CAP
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CANADA AIR PILOT

Instrument Procedures

ONTARIO

AIP Canada (ICAO) Part 3 – Aerodromes (AD)

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RNAV (GNSS) RWY 09 ..... CYPL-IAP-3A
RNAV (GNSS) RWY 27 ..... CYPL-IAP-3B
NDB RWY 09 ..... CYPL-IAP-9
AERODROME CHART ..... CYPL-AD

PIKANGIKUM, ON
RNAV (GNSS) RWY 09 ..... CYPM-IAP-3A
RNAV (GNSS) RWY 27 ..... CYPM-IAP-3B
AERODROME CHART ..... CYPM-AD

POPLAR HILL, ON
RNAV (GNSS) RWY 13 ..... CPV7-IAP-3A
RNAV (GNSS) RWY 31 ..... CPV7-IAP-3B
AERODROME CHART CPV7-AD

PORT CARLING/FIG AIR, ON
COPTER RNAV (GNSS) 048° CFA2-IAP-3
VISUAL APPROACH CHART CFA2-VAP
HELIPORT CHART CFA2-HP

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RED LAKE, ON
RNAV (GNSS) RWY 08 ..... CYRL-IAP-3A
RNAV (GNSS) RWY 26 ..... CYRL-IAP-3B
VOR RWY 26 ..... CYRL-IAP-6
AERODROME CHART ..... CYRL-AD

ROUND LAKE (WEAGAMOW LAKE), ON
RNAV (GNSS) RWY 03 ..... CZRJ-IAP-3A
RNAV (GNSS) RWY 21 ..... CZRJ-IAP-3B
AERODROME CHART ..... CZRJ-AD

SACHIGO LAKE, ON
RNAV (GNSS) RWY 10 ..... CZPB-IAP-3A
RNAV (GNSS) RWY 28 ..... CZPB-IAP-3B
AERODROME CHART ..... CZPB-AD

SANDY LAKE, ON
RNAV (GNSS) RWY 11 ..... CZSJ-IAP-3A
RNAV (GNSS) RWY 29 ..... CZSJ-IAP-3B
NDB RWY 29 ..... CZSJ-IAP-9
AERODROME CHART ..... CZSJ-AD

SARNIA (CHRIS HADFIELD), ON
RNAV (GNSS) RWY 15 ..... CYZR-IAP-3A
RNAV (GNSS) RWY 33 ..... CYZR-IAP-3B
AERODROME CHART ..... CYZR-AD

SAULT STE. MARIE, ON
ILS RWY 12 ..... CYAM-IAP-2
RNAV (GNSS) RWY 04 ..... CYAM-IAP-3A
RNAV (GNSS) Z RWY 12 ..... CYAM-IAP-3B
RNAV (RNP) Y RWY 12 ..... CYAM-IAP-3C
RNAV (GNSS) RWY 22 ..... CYAM-IAP-3D
RNAV (GNSS) RWY 30 ..... CYAM-IAP-3E
VOR/DME RWY 30 ..... CYAM-IAP-5
SID (VECTOR)
SAULT EIGHT DEP (SSM8.) CYAM-SID-1A
SID (VECTOR)
SAULT EIGHT DEP (SSM8.) CYAM-SID-1B
AERODROME CHART ..... CYAM-AD

SIOUX LOOKOUT, ON
RNAV (GNSS) RWY 16 ..... CYXL-IAP-3A
RNAV (GNSS) RWY 34 ..... CYXL-IAP-3B
NDB/DME RWY 16 ..... CYXL-IAP-8A
NDB/DME RWY 34 ..... CYXL-IAP-8B
NDB RWY 34 ..... CYXL-IAP-9
SID (RNAV)
AVRAM THREE DEP (AVRAM3.) CYXL-SID-1A
SID (RNAV)
AVRAM THREE DEP (AVRAM3.) CYXL-SID-1B
SID (RNAV)
PELKA THREE DEP (PELKA3.) CYXL-SID-2A
SID (RNAV)
PELKA THREE DEP (PELKA3.) CYXL-SID-2B
AERODROME CHART ..... CYXL-AD

SLATE FALLS, ON
RNAV (GNSS) RWY 10 ..... CKD9-IAP-3A
RNAV (GNSS) RWY 28 ..... CKD9-IAP-3B
AERODROME CHART CKD9-AD

ST. CATHARINES/NIAGARA DISTRICT, ON
RNAV (GNSS) RWY 06 ..... CYSN-IAP-3A
RNAV (GNSS) RWY 24 ..... CYSN-IAP-3B
DEPARTURE PROCEDURE ..... CYSN-DP
AERODROME CHART ..... CYSN-AD

ST. THOMAS MUNI, ON
RNAV (GNSS) RWY 09 ..... CYQS-IAP-3A
RNAV (GNSS) RWY 27 ..... CYQS-IAP-3B
VOR/DME A CYQS-IAP-5
DEPARTURE PROCEDURE ..... CYQS-DP
AERODROME CHART ..... CYQS-AD

STRATFORD MUNI, ON
RNAV (GNSS) RWY 05 ..... CYSA-IAP-3A
RNAV (GNSS) RWY 23 ..... CYSA-IAP-3B
AERODROME CHART ..... CYSA-AD

STURGEON FALLS (WEST NIPISSING GEN HOSPITAL), ON
COPTER RNAV (GNSS) 195° CNM3-IAP-3
VISUAL APPROACH CHART CNM3-VAP
HELIPORT CHART CNM3-HP

SUDBURY, ON
ILS RWY 22 ..... CYSB-IAP-2
RNAV (GNSS) Z RWY 04 ..... CYSB-IAP-3A
RNAV (RNP) Y RWY 04 ..... CYSB-IAP-3B
RNAV (GNSS) Z RWY 12 ..... CYSB-IAP-3C
RNAV (RNP) Y RWY 12 ..... CYSB-IAP-3D
RNAV (GNSS) Z RWY 22 ..... CYSB-IAP-3E
RNAV (RNP) Y RWY 22 ..... CYSB-IAP-3F
RNAV (GNSS) Z RWY 30 ..... CYSB-IAP-3G
RNAV (RNP) Y RWY 30 ..... CYSB-IAP-3H
SID (VECTOR)
SUDBURY TWO DEP (CYSB2.) CYSB-SID-1A
SID (VECTOR)
SUDBURY TWO DEP (CYSB2.) CYSB-SID-1B
AERODROME CHART ..... CYSB-AD

