



NOTICE OF CHANGE

Revoke the Lines of circling minima on instrument approach procedures

National

NAV CANADA, the country's provider of civil air navigation services, conducted an assessment of the Circling Minima for Instrument Approach Procedures (IAPs) at the 4 Major International Airports and at 11 International Commercial Flight Aerodromes. Additionally, the circling procedures were assessed at other airports based on the criteria below.

The assessment concluded that circling approaches are not flown by most customers who prefer to fly straight-in Area Navigation (RNAV) approaches. The Transportation Safety Board has indicated that unstable approaches including step downs and circling continue to contribute to incidents and accidents.

The current inventory review has been rationalized with the IAP to be revoked as a result of the NAVAID Modernization Plan (NMP) aeronautical study. A number of VOR and NDB procedures will be revoked during NMP implementation. ([link to NMP study](#))

The remaining IAPs were assessed for circling minima revocation based on the following criteria:

- Major International Airports (CYYZ, CYUL, CYYC and CYVR) – Remove circling
- Other International Commercial Flight Aerodromes (CYYT, CYQX, CYJT, CYHZ, CYQB, CYMX, CYOW, CYHM, CYWG, CYEG and CYYJ) - Remove all circling minima with the exception of the circling minima tied to a LOC approach.
- All other Airports – Conventional approaches:
 - Remove all circling minima with the exception of the circling minima tied to one LOC approach with the lowest minima.
 - If no LOC approaches, remove all circling minima with the exception of the circling minima associated with the VOR approach with the lowest minima.
 - If no LOC or VOR approaches, remove all circling minima with the exception of the circling minima tied to one NDB approach with the lowest minima.
- All other Airports – RNAV approaches:
 - RNAV approaches should not have circling minima where at least LNAV minima is available to all runway ends at an airport.
 - RNAV approaches should not have circling minima where a conventional (LOC/VOR/NDB) circling minima is available at an airport.
 - Where a runway end is not served by any straight-in approach procedure, an RNAV approach may have circling minima based on the LNAV procedure.



These changes will take effect starting April 25, 2019 at 0901 Coordinated Universal Time (UTC) over multiple publication cycles. The appropriate aeronautical publications will be amended.

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