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EFFECTIVE | EN VIGUEUR

0901Z **27 NOVEMBER | NOVEMBRE 2025**

TO | AU

0901Z 22 JANUARY | JANVIER 2026

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CANADA AIR PILOT

Instrument Procedures
Procédures aux instruments

AIP Canada (ICAO) Part 3 – Aerodromes (AD)
AIP Canada (OACI) Partie 3 – Aérodromes (AD)

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RCAP Changes - 27 NOV 25 / Changements RCAP 27 NOV 25				
Location	**IDENT**	**Prov**	**Procedure Ident**	**Type of Change**
BARRHEAD	CEP3	AB	RNAV (GNSS) RWY 07	REVISED
BARRHEAD	CEP3	AB	RNAV (GNSS) RWY 07 OPS SPEC	REVISED
BARRHEAD	CEP3	AB	RNAV (GNSS) RWY 25	REVISED
BARRHEAD	CEP3	AB	RNAV (GNSS) RWY 25 OPS SPEC	REVISED
BARRHEAD	CEP3	AB	AERODROME CHART	REVISED
BURNS LAKE	CYPZ	BC	RNAV (GNSS) Z RWY 29	REVISED
NORTH SEAL RIVER	CEG8	MB	RNAV (GNSS) RWY 03	REVISED
NORTH SEAL RIVER	CEG8	MB	RNAV (GNSS) RWY 03 OPS SPEC	REVISED
NORTH SEAL RIVER	CEG8	MB	RNAV (GNSS) RWY 21	REVISED
NORTH SEAL RIVER	CEG8	MB	RNAV (GNSS) RWY 21 OPS SPEC	REVISED
NORTH SEAL RIVER	CEG8	MB	AERODROME CHART	REVISED
NUELTIN LAKE	CNL9	MB	RNAV (GNSS) RWY 02	REVISED
NUELTIN LAKE	CNL9	MB	RNAV (GNSS) RWY 02 OPS SPEC	REVISED
NUELTIN LAKE	CNL9	MB	RNAV (GNSS) RWY 20	REVISED
NUELTIN LAKE	CNL9	MB	RNAV (GNSS) RWY 20 OPS SPEC	REVISED
NUELTIN LAKE	CNL9	MB	AERODROME CHART	REVISED
SONORA RESORT	CSR6	BC	COPTER RNAV GNSS 314°	REVISED
SONORA RESORT	CSR6	BC	VISUAL APPROACH CHART	REVISED
SONORA RESORT	CSR6	BC	HELIPORT CHART	REVISED

New Procedures / Nouvelles Procédures				
Location	**IDENT**	**Prov**	**Procedure Ident**	**Type of Change**
NO PROCEDURES				

Revoked Procedures / Procédures Échues & Abrogées				
Location	**IDENT**	**Prov**	**Procedure Ident**	**Type of Change**
REINDEER LAKE	CRL7	SK	RNAV (GNSS) RWY 07	REVOKED
REINDEER LAKE	CRL7	SK	RNAV (GNSS) RWY 07 OPS SPEC	REVOKED
REINDEER LAKE	CRL7	SK	RNAV (GNSS) RWY 25	REVOKED
REINDEER LAKE	CRL7	SK	RNAV (GNSS) RWY 25 OPS SPEC	REVOKED
REINDEER LAKE	CRL7	SK	AERODROME CHART	REVOKED

Procedures that will expire and be revoked as of 22 JAN 2026
Procédures qui seront échues et abrogées le 22 JAN 2026

The regulatory review date on the instrument procedures listed below will expire on 22 JAN 2026. In reference to Transport Canada AC 803-004 Issue 1, published 17 June 2011 http://www.tc.gc.ca/media/documents/ca-opssvs/ac-803-004.pdf, Transport Canada prohibits NAV CANADA from publishing procedures for which the regulatory review date has lapsed and requires that all such procedures to be removed from the RCAP.

La date d'examen réglementaire des procédures aux instruments ci-dessous sera échue le 22 JAN 2026. Selon la Circulaire d'information CI 803-004 Édition 01 publiée le 17 JUIN 2011 http://www.tc.gc.ca/fra/aviationcivile/opssvs/servicesdegestion-centredereference-ci-803-004-1334.htm Transports Canada interdit à NAV CANADA de publier des procédures pour lesquelles la date d'examen réglementaire est périmée et exige qu'en pareil cas ces procédures soit retirées du RCAP.

Procedures with a regulatory review date of 22 JAN 2026
Procédures don't la date d'examen réglementaire est le 22 JAN 2026

Location	IDENT	Prov	Procedure Ident
NO PROCEDURES			

Procedures with a regulatory review date of 19 MAR 2026
Procédures don't la date d'examen réglementaire est le 19 MARS 2026

Location	IDENT	Prov	Procedure Ident
BAGOTVILLE	CYBG	QC	ILS X RWY 11
BAGOTVILLE	CYBG	QC	ILS X RWY 11 OPS SPEC
BAGOTVILLE	CYBG	QC	ILS X RWY 29
BAGOTVILLE	CYBG	QC	ILS X RWY 29 OPS SPEC
BAGOTVILLE	CYBG	QC	RNAV (GNSS) X RWY 11
BAGOTVILLE	CYBG	QC	RNAV (GNSS) X RWY 11 OPS SPEC
BAGOTVILLE	CYBG	QC	RNAV (GNSS) X RWY 29
BAGOTVILLE	CYBG	QC	RNAV (GNSS) X RWY 29 OPS SPEC
BAGOTVILLE	CYBG	QC	ILS X PISTE 11
BAGOTVILLE	CYBG	QC	ILS X PISTE 11 OPS SPEC
BAGOTVILLE	CYBG	QC	ILS X PISTE 29
BAGOTVILLE	CYBG	QC	ILS X PISTE 29 OPS SPEC
BAGOTVILLE	CYBG	QC	RNAV (GNSS) X PISTE 11
BAGOTVILLE	CYBG	QC	RNAV (GNSS) X PISTE 11 OPS SPEC
BAGOTVILLE	CYBG	QC	RNAV (GNSS) X PISTE 29
BAGOTVILLE	CYBG	QC	RNAV (GNSS) X PISTE 29 OPS SPEC
BOB QUINN LAKE	CBW4	BC	RNAV (GNSS) Z RWY 15
BOB QUINN LAKE	CBW4	BC	RNAV (GNSS) Z RWY 15 OPS SPEC
BOB QUINN LAKE	CBW4	BC	RNAV (GNSS) Y RWY 15
BOB QUINN LAKE	CBW4	BC	RNAV (GNSS) Y RWY 15 OPS SPEC
BOB QUINN LAKE	CBW4	BC	RNAV (GNSS) A
BOB QUINN LAKE	CBW4	BC	RNAV (GNSS) A OPS SPEC
BOB QUINN LAKE	CBW4	BC	RNAV (GNSS) B
BOB QUINN LAKE	CBW4	BC	RNAV (GNSS) B OPS SPEC
ST-FRÉDÉRIC	CSZ4	QC	RNAV (GNSS) RWY 23
ST-FRÉDÉRIC	CSZ4	QC	RNAV (GNSS) RWY 23 OPS SPEC
ST-FRÉDÉRIC	CSZ4	QC	RNAV (GNSS) PISTE 23
ST-FRÉDÉRIC	CSZ4	QC	RNAV (GNSS) PISTE 23 OPS SPEC
TESLIN	CYZW	YT	RNAV (GNSS) Y RWY 09
TESLIN	CYZW	YT	RNAV (GNSS) Y RWY 09 OPS SPEC
TESLIN	CYZW	YT	RNAV (GNSS) X RWY 27
TESLIN	CYZW	YT	RNAV (GNSS) X RWY 27 OPS SPEC
WABASCA	CEE5	AB	RNAV (GNSS) RWY 07
WABASCA	CEE5	AB	RNAV (GNSS) RWY 07 OPS SPEC
WABASCA	CEE5	AB	RNAV (GNSS) RWY 25
WABASCA	CEE5	AB	RNAV (GNSS) RWY 25 OPS SPEC

Procedures with a regulatory review date of 14 MAY 2026 Procédures don’t la date d'examen réglementaire est le 14 MAI 2026			
Location	**IDENT**	**Prov**	**Procedure Ident**
FORT RESOLUTION	CYFR	NT	RNAV (GNSS) Y RWY 13
FORT RESOLUTION	CYFR	NT	RNAV (GNSS) Y RWY 13 OPS SPEC
FORT RESOLUTION	CYFR	NT	RNAV (GNSS) Y RWY 31
FORT RESOLUTION	CYFR	NT	RNAV (GNSS) Y RWY 31 OPS SPEC
HAYES CAMP	CHC5	NU	RNAV (GNSS) A (TRUE)
HAYES CAMP	CHC5	NU	RNAV (GNSS) A (TRUE) OPS SPEC
HAYES CAMP	CHC5	NU	RNAV (GNSS) B (TRUE)
HAYES CAMP	CHC5	NU	RNAV (GNSS) B (TRUE) OPS SPEC

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A

AAE	Above Aerodrome Elevation
AB	Alberta
ACC	Area Control Centre
acft	aircraft
A/D	Aerodrome
AD	Aerodrome
ADF	Automatic Direction Finding
adj	adjacent
advsy	advisory
AFB	Air Force Base
A/G	Air/Ground
AGL	Above Ground Level
AIP	Aeronautical Information Publication
alt	altitude
altm	altimeter
altn	alternate
APAPI	Abbreviated Precision Approach Path Indicator
apch	approach
APD	Aircraft Parking/Docking
APGM	Airport General Manager
aprt	airport
aprx	approximately
APV	Approach Procedure with Vertical Guidance
AR	Authorization Required
ARCAL	Aircraft Radio Control of Aerodrome Lighting
ARP	Aerodrome Reference Point
ARR	Arrival
ASDA	Accelerate Stop Distance Available
ASDE	Aerodrome Surface Detection Equipment
ASL	Above Sea Level
A-SMGCS	Advanced Surface Movement Guidance and Control System
ASR	Airport Surveillance Radar
ATB	Airport Terminal Building
ATC	Air Traffic Control
ATD	Along Track Distance
ATF	Aerodrome Traffic Frequency
ATIS	Automatic Terminal Information Service
ATS	Air Traffic Services
AU	Approach UNICOM
auth	authorized/authorization
AUTO	Automated Weather Observation System (Not owned by NAV CANADA or DND)
AVASIS	Abbreviated Visual Approach Slope Indicator System
avbl	available
AWOS	Automated Weather Observation System (Owned by NAV CANADA or DND)

B

Baro	Barometric
BC	British Columbia
bcst	broadcast
bil	bilingual
bldg	building
BM	Back Marker
BPOC	Before Proceeding On Course
brg	bearing

C

C	Celsius
CAP	Canada Air Pilot
CAR	Canadian Aviation Regulation
CARS	Community Aerodrome Radio Station
cat/CAT	category
ccw	counter-clockwise
CDA	Constant Descent Angle
CDF	Central De-Icing Facility
CDI	Course Deviation Indicator
CFS	Canada Flight Supplement
ch	channel

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clb	climb
clnc	clearance
clsd	closed
co	county
comm	communicate/communications
cont	continuous/continue
coord	coordinate/coordinates/ coordination
crs	course
ctc	contact
ctl	control, controlled
ctr	centre
cw	clockwise
CYA	Advisory Area
CYR	Restricted Area
cz	control zone

D

D/D/I	DME/DME/IRU
DA	Decision Altitude
dct	direct
del	delivery
dep	departure
DH	Decision Height
direc	direct or directional
dist	distance
DME	Distance Measuring Equipment
DND	Department of National Defence
DP	Departure Procedure
DRCO	Dial-up Remote Communications Outlet
DT	Daylight Saving Time
DTW	Downwind Termination Waypoint

E

E	East
EET	Estimated Elapsed Time
eff	effective
elev	elevation
emerg	emergency
En	English
Eng	English
ETA	Estimated Time of Arrival

F

FACF	Final Approach Course Fix
FAF	Final Approach Fix
FAS	Flight Advisory Service
FATO	Final Approach and Take-Off Area
FAWP	Final Approach Waypoint
FL	Flight Level
FMS	Flight Management System
FOD	Foreign Object Damage
fpm	feet per minute
Fr	French
freq	frequency
FSS	Flight Service Station
ft	feet

G

G	Grid
GFA	Graphic Area Forecast
GM	Ground Movement
gnd	ground
GND ADV	Ground Advisory Service
GNSS	Global Navigation Satellite System
GP	Glide Path
GPA	Glide Path Angle
GPH	DND Flight Information Publication
GPS	Global Positioning System
GS	Glide Slope

H

HAA	Height Above Aerodrome
HAS	Height Above the Surface
HAT	Height Above TDZE
HATh	Height Above Threshold
hdg	heading

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HI	Enroute High Altitude Chart
HIAL	High Intensity Approach Lighting
HIRO	High Intensity Runway Operations
HJ	Sunrise to Sunset
HN	Sunset to Sunrise
HP	Heliport
hr	hours
HRP	Heliport Reference Point
HS	Hot Spot

I

IAF	Initial Approach Fix
IAIP	Integrated Aeronautical Information Package
IAP	Instrument Approach Procedure
IAWP	Initial Approach Waypoint
IAWPC	Initial Approach Waypoint Centre
IAWPL	Initial Approach Waypoint Left
IAWPR	Initial Approach Waypoint Right
ICAO	International Civil Aviation Organization
ident	identification
IDF	Initial Departure Fix
IF	Intermediate Fix
IFR	Instrument Flight Rules
ILS	Instrument Landing System
IMC	Instrument Meteorological Conditions
inbd/ INBD	inbound
inop	inoperative
INS	Inertial Navigation System
intl	international
INTRM	Interim
intxn	intersection
IRS	Inertial Reference System
IRU	Inertial Reference Unit
ISA	International Standard Atmosphere
IWP	Intermediate Waypoint

K

kg	kilograms
KIAS	Knots Indicated Airspeed
kt	knots

L

LB	Lead Bearing
lb	pounds
lczr	localizer
LDA	Landing Distance Available
lgt	light or lighting
lgtd	lighted
LNAV	Lateral Navigation
LO	Enroute Low Altitude Chart
LOC	Localizer (For non-precision approach procedures predicated on a localizer facility)
LP	Localizer Performance
LPV	Localizer Performance with Vertical Guidance
LR	Lead Radial
lt	left
ltd	limited
LVO	Low Visibility Operations
LWIS	Limited Weather Information System

M

m	metres
MAA	Maximum Authorized Altitude
mag/M	magnetic
MAHWP	Missed Approach Holding Waypoint
maint	maintenance
MAP	Missed Approach Point
MATWP	Missed Approach Turning Waypoint
MAWP	Missed Approach Waypoint

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max	maximum
MB	Manitoba
MDA	Minimum Descent Altitude
MEA	Minimum Enroute Altitude
MEHT	Minimum Eye Height Over Threshold
MF	Mandatory Frequency
Mil	Military
min	minimum
min	minutes of time
misd	missed
MOCA	Minimum Obstacle Clearance Altitude
MSA	Minimum Sector Altitudes
muni	municipal

N

N	North
N/A	Not Applicable
NAD	North Americam Datum
NADP	Noise Abatement Departure Procedure
nav	navigation
NAVAID	Navigational Aid
NB	New Brunswick
NCP	Night Circuit Procedure
NDA	Northern Domestic Airspace
NDB	Non-Directional Beacon
NDHQ	National Defence Headquarters
NE	North East
NL	Newfoundland & Labrador
NM	Nautical Miles
NOR	Noise Operating Restriction
nr	number
NS	Nova Scotia
NT	Northwest Territories
NU	Nunavut
nu	not usable
NW	North West
NWS	North Warning System

O

obd/OBD	outbound
obst	obstruction
OCL	Obstruction Clearance Limit
OCSL	Occasional
OM	Outer Marker
ON	Ontario
ops	operations
O/R	On Request
O/T	Other Times

P

PAL	Peripheral station
PAPI	Precision Approach Path Indicator
PAR	Precision Approach Radar
PBN	Performance Based Navigation
PE	Prince Edward Island
PinS	Point-in-Space
PPR	Prior Permission Required
Proc	Procedure
Prop	Propeller
PSR	Primary Surveillance Radar
PT	Procedure Turn
pvt	private

Q

QC	Quebec

R

R	radial
RA	Radio Altimeter
RAIM	Receiver autonomous integrity monitoring
RASS	Remote Altimeter Setting Source
RCAP	Restricted Canada Air Pilot
RCO	Remote Communications Outlet
rdo	radio
RNAV	Area Navigation
RNP	Required Navigation Performance

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rt	right
RVO	Reduced Visibility Operations
RVR	Runway Visual Range
Rwy/rwy	Runway

S

S	South
SA	Special Authorization/Specific Approval
SA CAT I	Special Authorization Category I
SA CAT II	Special Authorization Category II
SAC	Strategic Air Command
SDA	Southern Domestic Airspace
SDWP	Step Down Waypoint
SE	South East
sec	seconds of time
SFC	Surface
SID	Standard Instrument Departure
simul	simultaneously
SK	Saskatchewan
SM	Statute Miles
SMGCS	Surface Movement Guidance and Control System
spec	specification
SPEC	Specified
SPEC VIS	Specified Take-off Minimum Visibility
SR	Sunrise
SS	Sunset
STAR	Standard Terminal Arrival
str	straight
SW	South West

T

T	True or Terminal Area Chart
TAA	Terminal Arrival Area
TACAN	Tactical Air Navigation
TAF	Aerodrome Forecast
TC	Transport Canada
TCH	Threshold Crossing Height
TDZ	Touchdown Zone
TDZE	Touchdown Zone Elevation
TDZL	Touchdown Zone Lighting
temp	temperature
tempo	temporary/ily
TFC	Traffic
thld	threshold
TLOF	Touchdown and Lift-Off Area
tml	terminal
TODA	Take-off Distance Available
TORA	Take-off Run Available
TP	Transport Canada Publication
trk	track
twr/TWR	control tower/tower
twy	taxiway

U

UK	Unknown
UNICOM	Universal Communications (Private Advisory Station)

V

V2	Take-off Safety Speed
VAC	Visual Approach Chart
VAGS	Visual Alignment Guidance System
VAP	Visual Approach Procedure
var	variation
VASIS	Visual Approach Slope Indicator System
VFR	Visual Flight Rules
VGM	Voice Generator Module
VGSI	Visual Glide Slope Indicator
VHF	Very High Frequency
VIP	Very Important Person
vis	visibility
VLF	Very Low Frequency
VNAV	Vertical Navigation
VOR	VHF Omnidirectional Range
VORTAC	Combination of VOR and TACAN

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VPA	Vertical Path Angle
V/V	Vertical Velocity
VZF	Zero Flap Minimum Safe Manoeuvring Speed

W

W	West
WAAS	Wide Area Augmentation System
WGS	World Geodetic System
win	winter
WP	Waypoint
wx	weather

Y

YT	Yukon Territory

Z

Z	Coordinated Universal Time

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ACCELERATE STOP DISTANCE AVAILABLE (ASDA):
The length of the take-off run available plus the length of the stopway, if provided.

AERODROME:
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, departure, movement or servicing of aircraft: This includes any buildings, installations and equipment situated thereon or associated therewith.

AERODROME ELEVATION:
The elevation of the highest point of the landing area.

AERODROME TRAFFIC FREQUENCY AREA (ATF):
An area within which a VHF frequency is designated to ensure that all radio equipped aircraft operating on the ground or within the specified area are listening on a common frequency and following a common reporting procedure.

APRON:
That part of an aerodrome, other than the manoeuvring area, intended to accommodate the loading and unloading of passengers and cargo; the refuelling, servicing, maintenance and parking of aircraft; and any movement of aircraft, vehicles and pedestrians engaged in services for such purposes.

BEFORE PROCEEDING ON COURSE (BPOC):
A term used to indicate that a specified procedure must be completed prior to taking action to intercept the desired course.

CLEARWAY:
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 (TODA-TORA).

CONTOUR RELIEF:
Smoothed contour lines are depicted on Instrument Approach Procedures, SID and STAR when terrain exceeds 4000 feet above the airport elevation, or when terrain within 6 NM of the Aerodrome Reference Point (ARP) rises to exceed 2000 feet above the aerodrome elevation.

Contour lines, values and tints are printed in brown and will begin at 500 feet above the aerodrome elevation and shall be depicted by smoothed contours in intervals of 1000 feet.

Contour lines and values will not be depicted on SID and STAR charts represented at a scale of 1:1,000,000 or greater, but gradient tints shall be shown. Gradient tints indicate the elevation change between contour intervals. The absence of terrain contour information does not ensure the absence of terrain or structures.

DEAD RECKONING:
The estimating or determining of current position by advancing an earlier known position by the application of direction, time and speed data. Heading information depicted on a dead reckoning segment intercepts the inbound track prior to the IF. The distance shown is the total track distance to the IF. (i.e. “2900 Hdg 238º 10 NM to IF”)

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DECISION ALTITUDE (DA):
An altitude specified on a precision approach procedure or an approach procedure with vertical guidance at which the missed approach procedure shall be initiated if the required visual reference necessary to continue the approach to land has not been established.

DECISION HEIGHT (DH):
The height of the DA above the touchdown zone elevation or runway threshold.

DUPLICATE PROCEDURES:
Two or more approach procedures to the same runway that cannot be uniquely distinguished by the navigation type indicator only.

FINAL APPROACH AND TAKE-OFF AREA (FATO):
A defined area over which the final phase of the approach manoeuvre to hover or landing is completed and from which the take-off manoeuvre is commenced.

GROUND ADVISORY SERVICE (GND ADV):
At select ATS sites where an MF is in effect and the volume of traffic is such that a second frequency is needed to alleviate congestion on the radio, traffic information services, pre-taxi clearances and other advisory services are provided on a ground advisory (GND ADV) frequency. Following an order from the Minister, the requirements for CAR 602.97(2), 602.98(1) and 602.99 can be waived providing pilots remain on the appropriate frequency while in the MF area. Pilots must still adhere to CAR 602.100 to 602.103 inclusive.

HAZARD BEACON:
An aeronautical beacon used to designate a danger to air navigation.

HEIGHT ABOVE AERODROME (HAA):
The height in feet of the MDA above the aerodrome elevation. HAA is charted for all circling minima.

HEIGHT ABOVE THE SURFACE (HAS):
The height in feet of the MDA above the highest terrain/surface within a 5200 foot radius of the MAP in Point-in-Space helicopter procedures.

HEIGHT ABOVE THRESHOLD (HATh):
The height in feet of the DA or MDA above the runway threshold elevation. HATh is charted for some straight-in minima.

HEIGHT ABOVE TOUCHDOWN ZONE ELEVATION (HAT):
The height in feet of the DA or MDA above the Touchdown Zone Elevation. HAT is charted for some straight-in minima.

HELIPORT:
An aerodrome or a defined area on a structure intended to be used wholly or in part for the arrival, departure and surface movement of helicopters.

HOLDING BAY:
A defined area where aircraft can be held, or bypassed, to facilitate efficient surface movement of aircraft.

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HOLDING/SHUTTLE PATTERN:
A predetermined manoeuvre which keeps an aircraft within a specified airspace while awaiting further clearance or while climbing/descending to a predetermined altitude. Hold and shuttle patterns depicted with a left hand turn are considered non-standard. When charted, the airspeed shown inside the hold or shuttle pattern indicates the maximum assessed indicated speed.

HOT SPOT:
A location on an aerodrome movement area with a history of or a potential risk for collisions or runway incursions and where heightened attention by pilots is necessary.

INTERSECTION:
A significant point expressed in radials, bearings and/or distances from ground-based navigation aids.

JET AIRCRAFT:
An aircraft powered by jet engines. This does not include propeller powered aircraft.
(i.e. A320, B737, CL60)

LANDING DIRECTION INDICATOR:
A device to visually indicate the current direction designated for take-off and landing.

LANDING DISTANCE AVAILABLE (LDA):
The length of runway which is declared available and suitable for the ground run of an aeroplane landing.

LEAD BEARING/RADIAL:
The bearing or radial which provides 2 NM of lead to assist in intercepting the intermediate course. The lead bearing or radial is only shown when the turn exceeds 90°.

LIMITED HOURS:
Limited hours symbols are used with communication frequencies, MF or ATF areas, RASS adjustments, etc. and indicate that the facility or service is only operational for a portion of the 24 hour day. The CFS should be referenced for a complete description of the operating hours.

MANDATORY FREQUENCY AREA (MF):
An area around an aerodrome within which a VHF frequency is designated for use in following the operating requirements of CARs 602.97 through 602.103 inclusive.

MINIMUM DESCENT ALTITUDE (MDA):
A specified altitude referenced to sea level for a non-precision approach below which descent must not be made until the required visual reference to continue the approach to land has been established.

MINIMUM SECTOR ALTITUDE (MSA):
The lowest altitude that may be used that will provide a minimum clearance of 1000 feet, under conditions of standard temperature and pressure, above all obstacles located within a sector of a circle having a radius of at least 25 NM centred on a radio aid to navigation, a waypoint located near the aerodrome or the aerodrome reference point (ARP). The MSA may also take into account operational factors such as controlled airspace and as a result, it may be higher than the Safe Altitude 100 NM.

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MULTIPLE PROCEDURES:
Two or more approach procedures portrayed together on a single approach chart.

NON JET AIRCRAFT:
An aircraft powered by any engine type other than a jet engine. Turbo propeller and piston propeller aircraft fit within this group. (i.e. DH8C, SW4, PA31)

PROCEDURE ALTITUDE:
A published altitude used in defining the vertical profile of a flight procedure, at or above the minimum obstacle clearance altitude where established.

PROCEDURE IDENTIFICATION:
The formal identification of an instrument procedure used within spoken radio communication (i.e. ATC clearances). The procedure identification shown on a SID or STAR chart also includes a coded identification for use within an avionics database.

PROCEDURE TURN ENTRY ALTITUDE:
The procedure turn segment is made up of the entry and the manoeuvring zones. The entry zone terminates at the boundary which extends perpendicular to the PT inbound course at the PT fix. The entry zone is established to control the obstacle clearance until proceeding outbound from the procedure turn fix. When specified this altitude shall be maintained until proceeding outbound from the procedure turn fix.

REGULATORY REVIEW DATE (RRD):
Each instrument procedure published within the Restricted Canada Air Pilot is valid until the regulatory review date. The regulatory review date is determined in accordance with Transport Canada Advisory Circular 803-004.

REQUIRED VISUAL REFERENCE:
In respect of an aircraft on an approach to a runway, means that section of the approach area of the runway or those visual aids that, when viewed by the pilot of the aircraft, enables the pilot to make an assessment of the aircraft position and the rate of change of position relative to the nominal flight path.

The visual references required by the pilot to continue the approach to a safe landing should include at least one of the following references for the intended runway and should be distinctly visible and identifiable to the pilot.

a. the runway or runway markings;
b. the runway threshold or threshold markings;
c. the touchdown zone or touchdown zone markings;
d. the approach lights;
e. the approach slope indicator system;
f. the runway identification lights;
g. the threshold and runway end lights;
h. the touchdown zone light;
i. the parallel runway edge lights; or
j. the runway centre line lights.

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RUNWAY VISUAL RANGE (RVR):
The range over which the pilot of an aircraft on the centre line of a runway can see the runway surface markings or the lights delineating the runway or identifying its centre line.

SAFE ALTITUDE 100 NM:
The lowest altitude that may be used that will provide a minimum clearance of 1,000 feet (1500 ft or 2000 ft for appropriate mountainous region), under conditions of standard temperature and pressure, above all obstacles located in an area contained within a circle of 100 nautical miles radius of the aerodrome reference point.

SIGNIFICANT POINT:
A specified geographical location used in defining an ATS route or the flight path of an aircraft and for other navigation and ATS purposes.

SPOT ELEVATION:
A point on a chart whose elevation is noted. Usually a spot elevation is used to indicate points higher than the surrounding area. Appropriate spot elevations are charted within the plan view along with their elevation above mean sea level. The highest spot elevation of the plan view is depicted in a larger font.

STEP-DOWN FIX:
A fix permitting additional descent within a segment of an instrument approach procedure by identifying a point beyond which further descent can be made.

STOPWAY:
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 (ASDA-TORA).

TAKE OFF DISTANCE AVAILABLE (TODA):
The length of the take-off run available plus the length of the clearway, if provided.

TAKE OFF RUN AVAILABLE (TORA):
The length of runway declared available and suitable for the ground run of an aeroplane taking off.

THRESHOLD CROSSING HEIGHT (TCH):
The height of the glide path above the runway threshold.

THRESHOLD ELEVATION:
The elevation at the intersection of the runway threshold and the runway centreline. Displaced runway threshold elevations are not shown.

TOUCHDOWN AND LIFT-OFF AREA (TLOF):
An area on which a helicopter may touch down or lift off.

TOUCHDOWN ZONE (TDZ):
The first 3000 feet of the runway or the first third of the runway, whichever is less, measured from the threshold in the direction of landing.

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TOUCHDOWN ZONE ELEVATION (TDZE):
The highest elevation in the touchdown zone.

TRANSITION ALTITUDE
The altitude at or below which the vertical position of an aircraft is defined by reference to altitudes.

TURBO PROPELLER AIRCRAFT:
An aircraft powered by one or more propellers that are driven by turbine engines.
(i.e. DH8C, BE20, C441)

VERTICAL PATH ANGLE (VPA):
A constant flight path angle defined by Barometric Vertical Navigation or WAAS. See TC AIM for system errors and limitations.

WAAS CHANNEL:
Approach charts providing an LPV or LP line of minima include a WAAS channel number. This is used by certain types of avionics and permits the approach to be loaded by entering the number shown.

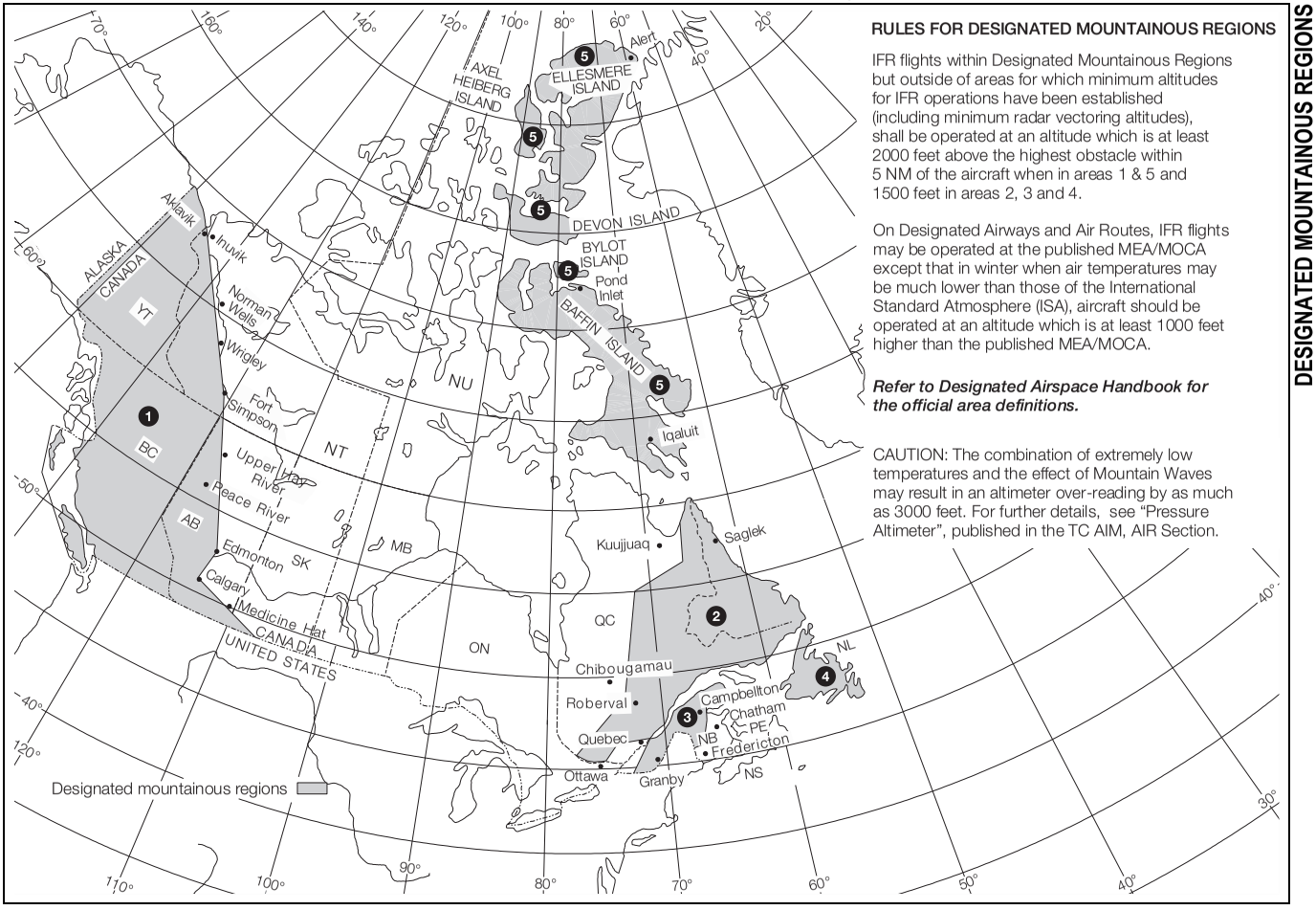
WAYPOINT:
A specified geographical location used to define an area navigation route or the flight path of an aircraft employing area navigation.

WIDE AREA AUGMENTATION SYSTEM (WAAS):
A satellite based augmentation system developed by the Federal Aviation Administration (FAA) to augment the Global Positioning System (GPS) with the goal of improving its accuracy, integrity, and availability.

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RULES FOR DESIGNATED MOUNTAINOUS REGIONS

IFR flights within Designated Mountainous Regions but outside of areas for which minimum altitudes for IFR operations have been established (including minimum radar vectoring altitudes), shall be operated at an altitude which is at least 2000 feet above the highest obstacle within 5 NM of the aircraft when in areas 1 & 5 and 1500 feet in areas 2, 3 and 4.

On Designated Airways and Air Routes, IFR flights may be operated at the published MEA/MOCA except that in winter when air temperatures may be much lower than those of the International Standard Atmosphere (ISA), aircraft should be operated at an altitude which is at least 1000 feet higher than the published MEA/MOCA.

Refer to Designated Airspace Handbook for the official area definitions.

CAUTION: The combination of extremely low temperatures and the effect of Mountain Waves may result in an altimeter over-reading by as much as 3000 feet. For further details, see "Pressure Altimeter", published in the TC AIM, AIR Section.

DESIGNATED MOUNTAINOUS REGIONS

15

General

CAR 602 specifies take-offs for all Canadian aircraft as being governed by visibility only, approach restrictions by RVR values only, and landings by published DH/MDAs only.

Aerodrome Operating Restrictions – Visibility

CAR 602.96 (2)(b) requires that before taking off from, landing at or otherwise operating an aircraft at an aerodrome, the pilot-in-command of the aircraft shall be satisfied that the aerodrome is suitable for the intended operation. Additionally, for Air and Private Operators, the CARs (and associated Standards and Operations Specifications) govern operations below RVR 2600 (½ SM).

One factor that needs to be considered to ensure compliance with the regulatory requirements above is the Aerodrome Operating Visibility.

A. The Aerodrome operating visibility is defined as follows:

At sites with an active Air Traffic Control (ATC) Tower
(in accordance with published airport operational procedures)

For arrivals and departures, the aerodrome operating visibility is in accordance with the following hierarchy:

1. Runway Visual Range (RVR) for the runway of intended use
2. Ground visibility (METAR)
3. Tower visibility
4. Pilot visibility

Note: Tower observed visibility does not take precedence over reported ground visibility. Where ground visibility is reported, tower observed visibility is considered advisory only. However, where ground visibility is either not reported or the visibility reported by the AWOS is non-representative of the prevailing visibility at the airport, tower reported visibility, when available, replaces ground visibility and needs to be considered in the determination of the aerodrome operating visibility.

At sites without an active ATC Tower
(outside ATC operating hours, MF, Unicom, CARS, or advisory sites, etc…)

For arrivals, the aerodrome operating visibility is in accordance with the following hierarchy:

1. Runway Visual Range (RVR) for the runway of intended use
2. Ground visibility (METAR)
3. Pilot visibility

For departures, the aerodrome operating visibility is the lowest of the following visibilities:

- Ground visibility (METAR)
- Any reported RVR
- Pilot visibility

B. For the purpose of Subsections (C) and (D), the visibility is less than the minimum visibility required for landing and taxi operations if the aerodrome's operating visibility is less than the level of service published in the CFS for the runway of intended use.

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C. Where the Aerodrome Operating Visibility as set out in subsection (A) is less than the minimum visibility published in the CFS, taxi operations are deemed to be occurring below the published aerodrome operating visibility; except when:

- visibility deteriorates below the published aerodrome operating visibility after the aircraft has commenced taxi for departure (including de-icing stop);
- visibility deteriorates below the published aerodrome operating visibility after the aircraft has landed and is taxiing to the destination on the aerodrome;
- the aircraft is taxiing on the manoeuvring area as authorized by ATC in accordance with the aerodrome's published operational procedures*;
- the aircraft is taxiing for departure at a site without an active ATC Tower, in accordance with the aerodrome's operational procedures published pursuant to CAR 602.96(3)(d)*; or
- the aircraft is taxiing on the manoeuvring area for purposes other than take-off or landing as authorized by the Aerodrome Operator in accordance with the aerodrome's RVOP/LVOP*.

***Note:** Where required, the aerodrome operator will publish special reduced/low visibility restrictions or procedures for pilots in the appropriate aeronautical publication(s).

D. Where the aerodrome operating visibility as set out in subsection (A) is less than the minimum visibility published in the CFS, a landing is deemed to occur below the published aerodrome operating visibility for the runway of intended use; except where:

- at the time a visibility report is received, the aircraft has passed the FAF inbound or where there is no FAF, the point where the final approach course is intercepted;
- the RVR for the runway of intended landing is varying between distances less than and greater than the minimum RVR and the ground visibility is equal to or greater than the minimum visibility;
- at sites without an active ATC Tower, the ground visibility is varying between distances less than and greater than the minimum ground visibility and the RVR is equal to or greater than the minimum visibility; or
- at sites without an active ATC Tower, prior to 1,000' above aerodrome elevation the PIC determines that a localized meteorological phenomenon is affecting the ground visibility by observing that the runway of intended landing and the taxi route to the destination on the aerodrome are seen and recognized.

E. The minimum visibility required for take-off operations is stipulated in the TAKE-OFF MINIMA/DEPARTURE PROCEDURES section.

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Application of Low and Reduced Visibility Procedures

Low and reduced visibility procedures apply to ground movements of aircraft arriving and departing under low or reduced visibility conditions. Arrivals and departures below RVR 600 are not authorized. When weather conditions indicate visibility below RVR 2600 is imminent procedures will be implemented restricting aircraft and vehicle operations on the movement area. The following message will be added to the ATIS broadcast: “LOW VISIBILITY PROCEDURES IN EFFECT” or “REDUCED VISIBILITY PROCEDURES IN EFFECT”.

The CAP will contain a Low Visibility Procedures Page and a Low Visibility Taxi Chart for aerodromes with runways certified to operate below RVR 1200 down to and including RVR 600. Aerodromes with runways certified for Reduced Visibility procedures (below RVR 2600 down to and including RVR 1200) may have a Reduced Visibility Procedures Page and a Reduced Visibility Taxi Chart if there are special pilot procedures that need to be published.

The CAP will also contain the level of service for each runway in the Aerodrome Chart. The certification will list the RVR number (“RVR 1200”) if the runway has RVR equipment or only the statute mile visibility (“¼ SM”) if no RVR equipment is present. An entry of RVR 600 indicates the runway meets the requirements to operate below RVR 1200 (¼ SM) down to and including RVR 600.

Sequencing of Aircraft for Ground Movements for Take-Off

Do not request start, push back or call for taxi clearance until the reported RVR is a minimum of:

Aircraft/Pilot Take-Off Minima	Minimum RVR for Start
1200 RVR	1000 RVR
600 RVR	600 RVR

Equipment and Services

Airport Surface Detection Equipment (ASDE)
Ground radar is used to monitor the position of aircraft and vehicles operating on the manoeuvring area. In the event of an ASDE failure, ATC may restrict low visibility operations.

“Follow Me” Vehicle
Dedicated service when visibility conditions are below runway visual range (RVR) 2600 (½ statute mile). This service is provided on pilot’s request.

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Take-off Minima/Departure Procedures

The minimum visibility for take-off shall be determined by the pilot-in-command consistent with runway level of service as published in the CFS and CAP, runway requirements for RVR 1200 (¼ SM) or 600 OPS SPEC, aircraft performance, navigation equipment limitations and the requirement for the pilot to ensure obstacle clearance.

IFR Take-Offs

Notwithstanding, and unless otherwise authorized in accordance with CAR 602, IFR take-offs for all aircraft are prohibited when the visibility is below the applicable minimum visibility published in the Canada Air Pilot (CAP), or the level of service published in the CFS and CAP for the runway being used. IFR take-offs for rotorcraft are permitted when the take-off visibility is one half the CAP value but not less than ¼ SM. The "one half of the CAP value but not less than ¼ sm" for rotorcraft IFR take-offs is not applicable to Specified Take-Off Minimum Visibility (SPEC VIS) procedures.

Take-off visibility, in order of precedence, is defined as:

1. the reported RVR of the runway to be used (unless the RVR is fluctuating above and below the minimum or less than the minimum because of a localized phenomena); or
2. the reported ground visibility of the aerodrome (if the RVR is unavailable, fluctuating above and below the minimum or less than the minimum because of localized phenomena. A local phenomenon is deemed to be occurring if the RVR readout is less than the reported ground visibility); or
3. when neither (1) nor (2) above is available, the visibility for the runway of departure as observed by the pilot-in-command.

Departure procedures meet obstacle clearance requirements and are based on the premise that on departure an aircraft will:

- cross at least 35 feet above the departure end of the runway;
- climb on runway heading to 400 feet AAE before turning; and
- maintain a climb gradient of at least 200 feet per NM throughout the climb to the minimum altitude for enroute operations.

Note: For flight planning purposes, departure procedures assume normal aircraft performance.

Take-off Minima are shown as either:

- ½ – (e.g. Rwy 02: ½) IFR departures from the specified runway(s) will be assured of obstacle clearance in any direction if the aircraft complies with the above departure premises.
- ⁎ – The asterisk (⁎) following all or specific runways (e.g. Rwy 02: ⁎) refers the pilot to the applicable minimum take-off visibility (½ or SPEC VIS) and corresponding procedures which, if followed, will ensure obstacle clearance.

Procedures may include specific climb gradients, routings, visual climb requirements or combinations thereof. All altitudes specified in these procedures are ASL. Where a visual climb is stated in the departure procedure, pilots must comply with the Specified Take-off Minimum Visibility (SPEC VIS) corresponding to the appropriate aircraft category listed below. (See Approach Chart Legend – Minima Box – for category speed ranges.)

SPEC VIS is only used in conjunction with a 'visual climb over airport' type departure procedure. During this IFR departure procedure, pilots must visually manoeuver their aircraft to avoid obstacles while climbing to the altitude stated within the procedure. Thence, the pilot must manoeuver their

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aircraft over the aerodrome at which point the SPEC VIS and visual requirement may be relinquished and the procedure continued.

Aircraft Category	A	B	C	D
SPEC VIS (SM)	1	1½	2	2

- NOT ASSESSED – IFR departures have not been assessed for obstacles. Pilots-in-command are responsible for determining minimum climb gradients and/or routings for obstacle and terrain avoidance during an IMC departure from that particular runway(s).

In the absence of a published visibility for a particular runway, a pilot may depart IFR by using a take-off visibility that will allow avoidance of obstacles on departure. In no case should the take-off visibility be less than ½ SM (¼ SM for rotorcraft).

Where aircraft limitations or other factors preclude the pilot from following the published procedure, it is the pilot-in-command's responsibility to determine alternative procedures which will take into account obstacle avoidance.

Where departure procedures do not have a rate of climb matrix published, the following conversion table may be used to determine the required rate of climb.

Take-Off or Approach Rate of Climb/Descent Gradient Table

The rate of Climb/Descent Table is provided for use in planning and executing a climb or descent with a known or approximate ground speed. The chart may also be used to calculate a constant rate of descent in the final segment on a non-precision approach where a Constant Descent Angle (CDA) Table is not available. This rate of descent is advisory only. Climb/Descent values are rounded up to the next 10-foot increment.

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Gradient		Groundspeed- Knots										Angle°
Feet Per NM	%	60	90	120	150	180	210	240	270	300	330	
200	3.29	200	300	400	500	600	700	800	900	1000	1100	1.89
220	3.62	220	330	440	550	660	770	880	990	1100	1210	2.07
240	3.95	240	360	480	600	720	840	960	1080	1200	1320	2.26
260	4.28	260	390	520	650	780	910	1040	1170	1300	1430	2.45
280	4.61	280	420	560	700	840	980	1120	1260	1400	1540	2.64
300	4.94	300	450	600	750	900	1050	1200	1350	1500	1650	2.83
320	5.27	320	480	640	800	960	1120	1280	1440	1600	1760	3.01
340	5.6	340	510	680	850	1020	1190	1360	1530	1700	1870	3.2
360	5.92	360	540	720	900	1080	1260	1440	1620	1800	1980	3.39
380	6.25	380	570	760	950	1140	1330	1520	1710	1900	2090	3.58
400	6.58	400	600	800	1000	1200	1400	1600	1800	2000	2200	3.77
420	6.91	420	630	840	1050	1260	1470	1680	1890	2100	2310	3.95
440	7.24	440	660	880	1100	1320	1540	1760	1980	2200	2420	4.14
460	7.57	460	690	920	1150	1380	1610	1840	2070	2300	2530	4.33
480	7.9	480	720	960	1200	1440	1680	1920	2160	2400	2640	4.52
500	8.23	500	750	1000	1250	1500	1750	2000	2250	2500	2750	4.7
520	8.56	520	780	1040	1300	1560	1820	2080	2340	2600	2860	4.89
540	8.89	540	810	1080	1350	1620	1890	2160	2430	2700	2970	5.08
560	9.22	560	840	1120	1400	1680	1960	2240	2520	2800	3080	5.27
580	9.55	580	870	1160	1450	1740	2030	2320	2610	2900	3190	5.45
600	9.87	600	900	1200	1500	1800	2100	2400	2700	3000	3300	5.64
620	10.2	620	930	1240	1550	1860	2170	2480	2790	3100	3410	5.83
640	10.53	640	960	1280	1600	1920	2240	2560	2880	3200	3520	6.01
660	10.86	660	990	1320	1650	1980	2310	2640	2970	3300	3630	6.2
680	11.19	680	1020	1360	1700	2040	2380	2720	3060	3400	3740	6.39
700	11.52	700	1050	1400	1750	2100	2450	2800	3150	3500	3850	6.57

Formulas:

- Rate of Climb (FPM) = Climb Gradient (ft/NM) × Ground Speed (knots) /60
  This gives the vertical speed required to maintain a specific gradient at a given ground speed.
- Climb Angle = DEGREES(ATAN(Height/6076.11548))
  Converts climb gradient into an angle in degrees.
- Climb Percentage = Feet Per NM / 6076.11548 x 100
  Converts climb gradient into a percentage.

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Helicopter Missed Approach and Departure Climb Gradient

The missed approach and departure segment criteria for all COPTER procedures (Helicopter only procedures) take advantage of the helicopter's climb capabilities at slow airspeeds resulting in high climb gradients. The Obstacle Clearance Surface used to evaluate the missed approach and departure is a 20:1 inclined plane. This surface is twice as steep for the helicopter as the OCS used to evaluate the airplane missed approach and departure segment. The helicopter climb performance on COPTER procedures is therefore anticipated to be double the airplane's gradient. A minimum climb gradient of at least 400 feet per NM is required. A helicopter with a ground speed of 70 kt is required to climb at a rate at 467 feet per minute (FPM)*. The advantage of using the 20:1 OCS for the COPTER missed approach segment instead of the 40:1 OCS used for the airplane is that obstacles in the 40:1 missed approach segment do not have to be considered, and the MDA may be lower for helicopters than for other aircraft. The minimum required climb gradient of 400 feet per NM for the helicopter in a missed approach and departure will provide 96 feet of required obstacle clearance (ROC) for each NM of flight path.

* 467 FPM = 70 kt x 400 feet per NM/60 minutes

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Approach Ban – General Aviation – Non-Precision, APV, CAT I or CAT II Precision Approach (Ref. CAR 602.129)

(Commercial Operators see *Approach Ban – Commercial Operators*)

With certain exceptions, pilots of general aviation aircraft are prohibited from completing non-precision approach, an APV, or a CAT I or CAT II precision approach past the FAF inbound or, where there is no FAF, the point where the final approach course is intercepted to a runway served by an RVR if the RVR values as measured for that runway are below the following minima:

Minimum RVR – Non-Precision, APV or CAT I

Measured RVR*	Aeroplanes	Helicopters
RVR "A" Only	1200	1200
RVR "A" and "B"	1200/600	1200/0
RVR "B" Only	1200	1200

Minimum RVR – CAT II

Measured RVR*	Aeroplanes	Helicopters
RVR "A" and "B"	1200/600	1200/0

* RVR "A" located adjacent to the runway threshold.
RVR "B" located adjacent to the runway mid-point.

The following exceptions to the above prohibitions apply to all general aviation aircraft:

- when the below-minima RVR report is received, the aircraft has passed the FAF inbound or, where there is no FAF, the point where the final approach course is intercepted;
- the pilot-in-command has informed the appropriate ATC unit that the aircraft is on a training flight and that the pilot-in-command intends to initiate a missed approach procedure at or above the DH or the minimum descent altitude, as appropriate;
- the RVR is varying between distances less than and greater than the minimum RVR;
- the RVR is less than the minimum RVR, and the ground visibility at the aerodrome where the runway is located is reported to be at least ¼ mile; or
- the pilot-in-command is conducting a precision approach to CAT III minima.

With respect to approach restrictions, in the case of local phenomenon or any fluctuations that affect RVR validity, where the ground visibility is reported by ATC or FSS to be at or above ¼ mile, an approach may be completed.

In summary, an approach is authorized whenever:

- the lowest reported RVR for the runway is at or above minima (CAR 602.129), regardless of reported ground visibility;
- the RVR is reported to be fluctuating above and below minimum RVR;
- the ground visibility is reported to be at least ¼ mile;
- the RVR for the runway is unavailable or not reported; or
- ATS is informed that an aircraft is on a training flight and will conduct a planned missed approach.

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No pilot shall commence a non-precision approach, an APV, or a CAT I or CAT II precision approach to an airport where low-visibility procedures are in effect. Low visibility procedures are associated with CAT III operations. They are specified for an airport in the ***Canada Air Pilot*** and restrict aircraft and vehicle operations on the movement area of the airport when the runway visual range is less than 1,200 feet.

Approach Ban – General Aviation – CAT III Approach (Ref. CAR 602.130)

(Commercial Operators see *Approach Ban – Commercial Operators*)

No pilot shall continue a CAT III precision approach in an IFR aircraft beyond the FAF inbound or, where there is no FAF, the point where the final approach course is intercepted, unless the RVR reported is equal to or greater than the minimum RVR specified in the ***Canada Air Pilot*** in respect of the runway or surface of intended approach for the instrument approach procedure conducted.

Minimum RVR – Aeroplanes – CAT III

Measured RVR*	CAT IIIA	CAT IIIB	CAT IIIC
RVR "A" and "B" and "C"	600/600/600	Not Authorized	Not Authorized

* RVR "A" located adjacent to the runway threshold.
RVR "B" located adjacent to the runway mid-point.
RVR "C" located adjacent to the runway end.

Approach Ban – Commercial Operators – General – Non-Precision, APV, or CAT I Precision Approach (Ref. CAR 700.10)

With certain exceptions, pilots of commercial aircraft are prohibited from completing a non-precision approach, an APV, or a CAT I precision approach past the FAF inbound or, where there is no FAF, the point where the final approach course is intercepted, if the visibility report is below the value corresponding to the CAP advisory visibility for the approach conducted:

Minimum Visibility – Aeroplanes – Non-Precision, APV, or CAT I

CAP Advisory Visibility (SM, RVR x 100 ft)	Visibility Report (Gnd Vis SM, RVR "A" or Rwy Vis ft)
½ RVR 26	⅜, RVR or Rwy Vis 1600
¾ RVR 40	⅝, RVR or Rwy Vis 3000
1 RVR 50	¾, RVR or Rwy Vis 4000
1¼	1, RVR or Rwy Vis 5000
1½	1¼, RVR or Rwy Vis 6000
1¾	1½, RVR or Rwy Vis >6000
2	1½, RVR or Rwy Vis >6000
2¼	1¾, RVR or Rwy Vis >6000
2½	2, RVR or Rwy Vis >6000
2¾	2¼, RVR or Rwy Vis >6000
3	2¼, RVR or Rwy Vis >6000

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Minimum RVR – Helicopters – Non-Precision, APV, or CAT I

Measured RVR	Helicopters
RVR "A" Only	1200
RVR "A" and "B"	1200/0
RVR "B" Only	1200

An RVR report takes precedence over a runway visibility report or a ground visibility report, and a runway visibility report takes precedence over a ground visibility report. Ground visibility will only impose an approach ban at aerodromes south of 60°N latitude. If no RVR, runway visibility, or ground visibility is reported, there are no criteria to impose an approach ban. (This concept is similar to the present Subpart 602 of the CARs approach ban, where if there is no RVR reported; there is no criterion to impose an approach ban).

An RVR report is the only visibility report that can impose an approach ban applicable to helicopters.

The following exceptions to the above prohibitions apply to all aircraft:

- when the visibility report is below the required value and the aircraft has passed the FAF inbound or;
- the pilot-in-command has informed the appropriate ATC unit that the aircraft is on a training flight and that the pilot-in-command intends to initiate a missed approach procedure at or above the DA(H) or the minimum descent altitude, as appropriate;
- the RVR is varying between distances less than and greater than the minimum RVR;
- the ground visibility is varying between distances less than and greater than the minimum visibility;
- a localized meteorological phenomenon is affecting the ground visibility to the extent that the visibility on the approach to the runway of intended approach and along that runway, as observed by the pilot in flight and reported immediately to ATS, if available, is equal to or greater than the visibility specified in the CAP for the instrument approach procedure conducted; or
- the approach is conducted in accordance with an Ops Spec issued in accordance with subparts 703, 704 or 705 of the CARs.

No pilot shall commence a non-precision approach, an APV, or a CAT I precision approach to an airport where low-visibility procedures are in effect. Low visibility procedures are associated with CAT III operations. They are specified for an airport in the ***Canada Air Pilot*** and restrict aircraft and vehicle operations on the movement area of the airport when the runway visual range is less than 1,200 feet.

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Approach Ban – Commercial Operators – CAT II and CAT III Approach (Ref. CAR 700.11)

No pilot shall continue a CAT II or CAT III precision approach in an IFR aircraft beyond the FAF inbound or, where there is no FAF, the point where the final approach course is intercepted, unless the RVR reported is equal to or greater than the minimum RVR specified in the ***Canada Air Pilot*** in respect of the runway or surface of intended approach for the instrument approach procedure conducted.

Minimum RVR – CAT II

Measured RVR*	Aeroplanes	Helicopters
RVR "A" and "B"	1200/600	1200/0

Minimum RVR – Aeroplanes – CAT III

Measured RVR*	CAT IIIA	CAT IIIB	CAT IIIC
RVR "A" and "B" and "C"	600/600/600	Not Authorized	Not Authorized

* RVR "A" located adjacent to the runway threshold.
RVR "B" located adjacent to the runway mid-point.
RVR "C" located adjacent to the runway end.

Approach Ban – Commercial Operators – Ops Spec – Non-Precision, APV, or CAT I Precision Approach (Ref. CARs 703.41, 704.37 or 705.48)

703, 704 and 705 operators authorized through Ops Spec 019, 303 or 503 and meeting all the conditions related to the approach procedure, are permitted to conduct an approach at a visibility value less than those specified in Subpart 700 of the CARs General approach ban. With certain exceptions, pilots of commercial aircraft are prohibited from completing a non-precision approach, an APV, or a CAT I precision approach past the FAF inbound or, where there is no FAF, the point where the final approach course is intercepted, if the visibility report is below the value corresponding to the CAP advisory visibility for the approach conducted:

Minimum Visibility – Aeroplanes – 703/704/705 Ops Spec – Non-Precision, APV, or CAT I

CAP Advisory Visibility (SM, RVR x 100 ft)	Visibility Report (Gnd Vis SM, RVR "A" or Rwy Vis ft)
½ RVR 26	¼, RVR or Rwy Vis 1200
¾ RVR 40	⅜, RVR or Rwy Vis 2000
1 RVR 50	½, RVR or Rwy Vis 2600
1¼	⅝, RVR or Rwy Vis 3400
1½	¾, RVR or Rwy Vis 4000
1¾	1, RVR or Rwy Vis 5000
2	1, RVR or Rwy Vis 5000
2¼	1¼, RVR or Rwy Vis 6000
2½	1¼, RVR or Rwy Vis >6000
2¾	1½, RVR or Rwy Vis >6000
3	1½, RVR or Rwy Vis >6000

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An RVR report takes precedence over a runway visibility report or a ground visibility report, and a runway visibility report takes precedence over a ground visibility report. Ground visibility will only impose an approach ban at aerodromes south of 60°N latitude. If no RVR, runway visibility, or ground visibility is reported, there are no criteria to impose an approach ban. (This concept is similar to the present Subpart 602 of the CARs approach ban, where if there is no RVR reported; there is no criterion to impose an approach ban).

The following exceptions to the above prohibitions apply to all aeroplanes:

- when the visibility report is below the required value and the aeroplane has passed the FAF inbound or, where there is no FAF, the point where the final approach course is intercepted; or
- the RVR is varying between distances less than and greater than the minimum RVR.

HIAL Inoperative

Instrument approach procedures developed for runways with HIAL systems receive a credit against their CAP advisory visibility (by up to ½ SM). When these lighting systems are inoperative, adjustments to the approach minima must be made by the pilot as indicated in the tables below. This includes cases when the HIAL system is continuously operating on only one of the normally available intensity levels and changes to the intensity cannot be selected or requested by the pilot during the approach. These approach minima adjustments may determine whether or not the pilot is prohibited from completing an instrument approach past the FAF.

HIAL systems in Canada include the following: SSALR (AN), ALSF-2 (AL), SSALS (AW), CAT I High Intensity (AE) (also known as ALSF-1) and CAT II High Intensity (AC). All of these systems, except for SSALS, are used to certify a precision approach runway.

When the HIAL system is inoperative, a certified precision runway will be downgraded to a non-precision runway. For this reason, an approach procedure with straight-in minima below a DH of 250 ft and below an advisory visibility of 1 SM (RVR 50) must have its minima increased to 250 ft DH and 1 SM (RVR 50) visibility when the HIAL is inoperative. For example:

Straight-in minima corrections for a DH below 250 ft

HIAL Operational (published)		HIAL Inoperative	
DH (ft)	**Advisory Visibility (SM)**	**DH (ft)**	**Advisory Visibility (SM)**
200 – 249	½ (RVR 26)	250	1 (RVR 50)

For approach procedures with straight-in minima of 250 ft DH / HAT or greater, the advisory visibility must be increased if any of the HIAL systems become inoperative, as indicated in the following table. No increase to the DH / HAT itself is required.

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For circling minima, no adjustment is required based on the operating condition of the HIAL systems.

Advisory Visibility corrections for a DH/HAT equal to or greater than 250 ft

DH/HAT (ft)	Advisory Visibility when HIAL is Operational (published) (SM)	Advisory Visibility when HIAL is Inoperative (SM)
250 – 347	1	1
348 – 434	1	1¼
435 – 521	1	1½
522 – 608	1¼	1¾
609 – 695	1½	2
696 – 782	1¾	2¼
783 – 869	2	2½
870 – 956	2¼	2¾
957 and above	2½	3

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Landing Minima

CAR 602 specifies that landings are governed by published DH/MDAs. Pilots of aircraft on instrument approaches are prohibited from continuing the descent below DH, or descending below MDA, as applicable, unless the required visual reference is established and maintained in order to complete a safe landing. When the required visual reference is not established or maintained, a missed approach must be initiated. Missed approaches initiated beyond the MAP may not be assured obstacle clearance.

The visual references required by the pilot in order to continue the approach to a safe landing should include at least one of the following references for the intended runway and should be distinctly visible and identifiable to the pilot:

- the runway or runway markings;
- the runway threshold or threshold markings;
- the TDZ or TDZ markings;
- the approach lights;
- the approach slope indicator system;
- the runway identification lights (RILS);
- the threshold and runway end lights;
- the touchdown zone lights (TDZL);
- the parallel runway edge lights; or
- the runway centreline lights.

Subject to the Approach Ban, published landing visibilities associated with all instrument approach procedures are advisory. Their values are indicative of visibilities which, if prevailing at the time of approach, should result in the required visual reference being established and maintained to landing. Subject to the Approach Ban, they are not limiting and are intended to be used by pilots to judge the probability of a successful landing when compared against available visibility reports at the aerodrome to which an instrument approach is being carried out.

Altimeter Setting Requirements

Before commencing an instrument approach procedure the pilot shall have set on the aircraft altimeter a current altimeter setting usable for the location where the approach is to be flown. The altimeter setting may be a local setting or a remote setting when so authorized on the instrument procedure chart. Methods of obtaining a current altimeter setting can be found in the Canada Flight Supplement (CFS) for each aerodrome, where available. These readings are considered current up to 90 minutes from the time of observation.

CAUTION: Care should be exercised when using altimeter settings older than 60 minutes or when pressure has been reported as falling rapidly. In these instances a value may be added to the published DH/MDA in order to compensate for falling pressure tendency (0.01 inches mercury = 10 feet correction).

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Use of Straight-In Minima

The use of a straight-in minima is predicated upon the pilot having wind direction and speed and runway condition reports required to conduct a safe landing. Where the pilot lacks any necessary information, the pilot is expected to make an aerial visual inspection of the runway prior to landing. In some cases, this can only be accomplished by conducting a circling approach utilizing the appropriate circling MDA.

Runway conditions, including any temporary obstructions such as vehicles, may be determined by the pilot by:

- contacting the UNICOM at the destination;
- a pre-flight telephone call to the destination to arrange for making the necessary information available when required for landing;
- an aerial visual inspection;
- NOTAM issued by the airport operator; or
- any other means available to the pilot, such as message relay from preceding aircraft at destination.

Regardless of wind direction or runway in use, pilots of rotorcraft may use the appropriate published straight-in landing minima for the runway they have selected for their approach.

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Alternate Aerodrome Weather Minima Requirements

Authorized weather minima for alternate aerodromes are to be determined using the information presented in the tables shown below under Alternate Weather Minima Requirements. The minima derived for an alternate aerodrome shall be consistent with aircraft performance, navigation equipment limitations, functioning navigation aids (conventional and satellite-based), type of weather forecast, runway to be used and compliance with subsection 605.18(j) of the Canadian Aviation Regulations.

In addition to the Alternate Weather Minima Requirements tables below, the following must be considered by the pilot-in-command for satellite-based approaches at an alternate aerodrome. Credit may be taken for satellite-based approaches provided that:

a. Predicted satellite outages have been taken into account, and pilot-in-command verifies that approach-level RAIM or WAAS integrity is expected to be available at the proposed ETA for any aerodrome;

b. For GPS TSO C129/C129a avionics, periodically during the flight, and at least once before the mid-point of the flight to the destination, the pilot-in-command verifies that approach-level RAIM is expected to be available at the planned destination and/or alternate ETA;

c. Where a satellite-based approach is planned at both the destination and alternate, the aerodromes are separated by a minimum of:

   - 75 NM where both aerodromes are in either Nunavut, or north of 56 degrees North latitude in Quebec and Labrador;
   - 100 NM where either or both aerodromes are located anywhere else in Canada;

d. For RNP Approach navigation specifications [procedure identification RNAV (GNSS) RWY XX]:

   - No credit may be taken for LPV or LP lines of minima;
   - Credit may be taken for LNAV/VNAV lines of minima when the aircraft is certified for barometric LNAV/VNAV; and,
   - Credit may be taken for LNAV lines of minima;

e. For RNP AR Approach navigation specifications [procedure identification RNAV (RNP) RWY XX]:

   - No credit may be taken by General Aviation operators;
   - Credit may be taken by Private and Commercial operators provided they have a valid operator authorization in accordance with their Private Operator Registration Document (PORD) or Aircraft Operating Certificate (AOC); and,
   - Credit may be taken for RNP 0.30 lines of minima only.

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Alternate Weather Minima Requirements

Facilities Available at Suitable Alternate	Weather Requirements
Two or More Usable Precision Approaches– each providing straight-in minima to separate suitable runways	**400-1** or 200-½ above the lowest usable HAT and visibility, whichever is greater
One Usable Precision Approach	**600-2*** or 300-1 above the lowest usable HAT and visibility, whichever is greater
Non-Precision Only Available	**800-2*** or 300-1 above the lowest usable HAT/HAA and visibility, whichever is greater
No IFR Approach Available	Forecast weather must be no lower than 500 feet above a minimum IFR altitude that will permit a VFR approach and landing
For Helicopters Where instrument approach procedures are available	Ceiling 200 feet above the minima for the approach to be flown, and visibility at least 1 SM but never less than the minimum visibility for the approach to be flown

***600-2** and **800-2**, as appropriate, are considered to be *Standard Alternate Minima*. Should the selected alternate weather requirements meet the standard minima, then the following minima are also authorized:

Alternate Aerodrome Weather Minima Requirements

Standard Alternate Minima		If Standard is applicable, then the following minima are also authorized	
Ceiling	**Visibility**	**Ceiling**	**Visibility**
600	2	700 800	1½ 1
800	2	900 1000	1½ 1

Notes:

- These requirements are predicated upon the aerodrome having an AERODROME FORECAST (TAF) available.
- Aerodromes served with an AERODROME ADVISORY forecast may qualify as an alternate provided the forecast weather is no lower than 500 ft above the lowest usable HAT/HAA and the visibility is not less than 3 miles.
- Aerodromes served with a GRAPHIC AREA FORECAST (GFA) may qualify as an alternate provided the forecast weather contains:
  - no cloud lower than 1000 ft above the lowest useable HAT/HAA;
  - no cumulonimbus; and
  - a visibility is not less than 3 miles.

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- Ceiling minima are calculated by reference to the procedure HAA or HAT. Ceiling values in aviation forecasts are established in 100 ft increments. Up to 20 ft, use the lower 100 ft increment; above 20 ft, use the next higher 100 ft increment:

  Examples: HAA 620 ft = ceiling value of 600 ft;
  HAA 621 ft = ceiling value of 700 ft;
  HAT 420 ft = ceiling value of 400 ft; and
  HAT 421 ft = ceiling value of 500 ft.

- Calculated visibilities should not exceed 3 miles.

  Caution: All heights specified in a GFA are ASL, unless otherwise indicated.

  The emphasis of these criteria is placed upon the availability of the lowest usable landing HAT/HAA and visibility for an aerodrome. In determining the lowest usable landing HAT/HAA and visibility, the pilot should consider:

  - the operational availability of the ground navigational equipment by consulting NOTAM;
  - the compatibility of the aircraft equipment with the ground navigational equipment;
  - the forecast surface wind conditions could dictate the landing runway and associated approach minima;
  - the operational applicability of terms BECMG, TEMPO, and PROB within the forecast (see TC AIM RAC);
  - all heights mentioned within a GFA are ASL heights, unless otherwise indicated, and the terrain elevation must be applied in order to determine the lowest forecast ceiling at a particular location; and
  - alternate minima values determined from a previous flight operation may not be applicable to a subsequent flight operation.

- Aerodrome forecasts (TAF) that contain the terms BECMG, TEMPO or PROB may be used to determine the weather suitability of an aerodrome as an alternate, provided that:
  - where conditions are forecast to improve, the forecast BECMG condition shall be considered to be applicable as of the end of the BECMG time period, and these conditions shall not be below the published alternate minima requirements for that aerodrome;
  - where conditions are forecast to deteriorate, the forecast BECMG condition shall be considered to be applicable as of the start of the BECMG time period, and these conditions shall not be below the published alternate minima requirements for that aerodrome;
  - the forecast TEMPO condition shall not be below the published alternate minima requirements for that aerodrome; and
  - the forecast PROB condition shall not be below the appropriate landing minima for that aerodrome.

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General

Criteria have been established for two types of Noise Abatement Departure Procedure (NADP) profiles that are applicable at some Canadian aerodromes. NADP 1 profile reduces noise in close proximity to the departure end of an airport runway. NADP 2 reduces noise over area more distant from the runway end. Two NADP-compliant procedures are described below. Each describes one method, but not the only method, of providing noise reduction for noise-sensitive areas.

All NADP profiles must meet the required minimum climb gradient requirements specified in the SID or departure criteria. Nothing in these procedures shall prevent the pilot-in command from exercising his/her authority for the safe operation of the aircraft.

All aerodromes requiring specific noise abatement departure procedures will have the procedures incorporated in the SID/departure procedure. Wherever possible, the aircraft operator will be given the choice of NADP 1 or 2.

Example:

RWY	NADP
08	1
26	1 or 2
13	1

NADP 1

- Initial climb to at least 800 ft AAE:
  - power/thrust as set for takeoff;
  - flaps/slats in take-off configuration; and
  - climb speed not less than V2 + 10 kt.
- At or above 800 ft AAE:
  - initiate power/thrust reduction;
  - maintain climb speed not less than V2 + 10 to 20 kt; and
  - maintain flaps/slats in take-off configuration.
- At 3000 ft AAE:
  - maintain positive rate of climb;
  - accelerate to enroute climb speed; and
  - retract flaps/slats on schedule.

Note: To assist in planning departure spacing, pilots intending to use NADP 1 at Canadian airports are to notify ATC clearance delivery or ground control. At airports where NADP 1 is the only procedure to follow, ATC does not need to be notified.

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NADP 2

- Initial climb to at least 800 ft AAE:
  - power/thrust as set for takeoff;
  - flaps/slats in take-off configuration; and
  - climb speed not less than V2 + 10 kt.
- At or above 800 ft AAE, maintain a positive rate of climb and accelerate towards V_{ZF}, and:
  - retract flaps/slats on schedule; and
  - reduce power/thrust at a point along the acceleration segment that ensures satisfactory acceleration performance.
- Continue the climb to 3000 ft AAE at a climb speed not less than V_{ZF}.
- At 3000 ft AAE, transition to normal en route climb speed.

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Cold Temperature Corrections

Pressure altimeters are calibrated to indicate true altitude under ISA conditions. Any deviation from ISA will result in an erroneous reading on the altimeter. In a case when the temperature is higher than the ISA, the true altitude will be higher than the figure indicated by the altimeter and the true altitude will be lower when the temperature is lower than the ISA. The altimeter error may be significant and becomes extremely important when considering obstacle clearances in cold temperatures.

The published minimum IFR altitudes (i.e. the MSA/TAA and the initial/intermediate/final and missed approach segments, including the MDA/DA) must be adjusted when the ambient temperature on the surface is much lower than that predicted by the standard atmosphere. As a general rule, this is considered to be 0°C or, when MDAs/DAs are 1,000 ft HAA or higher, then begin at +10°C.

Note: Should the pilot feel that the above rules do not adequately adjust the published minimum IFR altitudes in the procedures to compensate for low temperatures, it is at the pilot's discretion to apply temperature correction whenever the aerodrome temperature is below ISA.

With respect to altitude corrections the following procedures apply:

1. IFR assigned altitudes may be either accepted or refused. Refusal in this case is based upon the pilot's assessment of temperature effect on obstacle clearance. IFR assigned altitudes accepted by a pilot should not be adjusted to compensate for cold temperatures; i.e. if a pilot accepts "maintain 3000" an altitude correction should not be applied to 3000'.
2. Vectoring altitudes assigned by ATC are temperature corrected and require no temperature compensation by pilots.
3. When altitude corrections are applied to a published mandatory altitude, or missed approach holding altitude, pilots should advise ATC of the temperature corrected altitude prior to crossing the associated waypoint.

Altitude Correction Chart

A/D Temp °C	HEIGHT ABOVE THE ELEVATION OF THE ALTIMETER SETTING SOURCE (feet)													
	200	300	400	500	600	700	800	900	1000	1500	2000	3000	4000	5000
+10									20	30	40	60	80	100
0	20	20	30	30	40	40	50	50	60	90	120	170	230	290
-10	20	30	40	50	60	70	80	90	100	150	200	290	390	490
-20	30	50	60	70	90	100	120	130	140	210	280	430	570	710
-30	40	60	80	100	120	130	150	170	190	280	380	570	760	950
-40	50	80	100	120	150	170	190	220	240	360	480	720	970	1210
-50	60	90	120	150	180	210	240	270	300	450	600	890	1190	1500

Note:
- The corrections have been rounded up to the next 10 ft increment.
- Values must be added to published minimum IFR altitudes.
- Temperature values from the reporting station (normally the aerodrome) nearest to the position of the aircraft should be used.

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ALTITUDE CORRECTION CHART

Example: Aerodrome Elevation 2262 Aerodrome Temperature -50°C

	Altitude	HAA	Correction	Indicated Altitude
Procedure Turn	4000 feet	1738 feet	+521.4 feet[1]	4600 feet[2]
FAF	3300 feet	1039 feet	+311.4 feet	3700 feet
MDA Straight-in	2840 feet	578 feet	+173.4 feet	3020 feet
Circling MDA	2840 feet	578 feet	+173.4 feet	3020 feet

[1]**Correction** derived as follows:

(2000 ft at -50° error) 600 - (1500 ft at -50° error) 450	=150
Altitude difference of above (2000 - 1500)	=500
Error per foot difference (150/500)	=0.3
HAA	=1738
Error at 1738 = (1738 - 1500) x 0.3 = 71.4 + 450 (error -50° at 1500)	=521.4

[2]**Indicated Altitude** derived as follows:

Calculated error at 1738 from above	=521.4
Procedure Turn Altitude (4000) + error (521.4)	=4521.4
Indicated Altitude rounded next higher 100 ft increment	=4600

ALTITUDE CORRECTION CHART

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General

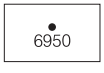
Unless otherwise indicated:

- All chart distances are in nautical miles (NM)
- Visibility is expressed in statute miles (SM)
- Runway dimensions are in feet
- Runway Visual Range (RVR) is in hundreds of feet
- Elevations and altitudes (below 18,000') are expressed in feet above mean sea level
- Bearings, tracks and headings are magnetic (unless marked “G” for Grid or “T” for True)

Minimum altitudes meet obstacle clearance requirements under ISA conditions. The transition altitude is 18,000' within Southern Domestic Airspace. Below this altitude, the pilot must set the aircraft altimeter in accordance with CAR 602.35. In Canada, this area is known as the Altimeter Setting Region.

Topography


Contours



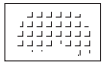
Spot Elevation


Lakes


Rivers

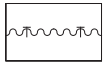
Culture


Buildings


Built Up Area



International Boundary


Transmission Line

Aerodrome

Main aerodrome

Runways



Heliport



Hospital Heliport



Aerodrome profile

Other than main aerodrome

Land



Civil Water



Heliport



Abandoned/Closed



Note: The main aerodrome for which the procedure applies will be shown on the procedure chart. Other aerodromes meeting NAV CANADA’s depiction criteria will also be shown.

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Manoeuvering Areas

Hard Surfaced

Sand, Gravel, etc.

Steel Mat

Ski Strip (Labelled)

Closed or Abandoned

Displaced Threshold

Turnaround Bay

Taxiway, Apron or Holding Bay

Construction Area

Stopway

Other Aerodrome Elements

Control Tower (Aerodrome Beacon shown when coincident with Control Tower)

Landing Direction Indicator – Unlighted

Landing Direction Indicator – Lighted

Wind Direction Indicator – Unlighted

Wind Direction Indicator – Lighted

P3 2.5° Approach Slope Lights (Slope given when other than 3.0°)

A B C RVR Sensor

Down 0.8% Runway Gradient

Fence

★ Hazard Beacon

Lighting Annotations

F – Fixed Fl – Flashing Occ – Occulting
B – Blue R – Red G – Green

Lights are white unless otherwise annotated

☆ Aerodrome Beacon (Rotating or Strobe)

Aerodrome Reference Point (ARP)

Bi-directional Arrester Cable

Uni-directional Arrester Cable

Arresting Barrier

Light Pole

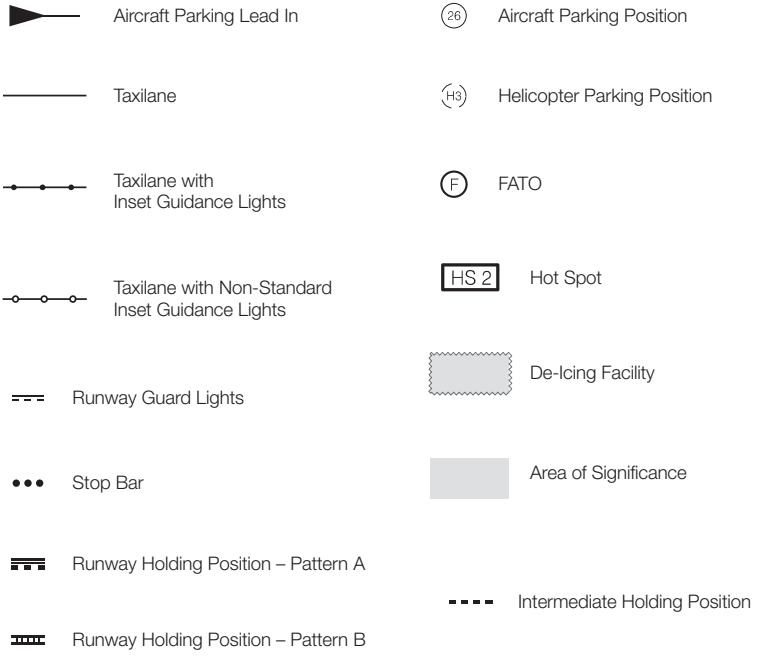
* An asterisk indicates that the CFS or another appropriate document is to be referenced or that another piece of data on the same chart is to be referenced

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SYMBOL LEGEND



Note: Pattern A, the standard runway holding position, is not depicted on aerodrome or supplementary charts to avoid unnecessary clutter.

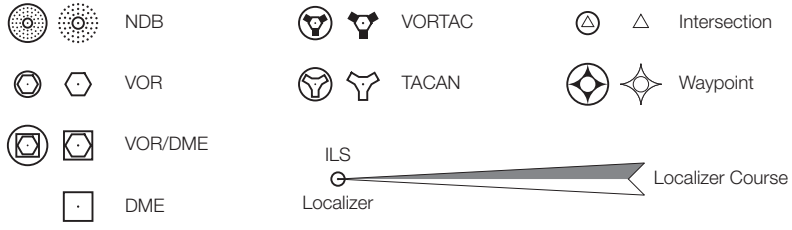
Note: Runway holding positions are depicted based on a hierarchy of charts available.

- Aerodrome charts without any supplementary charts included will depict: Pattern B with specific restriction ex: CAT I/II/III HOLD, Intermediate holding positions, Stop Bars and Runway Guard Lights.
- Aerodrome charts without any supplementary taxi chart included will depict: Pattern B with specific restriction ex: CAT I/II/III HOLD, Intermediate holding positions, Stop Bars and Runway Guard Lights (as provided by airport authority).
- Aerodrome charts with supplementary charts included will NOT depict Pattern B, Intermediate holding positions, Stop Bars and Runway Guard Lights since they will be provided on the supplementary charts.
- All supplementary charts (ie: Advisory, Taxi, and LOW Visibility charts) will depict Pattern B with specific restriction ex: CAT I/II/III HOLD, Intermediate holding positions, Stop Bars and Runway Guard Lights (as provided by airport authority).

SYMBOL LEGEND

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Significant Points

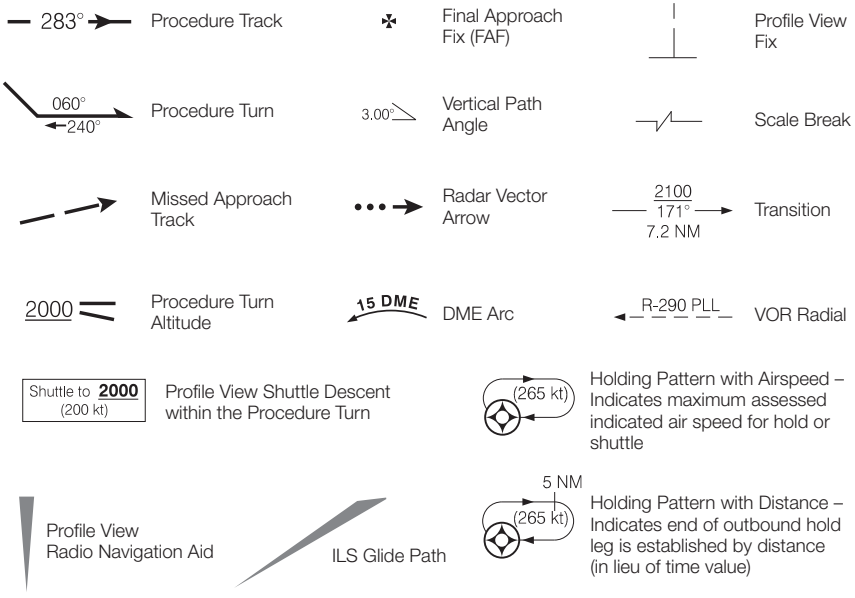


A circle over a radio aid, intersection or waypoint denotes RNAV flyover.

The symbol used for a significant point will be based on a hierarchy of symbols in accordance with NAV CANADA depiction specification and selected in the following order:

- radio navigation aid
- intersection
- waypoint symbol.

Procedure Symbols



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Obstacles

Unlighted Obstacle

Lighted Obstacle

Unlighted Wind Turbine

Lighted Wind Turbine

Unlighted Group Obstacles

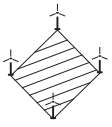
Lighted Group Obstacles

Unlighted Group Wind Turbine

Lighted Group Wind Turbine

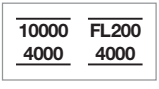
Exceptionally High Unlighted Obstacle (1000' AGL and above)

Exceptionally High Lighted Obstacle (1000' AGL and above)



Area Wind Turbines

Altitudes/Flight Levels



Altitude/Flight Level Window



Mandatory Altitude/Flight Level



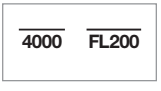
At or Above Altitude/Flight Level



Expected Altitude/Flight Level



Recommended Altitude/Flight Level



At or Below Altitude/Flight Level

Altitude information charted for the safe altitude 100 NM, MSA, TAA, approach minima or within the missed approach instruction and departure procedure continue to represent minimum altitudes although they are not underlined. This also applies to the MOCA values charted on SID and STAR procedures.

Indicated Airspeed



Mandatory Airspeed



Minimum Airspeed



Recommended Airspeed



Maximum Airspeed

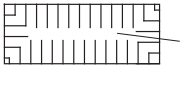
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Airspace Restrictions

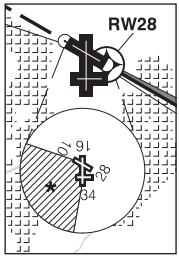
Special Use Airspace
Restricted, Advisory, Danger, Blasting Areas, Military Operations Area



Advisory Area Activity Codes:

- (**A**) – Acrobatic
- (**F**) – Aircraft Test Area
- (**H**) – Hang Gliding
- (**M**) – Military Operations
- (**P**) – Parachute Dropping
- (**S**) – Soaring
- (**T**) – Training

Circling Restriction



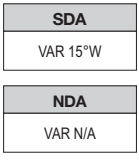
The asterisk in the circling approach minima line refers the user to the circling restriction diagram. The category of aircraft to which the restriction applies will be indicated by the presence of the asterisk in the applicable column of the circling approach minima. The area where circling is prohibited is indicated by the hatched area within the diagram.

CIRCLING	*	**4060**	(503)	1½	*	**4060**	(503)	2	*

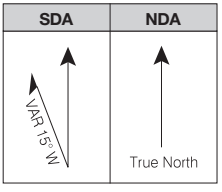
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Magnetic Variation

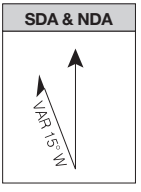
Instrument Approach Procedures

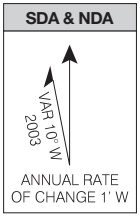


SID, STAR and Departure Procedures



Visual Approach Charts
Night Circuit Procedures





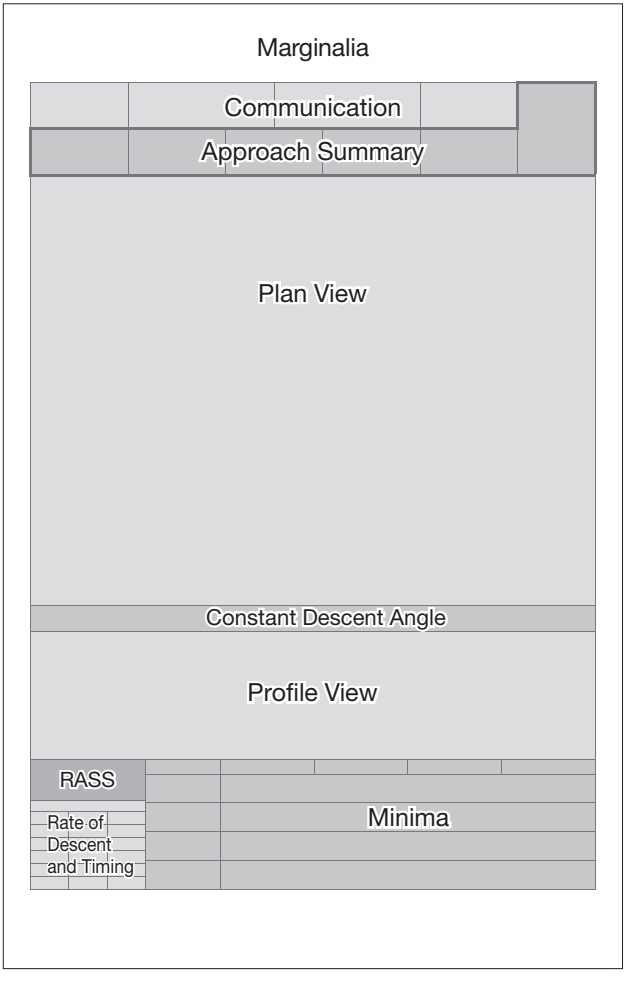
Aerodrome/Heliport Charts
Taxi Charts
Parking Area and De-icing Positions and Procedure Charts
Operations in the Absence of Apron Control Charts
Start Boxes Charts

Magnetic variation changes over time. The magnetic variation depicted on an instrument procedure represents the magnetic variation used in determining the procedure's magnetic bearings, tracks and radials on the chart. The magnetic variation used within aircraft avionics may be updated on a different cycle and could result in the on board avionic system displaying slightly different magnetic tracks from the charted values.

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The information and examples in this section are intended to define and explain the various parts of the CAP approach chart. Information is provided for the generic approach chart, helicopter only approach chart, visual approach chart, ILS category II or III approach chart as well as RNP AR approach chart. All graphics presented here are for explanatory purposes only and are not intended to be used for navigation.

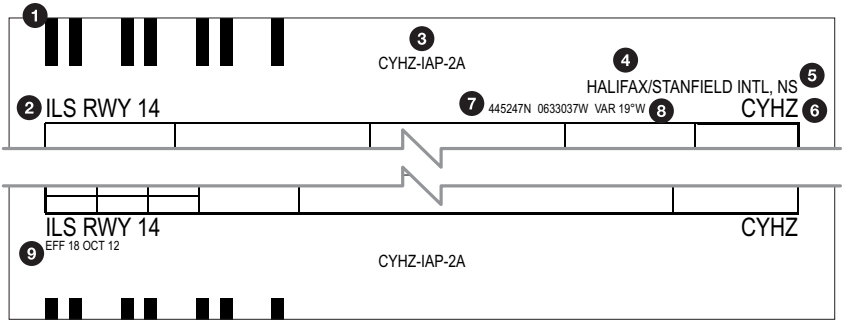
Generic Approach Chart



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Marginalia

Information shown in the periphery of the approach chart includes the procedure identification, ARP, primary variation or declination used in determining the procedure's bearings, tracks or radials, aerodrome identification, procedure effective date and chart number.



1. Volume Bar
2. Procedure Identification
3. Chart Number
4. Aerodrome Name
5. Province/Territory
6. Aerodrome Identifier
7. ARP
8. Magnetic Variation
9. Effective Date

Procedure Identification

Basic Naming

The procedure identification is the name used to uniquely identify the procedure at an aerodrome. The first part of the procedure identification indicates the primary navigation type required for final approach lateral guidance.

- NDB → "NDB"
- VOR or VORTAC → "VOR"
- Localizer → "LOC"
- ILS → "ILS"
- ILS Special Authorization Category I → "ILS SA CAT I"
- ILS Special Authorization Category II → "ILS SA CAT II"
- ILS Category II/III → "ILS CAT II or III"
- RNAV GNSS → "RNAV (GNSS)"
- RNAV RNP → "RNAV (RNP)"

The runway number follows the navigation type when the approach procedure provides minima for a straight-in approach.

- VOR RWY 26
- RNAV (GNSS) RWY 14

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Additional Navigation Requirements

When all minima lines of a VOR or NDB type approach chart also require the use of DME equipment to identify fixes within the final segment, the procedure identification includes "/DME".

- VOR/DME RWY 13
- NDB/DME RWY 35

In all other cases, additional navigation requirements are indicated within the minima lines of the approach:

- ILS/DME
- LOC/DME
- LNAV/VNAV
- LP
- LPV

Pilots must determine in advance that the approach and missed approach can be accomplished utilizing the navigation equipment on board their particular aircraft.

Multiple Procedures

When a single chart is used to show two approach procedures, the procedure identification separates the navigation types using the term "or". ILS and LOC procedures are considered one approach for this purpose and are not separately identified.

- ILS or NDB RWY 25

Duplicate Procedures

Avionics database coding standards identify 8 navigation types applicable to straight-in procedure identifications. They are:

- ILS
- LOC
- VOR
- VOR/DME
- NDB
- NDB/DME
- RNAV

Two approach procedures to the same runway requiring the use of the same navigation type indicator are considered duplicate procedures for database coding purposes. To uniquely identify these procedures, an alpha character starting with "Z" and generally proceeding backwards through the alphabet (Z, Y, X…) is added to the procedure identification between the navigation type and runway number. In some cases the "Y" or "X" alpha character may be omitted and reserved for future procedure development. **The procedure assigned the "Z" character is considered the predominant procedure and will be the only retrievable procedure in avionics databases having limited storage capabilities.**

- RNAV (GNSS) Z RWY 26
- RNAV (RNP) Y RWY 26
- VOR Z RWY 13
- VOR Y RWY 13

Category I ILS, Special Authorization (SA) Category I ILS, Category II ILS, SA Category II ILS, and/or Category III ILS approaches to the same runway with the same ground tracks, altitudes (landing minimums excluded), and missed approach instructions are not considered duplicates of each other and do not require separate alphabetical identification suffixes. For example, no suffix is required for either the "ILS RWY 16R" or "ILS SA CAT I RWY 16R", but if the CAT I ILS has a suffix, then the same suffix is assigned to the ILS SA, for example, "ILS Y RWY 16R" and "ILS SA CAT II Y RWY 16R".

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Circling Only Procedures

Approach procedures providing only circling minima are not identified as associated to a specific runway. Instead, these procedures are identified using an alpha character after the navigation type starting with "A" and proceeding forward through the alphabet (A, B, C…). The next sequential alpha character is assigned to the next circling only procedure for the site based on its order within the Canadian instrument procedure inventory.

- RNAV (GNSS) A
- NDB B

Additional Suffixes

The procedure identification may be suffixed with one or a combination of the following suffixes.

- "(TRUE)" Identifies the procedure as existing in NDA
- "(DND)" Identifies the procedure as a procedure designed and maintained by the Department of National Defence.

Chart Numbering

Within the entire inventory of effective Canadian instrument procedures, procedure charts are sequenced according to NAV CANADA specifications. Chart numbers are then assigned to each chart based on the established sequence. The sequencing is done considering the entire inventory of procedures and is not applied within the isolation of one specific paper product (CAP, RCAP or GPH 200 volume). For this reason, some chart numbers may appear to be missing when observed within the isolation of one specific paper product.

Page numbers are assigned to a chart as explained here. Items 3 and 4 will only be used when they are required.



Item 1

Item 1 is the four letter ICAO identification of the specific aerodrome or heliport site.

Item 2

Item 2 is expressed as one of eleven abbreviations representing the procedure chart type. They include:

STAR	Standard Terminal Arrival Chart	**AD**	Aerodrome Chart
IAP	Instrument Approach Procedure Chart	**HP**	Heliport Chart
VAP	Visual Approach Procedure Chart	**GM**	Ground Movement/Taxi Chart
SID	Standard Instrument Departure Chart	**APD**	Aircraft Parking/Docking Chart
DP	Departure Procedure Chart	**NCP**	Night Circuit Procedure Chart
NOR	Noise Operating Restrictions/Noise Abatement Procedure Chart		

Note: The Attention All Users Page is grouped with IAP pages and identified as ICAO-IAP-AAU. Other specialty information page types may be grouped within the AD (aerodrome) or GM (Ground movement) categories.

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Item 3

Item 3 is a one or two digit number. For STAR, VAP, SID and DP charts the number is assigned sequentially based on the procedure. A subsequent number is not assigned to the additional chart pages of a multi-page instrument procedure. These instances are accounted for using item 4 explained below.

For NOR, AD, HP and APD charts the number is assigned sequentially for each subsequent page.

For IAP charts, the item 3 number is assigned based on the type of IAP as follows:

1	Precision Approach Radar	**6**	VOR
2	ILS CAT I, II, III	**7**	TACAN
3	RNAV	**8**	NDB/DME
4	LOC	**9**	NDB
5	VOR/DME		

For GM charts, the item 3 number is assigned based on the type of GM chart as follows:

1	Taxi Chart	**3**	Low Visibility Taxi Route Chart
2	Standard Taxi Route Chart	**4**	De-icing Chart

Item 4

Item 4 is expressed as an alpha character starting with “A” and proceeding forward through the alphabet. It is assigned sequentially to each chart page that is not already uniquely numbered.

Specialty Information Pages

Special Information may be presented in a variety of formats within the CAP. These are categorized as Attention All Users pages (AAUP), and Aerodrome information pages.

AAUP: Two types are used:

- Attention All Users – Established on RNP AR (AAU – EoR): Provides detailed direction to pilots regarding operational requirements, ATC expectations, and breakout instructions. This page precedes all IAP charts.
- Attention All Users – Closely Spaced Parallel Operations (AAU – CSPO): Provides critical information for Precision Runway Monitor (PRM) approaches. Detailed instruction on operator and equipment requirements, breakout instructions, and provision for operators who may be unable to meet requirements. This page precedes all PRM charts.

Note: A site may have more than one AAUP.

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Airport Information Pages (Designator):

- Local Aerodrome Regulations (LAR)
- Flight Procedures (FP)
- Additional Information (AI)
- Aerodrome Chart
- High Intensity Runway Operations (HIRO)
- Miscellaneous charts related to an aerodrome/heliport not otherwise categorized; for example, Aerodrome Chart (REDUCED TAKE-OFF RUNS)

Note: Sites listed within the CAP always have an Aerodrome Chart page. Additional pages are added based on site needs.

Ground Movement (GM) charts. Sites can have more than one type of GM chart based on site complexity and requirements. Examples include:

- Taxi Chart – including a special TAXI ADVISORY CHART where required.
- Standard Taxi Route Charts and/or CODED TAXI ROUTES.
- Low Visibility Taxi Route Charts – including LOW VISIBILITY PROCEDURES where required.
- De-icing Charts; DE-ICING OPERATIONS chart and/or DE-ICING FACILITY chart
- ENGINE FAN BLADE ICE SHEDDING PROCEDURES

Communication

Under standard conditions, communication information is presented on a procedure chart using a series of communication systems as explained here.

The five communication systems are defined as follows:

Automated Weather System: Pre-recorded or voice generated weather or site operations information. Applicable communication agencies include ATIS, AWOS, LWIS and AUTO.

Arrival System: Communication information pertaining to the most common method upon which a pilot would receive arrival instructions and/or approach clearance in low level controlled airspace within 30 NM of the aerodrome site. Applicable agencies include CTR, ARR, TML, RADIO and PAR.

Tower System: Communication information pertaining to aircraft movement (airborne and runway) around the aerodrome site. Applicable agencies include tower (TWR), RADIO, UNICOM, airport radio (APRT RADIO) and traffic (TFC).

Ground System: Communication information pertaining to aircraft movement (taxiways and aprons) on the aerodrome site. When the agency identified in the tower system also provides the ground system service, it is not restated here. When an aerodrome site uses a clearance delivery service, it is stated as part of the ground system. Applicable agencies include clearance delivery (CLNC DEL), APRON, ground (GND), pad control (PAD CTL) and ICEMAN.

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Departure System: Communication information pertaining to the most common method upon which a pilot would receive further departure instructions or control after take-off in low level controlled airspace within 30 NM of the aerodrome site. In addition to this, an on-site FISE RCO is shown when it is the only way to obtain IFR clearance on the ground prior to departure for at least a portion of the day. Applicable agencies include CTR, DEP, TML and RADIO.

These five systems are arranged sequentially as they would be used during the arrival phase of flight or during the departure phase of flight. These sequential arrangements are referred to as the Arrival Communication String and the Departure Communication String.

Arrival Communication String	1. Automated Weather System 2. Arrival System 3. Tower System 4. Ground System
Departure Communication String	1. Automated Weather System 2. Ground System 3. Tower System 4. Departure System

Each procedure chart type incorporating communication information depicts one of the two communication strings or a subset portion of it as shown here. When a communication system block for a specific site has no information, it will remain blank.

STAR Chart	1, 2 & 3 of the Arrival Communication String
IAP Chart	Entire Arrival Communication String
Aircraft Parking/Docking Chart	1 & 2 of the Departure Communication String
Aerodrome Ground Movement/Taxi Chart	1, 2 & 3 of the Departure Communication String
Aerodrome and Heliport Chart	Entire Departure Communication String
SID and Graphic Departure Procedure Chart	3 & 4 of the Departure Communication String

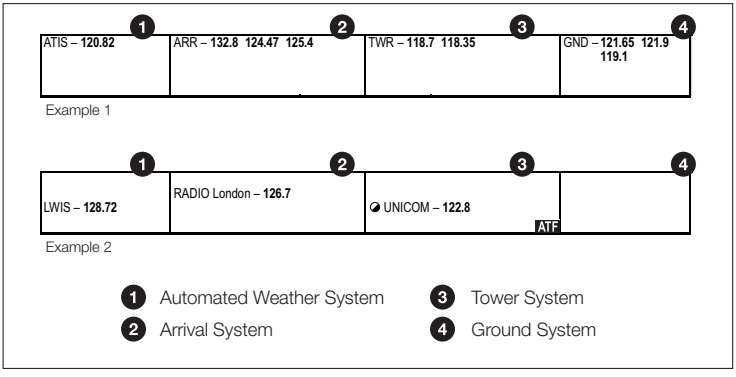
If the site name of the communication agency is different than the aerodrome for which the procedure exists, it is specified after the agency identifier (i.e. RADIO Edmonton, TWR City).

If an agency or frequency only operates for limited hours during the day, the agency identifier is prefixed by a limited hours symbol (i.e. ◕). The CFS is to be consulted for the specific operating times. Any agency that exists as a dial-up frequency is identified using a “DRCO” suffix (i.e. DRCO).

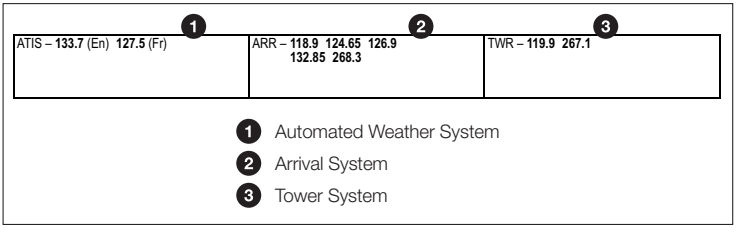
Within the tower system block, when the TFC is also the frequency of the UNICOM, it is not restated separately. Required traffic broadcasts are to be made on the frequency specified for the UNICOM agency unless otherwise described.

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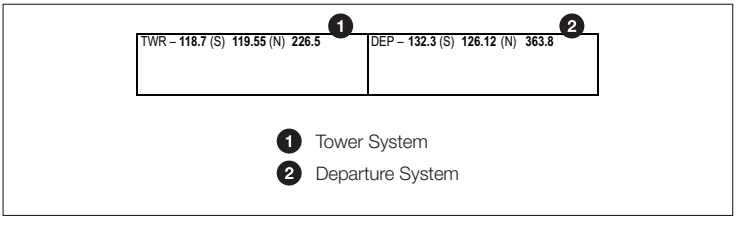
IAP Chart, Arrival Communication String



STAR Chart, Arrival Communication String



SID Chart, Departure Communication String



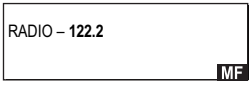
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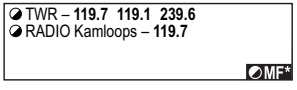
ATF & MF Indication

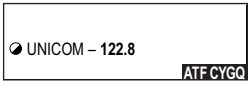
Aerodrome sites having either an ATF area or an MF area around them are identified by charting the appropriate symbol in the bottom right corner of the Tower System block. The ATF and MF symbol may be complimented with other symbols to further define the specific details of the ATF or MF area. The possible symbols are explained here:

ATF	Indicates the presence of an ATF area with standard dimensions (5 NM, 3000' AAE, [±100']) around the aerodrome site.
MF	Indicates the presence of an MF area with standard dimensions (5 NM, 3000' AAE, [±100']) around the aerodrome site.
ATF MF	Indicates that the ATF or MF area exists for only a portion of the day.
ATF* MF*	Indicates that the ATF or MF area is non-standard. Non-standard is deemed to exist if the area is not 5 NM in radius and 3000' AAE (±100'). In these cases, the CFS is to be consulted for further information.
ATF CYGQ MF CYAW	When a four letter aerodrome identification follows the ATF or MF symbol, this indicates that the ATF or MF area is centred on an adjacent site. The adjacent site is identified by the four letter identifier.

Tower System Examples



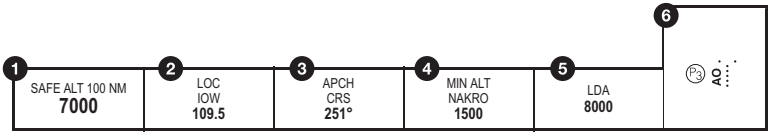




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Approach Summary

The Approach Summary includes six blocks of information summarizing the primary aspects of the approach procedure.

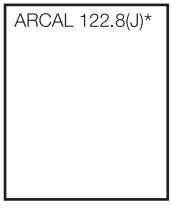


1 Safe Altitude 100 NM	This block contains the safe altitude 100 NM.
2 Navigation Type	This block specifies information for the navigation type used to provide the final approach course lateral guidance. When the lateral guidance may be provided by one of two navigation types (i.e. combined ILS, LOC and NDB chart), this block contains the navigation type information applicable to the higher performing system (i.e. the LOC, not the NDB). For conventional procedures, the navigation type, NAVAID identification and NAVAID frequency is specified. When the approach is RNAV without an LPV or LP line of minima, the term "RNAV" is specified. When LPV or LP is charted, the term "WAAS" along with the WAAS channel number and reference path identifier is specified.
3 Final Approach Course	This block indicates the final segment approach course.
4 FAF Altitude	When an ILS line of minima exists on a chart, this block contains the ILS glide path check altitude. When an ILS line of minima does not exist on a chart, the minimum FAF crossing altitude (intermediate segment altitude) is specified. For approach procedures that do not have a FAF, this block remains blank.
5 Landing Distance Available	When an approach procedure chart provides a straight-in line of minima, this block specifies the Landing Distance Available for the straight-in runway. If an approach procedure chart only provides circling minima, the pilot is referred to the aerodrome chart for specific LDA information. For helicopter only approach procedures, this block contains the length and width or diameter of the helipad when known.

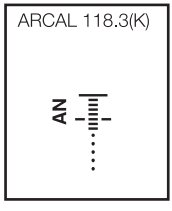
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❻ Lighting	This block specifies the lighting information applicable to the straight-in runway. This includes any touch down zone lighting, approach lights as well as PAPI or VASIS information. If the PAPI or VASIS system is other than 3º, its angle is specified beside the PAPI or VASIS code. When the approach procedure provides circling only minima and the runways existing at the aerodrome have approach lighting systems, the text "LIGHTING: REFER TO AD CHART" is shown. ARCAL is specified when it exists for the aerodrome site. The abbreviations "(J)" or "(K)" may follow. In these cases, the CFS should be referenced for more information about the use of type J or type K ARCAL. An asterisk associated to an approach light code, ARCAL, PAPI or VASIS indicates that the system is non standard and the CFS should be referenced for further information. When the true track of the final approach course is offset from the true runway bearing, an offset arrow and the amount of the offset is charted. Within the lighting block, the offset arrow is positioned right or left of the block's north-south axis to represent the position of the approaching aircraft relative to the runway's centreline. The offset arrow is not used when the approach procedure only provides circling minima. For helicopter only approach procedures, only the ARCAL and lighting code information is charted.

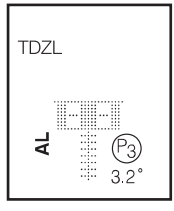
Lighting Block Examples



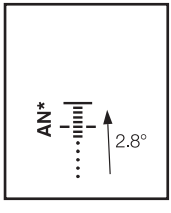
ARCAL without Lighting Diagram



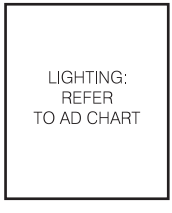
ARCAL with Lighting Diagram



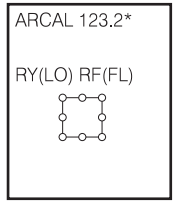
TDZL, PAPI with Lighting Diagram



LOC offset (2.8° rt) with Lighting Diagram



Circling Lighting Diagram



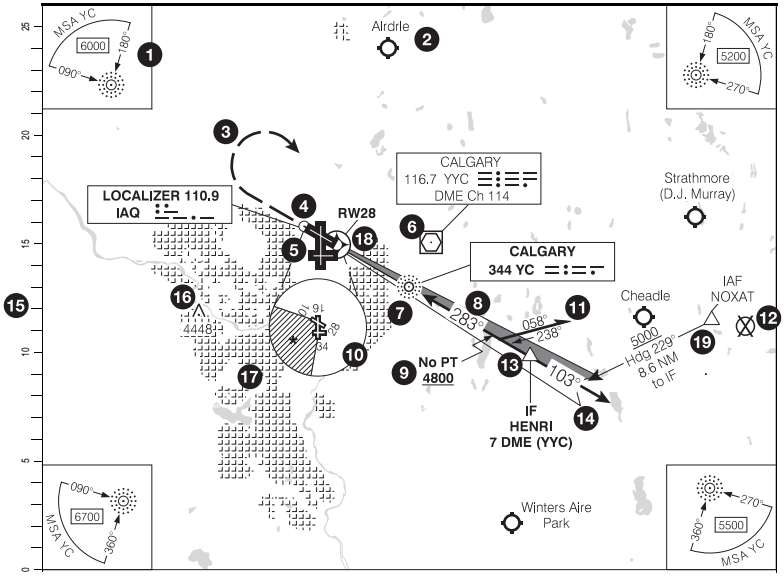
ARCAL with Copter Lighting Diagram

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Plan View

The plan view of the approach procedure chart provides a scaled overview of the procedure from an overhead perspective. Data within the plan view is drawn to scale unless a scale break and "NOT TO SCALE" box is shown.

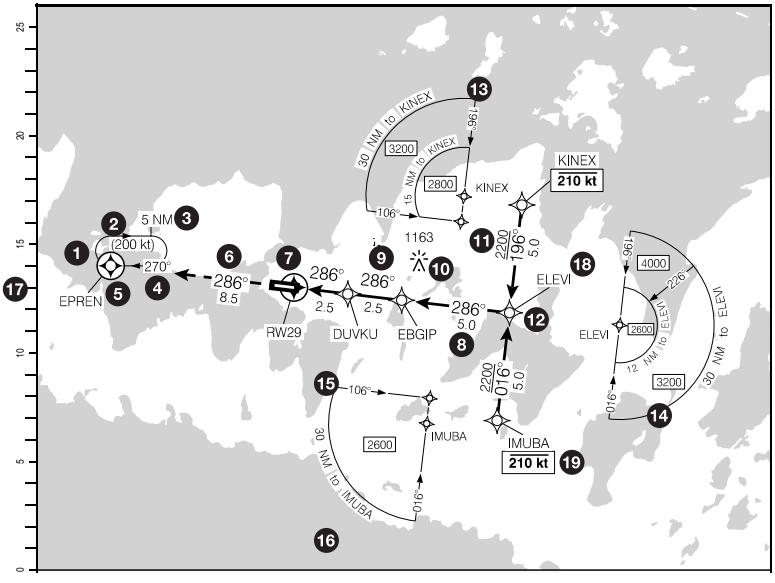
Example 1



1. Minimum Sector Altitude
2. Other Land Aerodrome
3. Missed Approach Track
4. Localizer NAVAID
5. Main Aerodrome
6. VOR/DME NAVAID
7. NDB NAVAID
8. Inbound Final Approach Course
9. No Procedure Turn Required
10. Circling Restriction
11. Procedure Turn
12. Abandoned/Closed Aerodrome
13. Intersection Symbol
14. Localizer Front Course
15. Scale Indication
16. Obstacle
17. Built Up Area
18. Waypoint Symbol
19. Dead Reckoning Segment

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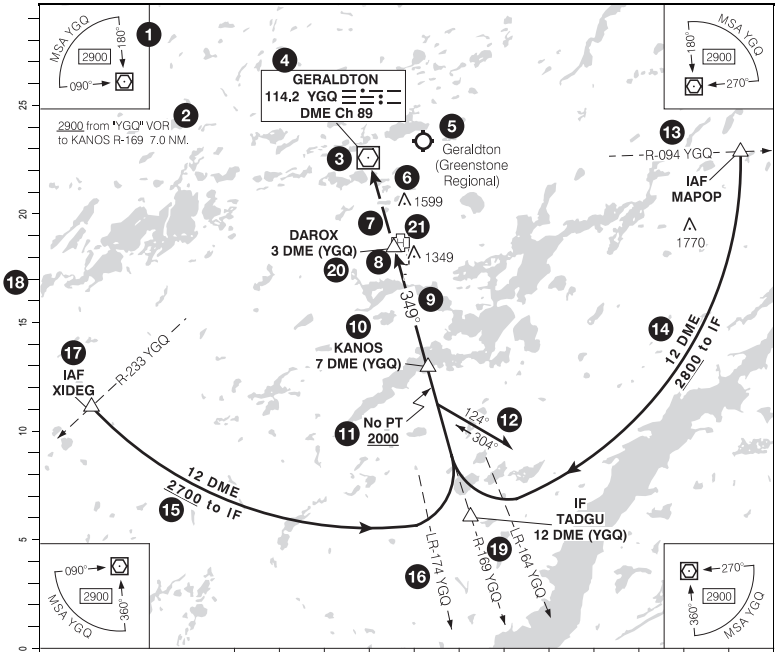
Example 2



1. Hold/Shuttle Pattern
2. Hold/Shuttle Assessed Speed
3. Hold Leg Length
4. Hold/Shuttle Inbound Track
5. Flyover Waypoint
6. Missed Approach Track
7. Main Aerodrome
8. Segment Distance
9. Segment Track
10. Obstacle
11. Segment Minimum Altitude
12. Flyby Waypoint
13. Right Base TAA
14. Straight-in TAA
15. Left Base TAA
16. Hydrography
17. Scale Indication
18. Waypoint Identification
19. Indicated Airspeed Restriction

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Example 3



1. Minimum Sector Altitude
2. Operational Note
3. VOR/DME NAVAID
4. NAVAID Identification and Information
5. Other Land Aerodrome
6. Obstacle
7. Missed Approach Track
8. Intersection Symbol
9. Inbound Final Approach Course
10. Intersection Identification and Definition
11. No Procedure Turn Required
12. Procedure Turn
13. Radial to Fix (or Bearing)
14. DME Arc
15. Segment Minimum Altitude
16. Lead Radial (or Bearing)
17. Initial Approach Fix
18. Scale Indication
19. Radial of Final Approach Course
20. DME Reference Facility
21. Hospital Heliport

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Segment Standard Airspeeds

For GNSS based approach procedures (including RNP AR), when no airspeed restriction is charted within the plan view, the following standard airspeeds have been used in procedure development.

LPV, LP, LNAV/VNAV, LNAV & RNP AR Segment Standard Airspeeds

Segment	Indicated Airspeed by Aircraft Category (CAT)			
	A	B	C	D
Feeder/Transition, Initial, Intermediate	150	180	250	250
Final	90	120	140	165
Missed Approach	110	150	240	265

When, for a given segment, a different indicated airspeed is used in the design of the approach procedure, a speed restriction is charted.

Maximum Assessed Holding Indicated Airspeed

The size of the airspace that must be protected for a holding pattern is directly proportional to the speed of the aircraft. In order to limit the amount of airspace that must be protected, maximum holding speeds in knots indicated airspeed (KIAS) have been designated for specific altitude ranges. Unless otherwise noted on the chart or when a climb in the hold is specified, holding patterns have been assessed for the following airspeeds:

Maximum Assessed Holding Indicated Airspeeds for Holding Patterns

Altitude (ASL)	Maximum Assessed Holding Airspeed (KIAS)
At or below 6000 feet	200
Above 6000 feet up to and including 14000 feet	230
Above 14000 feet	265
Shuttle climbs (all altitudes)	310

When a climb in the hold (shuttle climb) procedure is specified on a chart, an additional protected area has been provided to allow for greater airspeeds in the climb for those aircraft requiring them. This extra protected area is assessed for a maximum of 310 KIAS, unless a maximum holding airspeed is noted on the chart, in which case that maximum assessed airspeed is applicable.

When in controlled airspace, pilots are to advise ATC immediately if airspeeds in excess of those specified become necessary for any reason, including turbulence, or if they are unable to accomplish any part of the holding procedure.

An airspeed notation associated with a hold or shuttle procedure does not alleviate the pilot's responsibility to comply with appropriate regulatory obligations.

Minimum Sector Altitudes

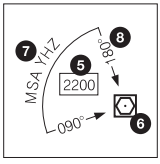
Minimum Sector Altitudes (MSA) are shown as four separate quadrants; one in each corner of the chart's plan view. Each quadrant is delineated by standard cardinal bearings (090º, 180º, 270º, 360º) to the facility or waypoint.

The bearings are oriented to magnetic north in SDA and to true north in NDA. The MSA radius is 25 NM unless otherwise specified.

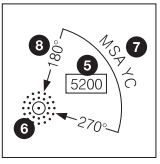
For RNAV approach procedures, the MSA altitudes are identical for all four quadrants. When Terminal Arrival Areas (TAA) are charted for an RNAV procedure, MSA altitudes will not be charted.

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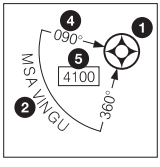
CYA, CYR and known blasting areas are not considered in the establishment of MSA altitudes. For this reason, it is the pilot's responsibility to remain clear of these areas as applicable.



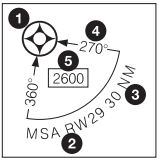
Northwest MSA Quadrant



Northeast MSA Quadrant



Southwest MSA Quadrant



Southeast MSA Quadrant

1. Waypoint Symbol
2. Waypoint Identification
3. MSA Radius Distance (Non Standard)
4. Inbound Track to the Waypoint
5. Minimum Sector Altitude
6. NAVAID Symbol
7. NAVAID Identification
8. Inbound Track to the NAVAID

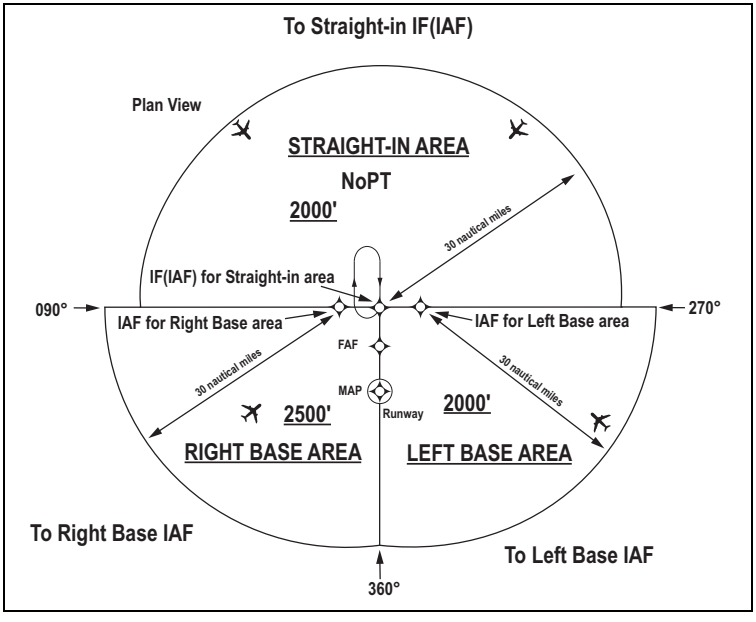
Terminal Arrival Areas

When an RNAV approach procedure meets certain criteria, Terminal Arrival Areas (TAA) may be charted instead of MSA. TAA may be used on an ILS or LOC approach when RNAV is the sole means for navigation to the IF. They are not normally used in areas of heavy concentration of air traffic. The objective of the TAA is to provide a seamless transition from the enroute structure to the terminal environment for arriving aircraft equipped with GNSS equipment.

The TAA consists of three main areas; the straight-in area, the left base area and the right base area. These areas are oriented within the chart's plan view according to the orientation of the approach procedure.

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Default TAA Arrival Areas



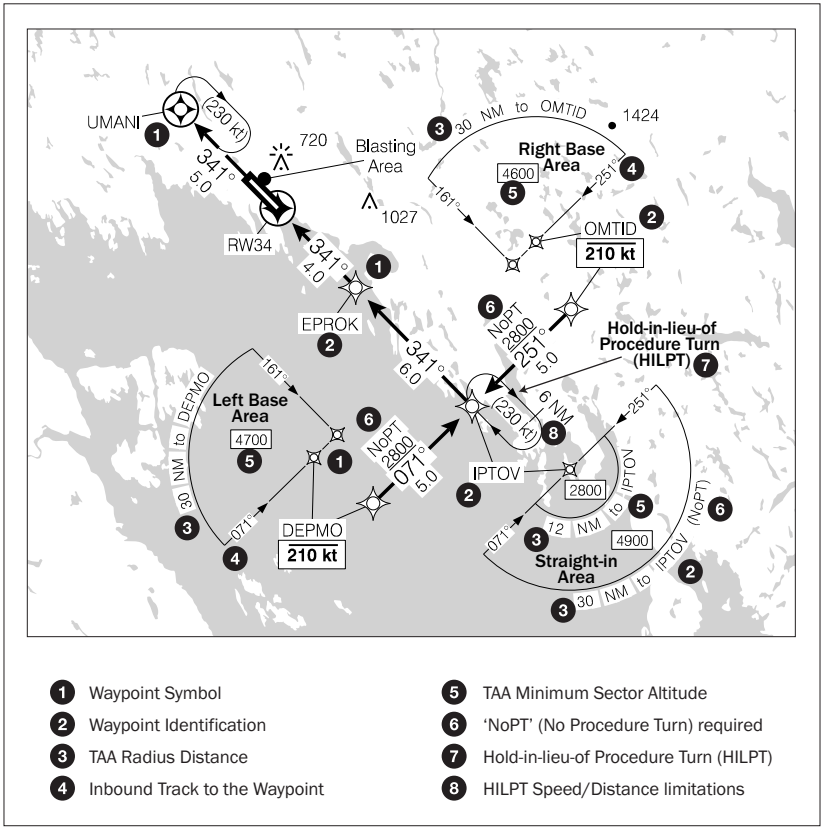
The straight-in area is a semicircle that extends to a 30 NM arc from the IAWPC/IWP. The flat side of the semicircle is determined by the extension of both initial approach segment tracks. This area may be further subdivided either by additional arcs or laterally by inbound bearings to the arc centre.

Both base areas are bounded by the flat side of the straight-in area, the final approach course of the approach and a 30 NM arc from the applicable IAWP. These areas may only be further subdivided by additional arcs.

Variations to these three main areas may be seen when the approach procedure is other than a standard 'T' shape approach. The procedure underlying the TAA is normally the "T" design (also called the "Basic T"). It incorporates two IAFs plus a dual purpose IF/IAF that functions as both an intermediate fix and an initial approach fix. The "T" configuration continues from the IF/IAF to the final approach fix (FAF) and then to the missed approach point (MAP). The two base leg IAFs are typically aligned in a straight-line perpendicular to the intermediate course connecting at the IF/IAF. A Hold-in-Lieu-of Procedure Turn (HILPT) is anchored at the IF/IAF and depicted using the holding pattern symbol. When the HILPT is necessary for course alignment and/or descent, the dual purpose IF/IAF serves as an IAF during the entry into the pattern. Following entry into the HILPT pattern and when flying a route or sector labeled "NoPT" (No Procedure Turn), the dual-purpose fix serves as an IF, marking the beginning of the Intermediate Segment.

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TAA Legend



1. Waypoint Symbol
2. Waypoint Identification
3. TAA Radius Distance
4. Inbound Track to the Waypoint
5. TAA Minimum Sector Altitude
6. 'NoPT' (No Procedure Turn) required
7. Hold-in-lieu-of Procedure Turn (HILPT)
8. HILPT Speed/Distance limitations

Minimum altitudes are charted for each area or subdivision. TAA altitudes may not account for CYA, CYR and known blasting areas. It is the pilot's responsibility to remain clear of these areas as applicable.

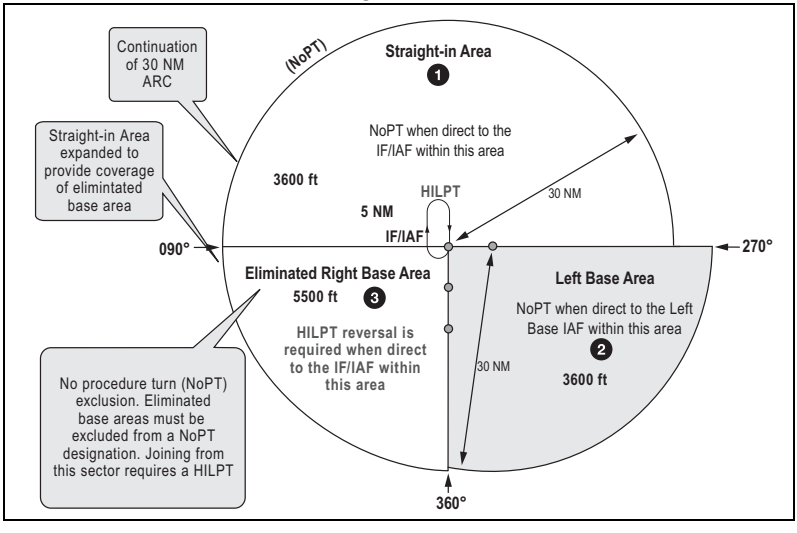
TAAs may be modified from the standard size and shape to accommodate operational or ATC requirements. Some areas may be eliminated, while the other areas are expanded (to achieve coverage of the eliminated area). The basic "T" design may be modified where required by terrain or ATC considerations. It can appear like an upside down "L," or an "I."

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Where a TAA area is eliminated, aircraft may need to conduct a Hold-in-lieu-of Procedure Turn (HILPT). See the figure below:

1. Pilots operating within the TAA between the 090 bearing clockwise to the 270 bearing TO the IF/IAF are expected to proceed direct to the IF/IAF and not execute a course reversal manoeuvre ❶.
2. No HILPT is required in the Left Base area (from 270 bearing clockwise to the 360 bearing TO the Left Base IAF) if proceeding direct to the Left Base IAF ❷.
3. Aircraft operating in the area from 360 bearing clockwise to the 090 bearing TO the IF/IAF are expected to proceed direct to the IF/IAF and execute the HILPT course reversal in order to properly align the aircraft for entry onto the intermediate segment or to avoid an excessive descent rate ❸.

TAA with Right Base Eliminated



Notes:

- If approaching with a TO bearing that is on a sector boundary, the pilot is expected to proceed in accordance with a 'NoPT'(No Procedure Turn) routing unless otherwise instructed by ATC.
- TAA's designed in earlier versions of criteria did not depict the 'NoPT' (No Procedure Turn) textual instruction.

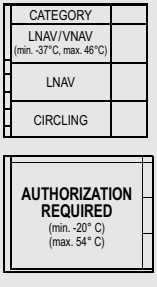
CAUTION: Earlier TAA designs were developed without the provision of a Hold-in-lieu-of Procedure Turn at the IF/IAF and will not depict it. When no HILPT is depicted, the associated holding pattern area has not been assessed. If required, any manoeuvring for course reversal must be accomplished within the Straight-in area, at or above the charted sector altitude.

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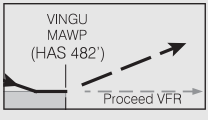
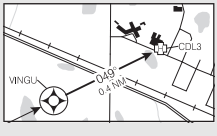
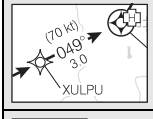
Operational Notes

Only operational notes specifically required for the approach procedure are charted. Where possible, the content of an operational note is incorporated into the depiction of the procedure itself using methods described here as well as the other symbols listed within these CAP general pages.

The following is a list of possible operational notes that benefit from further explanation.

AUTHORIZATION REQUIRED	Special authorization from Transport Canada is required to conduct RNP AR approaches in Canada. For more information, refer to Transport Canada Advisory Circular 700-024.
LOC ONLY NO GLIDE PATH	Used on localizer based approach procedure charts when the runway being served has no associated glide path.
◕ **Altimeter setting**	Used for sites when any portion of the day goes by without the local altimeter being available and no remote altimeter is provided.
Limited altimeter availability. Prior to flight, contact operator listed in CFS to ensure altimeter avbl on arrival.	Used when the capability to transmit the altimeter setting is limited to a portion of the day.
Baro VNAV not auth when using remote altimeter.	If a part time remote altimeter is provided for an approach that contains LNAV/VNAV minima, the LNAV/VNAV minima for Baro VNAV flight must not be authorized during the times when the remote altimeter would be used. Use of Baro VNAV is not permitted with a remote altimeter setting.
Baro VNAV not auth	LNAV/VNAV approach is not authorized for aircraft using Baro VNAV systems.
Aerodrome assessed for aircraft wingspans less than 79'. **Rwy 01/19 assessed for aircraft wingspans less than 118'.** **Circling to rwy 08 not auth due to visual surfaces not assessed.**	An Aerodrome Operator Attestation is required for a non-certified aerodrome when IAPs are published within the CAP or within the RCAP when the minima are lower than 500 feet. When an aerodrome's runways have been attested by the aerodrome operator, a note is used to communicate the maximum aircraft wingspan for which the runways have been assessed. This information advises the pilot flying the instrument approach procedure that the obstacle free airspace for the visual segment of the procedure meets recognized safety parameters for aircraft having a wingspan within the value specified. This advisory information ties the instrument procedure to the aerodrome and provides the pilot with information to make an informed decision regarding use of the procedure. If one of the runways at an aerodrome has not been attested, a note is used to not authorize circling to that runway.
3300 from "YXE" VOR to SASOD R-137 5.2 NM.	When graphic depiction of a transition creates an unacceptable amount of chart clutter, an operational note is used instead.
	When LNAV/VNAV or RNP AR minima are included, a temperature limit is shown indicating the temperature range outside of which the procedure (LNAV/VNAV or RNP AR) is not authorized for uncompensated Baro VNAV systems.

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RF Required	Some RNAV equipped aircraft are not capable of flying radius-to-fix type segments. For this reason, when procedures are developed using this segment type, the procedure (or a specific transition of the procedure) needs to be labelled as requiring RF capability.
Simultaneous approach auth with RWY 06L	Used when the approach procedure is authorized for use during simultaneous approach operations with all ILS and/or RNAV procedures to a given parallel runway.
Simultaneous approach auth with ILS RWY 05, RNAV (RNP) Y RWY 05	Used when the approach procedure is authorized for some simultaneous parallel approach operations, but *not* with all ILS and/or RNAV procedures to a given parallel runway.
LNAV procedure not auth during simultaneous operations	Simultaneous parallel operations are currently only supported by ILS and RNAV APV approach procedures. This note will be charted when RNAV (GNSS) procedures with LNAV minima published on the same chart with LPV or LNAV/VNAV minima is authorized for use during simultaneous approach operations.
Rwy 14/32 not assessed for circling procedures.	This note indicates that the given runway (and its threshold positions) has not been used in the development of the circling area and obstacle assessment. Despite this, circling within a given sector is not restricted unless specifically indicated with the use of the circling restriction diagram.
CAUTION: Procedure overlaps Points North Landing (CYNL) procedures.	Used when a procedure's initial, intermediate, final and/or missed approach segments overlap another procedure at a different aerodrome and is in uncontrolled (class G) airspace.
Procedure on the fringe of WAAS coverage. Occasional outages may occur.	When WAAS coverage for an aerodrome is expected to be marginal or unavailable, WAAS-based approach procedures will normally not be designed. However, at aerodromes on the fringe of WAAS coverage areas, for which LPV, LP or WAAS-based LNAV/VNAV lines of minima have been published, pilots will be alerted that occasional outages may occur by a note on the chart.
 	A grey line below the missed approach track in the profile view of the approach procedure chart and the operational note "Proceed VFR" indicate the point-in-space aspect of a helicopter approach procedure. When this is shown, arrival at the missed approach point must be followed by the pilot executing one of two options: • Proceed VFR to the landing site, or • Conduct the specified missed approach procedure. The bearing and distance from the MAP to the landing site will be shown on the corresponding visual approach chart. This bearing and distance information does not indicate a required flight path or the direction of approach to the landing site. It simply identifies the location of the landing site relative to the point where VFR flight is accepted by the pilot (i.e. the MAP).
	When required for helicopter only procedures, the final and missed approach airspeed limitation will be noted on the applicable segment of the plan view.
	For helicopter point-in-space approaches, the height of the MDA above the highest terrain/surface within a 5200' radius of the MAP is shown in the profile view at the MAP. This is known as the Height Above the Surface (HAS).

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Constant Descent Angle

Constant Descent Angle (CDA) is a technique for flying the final approach segment of a non precision instrument approach procedure as a constant descent from an altitude at or above the final approach fix altitude. CDA information is provided as supporting information to the non precision approach procedure and it is the pilot's responsibility to determine how he/she intends to use the information in flight. Although the constant descent angle accounts for all minimum segment altitudes between the procedure's intermediate fix and the point of arriving at the MDA, it is still the pilot's responsibility to ensure the aircraft is always operated at or above any minimum altitude.

The constant descent angle is projected from:

- A point normally 50 feet above the aligned runway threshold for procedures meeting straight-in alignment,
- A point 50 feet above the aerodrome elevation abeam the earliest usable landing surface for circling only procedures which do not meet straight-in alignment, or
- The lowest MDA at the missed approach point for helicopter point-in-space approach procedures.

CDA depiction includes three elements:

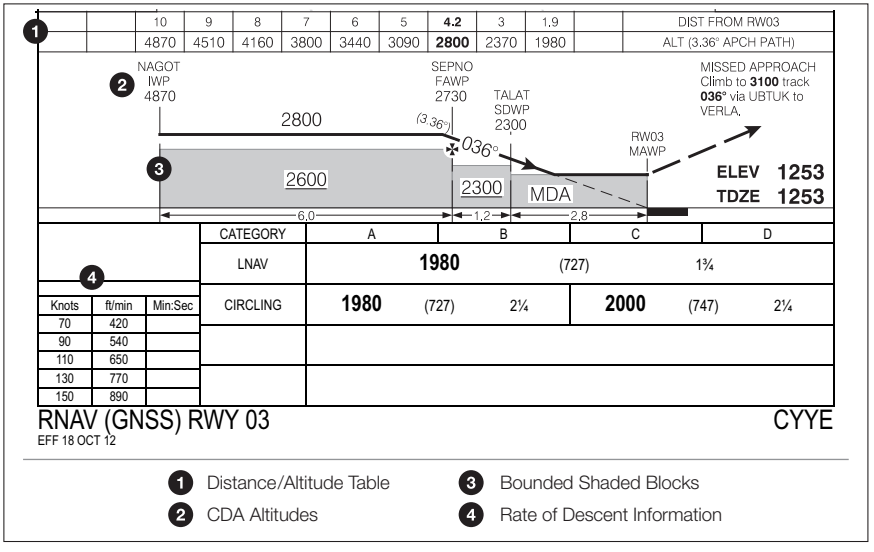
- Distance/Altitude Table,
- CDA Altitudes at profile view fixes, and
- Rate of Descent Information

CDA information is charted for every non precision (non vertically guided) approach procedure that meets NAV CANADA's criteria for the depiction of CDA information. This includes non precision approach procedures that are combined with a precision approach procedure (i.e. NDB and LOC charted with an ILS). When a non precision approach procedure does not meet NAV CANADA's criteria for the depiction of CDA information, the CDA information is left uncharted.

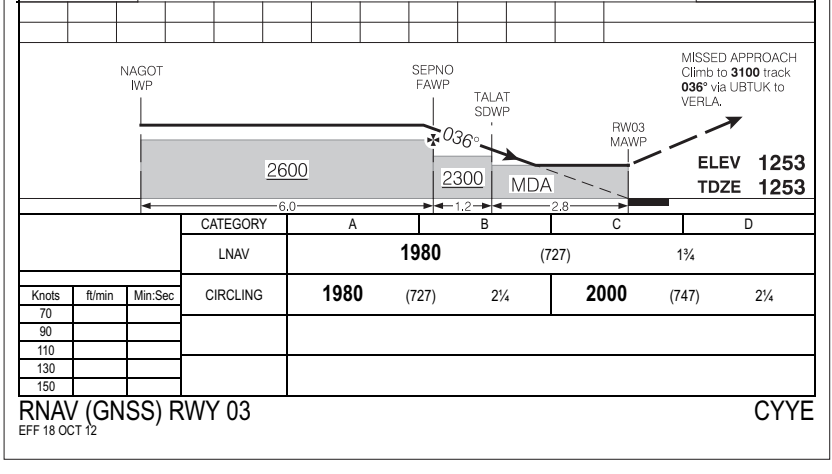
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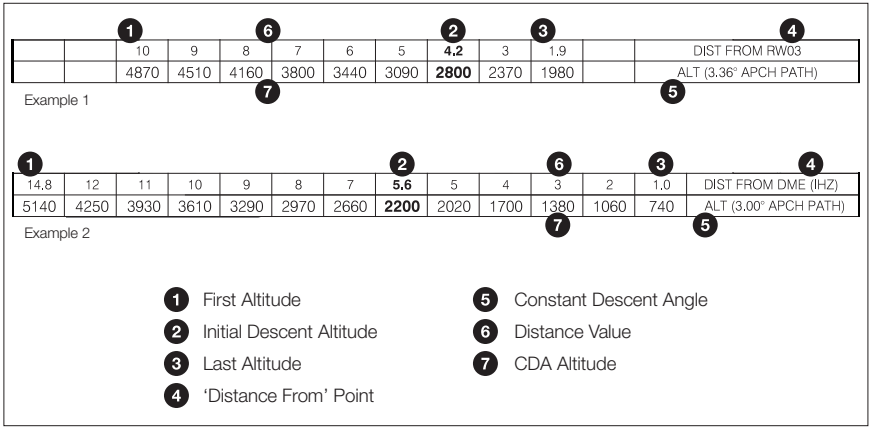
RNAV Approach – No CDA Information



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Distance/Altitude Table

The distance/altitude table lists a series of distances from a specified location and the appropriate altitude that equates to the constant descent angle at that distance.



Within the distance/altitude table, the first altitude is provided for the distance located at:

- The IWP for RNAV approaches,
- The procedure turn distance for conventional procedures incorporating the use of a procedure turn, or
- The charted IF for conventional procedures that do not incorporate the use of a procedure turn.

The last altitude equates to the lowest non precision MDA and the distance at which that altitude is found on the constant descent angle.

The bold distance and altitude found within the table is the initial descent altitude. This is the distance at which the highest initial segment altitude is found on the constant descent angle. If this distance and altitude is found to be inside the FAF (i.e. between FAF and MAP), the altitude is increased to be the FAF crossing altitude rounded up to the next 100' altitude. The associated distance is then the point where this altitude is found on the constant descent angle.

All distances are referenced from the point indicated in the distance and altitude table. Normally this point is the MAP or MAWP applicable to the procedure. When the procedure incorporates the use of DME, the distance information will be DME distance from the identified DME source.

Except for the first, last and initial descent altitudes, all distances within the distance/altitude table are whole nautical mile distances at 1 NM intervals. If space is insufficient, the interval may be increased from 1 NM but will not be greater than 3 NM. Some whole NM values may be skipped if an adjacent value is within 0.5 NM.

The applicable constant descent angle for the approach procedure is specified in the distance and altitude table as well. The distance and altitude table is oriented from left to right or right to left in a similar fashion to the profile view.

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CDA Altitudes at Profile View Fixes

All CDA altitudes are shown within the profile view as recommended altitudes (not underlined). Minimum segment altitudes are underlined and shown within bounded shaded blocks. The profile view of the approach procedure chart shows the initial descent altitude above the level flight track line prior to the descent point except when a procedure turn is depicted. When a procedure turn is depicted, the standard procedure turn profile view symbol is used and the altitude is underlined to indicate that it is a minimum altitude.

Other CDA altitudes are shown in the profile view for each charted fix. When a non precision approach procedure is charted with an ILS procedure, the ILS glide path check altitude serves as the CDA altitude for that fix.

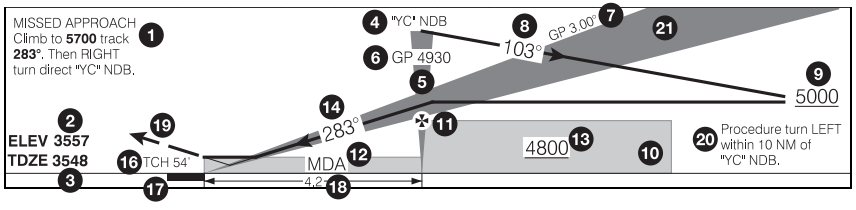
Rate of Descent Information

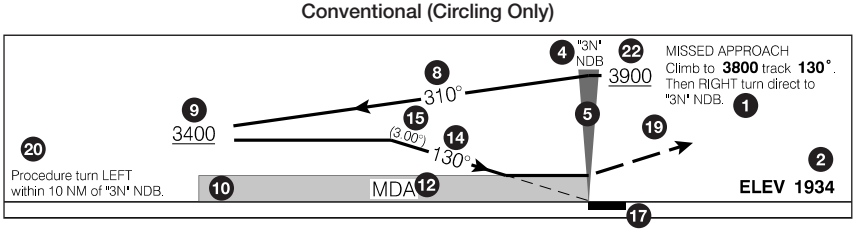
When CDA is charted for a procedure, rate of descent information applicable to the constant descent angle is shown. This information is shown as feet/minute descent rates applicable to the given ground speed values.

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Profile View

The profile view is oriented on the chart according to the predominant direction of the approach procedure.

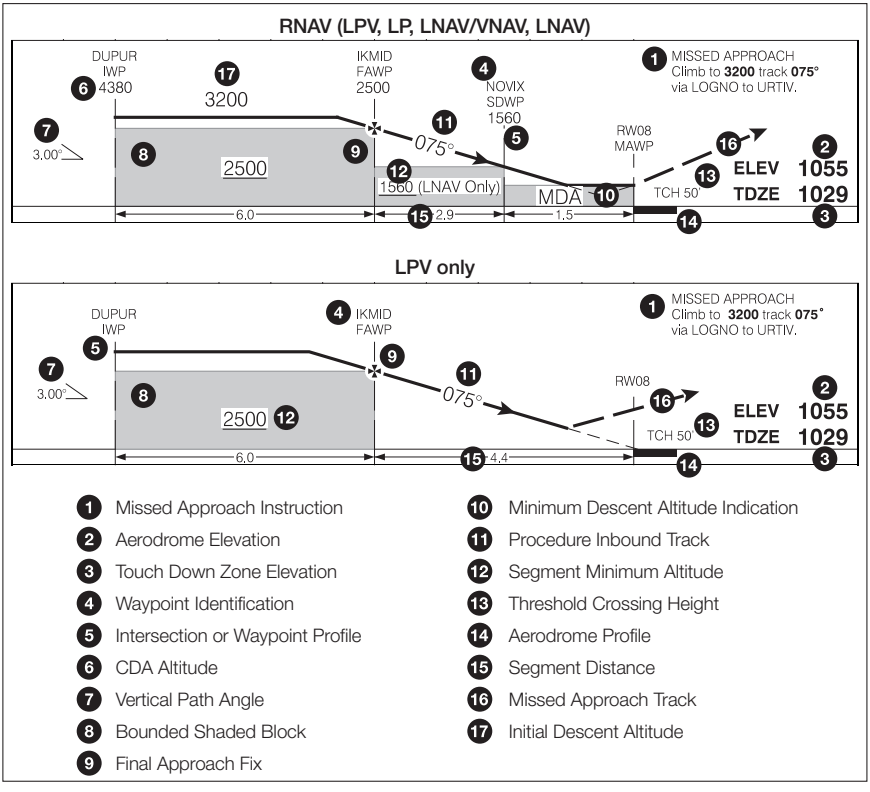




1. Missed Approach Instruction
2. Aerodrome Elevation
3. Touch Down Zone Elevation
4. NAVAID Identification
5. NAVAID
6. Glide Path Check Altitude
7. Glide Path Angle
8. Procedure Outbound Track
9. Procedure Turn Minimum Altitude
10. Bounded Shaded Block
11. Final Approach Fix
12. Minimum Descent Altitude Indication
13. Segment Minimum Altitude
14. Procedure Inbound Track
15. Constant Descent Angle
16. Threshold Crossing Height
17. Aerodrome Profile
18. Segment Distance
19. Missed Approach Track
20. Procedure Turn Note
21. Glide Path
22. Procedure Turn Entry Altitude*

* When a Procedure Turn Entry Altitude is charted, the altitude must be maintained until crossing the procedure turn fix while proceeding outbound, or abeam the procedure turn fix and proceeding outbound.

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RASS

When the approach procedure requires the use of either a full-time or part-time RASS, the procedure indicates one of the following.

Use CYND.	Used when the procedure minima has a RASS adjustment built-in. The altimeter setting from the identified site must be used.
◕ Use CYND.	Indicates that the identified altimeter setting source is available for limited hours of the day.
When using CYND add **160'**.	Used when a RASS adjustment factor is provided to the pilot for the times when the local altimeter setting is not available. When using the altimeter setting from the identified site, the pilot must add the RASS adjustment factor to the intermediate, final and missed approach segment minimum altitudes.
◕ When using CYND add **160'**.	Indicates that the identified altimeter setting source is available for limited hours of the day.
When using CYND add **160'**. Circling minima apply.	Indicates that the final segment descent gradient is exceeded during the application of the RASS adjustment. For this reason, only circling minima apply when using the RASS.

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Minima

The minima box of the approach procedure chart lists one or more navigation type requirements and the associated minimum altitudes (MDA or DA), heights (HAA, HAT, HATh or DH) and advisory visibility for each aircraft category. In addition to statute miles, the advisory visibility is also provided as an RVR value when the straight-in runway has an associated RVR sensor and the advisory visibility is 1 SM or less.

Minima Box for ILS, LOC, NDB and Circling

(1) CATEGORY	A	B	C	D
(2) ILS (4)	(5) 3750	(6) (202)	(7) ½ RVR 26 (8)	
(2) LOC	(9) 4000	(10) (452)	1 RVR 50	
(2) NDB	4040	(492)	1 RVR 50	
(3) CIRCLING	*(11) 4060 (12)	(503) (13) 1½	*4060 (503) 2	*4160 (603) 2

Minima Box for LPV, LNAV/VNAV, LNAV and Circling

(1) CATEGORY	A	B	C	D
(2) LPV (4)	(5) 1310	(15) (255)	(7) 1	
(2) LNAV/VNAV (min. -20°C, max. 54 (14))	(5) 1420	(15) (365)	1	
(2) LNAV	(9) 1420	(16) (365)	1	
(3) C CIRCLING	1560 (12)	(505) (13) 1½	1560 (505) 2	1700 (645) 2

(17)

Minima Box for LPV only

(1) CATEGORY	A	B	C	D
(2) LPV (4)	(5) 1310	(15) (255)	(7) 1	

(1) Aircraft Categories
(2) Straight-in Minima
(3) Circling Minima
(4) Navigation Type
(5) Decision Altitude
(6) Decision Height
(7) Advisory Visibility (SM)
(8) Advisory Visibility (RVR)
(9) Minimum Descent Altitude
(10) Height Above Touchdown Zone
(11) Circling Restriction Reference
(12) Circling Minimum Descent Altitude
(13) Height Above Aerodrome
(14) Temperature Limitation (applicable to uncompensated Baro VNAV systems)
(15) Decision Height or Height Above Threshold
(16) Height Above Touchdown Zone or Height Above Threshold
(17) Expanded circing approach radii apply

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Additional navigation requirements, beyond what is listed in the procedure identification, are indicated within the minima lines of the approach

- ILS/DME
- LOC/DME
- LNAV/VNAV
- LPV

An LP minima line indicates a WAAS based RNAV non precision (non vertically guided) approach procedure.

The circling procedure minima provided on an approach chart is always based on the non precision (non vertically guided) components of the chart (missed approach point, etc.). When a procedure chart does not include a non precision (non vertically guided) procedure, circling minima are not provided. Circling minima are always at or above the straight-in minima (MDA) of the non precision procedures depicted on the same chart. In rare situations, the circling minima may be lower than the charted LNAV/VNAV straight-in minima due to the application of procedure design criteria.

Circling approach protected areas developed prior to 2020 used the radius distances shown in the following table. Approaches using standard circling approach areas can be identified by the **absence** of the C symbol on the circling line of minima.

Standard Circling Approach Radii

Circling MDA in feet MSL	Approach Category and Circling Radius (NM)				
	CAT A	CAT B	CAT C	CAT D	CAT E
All Altitudes	1.3	1.5	1.7	2.3	4.5

Circling approach protected areas developed in 2020 or later use a radius distance based on the aircraft category as well as the altitude of the circling MDA, which accounts for increases to true airspeed with altitude. The following table provides radius values for each aircraft category within five altitude bands. Approaches using expanded circling approach areas can be identified by the **presence** of the C symbol on the circling line of minima.

Expanded Circling Approach Radii

Circling MDA in feet MSL	Approach Category and Circling Radius (NM)				
	CAT A	CAT B	CAT C	CAT D	CAT E
1000 or less	1.3	1.7	2.7	3.6	4.5
1001 - 3000	1.3	1.8	2.8	3.7	4.6
3001 - 5000	1.3	1.8	2.9	3.8	4.8
5001 - 7000	1.3	1.9	3.0	4.0	5.0
7001 - 9000	1.4	2.0	3.2	4.2	5.3

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An aircraft is certified in only one approach category, and although a faster approach may require higher category minimums to be used, an aircraft cannot be flown to the minimums of a slower approach category. For example, a Category C aircraft cannot utilize Category B minima. If the requirement for a faster approach speed places the aircraft in a higher speed approach category, the minima for the appropriate higher category must be used. The aircraft categories are defined as follows. Category E is not charted for civil approach procedures.

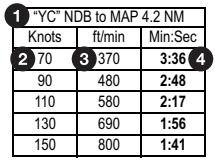
Category	A or COPTER	B	C	D	E
Speeds	up to 90 kt (includes all rotorcraft)	91 to 120 kt	121 to 140 kt	141 to 165 kt	above 165 kt

Only minima that are authorized to be flown as part of the approach procedure are shown. Absence of charted approach minima for a specific navigation type (i.e. LNAV/VNAV, circling, etc.) indicates the procedure type is not authorized to be flown.

When LNAV/VNAV or RNP AR minima are included, a temperature limit is shown. This indicates the temperature range outside of which the procedure (LNAV/VNAV or RNP AR) is not authorized for use when using an uncompensated Baro VNAV system.

Rate of Descent and Timing

When required, rate of descent and timing information is provided for the identified ground speed values.



1. Distance Statement
2. Ground Speed
3. Rate of Descent
4. Timing Information

Rate of descent information is provided as a feet/minute value when CDA information is charted for the approach procedure and corresponds to the constant descent angle charted for the approach.

Timing information is provided when the approach procedure contains a conventional MAP defined by distance from the FAF. The defined distance of the MAP from the FAF is translated into the number of minutes and seconds to be flown at the specified ground speed value.

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Helicopter Only Approach Chart

Although the helicopter only approach chart is similar to the generic approach chart, there are a number of differences.

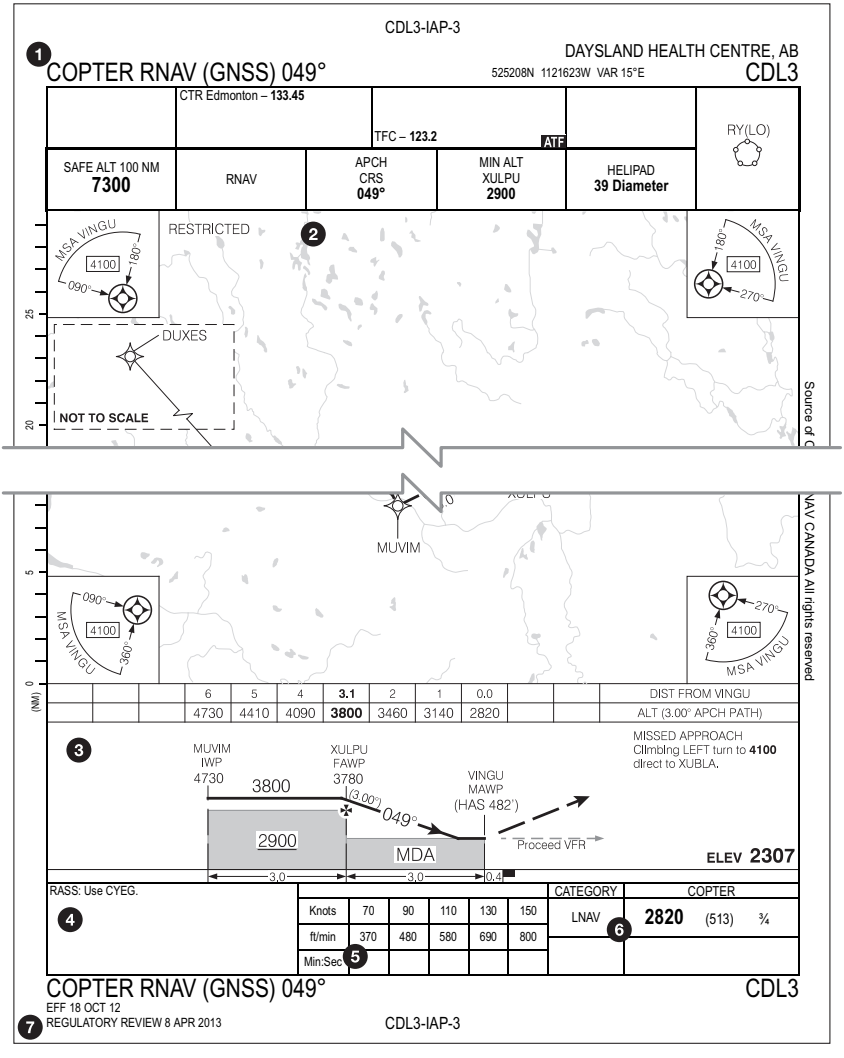
1. The procedure identification of a helicopter only approach procedure is always prefixed with the term “COPTER”. When the procedure is not to a runway, the procedure identification incorporates the use of the final approach course instead of a runway number.

   i.e. COPTER RNAV (GNSS) 049º

2. The only approach category charted on the helicopter only approach chart is the “COPTER” category. This equates to category A.
3. Circling minima are not charted for helicopter only approach procedures.
4. Point-in-space helicopter approach procedures are identified by charting the “Proceed VFR” note associated with the grey line under the missed approach track in the profile view. The presence of this note indicates that once the pilot reaches the MAP, he/she must proceed VFR from the MAP to the landing area or conduct the specified missed approach procedure. The bearing and distance from the MAP to the landing site is shown on the accompanying visual approach chart. This bearing and distance information does not indicate a required flight path or the direction of approach to the landing site. It simply identifies the location of the landing site relative to the point where VFR flight is accepted by the pilot (i.e. the MAP).
5. Point-in-space helicopter approach procedures indicate a HAS value at the MAP in the profile view. The HAS is the height of the MDA above the highest terrain/surface within a 5,200' radius of the MAP.
6. For RNAV (GNSS) helicopter only approaches:
   - The standard indicated airspeed for feeder / transition, initial and intermediate segments is 140 knots.
   - When no maximum airspeed is charted on the final and missed approach segment, the maximum final and missed approach airspeed limitation is 90 knots. Final and missed approach maximum airspeed limitations are only charted when they are less than 90 knots. The missed approach airspeed limitation applies until the aircraft is established on the inbound course to the missed approach clearance limit.
   - Approach mode is to be armed 30 NM prior to the HRP/ARP.
7. All helicopter only approach procedures that do not have a MAP coincident with a runway threshold have a supplementary visual approach chart.

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Copter Chart



1. Procedure Identification
2. Plan View
3. Profile View
4. RASS Information
5. Rate of Descent and Timing Information
6. Minima Information
7. Regulatory Review Date
   (Restricted Instrument Procedures Only)

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Visual Approach Chart

Visual approach charts are provided in two cases:

1. On request from air traffic control, and
2. As a supplement to helicopter only approaches where the MAP is not a runway threshold.

When a visual approach chart is provided for a specific runway, the applicable runway is identified in its procedure identification (i.e. VISUAL APPROACH RWY 26L). If the visual approach chart applies to the site in general and is not specific to a runway, it is identified simply as VISUAL APPROACH CHART.

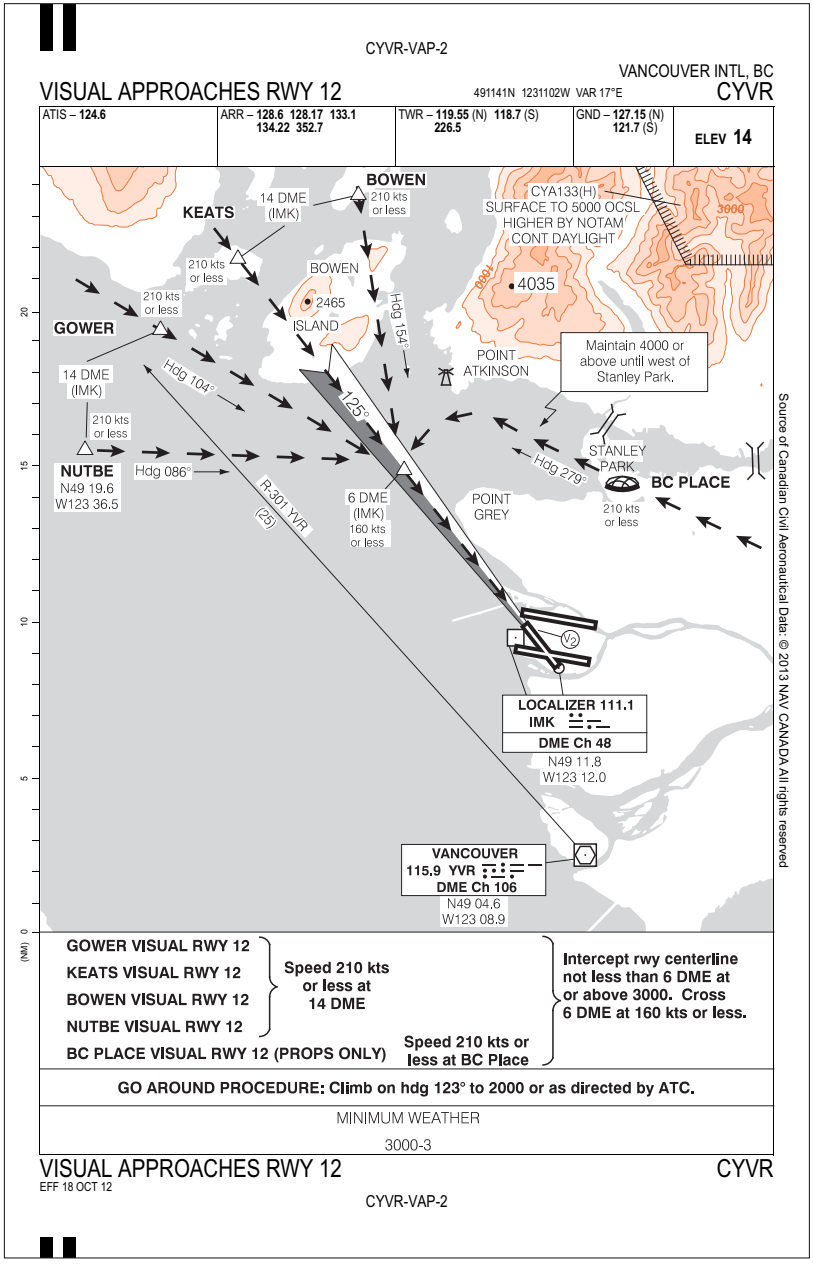
In cases where the visual approach chart is provided as supplementary information to a helicopter only approach, the bearing and distance from the MAP to the landing site are shown. This bearing and distance information does not indicate a required flight path or the direction of approach to the landing site. It simply identifies the location of the landing site relative to the point where VFR flight is accepted by the pilot (i.e. the MAP).

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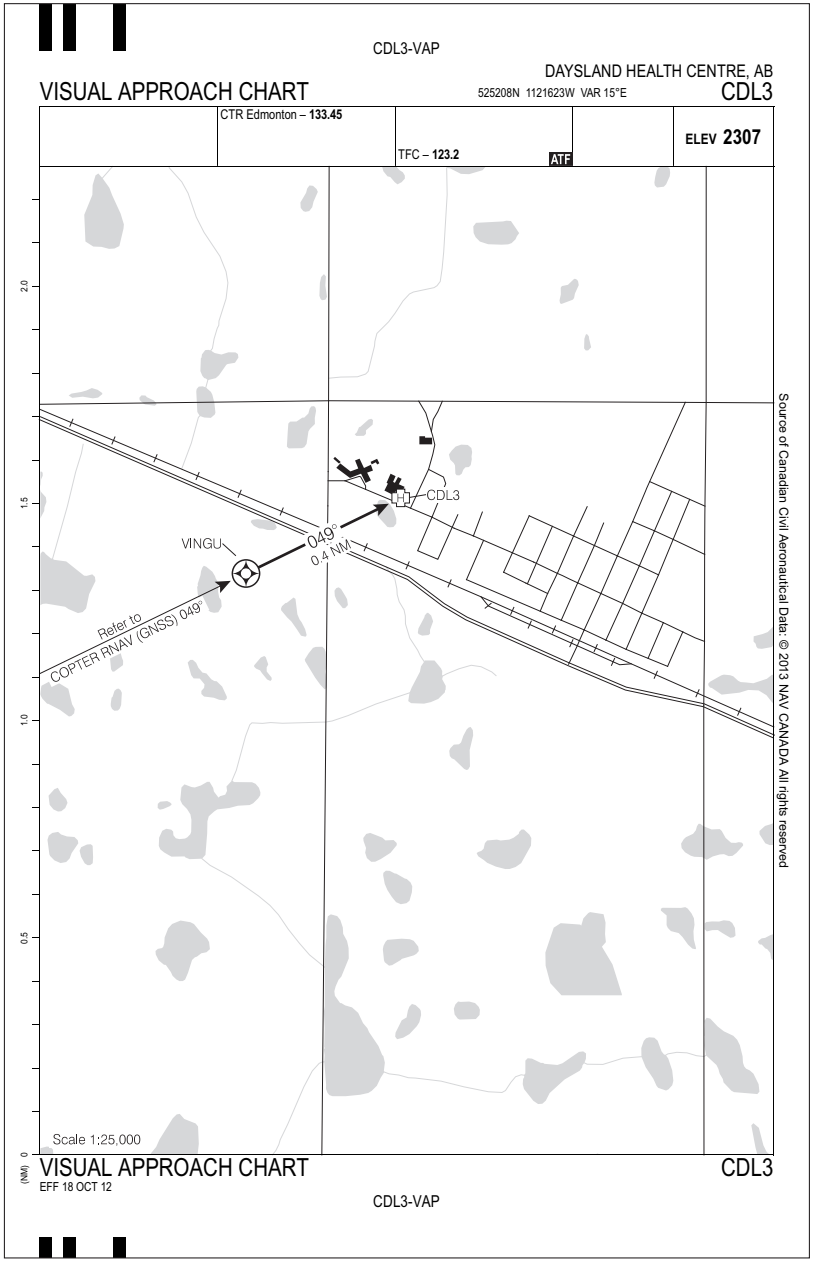
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Visual Approach Chart – ATC Request



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Visual Approach Chart – Supplement to Helicopter Only Approach

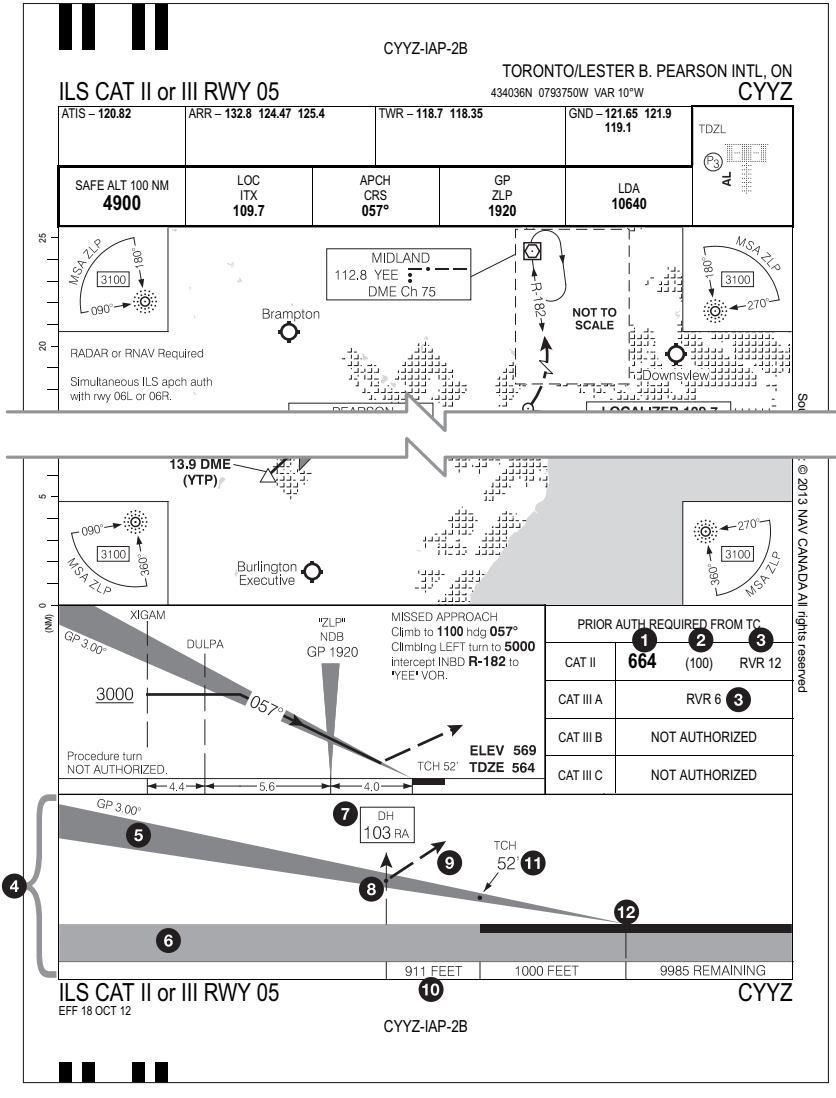


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ILS CAT II or III Approach Chart

Most of the information charted on the ILS CAT II or III approach chart is similar to the generic approach chart. The main difference is found in the minima and terrain profile view. Operation to category II or category III minima is not authorized unless specific authorization has been obtained from Transport Canada or the equivalent military authority.

ILS CAT II or III Approach Chart



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Legend for ILS CAT II or III Approach Chart

1. Decision Altitude
2. Decision Height
3. Runway Visual Range
4. Terrain Profile View
5. Glide Path
6. Terrain Profile
7. CAT II Decision Height based on Radio Altimeter
8. Decision Height Point
9. Missed Approach Track
10. Terrain Profile Distance
11. Threshold Crossing Height
12. Ground Point Interception

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RNP AR Approach Chart

Special authorization from Transport Canada is required to conduct RNP AR approaches in Canada. For more information, refer to Transport Canada Advisory Circular 700-024.

RNP Value

RNP AR approaches are designed in Canada using standard RNP values for each segment. These standard RNP values are as follows:

Standard RNP Values for RNP AR Approaches

Segment	Standard RNP Value
Feeder / Transition	2.00
Initial	1.00
Intermediate	1.00
Final	0.30
Missed Approach	1.00

When circumstances require (i.e. obstacle environment, operational requirements, etc.) an RNP value other than the standard value may apply within the feeder / transition, initial or intermediate segment. In these cases, the RNP value is charted at the waypoint where the non-standard RNP value commences. The non-standard RNP value then continues until another non-standard value is specified or until a subsequent segment's standard RNP value is equal to or less than the previous segment's non-standard value.

Multiple RNP values may exist for the final segment and are represented with their applicable Decision Altitude (DA) in the approach minima section of the chart. Only the largest RNP value will be coded into the avionics database however pilots will have the ability to enter the lower values if their equipment permits.

When the missed approach segment requires an RNP value less than 1.00, the missed approach instruction includes the statement, “Missed approach requires RNP less than 1.00”.

Use of Multiple Intermediate Fixes (IF)

In certain situations, RNP AR approach procedures will be designed with multiple IFs. These waypoints will be identified on the approach chart as Intermediate Waypoints (IWPs). In these cases, the profile view will only show the flight track from the first common waypoint to the Missed Approach Waypoint (MAWP) and into the missed approach. Intermediate segment information will not be provided in the profile view but instead can be obtained from the plan view of the approach chart.

Validation of the Navigation Database for RNP AR Approaches

Validation of the navigation database for Canadian RNP AR approaches can be accomplished by referencing the data published in the *AIRAC Canada* document. *AIRAC Canada* can be obtained by contacting AIRAC@navcanada.ca.

In addition to this, an arrangement to receive procedure data through a licencing agreement can be made by contacting NAV CANADA Customer and Commercial Services, service@navcanada.ca.

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RNP AR Approach Chart

CYYC-IAP-3D

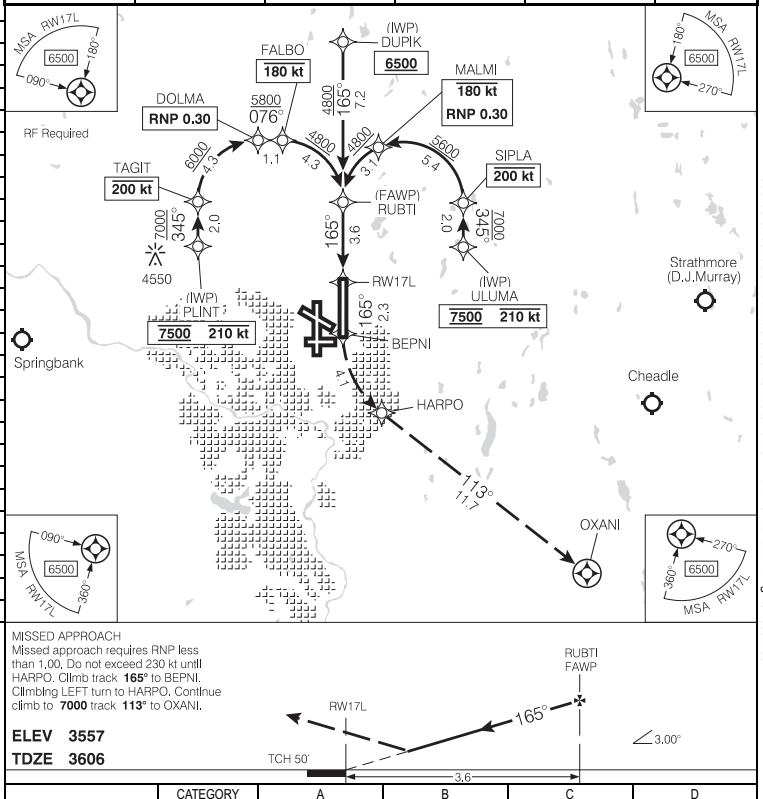
CALGARY INTL, AB

RNAV (RNP) X RWY 17L

510721N 1140048W VAR 15°E

CYYC

ATIS – 128.22	ARR – 126.52 125.9	TWR – 118.4 (W) 118.87 (E) 236.6	GND – 121.9 (W) 125.35 (E) 275.8	
SAFE ALT 100 NM 13,800	RNAV	APCH CRS 165°	MIN ALT RUBTI 4800	LDA 14000



	CATEGORY	A	B	C	D
	RNP 0.17	3896	(290)	1	
AUTHORIZATION REQUIRED (min. -26° C) (max. 42° C)	RNP 0.30	3955	(349)	1¼	

RNAV (RNP) X RWY 17L

CYYC

EFF 24 JUL 14

CYYC-IAP-3D

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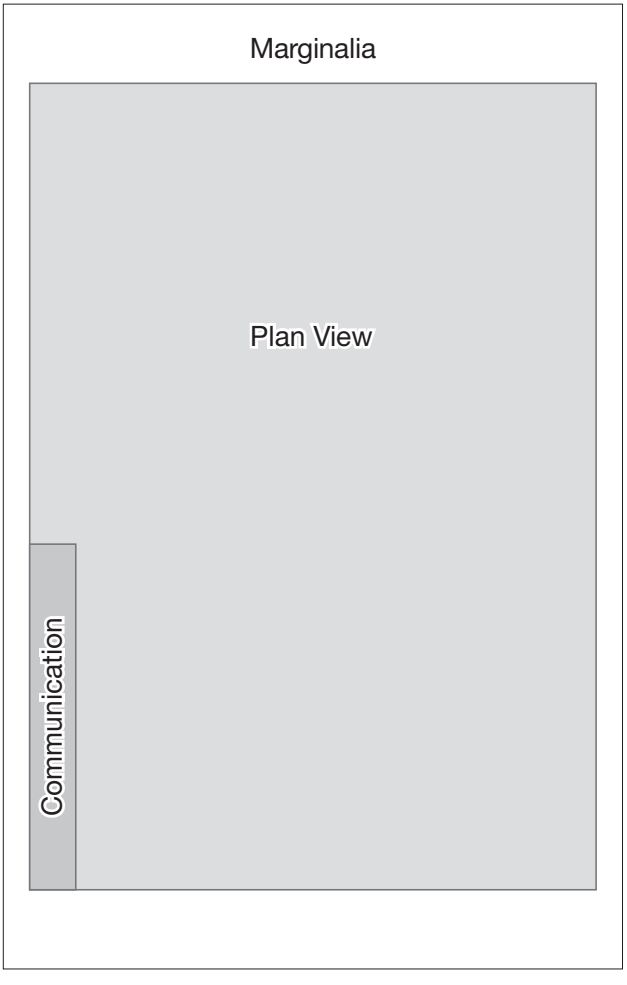
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Standard Instrument Departures

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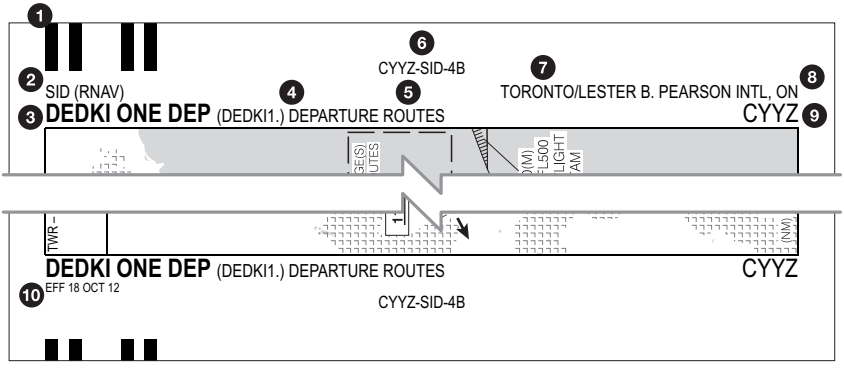
Generic SID Chart



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Marginalia

Information shown in the periphery of the SID chart includes the procedure identification, aerodrome identification, procedure effective date and chart number.



1. Volume Bar
2. Procedure Type
3. Plain Language Designator
4. Coded Designator
5. Chart Content Indication
6. Chart Number
7. Aerodrome Name
8. Province/Territory
9. Aerodrome Identifier
10. Effective Date

Procedure Identification

The procedure identification of a SID chart includes the primary procedure identification and the enroute transition identification. The information presented here also applies to DEPARTURE PROCEDURE (RNAV) charts.

Primary Procedure Identification

The primary procedure identification consists of the following three elements:

- Procedure type
- Plain language designator
- Coded designator

Procedure Type

The procedure type is shown as one of the following:

- SID (VECTOR) – identifies the procedure as a vector SID
- SID (PILOT NAV) – identifies the procedure as a pilot navigation SID
- SID (RNAV) – identifies the procedure as a PBN SID
- DEPARTURE PROCEDURE (RNAV) – identifies the procedure as a PBN departure procedure.

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Plain Language Designator

The plain language designator is the spoken identification for the SID procedure. It consists of a basic indicator, validity number and the term "DEP". The validity number is a number between 1 and 9 assigned sequentially after a qualifying procedure amendment. A qualifying procedure amendment is a change in a procedure track or other significant change affecting the database coding of the procedure.

- WINNIPEG TWO DEP
- BOMET SIX DEP

Coded Designator

The coded designator is the database/flight planning identification for the SID procedure. It consists of a coded version of the plain language basic indicator and the validity number.

- (CYWG2.)
- (BOMET6.)

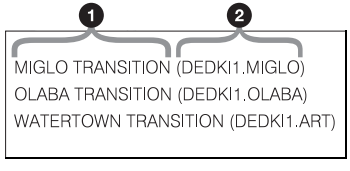
Similar to the procedure identification of approach procedures, the primary procedure identification for SID procedures may be suffixed with one or both of the following suffixes.

- (TRUE) Identifies the procedure as existing in NDA
- (DND) Identifies the procedure as a procedure designed and maintained by the Department of National Defence

Enroute Transition Identification

When a SID procedure includes transitions to the enroute airspace structure, the en route transitions are identified in similar fashion to the main SID procedure. The enroute transition identification includes a plain language designator and a coded designator. The plain language designator is the spoken identification for the en route transition and is usually derived from the name of the last point of the enroute transition. The coded designator is the database/flight planning identification for the enroute transition and is derived from both the primary procedure identification and the en route transition plain language designator.

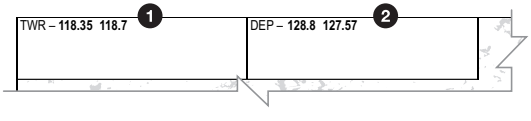
- MIVOK TRANSITION: (BOMET6.MIVOK)
- HIGH LEVEL TRANSITION: (ROVNA1.YOJ)



1 Plain Language Designator
2 Coded Designator

Communication

The communication information shown on a SID chart follows the principles explained for the instrument approach procedure charts. The tower system and departure system of the departure string apply to SID charts.



1 Tower System
2 Departure System

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Plan View

The plan view of SID charts is charted to scale. The scale indication is usually shown in the bottom left corner of the chart plan view (with the chart oriented north up).

Often times the SID procedure is charted over multiple pages. This enables a clearer depiction of the procedure around complex runway environments and a larger scaled product. The first page of the SID procedure includes departure route descriptions and communication failure procedures.

Operational Notes

Similar principles as those explained for instrument approach procedure charts also exist for SID operational notes.

The following is a list of possible operational notes that benefit from further explanation.

Jet acft only	Indicates that the SID procedure is restricted for use by jet aircraft only. A jet aircraft is an aircraft powered by jet engines. This does not include propeller powered aircraft. (i.e. A320, B737, CL60)
Turbo prop acft only	Indicates that the SID procedure is restricted for use by turbo propeller aircraft only. A turbo propeller aircraft is an aircraft powered by one or more propellers that are driven by turbine engines. (i.e. DH8C, BE20, C441)
Non jet acft only	Indicates that the SID procedure is restricted for use by non jet aircraft only. A non jet aircraft is an aircraft powered by any engine type other than a jet engine. Turbo propeller and piston propeller aircraft fit within this group. (i.e. DH8C, SW4, PA31)
CAT H	Indicates that the SID procedure is restricted for use by helicopter aircraft only.
For use by GNSS or D/D/I equipped acft. Acft with selectable CDI must be set to 1 NM sensitivity. Acft without selectable CDI must use flight director. D/D/I or GNSS required.	When a SID procedure is authorized for use by D/D/I equipped aircraft, suitable operational procedures must be in place by D/D/I users to ensure the necessary navigation system performance can be achieved. This includes: • NOTAMs should be checked to verify the health of all critical DMEs when using a D/D/I navigation system; and • D/D/I aircraft must ensure the aircraft navigation system position is confirmed within 1,000 feet at the start point of the take-off roll.
For non GNSS equipped acft: YWT, YMS and YSO DMEs must be operational. **For non GNSS equipped acft: Departures from rwys 23, 24L & 24R, YWT and YTP DMEs must be operational.**	When a SID procedure is authorized for use by D/D/I equipped aircraft, a DME signal coverage assessment is undertaken to ensure a suitable DME coverage exists to support D/D/I navigation. When this assessment reveals critical DME facilities, they are listed. These DME facilities must be operational for the SID procedure to be used by D/D/I equipped aircraft. The critical DMEs are specified with respect to the site as a whole or based on departure from the specific runways listed.
***Holding @ LINNG 220 kt or less, 10 NM legs, FL220 or below**	When a hold procedure requires speed limitations, leg length limitations and/or altitude limitations, they are specified in an operational note. An asterisk is charted with the hold procedure symbol referring the user to the applicable operational note.

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PBN SID

CYYZ-SID-4A

1 SID (RNAV) 3 TORONTO/LESTER B. PEARSON INTL, ON

2 **DEDKI ONE DEP** (DEDKI1.) CYYZ

Departure Route Description

Unless otherwise assigned by ATC:

All rwys: Maintain **5000**.

Rwy 05: Depart rwy 05, climb hdg **057°** to **1000**. Climbing LEFT turn hdg **047°** or as assigned. Expect radar vectors to ALKUT (or as assigned) then proceed via depicted route.

5 **Rwy 06L**: Requires a minimum climb gradient of **220** ft/NM to **1100**. Depart rwy 06L, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to ALKUT (or as assigned) then proceed via depicted route.

Rwy 06R: Requires a minimum climb gradient of **210** ft/NM to **1500**. Depart rwy 06R, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to ALKUT (or as assigned) then proceed via depicted route.

Rwy 15L: Requires a minimum climb gradient of **410** ft/NM to **3000**. Depart rwy 15L, climb hdg **147°** or as assigned. Expect radar vectors to DEDKI (or as assigned) then proceed via depicted route.

Rwy 15R: Requires a minimum climb gradient of **390** ft/NM to **3000**. Depart rwy 15R, climb hdg **147°** or as assigned. Expect radar vectors to DEDKI (or as assigned) then proceed via depicted route.

Rwy 23: Depart rwy 23, climb hdg **237°** to **1100**. Climbing RIGHT turn hdg **245°** or as assigned. Expect radar vectors to SAVUR (or as assigned) then proceed via depicted route.

Rwys 24L & 24R: Depart rwy 24L/R, climb hdg **237°** to **1000**. Climbing LEFT turn hdg **235°** or as assigned. Expect radar vectors to SAVUR (or as assigned) then proceed via depicted route.

Rwy 33L: Requires a minimum climb gradient of **250** ft/NM to **900**. Depart rwy 33L, climb hdg **327°** to **1100**. Climbing RIGHT turn hdg **345°** or as assigned. Expect radar vectors to VIVET (or as assigned) then proceed via depicted route.

Rwy 33R: Depart rwy 33R, climb hdg **327°** to **1100**. Climbing RIGHT turn hdg **345°** or as assigned. Expect radar vectors to VIVET (or as assigned) then proceed via depicted route.

DEPARTURE CLIMB RATE V/V (FPM)

6

GROUND SPEED	90	120	140	160	180	200	250	300
210 FT/NM	320	420	490	560	630	700	880	1050
220 FT/NM	330	440	520	590	660	740	920	1100
250 FT/NM	380	500	590	670	750	840	1050	1250
390 FT/NM	590	780	910	1040	1170	1300	1630	1950
410 FT/NM	620	820	960	1100	1230	1370	1710	2050

7 **MIGLO TRANSITION:** **(DEDKI1.MIGLO)**
OLABA TRANSITION: **(DEDKI1.OLABA)**
WATERTOWN TRANSITION: **(DEDKI1.ART)**

8

Communication Failure

On recognition of failure 20 minutes or less after take-off and in IFR weather conditions proceed as follows:

1. Select transponder code 7600;
2. Beyond 10 NM from CYYZ proceed directly on course;
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure, then;
4. Climb to flight planned altitude.

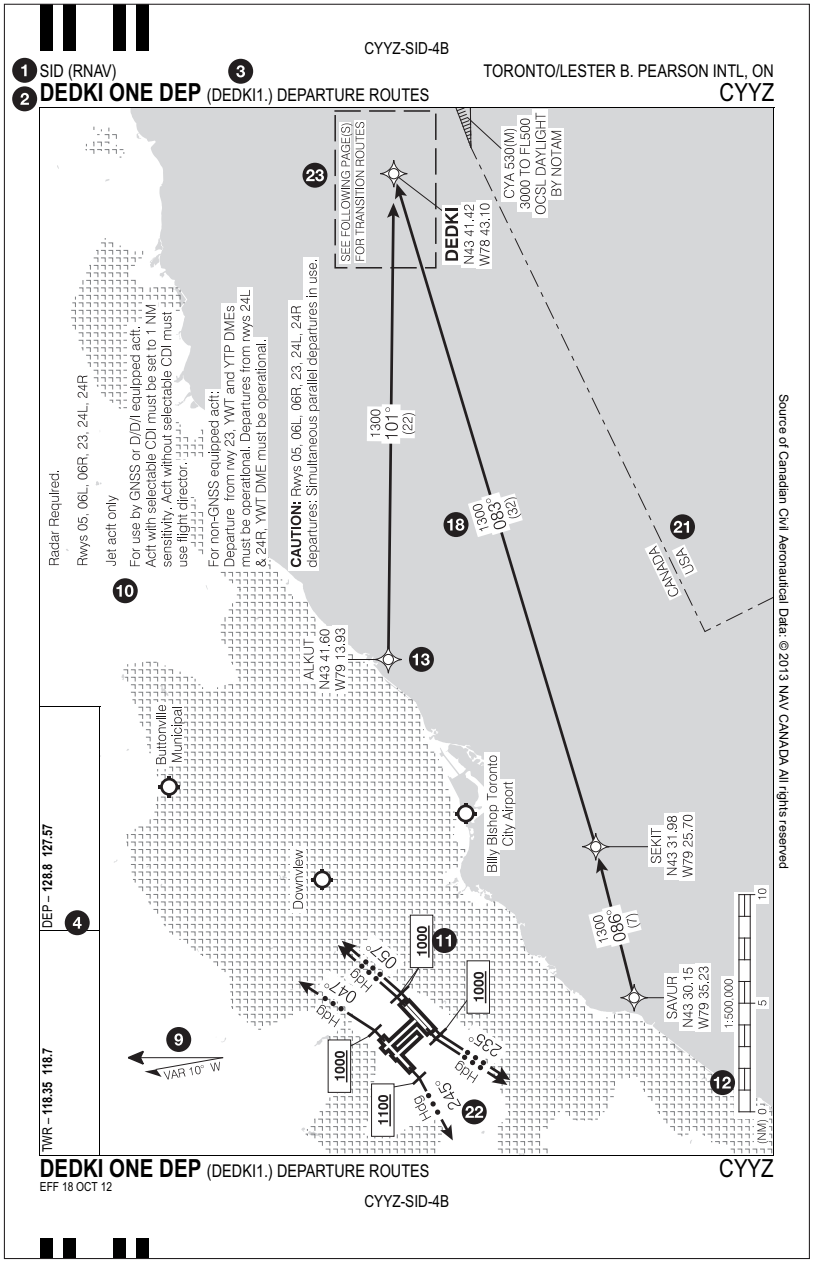
DEDKI ONE DEP (DEDKI1.) CYYZ

EFF 18 OCT 12

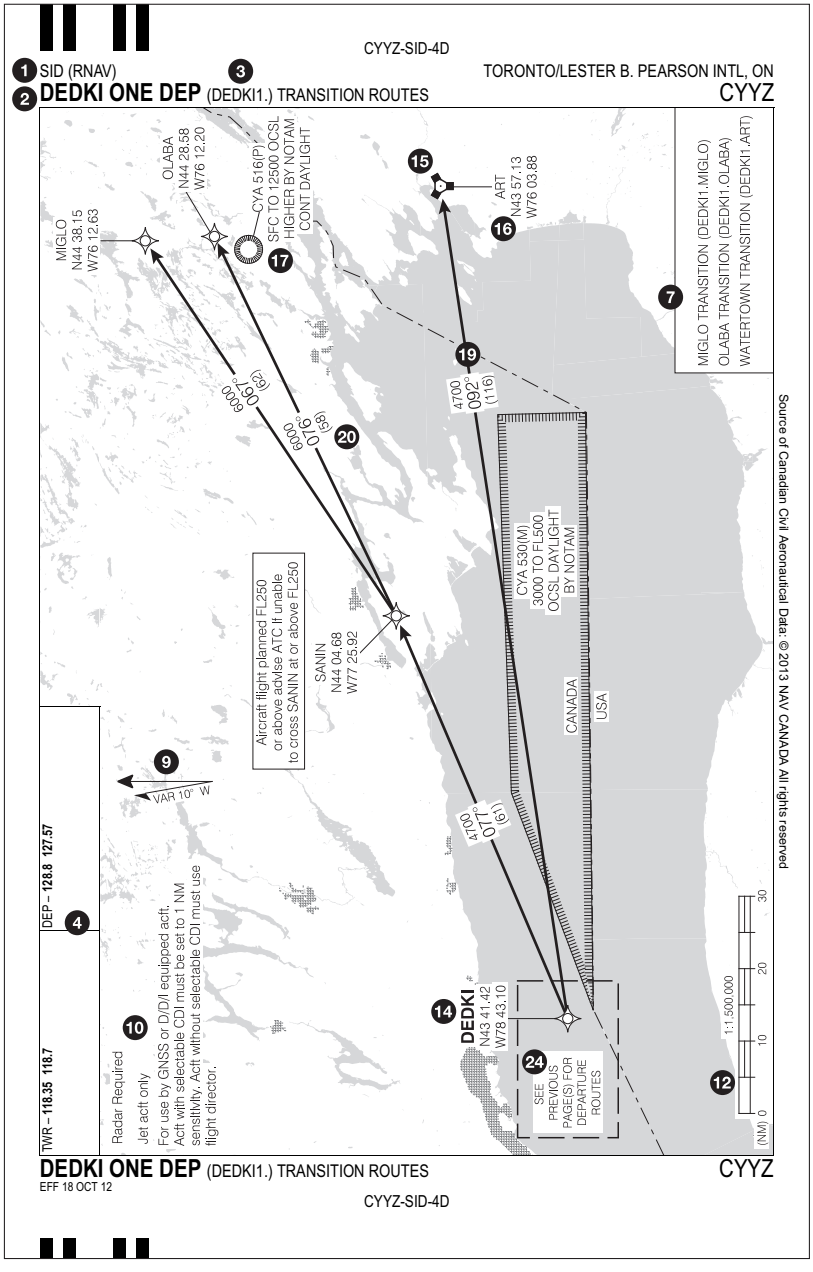
CYYZ-SID-4A

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Pilot NAV SID

CYYJ-SID-2A

1 SID (PILOT NAV) 3 VICTORIA INTL, BC

2 **MILL BAY SEVEN DEP** (MB7.) CYYJ

Departure Route Description

5 **All rwys**: Contact Victoria Terminal after passing **1000** unless instructed otherwise by ATC. Maintain **4000** or as assigned.

Rwy 27 – ½: Requires a minimum climb gradient of **380** ft/NM to **3200**. Climb direct to "MB" NDB.

Rwy 31 – ½: Restricted to Cat A & B acft only. Requires a minimum climb gradient of **340** ft/NM to **3100**. Climb hdg **315°** to **740**. Then climbing LEFT turn direct to "MB" NDB.

DEPARTURE CLIMB RATE V/V (FPM)

6

GROUND SPEED	90	120	140	160	180	200	250	300
340 FT/NM	510	680	800	910	1020	1140	1420	1700
380 FT/NM	570	760	890	1020	1140	1270	1590	1900

7 **DISCO TRANSITION (MB7.DISCO)**: Cross "MB" NDB. Then climbing LEFT turn hdg **102°**, intercept OBD "YYJ" **R-131** to DISCO.

VANCOUVER TRANSITION (MB7.YVR): Cross "MB" NDB. Then climbing RIGHT turn, intercept OBD track **304°** from "MB" NDB. Cross "YVR" **R-205**, turn RIGHT intercept INBD **R-210** to "YVR" VOR.

NOTE: Refer to noise abatement procedures for additional requirements.

---

8 Communication Failure

On recognition of failure proceed as follows:

1. Select transponder code 7600;
2. Maintain last assigned altitude until 10 minutes after take-off, then;
3. Climb to flight planned altitude.

MILL BAY SEVEN DEP (MB7.) CYYJ

EFF 18 OCT 12

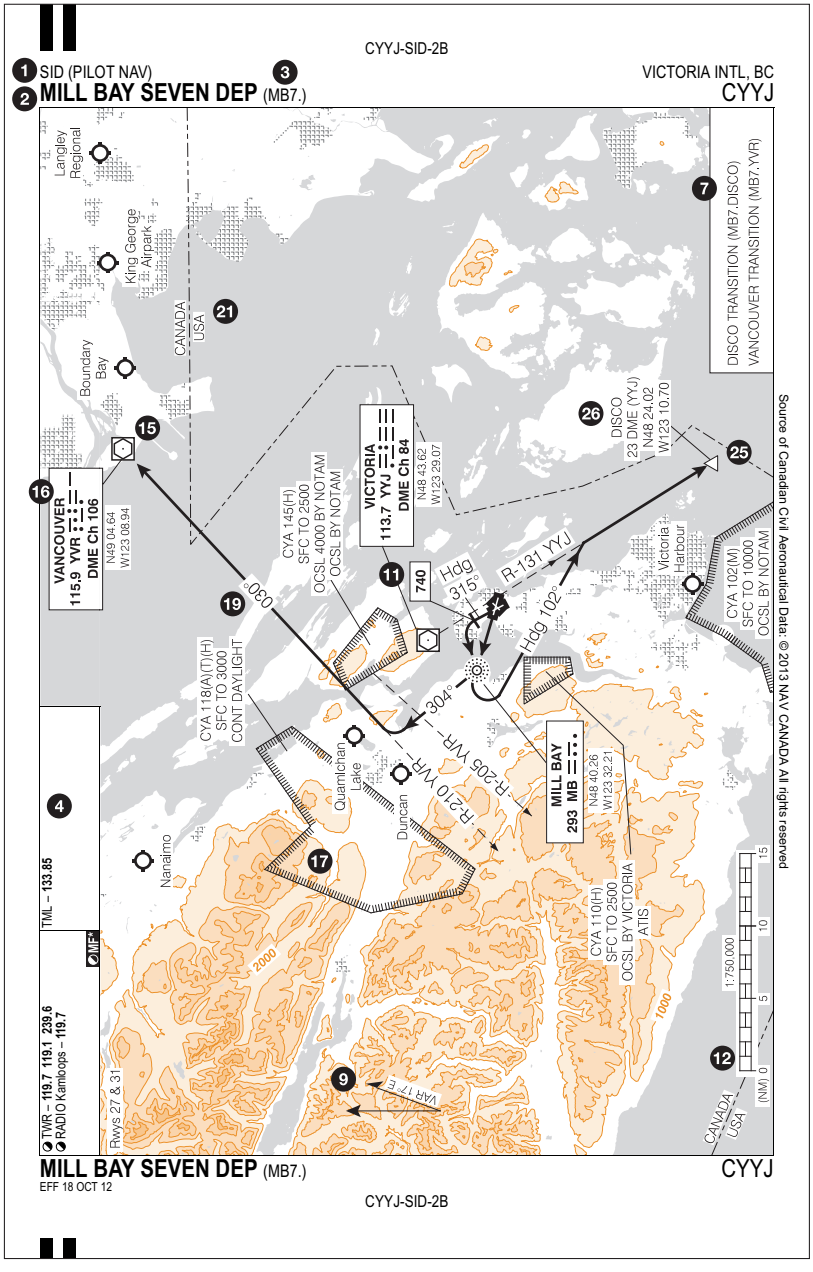
CYYJ-SID-2A

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Legend for Standard Instrument Departure Charts

1. Procedure Type
2. Plain Language Designator
3. Coded Designator
4. Communication Information
5. Departure Route Description
6. Departure Climb Rate Table
7. En Route Transition Identification
8. Communication Failure Procedure
9. Magnetic Variation
10. Operational Notes
11. Operational Altitude Restriction
12. Scale Indication
13. Waypoint Symbol
14. Waypoint Identification
15. NAVAID Symbol
16. NAVAID Identification
17. Special Use Airspace
18. MOCA
19. Segment Track
20. Segment Distance
21. International Boundary
22. Radar Vector Expectation
23. Following Page Reference
24. Previous Page Reference
25. Intersection Symbol
26. Intersection Identification

Helicopter Only Departure/SID Chart

Although the helicopter only departure / SID chart is similar to the generic SID chart, there are a number of differences.

1. Helicopter departure / SID procedures are Point-in-Space (PinS) 'proceed VFR' procedures. No obstacle protection is provided from the point of departure to the IDF. The pilot must cross the IDF at or above the minimum crossing altitude specified and must remain in VFR conditions to see and avoid obstacles until crossing the IDF. After passing the IDF, instrument departure criteria provide obstacle protection and flight in IFR conditions may commence.
2. A chart inset is included on the graphic page of the procedure providing better detail for navigating between the point of departure and the IDF.

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Copter Departure/SID Chart

CBC7-SID-1A

SID (RNAV)

VANCOUVER/HARBOUR (PUBLIC), VANCOUVER, BC

DUNIP ONE DEP (DUNIP1.)

CBC7

Departure Route Description

1 Proceed VFR from helipad to ROBLU (IDF). Cross ROBLU at or above **700**.

From ROBLU: Requires a minimum climb gradient of **460** ft/NM to **4000**. Climb to **4000** track **237°** to LIBUS, then track **149°** to DUNIP, then track **149°** to "YVR" VOR.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	50	60	70	80	90	120	140
460 FT/NM	390	460	540	620	690	920	1080

Communication Failure

On recogniton of failure and in IMC proceed as follows:

1. Select transponder code 7600;
2. Climb to **4000** and proceed via SID to "YVR" VOR;
3. Maintain **4000**;
4. Proceed via flight planned route.

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DUNIP ONE DEP (DUNIP1.)

CBC7

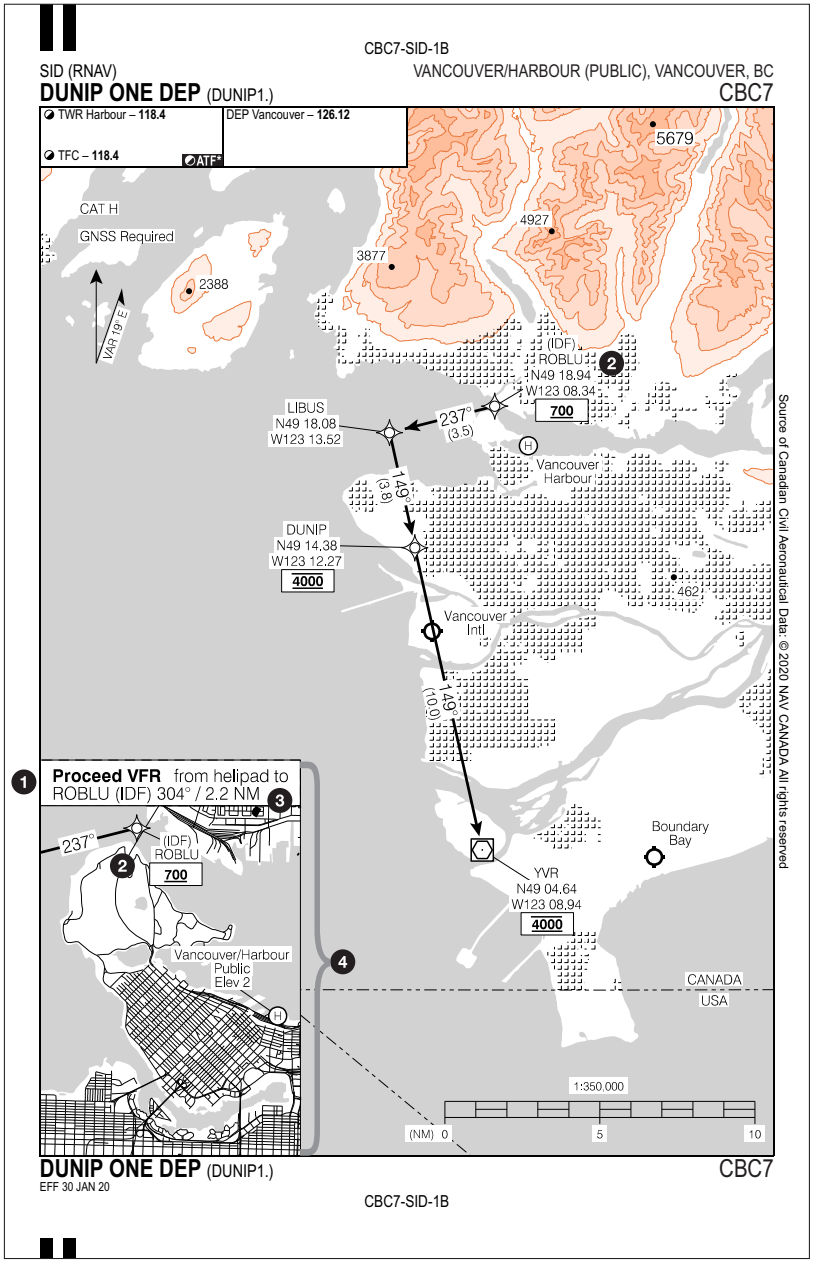
EFF 30 JAN 20

CBC7-SID-1A

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Legend for Copter Departure/SID Chart

1. "Proceed VFR" Procedure
2. Initial Departure Fix (IDF)
3. Bearing and distance of the IDF from the point of departure
4. Inset

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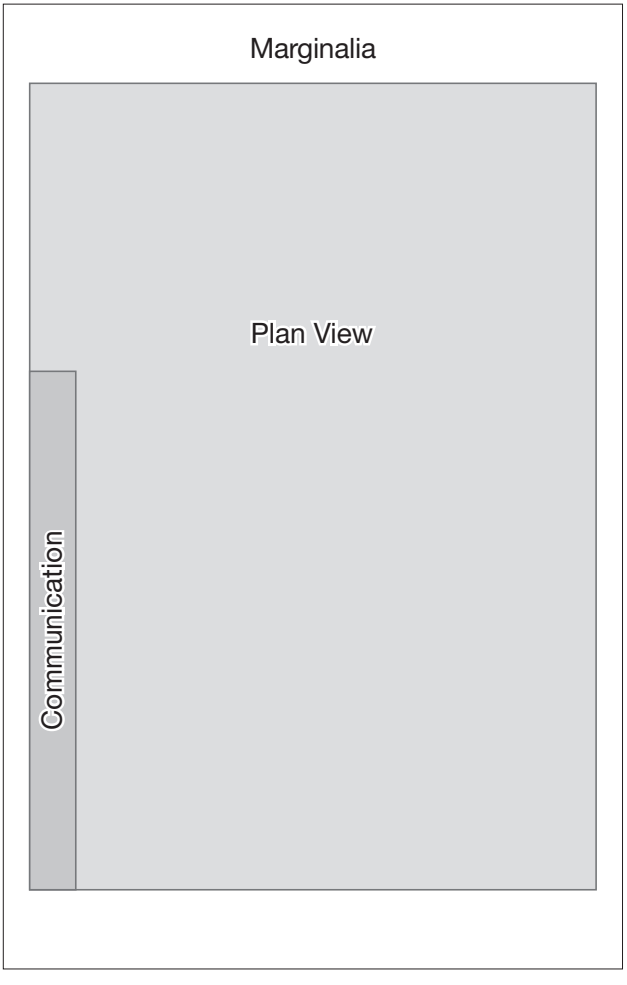
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Standard Terminal Arrivals

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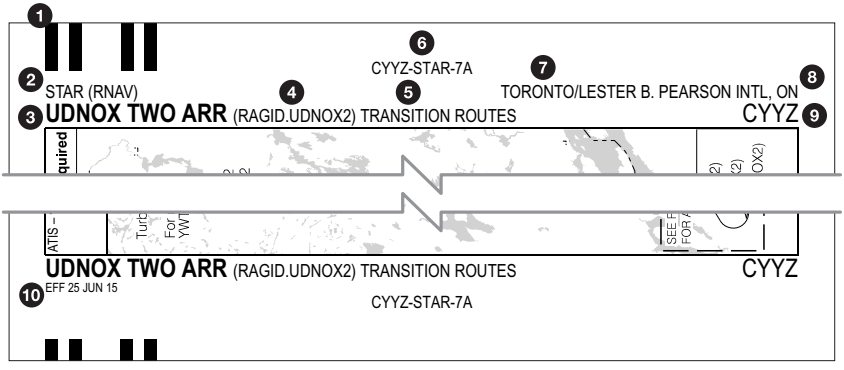
Generic STAR Chart



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Marginalia

Information shown in the periphery of the STAR chart includes the procedure identification, aerodrome identification, procedure effective date and chart number.



1. Volume Bar
2. Procedure Type
3. Plain Language Designator
4. Coded Designator
5. Chart Content Indication
6. Chart Number
7. Aerodrome Name
8. Province/Territory
9. Aerodrome Identifier
10. Effective Date

Procedure Identification

The procedure identification of a STAR chart includes the primary procedure identification and the enroute transition identification.

Primary Procedure Identification

The primary procedure identification consists of the following three elements:

- Procedure type
- Plain language designator
- Coded designator

Procedure Type

The procedure type is shown as one of the following:

- STAR – identifies the procedure as a conventional STAR
- STAR (RNAV) – identifies the procedure as a PBN STAR

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Plain Language Designator

The plain language designator is the spoken identification for the STAR procedure. It consists of a basic indicator, validity number and the term "ARR". The validity number is a number between 1 and 9 assigned sequentially after a qualifying procedure amendment. A qualifying procedure amendment is a change in a procedure track or other significant change affecting the database coding of the procedure.

- HOPE NINE ARR
- UDNOX ONE ARR

Coded Designator

The coded designator is the database/flight planning identification for the STAR procedure. It consists of the identification of the first significant point of the STAR procedure's common section followed by a coded version of the plain language basic indicator and the validity number.

- (HE.HE9)
- (RAGID.UDNOX1)

Similar to the procedure identifications for approach procedures, the primary procedure identification for STAR procedures may be suffixed with one or both of the following suffixes.

- "(TRUE)" Identifies the procedure as existing in NDA
- "(DND)" Identifies the procedure as a procedure designed and maintained by the Department of National Defence

Enroute Transition Identification

When a STAR procedure includes transitions from the enroute airspace structure, the enroute transitions are identified in similar fashion to the main STAR procedure. The enroute transition identification includes a plain language designator and a coded designator. The plain language designator is the spoken identification for the enroute transition and is usually derived from the name of the first point of the enroute transition. The coded designator is the database/flight planning identification for the enroute transition and is derived from both the enroute transition plain language designator and the primary procedure identification.

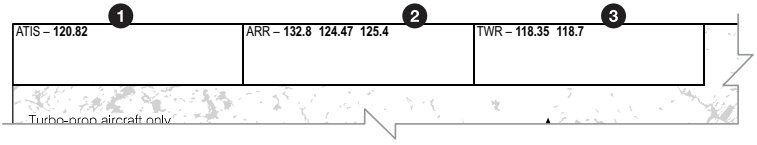
- PHILIPSBURG TRANSITION: (PSB.LLEEO2)
- METOW TRANSITION: (METOW.GRIZZ3)
- TORNI TRANSITION: (TORNI.UDNOX1)



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Communication

The communication information shown on a STAR chart follows the principles explained for the instrument approach procedure charts. The automated weather system, arrival system and tower system of the arrival string apply to STAR charts.



1. Automated Weather System
2. Arrival System
3. Tower System

Plan View

The plan view of STAR procedures is charted to scale. The scale indication is usually shown in the bottom left corner of the chart plan view (with the chart oriented north up).

Often times the STAR procedure is charted over multiple pages. This enables a clearer depiction of the procedure around complex runway environments and a larger scaled product.

Operational Notes

Similar principles as those explained for instrument approach procedure charts also exist for STAR operational notes.

The following is a list of possible operational notes that benefit from further explanation.

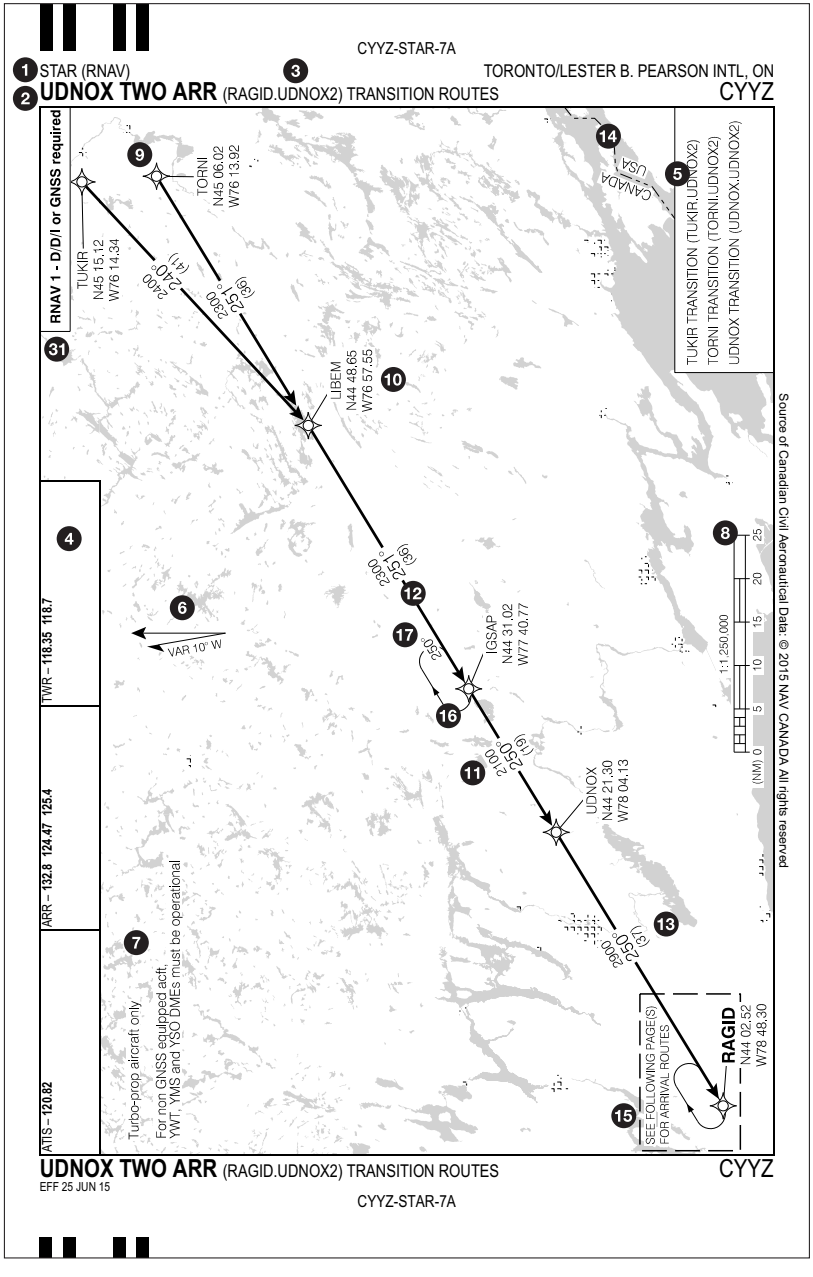
RNP 1 **RNAV 1**	For PBN STAR procedures, PBN requirements will be listed within a PBN requirements box. This includes items such as the navigation specification, sensor limitations and any functional requirements not mandatory within the basic navigation specification itself. For more information on RNP 1 and RNAV 1, see Transport Canada Advisory Circulars 700-025 (RNP 1) and 700-019 (RNAV 1).
Jet acft only	Indicates that the STAR procedure is restricted for use by jet aircraft only. A jet aircraft is an aircraft powered by jet engines. This does not include propeller powered aircraft. (i.e. A320, B737, CL60)
Turbo prop acft only	Indicates that the STAR procedure is restricted for use by turbo propeller aircraft only. A turbo propeller aircraft is an aircraft powered by one or more propellers that are driven by turbine engines. (i.e. DH8C, BE20, C441)
Non jet acft only	Indicates that the STAR procedure is restricted for use by non jet aircraft only. A non jet aircraft is an aircraft powered by any engine type other than a jet engine. Turbo propeller and piston propeller aircraft fit within this group. (i.e. DH8C, SW4, PA31)
CAT H	Indicates that the STAR procedure is restricted for use by helicopter aircraft only.

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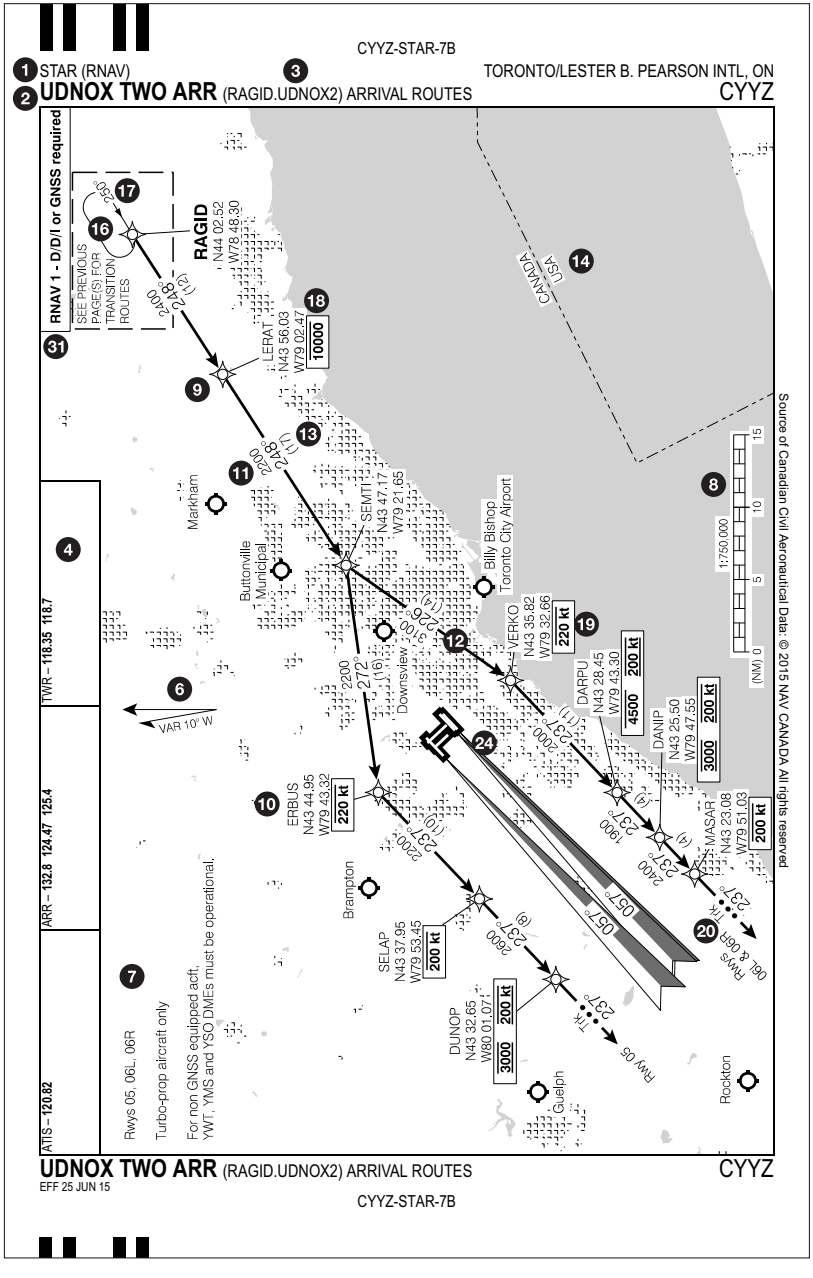
For non GNSS equipped acft, YWT, YMS and YSO DMEs must be operational. **TUKIR Transition: For non GNSS equipped acft, YWT and YTP DMEs must be operational.**	When a STAR procedure is authorized for use by D/D/I equipped aircraft, a DME signal coverage assessment is undertaken to ensure a suitable DME coverage exists to support D/D/I navigation. When this assessment reveals critical DME facilities, they are listed. These DME facilities must be operational for the STAR procedure to be used by D/D/I equipped aircraft. The critical DMEs are specified with respect to the procedure as a whole or based on specific routes or transitions within the procedure.
*** Holding @ LINNG 220 kt or less, 10 NM legs, FL220 or below**	When a hold procedure requires speed limitations, leg length limitations and/or altitude limitations, they are specified in an operational note. An asterisk is charted with the hold procedure symbol referring the reader to the applicable operational note.

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PBN STAR



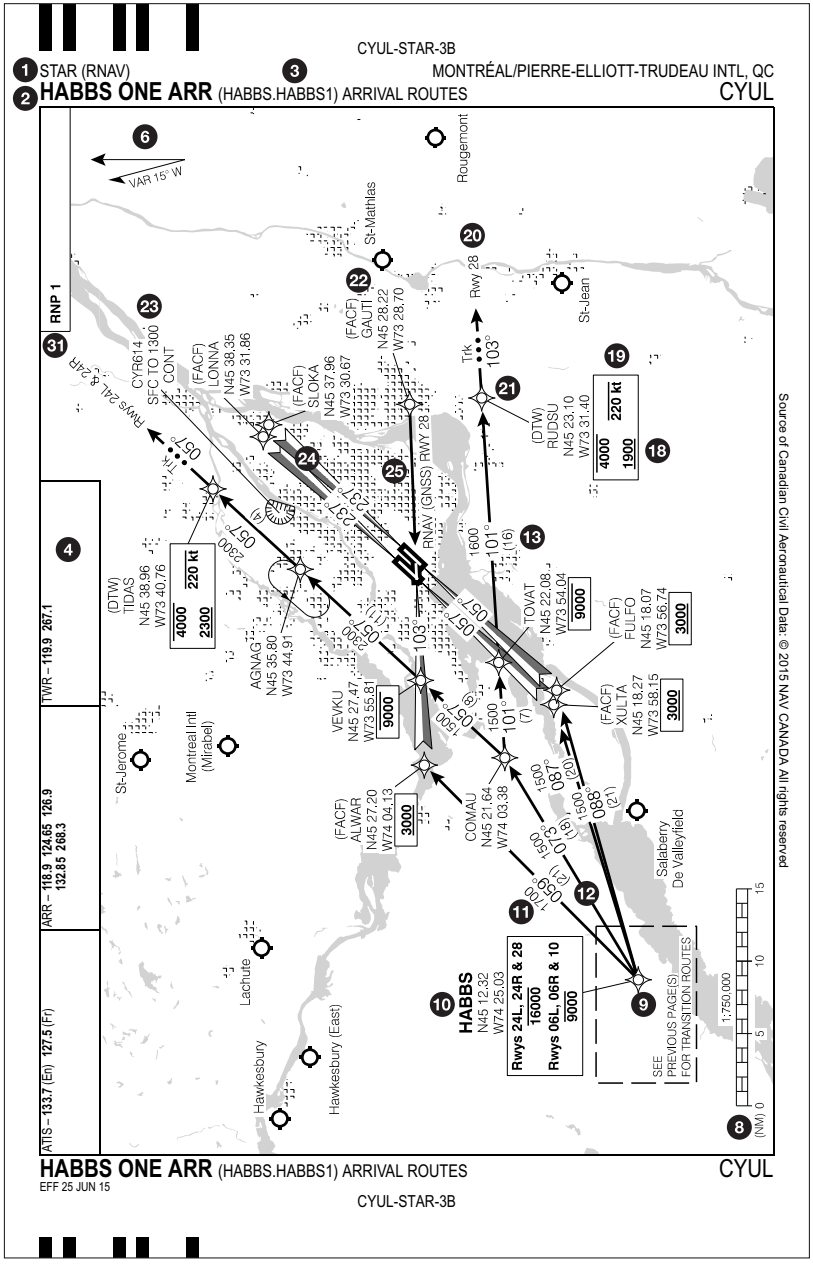
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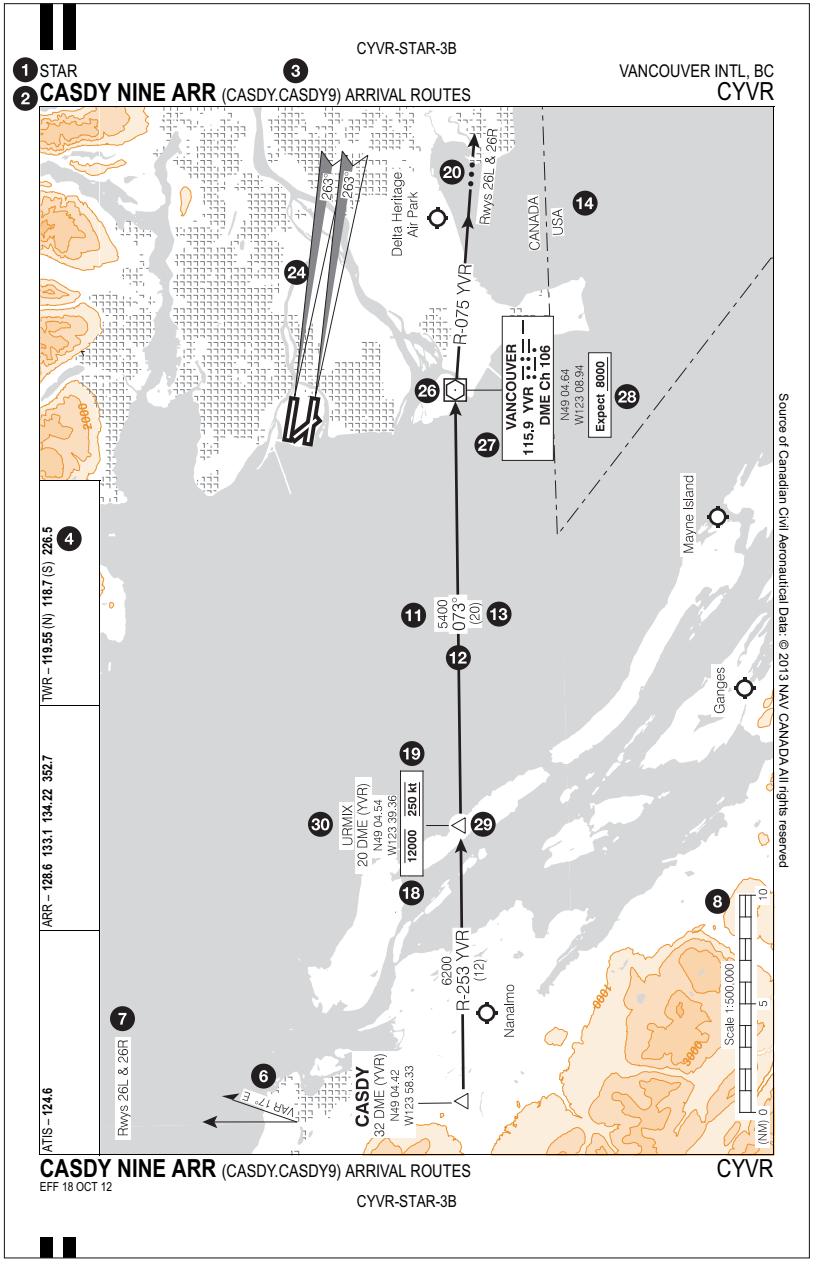
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PBN STAR (with DTW and FACF)



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Conventional STAR



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Legend for Standard Terminal Arrival Charts

1. Procedure Type
2. Plain Language Designator
3. Coded Designator
4. Communication Information
5. En Route Transition Identification
6. Magnetic Variation
7. Operational Notes
8. Scale Indication
9. Waypoint Symbol
10. Waypoint Identification
11. MEA/MOCA (when MEA and MOCA values differ, both are charted; the MOCA is then denoted with an asterisk)
12. Segment Track
13. Segment Distance
14. International Boundary
15. Following Page Reference
16. Hold Pattern
17. Hold Inbound Track
18. Operational Altitude Restriction
19. Operational Speed Restriction
20. Radar Vector Expectation
21. Downwind Termination Waypoint
22. Final Approach Course Fix
23. Special Use Airspace
24. Localizer Front Course
25. RNAV Approach Reference
26. NAVAID Symbol
27. NAVAID Identification
28. Operational Altitude to Expect
29. Intersection Symbol
30. Intersection Identification
31. PBN Requirements Box

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CYUL-AD-1

MONTRÉAL/PIERRE-ELLIOTT-TRUDEAU INTL, QC

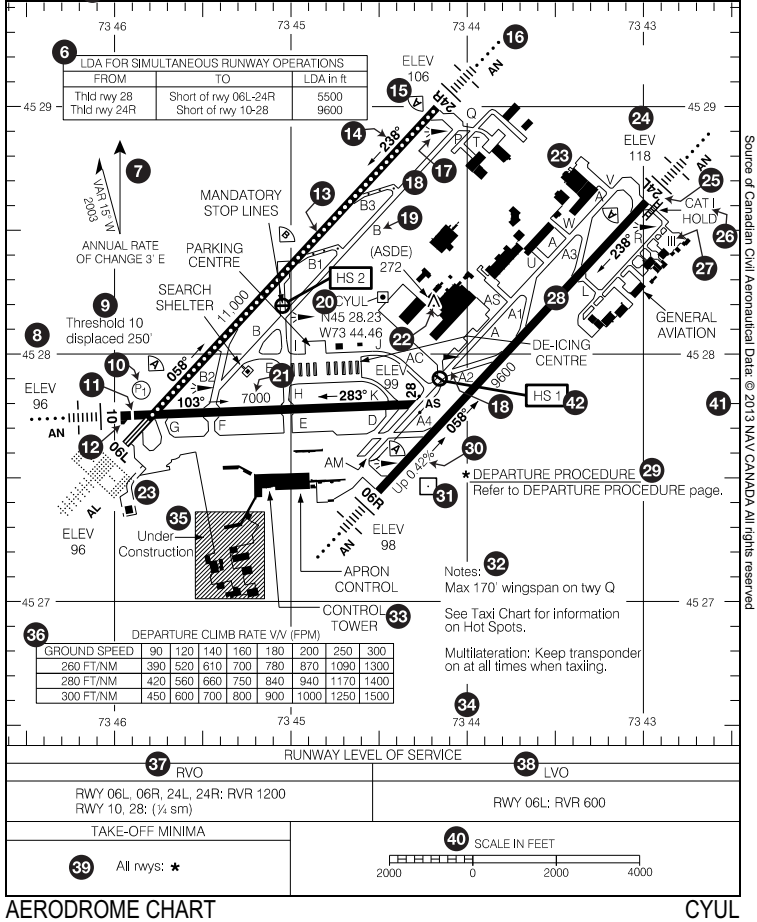
AERODROME CHART — CYUL

ATIS – **133.7** (En) **127.5** (Fr) | CLNC DEL – **125.6** APRON – **122.07** GND – **121.9 275.8** | TWR – **119.9 124.3 267.1** | DEP – **120.42** (S) (SE) (SW) **124.65** (W) (NW) (NE) **268.3**

DECL DISTS	06L	24R	06R	24L	10	28	10	28
TORA	11000	11000	9600	9600	7000	7000	7000	7000
TODA	11984	11984	10584	10584	7984	7984	7984	7984
ASDA	11000	11000	9600	9600	7000	7000	6000	6000
LDA	11000	11000	9600	9600	7000	7000	7000	7000

LDA FOR SIMULTANEOUS RUNWAY OPERATIONS

FROM	TO	LDA in ft
Thld rwy 28	Short of rwy 06L-24R	5500
Thld rwy 24R	Short of rwy 10-28	9600



GROUND SPEED	90	120	140	160	180	200	250	300
260 FT/NM	390	520	610	700	780	870	1090	1300
280 FT/NM	420	560	660	750	840	940	1170	1400
300 FT/NM	450	600	700	800	900	1000	1250	1500

AERODROME CHART — CYUL

CYUL-AD-1

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Aerodrome Chart Legend

1. Declared Distance Night
2. Take Off Run Available
3. Take Off Distance Available
4. Accelerate Stop Distance Available
5. Landing Distance Available
6. Landing Distance Available Table
7. Magnetic Variation
8. Latitude Coordinate
9. Threshold Displacement Note
10. Visual Glide Slope Indicator
11. Displaced Runway Threshold
12. Turnaround Bay
13. Centreline Light
14. Runway Bearing
15. RVR Sensor
16. Approach Lighting
17. Wind Direction Indicator
18. Taxiway
19. Taxiway Identification
20. Aerodrome Reference Point
21. Runway Dimensions
22. Obstruction
23. Building
24. Threshold Elevation
25. Runway Number
26. CAT I Holding Bar
27. Apron Identification
28. Runway
29. Departure Procedure
30. Runway Slope Gradient*
31. NAVAID within AD Limit
32. Operational Notes
33. Control Tower
34. Longitude Coordinate
35. Construction Area
36. Departure Climb Rate Table
37. Reduced Visibility Operation Table
38. Low Visibility Operation Table
39. Take-off Minima Box
40. Scale Bar
41. Geographic Grid
42. Hot Spot

* If only one value for runway slope is provided, it can be assumed that the runway has a constant slope for the length indicated and the slope direction is reversed in the opposing runway direction. If no length is indicated, this means the provided slope applies for the entire runway length. For example, for a published slope of RWY 04 DOWN 0.36%, it can be assumed that the slope for RWY 22 is UP 0.36% and that this applies for the entire runway length.

