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1 General

1.1 General Information

1.1.1 Purpose of this Manual

The purpose of this manual is to provide information, guidance and standard procedures for the origination, distribution and query of NOTAM in Canada. This manual is intended for reference and usage by NAV CANADA personnel, and accountable sources and originators not within NAV CANADA.

The rules in this manual are set forth by the International Civil Aviation Organization (ICAO) and Aeronautical Information Management (AIM) of NAV CANADA to provide NOTAM users with only the essential and pertinent information in a standardized way. An attempt has been made to provide examples for as many situations as possible. To ensure standardization, the syntax used in the examples should be followed to the extent possible.

Examples do not define the rule; they represent a means but not the only means to demonstrate compliance with the rules. The absence of an example for a specific subject in no way implies that this subject cannot be the object of a NOTAM. In the latter case and in case of unusual circumstances, the International NOTAM Office (NOF) should be contacted for assistance to ensure NOTAM criteria are met and that all necessary information is obtained.

1.1.2 Definition of NOTAM

A NOTAM is a notice distributed by means of telecommunications containing information concerning the establishment, conditions or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.

1.1.3 Purpose of NOTAM Distribution

The basic purpose of NOTAM is the distribution of information that may affect safety and operations in advance of the event to which it relates, except in the case of unserviceable facilities or unavailability of services; volcanic activity; release of radioactive material and toxic chemicals that cannot be foreseen. Thus, to realize its purpose the addressee must receive a NOTAM in sufficient time to take any required action. (The value of a NOTAM lies in its “news content” and its residual historical value is therefore minimal.)

1.1.4 Application

The Canadian NOTAM Procedures Manual prescribes the procedures to be used for the determination, origination, preparation and distribution of NOTAM in Canada. The procedures are based on the International Civil Aviation Organization (ICAO) Annex 15 to the Convention on International Civil Aviation, Aeronautical Information Services.
1.1.5  NOF
Under the ICAO, each member state shall designate an International NOTAM Office (NOF). NOF, Canada, is located in Ottawa. The NOF operates 24 hours a day, seven days a week.

International NOTAM Office, NAV CANADA
1601 Tom Roberts
PO Box 9824 Stn T
Ottawa, Ontario
Canada K1G 6R2
Email: notam@navcanada.ca

1.1.6  Availability of NOTAM
FIC and FSS are the points of contact for pilots and other users to obtain NOTAM information.

Although NAV CANADA provides NOTAM applicable to flight operations within Canadian Domestic Airspace via the internet, such service may not provide all pertinent NOTAM information for a flight. Pilots and other users are advised to contact a FIC to obtain all pertinent NOTAM information.

1.1.7  ICAO NOTAM Format
This format is used for international exchange of Canadian NOTAM and uses coded fields in addition to plain text. This format is based on series (A and B) as opposed to NOTAM files.

1.1.8  AIP Canada Amendments and Supplements
Permanent changes to the AIP Canada [ICAO] are published as AIP Canada [ICAO] Amendments.

If operationally-significant permanent changes or temporary changes of long duration are made at short notice, a NOTAM shall be issued. Such a NOTAM shall not contain graphics or extensive text.

Long duration changes, or short duration changes that contain extensive text or graphics, are published as an AIP Supplement (SUP).

If an AIP Supplement needs to be issued outside of an AIRAC date, a NOTAM will also be issued referring to the supplement. The NOTAM will come into effect at the same time as the supplement. It will also carry the same end time as the supplement or the next AIRAC date, whichever comes first.

1.2  Horizontal and Vertical Reference Systems

1.2.1  Units of Measurements
Whole numbers are to be used unless otherwise indicated in this manual.

Height is expressed in feet.

Altitude is expressed in feet above ground level (AGL) and/or above mean sea level (MSL) or flight level (FL).

Distance is expressed in nautical miles, feet or inches. Below two nautical miles, distances from aerodromes may be identified with decimals. Distances below one nautical mile may be identified in feet or in nautical mile.

Weight is expressed in pounds.

Temperature is expressed in degrees Celsius.
1.2.2 Geographic Reference

References or bearings to aerodromes are expressed in magnetic degrees in Southern Domestic Airspace and in true degrees in Northern Domestic Airspace.

Coordinates are expressed in the ICAO format, in degrees, minutes, and, when required, seconds. Decimals, in hundredth of a minute instead of seconds of a degree, if required, are used only when referring to published information using decimals such as RNAV, GPS and FMS waypoints.

Example for ICAO format: 644153N 1103633W

Example for ICAO format with decimals: 5250.49N 10827.46W

1.2.3 Location of an Object of Area in Relation to an Aerodrome or NAVAID

The location of an activity or an object to an aerodrome is described with one of the following options:

- a DME distance on a radial (VOR or VORTAC) using the following format:
  
  ([3-letter VOR identifier] [3 digits radial][3 digits distance in NM from the NAVAID])

  Example: “(YNY 330012)” means that point A is located 12 NM from YNY VOR/DME on radial 330.

  Figure 1: Location of Point on a Radial

- by measuring the bearing and distance from the aerodrome to the point or centre of the area

  Figure 2a: APRX 8 NM SW AD – The aerodrome being the aerodrome for which the NOTAM is issued – means 8 NM from the aerodrome on an arc between 214 and 236 degrees (22.5 degrees rounded to the nearest degree).

  Figure 2b: The approximate centre of the area is used to determine the distance and bearing and would be expressed as CENTRE APRX 15 NM SSE AD in the NOTAM.
Figure 2: Distance and Bearing of an Object and an Area

Figure 3: Compass Rose Used to Determine the Cardinal Directions to be Used in the NOTAM
1.2.4 Area Definition

Polygon
The points defining the lateral limits of a polygon must be enumerated in clockwise order separated by a hyphen (-). The last point on the list must be the same as the first point to "close" the polygon.

![Polygon Example](image)

Figure 4: Defining a Polygon by Listing Coordinates in Clockwise Order


Circle
A circular shape area is defined by the word “RADIUS” followed by the value of the radius and “NM”, followed by the words “CENTRE” followed by coordinates of the centre of the circle.

Example 1  CEM4 SAR ACT RADIUS 25 NM CENTRE 520443N 1140139W (AD)

Example 2  CSR3 GLIDER ACT RADIUS 5 NM CENTRE 461015N 721020W (APRX 10 NM NW AD)

Example 3  CZUL MIL ACT RADIUS 10 NM CENTRE 471230N 732615W (APRX 27 NM W CYLQ AD)
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2 Responsibility

2.1 NAV CANADA

Under the CANSCA, NAV CANADA has responsibility for the provision of aeronautical information services necessary to meet requirements of ICAO Annexes 4 and 15. NAV CANADA shall make necessary arrangements to satisfy operational requirements for the issuance and receipt of NOTAM distributed by telecommunication.

2.1.1 NOF

The NOF is responsible for:

- analyzing and assessing NOTAM, determining the validity, clarity and accuracy of the information, and initiating corrective action when required;\(^1\)
- disseminating and storing significant operational information for the safety and efficiency of air navigation in a timely manner;
- redistributing selected Canadian NOTAM to ICAO member states;
- compiling summaries of current Canadian NOTAM for distribution to other NOF;
- receiving, storing and redistributing NOTAM from other NOF;
- reviewing NOTAM received from other NOF, for error or ambiguity, and submitting requests for missing NOTAM, error correction or clarification of content;
- providing direct guidance and clarification of procedures, standards and recommended practices to NAV CANADA, Transport Canada, Aerodrome Operators, Department of National Defence and other agencies;
- providing direction to AFTN users concerning retrieval procedures, data format, and distribution criteria and data verification;
- issuing daily summaries of current domestic NOTAM;
- maintaining records of all NOTAM issued in Canada;
- controlling the processing of NOTAM performance by the NOTAM Processing System (NPS);
- acting as an administrator to SNOWiz for minor functions such as unlocking a user or resetting a password; and
- issuing NOTAM of national importance and under certain conditions at the request of third parties.

2.1.2 NSCC

The NSCC exercises continuous operational control of the NAV CANADA AFTN Message Handling System. NSCC provides for the real-time reception, storage and delivery of aeronautical data through a world-wide system of aeronautical message switching centres and aeronautical fixed stations. The AFTN allows for the exchange of aeronautical data such as flight plans, meteorological and navigational air data, Aviation Regulation Bulletins, distress messages, NOTAM, and other approved messages.

\(^1\) With the exception of NOTAMJ, all NOTAM are evaluated and, if necessary, edited by the NOF.
2.1.3 FIC and FSS

FIC and FSS units are responsible for issuing NOTAM information for air navigation facilities and services within their area of responsibility.

FIC or FSS units receiving a report from a pilot or any other reliable source concerning a condition or malfunction of an air navigation facility not within their jurisdiction are responsible to relay the report to the appropriate issuing unit. FIC or FSS will advise the originator of a proposed NOTAMJ, or of a proposed NOTAM for an air navigation facility or a service, not within their area of responsibility, to directly contact the appropriate NOTAM issuing site.

Flight Service Specialists are responsible for reviewing the information submitted by the NOTAM originator to ensure it meets the criteria specified in this manual. They will challenge the NOTAM originator and point out if a proposed NOTAM does not meet the criteria for AFTN dissemination or if information is missing. Flight Service Specialists must not change the content of a NOTAM without the consent of the originator. If a disagreement should arise and the matter cannot be resolved at the local level, and the originator insists on having the information disseminated by AFTN, Flight Service Specialists will issue the NOTAM as submitted and refer the matter to the NOF.

Flight Service Specialists are also responsible for reviewing the information provided to them for submission by aerodrome authorities about the condition of runway surfaces to ensure it follows the format prescribed in this manual before disseminating it by NOTAMJ.

2.1.4 AIM Service Delivery (SD) Data Collection Unit

The AIM SD Data Collection Unit is responsible for the origination of NOTAM concerning the commissioning of new facilities, new significant obstructions, permanent amendments to publications and interim changes to instrument approach procedures. Co-ordination with the NOF is recommended.

The AIM SD Data Collection Unit shall ensure verification and accuracy of all NOTAM within their area of responsibility.

When the NOTAM information has been properly published in all relevant publications, the AIM SD Data Collection Unit shall cancel the NOTAM. If the NOTAM is still outstanding seven days after publication has occurred, it may be cancelled by the NOF after co-ordination with an AIM SD Data Collection Specialist.

2.1.5 Technical Operations

The TOCC will advise the responsible FIC or FSS for the origination, revision and cancellation of NOTAM pertaining to all electronic systems maintained by Technical Operations.

2.1.6 NCFO

The NCFO is responsible to originate NOTAM for facilities not meeting ICAO Annex 10 or unsafe conditions following flight inspections.

The AIM SD Data Collection Unit is responsible to track and update NOTAM originated by NCFO until the matter is resolved by the Instrument Procedure Design Unit.

2.1.7 NAV CANADA Employees

When a condition affecting flight safety comes to the attention of NAV CANADA employees, it is their duty to ensure appropriate authorities are notified immediately so NOTAM can be issued or other actions taken.
2.2  Transport Canada

Within their area of responsibility, Transport Canada representatives are responsible for the origination, coordination and submission of NOTAM related to changes in regulations, changes in airspace classification and structure, and the activation of airspace restrictions. Transport Canada will also be the point of contact for Aerodrome Operators requesting clarification on NOTAM related to construction activities and other temporary changes at aerodromes.

When a condition affecting flight safety comes to the attention of Transport Canada, it is Transport Canada’s duty to ensure appropriate authorities are notified immediately so NOTAM can be issued or other actions taken.

2.3  Aerodrome Operator

The aerodrome operator is responsible for providing information to the appropriate FIC or FSS for the issuance of NOTAM for any of the following circumstances:

- any projection by an object through an obstacle limitation surface relating to the aerodrome,
- the existence of any obstruction or hazardous condition affecting aviation safety within the aerodrome boundaries,
- any change in the level of services at the aerodrome set out in an aeronautical information publication and pertinent to aviation safety, excluding instrument procedures,
- the closure of the aerodrome or any part of the manoeuvring area of the aerodrome,
- the presence of contaminant on the manoeuvring area, and
- any other conditions that could be hazardous to aviation safety at the aerodrome.

The Aerodrome Operator shall coordinate with the AIM SD Data Collection Unit before requesting a NOTAM for any change in the level of service or for the existence of any obstruction that could affect aviation safety.

2.4  Department of National Defence

The Department of National Defence is responsible for providing information for the issuance of NOTAM for any of the following circumstances:

- activation of published Canadian Class F airspace, including CYR, CYD and CYA under its jurisdiction;
- activation of SAR activities; and
- presence of conditions affecting military aerodromes.

2.5  Airshow Sponsor

The Airshow Sponsor is responsible for the provision of information related to airshow activities.
2.6 NOTAM Originator

The NOTAM originator is responsible for the provision of information to NAV CANADA including contact information for clarification, if required.

It is the NOTAM originator's responsibility to revise or cancel a NOTAM he/she has initiated before the time is reached in the case of a NOTAM with TIL APRX. If the NOTAM to revise or cancel is related to a permanent amendment to publication, prior co-ordination shall be done with the AIM SD Data Collection Unit.

Where NOTAM are required to be issued in English and French, the NOTAM originator is responsible to provide both the English and the French versions.
3 Criteria

3.1 General Specifications

The general specifications for NOTAM are:

a. 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.

b. All NOTAM, except those for the planned temporary establishment of restricted airspace and the activation of restricted and danger areas, should be disseminated at least five hours but generally not more than 48 hours in advance. If more than 48 hours advanced notice is required for a NOTAM, the NOF shall be contacted prior to the issuance of the NOTAM. There should not be a break of more than 48 hours between time periods within a single NOTAM.

c. NOTAM restricting airspace or activating/modifying CYR or CYD should be issued at least seven days in advance. When NOTAM concerning CYR, CYD or airspace restrictions contain multiple time periods, there can be breaks of more than 48 hours but they shall not exceed 7 days.

d. Planned removal of an air navigation service or facility for more than seven days shall be distributed as an AIP Supplement. If the conditions to distribute this notice by AIP Supplement cannot be met, a NOTAM can then be issued up to fourteen days in advance of the removal. When there are multiple time periods in the NOTAM, a break between periods of more than 48 hours is acceptable provided prior coordination with the NOF has occurred.

e. NOTAM shall be as brief as possible, stating only the essential facts, and so compiled that its meaning is clear and unambiguous. Clarity shall take precedence over conciseness. The following expressions shall not be used because they are considered unnecessary or inadvisable:

- USE CAUTION
- TEMPO CHANGE
- TEMPO AMEND
- EMERG
- MAKE LOW PASS PRIOR TO LDG

f. Each NOTAM shall deal with only one subject and one condition of the subject and only one NOTAM concerning a single facility, activity or service may be in effect at any one time. The exceptions are emergency evacuation, power failure, temporary closure of ATS units during published hours of operations, and other unusual circumstances.

D. Include in the NOTAM the impact on aeronautical operations and quantify anticipated delays, when applicable. Delays less than 15 minutes shall not be disseminated by NOTAM.

2 For planning purposes.

3 This constraint is put in place to reduce the number of NOTAM that must be assessed by flight crews prior to each flight.

4 For planning purposes, a single NOTAM (that may be in effect for several weeks) is preferable to multiple revisions of a NOTAM.

5 NOTAM are not issued after the fact just for the records to show that NOTAM were issued. For example, if no NOTAM were issued during the actual outage or closure, it is not permitted to promulgate the information after the fact.
h. Do not make cross-reference to another NOTAM unless prior coordination with the NOF has occurred.

i. A NOTAMR shall refer to the same subject and condition of the NOTAM being revised. For example, a NOTAMN stating RWY 07/25 CLSD cannot be revised by a NOTAMR stating RWY 14/32 CLSD.

j. Providing the subject is the same, errors occurring in a NOTAM already processed by the NOF shall be corrected by the issuance of a NOTAMR. When issuing a NOTAMR, refer to the NOF format/text appearing in the already processed NOTAM it revises.

k. When cancelling a NOTAM, the subject of reference shall be included in the text as it was previously processed by the NOF.

l. Information already published in NOTAM or available aeronautical publications shall not be the object of a NOTAM.\(^6\)

m. When NOTAM content does not comply with these criteria, the NOTAM Specialist may request the issuing unit to clarify or obtain further information. If this is not satisfactory, the NOTAM Specialist will contact the NOTAM originator directly to have the matter resolved.

n. The abbreviation ACT (activity) used in a NOTAM refers to all functions associated with the subject. As an example, “BLASTING ACT” includes explosive set-up/blasting/dismantling of materials.

### 3.2 Information to be Promulgated by NOTAM

A NOTAM shall be originated and issued concerning the following information:

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: interruption or return to operation, change of frequencies, change in notified hours of service, change of identification, change of orientation (directional aids), change of monitoring capability or location of any radio navigation and air/ground communication services;

d. establishment, withdrawal or significant changes made to visual aids;

e. interruption of or return to operation of major components of aerodrome lighting systems;

f. establishment, withdrawal or significant changes made to procedures for air navigation services;

g. occurrence or correction of major defects or impediments in the manoeuvring area;

h. changes to and limitations on availability of fuel, oil and oxygen;

i. major changes to search and rescue facilities and services available;

j. establishment, withdrawal or return to operation of hazard beacons marking obstacles to air navigation;

k. changes in regulations requiring immediate action, for example, Designated Airspace Handbook (DAH) (TP1820) amendments;

l. presence of hazards that affect air navigation (including obstacles, military exercises, displays, races, major parachuting events outside promulgated sites);

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\(^6\) For example, a NOTAM pertaining to a planned outage of a facility would not be issued if the outage coincides with a published maintenance schedule.
m. erection of, removal of, or changes to obstacles to air navigation in the take-off/climb, missed approach, approach areas and runway strips;

n. establishment or discontinuance (including activation or deactivation), as applicable, or changes in the status of restricted, danger or advisory areas;

o. establishment or discontinuance of areas or routes or portions thereof;

p. allocation, cancellation or change of location indicators;

q. changes in the level of protection normally available at an aerodrome for rescue and firefighting purposes;

r. outbreaks of epidemics necessitating changes in notified requirements for inoculations and quarantine measures;

s. forecasts of solar cosmic radiation, if provided;

t. operationally-significant change in volcanic activity;

u. release into the atmosphere of natural gas or toxic material; the location (to include radius and co-ordinates), altitude and direction of movement (if available);

v. 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;

w. implementation of short-term contingency measures in cases of disruption, or partial disruption, of air traffic services and related supporting services;

x. unavailability of meteorological data; or

y. other operationally-significant circumstances.

3.3 Information Not to be Promulgated by NOTAM

Although not requiring AFTN distribution, information identified in this section can be disseminated by VOICE NOTAM, ATIS or D-ATIS when determined to be appropriate. The following information shall not be promulgated by NOTAM:

a. routine maintenance work on aprons and taxiways which does not affect the safe movement of aircraft;

b. runway marking work, when aircraft operations can be safely conducted on other available runways, or the equipment used can be removed when necessary;

c. temporary obstacles in the vicinity of an aerodrome that do not affect the safe operation of aircraft;

d. partial failure of aerodrome lighting facilities where such failure does not directly affect aircraft operations;

e. partial temporary failure of air/ground communications when suitable alternative frequencies are known to be available and are operative;

f. the lack of apron marshalling services and road traffic control;

g. the unserviceability of location, destination or other instruction signs on the aerodrome movement area;

h. activities such as parachuting, gliding, acrobatics and training published in the Canada Flight Supplement (CFS), Water Aerodrome Supplement (WAS) or on aeronautical charts;

i. electronic NAVAID operating on or without emergency backup power or standby transmitter, except when applicable to CAT II/III ILS;
j. editorial and administrative changes;

k. when ATS services are made available using contingency plans transparent to the users (for example, call re-routing, remote monitoring);

l. request for a MANOT;

m. change to a NOTAM file\(^7\);

n. pilots’ automatic telephone weather answering system (PATWAS);

o. fur farm;

p. aviation weather camera;

q. Obstruction Collision Avoidance System (OCAS)\(^8\);

r. any other maintenance, closure, unserviceability, failure or a change to publications that has no impact on flight operations shall not be issued as a NOTAM; or

s. other information of similar temporary nature.

### 3.4 Unusual Circumstances

In cases of unusual or questionable information, the FIC/FSS should query NAV CANADA AIM, or contact the NOF via:

AFTN: CYHQNYNX

Tel: (613) 248-4000

Fax: (613) 248-4001, or

Email: notam@navcanada.ca

### 3.5 NOTAM Requests Disagreement Resolution

When a NOTAM request originates from Transport Canada, the Royal Canadian Mounted Police (RCMP) or the Canadian Security Intelligence Service (CSIS)\(^9\), which is contrary to NOTAM rules in this manual, the NOF Specialist shall notify the proponent of conflicts with NOTAM rules and propose an option to disseminate the NOTAM while complying with NOTAM rules. However, in the event of irreconcilable disagreement, NOF Specialist shall accept and disseminate the NOTAM and notify the NOF supervisor and Manager immediately.

For all other NOTAM originators, the NOTAM Specialist shall attempt to resolve disagreements on requests contrary to NOTAM rules in this manual, in an efficient and timely manner by proposing another option or action (for example: alternate wording, different NOTAM file, ATIS, AIP Supplement, NOTAM duration, etc.). In the event of an irreconcilable disagreement that results in the NOF denying a NOTAM request, the originator may contact the NOF Specialist directly and request that they escalate the issue. The NOF Specialist will then notify the NOF Supervisor and Manager immediately.

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\(^7\) A NOTAM file can only be changed in coordination with AIM and become effective on a publication date.

\(^8\) Refer to section 5.5.3.

\(^9\) The RCMP and CSIS do not have the authority to restrict or change the Domestic Canadian Airspace. Airspace restriction requests from these agencies shall be denied and the proponent redirected to Transport Canada Regional Offices or CACO.
4 Format

4.1 NOTAM Format

Form NC26-0036 details the correct format (structure) of NOTAM information for dissemination by AFTN or voice.

General instructions for the completion of this form are described in the following sections.

4.1.1 Address Line

Field 1 Telecommunications transmission priority. NOTAM messages are normally sent with the priority GG. Under exceptional circumstances and when justified by a requirement or special handling, a NOTAM may be given the higher DD priority.

Field 2 Collective address distribution indicator (CYZZNXXX): where XXX corresponds to the last three letters of the NOTAM file. The AFTN Message Handling System uses this group address to determine the individual addresses to which NOTAM need to be distributed. The French version is to be addressed to CYZZNFRN.

Field 3 The address for distribution to the United States of America, when required, is automatically entered by the AFTN Message Handling System.

4.1.2 Origin Line

Field 4 Date and time of origination using day, hour and minutes in co-ordinated universal time.

Field 5 AFTN eight-letter origin indicator of the unit inputting the NOTAM.

4.1.3 NOTAM Line

Field 6 NOTAM continuity number for the NOTAM file described in Field 9. NOTAM are numbered consecutively on an annual basis commencing with 0001 at the beginning of each calendar year. This number is preceded by a two-digit figure representing the current year. The letter F must be appended to the French version.\(^\text{10}\)

Example: 120001F is the first NOTAM issued in year 2012 for the NOTAM file described in Field 9, where F indicates the French version.

Field 7 NOTAM type:

- NOTAMN: new NOTAM
- NOTAMR: NOTAM revising a valid NOTAM
- NOTAMC: NOTAM cancelling a valid NOTAM

Field 8 If applicable, year and continuity number of the NOTAM being revised or cancelled.

Field 9 NOTAM file (four-letter location identifier of the location under which the NOTAM number continuity is maintained).

\(^\text{10}\) The NPS automatically assigns the next number to each NOTAM.
Field 10  The identification in plain language of the name of the closest aerodrome as published in the CFS/WAS, the FIR, the ACC\textsuperscript{11}, or NATIONAL for NOTAM issued under the CYHQ NOTAM file. If Field 10 refers to a water aerodrome, WATER shall be added in brackets. The French version will read HYDRO instead of WATER. If Field 10 refers to a heliport, HELI shall be added in brackets.

The full designations of some aerodromes have too many characters to fit into Field 10 of NAV CANADA systems. When the name of an aerodrome is too long, the NOTAM cannot be processed and disseminated. As a result, abbreviated designations are used for aerodromes listed in Appendix G. Names are abbreviated at NAV CANADA’s discretion.

Some characters are not transmitted properly on the aeronautical Fixed Telecommunications Network (AFTN) and are therefore prohibited. The only accepted symbols are: ’ · ? : ( ) , = / and +. If the symbol & is used in an aerodrome name, it shall be replaced by the word “and”\textsuperscript{12}. An apostrophe shall be used in lieu of a quotation mark. There will be no space between sets of brackets, between a word and a bracket, and between words separated by a period or a hyphen. This ensures uniformity in NOTAM summaries.

Field 11 Multi-part NOTAM indicator, if applicable. If the text exceeds 1800 characters, the NOTAM is divided into parts and an indication of the number of parts is indicated.

Example:  PART 1 OF 3

4.1.4  Text

Field 12 The text shall begin with a four-character group to identify the FIR, aerodrome, facility or obstruction. (Refer to section 4.4.)

The remainder of the text is in plain language, using abbreviations and acronyms as shown in Appendices C and D and approved ICAO location identifiers. To accommodate other automated systems, when entering text, effort should be made to minimise the use of punctuation to the extent practicable.

4.1.5  Validity Line

Field 13 or Field 14, and Field 15, when required, shall appear on the same line as the last group of the text.

Field 13 TIL used for NOTAM with a defined expiry time.

Field 14 TIL APRX used for NOTAM with an estimated expiry time.

Field 15 Date-time group used to identify TIL or TIL APRX expiry time.\textsuperscript{13}

4.1.6  Additional Information

Distribution requirements as per local instructions, originator’s name, contact telephone number and time of receipt of information shall be added at the bottom of the form. Also, the method of dissemination shall be checked, either AFTN or VOICE ONLY.

\textsuperscript{11} The only time an FIR NOTAM will refer to the ACC in Field 10 shall be for NOTAM published under the ACC in the CFS. For example, PAL outages.

\textsuperscript{12} The word “and” is used provided the number of characters for field 10 is not exceeded.

\textsuperscript{13} Inclusion of the term UFN (until further notice) is not permitted because it is not recognized as a valid entry by processing systems.
4.2 Form NC26-0036

![Form NC26-0036 Diagram]

*Figure 5: Form NC26-0036*

4.3 NOTAM Layout

The following example illustrates the NOTAM layout.

Example:  
GG CYZZNYYY  
141736 CYYYYFYX  
120001 NOTAMN CYYY BAIE-COMEAU  
CYBC ILS 10 U/S  
1201150600 TIL APRX 1201191200  

GG: Telecommunications transmission priority  
CYZZNYYY: Collective address distribution indicator  
141736: Date and time of origination  
CYYYYFYX: Origin indicator  
120001: NOTAM continuity number  
NOTAMN: NOTAM type  
CYYY: NOTAM file as indicated in the CFS or the WAS under FLT PLN  
BAIE-COMEAU: Aerodrome’s name, as published in the CFS/WAS  
CYBC: Four-character group to identify the aerodrome
**ILS 10 U/S:** Text of the NOTAM, in plain language using approved abbreviations, including type and condition of facility

**1201150600:** Start date-time group¹⁴,¹⁵

**TIL APRX:** Until approximately (or TIL for a defined end time)

**1201191200:** End date-time group

### 4.4 Four-character Group

For user data processing purposes, the text in Field 12 shall begin with one of the following four-character groups, and a space:

- **CYHQ:** for information issued for national distribution under CYHQ NOTAM file;
- the aerodrome identifier: for information related to an aerodrome (including NOTAM for approach aids), or activities, obstruction or obstruction light outages at 10 NM or less of an aerodrome;
- **OBST:** for obstruction light outages, cable crossings, blasting, etc., beyond 10 NM and up to 25 NM inclusively of an aerodrome;
- **XXXX:** for activities outside Class F airspace beyond 10 NM and up to 25 NM inclusively of an aerodrome, and any other subject not already covered above, such as heli-logging, parajumping, gliding, laser display, etc.; or
- the FIR identifier: CZVR, CZEG, CZWG, CZYZ, CZUL, CZQM or CZQX, for information related to a specific FIR or beyond 25 nautical miles (NM) of any aerodrome;
- **CYR–**, **CYD–** or **CYA–**: for Class F airspace, followed by a space and the number of the particular CYR, CYD or CYA, as listed in the *Designated Airspace Handbook* (TP1820);
- the two or three-character identifier of a NAVAID: followed by hyphen(s) to complete the four-character group; or
- **CZNB:** NOTAM issued by Arctic Radio.

¹⁴ There is no dedicated field for the start time. The start time is usually indicated in field 12.

¹⁵ The use of WEF in lieu of a date-time group is prohibited because it is not recognized as a valid entry by processing systems. WEF can only be used in the text of a NOTAM permanently amending data.
5 Specifications

5.1 General Specifications

5.1.1 NOTAM Files

The NOTAM files are four-letter indicators under which domestic NOTAM are disseminated, stored and retrieved by electronic means. There are more than 200 NOTAM files used in Canada divided into three categories: National, FIR and Aerodrome. Certain NOTAM files are designated bilingual and NOTAM information under these files shall be distributed in English and in French.

Each General Manager, Flight Information Region (GM FIR) is responsible for assigning air navigation facilities and services to NOTAM files and for assigning those NOTAM files to FIC and FSS within their area of responsibility. As a general rule, an air navigation facility or service can be assigned to only one NOTAM file. Generally, a NOTAM file can be assigned to only one FSS or FIC and each NOTAM file is assigned at least one alternate FSS or FIC for dissemination on the Aeronautical Fixed Telecommunication Network (AFTN).

National NOTAM
National NOTAM are of general interest to all users. The NOTAM file identifier is CYHQ.

FIR NOTAM
FIR NOTAM are not associated with a specific aerodrome or include information affecting two or more sites within the same FIR. They also include:

- Class F airspace
- airspace restriction
- military exercises
- changes to published information for areas or routes
- ATS system change trial
- volcanic activity
- PAL frequencies
- en route RCO frequencies
- navigation facilities not listed under a specific aerodrome in the Aerodrome/Facility directory section of the CFS or WAS
- other hazard or activities occurring beyond 25 nautical miles of any aerodrome

The FIR NOTAM file identifiers are CZVR, CZEG, CZWG, CZYZ, CZUL, CZQM and CZQX. A separate NOTAM shall be issued for each FIR when more than one FIR is affected.

The airspace surrounding forest fires is defined by CARs 601.15 and 601.16 as restricted airspace. Therefore, NOTAM on forest fires, as with any other airspace restriction, are filed under the appropriate FIR NOTAM file. In exceptional circumstances, the Minister may request that these NOTAM be also issued under an aerodrome NOTAM file. Refer to section 5.4 Airspace.
Aerodrome NOTAM

With the exception of NOTAM issued under the National or under the appropriate FIR NOTAM file, as identified in the preceding sections, aerodrome NOTAM describe information of particular interest to a specific aerodrome at 25NM or less from said aerodrome. They describe information such as:

- services
- facilities
- operations
- hazards
- activities

The Aerodrome NOTAM file identifiers are specified under the appropriate Flight Planning (FLT PLN) entry in the Aerodrome/Facility Directory section of the CFS or WAS. An Aerodrome NOTAM file identifier can be used by more than one aerodrome.

NOTAM for Arctic Radio RCO frequencies are published under the CZNB NOTAM file identifier.

5.1.2 Date-Time Group and Time Period

The time is expressed in coordinated universal time and indicated to the nearest minute.

The day begins at 00:00 and ends at 23:59.

![Figure 6 UTC Day versus Local Day Normal Time and Daylight Saving Time](image)

**Figure 6 UTC Day versus Local Day Normal Time and Daylight Saving Time**

5.1.2.1 Date-time Group

The date-time group is composed of ten figures expressed as YYMMDDHHMM. The letters YY represent the last two numbers of the year; MM represent the month; DD the day; HH the hours; and MM the minutes.

Example: 1212251200 for the 25th day of December 2012, 1200 UTC.

Ten digit date-time groups are only used to depict the NOTAM start and end times. All NOTAM (except NOTAMC and NOTAM amending data permanently) shall always include a start and end time. If the activity has started before the NOTAM is published, the start time shall be the current time, that is, the time at which the NOTAM is sent to the NOF for validation. If the activity follows a schedule, the schedule will be inserted immediately before the start/end time line.

