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

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

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

2.0 AERONAUTICAL PUBLICATIONS

2.1 AIP CANADA (ICAO)

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

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

Additional AIP Canada (ICAO) information is provided in the following documents and charts:

(a) Canada Flight Supplement (CFS);

(b) Canada Water Aerodrome Supplement (CWAS);

(c) Canada Air Pilot (CAP) [seven volumes];

(d) en route low altitude charts (LO charts);

(e) en route high altitude charts (HI charts);

(f) terminal area charts (TAC);

(g) ICAO Type A charts (aerodrome obstacles);

(h) aeronautical charts for visual navigation (VNC and VTA); and

(i) Designated Airspace Handbook (DAH) [TP 1820].

These documents and charts are designated supplements and form an integral part of the AIP Canada (ICAO) in that they provide the pre-flight and in-flight information necessary for the safe and efficient movement of aircraft in Canadian airspace.

Any correspondence concerning the content of the AIP Canada (ICAO) is to be referred to:

AIP Canada (ICAO) Co-ordinator
NAV CANADA
1601 Tom Roberts Avenue
Ottawa ON K1V 1E5
Tel.: ............................................................... 613-248-4157
Fax: ............................................................... 613-248-4093
E-mail: ........................................ aipcoord@navcanada.ca

2.2 AIP CANADA (ICAO) SUPPLEMENTS

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

2.3 AIP CANADA (ICAO) AERONAUTICAL INFORMATION CIRCULARS

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

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

(a) a long-term forecast of any major change in legislation, regulations, procedures or facilities;

(b) information of a purely explanatory or advisory nature liable to affect flight safety;

(c) information or notification of an explanatory or advisory nature concerning technical, legislative or purely administrative matters.
2.4 AERONAUTICAL INFORMATION REGULATION AND CONTROL (AIRAC) CANADA

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

2.5 VISUAL FLIGHT RULES (VFR) AERONAUTICAL INFORMATION

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

2.5.1 VFR Navigation Chart (VNC)

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

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

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

2.5.2 VFR Terminal Area Chart (VTA)

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

2.5.3 Canada Flight Supplement (CFS)

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

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

2.5.4 Canada Water Aerodrome Supplement (CWAS)

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

2.5.5 Aeronautical Charts

AIP Canada (ICAO) GEN 3.2 details the aeronautical chart series available.

2.6 INSTRUMENT FLIGHT RULES (IFR) AERONAUTICAL INFORMATION

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

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

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

AIP Canada (ICAO) GEN 3.2 details the aeronautical chart series available.

### 3.0 NOTAM

#### 3.1 GENERAL

A NOTAM is a notice containing information concerning the establishment of, condition of or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations. NOTAMs are distributed by teletype on the aeronautical fixed telecommunications network (AFTN) or by voice advisory using radio communications.

NOTAMs are a means of advertising changes to the information on aeronautical charts or in aeronautical information publications.

A NOTAM is originated and issued promptly whenever the information to be disseminated 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.

**NOTE:**

Information of short duration containing extensive text and/or graphics is published as an AIP Canada (ICAO) Supplement (see MAP 2.2).

#### 3.2 NOTAM DISTRIBUTION—CANADA

Canadian NOTAMs are distributed to flight information centres (FICs), flight service stations (FSSs) and aircraft operators on the aeronautical fixed telecommunications network (AFTN). The distribution is tailored to specific user requirements. Approximately 210 NOTAM files (four-letter Canadian location indicators) are resident in the domestic NOTAM database (for details, see MAP 3.6.8). The first four characters of the NOTAM text further identify the aerodrome, the facility, the area of activity or the obstruction being advertised.

### 3.3 NOTAM DISTRIBUTION—INTERNATIONAL

Canadian NOTAMs for the CZQX and CZQM flight information regions (FIRs), requiring international distribution, are issued in the International Civil Aviation Organization (ICAO) NOTAM format under series A.

Canadian NOTAMs for the CZUL FIR, requiring international distribution, are issued in the ICAO NOTAM format under series B.

Canadian NOTAMs for the CZYZ and CZWG FIRs, requiring international distribution, are issued in the ICAO NOTAM format under series Y.

