



Advisory Circular

Subject: Publication enhancements to airport information

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1.0 Introduction

- (1) This Advisory Circular (AC) is provided for information and guidance purposes. It describes an example of an acceptable means, but not the only means, of demonstrating compliance with regulations and standards. This AC on its own does not change, create, amend or permit deviations from regulatory requirements, nor does it establish minimum standards.

1.1 Purpose

- (1) The purpose of this document is to provide information on the elements relating to the associated changes to the airport information contained in the aeronautical information products.

1.2 Applicability

- (1) This document applies to all Canadian airport operators, manufacturers, suppliers, Transport Canada Civil Aviation (TCCA) Headquarters and regional personnel, and the aviation industry involved with the planning, design, and maintenance activities at Canadian aerodromes.

1.3 Description of changes

- (1) Not applicable.

2.0 References and requirements

2.1 Reference documents

- (1) It is intended that the following reference materials be used in conjunction with this document:
 - (a) [Aeronautics Act](#) (R.S.C., 1985, c. A-2)
 - (b) Part III, Subpart 2 of the *Canadian Aviation Regulations (CAR) — Airports*;
 - (c) Standard 602.96 of the CARs — Operations at or in Vicinity of an Aerodrome;
 - (d) Standard 703.15 of the CARs — Scheduled Air Service Requirements;
 - (e) Standard 704.14 of the CARs — Scheduled Air Service Requirements;
 - (f) Standard 705.19 of the CARs — Scheduled Air Service Requirements;
 - (g) Transport Canada Publication, TP 312 — Aerodrome Standards and Recommended Practices;
 - (h) Advisory Circular (AC) 302-018 — Grandfathering at Airports pursuant to CAR 302.07;
 - (i) AC 302-019 — Methodology for the Identification of the Aircraft Group Number;
 - (j) AC 602-005 - Publication enhancements to airport information in the aeronautical publications; and
 - (k) AC 302-032 — Designating International Airports in Canada.

2.2 Cancelled documents

- (1) This AC cancels AC 302-021, Issue 03, RDIMS numbers 12611427 (E), 12981449 (F) dated 2017-08-03 – Introduction of TP312 5th Edition.
- (2) By default, it is understood that the publication of a new issue of a document automatically renders any earlier issues of the same document null and void.

2.3 Definitions and abbreviations

- (1) The following **definitions** are used in this document:
 - (a) **Wingspan:** means the maximum width of the aircraft between wing tips, as stated by the manufacturer.
 - (b) **Outer Main gear span:** means the maximum width between the outer edges of the outer main landing gears, as stated by the aircraft manufacturer.
 - (c) **Tail height:** means the maximum height of the highest part of the aircraft, as stated by the aircraft manufacturer.
- (2) The following **abbreviations** are used in this document:
 - (a) **AGN:** Aircraft Group Number
 - (b) **AOM:** Airport Operations Manual
 - (c) **CAR:** *Canadian Aviation Regulation*
 - (d) **CFS:** Canada Flight Supplement
 - (e) **ICAO:** International Civil Aviation Organization
 - (f) **TCCA:** Transport Canada Civil Aviation

3.0 Background

- (1) Current Canadian publication practices are not adequately aligned with international publication and aeronautical data requirements, such as the identification of hours by exclusion, (e.g. Not publishing hours to indicate a 24-hour service). Aeronautical information modernization programs focus on data quality and requires aeronautical information and data originators take an active role in data quality, which includes among others, timeliness, completeness, accuracy and format.
- (2) For consistency with international publication requirements outlined in International Civil Aviation Organization (ICAO) Annex 15 Aeronautical Information Services and evolution towards a digital data-centric environment, a number of changes to the aeronautical publications are being implemented to expand upon the current information in the Canada Flight Supplement (CFS).
- (3) The introduction of TP312 5th edition changed the application concept of the “standards” affecting airport certification. This shift from the design based concept under the previous editions of TP312 to an operational concept in TP312 5th aligned the certification standards to the actual (or planned) operation at site by linking the standards to specific aircraft characteristics, aerodrome operating visibility condition, and level of service (Precision, Non-Precision, Non-Instrument). It also complemented the Canadian airspace design criteria under TP308 Criteria for the development of airspace procedures and other regulatory requirements currently stated in Parts VI and VII of the CARs.