The format is:

```
[NOTAM CONTENT]
[NOTAM TIME SCHEDULE]
[NOTAM START TIME] TIL (or TIL APRX) [NOTAM END TIME]
```

"TIL" is used for NOTAM with a defined expiry time while "TIL APRX" is used for NOTAM with an estimated expiry time.
A NOTAM with "TIL" will be automatically removed from the database at the expiry time. A NOTAM with an approximate end time (TIL APRX) shall be replaced (NOTAMR) or cancelled (NOTAMC) before the TIL APRX time is reached. A NOTAM with "TIL APRX" remains available until it is replaced or cancelled but its validity cannot be guaranteed. The TIL APRX date-time shall always be a date and time at which the information can be verified or updated by the originator, that is, normal working hours for the NOTAM originator.

The expressions TIL or TIL APRX is only used just before the last date-time group. The words TIL, TILL, UNTIL, UNTILL or any other variation of these expressions shall not be used in the text of the NOTAM (Form NC26-0036 Field 12) because information that follows these expressions is not be distributed by AFTN.

5.1.2.2 NOTAM Time Schedule

A schedule is inserted only when the information contained in a NOTAM is occurring during more than one period within the overall "in force" period. The start of the first time period shall correspond to the Start date-time group and the end of the last period shall correspond to End date-time group unless days of the week are used and the NOTAM is in force for more than a week. Refer to 5.1.2.5 example 7. The periods shall be in chronological order.

All days (MON, TUE, WED, etc.), dates (OCT 12, DEC 13, etc.) and times (1300, 2230, etc.) are in Universal Coordinated Time (UTC). H24 begins at 0000Z and ends at 2359Z.

![Figure 7: NOTAM Schedule in Relation to the NOTAM Validity](image)

5.1.2.3 Punctuation

A hyphen (-) means 'TO' or 'FROM-TO'.

Commas shall not be used for the enumeration of days or dates (for example, DEC 10, 11, 12, 13, 14).

An oblique (/) shall not be used in NOTAM schedules.
5.1.2.4 Schedule Syntax

Different syntax can be used to express the schedule:

a. When the activity is a succession of identical periods of less than 24 hours on consecutive days, the following syntax is used: [START TIME]–[END TIME] DLY

Example 1: RWY 03/21 CLSD
1700-2230 DLY
1212241700 TIL 1212262230

Figure 8: Daily Periods

Example 2: RWY 03/21 CLSD
2200-0900 DLY
1305142200 TIL 1305170900

Figure 9: Daily Periods Spanning Midnight

b. When the activity covers more than 24 hours, the following syntax is used:

[MONTH] [START DATE] [START TIME]–[END DATE] [END TIME]

Example: AUG 14 1200–16 1730, AUG 17 0100–18 1300

Figure 10: Periods of More Than 24 Hours
c. When the activity covers non identical periods of less than 24 hours on particular days, the following syntax is used:

\[ \text{[MONTH]} \ [\text{DATE}] \ [\text{START TIME}]-[\text{END TIME}] \ [\text{START TIME}]-[\text{END TIME}] \]

Example: AUG 14 1200-1730, AUG 16 0700-1200 1630-2200, AUG 18 1200-1800

Figure 11: Non-identical Periods of Less Than 24 Hours

d. When the activity is taking place in groups of identical periods of less than 24 hours on consecutive days, the following syntax is used:

\[ \text{[MONTH]} \ [\text{START DATE}]-[\text{END DATE}] \ [\text{START TIME}]-[\text{END TIME}] \]

Example: AUG 15-18 1000-1900, AUG 19-21 0800-1400

Figure 12: Groups of Identical Periods of Less Than 24 Hours

e. When the activity is a succession of non-identical periods of less than 24 hours that span midnight Zulu on consecutive days, the syntax below is used. In periods spanning midnight, the dates listed in the schedule refer to the beginning of each time “block”.

\[ \text{[MONTH]} \ [\text{DATE}] \ [\text{START TIME}]-[\text{END TIME}] \text{ or } \text{[MONTH]} \ [\text{START DATE}]-[\text{END DATE}] \ [\text{START TIME}]-[\text{END TIME}] \]

Example: 120001 NOTAMN CYKA KAMLOOPS
CYKA TEXT TEXT TEXT TEXT
AUG 11 2030-0300,
AUG 12 2000-0200,
AUG 13-16 2100-0430
13081112030 TIL 1308170430

Figure 13: Sets of Periods Spanning Midnight
f. When the activity is a succession of identical periods of less than 24 hours on non-consecutive days, the syntaxes below are used:

\[ \text{[MONTH]} \ [\text{DATE}] \ [\text{DATE}] \ [\text{DATE}] \ [\text{START TIME}] - [\text{END TIME}] \]

Example: \[ \text{DEC 08 10 11 13 1200-2200} \]

\[ \text{DEC 08 0000-2359} \]

\[ \text{DEC 09} \]

\[ \text{DEC 10} \]

\[ \text{DEC 11} \]

\[ \text{DEC 12} \]

\[ \text{DEC 13} \]

1200-2200

1200-2200

1200-2200

1200-2200

Figure 14: Identical Periods, Non-consecutive Days (1)

\[ \text{[MONTH]} \ [\text{START DATE}] - [\text{END DATE}] \ [\text{START TIME}] - [\text{END TIME}] \text{ AND [MONTH]} \ [\text{START DATE}] - [\text{END DATE}] \ [\text{START TIME}] - [\text{END TIME}] \]

Example: \[ \text{FEB 20-24 1200-1900, } \]
\[ \text{FEB 26-28 1300-1900, } \]
\[ \text{MAR 02-05 1000-1300} \]

\[ \text{FEB 20 0000-2359} \]

\[ \text{FEB 21} \]

\[ \text{FEB 22} \]

\[ \text{FEB 23} \]

\[ \text{FEB 24} \]

\[ \text{FEB 25} \]

\[ \text{FEB 26} \]

\[ \text{FEB 27} \]

\[ \text{FEB 28} \]

\[ \text{MAR 01} \]

\[ \text{MAR 02} \]

\[ \text{MAR 03} \]

\[ \text{MAR 04} \]

\[ \text{MAR 05} \]

\[ \text{= 1200-1900} \]

\[ \text{= 1300-1900} \]

\[ \text{= 1000-1300} \]

Figure 15: Identical Periods, Non-consecutive Days (2)

5.1.2.5 Examples

Continuous Time

Example 1: \[ \text{RWY 03/21 CLSD} \]
\[ 1212252230 \text{ TIL } 1212261700 \]

Identical Periods of less than 24 Hours on Consecutive Days

Example 2: \[ \text{RWY 03/21 CLSD} \]
\[ 1700-2230 \text{ DLY} \]
\[ 1212241700 \text{ TIL } 1212252230 \]

Example 3: \[ \text{RWY 03/21 CLSD} \]
\[ \text{FEB 08-28 2000-2200} \]
\[ \text{MAR 01-05 1800-2200} \]
\[ 1202082000 \text{ TIL } 1203052200 \]

Example 4: \[ \text{RWY 03/21 CLSD} \]
\[ 0800-1015 1100-1430 1945-2300 \text{ DLY} \]
\[ 1402030800 \text{ TIL } 1402272300 \]
Example 5: RWY 03/21 CLSD
03 1100-1430, 04-26 0800-1015 1100-1430 1945-2300,
27 0800-1015 1100-1430
1402031100 TIL 1402271430

Time Period on Consecutive Days with a Different Period on the First and/or Last Day

Example 6: RWY 03/21 CLSD
DEC 23-25 1700-2230
DEC 26 1400-2000
1212231700 TIL 1212262000

Example 7: RWY 03/21 CLSD
DEC 24 1500-2200
DEC 26-29 0700-2230
DEC 31 1300-1600
1212241500 TIL 1212292230

Figure 16: Example 5

Activity on Non-consecutive Days

Example 8: RWY 03/21 CLSD
DEC 08 10 12 1200-2200
1212081200 TIL 1212122200

Example 9: RWY 03/21 CLSD
FEB 08 10 12 1000-1600 1800-2000,
FEB 13-28 1200-1900
MAR 01-05 1000-1300 1500-1700
1202081000 TIL 1203051700

Example 10: RWY 03/21 CLSD
OCT 12 1200-1500,
OCT 14 1130-1400 1730-1900
OCT 16 1630-2300
1210121200 TIL 1210162300

Activity on Consecutive Days in 24 Hour Periods

Example 11: RWY 03/21 CLSD
DEC 08-12, DEC 14-20 H24
1212080000 TIL 1212202359

Figure 17: H24 Periods
Combination of Day Periods\textsuperscript{16} and Time Periods

Example 12: RWY 03/21 CLSD
  WED SAT 1000-1400
  SUN-TUE 1500-1800
  1202111000 TIL 1202151400

Combination of “H24” periods with time periods on other days\textsuperscript{17}

Example 13: RWY 03/21 CLSD
  MON WED FRI H24,
  SAT SUN 0600-1700
  1303040000 TIL 1303241700

\begin{figure}[h]
\centering
\includegraphics[width=\textwidth]{example13}
\caption{Example 13}
\end{figure}

Example 14: RWY 03/21 CLSD
  MON WED FRI H24,
  SAT SUN 0600-1700
  1303020600 TIL 1303222359

\begin{figure}[h]
\centering
\includegraphics[width=\textwidth]{example14}
\caption{Example 14}
\end{figure}

\textsuperscript{16} Unless identical periods or sets of periods are associated to same days (as per examples 11 and 12) and especially when periods span midnight, it is preferable to use dates instead of days to avoid any confusion.

\textsuperscript{17} The start and end time can correspond to any of the days and time stated in the schedule if the overall in force period is more than 7 days.
Activity Relative to Day, Night, Morning or Evening Twilight Period

Example 15: RWY 03/21 CLSD SS-SR
120062136 TIL 1201081242

Example 16: RWY 03/21 CLSD
SS PLUS25 MIN-SR MINUS25 MIN
120062201 TIL 1201081217

Example 17: RWY 03/21 CLSD
SR MINUS25 MIN-SS PLUS25 MIN
120061201 TIL 1201082201

Figure 20: Morning and Evening Twilight

5.1.3 NOTAM Cancellation

A reference to the subject returning to its initial status shall be included in the text of a NOTAMC. A time entry at the end of the text shall not be included in a NOTAMC.

Example 1: 120002 NOTAMC 120001 CYSC ST-GEORGES
VLV- BEAUCE VOR/DME 117.2/CH119 SVCBL

Example 2: 120002 NOTAMC 120001 CYEG EDMONTON INTL
CYEG RWY 12/30 OPN

Example 3: 120002 NOTAMC 120001 CYGP BONAVENTURE
CYVB ALTIMETER SETTING AVBL

Example 4: 120002 NOTAMC 120001 CYPE PEACE RIVER
CYPE OBST LGT SVCBL

Example 5: 120002 NOTAMC 120001 CYXU LONDON
CYXU TKOF RWY 15 AUTH

Example 6: 120002 NOTAMC 120001 CZVR VANCOUVER FIR
CYA- 102(M) BLACK ROCK DEACTIVATED

For civil twilight, the number of minutes before sunrise and after sunset varies according to the latitude, longitude and time of year. In the above example, SR MINUS25 MIN means "sunrise minus 25 minutes" and SS PLUS25 MIN means "sunset plus 25 minutes". The NOTAM start and end date-time groups must correspond to these calculations.
5.1.4 Permanent Aeronautical Publication Change

A permanent change to published information shall be coordinated with the AIM SD Data Collection Unit and should take effect on an established publication date and time.

If a change takes place on any other date, and the information is pertinent to aviation safety, a NOTAM shall be issued following a request by the AIM SD Data Collection Unit. If the AIM SD Data Collection Unit cannot be contacted and the information needs to be distributed without delay, a NOTAM can be issued with a TIL APRX time using the example in section 5.3.14. The AIM SD Data Collection Unit will revise the NOTAM with a NOTAMR when made aware of the matter, if the permanent change to the published information has been accepted. The AIM SD Data Collection Unit is also responsible to initiate NOTAM for newly constructed permanent human-made obstructions.

The NOTAM does not mention the name of a publication unless the change concerns a specific published product. For NOTAM amending publications not issued under the authority of NAV CANADA, the phrase AMEND PUB NOT ISSUED UNDER THE AUTH OF NAV CANADA shall be used to refer to the amended publications. Quoted text in NOTAM on permanent amendments to publications may use abbreviations used in those publications even if they differ from the abbreviations in Appendix C and D of this manual.

For a permanent amendment to a publication taking effect at a future date, the acronym WEF will be used at the beginning of the text right after the four-letter identifier, followed by the date and time at which the amendment will take place, following the format YYYY MMM DD HHMM (for example, 2013 MAR 15 0500).

A NOTAM will not be used to amend the WAS if the change pertains to information contained in the CFS that has already been amended.

Example 1: 120001 NOTAMN CYBM BRAMPTON
CNC3 WEF 2014 JAN 15 0800
AMEND PUB: SERVICES: FUEL:
DELETE 100LL
RWY DATA AND AD SKETCH: ADD RWY 15 AND 33 TURN AROUND BAYS
75 FT X 75 FT
LIGHTING: TO READ: 15(TE HI)AP, 33 AS(TE HI)AP, 08(TE ME), 26(TE ME)
ARCAL 123.3 TYPE K
PRO: ADD: ACFT WITH MAIN GEAR TRACK 18 FT AND OVER USE RWY 15/33
THEN TURN AROUND BAY AND BACKTRACK TO TWY D AND APN.
CAUTION: ADD: NARROW TWY (18 FT) EXC TWY D (24 FT)

Example 2: 120001 NOTAMN CYPA MEADOW LAKE
CYLJ AMEND NDB RWY 09 APCH:
REMOTE ALT SETTING SOURCE (RASS): ADD: WHEN USING COLD LAKE
ALTIMETER ADD 180 FT TO ALL PROC ALT

Example 3: 120001 NOTAMN MONTREAL FIR
CZUL AMEND PUB: RR23 BTN KR AND UM:
MOCA TO READ 4200 VICE 3800

Example 4: 120001 NOTAMN CYSC DRUMMONDVILLE
CSC3 AMEND PUB: CAUTION: ADD:
POSSIBILITY OF DEER ON RWY AT NGT

Example 5: 120001 NOTAMN CYQK KENORA
CYQK AMEND PUB: NEW TOWER 494606N 943016W (APRX 6 NM WSW AD) 383 FT
AGL 1539 MSL. LGTD
Example 6: 120001 NOTAMN CYEE COOKSTOWN
    CCT2 AMEND PUB: TOWER 441621N 794047W
    (APRX 3 NM N AD) TO READ: 226 FT AGL 1175 MSL
    VICE 196 FT AGL 1145 MSL

A NOTAM permanently amending the publications must be cancelled after the information has
been published.

Example: 120002 NOTAMC 120001 CYBM BRAMPTON
    CNC3 INFO PUB

Cancellation of a NOTAM amending permanently a publication before publication of the information is not
allowed. Occasionally, AIM may request that a NOTAM amending a publication be cancelled because
the information will not be published. In such instances, if the information reverts to what was already
published, a NOTAMR, without an expiry time, must be issued with the correct information. The NOTAMR
should then be cancelled by the originator approximately two weeks after its issuance with the text INFO
SUFFICIENTLY PROMULGATED.

Example: 120001 NOTAMN CYDN SELKIRK
    CKL2 AMEND PUB: DELETE SVC

120002 NOTAMR 120001 CYDN SELKIRK
    CKL2 AMEND PUB: SVC TO READ: FUEL: 100LL, OIL: ALL, SERVICING:
    SERVICING/MINOR REPAIRS

120003 NOTAMC 120002 CYDN SELKIRK
    CKL2 INFO SUFFICIENTLY PROMULGATED

5.2 Facility Closure and Limited Operations

5.2.1 Aerodrome

Permanent closure of an aerodrome not corresponding with a publication date shall be advertised by
NOTAM using the text AD PERMANENTLY CLSD.

Example 1: 120001 NOTAMN CYKZ HOLLAND LANDING(SILVERLINE HELICOPTERS) (HELI)
    CHL2 AMEND PUB: AD PERMANENTLY CLSD

Short-term closure of an aerodrome can be advertised by NOTAM stating AD CLSD and include a time.
The reason for closure may also be included. An aerodrome can be open but its use restricted.

Example 2: 120001 NOTAMN CYIV GODS RIVER
    CZGI AD CLSD DUE GRASS FIRE
    YYMMDDHHMM TIL YYMMDDHHMM

Example 3: 120001 NOTAMN CYUL MONTREAL/POINT ZERO(HELI)
    CP26 AD CLSD
    YYMMDDHHMM TIL APRX YYMMDDHHMM

19 To avoid any confusion, the word ‘restricted’ is not used in the NOTAM text as it can be construed to
mean both available and not available.
Example 4: 120001 NOTAMN CYRL PIKANGIKUM (WATER)  
CKH4 AD CLSD DUE LOW WATER  
YYMDDHHMM TIL APRX YMMDDHHMM

Example 5: 120001 NOTAMN CYTZ TORONTO/BILLY BISHOP TORONTO CITY AIRPORT  
CYTZ AD CLSD DUE FIREWORKS ACT RADIUS 1 NM 433739N 792346W (AD) SFC TO 2000 FT MSL.  
YYMDDHHMM TIL YMMDDHHMM

5.2.2 Aerodrome Services and ARFF

When published significant services at aerodromes, such as customs, fuel, de-icing or jet aircraft starting unit are temporarily unavailable, a NOTAM shall be issued.

Example 1: 120001 NOTAMN CYUL BROMONT (ROLAND DESOURDY)  
CZBM FUEL 100LL NOT AVBL  
YYMDDHHMM TIL YMMDDHHMM

A NOTAM shall also be issued for changes to the category or the hours of operation of aircraft rescue and fire-fighting (ARFF) services.

Example 2: 120001 NOTAMN CYYZ TORONTO/LESTER B.PEARSON INTL  
CYYZ ARFF DOWNGRADED TO CAT 6  
YYMDDHHMM TIL YMMDDHHMM

Example 3: 120001 NOTAMN CYLW KELOWNA  
CYLW ARFF DOWNGRADED TO CAT 5:  
MON 2130-2330  
TUE-FRI 0425-0615 2130-2330, SAT 1425-1615 2310-2359 AND  
SUN 0000-0015 0220-0700 1400-1655 2255-2355  
YYMDDHHMM TIL YMMDDHHMM

5.2.3 Runway

5.2.3.1 Runway Closure

A NOTAM shall be issued for the closure of a runway. If provided, the reason for the closure, such as maintenance, construction, ice, snow or disabled aircraft, can be included.

A runway that is closed by NOTAM is not used for take-off or landing. A runway that is made available only with prior notice or to certain types of operations is in effect open. The appropriate wording to be used in these circumstances is found in this section in the Runway Unavailable sub-section.

Example 1: 120001 NOTAMN CYXC FAIRMONT HOT SPRINGS  
CYCZ RWY 15/33 CLSD DUE CONST  
YYMDDHHMM TIL YMMDDHHMM

Example 2: 120001 NOTAMN CYCL BATHURST  
CZBF RWY 10/28 CLSD DUE SN  
YYMDDHHMM TIL APRX YMMDDHHMM

Example 3: 120001 NOTAMN CYXE SASKATOON/JOHN G.DIEFENBAKER INTL  
CYXE RWY 15/33 CLSD DUE MAINT AVBL AS TWY  
YYMDDHHMM TIL YMMDDHHMM
Example 4: 120001 NOTAMN CYND OTTAWA/GATINEAU
        CYND RWY 09/27 CLSD DUE DISABLED ACFT THR 09
        YYMMDDHHMM TIL APRX YYMMDDHHMM

Note: If a runway is closed in accordance with a reduced visibility operation plan (RVOP), the reason
for the closure shall not be included in the NOTAM.

5.2.3.2 Partial Runway Closure (without Published Declared Distances)
A NOTAM shall be issued for the closure of a portion of a runway. If no declared distances are published,
the NOTAM shall include the length of the closed portion and amount of usable runway remaining. If
available, a description of the closed runway markings will be included.

Example: 120001 NOTAMN CYYT SPRINGDALE
        CCD2 FIRST 500 FT RWY 28 CLSD, USABLE RWY LEN REMAINING 2300 FT
        YYMMDDHHMM TIL YYMMDDHHMM

5.2.3.3 Partial Runway Closure (with Published Declared Distances)
A NOTAM shall be issued when the declared distances are changed due to a partial runway closure.

If a portion of the runway is closed, the NOTAM shall include the length of the closed portion, with the
reference starting at the threshold of the closed portion, and the revised declared distances. If available, a
description of the closed runway markings will be included. In some cases, if the runway can only be used
in one direction, it may be more practical to close the “far end” portion of the runway for better
visualisation (example 2).

Example 1: 130001 NOTAMN CYUL MONTREAL/PIERRE ELLIOTT TRUDEAU INTL
        CYUL FIRST 1700 FT RWY 06R CLSD. THR 06R IS RELOCATED 1700 FT.
        DECLARED DIST:
        RWY 06R TORA 7900 TODA 8884 ASDA 7900 LDA 7900
        RWY 24L TORA 7900 TODA 7900 ASDA 7900 LDA 7900
        YYMMDDHHMM TIL YYMMDDHHMM

Example 2: 130001 NOTAMN CYYZ TORONTO/LESTER B.PEARSON INTL
        CYYZ TKOF AND LDG RWY 33R NOT AUTH. LAST 1595 FT RWY 15L CLSD.
        DECLARED DIST:
        RWY 15L TORA 9291 TODA 9291 ASDA 9291 LDA 9291
        FULL LEN RWY 15L AVBL 10 MIN PN
        YYMMDDHHMM TIL YYMMDDHHMM

5.2.3.4 Runway Width Reduction
A NOTAM may be issued when a runway is closed along its length, thus reducing its width. If provided,
the reason for the partial closure, such as resurfacing, and the restrictions if applicable,20 to aircraft size,
shall be included.

Example: 120001 NOTAMN CYVC LA RONGE(BARBER FIELD)
        CYVC EAST 75 FT RWY 18/36 FULL LEN CLSD DUE RESURFACING. WEST 75 FT
        NOT AVBL TO ACPT WITH A WING SPAN GREATER THAN 50 FT.
        YYMMDDHHMM TIL YYMMDDHHMM

20 To avoid any confusion, the words 'restricted' is not used in the NOTAM as it can be construed to mean
both available and not available.
5.2.3.5 Runway Unavailable
The following phrases are used to describe the availability or unavailability of an open runway:

- RWY XX/YY AVBL MIL USE ONLY
- RWY XX/YY AVBL CANADIAN MIL USE ONLY
- RWY XX/YY AVBL PPR
- RWY XX/YY AVBL [time XX min] PN
- RWY XX/YY AVBL FOR MEDEVAC ONLY
- RWY XX/YY AVBL FOR SKED FLT ONLY
- RWY XX/YY AVBL FOR [aircraft type] ONLY
- RWY XX/YY NOT AVBL [aircraft type]
- RWY XX/YY NOT AVBL FOR [activity type or ops type]
- RWY XX/YY NOT AVBL FOR ACFT HEAVIER THAN...
- RWY XX/YY NOT AVBL FOR ACFT WING SPAN GREATER THAN...
- RWY XX/YY NOT AVBL FOR IFR OPS
- RWY XX/YY NOT AVBL FOR VFR OPS

5.2.3.6 Runway Section Unavailability (with Published Declared Distances)
If a portion of a runway is unavailable and the declared distances are published for this runway, the NOTAM shall include the length of the portion not available, the way and conditions to make it available and the revised declared distances.

Example 1: 130001 NOTAMN CYTS TIMMINS/VICTOR M.POWER
CYTS FIRST 1000 FT RWY 03 NOT AVBL DUE MAINT. THR 03 IS RELOCATED
1000 FT. FULL RWY LEN AVBL 30 MIN PN 555-111-2222. DECLARED DIST
WHEN FIRST 1000 FT NOT AVBL:
RWY 03 TORA 5000 TODA 5600 ASDA 5000 LDA 5000
RWY 21 TORA 5000 TODA 6984 ASDA 5000 LDA 5000
YYMMDDHHMM TIL YYMMDDHHMM

Example 2: 130001 NOTAMN CYTS TIMMINS/VICTOR M.POWER
CYTS FIRST 1500 FT RWY 28 NOT AVBL DUE PAINTING. THR 28 IS RELOCATED
1500 FT. FULL RWY LEN AVBL TO SKED FLT DECLARED DIST FOR NON SKED FLT:
RWY 10 TORA 3407 TODA 5891 ASDA 3407 LDA 3407
RWY 28 TORA 3407 TODA 4391 ASDA 3407 LDA 3407
YYMMDDHHMM TIL YYMMDDHHMM

Although prior permission is required (PPR) at certain aerodromes, some users may have a standing arrangement for authorization; therefore, such NOTAMs can also be issued for PPR aerodromes.
5.2.3.7 Runway Section Unavailability (without Published Declared Distances)

If a portion of a runway is unavailable and no declared distances are published for this runway, the NOTAM shall include the length of the portion not available, the length of the remaining runway when a section is not available and the way and conditions to make it available.

Example:  
130001 NOTAMN CYQB MONTMAGNY  
CSE5 FIRST 500 FT RWY 08 NOT AVBL DUE MAINT.  
THR 08 IS RELOCATED 500 FT. USABLE LEN REMAINING WHEN THR IS RELOCATED 2510 FT.  
FULL RWY LEN AVBL 30 MIN PN 555-111-2222.  
YYMMDDHHMM TIL YYMMDDHHMM

5.2.3.8 Work on Runway

A NOTAM may also be issued for work on a runway during hours when air/ground ATS communications (aerodrome advisory service, remote aerodrome advisory service or control service) are not available. If the runway is not closed, identify the runway where work is being conducted, and describe the type of work.

The following are examples of different scenarios and the associated NOTAM.

Example 1: For aerodromes with radio communication means of providing prior notice to the working crew on the runway, a NOTAM to advise pilots of the type of work conducted is acceptable. The way to provide the notice and the time in which the runway can be made available shall be mentioned in the NOTAM.

120001 NOTAMN CYEG WETASKIWIN REGIONAL  
CEX3 PAINTING RWY 12/30 AVBL 15 MIN PN UNICOM 123.5  
YYMMDDHHMM TIL YYMMDDHHMM

Example 2: For aerodromes without radio communication means of providing prior notice to the crew working on the runway, a NOTAM to advise pilots of the type of work conducted is acceptable. A caution can be added in the NOTAM for pilots to verify that the runway is unobstructed prior to landing. The phrase ACTIVATE ARCAL xx MIN PRIOR TO LDG (or) ETA can be added to the example.

120001 NOTAMN CYCL CHARLO  
CYCL CRACKFILLING RWY 12/30. VERIFY RWY UNOBS TRUCTED PRIOR TO LDG  
YYMMDDHHMM TIL YYMMDDHHMM

5.2.3.9 Take-off and Landing Restrictions (General)

A NOTAM shall be issued if take-off or landing is not authorized on a specific runway. The text of the NOTAM shall include the affected runway and, if provided, the reason for the restriction. This terminology assumes the runway is still open. If take-off and landing is not authorized from both ends of a runway, the runway is closed and the NOTAM text reads RWY XX/YY CLSD.

Example 1:  
130001 NOTAMN CYXU LONDON  
CYXU TKO F RWY 33 NOT AUTH DUE CONST  
YYMMDDHHMM TIL YYMMDDHHMM

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22 In case of snow and ice clearing operations, the type of work on the runway can be included on the NOTAMJ as a remark. A NOTAMN or NOTAMR cannot be issued to identify snow or ice clearing operations. Refer to Chapter 7 for examples.
Example 2: 130001 NOTAMN CYYG CHARLOTTETOWN
          CYYG LDG Rwy 21 NOT AUTH
          YYYYMMDDHHMM TIL YYYYMMDDHHMM

Example 3: 130001 NOTAMN CYVR VANCOUVER INTL
          CYVR TKOF Rwy 08L AND 26R NOT AUTH WHEN RVR BLW 1200 FT
          YYYYMMDDHHMM TIL YYYYMMDDHHMM

5.2.3.10 Take-off or Landing Limitations (with Published Declared Distances)
If take-off or landing is limited to a portion of a runway for which declared distances are published, a NOTAM will be issued including the revised declared distances. If take-off and landing are not authorized in one direction of a runway, these declared distances will not be included in the NOTAM. If limited operations are permitted and landing or take-off is not authorized in one direction, the length of the closed portion of the runway should be included and the applicable declared distances identified with the words NOT USABLE.

Example: 130001 NOTAMN CYHZ HALIFAX/STANFIELD INTL
          CYHZ FIRST 4400 FT Rwy 32 CLSD DUE CONST. LDG/TKOF Rwy 14 NOT AUTH.
          LDG Rwy 32 NOT AUTH.
          DECLARED DIST:
          Rwy 32: TORA 3300 TODA 4284 ASDA 3300 LDA NOT USABLE
          YYYYMMDDHHMM TIL YYYYMMDDHHMM

5.2.3.11 Runway Re-designation
When a runway re-designation occurs at a date other than an AIRAC date or at an AIRAC date while it has not been modified in the publications, a NOTAM will be issued as per the following example:

Example: CYZZ WEF YYYY MMM DD HHMM AMEND PUB: RWY 17/35 REDESIGNATED 16/34

If instrument procedures are associated with the re-designated runway, the NOTAM will include a reference, as per the following NOTAM:

Example: CYZZ WEF YYYY MMM DD HHMM AMEND PUB: RWY 17/35 REDESIGNATED 16/34.
          INSTR PROC REF:
          RWY 17 ARE NOW FOR USE ON RWY 16
          RWY 35 ARE NOW FOR USE ON RWY 34.

5.2.4 Runway Threshold
A NOTAM shall be issued for the displacement of a threshold.

5.2.4.1 Threshold Displacement (with Published Declared Distances)
If the threshold is displaced, the NOTAM shall indicate the position of the displaced threshold, a description of the obstacle causing the displacement (including position relative to threshold and heights AGL and MSL) and the revised declared distances.

Example: 130001 NOTAMN CYQB QUEBEC/JEAN LESAGE INTL
          CYQB THR 06 DISPLACED 2500 FT DUE CRANE 500 FT BFR THR 06 AND 50 FT
          LEFT EXTENDED RCL 60 FT AGL 303 MSL, LGTD DECLARED DIST:
          RWY 06 TORA 9000 TODA 9984 ASDA 9000 LDA 6500
          RWY 24 TORA 9000 TODA 9000 ASDA 9000 LDA 9000
          YYYYMMDDHHMM TIL YYYYMMDDHHMM
5.2.4.2 Threshold Displacement (without Published Declared Distances)

The NOTAM shall indicate the position of the displaced threshold and description of the obstacle causing the displacement (including position relative to threshold and heights AGL and MSL).

Example: 130001 NOTAMN CYYT SPRINGDALE
          CCD2 THR 28 DISPLACED 500 FT DUE OBST 1000 FT
          BFR THR 28 ON EXTENDED RCL. 70 FT AGL 920 MSL NOT LGTD
          YYMMDDHHMM TIL YMMDDHHMM

5.2.4.3 Further Threshold Displacement (Beyond Partial Closure)

If a portion of the runway is closed and the threshold of the closed portion is further displaced, the NOTAM shall include:

- the length of the closed portion
- the position of the further displaced threshold
- a description of the obstacle causing further displacement (including position relative to displaced threshold and heights AGL and MSL)
- declared distances (if applicable)
- a description of the closed runway markings, if available

Example: 130001 NOTAMN CYYC CALGARY INTL
          CYYC FIRST 1000 FT RWY 35L CLSD. THR 35L FURTHER DISPLACED 1000 FT
          DUE CRANE ON CLSD PORTION OF RWY
          30 FT AGL 3587 MSL, NOT LGTD
          DECLARED DIST:
          RWY 17R TORA 11675 TODA 11675 ASDA 11675 LDA 11675
          RWY 35L TORA 11675 TODA 12659 ASDA 11675 LDA 10675
          YYMMDDHHMM TIL YMMDDHHMM

5.2.4.4 Further Threshold Displacement (Beyond the Published Displaced Threshold)

If a threshold is displaced beyond published displacement, the NOTAM shall read like the following example:

Example: 130001 NOTAMN CYZ TORONTO/LESTER B.PEARSON INTL
          CYZ THR 23 DISPLACED 200 FT BEYOND PUB DTHR DUE OBST 615 FT BEYOND
          THR 23 AND 300 FT LEFT RCL, 38 FT AGL, 592 MSL. MARKED BY ORANGE
          MARKERS AND WING BAR LGT EITHER SIDE RWY. FOR RWY 23 DEP, ACFT
          REQUIRING FULL LEN MUST NOTIFY GROUND CTL UPON INITIAL CTC.
          DECLARED DIST:
          RWY 05 TORA 10775 TODA 10775 ASDA 10775 LDA 10640
          RWY 23 TORA 10775 TODA 12104 ASDA 10775 LDA 10090
          YYMMDDHHMM TIL YMMDDHHMM

5.2.5 Runway Arresting Gear

A NOTAM shall be issued for the unserviceability of runway arresting gear. The text will refer to the threshold closest to where the cable is located.

