



Transport  
Canada

Transports  
Canada

TP 14371E

# **Transport Canada**

## **Aeronautical Information Manual**

### **(TC AIM)**

# **MAP—AERONAUTICAL CHARTS AND PUBLICATIONS**

MARCH 23, 2023

**Canada**

TRANSPORT CANADA AERONAUTICAL INFORMATION MANUAL (TC AIM)  
**EXPLANATION OF CHANGES**  
**EFFECTIVE—MARCH 23, 2023**

**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* GEN 1.7.
  3. The blue highlights in the manual represent the changes described in this section.
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# MAP—AERONAUTICAL CHARTS AND PUBLICATIONS

## 1.0 GENERAL INFORMATION

The Minister of Transport is responsible for the development and regulation of aeronautics and the supervision of all matters connected with aeronautics.

The responsibility for the collection, evaluation and dissemination of aeronautical information published in the *AIP Canada*, the *Canada Flight Supplement* (CFS), the *Canada Water Aerodrome Supplement* (CWAS), the *Canada Air Pilot* (CAP) and in aeronautical charts has been delegated by the Minister of Transport to NAV CANADA.

## 2.0 AERONAUTICAL PUBLICATIONS

### 2.1 AIP CANADA

The *AIP Canada* is published and disseminated by NAV CANADA; it is an International Civil Aviation Organization (ICAO) compliant publication intended primarily to satisfy international requirements for the exchange of aeronautical information of a lasting nature. It constitutes the basic information source for permanent and long-duration temporary Canadian aeronautical information.

*AIP Canada* consists of Part 1—General (GEN), Part 2—En Route (ENR), and Part 3—Aerodromes (AD). Each part is divided into sections, which are further divided into subsections; the publication contains information relevant to aircraft operation in Canadian airspace. Amendments to *AIP Canada* are published every 56 days. *AIP Canada* also consists of *AIP Canada* Supplements, aeronautical information circulars and NOTAMs.

Additional *AIP Canada* information is provided in the following documents and charts:

- (a) *Canada Flight Supplement* (CFS);
- (b) *Canada Water Aerodrome Supplement* (CWAS);
- (c) *Canada Air Pilot* (CAP) [seven volumes];
- (d) en route low altitude charts (LO charts);
- (e) en route high altitude charts (HI charts);
- (f) terminal area charts (TAC);
- (g) ICAO Type A charts (aerodrome obstacles);
- (h) aeronautical charts for visual navigation (VNC and VTA); and
- (i) *Designated Airspace Handbook* (DAH) [TP 1820].

These documents and charts are designated supplements and form an integral part of the *AIP Canada* in that they provide

the pre-flight and in-flight information necessary for the safe and efficient movement of aircraft in Canadian airspace.

Any correspondence concerning the content of the *AIP Canada* is to be referred to:

*AIP Canada* Co-ordinator  
NAV CANADA  
1601 Tom Roberts Avenue  
Ottawa ON K1V 1E5

Tel.: .....613-248-4157  
Fax: .....613-248-4093  
E-mail: ..... [aipcoord@navcanada.ca](mailto:aipcoord@navcanada.ca)

### 2.2 AIP CANADA SUPPLEMENTS

While permanent changes are published in the *Transport Canada Aeronautical Information Manual* (TC AIM) and *AIP Canada*, temporary operational changes of long duration (three months or longer), as well as information of short duration that contains extensive text and/or graphics, are published in an *AIP Canada* Supplement in accordance with the International Civil Aviation Organization's (ICAO) Annex 15.

### 2.3 AIP CANADA AERONAUTICAL INFORMATION CIRCULARS

Aeronautical information circulars (AICs) provide advance notification of major changes to legislation, regulations, procedures or purely administrative matters where the text is not part of the *Transport Canada Aeronautical Information Manual* (TC AIM) or *AIP Canada*.

In accordance with the International Civil Aviation Organization's (ICAO) Annex 15, an AIC shall be issued whenever it is desirable to promulgate:

- (a) a long-term forecast of any major change in legislation, regulations, procedures or facilities;
- (b) information of a purely explanatory or advisory nature liable to affect flight safety;
- (c) information or notification of an explanatory or advisory nature concerning technical, legislative or purely administrative matters.

