NOTES:
1. Editorial and format changes were made throughout the TC AIM where necessary and those that were deemed insignificant in nature were not included in the “Explanation of Changes”.
2. Effective March 31, 2016, licence differences with ICAO Annex 1 standards and recommended practices, previously located in LRA 1.8 of the TC AIM, have been removed and can now be found in AIP Canada (ICAO) GEN 1.7.

AGA
(i) AGA 7.9 Rapid-Exit Taxiway Indicator Lights (RETIL)
Updated information on RETIL was added so that this subpart is in line with Aerodromes Standards and Recommended Practices (TP 312).
(ii) AGA 7.9 Rapid-Exit Taxiway Indicator Lights (RETIL)
Figure 7.14 — Rapid-Exit Taxiway Indicator Lights was added to illustrate the configuration of the RETIL.
(iii) AGA 7.10.2 Taxiway Centreline Lights
Additional information was added regarding the colours and location of the taxiway centreline lights.

COM
(i) COM 1.3 Language
The link was changed to bring the reader directly to the Glossary for Pilots and Air Traffic Services Personnel (AC 100-001).
(ii) COM 4.11.7 Caution Regarding Use of Instrument Landing System (ILS)
Information in (e) Glide path fluctuations was added regarding critical areas and glide path fluctuations when flying an approach using an instrument landing system (ILS). The text of other paragraphs was revised for clarity.
(iii) COM 6.3.9 Required Navigation Performance Approach (RNP APCH)
A sentence was removed regarding the GNSS multisensor system so that the section is in line with Required Navigation Performance Approach (RNP APCH) (AC 700-023).
(iv) COM 6.4.1 Radius To Fix (RF) Path Terminator
The text was reworded for clarity.
(v) COM 9.6 Operational Considerations
In paragraph (h), some links were added to provide more details on TCAS RA and reportable incidents.

MET
(i) MET 4.11 Clouds and Weather Chart
Additional text was added to clarify forecasts of cloud layers.
(ii) MET 4.11 Clouds and Weather Chart
Figure 4.4(e)—Multiple Cloud Layers “AS” was removed from the image since altostratus (AS) is not specified in any chart.
(iii) MET 7.2 General
A sentence related to significant weather was added.
(iv) MET 8.3 Sample Message
In (f)(i) Wind gusts, information on wind gusts was improved by specifying the wind gust averaging period.
(v) MET 12.1 Mid-Level Charts
The title of this subpart was renamed.

RAC
(i) RAC 4.2.8.1 Air Traffic Control (ATC) Phraseology When a Runway is Temporarily Shortened Due to Construction
A subsection was added A subsection was added to provide information on the phraseology used by ATC in the context of a shortened runway during the take-off phase of the flight.
(ii) RAC 4.2.8.2 Clearance for Aborting a Takeoff
Text was added to provide information about requests from ATC to abort a takeoff.
(iii) RAC 4.4.3.1 Air Traffic Control (ATC) Phraseology When a Runway is Temporarily Shortened Due to Construction
A subsection was added to provide information on the phraseology used by ATC in the context of a shortened runway during the landing phase of the flight.
(iv) RAC 7.5 Standard Instrument Departure (SID)
Information about noise abatement procedures was added for clarity.
(v) RAC 7.7.2 Low, Close-in Obstacles
A definition of low, close-in obstacle was introduced to match the standards in Criteria for Development of Instrument Procedure Design (TP308).
(vi) RAC 8.6 Air Traffic Control (ATC) Assignment of Altitudes
Additional text was added regarding minimum altitudes and obstacle clearance to incorporate information from AIP Canada (ICAO) Aeronautical Information Circular (AIC) 19/17.
(vii) **RAC 9.2.1 Minimum Sector Altitude (MSA)**

The word validated was replaced with inspected at the request of NAV CANADA/flight inspection for accuracy reasons.

**NAT**

**NAT—North Atlantic Operations**

This entire chapter was reviewed and updated to be aligned with Part 2—Enroute (ENR), Section 7, *North Atlantic (NAT) Operations* in the *AIP Canada (ICAO)*, published on the NAV CANADA website.

**RPA**

(i) **RPA—Remotely Piloted Aircraft**

Some paragraphs were updated, reworded, relocated, and added to this chapter to clarify and support operational needs and also so that the chapter is fully aligned with regulations outlined in **CAR Part IX — Remotely Piloted Aircraft Systems**.

(ii) **RPA 3.4.5 Operations at or in the Vicinity of an Airport or Heliport—Established Procedure**

This new section was added to outline the regulatory requirements as established in **CAR 901.73**.