Example 1: 120001 NOTAMN CYQQ COMOX
            CYQQ RAG 30 U/S
            YYMMDDHHMM TIL YMMDDHHMM
A NOTAM should also be issued for temporary arresting gear installation. The type of the cable shall be identified.

Example 2: 120001 NOTAMN CYQL LETHBRIDGE COUNTY
CYQL RAG (TYPE BAK-12) 1500 FT FM THR 23
YYMMDDHHMM TIL YYMMDDHHMM

5.2.6 Taxiway

A NOTAM can be issued for the closure or partial closure of a taxiway. If a taxiway is closed, taxiway intersections across the closed taxiway are available unless otherwise indicated. If provided, the reason for the closure can be included.

The various ways to describe taxiway closures are not limited to the following examples.

Example 1: 130001 NOTAMN CAAA SUMSPOT/SUNNY SUMSPOT MUNI
CAAA TWY A CLSD
YYMMDDHHMM TIL YYMMDDHHMM

Figure 21: Graphical Representation of NOTAM 130001

Example 2: 130002 NOTAMN CAAA SUMSPOT/SUNNY SUMSPOT MUNI
CAAA TWY A CLSD
YYMMDDHHMM TIL YYMMDDHHMM

Figure 22: Graphical Representation of NOTAM 130002
Example 3: 130003 NOTAMN CAAA SUMSPOT/SUNNY SUMSPOT MUNI  
CAAA TWY A CLSD BTN TWY B AND C AND BTN TWY E AND F  
YYMDDHHMM TIL YYMDDHHMM

Figure 23: Graphical Representation of NOTAM 130003

5.2.7 Holding Bay

A NOTAM can be issued for the closure of a holding bay.

Example: 140001 NOTAMN CYUL MONTREAL/PIERRE ELLIOTT TRUDEAU INTL  
CYUL HOLDING BAY 24L CLSD.  
YYMDDHHMM TIL YYMDDHHMM

5.2.8 ATS Unit

A NOTAM shall be issued for ATS unit evacuation, temporary closure or relocation, or for other unusual circumstances caused by the same factor. The cause is stated in the NOTAM.

The text of the NOTAM shall mention all related affected services and facilities.

When affected air navigation facilities and services relate to only one aerodrome, the NOTAM is issued under the appropriate aerodrome.

Example 1: 120001 NOTAMN CYFB IQALUIT  
CYFB FSS CLSD  
FREQ 122.2, 121.5, 243.0 AND 296.2 UNMONITORED,  
NDB FROBAY YFY 204, ILS 35 AND DME IFB CH36 UNMONITORED, VDF U/S.  
RVR 35 AND METAR NOT AVBL, RWY LGT AND  
ALS 35 ON CONTINUOUSLY INST 5  
YYMDDHHMM TIL YYMDDHHMM

Example 2: 120001 NOTAMN CYZP SANDSPIT  
CYZP DUE EQPT FAILURE: TERRACE RDO RCO 122.3 AND 296.2 U/S  
ALL NAV/IDS UNMONITORED  
YYMDDHHMM TIL YYMDDHHMM

When affected air navigation facilities and services relate to more than one aerodrome, the information can be issued in one NOTAM under the appropriate FIR NOTAM file or in two different NOTAM: one under the affected aerodrome, with the information related to that site, and the other under the appropriate FIR NOTAM file or under another aerodrome if the remaining of the information pertains to only that other aerodrome.
Example 3: 120001 NOTAMN CZUL MONTREAL FIR
CZUL MONT-JOLI FSS CLSD
MONT-JOLI METAR AND RVR 06 NOT AVBL,
RWY LGT AND ALS ON CONTINUOUSLY INTST 5
BAIE-COMEAU RVR 10 NOT AVBL THE FLW FREQ UNMONITORED:
MONT-JOLI FREQ 122.1 AND 121.5, BAIE-COMEAU FREQ 118.3,
GASPE FREQ 122.3,
ILES-DE-LA-MADELEINE FREQ 123.15, THE FLW NAVAIDS UNMONITORED:
MONT-JOLI LOC 06
BAIE-COMEAU ILS 10 AND
GASPE NDB GP 232, VOR/DME YGP 115.4/CH101 AND LOC 10
YYMMDDHHMM TIL YYMMDDHHMM

Example 4: 120001 NOTAMN CYZF YELLOWKNIFE
CYZF FSS AND TWR EVACUATED
FREQ 121.5, 243.0, 121.9, 118.5 AND 340.8 AND ALL NAVAIDS
UNMONITORED VDF U/S. RVR AND ATIS NOT AVBL
RWY LGT AND ALS 34 ON CONTINUOUSLY
YYMMDDHHMM TIL APRX YYMMDDHHMM

When an ATS unit is temporarily relocated, the NOTAM shall indicate the new location if required and list the impact on services and equipment.

Example 5: 120001 NOTAMN CYEG EDMONTON INTL
CYEG TWR RELOCATED TO 531842N 1133506W (PLH FUEL SVC BLDG). TWR VISUAL SIGNALS, RVR AND WIND DATA INFO NOT AVBL. RADAR, FREQ 124.1, 121.5, 127.4, 275.6 AND 381.2 U/S. RWY 12/30, TWY A, A1, A2, A3 AND A4 NOT VISIBLE FM LOCATION. EXP DLA (QUANTIFY) AND RESTRICTIONS
YYMMDDHHMM TIL APRX YYMMDDHHMM

5.2.9 Reduced System Capacity
A NOTAM shall be issued if restrictions or delays are anticipated due to reduced system capacity. The restrictions or maximum anticipated delays shall be included.

Example 1: 120001 NOTAMN CZVR VANCOUVER FIR
CZVR DUE TO REDUCED SYSTEM CAPACITY AND ANTICIPATED TFC DEMANDS, IFR ACFT CAN EXP DEP/ARR DLA OF UP TO 15 MIN AT VANCOUVER INTL. ACFT INBOUND TO CYVR FM LOCATIONS OF LESS THAN 500 NM CAN ANTICIPATE GROUND DLA OF UP TO 15 MIN. IFR TRAINING FLT NOT AUTH AT CYYJ, CYCD AND CYXX. VFR ACFT CAN ANTICIPATE RESTRICTIONS
YYMMDDHHMM TIL YYMMDDHHMM

Example 2: 120001 NOTAMN CZVR VANCOUVER FIR
CZVR DUE TO REDUCED SYSTEM CAPACITY AND ANTICIPATED TFC DEMANDS, VFR ACFT CAN ANTICIPATE RESTRICTIONS AND MAY BE DENIED FLT IN TML CLASS C AIRSPACE
YYMMDDHHMM TIL YYMMDDHHMM
Example 3: 120001 NOTAMN CZVR VANCOUVER FIR
CZVR DUE TO REDUCED SYSTEM CAPACITY AND ANTICIPATED TFC DEMANDS, VFR TFC PlANNED ABV 2500 FT MSL MAY ANTICIPATE ALTERNATE ROUTING AND/OR ALT IN VICTORIA TML CLASS C AIRSPACE
YYMMDDHHMM TIL YYMMDDHHMM

Example 4: 120001 NOTAMN CZVR VANCOUVER FIR
CZVR DUE TO REDUCED SYSTEM CAPACITY AND ANTICIPATED TFC DEMANDS, IFR TRAINING FLT IN VANCOUVER TML AIRSPACE USING CYYJ, CYCD AND CYXX NOT AUTH
YYMMDDHHMM TIL YYMMDDHHMM

Example 5: 120001 NOTAMN CZVR VANCOUVER FIR
CZVR DUE TO REDUCED SYSTEM CAPACITY AND ANTICIPATED TFC DEMANDS, INTL IFR FLT TRANSITTING VANCOUVER FIR FM SEATTLE, OAKLAND AND ANCHORAGE AIRSPACE MAY BE SPACED UP TO 15 NM IN TRAIL WITH ANTICIPATED DLA OF UP TO 20 MIN. DOM IFR FLT ALONG W COAST AND TO NORTHERN AD CAN ANTICIPATE GROUND OR AIRBORNE DLA OF UP TO 15 MIN
YYMMDDHHMM TIL YYMMDDHHMM

Example 6: 120001 NOTAMN CZEG EDMONTON FIR
CZEG DUE TO REDUCED SYSTEM CAPACITY IN EDMONTON ACC, ALL WESTBOUND ACPT ORIGINATING IN EUROPE DESTINED TO USA LOWER 48 STATES OR CANADA SHALL ARRANGE FLT TO BE S OF NCA22 WESTBOUND NO LATER THAN 0230 OR REMAIN CLEAR OF THE CZEG FIR E OF 105W
YYMMDDHHMM TIL YYMMDDHHMM

Example 7: 120001 NOTAMN CYQA MUSKOKA
CYQA DUE TO REDUCED SYSTEM CAPACITY ANTICIPATE UP TO 15 MIN DLA FOR REMOTE AD ADVISORY SVC
YYMMDDHHMM TIL YYMMDDHHMM

Example 8: 120001 NOTAMN CYQQ COMOX
CYQQ DUE TO REDUCED SYSTEM CAPACITY VFR FLT FLW NOT AVBL WITHIN COMOX MTCA
YYMMDDHHMM TIL YYMMDDHHMM

5.2.10 CARS and UNICOM

A NOTAM shall be issued to indicate when a CARS operates at different hours than the published hours. When there could be a misunderstanding, the text shall indicate when it is open and when it is closed.

If the change is for a week or longer, or if the NOTAM refers to a permanent amendment to publications, the text shall only indicate when the CARS is open.

When UNICOM hours of operations are not published, a NOTAM cannot be issued to change those hours.

Example 1: 120001 NOTAMN CYVP AUPALUK
CYLA CARS CLSD
YYMMDDHHMM TIL YYMMDDHHMM

Example 2: 120001 NOTAMN CYGZ GRISE FIORD
CYGZ CARS HR OF OPS:
TUE FRI SAT 13-21 (DT 12-20)
YYMMDDHHMM TIL YYMMDDHHMM
5.3 NAVAID and IFR Procedures

5.3.1 NAVAID

A NOTAM shall be issued for the unserviceability of a NAVAID.23

The name of the NAVAID shall be included in the text of the NOTAM if it differs from the name of the aerodrome as listed in the CFS or WAS.

Example 1: A NAVAID with a name that differs from the name of the associated aerodrome

120001 NOTAMN CYXC CRANBROOK/CANADIAN ROCKIES INTL
SX-- SKOOKUM NDB 368 U/S
YYMMDDHHMM TIL YYMMDDHHMM

Example 2: A NAVAID with a name that is the same as the name of the associated aerodrome

120001 NOTAMN CYYY BAIE-COMEAU
YBC-- VOR/DME 117.7/CH124 U/S
YYMMDDHHMM TIL YYMMDDHHMM

Example 3: An enroute NAVAID not published in the Aerodrome/Facility Directory of the CFS or WAS will be issued under the appropriate FIR NOTAM file. The location identifier in Field 10 will be the FIR name and the name of the NAVAID shall be included in the text.

120001 NOTAMN CZYZ TORONTO FIR
YXI-- KILLALOE VOR/DME 115.6/CH103 U/S
YYMMDDHHMM TIL YYMMDDHHMM

5.3.2 DND NAVAID Available for Canadian Military Use Only

A serviceable DND NAVAID may be advertised for its availability to the Canadian Forces only with the wording FOR CANADIAN MIL USE ONLY. The NOTAM can be issued without the word CANADIAN if any military aircraft can use the facility.

Example:

120001 NOTAMN CYBG BAGOTVILLE
CYBG ILS 29 AVBL FOR CANADIAN MIL USE ONLY
YYMMDDHHMM TIL YYMMDDHHMM

5.3.3 Unmonitored NAVAID

A NOTAM shall be issued if a NAVAID becomes unmonitored. The term UNMONITORED shall be used.

Example 1: 120001 NOTAMN CQYQ SYDNEY/J.A.DOUGLAS MCCURDY
QY-- NDB 263 UNMONITORED
YYMMDDHHMM TIL AFRX YYMMDDHHMM

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23 Published private NAVAID unserviceabilities shall be issued as a NOTAM upon advice from the owner/operator.
If the monitoring of several NAVAIDs is lost, and those NAVAIDs, located at different sites, are monitored by one site, the status of those NAVAIDs can be issued in a single NOTAM under the appropriate FIR NOTAM file.

Example 2: 120001 NOTAMN CZEG EDMONTON FIR
CZEG DUE ACC EQPT FAILURE
FLW NAVAIDS UNMONITORED:
BAKER LAKE VOR/DME YBK 114.5/CH92, HALL BEACH VOR/DME YUX
117.3/CH120, KEY LAKE VOR/DME YKJ 115.3/CH100
YYMMDDHHMM TIL APRX YYMMDDHHMM

5.3.4 NAVAID Operating at Reduced Power

A NOTAM shall be issued if a NAVAID operates at 50 percent or less than its nominal power.

Example: 120001 NOTAMN CYYR MAKKOVIK
YFT- NDB 339 OPR 50 PCT PWR OR LESS
YYMMDDHHMM TIL APRX YYMMDDHHMM

5.3.5 Facility ON TEST

The phrase ON TEST DO NOT USE may only be used when a newly installed approach lighting system not yet published and whose operation is not controlled from an air/ground communication facility is being flight checked.

A NOTAM stating ON TEST DO NOT USE should not be issued more than 24 hours prior to the beginning of the test or flight-check.

5.3.6 NAVAID Rotation

For NAVAID rotations, two NOTAMs will be issued: one under the aerodrome NOTAM file where the NAVAID is published, with a reference to the instrument procedures, and one under the FIR NOTAM file where the NAVAID is located, with a reference to the enroute radials. If the NAVAID serves solely for approaches, not associated with any route, only the NOTAM under the aerodrome NOTAM file will be issued. If the NAVAID is not published under an aerodrome in the CFS, only the NOTAM under the FIR NOTAM file will be issued.

If the NAVAID rotation is performed before the information is published, the NOTAM will include a TIL time of the publication and will not include the phrase “AMEND PUB”.

Example 1: 120001 NOTAMN CYBR BRANDON MUNI
YBR- BRANDON VOR 113.8 ROTATION, ADD 5 DEG TO ALL PUB INSTR PROC RDL ASSOCIATED WITH YBR. SPECIFIC RDL ISSUED BY ATC SHALL BE ADHERED TO AS PER THE RECEIVED AND ACKNOWLEDGED CLEARANCE.
YYDDMMHHMM TIL YYMMDD0901

120001 NOTAMN CZWG WINNIPEG FIR
YBR- BRANDON VOR 113.8 ROTATION, ADD 5 DEG TO ALL PUB ENROUTE RDL ASSOCIATED WITH YBR. SPECIFIC RDL ISSUED BY ATC SHALL BE ADHERED TO AS PER THE RECEIVED AND ACKNOWLEDGED CLEARANCE.
YYDDMMHHMM TIL YYMMDD0901
If the information is contained in the upcoming publications and the NAVAID rotation has not yet been performed, the text of the NOTAM will include a start time (of the publication) and a TIL APRX time of the proposed rotation and flight check. After rotation and flight check are completed, the NOTAM will be cancelled at the request of NCFO.

Example 2: 120001 NOTAMN CYWK WABUSH
YWK- VOR 112.3 ROTATION, ADD 4 DEG TO ALL PUB INSTR PROC RDL ASSOCIATED WITH YWK. SPECIFIC RDL ISSUED BY ATC SHALL BE ADHERED TO AS PER THE RECEIVED AND ACKNOWLEDGED CLEARANCE.
YYMMDD0901 TIL APRX YYMDDHMM

120001 NOTAMN CZUL MONTREAL FIR
YWK- WABUSH VOR 112.3 ROTATION, ADD 4 DEG TO ALL PUB ENROUTE RDL ASSOCIATED WITH YWK. SPECIFIC RDL ISSUED BY ATC SHALL BE ADHERED TO AS PER THE RECEIVED AND ACKNOWLEDGED CLEARANCE.
YYMMDD0901 TIL APRX YYMDDHMM

5.3.7 ILS

A NOTAM shall be issued for an instrument landing system when one of the following occurs:

a. The glide path component of an ILS fails and the localizer is still operational (only the glide path is deemed unserviceable).

Example: 120001 NOTAMN CYZT PORT HARDY
CYZT ILS GP 11 U/S
YYMDDHMM TIL YYMDDHMM

b. The localizer component of an ILS fails (the whole ILS is considered unserviceable).

Example: 120001 NOTAMN CYYC CALGARY INTL
CYYC ILS 35L U/S
YYMDDHMM TIL YYMDDHMM

c. Separate ILS serving opposite ends of runway fail simultaneously (both ILS are mentioned in the NOTAM).

Example: 120001 NOTAMN CYEG EDMONTON INTL
CYEG ILS 12 AND 30 U/S
YYMDDHMM TIL APRX YYMDDHMM

The identification or the frequency of the ILS or glide path shall not be mentioned in the text.

5.3.8 Localizer

When a localizer is not associated with an ILS, the term LOC is used. If the localizer is associated with a runway, as stated in publications, the runway number shall be included. The identification or the frequency of the localizer shall not be mentioned in the text.

Example: 120001 NOTAMN CYBX LOURDES-DE-BLANC-SABLON
CYBX LOC 05 U/S
YYMDDHMM TIL APRX YYMDDHMM
5.3.9 TACAN/VORTAC

A TACAN and a VORTAC have split capabilities: they are able to give azimuth and DME information simultaneously or either one separately.

If the VOR and TACAN of a VORTAC are unserviceable, the frequency and channel are included.

Example: 120001 NOTAMN CYMJ MOOSE JAW/AIR VICE MARSHAL C.M. MCEWEN
          YMJ- VORTAC 113.4/CH81 U/S
          YYMMDDHHMM TIL YYMMDDHHMM

If the VOR of a VORTAC is unserviceable, the VOR frequency is included.

Example: 120001 NOTAMN CYZF YELLOWKNIFE
          YZF- VOR 115.5 U/S
          YYMMDDHHMM TIL YYMMDDHHMM

If both the azimuth and DME of a stand-alone TACAN, or of a TACAN portion of a VORTAC, are unserviceable, the channel is included.

Example: 120001 NOTAMN CYOD COLD LAKE/GROUP CAPTAIN R.W. MCNAIR
          UOD- TACAN CH82 U/S
          YYMMDDHHMM TIL YYMMDDHHMM

For VORTAC or stand-alone TACAN, if only one portion of the TACAN, azimuth or DME, is unserviceable, a statement about the serviceability of the other portion of the TACAN shall be included.

Example 1: 120001 NOTAMN CYTR TRENTON
            UTR- TACAN CH34 AZM U/S DME AVBL
            YYMMDDHHMM TIL YYMMDDHHMM

Example 2: 120001 NOTAMN CYBG BAGOTVILLE
           XBG- TACAN CH55 DME U/S, AZM AVBL
           YYMMDDHHMM TIL YYMMDDHHMM

If the azimuth or DME of a TACAN is unserviceable and the other is unmonitored, use this syntax:

Example: 140001 NOTAMN CYUL ST-JEAN
          YJN- TACAN CH105 AZM U/S DME UNMONITORED
          YYMMDDHHMM TIL YYMMDDHHMM

5.3.10 VOR/DME

A NOTAM addressing a VOR/DME outage shall include the identifier, frequency and channel. If only one portion of the VOR/DME fails it shall be considered as a single NAVAID failure (refer to section 5.3.11 VOR or 5.3.12 DME).

Example: 120001 NOTAMN CYQG WINDSOR
          YQG- VOR/DME 113.8/CH85 U/S
          YYMMDDHHMM TIL YYMMDDHHMM

5.3.11 VOR

A NOTAM addressing a VOR outage shall include the identifier and frequency.

Example: 12001 NOTAMN CYFB IQALUIT
          YFB- FROBAY VOR 117.4 U/S
          YYMMDDHHMM TIL YYMMDDHHMM
5.3.12 DME

A NOTAM addressing a DME outage shall include the identifier and the channel.

Example 1: 120001 NOTAMN CYRB RESOLUTE BAY
             YRB- DME CH58 U/S
             YYMMDDHHMM TIL YYMMDDHHMM

Example 2: 120001 NOTAMN CYYL LYNN LAKE
             YYL- DME CH73 U/S
             YYMMDDHHMM TIL YYMMDDHHMM

Example 3: 120001 NOTAMN CYYZ TORONTO/LESTER B.PEARSON INTL
             IJS- DME CH28 U/S
             YYMMDDHHMM TIL YYMMDDHHMM

Example 4: 120001 NOTAMN CYYZ TORONTO/LESTER B.PEARSON INTL
             IDP- DME CH56(Y) U/S
             YYMMDDHHMM TIL YYMMDDHHMM

5.3.13 NDB

A NOTAM addressing an NDB outage shall include the identifier and frequency.

Example: 120001 NOTAMN CYND OTTAWA/GATINEAU
          3U-- NDB 414 U/S
          YYMMDDHHMM TIL YYMMDDHHMM

5.3.14 CAT II or III

5.3.14.1 Downgrade Due to Equipment Failure or Malfunction

A NOTAM shall be issued when a CAT II or III system is temporarily downgraded due to equipment failure or malfunction with the exception of the glide path and localizer. The reason(s), as follows, shall be included in the text:

- CAT II/III approach, runway or essential taxiway lighting unserviceability
- RVR unavailability appropriate to the category
- Commercial or standby power unserviceability
- ILS outside CAT II/III tolerances

Example 1: 120001 NOTAMN CYVR VANCOUVER INTL
            CYVR ILS CAT II AND III APCH RWY 26R NOT AUTH. RVR A 26R NOT AVBL
            YYMMDDHHMM TIL YYMMDDHHMM

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24 If the glide path or localizer fails, there is no need to specify CAT II or CAT III since the CAT I approach is not possible. Therefore, the NOTAM would read ILS GP XX U/S or ILS XX U/S.
25 Two RVR sensors are required for each CAT II/III runway, one near the touchdown point, designated the “A” system, and one near the mid-point, normally half-way down the runway, designated the “B” system. In addition to the aforementioned requirements for CAT II, an additional RVR sensor designated as the “C” system, located near the rollout end of the runway is required for CAT III operations.
26 The reasons for the ILS to be outside CAT II/III tolerances can be caused, for example, by a significant change in ground conditions (ice or snow) since the last flight inspection. The definition of "significant change" is left to individual aerodrome electronic maintenance staff.
5.3.14.2 Downgrade Due to IP Criteria Provisions

A NOTAM shall be issued when a CAT II or III approach is downgraded due to instrument approach procedure criteria (TP 308) provisions such as, but not limited to, runway certification changes, penetration of the protected surfaces due to a temporary obstacle or due to a delay on the annual or routine flight inspection of more than 30 days. The reason, if provided, shall be included in the NOTAM.

Example 1:
120001 NOTAMN CYVR VANCOUVER INTL
CYVR ILS CAT III APCH RWY 26R NOT AUTH.
YYMMDDHHMM TIL YYMMDDHHMM

Example 2:
120001 NOTAMN CYVR VANCOUVER INTL
CYVR ILS CAT II AND III APCH RWY 26R NOT AUTH DUE DLA IN FLT INSPECTION.
YYMMDDHHMM TIL YYMMDDHHMM

Example 3:
120001 NOTAMN CYVR VANCOUVER INTL
CYVR ILS CAT II AND III APCH RWY 26R NOT AUTH DUE CONST. AUTH AVBL 2 HR PN (555)555-5555
YYMMDDHHMM TIL APRX YYMMDDHHMM

5.3.15 Published Approaches

A change to information for an approach shall include the name of the approach. Only the responsible instrument procedure design unit can originate these NOTAM.

Example:
120001 NOTAMN CYFD BRANTFORD
CYFD NDB RWY 05 (GNSS) APCH:
NDB MINIMA TO READ 1320 (505) 1 1/2
YYMMDDHHMM TIL APRX YYMMDDHHMM

5.3.16 Low or Reduced Visibility Procedures

A NOTAM pertaining to low visibility procedures and reduced visibility procedures should be issued for aerodromes where such procedures are published, if one of the following is out of service. The NOTAM shall state the reason.

Airport Surface Detection Equipment (ASDE)
NOTAM shall not be issued for ASDE unserviceabilities if the ASDE is not part of low visibility procedures.

Example:
120001 NOTAMN CYYZ TORONTO/LESTER B.PEARSON INTL
CYYZ LOW VIS PROC NOT AUTH.
AP SFC DETECTION EQPT U/S
YYMMDDHHMM TIL YYMMDDHHMM
Stop Bar/Runway Guard Light System
Example: 120001 NOTAMN CYZZ TORONTO/LESTER B.PEARSON INTL
CYZZ LOW VIS PROC NOT AUTH. STOP BARS AND RWY GUARD LGT SYSTEM U/S
YYMDDHHMM TILYYMDDHHMM

120001 NOTAMN CYYG CHARLOTTETOWN
CYYG REDUCED VIS PROC NOT AUTH. STOP BARS AND RWY GUARD
LGT SYSTEM U/S
YYMDDHHMM TIL YYMDDHHMM

Surface Guidance and Control System
This includes taxiway centreline lights, taxiway intersection lights, and stop bars/runway guard lights. If
only one portion of the system is unserviceable, the whole system is shut off.

Example: 120001 NOTAMN CYZZ TORONTO/LESTER B.PEARSON INTL
CYZZ LOW VIS PROC NOT AUTH. SFC GUIDANCE AND CTL U/S
YYMDDHHMM TIL YYMDDHHMM

Runway Not Available
When the ability to operate in low visibility procedure only on a certain runway is not available, the
NOTAM on the low visibility procedure would refer to that particular runway. For such possibility, the
identified runway low visibility procedure for each of these runways has to be published as such.

Example: 120001 NOTAMN CYZZ TORONTO/LESTER B.PEARSON INTL
CYZZ LOW VIS PROC RWY 05 NOT AUTH. STOP BARS U/S
YYMDDHHMM TIL YYMDDHHMM

When one element of the surface guidance and control system used for the low visibility procedure is
unserviceable, such as taxiway centreline lights or taxiway intersection lights, but an alternate routing is
available, then the NOTAM would only mention the element unserviceability without referring to the low
visibility procedure.

5.3.17 RVR Sensor
A NOTAM shall be issued when an RVR sensor fails resulting in the RVR reading not being available.
The runway, and if applicable, the alpha designator associated with the sensor, shall be indicated in the
text. If the sensor fails at a site where an ILS CAT II or III approach exists, only one NOTAM is issued
using the first example of section 5.3.14.

Example: 120001 NOTAMN CYYX GREENWOOD
CYYX RVR 26 NOT AVBL
YYMDDHHMM TIL YYMDDHHMM

5.3.18 MTCU
If a temporary MTCU is established, a NOTAM shall be issued including the defined area, altitudes,
frequencies used and hours of operation. A military unit may establish a temporary MTCU to support
military exercises if co-ordinated with the ACC.

Example: 120001 NOTAMN CYEV INUVIK (MIKE ZUBKO)
CYEV MIL TML CTL UNIT (MTCU) ESTABLISHED WITHIN CONTROLLED AIRSPACE,
RADIUS 40 NM CENTRE 681829N 1333254W (INUVIK YEV VOR). SFC TO FL280
INCLUSIVE, FREQ 126.2, 244.9
YYMDDHHMM TIL YYMDDHHMM
5.3.19 WAAS

A NOTAM will be issued when LPV, WAAS-based LNAV/VNAV or LNAV service is predicted to be unavailable for a period of more than fifteen minutes.

NOTAM issued under an aerodrome NOTAM file will read one of the following: LPV APCH NOT AVBL, LPV AND WAAS-BASED LNAV/VNAV APCH NOT AVBL, or WAAS-BASED LNAV APCH NOT AVBL.

NOTAM issued under one or more FIR NOTAM files will read: LPV AND WAAS-BASED LNAV/VNAV APCH NOT AVBL (and description of area such as: WEST OF A LINE FM WHITEHORSE TO CALGARY).

NOTAM issued under the National NOTAM file (CYHQ) will read one of the following: LPV AND WAAS-BASED LNAV/VNAV APCH NOT AVBL, or WAAS UNMONITORED.

Example 1: 120001 NOTAMN CYKF KITCHENER/WATERLOO CYKF LPV APCH NOT AVBL YYMDDHHMM TIL YYMDDHHMM

Example 2: 120001 NOTAMN CYSU SUMMERSIDE CYSU WAAS-BASED LNAV APCH NOT AVBL YYMDDHHMM TIL YYMDDHHMM

Example 3: 120001 NOTAMN CYHQ NATIONAL CYHQ WAAS UNMONITORED YYMDDHHMM TIL APRX YYMDDHHMM

5.3.20 GPS Interference

A NOTAM is issued in the case of GPS interference exercises that affect GPS-based navigation and approaches. The NOTAM describes the affected area. When the loss of signal is planned to last a few seconds within the time period, the phraseology SHOULD NOT BE PLANNED is used. A NOTAM is issued for each FIR affected by the GPS signal loss.

Example 1: 120001 NOTAMN CZEG EDMONTON FIR CZEG DUE TO GPS JAMMING EXER, GPS INTERMITTENT LOSS OF SIGNAL MAY BE EXPERIENCED IN COLD LAKE MIL TML CTL AREA AND WITHIN CYR204, 221, 222, 223, 224 AND 225. GPS BASED OPS AND RNAV GNSS APCH SHOULD NOT BE PLANNED AT THE FLW AD: BUFFALO NARROWS (CYVT) ILE-A-LA-CROSSE (CJF3) BEAUVAL (CJK3) MEADOW LAKE (CYLJ) BONNYVILLE (CYBF) LLOYDMINSTER (CYLL) LAC LA BICHE (CYLB) AND KIRBY LAKE (CRL4). INFORM ATC IF LOSS OF GPS SIGNALS AFFECTS ABILITY TO NAVIGATE. SFC TO UNL. YYMDDHHMM TIL YYMDDHHMM

Example 2: 120001 NOTAMN CZYZ TORONTO FIR C ZyZ DUE GPS INTERFERENCE EXER GPS INTERMITTENT LOSS OF SIGNAL MAY BE EXPERIENCED IN THE VCY OF XLI KILLALOE FM 350 RDL CLOCKWISE TO 090 RDL FM A 250 NM ARC AT FL240 DECREASING IN AREA WITH DECREASING ALT TO 130 NM ARC AT 10000 FT MSL TO 70 NM ARC AT 3000 FT MSL AND TO SFC WITHIN 70 NM. GPS BASED OPS AND RNAV GNSS APCH SHOULD NOT BE PLANNED AT THE FLW AD: PEMBROKE (CYTA) MANIWAKI (CYMW) AND MONT-LAURIER (CSD4). INFORM ATC IF LOSS OF GPS SIGNALS AFFECTS ABILITY TO NAVIGATE. YYMDDHHMM TIL YYMDDHHMM
Example 3: 120001 NOTAMN CZYZ TORONTO FIR
CZYZ GPS UNREL DUE JAMMING EXER VCY YXI KILLALOE VOR FM YXI 360 RDL CLOCKWISE TO 90 RDL ON A 20 NM ARC SFC TO BLW 4000 FT MSL FM YXI 360 RDL CLOCKWISE TO 90 RDL ON A 50 NM ARC 4000 FT MSL TO FL390. IFR OPS BASED ON GPS INCLUDING GPS BASED APCH AT PEMBROKE AD (CYTA) SHOULD NOT BE PLANNED
YYMMDDHHMM TIL YYMMDDHHMM

Example 4: 120001 NOTAMN CZVR VANCOUVER FIR
CZVR INTERMITTENT LOSS OF GPS SIGNAL MAY BE EXPERIENCED IN THE FLW AREAS:
1. AREA BOUNDED BY 5200N 12400W-5200N 11000W-4900N 12400W-5200N 12400W ABV FL180
2. AREA BOUNDED BY 5000N 12000W-5000N 11400W-4900N 11400W-5000N 12000W BLW 10000 FT MSL INFORM ATC IF LOSS OF GPS SIGNALS AFFECTS ABILITY TO NAVIGATE
YYMMDDHHMM TIL YYMMDDHHMM

Additional NOTAM may be issued to indicate that the approaches are not authorized.