SUMMER BEAVER, ON
RNAV (GNSS) RWY 17 ..... CJV7-IAP-3A
RNAV (GNSS) RWY 35 ..... CJV7-IAP-3B
AERODROME CHART CJV7-AD

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THUNDER BAY, ON

STAR (RNAV)
LIBUK THREE ARR (LIBUK.LIBUK3) CYQT-STAR-1
STAR (RNAV)
NOTER FOUR ARR (NOTER.NOTER4)
TRANSITION ROUTES CYQT-STAR-2A
STAR (RNAV)
NOTER FOUR ARR (NOTER.NOTER4)
ARRIVAL ROUTES CYQT-STAR-2B
STAR (RNAV)
TIGAG THREE ARR (TIGAG.TIGAG3) CYQT-STAR-3
ILS RWY 07 ..... CYQT-IAP-2
RNAV (GNSS) Z RWY 07 ..... CYQT-IAP-3A
RNAV (RNP) Y RWY 07 ..... CYQT-IAP-3B
RNAV (GNSS) Z RWY 12 ..... CYQT-IAP-3C
RNAV (GNSS) X RWY 12 ..... CYQT-IAP-3D
RNAV (GNSS) Z RWY 25 ..... CYQT-IAP-3E
RNAV (RNP) Y RWY 25 ..... CYQT-IAP-3F
SID (RNAV)
LESIS FOUR DEP (LESIS4.) CYQT-SID-1A
SID (RNAV)
LESIS FOUR DEP (LESIS4.) CYQT-SID-1B
SID (RNAV)
NUBOM THREE DEP (NUBOM3.) CYQT-SID-2A
SID (RNAV)
NUBOM THREE DEP (NUBOM3.) CYQT-SID-2B
SID (VECTOR)
THUNDER BAY ONE DEP (CYQT1.) CYQT-SID-3A
SID (VECTOR)
THUNDER BAY ONE DEP (CYQT1.) CYQT-SID-3B
DEPARTURE PROCEDURE ..... CYQT-DP
NOISE ABATEMENT PROCEDURES ..... CYQT-NOR
AERODROME CHART ..... CYQT-AD
PARKING AREAS CYQT-APD-1
PARKING AREAS CYQT-APD-2

TILLSONBURG, ON

RNAV (GNSS) RWY 08 ..... CYTB-IAP-3A
AERODROME CHART ..... CYTB-AD

TIMMINS (VICTOR M. POWER), ON

ILS Z RWY 03 ..... CYTS-IAP-2A
ILS Y RWY 03 ..... CYTS-IAP-2B
RNAV (GNSS) RWY 03 ..... CYTS-IAP-3A
RNAV (GNSS) Z RWY 10 ..... CYTS-IAP-3B
RNAV (RNP) Y RWY 10 ..... CYTS-IAP-3C
RNAV (GNSS) Z RWY 21 ..... CYTS-IAP-3D
RNAV (RNP) Y RWY 21 ..... CYTS-IAP-3E
RNAV (GNSS) Z RWY 28 ..... CYTS-IAP-3F
RNAV (RNP) Y RWY 28 ..... CYTS-IAP-3G
VOR/DME RWY 03 ..... CYTS-IAP-5A
VOR/DME RWY 10 ..... CYTS-IAP-5B
VOR/DME RWY 21 ..... CYTS-IAP-5C
VOR/DME RWY 28 ..... CYTS-IAP-5D
AERODROME CHART ..... CYTS-AD

TORONTO/BILLY BISHOP TORONTO CITY AIRPORT, ON

STAR (RNAV)
ILIXU ONE ARR (UKPAG.ILIXU1)
TRANSITION ROUTES CYTZ-STAR-1A
STAR (RNAV)
ILIXU ONE ARR (UKPAG.ILIXU1)
ARRIVAL ROUTES CYTZ-STAR-1B
STAR (RNAV)
KAXOL TWO ARR (KAXOL.KAXOL2) CYTZ-STAR-2
ILS RWY 08 ..... CYTZ-IAP-2
RNAV (GNSS) Z RWY 08 ..... CYTZ-IAP-3A
RNAV (RNP) Y RWY 08 ..... CYTZ-IAP-3B
LOC RWY 08 ..... CYTZ-IAP-4A
LOC RWY 26 ..... CYTZ-IAP-4B
SID (RNAV)
BOMET SEVEN DEP (BOMET7.) CYTZ-SID-1A
SID (RNAV)
BOMET SEVEN DEP (BOMET7.)
DEPARTURE ROUTES CYTZ-SID-1B
SID (RNAV)
BOMET SEVEN DEP (BOMET7.)
TRANSITION ROUTES CYTZ-SID-1C
SID (RNAV)
DUSOM TWO DEP (DUSOM2.) CYTZ-SID-2A
SID (RNAV)
DUSOM TWO DEP (DUSOM2.)
DEPARTURE ROUTES CYTZ-SID-2B
SID (RNAV)
DUSOM TWO DEP (DUSOM2.)
TRANSITION ROUTES CYTZ-SID-2C
SID (RNAV)
ISLND ONE DEP (ISLND1.) CYTZ-SID-3A
SID (RNAV)
ISLND ONE DEP (ISLND1.) CYTZ-SID-3B
SID (RNAV)
MAVAN TWO DEP (MAVAN2.) CYTZ-SID-4A
SID (RNAV)
MAVAN TWO DEP (MAVAN2.) CYTZ-SID-4B
SID (RNAV)
OAKVL THREE DEP (OAKVL3.) CYTZ-SID-5A
SID (RNAV)
OAKVL THREE DEP (OAKVL3.)
DEPARTURE ROUTES CYTZ-SID-5B
SID (RNAV)
OAKVL THREE DEP (OAKVL3.)
TRANSITION ROUTES CYTZ-SID-5C
SID (RNAV)
PERLO FOUR DEP (PERLO4.) CYTZ-SID-6A
SID (RNAV)
PERLO FOUR DEP (PERLO4.)
DEPARTURE ROUTES CYTZ-SID-6B
SID (RNAV)
PERLO FOUR DEP (PERLO4.)
TRANSITION ROUTES CYTZ-SID-6C
SID (RNAV)
TEVAD TWO DEP (TEVAD2.) CYTZ-SID-7A

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SID (RNAV)
TEVAD TWO DEP (TEVAD2.) CYTZ-SID-7B
DEPARTURE PROCEDURE ..... CYTZ-DP
AERODROME CHART ..... CYTZ-AD