Canadian NOTAMs for the CZEG and CZVR FIRs, requiring international distribution, are issued in the ICAO NOTAM format under series Z.

A monthly numerical checklist of current Canadian NOTAMs distributed internationally is generated automatically on the first day of each month.

### 3.4 CRITERIA FOR ISSUING A NOTAM

Whenever possible, notification of conditions requiring the issue of a NOTAM will be distributed at least five hours in advance, but generally not more than 48 hr in advance.

A NOTAM is originated and issued promptly to disseminate information concerning any of the conditions listed below:

1. establishment, closure or significant changes in the operation of (an) aerodrome(s) or runways;
2. establishment, withdrawal or significant changes in the operation of aeronautical services;
3. establishment, withdrawal or significant changes in the operational capability of radio navigation and air-ground communication services (including 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);
4. establishment of, withdrawal of or significant changes made to visual aids;
5. interruption or return to operation of major components of aerodrome lighting systems;
6. establishment of, withdrawal of or significant changes made to procedures for air navigation services;
7. occurrence or correction of major defects or impediments in the manoeuvring area;
(h) changes to and limitations on the availability of fuel, oil and oxygen;

(i) major changes to search and rescue (SAR) 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, e.g. amendments to the Designated Airspace Handbook (DAH) [TP 1820];

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

(m) erection of, removal of, or changes to obstacles to air navigation in the takeoff/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 fire fighting 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 (including the location [radius and coordinates], altitude, and direction of movement [if available]);

(v) establishment of humanitarian relief mission operations, 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.

3.5 NOTAM SUMMARIES

Abbreviated plain language flight information region (FIR) summaries of all NOTAMs currently in effect are computer generated at predetermined times and compiled daily by the International NOTAM Office in Ottawa. These summaries, together with updating NOTAMs, provide current information for flight planning and for relay to en route traffic by the air-ground agencies when requested.

Four types of summaries are compiled as follows:

(a) FIR Summary—An English summary containing an alphabetical listing of all valid NOTAMs within that FIR.

(b) French (FR1)—A French summary of all NOTAMs from the Province of Quebec, the National Capital Region, the Cornwall area (Ontario) and northern New Brunswick.

(c) General (GEN)—An English NOTAM summary of general interest to all users.

(d) General (GEN–FR2)—A French NOTAM summary of general interest to users receiving French NOTAM.

NOTAMs in the FIR summaries are listed alphabetically by airport name or facility name and include items that affect en route flight and aerodromes. Information on volcanic eruptions would be found in the general portion of the FIR summary.

3.5.1 Summary Distribution Schedule

<table>
<thead>
<tr>
<th>Table 3.1—FIR Summaries Distribution Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>FIR summaries are issued as detailed below:</strong></td>
</tr>
<tr>
<td>GANDER FIR/OCA</td>
</tr>
<tr>
<td>MONCTON FIR</td>
</tr>
<tr>
<td>MONTRÉAL FIR</td>
</tr>
<tr>
<td>TORONTO FIR</td>
</tr>
<tr>
<td>WINNIPEG FIR</td>
</tr>
<tr>
<td>EDMONTON FIR NORTH OF 60N</td>
</tr>
<tr>
<td>EDMONTON FIR SOUTH OF 60N</td>
</tr>
<tr>
<td>VANCOUVER FIR</td>
</tr>
<tr>
<td>SOMMAIRE FR1</td>
</tr>
<tr>
<td>SUMMARY GEN</td>
</tr>
<tr>
<td>SOMMAIRE GEN FR2</td>
</tr>
</tbody>
</table>
3.6 NOTAM FORMAT

3.6.1 General

3.6.1.1 Date-Time Group

Ten-digit date-time groups (YYMMDDHHMM) are used to depict the NOTAM start and end times. All NOTAMs—except cancelling NOTAMs and those amending data permanently—include start and end date-time groups. If the activity started before the NOTAM is published, the start time is the current time, that is, the time of the NOTAM dissemination. If the activity follows a certain schedule, the schedule is inserted immediately before the start and end date-time groups.