Example 5: 120001 NOTAMN CYCG CASTLEGAR/WEST KOOTENAY REGIONAL
CYCG RNAV (GNSS) A APCH NOT AUTH DUE GPS INTERFERENCE EXER
YYMMDDHHMM TIL YYMMDDHHMM

5.3.21 NAVAID Identification Synchronism
A NOTAM is issued when paired identification signals are not synchronized.

Example 1: 120001 NOTAMN CYEV INUVIK (MIKE ZUBKO)
IEV- INUVIK LOC AND DME MORSE CODE IDENT PAIRING NOT SYNCHRONIZED
YYMMDDHHMM TIL APRX YYMMDDHHMM

Example 2: 120001 NOTAMN CYWG WINNIPEG/JAMES ARMSTRONG RICHARDSON INTL
YW- VOR AND TACAN MORSE CODE IDENT PAIRING NOT SYNCHRONIZED
YYMMDDHHMM TIL APRX YYMMDDHHMM

5.3.22 Restricted Use of Airways
When low and high level airways do not meet ICAO Annex 10 and CARs VIII requirements, a NOTAM may be issued to restrict the use of an airway that can be flown using other navigation systems.

Example 1: 120001 NOTAMN CZVR VANCOUVER FIR
CZVR V369 BTN YDC AND BOOTH NOT SUITABLE FOR VOR NAV
YYMMDDHHMM TIL APRX YYMMDDHHMM

Example 2: 120001 NOTAMN CZEG EDMONTON FIR
CZEG J475 BTN YWV AND ALOMO NOT SUITABLE FOR VOR NAV
YYMMDDHHMM TIL APRX YYMMDDHHMM
5.4 Airspace

The NOTAM examples presented in this section provide appropriate sample formats for given events or classification; however, circumstances may require the originating authority to deviate from these examples to clearly indicate the restriction and the operating requirements. Transport Canada approves airspace restrictions and associated NOTAM.

To comply with the requirements of ICAO Annex 15, Chapter 5, Article 5.1.1.4, at least seven days advance notice will be given, whenever possible, prior to the activation of established danger, restricted or prohibited areas and of activities requiring temporary airspace restrictions other than for emergency operations.

The phrases REMAIN CLEAR or SHALL REMAIN CLEAR may be used only for airspace restriction NOTAM approved by Transport Canada or for flow management NOTAM. A flow management NOTAM does not restrict the airspace.

The phrase REQUESTED TO REMAIN CLEAR may be used for advisory purposes.

In the case of airspace restrictions by the Minister, under 601.15, 601.16, 601.18, and section 5.1 of the Aeronautics Act, if requested by the Minister, the NOTAM shall be disseminated under the appropriate FIR and aerodrome(s) NOTAM file(s). The NOTAM disseminated under the FIR NOTAM file will make reference to only the closest aerodrome.

In the case of aerodrome NOTAM files, the following rules apply:

- The restricted airspace is 25 NM or less of at least one aerodrome that is not abandoned and for which aerodrome, prior permission or prior notice is not required.
- The restricted airspace is completely or in part below 10,000 feet above MSL.
- For the selection of aerodrome NOTAM file(s) and aerodrome(s), the area of influence is determined by extending the restricted airspace by 5 NM around the perimeter (see illustration).
- If the area of influence encompasses several aerodromes, only one (1) per NOTAM file shall be selected.
- For each NOTAM file within the area of influence, the aerodrome shall be selected according to the following criteria in order of priority:
  1. The aerodrome on which the NOTAM file identifier is based. (For example, the location identifier for OTTAWA/GATINEAU airport is CYND for which the NOTAM FILE is CYND.)
  2. A certified land aerodrome (if more than one, first in alphabetical order).
  3. A registered land aerodrome (if more than one, first in alphabetical order).
  4. A registered water aerodrome (if more than one, first in alphabetical order).
Figure 24: Area of Influence of a Restricted Airspace Defined by Sets of Coordinates

Figure 25: Area of Influence of a Restricted Airspace Defined by a Radius

In Figure 24, additional NOTAMs could be issued for the aerodromes CYOX (NOTAM file CYOX) and CYOR (NOTAM File CYOZ). In Figure 25, additional NOTAMs could be issued for the aerodromes CYO7 (NOTAM file CYOX) and CYOR (NOTAM File CYOZ).
5.4.1 Restructuring or Reclassification of Airspace

If a change to airspace structure or classification is required for a temporary period, a NOTAM shall be issued to indicate the change as approved by Transport Canada. Airspace management NOTAM may be issued directly by the Department of National Defence in coordination with NAV CANADA as long as they do not affect the airspace structure or classification as designated in the DAH.

Example 1: 120001 NOTAMN CZWG WINNIPEG FIR CZWG DAH IS AMENDED AS FLW:
GIMLI, MB CLASS D CTL ZONE IS ESTABLISHED AS FLW:
THE AIRSPACE WITHIN 5 NM RADIUS 503741N 970236W (GIMLI INDUSTRIAL PARK AIRPORT) SFC TO 5000 FT MSL.
GIMLI TWR: VHF FREQ 126.2 (PRIMARY) AND 129.975 (SECONDARY) UHF FREQ 235.4 (PRIMARY) AND 263.5 (SECONDARY) HR OF OPS: 1300-0100 DLY
YYMMDD1300 TIL APRX YYMMDD0100

Example 2: 120001 NOTAMN CZVR VANCOUVER FIR
CZVR DAH IS AMENDED AS FLW: VANCOUVER, BC
CYR###27, CLASS F RESTRICTED AIRSPACE IS DESIGNATED WITHIN 3 NM RADIUS
4918N 12310W, SFC TO 2500 FT MSL, EXCLUDING AIRSPACE WITHIN VANCOUVER INTL CTL ZONE. NO PERSON SHALL OPR AN ACFT WITHIN THE AREA DESCRIBED UNLESS AUTH BY THE USER/CONTROLLING AGENCY TEL 555-111-2222.
JUL 26 30 AND AUG 02 06, 0415-0645
1207260415 TIL 1208060645

5.4.2 Restrictions Using a Ministerial Order Made Pursuant to CAR 601.18

Only Transport Canada representatives who have appropriate ministerial delegation of authority can authorize airspace restriction NOTAM using a Ministerial Order pursuant to CAR 601.18. The text of the NOTAM will refer to the Ministerial Order; it will include a specified volume of airspace, the control of access and/or the control of activity, and expiry time or approximate expiry time.

Example: 120001 NOTAMN CYHQ NATIONAL
CYHQ PURSUANT TO CAR 601.18, BY MINISTERIAL ORDER, (DESCRIPTION OF AIRSPACE), IS RESTRICTED AS FLW: (DESCRIPTION OF RESTRICTION)
YYMMDDHHMM TIL APRX YYMMDDHHMM

5.4.3 Restrictions under Section 5.1 of the Aeronautics Act

Only Transport Canada representatives who have appropriate ministerial delegation of authority can approve airspace restriction NOTAM using Section 5.1 of the Aeronautics Act.

The Minister or any person authorized by the Minister may, by notice, prohibit or restrict the operation of aircraft on or over any area or within an airspace, either absolutely or subject to any exceptions or conditions that the Minister or person may specify.

The NOTAM shall include a reference to Section 5.1 of the Aeronautics Act, the nature of the event, a description of the area, the applicable altitudes, any exceptions or conditions to the restriction, and the expiry time or approximate expiry time.

27 ### represents the sequential CYR number assigned by Transport Canada.)
Example 1: 120001 NOTAMN CZYZ TORONTO FIR
CZYZ PURSUANT TO SECTION 5.1 OF THE AERONAUTICS ACT, THE AIRSPACE SURROUNDING TRAIN DERAILMENT IS RESTRICTED WITHIN RADIUS 5 NM CENTRE 4413N 7714W (APRX 4 NM ENE BELLEVILLE AD) SFC TO 5500 FT MSL. NO PERSON SHALL OPR AN ACFT WITHIN THE AREA DESCRIBED UNLESS AUTH BY THE CONTROLLING AGENCY, ONTARIO PROVINCIAL POLICE AT 555-111-2222. YYMMDDHHMM TIL APRX YYMMDDHHMM

Example 2: 120001 NOTAMN CZQM MONCTON FIR
CZQM PURSUANT TO SECTION 5.1 OF THE AERONAUTICS ACT, THE AIRSPACE WITHIN RADIUS 3 NM CENTRE 460658N 644043W (MONCTON/GREATER MONCTON INTL AD) IS RESTRICTED DRG THE FRANCOPHONIE SUMMIT SFC TO 2000 FT MSL. NO PERSON SHALL OPR AN ACFT WITHIN THE AREA DESCRIBED EXC FOR THE PURPOSE OF LDG AND TKOF. TACTICAL RWY USE RESTRICTIONS AS DIRECTED BY ATC MAY CAUSE UP TO 20 MIN DLA. FOR AUTH OR INFO CTC RCMP AT 555-111-2222 OR TWR AT 555-111-3333. YYMMDDHHMM TIL YYMMDDHHMM

5.4.4 Activation or Deactivation of Published Class F Airspace and Adjacent Activities

CYR, CYD and CYA NOTAM shall be issued under the appropriate FIR NOTAM file. The name of CYR, CYD or CYA, as published in the DAH, shall be included in the text.

Example 1: 120001 NOTAMN CZEG EDMONTON FIR
CYA- 264(P) BEISEKER ACT SFC TO 7000 FT MSL
YYMMDDHHMM TIL YYMMDDHHMM

Example 2: 120002 NOTAMC 120001 CZQM MONCTON FIR
CYD- 737 AND 738 HALIFAX DEACTIVATED

Example 3: 120001 NOTAMN CZQX GANDER FIR
CYR- 727 GOOSE BAY DEACTIVATED
YYMMDDHHMM TIL YYMMDDHHMM

A NOTAM cannot modify the structure or classification of airspace defined in the DAH unless approved by Transport Canada. However, a NOTAM may be issued on an activity that takes place outside but adjacent to an advisory (CYA) area. This NOTAM does not change the structure of the Class F Airspace.

Example 4: 120001 NOTAMN CZVR VANCOUVER FIR
CZVR SOARING ABV CYA121(S) HOPE SFC TO 12500 FT MSL
YYMMDDHHMM TIL YYMMDDHHMM

Note: In example 4, CYA121(S) does not have to be activated because it is permanently activated during daylight, as stated in the DAH.

If a CYA is to be activated by NOTAM and an activity is to take place outside the CYA, the following example applies.

Example 5: 120001 NOTAMN CZYZ TORONTO FIR
CYA- 513(P) PORT COLBORNE ACT. PARAJUMPS ABV CYA513(P)
SFC TO 13500 FT MSL
YYMMDDHHMM TIL YYMMDDHHMM
5.4.5 Forest Fire

NAV CANADA operational units made aware of a forest fire may issue a NOTAM under the appropriate FIR NOTAM file describing the location and size of the forest fire.

In a situation such as this, CAR 601.15 (a) applies: "No person shall operate an aircraft over a forest fire area, or over any area that is located within five nautical miles of a forest fire area, at an altitude of less than 3,000 feet AGL."

Example 1:

120001 NOTAMN CZYZ TORONTO FIR
CZYZ FOREST FIRE RADIUS 4 NM CENTRE 4800N 8131W (YTS 205024)
YYMDDHHMM TIL APRX YYMDDHHMM

Example 2:

120001 NOTAMN CZYZ TORONTO FIR
CZYZ FOREST FIRE AREA BOUNDED BY 4841N 8125W-4846N 8155W-4846N
8115W-4841N 8115W-4841N 8125W (CENTRE APRX 10 NM NNE TIMMINS/VICTOR
M.POWER AD)
YYMDDHHMM TIL APRX YYMDDHHMM

When it becomes necessary to modify the required airspace to accommodate forest fire control operations, the Minister of Transport or a delegated representative may, in accordance with CAR 601.16, issue a NOTAM increasing or reducing the size of the area as pertaining to CAR 601.15 (a).

The NOTAM shall include the:

- description of the area
- restricted airspace (including altitude)
- aircraft operating restrictions
- approximate expiry time

Example 3:

120001 NOTAMN CZYZ TORONTO FIR
CZYZ PURSUANT TO CAR 601.14, 601.15(B) AND 601.16, FOREST FIRE AREA
BOUNDED BY 4749N 8208W-4755N 8208W-4755N 8203W-4749N 8203W-4749N
8208W. RESTRICTED AIRSPACE 4745N 8210W-4800N 8210W-4800N 8200W-4745N
8200W-4745N 8210W (CENTRE APRX 50 NM SW TIMMINS/VICTOR M.POWER AD)
SFC TO 6000 FT MSL. AERIAL FIRE SUPPRESSION IN PROGRESS. EXCEPT
WHERE OPR UNDER CAR 601.17, ALL ACFT TO REMAIN CLEAR.
YYMDDHHMM TIL APRX YYMDDHHMM

Example 4:

120001 NOTAMN CZWG WINNIPEG FIR
CZWG PURSUANT TO CAR 601.14, 601.15(B) AND 601.16, FOREST FIRE AREA
RADIUS 1 NM CENTRE 5603N 9608W. RESTRICTED AIRSPACE RADIUS 1.5 NM
CENTRE 5603N 9608W (CENTRE APRX 3 NM SW YORK LANDING AD) SFC TO 6000
FT MSL. AERIAL FIRE SUPPRESSION IN PROGRESS. EXC WHERE OPR UNDER CAR
601.17, ALL ACFT TO REMAIN CLEAR. ACFT LDG/TKOF YORK LANDING AD
REMAIN N AIKEN RIVER AND CTC BIRDDOG ACFT ON 122.9 TO COOR TRANSIT
YYMDDHHMM TIL APRX YYMDDHHMM

Example 5:

120001 NOTAMN CZEG EDMONTON FIR
CZEG PURSUANT TO CAR 601.14, 601.15(B) AND 601.16, FOREST FIRE AREA
RADIUS 2 NM CENTRE 5117N 11514W. RESTRICTED AIRSPACE RADIUS 10 NM
CENTRE 5115N 11520W (CENTRE APRX 8 NM ENE BANFF AD) SFC TO 10000 FT
MSL. AERIAL FIRE SUPPRESSION IN PROGRESS. EXC WHERE OPR UNDER CAR
601.17, ALL ACFT TO REMAIN CLEAR. FOR ARR/DEP AUTH CTC BANFF FIRE
BASE 555-111-2222
YYMDDHHMM TIL APRX YYMDDHHMM
5.4.6 ESCAT (Airspace Restrictions of the Partial or Complete Shutdown of the National Civil Air Transportation System)

Only Transport Canada representatives, who have appropriate ministerial delegation of authority, depending on the type of restrictions, can approve airspace restrictions invoking a specified phase of the ESCAT. The NOTAM will specify the ESCAT phase number, the zones affected, the restrictions in effect, and the expiry time or approximate expiry time.

The NOTAM will be issued using priority DD under the appropriate FIR NOTAM file(s) or under the National NOTAM file (CYHQ) when all FIR are affected.

Example 1: 120001 NOTAMN CZVR VANCOUVER FIR CZVR EMERG SECURITY CTL OF AIR TFC (ESCAT) PHASE ONE HAS BEEN INVOKED BY THE CHIEF OF DEFENSE STAFF. ESCAT PHASE ONE REQUIRES THAT ALL FLT WITHIN ESCAT ZONE 1, 2A AND 2D FILE AN IFR OR DEFENCE VFR (DVFR) FLT PLAN. (REF TO AIM – AERONAUTICAL INFO MANUAL RAC SECTIONS 3.9 AND 12.8.2 AND CFS SECTIONS C AND F.) YYMMDDHHMM TIL APRX YYMMDDHHMM

Example 2: 120001 NOTAMN CYHQ NATIONAL CYHQ EMERG SECURITY CTL OF AIR TFC (ESCAT) PHASE TWO HAS BEEN INVOKED BY MINISTER OF NATIONAL DEFENCE. PURSUANT TO SECTION 5.1 OF THE AERONAUTICS ACT, THE MINISTER OF TRANSPORT PROHIBITS ALL FLT WITHIN ESCAT ZONES 1, 2A, 2B, 2C, 2D, 3, 4, 5A, 5B, 6, 7A AND 7B UNLESS OPR UNDER A SPECIFIC PRIORITY WITHIN THE EMERG AIR TFC PRIORITY LIST (EATPL). REF TO AIM – AERONAUTICAL INFO MANUAL RAC SECTION 12.8 AND TO CFS SECTIONS C AND F. OPR REQUIRED TO OPR FLT IN THE INTEREST OF PUBLIC SAFETY AND SECURITY THAT DO NOT QUALIFY UNDER THE ABV – NOTED PRIORITIES WITHIN THE EATPL MAY REQUEST CONSIDERATION FOR A MIL SECURITY CTL AUTH (SCA) NUMBER. FOR MORE INFO OR TO REQUEST A MIL SCA NUMBER CTC 1-877-992-6853. YYMMDDHHMM TIL APRX YYMMDDHHMM

5.5 Hazards and Activities

The NOTAM examples presented in this section provide appropriate sample formats for given events or classification.

5.5.1 Obstruction at Aerodrome

A NOTAM shall be issued when the presence of a temporary obstruction is considered to be hazardous to aircraft operation. NOTAM about obstructions shall include the following information:

- distance before or beyond a threshold and distance along, right or left of runway centreline (or extended centreline) and/or geographical co-ordinates
- height above ground and sea level elevation
- if equipped with obstruction lighting
Figure 26: Location of an Obstacle in Relation to a Runway (not to scale)

Note: Measurements are taken from the runway threshold at a 90° angle from the runway centreline or extended centreline to the obstruction.

Example 1: 120001 NOTAMN CYND OTTAWA/GATINEAU
CYND CRANE 1000 FT BEYOND THR 27 AND 500 FT RIGHT RCL, 378 FT AGL
600 MSL NOT LGTD. SR-SS
YYMMDDHHMM TIL YYMMDDHHMM

Example 2: 120001 NOTAMN CYND OTTAWA/GATINEAU
CYND CRANE 1200 FT BFR THR 27 AND 400 FT LEFT EXTENDED RCL, 378 FT
AGL 600 MSL LGTD AND PAINTED
YYMMDDHHMM TIL YYMMDDHHMM

Example 3: 120001 NOTAMN CYEE BARRIE(ROYAL VICTORIA HOSP)(HELI)
CRV2 CRANE 442454N 793934W (APRX 1534 FT E HELIPAD), 147 FT AGL 1002
MSL LGTD NOT PAINTED
YYMMDDHHMM TIL APRX YYMMDDHHMM

5.5.2 Hazards on or in the Vicinity of a Runway or Aerodrome

Short-term temporary hazards on or in the vicinity of runways or aerodromes should be broadcasted on ATIS or through air/ground communication. Aerodromes experiencing ongoing difficulties with wildlife should consider adding a caution in the CFS or WAS describing the possible hazard.

However, a NOTAM can be issued describing the hazard, other than routine work.

Example 1: 120001 NOTAMN CYTS COCHRANE
CYCN TRENCHES 4 FT DEEP 5 FT OUTSIDE RWY EDGES FULL RWY LEN ON BOTH SIDES
YYMMDDHHMM TIL APRX YYMMDDHHMM

Example 2: 120001 NOTAMN CYVP AUPALUK
CYLA BIRD ACT
YYMMDDHHMM TIL APRX YYMMDDHHMM

Example 3: 120001 NOTAMN CYGL LA GRANDE-3
CYAD POSSIBILITY OF CARIBOU ON RWY
YYMMDDHHMM TIL APRX YYMMDDHHMM
5.5.3 Human-made Obstruction

A NOTAM shall be issued for a light outage or malfunction of a structure that constitutes an obstacle to air navigation.

Obstacles to air navigation (CAR 601.23) are marked and/or lit in compliance with CAR 601.24 or as required by the Minister (CAR 601.25).

The person who has responsibility for or control over these obstacles must, in compliance with CAR 601.28, report any light outage or malfunction to an FSS or FIC. The FIC or FSS specialist sends all NOTAM proposals to the NOF. The NOF Specialists must follow the procedure described in the NOF Internal Procedure Manual.

The necessity to issue or not a NOTAM is communicated to the person who has responsibility for or control over the obstacle for future reference.

The NOTAM shall be issued under the NOTAM file of the closest aerodrome with the name of the aerodrome in Field 10. If the ground obstruction is beyond 25 nautical miles from any aerodrome, the NOTAM shall be issued under the appropriate FIR NOTAM file with a reference, in the text, to the closest aerodrome.

The NOTAM shall include the coordinates, the approximate direction and distance from the point of reference, height AGL and elevation MSL.

The FSS or FIC specialist must include in the NOTAM the contact information of the person responsible for the obstacle if known. The contact information will be stripped from the NOTAM prior to dissemination by the NOF.

Some obstructions or groups of obstructions are equipped with an Obstacle Collision Avoidance System (OCAS). The failure of the OCAS does not warrant a NOTAM. As a safety measure, when there is a failure of the OCAS, the obstruction lights are turned on and remain on continuously. Should the obstruction light itself be unserviceable, then NOTAM are composed according to the present section.

NOTAM pertaining to a new obstruction or a height increase to an existing tower are issued in accordance with section 5.1.4, examples 5 and 6.

Example 1: 120001 NOTAMN CYQK KENORA (DISTRICT HOSP) (HELI) CJG6 OBST LGT U/S TOWER 494606N 943016W (APRX 0.2 NM NNE AD) 383 FT AGL 1539 MSL YYMMDDHHMM TIL APRX YYMMDDHHMM

Example 2: 120001 NOTAMN CYQB QUEBEC/BEAUPORT (HQ) (HELI) OBST LGT U/S TOWER 470245N 711747W (APRX 11 NM N AD) 348 FT AGL 2497 MSL YYMMDDHHMM TIL APRX YYMMDDHHMM

Example 3: 120001 NOTAMN CYSU SUMMERSIDE OBST LGT U/S TOWER 464219N 641314W (O'LEARY, APRX 23 NM NNW AD) 299 FT AGL 404 MSL YYMMDDHHMM TIL APRX YYMMDDHHMM

Example 4: 120001 NOTAMN CZUL MONTREAL FIR CZUL OBST LGT U/S TOWER 523406N 655245W (APRX 41 NM SSE WABUSH AD) 350 FT AGL 1780 MSL YYMMDDHHMM TIL APRX YYMMDDHHMM

28 “Human-made obstruction” refers to structures such as towers, smokestacks, wind turbines and wind farms.
5.5.4  Heli-logging and Skyline Logging

A NOTAM may be issued for heli-logging or skyline logging operations.

Example 1: 120001 NOTAMN CYAZ BAMFIELD (WATER)
CAE9 HELI-LOGGING RADIUS 10 NM CENTRE 485715N 1251308W (APRX 8 NM NW AD) SFC TO 5000 FT MSL. SR-SS
YYMMDDHHMM TIL YYYMMDDHHMM

Example 2: 120001 NOTAMN CYKA VALEMOUNT
XXX SKYLINE LOGGING RADIUS 0.5 NM CENTRE 5305N 11933W (APRX 16 NM NW AD) SFC TO 500 FT AGL 3000 TO 5000 FT MSL. SR-SS
YYMMDDHHMM TIL YYYMMDDHHMM

5.5.5  Blasting

A NOTAM may be issued for blasting operations that have not been published. The altitude reported in the NOTAM will include the maximum height of the debris and the air blast. The abbreviation ACT (activity) used in a NOTAM refers to all functions associated with the subject. As an example, “BLASTING ACT” includes explosive set-up/blasting/dismantling of materials.

Example 1: 120001 NOTAMN CYXT KITIMAT
CBW2 BLASTING ACT RADIUS 5 NM CENTRE 540414N 1282957W (APRX 6 NM SE AD) SFC TO 2000 FT AGL
YYMMDDHHMM TIL YYYMMDDHHMM

Example 2: 120001 NOTAMN CYKA REVELSTOKE
CYRV AVALANCHE CTL BLASTING ACT 5 NM EITHER SIDE OF A LINE 5057N 11824W TO 5100N 11839W (APRX 9-18 NM WSW AD) SFC TO 12000 FT MSL FOR INFO CTC 555-111-2222
YYMMDDHHMM TIL YYYMMDDHHMM

In the Pacific Region, NOTAM will not be filed regarding blasting related to logging activities under the following circumstances:

- If using instantaneous blasting equipment (blasters will ensure the area is clear of all air traffic prior to the blast).
- If using a standard 6 minute fuse and using aeronautical frequency radio (blaster will make two transmissions on 123.2 MHz advising of the imminent blast. These transmissions will be at approximately 4 minutes and 1 minute prior to the estimated blast. These transmissions will include the geographical location referenced to prominent landmark and the time to the blast).

Notwithstanding the above two calls, if blasters detect an aircraft in the immediate vicinity of a blast they will direct a radio transmission to that aircraft using aircraft type and colour (for example, red and white helicopter, you are over an active blast site; clear the area immediately). Blasters may elect to use both methods for added safety.

Notwithstanding the above recommendations, a NOTAM will be required if the blast site is within 5 nautical miles of an aerodrome or if the blaster elects not to use either of the above procedures. In any case, the NOTAM will have a maximum duration period of 14 days.
5.5.6 Volcanic Activity

A NOTAM shall be issued for an operationally-significant change in volcanic activity. The NOTAM shall include location, date and time of volcanic eruptions and horizontal and vertical extent of the volcanic ash cloud including direction of movement, flight levels, and routes or portions of routes that could be affected.

The NOTAM shall be issued under the appropriate FIR NOTAM file by the unit receiving the advisory.

Example 1: 120001 NOTAMN CZEG EDMONTON FIR
CZEG VOLCANO ADVISORY. MOUNT SPURR, 6130N 15230W (ALASKA), ACT SINCE YYMMDDHHMM WITH ASH EMISSIONS POTENTIALLY HAZARDOUS TO AVIATION. PILOTS SHOULD REPORT ANY OBSERVATIONS TO ATS. AVOID ASH CLOUDS WHICH MAY EXTEND OVER CONSIDERABLE DIST AT ALT. REF TO ASH CLOUD PIREP AND SIGMET. YYMMDDHHMM TIL APRX YYMMDDHHMM

Example 2: 120001 NOTAMN CYHQ NATIONAL CYHQ VOLCANO ADVISORY. EYJAFJALLAJOKULL, 6338N 01937W (ICELAND) WITH ASH EMISSIONS POTENTIALLY HAZARDOUS TO AVIATION. PILOTS SHOULD REPORT ANY OBSERVATIONS TO ATS. AVOID ASH CLOUDS WHICH MAY EXTEND OVER CONSIDERABLE DIST AT ALT. REF TO ASH CLOUD PIREP AND SIGMET. YYMMDDHHMM TIL APRX YYMMDDHHMM

5.5.7 Military Activities

NOTAM related to military activities shall be issued under the appropriate FIR NOTAM file describing the area and the altitudes of activity.

Example 1: 120001 NOTAMN CZYZ TORONTO FIR
CZYZ ALGONQUIN TATEX AREA ACT. SFC TO 5000 FT MSL (REF CFS SECTION C) YYMMDDHHMM TIL YYMMDDHHMM

Example 2: 120001 NOTAMN CZVR VANCOUVER FIR
CZVR COMOX MIL LOW LVL FLYING AREA ACT. SFC TO BLW 18000 FT MSL (REF CFS SECTION C) YYMMDDHHMM TIL YYMMDDHHMM

Example 3: 120001 NOTAMN CZWG WINNIPEG FIR
CZWG MIL ACT BOUNDED BY 562931N 1101745W-5630N 1101745W-562958N 10738W-5608N 10818W AND COUNTERCLOCKWISE VIA A 125 NM ARC CENTRE ON THE UOD TACAN TO 562931N 1101745W. SFC TO FL290 YYMMDDHHMM TIL YYMMDDHHMM

5.5.8 Search and Rescue

A NOTAM may be issued for military or for CASARA operations, either actual or training. The NOTAM should include the following information for activities outside CYR or CYD airspace:

- type of activity (SAR EXER, SAR OPS, SAR ACT)
- other pertinent information such as flares and paradrops
- area of activity (radius, co-ordinates, and preferably distance and direction from the closest aerodrome, or distance and bearing from a NAVAID)
- maximum altitude, above mean sea level (MSL)
Example 1: 120001 NOTAMN CYQF INNISFAIL
   CEM4 SAR ACT RADIUS 25 NM CENTRE 520443N 1140139W (AD), SFC TO 4500 FT MSL
   YYMMDDHHMM TIL YYMMDDHHMM

Example 2: 120001 NOTAMN CYYB NORTH BAY (WATER)
   CNH7 SAR ACT WITH FLR AND PARADROPS RADIUS 10 NM CENTRE 4616N 7927W
   (APRX 4 NM SW AD) SFC TO 3500 FT MSL
   YYMMDDHHMM TIL YYMMDDHHMM

5.5.9 Airshow

A NOTAM shall be issued for an airshow event. It may be issued up to seven days in advance. Airshow information requiring extensive text and graphics should be published as an AIP Supplement. A NOTAM can be issued as a complement to the AIP Supplement for changes or clarifications.

Example 1: 120001 NOTAMN CYYY RIMOUSKI
   CYXK PARAMOTOR ACT (APRX 200) RADIUS 15 NM CENTRE 482402N 683046W
   (APRX 5 NM SSW AD) SFC TO 1500 FT AGL, IN VMC, SR-SS
   YYMMDDHHMM TIL YYMMDDHHMM

A NOTAM may be issued for Canadian Forces Snowbirds arrival sequence.

Example 2: 120001 NOTAMN CYVR VANCOUVER INTL
   CYVR SNOWBIRDS ARR SEQUENCE RADIUS 10 NM CENTRE 491141N 1231102W
   (AD), SFC TO 10200 FT MSL.
   NON-PARTICIPANTS SHALL REMAIN CLEAR OF AREA.
   YYMMDDHHMM TIL YYMMDDHHMM

A NOTAM may be issued to restrict airspace, if requested by Transport Canada.

Example 3: 120001 NOTAMN CZZY TORONTO FIR
   CZZY PURSUANT TO SECTION 5.1 OF THE AERONAUTICS ACT, EXC FOR AIRSHOW
   PARTICIPANTS, AIRSPACE IS RESTRICTED WITHIN RADIUS 6 NM CENTRE
   433739N 792346W (TORONTO/BILLY BISHOP TORONTO CITY AIRPORT AD) AND
   WITHIN AN AREA BOUNDED BY 4338N 791630W-4338N 7905W-7913W-4333N 7920W-4338N 791630W (CENTRE
   APRX 8 NM ESE CZZY AD) SFC TO 15000 FT MSL. NO PERSON SHALL OPR AN ACFT WITHIN THE AREA DESCRIBED
   UNLESS AUTH BY ATC ON 123.1 OR 555-111-2222
   YYMMDDHHMM TIL YYMMDDHHMM

Example 4: 120001 NOTAMN CZUL MONTREAL FIR
   CYR-538 AMEND DAH: CYR538 RIDEAU HALL, ON. OTTAWA AIRSHOW CLASS F
   RESTRICTED AIRSPACE IS ESTABLISHED WITHIN THE AREA BOUNDED BY A
   CIRCLE 5 NM RADIUS OTTAWA/MACDONALD-CARTIER INTL AD. SFC TO 15000 FT
   MSL. EXC FOR AIRSHOW PARTICIPANTS AND MEDEVAC/RESCUE ACFT, NO PERSON
   SHALL OPR AN ACFT WITHIN THE AREA DESCRIBED UNLESS AUTH BY THE
   CONTROLLING AGENCY ON 118.8 OR 555-111-2222
   YYMMDDHHMM TIL YYMMDDHHMM
5.5.10 Pyrotechnics and Fireworks

A NOTAM may be issued to mitigate the hazards posed by pyrotechnics and fireworks. If restricted airspace is warranted, a request should be made to Transport Canada.

Example 1: 120001 NOTAMN CYTZ TORONTO/BILLY BISHOP TORONTO CITY AIRPORT
CYTZ FIREWORKS ACT RADIUS 1 NM CENTRE 433706N 792506W (APRX 1 NM W
THR 08) SFC TO 1200 FT MSL
YYMDDHHMM TIL YYMDDHHMM

Example 2: 120001 NOTAMN CZUL MONTREAL FIR
CZUL WHITE AND GREEN PYROTECHNICS ACT WITH ORANGE SMOKE WITHIN AREA
BOUNDED BY 4935N 6600W-4935N 6610W-4945N 6610W-4945N 6600W (APRX 28 NM SSE SEPT-ILES AD) SFC TO 1300 FT MSL
YYMDDHHMM TIL YYMDDHHMM

Example 3: 120001 NOTAMN CZEG EDMONTON FIR
CZEG PURSUANT TO SECTION 5.1 OF THE AERONAUTICS ACT, THE AIRSPACE
RADIUS 1 NM CENTRE 510200N 1135700W (APRX 3 NM SE CALGARY(PETER
LOUGHEED CENTRE) (HELI) INTL AD) IS RESTRICTED DRG FIREWORKS ACT.
SFC TO 6000 FT MSL. NO PERSON SHALL OPR AN ACFT WITHIN THE AREA
DESCRIBED UNLESS THE FLT IS AUTH BY CALGARY TWR 555-111-2222
YYMDDHHMM TIL YYMDDHHMM

5.5.11 Directed Bright Light Source

A NOTAM may be issued to mitigate the hazards posed by directed bright lights. If restricted airspace is warranted, a request should be made to Transport Canada.