TORONTO/LESTER B. PEARSON INTL, ON

STAR (RNAV)
BOXUM SEVEN ARR (BOXUM.BOXUM7)
TRANSITION ROUTES CYYZ-STAR-1A
STAR (RNAV)
BOXUM SEVEN ARR (BOXUM.BOXUM7)
ARRIVAL ROUTES CYYZ-STAR-1B
STAR (RNAV)
BOXUM SEVEN ARR (BOXUM.BOXUM7)
ARRIVAL ROUTES CYYZ-STAR-1C
STAR (RNAV)
BOXUM SEVEN ARR (BOXUM.BOXUM7)
ARRIVAL ROUTES CYYZ-STAR-1D
STAR (RNAV)
BOXUM SEVEN ARR (BOXUM.BOXUM7)
ARRIVAL ROUTES CYYZ-STAR-1E
STAR (RNAV)
DUVOS FOUR ARR (BOXUM.DUVOS4)
TRANSITION ROUTES CYYZ-STAR-2A
STAR (RNAV)
DUVOS FOUR ARR (BOXUM.DUVOS4)
ARRIVAL ROUTES CYYZ-STAR-2B
STAR (RNAV)
DUVOS FOUR ARR (BOXUM.DUVOS4)
ARRIVAL ROUTES CYYZ-STAR-2C
STAR (RNAV)
DUVOS FOUR ARR (BOXUM.DUVOS4)
ARRIVAL ROUTES CYYZ-STAR-2D
STAR (RNAV)
DUVOS FOUR ARR (BOXUM.DUVOS4)
ARRIVAL ROUTES CYYZ-STAR-2E
STAR (RNAV)
IMEBA NINE ARR (IMEBA.IMEBA9)
TRANSITION ROUTES CYYZ-STAR-3A
STAR (RNAV)
IMEBA NINE ARR (IMEBA.IMEBA9)
ARRIVAL ROUTES CYYZ-STAR-3B
STAR (RNAV)
IMEBA NINE ARR (IMEBA.IMEBA9)
ARRIVAL ROUTES CYYZ-STAR-3C
STAR (RNAV)
IMEBA NINE ARR (IMEBA.IMEBA9)
ARRIVAL ROUTES CYYZ-STAR-3D
STAR (RNAV)
IMEBA NINE ARR (IMEBA.IMEBA9)
ARRIVAL ROUTES CYYZ-STAR-3E
STAR (RNAV)
LINNG THREE ARR (LINNG.LINNG3)
ARRIVAL ROUTES CYYZ-STAR-4A
STAR (RNAV)
LINNG THREE ARR (LINNG.LINNG3)
ARRIVAL ROUTES CYYZ-STAR-4B
STAR (RNAV)
LINNG THREE ARR (LINNG.LINNG3)
ARRIVAL ROUTES CYYZ-STAR-4C
STAR (RNAV)
LINNG THREE ARR (LINNG.LINNG3)
ARRIVAL ROUTES CYYZ-STAR-4D
STAR (RNAV)
LINNG THREE ARR (LINNG.LINNG3)
ARRIVAL ROUTES CYYZ-STAR-4E
STAR (RNAV)
NAKBO SIX ARR (NUBER.NAKBO6)
TRANSITION ROUTES CYYZ-STAR-5A
STAR (RNAV)
NAKBO SIX ARR (NUBER.NAKBO6)
ARRIVAL ROUTES CYYZ-STAR-5B
STAR (RNAV)
NAKBO SIX ARR (NUBER.NAKBO6)
ARRIVAL ROUTES CYYZ-STAR-5C
STAR (RNAV)
NAKBO SIX ARR (NUBER.NAKBO6)
ARRIVAL ROUTES CYYZ-STAR-5D
STAR (RNAV)
NUBER SIX ARR (NUBER.NUBER6)
TRANSITION ROUTES CYYZ-STAR-6A
STAR (RNAV)
NUBER SIX ARR (NUBER.NUBER6)
ARRIVAL ROUTES CYYZ-STAR-6B
STAR (RNAV)
NUBER SIX ARR (NUBER.NUBER6)
ARRIVAL ROUTES CYYZ-STAR-6C
STAR (RNAV)
NUBER SIX ARR (NUBER.NUBER6)
ARRIVAL ROUTES CYYZ-STAR-6D
STAR (RNAV)
RAGID SIX ARR (RAGID.RAGID6)
TRANSITION ROUTES CYYZ-STAR-7A
STAR (RNAV)
RAGID SIX ARR (RAGID.RAGID6)
ARRIVAL ROUTES CYYZ-STAR-7B
STAR (RNAV)
RAGID SIX ARR (RAGID.RAGID6)
ARRIVAL ROUTES CYYZ-STAR-7C
STAR (RNAV)
RAGID SIX ARR (RAGID.RAGID6)
ARRIVAL ROUTES CYYZ-STAR-7D
STAR (RNAV)
RAGID SIX ARR (RAGID.RAGID6)
ARRIVAL ROUTES CYYZ-STAR-7E
STAR (RNAV)
UDNOX FIVE ARR (RAGID.UDNOX5)
TRANSITION ROUTES CYYZ-STAR-8A
STAR (RNAV)
UDNOX FIVE ARR (RAGID.UDNOX5)
ARRIVAL ROUTES CYYZ-STAR-8B
STAR (RNAV)
UDNOX FIVE ARR (RAGID.UDNOX5)
ARRIVAL ROUTES CYYZ-STAR-8C
STAR (RNAV)
UDNOX FIVE ARR (RAGID.UDNOX5)
ARRIVAL ROUTES CYYZ-STAR-8D
STAR (RNAV)
UDNOX FIVE ARR (RAGID.UDNOX5)
ARRIVAL ROUTES CYYZ-STAR-8E