3.6.1.2 NOTAM Time Schedule

A schedule is inserted only when the information contained in a NOTAM occurs during more than one period within the overall “in force” period. The start of the first time period corresponds to the start date-time group and the end of the last period corresponds to the end date-time group, unless days are used and the NOTAM is in force for more than a week. The periods are in chronological order. A date appears only once.

The hyphen “–” is used to express a range and means “to” or “from-to”. A space between schedule elements means “and”.

Example 1:
RWY 03/21 CLSD
1412241700 TIL 1412262230

Example 2:
RWY 03/21 CLSD
1700-2230 DLY
1412241700 TIL 1412262230

Example 3:
RWY 03/21 CLSD
2200-0900 DLY
1405142200 TIL 1405170900

Example 4:
JAN 14 1200-16 1730
JAN 17 0100-19 1300
1401141200 TIL 1401191300

Example 5:
JAN 14-16 1200-1730
JAN 17-19 0100-1300

Example 6:
AUG 14 1200-1730
AUG 16 0700-1200 1630-2200
AUG 18 1200-1730

Example 7:
AUG 15-18 1000-1900
AUG 19-21 0800-1400

Example 8:
RWY 03/21 CLSD
AUG 11 2030-0300
AUG 12 2000-0200
AUG 13-16 2100-0430
1308112030 TIL 1308170430

Example 9:
DEC 08 10 11 13 1200-2200
Example 10:
FEB 20-24 1200-1900
FEB 26-28 1300-1900
MAR 02-05 1000-1300

Example 11:
RWY 12/30 CLSD
DEC 08-12, 14-17 H24
1412080000 TIL 1412172359

Example 12(a):
RWY 12/30 CLSD
MON WED FRI H24
SAT SUN 0600-1700
1303040000 TIL 1303241700

Example 12(b):
RWY 12/30 CLSD
MON WED FRI H24
SAT SUN 0600-1700
1303020600 TIL 1303222359

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

Example 13:
1. SR-SS*
2. SR MINUS25 MIN-SS
3. SR MINUS25 MIN-1600
4. 0800-SS

5. 0800-SS PLUS25 MIN

*SR means sunrise and SS means sunset.

3.6.2 New NOTAM (NOTAMN)

3.6.3 Replacing NOTAM (NOTAMR)

3.6.4 Cancelling NOTAM (NOTAMC)

Some textual reference to the cancelled NOTAM is included for comparison with the original to ensure that it refers to the same subject.

3.6.5 Permanent Changes to Aeronautical Data

3.6.6 RSC/CRFI NOTAM (NOTAMJ)
3.6.7 Query/Response NOTAM (NOTAMQ)

NOTAM Query/Response NOTAMQ CYYZ CYUL CYMX

3.6.8 Automatic Query/Response—Canadian International NOTAM Database

Canadian NOTAMs, and NOTAMs from member States that distribute their NOTAMs to Canada, are available by automatic query/response to Canadian users. Limited non-Canadian NOTAM information is available to international users by query/response via the AFTN. These users will normally be the international NOTAM offices from member States.

Example:
GG CYZZQQNI
011845 EGGNYNYX
NOTAM CYA2541/14

A maximum of four requests are permitted in one AFTN message.

3.6.9 Response Delivery

Should a user wish to direct a response to another teletype address or predetermined address indicator on the AFTN, the eight-letter address indicator must be added to the query/response format immediately following “NOTAMQ”.

Examples:
GG CYZZQQNI
261855 EGGNYNYX
NOTAMQ EGZZGXX A2541/14

GG CYZZQQNI
011947 RJAAYNYX
NOTAMQ RJZZNAXX A0125/14

NOTE:
States requiring additional information should contact:
International NOTAM Office
NAV CANADA
1601 Tom Roberts Avenue
P.O. Box 9824 Station T
Ottawa ON K1G 6R2
Canada

AFTN: .......................................................... CYHQNYNYX
Tel.: .......................................................... 613-248-4000
Fax: .......................................................... 613-248-4001
E-mail: ...................................................... notam@navcanada.ca

3.6.10 NOTAM Files

NOTAM files are four-character identifiers under which Canadian domestic NOTAMs are disseminated, stored and retrieved by electronic query/response. There are three categories of NOTAM files:

(a) National NOTAMs—National NOTAMs are of general interest to all users. The national NOTAM file identifier is CYHQ.