For directed bright lights, such as laser light activities, a NOTAM shall describe the location of the laser light source (an area for airborne laser activity), the direction of the projected beams, the hazardous effects (including vertical and lateral nominal ocular hazard distance) and other related phenomena.

Example 1: 120001 NOTAMN CYVR VANCOUVER (VANCOUVER FILM STUDIOS)(HELI)
CFS9 LASER LGT ACT 491612N 1230320W (APRX 1.3 NM WNW AD). BEAMS FM
SITE PROJECTING W BTN RDL 227 AND 267 DEG AT A 30 DEG ANGLE. LASER
LGT BEAMS MAY BE INJURIOUS TO PILOTS/AIRCREW AND PASSENGERS EYES
WITHIN 994 FT VERTICALLY AND 1148 FT LATERALLY OF THE LGT SOURCE.
FLASHBLINDNESS AND COCKPIT ILLUMINATION MAY OCCUR BEYOND THESE DIST
YYMDDHHMM TIL YYMDDHHMM

Example 2: 120001 NOTAMN CZEG EDMONTON FIR
CZEG PURSUANT TO SECTION 5.1 OF THE AERONAUTICS ACT, THE AIRSPACE
RADIUS 1 NM CENTRE 510258N 1140530W (APRX 0.5 NM WSW
CALGARY(CITY/BOW RIVER) (HELI)AD) IS RESTRICTED FOR A LASER LGT
DISPLAY. NO PERSON SHALL OPR AN ACFT WITHIN THE AREA UNLESS PRIOR
ARRANGEMENTS HAVE BEEN MADE TO HAVE LASER BEAMS SHUT OFF. STATIONARY
LASER LGT BEAMS WILL BE PROJECTED VERTICALLY. LASER LGT BEAMS MAY BE
INJURIOUS TO EYES WITHIN 2200 FT VERTICALLY OF THE LGT SOURCE.
FLASHBLINDNESS OR COCKPIT ILLUMINATION MAY OCCUR BEYOND THESE DIST
YYMDDHHMM TIL YYMDDHHMM

Example 3: 120001 NOTAMN CYKA KAMLOOPS (ROYAL INLAND HOSP)(HELI)
CBC4 HIGH INTST LGT OPS 5040N 12021W (APRX 0.7 NM WSW AD) ROTATING
SEARCHLIGHT 20 DEG OFF VERTICAL. POTENTIAL TO CREATE TEMPO EFFECTS
TO VISION
YYMDDHHMM TIL YYMDDHHMM
5.5.12  Recreational Activities

The aerodrome authority authorizes model rocket, model aircraft and kite activity at the aerodrome. These activities must be coordinated with the appropriate ATS unit when conducted within a mandatory frequency (MF) area or controlled airspace.

NOTAM on recreational activities such as parajumping, hang gliding, model aircraft flying, model rocket launching or kite flying shall include the following information:

- type of activity
- area of activity (radius, co-ordinates, and preferably distance and direction from the nearest aerodrome, or bearing and distance from a NAVAID)
- maximum altitude above mean sea level (MSL)

Example 1: 120001 NOTAMN CYYB NORTH BAY(WATER) CNH7 PARAJUMPS ACT RADIUS 2 NM CENTRE 4616N 7927W (APRX 4 NM SW AD) SFC TO 8000 FT MSL YMMDDHHMM TIL YMMDDHHMM

Example 2: 120001 NOTAMN CZUL MONTREAL FIR CZUL HOT AIR BALLOONS ACT RADIUS 20 NM CENTRE 452730N 754137W (APRX 7 NM WSW OTTAWA/GATINEAU AD, APRX 2 NM W OTTAWA/ROCKCLIFFE AD, APRX 8 NM N OTTAWA/MACDONALD-CARTIER INTL AD) SFC TO 6000 FT MSL YMMDDHHMM TIL YMMDDHHMM

Example 3: 120001 NOTAMN CYYB NORTH BAY CYYB MODEL ACFT ACT RADIUS 1 NM CENTRE 462150N 792527W (AD) SFC TO 1500 FT MSL YMMDDHHMM TIL YMMDDHHMM

Example 4: 120001 NOTAMN CYOW OTTAWA/MACDONALD-CARTIER INTL CYOW MODEL ROCKET ACT 1000 FT BFR THR 04 AND 300 FT RIGHT EXTENDED RCL, SFC TO 3000 FT MSL YMMDDHHMM TIL YMMDDHHMM

5.5.13  Large Unmanned Balloon Operations

Authorization from the minister shall be obtained and an AIP Supplement shall be issued prior to the launch of large unmanned balloons having a gas-carrying capacity of more than 115 cubic feet (3.256 cubic metres). The supplement shall cover the series of planned flights from each launching site location, time periods, balloon and payload characteristics, operating altitudes, rates of ascent, flight duration, rates of descent and other pertinent details.

A pre-launch NOTAM will be filed by the Balloon Safety Officer (BSO) at least 12 hours in advance, and will include reference to the AIP Supplement, balloon flight number, launch location, launch window, flight particulars and description of the balloon system. If the planned launch is suspended, the pre-launch NOTAM shall be cancelled.

A launch NOTAM will be filed upon lift-off of each balloon system. It will replace the pre-launch NOTAM. The information contained in this notice will include the launch location, time of launch, ascent trajectory, time through 60,000 feet (18,000 metres) or related altitude, description of balloon system, and estimated termination time and location.

The BSO will file an interruption NOTAM replacing the launch NOTAM at least one hour prior to a planned flight termination at high altitude, giving time of interruption, balloon position, trajectory forecast, time of penetration at 60,000 feet plus estimated landing location and time.
The BSO will file a termination NOTAM cancelling the interruption NOTAM as soon as practicable after payload landing.

If the balloon is expected to fly over more than one FIR, the NOTAM will be issued under each appropriate FIR.

Full dissemination by NOTAM of all information will be made in the event of a lost balloon system, or a system that descends below 60,000 feet and whose redundant termination systems fail to operate.

Example 1: Large balloon pre-launch notice (NOTAMN)

120001 NOTAMN CZWG WINNIPEG FIR
CZWG BALLOON FLT NUMBER ____, REF SUP ____ / ____.
HEAVY BALLOON LAUNCH SKED SEP 15 1700. BALLOON PAYLOAD SYSTEM LEN ____ FT ON ASCENT. PAYLOAD WEIGHT ____ LBS. RATE OF ASCENT ____ FPM.
BALLOON DIAMETER AT FLOAT ____ FT. FLOAT ALT ____ FT MSL. FLT CONTINUING
YYMMDDHHMM TIL APRX YYMMDDHHMM

Example 2: Large balloon launch notice (NOTAMR)

120002 NOTAMR 120001 CZWG WINNIPEG FIR
CZWG BALLOON FLT NUMBER ____, REF TO SUP ____ / ____.
LAUNCHED AT SEP 15 1700. SYSTEM LEN ____ FT ON ASCENT. TRAJECTORY ____ ____ ____ ____ ____ ____ ____ ____ ____ ____ ____ ____ ____ TRUE. REACHING 60000 FT MSL AT SEP 15 2200. ESTIMATED TERMINATION AT ____ N ____ W. FLT CONTINUING
YYMMDDHHMM TIL APRX YYMMDDHHMM

Example 3: Notice of large balloon interruption at high altitude (NOTAMR)

120003 NOTAMR 120002 CZWG WINNIPEG FIR
CZWG BALLOON FLT NUMBER ____, REF TO SUP ____ / ____.
WILL TERMINATE AT APRX ____ N ____ W. PAYLOAD WILL DESCEND ON A FT DIAMETER ORANGE/WHITE PARACHUTE. DESCENT TRAJECTORY ____ ____ TRUE. PENETRATING 60000 FT MSL AT SEP 15 2300. ESTIMATED LDG AT N ____ W. FLT CONTINUING
YYMMDDHHMM TIL APRX YYMMDDHHMM

Example 4: Large balloon termination notice (NOTAMC)

120004 NOTAMC 120003 CZWG WINNIPEG FIR
CZWG BALLOON FLT NUMBER ____ TERMINATED

Example 5: Large balloon cancellation notice (NOTAMC)

120002 NOTAMC 120001 CZWG WINNIPEG FIR
CZWG LAUNCH OF BALLOON FLT NUMBER SKED AT SEP 13 1645 IS CANCELLED
5.5.14 Other Balloon Operations

A NOTAM should be issued, under the appropriate FIR NOTAM file, for other type of balloon launches, with the ascent rate. If available, the maximum diameter, payload weight, color, burst altitude and estimated landing coordinates should be included.

Example 1: 120001 NOTAMN CZUL MONTREAL FIR
CZUL RADIOSONDE BALLOON LAUNCH 455835N 731827W (APRX 9 NM SE JOLIETTE AD), ASCENT RATE 1000 FPM
YYMMDDHHMM TIL YYMMDDHHMM

Example 2: 120001 NOTAMN CZYZ TORONTO FIR
CZYZ OZONE RESEARCH BALLOON LAUNCH 441354N 794700W (APRX 4 NM NE ALLISTON AD), ASCENT RATE 1000 FPM BURST ALT 100000 FT MSL
YYMMDDHHMM TIL YYMMDDHHMM

Example 3: 120001 NOTAMN CZUL MONTREAL FIR
CZUL BALLOON LAUNCH 455835 731827W (APRX 9 NM SE JOLIETTE AD). MAX DIAMETER 40 FT. PAYLOAD WEIGHT 7 LB. ASCENT RATE 1000 FPM. BURST ALT 30000 FT MSL
YYMMDDHHMM TIL YYMMDDHHMM

5.5.15 Flight Inspection

A NOTAM shall be issued for flight inspection operations where required as determined by NAV CANADA Flight Operations Dispatch.

Example 1: 120001 NOTAMN CYVP KUUJJUAQ
CYVP FLT INSPECTION OPS 3 NM EITHER SIDE EXTENDED RCL 07 FM 18 NM TO THR 07. SFC TO 5000 FT MSL
YYMMDDHHMM TIL YYMMDDHHMM

Example 2: 120001 NOTAMN CYVP KATTINIQ/DONALDSON
CTP9 FLT INSPECTION OPS RADIUS 10 NM CENTRE 613944N 731917W AD 3500 TO 10000 FT MSL
YYMMDDHHMM TIL YYMMDDHHMM

Example 3: 120001 NOTAMN CZYZ TORONTO FIR
CZYZ FLT INSPECTION OPS RADIUS 15 NM CENTRE 494641N 843528W (YAN AMESON VOR/DME) (APRX 22 NM WWW CAREY LAKE AD) 3500 TO 10000 FT MSL
YYMMDDHHMM TIL YYMMDDHHMM

5.6 Radar and Communication

5.6.1 En Route Radar

A NOTAM shall be issued for enroute radar unserviceability that has an impact on services provided. If the outage does not impact on the services, a NOTAM shall not be issued.

Enroute radar NOTAM shall be issued under the appropriate FIR NOTAM file.

A NOTAM for a radar serving more than one FIR shall be issued under the appropriate FIR NOTAM files. For example, La Ronge radar is located in Winnipeg FIR and serves Winnipeg and Edmonton FIR. Therefore, two NOTAM shall be issued, one under CZWG NOTAM file and another one under CZEG NOTAM file. Hearst radar is located in Toronto FIR and serves Winnipeg, Edmonton, Toronto and Montréal FIR, therefore four NOTAM shall be issued, one under each FIR.
Restrictions, delays or impact on aeronautical operations shall be stated in the text.

Example 1: 120001 NOTAMN CZUL MONTREAL FIR  
CZUL CHIBOUGAMAU RADAR U/S. FLT RADIUS 200 NM CENTRE 495729N 741208W MAY BE DENIED ROUTING AND/OR ALT REQUESTS.  
YYMMDDHHMM TIL YYMMDDHHMM

Example 2: 120001 NOTAMN CZUL MONTREAL FIR  
CZUL NORTH BAY RADAR NOT AVBL TO MONTREAL ACC. FLT RADIUS 200 NM CENTRE 462225N 792448W WITHIN MONTREAL CTA MAY BE DENIED ROUTING AND/OR ALT REQUESTS.  
YYMMDDHHMM TIL YYMMDDHHMM

5.6.2 Terminal Area Surveillance Radar (Primary and Secondary)

A NOTAM shall be issued for terminal area surveillance radar (primary and secondary) unserviceability that has an impact on services provided. If the outage does not impact on the services, a NOTAM shall not be issued. For both primary and secondary radar unserviceabilities, a NOTAM addressing the terminal area surveillance radar unserviceability shall be issued.

Terminal area surveillance radar (primary and secondary) NOTAM shall be issued under the appropriate FIR NOTAM File.

Restrictions, delays or impact on aeronautical operations shall be stated in the text.

Example 1: 120001 NOTAMN CZUL MONTREAL FIR  
CZUL QUEBEC TAR U/S. FLT WITHIN RADIUS 80 NM CENTRE 464107N 712309W 12500 FT MSL AND BLW MAY BE DENIED ROUTING AND/OR ALT REQUESTS. TFC INFO NOT AVBL.  
YYMMDDHHMM TIL YYMMDDHHMM

Example 2: 120001 NOTAMN CZVR VANCOUVER FIR  
CZVR VICTORIA TAR U/S. FLT WITHIN RADIUS 80 NM CENTRE 483644N 1232636W WITHIN VANCOUVER FIR MAY BE DENIED ROUTING AND/OR ALT REQUESTS AND SOME RADAR SVC BLW 5000 FT MSL MAY NOT BE AVBL IN CLASS C OR D AIRSPACE.  
YYMMDDHHMM TIL YYMMDDHHMM

Example 3: 120001 NOTAMN CZUL MONTREAL FIR  
CZUL OTTAWA TAR U/S. POSSIBLE DLA OF UP TO 15 MIN FOR ARR/DEP AT OTTAWA/MACDONALD-CARTIER INTL AD.  
YYMMDDHHMM TIL YYMMDDHHMM

Example 4: 120001 NOTAMN CZUL MONTREAL FIR  
CZUL QUEBEC PSR U/S. FLT WITHIN RADIUS 80 NM CENTRE 464107N 712309W WILL NOT BE PROVIDED NON-TRANSPONDER EQUIPPED ACFT TFC INFO.  
YYMMDDHHMM TIL YYMMDDHHMM

In Example 2, while the data is normally available to Toronto ACC and Montreal ACC, due to communication line failure, the North Bay radar data is not available to Montreal ACC.
5.6.3 PAR

When a NOTAM is issued to advise that PAR equipment is unserviceable or when no operator is available to operate the equipment, the text PAR U/S shall be used. If not all the runways are affected, the NOTAM shall indicate which runway(s) is/are impacted.

PAR unserviceability NOTAM will be issued under the aerodrome NOTAM file the PAR serves.

Example 1: 120001 NOTAMN CYQQ COMOX
             CYQQ PAR U/S
             YYMMDDHHMM TIL YYMMDDHHMM

Example 2 120001 NOTAMN CYOD COLD LAKE/GROUP CAPTAIN R. W. MCNAIR
             CYOD PAR 13L U/S
             YYMMDDHHMM TIL YYMMDDHHMM

5.6.4 Frequencies

A NOTAM shall be issued for a frequency when the ground facility receive and/or transmit capability is unserviceable.

Example 1: 120001 NOTAMN CYCO KUGLUKTUK
             CYCO FREQ 122.1 U/S
             YYMMDDHHMM TIL YYMMDDHHMM

Example 2: 120001 NOTAMN CYGK KINGSTON
             CYGK FREQ 121.5 TRANS U/S
             YYMMDDHHMM TIL YYMMDDHHMM

Example 3: 120001 NOTAMN CYYT ST. JOHN'S INTL
             CYYT FREQ 126.7 U/S. USE 123.275
             YYMMDDHHMM TIL YYMMDDHHMM

5.6.5 VDF

A NOTAM shall be issued for VDF unserviceabilities or when no operator is available to operate the equipment. The NOTAM shall state VDF U/S. If the unserviceability does not affect all frequencies, those affected shall be stated.

Example 1: 120001 NOTAMN CYXL SIOUX LOOKOUT
             CYXL VDF U/S
             YYMMDDHHMM TIL YYMMDDHHMM

5.6.6 PAL (ACC or Terminal)

A NOTAM shall be issued for PAL frequency unserviceabilities. The NOTAM will be issued under the FIR NOTAM file corresponding to the ACC responsible for the PAL frequency.

Centre PAL

For Centre PAL, the name of the ACC controlling the PAL shall be included in Field 10. The location of the PAL shall be included in the text.

Example 1: 120001 NOTAMN CZYZ TORONTO ACC
             CZYZ PAL 124.075 AT WAWA U/S
             YYMMDDHHMM TIL YYMMDDHHMM
Example 2: 120001 NOTAMN CZEG EDMONTON ACC
    CZEG PAL 133.6 AT BIG TROUT LAKE U/S
    YYMMDDHHMM TIL YYMMDDHHMM

Example 3: 120001 NOTAMN CZWG WINNIPEG ACC
    CZWG PAL 135.15 AT BIG TROUT LAKE U/S
    YYMMDDHHMM TIL YYMMDDHHMM

Terminal PAL
For Terminal PAL, the name of the FIR within which the PAL is located shall be included in Field 10. The name of the Terminal shall be included in the text.

Example: 120001 NOTAMN CZVR VANCOUVER FIR
    CZVR VICTORIA TML PAL 132.7 AND 290.8 AT ABBOTSFORD U/S
    YYMMDDHHMM TIL YYMMDDHHMM

5.6.7 RCO and DRCO
A NOTAM shall be issued under the aerodrome being served by the RCO (or DRCO) to advertise its unserviceability. Field 10 shall include the name of the aerodrome where the communication outlet is located and the text shall include the name of the FIC or FSS controlling the communication outlet.

Example 1: 120001 NOTAMN CYVP SALLUIT
    CYZG QUEBEC RDO DRCO 126.7 U/S
    YYMMDDHHMM TIL YYMMDDHHMM

FISE RCO (and DRCO) not listed under a specific aerodrome in the CFS or WAS shall be issued under the FIR NOTAM file within which the communication outlet is located, with the name of the FIR in Field 10. The name of the radio controlling the communication outlet and the name of the communication outlet shall be included in the text.

Example 2: 120001 NOTAMN CZYZ TORONTO FIR
    CZYZ LONDON RDO DRCO 126.7 AT AMESON U/S
    YYMMDDHHMM TIL YYMMDDHHMM

5.6.8 Arctic Radio Frequencies
The NOTAM for Arctic Radio frequencies shall include the location\(^{30}\) of the RCO in the text. Field 10 shall include ARCTIC RADIO.

Example: 120001 NOTAMN CZNB ARCTIC RADIO
    CZNB RCO 243.0 AT SHEPHERD BAY U/S
    YYMMDDHHMM TIL YYMMDDHHMM

\(^{30}\) The locations of the transceivers for Arctic Radio frequencies are listed in the CFS or WAS under Arctic Radio.
5.6.9  Gander International Air Frequencies

The NOTAM for International air frequencies shall include the location\textsuperscript{31} of the RCO in the text if other than Gander. Field 10 shall include the appropriate FIR designation.

Example 1: 120001 NOTAMN CZEG EDMONTON FIR
CZEG GANDER RDO RCO INTL AIR FREQ 2971 AT CAMBRIDGE BAY U/S
YYMDDHHMM TIL YMMDDHHMM

Example 2: 120001 NOTAMN CZQX GANDER FIR
CZQX GANDER INTL AIR FREQ 127.1 U/S
YYMDDHHMM TIL YMMDDHHMM

Example 3: 120001 NOTAMN CZQX GANDER FIR
CZQX INTL AIR FREQ NAT 'A' U/S
YYMDDHHMM TIL YMMDDHHMM

Example 4: 120001 NOTAMN CZUL MONTREAL FIR
CZUL GANDER RDO RCO INTL AIR FREQ 4675 AT IQALUIT U/S
YYMDDHHMM TIL YMMDDHHMM

5.6.10  Signal Light Gun

A NOTAM shall be issued for control tower signal light gun (Aldis Lamp) unserviceability.

Example: 120001 NOTAMN CYOW OTTAWA/MACDONALD-CARTIER INTL
CYOW TWR VISUAL SIGNALS NOT AVBL. LGT GUN U/S
YYMDDHHMM TIL YMMDDHHMM

5.7  Lighting

A NOTAM shall be issued for the following lighting unserviceabilities.

5.7.1  Runway Edge Lighting

Example 1: 120001 NOTAMN CYFS FORT SIMPSON
CYFS REDL 14/32 U/S
YYMDDHHMM TIL YMMDDHHMM

Example 2: 120001 NOTAMN CYXH BOW ISLAND
CEP3 REDL 05/23 U/S FLR POTS AVBL 1 HR PN FOR NGT OPS 555-111-2222
YYMDDHHMM TIL YMMDDHHMM

Example 3: 120001 NOTAMN CYDQ DAWSON CREEK
CYDQ REDL 06/24 AVBL ARCAL ONLY
YYMDDHHMM TIL YMMDDHHMM

Example 4: 120001 NOTAMN CYAM SAULT STE.MARIE
CYAM ALL AD LGT U/S
YYMDDHHMM TIL YMMDDHHMM

\textsuperscript{31} The locations of the transceivers for Gander International Air frequencies are listed in the CFS or WAS under Gander Radio-RCO.
5.7.2 Taxiway Edge Lighting

Example 1: 120001 NOTAMN CYYD BURNS LAKE
CYPZ TWY EDGE LGT U/S
YYMMDDHHMM TIL YYMMDDHHMM

Example 2: 120001 NOTAMN CYHM HAMILTON
CYHM TWY EDGE LGT C U/S
YYMMDDHHMM TIL YYMMDDHHMM

5.7.3 Heliport Lighting

Example: 120001 NOTAMN CYXZ MARATHON(WILSON MEM HOSP)(HELI)
CPX2 PERIMETER LGT U/S
YYMMDDHHMM TIL YYMMDDHHMM

5.7.4 ARCAL

Example 1: 120001 NOTAMN CYBW HANNA
CEL4 ARCAL U/S
YYMMDDHHMM TIL YYMMDDHHMM

Example 2: 120001 NOTAMN CYDN ROBLIN
CKB7 ARCAL LGT DURATION REDUCED TO 7 MIN
YYMMDDHHMM TIL YYMMDDHHMM

Example 3: 120001 NOTAMN CYXE ROSETOWN
CJX4 ARCAL U/S, REDL ON CONTINUOUSLY
YYMMDDHHMM TIL YYMMDDHHMM

Example 4: 120001 NOTAMN CYEG EDMONTON/COOKING LAKE
CEZ3 ARCAL U/S, REDL ON CONTINUOUSLY INTST 3
YYMMDDHHMM TIL YYMMDDHHMM

5.7.5 Approach Lighting

For a partial failure of the approach lighting system, indicate the component of the system followed by the runway number. When the entire approach light system is out of service for a specific runway, use “ALS”.

Example 1: 120001 NOTAMN CYMX MONTREAL INTL(MIRABEL)
CYMX CENTRE ROW LOW INTST APCH LGT 24 U/S
YYMMDDHHMM TIL YYMMDDHHMM

Example 2: 120001 NOTAMN CYDF DEER LAKE
CYDF RWY ID LGT 07 U/S
YYMMDDHHMM TIL YYMMDDHHMM

Example 3: 120001 NOTAMN CYQM MONCTON/GREATER MONCTON INTL
CYQM ALS 06 U/S
YYMMDDHHMM TIL YYMMDDHHMM
5.7.6  Approach Slope/Path Indicator System

The type of system affected is to be mentioned followed by the runway number.

Example 1: 120001 NOTAMN CYGR ILES-DE-LA-MADELEINE CYGR PAPI 07 U/S Yymmddhhmm TIL Yymmddhhmm

Example 2: 120001 NOTAMN CYXL SUMMER BEAVER CJV7 APAPI 17 U/S Yymmddhhmm TIL Yymmddhhmm

Example 3: 120001 NOTAMN CYKZ TORONTO/BUTTONVILLE MUNICIPAL CYKZ VASIS 15 AND 33 U/S Yymmddhhmm TIL Yymmddhhmm

5.7.7  Aerodrome Beacon (Rotating or Strobe)

Example: 120001 NOTAMN CYBL CAMPBELL RIVER CYBL ABN U/S Yymmddhhmm TIL Yymmddhhmm

5.7.8  Wind Direction Indicator Lighting

If there is more than one wind direction indicator at the aerodrome, its location shall be identified.

Example 1: 120001 NOTAMN CYBQ TADOULE LAKE CYBQ WDI LGT U/S Yymmddhhmm TIL Yymmddhhmm

Example 2: 120001 NOTAMN CYQY SYDNEY/J.A.DOUGLAS MCCURDY CYQY WDI LGT THR 07 U/S Yymmddhhmm TIL Yymmddhhmm

5.7.9  Hazard Beacon

A NOTAM shall be issued for hazard beacon unserviceability.

Example: 120001 NOTAMN CYJT STEPHENVILLE CYJT HBN 4 AND 6 U/S Yymmddhhmm TIL Yymmddhhmm

5.8  Weather

5.8.1  Weather Information

Surface weather observations are distributed in METAR (and SPECI) format or in LWIS format. METAR (and SPECI) are provided by qualified human observers or by AWOS (METAR AUTO). Automated weather systems (AUTO) can also report a variety of observed weather elements but they do not meet the requirements to produce a METAR, SPECI, or LWIS report.

A NOTAM for weather information is issued under the aerodrome NOTAM file if the facility is associated with the aerodrome. If the facility is not associated with an aerodrome, the NOTAM is issued under the FIR NOTAM file within which it is located, with the name of the facility in the text of the NOTAM.

32 The term WINDSOCK is not used.
5.8.1.1 METAR
For total failure of weather reporting elements resulting in the whole METAR being unavailable, a NOTAM should be issued. The NOTAM text states the METAR is not available. The word "AUTO" is not included in the NOTAM text when referring to a METAR AUTO.

Example 1: 140001 NOTAMN CYKA BLUE RIVER
            CYCP METAR NOT AVBL
            YYMDDHHMM TIL YYMDDHHMM

Example 2: 140001 NOTAMN CYXL BIG TROUT LAKE
            CYTL METAR NOT AVBL
            YYMDDHHMM TIL YYMDDHHMM

Example 3: 140001 NOTAMN CZVR VANCOUVER FIR
            CZVR LYTTON METAR NOT AVBL
            YYMDDHHMM TIL YYMDDHHMM

For partial failure of weather reporting elements resulting in some parts of a METAR being unavailable, a NOTAM should be issued. The NOTAM text states the information that is unavailable. Weather observers are trained to estimate cloud height and wind velocity; therefore, if the cloud or wind measuring equipment (or WADDS/WIDS display system) is unserviceable, a NOTAM is not issued if an observer is present.

Example: 140001 NOTAMN CYSC SHERBROOKE
          CYSC PRECIPITATION, ICING, OBST TO VIS, TEMPERATURE AND DP NOT AVBL
          YYMDDHHMM TIL YYMDDHHMM

The weather elements that can be reported on METAR and included in NOTAMs are:

- wind (WIND INFO)
- visibility (VIS)
- precipitation (PRECIPITATION)
- icing (ICING)
- obstruction to vision (OBST TO VIS)
- thunderstorm (THUNDERSTORM)
- cloud height and cover (CLOUD HGT AND COVER)
- temperature (TEMPERATURE)
- dew point (DP)
- altimeter setting (ALTIMETER)

5.8.1.2 LWIS
For LWIS total failure resulting in the LWIS report not available, a NOTAM should be issued. The NOTAM text states the LWIS is unserviceable.

Example: 140001 NOTAMN CYBL POWELL RIVER
          CYPW LWIS U/S
          YYMDDHHMM TIL YYMDDHHMM

33 Used instead of "WX INFO"
34 Cloud height and cover are always used together.
For LWIS partial failure resulting in some information being unavailable, a NOTAM should be issued. The NOTAM text states the information that is unavailable.

Example: 140001 NOTAMN CYAB ARCTIC BAY
CYAB ALTIMETER SETTING NOT AVBL
YYMMDDHHMM TIL YYMMDDHHMM

The weather elements that can be reported by LWIS are:

- wind (WIND INFO)
- temperature (TEMPERATURE)
- dew point (DP)
- altimeter setting (ALTIMETER)

5.8.1.3 METAR and LWIS Additional Information

If weather elements are available but the information cannot be broadcasted over the telephone and/or frequency as advertised, a NOTAM should be issued. The NOTAM text mentions the affected system (AWOS or LWIS) and the unserviceable voice generator.

Example: 140001 NOTAMN CYYR CHURCHILL FALLS
CZUM AWOS VOICE GENERATOR U/S
YYMMDDHHMM TIL YYMMDDHHMM

If the system (AWOS or LWIS) is not taken off line during scheduled maintenance, some sensors are malfunctioning but cannot be suppressed, or the information is accurate but intermittent, a NOTAM should be issued. The NOTAM text mentions the system, the affected element(s), and the word “unreliable” (UNREL).

Example 1: 140001 NOTAMN CYKL SCHEFFERVILLE
CYKL AWOS ON MAINT VIS UNREL
YYMMDDHHMM TIL YYMMDDHHMM

Example 2: 140001 NOTAMN CYXP PANGNIRTUNG
CYXP LWIS ALTIMETER UNREL
YYMMDDHHMM TIL YYMMDDHHMM

If a communication link problem results in the weather information only being available locally, a NOTAM can be issued mentioning the system and the link problem.

Example: 140001 NOTAMN CYHZ SABLE ISLAND
CSB2 AWOS COM LINK U/S, INFO AVBL LOCALLY ON 118.2
YYMMDDHHMM TIL YYMMDDHHMM

5.8.1.4 Automated WX System (AUTO)

For partial of total failure of automated weather systems (AUTO), a NOTAM should be issued using the syntax in the following example.

Example: 140001 NOTAMN CZWL MCARTHUR RIVER
CKQ8 AUTOMATED WX SYSTEM (AUTO) U/S
YYMMDDHHMM TIL YYMMDDHHMM
5.8.2 Wind Direction Indicator

A NOTAM shall be issued to indicate the unserviceability of a wind direction indicator\(^{35}\). If there is more than one wind direction indicator at the aerodrome, its location shall be identified.

Example 1: 120001 NOTAMN CYBR DELORAINE
           CJJ4 WDI U/S
           YYMDDHHMM TIL YYMDDHHMM

Example 2: 120001 NOTAMN CYZE ELLIOT LAKE MUNI
           CYEL WDI THR 30 U/S
           YYMDDHHMM TIL YYMDDHHMM

\(^{35}\) The term WINDSOCK is not used.
6 Distribution and Retrieval

6.1 Distribution

6.1.1 AFTN/AFS

To the extent practicable, NOTAM are distributed via the AFTN to approved addresses. Each NOTAM must be transmitted as a single telecommunication message.

The following rules will apply to NOTAM with a firm expiry time:

- If the NOTAM will expire within one hour of transmission, the NOTAM shall not be disseminated on AFTN. This information is disseminated by Voice NOTAM.
- If notified within one hour prior to the original expiry time that the outage will be reduced or extended by less than one hour, the change shall be disseminated by Voice NOTAM.
- If notified more than 30 minutes prior to the expiry time that the outage is to be extended for one hour or more, a replacing NOTAM (NOTAMR) shall be issued.
- If notified within 30 minutes of the original expiry time that the outage is to be extended for one hour or more, a new NOTAM (NOTAMN) shall be issued.

6.1.2 Domestic Distribution of Canadian NOTAM

FIC and FSS are the focal points within Canada for the collection and entry of NOTAM. A NOTAM is disseminated on the AFTN or by voice advisory using radio communication.

Canadian NOTAMs are distributed to FIC, FSS and other users on the AFTN. The distribution is tailored to specific user requirements.

The NPS automatically generates daily FIR-related NOTAM summaries to designated Canadian users at predetermined times. These summaries contain alphabetical listings of all NOTAM from within the geographical boundaries of each FIR. Complete FIR summaries are available to Canadian users on request.