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STAR (RNAV)
VERKO ONE ARR (LINNG.VERKO1)
TRANSITION ROUTES CYYZ-STAR-9A
STAR (RNAV)
VERKO ONE ARR (LINNG.VERKO1)
ARRIVAL ROUTES CYYZ-STAR-9B
STAR (RNAV)
VERKO ONE ARR (LINNG.VERKO1)
ARRIVAL ROUTES CYYZ-STAR-9C
STAR (RNAV)
VERKO ONE ARR (LINNG.VERKO1)
ARRIVAL ROUTES CYYZ-STAR-9D
STAR (RNAV)
VERKO ONE ARR (LINNG.VERKO1)
ARRIVAL ROUTES CYYZ-STAR-9E
STAR (RNAV)
VIBLI SIX ARR (IMEBA.VIBLI6)
TRANSITION ROUTES CYYZ-STAR-10A
STAR (RNAV)
VIBLI SIX ARR (IMEBA.VIBLI6)
ARRIVAL ROUTES CYYZ-STAR-10B
STAR (RNAV)
VIBLI SIX ARR (IMEBA.VIBLI6)
ARRIVAL ROUTES CYYZ-STAR-10C
STAR (RNAV)
VIBLI SIX ARR (IMEBA.VIBLI6)
ARRIVAL ROUTES CYYZ-STAR-10D
STAR (RNAV)
VIBLI SIX ARR (IMEBA.VIBLI6)
ARRIVAL ROUTES CYYZ-STAR-10E
ESTABLISHED ON RNP AR (EoR)
USER INSTRUCTIONS ..... CYYZ-IAP-AAU
ILS RWY 05 ..... CYYZ-IAP-2A
ILS CAT II or III RWY 05 ..... CYYZ-IAP-2B
ILS RWY 06L CYYZ-IAP-2C
ILS CAT II or III RWY 06L CYYZ-IAP-2D
ILS RWY 06R CYYZ-IAP-2E
ILS RWY 15L CYYZ-IAP-2F
ILS RWY 15R CYYZ-IAP-2G
ILS RWY 23 ..... CYYZ-IAP-2H
ILS RWY 24L CYYZ-IAP-2I
ILS RWY 24R CYYZ-IAP-2J
ILS RWY 33L CYYZ-IAP-2K
ILS RWY 33R CYYZ-IAP-2L
RNAV (GNSS) Z RWY 05 ..... CYYZ-IAP-3A
RNAV (RNP) Y RWY 05 ..... CYYZ-IAP-3B
RNAV (GNSS) X RWY 05 ..... CYYZ-IAP-3C
RNAV (GNSS) Z RWY 06L CYYZ-IAP-3D
RNAV (GNSS) X RWY 06L CYYZ-IAP-3E
RNAV (GNSS) Z RWY 06R CYYZ-IAP-3F
RNAV (GNSS) X RWY 06R CYYZ-IAP-3G
RNAV (GNSS) Z RWY 15L CYYZ-IAP-3H
RNAV (GNSS) Z RWY 15R CYYZ-IAP-3I
RNAV (GNSS) Z RWY 23 ..... CYYZ-IAP-3J
RNAV (RNP) Y RWY 23 ..... CYYZ-IAP-3K
RNAV (GNSS) X RWY 23 ..... CYYZ-IAP-3L
RNAV (GNSS) Z RWY 24L CYYZ-IAP-3M
RNAV (GNSS) X RWY 24L CYYZ-IAP-3N
RNAV (GNSS) Z RWY 24R CYYZ-IAP-3O
RNAV (GNSS) X RWY 24R CYYZ-IAP-3P
RNAV (GNSS) Z RWY 33L CYYZ-IAP-3Q
RNAV (GNSS) Z RWY 33R CYYZ-IAP-3R
ATTENTION ALL USERS (CSPO) ..... CYYZ-PRM-AAU
ILS PRM RWY 15L CYYZ-PRM-2A
ILS PRM RWY 15R CYYZ-PRM-2B
ILS PRM RWY 33L CYYZ-PRM-2C
ILS PRM RWY 33R CYYZ-PRM-2D
RNAV (GNSS) PRM Z RWY 15L CYYZ-PRM-3A
RNAV (GNSS) PRM Z RWY 15R CYYZ-PRM-3B
RNAV (GNSS) PRM Z RWY 33L CYYZ-PRM-3C
RNAV (GNSS) PRM Z RWY 33R CYYZ-PRM-3D
SID (RNAV)
ANCOL FIVE DEP (ANCOL5.) CYYZ-SID-1A
SID (RNAV)
ANCOL FIVE DEP (ANCOL5.) CYYZ-SID-1B
SID (RNAV)
ANCOL FIVE DEP (ANCOL5.) CYYZ-SID-1C
SID (VECTOR)
ARROW FOUR DEP (ARROW4.) CYYZ-SID-2A
SID (VECTOR)
ARROW FOUR DEP (ARROW4.) CYYZ-SID-2B
SID (RNAV)
AVSEP SEVEN DEP (AVSEP7.) CYYZ-SID-3A
SID (RNAV)
AVSEP SEVEN DEP (AVSEP7.)
DEPARTURE ROUTES CYYZ-SID-3B
SID (RNAV)
AVSEP SEVEN DEP (AVSEP7.)
DEPARTURE ROUTES CYYZ-SID-3C
SID (RNAV)
AVSEP SEVEN DEP (AVSEP7.)
TRANSITION ROUTES CYYZ-SID-3D
SID (RNAV)
BETES THREE DEP (BETES3.) CYYZ-SID-4A
SID (RNAV)
BETES THREE DEP (BETES3.)
DEPARTURE ROUTES CYYZ-SID-4B
SID (RNAV)
BETES THREE DEP (BETES3.)
DEPARTURE ROUTES CYYZ-SID-4C
SID (RNAV)
BETES THREE DEP (BETES3.)
TRANSITION ROUTES CYYZ-SID-4D
SID (RNAV)
BOMET EIGHT DEP (BOMET8.) CYYZ-SID-5A
SID (RNAV)
BOMET EIGHT DEP (BOMET8.)
DEPARTURE ROUTES CYYZ-SID-5B
SID (RNAV)
BOMET EIGHT DEP (BOMET8.)
DEPARTURE ROUTES CYYZ-SID-5C
SID (RNAV)
BOMET EIGHT DEP (BOMET8.)
TRANSITION ROUTES CYYZ-SID-5D
SID (RNAV)
DEDKI FIVE DEP (DEDKI5.) CYYZ-SID-6A

