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AIC

Published **1 MAY 2025**
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Aeronautical Information Circular Checklist

The following Aeronautical Information Circulars are currently in force:

AIC #	Title
011/2025	Edmonton Region Changes and Restrictions to Airspace in Conjunction with the 2025 G7 Summit Meeting Kananaskis, Alberta June 10 to 17, 2025
009/2025	Decommission of Volmet Service Provided by the Gander International Flight Service Station
008/2025	Change in Hours of Remote Aerodrome Advisory Service, Dauphin, Manitoba
007/2025	Changes in Flight Service Station Hours of Operation, Brandon, Manitoba
006/2025	Airspace and Mandatory Frequency Changes Near Nanaimo, BC
005/2025	Adoption of World Geodetic System – 1984 (WGS-84) as the horizontal geodetic reference system for the publication of Aeronautical Geographical Coordinates
003/2025	Navaid Modernization Program: Interim Phase
1/25	National Implementation of 14-Day Trigger NOTAM Effective 20 February 2025
26/24	Notifications on Overflying Conflict Zones Issued by Transport Canada (Replaces AIC 21/24)
25/24	Addition of a New Wake Turbulence Separation Standard for a Light Aircraft Departing Behind a Medium Aircraft on Intersecting or Interacting Runways
24/24	VFR Chart Series Change Air 5099 Alaska Highway VNC - Discontinued
16/24	RPAS Restricted Airspace Pursuant to Section 5.1 of the Aeronautics Act
8/24	Assignment of ICAO Navigation Specifications to Canadian Performance Based Navigation Procedures (Replaces AIC 12/23)
11/23	Procedures for the Use of a Ground Advisory Frequency at Select Airports (Supersedes AICs 26/22 and AIC 27/22)
22/21	Canada/USA Border Computer Navigation Fixes
15/21	Notice of Operational Trial: New Runway Hold Position Markings, Placement and Lighting Toronto/Lester B. Pearson International Airport
10/21	Notice of Trial for Proposed Amended Preferential Runway System at Toronto/Lester B. Pearson International Airport (Replaces AIC 8/20)

Note: Cette information est aussi disponible dans l'autre langue officielle

AIC

Published **1 MAY 2025**
Effective **1 MAY 2025**

Aeronautical Information Circular Checklist

The following Aeronautical Information Circulars have been cancelled:

AIC #	Title
004/2025	New Class E Transition Area North of Vancouver, BC
2/25	Change to the Communication of ATIS Information and Decommissioning of ATIS by Telephone Service – NATIONAL (Replaces AIC 9/24)

Note: Cette information est aussi disponible dans l'autre langue officielle

AERONAUTICAL INFORMATION CIRCULAR 011/2025

EDMONTON REGION
CHANGES AND RESTRICTIONS TO AIRSPACE IN CONJUNCTION WITH THE 2025 G7 SUMMIT MEETING KANANASKIS, ALBERTA JUNE 10 TO 17, 2025

General

The Government of Canada (GoC) will host the G7 Summit in Kananaskis, Alberta, on June 16 and June 17, 2025. To support this activity, there will be temporary changes to the airspace structure in the vicinity from June 10 to June 17, 2025.

This Aeronautical Information Circular explains the airspace structure and operating rules as well as the procedures that will be in place before, during, and after this G7 Summit.

This supplement is divided into the following four sections:

AIRSPACE RESTRICTIONS – G7 SUMMIT:
Section 1 – Airspace Overview
Section 2 – Airspace Operating Rules and Procedures
Section 3 – Flight Planning Procedures
Section 4 – G7 RCMP Unified Command Centre - Flight Authorization Process

1.0 Airspace Overview

1.1 Airspace Structure

G7 Summit restricted airspace has been designed to allow the Royal Canadian Mounted Police and GoC departments and partners to safely manage participating air traffic and to help ensure that non-authorized, non-participating air traffic will remain clear of the airspace surrounding sensitive G7 activities. Restricted airspace activation will coincide with the arrival and departure dates of the visiting heads of state at Calgary International Airport (CYYC).

Therefore, restricted airspace has been structured using a modified multiple-ring concept. Over the G7 venues, there will be two Class F Restricted areas as follows:

- **CYR 292** will be a circle, with a radius of 30 NM, centered on Kananaskis Village Helistop (CFE7) (N50°55'22" W115°08'37") below 18 000 ft ASL, **excluding** the Calgary / Springbank Airport (CYBW) Control Zone. CYAs 226 and 227 will not be active.
- **CYR 293** will be comprised of a circle with a radius of 20 NM, centered on Calgary International Airport (N51°07'21.41" W114°00'48.05"), **excluding** CYR 292, below 18 000 ft ASL and **including** the Calgary / Springbank Airport (CYBW) Control Zone. CYA 228 will not be active.

In addition, there will be:

- A temporary Class D military control zone established within a circle, with a radius of 8 NM, centered on Kananaskis Village Helistop CFE7, SFC to 10 000 MSL. This Control Zone will be active starting four days before CYR 292 becomes active.
- RPAS Restricted Airspace will be established within the same geographic boundaries of CYR 292, starting four days before CYR 292 becomes active. This airspace will be authorized pursuant to section 5.1 of the Aeronautics Act.

1.2 Airspace Activation Periods

- **RPAS Restricted Airspace** will be in effect continuously from the morning of June 10th until the morning of June 14th. RPAS will continue to be restricted in this airspace when CYR 292 becomes active.
- **TEMP CLASS D MIL CTL ZONE** will be established from the morning of June 10th until the morning of June 14th.
- **CYR 292** will be in effect continuously from morning on June 14th until evening on June 17th.
- **CYR 293** will be in effect continuously from morning on June 16th until evening on June 17th.
- Note that the dates, times, and restrictions for these airspaces will be specified via NOTAM closer to the actual dates.

2.0 Airspace Operating Rules and Procedures

WARNING: UNAUTHORIZED AIRCRAFT WITHIN THE RESTRICTED AIRSPACE WILL BE SUBJECT TO INTERCEPT BY ARMED MILITARY AIRCRAFT. LETHAL FORCE MAY BE AUTHORIZED IF NECESSARY TO ENFORCE THE RESTRICTED AIRSPACE.

2.1 RPAS Restricted Airspace

- **Description.** A circle, with a radius of 30 NM, centered on Kananaskis Village Helistop CFE7, below 1,000 ft AGL, **excluding** the Calgary / Springbank Airport (CYBW) Control Zone. It will be active from June 10th until June 14th.
- **User Agency.** RCMP.
- **Operating Rules.** Access will be limited to approved military, police operations and other RPAS directly supporting G7 operations.
    - Non-participating RPAS operators will be required to submit a flight authorization request to the RCMP at 343-571-3804.

2.2 TEMP CLASS D MILITARY CONTROL ZONE

- **Description.** A circle, with a radius of 8 NM, centered on Kananaskis Village Helistop (CFE7), SFC to 10 000 ASL. It will be active from June 10th until June 14th.
- **Communications.** Contact NAKISKA TOWER Freq 126.2 UHF 231.35 prior to entering.
- **Operating Rules.** Only flights supporting G7 activity will be permitted to land at CFE7 over this period. Rules for Class D airspace apply.

2.3 CYR 292

- **Description.** A circle, with a radius of 30 NM, centered on Kananaskis Village Helistop (CFE7), below 18,000 ft ASL, **excluding** the Calgary / Springbank Airport (CYBW) Control Zone. It will be active from June 14th until June 17th.
- **User Agency.** RCMP.
- **Controlling Agency.** DND/CAF.
- **Operating Rules.** Access will be limited to approved military, police operations and other aircraft directly supporting G7 operations. This includes aircraft that are conducting emergency/lifesaving flights, approved essential-services, transportation of V.I.P./ I.P.P. (RCMP designated) or state aircraft on official G-7 related business.
    - Non-participating operators and/or flight crew deemed essential for emergency services will be required to submit a flight authorization request for each flight to the RCMP at 343-571-3804. All flights into the restricted airspace must be authorized by RCMP on an individual-mission basis. If approved, the operator must take extreme care to ensure the approved route and timings are carefully followed. In these cases, a discrete transponder code will be assigned, and some restrictions may be imposed.
- **CYA 226(T) and CYA 227(T)** will not be available for use during the activation period.
- Airports/Aerodromes/Heliports Affected by CYR 292:

Canmore (Hosp) AB (Heli)	CCH3
Canmore / Nakoda AB (Heli)	CNK7
Canmore Municipal Heliport AB (Heli)	CEW9
Banff (Park Compound Heliport) AB (Heli)	CBP2
Banff Mineral Springs (Hosp) AB (Heli)	CBM7
Banff AB	CYBA
Cochrane / Arkayla Springs AB	CKY8

2.4 CYR 293

- **Description.** A radius of 20 NM, centered on Calgary International Airport (CYYC), below 18,000 ft ASL, **excluding** CYR 292 and **including** the Calgary / Springbank Airport (CYBW) Control Zone. It will be active from June 16th until June 17th.
- **User Agency.** RCMP
- **Controlling Agency.** NAV CANADA
- **Operating Rules.** Access will be limited to police, military, and civilian aircraft who are operating on an IFR flight plan and are authorized by ATC. IFR flight plans must be filed a minimum of 2 hours before flight and those flights inbound to CYYC must anticipate and plan for possible holds for up to 1 hour during this period.
- VFR flights deemed essential for emergency services may be authorized by the RCMP provided all conditions below are satisfied:
    - Prior to flight planning into CYR 293 they have obtained a flight authorization number from the RCMP at 343-571-3804. The request will include the arrival and departure locations, name of operator, purpose of flight, and names of all persons onboard.
    - A VFR flight plan has been filed that includes the above flight authorization number in the remarks section of the flight plan.
    - A discrete transponder code has been obtained from NAV CANADA at 1-888-882-2254. Aircraft must squawk this code prior to entering CYR 293, and at all times while operating within the CYR.
    - Two-way radio communications with Calgary terminal is established prior to entering and maintained at all times while operating within CYR 293. If possible, maintain a listening watch on 121.5 with backup radio.
    - Aircraft departing from an aerodrome within CYR 293 must establish and maintain two-way radio communications with Calgary terminal as soon as possible after takeoff.
- **Springbank control zone and CYA 228(H)** will not be available for use during the activation period.
- Airports/Aerodromes/Heliports Affected by CYR 293:

Calgary (Alberta Children's Hosp) AB (Heli)	CAC6
Calgary (City / Bow River) AB (Heli)	CEL2
Calgary (Foothills Hosp McCaig Tower) AB (Heli)	CMT3
Calgary (Peter Lougheed Centre) AB (Heli)	CLC3
Calgary / Springbank AB	CYBW
Calgary (Bow Crow) AB (Heli)	CEP2
Calgary / Elephant Enterprises Inc. AB (Heli)	CEE2
Calgary / K. Coffey Residence AB (Heli)	CKC4