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LOW/REDUCED VISIBILITY TAXI CHART LEGEND

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CYUL-GM-3C

LOW VISIBILITY TAXI CHART
(RVR LESS THAN 1200 TO 600 FT)

MONTRÉAL/PIERRE-ELLIOTT-TRUDEAU INTL, QC
CYUL

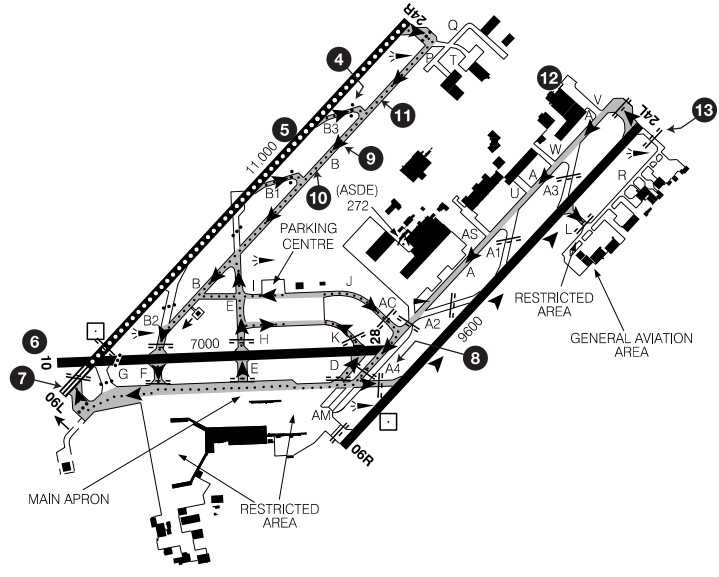
ATIS – **133.7** (En) **127.5** (Fr)	CLNC DEL – **125.6** APRON – **122.07** GND – **121.9 275.8**	TWR – **119.9 124.3 267.1**

1

LEGEND
- STOP BARS
- RUNWAY GUARD LIGHTS
- TAXIWAY CENTRELINE LIGHTS (UNIDIRECTIONAL)
- DIRECTION OF AIRCRAFT MOVEMENTS

2

VAR 15° W 2003
ANNUAL RATE OF CHANGE 3° E



3
Multilateration:
Keep transponder on at all times when taxiing.

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(RVR LESS THAN 1200 TO 600 FT)
LOW VISIBILITY TAXI CHART

CYUL

CYUL-GM-3C

LOW/REDUCED VISIBILITY TAXI CHART LEGEND

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LOW/REDUCED VISIBILITY TAXI CHART LEGEND

Legend for Low Visibility Taxi Chart

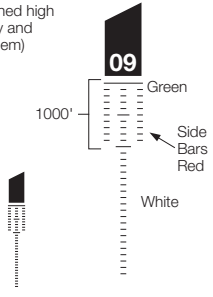
1. Communication Box
2. Magnetic Variation
3. Operational Notes
4. Stop Bar
5. Runway with Centreline Light
6. Runway Number
7. Touchdown Zone Lighting
8. Taxiway Identification
9. One Way Taxi
10. Taxiway with Centre Light
11. Low Visibility Taxiway
12. Building
13. Runway Guard Lights

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APPROACH LIGHTS LEGEND

AC CENTRE ROW

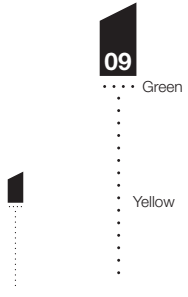
CATEGORY II
HIGH INTENSITY
(Combined high intensity and AD system)



Minimum Length 2400'

AD CENTRE ROW

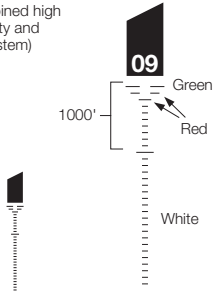
LOW INTENSITY



Minimum Length 2400'

AE CENTRE ROW

CATEGORY I
HIGH INTENSITY
(Combined high intensity and AD system)

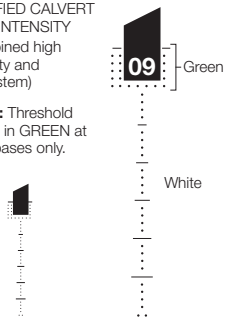


Minimum Length 2400'

AF CENTRE ROW

MODIFIED CALVERT
HIGH INTENSITY
(Combined high intensity and AD system)

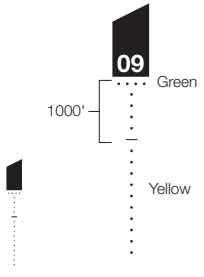
NOTE: Threshold outline in GREEN at DND bases only.



Minimum Length 2400'
SF lights may or may not be installed in outer 2000'

AJ CENTRE ROW

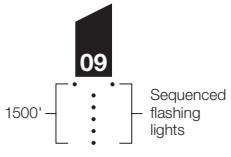
LOW INTENSITY



Minimum Length 2400'
SF lights may or may not be installed in outer 2000'

AO ODALS

OMNI-DIRECTIONAL
APPROACH LIGHTING SYSTEM



Standard Length 1500'

AS RUNWAY THRESHOLD IDENTIFICATION LIGHTS

(UNI-DIRECTIONAL FLASHING STROBE LIGHTS)



AZ VISUAL ALIGNMENT GUIDANCE SYSTEM AND RUNWAY IDENTIFICATION LIGHTS

(UNI-DIRECTIONAL ROTATING BEAMS CREATING FLASHING EFFECT)



SF

Sequenced flashing strobe lights installed in the approach lighting at some aerodromes.

System includes runway threshold identification lights.

* A small asterisk after system identification letters within the approach summary indicates a modification to the basic system.
See CFS for details.

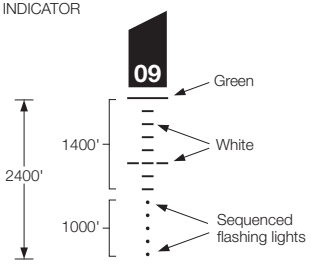
APPROACH LIGHTS LEGEND

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APPROACH LIGHTS LEGEND

AM MALSR

MEDIUM INTENSITY
APPROACH LIGHT SYSTEM WITH RUNWAY ALIGNMENT INDICATOR LIGHTS



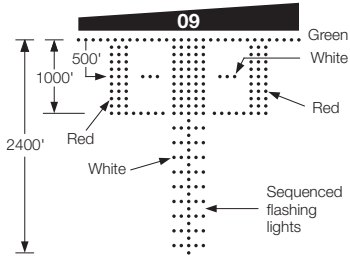
Standard Length 2400'

AN SSALR

HIGH INTENSITY

AL ALSF-2

CATEGORY II/III
HIGH INTENSITY

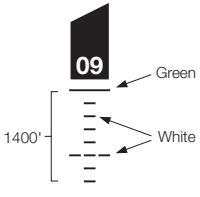


Standard Length 2400'

NOTE: May be operated as SSALS or SSALR during favourable weather conditions.

AR MALS

MEDIUM INTENSITY
APPROACH LIGHT SYSTEM



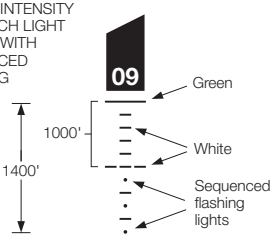
Standard Length 1400'

AW SSALS

HIGH INTENSITY

AK MALSF

MEDIUM INTENSITY
APPROACH LIGHT SYSTEM WITH SEQUENCED FLASHING LIGHTS



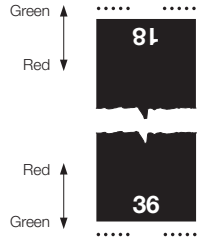
Standard Length 1400'

APPROACH LIGHTS LEGEND

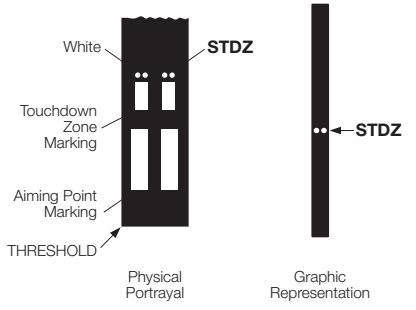
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Threshold and Runway Lighting

TE THRESHOLD and RUNWAY END



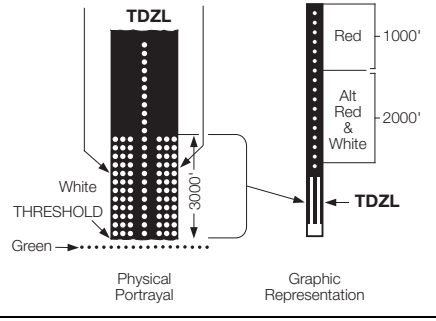
STDZ SIMPLE TOUCHDOWN ZONE LIGHTS



A CENTRELINE and RAPID EXIT TAXIWAY



TOUCHDOWN ZONE and RUNWAY CENTRELINE LIGHTING



Aircraft Radio Control of Aerodrome Lighting (ARCAL)

Type J To operate all aerodrome lighting for duration of approximately 15 minutes key mike 5 times within 5 seconds. The timing cycle may be restarted at any time by repeating the keying sequence.

Note: Some systems will indicate when the duration period is over by flashing once, then remaining on for a further 2 minutes before extinguishing completely. Other systems offer no indication that the period is ending. The control system may operate H24 or between sunset and sunrise.

Type K To operate all aerodrome lighting for a duration of approximately 15 minutes, key mike 7 times initially. This will ensure all lights are on maximum intensity. The intensity may be adjusted up or down to any one of three settings by keying the mike 7, 5 or 3 times within 5 seconds for high, medium or low intensity settings respectively. The timing cycle may be restarted at any time by repeating the initial keying sequence. Where Runway Indication Lights (code AS) are available, keying the microphone 3 times on the appropriate frequency will turn them off.

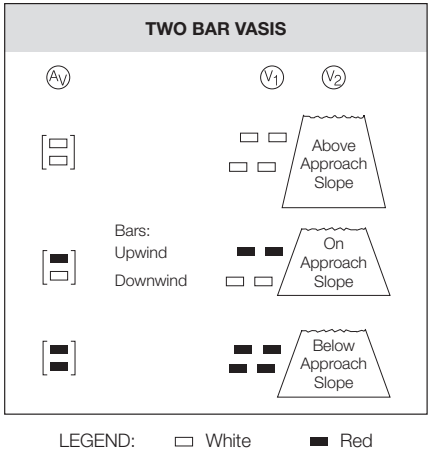
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Visual Glide Slope Indicators (VGSI)

Visual Approach Slope Indicator System (VASIS)

Bars may be located on either or both sides of the runway (Ref TC AIM AGA).

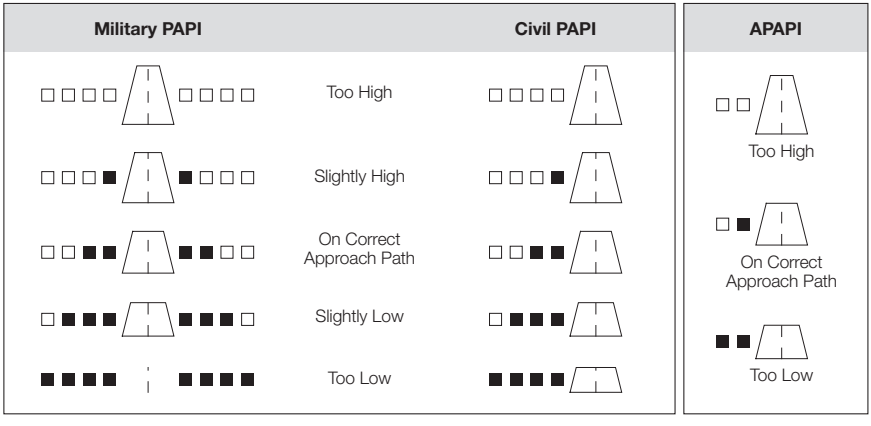
- (V1) 2 BAR VASIS for aircraft with eye-to-wheel height up to 10'
- (V2) 2 BAR VASIS for aircraft with eye-to-wheel height up to 25'
- (AV) AVASIS – Abbreviated VASIS for aircraft with eye-to-wheel height up to 10' (shown in brackets, 2 light units)



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Precision Approach Path Indicator (PAPI)

- (P1) PAPI for aircraft with eye-to-wheel height up to 10'
- (P2) PAPI for aircraft with eye-to-wheel height up to 25'
- (P3) PAPI for aircraft with eye-to-wheel height up to 45'
- (AP) APAPI – Abbreviated PAPI for aircraft with eye-to-wheel height up to 10'



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A

AAE	altitude au-dessus de l'A/D
AB	Alberta
ACC	Centre de contrôle régional
acft	aéronef
A/D	aérodrome
AD	aérodrome
ADF	radiogoniométrie automatique
adj	adjacent à, contigu
advsy	avis
AFB	base des forces aériennes
A/G	air/sol
AGL	au-dessus du sol
AIP	Publication d'information aéronautique
alt/ALT	altitude
altm	altimètre
altn	aérodrome de dégagement
APAPI	indicateur de trajectoire d'approche de précision simplifié
APCH ou apch	approche
APD	stationnement ou quai pour aéronefs
APGM	directeur d'aéroport
aprt	aéroport
aprx	environ, approximativement
APV	procédure d'approche avec guidage vertical
AR	autorisation requise
ARCAL	balisage lumineux d'aérodrome télécommandé
ARP	point de référence d'aérodrome
ARR	arrivée, arriver
AS	Autorisation spéciale/approbation spécifique
AS CAT I	Autorisation spéciale catégorie I
AS CAT II	Autorisation spéciale catégorie II
ASDA	distance utilisable pour l'accélération-arrêt
ASDE	radar de surveillance des mouvements de surface
ASL	au-dessus du niveau de la mer
A-SMGCS	Système avancé de guidage et de contrôle de la circulation de surface
ASR	radar de surveillance d'aéroport
ATB	aérogare
ATC	contrôle de la circulation aérienne
ATD	distance le long de la trajectoire
ATF	fréquence de trafic d'aérodrome
ATIS	service automatique d'information de région terminale
ATS	services de la circulation aérienne
AU	station UNICOM d'approche
auth	autorisé, autorisation
AUTO	Système automatisé d'observations météorologiques (Propriété d'un organisme autre que NAV CANADA ou le MDN)
AVASIS	indicateur visuel de pente d'approche simplifié
avbl	disponible
AWOS	Système automatisé d'observations météorologiques (Propriété de NAV CANADA ou du MDN)

B

Baro	barométrique
BC	Colombie-Britannique
bcst	diffusé ou diffusion
bil	bilingue
bldg	bâtiment(s), building
BM	radioborne alignement arrière
BPOC	avant de poursuivre la route
brg	relèvement

C

C	degré(s) Celsius
CAP	Canada Air Pilot
CARS	Station radio d'aérodrome communautaire
cat/CAT	catégorie

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ccw	dans le sens antihoraire
CDA	angle de descente constant
CDF	centre de dégivrage
CDI	indicateur d'écart de route
CFS	Supplément de vol – Canada
ch	canal
clb	monter
clnc	autorisé/autorisation
clsd	fermé(e)
co	comté
comm	communiquer/communications
cont	continu(e)/continuer
coord	coordonner/coordonnées/ coordination
COPTER	hélicoptère
CRS ou crs	route, trajectoire
ctc	appeler, contacter
ctl	contrôle, contrôlé(e)
ctr	centre
cw	dans le sens horaire
CYA	zone de service consultatif
CYR	zone réglementée
cz	zone de contrôle

D

D/D/I	DME/DME/IRU
DA	altitude de décision
dct	direct(e)
DÉC ou déc	déclinaison magnétique
del	délivrance
dep	départ
DH	hauteur de décision
direc	direct ou directionnel
dist	distance
DME	équipement de mesure de la distance
DP	procédure de départ
DRCO	installation radio télécommandée à composition
DT	heure avancée
DTW	point de cheminement terminal vent arrière

E

E	est
EET	Délai prévu
eff	en vigueur
ELEV ou elev	altitude
emerg	urgence
Eng	anglais
ETA	heure d'arrivée prévue

F

FACF	repère de trajectoire d'approche finale
FAF	repère d'approche finale
FAS	service consultatif en vol
FATO	aire d'approche finale et de décollage
FAWP	point de cheminement d'approche finale
FL	niveau de vol
FMS	système de gestion de vol
FOD	dommage par corps étranger
Fr	français
freq	fréquence
FSS	station d'information de vol

G

G	grille
GFA	prévision de zone graphique
GM	mouvement(s) au sol
gnd	(au niveau du ou au) sol
GND ADV	service consultatif sol
GNSS	Système mondiale de navigation par satellite
GP	alignement de descente
GPA	angle d'alignement de descente

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GPH	Publication d'information de vol du MDN
GPS	Système de positionnement mondial
GS	alignement de descente

H

HAA	hauteur au-dessus de l'aérodrome
HAS	hauteur au-dessus de la surface
HAT	hauteur au-dessus de la TDZE
HATh	hauteur au-dessus du seuil
hdg	cap
HÉLICO	hélicoptère
HI	carte en route du niveau supérieur
HIAL	balisage lumineux d'approche à haute intensité
HIRO	opérations sur pistes très achalandées
HJ	du lever au coucher du soleil
HN	du coucher au lever du soleil
HP	héliport
hr	heure
HRP	point de référence de l'héliport
HS	point chaud

I

IAF	repère d'approche initiale
IAIP	Système intégré d'information aéronautique
IAP	procédure d'approche aux instruments
IAWP	point de cheminement d'approche initiale
IAWPC	point de cheminement d'approche initiale du centre
IAWPL	point de cheminement d'approche initiale de la gauche
IAWPR	point de cheminement d'approche initiale de la droite
ident	indicatif, identification
IDF	repère initial de départ
IF	repère intermédiaire
IFR	règles de vol aux instruments
ILS	système d'atterrissage aux instruments
IMC	conditions météorologiques de vol aux instruments
inbd/ INBD	en rapprochement
inop	hors service
INS	système de navigation par inertie
intl	international
INTRM	provisoire
intxn	intersection
IRS	système de référence par inertie
IRU	centrale inertielle de référence
ISA	atmosphère type internationale
IWP	point de cheminement intermédiaire

K

kg	kilogramme
KIAS	vitesse indiquée en nœuds
kt	nœud(s)

L

LB	relèvement de guidage
lb	livre
lczr	radiophare d'alignement de piste
LDA	distance d'atterrissage utilisable
lgt	balisage lumineux ou feu de balisage
lgtd	balisé (balisage lumineux)
LNAV	navigation latérale
LO	carte en route du niveau inférieur
LOC	radiophare d'alignement de piste (pour procédures d'approche de non-précision)
LP	performance d'alignement de piste
LPV	performance d'alignement de piste avec guidage vertical
LR	radial d'amorce
lt	gauche

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ltd	limité(e)
LVO	opérations par faible visibilité
LWIS	Système d'information météorologique limitée

M

m	mètre(s)
MAA	altitude maximale autorisée
mag/M	magnétique
MAHWP	point de cheminement de circuit d'attente d'approche interrompue
maint	entretien, maintenance
MAP	point d'approche interrompue
MATWP	point de cheminement du virage d'approche interrompue
MAWP	point de cheminement d'approche interrompue
max	maximum
MB	Manitoba
MDA	altitude minimale de descente
MDN	ministère de la Défense nationale
MEA	altitude minimale en route
MEHT	hauteur minimale de l'œil au-dessus du seuil
MF	fréquence obligatoire
Mil	militaire
min	minimum
min	minute(s)
misd	manquée ou interrompue (approche)
MOCA	altitude minimale de franchissement d'obstacles
MSA	altitude minimale de secteur
muni	municipal

N

N	nord
N/A	ne s'applique pas
NAD	Système de référence nord-américain
NADP	procédure d'atténuation du bruit au départ
nav	navigation
NAVAID	aide à la navigation
NB	Nouveau-Brunswick
NCP	procédure de circuit de nuit
NDA	espace aérien intérieur du Nord
NDB	radiophare non directionnel
NDHQ	Quartier général de la Défense nationale
NE	nord-est
NL	Terre-Neuve et Labrador
NM	mille(s) marin(s)
NOR	restrictions d'exploitation en raison du bruit
nr	nombre
NS	Nouvelle-Écosse
NT	Territoires du Nord-Ouest
NU	Nunavut
nu	inutilisable
NW	nord-ouest
NWS	Système d'alerte du Nord

O

OACI	Organisation de l'aviation civile internationale
obd/OBD	en éloignement
obst	obstacle
OCL	hauteur limite de franchissement d'obstacles
OCSL	occasionnel(lement)
OM	radioborne extérieure
ON	Ontario
ops	opérations
O/R	sur demande
O/T	en d'autre temps

P

PAL	station périphérique
PAPI	indicateur de trajectoire d'approche de précision
PAR	radar d'approche de précision

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PBN	navigation fondée sur les performances
PE	Île-du-Prince-Édouard
pi	pied(s)
PinS	point dans l'espace
PPR	autorisation préalable requise
Proc	procédure
Prop	hélice
PSR	radar primaire de surveillance
PT	virage conventionnel
pvt	privé(e)

Q

QC	Québec

R

R	radiale
RA	radioaltimètre
RAC	Règlement de l'aviation canadien
RAIM	contrôle autonome de l'intégrité par le récepteur
RASS	source éloignée de calage altimétrique
RCAP	Canada Air Pilot restreint
RCO	installation radio télécommandée
rdo	radio
RNAV	navigation de surface
RNP	qualité de navigation requise
rt	(à) droite
RVO	opérations par visibilité réduite
RVR	portée visuelle de piste
RWY ou rwy	piste

S

S	sud
s	seconde(s)
SAC	Strategic Air Command
SDA	espace aérien intérieur du Sud
SDWP	point de cheminement de descente
SE	sud-est
SFC	surface
SID	départ normalisé aux instruments
simul	simultané, simultanément
SK	Saskatchewan
SM	mille(s) terrestre(s)
SMGCS	Système de guidage et de contrôle de la circulation de surface
spec	spécification
SPEC	spécifié
SPEC VIS	visibilité minimale spécifiée au décollage
SR	lever du soleil
SS	coucher du soleil
STAR	arrivée normalisée en région terminale
str	tout droit, directement
SW	sud-ouest

T

T	vrai ou carte de région terminale
TAA	zone terminale d'arrivée
TACAN	système de navigation aérienne tactique
TAF	prévision d'aérodrome
TC	Transports Canada
TCH	hauteur de franchissement du seuil
TDZ	zone de poser
TDZE	altitude de zone de poser
TDZL	balisage lumineux de zone de poser
temp	température
tempo	temporaire(ment)
TFC	trafic
thld	seuil
TLOF	aire de prise de contact et d'envol
tml	terminal, aérogare
TODA	distance utilisable au décollage
TORA	distance de roulement utilisable au décollage

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TP	publication de Transports Canada
trk	route
twr/TWR	tour
twy	voie de circulation

U

UK	inconnu(e)
UNICOM	service de communications universelles

V

V2	Vitesse de sécurité au décollage
VAC	carte d'approche à vue
VAGS	système visuel d'alignement de piste
VAL	valide
VAP	procédure d'approche visuelle
VASIS	indicateur visuel de pente d'approche
VFR	règles de vol à vue
VGM	module générateur de voix
VGSI	indicateurs visuels de pente d'approche
VHF	très haute fréquence
VIP	dignitaire
vis	visibilité
VLF	très basse fréquence
VNAV	navigation verticale
VOR	radiophare omnidirectionnel VHF
VORTAC	combinaison de VOR et de TACAN
VPA	angle de trajectoire verticale
V/V	vitesse verticale
VZF	vitesse minimale de manœuvre sans volets

W

W	ouest
WAAS	système de renforcement à couverture étendue
WGS	Système géodésique mondial
win	hiver
WP	point de cheminement
wx	météo

Y

YT	Territoire du Yukon

Z

Z	temps universel coordonné

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À L'ESTIME
Qualifie l'estimation de la position d'un aéronef en déplaçant, à l'aide de données connues de direction, de temps et de vitesse, une de ses positions antérieures. Le cap indiqué sur le segment à l'estime intercepte la trajectoire de rapprochement avant l'IF. La distance indiquée est la distance totale de route jusqu'au IF. (Ex. : 2900 Cap 238º 10 NM à l'IF)

AÉRODROME
Toute étendue de terre ou d'eau (y compris une partie de plan d'eau gelée), ou autre surface d'appui utilisée, conçue, aménagée, équipée ou tenue en disponibilité pour servir, intégralement ou partiellement, aux arrivées, départs, manœuvres ou entretiens courants des aéronefs et qui inclut tout bâtiment, aménagement ou équipement qui y est situé et prévu à cet effet.

AIRE D'APPROCHE FINALE ET DE DÉCOLLAGE (FATO)
Aire définie au-dessus de laquelle se déroule la phase finale de la manœuvre d'approche d'un hélicoptère jusqu'au vol stationnaire ou jusqu'à l'atterrissage, ou à partir de laquelle commence la manœuvre de décollage.

AIRE DE PRISE DE CONTACT ET D'ENVOL (TLOF)
Aire sur laquelle un hélicoptère peut effectuer une prise de contact ou prendre son envol.

AIRE DE TRAFIC
Partie d'un aérodrome, autre que l'aire de manœuvre, destinée à l'embarquement et au débarquement des passagers, au chargement et au déchargement du fret, à l'avitaillement, à l'entretien courant, à la maintenance et au stationnement des aéronefs ainsi qu'à tout mouvement d'aéronefs, de véhicules et de personnes affectés à de telles opérations.

ALTITUDE D'AÉRODROME
Altitude du point le plus élevé de l'aire d'atterrissage.

ALTITUDE DE DÉCISION (DA)
Altitude spécifiée à laquelle, au cours d'une approche de précision ou approche avec guidage vertical, une approche interrompue doit être amorcée si la référence visuelle nécessaire à la poursuite de l'approche n'a pas été établie.

ALTITUDE DE PROCÉDURE
Altitude publiée utilisée dans la définition du profil vertical d'une procédure de vol et égale ou supérieure à l'altitude minimale de franchissement d'obstacles, le cas échéant.

ALTITUDE DE SÉCURITÉ 100 NM
L'altitude utilisable la plus basse qui assure une marge de franchissement d'obstacles minimale de 1 000 pieds (1 500 pi ou 2 000 pi dans les régions montagneuses visées), dans des conditions de pression et de température standard, au-dessus de tous les obstacles situés dans une zone d'un rayon de 100 milles marins du point de référence de l'aérodrome.

ALTITUDE DE TRANSITION
Altitude à laquelle ou au-dessous de laquelle la position verticale d'un aéronef est donnée par son altitude.

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ALTITUDE DE ZONE DE POSER (TDZE)
Altitude la plus élevée de la zone de poser.

ALTITUDE DU SEUIL
Altitude de l'intersection du seuil et de l'axe de piste. L'altitude d'un seuil décalé n'est pas indiquée.

ALTITUDE INITIALE DU VIRAGE CONVENTIONNEL
Le segment d'un virage conventionnel (PT) est composé des zones d'entrée et de manœuvre. La zone d'entrée se termine à la perpendiculaire à la branche en rapprochement du repère de PT qui passe par ce repère. Cette zone vise à garantir une marge au-dessus des obstacles jusqu'à ce que l'aéronef vole en éloignement du repère du PT. Lorsqu'elle est spécifiée, cette altitude doit être maintenue jusqu'à ce que l'aéronef vole en éloignement de ce repère.

ALTITUDE MINIMALE DE DESCENTE (MDA)
Lors de l'exécution d'une approche de non-précision, altitude spécifiée au-dessous de laquelle un aéronef ne peut descendre pour continuer une approche à moins d'avoir établi la référence visuelle exigée.

ALTITUDE MINIMALE DE SECTEUR (MSA)
Altitude la plus basse qui puisse être utilisée et qui assurera une marge minimale de franchissement de 1 000 pi, dans des conditions de pression et de température standard, au dessus de tous les obstacles situés dans un secteur circulaire d'au moins 25 NM de rayon centré sur une aide radio à la navigation, un point de cheminement situé près de l'aérodrome ou le point de référence d'aérodrome (ARP). La MSA peut également tenir compte des facteurs opérationnels tels que l'espace aérien contrôlé et, par conséquent, peut être plus élevée que l'altitude de sécurité 100 NM.

ANGLE DE TRAJECTOIRE VERTICALE (VPA)
Angle de pente de descente constante défini par navigation verticale barométrique ou par WAAS. Voir l'AIM de TC pour les erreurs et limites du système.

AVANT DE POURSUIVRE LA ROUTE (BPOC)
Terme indiquant qu'une procédure spécifiée doit être suivie avant d'intercepter la route désirée.

CANAL WAAS
Une carte d'approche comportant une ligne de minimums LPV ou LP indique un numéro de canal WAAS qui est utilisé par certains types d'appareils d'avionique et qui permet de charger l'approche.

CIRCUIT D'ATTENTE OU DE NAVETTE
Manœuvre préétablie qui permet à un aéronef de demeurer dans un espace aérien spécifié lorsqu'exécutée en attente pour une autorisation subséquente, ou lorsqu'établit en montée ou en descente vers une altitude prédéterminée. Les circuits d'attente et de navette illustrés par un virage à gauche sont définis comme étant des circuits d'attente non standards. Lorsque publiée, la vitesse de circuit d'attente ou de montée/de descente en navette indique la vitesse maximale évaluée.

DATE DE L'EXAMEN RÉGLEMENTAIRE (RRD)
Chaque procédure aux instruments publiée dans le Canada Air Pilot restreint est valide jusqu'à la date de l'examen réglementaire; cette date est déterminée conformément à la circulaire d'information 803-004 de Transports Canada.

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DÉNOMINATION DE PROCÉDURE
Désignation formelle d'une procédure aux instruments utilisée en radiophonie (lors d'une autorisation ATC, par exemple). La dénomination d'une procédure indiquée sur une carte SID ou STAR comprend aussi un indicatif codé à utiliser dans la base de données de l'avionique.

DISTANCE ACCÉLÉRATION-ARRÊT UTILISABLE (ASDA)
Longueur de roulement utilisable au décollage, augmentée de la longueur de prolongement d'arrêt utilisable (lorsqu'il y a un prolongement d'arrêt).

DISTANCE DE DÉCOLLAGE UTILISABLE (TODA)
Longueur de roulement utilisable au décollage, augmentée de la longueur du prolongement dégagé utilisable (lorsqu'il y a prolongement dégagé).

DISTANCE UTILISABLE À L'ATTERRISSAGE (LDA)
Longueur de piste désignée comme étant utilisable et appropriée au roulement au sol d'un aéronef à l'atterrissage.

HAUTEUR AU-DESSUS DE L'AÉRODROME (HAA)
Hauteur, exprimée en pieds, de la MDA au-dessus de l'altitude de l'aérodrome; elle est indiquée dans les cartes d'approches indirectes.

HAUTEUR AU-DESSUS DE LA SURFACE (HAS)
Hauteur, exprimée en pieds, de la MDA au-dessus du terrain ou de la surface la plus élevée, dans un rayon de 5200 pieds du MAP dans les procédures d'hélicoptères vers un point dans l'espace.

HAUTEUR AU-DESSUS DE LA ZONE DE POSER (HAT)
Hauteur, exprimée en pieds, de la DA ou de la MDA au-dessus de l'altitude de zone de poser; elle est indiquée dans les minimums de certaines approches directes.

HAUTEUR AU-DESSUS DU SEUIL (HATh)
Hauteur, exprimée en pieds, de la MDA au-dessus du seuil; elle est indiquée dans les minimums de certaines approches directes.

HAUTEUR DE DÉCISION (DH)
Hauteur de la DA au-dessus de l'altitude de zone de poser ou du seuil de piste.

HAUTEUR DE FRANCHISSEMENT DU SEUIL (TCH)
Hauteur de la trajectoire de descente à la verticale du seuil de la piste.

HÉLIPORT
Aérodrome ou surface définie sur une structure destinée à être utilisée, en totalité ou en partie, pour l'arrivée, le départ et la circulation de surface des hélicoptères.

HEURES LIMITÉES
Les symboles d'heures limitées accompagnent l'indication des fréquences de communication, des zones MF ou ATF, des correctifs à apporter en cas de RASS, etc.; ils indiquent que l'aménagement ou le service n'est en service qu'une partie de la journée de 24 heures. Voir le CFS pour la description complète des heures d'ouverture.

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INDICATEUR DE SENS D'ATTERRISSAGE
Dispositif servant à indiquer visuellement la direction actuellement utilisée pour le décollage et l'atterrissage.

INTERSECTION
Point remarquable exprimé en radiales, relèvements et/ou distances par rapport à des aides radio au sol.

LONGUEUR DE ROULEMENT UTILISABLE AU DÉCOLLAGE (TORA)
Longueur de piste déclarée comme étant utilisable et convenant pour le roulement au sol d'un avion au décollage.

NON-RÉACTÉ
Aéronef propulsé par un ou plusieurs moteurs autres que des turboréacteurs; il peut être propulsé par un ou plusieurs turbopropulseurs ou moteurs à pistons. (Ex. : DH8C, SW4, PA31)

PHARE DE DANGER
Phare aéronautique servant à indiquer un danger pour la navigation aérienne.

PLATE-FORME D'ATTENTE DE CIRCULATION
Aire définie où les aéronefs peuvent être mis en attente, ou dépassés, pour faciliter la circulation à la surface.

POINT CHAUD
Endroit sur l'aire de mouvement d'un aérodrome qui a des antécédents ou constitue un risque possible de collisions ou d'incursions de piste et où une attention soutenue de la part des pilotes est requise.

POINT COTÉ
Point porté sur une carte avec mention de la cote. Généralement, un point coté sert à marquer des points plus élevés que l'espace environnant. Les points cotés pertinents sont reportés sur la carte de vue en plan accompagnées de leur altitude au-dessus du niveau de la mer. La valeur en plus gros caractères indique le point coté le plus haut.

POINT DE CHEMINEMENT
Emplacement géographique spécifié qui est utilisé pour définir une route de navigation de surface ou la trajectoire de vol d'un aéronef utilisant la navigation de surface.

POINT SIGNIFICATIF
Emplacement géographique spécifié, utilisé pour définir une route ATS ou la trajectoire d'un aéronef, ainsi que pour les besoins de la navigation et des ATS.

PORTÉE VISUELLE DE PISTE (RVR)
Distance à laquelle le pilote d'un aéronef dans l'axe de piste peut voir les marques de surface de la piste ou les feux qui délimitent la piste ou qui indiquent sa ligne centrale.

PROCÉDURES ANALOGUES
Procédures d'approche vers une même piste qui ne peuvent être distinguées uniquement par l'indication du type de moyen de navigation.

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PROCÉDURES MULTIPLES
Ensemble de procédures d'approche illustrées sur une seule carte d'approche.

PROLONGEMENT D'ARRÊT
Aire rectangulaire définie au sol à l'extrémité de la piste dans le sens du décollage, aménagée de telle sorte qu'elle constitue une surface convenable sur laquelle un aéronef puisse s'arrêter lorsque le décollage est interrompu. (ASDA-TORA).

PROLONGEMENT DÉGAGÉ
Aire rectangulaire définie, au sol ou sur l'eau, placée sous le contrôle de l'autorité compétente et choisie ou aménagée de manière à constituer une aire convenable au-dessus de laquelle un avion peut exécuter une partie de la montée initiale jusqu'à une hauteur spécifiée. (TODA-TORA).

RÉACTÉ
Avion propulsé par turboréacteur. (Ex. : A320, B737, CL60)

RÉFÉRENCE VISUELLE REQUISE
Désigne, à l'égard d'un aéronef qui approche d'une piste, la partie de l'aire d'approche de la piste ou la partie des aides visuelles que le pilote doit pouvoir observer pour estimer la position de l'aéronef et son taux de changement de position par rapport à la trajectoire de vol nominale.

Pour qu'il poursuive l'approche en vue d'un atterrissage, le pilote doit pouvoir distinguer clairement l'un des repères visuels énoncés ci-après :

a. piste ou marques de piste;
b. seuil de piste ou marques de seuil;
c. zone de poser ou marques de zone de poser;
d. feux d'approche;
e. indicateur de pente d'approche;
f. feux d'identification de piste;
g. feux de seuil et d'extrémité de piste;
h. balisage lumineux de zone de poser;
i. feux parallèles de bord de pistes;
j. feux d'axe de piste.

RELÈVEMENT DE GUIDAGE
Relèvement qui fournit 2 NM de virage anticipé afin de faciliter l'interception du cap intermédiaire; il n'est indiqué que si le virage excède 90°.

RELIEF
Les lignes de contours adoucis sont illustrées sur les procédures d'approche aux instruments (IAP), les départs normalisés aux instruments (SID) et les arrivées normalisées en région terminale (STAR) lorsque le relief dépasse 4 000 pieds au-dessus de l'altitude d'aéroport ou lorsque, dans un rayon de 6 NM du point de référence d'aérodrome (ARP), le relief s'élève à plus de 2 000 pieds au-dessus de l'altitude d'aérodrome.

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Les lignes de contour, les valeurs et le coloriage sont imprimés en brun et sont illustrés par des lignes de contours adoucis à des intervalles de 1 000 pieds, à compter de 500 pieds au-dessus de l'altitude d'aérodrome.

Les lignes de contour et les valeurs ne sont pas illustrées sur les cartes SID et STAR à échelle de 1:1 000 000 ou plus. Toutefois, le coloriage, qui indique le changement d'élévation entre les équidistances, est illustré. L'absence de courbes de niveau ne garantit pas l'absence de relief ou de structures.

REPÈRE DE DESCENTE PAR PALIERS
Repère marquant un point au delà duquel un aéronef peut continuer à descendre sur un segment d'une procédure d'approche aux instruments.

SERVICE CONSULTATIF SOL (GND ADV)
À certains emplacements ATS où une MF est en vigueur et où le volume de trafic est tel qu'une deuxième fréquence est requise pour réduire la congestion radio, le service d'information sur le trafic, les autorisations avant de circulation et tout autre service consultatif sont offerts sur la fréquence GND ADV. Par suite d'un arrêté ministériel, les exigences liées aux articles 602.97(2), 602.98(1) et 602.99 du RAC peuvent être suspendues à condition que les pilotes demeurent sur la fréquence appropriée pendant qu'ils sont dans la MF. Les pilotes doivent toutefois continuer de se conformer aux articles 602.100 à 602.103 (inclusivement) du RAC.

SYSTÈME DE RENFORCEMENT À COUVERTURE ÉTENDUE (WAAS)
Système de renforcement satellitaire élaboré par la Federal Aviation Administration (FAA) qui renforce le système de positionnement mondial (GPS) dans le but d'améliorer sa précision, son intégrité et sa disponibilité.

TURBOPROPULSÉ
Aéronef équipé de turbopropulseur(s). (Ex. : DH8C, BE20, C441)

ZONE D'UTILISATION DE FRÉQUENCE OBLIGATOIRE (MF)
Zone établie autour d'un aérodrome dans laquelle une fréquence VHF est désignée pour que puissent s'y appliquer les exigences opérationnelles des articles 602.97 à 602.103 inclusivement du RAC.

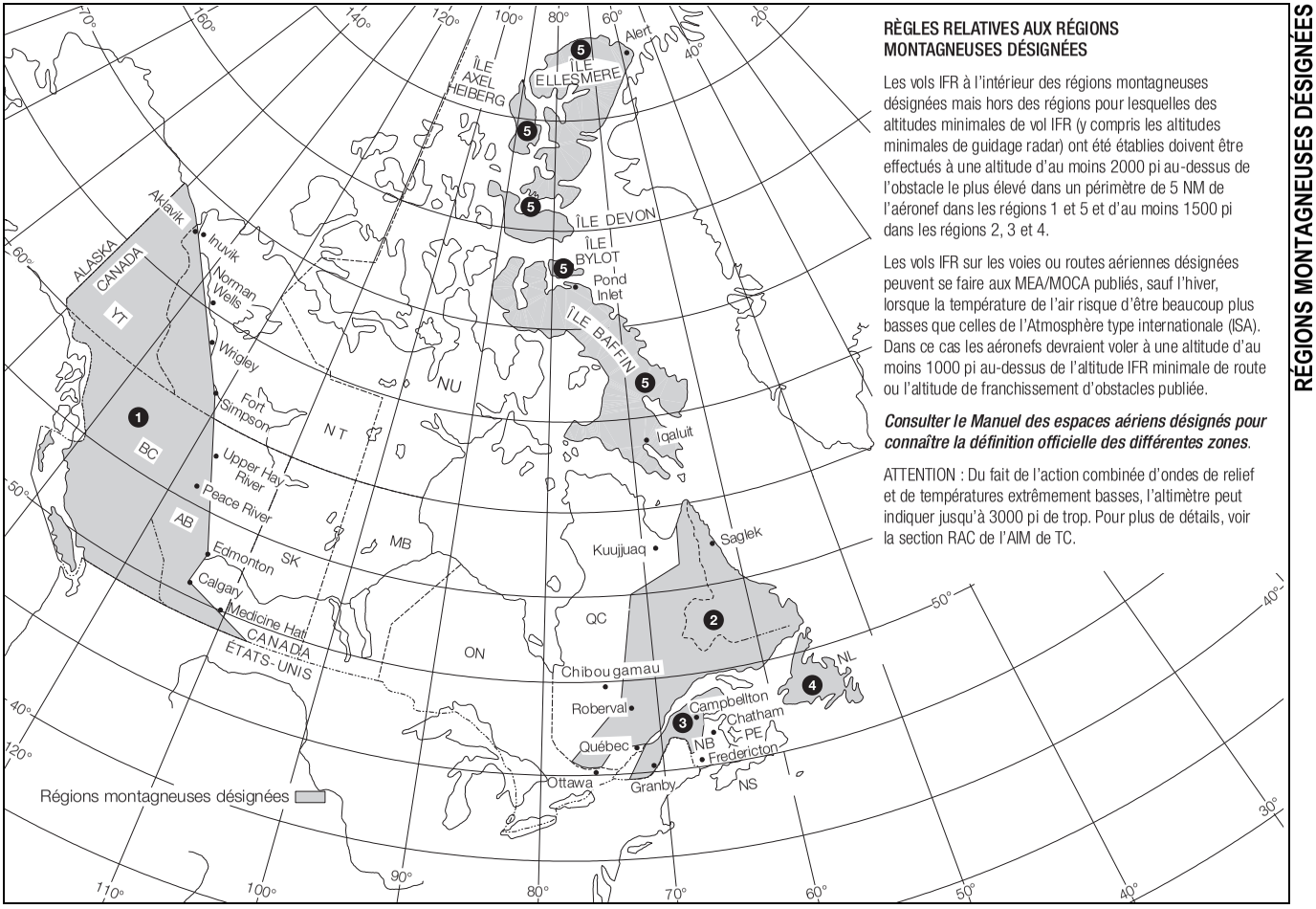
ZONE DE FRÉQUENCE DE TRAFIC D'AÉRODROME (ATF)
Zone dans laquelle une fréquence VHF est assignée pour permettre à tous les aéronefs équipés d'un émetteur-récepteur qui évoluent au sol ou à l'intérieur de cette zone spécifiée d'être à l'écoute sur une fréquence commune et de suivre une procédure commune de compte rendu.

ZONE DE POSER (TDZ)
Zone de la piste d'atterrissage qui s'étend sur la longueur des premiers 3000 pieds ou sur celle du premier tiers, selon la moindre valeur.

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RÉGIONS MONTAGNEUSES DÉSIGNÉES



RÈGLES RELATIVES AUX RÉGIONS MONTAGNEUSES DÉSIGNÉES

Les vols IFR à l'intérieur des régions montagneuses désignées mais hors des régions pour lesquelles des altitudes minimales de vol IFR (y compris les altitudes minimales de guidage radar) ont été établies doivent être effectués à une altitude d'au moins 2000 pi au-dessus de l'obstacle le plus élevé dans un périmètre de 5 NM de l'aéronef dans les régions 1 et 5 et d'au moins 1500 pi dans les régions 2, 3 et 4.

Les vols IFR sur les voies ou routes aériennes désignées peuvent se faire aux MEA/MOCA publiés, sauf l'hiver, lorsque la température de l'air risque d'être beaucoup plus basses que celles de l'Atmosphère type internationale (ISA). Dans ce cas les aéronefs devraient voler à une altitude d'au moins 1000 pi au-dessus de l'altitude IFR minimale de route ou l'altitude de franchissement d'obstacles publiée.

Consulter le Manuel des espaces aériens désignés pour connaître la définition officielle des différentes zones.

ATTENTION : Du fait de l'action combinée d'ondes de relief et de températures extrêmement basses, l'altimètre peut indiquer jusqu'à 3000 pi de trop. Pour plus de détails, voir la section RAC de l'AIM de TC.

RÉGIONS MONTAGNEUSES DÉSIGNÉES

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Generalités

Le RAC 602 énonce que les décollages des aéronefs canadiens sont régis uniquement par la visibilité, les restrictions d'approche par la valeur RVR, et les atterrissages par la hauteur de décision (DH) ou l'altitude minimale de descente (MDA).

Restrictions opérationnelles applicables aux aérodromes – visibilité

L'alinéa 602.96(2)(b) du RAC impose au commandant de bord d'un aéronef de s'assurer, avant d'effectuer un décollage, un atterrissage ou toute autre manœuvre à un aérodrome, que ledit aérodrome se prête à la manœuvre qu'il compte exécuter. En outre, dans le cas des exploitants aériens et privés, le RAC (et les normes et spécifications d'exploitation associées) régissent les opérations lorsque la RVR est inférieure à 2600 (½ SM).

La visibilité opérationnelle à un aérodrome constitue l'un des facteurs dont il faut tenir compte pour s'assurer du respect des exigences de réglementation susmentionnées.

A. La visibilité opérationnelle à un aérodrome est définie comme suit :

Aux emplacements dotés d'une tour de contrôle de la circulation aérienne (ATC) en service :
(Conformément aux procédures publiées d'exploitation d'aéroport)

Pour les arrivées et les départs, la visibilité opérationnelle de l'aérodrome est établie selon la hiérarchie suivante :

1. portée visuelle de piste (RVR) pour la piste qu'on prévoit utiliser;
2. visibilité au sol (METAR);
3. visibilité de la tour;
4. visibilité du pilote.

Note : La visibilité observée à la tour n'a pas préséance sur la visibilité signalée au sol. Lorsque la visibilité au sol est signalée, la visibilité observée à la tour n'a qu'une valeur indicative. Cependant, lorsque la visibilité au sol n'est soit pas signalée ou bien la visibilité rapportée par l'AWOS est non-représentative de la visibilité dominante à l'aéroport, la visibilité observée à la tour, lorsque disponible, remplace la visibilité au sol et doit être prise en considération dans la détermination de la visibilité opérationnelle de l'aérodrome.

Aux emplacements sans tour ATC en service :
(Hors des heures d'exploitation de la tour, MF, UNICOM, CARS, emplacements consultatifs, etc.)

Pour les arrivées, la visibilité opérationnelle de l'aérodrome est établie selon la hiérarchie suivante :

1. portée visuelle de piste (RVR) pour la piste qu'on prévoit utiliser;
2. visibilité au sol (METAR);
3. visibilité du pilote

Pour les départs, la visibilité opérationnelle à l'aérodrome est la plus faible des visibilités suivantes :

- visibilité au sol (METAR);
- toute RVR signalée;
- visibilité du pilote.

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B. Aux fins des paragraphes C et D, la visibilité est inférieure à la visibilité minimale exigée pour l'atterrissage et la circulation au sol si la visibilité opérationnelle de l'aérodrome est inférieure au niveau de service publié dans le CFS pour la piste prévue.

C. Lorsque la visibilité opérationnelle de l'aérodrome énoncée au paragraphe A est inférieure à la visibilité minimale publiée dans le CFS, les opérations de circulation au sol sont réputées se dérouler en conditions de visibilité inférieures à celles de la visibilité opérationnelle publiée de l'aérodrome, sauf lorsque l'une des conditions suivantes est présente :

- la visibilité atteint une valeur inférieure à celle de la visibilité opérationnelle de l'aérodrome publiée après que l'aéronef a commencé à circuler au sol pour se rendre au point de départ (y compris l'arrêt à l'aire de dégivrage);
- la visibilité atteint une valeur inférieure à celle de la visibilité opérationnelle de l'aérodrome publiée après que l'aéronef a atterri et circule au sol jusqu'à sa destination à l'aérodrome;
- l'aéronef circule au sol sur l'aire de manœuvre suivant l'autorisation de l'ATC et conformément aux procédures opérationnelles publiées de l'aérodrome*;
- l'aéronef circule au sol en vue du départ d'un emplacement sans tour de contrôle en opération, en conformité avec les procédures opérationnelles de l'aérodrome, publiées en vertu du RAC 602.96(3)(d)*;
- l'aéronef circule au sol sur l'aire de manœuvre dans un but autre que le décollage ou l'atterrissage, tel qu'autorisé par l'exploitant d'aérodrome conformément au RVOP ou au LVOP de l'aérodrome*.

***Note :** Au besoin, l'exploitant d'aérodrome émet à l'intention des pilotes, dans les publications aéronautiques appropriées, des restrictions ou procédures spéciales d'opération par visibilité faible ou réduite.

D. Lorsque la visibilité opérationnelle de l'aérodrome fixée au paragraphe A est inférieure à la visibilité minimale publiée dans le CFS, un atterrissage est réputé se produire en conditions inférieures à celles de la visibilité opérationnelle publiée de l'aérodrome pour la piste prévue, sauf lorsque l'une des conditions suivantes est présente :

- au moment où un rapport de visibilité au sol est reçu, l'aéronef a franchi le FAF en rapprochement ou, lorsqu'il n'y a pas de FAF, il a dépassé le point d'interception de la trajectoire d'approche finale;
- la RVR de la piste prévue pour l'atterrissage varie entre des valeurs inférieures et supérieures à la RVR minimale et la visibilité au sol est égale ou supérieure à la visibilité minimale;
- aux emplacements sans tour ATC en service, la visibilité au sol varie entre des valeurs inférieures et supérieures à la visibilité au sol minimale et la RVR est égale ou supérieure à la visibilité minimale;
- aux emplacements sans tour ATC en service, avant d'arriver à 1000 pi au-dessus de l'aérodrome, le commandant de bord détermine qu'un phénomène météorologique localisé a une incidence sur la visibilité au sol après avoir constaté que la piste devant servir à l'atterrissage et le trajet de circulation au sol pour se rendre à destination à l'aérodrome sont visibles et reconnaissables.

E. La visibilité minimale requise pour le décollage est précisée dans la section MINIMUMS DE DÉCOLLAGE/PROCÉDURES DE DÉPART.

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Application des procédures de visibilité réduite ou faible

Les procédures de visibilité réduites ou faibles s'appliquent aux mouvements au sol d'aéronefs à l'arrivée et au départ en conditions de visibilité réduite ou faible. Les arrivées et départs ne sont pas autorisés quand la RVR est inférieure à 600. Lorsque les conditions météorologiques indiquent qu'une visibilité inférieure à RVR de 2600 est imminente, des procédures pour restreindre les opérations d'aéronefs et de véhicules sur l'aire de mouvement sont mises en application. L'information suivante est incluse dans le message ATIS : « LES PROCÉDURES DE FAIBLE VISIBILITÉ SONT EN VIGUEUR » ou « LES PROCÉDURES DE VISIBILITÉ RÉDUITE SONT EN VIGUEUR ».

Le CAP contient une page de procédures à suivre et une carte de circulation au sol par faible visibilité si les pistes de l'aérodrome visé sont certifiées pour les opérations lorsque la RVR est inférieure à RVR 1200 jusqu'à RVR 600 inclusivement. Il peut contenir aussi une page similaire pour l'aérodrome dont les pistes sont certifiées pour les procédures de visibilité réduite (RVR inférieure à RVR 2600 jusqu'à RVR 1200 inclusivement) si des procédures spéciales s'appliquent.

Les cartes d'aérodromes du CAP indiquent aussi le niveau de service de chaque piste. La certification donne la valeur de RVR (« RVR 1200 ») si la piste possède l'équipement RVR ou seulement la visibilité en milles terrestres (« ¼ SM ») s'il n'y a pas d'équipement RVR. L'expression « RVR 600 » indique que la piste satisfait aux exigences pour les opérations lorsque la valeur RVR est inférieure à RVR 1200 (¼ SM) jusqu'à RVR 600 inclusivement.

Mise en séquence pour les mouvements au sol avant le décollage

Un pilote ne doit pas demander le démarrage ou le refoulement ni une autorisation de circulation au sol tant que la RVR signalée n'atteint pas au moins :

Minimums de décollage de l'aéronef et du pilote	RVR minimale pour le démarrage
1200 RVR	1000 RVR
600 RVR	600 RVR

Équipement et services

Radar de surveillance des mouvements de surface (ASDE)
Le radar sert à contrôler la position des aéronefs et des véhicules qui évoluent sur l'aire de manœuvre. En cas de panne de l'ASDE, l'ATC peut restreindre les opérations en conditions de faible visibilité

Voiture de piste
Le service de guidage par voiture de piste est fourni au pilote sur demande lorsque la portée visuelle de piste (RVR) est inférieure à 2600 (½ SM).

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Minimums de décollage/procédures de départ

La visibilité minimale au décollage doit être déterminée par le commandant de bord en fonction du niveau de service de la piste publié dans le CFS et le CAP, des exigences de la piste pour le RVR 1200 (¼ SM) ou 600 OPS SPEC, de la performance de l'aéronef, des limites de l'équipement de navigation et de l'obligation de respecter la marge requise de franchissement des obstacles.

Décollages IFR

Sauf autorisation contraire en application de l'article 602 du RAC, le décollage de tout aéronef en IFR est interdit lorsque la visibilité est inférieure à la visibilité minimale applicable publiée dans le Canada Air Pilot (CAP) ou au niveau de service publié dans le CFS et le CAP pour la piste utilisée. Les décollages en IFR des giravions sont permis lorsque la visibilité est la moitié de la valeur du CAP, mais non inférieure à ¼ SM. La phrase « moitié de la valeur du CAP, mais pas moins que ¼ sm » ne s'applique pas à la visibilité minimale spécifiée au décollage (SPEC VIS).

La visibilité au décollage, par ordre de priorité, se définit de l'une des façons suivantes :

1. la RVR signalée pour la piste devant être utilisée, à moins que la RVR fluctue au-dessus et au-dessous du minimum ou soit inférieure au minimum en raison de phénomènes localisés;
2. la visibilité signalée au sol à l'aérodrome, si la RVR n'est pas disponible, si elle fluctue au-dessus et au-dessous du minimum ou si elle est inférieure au minimum en raison de phénomènes localisés. (On considère qu'un phénomène localisé survient lorsque la RVR est inférieure à la visibilité signalée au sol);
3. lorsque ni (1) ni (2) ne sont disponibles, la visibilité pour la piste de départ telle qu'observée par le pilote commandant de bord.

Les procédures de départ sont conformes aux exigences de franchissement d'obstacles et établies en posant qu'un aéronef au départ satisfait à toutes les conditions suivantes :

- il survole l'extrémité de la piste de départ à une hauteur d'au moins à 35 pieds;
- il monte jusqu'à 400 pieds AAE sur le cap de la piste avant d'entamer un virage;
- il maintient une pente de montée d'au moins 200 pieds par NM tout au long de la montée jusqu'à l'altitude minimale en route.

Note : Pour les besoins de planification des vols, les procédures de départ sont fondées sur des performances normales de l'aéronef.

Les minimums de décollage sont indiqués de l'une des façons suivantes :

- ½ – (ex. piste 02 : ½) L'aéronef IFR qui décolle d'une des pistes spécifiées est assuré de la marge de franchissement d'obstacles dans toutes les directions du vol si son vol est conforme aux prémisses indiquées ci-dessus.
- ⁎ – Astérisque (⁎) après toutes les pistes ou les pistes spécifiées (ex. piste 02 : ⁎) le pilote doit se référer à la visibilité minimale de décollage applicable (½ ou SPEC VIS) et aux procédures connexes assurant la marge de franchissement d'obstacles.

Les procédures peuvent spécifier une pente de montée, un cheminement, une montée en vol à vue, ou toute combinaison de ces exigences. Toutes les altitudes spécifiées dans les procédures sont ASL. Lorsqu'une montée en vol à vue est mentionnée dans la procédure de départ, les pilotes doivent respecter la visibilité minimale spécifiée au décollage (SPEC VIS) correspondant à la catégorie d'aéronef visée, comme indiqué ci-dessous : (Voir Case des minimums dans Légende des cartes d'approche pour les catégories d'aéronefs selon la plage de vitesses pour cette

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catégorie.) La SPEC VIS n'est utilisée qu'en conjonction avec une procédure de départ de type « montée à vue au-dessus de l'aéroport ». Durant cette procédure de départ IFR, les pilotes doivent manœuvrer à vue leur aéronef afin d'éviter les obstacles durant la montée à l'altitude précisée dans la procédure. Par conséquent, le pilote doit manœuvrer son aéronef au-dessus de l'aéroport, après quoi on peut abandonner la SPEC VIS et les exigences de vol à vue et poursuivre la procédure de départ IFR.

Catégorie d'aéronef	A	B	C	D
SPEC VIS (SM)	1	1½	2	2

- NON ÉVALUÉ : Le départ des aéronefs IFR n'a pas été évalué pour les obstacles. Le commandant de bord doit établir la pente de montée minimale et/ou le cheminement requis pour éviter les obstacles et le relief lors d'un départ en IMC de la piste visée.

En l'absence d'une visibilité publiée pour une piste particulière, le pilote peut décoller en IFR si la visibilité au décollage lui permet d'éviter les obstacles au départ. Toutefois, cette visibilité ne doit en aucun cas être inférieure à ½ SM (¼ SM pour les giravions).

Lorsque les limites de l'aéronef ou d'autres facteurs empêchent le pilote de suivre la procédure publiée, le commandant de bord doit avoir recours à d'autres procédures tenant compte de l'évitement des obstacles.

Dans le cas de procédures de départ sans matrice publiée de taux de montée, on peut calculer le taux de montée requis à l'aide du tableau de conversion ci-après.

Tableau des taux de montée/descente au décollage ou à l'approche

Le tableau des taux de montée/descente est fourni pour la planification et l'exécution d'une montée ou d'une descente avec une vitesse sol connue ou approximative. Ce tableau peut également être utilisé pour calculer un taux de descente constant dans le segment final d'une approche de non-précision, lorsqu'un tableau d'angle de descente constant (CDA) n'est pas disponible. Ce taux de descente est fourni à titre indicatif seulement. Les valeurs de montée/descente sont arrondies à la dizaine de pieds supérieure.

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Gradient		VITESSE SOL (kt)										Angle°
Pieds par NM	%	60	90	120	150	180	210	240	270	300	330	
200	3.29	200	300	400	500	600	700	800	900	1000	1100	1.89
220	3.62	220	330	440	550	660	770	880	990	1100	1210	2.07
240	3.95	240	360	480	600	720	840	960	1080	1200	1320	2.26
260	4.28	260	390	520	650	780	910	1040	1170	1300	1430	2.45
280	4.61	280	420	560	700	840	980	1120	1260	1400	1540	2.64
300	4.94	300	450	600	750	900	1050	1200	1350	1500	1650	2.83
320	5.27	320	480	640	800	960	1120	1280	1440	1600	1760	3.01
340	5.6	340	510	680	850	1020	1190	1360	1530	1700	1870	3.2
360	5.92	360	540	720	900	1080	1260	1440	1620	1800	1980	3.39
380	6.25	380	570	760	950	1140	1330	1520	1710	1900	2090	3.58
400	6.58	400	600	800	1000	1200	1400	1600	1800	2000	2200	3.77
420	6.91	420	630	840	1050	1260	1470	1680	1890	2100	2310	3.95
440	7.24	440	660	880	1100	1320	1540	1760	1980	2200	2420	4.14
460	7.57	460	690	920	1150	1380	1610	1840	2070	2300	2530	4.33
480	7.9	480	720	960	1200	1440	1680	1920	2160	2400	2640	4.52
500	8.23	500	750	1000	1250	1500	1750	2000	2250	2500	2750	4.7
520	8.56	520	780	1040	1300	1560	1820	2080	2340	2600	2860	4.89
540	8.89	540	810	1080	1350	1620	1890	2160	2430	2700	2970	5.08
560	9.22	560	840	1120	1400	1680	1960	2240	2520	2800	3080	5.27
580	9.55	580	870	1160	1450	1740	2030	2320	2610	2900	3190	5.45
600	9.87	600	900	1200	1500	1800	2100	2400	2700	3000	3300	5.64
620	10.2	620	930	1240	1550	1860	2170	2480	2790	3100	3410	5.83
640	10.53	640	960	1280	1600	1920	2240	2560	2880	3200	3520	6.01
660	10.86	660	990	1320	1650	1980	2310	2640	2970	3300	3630	6.2
680	11.19	680	1020	1360	1700	2040	2380	2720	3060	3400	3740	6.39
700	11.52	700	1050	1400	1750	2100	2450	2800	3150	3500	3850	6.57

Formulas:

- Taux de montée (ou descente) en pieds par minute (pi/min)
  Taux de montée (pi/min)=Gradient de montée (pi/NM)×Vitesse sol (kt)/60
  Cela donne la vitesse verticale requise pour maintenir un gradient spécifique à une vitesse sol donnée
- Angle de montée (en degrés) Angle de montée = arctan(Hauteur/6076.11548)
  Convertit le gradient de montée en un angle en degrés.
- Pourcentage de montée
  Pourcentage de montée=Pieds par NM /6076.11548×100
  Convertit le gradient de montée en pourcentage.

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Approche interrompue et pente de montée au départ des hélicoptères

Les critères s'appliquant au segment d'approche interrompue et de départ de toutes les procédures COPTER (procédures ne s'appliquant qu'aux hélicoptères) sont fondés sur les capacités d'un hélicoptère de monter tout en ayant une faible vitesse de translation, ce qui lui permet un angle de montée accentué. La surface de franchissement d'obstacles (SFO) pour évaluer les segments d'approche interrompue et de départ d'un hélicoptère est un plan incliné de 20:1. Cette inclinaison est deux fois celle du plan utilisé pour un avion. On s'attend donc à ce que la pente de montée d'un hélicoptère, dans l'application des procédures COPTER, soit le double de celle d'un avion. Une pente de montée d'au moins 400 pieds par NM s'applique. Un hélicoptère ayant une vitesse sol de 70 kt doit avoir un taux de montée de 467 pieds par minute (pi/min). En appliquant une SFO de 20:1 pour le segment d'approche interrompue COPTER au lieu de 40:1 pour les avions, il n'est pas nécessaire de tenir compte des obstacles établis pour le segment d'approche interrompue des avions, et l'altitude minimale de descente (MDA) pour un hélicoptère peut être inférieure à celle des avions. Avec une pente de montée minimale de 400 pieds par NM dans les segments d'approche interrompue et de départ, la marge de franchissement d'obstacles d'un hélicoptère est de 96 pieds pour chaque NM de trajectoire de vol.

*467 pi/min = 70 kt x 400 pieds par NM/60 minutes

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Interdiction d'approche – Aviation générale – Approche de non-précision, APV, approche de précision de CAT I ou CAT II (Réf. RAC 602.129)

(Exploitants commerciaux : voir *Interdiction d'approche – Exploitants commerciaux*)

Sous réserve de certaines exceptions, un pilote d'aviation générale n'a pas le droit de poursuivre une approche de non-précision, une APV ou une approche de précision de CAT I ou II au-delà du FAF en rapprochement ou, s'il n'y a pas de FAF, du point d'interception de la trajectoire finale d'approche, vers une piste équipée de capteurs RVR, si les valeurs de RVR pour cette piste sont inférieures aux minimums suivants :

RVR minimums – Approches de non-précision, APV ou CAT I

Capteur RVR utilisé*	Avion	Hélicoptère
RVR « A » seulement	1200	1200
RVR « A » et « B »	1200/600	1200/0
RVR « B » seulement	1200	1200

RVR minimum – Approches CAT II

Capteur RVR utilisé*	Avion	Hélicoptère
RVR « A » et « B »	1200/600	1200/0

* Capteur RVR « A » situé au seuil de piste.
Capteur RVR « B » situé à mi-piste.

L'une quelconque des exceptions suivantes à l'interdiction susmentionnée peut s'appliquer à tout aéronef d'aviation générale :

- à la réception d'un rapport de RVR inférieur aux minimums, l'aéronef a franchi le FAF en rapprochement ou, s'il n'y a pas de FAF, le point d'interception de la trajectoire d'approche finale;
- le commandant de bord a informé l'unité ATC concernée que l'aéronef est en vol d'entraînement et qu'il a l'intention d'amorcer une procédure d'approche interrompue à la DH ou plus haut, ou à l'altitude minimale de descente, selon le cas;
- la RVR fluctue entre des valeurs inférieures et supérieures à la RVR minimale;
- la RVR est en deçà de la RVR minimale mais la visibilité au sol signalée pour l'aéroport où se trouve la piste est d'au moins ¼ de mille
- le commandant de bord effectue une approche de précision aux minimums CAT III.

En ce qui a trait aux restrictions d'approche, en cas de phénomènes localisés ou de toute fluctuation touchant la validité de la RVR et lorsque l'ATC ou la FSS signale que la visibilité au sol est de ¼ de mille ou plus, l'approche peut être effectuée.

En résumé, l'approche est autorisée quand l'une des conditions suivantes est présente :

- la RVR la plus basse signalée pour la piste est à sa valeur minimale ou au-dessus (RAC 602.129), peu importe la visibilité au sol signalée;
- la RVR fluctue au-dessus et au-dessous de la RVR minimale;
- la visibilité au sol signalée est d'au moins ¼ de mille;

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- la RVR de la piste n'est pas disponible ou n'est pas indiquée;
- l'ATS est avisé que l'aéronef est en vol d'entraînement et qu'une approche interrompue est prévue

Un pilote n'a pas le droit d'entamer une approche de non-précision, une APV ou une approche de précision de CAT I ou II vers un aéroport où les procédures de faible visibilité sont en vigueur. Ces procédures sont associées aux opérations CAT III; le ***Canada Air Pilot*** les énonce pour chaque aéroport approprié. Elles restreignent les opérations des aéronefs et des véhicules sur l'aire de mouvement de l'aéroport lorsque la RVR est inférieure à 1200.

Interdiction d'approche – aviation générale – approche de CAT III
(Réf. RAC 602.130)

(Exploitants commerciaux : voir *Interdiction d'approche – Exploitants commerciaux*)

Le pilote d'un aéronef IFR n'a pas le droit de poursuivre une approche de précision CAT III au-delà du FAF en rapprochement ou, s'il n'existe pas de FAF, du point d'interception de la trajectoire d'approche finale, à moins que la RVR signalée soit égale ou supérieure à la RVR minimale spécifiée dans le ***Canada Air Pilot*** pour la piste ou surface visée par l'approche aux instruments effectuée.

Minimum RVR – Avions – CAT III

Capteur RVR utilisé*	CAT IIIA	CAT IIIB	CAT IIIC
RVR « A », « B » et « C »	600/600/600	non autorisée	non autorisée

* Capteur RVR « A » situé au seuil de piste.
Capteur RVR « B » situé à mi-piste.
Capteur RVR « C » situé à l'extrémité de piste.

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Interdiction d'approche – Exploitants commerciaux – Approche de non-précision, APV ou de précision de CAT I (Réf. RAC 700.10)

Sous réserve de certaines exceptions, un pilote d'aviation commerciale n'est pas autorisé à poursuivre une approche de non-précision, une APV ou une approche de précision de CAT I au-delà du FAF en rapprochement ou, s'il n'y a pas de FAF, du point d'interception de la trajectoire finale d'approche, si les valeurs de visibilité sont inférieures aux valeurs de visibilité recommandées par le CAP pour l'approche visée :

Visibilité minimale – Avions – Non-précision, APV ou CAT I

Visibilité recommandée par le CAP (SM, RVR x 100 pieds)	**Rapport de visibilité** (visibilité au sol en SM, RVR « A » ou visibilité de piste en pieds)
½ RVR 26	⅜, RVR ou vis. piste 1600
¾ RVR 40	⅝, RVR ou vis. piste 3000
1 RVR 50	¾, RVR ou vis. piste 4000
1¼	1, RVR ou vis. piste 5000
1½	1¼, RVR ou vis. piste 6000
1¾	1½, RVR ou vis. piste >6000
2	1½, RVR ou vis. piste >6000
2¼	1¾, RVR ou vis. piste >6000
2½	2, RVR ou vis. piste >6000
2¾	2¼, RVR ou vis. piste >6000
3	2¼, RVR ou vis. piste >6000

RVR minimale – Hélicoptères - Non-précision, APV ou CAT I

Capteur RVR utilisé	**Hélicoptères**
RVR « A » seulement	1200
RVR « A » et « B »	1200/0
RVR « B » seulement	1200

Le rapport de RVR a priorité sur le rapport de visibilité de piste ou le rapport de visibilité au sol, et le rapport de visibilité de piste a priorité sur le rapport de visibilité au sol. La visibilité au sol n'impose une interdiction d'approche qu'aux aérodromes se trouvant au sud du 60° de latitude Nord. Si aucune RVR, visibilité de piste ou visibilité au sol n'est signalée, il n'existe aucun critère pour imposer une interdiction d'approche. (Cette notion est similaire à celle du présent paragraphe 602 sur l'interdiction d'approche du RAC qui énonce que, si aucune RVR n'est signalée, il n'existe pas de critère pour imposer une interdiction d'approche.)

Un rapport RVR est le seul rapport de visibilité qui puisse imposer une interdiction d'approche aux hélicoptères.

L'une quelconque des exceptions suivantes à l'interdiction susmentionnée peut s'appliquer à tout aéronef :

- le rapport de visibilité indique une valeur inférieure à celle requise et l'aéronef a franchi le FAF en rapprochement;
- le commandant de bord a informé l'unité ATC concernée que l'aéronef est en vol d'entraînement et qu'il a l'intention d'amorcer une procédure d'approche interrompue à la DA(H) ou au-dessus, ou à l'altitude minimale de descente, selon le cas;

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- la RVR fluctue entre des valeurs inférieures et supérieures à la RVR minimale;
- la visibilité au sol fluctue entre des valeurs inférieures et supérieures à la visibilité minimale;
- un phénomène météorologique localisé réduit la visibilité au sol au point où la visibilité le long de l'approche vers la piste visée et le long de cette piste, tel qu'elle est observée par le pilote en vol et immédiatement signalée à l'ATS, le cas échéant, est égale ou supérieure à la visibilité spécifiée dans le CAP pour la procédure d'approche aux instruments effectuée;
- l'approche est effectuée conformément aux spécifications d'exploitation délivrées aux termes des sous-parties 703, 704 ou 705 du RAC.

Le pilote n'a pas le droit d'entamer une approche de non-précision, une APV ou une approche de précision de CAT I vers un aéroport où les procédures de faible visibilité sont en vigueur. Ces procédures sont associées aux opérations CAT III; le ***Canada Air Pilot*** les énonce pour chaque aéroport approprié. Elles restreignent les opérations des aéronefs et des véhicules sur l'aire de mouvement de l'aéroport lorsque la RVR est inférieure à 1200.

Interdiction d'approche – Exploitants commerciaux – Approches de CAT II et III (Réf. RAC 700.11)

Le pilote d'un aéronef IFR n'a pas le droit de poursuivre une approche de précision CAT II ou CAT III au-delà du FAF en rapprochement ou, s'il n'existe pas de FAF, du point d'interception de la trajectoire d'approche finale, à moins que la RVR signalée soit égale ou supérieure à la RVR minimale spécifiée dans le ***Canada Air Pilot*** pour la piste ou surface visée par l'approche aux instruments effectuée.

RVR Minimale – CAT II

Capteur RVR utilisé*	Avion	Hélicoptère
RVR « A » et « B »	1200/600	1200/0

RVR Minimale – Avions – CAT III

Capteur RVR utilisé*	CAT IIIA	CAT IIIB	CAT IIIC
RVR « A », « B » et « C »	600/600/600	non autorisée	non autorisée

*Capteur RVR « A » situé au seuil de piste.
Capteur RVR « B » situé à mi-piste.
Capteur RVR « C » situé à l'extrémité de piste.

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Interdiction d'approche – Exploitants commerciaux – Spécifications d'exploitation – approche de non-précision, APV ou approche de précision CAT I

(Réf. RAC 703.41, 704.37 ou 705.48)

Les exploitants visés par les sous-parties 703, 704 et 705, autorisés en vertu des spécifications d'opération 019, 303 ou 503 et satisfaisant à toutes les conditions associées à la procédure d'approche, ont le droit d'effectuer une approche quand la valeur de la visibilité est inférieure à celles spécifiées dans le paragraphe 700 d'interdiction générale d'approche du RAC. Sous réserve de certaines exceptions, il est interdit aux pilotes d'aéronefs commerciaux de poursuivre une approche de non-précision, APV ou une approche de précision de CAT I au-delà du FAF en rapprochement ou, s'il n'existe pas de FAF, du point d'interception de la trajectoire d'approche finale si la valeur de la visibilité signalée est inférieure à la valeur correspondante de visibilité du CAP pour l'approche effectuée.

Visibilité minimale – Avions – Spécifications d'opération 703/704/705 – Approche de non-précision, APV ou approche de CAT I

Visibilité recommandée par le CAP (SM, RVR x 100 pieds)	**Rapport de visibilité** (visibilité au sol en SM, RVR « A » ou visibilité de piste en pieds)
½ RVR 26	¼, RVR ou vis. piste 1200
¾ RVR 40	⅜, RVR ou vis. piste 2000
1 RVR 50	½, RVR ou vis. piste 2600
1¼	⅝, RVR ou vis. piste 3400
1½	¾, RVR ou vis. piste 4000
1¾	1, RVR ou vis. piste 5000
2	1, RVR ou vis. piste 5000
2¼	1¼, RVR ou vis. piste 6000
2½	1¼, RVR ou vis. piste >6000
2¾	1½, RVR ou vis. piste >6000
3	1½, RVR ou vis. piste >6000

Le rapport de RVR a priorité sur le rapport de visibilité de piste ou le rapport de visibilité au sol, et le rapport de visibilité de piste a priorité sur le rapport de visibilité au sol. La visibilité au sol n'impose une interdiction d'approche qu'aux aérodromes se trouvant au sud du 60° de latitude Nord. Si aucune RVR, visibilité de piste ou visibilité au sol n'est signalée, il n'existe aucun critère pour imposer une interdiction d'approche. (Cette notion est similaire à celle du présent paragraphe 602 d'interdiction d'approche du RAC qui énonce que, si aucune RVR n'est signalée, il n'existe pas de critère pour imposer une interdiction d'approche.)

L'une quelconque des exceptions suivantes à l'interdiction susmentionnée peut s'appliquer à tout avion :

- le rapport de visibilité indique une valeur inférieure à celle requise et l'avion a franchi le FAF en rapprochement ou, s'il n'y a pas de FAF, le point d'interception de la trajectoire d'approche finale;
- la RVR fluctue entre des valeurs inférieures et supérieures à la RVR minimale.

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HIAL non opérationnel

Les procédures d'approche aux instruments mises au point pour les pistes munies de HIAL comprennent une réduction jusqu'à ½ mille terrestre des visibilités recommandées indiquées dans le CAP. Lorsque ces systèmes de balisage lumineux sont hors service, le pilote doit ajuster les minimums d'approche tel qu'indiqué dans les tableaux ci-dessous. Cela inclut les cas où le système HIAL fonctionne en continu sur un seul des niveaux d'intensité normalement disponibles et où les changements d'intensité ne peuvent pas être sélectionnés ou demandés par le pilote pendant l'approche. Ces ajustements de minimums d'approche peuvent être déterminants pour savoir si le pilote peut effectuer ou non une approche aux instruments au-delà du FAF.

Les SSALR (AN), les ALSF-2 (AL), les SSALS (AW), les CAT I à haute intensité (AE) (aussi connu sous le nom ALSF-1) et les CAT II à haute intensité (AC) font partie des HIAL utilisés au Canada. Tous ces dispositifs, à l'exception des SSALS, sont utilisés pour certifier une piste avec approche de précision.

Lorsque l'HIAL est hors service, une piste avec approche de précision devient une piste de non précision. Pour cette raison, lorsqu'une procédure a des minimums d'approche directe inférieurs à une DH de 250 pi et une visibilité recommandée inférieure à 1 SM (RVR 50), les minimums doivent être augmentés pour passer à une DH de 250 pi et à une visibilité de 1 SM (RVR 50) lorsque l'HIAL est hors service.

Correction des minimums d'une approche directe quand la DH est inférieure à 250 pi

HIAL en service (publié)		HIAL hors service	
DH (pi)	**Visibilité recommandée (SM)**	**DH (pi)**	**Visibilité recommandée (SM)**
200 à 249	½ (RVR 26)	250	1 (RVR 50)

Pour les procédures ayant des minimums d'approche directe avec une DH/HAT de 250 pi ou plus, la visibilité recommandée doit être augmentée si l'un des HIAL est hors service, tel qu'indiqué dans le tableau ci-dessous. Aucune augmentation des DH/HAT n'est requise.

Les minimums d'approche indirecte n'ont pas besoin d'être corrigés en fonction de l'état de fonctionnement ou de non-fonctionnement des HIAL.

Correction de la visibilité recommandée quand la DH/HAT est égale ou supérieure à 250 pi

DH/HAT (pi)	Visibilité recommandée lorsque le HIAL est en service (publié) (SM)	Visibilité recommandée lorsque le HIAL est hors service (SM)
250 à 347	1	1
348 à 434	1	1¼
435 à 521	1	1½
522 à 608	1¼	1¾
609 à 695	1½	2
696 à 782	1¾	2¼
783 à 869	2	2½
870 à 956	2¼	2¾
957 et plus	2½	3

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Minimums d'atterrissage

La sous-partie 602 du RAC spécifie que les atterrissages sont régis par les DH/MDA publiées. Un pilote d'aéronef en approche aux instruments n'a pas le droit de poursuivre la descente sous la DH, ou de descendre sous la MDA, selon le cas, à moins que la référence visuelle requise ne soit établie et maintenue pour effectuer un atterrissage sûr. Lorsque la référence visuelle requise n'est pas établie ou maintenue, le pilote doit effectuer une approche interrompue. La marge de franchissement d'obstacles n'est pas garantie dans le cas d'une approche interrompue au-delà du MAP.

Pour qu'il poursuive l'approche en vue d'un atterrissage, le pilote doit pouvoir distinguer clairement l'un des repères visuels énoncés ci-après :

- piste ou marques de piste;
- seuil de piste ou marques de seuil;
- TDZ ou marques de TDZ;
- feux d'approche;
- indicateur de pente d'approche;
- feux d'identification de piste (RILS);
- feux de seuil et d'extrémité de piste;
- balisage lumineux de zone de poser (TDZL);
- feux parallèles de bord de piste;
- feux d'axe de piste

Sous réserve de l'interdiction d'approche, les visibilités d'atterrissage associées aux procédures d'approche aux instruments sont publiées à titre indicatif uniquement. Elles devraient permettre d'établir et de garder en vue le repère visuel requis jusqu'à l'atterrissage; elles ne sont pas limitatives, et leur but est d'aider le pilote à estimer la probabilité d'un atterrissage réussi en regard des rapports de visibilité disponibles de l'aérodrome vers lequel l'approche aux instruments est effectuée.

Exigences de calage altimétrique

Avant d'entamer une procédure d'approche aux instruments, le pilote doit régler l'altimètre de l'aéronef sur un calage altimétrique courant valable pour l'endroit où l'approche aura lieu. Le calage altimétrique peut être un calage local ou un calage à distance, s'il est autorisé selon la carte de procédure aux instruments. Les méthodes permettant d'obtenir un calage altimétrique courant sont décrites dans le Supplément de vol Canada (CFS) pour chaque aérodrome, le cas échéant. Ce calage est considéré valide pendant 90 minutes après le moment de l'observation.

ATTENTION : Il faut user de prudence lorsqu'on utilise un calage altimétrique dont la mesure remonte à plus de 60 minutes ou lorsqu'une baisse rapide de pression est signalée. Dans de tels cas, une valeur peut être ajoutée à la DH ou la MDA publiée pour compenser la tendance à la baisse de la pression (0.01 pouce de mercure correspond à une correction de 10 pieds).

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Utilisation de minimums d'approche directe

L'utilisation des minimums d'approche directe repose sur le principe que le pilote dispose des renseignements dont il a besoin pour atterrir en toute sécurité, c'est-à-dire la direction et la vitesse du vent ainsi que le rapport sur l'état de la piste. Le pilote qui n'a pas les renseignements nécessaires devrait procéder à une inspection visuelle aérienne de la piste avant l'atterrissage. Dans certains cas, cela ne peut être réalisé qu'en effectuant une approche indirecte menée jusqu'à la MDA pertinente.

Le pilote peut déterminer l'état de la piste, et notamment s'informer des obstacles temporaires comme les véhicules, en ayant recours à l'un des moyens suivants :

- une communication sur l'UNICOM de la destination;
- un appel téléphonique avant le vol vers la destination pour que l'information nécessaire soit disponible pour l'atterrissage lorsqu'elle sera requise;
- une inspection aérienne visuelle;
- un NOTAM diffusé par l'exploitant d'aéroport;
- tout autre moyen à sa disposition tel que, par exemple, la transmission d'un message obtenu d'un pilote l'ayant précédé à destination.

Un pilote de giravion peut utiliser les minimums publiés pour l'atterrissage en approche directe sans qu'il ait à tenir compte de la direction du vent ou de la piste en service.

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Exigences relatives aux minimums météorologiques pour les aérodromes de dégagement

Les minimums météorologiques autorisés pour les aérodromes de dégagement doivent être établis à l'aide des renseignements présentés dans les tableaux des minimums météorologiques pour les aérodromes de dégagement ci-dessous. Les minimums dérivés pour un aérodrome de dégagement doivent tenir compte de la performance de l'aéronef, des limites de l'équipement de navigation, des aides à la navigation fonctionnelles (traditionnelles et par satellite), du type de prévisions météorologiques, de la piste à utiliser et de la conformité à la sous-section 605.18(j) du Règlement de l'aviation canadien (RAC).

Ainsi que les tableaux des minimums météorologiques pour les aérodromes de dégagement trouvé ci-dessous, le pilote doit tenir compte des éléments suivants pour les approches par satellite à un aérodrome de dégagement.
Les approches par satellite peuvent être utilisées pourvu que :

a. Les interruptions de service de satellite prévues aient été prises en compte, et le pilote vérifie que l'intégrité du RAIM ou du WAAS au niveau de l'approche sera disponible à l'ETA proposée pour tout aérodrome;

b. Dans le cas de l'avionique GPS répondant aux normes TSO-C129a, le pilote doit, à quelques reprises au cours du vol et au moins une fois avant d'avoir effectué la moitié du vol vers la destination, vérifier que le RAIM au niveau de l'approche sera disponible à l'aérodrome de destination et (ou) de dégagement à l'ETA;

c. Quand une approche par satellite est prévue à la fois à l'aérodrome de destination et à l'aérodrome de dégagement, ceux-ci sont séparés par un minimum de :

   - 75 NM, lorsque les deux aérodromes sont situés soit au Nunavut, soit au nord du 56e degré de latitude nord au Québec, soit au nord du 56e degré de latitude nord à Terre-Neuve-et-Labrador;
   - 100 NM lorsque l'un des aérodromes ou les deux sont situés ailleurs au Canada;

d. Pour les spécifications de navigation des approches RNP [indicatif de procédure RNAV (GNSS) RWY XX] :

   - Les lignes de minimums LPV ou LP ne peuvent pas être utilisées;
   - Les lignes de minimums LNAV/VNAV peuvent être utilisées lorsque l'aéronef est certifié pour la LNAV/VNAV barométrique; et,
   - Les lignes de minimums LNAV peuvent être utilisées;

e. Pour les spécifications de navigation des approches RNP AR [indicatif de procédure RNAV (RNP) RWY XX] :

   - Les exploitants de l'aviation générale ne peuvent pas utiliser cette approche;
   - Les exploitants privés et commerciaux peuvent utiliser cette approche pourvu qu'ils détiennent une autorisation d'exploitant valide conformément au document d'enregistrement d'exploitant privé (PORD) ou au permis d'exploitation aérienne (AOC); et,
   - Il est seulement possible d'utiliser les lignes de minimums RNP 0.30.

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MINIMUMS OPÉRATIONNELS – AÉRODROME DE DÉGAGEMENT

Tableau des minimums météorologiques pour les aérodromes de dégagement

Aménagements disponibles à un aérodrome de dégagement convenable	Conditions météorologiques requises
Deux ou plusieurs approches de précision utilisables, chacune autorisant des minimums d'approche directe vers des pistes séparées appropriées.	**400-1** ou 200 pi et ½ SM de plus que les plus faibles valeurs de HAT et de visibilité utilisables, respectivement, selon la plus élevée de chacune des valeurs visées.
Une seule approche de précision utilisable	**600-2*** ou 300 pi et 1 SM de plus que les plus faibles valeurs de HAT et de visibilité utilisables, respectivement, selon la plus élevée de chacune des valeurs visées
Seulement une approche de non-précision	**800-2*** ou 300 pi et 1 SM de plus que les plus faibles valeurs de HAT/HAA et de visibilité utilisables, respectivement, selon la plus élevée de chacune des valeurs visées.
Aucune approche IFR	Les conditions météorologiques prévues ne doivent pas être inférieures à 500 pieds au-dessus de l'altitude IFR minimale permettant une approche et un atterrissage VFR.
Pour les hélicoptères, lorsque des procédures d'approche aux instruments existent.	Plafond supérieur de 200 pieds aux minimums de l'approche à effectuer et visibilité d'au moins 1 SM mais en aucun cas inférieure à la visibilité minimale requise pour cette approche.

***600-2** et **800-2**, selon le cas, sont des valeurs considérées comme des *minimums de dégagement normalisés*. Si les critères choisis pour l'aérodrome de dégagement correspondent aux minimums normalisés, les minimums suivants sont aussi autorisés :

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Autres minimums acceptables pour le choix d'un aérodrome de dégagement

Minimums de dégagement normalisés		Si les minimums normalisés s'appliquent, les minimums suivants sont également autorisés	
Plafond	**Visibilité**	**Plafond**	**Visibilité**
600	2	700 800	1½ 1
800	2	900 1000	1½ 1

Note :

- Les critères susmentionnés reposent sur l'existence d'une PRÉVISION D'AÉRODROME (TAF).
- Un aérodrome pour lequel est diffusé une PRÉVISION D'AÉRODROME À TITRE CONSULTATIF peut servir d'aérodrome de dégagement si les conditions météorologiques prévues ne sont pas inférieures à 500 pieds au-dessus de la HAT/HAA la plus basse utilisable et si la visibilité est d'au moins 3 milles.
- Un aérodrome pour lequel est diffusé une PRÉVISION DE ZONE GRAPHIQUE (GFA) peut servir d'aérodrome de dégagement si les conditions météorologiques prévoient l'ensemble des conditions suivantes :
  - aucun nuage à moins de 1000 pieds au-dessus de la HAT/HAA la plus basse utilisable;
  - aucun cumulonimbus;
  - une visibilité de 3 milles au moins.
- Les minimums pour le plafond sont calculés en faisant référence à la HAA ou HAT de la procédure. Les valeurs de plafond dans les prévisions météorologiques pour l'aviation sont exprimées par tranches de 100 pieds. Si, dans les minimums, les dizaines sont inférieures ou égales à 20 pieds, on prend la centaine inférieure; si elles sont supérieures à 20 pieds, on prend la centaine supérieure.

  Exemples : HAA 620 pieds = valeur de plafond de 600 pieds;
  HAA 621 pieds = valeur de plafond de 700 pieds;
  HAT 420 pieds = valeur de plafond de 400 pieds;
  HAT 421 pieds = valeur de plafond de 500 pieds.
- Les valeurs de visibilité calculées ne devraient pas être supérieures à 3 milles.

  Avertissement : Toutes les altitudes indiquées dans une GFA sont ASL, sauf indication contraire.

  Dans les critères susmentionnés, l'accent est mis sur la disponibilité des valeurs de HAT/HAA et de visibilité les plus basses utilisables pour l'atterrissage à un aérodrome. En déterminant ces valeurs, le pilote devrait tenir compte des éléments suivants :
  - après consultation des NOTAM, la disponibilité opérationnelle de l'équipement de navigation au sol;
  - la compatibilité de l'équipement de l'aéronef avec l'équipement de navigation au sol;
  - les conditions de vent de surface prévues qui pourraient avoir une incidence sur le choix de la piste d'atterrissage et des minimums d'approche qui s'y rattachent;
  - la présence des termes tels que BECMG, TEMPO et PROB dans la prévision (voir la section RAC de l'AIM) pour déterminer l'utilisation opérationnelle de l'aérodrome;

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- toutes les altitudes mentionnées dans une GFA sont ASL sauf indication contraire, et l'altitude de l'aérodrome doit être prise en considération en vue de déterminer le plafond le plus bas prévus à un endroit donné;
- les valeurs minimales à l'aérodrome de dégagement calculées pour un vol donné peuvent ne pas convenir pour un vol subséquent.

- Le pilote peut se fonder sur les prévisions d'aérodrome (TAF) qui contiennent les termes BECMG, TEMPO ou PROB pour déterminer si un aérodrome convient comme aérodrome de dégagement, à condition de respecter les règles suivantes :
  - lorsque les conditions sont censées s'améliorer, il doit considérer que la prévision BECMG commence à la fin de la période de validité de ce changement, et ces conditions ne doivent pas être inférieures aux minimums météorologiques d'aérodrome de dégagement publiés pour l'aérodrome visé;
  - lorsque les conditions sont censées se détériorer, il doit considérer que la prévision BECMG commence au début de la période de validité de ce changement, et ces conditions ne doivent pas être inférieures aux minimums météorologiques d'aérodrome de dégagement publiés pour l'aérodrome visé;
  - la prévision TEMPO ne doit pas être inférieure aux minimums météorologiques d'aérodrome de dégagement publiés pour l'aérodrome visé;
  - la prévision PROB prévue ne doit pas être inférieure aux minimums d'atterrissage indiqués pour l'aérodrome visé.

MINIMUMS OPÉRATIONNELS – AÉRODROME DE DÉGAGEMENT

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Généralités

Des critères ont été établis pour deux types de profils de procédures d'atténuation du bruit au départ (NADP) applicables à certains aérodromes canadiens. Le profil NADP 1 vise à réduire le bruit dans les zones sensibles situées immédiatement à proximité de l'extrémité de départ d'une piste de l'aéroport. NADP 2 vise à réduire le bruit dans les zones plus éloignées de cette extrémité.

Deux procédures conformes de NADP sont présentées ci-dessous. Chacune d'elles décrit une méthode, mais non la seule méthode possible, pour assurer la réduction du bruit dans des zones sensibles au bruit.

Tout profil NADP doit satisfaire aux exigences du gradient minimal de montée spécifié dans le SID ou critère de départ. Ces procédures ne doivent aucunement empêcher le commandant de bord d'exercer son autorité pour assurer la sécurité de son avion.

Les procédures d'atténuation du bruit au départ, lorsqu'elles sont requises à un aérodrome, sont incorporées aux procédures SID/procédure de départ. Lorsque c'est possible, le pilote ou l'exploitant de l'avion a le choix entre la NADP 1 ou NADP 2.

Exemple :

PISTE	NADP
08	1
26	1 or 2
13	1

NADP 1

- Montée initiale jusqu'à au moins 800 pi AAE :
  - puissance ou poussée réglée pour le décollage;
  - volets et becs en configuration de décollage;
  - vitesse de montée d'au moins V2 + 10 kt.
- À 800 pi AAE ou plus :
  - amorcer la réduction de la puissance ou de la poussée;
  - maintenir la vitesse de montée à V2 + 10 à 20 kt au moins;
  - maintenir les volets et les becs en configuration de décollage.
- À 3000 pi AAE :
  - maintenir une vitesse ascensionnelle positive;
  - accélérer jusqu'à la vitesse de montée en route;
  - rentrer les volets et les becs selon la séquence normale.

Note : Pour faciliter la planification de l'espacement des aéronefs au décollage, les pilotes qui ont l'intention d'utiliser la NADP 1 aux aéroports canadiens doivent aviser le personnel délivrant les autorisations ou le contrôle sol. Aux aéroports où la NADP 1 constitue la seule procédure à suivre, il n'est pas nécessaire d'aviser l'ATC.

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NADP 2

- Montée initiale jusqu'à au moins 800 pi AAE :
  - puissance ou poussée réglée pour le décollage;
  - volets et becs en configuration de décollage;
  - vitesse de montée d'au moins V2 + 10 kt.
- À 800 pi AAE ou plus, maintenir une vitesse ascensionnelle positive et accélérer jusqu'à la VZF, et :
  - rentrer les volets et les becs selon la séquence normale;
  - réduire la puissance ou la poussée à un moment du segment d'accélération qui garantit une performance d'accélération adéquate.
- Poursuivre la montée jusqu'à 3000 pi AAE à une vitesse de montée au moins égale à la VZF.
- À 3000 pi AAE, passer à la vitesse de montée en route normale.

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Corrections pour température froide

Les altimètres barométriques sont calibrés pour indiquer l'altitude vraie en conditions ISA. Tout écart par rapport aux conditions ISA entraîne une indication erronée. L'altitude vraie est supérieure à l'altitude indiquée lorsque la température est supérieure à la température ISA, et inférieure à l'altitude indiquée lorsque la température est inférieure à la température ISA. L'erreur de l'altimètre peut être importante et même s'avérer extrêmement importante pour le maintien des marges de franchissement d'obstacles.

Les altitudes IFR minimales publiées (c.-à-d. la MSA/TAA et les segments d'approche initiale/intermédiaire/finale/interrompue, y compris la MDA/DA) doivent être ajustées lorsque la température ambiante à la surface est très inférieure à celle qui est prédite par l'atmosphère type. En règle générale, cette température est considérée comme étant de 0° C ou, lorsque les MDA/DA sont égales ou supérieures à 1 000 pi HAA, elle commence alors à +10° C.

Note : Si le pilote estime que les règles susmentionnées ne permettent pas d'ajuster adéquatement les altitudes IFR minimales publiées dans les procédures pour compenser les basses températures, il lui appartient d'appliquer une correction de température lorsque la température de l'aérodrome est inférieure à l'ISA.

Les corrections d'altitude s'effectuent en appliquant les procédures suivantes :

1. Les altitudes IFR attribuées peuvent être acceptées ou refusées. Un refus, dans ce cas, est fondé sur l'évaluation par le pilote de l'effet de la température sur la marge de franchissement d'obstacles. Les altitudes IFR assignées et acceptées par le pilote ne devraient pas être ajustées pour corriger l'effet de la température. Par exemple, le pilote qui accepte de maintenir 3000 pi ne devra pas appliquer de correction à 3000 pi.
2. Les altitudes de guidage attribuées par l'ATC comportent les corrections nécessaires et n'exigent aucune action corrective de la part des pilotes.
3. Lorsque des corrections sont appliquées à une altitude obligatoire publiée ou à une altitude d'attente d'approche interrompue, les pilotes devraient informer l'ATC de l'altitude corrigée en fonction de la température avant de traverser le point de cheminement associé.

Tableau de correction des altitudes

Temp à l'A/D (°C)	Hauteur au-dessus de l'altitude de la source de calage de l'altimètre (pieds)													
	200	**300**	**400**	**500**	**600**	**700**	**800**	**900**	**1000**	**1500**	**2000**	**3000**	**4000**	**5000**
+10									20	30	40	60	80	100
0	20	20	30	30	40	40	50	50	60	90	120	170	230	290
-10	20	30	40	50	60	70	80	90	100	150	200	290	390	490
-20	30	50	60	70	90	100	120	130	140	210	280	430	570	710
-30	40	60	80	100	120	130	150	170	190	280	380	570	760	950
-40	50	80	100	120	150	170	190	220	240	360	480	720	970	1210
-50	60	90	120	150	180	210	240	270	300	450	600	890	1190	1500

Note :
- Les corrections sont arrondies à la dizaine de pieds supérieure.
- Les valeurs doivent être ajoutées aux altitudes IFR minimum publiées.
- Les valeurs de température provenant de la station d'observation la plus proche de l'aéronef devraient être utilisées (il s'agit habituellement de l'aérodrome).

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TABLEAU DE CORRECTION DES ALTITUDES

Exemple : Altitude de l'aérodrome, 2262 pi; température à l'aérodrome, -50°C

	Altitude	HAA	Correction	Altitude indiquée
Virage conventionnel	4000 pi	1738 pi	+ 521.4 pi[1]	4600 pi[2]
FAF	3300 pi	1039 pi	+ 311.4 pi	3700 pi
MDA approche directe	2840 pi	578 pi	+ 173.4 pi	3020 pi
MDA approche indirecte	2840 pi	578 pi	+ 173.4 pi	3020 pi

[1]La **correction à apporter** est établie en effectuant le calcul suivant :

(Erreur à 2000 pi à -50°C) 600 - (erreur à 1500 pi à -50°C) 450	=	150
Différence d'altitude ci-dessus (2000 - 1500)	=	500
Erreur par pied de différence (150/500)	=	0.3
HAA	=	1738
Erreur à 1738 = (1738 - 1500) x 0.3 = 71.4 + 450 (erreur 1500 à -50°C)	=	521.4

[2]L'**altitude corrigée** est calculée comme suit :

Erreur calculée à 1738 ci-dessus	=	521.4
Altitude du virage conventionnel (4000) + erreur (521.4)	=	4521.4
Altitude indiquée à maintenir, arrondie à la centaine de pieds supérieure	=	4600

TABLEAU DE CORRECTION DES ALTITUDES

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Généralités

Sauf indication contraire :

- Toutes les distances sur les cartes sont en milles marins (NM).
- Les visibilités sont exprimées en milles terrestres (SM).
- Les dimensions des pistes sont exprimées en pieds (pi).
- La portée visuelle de piste (RVR) est exprimée en centaines de pieds.
- Les altitudes inférieures à 18 000 pi sont exprimées en nombre de pieds au-dessus du niveau de la mer.
- Les relèvements, routes et caps sont magnétiques (sauf si leur valeur est suivie de la lettre « G » pour « Grille » ou « T » pour « Vrai »).

Les altitudes minimales satisfont aux exigences de marges de franchissement d'obstacles en conditions ISA. L'altitude de transition dans l'espace aérien intérieur du Sud est de 18 000 pi. L'altimètre de l'aéronef qui vole plus bas que cette altitude doit être calé conformément aux prescriptions du RAC 602.35. Au Canada, cet espace aérien s'appelle la région de calage altimétrique.

Topographie


Courbes de niveau



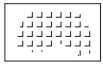
Point coté


Lacs


Rivières

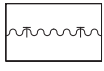
Planimétrie


Bâtiments

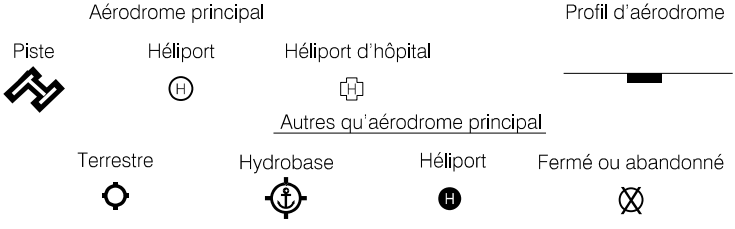

Zone bâtie



Frontière internationale


Ligne de transport

Aérodrome



Note : L'aérodrome principal visé par la procédure est illustré. Les autres aérodromes satisfaisant aux critères de présentation graphique de NAV CANADA sont également illustrés.

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Aires de manœuvre


Revêtement dur


Sable, gravier, etc.


Plaques d'acier perforées


Piste pour avions à ski (indiquée)


Fermée ou abandonnée


Seuil décalé


Aire de demi-tour


Voie de circulation; aire de trafic ou d'attente


Zone de construction


Prolongement d'arrêt

Autres éléments d'aérodrome

Tour de contrôle (phare d'aérodrome indiqué lorsque les deux sont colocalisés)

Indicateur de direction d'atterrissage non éclairé

Indicateur de direction d'atterrissage éclairé

Indicateur de direction du vent non éclairé

Indicateur de direction du vent éclairé


Indicateur de pente d'approche (Pente autre que 3° indiquée)



Capteur RVR

Down 0.8% Pente de piste

Clôture

★ Phare de danger

Annotations pour feux aéronautiques

F – fixe	Fl – clignotant	Occ – à occultation
B – bleu	R – rouge	G – vert

Les feux sont blancs à moins d'indication contraire.

Phare d'aérodrome (rotatif ou à éclats)

Point de référence d'aérodrome (ARP)

Câble d'arrêt bidirectionnel

Câble d'arrêt unidirectionnel

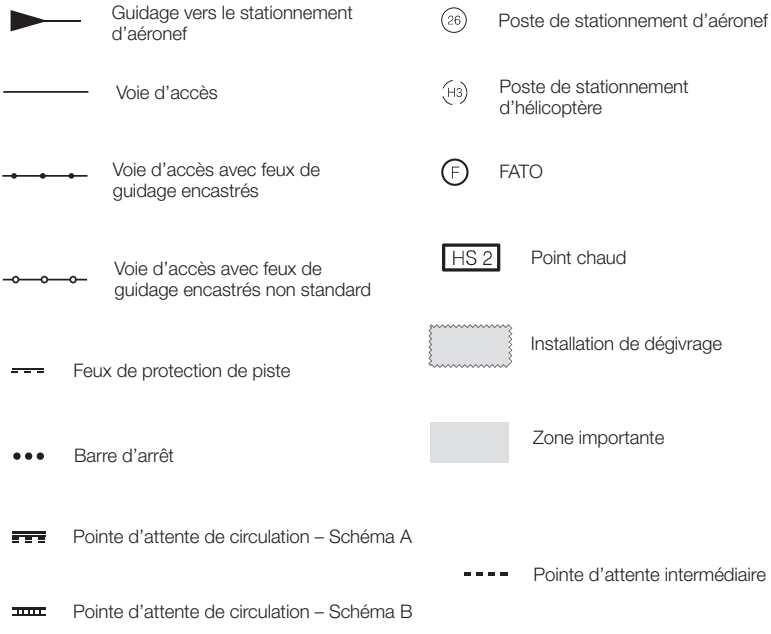
Barrière d'arrêt

Lampadaire

* L'astérisque indique qu'il faut se référer au CFS, à un autre document que le CFS ou à une autre donnée sur la même carte.

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LÉGENDE DES SYMBOLES



Note : Le schéma A est le point d'attente avant piste normal et sera seulement référencé dans le CAP GEN, car le représenter sur toutes les cartes d'aérodrome causerait un encombrement inutile.

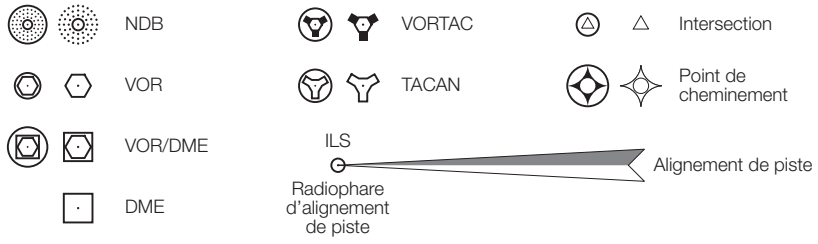
Note : Les points d'attente avant piste seront représentés d'après une hiérarchie des cartes fournies.

- Les cartes d'aérodrome sans cartes supplémentaires incluses représenteront le schéma B des points d'attente avant piste avec des restrictions spécifiques, p. ex., point d'attente CAT I/II/III, « points d'attente intermédiaires », « barres d'arrêt », et « feux de protection de piste » tel que fourni par l'autorité aéroportuaire.
- Les cartes d'aérodrome sans cartes supplémentaires de circulation au sol incluses représenteront le schéma B des points d'attente avant piste avec des restrictions spécifiques, p. ex., point d'attente CAT I/II/III, « points d'attente intermédiaires », « barres d'arrêt », et « feux de protection de piste » tel que fourni par l'autorité aéroportuaire.
- Les cartes d'aérodrome avec cartes supplémentaires incluses ne représenteront aucune schéma B des points d'attente avant pistes, « points d'attente intermédiaires », « barres d'arrêt », et « feux de protection de piste » car ils seront représentés sur les cartes supplémentaires.
- Toutes les cartes supplémentaires (c'est-à-dire les cartes d'information, de circulation au sol et de visibilité réduite) représenteront le schéma B des points d'attente avant piste avec des restrictions spécifiques, p. ex., point d'attente CAT I/II/III, « points d'attente intermédiaires », « barres d'arrêt », et « feux de protection de piste » tel que fourni par l'autorité aéroportuaire.

LÉGENDE DES SYMBOLES

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Points significatifs

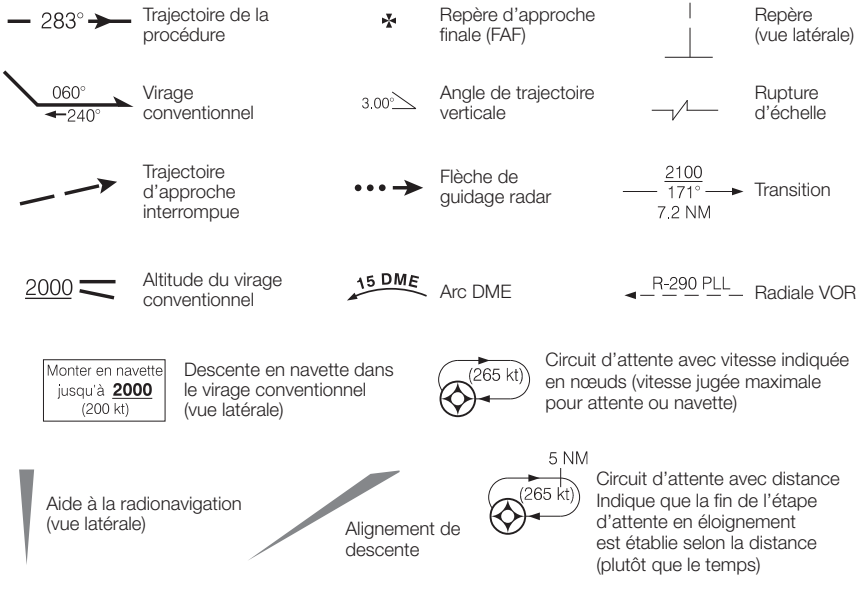


Un cercle entourant une aide radio, une intersection ou un point de cheminement indique un point de survol RNAV.

Un symbole de point significatif est choisi en fonction de la hiérarchie de la spécification d'illustration de NAV CANADA. L'ordre hiérarchique des symboles est le suivant :

- Aide à la radionavigation
- Intersection
- Point de cheminement

Symboles de procédures



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Obstacles

Obstacle non éclairé

Obstacle éclairé

Éolienne non éclairée

Éolienne éclairée

Groupe d'obstacles non éclairés

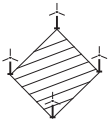
Groupe d'obstacles éclairés

Groupe d'éoliennes non éclairées

Groupe d'éoliennes éclairées

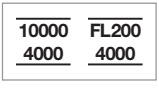
Obstacle non éclairé exceptionnellement élevé (1000 pi AGL et plus)

Obstacle éclairé exceptionnellement élevé (1000 pi AGL et plus)



Zone d'éoliennes

Altitudes / Niveaux de vol



Plage d'altitudes ou de niveaux de vol



Altitude ou niveau de vol obligatoire



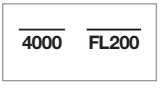
Altitude ou niveau de vol minimal



Altitude ou niveau de vol anticipé



Altitude ou niveau de vol recommandé



Altitude ou niveau de vol maximal

Sur les cartes, les données d'altitude visant l'altitude de sécurité 100 NM, la MSA, la TAA, les minimums d'approche, les instructions d'approche interrompue ou la procédure de départ constituent des altitudes minimales même sans être soulignées. Ceci s'applique également aux valeurs de MOCA indiquées sur les cartes SID et STAR.

Vitesses indiquées



Vitesse indiquée obligatoire



Vitesse indiquée minimale



Vitesse indiquée recommandée

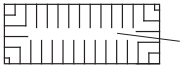


Vitesse indiquée maximale

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Restrictions de l'espace aérien

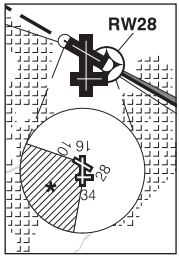
Espace aérien à statut spécial
Espace aérien réglementé, espace aérien à service consultatif, zone dangereuse, zone de dynamitage, zone d'opérations militaires



Codes d'activité des espaces aériens à service consultatif :

(**A**) : Voltige aérienne
(**F**) : Essais en vol
(**H**) : Vol libre
(**M**) : Opérations militaires
(**P**) : Parachutisme
(**S**) : Vol à voile
(**T**) : Entraînement

Restriction d'approche indirecte



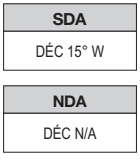
Un astérisque sur la ligne des minimums d'approche indirecte renvoie le lecteur au schéma de restriction d'approche indirecte. La catégorie d'aéronefs à laquelle s'applique une restriction est indiquée par l'astérisque dans la colonne appropriée des minimums d'approche indirecte. La zone hachurée dans le schéma représente la zone où une approche indirecte est interdite.

APPROCHE INDIRECTE	*	**4060**	(503)	1½	*	**4060**	(503) 2 *

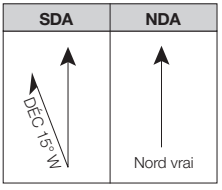
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Déclinaison magnétique

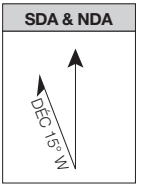
Procédures d'approche aux instruments



SID, STAR et procédures de départ



Cartes d'approche visuelle
Procédures de circuit de nuit





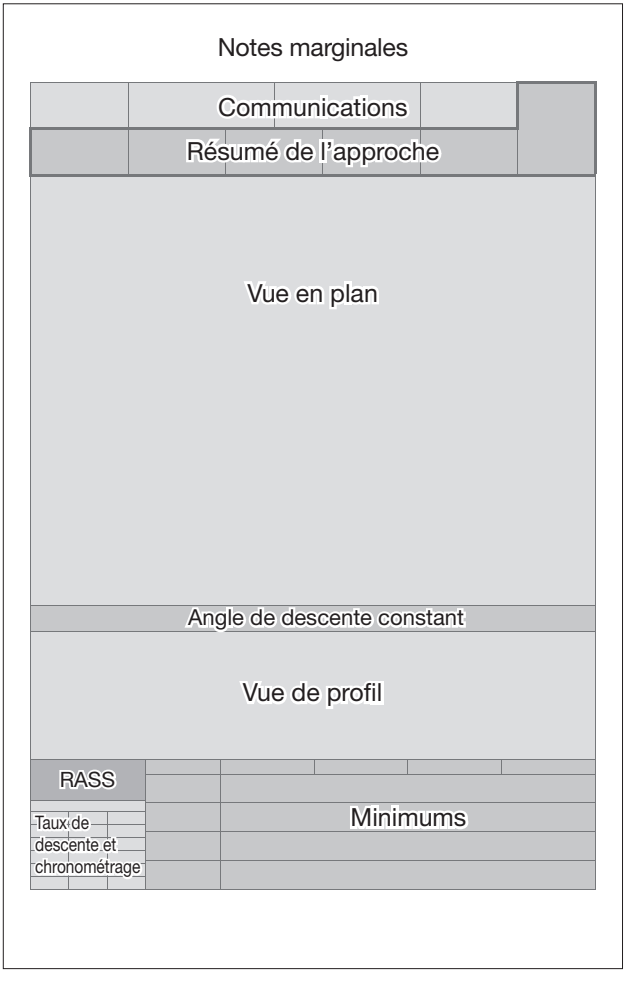
Cartes d'aérodrome ou d'héliport
Cartes de circulation au sol
Cartes d'aires de stationnement, cartes de postes et de procédures de dégivrage
Cartes des opérations en l'absence de contrôle sur l'aire de trafic
Cartes de cases départ

La déclinaison magnétique change au fil du temps; sa valeur indiquée sur une carte de procédure aux instruments est celle ayant servi à établir les relèvements, routes et radiales magnétiques. Le cycle de mise à jour de la déclinaison magnétique qu'utilise l'avionique de bord peut être différent du cycle de mise à jour des cartes, ce qui peut entraîner une légère différence entre les directions magnétiques indiquées par les systèmes de bord et celles indiquées sur les cartes.

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Les renseignements et exemples figurant dans la présente partie définissent et expliquent les divers éléments d'une carte d'approche du CAP. Ils portent sur la carte d'approche générique, la carte d'approche pour hélicoptère seulement, la carte d'approche visuelle, la carte d'approche ILS de catégorie II ou III et la carte d'approche RNP AR. Ils sont présentés à titre indicatif seulement et ne doivent pas être utilisés pour la navigation.

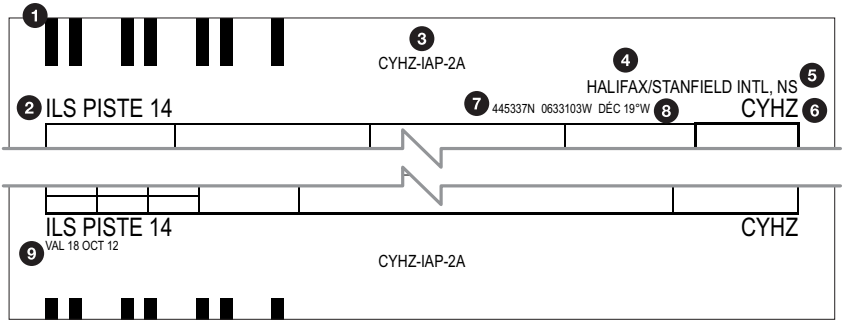
Carte d'approche générique



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Note marginale

Les renseignements présentés sur le pourtour de la carte d'approche comprennent l'indicatif de la procédure, l'ARP, la déclinaison primaire ayant servi à établir les relèvements, caps et radiales, le nom de l'aérodrome, la date d'entrée en vigueur de la procédure et le numéro de la carte.



1. Code barre du volume
2. Indicatif de la procédure
3. Numéro de la carte
4. Nom de l'aérodrome
5. Province ou Territoire
6. Indicatif de l'aérodrome
7. ARP
8. Déclinaison magnétique
9. Date d'entrée en vigueur

Indicatif de la procédure

Convention d'écriture de base

L'indicatif de la procédure est l'appellation unique servant à désigner cette procédure à l'aérodrome visé. La première partie de l'indicatif indique le type de moyen primaire de navigation requis pour le guidage latéral en approche finale.

- NDB → « NDB »
- VOR ou VORTAC → « VOR »
- Alignement de piste → « LOC »
- ILS → « ILS »
- ILS autorisation spéciale catégorie I → « ILS AS CAT I »
- ILS autorisation spéciale catégorie II → « ILS AS CAT II »
- ILS Catégorie II/III → « ILS CAT II ou III »
- RNAV GNSS → « RNAV (GNSS) »
- RNAV RNP → « RNAV (RNP) »

Le numéro de piste suit le type de moyen de navigation lorsque la procédure d'approche présente des minimums d'approche directe.

- VOR PISTE 26
- RNAV (GNSS) PISTE 14

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Exigences additionnelles de moyens de navigation

Si toutes les lignes de minimums d'une carte d'approche de type VOR ou NDB indiquent que l'utilisation du DME est requise pour marquer les repères du segment final, l'indicatif de la procédure contient le suffixe « /DME ».

- VOR/DME PISTE 13
- NDB/DME PISTE 35

Dans tous les autres cas, les moyens de navigation additionnels requis sont indiqués dans les lignes de minimums de l'approche :

- ILS/DME
- LOC/DME
- LNAV/VNAV
- LP
- LPV

Le pilote doit établir d'avance si l'approche et l'approche interrompue peuvent s'effectuer à l'aide de l'équipement de bord de son aéronef.

Procédure multiples

Si deux procédures d'approche sont présentes sur la même carte, la conjonction « ou » sépare les types de moyens de navigation. Dans le cas de procédures multiples, les procédures ILS et LOC sont considérées comme une seule approche et ont un indicatif commun.

- ILS ou NDB PISTE 25

Procédures analogues

Les normes de codage des bases de données d'avionique reconnaissent les huit types de moyens de navigation suivants pour désigner une procédure d'approche directe :

- ILS
- LOC
- VOR
- VOR/DME
- NDB
- NDB/DME
- RNAV

Deux procédures d'approche visant la même piste et faisant appel aux mêmes indicatifs de types de moyens de navigation sont considérées comme des procédures analogues pour le codage de base de données. Pour identifier spécialement ces procédures, un caractère alphabétique commençant par la lettre « Z » et continuant dans le sens contraire de l'ordre alphabétique (Z, Y, X…) est ajouté à l'indicatif de la procédure entre le type de navigation et le numéro de piste. Dans certains cas le caractère alphabétique « Y » ou « X » peut être omis et réservé pour de futurs développements. **La procédure comportant le caractère « Z » est la procédure prédominante et la seule pouvant être extraite d'une base de données d'avionique à capacité limitée.**

- RNAV (GNSS) Z PISTE 26
- RNAV (RNP) Y PISTE 26
- VOR Z PISTE 13
- VOR Y PISTE 13

Les approches ILS catégorie I, ILS AS (autorisation spéciale) catégorie I, ILS catégorie II, ILS AS catégorie II et ILS catégorie III vers la même piste et comprenant les mêmes routes au sol, altitudes (minimums d'atterrissage exclus) et instructions d'approche interrompue ne sont pas considérées comme étant analogues et ne nécessitent donc pas de suffixes alphabétiques d'identification distincts. Par exemple, il n'y a pas lieu d'ajouter de suffixe à « ILS RWY 16R » ou à « ILS AS CAT I RWY 16R ». Cependant, si l'ILS CAT I comporte un suffixe, alors on attribue le même suffixe à l'ILS AS, par exemple : « ILS Y RWY 16R » et « ILS AS CAT II Y RWY 16R ».

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Procédure d'approche indirecte seulement

Une procédure d'approche ne contenant que des minimums d'approche indirecte n'est pas associée à une piste particulière; elle est désignée par un caractère alphabétique qui suit le type du moyen de navigation. Le premier caractère ajouté est la lettre « A »; les lettres suivantes sont attribuées dans l'ordre alphabétique (A, B, C, etc.) en fonction du placement de chaque approche « indirecte seulement » à cet aérodrome dans l'Inventaire canadien des procédures aux instruments.

- RNAV (GNSS) A
- NDB B

Suffixes additionnels

Un des suffixes suivants, ou une combinaison, peut suivre l'indicatif de la procédure :

- (VRAI) procédure effectuée dans le NDA;
- (MDN) procédure conçue et tenue à jour par le ministère de la Défense nationale.

Numérotation des cartes

L'ordre des cartes de procédures dans l'inventaire des procédures canadiennes en vigueur est régi par les spécifications de NAV CANADA et sert à assigner un numéro à chaque carte. Le numéro d'ordre dépend de l'ensemble de l'inventaire sans tenir compte d'un volume en papier particulier (CAP, RCAP ou GPH 200). C'est pourquoi certains numéros de carte peuvent sembler manquer dans un volume considéré isolément.

Les numéros de page sont assignés comme suit. Les groupes 3 et 4 ne sont utilisés qu'au besoin.



Groupe 1

Indicatif OACI de quatre lettres de l'aérodrome ou de l'héliport

Groupe 2

L'une des 11 abréviations indiquant le type de carte de procédure, soit :

STAR	Carte d'arrivée normalisée en région terminale	**AD**	Carte d'aérodrome
IAP	Carte de procédure d'approche aux instruments	**HP**	Carte d'héliport
VAP	Carte de procédure d'approche visuelle	**GM**	Carte de mouvements et de circulation au sol
SID	Carte de départ normalisé aux instruments	**APD**	Carte de stationnement ou de quai pour aéronefs
DP	Carte de procédure de départ	**NCP**	Carte de procédure de circuit de nuit
NOR	Carte de restrictions d'exploitation en raison du bruit et de procédures d'atténuation du bruit		

Les pages IAP et identifiée comme ICAO-IAP-AAU. D'autres types de pages d'information sur les spécialités peuvent être regroupés dans les catégories AD (aérodrome) ou GM (mouvements à la surface).

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Groupe 3

Numéro d'un ou deux chiffres. Dans le cas de cartes STAR, VAP, SID et DP, ce numéro est attribué suivant un ordre séquentiel en fonction de la procédure. Un tel numéro n'est pas attribué aux pages suivant la première d'une procédure aux instruments comptant plusieurs pages. Le Groupe 4 ci-dessous sert à la numérotation de ces pages.

Dans le cas des cartes NOR, AD, HP et APD, un numéro est attribué suivant un ordre séquentiel aux pages suivant la première.

Le numéro du groupe 3 est attribué aux cartes IAP selon le type d'IAP, comme :

1	Radar d'approche de précision	**6**	VOR
2	ILS CAT I, II, III	**7**	TACAN
3	RNAV	**8**	NDB/DME
4	LOC	**9**	NDB
5	VOR/DME		

Le numéro du groupe 3 est attribué aux cartes GM selon le type de carte GM, comme suit :

1	Carte de circulation au sol	**3**	Carte de route de circulation par faible visibilité
2	Carte standard de route de circulation au sol	**4**	Carte de dégivrage

Groupe 4

Caractère alphabétique attribué dans l'ordre alphabétique en commençant par la lettre A à chaque page n'ayant pas déjà un numéro unique.

Pages d'information spécialisée

L'information spécialisée peut se présenter de diverses façons dans le CAP. Ces pages se divisent en deux catégories : les pages Attention à tous les utilisateurs (AAUP); et les pages de renseignements sur les aérodromes.

Pages Attention à tous les utilisateurs (deux types) :

- Attention à tous les utilisateurs – Établi sur la RNP AR (AAU – EoR) : consignes détaillées à l'intention des pilotes concernant les exigences opérationnelles, les attentes du contrôle de la circulation aérienne et les instructions de dégagement. Toutes les cartes d'IAP sont précédées de cette page.
- Attention à tous les utilisateurs – Opérations sur pistes parallèles rapprochées (AAU – CSPO) : renseignements essentiels concernant les approches PRM (système de surveillance de précision des pistes). Contient des instructions détaillées concernant les exigences imposées aux exploitants et l'équipement requis, les instructions de dégagement et les dispositions pour les exploitants qui ne sont pas en mesure de répondre aux exigences. Toutes les cartes PRM sont précédées de cette page.

Note : Il peut y avoir plusieurs AAUP pour un même emplacement.

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Pages de renseignements aéroportuaires (désignateurs) :

- Règlements locaux de l'aérodrome (LAR)
- Procédures de vol (FP)
- Renseignements supplémentaires (AI)
- Carte d'aérodrome
- Opérations sur pistes très achalandées (HIRO)
- Cartes diverses se rapportant à un aérodrome ou à un héliport qu'on ne peut classer autrement, par exemple : Carte d'aérodrome (DISTANCE DE ROULEMENT REDUITE)

Note : Les emplacements qui figurent dans le CAP ont toujours une page Carte d'aérodrome. On ajoute d'autres pages selon les besoins de l'emplacement.

Cartes des mouvements à la surface (GM) : un emplacement peut avoir plusieurs types de cartes GM selon sa complexité et ses besoins. Exemples :

- Carte de circulation (y compris les cartes d'information spéciales, si nécessaire)
- Cartes des routes de circulation au sol standard
- Cartes de circulation en conditions de faible visibilité
- Cartes de dégivrage (carte des OPÉRATIONS DE DÉGIVRAGE ou des POSITIONS DE DÉGIVRAGE et PROCÉDURES)
- ÉLIMINATION DE LA GLACE SUR LES AILETTES DE SOUFFLANTE

Communications

En règle générale, les renseignements sur les communications d'une carte de procédure s'inscrivent dans le cadre de cinq systèmes décrits ci-après.

Système météo automatisé : Renseignements préenregistrés ou générés par ordinateur sur la météo ou le fonctionnement des aménagements. Les dispositifs de communication concernés comprennent : ATIS, AWOS, LWIS et AUTO.

Système des arrivées : Dispositifs pour obtenir les instructions d'arrivée et/ou l'autorisation d'approche en espace aérien inférieur contrôlé à 30 NM ou moins de l'aérodrome. Ils comprennent : CTR, ARR, TML, RADIO et PAR.

Système de tour : Dispositifs de communication visant les mouvements des aéronefs en vol près de l'aérodrome ou sur les pistes qui comprennent : TWR (tour), RADIO, UNICOM, APRT RADIO (radio d'aéroport) et TFC (trafic).

Système du sol : Dispositifs de communication visant les mouvements d'aéronefs sur les voies de circulation et autres aires de trafic à l'aérodrome. Si le service de système du sol est fourni par un dispositif du système de tour, il n'est pas mentionné à nouveau dans cet espace. Le service de délivrance des autorisations, s'il y en a un, fait partie du système du sol. Ces dispositifs comprennent : CLNC DEL (délivrance d'autorisations), AIRE DE TRAFIC, GND (sol), PAD CTL (contrôle d'hélisurface) et ICEMAN.

Système des départs : Dispositifs de communication les plus courants pour obtenir les instructions de départ ou de contrôle après le décollage dans l'espace aérien inférieur contrôlé dans un rayon de 30 NM de l'aérodrome. De plus, une RCO sur place servant au FISE apparaît lorsqu'il s'agit de la seule façon d'obtenir une autorisation IFR au sol avant le départ pour au moins une partie de la journée. Ces dispositifs comprennent : CTR, DEP, TML et RADIO.

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Ces cinq systèmes sont disposés dans l'ordre où le pilote les utilise lors de la phase d'arrivée ou de départ de façon à constituer la chaîne de communication des arrivées, d'une part, et la chaîne de communication des départs, d'autre part.

Chaîne de communication des arrivées	1. Système météo automatisé 2. Système des arrivées 3. Système de tour 4. Système du sol
Chaîne de communication des départs	1. Système météo automatisé 2. Système du sol 3. Système de tour 4. Système des départs

Les données de communication d'une carte de procédure, s'il y en a, s'inscrivent dans l'une des deux chaînes de communication ou dans l'un des éléments de celle-ci. S'il n'y a pas de données à un endroit donné, le bloc du système de communications est vide.

Carte STAR	Éléments 1, 2 et 3 de la chaîne de communication des arrivées
Carte de procédure d'approche aux instruments (IAP)	Totalité de la chaîne de communication des arrivées
Carte de stationnement ou de quai pour aéronefs (APD)	Éléments 1 et 2 de la chaîne de communication des départs
Carte de mouvements et de circulation au sol (GM)	Éléments 1, 2 et 3 de la chaîne de communication des départs
Carte d'aérodrome (AD) et carte d'héliport (HP)	Totalité de la chaîne de communication des départs
Carte SID et carte de procédure de départ (DP)	Éléments 3 et 4 de la chaîne de communication des départs

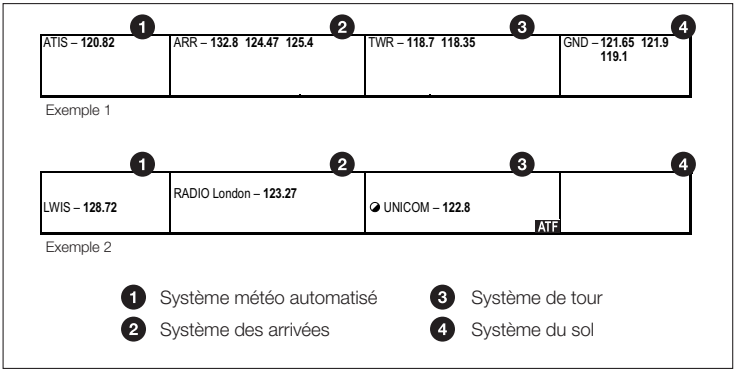
Si le nom de l'organisme de communications diffère de celui de l'aérodrome visé par la procédure, l'indicatif de l'organisme est indiqué (ex. : RADIO Edmonton, TWR City).

Si un organisme ou une fréquence n'est en service qu'une partie de la journée, son indicatif est précédé du symbole d'heures d'ouverture limitées (◔). Il faut consulter le CFS pour connaître ces heures. Tout organisme faisant appel à un équipement de composition est indiqué par le suffixe DRCO (DRCO).

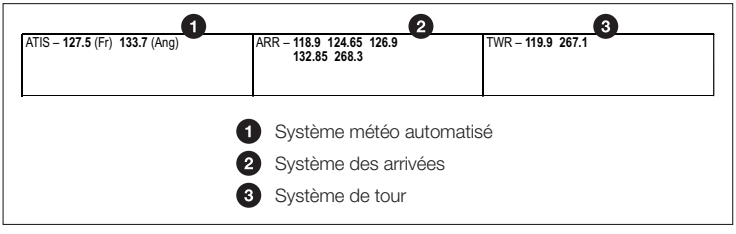
Si, dans le bloc du système de tour, la fréquence de TFC est aussi celle du UNICOM, il n'y a pas deux mentions distinctes : les diffusions obligatoires du trafic sont effectuées sur la fréquence spécifiée pour le UNICOM à moins d'indication contraire.

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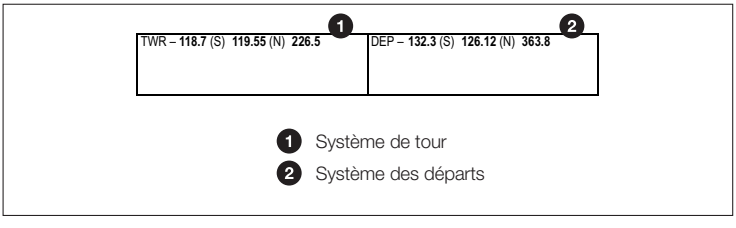
Carte IAP – Chaîne de communication des arrivées



Carte STAR – Chaîne de communication des arrivées



Carte SID – Chaîne de communication des départs



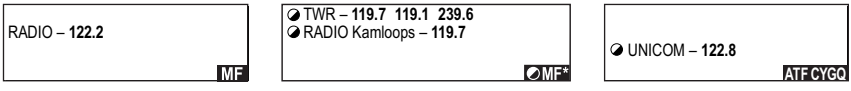
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Indication de zones ATF et MF

Un symbole dans le coin inférieur droit du bloc de système de tour indique qu'un aérodrome est jentouré d'une zone ATF ou MF; il peut s'accompagner d'autres symboles complémentaires. Ces symboles sont expliqués ci-dessous :

ATF	Zone ATF de dimensions standard (5 NM, 3000 pi AAE, [±100 pi]).
MF	Zone MF de dimensions standard (5 NM, 3000 pi AAE, [±100 pi]).
◐ATF ◐MF	Zone ATF ou MF pendant une partie de la journée seulement.
ATF* MF*	Zone ATF ou MF non standard (rayon autre que 5 NM, extension verticale autre que 3000 pi AAE [±100 pi]). Voir le CFS pour plus ample information.
ATF CYGQ MF CYAW	Ajout au symbole de l'ATF ou de la MF d'un indicatif à quatre lettres indiquant que le centre de la zone se trouve à un emplacement adjacent ayant cet indicatif.

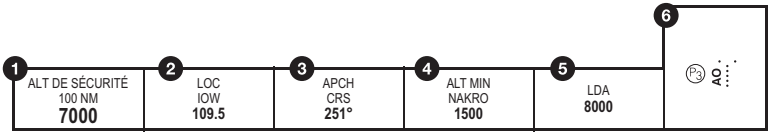
Exemples de systèmes de tour



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Résumé de l'approche

Le résumé de l'approche comprend six cases de renseignements présentant les éléments essentiels de la procédure d'approche.



1 Altitude de sécurité 100 NM	Valeur de l'altitude de sécurité dans un rayon de 100 NM.
2 Type de moyen de navigation	Indication du type de moyen de navigation servant au guidage latéral en approche finale. Si le guidage provient de l'un de deux types de moyen de navigation (carte combinée ILS, LOC et NDB), la case donne les renseignements sur le système le plus performant (LOC et non pas NDB). Dans le cas de procédures conventionnelles, le type de moyen de navigation, l'indicatif de la NAVAID et sa fréquence sont indiqués. S'il s'agit d'une approche RNAV sans ligne de minimums LPV ou LP, le terme RNAV est indiqué. Si LPV ou LP sont sur la carte, le terme « WAAS », le canal WAAS et l'indicatif du chemin de référence sont indiqués.
3 Trajectoire d'approche finale	Trajectoire du segment d'approche finale.
4 Altitude du FAF	Altitude de vérification de l'alignement de descente si la carte comporte une ligne de minimums ILS. En l'absence de minimums ILS mais s'il y a un FAF, altitude minimale de franchissement du FAF (altitude du segment intermédiaire). Case vide en l'absence de FAF.
5 Distance d'atterrissage utilisable	Distance d'atterrissage utilisable d'une piste après approche directe s'il existe une ligne de minimums d'approche directe. Si la carte d'approche n'indique que des minimums d'approche indirecte, voir la carte d'aérodrome pour les données pertinentes sur la LDA. Dans le cas d'une procédure d'approche pour hélicoptères, longueur et largeur ou diamètre de l'hélisurface.

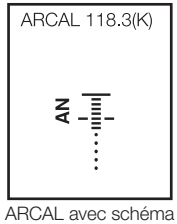
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❻ Balisage lumineux	Balisage lumineux applicable à la piste utilisée après une approche directe; il comprend le balisage lumineux de la zone de poser et les feux d'approche, ainsi que le PAPI ou le VASIS. Si la pente du PAPI ou VASIS n'est pas de 3º, elle est indiquée à côté du code de PAPI ou VASIS. Si la carte d'approche n'indique que des minimums d'approche indirecte et si les pistes sont équipées de systèmes de balisage lumineux, le texte « BALISAGE LUMINEUX : VOIR CARTE D'AÉRODROME » est affiché. Le terme ARCAL suivi ou non de « (J) » ou « (K) » est indiqué si un tel système est présent à l'aérodrome. Voir au besoin le CFS pour plus ample information sur l'usage de l'ARCAL de type J ou K. Un astérisque accompagnant un code de feux d'approche, d'ARCAL, de PAPI ou de VASI indique que le système n'est pas standard et qu'il faut consulter le CFS pour plus ample information. Lorsque la route vraie de la trajectoire d'approche finale est décalée par rapport à l'axe vrai de la piste, une flèche indique l'écart et la valeur de cet écart est affichée. À partir de la case de balisage lumineux, la flèche indiquant l'écart se place à droite ou à gauche de l'axe nord-sud du bloc afin d'afficher la position de l'aéronef en approche par rapport à l'axe de piste. La flèche de décalage n'est pas utilisée lorsque la procédure d'approche ne contient que des minimums d'approche indirecte. Dans le cas d'une procédure d'approche pour hélicoptères, seuls les renseignements sur l'ARCAL et le code de balisage sont indiqués.

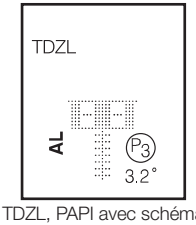
Exemples de cases de balisage lumineux



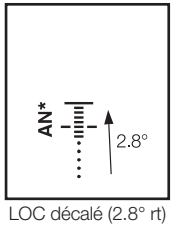
ARCAL sans schéma de balisage lumineux



ARCAL avec schéma de balisage lumineux



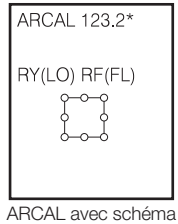
TDZL, PAPI avec schéma de balisage lumineux



LOC décalé (2.8° rt) avec schéma de balisage lumineux



Schéma de balisage lumineux d'approche indirecte



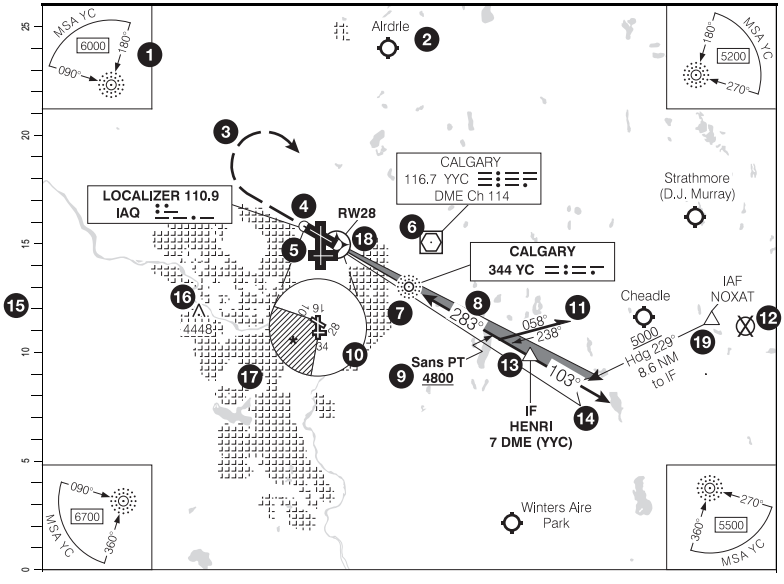
ARCAL avec schéma de balisage lumineux pour hélicoptère

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Vue en plan

La vue en plan de la procédure d'approche donne l'image à l'échelle de la procédure vue d'en haut. Les données sont tracées à l'échelle sauf s'il y a rupture d'échelle, auquel cas l'expression « NON À L'ÉCHELLE » est affichée.

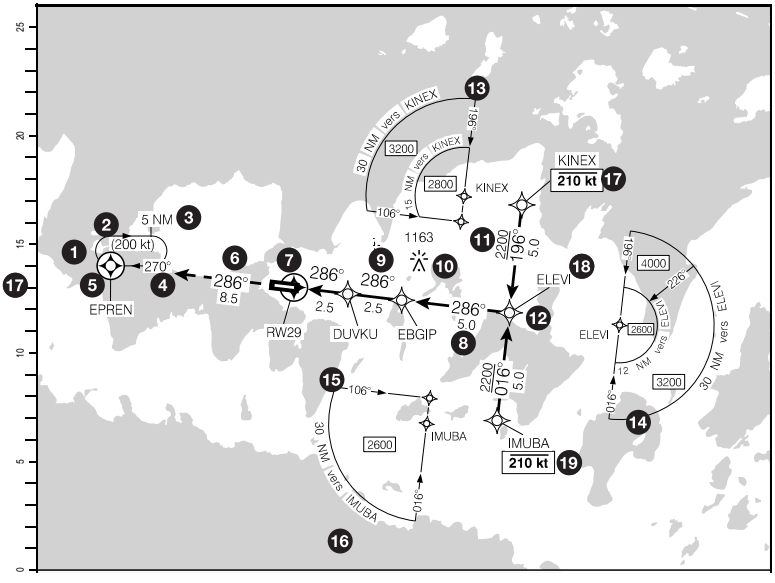
Exemple 1



1. Altitude minimale de secteur
2. Autre aérodrome terrestre
3. Trajectoire d'approche interrompue
4. NAVAID : Alignement de piste
5. Aérodrome principal
6. NAVAID : VOR/DME
7. NAVAID : NDB
8. Trajectoire d'approche finale
9. Virage conventionnel non requis
10. Restriction d'approche indirecte
11. Virage conventionnel
12. Aérodrome abandonné ou fermé
13. Symbole d'intersection
14. Alignement de piste avant
15. Échelle
16. Obstacle
17. Zone bâtie
18. Symbole de point de cheminement
19. Segment parcouru à l'estime

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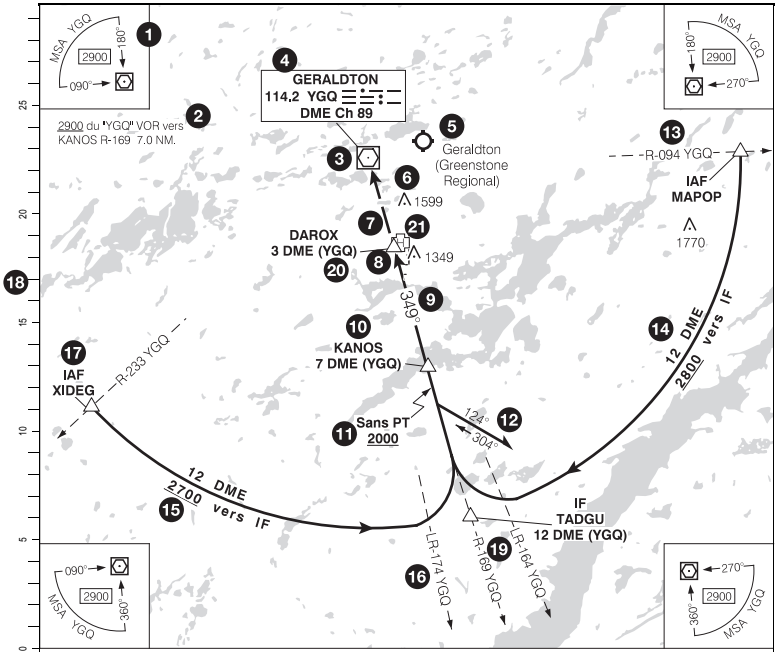
Exemple 2



1. Circuit d'attente ou de navette
2. Vitesse jugée maximale pour le circuit d'attente ou de navette
3. Longueur du segment du circuit d'attente
4. Route en rapprochement du circuit d'attente ou de navette
5. Point de cheminement survolé
6. Route d'approche interrompue
7. Aérodrome principal
8. Distance sur segment
9. Route du segment
10. Obstacle
11. Altitude minimale du segment
12. Point de cheminement anticipé
13. Zone de base droite de TAA
14. Zone d'approche directe de TAA
15. Zone de base gauche de TAA
16. Hydrographie
17. Échelle
18. Indicatif de point de cheminement
19. Restriction de vitesse indiquée

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Exemple 3



1. Altitude minimale de secteur
2. Note opérationnelle
3. NAVAID : VOR/DME
4. Indicatif de NAVAID et données connexes
5. Autre aérodrome terrestre
6. Obstacle
7. Route d'approche interrompue
8. Symbole d'intersection
9. Trajectoire d'approche finale
10. Indicatif et définition de l'intersection
11. Virage conventionnel non requis
12. Virage conventionnel
13. Radiale vers repère (ou relèvement)
14. Arc DME
15. Altitude minimale sur segment
16. Radiale de guidage (ou relèvement)
17. Repère d'approche initiale
18. Échelle
19. Radiale de trajectoire d'approche finale
20. Station DME de référence
21. Héliport d'hôpital

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Vitesses standard pour les segments

Dans le cas des procédures d'approche GNSS (qui comprennent les RNP AR), lorsque aucune restriction de vitesse n'est indiquée sur la vue en plan, les vitesses standard suivantes ont servi à l'élaboration des procédures.

Vitesses standard pour les segments LPV, LP, LNAV/VNAV, LNAV et RNP AR

Segment	Vitesse indiquée par catégorie d'aéronef (CAT)			
	A	B	C	D
De raccordement/de transition, initial, intermédiaire	150	180	250	250
Final	90	120	140	165
Approche interrompue	110	150	240	265

Pour un segment donné, lorsqu'une vitesse indiquée différente est utilisée pour la conception de la procédure d'approche, une restriction de vitesse apparaît sur la carte.

Vitesses maximales indiquées et évaluation de l'espaces aérien à protéger lors des circuits d'attente

La taille de l'espace aérien devant être protégé durant un circuit d'attente est directement proportionnelle à la vitesse de l'aéronef. Afin de limiter la superficie d'espace aérien à protéger, des vitesses maximales indiquées en nœuds (KIAS) ont été désignées pour des plages d'altitudes spécifiques. À moins d'indication contraire sur la carte, ou lorsqu'une montée dans le circuit d'attente est spécifiée, les circuits d'attente ont été évalués pour les vitesses indiquées dans le tableau suivant :

Vitesses maximales indiquées utilisées dans l'évaluation de l'espace aérien protégé pendant les circuits d'attente

Altitude (ASL)	Vitesse maximale (KIAS) évaluée pour les circuits
À 6 000 pi ou au-dessous	200
Au-dessus de 6 000 pi, jusqu'à et incluant 14 000 pi	230
Au-dessus de 14 000 pi	265
Montées en navette (toutes altitudes)	310

Une procédure de montée spécifiée pour un circuit d'attente publié (montée en navette) implique qu'une zone protégée additionnelle a été prévue afin de permettre une l'utilisation d'une vitesse de montée maximale de 310 KIAS aux aéronefs qui en ont besoin. Cependant, lorsqu'une vitesse maximale pour le circuit d'attente est publiée sur la carte, cette même vitesse s'applique également en tant que vitesse maximale pour la procédure de montée spécifiée.

Lorsqu'en espace aérien contrôlé, les pilotes doivent informer l'ATC immédiatement si, pour une raison quelconque, y compris la présence de turbulence, des vitesses supérieures à celles spécifiées ci-dessus s'imposent ou s'ils sont incapables d'exécuter une partie de la procédure d'attente.

La publication d'une vitesse liée à une procédure d'attente ou de navette n'élimine pas la responsabilité du pilote de se conformer aux obligations réglementaires.

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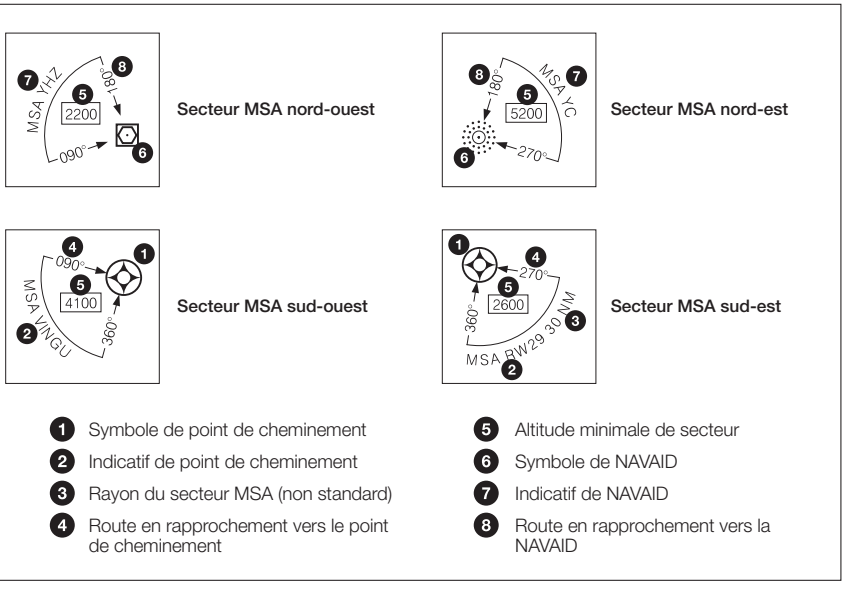
Altitude minimale de secteur

Quatre secteurs dans chaque coin de la vue en plan servent à indiquer l'altitude minimale de secteur (MSA), chacun étant délimité par une direction cardinale (090º, 180º, 270º, 360º) pointant vers la station ou le point de cheminement.

Les directions cardinales sont magnétiques dans le SDA et vraies dans le NDA. Le rayon d'un secteur est de 25 NM sauf indication contraire.

Dans le cas d'une approche RNAV, les quatre secteurs MSA sont identiques. Lorsque des zones terminales d'arrivée (TAA) pour une procédure RNAV sont indiquées sur la carte, les secteurs MSA ne sont pas affichés.

Les CYA, CYR et zones de dynamitage connues ne sont pas prises en considération dans la MSA; le pilote est donc tenu de s'en tenir à l'écart s'il y a lieu.



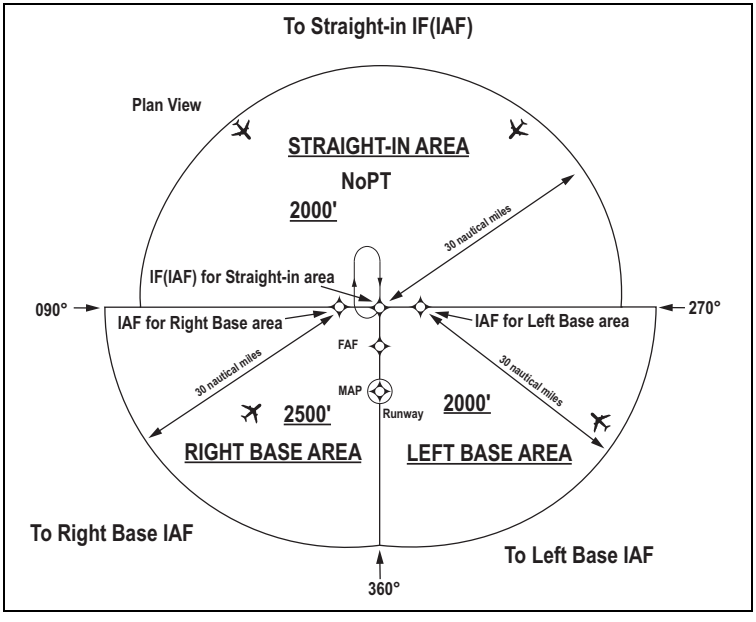
Zone terminale d'arrivée

Les secteurs MSA peuvent être remplacés par des zones terminales d'arrivée (TAA) lorsqu'une procédure d'approche RNAV satisfait à certains critères. On peut utiliser les TAA pour une approche ILS ou LOC lorsque la RNAV est l'unique méthode de navigation vers l'IF. Elles ne sont pas en général utilisées dans des zones où la circulation aérienne est dense. Une TAA procure une transition sans coupure de la structure en route à l'environnement terminal pour l'arrivée d'aéronefs équipés du GNSS.

Il y a trois TAA : la zone d'approche directe, la zone de base gauche et la zone de base droite. Chacune est orientée selon l'orientation de la procédure d'approche.

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Default TAA Arrival Areas



La zone d'approche directe est un demi-cercle de 30 NM de rayon ayant pour centre l'IAWPC/IWP. La partie rectiligne du demi-cercle dépend du prolongement des routes des segments d'approche initiale. La zone peut être divisée par d'autres arcs ou par des relèvements par rapport au centre du demi-cercle.

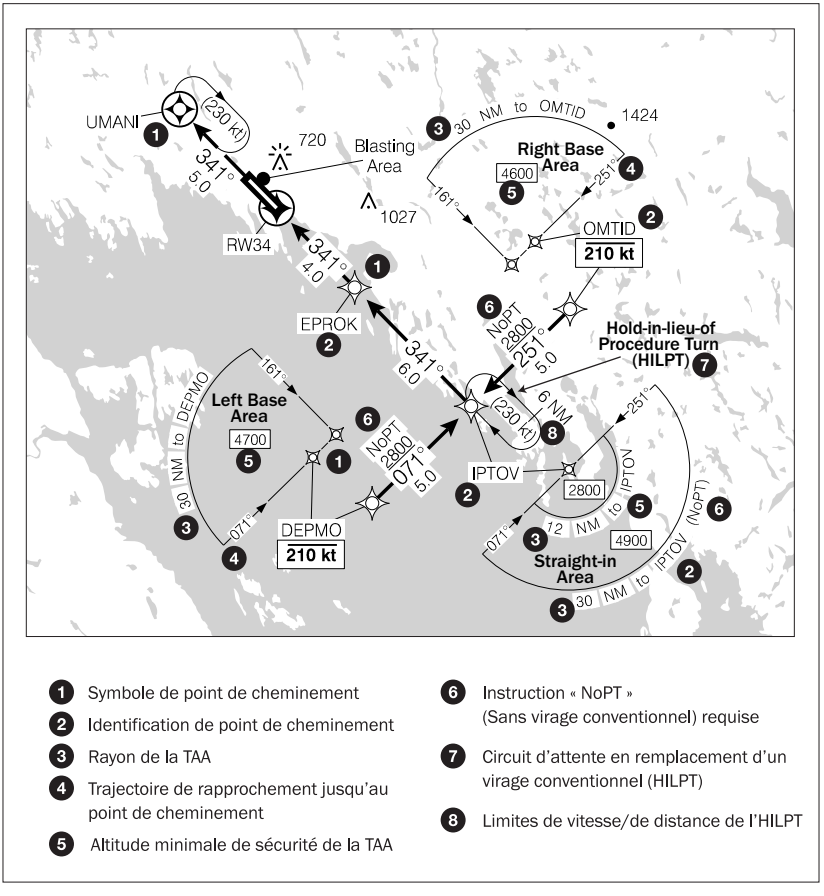
Chaque zone de base (gauche ou droite) est limitée par la limite rectiligne de la zone d'approche directe, la trajectoire d'approche finale et un arc de 30 NM de rayon dont le centre est l'IAWP associé. Cette zone peut se subdiviser en d'autres arcs.

Ces zones peuvent varier si la procédure d'approche s'écarte de l'approche en « T » standard.

La procédure sous-jacente à la TAA prend normalement la forme d'un « T » (aussi appelé « T de base »). Cette procédure comprend deux IAF plus un IF/IAF à double usage qui sert à la fois de repère d'approche intermédiaire et de repère d'approche initiale. La configuration en « T » passe de l'IF/IAF au repère d'approche finale (FAF) et ensuite au point d'approche interrompue (MAP). Les deux IAF servant d'étapes de base sont en général alignés selon une ligne droite perpendiculaire à la trajectoire intermédiaire pour se connecter à l'IF/IAF. Un circuit d'attente en remplacement d'un virage conventionnel (HILPT) est ancré à l'IF/IAF et est illustré à l'aide d'un symbole de circuit d'attente. Lorsque le HILPT est nécessaire à l'alignement de la trajectoire et/ou à la descente, l'IF/IAF à double usage sert d'IAF pendant l'entrée dans le circuit. Lorsque l'aéronef entre dans le HILPT et qu'il évolue sur une route ou dans un secteur « Sans PT » (sans virage conventionnel), le repère à double usage sert d'IF et représente le début du segment intermédiaire.

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TAA Legend



1. Symbole de point de cheminement
2. Identification de point de cheminement
3. Rayon de la TAA
4. Trajectoire de rapprochement jusqu'au point de cheminement
5. Altitude minimale de sécurité de la TAA
6. Instruction « NoPT » (Sans virage conventionnel) requise
7. Circuit d'attente en remplacement d'un virage conventionnel (HILPT)
8. Limites de vitesse/de distance de l'HILPT

Les altitudes minimales pour chaque zone ou subdivision de zone sont indiquées. Les altitudes TAA peuvent ne pas tenir compte de CYA, de CYR et des zones de dynamitage connues. Le pilote est donc tenu de s'en tenir à l'écart s'il y a lieu.

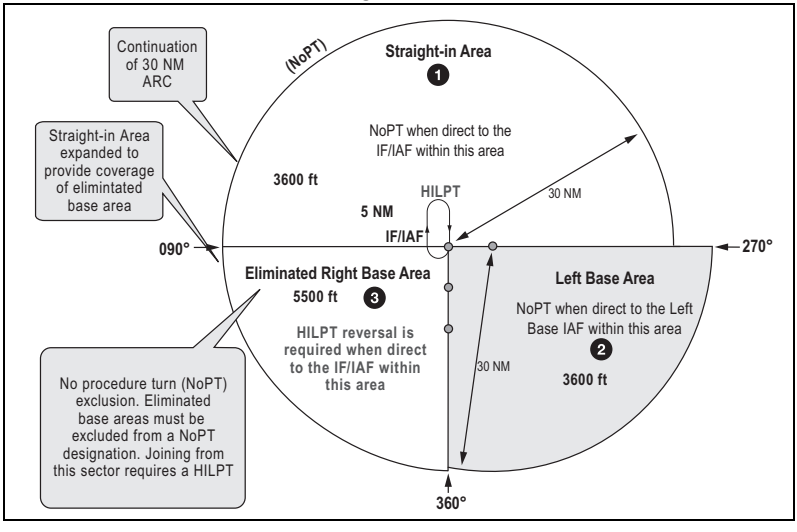
Les TAA peuvent être modifiées par rapport à leur taille et à leur forme standards pour satisfaire aux exigences opérationnelles ou ATC. Certaines zones peuvent être éliminées, tandis que d'autres peuvent être élargies (pour assurer la couverture de la zone éliminée). Le « T » de base peut être modifié au besoin pour tenir compte du relief et des besoins de l'ATC. Il peut ressembler à un « L » à l'envers ou à un « I ».

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Lorsqu'une TAA est éliminée, un aéronef peut devoir effectuer un circuit d'attente en remplacement d'un virage conventionnel (HILPT). Voir la figure ci-après :

1. On s'attend à ce que les pilotes des aéronefs qui évoluent dans la TAA entre un relèvement de 090 à 270 (dans le sens des aiguilles d'une montre) par rapport à l'IF/IAF se rendent directement vers l'IF/IAF et n'exécutent pas d'inversion de cap ❶.
2. Aucun HILPT n'est requis dans la zone d'étape de base gauche (entre un relèvement de 270 à 360 [dans le sens des aiguilles d'une montre] par rapport à l'IAF de l'étape de base gauche) si l'aéronef se rend directement vers l'IAF de l'étape de base gauche ❷.
3. On s'attend à ce que les pilotes des aéronefs qui évoluent dans la TAA entre un relèvement de 360 et de 090 (dans le sens des aiguilles d'une montre) par rapport à l'IF/IAF procèdent directement à l'IF/IAF et exécutent une inversion de cap HILPT afin de bien aligner l'aéronef pour qu'il puisse entamer le segment intermédiaire ou éviter un taux de descente excessif ❸.

TAA with Right Base Eliminated



Notes :

- Si un aéronef effectue une approche par rapport à un relèvement qui se trouve sur la limite d'un secteur, on s'attend à ce que le pilote suive la règle « NoPT » à moins qu'il ne reçoive d'autres instructions de l'ATC..
- Les TAA conçues précédemment n'illustrent pas l'instruction « NoPT ».

ATTENTION : Les TAA conçues précédemment ne comprenaient pas et n'illustreront pas l'HILPT à l'IF/IAF. Lorsque aucun HILPT n'est illustré, le circuit d'attente associé n'a pas été évalué. Au besoin, toute inversion de cap doit être accomplie dans la zone d'approche directe à l'altitude de secteur illustrée ou plus haut.

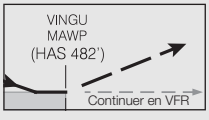
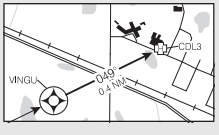
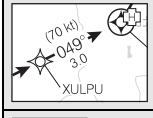
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Notes opérationnelles

Seules les notes opérationnelles requises pour la procédure d'approche sont indiquées.
Si possible, le contenu d'une note opérationnelle est incorporé dans l'illustration de la procédure à l'aide des méthodes décrites ci-dessous et par d'autres symboles figurant dans le CAP général.

AUTORISATION REQUISE	Une autorisation spéciale de Transports Canada est requise pour effectuer des approches RNP AR au Canada. Pour de plus amples renseignements, consulter la circulaire d'information no 700-024 de Transport Canada.
LOC SEULEMENT SANS GP	Carte de procédure fondée sur un alignement de piste à laquelle aucun alignement de descente n'est associé.
◕ **Calage altimétrique**	Pendant une partie de la journée, calage d'altimètre local non disponible et absence de RASS.
Disponibilité calage alti. limitée. Appeler l'exploitant indiqué dans le CFS avant le vol pour vérifier si calage disponible à l'arrivée.	Capacité de transmission du calage altimétrique limitée à une partie de la journée.
Baro VNAV non autorisé lorsque la source de calage altimétrique utilisée est éloignée	Si un calage altimétrique éloigné est fourni à temps partiel pour une approche contenant des minimums LNAV/VNAV, ces minimums pour un vol Baro VNAV ne doivent pas être autorisés lorsque le calage altimétrique éloigné est utilisé. L'utilisation de Baro VNAV n'est pas permise avec une source de calage altimétrique éloignée.
Baro VNAV non auth	L'approche LNAV/VNAV n'est pas autorisée pour les aéronefs qui utilisent les systèmes Baro VNAV.
Aérodrome évalué pour les aéronefs ayant une envergure inférieure à 79'. **Aérodrome évalué pour les aéronefs ayant une envergure inférieure à 118'.** **Approche indirecte vers piste 08 interdite car surfaces pour vol à vue non évaluées.**	L'exploitant d'un aérodrome non certifié doit produire une attestation en cas d'IAP publiée(s) dans le CAP ou le RCAP ayant des minimums inférieurs à 500 pieds. Si l'exploitant de l'aérodrome a produit une attestation visant la (les) piste(s), une note indique pour quelle envergure maximale cette (ces) piste(s) a (ont) été évaluée(s) de façon à aviser le pilote qui effectue une procédure d'approche aux instruments que l'espace aérien dégagé pour le segment visuel de la procédure satisfait aux critères de sécurité pour les aéronefs ayant cette envergure. Cet avis relie la procédure à l'aérodrome et donne au pilote le moyen de prendre une décision éclairée quant à l'utilisation de cette procédure. Si l'une des pistes n'est pas visée par l'attestation, une note indique qu'une approche indirecte vers cette piste n'est pas autorisée.
3300 de "YXE" VOR à SASOD R-137 5.2 NM.	Une note opérationnelle permet d'éviter que l'illustration d'une transition encombre la carte.
CATÉGORIE LNAV/VNAV (min. -37°C, max. 46°C) LNAV APPROCHE INDIRECTE **AUTORISATION REQUISE** (min. -20° C) (max. 54° C)	Lorsque des minimums LNAV/VNAV ou RNP AR sont inclus, une limite de température est indiquée et donne la plage de température à l'extérieur de laquelle la procédure (LNAV/VNAV ou RNP AR) n'est pas autorisée pour les systèmes Baro VNAV sans compensation.

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RF requis	Certains aéronefs équipés pour la RNAV ne sont pas capables d'effectuer des transitions par arc jusqu'au repère. C'est pourquoi, lors de l'élaboration de procédures à partir de ce type de segment, il est nécessaire d'indiquer que la procédure (ou une transition spécifique de la procédure) nécessite une capacité RF.
Approche simultanée autorisée RWY 06L **Approche simultanée autorisée avec ILS RWY 05, RNAV (RNP) Y RWY 26** **Procédure LNAV non autorisée durant les opérations simultanées**	Utilisée lorsque la procédure d'approche est autorisée pour usage durant des opérations d'approche simultanée avec le recours à toutes les procédures ILS et (ou) RNAV pour une piste parallèle donnée. Utilisée lorsque la procédure d'approche est autorisée pour certaines opérations d'approche parallèle, mais non toutes les procédures ILS et (ou) RNAV pour une piste parallèle donnée. Actuellement, les opérations simultanées sur pistes parallèles ne sont soutenues que par des procédures d'approche ILS et RNAV APV. Cette note sera publiée lorsque les procédures RNAV (GNSS) comportant des minimums de LNAV publiées sur la même carte comportant des minimums de LPV ou de LNAV/VNAV sont autorisées pour usage durant les opérations d'approche simultanée.
Piste 14/32 non évaluée pour approche indirecte.	La piste indiquée et les positions de ses seuils n'ont pas servi à l'élaboration de la zone d'approche indirecte ni à l'évaluation des obstacles. Néanmoins, une approche indirecte dans un secteur donné est permise sauf indication contraire dans le schéma des restrictions de l'approche.
ATTENTION : Cette procédure chevauche les procédures de Points North Landing (CYNL).	Un segment de l'approche initiale, intermédiaire, finale ou interrompue chevauche une procédure à un autre aérodrome et se trouve en espace aérien non contrôlé de classe G.
Procédure près des limites de la ouverture du WAAS. Des pannes occasionnelles pourraient survenir.	Lorsqu'il est prévu que la couverture WAAS soit faible ou non disponible à un aérodrome, aucune procédure d'approche fondée sur le WAAS n'est habituellement désignée. Toutefois, aux aérodromes près des limites des zones de couverture WAAS, pour lesquels des lignes de minimum LNAV/VNAV fondées sur le WAAS, LPV ou LP ont été publiées, les pilotes seront avisés que des pannes occasionnelles peuvent survenir au moyen d'une note sur le tableau.
 	Une ligne grise sous la trajectoire d'approche interrompue de la vue de profil et la note opérationnelle « Continuer en VFR » font référence au « point dans l'espace » d'une procédure d'approche pour hélicoptères. Dans ce cas, l'alternative suivante se présente au pilote arrivé au point d'approche interrompue : • continuer en VFR jusqu'au lieu d'atterrissage; • effectuer la procédure d'approche interrompue. Le relèvement et la distance du lieu d'atterrissage par rapport au MAP sont indiqués sur la carte connexe d'approche visuelle. Cette information sur le relèvement et la distance n'indique pas la trajectoire de vol requise ou la direction de l'approche vers le lieu d'atterrissage. Elle détermine simplement l'endroit où se situe le lieu d'atterrissage par rapport au point où le pilote accepte le vol VFR (c'est-à-dire le point d'approche interrompue (MAP)).
	Lorsqu'une procédure pour hélicoptères l'exige, la limite de vitesse en approche interrompue est indiquée sur le segment pertinent de la vue en plan.
	Dans le cas d'une approche pour hélicoptères avec point dans l'espace, la hauteur de la MDA au-dessus du relief ou de la surface à 5200 pi ou moins du MAP est indiquée dans la vue de profil. Cette hauteur s'appelle la hauteur au-dessus de la surface (HAS).

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Angle de descente constant

La technique de l'angle de descente constant (CDA) permet de parcourir le segment d'approche finale en effectuant une descente continue à partir de l'altitude de passage du repère d'approche finale ou d'une altitude supérieure. Les renseignements de CDA s'ajoutent à ceux de l'approche de non-précision; la responsabilité de décider comment les utiliser en vol relève du pilote. Bien que l'angle de descente constant tienne compte des altitudes minimales de segment entre le repère intermédiaire et le point d'arrivée à la MDA, le pilote est toujours responsable de veiller à respecter toute altitude minimale.

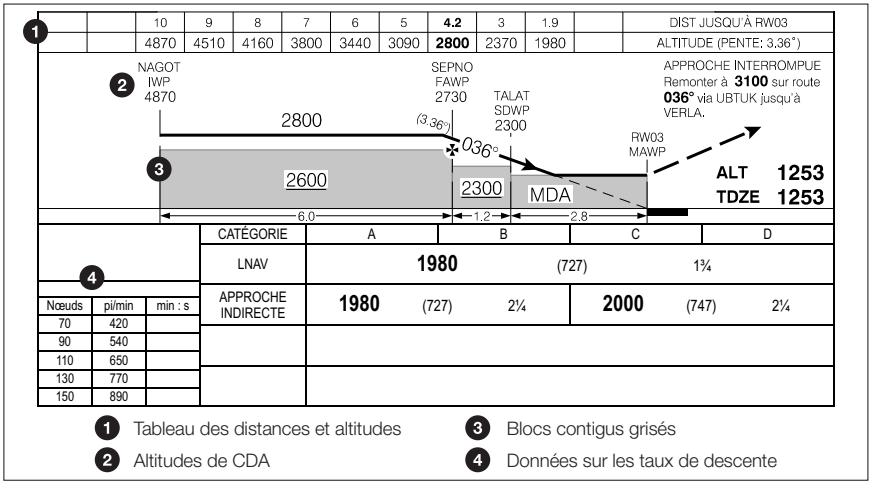
L'angle de descente constant est projeté :

- d'un point situé normalement à 50 pi au-dessus du seuil aligné de la piste dans le cas des procédures satisfaisant aux exigences d'alignement d'approche directe;
- d'un point situé à 50 pi au-dessus de l'altitude de l'aérodrome et par le travers de la première surface d'atterrissage utilisable dans le cas de procédures d'approche indirecte seulement, ne satisfaisant pas aux exigences d'alignement; ou
- de la MDA la plus basse au point d'approche interrompue dans le cas de procédures d'approches vers un point dans l'espace servant aux hélicoptères.

La description du CDA comprend les trois éléments suivants :

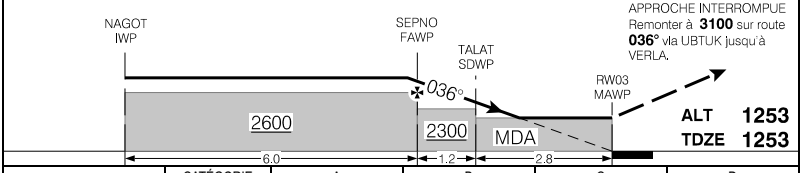
- un tableau des distances et des altitudes;
- l'indication des altitudes de CDA aux repères dans la vue de profil;
- des données sur les taux de descente.

Toute carte de procédure d'approche de non-précision (sans guidage vertical) qui satisfait aux critères de NAV CANADA pour la description des renseignements sur le CDA présente ces renseignements. Ceci s'applique aux procédures d'approche de non précision combinées sur une même carte avec une procédure d'approche de précision (ex. : NDB et LOC avec une ILS). Les renseignements sur le CDA n'apparaissent pas sur la carte si la procédure ne satisfait pas aux critères de NAV CANADA pour la description des renseignements sur le CDA.



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Approche RNAV sans données de CDA



	CATÉGORIE	A	B	C	D
	LNAV	1980 (727) 1¾			
Nœuds / pi/min / min : s	APPROCHE INDIRECTE	1980 (727) 2¼		2000 (747) 2¼	
70					
90					
110					
130					
150					

RNAV (GNSS) PISTE 03 CYYE
EFF 18 OCT 12

Tableau des distances et altitudes

Le tableau des distances et altitudes énonce l'altitude en fonction d'une distance donnée le long d'une pente à angle de descente constant à l'endroit spécifié.

		10	9	8	7	6	5	4,2	3	1,9		DIST JUSQU'À RW03
		4870	4510	4160	3800	3440	3090	**2800**	2370	1980		ALTITUDE (PENTE: 3,36°)

Exemple 1

14,8	12	11	10	9	8	7	5,6	5	4	3	2	1,0	DIST JUSQU'À DME (IHZ)
5140	4250	3930	3610	3290	2970	2660	**2200**	2020	1700	1380	1060	740	ALTITUDE (PENTE: 3,00°)

Exemple 2

1. Première altitude
2. Altitude de descente initiale
3. Dernière altitude
4. Référence pour les distances
5. Angle de descente constant
6. Distance
7. Altitude de CDA

La première altitude correspond à la distance entre la référence et l'un des points suivants :

- l'IWP dans le cas d'une approche RNAV;
- le virage conventionnel dans le cas d'une procédure classique avec un tel virage;
- l'IF indiqué sur la carte dans le cas d'une procédure classique sans virage conventionnel.

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La dernière altitude est la MDA la plus basse sur une approche de non-précision; la distance est celle où se trouve cette MDA sur la pente à angle de descente constant.

La distance et l'altitude en caractères gras correspondent à l'altitude de descente initiale. Cette distance est celle où se trouve la plus haute altitude du segment d'approche initiale sur la pente à angle de descente constant. Si cette distance et cette altitude se trouvent après le FAF, cette altitude est augmentée pour qu'elle soit égale à l'altitude de franchissement du FAF arrondie à la centaine de pieds supérieure. La distance connexe est alors celle où se trouve cette altitude sur la pente à angle de descente constant.

La référence pour les distances est celle indiquée dans le tableau. Cette référence est habituellement le MAP ou le MAWP. Si la procédure requiert l'usage du DME, la référence de distance est la source indiquée des données DME.

À l'exception de la première et de la dernière altitude ainsi que de l'altitude de descente initiale, toutes les distances du tableau sont des valeurs entières de milles marins à intervalles d'un mille. Si l'espace est insuffisant, l'intervalle peut être augmenté mais jamais à plus de trois milles. Certaines valeurs peuvent être sautées si la valeur adjacente se situe à 0,5 NM ou moins.

L'angle de descente constant (ou « pente »), est également indiqué dans le tableau. Celui-ci est orienté de gauche à droite ou de droite à gauche de façon qu'il corresponde à l'orientation de la vue de profil.

Altitudes de CDA indiquées aux repères dans la vue de profil

Dans la vue de profil, toute altitude de CDA est recommandée (et n'est pas soulignée). Les altitudes minimales de segment sont soulignées et illustrées à l'aide de blocs grisés contigus. La vue de profil affiche l'altitude de descente initiale au-dessus du niveau de la ligne de trajectoire de vol avant le point de descente sauf si un virage conventionnel est illustré. Dans ce cas, le symbole du virage de procédure de la vue de profil est affiché et l'altitude est soulignée pour indiquer qu'il s'agit d'une altitude minimale.

Les autres altitudes de CDA sont indiquées à chaque repère dans la vue de profil. Si une procédure d'approche de non-précision figure sur la même carte qu'une procédure d'approche ILS, l'altitude de vérification de l'alignement de descente de l'ILS sert d'altitude de CDA au repère visé.

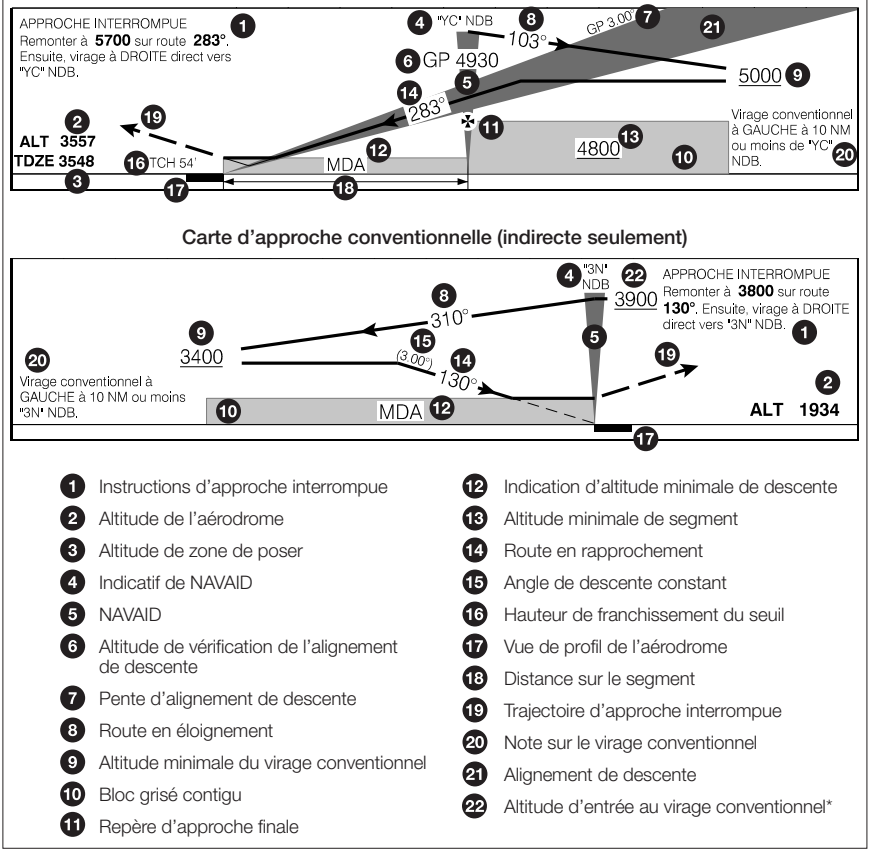
Données sur les taux de descente

Une carte de procédure qui affiche le CDA présente des données de taux de descente correspondant au CDA indiqué. Ces données sont les taux de descente en pieds par minute correspondant à certaines valeurs de vitesse-sol.

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Vue de profil

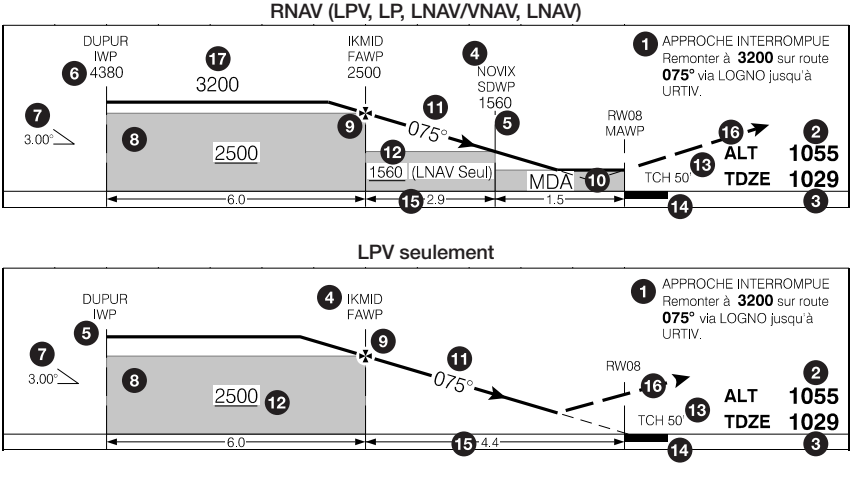
L'orientation de la vue de profil sur la carte correspond à la direction prédominante de la procédure d'approche.



1. Instructions d'approche interrompue
2. Altitude de l'aérodrome
3. Altitude de zone de poser
4. Indicatif de NAVAID
5. NAVAID
6. Altitude de vérification de l'alignement de descente
7. Pente d'alignement de descente
8. Route en éloignement
9. Altitude minimale du virage conventionnel
10. Bloc grisé contigu
11. Repère d'approche finale
12. Indication d'altitude minimale de descente
13. Altitude minimale de segment
14. Route en rapprochement
15. Angle de descente constant
16. Hauteur de franchissement du seuil
17. Vue de profil de l'aérodrome
18. Distance sur le segment
19. Trajectoire d'approche interrompue
20. Note sur le virage conventionnel
21. Alignement de descente
22. Altitude d'entrée au virage conventionnel*

* Lorsqu'un virage conventionnel apparaît sur une carte, l'aéronef doit maintenir l'altitude jusqu'au passage du repère de virage conventionnel sur sa trajectoire en éloignement, ou qu'il franchit par le travers le repère de virage conventionnel puis poursuit sa trajectoire en éloignement.

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1. Instructions d'approche interrompue
2. Altitude de l'aérodrome
3. Altitude de zone de poser
4. Indicatif du point de cheminement
5. Intersection ou point de cheminement du profil
6. Altitude de CDA
7. Angle de trajectoire verticale
8. Bloc grisé contigu
9. Repère d'approche finale
10. Indication d'altitude minimale de descente
11. Route en rapprochement
12. Altitude minimale de segment
13. Hauteur de franchissement du seuil
14. Vue de profil de l'aérodrome
15. Distance sur le segment
16. Trajectoire d'approche interrompue
17. Altitude de descente initiale

RASS

Si l'exécution de la procédure d'approche fait appel à un calage RASS en tout temps ou une partie de la journée, l'une des indications suivantes est affichée.

Utiliser CYND.	Minimums de procédure adaptés à l'utilisation d'un calage RASS. Utiliser le calage de l'aménagement indiqué.
◕ Utiliser CYND.	Calage de l'aménagement indiqué disponible pendant une partie de la journée seulement.
Lorsque CYND est utilisé ajouter **160'**.	Ajout d'un facteur de correction pour calage RASS si le calage altimétrique local n'est pas disponible. Le pilote doit ajouter ce facteur aux altitudes minimales des segments intermédiaire, d'approche finale et d'approche interrompue.
◕ Lorsque CYND est utilisé ajouter **160'**.	Calage de l'aménagement indiqué disponible pendant une partie de la journée seulement.
Lorsque CYND est utilisé ajouter **160'**. Les minimums d'approche indirecte s'appliquent.	En raison du dépassement de la pente de descente du segment final en cas d'application du facteur de correction pour calage RASS, seuls les minimums d'approche indirecte s'appliquent si ce calage est utilisé.

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Minimums

La case des minimums d'une carte des procédures d'approche donne, en regard d'un ou de plusieurs moyens de navigation, les altitudes (MDA ou DA) ou hauteurs (HAA, HAT, HATh ou DH) connexes ainsi que les visibilités recommandées pour chaque catégorie d'aéronef. Dans le cas d'une approche directe vers une piste avec capteur RVR et d'une visibilité recommandée d'un mille terrestre (SM) ou moins, cette visibilité s'accompagne d'une valeur de RVR en plus des milles terrestres.

Case des minimums pour approches ILS, LOC, NDB et indirecte

(1) CATÉGORIE	A	B	C	D
(2) ILS (4)	(5) 3750	(6) (202)	(7) ½ RVR 26 (8)	
(2) LOC	(9) 4000	(10) (452)	1 RVR 50	
(2) NDB	4040	(492)	1 RVR 50	
(3) APPROCHE INDIRECTE	* (11) 4060 (12) (503) (13) 1½		* 4060 (503) 2	* 4160 (603) 2

Case des minimums pour approches LPV, LNAV/VNAV, LNAV et indirecte

(1) CATÉGORIE	A	B	C	D
(2) LPV (4)	(5) 1310	(15) (255)	(7) 1	
(2) LNAV/VNAV (min. -37°C) (14)	(5) 1420	(15) (365)	1	
(2) LNAV	(9) 1420	(16) (365)	1	
(3) C APPROCHE INDIRECTE (17)	1560 (12) (505) (13) 1½		1560 (505) 2	1700 (645) 2

Case des minimums pour approche LPV seulement

(1) CATÉGORIE	A	B	C	D
(2) LPV (4)	(5) 1310	(15) (255)	(7) 1	

(1) Catégorie d'aéronef
(2) Minimums d'approche directe
(3) Minimums d'approche indirecte
(4) Type de moyen de navigation
(5) Altitude de décision
(6) Hauteur de décision
(7) Visibilité recommandée (SM)
(8) Visibilité recommandée (RVR)
(9) Altitude minimale de descente
(10) Hauteur au-dessus de la zone de poser
(11) Référence de restriction d'approche indirecte
(12) Altitude minimale de descente en approche indirecte
(13) Hauteur au-dessus de l'aérodrome
(14) Limitation de température (applicable aux systèmes Baro VNAV non compensés)
(15) Hauteur de décision ou hauteur au-dessus du seuil
(16) Hauteur au-dessus de la zone de poser ou hauteur au-dessus du seuil
(17) Application des rayons agrandis d'approche indirect

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Les moyens de navigation additionnels, outre celui indiqué dans le nom de la procédure, sont indiqués dans les lignes de minimums.

- ILS/DME
- LOC/DME
- LNAV/VNAV
- LPV

Une ligne de minimums LP indique qu'il s'agit d'une procédure d'approche de non-précision (sans guidage vertical) RNAV fondée sur le WAAS.

Les minimums d'une procédure d'approche indirecte indiqués sur la carte, tels que ceux visant le point d'approche interrompue, sont toujours fondés sur les éléments de non-précision de la carte. Si la procédure ne comporte pas d'approche de non-précision, il n'y a pas de minimums d'approche indirecte. Ces minimums (MDA), lorsqu'il y en a, sont en règle générale égaux ou supérieurs à ceux de toute approche de non précision illustrée sur la même carte. Dans de rares cas, les minimums d'approche indirecte peuvent être inférieurs à ceux de l'approche directe LNAV/VNAV en raison de l'application de critères de conception des procédures.

Les aires protégées d'approche indirecte créées avant 2020 utilisent les rayons figurant dans le tableau ci après. Les approches qui utilisent les aires normalisées d'approche indirecte se reconnaissent par **l'absence** du symbole C sur la ligne des minimums d'approche indirecte.

Rayons normalisés d'approche indirecte

MDA d'approche indirecte en pieds MSL	Catégorie d'approche et rayon d'approche indirecte (NM)				
	CAT A	CAT B	CAT C	CAT D	CAT E
Toutes les altitudes	1.3	1.5	1.7	2.3	4.5

Les aires protégées d'approche indirecte créées à compter de 2020 utiliseront un rayon basé sur la catégorie de l'aéronef ainsi que sur l'altitude de la MDA d'approche indirecte, de sorte à tenir compte des augmentations de la vitesse vraie selon l'altitude. Le tableau ci-après présente les valeurs de rayon pour chaque catégorie d'aéronef à l'intérieur de cinq plages d'altitudes. Les approches qui utilisent les aires agrandies d'approche indirecte se reconnaissent par **la présence** du symbole C sur la ligne des minimums d'approche indirecte.

Rayons agrandis d'approche indirecte

MDA d'approche indirecte en pieds MSL	Catégorie d'approche et rayon d'approche indirecte (NM)				
	CAT A	CAT B	CAT C	CAT D	CAT E
1 000 ou moins	1.3	1.7	2.7	3.6	4.5
1 001 à 3 000	1.3	1.8	2.8	3.7	4.6
3 001 à 5 000	1.3	1.8	2.9	3.8	4.8
5 001 à 7 000	1.3	1.9	3.0	4.0	5.0
7 001 à 9 000	1.4	2.0	3.2	4.2	5.3

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La certification d'un aéronef ne s'applique qu'à une seule catégorie d'approche. Il peut arriver qu'une approche rapide nécessite l'usage des minimums d'une catégorie supérieure, mais jamais un aéronef ne doit évoluer aux minimums d'une catégorie d'approche plus lente. Par exemple, un aéronef de catégorie C ne peut pas utiliser les minimums de la catégorie B. Si toutefois l'aéronef tombe dans une catégorie supérieure en raison de la nécessité d'adopter une vitesse d'approche plus élevée, alors il faut utiliser les minimums de la catégorie supérieure en question. Les catégories sont indiquées ci-après. La catégorie E ne figure pas sur les cartes civiles d'approche.

Catégorie	A ou COPTER	B	C	D	E
Vitesse	Jusqu'à 90 kt (tout giravion)	91 à 120 kt	121 à 140 kt	141 à 165 kt	plus de 165 kt

Seuls les minimums autorisés dans le cadre de la procédure d'approche sont affichés. L'absence de minimums pour un type de navigation donné (LNAV/VNAV, approche indirecte, etc.) indique que la procédure connexe n'est pas autorisée.

Lorsque des minimums LNAV/VNAV ou RNP AR sont inclus, une limite de température est indiquée. Elle donne la plage de température à l'extérieur de laquelle la procédure (LNAV/VNAV ou RNP AR) n'est pas autorisée lorsqu'un système Baro VNAV sans compensation est utilisé.

Taux et durée de la descente

Les taux et durées de descente en fonction des vitesses-sol sont affichés au besoin.

(1) NDB "YC" au MAP 4.2 NM		
Nœuds	pi/min	min : s
(2) 70	(3) 370	**3:36** (4)
90	480	**2:48**
110	580	**2:17**
130	690	**1:56**
150	800	**1:41**

1. Énoncé de distance
2. Vitesse-sol
3. Taux de descente
4. Chronométrage

Le taux de descente, en pieds par minute, est affiché lorsque des données de CDA sont affichées; il correspond à la pente de la descente à angle constant.

La durée de la descente apparaît lorsque un MAP conventionnel défini par une distance par rapport au FAF figure dans l'approche. La durée du parcours du MAP au FAF, en minutes et secondes, est calculée à partir de la vitesse-sol et de la distance connues.

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Carte d'approche pour hélicoptères seulement

Une carte d'approche pour hélicoptère comporte quelques différences par rapport à la carte d'approche générique.

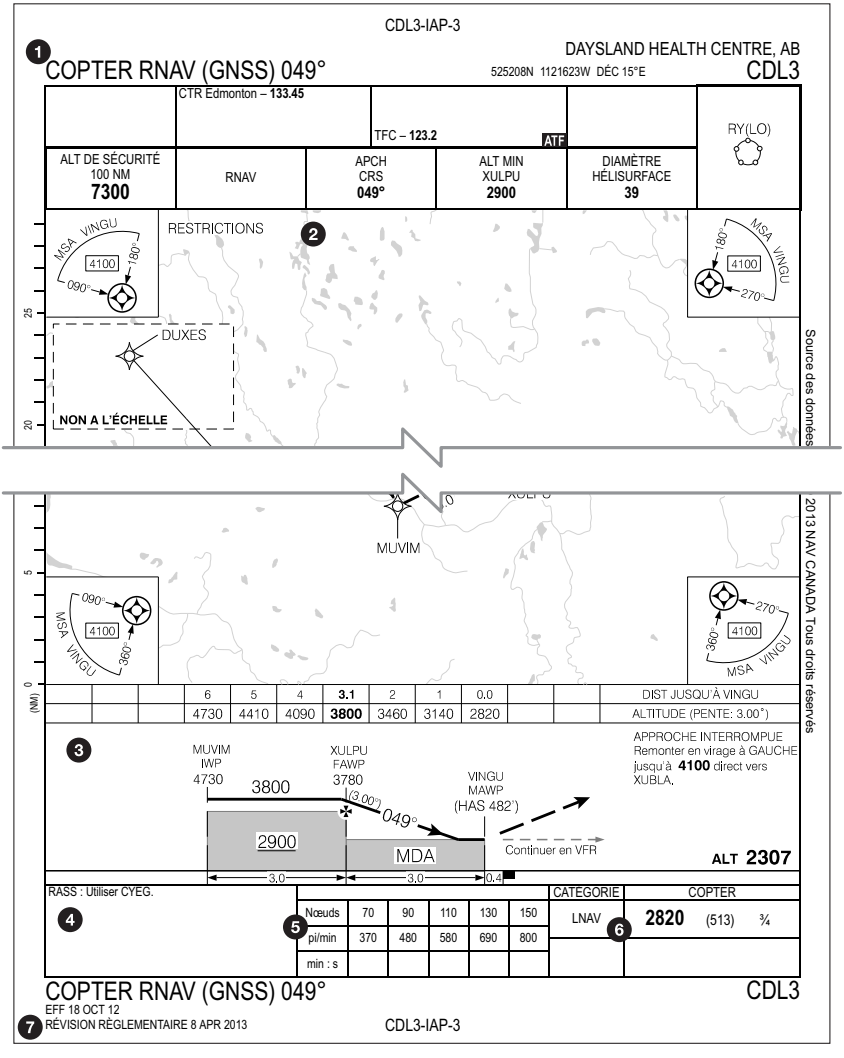
1. L'indicatif d'une procédure pour hélicoptères seulement est toujours précédé du préfixe « COPTER ». S'il ne s'agit pas d'une procédure d'approche vers une piste, l'indicatif comprend la trajectoire d'approche finale au lieu du numéro de piste.

   Ex. : COPTER RNAV (GNSS)

2. La seule catégorie indiquée sur la carte d'approche pour hélicoptères seulement est la catégorie « COPTER », qui correspond à la catégorie A.
3. Aucun minimum d'approche indirecte n'est affiché sur une carte de procédure d'approche pour hélicoptères seulement.
4. Une procédure d'approche d'hélicoptère vers un point dans l'espace est indiquée à l'aide de la note « Continuer en VFR » sous la ligne grise illustrant la trajectoire d'approche interrompue dans la vue de profil. La note signifie que le pilote qui arrive au MAP doit continuer en VFR jusqu'à l'aire d'atterrissage ou effectuer l'approche interrompue indiquée dans la procédure. Le relèvement et la distance du MAP à l'aire d'atterrissage apparaissent sur la carte d'approche visuelle connexe. Cette information sur le relèvement et la distance n'indique pas la trajectoire de vol requise ou la direction de l'approche vers le lieu d'atterrissage. Elle détermine simplement l'endroit où se situe le lieu d'atterrissage par rapport au point où le pilote accepte le vol VFR (c'est-à-dire le point d'approche interrompue (MAP)).
5. La vue de profil d'une procédure d'approche d'hélicoptère vers un point dans l'espace affiche au MAP une valeur de HAS. La HAS est la hauteur de la MDA au-dessus du relief le plus élevé dans un rayon de 5200 pi du MAP.
6. Dans le cas d'une approche RNAV (GNSS) pour hélicoptère seulement :
   - La vitesse indiquée normalisée pour les segments de raccordement/de transition, initial ou intermédiaire est de 140 kt.
   - La vitesse indiquée maximale sur les segments d'approche finale et d'approche interrompue, en l'absence d'indication de valeur différente, est de 90 kt; une valeur n'est indiquée que si elle diffère de 90 kt. La limite en approche interrompue s'applique jusqu'à ce que l'hélicoptère soit sur la trajectoire en rapprochement vers la limite d'autorisation d'approche interrompue.
   - Le mode approche doit être armé 30 NM avant le HRP/ARP.
7. Toutes les procédures pour hélicoptères seulement dont le MAP ne coïncide pas avec un seuil de piste sont accompagnées d'une carte d'approche visuelle.

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Carte Copter



1. Indicatif de la procédure
2. Vue en plan
3. Vue de profil
4. Renseignements sur la RASS
5. Taux et durée de descente
6. Renseignements sur les minimums
7. Date de l'examen réglementaire
   (Procédures aux instruments restreintes seulement)

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Carte d'approche visuelle

Il existe une carte d'approche visuelle dans l'un des deux cas :

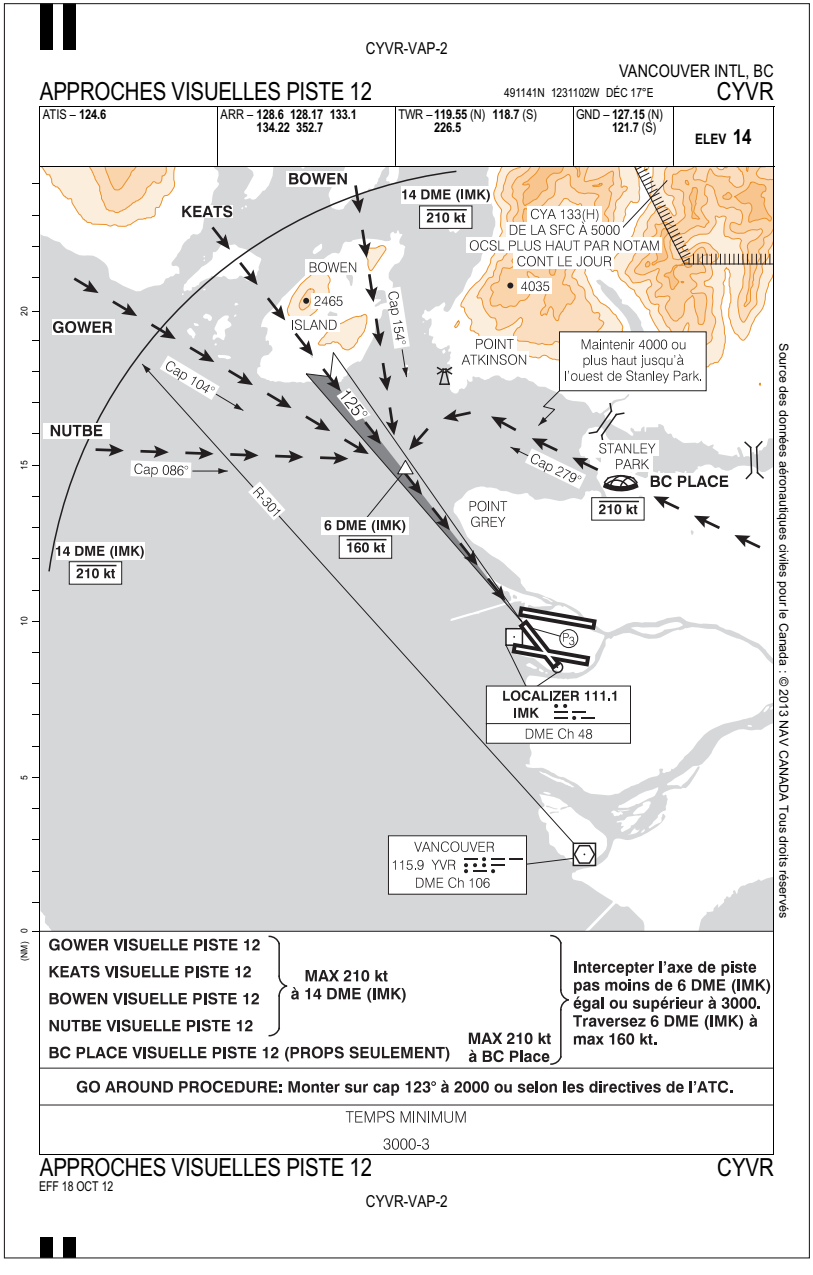
1. le contrôle de la circulation aérienne en a fait la demande;
2. la carte complémente une approche pour hélicoptère seulement dont le MAP n'est pas au seuil de piste.

S'il existe une carte d'approche visuelle pour une approche particulière, celle-ci est indiquée dans l'indicatif de la procédure (ex. : APPROCHE VISUELLE PISTE 26L). Si l'approche visuelle concerne l'emplacement en général et n'est pas propre à une piste donnée, la carte porte simplement le nom de CARTE D'APPROCHE VISUELLE.

Si la carte visuelle est en complément d'une approche pour hélicoptères seulement, le relèvement et la distance du MAP à l'aire d'atterrissage sont indiqués. Cette information sur le relèvement et la distance n'indique pas la trajectoire de vol requise ou la direction de l'approche vers le lieu d'atterrissage. Elle détermine simplement l'endroit où se situe le lieu d'atterrissage par rapport au point où le pilote accepte le vol VFR (c'est-à-dire le point d'approche interrompue (MAP)).

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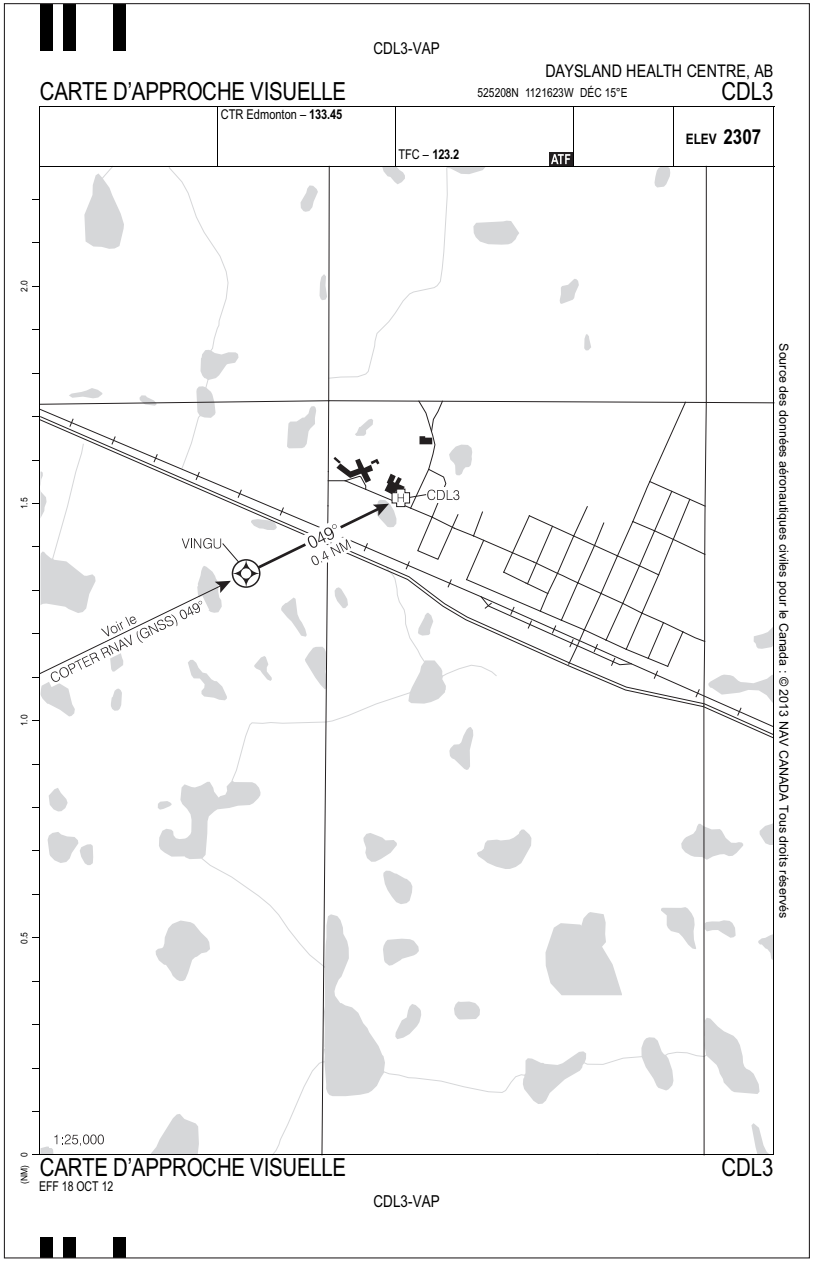
Carte d'approche visuelle – Demande de l'ATC



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Carte d'approche visuelle – Complément d'approche pour hélicoptères seulement

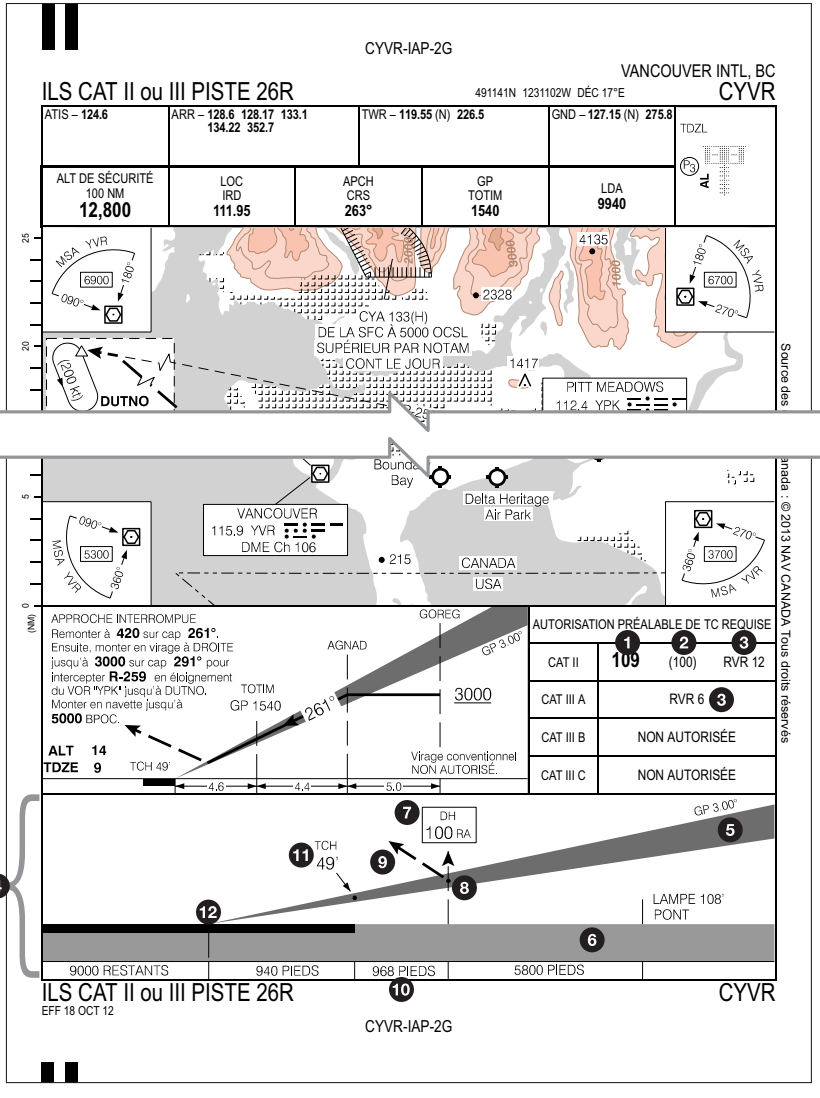


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Carte d'approche ILS CAT II ou III

La plupart des renseignements d'une carte d'approche ILS CAT II ou III sont semblables à ceux de la carte générique. La principale différence se trouve dans les minimums et la vue de profil du relief. L'exécution d'une telle approche est interdite à moins d'une autorisation spécifique de Transports Canada ou de son homologue militaire.

Carte d'approche ILS CAT II ou III



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Légende d'une carte d'approche ILS CAT II ou III

1. Altitude de décision
2. Hauteur de décision
3. Portée visuelle de piste
4. Vue de profil du relief
5. Alignement de descente
6. Relief
7. Hauteur de décision CAT II fondée sur le radioaltimètre
8. Point de la hauteur de décision
9. Route d'approche interrompue
10. Distance le long du relief
11. Hauteur de franchissement du seuil
12. Point d'interception du sol

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Carte d'approche RNP AR

Une autorisation spéciale de Transports Canada est requise pour effectuer des approches RNP AR au Canada. Pour de plus amples renseignements, consulter la circulaire d'information nº 700-024 de Transports Canada.

Valeur de la RNP

Au Canada, les approches RNP AR sont conçues à l'aide des valeurs RNP standard pour chaque segment. Ces valeurs RNP standard sont les suivantes :

Valeurs RNP standard

Segment	Valeur RNP standard
Raccordement/transition	2,00
Initial	1,00
Intermédiaire	1,00
Final	0,30
Approche interrompue	1,00

Lorsque les circonstances l'exigent (p. ex., environnement présentant un obstacle, exigences opérationnelles), une valeur RNP autre que la valeur standard peut s'appliquer au cours des segments de raccordement/transition, initial ou intermédiaire. Le cas échéant, la valeur RNP est indiquée sur la carte au point de cheminement où la valeur RNP non standard commence. La valeur RNP non standard est maintenue jusqu'à ce qu'une autre valeur non standard soit précisée ou jusqu'à ce que la valeur RNP standard d'un segment ultérieur soit égale ou inférieure à la valeur non standard du segment qui précède.

Il se peut que de multiples valeurs RNP existent pour le segment final. Elles sont indiquées avec leur altitude de décision (DA) correspondante dans la section des minimums d'approche de la carte. Seule la valeur RNP la plus élevée sera codée dans la base de données de l'avionique des aéronefs. Toutefois, les pilotes auront l'option d'entrer les valeurs moins élevées si l'équipement de leur aéronef le permet.

Lorsqu'un segment d'approche interrompue exige une valeur RNP inférieure à 1,00, l'introduction de l'approche interrompue comprend alors l'énoncé « approche interrompue requiert un RNP inférieure à 1,00 ».

Utilisation de multiples repères intermédiaires (IF)

Dans certaines situations, les procédures d'approche RNP AR seront conçues avec de multiples IF. Ces points de cheminement seront identifiés sur la carte d'approche en tant que points de cheminement intermédiaires (IWP). Dans ces cas, la vue de profil ne montrera la route de vol qu'à partir du premier point de cheminement commun jusqu'au point de cheminement d'approche interrompue (MAWP), puis dans le segment d'approche interrompue. L'information concernant le segment intermédiaire ne sera pas fournie dans la vue de profil mais pourra être obtenue de la vue en plan de la carte d'approche.

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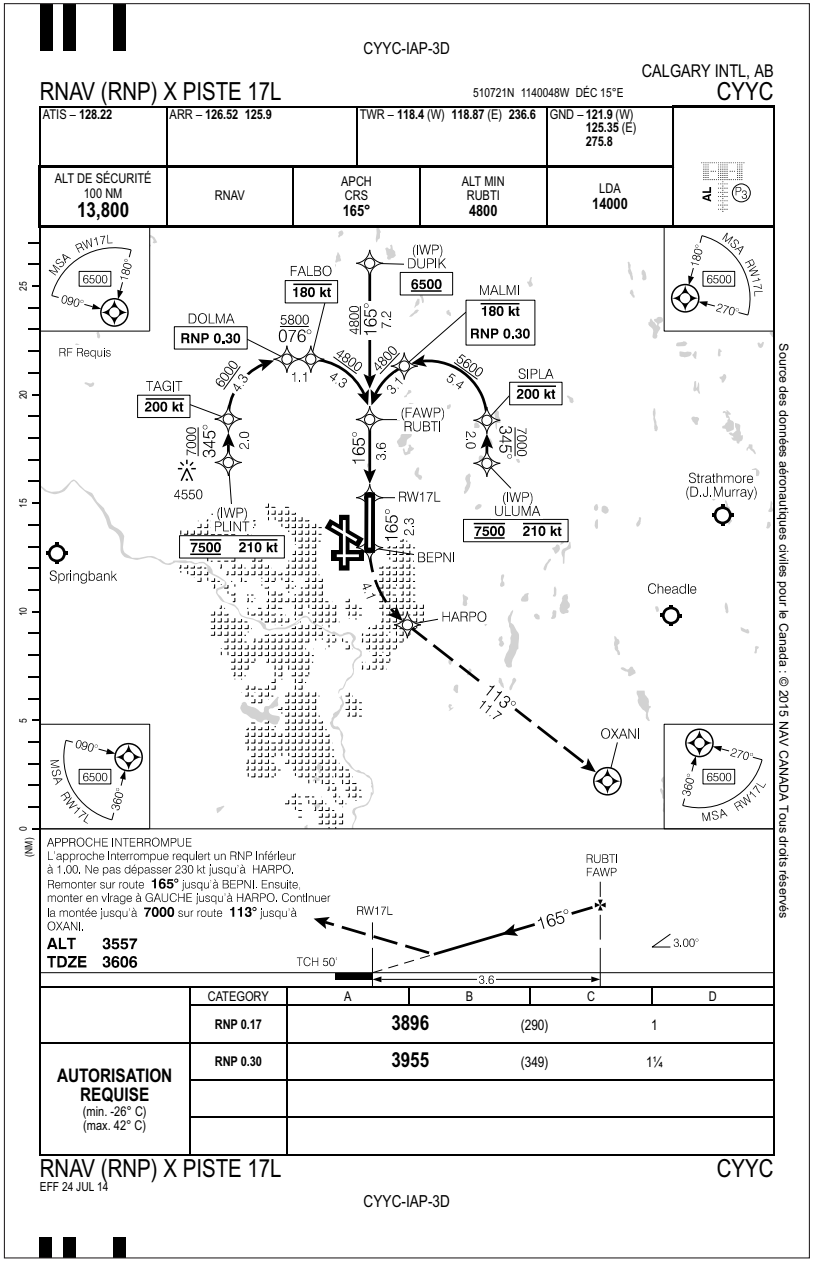
Validation de la base de données de navigation pour les approches RNP AR

La validation de la base de données de navigation pour les approches RNP AR au Canada peut être effectuée en se reportant aux données publiées dans l'AIRAC Canada. Pour obtenir ce document, envoyer un courriel à AIRAC@navcanada.ca.

Il est également possible d'établir une entente afin de recevoir les données sur les procédures par l'entremise d'un contrat de licence obtenu auprès des Services à la clientèle et commerciaux de NAV CANADA (service@navcanada.ca).

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Carte d'approche RNP AR

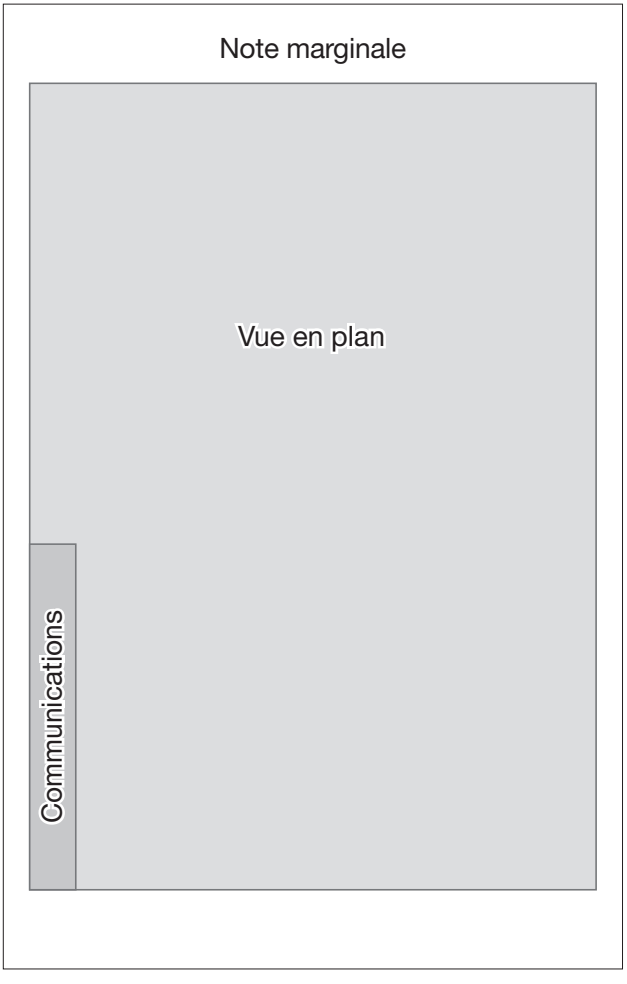


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Départs normalisés aux instruments

Toute illustration n'est présentée ici qu'à titre indicatif et ne doit pas être utilisée pour la navigation.

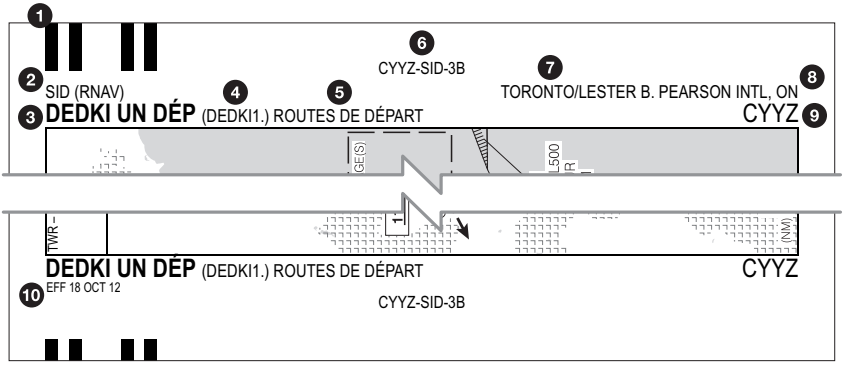
Carte SID générique



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Note marginale

Les renseignements sur le pourtour de la carte SID comprennent l'indicatif de procédure, le nom de l'aérodrome, la date d'entrée en vigueur et le numéro de carte.



1. Code barre du volume
2. Type de procédure
3. Indicatif en langage clair
4. Indicatif codé
5. Contenu de la carte
6. Numéro de la charte
7. Nom de l'aérodrome
8. Province ou Territoire
9. Indicatif de l'aérodrome
10. Date d'entrée en vigueur

Indicatif de procédure

L'indicatif de procédure SID comprend l'indicatif primaire et l'indicatif de transition en route. L'information ci-dessous s'applique aussi aux cartes PROCÉDURE DE DÉPART (RNAV).

Indicatif primaire de la procédure

L'indicatif primaire de la procédure comprend les trois éléments suivants :

- le type de procédure;
- la dénomination en langage clair;
- l'indicatif codé.

Type de procédure

Le type de procédure indiqué peut être l'un des suivants :

- SID (VECTOR) : SID effectué à l'aide d'un guidage par le contrôleur;
- SID (NAV PILOTE) : SID où le pilote est chargé d'effectuer la navigation;
- SID (RNAV) : SID exigeant l'utilisation de la PBN;
- PROCÉDURE DE DÉPART (RNAV) : procédure de départ exigeant l'utilisation de la PBN.

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Dénomination en langage clair

La dénomination en langage clair est un terme prononçable désignant la procédure SID. Elle comprend un indicatif de base, un numéro de validité et le terme DEP. Le numéro de validité est un nombre entre 1 et 9 assigné dans l'ordre à la suite d'une modification admissible de la procédure, c'est-à-dire une modification visant une route ou un autre élément important entraînant un changement du code dans la base de données.

- WINNIPEG DEUX DÉP
- BOMET SIX DÉP

Indicatif codé

L'indicatif codé est une version codée de la dénomination en langage clair de la procédure SID utilisée par la base de données et la planification des vols.

- (CYWG2.)
- (BOMET6.)

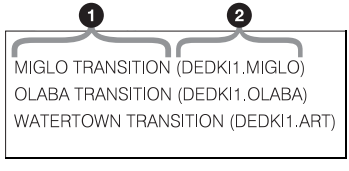
Tout comme l'indicatif d'une procédure d'approche, un indicatif de procédure SID peut avoir l'un des suffixes suivants ou les deux :

- (VRAI) : procédure effectuée dans le NDA;
- (MDN) : procédure conçue et tenue à jour par le ministère de la Défense nationale.

Indicatif de transition en route

L'indicatif de la transition à la structure d'espace aérien en route, le cas échéant, est semblable à celui attribué à la procédure SID principale. Il comprend une dénomination en langage clair et un indicatif codé, la première étant généralement dérivée du nom du dernier point de la transition en route et le second, utilisé par la base de données et la planification des vols, étant dérivé à la fois de l'indicatif de la procédure primaire et de la dénomination en clair de la transition en route.

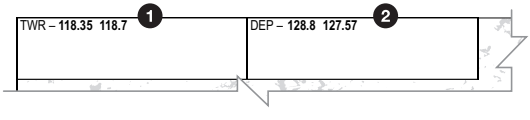
- MIVOK TRANSITION : (BOMET6.MIVOK)
- HIGH LEVEL TRANSITION : (ROVNA1.YOJ)



1 Dénomination en langage clair
2 Indicatif codé

Communications

Les renseignements sur les communications indiqués dans une carte SID suivent les mêmes règles que ceux affichés dans les cartes de procédures d'approche. Le système de tour et le système des départs de la chaîne des départs s'appliquent aux cartes SID.



1 Système de tour
2 Système des départs

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Vue en plan

La vue en plan des cartes SID est à l'échelle. L'échelle apparaît dans le coin inférieur gauche de la page, le nord pointant vers le haut de la page.

Une procédure SID comprend souvent plusieurs pages de façon à illustrer plus clairement la procédure dans des environnements de piste complexes et à pouvoir appliquer une échelle plus grande. La première page comprend les descriptions des routes de départ et des procédures à suivre en cas de panne de communications.

Notes opérationnelles

Les notes opérationnelles de SID sont semblables à celles des cartes d'approche.

Certaines notes opérationnelles suivantes exigent des éclaircissements, comme suit :

Réactés seulement	SID réservé aux réactés, c'est-à-dire aux aéronefs propulsés par turboréacteurs. (Ex. : A320, B737, CL60)
Turbopropulsés seulement	SID réservé aux turbopropulsés, c'est-à-dire aux aéronefs équipés de turbopropulseur(s). (Ex. : DH8C, BE20, C441)
Non-réactés seulement	SID réservé aux non-réactés, c'est-à-dire aux aéronefs propulsés par un ou plusieurs moteurs autres que des turboréacteurs; il peut s'agir d'un ou plusieurs turbopropulseurs ou moteurs à pistons. (Ex. : DH8C, SW4, PA31)
CAT H	SID réservée aux hélicoptéres.
Réservé aux aéronefs équipés de GNSS ou D/D/I. Les aéronefs avec CDI réglable doivent le régler sur 1 NM. Les autres doivent utiliser un directeur de vol. D/D/I ou GNSS requis.	Les exploitants d'aéronefs équipés de D/D/I doivent veiller à ce que des procédures opérationnelles adéquates existent lorsqu'un SID est autorisé pour de tels aéronefs, et notamment que : • les NOTAM soient consultés quant à l'état de tous les DME critiques pour un système de navigation D/D/I; • le pilote confirme la position du système de navigation à 1000 pieds ou moins du début du roulage au décollage.
Pour les aéronefs non équipés de GNSS : les DME YWT, YMS et YSO doivent être en service. **Pour les aéronefs non-équipés de GNSS : pour départs des pistes 23, 24L et 24R, les DME YWT et YTP doivent être en service.**	Si une procédure SID est autorisée pour les aéronefs équipés de D/D/I, une évaluation de la couverture des signaux DME est effectuée pour garantir une couverture permettant la navigation D/D/I. Si l'évaluation établit l'existence de stations DME critiques, celles-ci sont mentionnées; ces stations doivent être fonctionnelles pour qu'un aéronef dûment équipé puisse effectuer la procédure SID. Les DME critiques sont spécifiés pour l'aéroport dans son ensemble ou pour le départ des pistes spécifiées seulement.
*** Attente à LINNG 220 kt ou moins, étapes de 10 NM, FL220 ou plus bas**	Lorsque des limites de vitesse, de longueur d'étape ou d'altitude s'appliquent à une procédure d'attente, elles sont énoncées dans une note opérationnelle. Un astérisque près du symbole de procédure d'attente renvoie l'utilisateur à la note opérationnelle pertinente.

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SID PBN

CYYZ-SID-4A

1 SID (RNAV) 3 TORONTO/LESTER B. PEARSON INTL, ON
2 **DEDKI UN DÉP** (DEDKI1.) CYYZ

5 Description des routes de départ

Sauf indication contraire de l'ATC :

Toutes les pistes : maintenir **5000**.

Piste 05 : Décoller piste 05, maintenir cap **057**° jusqu'à **1000**. Virer en montée à GAUCHE au cap **047**° ou au cap assigné. Anticiper des vecteurs radar vers ALKUT (ou autre point assigné) puis continuer via la route indiquée.

Piste 06L : Pente de montée minimale requise : **220** pi/NM jusqu'à **1100**. Décoller piste 06L, maintenir cap **057**° jusqu'à **1000**. Poursuivre sur le cap **057**° ou au cap assigné. Anticiper des vecteurs radar vers ALKUT (ou autre point assigné) puis continuer via la route indiquée.

Piste 06R : Pente de montée minimale requise : **210** pi/NM jusqu'à **1500**. Décoller piste 06R, maintenir cap **057**° jusqu'à **1000**. Poursuivre sur le cap **057**° ou au cap assigné. Anticiper des vecteurs radar vers ALKUT (ou autre point assigné) puis continuer via la route indiquée.

Piste 15L : Pente de montée minimale requise : **410** pi /NM jusqu'à **3000**. Décoller piste 15L, maintenir cap **147**° ou le cap assigné. Anticiper des vecteurs radar vers DEDKI (ou autre point assigné) puis continuer via la route indiquée.

Piste 15R : Pente de montée minimale requise : **390** pi /NM jusqu'à **3000**. Décoller piste 15R, maintenir cap **147**° ou le cap assigné. Anticiper des vecteurs radar vers DEDKI (ou autre point assigné) puis continuer via la route indiquée.

Piste 23 : Décoller piste 23, maintenir cap **237**° jusqu'à **1100**. Virer en montée à DROITE au cap **245**° ou au cap assigné. Anticiper des vecteurs radar vers SAVUR (ou autre point assigné) puis continuer via la route indiquée.

Pistes 24L & 24R : Décoller piste 24L/R, maintenir cap **237**° jusqu'à **1000**. Virer en montée à GAUCHE au cap **235**° ou au cap assigné. Anticiper des vecteurs radar vers SAVUR (ou autre point assigné) puis continuer via la route indiquée.

Piste 33L : Pente de montée minimale requise : **250** pi/NM jusqu'à **900**. Décoller piste 33L, maintenir cap **327**° jusqu'à **1100**. Virer en montée à DROITE au cap **345**° ou au cap assigné. Anticiper des vecteurs radar vers VIVET (ou autre point assigné) puis continuer via la route indiquée.

Piste 33R : Décoller piste 33R, maintenir cap **327**° jusqu'à **1100**. Virer en montée à DROITE au cap **345**° ou au cap assigné. Anticiper des vecteurs radar vers VIVET (ou autre point assigné) puis continuer via la route indiquée.