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SID (RNAV)
DEDKI FIVE DEP (DEDKI5.)
DEPARTURE ROUTES CYYZ-SID-6B
SID (RNAV)
DEDKI FIVE DEP (DEDKI5.)
DEPARTURE ROUTES CYYZ-SID-6C
SID (RNAV)
DEDKI FIVE DEP (DEDKI5.)
TRANSITION ROUTES CYYZ-SID-6D
SID (RNAV)
DUSOM THREE DEP (DUSOM3.) CYYZ-SID-7A
SID (RNAV)
DUSOM THREE DEP (DUSOM3.)
DEPARTURE ROUTES CYYZ-SID-7B
SID (RNAV)
DUSOM THREE DEP (DUSOM3.)
DEPARTURE ROUTES CYYZ-SID-7C
SID (RNAV)
DUSOM THREE DEP (DUSOM3.)
TRANSITION ROUTES CYYZ-SID-7D
SID (RNAV)
EBKIN FOUR DEP (EBKIN4.) CYYZ-SID-8A
SID (RNAV)
EBKIN FOUR DEP (EBKIN4.)
DEPARTURE ROUTES CYYZ-SID-8B
SID (RNAV)
EBKIN FOUR DEP (EBKIN4.)
DEPARTURE ROUTES CYYZ-SID-8C
SID (RNAV)
EBKIN FOUR DEP (EBKIN4.)
TRANSITION ROUTES CYYZ-SID-8D
SID (RNAV)
GOPUP FOUR DEP (GOPUP4.) CYYZ-SID-9A
SID (RNAV)
GOPUP FOUR DEP (GOPUP4.)
DEPARTURE ROUTES CYYZ-SID-9B
SID (RNAV)
GOPUP FOUR DEP (GOPUP4.)
DEPARTURE ROUTES CYYZ-SID-9C
SID (RNAV)
GOPUP FOUR DEP (GOPUP4.)
TRANSITION ROUTES CYYZ-SID-9D
SID (RNAV)
IKLEN THREE DEP (IKLEN3.) CYYZ-SID-10A
SID (RNAV)
IKLEN THREE DEP (IKLEN3.) CYYZ-SID-10B
SID (RNAV)
IKLEN THREE DEP (IKLEN3.) CYYZ-SID-10C
SID (RNAV)
KEPTA THREE DEP (KEPTA3.) CYYZ-SID-11A
SID (RNAV)
KEPTA THREE DEP (KEPTA3.)
DEPARTURE ROUTES CYYZ-SID-11B
SID (RNAV)
KEPTA THREE DEP (KEPTA3.)
DEPARTURE ROUTES CYYZ-SID-11C
SID (RNAV)
KEPTA THREE DEP (KEPTA3.)
TRANSITION ROUTES CYYZ-SID-11D
SID (RNAV)
KISEP FOUR DEP (KISEP4.) CYYZ-SID-12A
SID (RNAV)
KISEP FOUR DEP (KISEP4.)
DEPARTURE ROUTES CYYZ-SID-12B
SID (RNAV)
KISEP FOUR DEP (KISEP4.)
DEPARTURE ROUTES CYYZ-SID-12C
SID (RNAV)
KISEP FOUR DEP (KISEP4.)
TRANSITION ROUTES CYYZ-SID-12D
SID (RNAV)
LAKES FOUR DEP (LAKES4.) CYYZ-SID-13A
SID (RNAV)
LAKES FOUR DEP (LAKES4.) CYYZ-SID-13B
SID (RNAV)
LAKES FOUR DEP (LAKES4.) CYYZ-SID-13C
SID (RNAV)
MATES SIX DEP (MATES6.) CYYZ-SID-14A
SID (RNAV)
MATES SIX DEP (MATES6.) CYYZ-SID-14B
SID (RNAV)
MATES SIX DEP (MATES6.) CYYZ-SID-14C
SID (RNAV)
MAVAN THREE DEP (MAVAN3.) CYYZ-SID-15A
SID (RNAV)
MAVAN THREE DEP (MAVAN3.)
DEPARTURE ROUTES CYYZ-SID-15B
SID (RNAV)
MAVAN THREE DEP (MAVAN3.)
DEPARTURE ROUTES CYYZ-SID-15C
SID (RNAV)
MAVAN THREE DEP (MAVAN3.)
TRANSITION ROUTES CYYZ-SID-15D
SID (RNAV)
MIXUT SEVEN DEP (MIXUT7.) CYYZ-SID-16A
SID (RNAV)
MIXUT SEVEN DEP (MIXUT7.)
DEPARTURE ROUTES CYYZ-SID-16B
SID (RNAV)
MIXUT SEVEN DEP (MIXUT7.)
DEPARTURE ROUTES CYYZ-SID-16C
SID (RNAV)
MIXUT SEVEN DEP (MIXUT7.)
TRANSITION ROUTES CYYZ-SID-16D
SID (RNAV)
NOSIK FOUR DEP (NOSIK4.) CYYZ-SID-17A
SID (RNAV)
NOSIK FOUR DEP (NOSIK4.)
DEPARTURE ROUTES CYYZ-SID-17B
SID (RNAV)
NOSIK FOUR DEP (NOSIK4.)
DEPARTURE ROUTES CYYZ-SID-17C
SID (RNAV)
NOSIK FOUR DEP (NOSIK4.)
TRANSITION ROUTES CYYZ-SID-17D
SID (RNAV)
NUGOP SIX DEP (NUGOP6.) CYYZ-SID-18A
SID (RNAV)
NUGOP SIX DEP (NUGOP6.)
DEPARTURE ROUTES CYYZ-SID-18B

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SID (RNAV)
NUGOP SIX DEP (NUGOP6.)
DEPARTURE ROUTES CYYZ-SID-18C
SID (RNAV)
NUGOP SIX DEP (NUGOP6.)
TRANSITION ROUTES CYYZ-SID-18D
SID (RNAV)
OAKVL THREE DEP (OAKVL3.) CYYZ-SID-19A
SID (RNAV)
OAKVL THREE DEP (OAKVL3.)
DEPARTURE ROUTES CYYZ-SID-19B
SID (RNAV)
OAKVL THREE DEP (OAKVL3.)
DEPARTURE ROUTES CYYZ-SID-19C
SID (RNAV)
OAKVL THREE DEP (OAKVL3.)
TRANSITION ROUTES CYYZ-SID-19D
SID (RNAV)
PEMBA SIX DEP (PEMBA6.) CYYZ-SID-20A
SID (RNAV)
PEMBA SIX DEP (PEMBA6.)
DEPARTURE ROUTES CYYZ-SID-20B
SID (RNAV)
PEMBA SIX DEP (PEMBA6.)
DEPARTURE ROUTES CYYZ-SID-20C
SID (RNAV)
PEMBA SIX DEP (PEMBA6.)
TRANSITION ROUTES CYYZ-SID-20D
SID (RNAV)
PERLO FIVE DEP (PERLO5.) CYYZ-SID-21A
SID (RNAV)
PERLO FIVE DEP (PERLO5.) CYYZ-SID-21B
SID (RNAV)
PERLO FIVE DEP (PERLO5.) CYYZ-SID-21C
SID (RNAV)
RIGUS FIVE DEP (RIGUS5.) CYYZ-SID-22A
SID (RNAV)
RIGUS FIVE DEP (RIGUS5.)
DEPARTURE ROUTES CYYZ-SID-22B
SID (RNAV)
RIGUS FIVE DEP (RIGUS5.)
DEPARTURE ROUTES CYYZ-SID-22C
SID (RNAV)
RIGUS FIVE DEP (RIGUS5.)
TRANSITION ROUTES CYYZ-SID-22D
SID (RNAV)
SEDOG SIX DEP (SEDOG6.) CYYZ-SID-23A
SID (RNAV)
SEDOG SIX DEP (SEDOG6.)
DEPARTURE ROUTES CYYZ-SID-23B
SID (RNAV)
SEDOG SIX DEP (SEDOG6.)
DEPARTURE ROUTES CYYZ-SID-23C
SID (RNAV)
SEDOG SIX DEP (SEDOG6.)
TRANSITION ROUTES CYYZ-SID-23D
SID (RNAV)
TEVAD THREE DEP (TEVAD3.) CYYZ-SID-24A
SID (RNAV)
TEVAD THREE DEP (TEVAD3.) CYYZ-SID-24B
SID (RNAV)
TEVAD THREE DEP (TEVAD3.) CYYZ-SID-24C
SID (VECTOR)
TORONTO FOUR DEP (TRNTO4.) CYYZ-SID-25A
SID (VECTOR)
TORONTO FOUR DEP (TRNTO4.) CYYZ-SID-25B
SID (RNAV)
TULEK FOUR DEP (TULEK4.) CYYZ-SID-26A
SID (RNAV)
TULEK FOUR DEP (TULEK4.)
DEPARTURE ROUTES CYYZ-SID-26B
SID (RNAV)
TULEK FOUR DEP (TULEK4.)
DEPARTURE ROUTES CYYZ-SID-26C
SID (RNAV)
TULEK FOUR DEP (TULEK4.)
TRANSITION ROUTES CYYZ-SID-26D
SID (RNAV)
URSAL FOUR DEP (URSAL4.) CYYZ-SID-27A
SID (RNAV)
URSAL FOUR DEP (URSAL4.)
DEPARTURE ROUTES CYYZ-SID-27B
SID (RNAV)
URSAL FOUR DEP (URSAL4.)
DEPARTURE ROUTES CYYZ-SID-27C
SID (RNAV)
URSAL FOUR DEP (URSAL4.)
TRANSITION ROUTES CYYZ-SID-27D
SID (RNAV)
VERDO SEVEN DEP (VERDO7.) CYYZ-SID-28A
SID (RNAV)
VERDO SEVEN DEP (VERDO7.)
DEPARTURE ROUTES CYYZ-SID-28B
SID (RNAV)
VERDO SEVEN DEP (VERDO7.)
DEPARTURE ROUTES CYYZ-SID-28C
SID (RNAV)
VERDO SEVEN DEP (VERDO7.)
TRANSITION ROUTES CYYZ-SID-28D
DEPARTURE PROCEDURE ..... CYYZ-DP
NOISE OPERATING RESTRICTIONS CYYZ-NOR-1
NOISE ABATEMENT PROCEDURES CYYZ-NOR-2
AERODROME CHART CYYZ-AD-1
AERODROME CHART (HIRO) CYYZ-AD-2
AERODROME CHART
(REDUCED TAKE-OFF RUNS) CYYZ-AD-3
ADVISORY CHART CYYZ-GM-1A
TAXI CHART CYYZ-GM-1B
TAXI CHART CYYZ-GM-1C
TAXI CHART CYYZ-GM-1D
LOW VISIBILITY PROCEDURES CYYZ-GM-3A
LOW VISIBILITY TAXI CHART
LAND RWY 05, DEPART RWY 05
(RVR LESS THAN 1200 TO 600 FT) CYYZ-GM-3B
LOW VISIBILITY TAXI CHART
LAND RWY 06L, DEPART RWY 06L
(RVR LESS THAN 1200 TO 600 FT) CYYZ-GM-3C
LOW VISIBILITY TAXI CHART
LAND RWY 06L, DEPART RWY 33R
(RVR LESS THAN 1200 TO 600 FT) CYYZ-GM-3D
DE-ICING OPERATIONS CYYZ-GM-4A