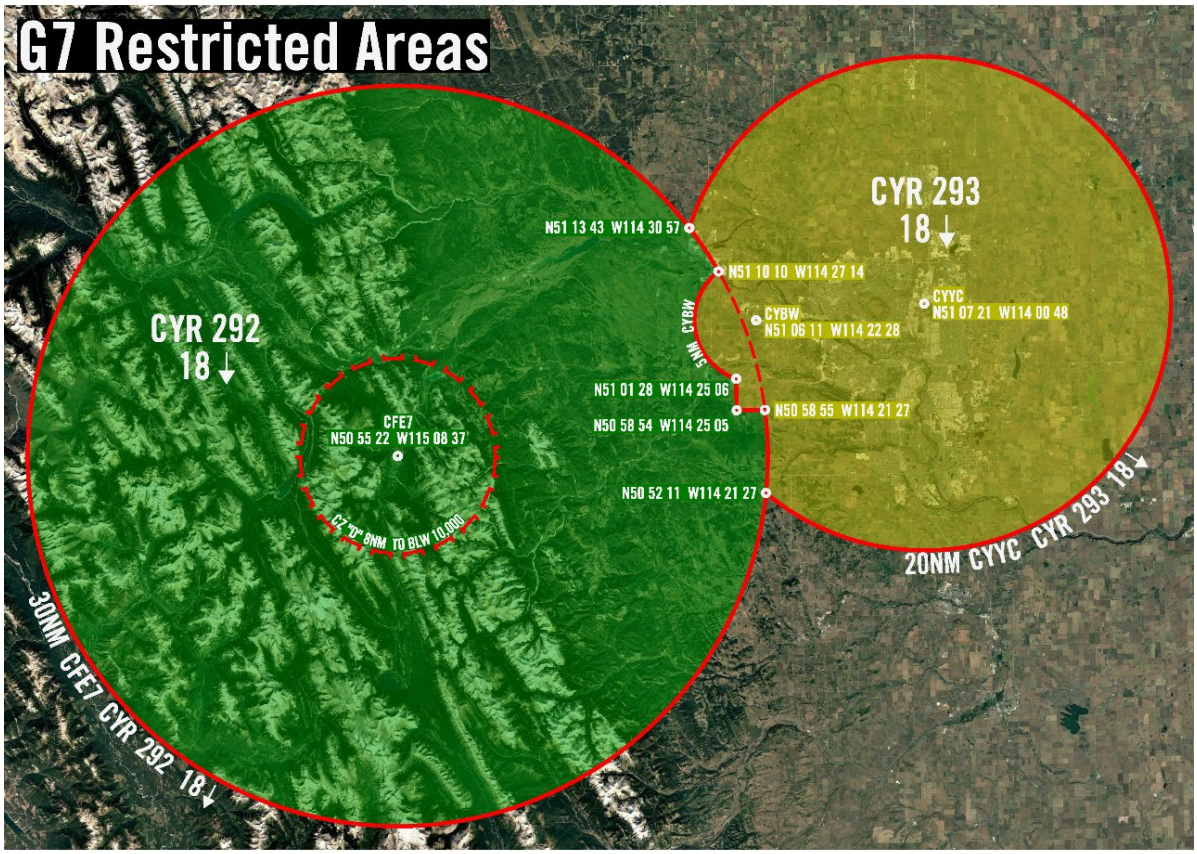
G7 Restricted Areas
CYR 292
18
CYR 293
18
CFE7
N50 55 22 W115 08 37
G7 "D" 8NM TO BLW 10,000
N51 13 43 W114 30 57
N51 10 10 W114 27 14
CYBW
N51 06 11 W114 22 28
5NM
CYYC
N51 07 21 W114 00 48
N51 01 28 W114 25 06
N50 58 54 W114 25 05
N50 58 55 W114 21 27
N50 52 11 W114 21 27
30NM CFE7 CYR 292 18
20NM CYYC CYR 293 18

Figure 1.

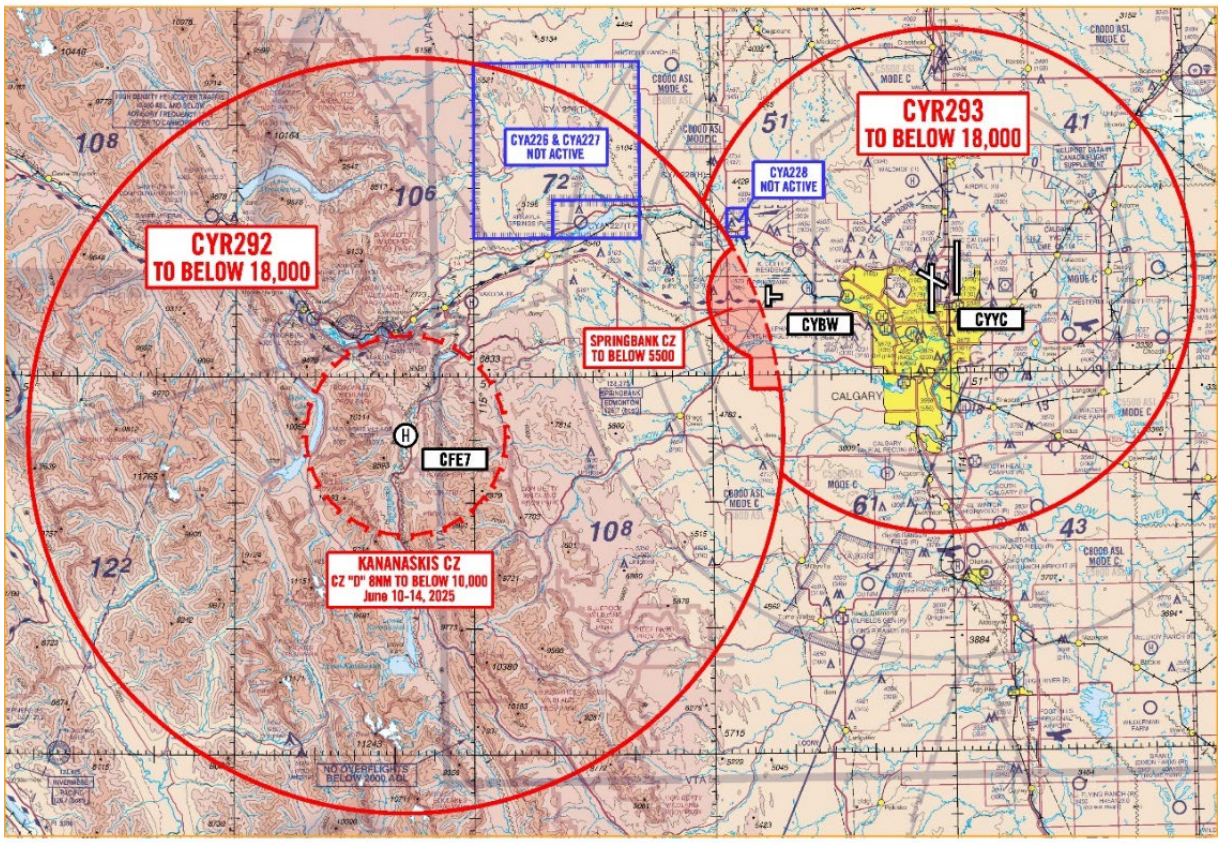
CYR292
TO BELOW 18,000
CYR293
TO BELOW 18,000
CYA226 & CYA227
NOT ACTIVE
CYA228
NOT ACTIVE
SPRINGBANK CZ
TO BELOW 5500
KANANASKIS CZ
CZ "D" 8NM TO BELOW 10,000
June 10-14, 2025
CFE7
CYBW
CYYC
CALGARY
NO OVERFLIGHTS
BELOW 2000 AGL

Figure 2.

3.0 Flight Planning Procedures

Pilots flying to/from Calgary International Airport (CYYC) should plan their route to remain well clear of CYR 292. IFR traffic can expect to be routed in this manner, as depicted below:

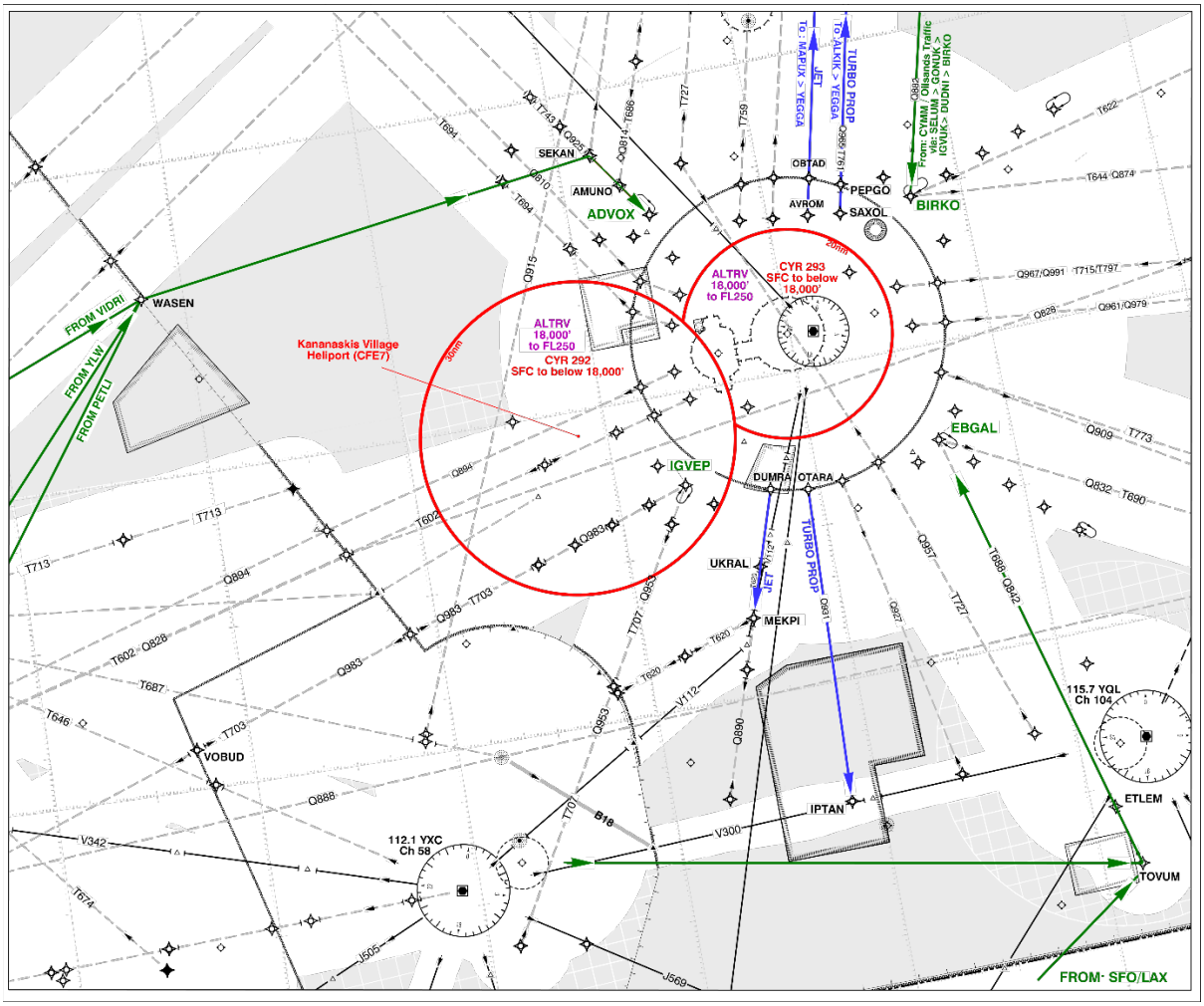

Figure 3.

3.1 VFR Operations

- VFR flights deemed essential for emergency services may be authorized by the RCMP provided all conditions in section 2 are met.
- Aircraft operating in the vicinity of the above-noted CYRs, if possible, should maintain a listening watch on 121.5MHz in the event they are contacted by DND/CAF or intercepted by military aircraft.
- Pilots are reminded that at all times, VFR pilots must obtain a flight authorization number from the RCMP at 343-571-3804 and a discrete transponder code from NAV CANADA at 1-888-882-2254. Aircraft must squawk this code prior to entering CYR 293, and at all times while operating within the CYR.

3.2 Springbank (CYBW) Operations

- CYBW is currently planned to be closed over this period, but should this plan change, pilots operating to/from Calgary/Springbank Airport should take extreme care to ensure they do not impinge on CYR 292 which will be immediately west of the Control Zone.
- Due to the proximity of CYR 292 to Calgary/Springbank Airport, IFR operations at Calgary/Springbank Airport will be suspended for the duration that CYR 292 is active. IFR pilots will be required to cancel IFR or make arrangements to land at an alternate aerodrome.

4.0 G7 RCMP Unified Command Centre (UCC) – Flight Authorization Process

4.1 General Information

- All flights into the restricted airspace must be authorized by G7 RCMP UCC on an individual-mission basis.