TAUX DE MONTÉE AU DÉPART V/V (FPM)

6

VITESSE SOL	90	120	140	160	180	200	250	300
210 pieds/NM	320	420	490	560	630	700	880	1050
220 pieds/NM	330	440	520	590	660	740	920	1100
250 pieds/NM	380	500	590	670	750	840	1050	1250
390 pieds/NM	590	780	910	1040	1170	1300	1630	1950
410 pieds/NM	620	820	960	1100	1230	1370	1710	2050

7 **MIGLO TRANSITION : (DEDKI1.MIGLO)**
OLABA TRANSITION : (DEDKI1.OLABA)
WATERTOWN TRANSITION : (DEDKI1.ART)

8 Panne de communication

Si la panne est détectée 20 minutes ou moins après le décollage et si l'aéronef est en conditions météo IFR, procéder comme suit :

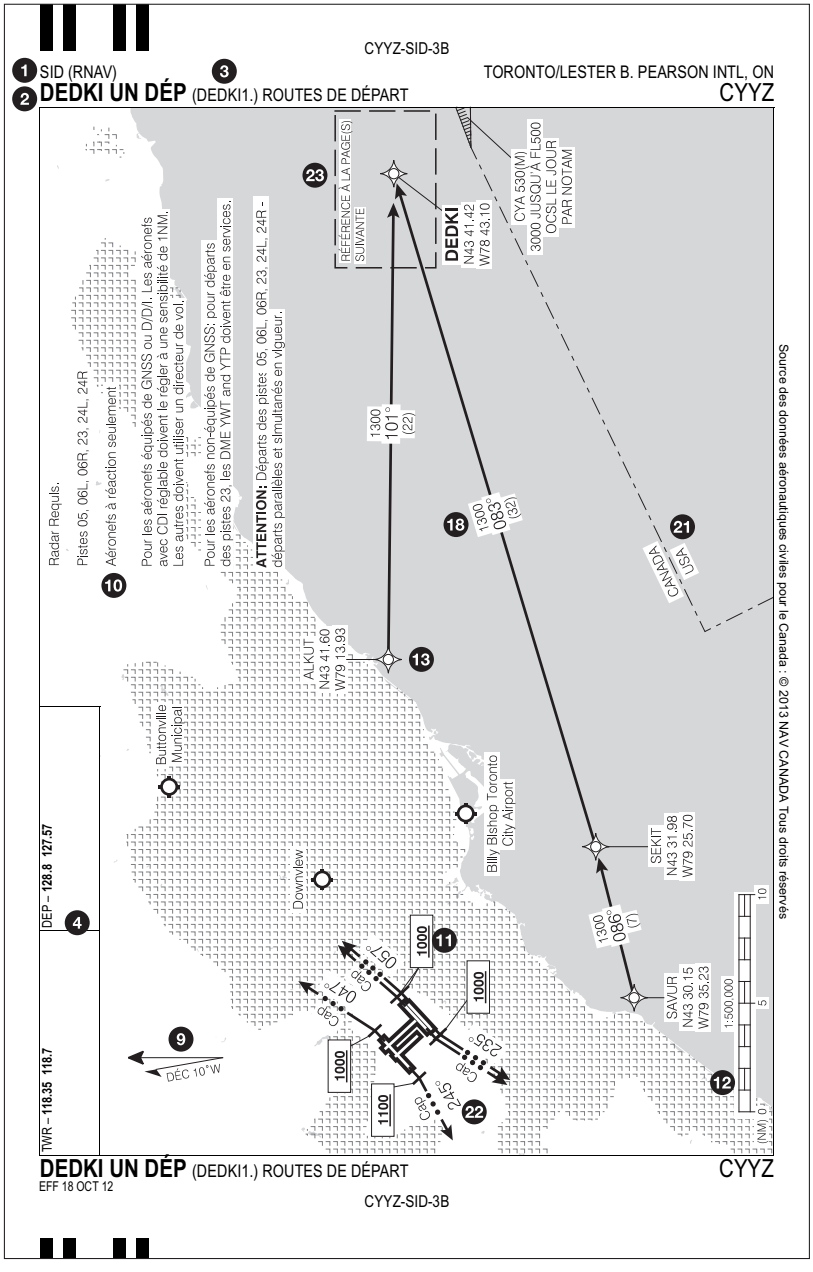
1. afficher transpondeur code 7600;
2. au-delà de 10 NM de CYYZ, rejoindre directement la route de vol;
3. ne pas monter plus haut que la dernière altitude assignée pendant 5 minutes après reconnaissance de la panne, puis…
4. monter à l'altitude du plan de vol.

DEDKI UN DÉP (DEDKI1.) CYYZ
EFF 18 OCT 12

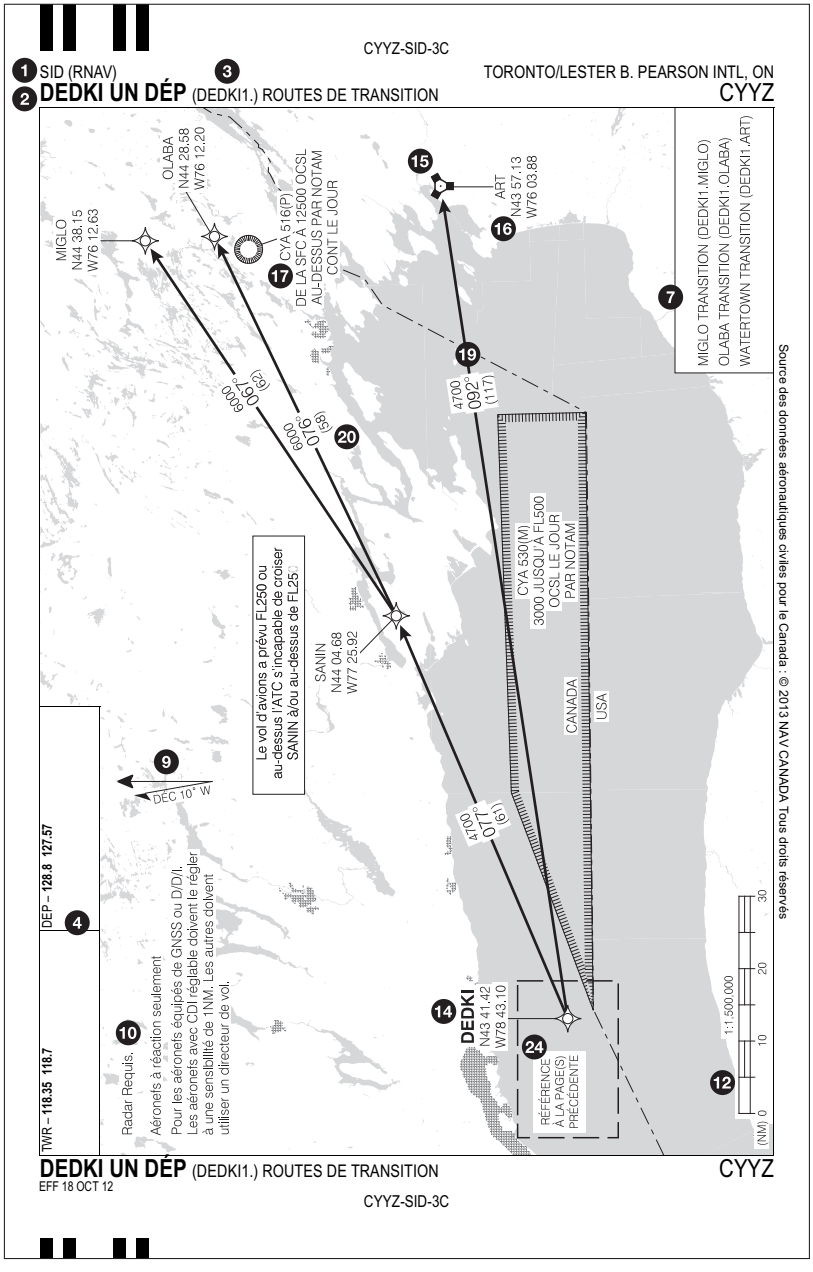
CYYZ-SID-4A

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SID avec navigation par le pilote

CYYJ-SID-2A

1 SID (NAV PILOTE) 3 VICTORIA INTL, BC
2 **MILL BAY SEPT DÉP** (MB7.) CYYJ

5 Description des routes de départ

Toutes les pistes : Appeler Victoria Terminal après avoir franchi **1000** pi, sauf instruction contraire de l'ATC. Maintenir **4000** pi ou l'altitude assignée.

Piste 27 – ½ : Pente de montée minimale de **380** pi/NM jusqu'à **3200** pi. Monter direct vers le NDB « MB ».

Piste 31 – ½ : Aéronefs de cat. A et B seulement. Pente de montée minimale de **340** pi/NM jusqu'à **3100** pi. Monter au cap **315**° jusqu'à **740** pi puis virer en montée à GAUCHE direct vers le NDB « MB ».

6 TAUX DE MONTÉE AU DÉPART V/V (FPM)

VITESSE SOL	90	120	140	160	180	200	250	300
340 pieds/NM	510	680	800	910	1020	1140	1420	1700
380 pieds/NM	570	760	890	1020	1140	1270	1590	1900

7 **DISCO TRANSITION : (MB7.DISCO)** Dépasser le NDB « MB » puis virer à GAUCHE cap **102**° et intercepter **R-131** en éloignement de « YYJ ». Continuer jusqu'à DISCO.

VANCOUVER TRANSITION : (MB7.YVR) Dépasser le NDB « MB » puis virer à DROITE en montée pour intercepter la route **304**° en éloignement du NDB « MB ». Franchir **R-205** de « YVR » et virer à DROITE pour intercepter **R-210** en rapprochement vers « YVR ». Continuer jusqu'à « YVR ».

NOTE : Voir les procédures d'atténuation du bruit pour les critères additionnels.

8 Panne de communication

Lorsque la panne est détectée, procéder comme suit :

1. afficher transpondeur code 7600;
2. maintenir la dernière altitude assignée jusqu'à 10 min après le décollage, puis…
3. monter à l'altitude du plan de vol.

MILL BAY SEPT DÉP (MB7.) CYYJ
EFF 18 OCT 12

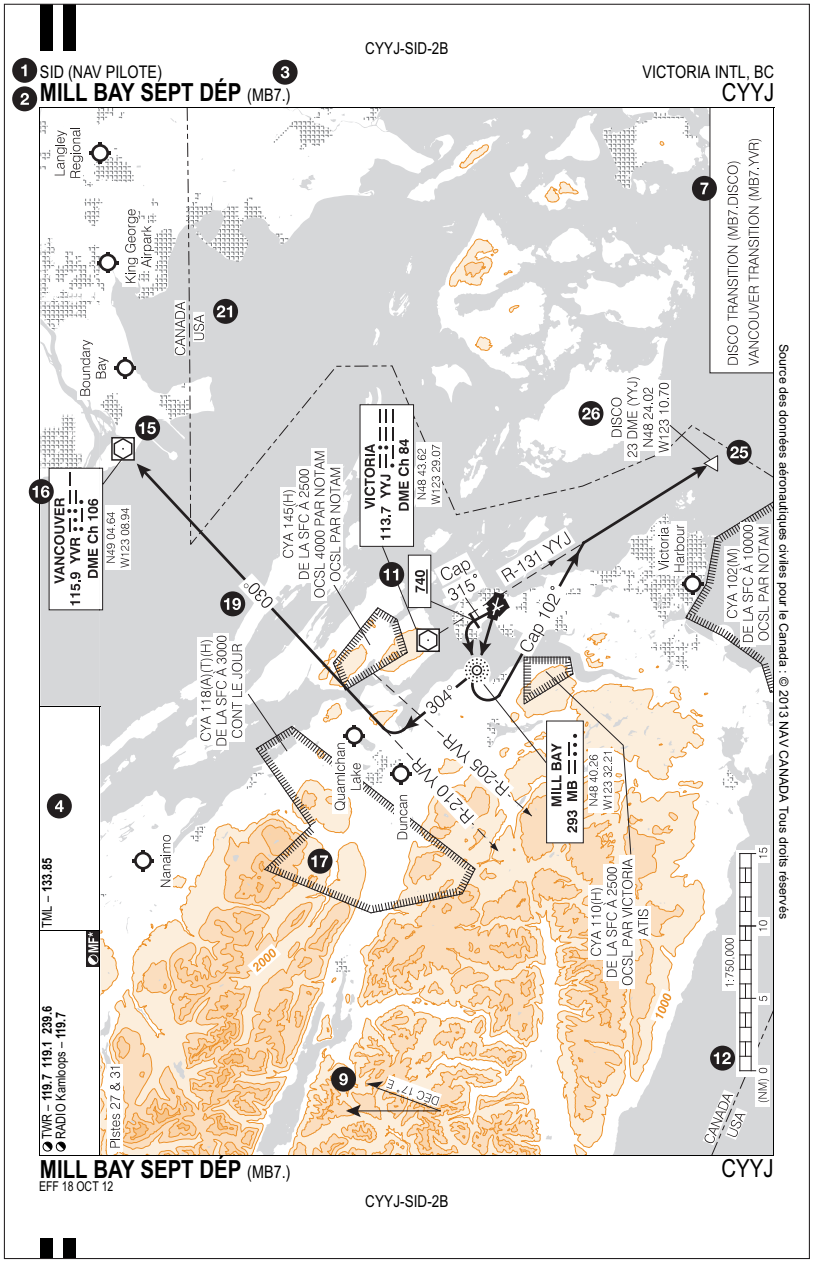
CYYJ-SID-2A

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DÉPARTS NORMALISÉS AUX INSTRUMENTS



DÉPARTS NORMALISÉS AUX INSTRUMENTS

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Légende d'une carte de départ normalisé aux instruments

1. Type de procédure
2. Dénomination en langage clair
3. Indicatif codé
4. Communications
5. Description de la route de départ
6. Table des taux de montée au départ
7. Indicatif de transition en route
8. Procédure de pannes de communications
9. Déclinaison magnétique
10. Notes opérationnelles
11. Restriction d'altitude opérationnelle
12. Échelle
13. Symbole de point de cheminement
14. Indicatif de point de cheminement
15. Symbole de NAVAID
16. Indicatif de NAVAID
17. Espace aérien à usage spécial
18. MOCA
19. Route du segment
20. Distance sur le segment
21. Frontière internationale
22. Anticipation de guidage radar
23. Référence à la page suivante
24. Référence à la page précédente
25. Symbole d'intersection
26. Indicatif d'intersection

Carte de départ/de SID pour hélicoptères seulement

Une carte de départ/SID pour hélicoptère comporte quelques différences par rapport à la carte SID générique.

1. Les procédures de départ/SID pour hélicoptère sont des procédures à point dans l'espace (PinS) « procéder VFR ». Aucune protection contre les obstacles n'est fournie entre le point de départ et l'IDF. Le pilote doit traverser l'IDF à ou au-dessus de l'altitude minimale de franchissement précisée et doit demeurer en conditions VFR pour voir et éviter les obstacles jusqu'à ce qu'il franchisse l'IDF. Une fois l'IDF franchi, les critères de départ aux instruments offrent une protection contre les obstacles, et le vol en conditions IFR peut commencer.
2. La page graphique de la procédure comprend un encart d'une carte plus détaillée sur la façon d'évoluer entre le point de départ et l'IDF.

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Carte de départ/de SID pour hélicoptères

CBC7-SID-1A

SID (RNAV) VANCOUVER/HARBOUR (PUBLIC), VANCOUVER, BC

DUNIP UN DÉP (DUNIP1.) CBC7

Description des routes de départ

1 Procéder VFR de l'hélisurface à ROBLU (IDF). Franchir ROBLU à ou au dessus de **700** pi.

De ROBLU: Nécessite une pente de montée minimale de **460** pi/NM jusqu'à **4000** pi. Monter suivant le cap **237°** jusqu'à **4000** pi jusqu'à LIBUS, puis suivre le cap **149°** jusqu'à DUNIP, puis suivre le cap **149°** jusqu'au VOR « YVR ».

TAUX DE MONTÉE AU DÉPART V/V (FPM)

VITESSE SOL	50	60	70	80	90	120	140
460 pieds/NM	390	460	540	620	690	920	1080

Panne de communication

Lorsque la panne est détectée et si l'aéronef est en IMC, procéder comme suit :

1. sélectionner code transpondeur 7600;
2. monter à **4000** pi et procéder via SID jusqu'au VOR « YVR »;
3. maintenir **4000** pi;
4. procéder via la route du plan de vol.

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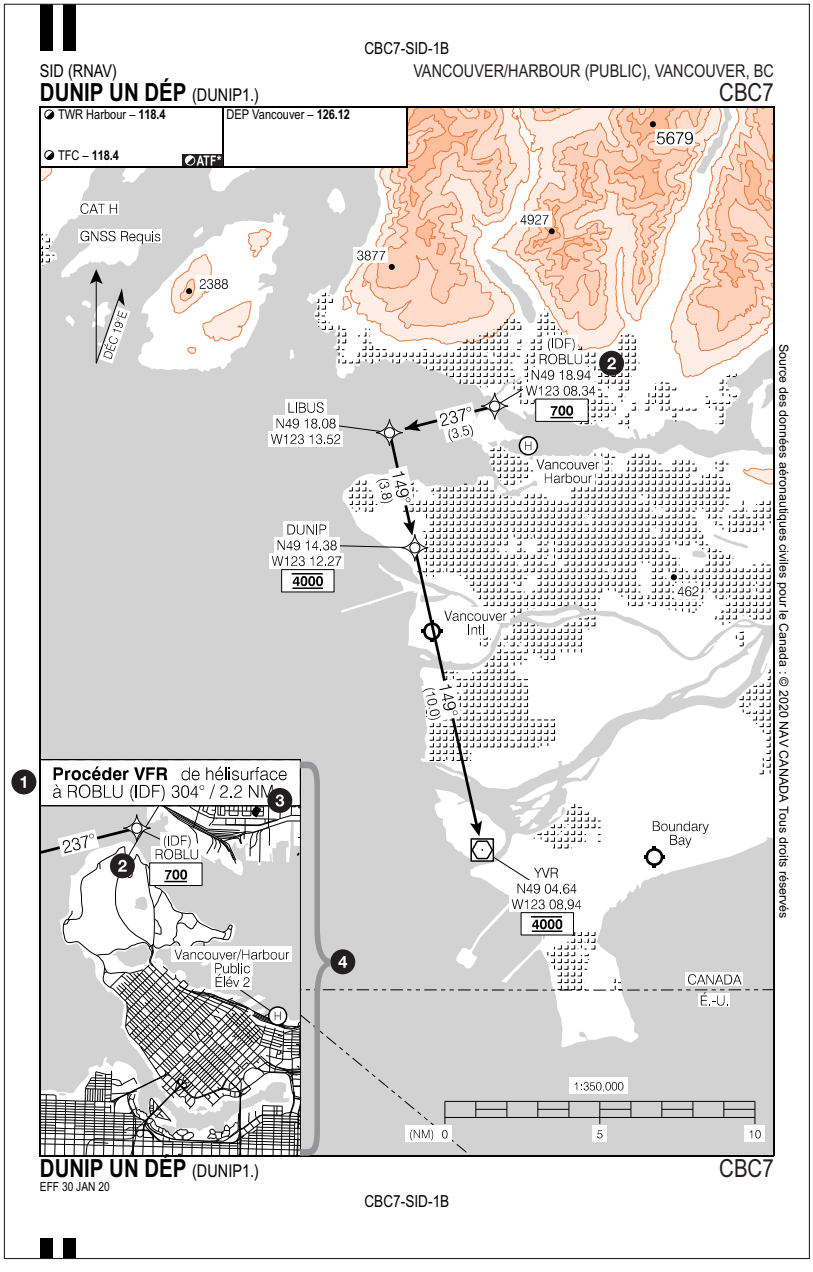
DUNIP UN DÉP (DUNIP1.) CBC7

EFF 30 JAN 20

CBC7-SID-1A

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Légende d'une carte de départ/de SID pour hélicoptères

1. Procédure « procéder VFR »
2. Repère initial de départ (IDF)
3. Relèvement et distance de l'IDF à partir du point de départ
4. Encart

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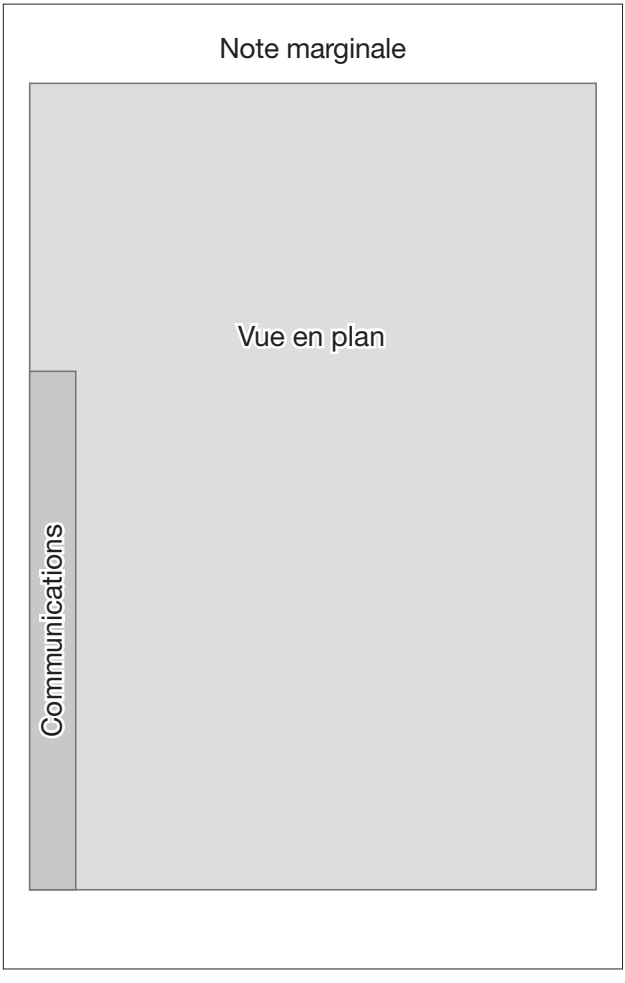
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Arrivée normalisée en région terminale (STAR)

Tous les schémas ci-après sont présentés à titre indicatif seulement et ne doivent pas être utilisés pour la navigation.

Carte STAR générique

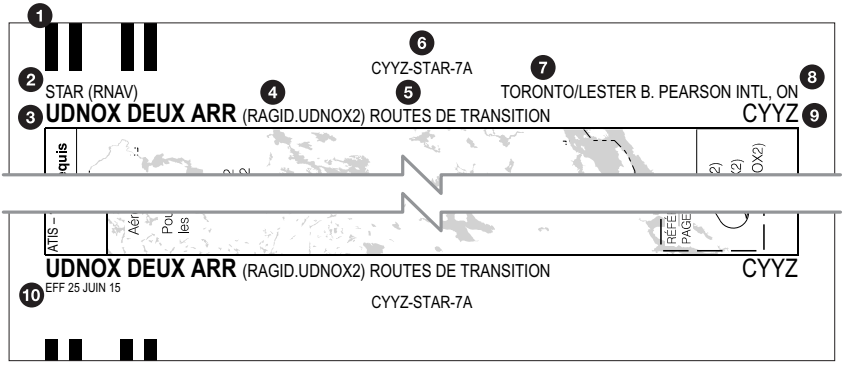


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Note marginale

Les renseignements sur le pourtour de la carte STAR comprennent l'indicatif de procédure, le nom de l'aérodrome, la date d'entrée en vigueur et le numéro de carte.



1. Code barre du volume
2. Type de procédure
3. Indicatif en langage clair
4. Indicatif codé
5. Contenu de la carte
6. Numéro de la charte
7. Nom de l'aérodrome
8. Province ou Territoire
9. Indicatif de l'aérodrome
10. Date d'entrée en vigueur

Indicatif de procédure

L'indicatif de procédure STAR comprend l'indicatif primaire et l'indicatif de transition en route.

Indicatif primaire de la procédure

L'indicatif primaire de la procédure comprend les trois éléments suivants :

- le type de procédure;
- la dénomination en langage clair;
- l'indicatif codé.

Type de procédure

Le type de procédure indiqué peut être l'un des suivants :

- STAR : procédure STAR conventionnelle;
- STAR (RNAV) : procédure STAR exigeant l'utilisation de la PBN.

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Dénomination en langage clair

La dénomination en langage clair est un terme prononçable désignant la procédure STAR. Elle comprend un indicatif de base, un numéro de validité et le terme ARR. Le numéro de validité est un nombre entre 1 et 9 assigné dans l'ordre à la suite d'une modification admissible de la procédure, c'est-à-dire une modification visant une route ou un autre élément important entraînant un changement du code dans la base de données.

- HOPE NEUF ARR
- UDNOX UN ARR

Indicatif codé

L'indicatif codé est la version codée de la procédure STAR pour la base de données et la planification des vols. Elle comprend l'indicatif du premier point significatif de la partie commune de la procédure STAR suivi d'une version codée de l'indicatif de base en langage clair et du numéro de validité.

- (HE.HE9)
- (RAGID.UDNOX1)

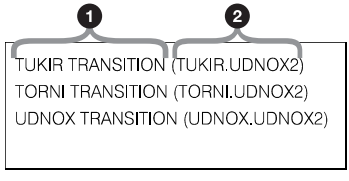
Tout comme l'indicatif d'une procédure d'approche, un indicatif de procédure STAR peut avoir l'un des suffixes suivants ou les deux :

- (VRAI) : procédure effectuée dans le NDA;
- (MDN) : procédure conçue et tenue à jour par le ministère de la Défense nationale.

Indicatif de transition en route

L'indicatif de la transition des aéronefs en provenance de la structure d'espace aérien en route, le cas échéant, est semblable à celui attribué à la procédure STAR principale. Il comprend une dénomination en langage clair et un indicatif codé, la première étant généralement dérivée du nom du premier point de la transition en route et le second, utilisé par la base de données et la planification des vols, étant dérivé à la fois de la dénomination en clair de la transition en route et de l'indicatif de la procédure primaire.

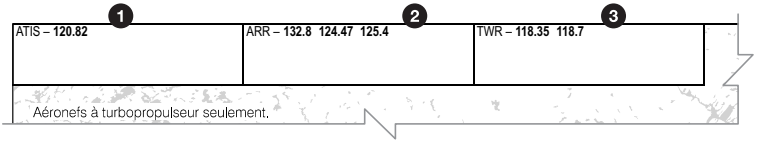
- PHILIPSBURG TRANSITION : (PSB.LLEEO2)
- METOW TRANSITION : (METOW.GRIZZ3)
- TORNI TRANSITION : (TORNI.UDNOX1)



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Communications

Les renseignements sur les communications indiqués dans une carte STAR suivent les mêmes règles que ceux affichés dans les cartes de procédures d'approche. Le système météo automatisé, le système des arrivées et le système de tour de la chaîne des départs s'appliquent aux cartes STAR.



1. Système météo automatisé
2. Système des arrivées
3. Système de tour

Vue en plan

La vue en plan des cartes STAR est à l'échelle. L'échelle apparaît dans le coin inférieur gauche de la page, le nord pointant vers le haut de la page.

Une procédure STAR comprend souvent plusieurs pages de façon à illustrer plus clairement la procédure autour des environnements de piste complexes et à pouvoir appliquer une échelle plus grande.

Notes opérationnelles

Les notes opérationnelles de STAR sont semblables à celles des cartes d'approche.

Certaines notes opérationnelles suivantes exigent des éclaircissements, comme suit :

RNP 1 **RNAV 1**	Pour les procédures STAR exigeant l'utilisation de la PBN seront indiquées dans une case destinée à cet effet. Ces exigences comprennent notamment la spécification de navigation, les limites des capteurs et toute exigence fonctionnelle non obligatoire dans le cadre de la spécification de navigation de base elle-même. Pour obtenir de plus amples renseignements sur la RNP 1 et la RNAV 1, consulter les circulaires d'information 700-025 (RNP 1) et 700-019 (RNAV 1) de Transports Canada.
Réactés seulement	STAR réservée aux réactés, c'est-à-dire aux aéronefs propulsés par turboréacteurs. (Ex. : A320, B737, CL60)
Turbopropulsés seulement	STAR réservée aux turbopropulsés, c'est-à-dire aux aéronefs équipés de turbopropulseur(s). (Ex. : DH8C, BE20, C441)
Non-réactés seulement	STAR réservée aux non-réactés, c'est-à-dire aux aéronefs propulsés par un ou plusieurs moteurs autres que des turboréacteurs; il peut s'agir d'un ou plusieurs turbopropulseurs ou moteurs à pistons. (Ex. : DH8C, SW4, PA31)
CAT H	STAR réservée aux hélicoptéres.

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ARRIVÉES NORMALISÉES EN RÉGION TERMINALE

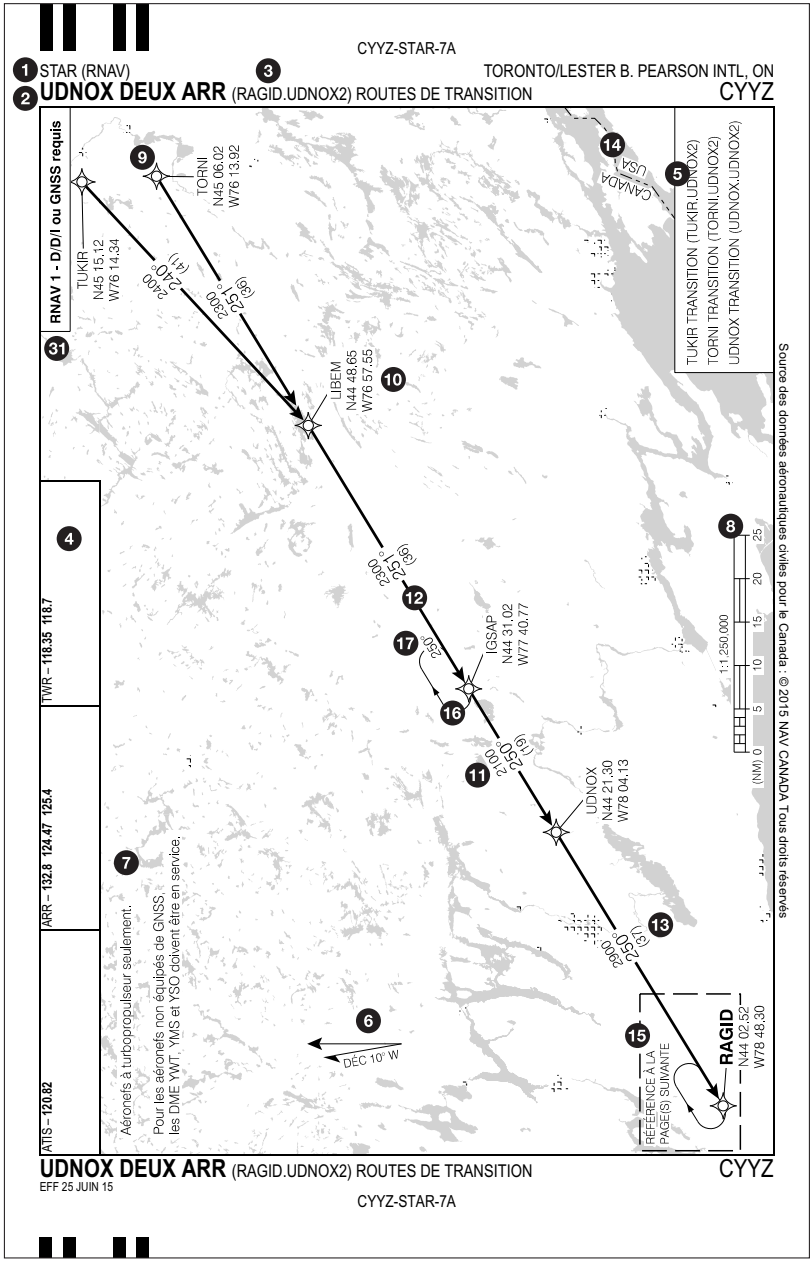
Pour les aéronefs non équipés de GNSS, les DME YWT, YMS et YSO doivent être en service. **TUKIR Transition : Pour les aéronefs non-équipés de GNSS, les DME YWT et YTP doivent être en service.**	Si une procédure STAR est autorisée pour les aéronefs équipés de D/D/I, une évaluation de la couverture des signaux DME est effectuée pour garantir une couverture permettant la navigation D/D/I. Si l'évaluation établit l'existence de stations DME critiques, celles-ci sont mentionnées; ces stations doivent être fonctionnelles pour qu'un aéronef dûment équipé puisse effectuer la procédure STAR. Les DME critiques sont spécifiés pour la procédure dans son ensemble ou pour certaines routes ou transitions contenues dans la procédure.
*** Attente à LINNG 220 KT ou moins, étapes de 10 NM, FL220 ou plus bas**	Lorsque des limites de vitesse, de longueur d'étape ou d'altitude s'appliquent à une procédure d'attente, elles sont énoncées dans une note opérationnelle. Un astérisque près du symbole de procédure d'attente renvoie l'utilisateur à la note opérationnelle pertinente.

ARRIVÉES NORMALISÉES EN RÉGION TERMINALE

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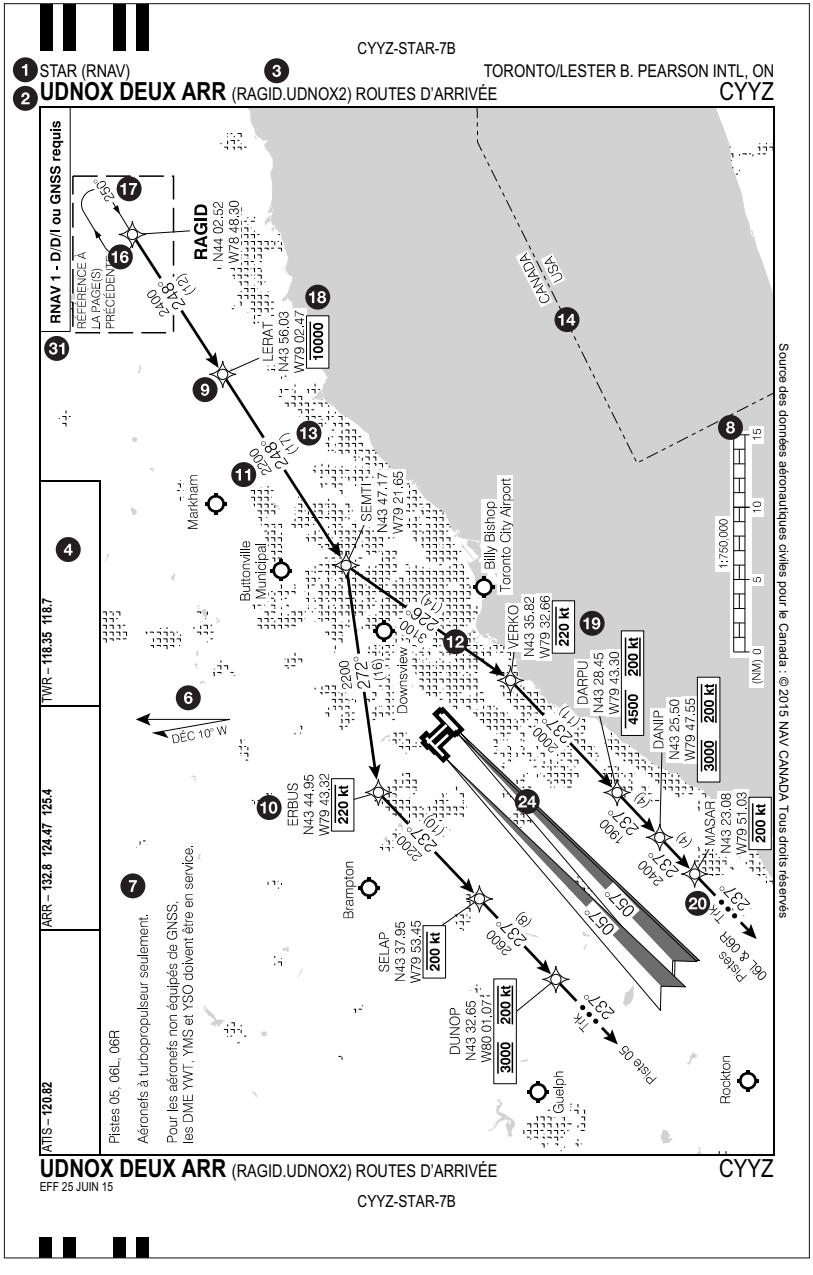
ARRIVÉES NORMALISÉES EN RÉGION TERMINALE

STAR PBN



ARRIVÉES NORMALISÉES EN RÉGION TERMINALE

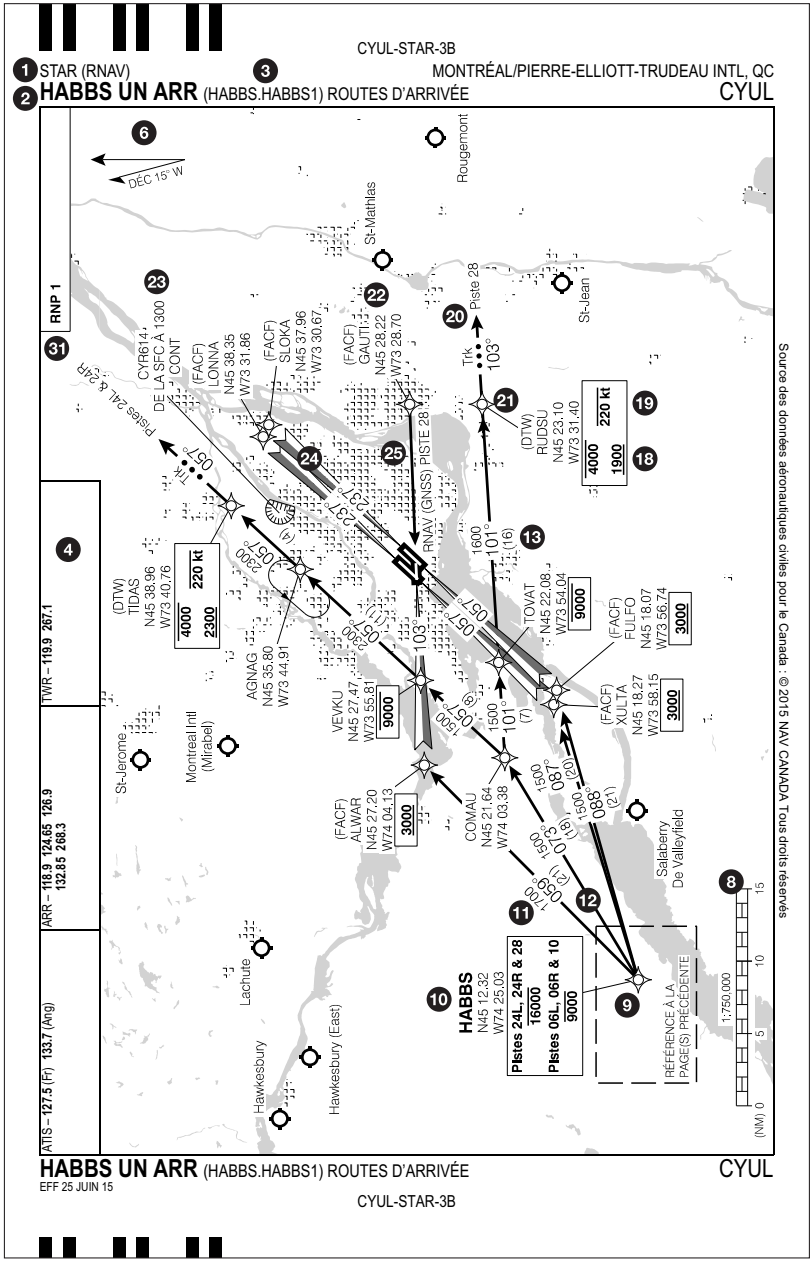
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ARRIVÉES NORMALISÉES EN RÉGION TERMINALE

STAR PBN (avec DTW et FACF)

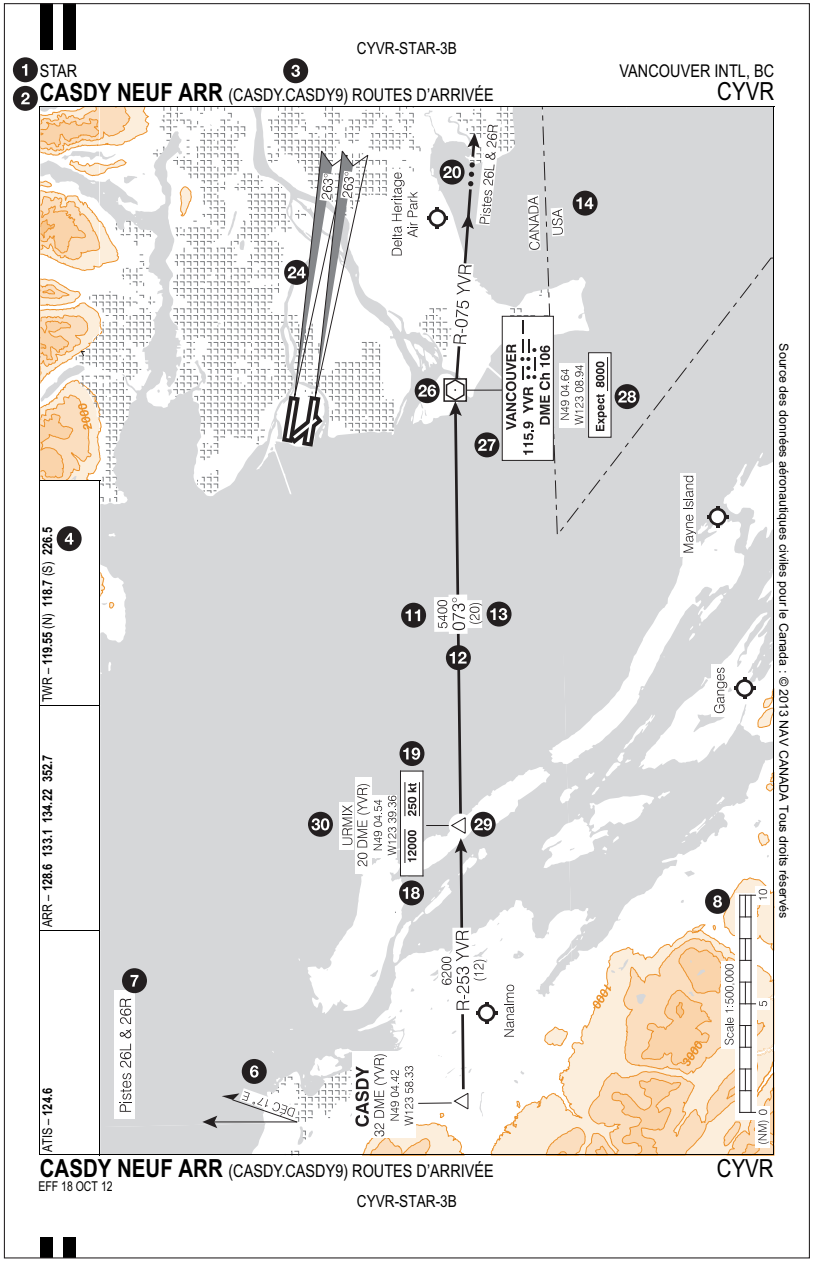


ARRIVÉES NORMALISÉES EN RÉGION TERMINALE

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ARRIVÉES NORMALISÉES EN RÉGION TERMINALE

STAR conventionnelle



ARRIVÉES NORMALISÉES EN RÉGION TERMINALE

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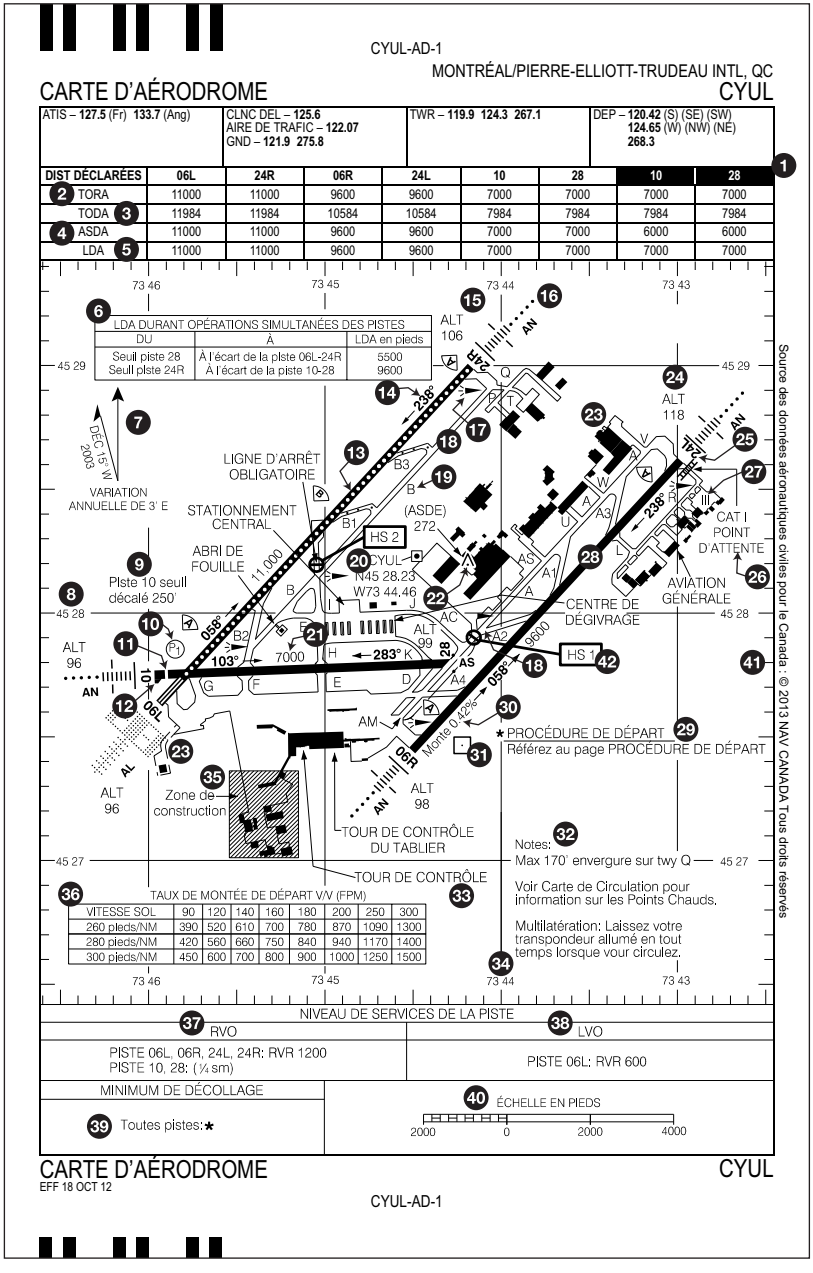
Légende d'une carte d'arrivée normalisée en région terminale

1. Type de procédure
2. Dénomination en langage clair
3. Indicatif codé
4. Communications
5. Indicatif de la transition en route
6. Déclinaison magnétique
7. Notes opérationnelles
8. Échelle
9. Symbole de point de cheminement
10. Indicatif de point de cheminement
11. MEA/MOCA (lorsque les valeurs de la MEA et de la MOCA diffèrent, les deux valeurs sont indiquées sur la carte; la MOCA est mise en évidence par un astérisque)
12. Route du segment
13. Distance sur le segment
14. Frontière internationale
15. Référence à la page suivante
16. Circuit d'attente
17. Route en rapprochement du circuit d'attente
18. Restriction opérationnelle d'altitude
19. Restriction opérationnelle de vitesse
20. Anticipation de guidage radar
21. Point de cheminement terminal vent arrière
22. Repère de trajectoire d'approche finale
23. Espace aérien à usage spécial
24. Alignement avant
25. Référence d'approche RNAV
26. Symbole de NAVAID
27. Indicatif de NAVAID
28. Altitude opérationnelle prévue
29. Symbole d'intersection
30. Indicatif d'intersection
31. Encadré des exigences PBN

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LÉGENDE DES CARTES D'AERODROME

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LÉGENDE DES CARTES D'AERODROME

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Légende des cartes d'aerodrome

1. Distance déclarée (nuit)
2. Longueur de roulement utilisable au décollage
3. Distance de décollage utilisable
4. Distance utilisable pour l'accélération-arrêt
5. Distance d'atterrissage utilisable
6. Tableau des distances d'atterrissage utilisables
7. Déclinaison magnétique
8. Coordonnée de latitude
9. Note sur le décalage du seuil
10. Indicateur visuel de pente d'approche
11. Seuil de piste décalé
12. Aire de demi-tour
13. Feux de l'axe de piste
14. Relèvement de la piste
15. Capteur RVR
16. Balisage lumineux d'approche
17. Indicateur de direction du vent
18. Voie de circulation

    Indicatif de voie de circulation
20. Point de référence d'aérodrome
21. Dimensions de la piste
22. Obstruction
23. Bâtisse
24. Altitude du seuil
25. Numéro de piste
26. Barre d'attente d'ILS CAT I
27. Identification de l'aire de trafic
28. Piste
29. Procédure de départ
30. Pente de la piste*
31. NAVAID sur l'aérodrome
32. Notes opérationnelles
33. Tour de contrôle
34. Coordonnée de longitude
35. Zone de construction
36. Tableau des taux de montée de départ
37. Tableau des opérations par visibilité réduite
38. Tableau des opérations par faible visibilité
39. Case des minimums de décollage
40. Barre d'échelle
41. Grille géographique
42. Point chaud

* Si une seule valeur de pente de piste est donnée, on peut supposer que la pente est constante sur la longueur indiquée et que la direction de la pente est inversée dans la direction de la piste opposée. Si aucune longueur n'est indiquée, la pente donnée s'applique à toute la longueur de la piste. Par exemple, pour une pente publiée de PISTE 04 DESCEND 0,36 %, on peut supposer que la pente de PISTE 22 MONTE 0,36 %et que cette valeur s'applique à toute la longueur de la piste.

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LÉGENDE DES CARTES DE CIRCULATION PAR RÉDUITE/FAIBLE VISIBILITÉ

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CYUL-GM-3C

CARTE DE CIRCULATION EN CONDITIONS DE FAIBLE VISIBILITÉ (RVR inférieur à 1200 jusqu'à 600 pieds)

MONTRÉAL/PIERRE-ELLIOTT-TRUDEAU INTL, QC
CYUL

ATIS – **127.5** (Fr) **133.7** (Ang)	CLNC DEL – **125.6** AIRE DE TRAFIC – **122.07** GND – **121.9 275.8**	TWR – **119.9 124.3 267.1**

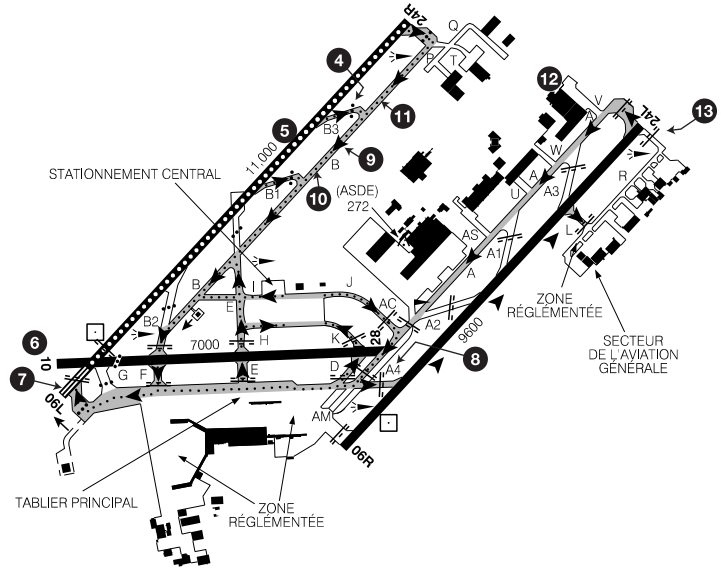
1

LÉGENDE
- BARRES D'ARRÊT
- FEUX DE PROTECTION DE PISTE
- FEUX AXIAUX DE VOIES DE CIRCULATION (UNIDIRECTIONNELS)
- SENS DE LA CIRCULATION

2

DEC 15 W 2003

VARIATION ANNUELLE DE 3° E



3

Multilateration:
Laissez votre transpondeur allumé en tout temps lorsque vous circulez.

(RVR inférieur à 1200 jusqu'à 600 pieds)
CARTE DE CIRCULATION EN CONDITIONS DE FAIBLE VISIBILITÉ
CYUL-GM-3C

CYUL
EFF 18 OCT 12

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LÉGENDE DES CARTES DE CIRCULATION PAR RÉDUITE/FAIBLE VISIBILITÉ

LÉGENDE DES CARTES DE CIRCULATION PAR RÉDUITE/FAIBLE VISIBILITÉ

Légende de carte de circulation en conditions de faible visibilité

1. Case des communications
2. Déclinaison magnétique
3. Notes opérationnelles
4. Barre d'arrêt
5. Piste équipée de feux d'axe
6. Numéro de la piste
7. Feux de zone de poser
8. Indicatif de voie de circulation
9. Voie de circulation à sens unique
10. Voie de circulation avec feux axiaux
11. Voie de circulation pour faible visibilité
12. Bâtisse
13. Feux de protection de piste

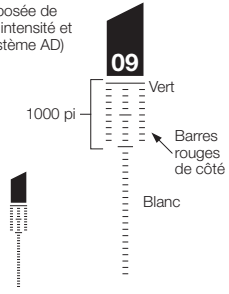
LÉGENDE DES CARTES DE CIRCULATION PAR RÉDUITE/FAIBLE VISIBILITÉ

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LÉGENDE DES FEUX D'APPROCHE

AC RANGÉE CENTRE

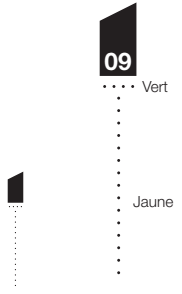
CATÉGORIE II
HAUTE INTENSITÉ
(Composée de haute intensité et du système AD)



Longueur minimale : 2400 pi

AD RANGÉE CENTRE

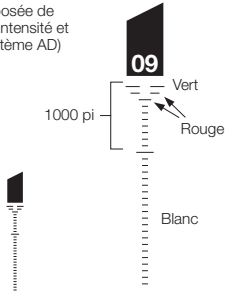
BASSE INTENSITÉ



Longueur minimale : 2400 pi

AE RANGÉE CENTRE

CATÉGORIE I
HAUTE INTENSITÉ
(Composée de haute intensité et du système AD)



Longueur minimale : 2400 pi

AF RANGÉE CENTRE

CALVERT MODIFIÉ DE HAUTE INTENSITÉ
(Composée de haute intensité et du système AD)

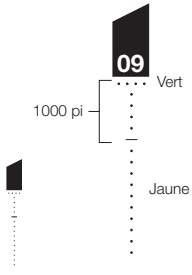


NOTE : Contour du seuil avec feux VERTS aux bases MDN.

Longueur minimale : 2400 pi
Des feux séquentiels à décharge de condensateur peuvent être installés sur les premiers 2000 pi

AJ RANGÉE CENTRE

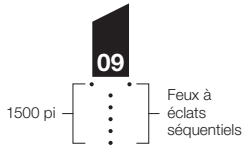
BASSE INTENSITÉ



Longueur minimale : 2400 pi
Des feux séquentiels à décharge de condensateur peuvent être installés sur les premiers 2000 pi

AO ODALS

BALISAGE LUMINEUX D'APPROCHE OMNI-DIRECTIONNEL



Longueur normale : 1500 pi

AS FEUX D'IDENTIFICATION DE SEUIL DE PISTE

(FEUX À ÉCLATS UNIDIRECTIONNELS)



AZ SYSTÈME VISUEL ET FEUX D'IDENTIFICATION DE PISTE

(FAISCEAUX ROTATIFS UNIDIRECTIONNELS CRÉANT UN ÉCLAT LUMINEUX)



SF

Feux séquentiels à décharge de condensateur intégrés au balisage d'approche de certains aérodromes.

Le système comprend des feux d'identification de seuil de piste.

* Un petit astérisque après les lettres d'identification d'un système sur la carte d'atterrissage indique une modification au système de base.

Voir le CFS pour les détails.

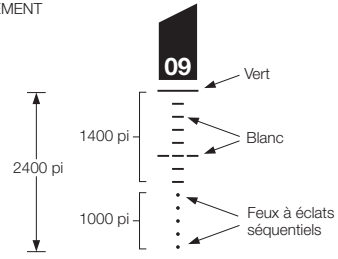
LÉGENDE DES FEUX D'APPROCHE

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LÉGENDE DES FEUX D'APPROCHE

AM MALSR

MOYENNE INTENSITÉ
BALISAGE LUMINEUX D'APPROCHE AVEC FEUX INDICATEUR D'ALIGNEMENT DE PISTE



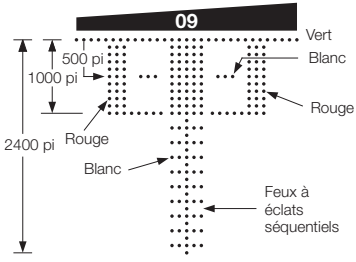
Longueur normale : 2400 pi

AN SSALR

HAUTE INTENSITÉ

AL ALSF-2

CATÉGORIE II/III
HAUTE INTENSITÉ

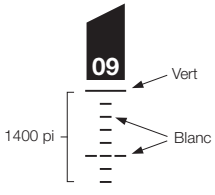


Longueur normale : 2400 pi

NOTE : Peut fonctionner comme des feux d'approche SSALS ou SSALR pendant des conditions atmosphériques favorables.

AR MALS

MOYENNE INTENSITÉ
BALISAGE LUMINEUX D'APPROCHE



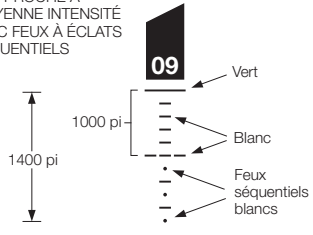
Longueur normale : 1400 pi

AW SSALS

HAUTE INTENSITÉ

AK MALSF

BALISAGE LUMINEUX D'APPROCHE À MOYENNE INTENSITÉ AVEC FEUX À ÉCLATS SÉQUENTIELS



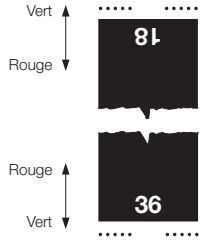
Longueur normale : 1400 pi

LÉGENDE DES FEUX D'APPROCHE

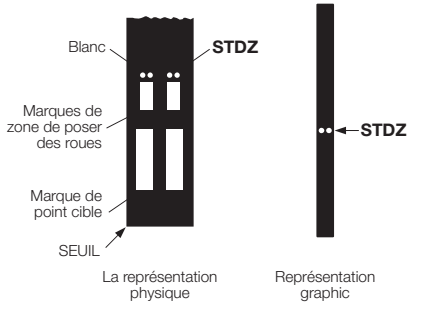
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Feux de seuil et de piste

TE SEUIL et EXTRÉMITÉ DE PISTE



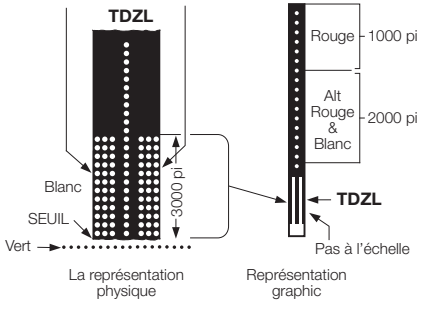
STDZ FEUX DE ZONE DE POSER SIMPLIFIÉS



A FEUX D'AXE DE PISTE et DE SORTIE DE LA VOIE DE CIRCULATION



BALISAGE DE ZONE DE POSER et FEUX D'AXE DE PISTE



Balisage lumineux d'aérodrome télécommandé (ARCAL)

Type J Pour allumer le balisage d'aérodrome pendant environ 15 minutes, appuyer 5 fois sur le bouton du microphone dans un délai de 5 secondes. Le cycle de minutage peut être remis en marche n'importe quand en répétant la séquence de manipulation.

Note : Certains systèmes indiquent l'arrêt du fonctionnement par un clignotement des feux, deux minutes avant l'extinction complète. D'autres systèmes n'offrent aucune indication de fin du fonctionnement. Le système de commande fonctionne 24 heures par jour ou entre le coucher et le lever du soleil.

Type K Pour allumer le balisage d'aérodrome pendant environ 15 minutes, appuyer sur le bouton du microphone 7 fois pour obtenir la haute intensité. On peut varier l'intensité lumineuse en appuyant 7, 5 ou 3 fois sur le bouton dans un délai de 5 secondes pour obtenir respectivement un balisage de haute intensité, de moyenne intensité ou de basse intensité. Le cycle de minutage peut être réactivé n'importe quand en répétant la séquence de manipulation. Là où des feux d'identification de piste (code AS) sont disponibles, l'activation du microphone à trois reprises sur la fréquence appropriée éteint ces feux.

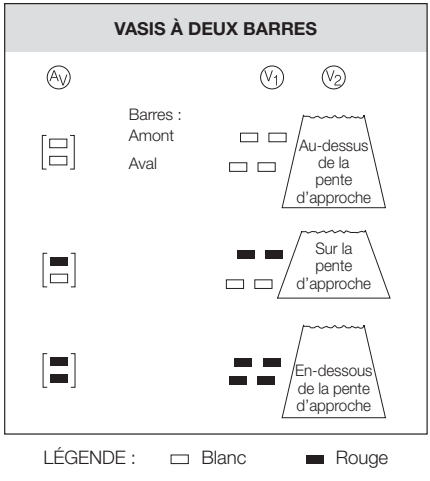
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Indicateurs visuels d'alignement de descente (VGSI)

Indicateur visuel de pente d'approche (VASIS)

Les barres sont érigées sur un ou sur les deux côtés de la piste (Réf AIM de TC AGA).

- (V1) VASIS À 2 BARRES pour aéronefs dont la hauteur entre les yeux et les roues peut atteindre 10 pi
- (V2) VASIS À 2 BARRES pour aéronefs dont la hauteur entre les yeux et les roues peut atteindre 25 pi
- (AV) AVASIS – VASIS simplifié pour aéronefs dont la hauteur entre les yeux et les roues peut atteindre 10 pi (entre crochets : deux projecteurs)

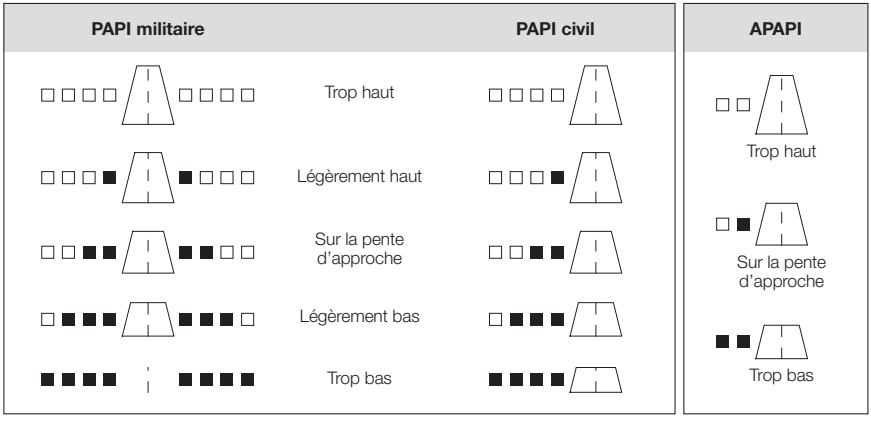


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LÉGENDE DES FEUX D'APPROCHE

Indicateur de trajectoire d'approche de précision (PAPI)

- (P1) PAPI pour aéronefs dont la hauteur entre les yeux et les roues peut atteindre 10 pi
- (P2) PAPI pour aéronefs dont la hauteur entre les yeux et les roues peut atteindre 25 pi
- (P3) PAPI pour aéronefs dont la hauteur entre les yeux et les roues peut atteindre 45 pi
- (AP) APAPI : PAPI simplifié pour aéronefs dont la hauteur entre les yeux et les roues peut atteindre 10 pi



LÉGENDE DES FEUX D'APPROCHE

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CEP3-IAP-3A

BARRHEAD, AB

RNAV (GNSS) RWY 07

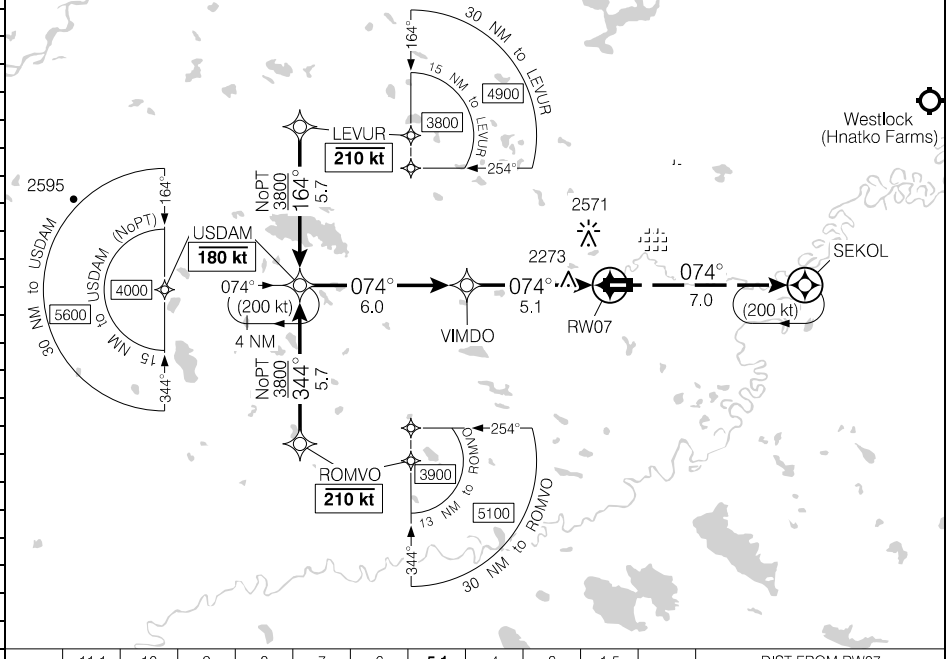
540549N 1142620W VAR 16°E

CEP3

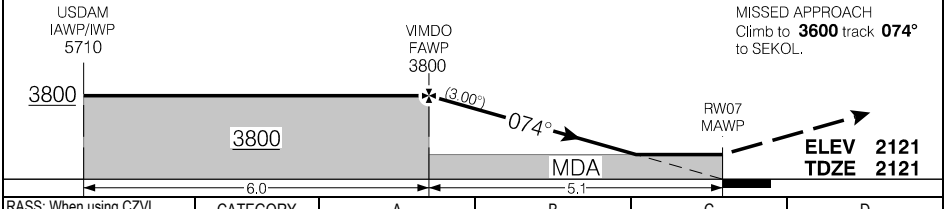
AUTO – **122.55**	CTR Edmonton – **124.85**	TFC – **123.2** ATF		ARCAL 123.2(K)
SAFE ALT 100 NM **7200**	RNAV	APCH CRS **074°**	MIN ALT VIMDO **3800**	LDA **3506**

RESTRICTED

Remain clear of CYA209 and CYA218 when using the Right Base TAA area.



	11.1	10	9	8	7	6	**5.1**	4	3	1.5		DIST FROM RW07
	5710	5350	5030	4710	4390	4070	**3800**	3430	3120	2640		ALT (3.00° APCH PATH)



RASS: When using CZVL add **100'**. When using CYEG add **180'**.

CATEGORY	A	B	C	D
LNAV	**2640**	(519)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 07 CEP3

EFF 27 NOV 25
REGULATORY REVIEW 24 OCT 2030

CEP3-IAP-3A

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RESTRICTED

RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

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CEP3-IAP-3C

BARRHEAD, AB

RNAV (GNSS) RWY 25

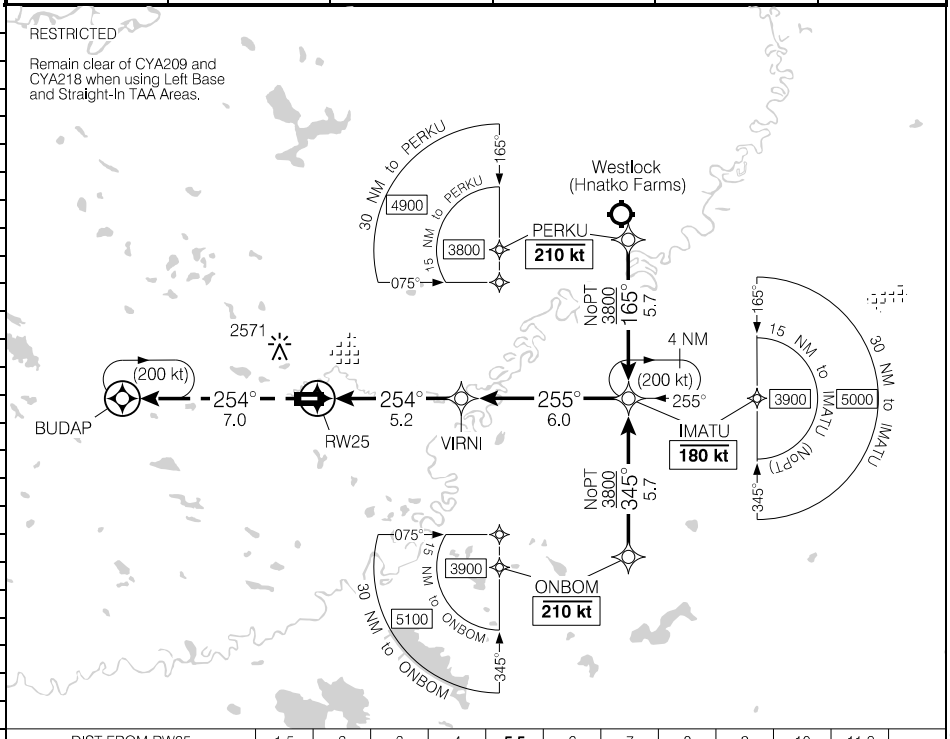
540549N 1142620W VAR 16°E

CEP3

AUTO – **122.55**	CTR Edmonton – **124.85**	TFC – **123.2** ATF		ARCAL 123.2(K)
SAFE ALT 100 NM **7200**	RNAV	APCH CRS **254°**	MIN ALT VIRNI **3800**	LDA **3506**

RESTRICTED

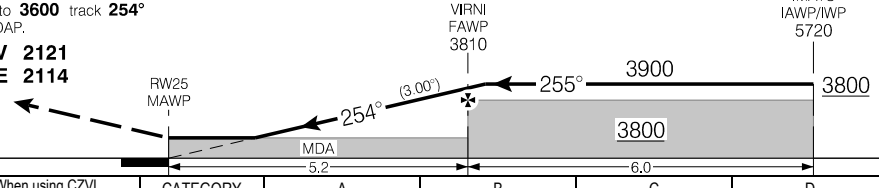
Remain clear of CYA209 and CYA218 when using Left Base and Straight-In TAA Areas.



DIST FROM RW25	1.5	2	3	4	**5.5**	6	7	8	9	10	11.2
ALT (3.00° APCH PATH)	2620	2790	3110	3430	**3900**	4070	4390	4710	5030	5350	5720

MISSED APPROACH
Climb to **3600** track **254°** to BUDAP.

ELEV 2121
TDZE 2114



RASS: When using CZVL add **100'**. When using CYEG add **180'**.

CATEGORY	A	B	C	D
LNAV	**2620**	(509)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 25

CEP3

EFF 27 NOV 25
REGULATORY REVIEW 24 OCT 2030

CEP3-IAP-3C

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RESTRICTED INSTRUMENT PROCEDURE

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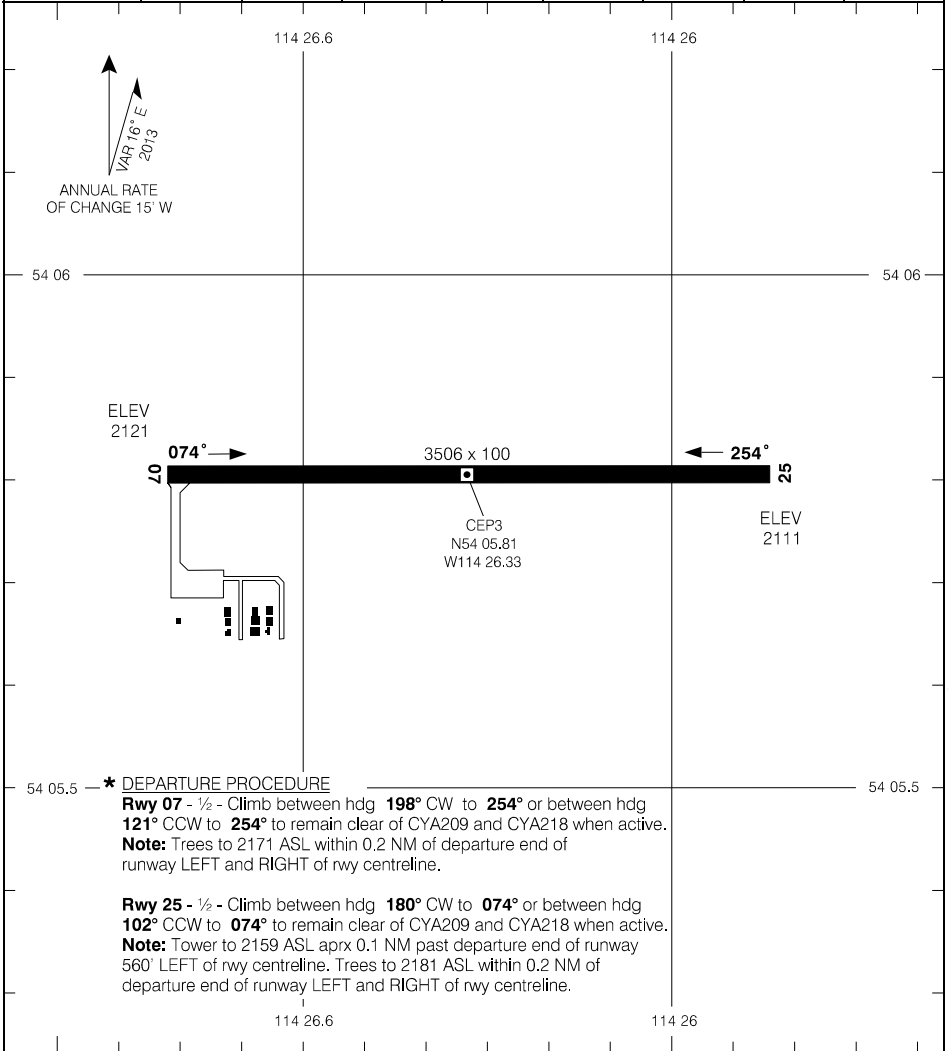
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BARRHEAD, AB

AERODROME CHART — CEP3

AUTO – **122.55**		TFC – **123.2**		CTR Edmonton – **124.85** ATF				
DECL DISTS	**07**	**25**						
TORA	3506	3506						
TODA	3506	3506						
ASDA	3506	3506						
LDA	3506	3506						



* DEPARTURE PROCEDURE

Rwy 07 - ½ - Climb between hdg **198°** CW to **254°** or between hdg **121°** CCW to **254°** to remain clear of CYA209 and CYA218 when active.
Note: Trees to 2171 ASL within 0.2 NM of departure end of runway LEFT and RIGHT of rwy centreline.

Rwy 25 - ½ - Climb between hdg **180°** CW to **074°** or between hdg **102°** CCW to **074°** to remain clear of CYA209 and CYA218 when active.
Note: Tower to 2159 ASL aprx 0.1 NM past departure end of runway 560' LEFT of rwy centreline. Trees to 2181 ASL within 0.2 NM of departure end of runway LEFT and RIGHT of rwy centreline.

TAKE-OFF MINIMA	SCALE IN FEET
Rwys 07; 25: *	1000 0 1000

AERODROME CHART — CEP3

EFF 27 NOV 25

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CCL3-IAP-3A

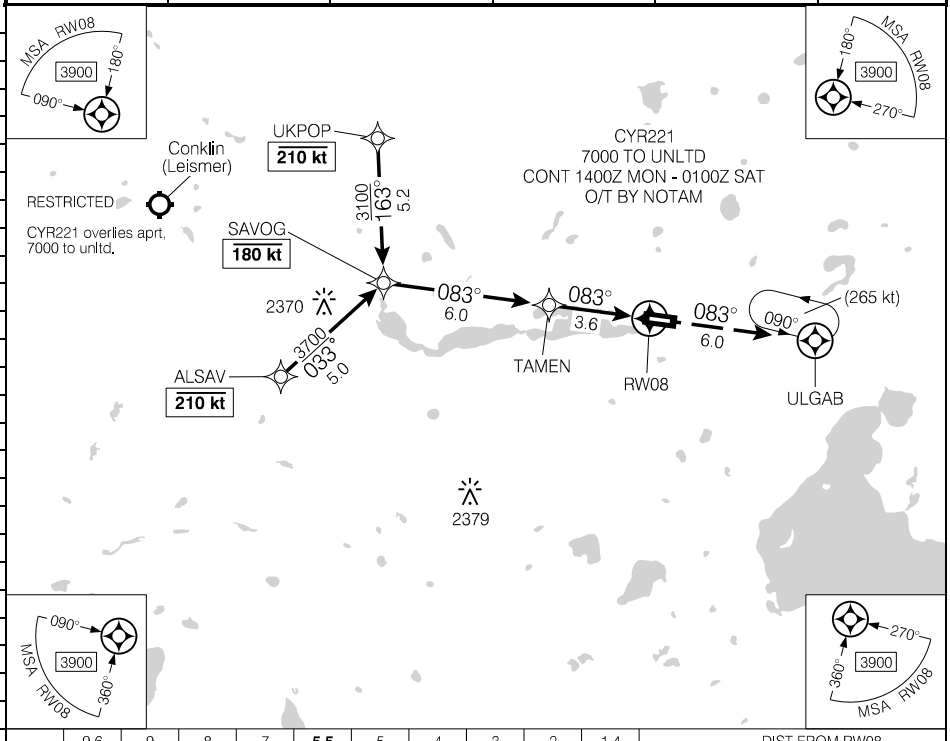
CHRISTINA LAKE, AB

RNAV (GNSS) RWY 08

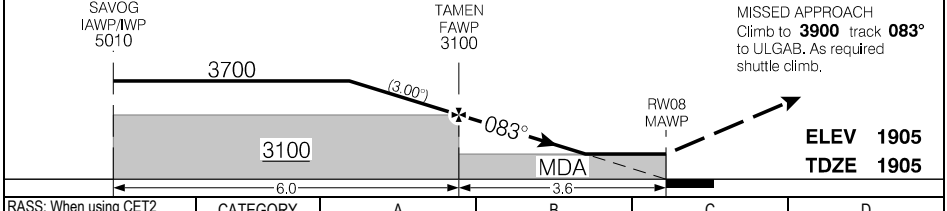
553742N 1104459W VAR 14°E

CCL3

AUTO – **122.27**	CTR Edmonton – **133.72**	TFC – **122.8** ATF		ARCAL 122.8(K)
SAFE ALT 100 NM **4300**	RNAV	APCH CRS **083°**	MIN ALT TAMEN **3100**	LDA **4492**



	9.6	9	8	7	**5.5**	5	4	3	2	1.4	DIST FROM RW08
	5010	4810	4490	4170	**3700**	3530	3210	2890	2580	2400	ALT (3.00° APCH PATH)



RASS: When using CET2 add **60'**, when using CYMM add **260'**.

CATEGORY	A	B	C	D
LNAV	**2400**	(501)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 08 CCL3

EFF 26 DEC 24
REGULATORY REVIEW 7 JUN 2029

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CHRISTINA LAKE, AB

RNAV (GNSS) RWY 08 OPS SPEC CCL3

RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

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CCL3-IAP-3C

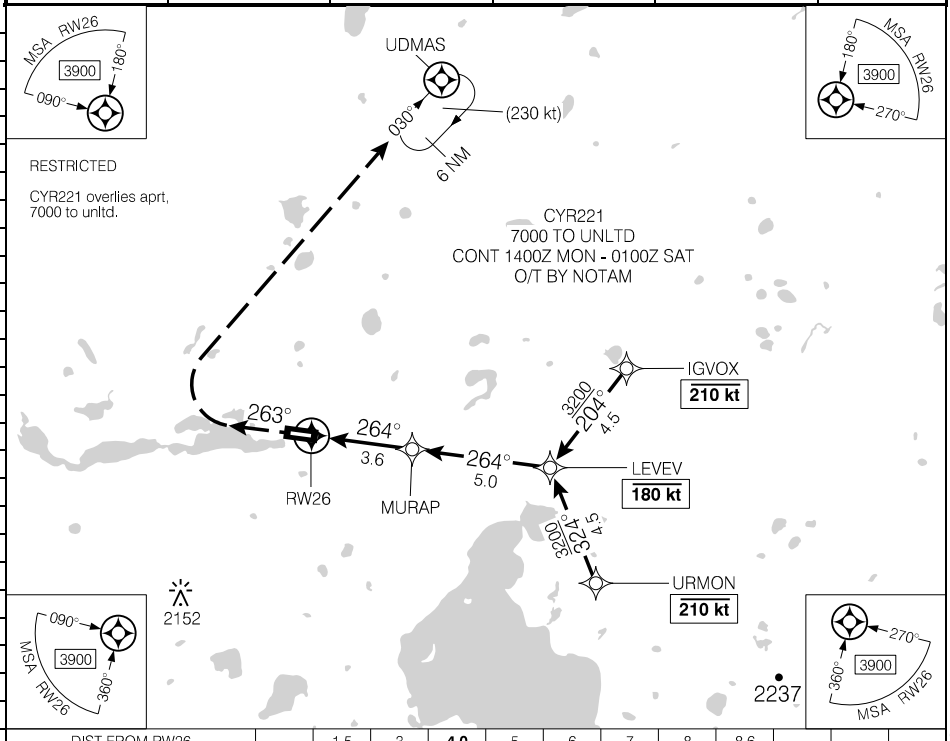
CHRISTINA LAKE, AB

RNAV (GNSS) RWY 26

553742N 1104459W VAR 14°E

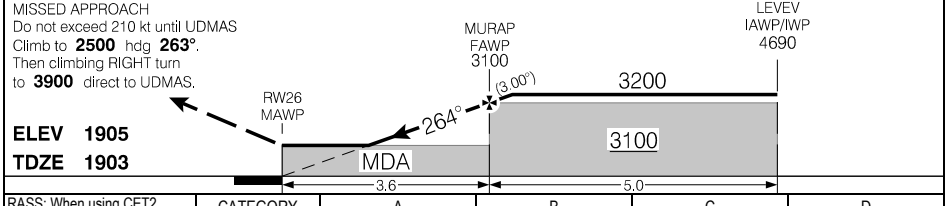
CCL3

AUTO – **122.27**	CTR Edmonton – **133.72**	TFC – **122.8** ATF		ARCAL 122.8(K) P1 AS
SAFE ALT 100 NM **4300**	RNAV	APCH CRS **264°**	MIN ALT MURAP **3100**	LDA **4492**



DIST FROM RW26		1.5	3	**4.0**	5	6	7	8	8.6			
ALT (3.00° APCH PATH)		2400	2890	**3200**	3530	3850	4170	4490	4690			

MISSED APPROACH
Do not exceed 210 kt until UDMAS
Climb to **2500** hdg **263°**.
Then climbing RIGHT turn
to **3900** direct to UDMAS.



ELEV 1905
TDZE 1903

RASS: When using CET2 add **60'**, when using CYMM add **260'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LNAV	**2400**	(502)	1½	

RNAV (GNSS) RWY 26

CCL3

EFF 26 DEC 24
REGULATORY REVIEW 7 JUN 2029

CCL3-IAP-3C

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RESTRICTED INSTRUMENT PROCEDURE

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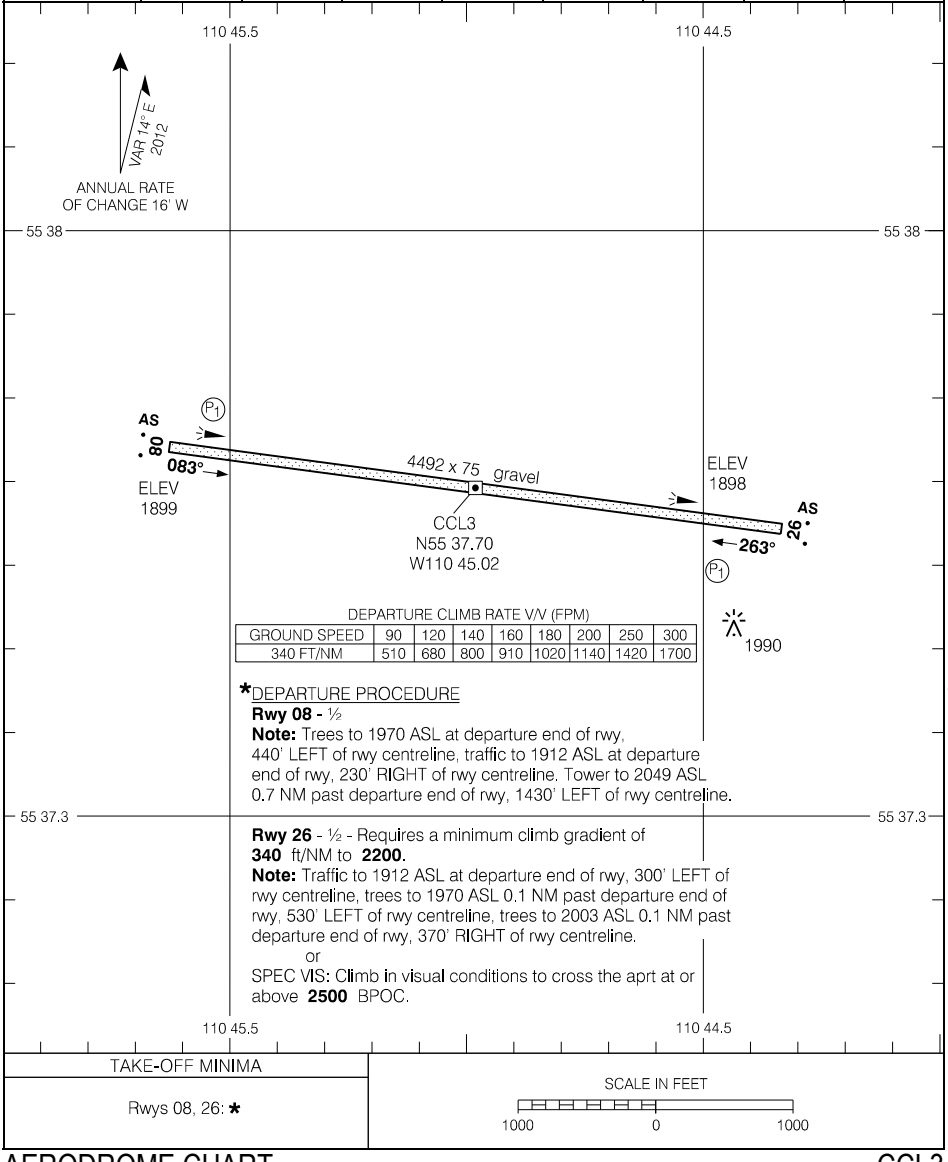
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CHRISTINA LAKE, AB

AERODROME CHART — CCL3

AUTO – **122.27** | TFC – **122.8** | ATF | CTR Edmonton – **133.72**

DECL DISTS	08	26
TORA	4492	4492
TODA	4492	4492
ASDA	4492	4492
LDA	4492	4492



DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
340 FT/NM	510	680	800	910	1020	1140	1420	1700

*DEPARTURE PROCEDURE

Rwy 08 - ½
Note: Trees to 1970 ASL at departure end of rwy, 440' LEFT of rwy centreline, traffic to 1912 ASL at departure end of rwy, 230' RIGHT of rwy centreline. Tower to 2049 ASL 0.7 NM past departure end of rwy, 1430' LEFT of rwy centreline.

Rwy 26 - ½ - Requires a minimum climb gradient of **340** ft/NM to **2200**.
Note: Traffic to 1912 ASL at departure end of rwy, 300' LEFT of rwy centreline, trees to 1970 ASL 0.1 NM past departure end of rwy, 530' LEFT of rwy centreline, trees to 2003 ASL 0.1 NM past departure end of rwy, 370' RIGHT of rwy centreline.
or
SPEC VIS: Climb in visual conditions to cross the aprt at or above **2500** BPOC.

TAKE-OFF MINIMA

Rwys 08, 26: *

SCALE IN FEET
1000 0 1000

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CEC4-IAP-3A

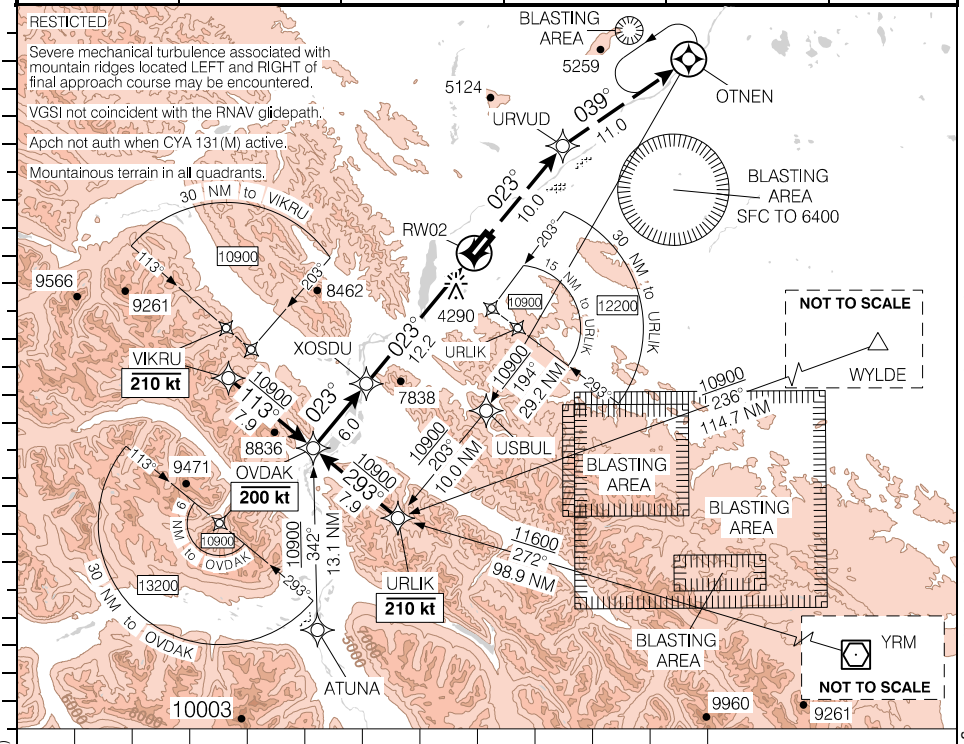
HINTON/JASPER-HINTON, AB

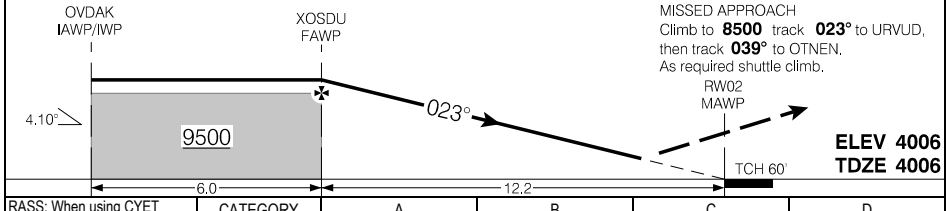
RNAV (GNSS) RWY 02

531908N 1174512W VAR 16°E

CEC4

AUTO – **122.55**		UNICOM – **123.35** (AU) ATF		ARCAL 123.2(K) V1
SAFE ALT 100 NM **15,000**	WAAS **Ch 81043** W02A	APCH CRS **023°**	MIN ALT XOSDU **9500**	LDA **4305**





RASS: When using CYET add **520'**.

CATEGORY	A	B	C	D
LPV	**4506** (500)	1½	NOT AUTHORIZED	

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) RWY 02 CEC4

EFF 25 JAN 24
REGULATORY REVIEW 20 JAN 2028

CEC4-IAP-3A

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RESTRICTED INSTRUMENT PROCEDURE

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HINTON/JASPER-HINTON, AB

AERODROME CHART — CEC4

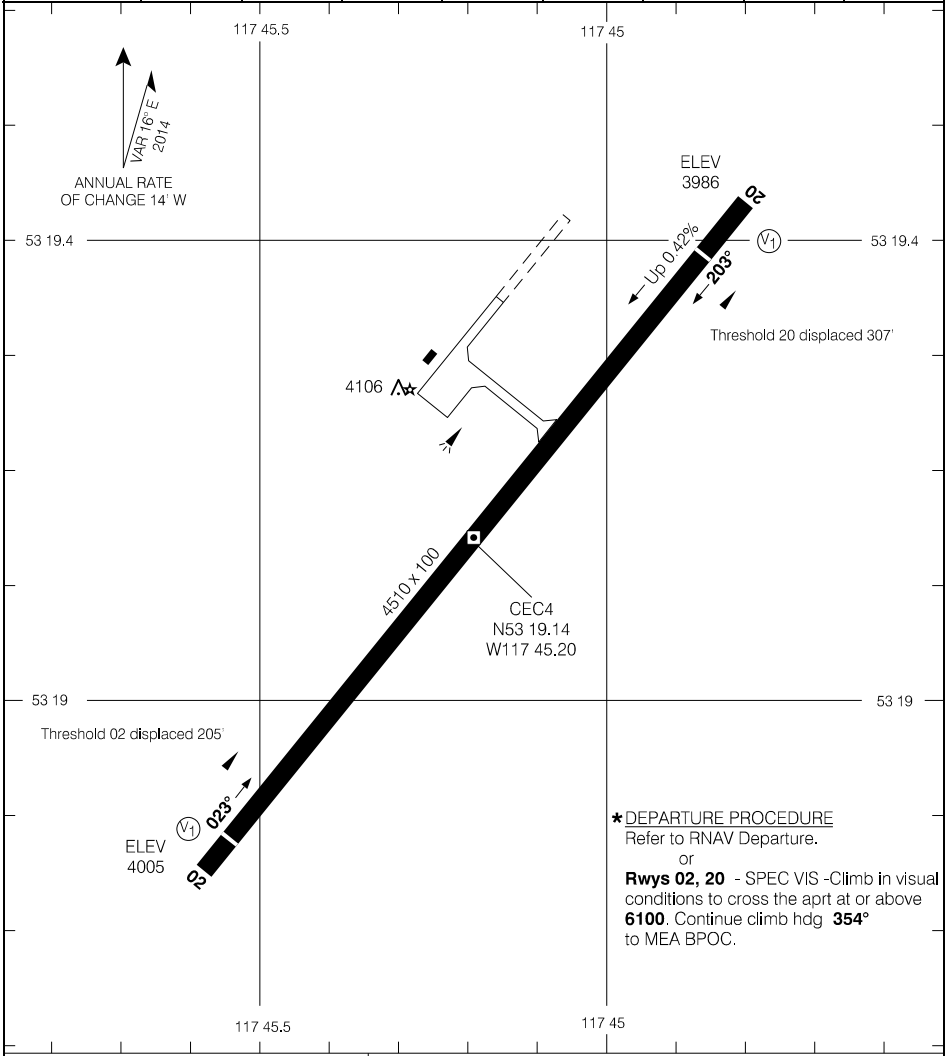
AUTO – **122.55**

UNICOM – **123.35** (AU)

ATF

RADIO Edmonton – **123.55**

DECL DISTS	02	20
TORA	4510	4510
TODA	4510	4510
ASDA	4510	4510
LDA	4305	4203



TAKE-OFF MINIMA	SCALE IN FEET
Rwys 02; 20:*	1000 0 1000

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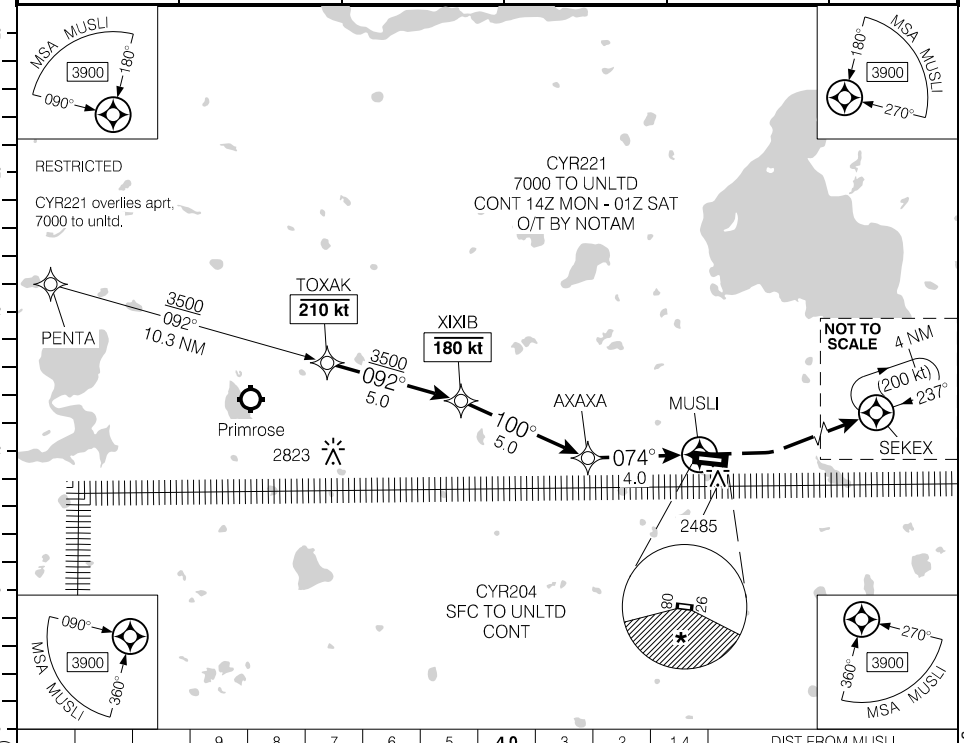
KIRBY LAKE, AB

RNAV (GNSS) RWY 08

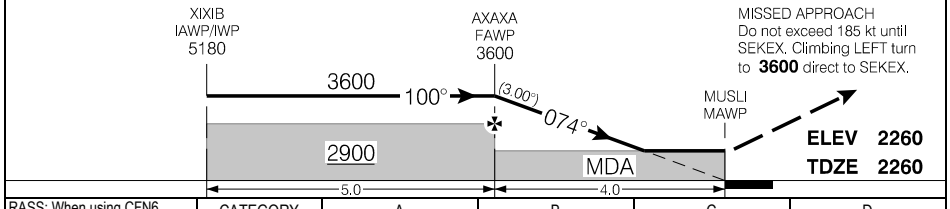
552120N 1103815W VAR 14°E

CRL4

AUTO – **122.17**	CTR Edmonton – **134.45**	UNICOM – **123.35** (AU) ATF			ARCAL 123.35(K)
SAFE ALT 100 NM **4300**	RNAV	APCH CRS **074°**	MIN ALT AXAXA **2900**	LDA **4921**	



			9	8	7	6	5	**4.0**	3	2	1.4	DIST FROM MUSLI
			5180	4850	4540	4220	3900	**3600**	3260	2940	2760	ALT (3.00° APCH PATH)



RASS: When using CFN6 add **40'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LNAV	**2760** (504) 1½			
C CIRCLING	* **2760** (500) 1½		* **2760** (500) 2	* **2820** (560) 2

RNAV (GNSS) RWY 08

CRL4

EFF 2 DEC 21
REGULATORY REVIEW 9 JUL 2026

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RESTRICTED INSTRUMENT PROCEDURE

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CRL4-IAP-3C

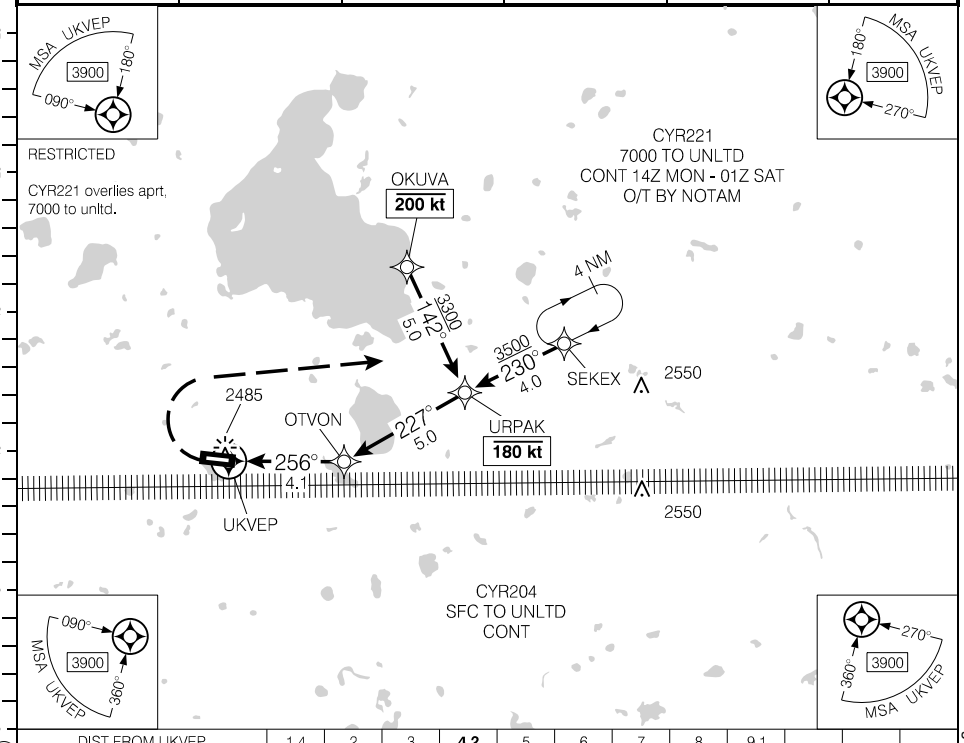
KIRBY LAKE, AB

RNAV (GNSS) RWY 26

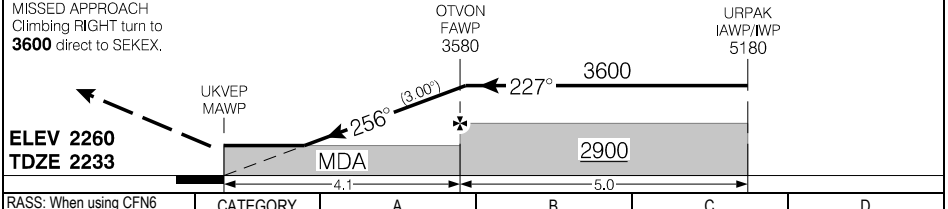
552120N 1103815W VAR 14°E

CRL4

AUTO – **122.17**	CTR Edmonton – **134.45**	UNICOM – **123.35** (AU) ATF			ARCAL 123.35(K)
SAFE ALT 100 NM **4300**	WAAS **Ch 81021** W26A	APCH CRS **256°**	MIN ALT OTVON **2900**	LDA **4921**	



DIST FROM UKVEP	1.4	2	3	**4.2**	5	6	7	8	9.1			
ALT (3.00° APCH PATH)	2720	2900	3220	**3600**	3860	4180	4490	4810	5180			



RASS: When using CFN6 add **40'**.

CATEGORY	A	B	C	D
LP	**2720**	(505)	1½	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 26 CRL4

EFF 10 AUG 23
REGULATORY REVIEW 5 AUG 2027

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RESTRICTED INSTRUMENT PROCEDURE

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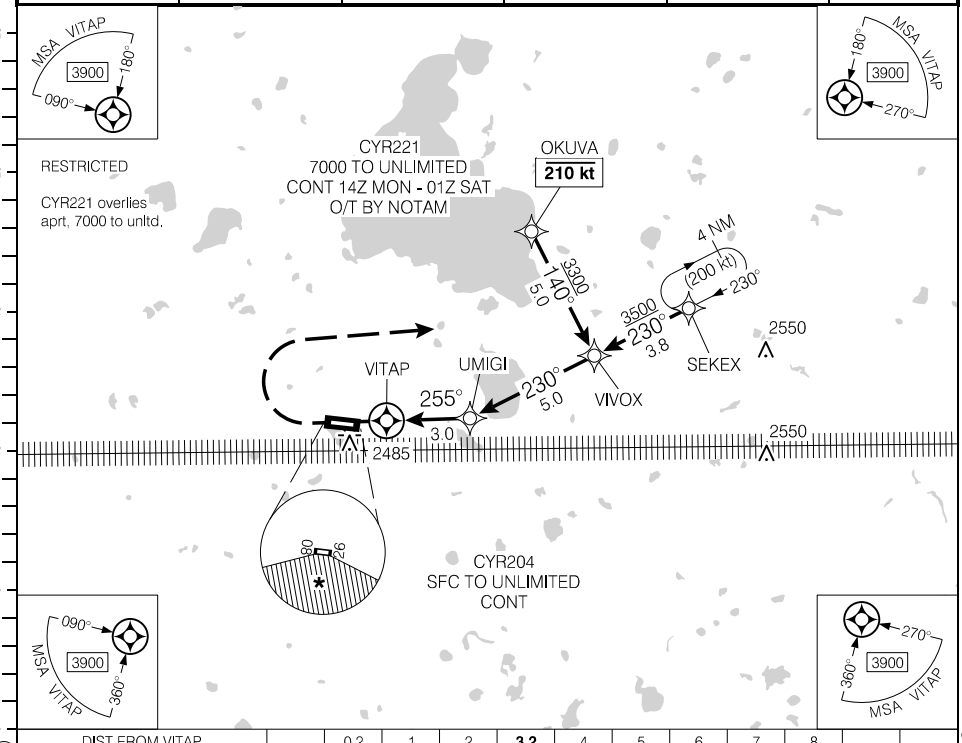
KIRBY LAKE, AB

RNAV (GNSS) A

552120N 1103815W VAR 14°E

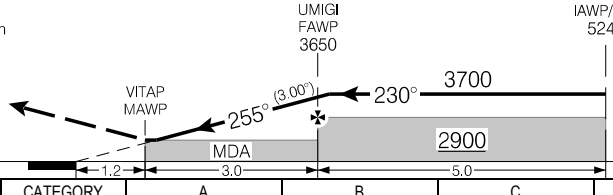
CRL4

AUTO – **122.17**	CTR Edmonton – **134.45**	UNICOM – **123.35** (AU) ATF			ARCAL 123.35(K) LIGHTING: REFER TO AD CHART
SAFE ALT 100 NM **4300**	RNAV	APCH CRS **255°**	MIN ALT UMIGI **2900**	LDA **4921**	



DIST FROM VITAP		0.2	1	2	**3.2**	4	5	6	7	8		
ALT (3.00° APCH PATH)		2760	3010	3330	**3700**	3970	4280	4600	4920	5240		

MISSED APPROACH
Do not exceed 130 kt until SEKEX. Climbing RIGHT turn to **3600** direct to SEKEX.



ELEV 2260

RASS: When using CFN6 add **40'**.

CATEGORY	A	B	C	D
C CIRCLING	* **2760** (500)	1½	NOT AUTHORIZED	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

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RESTRICTED

RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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Departure Route Description

Unless otherwise assigned by ATC:

All rwys: Maintain **4000**.

Rwy 08 – ½: Requires a minimum climb gradient of **310** ft/NM to **2800**. Climb hdg **082°** to **2800**. Then climbing LEFT turn direct to MITEB, then LEFT turn track **273°** to URKOL, then RIGHT turn track **288°** to KEVGU, then LEFT turn track **231°** to METMO.

Note: Trees to 2299 ASL aprx 150' past departure end of rwy, 200' LEFT and RIGHT of rwy centreline.

Rwy 26 – ½: Requires a minimum climb gradient of **400** ft/NM to **2800**. Climb hdg **262°** to **2800**. Then climbing RIGHT turn direct to MITEB, then LEFT turn track **273°** to URKOL, then RIGHT turn track **288°** to KEVGU, then LEFT turn track **231°** to METMO.

Note: Road to 2289 ASL abeam departure end of the rwy, 200' LEFT of rwy centreline. Trees to 2324 ASL abeam departure end of the rwy, 250' LEFT and RIGHT of rwy centreline.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
310 FT/NM	470	620	730	830	930	1040	1300	1550
400 FT/NM	600	800	940	1070	1200	1340	1670	2000

Communication Failure

On recognition of failure 5 minutes or less after take-off and in IFR weather conditions proceed as follows:

1. Select transponder code 7600;
2. Maintain **4000** or last assigned altitude;
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure, then;
4. Climb to flight planned altitude.

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SID (RNAV)

KIRBY FIVE DEP (KIRBY5.)

KIRBY LAKE, AB
CRL4

RESTRICTED

RNAV 1 - GNSS

Christina Lake

CYR221
7000 TO UNLTD
CONT 14Z MON - 01Z SAT
O/T BY NOTAM

VAR 14° E

Conklin (Leismer)

MITEB
N55 28.89
W110 54.16

273°
(9)

URKOL
N55 31.50
W111 09.96

288°
(6)

KEVGU
N55 34.47
W111 18.35

Primrose

CYR204
SFC TO UNLTD
CONT

2800
Hdg
082°

2800
Hdg
262°

231°
(21)

CTR Edmonton – 134.45

ATF

UNICOM – 123.35 (AU)

RESTRICTED

CYR221 overlies aprt 7000 to unltd.

* Holding @ METMO
5.0 NM legs.

(200 kt)
184°
5 NM

METMO
N55 25.42
W111 51.33

1:500,000
0 5 10
(NM)

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RESTRICTED

KIRBY FIVE DEP (KIRBY5.)
CRL4

EFF 26 DEC 24
REGULATORY REVIEW 9 JUL 2026

RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed.

The following provisions are attached to this procedure:

- Flight Crew must be familiar with the aerodrome environment.

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KIRBY LAKE, AB

AERODROME CHART — CRL4

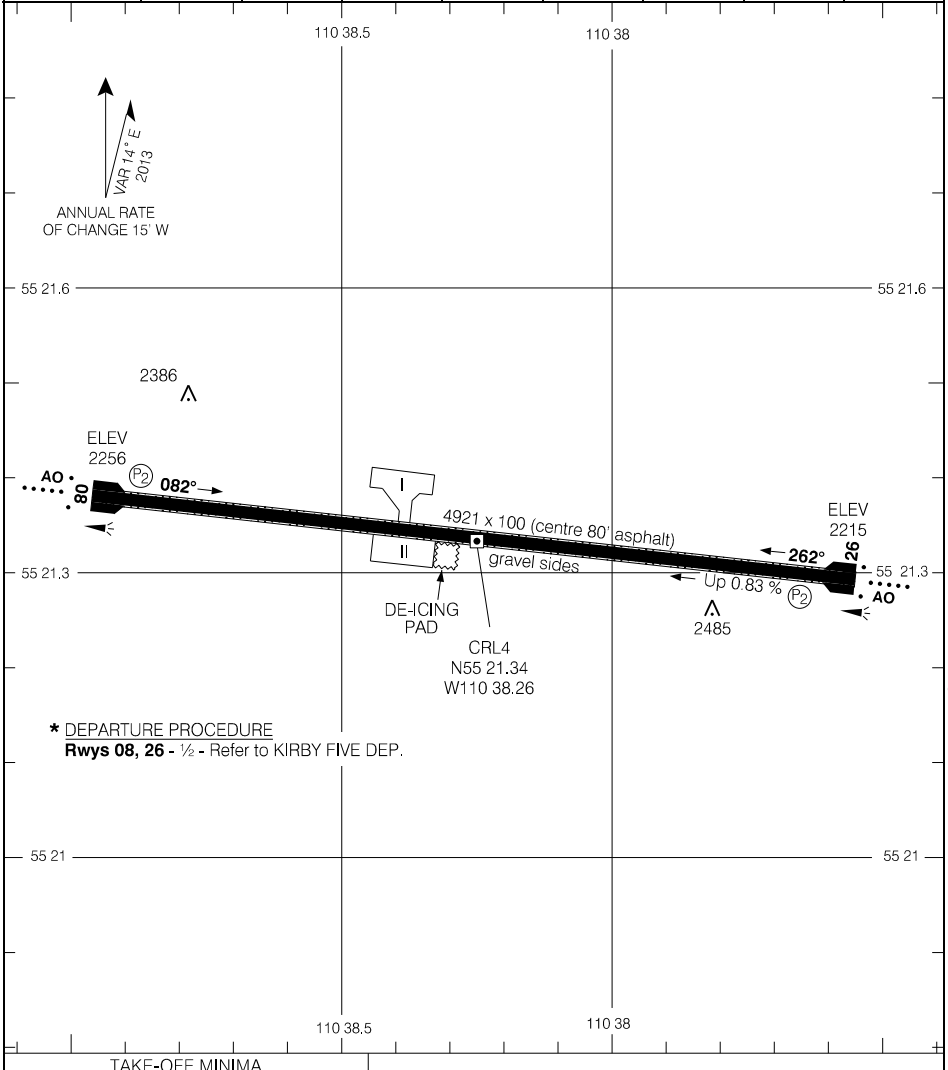
AUTO – **122.17**

UNICOM – **123.35** (AU)

ATF

CTR Edmonton – **134.45**

DECL DISTS	08	26
TORA	4921	4921
TODA	4921	4921
ASDA	4921	4921
LDA	4921	4921



* DEPARTURE PROCEDURE
Rwys 08, 26 - ½ - Refer to KIRBY FIVE DEP.

TAKE-OFF MINIMA
Rwys 08, 26: *

SCALE IN FEET
1000 0 1000 2000

AERODROME CHART — CRL4

EFF 24 MAR 22

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RESTRICTED

CFT8-IAP-3A

PELICAN, AB

RNAV (GNSS) RWY 07

560939N 1132825W VAR 16°E

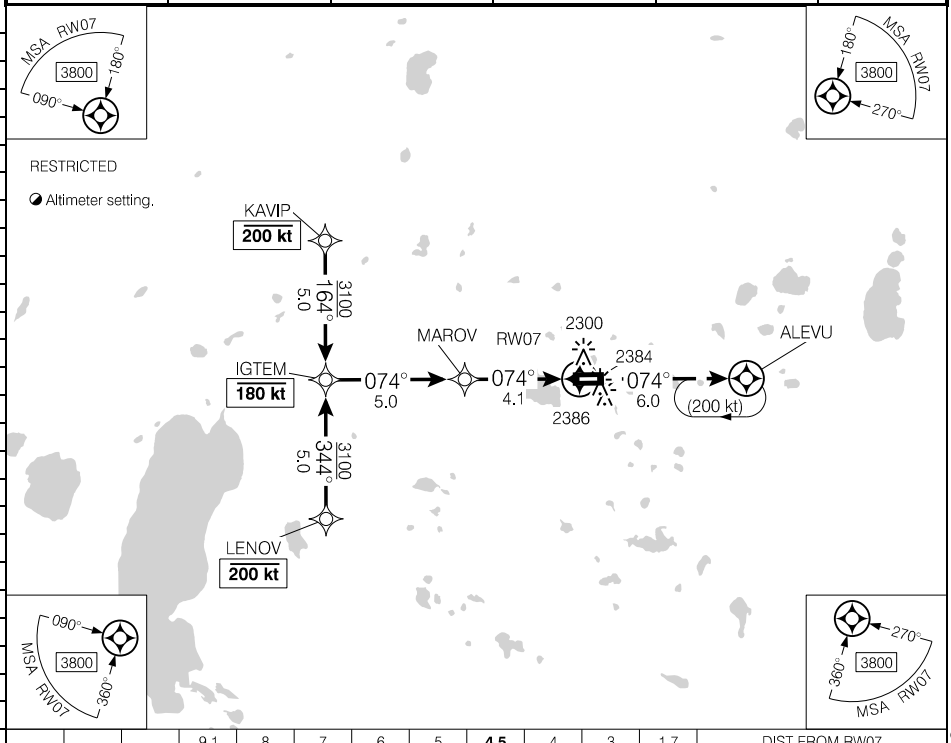
CFT8

CTR Edmonton – **124.85**

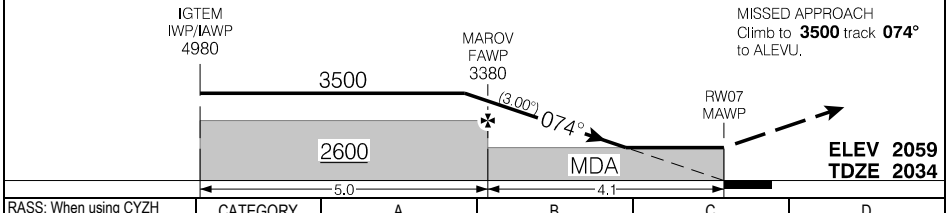
UNICOM – **122.8** (AU)

ATF

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT MAROV	LDA
6300		**074°**	**2600**	**3872**



(NM)				9.1	8	7	6	5	**4.5**	4	3	1.7	DIST FROM RW07
				4980	4620	4300	3980	3660	**3500**	3340	3030	2620	ALT (3.00° APCH PATH)



RASS: When using CYZH add **180'**.

CATEGORY	A	B	C	D
LNAV	**2620**	(599)	1¾	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 07 CFT8

EFF 3 NOV 22
REGULATORY REVIEW 5 AUG 2027

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

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CFT8-IAP-3C

RNAV (GNSS) RWY 25

PELICAN, AB
CFT8

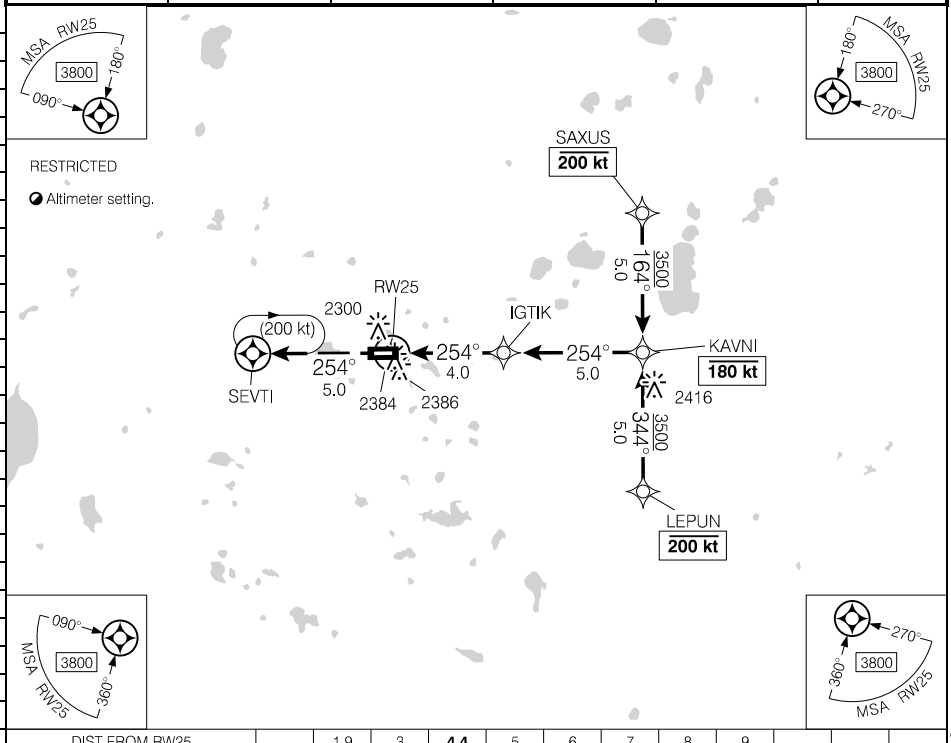
560939N 1132825W VAR 16°E

CTR Edmonton – **124.85**

UNICOM – **122.8** (AU)

ATF

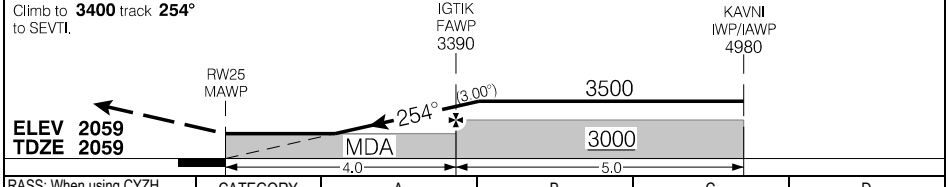
SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT IGTIK	LDA
6300		**254°**	**3000**	**3872**



DIST FROM RW25		1.9	3	**4.4**	5	6	7	8	9			
ALT (3.00° APCH PATH)		2700	3060	**3500**	3700	4020	4340	4660	4980			

(NM) 0 5 10 15 20 25

MISSED APPROACH
Climb to **3400** track **254°**
to SEVTI.



RASS: When using CYZH add **180°**.

CATEGORY	A	B	C	D
LNAV	**2700**	(641)	2	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 25 CFT8

EFF 3 NOV 22
REGULATORY REVIEW 5 AUG 2027

CFT8-IAP-3C

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

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PELICAN, AB

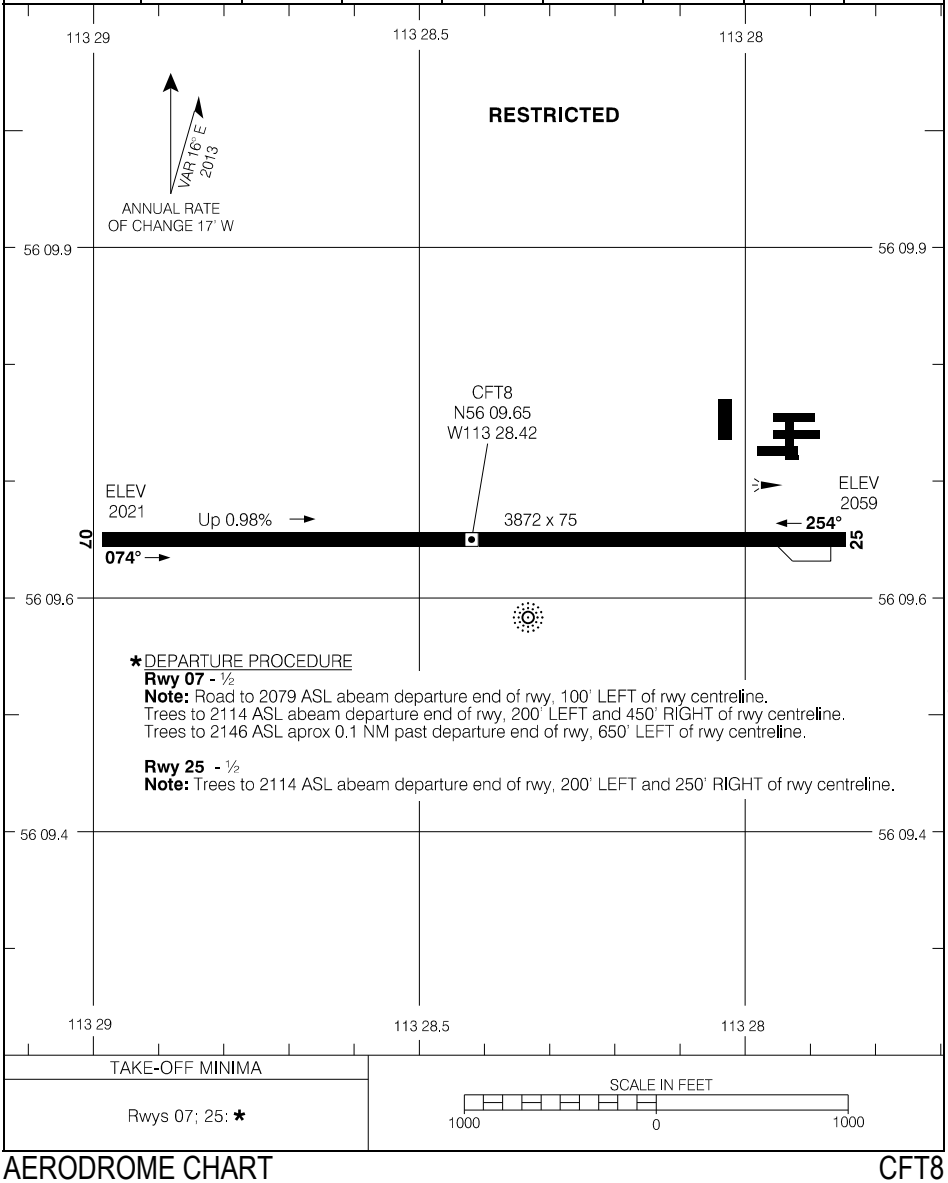
AERODROME CHART — CFT8

UNICOM – **122.8** (AU)

ATF

CTR Edmonton – **124.85**

DECL DISTS	07	25
TORA	3872	3872
TODA	3872	3872
ASDA	3872	3872
LDA	3872	3872



✱DEPARTURE PROCEDURE

Rwy 07 - ½

Note: Road to 2079 ASL abeam departure end of rwy, 100' LEFT of rwy centreline.
Trees to 2114 ASL abeam departure end of rwy, 200' LEFT and 450' RIGHT of rwy centreline.
Trees to 2146 ASL aprox 0.1 NM past departure end of rwy, 650' LEFT of rwy centreline.

Rwy 25 - ½

Note: Trees to 2114 ASL abeam departure end of rwy, 200' LEFT and 250' RIGHT of rwy centreline.

TAKE-OFF MINIMA	SCALE IN FEET
Rwys 07; 25: ✱	1000 0 1000

AERODROME CHART — CFT8

EFF 3 NOV 22

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CEH3-IAP-3B

PONOKA (LABRIE FIELD), AB

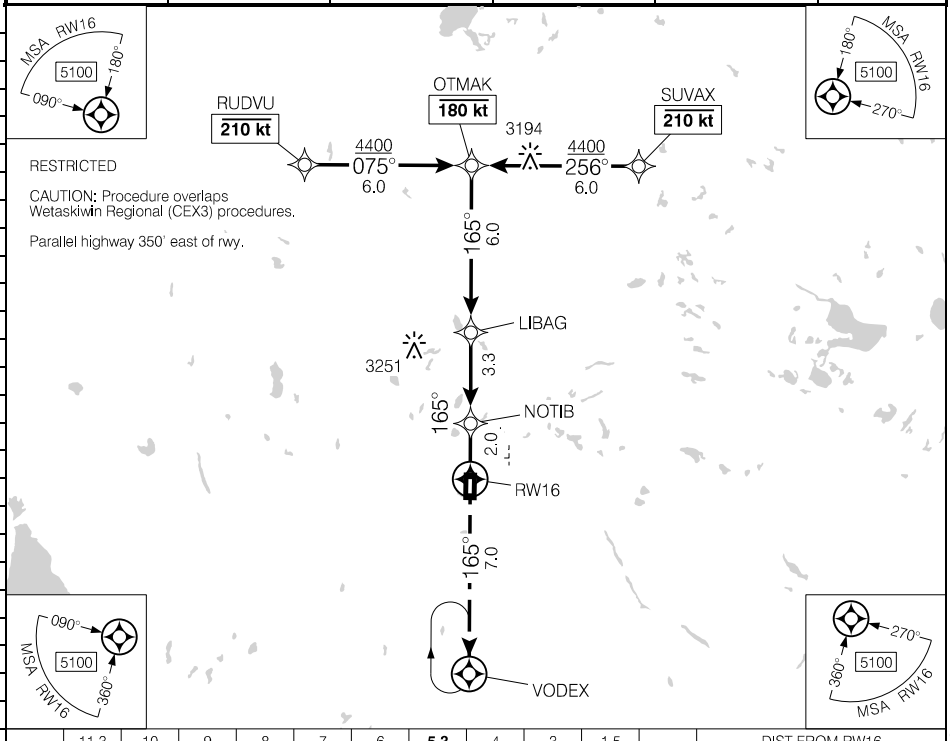
RNAV (GNSS) Y RWY 16

523907N 1133616W VAR 15°E

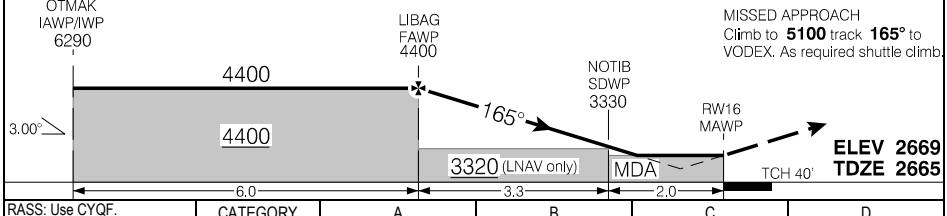
CEH3

CTR Edmonton – **132.85**	UNICOM – **123.3** ATF	ARCAL 123.3(K)

SAFE ALT 100 NM	WAAS	APCH	MIN ALT	LDA
11,900	**Ch 80997** W16B	CRS **165°**	LIBAG **4400**	**3089**



(NM)	11.3	10	9	8	7	6	**5.3**	4	3	1.5		DIST FROM RW16
	6290	5880	5560	5240	4930	4610	**4400**	3970	3650	3180		ALT (3.00° APCH PATH)



RASS: Use CYQF.

CATEGORY	A	B	C	D
LPV	**3156**	(500)	1¾	
LNAV	**3180**	(524)	1¾	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) Y RWY 16

CEH3

EFF 14 JUL 22
REGULATORY REVIEW 9 JUL 2026

CEH3-IAP-3B

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RESTRICTED INSTRUMENT PROCEDURE

CAT C & D ONLY - Aerodrome visual surfaces not assessed
(Obstacle Limitation Surfaces not assessed).

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- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
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CEH3-IAP-3E

PONOKA (LABRIE FIELD), AB

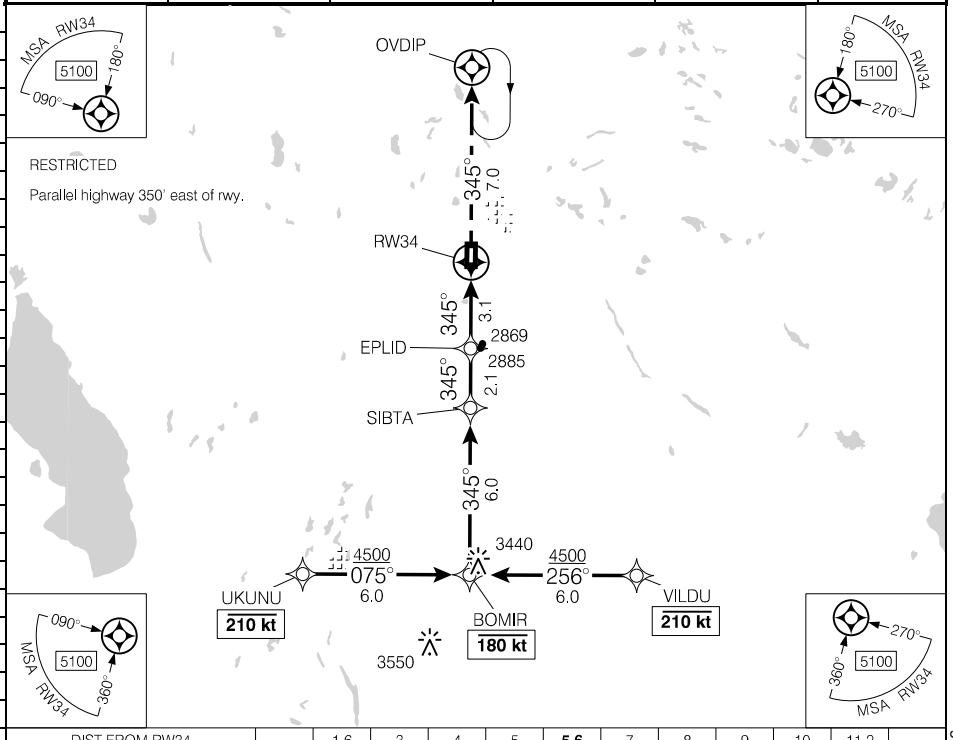
RNAV (GNSS) Y RWY 34

523907N 1133616W VAR 15°E

CEH3

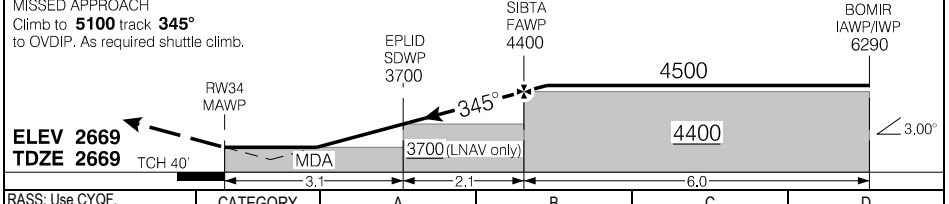
CTR Edmonton – **132.85**	UNICOM – **123.3** ATF	ARCAL 123.3(K)

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT SIBTA	LDA
11,900	**Ch 80998** W34B	**345°**	**4400**	**3089**



DIST FROM RW34		1.6	3	4	5	**5.6**	7	8	9	10	11.2
ALT (3.00° APCH PATH)		3220	3660	3980	4300	**4500**	4940	5260	5570	5890	6290

MISSED APPROACH
Climb to **5100** track **345°**
to OVDIP. As required shuttle climb.



RASS: Use CYQF.

CATEGORY	A	B	C	D
LPV	**3169**	(500)	1¾	
LNAV	**3220**	(551)	1¾	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) Y RWY 34 CEH3

EFF 14 JUL 22
REGULATORY REVIEW 9 JUL 2026

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RESTRICTED INSTRUMENT PROCEDURE

CAT C & D ONLY - Aerodrome visual surfaces not assessed
(Obstacle Limitation Surfaces not assessed).

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CEH3-AD

PONOKA (LABRIE FIELD), AB

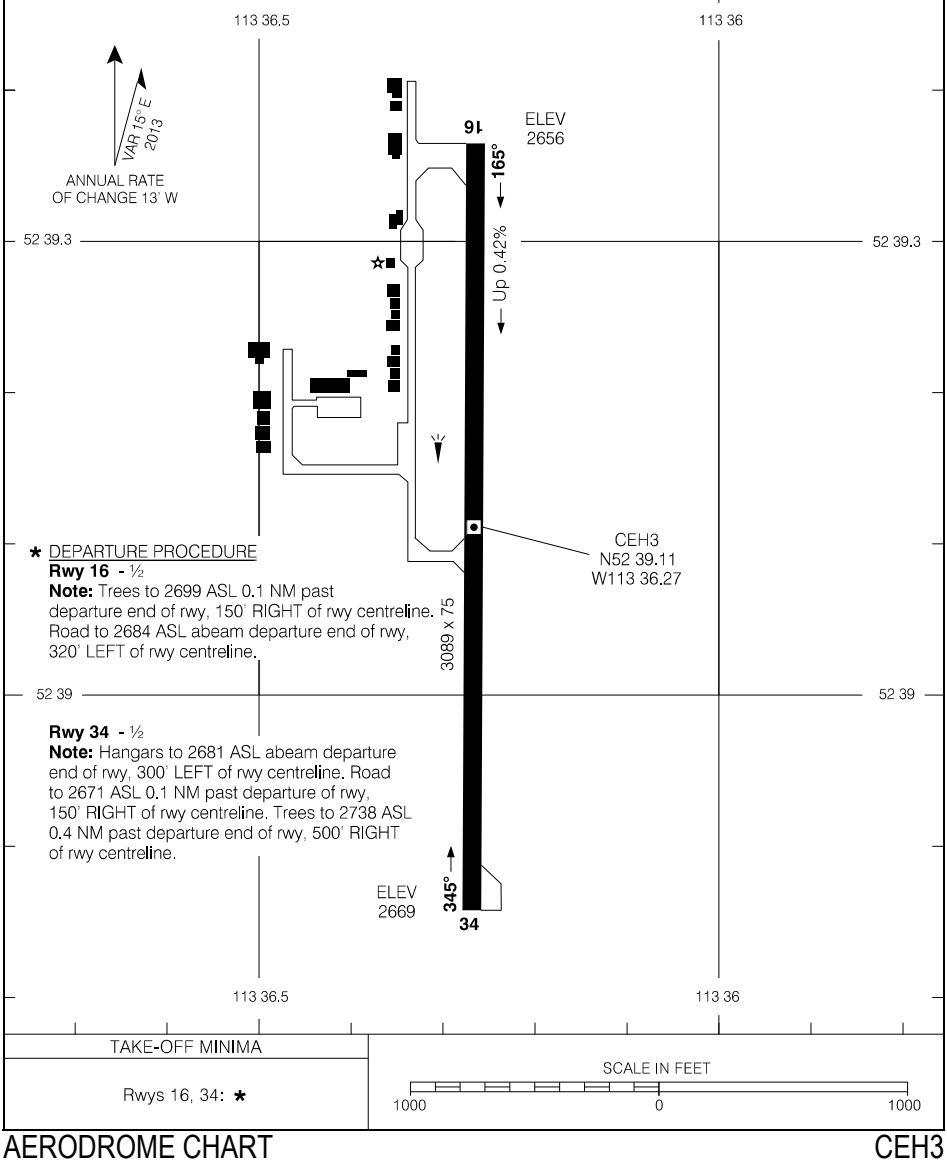
AERODROME CHART — CEH3

UNICOM – **123.3**

CTR Edmonton – **132.85**

ATF

DECL DISTS	16	34
TORA	3089	3089
TODA	3089	3089
ASDA	3089	3089
LDA	3089	3089



* DEPARTURE PROCEDURE

Rwy 16 - ½

Note: Trees to 2699 ASL 0.1 NM past departure end of rwy, 150° RIGHT of rwy centreline. Road to 2684 ASL abeam departure end of rwy, 320° LEFT of rwy centreline.

Rwy 34 - ½

Note: Hangars to 2681 ASL abeam departure end of rwy, 300° LEFT of rwy centreline. Road to 2671 ASL 0.1 NM past departure of rwy, 150° RIGHT of rwy centreline. Trees to 2738 ASL 0.4 NM past departure end of rwy, 500° RIGHT of rwy centreline.

TAKE-OFF MINIMA
Rwys 16, 34: *

SCALE IN FEET

1000 0 1000

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AERODROME CHART — CEH3

EFF 14 JUL 22

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RESTRICTED

PRIMROSE, AB

RNAV (GNSS) RWY 14

552326N 1110713W VAR 14°E

CFN6

CTR Edmonton – **134.45**

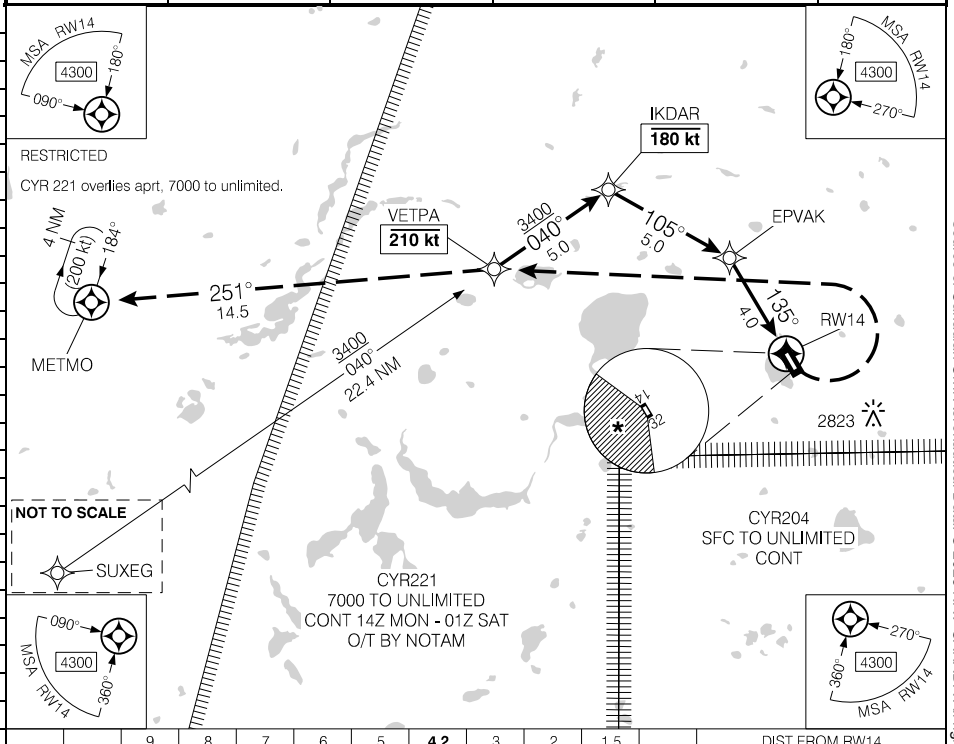
UNICOM – **122.95** (AU)

ATF

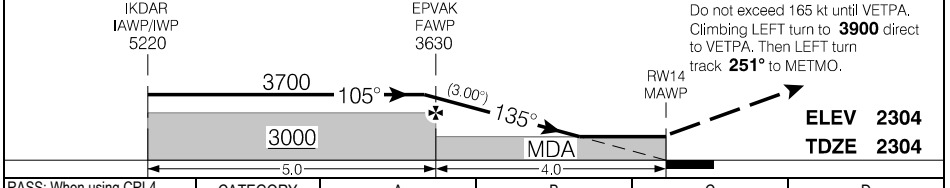
ARCAL 122.95(K)

AO

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT EPVAK	LDA
4500		**135°**	**3000**	**3906**



(NM)	9	8	7	6	5	**4.2**	3	2	1.5	DIST FROM RW14
	5220	4900	4580	4260	3950	**3700**	3310	2990	2820	ALT (3.00° APCH PATH)



RASS: When using CRL4 add **40'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LNAV	**2820**	(516)	1½	NOT AUTHORIZED
C CIRCLING	**2820** (516)	1½	*2820 (516) 2	NOT AUTHORIZED

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RESTRICTED

RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

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CFN6-IAP-3C

PRIMROSE, AB

RNAV (GNSS) A

552326N 1110713W VAR 14°E

CFN6

CTR Edmonton – **134.45**

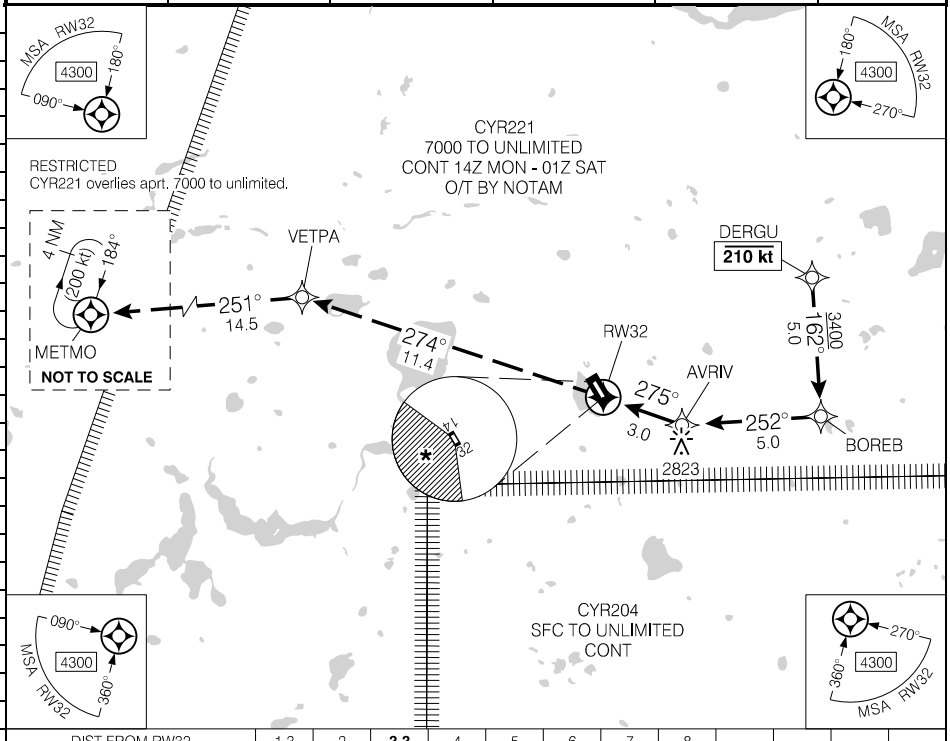
UNICOM – **122.95** (AU)

ATF

ARCAL 122.95(K)

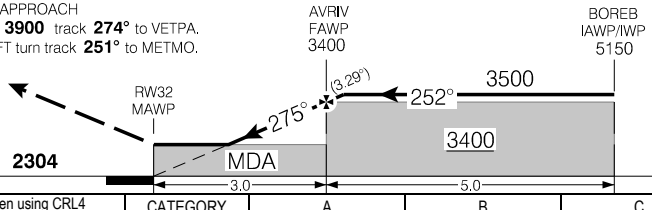
LIGHTING: REFER TO AD CHART

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT AVRIV	LDA
4500		**275°**	**3400**	REFER TO AD CHART



DIST FROM RW32	1.3	2	**3.3**	4	5	6	7	8				
ALT (3.29° APCH PATH)	2820	3050	**3500**	3750	4100	4450	4800	5150				

MISSED APPROACH
Climb to **3900** track **274°** to VETPA.
Then LEFT turn track **251°** to METMO.



RASS: When using CRL4 add **40'**.

CATEGORY	A	B	C	D
C CIRCLING	**2820** (516)	1½	* **2820** (516)	2 NOT AUTHORIZED

Knots	ft/min	Min:Sec
70	410	
90	520	
110	640	
130	760	
150	870	

RNAV (GNSS) A — CFN6

EFF 27 JAN 22
REGULATORY REVIEW 9 JUL 2026

CFN6-IAP-3C

RESTRICTED

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RESTRICTED

RESTRICTED INSTRUMENT PROCEDURE

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- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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Departure Route Description

Unless otherwise assigned by ATC:

All rwys: Maintain **4000**.

Rwy 14 – ½: Restricted to Cat A, B & C acft only. Do NOT exceed 200 kt until VETPA. Requires a minimum climb gradient of **460** ft/NM to **2820**. Climb hdg **135°** to **2820**. Then climbing LEFT turn direct to VETPA, then LEFT turn track **251°** to METMO.

Note: Trees to 2374 ASL abeam departure end of the rwy, 300' LEFT and RIGHT of rwy centreline.

Rwy 32 – ½: Climb hdg **315°** to **2720**. Then climbing LEFT turn direct to VETPA, then LEFT turn track **251°** to METMO.

Note: Trees to 2374 ASL abeam departure end of the rwy, 300' LEFT and RIGHT of rwy centreline.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
460 FT/NM	690	920	1080	1230	1380	1540	1920	2300

Communication Failure

On recognition of failure 5 minutes or less after take-off and in IFR weather conditions proceed as follows:

1. Select transponder code 7600;
2. Maintain **4000** or last assigned altitude;
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure, then;
4. Climb to flight planned altitude.

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SID (RNAV)

VETPA ONE DEP (VETPA1.)

PRIMROSE, AB
CFN6

RNAV 1 - GNSS

Christina Lake

CYR221
7000 TO UNLIMITED
CONT
14Z MON - 01Z SAT
O/T BY NOTAM

CYR204
SFC TO UNLIMITED
CONT

2720

Hdg 315°

Hdg 135°

2820

Conklin

VETPA
N55 26.73
W111 25.93

251°
(14.5)

METMO
N55 25.42
W111 51.33

184°
4 NM
(200 kt)

Christina Basin

CTR Edmonton – 134.45

UNICOM – 122.95 (AU)

ATF

RESTRICTED

CYR221 overlies aprt 7000 to unltd.

VAR 14° E

1:500,000
(NM) 0 5 10

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RESTRICTED

RESTRICTED

VETPA ONE DEP (VETPA1.)
CFN6

EFF 26 DEC 24
REGULATORY REVIEW 9 JUL 2026

RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed.

The following conditions apply to this procedure:

- Flight Crew must be familiar with the aerodrome environment.

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PRIMROSE, AB

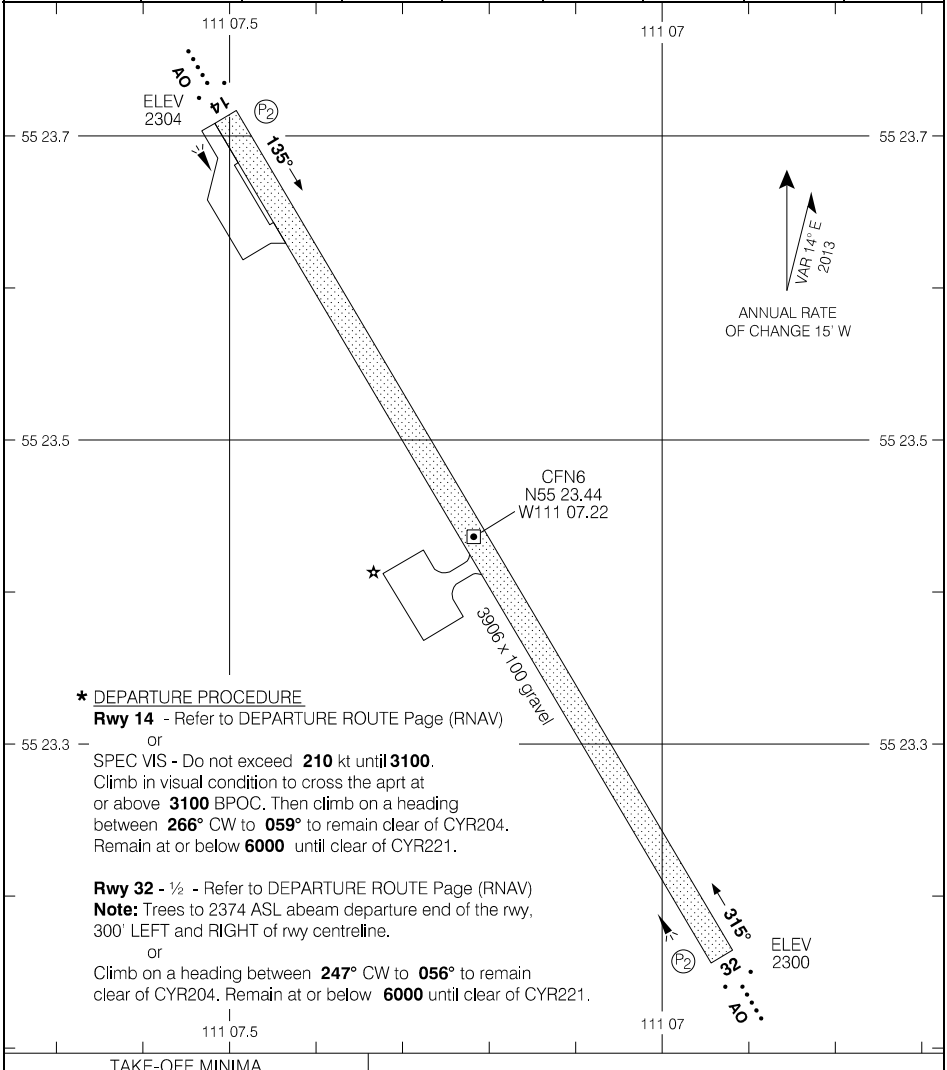
AERODROME CHART — CFN6

UNICOM – **122.95** (AU)

CTR Edmonton – **134.45**

ATF

DECL DISTS	14	32
TORA	3906	3906
TODA	3906	3906
ASDA	3906	3906
LDA	3906	3906



* DEPARTURE PROCEDURE

Rwy 14 - Refer to DEPARTURE ROUTE Page (RNAV)

or

SPEC VIS - Do not exceed **210** kt until **3100**. Climb in visual condition to cross the aprt at or above **3100** BPOC. Then climb on a heading between **266°** CW to **059°** to remain clear of CYR204. Remain at or below **6000** until clear of CYR221.

Rwy 32 - ½ - Refer to DEPARTURE ROUTE Page (RNAV)

Note: Trees to 2374 ASL abeam departure end of the rwy, 300' LEFT and RIGHT of rwy centreline.

or

Climb on a heading between **247°** CW to **056°** to remain clear of CYR204. Remain at or below **6000** until clear of CYR221.

TAKE-OFF MINIMA
Rwys 14; 32: *

SCALE IN FEET

1000 0 1000

AERODROME CHART — CFN6

EFF 27 JAN 22

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CDJ5-IAP-3A

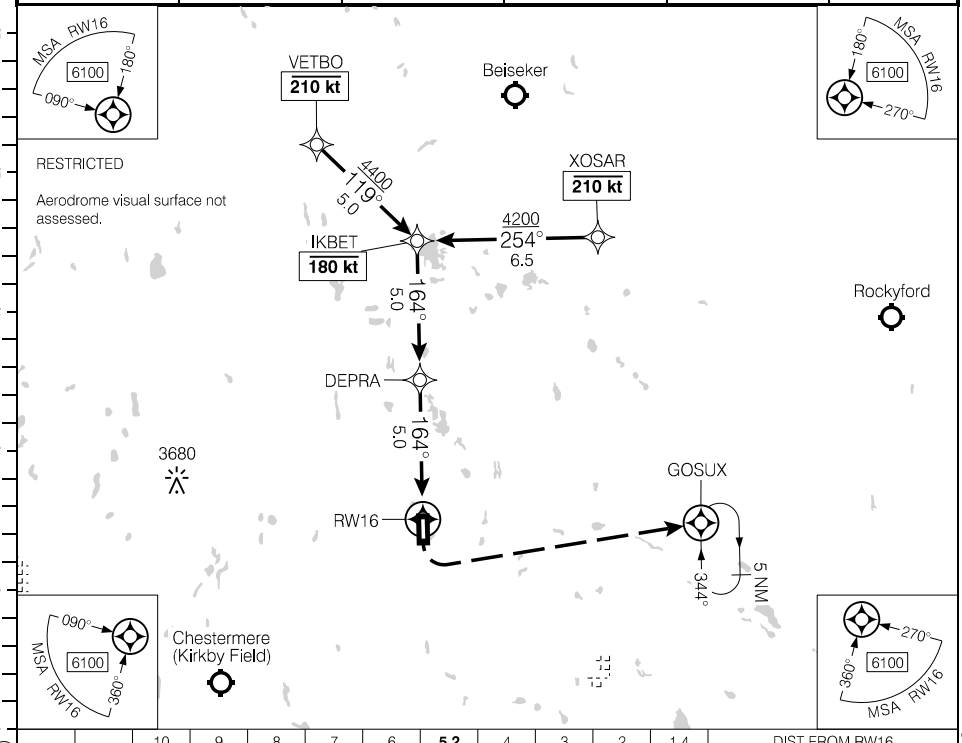
STRATHMORE (D.J. MURRAY), AB

RNAV (GNSS) RWY 16

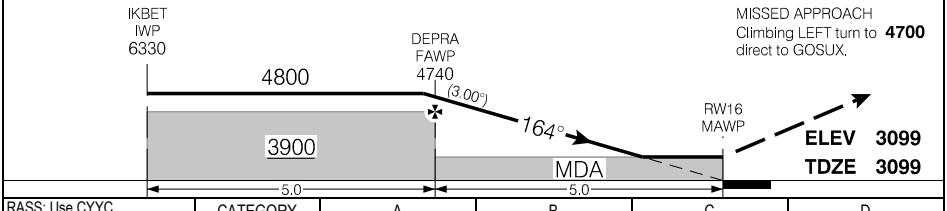
510801N 1133335W VAR 15°E

CDJ5

	ARR Calgary – **125.9**	TFC – **123.2** ATF	
SAFE ALT 100 NM **13,800**	RNAV	APCH CRS **164°**	MIN ALT DEPRA **3900**	LDA **4227**



		10	9	8	7	6	**5.2**	4	3	2	1.4	DIST FROM RW16
		6330	6010	5700	5380	5060	**4800**	4420	4100	3790	3600	ALT (3.00° APCH PATH)



MISSED APPROACH
Climbing LEFT turn to **4700** direct to GOSUX.

RASS: Use CYYC.

CATEGORY	A	B	C	D
LNAV	**3600**	(501)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 16 CDJ5

EFF 5 OCT 23
REGULATORY REVIEW 16 MAR 2028

CDJ5-IAP-3A

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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CDJ5-IAP-3C

STRATHMORE (D.J. MURRAY), AB

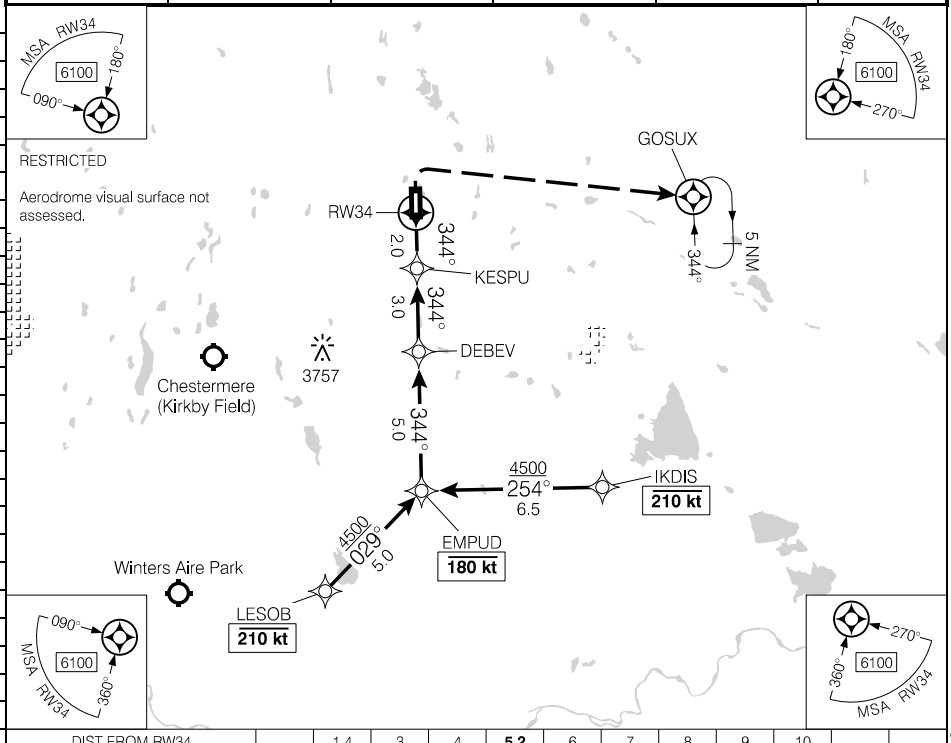
RNAV (GNSS) RWY 34

510801N 1133335W VAR 15°E

CDJ5

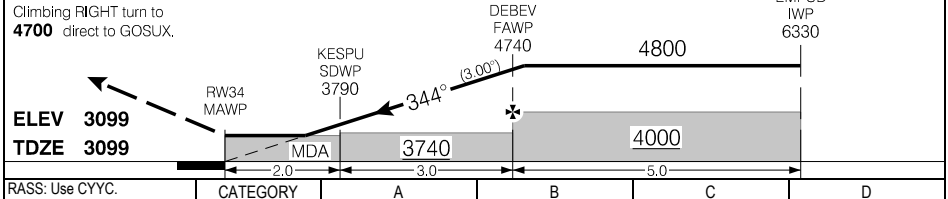
ARR Calgary – **125.9**	TFC – **123.2** ATF	

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT DEBEV	LDA
13,800		**344°**	**4000**	**4227**



DIST FROM RW34		1.4	3	4	**5.2**	6	7	8	9	10		
ALT (3.00° APCH PATH)		3600	4100	4420	**4800**	5060	5380	5700	6010	6330		

MISSED APPROACH
Climbing RIGHT turn to **4700** direct to GOSUX.



RASS: Use CYYC.

CATEGORY	A	B	C	D
LNAV	**3600**	(501)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 34 CDJ5

EFF 5 OCT 23
REGULATORY REVIEW 16 MAR 2028

CDJ5-IAP-3C

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

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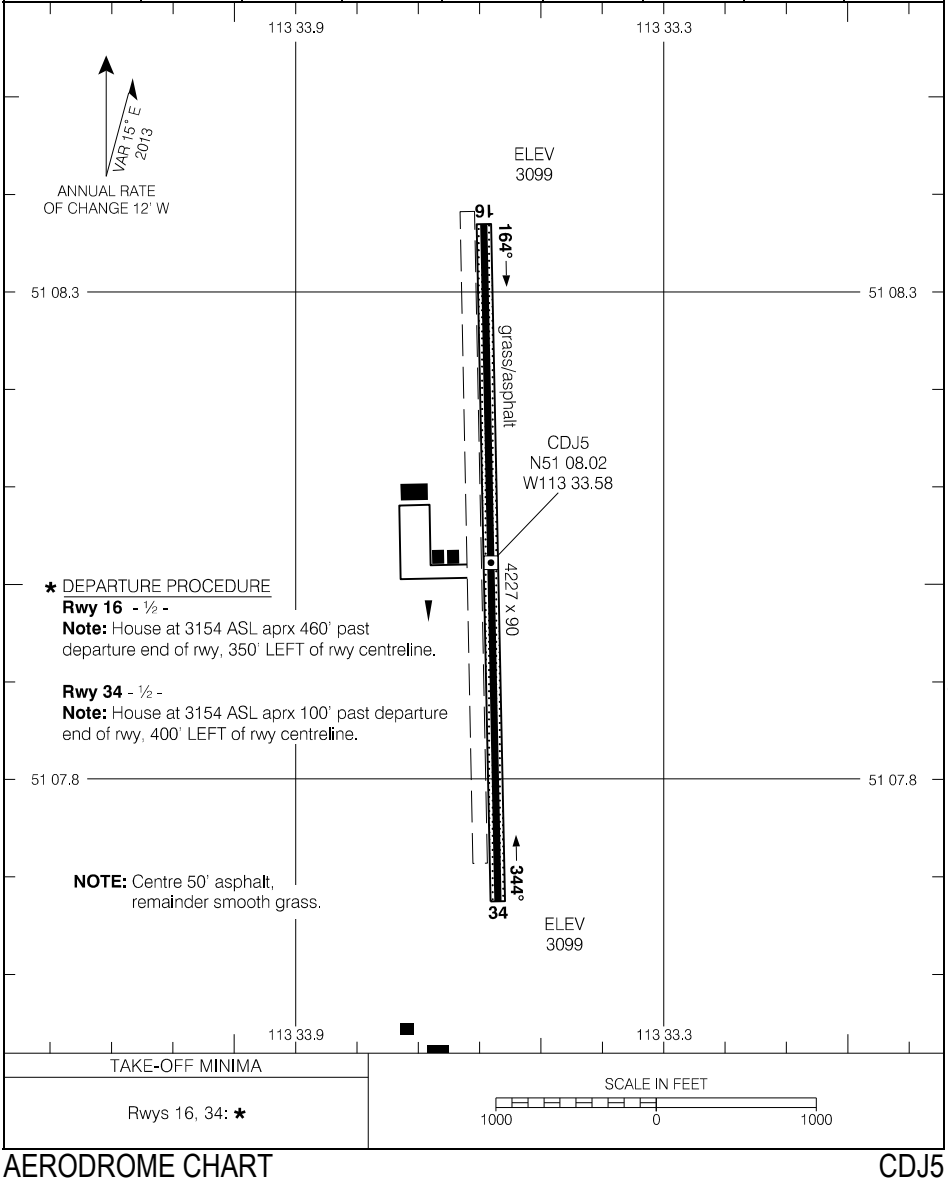
AERODROME CHART — CDJ5

TFC – **123.2**

DEP Calgary – **119.8**

ATF

DECL DISTS	16	34
TORA	4227	4227
TODA	4227	4227
ASDA	4227	4227
LDA	4227	4227



TAKE-OFF MINIMA	SCALE IN FEET
Rwys 16, 34: *	1000 0 1000

AERODROME CHART — CDJ5

EFF 5 OCT 23

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CEE5-IAP-3A

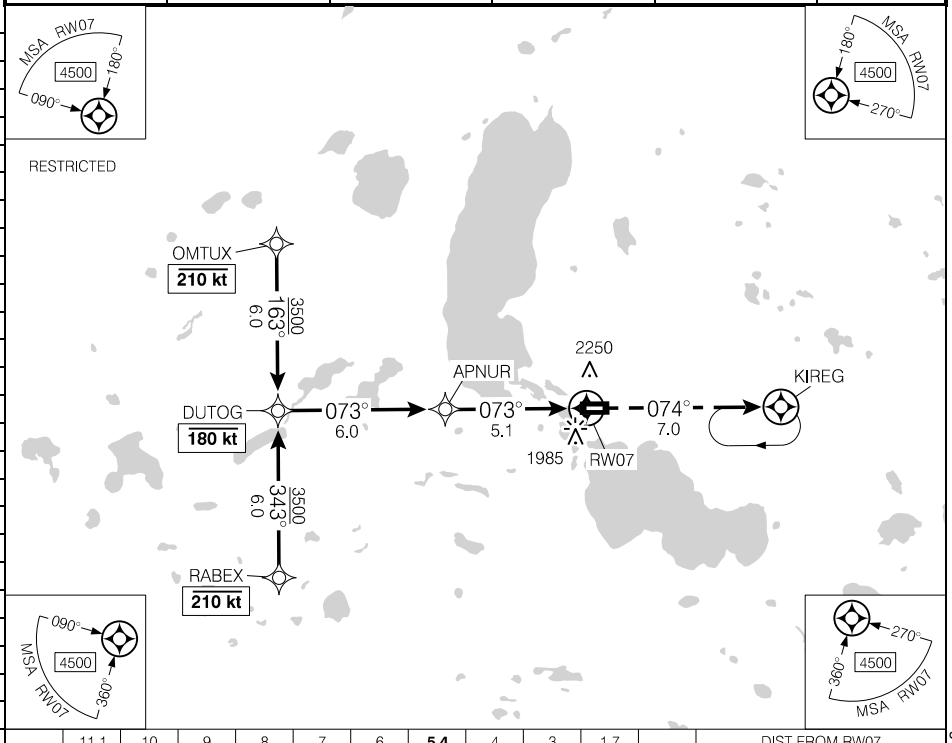
WABASCA, AB

RNAV (GNSS) RWY 07

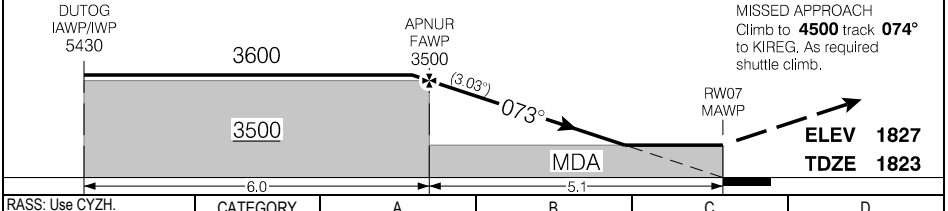
555741N 1134906W VAR 16°E

CEE5

	CTR Edmonton – **124.85**		TFC – **123.2** ATF		ARCAL 123.2(K)
SAFE ALT 100 NM **6700**	RNAV	APCH CRS **073°**	MIN ALT APNUR **3500**	LDA **3544**	



(NM)	11.1	10	9	8	7	6	**5.4**	4	3	1.7		DIST FROM RW07
	5430	5090	4760	4440	4120	3800	**3600**	3160	2830	2420		ALT (3.03° APCH PATH)



RASS: Use CYZH.

CATEGORY	A	B	C	D
LNAV	**2420**	(600)	1¾	

Knots	ft/min	Min:Sec
70	380	
90	480	
110	590	
130	700	
150	800	

RNAV (GNSS) RWY 07 CEE5

EFF 27 JAN 22

REGULATORY REVIEW 19 MAR 2026

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

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CEE5-IAP-3C

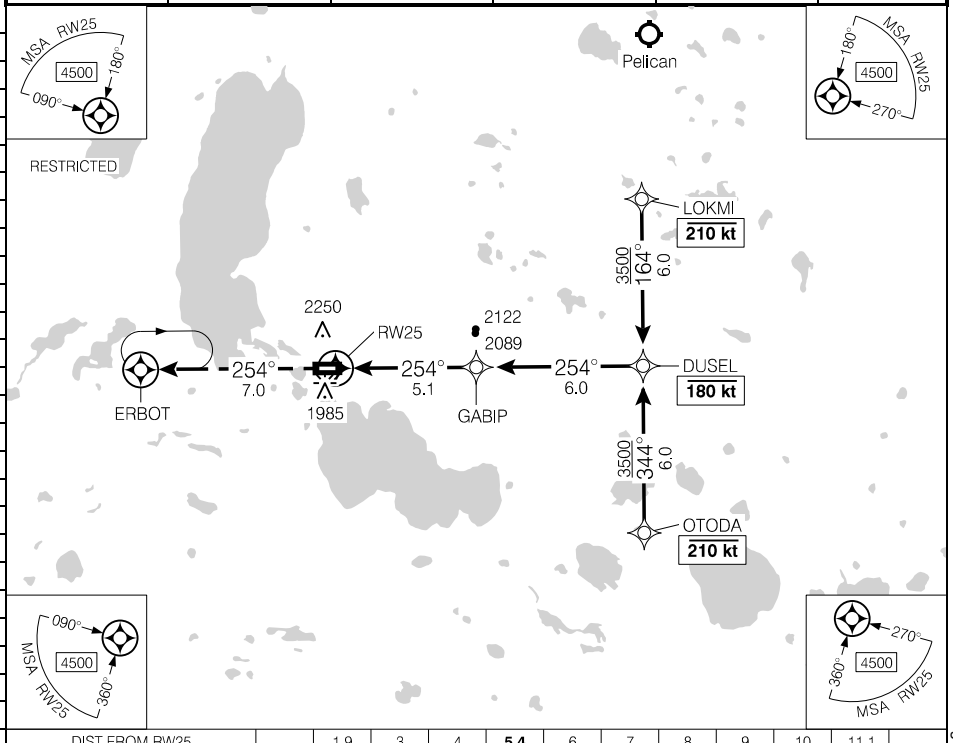
WABASCA, AB

RNAV (GNSS) RWY 25

555741N 1134906W VAR 16°E

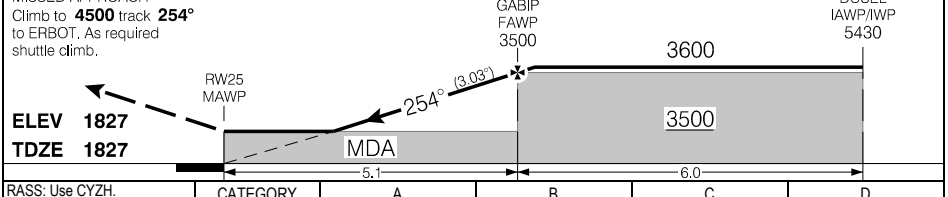
CEE5

	CTR Edmonton – **124.85**		TFC – **123.2** ATF		ARCAL 123.2(K)
SAFE ALT 100 NM **6700**	RNAV	APCH CRS **254°**	MIN ALT GABIP **3500**	LDA **3544**	



DIST FROM RW25		1.9	3	4	**5.4**	6	7	8	9	10	11.1
ALT (3.03° APCH PATH)		2480	2840	3160	**3600**	3810	4130	4450	4770	5090	5430

MISSED APPROACH
Climb to **4500** track **254°**
to ERBOT. As required
shuttle climb.



RASS: Use CYZH.

CATEGORY	A	B	C	D
LNAV	**2480**	(654)		2

Knots	ft/min	Min:Sec
70	380	
90	480	
110	590	
130	700	
150	800	

RNAV (GNSS) RWY 25 CEE5

EFF 27 JAN 22
REGULATORY REVIEW 19 MAR 2026

CEE5-IAP-3C

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

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WABASCA, AB

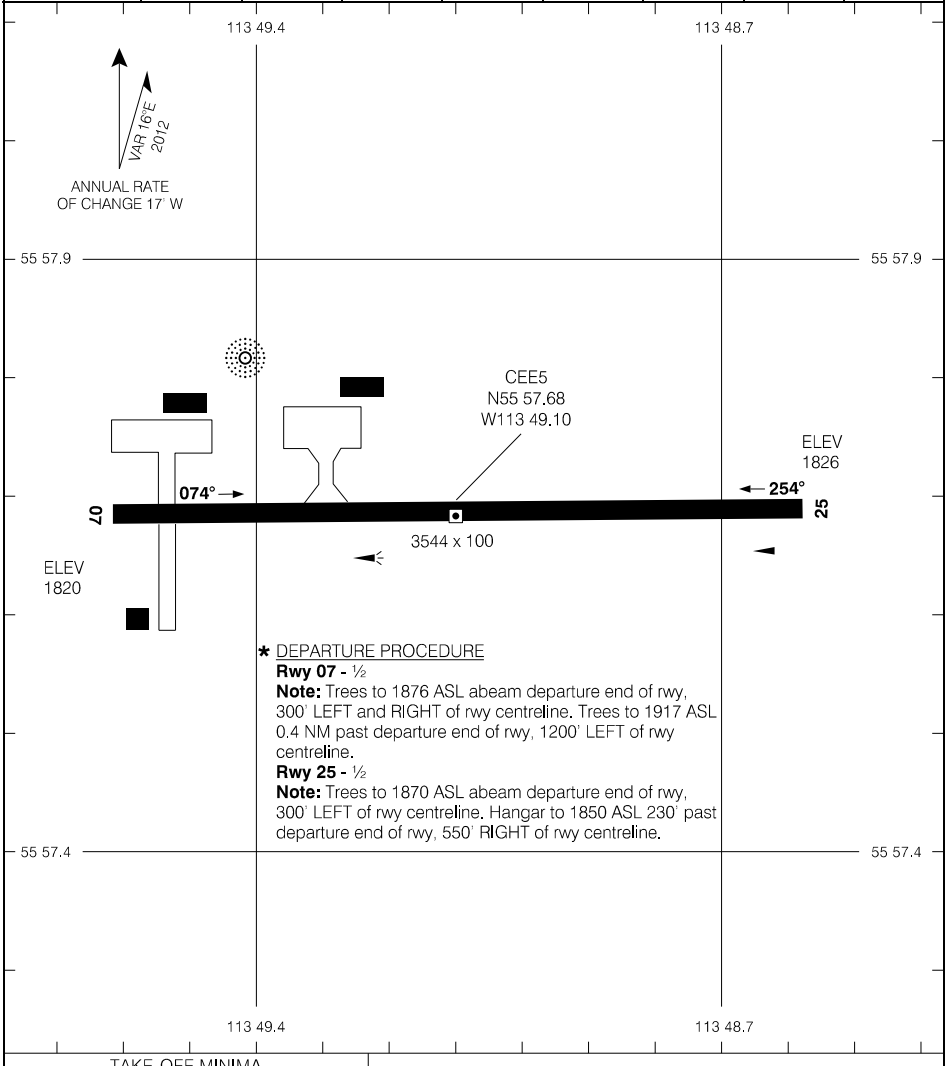
AERODROME CHART — CEE5

CTR Edmonton – **124.85**

TFC – **123.2**

ATF

DECL DISTS	07	25
TORA	3544	3544
TODA	3544	3544
ASDA	3544	3544
LDA	3544	3544



TAKE-OFF MINIMA
Rwys 07, 25: *

SCALE IN FEET
1000 0 1000

AERODROME CHART — CEE5

EFF 27 JAN 22

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CCJ3-IAP-3A

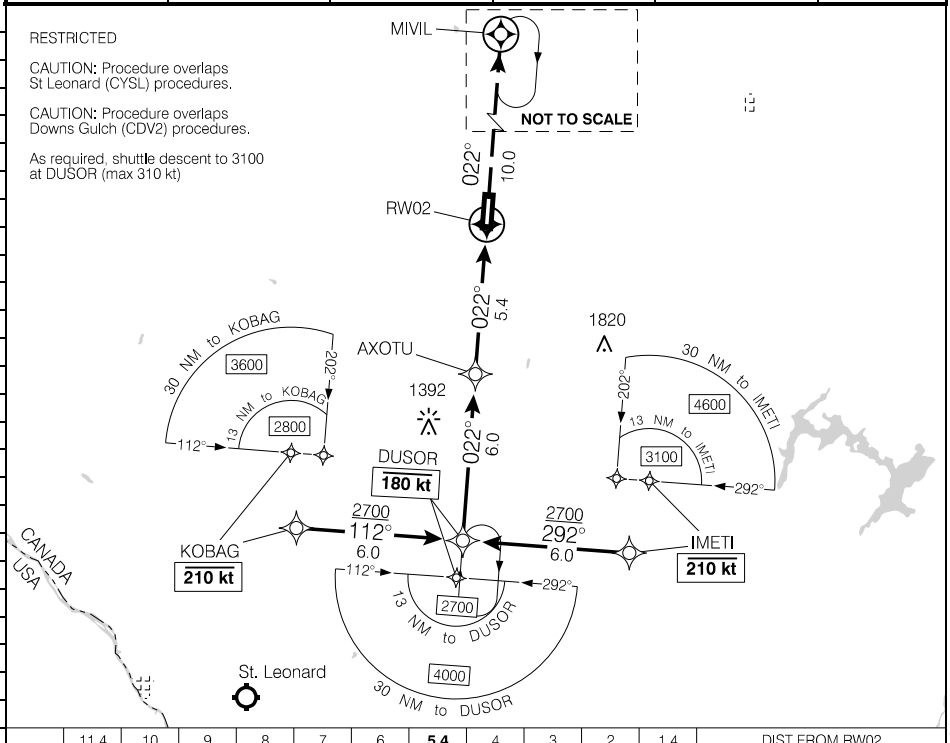
BOSTON BROOK, NB

RNAV (GNSS) RWY 02

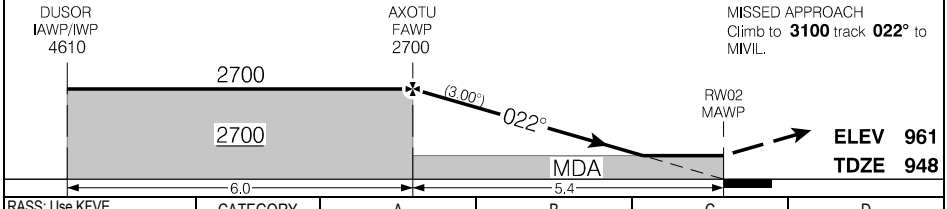
472654N 0673729W VAR 18°W

CCJ3

AWOS Frenchville – **135.72**	CTR Boston – **124.75** TFC – **123.2** ATF			
SAFE ALT 100 NM **5600**	RNAV	APCH CRS **022°**	MIN ALT AXOTU **2700**	LDA **5505**



	11.4	10	9	8	7	6	**5.4**	4	3	2	1.4	DIST FROM RW02
(NM)	4610	4170	3850	3530	3210	2890	**2700**	2250	1940	1620	1440	ALT (3.00° APCH PATH)



RASS: Use KFVE.
When using KPQI add **100'**.

CATEGORY	A	B	C	D
LNAV	**1440**	(500)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 02 CCJ3

EFF 26 DEC 24
REGULATORY REVIEW 2 AUG 2029

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

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CCJ3-IAP-3C

BOSTON BROOK, NB

RNAV (GNSS) RWY 20

472654N 0673729W VAR 18°W

CCJ3

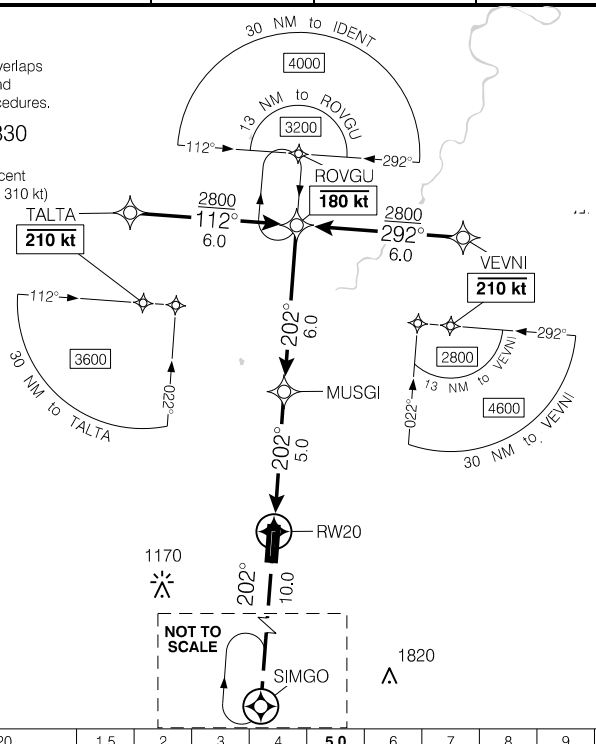
AWOS Frenchville – **135.72**	CTR Boston – **124.75**		TFC – **123.2** ATF		
SAFE ALT 100 NM **5600**	RNAV	APCH CRS **202°**	MIN ALT MUSGI **2600**	LDA **5505**	

RESTRICTED

CAUTION: Procedure overlaps Downs Gulch (CDV2) and St. Leonard (CYSL) procedures.

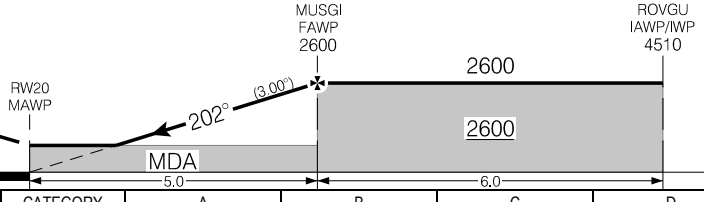
1830

As required, shuttle descent to 3100 at ROVGU (max 310 kt)



DIST FROM RW20	1.5	2	3	4	**5.0**	6	7	8	9	10	11
ALT (3.00° APCH PATH)	1480	1640	1960	2280	**2600**	2910	3230	3550	3870	4190	4510

MISSED APPROACH
Climb to **3100** track **202°** to SIMGO.



RASS: Use KFVE.
When using KPQI add **100'**.

CATEGORY	A	B	C	D
LNAV	**1480**	(519)		1½

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 20 CCJ3

EFF 20 FEB 25
REGULATORY REVIEW 2 AUG 2029

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RESTRICTED

RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

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- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
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RESTRICTED

CCJ3-AD

BOSTON BROOK, NB

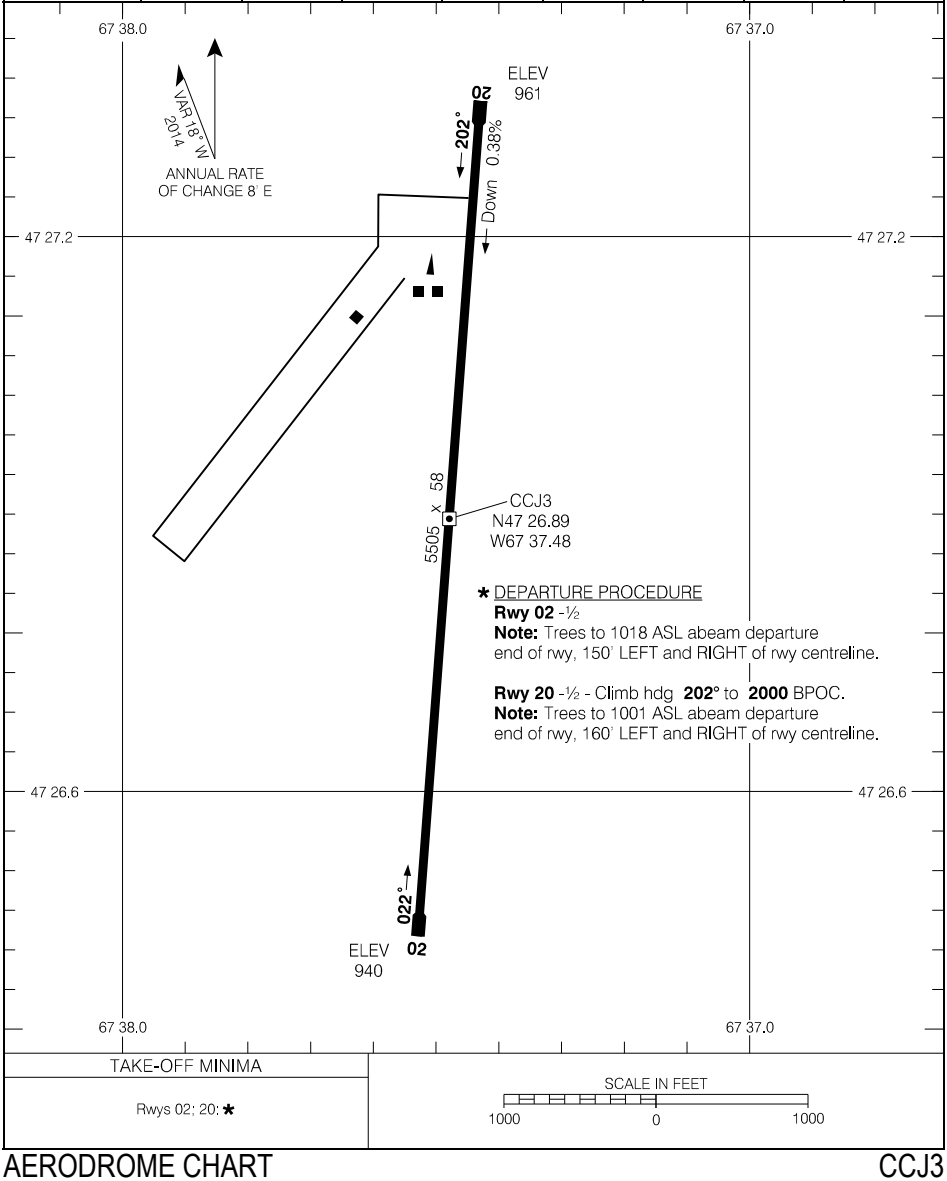
AERODROME CHART — CCJ3

CTR Boston – **124.75**

TFC – **123.2**

ATF

DECL DISTS	02	20
TORA	5505	5505
TODA	5505	5505
ASDA	5505	5505
LDA	5505	5505



AERODROME CHART — CCJ3

EFF 30 NOV 23

RESTRICTED
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CDT5-IAP-3A

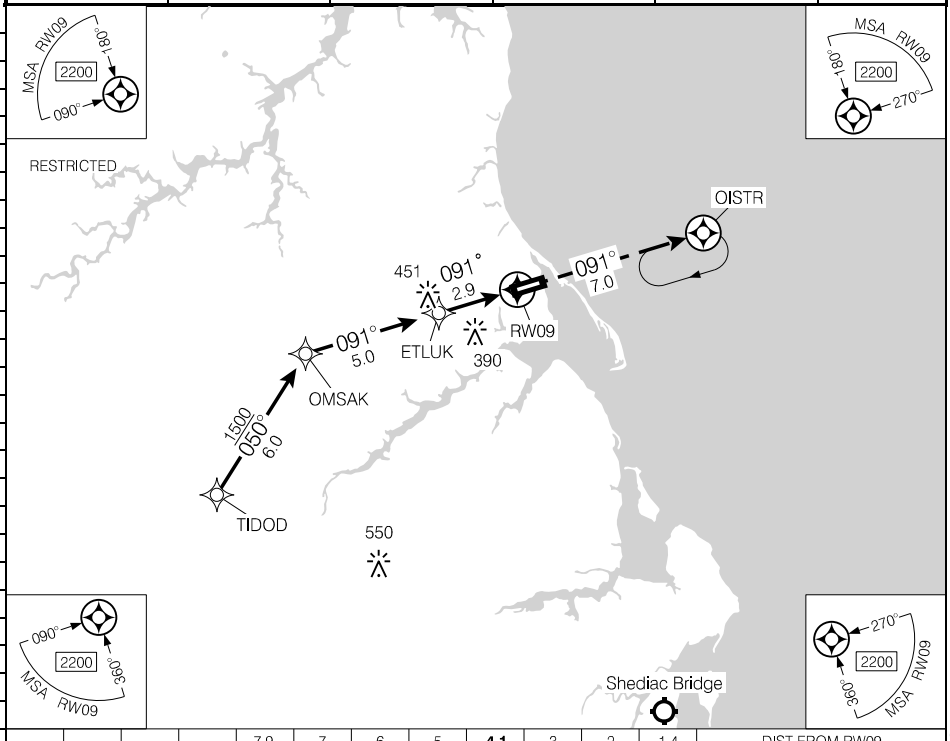
BOUCTOUCHE, NB

RNAV (GNSS) RWY 09

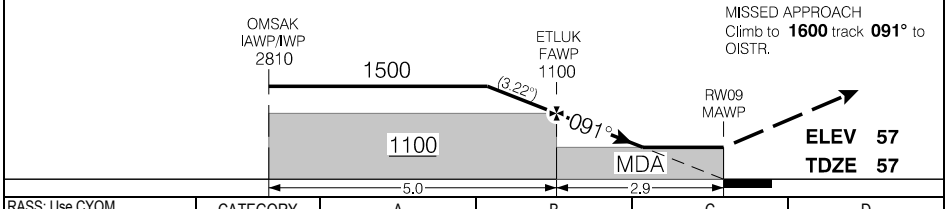
463034N 0644138W VAR 18°W

CDT5

ATIS Moncton – **128.65**	CTR Moncton – **124.4**	TFC – **123.2** ATF		
SAFE ALT 100 NM **4400**	RNAV	APCH CRS **091°**	MIN ALT ETLUK **1100**	LDA **5021**



				7.9	7	6	5	**4.1**	3	2	1.4	DIST FROM RW09
				2810	2490	2150	1810	**1500**	1120	780	560	ALT (3.22° APCH PATH)



RASS: Use CYQM.

CATEGORY	A	B	C	D
LNAV	**560**	(503)	1½	

Knots	ft/min	Min:Sec
70	400	
90	510	
110	630	
130	740	
150	850	

RNAV (GNSS) RWY 09 CDT5

EFF 5 SEP 24

REGULATORY REVIEW 6 JUL 2028

CDT5-IAP-3A

RESTRICTED

RESTRICTED

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

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CDT5-IAP-3C

BOUCTOUCHE, NB

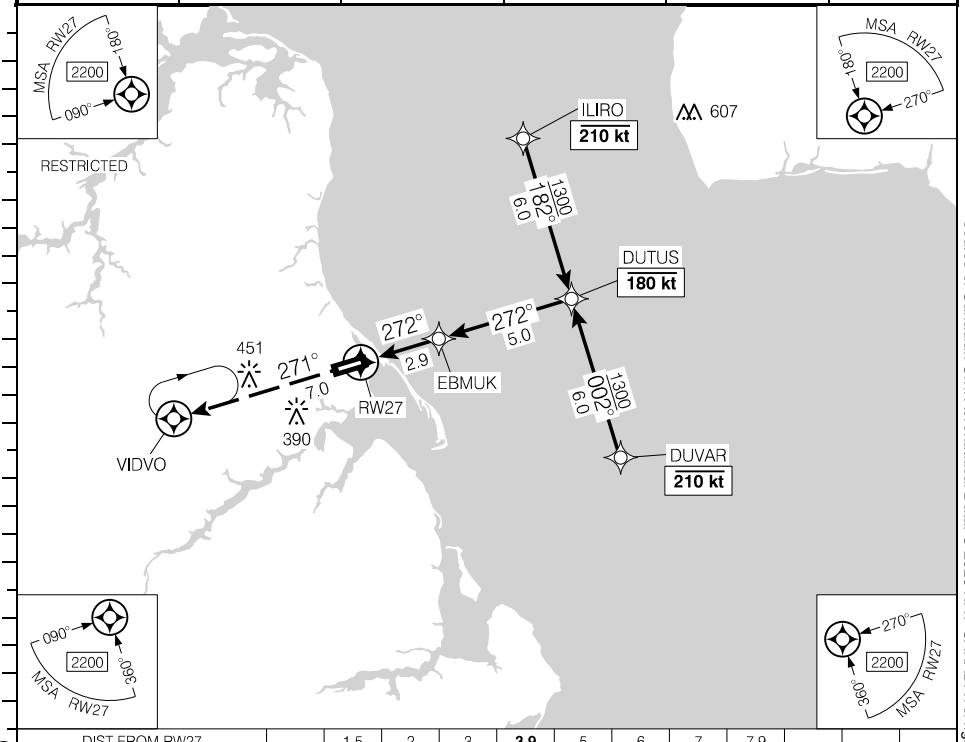
RNAV (GNSS) RWY 27

463034N 0644138W VAR 18°W

CDT5

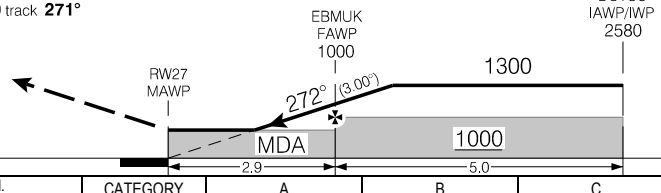
ATIS Moncton – **128.65**	CTR Moncton – **124.4**	TFC – **123.2** ATF	

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT EBMUK	LDA
4400		**272°**	**1000**	**5021**



DIST FROM RW27		1.5	2	3	**3.9**	5	6	7	7.9			
ALT (3.00° APCH PATH)		540	700	1020	**1300**	1660	1980	2290	2580			

MISSED APPROACH
Climb to **1500** track **271°**
to VIDVO.



ELEV 57
TDZE 31

RASS: Use CYQM.

CATEGORY	A	B	C	D
LNAV	**540**	(515)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 27 CDT5

EFF 5 SEP 24
REGULATORY REVIEW 6 JUL 2028

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

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BOUCTOUCHE, NB

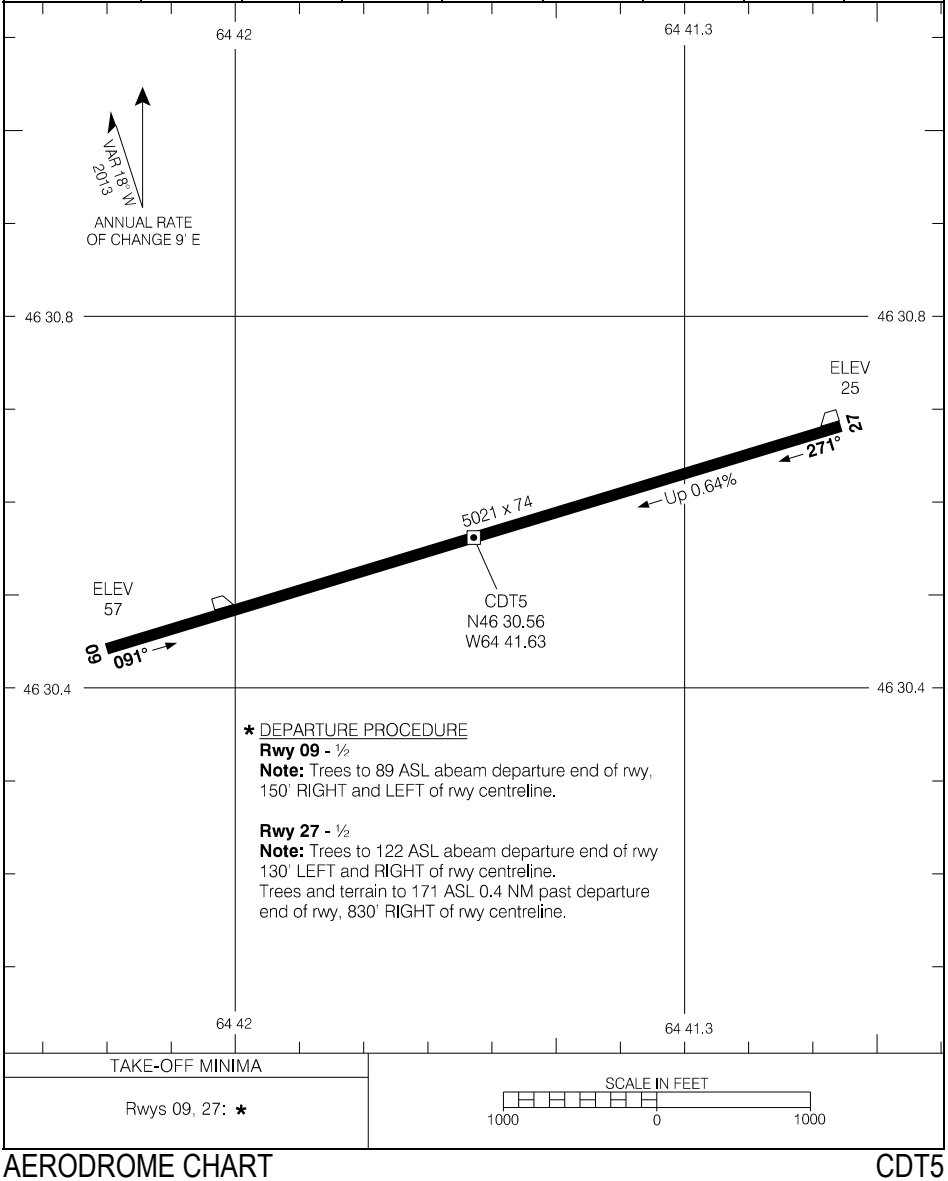
AERODROME CHART — CDT5

CTR Moncton – **124.4**

TFC – **123.2**

ATF

DECL DISTS	09	27
TORA	5021	5021
TODA	5021	5021
ASDA	5021	5021
LDA	5021	5021



* DEPARTURE PROCEDURE

Rwy 09 - ½

Note: Trees to 89 ASL abeam departure end of rwy, 150' RIGHT and LEFT of rwy centreline.

Rwy 27 - ½

Note: Trees to 122 ASL abeam departure end of rwy 130' LEFT and RIGHT of rwy centreline.
Trees and terrain to 171 ASL 0.4 NM past departure end of rwy, 830' RIGHT of rwy centreline.

TAKE-OFF MINIMA	SCALE IN FEET
Rwys 09, 27: *	1000 0 1000

AERODROME CHART — CDT5

EFF 5 SEP 24

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CCS4-IAP-3A

CHIPMAN, NB

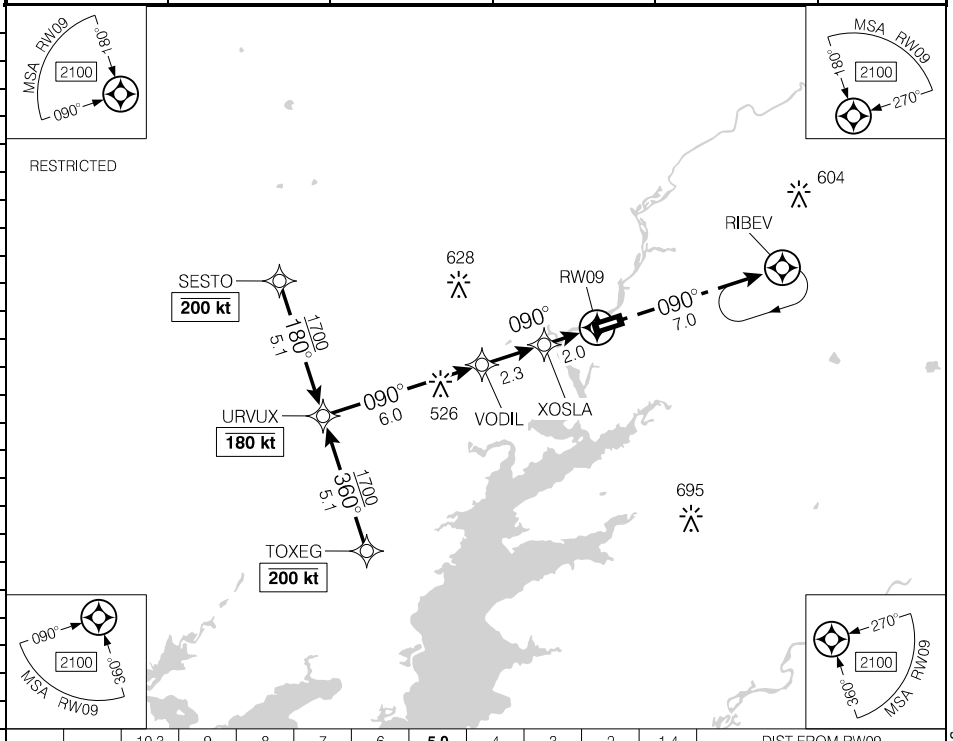
RNAV (GNSS) RWY 09

460854N 0655418W VAR 18°W

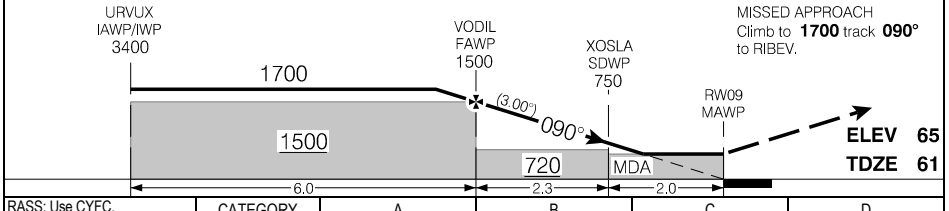
CCS4

ATIS Fredericton International – **127.55**	CTR Moncton – **124.3**	TFC – **123.2** ATF	

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT VODIL	LDA
4400		**090°**	**1500**	**4523**



	10.3	9	8	7	6	**5.0**	4	3	2	1.4	DIST FROM RW09
	3400	2970	2660	2340	2020	**1700**	1380	1060	750	560	ALT (3.00° APCH PATH)



RASS: Use CYFC.

CATEGORY	A	B	C	D
LNAV	**560**	(501)	1½	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 09 CCS4

EFF 19 MAY 22
REGULATORY REVIEW 9 JUL 2026

CCS4-IAP-3A

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RESTRICTED INSTRUMENT PROCEDURE

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CCS4-IAP-3C

CHIPMAN, NB

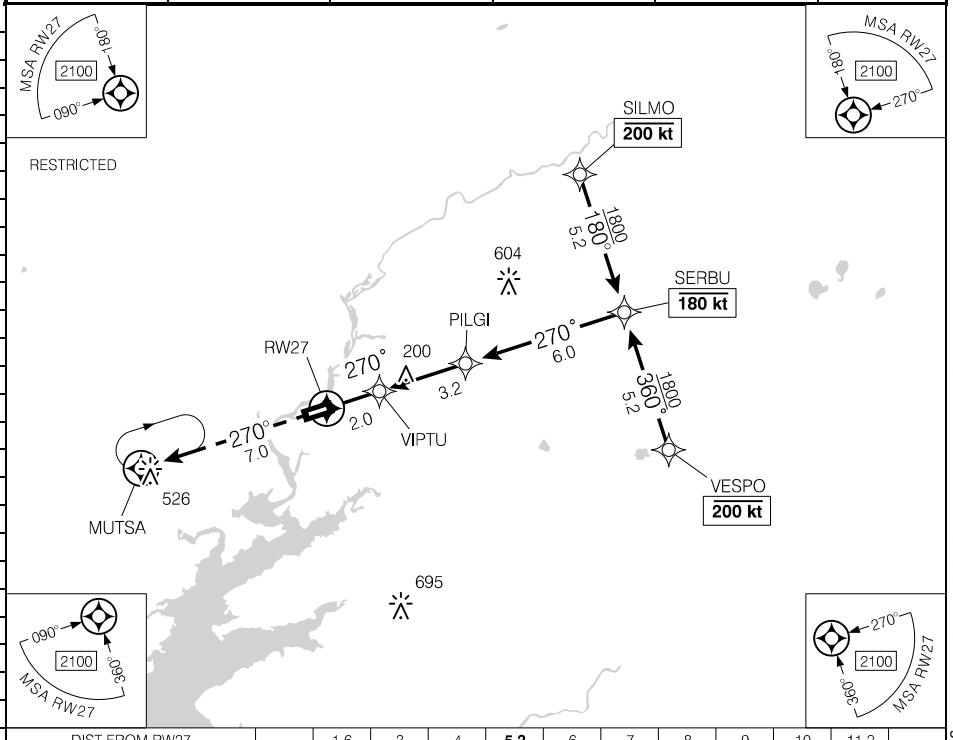
RNAV (GNSS) RWY 27

460854N 0655418W VAR 18°W

CCS4

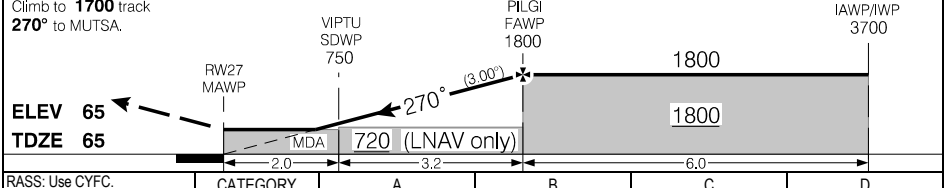
ATIS Fredericton International – **127.55**	CTR Moncton – **124.3**	TFC – **123.2** ATF	

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT PILGI	LDA
4400		**270°**	**1800**	**4523**



DIST FROM RW27		1.6	3	4	**5.2**	6	7	8	9	10	11.2
ALT (3.00° APCH PATH)		640	1070	1390	**1800**	2030	2340	2660	2980	3300	3700

MISSED APPROACH
Climb to **1700** track **270°** to MUTSA.



RASS: Use CYFC.

CATEGORY	A	B	C	D
LNAV	**640**	(575)	1¾	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 27 CCS4

EFF 19 MAY 22
REGULATORY REVIEW 9 JUL 2026

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RESTRICTED INSTRUMENT PROCEDURE

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Departure Procedure

Rwy 09 – ½: Requires a minimum climb gradient of **310** ft/NM to **400** BPOC. Climb between hdg **270°** CW to **180°** to remain clear of CYR 720, CYR 721, and CYR 724.

Note: Trees to 119 ASL abeam departure end of rwy, 310' LEFT of rwy centerline. Trees to 135 ASL abeam departure end of rwy, 330' RIGHT of rwy centerline. Trees and terrain to 168 ASL 0.5 NM past departure end of rwy, 1350' RIGHT of rwy centerline.

or

SPEC VIS - Climb in visual conditions to cross the aprt at or above **800**, then on a heading between **270°** CW to **180°** to remain clear of CYR 720, CYR 721, and CYR 724 to MEA BPOC.

Rwy 27 – ½: Climb between hdg **271°** CW to **090°** to remain clear of CYR 720, CYR 721, and CYR 724.

Note: Trees to 119 ASL abeam departure end of rwy, 170' LEFT of rwy centreline. Trees to 102 ASL abeam departure end of rwy, 330' RIGHT of rwy centreline.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
310 FT/NM	470	620	730	830	930	1040	1300	1550

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CHIPMAN, NB

AERODROME CHART

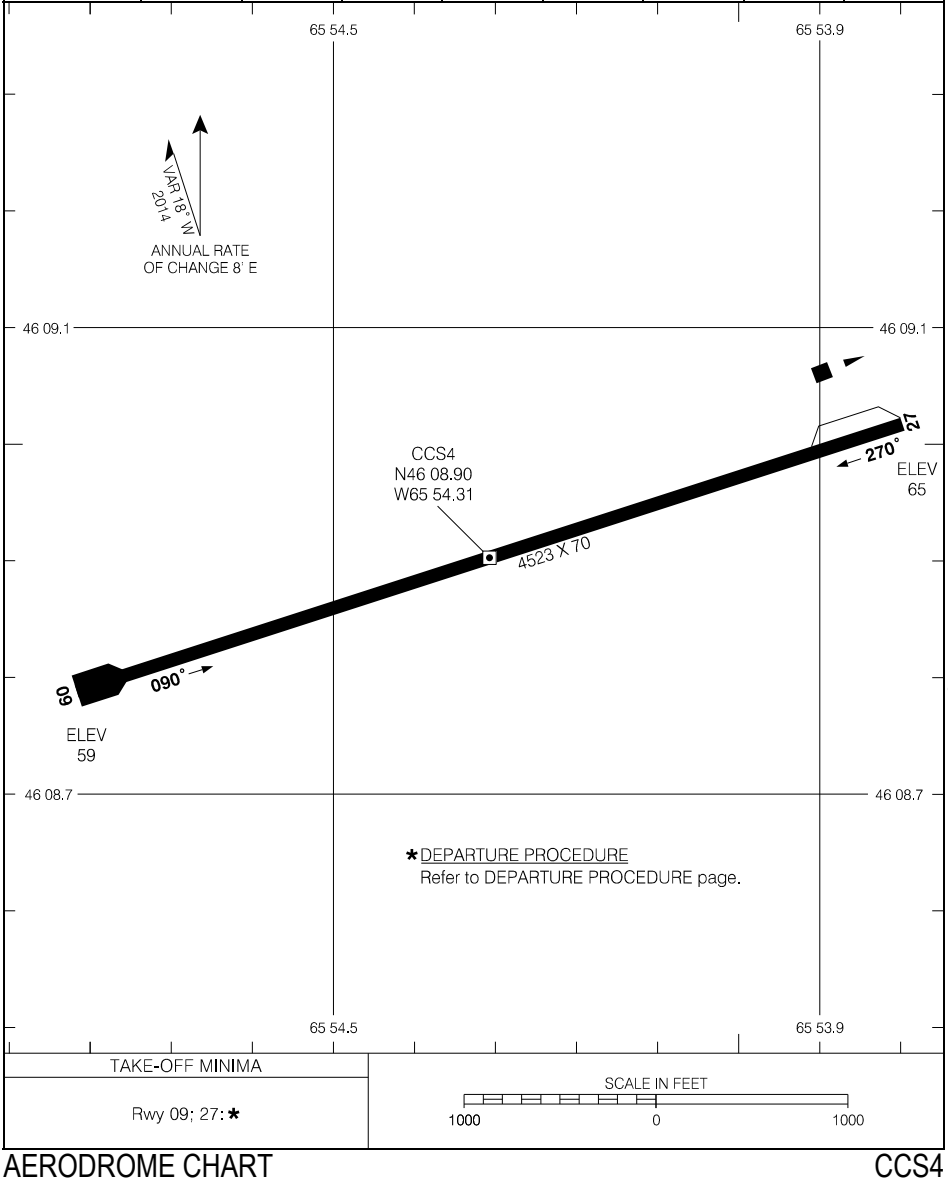
CCS4

CTR Moncton – **124.3**

TFC – **123.2**

ATF

DECL DISTS	09	27
TORA	4523	4523
TODA	4523	4523
ASDA	4523	4523
LDA	4523	4523



TAKE-OFF MINIMA

Rwy 09; 27: *

SCALE IN FEET

1000 0 1000

AERODROME CHART

CCS4

EFF 14 JUL 22

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CDJ4-IAP-3A

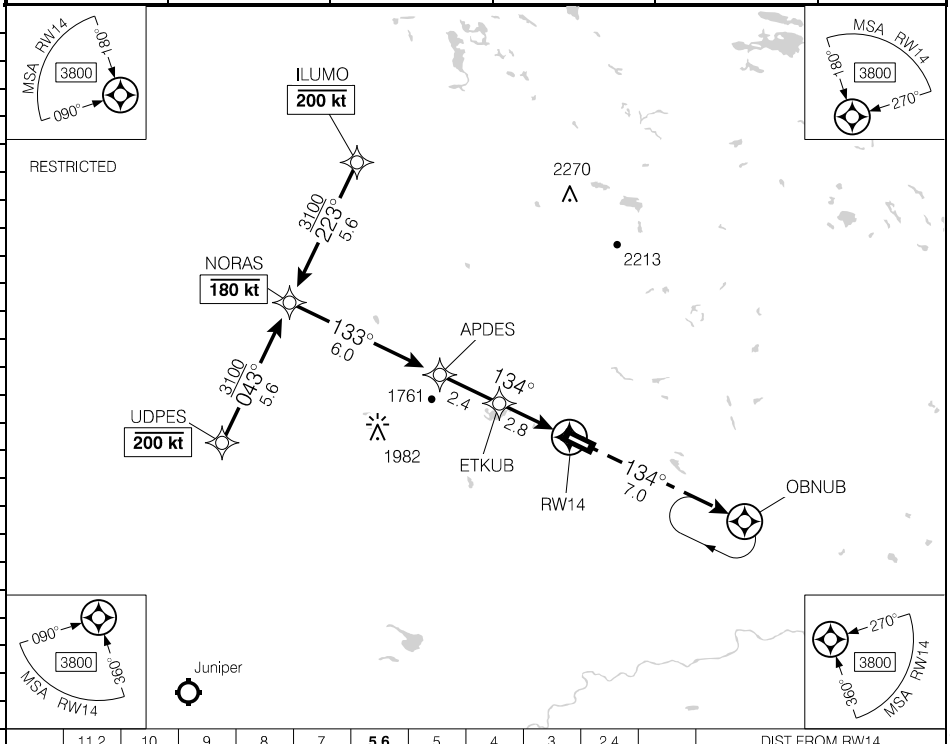
CLEARWATER, NB

RNAV (GNSS) RWY 14

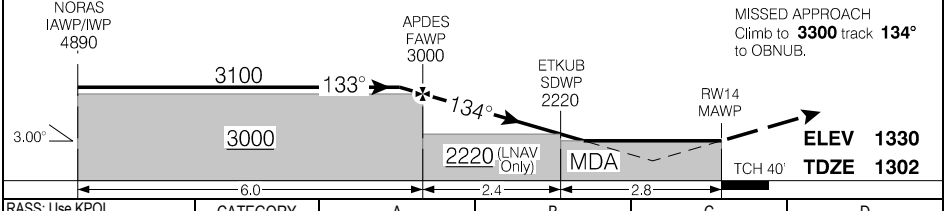
464249N 0664945W VAR 18°W

CDJ4

CTR Moncton – **123.7**		TFC – **123.2** ATF		
SAFE ALT 100 NM **7400**	WAAS **Ch 80523** W14A	APCH CRS **134°**	MIN ALT APDES **3000**	LDA **4490**



	11.2	10	9	8	7	**5.6**	5	4	3	2.4		DIST FROM RW14
(NM) 0 5 10 15 20 25	4890	4510	4190	3880	3560	**3100**	2920	2600	2280	2100		ALT (3.00° APCH PATH)



MISSED APPROACH
Climb to **3300** track **134°** to OBNUB.

RASS: Use KPQI.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**1788**	(500)	1¾	NOT AUTHORIZED
LNAV	**2100**	(812)	2½	NOT AUTHORIZED

RNAV (GNSS) RWY 14 CDJ4

EFF 25 JAN 24
REGULATORY REVIEW 10 JUN 2027

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RESTRICTED INSTRUMENT PROCEDURE

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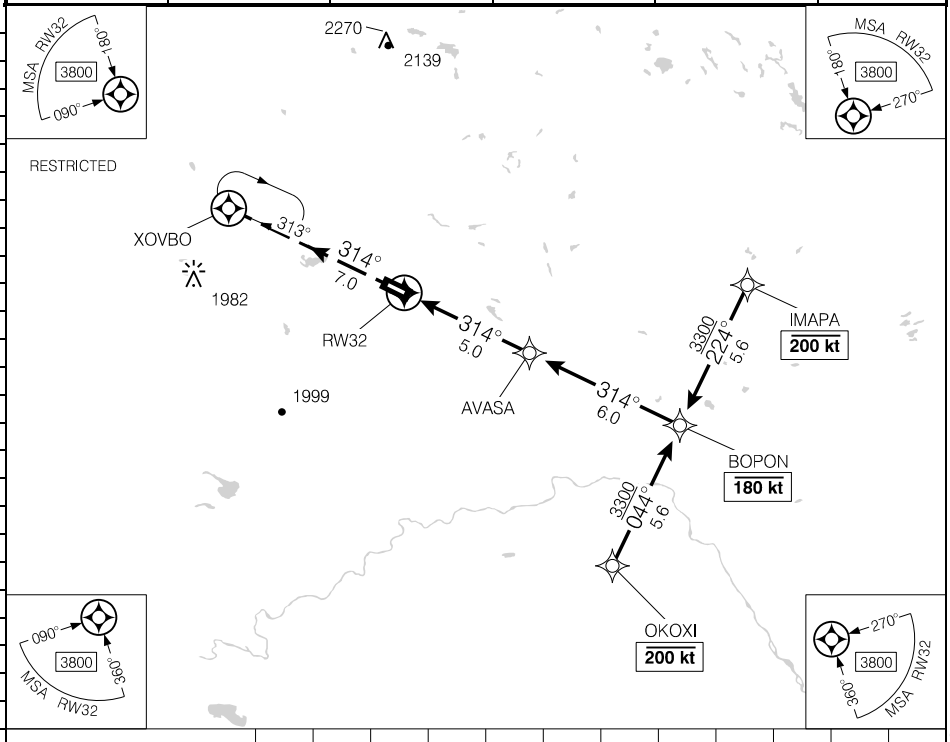
CLEARWATER, NB

RNAV (GNSS) RWY 32

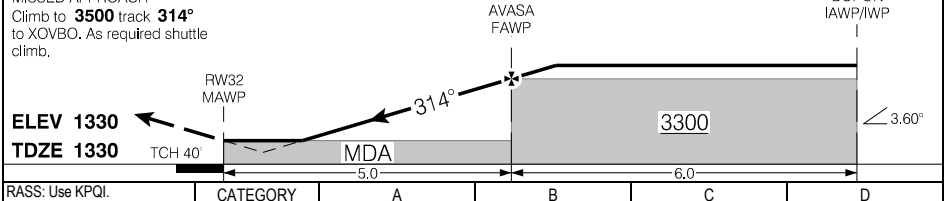
464249N 0664945W VAR 18°W

CDJ4

CTR Moncton – **123.7**		TFC – **123.2** ATF		
SAFE ALT 100 NM **7400**	WAAS **Ch 80524** W32A	APCH CRS **314°**	MIN ALT AVASA **3300**	LDA **4490**



MISSED APPROACH
Climb to **3500** track **314°** to XOVBO. As required shuttle climb.



RASS: Use KPQI.

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

CATEGORY	A	B	C	D
LPV	**1829**	(500)	1½	NOT AUTHORIZED
LNAV	**2380**	(1051)	3	NOT AUTHORIZED

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RESTRICTED INSTRUMENT PROCEDURE

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CLEARWATER, NB

AERODROME CHART — CDJ4

CTR Moncton – **123.7**

TFC – **123.2**

ATF

DECL DISTS	14	32
TORA	4490	4490
TODA	4490	4490
ASDA	4490	4490
LDA	4490	4490

66 50 — 66 49.5

VAR 18° W 2014

ANNUAL RATE OF CHANGE 8' E

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
330 FT/NM	500	660	770	880	990	1100	1380	1650
210 FT/NM	320	420	490	560	630	700	880	1050

46 43 — 46 43

14

ELEV 1288

134°

Up 1.08%

4490 X 75

CDJ4
N46 42.81
W66 49.75

Down 0.91%

ELEV 1329

314°

32

46 42.6 — 46 42.6

* DEPARTURE PROCEDURE

Rwy 14 - ½ - Requires a minimum climb gradient of **330** ft/NM to **2200**.
Note: Trees to 1385 ASL abeam departure end of rwy, 120' LEFT and RIGHT of rwy centreline.
or
SPEC VIS - Climb in visual conditions to cross the aprt at or above **2200** BPOC.

Rwy 32 - ½ - Climb hdg **314°** to **1900**. Requires a minimum climb gradient of **210** ft/NM to **1900**.
Note: Trees to 1375 ASL abeam departure end of rwy, 170' LEFT of rwy centerline.
Rising terrain to 1424 ASL abeam departure end of rwy, 590' LEFT of rwy centerline.
or
SPEC VIS - Climb in visual conditions to cross the aprt at or above **2200** BPOC.

66 50 — 66 49.5

TAKE-OFF MINIMA	SCALE IN FEET
Rwys 14, 32: *	1000 — 0 — 1000

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CDU6-IAP-3A

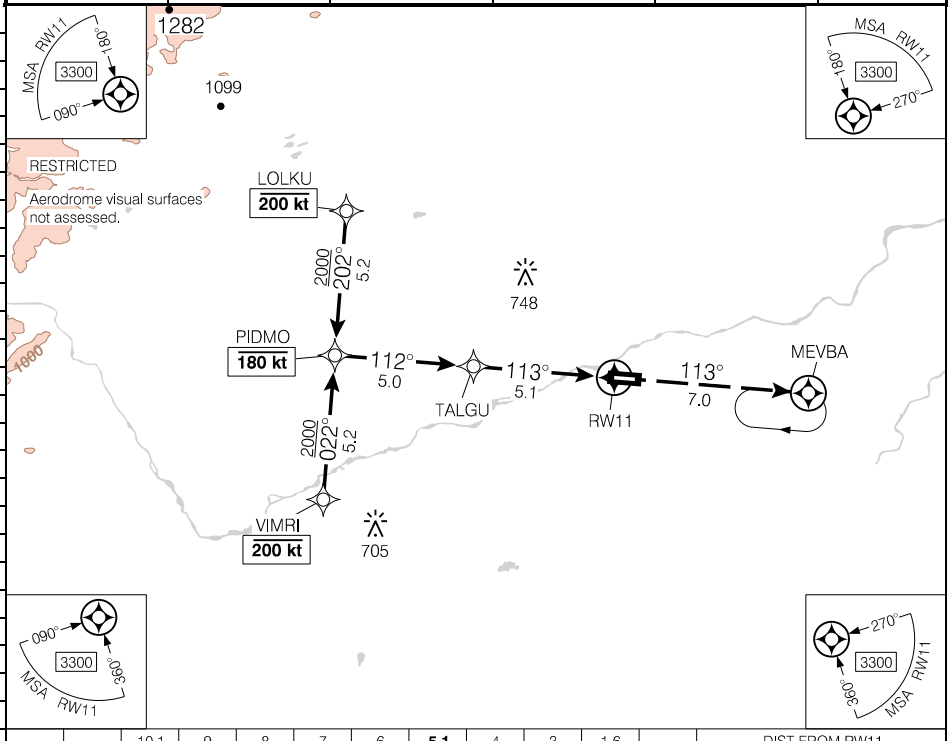
DOAKTOWN, NB

RNAV (GNSS) RWY 11

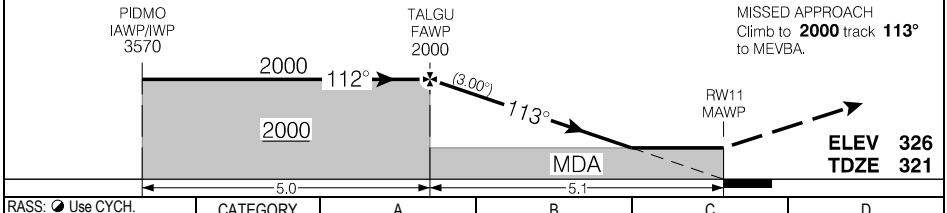
463309N 0660536W VAR 18°W

CDU6

CTR Moncton – **123.7**		TFC – **123.2** ATF	
SAFE ALT 100 NM **4500**	RNAV	APCH CRS **113°**	MIN ALT TALGU **2000**	LDA **4489**



	10.1	9	8	7	6	**5.1**	4	3	1.6		DIST FROM RW11
	3570	3220	2900	2590	2270	**2000**	1630	1310	880		ALT (3.00° APCH PATH)



RASS: ◕ Use CYCH.
When using CYFC add **20'**.

CATEGORY	A	B	C	D
LNAV	**880**	(564)	1¾	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 11 CDU6

EFF 25 JAN 24
REGULATORY REVIEW 10 JUN 2027

CDU6-IAP-3A

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RESTRICTED INSTRUMENT PROCEDURE

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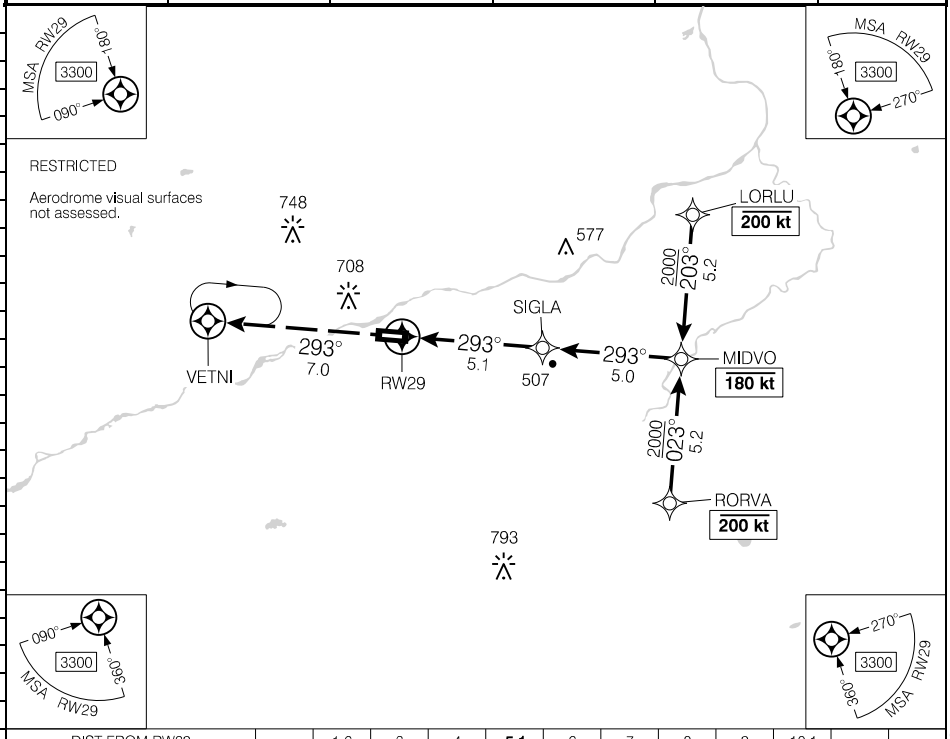
DOAKTOWN, NB

RNAV (GNSS) RWY 29

463309N 0660536W VAR 18°W

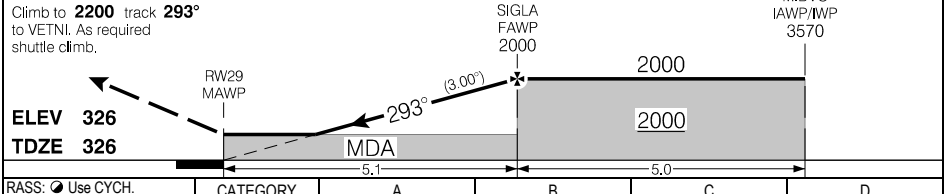
CDU6

CTR Moncton – **123.7**		TFC – **123.2** ATF		
SAFE ALT 100 NM **4500**	RNAV	APCH CRS **293°**	MIN ALT SIGLA **2000**	LDA **4489**



DIST FROM RW29		1.6	3	4	**5.1**	6	7	8	9	10.1		
ALT (3.00° APCH PATH)		860	1320	1640	**2000**	2280	2590	2910	3230	3570		

MISSED APPROACH
Climb to **2200** track **293°**
to VETNI. As required
shuttle climb.