6.1.3 Domestic NOTAM Auto-numbering

After transmission of a NOTAM by the issuing site with a default serial number provided by the MIDS, FIMS or CFPS, the NPS automatically assigns a number to each domestic NOTAM. However, the Flight Service Specialist at the issuing site still needs to manually enter the appropriate number in the revising or cancelling serial number field (Field 8) when transmitting a NOTAMR or a NOTAMC.

6.1.4 International Distribution of Canadian NOTAM

When international distribution of a Canadian NOTAM is required, the NOTAM is reclassified in the ICAO format and distributed as a “Series A” or a “Series B” NOTAM by the NOF. Upon release of the international NOTAM, the NPS assigns the next expected NOTAM number and distributes the NOTAM internationally based on a predetermined address list.

A monthly numerical checklist of current Canadian “Series A” and “Series B” NOTAM is generated and distributed automatically via AFTN on the first day of each month. It also lists the numbers of the latest AIP amendment, AIP Supplement and Aeronautical Information Circular (AIC).
6.1.5 Foreign NOTAM Distribution within Canada

The predetermined distribution system for foreign NOTAM provides for international incoming NOTAM to be channeled through the AFTN directly to designated addresses within Canada while simultaneously being routed to the NOF for review and control purposes, prior to storage into the Canadian international NOTAM database.

6.1.6 Contingency Procedures for NPS Failure or NOF Evacuation

With the implementation of the domestic NOTAM auto-numbering, the contingency procedures for the distribution of NOTAM for NPS failure occurrences or NOF evacuations become a manual function provided by the issuing site.

If the NPS fails or the NOF has to evacuate, allowing that the AFTN is still functional, a message indicating the NPS is down or the NOF is evacuating will be sent.

For the first hour, NOTAM will receive only voice distribution by the issuing site. If the outage or the evacuation exceeds one hour, the following procedures shall be implemented.

Contingency Procedures for Input of NOTAMN

1. Change the continuity number 99999X in MIDS/FIMS to “01”, followed by four digits beginning at “0001”. Track the numbers used, increasing the number by one for each subsequent NOTAM.

2. Remove the default collective AFTN distribution address inserted by MIDS/FIMS and enter the group routing indicator CYZZNTAM (for English NOTAM) or CYZZNTMF (for French text) and the appropriate ACC address.

3. At the end of the NOTAM text, add UNEDITED TEXT.

Example of a NOTAMN as it would show on the MIDS/FIMS screen in a normal situation:

```
GG CYZZNYND DDTTTT CYQBYFYX
999992 NOTAMN CYND MANIWAKI
CYMW RWY 03/21 CLSD
YMMDDHHMM TIL YMMDDHHMM
```

Example of a NOTAMN that needs to show on the MIDS/FIMS screen if there were NPS failure occurrences or NOF evacuation situations:

```
GG CYZZNTAM CZULZRZM DDTTTT CYQBYFYX
999992 NOTAMN CYND MANIWAKI
CYMW RWY 03/21 CLSD
UNEDITED TEXT
YMMDDHHMM TIL YMMDDHHMM
```

Contingency Procedures for Input of NOTAMR or NOTAMC

Issue revising or cancelling information as a NOTAMN contingency message and refer to the replacing or cancelling NOTAM continuity number in the text of the message.

Example of a NOTAMR as it would show on the MIDS/FIMS screen in a normal situation:

```
GG CYZZNYND DDTTTT CYQBYFYX
999992 NOTAMR 120034 CYND MANIWAKI
CYMW RWY 03/21 CLSD
YMMDDHHMM TIL YMMDDHHMM
```
Example of a NOTAMR that needs to show on the MIDS/FIMS screen if there were NPS failure occurrences or NOF evacuation situations:

GG CYZZNTAM CZULZRZM DDTTTT CYQBYFYX
010002 NOTAMN CYND MANIWAKI
CYMW Rwy 03/21 CSLD
THIS MSG REVISES NOTAM 120034 UNEDITED TEXT
YYMMDDHHMM TIL YYMMDDHHMM

Example of a NOTAMC as it would show on the MIDS/FIMS screen in a normal situation:

GG CYZZNYND DDTTTT CYQBYFYX
999999 NOTAMC 120034 CYND MANIWAKI
CYMW Rwy 03/21 OPN

Example of a NOTAMC that needs to show on the MIDS/FIMS screen if there were NPS failure occurrences or NOF evacuation situations:

GG CYZZNTAM CZULZRZM DDTTTT CYQBYFYX
010002 NOTAMN CYND MANIWAKI
CYMW Rwy 03/21 OPN
THIS MSG CANCELS NOTAM 120034 UNEDITED TEXT

Contingency Procedures for Input of NOTAMJ

Remove the default AFTN address inserted by MIDS/FIMS and enter the group routing indicator(s) and specific addresses provided for your unit.

GG CYZZNTAM CZULZRZM DDTTTT CYQBYFYX
000000 NOTAMJ CYND MANIWAKI
CYMW RSC 03/21
CYMW CRFI 03/21

Return to Normal Operations

When the NPS returns to normal operations or when the NOF returns from evacuation, a message will be received to indicate a return to normal operations. Following this, the FSS or FIC will:

1. Issue all held NOTAM and NOTAMJ that are still valid in the normal manner. Apply the normal rules for validation of requirement for NOTAM.
2. Issue all held NOTAMR and NOTAMC required to update NOTAM in effect prior to the contingency (and have not self-expired).
3. Transmit a cancellation message, addressed with the group routing indicator(s) and address of the appropriate ACC, to eliminate each contingency message created that has not self-expired.
6.2 Retrieval

6.2.1 Query/Response
An individual NOTAM or a specific NOTAM file contained in the NPS database is available through automatic query/response.

6.2.2 Domestic NOTAM Query
Where there is a requirement at a site for NOTAM information that is outside the programmed area for that site, such information may be obtained by a query to the NPS database.

The query message shall be sent to the NPS database using the CYZZQQNI address. The phrase NOTAMQ shall be used at the beginning of the text. A maximum of four requests is permitted in one AFTN message.

For a Specific NOTAM
Example:  
GG CYZZQQNI  
DDHHMM CYQTYFYX  
NOTAMQ CYYZ120001

For a Specific French NOTAM
Example:  
GG CYZZQQNI  
DDHHMM CYZVYFYX  
NOTAMQ CYRJ120001F

For a Specific NOTAM File
Example:  
GG CYZZQQNI  
DDHHMM CYXEYFYX  
NOTAMQ CYKA

For a Specific French NOTAM File
Example:  
GG CYZZQQNI  
DDHHMM CYZVYFYX  
NOTAMQ CYYYF

Note: A complete FIR summary is only available by contacting the NOF by telephone.

6.2.3 International NOTAM Query
Limited international NOTAM information is available by querying the NPS database. Because the (Canadian) NOF is not responsible for the information provided by other countries, each response to a query about foreign NOTAM data to our database will include a disclaimer concerning the accuracy and completeness on foreign NOTAM data.

For Specific Location(s)
Example:  
GG CYZZQQNI  
DDHHMM CYCCYFYX  
NOTAMQ BGSF BIKF EGLL EGKK

Note: Up to four locations may be included in one request.
For Specific International NOTAM

Example:  GG CYZZQQNI DDHHMM CYNDYFYX
           NOTAMQ EGA0001/12 EGC0001/12

Note:    “EG” represents the first two letters of the country originating the NOTAM. “A” represents the “Series A”.
          “0001/12” represents the NOTAM number accountability.

6.2.4 United States of America NOTAM Query

United States of America NOTAM are available through direct query of the Washington NOF database using the format as described in the NAV CANADA Air Navigation Systems Standards and Procedures 6-2AFTN-15 manual.

Limited international United States NOTAM information, such as KFDC NOTAM, GPS (KNMH) NOTAM, is available by querying the Canadian NPS.

Example: GG CYZZQQNI DDHHMM CYHZYFYX NOTAMQ KFDC KNMH

6.2.5 Invalid Query/Response

The NPS will automatically send a rejection message, in English or French, to originators of NOTAM queries when such queries are not in accordance with procedures. The first line of the rejection message will include the reason for the rejection and the second line will repeat the NOTAM Query as submitted.

Example 1: INVALID REQUEST: UNKNOWN NOTAM FILE: CYLS NOTAMQ CYLS

Note: CYLS is not a recognized NOTAM file.

Example 2: INVALID REQUEST: NOTAMQ YOW

Note: YOW is not a recognized NOTAM file.
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7 NOTAMJ

7.1 General
NOTAMJ are special-series NOTAM that contain information related to the condition and friction of runway surfaces in accordance with published reporting requirements.

Only one NOTAMJ may be in effect at any one time for an aerodrome. Each NOTAMJ includes a valid Runway Surface Condition (RSC) for all runways. Runways published as having “no winter maintenance” shall not be included in the NOTAMJ. An RSC shall include a Canadian Runway Friction Index (CRFI) when provided\(^{36}\).

The RSC provides information describing runway condition, and the CRFI describes quantitative braking action. RSC and CRFI contain critical information for aircraft operations on contaminated surfaces.

The information about the unavailability of an RSC where it is usually provided shall not be reported in a NOTAMJ. The absence of a NOTAMJ in no way indicates the runway conditions are acceptable for operations.

7.2 Responsibility

7.2.1 Aerodrome Authority
The aerodrome authority is responsible for providing runway surface conditions and quantitative braking action information to NAV CANADA. The information shall be either input directly at the site in an authorized web-based application or an authorized automated system, communicated in a written format using the AMSCR/CRFI form available from Transport Canada, NAV CANADA (or a similar paper or electronic format) or communicated verbally.

If reports are only to be conveyed to the NAV CANADA agent verbally, then a formal agreement between the aerodrome operator and NAV CANADA is required. Such agreements describe the authorized agents, responsibilities and procedures for providing these reports.

The aerodrome operator is responsible for cancelling the NOTAMJ (Reporting Requirements – Cancellation).

7.2.2 NAV CANADA
NAV CANADA is responsible for formatting and distributing all RSC and CRFI as received from the responsible aerodrome authority.

Unlike regular NOTAM, NOTAMJ are automatically distributed to the predetermined recipients, without revision and editing at the NOF. Therefore, Flight Service Specialists shall be vigilant in making sure the proper format, abbreviations and terminology is used.

7.2.3 Transport Canada
Transport Canada is responsible for information gathering rules.

\(^{36}\) A NOTAMJ may be issued without a CRFI. However, a CRFI cannot be issued without an RSC.
7.3 Reporting Requirements

7.3.1 Runway Surface Conditions

An RSC report must be provided when:

- there is frost, snow, slush or ice on a runway
- there are snow banks, drifts or windrows on or adjacent to a runway
- sand or ice control chemicals are applied to or removed from a runway
- the cleared runway width falls below published width
- the runway lights are obscured or partially obscured by contaminants
- there is a significant change in runway surface conditions including a return to bare and dry conditions
- as per required minimum inspection frequency

During the winter maintenance season, as defined by the aerodrome authority, “bare and dry”, “bare and wet” and “bare and damp” conditions shall be the object of a NOTAM.

The following changes relating to runway conditions are considered as significant:

- a change in the coefficient of friction of 0.05 or more
- changes in depth of deposit greater than the following: 20 mm (0.79 inch) for dry snow, 10 mm (0.4 inch) for wet snow, 3 mm (0.13 inch) for slush
- a change in the cleared width of a runway of 10 percent or more
- any change in the type of deposit or extent of coverage including a return to bare and dry conditions
- changes in conditions caused by rapid increase or decrease in temperature
- when snow banks exist on one or both sides of the runway, any change in the height or distance from centre line
- any change in the visibility of runway lighting because the lights are obscured by contaminants
- any other conditions that are, in the opinion of the aerodrome authority, considered to be significant

7.3.2 Friction Requirements

As per Transport Canada criteria, the use of friction measuring equipment to provide a CRFI is limited to the following surface conditions:

- there is ice or frost on the runway
- there is wet ice on the runway
- there is slush over ice on the runway
- there is ice control chemicals or sand on the runway
- there is compacted snow on the runway
- there is dry snow not exceeding a depth of 2.5 cm (1 inch) on the runway
As per Transport Canada criteria, under certain conditions the CRFI values may be inaccurate and are not to be reported when:

- the runway is simply wet or damp with no other type of contaminant present
- there is a layer of slush on the bare runway surface with no other type of contaminant present
- there is wet snow on the runway surface
- there is dry snow on the runway exceeding a depth of 2.5 cm (1 inch)

7.3.3 Validity

The maximum validity of NOTAMJ is 24 hours. After this period, NOTAMJ are no longer considered valid and a new NOTAMJ must be issued as required. If after 24 hours a NOTAMJ is not replaced or cancelled by the aerodrome authority, the NOTAMJ can be removed from the database by NAV CANADA personnel by way of cancellation when they come across it.

7.3.4 Cancellation

A NOTAMJ may be cancelled if the reporting requirements are no longer met or the NOTAMJ was issued in error. The following format shall be used.

Example: 000000 NOTAMJ CAAA SUMSPOT/SUNNY SUMSPOT MUNI CAAA RSC CANCELLED

The use of variations of the word CANCELLED (ANNULE in French) or the addition of a time or text after the word CANCELLED will not effectively cancel the NOTAMJ.

7.3.5 Conditions Changing Rapidly

The phrase RWY COND CHANGING RAPIDLY (COND RWY CHANGE RAPIDEMENT in French) may be used if the meteorological conditions are such that the runway surface conditions are changing too rapidly for proper reporting or measurement. The NOTAM can make that sole statement or the phrase can be added as a remark following observed conditions. Contact information must be included.

Example 1: 000000 NOTAMJ CAAA SUMSPOT/SUNNY SUMSPOT MUNI CAAA RSC RWY COND CHANGING RAPIDLY. CTC OPR (555) 555-5555

Example 2: 000000 NOTAMJ CAAA SUMSPOT/SUNNY SUMSPOT MUNI CAAA RSC 09/27 100 FT CL 100 PCT DRY SN TRACE. REMAINING WID 100 PCT DRY SN 8 INS. RMK: RWY COND CHANGING RAPIDLY. CTC OPR (555) 555-5555

7.3.6 Multiple Runway Aerodromes

When a runway ceases to be used when winter conditions prevail, that is, the aerodrome authority publishes “no winter maintenance”, it shall not be included in the RSC report.

The phrase ALL RWY shall not be used. A valid RSC is provided for each runway.

Runway closures shall not be promulgated by NOTAMJ. A runway that is temporarily closed by NOTAM may be omitted from the NOTAMJ. The conditions of the closed runway can be added to the NOTAMJ if provided. A new NOTAMJ must be issued when the runway is reopened and new conditions are provided.
7.4 Format

7.4.1 General
Approved terms, abbreviations (found in Appendices C and D) and format shall be used.

SNOWiz presents the user with pre-defined choices and options for free text. Values for the runway identification, length and width and values for taxiways and aprons are taken directly from the NAV CANADA's Aeronautical Data Management System (ADMS).

SNOWiz selection mechanisms (drop-down menus, buttons, etc.) are used for two reasons: to limit choices in order to standardize the terminology, values and format (example: surface conditions types of contaminants and depth) or to present the user with the most common situations (example: windrows and other conditions). In the case of Clearing Operations and Windrows and Other Conditions, the remarks fields (SNOWiz comment button) can be used to complement the information selected with the drop down menus and buttons or can be used instead of these selection mechanisms if choices are inadequate.

7.4.2 Runway Orientation and Sides
When describing a condition that is to one side of the centreline or the runway edge, the four points of the compass (North, South, East or West) shall be used instead of “left” or “right”.

For runways with low runway designation values between and including 01 and 04, the sides shall be expressed as: EAST, WEST, or EAST AND WEST.

For runways with low runway designation values between and including 05 and 13, the sides shall be expressed as: SOUTH, NORTH, or NORTH AND SOUTH.

For runways with low runway designation values between and including 14 and 18, the sides shall be expressed as: EAST, WEST, or EAST AND WEST.

Figure 27: Runway Orientation

7.4.3 NOTAMJ Header
All NOTAMJ start with a header line using the format: 000000 NOTAMJ [NOTAM file] [city served/aerodrome name]

Example: 000000 NOTAMJ CYTS TIMMINS/VICTOR M.POWER

Note: Use 000000F for French NOTAMJ.
7.4.4  RSC and Friction Header
The RSC section for each runway starts on a new line using the format: [Four-character aerodrome identifier] RSC [runway identifier]

Example:  CAAA RSC 09/27

The CRFI section for each runway starts on a new line using the format: [Four-character aerodrome identifier] CRFI [runway identifier]

Example:  CAAA CRFI 09/27

7.4.5  Order of Presentation
The following order of presentation applies to a complete NOTAMJ with RSC with or without CRFI:

1. NOTAMJ header
2. RSC header
3. Surface conditions:
   • Cleared width (if applicable)
   • Offset (if applicable)
   • Conditions for the cleared width: coverage, type of contaminant, depth (if applicable)
   • Conditions for the remaining width (if applicable)
   • Runway clearing comments (optional: 7.4.7)
   • Windrows or other conditions (if applicable: 7.4.8)
   • Treatments (if applicable: 7.4.9)
   • Runway snow banks (if applicable: 7.4.10)
   • Runway light coverage (if applicable: 7.4.11)
4. RSC Observation time (mandatory: 7.4.12)
5. Friction header
6. Friction data (see 7.4.13 for order of Friction Data)
7. TWY and APN (optional: 7.4.14)
8. Next Planned Observation (optional: 7.4.15)

Each "subject" within the “Surface Conditions” is separated by a period, not a comma, except the contaminant coverage of a same runway section. See section 7.4.19 for examples.

When two or more runways are included in a NOTAMJ, the RSC and CRFI are listed in ascending order by the lower runway designator.

Example:  000000 NOTAMJ CAAA SUMSPOT/SUNNY SUMSPOT MUNI
          CAAA RSC 02/20 [CONDITIONS] YYMDDHMM
          CAAA CRFI 02/20 [FRICTION] YYMDDHMM
          CAAA RSC 09/27 [CONDITIONS] YYMDDHMM
          CAAA CRFI 09/27 [FRICTION] YYMDDHMM
          CAAA RSC 14/32 [CONDITIONS] YYMDDHMM
          CAAA CRFI 14/32 [FRICTION] YYMDDHMM
7.4.6 Surface Conditions

In this section, the term “surface conditions” applies to the deposits and/or absence of deposits on the cleared and remaining runway width and pertains to the coverage, the depth and the number of values that can be used to describe the conditions.

Deposits (SNOWiz/AMSCR Contaminants)³⁷

The following conditions are used to describe the presence or absence of deposits. In the NOTAMJ context, treatments such as sand or chemicals are not considered deposits.

- Bare and damp
- Bare and dry
- Bare and wet
- Compacted snow
- Compacted snow patches
- Compacted snow gravel mix
- Dry snow
- Dry snow over compacted snow
- Dry snow over ice
- Dry snow over slush
- Frost
- Frost over ice
- Frozen ridges
- Ice
- Ice patches
- Slush
- Slush over ice
- Snow drifts
- Standing water
- Standing water over ice
- Wet ice
- Wet snow
- Wet snow over ice

Coverage

The total coverage percentage must be 100. Only the values 5, 10, 15, 20, 25, 30, 35, 40, 45, 50, 55, 60, 65, 70, 75, 80, 85, 90, 95 and 100 are allowed. A maximum of 95 percent coverage is allowed for compacted snow patches and/or ice patches. The abbreviation PCT (percent / pour cent in French) shall be used in the NOTAMJ instead of the symbol “%”.

Depth and Height

When a deposit is present but the depth is not measurable, the word “TRACE” shall be used. Otherwise, the depth is expressed in inches or feet or both. Use whole values when the depth is 2 inches (2 INS) or more. When the depth is less than 2 inches, use the decimal system. The accepted decimal values are 0.13, 0.25, 0.5, 0.75 and 1.5³⁸.

If the depth is not constant, the mean depth may be used. However, if there is a difference between the lowest and highest value, the highest value shall be used. A range of values, for example 3 to 4 INS, shall not be used.

A depth is required for dry snow, dry snow over compacted snow, dry snow over ice, dry snow over slush, slush, slush over ice, snow drifts, standing water, standing water over ice, wet snow and wet snow over ice.

³⁷ In SNOWiz and on the AMSCR form, the word contaminant is used as per ICAO SNOWTAM section descriptions.
³⁸ The value 1.5 inch is available only in the cleared width section as per flight operations requirements.
In SNOWiz, the following values are available:\(^{39}\):

- **Contaminants, cleared width**: TRACE, 0.13, 0.25, 0.5, 0.75, 1, 1.5, 2, 3, … 60 inches in one-inch increments between 2 and 60.
- **Contaminants, remaining width**: TRACE, 0.13, 0.25, 0.5, 0.75, 1, 2, 3, … 60 inches in one-inch increments between 2 and 60; and 1 to 20 feet in one-foot increments
- **Snow banks height**: 1 to 100 inches in one-inch increments; and 1 to 50 feet in one-foot increments
- **Windrows and Snow drifts (other conditions)**: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 18, 30 and 42 inches; and 1 to 6 feet in one-foot increments

Airport and aerodrome operators must comply with these values. In case the observed condition does not match the value available in SNOWiz, the observed height or depth should be rounded up (by the accountable source or with the accountable source’s consent) to the next available value. Values in inches are converted to feet when required. For example, 36 inches is converted to 3 feet.

**Distances**

In SNOWiz, the following values are available:\(^{40}\):

- **Snow banks, distance from the exterior runway edge**: ON EDGE, 0 to 200 in one-foot increments for distances in feet. 1 to 100 in 1 inch increments for height in inches
- **Other conditions, patches, distance from a threshold**: 0 to the published length of the runway in 100-foot increments
- **Other conditions, windrows or snowdrifts, distance from <location selection>:** 0, 2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22 and 24 inches; 0 to half the runway width in one-foot increments

Airport and aerodrome operators must comply with these values. In case the observed condition does not match the value available in SNOWiz, the observed distance should be rounded down for snow banks (towards the runway edge) and rounded up for windrows (towards the runway centreline) to the next available value. Changes to observed values are done by the accountable source or with the accountable source’s consent. Values in inches can be converted to feet. For example, 36 inches is converted to 3 feet.

**Cleared Width, Remaining Width and Offset**

If the runway is not cleared to the full width, the width that is cleared must be indicated and both the cleared and remaining width conditions must be described. The cleared runway width shall be described using a maximum of three values (3 deposits or 2 deposits plus bare and dry) to equal 100 percent coverage and the remaining width a maximum of two values (2 deposits or 1 deposit plus bare and dry) to equal 100 percent coverage.

The SNOWiz cleared width “centered” values are 10 to “full” in 10-foot increments. The offset values are 0 to half the runway width in 1-foot increment.

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\(^{39}\) Accountable sources using a previous version of SNOWiz will have different values.

\(^{40}\) Accountable sources using a previous version of SNOWiz will have different values.
Figure 28: Cleared Width

If the runway is not cleared to the full width and the cleared width is not centred, the offset shall be included in the RSC. The offset describes where the cleared portion of the runway is in relation to the runway centreline. The number of feet is indicated on one side of the centreline, and then on the other side. Example a) is added for comparison only.

a) 100 FT centered

b) 80 FT

Figure 29: Offset
Example 1: CAAA RSC 09/27 100 FT CL

Example 2: CAAA RSC 09/27 FM 80 FT NORTH OF CL TO 40 FT SOUTH OF CL

Example 3: CAAA RSC 09/27 FM 30 FT NORTH OF CL TO 100 FT SOUTH OF CL

Example 4: CAAA RSC 09/27 FM 100 FT NORTH OF CL TO 0 FT SOUTH OF CL

7.4.7 Runway Clearing Operations

When air/ground communications are not available, a phrase such as “CLEARING IN PROGRESS” should be added to the NOTAMJ when snow or ice clearing activities are underway. The phrase “VERIFY RWY UNOBSHURED PRIOR TO LDG” can also be added. If the runway is to be cleared to the full width, the phrase “REMAINING WID” shall be used. If the runway is not to be cleared to the full width, the number of feet that will be cleared followed by FT shall be used in place of “REMAINING WID”. If the clearing is scheduled to be completed at a certain time, the phrase “TO BE CLRD BY” is used and the UTC time in HHMM format is appended.

If clearing is not underway and not expected to commence within the next 30 minutes, the phrase “CLEARING EXP TO START AT” is used. The UTC time in HHMM format is appended.

The SNOWiz width values are from 10 to “total” in 10-foot increments.

Example 1: CLEARING EXP TO START AT 1530.

Example 2: 150 FT TO BE CLRD BY 1930. SWEEPING IN PROGRESS. VERIFY RWY UNOBSHURED PRIOR TO LDG

Example 3: REMAINING WID TO BE CLRD BY 1930. RMK: SWEEPING IN PROGRESS CTC OPR 555-555-5555.

Example 4: CLEARING TO 100 FT EXP TO START AT 1700 EXP TO BE CLRD BY 1900.

7.4.8 Windrows and Other Conditions

When windrows or snow drifts are present on the runway surface, their height and location shall be indicated. The location should be descriptive, explicit and unambiguous.

Example 1: 2 FT WINDROW 4 FT INSIDE SOUTH REDL

Example 2: 2 FT WINDROW 4 FT INSIDE NORTH AND SOUTH RWY EDGE

Example 3: 8 INS WINDROW 2 FT INSIDE NORTH RWY EDGE AND ACROSS INT RWY 09/27

Example 4: 10 INS SN DRIFT ACROSS THR09

In addition to the cleared width deposits, significant ice patches or compacted snow patches with friction measurements considerably lower than the average readings are to be reported and the lower friction value entered as a remark. The distance in feet from a threshold or thresholds shall be indicated.

Example 5: ICE PATCHES 750 FT FM THR09 RMK: FRICTION .25
7.4.9 Treatments

The following terms are used to describe up to two treatments for each runway in the NOTAMJ:

- SAND
- UREA
- CHEM
- GRADED
- PACKED

7.4.10 Snow Banks

The presence of a runway snow bank, its height (in feet, inches, or feet and inches) and its distance (in feet or inches) from outside the runway edge must be reported if operations are impacted. When snow banks are of different heights, the highest value shall be used in the NOTAMJ. When the distances from the outer edges are different, the smallest value shall be used. Snow banks that are present on the runway surface shall be reported as windrows. See section 7.4.8 Windrows and Other Conditions.

Example 1: 3 FT SN BANK 5 FT OUTSIDE EAST RWY EDGE

Example 2: 4 FT 6 INS SN BANK 10 INS OUTSIDE NORTH AND SOUTH RWY EDGE

Example 3: 5 FT SN BANK ON WEST RWY EDGE

Figure 30: Location of Ice or Compacted Snow Patch(es)

Figure 31: Distance of Snow Bank from Runway Edge
7.4.11 Obscured Runway Lights

If runway lights are covered or partially covered, it shall be reported for each runway. Sides will be indicated.

Example 1: EAST REDL OBSC

Example 2: EAST AND WEST REDL PARTIALLY OBSC

Example 3: EAST REDL OBSC WEST REDL PARTIALLY OBSC

Figure 32: Obscured or Partially Obscured Runway Edge Lights

“Partially obscured” also applies to a situation where some lights are fully covered but some are free of contaminants.

Note: If night time or low visibility operations are limited because of obscured runway lights, the NOTAMJ must not be used to promulgate the restrictions and a NOTAMN should be issued.

7.4.12 Observation Times for RSC and Friction

The times at which the most recent observations were made for each runway using the ten-figure date-time groups (YYMMDDHHMM) shall be reported.

7.4.13 Friction and CRFI

For each runway, where the CRFI is measured, the friction data shall contain the following information in order: temperature in degrees Celsius, friction coefficient, and time at which the friction reading was taken. Only one average reading per runway shall be provided in the NOTAMJ unless the measure is provided in the context of section 7.4.8. Each CRFI is associated with a RSC.

Example: CAAA CRFI 09/27 -20C .36 YYMMDDHHMM

Entries such as CRFI ABV .50 are not allowed on the CRFI line. NOTAMJ remarks (RMK:) shall not contain a statement about the cancellation of a CRFI.
7.4.14 Taxiway and Apron

Information on the conditions of taxiways and aprons is optional and is included in the NOTAMJ only if provided by the aerodrome authority. Due to the lower speed at which aircraft move on taxiways and aprons, the originator should take care to only include the information that has an impact on safe operations, such as the risk of becoming stuck, losing control on a slippery surface or damaging the aircraft.

No specific format is required; however, the information shall follow the term “RMK:”, be succinct and use approved abbreviations. If the same conditions apply to several taxiways or aprons, the information should be grouped together.

Taxiway and apron information can include but is not limited to: type of contaminant and depth, qualitative friction, presence of snow banks and presence of treatments. The percentage of contaminants or reporting on the absence of contaminants is not required.

The term ALL TWY or ALL APN can be used to describe the conditions that apply to all taxiways and/or aprons.

Example 1: RMK: TWY A, C, D, F, G WET ICE PATCHES. SLIPPERY.

Example 2: RMK: 5 FT SN BANKS EITHER SIDE TWY C AND D. TWY E AND F: WET SN 8 INS.

Example 3: RMK: APN II AND III ICE COVERED. DE-ICING CHEM APPLIED. BRAKING ACTION FAIR.

Example 4: RMK: ALL TWY SN COVERED 2 INS.

At sites where there are helipads, this section can be used to report conditions as desired.

Example 5: RMK: APN MAIN AND II SOME SCATTERED ICE PATCHES. HELIPAD 1 AND 2: 100 PCT BARE AND DRY. HELIPAD 3: 10 PCT ICE PATCHES, 90 PCT BARE AND DRY.

7.4.15 Next Scheduled Observation Time

If the next observation is scheduled, the time may be included in the NOTAMJ using the format: NEXT OBS SKED FOR YYMMDHHMM

7.4.16 French Version

NOTAMJ issued for locations where services are available in English and in French shall be issued in both languages.

7.4.17 Plain Language and Remarks

The use of the terms TIL, TILL, UNTIL, UNTILL, CRFL and CANCELLED (ANNULE) is prohibited within remarks fields. The abbreviation CRFL shall only be used as described in section 7.4.13. Characters other than letters, digits and - (hyphen) ? (question mark) : (colon) ( (open bracket) ) (close bracket) . (period) , (comma) ´ (apostrophe) = (equal sign) / (oblique) + (plus sign) are prohibited.