4.2 Participating/Supporting Flights

- Authorization and identification requirements will be provided by the G7 RCMP UCC to the tasking authority through formal channels.

4.3 Non-participating Flights

- Non-participating flights deemed essential for EMERGENCY services may request special authorization to transit CYR 292 by contacting the RCMP UCC. Authority to enter a CYR does not exempt aircraft from the requirement for an ATC clearance.
- If approved, operators must take extreme care to ensure the approved route and timings are carefully followed. In these cases, a discrete transponder code will be assigned and some restrictions may be imposed.
- The 24-hour RCMP contact number (343-571-3804) will be included for this purpose via NOTAM at a later time.

Ludovic Masson

Chief Flight Standards

Civil Aviation
Transport Canada

AERONAUTICAL INFORMATION CIRCULAR 009/2025

DECOMMISSION OF VOLMET SERVICE PROVIDED BY THE GANDER INTERNATIONAL FLIGHT SERVICE STATION

NAV CANADA, the country's provider of civil air navigation services, conducted a review of the requirement for In-flight Meteorological Information (VOLMET) Service provided by the International Flight Service Station (IFSS) at Gander, Newfoundland and Labrador.

The review determined that the removal of the VOLMET service will not have a material impact on stakeholders and would not be a material change to the services provided by NAV CANADA to the aircraft transiting the Gander Oceanic Control Area (OCA).

Aviation technology has evolved to allow suitably equipped aircraft to acquire the required meteorological information directly from alternate sources. This has alleviated the need for pilots to monitor a scheduled VOLMET broadcast on a high frequency (HF) radio.

Aircraft not equipped to receive meteorological information via alternate means may continue to request necessary weather updates from Gander IFSS via the North Atlantic (NAT) family of HF frequencies.

This change will take effect on 12 June 2025 at 0901Z Coordinated Universal Time (UTC).
The appropriate aeronautical publications will be amended.

For further information, please contact:

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151 Slater Street
Ottawa, ON K1P 5H3

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Chris Bowden
Director, Aeronautical Information Management and Flight Operations

AERONAUTICAL INFORMATION CIRCULAR 008/2025

CHANGE IN HOURS OF REMOTE AERODROME ADVISORY SERVICE DAUPHIN, MANITOBA

NAV CANADA, the country's provider of civil air navigation services, conducted an aeronautical study that reviewed the hours of operation for the Flight Service Station (FSS) at the Brandon Municipal Airport (CYBR), including the hours of operation for the Remote Aerodrome Advisory Service (RAAS) provided at the Dauphin (LT. COL W.G. (BILLY) BARKER, VC) Airport (CYDN).

The study recommended the Remote Aerodrome Advisory Service (RAAS) at Dauphin be provided for 13 hours per day.

The hours of operation for RAAS at the Dauphin Airport will be from **1300Z to 0200Z, 1200Z to 0100Z during daylight savings time (0700 to 2000 local time).**

This change will take effect on 12 June 2025 at 0901Z Coordinated Universal Time (UTC).
The appropriate aeronautical publications will be amended.

For further information, please contact:

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Director, Aeronautical Information Management and Flight Operations

AERONAUTICAL INFORMATION CIRCULAR 007/2025

CHANGES IN FLIGHT SERVICE STATION HOURS OF OPERATION BRANDON, MANITOBA

NAV CANADA, the country's provider of civil air navigation services, conducted an aeronautical study that reviewed the hours of Aerodrome Advisory Services (AAS) and Vehicle Control Service (VCS) provided by the Flight Service Station (FSS) at the Brandon Municipal Airport (CYBR).

The study recommended that the Aerodrome Advisory Service (AAS) and Vehicle Control Service (VCS) be provided for 15 hours per day.

FSS hours of operation at Brandon will be from **1300Z to 0400Z, 1200Z to 0300Z during daylight savings time (0700 to 2200 local time)**. Outside of these times a Mandatory Frequency will remain in effect.

A NAV CANADA Automated Weather Observation System (AWOS) including Digital Aviation Weather Cameras (DAWC) and a Voice Generator Sub-System (VGSS) broadcast will provide surface weather observations (METAR/SPECI) when the FSS is closed, in support of the 24-hour Aerodrome Forecast (TAF).

Flight Information Service Enroute (FISE) will continue to be available from Edmonton Flight Information Centre (FIC) via Remote Communications Outlet (RCO) frequency 123.275 MHz.

Instrument Flight Rules (IFR) clearances will continue to be available from Winnipeg Area Control Centre (ACC) via Peripheral Air-Ground Link (PAL) frequency 132.25 MHz.

This change will take effect on 12 June 2025 at 0901Z Coordinated Universal Time (UTC). The appropriate aeronautical publications will be amended.

For further information, please contact:

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AERONAUTICAL INFORMATION CIRCULAR 006/2025

AIRSPACE AND MANDATORY FREQUENCY CHANGES NEAR NANAIMO, BC

NAV CANADA, the country's provider of civil air navigation services, conducted an aeronautical study that reviewed the requirements for the provision of Air Traffic Services and airspace in the vicinity of Nanaimo.

The study recommended changes be made to airspace in the vicinity of Nanaimo and the creation of a 5 NM Mandatory Frequency (MF) area to 1,200 feet ASL centred on Nanaimo Harbour Water Aerodrome (CAC8) excluding the Nanaimo Control Zone.

The new Nanaimo Harbour MF will also include the following locations within 5 NM:

- Nanaimo Regional Hospital Heliport (CBG5)
- Nanaimo Harbour Heliport (CDH5)
- Gabriola Island (Health Clinic) Heliport (CGB4)

The airspace changes include:

- New Class C Terminal Control Areas (TCA) are being created to the north and south of the Nanaimo Control Zone from 1,200 feet ASL and 1,500 feet ASL respectively.
- New or expanded Class E transition areas from 700 feet AGL are being created or expanded to include the areas below the new TCAs to the north and south of the Nanaimo Control Zone.
- Class F advisory airspace areas (CYA) 113 and 118 lateral dimensions are being modified.

The modified airspace in the vicinity of Nanaimo will be appear in the Designated Airspace Handbook (TP 1820E) as follows:

3.1.1 TRANSITION AREAS

3.1.1-47 Vancouver, BC:

3.1.1-50 c) The airspace above 700´ AGL within the area bounded by a line beginning at:

N48°47'32.39" W123°49'18.43"	thence clockwise along the arc of a circle of
35 miles	radius centred on
N49°11'42.00" W123°10'55.00"	(Vancouver Intl, BC - AD) \ to
N48°57'01.19" W123°59'13.76"	to
N49°01'15.10" W123°45'27.84"	thence counter-clockwise along the arc of a circle of
25 miles	radius centred on
N49°11'42.00" W123°10'55.00"	(Vancouver Intl, BC - AD) \ to
N49°00'26.25" W123°44'50.09"	to

N48°55'28.39" W123°37'10.29"	to
N48°54'35.83" W123°38'35.92"	thence counter-clockwise along the arc of a circle of
18 miles	radius centred on
N48°38'49.30" W123°25'32.80"	(Victoria Intl, BC - AD) \ to
N48°47'32.39" W123°49'18.43"	point of beginning

3.1.1-51 d) The airspace above 700´ AGL within the area bounded by a line beginning at:

N49°15'00.00" W123°47'38.27"	to
N49°06'30.82" W123°47'38.27"	to
N49°07'25.23" W123°48'17.55"	thence counter-clockwise along the arc of a circle of
5 miles	radius centred on
N49°03'08.00" W123°52'13.00"	(Nanaimo, BC - AD) \ to
N49°07'07.90" W123°56'47.73"	to
N49°15'00.00" W123°56'47.73"	to
N49°15'00.00" W123°47'38.27"	point of beginning

3.1.3 TERMINAL CONTROL AREAS

3.1.3-8 Vancouver, BC TCA:

3.1.3-12 d) Class C airspace above 2500´ to 4500´ within the area bounded by a line beginning at:

N48°17'02.50" W123°14'54.40"	Can/USA bdry \ to
N48°20'53.13" W123°26'34.07"	thence clockwise along the arc of a circle of
5 miles	radius centred on
N48°25'22.00" W123°23'15.00"	(Victoria Harbour, BC - AD) \ to
N48°22'19.13" W123°29'11.73"	to
N48°26'24.52" W123°33'56.16"	to
N48°27'33.05" W123°31'42.78"	to
N48°32'14.86" W123°29'08.95"	thence clockwise along the arc of a circle of
7 miles	radius centred on
N48°38'49.30" W123°25'32.80"	(Victoria Intl, BC - AD) \ to
N48°45'45.19" W123°24'07.78"	to
N48°48'09.82" W123°23'38.13"	thence clockwise along the arc of a circle of
25 miles	radius centred on
N49°11'42.00" W123°10'55.00"	(Vancouver Intl, BC - AD) \ to

N48°54'35.83" W123°38'35.92"	thence counter-clockwise along the arc of a circle of
18 miles	radius centred on
N48°38'49.30" W123°25'32.80"	(Victoria Intl, BC - AD) \ to
N48°52'26.22" W123°43'18.04"	to
N48°58'08.27" W123°52'06.73"	thence counter-clockwise along the arc of a circle of
5 miles	radius centred on
N49°03'08.00" W123°52'13.00"	(Nanaimo, BC - AD) \ to
N49°00'50.62" W123°45'27.81"	to
N49°00'25.21" W123°44'48.48"	thence clockwise along the arc of a circle of
25 miles	radius centred on
N49°11'42.00" W123°10'55.00"	(Vancouver Intl, BC - AD) \ to
N49°01'15.10" W123°45'27.84"	to
N48°59'08.26" W123°52'21.39"	thence clockwise along the arc of a circle of
30 miles	radius centred on
N49°11'42.00" W123°10'55.00"	(Vancouver Intl, BC - AD) \ to
N49°07'26.18" W123°56'05.52"	thence counter-clockwise along the arc of a circle of
5 miles	radius centred on
N49°03'08.00" W123°52'13.00"	(Nanaimo, BC - AD) \ to
N49°07'07.90" W123°56'47.73"	to
N49°11'38.84" W123°56'47.73"	to
N49°18'12.62" W124°03'22.44"	thence clockwise along the arc of a circle of
35 miles	radius centred on
N49°11'42.00" W123°10'55.00"	(Vancouver Intl, BC - AD) \ to
N49°34'27.22" W123°51'33.51"	to
N49°20'10.74" W123°25'56.37"	thence clockwise along the arc of a circle of
13 miles	radius centred on
N49°11'42.00" W123°10'55.00"	(Vancouver Intl, BC - AD) \ to
N49°23'53.71" W123°17'43.39"	to
N49°20'08.72" W123°15'37.38"	to
N49°20'04.85" W123°03'25.40"	to
N49°18'50.01" W123°01'44.09"	to
N49°15'16.31" W123°01'44.14"	to

N49°15'17.00" W122°45'30.28"	thence clockwise along the arc of a circle of
3 miles	radius centred on
N49°12'58.00" W122°42'36.00"	(Pitt Meadows, BC - AD) \ to
N49°14'11.84" W122°38'25.62"	to
N49°07'16.72" W122°33'41.11"	thence clockwise along the arc of a circle of
3 miles	radius centred on
N49°06'03.00" W122°37'51.00"	(Langley Regional, BC - AD) \ to
N49°06'02.91" W122°33'17.10"	to
N49°00'07.92" W122°33'17.10"	Can/USA bdry \ thence west along the Can/USA bdry \ to
N48°17'02.50" W123°14'54.40"	Can/USA bdry \ the point of beginning

Note: The Vancouver TCA also contains that portion of airspace, south of the CAN/USA boundary, within 16NM of the Vancouver VOR that is defined in U.S. publications.