RASS: ◕ Use CYCH.
When using CYFC add **20'**.

CATEGORY	A	B	C	D
LNAV	**860**	(535)	1¾	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

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RESTRICTED INSTRUMENT PROCEDURE

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DOAKTOWN, NB

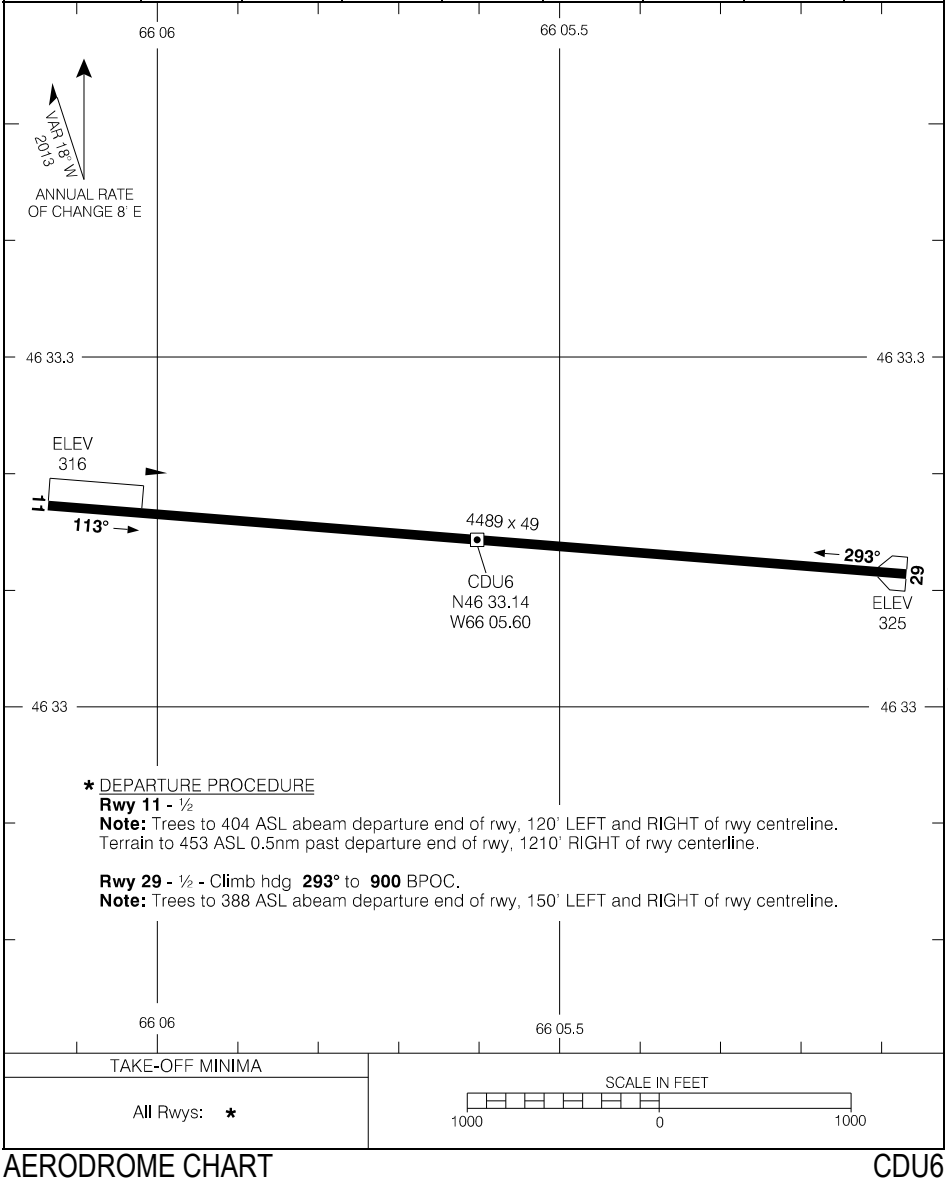
AERODROME CHART — CDU6

CTR Moncton – **123.7**

TFC – **123.2**

ATF

DECL DISTS	11	29
TORA	4489	4489
TODA	4489	4489
ASDA	4489	4489
LDA	4489	4489



* DEPARTURE PROCEDURE

Rwy 11 - ½
Note: Trees to 404 ASL abeam departure end of rwy, 120° LEFT and RIGHT of rwy centreline.
Terrain to 453 ASL 0.5nm past departure end of rwy, 1210° RIGHT of rwy centerline.

Rwy 29 - ½ - Climb hdg **293°** to **900** BPOC.
Note: Trees to 388 ASL abeam departure end of rwy, 150° LEFT and RIGHT of rwy centreline.

TAKE-OFF MINIMA	SCALE IN FEET
All Rwys: *	1000 0 1000

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CDV2-IAP-3A

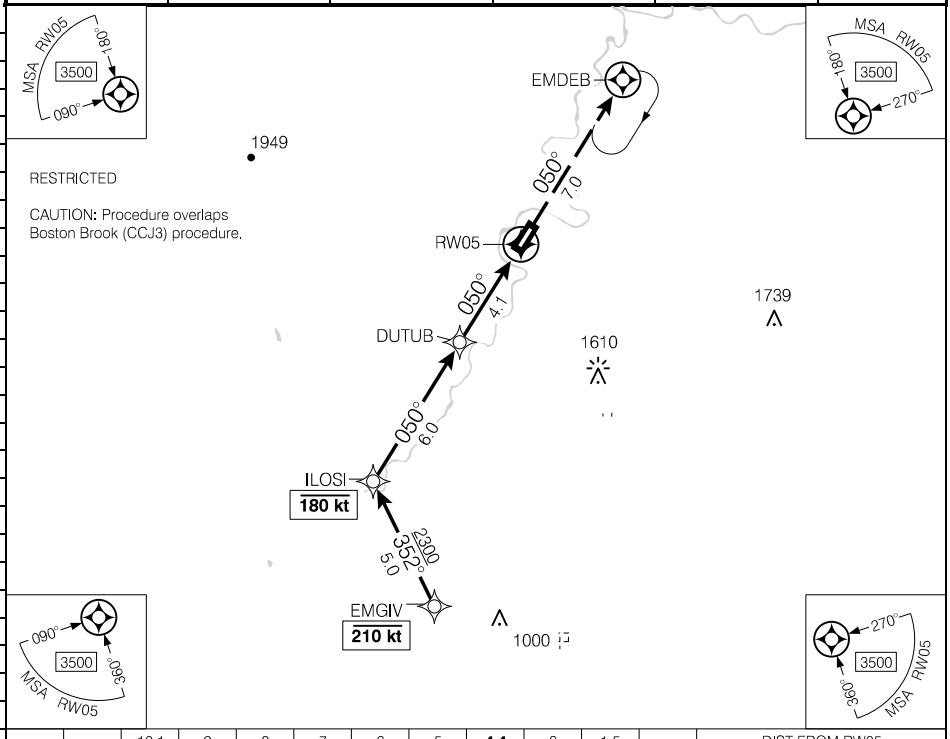
DOWNS GULCH, NB

RNAV (GNSS) RWY 05

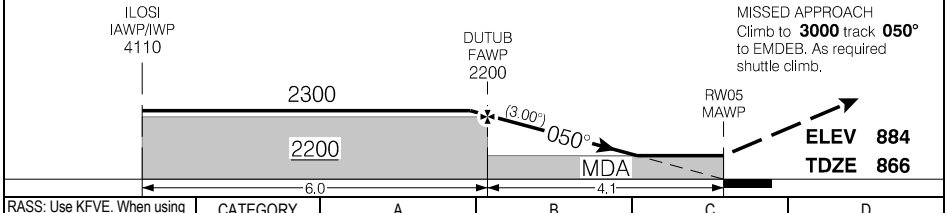
474511N 0672536W VAR 18°W

CDV2

AWOS Presque Isle – **118.02**	CTR Moncton – **134.25** TFC – **123.2** ATF			
SAFE ALT 100 NM **5900**	RNAV	APCH CRS **050°**	MIN ALT DUTUB **2200**	LDA **4513**



	10.1	9	8	7	6	5	**4.4**	3	1.5		DIST FROM RW05
	4110	3760	3440	3120	2800	2480	**2300**	1850	1360		ALT (3.00° APCH PATH)



RASS: Use KFVE. When using KPQI add **90'**.

CATEGORY	A	B	C	D
LNAV	**1360**	(508)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 05

CDV2

EFF 5 SEP 24
REGULATORY REVIEW 6 JUL 2028

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RESTRICTED INSTRUMENT PROCEDURE

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RESTRICTED CANADA AIR PILOT
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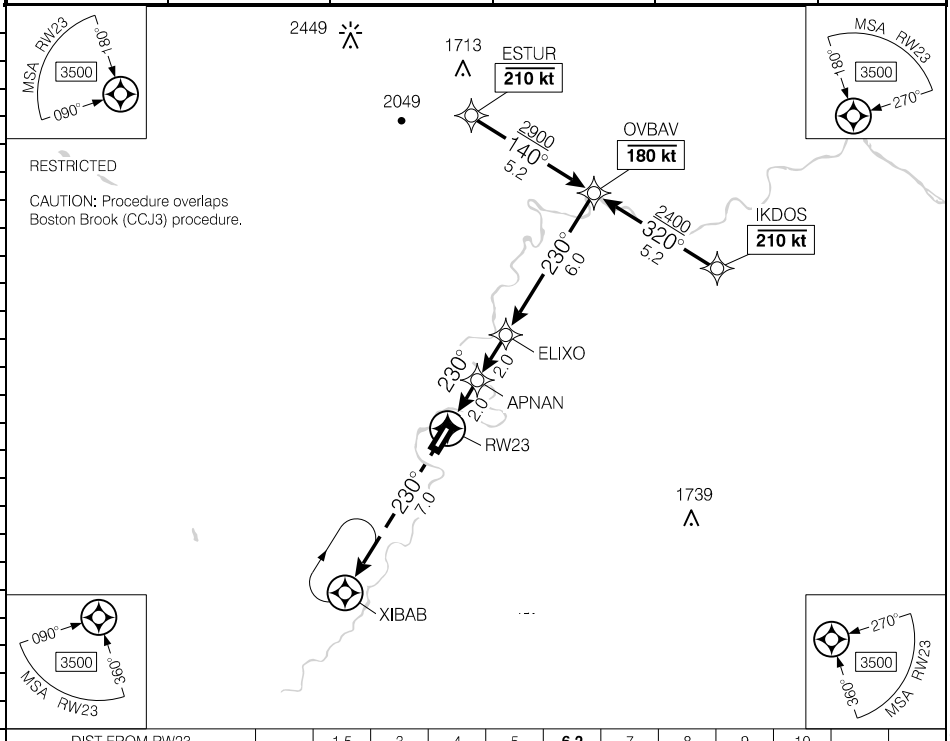
DOWNS GULCH, NB

RNAV (GNSS) RWY 23

474511N 0672536W VAR 18°W

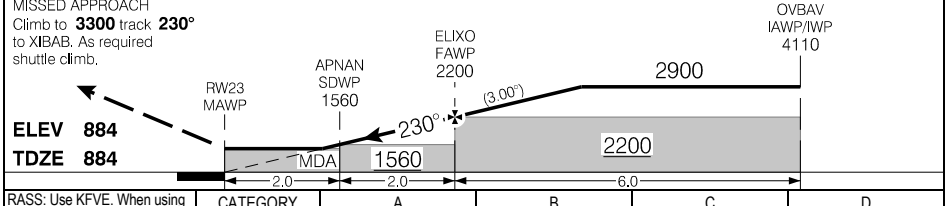
CDV2

AWOS Presque Isle – **118.02**	CTR Moncton – **134.25**	TFC – **123.2** ATF		
SAFE ALT 100 NM **5900**	RNAV	APCH CRS **230°**	MIN ALT ELIXO **2200**	LDA **4513**



DIST FROM RW23		1.5	3	4	5	**6.2**	7	8	9	10		
ALT (3.00° APCH PATH)		1400	1880	2200	2520	**2900**	3150	3470	3790	4110		

MISSED APPROACH
Climb to **3300** track **230°** to XIBAB. As required shuttle climb.



RASS: Use KFVE. When using KPQI add **90°**.

CATEGORY	A	B	C	D
LNAV	**1400**	(516)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 23 CDV2

EFF 5 SEP 24
REGULATORY REVIEW 6 JUL 2028

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DOWNS GULCH, NB

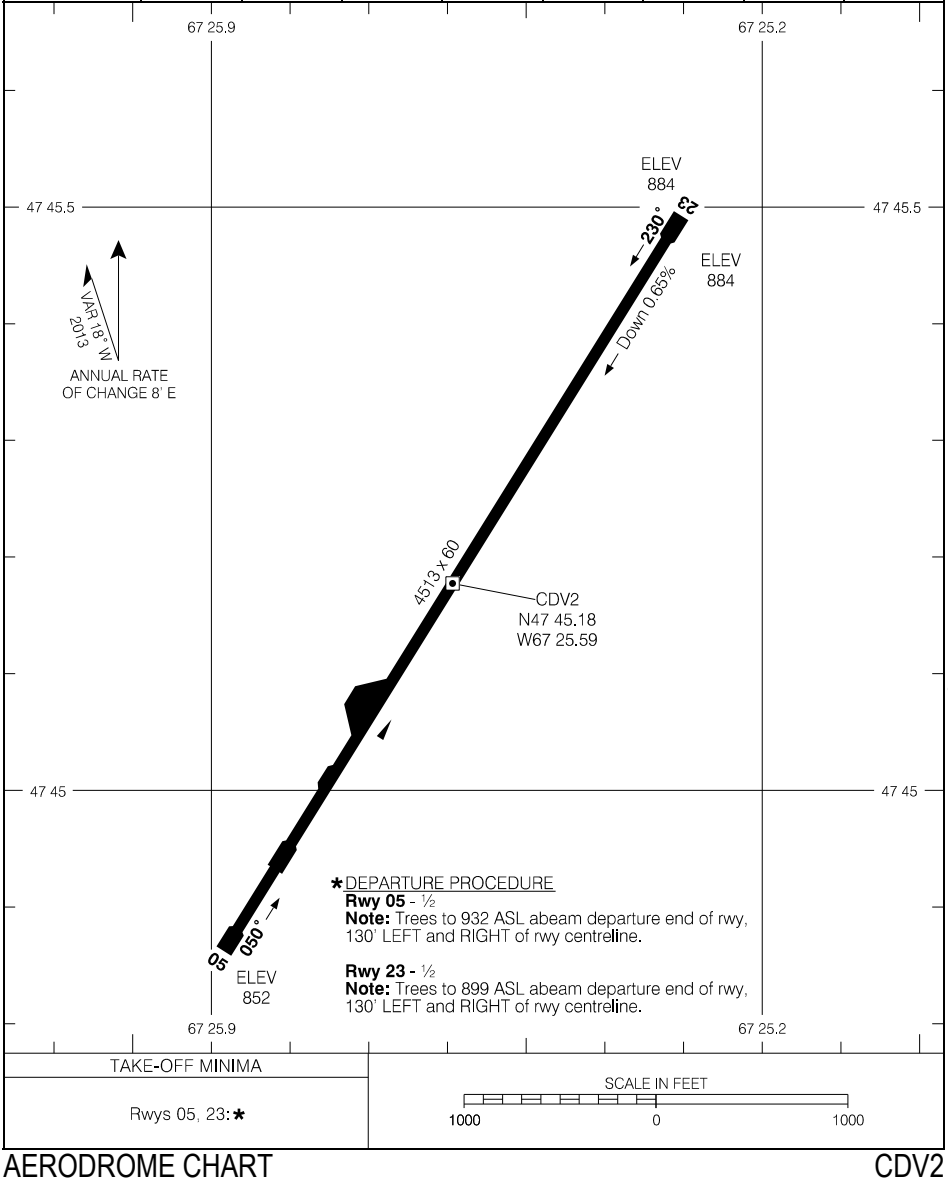
AERODROME CHART — CDV2

CTR Moncton – **134.25**

TFC – **123.2**

ATF

DECL DISTS	05	23
TORA	4513	4513
TODA	4513	4513
ASDA	4513	4513
LDA	4513	4513



TAKE-OFF MINIMA	SCALE IN FEET
Rwys 05, 23:*	1000 0 1000

AERODROME CHART — CDV2

EFF 5 SEP 24

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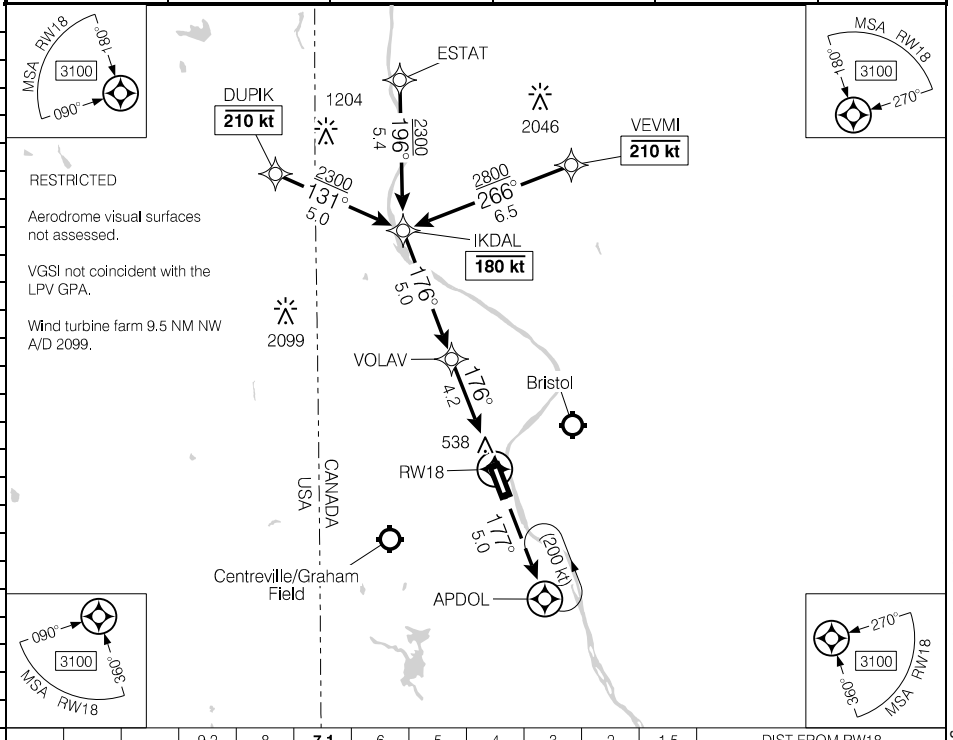
RNAV (GNSS) Z RWY 18

462534N 0673741W VAR 18°W

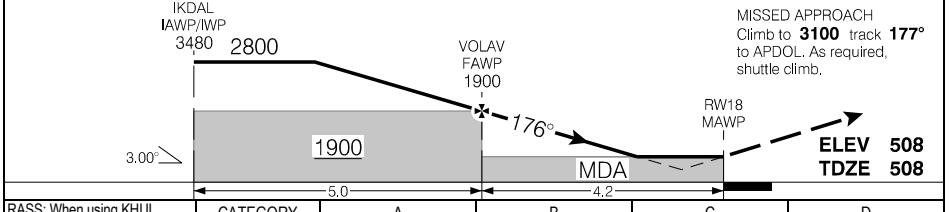
CCR3

CTR Boston – **120.25**	TFC – **122.8** ATF	ARCAL 123.0* V2 2.75°

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT VOLAV	LDA
7400	**Ch 80795** W18A	**176°**	**1900**	**5414**



	9.2	8	**7.1**	6	5	4	3	2	1.5	DIST FROM RW18
	3480	3090	**2800**	2460	2140	1820	1500	1180	1020	ALT (3.00° APCH PATH)



MISSED APPROACH
Climb to **3100** track **177°** to APDOL. As required, shuttle climb.

RASS: When using KHUL add **50'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	590	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**1005**	(500)	1¾	
LNAV	**1020**	(515)	1½	

RNAV (GNSS) Z RWY 18 CCR3

EFF 12 JUN 25
REGULATORY REVIEW 3 SEP 2026

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RESTRICTED INSTRUMENT PROCEDURE

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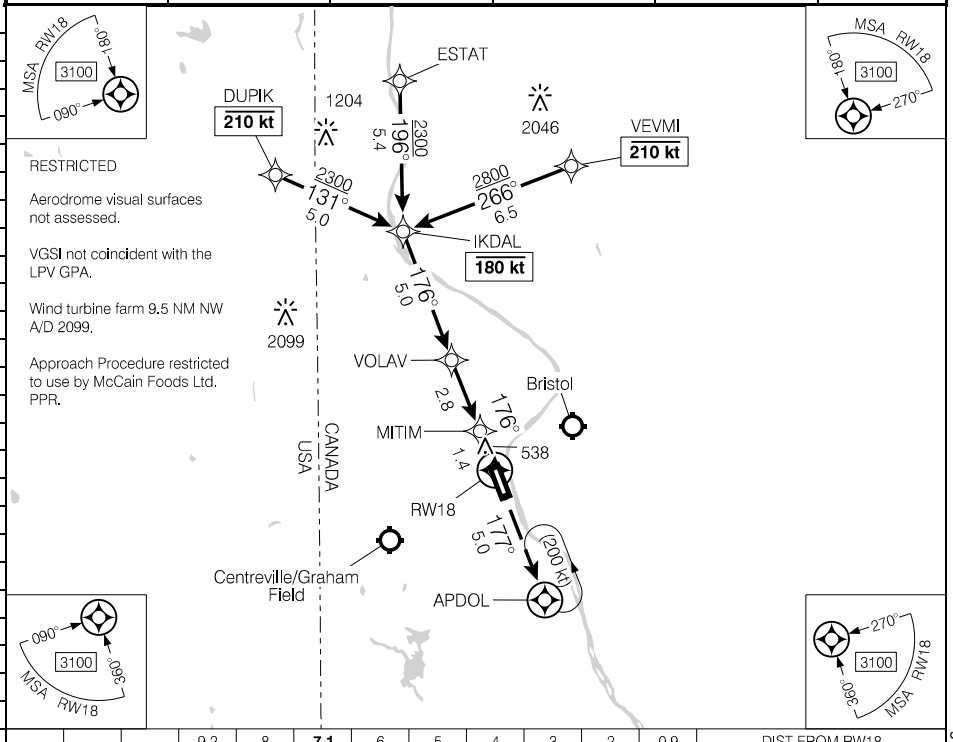
RNAV (GNSS) Y RWY 18

462534N 0673741W VAR 18°W

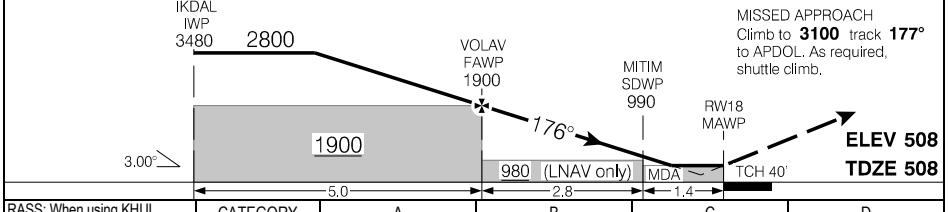
CCR3

CTR Boston – **120.25**	TFC – **122.8** ATF	ARCAL 123.0*
		V_2 2.75°

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT VOLAV	LDA
7400	**Ch 80855** W18B	**176°**	**1900**	**5414**



DIST FROM RW18	9.2	8	**7.1**	6	5	4	3	2	0.9
ALT (3.00° APCH PATH)	3480	3090	**2800**	2460	2140	1820	1500	1180	840



RASS: When using KHUL add **50'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**756**	(251)	1	
LNAV	**840**	(335)	1	

RNAV (GNSS) Y RWY 18

CCR3

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REGULATORY REVIEW 3 SEP 2026

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RESTRICTED INSTRUMENT PROCEDURE

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FLORENCEVILLE, NB

RNAV (GNSS) Z RWY 36

462534N 0673741W VAR 18°W

CCR3

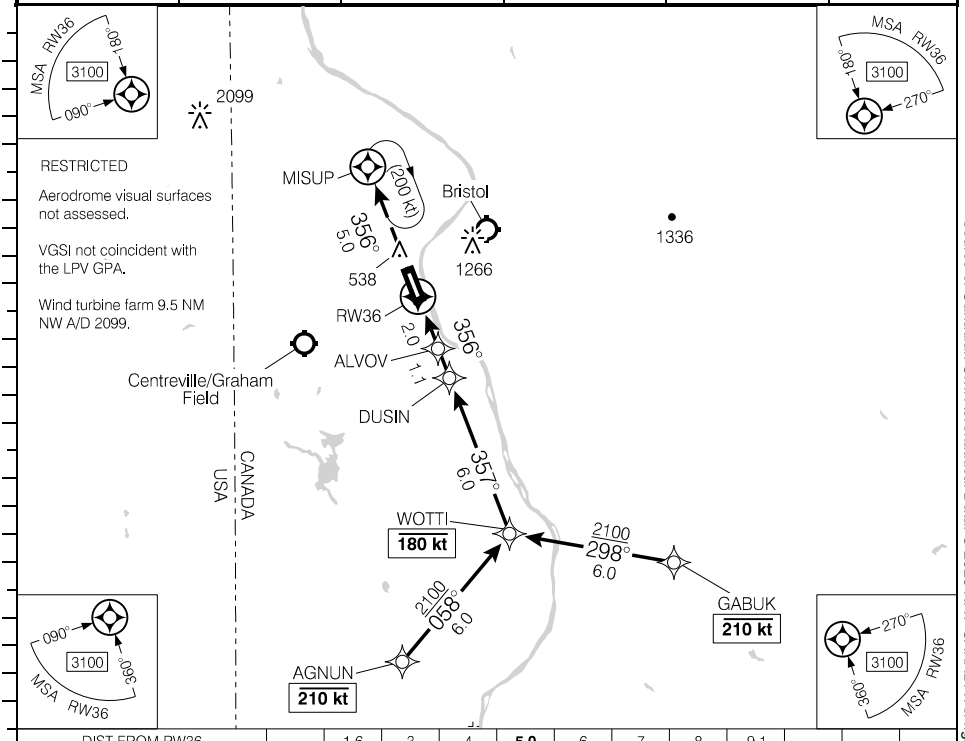
CTR Boston – **120.25**

TFC – **122.8** ATF

ARCAL 123.0*

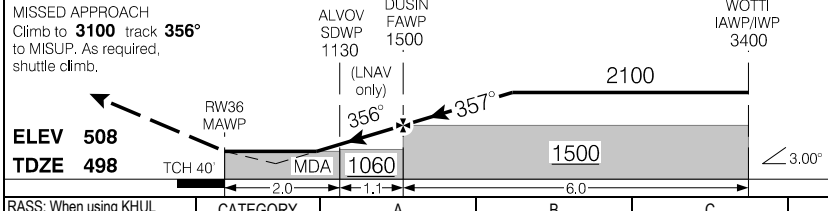
SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT DUSIN	LDA
7400	**Ch 80796** W36A	**356°**	**1500**	**5414**

V2 AS 2.75°



DIST FROM RW36		1.6	3	4	**5.0**	6	7	8	9.1			
ALT (3.00° APCH PATH)		1000	1450	1770	**2100**	2400	2720	3040	3400			

MISSED APPROACH
Climb to **3100** track **356°** to MISUP. As required, shuttle climb.



RASS: When using KHUL add **50'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**954**	(500)	1½	
LNAV	**1000**	(546)	1¾	

RNAV (GNSS) Z RWY 36

CCR3

EFF 12 JUN 25
REGULATORY REVIEW 3 SEP 2026

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RESTRICTED INSTRUMENT PROCEDURE

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FLORENCEVILLE, NB

RNAV (GNSS) Y RWY 36

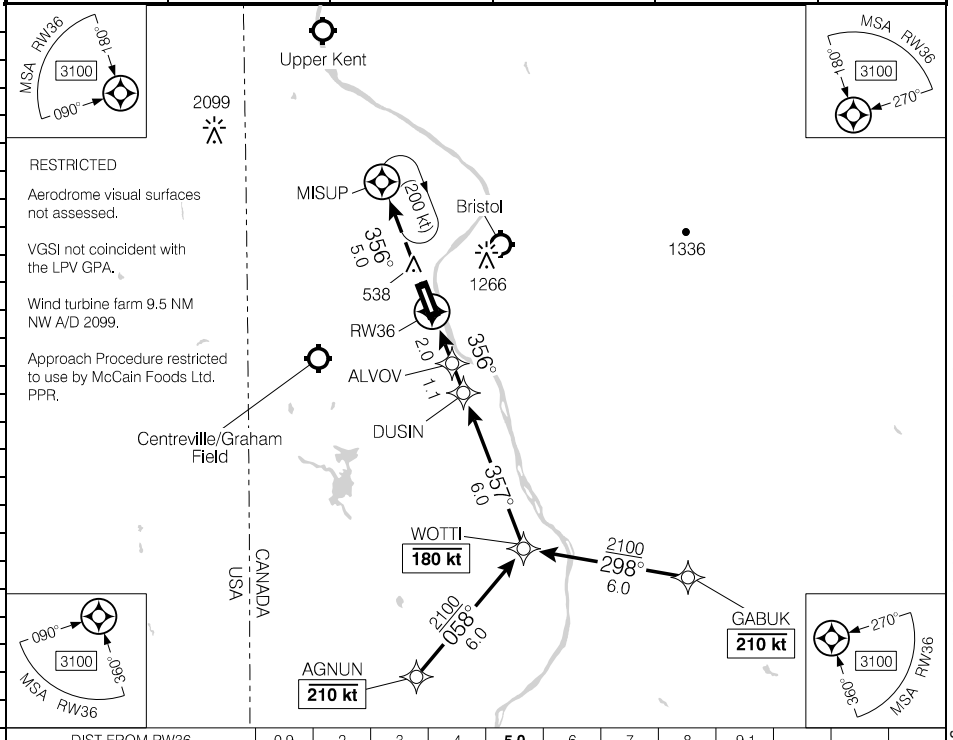
462534N 0673741W VAR 18°W

CCR3

CTR Boston – **120.25**	TFC – **122.8** ATF	ARCAL 123.0*

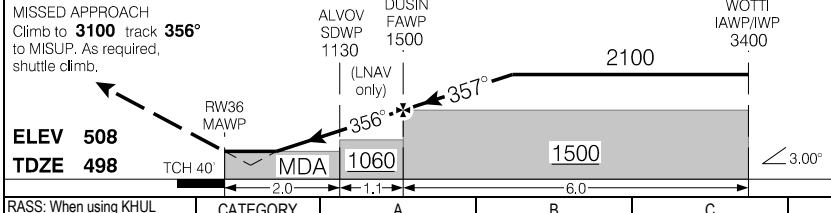
SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT DUSIN	LDA
7400	**Ch 80856** W36B	**356°**	**1500**	**5414**

ARCAL 2.75°



DIST FROM RW36	0.9	2	3	4	**5.0**	6	7	8	9.1			
ALT (3.00° APCH PATH)	780	1130	1450	1770	**2100**	2400	2720	3040	3400			

MISSED APPROACH
Climb to **3100** track **356°** to MISUP. As required, shuttle climb.



RASS: When using KHUL add **50'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**704**	(250)	1	
LNAV	**780**	(326)	1	

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FLORENCEVILLE, NB

AERODROME CHART

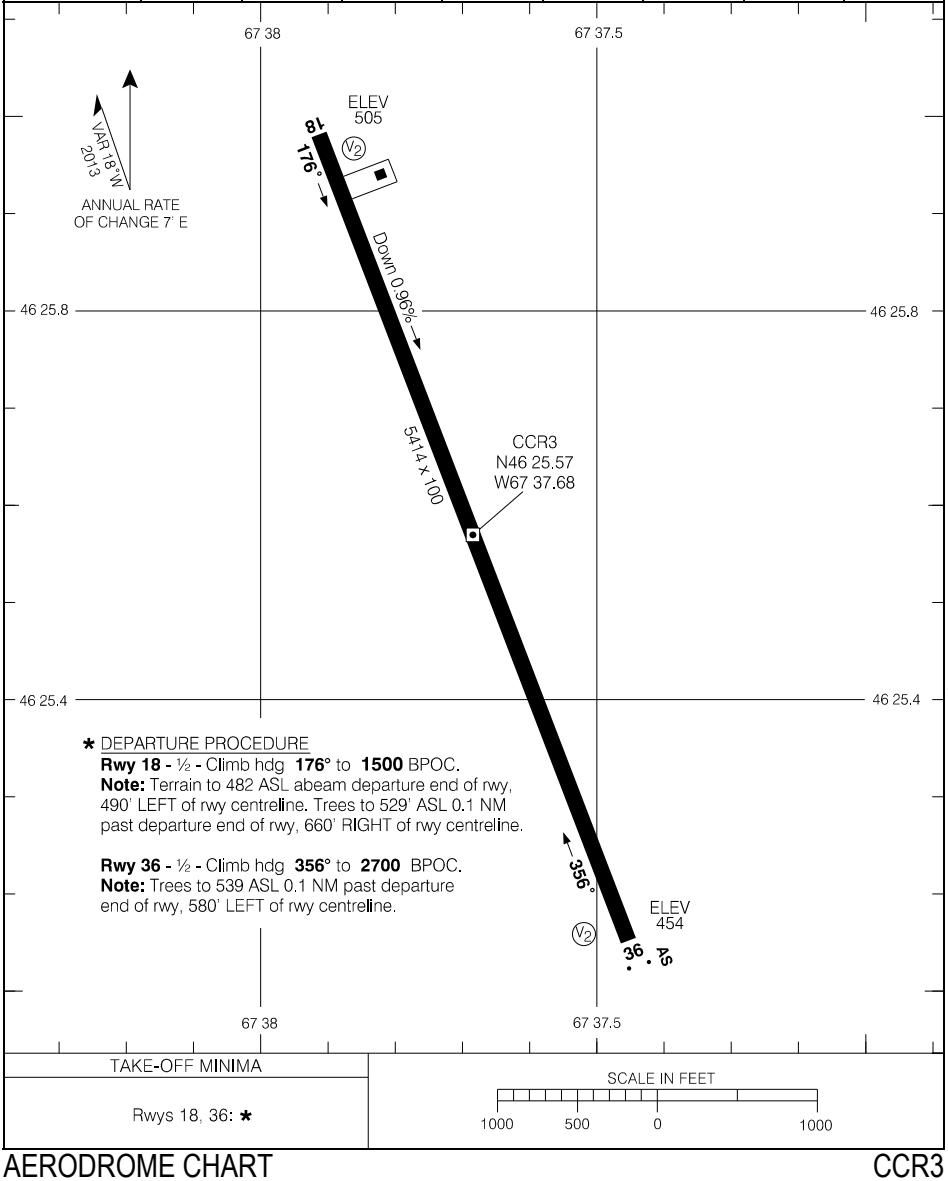
CCR3

CTR Boston – **120.25**

TFC – **122.8**

ATF

DECL DISTS	18	36
TORA	5414	5414
TODA	5414	5414
ASDA	5414	5414
LDA	5414	5414



TAKE-OFF MINIMA	SCALE IN FEET
Rwys 18, 36: *	1000 500 0 1000

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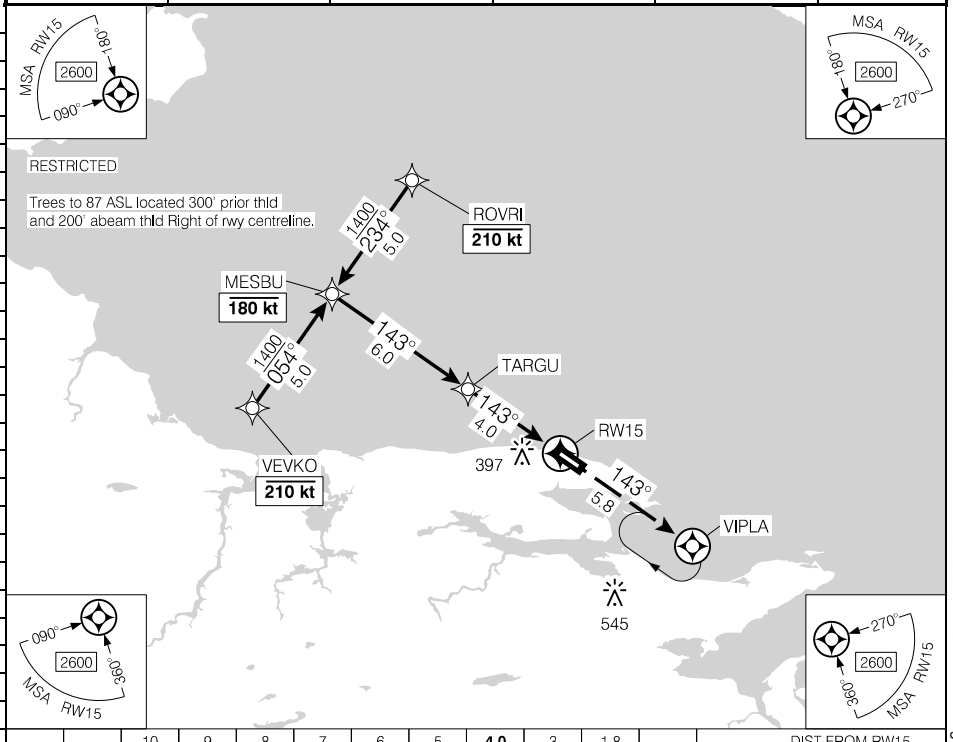
FOX HARBOUR, NS

RNAV (GNSS) RWY 15

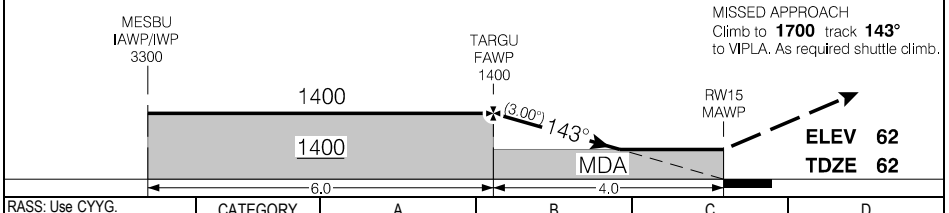
455212N 0632740W VAR 18°W

CFH4

	CTR Moncton – **124.4**		UNICOM – **122.2** ATF		ARCAL 122.2(K)
SAFE ALT 100 NM **2900**	RNAV	APCH CRS **143°**	MIN ALT TARGU **1400**	LDA **4885**	



		10	9	8	7	6	5	**4.0**	3	1.8		DIST FROM RW15
		3300	2980	2660	2340	2020	1700	**1400**	1070	700		ALT (3.00° APCH PATH)



RASS: Use CYYG.

CATEGORY	A	B	C	D
LNAV	**700**	(638)	2	

Knots	ft/min	Min:Sec
70	380	
90	480	
110	590	
130	690	
150	800	

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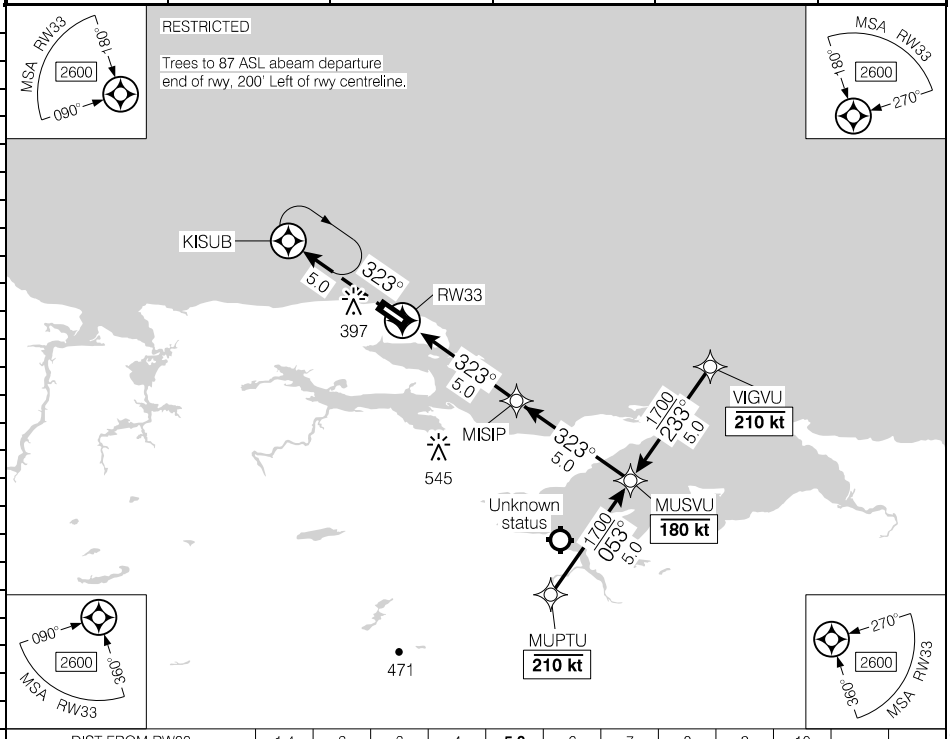
FOX HARBOUR, NS

RNAV (GNSS) RWY 33

455212N 0632740W VAR 18°W

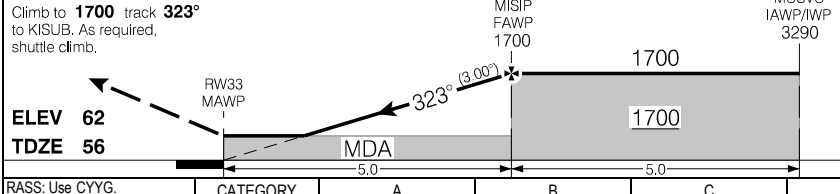
CFH4

	CTR Moncton – **124.4**		UNICOM – **122.2** ATF		ARCAL 122.2(K) P2
SAFE ALT 100 NM **2900**	RNAV	APCH CRS **323°**	MIN ALT MISIP **1700**	LDA **4805**	



DIST FROM RW33	1.4	2	3	4	**5.0**	6	7	8	9	10		
ALT (3.00° APCH PATH)	560	740	1060	1380	**1700**	2010	2330	2650	2970	3290		

MISSED APPROACH
Climb to **1700** track **323°** to KISUB. As required, shuttle climb.



RASS: Use CYYG.

CATEGORY	A	B	C	D
LNAV	**560**	(508)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

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FOX HARBOUR, NS

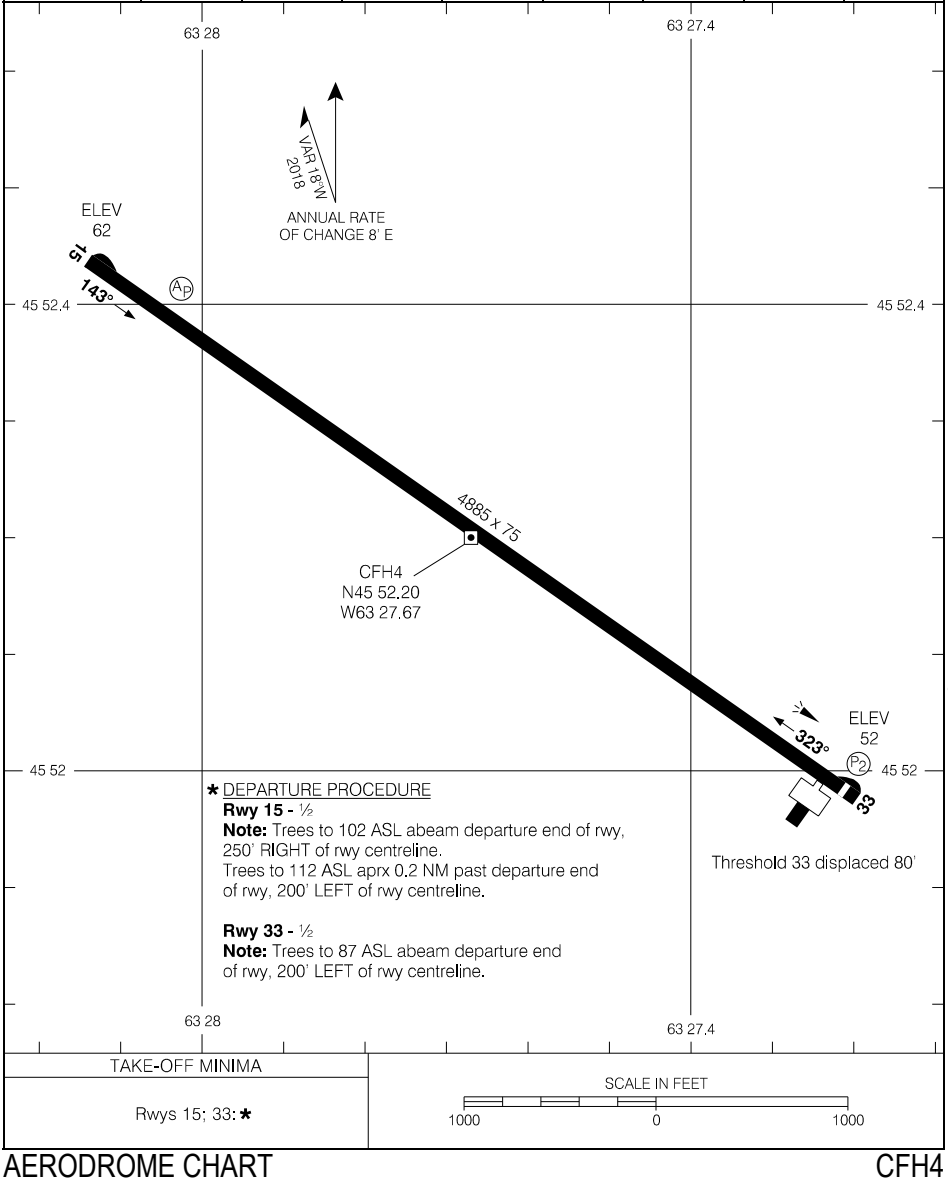
AERODROME CHART — CFH4

UNICOM – **122.2**

CTR Moncton – **124.4**

ATF

DECL DISTS	15	33
TORA	4885	4885
TODA	4885	4885
ASDA	4885	4885
LDA	4885	4805



TAKE-OFF MINIMA
Rwys 15; 33: *

SCALE IN FEET
1000 0 1000

AERODROME CHART — CFH4
EFF 2 OCT 25

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CCE3-IAP-3A

JUNIPER, NB

RNAV (GNSS) RWY 02

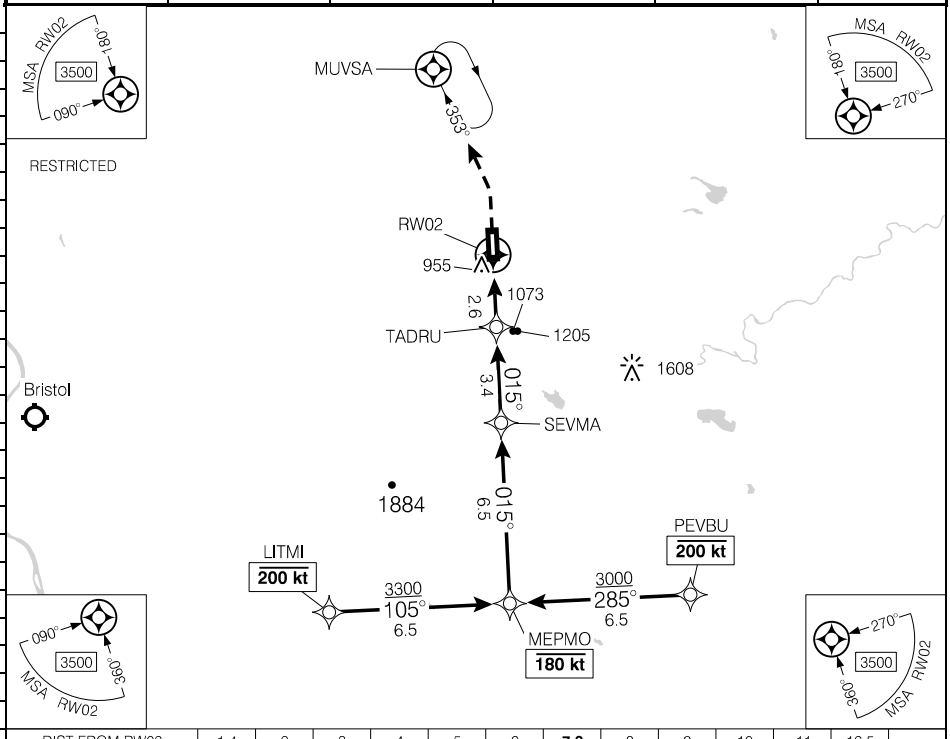
463348N 0671006W VAR 18°W

CCE3

CTR Moncton – **123.7**

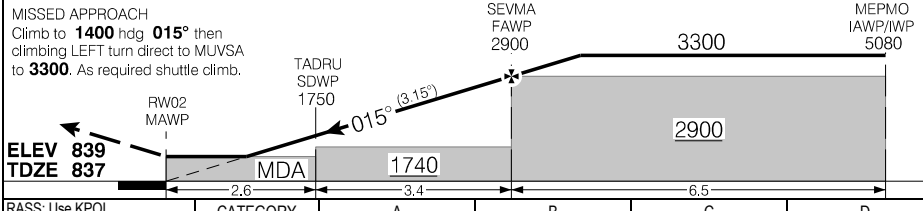
TFC – **123.2** ATF

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT SEVMA	LDA
7400		**015°**	**2900**	**4499**



DIST FROM RW02	1.4	2	3	4	5	6	**7.2**	8	9	10	11	12.5
ALT (3.15° APCH PATH)	1340	1550	1880	2220	2550	2890	**3300**	3560	3890	4220	4560	5080

MISSED APPROACH
Climb to **1400** hdg **015°** then climbing LEFT turn direct to MUVSA to **3300**. As required shuttle climb.



RASS: Use KPQI.
When using KHUL add **10'**.

CATEGORY	A	B	C	D
LNAV	**1340**	(503)	1½	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70	390	
90	500	
110	610	
130	720	
150	840	

RNAV (GNSS) RWY 02 CCE3

EFF 5 SEP 24
REGULATORY REVIEW 6 JUL 2028

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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CCE3-IAP-3C

JUNIPER, NB

RNAV (GNSS) RWY 20

463348N 0671006W VAR 18°W

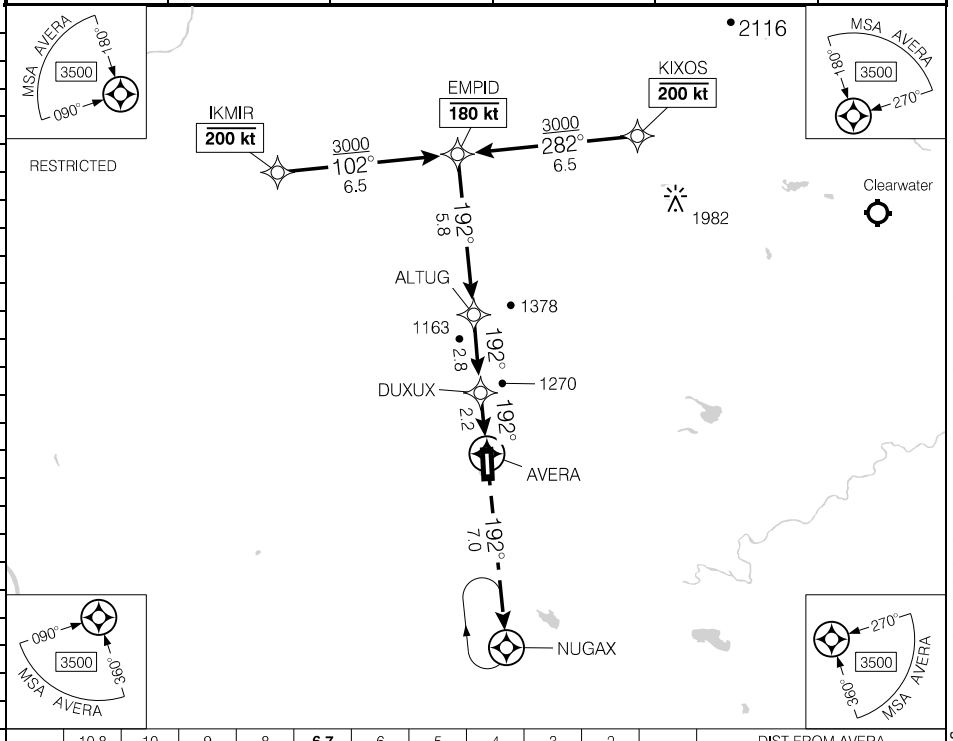
CCE3

CTR Moncton – **123.7**

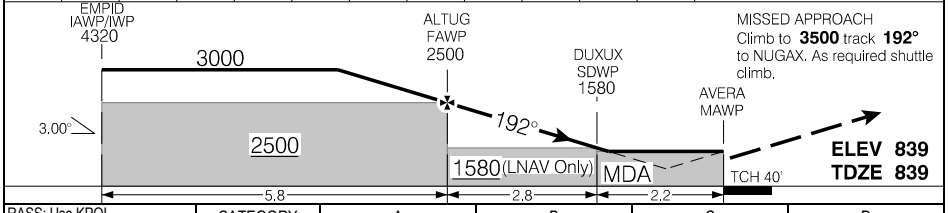
TFC – **123.2** ATF

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT ALTUG	LDA
7400	**Ch 80790** W20A	**192°**	**2500**	**4499**

3.0°



	10.8	10	9	8	**6.7**	6	5	4	3	2		DIST FROM AVERA
	4320	4060	3750	3430	**3000**	2790	2470	2150	1830	1500		ALT (3.00° APCH PATH)



RASS: Use KPQI.
When using KHUL add **10'**.

CATEGORY	A	B	C	D
LPV	**1339**	(500)	1½	NOT AUTHORIZED
LNAV	**1500**	(661)	2	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70	370	
90	480	
110	590	
130	690	
150	800	

RNAV (GNSS) RWY 20 CCE3

EFF 5 SEP 24
REGULATORY REVIEW 6 JUL 2028

CCE3-IAP-3C

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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JUNIPER, NB

AERODROME CHART

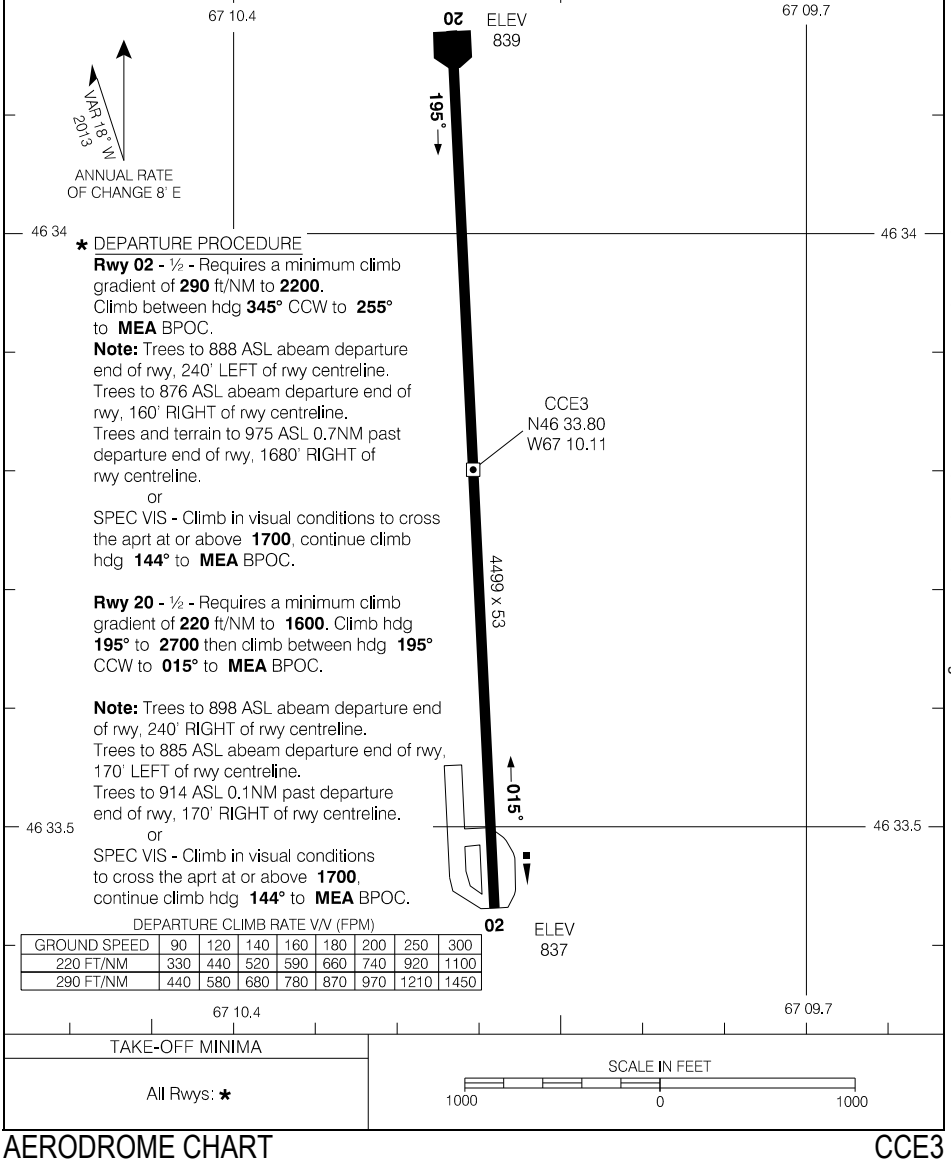
CCE3

CTR Moncton – **123.7**

TFC – **123.2**

ATF

DECL DISTS	02	20						
TORA	4499	4499						
TODA	4499	4499						
ASDA	4499	4499						
LDA	4499	4499						



* DEPARTURE PROCEDURE

Rwy 02 - ½ **-** Requires a minimum climb gradient of **290** ft/NM to **2200**.
Climb between hdg **345°** CCW to **255°** to **MEA** BPOC.
Note: Trees to 888 ASL abeam departure end of rwy, 240' LEFT of rwy centreline.
Trees to 876 ASL abeam departure end of rwy, 160' RIGHT of rwy centreline.
Trees and terrain to 975 ASL 0.7NM past departure end of rwy, 1680' RIGHT of rwy centreline.
or
SPEC VIS **-** Climb in visual conditions to cross the aprt at or above **1700**, continue climb hdg **144°** to **MEA** BPOC.

Rwy 20 - ½ **-** Requires a minimum climb gradient of **220** ft/NM to **1600**. Climb hdg **195°** to **2700** then climb between hdg **195°** CCW to **015°** to **MEA** BPOC.

Note: Trees to 898 ASL abeam departure end of rwy, 240' RIGHT of rwy centreline.
Trees to 885 ASL abeam departure end of rwy, 170' LEFT of rwy centreline.
Trees to 914 ASL 0.1NM past departure end of rwy, 170' RIGHT of rwy centreline.
or
SPEC VIS **-** Climb in visual conditions to cross the aprt at or above **1700**, continue climb hdg **144°** to **MEA** BPOC.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
220 FT/NM	330	440	520	590	660	740	920	1100
290 FT/NM	440	580	680	780	870	970	1210	1450

TAKE-OFF MINIMA	SCALE IN FEET
All Rwys: *	1000 0 1000

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LIVERPOOL/SOUTH SHORE REGIONAL, NS

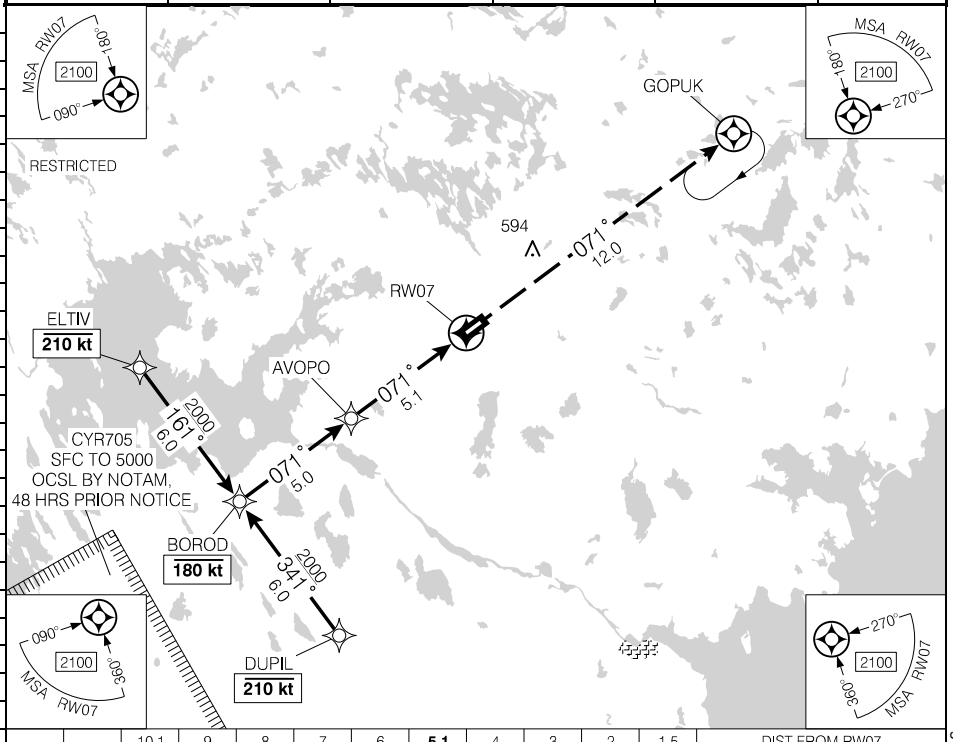
RNAV (GNSS) RWY 07

441350N 0645122W VAR 18°W

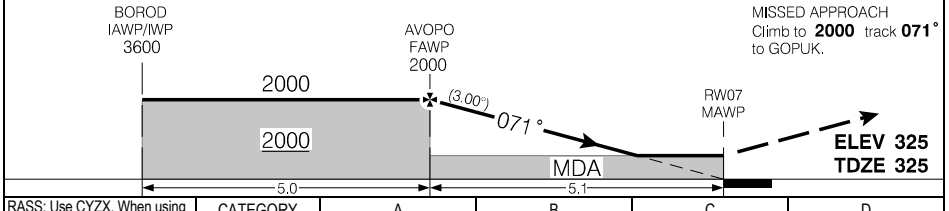
CYAU

ATIS Greenwood – **128.85**	CTR Moncton – **123.9**	TFC – **122.8**	

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT AVOPO	LDA
2900		**071°**	**2000**	**3933**



	10.1	9	8	7	6	**5.1**	4	3	2	1.5	DIST FROM RW07
	3600	3230	2910	2590	2270	**2000**	1640	1320	1000	840	ALT (3.00° APCH PATH)



RASS: Use CYZX. When using CYHZ add **40'**.

CATEGORY	A	B	C	D
LNAV	**840**	(518)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 07

CYAU

EFF 31 OCT 24

REGULATORY REVIEW 10 JUN 2027

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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CYAU-IAP-3C

LIVERPOOL/SOUTH SHORE REGIONAL, NS

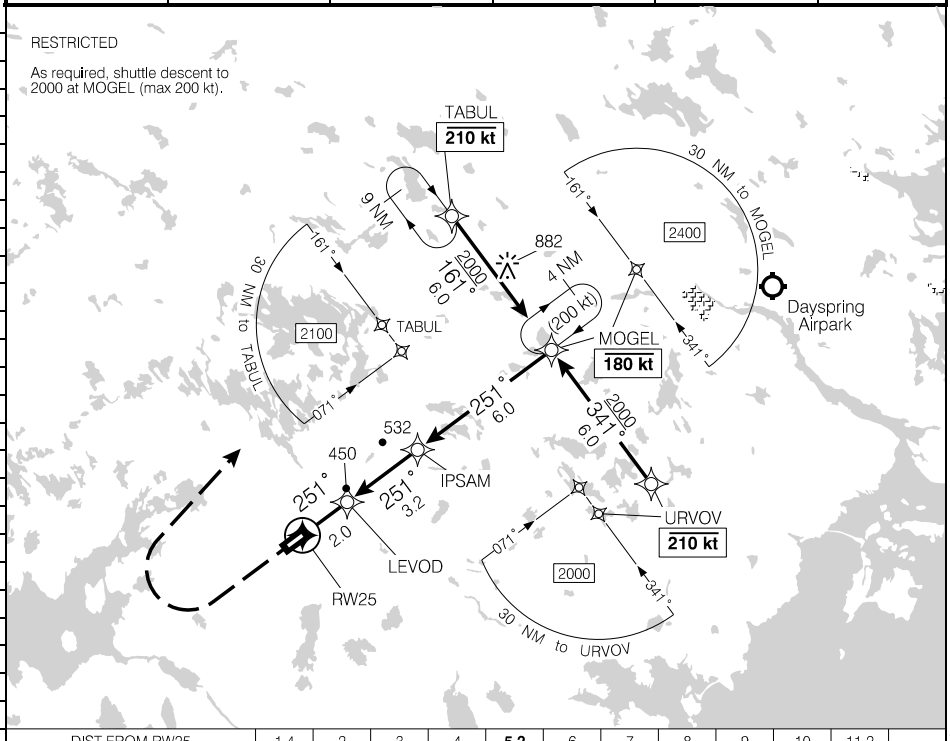
RNAV (GNSS) RWY 25

441350N 0645122W VAR 18°W

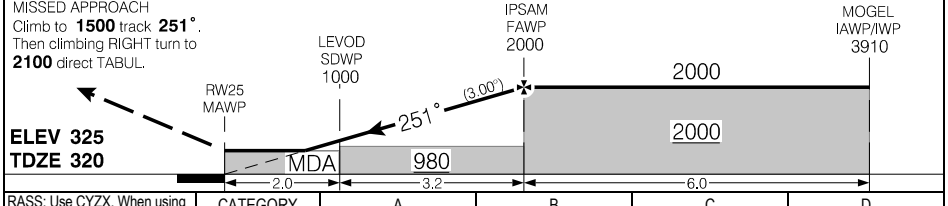
CYAU

ATIS Greenwood – **128.85**	CTR Moncton – **123.9**	TFC – **122.8**	

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT IPSAM	LDA
2900		**251°**	**2000**	**3933**



DIST FROM RW25	1.4	2	3	4	**5.2**	6	7	8	9	10	11.2
ALT (3.00° APCH PATH)	820	1000	1310	1630	**2000**	2270	2590	2910	3230	3550	3910



RASS: Use CYZX. When using CYHZ add **40'**.

CATEGORY	A	B	C	D
LNAV	**820**	(502)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 25 CYAU

EFF 31 OCT 24
REGULATORY REVIEW 10 JUN 2027

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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LIVERPOOL/SOUTH SHORE REGIONAL, NS

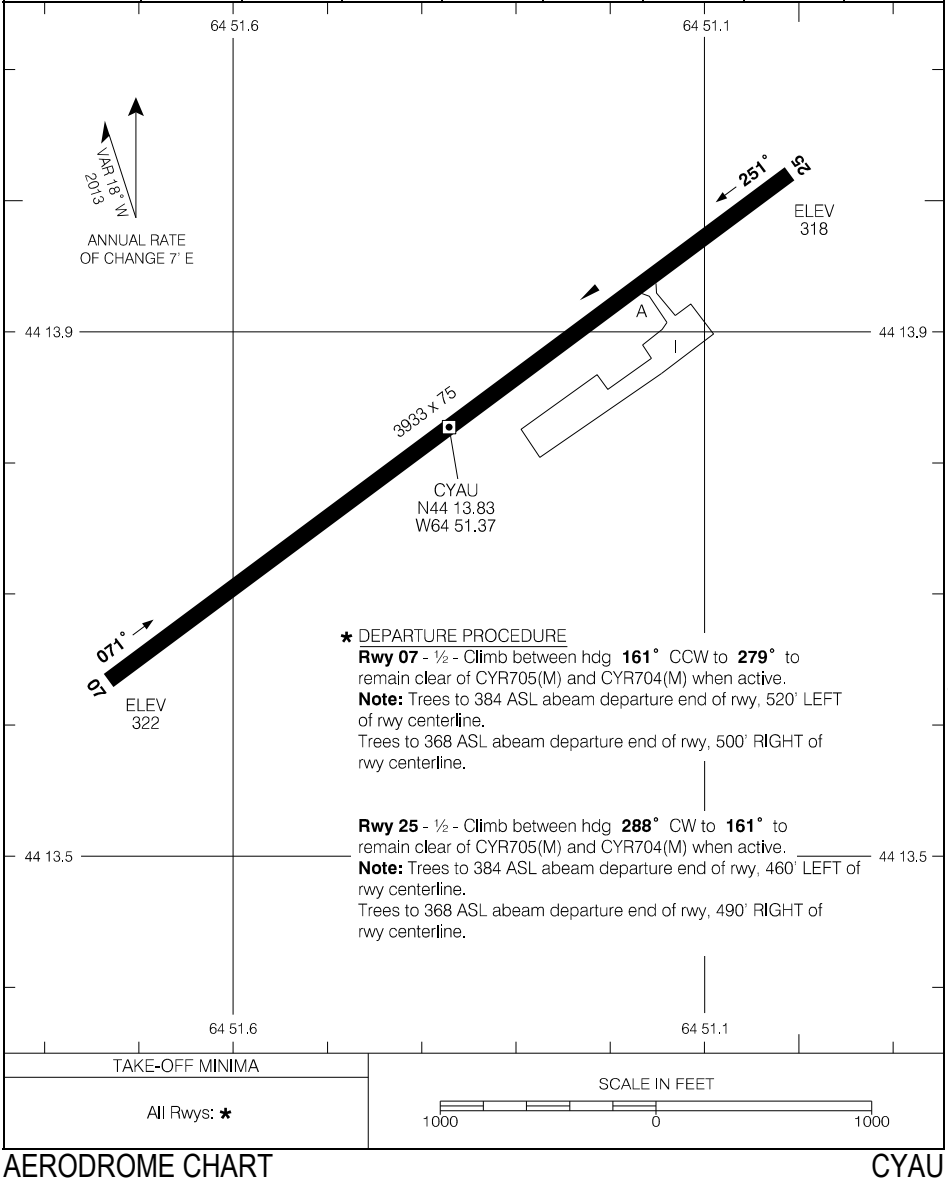
AERODROME CHART — CYAU

CTR Moncton – **123.9**

TFC – **122.8**

ATF

DECL DISTS	07	25
TORA	3933	3933
TODA	3933	3933
ASDA	3933	3933
LDA	3933	3933



* DEPARTURE PROCEDURE

Rwy 07 - ½ - Climb between hdg **161°** CCW to **279°** to remain clear of CYR705(M) and CYR704(M) when active.
Note: Trees to 384 ASL abeam departure end of rwy, 520' LEFT of rwy centerline.
Trees to 368 ASL abeam departure end of rwy, 500' RIGHT of rwy centerline.

Rwy 25 - ½ - Climb between hdg **288°** CW to **161°** to remain clear of CYR705(M) and CYR704(M) when active.
Note: Trees to 384 ASL abeam departure end of rwy, 460' LEFT of rwy centerline.
Trees to 368 ASL abeam departure end of rwy, 490' RIGHT of rwy centerline.

TAKE-OFF MINIMA	SCALE IN FEET
All Rwys: *	1000 0 1000

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CVB2-IAP-3A

VOISEY'S BAY, NL

RNAV (GNSS) RWY 10

562041N 0620517W VAR 22°W

CVB2

UNICOM – **122.8**

ATF*

ARCAL 122.7(J)

30.0°

SAFE ALT 100 NM	WAAS	APCH	MIN ALT	LDA
5600	**Ch 80845** W10A	CRS **075°**	SEVGU **3400**	**5002**

MISSED APPROACH CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
360 FT/NM	540	720	840	960	1080	1200	1500	1800

MSA URTES 180° 3900 090°

MSA URTES 180° 3900 270°

RESTRICTED

Altimeter setting.

CAUTION: Procedure overlaps NAIN (CYDP) procedures.

ATF corridor. See CFS Section C, Planning - Newfoundland and Labrador.

Procedure on the fringe of WAAS coverage. Occasional outages may occur.

2122

UKPUR **140 kt**

3400 165° 5.0

1799 075° 3.1

1299 075° 3.1 1.2

URTES 075° 5.0

OTAMI

407 1.1 1371

928

TUBOB

PEMLI

SEVGU

ONGER **140 kt**

075° 5.0

3400 345° 5.0

VIVEN **140 kt**

MSA URTES 090° 3900 360°

MSA URTES 270° 3900 360°

(NM) 0 5 10 15 20 25

ONGER IAWP/IWP — SEVGU FAWP — PEMLI SDWP — TUBOB SDWP — URTES MAWP

075°

3400 | 1800 | 1600 | MDA

5.0 | 3.1 | 1.2 | 3.1

MISSED APPROACH
Requires a minimum climb gradient of **360** ft/NM to **1800**. Climb to **3400** track **075°** to OTAMI. As required shuttle climb.

ELEV 246
TDZE 246

RASS: When using CYDP add **80'**.

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

CATEGORY	A	B	C	D
LP	**1000**	(755)	2¼	NOT AUTHORIZED
LNAV	**1300**	(1055)	3	NOT AUTHORIZED

RNAV (GNSS) RWY 10 CVB2

EFF 7 AUG 25
REGULATORY REVIEW 22 NOV 2029

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RESTRICTED INSTRUMENT PROCEDURE

This procedure requires a missed approach climb gradient of **360** ft/NM to **1800** feet and the aerodrome visual surfaces are not assessed.

The following conditions apply to this procedure:

- A minimum climb gradient of **360** ft/NM to **1800** feet must be maintained during the missed approach procedure.
- The aircraft weight is not greater than that necessary to meet the published climb gradient on the missed approach.
- When computing the aircraft weight, make corrections for the pressure altitude, ambient temperature, wind components and any gradient loss associated with a turn at the planned time of approach.

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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CVB2-IAP-3C

VOISEY'S BAY, NL

RNAV (GNSS) RWY 28

562041N 0620517W VAR 22°W

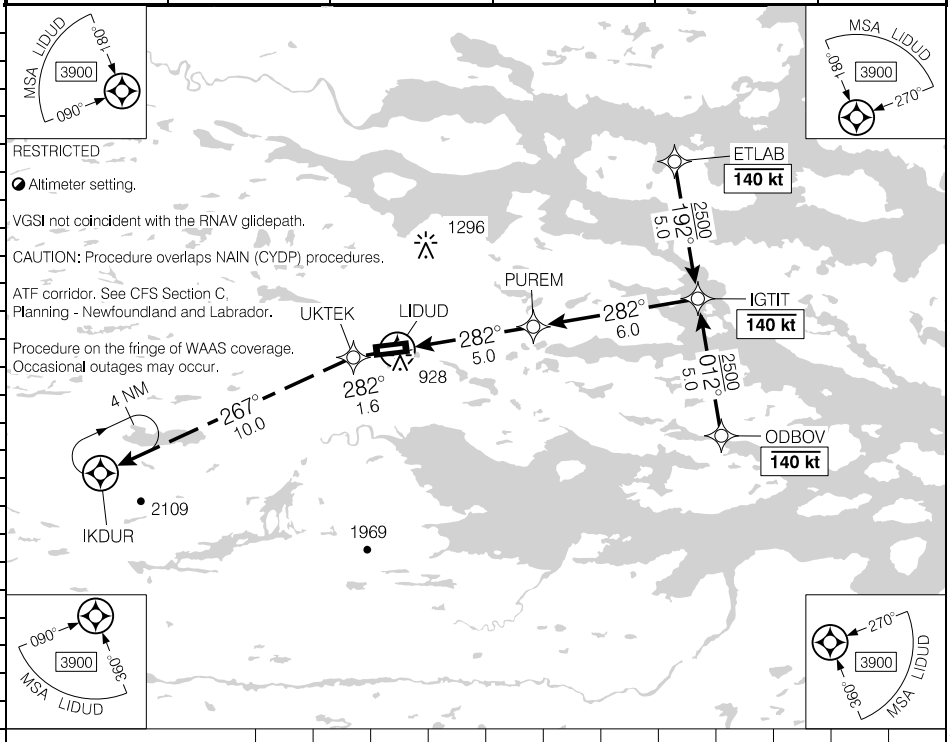
CVB2

UNICOM – **122.8**

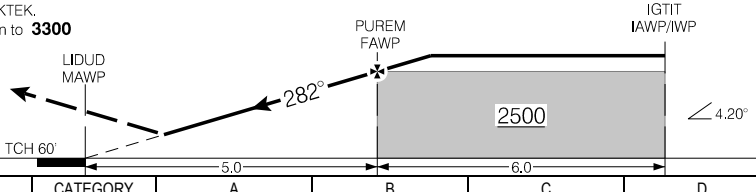
ATF*

ARCAL 122.7(J)

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT PUREM	LDA
5600	**Ch 80062** W28A	**282°**	**2500**	**3804**



MISSED APPROACH
Climb track **282°** to UKTEK.
Then climbing LEFT turn to **3300** track **267°** to IKDUR.



ELEV 246
TDZE 238

RASS: When using CYDP add **80'**.

CATEGORY	A	B	C	D
LPV	**1357**	(1130)	3	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) RWY 28 CVB2

EFF 7 AUG 25
REGULATORY REVIEW 22 NOV 2029

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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CVB2-IAP-3E

VOISEY'S BAY, NL

RNAV (GNSS) A

562041N 0620517W VAR 22°W

CVB2

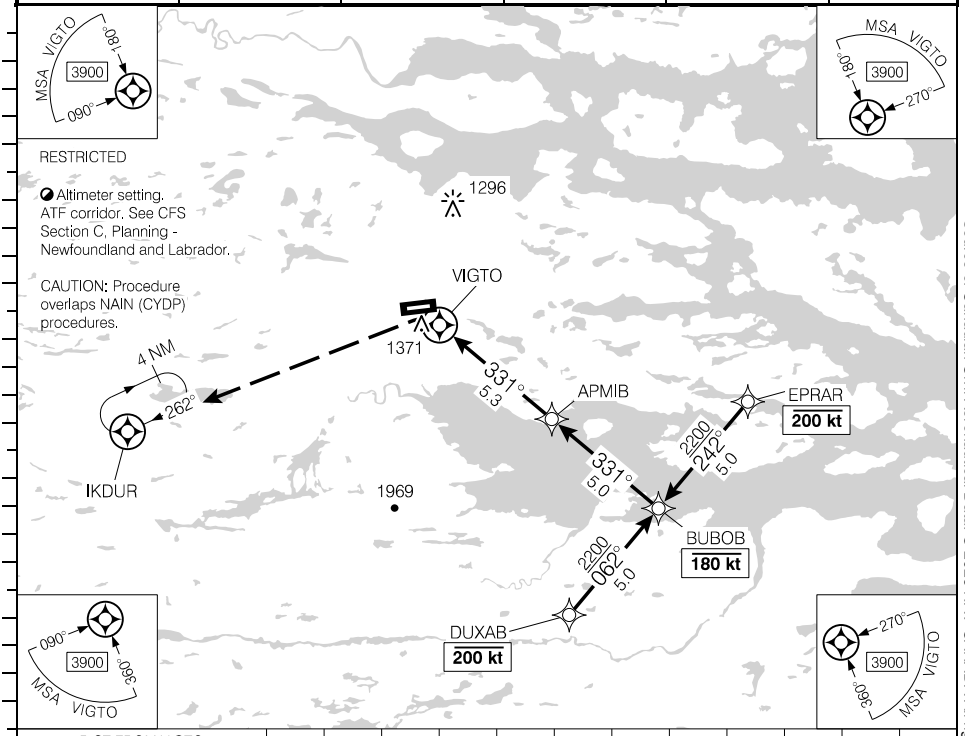
UNICOM – **122.8**

ATF*

ARCAL 122.7(J)

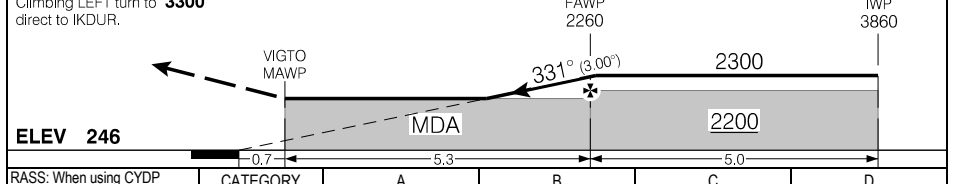
LIGHTING: REFER TO AD CHART

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT APMIB	LDA
5600		**331°**	**2200**	REFER TO AD CHART



DIST FROM VIGTO					4.0	**5.4**	6	7	8	9	10.3
ALT (3.00° APCH PATH)					1860	**2300**	2490	2810	3120	3440	3860

MISSED APPROACH
Climbing LEFT turn to **3300** direct to IKDUR.



RASS: When using CYDP add **80'**.

CATEGORY	A	B	C	D
C CIRCLING	**1860** (1614) 1¾	**1860** (1614) 2	**1860** (1614) 3	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) A CVB2

EFF 7 AUG 25
REGULATORY REVIEW 22 NOV 2029

CVB2-IAP-3E

RESTRICTED

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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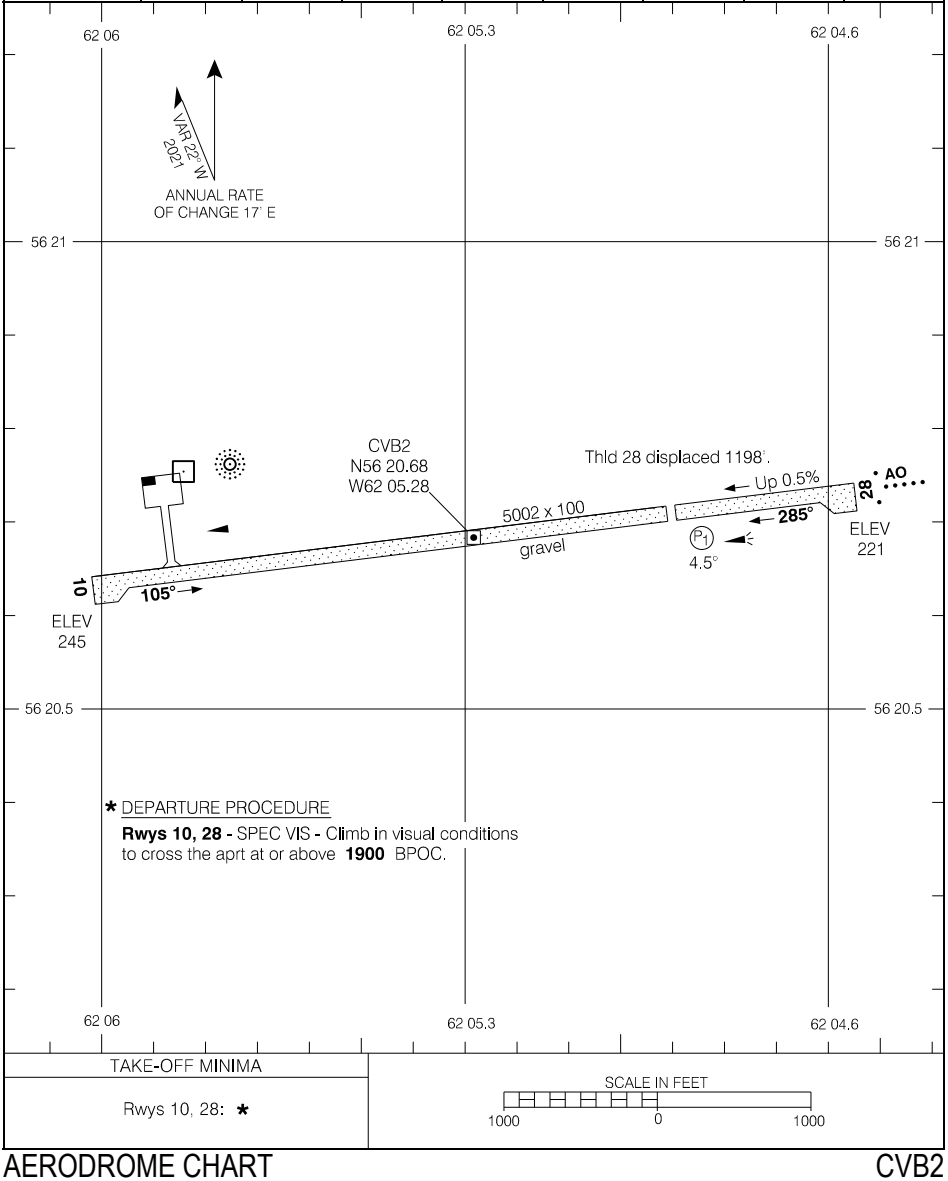
VOISEY'S BAY, NL

AERODROME CHART — CVB2

UNICOM – **122.8**

ATF*

DECL DISTS	10	28
TORA	5002	5002
TODA	5002	5002
ASDA	5002	5002
LDA	5002	3804



TAKE-OFF MINIMA

Rwys 10, 28: *

SCALE IN FEET
1000 0 1000

AERODROME CHART — CVB2

EFF 7 AUG 25

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CYSQ-IAP-3A

RNAV (GNSS) A

ATLIN, BC
CYSQ

593435N 1334017W VAR 20°E

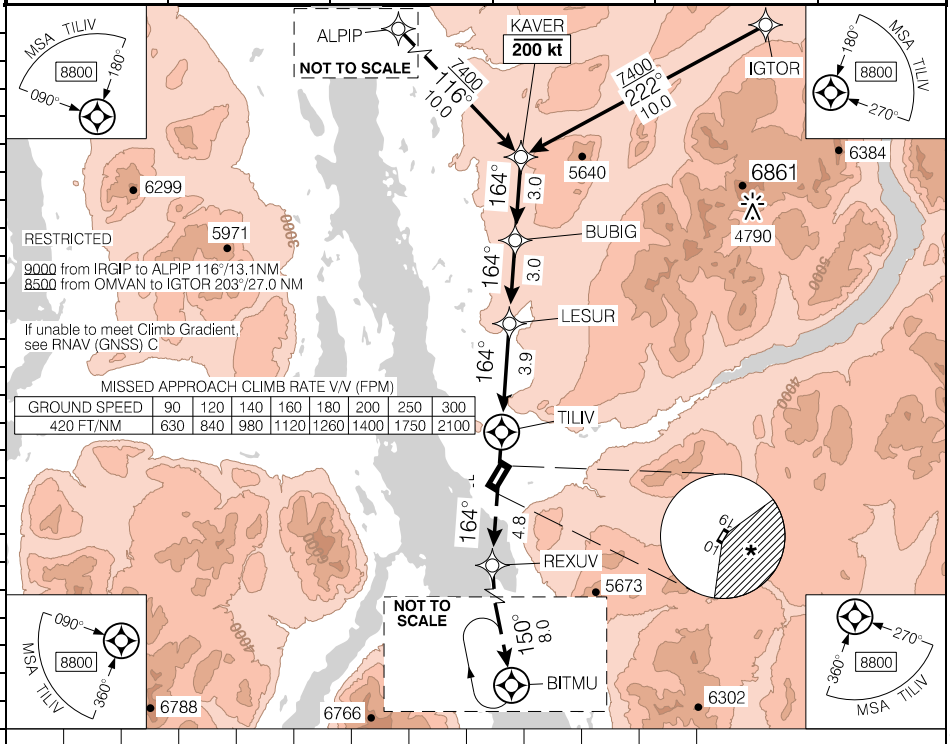
RADIO Whitehorse – **123.55**

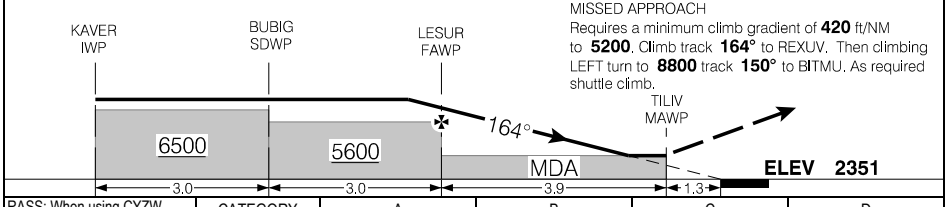
TFC – **123.2** ATF

ARCAL 123.2(K)*

LIGHTING: REFER TO AD CHART

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT LESUR	LDA
11,200		**164°**	**5600**	REFER TO AD CHART





RASS: When using CYZW add **760'**.

CATEGORY	A	B	C	D
C CIRCLING	* **4040** (1689)	3	* **4720** (2369)	3 NOT AUTHORIZED

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) A

CYSQ

EFF 16 MAY 24
REGULATORY REVIEW 12 APR 2029

CYSQ-IAP-3A

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RESTRICTED INSTRUMENT PROCEDURE

This procedure requires a missed approach climb gradient of **420** ft/NM to **5200** feet and the aerodrome visual surfaces are not assessed.

The following conditions apply to this procedure:

- A minimum climb gradient of **420** ft/NM to **5200** feet must be maintained during the missed approach procedure.
- The aircraft weight shall not be greater than that necessary to meet the published climb gradient on the missed approach.
- When computing the aircraft weight, corrections shall be made for the pressure altitude, ambient temperature, wind components and any gradient loss associated with a turn at the planned time of approach.

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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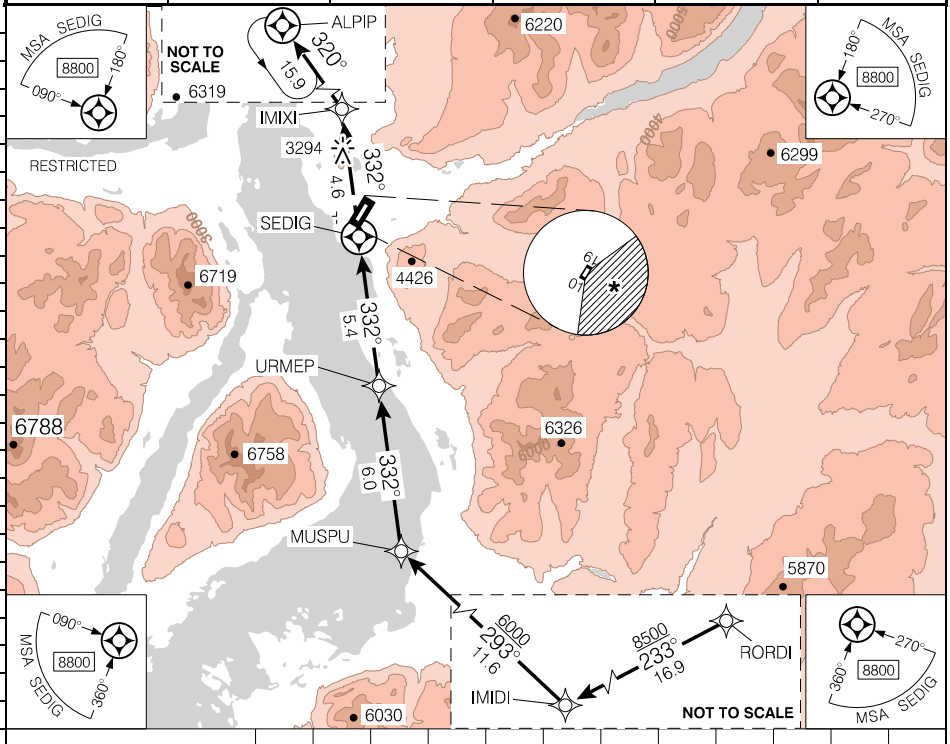
CYSQ-IAP-3C

RNAV (GNSS) B

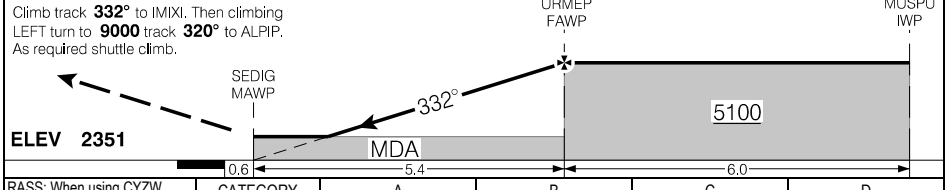
ATLIN, BC
CYSQ

593435N 1334017W VAR 20°E

	RADIO Whitehorse – **123.55**	TFC – **123.2** ATF		ARCAL 123.2(K)* LIGHTING: REFER TO AD CHART
SAFE ALT 100 NM **11,200**	RNAV	APCH CRS **332°**	MIN ALT URMEP **5100**	LDA REFER TO AD CHART



MISSED APPROACH
Climb track **332°** to IMIXI. Then climbing LEFT turn to **9000** track **320°** to ALPIP. As required shuttle climb.



RASS: When using CYZW add **760'**.

CATEGORY	A	B	C	D
C CIRCLING	**3400** (1049) 3	* **3720** (1369) 3	* **4720** (2369) 3	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) B CYSQ
EFF 16 MAY 24
REGULATORY REVIEW 12 APR 2029

CYSQ-IAP-3C

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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CYSQ-IAP-3E

RNAV (GNSS) C

ATLIN, BC
CYSQ

593435N 1334017W VAR 20°E

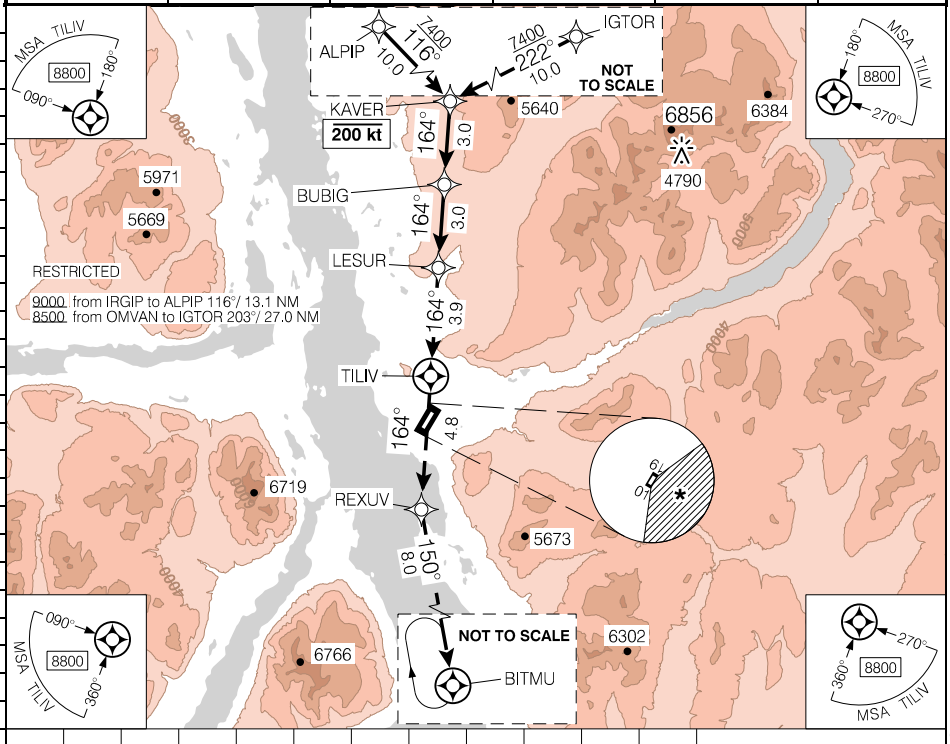
RADIO Whitehorse – **123.55**

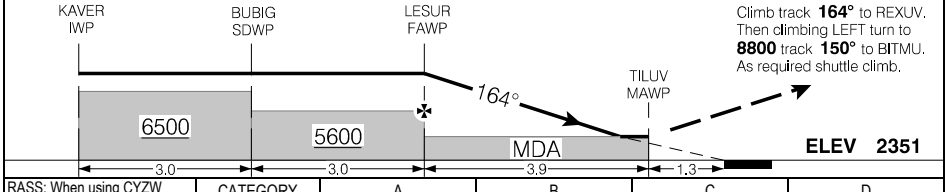
TFC – **123.2** ATF

ARCAL 123.2(K)*

LIGHTING: REFER TO AD CHART

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT	LDA
11,200		**164°**	LESUR **5600**	REFER TO AD CHART





RASS: When using CYZW add **760'**.

CATEGORY	A	B	C	D
C CIRCLING	* **4440** (2089)	3	* **4720** (2369)	3 NOT AUTHORIZED

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) C — CYSQ

EFF 16 MAY 24
REGULATORY REVIEW 12 APR 2029

CYSQ-IAP-3E

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ATLIN, BC

RNAV (GNSS) C OPS SPEC CYSQ

RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

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- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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CYSQ-AD

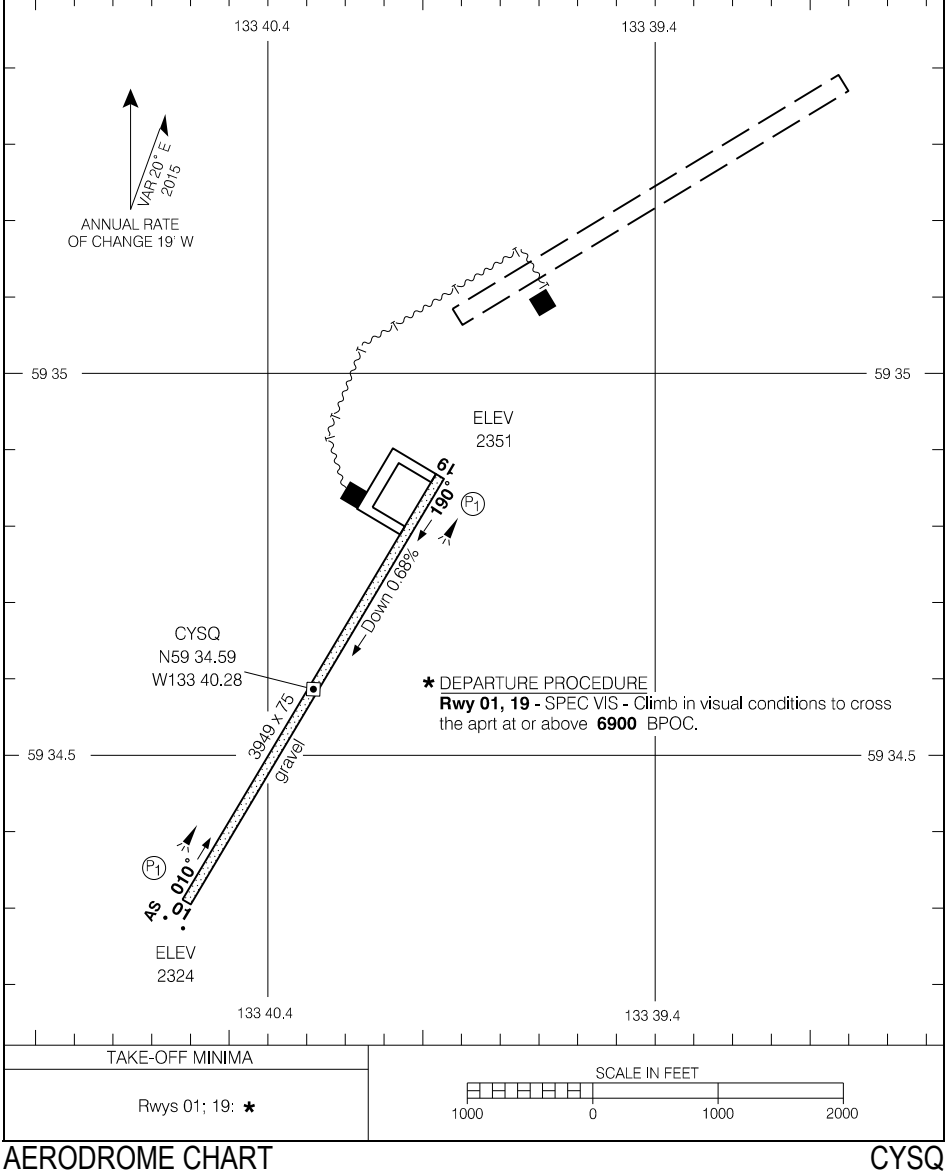
ATLIN, BC
AERODROME CHART
CYSQ

RADIO Whitehorse – **123.55**

TFC – **123.2**

ATF

DECL DISTS	01	19
TORA	3949	3949
TODA	3949	3949
ASDA	3949	3949
LDA	3949	3949



TAKE-OFF MINIMA

Rwys 01; 19: *

SCALE IN FEET

1000 0 1000 2000

AERODROME CHART
CYSQ

EFF 16 MAY 24

CYSQ-AD

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CBW4-IAP-3A

BOB QUINN LAKE, BC

RNAV (GNSS) Z RWY 15

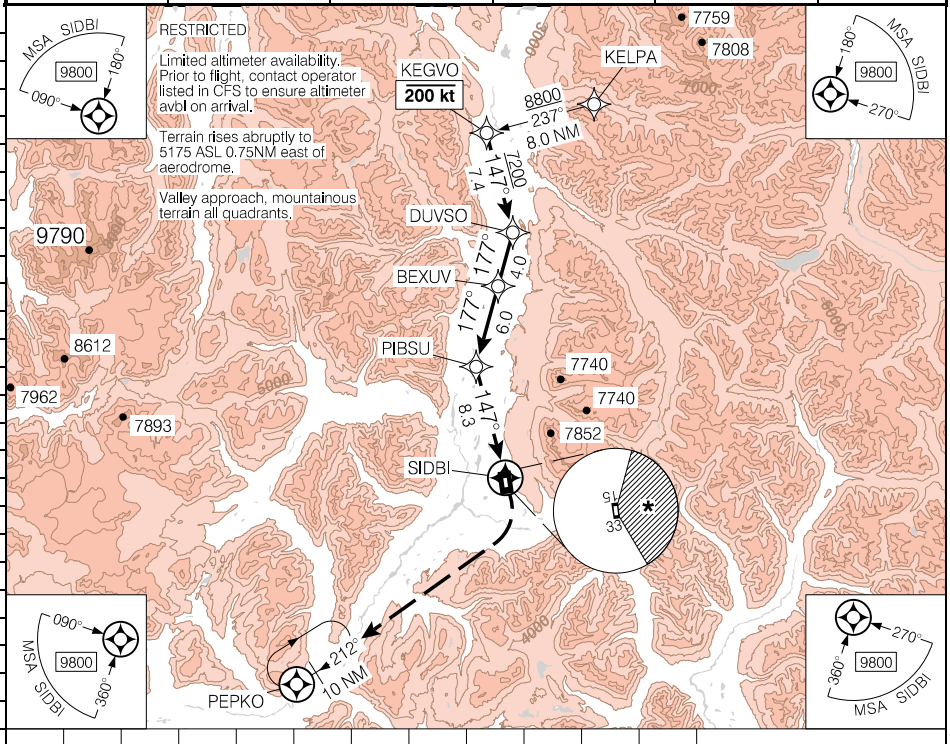
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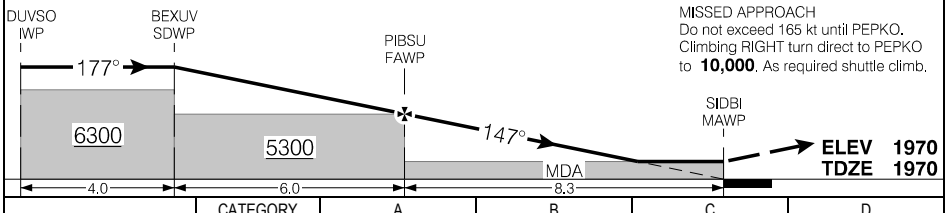
CBW4

TFC – **123.2** MF

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT PIBSU	LDA
12,200	**Ch 80875** W15A	**147°**	**5300**	**4074**

6.8°





CATEGORY	A	B	C	D
LP	**4900**	(2930)	3	NOT AUTHORIZED
C CIRCLING	* **4900**	(2930)	3	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) Z RWY 15

CBW4

EFF 20 FEB 25
REGULATORY REVIEW 19 MAR 2026

CBW4-IAP-3A

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

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- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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CBW4-IAP-3C

BOB QUINN LAKE, BC

RNAV (GNSS) Y RWY 15

565800N 1301458W VAR 18°E

CBW4

TFC – **123.2** MF

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT PIBSU	LDA
12,200	**Ch 80874** W15B	**147°**	**5300**	**4074**

6.8°

RESTRICTED

Limited altimeter availability. Prior to flight, contact operator listed in CFS to ensure altimeter avbl on arrival.

Terrain rises abruptly to 5175 ASL 0.75NM east of aerodrome.

If unable to meet Climb Gradient, see RNAV (GNSS) Z RWY 15.

Valley approach, mountainous terrain all quadrants.

MSA SIDBI 9800 090° 180°

MSA SIDBI 9800 180° 270°

MSA SIDBI 9800 090° 360°

MSA SIDBI 9800 270° 360°

KEGVO **200 kt**

KELPA

DUVSO

BEXUV

PIBSU

XUKRA

SIDBI

PEPKO

8800 237° 8.0 NM

147° 7200 7.4

177° 4.0

177° 6.0

147° 2.3

212° 6.0

9790 8612 7962 7893 7759 7808 7740 7740 7852

MISSED APPROACH CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
400 FT/NM	600	800	940	1070	1200	1340	1670	2000

9 33

50 40 30 20 10 0 (NM)

DUVSO IWP — BEXUV SDWP — PIBSU FAWP — XUKRA SDWP — SIDBI MAWP

177° 147°

6300 5300 4400 MDA

4.0 6.0 2.3 6.0

ELEV 1970
TDZE 1970

MISSED APPROACH
Requires a minimum climb gradient of 400 ft/NM to **9300**. Do not exceed 165 kt until PEPKO. Climbing RIGHT turn direct to PEPKO to **10,000**. As required shuttle climb.

CATEGORY	A	B	C	D
LP	**3200**	(1230)	3	NOT AUTHORIZED
C CIRCLING	* **3200**	(1230)	3	* **4080** (2110) 3 NOT AUTHORIZED

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) Y RWY 15 CBW4

EFF 20 FEB 25
REGULATORY REVIEW 19 MAR 2026

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RESTRICTED INSTRUMENT PROCEDURE

This procedure requires a missed approach climb gradient of **400** ft/NM to **9300** feet and the aerodrome visual surfaces are not assessed.

The following conditions apply to this procedure:

- A minimum climb gradient of **400** ft/NM to **9300** feet must be maintained during the missed approach procedure.
- The aircraft weight shall not be greater than that necessary to meet the published climb gradient on the missed approach.
- When computing the aircraft weight, corrections shall be made for the pressure altitude, ambient temperature, wind components and any gradient loss associated with a turn at the planned time of approach.

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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BOB QUINN LAKE, BC

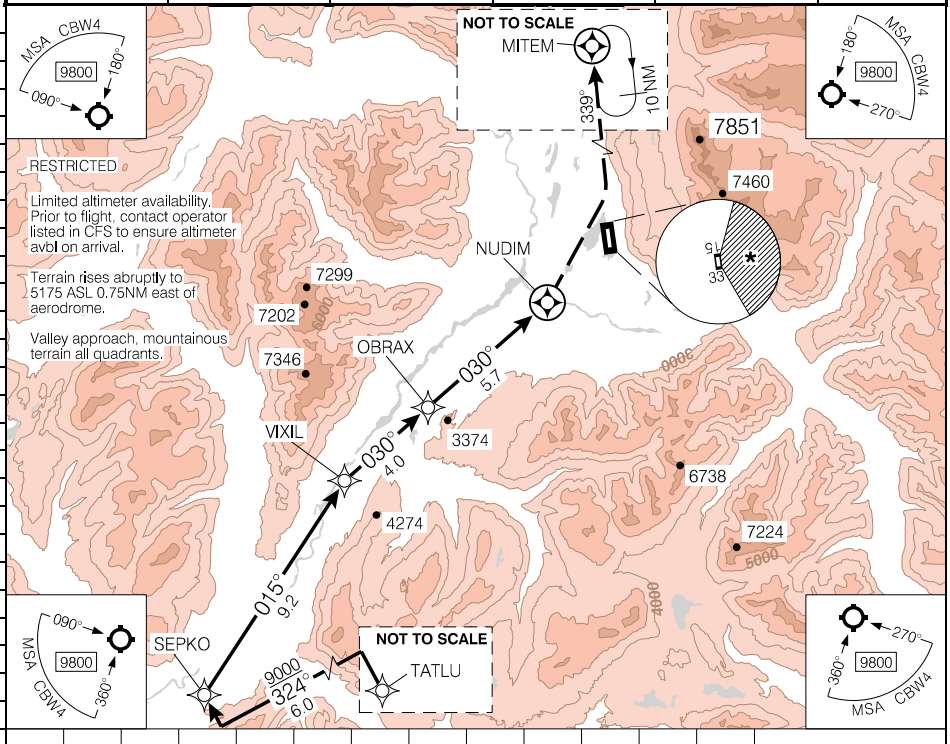
RNAV (GNSS) A

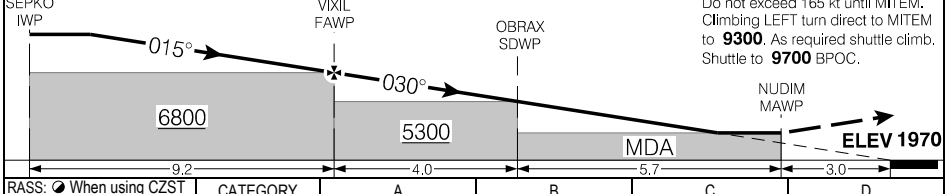
565800N 1301458W VAR 18°E

CBW4

TFC – **123.2** MF

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT VIXIL	LDA
12,200		**030°**	**6800**	REFER TO AD CHART





RASS: When using CZST add **1390'**.

CATEGORY	A	B	C	D
C CIRCLING	* **5120**	(3150)	3½	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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BOB QUINN LAKE, BC

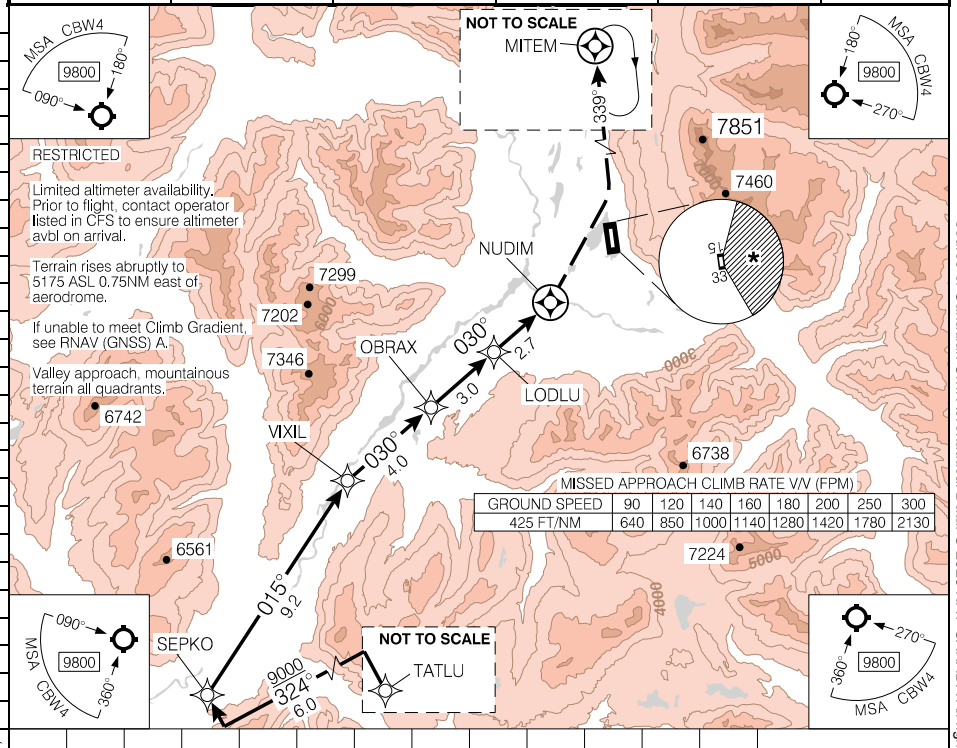
RNAV (GNSS) B

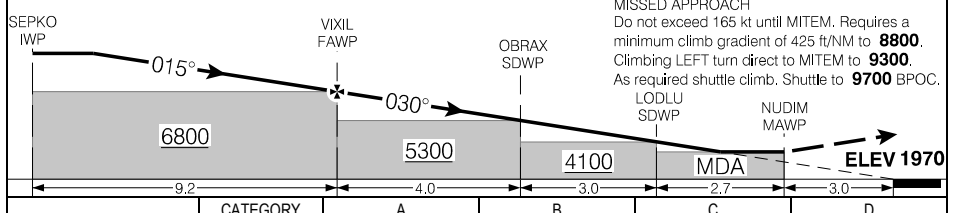
565800N 1301458W VAR 18°E

CBW4

TFC – **123.2** MF

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT VIXIL	LDA
12,200		**030°**	**6800**	REFER TO AD CHART





CATEGORY	A	B	C	D
C CIRCLING	* **3300** (1330)	3½	* **4080** (2110)	3½ NOT AUTHORIZED

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RESTRICTED

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RESTRICTED INSTRUMENT PROCEDURE

This procedure requires a missed approach climb gradient of **425** ft/NM to **8800** feet and the aerodrome visual surfaces are not assessed.

The following conditions apply to this procedure:

- A minimum climb gradient of **425** ft/NM to **8800** feet must be maintained during the missed approach procedure.
- The aircraft weight shall not be greater than that necessary to meet the published climb gradient on the missed approach.
- When computing the aircraft weight, corrections shall be made for the pressure altitude, ambient temperature, wind components and any gradient loss associated with a turn at the planned time of approach.

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
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- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

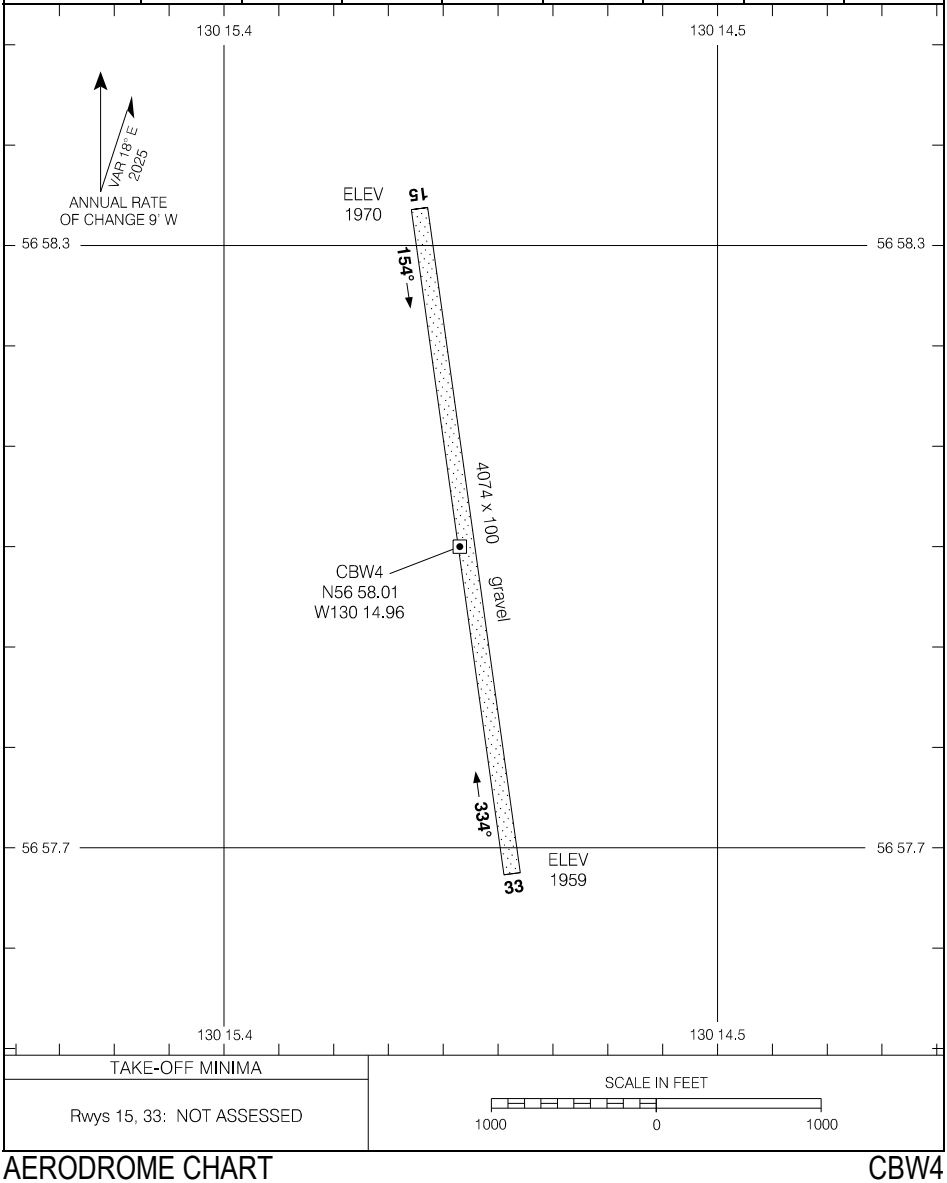
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BOB QUINN LAKE, BC

AERODROME CHART — CBW4

TFC – **123.2** MF

DECL DISTS	15	33
TORA	4074	4074
TODA	4074	4074
ASDA	4074	4074
LDA	4074	4074



TAKE-OFF MINIMA

Rwys 15, 33: NOT ASSESSED

SCALE IN FEET

1000 0 1000

AERODROME CHART — CBW4

EFF 20 FEB 25

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CYPZ-IAP-3A

BURNS LAKE, BC

RNAV (GNSS) Z RWY 11

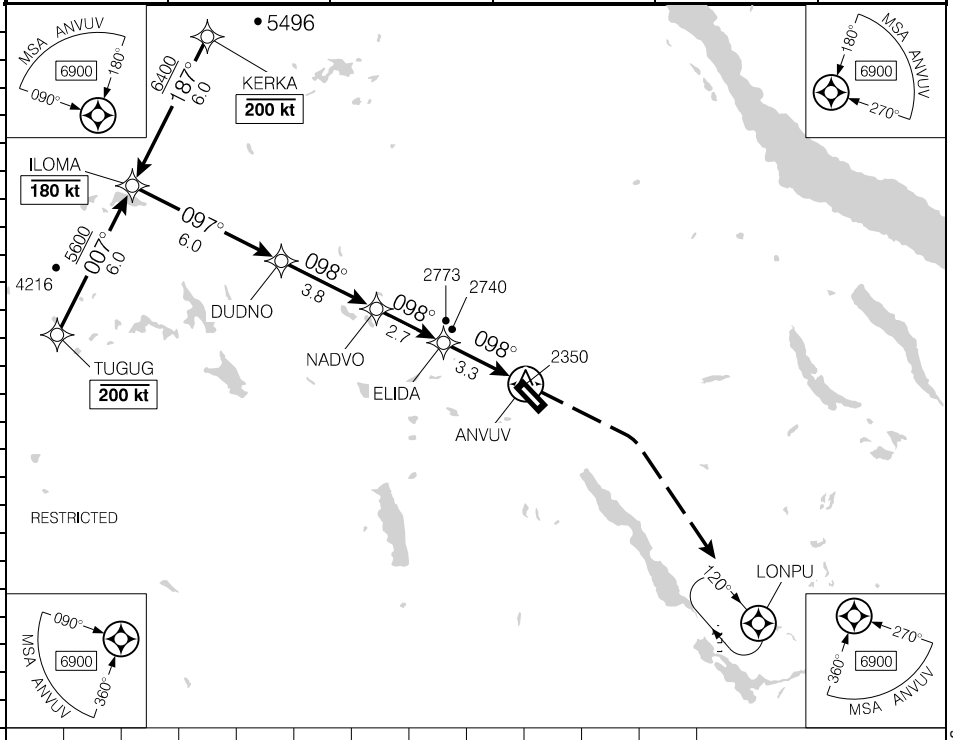
542235N 1255705W VAR 19°E

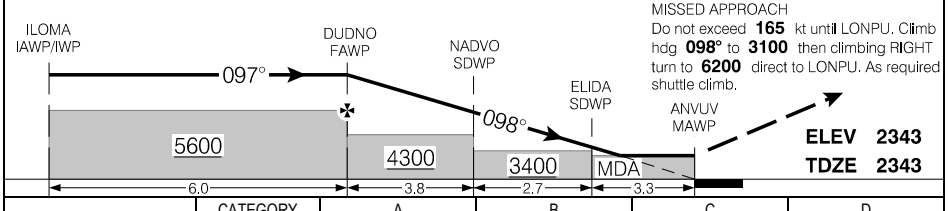
CYPZ

AUTO – 122.95	CTR Vancouver – 132.52	TFC – 122.7 ATF	ARCAL 122.7(K)

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT DUDNO	LDA
11,100		098°	5600	5060

P1 4.0° 20.0°





CATEGORY	A	B	C	D
LNAV	3020	(677)	2	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) Z RWY 11 CYPZ

EFF 14 JUL 22
REGULATORY REVIEW 24 DEC 2026

CYPZ-IAP-3A

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
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CYPZ-IAP-3C

BURNS LAKE, BC

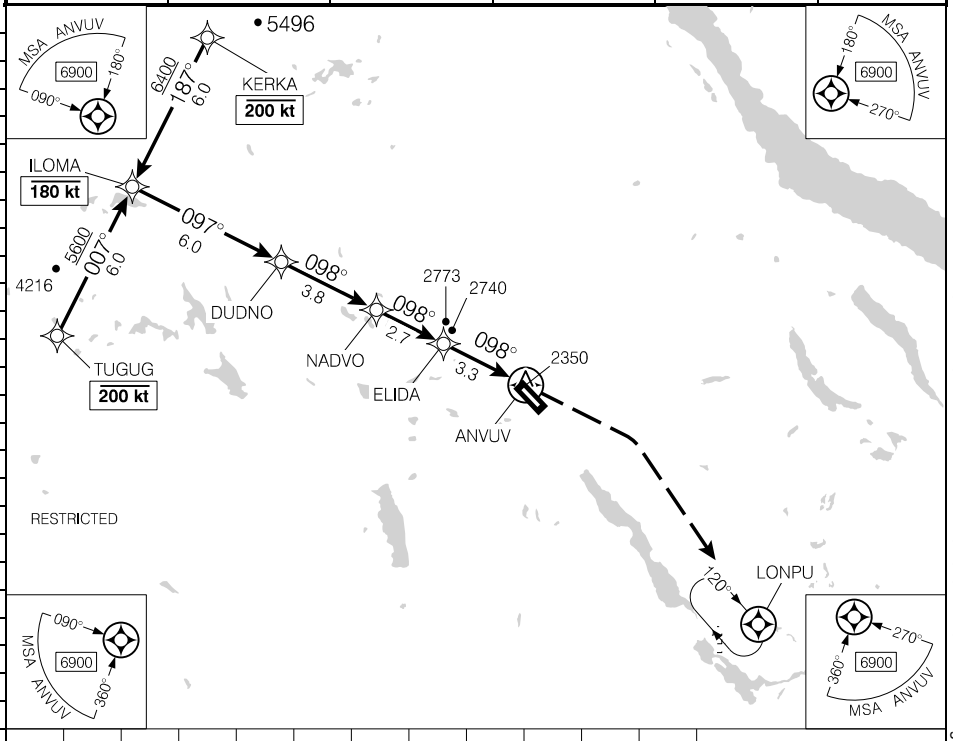
RNAV (GNSS) Y RWY 11

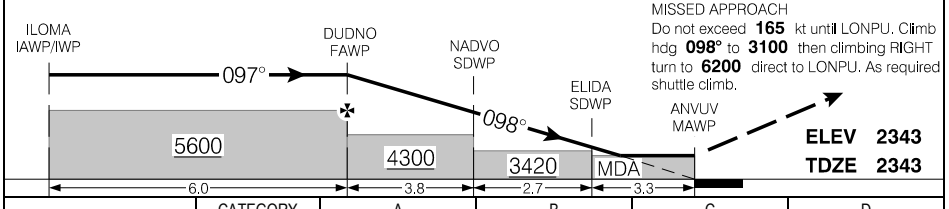
542235N 1255705W VAR 19°E

CYPZ

AUTO – **122.95**	CTR Vancouver – **132.52**	TFC – **122.7** ATF		ARCAL 122.7(K)
SAFE ALT 100 NM **11,100**	WAAS **Ch 80960** W11A	APCH CRS **098°**	MIN ALT DUDNO **5600**	LDA **5060**

P1 4.0° 20.0°





MISSED APPROACH
Do not exceed **165** kt until LONPU. Climb hdg **098°** to **3100** then climbing RIGHT turn to **6200** direct to LONPU. As required shuttle climb.

CATEGORY	A	B	C	D
LP	**2960**	(617)	2	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) Y RWY 11

CYPZ

EFF 14 JUL 22
REGULATORY REVIEW 24 DEC 2026

CYPZ-IAP-3C

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RESTRICTED INSTRUMENT PROCEDURE

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CYPZ-IAP-3E

BURNS LAKE, BC

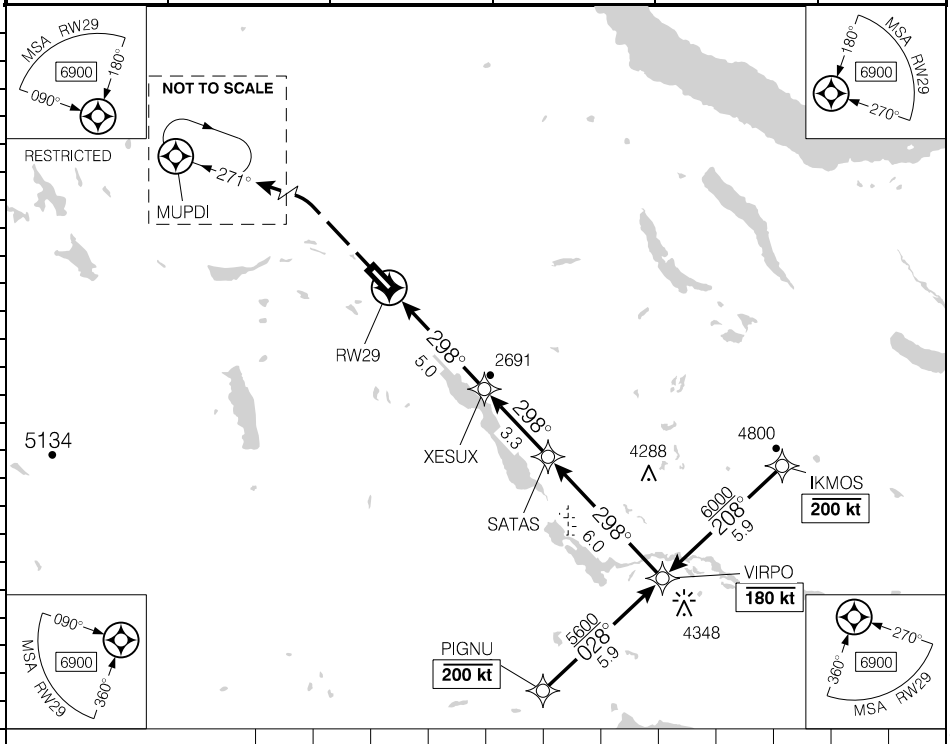
RNAV (GNSS) Z RWY 29

542235N 1255705W VAR 19°E

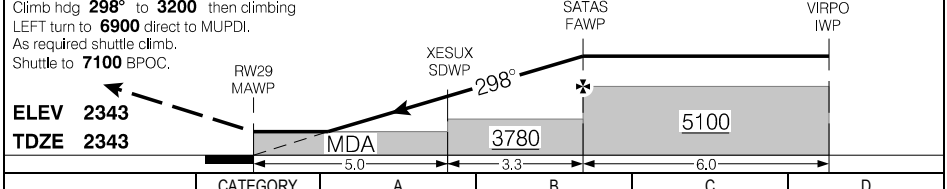
CYPZ

AUTO – 122.95	CTR Vancouver – 132.52	TFC – 122.7 ATF	ARCAL 122.7(K) P1 4.0°

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT SATAS	LDA
11,100		298°	5100	5060



MISSED APPROACH
Climb hdg **298°** to **3200** then climbing
LEFT turn to **6900** direct to MUPDI.
As required shuttle climb.
Shuttle to **7100** BPOC.



CATEGORY	A	B	C	D
LNAV	**2940**	(597)	1¾	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) Z RWY 29

CYPZ

EFF 27 NOV 25
REGULATORY REVIEW 24 DEC 2026

CYPZ-IAP-3E

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

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CYPZ-IAP-3G

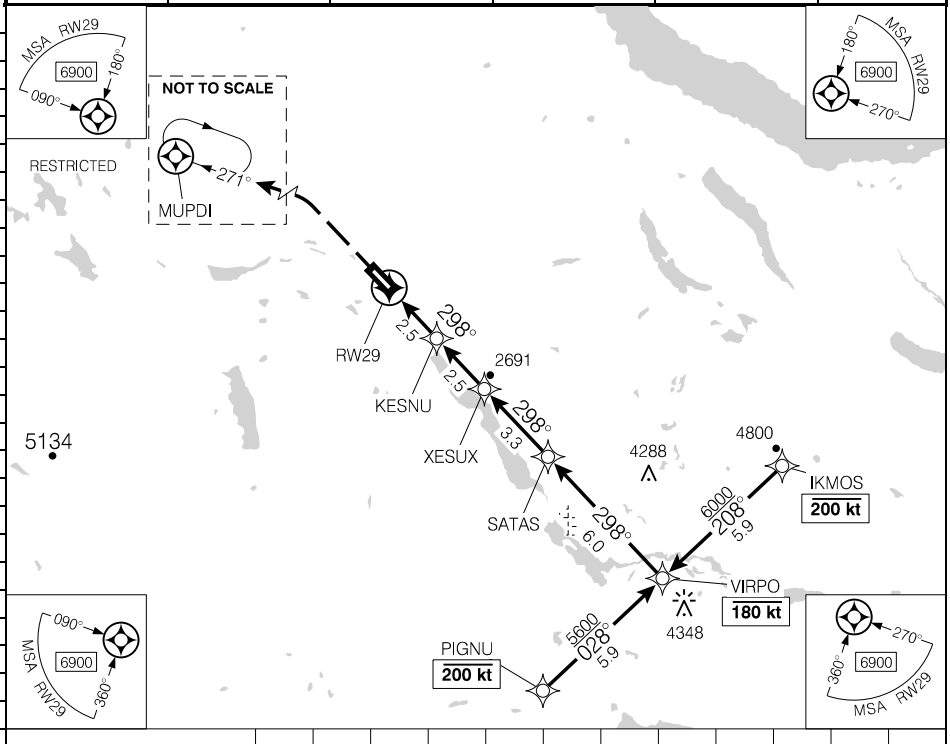
BURNS LAKE, BC

RNAV (GNSS) Y RWY 29

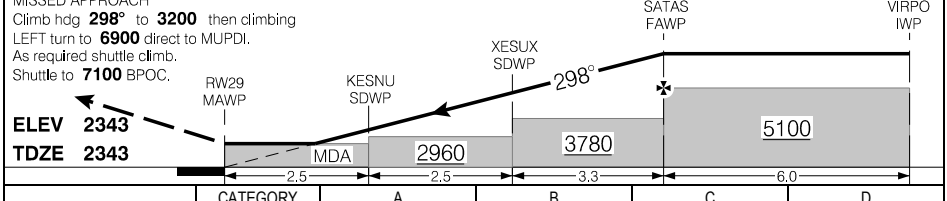
542235N 1255705W VAR 19°E

CYPZ

AUTO – **122.95**	CTR Vancouver – **132.52**	TFC – **122.7** ATF			ARCAL 122.7(K) P1 4.0°
SAFE ALT 100 NM **11,100**	WAAS **Ch 80961** W29A	APCH CRS **298°**	MIN ALT SATAS **5100**	LDA **5060**	



MISSED APPROACH
Climb hdg **298°** to **3200** then climbing
LEFT turn to **6900** direct to MUPDI.
As required shuttle climb.
Shuttle to **7100** BPOC.



CATEGORY	A	B	C	D
LP	**2860**	(517)	1½	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) Y RWY 29 CYPZ

EFF 14 JUL 22
REGULATORY REVIEW 24 DEC 2026

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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SID (RNAV) BURNS LAKE, BC

BURNS LAKE SIX DEP (CYPZ6.) CYPZ

Departure Route Description

Rwy 11 – ½: Requires a minimum climb gradient of **470** ft/NM to **5600**. Climb track **118°** via KAVLU to EMIRO, then proceed via depicted route to MEA BPOC.

Note: Trees to 2409 ASL abeam departure end of rwy, 160' LEFT and RIGHT of rwy centreline. Trees to 2458 ASL aprx 0.2 NM past departure end of rwy, 870' LEFT of rwy centreline. Trees to 2491 ASL aprx 0.3 NM past departure end of rwy, 1050' LEFT of rwy centreline.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
470 FT/NM	710	940	1100	1260	1410	1570	1960	2350

Communication Failure

1. Select transponder code 7600;
2. Maintain last assigned altitude until 10 minutes after take-off, then;
3. Climb to flight planned altitude.

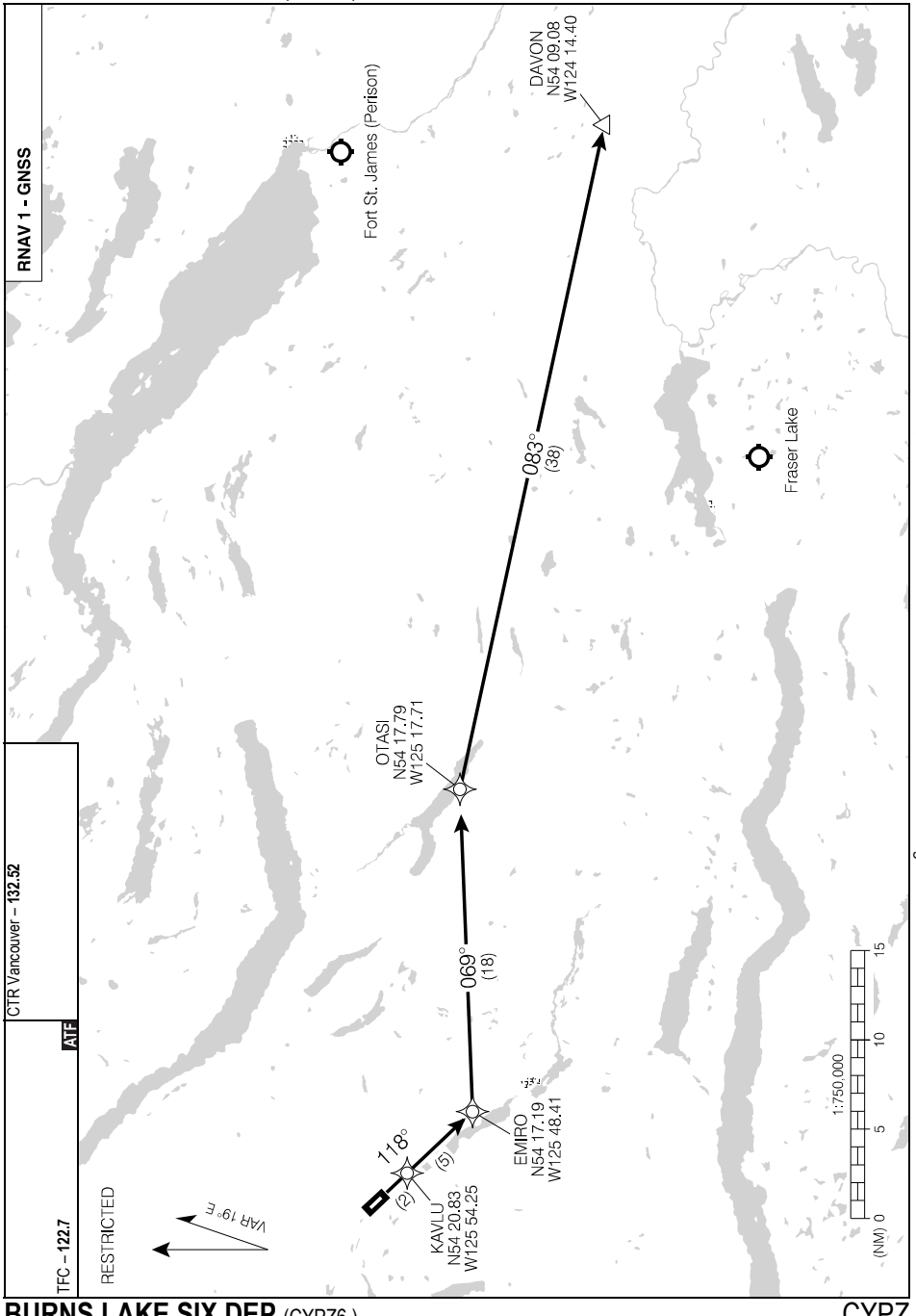
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CYPZ-SID-1B

SID (RNAV)

BURNS LAKE SIX DEP (CYPZ6.)

BURNS LAKE, BC
CYPZ



BURNS LAKE SIX DEP (CYPZ6.)
CYPZ

EFF 26 DEC 24
REGULATORY REVIEW 24 DEC 2026

CYPZ-SID-1B

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment.

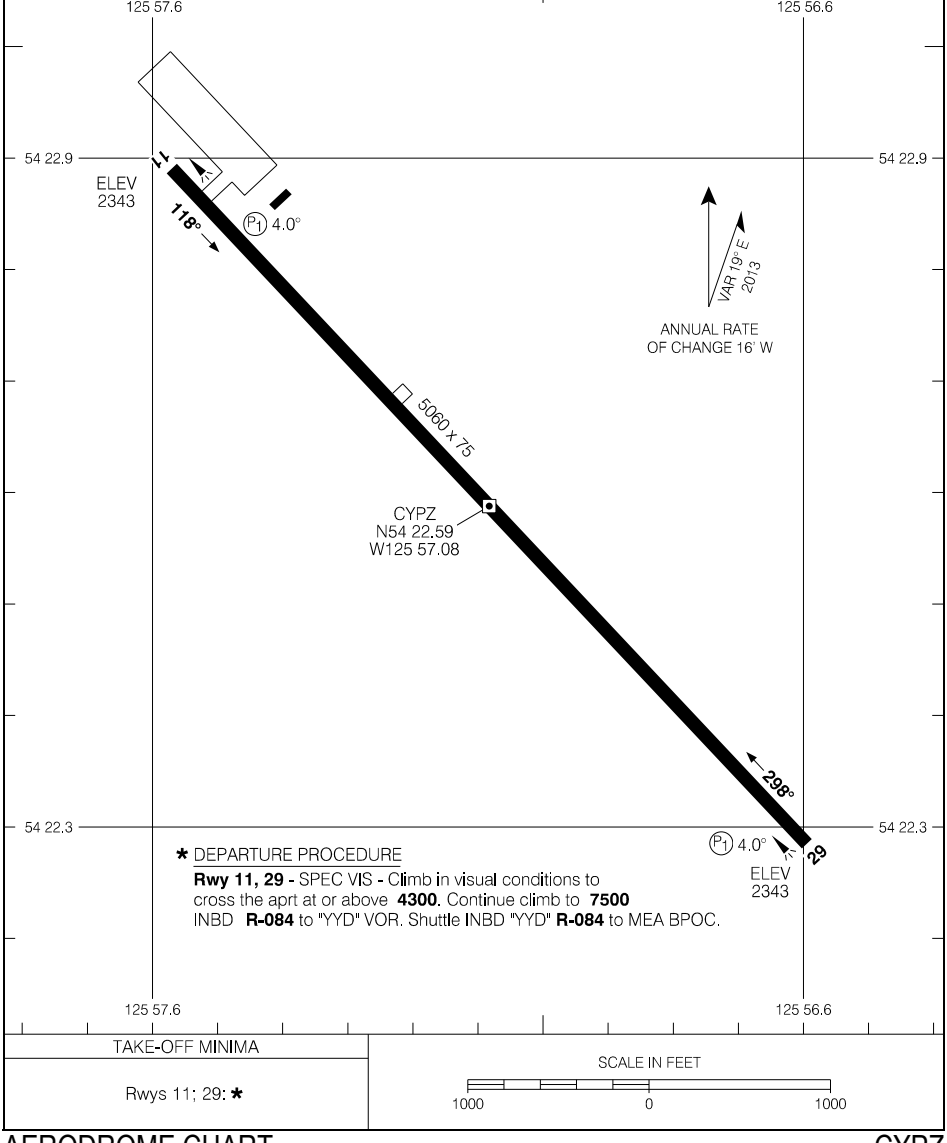
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BURNS LAKE, BC

AERODROME CHART — CYPZ

AUTO – **122.95** | TFC – **122.7** | ATF | CTR Vancouver – **132.52**

DECL DISTS	11	29
TORA	5060	5060
TODA	5060	5060
ASDA	5060	5060
LDA	5060	5060



TAKE-OFF MINIMA	SCALE IN FEET
Rwys 11; 29: *	1000 0 1000

AERODROME CHART — CYPZ

EFF 14 JUL 22

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CCL6-IAP-3A

CHILKO LAKE (WILDERNESS LODGE), BC

RNAV (GNSS) RWY 16

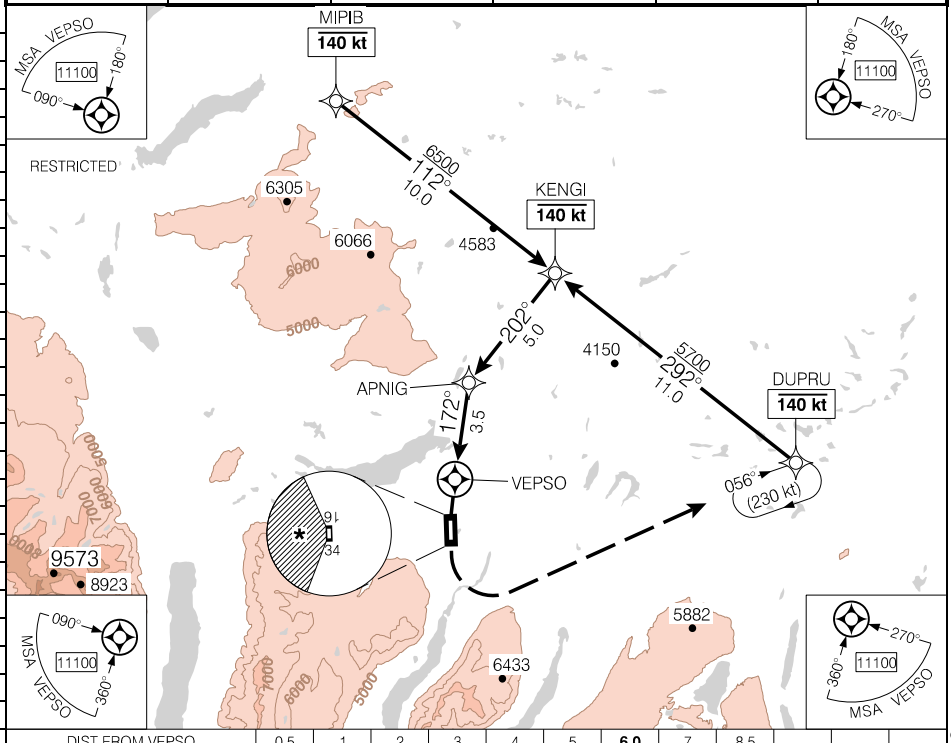
513957N 1240840W VAR 17°E

CCL6

CTR Vancouver – 135.05 134.0	UNICOM – 122.8 (AU) ATF	

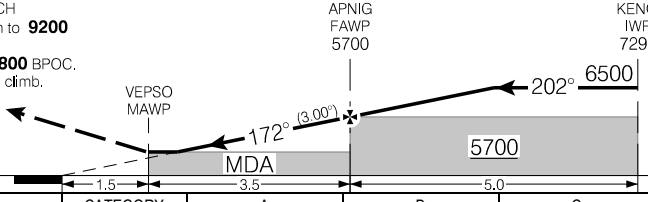
SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT APNIG	LDA
15,200		172°	5700	4172

10.0°



DIST FROM VEPSO	0.5	1	2	3	4	5	**6.0**	7	8.5			
ALT (3.00° APCH PATH)	4740	4900	5220	5540	5860	6180	**6500**	6810	7290			

MISSED APPROACH
Climbing LEFT turn to **9200** direct to DUPRU.
Shuttle climb to **9800** BPOC.
As required shuttle climb.



ELEV 4064
TDZE 4064

CATEGORY	A	B	C	D
LNAV	**4740**	(676)	2	NOT AUTHORIZED
CIRCLING	* **4780**	(716)	2	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 16 CCL6

EFF 23 FEB 23
REGULATORY REVIEW 10 JUN 2027

CCL6-IAP-3A

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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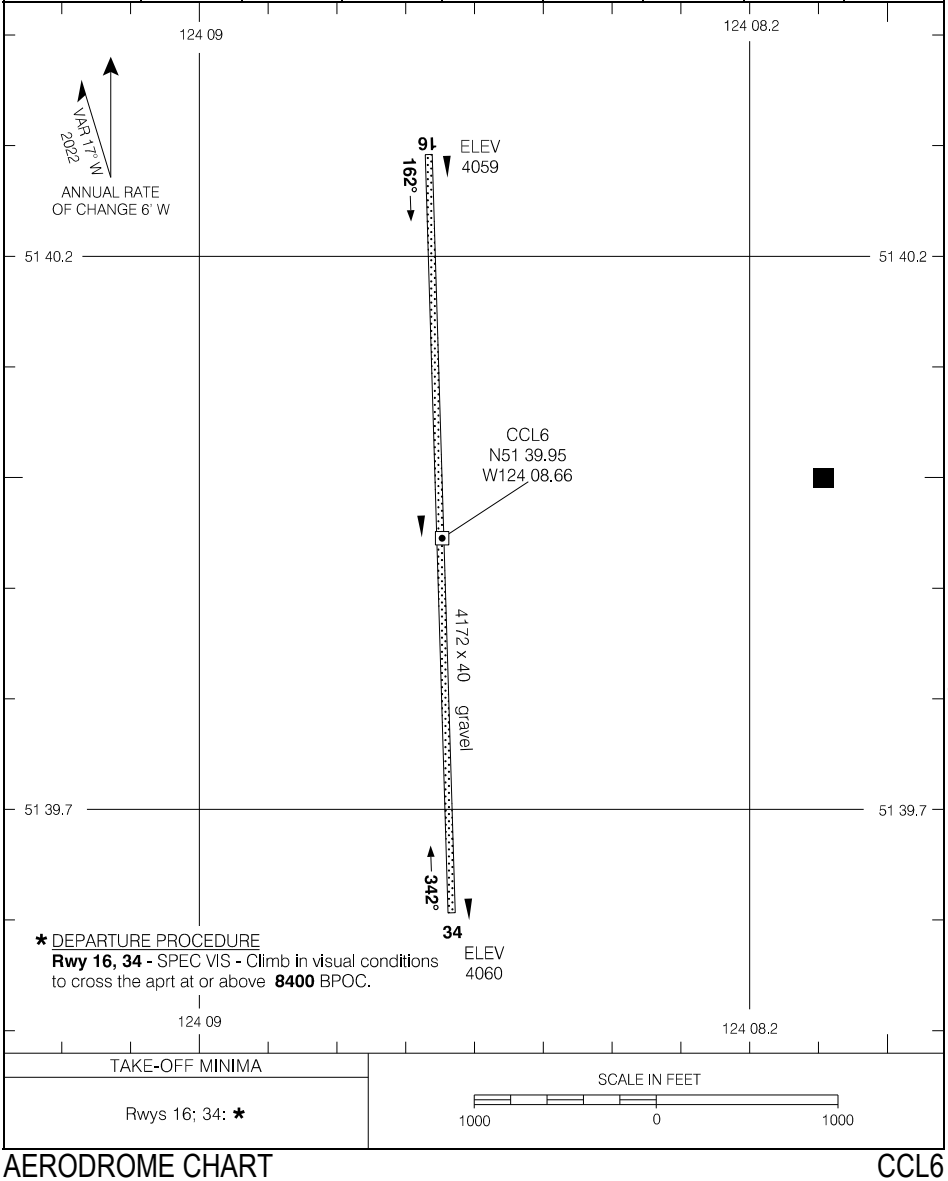
CHILKO LAKE (WILDERNESS LODGE), BC

AERODROME CHART — CCL6

UNICOM – **122.8** (AU)

ATF

DECL DISTS	16	34						
TORA	4172	4172						
TODA	4172	4172						
ASDA	4172	4172						
LDA	4172	4172						



TAKE-OFF MINIMA

Rwys 16; 34: *

SCALE IN FEET

1000 0 1000

AERODROME CHART — CCL6

EFF 23 FEB 23

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CYDL-IAP-3A

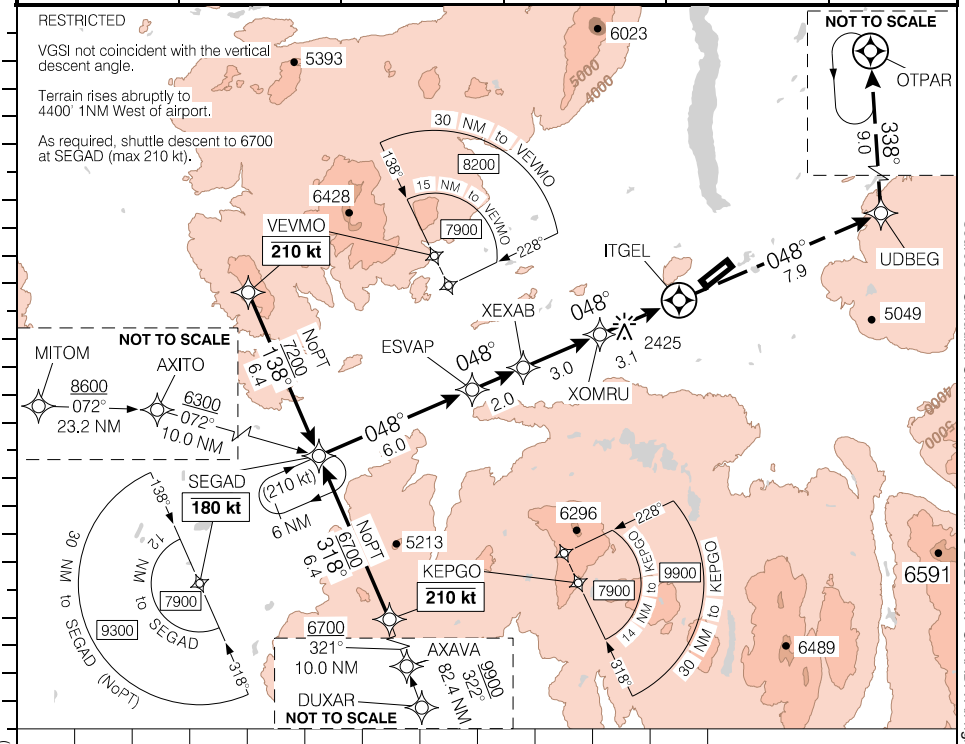
DEASE LAKE, BC

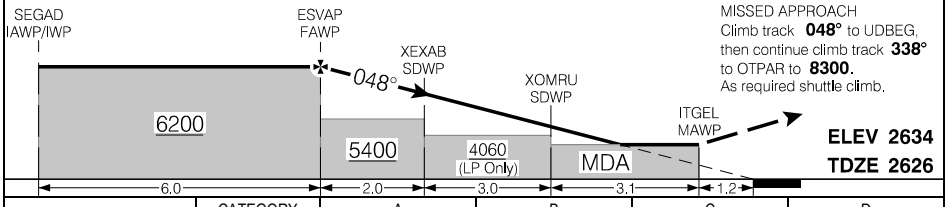
RNAV (GNSS) Z RWY 03

582520N 1300153W VAR 19°E

CYDL

MET – 128.7		TFC – 123.2 ATF		ARCAL 123.2(K)*
SAFE ALT 100 NM **12,300**	WAAS **Ch 80813** W03A	APCH CRS **048°**	MIN ALT ESVAP **6200**	LDA **6003**





CATEGORY	A	B	C	D
LP	**4060**	(1457)	3	NOT AUTHORIZED
LNAV	**4640**	(2037)	3	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) Z RWY 03

CYDL

EFF 31 OCT 24
REGULATORY REVIEW 6 JUL 2028

CYDL-IAP-3A

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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CYDL-IAP-3C

DEASE LAKE, BC

RNAV (GNSS) Y RWY 03

582520N 1300153W VAR 19°E

CYDL

MET – 128.7		TFC – 123.2 ATF		ARCAL 123.2(K)*
SAFE ALT 100 NM **12,300**	WAAS **Ch 80812** W03B	APCH CRS **048°**	MIN ALT ESVAP **6200**	LDA **6003**

AS* 4.0° 15.0° P2

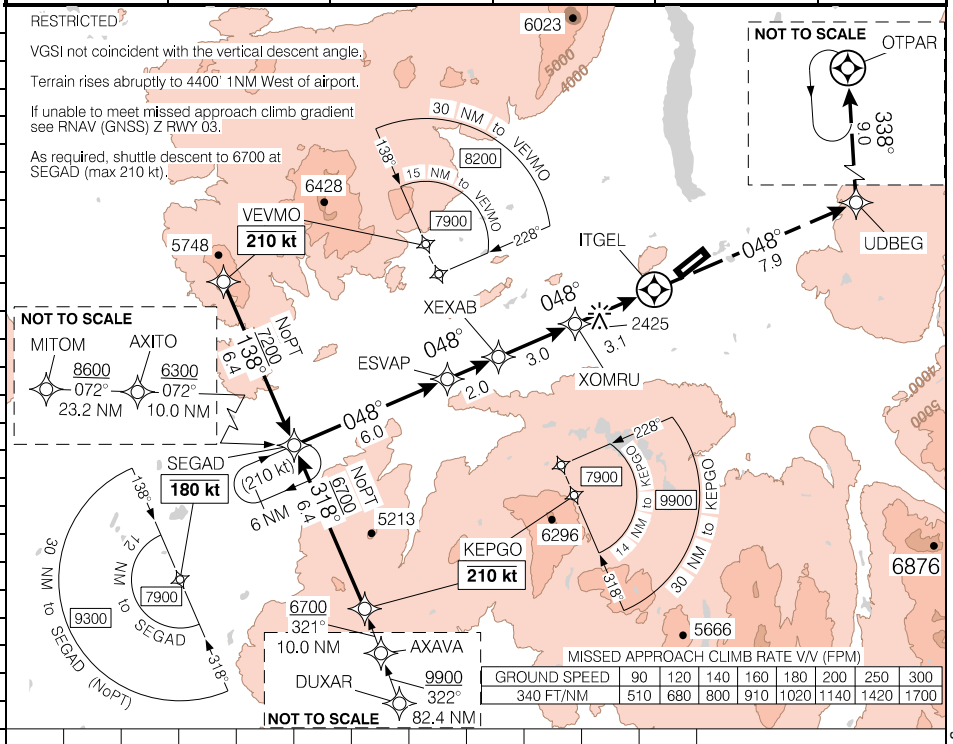
RESTRICTED

VGSI not coincident with the vertical descent angle.

Terrain rises abruptly to 4400' 1NM West of airport.

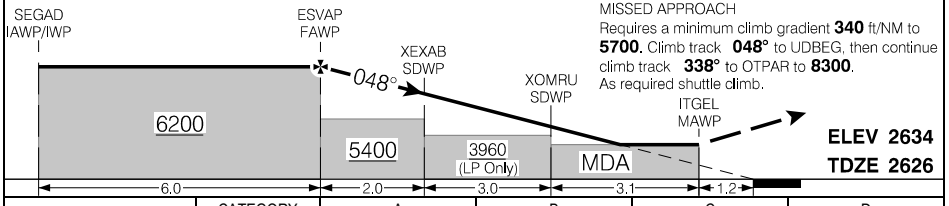
If unable to meet missed approach climb gradient see RNAV (GNSS) Z RWY 03.

As required, shuttle descent to 6700 at SEGAD (max 210 kt).



MISSED APPROACH CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
340 FT/NM	510	680	800	910	1020	1140	1420	1700



MISSED APPROACH
Requires a minimum climb gradient **340** ft/NM to **5700.** Climb track **048°** to UDBEG, then continue climb track **338°** to OTPAR to **8300.**
As required shuttle climb.

ELEV 2634
TDZE 2626

	CATEGORY	A	B	C	D
	LP	**3400**	(797)	2½	NOT AUTHORIZED
	LNAV	**4640**	(2037)	3	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) Y RWY 03 CYDL

EFF 31 OCT 24
REGULATORY REVIEW 6 JUL 2028

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RESTRICTED INSTRUMENT PROCEDURE

This procedure requires a missed approach climb gradient of **340** ft/NM to **5700** feet and the aerodrome visual surfaces are not assessed.

The following conditions apply to this procedure:

- A minimum climb gradient of **340** ft/NM to **5700** feet must be maintained during the missed approach procedure.
- The aircraft weight is not greater than that necessary to meet the published climb gradient on the missed approach.
- When computing the aircraft weight, make corrections for the pressure altitude, ambient temperature, wind components and any gradient loss associated with a turn at the planned time of approach.

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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CYDL-IAP-3E

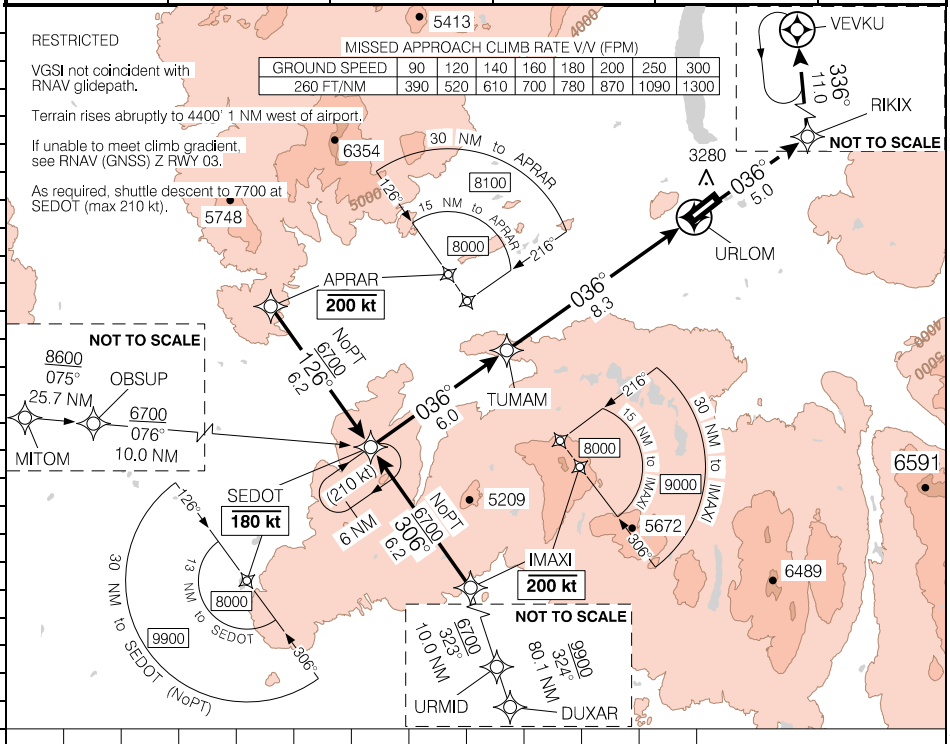
DEASE LAKE, BC

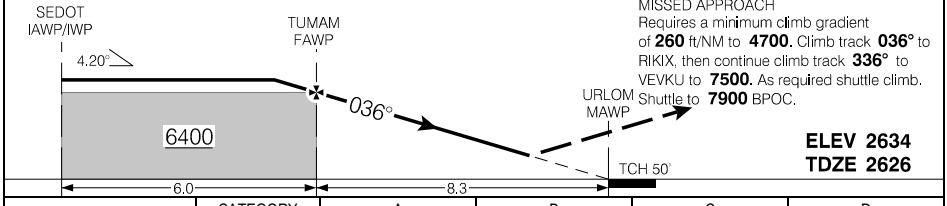
RNAV (GNSS) X RWY 03

582520N 1300153W VAR 19°E

CYDL

MET – 128.7		TFC – 123.2 ATF		ARCAL 123.2(K)*
SAFE ALT 100 NM **12,300**	WAAS **Ch 81072** W03D	APCH CRS **036°**	MIN ALT TUMAM **6400**	LDA **6003**





CATEGORY	A	B	C	D
LPV	**3176**	(573)	1¾	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) X RWY 03 CYDL

EFF 31 OCT 24

REGULATORY REVIEW 6 JUL 2028

CYDL-IAP-3E

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RESTRICTED INSTRUMENT PROCEDURE

This procedure requires a missed approach climb gradient of **260** ft/NM to **4700** feet and the aerodrome visual surfaces are not assessed.

The following conditions apply to this procedure:

- A minimum climb gradient of **260** ft/NM to **4700** feet must be maintained during the missed approach procedure.
- The aircraft weight is not greater than that necessary to meet the published climb gradient on the missed approach.
- When computing the aircraft weight, make corrections for the pressure altitude, ambient temperature, wind components and any gradient loss associated with a turn at the planned time of approach.

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
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CYDL-IAP-3G

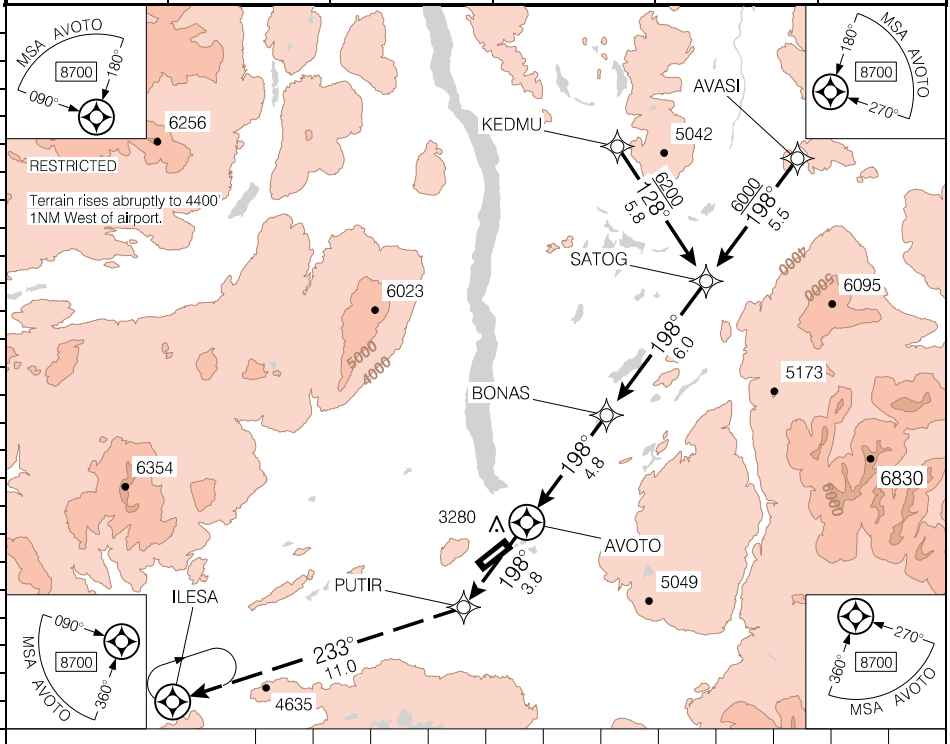
DEASE LAKE, BC

RNAV (GNSS) Z RWY 21

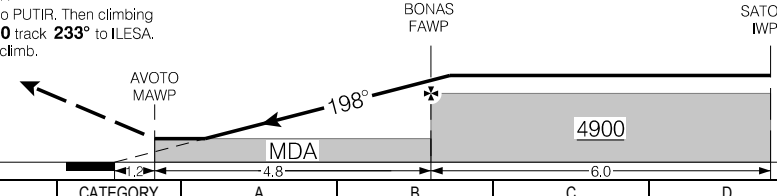
582520N 1300153W VAR 19°E

CYDL

MET – 128.7		TFC – 123.2 ATF		ARCAL 123.2(K)*
SAFE ALT 100 NM **12,300**	RNAV	APCH CRS **198°**	MIN ALT BONAS **4900**	LDA **5601**



MISSED APPROACH
Climb track **198°** to PUTIR. Then climbing RIGHT turn to **7500** track **233°** to ILESA.
As required shuttle climb.



ELEV 2634
TDZE 2634

CATEGORY	A	B	C	D
LNAV	**4380**	(1754)	3	

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) Z RWY 21 CYDL

EFF 31 OCT 24
REGULATORY REVIEW 20 JAN 2028

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
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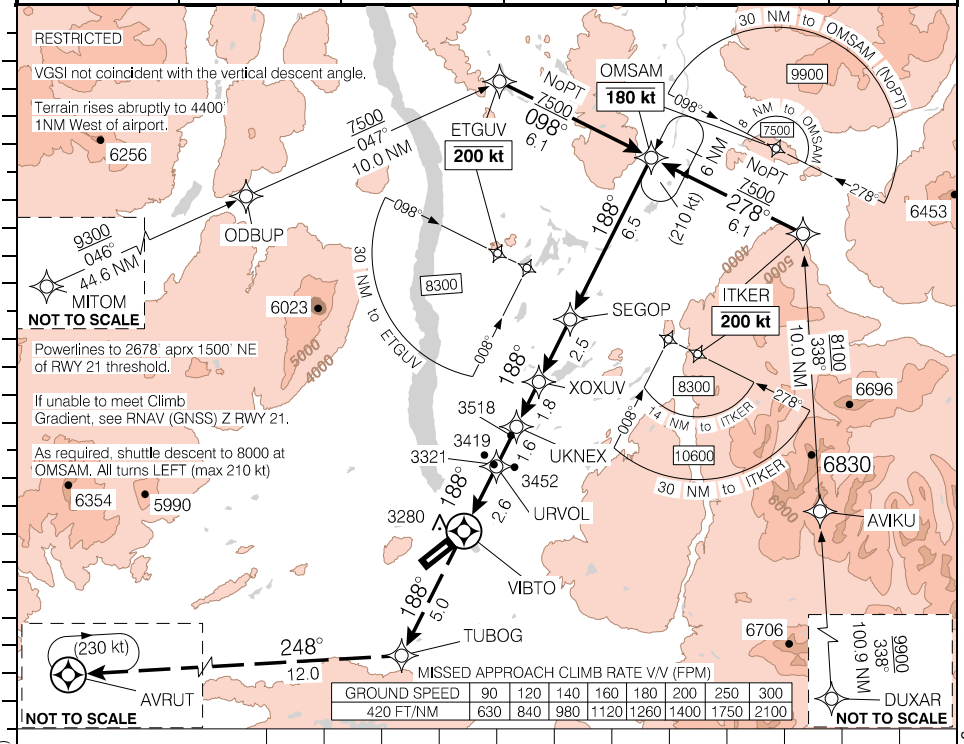
DEASE LAKE, BC

RNAV (GNSS) Y RWY 21

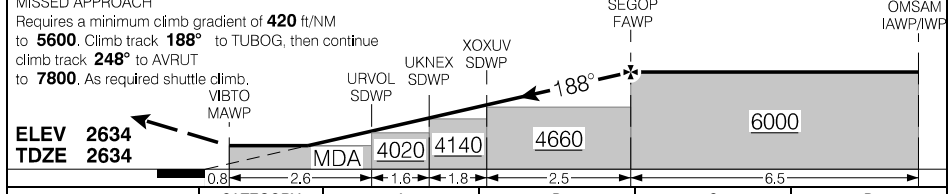
582520N 1300153W VAR 19°E

CYDL

MET – 128.7		TFC – 123.2 ATF		ARCAL 123.2(K)*
SAFE ALT 100 NM **12,300**	WAAS **Ch 80814** W21A	APCH CRS **188°**	MIN ALT SEGOP **6000**	LDA **5601**



MISSED APPROACH
Requires a minimum climb gradient of **420** ft/NM to **5600**. Climb track **188°** to TUBOG, then continue climb track **248°** to AVRUT to **7800**. As required shuttle climb.



Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

CATEGORY	A	B	C	D
LP	**3420**	(794)	2½	NOT AUTHORIZED
LNAV	**3780**	(1154)	3	NOT AUTHORIZED

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RESTRICTED INSTRUMENT PROCEDURE

This procedure requires a missed approach climb gradient of **420** ft/NM to **5600** feet and the aerodrome visual surfaces are not assessed.

The following conditions apply to this procedure:

- A minimum climb gradient of **420** ft/NM to **5600** feet must be maintained during the missed approach procedure.
- The aircraft weight shall not be greater than that necessary to meet the published climb gradient on the missed approach.
- When computing the aircraft weight, corrections shall be made for the pressure altitude, ambient temperature, wind components and any gradient loss associated with a turn at the planned time of approach.

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

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CYDL-IAP-3K

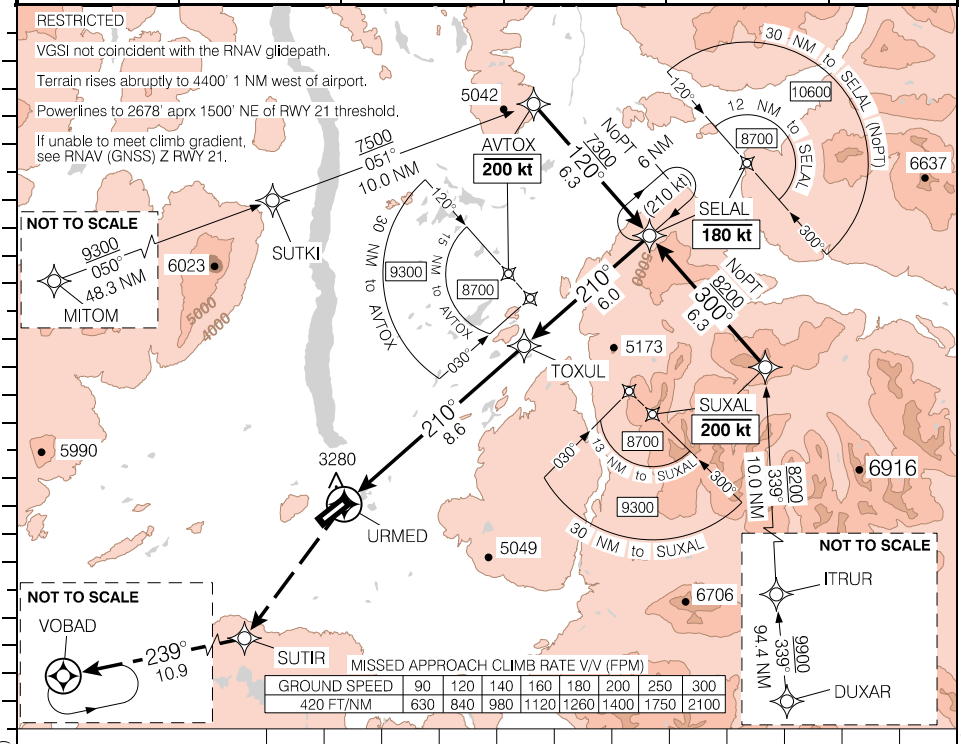
DEASE LAKE, BC

RNAV (GNSS) X RWY 21

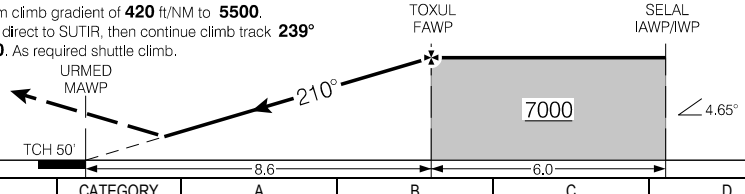
582520N 1300153W VAR 19°E

CYDL

MET – 128.7		TFC – 123.2 ATF		ARCAL 123.2(K)*
SAFE ALT 100 NM **12,300**	WAAS **Ch 81073** W21B	APCH CRS **210°**	MIN ALT TOXUL **7000**	LDA **5601**



MISSED APPROACH
Requires a minimum climb gradient of **420** ft/NM to **5500**.
Climbing LEFT turn direct to SUTIR, then continue climb track **239°** to VOBAD to **8300**. As required shuttle climb.



ELEV 2634
TDZE 2634

CATEGORY	A	B	C	D
LPV	**3188** (562) 1¾	NOT AUTHORIZED		

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) X RWY 21

CYDL

EFF 31 OCT 24
REGULATORY REVIEW 6 JUL 2028

CYDL-IAP-3K

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RESTRICTED INSTRUMENT PROCEDURE

This procedure requires a missed approach climb gradient of **420** ft/NM to **5500** feet and the aerodrome visual surfaces are not assessed.

The following conditions apply to this procedure:

- A minimum climb gradient of **420** ft/NM to **5500** feet must be maintained during the missed approach procedure.
- The aircraft weight is not greater than that necessary to meet the published climb gradient on the missed approach.
- When computing the aircraft weight, make corrections for the pressure altitude, ambient temperature, wind components and any gradient loss associated with a turn at the planned time of approach.

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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CYDL-IAP-3M

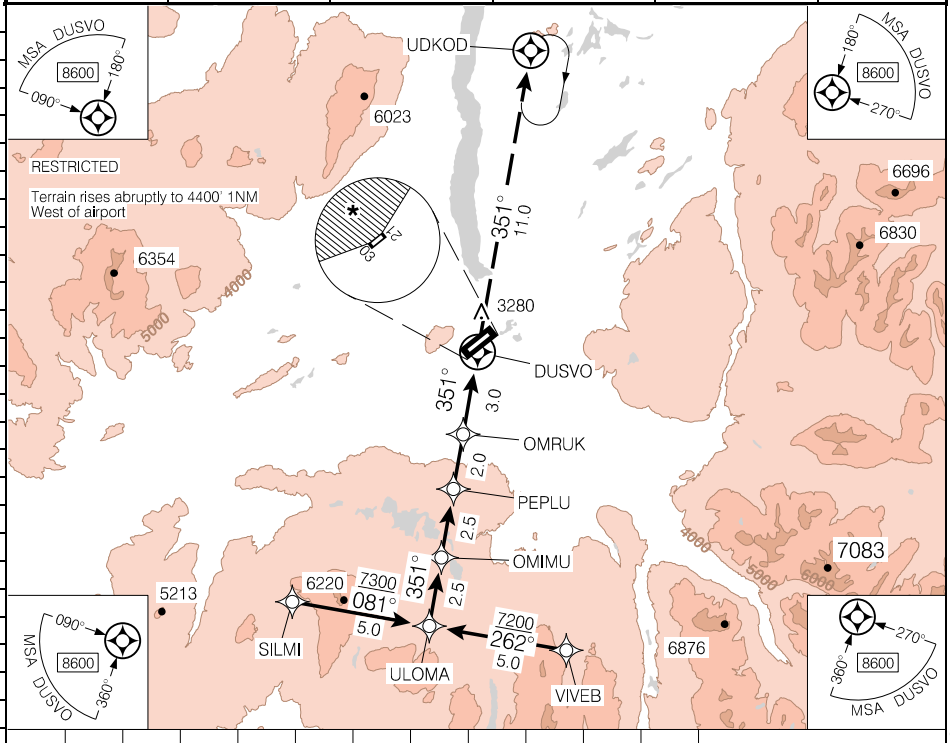
DEASE LAKE, BC

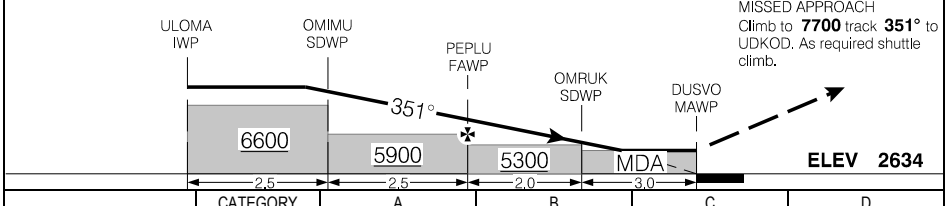
RNAV (GNSS) A

582520N 1300153W VAR 19°E

CYDL

MET – 128.7		TFC – 123.2 ATF		ARCAL 123.2(K)* LIGHTING: REFER TO AD CHART
SAFE ALT 100 NM **12,300**	RNAV	APCH CRS **351°**	MIN ALT PEPLU **5900**	LDA REFER TO AD CHART





MISSED APPROACH
Climb to **7700** track **351°** to UDKOD. As required shuttle climb.

CATEGORY	A	B	C	D
CIRCLING	* **4360**	(1726)		3

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) A

CYDL

EFF 31 OCT 24
REGULATORY REVIEW 20 JAN 2028

CYDL-IAP-3M

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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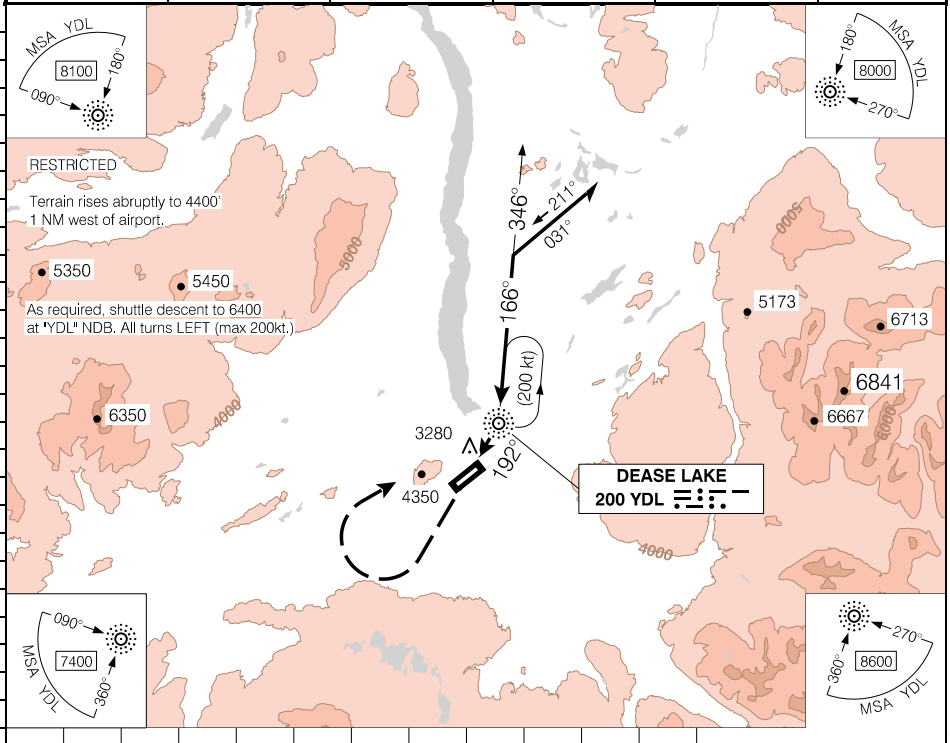
DEASE LAKE, BC

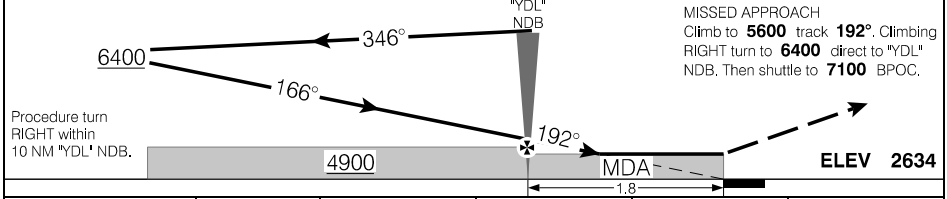
NDB B

582520N 1300153W VAR 19°E

CYDL

MET – **128.7**		TFC – **123.2** ATF		ARCAL 123.2(K)* LIGHTING: REFER TO AD CHART
SAFE ALT 100 NM **12,300**	NDB YDL **200**	APCH CRS **192°**	MIN ALT YDL **4900**	LDA REFER TO AD CHART





CATEGORY	A	B	C	D
CIRCLING	**4800** (2166) 3	**4840**	(2206)	3

"YDL" NDB to MAP 1.8 NM

Knots	ft/min	Min:Sec
70		**1:33**
90		**1:12**
110		**0:59**
130		**0:50**
150		**0:43**

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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Departure Route Description

Rwy 03 – ½: Restricted to Cat A, B & C acft only. Requires a minimum climb gradient of **420** ft/NM to **5000**. Climb track **033°** to ITLIP, then track **323°** to VODUT, then track **313°** to OMRUN to **8700**.

Note: Powerlines to 2662 ASL abeam departure end of rwy, 440' LEFT of rwy centreline. Trees to 2697 ASL aprx 0.1 NM past departure end of rwy, 520' RIGHT of rwy centreline. Road to 2653 ASL aprx 0.1 NM past departure end of rwy, 680' RIGHT of rwy centreline. Trees to 2714 ASL aprx 0.2 NM past departure end of rwy, 690' RIGHT of rwy centreline.

DEPARTURE CLIMB RATE V/V (FPM)

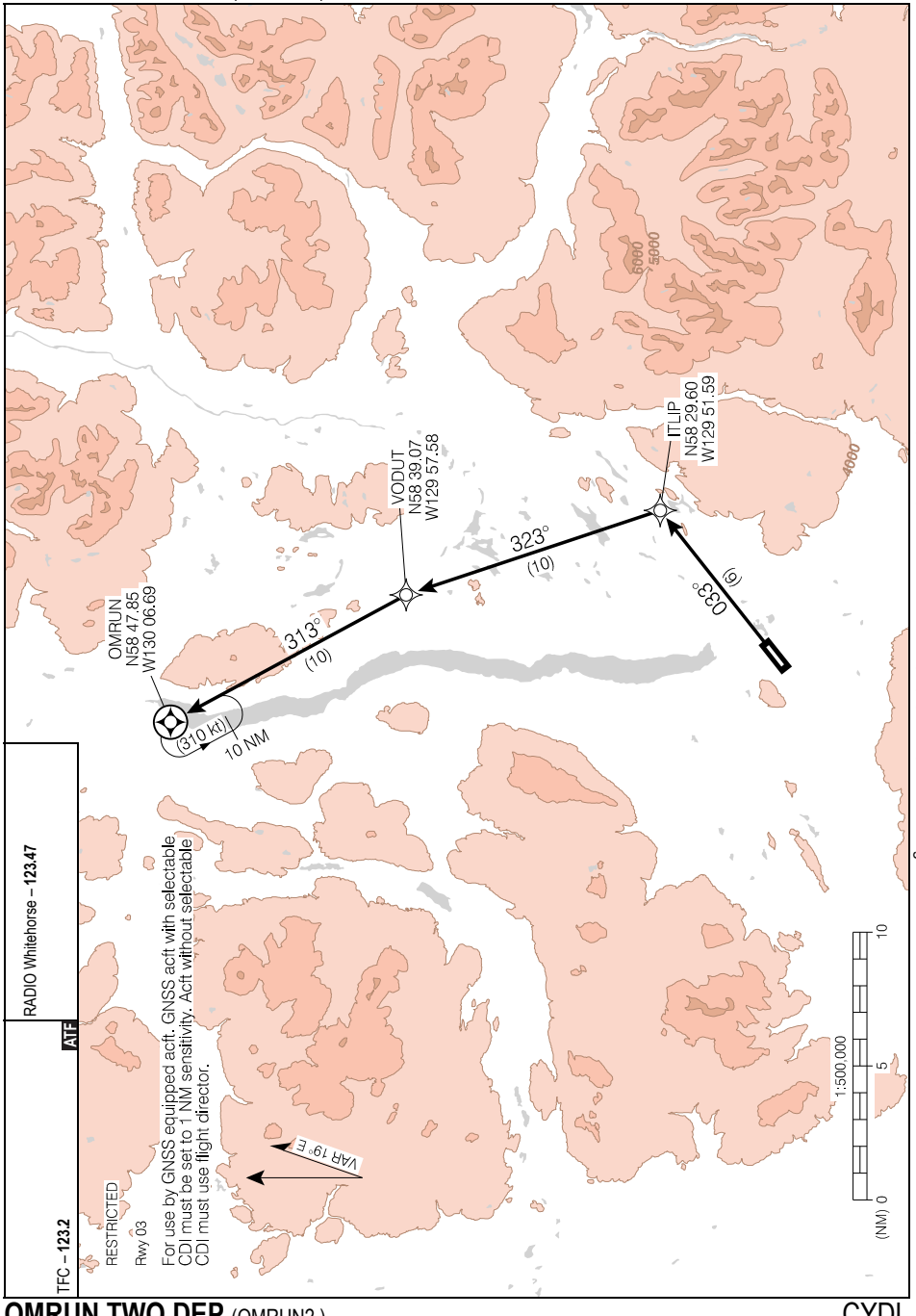
GROUND SPEED	90	120	140	160	180	200	250	300
420 FT/NM	630	840	980	1120	1260	1400	1750	2100

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DEPARTURE PROCEDURE (RNAV)

OMRUN TWO DEP (OMRUN2.)

DEASE LAKE, BC
CYDL



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OMRUN TWO DEP (OMRUN2.)
CYDL

EFF 31 OCT 24
REGULATORY REVIEW 6 JUL 2028

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed.

The following provisions are attached to this procedure:

- Flight Crew must be familiar with the aerodrome environment.

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Departure Route Description

Rwy 21 – ½: Requires a minimum climb gradient **630** ft/NM to **5900**. Climb track **213°** to SAXIR, then track **233°** to UDKIB, then track **204°** to TIBID to **8400**.

Note: Trees to 2648 ASL abeam departure end of rwy, 310' LEFT and 390' RIGHT of rwy centreline. Road to 2604 ASL abeam departure end of rwy, 460' RIGHT of rwy centreline. Trees to 2697 ASL aprx 0.4 NM past departure end of rwy, 1190' RIGHT of rwy centreline.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
630 FT/NM	950	1260	1470	1680	1890	2100	2630	3150

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DEPARTURE PROCEDURE (RNAV)

DEASE LAKE, BC

TIBID ONE DEP (TIBID1.)

CYDL

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TIBID ONE DEP (TIBID1.)

CYDL

EFF 31 OCT 24
REGULATORY REVIEW 6 JUL 2028

DEPARTURE PROCEDURE (RNAV) DEASE LAKE, BC

TIBID ONE DEP (TIBID1.) OPS SPEC CYDL

RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

During take-off, pilots are cautioned that a specific obstacle-free environment is not provided for the visual surfaces of the aerodrome. Flight crews must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout.

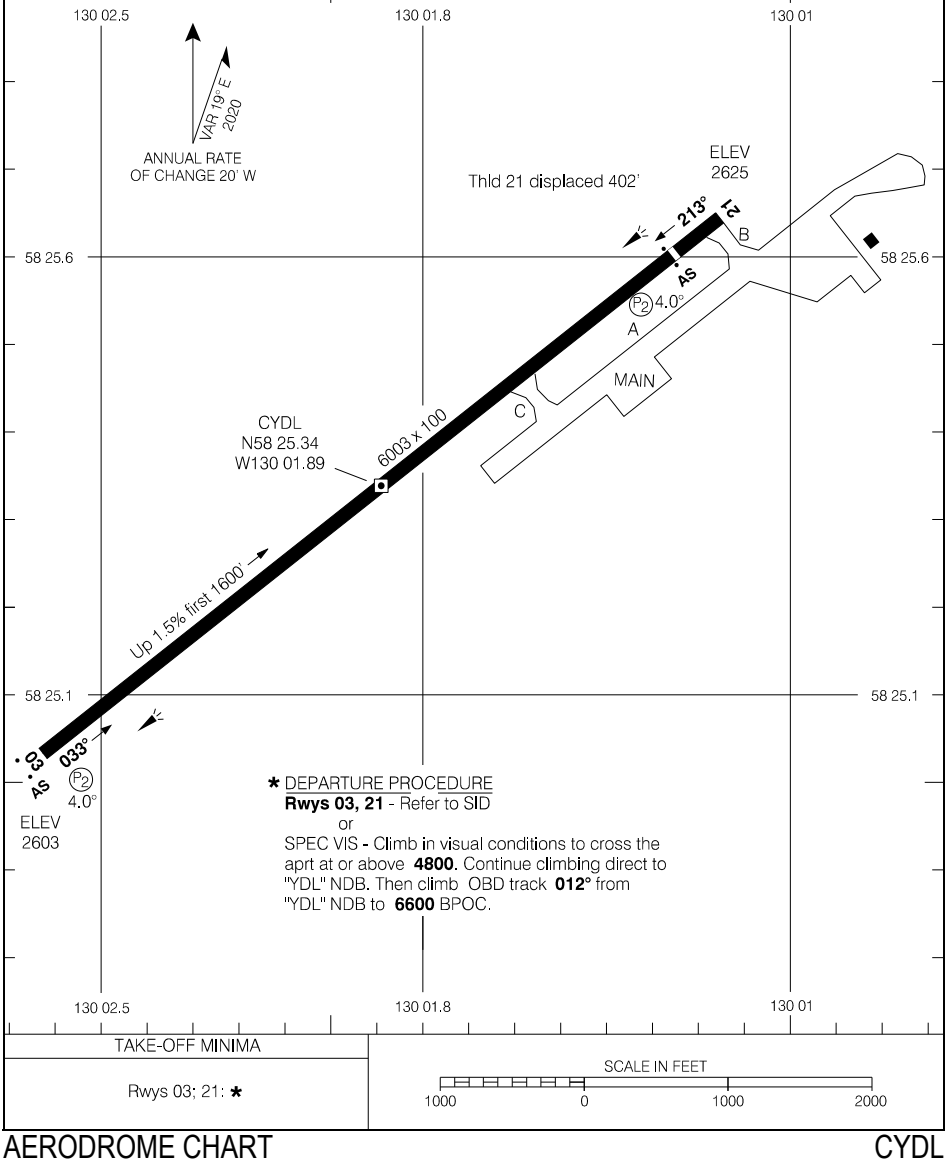
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DEASE LAKE, BC

AERODROME CHART — CYDL

MET – **128.7**		TFC – **123.2** ATF	RADIO Whitehorse – **123.47**

DECL DISTS	03	21
TORA	6003	6003
TODA	6003	6003
ASDA	6003	6003
LDA	6003	5601



TAKE-OFF MINIMA	SCALE IN FEET
Rwys 03; 21: *	1000 0 1000 2000

AERODROME CHART — CYDL

EFF 12 JUN 25

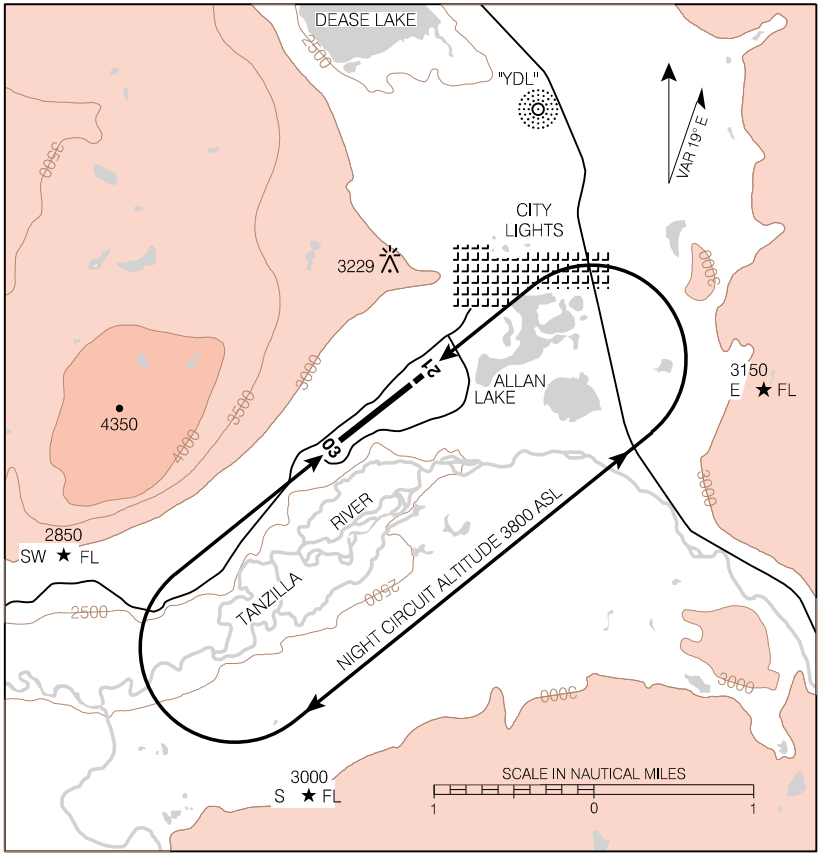
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DEASE LAKE, BC

NIGHT CIRCUIT PROCEDURES

CYDL

CIRCUIT ALTITUDE - 3800' ASL



NOTES:

1. Recommend that only pilots familiar with the local area use this airport during the hours of darkness.
2. Night operations not recommended unless all three hazard beacons are operating.
3. All turns to be completed within the perimeter of the hazard beacons.

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Departure Route Description

Rwy 16 – ½: Restricted to Cat A, B and C acft only. Requires a minimum climb gradient of **670** ft/NM to **7500**. Maintain **14000** or as assigned. Climb track **156°** to ILUKA, then track **141°** to AMUMU, then track **161°** to UDNIM, then track **180°** to TEVED, then proceed via depicted route.

Note: Powerlines to 2701 ASL abeam departure end of rwy, 410' RIGHT of rwy centreline. Trees to 2681 ASL aprx 90' past departure end of rwy, 220' LEFT and 470' LEFT of rwy centreline.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
670 FT/NM	1010	1340	1570	1790	2010	2240	2800	3350

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DEPARTURE PROCEDURE (RNAV)

TEVED ONE DEP (TEVED1.)

FAIRMONT HOT SPRINGS, BC
CYCZ

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TEVED ONE DEP (TEVED1.)
CYCZ

EFF 20 FEB 25
REGULATORY REVIEW 11 MAY 2028

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RESTRICTED INSTRUMENT PROCEDURE

This procedure requires a departure approach climb gradient of **670** ft/NM to **7500** feet.

The following provisions are attached to this procedure:

- A minimum climb gradient of **670** ft/NM to **7500** feet must be maintained during the departure procedure.
- The aircraft weight shall not be greater than that necessary to meet the published climb gradient on the departure procedure.
- When computing the aircraft weight, corrections shall be made for the pressure altitude, ambient temperature, wind components and any gradient loss associated with a turn at the planned time of departure.

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CYCZ-AD

FAIRMONT HOT SPRINGS, BC

AERODROME CHART — CYCZ

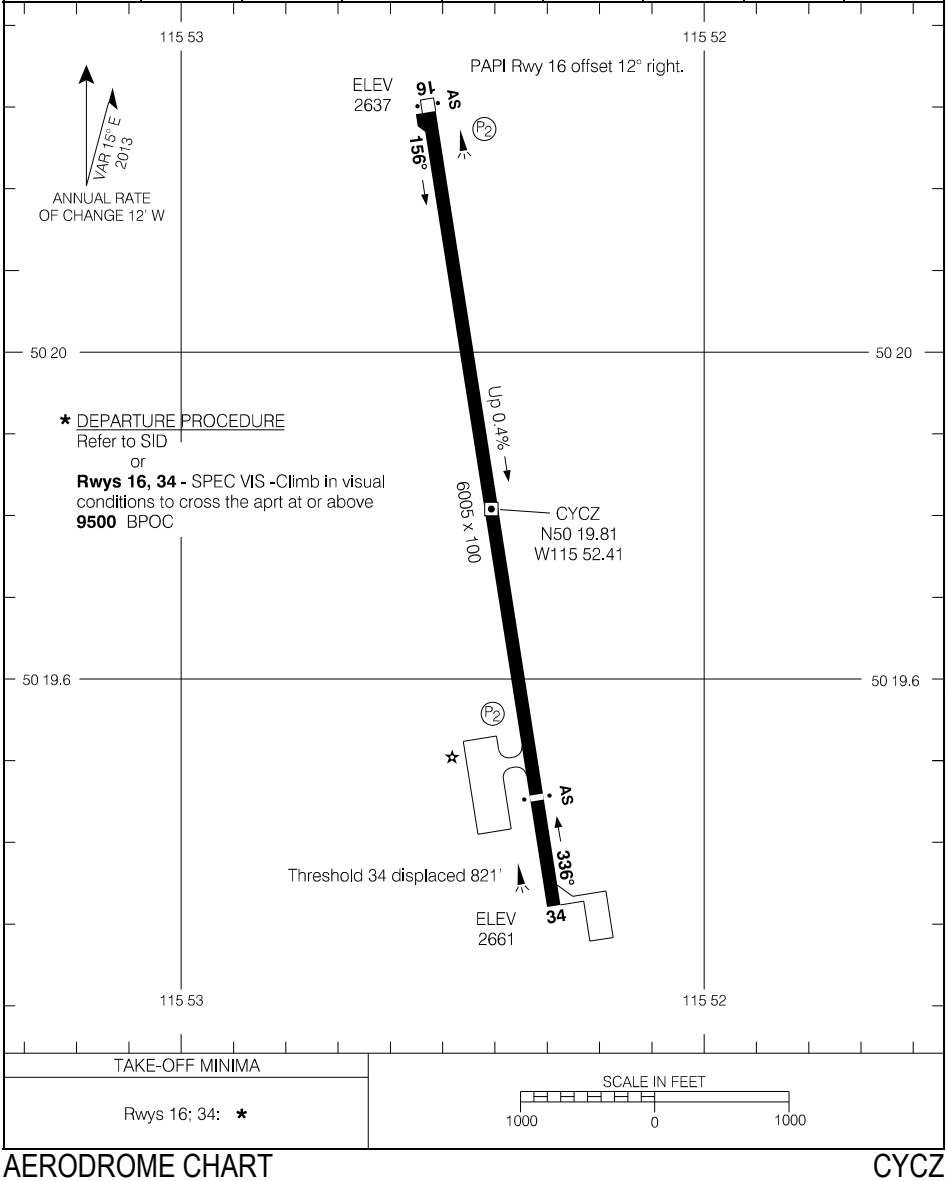
AUTO – **122.97**

TFC – **123.2**

ATF

CTR Vancouver – **133.6**

DECL DISTS	16	34
TORA	6005	6005
TODA	6005	6005
ASDA	6005	6005
LDA	6005	5184



TAKE-OFF MINIMA	SCALE IN FEET
Rwys 16; 34: *	1000 0 1000

AERODROME CHART — CYCZ

EFF 20 FEB 25

CYCZ-AD

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CAJ9-IAP-3A

FORT WARE, BC

RNAV (GNSS) Z RWY 11

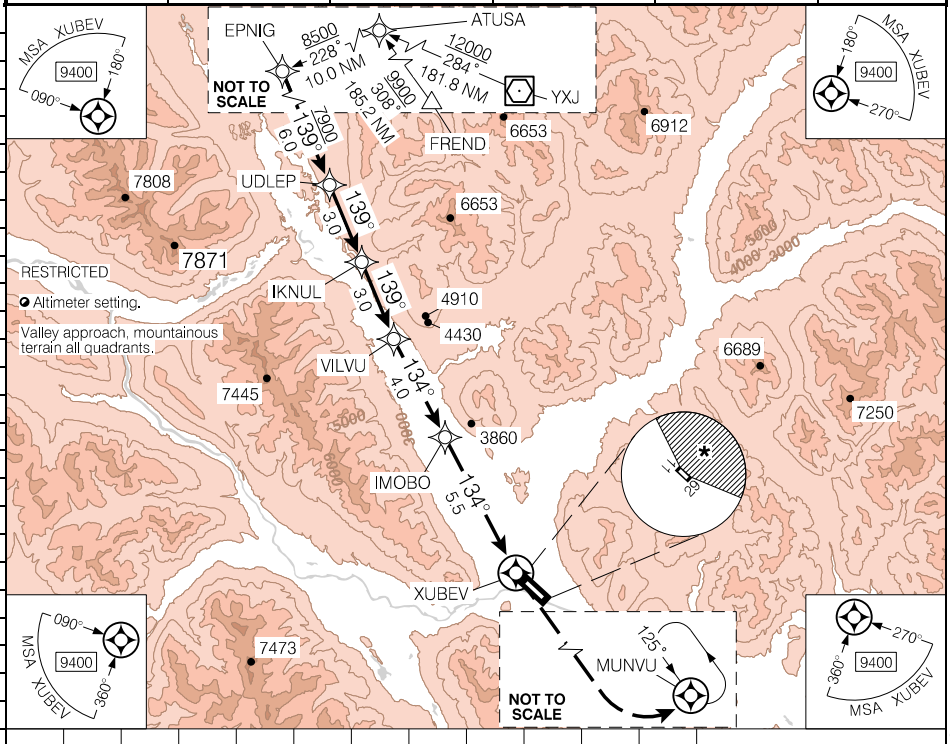
572550N 1253910W VAR 19°E

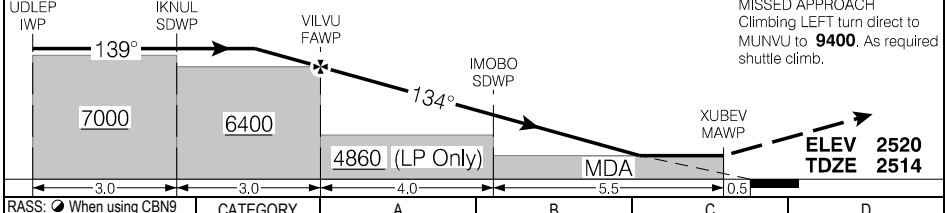
CAJ9

TFC– **123.2** ATF

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT VILVU	LDA
12,000	**Ch 80802** W11A	**134°**	**6400**	**4852**

19.8°





RASS: When using CBN9 add **840'**. Circling minima apply. When using CBQ7 add **880'**. Circling minima apply.

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

CATEGORY	A	B	C	D
LP	**3700**	(1189)	3	NOT AUTHORIZED
LNAV	**5300**	(2789)	3	NOT AUTHORIZED
C CIRCLING	**5300** (2780)	3	*6280 (3760)	3 NOT AUTHORIZED

RNAV (GNSS) Z RWY 11

CAJ9

EFF 5 SEP 24

REGULATORY REVIEW 15 FEB 2029

CAJ9-IAP-3A

RESTRICTED

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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CAJ9-IAP-3C

FORT WARE, BC

RNAV (GNSS) Y RWY 11

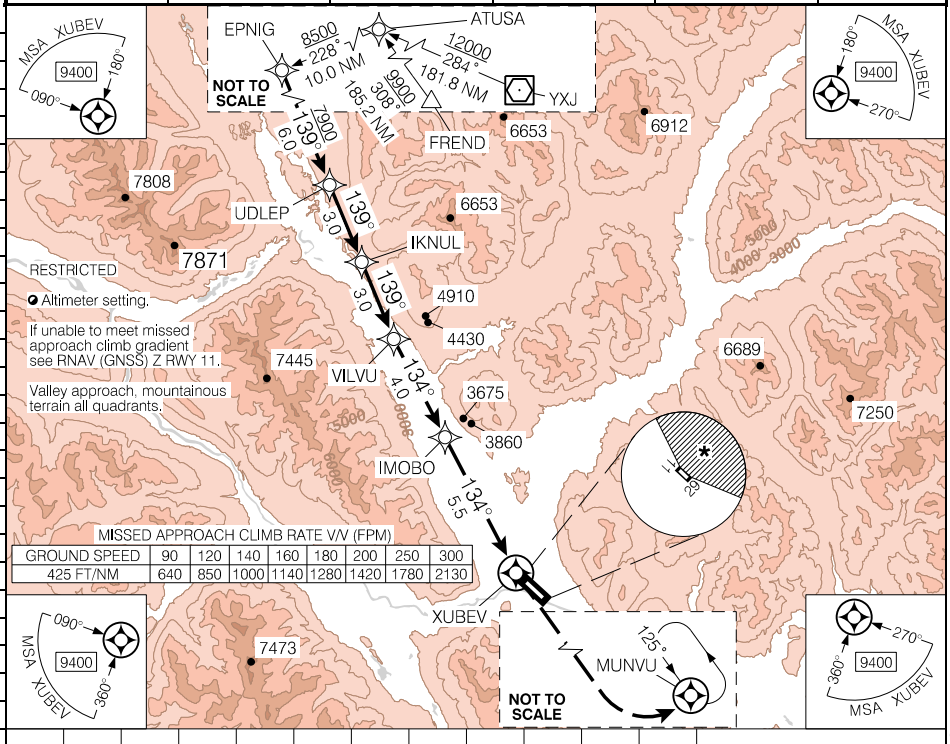
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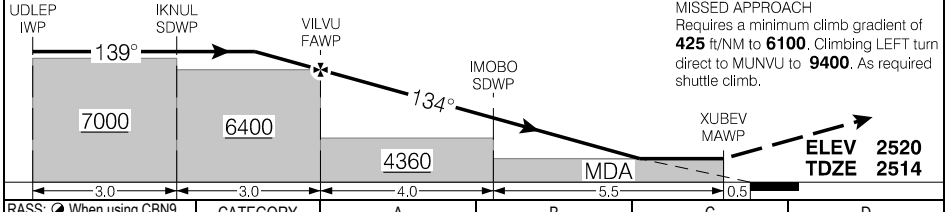
CAJ9

TFC– **123.2** ATF

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT VILVU	LDA
12,000	**Ch 80823** W11B	**134°**	**6400**	**4852**

19.8°





RASS: When using CBN9 add **840'**. Circling minima apply. When using CBQ7 add **880'**. Circling minima apply.

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

CATEGORY	A	B	C	D
LP	**3400**	(889)	2¾	NOT AUTHORIZED
LNAV	**4360**	(1849)	3	NOT AUTHORIZED
C CIRCLING	**4360** (1840) 3	* **4460** (1940) 3	* **6040** (3520) 3	NOT AUTHORIZED

RNAV (GNSS) Y RWY 11

CAJ9

EFF 5 SEP 24
REGULATORY REVIEW 15 FEB 2029

CAJ9-IAP-3C

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RESTRICTED INSTRUMENT PROCEDURE

This procedure requires a missed approach climb gradient of **425** ft/NM to **6100** feet and the aerodrome visual surfaces are not assessed.

The following conditions apply to this procedure:

- A minimum climb gradient of **425** ft/NM to **6100** feet must be maintained during the missed approach procedure.
- The aircraft weight shall not be greater than that necessary to meet the published climb gradient on the missed approach.
- When computing the aircraft weight, corrections shall be made for the pressure altitude, ambient temperature, wind components and any gradient loss associated with a turn at the planned time of approach.
- Crews must be familiar with aerodrome environment.

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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CAJ9-IAP-3E

FORT WARE, BC

RNAV (GNSS) Z RWY 29

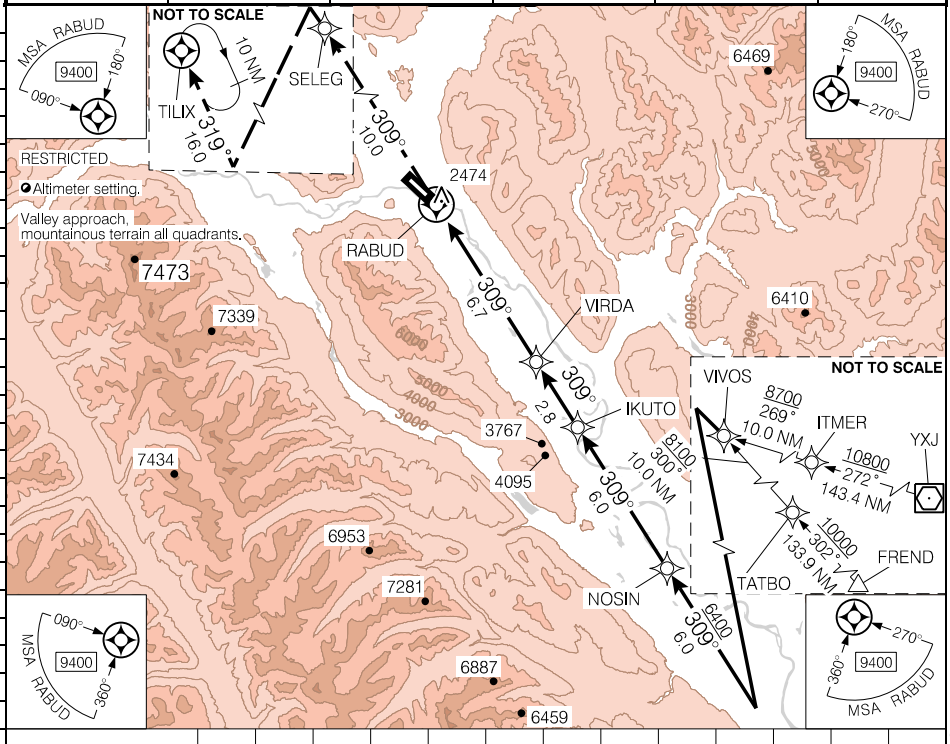
572550N 1253910W VAR 19°E

CAJ9

TFC– 123.2 ATF

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT IKUTO	LDA
12,000	Ch 80803 W29A	309°	5900	4852

15.0°

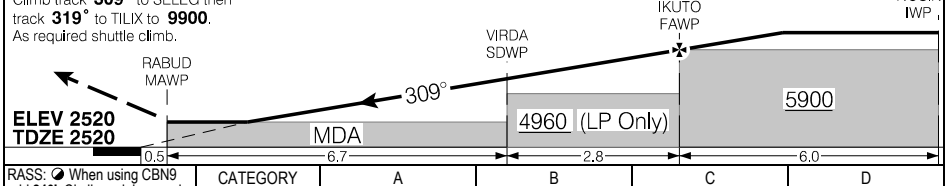


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MISSED APPROACH
Climb track **309°** to SELEG then track **319°** to TILIX to **9900**.
As required shuttle climb.



RASS: When using CBN9 add **840'**. Circling minima apply. When using CBQ7 add **880'**. Circling minima apply.

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

CATEGORY	A	B	C	D
LP	**4960**	(2440)	3	NOT AUTHORIZED
LNAV	**5020**	(2500)	3	NOT AUTHORIZED
C CIRCLING	**5020**	(2500)	3	NOT AUTHORIZED

RNAV (GNSS) Z RWY 29

CAJ9

EFF 5 SEP 24
REGULATORY REVIEW 15 FEB 2029

RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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CAJ9-IAP-3G

FORT WARE, BC

RNAV (GNSS) Y RWY 29

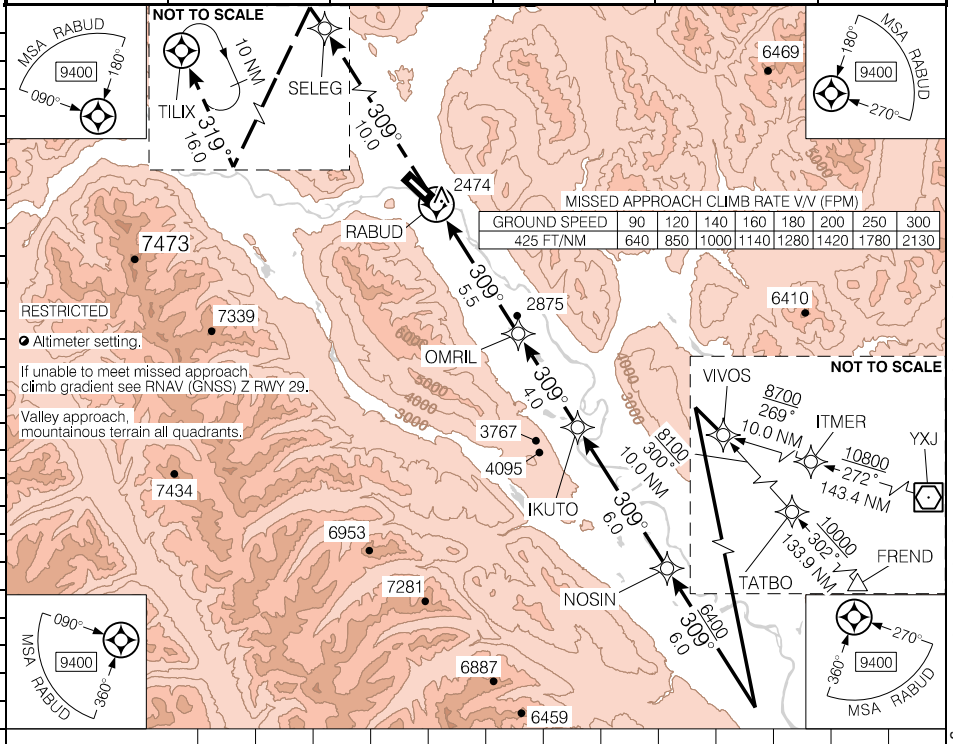
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CAJ9

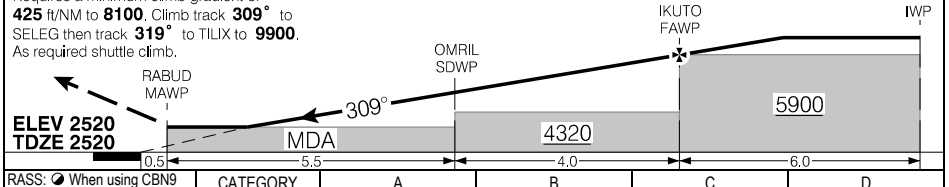
TFC– 123.2 ATF

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT IKUTO	LDA
12,000	Ch 80824 W29B	309°	5900	4852

15.0°



MISSED APPROACH
Requires a minimum climb gradient of **425** ft/NM to **8100**. Climb track **309°** to SELEG then track **319°** to TILIX to **9900**. As required shuttle climb.



RASS: When using CBN9 add **840'**. Circling minima apply. When using CBQ7 add **880'**. Circling minima apply.

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

CATEGORY	A	B	C	D
LP	**3380**	(860)	2½	NOT AUTHORIZED
LNAV	**3660**	(1140)	3	NOT AUTHORIZED
C CIRCLING	**3880** (1360) 3	**4880** (2360) 3	NOT AUTHORIZED	

RNAV (GNSS) Y RWY 29

CAJ9

EFF 5 SEP 24
REGULATORY REVIEW 15 FEB 2029

CAJ9-IAP-3G

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RESTRICTED INSTRUMENT PROCEDURE

This procedure requires a missed approach climb gradient of **425** ft/NM to **8100** feet and the aerodrome visual surfaces are not assessed.

The following conditions apply to this procedure:

- A minimum climb gradient of **425** ft/NM to **8100** feet must be maintained during the missed approach procedure.
- The aircraft weight shall not be greater than that necessary to meet the published climb gradient on the missed approach.
- When computing the aircraft weight, corrections shall be made for the pressure altitude, ambient temperature, wind components and any gradient loss associated with a turn at the planned time of approach.
- Crews must be familiar with aerodrome environment.

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

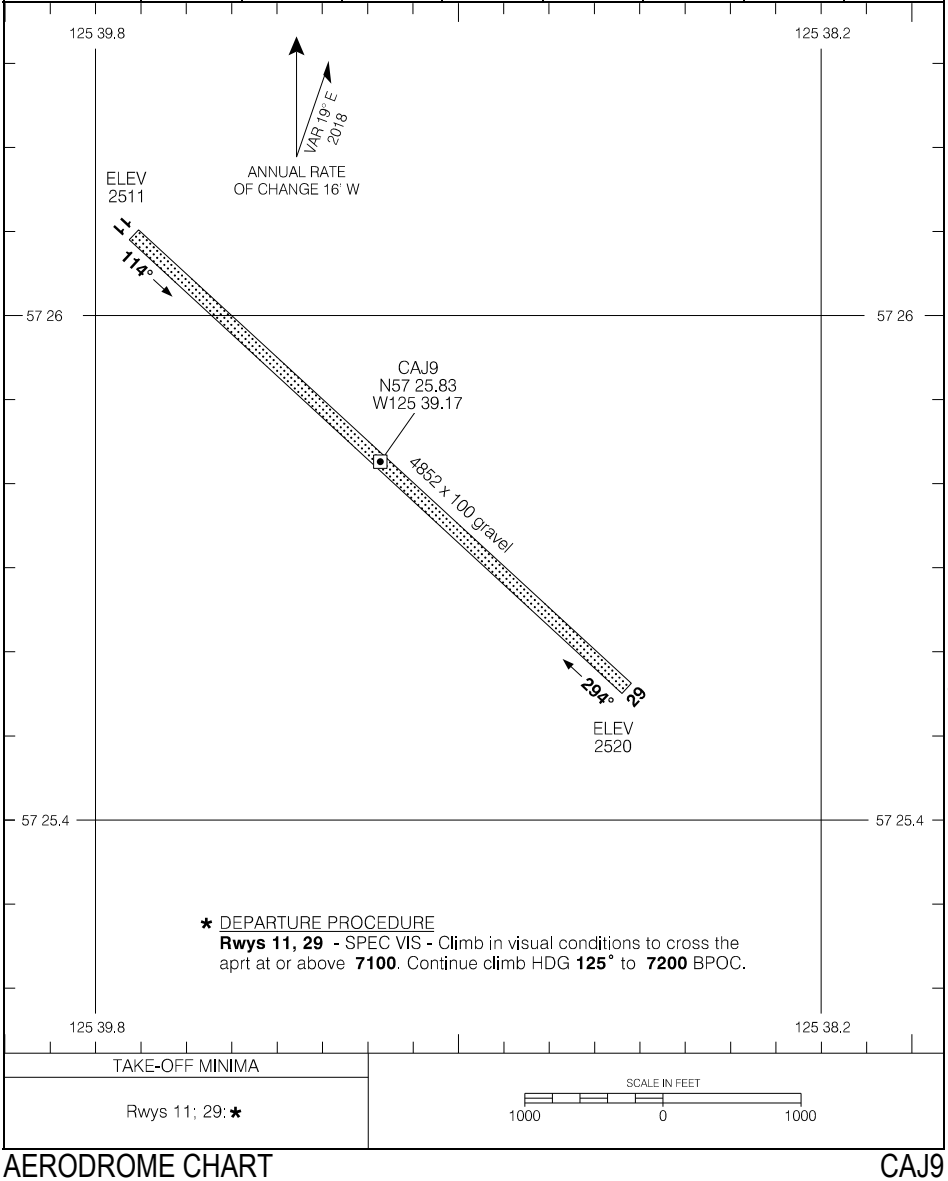
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FORT WARE, BC

AERODROME CHART — CAJ9

TFC – **123.2** ATF

DECL DISTS	11	29						
TORA	4852	4852						
TODA	4852	4852						
ASDA	4852	4852						
LDA	4852	4852						



TAKE-OFF MINIMA	SCALE IN FEET
Rwys 11; 29: *	1000 0 1000

AERODROME CHART — CAJ9

EFF 5 SEP 24

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CBH2-IAP-3A

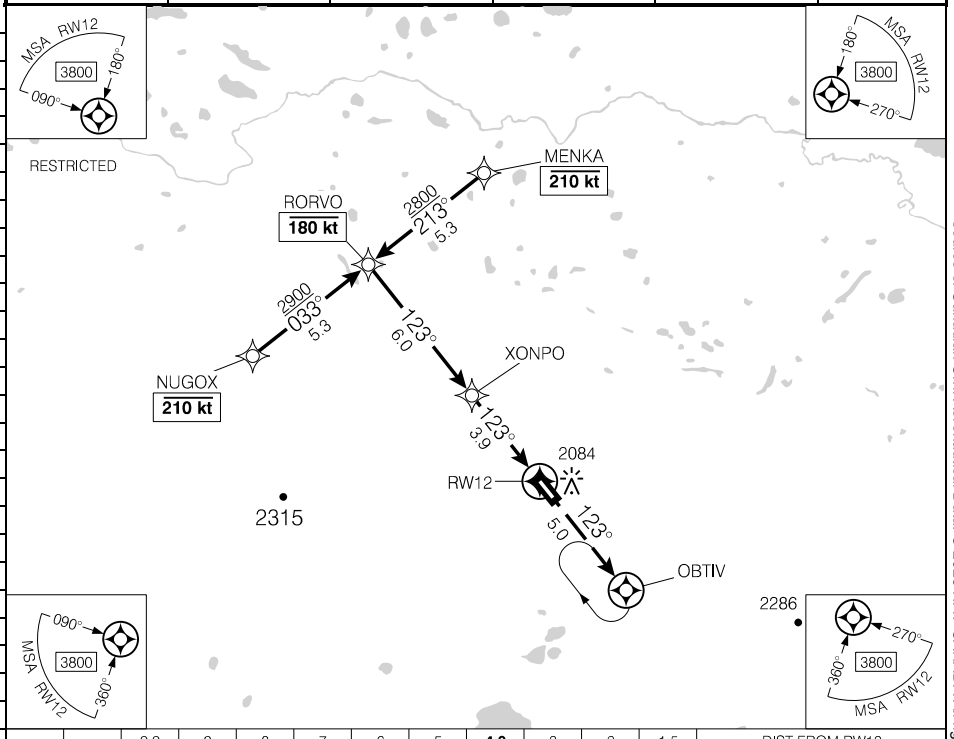
HELMET, BC

RNAV (GNSS) RWY 12

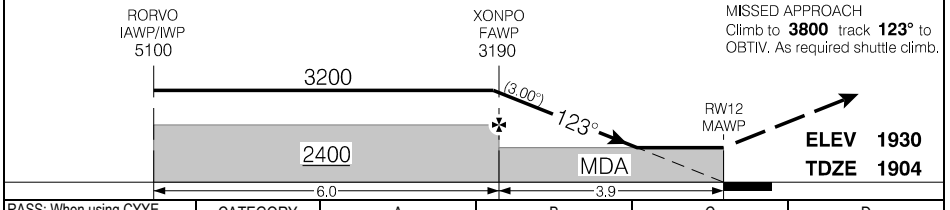
592533N 1204751W VAR 18°E

CBH2

AUTO – **122.17**	CTR Edmonton – **132.87** **290.6**	UNICOM – **122.8** ATF		ARCAL 122.8(K)
SAFE ALT 100 NM **6700**	RNAV	APCH CRS **123°**	MIN ALT XONPO **2400**	LDA **4521**



	9.9	9	8	7	6	5	**4.0**	3	2	1.5	DIST FROM RW12
	5100	4800	4480	4160	3840	3530	**3200**	2890	2570	2400	ALT (3.00° APCH PATH)



RASS: When using CYYE add **250'**.
When using CYOP add **190'**.

Knots	ft/min	Min:Sec
70	380	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LNAV	**2400**	(516)	1½	

RNAV (GNSS) RWY 12

CBH2

EFF 3 NOV 22
REGULATORY REVIEW 5 AUG 2027

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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CBH2-IAP-3C

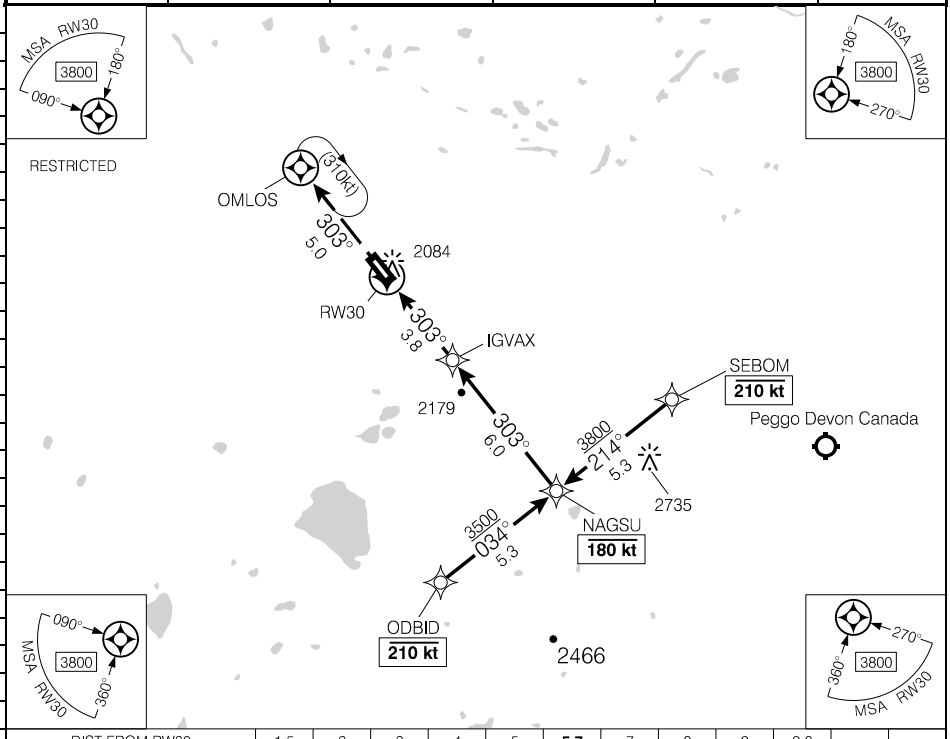
HELMET, BC

RNAV (GNSS) RWY 30

592533N 1204751W VAR 18°E

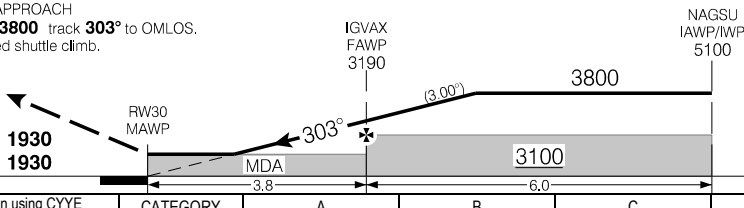
CBH2

AUTO – **122.17**	CTR Edmonton – **132.87** **290.6**	UNICOM – **122.8** ATF		ARCAL 122.8(K)
SAFE ALT 100 NM **6700**	RNAV	APCH CRS **303°**	MIN ALT IGVAX **3100**	LDA **4521**



DIST FROM RW30	1.5	2	3	4	5	**5.7**	7	8	9	9.8		
ALT (3.00° APCH PATH)	2440	2610	2930	3250	3570	**3800**	4200	4520	4840	5100		

MISSED APPROACH
Climb to **3800** track **303°** to OMLOS.
As required shuttle climb.