### 2.4 AERONAUTICAL INFORMATION REGULATION AND CONTROL (AIRAC) CANADA

The Aeronautical Information Regulation and Control (AIRAC) Canada notice is issued weekly by NAV CANADA, Aeronautical Information Management, to provide advance notification to chart makers and producers of aeronautical information concerning changes within Canadian domestic airspace (CDA). This notice ensures that all users of Canadian airspace have the same information on the same date.

## 2.5 VISUAL FLIGHT RULES (VFR) AERONAUTICAL INFORMATION

Visual flight rules (VFR) aeronautical information is found in the *Transport Canada Aeronautical Information Manual* (TC AIM), *AIP Canada*, VFR navigation charts (VNC), VFR terminal charts (VTA) and the *Canada Flight Supplement* (CFS) or *Canada Water Aerodrome Supplement* (CWAS).

### 2.5.1 VFR Navigation Chart (VNC)

Information specific to the en route portion of the flight is printed on the aeronautical charts. This includes:

- (a) topography;
- (b) hydrography;
- (c) aerodromes;
- (d) NAVAIDs;
- (e) airways and other controlled airspace;
- (f) en route hazards, such as:
  - (i) advisory areas
  - (ii) restricted areas
  - (iii) obstructions.

Complete coverage of Canada is available in the VNC (1:500 000 scale).

### 2.5.2 VFR Terminal Area Chart (VTA)

To satisfy special operational requirements at certain high density traffic airports with complex airspace structures, VTA are available (1:250 000 scale). VTA are produced for Vancouver, Edmonton, Calgary, Winnipeg, Toronto, Ottawa and Montréal.

### 2.5.3 Canada Flight Supplement (CFS)

Other aeronautical information required for VFR flight, but not suitable for depiction on visual aeronautical charts, is published in the CFS. The CFS supports and complements the visual charts for all of Canada and some NAT destinations and includes:

- (a) a complete list of NAVAIDs associated with airports;
- (b) the current status of individual airports;
- (c) the availability of facilities and services at airports;
- (d) the telephone numbers for flight planning services;
- (e) general procedural information; and
- (f) aerodrome sketches.

### 2.5.4 Canada Water Aerodrome Supplement (CWAS)

The CWAS provides tabulated data and graphical information in support of Canadian VFR charts. It contains an aerodrome/facilities directory of all water aerodromes shown on Canadian VFR charts and lists communications station data, radio aids and other supplemental data.

### 2.5.5 Aeronautical Charts

*AIP Canada* GEN 3.2 details the aeronautical chart series available.

## 2.6 INSTRUMENT FLIGHT RULES (IFR) AERONAUTICAL INFORMATION

Instrument flight rules (IFR) aeronautical information consists of two parts: firstly, en route information which is published on the en route low altitude charts (LO charts) and the en route high altitude charts (HI charts); and secondly, arrival and departure information which is published in the *Canada Air Pilot* (CAP) (seven volumes). All operational information specifically pertinent to the conduct of the en route portion of flight is found on the en route charts (airports, navigation aids [NAVAIDs], air routes, airways, minimum en route altitudes [MEAs], etc.). Aeronautical information specifically pertinent to the conduct of the arrival or departure portion of flight (instrument approach procedures [IAPs], standard instrument departure [SID] procedures, and noise abatement procedures) is published in the CAP.

In addition, terminal area charts (TAC) are available, depicting the terminal areas at the larger national airports. TAC are intended to assist in the transition from the en route portion of flight to the arrival portion, or from the departure portion to the en route portion, at those terminals where the airspace structure is sufficiently complex. TAC do not depict any aeronautical information that is not already depicted on the en route charts, the IAP or departure procedure charts.

The en route charts and CAP are supported and complemented by the *Canada Flight Supplement* (CFS). It contains an aerodrome/facilities directory of all IFR airports, detailing the facilities and services available at these airports; it also provides information on communications, navigational facilities, ATS surveillance, and special notices and procedures. The CFS contains the IFR information required for use in flight, but that is not suitable for depiction on the en route charts or for inclusion in the CAP.

*AIP Canada* GEN 3.2 details the aeronautical chart series available.

