depiction of the situation. An AIP SUP could even contain links to .kmz files.
- **Introduction of trigger NOTAM.** To inform users of the existence of AIP SUPs, trigger NOTAMs will be introduced.

When will these changes happen?

The standardized templates, including the addition of graphics, have been finalized and are now being used in the production of AIP SUP. The publication frequency changes, website updates, and introduction of trigger NOTAM are scheduled for November 2023.

Once these changes are well-established, we will transition to 14-day trigger NOTAMs, which is anticipated to start in late 2024.

What is the 2-phase approach to introduce trigger NOTAMs?

Phase 1 offers a temporary transitional period to ensure pilots and aviation personnel become accustomed to checking AIP SUP as part of their flight planning process. During Phase 1, AIP SUPs will be accompanied by a NOTAM to serve as an alert of the new publication. During Phase 1, NOTAMs referring to AIP SUP will remain in the system for as long as the AIP SUP is published.

During Phase 2, trigger NOTAMs will be used to alert pilots and aviation personnel to the existence of a new AIP SUP. 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.

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

Contact the NAV CANADA AIP Coordinator at aipcoord@navcanada.ca as soon as the error is detected.