RASS: When using CYYE add **250'**.
When using CYOP add **190'**.

CATEGORY	A	B	C	D
LNAV	**2440**	(516)	1½	

Knots	ft/min	Min:Sec
70	380	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 30 CBH2

EFF 3 NOV 22
REGULATORY REVIEW 5 AUG 2027

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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CBH2-AD

HELMET, BC

AERODROME CHART — CBH2

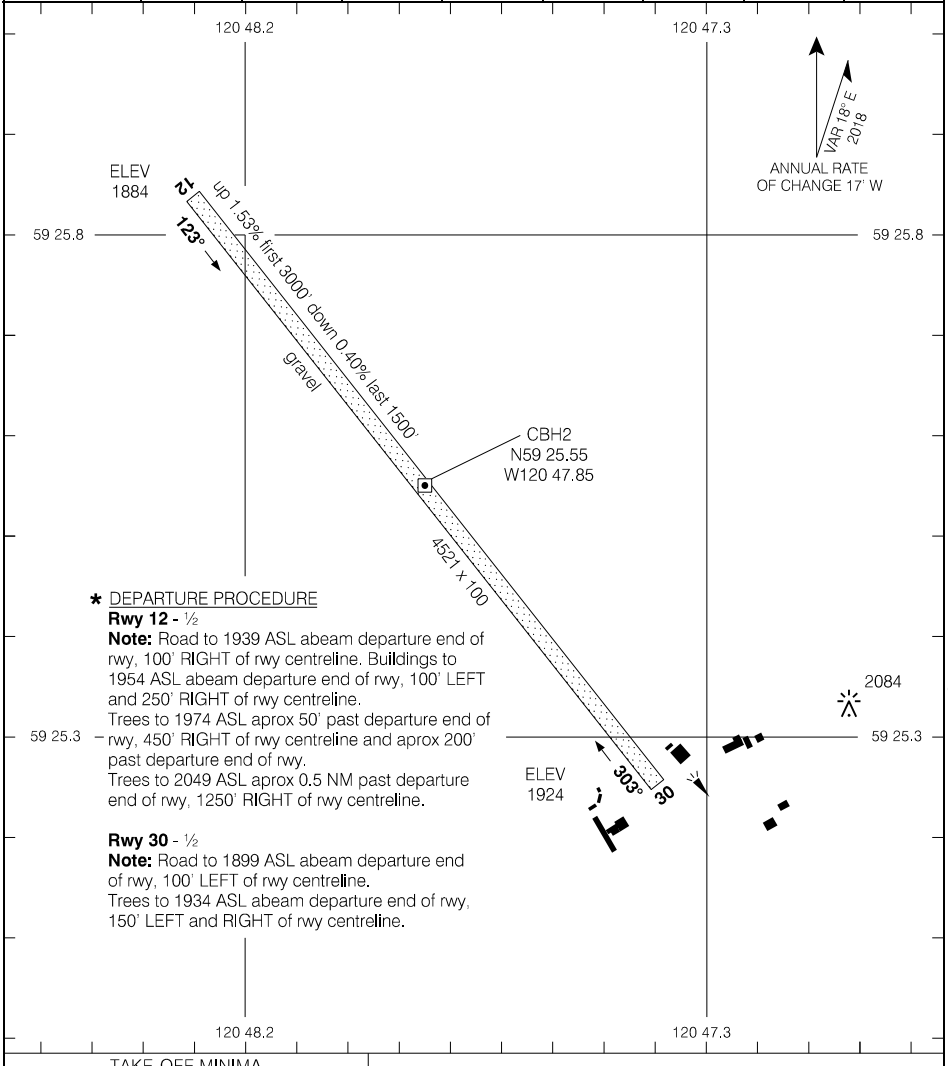
AUTO – **122.17**

UNICOM – **122.8**

ATF

CTR Edmonton – **132.87** **290.6**

DECL DISTS	12	30
TORA	4521	4521
TODA	4521	4521
ASDA	4521	4521
LDA	4521	4521



* DEPARTURE PROCEDURE

Rwy 12 - ½

Note: Road to 1939 ASL abeam departure end of rwy, 100' RIGHT of rwy centreline. Buildings to 1954 ASL abeam departure end of rwy, 100' LEFT and 250' RIGHT of rwy centreline.
Trees to 1974 ASL aprox 50' past departure end of rwy, 450' RIGHT of rwy centreline and aprox 200' past departure end of rwy.
Trees to 2049 ASL aprox 0.5 NM past departure end of rwy, 1250' RIGHT of rwy centreline.

Rwy 30 - ½

Note: Road to 1899 ASL abeam departure end of rwy, 100' LEFT of rwy centreline.
Trees to 1934 ASL abeam departure end of rwy, 150' LEFT and RIGHT of rwy centreline.

TAKE-OFF MINIMA
Rwys 12; 30: *

SCALE IN FEET
1000 0 1000

AERODROME CHART — CBH2

EFF 23 FEB 23

CBH2-AD

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CYKA-IAP-2A

KAMLOOPS, BC

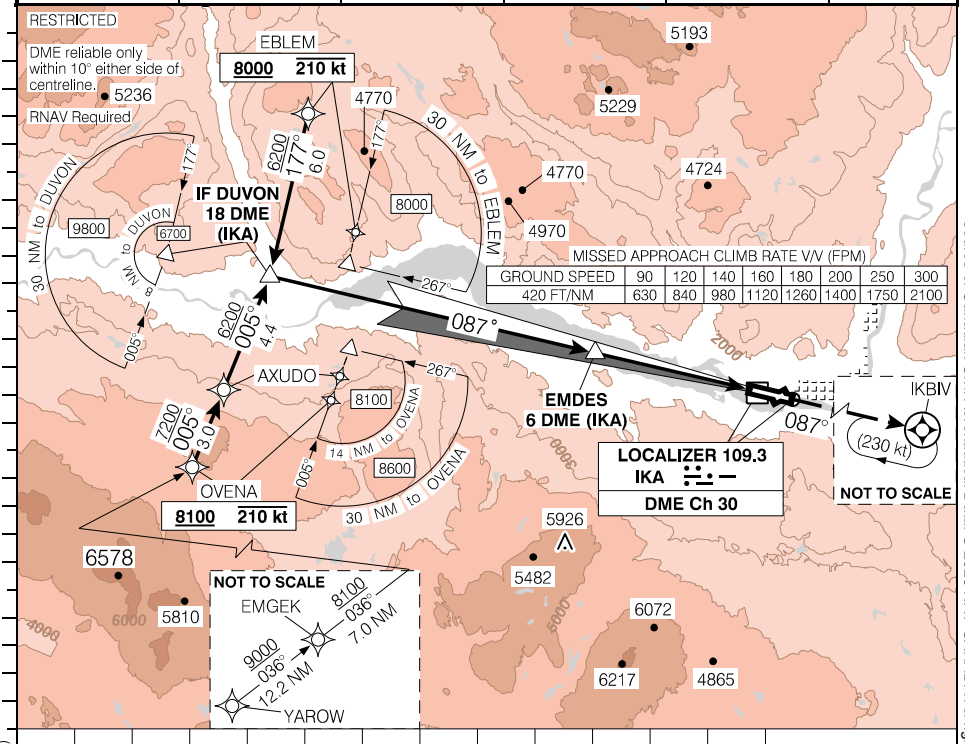
ILS RWY 09

504209N 1202655W VAR 16°E

CYKA

CTR Vancouver – 132.35	RADIO – 125.7 MF	ARCAL 125.7(K)*

SAFE ALT 100 NM	LOC	APCH	GP	LDA
12,000	IKA 109.3	CRS 087°	EMDES 3130	8000



CATEGORY	A	B	C	D
ILS/DME	1457	(325)	1	

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

ILS RWY 09

CYKA

EFF 20 FEB 25
REGULATORY REVIEW 29 OCT 2026

CYKA-IAP-2A

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RESTRICTED INSTRUMENT PROCEDURE

This procedure requires a missed approach climb gradient of **420** ft/NM to **4100** feet.

The following conditions apply to this procedure:

- A minimum climb gradient of **420** ft/NM to **4100** feet must be maintained during the missed approach procedure.
- The aircraft weight shall not be greater than that necessary to meet the published climb gradient on the missed approach.
- When computing the aircraft weight, corrections shall be made for the pressure altitude, ambient temperature, wind components and any gradient loss associated with a turn at the planned time of approach.

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CYKA-IAP-3A

KAMLOOPS, BC

RNAV (GNSS) Z RWY 09

504209N 1202655W VAR 16°E

CYKA

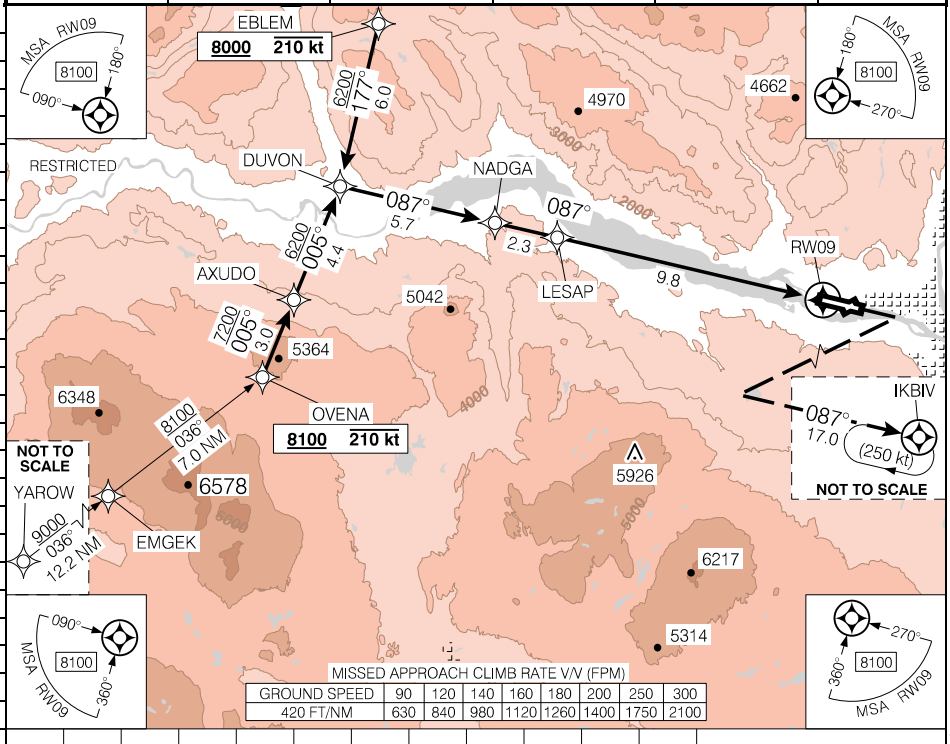
CTR Vancouver – **132.35**

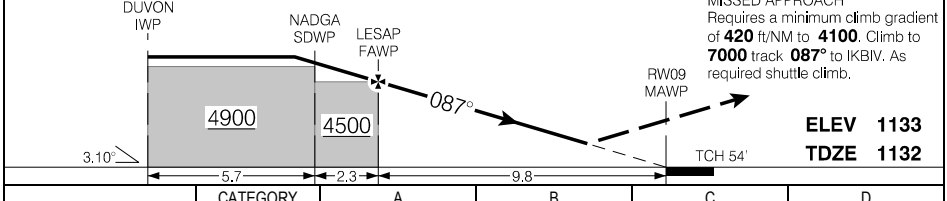
RADIO – **125.7**

MF

ARCAL 125.7(K)*

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT LESAP	LDA
12,000	**Ch 80315** W09A	**087°**	**4500**	**8000**





CATEGORY	A	B	C	D
LPV	**1457**	(325)	1	

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) Z RWY 09 CYKA

EFF 11 JUL 24

REGULATORY REVIEW 29 OCT 2026

CYKA-IAP-3A

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KAMLOOPS, BC

RNAV (GNSS) Z RWY 09 OPS SPEC CYKA

RESTRICTED INSTRUMENT PROCEDURE

This procedure requires a missed approach climb gradient of **420** ft/NM to **4100** feet.

The following conditions apply to this procedure:

- A minimum climb gradient of **420** ft/NM to **4100** feet must be maintained during the missed approach procedure.
- The aircraft weight shall not be greater than that necessary to meet the published climb gradient on the missed approach.
- When computing the aircraft weight, corrections shall be made for the pressure altitude, ambient temperature, wind components and any gradient loss associated with a turn at the planned time of approach.

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KAMLOOPS, BC

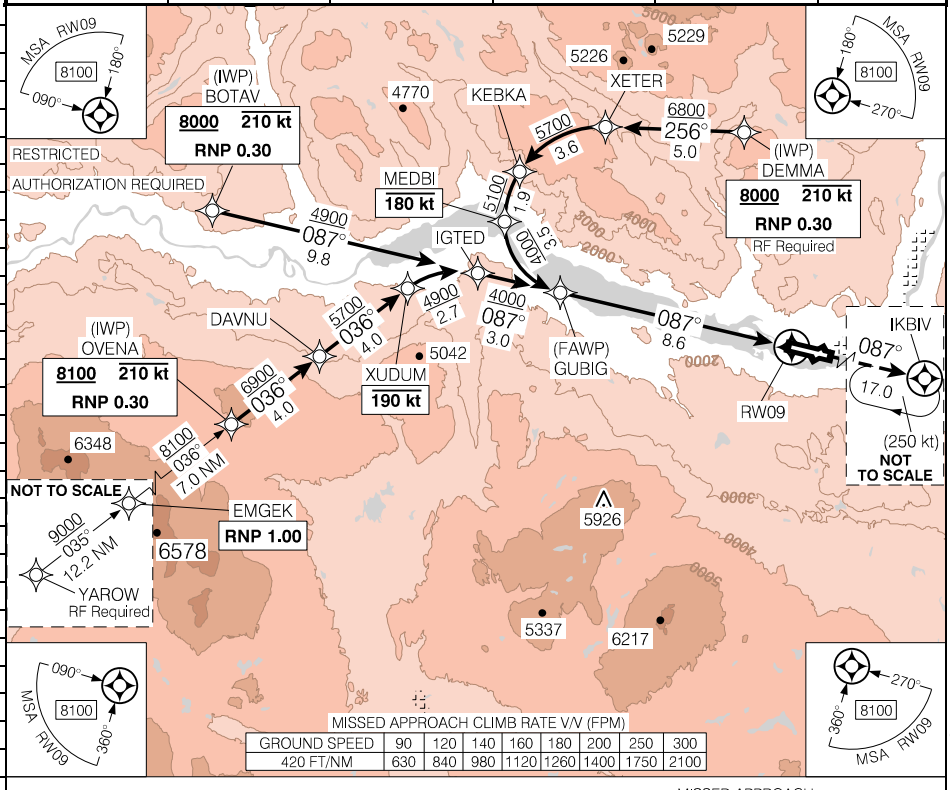
RNAV (RNP) Y RWY 09

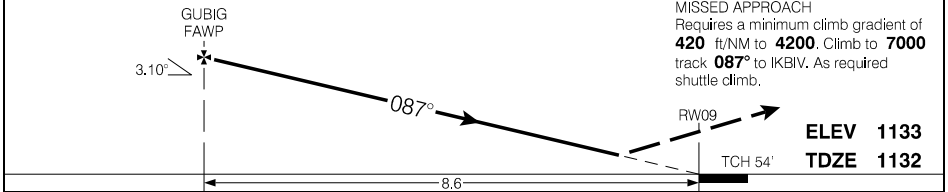
504209N 1202655W VAR 16°E

CYKA

CTR Vancouver – 132.35	RADIO – 125.7 MF	ARCAL 125.7(K)*

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT GUBIG	LDA
12,000		087°	4000	8000





CATEGORY	A	B	C	D
RNP 0.10	1481	(349)	1¼	
RNP 0.15	1729	(597)	2	
RNP 0.30	2750	(1618)	5½	

AUTHORIZATION REQUIRED
(min. -25° C)
(max. 54° C)

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RESTRICTED INSTRUMENT PROCEDURE

This procedure requires a missed approach climb gradient of **420** ft/NM to **4200** feet.

The following conditions apply to this procedure:

- A minimum climb gradient of **420** ft/NM to **4200** feet must be maintained during the missed approach procedure.
- The aircraft weight shall not be greater than that necessary to meet the published climb gradient on the missed approach.
- When computing the aircraft weight, corrections shall be made for the pressure altitude, ambient temperature, wind components and any gradient loss associated with a turn at the planned time of approach.

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CYKA-IAP-3E

KAMLOOPS, BC

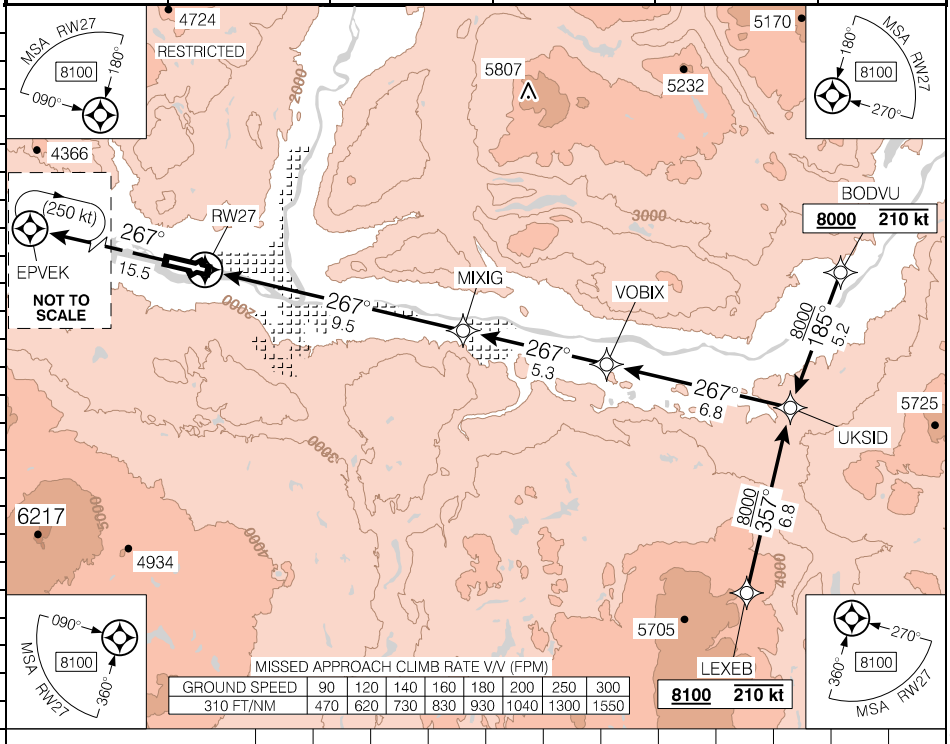
RNAV (GNSS) Z RWY 27

504209N 1202655W VAR 16°E

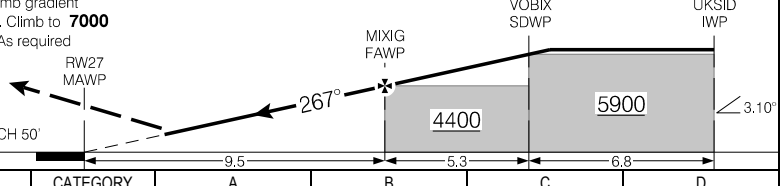
CYKA

CTR Vancouver – 132.35	RADIO – 125.7		ARCAL 125.7(K)*
		MF	

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT MIXIG	LDA
12,000	Ch 80455 W27A	267°	4400	8000



MISSED APPROACH
Requires a minimum climb gradient of **310** ft/NM to **5100**. Climb to **7000** track **267°** to EPVEK. As required shuttle climb.



ELEV 1133
TDZE 1133

CATEGORY	A	B	C	D
LPV	1383	(250)	1	

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

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KAMLOOPS, BC

RNAV (GNSS) Z RWY 27 OPS SPEC CYKA

RESTRICTED INSTRUMENT PROCEDURE

This procedure requires a missed approach climb gradient of **310** ft/NM to **5100** feet.

The following conditions apply to this procedure:

- A minimum climb gradient of **310** ft/NM to **5100** feet must be maintained during the missed approach procedure.
- The aircraft weight shall not be greater than that necessary to meet the published climb gradient on the missed approach.
- When computing the aircraft weight, corrections shall be made for the pressure altitude, ambient temperature, wind components and any gradient loss associated with a turn at the planned time of approach.

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CYKA-IAP-3G

KAMLOOPS, BC

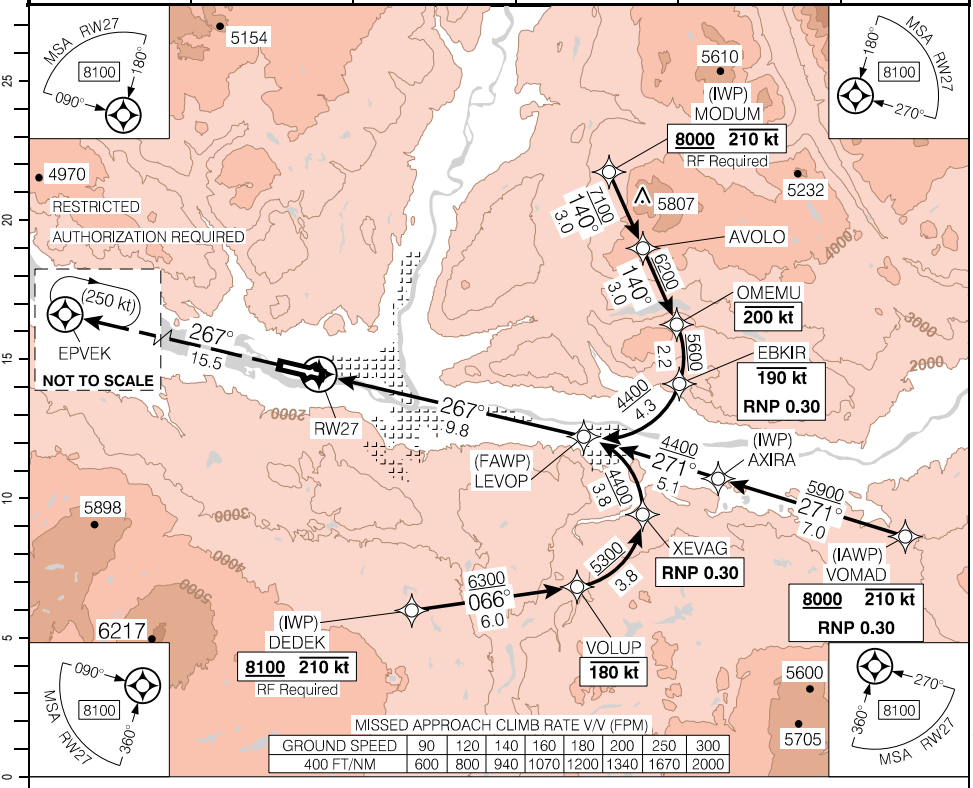
RNAV (RNP) Y RWY 27

504209N 1202655W VAR 16°E

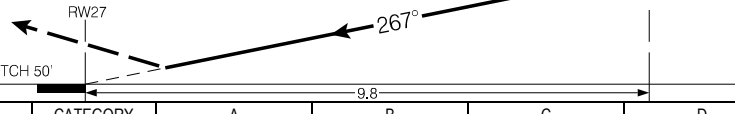
CYKA

CTR Vancouver – 132.35	RADIO – 125.7 MF	ARCAL 125.7(K)*

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT LEVOP	LDA
12,000		267°	4400	8000



MISSED APPROACH
Requires a minimum climb gradient of **400** ft/NM to **4000**.
Climb to **7000** track **267°** to EPVEK.
As required shuttle climb.



ELEV 1133
TDZE 1133
TCH 50'

CATEGORY	A	B	C	D
RNP 0.10	1438	(305)	1	
RNP 0.15	1647	(514)	1¾	
RNP 0.30	2215	(1082)	3¾	

AUTHORIZATION REQUIRED
(min. -25° C)
(max. 54° C)

RNAV (RNP) Y RWY 27 CYKA

EFF 11 JUL 24
REGULATORY REVIEW 29 OCT 2026

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RESTRICTED INSTRUMENT PROCEDURE

This procedure requires a missed approach climb gradient of **400** ft/NM to **4000** feet.

The following conditions apply to this procedure:

- A minimum climb gradient of **400** ft/NM to **4000** feet must be maintained during the missed approach procedure.
- The aircraft weight shall not be greater than that necessary to meet the published climb gradient on the missed approach.
- When computing the aircraft weight, corrections shall be made for the pressure altitude, ambient temperature, wind components and any gradient loss associated with a turn at the planned time of approach.

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KAMLOOPS, BC

LOC Y RWY 27

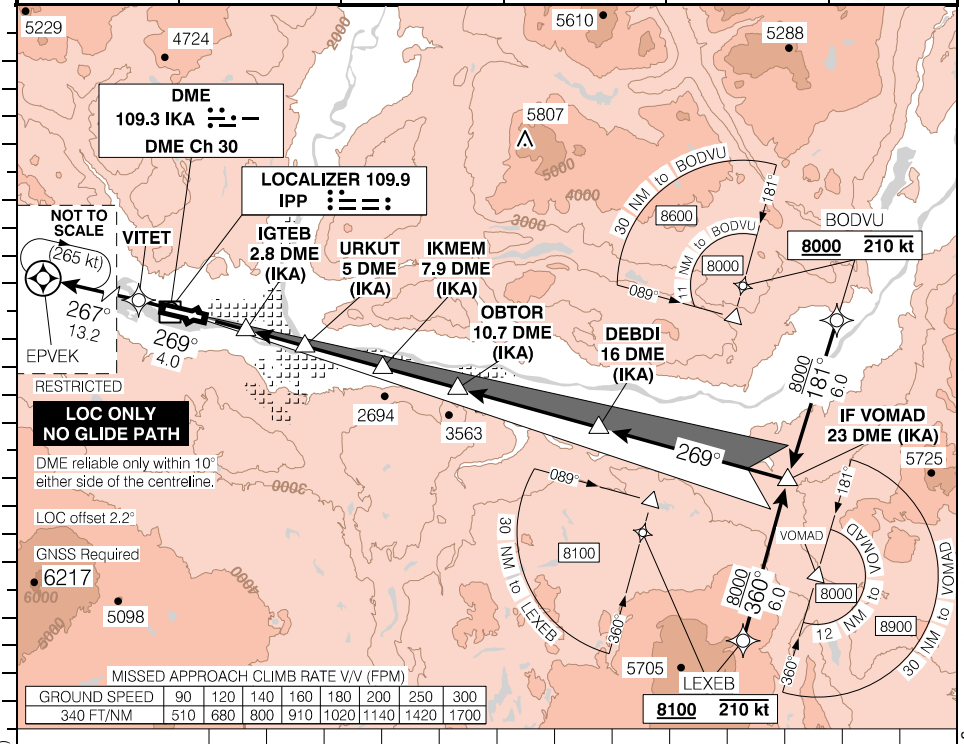
504209N 1202655W VAR 16°E

CYKA

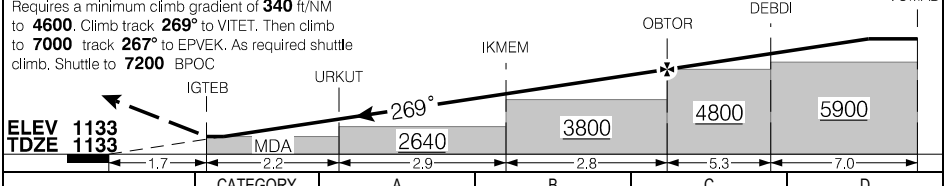
CTR Vancouver – 132.35	RADIO – 125.7		ARCAL 125.7(K)*
		MF	

SAFE ALT 100 NM	LOC IPP	APCH CRS	MIN ALT OBTOR	LDA
12,000	109.9	269°	4800	8000

AO (P2)* 2.2°



MISSED APPROACH
Requires a minimum climb gradient of **340** ft/NM to **4600**. Climb track **269°** to VITET. Then climb to **7000** track **267°** to EPVEK. As required shuttle climb. Shuttle to **7200** BPOC



CATEGORY	A	B	C	D
LOC/DME	1840	(707)	2¼	

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

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RESTRICTED INSTRUMENT PROCEDURE

This procedure requires a missed approach climb gradient of **340** ft/NM to **4600** feet.

The following conditions apply to this procedure:

- A minimum climb gradient of **340** ft/NM to **4600** feet must be maintained during the missed approach procedure.
- The aircraft weight shall not be greater than that necessary to meet the published climb gradient on the missed approach.
- When computing the aircraft weight, corrections shall be made for the pressure altitude, ambient temperature, wind components and any gradient loss associated with a turn at the planned time of approach.

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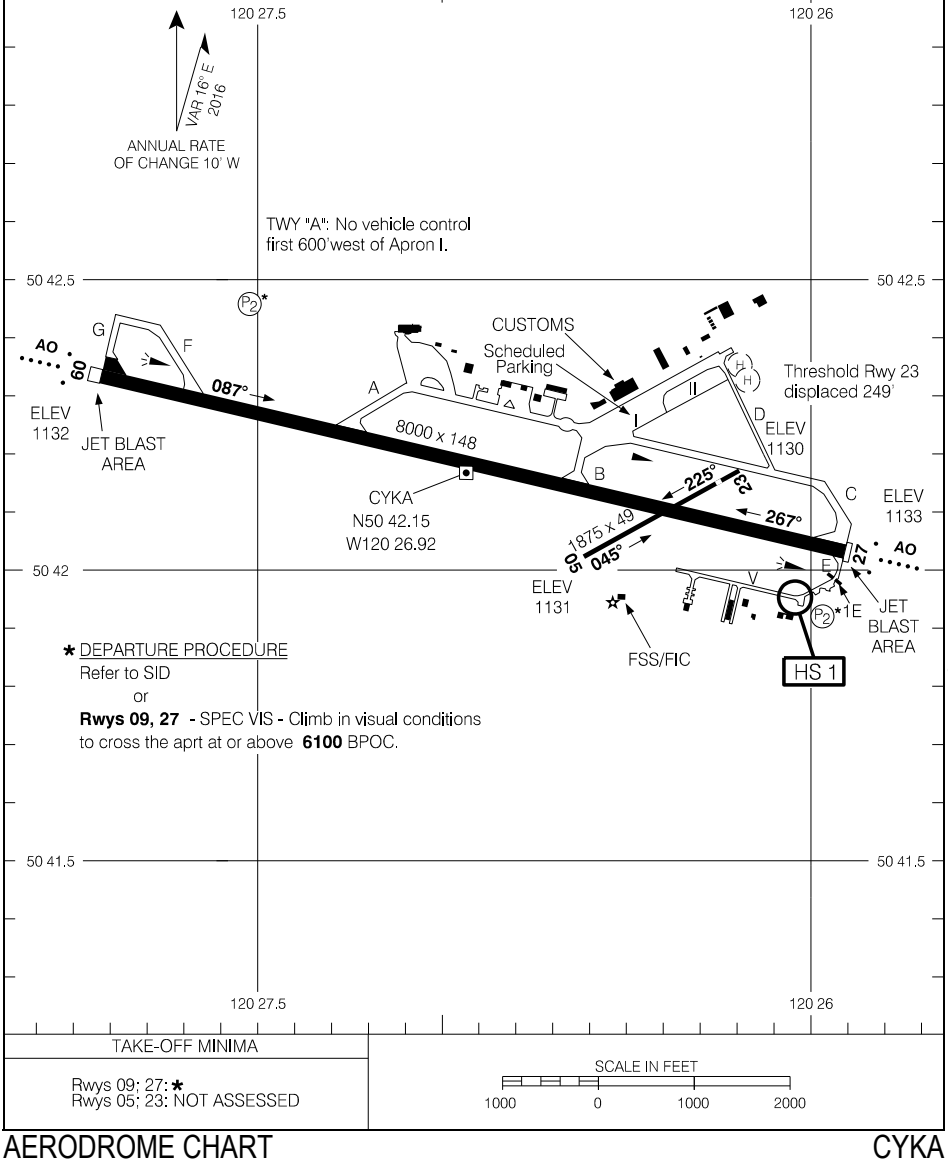
RESTRICTED

KAMLOOPS, BC

AERODROME CHART — CYKA

	CLNC DEL – **121.9**	RADIO – **125.7**	CTR Vancouver – **132.35** MF

DECL DISTS	09	27	05	23				
TORA	8000	8000	1875	1875				
TODA	8984	8984	1875	1875				
ASDA	8000	8000	1875	2552				
LDA	8000	8000	1875	1626				



TAKE-OFF MINIMA	SCALE IN FEET
Rwys 09; 27: * Rwys 05; 23: NOT ASSESSED	1000 0 1000 2000

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ILS Z RWY 16

KELOWNA, BC
CYLW

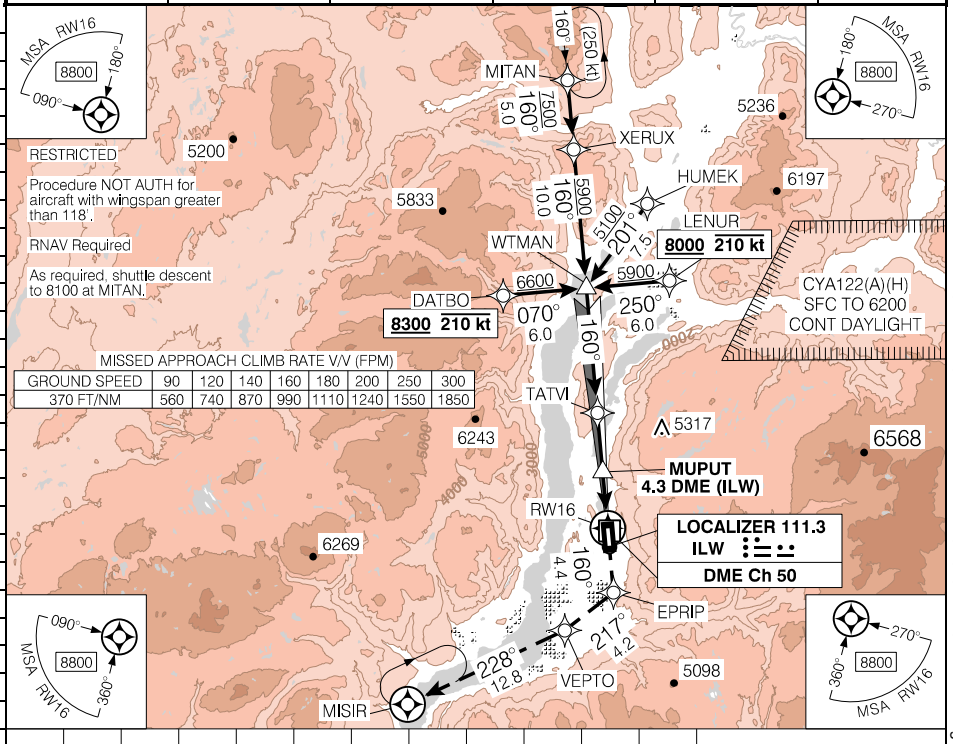
495722N 1192240W VAR 15°E

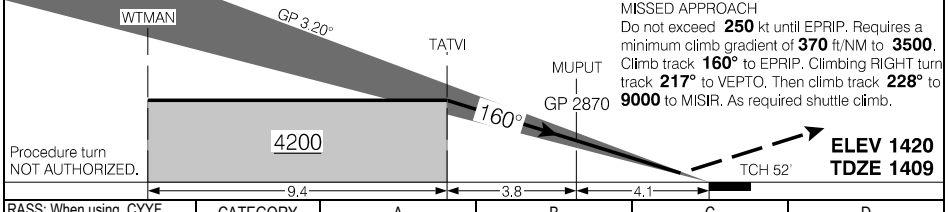
ATIS – **127.5** AWOS – **127.5**	CTR Vancouver – **133.5**	TWR – **119.6** **292.2** RADIO Penticton – **119.6**	GND – **121.7**

MF*

SAFE ALT 100 NM	LOC	APCH	GP	LDA
12,500	ILW **111.3**	CRS **160°**	MUPUT **2870**	**7839**

AR
P2*
3.2°





RASS: When using CYYF add **110'**.

CATEGORY	A	B	C	D
ILS/DME	**1660**	(251)	1	

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RESTRICTED
RESTRICTED
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RESTRICTED INSTRUMENT PROCEDURE

This procedure requires a missed approach climb gradient of **370** ft/NM to **3500** feet.

The following conditions apply to this procedure:

- A minimum climb gradient of **370** ft/NM to **3500** feet must be maintained during the missed approach procedure.
- The aircraft weight shall not be greater than that necessary to meet the published climb gradient on the missed approach.
- When computing the aircraft weight, corrections shall be made for the pressure altitude, ambient temperature, wind components and any gradient loss associated with a turn at the planned time of approach.

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RESTRICTED

ILS Y RWY 16

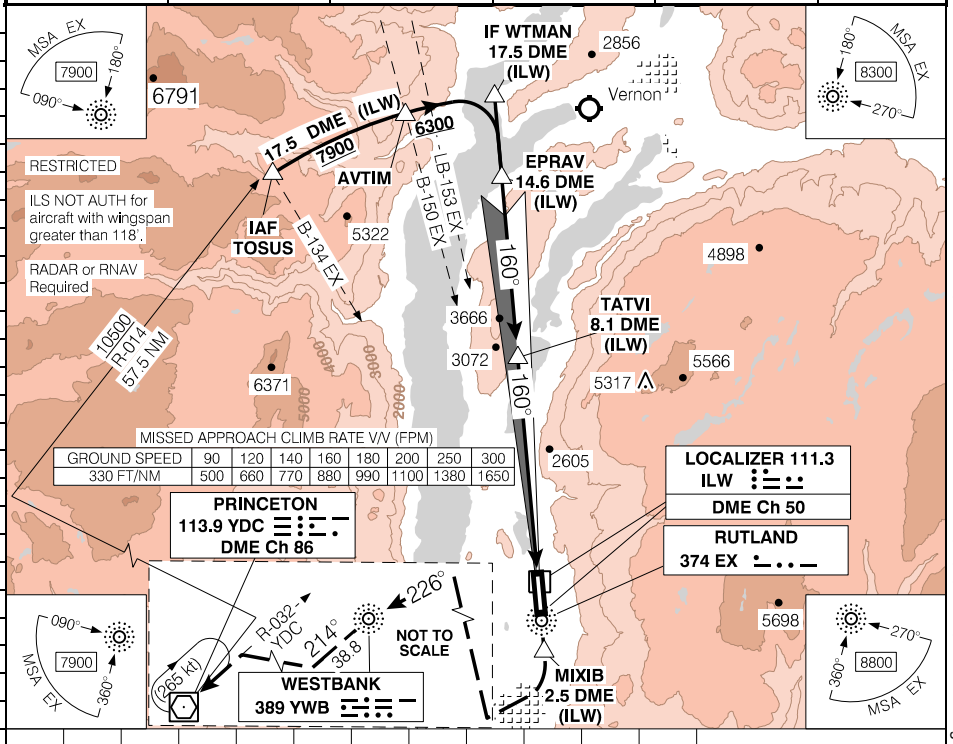
KELOWNA, BC
CYLW

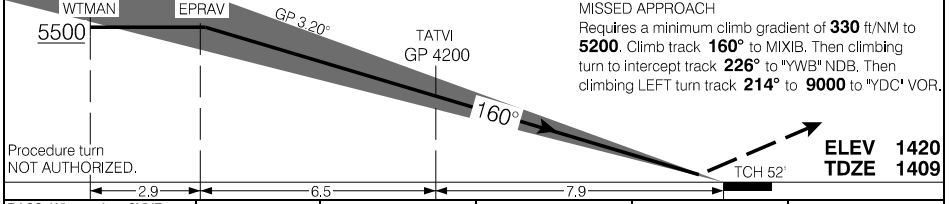
495722N 1192240W VAR 15°E

ATIS – **127.5** AWOS – **127.5**	CTR Vancouver – **133.5**	TWR – **119.6** **292.2** RADIO Penticton – **119.6**	GND – **121.7**

SAFE ALT 100 NM	LOC	APCH	GP	LDA
12,500	ILW **111.3**	CRS **160°**	TATVI **4200**	**7839**

AR
3.2°





MISSED APPROACH
Requires a minimum climb gradient of **330** ft/NM to **5200**. Climb track **160°** to MIXIB. Then climbing turn to intercept track **226°** to "YWB" NDB. Then climbing LEFT turn track **214°** to **9000** to "YDC" VOR.

ELEV 1420
TDZE 1409

RASS: When using CYYF add **110'**.

CATEGORY	A	B	C	D
ILS/DME	**1676**	(267)		1

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

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RESTRICTED INSTRUMENT PROCEDURE

This procedure requires a missed approach climb gradient of **330** ft/NM to **5200** feet.

The following conditions apply to this procedure:

- A minimum climb gradient of **330** ft/NM to **5200** feet must be maintained during the missed approach procedure.
- The aircraft weight shall not be greater than that necessary to meet the published climb gradient on the missed approach.
- When computing the aircraft weight, corrections shall be made for the pressure altitude, ambient temperature, wind components and any gradient loss associated with a turn at the planned time of approach.

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KELOWNA, BC

RNAV (RNP) X RWY 16

495722N 1192240W VAR 15°E

CYLW

ATIS – **127.5** AWOS – **127.5**	CTR Vancouver – **133.5**	TWR – **119.6** **292.2** RADIO Penticton – **119.6**	GND – **121.7**

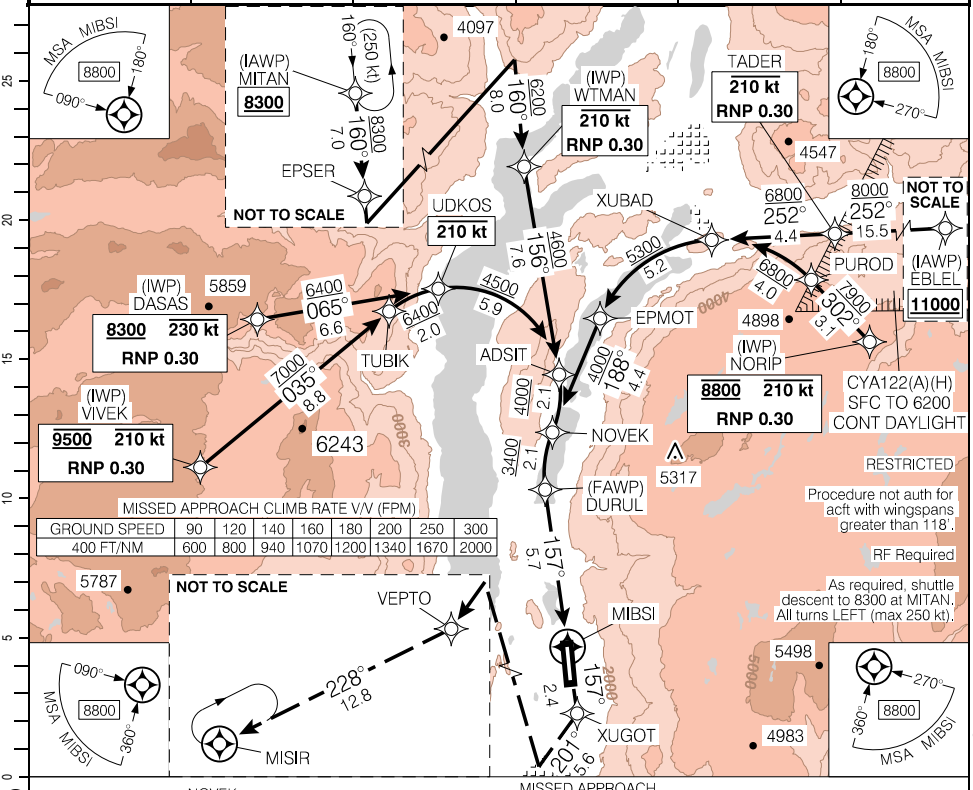
SAFE ALT 100 NM **12,500**	RNAV	APCH CRS **157°**	MIN ALT DURUL **3400**	LDA **7839**

MF*

AR

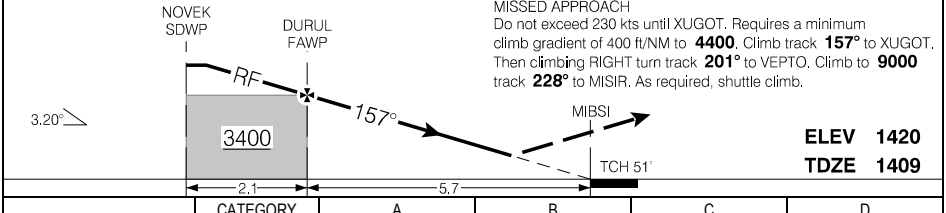
P2*

3.2° 3.0°



MISSED APPROACH CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
400 FT/NM	600	800	940	1070	1200	1340	1670	2000



MISSED APPROACH
Do not exceed 230 kts until XUGOT. Requires a minimum climb gradient of 400 ft/NM to **4400**. Climb track **157°** to XUGOT. Then climbing RIGHT turn track **201°** to VEPTO. Climb to **9000** track **228°** to MISIR. As required, shuttle climb.

ELEV 1420
TDZE 1409

	CATEGORY	A	B	C	D
	RNP 0.10	**1779**	(370)	1¼	
AUTHORIZATION REQUIRED (min. -27° C) (max. 35° C)	RNP 0.30	**2404**	(995)	3	

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RESTRICTED INSTRUMENT PROCEDURE

This procedure requires a missed approach climb gradient of **400** ft/NM to **4400** feet.

The following conditions apply to this procedure:

- A minimum climb gradient of **400** ft/NM to **4400** feet must be maintained during the missed approach procedure.
- The aircraft weight shall not be greater than that necessary to meet the published climb gradient on the missed approach.
- When computing the aircraft weight, corrections shall be made for the pressure altitude, ambient temperature, wind components and any gradient loss associated with a turn at the planned time of approach.

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CYLW-IAP-3F

KELOWNA, BC

RNAV (GNSS) V RWY 16

CYLW

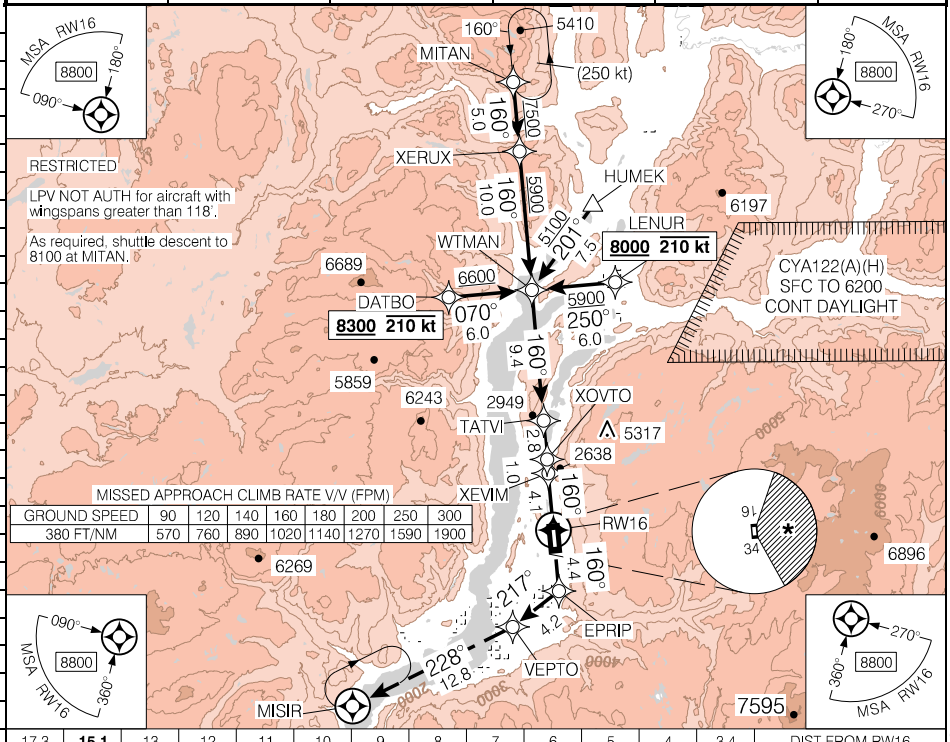
495722N 1192240W VAR 15°E

ATIS – **127.5** AWOS – **127.5**	CTR Vancouver – **133.5**	TWR – **119.6** **292.2** RADIO Penticton – **119.6**	GND – **121.7**

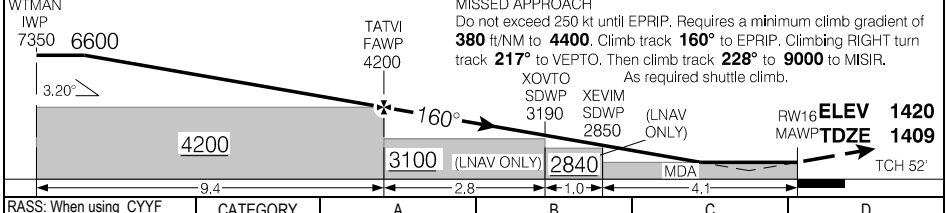
MF*

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT TATVI	LDA
12,500	**Ch 80454** W16B	**160°**	**4200**	**7839**

AR
P2*
3.2°



17.3	15.1	13	12	11	10	9	8	7	6	5	4	3.4	DIST FROM RW16
7350	6600	5880	5540	5200	4860	4520	4180	3840	3500	3160	2820	2620	ALT (3.20° APCH PATH)



MISSED APPROACH
Do not exceed 250 kt until EPRIP. Requires a minimum climb gradient of **380** ft/NM to **4400**. Climb track **160°** to EPRIP. Climbing RIGHT turn track **217°** to VEPTO. Then climb track **228°** to **9000** to MISIR.
As required shuttle climb.

RASS: When using CYYF add **110'**.

Knots	ft/min	Min:Sec
70	400	
90	510	
110	620	
130	740	
150	850	

CATEGORY	A	B	C	D
LPV	**1660**	(251)	1	
LNAV	**2620**	(1211)	3	
CIRCLING	* **2840**	(1420)	3	

RNAV (GNSS) V RWY 16

CYLW

EFF 17 APR 25
REGULATORY REVIEW 30 SEP 2027

CYLW-IAP-3F

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RESTRICTED INSTRUMENT PROCEDURE

This procedure requires a missed approach climb gradient of **380** ft/NM to **4400** feet.

The following conditions apply to this procedure:

- A minimum climb gradient of **380** ft/NM to **4400** feet must be maintained during the missed approach procedure.
- The aircraft weight shall not be greater than that necessary to meet the published climb gradient on the missed approach.
- When computing the aircraft weight, corrections shall be made for the pressure altitude, ambient temperature, wind components and any gradient loss associated with a turn at the planned time of approach.

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CYLW-IAP-3H

KELOWNA, BC

RNAV (RNP) Z RWY 34

CYLW

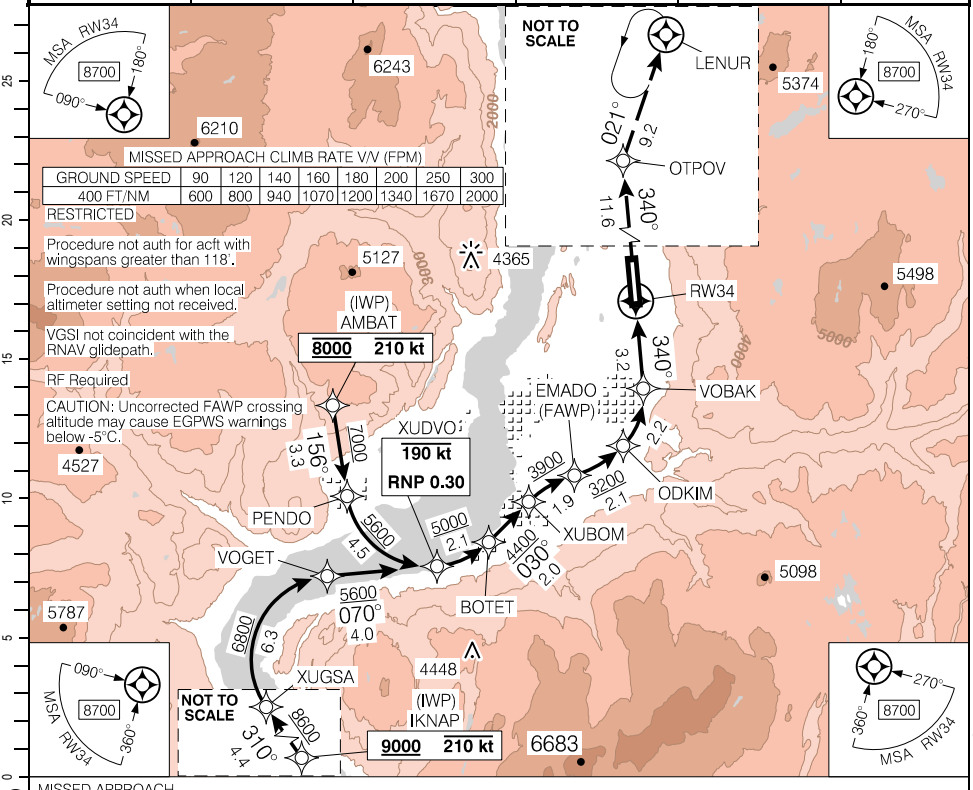
495722N 1192240W VAR 15°E

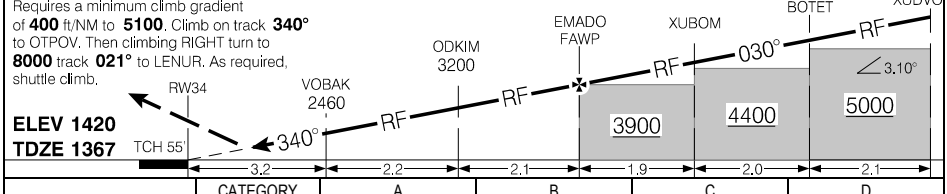
ATIS – **127.5** AWOS – **127.5**	CTR Vancouver – **133.5**	TWR – **119.6** **292.2** RADIO Penticton – **119.6**	GND – **121.7**

MF*

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT EMADO	LDA
12,500		**340°**	**3900**	**8361**

AK





CATEGORY	A	B	C	D
RNP 0.10	**1806**	(439)	1½	
RNP 0.20	**1872**	(505)	1¾	

AUTHORIZATION REQUIRED
(min. -25° C)
(max. 44° C)

RNAV (RNP) Z RWY 34

CYLW

EFF 17 APR 25
REGULATORY REVIEW 10 JUN 2027

CYLW-IAP-3H

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RESTRICTED INSTRUMENT PROCEDURE

This procedure requires a missed approach climb gradient of **400** ft/NM to **5100** feet.

The following conditions apply to this procedure:

- A minimum climb gradient of **400** ft/NM to **5100** feet must be maintained during the missed approach procedure.
- The aircraft weight shall not be greater than that necessary to meet the published climb gradient on the missed approach.
- When computing the aircraft weight, corrections shall be made for the pressure altitude, ambient temperature, wind components and any gradient loss associated with a turn at the planned time of approach.

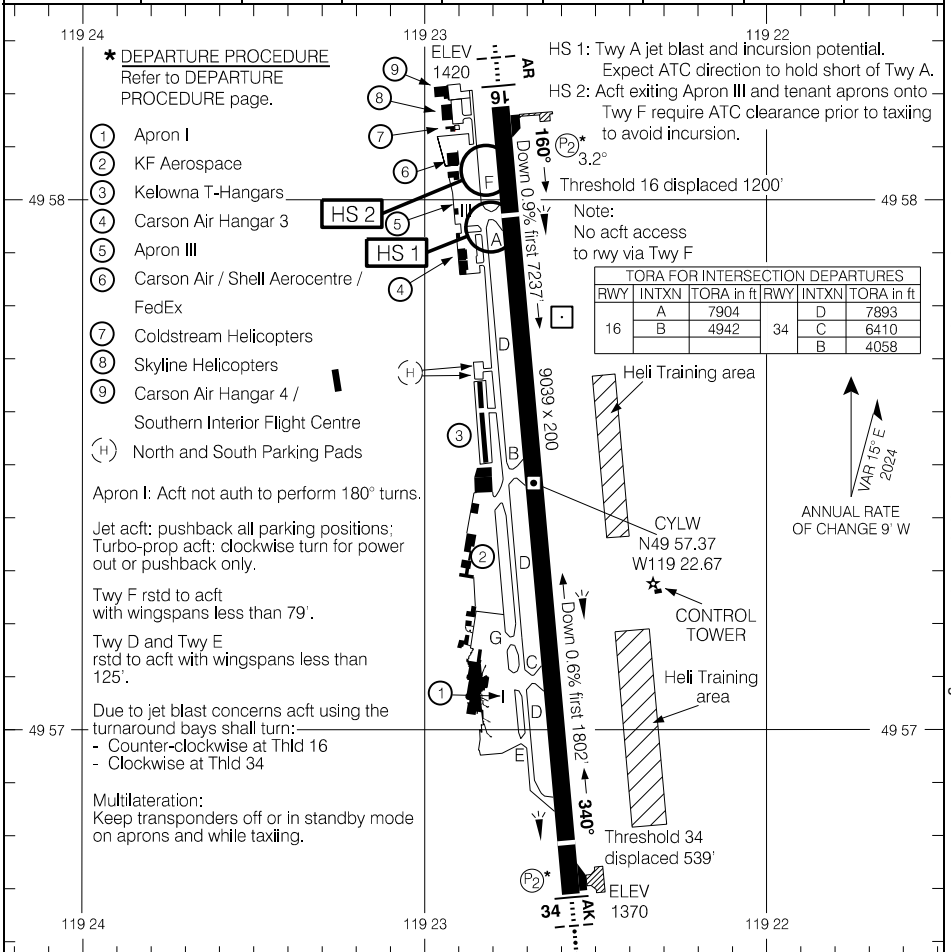
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KELOWNA, BC

AERODROME CHART — CYLW

ATIS – **127.5** AWOS – **127.5**	GND – **121.7**	TWR – **119.6 292.2** RADIO Penticton – **119.6** MF*	CTR Vancouver – **133.5**

DECL DISTS	16	34
TORA	9039	8900
TODA	9320	9390
ASDA	9039	8900
LDA	7839	8361



RUNWAY LEVEL OF SERVICE	
RVO	LVO
RWY 16, 34: (¼ sm)	NOT AUTHORIZED

TAKE-OFF MINIMA	SCALE IN FEET
Rwys 16; 34: *	1000 0 1000 2000

AERODROME CHART — CYLW

EFF 17 APR 25

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CBQ7-IAP-3A

KEMESS CREEK, BC

RNAV (GNSS) Z RWY 11

565828N 1264427W VAR 18°E

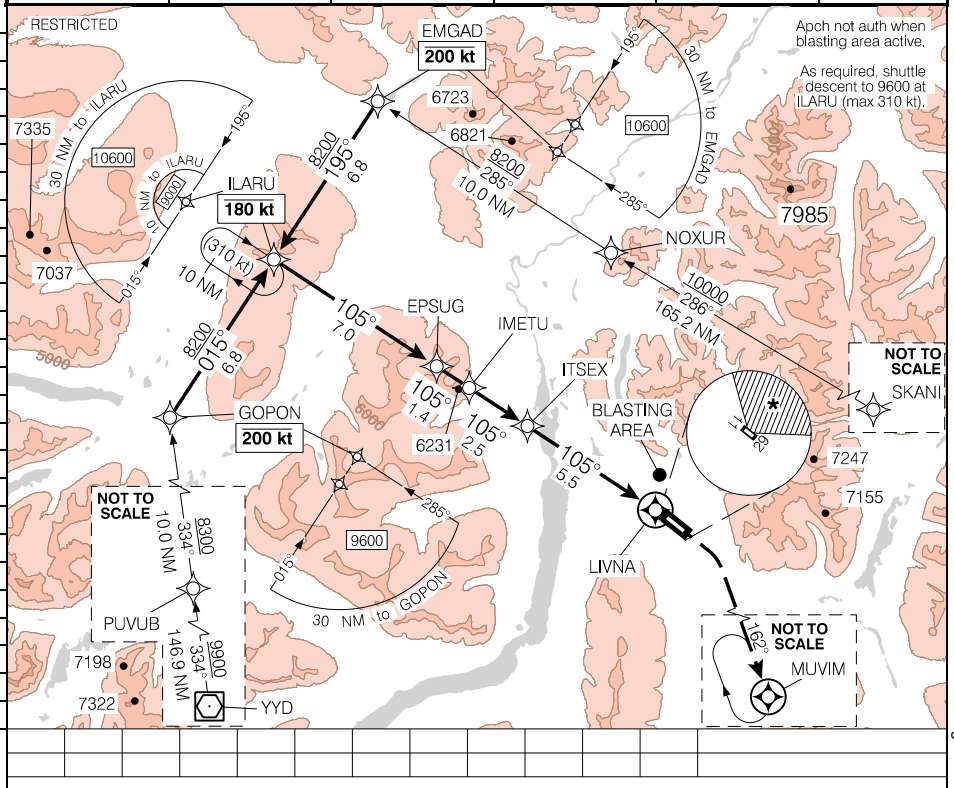
CBQ7

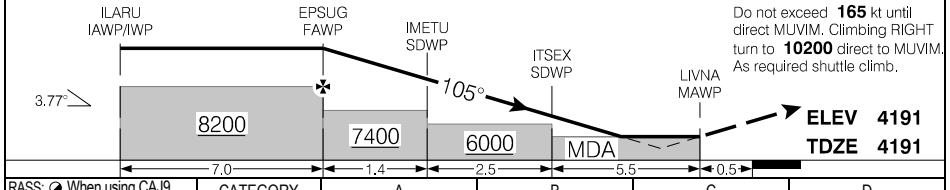
UNICOM – **122.7** (AU)

ATF

ARCAL 122.7 (K)

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT EPSUG	LDA
12,000	**Ch 81113** W11A	**105°**	**8200**	**4671**





RASS: When using CAJ9 add **340'**. Circling minima apply. When using CBN9 add **400'**. Circling minima apply.

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

CATEGORY	A	B	C	D
LP	**5800**	(1609)	3	NOT AUTHORIZED
LNAV	**6200**	(2009)	3	NOT AUTHORIZED
C CIRCLING	*6200 (2009) 1¾	*6200 (2009) 2	*6660 (2469) 3	NOT AUTHORIZED

RNAV (GNSS) Z RWY 11

CBQ7

EFF 20 FEB 25

REGULATORY REVIEW 15 FEB 2029

CBQ7-IAP-3A

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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CBQ7-IAP-3C

KEMESS CREEK, BC

RNAV (GNSS) Y RWY 11

565828N 1264427W VAR 18°E

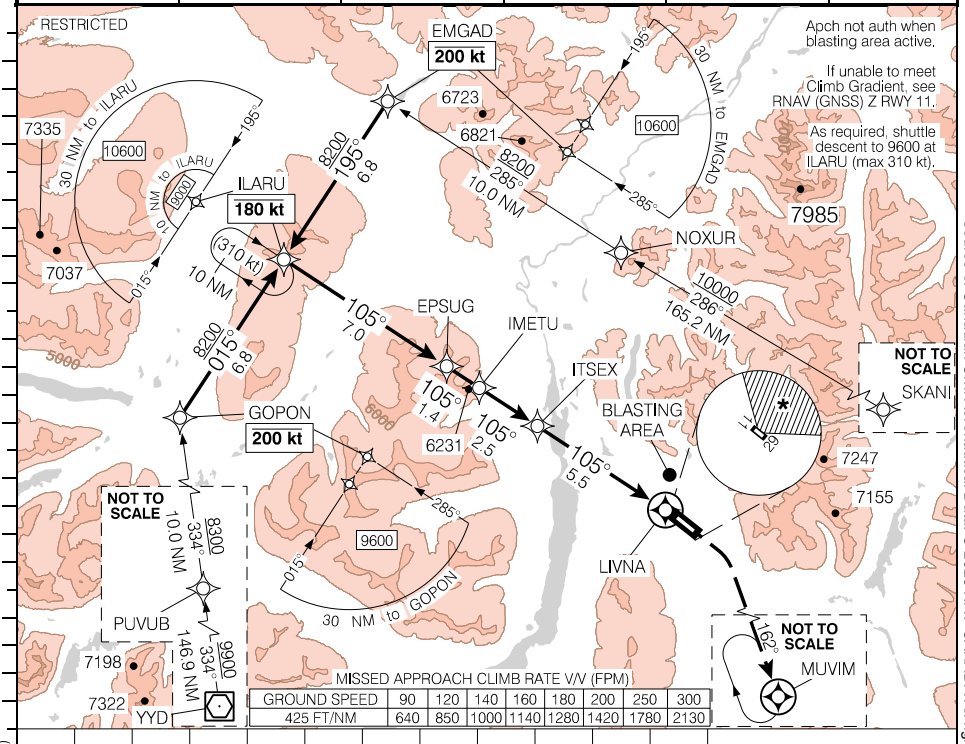
CBQ7

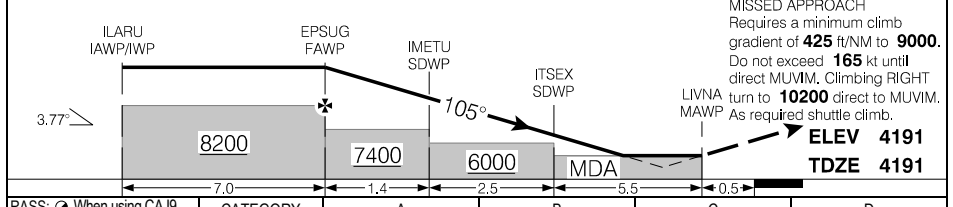
UNICOM – 122.7 (AU)

ATF

ARCAL 122.7 (K)

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT EPSUG	LDA
12,000	Ch 81114 W11B	105°	8200	4671





RASS: When using CAJ9 add **340°**. Circling minima apply. When using CBN9 add **400°**. Circling minima apply.

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

CATEGORY	A	B	C	D
LP	**4860**	(669)	2	NOT AUTHORIZED
LNAV	**5360**	(1169)	3	NOT AUTHORIZED
C CIRCLING	*5360 (1169) 1¾	*5740 (1549) 2	*6660 (2469) 3	NOT AUTHORIZED

RNAV (GNSS) Y RWY 11 CBQ7

EFF 20 FEB 25
REGULATORY REVIEW 15 FEB 2029

CBQ7-IAP-3C

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RESTRICTED INSTRUMENT PROCEDURE

This procedure requires a missed approach climb gradient of **425** ft/NM to **9000** feet and the aerodrome visual surfaces are not assessed.

The following conditions apply to this procedure:

- A minimum climb gradient of **425** ft/NM to **9000** feet must be maintained during the missed approach procedure.
- The aircraft weight shall be not greater than that necessary to meet the published climb gradient on the missed approach.
- When computing the aircraft weight, corrections shall be made for the pressure altitude, ambient temperature, wind components and any gradient loss associated with a turn at the planned time of approach.
- Crew must be familiar with aerodrome environment.

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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CBQ7-IAP-3E

KEMESS CREEK, BC

RNAV (GNSS) RWY 29

565828N 1264427W VAR 18°E

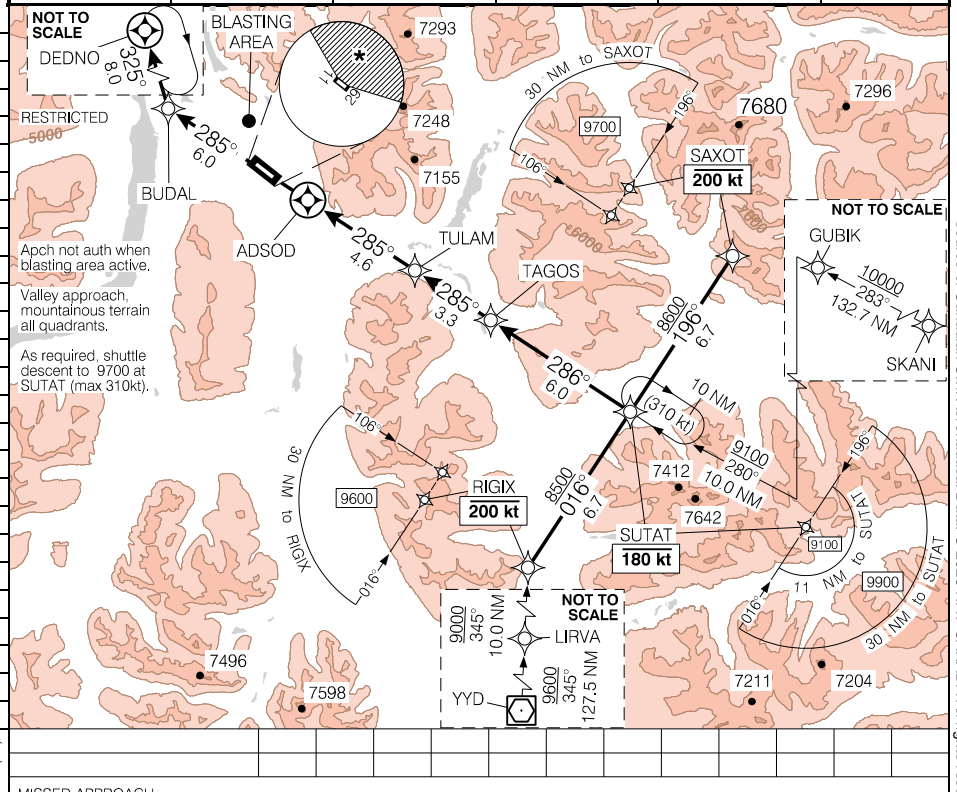
CBQ7

UNICOM – **122.7** (AU)

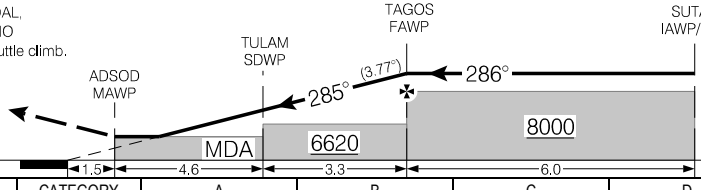
ATF

ARCAL 122.7(K)

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT TAGOS	LDA
12,000		**285°**	**8000**	**4671**



MISSED APPROACH
Climb track **285°** to BUDAL, then track **325°** to DEDNO to **9400**. As required shuttle climb.



ELEV 4191
TDZE 4191

RASS: When using CAJ9 add **340°**. Circling minima apply. When using CBN9 add **400'**. Circling minima apply.

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

CATEGORY	A	B	C	D
LNAV	**6460**	(2269)	3	NOT AUTHORIZED
C CIRCLING	*6460 (2269) 1¾	*6460 (2269) 2	*6720 (2529) 3	NOT AUTHORIZED

RNAV (GNSS) RWY 29

CBQ7

EFF 20 FEB 25
REGULATORY REVIEW 15 FEB 2029

CBQ7-IAP-3E

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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RESTRICTED CANADA AIR PILOT
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KEMESS CREEK, BC

RNAV (GNSS) A

565828N 1264427W VAR 18°E

CBQ7

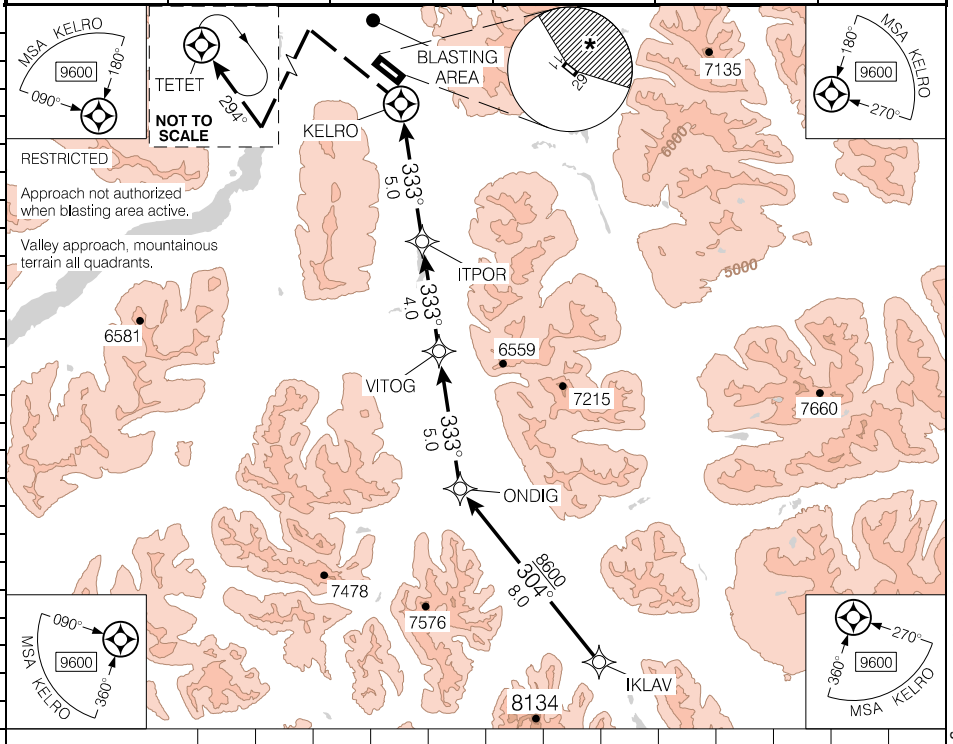
UNICOM – **122.7** (AU)

ATF

ARCAL 122.7(K)

LIGHTING: REFER TO AD CHART

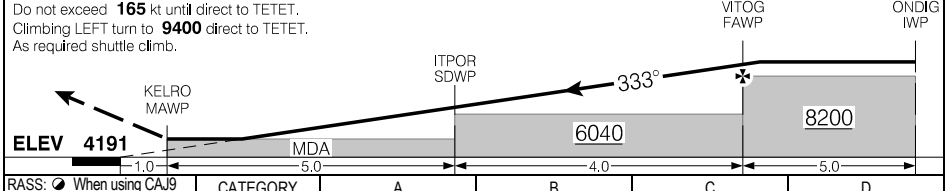
SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT VITOG	LDA
12,000		**333°**	**8200**	REFER TO AD CHART



RESTRICTED

RESTRICTED

MISSED APPROACH
Do not exceed **165** kt until direct to TETET.
Climbing LEFT turn to **9400** direct to TETET.
As required shuttle climb.



RASS: When using CAJ9 add **340'**.
When using CBN9 add **400'**.

CATEGORY	A	B	C	D
C CIRCLING	* **5500** (1309) 1¾	* **5760** (1569) 2	* **6680** (2489) 3	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) A

CBQ7

EFF 20 FEB 25
REGULATORY REVIEW 15 FEB 2029

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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CBQ7-IAP-3I

KEMESS CREEK, BC

RNAV (GNSS) B

565828N 1264427W VAR 18°E

CBQ7

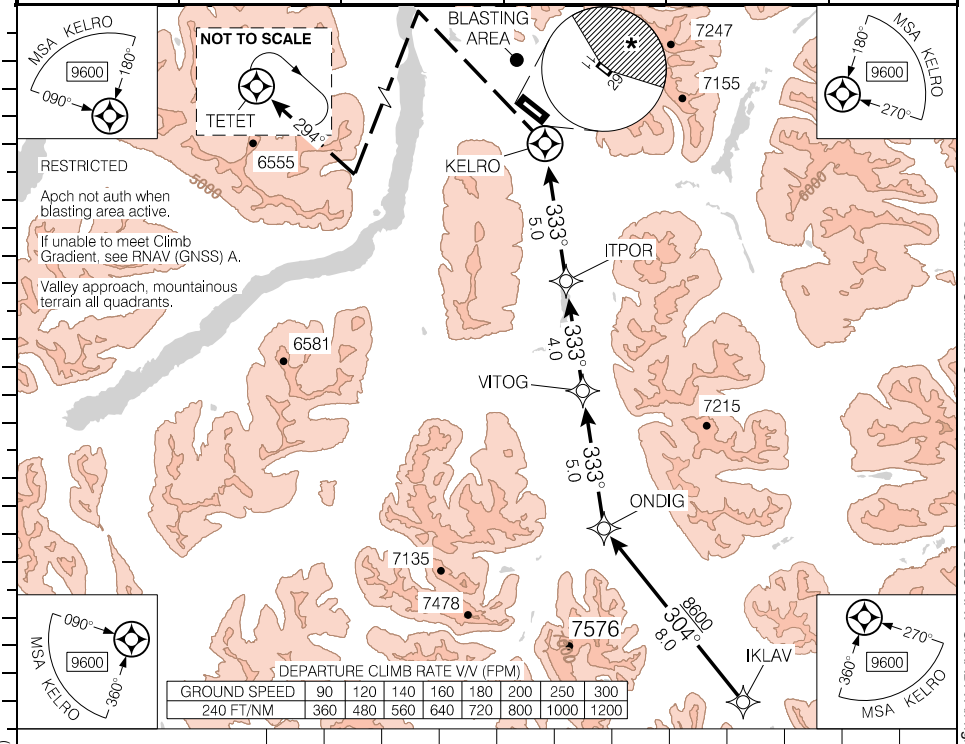
UNICOM – **122.7** (AU)

ATF

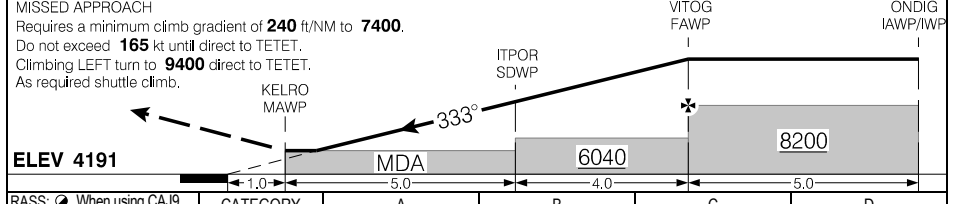
ARCAL 122.7(K)

LIGHTING: REFER TO AD CHART

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT VITOG	LDA
12,000		**333°**	**8200**	REFER TO AD CHART



MISSED APPROACH
Requires a minimum climb gradient of **240** ft/NM to **7400**.
Do not exceed **165** kt until direct to TETET.
Climbing LEFT turn to **9400** direct to TETET.
As required shuttle climb.



RASS: When using CAJ9 add **340'**. When using CBN9 add **400'**.

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

CATEGORY	A	B	C	D
C CIRCLING	* **5320** (1129) 1¾	* **5760** (1569) 2	* **6680** (2489) 3	NOT AUTHORIZED

RNAV (GNSS) B CBQ7

EFF 20 FEB 25
REGULATORY REVIEW 15 FEB 2029

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RESTRICTED INSTRUMENT PROCEDURE

This procedure requires a missed approach climb gradient of **240** ft/NM to **7400** feet and the aerodrome visual surfaces are not assessed.

The following conditions apply to this procedure:

- A minimum climb gradient of **240** ft/NM to **7400** feet must be maintained during the missed approach procedure.
- The aircraft weight shall be not greater than that necessary to meet the published climb gradient on the missed approach.
- When computing the aircraft weight, corrections shall be made for the pressure altitude, ambient temperature, wind components and any gradient loss associated with a turn at the planned time of approach.
- Crew must be familiar with aerodrome environment.

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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Departure Route Description

Rwy 29 – ½: Restricted to Cat A, B & C acft only. Requires a minimum climb gradient **430** ft/NM to **6700**. Climb track **290°** to DUSEP, then track **330°** to BONIV, then track **290°** to AVRED to **9400**. As required shuttle climb.

Note: Trees to 4244 ASL abeam departure end of rwy, 260' LEFT and RIGHT of rwy centreline.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
430 FT/NM	650	860	1010	1150	1290	1440	1800	2150

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DEPARTURE PROCEDURE (RNAV)

AVRED ONE DEP (AVRED1.)

KEMESS CREEK, BC

CBQ7

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AVRED ONE DEP (AVRED1.)
CBQ7

EFF 20 FEB 25
REGULATORY REVIEW 15 FEB 2029

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed.

The following conditions apply to this procedure:

- Flight Crew must be familiar with the aerodrome environment.

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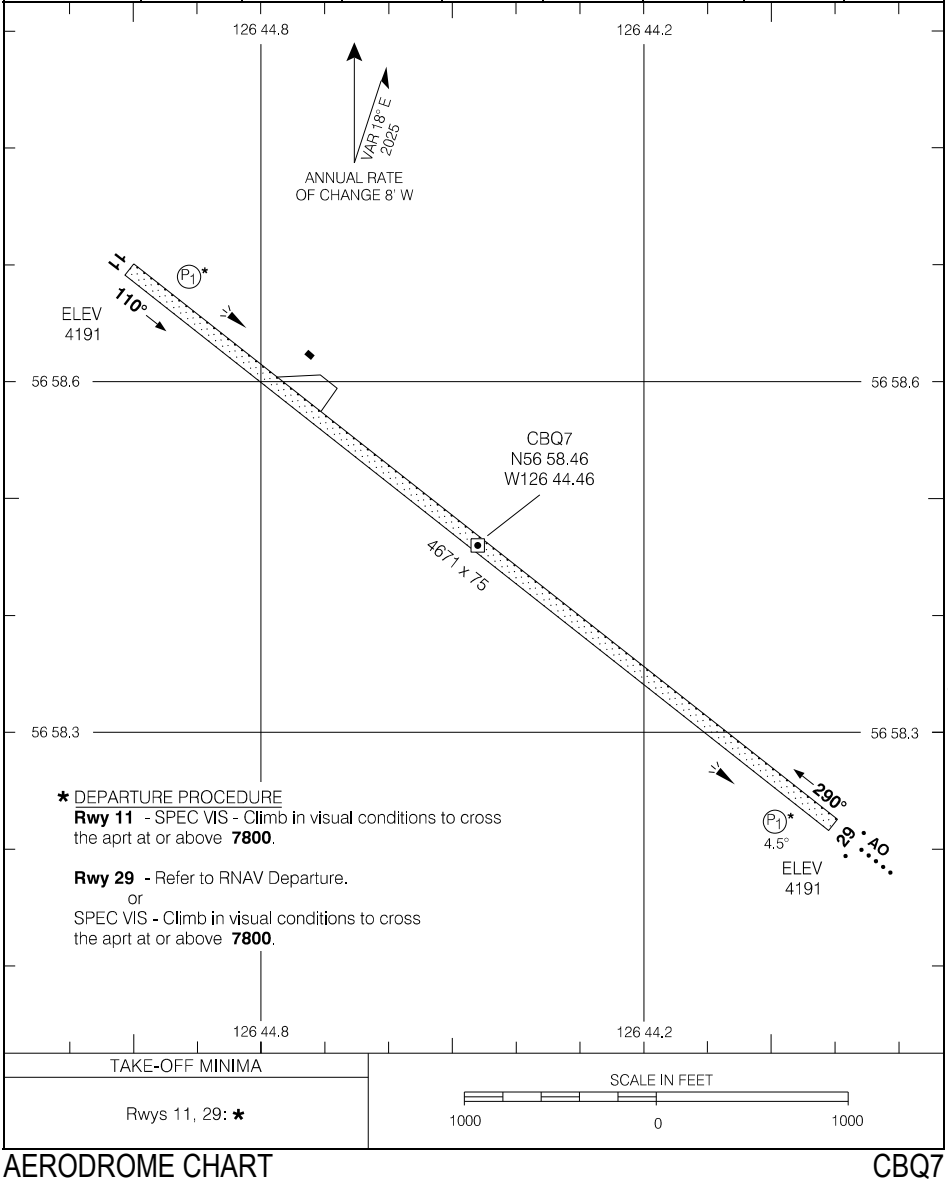
KEMESS CREEK, BC

AERODROME CHART — CBQ7

UNICOM – **122.7** (AU)

ATF

DECL DISTS	11	29
TORA	4671	4671
TODA	4671	4671
ASDA	4671	4671
LDA	4671	4671



* DEPARTURE PROCEDURE

Rwy 11 - SPEC VIS - Climb in visual conditions to cross the aprt at or above **7800**.

Rwy 29 - Refer to RNAV Departure.
or
SPEC VIS - Climb in visual conditions to cross the aprt at or above **7800**.

TAKE-OFF MINIMA	SCALE IN FEET
Rwys 11, 29: *	1000 0 1000

AERODROME CHART — CBQ7

EFF 20 FEB 25

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CAD5-IAP-3A

MERRITT, BC

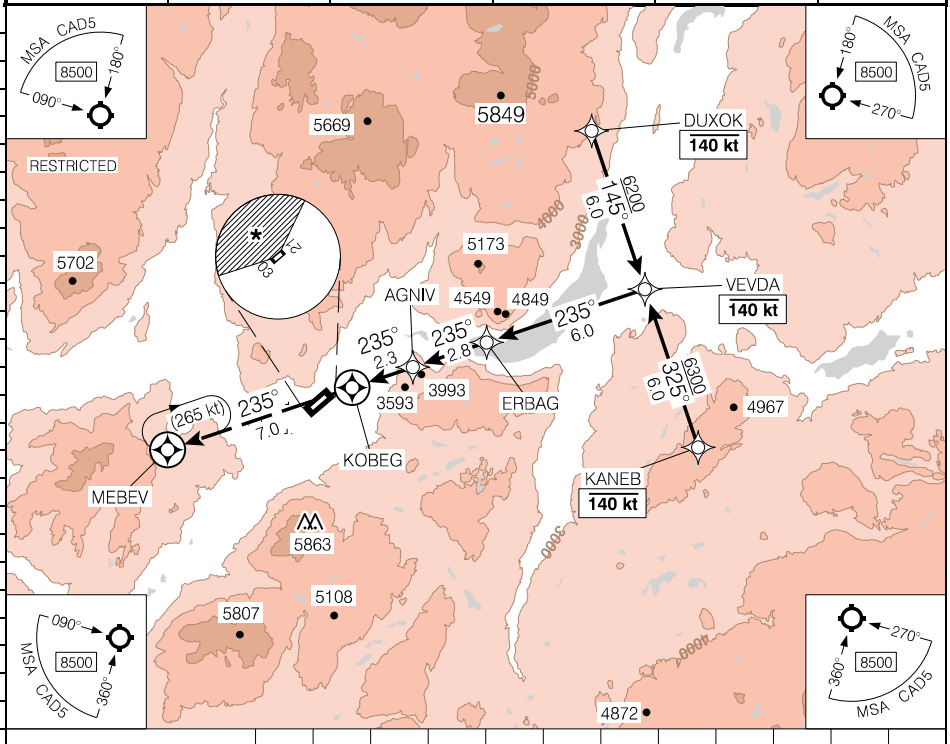
RNAV (GNSS) A

500722N 1204442W VAR 16°E

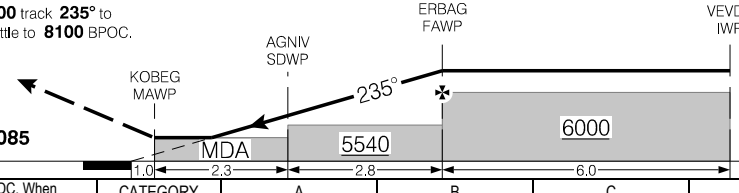
CAD5

TFC – **123.2** ATF

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT ERBAG	LDA
12,800		**235°**	**6000**	**4003**



MISSED APPROACH
Climb to **7300** track **235°** to MEBEV. Shuttle to **8100** BPOC.



ELEV 2085

RASS: Use CYDC. When using CYKA add **170°**.

CATEGORY	A	B	C	D
C CIRCLING	* **5300** (3215)	2	NOT AUTHORIZED	

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) A — CAD5

EFF 29 DEC 22
REGULATORY REVIEW 5 AUG 2027

CAD5-IAP-3A

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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MERRITT, BC

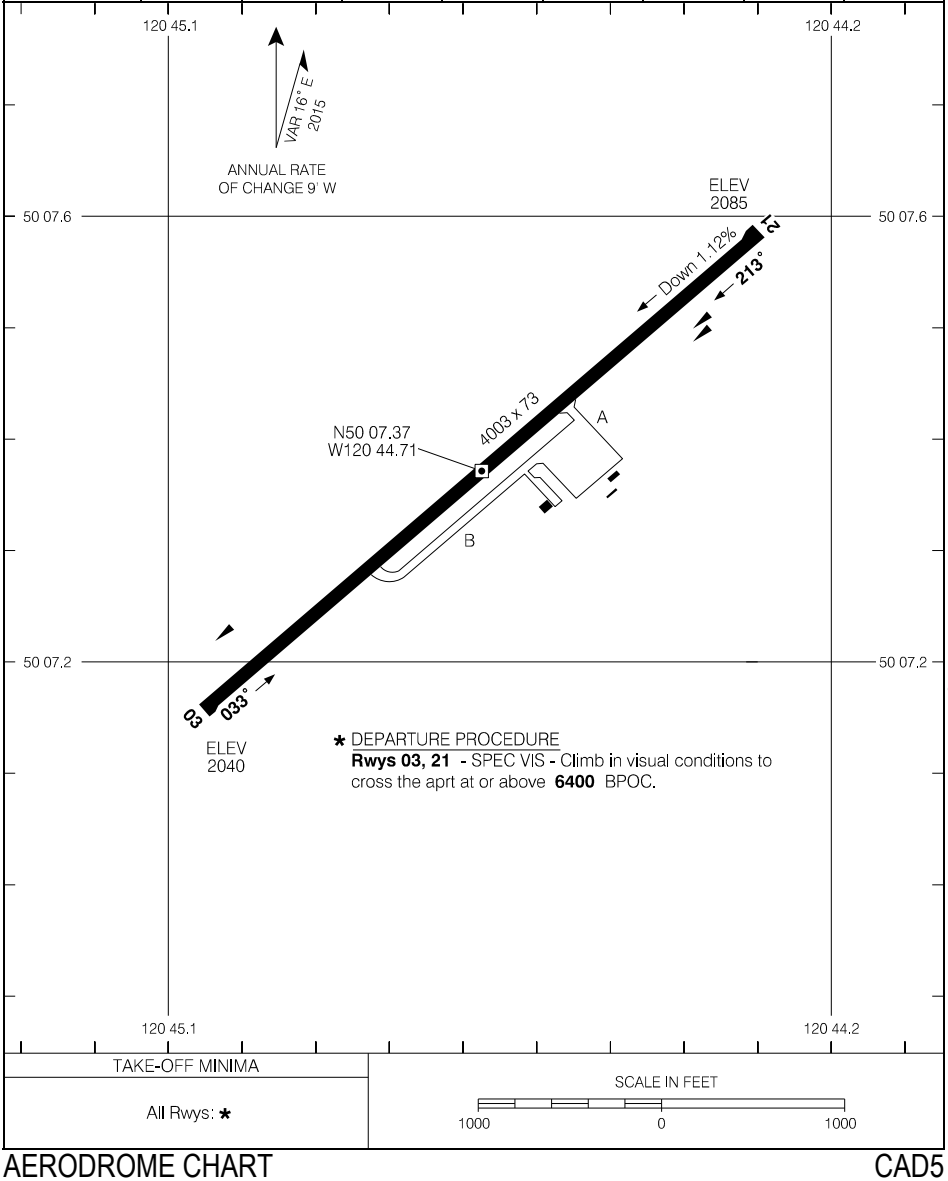
AERODROME CHART

CAD5

TFC – **123.2**

ATF

DECL DISTS	03	21
TORA	4003	4003
TODA	4003	4003
ASDA	4003	4003
LDA	4003	4003



TAKE-OFF MINIMA	SCALE IN FEET
All Rwys: *	1000 0 1000

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CBA9-IAP-3A

OSPIKA, BC

RNAV (GNSS) A

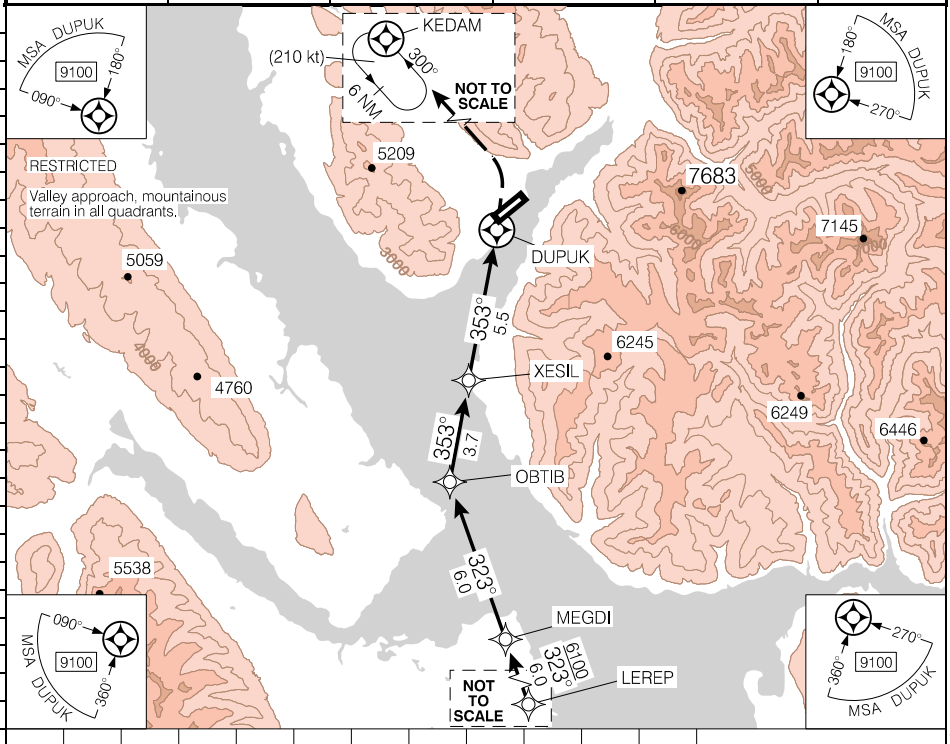
561615N 1240350W VAR 18°E

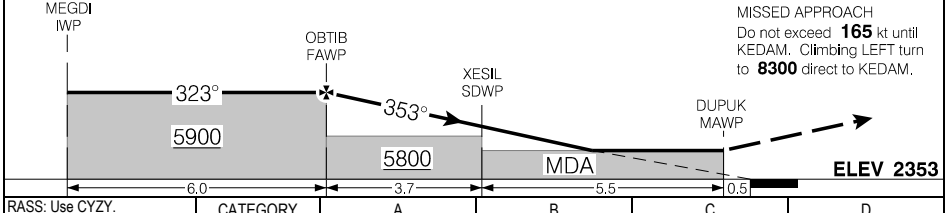
CBA9

RADIO Pacific – **123.47**

TFC– **123.2** ATF

SAFE ALT 100 NM		APCH CRS	MIN ALT OBTIB	LDA REFER TO AD CHART
12,200	RNAV	**353°**	**5900**	





RASS: Use CYZY.

CATEGORY	A	B	C	D
C CIRCLING	**5600** (3247) 3	**5880** (3527) 3	NOT AUTHORIZED	

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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OSPIKA, BC

AERODROME CHART

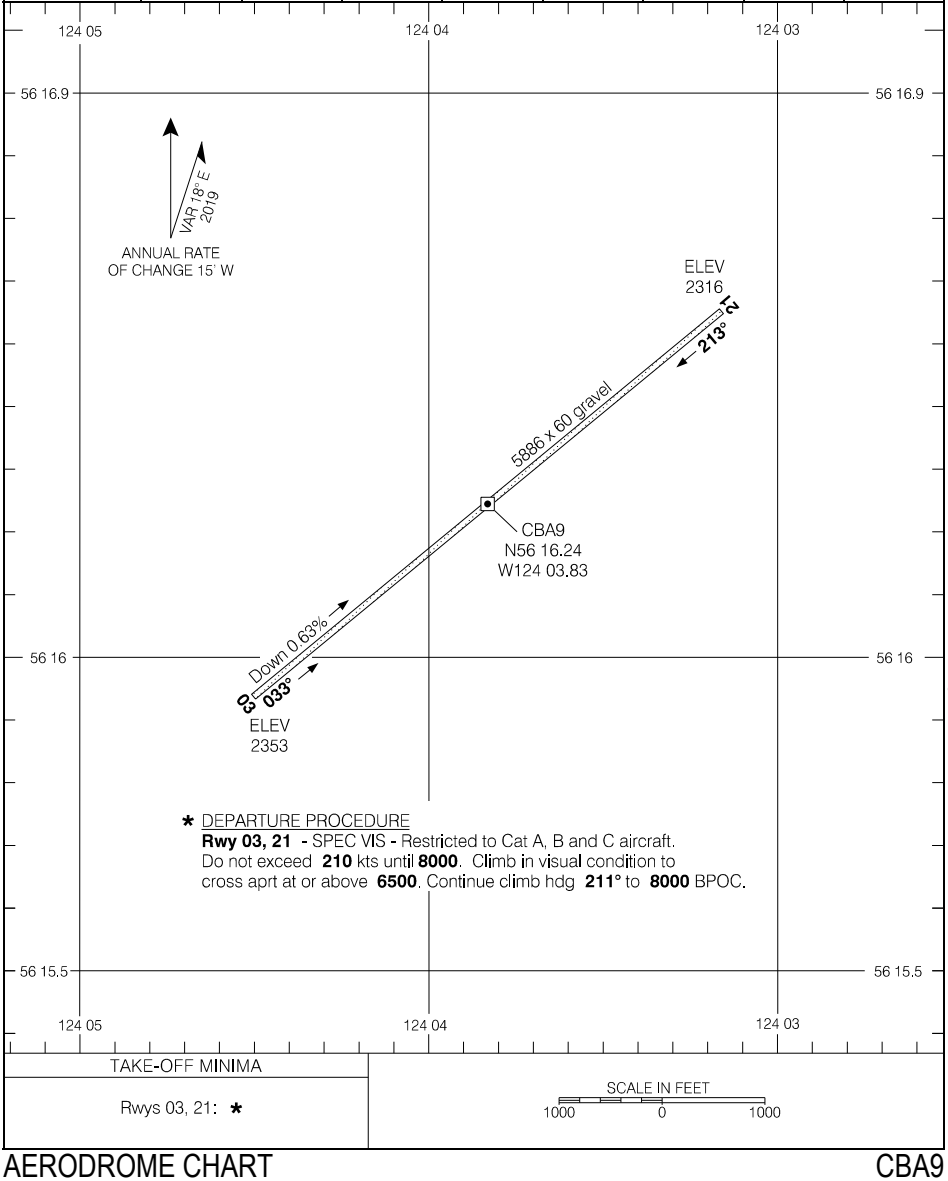
CBA9

TFC – **123.2**

ATF

RADIO Pacific – **123.47**

DECL DISTS	03	21						
TORA	5886	5886						
TODA	5886	5886						
ASDA	5886	5886						
LDA	5886	5886						



* DEPARTURE PROCEDURE
Rwy 03, 21 - SPEC VIS - Restricted to Cat A, B and C aircraft. Do not exceed **210** kts until **8000**. Climb in visual condition to cross aprt at or above **6500**. Continue climb hdg **211°** to **8000** BPOC.

TAKE-OFF MINIMA	SCALE IN FEET
Rwys 03, 21: *	1000 0 1000

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CYYF-IAP-3A

PENTICTON, BC

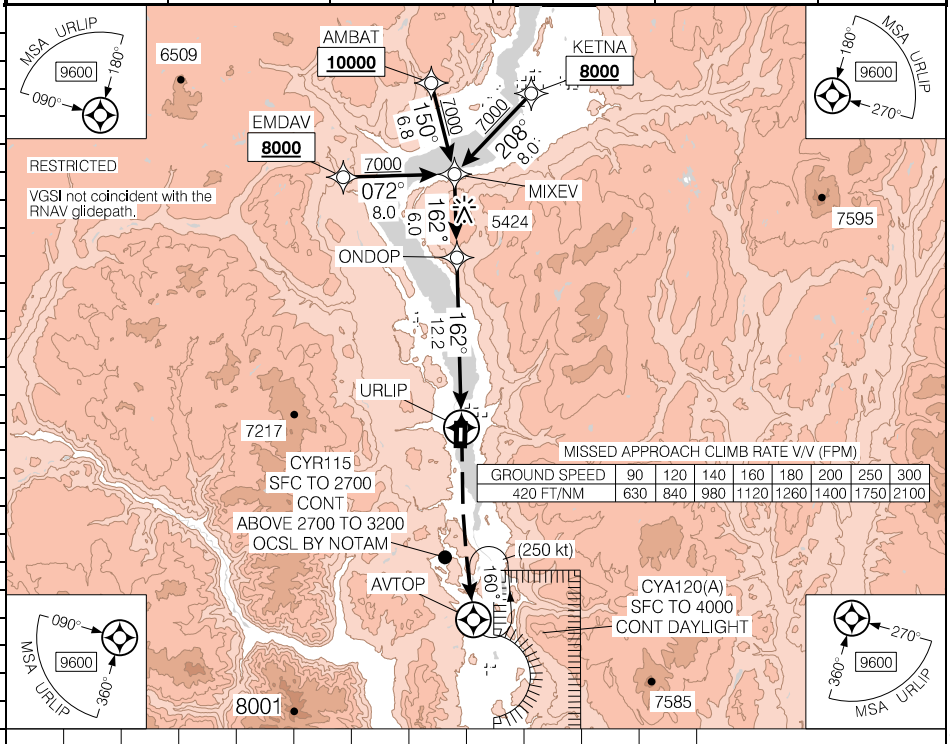
RNAV (GNSS) Z RWY 16

492745N 1193608W VAR 16°E

CYYF

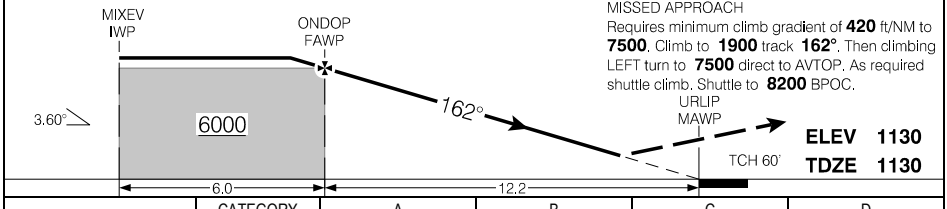
CTR Vancouver – 133.5 351.3	RADIO – 118.5	GND – 121.9	ARCAL 118.5(K)*
	MF		

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT ONDOP	LDA
12,800	Ch 80459 W16A	162°	6000	6000



MISSED APPROACH CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
420 FT/NM	630	840	980	1120	1260	1400	1750	2100



MISSED APPROACH
Requires minimum climb gradient of **420** ft/NM to **7500**. Climb to **1900** track **162°**. Then climbing LEFT turn to **7500** direct to AVTOP. As required shuttle climb. Shuttle to **8200** BPOC.

ELEV 1130
TDZE 1130

CATEGORY	A	B	C	D
LPV	1630	(500)	1½	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) Z RWY 16 CYYF

EFF 26 DEC 24
REGULATORY REVIEW 12 APR 2029

CYYF-IAP-3A

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RESTRICTED INSTRUMENT PROCEDURE

This procedure requires a missed approach climb gradient of **420** ft/NM to **7500** feet.

The following conditions apply to this procedure:

- A minimum climb gradient of **420** ft/NM to **7500** feet must be maintained during the missed approach procedure.
- The aircraft weight shall not be greater than that necessary to meet the published climb gradient on the missed approach.
- When computing the aircraft weight, corrections shall be made for the pressure altitude, ambient temperature, wind components and any gradient loss associated with a turn at the planned time of approach.

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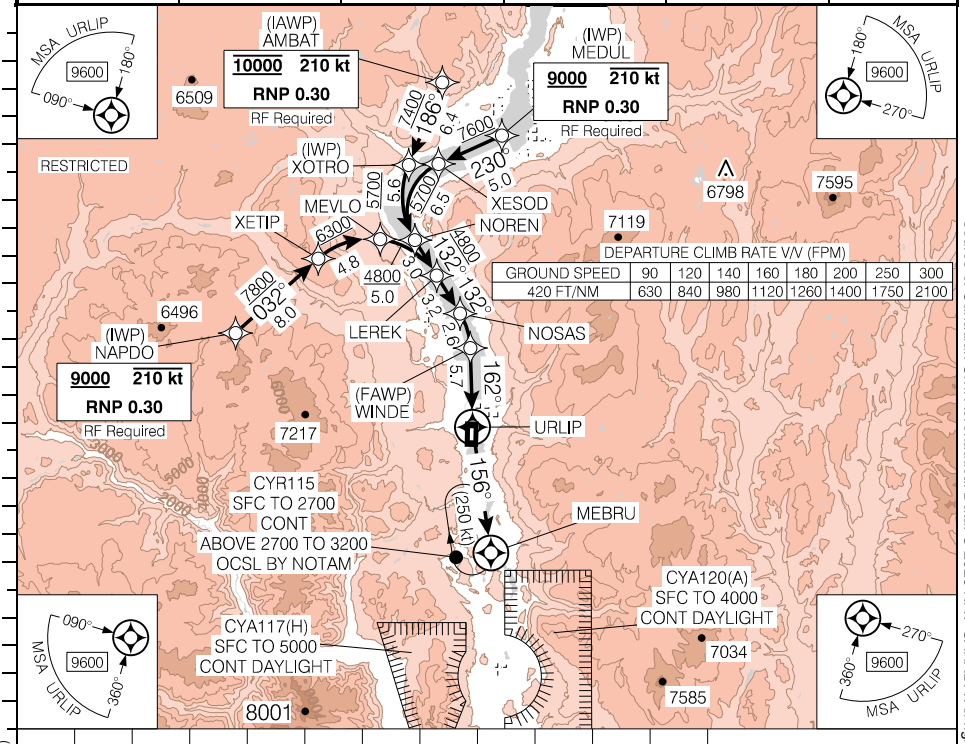
RNAV (RNP) Y RWY 16

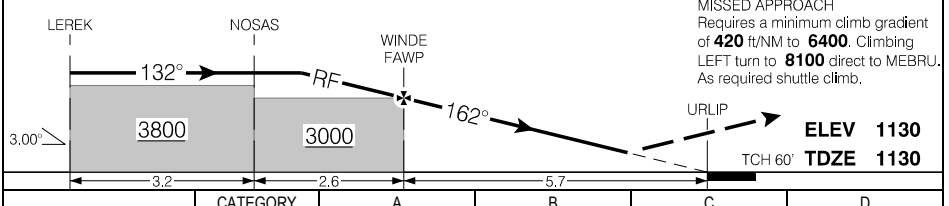
PENTICTON, BC
CYYF

492745N 1193608W VAR 16°E

CTR Vancouver – 133.5 351.3	RADIO – 118.5	GND – 121.9	ARCAL 118.5(K)*
	MF		

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT WINDE	LDA
12,800		162°	3000	6000





CATEGORY	A	B	C	D
RNP 0.15	1884	(754)	2¾	NOT AUTHORIZED
RNP 0.30	2000	(870)	3	NOT AUTHORIZED

AUTHORIZATION REQUIRED
(min. -19° C)
(max. 54° C)

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RESTRICTED INSTRUMENT PROCEDURE

This procedure requires a missed approach climb gradient of **420** ft/NM to **6400** feet.

The following conditions apply to this procedure:

- A minimum climb gradient of **420** ft/NM to **6400** feet must be maintained during the missed approach procedure.
- The aircraft weight shall not be greater than that necessary to meet the published climb gradient on the missed approach.
- When computing the aircraft weight, corrections shall be made for the pressure altitude, ambient temperature, wind components and any gradient loss associated with a turn at the planned time of approach.

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CYYF-IAP-4A

PENTICTON, BC

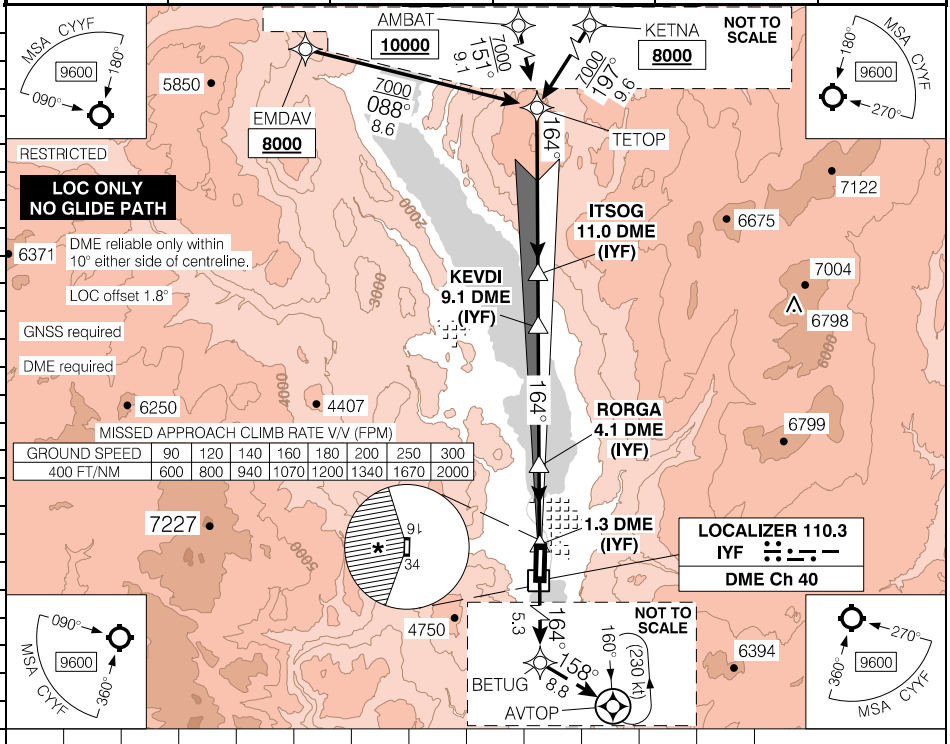
LOC A

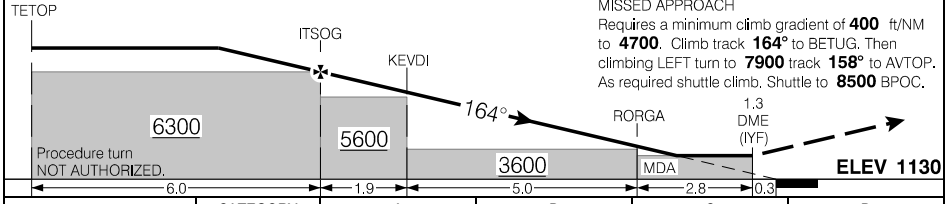
492745N 1193608W VAR 16°E

CYYF

CTR Vancouver – 133.5 351.3	RADIO – 118.5	GND – 121.9	ARCAL 118.5(K)*
	MF		LIGHTING: REFER TO AD CHART

SAFE ALT 100 NM	LOC	APCH	MIN ALT	LDA
12,800	IYF 110.3	CRS 164°	ITSOG 6300	REFER TO AD CHART





CATEGORY	A	B	C	D
C CIRCLING	*2580 (1450) 1¾	*2920 (1790) 2	*4140 (3010) 3	*4660 (3530) 3

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

LOC A

CYYF

EFF 20 FEB 25
REGULATORY REVIEW 15 APR 2027

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RESTRICTED INSTRUMENT PROCEDURE

This procedure requires a missed approach climb gradient of **400** ft/NM to **4700**.

The following conditions apply to this procedure:

- A minimum climb gradient of **400** ft/NM to **4700** feet must be maintained during the missed approach procedure.
- The aircraft weight shall not be greater than that necessary to meet the published climb gradient on the missed approach.
- When computing the aircraft weight, corrections shall be made for the pressure altitude, ambient temperature, wind components and any gradient loss associated with a turn at the planned time of approach.

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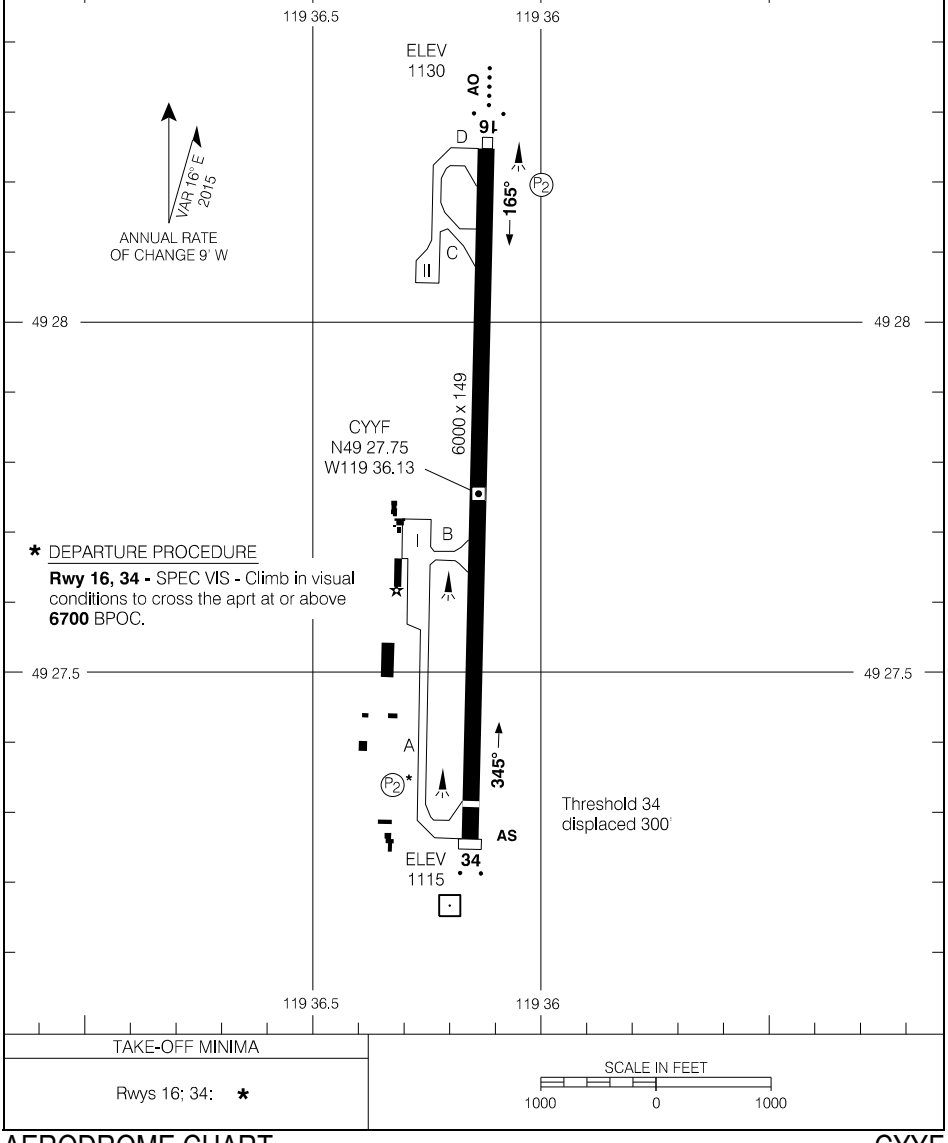
CYYF-AD

PENTICTON, BC

AERODROME CHART — CYYF

		GND ADV – **121.9**	RADIO – **118.5**	CTR Vancouver – **133.5 351.3** MF

DECL DISTS	16	34
TORA	6000	6000
TODA	6600	6984
ASDA	6000	6000
LDA	6000	5700



TAKE-OFF MINIMA	SCALE IN FEET
Rwys 16; 34: *	1000 0 1000

AERODROME CHART — CYYF

EFF 2 OCT 25

CYYF-AD

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CBS8-IAP-3A

PORT ALBERNI (ALBERNI VALLEY REGIONAL), BC

RNAV (GNSS) A

491916N 1245546W VAR 17°E

CBS8

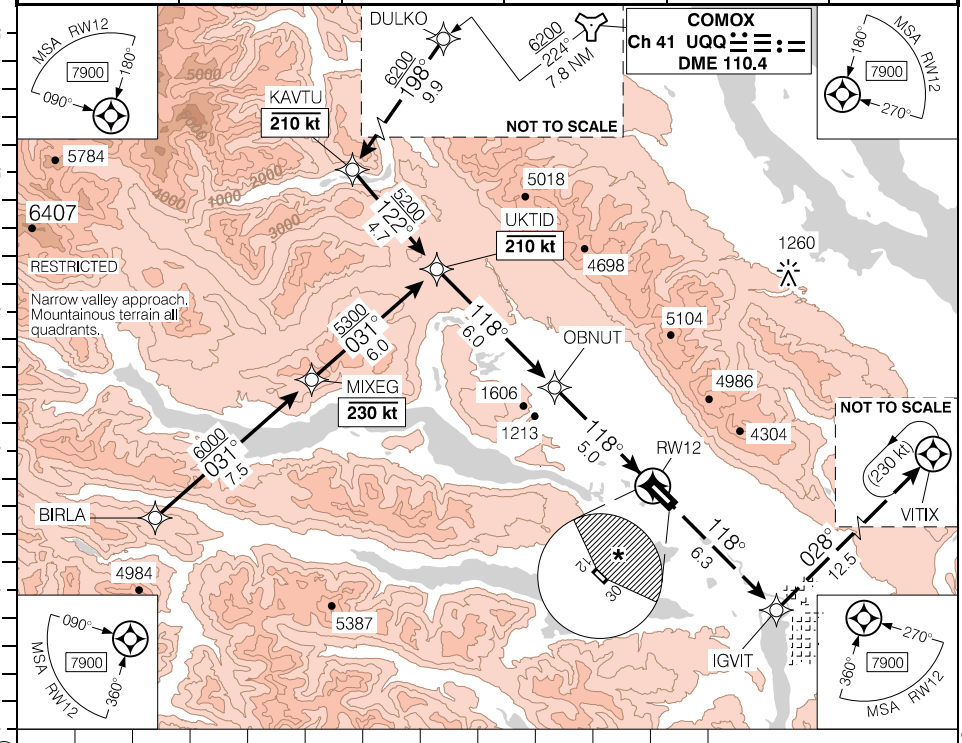
TML Comox – **123.7**

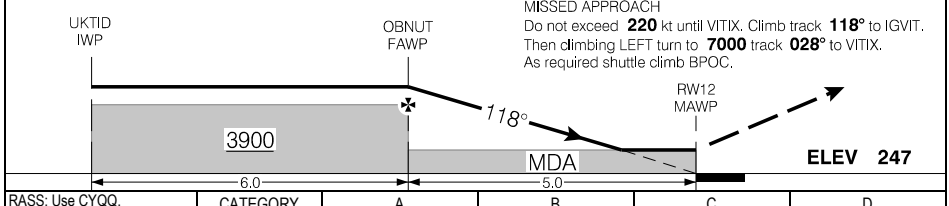
TFC – **123.0** ATF

ARCAL 123.0(K)

LIGHTING: REFER TO AD CHART

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT OBNUT	LDA
12,300		**118°**	**3900**	REFER TO AD CHART





MISSED APPROACH
Do not exceed **220** kt until VITIX. Climb track **118°** to IGVIT.
Then climbing LEFT turn to **7000** track **028°** to VITIX.
As required shuttle climb BPOC.

RASS: Use CYQQ.

CATEGORY	A	B	C	D
C CIRCLING	**2840** (2593)	3	***2840** (2593)	3 ***3140** (2893)	3

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) A

CBS8

EFF 5 SEP 24
REGULATORY REVIEW 15 FEB 2029

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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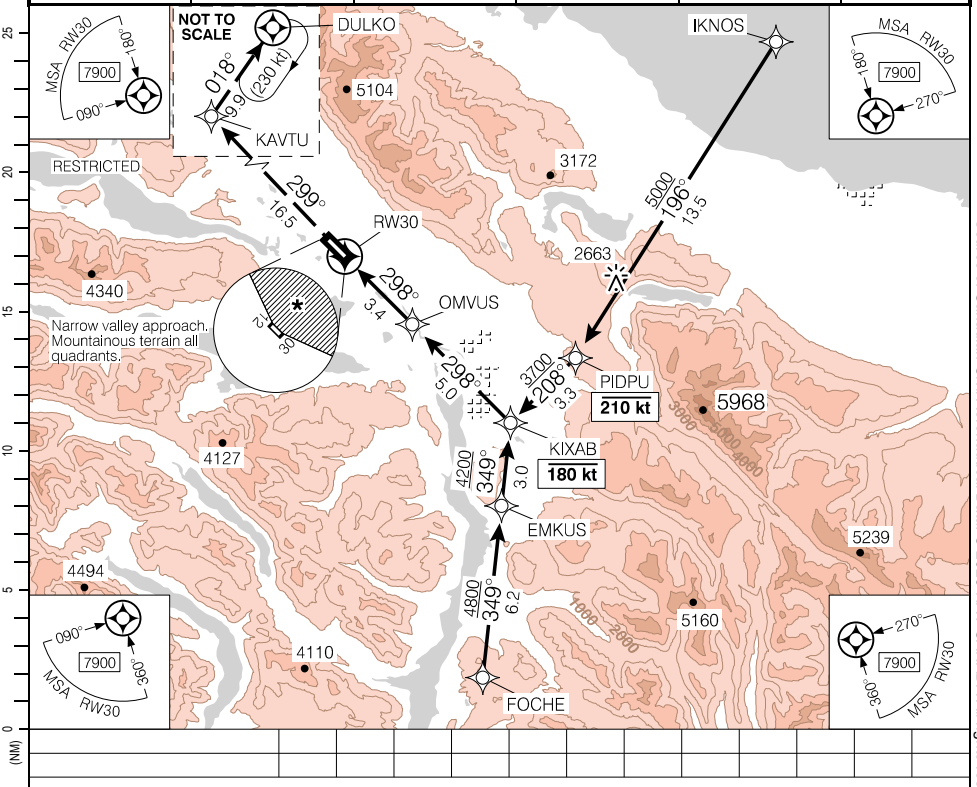
PORT ALBERNI (ALBERNI VALLEY REGIONAL), BC

RNAV (GNSS) B

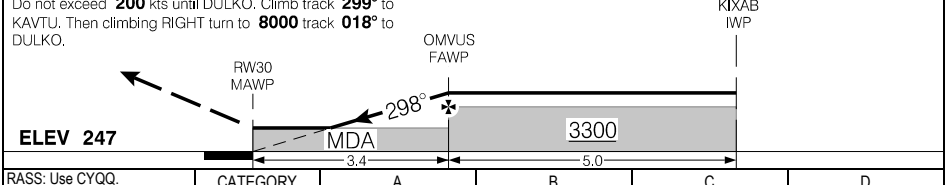
491916N 1245546W VAR 17°E

CBS8

	TML Comox – **123.7**				ARCAL 123.0(K)
		TFC – **123.0** ATF			LIGHTING: REFER TO AD CHART
SAFE ALT 100 NM **12,300**	RNAV	APCH CRS **298°**	MIN ALT OMVUS **3300**	LDA REFER TO AD CHART	



MISSED APPROACH
Do not exceed **200** kts until DULKO. Climb track **299°** to KAVTU. Then climbing RIGHT turn to **8000** track **018°** to DULKO.



RASS: Use CYQQ.

CATEGORY	A	B	C	D
C CIRCLING	**3140** (2893)	3	* **3140** (2893)	3

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) B

CBS8

EFF 5 SEP 24
REGULATORY REVIEW 15 FEB 2029

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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CBS8-IAP-3E

PORT ALBERNI (ALBERNI VALLEY REGIONAL), BC

RNAV (GNSS) C

491916N 1245546W VAR 17°E

CBS8

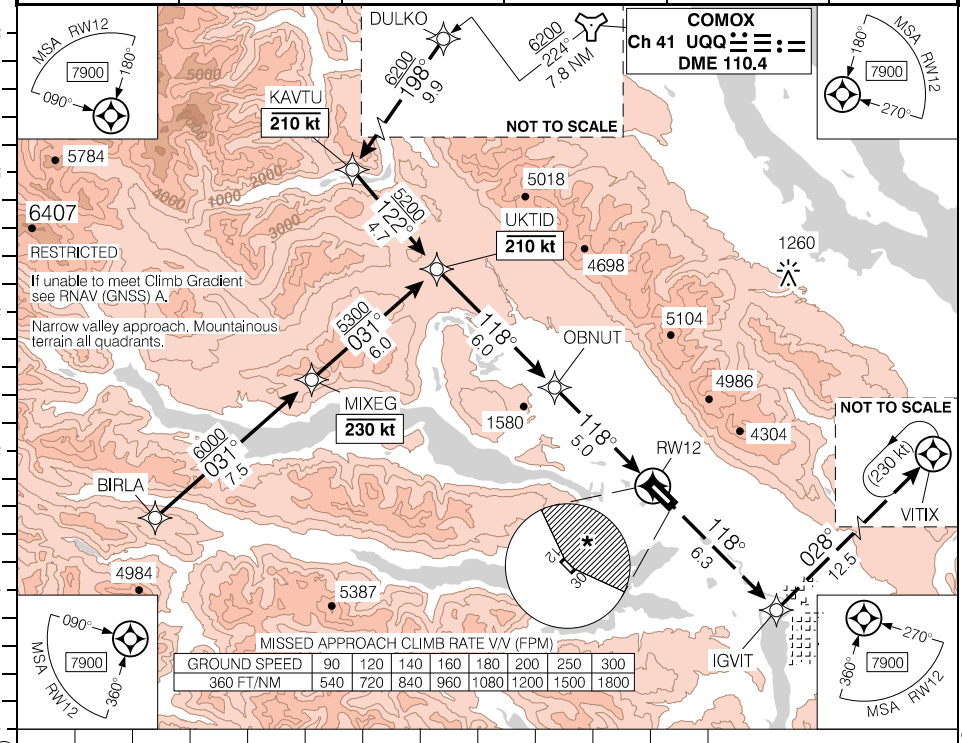
TML Comox – **123.7**

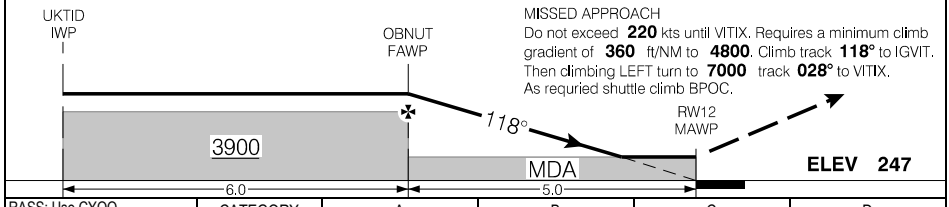
TFC – **123.0** ATF

ARCAL 123.0(K)

LIGHTING: REFER TO AD CHART

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT OBNUT	LDA
12,300		**118°**	**3900**	REFER TO AD CHART





RASS: Use CYQQ.

CATEGORY	A	B	C	D
C CIRCLING	**1900** (1653)	3	* **2220** (1973)	3 * **3140** (2893) 3

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) C

CBS8

EFF 5 SEP 24

REGULATORY REVIEW 15 FEB 2029

CBS8-IAP-3E

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RESTRICTED

RESTRICTED INSTRUMENT PROCEDURE

This procedure requires a missed approach climb gradient of **360** ft/NM to **4800** feet and the aerodrome visual surfaces are not assessed.

The following conditions apply to this procedure:

- A minimum climb gradient of **360** ft/NM to **4800** feet must be maintained during the missed approach procedure.
- The aircraft weight shall not be greater than that necessary to meet the published climb gradient on the missed approach.
- When computing the aircraft weight, corrections shall be made for the pressure altitude, ambient temperature, wind components and any gradient loss associated with a turn at the planned time of approach.

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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CBS8-IAP-3G

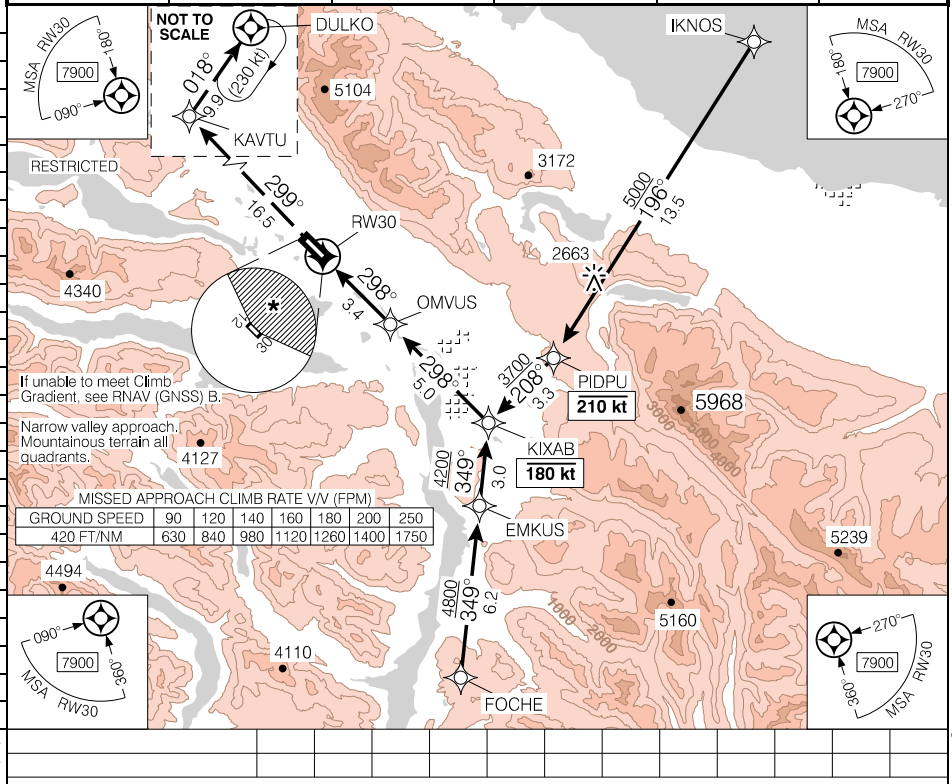
PORT ALBERNI (ALBERNI VALLEY REGIONAL), BC

RNAV (GNSS) D

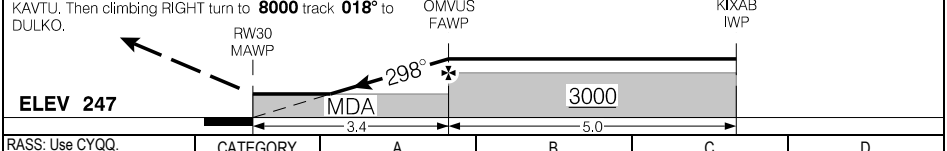
491916N 1245546W VAR 17°E

CBS8

	TML Comox – **123.7**				ARCAL 123.0(K)
		TFC – **123.0** ATF			LIGHTING: REFER TO AD CHART
SAFE ALT 100 NM **12,300**	RNAV	APCH CRS **298°**	MIN ALT OMVUS **3000**	LDA REFER TO AD CHART	



MISSED APPROACH
Do not exceed **200** kts until DULKO. Requires a minimum climb gradient of **420** ft/NM to **5200**. Climb track **299°** to KAVTU. Then climbing RIGHT turn to **8000** track **018°** to DULKO.



RASS: Use CYQQ.

CATEGORY	A	B	C	D
C CIRCLING	**1740** (1493) 3	**1900** (1653) 3	* **2220** (1973) 3	* **3140** (2893) 3

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) D CBS8

EFF 5 SEP 24
REGULATORY REVIEW 15 FEB 2029

CBS8-IAP-3G

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RESTRICTED INSTRUMENT PROCEDURE

This procedure requires a missed approach climb gradient of **420** ft/NM to **5200** feet and the aerodrome visual surfaces are not assessed.

The following conditions apply to this procedure:

- A minimum climb gradient of **420** ft/NM to **5200** feet must be maintained during the missed approach procedure.
- The aircraft weight shall not be greater than that necessary to meet the published climb gradient on the missed approach.
- When computing the aircraft weight, corrections shall be made for the pressure altitude, ambient temperature, wind components and any gradient loss associated with a turn at the planned time of approach.

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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PORT ALBERNI (ALBERNI VALLEY REGIONAL), BC

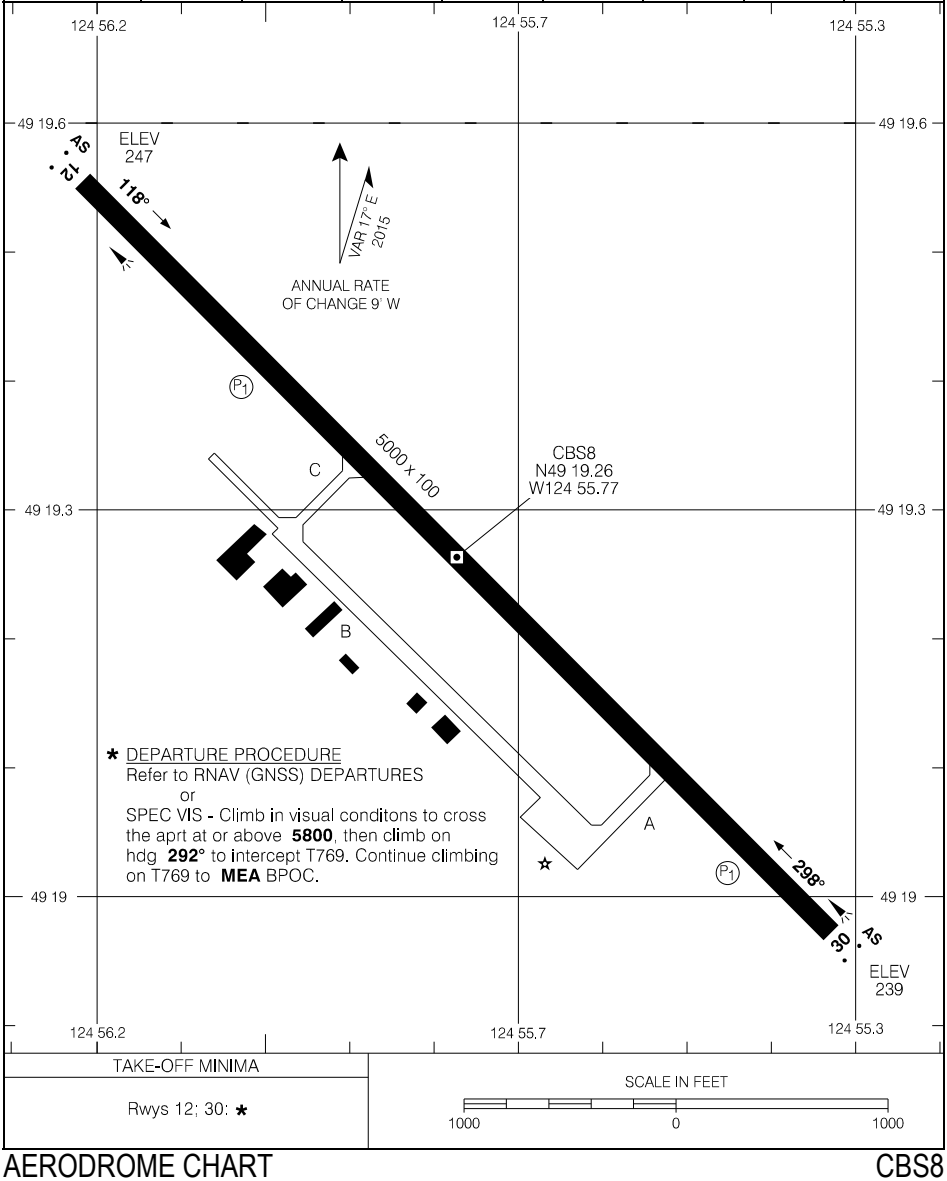
AERODROME CHART — CBS8

TML Comox – **123.7**

TFC – **123.0**

ATF

DECL DISTS	12	30
TORA	5000	5000
TODA	5000	5000
ASDA	5000	5000
LDA	5000	5000



TAKE-OFF MINIMA

Rwys 12; 30: *

SCALE IN FEET

1000 0 1000

AERODROME CHART — CBS8

EFF 5 SEP 24

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CYRV-IAP-3A

REVELSTOKE, BC

RNAV (GNSS) A

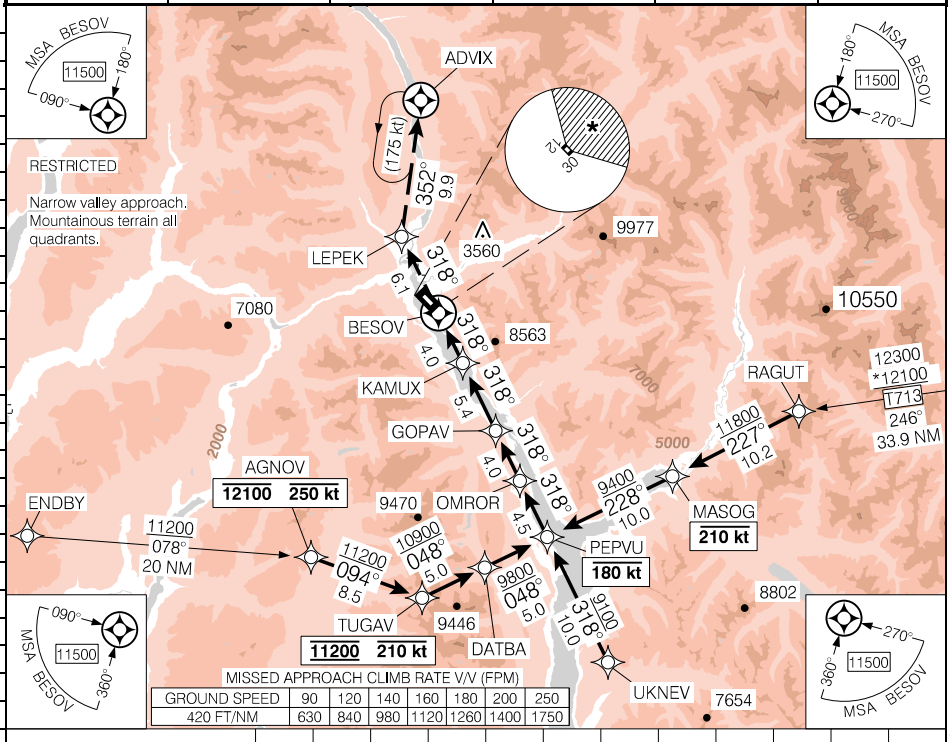
505744N 1181104W VAR 16°E

CYRV

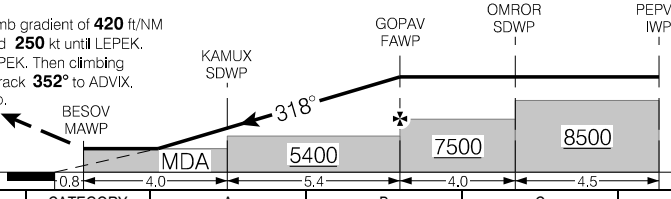
CTR Vancouver – **132.35**

TFC – **122.8** ATF

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT GOPAV	LDA REFER TO AD CHART
14,200		**318°**	**7500**	



MISSED APPROACH
Requires a minimum climb gradient of **420** ft/NM to **8100**. Do not exceed **250** kt until LEPEK. Climb track **318°** to LEPEK. Then climbing RIGHT turn to **10400** track **352°** to ADVIX. As required shuttle climb.



ELEV 1457

CATEGORY	A	B	C	D
C CIRCLING	* **4000** (2543)	3	NOT AUTHORIZED	

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) A — CYRV

EFF 10 AUG 23
REGULATORY REVIEW 10 JUN 2027

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RESTRICTED INSTRUMENT PROCEDURE

This procedure requires a missed approach climb gradient of **420** ft/NM to **8100** feet and the aerodrome visual surfaces are not assessed.

The following conditions apply to this procedure:

- A minimum climb gradient of **420** ft/NM to **8100** feet must be maintained during the missed approach procedure.
- The aircraft weight shall not be greater than that necessary to meet the published climb gradient on the missed approach.
- When computing the aircraft weight, corrections shall be made for the pressure altitude, ambient temperature, wind components and any gradient loss associated with a turn at the planned time of approach.

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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REVELSTOKE, BC

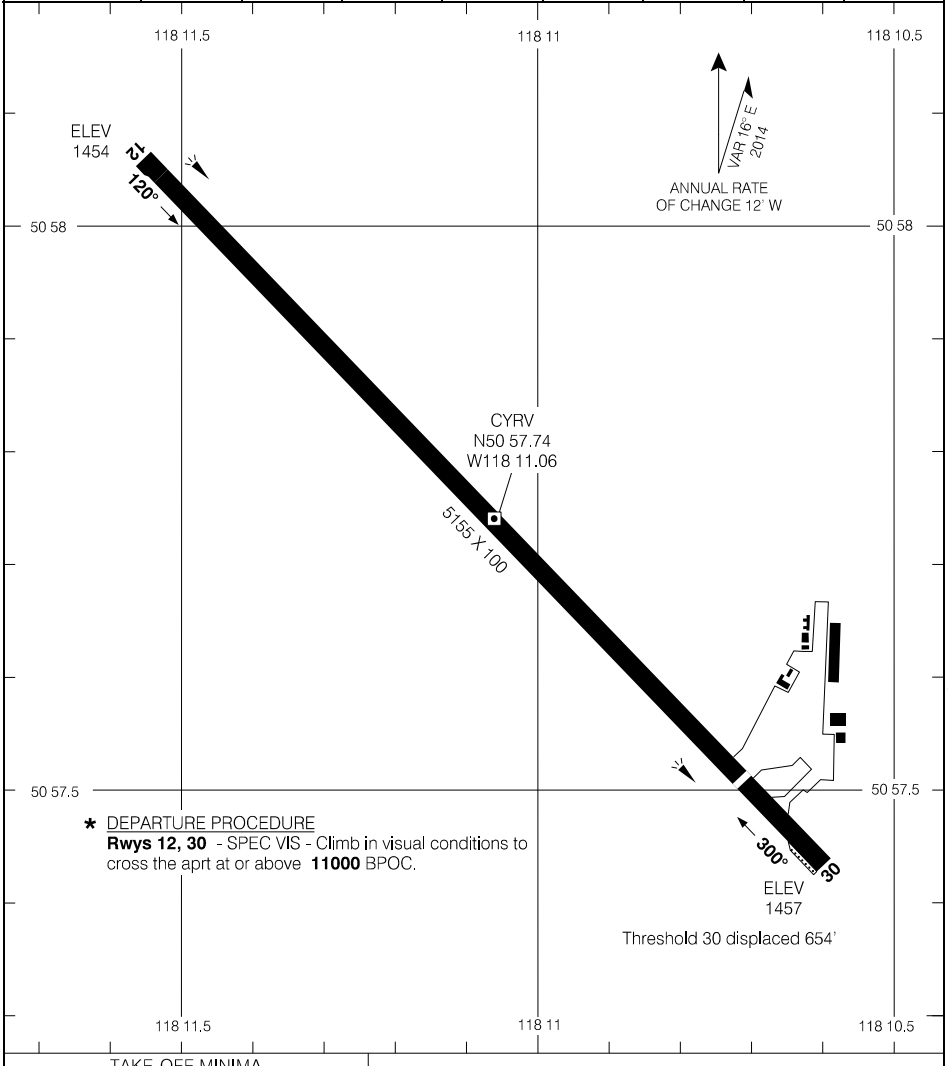
AERODROME CHART — CYRV

CTR Vancouver – **132.35**
RADIO Pacific – **122.37**

TFC – **122.8**

ATF

DECL DISTS	12	30
TORA	5155	5155
TODA	5155	5155
ASDA	5155	5155
LDA	5155	4501



* DEPARTURE PROCEDURE
Rwys 12, 30 - SPEC VIS - Climb in visual conditions to cross the aprt at or above **11000** BPOC.

TAKE-OFF MINIMA
Rwys 12; 30: *

SCALE IN FEET
1000 0 1000

AERODROME CHART — CYRV

EFF 20 FEB 25

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CZAM-IAP-3A

SALMON ARM, BC

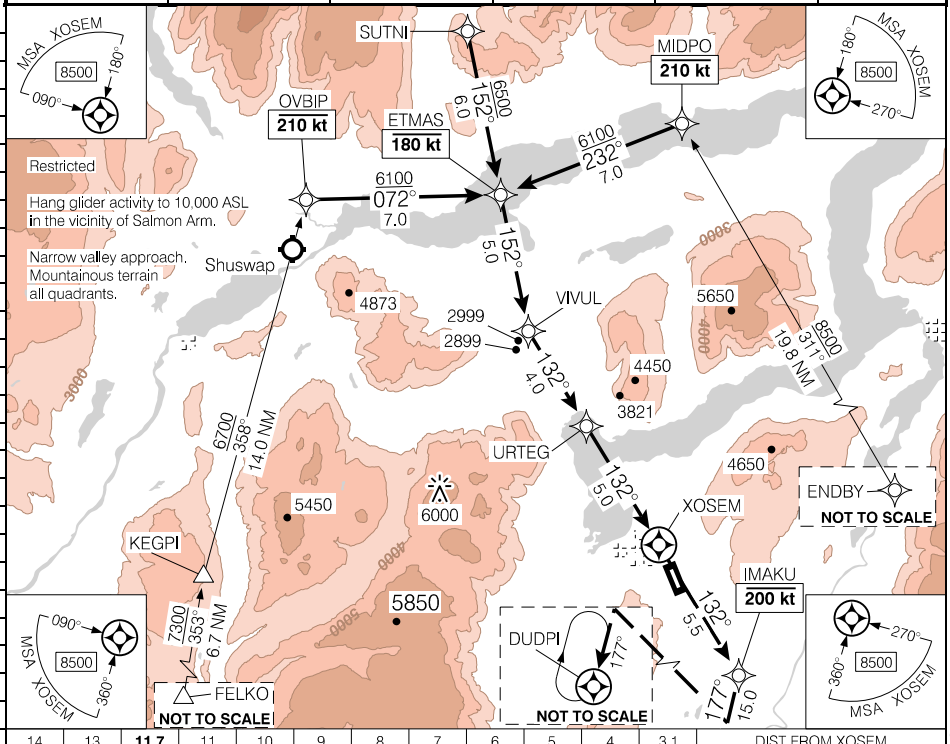
RNAV (GNSS) RWY 14

504057N 1191343W VAR 16°E

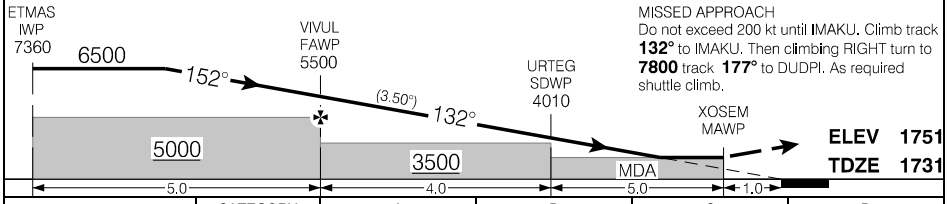
CZAM

AUTO – 122.55	CTR Vancouver – 133.5 294.0	UNICOM – 122.9 MF	ARCAL 122.9(K)*

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT VIVUL	LDA
13,600		132°	5000	4261



14	13	11.7	11	10	9	8	7	6	5	4	3.1	DIST FROM XOSEM
7360	6980	**6500**	6240	5870	5500	5130	4750	4380	4010	3640	3300	ALT (3.50° APCH PATH)



MISSED APPROACH
Do not exceed 200 kt until IMAKU. Climb track **132°** to IMAKU. Then climbing RIGHT turn to **7800** track **177°** to DUDPI. As required shuttle climb.

CATEGORY	A	B	C	D
LNAV	**3300**	(1569)		3

Knots	ft/min	Min:Sec
70	430	
90	560	
110	680	
130	800	
150	930	

RNAV (GNSS) RWY 14 CZAM

EFF 20 APR 23
REGULATORY REVIEW 5 AUG 2027

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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CZAM-IAP-3C

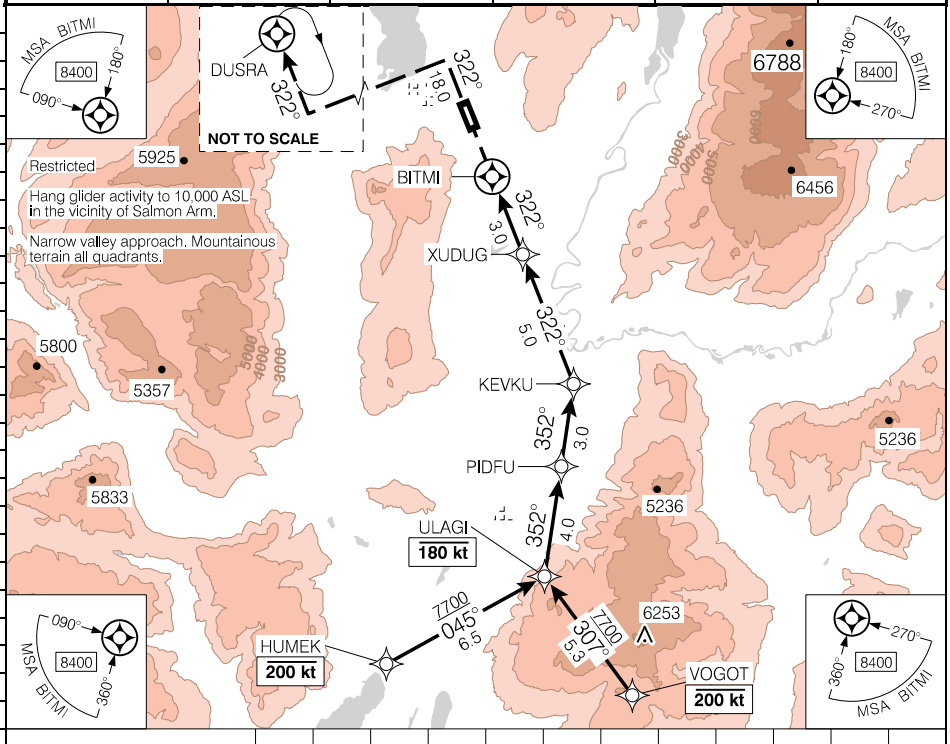
SALMON ARM, BC

RNAV (GNSS) RWY 32

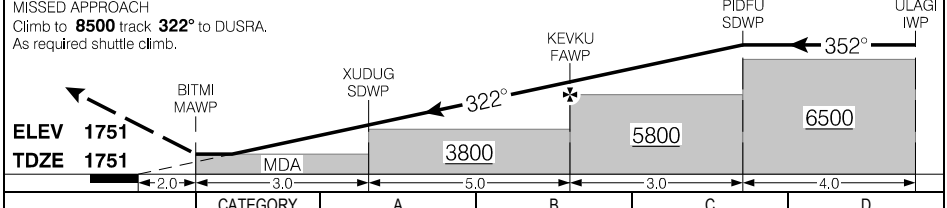
504057N 1191343W VAR 16°E

CZAM

AUTO – **122.55**	CTR Vancouver – **133.5 294.0**	UNICOM – **122.9** MF		ARCAL 122.9(K)* P1 3.5°
SAFE ALT 100 NM **13,600**	RNAV	APCH CRS **322°**	MIN ALT KEVKU **5800**	LDA **4261**



MISSED APPROACH
Climb to **8500** track **322°** to DUSRA.
As required shuttle climb.



CATEGORY	A	B	C	D
LNAV	**3540**	(1789)	3	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) RWY 32

CZAM

EFF 20 APR 23
REGULATORY REVIEW 5 AUG 2027

CZAM-IAP-3C

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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SALMON ARM, BC

AERODROME CHART — CZAM

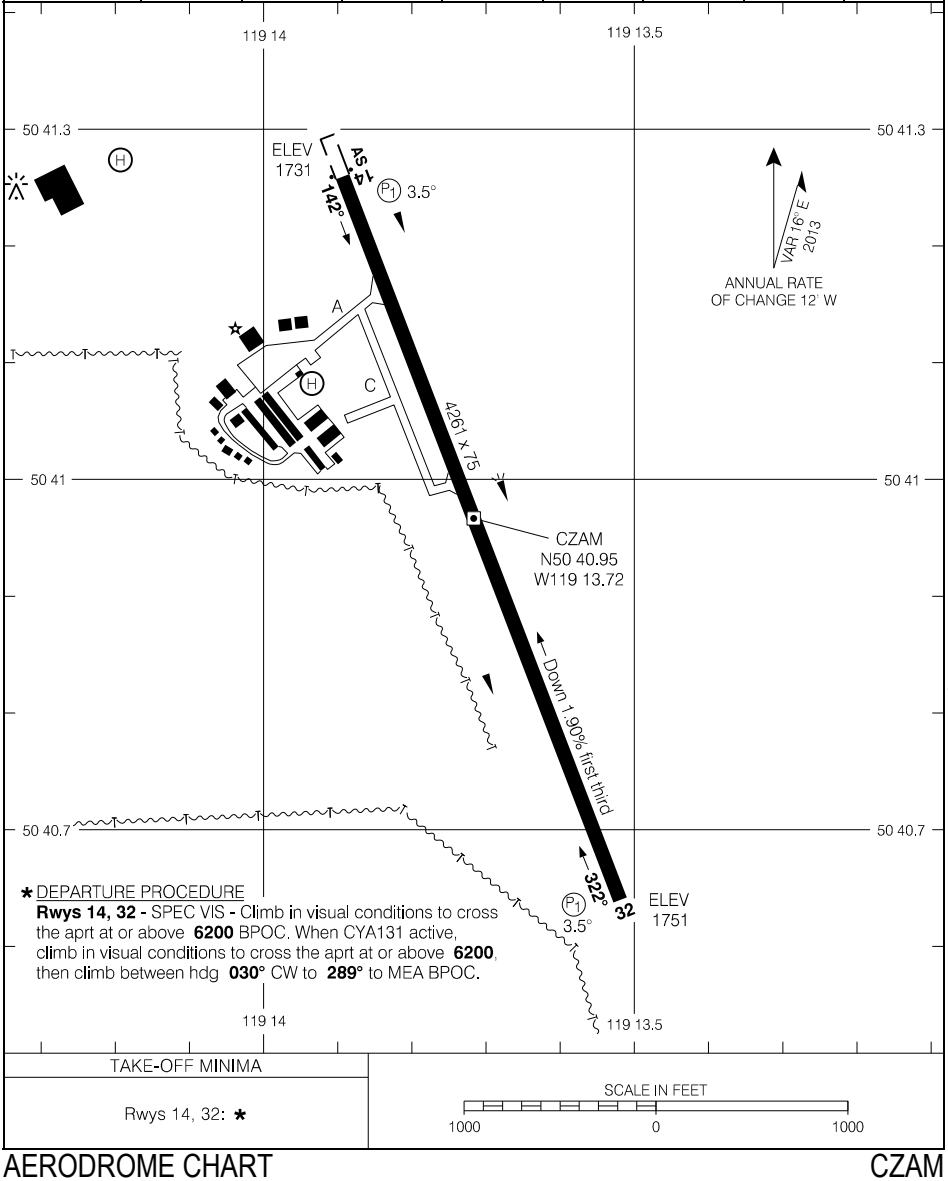
AUTO – **122.55**

UNICOM – **122.9**

MF

CTR Vancouver – **133.5** **294.0**
RADIO Pacific – **122.37**

DECL DISTS	14	32
TORA	4261	4261
TODA	4261	4261
ASDA	4261	4261
LDA	4261	4261



* DEPARTURE PROCEDURE
Rwys 14, 32 - SPEC VIS - Climb in visual conditions to cross the aprt at or above **6200** BPOC. When CYA131 active, climb in visual conditions to cross the aprt at or above **6200**, then climb between hdg **030°** CW to **289°** to MEA BPOC.

TAKE-OFF MINIMA
Rwys 14, 32: *

SCALE IN FEET
1000 0 1000

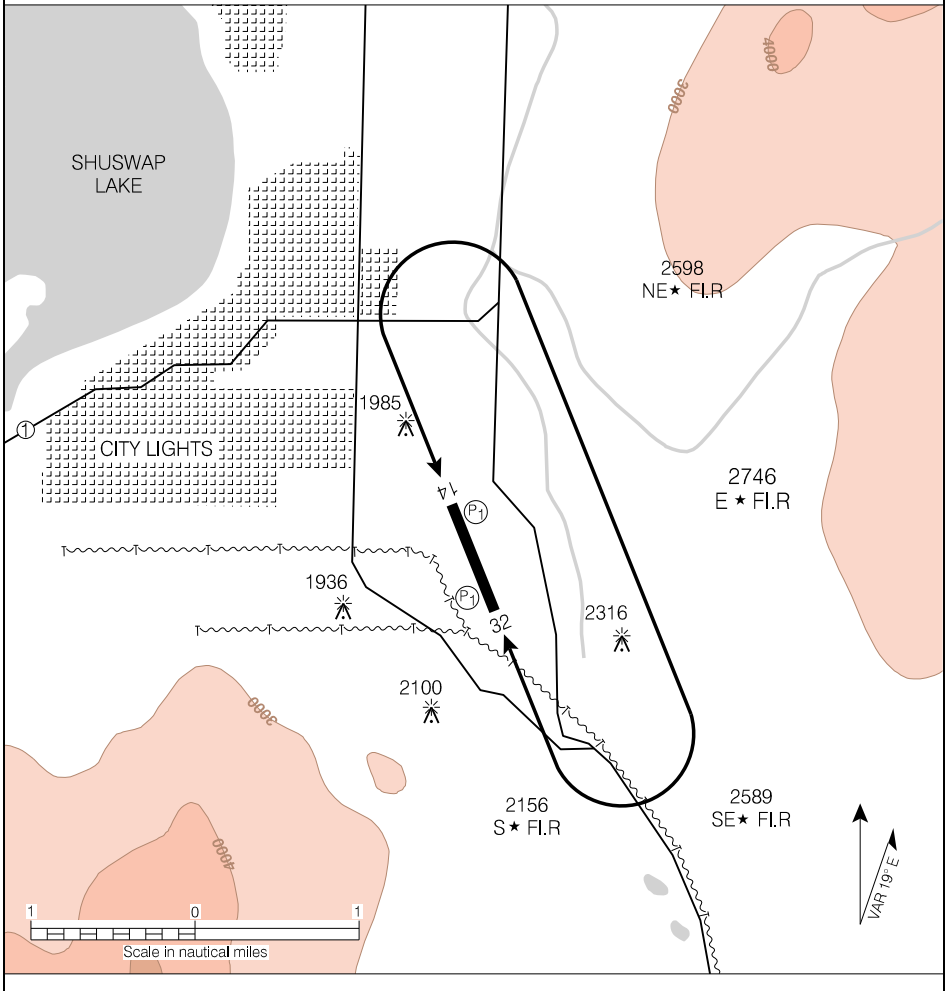
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SALMON ARM, BC

NIGHT CIRCUIT PROCEDURES

CZAM

CIRCUIT ALTITUDE - 3000' ASL



NOTES:

1. Recommended that only pilots familiar with the local area use this airport during hours of darkness.
2. Not certified for night ops unless all hazard beacons are operating [CARS 602.96(3)(d)].
3. Recommend pilots fly runway heading to 3000' ASL before commencing turns.
4. All turns to be completed within the perimeter of the hazard beacons.

NIGHT CIRCUIT PROCEDURES

CZAM

EFF 20 APR 23

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CSR6-IAP-3A

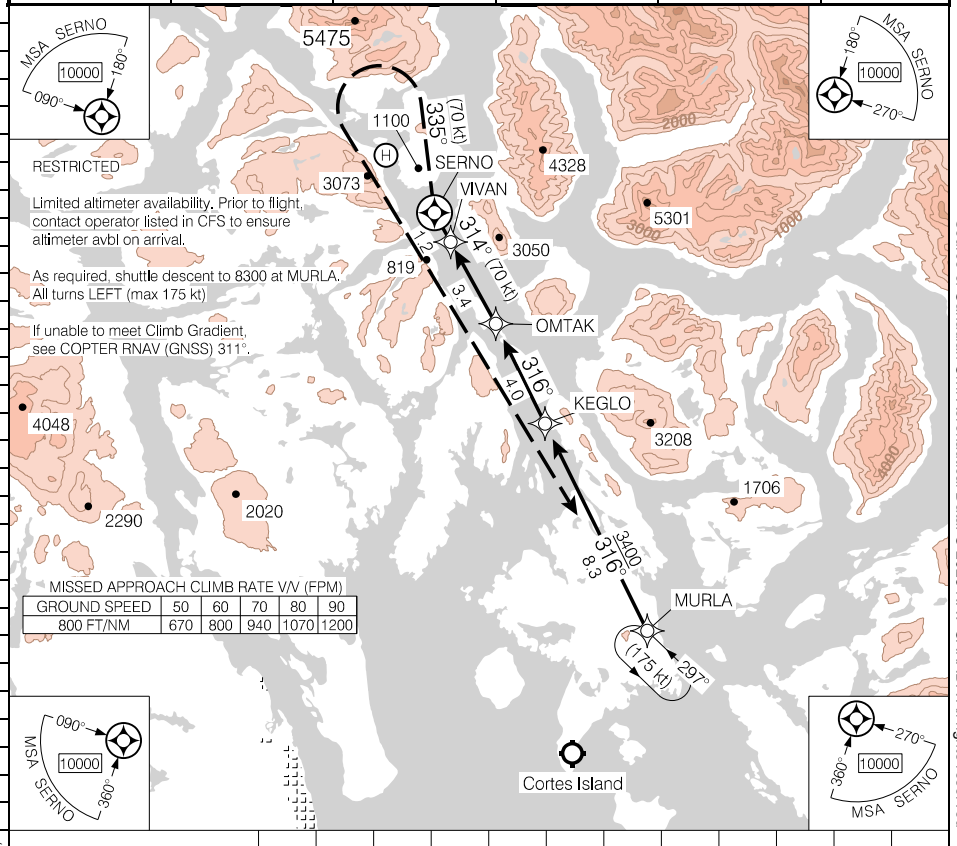
SONORA RESORT, BC

COPTER RNAV (GNSS) 314°

502254N 1250927W VAR 18°E

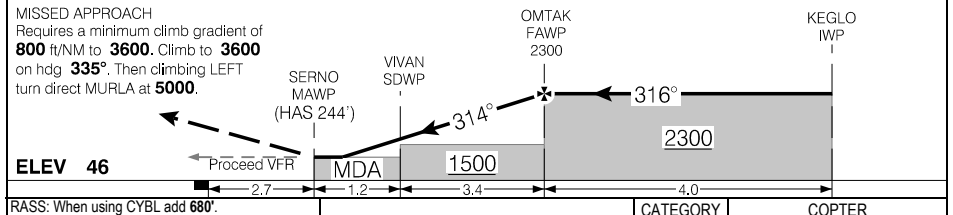
CSR6

TML Comox – **123.7**		TFC – **123.2** ATF		RY DR
SAFE ALT 100 NM **15,200**	RNAV	APCH CRS **314°**	MIN ALT OMTAK **2300**	HELIPAD **100 Diameter**



MISSED APPROACH CLIMB RATE V/V (FPM)

GROUND SPEED	50	60	70	80	90
800 FT/NM	670	800	940	1070	1200



RASS: When using CYBL add **680'**.

CATEGORY	COPTER
LNAV	**800** (754) 1

Knots	70	90	110	130	150
ft/min					
Min:Sec					

COPTER RNAV (GNSS) 314°

CSR6

EFF 27 NOV 25
REGULATORY REVIEW 29 OCT 2026

CSR6-IAP-3A

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RESTRICTED INSTRUMENT PROCEDURE

This procedure requires a missed approach climb gradient of **800** ft/NM to **3600** feet.

The following conditions apply to this procedure:

- A minimum climb gradient of **800** ft/NM to **3600** feet must be maintained during the missed approach procedure.
- The aircraft weight shall not be greater than that necessary to meet the published climb gradient on the missed approach.
- When computing the aircraft weight, corrections shall be made for the pressure altitude, ambient temperature, wind component and any gradient loss associated with a turn at the planned time of approach.

OPS SPEC 606 REQUIRED

- Crew must have flown this procedure in Visual Meteorological Conditions prior to flying this approach in Instrument Meteorological Conditions.

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CSR6-VAP

SONORA RESORT, BC

VISUAL APPROACH CHART

502254N 1250927W VAR 18°E

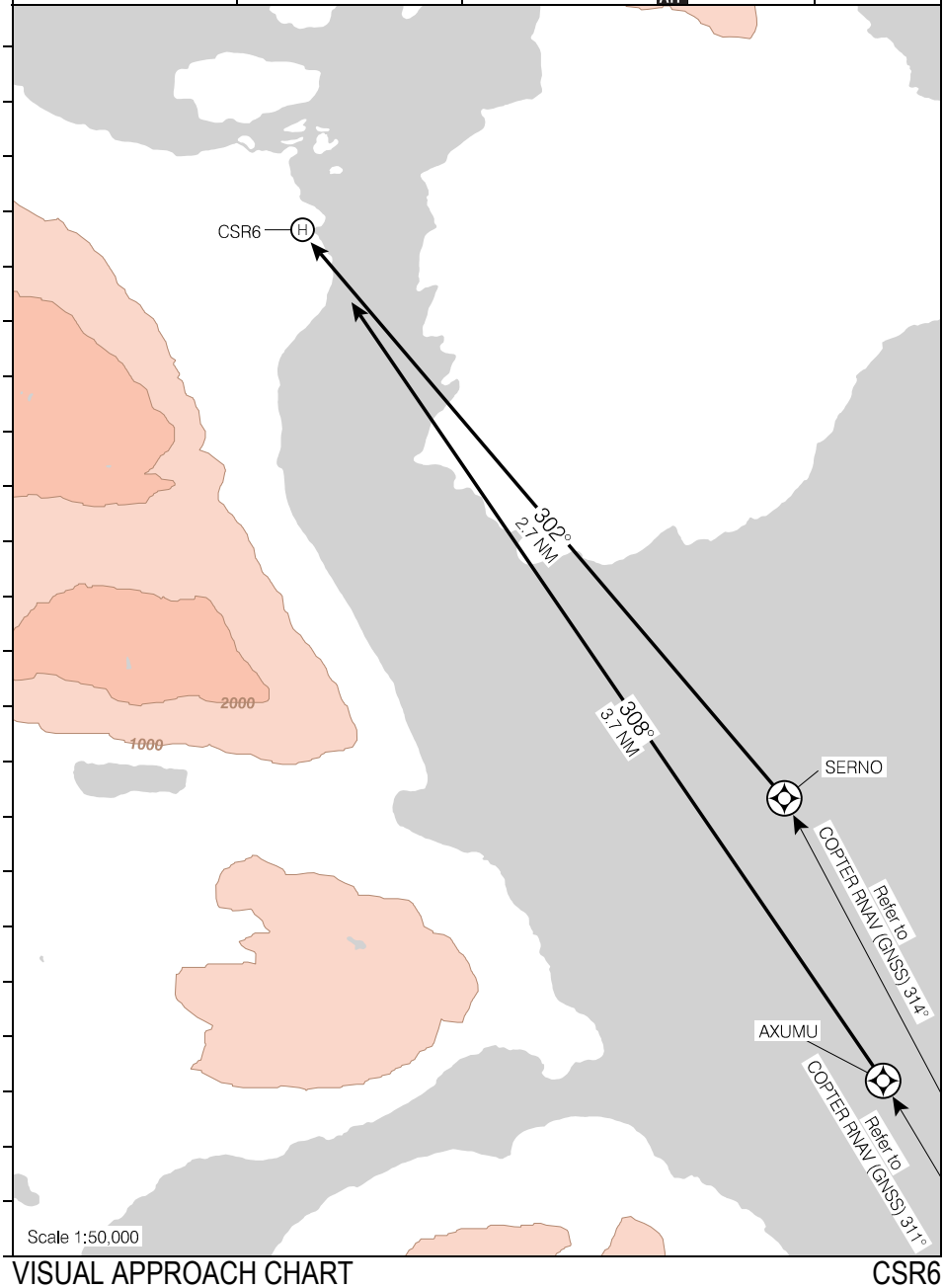
CSR6

TML Comox – **123.7**

TFC – **123.2.**

ATF

ELEV **46**



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VISUAL APPROACH CHART

CSR6

EFF 27 NOV 25

CSR6-HP

SONORA RESORT, BC

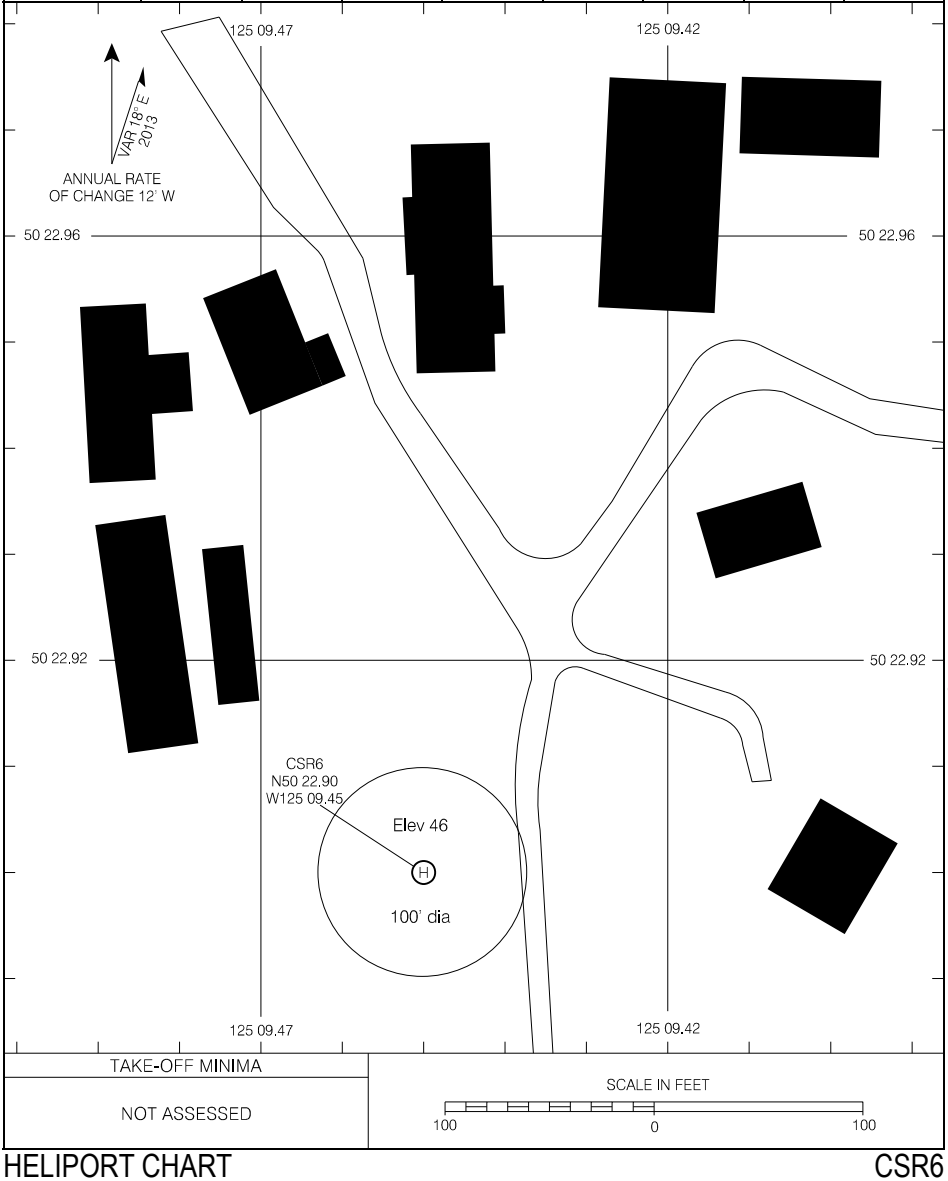
HELIPORT CHART — CSR6

TML Comox – **123.7**

TFC – **123.2**

ATF

DECL DISTS								
TORA								
TODA								
ASDA								
LDA								



TAKE-OFF MINIMA	SCALE IN FEET
NOT ASSESSED	100 0 100

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HELIPORT CHART — CSR6

EFF 27 NOV 25

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CZML-IAP-3A

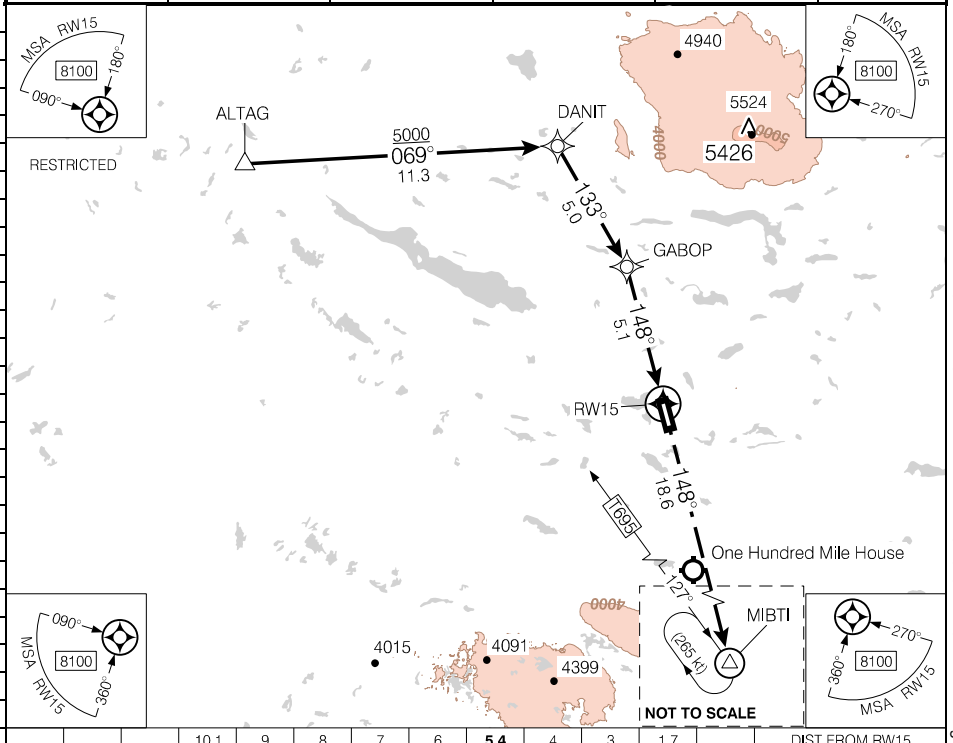
SOUTH CARIBOO/108 MILE, BC

RNAV (GNSS) RWY 15

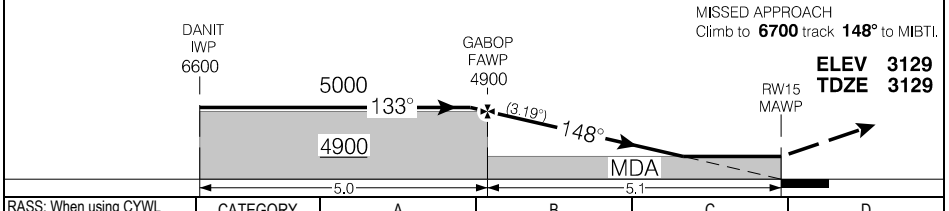
514410N 1211958W VAR 17°E

CZML

LWIS – **122.55**	CTR Vancouver – **134.0 381.4**	TFC – **123.2** ATF			ARCAL 123.2* P1
SAFE ALT 100 NM **13,600**	RNAV	APCH CRS **148°**	MIN ALT GABOP **4900**	LDA **4877**	



			10.1	9	8	7	6	**5.4**	4	3	1.7	DIST FROM RW15
			6600	6220	5880	5550	5210	**5000**	4530	4190	3740	ALT (3.19° APCH PATH)



RASS: When using CYWL add **90'**.

CATEGORY	A	B	C	D
LNAV	**3740**		(615)	2

Knots	ft/min	Min:Sec
70	390	
90	510	
110	620	
130	730	
150	850	

RNAV (GNSS) RWY 15 CZML

EFF 7 AUG 25

REGULATORY REVIEW 18 FEB 2027

CZML-IAP-3A

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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CZML-IAP-3C

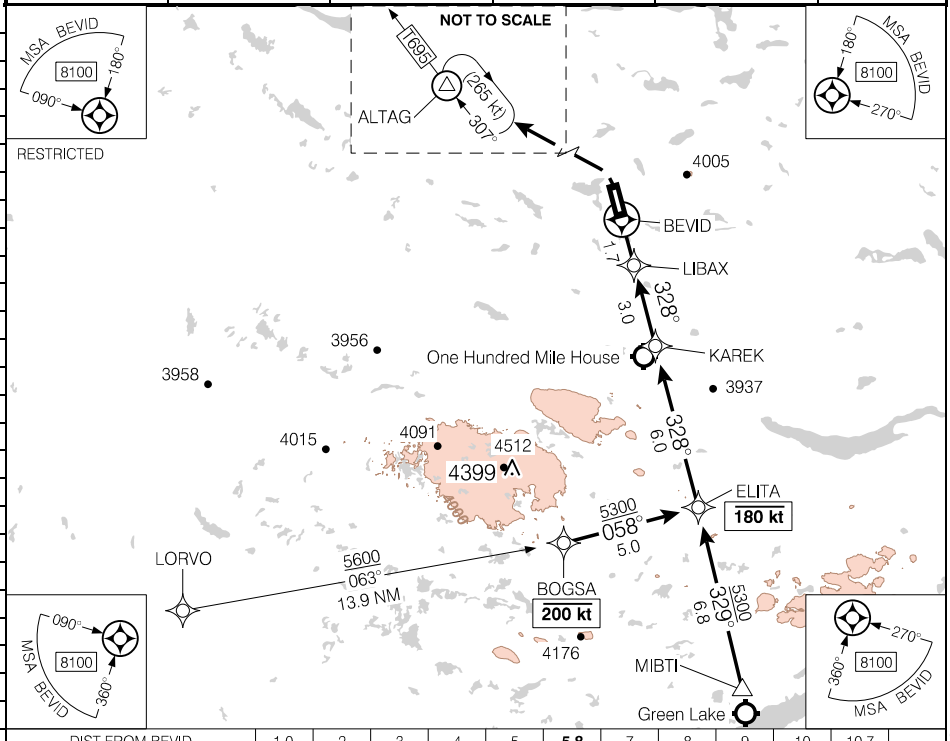
SOUTH CARIBOO/108 MILE, BC

RNAV (GNSS) RWY 33

514410N 1211958W VAR 17°E

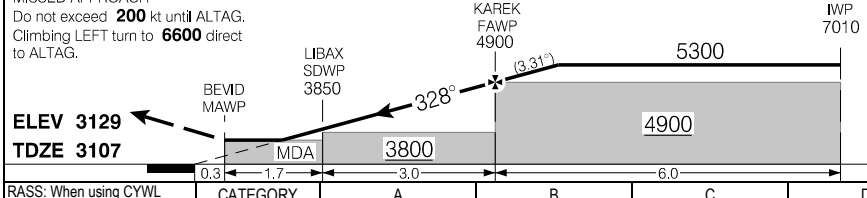
CZML

LWIS – **122.55**	CTR Vancouver – **134.0 381.4**	TFC – **123.2** ATF		ARCAL 123.2* P1
SAFE ALT 100 NM **13,600**	RNAV	APCH CRS **328°**	MIN ALT KAREK **4900**	LDA **5292**



DIST FROM BEVID	1.0	2	3	4	5	**5.8**	7	8	9	10	10.7
ALT (3.31° APCH PATH)	3600	3950	4300	4660	5010	**5300**	5710	6060	6410	6760	7010

MISSED APPROACH
Do not exceed **200** kt until ALTAG.
Climbing LEFT turn to **6600** direct to ALTAG.



RASS: When using CYWL add **90'**.

CATEGORY	A	B	C	D
LNAV	**3600**	(506)	1½	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70	410	
90	530	
110	640	
130	760	
150	880	

RESTRICTED

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

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- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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CZML-AD

SOUTH CARIBOO/108 MILE, BC

AERODROME CHART — CZML

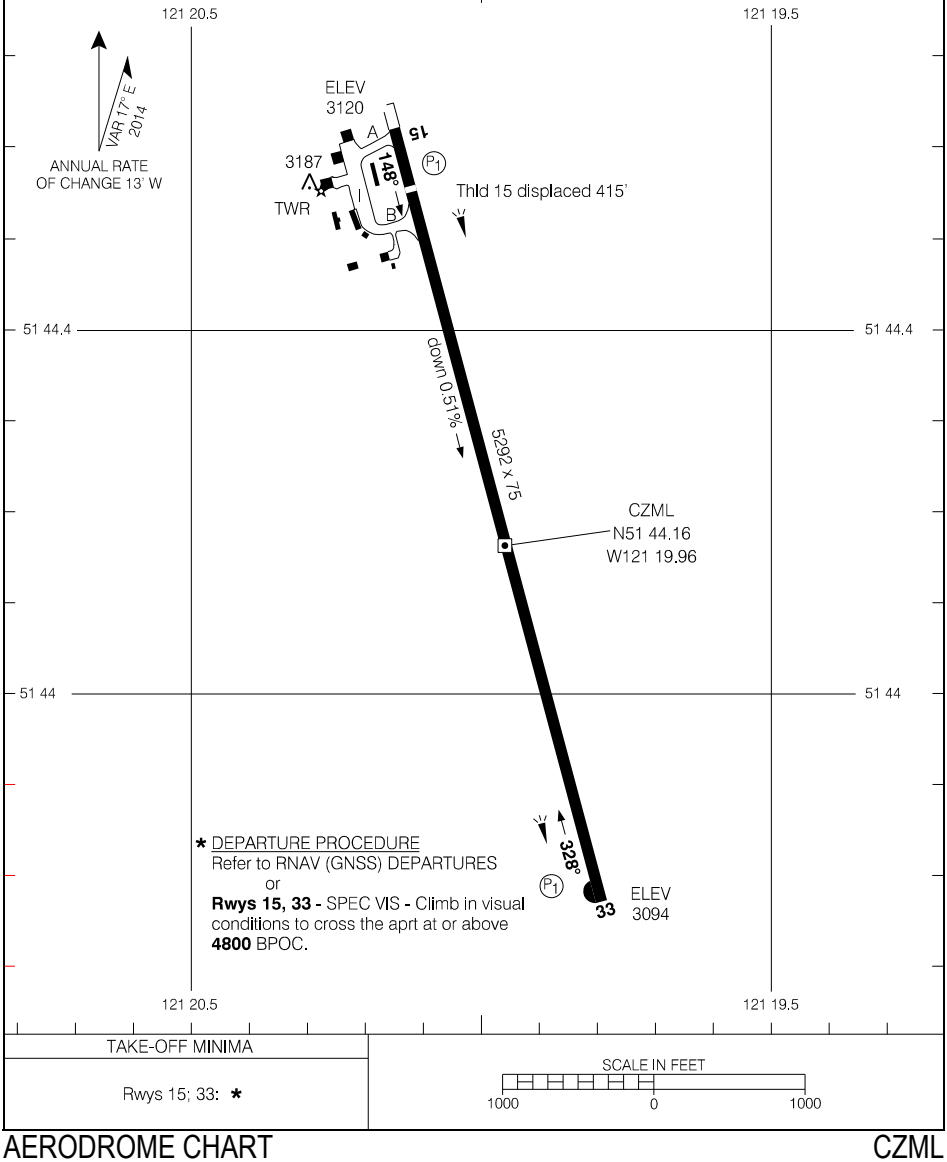
LWIS – **122.55**

TFC – **123.2**

ATF

CTR Vancouver – **134.0** **381.4**

DECL DISTS	15	33						
TORA	5292	5292						
TODA	5292	5292						
ASDA	5292	5292						
LDA	4877	5292						



TAKE-OFF MINIMA

Rwys 15; 33: *

SCALE IN FEET

1000 0 1000

AERODROME CHART — CZML

EFF 7 AUG 25

CZML-AD

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CBN9-IAP-3A

TSAY KEH, BC

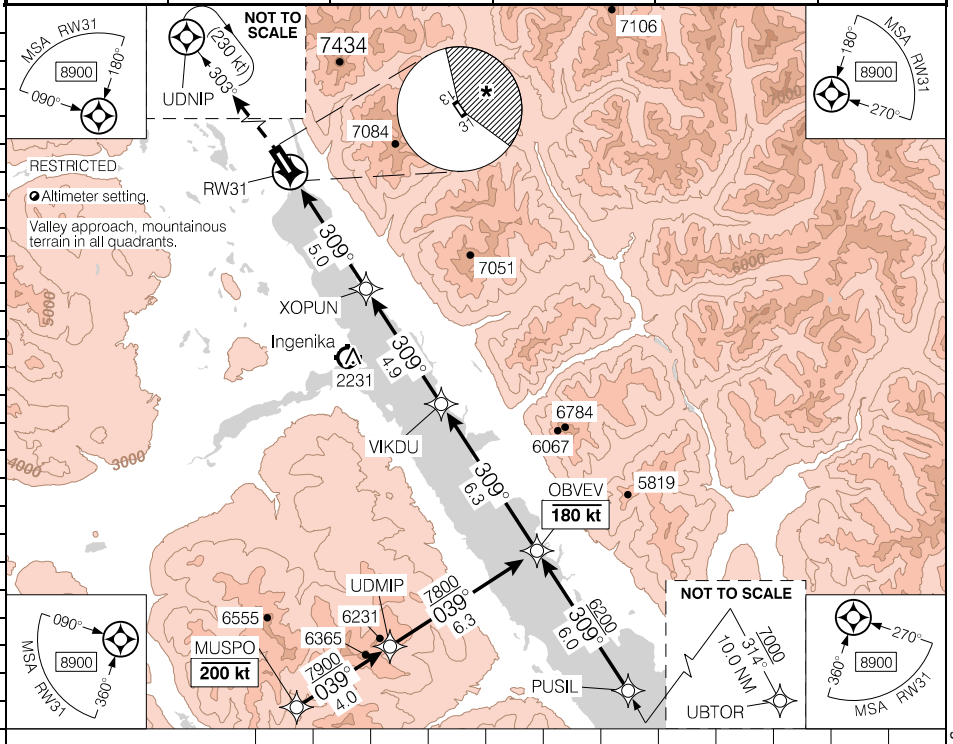
RNAV (GNSS) RWY 31

565425N 1245758W VAR 18°E

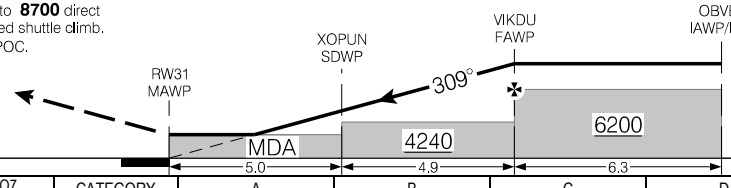
CBN9

TFC – **123.2** ATF

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT	LDA
12,000	**Ch 80545** W31A	**309°**	VIKDU **6200**	**4930**



MISSED APPROACH
Climbing LEFT turn to **8700** direct to UDNIP. As required shuttle climb.
Shuttle to **9100** BPOC.



ELEV 2285
TDZE 2277

RASS: When using CBQ7 add **880'**. Circling minima apply.

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

CATEGORY	A	B	C	D
LP	**2940**	(670)	2	NOT AUTHORIZED
LNAV	**3200**	(930)	2¾	NOT AUTHORIZED
C CIRCLING	* **3200**	(915)	2¾	* **3300** (1015) 3	NOT AUTHORIZED

RNAV (GNSS) RWY 31 CBN9

EFF 31 OCT 24
REGULATORY REVIEW 25 NOV 2027

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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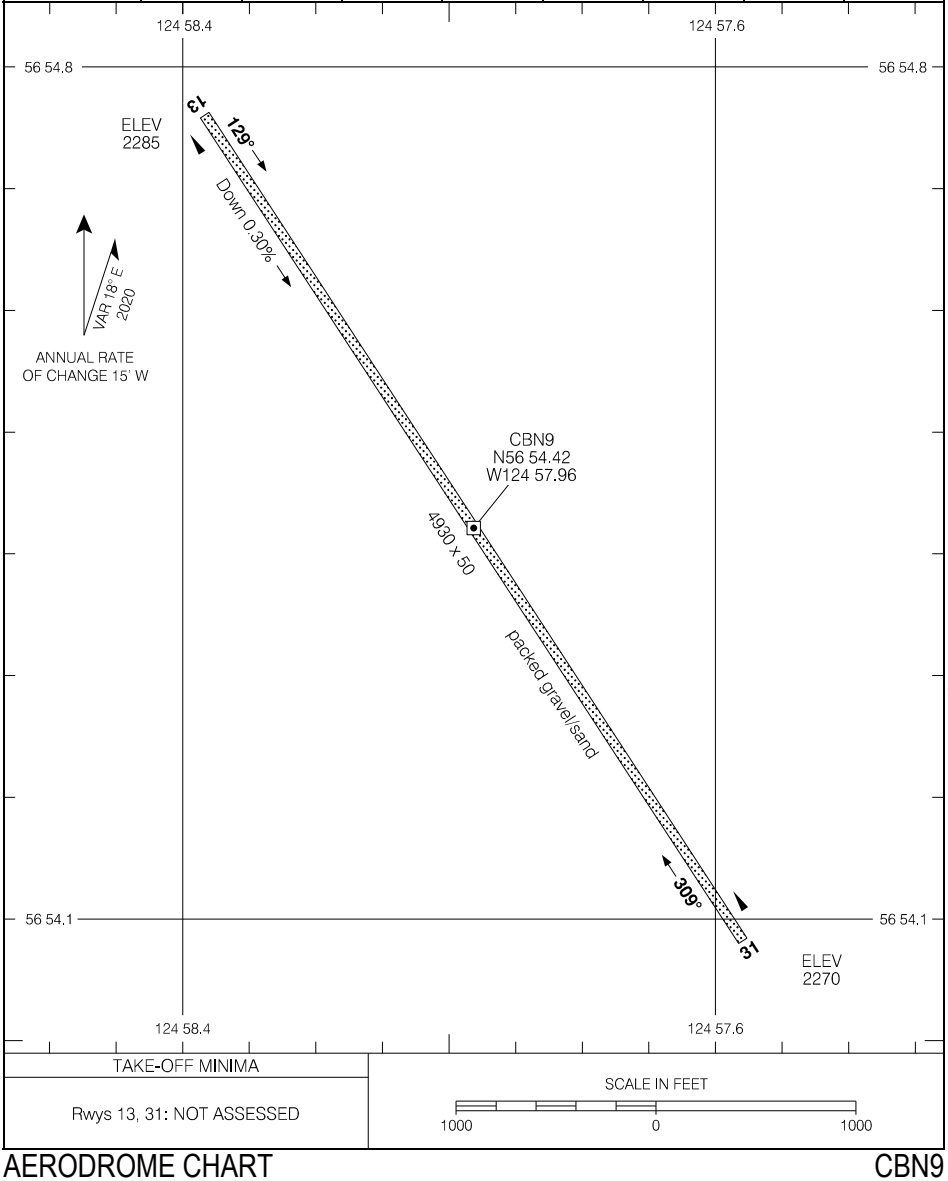
CBN9-AD

TSAY KEH, BC

AERODROME CHART — CBN9

TFC – **123.2** ATF

DECL DISTS	13	31						
TORA	4930	4930						
TODA	4930	4930						
ASDA	4930	4930						
LDA	4930	4930						



TAKE-OFF MINIMA	SCALE IN FEET
Rwys 13, 31: NOT ASSESSED	1000 0 1000

AERODROME CHART — CBN9

EFF 5 NOV 20

CBN9-AD

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CBX7-IAP-3A

TUMBLER RIDGE, BC

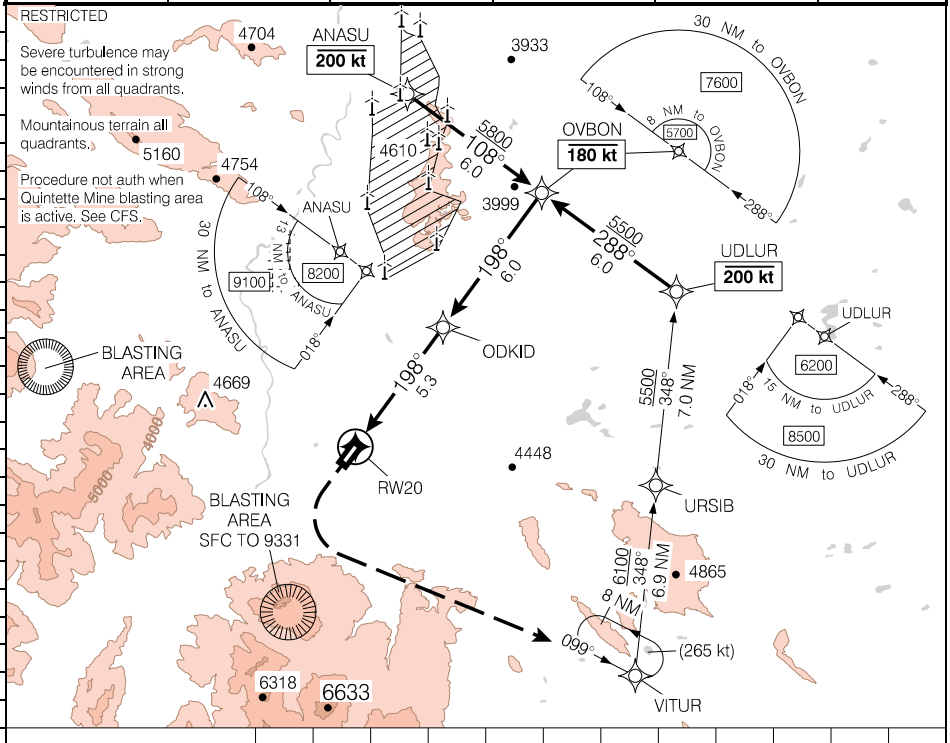
RNAV (GNSS) RWY 20

550138N 1205552W VAR 18°E

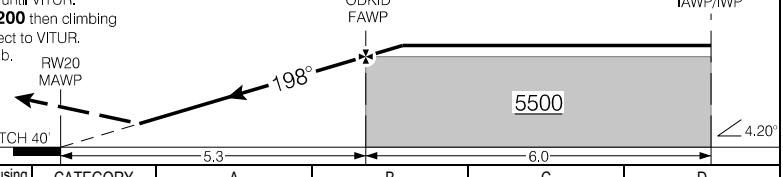
CBX7

CTR Edmonton – 132.6 134.5	TFC – 123.2 ATF	ARCAL 123.2(K)

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT ODKID	LDA
12,800	Ch 81041 W20A	198°	5500	3942



MISSED APPROACH
Do not exceed **165** kt until VITUR.
Climb hdg **198°** to **4200** then climbing LEFT turn to **7900** direct to VITUR.
As required shuttle climb.



ELEV 3060
TDZE 3060

RASS: Use CYDQ. When using CYQU add **50'**.

CATEGORY	A	B	C	D
LPV	**3912** (852)	2½	NOT AUTHORIZED	

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) RWY 20

CBX7

EFF 20 FEB 25
REGULATORY REVIEW 20 JAN 2028

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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CBX7-IAP-3C

TUMBLER RIDGE, BC

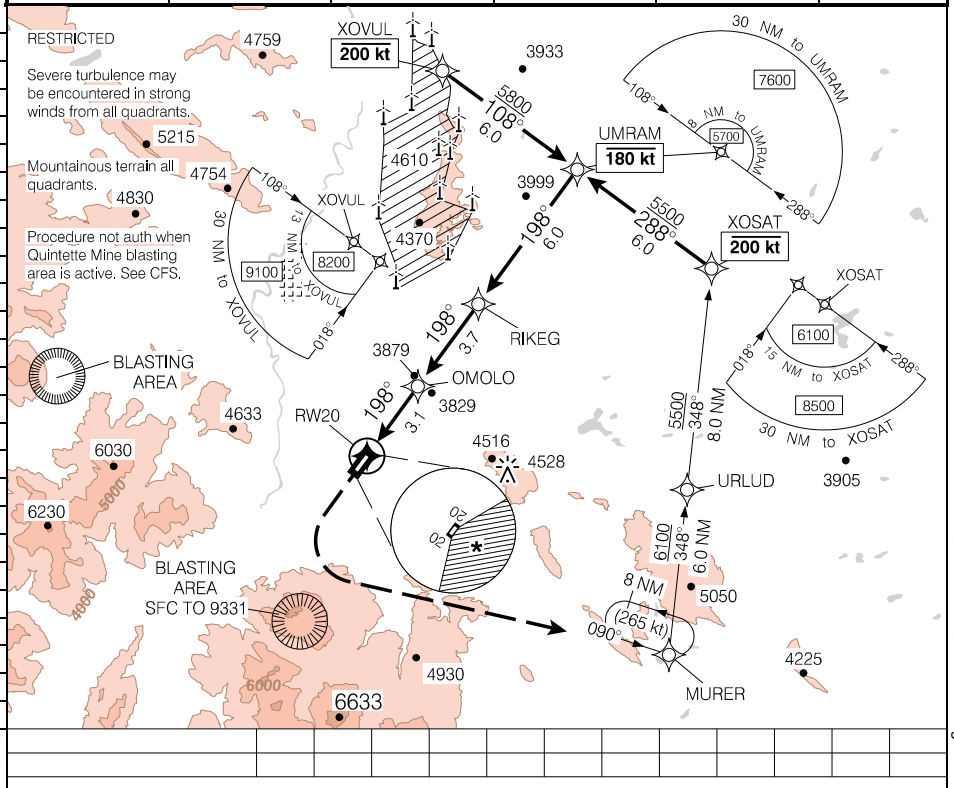
RNAV (GNSS) A

550138N 1205552W VAR 18°E

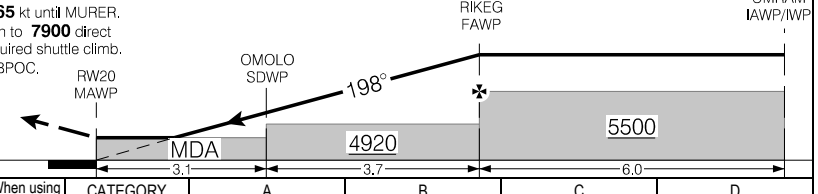
CBX7

CTR Edmonton – 132.6 134.5	TFC – 123.2 ATF	ARCAL 123.2(K)
		LIGHTING: REFER TO AD CHART

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT RIKEG	LDA
12,800		198°	5500	REFER TO AD CHART



MISSED APPROACH
Do not exceed **165** kt until MURER.
Climbing LEFT turn to **7900** direct to MURER. As required shuttle climb.
Shuttle to **8300** BPOC.



ELEV 3060

RASS: Use CYDQ. When using CYQU add **50'**.

CATEGORY	A	B	C	D
C CIRCLING	* 4460 (1400)	3	* 4780 (1720)	3 NOT AUTHORIZED

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) A

CBX7

EFF 20 FEB 25
REGULATORY REVIEW 20 JAN 2028

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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CBX7-IAP-3E

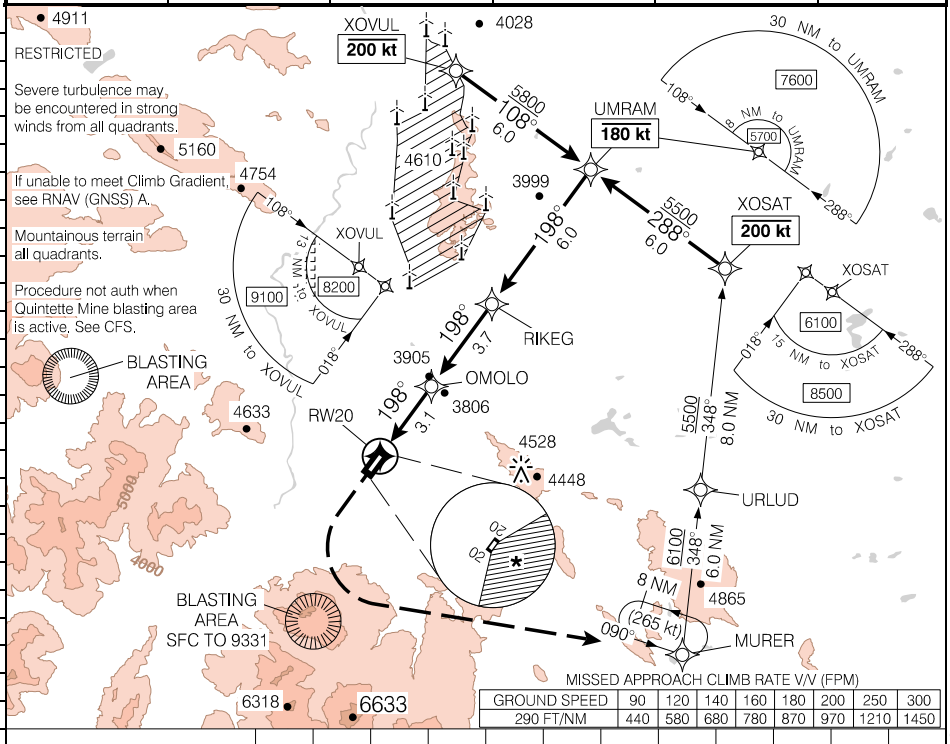
TUMBLER RIDGE, BC

RNAV (GNSS) B

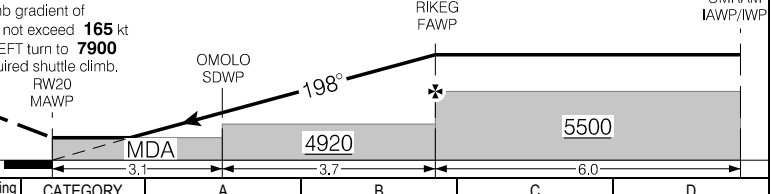
550138N 1205552W VAR 18°E

CBX7

CTR Edmonton – 132.6 134.5	TFC – 123.2 ATF	ARCAL 123.2(K)
SAFE ALT 100 NM **12,800**	RNAV	APCH CRS **198°**
MIN ALT RIKEG **5500**	LDA REFER TO AD CHART	LIGHTING: REFER TO AD CHART



MISSED APPROACH
Requires a minimum climb gradient of **290** ft/NM to **5300.** Do not exceed **165** kt until MURER. Climbing LEFT turn to **7900** direct to MURER. As required shuttle climb. Shuttle to **8300** BPOC.



ELEV 3060

RASS: Use CYDQ. When using CYQU add **50'**.

CATEGORY	A	B	C	D
C CIRCLING	* **4280** (1220)	3	* **4780** (1720)	3 NOT AUTHORIZED

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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Departure Route Description

Rwy 02 – ½: Restricted to Cat A, B & C acft only. Requires a minimum climb gradient of **500** ft/NM to **5100**. Climb track **018°** to OTONO, then track **004°** to KISKK to **6700**. As required shuttle climb. Shuttle to **7900** BPOC.

Note: Trees to 3186 ASL aprx 0.1 NM past departure end of rwy, 320' LEFT and RIGHT of rwy centreline.

Rwy 20 – ½: Restricted to Cat A & B acft only. Requires a minimum climb gradient of **500** ft/NM to **6100**. Do not exceed 160 kt until direct KISKK. Climb hdg **198°** to **3600** then climbing RIGHT turn to **6700** direct to KISKK. As required shuttle climb. Shuttle to **7900** BPOC.

Note: Trees to 3186 ASL aprx 0.1 NM past departure end of rwy, 320' LEFT and RIGHT of rwy centreline.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
500 FT/NM	750	1000	1170	1340	1500	1670	2090	2500

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DEPARTURE PROCEDURE (RNAV)

KISKK SIX DEP (KISKK6.)

TUMBLER RIDGE, BC
CBX7

RESTRICTED

RNAV 1 - GNSS

CTR Edmonton – 132.6 134.5

ATF

TFC – 123.2

RESTRICTED
Note: Severe turbulence and associated downdrafts may be encountered when surface winds exceed 20 kt.

Procedure not auth when Quintette Mine blasting area is active. See CFS.

VAR 18° E

5000

4000

KISKK
N55 12.80
W120 45.98

7 NM
(230 kt)

021°

4610

004°
(8)

OTONO
N55 05.12
W120 51.41

018°
(4)

198°

3600

BLASTING AREA

BLASTING AREA
SFC TO 9331

1:500 000
(NM) 0 5 10

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RESTRICTED

KISKK SIX DEP (KISKK6.)
CBX7

EFF 12 JUN 25
REGULATORY REVIEW 20 JAN 2028

RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed.

The following conditions apply to this procedure:

- Crews must be familiar with aerodrome environment.

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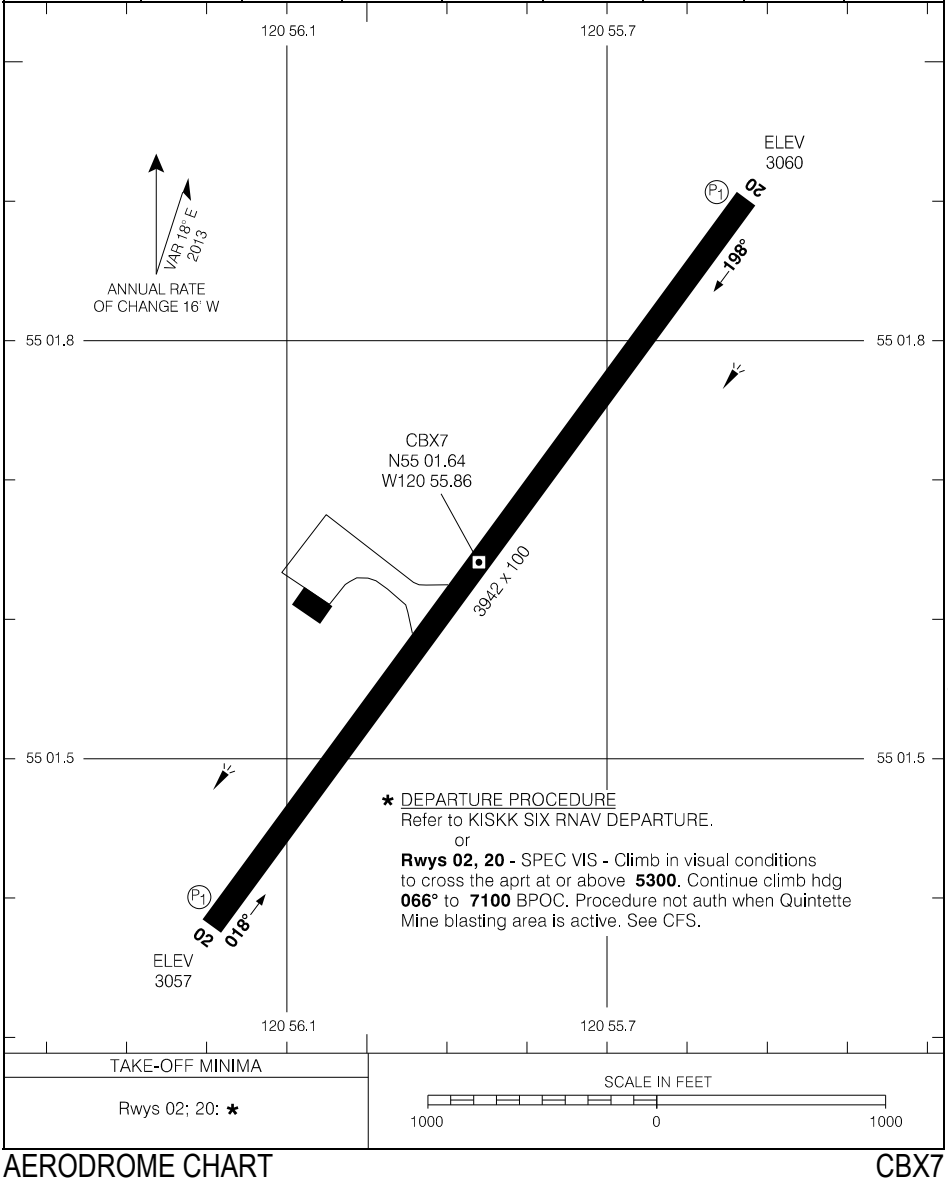
TUMBLER RIDGE, BC

AERODROME CHART — CBX7

CTR Edmonton – **132.6 134.5**

TFC – **123.2** ATF

DECL DISTS	02	20
TORA	3942	3942
TODA	3942	3942
ASDA	3942	3942
LDA	3942	3942



TAKE-OFF MINIMA
Rwys 02; 20: *

SCALE IN FEET
1000 0 1000

AERODROME CHART — CBX7

EFF 20 FEB 25

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VALEMOUNT, BC

RNAV (GNSS) A

525110N 1192011W VAR 16°E

CAH4

CTR Vancouver – **134.0**

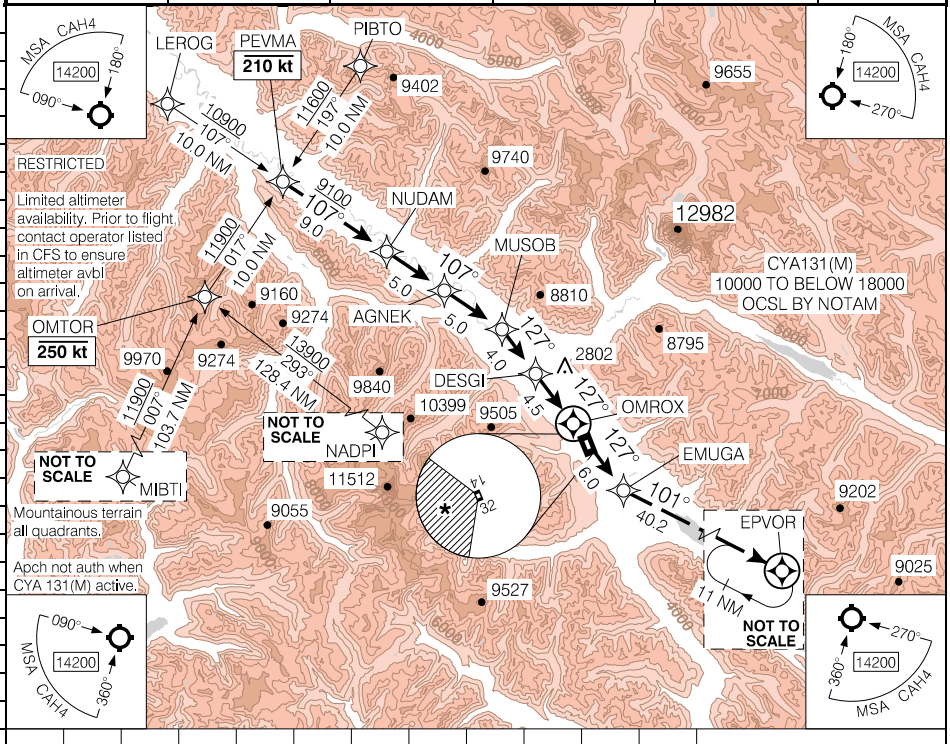
UNICOM – **123.2** (AU)

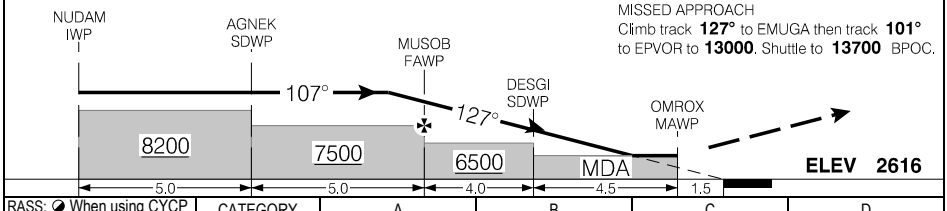
ATF*

ARCAL 123.2(K)

LIGHTING: REFER TO AD CHART

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT MUSOB	LDA
15,000		**127°**	**7500**	REFER TO AD CHART





MISSED APPROACH
Climb track **127°** to EMUGA then track **101°** to EPVOR to **13000**. Shuttle to **13700** BPOC.

RASS: When using CYCP add **1020'**.

CATEGORY	A	B	C	D
C CIRCLING	* **6500**	(3884)	3	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

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RESTRICTED

RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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RESTRICTED

CAH4-IAP-3C

VALEMOUNT, BC

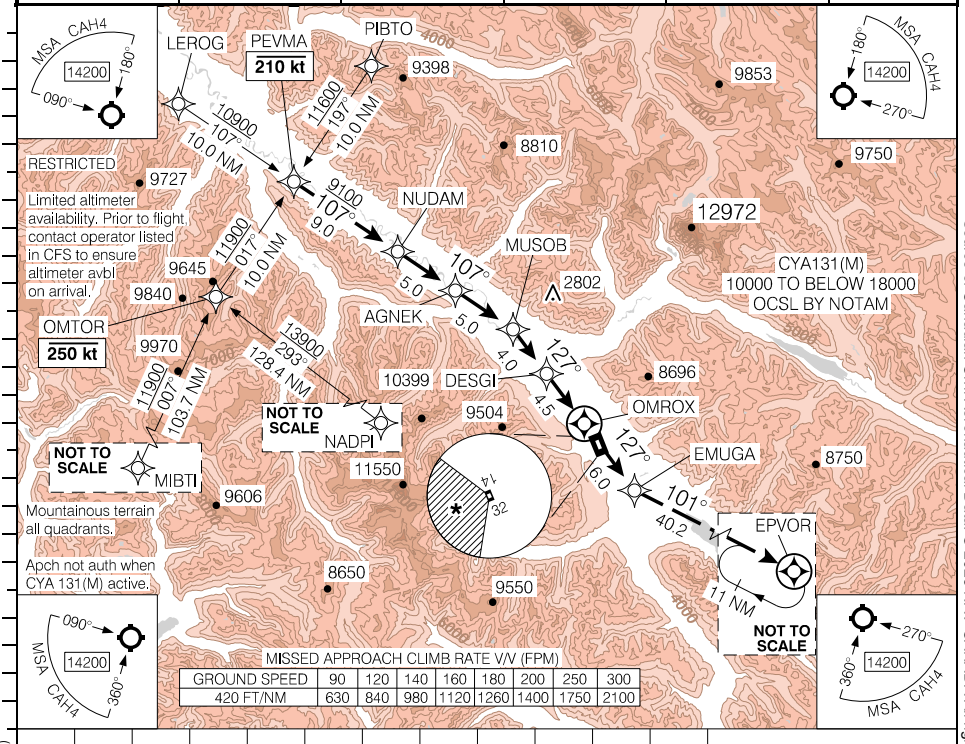
RNAV (GNSS) B

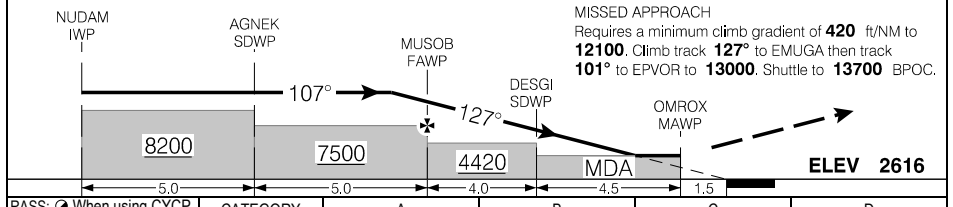
525110N 1192011W VAR 16°E

CAH4

CTR Vancouver – **134.0**	UNICOM – **123.2** (AU) ATF*	ARCAL 123.2(K) LIGHTING: REFER TO AD CHART

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT MUSOB	LDA
15,000		**127°**	**7500**	REFER TO AD CHART





MISSED APPROACH
Requires a minimum climb gradient of **420** ft/NM to **12100**. Climb track **127°** to EMUGA then track **101°** to EPVOR to **13000**. Shuttle to **13700** BPOC.

RASS: When using CYCP add **1020'**.

CATEGORY	A	B	C	D
C CIRCLING	* **4080** (1464)	3	* **5620** (3004)	3 NOT AUTHORIZED

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) B

CAH4

EFF 20 FEB 25
REGULATORY REVIEW 27 SEP 2029

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RESTRICTED

RESTRICTED INSTRUMENT PROCEDURE

This procedure requires a missed approach climb gradient of **420** ft/NM to **12100** feet and the aerodrome visual surfaces are not assessed.

The following conditions apply to this procedure:

- A minimum climb gradient of **420** ft/NM to **12100** feet must be maintained during the missed approach procedure.
- The aircraft weight is not greater than that necessary to meet the published climb gradient on the missed approach.
- When computing the aircraft weight, make corrections for the pressure altitude, ambient temperature, wind components and any gradient loss associated with a turn at the planned time of approach.

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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VALEMOUNT, BC

AERODROME CHART

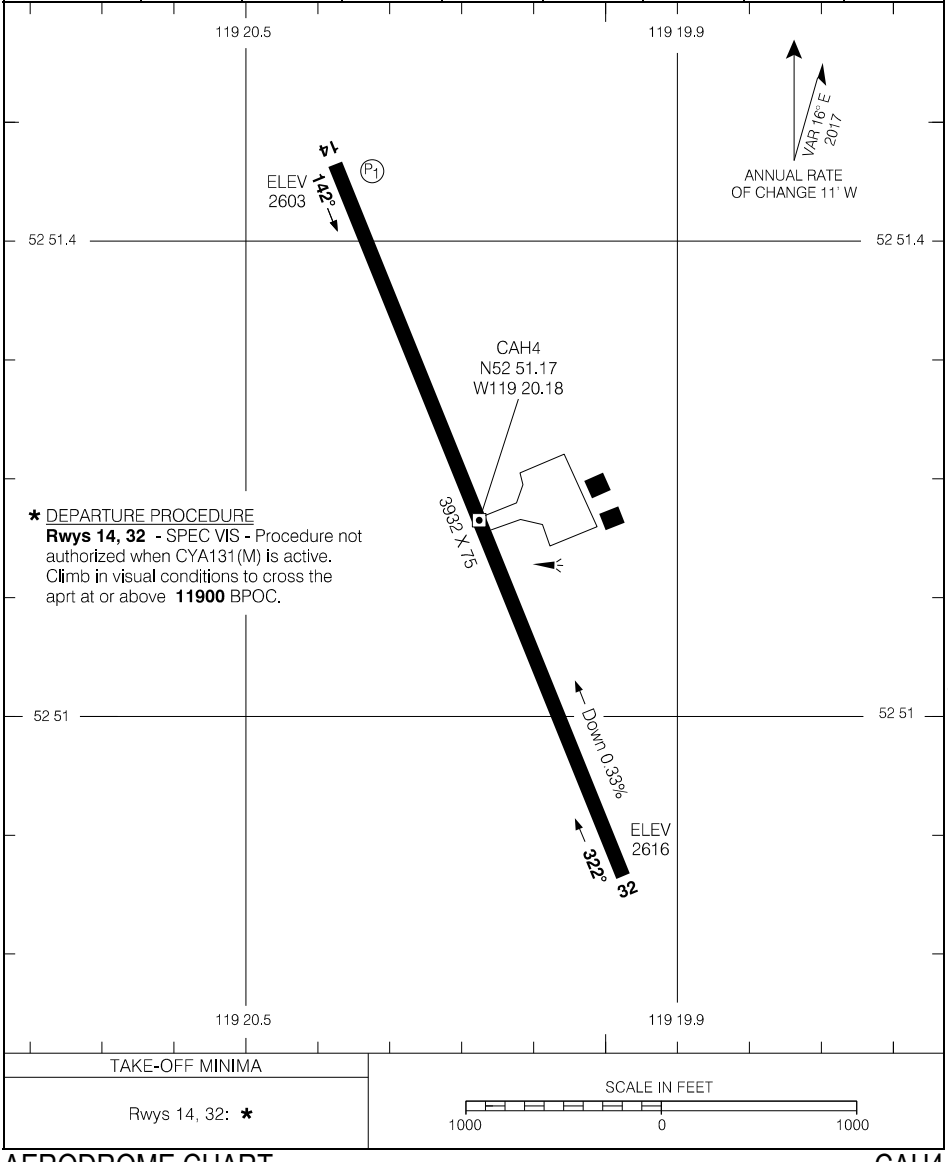
CAH4

UNICOM – **123.2** (AU)

CTR Vancouver – **134.0**

ATF*

DECL DISTS	14	32
TORA	3932	3932
TODA	3932	3932
ASDA	3932	3932
LDA	3932	3932



TAKE-OFF MINIMA

Rwys 14, 32: *

SCALE IN FEET

1000 0 1000

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RESTRICTED
RESTRICTED

CKZ3-IAP-3A

ELK ISLAND, MB

RNAV (GNSS) RWY 06

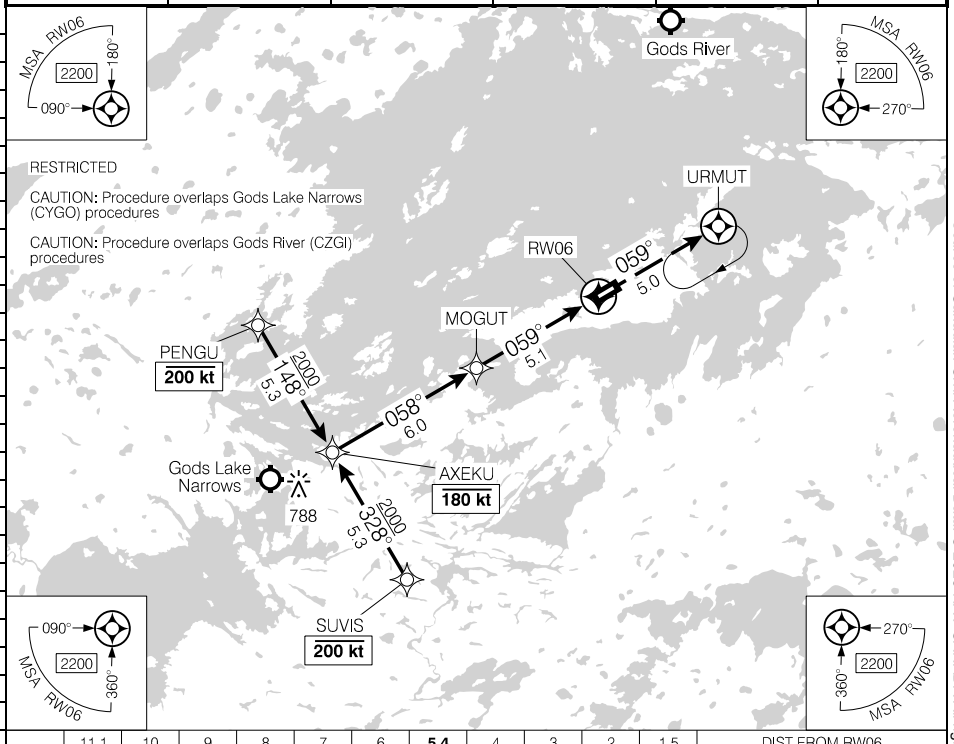
544014N 0940844W VAR 1°E

CKZ3

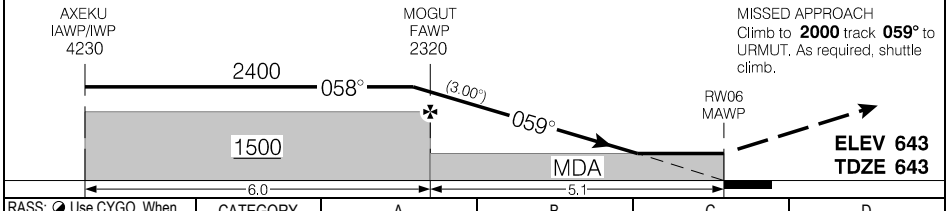
UNICOM – **122.8**

ATF

SAFE ALT 100 NM		APCH CRS	MIN ALT MOGUT	LDA
2600	RNAV	**059°**	**1500**	**3805**



	11.1	10	9	8	7	6	**5.4**	4	3	2	1.5	DIST FROM RW06
(NM)	4230	3880	3560	3240	2920	2600	**2400**	1970	1650	1330	1160	ALT (3.00° APCH PATH)



RASS: ◒ Use CYGO. When using CYIV add **100'**.