## 3.0 NOTAM

### 3.1 GENERAL

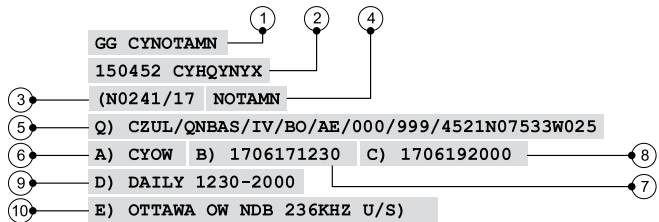
A NOTAM is a notice that contains information concerning the establishment or condition of, or any changes in, any aeronautical facility, service, procedure, or hazard, the timely knowledge of which is essential to personnel involved in flight operations. A NOTAM is originated and issued promptly whenever the information to be distributed is of a temporary nature and of short duration, or when operationally significant permanent changes or temporary changes of long duration are made at short notice, except for extensive text and/or graphics (see MAP 2.2). NOTAMs are distributed by teletype on the aeronautical fixed service (AFS) or by voice advisory using radio communications. NOTAMs can be used to advertise changes to the information on aeronautical charts or in aeronautical information publications.

### 3.2 NOTAM FORMAT

All Canadian NOTAMs, with the exception of the runway surface condition NOTAM (RSC NOTAM), are presented in the internationally recognized format prescribed by the International Civil Aviation Organization (ICAO) Annex 15. This format bases its dissemination on series and comprises “items” (fields) that are used for parsing based on user requirements. Not all items are mandatory or permissible.

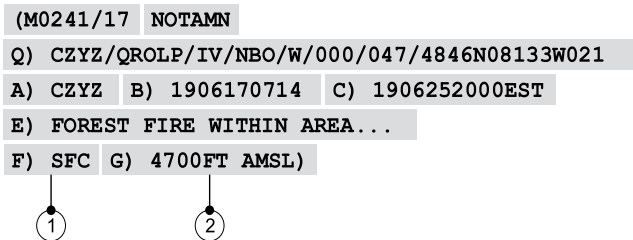
#### 3.2.1 Format Description

Figure 3.1—NOTAM Format: Example 1



1. Aeronautical fixed service (AFS) message priority and addressing (recipients)
2. Date and time (DDHHMM) and addressing (originator)
3. NOTAM Series, number, and year of issuance
4. NOTAM type (New, Replacement, Cancellation)
5. Item Q): Coded line for custom briefings
6. Item A): Location indicator(s)
7. Item B): Start date and time
8. Item C): End date and time
9. Item D): Schedule
10. Item E): NOTAM text

Figure 3.2—NOTAM Format: Example 2



1. Item F): Lower vertical limit
2. Item G): Upper vertical limit

#### 3.2.2 Item Q Description

Figure 3.3—NOTAM: Item Q



1. FIR within which the event is occurring
2. NOTAM Code (always starts with “Q”), subject, and condition of the subject
3. Type of traffic affected: IFR (I), VFR (V), or IFR and VFR (IV)
4. Briefing purpose: Notify users immediately (N), include in briefings (B), concerns flight operations (O), or miscellaneous (M)
5. Scope of impact: Aerodrome (A), Enroute (E), Aerodrome and Enroute (AE), Navigation warning (W)
6. Lower vertical limit expressed in flight level
7. Upper vertical limit expressed in flight level
8. Latitude and longitude of subject in degrees and minutes
9. Subject radius of area of influence in nautical miles

#### 3.2.3 Items Description

##### 3.2.3.1 NOTAM Number and Type

The NOTAM number starts with the NOTAM series letter, followed by 4 digits (NOTAM number), a stroke, and the year. For example: F0002/19 means the 2<sup>nd</sup> NOTAM issued in 2019 in series “F”.

##### 3.2.3.2 Item Q) Coded Line

This mandatory line is intended to be used by flight planning system users and developers for parsing and tailored briefings. For a detailed explanation on the use of item Q, consult the *Canadian NOTAM Operating Procedures (CNOP)*.

##### 3.2.3.3 Item A) Location Indicator(s)

Item A) is mandatory and must contain a four-letter location indicator of either an aerodrome (based on the NOTAM subject) or one or more FIR. Since the item only accepts letters, CXXX is entered in item A) for aerodromes location indicators that contain 3 letters and 1 number (for example, CEB5). When this occurs, the location indicator and name of the aerodrome appear in item E) NOTAM text.

**3.2.3.4 Items B) and C) Start and End Time**

Item B) is mandatory and always contains a 10-digit date-time group expressed as YYMMDDHHMM. All dates and times are always in UTC. For example: 1910021300 means October 2, 2019, at 1300Z.