The remarks shall not make reference to closed runways or taxiways. If these surfaces are closed, a NOTAM must be issued.
7.4.18 NOTAMJ at Heliports

NOTAMJ can be issued at heliports. The RSC line must start with the location identifier followed by RSC and followed by either TLOF or FATO.\textsuperscript{41}

Example 1: 000000 NOTAMJ CYBN BORDEN(HELI)
CYBN RSC TLOF 100 PCT COMPACTED SN. 1402181334

Example 2: 000000 NOTAMJ CYCX GAGETOWN(HELI)
CYCX RSC FATO 15 PCT ICE PATCHES 85 PCT BARE AND WET.
RMK: FATO EDGE LGT PARTIALLY OBSC. 1402181334

Example 3: 000000 NOTAMJ CYBR SHILO(HELI)
CKM3 RSC TLOF 100 PCT WET SN 4 INS.
RMK: SN REMOVAL IN PROGRESS. EXP TO BE CLEARED BY 1500. 1402181354

Example 4: 000000 NOTAMJ CYBR HALIFAX/SHEARWATER(HELI)
CYAW RSC FATO 16H/34H 60 PCT WET SN 0.5 INS 40 PCT BARE AND DAMP.
RMK: PADS 2 AND 3 100 PCT COMPACTED SN. PADS 5 AND 6 100 PCT ICE. 1402181354

7.4.19 Examples

Example 1: 000000 NOTAMJ CAAA SUMSPOT/SUNNY SUMSPOT MUNI
CAAA RSC 09/27 60 PCT COMPACTED SN, 30 PCT DRY SN OVER COMPACTED SN 0.13 INS, 10 PCT BARE AND DRY. 1202151751
CAAA RSC 14/32 100 PCT BARE AND DAMP. CHEM. 1202151710

Example 2: 000000 NOTAMJ CAAA SUMSPOT/SUNNY SUMSPOT MUNI
CAAA RSC 09/27 100 FT CL 100 PCT BARE AND DRY. REMAINING WID 100 PCT WET SN 0.5 INS. 1202151751
CAAA RSC 14/32 20 FT EAST AND 80 FT WEST OF CL 100 PCT BARE AND DAMP. REMAINING WID 100 PCT SLUSH 0.25 INS. 150 FT TO BE CLRD BY 2100.
1202151710

Example 3: 000000 NOTAMJ CAAA SUMSPOT/SUNNY SUMSPOT MUNI
CAAA RSC 09/27 30 PCT BARE AND DRY, 70 PCT DRY SN TRACE. 1202151751
CAAA CRFI 09/27 -10C .37 1202151753
CAAA RSC 14/32 40 PCT BARE AND DRY, 60 PCT DRY SN TRACE. 1202151710
CAAA CRFI 14/32 -10C .39 1202151714

Example 4: 000000 NOTAMJ CAAA SUMSPOT/SUNNY SUMSPOT MUNI
CAAA RSC 09/27 100 PCT BARE AND WET. SAND AND CHEM. 3 FT SN BANK 2 FT OUTSIDE NORTH RWY EDGE. NORTH REDL PARTIALLY OBSC. 1202151751
CAAA CRFI 09/27 0C .37 1202151751
CAAA RSC 14/32 150 FT CL 100 PCT BARE AND WET. UREA. REMAINING WID 60 PCT COMPACTED SN, 40 PCT WET SN 1 INS. REMAINING WID TO BE CLRD BY 1930. SWEEPING IN PROGRESS CTC OPR 555-555-5555. 8 INS WINDROW 2 FT INSIDE WEST RWY EDGE AND ACROSS INT RWY 09/27. 1202151710
CAAA CRFI 14/32 1C .39 1202151714
RMK: TWY A AND B SN OVER ICE 2 INS. VERY SLIPPERY. MAIN APN SANDED. NEXT SKED OBS FOR 1202152230

\textsuperscript{41}At the moment, SNOWiz cannot be used to issue NOTAMJ at heliports. At sites where helipads are collocated with runways, SNOWiz does not provide dedicated fields for helipad conditions. Conditions can be included in the taxiway or apron remarks. Refer to section 7.4.14.
Example 5: 000000 NOTAMJ CAAA SUMSPOT/SUNNY SUMSPOT MUNI  
CAAA RSC 09/27 50 PCT ICE PATCHES, 40 PCT COMPACTED SN PATCHES, 10  
PCT DRY SN 0.13 INS. RMK: AREAS OF BARE AND DRY PRESENT FIRST 3000  
FT FM THR 09. 1301141135

Example 6: 000000 NOTAMJ CAAA SUMSPOT/SUNNY SUMSPOT MUNI  
CAAA RSC 09/27 60 PCT BARE AND WET, 30 PCT WET SN TRACE, 10 PCT  
SLUSH TRACE. ICE PATCHES 2500 FT FM THR 09. 1301141135

Example 7: 000000 NOTAMJ CAAA SUMSPOT/SUNNY SUMSPOT MUNI  
CAAA RSC 09/27 40 PCT BARE AND WET, 50 PCT SLUSH TRACE, 10 PCT SLUSH  
OVER ICE. RMK: COMPACT SN PRESENT ALONG RWY EDGE LIGHTS. 1301141135

Example 8: English version:  
000000 NOTAMJ CAAA SUMSPOT/SUNNY SUMSPOT MUNI  
CAAA RSC 09/27 60 PCT COMPACTED SN, 30 PCT DRY SN OVER COMPACTED SN  
0.13 INS, 10 PCT BARE AND DRY. 1202151751  
CAAA RSC 14/32 100 PCT BARE AND DAMP. CHEM. 1102151710

Followed by the French version:  
000000F NOTAMJ CAAA SUMSPOT/SUNNY SUMSPOT MUNI  
CAAA RSC 09/27 60 PCT SN COMPACTEE, 30 PCT SN SECHE SUR SN DURCIE  
0.13 INS, 10 PCT NUE ET SECHE. 1202151751  
CAAA RSC 14/32 100 PCT NUE ET HUMIDE. CHEM. 1202151710

7.4.20 NOTAMJ Based on a Pilot Report

In exceptional circumstances, when the accountable source has not provided a runway surface condition  
report and pilots report conditions that could negatively affect operations, a temporary NOTAMJ can be  
issued until the accountable source can provide a proper report. The phrase RMK: AS OBS BY PILOTS  
shall be used.

Example: CYLB RSC 11/29 100 PCT ICE RMK: AS OBS BY PILOTS YYMMDHHMM
8 Related Documentation

The following documents are used in conjunction with this manual:

- ICAO Annex 15
- ICAO Document 8126
- ICAO Document 8400
- TP14371 – Aeronautical Information Manual (AIM)
- TP312 – Aerodrome Standards and Recommended Practices
- Canadian Air Regulations (CARs)
- TC AC 302-013
- TC AC 300-005
- Operating Procedures for AIS Dynamic Data (OPADD)
- 6-2AFTN (04, 05 and 15)
- ICAO Annex 10
- NAV CANADA Terminav
- TP 11958 – Glossary for Pilots and Air Traffic Services Personnel
- Canada Flight Supplement (CFS)
- Canada Air Pilot (CAP)
- Water Aerodrome Supplement (WAS)
- BMS Manual (W-Q&S-100)
## 9 Acronyms and Abbreviations

The following acronyms and abbreviations are used in this manual but are not listed in Appendices C and D.

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Definition</th>
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<tr>
<td>ADMS</td>
<td>Aeronautical Data Management System</td>
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<tr>
<td>AFS</td>
<td>Aeronautical Fixed Service</td>
</tr>
<tr>
<td>AFTN</td>
<td>Aeronautical Fixed Telecommunication Network</td>
</tr>
<tr>
<td>AGA</td>
<td>Aerodromes, air routes and ground aids</td>
</tr>
<tr>
<td>AIM</td>
<td>Transport Canada Aeronautical Information Manual</td>
</tr>
<tr>
<td>AIM</td>
<td>Aeronautical Information Management</td>
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<td>AIS</td>
<td>Aeronautical Information Services</td>
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<tr>
<td>AMSCR</td>
<td>Aircraft Movement Surface Condition Report</td>
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<tr>
<td>ASC</td>
<td>Aerodrome Safety Circular</td>
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<td>ASDE</td>
<td>Airport Surface Detection Equipment</td>
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<tr>
<td>ASM</td>
<td>Automatic Service Message</td>
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<td>BSO</td>
<td>Balloon Safety Officer</td>
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<tr>
<td>CANSCA</td>
<td>Canadian Air Navigation Services Commercialization Act</td>
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<tr>
<td>CASARA</td>
<td>Civil Air Search and Rescue Association</td>
</tr>
<tr>
<td>CFPS</td>
<td>Collaborative Flight Planning System</td>
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<tr>
<td>DND</td>
<td>Department of National Defence</td>
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<tr>
<td>FIMS</td>
<td>FSS Information Management System</td>
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<tr>
<td>GM FIR</td>
<td>General Manager, Flight Information Region</td>
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<tr>
<td>ICAO</td>
<td>International Civil Aviation Organization</td>
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<tr>
<td>MANOT</td>
<td>Missing Aircraft Notice</td>
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<tr>
<td>MIDS</td>
<td>Multipurpose Information Display System</td>
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<tr>
<td>MTCU</td>
<td>Military Terminal Control Unit</td>
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<tr>
<td>NCFO</td>
<td>NAV CANADA Flight Operations</td>
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<tr>
<td>NMB</td>
<td>NOTAM Operations Bulletin</td>
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<tr>
<td>NOF</td>
<td>International NOTAM Office</td>
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<tr>
<td>NOTAMC</td>
<td>Cancelling NOTAM</td>
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<tr>
<td>NOTAMJ</td>
<td>A special-series NOTAM notifying the presence of hazardous conditions due to contaminants such as snow, ice or slush on the manoeuvring area</td>
</tr>
<tr>
<td>NOTAMN</td>
<td>New NOTAM</td>
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<tr>
<td>NOTAMR</td>
<td>Revising NOTAM</td>
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<tr>
<td>NPS</td>
<td>NOTAM Processing System</td>
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<tr>
<td>NSCC</td>
<td>National System Control Centre</td>
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<tr>
<td>OCAS</td>
<td>Obstacle Collision Avoidance System</td>
</tr>
<tr>
<td>PATWAS</td>
<td>Pilot's Automatic Telephone Weather Answering Service</td>
</tr>
<tr>
<td>RVOP</td>
<td>Reduced Visibility Operation Plan</td>
</tr>
<tr>
<td>SD</td>
<td>Service Delivery</td>
</tr>
<tr>
<td>TOCC</td>
<td>Technical Operations Co-ordination Centre</td>
</tr>
<tr>
<td>UFN</td>
<td>Until further notice</td>
</tr>
<tr>
<td><strong>UTC</strong></td>
<td>Co-ordinated Universal Time</td>
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<tr>
<td>---------</td>
<td>-----------------------------</td>
</tr>
<tr>
<td><strong>VHF</strong></td>
<td>Very high frequency</td>
</tr>
<tr>
<td><strong>WAADS</strong></td>
<td>Wind and altimeter display system</td>
</tr>
</tbody>
</table>
10 Glossary

Accelerated stop distance available (distance accélération-arrêt utilisable) (ASDA)
The length of the take-off run available plus the length of the stopway, where provided.

Aerodrome (aérodrome)
Any area of land, water (including the frozen surface thereof) or other supporting surface used, designed, prepared, equipped or set apart for use, either in whole or in part, for the arrival and departure, movement or servicing of aircraft. This includes any buildings, installations and equipment in connection therewith.

Aeronautical Fixed Service (Service fixe aéronautique) (AFS)
A telecommunication service between specified fixed points provided primarily for the safety of air navigation and for the regular, efficient and economical operation of air services.

Aeronautical Fixed Telecommunication Network (Réseau du service fixe des télécommunications aéronautiques) (AFTN)
A world-wide system of aeronautical fixed circuits provided, as part of the Aeronautical Fixed Service, for the exchange of messages and/or digital data between aeronautical fixed stations having the same or compatible communications characteristics.

Aeronautical Information Circular (circulaire d'information aéronautique) (AIC)
A notice containing information that does not qualify for the origination of a NOTAM or for inclusion in the AIP, but which relates to flight safety, air navigation, technical, administrative or legislative matters.

Aeronautical Information Publication (publication d'information aéronautique) (AIP)
A publication issued by or with the authority of a State and containing aeronautical information of a lasting character essential to air navigation.

Aeronautical Information Services (Services d'information aéronautique) (AIS)
A service established within the defined area of coverage responsible for the provision of aeronautical information/data necessary for the safety, regularity and efficiency of air navigation.

Aeronautical navigation facility (aménagement de navigation aéronautique)
Any facility used, available for use, or designed for use as a NAVAID including landing areas, lights, any apparatus or equipment for disseminating weather information, for signalling, for radio-directional finding, or for radio or other electronic communication, and any other structure or mechanism having a similar purpose for guiding or controlling flight in the air or the landing and takeoff of aircraft.

AIP Supplement (supplément d’AIP)
Temporary changes to the information contained in the AIP published by means of special pages.

Aircraft Movement Surface Condition Report (compte rendu de l’état de la surface pour les mouvements d’aéronefs) (AMSCR)
The report that details the surface conditions of all movement areas at an aerodrome including runways, taxiways and aprons.
Airport (aéroport)
An aerodrome where an airport certificate is in force.

Airshow (spectacle aérien)
An aerial display or demonstration before an invited assembly or persons by one or more aircraft.

Airshow sponsor (organisateur de spectacle aérien)
The person or agency responsible for the organization and conduct of an airshow.

Appropriate authority (autorité compétente)
A person or agency that is appropriately accountable for the origination or amendment of information contained in a NOTAM.

Bare and damp (nue et humide)
A surface condition that appears wet, but where the moisture cannot be readily detected.

Bare and dry (nue et sèche)
A surface condition that is not damp or wet, and has no observed contaminant.

Bare and wet (nue et mouillée)
A surface condition where there is a thin layer of water and the layer is 3 mm (0.13 inch) or less in depth.

Canadian Runway Friction Index (coefficient canadien de frottement sur piste) (CRFI)
The average of the runway friction as measured by a mechanical or electronic decelerometer.

Cleared width (largeur dégagée)
The width of the narrowest portion of a runway that has been cleared to the greatest extent possible of contaminants.

Clearway (prolongement dégagé)
A defined rectangular area on the ground or water under the control of the appropriate authority, selected or prepared as a suitable area over which an aeroplane may make a portion of its initial climb to a specified height.

Collaborative Flight Planning System (CFPS)
A web-based system that receives, stores, and disseminates flight data including weather data, NOTAM and flight plans.

Compacted snow (neige durcie)
Snow compressed into a solid mass that resists further compression and holds together or breaks up into lumps if picked up.

Contaminant (contaminant)
In the context of NOTAMJ and ICAO SNOWTAM, material on a surface including water, slush, snow compacted snow, ice or frost.

Day or daylight (jour)
The time between the beginning of morning civil twilight and the end of evening civil twilight.
Declared distances (distances déclarées)
The usable runway distances for which instrument approach procedures are published in the CAP or the RCAP, or amended by NOTAM, for landings and take-offs.

Displaced threshold (seuil décalé)
A threshold not located at the end of a runway due to obstacles penetrating the obstacle(s) penetrating the obstacle limitation surface of the approach path to the runway.

Dry snow (neige sèche)
Snow that is neither compacted on nor bonded to a surface, including fresh fallen or old standing dry snow. If compacted by hand, dry snow falls apart upon release. The term “dry snow” is used instead of “loose snow.”

Evening civil twilight (crépuscule civil)
Relative to the standard meridians of the time zones, the period of time that begins at sunset and ends when the centre of the sun's disc is 6° below the horizon and is descending. The time is specified by the Institute of National Measurement Standards of the National Research Council of Canada.

Facility (aménagement)
A physical structure or geographic area that can be clearly defined for the purpose of NOTAM information related to it.

Frost (givre)
Ice crystals formed from airborne moisture that has condensed on a surface whose temperature is below 0°C.

Frozen ridges (arêtes gelées)
Rough uneven ice surface like frozen water ripples.

Ice (glace)
Water that has frozen on a surface and includes the condition commonly known as “black ice” and the condition where compacted snow has turned into a polished ice surface.

Ice control chemicals (agents chimiques pour contrôle de la glace)
Chemicals used to prevent ice formation, to prevent ice from bonding to a surface or to break up or melt ice on a surface. (CHEM)

Issuing unit (unité émettrice)
The ATS facility (generally Flight Service Station or the Flight Information Centre) entering the NOTAM data in the system via AFTN.

Landing distance available (distance d'atterrissage utilisable) (LDA)
The length of runway declared available and suitable for the ground run of an aeroplane landing.

Long term / Long duration (long terme / longue durée)
For NOTAM purposes, long term or long duration is a period of three months or longer.

Morning civil twilight (aube civile)
In the morning, civil twilight begins when the centre of the sun's disc is 6° below the horizon and is ascending, and ends at sunrise, approximately 25 min later. (The number of minutes varies on the latitude and the time of year.)
Multipurpose Information Display System (Système d’affichage à fonctions multiples) (MIDS)
A system that receives, stores, and disseminates flight data including weather data, NOTAM and flight plans.

Night (nuit)
The time between the end of evening civil twilight and the beginning of morning civil twilight.

NOTAM
A notice distributed by means of telecommunications 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. In this manual, the term NOTAM used by itself refers to a message distributed by AFTN.

NOTAMJ
A special series NOTAM notifying the presence of hazardous conditions due to contaminants on runways by means of a specific format.

NOTAM originator / Originating unit (auteur du NOTAM / unité d’origine)
The individual or agency responsible for the provision of information contained in a NOTAM.

NOTAM Specialist (Spécialiste NOTAM)
A member of the International NOTAM Office responsible for evaluating, validating and editing information contained in domestic NOTAM and their timely domestic and international distribution in accordance with NAV CANADA procedures, ICAO standards and recommended practices.

Obstacle limitation surface (surface de limitation d’obstacle)
A surface that establishes the limit to which objects may project into the airspace associated with an aerodrome so that aircraft operations at the aerodrome may be conducted safely. Obstacle limitation surfaces consist of the following:
- Outer surface: A surface located in a horizontal plane above an aerodrome and its environs.
- Take-off/Approach surface: An inclined plane beyond the end of a runway and preceding the threshold of a runway.
- Transitional surface: A complex surface along the side of the strip and part of the side of the approach surface, that slopes upwards and outwards to the outer surface, when provided.

Obstruction / Obstacle (obstacle)
All fixed (whether temporary or permanent) and mobile objects, or parts thereof, that are located on an area intended for the surface movement of aircraft or that extend above a defined surface intended to protect aircraft in flight.

Originating unit / NOTAM originator (unité d'origine / auteur du NOTAM)
The agency or individual responsible for the provision of information contained in a NOTAM.

Percentage of contamination (pourcentage de contamination)
The estimated amount of each contaminant present on the surface of the runways and reported separately as a percentage (%) of the whole surface.
Runway strip (bande de piste)
A defined area including the runway and stopway, if provided, intended to reduce the risk of damage to aircraft running off a runway, and to protect aircraft flying over it during take-off or landing operations.

Runway Surface Condition (état de la surface de la piste)
The portion of the AMSCR which reports the surface condition of the runway.

Sand (sable)
Small particles of crushed angular mineral aggregates or natural sand material used to improve runway surface friction levels.

Significant Change (Changement significatif)
With respect to runway surface condition includes but is not limited to: changes in type of contaminant, such as from dry snow to wet snow; measurable changes in depth of contaminant; following the application or removal of sand or chemicals; following snow removal or sweeping; changes in conditions caused by rapid increases or decreases in temperature.

Short term / Short duration (court terme / courte durée)
For NOTAM purposes, short term or short duration is a period of less than three months.

Slush (neige fondante)
Partially melted snow or ice, with a high water content, from which water can readily flow. Slush displaces with a splatter with a heel-and-toe slap down motion against the ground.

Snow bank (banc de neige)
A heap or mound of snow created mechanically that is higher than the surrounding snow cover.

Snow drift (congére)
A heap or mound of snow created by action of the wind. Snowdrifts resemble sand dunes and are formed in a similar manner, namely, by wind moving light snow and depositing it when the wind is slowed, usually against a stationary object. Snow normally crests and slopes off toward the surface on the windward side of a large object. On the leeward side, areas near the object are a bit lower than surrounding areas, but are generally flatter.

SNOWiz
Internet application for the direct entry of runway surface condition by an accountable source, the output being a NOTAMJ. SNOWiz is also an Internet interface that allows dialog between automated reporting systems and NAV CANADA’s database: SNOWiz is part of ACS (Accountable Source Services).

Standing water (eau stagnante)
Water having a depth of more than 3mm (0.13 inch).

Stopway (prolongement d’arrêt)
A defined rectangular area on the ground at the end of the runway, in the direction of take-off, prepared as a suitable area in which an aeroplane can be stopped in the case of an abandoned take-off.

Take-off distance available (distance de décollage utilisable) (TODA)
The length of the take-off run available plus the length of the clearway, where provided. (Maximum clearway length allowed is 1000 feet.

Take-off run available (distance de roulement utilisable au décollage) (TORA)
The length of runway declared available and suitable for the ground run of an aeroplane taking off.
Threshold (seuil)
The beginning of that portion of the runway usable for landing.

Trace (trace)
The presence of a surface contaminant that can be visibly detected but cannot be readily measured.

Voice NOTAM (NOTAM en phonie)
Information that is made available to an operational ATS unit for relay via radio communications, as appropriate, to affected aircraft but is not distributed via AFTN or AIP Supplement.

Wet ice (glace mouillée)
Ice covered with a thin film of water.

Wet snow (neige mouillée)
Snow that sticks together to form a snowball but does not readily allows water to flow from it when compressed by hand.

Windrow (andain)
A ridge of material, such as snow or gravel, created by airside maintenance equipment.
11 Approvals

This document shall be reviewed on a regular basis in accordance with the BMP – Control of Documents.

The Canadian NOTAM Procedures Manual describes the procedures to be used and the standards to be followed by NOTAM Originators and processing personnel.

Should more information be required concerning the procedures in this manual, please send an email to the AIM Support Group mailbox.

This publication is issued under the approval of the following members of the AIM Management Team.

Chris DeJager
Manager, AIM Support Group
September 2014

David White
Manager, AIM Quality & Safety
September 2014

Jim Ferrier
Manager, AIM Service Delivery
September 2014
Appendix A – Detailed Explanation of Changes

General
Throughout the manual, AIS is changed to AIM (Aeronautical Information Management).

Chapter 4 – Format
4.1.3 Minor wording change: “…is to…” to “…must…”

Chapter 5 – Specifications
5.1.4 Example 2 changed to reflect changes in CAP and RCAP information layout
5.2.3.11 New section Runway Re-designation
5.8 Weather – information reordered, change in NOTAM syntax with regards to METAR, addition of an example for automated weather observation systems (AUTO).

Chapter 7 – NOTAMJ
7.4.6 Surface Condition, Depth and Height, Distances: SNOWiz values updated in accordance with SNOWiz release Fall 2014; cleared width, examples for offset descriptions updated.
7.4.14 Spelling correction in Example 5.

Appendix C
Addition of WDI (Wind direction indicator)

Appendix D
Addition of Emergency Air Traffic Priority List (EAPTL*)
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Appendix B – Amendment to the Manual and Bulletin Template

Recommendations for amendments coming from NAV CANADA shall be forwarded to the Manager, AIM Service Delivery and the AIM Support Group by email (AIM.SG.Production.Support@navcanada.ca).

AIM staff shall use the AIM Development Submission form found on the AIM Community Portal. Recommendations for amendments coming from other interested agencies shall be submitted, in writing to:

Manager, AIM Service Delivery
NAV CANADA
77 Metcalfe Street
Ottawa ON K1P 5L6

All suggested amendments shall include detailed explanations and justifications.

Change proposals are provided for review, on a case-by-case basis, to various stakeholders including but not limited to: NAV CANADA International NOTAM Office, Airspace and Procedures, Airport Operations, Safety Evaluation Investigation, Technical Training and Operational Systems Requirements. The manual is also reviewed by Transport Canada (Air Navigation Standards, Airport Standards and Air Navigation Services) and, in some instances, by airline and airport representatives as well.

This manual is amended once a year or as required.

Should the need for an urgent and unscheduled amendment to this manual arise, a NOTAM Operations Bulletin (NMB) is produced and distributed to concerned NAV CANADA personnel via “Source” (intranet) and email and to concerned external personnel via email. If a change in NOTAM Standards affects a broader audience, an AIC can also be published. The bulletin will remain in effect until appropriate revisions are made and the bulletin is cancelled. In addition, bulletins are available on the intranet AIM Community Portal.

The bulletin states the purpose of the bulletin and provides definitions and/or background information that led to the bulletin issuance, the information being promulgated and/or clear directives to implement the change, contacts, references and a distribution list.
Mandatory Reading

This bulletin shall be read by the following unit(s):

- All concerned ATS Personnel
- International NOTAM Office

Purpose / Subject

Definition / Background

This section shall include a detailed description of the issue being addressed in the bulletin.

SAFETY ASSESSMENT

This section shall include a statement of the Safety Management Activities completed (SMP, HIRA, Hazard Log, SMR)

OR

Shall state “No Safety Impact Identified” based on the Accountable Manager’s assessment of the change as non-major/minor.

Directive / Information

This section shall include a detailed description of the process to be used to address the issue described in Definition/Background.

SDO / INO

Ensure all SDO and INO issues have been addressed. If there are no SDO and/or INO issues, include the statement “There is no impact to SDO or INO.”

Contacts / References

- Author:
- Technical validation:
- References:
  - Include title and location of SMP, HIRA, Hazard Log, SMR

Distribution List

- All AIM Staff
- AIM Community Portal
# Appendix C – Abbreviations and Acronyms Used in Canadian NOTAM (Decode)

When quoting another publication in the text of a NOTAM, quoted text may contain abbreviations and acronyms extracted from the publication that may differ from the following list.