CATEGORY	A	B	C	D
LNAV	**1160**	(517)	1½	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 06

CKZ3

EFF 25 JAN 24
REGULATORY REVIEW 6 JUL 2028

CKZ3-IAP-3A

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RESTRICTED

RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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RESTRICTED

CKZ3-IAP-3C

ELK ISLAND, MB

RNAV (GNSS) RWY 24

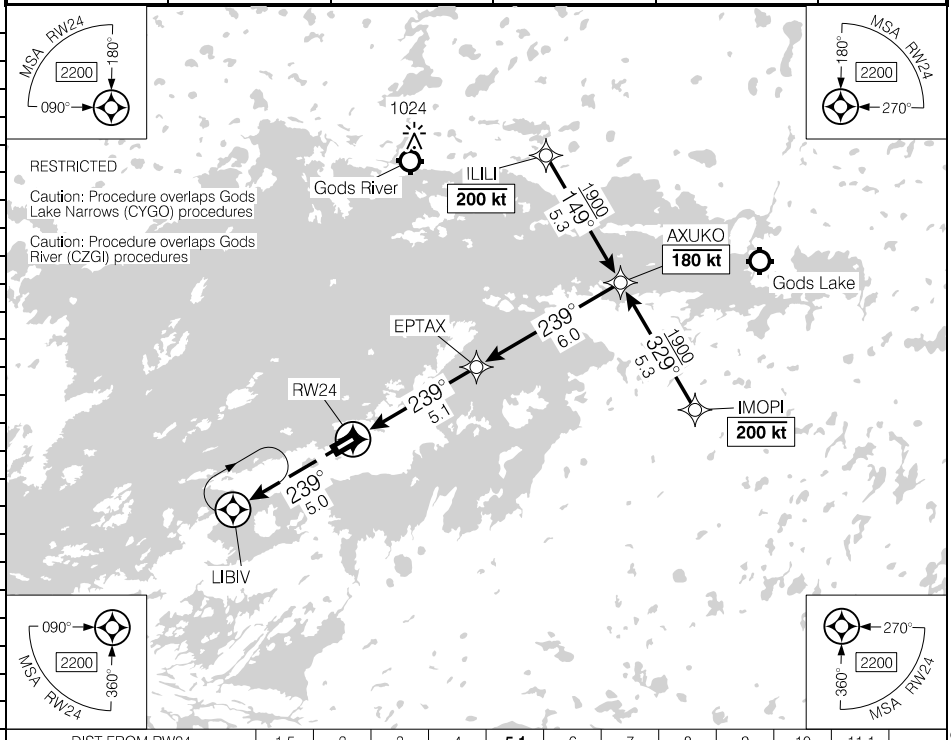
544014N 0940844W VAR 1°E

CKZ3

UNICOM – **122.8**

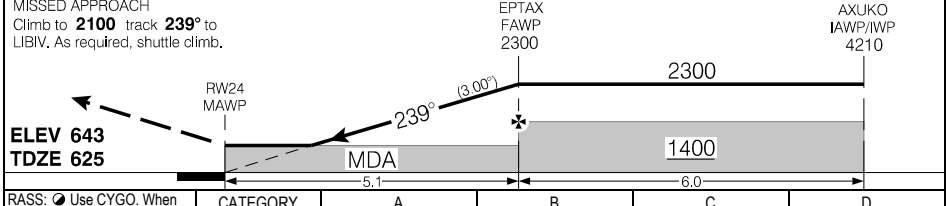
ATF

SAFE ALT 100 NM		APCH CRS	MIN ALT EPTAX	LDA
2600	RNAV	**239°**	**1400**	**3805**



DIST FROM RW24	1.5	2	3	4	**5.1**	6	7	8	9	10	11.1
ALT (3.00° APCH PATH)	1140	1310	1630	1950	**2300**	2580	2900	3220	3540	3860	4210

MISSED APPROACH
Climb to **2100** track **239°** to LIBIV. As required, shuttle climb.



RASS: Use CYGO. When using CYIV add **100'**.

CATEGORY	A	B	C	D
LNAV	**1140**	(516)	1½	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 24 CKZ3

EFF 25 JAN 24
REGULATORY REVIEW 6 JUL 2028

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

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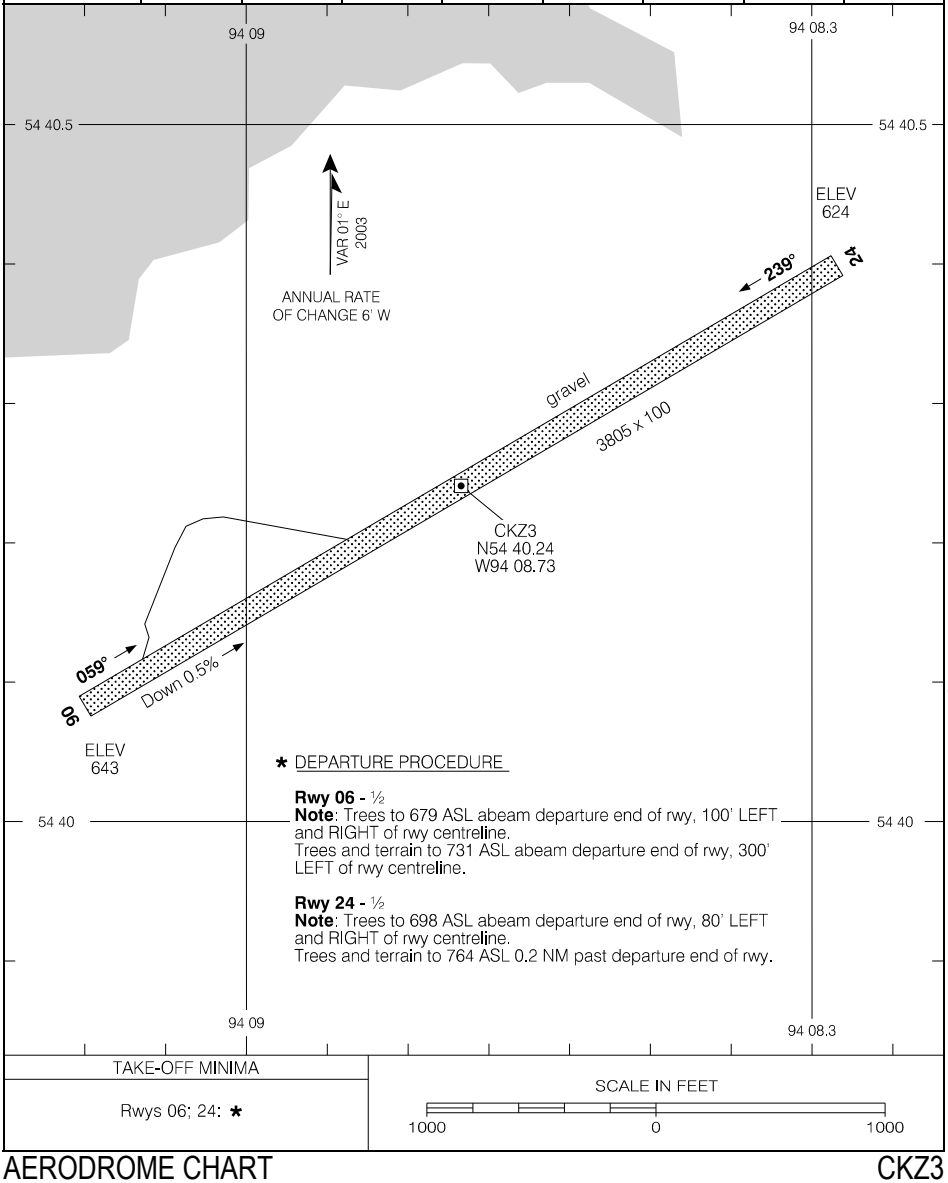
ELK ISLAND, MB

AERODROME CHART — CKZ3

UNICOM – **122.8**

ATF

DECL DISTS	06	24						
TORA	3805	3805						
TODA	3805	3805						
ASDA	3805	3805						
LDA	3805	3805						



* DEPARTURE PROCEDURE

Rwy 06 - ½
Note: Trees to 679 ASL abeam departure end of rwy, 100' LEFT and RIGHT of rwy centreline.
Trees and terrain to 731 ASL abeam departure end of rwy, 300' LEFT of rwy centreline.

Rwy 24 - ½
Note: Trees to 698 ASL abeam departure end of rwy, 80' LEFT and RIGHT of rwy centreline.
Trees and terrain to 764 ASL 0.2 NM past departure end of rwy.

TAKE-OFF MINIMA	SCALE IN FEET
Rwys 06; 24: *	1000 0 1000

AERODROME CHART — CKZ3

EFF 25 JAN 24

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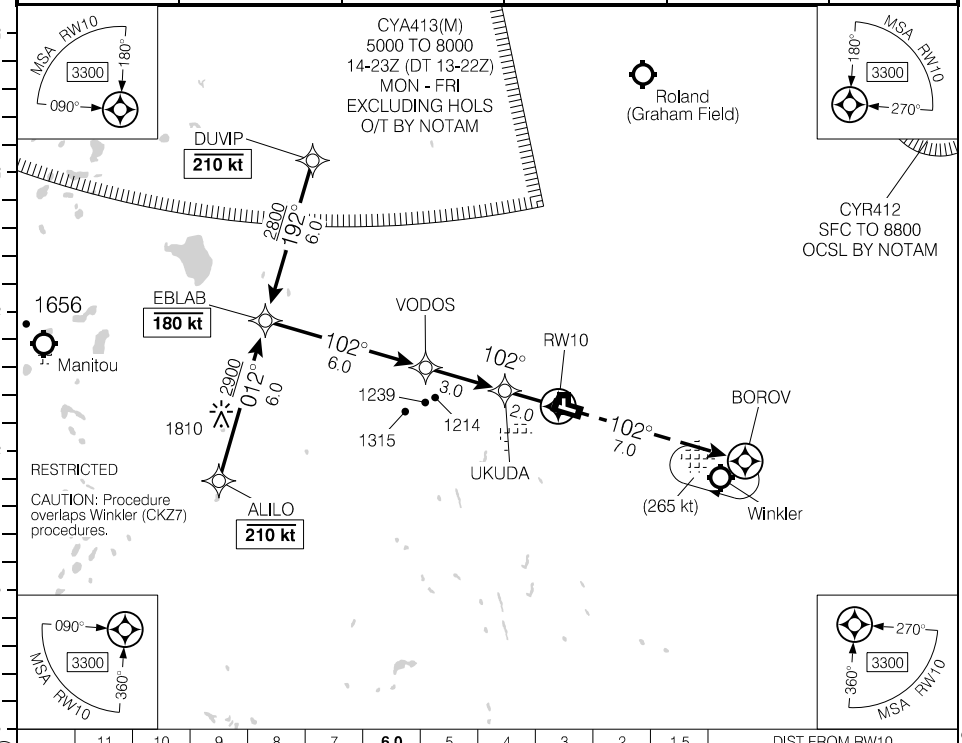
MORDEN REGIONAL, MB

RNAV (GNSS) RWY 10

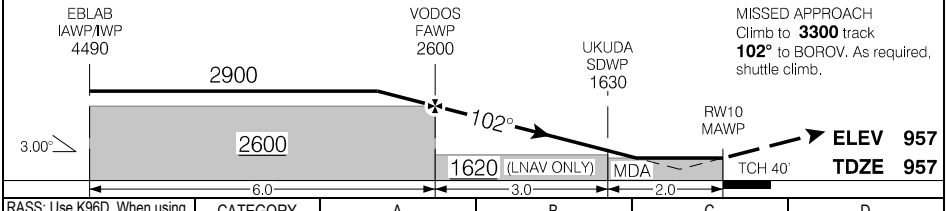
491238N 0980338W VAR 4°E

CJA3

ATIS Winnipeg – **120.2**	CTR Winnipeg – **121.0**	TFC – **123.0** ATF		ARCAL 123.0(J)
SAFE ALT 100 NM **4000**	WAAS **Ch 80503** W10A	APCH CRS **102°**	MIN ALT VODOS **2600**	LDA **3937**



(NM)	11	10	9	8	7	**6.0**	5	4	3	2	1.5	DIST FROM RW10
	4490	4180	3860	3540	3230	**2900**	2600	2270	1950	1630	1460	ALT (3.00° APCH PATH)



RASS: Use K96D. When using CYWG add **110°**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**1457**	(500)	1¾	
LNAV	**1460**	(503)	1½	

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

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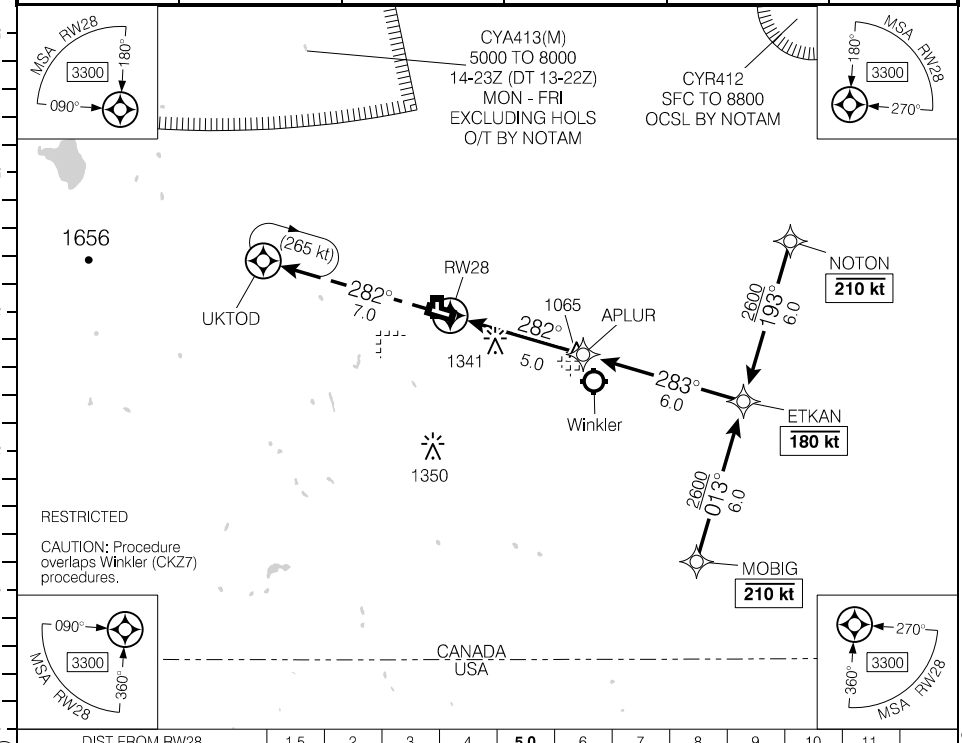
MORDEN REGIONAL, MB

RNAV (GNSS) RWY 28

491238N 0980338W VAR 4°E

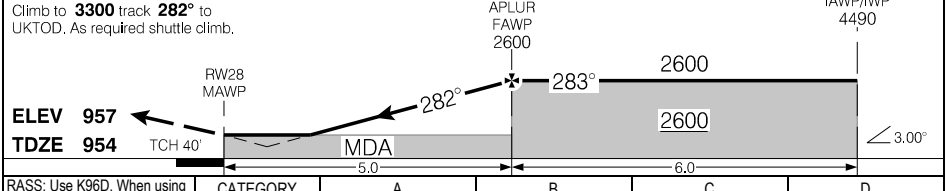
CJA3

ATIS Winnipeg – **120.2**	CTR Winnipeg – **121.0**	TFC – **123.0** ATF		ARCAL 123.0(J)
SAFE ALT 100 NM **4000**	WAAS **Ch 80504** W28A	APCH CRS **282°**	MIN ALT APLUR **2600**	LDA **3937**



DIST FROM RW28 (NM)	1.5	2	3	4	**5.0**	6	7	8	9	10	11
ALT (3.00° APCH PATH)	1460	1630	1950	2270	**2600**	2900	3220	3540	3860	4180	4490

MISSED APPROACH
Climb to **3300** track **282°** to UKTOD. As required shuttle climb.



RASS: Use K96D. When using CYWG add **110'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**1452**	(500)	1¾	
LNAV	**1460**	(508)	1½	

RNAV (GNSS) RWY 28

CJA3

EFF 15 JUN 23
REGULATORY REVIEW 10 JUN 2027

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

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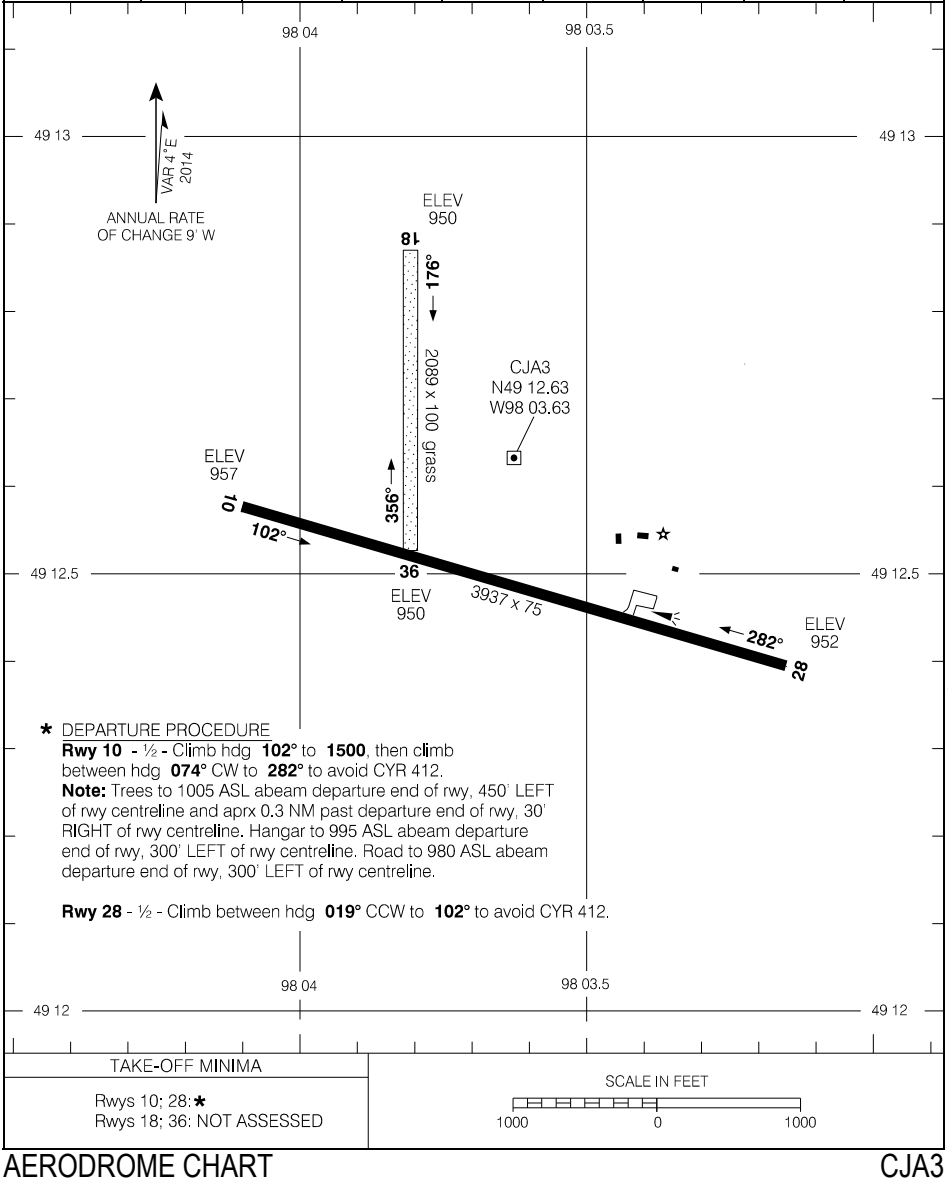
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MORDEN REGIONAL, MB

AERODROME CHART — CJA3

ATIS Winnipeg – **120.2**		TFC – **123.0** ATF	CTR Winnipeg – **121.0**

DECL DISTS	10	28	18	36				
TORA	3937	3937	2089	2089				
TODA	3937	3937	2089	2089				
ASDA	3937	3937	2089	2089				
LDA	3937	3937	2089	2089				



* DEPARTURE PROCEDURE

Rwy 10 - ½ - Climb hdg **102°** to **1500**, then climb between hdg **074°** CW to **282°** to avoid CYR 412.
Note: Trees to 1005 ASL abeam departure end of rwy, 450' LEFT of rwy centreline and aprx 0.3 NM past departure end of rwy, 30' RIGHT of rwy centreline. Hangar to 995 ASL abeam departure end of rwy, 300' LEFT of rwy centreline. Road to 980 ASL abeam departure end of rwy, 300' LEFT of rwy centreline.

Rwy 28 - ½ - Climb between hdg **019°** CCW to **102°** to avoid CYR 412.

TAKE-OFF MINIMA	SCALE IN FEET
Rwys 10; 28: * Rwys 18; 36: NOT ASSESSED	1000 0 1000

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CYNN-IAP-3A

NEJANILINI LAKE, MB

RNAV (GNSS) RWY 18

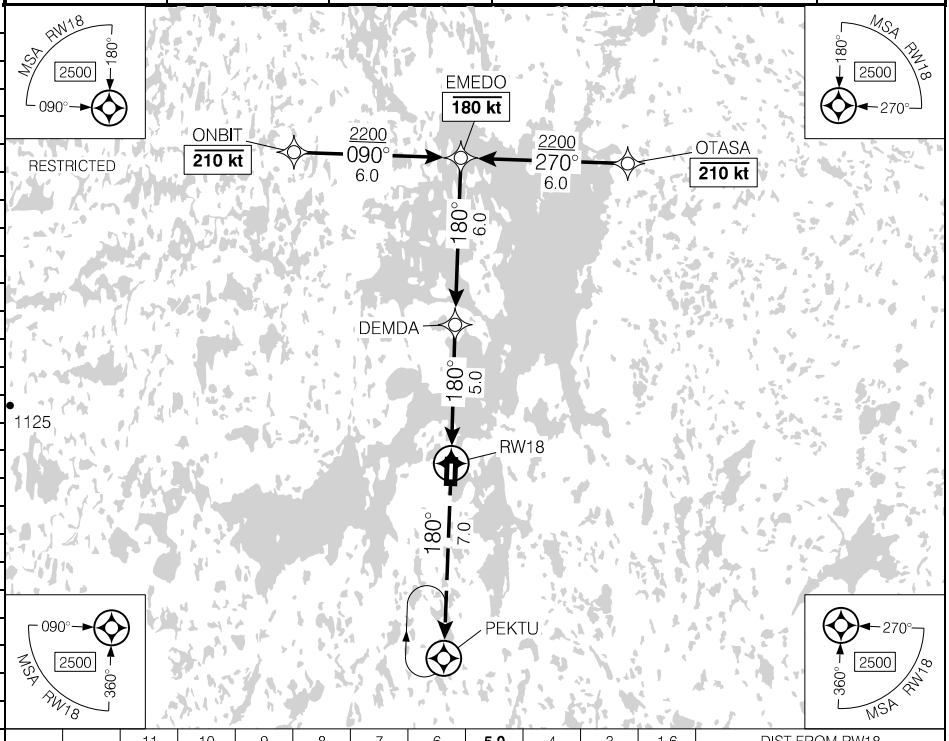
592907N 0974652W VAR 2°E

CYNN

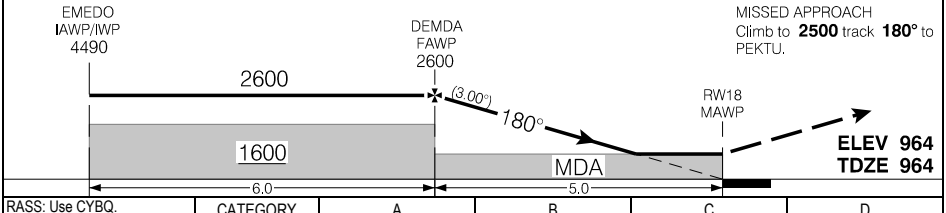
UNICOM – **122.8**

ATF

SAFE ALT 100 NM		APCH CRS	MIN ALT DEMDA	LDA
2800	RNAV	**180°**	**1600**	**3442**



	11	10	9	8	7	6	**5.0**	4	3	1.6	DIST FROM RW18
	4490	4170	3850	3530	3220	2900	**2600**	2260	1940	1480	ALT (3.00° APCH PATH)



RASS: Use CYBQ.

CATEGORY	A	B	C	D
LNAV	**1480**	(534)	1¾	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 18

CYNN

EFF 20 APR 23
REGULATORY REVIEW 10 JUN 2027

CYNN-IAP-3A

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

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CYNN-IAP-3C

NEJANILINI LAKE, MB

RNAV (GNSS) RWY 36

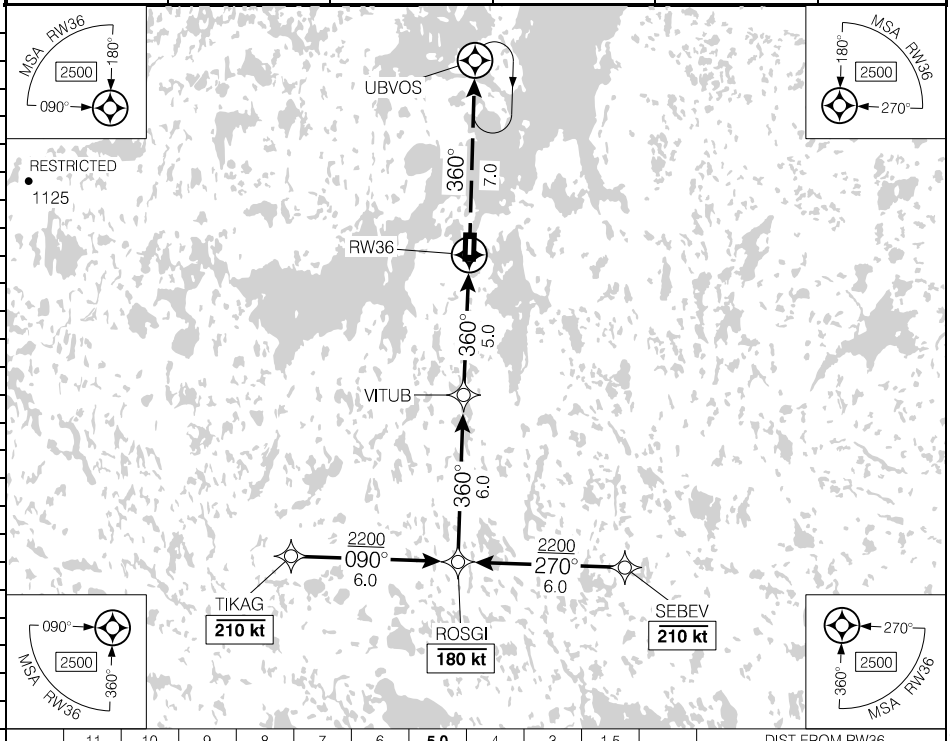
592907N 0974652W VAR 2°E

CYNN

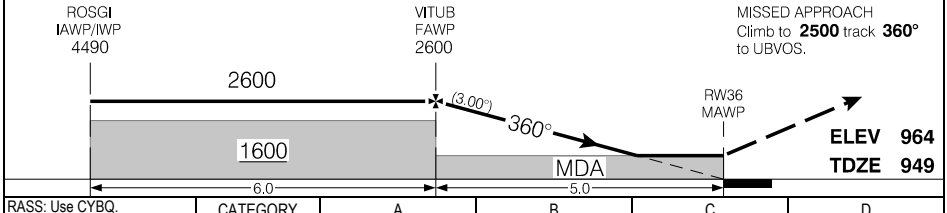
UNICOM – **122.8**

ATF

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT VITUB	LDA
2800		**360°**	**1600**	**3442**



	11	10	9	8	7	6	**5.0**	4	3	1.5	DIST FROM RW36
	4490	4160	3840	3520	3200	2890	**2600**	2250	1930	1460	ALT (3.00° APCH PATH)



RASS: Use CYBQ.

CATEGORY	A	B	C	D
LNAV	**1460**	(525)	1¾	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 36 CYNN

EFF 20 APR 23

REGULATORY REVIEW 10 JUN 2027

CYNN-IAP-3C

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RESTRICTED INSTRUMENT PROCEDURE

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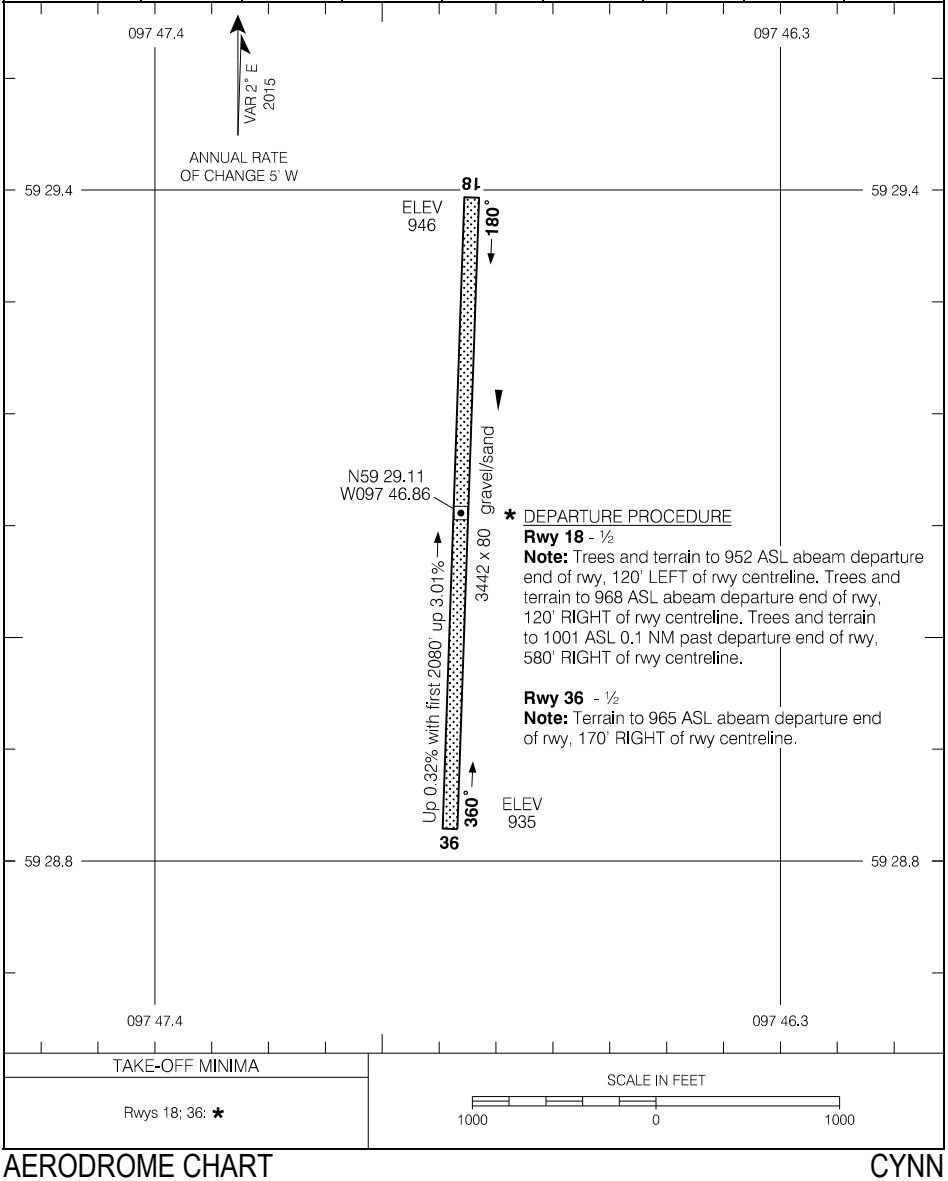
CYNN-AD

NEJANILINI LAKE, MB

AERODROME CHART — CYNN

UNICOM – 122.8 ATF

DECL DISTS	18	36
TORA	3442	3442
TODA	3442	3442
ASDA	3442	3442
LDA	3442	3442



* DEPARTURE PROCEDURE

Rwy 18 - ½
Note: Trees and terrain to 952 ASL abeam departure end of rwy, 120' LEFT of rwy centreline. Trees and terrain to 968 ASL abeam departure end of rwy, 120' RIGHT of rwy centreline. Trees and terrain to 1001 ASL 0.1 NM past departure end of rwy, 580' RIGHT of rwy centreline.

Rwy 36 - ½
Note: Terrain to 965 ASL abeam departure end of rwy, 170' RIGHT of rwy centreline.

TAKE-OFF MINIMA
Rwys 18; 36: *

SCALE IN FEET
1000 0 1000

AERODROME CHART — CYNN

EFF 20 APR 23

CYNN-AD

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NORTH SEAL RIVER, MB

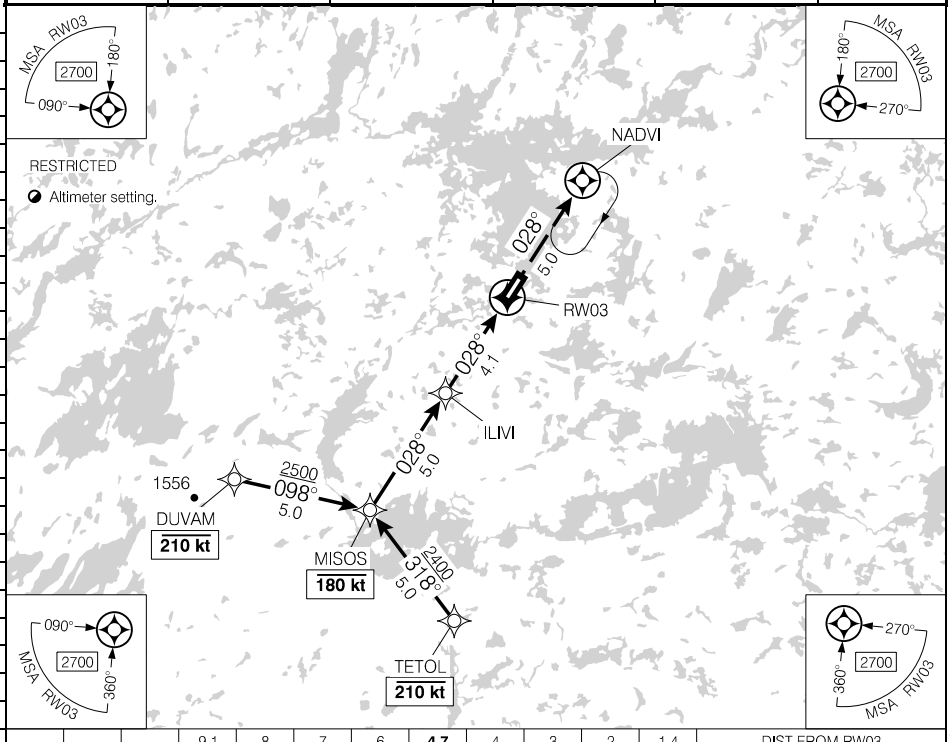
RNAV (GNSS) RWY 03

585810N 0995830W VAR 5°E

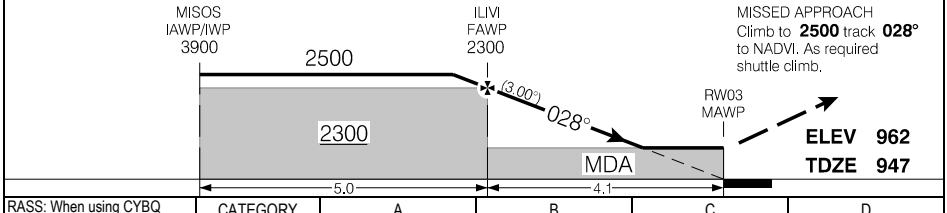
CEG8

UNICOM – **122.8** (AU)

SAFE ALT 100 NM		APCH CRS	MIN ALT ILIVI	LDA
2900	RNAV	**028°**	**2300**	**4738**



(NM)	9.1	8	7	6	**4.7**	4	3	2	1.4	DIST FROM RW03
	3900	3550	3230	2910	**2500**	2280	1960	1640	1460	ALT (3.00° APCH PATH)



RASS: When using CYBQ add **120'**.

CATEGORY	A	B	C	D
LNAV	**1460**	(513)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

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RESTRICTED INSTRUMENT PROCEDURE

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CEG8-IAP-3C

NORTH SEAL RIVER, MB

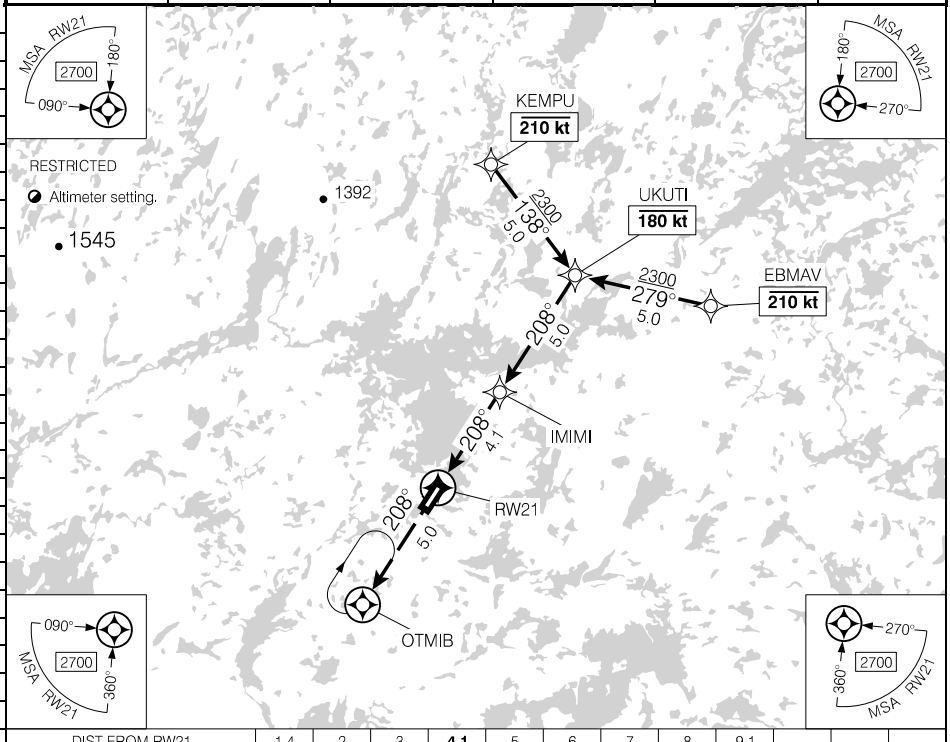
RNAV (GNSS) RWY 21

585810N 0995830W VAR 5°E

CEG8

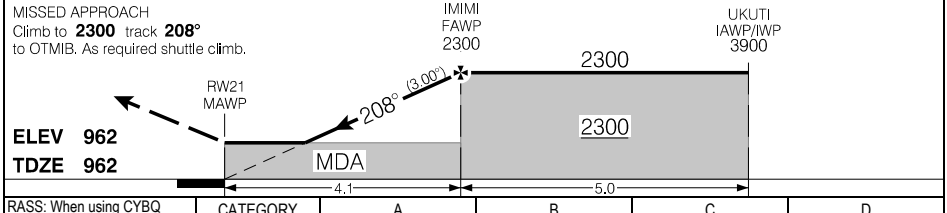
UNICOM – **122.8** (AU)

SAFE ALT 100 NM		APCH CRS	MIN ALT IMIMI	LDA
2900	RNAV	**208°**	**2300**	**4738**



DIST FROM RW21	1.4	2	3	**4.1**	5	6	7	8	9.1			
ALT (3.00° APCH PATH)	1460	1640	1960	**2300**	2600	2920	3230	3550	3900			

MISSED APPROACH
Climb to **2300** track **208°**
to OTMIB. As required shuttle climb.



RASS: When using CYBQ add **120'**.

CATEGORY	A	B	C	D
LNAV	**1460**	(512)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 21

CEG8

EFF 27 NOV 25
REGULATORY REVIEW 24 OCT 2030

CEG8-IAP-3C

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RESTRICTED INSTRUMENT PROCEDURE

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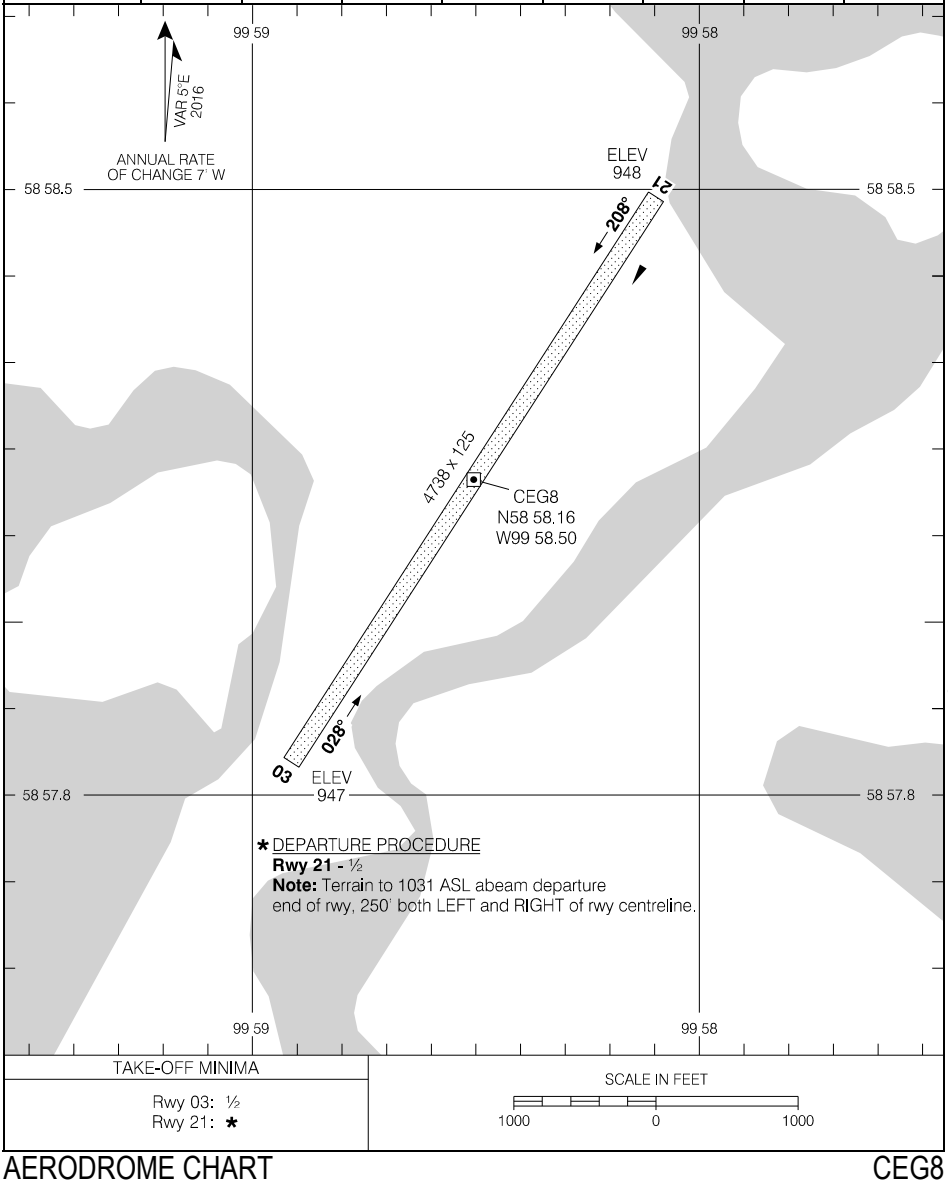
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NORTH SEAL RIVER, MB

AERODROME CHART — CEG8

UNICOM – **122.8** (AU)

DECL DISTS	03	21
TORA	4738	4738
TODA	4738	4738
ASDA	4738	4738
LDA	4738	4738



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CNL9-IAP-3A

NUELTIN LAKE, MB

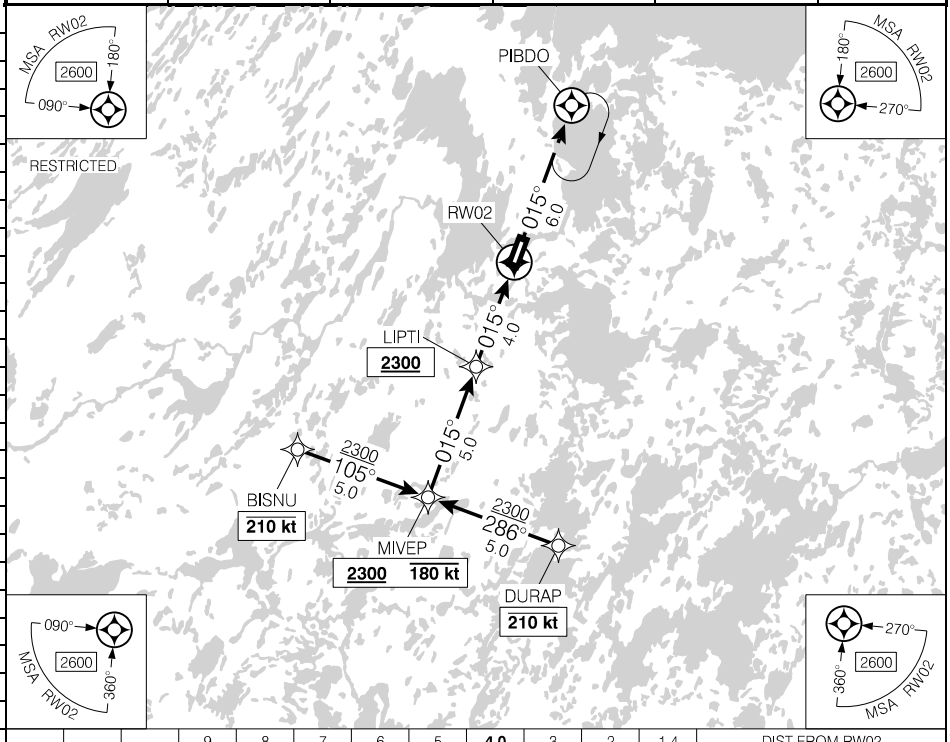
RNAV (GNSS) RWY 02

594229N 1000738W VAR 5°E

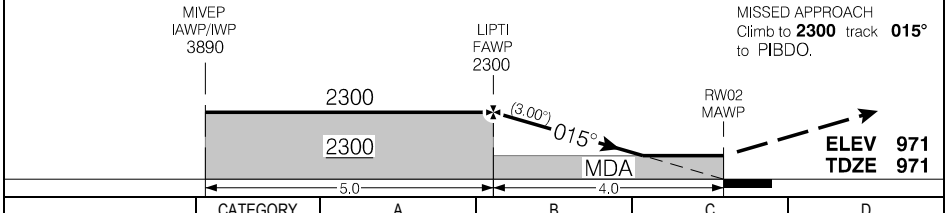
CNL9

Treeline UNICOM – **129.6** (AU)
ATF

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT	LDA
2900		**015°**	LIPTI **2300**	**4700**



DIST FROM RW02	9	8	7	6	5	**4.0**	3	2	1.4
ALT (3.00° APCH PATH)	3890	3570	3250	2930	2610	**2300**	1980	1660	1480



MISSED APPROACH
Climb to **2300** track **015°**
to PIBDO.

CATEGORY	A	B	C	D
LNAV	**1480**	(509)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

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RESTRICTED INSTRUMENT PROCEDURE

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NUELTIN LAKE, MB

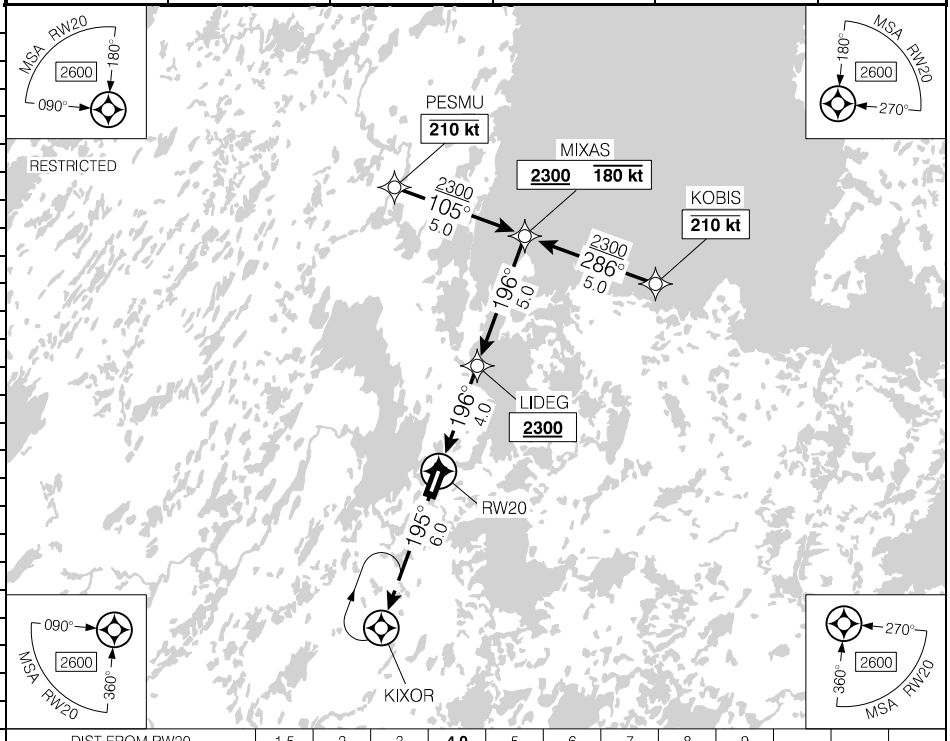
RNAV (GNSS) RWY 20

594229N 1000738W VAR 5°E

CNL9

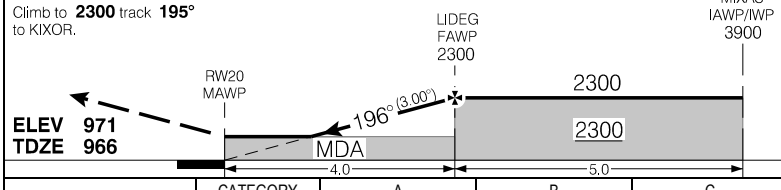
Treeline UNICOM – **129.6** (AU)
ATF

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT LIDEG	LDA
2900		**196°**	**1600**	**4700**



DIST FROM RW20	1.5	2	3	**4.0**	5	6	7	8	9
ALT (3.00° APCH PATH)	1480	1660	1970	**2300**	2610	2930	3250	3570	3900

MISSED APPROACH
Climb to **2300** track **195°**
to KIXOR.



CATEGORY	A	B	C	D
LNAV	**1480**	(514)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

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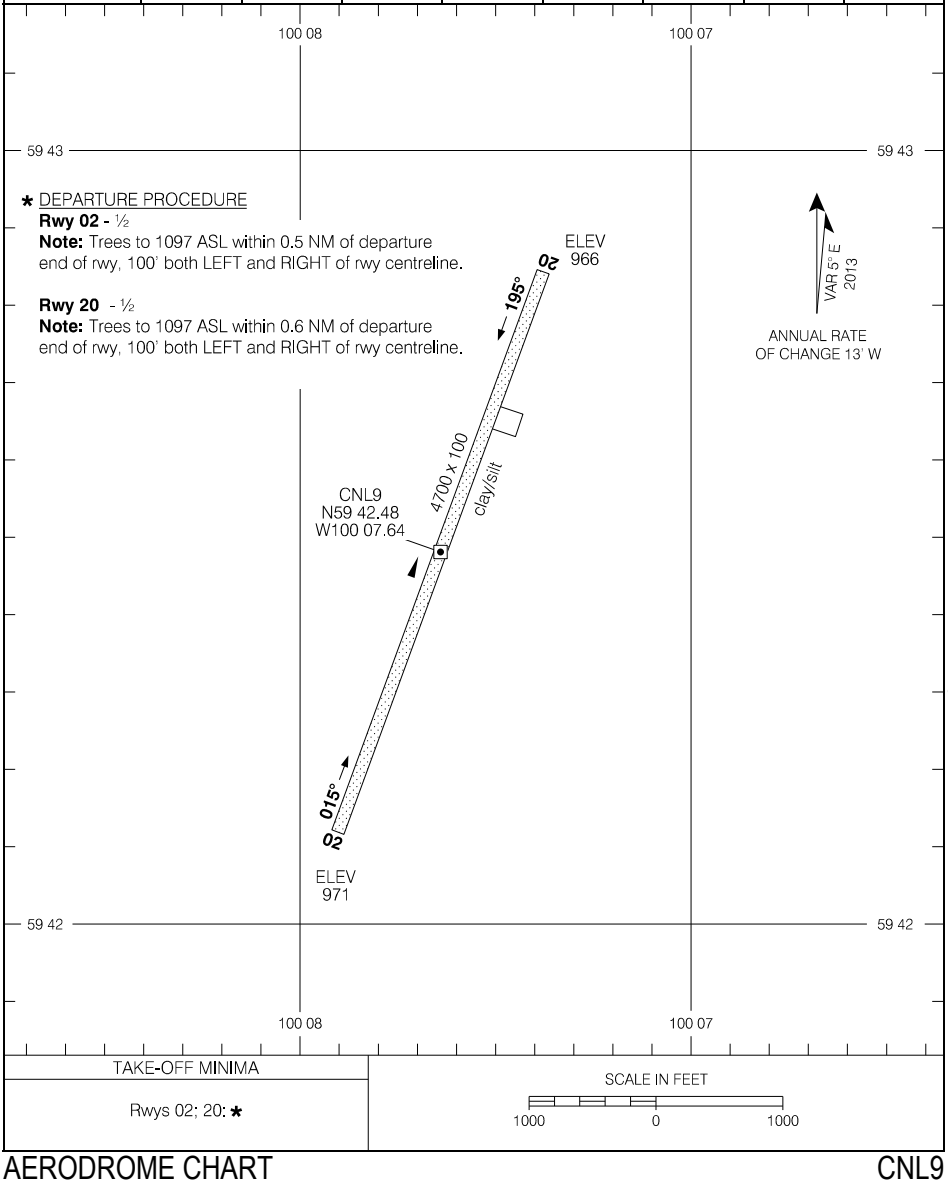
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NUELTIN LAKE, MB

AERODROME CHART — CNL9

Treeline UNICOM – **129.6** (AU)
ATF

DECL DISTS	02	20						
TORA	4700	4700						
TODA	4700	4700						
ASDA	4700	4700						
LDA	4700	4700						



TAKE-OFF MINIMA

Rwys 02; 20: *

SCALE IN FEET

1000 0 1000

AERODROME CHART — CNL9

EFF 27 NOV 25

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CJB3-IAP-3A

STEINBACH, MB

RNAV (GNSS) RWY 15

493303N 0964050W VAR 3°E

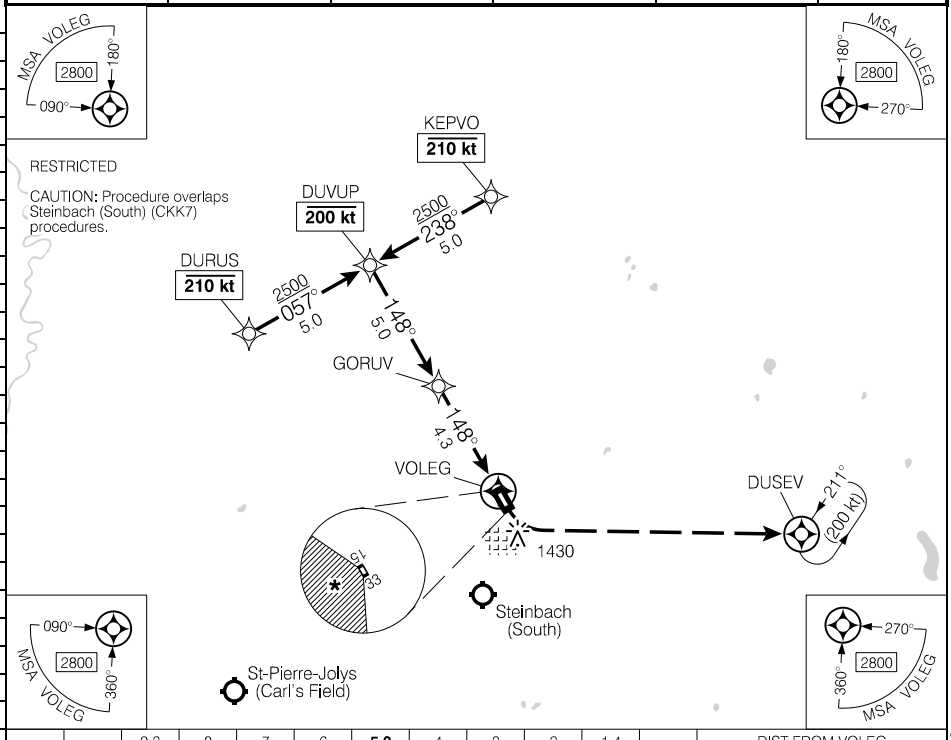
CJB3

TML Winnipeg – **119.9**

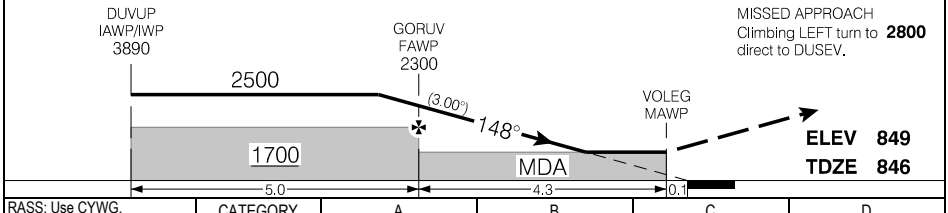
TFC – **122.7** ATF

ARCAL 122.7(J)

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT	LDA
4000		**148°**	GORUV **1700**	**3060**



	9.3	8	7	6	**5.0**	4	3	2	1.4		DIST FROM VOLEG
	3890	3470	3150	2830	**2500**	2190	1880	1560	1360		ALT (3.00° APCH PATH)



RASS: Use CYWG.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LNAV	**1360**	(517)	1½	NOT AUTHORIZED
C CIRCLING	* **1400**	(551) 1½	* **1420**	(571) 2 NOT AUTHORIZED

RNAV (GNSS) RWY 15

CJB3

EFF 20 APR 23

REGULATORY REVIEW 9 JUL 2026

CJB3-IAP-3A

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RESTRICTED INSTRUMENT PROCEDURE

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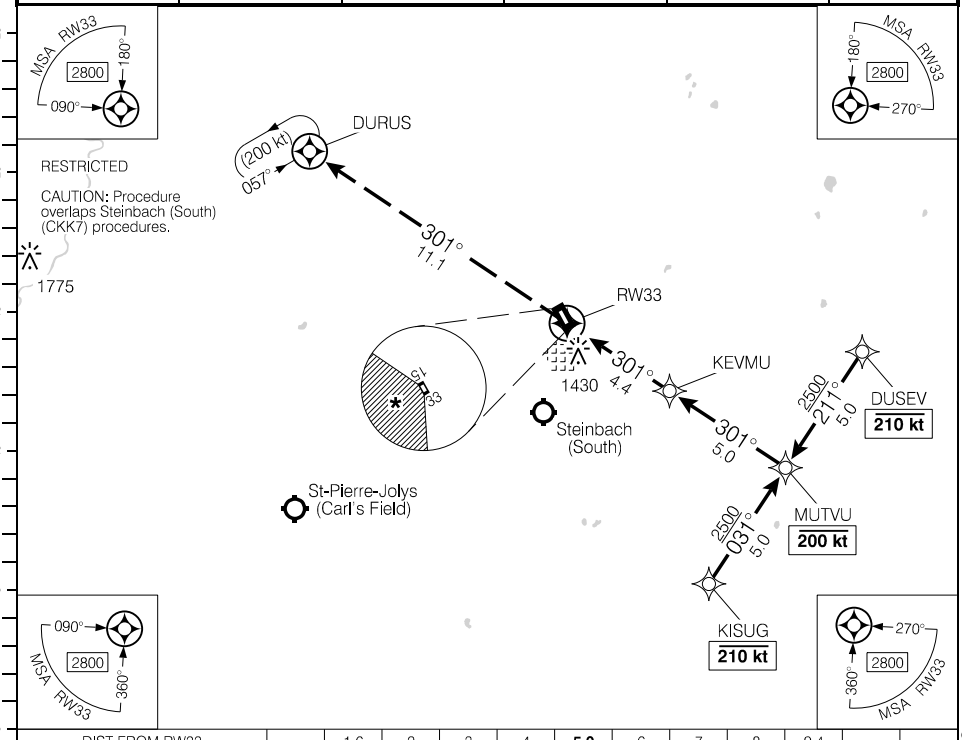
STEINBACH, MB

RNAV (GNSS) A

493303N 0964050W VAR 3°E

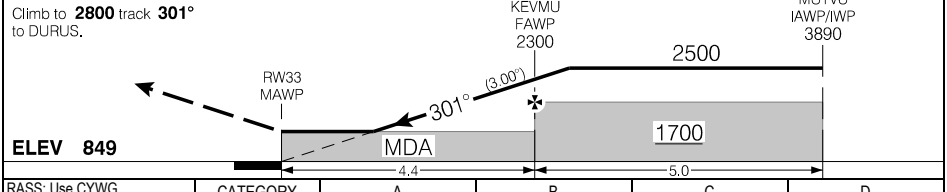
CJB3

	TML Winnipeg – **119.9**		TFC – **122.7** ATF		ARCAL 122.7(J) LIGHTING: REFER TO AD CHART
SAFE ALT 100 NM **4000**	RNAV	APCH CRS **301°**	MIN ALT KEVMU **1700**	LDA REFER TO AD CHART	



DIST FROM RW33		1.6	2	3	4	**5.0**	6	7	8	9.4		
ALT (3.00° APCH PATH)		1400	1530	1850	2170	**2500**	2800	3120	3440	3890		

MISSED APPROACH
Climb to **2800** track **301°** to DURUS.



RASS: Use CYWG.

CATEGORY	A	B	C	D
C CIRCLING	* **1400** (551)	1¾	* **1420** (571)	2 * **1600** (751) 2½

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) A CJB3

EFF 29 DEC 22
REGULATORY REVIEW 9 JUL 2026

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RESTRICTED INSTRUMENT PROCEDURE

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STEINBACH, MB

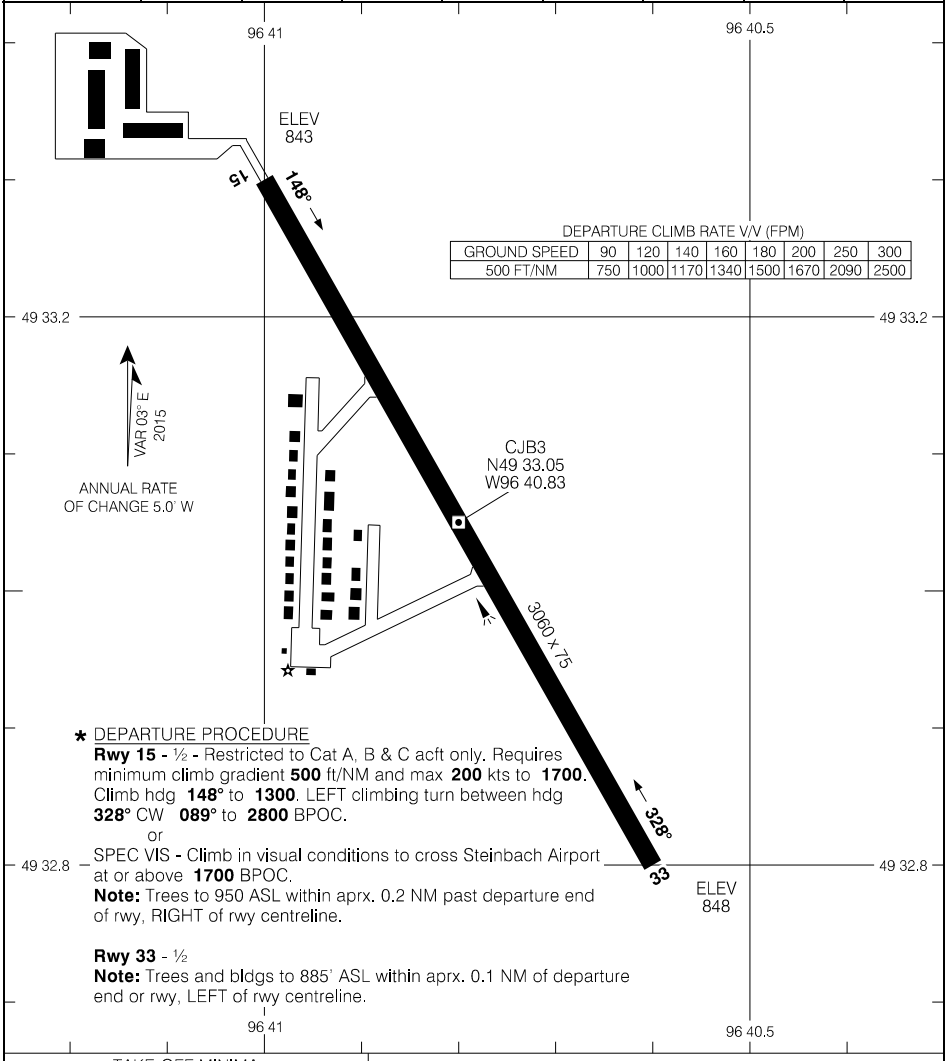
AERODROME CHART — CJB3

TML Winnipeg – **119.9**

TFC – **122.7**

ATF

DECL DISTS	15	33
TORA	3060	3060
TODA	3060	3060
ASDA	3060	3060
LDA	3060	3060



DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
500 FT/NM	750	1000	1170	1340	1500	1670	2090	2500

* DEPARTURE PROCEDURE

Rwy 15 - ½ - Restricted to Cat A, B & C acft only. Requires minimum climb gradient **500** ft/NM and max **200** kts to **1700**. Climb hdg **148°** to **1300**. LEFT climbing turn between hdg **328°** CW **089°** to **2800** BPOC.

or

SPEC VIS - Climb in visual conditions to cross Steinbach Airport at or above **1700** BPOC.

Note: Trees to 950 ASL within aprx. 0.2 NM past departure end of rwy, RIGHT of rwy centreline.

Rwy 33 - ½

Note: Trees and bldgs to 885' ASL within aprx. 0.1 NM of departure end or rwy, LEFT of rwy centreline.

TAKE-OFF MINIMA	SCALE IN FEET
Rwys 15; 33: *	1000 0 1000

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CDP3-IAP-3A

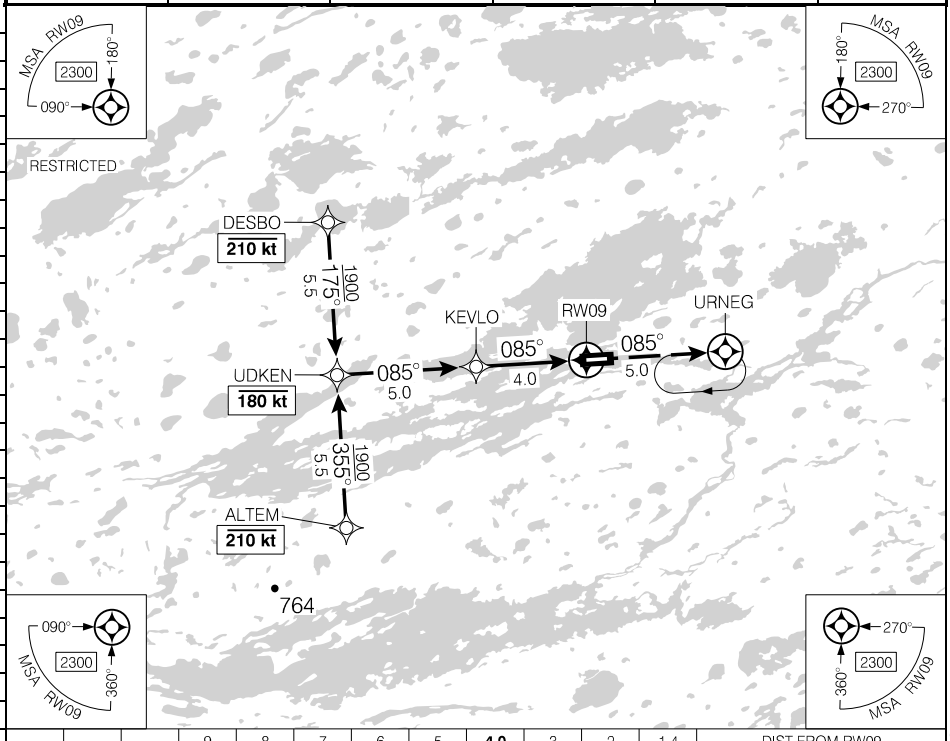
UTIK LAKE/DENNIS G PUNCHES FIELD, MB

RNAV (GNSS) RWY 09

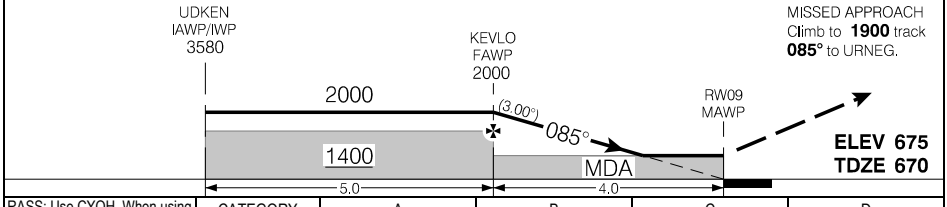
551728N 0954811W VAR 1°E

CDP3

AUTO Oxford House – **122.12**	CTR Winnipeg – **133.15**	UNICOM – **122.8** ATF		
SAFE ALT 100 NM **2500**	RNAV	APCH CRS **085°**	MIN ALT KEVLO **1400**	LDA **4476**



	9	8	7	6	5	4.0	3	2	1.4	DIST FROM RW09
(NM)	3580	3270	2950	2630	2310	**2000**	1680	1360	1180	ALT (3.00° APCH PATH)



RASS: Use CYOH. When using CZEE add **60'**.

CATEGORY	A	B	C	D
LNAV	**1180**	(510)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 09 CDP3

EFF 21 MAR 24
REGULATORY REVIEW 6 JUL 2028

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RESTRICTED INSTRUMENT PROCEDURE

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CDP3-IAP-3C

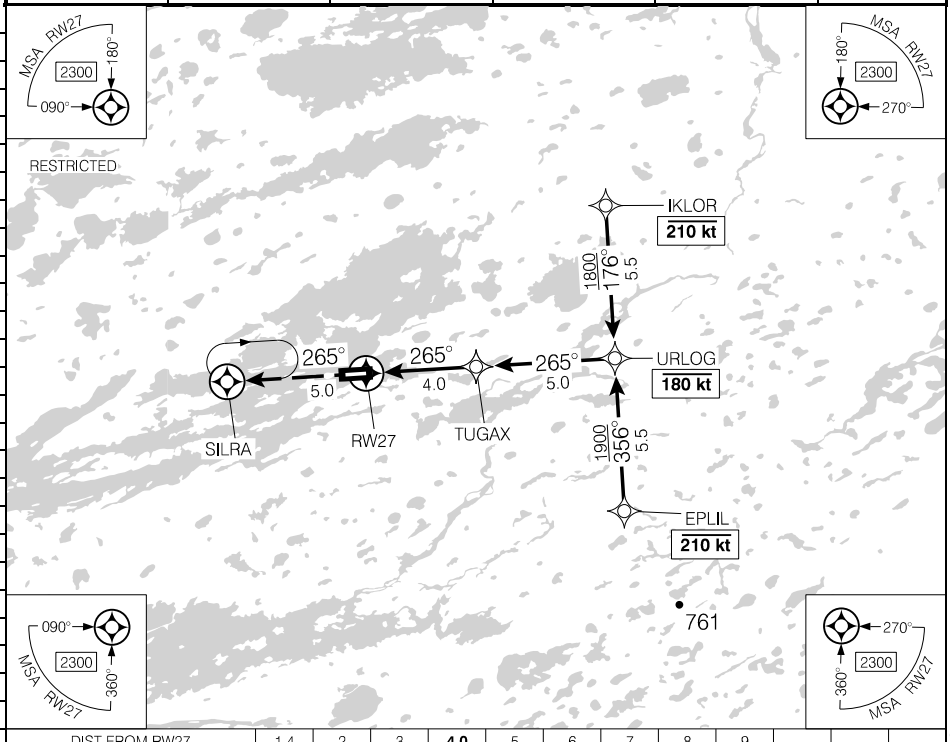
UTIK LAKE/DENNIS G PUNCHES FIELD, MB

RNAV (GNSS) RWY 27

551728N 0954811W VAR 1°E

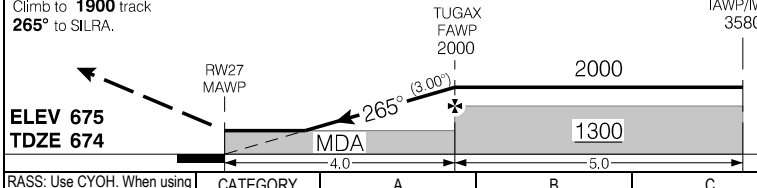
CDP3

AUTO Oxford House – **122.12**	CTR Winnipeg – **133.15**	UNICOM – **122.8** ATF		
SAFE ALT 100 NM **2500**	RNAV	APCH CRS **265°**	MIN ALT TUGAX **1300**	LDA **4476**



DIST FROM RW27	1.4	2	3	**4.0**	5	6	7	8	9
ALT (3.00° APCH PATH)	1180	1360	1680	**2000**	2320	2630	2950	3270	3580

MISSED APPROACH
Climb to **1900** track **265°** to SILRA.



RASS: Use CYOH. When using CZEE add **60'**.

CATEGORY	A	B	C	D
LNAV	**1180**	(507)		1½

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 27 CDP3

EFF 21 MAR 24
REGULATORY REVIEW 6 JUL 2028

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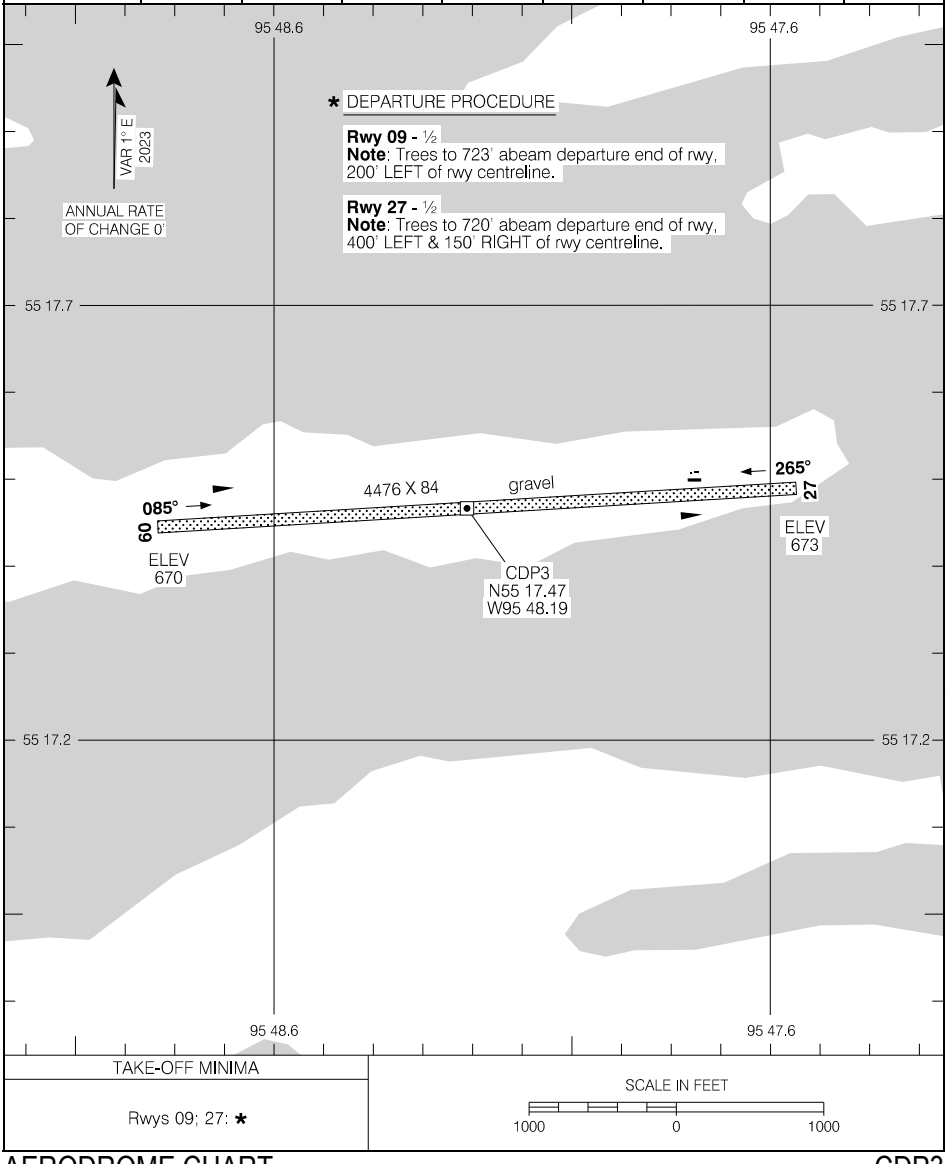
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UTIK LAKE/DENNIS G PUNCHES FIELD, MB

AERODROME CHART — CDP3

AUTO Oxford House – **122.12**		UNICOM – **122.8** ATF	CTR Winnipeg – **133.15**

DECL DISTS	09	27
TORA	4476	4476
TODA	4476	4476
ASDA	4476	4476
LDA	4476	4476



TAKE-OFF MINIMA	SCALE IN FEET
Rwys 09; 27: *	1000 0 1000

AERODROME CHART — CDP3

EFF 21 MAR 24

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CKZ7-IAP-3A

WINKLER, MB

RNAV (GNSS) RWY 09

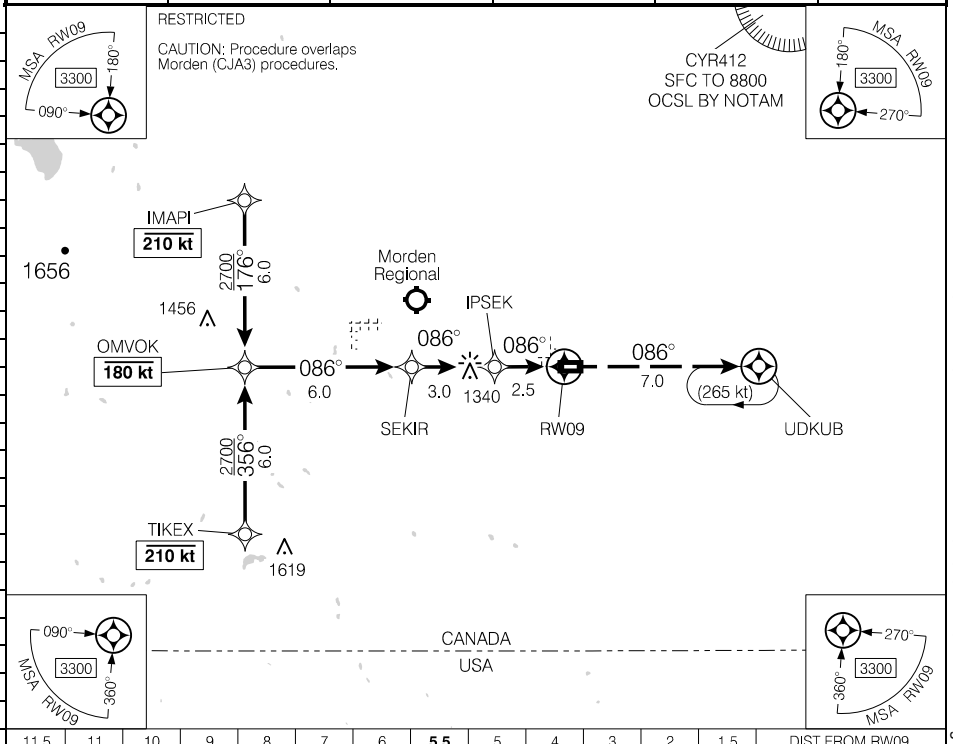
491014N 0975512W VAR 4°E

CKZ7

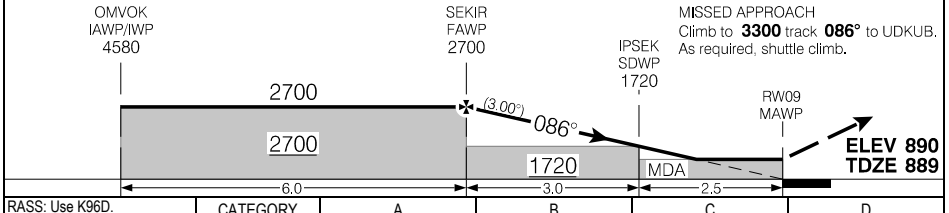
CTR Winnipeg – **118.0**		TFC – **123.0** ATF	
SAFE ALT 100 NM **4000**	RNAV	APCH CRS **086°**	MIN ALT SEKIR **2700**	LDA **2708**

RESTRICTED

CAUTION: Procedure overlaps Morden (CJA3) procedures.



11.5	11	10	9	8	7	6	**5.5**	5	4	3	2	1.5	DIST FROM RW09
4580	4430	4110	3790	3480	3160	2840	**2700**	2520	2200	1880	1570	1400	ALT (3.00° APCH PATH)



RASS: Use K96D.
When using CYWG add **90'**.

CATEGORY	A	B	C	D
LNAV	**1400**	(511)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 09 CKZ7

EFF 15 JUN 23
REGULATORY REVIEW 10 JUN 2027

CKZ7-IAP-3A

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RESTRICTED INSTRUMENT PROCEDURE

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CKZ7-IAP-3C

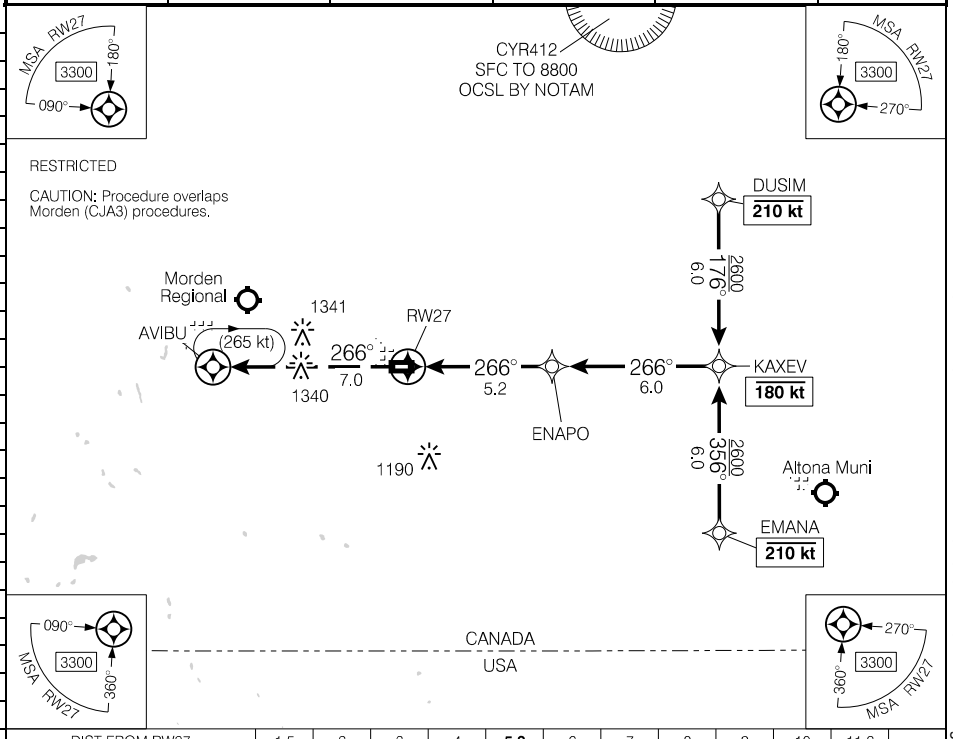
WINKLER, MB

RNAV (GNSS) RWY 27

491014N 0975512W VAR 4°E

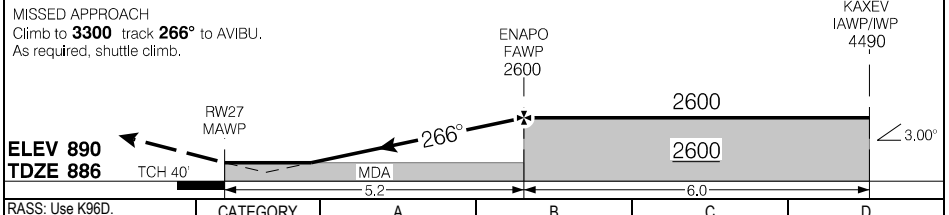
CKZ7

CTR Winnipeg – **118.0**		TFC – **123.0** ATF	
SAFE ALT 100 NM **4000**	WAAS **Ch 80506** W27A	APCH CRS **266°**	MIN ALT ENAPO **2600**	LDA **2708**



DIST FROM RW27	1.5	2	3	4	**5.2**	6	7	8	9	10	11.2
ALT (3.00° APCH PATH)	1400	1560	1880	2200	**2600**	2830	3150	3470	3790	4110	4490

MISSED APPROACH
Climb to **3300** track **266°** to AVIBU.
As required, shuttle climb.



RASS: Use K96D.
When using CYWG add **90'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**1384**	(500)	1¾	
LNAV	**1400**	(516)	1½	

RNAV (GNSS) RWY 27

CKZ7

EFF 25 JAN 24
REGULATORY REVIEW 10 JUN 2027

CKZ7-IAP-3C

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RESTRICTED INSTRUMENT PROCEDURE

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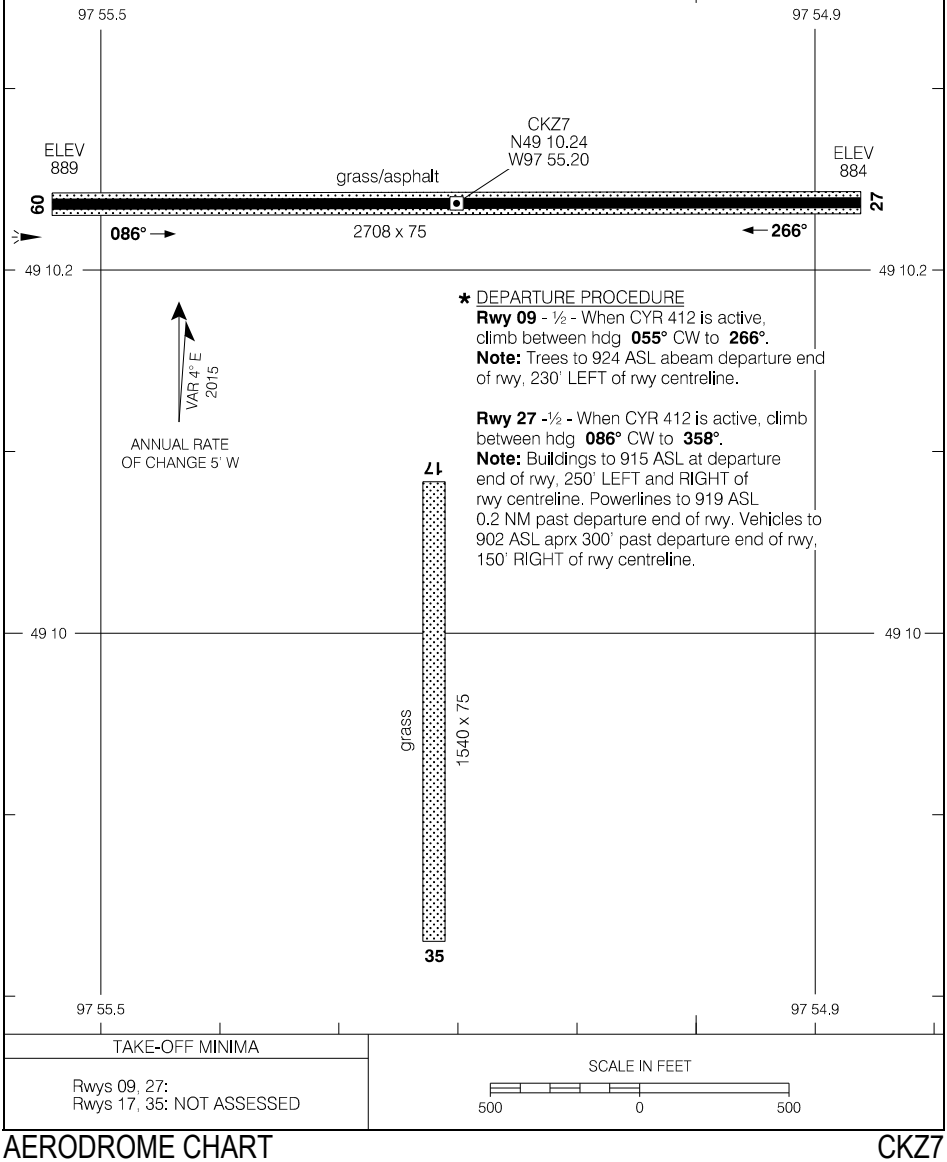
WINKLER, MB

AERODROME CHART — CKZ7

TFC – **123.0** ATF

CTR Winnipeg – **118.0**

DECL DISTS	09	27						
TORA	2708	2708						
TODA	2708	2708						
ASDA	2708	2708						
LDA	2708	2708						



TAKE-OFF MINIMA

Rwys 09, 27:
Rwys 17, 35: NOT ASSESSED

SCALE IN FEET

500 0 500

AERODROME CHART — CKZ7

EFF 15 JUN 23

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CYIB-IAP-3A

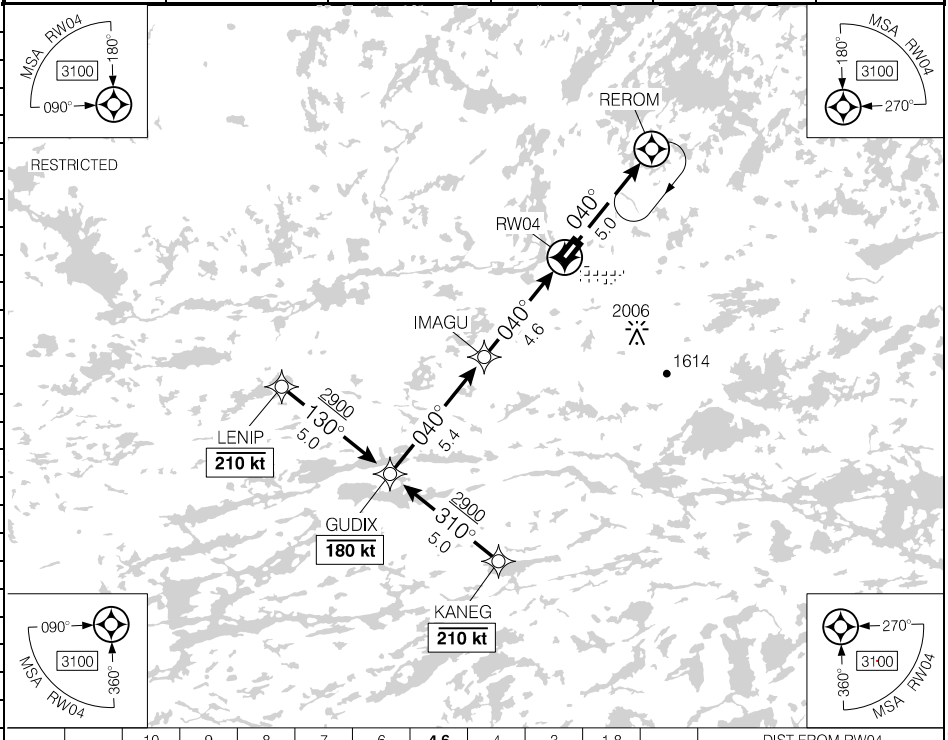
ATIKOKAN MUNI, ON

RNAV (GNSS) RWY 04

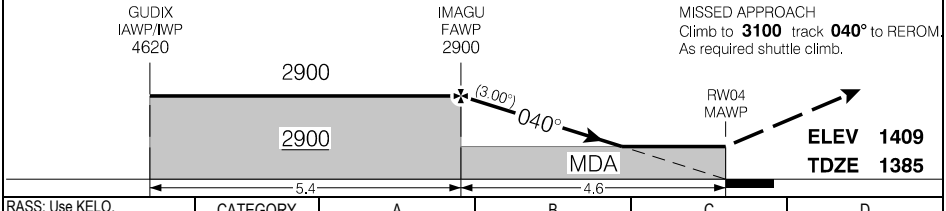
484627N 0913820W VAR 2°W

CYIB

	RADIO London – **123.27**	TFC – **122.3** MF		ARCAL 122.3(J) V1
SAFE ALT 100 NM **3400**	RNAV	APCH CRS **040°**	MIN ALT IMAGU **2900**	LDA **3495**



	10	9	8	7	6	**4.6**	4	3	1.8		DIST FROM RW04
	4620	4300	3980	3660	3350	**2900**	2710	2390	2000		ALT (3.00° APCH PATH)



RASS: Use KELO.

CATEGORY	A	B	C	D
LNAV	**2000**	(615)	2	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 04

CYIB

EFF 7 AUG 25
REGULATORY REVIEW 27 SEP 2029

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

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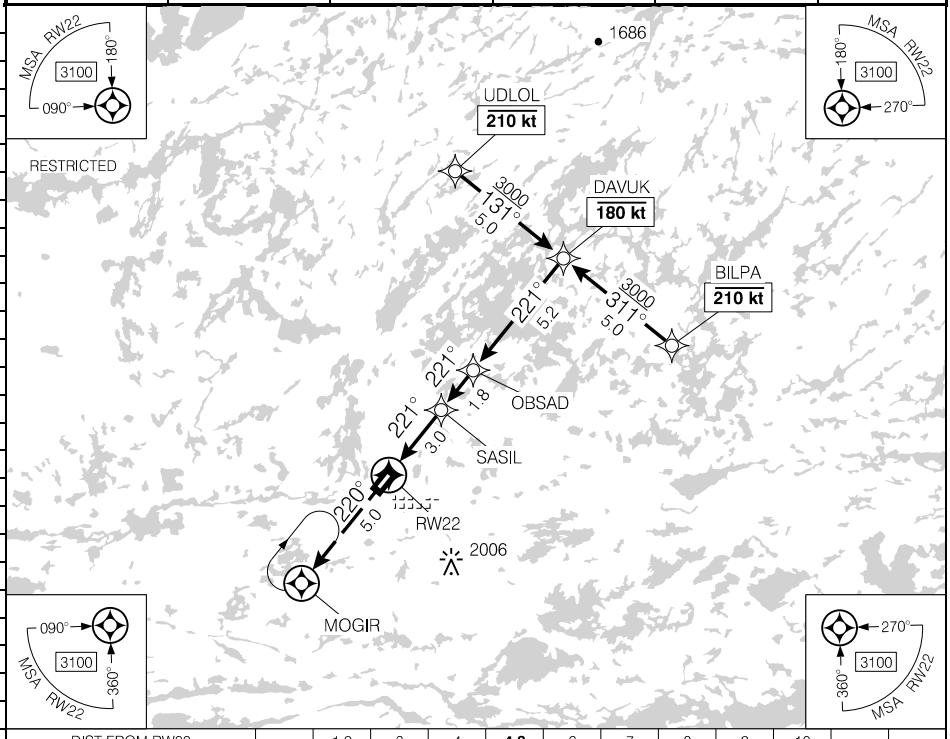
ATIKOKAN MUNI, ON

RNAV (GNSS) RWY 22

484627N 0913820W VAR 2°W

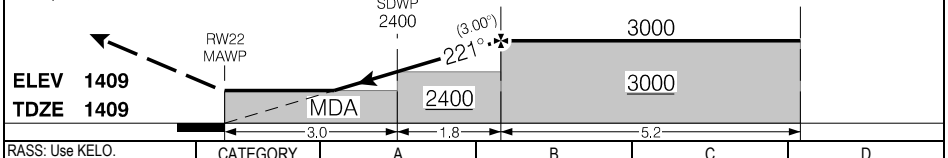
CYIB

	RADIO London – **123.27**	TFC – **122.3** MF			ARCAL 122.3(J) V1
SAFE ALT 100 NM **3400**	RNAV	APCH CRS **221°**	MIN ALT OBSAD **3000**	LDA **3495**	



DIST FROM RW22		1.9	3	4	**4.8**	6	7	8	9	10		
ALT (3.00° APCH PATH)		2080	2410	2730	**3000**	3370	3690	4010	4330	4640		

MISSED APPROACH
Climb to **3000** track **220°** to MOGIR.
As required, shuttle climb.



RASS: Use KELO.

CATEGORY	A	B	C	D
LNAV	**2080**	(671)	2	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

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RESTRICTED INSTRUMENT PROCEDURE

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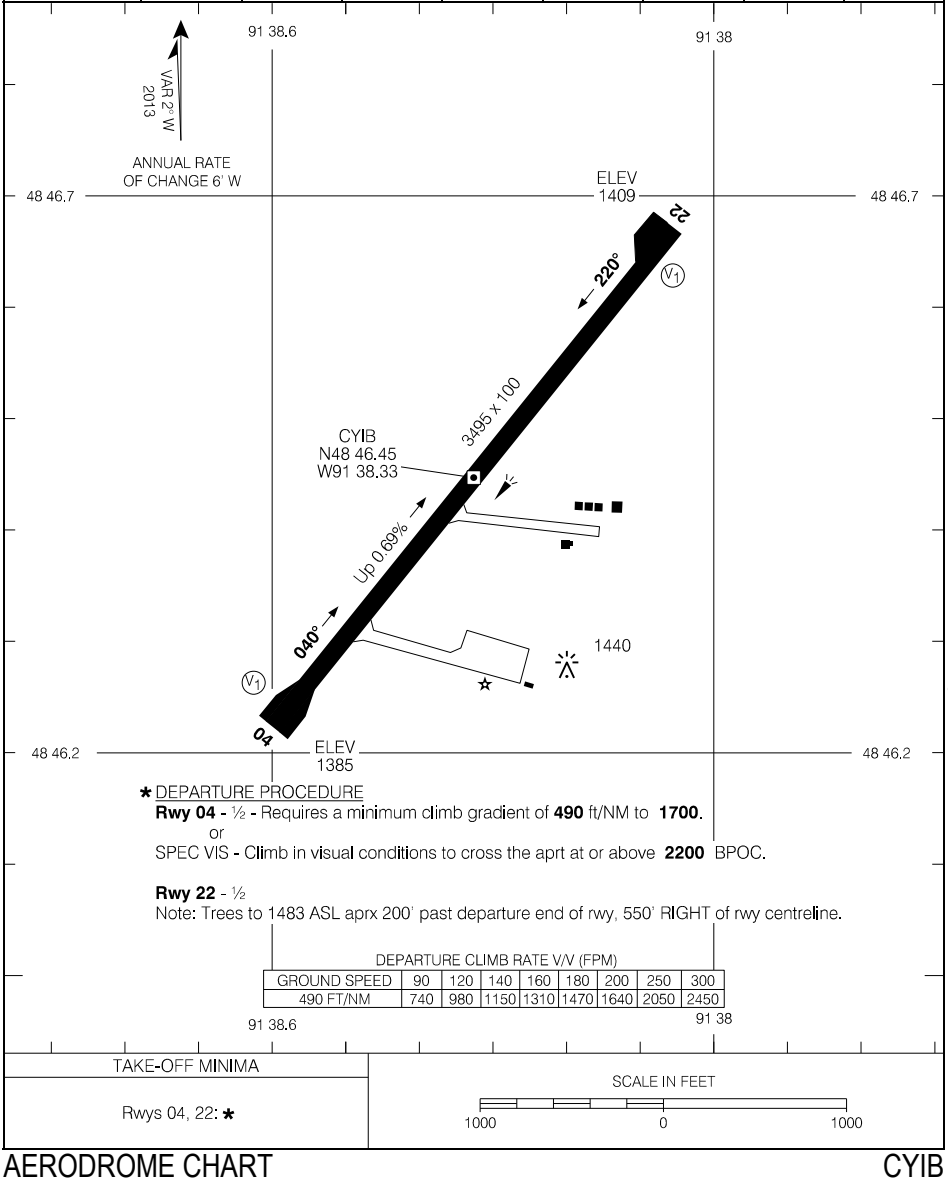
ATIKOKAN MUNI, ON

AERODROME CHART — CYIB

RADIO London – **123.27**

TFC – **122.3** MF

DECL DISTS	04	22
TORA	3495	3495
TODA	3495	3495
ASDA	3495	3495
LDA	3495	3495



* DEPARTURE PROCEDURE

Rwy 04 - ½ - Requires a minimum climb gradient of **490** ft/NM to **1700**.
or
SPEC VIS - Climb in visual conditions to cross the aprt at or above **2200** BPOC.

Rwy 22 - ½
Note: Trees to 1483 ASL aprx 200' past departure end of rwy, 550' RIGHT of rwy centreline.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
490 FT/NM	740	980	1150	1310	1470	1640	2050	2450

TAKE-OFF MINIMA	SCALE IN FEET
Rwys 04, 22: *	1000 0 1000

AERODROME CHART — CYIB

EFF 7 AUG 25

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CYLS-IAP-3A

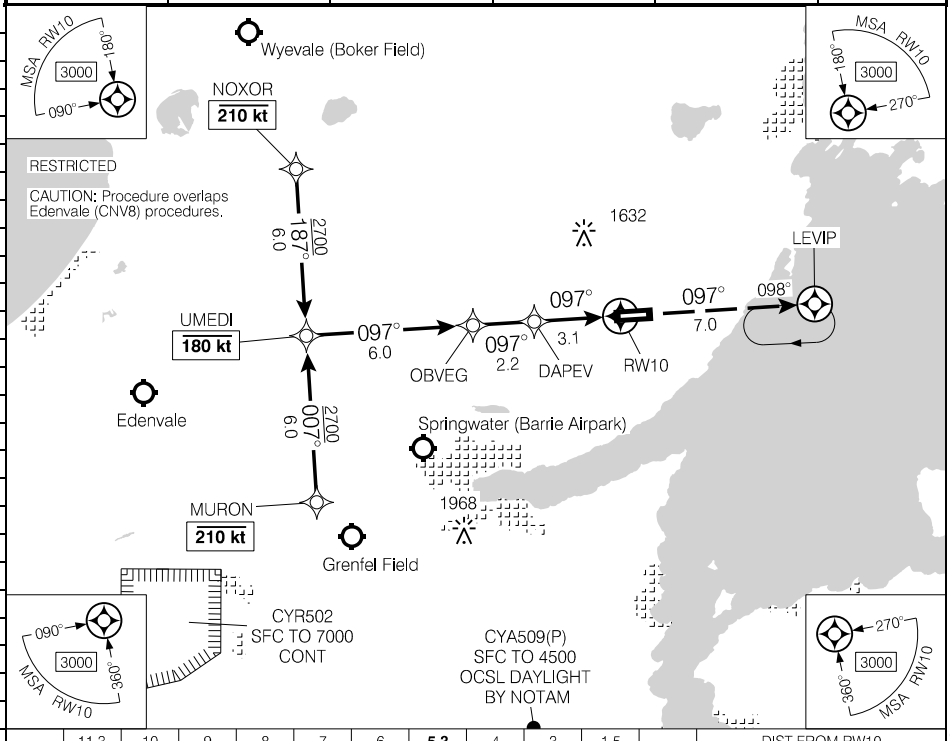
BARRIE-ORILLIA/LAKE SIMCOE, ON

RNAV (GNSS) RWY 10

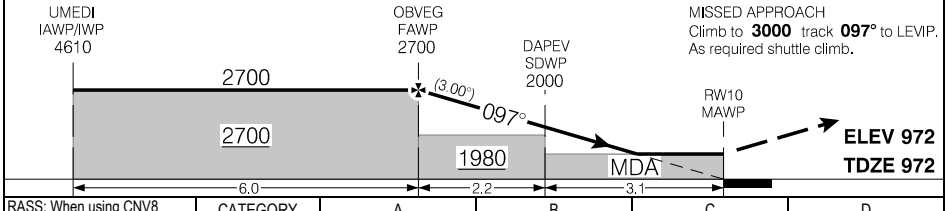
442910N 0793320W VAR 11°W

CYLS

AUTO – **122.97**	CTR Toronto – **124.02**	UNICOM – **122.7** ATF			ARCAL 122.7(K) AS*
SAFE ALT 100 NM **3300**	RNAV	APCH CRS **097°**	MIN ALT OBVEG **2700**	LDA **5958**	



	11.3	10	9	8	7	6	5.3	4	3	1.5	
DIST FROM RW10											
ALT (3.00° APCH PATH)	4610	4200	3880	3560	3240	2920	**2700**	2290	1970	1480	



RASS: When using CNV8 add **80'**.

CATEGORY	A	B	C	D
LNAV	**1480**	(508)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 10

CYLS

EFF 17 APR 25
REGULATORY REVIEW 7 JUN 2029

CYLS-IAP-3A

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

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BARRIE-ORILLIA/LAKE SIMCOE, ON

AERODROME CHART — CYLS

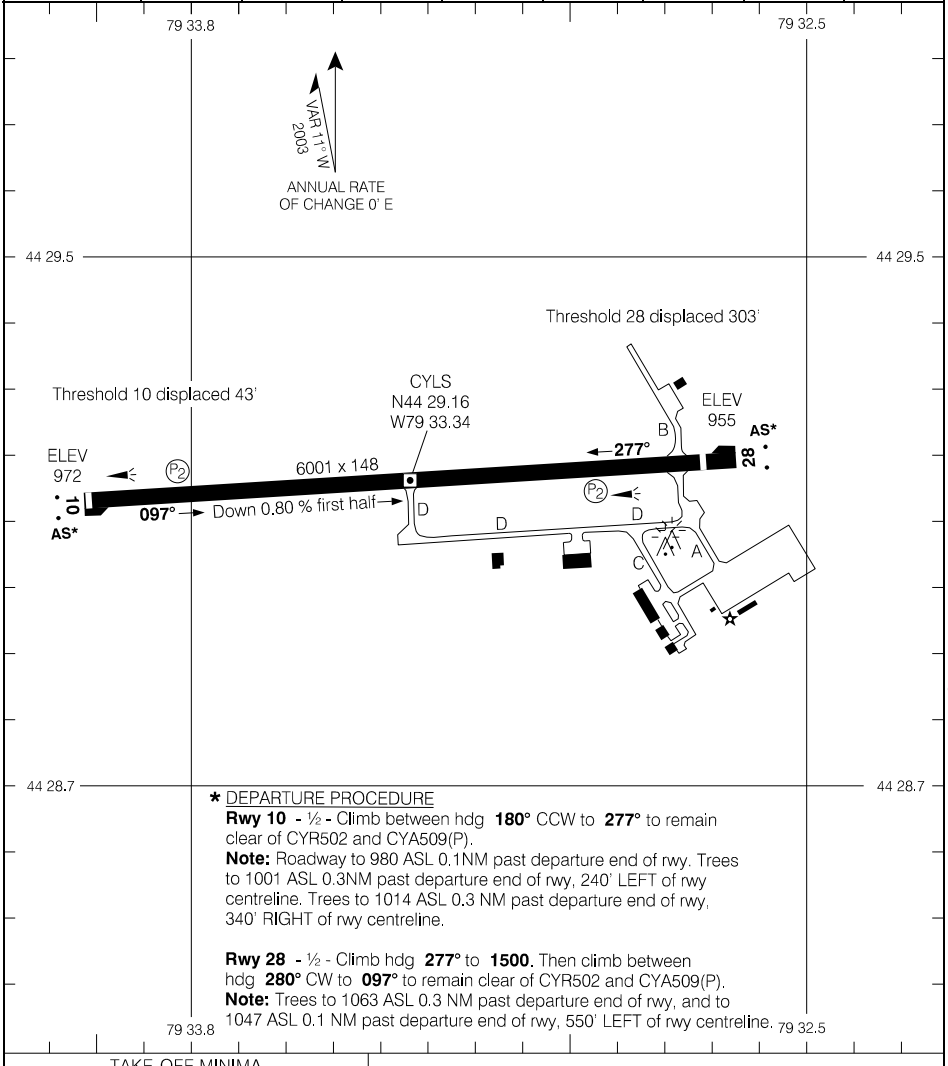
AUTO – **122.97**

UNICOM – **122.7**

CTR Toronto – **124.02**

ATF

DECL DISTS	10	28
TORA	6001	6001
TODA	6001	6001
ASDA	6001	6001
LDA	5958	5698



* DEPARTURE PROCEDURE

Rwy 10 - ½ - Climb between hdg **180°** CCW to **277°** to remain clear of CYR502 and CYA509(P).
Note: Roadway to 980 ASL 0.1NM past departure end of rwy. Trees to 1001 ASL 0.3NM past departure end of rwy, 240' LEFT of rwy centreline. Trees to 1014 ASL 0.3 NM past departure end of rwy, 340' RIGHT of rwy centreline.

Rwy 28 - ½ - Climb hdg **277°** to **1500**. Then climb between hdg **280°** CW to **097°** to remain clear of CYR502 and CYA509(P).
Note: Trees to 1063 ASL 0.3 NM past departure end of rwy, and to 1047 ASL 0.1 NM past departure end of rwy, 550' LEFT of rwy centreline.

TAKE-OFF MINIMA	SCALE IN FEET
Rwys 10; 28 : *	1000 0 1000

AERODROME CHART — CYLS

EFF 17 APR 25

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CNV8-IAP-3A

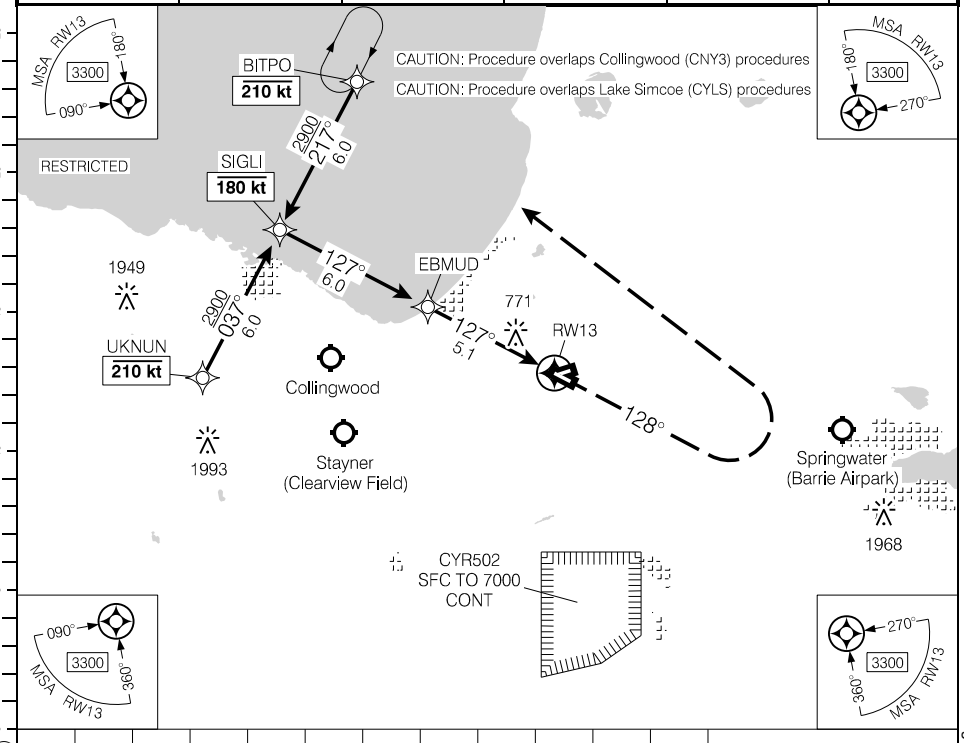
EDENVALE, ON

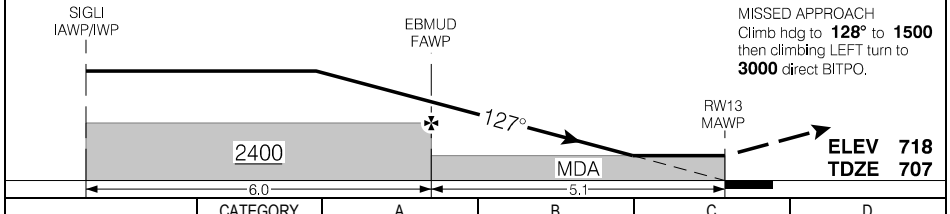
RNAV (GNSS) RWY 13

442620N 0795755W VAR 10°W

CNV8

AUTO – **123.17**	CTR Toronto – **124.02**		UNICOM – **122.77** ATF		ARCAL 122.775(K) P1 4.0°
SAFE ALT 100 NM **3300**	RNAV	APCH CRS **128°**	MIN ALT EBMUD **2400**	LDA **3936**	





CATEGORY	A	B	C	D
LNAV	**1220**	(516)	1½	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70	370	
90	480	
110	590	
130	700	
150	800	

RNAV (GNSS) RWY 13 CNV8

EFF 15 JUN 23
REGULATORY REVIEW 10 JUN 2027

CNV8-IAP-3A

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RESTRICTED INSTRUMENT PROCEDURE

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EDENVALE, ON

AERODROME CHART — CNV8

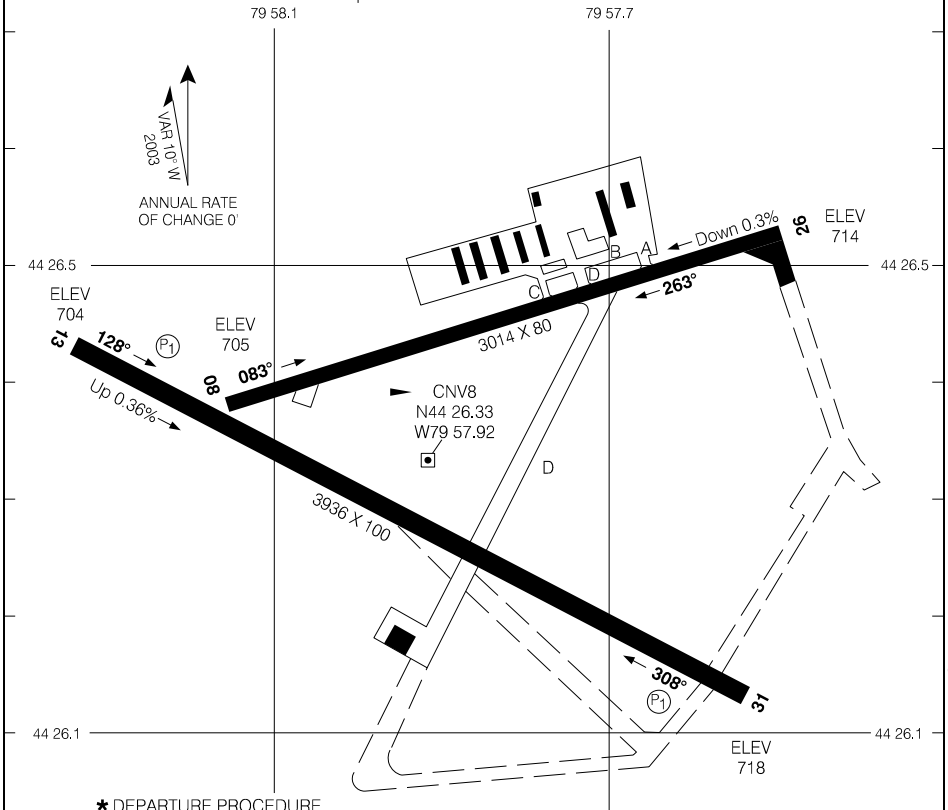
AUTO – **123.17**

UNICOM – **122.77**

ATF

CTR Toronto – **124.02**

DECL DISTS	08	26	13	31				
TORA	3014	3014	3936	3936				
TODA	3014	3014	3936	3936				
ASDA	3014	3014	3936	3936				
LDA	3014	3014	3936	3936				



* DEPARTURE PROCEDURE

Rwy 13 - ½ **-** Climb between hdg **308°** CW to **145°** to remain clear of CYR 502.
Note: Trees and terrain to 742 abeam departure end of rwy, 410' RIGHT of rwy centreline.
Trees and terrain to 774 ASL 0.3 NM past departure end of rwy, 290' LEFT of rwy centreline.

Rwy 31 -½ **-** Climb between hdg **216°** CW to **128°** to remain clear of CYR 502.
Note: Trees, silo, powerlines and terrain to 768 ASL abeam departure end of rwy, LEFT of rwy centreline.

TAKE-OFF MINIMA	SCALE IN FEET
Rwys 13; 31: * Rwys 08; 26: NOT ASSESSED	1000 0 1000

AERODROME CHART — CNV8

EFF 15 JUN 23

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CMB7-IAP-3A

MAXVILLE (BOURDON FARM), ON

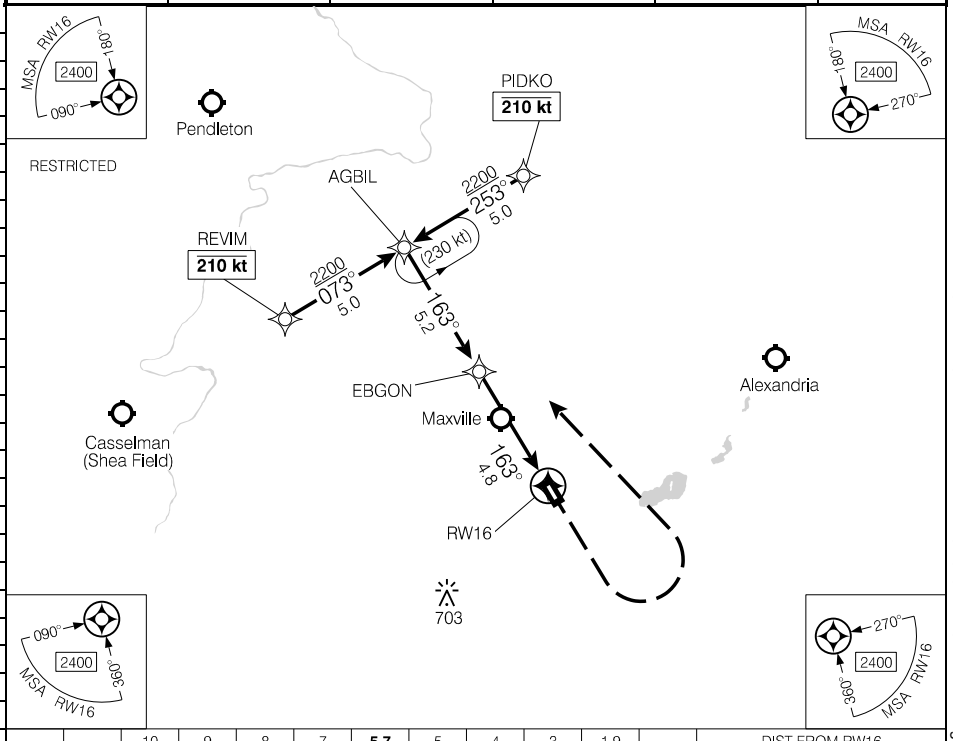
RNAV (GNSS) RWY 16

451511N 0744825W VAR 14°W

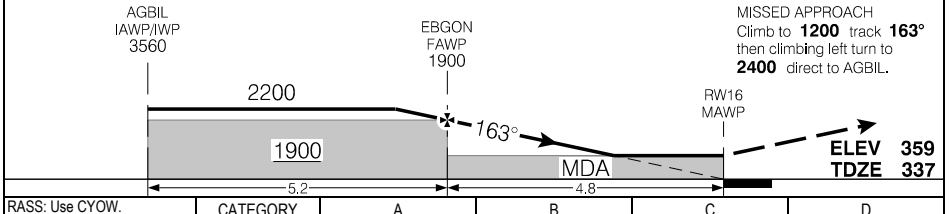
CMB7

CTR Montreal – **134.97**	TFC– **123.2** ATF	ARCAL 123.8(J)*

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT EBGON	LDA
7600		**163°**	**1900**	**3308**



	10	9	8	7	**5.7**	5	4	3	1.9		DIST FROM RW16
	3560	3240	2920	2610	**2200**	1970	1650	1330	980		ALT (3.00° APCH PATH)



RASS: Use CYOW.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LNAV	**980**	(655)	2	NOT AUTHORIZED
C CIRCLING	**980** (621)	2	**1060** (701)	2 NOT AUTHORIZED

RNAV (GNSS) RWY 16

CPF2

EFF 5 SEP 24
REGULATORY REVIEW 15 FEB 2029

CMB7-IAP-3A

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RESTRICTED INSTRUMENT PROCEDURE

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MAXVILLE (BOURDON FARM), ON

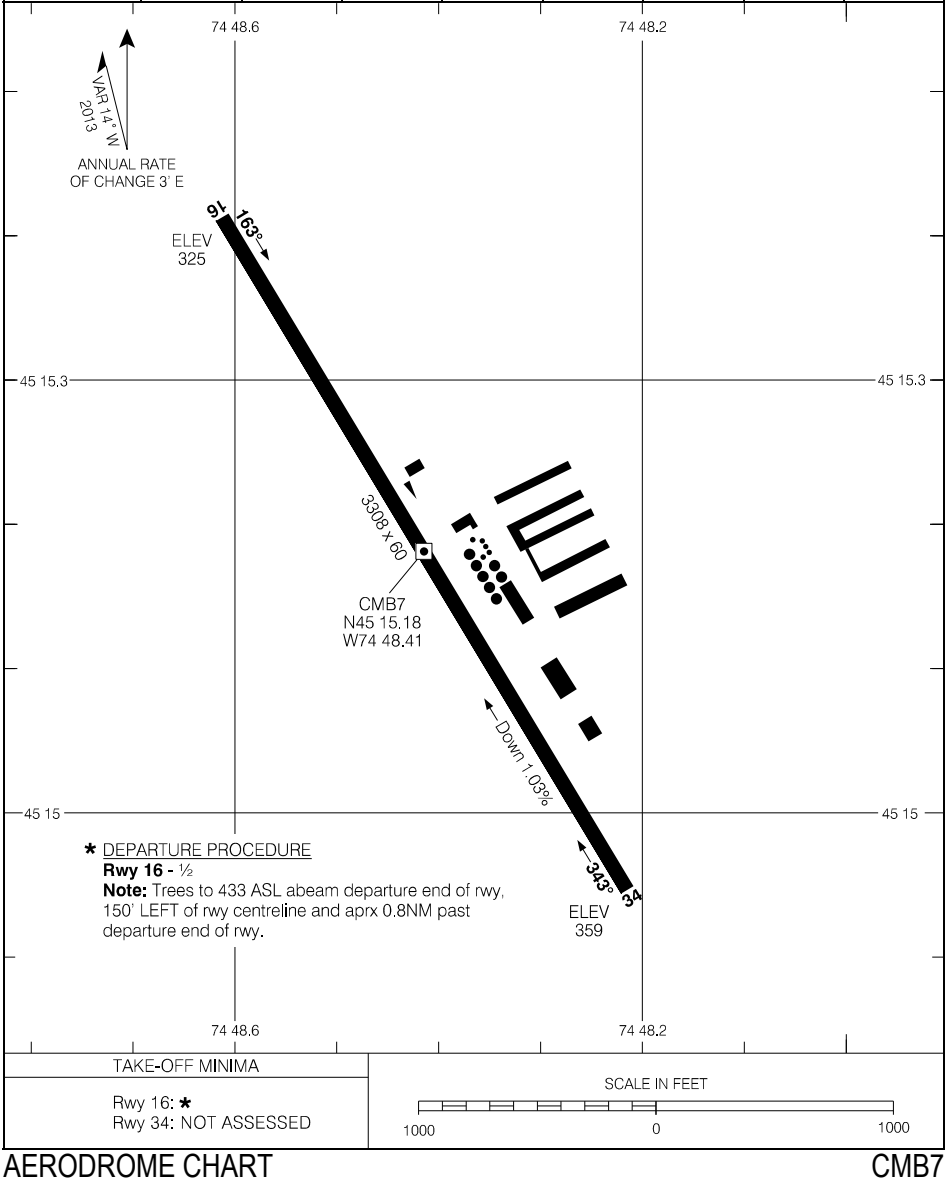
AERODROME CHART — CMB7

CTR Montreal – **134.97**

TFC – **123.2**

ATF

DECL DISTS	16	34
TORA	3308	3308
TODA	3308	3308
ASDA	3308	3308
LDA	3308	3308



* DEPARTURE PROCEDURE
Rwy 16 - ½
Note: Trees to 433 ASL abeam departure end of rwy, 150' LEFT of rwy centreline and aprx 0.8NM past departure end of rwy.

TAKE-OFF MINIMA
Rwy 16: *
Rwy 34: NOT ASSESSED

SCALE IN FEET
1000 0 1000

AERODROME CHART — CMB7

EFF 5 SEP 24

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CKM8-IAP-3A

OPAPIMISKAN LAKE, ON

RNAV (GNSS) RWY 12

523631N 0902237W VAR 4°W

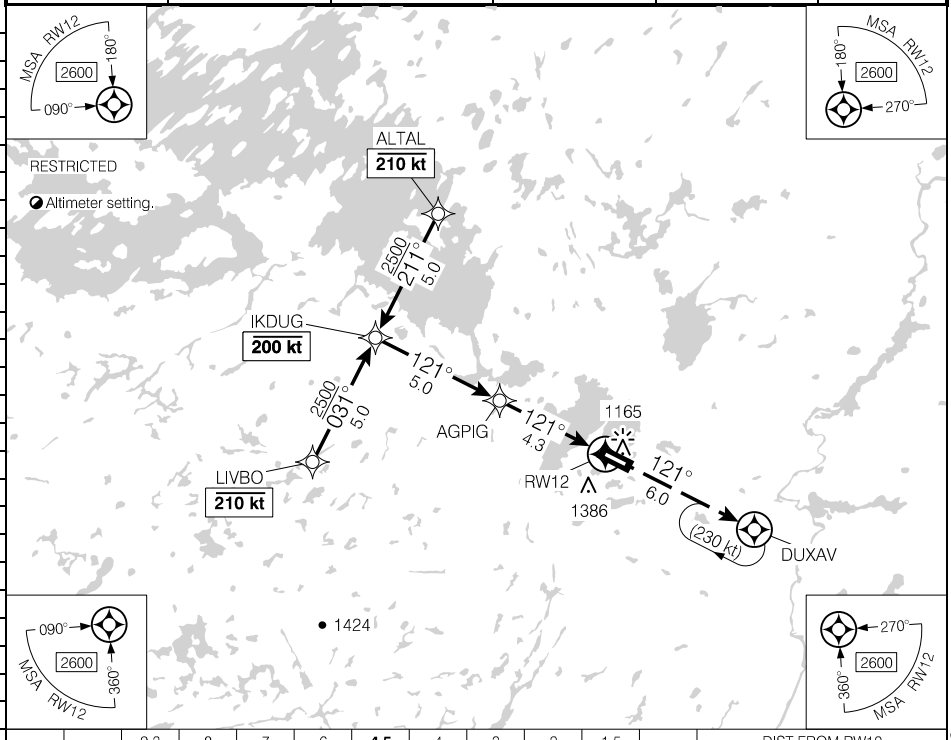
CKM8

UNICOM – **122.8**

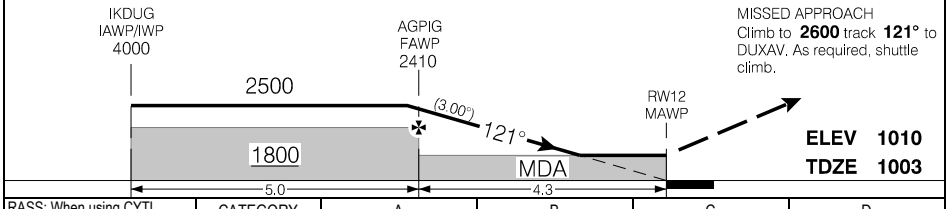
ATF

ARCAL 122.8(K)

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT AGPIG	LDA
3100		**121°**	**1800**	**4858**



	9.3	8	7	6	**4.5**	4	3	2	1.5		DIST FROM RW12
	4000	3600	3280	2960	**2500**	2330	2010	1690	1520		ALT (3.00° APCH PATH)



RASS: When using CYTL add **210'**.

CATEGORY	A	B	C	D
LNAV	**1520**	(517)	1½	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 12

CKM8

EFF 14 JUL 22
REGULATORY REVIEW 18 FEB 2027

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RESTRICTED INSTRUMENT PROCEDURE

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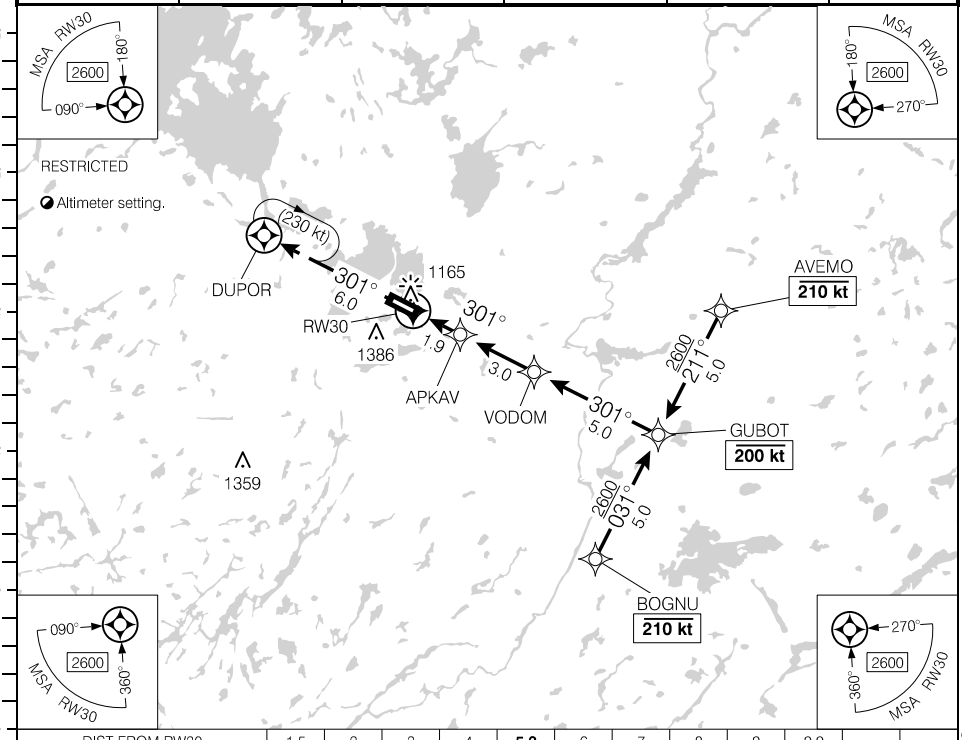
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RNAV (GNSS) RWY 30

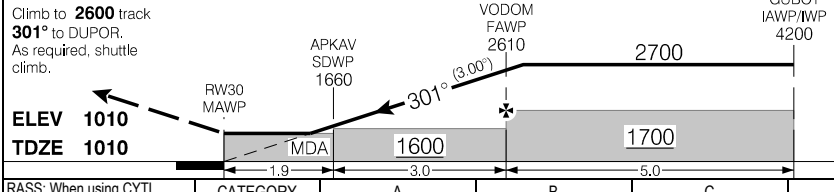
OPAPIMISKAN LAKE, ON
523631N 0902237W VAR 4°W
CKM8

		UNICOM – **122.8** ATF			ARCAL 122.8(K)
SAFE ALT 100 NM **3100**	RNAV	APCH CRS **301°**	MIN ALT VODOM **1700**	LDA **4858**	



DIST FROM RW30	1.5	2	3	4	**5.2**	6	7	8	9	9.9		
ALT (3.00°APCH PATH)	1520	1690	2010	2330	**2700**	2970	3290	3600	3920	4200		

MISSED APPROACH
Climb to **2600** track **301°** to DUPOR.
As required, shuttle climb.



RASS: When using CYTL add **210'**.

CATEGORY	A	B	C	D
LNAV	**1520**	(513)	1½	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

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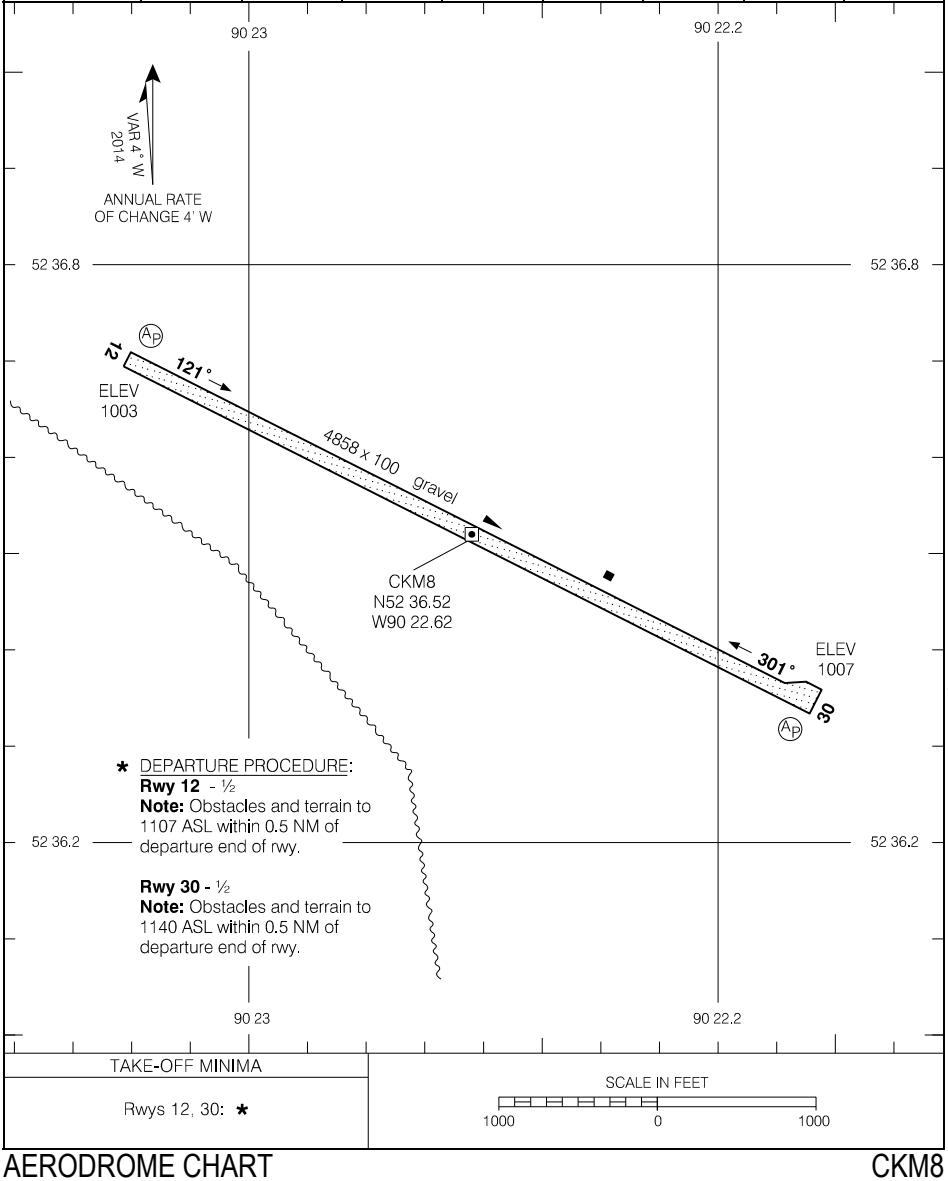
OPAPIMISKAN LAKE, ON

AERODROME CHART — CKM8

UNICOM – **122.8**

ATF

DECL DISTS	12	30
TORA	4858	4858
TODA	4858	4858
ASDA	4858	4858
LDA	4858	4858



TAKE-OFF MINIMA	SCALE IN FEET
Rwys 12, 30: *	1000 0 1000

AERODROME CHART — CKM8

EFF 14 JUL 22

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CYSH-IAP-3A

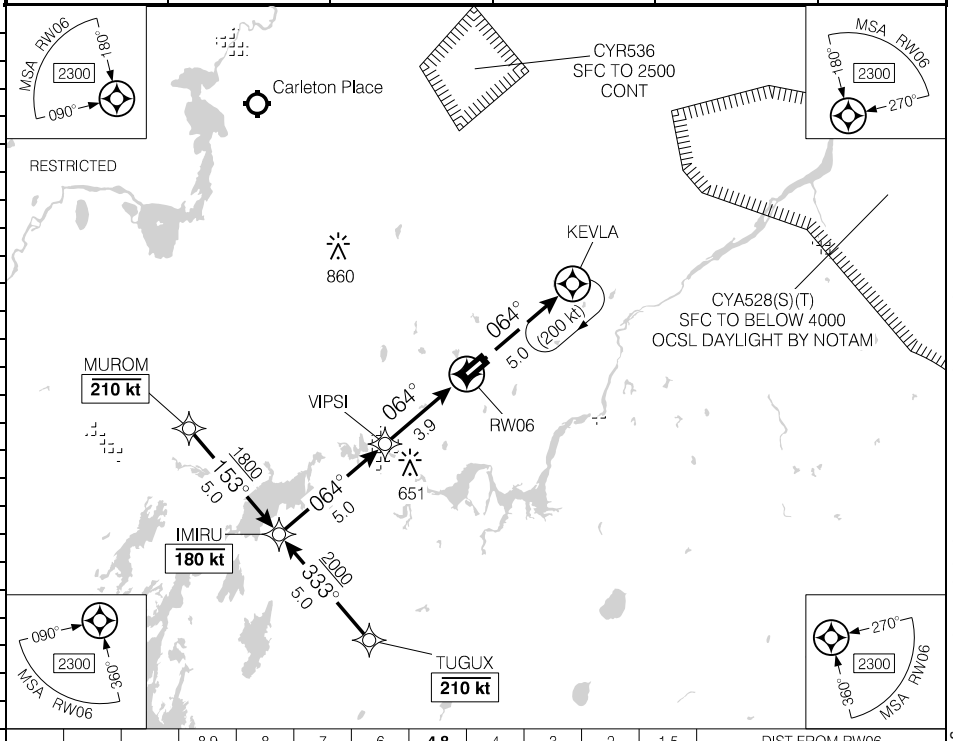
SMITHS FALLS-MONTAGUE (RUSS BEACH), ON

RNAV (GNSS) RWY 06

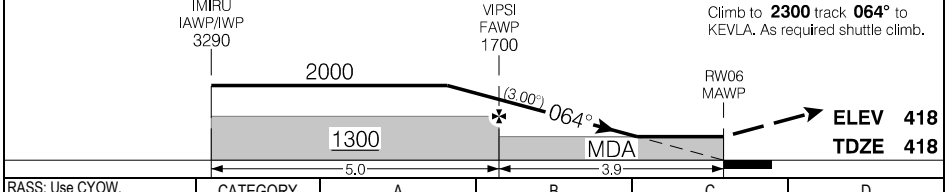
445645N 0755625W VAR 14°W

CYSH

	TML Ottawa – **128.17**	UNICOM – **122.7** ATF*		ARCAL 122.9(K)	
SAFE ALT 100 NM **7400**	RNAV	APCH CRS **064°**	MIN ALT VIPSI **1300**	LDA **3998**	(AP) 3.5°



			8.9	8	7	6	**4.8**	4	3	2	1.5	DIST FROM RW06
			3290	3010	2700	2380	**2000**	1740	1420	1100	940	ALT (3.00° APCH PATH)



RASS: Use CYOW.

CATEGORY	A	B	C	D
LNAV	**940**	(523)	1¾	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 06

CYSH

EFF 24 MAR 22
REGULATORY REVIEW 9 JUL 2026

CYSH-IAP-3A

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- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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CYSH-IAP-3C

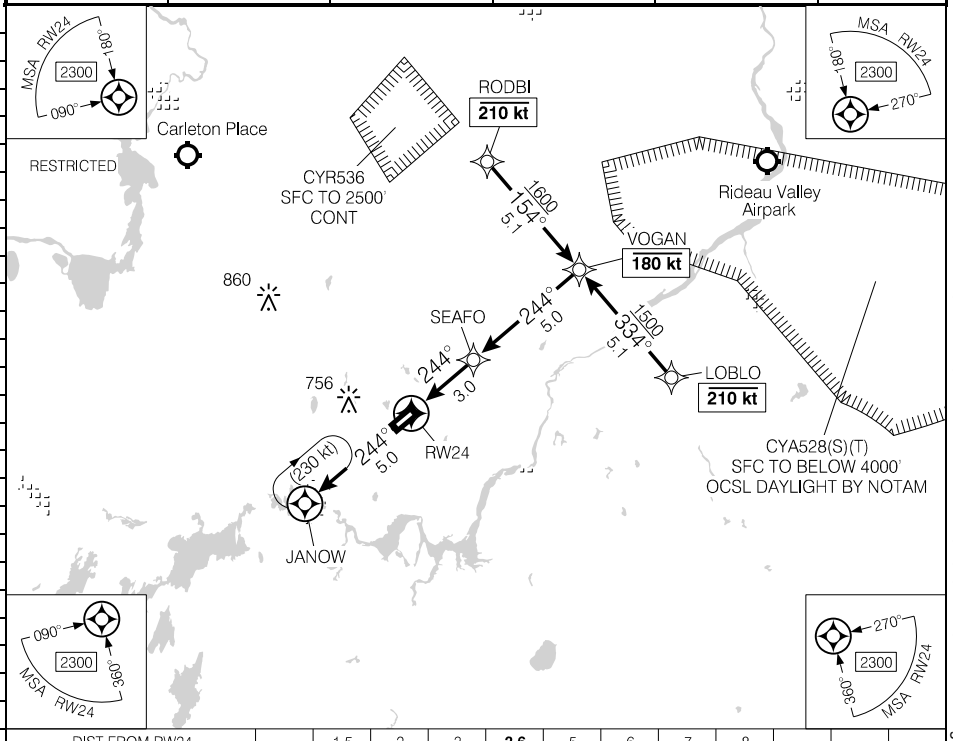
SMITHS FALLS-MONTAGUE (RUSS BEACH), ON

RNAV (GNSS) RWY 24

445645N 0755625W VAR 14°W

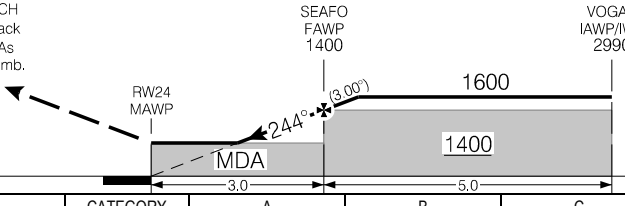
CYSH

	TML Ottawa – **128.17**		UNICOM – **122.7** ATF*		ARCAL 122.9(K)
SAFE ALT 100 NM **7400**	RNAV	APCH CRS **244°**	MIN ALT SEAFO **1400**	LDA **3998**	AP 3.5°



DIST FROM RW24		1.5	2	3	**3.6**	5	6	7	8			
ALT (3.00° APCH PATH)		920	1090	1400	**1600**	2050	2370	2690	2990			

MISSED APPROACH
Climb to **2300** track **244°** to JANOW. As required shuttle climb.



ELEV 418
TDZE 415

RASS: Use CYOW.

CATEGORY	A	B	C	D
LNAV	**920**	(513)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 24

CYSH

EFF 24 MAR 22
REGULATORY REVIEW 9 JUL 2026

CYSH-IAP-3C

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
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SMITHS FALLS-MONTAGUE (RUSS BEACH), ON

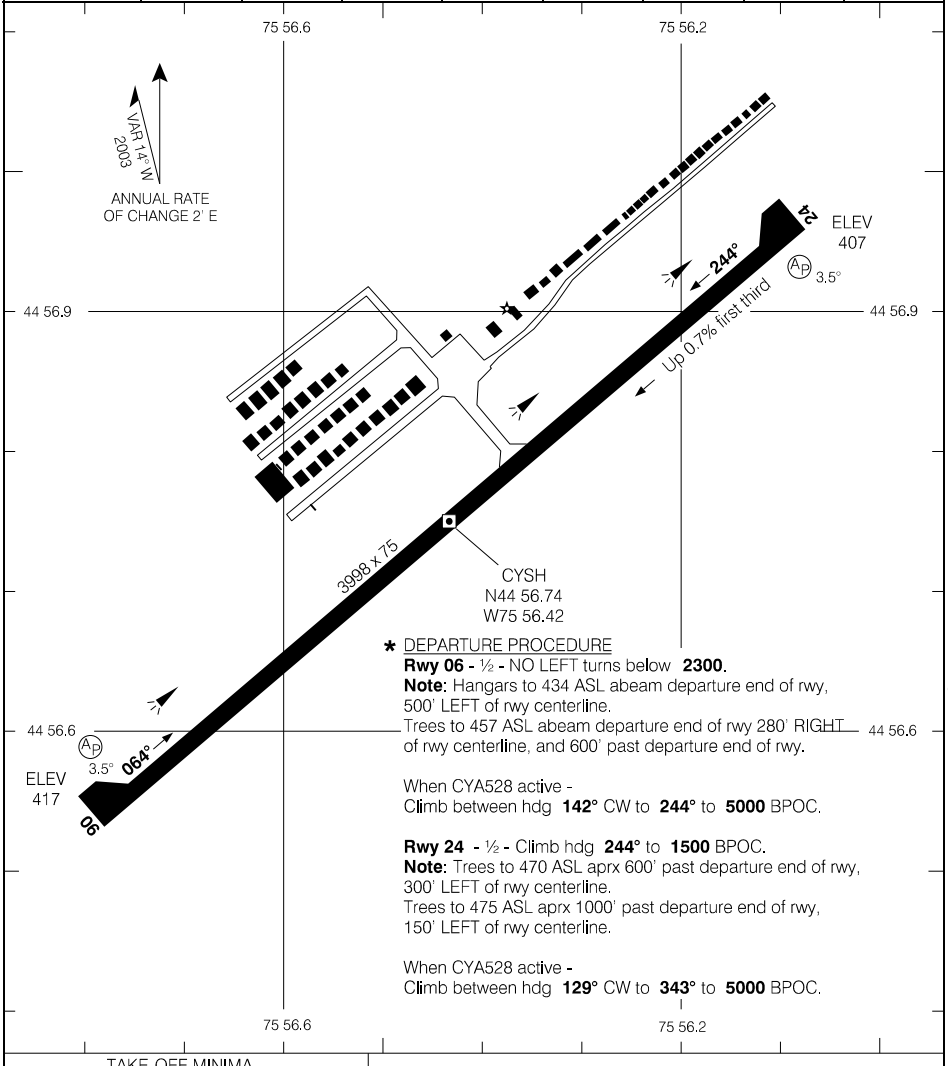
AERODROME CHART — CYSH

UNICOM – **122.7**

TML Ottawa – **128.17**

ATF*

DECL DISTS	06	24
TORA	3998	3998
TODA	3998	3998
ASDA	3998	3998
LDA	3998	3998



* DEPARTURE PROCEDURE

Rwy 06 - ½ **-** NO LEFT turns below **2300.**
Note: Hangars to 434 ASL abeam departure end of rwy, 500' LEFT of rwy centerline.
Trees to 457 ASL abeam departure end of rwy 280' RIGHT of rwy centerline, and 600' past departure end of rwy.

When CYA528 active -
Climb between hdg **142°** CW to **244°** to **5000** BPOC.

Rwy 24 - ½ **-** Climb hdg **244°** to **1500** BPOC.
Note: Trees to 470 ASL aprx 600' past departure end of rwy, 300' LEFT of rwy centerline.
Trees to 475 ASL aprx 1000' past departure end of rwy, 150' LEFT of rwy centerline.

When CYA528 active -
Climb between hdg **129°** CW to **343°** to **5000** BPOC.

TAKE-OFF MINIMA
Rwys 06, 24: *

SCALE IN FEET
1000 0 1000

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TILLSONBURG, ON

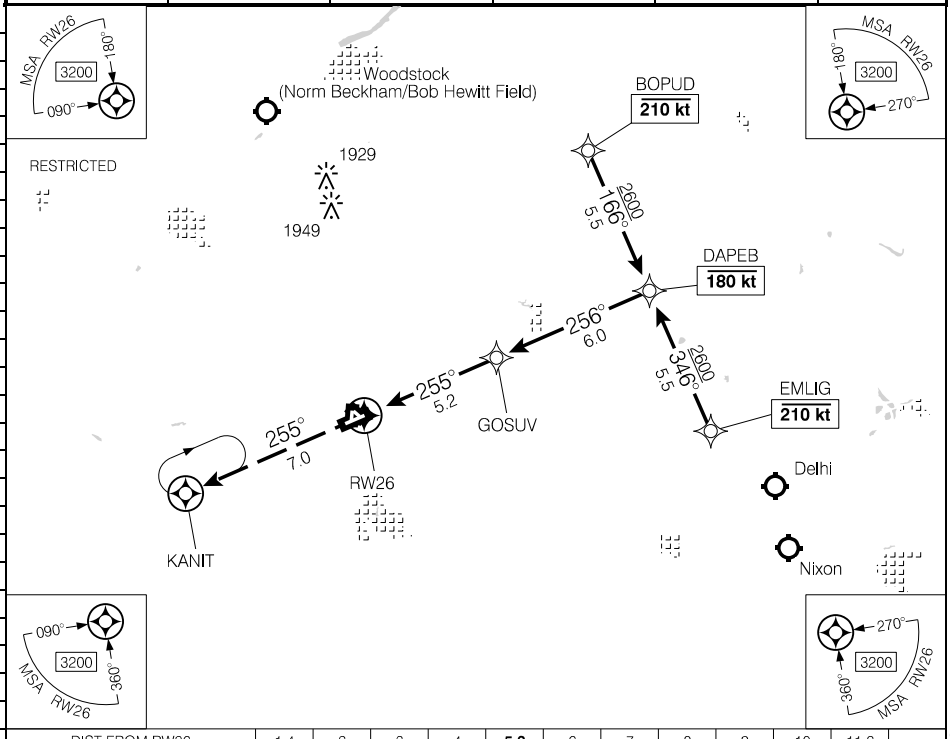
RNAV (GNSS) RWY 26

425535N 0804449W VAR 9°W

CYTB

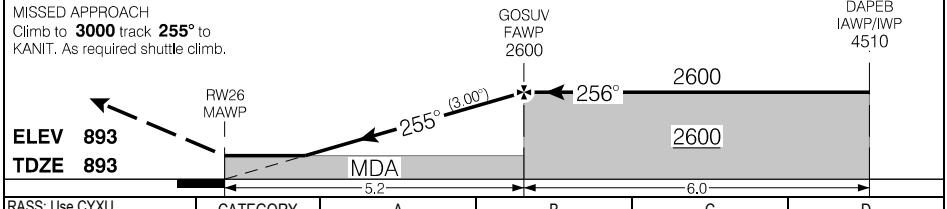
CTR Toronto – 135.3	UNICOM – 123.0 ATF	ARCAL 123.0(J)

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT GOSUV	LDA
4900		255°	2600	4505



DIST FROM RW26	1.4	2	3	4	5.2	6	7	8	9	10	11.2
ALT (3.00° APCH PATH)	1400	1580	1900	2220	**2600**	2860	3180	3500	3820	4130	4510

MISSED APPROACH
Climb to **3000** track **255°** to KANIT. As required shuttle climb.



RASS: Use CYXU.

CATEGORY	A	B	C	D
LNAV	**1400**	(510)		1½

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
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TILLSONBURG, ON

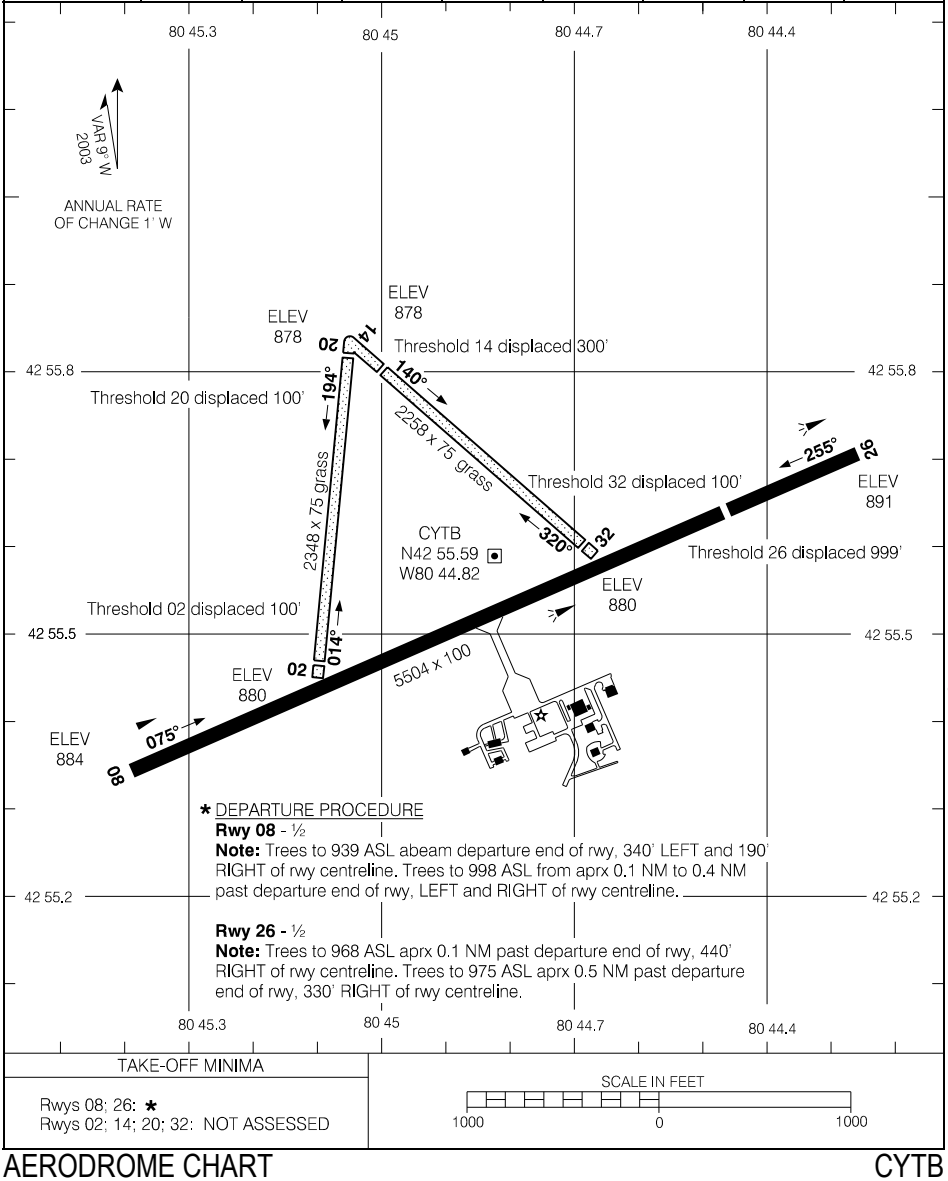
AERODROME CHART — CYTB

UNICOM – **123.0**

ATF

CTR Toronto – **135.3**

DECL DISTS	02	20	08	26	14	32		
TORA	2348	2348	5504	5504	2258	2258		
TODA	2348	2348	5504	5504	2258	2258		
ASDA	2348	2348	5504	5504	2258	2258		
LDA	2248	2248	5504	4505	1958	2158		



TAKE-OFF MINIMA

Rwys 08; 26: *
Rwys 02; 14; 20; 32: NOT ASSESSED

SCALE IN FEET

1000 0 1000

AERODROME CHART — CYTB

EFF 7 AUG 25

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CYTZ-IAP-3C

TORONTO/BILLY BISHOP TORONTO CITY AIRPORT, ON

RNAV (GNSS) X RWY 08

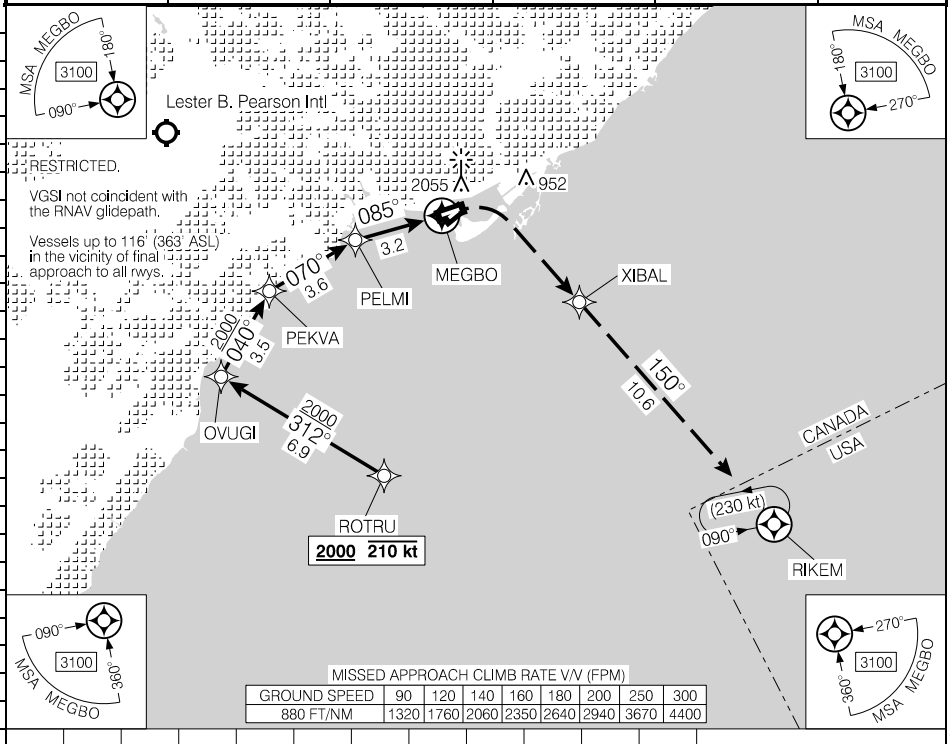
433742N 0792346W VAR 11°W

CYTZ

ATIS – **133.6** AWOS – **133.6**	TML Toronto – **133.4**	TWR City – **119.2 118.2** TFC – **118.2** ATF*	GND – **121.7**

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT PELMI	LDA
4900	**Ch 80775** W08A	**085°**	**1500**	**3988**

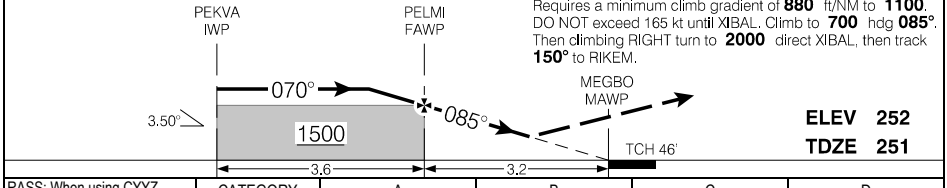
AS P1 3.9° 3.0°



MISSED APPROACH CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
880 FT/NM	1320	1760	2060	2350	2640	2940	3670	4400

(NM) 0 5 10 15 20 25



MISSED APPROACH
Requires a minimum climb gradient of **880** ft/NM to **1100**. DO NOT exceed 165 kt until XIBAL. Climb to **700** hdg **085°**. Then climbing RIGHT turn to **2000** direct XIBAL, then track **150°** to RIKEM.

ELEV 252
TDZE 251

RASS: When using CYYZ add **80'**.

CATEGORY	A	B	C	D
LPV	**509**	(258)	1 RVR 50	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) X RWY 08 CYTZ

EFF 26 DEC 24
REGULATORY REVIEW 29 OCT 2026

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RESTRICTED INSTRUMENT PROCEDURE

Transport Canada Special Authorization Required.

In order to conduct this instrument approach procedure, operators must:

1. Have been issued SPECIAL AUTHORIZATION: Instrument Approach Procedures With Missed Approach Climb Gradients Greater than **425** ft/NM; and
2. Comply with the associated conditions for this Special Authorization, as stipulated in Appendix A of Advisory Circular 700-049.

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CYTZ-IAP-3E

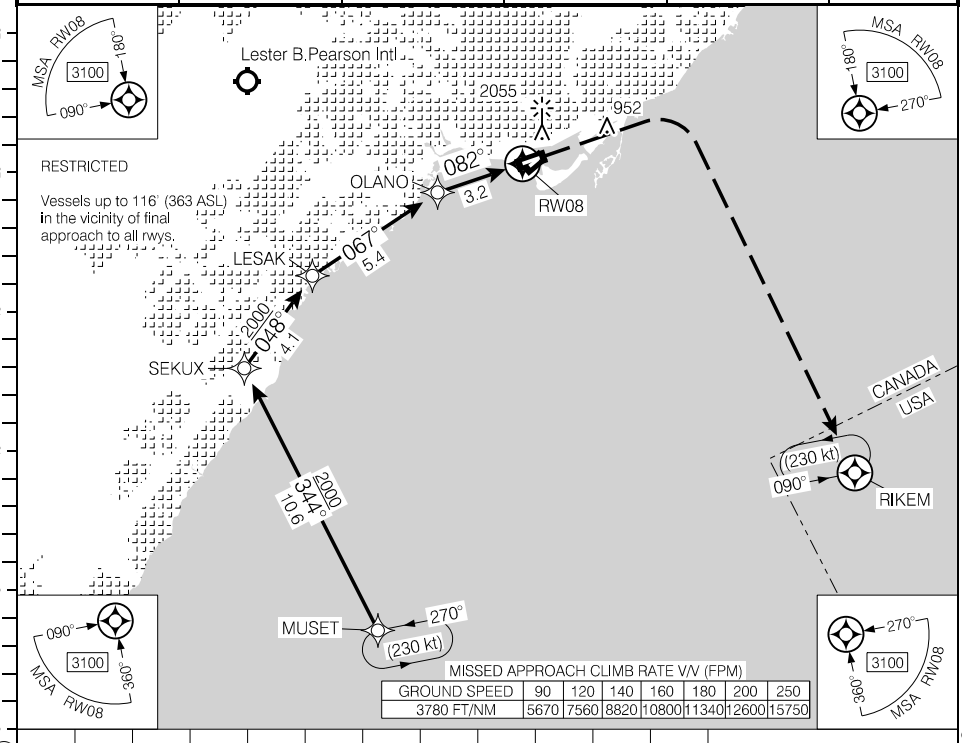
TORONTO/BILLY BISHOP TORONTO CITY AIRPORT, ON

RNAV (GNSS) W RWY 08

433742N 0792346W VAR 11°W

CYTZ

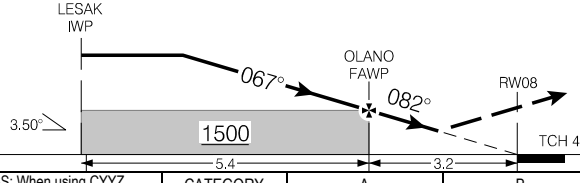
ATIS – **133.6** AWOS – **133.6**	TML Toronto – **133.7**	TWR City – **119.2 118.2** TFC – **118.2** ATF*	GND – **121.7**	AS P1 3.9°
SAFE ALT 100 NM **4900**	WAAS **Ch 80204** W08B	APCH CRS **082°**	MIN ALT OLANO **1500**	LDA **3988**



MISSED APPROACH CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250
3780 FT/NM	5670	7560	8820	10800	11340	12600	15750

MISSED APPROACH
Requires a minimum climb gradient of 3780 ft/NM to **2000**. Climb to **1200** hdg **082°** then climbing RIGHT turn to **2000** direct RIKEM.



ELEV 252
TDZE 251

RASS: When using CYYZ add **80'**.

CATEGORY	A	B	C	D
LPV	**501**	(250)	1 RVR 50	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

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RESTRICTED INSTRUMENT PROCEDURE

Transport Canada Special Authorization Required

- RNAV (GNSS) W RWY 08 instrument procedure for use by Bombardier Q400 aircraft only.
- Operators of Bombardier Q400 aircraft must obtain "Special Approval" from Transport Canada prior to use.
- Conditions for use are contained in the Special Authorization attached to the Air Operators Certificate.

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CYTZ-IAP-3G

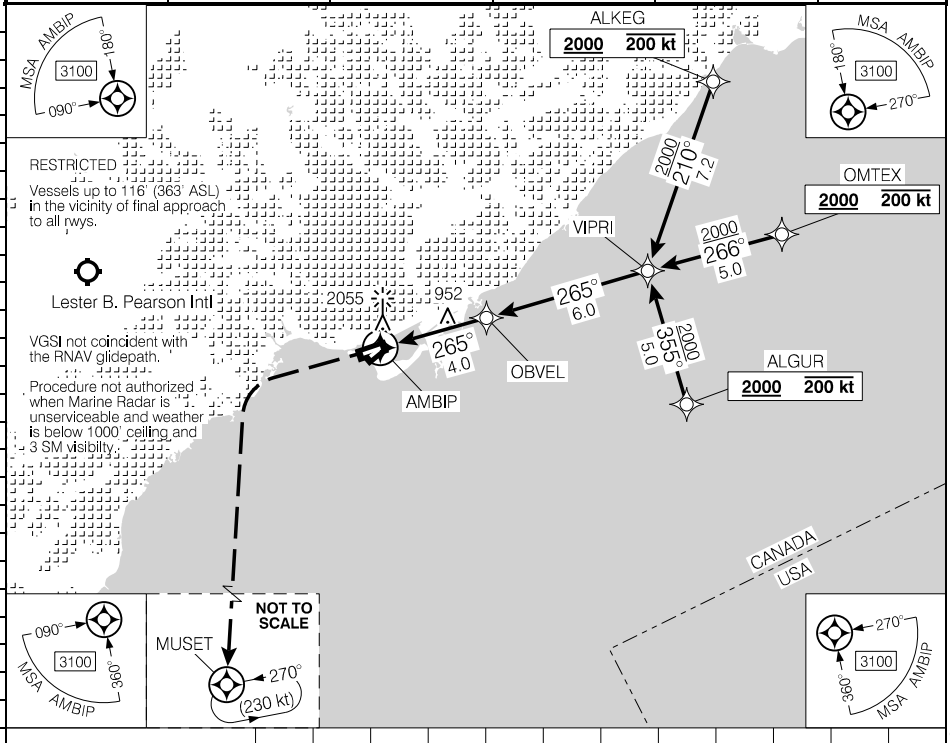
TORONTO/BILLY BISHOP TORONTO CITY AIRPORT, ON

RNAV (GNSS) X RWY 26

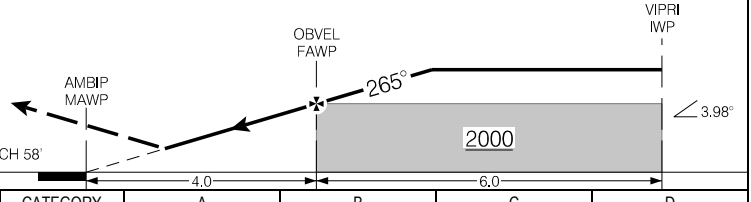
433742N 0792346W VAR 11°W

CYTZ

ATIS – **133.6** AWOS – **133.6**	TML Toronto – **133.4**	TWR City – **119.2 118.2** TFC – **118.2** ATF*	GND – **121.7**	AZ 4.25° 3.0°
SAFE ALT 100 NM **4900**	WAAS **Ch 80771** W26A	APCH CRS **265°**	MIN ALT OBVEL **2000**	LDA **3988**



MISSED APPROACH
Climb to **800** track **265°**.
Then climbing LEFT turn to **2000** direct to MUSET.



ELEV 252
TDZE 250

RASS: When using CYYZ add **80'**.

CATEGORY	A	B	C	D
LPV	**572**	(322)	1 RVR 50	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) X RWY 26 CYTZ

EFF 17 APR 25
REGULATORY REVIEW 29 OCT 2026

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RESTRICTED INSTRUMENT PROCEDURE

Transport Canada Special Authorization Required.

In order to conduct this instrument approach procedure, operators must:

- Have been issued Special Authorization:
  INSTRUMENT PROCEDURES - RCAP - RNAV (GNSS) - BILLY BISHOP RWY 26.
- Comply with the associated conditions as stipulated in this Special Authorization attached to the Air Operators Certificate.

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Departure Procedure

All rwys: Flight between hdg **019°** CW to hdg **057°** prohibited below **3100**.

Rwy 08 – ½: Requires a minimum climb gradient of **380** ft/NM to **1200**. Climb hdg **095°** to **3000**. Proceed on course after 5 DME "ITZ".

Note: Ship to **316** ASL aprx 0.1 NM past departure end of rwy.

Rwy 24 – ½: Climbing LEFT turn hdg **150°** to **2000**. Proceed on course after 3 DME "ITZ".

Note: Ship to **363** ASL aprx 0.4 NM past departure end of rwy.

Rwy 26 – ½: Climbing LEFT turn hdg **150°** to **2000**. Proceed on course after 5 DME "ITZ".

Note: Ship to **363** ASL aprx 0.4 NM past departure end of rwy.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
380 FT/NM	570	760	890	1020	1140	1270	1590	1900

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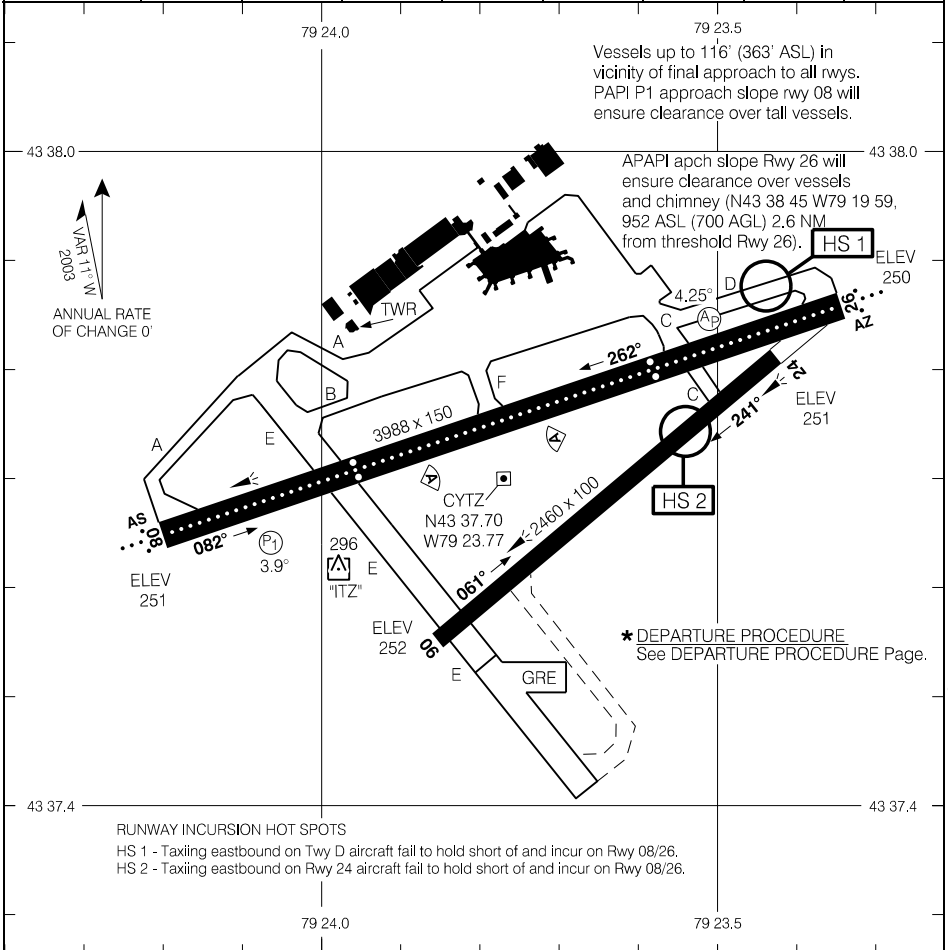
CYTZ-AD

TORONTO/BILLY BISHOP TORONTO CITY AIRPORT, ON

AERODROME CHART — CYTZ

ATIS – **133.6** AWOS – **133.6**	GND – **121.7**	TWR City – **119.2 118.2** TFC – **118.2** ATF*	TML Toronto – **133.4**

DECL DISTS	06	24	08	26				
TORA	2460	2460	3988	3988				
TODA	2460	2910	4338	4338				
ASDA	2460	2460	3988	3988				
LDA	2460	2460	3988	3988				



RUNWAY LEVEL OF SERVICE	
RVO	LVO
RWY 08, 26: RVR 1200	NOT AUTHORIZED

TAKE-OFF MINIMA	
Rwys 08, 24, 26: * Rwys 06: NOT ASSESSED	SCALE IN FEET 1000 0 1000

AERODROME CHART — CYTZ

EFF 17 APR 25

CYTZ-AD

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CYBG-IAP-2C

BAGOTVILLE, QC

ILS X RWY 11

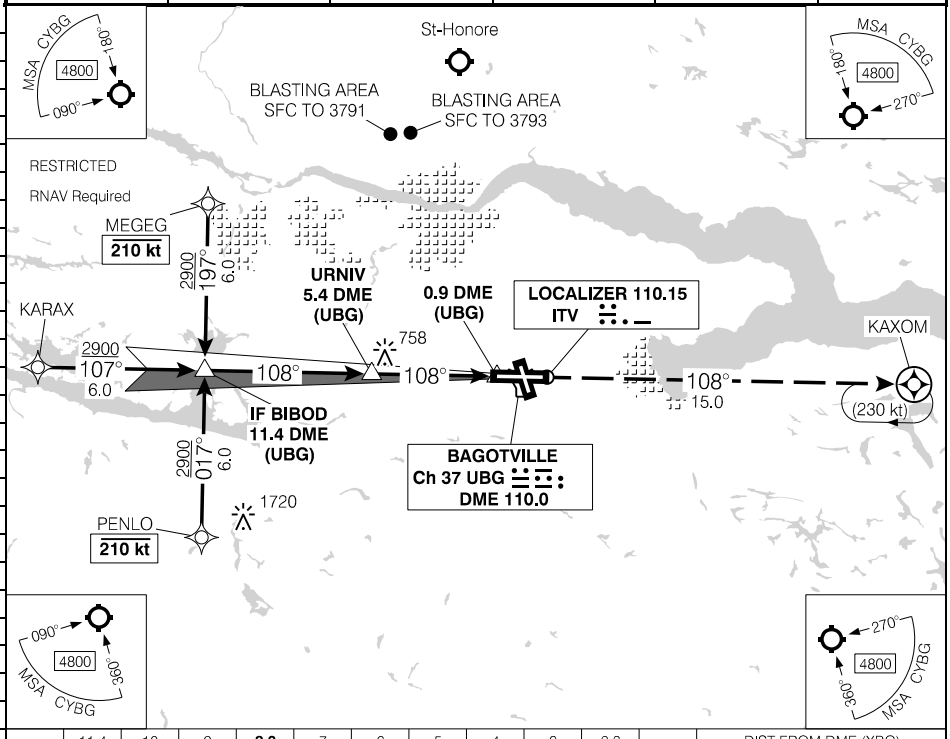
481950N 0705947W VAR 16°W

CYBG

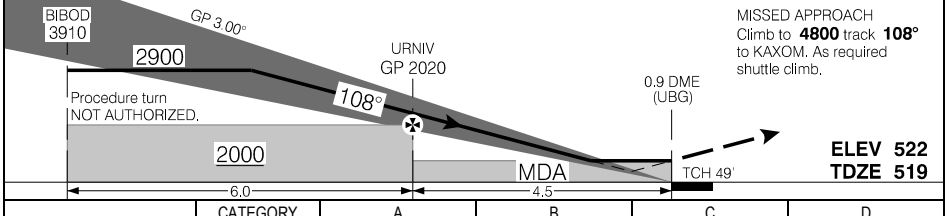
ATIS – 124.2 (En) 125.8 (Fr) 302.5	TML – 127.2 227.6	TWR – 126.2 337.7	GND – 121.7 275.8

SAFE ALT 100 NM	LOC ITV	APCH CRS	GP URNIV	LDA
5800	110.15	108°	2020	10000

AN P2



(NM)	11.4	10	9	8.2	7	6	5	4	3	2.3		DIST FROM DME (XBG)
	3910	3480	3160	2900	2530	2210	1890	1570	1250	1020		ALT (3.00° APCH PATH)



Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
ILS/DME	NOT AUTHORIZED		1019 (500)	1¼
LOC/DME	NOT AUTHORIZED		1020 (501)	1 RVR 50

ILS X RWY 11 CYBG

EFF 7 AUG 25
REGULATORY REVIEW 19 MAR 2026

CYBG-IAP-2C

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

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CYBG-IAP-2I

BAGOTVILLE, QC

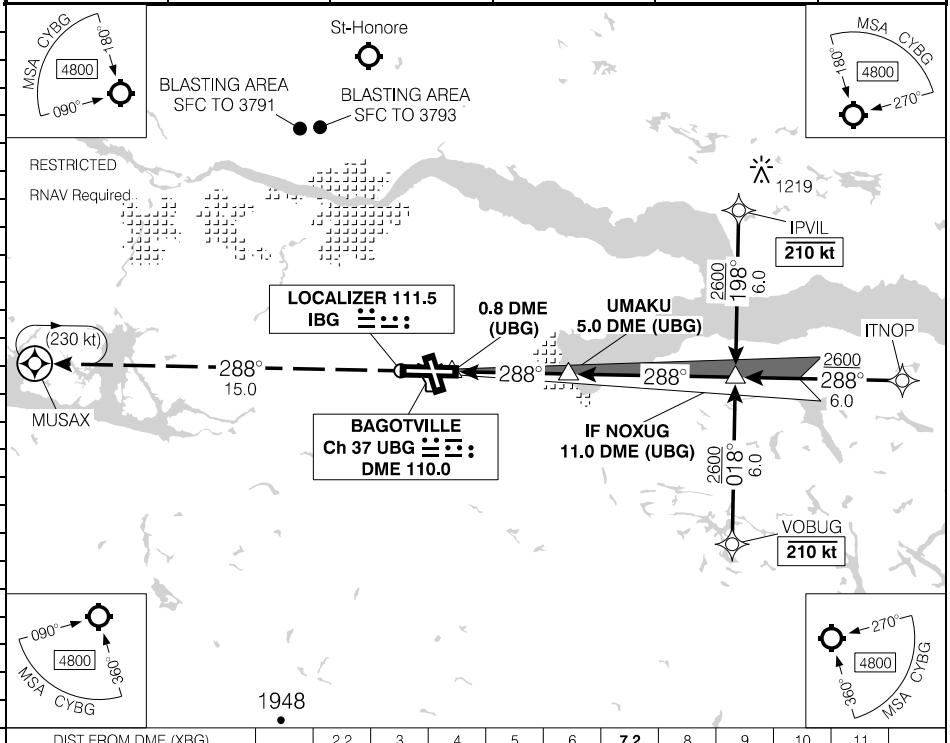
ILS X RWY 29

481950N 0705947W VAR 16°W

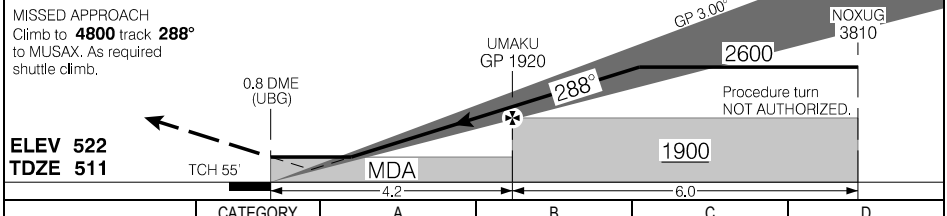
CYBG

ATIS – 124.2 (En) 125.8 (Fr) 302.5	TML – 127.2 227.6	TWR – 126.2 337.7	GND – 121.7 275.8

SAFE ALT 100 NM	LOC IBG	APCH CRS	GP UMAKU	LDA
5800	111.5	288°	1920	10000



DIST FROM DME (XBG)		2.2	3	4	5	6	**7.2**	8	9	10	11
ALT (3.00° APCH PATH)		1020	1270	1590	1910	2230	**2600**	2860	3180	3500	3810



CATEGORY	A	B	C	D
ILS/DME	NOT AUTHORIZED		**1011** (500)	1¼
LOC/DME	NOT AUTHORIZED		**1020** (509)	1

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

ILS X RWY 29

CYBG

EFF 7 AUG 25
REGULATORY REVIEW 19 MAR 2026

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

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- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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CYBG-IAP-3C

BAGOTVILLE, QC

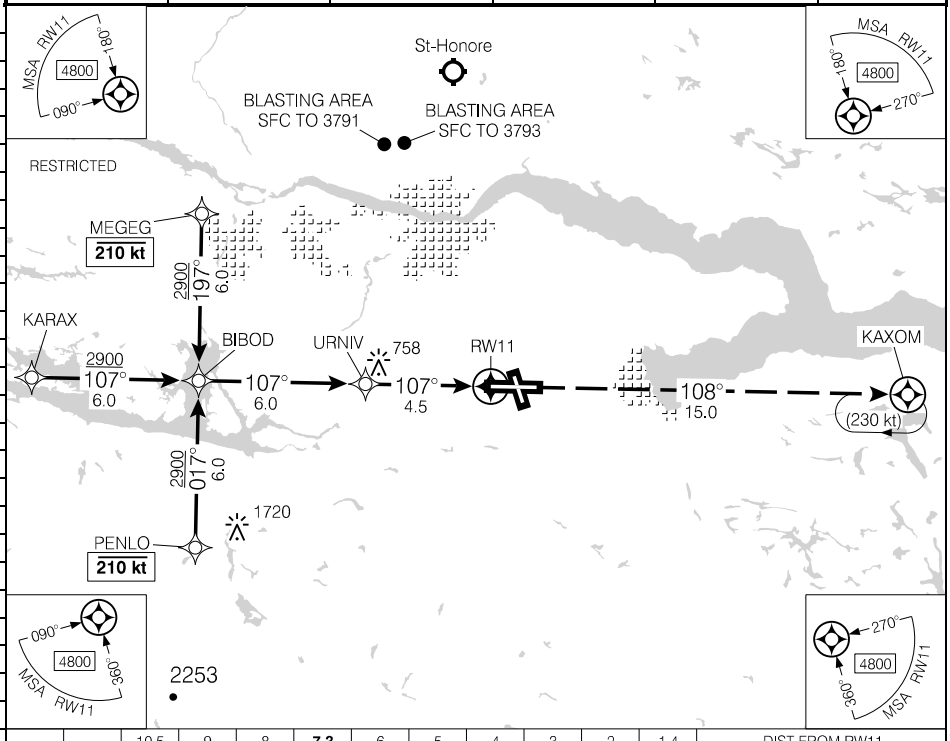
RNAV (GNSS) X RWY 11

481950N 0705947W VAR 16°W

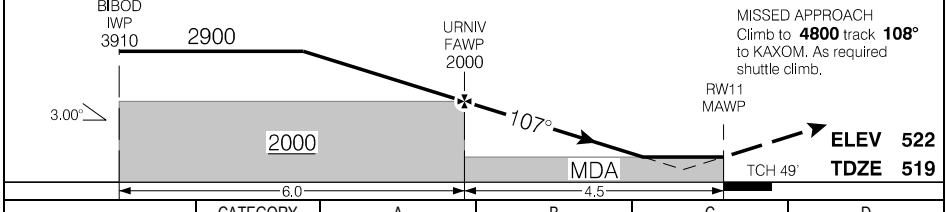
CYBG

ATIS – **124.2** (En) **125.8** (Fr) **302.5**	TML – **127.2 227.6**	TWR – **126.2 337.7**	GND – **121.7 275.8**

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT URNIV	LDA
5800	**Ch 80885** W11D	**107°**	**2000**	**10000**



	10.5	9	8	**7.3**	6	5	4	3	2	1.4	DIST FROM RW11
	3910	3430	3120	**2900**	2480	2160	1840	1520	1210	1020	ALT (3.00° APCH PATH)



CATEGORY	A	B	C	D
LPV	NOT AUTHORIZED		**1019**	(500) 1¼
LNAV/VNAV (min. -19°C, max. 54°C)	NOT AUTHORIZED		**1019**	(500) 1¼
LNAV	NOT AUTHORIZED		**1020**	(501) 1 RVR 50

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) X RWY 11 CYBG

EFF 12 AUG 21

REGULATORY REVIEW 19 MAR 2026

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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CYBG-IAP-3H

BAGOTVILLE, QC

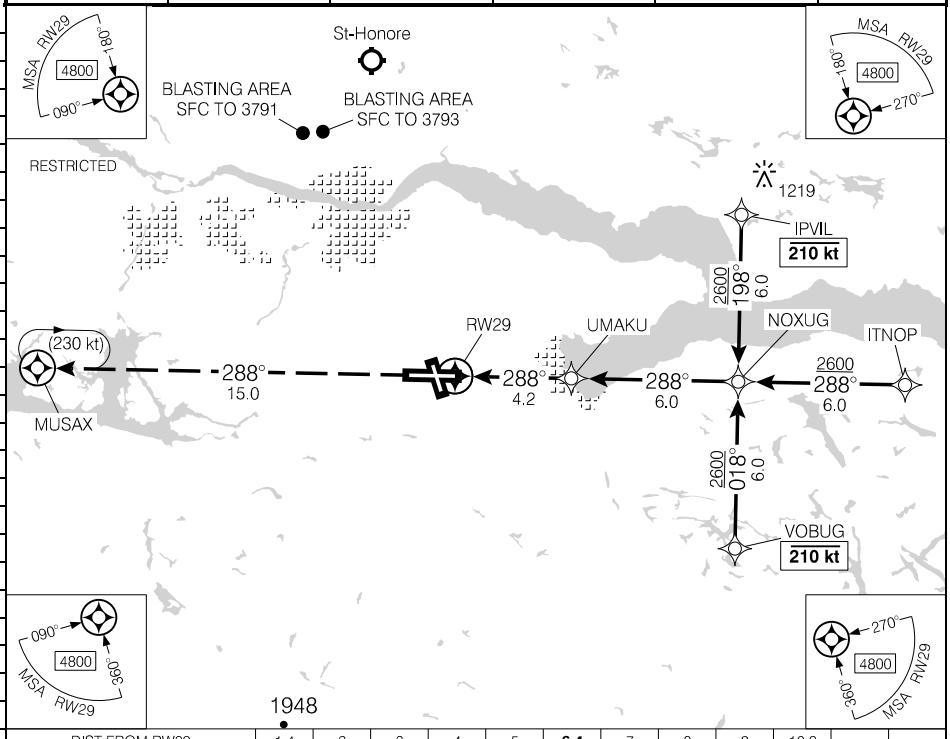
RNAV (GNSS) X RWY 29

481950N 0705947W VAR 16°W

CYBG

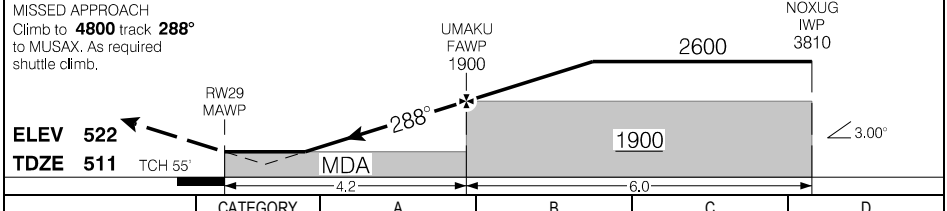
ATIS – 124.2 (En) 125.8 (Fr) 302.5	TML – 127.2 227.6	TWR – 126.2 337.7	GND – 121.7 275.8

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT UMAKU	LDA
5800	Ch 80886 W29D	288°	1900	10000



DIST FROM RW29	1.4	2	3	4	5	**6.4**	7	8	9	10.2		
ALT (3.00° APCH PATH)	1020	1200	1520	1840	2160	**2600**	2800	3110	3430	3810		

MISSED APPROACH
Climb to **4800** track **288°**
to MUSAX. As required
shuttle climb.



Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	NOT AUTHORIZED		**1011**	(500) 1¼
LNAV/VNAV (min. -19°C, max. 54°C)	NOT AUTHORIZED		**1011**	(500) 1¼
LNAV	NOT AUTHORIZED		**1020**	(509) 1

RNAV (GNSS) X RWY 29

CYBG

EFF 17 JUN 21
REGULATORY REVIEW 19 MAR 2026

CYBG-IAP-3H

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

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- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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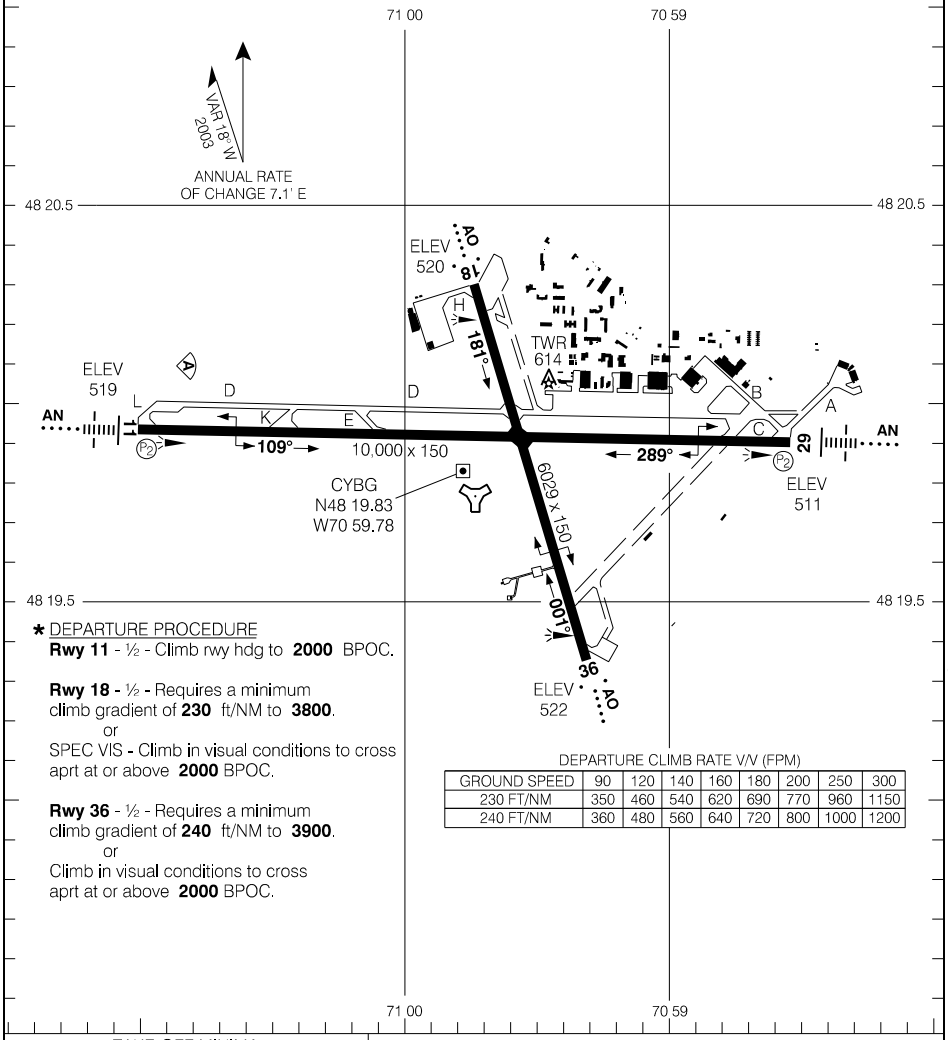
RESTRICTED

BAGOTVILLE, QC

AERODROME CHART (DND) CYBG

ATIS – **124.2** (En) **125.8** (Fr) **302.5**	CLNC DEL – **119.0 384.5** GND – **121.7 275.8**	TWR – **126.2 337.7**	TML – **127.2 227.6**

DECL DISTS	11	29	18	36				
TORA	10000	10000	6029	6029				
TODA	10000	10000	6029	6029				
ASDA	10200	10200	6029	6029				
LDA	10000	10000	6029	6029				



DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
230 FT/NM	350	460	540	620	690	770	960	1150
240 FT/NM	360	480	560	640	720	800	1000	1200

TAKE-OFF MINIMA	SCALE IN FEET
Rwy 29: ½ Rwys 11; 18; 36: *	2000 0 2000

AERODROME CHART (DND) CYBG

EFF 16 MAY 24

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CSR8-IAP-3B

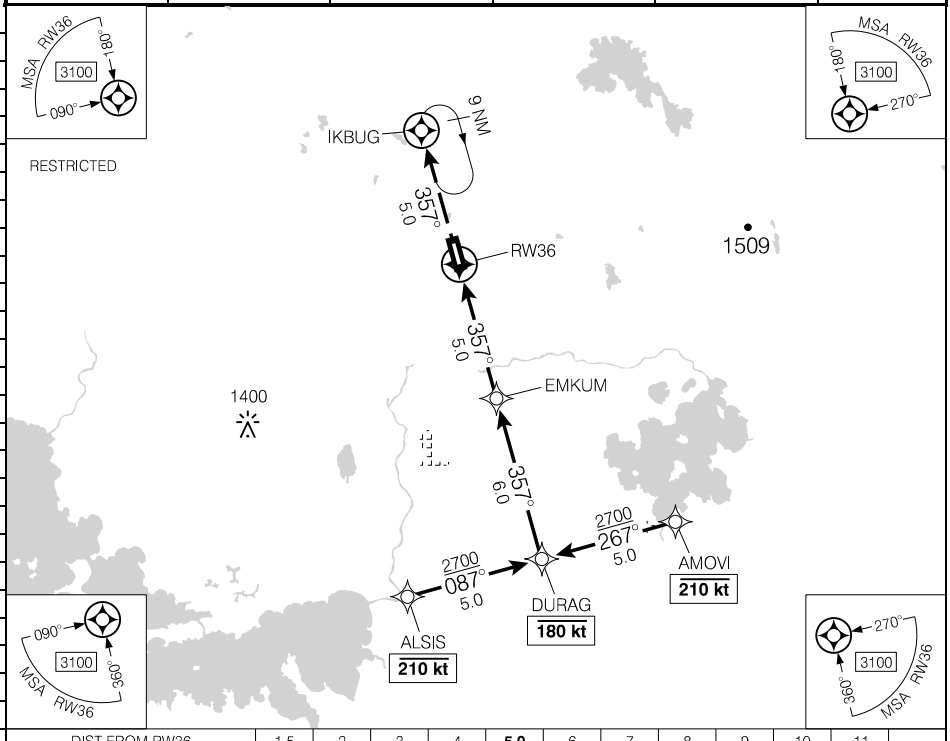
LA SARRE, QC

RNAV (GNSS) RWY 36

485500N 0791045W VAR 13°W

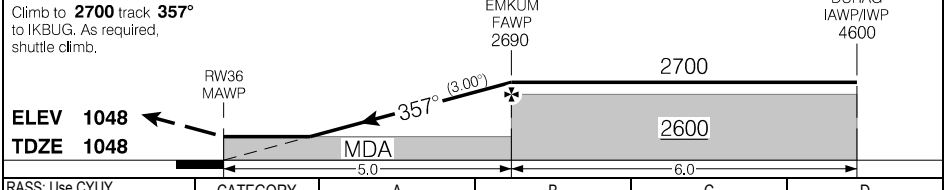
CSR8

	CTR Montreal – **125.9**				ARCAL 123.2(K)
		TFC – **122.8** ATF			
SAFE ALT 100 NM **3200**	RNAV	APCH CRS **357°**	MIN ALT EMKUM **2600**	LDA **4702**	



DIST FROM RW36	1.5	2	3	4	**5.0**	6	7	8	9	10	11
ALT (3.00° APCH PATH)	1560	1730	2050	2370	**2700**	3010	3330	3640	3960	4280	4600

MISSED APPROACH
Climb to **2700** track **357°**
to IKBUG. As required,
shuttle climb.



RASS: Use CYUY.

CATEGORY	A	B	C	D
LNAV	**1560**	(514)		1½

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 36 CSR8

EFF 20 FEB 25
REGULATORY REVIEW 2 AUG 2029

CSR8-IAP-3B

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

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- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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LA SARRE, QC

AERODROME CHART

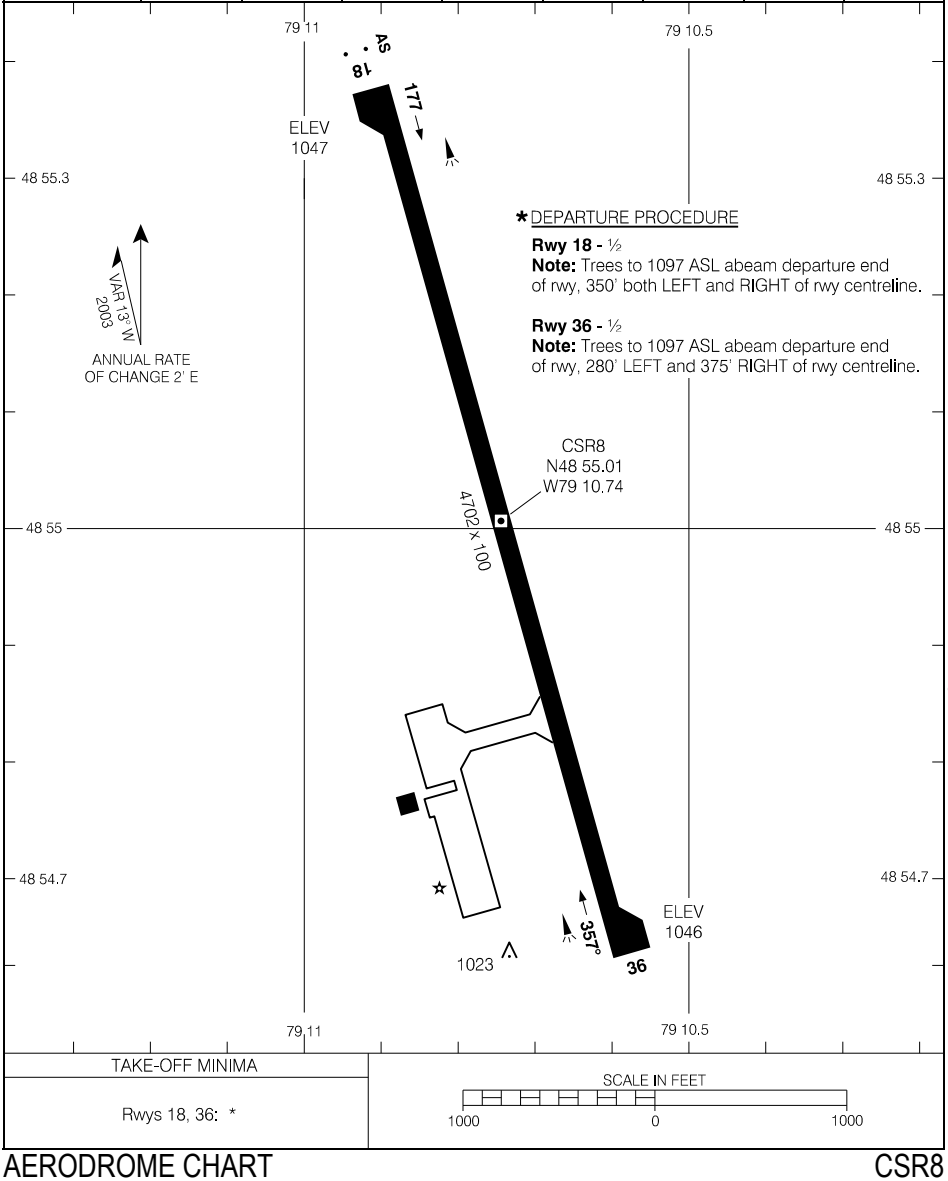
CSR8

CTR Montreal – **125.9**

TFC – **122.8**

ATF

DECL DISTS	18	36						
TORA	4702	4702						
TODA	4702	4702						
ASDA	4702	4702						
LDA	4702	4702						



TAKE-OFF MINIMA
Rwys 18, 36: *

SCALE IN FEET
1000 0 1000

AERODROME CHART

CSR8

EFF 20 FEB 25

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MANIWAKI, QC

RNAV (GNSS) RWY 21

461622N 0755926W VAR 14°W

CYMW

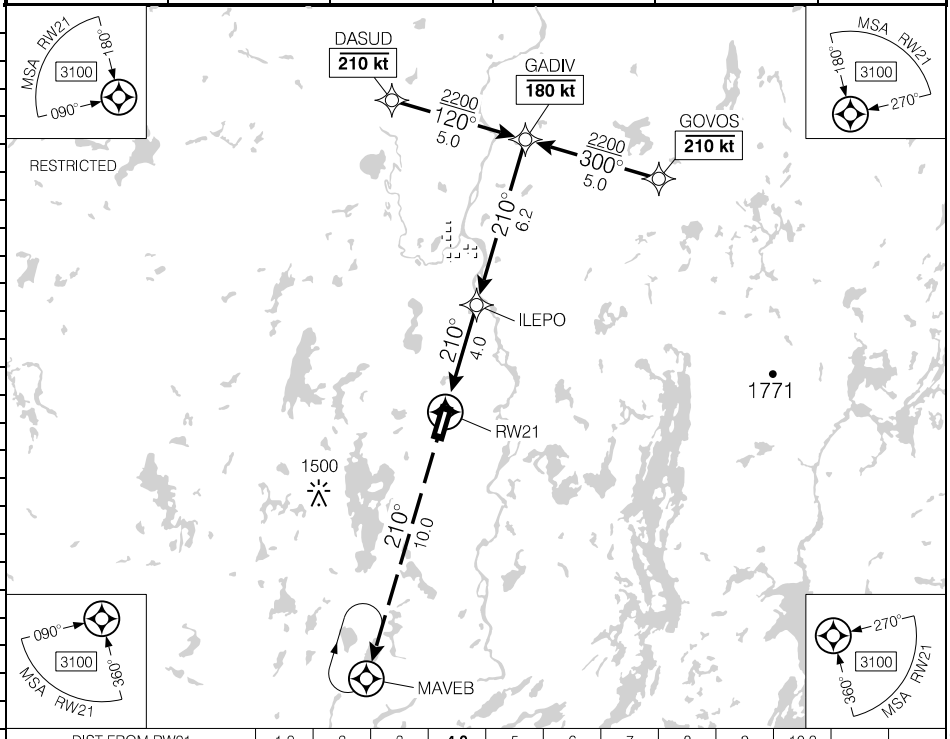
CTR Montreal – **126.57**

UNICOM – **122.8**

ATF

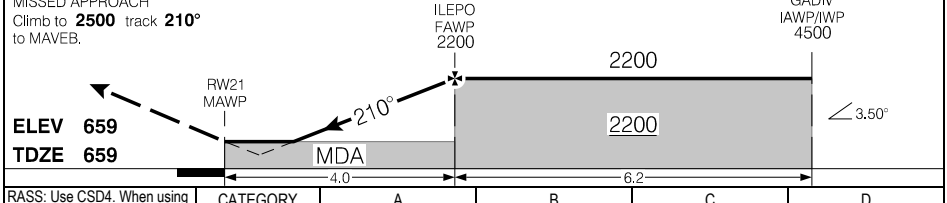
ARCAL 122.8(J)*

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT ILEPO	LDA
4800		**210°**	**2200**	**4921**



DIST FROM RW21	1.2	2	3	**4.0**	5	6	7	8	9	10.2		
ALT (3.50° APCH PATH)	1160	1450	1820	**2200**	2570	2940	3310	3680	4050	4500		

MISSED APPROACH
Climb to **2500** track **210°**
to MAVEB.



RASS: Use CSD4. When using CYOW add **100'**.

CATEGORY	A	B	C	D
LNAV	**1160**	(501)	1½	

Knots	ft/min	Min:Sec
70	430	
90	560	
110	680	
130	800	
150	930	

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

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MANIWAKI, QC

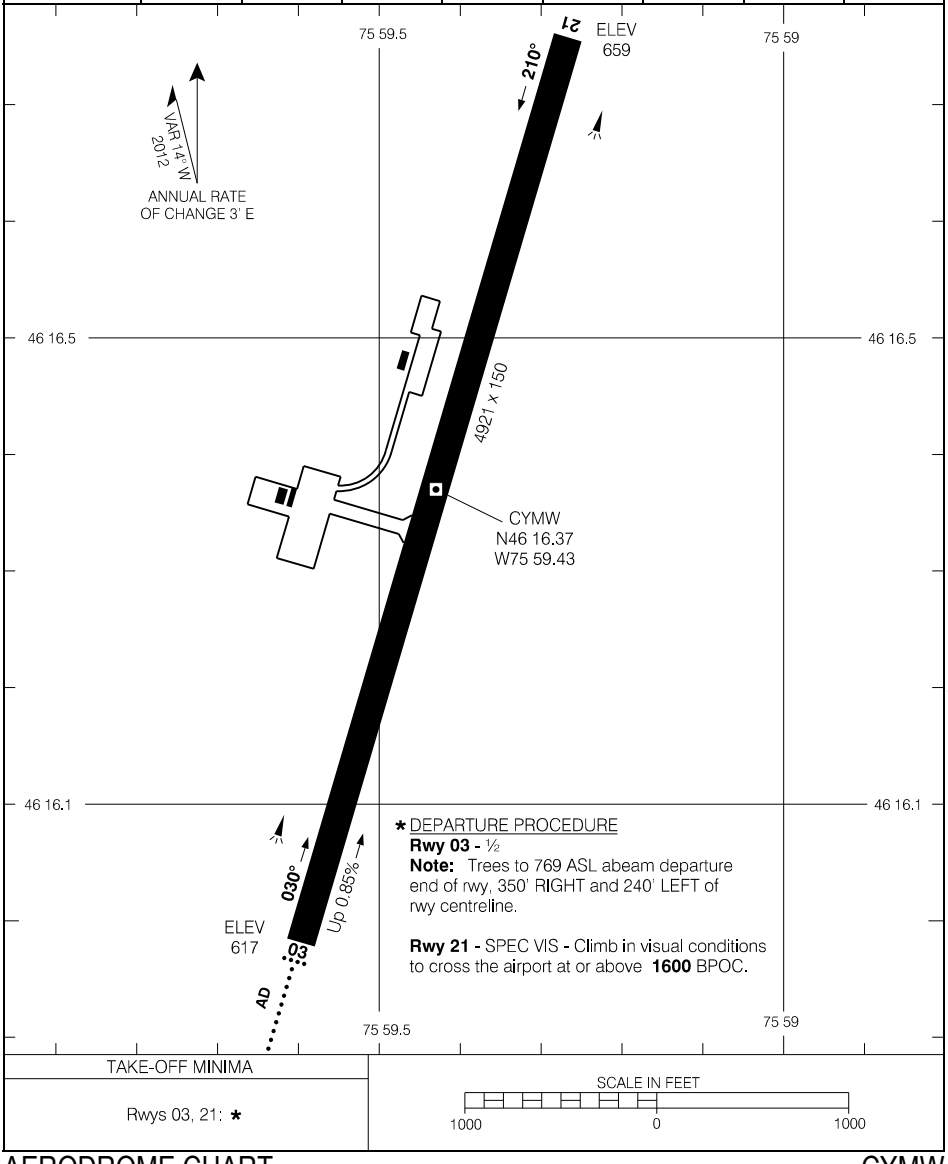
AERODROME CHART — CYMW

UNICOM – **122.8**

CTR Montreal – **126.57**

ATF

DECL DISTS	03	21
TORA	4921	4921
TODA	4921	4921
ASDA	4921	4921
LDA	4921	4921



* DEPARTURE PROCEDURE

Rwy 03 - ½

Note: Trees to 769 ASL abeam departure end of rwy, 350' RIGHT and 240' LEFT of rwy centreline.

Rwy 21 - SPEC VIS - Climb in visual conditions to cross the airport at or above **1600** BPOC.

TAKE-OFF MINIMA
Rwys 03, 21: *

SCALE IN FEET

1000 0 1000

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CTH7-IAP-3A

RIVIÈRE-AUX-SAUMONS, QC

RNAV (GNSS) RWY 10

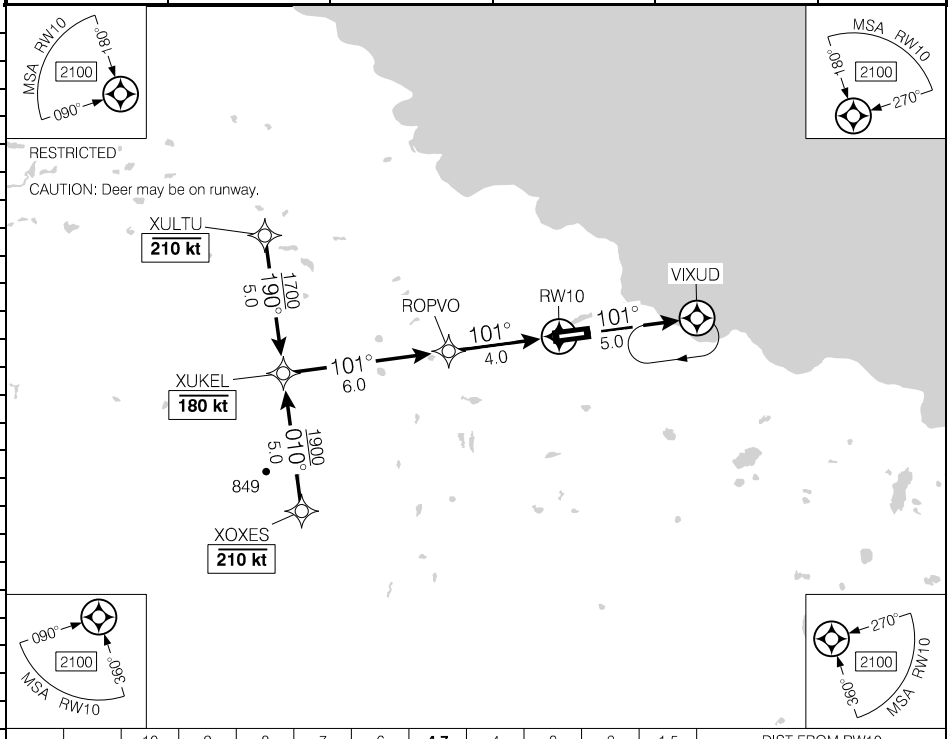
492405N 0621743W VAR 18°W

CTH7

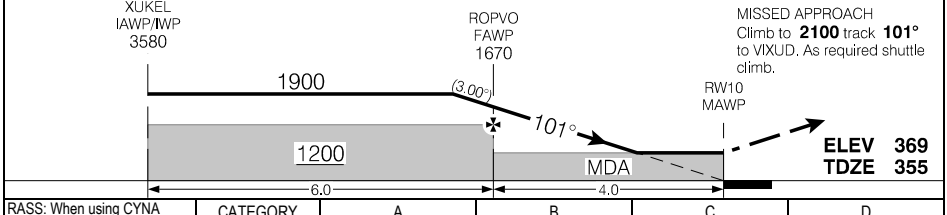
UNICOM – **122.9** (AU)

ATF

SAFE ALT 100 NM		APCH CRS	MIN ALT ROPVO	LDA	
3900	RNAV	**101°**	**1200**	**5384**	P1 2.5°



	10	9	8	7	6	**4.7**	4	3	2	1.5	DIST FROM RW10
	3580	3260	2940	2630	2310	**1900**	1670	1350	1030	860	ALT (3.00° APCH PATH)



RASS: When using CYNA add **160°**.

CATEGORY	A	B	C	D
LNAV	**860**	(513)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 10 CTH7

EFF 14 JUL 22
REGULATORY REVIEW 3 SEP 2026

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

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CTH7-IAP-3C

RIVIÈRE-AUX-SAUMONS, QC

RNAV (GNSS) RWY 28

492405N 0621743W VAR 18°W

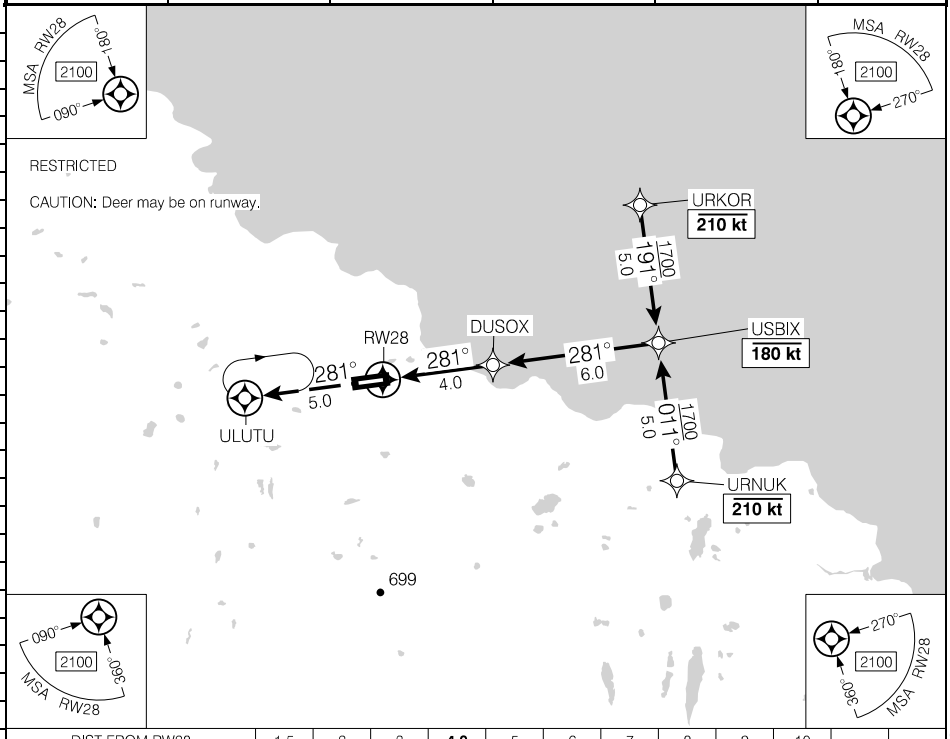
CTH7

UNICOM – **122.9** (AU)

ATF

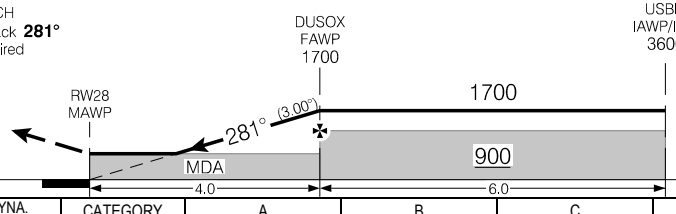
AS . . .

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT DUSOX	LDA
3900		**281°**	**900**	**5384**



DIST FROM RW28	1.5	2	3	**4.0**	5	6	7	8	9	10		
ALT (3.00° APCH PATH)	880	1050	1370	**1700**	2010	2320	2640	2960	3280	3600		

MISSED APPROACH
Climb to **2100** track **281°**
to ULUTU. As required
shuttle climb.



ELEV 369
TDZE 365

RASS: When using CYNA. add **160'**.

CATEGORY	A	B	C	D
LNAV	**880**	(516)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 28 CTH7

EFF 14 JUL 22
REGULATORY REVIEW 3 SEP 2026

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

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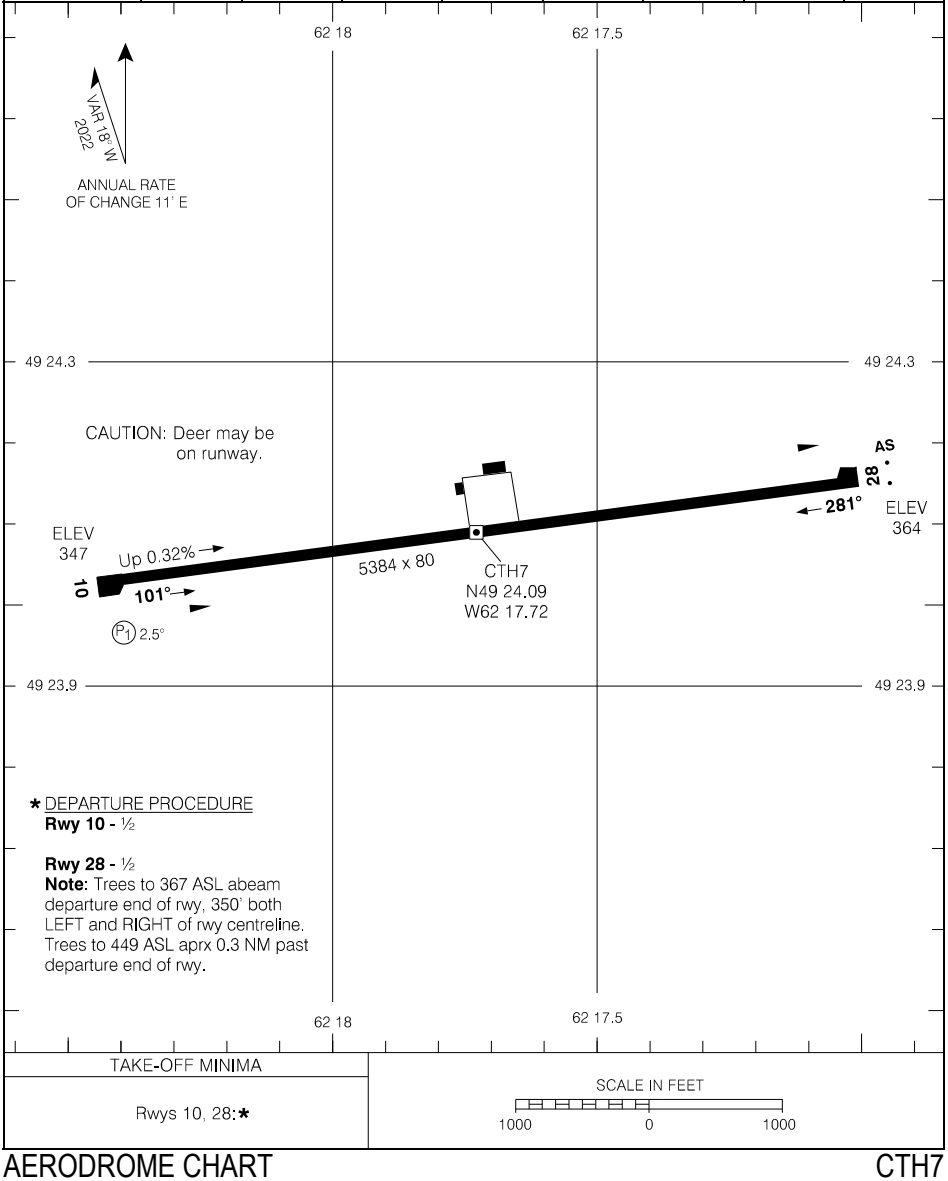
RIVIÈRE-AUX-SAUMONS, QC

AERODROME CHART — CTH7

UNICOM – **122.9** (AU)

ATF

DECL DISTS	10	28
TORA	5384	5384
TODA	5884	5884
ASDA	5384	5384
LDA	5384	5384



* DEPARTURE PROCEDURE
Rwy 10 - ½

Rwy 28 - ½
Note: Trees to 367 ASL abeam departure end of rwy, 350' both LEFT and RIGHT of rwy centreline. Trees to 449 ASL aprx 0.3 NM past departure end of rwy.

TAKE-OFF MINIMA	SCALE IN FEET
Rwys 10, 28:*	1000 0 1000

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RESTRICTED CANADA AIR PILOT
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RNAV (GNSS) X RWY 03

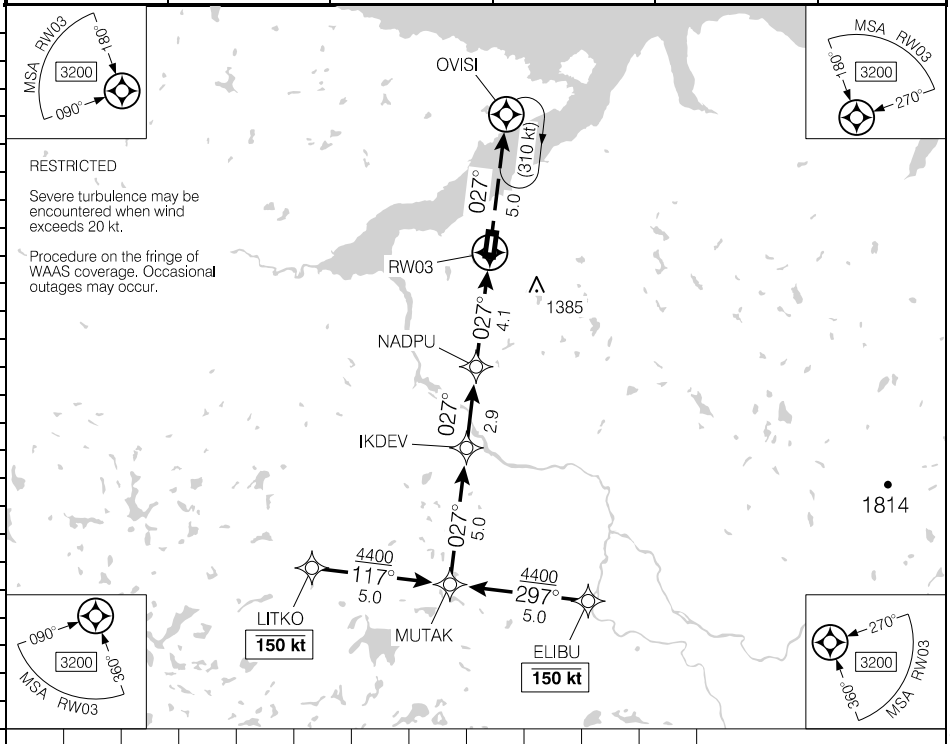
621046N 0754002W VAR 20°W

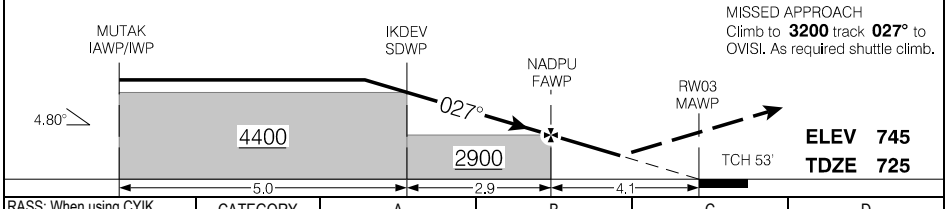
SALLUIT, QC
CYZG

ARCAL 122.1(K)

APRT RADIO – **122.1**
TFC – **122.1** MF*

SAFE ALT 100 NM	WAAS	APCH	MIN ALT	LDA
3900	**Ch 80857** W03B	CRS **027°**	NADPU **2900**	**3523**





RASS: When using CYIK add **240'**.

CATEGORY	A	B	C	D
LPV	**1073** (350)	1	NOT AUTHORIZED	

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) X RWY 03

CYZG

EFF 20 FEB 25
REGULATORY REVIEW 7 JUN 2029

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SALLUIT, QC

RNAV (GNSS) X RWY 03 OPS SPEC CYZG

RESTRICTED INSTRUMENT PROCEDURE

Transport Canada Special Authorization Required.

The following conditions apply to this procedure:

- The aircraft shall be certified and equipped to fly a glide path angle of 4.8°;
- Air Crew shall be trained to fly approaches with glide path angle of 4.8° and shall be trained and familiar with conditions associated with this approach procedure;
- The PAPI system shall be operational.