3.1.3-13 e) Class C airspace above 1200´ to 2500´ within the area bounded by a line beginning at:

N49°15'00.00" W123°47'38.27"	to
N49°06'30.82" W123°47'38.27"	to
N49°07'25.23" W123°48'17.55"	thence counter-clockwise along the arc of a circle of
5 miles	radius centred on
N49°03'08.00" W123°52'13.00"	(Nanaimo, BC - AD) \ to
N49°07'07.90" W123°56'47.73"	to
N49°15'00.00" W123°56'47.73"	to
N49°15'00.00" W123°47'38.27"	point of beginning

3.1.3-14 f) Class C airspace above 1500´ to 2500´ within the area bounded by a line beginning at:

N49°00'50.62" W123°45'27.81"	to
N48°55'28.39" W123°37'10.29"	to
N48°54'35.83" W123°38'35.92"	thence counter-clockwise along the arc of a circle of
18 miles	radius centred on
N48°38'49.30" W123°25'32.80"	(Victoria Intl, BC - AD) \ to
N48°52'26.22" W123°43'18.04"	to
N48°58'08.27" W123°52'06.73"	thence counter-clockwise along the arc of a circle of

5 miles	radius centred on
N49°03'08.00" W123°52'13.00"	(Nanaimo, BC - AD) \ to
N49°00'50.62" W123°45'27.81"	point of beginning

3.1.3-15 g) Class C airspace above 4500´ to 5500´ within the area bounded by a line beginning at:

N48°54'35.83" W123°38'35.92"	thence counter-clockwise along the arc of a circle of
18 miles	radius centred on
N48°38'49.30" W123°25'32.80"	(Victoria Intl, BC - AD) \ to
N48°52'26.22" W123°43'18.04"	to
N48°58'08.27" W123°52'06.73"	thence counter-clockwise along the arc of a circle of
5 miles	radius centred on
N49°03'08.00" W123°52'13.00"	(Nanaimo, BC - AD) \ to
N49°00'50.62" W123°45'27.81"	to
N49°00'25.21" W123°44'48.48"	thence counter-clockwise along the arc of a circle of
25 miles	radius centred on
N49°11'42.00" W123°10'55.00"	(Vancouver Intl, BC - AD) \ to
N48°54'35.83" W123°38'35.92"	point of beginning

5.3 ADVISORY AREAS

CYA113(A)(T)(H) NANAIMO, BC

The airspace within the area bounded by a line beginning at:

N48°48'46.00" W124°05'43.00"	to
N48°59'59.00" W124°09'05.00"	to
N48°54'52.14" W123°53'03.92"	to
N48°47'31.07" W123°57'32.72"	to
N48°46'26.69" W123°57'11.90"	to
N48°48'46.00" W124°05'43.00"	point of beginning

Designated Altitude – Surface to 5000´

Time of Designation – Cont daylight

Operating Procedures – The rules for Class G airspace apply when the area is active. When not active, the rules for the applicable surrounding airspace apply.

CYA118(A)(T)(H) DUNCAN, BC

The airspace within the area bounded by a line beginning at:

N48°41'14.00" W123°55'31.00"	to
N48°47'31.07" W123°57'32.72"	to
N48°54'52.14" W123°53'03.92"	to
N48°51'43.46" W123°48'31.34"	to
N48°49'27.53" W123°43'05.21"	to
N48°48'44.90" W123°43'05.66"	to
N48°40'21.00" W123°52'54.00"	to
N48°41'14.00" W123°55'31.00"	point of beginning

Designated Altitude – Surface to 3000´

Time of Designation – Cont daylight

Operating Procedures – The rules for Class G airspace apply when the area is active. When not active, the rules for the applicable surrounding airspace apply.

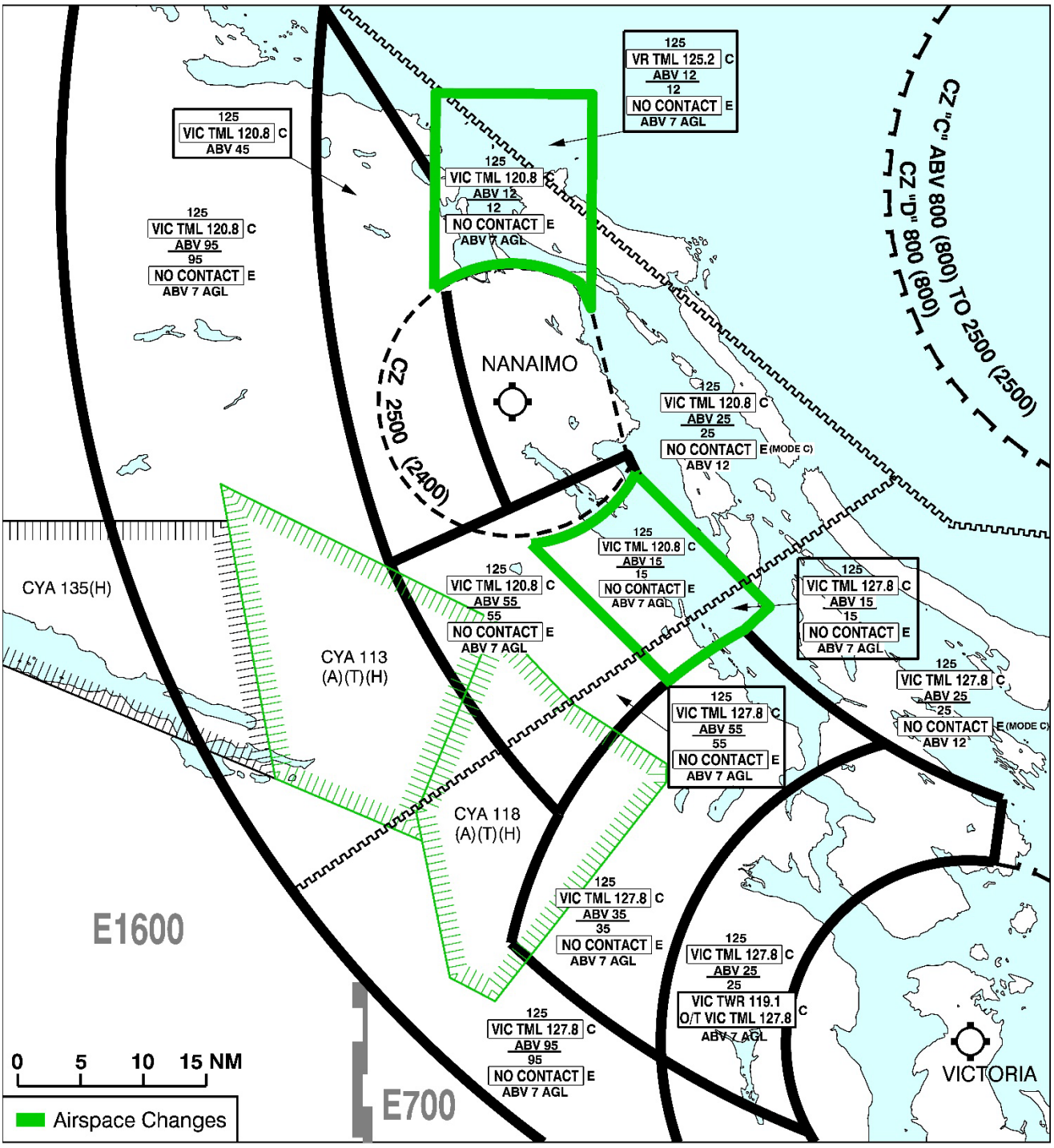
125
VR TML 125.2 C
ABV 12
12
NO CONTACT E
ABV 7 AGL
125
VIC TML 120.8 C
ABV 45
125
VIC TML 120.8 C
ABV 12
12
NO CONTACT E
ABV 7 AGL
125
VIC TML 120.8 C
ABV 95
95
NO CONTACT E
ABV 7 AGL
CZ "C" ABV 800 (800) TO 2500 (2500)
CZ "D" 800 (800)
NANAIMO
CZ 2500 (2400)
125
VIC TML 120.8 C
ABV 25
25
NO CONTACT E (MODE C)
ABV 12
125
VIC TML 120.8 C
ABV 15
15
NO CONTACT E
ABV 7 AGL
125
VIC TML 120.8 C
ABV 55
55
NO CONTACT E
ABV 7 AGL
125
VIC TML 127.8 C
ABV 15
15
NO CONTACT E
ABV 7 AGL
125
VIC TML 127.8 C
ABV 25
25
NO CONTACT E (MODE C)
ABV 12
CYA 135(H)
CYA 113
(A)(T)(H)
125
VIC TML 127.8 C
ABV 55
55
NO CONTACT E
ABV 7 AGL
CYA 118
(A)(T)(H)
125
VIC TML 127.8 C
ABV 35
35
NO CONTACT E
ABV 7 AGL
125
VIC TML 127.8 C
ABV 25
25
VIC TWR 119.1
O/T VIC TML 127.8 C
ABV 7 AGL
E1600
125
VIC TML 127.8 C
ABV 95
95
NO CONTACT E
ABV 7 AGL
E700
VICTORIA
0 5 10 15 NM
Airspace Changes

Figure 1

This change will take effect on 17 April 2025 at 0901Z Coordinated Universal Time (UTC).
The appropriate aeronautical publications will be amended.

For further information, please contact:

NAV CANADA
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151 Slater Street
Ottawa, ON K1P 5H3

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Chris Bowden
Director, Aeronautical Information Management and Flight Operations

AERONAUTICAL INFORMATION CIRCULAR 005/2025

ADOPTION OF WORLD GEODETIC SYSTEM – 1984 (WGS-84) AS THE HORIZONTAL GEODETIC REFERENCE SYSTEM FOR THE PUBLICATION OF AERONAUTICAL GEOGRAPHICAL COORDINATES

Purpose

The purpose of this circular is to inform users of NAV CANADA aeronautical information and data products that all horizontal geographical coordinates, indicating latitude and longitude, shall be expressed in terms of the World Geodetic System – 1984 (WGS-84) geodetic reference datum.

Background

The International Civil Aviation Organization's (ICAO) Annex 15 - Aeronautical Information Services standards and recommended practices specify that the World Geodetic System - 1984 (WGS-84) shall be used as the horizontal (geodetic) reference system for international air navigation.

Currently the AIP CANADA, GEN 1.7 Differences from ICAO Standards, Recommended Practices and Procedures, specifies that "Canada uses the North American Datum 1983 (NAD83) as the geodetic reference datum" while also acknowledging "North American Datum 1983 (NAD83) is equivalent to the World Geodetic System - 1984 (WGS-84) for aeronautical purposes."

Aeronautical data originators provide NAV CANADA AIM with geographical data defining surveyed, calculated or declared positions relevant to air navigation. Data originators should specify the geodetic reference datum and epoch of the geographical coordinate data but in the event they do not, AIM assumes it is in NAD83 and the latitude/longitude information is assigned a datum of NAD83 recognizing the equivalency WGS-84 and NAD83.

The latest version of Transport Canada Aerodrome Standards and Recommended Practices (TP 312 Ed. 5) requires that coordinates are measured in accordance with the WGS-84 reference datum versus the NAD83 requirement of previous versions.

The result has been a combination of both WGS-84 and NAD83 geographical data to support air navigation purposes. The accepted datum equivalency has been assured through the extensive use of this data for charting, instrument procedure design and operational use.

To ensure conformance with the international standard for a horizontal reference datum and in recognition of the horizontal datum requirement established by Transport Canada (TP 312 Ed. 5) and the replacement of NAD83 with a new reference frame; NAV CANADA AIM shall express all horizontal geographical coordinates in terms of the World Geodetic System – 1984 (WGS-84) geodetic reference datum.