Item C) is mandatory and can be presented in 3 forms:

- C) YYMMDDHHMM – should be used when the end time is known precisely. The NOTAM will expire without human intervention when the time is reached.
- C) YYMMDDHHMMEST – should be used when the end time is not known with certainty (for example, in the case of equipment outages). EST means estimated or approximate. When the end time is reached, if there is no human intervention, the NOTAM will remain intact. Therefore, the NOTAM must be revised (NOTAMR) or cancelled (NOTAMC) before the time is reached.
- C) PERM – used when the NOTAM promulgates a permanent change to aeronautical information. Human intervention is required to remove the NOTAM. Therefore, the NOTAM must be revised (NOTAMR) or cancelled (NOTAMC) when the NOTAM is no longer needed.

**3.2.3.5 Item D) Schedule**

Item D) is optional, and it is inserted only when the information contained in a NOTAM occurs during more than one period within the overall “in force” period. All dates and times are always in UTC. The start of the first time period corresponds to the start date-time group (item B) and the end of the last period corresponds to the end date-time group (item C), unless days are used and the NOTAM is in force for more than a week. The periods are in chronological order. A date appears only once. The hyphen “-” is used to express a range and means “to”. A space between schedule elements means “and”.

**Example 1:**

B) 1912241700 C) 1912262230  
E) RWY 03/21 CLSD

**Example 2:**

D) DAILY 1700-2230  
B) 1912241700 C) 1912262230  
E) RWY 03/21 CLSD

**Example 3:**

B) 1905142200 C) 1905170900  
D) 2200-0900 DLY  
E) RWY 03/21 CLSD

**Example 4:**

B) 1901141200 C) 1901191300  
D) JAN 14 1200-16 1730  
JAN 17 0100-19 1300

**Example 5:**

D) JAN 14-16 1200-1730  
JAN 17-19 0100-1300

**Example 6:**

D) UG 14 1200-1730  
AUG 16 0700-1200 1630-2200  
AUG 18 1200-1730

**Example 7:**

D) AUG 15-18 1000-1900  
AUG 19-21 0800-1400

**Example 8:**

B) 1908112030 C) 1908170430  
D) AUG 11 2030-0300  
AUG 12 2000-0200  
AUG 13-16 2100-0430  
E) RWY 03/21 CLSD

**Example 9:**

DEC 08 10 11 13 1200-2200

**Example 10:**

FEB 20-24 1200-1900  
FEB 26-28 1300-1900  
MAR 02-05 1000-1300

**Example 11:**

B) 1912080000 C) 1912172359  
D) DEC 08-12, 14-17 H24  
E) RWY 12/30 CLSD

**Example 12(a):**

B) 1907010000 C) 1907211700  
D) MON WED FRI H24  
SAT SUN 0600-1700  
E) RWY 12/30 CLSD

**Example 12(b):**

B) 1906290600 C) 1907192359  
D) MON WED FRI H24  
SAT SUN 0600-1700  
E) RWY 12/30 CLSD

**NOTE:**

In examples 12(a) and (b), the schedule is the same but the start date-time group and end date-time group differ based on the start day and end day.

**Example 13:**

1. SR-SS\*
2. SR MINUS25 MIN-SS
3. SR MINUS25 MIN-1600
4. 0800-SS
5. 0800-SS PLUS25 MIN

\*SR means sunrise and SS means sunset.

**3.2.3.6 Item E) NOTAM Text**

Item E) is mandatory and contains the subject and condition of the subject, completed where necessary with ICAO-approved abbreviations, indicators, identifiers, call signs, frequencies, numbers, and plain language.

**3.2.3.7 Items F) and G) Lower and Upper Vertical Limits**

Items F) and G) are mandatory if the NOTAM is a navigation warning. Item F) lower vertical limit can be expressed as “SFC” (surface), in feet above ground level (AGL), in feet above mean sea level (AMSL), or as flight level (FL). Item G) upper vertical limit can be expressed as “UNL” (unlimited), in feet AGL, in feet AMSL, or as flight level (FL).