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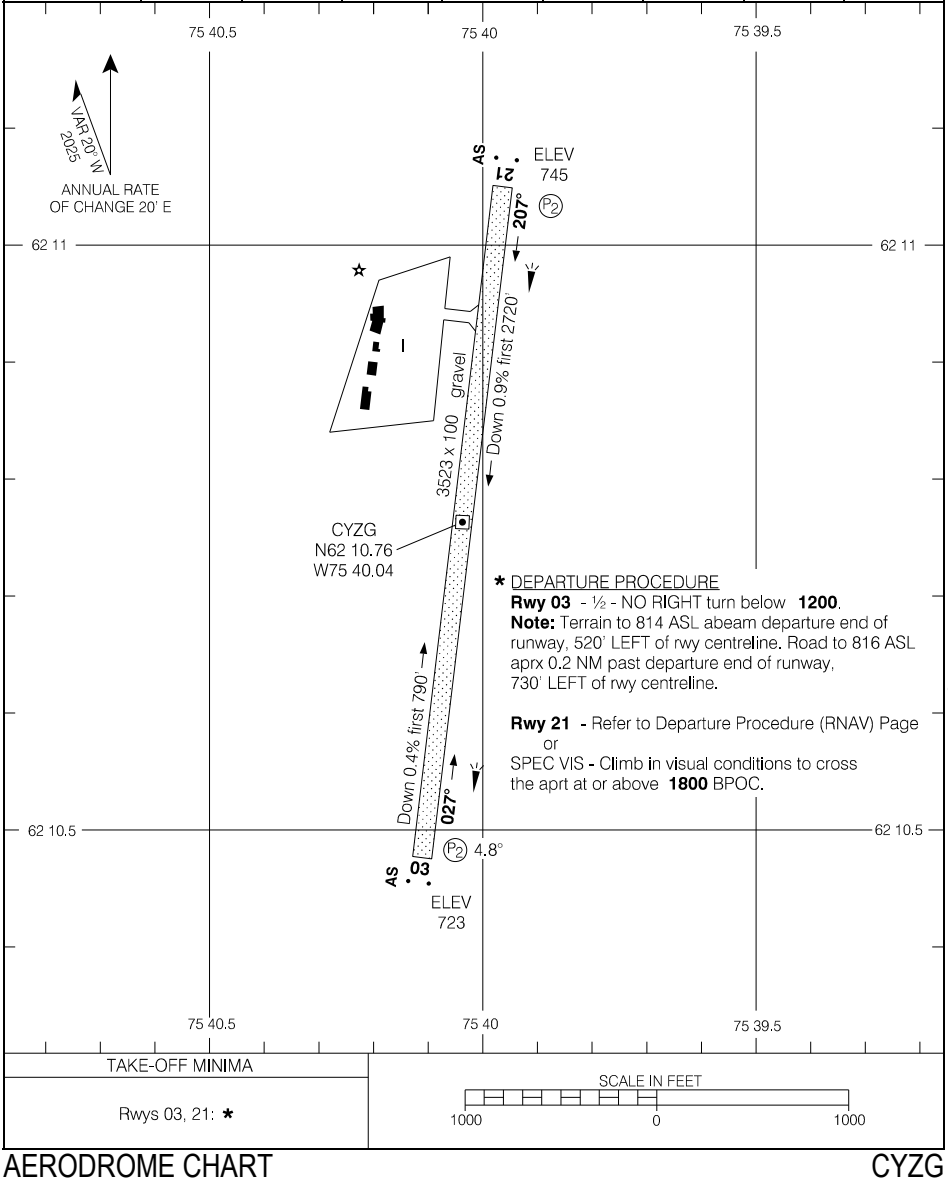
CYZG-AD

SALLUIT, QC

AERODROME CHART — CYZG

APRT RADIO – **122.1**
TFC – **122.1**
MF*
RADIO Quebec – **126.7** DRCO

DECL DISTS	03	21
TORA	3523	3523
TODA	4507	3523
ASDA	3523	3523
LDA	3523	3523



TAKE-OFF MINIMA

Rwys 03, 21: *

SCALE IN FEET
1000 0 1000

AERODROME CHART — CYZG
EFF 20 FEB 25

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CSZ4-IAP-3A

ST-FRÉDÉRIC, QC

RNAV (GNSS) RWY 23

461953N 0705739W VAR 17°W

CSZ4

CTR Montreal – **135.02 270.9**

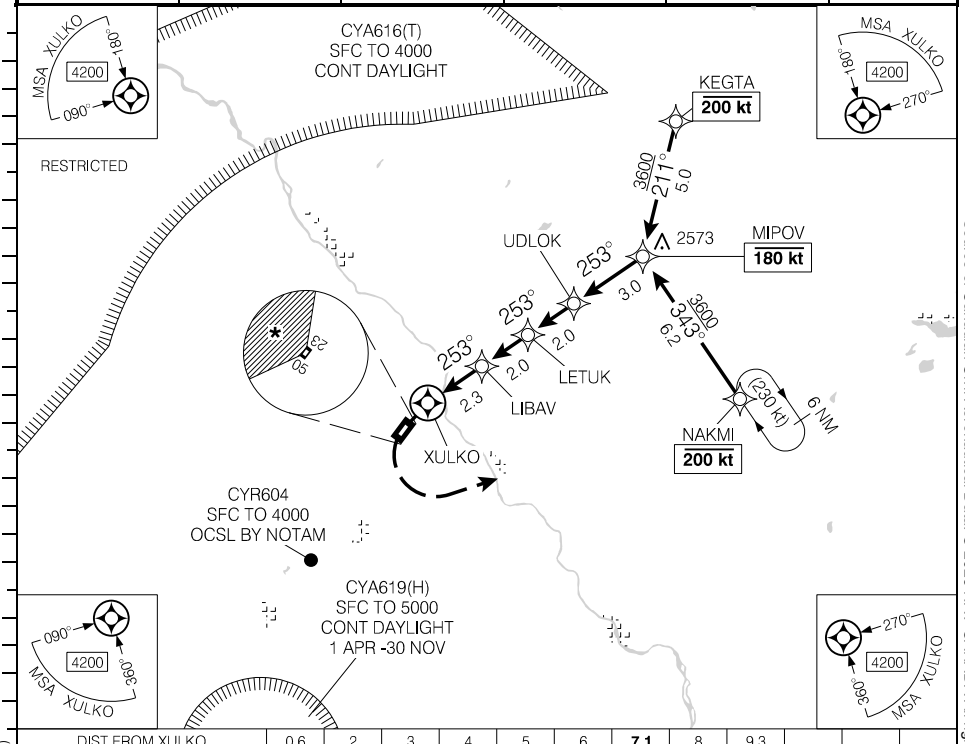
UNICOM – **122.8**

ATF

ARCAL 121.7*

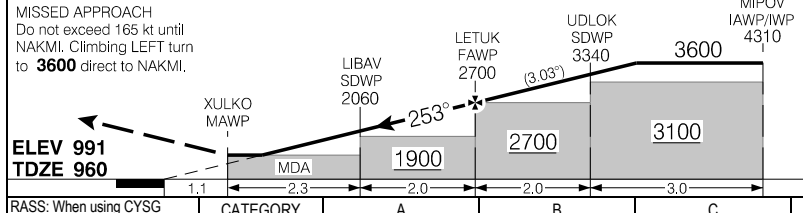
19.0°

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT LETUK	LDA
7300		**253°**	**2700**	**3030**



DIST FROM XULKO	0.6	2	3	4	5	6	**7.1**	8	9.3			
ALT (3.03° APCH PATH)	1480	1950	2270	2590	2910	3230	**3600**	3880	4310			

MISSED APPROACH
Do not exceed 165 kt until NAKMI. Climbing LEFT turn to **3600** direct to NAKMI.



RASS: When using CYSG add **50'**.

Knots	ft/min	Min:Sec
70	380	
90	480	
110	590	
130	700	
150	800	

CATEGORY	A	B	C	D
LNAV	**1480**	(558)	1¾	NOT AUTHORIZED
C CIRCLING	*1600 (609) 1½	*1660 (669) 1½	*1800 (809) 2½	NOT AUTHORIZED

RNAV (GNSS) RWY 23

CSZ4

EFF 11 JUL 24
REGULATORY REVIEW 19 MAR 2026

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RESTRICTED

RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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ST-FRÉDÉRIC, QC

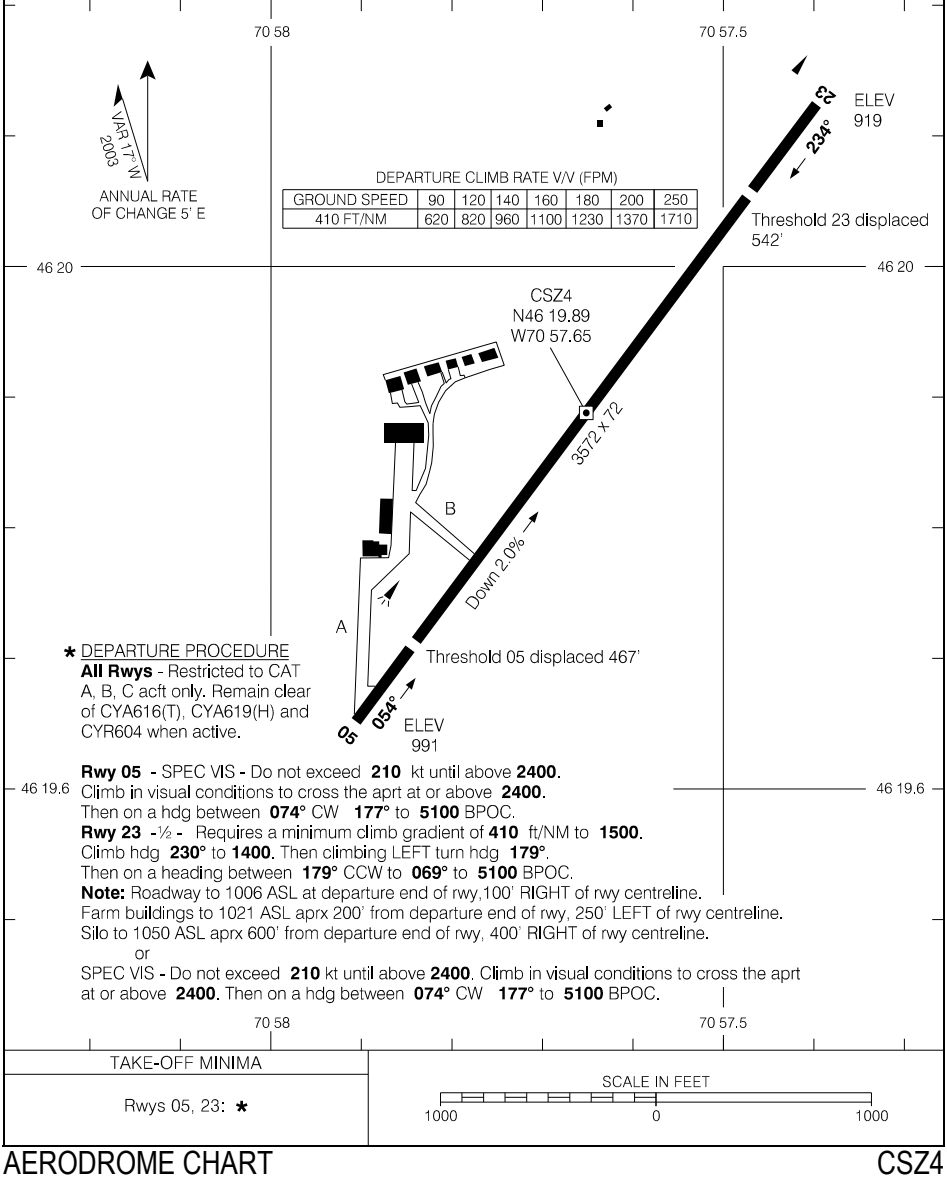
AERODROME CHART — CSZ4

UNICOM – **122.8**

CTR Montreal – **135.02** **270.9**

ATF

DECL DISTS	05	23
TORA	3572	3572
TODA	3572	3572
ASDA	3572	3572
LDA	3105	3030



* DEPARTURE PROCEDURE

All Rwys - Restricted to CAT A, B, C acft only. Remain clear of CYA616(T), CYA619(H) and CYR604 when active.

Rwy 05 - SPEC VIS - Do not exceed **210** kt until above **2400**. Climb in visual conditions to cross the aprt at or above **2400**. Then on a hdg between **074°** CW **177°** to **5100** BPOC.

Rwy 23 - ½ - Requires a minimum climb gradient of **410** ft/NM to **1500**. Climb hdg **230°** to **1400**. Then climbing LEFT turn hdg **179°**. Then on a heading between **179°** CCW to **069°** to **5100** BPOC.

Note: Roadway to 1006 ASL at departure end of rwy,100' RIGHT of rwy centreline. Farm buildings to 1021 ASL aprx 200' from departure end of rwy, 250' LEFT of rwy centreline. Silo to 1050 ASL aprx 600' from departure end of rwy, 400' RIGHT of rwy centreline.

or

SPEC VIS - Do not exceed **210** kt until above **2400**. Climb in visual conditions to cross the aprt at or above **2400**. Then on a hdg between **074°** CW **177°** to **5100** BPOC.

TAKE-OFF MINIMA
Rwys 05, 23: *

SCALE IN FEET
1000 0 1000

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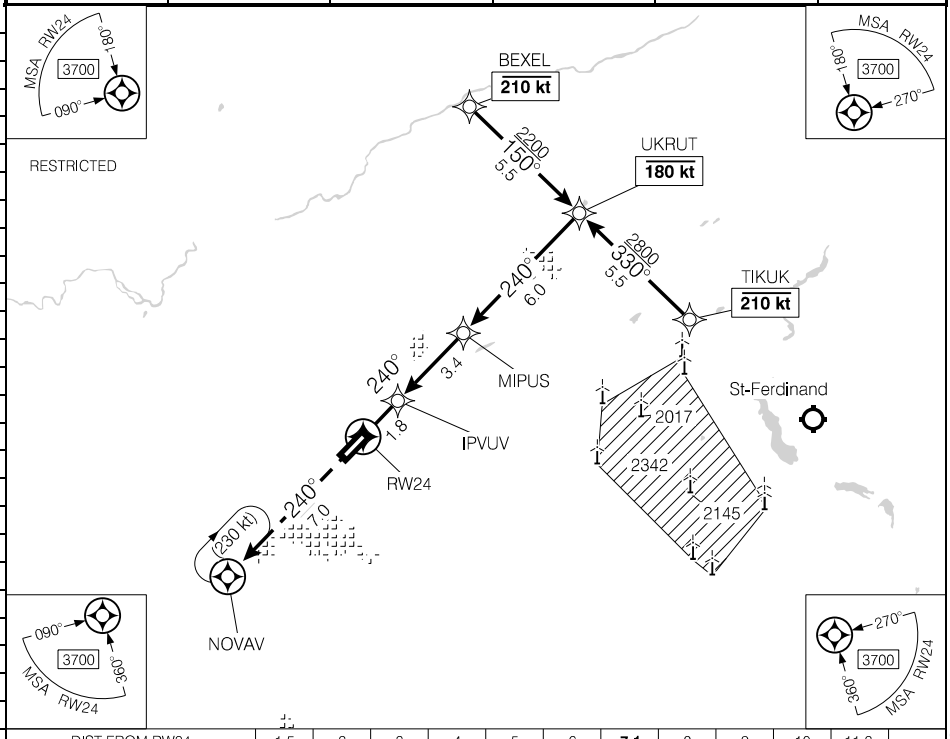
VICTORIAVILLE (ANDRÉ-FORTIN), QC

RNAV (GNSS) RWY 24

460639N 0715554W VAR 16°W

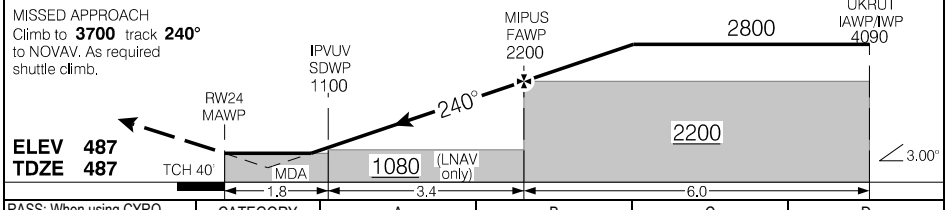
CSR3

AWOS – **122.17**	CTR Montreal – **132.35**		UNICOM – **123.35** ATF		ARCAL 123.35(K) AS
SAFE ALT 100 NM **6400**	WAAS **Ch 80941** W24A	APCH CRS **240°**	MIN ALT MIPUS **2200**	LDA **5530**	



DIST FROM RW24	1.5	2	3	4	5	6	**7.1**	8	9	10	11.2
ALT (3.00° APCH PATH)	1000	1160	1480	1800	2120	2440	**2800**	3070	3390	3710	4090

MISSED APPROACH
Climb to **3700** track **240°** to NOVAV. As required shuttle climb.



RASS: When using CYRQ add **120'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**987**	(500)	1¾	
LNAV	**1000**	(513)	1½	

RNAV (GNSS) RWY 24

CSR3

EFF 2 OCT 25
REGULATORY REVIEW 7 JUN 2029

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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Departure Procedure

Rwy 06 – ½: NO RIGHT turn below **1700**. Requires a minimum climb gradient of **250** ft/NM to **5300** when CYA616 active and climbing between hdg **031°** CW to **103°**. When CYR606 active climb between hdg **322°** CW **240°** to MEA BPOC.

Note: Trees to 554 ASL abeam departure end of rwy, 490' LEFT of rwy centreline. Trees to 554 ASL aprx 0.1 NM past departure end of rwy, 700' RIGHT of rwy centreline. Trees to 571 ASL aprx 0.2 NM past departure end of rwy, 510' RIGHT of rwy centreline. Trees to 538 ASL aprx 0.2 NM past departure end of rwy, 380' LEFT of rwy centreline.

or

SPEC VIS – Climb in visual conditions to cross the aprt at or above **1800** BPOC. When CYR606 active, climb between hdg **267°** CCW **325°** to MEA BPOC.

Rwy 24 – ½: Climb hdg **240°** to **1300** BPOC. When CYR606 active climb between hdg **267°** CCW **060°** to MEA BPOC.

Note: Trees to 538 ASL abeam departure end of rwy, 460' LEFT and 490' RIGHT of rwy centreline. Trees to 554 ASL aprx 0.3 NM past departure end of rwy, 860' LEFT of rwy centreline.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
250 FT/NM	380	500	590	670	750	840	1050	1250

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VICTORIAVILLE (ANDRÉ-FORTIN), QC

AERODROME CHART — CSR3

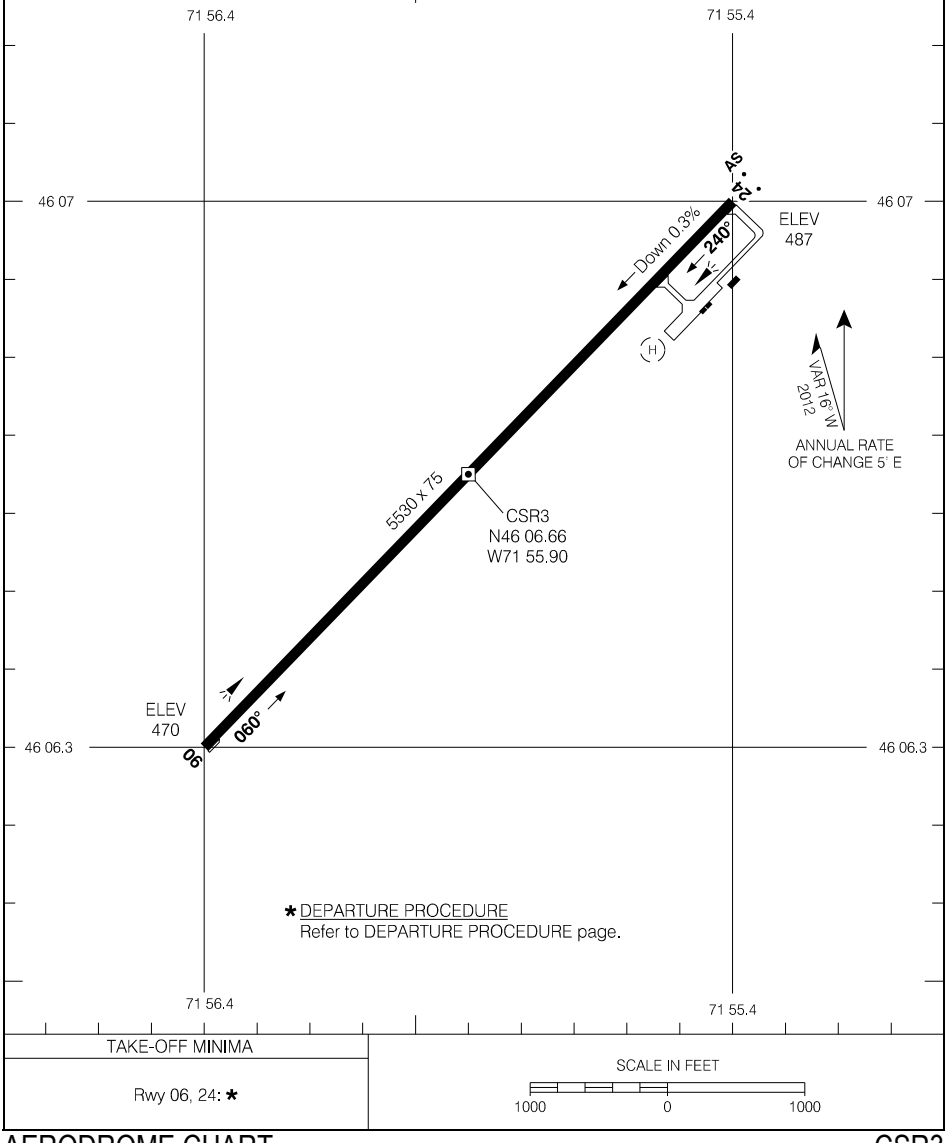
AWOS – **122.17**

UNICOM – **123.35**

CTR Montreal – **132.35**

ATF

DECL DISTS	06	24
TORA	5530	5530
TODA	5530	5530
ASDA	5530	5530
LDA	5530	5530



TAKE-OFF MINIMA

Rwy 06, 24: *

SCALE IN FEET

1000 0 1000

AERODROME CHART — CSR3

EFF 12 JUN 25

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BAGOTVILLE, QC

ILS X PISTE 11

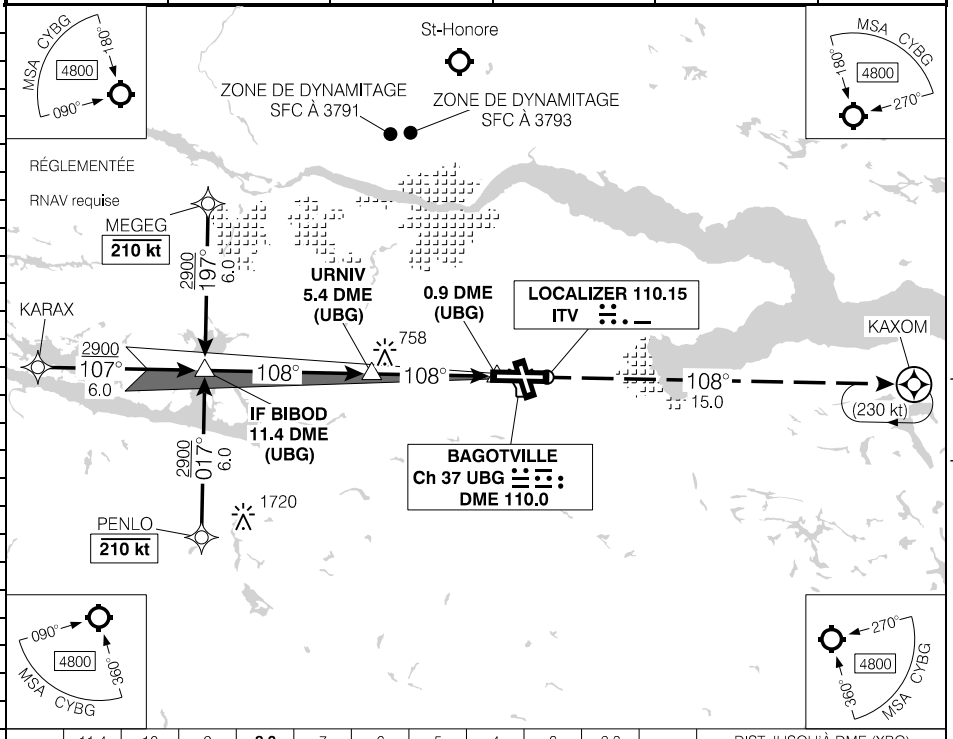
481950N 0705947W DÉC 16°W

CYBG

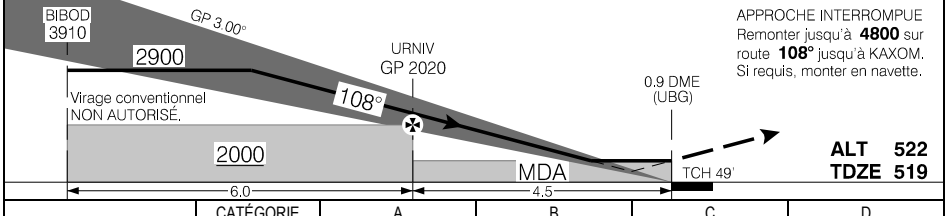
ATIS – **124.2** (En) **125.8** (Fr) **302.5**	TML – **127.2 227.6**	TWR – **126.2 337.7**	GND – **121.7 275.8**

ALT DE SÉCURITÉ 100 NM	LOC ITV	APCH CRS	GP URNIV	LDA
5800	**110.15**	**108°**	**2020**	**10000**

AN P2



	11.4	10	9	**8.2**	7	6	5	4	3	2.3		DIST JUSQU'À DME (XBG)
	3910	3480	3160	**2900**	2530	2210	1890	1570	1250	1020		ALTITUDE (PENTE: 3.00°)



CATÉGORIE	A	B	C	D
ILS/DME	NON AUTORISÉE		**1019** (500)	1¼
LOC/DME	NON AUTORISÉE		**1020** (501)	1 RVR 50

Nœuds	pi/min	min : s
70	370	
90	480	
110	580	
130	690	
150	800	

ILS X PISTE 11

CYBG

EFF 7 AOÛT 25

RÉVISION RÈGLEMENTAIRE 19 MAR 2026

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RESTREINTE

PROCÉDURE AUX INSTRUMENTS RESTREINTE

Surfaces visuelles de l'aérodrome non évaluées (surfaces de limitation d'obstacles non évaluées).

Lorsqu'ils amorcent une descente conformément au minimum d'atterrissage, les pilotes sont informés que cette procédure IFR ne prévoit pas d'environnement dégagé de tout obstacle. Les dispositions suivantes sont annexées à cette PIR :

Les conditions suivantes s'appliquent à la procédure :

- L'équipage de conduite doit bien connaître l'environnement de l'aérodrome; y compris les obstacles propres à la région, les caractéristiques du relief et l'aménagement de l'aérodrome;
- Les références visuelles requises pour descendre sous la MDA/DA devraient comprendre les obstacles et les caractéristiques du relief dans la zone d'approche de la piste;
- Toutes les références visuelles requises par le pilote afin de poursuivre l'approche à l'atterrissage de manière sécuritaire devraient être bien visibles et identifiables par le pilote.

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BAGOTVILLE, QC

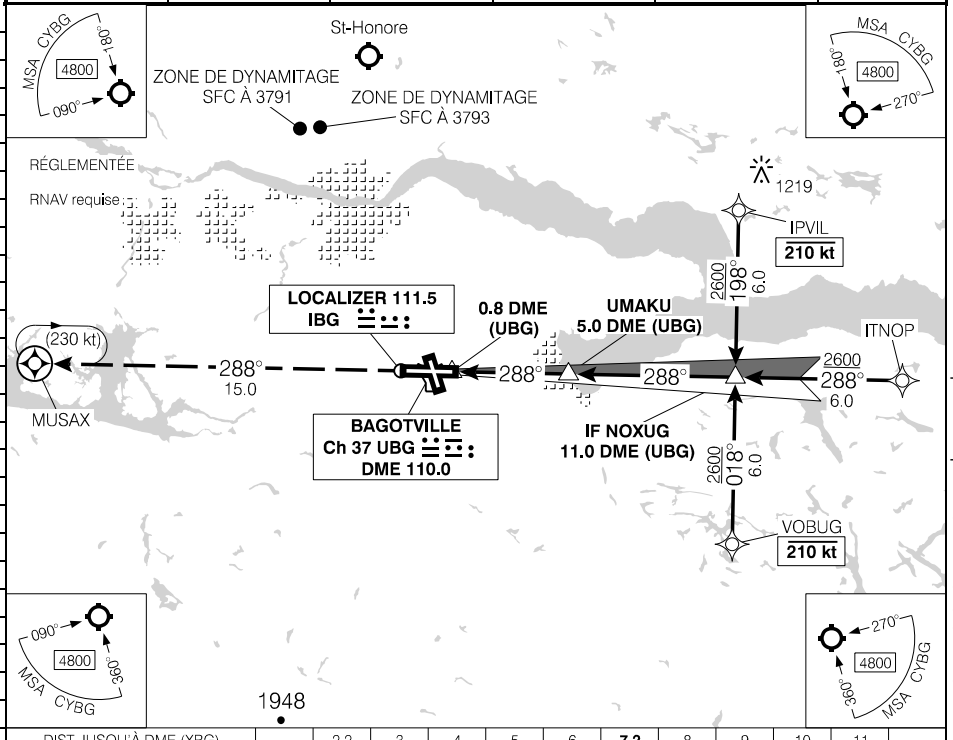
ILS X PISTE 29

481950N 0705947W DÉC 16°W

CYBG

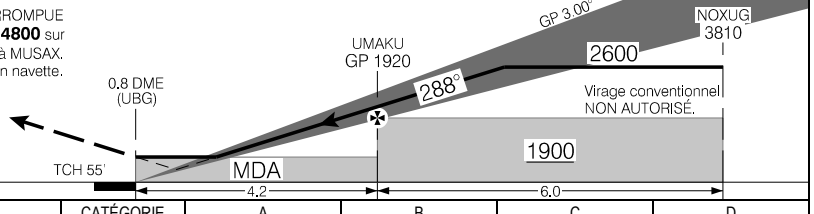
ATIS – **124.2** (En) **125.8** (Fr) **302.5**	TML – **127.2 227.6**	TWR – **126.2 337.7**	GND – **121.7 275.8**

ALT DE SÉCURITÉ 100 NM	LOC	APCH CRS	GP	LDA
5800	IBG **111.5**	**288°**	UMAKU **1920**	**10000**



DIST JUSQU'À DME (XBG)		2,2	3	4	5	6	**7.2**	8	9	10	11
ALTITUDE (PENTE: 3.00°)		1020	1270	1590	1910	2230	**2600**	2860	3180	3500	3810

APPROCHE INTERROMPUE
Remonter jusqu'à **4800** sur route **288°** jusqu'à MUSAX.
Si requis, monter en navette.



CATÉGORIE	A	B	C	D
ILS/DME	NON AUTORISÉE		**1011** (500)	1¼
LOC/DME	NON AUTORISÉE		**1020** (509)	1

Nœuds	pi/min	min : s
70	370	
90	480	
110	580	
130	690	
150	800	

ILS X PISTE 29

CYBG

EFF 7 AOÛT 25
RÉVISION RÈGLEMENTAIRE 19 MAR 2026

RESTREINTE

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RESTREINTE

PROCÉDURE AUX INSTRUMENTS RESTREINTE

Surfaces visuelles de l'aérodrome non évaluées (surfaces de limitation d'obstacles non évaluées).

Lorsqu'ils amorcent une descente conformément au minimum d'atterrissage, les pilotes sont informés que cette procédure IFR ne prévoit pas d'environnement dégagé de tout obstacle. Les dispositions suivantes sont annexées à cette PIR :

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- L'équipage de conduite doit bien connaître l'environnement de l'aérodrome; y compris les obstacles propres à la région, les caractéristiques du relief et l'aménagement de l'aérodrome;
- Les références visuelles requises pour descendre sous la MDA/DA devraient comprendre les obstacles et les caractéristiques du relief dans la zone d'approche de la piste;
- Toutes les références visuelles requises par le pilote afin de poursuivre l'approche à l'atterrissage de manière sécuritaire devraient être bien visibles et identifiables par le pilote.

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BAGOTVILLE, QC

RNAV (GNSS) X PISTE 11

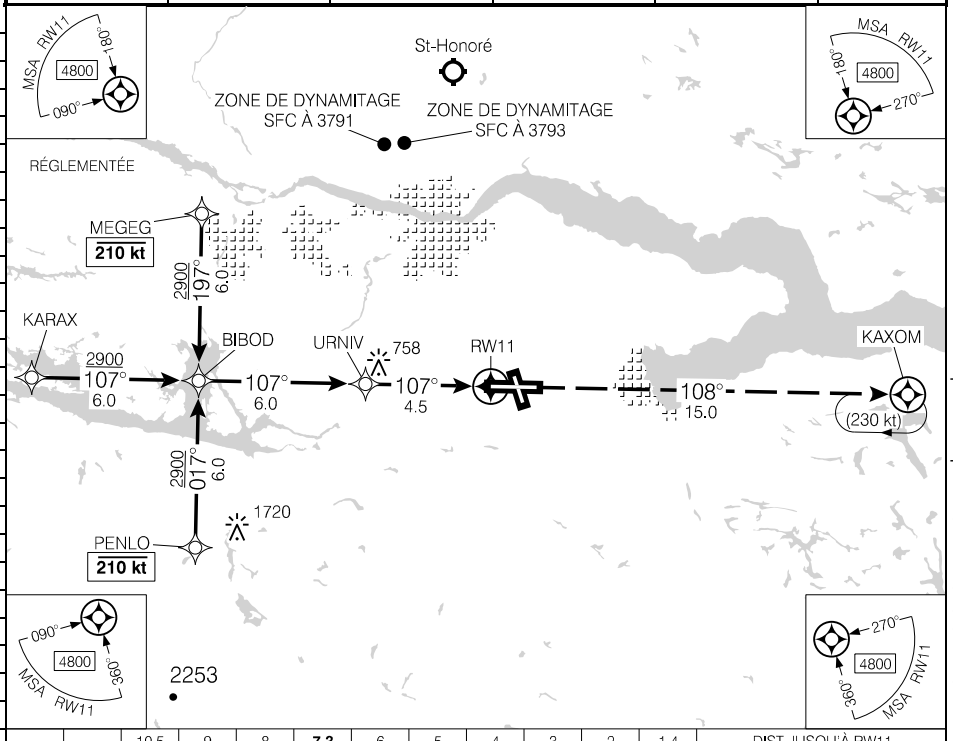
481950N 0705947W DÉC 16°W

CYBG

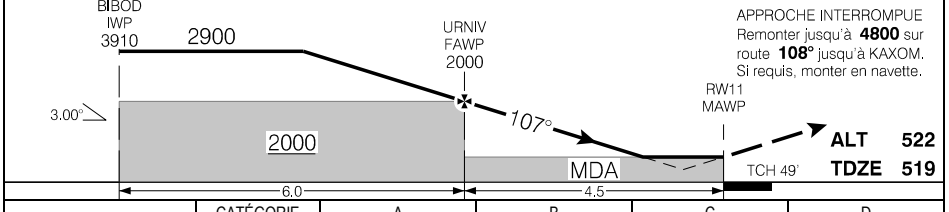
ATIS – **125.8** (Fr) **124.2** (Ang) **302.5**	TML – **127.2 227.6**	TWR – **126.2 337.7**	GND – **121.7 275.8**

ALT DE SÉCURITÉ 100 NM	WAAS	APCH CRS	ALT MIN URNIV	LDA
5800	**Ch 80885** W11D	**107°**	**2000**	**10000**

AN (P2)



	10.5	9	8	**7.3**	6	5	4	3	2	1.4	DIST JUSQU'À RW11
(NM) 0	3910	3430	3120	**2900**	2480	2160	1840	1520	1210	1020	ALTITUDE (PENTE: 3.00°)



CATÉGORIE	A	B	C	D
LPV	NON AUTORISÉE		**1019**	(500) 1¼
LNAV/VNAV (min. -19°C, max. 54°C)	NON AUTORISÉE		**1019**	(500) 1¼
LNAV	NON AUTORISÉE		**1020**	(501) 1 RVR 50

Nœuds	pi/min	min : s
70	370	
90	480	
110	580	
130	690	
150	800	

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RESTREINTE

PROCÉDURE AUX INSTRUMENTS RESTREINTE

Surfaces visuelles de l'aérodrome non évaluées (surfaces de limitation d'obstacles non évaluées).

Lorsqu'ils amorcent une descente conformément au minimum d'atterrissage, les pilotes sont informés que cette procédure IFR ne prévoit pas d'environnement dégagé de tout obstacle. Les dispositions suivantes sont annexées à cette PIR :

Les conditions suivantes s'appliquent à la procédure :

- L'équipage de conduite doit bien connaître l'environnement de l'aérodrome; y compris les obstacles propres à la région, les caractéristiques du relief et l'aménagement de l'aérodrome;
- Les références visuelles requises pour descendre sous la MDA/DA devraient comprendre les obstacles et les caractéristiques du relief dans la zone d'approche de la piste;
- Toutes les références visuelles requises par le pilote afin de poursuivre l'approche à l'atterrissage de manière sécuritaire devraient être bien visibles et identifiables par le pilote.

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RESTREINTE

BAGOTVILLE, QC

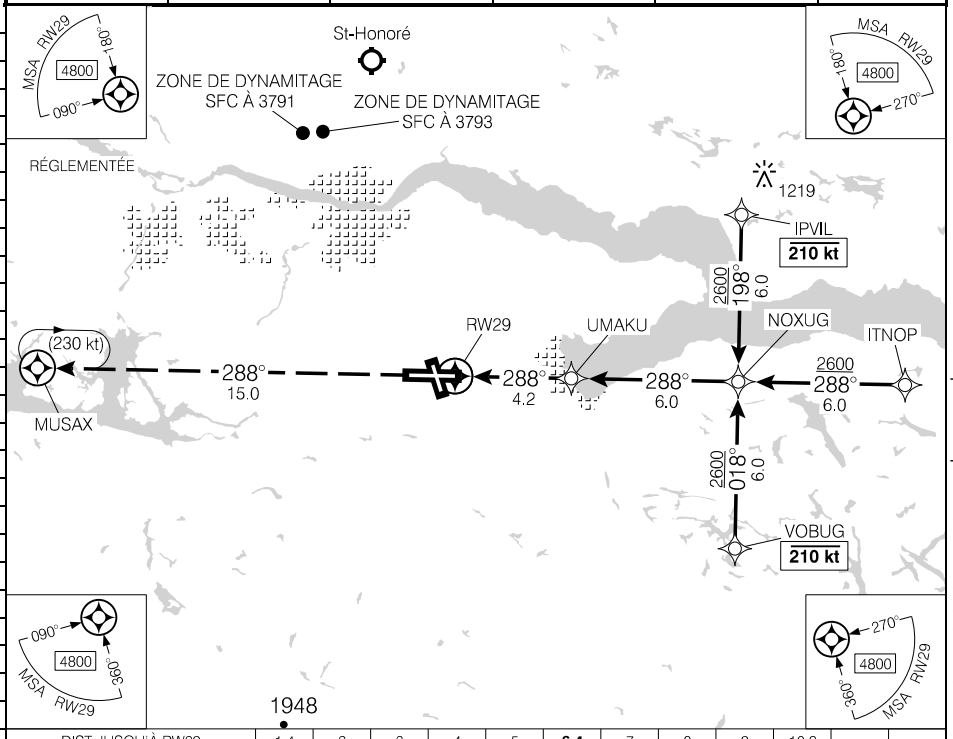
RNAV (GNSS) X PISTE 29

481950N 0705947W DÉC 16°W

CYBG

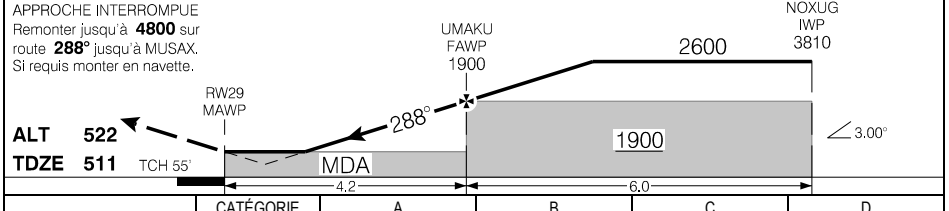
ATIS – **125.8** (Fr) **124.2** (Ang) **302.5**	TML – **127.2 227.6**	TWR – **126.2 337.7**	GND – **121.7 275.8**

ALT DE SÉCURITÉ 100 NM	WAAS	APCH CRS	ALT MIN UMAKU	LDA
5800	**Ch 80886** W29D	**288°**	**1900**	**10000**



DIST JUSQU'À RW29	1.4	2	3	4	5	**6.4**	7	8	9	10.2		
ALTITUDE (PENTE: 3.00°)	1020	1200	1520	1840	2160	**2600**	2800	3110	3430	3810		

APPROCHE INTERROMPUE
Remonter jusqu'à **4800** sur route **288°** jusqu'à MUSAX.
Si requis monter en navette.



Nœuds	pi/min	min : s
70	370	
90	480	
110	580	
130	690	
150	800	

CATÉGORIE	A	B	C	D
LPV	NON AUTORISÉE		**1011** (500)	1¼
LNAV/VNAV (min. -19°C, max. 54°C)	NON AUTORISÉE		**1011** (500)	1¼
LNAV	NON AUTORISÉE		**1020** (509)	1

RESTREINTE

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RESTREINTE

PROCÉDURE AUX INSTRUMENTS RESTREINTE

Surfaces visuelles de l'aérodrome non évaluées (surfaces de limitation d'obstacles non évaluées).

Lorsqu'ils amorcent une descente conformément au minimum d'atterrissage, les pilotes sont informés que cette procédure IFR ne prévoit pas d'environnement dégagé de tout obstacle. Les dispositions suivantes sont annexées à cette PIR :

Les conditions suivantes s'appliquent à la procédure :

- L'équipage de conduite doit bien connaître l'environnement de l'aérodrome; y compris les obstacles propres à la région, les caractéristiques du relief et l'aménagement de l'aérodrome;
- Les références visuelles requises pour descendre sous la MDA/DA devraient comprendre les obstacles et les caractéristiques du relief dans la zone d'approche de la piste;
- Toutes les références visuelles requises par le pilote afin de poursuivre l'approche à l'atterrissage de manière sécuritaire devraient être bien visibles et identifiables par le pilote.

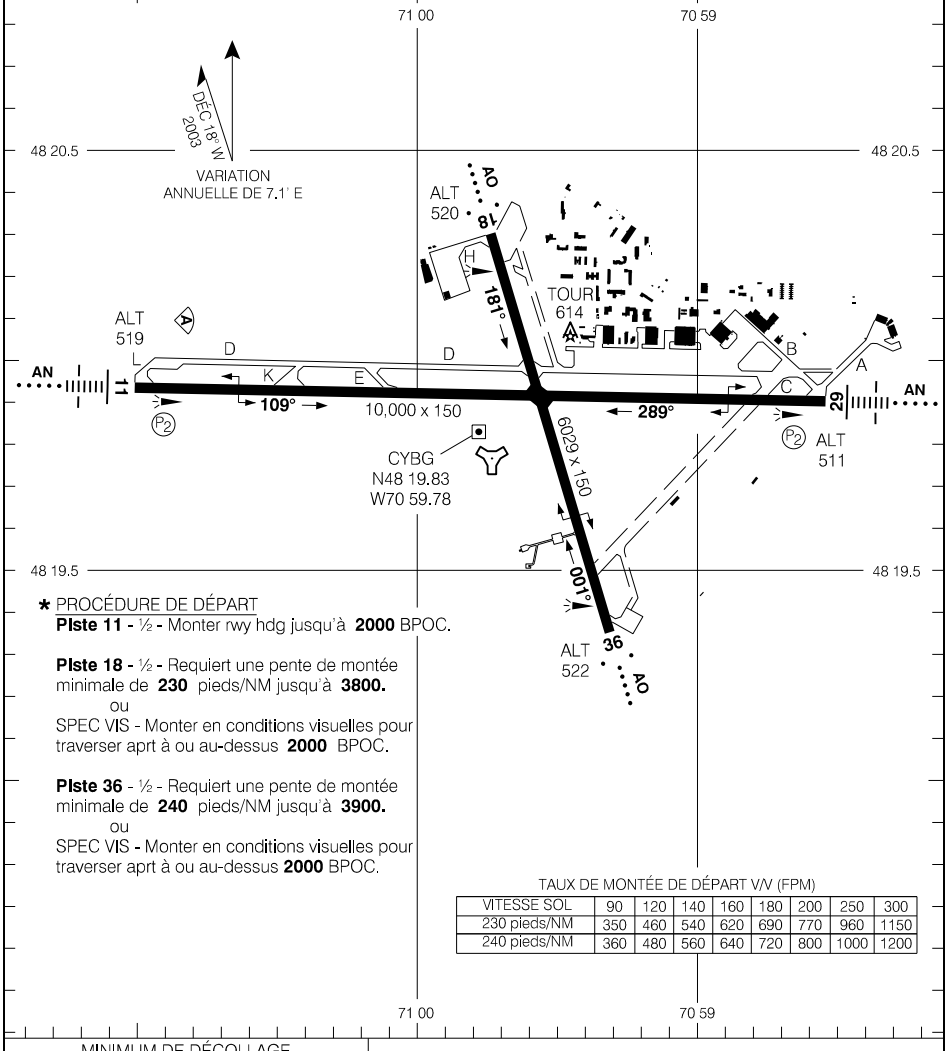
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RESTREINTE

BAGOTVILLE, QC

CARTE D'AÉRODROME — CYBG

ATIS – **125.8** (Fr) **124.2** (Ang) **302.5**	CLNC DEL – **119.0 384.5** GND – **121.7 275.8**	TWR – **126.2 337.7**	TML – **127.2 227.6**

DIST DÉCLARÉES	11	29	18	36				
TORA	10000	10000	6029	6029				
TODA	10000	10000	6029	6029				
ASDA	10200	10200	6029	6029				
LDA	10000	10000	6029	6029				



* PROCÉDURE DE DÉPART

Piste 11 - ½ **-** Monter rwy hdg jusqu'à **2000** BPOC.

Piste 18 - ½ **-** Requiert une pente de montée minimale de **230** pieds/NM jusqu'à **3800.**
ou
SPEC VIS - Monter en conditions visuelles pour traverser aprt à ou au-dessus **2000** BPOC.

Piste 36 - ½ - Requiert une pente de montée minimale de **240** pieds/NM jusqu'à **3900.**
ou
SPEC VIS **-** Monter en conditions visuelles pour traverser aprt à ou au-dessus **2000** BPOC.

TAUX DE MONTÉE DE DÉPART V/V (FPM)

VITESSE SOL	90	120	140	160	180	200	250	300
230 pieds/NM	350	460	540	620	690	770	960	1150
240 pieds/NM	360	480	560	640	720	800	1000	1200

MINIMUM DE DÉCOLLAGE	ÉCHELLE EN PIEDS
Piste 29: ½ Pistes 11; 18; 36: *	2000 0 2000

CARTE D'AÉRODROME — CYBG

EFF 16 MAI 24

RESTREINTE

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RESTREINTE

RNAV (GNSS) PISTE 36

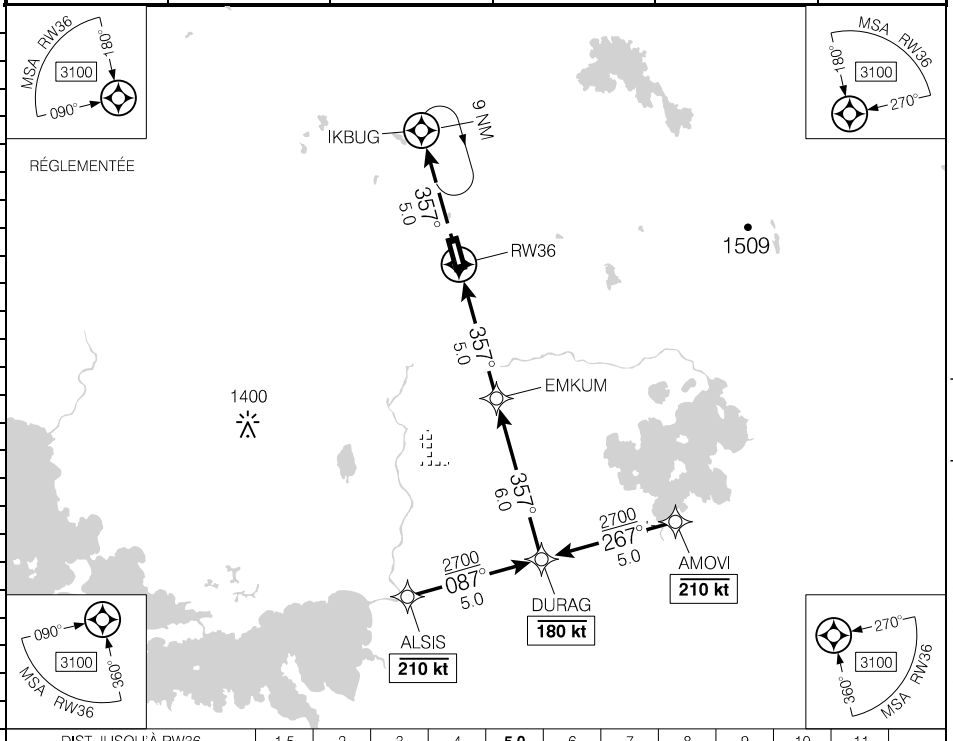
LA SARRE, QC

CSR8

485500N 0791045W DÉC 13°W

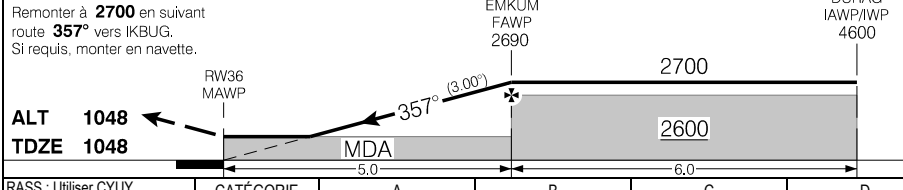
CTR Montreal – **125.9**	TFC – **122.8** ATF	ARCAL 123.2(K)

ALT DE SÉCURITÉ 100 NM	RNAV	APCH CRS	ALT MIN EMKUM	LDA
3200		**357°**	**2600**	**4702**



DIST JUSQU'À RW36	1.5	2	3	4	**5.0**	6	7	8	9	10	11
ALTITUDE (PENTE: 3.00°)	1560	1730	2050	2370	**2700**	3010	3330	3640	3960	4280	4600

APPROCHE INTERROMPUE
Remonter à **2700** en suivant route **357°** vers IKBUG.
Si requis, monter en navette.



RASS : Utiliser CYUY.

CATÉGORIE	A	B	C	D
LNAV	**1560**	(514)	1½	

Nœuds	pi/min	min : s
70	370	
90	480	
110	580	
130	690	
150	800	

RESTREINTE

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RESTREINTE

PROCÉDURE AUX INSTRUMENTS RESTREINTE

Surfaces visuelles de l'aérodrome non évaluées (surfaces de limitation d'obstacles non évaluées).

Lorsqu'ils amorcent une descente conformément au minimum d'atterrissage, les pilotes sont informés que cette procédure IFR ne prévoit pas d'environnement dégagé de tout obstacle. Les dispositions suivantes sont annexées à cette PIR :

Les conditions suivantes s'appliquent à la procédure :

- L'équipage de conduite doit bien connaître l'environnement de l'aérodrome; y compris les obstacles propres à la région, les caractéristiques du relief et l'aménagement de l'aérodrome;
- Les références visuelles requises pour descendre sous la MDA/DA devraient comprendre les obstacles et les caractéristiques du relief dans la zone d'approche de la piste;
- Toutes les références visuelles requises par le pilote afin de poursuivre l'approche à l'atterrissage de manière sécuritaire devraient être bien visibles et identifiables par le pilote.

RESTREINTE

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RESTREINTE

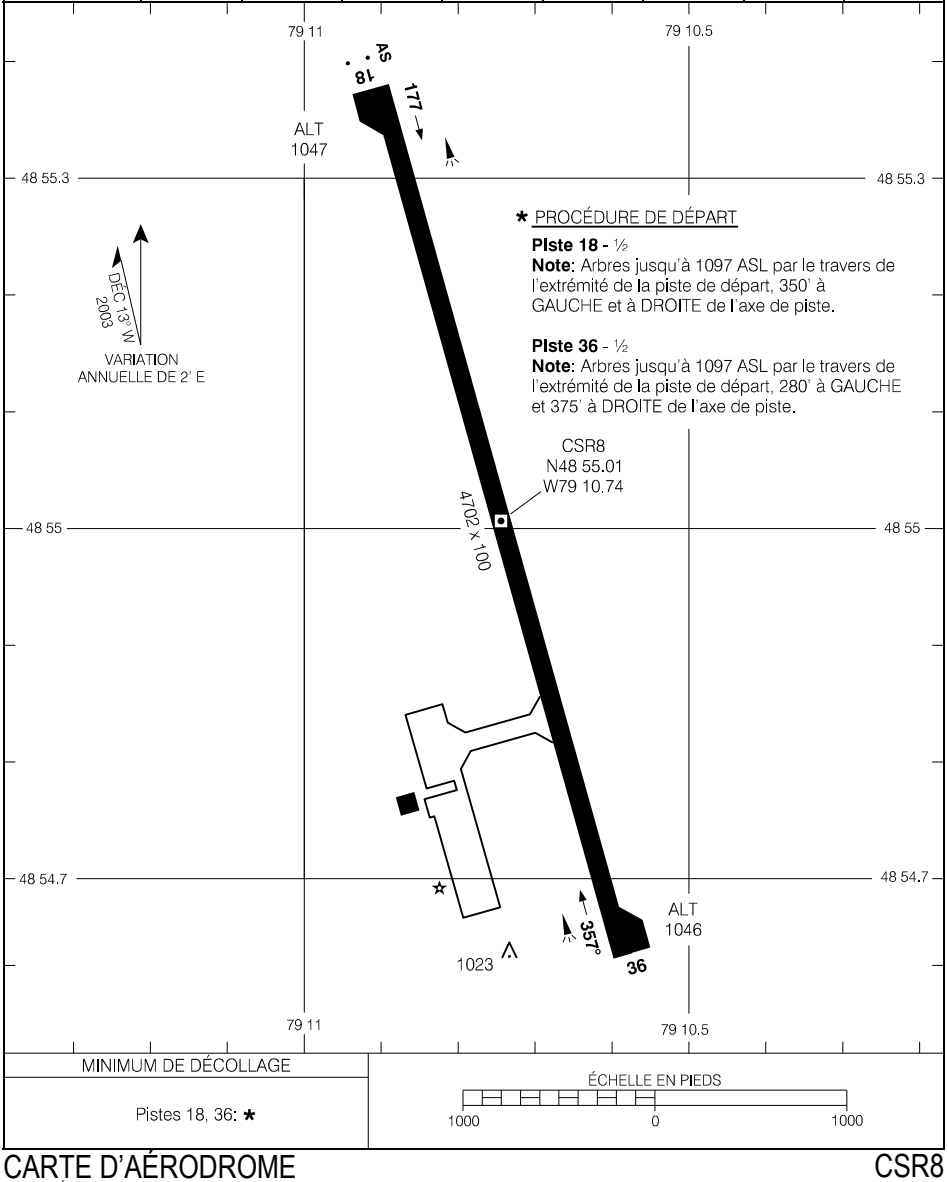
LA SARRE, QC

CARTE D'AÉRODROME — CSR8

CTR Montreal – **125.9**

TFC – **122.8** ATF

DIST DÉCLARÉES	18	36
TORA	4702	4702
TODA	4702	4702
ASDA	4702	4702
LDA	4702	4702



MINIMUM DE DÉCOLLAGE	ÉCHELLE EN PIEDS
Pistes 18, 36: *	1000 0 1000

CARTE D'AÉRODROME — CSR8

EFF 20 FÉV 25

RESTREINTE

RESTREINTE

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MANIWAKI, QC

RNAV (GNSS) PISTE 21

461622N 0755926W DÉC 14°W

CYMW

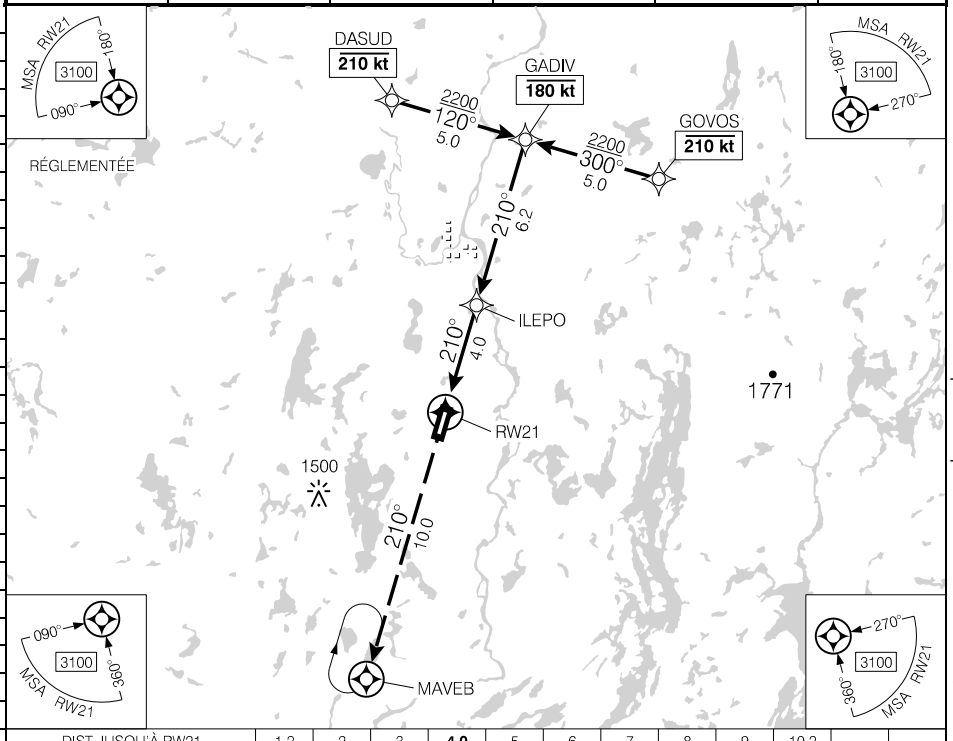
CTR Montreal – **126.57**

UNICOM – **122.8**

ATF

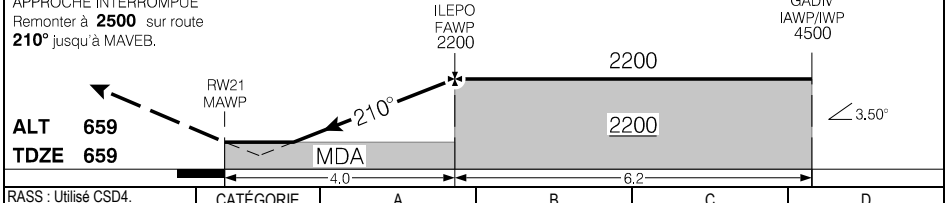
ARCAL 122.8(J)*

ALT DE SÉCURITÉ 100 NM	RNAV	APCH CRS	ALT MIN ILEPO	LDA
4800		**210°**	**2200**	**4921**



DIST JUSQU'À RW21	1.2	2	3	**4.0**	5	6	7	8	9	10.2		
ALTITUDE (PENTE: 3.50°)	1160	1450	1820	**2200**	2570	2940	3310	3680	4050	4500		

APPROCHE INTERROMPUE
Remonter à **2500** sur route **210°** jusqu'à MAVEB.



RASS : Utilisé CSD4.
Lorsque CYOW est utilisé ajouter **100'**.

CATÉGORIE	A	B	C	D
LNAV	**1160**	(501)	1½	

Nœuds	pi/min	min : s
70	430	
90	560	
110	680	
130	800	
150	930	

RNAV (GNSS) PISTE 21

CYMW

EFF 20 FÉV 25
RÉVISION RÈGLEMENTAIRE 2 AOÛT 2029

RESTREINTE

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RESTREINTE

PROCÉDURE AUX INSTRUMENTS RESTREINTE

Surfaces visuelles de l'aérodrome non évaluées (surfaces de limitation d'obstacles non évaluées).

Lorsqu'ils amorcent une descente conformément au minimum d'atterrissage, les pilotes sont informés que cette procédure IFR ne prévoit pas d'environnement dégagé de tout obstacle. Les dispositions suivantes sont annexées à cette PIR :

Les conditions suivantes s'appliquent à la procédure :

- L'équipage de conduite doit bien connaître l'environnement de l'aérodrome; y compris les obstacles propres à la région, les caractéristiques du relief et l'aménagement de l'aérodrome;
- Les références visuelles requises pour descendre sous la MDA/DA devraient comprendre les obstacles et les caractéristiques du relief dans la zone d'approche de la piste;
- Toutes les références visuelles requises par le pilote afin de poursuivre l'approche à l'atterrissage de manière sécuritaire devraient être bien visibles et identifiables par le pilote.

RESTREINTE
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RESTREINTE

MANIWAKI, QC

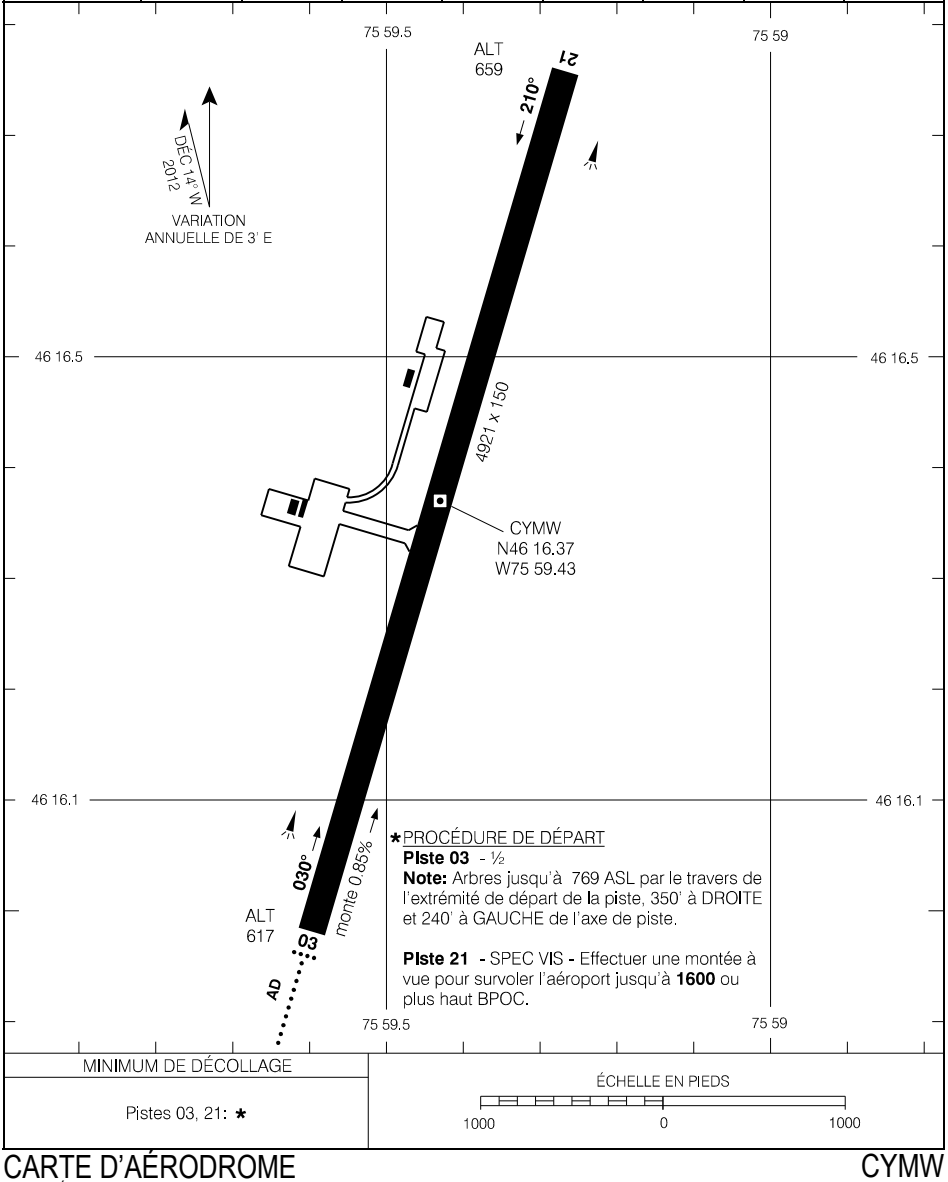
CARTE D'AÉRODROME — CYMW

UNICOM – **122.8**

CTR Montreal – **126.57**

ATF

DIST DÉCLARÉES	03	21						
TORA	4921	4921						
TODA	4921	4921						
ASDA	4921	4921						
LDA	4921	4921						



*PROCÉDURE DE DÉPART

PIste 03 - ½

Note: Arbres jusqu'à 769 ASL par le travers de l'extrémité de départ de la piste, 350° à DROITE et 240° à GAUCHE de l'axe de piste.

PIste 21 - SPEC VIS - Effectuer une montée à vue pour survoler l'aéroport jusqu'à **1600** ou plus haut BPOC.

MINIMUM DE DÉCOLLAGE
Pistes 03, 21: *

ÉCHELLE EN PIEDS

1000 0 1000

CARTE D'AÉRODROME — CYMW

EFF 20 FÉV 25

RESTREINTE
RESTREINTE
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RIVIÈRE-AUX-SAUMONS, QC

RNAV (GNSS) PISTE 10

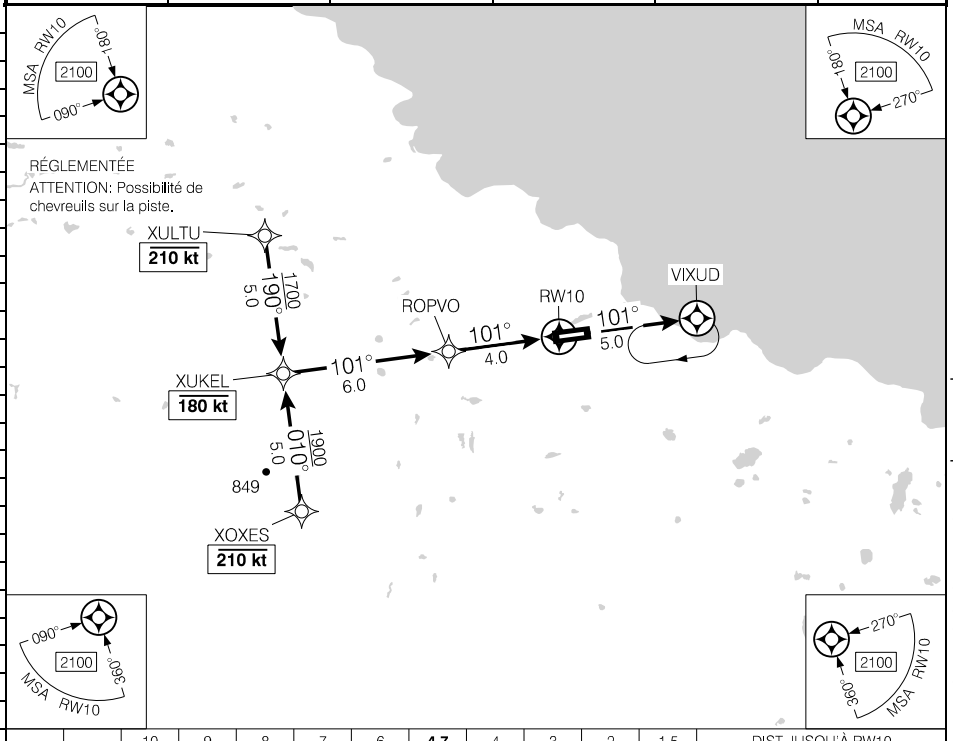
492405N 0621743W DÉC 18°W

CTH7

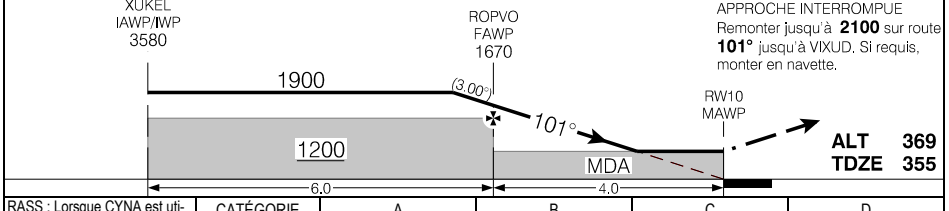
UNICOM – **122.9** (AU)

ATF

ALT DE SÉCURITÉ 100 NM	RNAV	APCH CRS	ALT MIN ROPVO	LDA	P1
3900		**101°**	**1200**	**5384**	2.5°



	10	9	8	7	6	**4.7**	4	3	2	1.5	DIST JUSQU'À RW10
	3580	3260	2940	2630	2310	**1900**	1670	1350	1030	860	ALTITUDE (PENTE: 3.00°)



APPROCHE INTERROMPUE
Remonter jusqu'à **2100** sur route **101°** jusqu'à VIXUD. Si requis, monter en navette.

RASS : Lorsque CYNA est utilisé ajouter **160'**.

CATÉGORIE	A	B	C	D
LNAV	**860**	(513)	1½	

Nœuds	pi/min	min : s
70	370	
90	480	
110	580	
130	690	
150	800	

RESTREINTE

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RESTREINTE

PROCÉDURE AUX INSTRUMENTS RESTREINTE

Surfaces visuelles de l'aérodrome non évaluées (surfaces de limitation d'obstacles non évaluées).

Lorsqu'ils amorcent une descente conformément au minimum d'atterrissage, les pilotes sont informés que cette procédure IFR ne prévoit pas d'environnement dégagé de tout obstacle. Les dispositions suivantes sont annexées à cette PIR :

Les conditions suivantes s'appliquent à la procédure :

- L'équipage de conduite doit bien connaître l'environnement de l'aérodrome; y compris les obstacles propres à la région, les caractéristiques du relief et l'aménagement de l'aérodrome;
- Les références visuelles requises pour descendre sous la MDA/DA devraient comprendre les obstacles et les caractéristiques du relief dans la zone d'approche de la piste;
- Toutes les références visuelles requises par le pilote afin de poursuivre l'approche à l'atterrissage de manière sécuritaire devraient être bien visibles et identifiables par le pilote.

RESTREINTE

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RESTREINTE

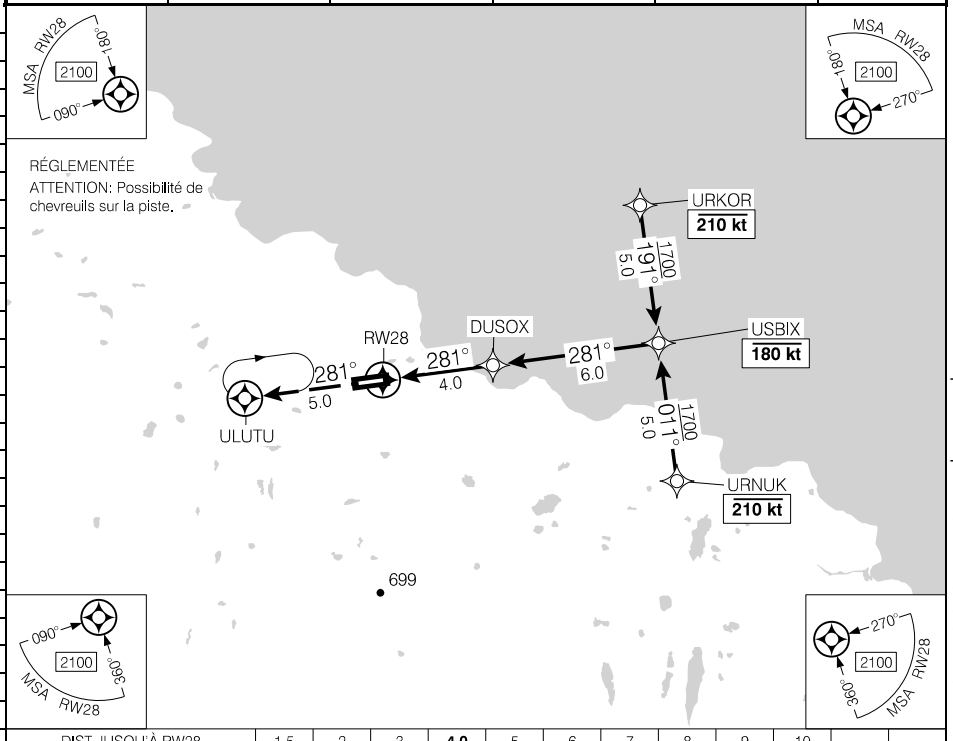
RIVIÈRE-AUX-SAUMONS, QC

RNAV (GNSS) PISTE 28

492405N 0621743W DÉC 18°W

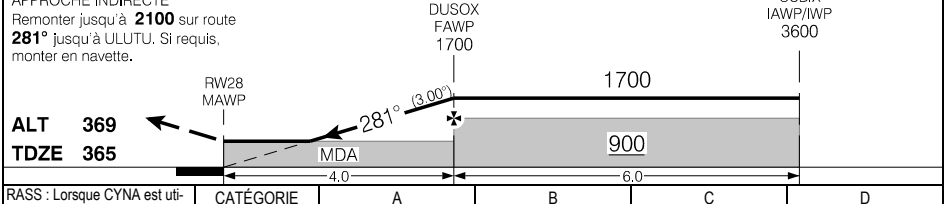
CTH7

		UNICOM – **122.9** (AU) ATF		AS . .
ALT DE SÉCURITÉ 100 NM **3900**	RNAV	APCH CRS **281°**	ALT MIN DUSOX **900**	LDA **5384**



DIST JUSQU'À RW28	1.5	2	3	**4.0**	5	6	7	8	9	10		
ALTITUDE (PENTE: 3.00°)	880	1050	1370	**1700**	2010	2320	2640	2960	3280	3600		

APPROCHE INDIRECTE
Remonter jusqu'à **2100** sur route **281°** jusqu'à ULUTU. Si requis, monter en navette.



RASS : Lorsque CYNA est utilisé ajouter **160'**.

CATÉGORIE	A	B	C	D
LNAV	**880**	(516)	1½	

Nœuds	pi/min	min : s
70	370	
90	480	
110	580	
130	690	
150	800	

RESTREINTE

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RESTREINTE

PROCÉDURE AUX INSTRUMENTS RESTREINTE

Surfaces visuelles de l'aérodrome non évaluées (surfaces de limitation d'obstacles non évaluées).

Lorsqu'ils amorcent une descente conformément au minimum d'atterrissage, les pilotes sont informés que cette procédure IFR ne prévoit pas d'environnement dégagé de tout obstacle. Les dispositions suivantes sont annexées à cette PIR :

Les conditions suivantes s'appliquent à la procédure :

- L'équipage de conduite doit bien connaître l'environnement de l'aérodrome; y compris les obstacles propres à la région, les caractéristiques du relief et l'aménagement de l'aérodrome;
- Les références visuelles requises pour descendre sous la MDA/DA devraient comprendre les obstacles et les caractéristiques du relief dans la zone d'approche de la piste;
- Toutes les références visuelles requises par le pilote afin de poursuivre l'approche à l'atterrissage de manière sécuritaire devraient être bien visibles et identifiables par le pilote.

RESTREINTE

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RESTREINTE

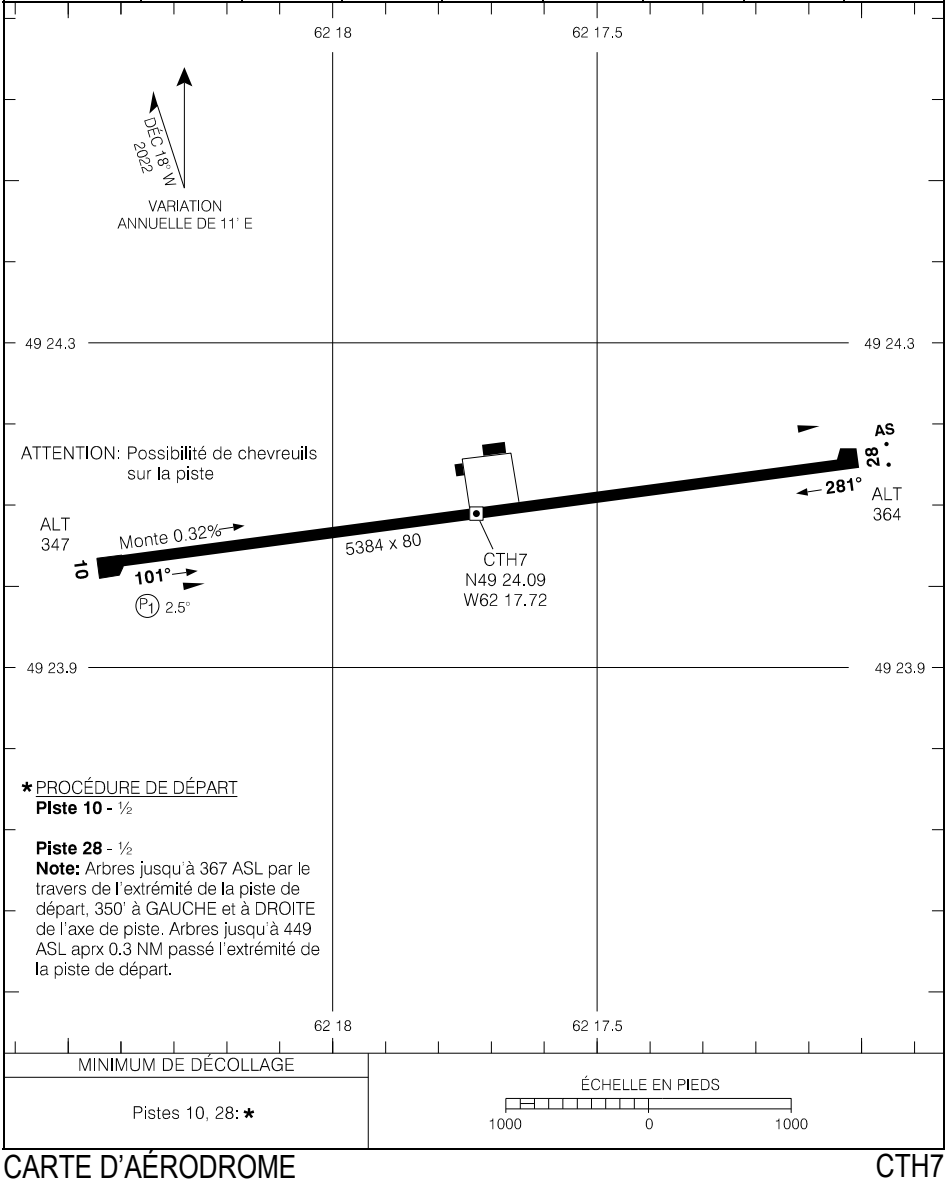
RIVIÈRE-AUX-SAUMONS, QC

CARTE D'AÉRODROME — CTH7

UNICOM – **122.9** (AU)

ATF

DIST DÉCLARÉES	10	28
TORA	5384	5384
TODA	5884	5884
ASDA	5384	5384
LDA	5384	5384



* PROCÉDURE DE DÉPART

PIste 10 - ½

Piste 28 - ½

Note: Arbres jusqu'à 367 ASL par le travers de l'extrémité de la piste de départ, 350' à GAUCHE et à DROITE de l'axe de piste. Arbres jusqu'à 449 ASL aprx 0.3 NM passé l'extrémité de la piste de départ.

MINIMUM DE DÉCOLLAGE	ÉCHELLE EN PIEDS
Pistes 10, 28: *	1000 0 1000

CARTE D'AÉRODROME — CTH7

EFF 14 JUIL 22

RESTREINTE

RESTREINTE

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CANADA AIR PILOT RESTREINT

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SALLUIT, QC

RNAV (GNSS) X PISTE 03

CYZG

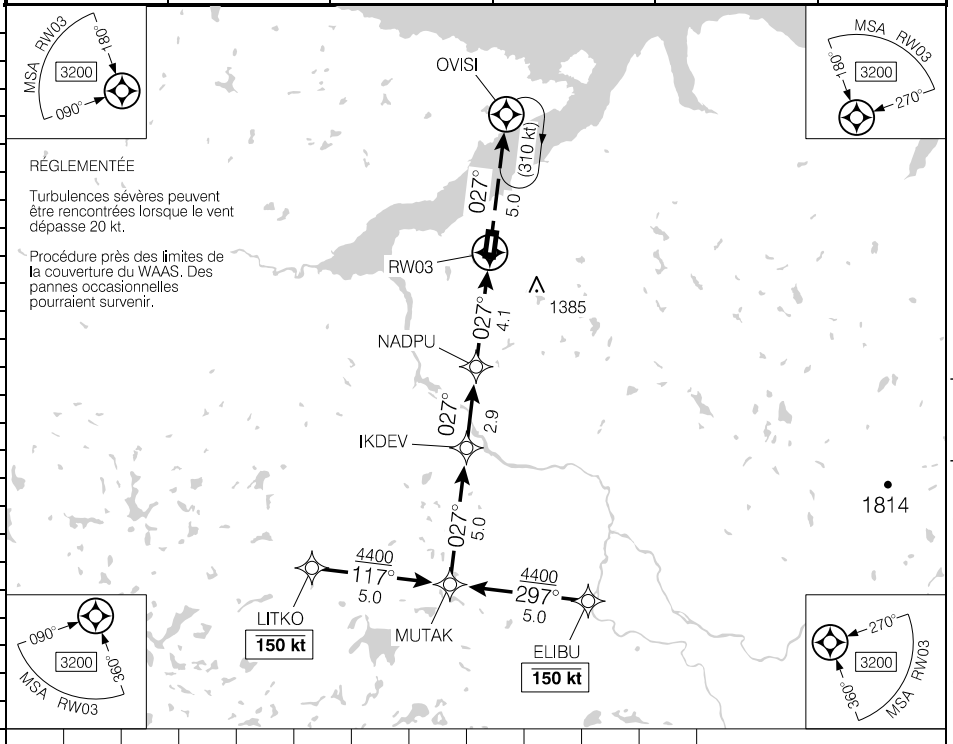
621046N 0754002W DÉC 20°W

ARCAL 122.1(K)

APRT RADIO – **122.1**
TFC – **122.1**
MF*

ALT DE SÉCURITÉ 100 NM	WAAS	APCH CRS	ALT MIN NADPU	LDA
3900	**Ch 80857** W03B	**027°**	**2900**	**3523**

AS P2 4.8°

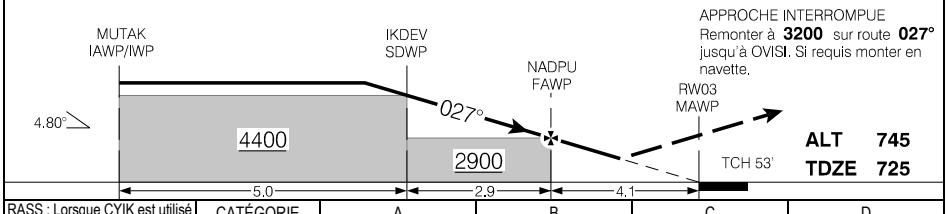


RÉGLEMENTÉE

Turbulences sévères peuvent être rencontrées lorsque le vent dépasse 20 kt.

Procédure près des limites de la couverture du WAAS. Des pannes occasionnelles pourraient survenir.

25 20 15 10 5 0 (NM)



APPROCHE INTERROMPUE
Remonter à **3200** sur route **027°** jusqu'à OVISI. Si requis monter en navette.

RASS : Lorsque CYIK est utilisé ajouter **240'**.

CATÉGORIE	A	B	C	D
LPV	**1073**	(350)	1	NON AUTORISÉE

Nœuds	pi/min	min : s
70		
90		
110		
130		
150		

RNAV (GNSS) X PISTE 03

CYZG

EFF 20 FÉV 25
RÉVISION RÈGLEMENTAIRE 7 JUN 2029

RESTREINTE

RESTREINTE

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SALLUIT, QC

RNAV (GNSS) X PISTE 03 OPS SPEC — CYZG

PROCÉDURE AUX INSTRUMENTS RESTREINTE

Autorisation spéciale de Transport Canada requise.

Les conditions suivantes s'appliquent à la procédure :

- L'aéronef doit être certifié et équipé pour pouvoir voler une pente de descente de 4.8°.
- L'équipage doit être formé pour effectuer des approches avec un angle de descente de 4.8° et doit être formé et familiarisé avant de pouvoir effectuer l'approche en conditions réelles.
- Un indicateur visuel d'alignement de descente doit être présent et opérationnel.

RESTREINTE

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RESTREINTE

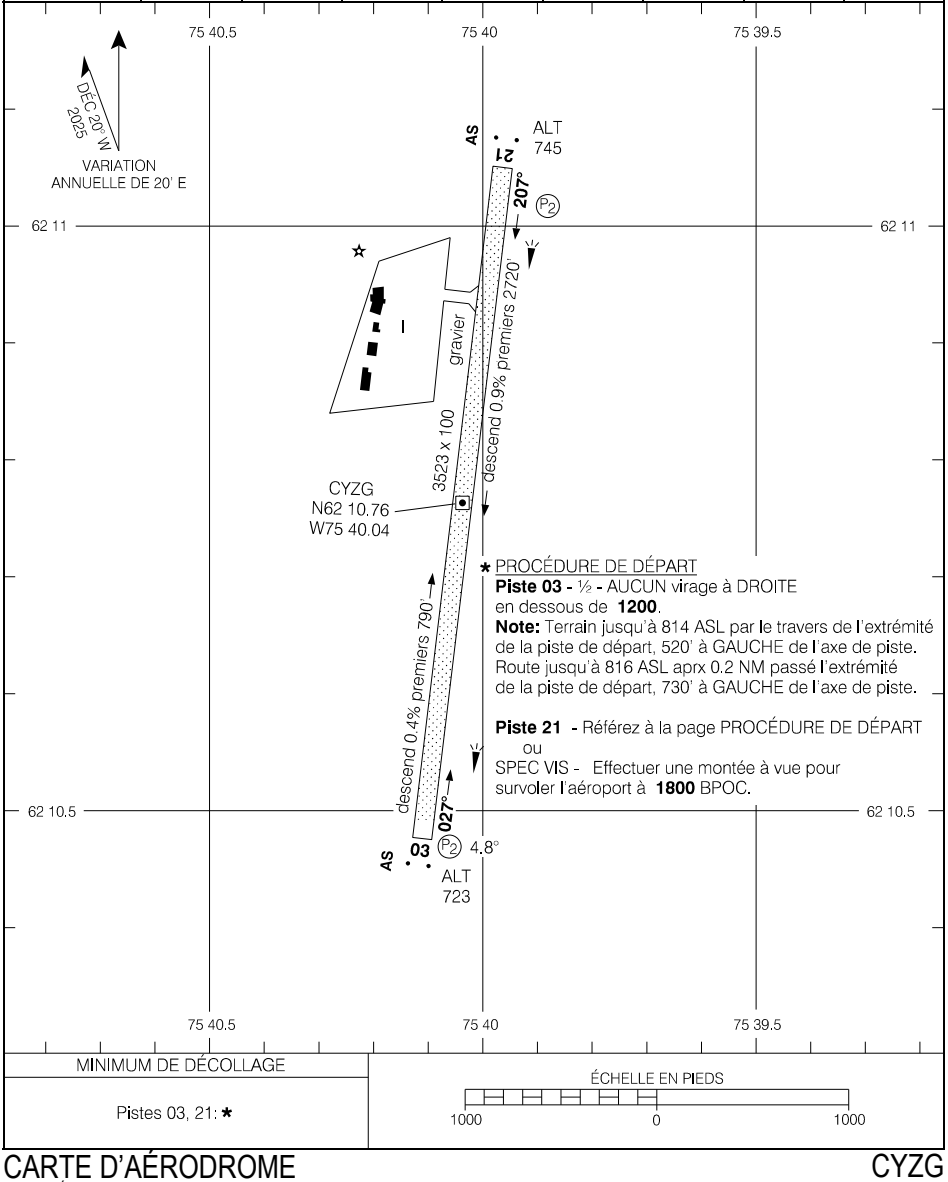
SALLUIT, QC

CARTE D'AÉRODROME — CYZG

APRT RADIO – **122.1**
TFC – **122.1**
MF*

RADIO Quebec – **126.7** DRCO

DIST DÉCLARÉES	03	21
TORA	3523	3523
TODA	4507	3523
ASDA	3523	3523
LDA	3523	3523



* PROCÉDURE DE DÉPART

Piste 03 - ½ - AUCUN virage à DROITE en dessous de **1200**.
Note: Terrain jusqu'à 814 ASL par le travers de l'extrémité de la piste de départ, 520' à GAUCHE de l'axe de piste. Route jusqu'à 816 ASL aprx 0.2 NM passé l'extrémité de la piste de départ, 730' à GAUCHE de l'axe de piste.

Piste 21 - Référez à la page PROCÉDURE DE DÉPART
ou
SPEC VIS - Effectuer une montée à vue pour survoler l'aéroport à **1800** BPOC.

CARTE D'AÉRODROME — CYZG

EFF 20 FÉV 25

RESTREINTE

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RESTREINTE

CANADA AIR PILOT RESTREINT
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ST-FRÉDÉRIC, QC

RNAV (GNSS) PISTE 23

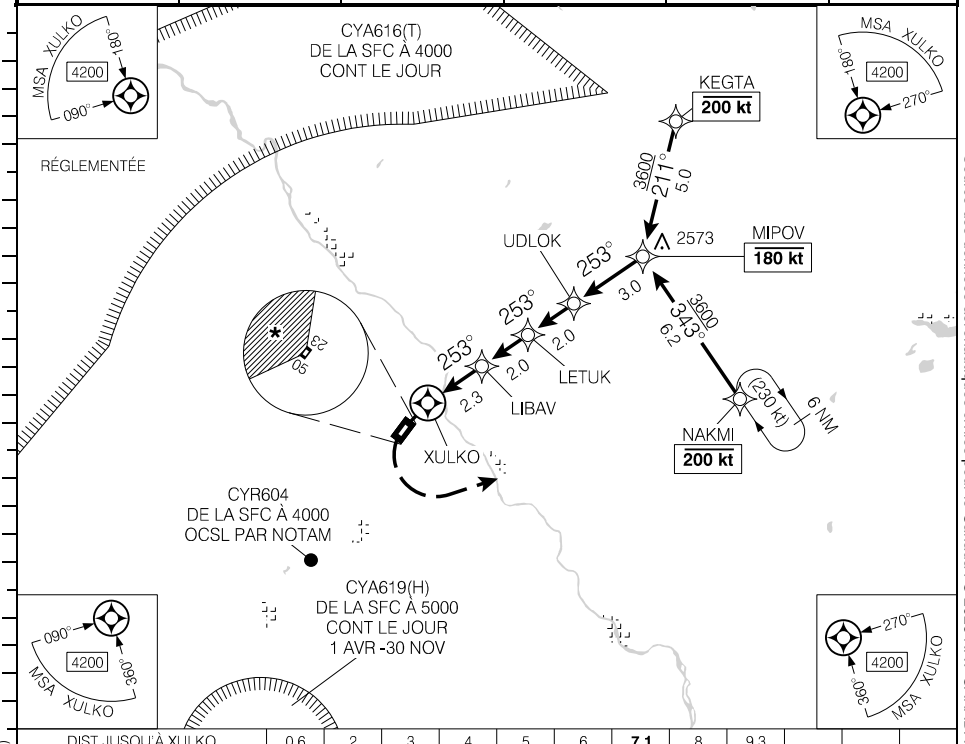
461953N 0705739W DÉC 17°W

CSZ4

CTR Montreal – **135.02 270.9**	UNICOM – **122.8** ATF	ARCAL 121.7*

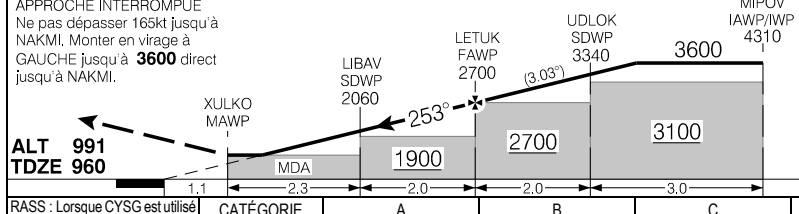
ALT DE SÉCURITÉ 100 NM	RNAV	APCH CRS	ALT MIN LETUK	LDA
7300		**253°**	**2700**	**3030**

19.0°



DIST JUSQU'À XULKO	0.6	2	3	4	5	6	**7.1**	8	9.3			
ALTITUDE (PENTE: 3.03°)	1480	1950	2270	2590	2910	3230	**3600**	3880	4310			

APPROCHE INTERROMPUE
Ne pas dépasser 165kt jusqu'à NAKMI. Monter en virage à GAUCHE jusqu'à **3600** direct jusqu'à NAKMI.



RASS : Lorsque CYSG est utilisé ajouter **50'**.

Nœuds	pi/min	min : s
70	380	
90	480	
110	590	
130	700	
150	800	

CATÉGORIE	A	B	C	D
LNAV	**1480**	(558)	1¾	NON AUTORISÉE
C APPROCHE INDIRECTE	***1600** (609) 1½	***1660** (669) 1½	***1800** (809) 2½	NON AUTORISÉE

RNAV (GNSS) PISTE 23

CSZ4

EFF 11 JUIL 24
RÉVISION RÈGLEMENTAIRE 19 MAR 2026

RESTREINTE
RESTREINTE
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PROCÉDURE AUX INSTRUMENTS RESTREINTE

Surfaces visuelles de l'aérodrome non évaluées (surfaces de limitation d'obstacles non évaluées).

Lorsqu'ils amorcent une descente conformément au minimum d'atterrissage, les pilotes sont informés que cette procédure IFR ne prévoit pas d'environnement dégagé de tout obstacle. Les dispositions suivantes sont annexées à cette PIR :

Les conditions suivantes s'appliquent à la procédure :

- L'équipage de conduite doit bien connaître l'environnement de l'aérodrome; y compris les obstacles propres à la région, les caractéristiques du relief et l'aménagement de l'aérodrome;
- Les références visuelles requises pour descendre sous la MDA/DA devraient comprendre les obstacles et les caractéristiques du relief dans la zone d'approche de la piste;
- Toutes les références visuelles requises par le pilote afin de poursuivre l'approche à l'atterrissage de manière sécuritaire devraient être bien visibles et identifiables par le pilote.

RESTREINTE

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RESTREINTE

ST-FRÉDÉRIC, QC

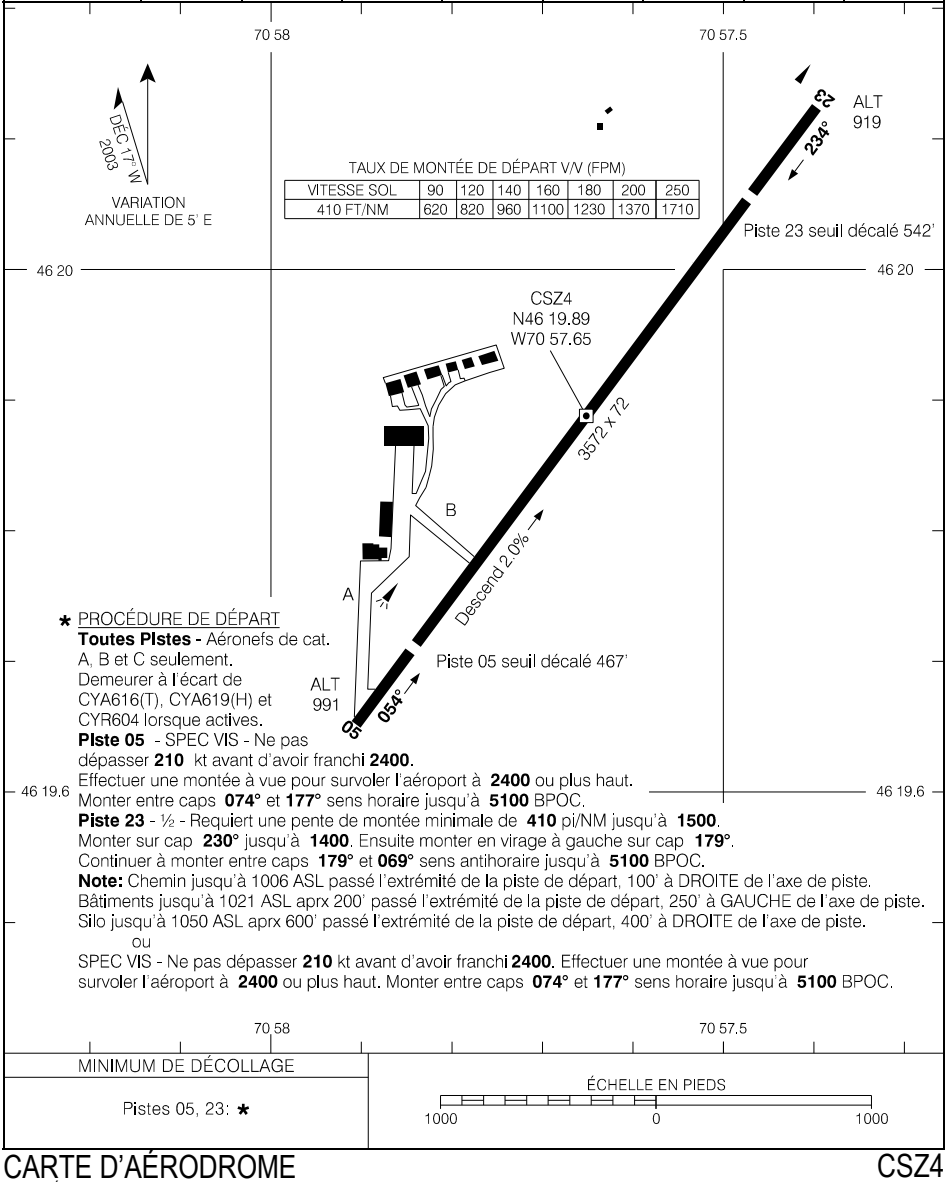
CARTE D'AÉRODROME — CSZ4

UNICOM – **122.8**

CTR Montreal – **135.02** **270.9**

ATF

DIST DÉCLARÉES	05	23
TORA	3572	3572
TODA	3572	3572
ASDA	3572	3572
LDA	3105	3030



* PROCÉDURE DE DÉPART

Toutes Pistes - Aéronefs de cat. A, B et C seulement. Demeurer à l'écart de CYA616(T), CYA619(H) et CYR604 lorsque actives.

Piste 05 - SPEC VIS - Ne pas dépasser **210** kt avant d'avoir franchi **2400**. Effectuer une montée à vue pour survoler l'aéroport à **2400** ou plus haut. Monter entre caps **074°** et **177°** sens horaire jusqu'à **5100** BPOC.

Piste 23 - ½ - Requiert une pente de montée minimale de **410** pi/NM jusqu'à **1500**. Monter sur cap **230°** jusqu'à **1400**. Ensuite monter en virage à gauche sur cap **179°**. Continuer à monter entre caps **179°** et **069°** sens antihoraire jusqu'à **5100** BPOC.

Note: Chemin jusqu'à 1006 ASL passé l'extrémité de la piste de départ, 100' à DROITE de l'axe de piste. Bâtiments jusqu'à 1021 ASL aprx 200' passé l'extrémité de la piste de départ, 250' à GAUCHE de l'axe de piste. Silo jusqu'à 1050 ASL aprx 600' passé l'extrémité de la piste de départ, 400' à DROITE de l'axe de piste.

ou

SPEC VIS - Ne pas dépasser **210** kt avant d'avoir franchi **2400**. Effectuer une montée à vue pour survoler l'aéroport à **2400** ou plus haut. Monter entre caps **074°** et **177°** sens horaire jusqu'à **5100** BPOC.

MINIMUM DE DÉCOLLAGE
Pistes 05, 23: *

ÉCHELLE EN PIEDS

1000 0 1000

CARTE D'AÉRODROME — CSZ4

EFF 2 DÉC 21

RESTREINTE

RESTREINTE

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CANADA AIR PILOT RESTREINT
Ces données/renseignements aéronautiques sont publiés aux fins des spécifications d'exploitation seulement

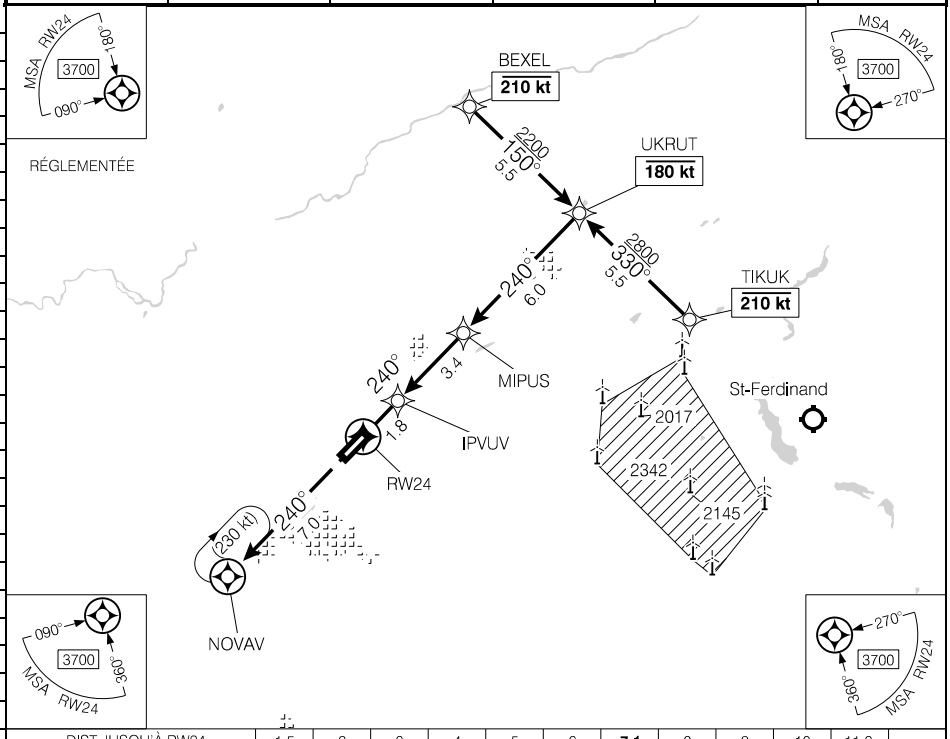
VICTORIAVILLE (ANDRÉ-FORTIN), QC

RNAV (GNSS) PISTE 24

460639N 0715554W DÉC 16°W

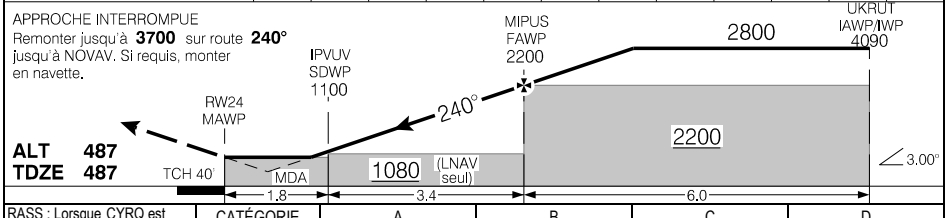
CSR3

AWOS – **122.17**	CTR Montreal – **132.35**	UNICOM – **123.35** ATF			ARCAL 123.35(K) AS
ALT DE SÉCURITÉ 100 NM **6400**	WAAS **Ch 80941** W24A	APCH CRS **240°**	ALT MIN MIPUS **2200**	LDA **5530**	



DIST JUSQU'À RW24	1.5	2	3	4	5	6	**7.1**	8	9	10	11.2
ALTITUDE (PENTE: 3.00°)	1000	1160	1480	1800	2120	2440	**2800**	3070	3390	3710	4090

APPROCHE INTERROMPUE
Remonter jusqu'à **3700** sur route **240°** jusqu'à NOVAV. Si requis, monter en navette.



RASS : Lorsque CYRQ est utilisé ajouter **120'**.

Nœuds	pi/min	min : s
70	370	
90	480	
110	580	
130	690	
150	800	

CATÉGORIE	A	B	C	D
LPV	**987**	(500)	1¾	
LNAV	**1000**	(513)	1½	

RNAV (GNSS) PISTE 24 CSR3

EFF 2 OCT 25
RÉVISION RÈGLEMENTAIRE 7 JUIN 2029

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RESTREINTE

PROCÉDURE AUX INSTRUMENTS RESTREINTE

Surfaces visuelles de l'aérodrome non évaluées (surfaces de limitation d'obstacles non évaluées).

Lorsqu'ils amorcent une descente conformément au minimum d'atterrissage, les pilotes sont informés que cette procédure IFR ne prévoit pas d'environnement dégagé de tout obstacle. Les dispositions suivantes sont annexées à cette PIR :

Les conditions suivantes s'appliquent à la procédure :

- L'équipage de conduite doit bien connaître l'environnement de l'aérodrome; y compris les obstacles propres à la région, les caractéristiques du relief et l'aménagement de l'aérodrome;
- Les références visuelles requises pour descendre sous la MDA/DA devraient comprendre les obstacles et les caractéristiques du relief dans la zone d'approche de la piste;
- Toutes les références visuelles requises par le pilote afin de poursuivre l'approche à l'atterrissage de manière sécuritaire devraient être bien visibles et identifiables par le pilote.

RESTREINTE

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RESTREINTE

Procédure de départ

Piste 06 – ½ : AUCUN virage à DROITE en dessous de **1700**. Requiert une pente de montée minimale de **250** pi/NM jusqu'à **5300** lorsque CYA616 est active et se fait entre caps **031°** et **103°** sens horaire. Lorsque CYR606 est active, monter entre caps **322°** et **240°** sens horaire jusqu'à MEA BPOC.

Note : Arbres jusqu'à 554 ASL par le travers de l'extrémité de la piste de départ, 490' à GAUCHE de l'axe de piste.

Arbres jusqu'à 554 ASL aprx 0,1 NM passé l'extrémité de la piste de départ, 700' à DROITE de l'axe de piste.

Arbres jusqu'à 571 ASL aprx 0,2 NM passé l'extrémité de la piste de départ, 510 à DROITE de l'axe de piste.

Arbres jusqu'à 538 ASL aprx 0,2 NM passé l'extrémité de la piste départ, 380' à GAUCHE de l'axe de piste.

ou

SPEC VIS – Effectuer une monteé à vue pour survoler l'aéroport à **1800** ou plus haut BPOC. Lorsque CYR606 est active, monter entre caps **267°** et **325°** sens antihoraire jusqu'à MEA BPOC.

Piste 24 – ½ : Monter sur cap **240°** jusqu'à **1300** BPOC. Lorsque CYR606 est active monter entre caps **267°** et **060°** sens antihoraire jusqu'à MEA BPOC.

Note : Arbres jusqu'à 538 ASL par le travers de l'extrémité de la piste, 460' à GAUCHE et 490' à DROITE de l'axe de piste.

Arbres jusqu'à 554 ASL aprx 0,3 NM passé l'extrémité de la piste, 860' à GAUCHE de l'axe de piste.

TAUX DE MONTÉE AU DÉPART V/V (FPM)

VITESSE SOL	90	120	140	160	180	200	250	300
250 pieds/NM	380	500	590	670	750	840	1050	1250

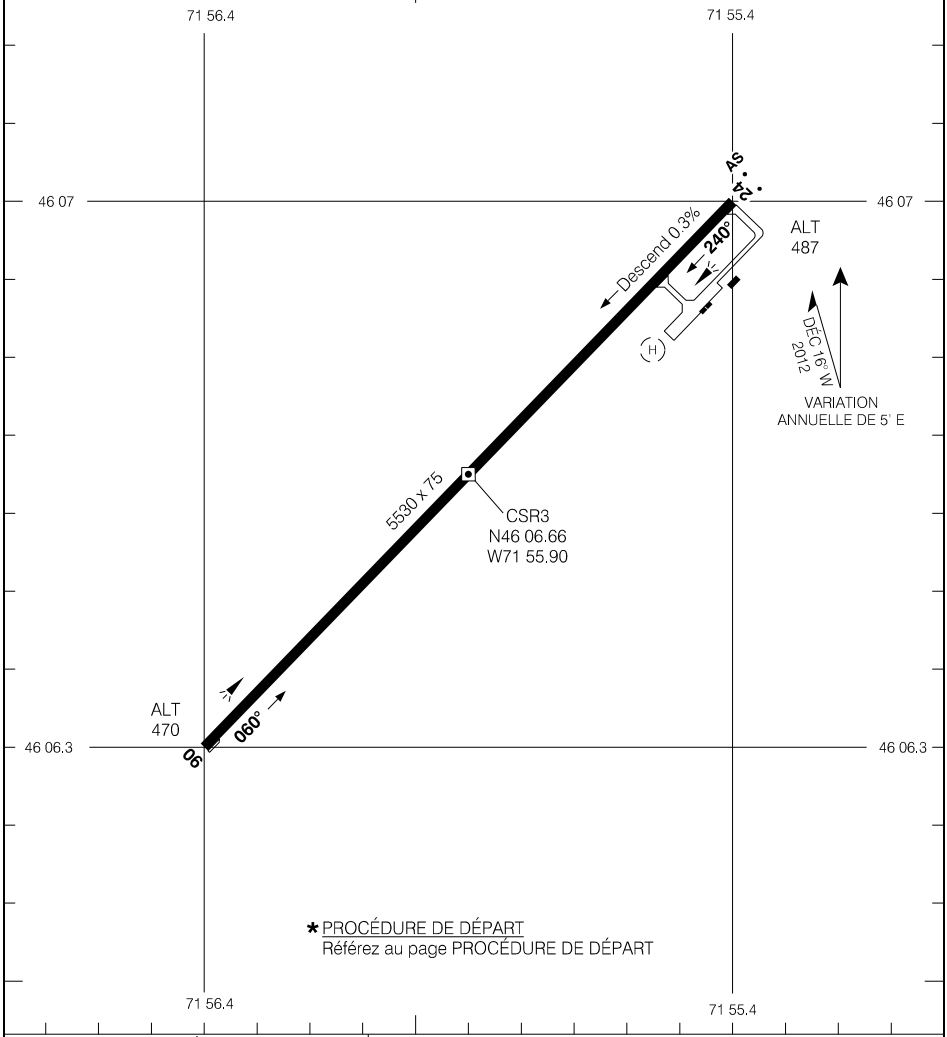
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VICTORIAVILLE (ANDRÉ-FORTIN), QC

CARTE D'AÉRODROME — CSR3

AWOS – **122.17**		UNICOM – **123.35**	CTR Montreal – **132.35** ATF

DIST DÉCLARÉES	06	24
TORA	5530	5530
TODA	5530	5530
ASDA	5530	5530
LDA	5530	5530



MINIMUM DE DÉCOLLAGE

Piste 06, 24: *

ÉCHELLE EN PIEDS

1000 0 1000

CARTE D'AÉRODROME — CSR3

EFF 12 JUIN 25

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RESTREINTE

RNAV (GNSS) RWY 10

BEAUVAL, SK
CJK3

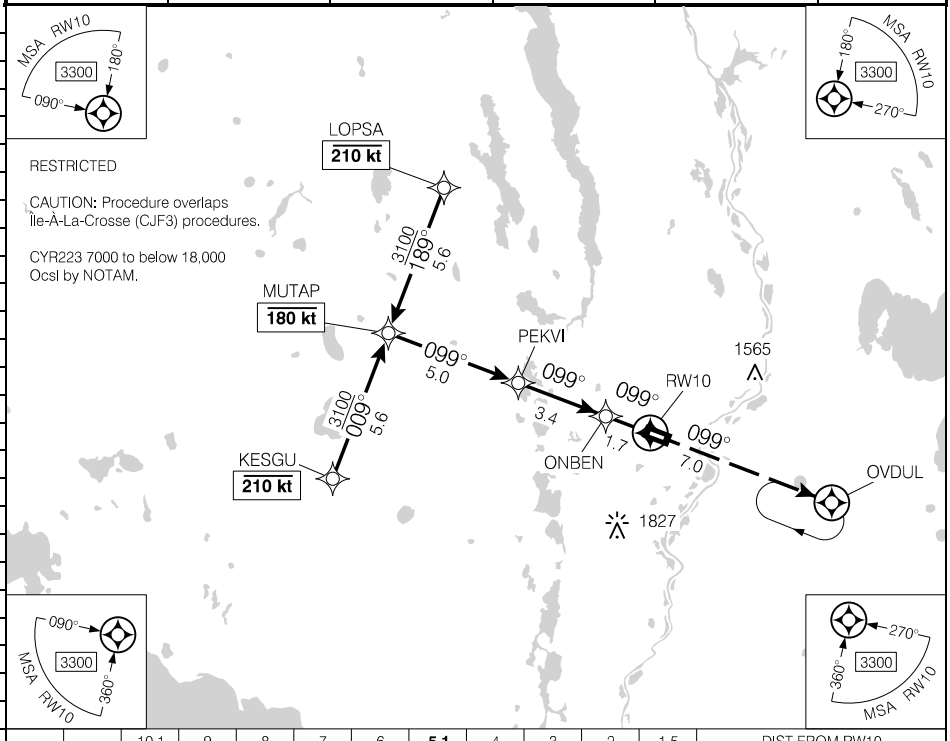
550637N 1074259W VAR 12°E

CTR Winnipeg – **126.4**

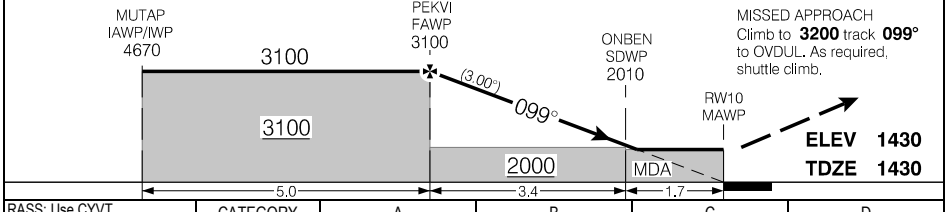
TFC – **123.2** ATF

ARCAL 123.2(J)

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT PEKVI	LDA
4200		**099°**	**3100**	**3189**



DIST FROM RW10	10.1	9	8	7	6	**5.1**	4	3	2	1.5
ALT (3.00° APCH PATH)	4670	4330	4010	3690	3380	**3100**	2740	2420	2100	1940



RASS: Use CYVT.

CATEGORY	A	B	C	D
LNAV	**1940**	(515)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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CJK3-IAP-3C

BEAUVAL, SK

RNAV (GNSS) RWY 28

550637N 1074259W VAR 12°E

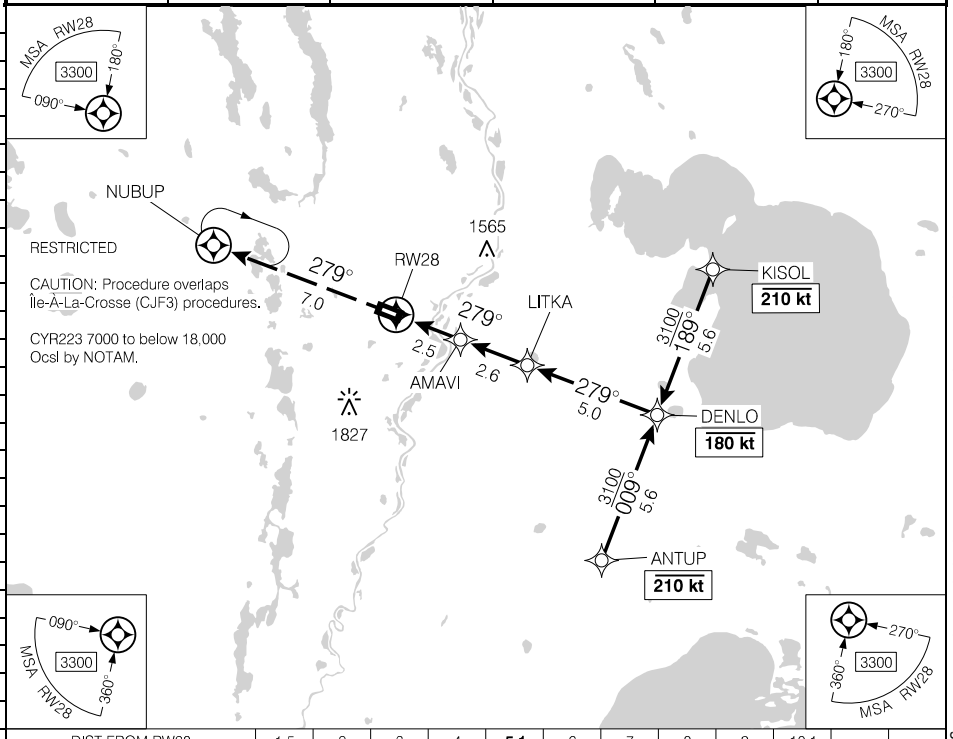
CJK3

CTR Winnipeg – **126.4**

TFC – **123.2** ATF

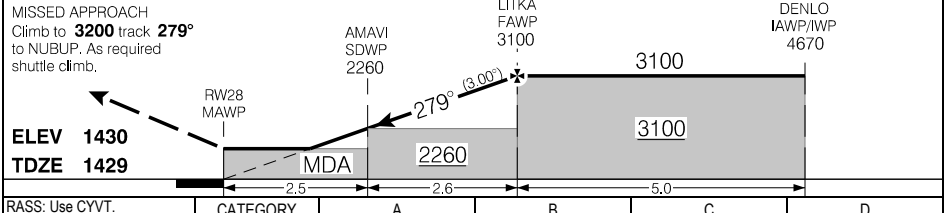
ARCAL 123.2(J)

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT LITKA	LDA
4200		**279°**	**3100**	**3189**



DIST FROM RW28	1.5	2	3	4	**5.1**	6	7	8	9	10.1
ALT (3.00° APCH PATH)	1940	2100	2420	2740	**3100**	3370	3690	4010	4330	4670

MISSED APPROACH
Climb to **3200** track **279°** to NUBUP. As required shuttle climb.



RASS: Use CYVT.

CATEGORY	A	B	C	D
LNAV	**1940**	(518)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 28 CJK3

EFF 8 SEP 22
REGULATORY REVIEW 15 APR 2027

CJK3-IAP-3C

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

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BEAUVAL, SK

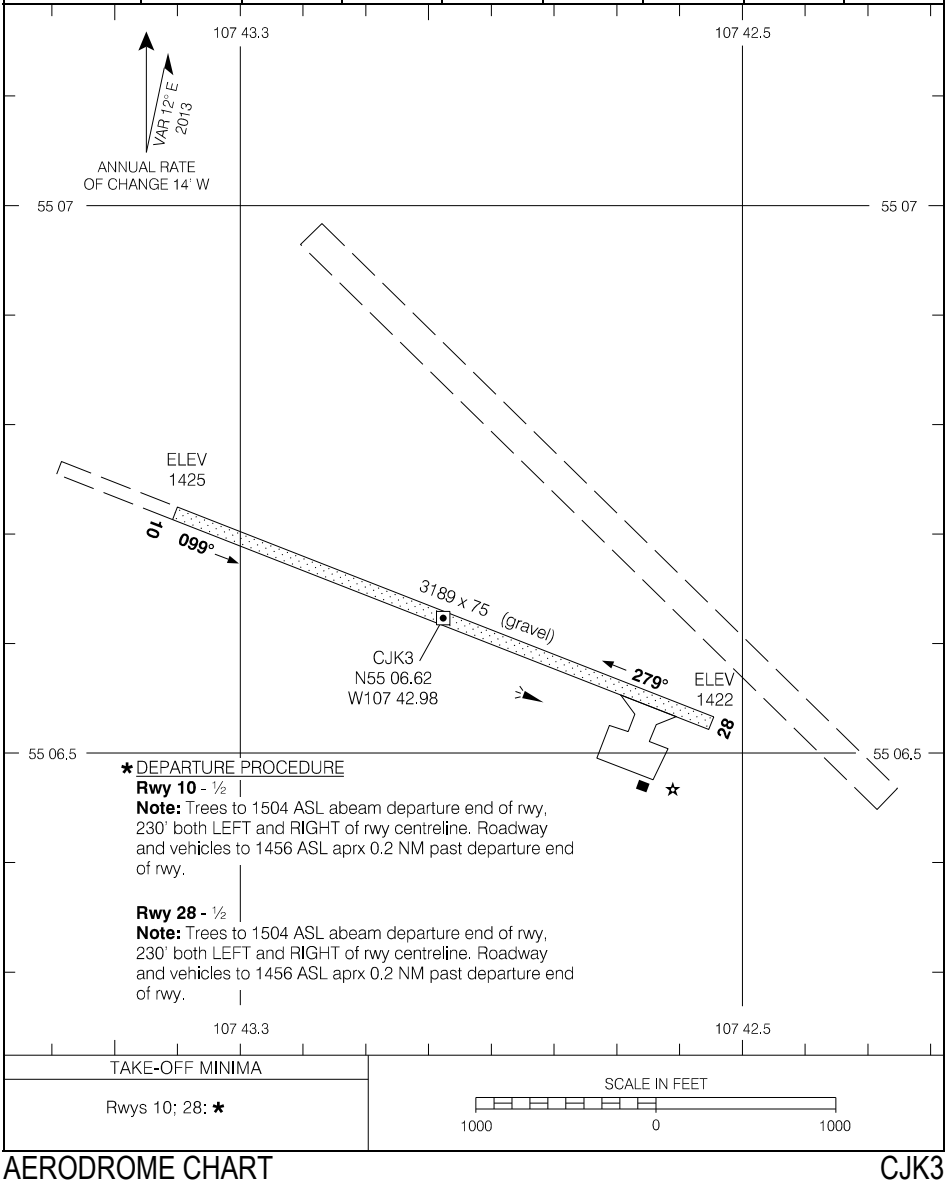
AERODROME CHART — CJK3

CTR Winnipeg – **126.4**

TFC – **123.2**

ATF

DECL DISTS	10	28
TORA	3189	3189
TODA	3189	3189
ASDA	3189	3189
LDA	3189	3189



TAKE-OFF MINIMA

Rwys 10; 28: *

SCALE IN FEET

1000 0 1000

AERODROME CHART — CJK3

EFF 8 SEP 22

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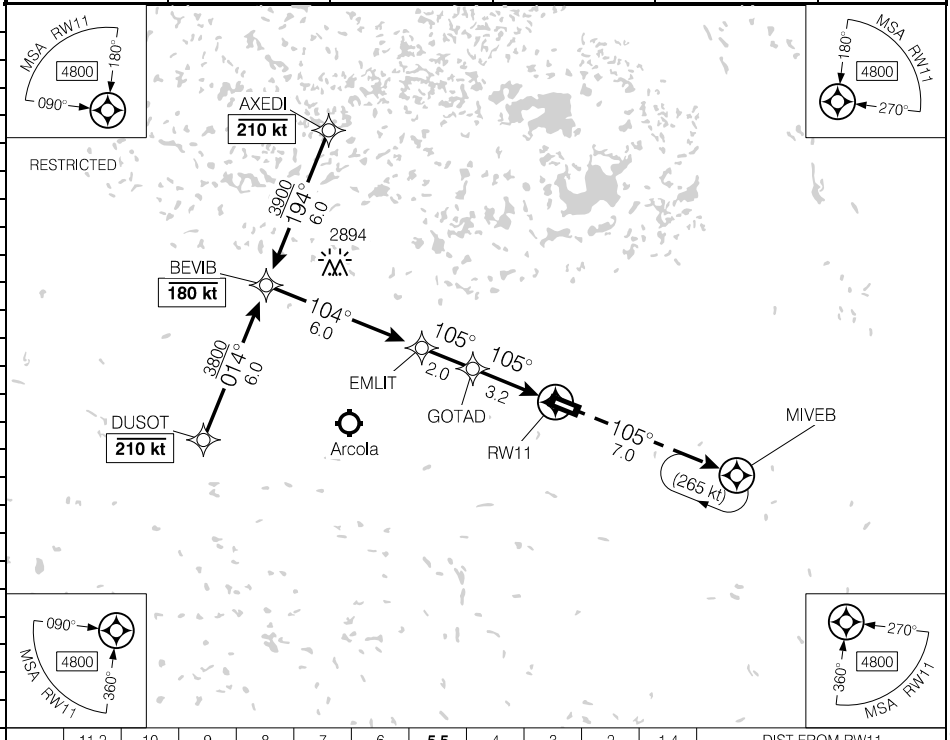
CARLYLE, SK

RNAV (GNSS) RWY 11

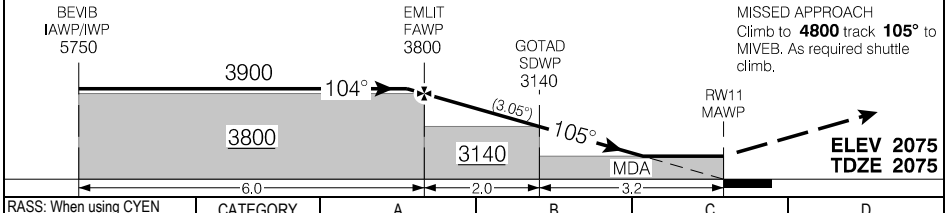
493839N 1021712W VAR 7°E

CJQ3

AUTO – **122.55**		TFC – **122.8** ATF		ARCAL 122.8(J)
SAFE ALT 100 NM **4800**	RNAV	APCH CRS **105°**	MIN ALT EMLIT **3800**	LDA **4007**



(NM)	11.2	10	9	8	7	6	**5.5**	4	3	2	1.4	DIST FROM RW11
	5750	5350	5030	4710	4380	4060	**3900**	3410	3090	2760	2580	ALT (3.05° APCH PATH)



RASS: When using CYEN add **110'**.

CATEGORY	A	B	C	D
LNAV	**2580**	(505)	1½	

Knots	ft/min	Min:Sec
70	380	
90	480	
110	590	
130	700	
150	810	

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

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- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
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CJQ3-IAP-3C

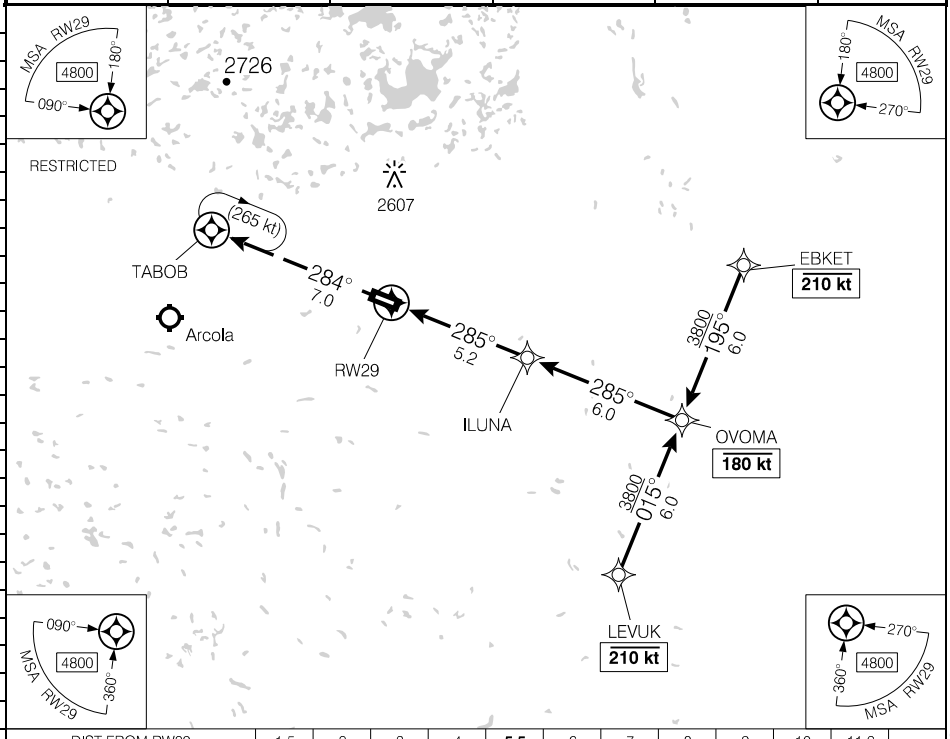
CARLYLE, SK

RNAV (GNSS) RWY 29

493839N 1021712W VAR 7°E

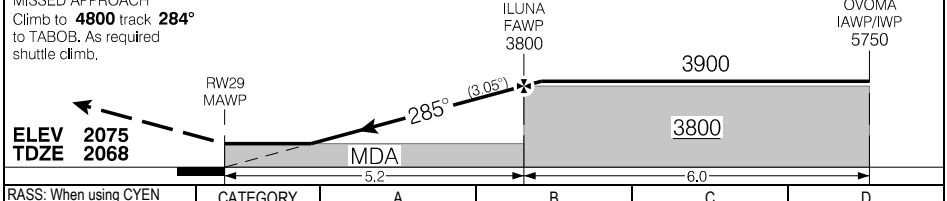
CJQ3

AUTO – **122.55**		TFC – **122.8** ATF		ARCAL 122.8(J)
SAFE ALT 100 NM **4800**	RNAV	APCH CRS **285°**	MIN ALT ILUNA **3800**	LDA **3649**



DIST FROM RW29	1.5	2	3	4	**5.5**	6	7	8	9	10	11.2
ALT (3.05° APCH PATH)	2580	2760	3080	3400	**3900**	4050	4370	4700	5020	5350	5750

MISSED APPROACH
Climb to **4800** track **284°**
to TABOB. As required
shuttle climb.



RASS: When using CYEN add **110'**.

CATEGORY	A	B	C	D
LNAV	**2580**	(512)		1½

Knots	ft/min	Min:Sec
70	380	
90	480	
110	590	
130	700	
150	810	

RNAV (GNSS) RWY 29 CJQ3

EFF 15 JUN 23
REGULATORY REVIEW 10 JUN 2027

CJQ3-IAP-3C

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

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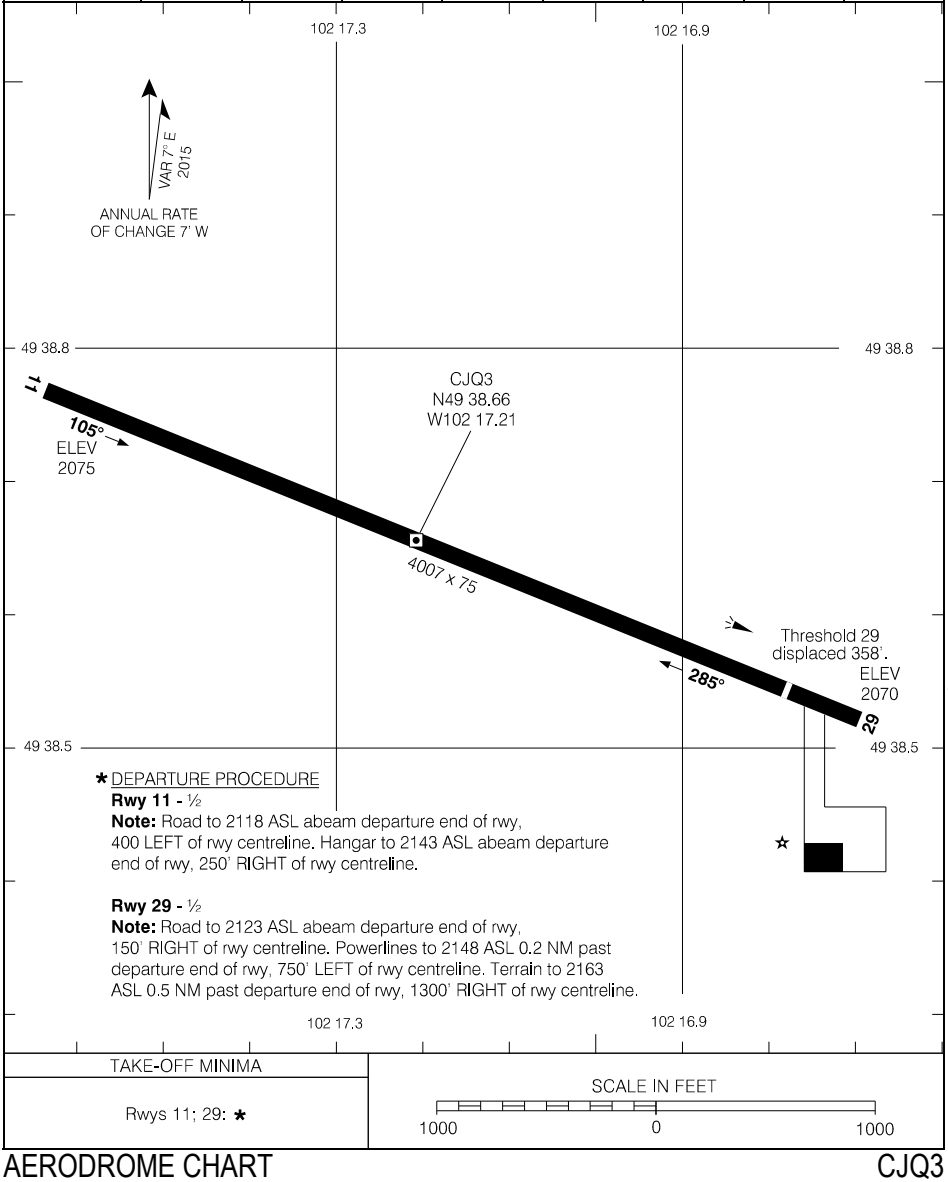
CARLYLE, SK

AERODROME CHART — CJQ3

AUTO – **122.55**

TFC – **122.8** ATF

DECL DISTS	11	29
TORA	4007	4007
TODA	4007	4007
ASDA	4007	4007
LDA	4007	3649



★ DEPARTURE PROCEDURE

Rwy 11 - ½

Note: Road to 2118 ASL abeam departure end of rwy, 400 LEFT of rwy centreline. Hangar to 2143 ASL abeam departure end of rwy, 250' RIGHT of rwy centreline.

Rwy 29 - ½

Note: Road to 2123 ASL abeam departure end of rwy, 150' RIGHT of rwy centreline. Powerlines to 2148 ASL 0.2 NM past departure end of rwy, 750' LEFT of rwy centreline. Terrain to 2163 ASL 0.5 NM past departure end of rwy, 1300' RIGHT of rwy centreline.

TAKE-OFF MINIMA
Rwys 11; 29: ★

SCALE IN FEET

1000 0 1000

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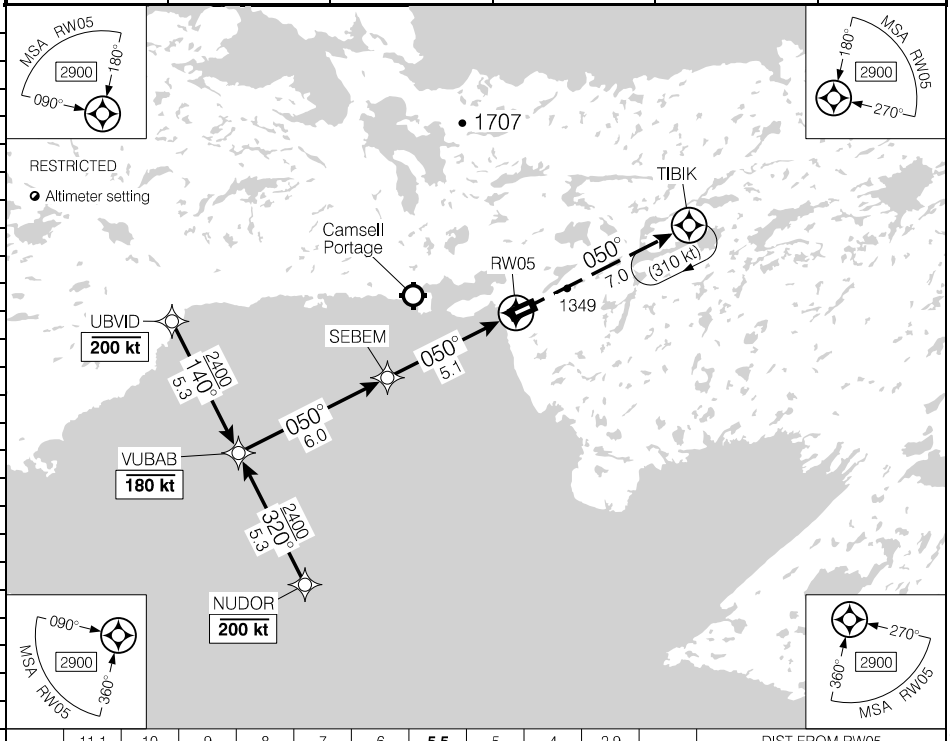
CHARLOT RIVER, SK

RNAV (GNSS) Z RWY 05

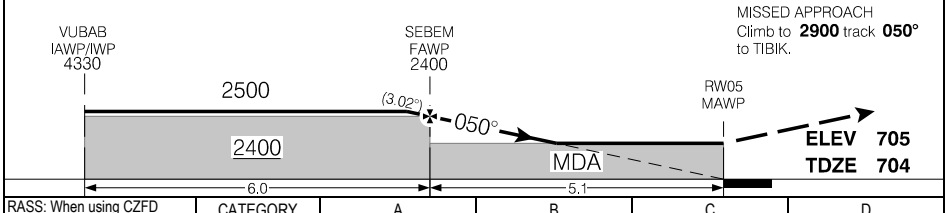
593605N 1090818W VAR 13°E

CJP9

		UNICOM – **122.72** (AU) ATF			ARCAL 122.725(J)
SAFE ALT 100 NM **3200**	RNAV	APCH CRS **050°**	MIN ALT SEBEM **2400**	LDA **3363**	3.0°



(NM)	11.1	10	9	8	7	6	**5.5**	5	4	2.9		DIST FROM RW05
	4330	3960	3640	3320	3000	2680	**2500**	2350	2030	1680		ALT (3.02° APCH PATH)



RASS: When using CZFD add **160'**.

CATEGORY	A	B	C	D
LNAV	**1680**	(978)	3	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70	370	
90	480	
110	590	
130	690	
150	800	

RESTRICTED
RESTRICTED
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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

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- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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CHARLOT RIVER, SK

RNAV (GNSS) Y RWY 05

593605N 1090818W VAR 13°E

CJP9

UNICOM – **122.72** (AU)

ATF

ARCAL 122.725(J)

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT MOBUG	LDA
3200	**Ch 81003** W05A	**048°**	**2400**	**3363**

5.1°

MISSED APPROACH CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
390 FT/NM	590	780	910	1040	1170	1300	1630	1950

1707

RESTRICTED

Altimeter setting

If unable to meet Climb Gradient, see RNAV (GNSS) Z RWY 05

Camsell Portage

XOPRO

IKMAS

IMUDO **200 kt**

MOBUG

PIBGI **180 kt**

UKTUV **200 kt**

048° 7.0 1349 (310 kt)

048° 3.7

048° 6.0

138° 5.3 2400

318° 5.3 2400

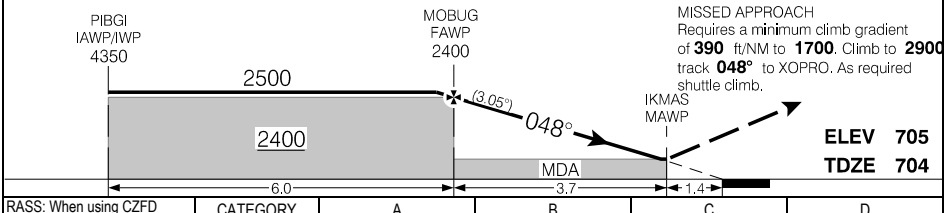
MSA IKMAS 2900 180° 090°

MSA IKMAS 2900 180° 270°

090° 2900 MSA IKMAS 360°

270° 2900 360° MSA IKMAS

(NM)	9.7	9	8	7	6	5	**4.0**	3	2	1	0.1	DIST FROM IKMAS
	4350	4100	3780	3460	3130	2810	**2500**	2160	1840	1510	1220	ALT (3.05° APCH PATH)



RASS: When using CZFD add **160°**.

Knots	ft/min	Min:Sec
70	380	
90	490	
110	590	
130	700	
150	810	

CATEGORY	A	B	C	D
LP	**1220**	(518)	1¾	NOT AUTHORIZED
LNAV	**1620**	(918)	2¾	NOT AUTHORIZED

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RESTRICTED INSTRUMENT PROCEDURE

This procedure requires a missed approach climb gradient of **390** ft/NM to **1700** feet and the aerodrome visual surfaces are not assessed.

The following conditions apply to this procedure:

- A minimum climb gradient of **390** ft/NM to **1700** feet must be maintained during the missed approach procedure.
- The aircraft weight shall not be greater than that necessary to meet the published climb gradient on the missed approach.
- When computing the aircraft weight, corrections shall be made for the pressure altitude, ambient temperature, wind components and any gradient loss associated with a turn at the planned time of approach.

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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CHARLOT RIVER, SK

RNAV (GNSS) RWY 23

593605N 1090818W VAR 13°E

CJP9

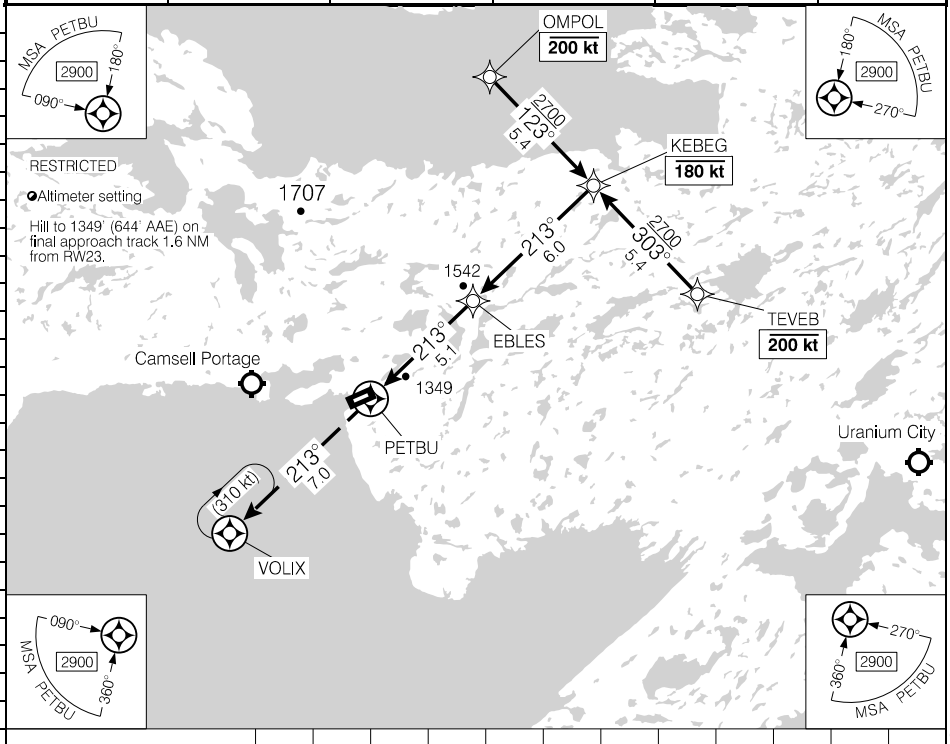
UNICOM – **122.72** (AU)

ATF

ARCAL 122.725(J)

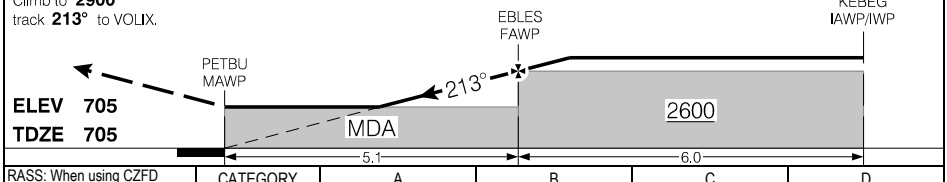
19.9°

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT EBLES	LDA
3200		**213°**	**2600**	**3363**



25 20 15 10 5 0 (NM)

MISSED APPROACH
Climb to **2900**
track **213°** to VOLIX.



RASS: When using CZFD add **160'**.

CATEGORY	A	B	C	D
LNAV	**1680**	(975)	3	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

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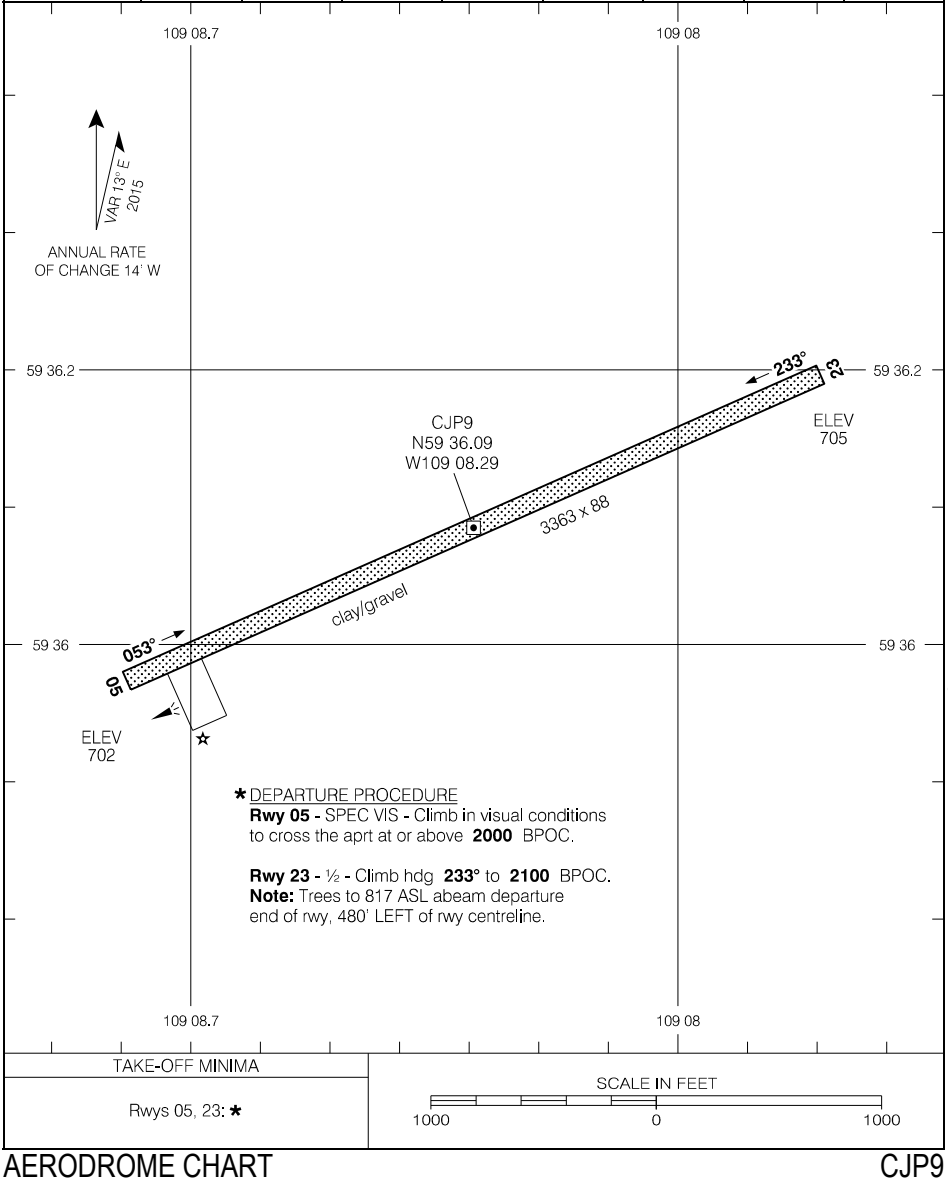
CHARLOT RIVER, SK

AERODROME CHART — CJP9

UNICOM – **122.72** (AU)

ATF

DECL DISTS	05	23
TORA	3363	3363
TODA	3363	3363
ASDA	3363	3363
LDA	3363	3363



TAKE-OFF MINIMA
Rwys 05, 23: *

SCALE IN FEET
1000 0 1000

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KIPLING, SK

RNAV (GNSS) RWY 10

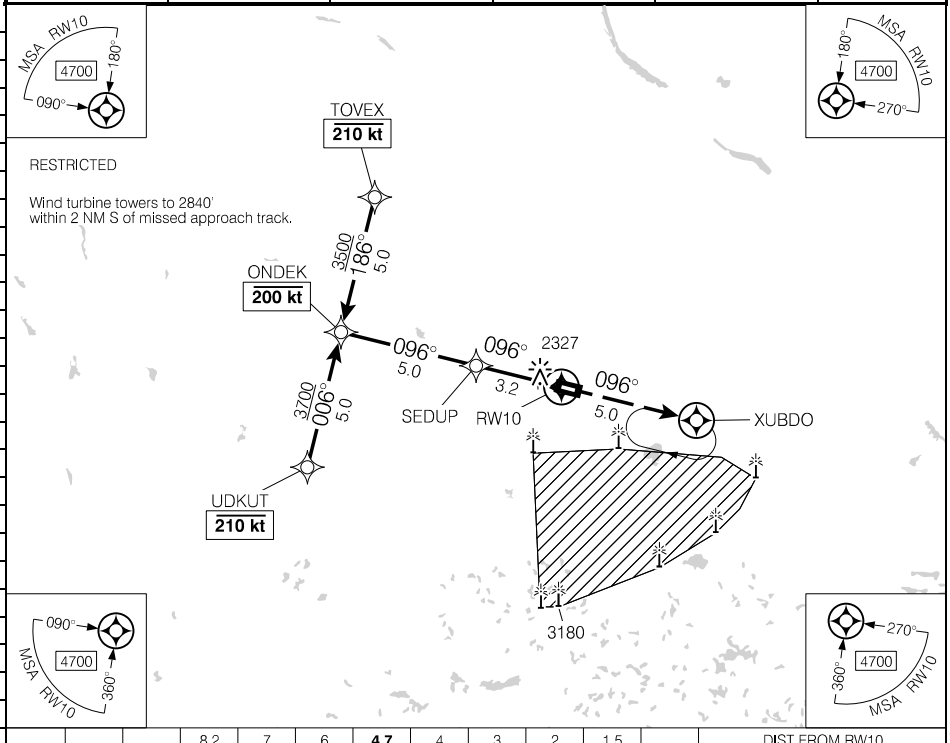
CKD5

500557N 1023625W VAR 8°E

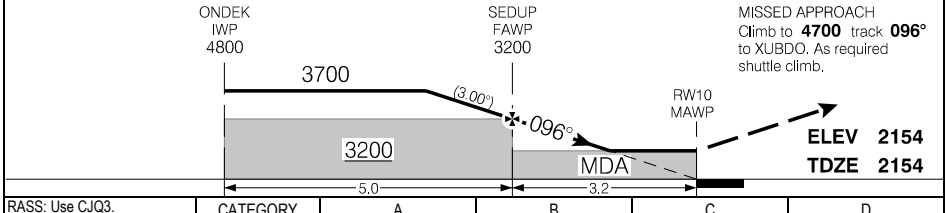
ARCAL 123.2(J)

TFC – **123.2** ATF

SAFE ALT 100 NM		APCH CRS	MIN ALT SEDUP	LDA
4700	RNAV	**096°**	**3200**	**3001**



	8.2	7	6	**4.7**	4	3	2	1.5	DIST FROM RW10
(NM)	4800	4430	4110	**3700**	3470	3150	2830	2660	ALT (3.00° APCH PATH)



RASS: Use CJQ3.

CATEGORY	A	B	C	D
LNAV	**2660**	(507)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

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KIPLING, SK

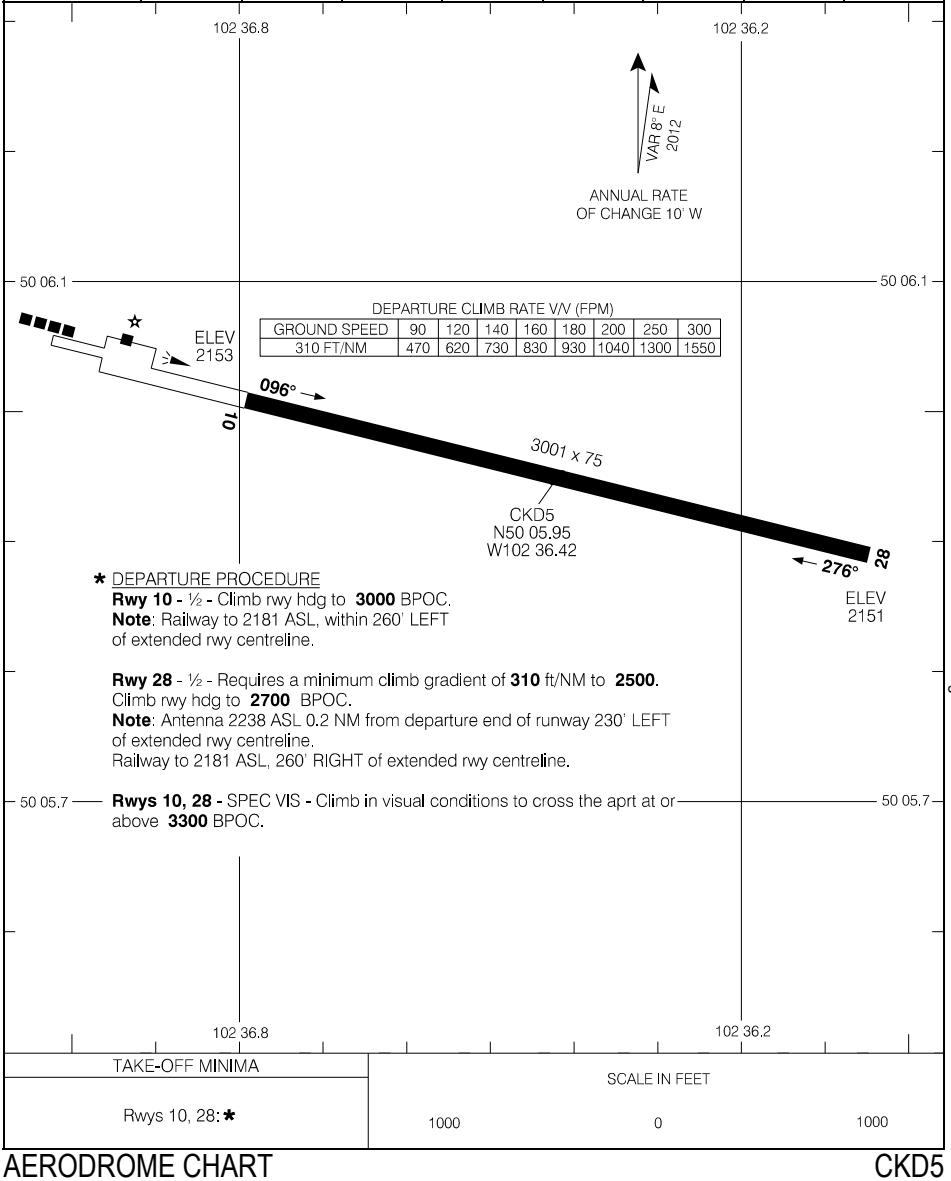
AERODROME CHART

CKD5

TFC – **123.2**

ATF

DECL DISTS	10	28
TORA	3001	3001
TODA	3001	3001
ASDA	3001	3001
LDA	3001	3001



* DEPARTURE PROCEDURE

Rwy 10 - ½ - Climb rwy hdg to **3000** BPOC.
Note: Railway to 2181 ASL, within 260° LEFT of extended rwy centreline.

Rwy 28 - ½ - Requires a minimum climb gradient of **310** ft/NM to **2500**.
Climb rwy hdg to **2700** BPOC.
Note: Antenna 2238 ASL 0.2 NM from departure end of runway 230° LEFT of extended rwy centreline.
Railway to 2181 ASL, 260° RIGHT of extended rwy centreline.

Rwys 10, 28 - SPEC VIS - Climb in visual conditions to cross the aprt at or above **3300** BPOC.

TAKE-OFF MINIMA	SCALE IN FEET
Rwys 10, 28: *	1000 0 1000

AERODROME CHART

CKD5

EFF 7 AUG 25

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CJL4-IAP-3A

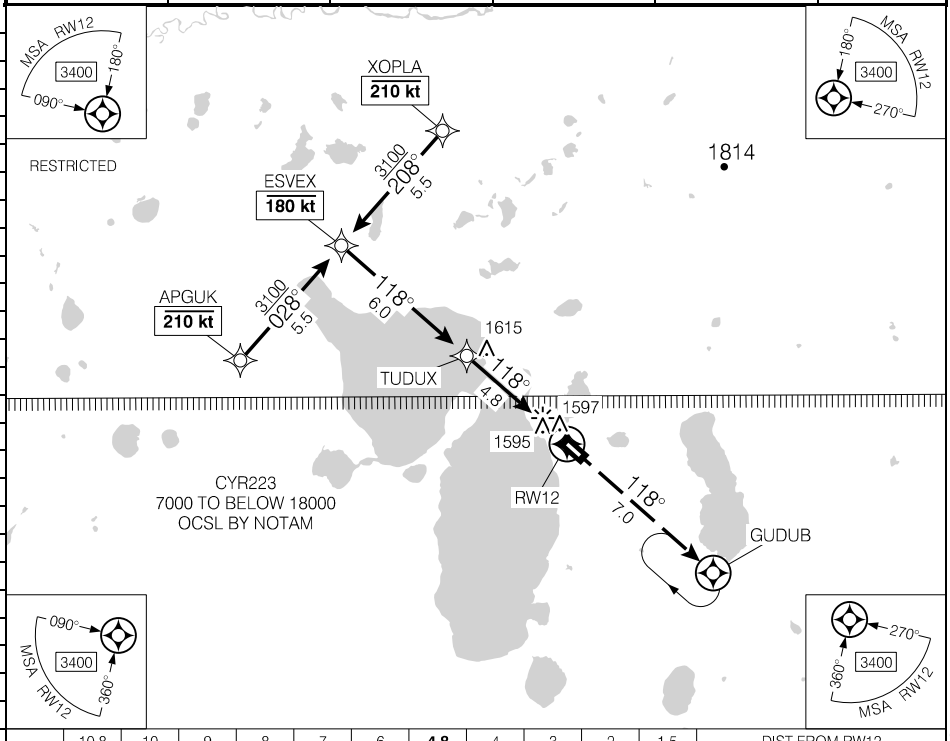
LA LOCHE, SK

RNAV (GNSS) RWY 12

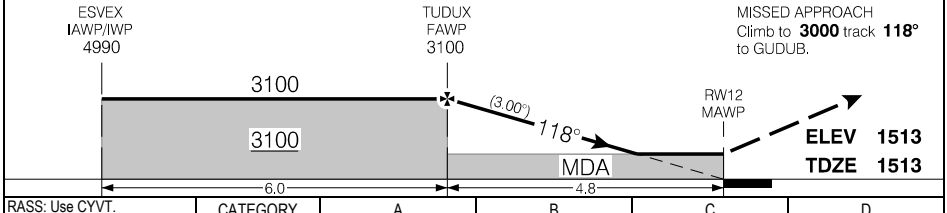
562823N 1092413W VAR 13°E

CJL4

AUTO – **122.97**	CTR Edmonton – **135.7**	TFC – **122.8** ATF		ARCAL 122.8(K) P1
SAFE ALT 100 NM **4000**	RNAV	APCH CRS **118°**	MIN ALT TUDUX **3100**	LDA **3791**



(NM)	10.8	10	9	8	7	6	**4.8**	4	3	2	1.5	DIST FROM RW12
	4990	4730	4420	4100	3780	3460	**3100**	2820	2510	2190	2020	ALT (3.00° APCH PATH)



RASS: Use CYVT.
When using CYMM add **60'**.

CATEGORY	A	B	C	D
LNAV	**2020**	(510)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 12 CJL4

EFF 11 JUL 24
REGULATORY REVIEW 18 FEB 2027

CJL4-IAP-3A

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

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- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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CJL4-IAP-3C

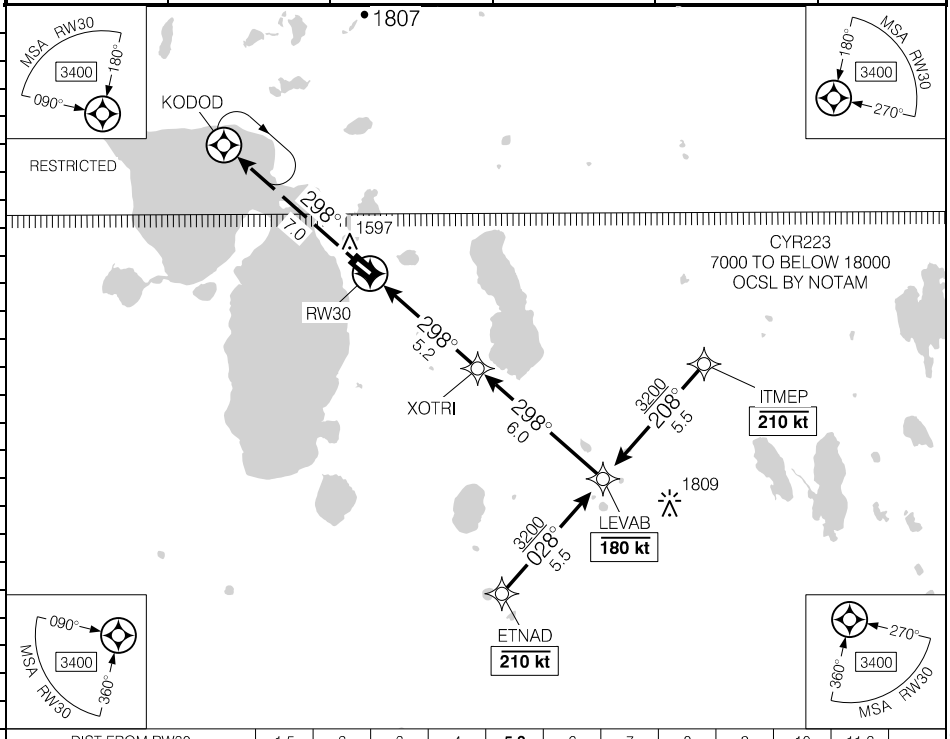
LA LOCHE, SK

RNAV (GNSS) RWY 30

562823N 1092413W VAR 13°E

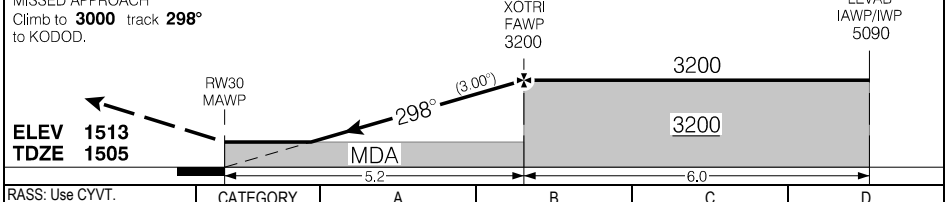
CJL4

AUTO – **122.97**	CTR Edmonton – **135.7**	TFC – **122.8** ATF		ARCAL 122.8(K) P1
SAFE ALT 100 NM **4000**	RNAV	APCH CRS **298°**	MIN ALT XOTRI **3200**	LDA **3791**



DIST FROM RW30	1.5	2	3	4	**5.2**	6	7	8	9	10	11.2
ALT (3.00° APCH PATH)	2020	2170	2490	2810	**3200**	3450	3770	4080	4400	4720	5090

MISSED APPROACH
Climb to **3000** track **298°**
to KODOD.



RASS: Use CYVT.
When using CYMM add **60'**.

CATEGORY	A	B	C	D
LNAV	**2020**	(524)	1¾	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 30 CJL4

EFF 11 JUL 24
REGULATORY REVIEW 18 FEB 2027

CJL4-IAP-3C

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
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LA LOCHE, SK

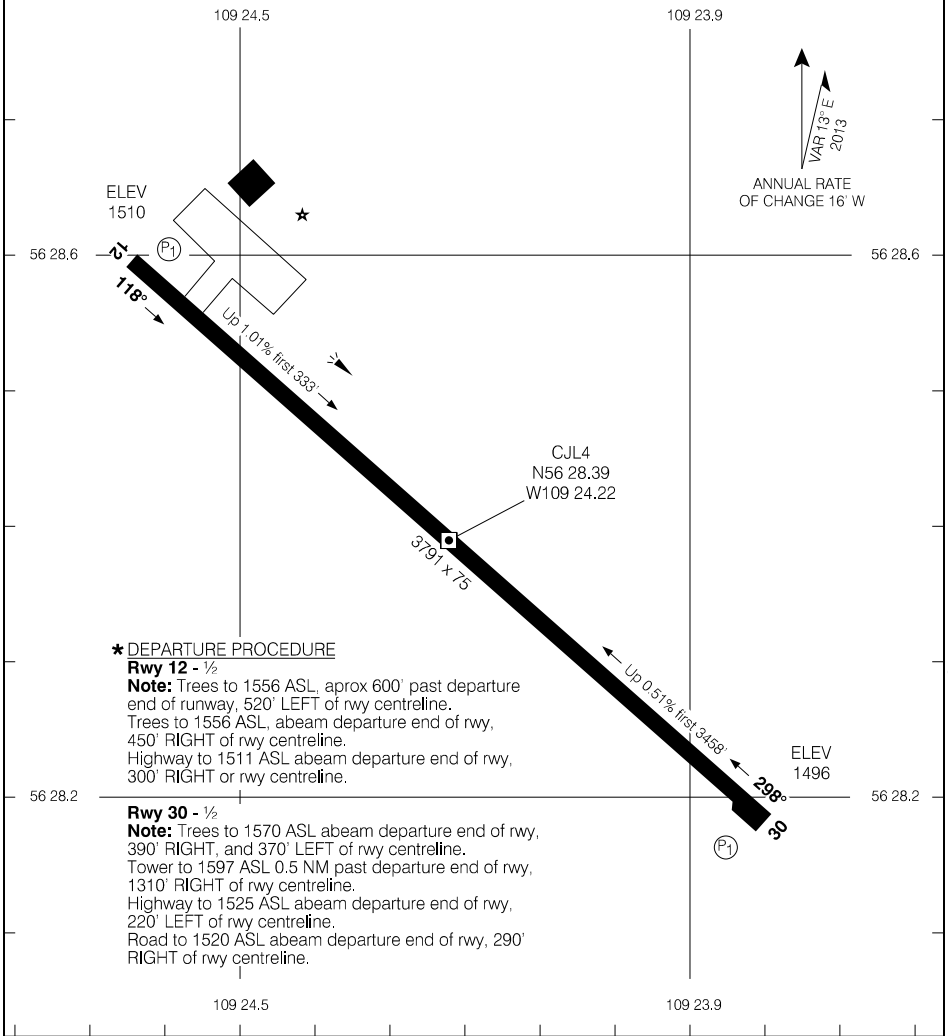
AERODROME CHART — CJL4

AUTO – **122.97**

TFC – **122.8** ATF

CTR Edmonton – **135.7**

DECL DISTS	12	30
TORA	3791	3791
TODA	3791	3791
ASDA	3791	3791
LDA	3791	3791



TAKE-OFF MINIMA	SCALE IN FEET
All Rwys: ★	1000 0 1000

AERODROME CHART — CJL4

EFF 5 SEP 24

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CJQ4-IAP-3A

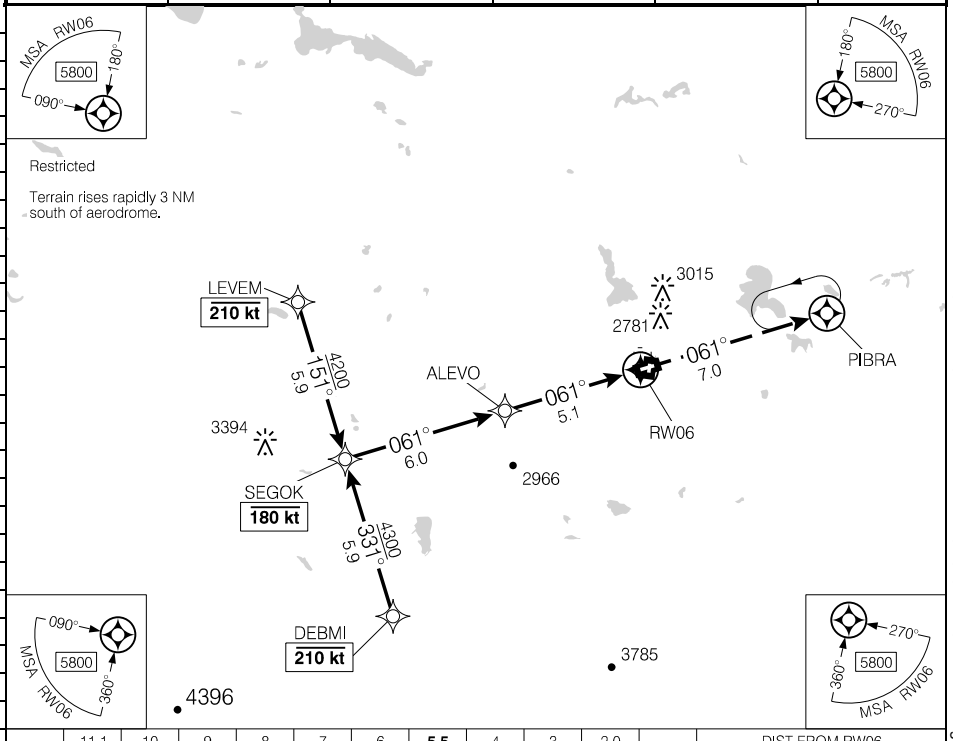
MAPLE CREEK, SK

RNAV (GNSS) RWY 06

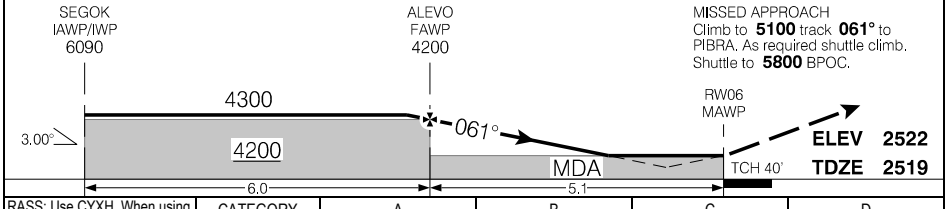
495347N 1092833W VAR 12°E

CJQ4

	RADIO Edmonton – **123.37**	UNICOM – **122.8** ATF		ARCAL 122.8*
SAFE ALT 100 NM **9000**	WAAS **Ch 80164** W06A	APCH CRS **061°**	MIN ALT ALEVO **4200**	LDA **3078**



	11.1	10	9	8	7	6	**5.5**	4	3	2.0		DIST FROM RW06
(NM)	6090	5740	5420	5110	4790	4470	**4300**	3830	3510	3200		ALT (3.00° APCH PATH)



RASS: Use CYXH. When using CJC5 add **40'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**3019**	(500)	1¾	
LNAV	**3200**	(681)	2	

RNAV (GNSS) RWY 06

CJQ4

EFF 15 JUN 23
REGULATORY REVIEW 30 SEP 2027

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

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MAPLE CREEK, SK

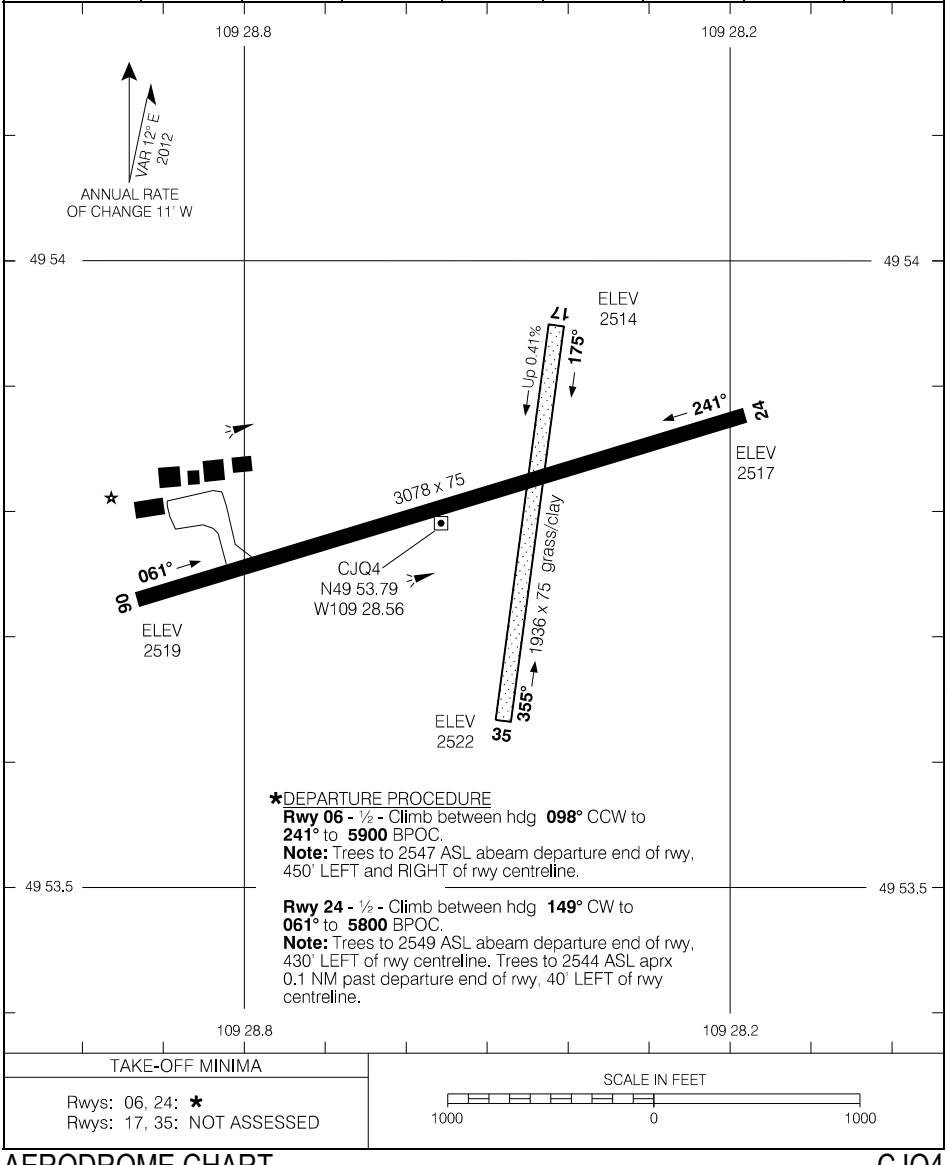
AERODROME CHART — CJQ4

UNICOM – **122.8**

ATF

RADIO Edmonton – **123.37**

DECL DISTS	06	24	17	35				
TORA	3078	3078	1936	1936				
TODA	3078	3078	1936	1936				
ASDA	3078	3078	1936	1936				
LDA	3078	3078	1936	1936				



✱DEPARTURE PROCEDURE

Rwy 06 - ½ **-** Climb between hdg **098°** CCW to **241°** to **5900** BPOC.
Note: Trees to 2547 ASL abeam departure end of rwy, 450' LEFT and RIGHT of rwy centreline.

Rwy 24 - ½ **-** Climb between hdg **149°** CW to **061°** to **5800** BPOC.
Note: Trees to 2549 ASL abeam departure end of rwy, 430' LEFT of rwy centreline. Trees to 2544 ASL aprx 0.1 NM past departure end of rwy, 40' LEFT of rwy centreline.

TAKE-OFF MINIMA	SCALE IN FEET
Rwys: 06, 24: ✱ Rwys: 17, 35: NOT ASSESSED	1000 0 1000

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MISAW LAKE, SK

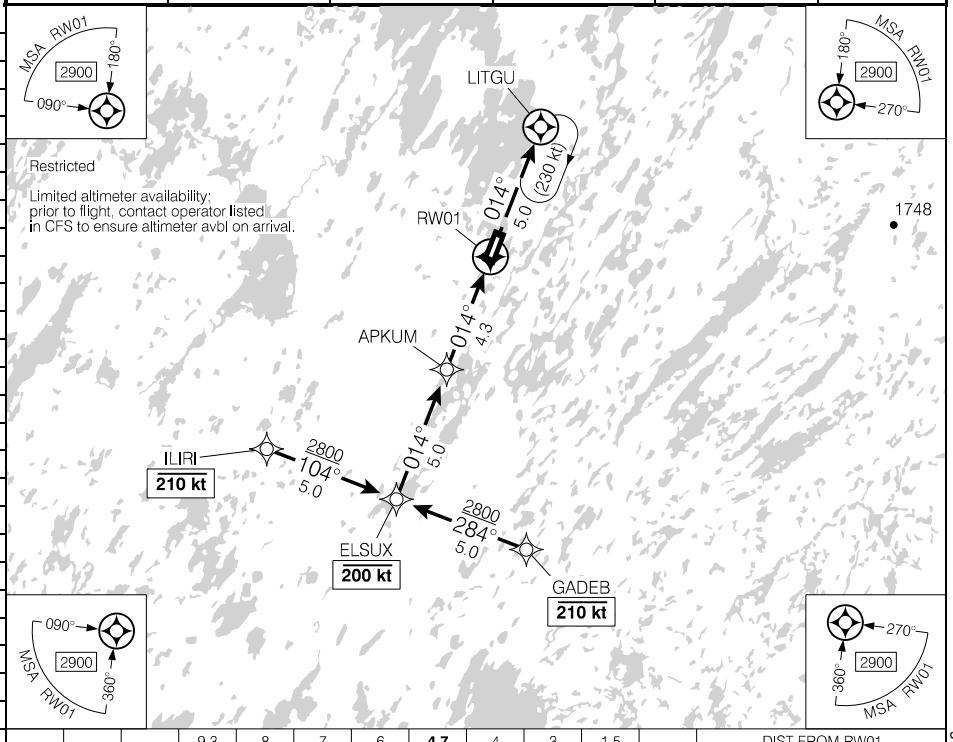
RNAV (GNSS) RWY 01

CAM2

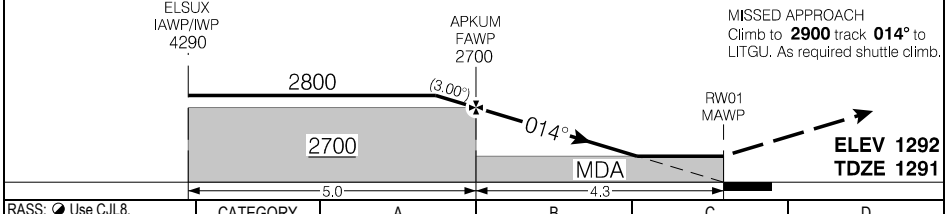
594514N 1022522W VAR 7°E

TFC – **123.2** ATF

SAFE ALT 100 NM		APCH CRS	MIN ALT APKUM	LDA
3000	RNAV	**014°**	**2700**	**4562**



(NM)											
			9.3	8	7	6	**4.7**	4	3	1.5	DIST FROM RW01
			4290	3860	3550	3230	**2800**	2590	2270	1800	ALT (3.00° APCH PATH)



RASS: Use CJL8.

CATEGORY	A	B	C	D
LNAV	**1800**	(524)	1¾	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

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RESTRICTED

CAM2-IAP-3C

MISAW LAKE, SK

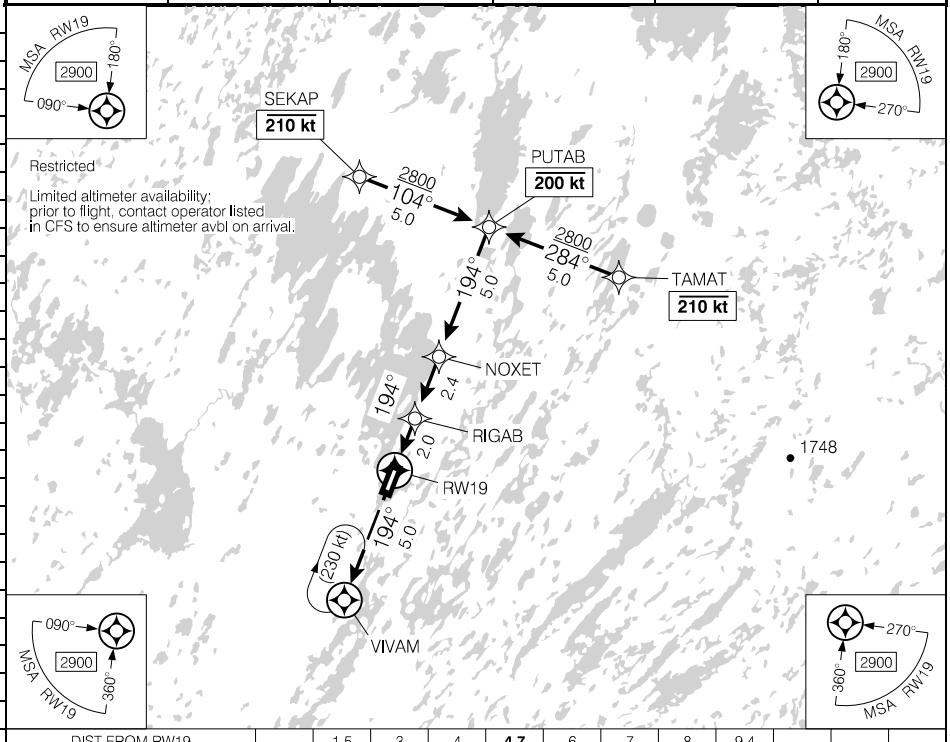
RNAV (GNSS) RWY 19

CAM2

594514N 1022522W VAR 7°E

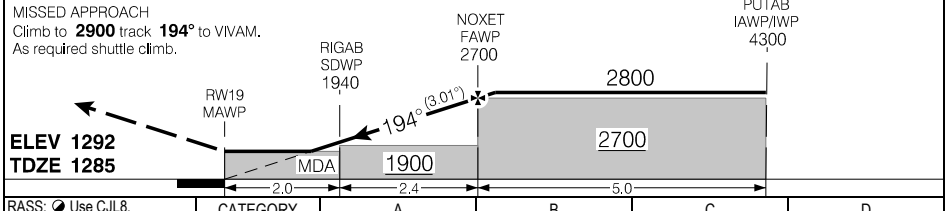
TFC – **123.2** ATF

SAFE ALT 100 NM		APCH CRS	MIN ALT NOXET	LDA
3000	RNAV	**194°**	**2700**	**4562**



DIST FROM RW19		1.5	3	4	**4.7**	6	7	8	9.4			
ALT (3.01° APCH PATH)		1780	2260	2580	**2800**	3220	3540	3860	4310			

MISSED APPROACH
Climb to **2900** track **194°** to VIVAM.
As required shuttle climb.



RASS: Use CJL8.

CATEGORY	A	B	C	D
LNAV	**1780**	(515)	1½	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 19 CAM2

EFF 26 DEC 24
REGULATORY REVIEW 7 JUN 2029

CAM2-IAP-3C

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

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RESTRICTED

MISAW LAKE, SK

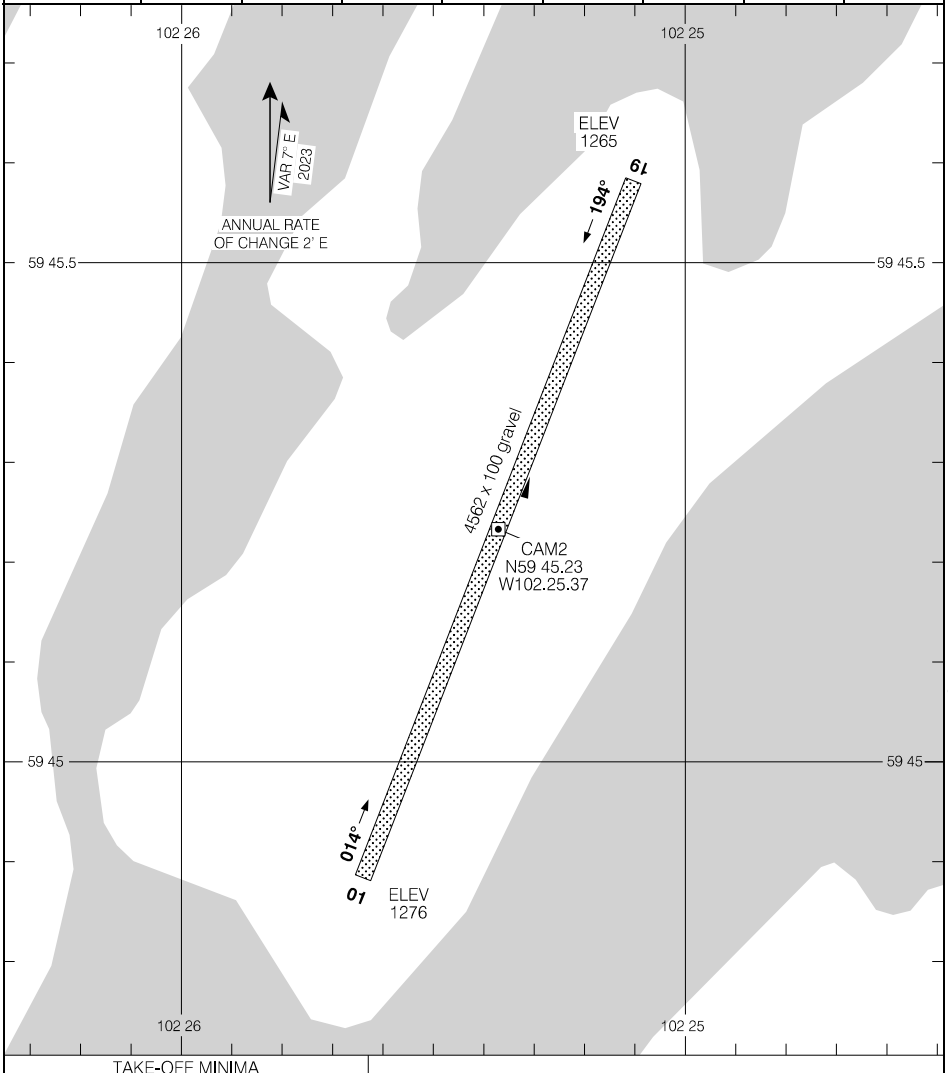
AERODROME CHART

CAM2

TFC – **123.2**

ATF

DECL DISTS	01	19						
TORA	4562	4562						
TODA	4562	4562						
ASDA	4562	4562						
LDA	4562	4562						



TAKE-OFF MINIMA

All Rwys: NOT ASSESSED

SCALE IN FEET

1000 0 1000

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CKB2-IAP-3A

PATUANAK, SK

RNAV (GNSS) RWY 14

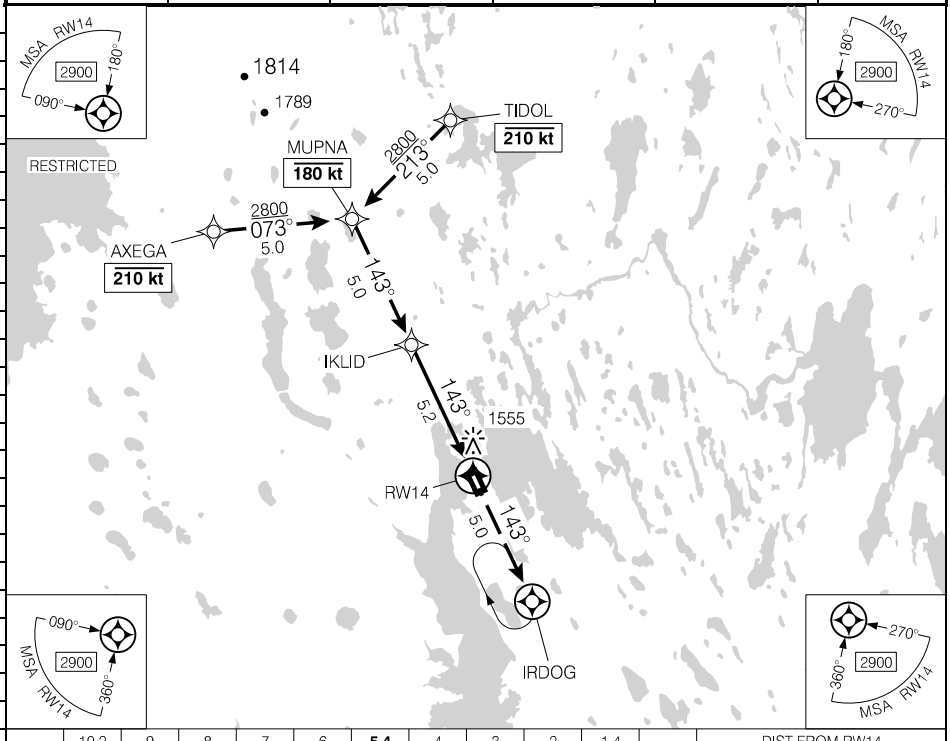
555357N 1074310W VAR 12°E

CKB2

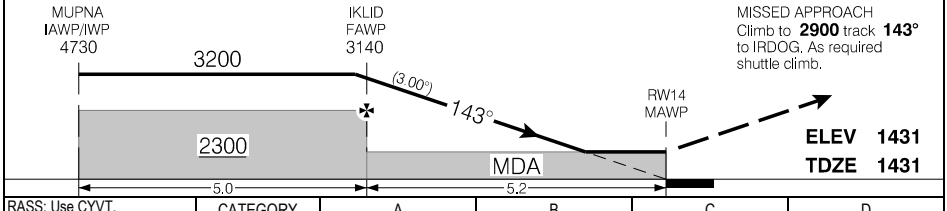
ARCAL 123.2(K)

TFC – **123.2** ATF

SAFE ALT 100 NM		APCH CRS	MIN ALT IKLID	LDA
3700	RNAV	**143°**	**2300**	**3000**



(NM)	10.2	9	8	7	6	**5.4**	4	3	2	1.4		DIST FROM RW14
	4730	4350	4030	3710	3390	**3200**	2750	2440	2120	1940		ALT (3.00° APCH PATH)



RASS: Use CYVT.

CATEGORY	A	B	C	D
LNAV	**1940**	(509)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 14

CKB2

EFF 20 APR 23
REGULATORY REVIEW 9 JUL 2026

CKB2-IAP-3A

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

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CKB2-IAP-3C

PATUANAK, SK

RNAV (GNSS) RWY 32

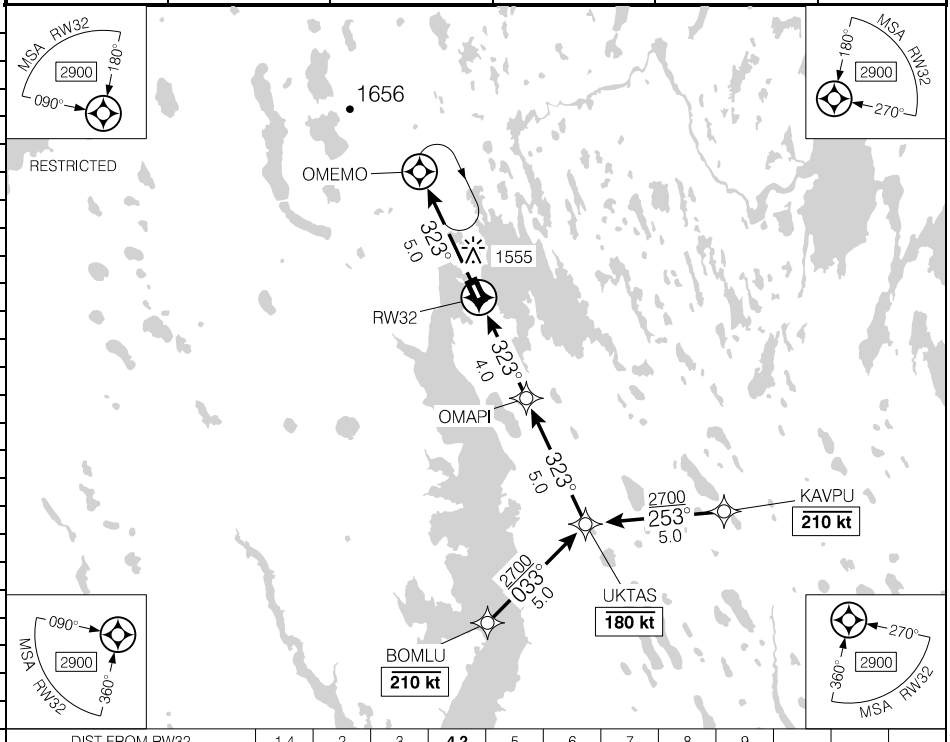
555357N 1074310W VAR 12°E

CKB2

ARCAL 123.2(K)

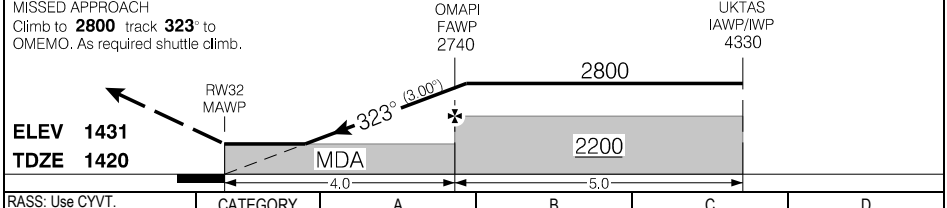
TFC – **123.2** ATF

SAFE ALT 100 NM		APCH CRS	MIN ALT OMAPI	LDA
3700	RNAV	**323°**	**2200**	**3000**



DIST FROM RW32	1.4	2	3	**4.2**	5	6	7	8	9			
ALT (3.00° APCH PATH)	1920	2110	2420	**2800**	3060	3380	3700	4020	4330			

MISSED APPROACH
Climb to **2800** track **323°** to
OMEMO. As required shuttle climb.



RASS: Use CYVT.

CATEGORY	A	B	C	D
LNAV	**1920**	(501)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 32 CKB2

EFF 20 APR 23
REGULATORY REVIEW 9 JUL 2026

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RESTRICTED INSTRUMENT PROCEDURE

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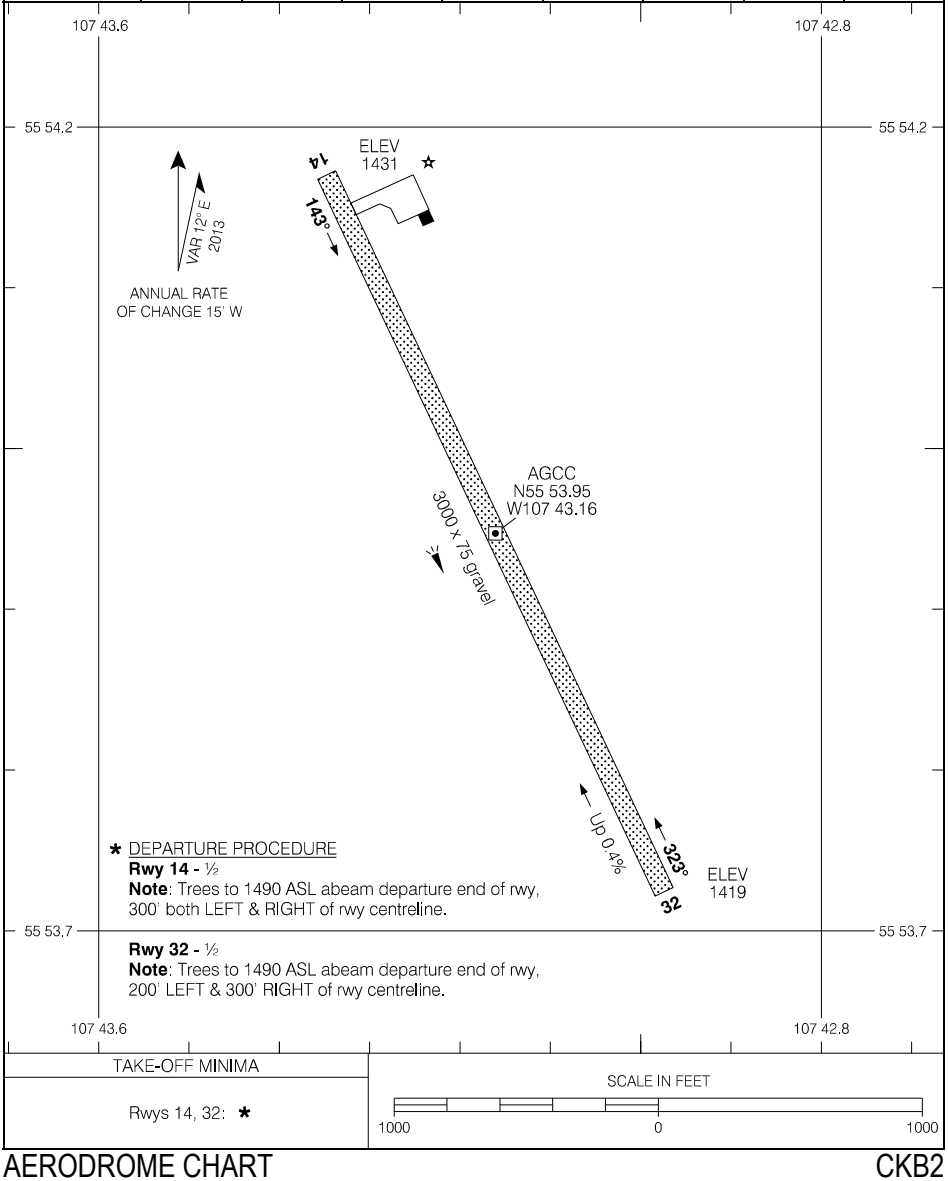
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PATUANAK, SK

AEROPDROME CHART — CKB2

TFC – **123.2** ATF

DECL DISTS	14	32						
TORA	3000	3000						
TODA	3000	3000						
ASDA	3000	3000						
LDA	3000	3000						



TAKE-OFF MINIMA	SCALE IN FEET
Rwys 14, 32: *	1000 0 1000

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CJW4-IAP-3A

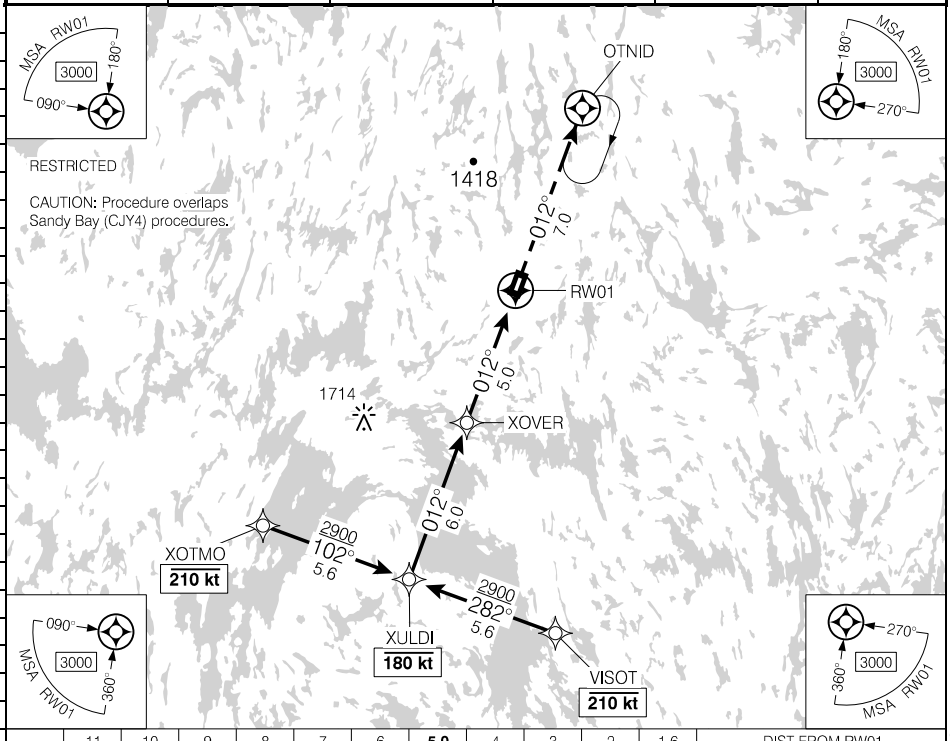
PELICAN NARROWS, SK

RNAV (GNSS) RWY 01

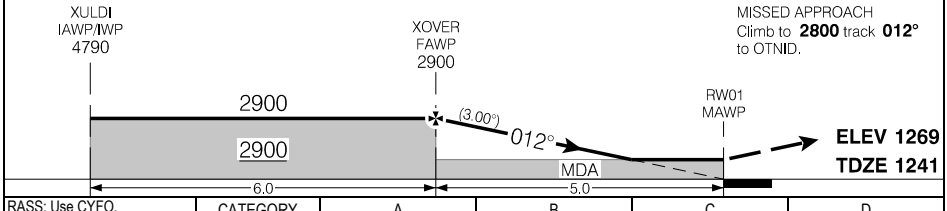
551715N 1024458W VAR 8°E

CJW4

	RADIO Edmonton – **123.27**				ARCAL 122.8(K)
		TFC – **122.8** ATF			
SAFE ALT 100 NM **3700**	RNAV	APCH CRS **012°**	MIN ALT XOVER **2900**	LDA **3125**	



(NM)	11	10	9	8	7	6	**5.0**	4	3	2	1.6	DIST FROM RW01
	4790	4460	4140	3820	3500	3180	**2900**	2540	2230	1910	1780	ALT (3.00° APCH PATH)



RASS: Use CYFO.

CATEGORY	A	B	C	D
LNAV	**1780**	(549)	1¾	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 01 CJW4

EFF 8 SEP 22

REGULATORY REVIEW 15 APR 2027

CJW4-IAP-3A

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RESTRICTED INSTRUMENT PROCEDURE

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CJW4-IAP-3C

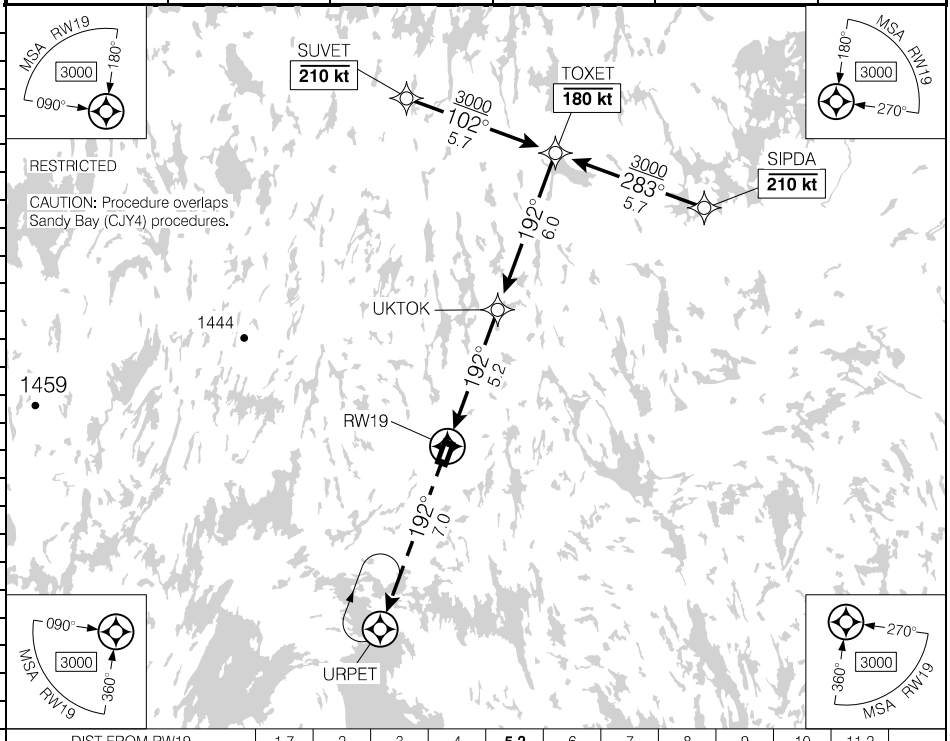
PELICAN NARROWS, SK

RNAV (GNSS) RWY 19

551715N 1024458W VAR 8°E

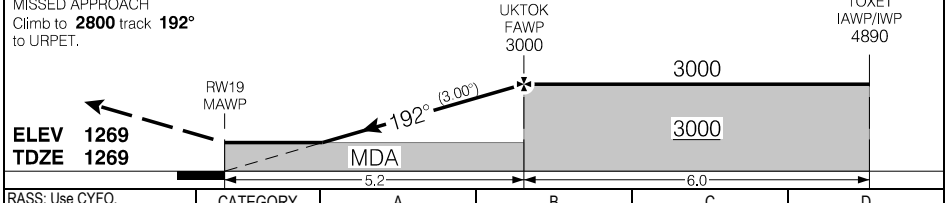
CJW4

	RADIO Edmonton – **123.27**	TFC – **122.8** ATF		ARCAL 122.8(K)
SAFE ALT 100 NM **3700**	RNAV	APCH CRS **192°**	MIN ALT UKTOK **3000**	LDA **3125**



DIST FROM RW19	1.7	2	3	4	**5.2**	6	7	8	9	10	11.2
ALT (3.00° APCH PATH)	1840	1950	2260	2580	**3000**	3220	3540	3860	4170	4490	4890

MISSED APPROACH
Climb to **2800** track **192°** to URPET.



RASS: Use CYFO.

CATEGORY	A	B	C	D
LNAV	**1840**	(571)	1¾	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

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RESTRICTED INSTRUMENT PROCEDURE

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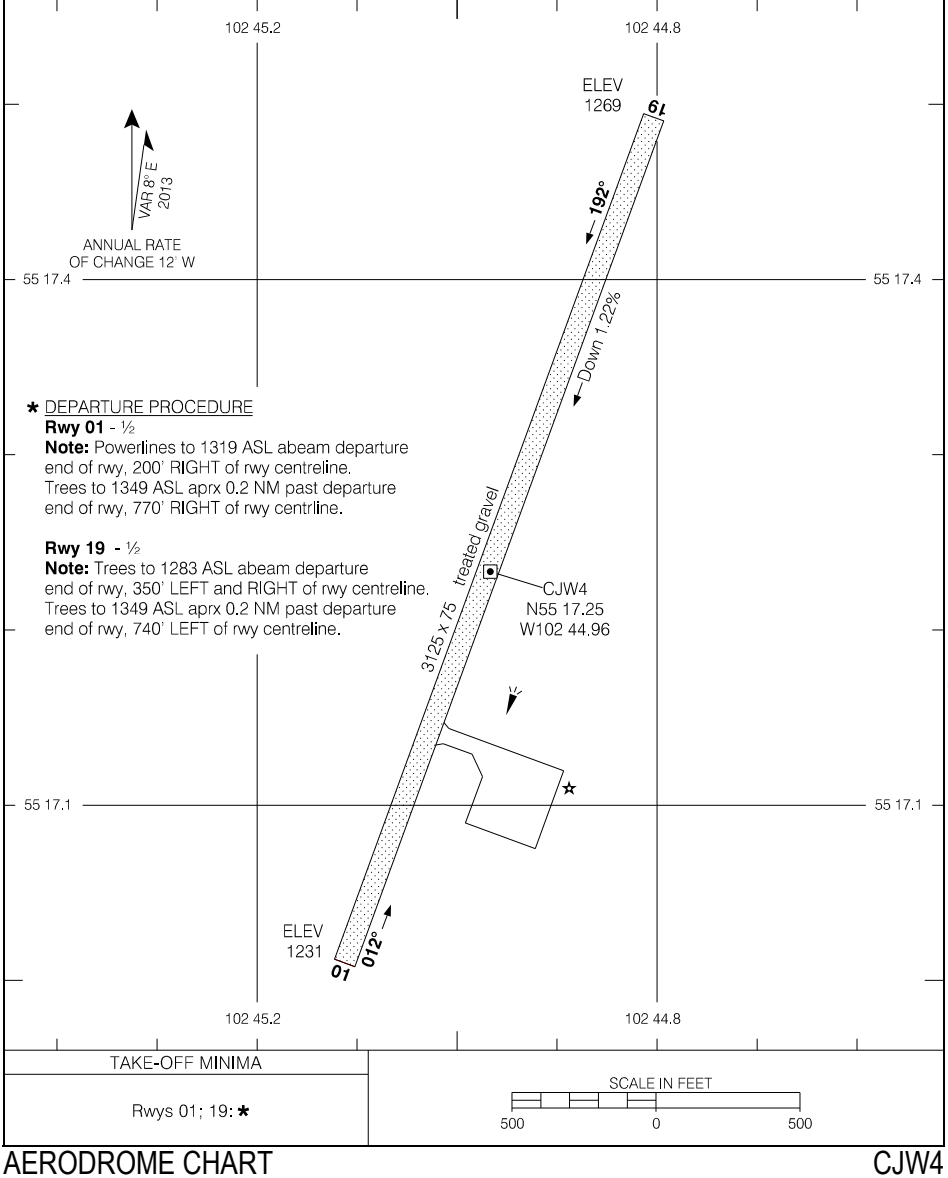
PELICAN NARROWS, SK

AERODROME CHART — CJW4

RADIO Edmonton – **123.27**

TFC – **122.8** ATF

DECL DISTS	01	19
TORA	3125	3125
TODA	3125	3125
ASDA	3125	3125
LDA	3125	3125



* DEPARTURE PROCEDURE

Rwy 01 - ½
Note: Powerlines to 1319 ASL abeam departure end of rwy, 200' RIGHT of rwy centreline. Trees to 1349 ASL aprx 0.2 NM past departure end of rwy, 770' RIGHT of rwy centrline.

Rwy 19 - ½
Note: Trees to 1283 ASL abeam departure end of rwy, 350' LEFT and RIGHT of rwy centreline. Trees to 1349 ASL aprx 0.2 NM past departure end of rwy, 740' LEFT of rwy centreline.

TAKE-OFF MINIMA
Rwys 01; 19: *

SCALE IN FEET
500 0 500

AERODROME CHART — CJW4

EFF 16 MAY 24

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CZPO-IAP-3A

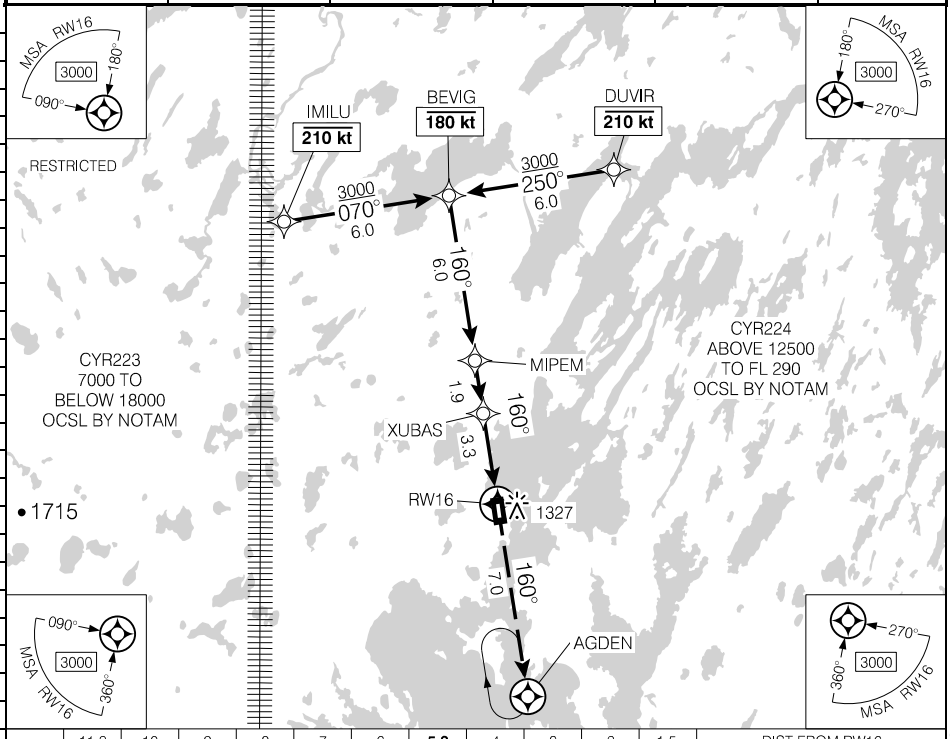
PINEHOUSE LAKE, SK

RNAV (GNSS) RWY 16

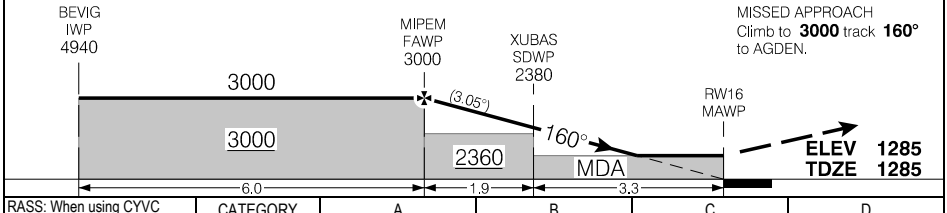
553141N 1063456W VAR 11°E

CZPO

AUTO – **123.17**	CTR Winnipeg – **126.4**	TFC – **122.8** ATF		ARCAL 122.8(K)
SAFE ALT 100 NM **3700**	RNAV	APCH CRS **160°**	MIN ALT MIPEM **3000**	LDA **2998**



(NM)	11.2	10	9	8	7	6	**5.2**	4	3	2	1.5	DIST FROM RW16
	4940	4550	4220	3900	3570	3250	**3000**	2600	2280	1960	1800	ALT (3.05° APCH PATH)



RASS: When using CYVC add **140'**.

CATEGORY	A	B	C	D
LNAV	**1800**	(529)	1¾	

Knots	ft/min	Min:Sec
70	380	
90	480	
110	590	
130	700	
150	810	

RNAV (GNSS) RWY 16

CZPO

EFF 11 JUL 24
REGULATORY REVIEW 15 APR 2027

CZPO-IAP-3A

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RESTRICTED INSTRUMENT PROCEDURE

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CZPO-IAP-3C

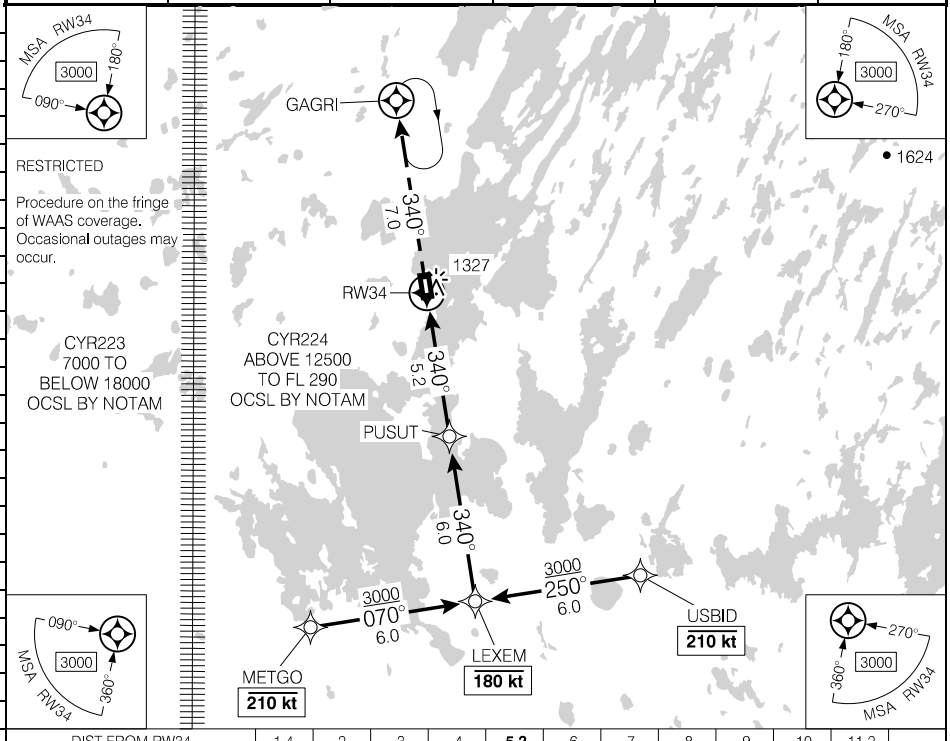
PINEHOUSE LAKE, SK

RNAV (GNSS) RWY 34

553141N 1063456W VAR 11°E

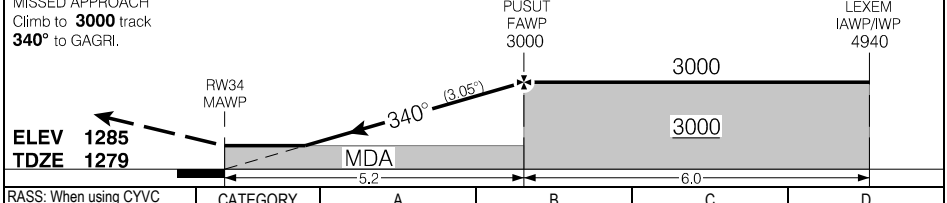
CZPO

AUTO – **123.17**	CTR Winnipeg – **126.4**	TFC – **122.8** ATF		ARCAL 122.8(K)
SAFE ALT 100 NM **3700**	RNAV	APCH CRS **340°**	MIN ALT PUSUT **3000**	LDA **2998**



DIST FROM RW34	1.4	2	3	4	**5.2**	6	7	8	9	10	11.2
ALT (3.05° APCH PATH)	1780	1960	2280	2610	**3000**	3250	3580	3900	4220	4550	4940

MISSED APPROACH
Climb to **3000** track **340°** to GAGRI.



RASS: When using CYVC add **140'**.

CATEGORY	A	B	C	D
LNAV	**1780**	(507)	1½	

Knots	ft/min	Min:Sec
70	380	
90	480	
110	590	
130	700	
150	810	

RNAV (GNSS) RWY 34 CZPO

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RESTRICTED INSTRUMENT PROCEDURE

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CZPO-AD

PINEHOUSE LAKE, SK

AERODROME CHART — CZPO

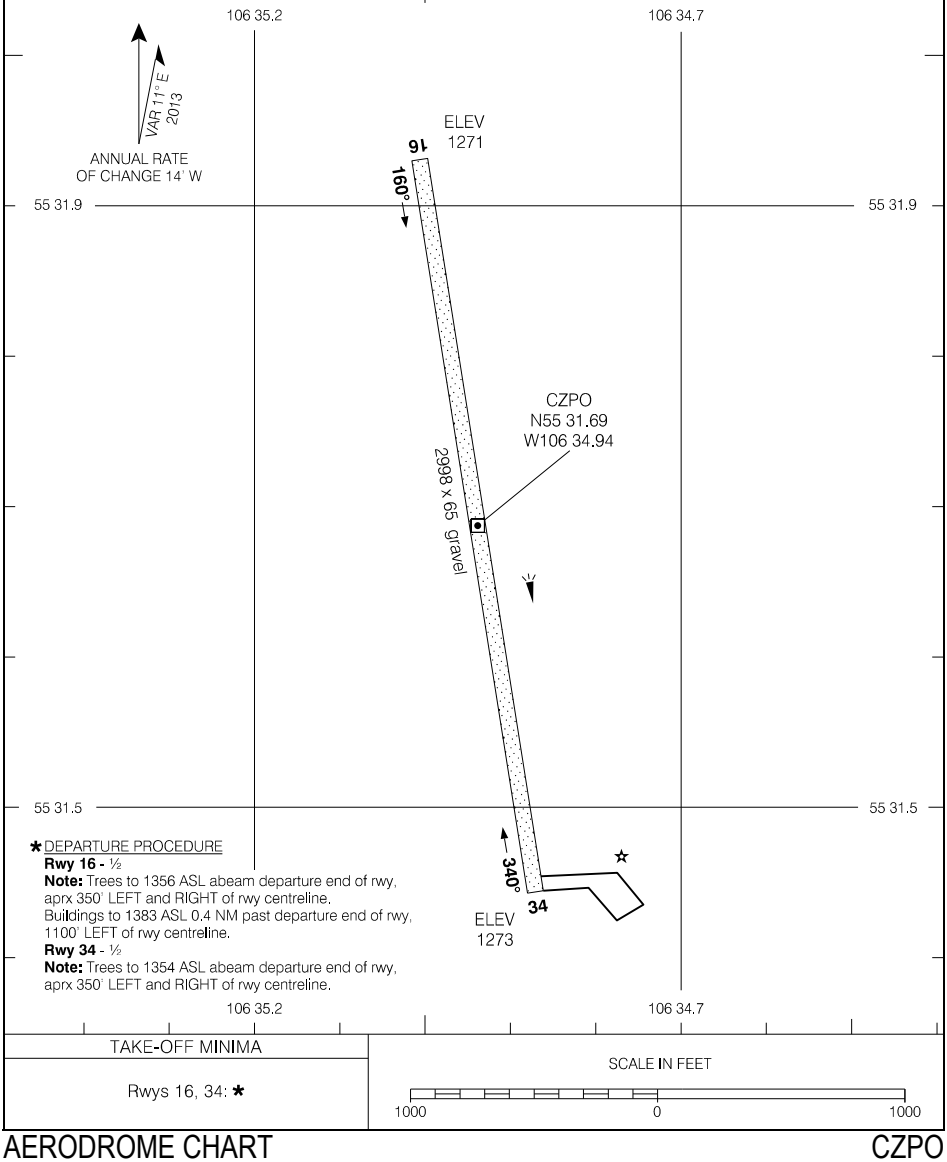
AUTO – **123.17**

TFC – **122.8**

ATF

CTR Winnipeg – **126.4**

DECL DISTS	16	34
TORA	2998	2998
TODA	2998	2998
ASDA	2998	2998
LDA	2998	2998



★ DEPARTURE PROCEDURE

Rwy 16 - ½

Note: Trees to 1356 ASL abeam departure end of rwy, aprx 350' LEFT and RIGHT of rwy centreline. Buildings to 1383 ASL 0.4 NM past departure end of rwy, 1100' LEFT of rwy centreline.

Rwy 34 - ½

Note: Trees to 1354 ASL abeam departure end of rwy, aprx 350' LEFT and RIGHT of rwy centreline.

TAKE-OFF MINIMA
Rwys 16, 34: ★

SCALE IN FEET

1000 0 1000

AERODROME CHART — CZPO

EFF 11 JUL 24

CZPO-AD

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CJY4-IAP-3A

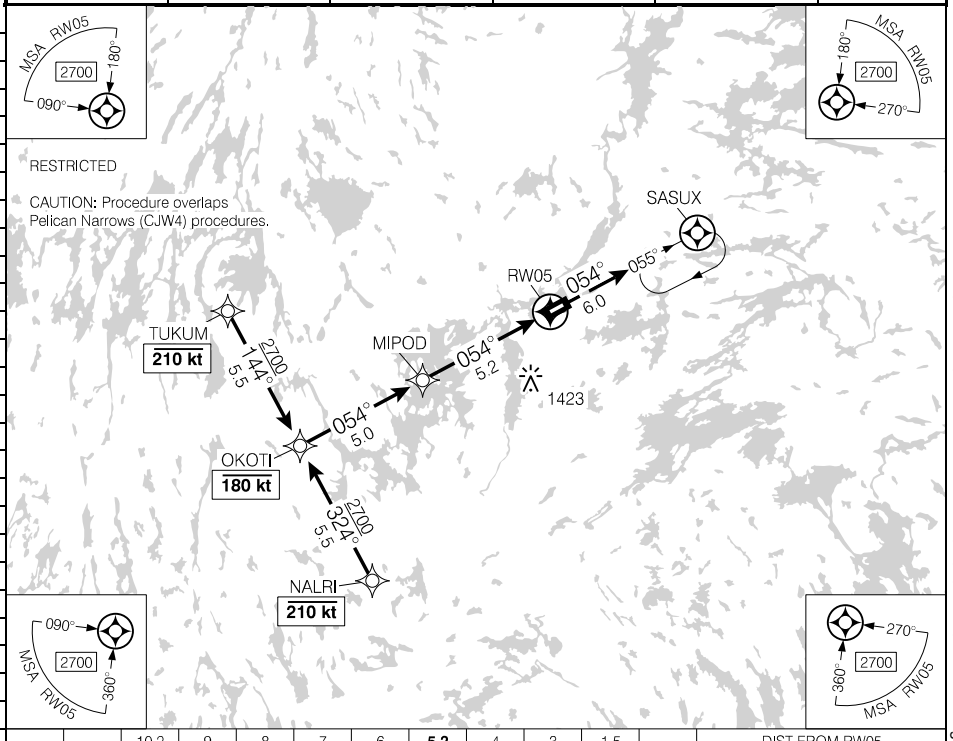
SANDY BAY, SK

RNAV (GNSS) RWY 05

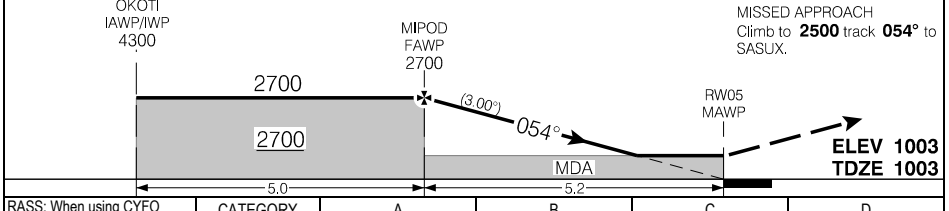
553243N 1021621W VAR 7°E

CJY4

AUTO – **122.55**	RADIO Edmonton – **123.27**	TFC – **122.8** ATF		ARCAL 122.8(K)
SAFE ALT 100 NM **3600**	RNAV	APCH CRS **054°**	MIN ALT MIPOD **2700**	LDA **3200**



		10.2	9	8	7	6	**5.2**	4	3	1.5		DIST FROM RW05
		4300	3910	3590	3270	2960	**2700**	2320	2000	1520		ALT (3.00° APCH PATH)



MISSED APPROACH
Climb to **2500** track **054°** to SASUX.

RASS: When using CYFO add **140'**.

CATEGORY	A	B	C	D
LNAV	**1520**	(517)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 05

CJY4

EFF 31 OCT 24
REGULATORY REVIEW 7 JUN 2029

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RESTRICTED INSTRUMENT PROCEDURE

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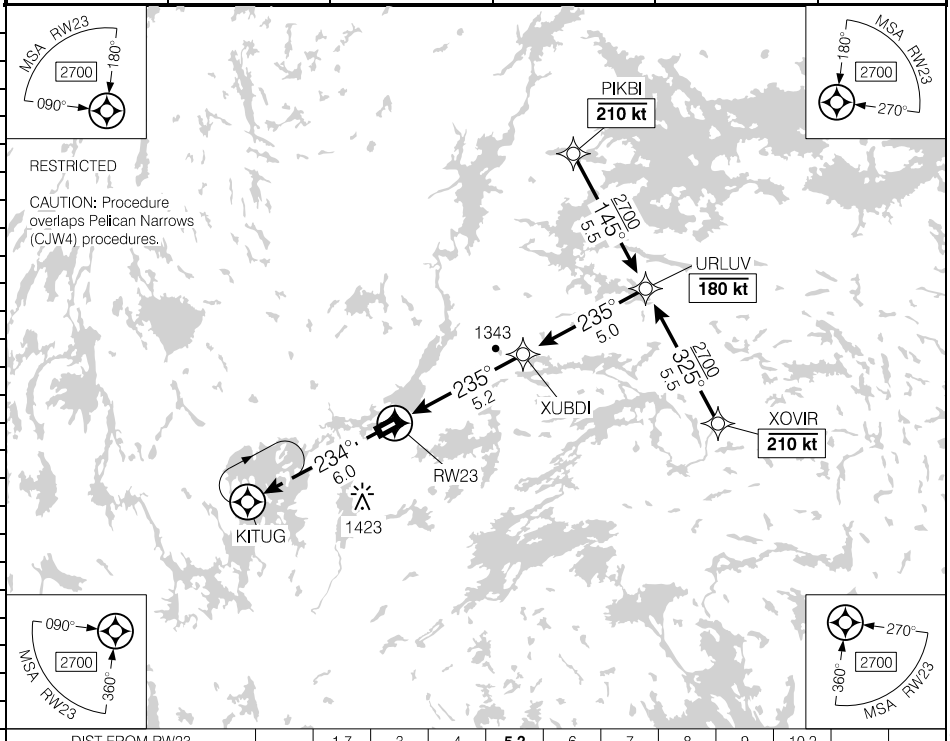
SANDY BAY, SK

RNAV (GNSS) RWY 23

553243N 1021621W VAR 7°E

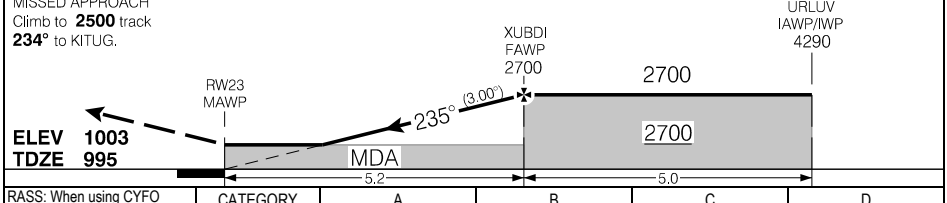
CJY4

AUTO – **122.55**	RADIO Edmonton – **123.27**	TFC – **122.8** ATF		ARCAL 122.8(K) P1
SAFE ALT 100 NM **3600**	RNAV	APCH CRS **235°**	MIN ALT XUBDI **2700**	LDA **3200**



DIST FROM RW23		1.7	3	4	**5.2**	6	7	8	9	10.2		
ALT (3.00° APCH PATH)		1560	1990	2310	**2700**	2940	3260	3580	3900	4290		

MISSED APPROACH
Climb to **2500** track **234°** to KITUG.