Implementation

Effective 17 April 2025 NAV CANADA AIM will:

- All published horizontal geographic coordinate (latitude, longitude) data will be recognized as being referenced to the WGS-84 geodetic datum. Coordinate values will not be changed.
- Horizontal geographic coordinate (latitude, longitude) data submitted by an originator with no clearly defined horizontal reference datum or datum epoch will be assigned a WGS-84 reference datum. Coordinate values will not be changed.
- Horizontal geographic coordinate (latitude, longitude) data submitted by an originator with a clearly defined geodetic reference datum other than WGS-84 and a defined datum epoch will be transformed to the latest version of WGS-84/ITRF(ICAO Annex 15 Amendment 43, 1.2.1). If the positional differences between the original and transformed coordinates are greater than the accuracy requirements for that data element, as defined in ICAO PANS-AIM 10066 Appendix 1 e.g. 1 metre, then the transformed WGS-84 coordinate values will be confirmed with the originator, stored in AIM's data management system with the metadata indicating a WGS-84 reference datum e.g. "WGE" and published by NAV CANADA AIM.

All published coordinate resolution requirements (e.g. tenths of a second) must be commensurate with the accuracy requirements, as directed in ICAO PANS-AIM (Doc 10066) Appendix 1.

For further information, please contact:

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Chris Bowden
Director, Aeronautical Information Management and Flight Operations

AERONAUTICAL INFORMATION CIRCULAR 003/2025

NAVAID MODERNIZATION PROGRAM: INTERIM PHASE

NAV CANADA, the country's provider of civil air navigation services, conducted an aeronautical study that reviewed the requirements for non-directional beacons (NDB) and very-high frequency (VHF) omnidirectional range (VOR).

The study concluded that given the comprehensive radar surveillance coverage, and the capabilities of area navigation (RNAV) with global navigation satellite system (GNSS) equipped aircraft, many navigation aids (NAVAID) are no longer required and should be decommissioned.

Where a current NAVAID identified in the study serves as an instrument approach aid or anchors an airway segment, NAV CANADA will ensure that an RNAV (GNSS) instrument approach procedure (IAP) or RNAV airway segment is published, where required, before the identified NAVAID is removed.

Implementation is nearing completion. This interim phase is described below. Subsequent aeronautical information circulars (AICs) will be published for each upcoming change.

Indicator	NAVAID Facility Name
YYN	Swift Current VOR
BR	Brandon NDB
YBR	Brandon VOR
VLN	Regina (Lumsden) VOR
ZHM	Hamilton (Binbrook) NDB
ZHA	Hamilton (Ancaster) NDB

The changes will take effect on 17 April 2025 at 0901Z Coordinated Universal Time (UTC).
The appropriate aeronautical publications will be amended.

For further information, please contact:

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Ottawa, ON K1P 5H3

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Chris Bowden
Director, Aeronautical Information Management and Flight Operations

AERONAUTICAL INFORMATION CIRCULAR 1/25

NATIONAL IMPLEMENTATION OF 14-DAY TRIGGER NOTAM EFFECTIVE 20 FEBRUARY 2025

Background

Trigger NOTAM are used to notify airspace users that an AIP Supplement is published.

The ICAO Standards and Recommended Practices state that an AIP Supplement (AIP SUP) must be used in lieu of a NOTAM whenever 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.

Current Canadian use of AIP Supplement vs NOTAM

Aerodrome Construction

AIP Supplements are only used for situational awareness for construction projects at aerodromes and when closures or limitations are difficult to describe with words only. Aerodrome authorities are provided with templates to ensure the information is complete and follows a standardized presentation.

The AIP Supplements will illustrate the various closures or limitations and NOTAM are used to advise when these are in effect to manage the information dynamically.

The AIP Supplement for aerodrome construction activities does not replace the need for NOTAM.

Airspace

An AIP Supplement describing airspace by way of multiple coordinate points will have a NOTAM issued with the same coordinates. This will allow downstream systems to automate the portrayal of these temporary airspace boundaries.

Obstacles

When cranes are expected to be in place for more than 3 months, the related information is included in an AIP Supplement. No additional NOTAM are expected except if cranes are operating at an airport.

Canadian use of Trigger NOTAMs.

Trigger NOTAMs are used to notify airspace users that an AIP Supplement is published. They do not replace other NOTAM that may be needed in conjunction with the AIP Supplement and as such, they only contain basic information.

In October of 2023, NAV CANADA implemented many changes to modernize the publication of AIP Supplements and introduced the use of Trigger NOTAMs. As the concept was new for Canada, the Trigger NOTAMs remained published for the duration of the AIP Supplements.

Effective 20 February 2025, the duration of the Trigger NOTAMs will change to align with international practices:

- If the AIP Supplement is effective for more than 14 days, the Trigger NOTAM will remain published for ***only*** 14 days.
- If the AIP Supplement is effective for 14 days or less, the Trigger NOTAM will remain published for the duration of the AIP Supplement.

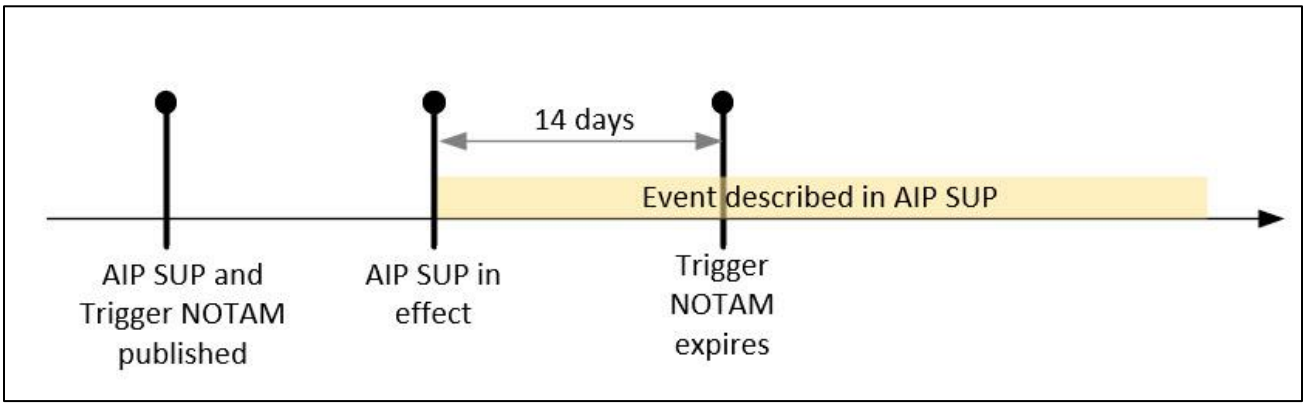

Figure 1

The aviation community is reminded to consult AIP Supplement during the flight planning preparation as there could be no Trigger NOTAM for a given AIP Supplement still in force.

For further information, please contact:

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Ottawa, ON K1P 5H3

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Chris Bowden
Director, Aeronautical Information Management and Flight Operations

AERONAUTICAL INFORMATION CIRCULAR 26/24

NOTIFICATIONS ON OVERFLYING CONFLICT ZONES ISSUED BY TRANSPORT CANADA

(Replaces AIC 21/24)

1. CONTEXT

1.1 The Minister of Transport (MOT) is responsible for the assessment of specific threats concerning flight operations within the framework of the *Aeronautics Act*. Transport Canada, on behalf of the MOT, monitors the security of flight routes used by passenger aircraft and conducts threat assessments when there are changes in the security situation in these routes.

1.2 States may issue notifications for various reasons for their own airspace and these Canadian notifications below are to be considered in addition to a foreign State's issued notifications as part of route planning and decision making. When it is perceived or assessed the State responsible for managing its airspace is not properly mitigating existing risks to commercial aviation, Transport Canada can issue an airspace notification for a risk area, either informative, advisory or prohibitive in nature, under Section 5.1 of the *Aeronautics Act*. Transport Canada's threat assessment methodology is based on a tiered assessment of threat, as described in Section 3.

1.3 Airspace notifications issued by Transport Canada apply to Canadian Air Operators (CAO) and Owners of Aircraft Registered in Canada (OARC), and are intended to inform flight planning and operational decision-making.

2. PUBLICATION

2.1 NAV CANADA, the corporation that operates Canada's civil air navigation service, publishes airspace notifications on behalf of the MOT.

2.2 The reporting format follows the standards articulated in the International Civil Aviation Organisation's (ICAO) Annex 15 – Aeronautical Information Services.

2.3 **Notice to Airmen (NOTAM):** when information to be distributed is temporary in nature or time-critical, notifications on conflict zones are published via NOTAM. As per Annex 15 (Standard 6.3.2.3 (n)), the notification is to include information that is as specific as possible regarding the nature and extent of threats of that conflict and its consequences for civil aviation. The NOTAM will either be cancelled once its validity ceases to apply, or incorporated into an Aeronautical Information Circular, if the information continues to be valid.

2.4 **Aeronautical Information Circular (AIC):** if an airspace notification will remain valid for more than 90 days, it will be issued as, or transferred to, an AIC. The notification contained in the AIC remains valid until the MOT makes a change, based on a new risk assessment of the security situation. If a change is deemed necessary, it will be reflected in the next AIC editorial. If the change needs to be communicated before the publication of the editorial, it will be made via NOTAM, which will be rescinded upon issuance of the AIC editorial.

3. ISSUANCE

3.1 The issuance of airspace notifications for overflying conflict zones is a tiered-based risk system, as described below:

- **Level 1:** Medium risk **(INFORMATION / GENERAL ADVICE)** – Advised to take all potential risk information into account in risk assessment and flight routing decisions in the airspace of X country.
- **Level 2:** High risk **(RECOMMENDATION)** – Recommended to maintain a flight level of X / not to enter the airspace of X country.
- **Level 3:** Critical risk **(PROHIBITION)** – Prohibited to enter the airspace of X country.

4. EXEMPTIONS

4.1 Exceptional waivers for prohibitive notifications may be granted upon motivated request to the competent authority. Affected air operators wishing to obtain such an Authorization must apply to the department of transport at 1-877-992-6853 or 1-613-992-6853 or by email at Operations.aviation@tc.gc.ca

4.2 The notifications listed below apply without prejudice to emergency measures that the pilot in command may take in case of absolute necessity.

5. INVENTORY OF TRANSPORT CANADA ISSUED NOTIFICATIONS

5.1 **Afghanistan – Level 2 – Issued August 23, 2024**

SECURITY – HAZARDOUS SITUATION IN AFGHANISTAN. Canadian Air Operators and owners of aircraft registered in Canada are recommended to maintain a flight level equal to or above FL320 within FIR Kabul (OAKX). Potential risk from extremist and militant activity and limited risk mitigation capabilities.

5.2 **Armenia/Azerbaijan – Level 1 – Issued September 15, 2022**

SECURITY – HAZARDOUS SITUATION IN ARMENIA/AZERBAIJAN. Canadian air operators and owners of aircraft registered in Canada are advised to take all potential risk information into account in their risk assessment and routing decisions when operating in FIR Yerevan Zvartnots (UDDD), and FIR Baku (UBBA). Potential risk from anti-aviation weaponry and military activity along the border of Armenia and Azerbaijan.

5.3 **Belarus – Level 3 – Issued February 24, 2022**

SECURITY – HAZARDOUS SITUATION IN BELARUS. Canadian Air Operators and owners of aircraft registered in Canada are prohibited from entering FIR Minsk (UMMV). Potential risk from anti-aviation weaponry and military operations.

5.4 **Iran – Level 2 – Issued January 10, 2020**

SECURITY – HAZARDOUS SITUATION IN IRAN. Canadian Air Operators and owners of aircraft registered in Canada are recommended not to enter FIR Tehran (OIIX). Potential risk from anti-aviation weaponry and military operations.

5.5 **Iraq – Level 2 – Issued November 18, 2021**

SECURITY – HAZARDOUS SITUATION IN IRAQ. Canadian Air Operators and owners of aircraft registered in Canada are recommended to maintain a flight level equal to or above flight level FL320 in FIR Baghdad (ORBB). Potential risk from anti-aviation weaponry and military operations.