**3.3 NOTAM TYPES**

NOTAM can be issued as a new NOTAM (NOTAMN), a replacing NOTAM (NOTAMR), or a cancelling NOTAM (NOTAMC). Replacements and cancellations must occur within the same NOTAM series:

N0241/19 NOTAMN

F0344/19 NOTAMR F0213/19

H0007/19 NOTAMC H7004/18

**3.4 NOTAM ISSUED UNDER A FLIGHT INFORMATION REGION (FIR) OR AN AERODROME**

If a NOTAM subject affects an aerodrome directly or is 5 NM or less from an aerodrome, item A) contains the location indicator of an aerodrome or CXXX (see MAP 3.2.3.3). If a NOTAM subject affects multiple aerodromes, if it is beyond 5 NM from any aerodrome, if it affects airspace, or if it is a navigation warning, item A) contains one or more flight information regions (FIR) (up to 7). More details on the application of an aerodrome or FIR in item A) can be found in the *Canadian NOTAM Operating Procedures* (CNOP) and in the *AIP Canada*.

It is necessary that all airspace users review both pertinent aerodrome and FIR NOTAMs.

**3.5 NOTAM DISTRIBUTION**

Canadian NOTAMs are distributed to flight information centres (FIC), flight service stations (FSS), and aircraft operators on the aeronautical fixed service (AFS). The distribution is tailored to specific user requirements. (For details, see Table 3.1 in

this chapter). NOTAMs can also be found on the NAV CANADA website.

Series are assigned in accordance with NOTAM regions, dissemination categories, and subject categories. There are 18 series letters used in Canada: C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, U, V.

There are three NOTAM regions:

- The Western Region consists of the Vancouver and Edmonton flight information regions (FIR).
- The Central Region consists of the Winnipeg and Toronto FIRs except for three locations where services are available in English and French: CNC9-Perth (Great War Mem Hosp) (Heli), CTA4-St-Bruno-de-Guigues, and CSR8-La Sarre.
- The Eastern Region consists of Montréal, Moncton, and Gander FIRs in addition to the three locations in the Toronto FIR where services are available in English and French: CNC9-Perth (Great War Mem Hosp) (Heli), CTA4-St-Bruno-de-Guigues, and CSR8-La Sarre.

There are three dissemination categories, each containing six series:

- International: disseminated to international stakeholders, to the USA, and within Canada;
- International – USA: disseminated to the USA and within Canada; and
- National: disseminated within Canada only.

Details on NOTAM regions, dissemination categories, and series can be found in *AIP Canada* paragraph GEN 3.1.3.

A monthly numerical checklist of current Canadian NOTAMs series is generated automatically on the first day of each month and contains all the valid NOTAM numbers within a series, in addition to the valid *AIP Canada* amendments, AIP supplements, and AIC numbers.



**Table 3.1—NOTAM Dissemination Categories**

Western Region		Central Region		Eastern Region	
INTL	C, F	INTL	D, G	INTL	E, H
INTL-USA	I, L	INTL-USA	J, M	INTL-USA	K, N
NATIONAL	O, R	NATIONAL	P, U	NATIONAL	Q, V

### 3.6 CRITERIA FOR ISSUING A NOTAM

A NOTAM should be published with sufficient lead time for the affected parties to take any required action, except in the cases of unplanned unserviceability, volcanic activity, the release of radioactive material or toxic chemicals, and other events that cannot be foreseen. The lead time is at the discretion of the originator but does not exceed 14 days. Whenever possible, at least 24 hours' advance notice is desirable, to permit timely completion of the notification process and to facilitate airspace utilization planning. For planned events, outages, and activities, no less than 6 hours' lead time is provided.

A NOTAM shall be originated and issued promptly whenever the information to be distributed is of a temporary nature and of short duration, or when operationally significant permanent changes or temporary changes of long duration are made at short notice, except in the case of extensive text and/or graphics.

A NOTAM will be originated and issued in the following cases:

