# Advisory Circular

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| Subject: | **Adherence to Standard during periods of construction** | | |
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## 1.0 Introduction

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

## 1.1 Purpose

(1) This AC reminds airport operators of the importance to follow the standard during periods of construction, most notably the visual aids standards as described in TP312.

## 1.2 Applicability

(1) This document applies to all certified airport operators. This information is also available to aerodrome operators and to the aviation industry for information purposes.

## 1.3 Description of Changes

(1) Not applicable

## 2.0 References and requirements

## 2.1 Reference Documents

(1) It is intended that the following reference materials be used in conjunction with this document:

(a) Transport Canada Publication, TP 312 – Aerodrome Standards and Recommended Practices;

## 2.2 Cancelled Documents

(1) Not applicable.

(2) By default, it is understood that the publication of a new issue of a document automatically renders any earlier issues of the same document null and void, unless an earlier issue remains valid under coming into force provisions by regulation.

## 2.3 Definitions and Abbreviations

(1) The following **abbreviations** are used in this document:

(a) **AC:** Advisory Circular

(b) **AIP:** Aeronautical Information Publication

(c) **NOTAM:** Notice to Airmen

(d) **PCO:** Plan of Construction Operations

(e) **TSB:** Transportation Safety Board

## 3.0 Background

(1) A number of TSB incident reports have highlighted instances where the standards specified in TP312, mainly visual aids standards, were not adhered to, namely when the runway width was temporarily reduced during periods of construction.

(2) In addition, NOTAMs advising aircrew of the construction work were, in some instances, lacking clarity to indicate the reduced runway dimensions as well as unserviceable/closed areas.

## 4.0 Requirements

(1) CAR 302.07(1)(a)(i) specifically states that “The operator of an airport shall comply with the standards set out in the aerodrome standards and recommended practices publications, as they read on the date on which the airport certificate was issued”.

(2) The requirement at CAR 302.07(1)(a)(i) is not only valid at time of certification but at any time the certificate is valid, including during periods of construction.

(3) Once the construction is complete CAR 302.07(1)(a)(ii) becomes in effect if the facility has been replaced or improved, where “The operator of an airport shall comply with the standards set out in the aerodrome standards and recommended practices publications, as they read on the date on which the part or facility was returned to service”.

(4) Airport operators are reminded of the importance of adhering to all standards during periods of construction, most notably the visual aids standards such as runway centerline markings, runway threshold markings, runway side stripe markings, just to name a few. These markings are essential in providing a clear visual indication to aircrew regarding the reduction of the operational dimensions of the runway and other manoeuvering surfaces. The standards stated in TP312 are also applicable to the reduced operational surfaces during periods of construction. Therefore, airport PCO should clearly specify the temporary visual aids that will be used during periods of construction.

(5) Airport operators are further reminded to ensure that NOTAMs issued for construction work at airports clearly indicate the reduction in runway dimensions, width and/or length, as well as the location of unserviceable/closed areas. Examples of such NOTAMs would be:

“RWY 09/27 USABLE WIDTH REDUCED TO 100 FT. NORTH 50 FT CLSD FULL LENGTH DUE RESURFACING. REMAINING WIDTH NOT AVBL TO ACFT WITH A WINGSPAN GREATER THAN [X] FT. TEMPO REDL INSTALLED”.

“FIRST 500 FT RWY 10 CLSD, USABLE RWY 10/28 LENGTH REDUCED TO 2300 FT”

“FIRST 1700 FT RWY 06R CLSD. THR 06R DISPLACED BY 1700 FT. DECLARED DIST WITH RWY 06R/24L LENGTH REDUCED:
RWY 06R TORA 7900 TODA 8884 ASDA 7900 LDA 7900
RWY 24L TORA 7900 TODA 7900 ASDA 7900 LDA 7900”

(6) Finally, Airport operators are encouraged to issue AIP Supplements to provide advanced warning of upcoming Plans of Construction. This would help users in operational planning and providing heads-up information to air operators.

## 5.0 Information management

(1) Not applicable.

## 6.0 Document history

(1) Not applicable.

## 7.0 Contact office

For more information, please contact Civil Aviation, Aerodromes Standard (AARTAA) at:
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We invite suggestions for amendment to this document. Submit your comments to:
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