5.6 **Israel – Level 1 – Issued October 10, 2023**

SECURITY – HAZARDOUS SITUATION IN ISRAEL. Canadian Air Operators and owners of aircraft registered in Canada are advised to take all potential risk information into account in their risk assessment and routing decisions within FIR Tel Aviv (LLLL). Potential risk from anti-aviation weaponry and military operations.

5.7 **Lebanon – Level 2 – Issued August 1, 2024**

SECURITY – HAZARDOUS SITUATION IN LEBANON. Canadian Air Operators and owners of aircraft registered in Canada are recommended not to enter FIR Beirut (OLBB). Potential risk to aviation from military activity.

5.8 **Libya – Level 2 – Issued February 18, 2020**

SECURITY – HAZARDOUS SITUATION IN LIBYA. Canadian Air Operators and owners of aircraft registered in Canada are recommended not to enter FIR Tripoli (HLLL). Potential risk from anti-aviation weaponry and military operations created by the current level of internal instability.

5.9 **Moldova – Level 3 – Issued February 24, 2022**

SECURITY – HAZARDOUS SITUATION IN MOLDOVA. Canadian Air Operators and owners of aircraft registered in Canada are prohibited from entering FIR Chisinau (LUUU). Potential risk from anti-aviation weaponry and military operations.

5.10 **North Korea – Level 2 – Issued October 19, 2022**

SECURITY – HAZARDOUS SITUATION IN NORTH KOREA. Canadian Air Operators and owners of aircraft registered in Canada are recommended not to enter FIR Pyongyang (ZKKP). Potential risk to aviation from ballistic missile launches without prior notice.

5.11 **Russia – Level 3 – Issued February 24, 2022**

SECURITY – HAZARDOUS SITUATION IN RUSSIA. Canadian Air Operators and owners of aircraft registered in Canada are prohibited from entering FIR Rostov (URRV) and are prohibited from operating within 200nm of the boundaries of FIR UKDV and FIR UKBV in FIR Moscow (UUWV). Potential risk from anti-aviation weaponry and military operations.

5.12 **Saudi Arabia – Level 1 – Issued August 10, 2023**

SECURITY – HAZARDOUS SITUATION IN SAUDI ARABIA. Canadian Air Operators and owners of aircraft registered in Canada are advised to take all potential risk information into account in their risk assessment routing decisions within FIR Jeddah (OEJD). Potential risk from anti-aviation weaponry and military operations. ESCAT (Emergency Security Control of Air Traffic) rules may be activated by NOTAM from the Saudi authorities in the southwest area of FIR OEJD.

5.13 **Somalia – Level 2 – Issued February 9, 2021**

SECURITY – HAZARDOUS SITUATION IN SOMALIA. Canadian Air Operators and owners of aircraft registered in Canada are recommended to maintain a flight level equal to or above FL260, within FIR Mogadishu (HCSM). Potential risk from anti-aviation weaponry and military operations.

5.14 **Sudan – Level 2 – Issued May 18, 2023**

SECURITY – HAZARDOUS SITUATION IN SUDAN. Canadian Air Operators and owners of aircraft registered in Canada are recommended not to enter FIR Khartoum (HSSS). Potential risk from anti-aviation weaponry and military operations.

5.15 **Syria – Level 3 – Issued December 26, 2024**

SECURITY – HAZARDOUS SITUATION IN SYRIA. Canadian Air Operators and owners of aircraft registered in Canada are prohibited from entering FIR Damascus (OSTT) and are recommended to take all potential risk information into account when conducting risk assessments and making routing decisions that involve operations near FIR OSTT. Potential risk from anti-aviation weaponry and military operations.

5.16 **Ukraine – Level 3 – Issued February 24, 2022**

SECURITY – HAZARDOUS SITUATION IN UKRAINE. Canadian Air Operators and owners of aircraft registered in Canada are prohibited from entering FIR Dnipropetrovsk (UKDV), FIR Kiev (UKBV), FIR L'viv (UKLV), FIR Odesa (UKOV) and FIR Simferopol (UKFV), in the airspace of Ukraine. Potential risk from anti-aviation weaponry and military operations.

5.17 **Yemen – Level 2 – Issued February 9, 2021**

SECURITY – HAZARDOUS SITUATION IN YEMEN. Canadian Air Operators and owners of aircraft registered in Canada are recommended not to enter FIR Sana'a (OYSC) northwest of the line created by the waypoints TIMAD and NODMA. Potential risk from anti-aviation weaponry and military operations.

6. FURTHER INFORMATION

For further information, please contact:

Transport Canada
Conflict Zone Information Office
330 Sparks St., Ottawa, ON
K1A 0N8

E-mail: ConflictZoneInfoOffice-BureauInfoZonesConflit@tc.gc.ca

Félix Meunier
Director General, Civil Aviation

AERONAUTICAL INFORMATION CIRCULAR 25/24

ADDITION OF A NEW WAKE TURBULENCE SEPARATION STANDARD FOR A LIGHT AIRCRAFT DEPARTING BEHIND A MEDIUM AIRCRAFT ON INTERSECTING OR INTERACTING RUNWAYS

Introduction

The purpose of this Circular is to inform air operators of Visual Flight Rules (VFR) and Instrument Flight Rules (IFR) aircraft that at, or soon after, 0901 Coordinated Universal Time (UTC) on 3 February 2025, a new two-minute or 4 nautical mile wake turbulence separation standard will be introduced for intersecting and interacting runways.

Background

Transport Canada advised NAV CANADA that a new wake turbulence separation standard will be introduced into the Canadian Aviation Regulations (CARs) to align with the International Civil Aviation Organization (ICAO).

Intersecting runways:

Runways whose surfaces physically intersect.

Interacting runways:

Runways that are neither intersecting nor parallel, and where the extended runway centreline of either runway crosses the centreline or the extended centreline of the other runway.

Changes to ATC Procedures

This wake turbulence separation standard applies if the projected flight path of the light wake turbulence category (WTC) aircraft will cross the projected flight path of the medium WTC aircraft at the same altitude or less than 1000 feet below on intersecting or interacting runways.

Changes for Flight Crews

Air operators of light WTC aircraft can, unless waived by the pilot, expect an increase in departure separation behind a medium WTC aircraft as described in the images below at most Canadian airports after introduction. Separation is measured at the point the flight paths cross. The appropriate standard (two-minutes or 4-nautical miles) is determined by the standards and procedures approved for each ATC unit.

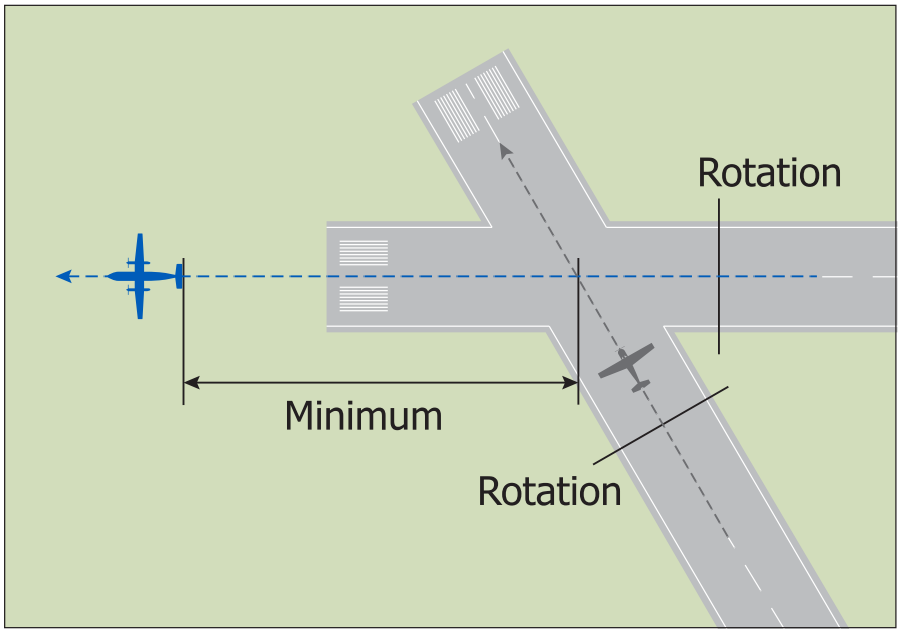

Figure 1. Wake Turbulence Separation: Intersecting Runways, Departure before Departure

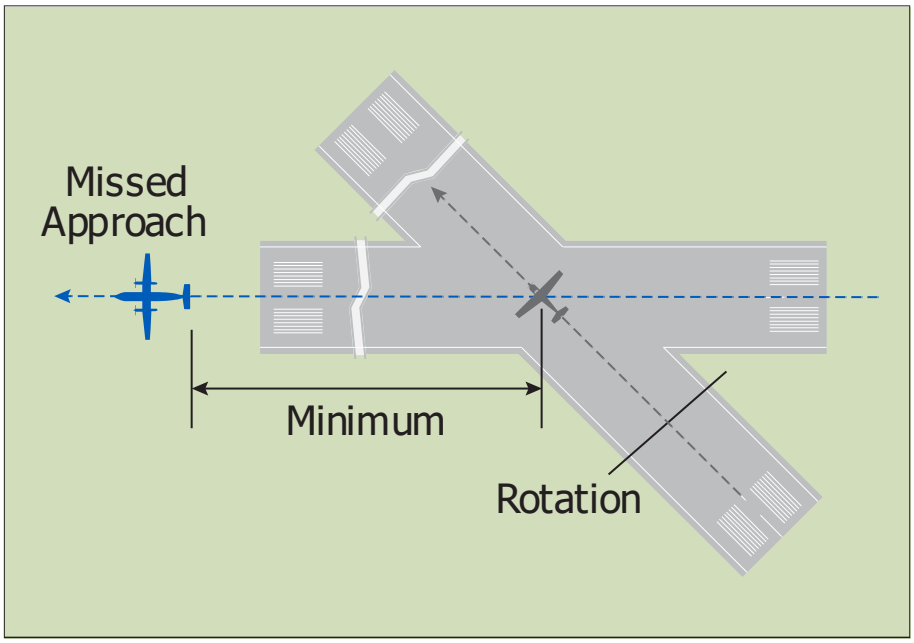

Figure 2. Wake Turbulence Separation: Intersecting Runways, Missed Approach or Low Approach before Departure

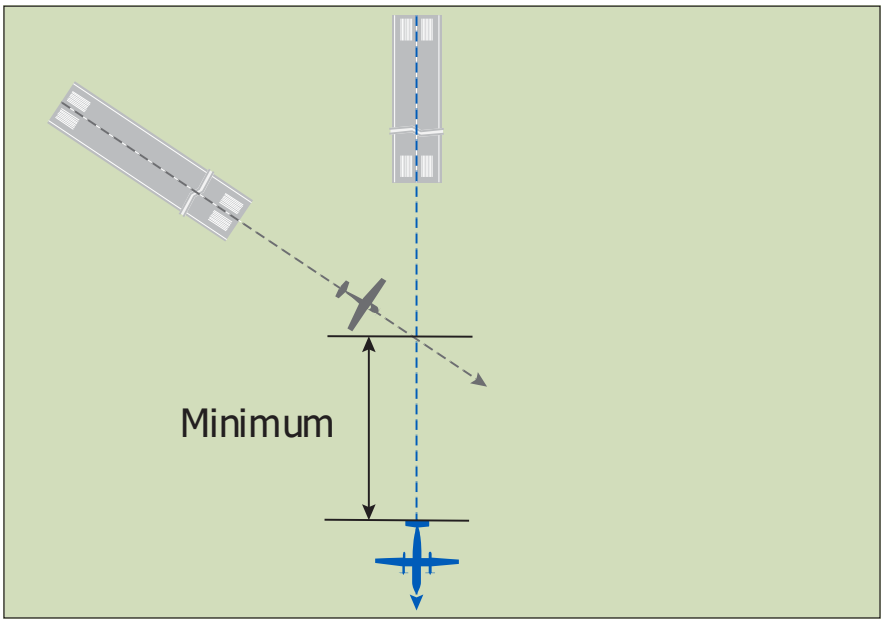

Figure 3. Wake Turbulence Separation: Interacting Runways, Departure before Departure

For further information, please contact:

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151 Slater Street
Ottawa, ON K1P 5H3

Tel.: 800-876-4693
E-mail: service@navcanada.ca

Vanessa Robertson
Director, ATS Standards

AERONAUTICAL INFORMATION CIRCULAR 24/24

VFR CHART SERIES CHANGE
AIR 5099 ALASKA HIGHWAY VNC - DISCONTINUED

NAV CANADA is discontinuing the publication of AIR 5099 Alaska Highway VNC.