- (a) establishment, closure, or significant changes in operation of aerodrome(s) or runways;
- (b) establishment, withdrawal, or significant changes in operation of aeronautical services (AGA, AIS, ATS, COM, MET, SAR, etc.);
- (c) establishment, withdrawal, or significant changes in operational capability of radio navigation and air/ground communication services. This includes: an interruption or return to operation, a change of frequencies, a change in notified hours of service, a change of identification, a change of orientation (directional aids), a change of monitoring capability or location of any radio navigation and air/ground communication services, or limitations of relay stations including operational impact, affected service, frequency, and area;
- (d) unavailability of back-up and secondary systems, having a direct operational impact;
- (e) establishment or withdrawal of or significant changes made to visual aids;
- (f) interruption of or return to operation of major components of aerodrome lighting systems;
- (g) establishment or withdrawal of or significant changes made to procedures for air navigation services;
- (h) occurrence or correction of major defects or impediments in the manoeuvring area;
- (i) changes to and limitations on the availability of fuel, oil, and oxygen;
- (j) major changes to search and rescue (SAR) facilities and services available;
- (k) establishment, withdrawal, or return to operation of hazard beacons marking obstacles to air navigation;
- (l) changes in regulations requiring immediate action; for example, *Designated Airspace Handbook* (DAH) (TP 1820) amendments;
- (m) presence of hazards that affect air navigation (including obstacles, military exercises and operations, intentional and unintentional radio frequency interferences, rocket launches, displays, fireworks, rocket debris, races, and major parachuting events outside promulgated sites);
- (n) conflict zones that affect air navigation (to include, if possible, information that is as specific as possible regarding the nature and extent of threats of that conflict and the proposed mitigation measure);
- (o) planned laser emissions, laser displays, and search lights if pilots' night vision is likely to be impaired;
- (p) erection or removal of or changes to obstacles to air navigation in the takeoff/climb, missed approach, and approach areas, and on the runway strips;
- (q) establishment or discontinuance (including activation or deactivation), as applicable, or changes in the status of restricted, danger, or advisory areas;
- (r) establishment or discontinuance of areas or routes or portions thereof where the possibility of interception exists and where the maintenance of guard on the emergency very high frequency (VHF) 121.5 MHz is required;
- (s) allocation, cancellation, or change of location indicators;
- (t) changes in the aerodrome/heliport rescue and fire fighting category provided;
- (u) outbreaks of epidemics necessitating changes in notified requirements for inoculations and quarantine measures;
- (v) observations or forecasts of space weather phenomena, the date and time of their occurrence, the flight levels where provided, and portions of the airspace that may be affected by the phenomena;
- (w) an operationally significant change in volcanic activity; the location, date, and time of volcanic eruptions; and/or the horizontal and vertical extent of volcanic ash cloud, including direction of movement, flight levels, and routes or portions of routes that could be affected;

- (x) release into the atmosphere of radioactive materials or toxic chemicals following a nuclear or chemical incident; the location, date, and time of the incident; the flight levels and routes or portions thereof which could be affected; and the direction of movement;
- (y) establishment of operations of humanitarian relief missions, such as those undertaken under the auspices of the United Nations, together with procedures and/or limitations that affect air navigation;
- (z) implementation of short-term contingency measures in cases of disruption, or partial disruption, of air traffic services and related supporting services;
- (aa) unavailability of meteorological data; or
- (ab) other operationally significant circumstances.

**3.7 AUTOMATIC QUERY/RESPONSE—CANADIAN NOTAM DATABASE**

Canadian NOTAMs in all 18 series are available by automatic query/response via the aeronautical fixed service (AFS) to Canadian and international users. Foreign NOTAMs are not stored in the Canadian NOTAM database but are available by automatic query/response via the AFS through the European AIS Database (EAD). Details for query/response messages can be found in *AIP Canada* paragraph GEN 3.1.3.

**Example 1:**

GG CYHQYNYX.....Message priority and recipient of the query  
 160830 LFFAYNYX.....Date and time of query (ddhhmm) and sender of query (France NOF)  
 RQN CYHQ C0123/19.....Query designator, NOTAM nationality, subject of query (number 0123 of year 2019 in NOTAM Series C).

**Example 2:**

GG CYHQYNYX  
 281530 LFFAYNYX  
 RQN CYHQ C0400/19 C0410/19 C0421/19 C0470/19-C0499/19

**3.8 RUNWAY SURFACE CONDITION (RSC)/RSC NOTAM**

NOTAMs concerning runway surface conditions (RSC) and the Canadian Runway Friction Index (CRFI) are presented in the RSC NOTAM format. In this format, RSC can be reported for the full runway length or by runway thirds. CRFI can be reported as an average for the full runway length or as averages by runway thirds. It is possible for information to be reported by full runway length and by runway thirds, for different runways within the same RSC NOTAM. RSC NOTAMs are issued in the standard International Civil Aviation Organization (ICAO) NOTAM format (not SNOWTAM) with all the key information being presented in Item E). They are issued only for aerodromes under the NOTAM Series S, A or B and are disseminated according to the dissemination category of that aerodrome.