- (4) The operational based concept under TP312 5th edition uses specific characteristics (wingspan, tail height, outer main gear width) of the critical aircraft (current or planned) to link the respective standards. Each standard in TP312 5th edition directs the reader as to which of these aircraft characteristics is being referenced by the standard. These characteristics are grouped in an Aircraft Group Number (AGN) table divided into 7 groups.
- (5) With the introduction of TP 312 5th, all certified airport operators were requested to:
 - (a) amend their Airport Operations Manual (AOM) to include additional information; and
 - (b) submit an update to the aeronautical publications, specifically the CFS, regarding the certification level of the various parts of the certified aerodrome (airport).
- (6) This was required so that aircrews may assess the aerodrome as being “...suitable for the intended operation” as currently required under 602.96 (2)(b) of the CAR. At the time, there was nothing in the Aeronautical Information Publications that informed the aircraft operator as to the certification level of the infrastructure provided at the airport. Only a general statement is provided as to whether or not the facility is “Certified” or “Registered”. This general statement did not provide the aircraft operator adequate detail as to the suitability of each facility offered at an airport.
- (7) Since the initial publication of the AGN, it has been brought to the attention of TCCA on multiple occasions that an additional piece of airport information, the airports’ operating hours, is missing in the publications to enable the aircrews to assess the certification status of the airport. This information is needed in relation to some regulatory elements that can only be effectively performed by having on site attendance of the airport operator. These include, but are not limited to, emergency response plan activation, safety management, runway condition reporting, issuance of NOTAMs, and direct reporting of hazards.
- (8) In accordance with Article 10 of the Convention on International Civil Aviation, the State designates airports as Internationals when meeting the requirements stated in the ICAO publications. AC 302-032 Designating International Airports in Canada provides information on the requirements for designation where an airport operator seeks to be a designated international. However, there is currently no standardized presentation in the aeronautical publications that identifies to aircrews and air operators which airports have been designated as international.

4.0 Enhancements to airport information in the CFS

4.1 Identification of Aircraft Group Number (AGN)

- (1) As part of the introduction of TP312 5th edition, airport operators were asked to identify and submit for publication the AGN applicable for each part of the manoeuvring area at the airport and amend their Airport Operations Manuals to include this information. AC 302-019 provides guidance on the identification and publication of the AGN for the runway(s) and taxiway(s) at the airport.
- (2) The identification of the AGN, based on the specifications in TP312 5th edition did not impose any obligation to comply with the provisions of TP312 5th edition as the status of the facility is “grandfathered” pursuant to CAR 302.07. The objective was to establish the AGN to be published in the aeronautical publications identifying the suitability of the facility for those air operators that must operate at a certified aerodrome (airport). The publication of the AGN for all airports was a crucial element for the successful implementation of the operational concept of airport certification, and for the consistency of information provided in the aeronautical publications.

- (3) The airport information in the CFS was enhanced to state the highest Aircraft Group Number (AGN) the runway obstacle free environment accommodates under its certification. The AGN is depicted as follows in the RWY DATA section;

RWY CERT - Rwy 16 RVR 1200(1/4sm)/Rwy 34 RVR 600 AGN V

- (4) For taxiways, the AGN will only be published where the obstacle free environment is below (lower AGN) than that of the runway with the highest AGN certification level. AGN information for private taxiways need not be submitted. The taxiway limitation is depicted as follows in the RWY DATA section;

TWY CERT - Twy W AGN II

4.2 Identification of the operating hours at the airport

- (1) The regulatory requirements related to the certification of airports includes elements related to the physical characteristics of the airfield, but also many elements that can be viewed as a level of service. Some are directly related to the airfield design and the characteristics of the aircraft these are certified to support. Others are such that they can only be effectively provided with on-site attendance. These would include, but are not limited to, wildlife management, emergency response plan activation, NOTAM issuance (subsection 302.07(3) of the CAR), direct communication of hazard (subsection 302.07(2) of the CAR), runway condition reports, and safety management.
- (2) Scheduled passenger service air operators are required by regulation to operate to/from a certified airport. It is therefore important for these air operators to know when the airport is meeting the requirements under Part III Subpart 2 of the CAR. The inclusion of the airports' operating hours in the publication will complement current requirements in CAR 602.96(2)(b) and the scheduled air service requirements stated in CAR 703.15, 704.14, and 705.19.

Division V — Operations at or in the Vicinity of an Aerodrome
General

602.96 (2)(b) the aerodrome is suitable for the intended operation;

Scheduled Air Service Requirements

703.15 (1) Subject to subsection (2), every air operator that operates a scheduled air service for the purpose of transporting persons shall operate the service between airports or heliports or between an airport or heliport and a military aerodrome.

704.14 (1) Subject to subsection (2), every air operator that operates a scheduled air service for the purpose of transporting persons shall operate the service between airports or heliports or between an airport or heliport and a military aerodrome.