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>ABN</td>
<td>Aerodrome beacon</td>
</tr>
<tr>
<td>ABV</td>
<td>Above</td>
</tr>
<tr>
<td>ACC</td>
<td>Area Control Centre or area control</td>
</tr>
<tr>
<td>ACFT</td>
<td>Aircraft</td>
</tr>
<tr>
<td>ACT</td>
<td>Active or activated or activity</td>
</tr>
<tr>
<td>AD</td>
<td>Aerodrome</td>
</tr>
<tr>
<td>ADIZ</td>
<td>Air defence identification zone</td>
</tr>
<tr>
<td>ADJ</td>
<td>Adjacent</td>
</tr>
<tr>
<td>ADS-B</td>
<td>Automatic dependent surveillance – broadcast</td>
</tr>
<tr>
<td>ADZ</td>
<td>Advise</td>
</tr>
<tr>
<td>AFT</td>
<td>After... (time or place)</td>
</tr>
<tr>
<td>AGL</td>
<td>Above ground level</td>
</tr>
<tr>
<td>AIC</td>
<td>Aeronautical Information Circular</td>
</tr>
<tr>
<td>AIP</td>
<td>Aeronautical Information Publication</td>
</tr>
<tr>
<td>ALS</td>
<td>Approach lighting system</td>
</tr>
<tr>
<td>ALT</td>
<td>Altitude</td>
</tr>
<tr>
<td>AMDT</td>
<td>Amendment (AIP Amendment)</td>
</tr>
<tr>
<td>AP</td>
<td>Airport</td>
</tr>
<tr>
<td>APAPI</td>
<td>Abbreviated precision approach path indicator</td>
</tr>
<tr>
<td>APCH</td>
<td>Approach</td>
</tr>
<tr>
<td>APN</td>
<td>Apron</td>
</tr>
<tr>
<td>APR</td>
<td>April</td>
</tr>
<tr>
<td>APRX</td>
<td>Approximate or approximately</td>
</tr>
<tr>
<td>ARCAL*</td>
<td>Aircraft Radio Control of Aerodrome Lighting</td>
</tr>
<tr>
<td>ARFF*</td>
<td>Aircraft rescue fire-fighting (SLIA in French)</td>
</tr>
<tr>
<td>ARR</td>
<td>Arrive or arrival</td>
</tr>
<tr>
<td>ASDA</td>
<td>Accelerate stop distance available</td>
</tr>
<tr>
<td>ASL*</td>
<td>Above sea level</td>
</tr>
<tr>
<td>ATC</td>
<td>Air traffic control (in general)</td>
</tr>
<tr>
<td>ATFM</td>
<td>Air traffic flow management</td>
</tr>
<tr>
<td>ATIS</td>
<td>Automatic terminal information service</td>
</tr>
<tr>
<td>ATS</td>
<td>Air traffic services</td>
</tr>
<tr>
<td>AUG</td>
<td>August</td>
</tr>
<tr>
<td>AUTH</td>
<td>Authorized or authorization</td>
</tr>
<tr>
<td>AVASIS*</td>
<td>Abbreviated visual approach slope indicator system</td>
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<tr>
<td>AVBL</td>
<td>Available or availability</td>
</tr>
<tr>
<td>AVGAS</td>
<td>Aviation gasoline</td>
</tr>
<tr>
<td>Abbreviation</td>
<td>Description</td>
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<tr>
<td>--------------</td>
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</tr>
<tr>
<td>AWOS*</td>
<td>Automatic weather observation system</td>
</tr>
<tr>
<td>AWY</td>
<td>Airway</td>
</tr>
<tr>
<td>AZM</td>
<td>Azimuth</td>
</tr>
<tr>
<td>BCN</td>
<td>Beacon (aeronautical ground light)</td>
</tr>
<tr>
<td>BCST</td>
<td>Broadcast</td>
</tr>
<tr>
<td>BFR</td>
<td>Before</td>
</tr>
<tr>
<td>BLDG</td>
<td>Building</td>
</tr>
<tr>
<td>BLW</td>
<td>Below</td>
</tr>
<tr>
<td>BRKG</td>
<td>Braking</td>
</tr>
<tr>
<td>BTN</td>
<td>Between</td>
</tr>
<tr>
<td>C</td>
<td>Centre (preceded by runway designation number to identify a parallel runway)</td>
</tr>
<tr>
<td>C</td>
<td>Degrees Celsius (Centigrade)</td>
</tr>
<tr>
<td>CAP*</td>
<td>Canada Air Pilot</td>
</tr>
<tr>
<td>CAR*</td>
<td>Canadian Aviation Regulation (RAC in French)</td>
</tr>
<tr>
<td>CARS*</td>
<td>Community Aerodrome Radio Station</td>
</tr>
<tr>
<td>CAT</td>
<td>Category</td>
</tr>
<tr>
<td>CFB*</td>
<td>Canadian Forces Base</td>
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<tr>
<td>CFS*</td>
<td>Canada Flight Supplement</td>
</tr>
<tr>
<td>CH</td>
<td>Channel</td>
</tr>
<tr>
<td>CHEM</td>
<td>Chemical solution or ice control chemical</td>
</tr>
<tr>
<td>CL</td>
<td>Centreline</td>
</tr>
<tr>
<td>CLR</td>
<td>Clear(s) or cleared to or clearance</td>
</tr>
<tr>
<td>CLRD</td>
<td>Cleared (Runway cleared – as used in SNOWiz)</td>
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<tr>
<td>CLSD</td>
<td>Close or closed or closing</td>
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<td>COM</td>
<td>Communications</td>
</tr>
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<td>COMSND*</td>
<td>Commissioned</td>
</tr>
<tr>
<td>COND</td>
<td>Condition</td>
</tr>
<tr>
<td>CONST</td>
<td>Construction or constructed</td>
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<tr>
<td>COOR</td>
<td>Co-ordinate or co-ordination</td>
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<tr>
<td>COORD</td>
<td>Co-ordinates</td>
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<tr>
<td>CPDLC</td>
<td>Controller-pilot data link communications</td>
</tr>
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<td>CRFI*</td>
<td>Canadian runway friction index</td>
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<tr>
<td>CTA</td>
<td>Control area</td>
</tr>
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<td>CTC</td>
<td>Contact</td>
</tr>
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<td>Control</td>
</tr>
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<td>CUST</td>
<td>Customs</td>
</tr>
<tr>
<td>CYA</td>
<td>Canadian Class F airspace, advisory area</td>
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<tr>
<td>CYD</td>
<td>Canadian Class F airspace, danger area</td>
</tr>
<tr>
<td>CYR</td>
<td>Canadian Class F airspace, restricted area</td>
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<tr>
<td>DA</td>
<td>Decision altitude</td>
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<tr>
<td>DAH*</td>
<td>Designated Airspace Handbook</td>
</tr>
<tr>
<td>DEC</td>
<td>December</td>
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<tr>
<td>DECOMSND*</td>
<td>Decommissioned</td>
</tr>
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<td>DEG</td>
<td>Degrees</td>
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<td>Definition</td>
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<td>--------------</td>
<td>------------</td>
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<tr>
<td>DEP</td>
<td>Depart or departure</td>
</tr>
<tr>
<td>DEST</td>
<td>Destination</td>
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<td>DH</td>
<td>Decision height</td>
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<tr>
<td>DIST</td>
<td>Distance</td>
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<tr>
<td>DLA</td>
<td>Delay or delayed</td>
</tr>
<tr>
<td>DLY</td>
<td>Daily</td>
</tr>
<tr>
<td>DME</td>
<td>Distance measuring equipment</td>
</tr>
<tr>
<td>DOM</td>
<td>Domestic</td>
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<tr>
<td>DP</td>
<td>Dew point temperature</td>
</tr>
<tr>
<td>DPT</td>
<td>Depth</td>
</tr>
<tr>
<td>DRCO*</td>
<td>Dial-up remote communication outlet</td>
</tr>
<tr>
<td>DRG</td>
<td>During</td>
</tr>
<tr>
<td>DT</td>
<td>Daylight saving time</td>
</tr>
<tr>
<td>DTHR</td>
<td>Displaced runway threshold</td>
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<tr>
<td>E</td>
<td>East or eastern longitude</td>
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<td>EATPL*</td>
<td>Emergency Air Traffic Priority List</td>
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<tr>
<td>EM</td>
<td>Emission</td>
</tr>
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<td>EMERG</td>
<td>Emergency</td>
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<td>ENE</td>
<td>East-north-east</td>
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<tr>
<td>ENR</td>
<td>En route</td>
</tr>
<tr>
<td>EQPT</td>
<td>Equipment</td>
</tr>
<tr>
<td>ESCAT*</td>
<td>Emergency Security Control of Air Traffic</td>
</tr>
<tr>
<td>ESE</td>
<td>East-south-east</td>
</tr>
<tr>
<td>ETA</td>
<td>Estimated time of arrival or estimating arrival</td>
</tr>
<tr>
<td>ETD</td>
<td>Estimated time of departure or estimating departure</td>
</tr>
<tr>
<td>EXC</td>
<td>Except</td>
</tr>
<tr>
<td>EXER</td>
<td>Exercises or exercising or to exercise</td>
</tr>
<tr>
<td>EXP</td>
<td>Expect or expected or expecting</td>
</tr>
<tr>
<td>FAC</td>
<td>Facilities</td>
</tr>
<tr>
<td>FAF</td>
<td>Final approach fix</td>
</tr>
<tr>
<td>FATO</td>
<td>Final approach and take off area</td>
</tr>
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<td>FAX</td>
<td>Facsimile transmission</td>
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<td>FCST</td>
<td>Forecast</td>
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<td>FEB</td>
<td>February</td>
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<tr>
<td>FIC</td>
<td>Flight Information Centre</td>
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<tr>
<td>FIR</td>
<td>Flight information region</td>
</tr>
<tr>
<td>FISE*</td>
<td>Flight information service enroute</td>
</tr>
<tr>
<td>FL</td>
<td>Flight level</td>
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<td>FLR</td>
<td>Flares</td>
</tr>
<tr>
<td>FLT</td>
<td>Flight</td>
</tr>
<tr>
<td>FLW</td>
<td>Follow(s) or following</td>
</tr>
<tr>
<td>FM</td>
<td>From</td>
</tr>
<tr>
<td>FMS</td>
<td>Flight management system</td>
</tr>
<tr>
<td>FPM</td>
<td>Feet per minute</td>
</tr>
<tr>
<td>Abbreviation</td>
<td>Description</td>
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<td>--------------</td>
<td>-------------</td>
</tr>
<tr>
<td>FREQ</td>
<td>Frequency</td>
</tr>
<tr>
<td>FRI</td>
<td>Friday</td>
</tr>
<tr>
<td>FSS</td>
<td>Flight Service Station</td>
</tr>
<tr>
<td>FT</td>
<td>Foot or feet (dimensional unit)</td>
</tr>
<tr>
<td>GLD</td>
<td>Glider</td>
</tr>
<tr>
<td>GNSS</td>
<td>Global navigation satellite system</td>
</tr>
<tr>
<td>GP</td>
<td>Glide path</td>
</tr>
<tr>
<td>GPS</td>
<td>Global positioning system</td>
</tr>
<tr>
<td>GRVL</td>
<td>Gravel</td>
</tr>
<tr>
<td>H24</td>
<td>Continuous day and night service</td>
</tr>
<tr>
<td>HAPI</td>
<td>Helicopter approach path indicator</td>
</tr>
<tr>
<td>HBN</td>
<td>Hazard beacon</td>
</tr>
<tr>
<td>HDG</td>
<td>Heading</td>
</tr>
<tr>
<td>HEL</td>
<td>Helicopter</td>
</tr>
<tr>
<td>HELI</td>
<td>Heliport (for use in Field 10)</td>
</tr>
<tr>
<td>HGT</td>
<td>Height or height above</td>
</tr>
<tr>
<td>HOL</td>
<td>Holiday</td>
</tr>
<tr>
<td>HR</td>
<td>Hours</td>
</tr>
<tr>
<td>HYDRO</td>
<td>Water aerodrome (for use in Field 10 for French NOTAM – WATER used for English NOTAM)</td>
</tr>
<tr>
<td>IAF</td>
<td>Initial approach fix</td>
</tr>
<tr>
<td>ID</td>
<td>Identify or identifier</td>
</tr>
<tr>
<td>IDENT</td>
<td>Identification</td>
</tr>
<tr>
<td>IFR</td>
<td>Instrument flight rules</td>
</tr>
<tr>
<td>ILS</td>
<td>Instrument landing system</td>
</tr>
<tr>
<td>IMC</td>
<td>Instrument meteorological condition</td>
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<tr>
<td>INFO</td>
<td>Information</td>
</tr>
<tr>
<td>INS*</td>
<td>Inch or inches (dimensional unit)</td>
</tr>
<tr>
<td>INSTR</td>
<td>Instrument</td>
</tr>
<tr>
<td>INT</td>
<td>Intersection</td>
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<tr>
<td>INTL</td>
<td>International</td>
</tr>
<tr>
<td>INTST</td>
<td>Intensity</td>
</tr>
<tr>
<td>IR</td>
<td>Ice on runway</td>
</tr>
<tr>
<td>JAN</td>
<td>January</td>
</tr>
<tr>
<td>JUL</td>
<td>July</td>
</tr>
<tr>
<td>JUN</td>
<td>June</td>
</tr>
<tr>
<td>KG</td>
<td>Kilograms</td>
</tr>
<tr>
<td>KT</td>
<td>Knots</td>
</tr>
<tr>
<td>L</td>
<td>Left (preceded by runway designation number when identifying a parallel runway)</td>
</tr>
<tr>
<td>LB*</td>
<td>Pounds (dimensional unit)</td>
</tr>
<tr>
<td>LDA</td>
<td>Landing distance available</td>
</tr>
<tr>
<td>LDG</td>
<td>Landing</td>
</tr>
<tr>
<td>LEN</td>
<td>Length</td>
</tr>
<tr>
<td>LGT</td>
<td>Light(s) or lighting</td>
</tr>
<tr>
<td>LGTD</td>
<td>Lighted</td>
</tr>
</tbody>
</table>
LIH  Light intensity high
LIL  Light intensity low
LIM  Light intensity medium
LNAV  Lateral Navigation
LOC  Localizer
LPV  Localizer performance with Vertical Guidance
LTD  Limited
LVL  Level
LWIS*  Limited Weather Information System
MAG  Magnetic
MAINT  Maintenance
MAR  March
MAX  Maximum
MDA  Minimum descent altitude
MEA  Minimum enroute altitude
MEDEVAC*  Medical Evacuation Flight
MEHT  Minimum eye height over threshold (for visual approach slope indicator systems)
MET  Meteorological or meteorology
METAR  Aerodrome routine meteorological report
MF  Medium frequency
MIL  Military
MIN  Minutes
MNM  Minimum
MNPS  Minimum navigation performance specifications
MOC  Minimum obstacle clearance (required)
MOCA  Minimum obstacle clearance altitude
MON  Monday
MSA  Minimum sector altitude
MSG  Message
MSL  Mean sea level
MTCA*  Military Terminal Control Area
N  North or northern latitude
NAT  North Atlantic
NAV  Navigation
NAVAID*  Navigation aid
NDB  Non-directional radio beacon
NE  North-east
NGT  Night
NM  Nautical miles
NNE  North-north-east
NNW  North-north-west
NOV  November
NPA  Non-precision approach
NW  North-west
<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>OBS</td>
<td>Observe, observed, observation</td>
</tr>
<tr>
<td>OBST</td>
<td>Obstacle or obstruction</td>
</tr>
<tr>
<td>OCA</td>
<td>Oceanic control area</td>
</tr>
<tr>
<td>OCT</td>
<td>October</td>
</tr>
<tr>
<td>OPN</td>
<td>Open or opening or opened</td>
</tr>
<tr>
<td>OPR</td>
<td>Operator or operate or operative or operating or operational</td>
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<tr>
<td>OPS</td>
<td>Operations</td>
</tr>
<tr>
<td>O/R</td>
<td>On request</td>
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<td>OTS</td>
<td>Organised track system</td>
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<td>PAL*</td>
<td>Peripheral station</td>
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<tr>
<td>PAPI</td>
<td>Precision approach path indicator</td>
</tr>
<tr>
<td>PAR</td>
<td>Precision approach radar</td>
</tr>
<tr>
<td>PCT*</td>
<td>Percent</td>
</tr>
<tr>
<td>PERM</td>
<td>Permanent</td>
</tr>
<tr>
<td>PIREP*</td>
<td>Pilot weather report</td>
</tr>
<tr>
<td>PN</td>
<td>Prior notice required</td>
</tr>
<tr>
<td>PPR</td>
<td>Prior permission required</td>
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<tr>
<td>PRKG</td>
<td>Parking</td>
</tr>
<tr>
<td>PROC</td>
<td>Procedure</td>
</tr>
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<td>PSR</td>
<td>Primary surveillance radar</td>
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<tr>
<td>PUB*</td>
<td>Published or publication(s)</td>
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<tr>
<td>PWR</td>
<td>Power</td>
</tr>
<tr>
<td>QUAD</td>
<td>Quadrant</td>
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<tr>
<td>R</td>
<td>Right (preceded by runway designation number when identifying a parallel runway)</td>
</tr>
<tr>
<td>RAC*</td>
<td>Règlement de l’aviation canadien (CAR in English)</td>
</tr>
<tr>
<td>RAG</td>
<td>Runway arresting gear</td>
</tr>
<tr>
<td>RAIM</td>
<td>Receiver autonomous integrity monitoring</td>
</tr>
<tr>
<td>RCAP*</td>
<td>Restricted Canada Air Pilot</td>
</tr>
<tr>
<td>RCC</td>
<td>Rescue co-ordination centre</td>
</tr>
<tr>
<td>RCL</td>
<td>Runway centre line</td>
</tr>
<tr>
<td>RCLL</td>
<td>Runway centre line light(s)</td>
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<tr>
<td>RCO*</td>
<td>Remote communications outlet</td>
</tr>
<tr>
<td>RDL</td>
<td>Radial</td>
</tr>
<tr>
<td>RDO</td>
<td>Radio</td>
</tr>
<tr>
<td>REC</td>
<td>Receive or receiver</td>
</tr>
<tr>
<td>REDL</td>
<td>Runway edge light(s)</td>
</tr>
<tr>
<td>REF</td>
<td>Reference to… or refer to…</td>
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<tr>
<td>RENL</td>
<td>Runway end light(s)</td>
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<tr>
<td>RMK</td>
<td>Remark</td>
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<td>RNAV</td>
<td>Area Navigation</td>
</tr>
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<td>RNP</td>
<td>Required navigation performance</td>
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<td>RSC*</td>
<td>Runway surface condition</td>
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<td>RSR</td>
<td>Enroute surveillance radar</td>
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<tr>
<td>RTE</td>
<td>Route</td>
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<tr>
<td>Abbreviation</td>
<td>Description</td>
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<td>-------------</td>
</tr>
<tr>
<td>RTHL</td>
<td>Runway threshold light(s)</td>
</tr>
<tr>
<td>RTZL</td>
<td>Runway touchdown zone light(s)</td>
</tr>
<tr>
<td>RVR</td>
<td>Runway visual range</td>
</tr>
<tr>
<td>RVSM</td>
<td>Reduced vertical separation minimum (1000 FT between FL290 and FL410)</td>
</tr>
<tr>
<td>RWY</td>
<td>Runway</td>
</tr>
<tr>
<td>S</td>
<td>South or southern latitude</td>
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<tr>
<td>SAR</td>
<td>Search and rescue</td>
</tr>
<tr>
<td>SAT</td>
<td>Saturday</td>
</tr>
<tr>
<td>SDBY</td>
<td>Stand by</td>
</tr>
<tr>
<td>SE</td>
<td>South-east</td>
</tr>
<tr>
<td>SEP</td>
<td>September</td>
</tr>
<tr>
<td>SFC</td>
<td>Surface</td>
</tr>
<tr>
<td>SID</td>
<td>Standard instrument departure</td>
</tr>
<tr>
<td>SKED</td>
<td>Schedule or scheduled</td>
</tr>
<tr>
<td>SLIA*</td>
<td>Service de sauvetage et lutte contre les incendies d'aéronefs (ARFF in English)</td>
</tr>
<tr>
<td>SN</td>
<td>Snow</td>
</tr>
<tr>
<td>SR</td>
<td>Sunrise</td>
</tr>
<tr>
<td>SS</td>
<td>Sunset</td>
</tr>
<tr>
<td>SSB</td>
<td>Single sideband</td>
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<td>Touchdown and lift-off area</td>
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<td>Private advisory station located at uncontrolled aerodrome</td>
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<td>Vicinity</td>
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<td>VIS</td>
<td>Visibility</td>
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</tr>
<tr>
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<td>VFR navigation chart</td>
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<td>VFR terminal area chart</td>
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<td>W</td>
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<td>Wide area augmentation system</td>
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<td>Water Aerodrome Supplement</td>
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<td>Water aerodrome (for use in Field 10 – HYDRO is used for French NOTAM) WDI Wind direction indicator</td>
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<td>With effect from or effective from</td>
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<tr>
<td>WID</td>
<td>Width or wide</td>
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<tr>
<td>WIP</td>
<td>Work in progress</td>
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<tr>
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<tr>
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</tr>
<tr>
<td>Z</td>
<td>Co-ordinated Universal Time</td>
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* Canadian abbreviations that need to be written out in ICAO NOTAM format.
### Appendix D – Abbreviations and Acronyms Used in Canadian NOTAM (Encode)

When quoting another publication in the text of a NOTAM, quoted text may contain abbreviations and acronyms extracted from the publication that may differ from the following list.

<table>
<thead>
<tr>
<th>Abbreviation / Acronym</th>
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<td>Abbreviated precision approach path indicator</td>
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<td>AVASIS*</td>
<td>Abbreviated visual approach slope indicator system</td>
</tr>
<tr>
<td>ABV</td>
<td>Above</td>
</tr>
<tr>
<td>AGL</td>
<td>Above ground level</td>
</tr>
<tr>
<td>ASL*</td>
<td>Above sea level</td>
</tr>
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<td>ASDA</td>
<td>Accelerate stop distance available</td>
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<td>ACT</td>
<td>Active or activated or activity</td>
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<td>ADJ</td>
<td>Adjacent</td>
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<td>ADZ</td>
<td>Advise</td>
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<td>Aerodrome</td>
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<tr>
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<td>Aerodrome forecast</td>
</tr>
<tr>
<td>METAR</td>
<td>Aerodrome routine meteorological report</td>
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<td>AIC</td>
<td>Aeronautical Information Circular</td>
</tr>
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<td>AFT</td>
<td>After (time or place)</td>
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<td>ACFT</td>
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<tr>
<td>ARCAL*</td>
<td>Aircraft Radio Control of Aerodrome Lighting</td>
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<td>ARFF*</td>
<td>Aircraft rescue and fire-fighting (SLIA in French)</td>
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<td>Air defence identification zone</td>
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<tr>
<td>ATC</td>
<td>Air traffic control (in general)</td>
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<tr>
<td>ATFM</td>
<td>Air traffic flow management</td>
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<td>Airport</td>
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<td>Airway</td>
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<td>Altitude</td>
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<td>Amendment (AIP Amendment)</td>
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<td>Approach</td>
</tr>
<tr>
<td>ALS</td>
<td>Approach lighting system</td>
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<tr>
<td>APRX</td>
<td>Approximate or approximately</td>
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<td>APR</td>
<td>April</td>
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<td>APN</td>
<td>Apron</td>
</tr>
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<td>ACC</td>
<td>Area Control Centre or area control</td>
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<tr>
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<td>Area Navigation</td>
</tr>
<tr>
<td>ARR</td>
<td>Arrive or arrival</td>
</tr>
<tr>
<td>AUG</td>
<td>August</td>
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</table>
Authorized or authorization ................................................................. AUTH
Automatic dependent surveillance – broadcast ....................................... ADS-B
Automatic terminal information service ................................................ ATIS*
Automatic weather observation system ............................................... AWOS*
Available or availability ........................................................................ AVBL
Aviation gasoline .................................................................................. AVGAS
Azimuth ................................................................................................. AZM
Beacon (aeronautical ground light) ......................................................... BCN
Before ................................................................................................... BFR
Below ...................................................................................................... BLW
Between ............................................................................................... BTN
Braking .................................................................................................... BRKG
Broadcast .............................................................................................. BCST
Building ................................................................................................. BLDG
Canada Air Pilot .................................................................................... CAP*
Canada Flight Supplement ................................................................. CFS*
Canadian Aviation Regulation (RAC in French) ........................................ CAR*
Canadian Class F airspace, advisory area .............................................. CYA
Canadian Class F airspace, danger area ................................................. CYD
Canadian Class F airspace, restricted area ............................................. CYR
Canadian Forces Base .......................................................................... CFB*
Canadian runway friction index .......................................................... CRFI*
Category ................................................................................................. CAT
Centreline .............................................................................................. CL
Centre (preceded by runway designation number to identify a parallel runway) ................. C
Channel ................................................................................................. CH
Chemical solution or ice control chemical .............................................. CHEM
Clear(s) or cleared to or clearance ......................................................... CLR
Cleared (Runway cleared – as used in SNOWiz) ....................................... CLRD
Close or closed or closing ..................................................................... CLSD
Commissioned ....................................................................................... COMSND*
Communications ................................................................................... COM
Community Aerodrome Radio Station .................................................. CARS*
Condition .............................................................................................. COND
Construction or constructed ............................................................... CONST
Contact ................................................................................................. CTC
Continuous day and night service ........................................................ H24
Control .................................................................................................... CTL
Control area .......................................................................................... CTA
Controller-pilot data link communications ............................................ CPDLC
Co-ordinate or co-ordination ............................................................... COOR
Co-ordinated Universal Time .................................................................. Z
Co-ordinates .......................................................................................... COORD
Customs ................................................................................................. CUST
Flight information region.................................................................FIR
Flight information service enroute..................................................FISE*
Flight level ..................................................................................FL
Flight management system .................................................................FMS
Flight Service Station ........................................................................FSS
Follow(s) or following ........................................................................FLW
Foot or feet (dimensional unit) .............................................................FT
Forecast .............................................................................................FCST
Frequency ..........................................................................................FREQ
Friday .................................................................................................FRI
From ....................................................................................................FM
Glide path ...........................................................................................GP
Glider .................................................................................................GLD
Global navigation satellite system ......................................................GNSS
Global positioning system .................................................................GPS
Gravel .................................................................................................GRVL
Hazard beacon ..................................................................................HBN
Heading ...............................................................................................HDG
Height or height above ......................................................................HGT
Helicopter ............................................................................................HEL
Helicopter approach path indicator ......................................................HAPI
Heliport (for use in Field 10) .................................................................HELI
Holiday ...............................................................................................HOL
Hours ....................................................................................................HR
Ice on runway .....................................................................................IR
Identify or identifier ...........................................................................ID
Identification ......................................................................................IDENT
Inch or inches (dimensional unit) .........................................................INS*
Information ........................................................................................INFO
Initial approach fix ..............................................................................IAF
Instrument ..........................................................................................INSTR
Instrument flight rules .........................................................................IFR
Instrument landing system .................................................................ILS
Instrument meteorological condition ..................................................IMC
Intensity ...............................................................................................INTST
International ........................................................................................INTL
Intersection ...........................................................................................INT
James brake index ..............................................................................JBI*
January .................................................................................................JAN
July .......................................................................................................JUL
June .......................................................................................................JUN
Kilograms .............................................................................................KG
Knots ......................................................................................................KT
Landing .................................................................................................LDG
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<td>North or northern latitude</td>
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<td>Observe, observed, observation</td>
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<td>On request</td>
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<td>Open or opening or opened</td>
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<td>Pounds (dimensional unit)</td>
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<td>Precision approach path indicator</td>
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<td>Prior permission required</td>
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<td>Procedure</td>
<td>PROC</td>
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<td>Receive or receiver</td>
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<td>Receiver autonomous integrity monitoring</td>
<td>RAIM</td>
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<td>Reduced vertical separation minimum (1000 ft between FL290 and FL410)</td>
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<td>Règlement de l'aviation canadien (CAR in English)</td>
<td>RAC*</td>
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<td>Remark</td>
<td>RMK</td>
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<td>Remote communications outlet</td>
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<td>Required navigation performance</td>
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<td>Rescue co-ordination centre</td>
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<td>Restricted Canada Air Pilot</td>
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Thursday ............................................................................................................... THU
Touchdown and lift-off area ............................................................................. TLOF
Touchdown zone ................................................................................................. TDZ
Traffic ................................................................................................................ TFC
Transmits or transmitter .................................................................................. TRANS
Tuesday .............................................................................................................. TUE
Ultra high frequency direction-finding station ................................................. UDF
Ultra high frequency tactical air navigation aid ............................................... TACAN
Unlimited ............................................................................................................ UNL
Unreliable ............................................................................................................ UNREL
Unserviceable ..................................................................................................... U/S
Until ....................................................................................................................... TIL
Vertical Navigation ......................................................................................... VNAV
Very high frequency direction-finding station ................................................ VDF
Very high frequency omni directional radio range ......................................... VOR
VFR navigation chart ...................................................................................... VNC*
VFR terminal area chart ................................................................................... VTA*
Vicinity .............................................................................................................. VCY
Visibility .......................................................................................................... VIS
Visual alignment guidance system ................................................................. VAGS*
Visual approach slope indicator system ......................................................... VASIS
Visual flight rules ............................................................................................. VFR
Visual meteorological conditions ................................................................. VMC
VOR and TACAN combination ...................................................................... VORTAC
Water aerodrome (for use in Field 10 for English NOTAM) ......................... WATER
Water aerodrome (for use in Field 10 for French NOTAM) ......................... HYDRO
Water Aerodrome Supplement ...................................................................... WAS*
Weather ............................................................................................................ WX
Wednesday ....................................................................................................... WED
West or western longitude .............................................................................. W
West-north-west ................................................................................................. WNW
West-south-west .............................................................................................. WSW
Wide area augmentation system ................................................................. WAAS
Width or wide .................................................................................................. WID
Wind direction indicator ............................................................................... WDI
With effect from or effective from ................................................................. WEF
Work in progress ............................................................................................. WIP

* Canadian abbreviations that need to be written out in ICAO NOTAM format.
## Appendix E – NOTAM Continuity Sheet

### Feuille de continuité de NOTAM

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<thead>
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<th>Reference Référence</th>
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</tbody>
</table>
Appendix F – Automatic Service Message (ASM)

NOTAMN, NOTAMR and NOTAMC drafted by originating stations are subject to automated verification and validation by the NPS for compliance with mandatory format fields. The NPS will generate a rejection message back to originating stations for NOTAM received with incorrect, incomplete or missing fields using the following ASM format:

**QTA:** General AFTN code indicating the NOTAM message was rejected by the system

**RPT:** General AFTN code indicating the message needs to be sent again

**Fault Code:** Reason for the rejection (see ASM Codes); first line of received NOTAM

Example:  
GG CYZVFYX  
210930 CYHQNYX  
QTA RPT ILSN  
050123 NOTAMC 050125 CYZV SEPT-ILES

**Table 1: ASM Codes**

<table>
<thead>
<tr>
<th>Rejection Notice</th>
<th>Description</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>ETNR</td>
<td>English text not received</td>
<td>French version received before the English version. Applies to NOTAM files that require English and French versions.</td>
</tr>
<tr>
<td>FTNR</td>
<td>French text not received</td>
<td>French version was not received. Applies to NOTAM files that require English and French versions. A reminder will be sent by the system every 15 minutes.</td>
</tr>
<tr>
<td>IEFP</td>
<td>Invalid English/French pairing</td>
<td>English/French versions do not match (e.g., type, year or sequence number). Applies to NOTAM files that require English and French versions.</td>
</tr>
<tr>
<td>ILSN</td>
<td>Illogical sequence number</td>
<td>Sequence number to be cancelled or replaced is equal to or greater than the current sequence number.</td>
</tr>
<tr>
<td>IMPM</td>
<td>Invalid message part missing</td>
<td>NOTAM part(s) not received.</td>
</tr>
<tr>
<td>INAL</td>
<td>Invalid alignment</td>
<td>Invalid alignment functions in NOTAM line.</td>
</tr>
<tr>
<td>INCO</td>
<td>Invalid content</td>
<td>NOTAM manually rejected by NOF personnel due to invalid content (NOTAM sequence number incremented).</td>
</tr>
<tr>
<td>INCR</td>
<td>Invalid cancellation request</td>
<td>Sequence number to be cancelled is either missing or not in the NPS database.</td>
</tr>
<tr>
<td>INEI</td>
<td>Invalid expiry information</td>
<td></td>
</tr>
<tr>
<td>INET</td>
<td>Invalid expiry time</td>
<td>Expiry time information does not contain ten-digit date-time group, or invalid alignment functions appear between TIL or TIL APRX and date-time group, expiry time already passed, or start time later in time than expiry time.</td>
</tr>
<tr>
<td>Rejection Notice</td>
<td>Description</td>
<td>Remarks</td>
</tr>
<tr>
<td>------------------</td>
<td>-------------------------------------------</td>
<td>-------------------------------------------------------------------------</td>
</tr>
<tr>
<td>INFI</td>
<td>Invalid NOTAM file indicator</td>
<td>NOTAM file indicator does not contain four letters.</td>
</tr>
<tr>
<td>INFN</td>
<td>Invalid facility name</td>
<td>The facility name is missing.</td>
</tr>
<tr>
<td>INNO</td>
<td>Invalid NOTAM file originator</td>
<td>Originating station is not authorized to input NOTAM for the applicable NOTAM file.</td>
</tr>
<tr>
<td>INPR</td>
<td>Invalid part received</td>
<td>Page received out of sequence.</td>
</tr>
<tr>
<td>INQR</td>
<td>Invalid query request</td>
<td>Originator is not authorized to query the NPS database.</td>
</tr>
<tr>
<td>INRI</td>
<td>Invalid routing information</td>
<td>Invalid AFTN message address.</td>
</tr>
<tr>
<td>INRR</td>
<td>Invalid revision request</td>
<td>NOTAM sequence number to be replaced is either missing or not in the NPS database.</td>
</tr>
<tr>
<td>INSR</td>
<td>Invalid sequence number</td>
<td>Sequence number is not equal to next expected number.</td>
</tr>
<tr>
<td>INTY</td>
<td>Invalid NOTAM type</td>
<td>Type of NOTAM (N, R, C or J) is missing.</td>
</tr>
<tr>
<td>INYY</td>
<td>Invalid year</td>
<td>Sequence number does not contain the current year.</td>
</tr>
<tr>
<td>IPMF</td>
<td>Invalid page message format</td>
<td>NOTAM has not been paged in accordance with procedures.</td>
</tr>
<tr>
<td>IPMI</td>
<td>Invalid page message information</td>
<td>NOTAM has not been paged in accordance with procedures.</td>
</tr>
<tr>
<td>NOTX</td>
<td>No text received</td>
<td>NOTAM text is missing or the word DUPE has been used.</td>
</tr>
</tbody>
</table>

When the time on an active NOTAM carrying a TIL APRX time has passed and no replacement (NOTAMR) or cancellation (NOTAMC) of the NOTAM in question has been sent, the NPS will generate the following service message twice every hour at 13 and 43 minutes past the hour:

**Example:**

```
SVC. PLEASE REPLACE OR CANCEL DUE TIL APRX
120001 NOTAMN CYQK KENORA (DISTRICT HOSP) (HELI)
CJG6 OBST LGT U/S TOWER 494606N 943016W (APRX 0.2 NM W AD)
383 FT AGL 1539 MSL
YYMMDDHHMM TIL APRX YYMMDDHHMM
```
## Appendix G – Aerodrome Names Too Long for Field 10

Some aerodrome names contain too many characters for Field 10; these aerodromes are listed with their accepted substitute names.

<table>
<thead>
<tr>
<th>Code</th>
<th>Name and Details</th>
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</thead>
<tbody>
<tr>
<td>CAB5</td>
<td>ABBOTSFORD(REGIONAL HOSP)(HELI)</td>
</tr>
<tr>
<td>CAE2</td>
<td>CRANBROOK(EAST KOOTENAY HOSP)(HELI)</td>
</tr>
<tr>
<td>CAK7</td>
<td>VANCOUVER(CHILDCARE'S HOSP)(HELI)</td>
</tr>
<tr>
<td>CAL7</td>
<td>GANGES(GULF ISLANDS HOSP)(HELI)</td>
</tr>
<tr>
<td>CAT6</td>
<td>CAMPBELL RIVER(DIST GEN HOSP)(HELI)</td>
</tr>
<tr>
<td>CBG8</td>
<td>PRINCE GEORGE(PACIFIC WESTERN)(HELI)</td>
</tr>
<tr>
<td>CBT5</td>
<td>GOLDEN(DISTRICT GEN HOSP)(HELI)</td>
</tr>
<tr>
<td>CBT9</td>
<td>PORT ALBERNI/SPROAT LAKE(HELI)</td>
</tr>
<tr>
<td>CBY5</td>
<td>PRINCE RUPERT(S.C.COAST GUARD)(HELI)</td>
</tr>
<tr>
<td>CCH5</td>
<td>MONTREAL/LONGUEUIL PIERRE-BOUCHER(HELI)</td>
</tr>
<tr>
<td>CCT3</td>
<td>CASTLEGAR(TARRYS CONVENTION CTR)(HELI)</td>
</tr>
<tr>
<td>CDT3</td>
<td>ARICHAT(STE.ANNE HOSP)(HELI)</td>
</tr>
<tr>
<td>CDT6</td>
<td>BRIDGEWATER(SOUTH SHORE HOSP)(HELI)</td>
</tr>
<tr>
<td>CDY5</td>
<td>ANTIGONISH(REGIONAL HOSP)(HELI)</td>
</tr>
<tr>
<td>CES3</td>
<td>EDMONTON/ST.ALBERT(DELTA HEL)(HELI)</td>
</tr>
<tr>
<td>CEW7</td>
<td>EDMONTON(UNIV OF ALBERTA)(HELI)</td>
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<tr>
<td>CGH2</td>
<td>GANDER(JAMES PATON HEALTH CENTRE)(HELI)</td>
</tr>
<tr>
<td>CGM2</td>
<td>SMOKY LAKE(GEORGE MCDougALL H.C.)(HELI)</td>
</tr>
<tr>
<td>CGP2</td>
<td>GRANDE PRAIRIE(QE II HOSP)(HELI)</td>
</tr>
<tr>
<td>CHA2</td>
<td>ST-ETIENNE-DES-GRES(WATER)</td>
</tr>
<tr>
<td>CHQE</td>
<td>HALIFAX(QE II HEALTH CENTRE)(HELI)</td>
</tr>
<tr>
<td>CHT3</td>
<td>MONT TREMBLANT/ST-JOVITE(HELI)</td>
</tr>
<tr>
<td>CJG6</td>
<td>KENORA(DISTRICT HOSP)(HELI)</td>
</tr>
<tr>
<td>CJN7</td>
<td>LITTLE CHURCHILL RIVER/DUNLOP'S FLY-IN</td>
</tr>
<tr>
<td>CKB3</td>
<td>TRAIL(KOOTENAY BOUNDARY HOSPITAL)(HELI)</td>
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</table>
CKV9  FORT VERMILION/COUNTRY GARDENS(HELI)
CMA3  RIVIERE ST-MAURICE(WATER)
CMC2  EDMONTON/MISERICORDIA(HELI)
CNB3  NORTH BAY(REGIONAL HEALTH CENTRE)(HELI)
CNG8  NIAGARA FALLS(GENERAL HOSP)(HELI)
CNH4  ST. CATHARINES(NIAGARA HEALTH)(HELI)
CNK6  OWEN SOUND(GREY BRUCE HEALTH SVC)(HELI)
CNK9  KITCHENER-WATERLOO(HOSP)(HELI)
CNL3  BROCKVILLE REGIONAL TACKABERRY
CNM3  STURGEON FALLS(GEN HOSP)(HELI)
CNT4  LITTLE CURRENT(MANITOULIN)(HELI)
CNV2  INVERNESS(MEM HOSP)(HELI)
CNW9  NEW WESTMINSTER(HOSP)(HELI)
CNZ6  GEORGETOWN(DISTRICT HOSP)(HELI)
CPA6  HAGERSVILLE WEST HALDIMAND(HOSP)(HELI)
CPB7  BANCROFT(N HASTINGS DISTRICT HOSP)(HELI)
CPK6  TORONTO(MISSISSAUGA HOSP)(HELI)
CPS6  CORNWALL(COMMUNITY HOSP)(HELI)
CPU2  KINCARDINE(BRUCE GREY HEALTH CTR)(HELI)
CPZ9  TORONTO/BILLY BISHOP TORONTO CITY(WATER)
CRL3  RED LAKE(MARGARET COCHENOUR HOSP)(HELI)
CSD2  SUNDRE(HOSPITAL HEALTH CARE CENTRE)(HELI)
CSN6  SAINT JOHN(REGIONAL HOSPITAL)(HELI)
CVG8  VEGREVILLE(ST.JOSEPH’S HOSP)(HELI)
CWC4  WETASKIWIN(HOSP AND CARE CENTRE)(HELI)
CWH4  OTTAWA(WINCHESTER DISTRICT HOSP)(HELI)
CYDN  DAUPHIN(LT. COL W.G.(BILLY)BARKER)
CYSY  SACHS HARBOUR(NASOGALUAK SAARYUAQ)