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CENTRAL DE-ICING FACILITY CYYZ-GM-4B
ENGINE FAN BLADE ICE SHEDDING PROCEDURES CYYZ-GM-4C
PARKING AREAS (TERMINAL 1) CYYZ-APD-1
PARKING AREAS (TERMINAL 1 EAST HOLD) CYYZ-APD-2
PARKING AREAS (TERMINAL 3) CYYZ-APD-3
TAXILANE LIMITATIONS CYYZ-APD-4
TAXILANE LIMITATIONS CYYZ-APD-5
PARKING AREAS (INFIELD) CYYZ-APD-6
PARKING AREAS (FEDEX) CYYZ-APD-7
COMMUTER PARKING AREAS CYYZ-APD-8

TORONTO/OSHAWA EXECUTIVE AIRPORT, ON
RNAV (GNSS) RWY 05 ..... CYOO-IAP-3A
RNAV (GNSS) RWY 12 ..... CYOO-IAP-3B
RNAV (GNSS) RWY 23 ..... CYOO-IAP-3C
RNAV (GNSS) RWY 30 ..... CYOO-IAP-3D
SID (VECTOR)
OSHAWA SIX DEP (CYOO6.) CYOO-SID-1A
SID (VECTOR)
OSHAWA SIX DEP (CYOO6.) CYOO-SID-1B
NOISE ABATEMENT PROCEDURES ..... CYOO-NOR
AERODROME CHART ..... CYOO-AD

TRENTON, ON
ILS/DME RWY 06 (DND) CYTR-IAP-2A
ILS RWY 24 (DND) CYTR-IAP-2B
RNAV (GNSS) RWY 06 (DND) CYTR-IAP-3A
RNAV (GNSS) RWY 24 (DND) CYTR-IAP-3C
NDB RWY 06 (DND) CYTR-IAP-9A
NDB RWY 24 (DND) CYTR-IAP-9B
SID (VECTOR)
COUNTY ONE DEP (COUNTY1.)(DND) CYTR-SID-1A
SID (VECTOR)
COUNTY ONE DEP (COUNTY1.)(DND) CYTR-SID-1B
SID (VECTOR)
TRENTON ONE DEP (CYTR1.)(DND) CYTR-SID-2A
SID (VECTOR)
TRENTON ONE DEP (CYTR1.)(DND) CYTR-SID-2B
AERODROME CHART (DND) ..... CYTR-AD
PARKING AREAS (DND) ..... CYTR-APD

WAWA, ON
RNAV (GNSS) RWY 03 ..... CYXZ-IAP-3A
RNAV (GNSS) A CYXZ-IAP-3B
AERODROME CHART ..... CYXZ-AD

WEBEQUIE, ON
RNAV (GNSS) RWY 02 ..... CYWP-IAP-3A
RNAV (GNSS) RWY 20 ..... CYWP-IAP-3B
AERODROME CHART ..... CYWP-AD

WELLAND/NIAGARA CENTRAL DOROTHY RUNGELING, ON
RNAV (GNSS) RWY 05 ..... CNQ3-IAP-3
DEPARTURE PROCEDURE CNQ3-DP
AERODROME CHART CNQ3-AD

WIARTON, ON
RNAV (GNSS) RWY 05 ..... CYVV-IAP-3A
RNAV (GNSS) RWY 23 ..... CYVV-IAP-3B
VOR/DME RWY 05 ..... CYVV-IAP-5A
VOR/DME RWY 23 ..... CYVV-IAP-5B
VOR RWY 05 ..... CYVV-IAP-6A
VOR RWY 23 ..... CYVV-IAP-6B
AERODROME CHART ..... CYVV-AD