705.19 (1) Subject to subsection (2), every air operator that operates a scheduled air service for the purpose of transporting persons shall operate the service between airports or heliports or between an airport or heliport and a military aerodrome.

- (3) Airport operators are requested to review and where applicable submit to NAV CANADA an update regarding the operating hours of the airport. The published operating hours of the airport must include, as a minimum, the operating hours of any scheduled passenger service(s), where this is the basis for certification under CAR 302.01.
- (4) The information relating to the airports' operating hours will be presented on the OPR section of the CFS next to the CERT statement.

4.3 Identification of Private Meteorological Services

- (1) NAV CANADA is entering into formal arrangements with operators of private meteorological services in support of instrument procedures. Formal arrangements between originators of aeronautical data and NAV CANADA will support an end-to-end data chain and data of the highest possible quality.
- (2) The following reporting elements of private meteorological services will be published in the CFS WEATHER (WX) section to indicate an approved source of aeronautical data:
 - (a) “ALTIMETER”: Altimeter setting report observed from two aircraft altimeters. The private altimeter setting report is a weather service provided in support of an Approach UNICOM (AU). Contact the Aerodrome Operator (OPR) for further information on the specifics of the service.
 - (b) “WIND”: Human assessment of wind speed and direction. The private wind speed and direction report is a weather service provided in support of an Approach UNICOM (AU). Contact the Aerodrome (OPR) for further information on the specifics of the service.

4.4 Designated International Airports

- (1) Where an airport has been designated as ICAO international in accordance with AC 302-032 Designating International Airports in *Canada*, the CFS will include the standardized term ““INTL” as part of the airport name presented in the header information identifying the airport. In accordance with AC 302-032, the CFS airport header information will only include the term “INTL” for those airports that meet the requirements stated for designation. The use of the term “International” in the header information will no longer be accepted.
- (2) The following is an example of the publication format :

**SUMSPOT / PETER RABBIT INTL ON
CXXZ**

REF	N47 35 25 W77 14 17 1.5NW 16°W (2019) UTC-5(4) Elev 90´ VTA A5002
OPR	Peter Rabbit Corporation Inc 555-555-1234 H24 Cert

4.5 Aeronautical Publication Changes

- (1) The Airport Operator is responsible for operating and maintaining their airport as certified under Part III, Subpart 2 of the CAR. Under Part III of the CARs, the Airport Operator chooses the level of service to be provided and states such in their AOM, and where applicable publishes the level of service in Aeronautical Information Publications (i.e. type of runways, taxiways, hours of operation, reduced/low visibility procedures, CRFI, PLR/PCN available, weight restrictions, etc.).
- (2) As stated previously, current aeronautical publications are lacking some information about the level of service of the airport for specific operations. This current method of publication does not adequately address the needs of air operators that are required to ascertain the suitability of the airport for their intended operation as mandated in the CARs.
- (3) In addition to the AGN for the runways and taxiways, the aeronautical publications are required to be updated to include;

- (a) the identification of the designated international airports, and
 - (b) the operating hours, including H24, for all airports when the CAR Part III Subpart 2 certification requirements are provided.
- (4) These publication changes will further align the Canadian aeronautical information products with the international publication and aeronautical data management practices.
 - (5) It is important that the airport information in the aeronautical publication be presented in a consistent manner for all airports to facilitate the understanding of this operational concept and new information in the publications.
 - (6) If hours of operations are not indicated in the CFS, or, if the hours of operations are incorrect, airport operators are requested to submit the information to NAV CANADA no later than June 17, 2021, in 24hr UTC format and update their AOMs as appropriate. If the hours of operations are published accurately, no action is required.
 - (7) The following are examples of the publication format :

**SUMSPOT / PETER RABBIT INTL ON
CXXZ**

REF	
OPR	Peter Rabbit Corporation Inc 555-555-1234 H24 Cert
OPR	Peter Rabbit Corporation Inc 555-555-1234 14-22Z† Cert
OPR	Peter Rabbit Corporation Inc 555-555-1234 1430-2230Z† Mon-Fri; 17-01Z† Sat-Sun; O/T 2 hrs PN Cert

5.0 Information management

- (1) Not applicable.

6.0 Document history

- (1) Not applicable.

7.0 Contact us

For more information, please contact:

Flight Standards, AARTA

E-mail: TC.Flights.Standards-Normesdevol.TC@tc.gc.ca

We invite suggestions for amendment to this document. Submit your comments to:

Civil Aviation Communications Centre
Telephone: 1-800-305-2059
E-mail: services@tc.gc.ca

Andrew Larsen

A/AART

Andrew Larsen on behalf of:

Félix Meunier
Director, Standards Branch
Civil Aviation