



# Advisory Circular

**Subject:** Repair of Obstacle Marking and Lighting

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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 AC is to inform owners of obstacles to air navigation of the obligation to repair a failure of marking/lighting and that this be done within a reasonable period of time.
- (2) Also, if the estimated time to fix a failure will be more than 3 months, the owner should advise Transport Canada Civil Aviation (TCCA) regional office about their Repair Plan.

### 1.2 Applicability

- (1) This AC is applicable to persons who have responsibility for or control over obstacles that are required to have marking and/or lighting as a means for protection for aircraft. This AC is also available for information purposes for Transport Canada Civil Aviation (TCCA) Headquarters and regional personnel and to others in the aviation industry such as equipment suppliers and designers.

### 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) [Standard 621](#) – Obstacle Marking and Lighting; and
  - (c) [Part VI, Subpart 1, Division III](#) of the *Canadian Aviation Regulations* (CARs).

### 2.2 Cancelled documents

- (1) Not applicable.
- (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) **NOTAM:** A notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.
- (2) The following **abbreviations** are used in this document:

- (a) **CARs:** *Canadian Aviation Regulation*;
- (b) **ICAO:** International Civil Aviation Organization.
- (c) **NOTAM:** Notice to Airmen; and
- (d) **TCCA:** Transport Canada Civil Aviation;

### 3.0 Background

- (1) Notices to Airmen (NOTAM) are initiated when there is a failure of marking or lighting on an obstacle. It has been noted that some NOTAMs are being renewed several times without actual repair taking place. This leads to longstanding NOTAMs which in quantity have been identified by the International Civil Aviation Organization (ICAO) to be a safety issue. That is, the sheer volume of NOTAMs has the potential of causing pilots to miss critical information.
- (2) As a NOTAM is for the timely distribution of essential information regarding flight operations, it is of a temporary nature and short duration. Therefore, a NOTAM should not be active for more than 3 months and should not be renewed more than once.
- (3) This AC points out the requirement for owners to do repair and, if this cannot be accomplished within a short period of time, they should advise the TCCA regional office about their **Repair Plan**.

### 4.0 Requirement to issue a NOTAM

- (1) Under Section 601.28, of the CARs, a person who has responsibility or control over an obstacle to air navigation is required to report to the nearest Flight Information Centre (FIC) any failure of marking or lighting such as a deterioration or malfunction, so that a NOTAM can be issued.

### 5.0 Requirement to repair

- (1) The regulatory requirement to initiate a NOTAM does not exempt or preclude the owner from the ongoing obligation to maintain the obstacle marking and lighting in accordance with Standard 621.

### 6.0 Submittal of a repair plan

- (1) A failure of marking or lighting renders the obstacle to be in non-compliance with regulatory requirements.
- (2) It is recognized that, in the Canadian context, there may be some circumstances whereby repairs cannot be accomplished within a short period of time.
- (3) Considering that a situation of failure is a state of non-compliance, if it is anticipated that a repair would take more than 3 months, the owner should advise the TCCA regional office about their **Repair Plan** which should indicate: what has failed, the constraining circumstances and, when the repair will be completed.
- (4) TCCA will review and assess the acceptability of the Repair Plan.

### 7.0 Notice of completion of repair and NOTAM cancellation

- (1) Once the owner has returned the obstacle to regulatory compliance, they subsequently give notification to the TCCA regional office, when the repair is completed.
- (2) When the repair has been completed, any associated NOTAM should be cancelled.

## **8.0 Information management**

- (1) Not applicable.

## **9.0 Document history**

- (1) Not applicable.

## **10.0 Contact us**

For more information, please contact:

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

Suggestions for amendment to this document are invited, and should be submitted via:

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