(b) FIR NOTAMs—The FIR NOTAM file identifiers are CZVR, CZEG, CZWG, CYYZ, CZUL, CZQM and CZQX. FIR NOTAMs are not associated with a specific aerodrome and include information encompassing two or more sites within the same FIR.

They also include:
(i) any Class F airspace,
(ii) any airspace restriction,
(iii) military exercises,
(iv) changes to published information for areas or routes,
(v) ATS system change trial,
(vi) volcanic activity,
(vii) PAL frequencies, and
(viii) en route RCO frequencies and navigation facilities not listed under a specific aerodrome in the CFS or CWAS aerodrome/facility directory.

NOTE:
The airspace surrounding forest fires is defined by CAR 601.15 and CAR 601.16 as restricted airspace. Therefore, NOTAMs 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 NOTAMs also be issued under an aerodrome NOTAM file.

(c) Aerodrome NOTAMs—with the exception of NOTAMs issued under the National NOTAM or appropriate FIR NOTAM file, as previously identified, aerodrome NOTAMs describe information such as:
(i) services,
(ii) facilities,
(iii) operations,
(iv) hazards, and
(v) activities of particular interest to a specific aerodrome, or within 25 NM of a specific aerodrome.

In the latter case, the NOTAMs are issued under the closest aerodrome. Aerodrome NOTAM file identifiers are specified under the appropriate flight planning (FLT PLN) entry in the CFS or CWAS aerodrome/facility directory. An aerodrome NOTAM file identifier can be used by more than one aerodrome. NOTAMs for arctic radio RCO frequencies are issued under the CZNB NOTAM file identifier.

NOTE:
Activities occurring beyond 25 NM of any aerodrome are reported under the appropriate FIR NOTAM file.
4.0 PROCUREMENT OF AERONAUTICAL CHARTS AND PUBLICATIONS

4.1 GENERAL

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

(a) The Forms Catalogue, available at <http://wwwapps.tc.gc.ca/Corp-Serv-Gen/5/Forms-Formulaires/English.aspx>, provides access to a number of Transport Canada (TC) forms. To search specifically for aviation forms, go to the Forms Search page and, under Transportation Mode, select Air in the dropdown menu.


(d) The Canadian Aviation Regulations (CARs) are available on the Department of Justice (DOJ) Web site at <http://laws-lois.justice.gc.ca/eng/regulations/sor-96-433/>.

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

TC Publications Order Desk
Tel. (toll-free in North America): 1-888-830-4911
............................................................... 613-991-4071

Chief, Operational Support Services
Transport Canada (AAFBD)
2655 Lancaster Road
Ottawa ON K1B 4L5

Fax: 613-991-1653
E-mail: publications@tc.gc.ca
Web site: www.tc.gc.ca/eng/publications-air.htm

4.2 NAV CANADA PUBLICATIONS

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

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

4.2.1 Individual Purchase

The following publications are available for individual purchase:

(a) VFR Navigation Charts (VNC)

(b) VFR Terminal Area Charts (VTA)

(c) Terminal Area Charts (TAC)

(d) En Route Low Altitude Charts (LO charts)

(e) En Route High Altitude Charts (HI charts)

(f) ICAO Type A Charts*

(g) Canada Air Pilot (CAP)*

(h) Restricted Canada Air Pilot (RCAP)*

(i) Canada Flight Supplement (CFS)

(j) Canada Water Aerodrome Supplement (CWAS)*

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

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

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

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

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

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

NAV CANADA
Aeronautical Publications Sales and Distribution Unit
P.O. Box 9840 Station T
Ottawa ON K1G 6S8

Tel. (toll-free): 1-866-731-PUBS (7827)
Fax (toll-free): 1-866-740-9992
Fax: 613-563-4049
E-mail: aeropubs@navcanada.ca
Web site: www.navcanada.ca
Online store: http://products.navcanada.ca

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

5.0 CHARTS AND PUBLICATIONS FOR INTERNATIONAL FLIGHTS

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

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

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