RASS: When using CYFO add **140'**.

CATEGORY	A	B	C	D
LNAV	**1560**	(566)	1¾	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 23

CJY4

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REGULATORY REVIEW 7 JUN 2029

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RESTRICTED INSTRUMENT PROCEDURE

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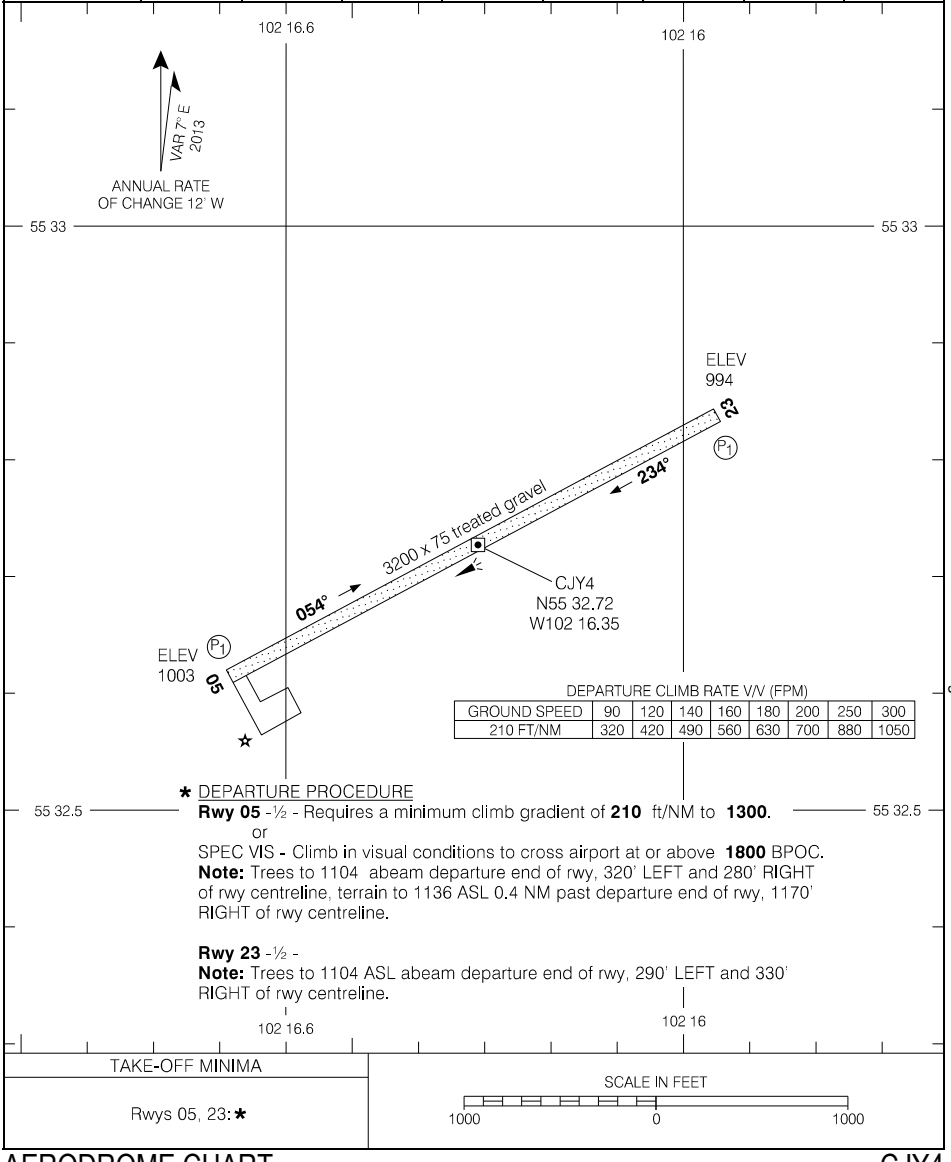
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SANDY BAY, SK

AERODROME CHART — CJY4

AUTO – **122.55**		TFC – **122.8** ATF	RADIO Edmonton – **123.27**

DECL DISTS	05	23
TORA	3200	3200
TODA	3200	3200
ASDA	3200	3200
LDA	3200	3200



* DEPARTURE PROCEDURE

Rwy 05 -½ - Requires a minimum climb gradient of **210** ft/NM to **1300**.
or
SPEC VIS - Climb in visual conditions to cross airport at or above **1800** BPOC.
Note: Trees to 1104 abeam departure end of rwy, 320' LEFT and 280' RIGHT of rwy centreline, terrain to 1136 ASL 0.4 NM past departure end of rwy, 1170' RIGHT of rwy centreline.

Rwy 23 -½ -
Note: Trees to 1104 ASL abeam departure end of rwy, 290' LEFT and 330' RIGHT of rwy centreline.

TAKE-OFF MINIMA
Rwys 05, 23: *

SCALE IN FEET
1000 0 1000

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CCB2-IAP-3A

SEABEE MINE, SK

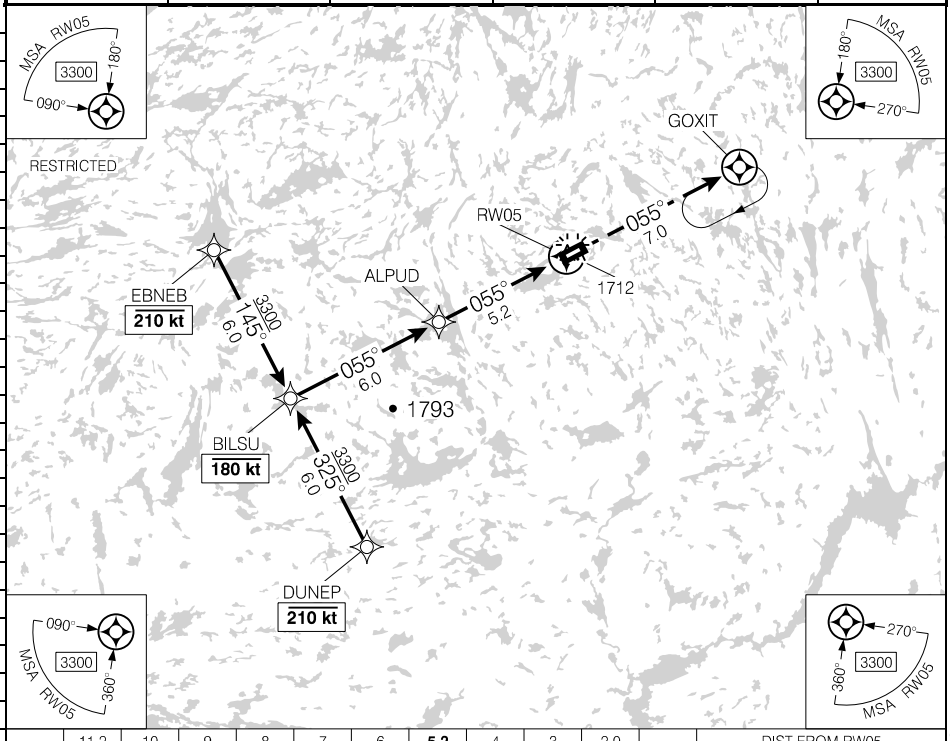
RNAV (GNSS) RWY 05

554119N 1033639W VAR 8°E

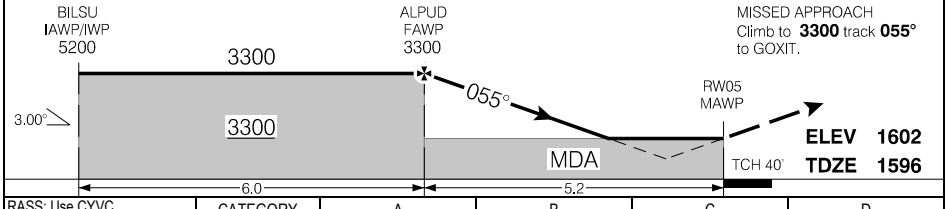
CCB2

CTR Winnipeg – **126.4**	TFC– **122.9** ATF	

SAFE ALT 100 NM	WAAS	APCH	MIN ALT	LDA
3700	**Ch 80746** W05A	CRS **055°**	ALPUD **3300**	**3239**



(NM)	11.2	10	9	8	7	6	**5.2**	4	3	2.0		DIST FROM RW05
0	5200	4820	4500	4180	3870	3550	**3300**	2910	2590	2280		ALT (3.00° APCH PATH)



RASS: Use CYVC.

CATEGORY	A	B	C	D
LPV	**2096**	(500)	1¾	
LNAV	**2280**	(684)	2	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 05

CCB2

EFF 20 FEB 25
REGULATORY REVIEW 16 MAR 2028

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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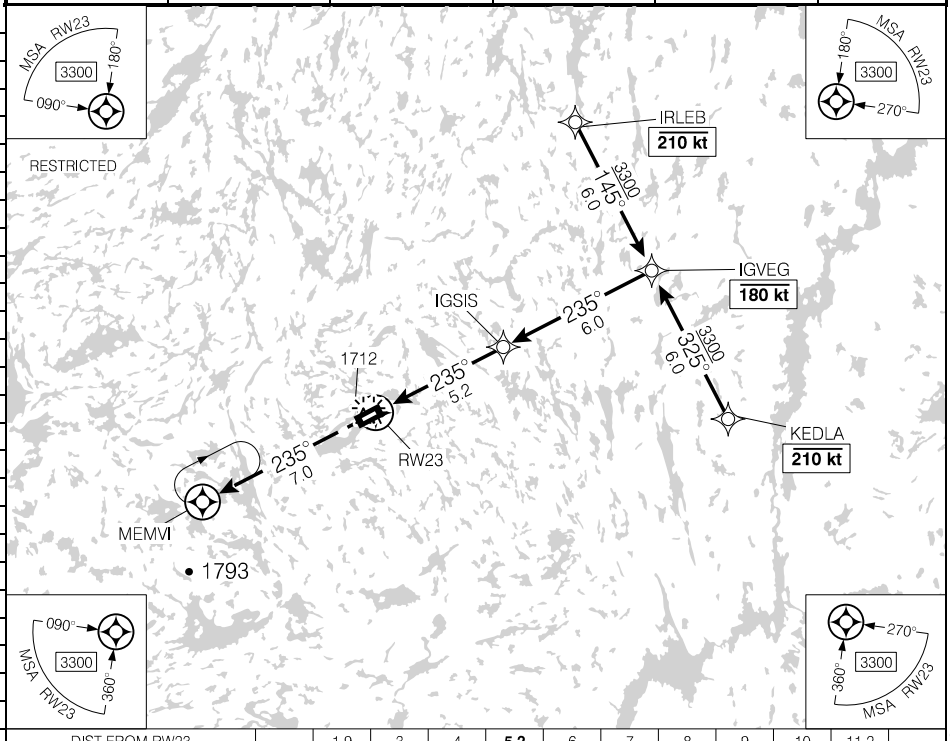
SEABEE MINE, SK

RNAV (GNSS) RWY 23

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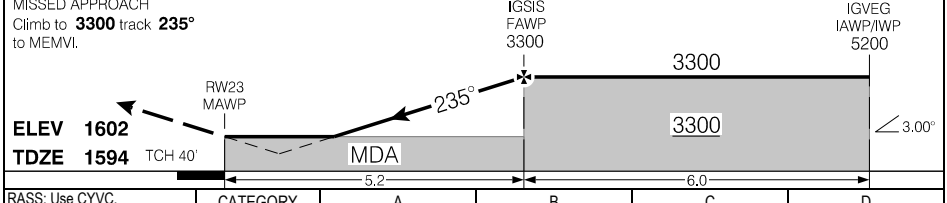
CCB2

CTR Winnipeg – **126.4**		TFC– **122.9** ATF		
SAFE ALT 100 NM **3700**	WAAS **Ch 80747** W23A	APCH CRS **235°**	MIN ALT IGSIS **3300**	LDA **3239**



DIST FROM RW23		1.9	3	4	**5.2**	6	7	8	9	10	11.2
ALT (3.00° APCH PATH)		2240	2590	2910	**3300**	3540	3860	4180	4500	4820	5200

MISSED APPROACH
Climb to **3300** track **235°**
to MEMVI.



RASS: Use CYVC.

CATEGORY	A	B	C	D
LPV	**2093**	(500)	1¾	
LNAV	**2240**	(647)	2	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 23

CCB2

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REGULATORY REVIEW 16 MAR 2028

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

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- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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SEABEE MINE, SK

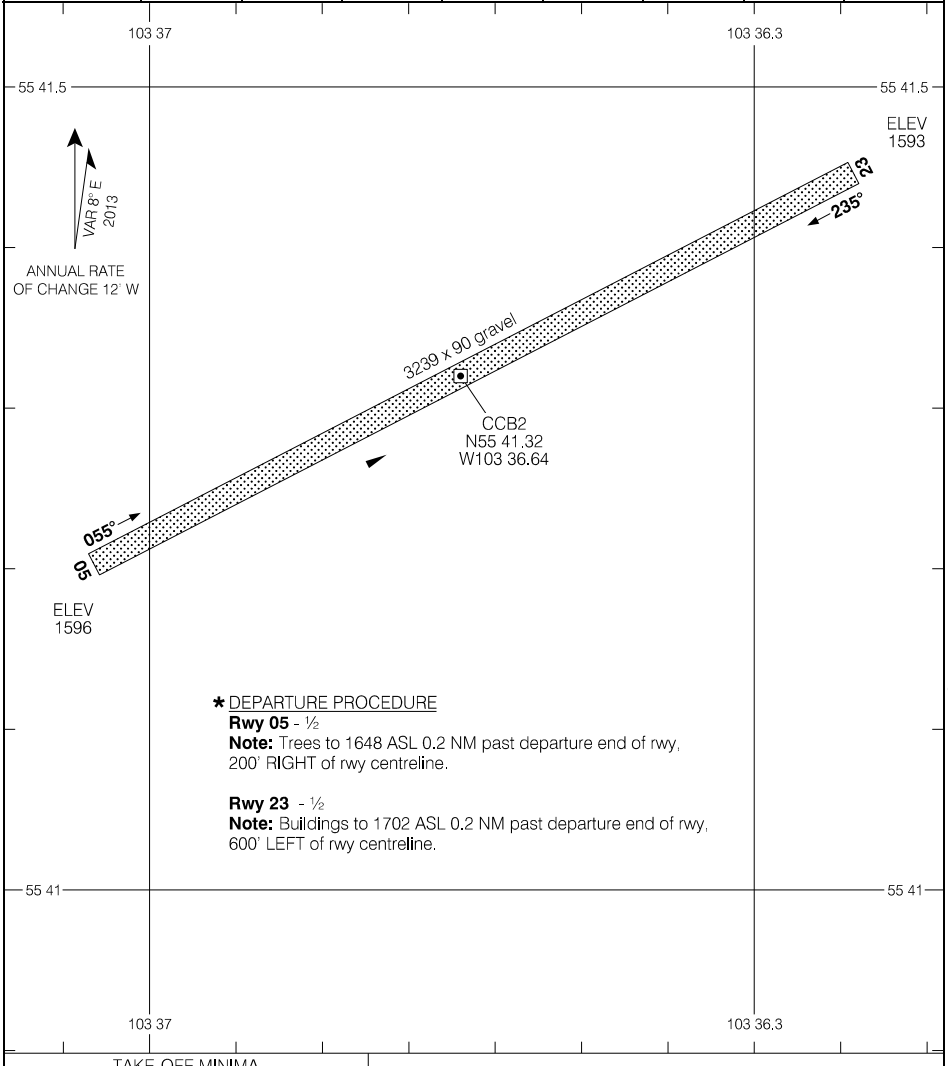
AERODROME CHART — CCB2

CTR Winnipeg – **126.2**

TFC – **122.9**

ATF

DECL DISTS	05	23
TORA	3239	3239
TODA	3239	3239
ASDA	3239	3239
LDA	3239	3239



* DEPARTURE PROCEDURE

Rwy 05 - ½

Note: Trees to 1648 ASL 0.2 NM past departure end of rwy, 200' RIGHT of rwy centreline.

Rwy 23 - ½

Note: Buildings to 1702 ASL 0.2 NM past departure end of rwy, 600' LEFT of rwy centreline.

TAKE-OFF MINIMA	SCALE IN FEET
Rwys 05, 23: *	1000 0 1000

AERODROME CHART — CCB2

EFF 20 FEB 25

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CRW4-IAP-3A

ARCTIC WATCH LODGE, NU

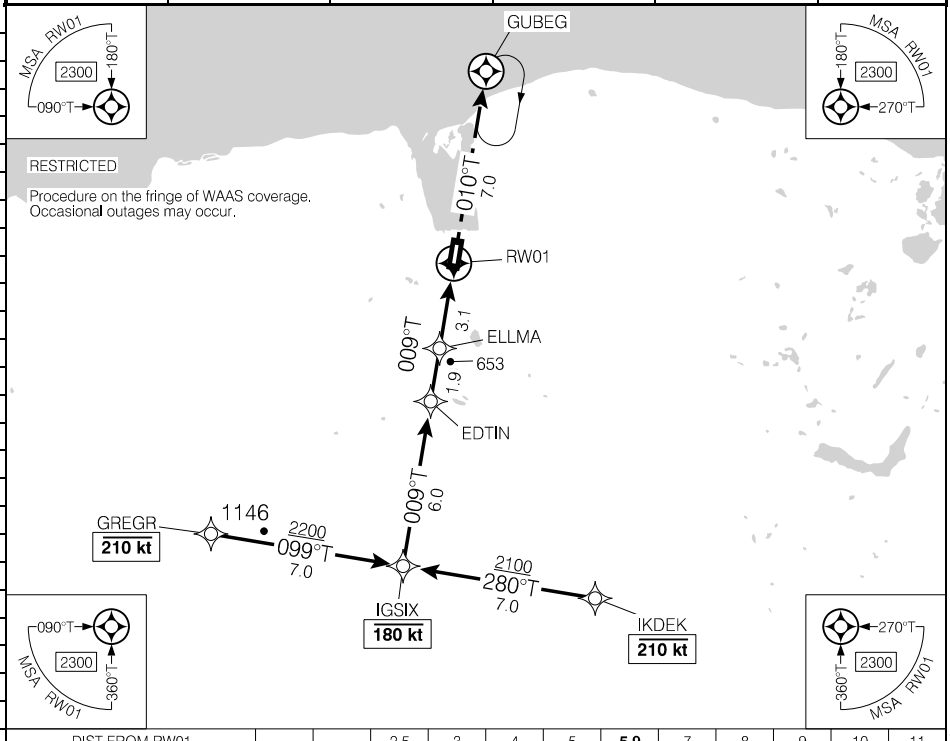
RNAV (GNSS) RWY 01 (TRUE)

740403N 0934706W VAR N/A

CRW4

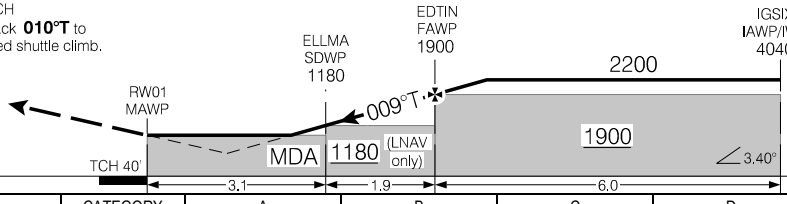
TFC – **122.8** ATF

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT EDTIN	LDA
4100	**Ch 81099** W01A	**009°T**	**1900**	**4079**



DIST FROM RW01			2.5	3	4	5	**5.9**	7	8	9	10	11
ALT (3.40° APCH PATH)			960	1140	1510	1900	**2200**	2590	2950	3310	3670	4040

MISSED APPROACH
Climb to **2300** track **010°T** to GUBEG. As required shuttle climb.



RASS: Use CYRB.

CATEGORY	A	B	C	D
LPV	**521**	(500)	1½	
LNAV	**960**	(939)	2¾	

Knots	ft/min	Min:Sec
70	420	
90	540	
110	660	
130	780	
150	900	

RNAV (GNSS) RWY 01 (TRUE)

CRW4

EFF 31 OCT 24
REGULATORY REVIEW 6 JUL 2028

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

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CRW4-IAP-3C

ARCTIC WATCH LODGE, NU

RNAV (GNSS) RWY 19 (TRUE)

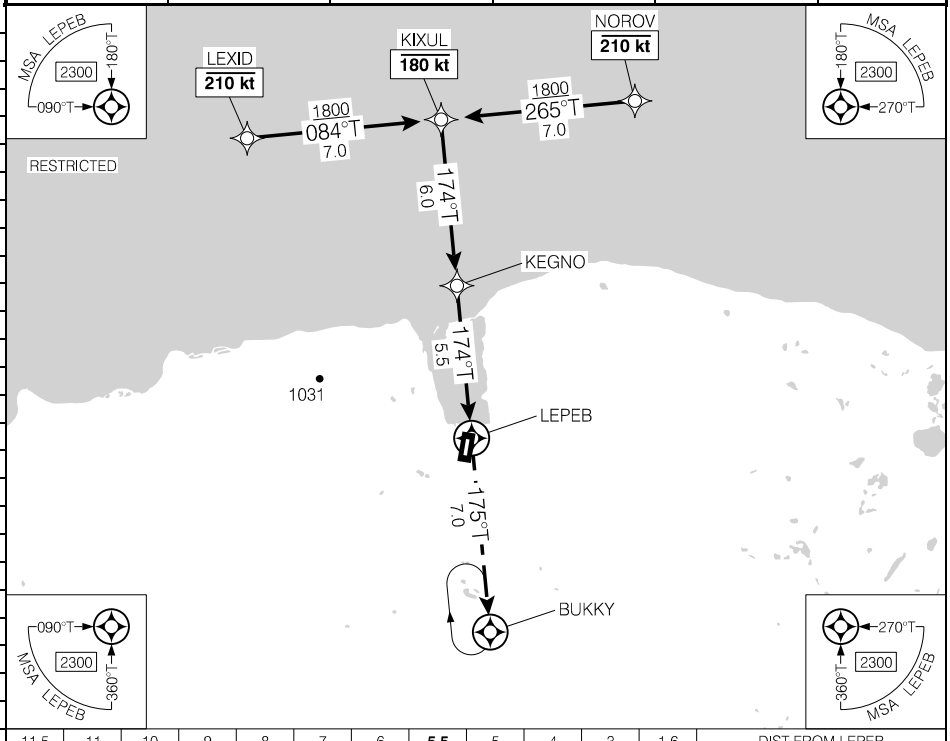
740403N 0934706W VAR N/A

CRW4

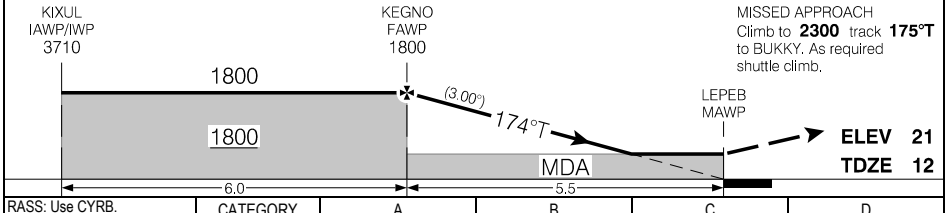
TFC – **122.8** ATF

SAFE ALT 100 NM		APCH CRS	MIN ALT KEGNO	LDA
4100	RNAV	**174°T**	**1800**	**4079**

15.0°



(NM)	11.5	11	10	9	8	7	6	**5.5**	5	4	3	1.6	DIST FROM LEPEB
	3710	3550	3230	2920	2600	2280	1960	**1800**	1640	1320	1000	560	ALT (3.00° APCH PATH)



RASS: Use CYRB.

CATEGORY	A	B	C	D
LNAV	**560**	(553)	1¾	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 19 (TRUE)

CRW4

EFF 16 MAY 24
REGULATORY REVIEW 6 JUL 2028

CRW4-IAP-3C

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

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- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
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Departure Route Description

Rwy 01 – ½: Requires a minimum climb gradient of **390** ft/NM to **1000**. Climb hdg **010°T** to **800**, then climbing LEFT turn direct to ANEGU to **2300**.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
390 FT/NM	590	780	910	1040	1170	1300	1630	1950

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DEPARTURE PROCEDURE (RNAV)

ARCTIC WATCH LODGE, NU

ANEGU ONE DEP (ANEGU1.)

CRW4

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ANEGU ONE DEP (ANEGU1.)

CRW4

EFF 16 MAY 24
REGULATORY REVIEW 6 JUL 2028

RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed.

The following provisions are attached to this procedure:

- Flight Crew must be familiar with the aerodrome environment.

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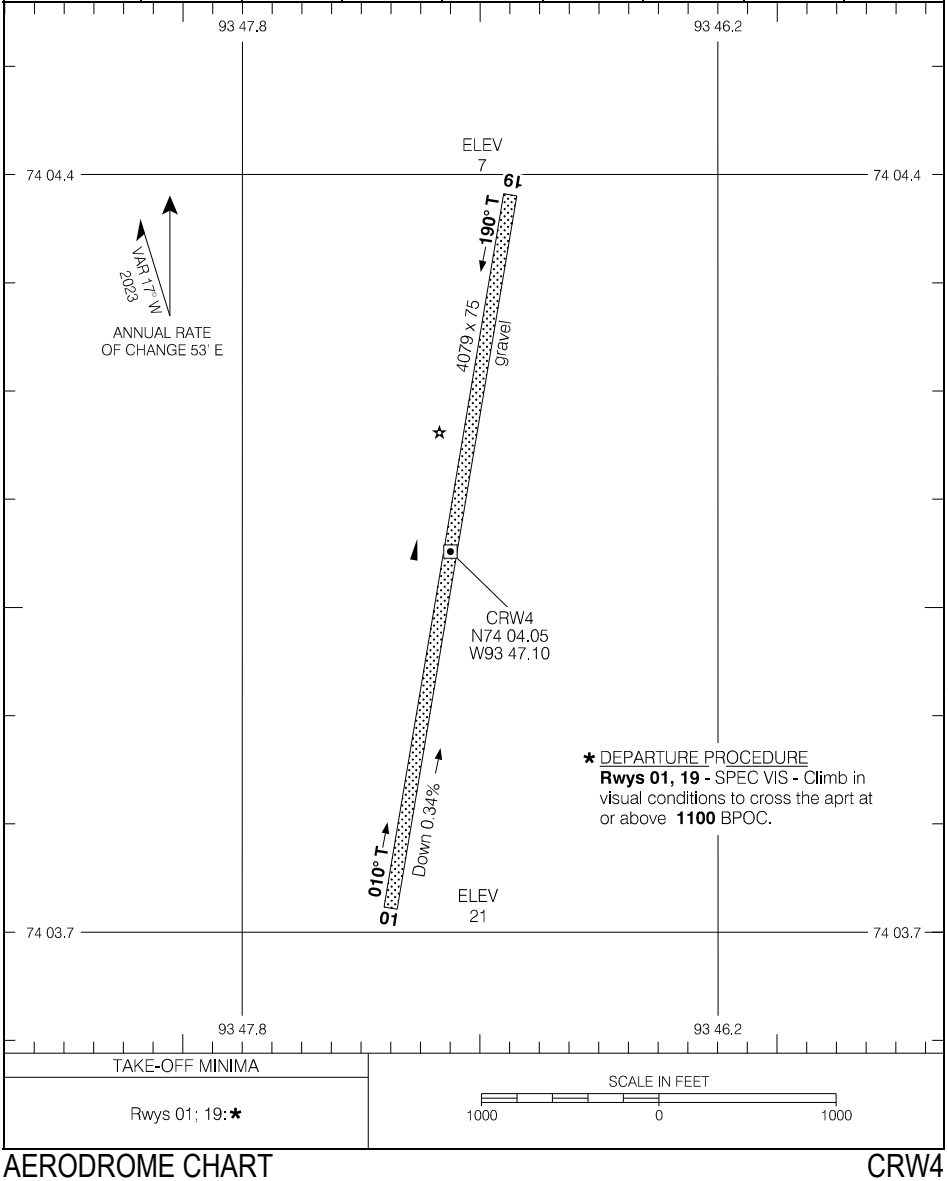
RESTRICTED

ARCTIC WATCH LODGE, NU

AERODROME CHART — CRW4

TFC – **122.8** ATF

DECL DISTS	01	19
TORA	4079	4079
TODA	4079	4079
ASDA	4079	4079
LDA	4079	4079



TAKE-OFF MINIMA

Rwys 01; 19: *

SCALE IN FEET
1000 0 1000

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FORT RESOLUTION, NT

RNAV (GNSS) Y RWY 13

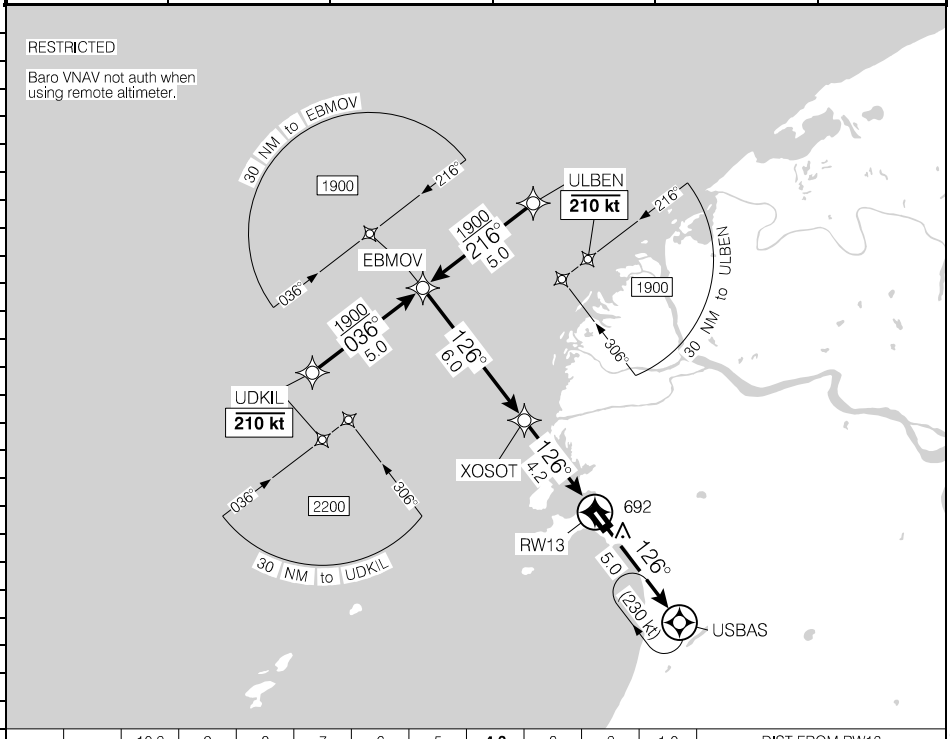
611051N 1134123W VAR 17°E

CYFR

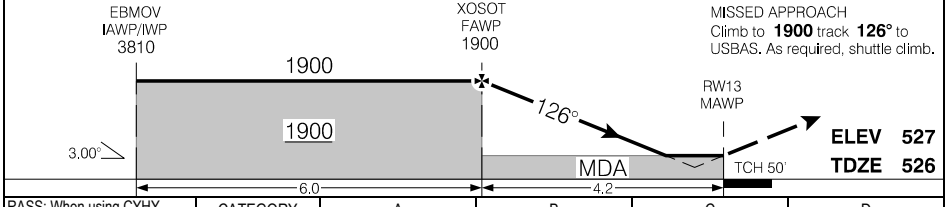
	CTR Edmonton – **133.85**	APRT RADIO – **122.1** TFC – **122.1** MF			ARCAL 122.1(J) P1 AS
SAFE ALT 100 NM **4000**	WAAS **Ch 80924** W13B	APCH CRS **126°**	MIN ALT XOSOT **1900**	LDA **4001**	

RESTRICTED

Baro VNAV not auth when using remote altimeter.



		10.2	9	8	7	6	5	4.2	3	2	1.0	DIST FROM RW13
		3810	3440	3120	2800	2490	2170	**1900**	1530	1210	880	ALT (3.00° APCH PATH)



RASS: When using CYHY add **150'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A		B	C		D
LPV	**775**	(250)	1	**1025**	(500)	1¾
LNAV/VNAV (min. -19°C, max. 54°C)	**775**	(250)	1¼	**1025**	(500)	1¾
LNAV	**880**	(355)	1¼	**1040**	(515)	1½

RNAV (GNSS) Y RWY 13 CYFR

EFF 7 OCT 21

REGULATORY REVIEW 14 MAY 2026

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RESTRICTED INSTRUMENT PROCEDURE

CAT C & D ONLY - Aerodrome visual surfaces not assessed
(Obstacle Limitation Surfaces not assessed).

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CYFR-IAP-3E

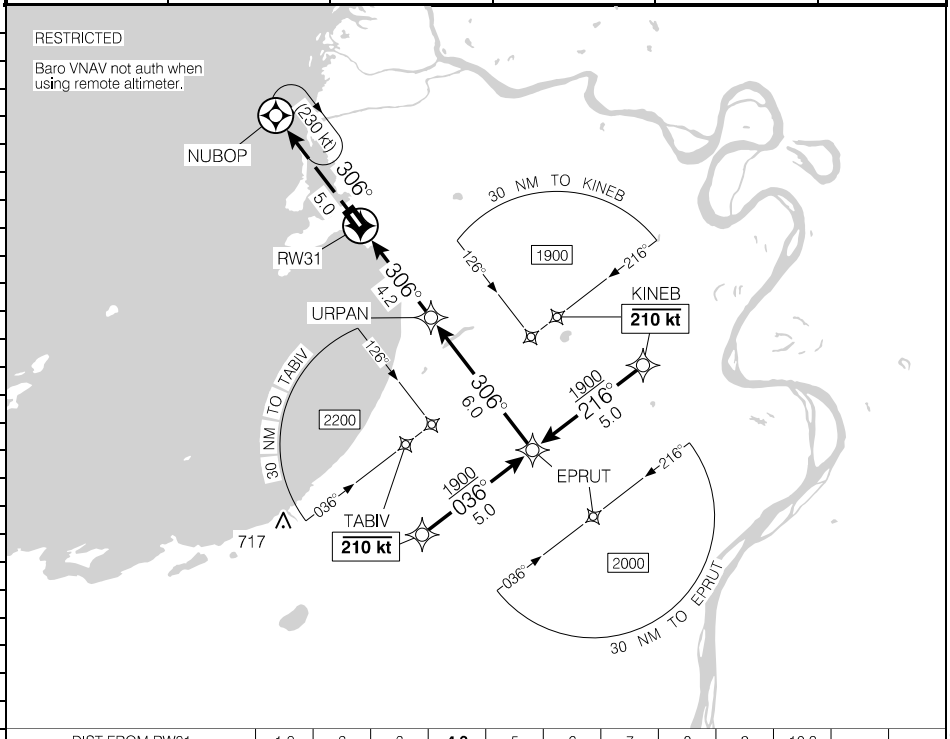
FORT RESOLUTION, NT

RNAV (GNSS) Y RWY 31

611051N 1134123W VAR 17°E

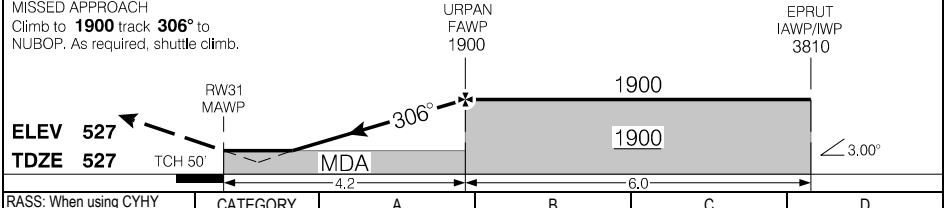
CYFR

	CTR Edmonton – **133.85**				ARCAL 122.1(J)
		APRT RADIO – **122.1** TFC – **122.1** MF			P1 AS
SAFE ALT 100 NM **4000**	WAAS **Ch 80926** W31B	APCH CRS **306°**	MIN ALT URPAN **1900**	LDA **3346**	



DIST FROM RW31	1.2	2	3	**4.2**	5	6	7	8	9	10.2		
ALT (3.00° APCH PATH)	960	1210	1530	**1900**	2170	2490	2810	3120	3440	3810		

MISSED APPROACH
Climb to **1900** track **306°** to NUBOP. As required, shuttle climb.



RASS: When using CYHY add **150'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A		B	C		D
LPV	**777**	(250)	1	**1027**	(500)	1¾
LNAV/VNAV (min. -19°C, max. 54°C)	**835**	(308)	1	**1027**	(500)	1¾
LNAV	**960**	(433)	1¼	**1040**	(513)	1½

RNAV (GNSS) Y RWY 31

CYFR

EFF 7 OCT 21

REGULATORY REVIEW 14 MAY 2026

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FORT RESOLUTION, NT

RNAV (GNSS) Y RWY 31 OPS SPEC CYFR

RESTRICTED INSTRUMENT PROCEDURE

CAT C & D ONLY - Aerodrome visual surfaces not assessed
(Obstacle Limitation Surfaces not assessed).

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CYFR-AD

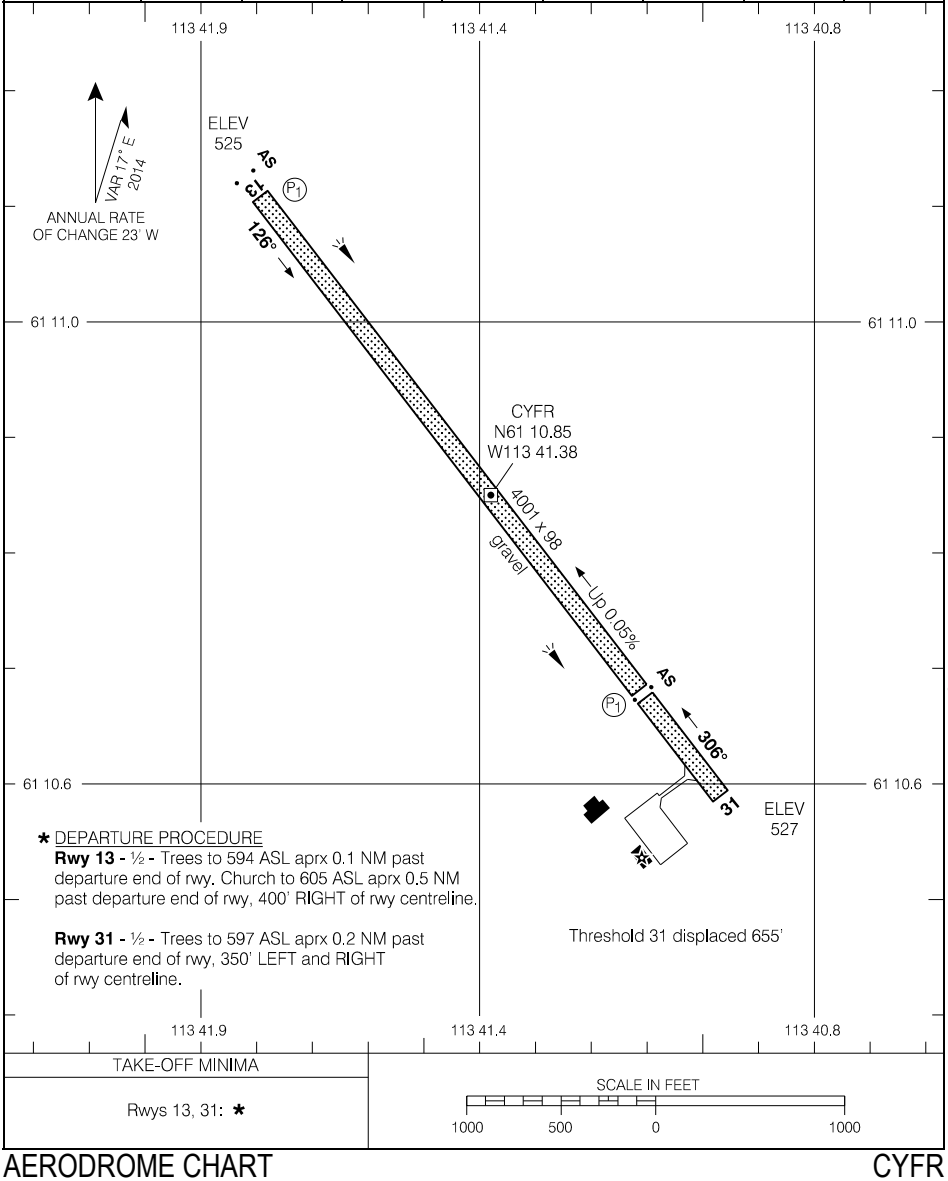
FORT RESOLUTION, NT

AERODROME CHART — CYFR

APRT RADIO – **122.1**
TFC – **122.1**
MF

CTR Edmonton – **133.85**

DECL DISTS	13	31
TORA	3346	4001
TODA	3346	4329
ASDA	4001	4001
LDA	4001	3346



TAKE-OFF MINIMA

Rwys 13, 31: *

SCALE IN FEET
1000 500 0 1000

AERODROME CHART — CYFR

EFF 11 JUL 24

CYFR-AD

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CYGZ-IAP-3A

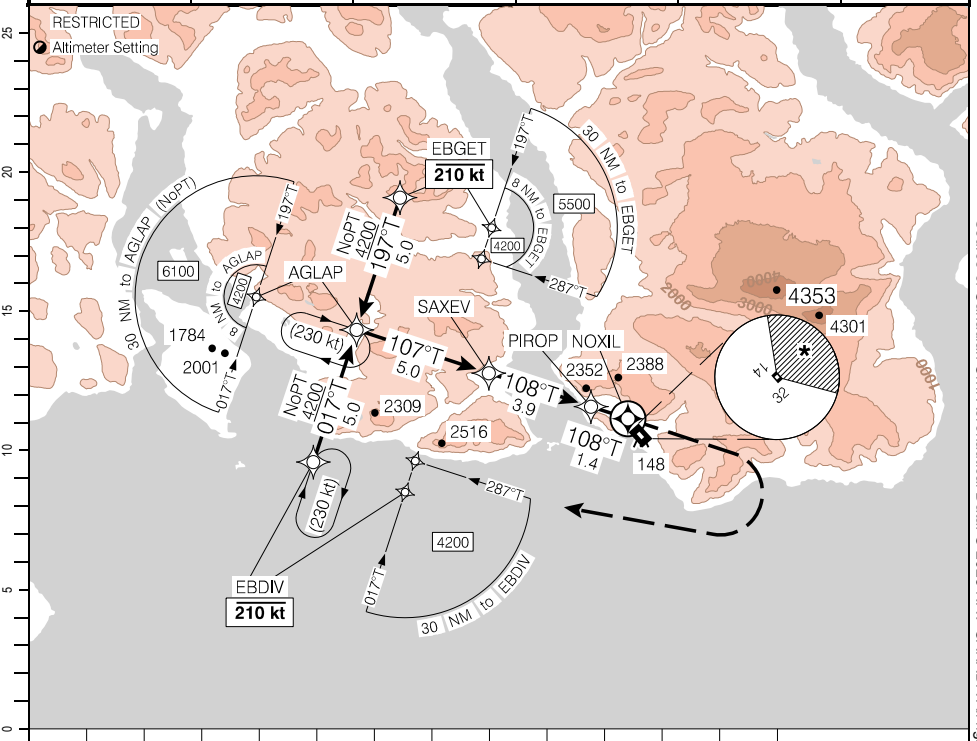
GRISE FIORD, NU

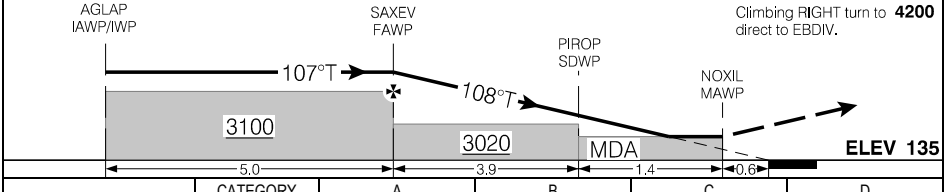
RNAV (GNSS) A (TRUE)

762533N 0825429W VAR N/A

CYGZ

		APRT RADIO – **122.1** TFC – **122.1** MF		ARCAL 122.1* LIGHTING: REFER TO AD CHART
SAFE ALT 100 NM **8800**	RNAV	APCH CRS **108°T**	MIN ALT SAXEV **3100**	LDA REFER TO AD CHART





CATEGORY	A	B	C	D
C CIRCLING	* **2940** (2805) 1¾	* **2940** (2805) 2	NOT AUTHORIZED	

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) A (TRUE) CYGZ

EFF 5 OCT 23
REGULATORY REVIEW 11 MAY 2028

CYGZ-IAP-3A

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed.

The following conditions apply to this procedure:

- Crews must be familiar with aerodrome environment.
- All crew members must be familiar with the Grise Fiord VFR procedures published in the Canada Flight Supplement.
- All crew members must have flown this procedure in Visual Meteorological Conditions (VMC) prior to flying this approach in Instrument Meteorological Conditions (IMC).

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CYGZ-IAP-3C

GRISE FIORD, NU

RNAV (GNSS) B (TRUE)

762533N 0825429W VAR N/A

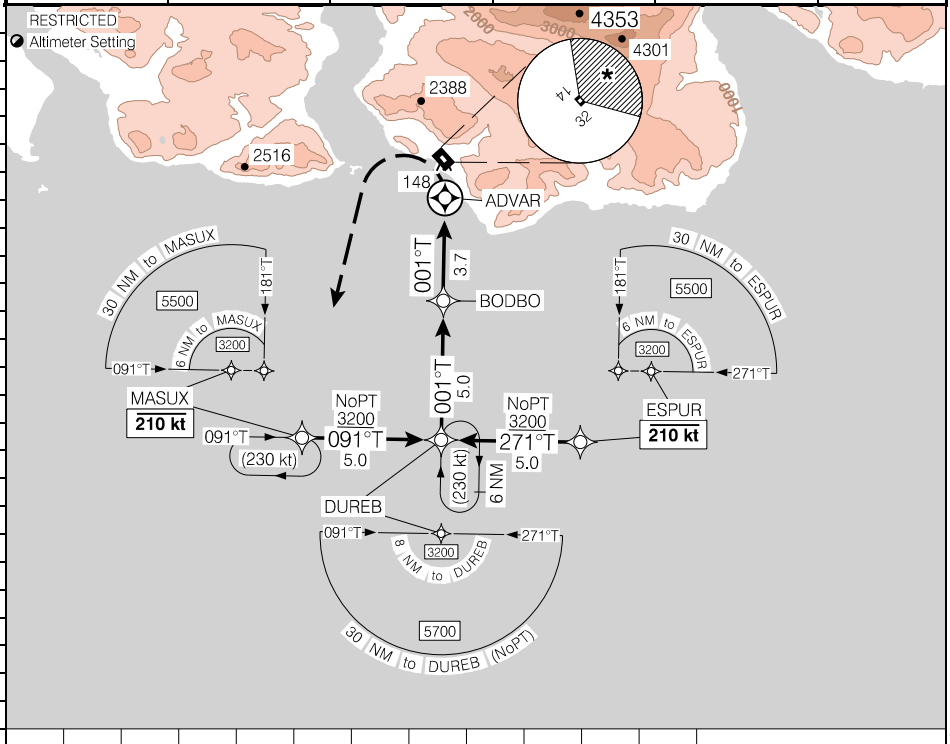
CYGZ

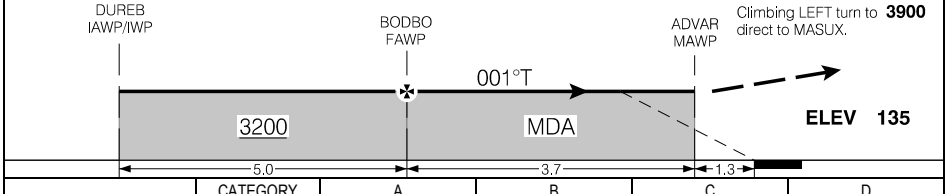
APRT RADIO – **122.1**
TFC – **122.1** MF

ARCAL 122.1*

LIGHTING: REFER TO AD CHART

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT	LDA
8800		**001°T**	BODBO **3200**	REFER TO AD CHART





CATEGORY	A	B	C	D
C CIRCLING	* **3200** (3065)	3	NOT AUTHORIZED	

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) B (TRUE) CYGZ

EFF 5 OCT 23
REGULATORY REVIEW 11 MAY 2028

CYGZ-IAP-3C

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RESTRICTED

RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed.

The following conditions apply to this procedure:

- Crews must be familiar with aerodrome environment.
- All crew members must be familiar with the Grise Fiord VFR procedures published in the Canada Flight Supplement.
- All crew members must have flown this procedure in Visual Meteorological Conditions (VMC) prior to flying this approach in Instrument Meteorological Conditions (IMC).

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RESTRICTED

CYGZ-AD

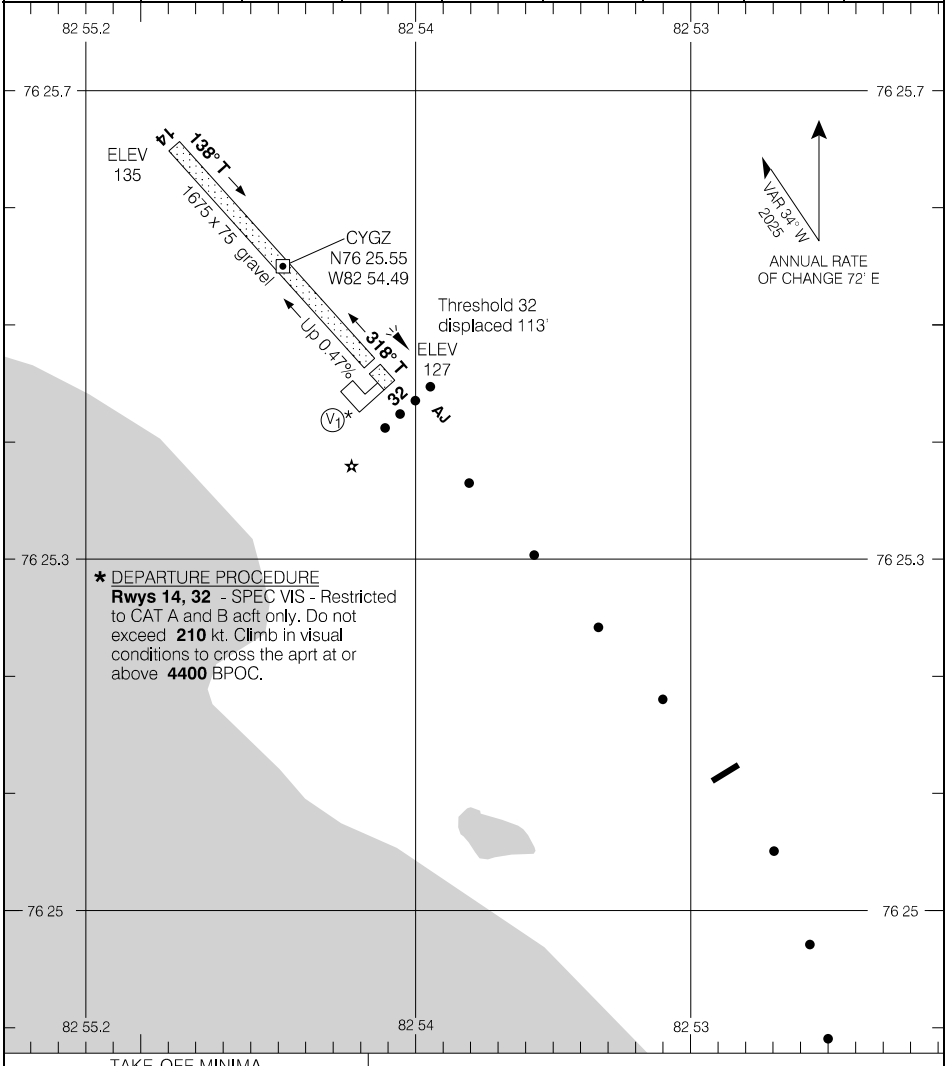
GRISE FIORD, NU

AERODROME CHART

CYGZ

APRT RADIO – **122.1**
TFC – **122.1**
MF

DECL DISTS	14	32
TORA	1675	1675
TODA	1675	1675
ASDA	1675	1675
LDA	1675	1562



TAKE-OFF MINIMA

All Rwys: *

SCALE IN FEET
1000 0 1000

AERODROME CHART

CYGZ

EFF 7 AUG 25

CYGZ-AD

RESTRICTED

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RESTRICTED

CHC5-IAP-3A

HAYES CAMP, NU

RNAV (GNSS) A (TRUE)

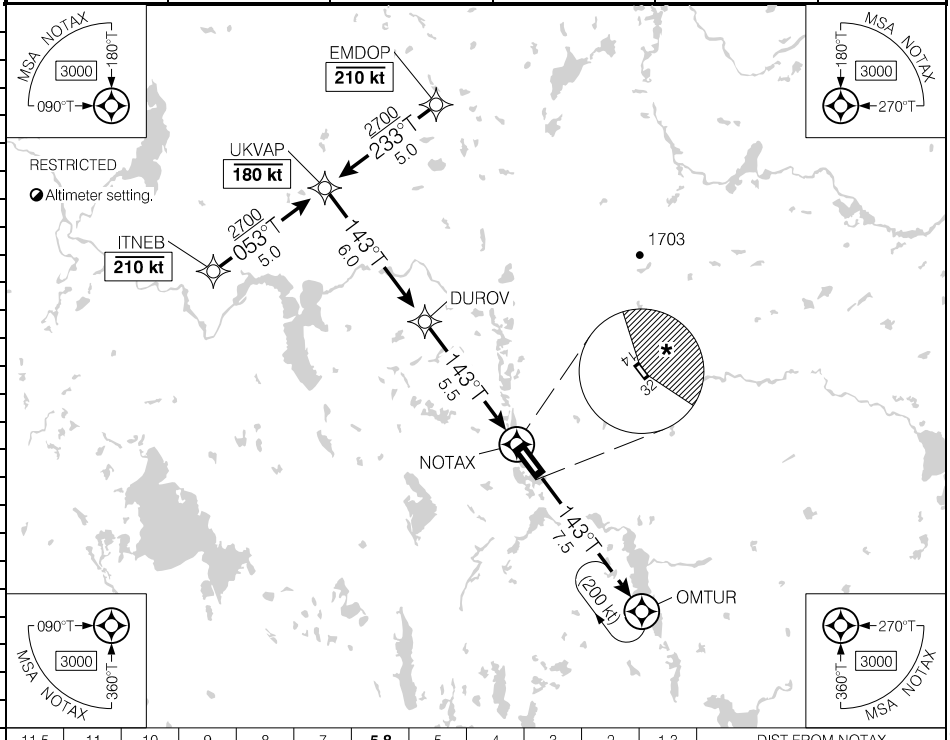
663906N 0913239W VAR N/A

CHC5

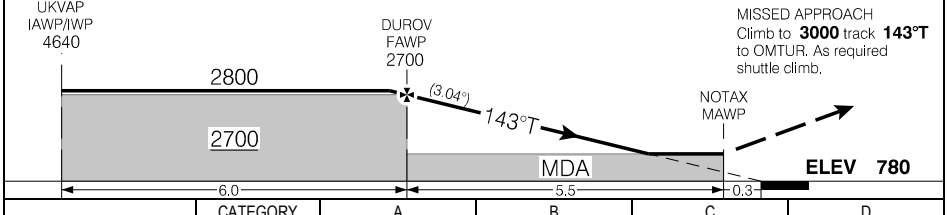
UNICOM – **122.8** (AU)

ATF

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT DUROV	LDA REFER TO AD CHART
3400		**143°T**	**2700**	



(NM)	11.5	11	10	9	8	7	**5.8**	5	4	3	2	1.3	DIST FROM NOTAX
	4640	4480	4150	3830	3510	3190	**2800**	2540	2220	1890	1570	1340	ALT (3.04° APCH PATH)



CATEGORY	A	B	C	D
CIRCLING	*1340 (560) 1¾	*1360 (580) 1¾	*1380 (600) 2	*1420 (640) 2

Knots	ft/min	Min:Sec
70	380	
90	480	
110	590	
130	700	
150	810	

RNAV (GNSS) A (TRUE) CHC5

EFF 2 DEC 21
REGULATORY REVIEW 14 MAY 2026

RESTRICTED
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RESTRICTED

RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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RESTRICTED

CHC5-IAP-3C

HAYES CAMP, NU

RNAV (GNSS) B (TRUE)

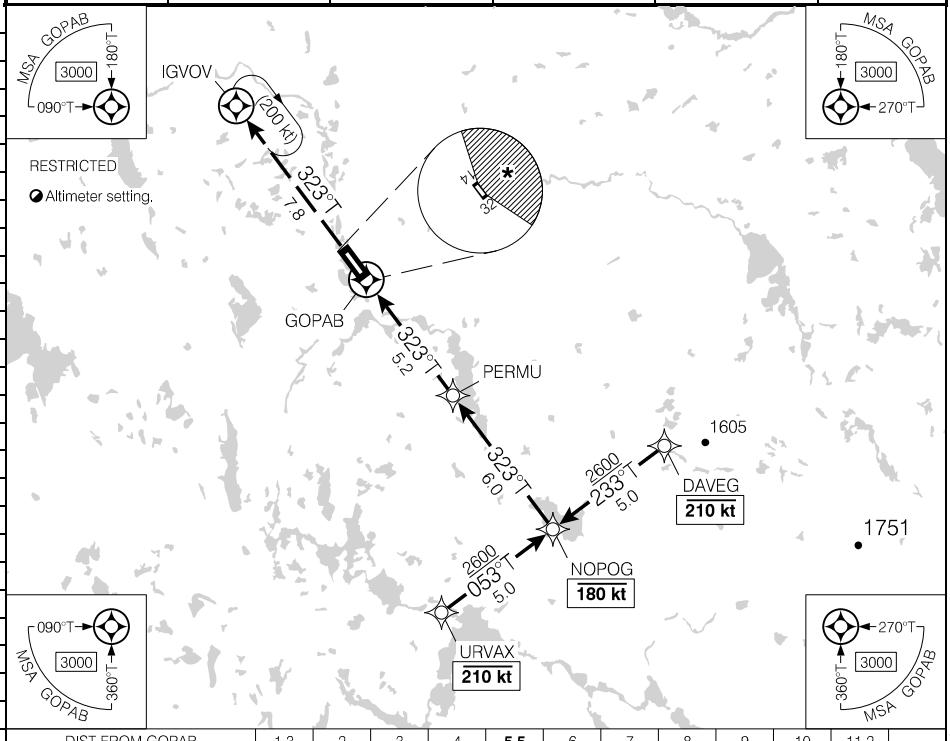
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CHC5

UNICOM – **122.8** (AU)

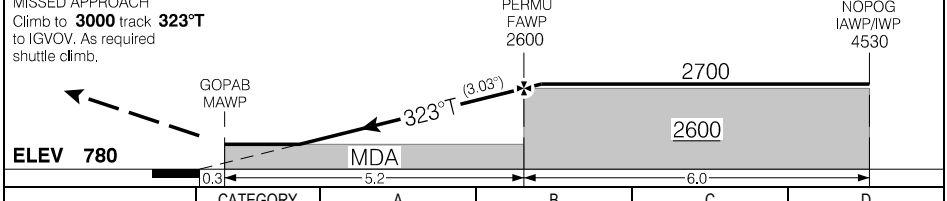
ATF

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT PERMU	LDA REFER TO AD CHART
3400		**323°T**	**2600**	



DIST FROM GOPAB	1.3	2	3	4	**5.5**	6	7	8	9	10	11.2
ALT (3.03° APCH PATH)	1340	1570	1890	2210	**2700**	2860	3180	3500	3820	4140	4530

MISSED APPROACH
Climb to **3000** track **323°T**
to IGVOV. As required
shuttle climb.



	CATEGORY	A	B	C	D
	CIRCLING	*1340 (560) 1¾	*1360 (580) 1¾	*1380 (600) 2	*1420 (640) 2

Knots	ft/min	Min:Sec
70	380	
90	480	
110	590	
130	700	
150	800	

RESTRICTED

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RNAV (GNSS) B (TRUE) CHC5

EFF 2 DEC 21
REGULATORY REVIEW 14 MAY 2026

RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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CHC5-AD

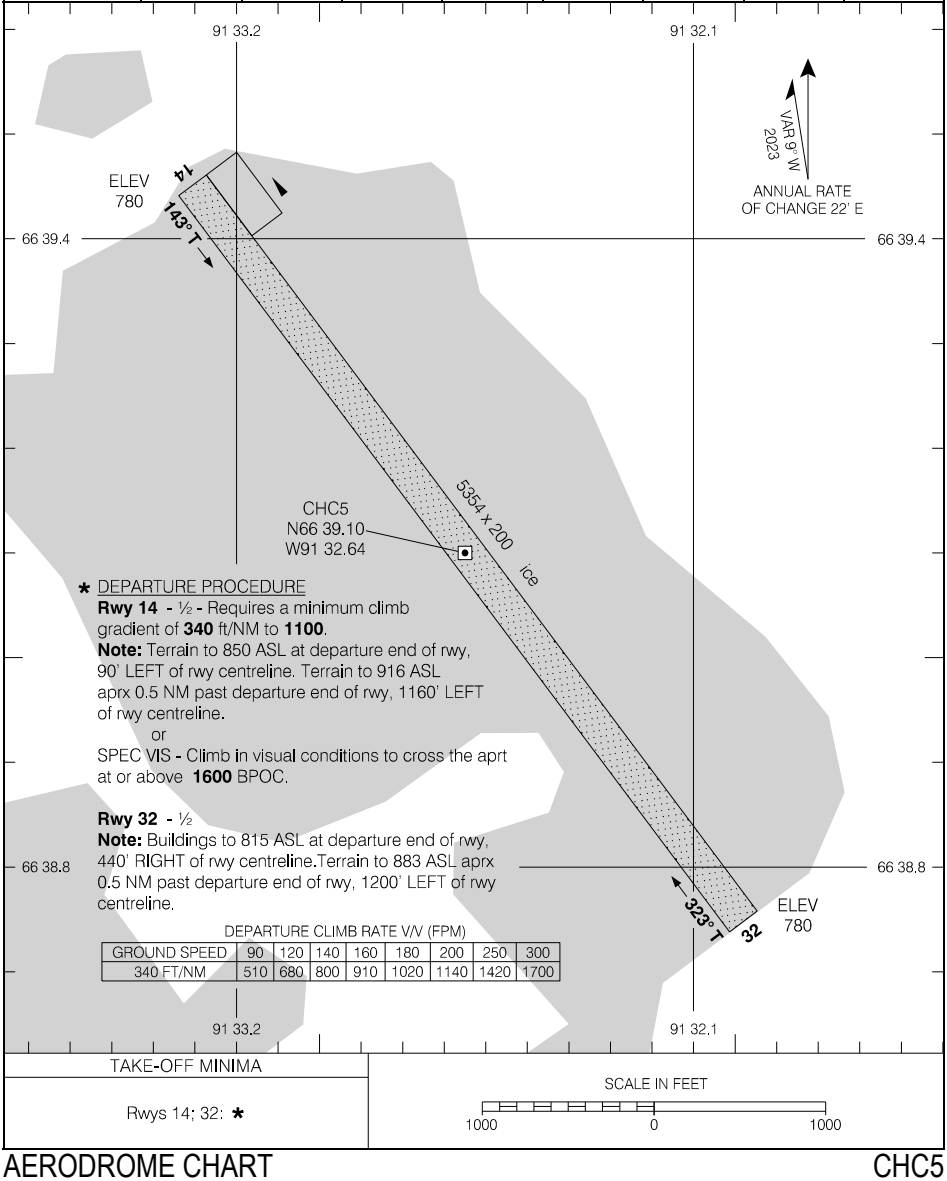
HAYES CAMP, NU

AERODROME CHART — CHC5

UNICOM – **122.8** (AU)

ATF

DECL DISTS	14	32
TORA	5354	5354
TODA	5354	5354
ASDA	5354	5354
LDA	5354	5354



TAKE-OFF MINIMA

Rwys 14; 32: *

SCALE IN FEET

1000 0 1000

AERODROME CHART — CHC5

EFF 20 APR 23

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CHB3-IAP-3A

HOPE BAY, NU

RNAV (GNSS) RWY 01 (TRUE)

680940N 1063656W VAR N/A

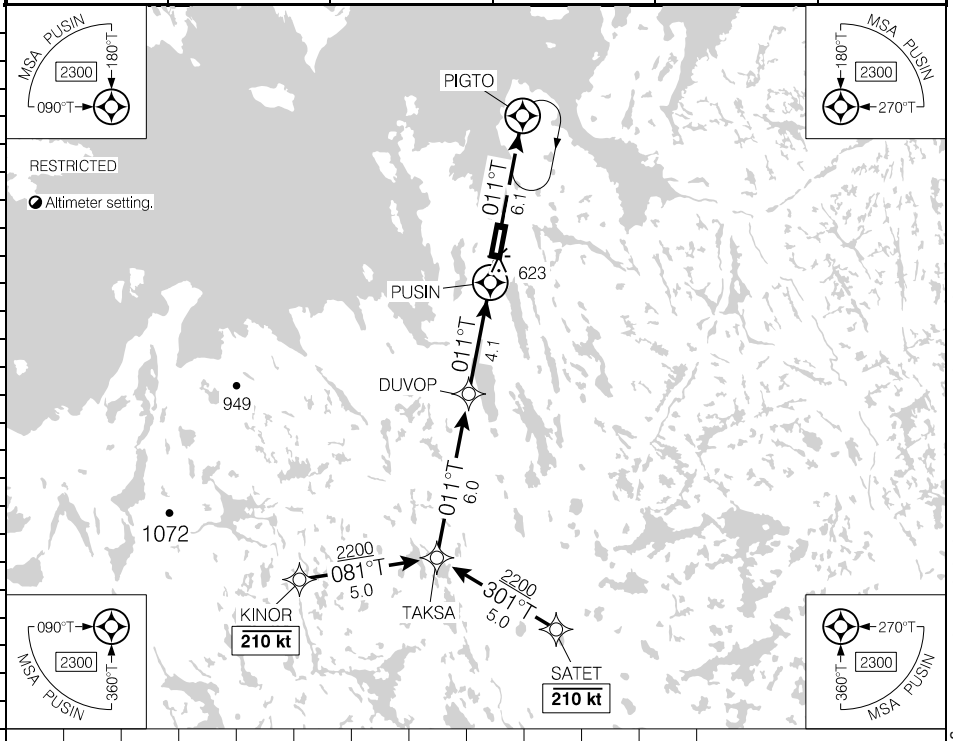
CHB3

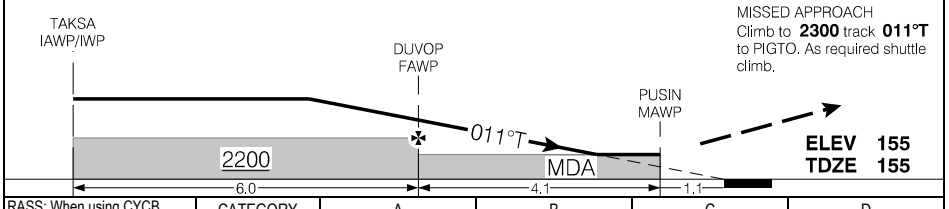
UNICOM – **122.8** (AU)

ATF

SAFE ALT 100 NM		APCH CRS	MIN ALT DUVOP	LDA
2900	RNAV	**011°T**	**2200**	**5002**

P2 AO 4.0°





RASS: When using CYCB add **160'**.

CATEGORY	A	B	C	D
LNAV	**880**	(725)	2¼	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) RWY 01 (TRUE)

CHB3

EFF 26 DEC 24
REGULATORY REVIEW 7 JUN 2029

CHB3-IAP-3A

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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CHB3-IAP-3C

HOPE BAY, NU

RNAV (GNSS) RWY 19 (TRUE)

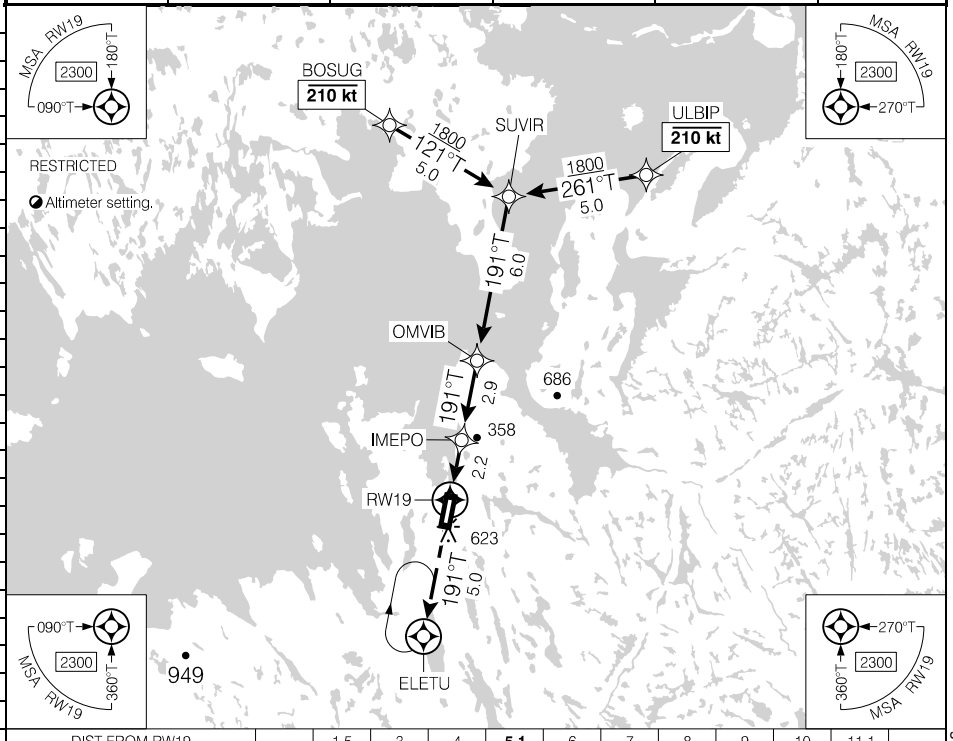
680940N 1063656W VAR N/A

CHB3

UNICOM – **122.8** (AU)

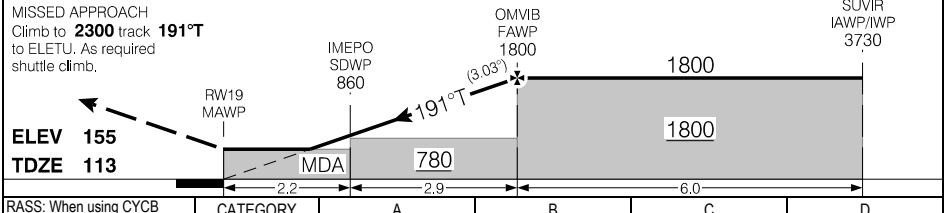
ATF

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT OMVIB	LDA
2900		**191°T**	**1800**	**5002**



DIST FROM RW19		1.5	3	4	**5.1**	6	7	8	9	10	11.1
ALT (3.03° APCH PATH)		640	1120	1440	**1800**	2090	2410	2730	3050	3370	3730

MISSED APPROACH
Climb to **2300** track **191°T**
to ELETU. As required
shuttle climb.



RASS: When using CYCB add **160'**.

CATEGORY	A	B	C	D
LNAV	**640**	(529)	1¾	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70	370	
90	480	
110	590	
130	700	
150	800	

RNAV (GNSS) RWY 19 (TRUE) CHB3

EFF 26 DEC 24
REGULATORY REVIEW 7 JUN 2029

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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CHB3-AD

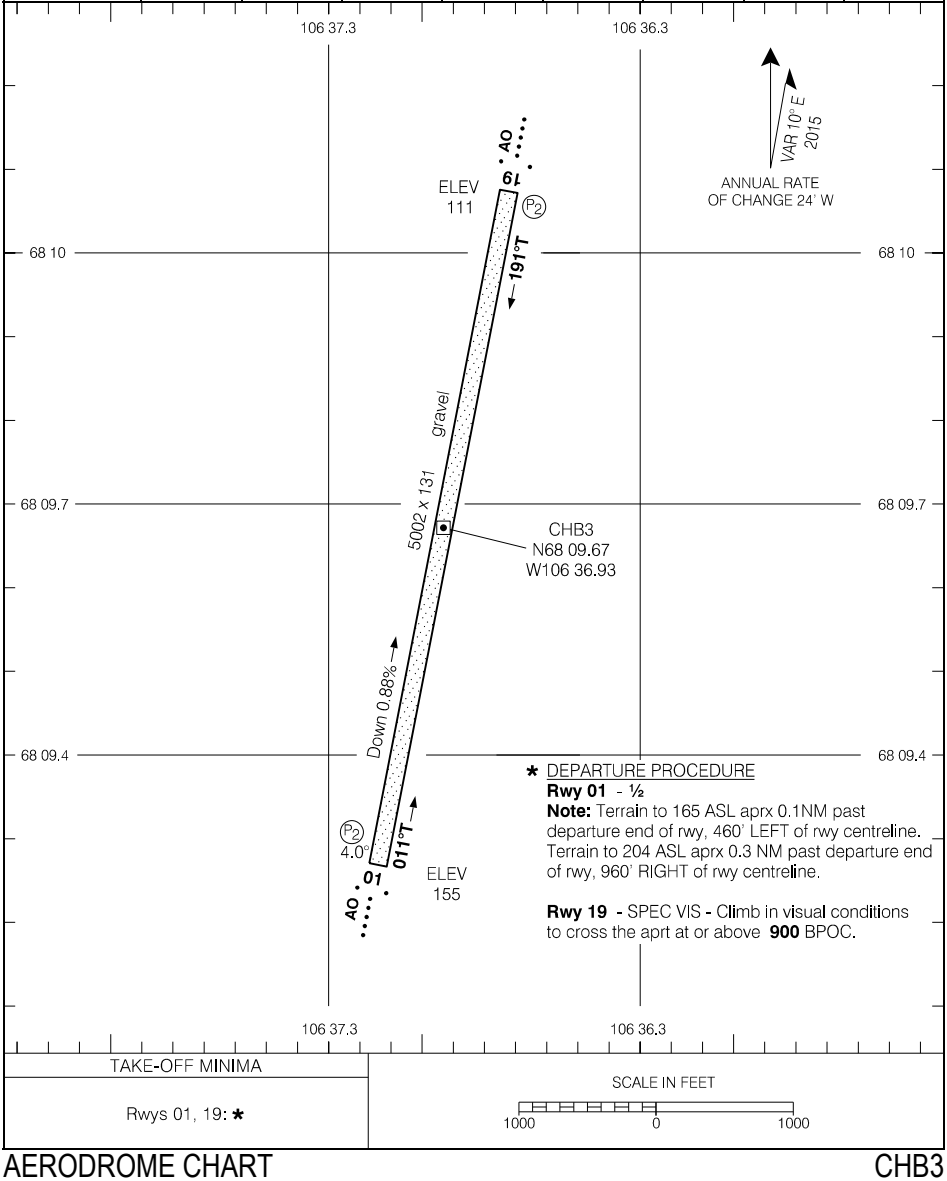
HOPE BAY, NU

AERODROME CHART — CHB3

UNICOM – **122.8** (AU)

ATF

DECL DISTS	01	19
TORA	5002	5002
TODA	5002	5002
ASDA	5002	5002
LDA	5002	5002



TAKE-OFF MINIMA	SCALE IN FEET
Rwys 01, 19: *	1000 0 1000

AERODROME CHART — CHB3

EFF 26 DEC 24

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CJL8-IAP-3A

KASBA LAKE, NT

RNAV (GNSS) RWY 02

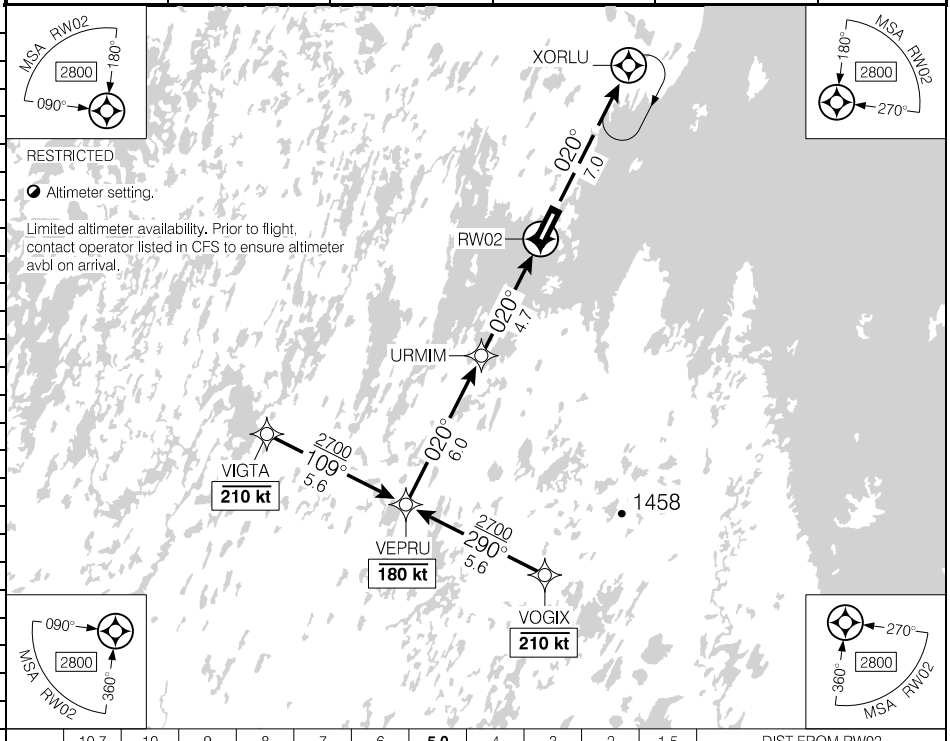
601731N 1023007W VAR 7°E

CJL8

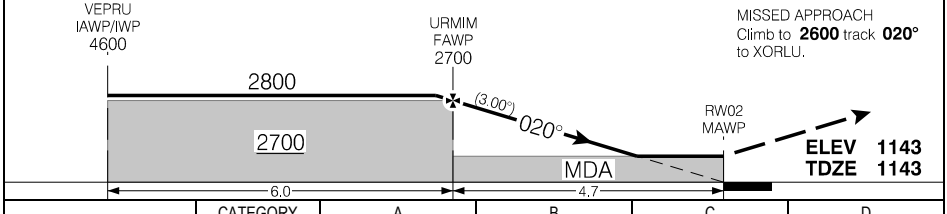
UNICOM – **122.8** (AU)

ATF

SAFE ALT 100 NM		APCH CRS	MIN ALT URMIM	LDA
3000	RNAV	**020°**	**2700**	**6156**



	10.7	10	9	8	7	6	**5.0**	4	3	2	1.5	DIST FROM RW02
	4600	4380	4060	3740	3420	3100	**2800**	2470	2150	1830	1660	ALT (3.00° APCH PATH)



MISSED APPROACH
Climb to **2600** track **020°** to XORLU.

CATEGORY	A	B	C	D
LNAV	**1660**	(518)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RESTRICTED

RESTRICTED

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
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- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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CJL8-IAP-3C

KASBA LAKE, NT

RNAV (GNSS) RWY 20

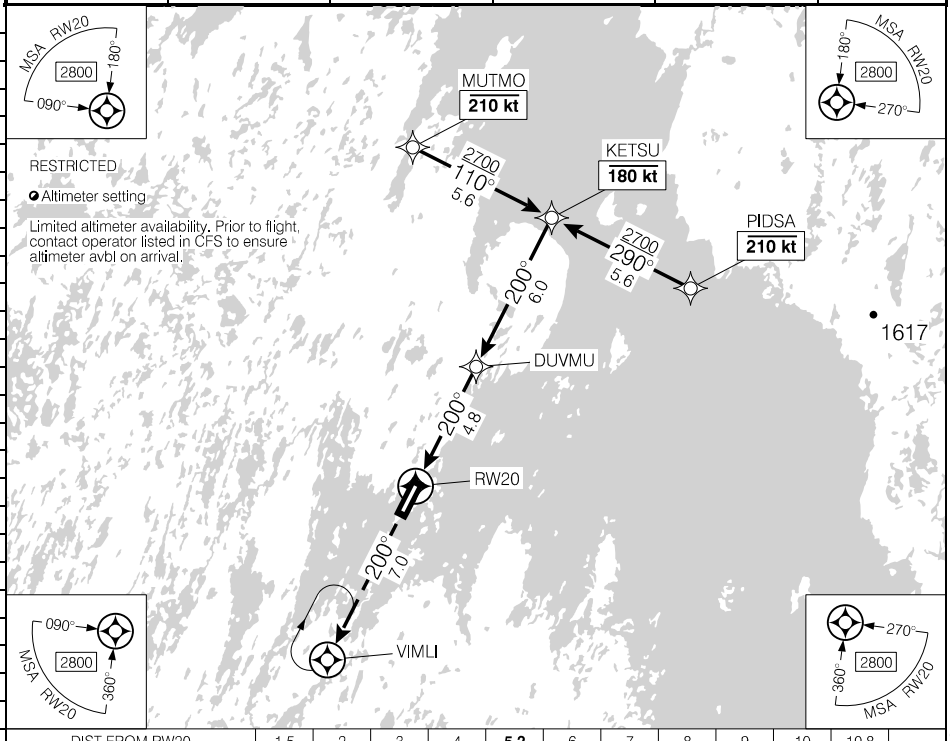
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CJL8

UNICOM – **122.8** (AU)

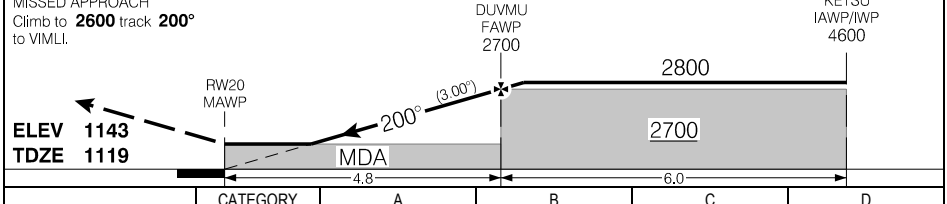
ATF

SAFE ALT 100 NM		APCH CRS	MIN ALT DUVMU	LDA
3000	RNAV	**200°**	**2700**	**6156**



DIST FROM RW20	1.5	2	3	4	**5.2**	6	7	8	9	10	10.8
ALT (3.00° APCH PATH)	1620	1790	2110	2430	**2800**	3070	3390	3700	4020	4340	4600

MISSED APPROACH
Climb to **2600** track **200°**
to VIMLI.



CATEGORY	A	B	C	D
LNAV	**1620**	(514)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 20

CJL8

EFF 24 MAR 22
REGULATORY REVIEW 29 OCT 2026

CJL8-IAP-3C

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RESTRICTED

RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
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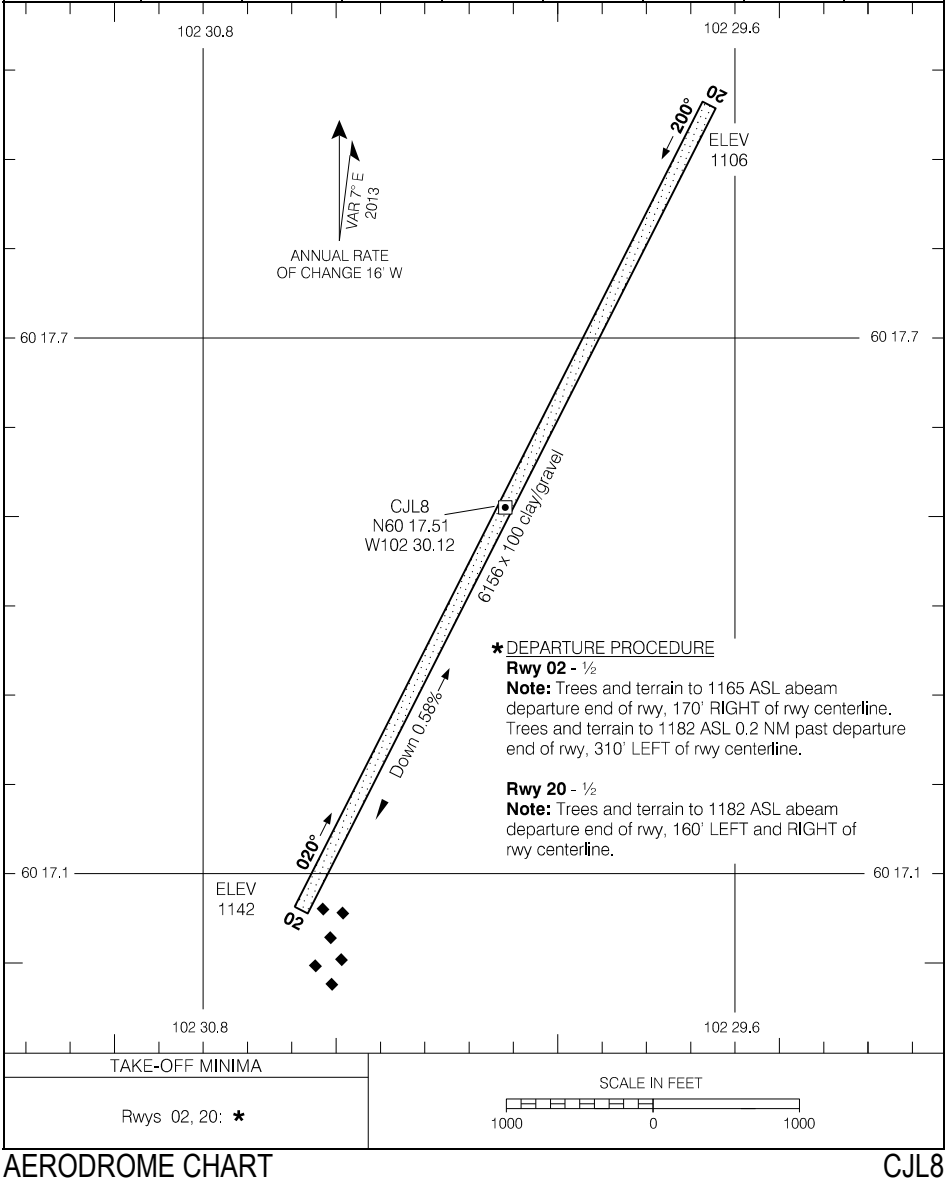
KASBA LAKE, NT

AERODROME CHART — CJL8

UNICOM – **122.8** (AU)

ATF

DECL DISTS	02	20
TORA	6156	6156
TODA	6156	6156
ASDA	6156	6156
LDA	6156	6156



TAKE-OFF MINIMA	SCALE IN FEET
Rwys 02, 20: *	1000 0 1000

AERODROME CHART — CJL8

EFF 24 MAR 22

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MEADOWBANK, NU

RNAV (GNSS) Z RWY 12 (TRUE)

650130N 0960415W VAR N/A

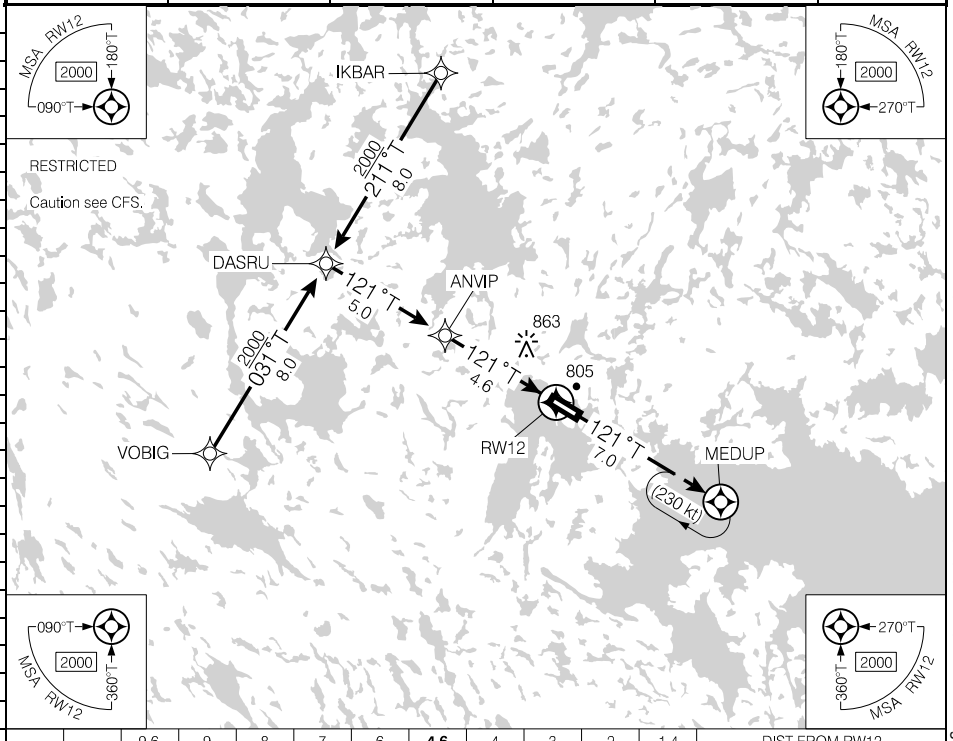
CMB2

UNICOM – **123.35** (AU)

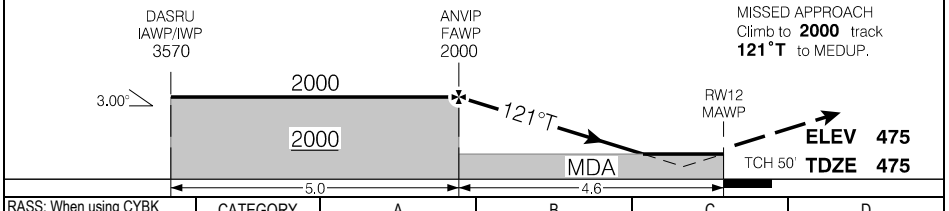
ATF

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT ANVIP	LDA
2600	**Ch 80345** W12A	**121°T**	**2000**	**5661**

P2



DIST FROM RW12	9.6	9	8	7	6	**4.6**	4	3	2	1.4
ALT (3.00° APCH PATH)	3570	3390	3070	2750	2430	**2000**	1800	1480	1160	980



RASS: When using CYBK add **160'**.

CATEGORY	A	B	C	D
LPV	**974**	(500)	1½	
LNAV	**980**	(506)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) Z RWY 12 (TRUE) CMB2

EFF 17 APR 25
REGULATORY REVIEW 10 JUN 2027

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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MEADOWBANK, NU

RNAV (GNSS) Y RWY 12 (TRUE)

650130N 0960415W VAR N/A

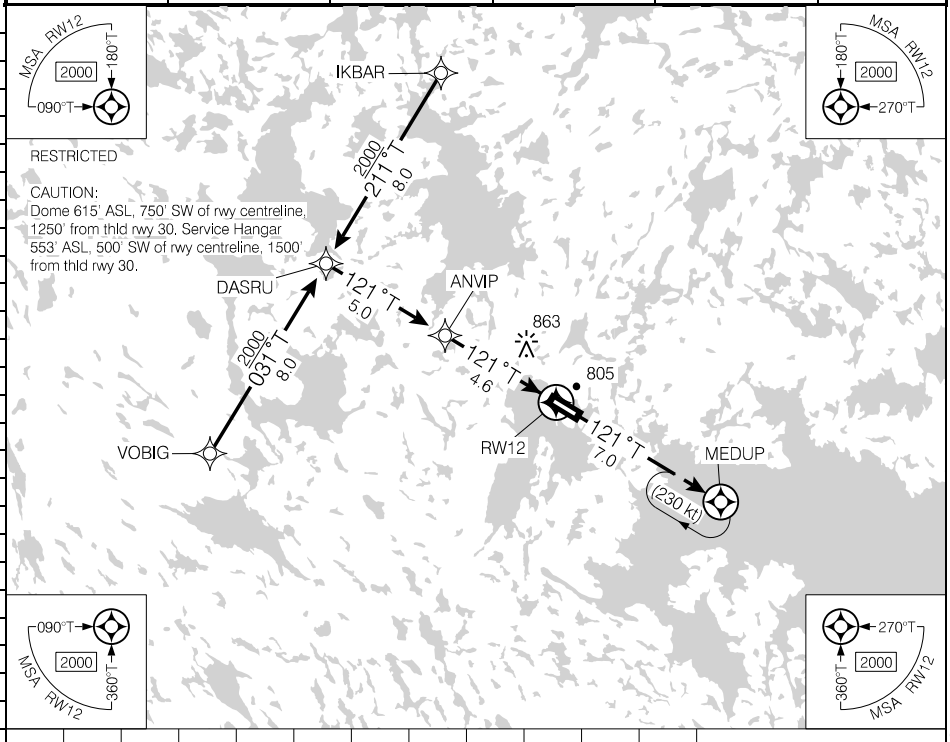
CMB2

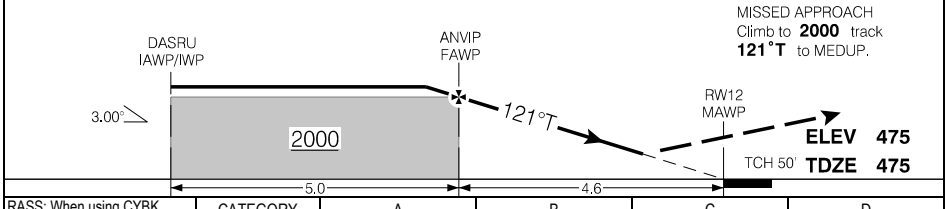
UNICOM – **123.35** (AU)

ATF

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT ANVIP	LDA
2600	**Ch 81052** W12B	**121°T**	**2000**	**5661**

P2





RASS: When using CYBK add **160'**.

CATEGORY	A	B	C	D
LPV	NOT AUTHORIZED		**784** (310) 1¼	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) Y RWY 12 (TRUE)

CMB2

EFF 17 APR 25
REGULATORY REVIEW 10 JUN 2027

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RESTRICTED

MEADOWBANK, NU

RNAV (GNSS) Y RWY 12 (TRUE) OPS SPEC CMB2

RESTRICTED INSTRUMENT PROCEDURE

Transport Canada Specific Approval (SA) required.

- RNAV (GNSS) Y RWY 12/30 instrument procedure for use by Boeing 737-200 aircraft only.
- Operators of Boeing 737-200 aircraft must obtain a Specific Approval from Transport Canada prior to use.
- Conditions for use are contained in the SA attached to the Air Operator Certificate.

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RESTRICTED

MEADOWBANK, NU

RNAV (GNSS) Z RWY 30 (TRUE)

650130N 0960415W VAR N/A

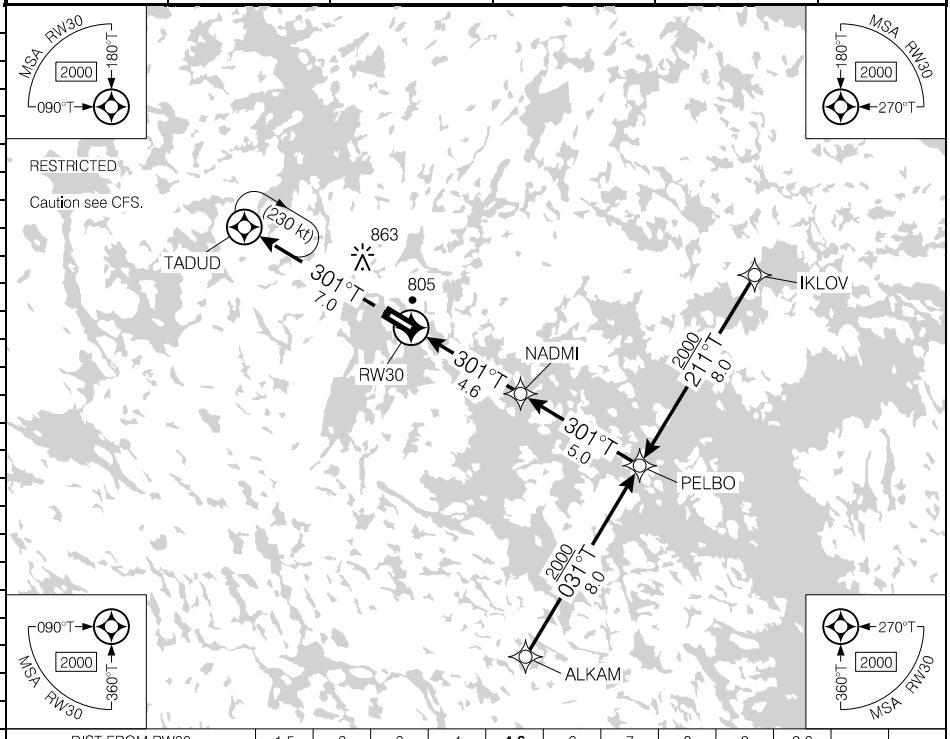
CMB2

UNICOM – **123.35** (AU)

ATF

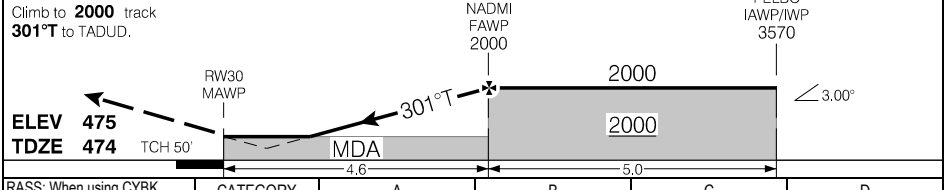
P2

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT NADMI	LDA
2600	**Ch 80346** W30A	**301°T**	**2000**	**5552**



DIST FROM RW30	1.5	2	3	4	**4.6**	6	7	8	9	9.6		
ALT (3.00° APCH PATH)	980	1150	1470	1790	**2000**	2430	2750	3070	3380	3570		

MISSED APPROACH
Climb to **2000** track **301°T** to TADUD.



RASS: When using CYBK add **160'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**968**	(500)	1½	
LNAV	**980**	(512)	1½	

RNAV (GNSS) Z RWY 30 (TRUE)

CMB2

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

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MEADOWBANK, NU

RNAV (GNSS) Y RWY 30 (TRUE)

650130N 0960415W VAR N/A

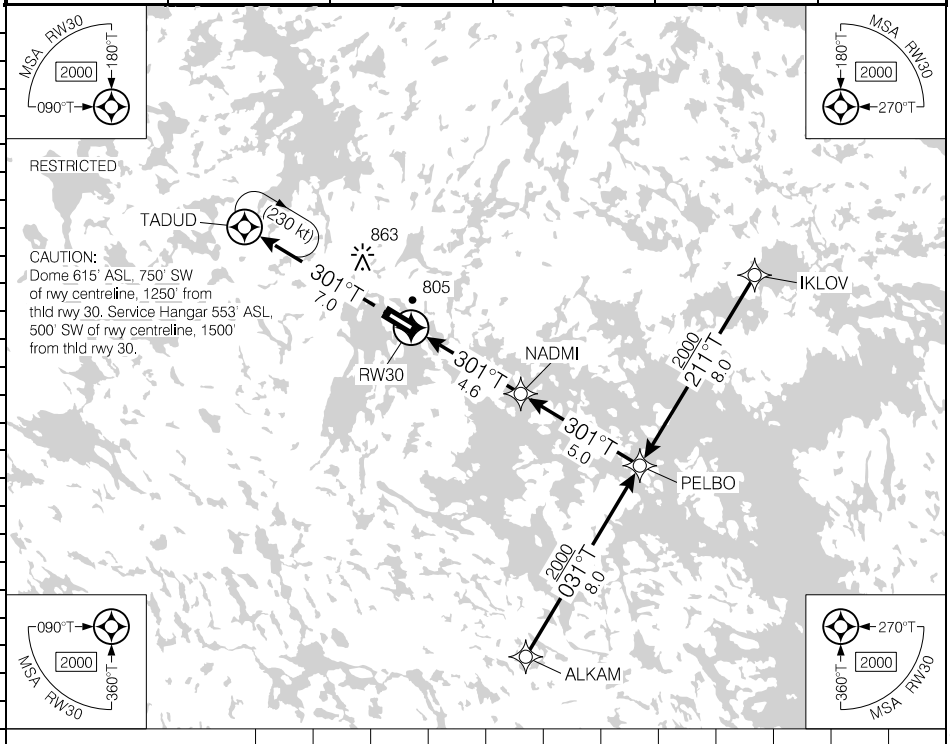
CMB2

UNICOM – **123.35** (AU)

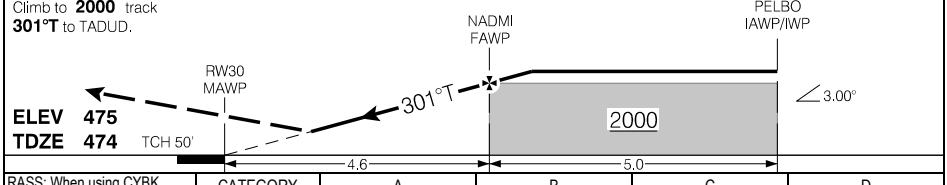
ATF

P2

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT NADMI	LDA
2600	**Ch 81053** W30B	**301°T**	**2000**	**5552**



MISSED APPROACH
Climb to **2000** track **301°T** to TADUD.



RASS: When using CYBK add **160'**.

CATEGORY	A	B	C	D
LPV	NOT AUTHORIZED		**778** (310) 1¼	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) Y RWY 30 (TRUE) CMB2

EFF 17 APR 25
REGULATORY REVIEW 10 JUN 2027

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MEADOWBANK, NU

RNAV (GNSS) Y RWY 30 (TRUE) OPS SPEC CMB2

RESTRICTED INSTRUMENT PROCEDURE

Transport Canada Specific Approval (SA) required.

- RNAV (GNSS) Y RWY 12/30 instrument procedure for use by Boeing 737-200 aircraft only.
- Operators of Boeing 737-200 aircraft must obtain a Specific Approval from Transport Canada prior to use.
- Conditions for use are contained in the SA attached to the Air Operator Certificate.

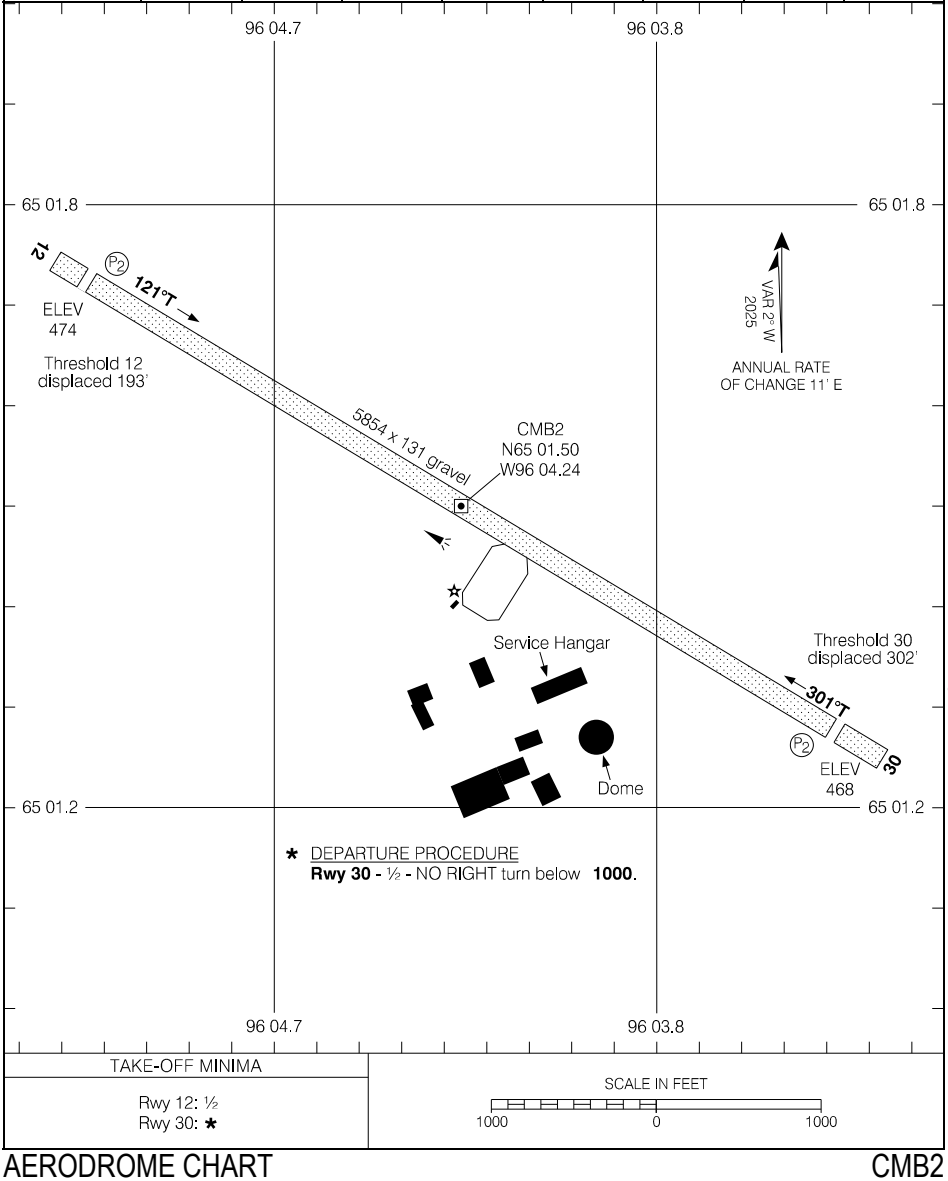
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MEADOWBANK, NU

AERODROME CHART — CMB2

UNICOM – **123.35** (AU) ATF

DECL DISTS	12	30
TORA	5854	5854
TODA	6854	6854
ASDA	5854	5854
LDA	5661	5552



TAKE-OFF MINIMA

Rwy 12: ½
Rwy 30: *

SCALE IN FEET
1000 0 1000

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CFQ6-IAP-3A

PELLY CROSSING, YT

RNAV (GNSS) RWY 08

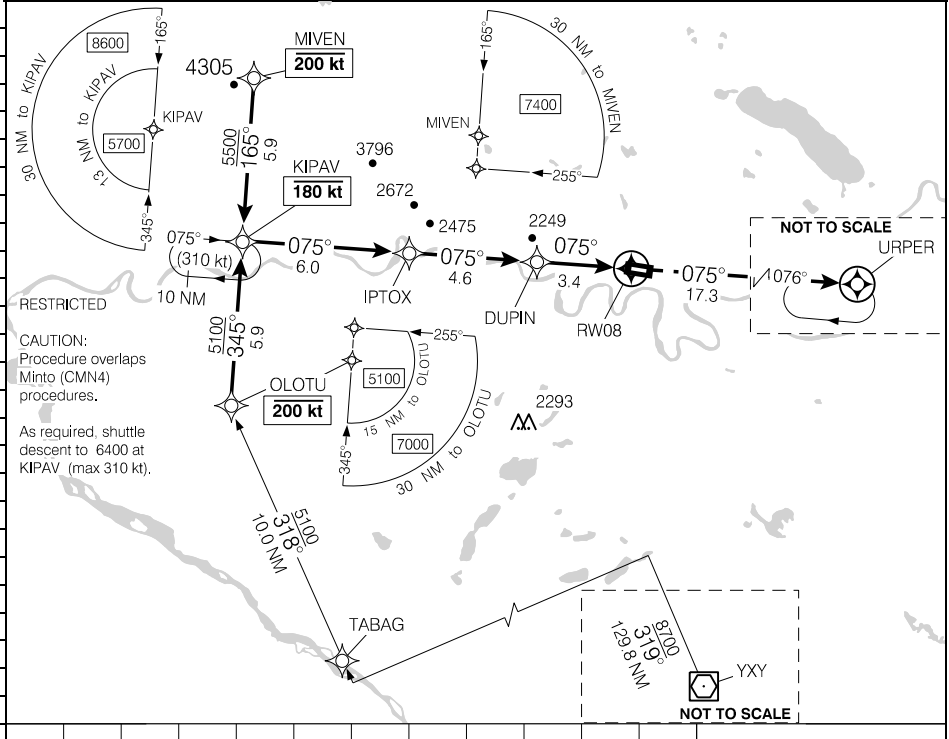
625015N 1363140W VAR 18°E

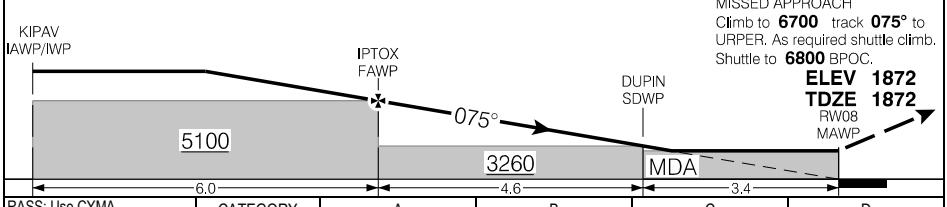
CFQ6

TFC – **123.2** ATF

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT IPTOX	LDA
9900		**075°**	**5100**	**3298**

5.0°





RASS: Use CYMA.

CATEGORY	A	B	C	D
LNAV	**3020**	(1148)	3	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) RWY 08

CFQ6

EFF 20 FEB 25
REGULATORY REVIEW 15 FEB 2029

CFQ6-IAP-3A

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

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CFQ6-IAP-3C

PELLY CROSSING, YT

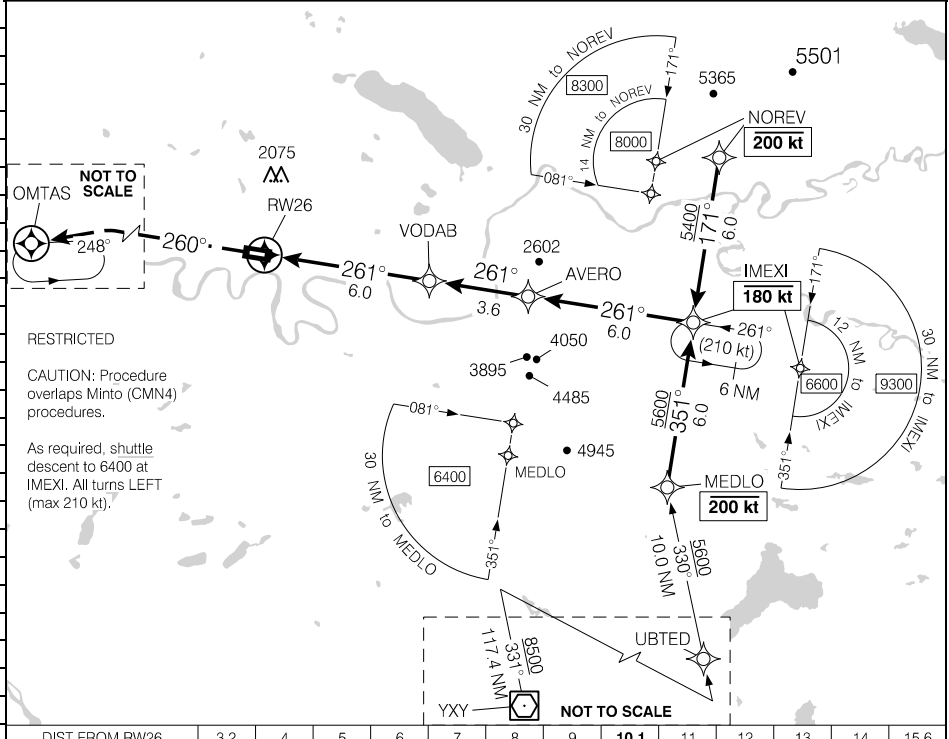
RNAV (GNSS) RWY 26

625015N 1363140W VAR 18°E

CFQ6

TFC – **123.2** ATF

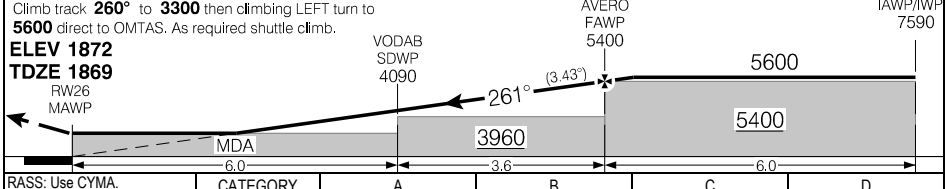
SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT AVERO	LDA
9900		**261°**	**5400**	**3298**



DIST FROM RW26	3.2	4	5	6	7	8	9	**10.1**	11	12	13	14	15.6
ALT (3.43° APCH PATH)	3060	3360	3730	4090	4460	4820	5180	**5600**	5910	6280	6640	7010	7590

MISSED APPROACH
Climb track **260°** to **3300** then climbing LEFT turn to **5600** direct to OMTAS. As required shuttle climb.

ELEV 1872
TDZE 1869



RASS: Use CYMA.

CATEGORY	A	B	C	D
LNAV	**3060**	(1197)	3	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70	420	
90	550	
110	670	
130	790	
150	910	

RNAV (GNSS) RWY 26 CFQ6

EFF 20 FEB 25
REGULATORY REVIEW 15 FEB 2029

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RESTRICTED INSTRUMENT PROCEDURE

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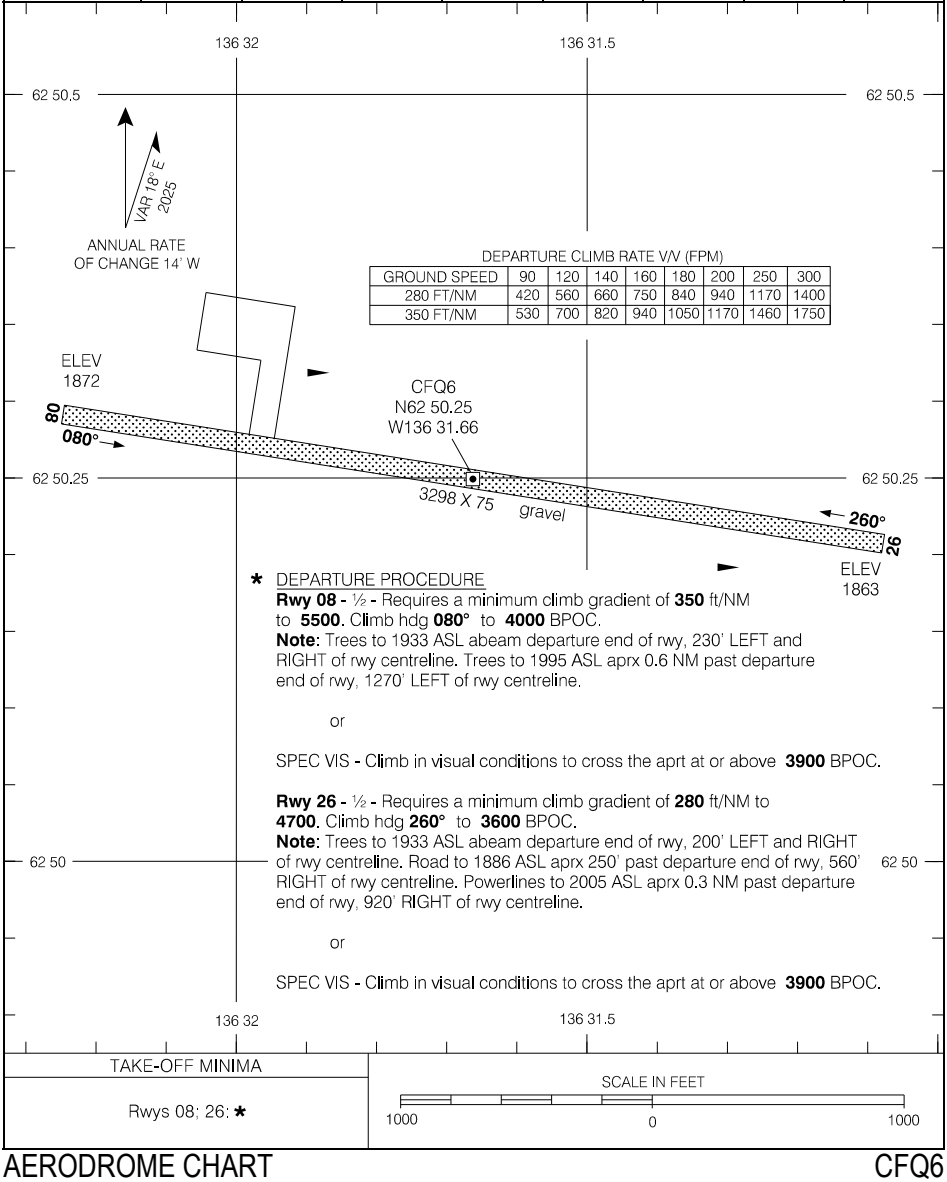
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PELLY CROSSING, YT

AERODROME CHART — CFQ6

TFC – **123.2** ATF

DECL DISTS	08	26
TORA	3298	3298
TODA	3298	3298
ASDA	3298	3298
LDA	3298	3298



* DEPARTURE PROCEDURE

Rwy 08 - ½ **-** Requires a minimum climb gradient of **350** ft/NM to **5500**. Climb hdg **080°** to **4000** BPOC.
Note: Trees to 1933 ASL abeam departure end of rwy, 230' LEFT and RIGHT of rwy centreline. Trees to 1995 ASL aprx 0.6 NM past departure end of rwy, 1270' LEFT of rwy centreline.

or

SPEC VIS **-** Climb in visual conditions to cross the aprt at or above **3900** BPOC.

Rwy 26 - ½ **-** Requires a minimum climb gradient of **280** ft/NM to **4700**. Climb hdg **260°** to **3600** BPOC.
Note: Trees to 1933 ASL abeam departure end of rwy, 200' LEFT and RIGHT of rwy centreline. Road to 1886 ASL aprx 250' past departure end of rwy, 560' RIGHT of rwy centreline. Powerlines to 2005 ASL aprx 0.3 NM past departure end of rwy, 920' RIGHT of rwy centreline.

or

SPEC VIS **-** Climb in visual conditions to cross the aprt at or above **3900** BPOC.

TAKE-OFF MINIMA

Rwys 08; 26: *

SCALE IN FEET
1000 0 1000

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CYDM-IAP-3A

ROSS RIVER, YT

RNAV (GNSS) RWY 09

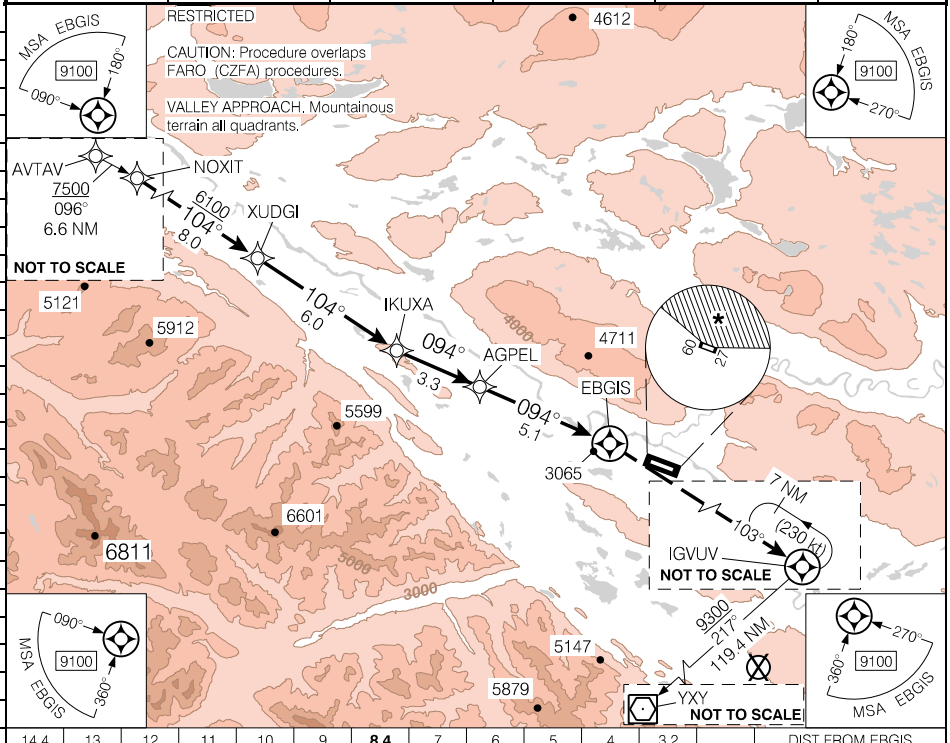
615814N 1322520W VAR 19°E

CYDM

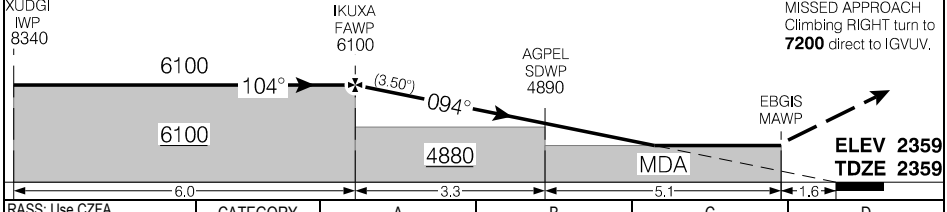
TFC – **123.2** ATF

SAFE ALT 100 NM		APCH CRS	MIN ALT	LDA
10,700	RNAV	**094°**	IKUXA **6100**	**5113**

3.0°



14.4	13	12	11	10	9	**8.4**	7	6	5	4	3.2		DIST FROM EBGIS
8340	7830	7460	7090	6720	6340	**6100**	5600	5230	4860	4480	4200		ALT (3.50° APCH PATH)



MISSED APPROACH
Climbing RIGHT turn to **7200** direct to IGVUV.

RASS: Use CZFA.

Knots	ft/min	Min:Sec
70	430	
90	560	
110	680	
130	800	
150	930	

CATEGORY	A	B	C	D
LNAV	**4200**	(1841)	3	NOT AUTHORIZED
C CIRCLING	* **4200** (1841) 3	* **4400** (2041) 3	* **4700** (2341) 3	NOT AUTHORIZED

RNAV (GNSS) RWY 09

CYDM

EFF 5 SEP 24
REGULATORY REVIEW 15 FEB 2029

CYDM-IAP-3A

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ROSS RIVER, YT

RNAV (GNSS) RWY 09 OPS SPEC CYDM

RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

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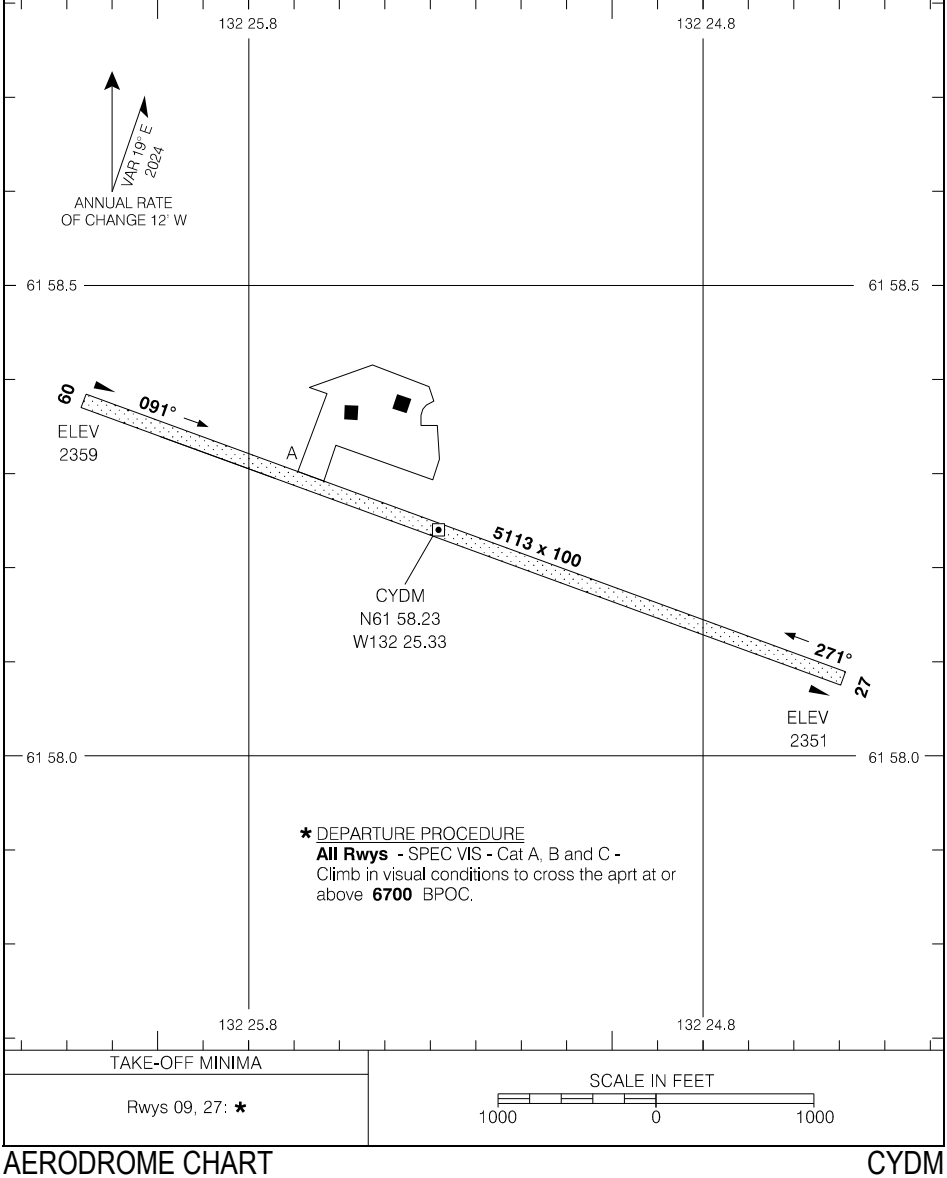
CYDM-AD

ROSS RIVER, YT

AERODROME CHART — CYDM

TFC – **123.2** ATF

DECL DISTS	09	27						
TORA	5113	5113						
TODA	5113	5113						
ASDA	5113	5113						
LDA	5113	5113						



TAKE-OFF MINIMA	SCALE IN FEET
Rwys 09, 27: *	1000 0 1000

AERODROME CHART — CYDM

EFF 16 MAY 24

CYDM-AD

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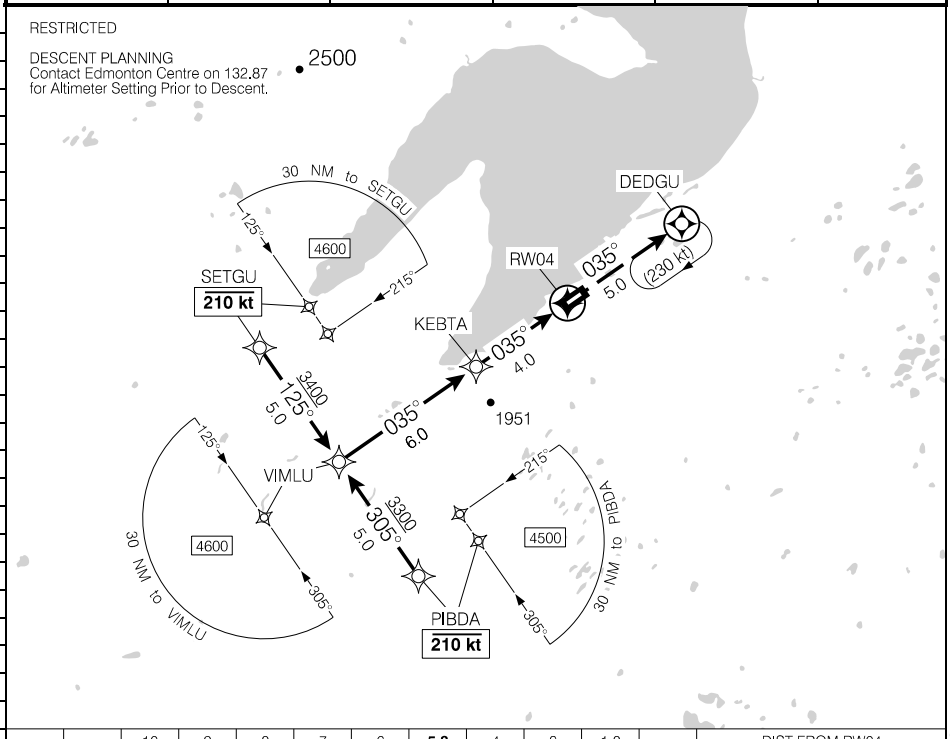
SAMBAA K'E, NT

RNAV (GNSS) Y RWY 04

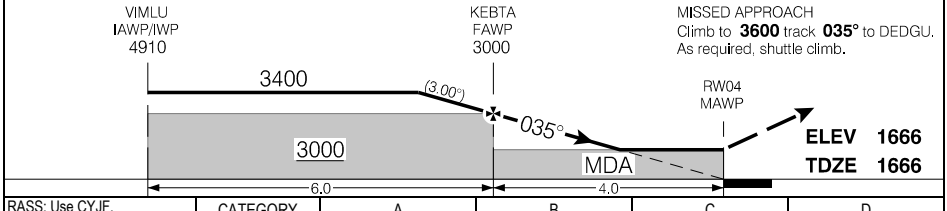
602525N 1211611W VAR 20°E

CEU9

	CTR Edmonton – **135.4 132.87**				ARCAL 123.2(K)
		TFC – **123.2**			AS
SAFE ALT 100 NM **8700**	RNAV	APCH CRS **035°**	MIN ALT KEBTA **3000**	LDA **3501**	



		10	9	8	7	6	**5.3**	4	3	1.8		DIST FROM RW04
(NM) 0		4910	4590	4270	3950	3640	**3400**	3000	2680	2300		ALT (3.00° APCH PATH)



RASS: Use CYJF.

CATEGORY	A	B	C	D
LNAV	**2300**	(634)	2	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

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RESTRICTED INSTRUMENT PROCEDURE

CAT C ONLY - Aerodrome visual surfaces not assessed
(Obstacle Limitation Surfaces not assessed).

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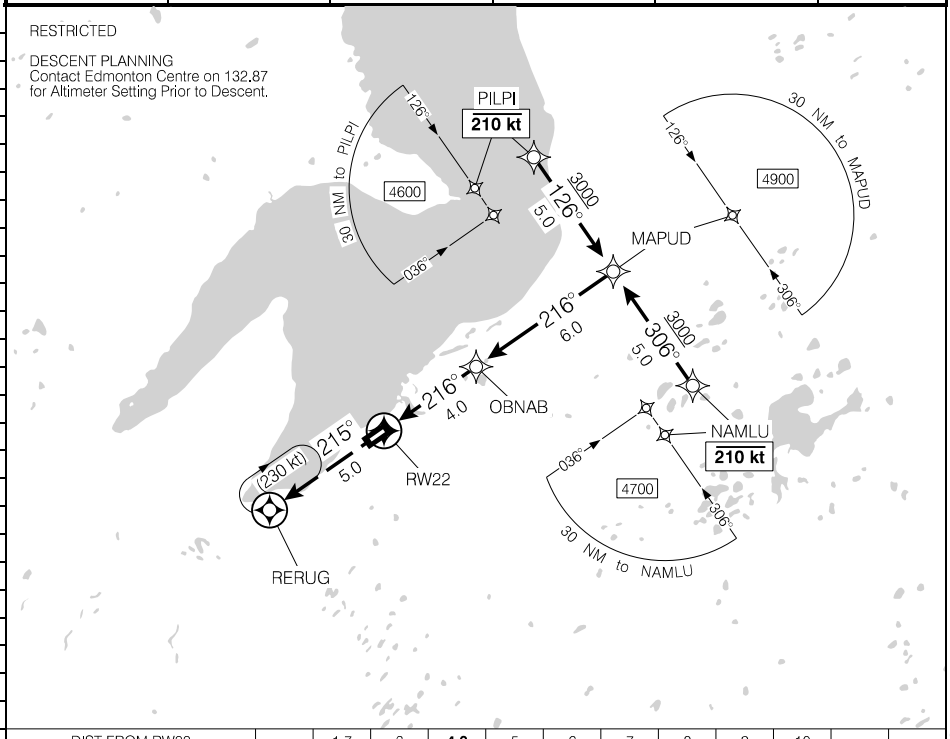
RNAV (GNSS) Y RWY 22

602525N 1211611W VAR 20°E

SAMBAA K'E, NT

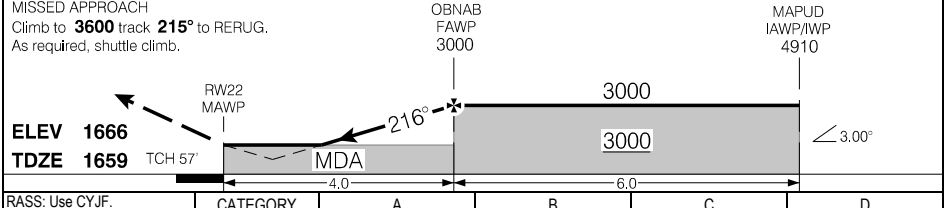
CEU9

	CTR Edmonton – **135.4 132.87** TFC – **123.2**				ARCAL 123.2(K) AP AS
SAFE ALT 100 NM **8700**	WAAS **Ch 80938** W22B	APCH CRS **216°**	MIN ALT OBNAB **3000**	LDA **3501**	



DIST FROM RW22		1.7	3	**4.0**	5	6	7	8	9	10		
ALT (3.00° APCH PATH)		2260	2670	**3000**	3310	3630	3940	4260	4580	4910		

MISSED APPROACH
Climb to **3600** track **215°** to RERUG.
As required, shuttle climb.



RASS: Use CYJF.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**2158**	(500)	1¾	NOT AUTHORIZED
LNAV	**2260**	(602)	1¾	NOT AUTHORIZED

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RESTRICTED INSTRUMENT PROCEDURE

CAT C ONLY - Aerodrome visual surfaces not assessed
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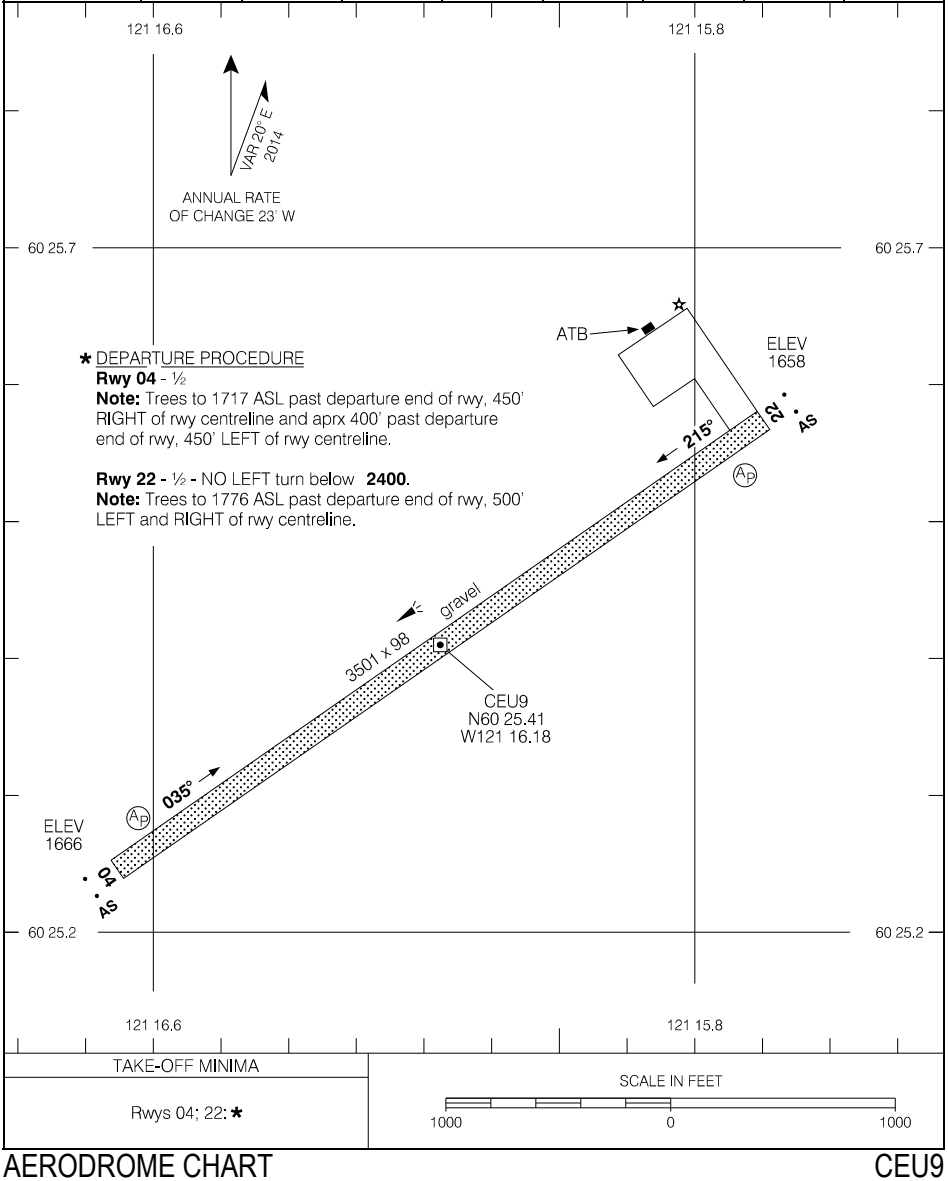
SAMBAA K'E, NT

AERODROME CHART — CEU9

CTR Edmonton – **135.4**

TFC – **123.2**

DECL DISTS	04	22
TORA	3501	3501
TODA	3501	3501
ASDA	3501	3501
LDA	3501	3501



TAKE-OFF MINIMA
Rwys 04; 22: *

SCALE IN FEET
1000 0 1000

AERODROME CHART — CEU9

EFF 7 AUG 25

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CYZW-IAP-3B

TESLIN, YT

RNAV (GNSS) Y RWY 09

601022N 1324438W VAR 19°E

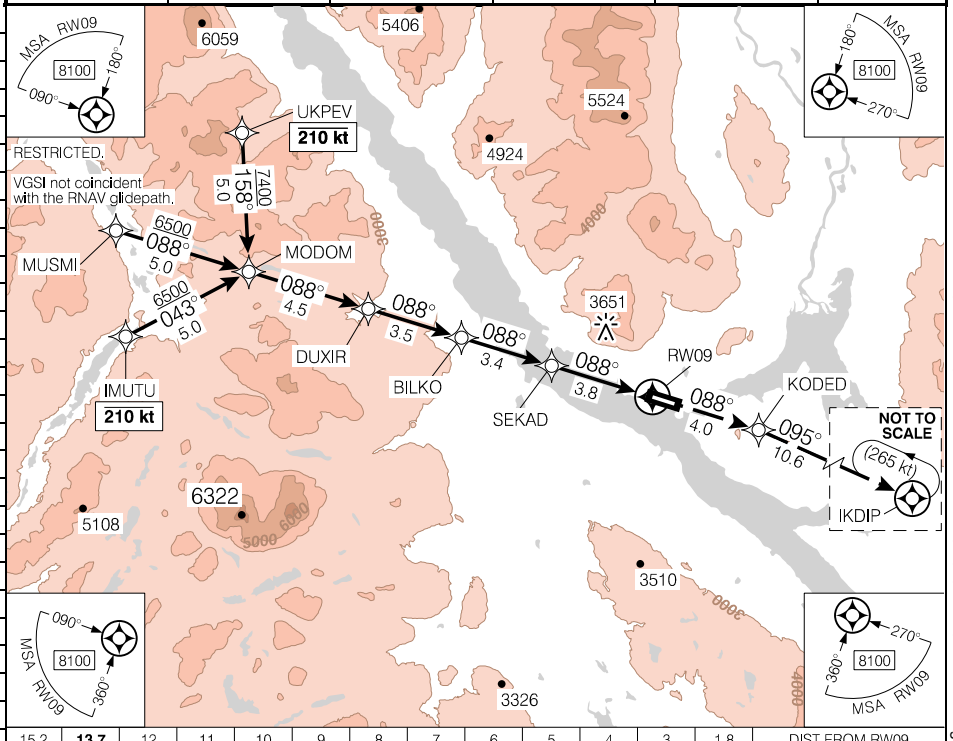
CYZW

CTR Edmonton – **134.15**

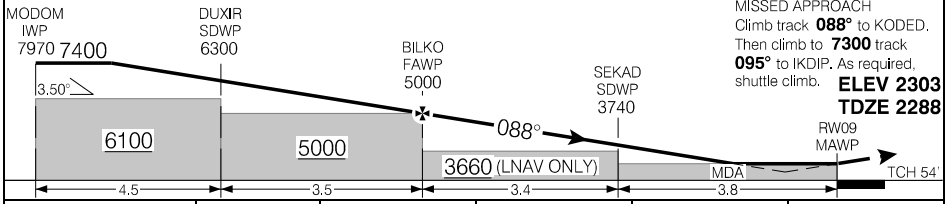
APRT RADIO – **122.1**
TFC – **122.1** MF

ARCAL 122.1(J)*

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT	LDA
10,600	**Ch 80951** W09B	**088°**	BILKO **5000**	**5023**



(NM)	15.2	13.7	12	11	10	9	8	7	6	5	4	3	1.8	DIST FROM RW09
	7970	**7400**	6790	6410	6040	5670	5300	4930	4560	4190	3810	3440	2980	ALT (3.50° APCH PATH)



Knots	ft/min	Min:Sec
70	430	
90	560	
110	680	
130	810	
150	930	

CATEGORY	A	B	C	D
LPV	**2773**	(500)	1½	
LNAV/VNAV (min. -29°C, max. 10°C)	**2773**	(500)	1½	
LNAV	**2980**	(707)	2¼	

RNAV (GNSS) Y RWY 09 CYZW

EFF 16 MAY 24
REGULATORY REVIEW 19 MAR 2026

CYZW-IAP-3B

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TESLIN, YT

RNAV (GNSS) Y RWY 09 OPS SPEC CYZW

RESTRICTED INSTRUMENT PROCEDURE

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- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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CYZW-IAP-3F

TESLIN, YT

RNAV (GNSS) X RWY 27

601022N 1324438W VAR 19°E

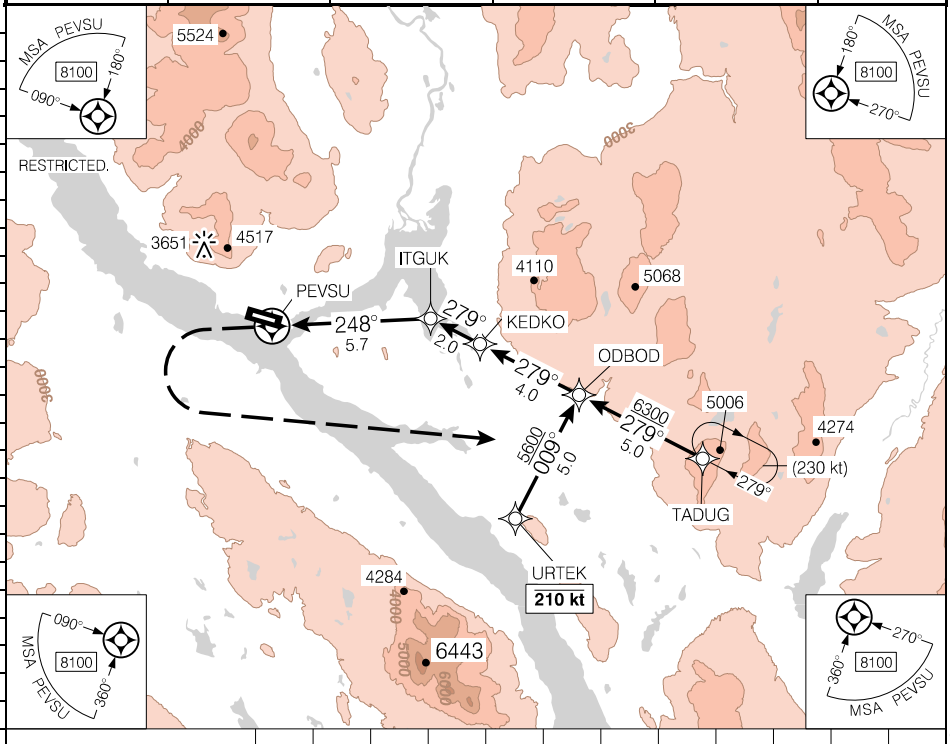
CYZW

CTR Edmonton – **134.15**

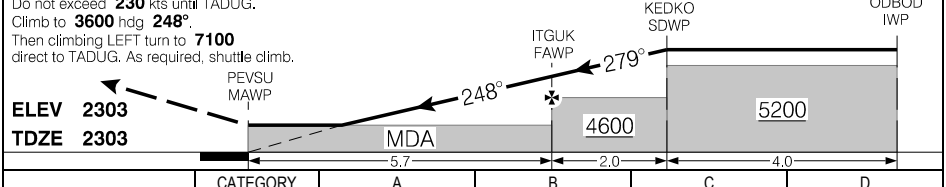
APRT RADIO – **122.1**
TFC – **122.1** MF

ARCAL 122.1(J)*

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT ITGUK	LDA
10,600		**248°**	**4600**	**5023**



MISSED APPROACH
Do not exceed **230** kts until TADUG.
Climb to **3600** hdg **248°**.
Then climbing LEFT turn to **7100**
direct to TADUG. As required, shuttle climb.



CATEGORY	A	B	C	D
LNAV	**3160**	(860)	2½	

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) X RWY 27 CYZW

EFF 5 SEP 24

REGULATORY REVIEW 19 MAR 2026

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RESTRICTED INSTRUMENT PROCEDURE

Aerodrome visual surfaces not assessed (Obstacle Limitation Surfaces not assessed).

When starting the descent from the landing minima, pilots are cautioned that a specific obstacle-free environment is not provided on this IFR procedure. The following provisions are attached to this RIP:

- Flight Crew must be familiar with the aerodrome environment, including local area obstacles, terrain, and aerodrome layout;
- The required visual references to descend below MDA/DA should include the obstacle(s) and terrain in the approach area of the runway; and
- All visual references required by the pilot to continue the approach to a safe landing should be distinctly visible and identifiable to the pilot.

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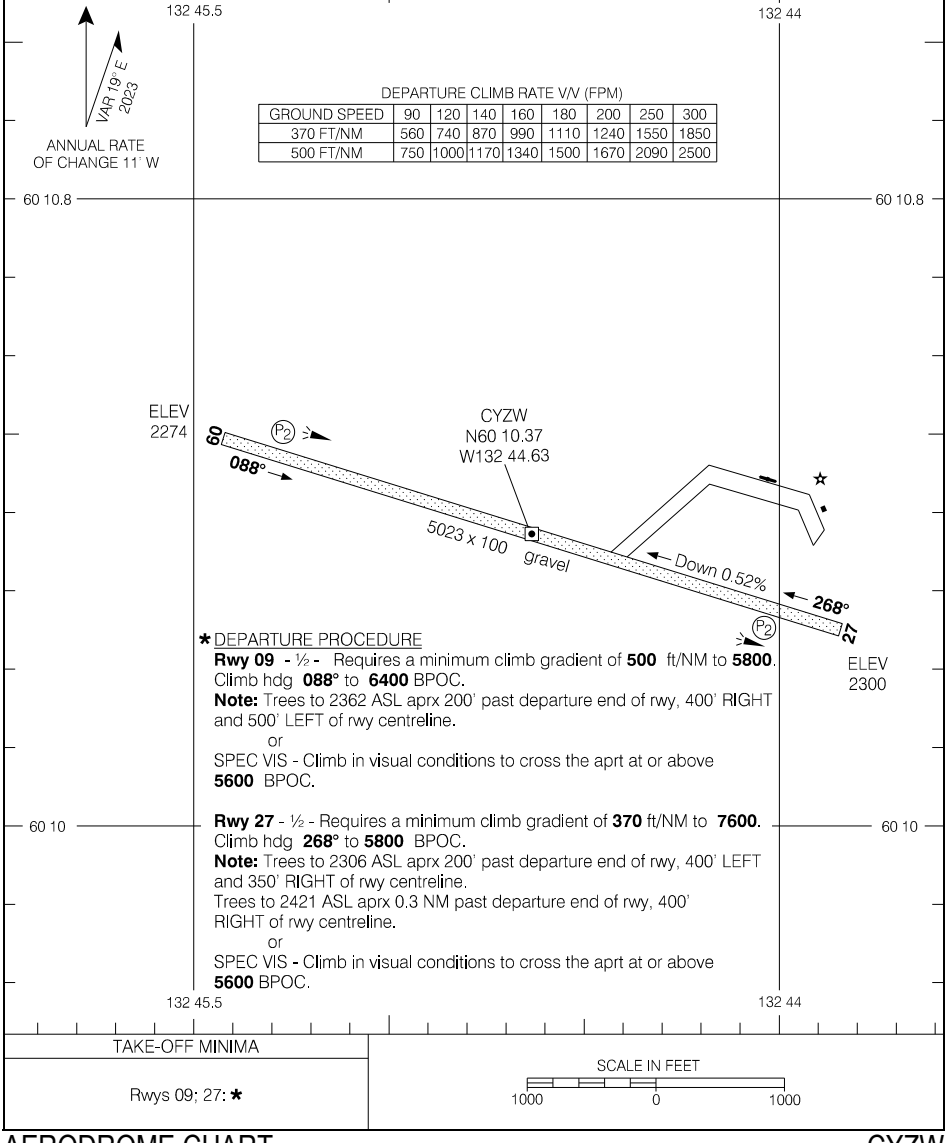
TESLIN, YT

AERODROME CHART — CYZW

APRT RADIO – **122.1**
TFC – **122.1**
MF

CTR Edmonton – **134.15**

DECL DISTS	09	27
TORA	5023	5023
TODA	5220	5220
ASDA	5023	5023
LDA	5023	5023



DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
370 FT/NM	560	740	870	990	1110	1240	1550	1850
500 FT/NM	750	1000	1170	1340	1500	1670	2090	2500

***** DEPARTURE PROCEDURE

Rwy 09 - ½ - Requires a minimum climb gradient of **500** ft/NM to **5800**.
Climb hdg **088°** to **6400** BPOC.
Note: Trees to 2362 ASL aprx 200' past departure end of rwy, 400' RIGHT and 500' LEFT of rwy centreline.
or
SPEC VIS - Climb in visual conditions to cross the aprt at or above **5600** BPOC.

Rwy 27 - ½ - Requires a minimum climb gradient of **370** ft/NM to **7600**.
Climb hdg **268°** to **5800** BPOC.
Note: Trees to 2306 ASL aprx 200' past departure end of rwy, 400' LEFT and 350' RIGHT of rwy centreline.
Trees to 2421 ASL aprx 0.3 NM past departure end of rwy, 400' RIGHT of rwy centreline.
or
SPEC VIS - Climb in visual conditions to cross the aprt at or above **5600** BPOC.

TAKE-OFF MINIMA
Rwys 09; 27: *****

SCALE IN FEET
1000 0 1000

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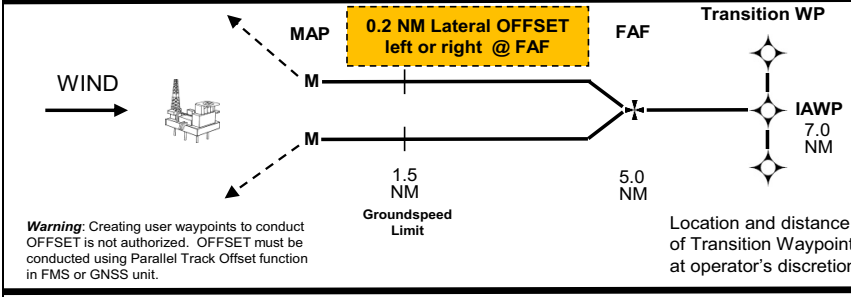
ANY OFFSHORE INSTALLATION

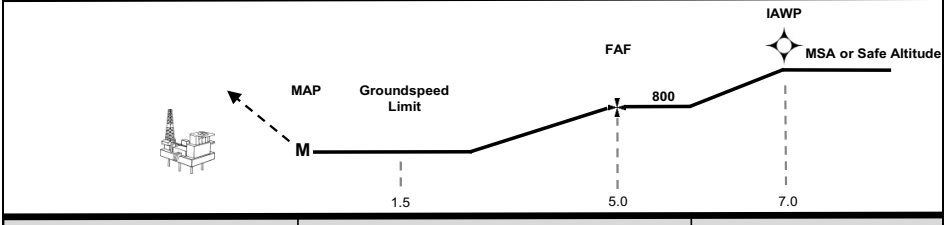
SPECIAL HELICOPTER PROCEDURE — OCEAN

Final Approach Course	Minimum Alt FAF	MDA	Parallel Track Offset @ FAF	**MSA / Safe Altitude Within 10 NM of Destination Vessel**
Into Wind	**800'**	**See Below**	**0.2 NM**	MSA 1500' AMSL Or Safe Altitude 800' on RA with no overflight of radar targets.

1) Approach to be flown in accordance with RNAV (GNSS) / ARA conditions in CASS.
2) Radar distances shall be used from the FAF inbound.

MISSED APPROACH PROCEDURE: Initiate a climbing turn of at least 30° away from the vessel and climb to 800' ASL before initiating a further turn. Remain at or above Safe Altitude for a subsequent approach or continue to MSA.





CRITERIA	MINIMA		MAP	
	DAY	**NIGHT**	**DAY**	**NIGHT**
Groundspeed ≤ 60 KTS (see notes b and g)	150' RA	150' RA	½ NM	¾ NM
Groundspeed 61 – 80 KTS	200' RA	200' RA	¾ NM	
Vessel in Transit	200' RA	200' RA	¾ NM	1.0 NM
Circling	250' RA	300' RA	1.0 NM	
No Radar Altimeter (RA)	300' AMSL	350' AMSL	¾ NM	

a) MDA shall be as published, or helideck height plus 50', *whichever is higher*.
b) For approaches with minima below 200', helicopter must be coupled to Radar Altimeter (RA) mode at and below 800'.
c) Groundspeeds applicable to minima are mandatory from 1.5 NM inbound.
d) No Radar Altimeter MDA = deck height + 100' or published minima, *whichever is higher*.
e) Circling limits apply when VFR transit is required between the approach destination and landing destination.
f) Immediately prior to conducting an approach to a vessel in transit confirm GNSS position of vessel agrees with radar target.
g) Night Missed Approach Point (MAP) of ¾ NM is reduced to ½ NM for medevac or emergency intervention flights when groundspeed is 60 knots or less and helicopter is coupled to RA mode.
h) Continuing an approach beyond the final approach fix when visibility is reported at less than 1/4 statute mile is prohibited.

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CYXX / YXX
ABBOTSFORD

GE Digital

MVD
(B737-NG)

19-1
20 JUN 23
EFF: 5 OCT 23

WESTJET

ABBOTSFORD, BC
RNAV (RNP) X RWY 07

*ATIS	VICTORIA Terminal Control	*ABBOTSFORD Tower OUTER	*ABBOTSFORD Tower INNER	ABBOTSFORD Ground	CRANBROOK Radio
119.8	132.7	121.0	119.4	121.8	MF 119.4 when Twr inop

RNAV (RNP)	FMS Rwy Heading	Apt Elev. 194' TDZE 175'	KEPVI (IF)	RORGI (IF)	LENEV (FAF)
RNVX 07	069°		4910' (3.00°)	3800'A	2000' (3.00°)

Trans Level
FL180

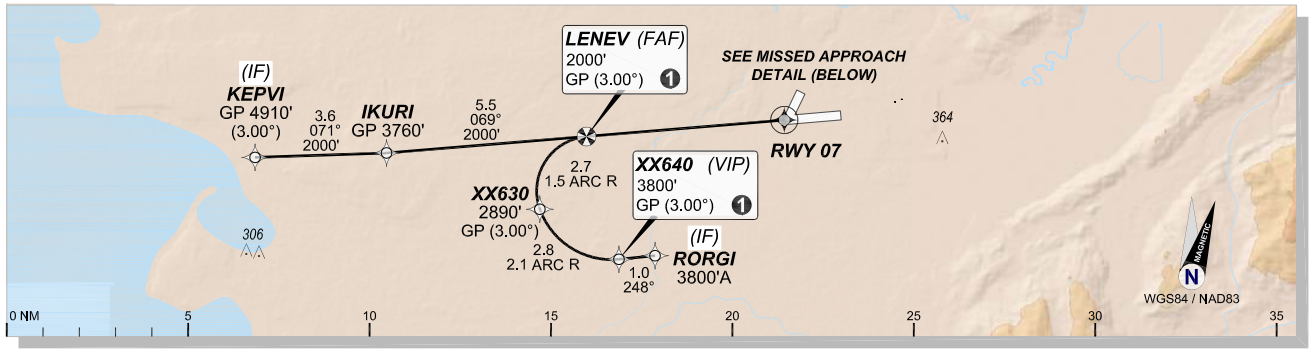
SPECIAL AIRCREW AUTHORIZATION REQUIRED

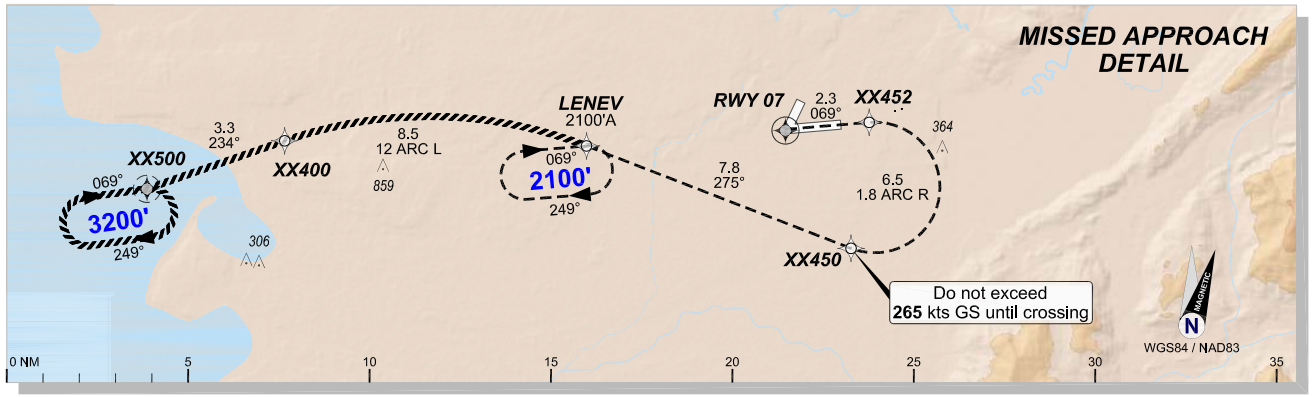
❶ VNAV Path must be annunciated beyond this point (XX640 for RORGI transition, LENEV for KEPVI transition).
ROUTING: RNAV STAR to **RNVX07**
RORGI transition: As early as possible prior to descent, set **210/5000'** hard altitude at **ITGIL**.
Prior to **ITGIL** expect RDR Vectors DCT to **RORGI** then, fly the **RNVX07 RORGI transition approach**.
Approach clearance NOT RECEIVED prior to ITGIL:
Fly RNAV STAR via **OMINO (DTW)**. Expect radar vectors to final after **ITGIL.**

MISSED APPROACH:
Climb to **2100'** via the RNAV (RNP) Missed Approach track to **LENEV**.
Hold **LENEV**. Maximum holding speed **230** KIAS.
Do not exceed **265** kts ground speed until turn complete at **XX450**.

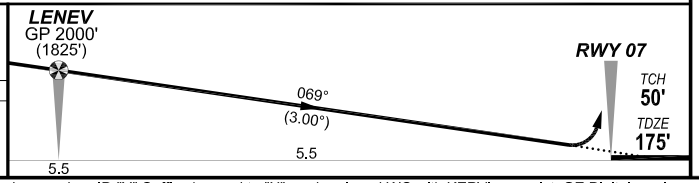
ENGINE OUT MISSED APPROACH:
If unable to cross **LENEV** at **2100'**, advise ATC, and climb to **3200'** via the RNAV (RNP) Engine Out Missed Approach track to **XX500** and hold as published. Maximum holding speed **230** KIAS.

12800'
MSA ARP





RNP 0.10		RNP 0.15		RNP 0.20		RNP 0.30	
DA(H) 637' (462')		DA(H) 638' (463')		DA(H) 640' (465')		DA(H) 671' (496')	
	HIALS out		HIALS out		HIALS out		HIALS out
C 1	1 1/2	C 1	1 1/2	C 1	1 1/2	C 1	1 1/2
D		D		D		D	



APPROACH:
- Verify GPS predictions provide the necessary ANP requirements for the approach
- Alt Set: INCHES
- Approach not authorized when airport temperature below -11 degrees C or above 40 degrees C.
- Approach not authorized using remote altimeter setting

REQUIRED EQUIPMENT:
EGPWS (Set TERR)
(2) FMCS
(2) GPS
(2) IRS in NAV Mode
(2) PFD/ND Displays
(2) Flight Director Displays
(1) A/P Channel in LNAV/VNAV
(1) Radio Altimeter operating with associated Flight Director

FMS:
- DME/DME off
- RNP lateral (as required)
- RNP vertical 125'
- Enter wind correction

GE PROPRIETARY INFORMATION
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Revision: Minima (including visibility and lighting credit table) updated, operating temperature updated, procedure ID "Y" Suffix changed to "X", and replaced WC with KEPVI waypoint. GE Digital naming updated.

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CYXX / YXX
ABBOTSFORD

GE Digital

MVD
(B737-NG)

19-3
20 JUN 23
EFF: 5 OCT 23

WESTJET

ABBOTSFORD, BC
RNAV (RNP) X RWY 25

GE PROPRIETARY INFORMATION

*ATIS	VICTORIA Terminal Control	*ABBOTSFORD Tower OUTER	*ABBOTSFORD Tower INNER	ABBOTSFORD Ground	CRANBROOK Radio
119.8	132.7	121.0	119.4	121.8	MF 119.4 when Twr inop

RNAV (RNP)	FMS Rwy Heading	Apt Elev. / TDZE	PIGDO (IF)	XX950 (FAF)	Trans Level
RNVX 25	249°	194' / 194'	6500'A	2740' (3.00°)	FL180

❶ VNAV Path must be annunciated beyond this point.

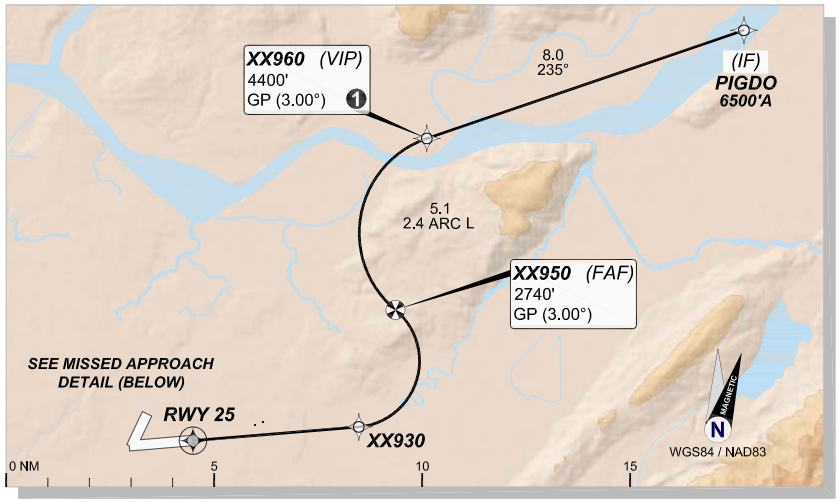
SPECIAL AIRCREW AUTHORIZATION REQUIRED

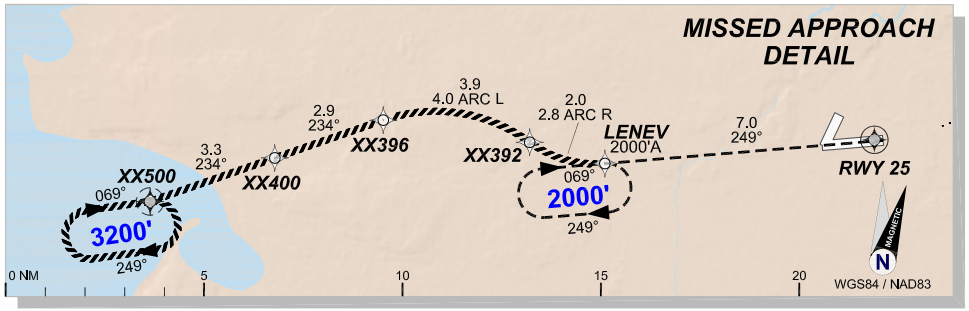
ROUTING: HOPE ARRIVAL to RNVX 25
As early as possible prior to descent, set **210B/7000'** hard altitude at **TASDI**
Approach clearance not received prior to TASDI:
Fly RNAV STAR via **OMINO(DTW).** Expect **RADAR** vectors to final for **RW07**.
Approach clearance RECEIVED prior to TASDI:
Set and fly **TASDI** direct **PIGDO** then, fly the **RNVX 25** approach.

12800'
MSA ARP

MISSED APPROACH:
Climb to **2000'** via the RNAV (RNP) Missed Approach track to **LENEV**. Hold **LENEV**. Maximum holding speed **230** KIAS.

ENGINE OUT MISSED APPROACH:
If unable to cross **LENEV** at **2000**, advise ATC, and climb to **3200'** via the RNAV (RNP) Engine Out Missed Approach track to **XX500** and hold as published. Maximum holding speed **230** KIAS.



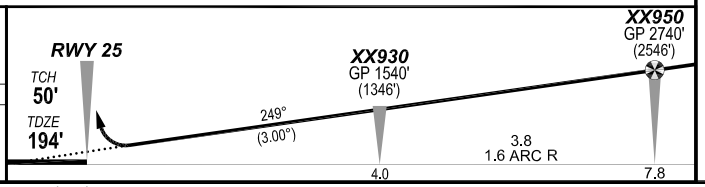


APPROACH:
- Verify GPS predictions provide the necessary ANP requirements for the approach
- Alt Set: INCHES
- Approach not authorized when airport temperature below -11 degrees C or above 40 degrees C.
- Approach not authorized using remote altimeter setting

REQUIRED EQUIPMENT:
EGPWS (Set TERR)
(2) FMCS
(2) GPS
(2) IRS in NAV Mode
(2) PFD/ND Displays
(2) Flight Director Displays
(1) A/P Channel in LNAV/VNAV
(1) Radio Altimeter operating with associated Flight Director

FMS:
- DME/DME off
- RNP lateral (as required)
- RNP vertical 125'
- Enter wind correction

	RNP 0.10	RNP 0.15	RNP 0.20	RNP 0.30
DA(H)	590' (396')	598' (404')	607' (413')	609' (415')
C	1 1/4	1 1/4	1 1/4	1 1/4
D	1 1/4	1 1/4	1 1/4	1 1/4



Revision: Procedure ID Suffix "X" added. Minima and operating temperature updated. GE Digital naming updated.

EFF 21 MAR 24

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ABBOTSFORD

GE Aviation

MVD
(B737-NG)

10-3Z
04 MAR 14
EFF: 03 APR 14

ABBOTSFORD, BC

WESTJET ABBOTSFORD WESTJET ONE DEPARTURE

GE PROPRIETARY INFORMATION

Apt Elev	Trans ALT	VICTORIA Terminal Control	SPECIAL AIRCREW AUTHORIZATION REQUIRED
194'	18000'	132.7	

ABBOTSFORD WESTJET ONE
RNAV (RNP) DEPARTURE
RNP 0.30
(WSTJT1)
RWY 07

Requires weather minima of **1/4** mile visibility.

This departure requires a minimum climb gradient of **500'** per NM to **11,000'**.

For a climb rate of **500' per NM**

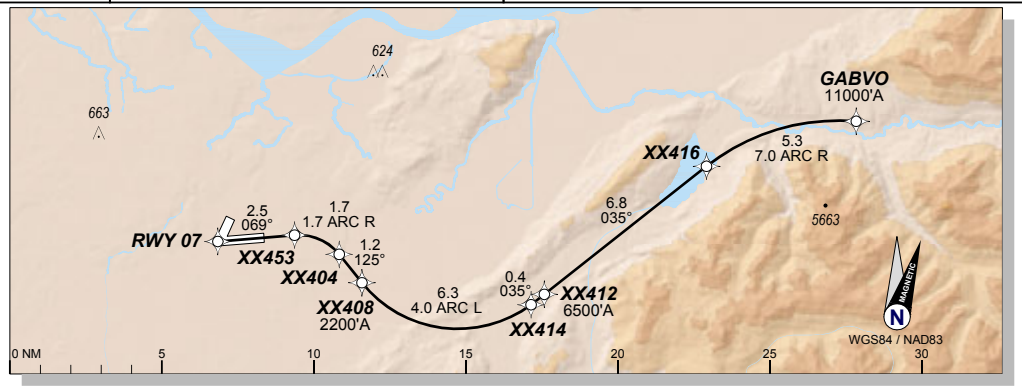
Gnd speed (kts)	100	150	200	250	300
Climb (ft/min)	833	1250	1667	2083	2500

Refer to Noise Abatement Procedures for additional requirements.

TAKE-OFF: NADP 1 REQUIRED

RWY 07: Climb to **11000'** via the RNAV (RNP) track to **GABVO**. Cross **XX408** at or above **2200'**, **XX412** at or above **6500'** and **GABVO** at or above **11000'**. Pilots must remain on SID routing until **GABVO** or **11000'A** unless otherwise cleared by ATC.

Contact Victoria terminal passing **1500'** unless instructed otherwise by ATC.



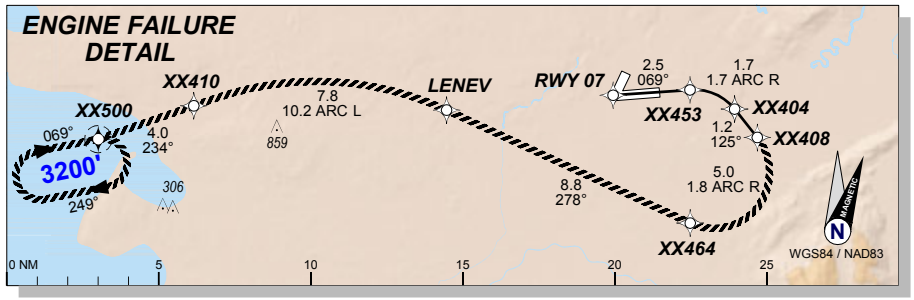
12,800'
ESA ARP

SET-UP:

Set TERR
Fix page 1 EO Branch Point (**XX408**).
Fix page 2 **GABVO 340°** Radial.
Fix page 3 **XX500 050°** Radial.

LOST COMMUNICATIONS:

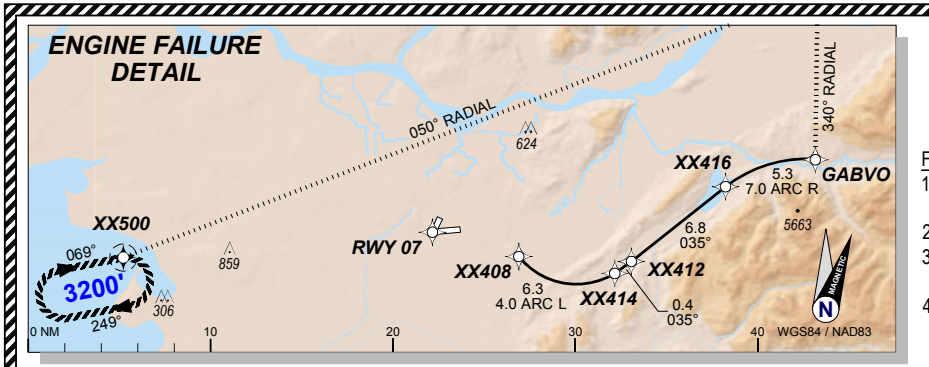
Maintain **12,800'** or last assigned altitude for **5 minutes** prior to climbing to filed cruise altiude.



RNAV (RNP) ENGINE FAILURE
prior to XX408
RWY 07

For engine failure prior to **XX408:**

1. **EXEC**ute **ENG OUT SID MOD**
2. Fly RNAV (RNP) track to **XX500.**
3. Do not exceed **225** kts ground speed until **XX464**.
4. Hold as published. Maintain at or above **3200'**. Maximum holding speed **230** KIAS.



RNAV (RNP) ENGINE FAILURE
after XX408 and prior to GABVO
RWY 07

For engine failure after **XX408** and prior to **GABVO:**

1. Fly RNAV (RNP) track to **GABVO** until reaching **4200'.**
2. At or above **4200'** turn **LEFT** direct to **XX500**.
3. Remain West of the **GABVO 340°** Radial and South of the **XX500 050°** Radial.
4. Hold as published. Maximum holding speed **230** KIAS.

20140304162O COPYRIGHT 2014 NAVERUS, INC., USA

Revision: MagVar change to 17°E. Magnetic course updated. FMS procedure name updated. XX500 holding pattern updated.

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ABBOTSFORD

GE Aviation

MVD
(B737-NG)

10-3Y
17 NOV 20
EFF: 25 FEB 21

ABBOTSFORD, BC

WESTJET ABBOTSFORD WESTJET ONE DEPARTURE

GE PROPRIETARY INFORMATION

Apt Elev	Trans ALT	VICTORIA Terminal Control	SPECIAL AIRCREW AUTHORIZATION REQUIRED
194'	18000'	132.7	

ABBOTSFORD WESTJET ONE RNAV (RNP) DEPARTURE
RNP 0.30
(WSTJT1)
RWY 19

Requires weather minima of **1/2** mile visibility.

This departure requires a minimum climb gradient of **500'** per NM to **11,000'**.

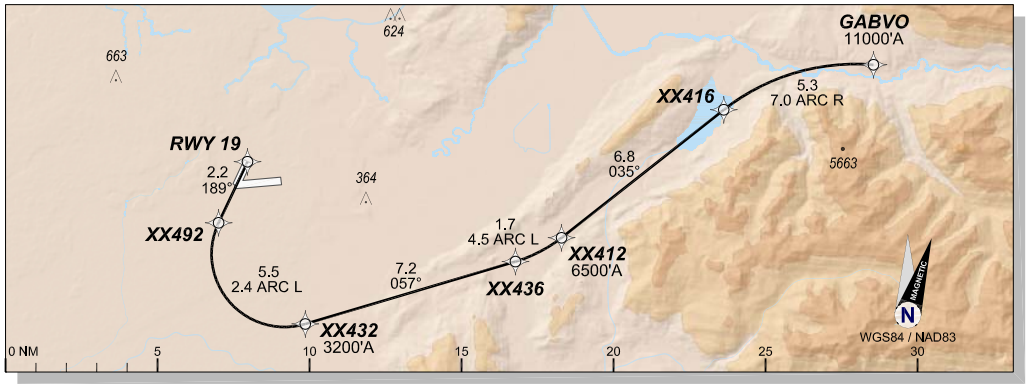
For a climb rate of **500' per NM**

Gnd speed (kts)	100	150	200	250	300
Climb (ft/min)	833	1250	1667	2083	2500

Refer to Noise Abatement Procedures for additional requirements.

TAKE-OFF: NADP 1 REQUIRED

RWY 19: Climb to **11000'** via the RNAV (RNP) track to **GABVO**. Cross **XX432** at or above **3200'**, **XX412** at or above **6500'** and **GABVO** at or above **11000'.** Pilots must remain on SID routing until **GABVO** or **11000'A** unless otherwise cleared by ATC**. Do not exceed 300 kts groundspeed until turn is complete at XX432.** Contact Victoria terminal passing **1500'** unless instructed otherwise by ATC.



12,800'
FSA ARP

REQUIRED EQUIPMENT:

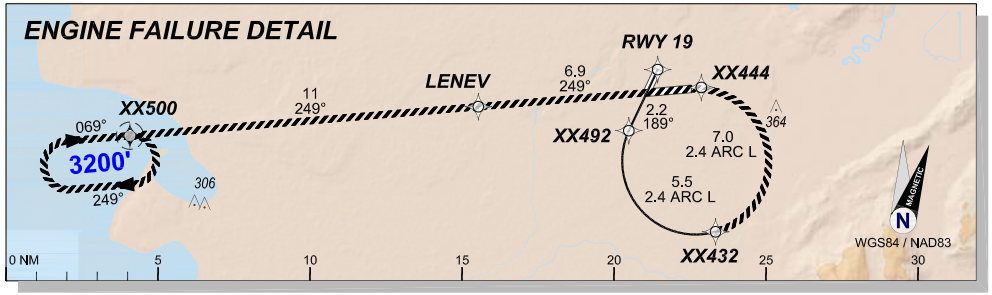
EGPWS
(2) FMCS
(2) IRS in NAV Mode
(2) PFD/ND Displays
(2) GPS
(2) Flight Director Displays in LNAV
(1) Radio Altimeter operating with associated Flight Director

SET-UP:

Set TERR
Fix page 1 EO Branch point (**XX432**).
Fix page 2 **GABVO 340°** Radial.
Fix page 3 **XX500 050°** Radial.

LOST COMMUNICATIONS:

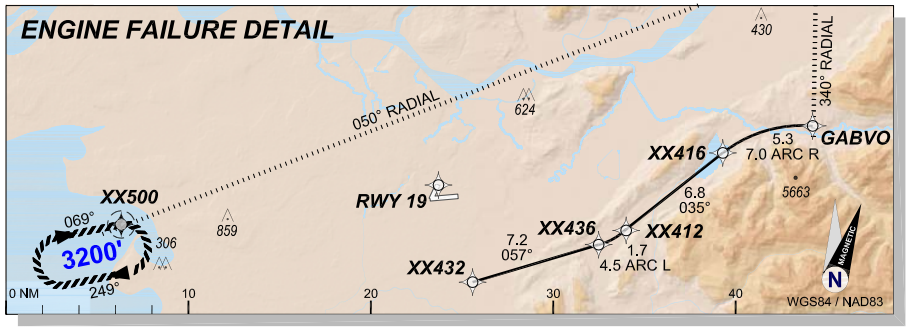
Maintain **12,800'** or last assigned altitude for **5 minutes** prior to climbing to filed cruise altiude.



RNAV (RNP) ENGINE FAILURE prior to XX432 RWY 19

For engine failure prior to **XX432:**

1. **EXEC**ute **ENG OUT SID MOD**
2. Fly RNAV (RNP) track to **XX500.**
3. Hold as published. Maintain at or above **3200'**. Maximum holding speed **230** KIAS.



RNAV (RNP) ENGINE FAILURE after XX432 and prior to GABVO RWY 19

For engine failure after **XX432** and prior to **GABVO:**

1. Fly RNAV (RNP) track to **GABVO** until reaching **4200'.**
2. At or above **4200'** turn **LEFT** direct to **XX500.**
3. Remain West of the **GABVO 340°** Radial and South of the **XX500 050°** Radial.
4. Hold as published. Maximum holding speed **230** KIAS.

OBS.3

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Revision: Required visibility changed from 1/4 to 1/2. No other changes.

EFF 25 FEB 21

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CYXX / YXX
ABBOTSFORD

GE Aviation

MVD
(B737-NG)

10-3X
04 MAR 14
EFF: 03 APR 14

ABBOTSFORD, BC

WESTJET ABBOTSFORD WESTJET ONE DEPARTURE

GE PROPRIETARY INFORMATION

Apt Elev	Trans ALT	VICTORIA Terminal Control	SPECIAL AIRCREW AUTHORIZATION REQUIRED
194'	18000'	132.7	

ABBOTSFORD WESTJET ONE
RNAV (RNP) DEPARTURE
RNP 0.30
(WSTJT1)
RWY 25

Requires weather minima of **1/4** mile visibility.

This departure requires a minimum climb gradient of **500'** per NM to **11,000'**.

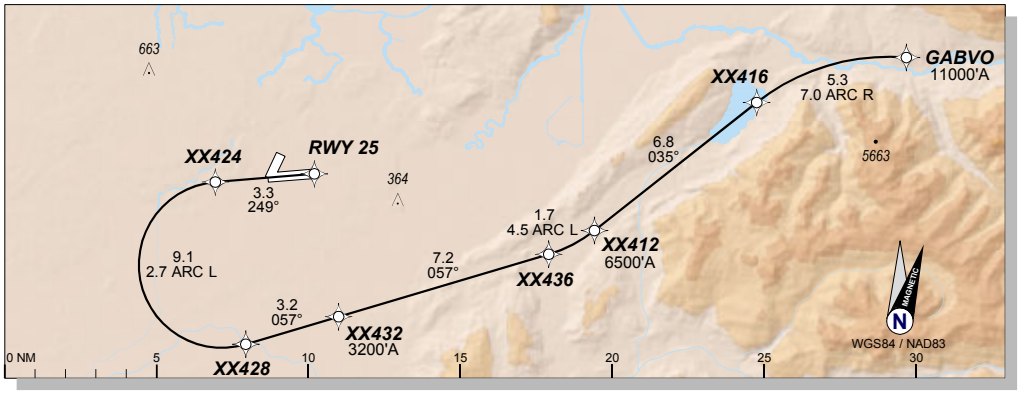
For a climb rate of **500' per NM**

Gnd speed (kts)	100	150	200	250	300
Climb (ft/min)	833	1250	1667	2083	2500

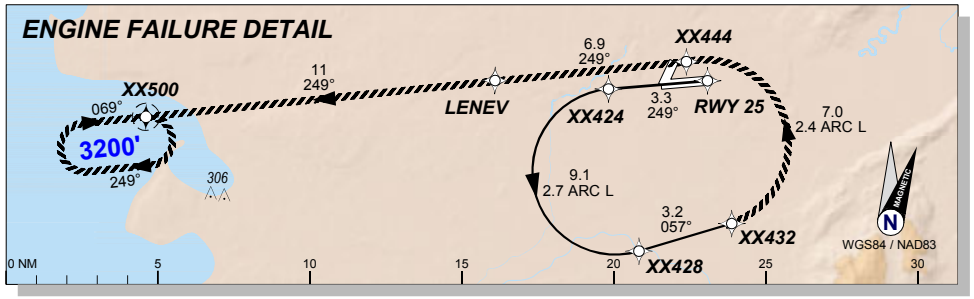
Refer to Noise Abatement Procedures for additional requirements.

TAKE-OFF: NADP 1 REQUIRED

RWY 25: Climb to **11000'** via the RNAV (RNP) track to **GABVO**. Cross **XX432** at or above **3200'**, **XX412** at or above **6500'** and **GABVO** at or above **11000'.** Pilots must remain on SID routing until **GABVO** or **11000'A** unless otherwise cleared by ATC**.**
Do not exceed 325 kts groundspeed until turn is complete at XX428.
Contact Victoria terminal passing **1500'** unless instructed otherwise by ATC.



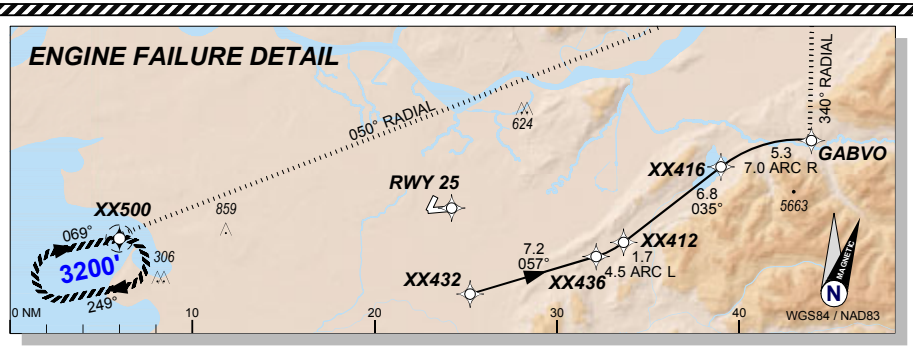
12,800'
ESA ARP



RNAV (RNP) ENGINE FAILURE prior to XX432 RWY 25

For engine failure prior to **XX432:**

1. **EXEC**ute **ENG OUT SID MOD**
2. Fly RNAV (RNP) track to **XX500.**
3. Do not exceed **260** kts ground speed until **XX444**.
4. Hold as published. Maintain at or above **3200'**. Maximum holding speed **230** KIAS.



RNAV (RNP) ENGINE FAILURE after XX432 and prior to GABVO RWY 25

For engine failure after **XX432** and prior to **GABVO:**

1. Fly RNAV (RNP) track to **GABVO** until reaching **4200'.**
2. At or above **4200'** turn **LEFT** direct to **XX500**.
3. Remain West of the **GABVO 340°** Radial and South of the **XX500 050°** Radial.
4. Hold as published. Maximum holding speed **230** KIAS.

REQUIRED EQUIPMENT:

EGPWS
(2) FMCS
(2) IRS in NAV Mode
(2) PFD/ND Displays
(2) GPS
(2) Flight Director Displays in LNAV
(1) Radio Altimeter operating with associated Flight Director

SET-UP:

Set TERR
Fix page 1 EO Branch point (**XX432**).
Fix page 2 **GABVO 340°** Radial.
Fix page 3 **XX500 050°** Radial.

LOST COMMUNICATIONS:

Maintain **12,800'** or last assigned altitude for **5 minutes** prior to climbing to filed cruise altiude.

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Revision: MagVar change to 17°E. Magnetic course updated. FMS procedure name updated. XX500 holding pattern updated.

OBS.3

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CYLW / YLW
KELOWNA

GE Aerospace

MVD
(B737-NG)

19-4
10 JAN 24
EFF: 21 MAR 24

WESTJET

KELOWNA, BC
RNAV (RNP) W RWY 16

GE PROPRIETARY INFORMATION

ATIS	VANCOUVER Center	*KELOWNA Tower	*KELOWNA Ground	PENTICTION Radio (Remote ASS)
127.5	133.5	119.6	121.7	MF 119.6 when Twr inop

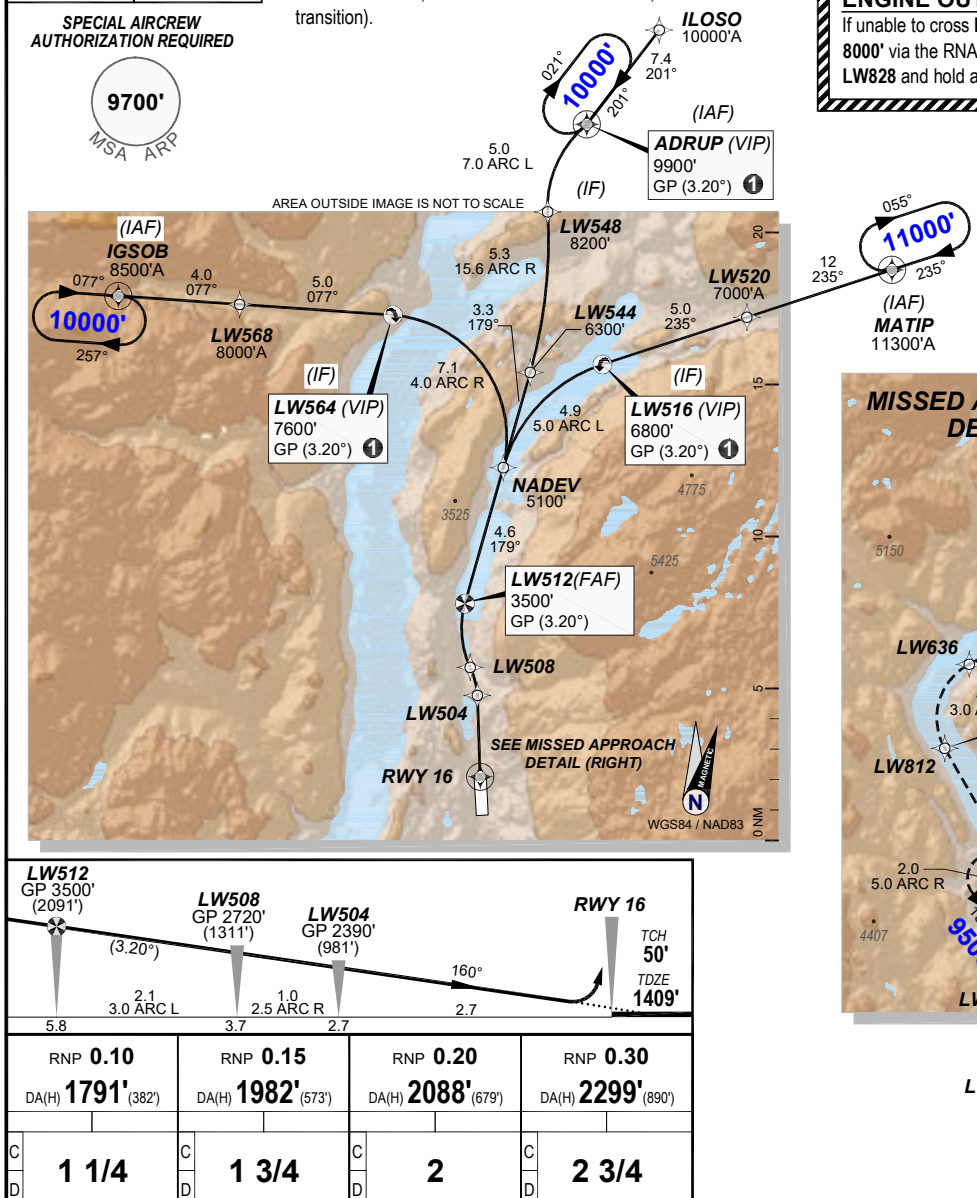
RNAV (RNP)	FMS Rwy Heading	Apt Elev. 1420' TDZE 1409'	IGSOB (IAF)	ADRUP (IAF)	MATIP (IAF)
RNV W 16	160°		8500'A	9900' (3.20°)	11300'A

LW512 (FAF)	Trans Level
3500' (3.20°)	FL180

❶ VNAV PATH must be annunciated beyond this point. (**LW564** for **IGSOB** transition, **ADRUP** for **ADRUP** transition, **LW516** for **MATIP** transition).

SPECIAL AIRCREW AUTHORIZATION REQUIRED

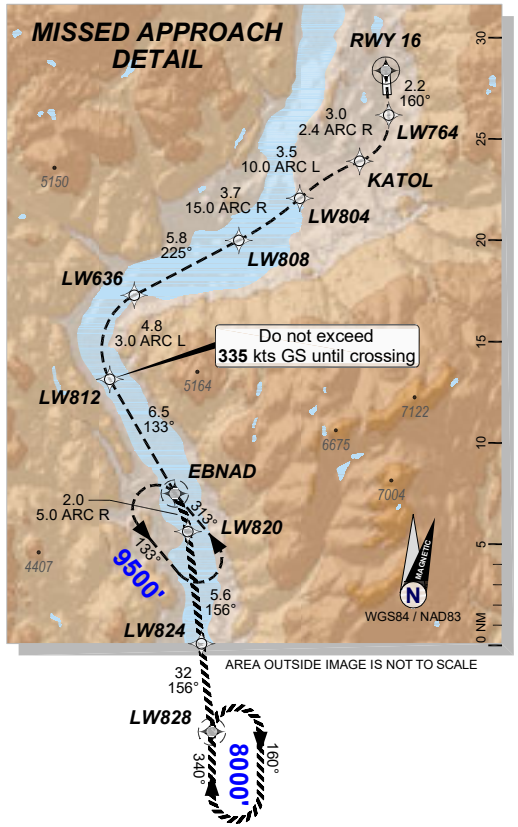
9700'
MSA ARP



RNP 0.10	RNP 0.15	RNP 0.20	RNP 0.30
DA(H) 1791' (382')	DA(H) 1982' (573')	DA(H) 2088' (679')	DA(H) 2299' (890')
C 1 1/4 D	C 1 3/4 D	C 2 D	C 2 3/4 D

MISSED APPROACH:
Climb to **9500'** via the RNAV (RNP) Missed Approach track to **EBNAD** and hold as published. Maximum holding speed **230** KIAS. **Do not exceed 335 kts ground speed until turn complete at LW812.**

ENGINE OUT MISSED APPROACH:
If unable to cross **EBNAD** at **9500'**, advise ATC, and climb to **8000'** via the RNAV (RNP) Engine Out Missed Approach track to **LW828** and hold as published. Maximum holding speed **230** KIAS.



APPROACH:
- Verify GPS predictions provide the necessary ANP requirements for the approach
- Alt Set: INCHES
- Approach not authorized when airport temperature below -21 degrees C or above 44 degrees C.
- Approach not authorized using remote altimeter setting

REQUIRED EQUIPMENT:
EGPWS (Set TERR)
(2) FMCS
(2) GPS
(2) IRS in NAV Mode
(2) PFD/ND Displays
(2) Flight Director Displays
(1) A/P Channel in LNAV/VNAV
(1) Radio Altimeter operating with associated Flight Director

FMS:
- DME/DME off
- RNP lateral (as required)
- RNP vertical 125'
- Enter wind correction

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Revision: GE Aerospace name revision, Mag Var updates.

EFF 21 MAR 24

This aeronautical information/data is published for OPS SPEC 605

CYLW / YLW
KELOWNA

GE Aerospace

MVD
(B737-NG)

19-2
10 JAN 24
EFF: 21 MAR 24

WESTJET

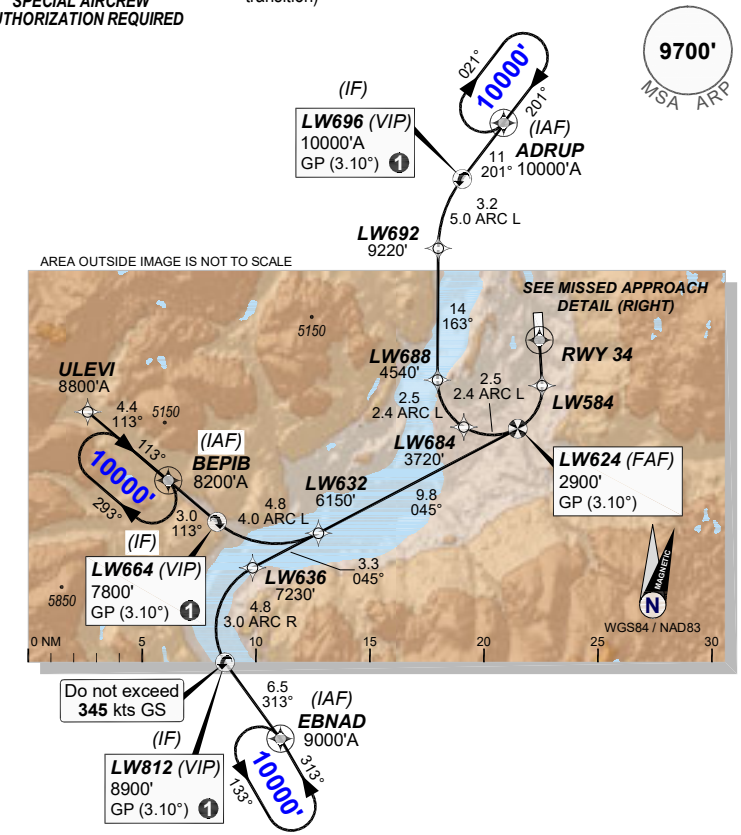
KELOWNA, BC
RNAV (RNP) X RWY 34

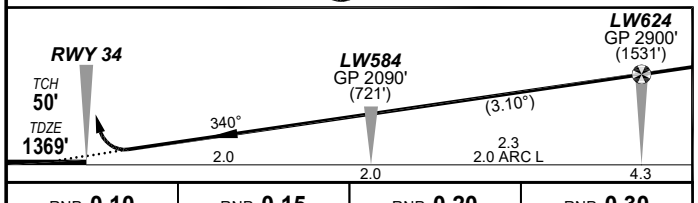
GE PROPRIETARY INFORMATION

ATIS	VANCOUVER Center	*KELOWNA Tower	*KELOWNA Ground	PENTICTION Radio (Remote ASS)	
127.5	133.5	119.6	121.7	MF 119.6 when Twr inop	
RNAV (RNP)	FMS Rwy Heading	Apt Elev. 1420' TDZE 1369'	BEPIB (IAF)	EBNAD (IAF)	ADRUP (IAF)
RNV X 34	340°		8200'A	9000'A	10000'A
LW624 (FAF)	Trans Level				
2900' (3.10°)	FL180				

SPECIAL AIRCREW AUTHORIZATION REQUIRED

(1) VNAV PATH must be annunciated beyond this point. (**LW696** for **ADRUP** transition, **LS664** for **BEPIB** transition, **LW812** for **EBNAD** transition)





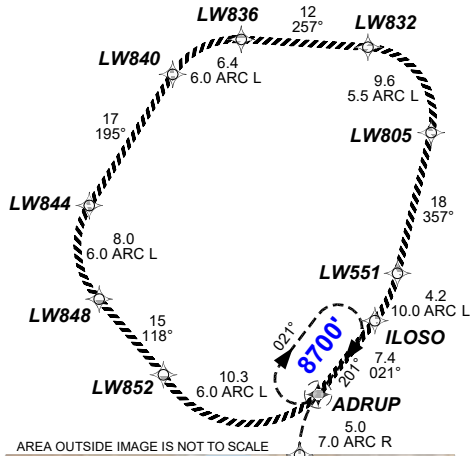
RNP 0.10	RNP 0.15	RNP 0.20	RNP 0.30
DA(H) 1715' (346')	DA(H) 1760' (391')	DA(H) 1791' (422')	DA(H) 1871' (502')
C 1 / D	C 1 1/4 / D	C 1 1/4 / D	C 1 1/2 / D

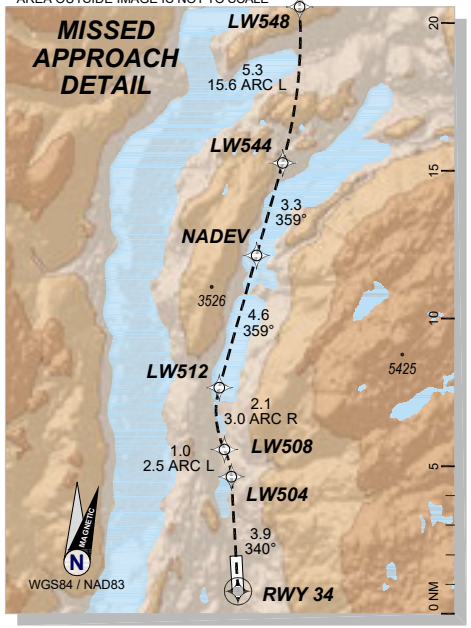
MISSED APPROACH:

Climb to **8700'** via the RNAV (RNP) Missed Approach track to **ADRUP** and hold as published. Maximum holding speed **230** KIAS.

ENGINE OUT MISSED APPROACH:

If unable to cross **ADRUP** at **8700'**, advise ATC, and climb to **8700'** via the RNAV (RNP) Engine Out Missed Approach track back to **ADRUP** and hold as published. Maximum holding speed **230** KIAS.





APPROACH:

- Verify GPS predictions provide the necessary ANP requirements for the approach
- Alt Set: INCHES
- Approach not authorized when airport temperature below -21 degrees C or above 44 degrees C.
- Approach not authorized using remote altimeter setting

REQUIRED EQUIPMENT:

EGPWS (Set TERR)
(2) FMCS
(2) GPS
(2) IRS in NAV Mode
(2) PFD/ND Displays
(2) Flight Director Displays
(1) A/P Channel in LNAV/VNAV
(1) Radio Altimeter operating with associated Flight Director

FMS:

- DME/DME off
- RNP lateral (as required)
- RNP vertical 125'
- Enter wind correction

Notes:

- VGSI not coincident with the RNAV glidepath.

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CYLW / YLW
KELOWNA

GE Aerospace

MVD (B737-NG)

19-3
10 JAN 24
EFF: 21 MAR 24

WESTJET

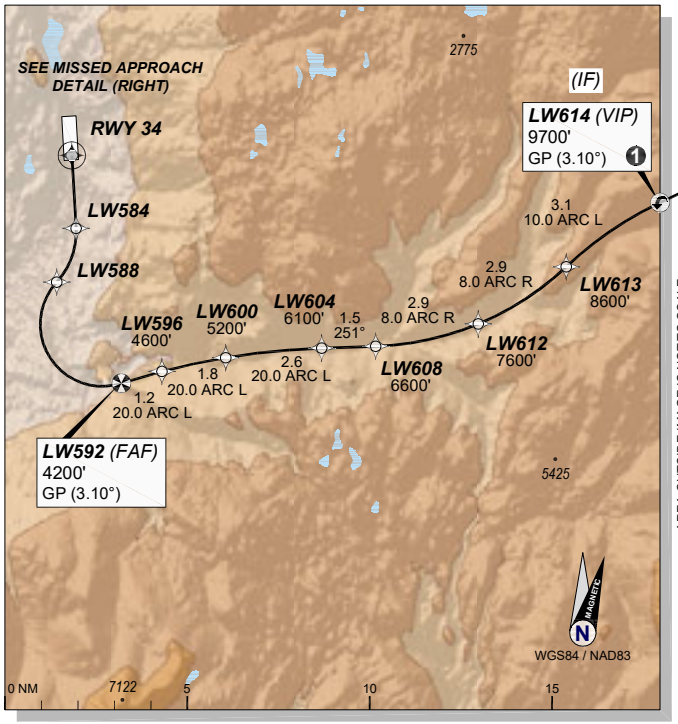
KELOWNA, BC
RNAV (RNP) W RWY 34

ATIS	VANCOUVER Center	*KELOWNA Tower	*KELOWNA Ground	PENTICTION Radio (Remote ASS)	
127.5	133.5	119.6	121.7	MF 119.6 when Twr inop	
RNAV (RNP)	*FMS Rwy Heading*	*Apt Elev.* 1420' / *TDZE* 1369'	*EBDOV (IAF)*	*LW592 (FAF)*	*Trans Level*
RNV W 34	340°		11000'A	4200' (3.10°)	FL180

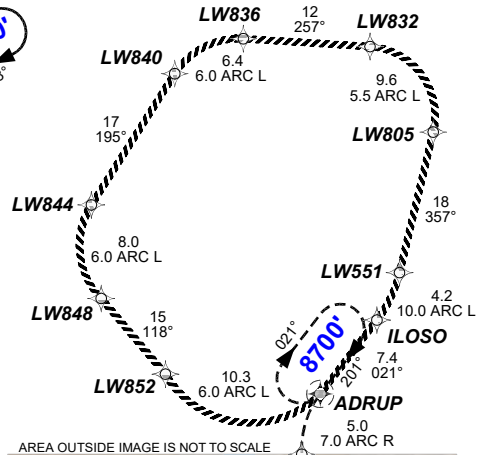
1 VNAV PATH must be annunciated beyond this point.

SPECIAL AIRCREW AUTHORIZATION REQUIRED

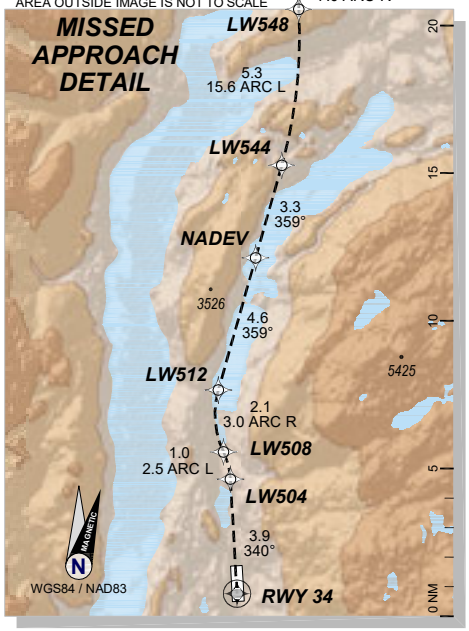
9700' MSA ARP

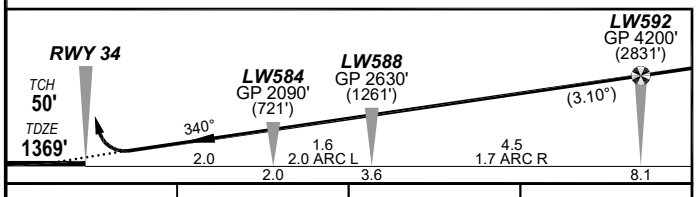


AREA OUTSIDE IMAGE IS NOT TO SCALE



AREA OUTSIDE IMAGE IS NOT TO SCALE





RNP 0.10	RNP 0.15	RNP 0.20	RNP 0.30
DA(H) 1715' (346')	DA(H) 1760' (391')	DA(H) 1791' (422')	DA(H) 1871' (502')
C/D 1	C/D 1 1/4	C/D 1 1/4	C/D 1 1/2

MISSED APPROACH:

Climb to **8700'** via the RNAV (RNP) Missed Approach track to **ADRUP** and hold as published. Maximum holding speed **230** KIAS.

ENGINE OUT MISSED APPROACH:

If unable to cross **ADRUP** at **8700'**, advise ATC, and climb to **8700'** via the RNAV (RNP) Engine Out Missed Approach track back to **ADRUP** and hold as published. Maximum holding speed **230** KIAS.

APPROACH:

- Verify GPS predictions provide the necessary ANP requirements for the approach
- Alt Set: INCHES
- Approach not authorized when airport temperature below -21 degrees C or above 44 degrees C.
- Approach not authorized using remote altimeter setting

REQUIRED EQUIPMENT:

EGPWS (Set TERR)
(2) FMCS
(2) GPS
(2) IRS in NAV Mode
(2) PFD/ND Displays
(2) Flight Director Displays
(1) A/P Channel in LNAV/VNAV
(1) Radio Altimeter operating with associated Flight Director

FMS:

- DME/DME off
- RNP lateral (as required)
- RNP vertical 125'
- Enter wind correction

Notes:

- VGSI not coincident with the RNAV glidepath.

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CYLW / YLW
KELOWNA

GE Aerospace

MVD
(B737-NG)

10-3X
10 JAN 24
EFF: 21 MAR 24

WESTJET

KELOWNA, BC

KATOL THREE DEPARTURE

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GE PROPRIETARY INFORMATION

Apt Elev	Trans ALT	VANCOUVER Centre	SPECIAL AIRCREW AUTHORIZATION REQUIRED
1420'	18000'	133.5	

KATOL THREE
KETTL TRANSITION
MERYT TRANSITION
RNAV (RNP) DEPARTURE
RNP 0.30
(KATOL3.KATOL)
RWY 16

Requires weather minima of **1/4** mile visibility.

This departure requires a minimum climb gradient of **545'** per NM to **4400'**.

For a climb rate of **545' per NM**

Gnd speed (kts)	100	150	200	250	300
Climb (ft/min)	908	1362	1817	2271	2725

TAKE-OFF: NADP 1 REQUIRED

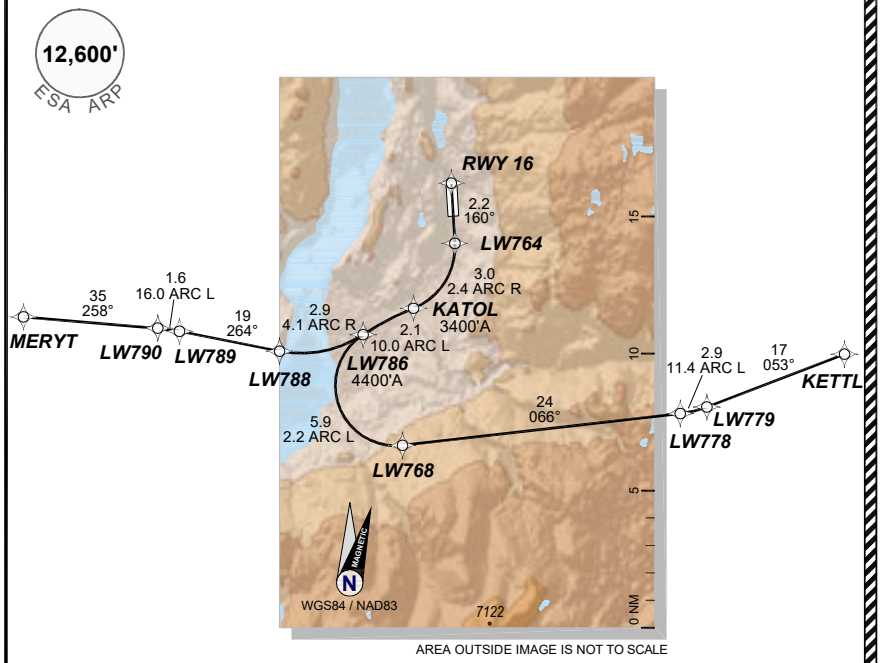
RWY 16: Climb to **9000'** via the RNAV (RNP) departure track crossing **KATOL** at or above **3400'**. Thence:

TRANSITIONS:

KETTL (KATOL3.KETTL): Fly the RNAV (RNP) track to **KETTL**. EO Branch Point is **LW786**. Cross **LW786** at or above **4400'**. **Do not exceed 285 kts groundspeed until turn is complete at LW768.**

MERYT (KATOL3.MERYT): Fly the RNAV (RNP) track to **MERYT**. EO Branch Point is **LW786**. Cross **LW786** at or above **4400'**.

Contact Vancouver Centre after passing **4000** feet.



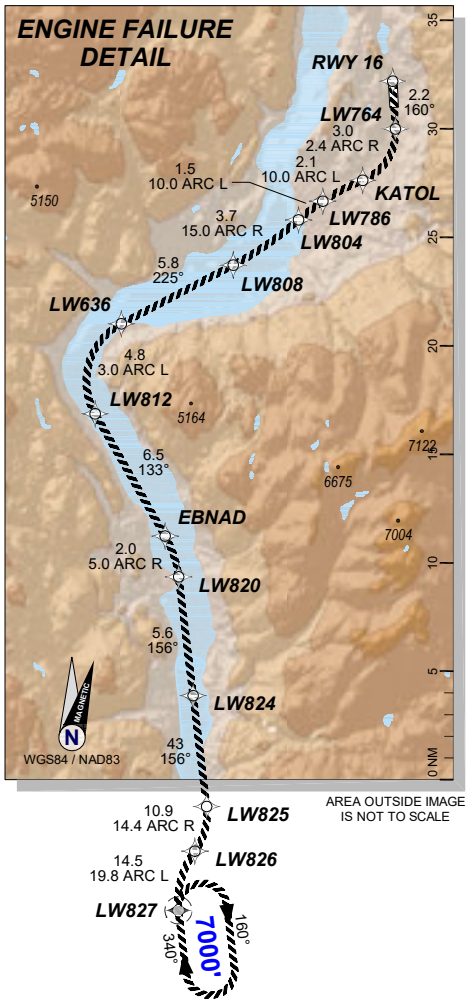
RNAV (RNP) ENGINE FAILURE
RWY 16

For engine failure prior to EO Branch Point:

1. **EXEC**ute **ENG OUT SID MOD**
   Climb and maintain **7000'.**
2. Fly RNAV (RNP) track to **LW827.**
3. Hold as published. Maximum holding speed **230** KIAS.

For engine failure after EO Branch Point:

1. Continue on present RNAV (RNP) departure track to transition.



REQUIRED EQUIPMENT:

EGPWS
(2) FMCS
(2) IRS in NAV Mode
(2) PFD/ND Displays
(2) GPS
(2) Flight Director Displays in LNAV
(1) Radio Altimeter operating with associated Flight Director

SET-UP:

Set TERR
Fix page 1 EO Branch Point (**LW786**).

LOST COMMUNICATIONS:

Maintain **9000'** or last assigned altitude for **5 minutes** prior to climbing to filed cruise altitude.

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Revision: GE Aerospace name revision, Procedure name upnumbered, Mag Var udpates, Plan view not to scale track orientation.

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MVD
(B737-NG)

10-3Y
10 JAN 24
EFF: 21 MAR 24

WESTJET

KELOWNA, BC

KATOL THREE DEPARTURE

GE PROPRIETARY INFORMATION

Apt Elev	Trans ALT	VANCOUVER Centre	SPECIAL AIRCREW AUTHORIZATION REQUIRED
1420'	18000'	133.5	

KATOL THREE
ENDBY TRANSITION
RNAV (RNP) DEPARTURE
RNP 0.30
(KATOL3.KATOL)
RWY 16

Requires weather minima of **1/4** mile visibility.

This departure requires a minimum climb gradient of **545'** per NM to **4400'**.

For a climb rate of **545' per NM**

Gnd speed (kts)	100	150	200	250	300
Climb (ft/min)	908	1362	1817	2271	2725

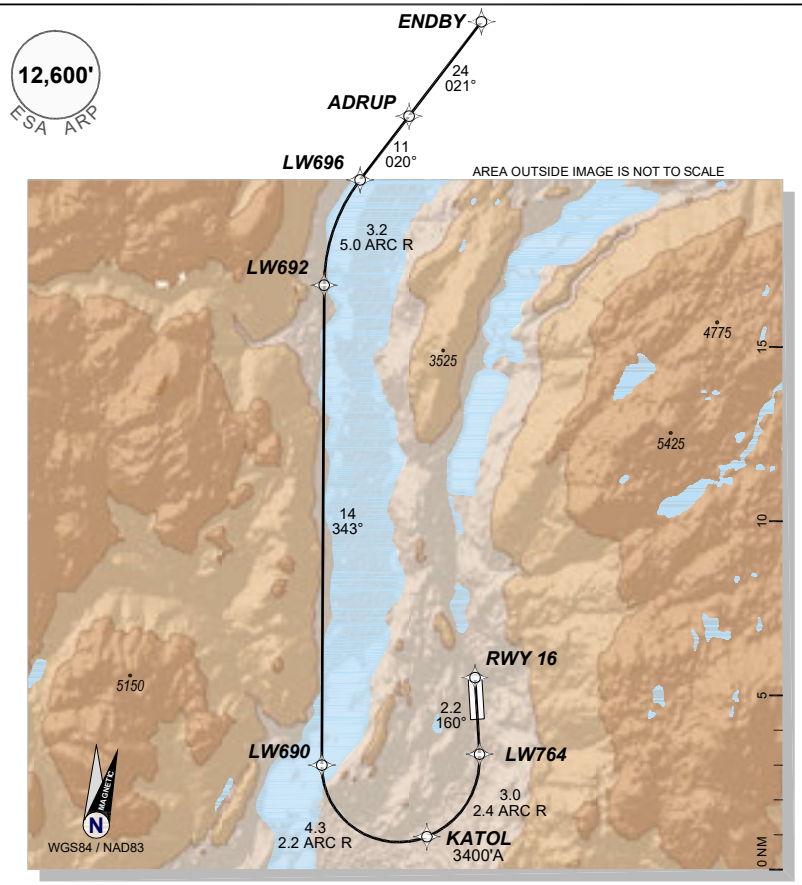
TAKE-OFF: NADP 1 REQUIRED

RWY 16: Climb to **9000'** via the RNAV (RNP) departure track crossing **KATOL** at or above **3400'**.
Thence:

TRANSITIONS:

ENDBY (KATOL3.ENDBY): Fly the RNAV (RNP) track to **ENDBY**. EO Branch Point is **KATOL**. **Do not exceed 290 kts groundspeed until turn is complete at LW690.**

Contact Vancouver Centre after passing **4000** feet.



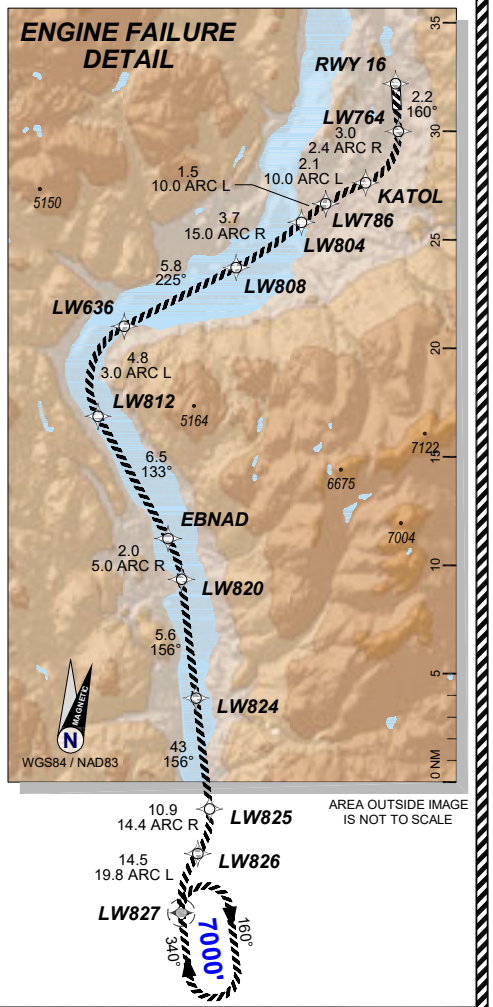
RNAV (RNP) ENGINE FAILURE
RWY 16

For engine failure prior to EO Branch Point:

1. **EXEC**ute **ENG OUT SID MOD**
   Climb and maintain **7000'.**
2. Fly RNAV (RNP) track to **LW827.**
3. Hold as published. Maximum holding speed **230** KIAS.

For engine failure after EO Branch Point:

1. Continue on present RNAV (RNP) departure track to transition.



REQUIRED EQUIPMENT:

EGPWS
(2) FMCS
(2) IRS in NAV Mode
(2) PFD/ND Displays
(2) GPS
(2) Flight Director Displays in LNAV
(1) Radio Altimeter operating with associated Flight Director

SET-UP:

Set TERR
Fix page 1 EO Branch Point (**KATOL**).

LOST COMMUNICATIONS:

Maintain **9000'** or last assigned altitude for **5 minutes** prior to climbing to filed cruise altitude.

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CYLW / YLW
KELOWNA

GE Aerospace

MVD (B737-NG)

10-3Z
10 JAN 24
EFF: 21 MAR 24

WESTJET

KELOWNA, BC

NADEV THREE DEPARTURE

GE PROPRIETARY INFORMATION

RESTRICTED

Apt Elev	Trans ALT	VANCOUVER Centre	SPECIAL AIRCREW AUTHORIZATION REQUIRED
1420'	18000'	133.5	

NADEV THREE
RNAV (RNP) DEPARTURE
RNP 0.30
(NADEV3.NADEV)
RWY 34

Requires weather minima of **1/4** mile visibility.

This departure requires a minimum climb gradient of **540'** per NM to **4400'**.

For a climb rate of **540' per NM**

Gnd speed (kts)	100	150	200	250	300
Climb (ft/min)	900	1350	1800	2250	2700

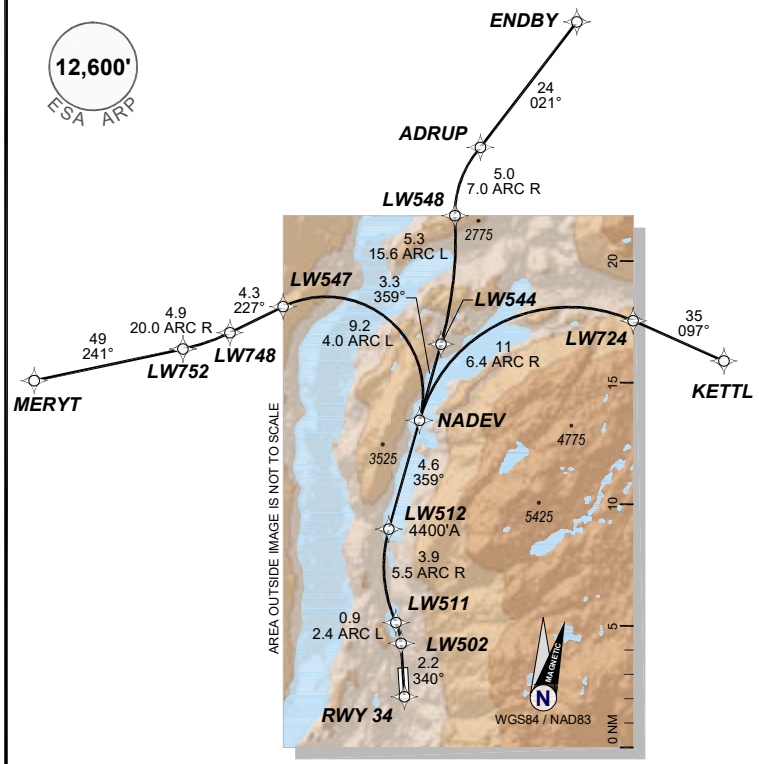
TAKE-OFF: NADP 1 REQUIRED

RWY 34: Climb to **9000'** via the RNAV (RNP) departure track crossing **LW512** at or above **4400'**. Thence:

TRANSITIONS:

KETTL (NADEV3.KETTL): Fly the RNAV (RNP) track to **KETTL**.
MERYT (NADEV3.MERYT): Fly the RNAV (RNP) track to **MERYT**.
ENDBY (NADEV3.ENDBY): Fly the RNAV (RNP) track to **ENDBY**.

Contact Vancouver Centre after passing **4000** feet.



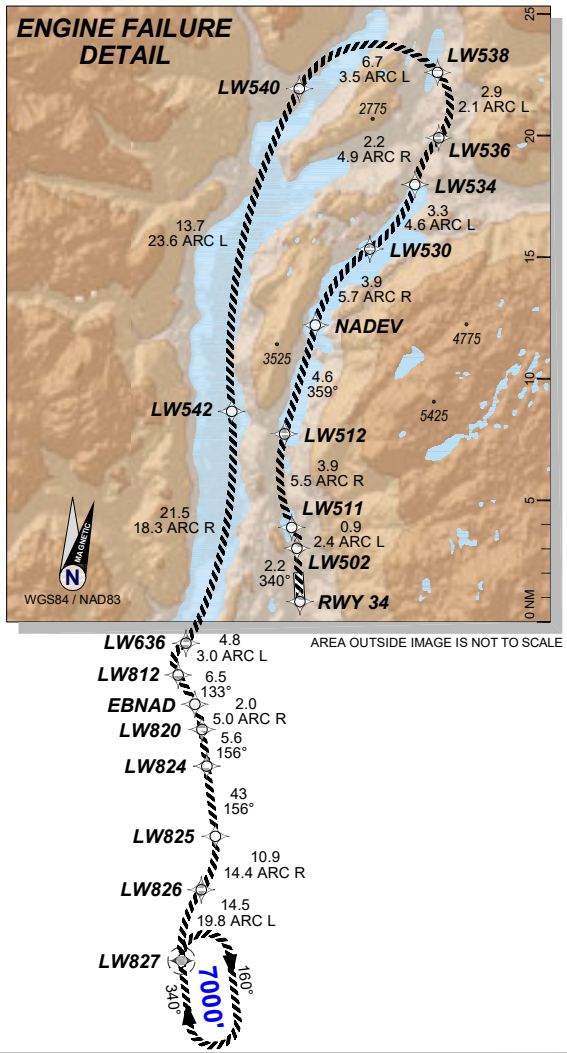
RNAV (RNP) ENGINE FAILURE
RWY 34

For engine failure prior to **LW512:**

1. **EXEC**ute **ENG OUT SID MOD**
   Climb and maintain **7000'.**
2. Fly RNAV (RNP) track to **LW827**.
3. Hold as published. Maximum holding speed **230** KIAS.

For engine failure after **LW512**:

1. Continue on present RNAV (RNP) departure track to transition.



REQUIRED EQUIPMENT:

EGPWS (Set TERR)
(2) FMCS
(2) IRS in NAV Mode
(2) PFD/ND Displays
(2) GPS
(2) Flight Director Displays in LNAV
(1) Radio Altimeter operating with associated Flight Director

SET-UP:

Set TERR
Fix page 1 EO Branch Point (**LW512**).

LOST COMMUNICATIONS:

Maintain **9000'** or last assigned altitude for **5 minutes** prior to climbing to filed cruise altitude.

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Revision: GE Aerospace name revision, Procedure name upnumbered, Mag Var udpates, Plan view not to scale track orientation.
EFF 21 MAR 24

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