Example of an RSC NOTAM reporting by average:

(A1723/20 NOTAMN  
 Q) CZUL/QFAXX/IV/NBO/A/000/999/5604N07622W005  
 A) CXXX B) 2012161315 C) 2012162115  
 E) CAAA SUMSPOT/SUNNY SUMSPOT MUNI  
 RSC07/25 50 PCT 1/8IN DRY SNOW AND 25 PCT COMPACTED SNOW.  
 160FT WIDTH. REMAINING WIDTH COMPACTED SNOW.  
 VALID DEC 16 1300 – DEC 16 2100.  
 ADDN NON-GRF/TALPA INFO:  
 CRFI 07/25 -3C .40 OBS AT 2012161245.  
 RMK: NEXT OBS AT DEC 16 1500.)

Example of an RSC NOTAM reporting by thirds:

(A1667/20 NOTAMN  
 Q) CZUL/QFAXX/IV/NBO/A/000/999/5604N07622W005  
 A) CXXX B) 2012161315 C) 2012162115  
 E) CAAA SUMSPOT/SUNNY SUMSPOT REGIONAL  
 RSC 07 5/3/3 50 PCT 1/8IN DRY SNOW AND 25 PCT COMPACTED SNOW, 50 PCT  
 COMPACTED SNOW AND 50 PCT 1/4IN DRY SNOW, 25 PCT COMPACTED SNOW AND 25 PCT 1/4IN  
 DRY SNOW. 160FT WIDTH. 6IN SNOW DRIFTS 300FT FM THR 07. REMAINING WIDTH COMPACTED SNOW. VALID DEC 16 1300 – DEC 16 2100.  
 RSC 25 3/3/5 25 PCT COMPACTED SNOW AND 25 PCT 1/4IN DRY SNOW, 50 PCT  
 COMPACTED SNOW AND 50 PCT 1/4IN DRY SNOW, 50 PCT 1/8IN DRY SNOW AND 25 PCT  
 COMPACTED SNOW. 160FT WIDTH. 6IN SNOW DRIFT 300FT FM THR 07. REMAINING WIDTH COMPACTED SNOW. VALID DEC 16 1300 – DEC 16 2100.  
 ADDN NON-GRF/TALPA INFO:  
 CRFI 07 -3C .40/.32/.30 OBS AT 2012161245.  
 CRFI 25 -3C .30/.32/.40 OBS AT 2012161245.  
 RMK: ALL TWY 1/8IN DRY SNOW.  
 RMK: CLEARING/SWEEPING IN PROGRESS.)



## 4.0 PROCUREMENT OF AERONAUTICAL CHARTS AND PUBLICATIONS

### 4.1 GENERAL

The following is a list of links to aviation-related resources and publications:

- (a) The *Forms Catalogue*, available at <<http://wwwapps.tc.gc.ca/Corp-Serv-Gen/5/Forms-Formulaire/English.aspx>>, provides access to a number of Transport Canada (TC) forms. To search specifically for aviation forms, go to the Forms Search page and, under Transportation Mode, select Air in the dropdown menu.
- (b) The *Aviation Safety Letter* [TP 185] is available at <[www.tc.gc.ca/eng/civilaviation/publications/tp185-menu-5395.htm](http://www.tc.gc.ca/eng/civilaviation/publications/tp185-menu-5395.htm)>.
- (c) The *Designated Airspace Handbook* (DAH) [TP 1820] is available on the NAV CANADA Web site at <<https://www.navcanada.ca/en/aeronautical-information/operational-guides.aspx#093dcf9f312e43df922dec86e7f295d7>>.
- (d) The *Canadian Aviation Regulations* (CARs) are available on the Department of Justice (DOJ) Web site at <<http://laws-lois.justice.gc.ca/eng/regulations/sor-96-433/>>.

TC priced publications, CDs, DVDs and forms are available from the TC Publications Order Desk. Contact the Order Desk for information about ordering; change of address; the TCCA e-Bulletin service; and print-on-demand options and pricing. Print-on-demand copies of the *Transport Canada Aeronautical Information Manual* (TC AIM) [TP 14371] and *Aviation Safety Letter* (TP 185) are available for order.