WINDSOR, ON
STAR (RNAV)
FOREY TWO ARR (FOREY.FOREY2) TRANSITION ROUTES CYQG-STAR-1A
STAR (RNAV)
FOREY TWO ARR (FOREY.FOREY2) ARRIVAL ROUTES CYQG-STAR-1B
STAR (RNAV)
GIGGY TWO ARR (GIGGY.GIGGY2) TRANSITION ROUTES CYQG-STAR-2A
STAR (RNAV)
GIGGY TWO ARR (GIGGY.GIGGY2) ARRIVAL ROUTES CYQG-STAR-2B
STAR (RNAV)
PETTE TWO ARR (PETTE.PETTE2) TRANSITION ROUTES CYQG-STAR-3A
STAR (RNAV)
PETTE TWO ARR (PETTE.PETTE2) ARRIVAL ROUTES CYQG-STAR-3B
STAR (RNAV)
RRALF THREE ARR (RRALF.RRALF3) TRANSITION ROUTES CYQG-STAR-4A
STAR (RNAV)
RRALF THREE ARR (RRALF.RRALF3) ARRIVAL ROUTES CYQG-STAR-4B
ILS RWY 25 ..... CYQG-IAP-2
RNAV (GNSS) RWY 07 ..... CYQG-IAP-3A
RNAV (GNSS) RWY 25 ..... CYQG-IAP-3B
RNAV (GNSS) RWY 30 ..... CYQG-IAP-3C
SID (RNAV)
FLOKA ONE DEP (FLOKA1.) CYQG-SID-1A
SID (RNAV)
FLOKA ONE DEP (FLOKA1.) DEPARTURE ROUTES CYQG-SID-1B
SID (RNAV)
FLOKA ONE DEP (FLOKA1.) TRANSITION ROUTES CYQG-SID-1C
SID (RNAV)
MALTB ONE DEP (MALTB1.) CYQG-SID-2A
SID (RNAV)
MALTB ONE DEP (MALTB1.) CYQG-SID-2B
SID (VECTOR)
WINDSOR FIVE DEP (CYQG5.) CYQG-SID-3A
SID (VECTOR)
WINDSOR FIVE DEP (CYQG5.) CYQG-SID-3B
AERODROME CHART ..... CYQG-AD

WUNNUMIN LAKE, ON
RNAV (GNSS) RWY 16 ..... CKL3-IAP-3A
RNAV (GNSS) RWY 34 ..... CKL3-IAP-3B
AERODROME CHART CKL3-AD

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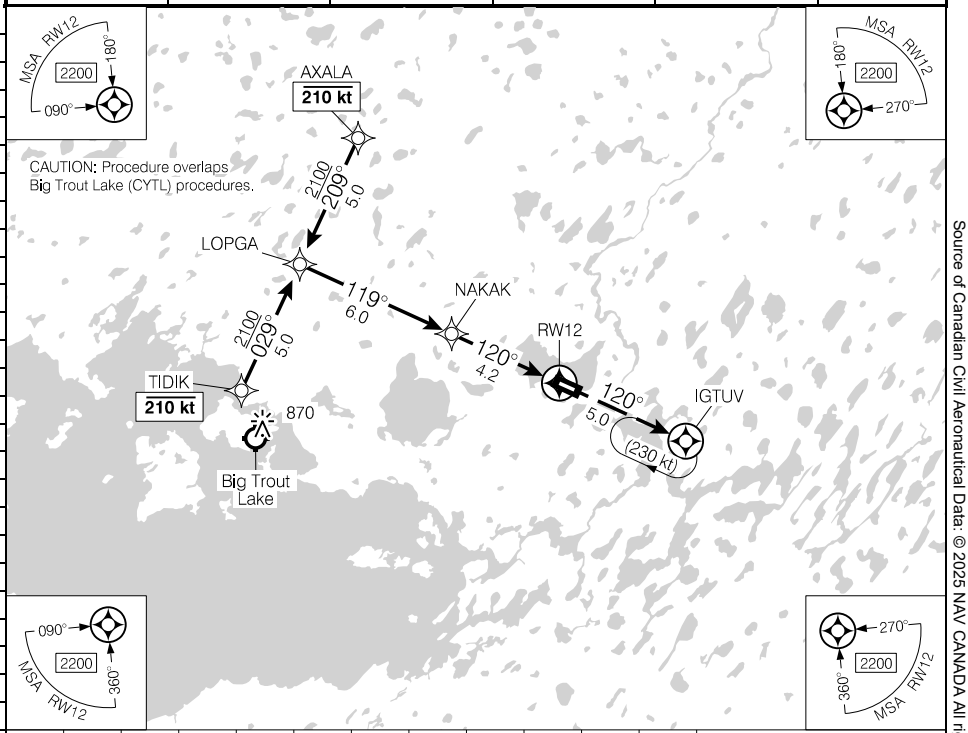
ANGLING LAKE/WAPEKEKA, ON

RNAV (GNSS) RWY 12

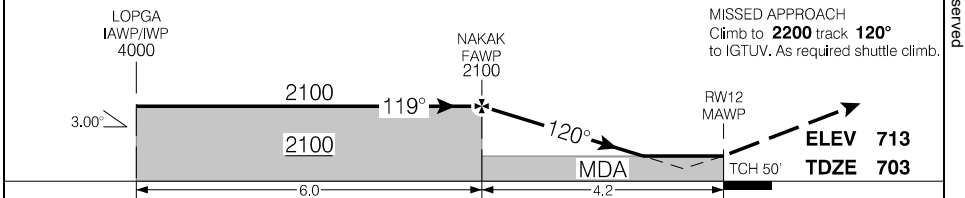
535057N 0893446W VAR 5°W

CKB6

AWOS Big Trout Lake – **128.7**		TFC – **123.2** ATF		ARCAL 123.2(K)
SAFE ALT 100 NM **2600**	WAAS **Ch 81080** W12A	APCH CRS **120°**	MIN ALT NAKAK **2100**	LDA **3609**



(NM)			10.2	9	8	7	6	5	**4.2**	3	2	1.4	DIST FROM RW12
			4000	3620	3300	2980	2660	2340	**2100**	1700	1380	1200	ALT (3.00° APCH PATH)



RASS: Use CYTL.

CATEGORY	A	B	C	D
LPV	**1197**	(500)	1¾	
LNAV	**1200**	(503)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 12