The final publication of the chart will be the 38th edition, effective 26 December 2024.

All aeronautical and topographic information currently available on the Alaska Highway VNC will continue to be portrayed on the following VFR charts:

- AIR 5021 Atlin VNC
- AIR 5022 Fort Nelson VNC
- AIR 5028 Whitehorse VNC
- AIR 5029 Fort Simpson VNC

With this change to the VFR Chart Series, the published VNC charts will be as follows:

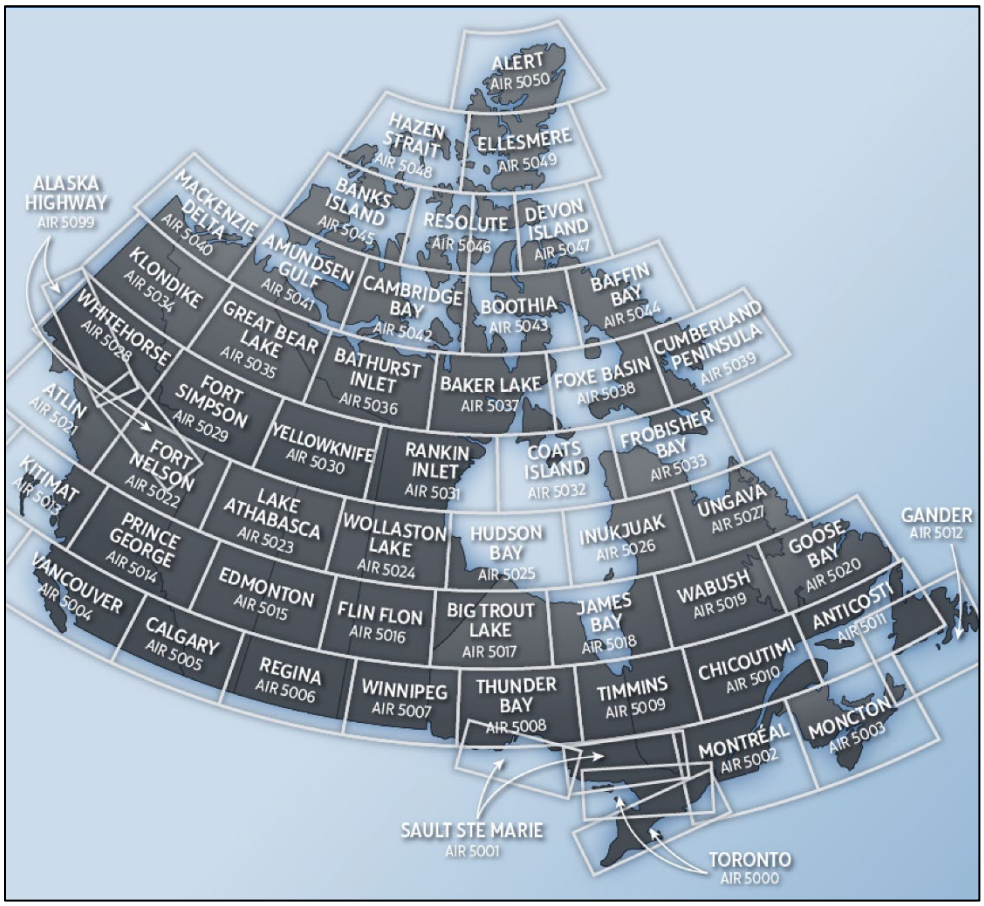

Figure 1. Available Charts

For further information, please contact:

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Chris Bowden
Director, Aeronautical Information Management and Flight Operations

AERONAUTICAL INFORMATION CIRCULAR 16/24

RPAS RESTRICTED AIRSPACE PURSUANT TO SECTION 5.1 OF THE AERONAUTICS ACT

Introduction

It has been determined that, for certain areas, the use of Remotely Piloted Aircraft Systems (RPAS) results in an unacceptable safety or security risks. To address this, restrictions on RPAS operations in the vicinity of specific facilities and infrastructure are necessary to ensure adequate safety measures.

Under Section 5.1 of the Aeronautics Act, Transport Canada (TC) may, by notice, prohibit or restrict the operation of aircraft on or over any area or within any airspace, either absolutely or subject to any exceptions or conditions that the Minister may specify, if, in the opinion of the Minister, the prohibition or restriction is necessary for aviation safety or security or the protection of the public.

The Designated Airspace Handbook (DAH), issued under the authority of the Minister of Transport, contains the legal description of the Canadian airspace structure and associated designations.

As such, Remotely Piloted Aircraft (RPA) will be restricted in specific locations where necessary for aviation safety, security or for the protection of the public. These restrictions will be published in a new section of the DAH under the authority of the Minister of Transport, delegated to the Chief of Flight Standards.

Transport Canada Civil Aviation risk management and decision-making principles will be applied when making these airspace restrictions.

Implementation Plan

Proposed requests for new RPAS Restricted Airspace can be made through the appropriate TC Regional Service Centres at the following link.

https://tc.canada.ca/en/aviation/civil-aviation-contacts-offices

Proposals from Military authorities should be submitted through the RCAF Air Traffic Management Coordination Office (ATM COORD), NDHQ Ottawa.

The approval process will include TC assessment and review and NAV CANADA analysis. Stakeholders will be involved, when appropriate. New requests will be processed in priority as capacity allows.

Once the approval process is complete, implementation will be via the DAH and adhere to AIRAC cycles. All DAH amendments remain valid until removed.

If a need for RPAS Restricted Airspace is deemed time-critical and must be communicated before a DAH update is published, it will be communicated via NOTAM.

If RPAS Restricted Airspace initiated by NOTAM remains valid for more than 90 days, it will be transferred to the DAH.

Concurrent with publishing in the DAH, the NAV CANADA NAV Drone Application will depict the RPAS Restricted Airspace on the digital map.

RPAS Restricted Airspace will not be indicated in aeronautical publications used primarily for traditionally piloted aviation.

Standard Geometry

Typically, circular zones will be used centred on a particular location and assigned a specific radius. The altitude of RPAS Restricted Airspace will usually be no higher than 1,000 feet AGL.

User Agency

For all requests, a USER AGENCY will be identified, and a contact phone number will be provided. The USER AGENCY may authorize RPA activity within the RPAS Restricted Airspace on a case-by-case basis.

Exemptions

Permanent exemptions will be in place for all police and firefighting operations.

Further Information

For further information, please contact:

Transport Canada
Chief of Flight Standards,
AARTA, Transport Canada
Ottawa, ON

E-mail: tc.generalaviation-aviationgenerale.tc@tc.gc.ca

Francis Mercier
Chief Flight Standards
Transport Canada

AERONAUTICAL INFORMATION CIRCULAR 8/24

ASSIGNMENT OF ICAO NAVIGATION SPECIFICATIONS TO CANADIAN PERFORMANCE BASED NAVIGATION PROCEDURES

(Replaces AIC 12/23)

Purpose of the Circular

The purpose of this Circular is to inform air operators that currently hold an air operator certificate issued under Part VI or Part VII of the Canadian Aviation Regulations of a proposed International Civil Aviation Organization (ICAO) Performance Based Navigation (PBN) requirement applicable to certain Standard Terminal Arrivals (STARs), Standard Instrument Departures (SIDs), and Area Navigation (RNAV) departure procedures.

Proposed Requirement

NAV CANADA currently annotates navigation performance requirements on some instrument procedures, indicating PBN Navigation Specifications of either RNAV 1 or RNP 1, along with any necessary sensor requirements, and/or any additional PBN requirements. Examples include the Columbia STAR at Vancouver Intl (CYVR), as well as all the STARs at Montreal/Pierre-Elliott-Trudeau Intl (CYUL), Toronto/Lester B. Pearson Intl (CYYZ), Toronto/Billy Bishop Toronto City (CYTZ) and Hamilton (CYHM) airports.

Commencing in 2024, NAV CANADA will continue this process and annotate additional PBN STARs, SIDs, and RNAV departure procedures with appropriate Navigation Specifications, sensor requirements, and/or any additional PBN requirements.

Air operators may obtain an authorization to operate in accordance with these navigation performance requirements, through an amendment to their air operator certificate. Guidance can be found in Transport Canada Advisory Circular (AC) No. 700-019 (RNAV 1 and 2) and AC No. 700-025 (RNP 1). Air operators already authorized to operate in accordance with AC 700-019 and AC 700-025 are not required to obtain additional approval.

Due to the volume of Canadian PBN procedures, this effort is expected to span numerous publication cycles.

For further information, please contact:

NAV CANADA
Customer Service Centre
151 Slater Street
Ottawa, ON K1P 5H3

Tel.: 800-876-4693
E-mail: service@navcanada.ca

Vanessa Robertson
Director, ATS Standards

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 [*unit name*] RADIO ON [*frequency*]

- 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:

NAV CANADA
Customer Service
151 Slater Street, Suite 120
Ottawa, ON K1P 5H3

Tel.: 800-876-4693
E-mail: service@navcanada.ca

Vanessa Robertson
Director Air Traffic Services (ATS) Standards

AERONAUTICAL INFORMATION CIRCULAR 22/21

CANADA/USA BORDER COMPUTER NAVIGATION FIXES

Background

Computer navigation fixes (CNF) are depicted on some area charts located on airways that cross the Canada/USA boundary. CNFs usually begin with the letters “CF” followed by three consonants, such as CFZDK, and differ from regular pronounceable waypoints.

Some chart producers may choose to include CNFs on aeronautical charts in parentheses/square brackets. As such, these CNFs are depicted on some third-party charts and have been included in Canada/USA boundary flight management system (FMS) airway definitions and aircraft databases.

Issue

While Canada/USA boundary CNFs are charted and contained in some FMS navigation databases, pilots and dispatch personnel should be aware of the following:

- They are not to be used in the definition of an airway for flight planning purposes.
- They are not needed by flight management systems to define and navigate airways.
- They are not to be used by pilots for navigation purposes. Pilots are not to ask for a clearance to these points even if they are contained in the FMS routing.

NAV CANADA is actively working with the Federal Aviation Administration (FAA) and chart producers on a solution to eliminate CNFs at the Canada/USA boundary.

For further information, please contact:

NAV CANADA
Customer Service
77 Metcalfe Street
Ottawa, ON K1P 5L6

Tel.: 800-876-4693
Fax: 877-663-6656
E-mail: service@navcanada.ca

Vanessa Robertson
Director Air Traffic Services (ATS) Standards

AERONAUTICAL INFORMATION CIRCULAR 15/21

NOTICE OF OPERATIONAL TRIAL: NEW RUNWAY HOLD POSITION MARKINGS, PLACEMENT AND LIGHTING TORONTO/LESTER B. PEARSON INTERNATIONAL AIRPORT

Purpose of the Circular

This circular is to advise pilots of an operational test of new hold position markings, placement and lighting at the airport and confirm method of operation.

Background

To reduce the risk of runway incursions, an operational trial of angled mandatory hold positions (see illustration on the following page) will be undertaken on Taxiway D4 and Taxiway D5 on the south side of Runway 06L/24R, commencing in April 22, 2021. The trial will also be further advertised via NOTAM.