TC Publications Order Desk

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 2655 Lancaster Road  
 Ottawa ON K1B 4L5

Fax: ..... 613-991-1653

E-mail: ..... [publications@tc.gc.ca](mailto:publications@tc.gc.ca)

Web site: ..... [www.tc.gc.ca/eng/civilaviation/publications/menu.htm](http://www.tc.gc.ca/eng/civilaviation/publications/menu.htm)

### 4.2 NAV CANADA PUBLICATIONS

*Fit for Purpose: A Guide to Using NAV CANADA Aeronautical Publications* is a NAV CANADA publication that describes the intended use of and limitations to their publications. *Fit for Purpose* can be accessed on the NAV CANADA Web site by selecting “Aeronautical Information Products” and clicking on “Aeronautical Publications Guide” under “Related Links”.

See MAP 4.2.1 and MAP 4.2.2 for the lists of NAV CANADA publications available for individual purchase or by subscription.

#### 4.2.1 Individual Purchase

The following publications are available for individual purchase:

- (a) VFR Navigation Charts (VNC)
- (b) VFR Terminal Area Charts (VTA)
- (c) Terminal Area Charts (TAC)
- (d) En Route Low Altitude Charts (LO charts)
- (e) En Route High Altitude Charts (HI charts)
- (f) ICAO Type A Charts\*
- (g) *Canada Air Pilot* (CAP)\*
- (h) *Restricted Canada Air Pilot* (RCAP)\*
- (i) *Canada Flight Supplement* (CFS)
- (j) *Canada Water Aerodrome Supplement* (CWAS)\*

\*This publication is available in electronic form. See the NAV CANADA online store for details.

Individual aeronautical charts and publications can be obtained from authorized distributors or from NAV CANADA’s online store. Authorized distributors can be found by clicking on “Aeronautical Information Products” and then selecting “Purchase Information” at <[www.navcanada.ca](http://www.navcanada.ca)> and in Section C of the CFS. You can also call AEROPUBS at 1-866-731-PUBS (7827) for the distributor nearest you. Distributors may offer products at different prices.

#### 4.2.2 Subscriptions

The following charts and publications are revised regularly in accordance with the AIRAC cycle. Please see the NAV CANADA online store for more details.

- (a) En Route Low Altitude Charts (LO charts)
- (b) En Route High Altitude Charts (HI charts)
- (c) Terminal Area Charts (TAC)
- (d) *Canada Air Pilot* (CAP)\*
- (e) *Restricted Canada Air Pilot* (RCAP)\*
- (f) *Canada Flight Supplement* (CFS)\*
- (g) *AIP Canada*\*

\*This publication is available in electronic form. See the NAV CANADA online store for details.

Subscriptions are available from NAV CANADA's online store or through the Aeronautical Publications Sales and Distribution Unit (AEROPUBS).

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Fax: ..... 613-563-4049  
E-mail: ..... [aeropubs@navcanada.ca](mailto:aeropubs@navcanada.ca)  
Web site: ..... [www.navcanada.ca](http://www.navcanada.ca)  
Online store: ..... <http://products.navcanada.ca>

#### Payment Methods and Shipping and Handling:

For up-to-date information about payment methods and shipping and handling fees, please visit the NAV CANADA online store or contact the NAV CANADA Aeronautical Publication Sales and Distribution Unit using one of the methods listed above. All sales are final. For more information, see the FAQ page at the NAV CANADA online store.

## 5.0 CHARTS AND PUBLICATIONS FOR INTERNATIONAL FLIGHTS

Foreign air rules, procedures and customs requirements may be different from those applicable in Canada. Failure to comply with foreign customs requirements may cause unnecessary delay and embarrassment. Failure to comply with foreign air rules and procedures may cause a near miss or an accident. Therefore, pilots who are planning flights to other countries must ensure they obtain the required current aeronautical information for each country to be visited.

Most countries publish a State aeronautical information publication (AIP) as well as aeronautical charts and publications similar to those used in Canada. For the address from which aeronautical information for foreign states may be obtained, refer to *Aeronautical Information Services Provided By States* (ICAO Doc 7383). To obtain this document, you may contact:

Document Sales Unit  
International Civil Aviation Organization  
999 Robert-Bourassa Boulevard  
Montréal QC H3C 5H7  
Tel.: ..... 514-954-8022  
Fax: ..... 514-954-6769  
E-mail: ..... [sales@icao.int](mailto:sales@icao.int)