

CNOP Amendment

Issuing an Instrument Approach NOTAM for Changes in Runway Certification

This bulletin identifies the changes that will be made for the Canadian NOTAM Operating Procedures (CNOP) V4.0 regarding the process for issuing NOTAMs when a certified runway no longer meets the certification requirements according to Aerodrome Standards and Recommended Practices – TP312. This may occur for a variety of reasons, such as the loss of standby power or a new obstacle. This bulletin also clarifies the communication process necessary to ensure that a NOTAM for this situation is issued as efficiently as possible.

Changes for CNOP V4.0 are highlighted in **yellow**.

Changes to CNOP Section 2.3 (Responsibilities of the) Aerodrome Operator

Additional detail regarding the responsibilities of an aerodrome operator for instrument procedures will be added to indicate that an aerodrome operator has the ability to “not authorize” (NOT AUTH) any instrument approach procedure at their aerodrome for the purpose of safety in emergency situations. However, all other changes to instrument procedures (including reinstatement of the procedure) must be conducted by the responsible instrument procedure design unit. The exception to this is for ILS CAT II and/or CAT III instrument approaches where the aerodrome operator can “not authorize” (NOT AUTH) or “reinstate” an ILS CAT II and/or CAT III instrument approach. At all times, any changes to the instrument approach minima are the responsibility of the appropriate instrument procedure design unit.

CNOP Section 2.3 will be updated as follows:

The aerodrome operator or his/her delegate is responsible for the origination, revision and cancellation of NOTAMs pertaining to the following circumstances:

- any projection by an object through an obstacle limitation surface relating to the aerodrome;
- the existence of any obstruction or hazardous condition affecting aviation safety within the aerodrome boundaries;

- any change in the level of services at the aerodrome set out in an aeronautical information product and pertinent to aviation safety, excluding instrument procedures. For instrument procedures, the aerodrome operator has the ability only to “not authorize” (NOT AUTH) an instrument approach procedure. Any other changes, including reinstatement of the procedure (except for ILS CAT II/III approaches after having been not authorized by the aerodrome operator), are the responsibility of the appropriate instrument procedure design unit;
- the closure of the aerodrome or any part of the manoeuvring area of the aerodrome;
- the presence of contaminant on the movement area; and
- any other conditions that could be hazardous to aviation safety at the aerodrome.

The Aerodrome Operator shall coordinate with AIM Data Collection before submitting a NOTAM for any change in the level of service or for the existence of any obstruction that could affect aviation safety.

New CNOP Section 5.3.16.1: Published Approaches and Changes to Runway Certification

A change in the certification of a certified runway can have an immediate effect on any associated instrument approach minima. Because any changes to instrument approach minima must be originated by the responsible instrument procedure design unit, the purpose of this new section is to describe the communication process when this situation occurs, especially if it occurs after normal business hours. In addition, the wording used to describe the situation is specified as it is critical to state “change to runway certification” when advising the responsible instrument procedure design unit to indicate that changes to instrument approach minima may be necessary.

The following subsection will be added under Section 5.3.16 Published Approaches:

5.3.16.1 Published Approaches and Changes to Runway Certification

If a precision or non-precision runway at a certified aerodrome no longer meets the certification requirements according to *Aerodrome Standards and Recommended Practices – TP 312* (e.g. if standby power is lost), the approach minima of an associated instrument procedure may be affected. Therefore, the aerodrome operator must immediately advise the responsible instrument procedure design unit of this situation using the AIM Data Collection contact information. If the situation occurs after hours and is urgent, the NOTAM Office can be contacted as an alternative to relay the message to the instrument procedure design unit (refer to section 1.6, *International NOTAM Office*). **It is imperative that the aerodrome operator explicitly mention that the requested NOTAM is due to a change in runway certification so that appropriate action can be taken** (refer to section 5.3.16, *Published Approaches*).

If a precision-certified runway was certified for precision CAT II and/or CAT III operations and no longer meets the certification requirements for precision CAT II and/or CAT III operations, a NOTAM

to "not authorize" (NOT AUTH) the affected ILS CAT II or CAT III approach is required and must be issued by the aerodrome operator (refer to section 5.3.15, CAT II or III).

Example:

Q) CZ. . /QPIAU/...

E) ILS CAT II/III RWY XX NOT AUTH DUE RWY CERTIFICATION CHANGE.

If you have questions regarding this bulletin, please contact Caroline Doucet, Manager, Standards and Procedures, AIM and IFP Design at 613-563-3359 or caroline.doucet@navcanada.ca.



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