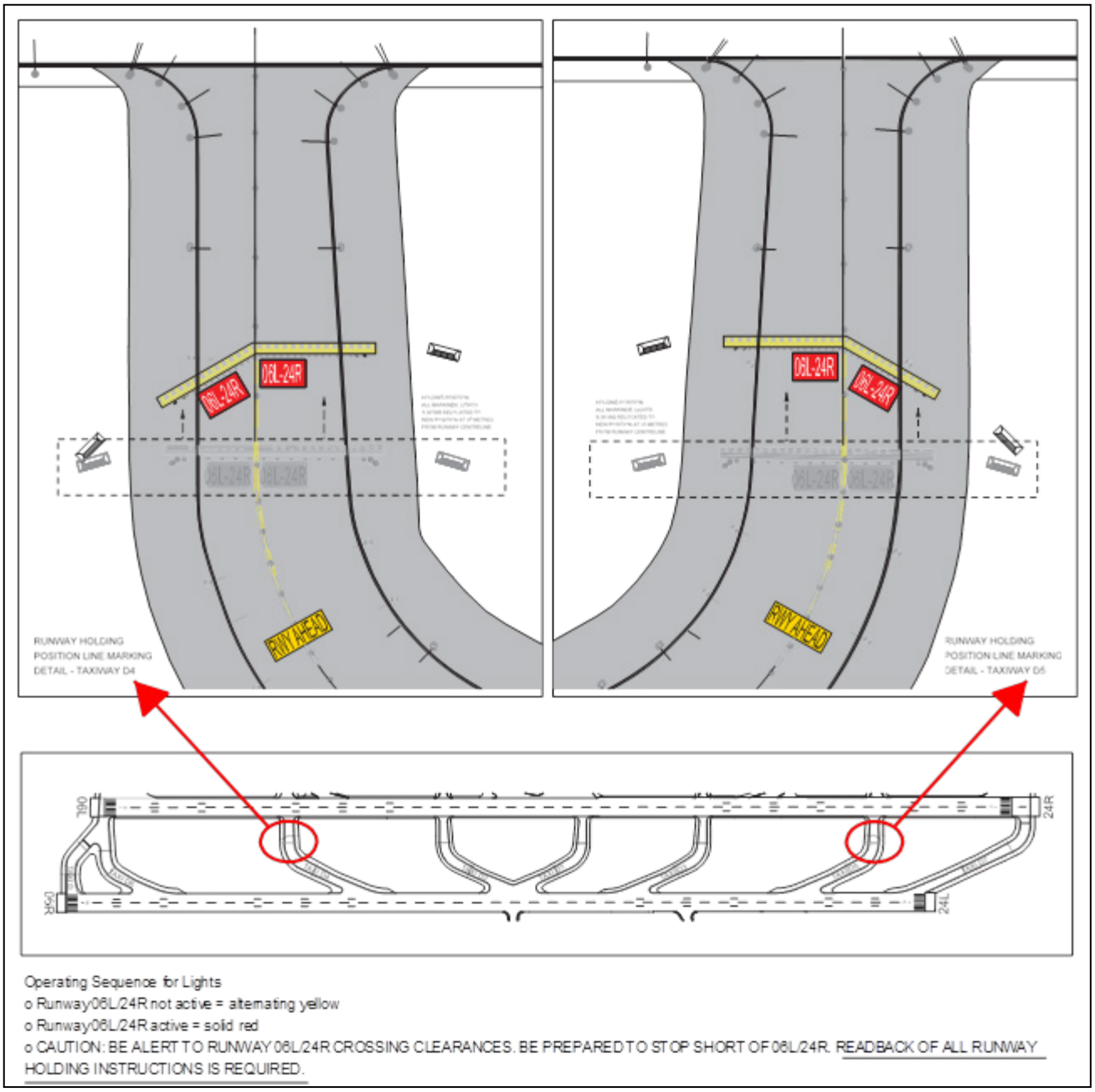
This design concept results from a collaborative effort of the Toronto Pearson local runway safety team, which consists of industry safety experts, to address recommendations from a Transportation Safety Board safety issues investigation.

Characteristics of the trial of angled hold positions designs are as follows:

- One half of the hold position marking is angled 30 degrees toward the path of the approaching aircraft;
- Inset LED wide-angle lens combination runway guard lights (i.e., flashing yellow) / stop bar (i.e., solid red) spaced at 1.5 metres along the entire span of the hold position for a total of 26 fixtures, as compared to the current 10 fixture design at 3.0 metres spacing;
- These lights will flash yellow in an alternating pattern when Runway 06L/24R is not in use and show solid red when Runway 06L/24R is in operation; and
- The entire mandatory hold position has been moved from a distance 115 metres from the centerline of Runway 06L/24R to 90 metres, the more common international standard.

These changes have been tested with aircraft and flight crews in a controlled environment and evaluated by the members of Toronto Pearson's Local Runway Safety Team to provide superior visibility and indication of the required holding point to flight crews exiting Runway 06R/24L.

For the duration of the operational trial (specific end time yet to be determined), the Greater Toronto Airports Authority (GTAA) welcomes and encourages all flight crews using these rapid exit taxiways to provide feedback to air traffic controllers (ATCs), or more detailed observations directly to the GTAA at report_it@gtaa.com.



Toronto Pearson Operational Trial of Angled Hold Positions at Taxiway D4 and Taxiway D5

Stephanie Castonguay
Director, Aeronautical Information Management and Flight Operations

AERONAUTICAL INFORMATION CIRCULAR 10/21

NOTICE OF TRIAL FOR PROPOSED AMENDED PREFERENTIAL RUNWAY SYSTEM AT TORONTO/LESTER B. PEARSON INTERNATIONAL AIRPORT

(Replaces AIC 8/20)

Purpose of the Circular

This circular is to advise pilots of the trial start for the proposed amended Preferential Runway System at Toronto/Lester B. Pearson International Airport (CYYZ), effective **27 February 2020 at 00:00 local time.**

Background

As part of the Toronto Noise Mitigation Initiatives (Six Ideas) and the 2018–2022 Noise Management Action Plan, the Greater Toronto Airports Authority (GTAA) is proposing an amendment to the existing Preferential Runway System in place at CYYZ (nightly from 00:00 local time to 06:29 local time). A trial is being conducted beginning 27 February 2020 at 00:00 local time. On the start date, the amended preferential runway system will replace the existing preferential runway system. The GTAA will assess the trial and collect feedback throughout. Should the trial be deemed successful, the GTAA will apply to Transport Canada for a permanent amendment.

The objective of a preferential runway system is to direct aircraft away from noise-sensitive areas during the initial departure and final approach phases of flights (*Transport Canada Aeronautical Information Manual* (TC AIM) TP 14371E, section RAC 7.6.1, “Noise Abatement Procedures–Departure — General”). The current system is decades old, surrounding communities have grown significantly since then, and the airport has added two new runways in that time. The GTAA believed it was necessary to ensure that the existing preferential runway system was still meeting the intended objective as defined by Transport Canada in the TC AIM.

After an extensive analysis of population numbers and the noise levels that communities were experiencing, the GTAA determined that the existing first and second choice runways (Runway 05 and Runway 15L for arrivals, and Runway 23 and Runway 33R for departures), were still the best options for directing aircraft away from noise sensitive, highly populated areas. The existing third choice, Runway 06L/24R, is no longer a preferential runway; however, it is available as an alternate when Runway 05/23 is unavailable.

Amended Preferential Runway System

The amended system will package the runways differently. Rather than a system that lists three options for departures and three for arrivals in order of preference, the GTAA has developed runway pairings (arrival/departure configurations) and provisioned for one runway in each direction. This will allow NAV CANADA to still adhere to the system while selecting optimal runways based on weather conditions and infrastructure availability.

The proposed amended preferential runway system is illustrated in Figure 1:

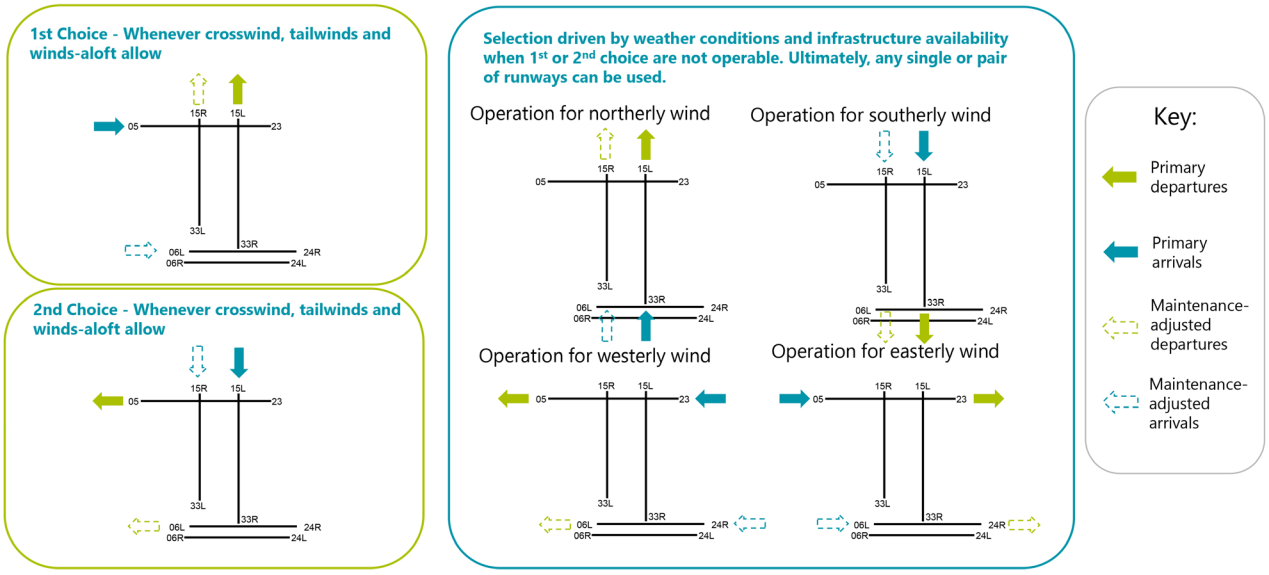


Figure 1: Proposed Amended Preferential Runway System

The following tables provide a comparison of the existing and amended systems:

Existing Preferential Runway System		
Preference	**Arrivals**	**Departures**
1	05	23
2	15L	33R
3	06L	24R

Amended Preferential Runway System			
Preference	**Arrivals**	**Departures**	**Notes**
1	05 (06L/R)*	33R (33L)	Use as a Pair
2	15L (15R)	23 (24L/R)	Use as a Pair
* *Runways in brackets are available when the corresponding preferential runway is not available.*			

Provision for Weather and Infrastructure Availability**			
Option	**Arrivals**	**Departures**	**Notes**
Northerly	33R (33L)	33R (33L)	Single Runway Operation
Southerly	15L (15R)	15L (15R)	Single Runway Operation
Westerly	23 (24R/L)	23 (24R/L)	Single Runway Operation
Easterly	05 (06L/R)	05 (06L/R)	Single Runway Operation
** *NAV CANADA may use any of these runways, as required, when the first and second preference pairs are unavailable or not an appropriate choice.*			

The amendment to the preferential runway system is part of a commitment that the GTAA has made to surrounding communities to continue to meet the objectives of the preferential runway system, improve the reliability of the system, and be transparent through publicly available usage reports.

The GTAA's Noise Management Action Plan is available on Toronto Pearson's website at: <https://www.torontopearson.com/noisemanagement/#>. When available, further details or links to information relating to the trial can be found on the Toronto Pearson website at: <www.torontopearson.com/conversations>.

Expected Action

Operators shall comply with the amended nighttime preferential runway system, which is in effect every day from 00:00 to 06:29 local time. Approval during this time is required for any requests for non-preferential runway departures, arrivals, or both. These requests are to be directed to:

GTAA Airport Duty Manager

Tel.: 416-776-3030

Stephanie Castonguay
Director, Aeronautical Information Management and Flight Operations