CKB6

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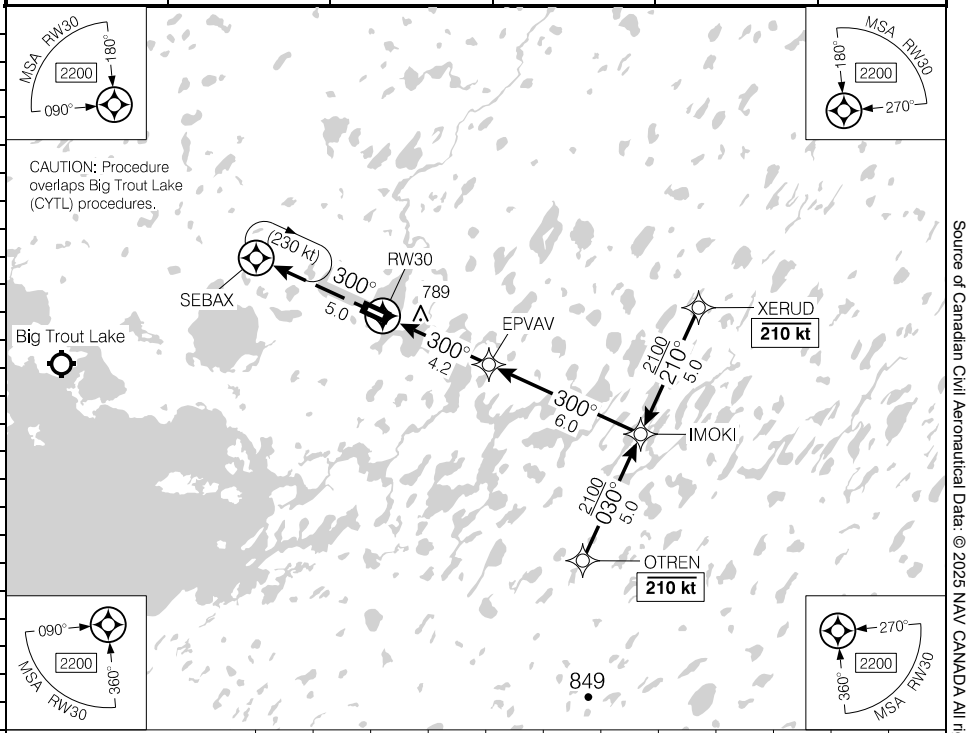
ANGLING LAKE/WAPEKEKA, ON

RNAV (GNSS) RWY 30

535057N 0893446W VAR 5°W

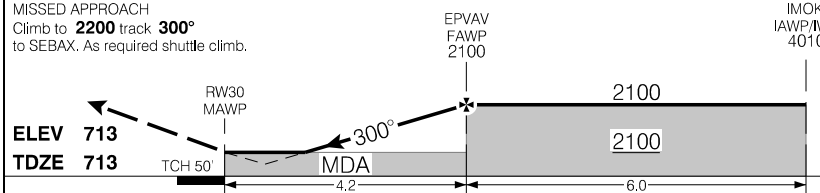
CKB6

AWOS Big Trout Lake – **128.7**		TFC – **123.2** ATF		ARCAL 123.2(K)
SAFE ALT 100 NM **2600**	WAAS **Ch 81081** W30A	APCH CRS **300°**	MIN ALT EPVAV **2100**	LDA **3609**



DIST FROM RW30	1.4	2	3	**4.2**	5	6	7	8	9	10.2		
ALT (3.00° APCH PATH)	1220	1400	1720	**2100**	2360	2680	2990	3310	3630	4010		

MISSED APPROACH
Climb to **2200** track **300°**
to SEBAX. As required shuttle climb.



RASS: Use CYTL.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**1213**	(500)	1¾	
LNAV	**1220**	(507)	1½	

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RNAV (GNSS) RWY 30

CKB6

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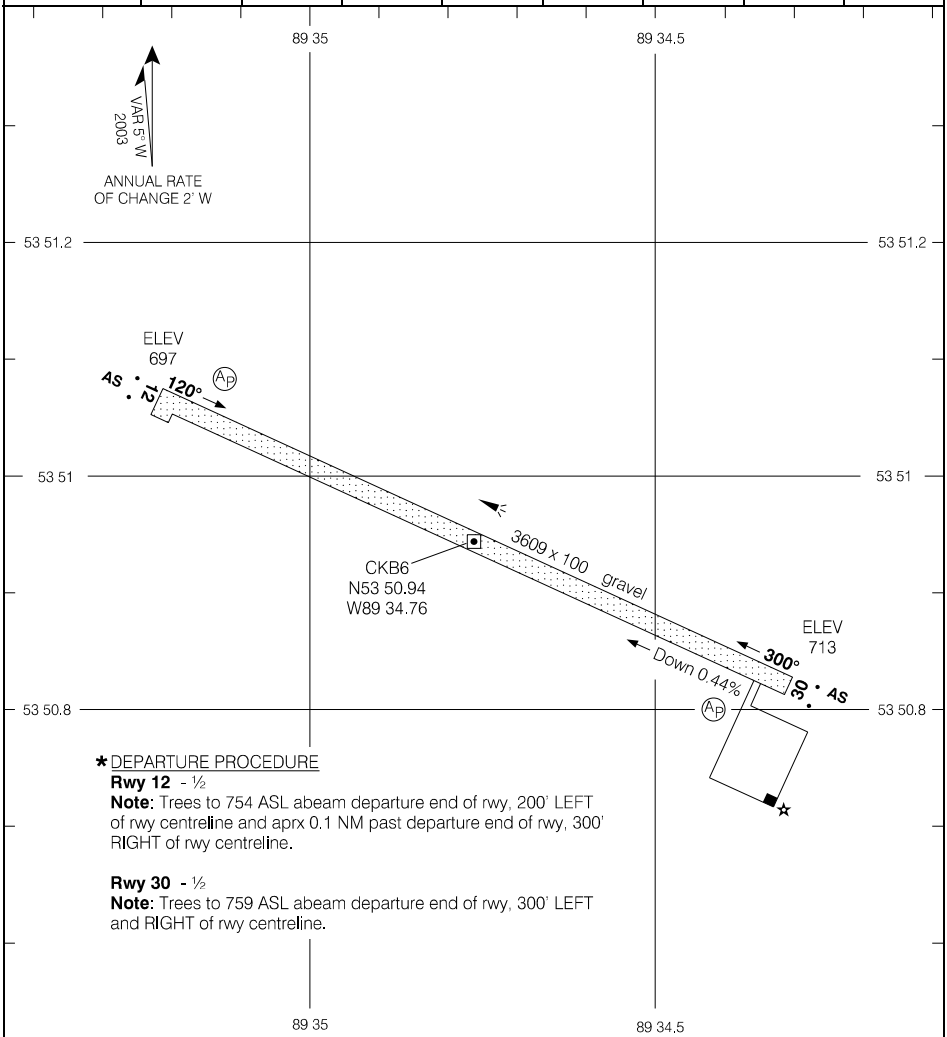
AERODROME CHART

CKB6

AWOS Big Trout Lake – **128.7**

TFC – **123.2** ATF

DECL DISTS	12	30						
TORA	3609	3609						
TODA	3609	3609						
ASDA	3609	3609						
LDA	3609	3609						



★ DEPARTURE PROCEDURE

Rwy 12 - ½

Note: Trees to 754 ASL abeam departure end of rwy, 200' LEFT of rwy centreline and aprx 0.1 NM past departure end of rwy, 300' RIGHT of rwy centreline.

Rwy 30 - ½

Note: Trees to 759 ASL abeam departure end of rwy, 300' LEFT and RIGHT of rwy centreline.

TAKE-OFF MINIMA	SCALE IN FEET
Rwys 12; 30: ★	1000 0 1000

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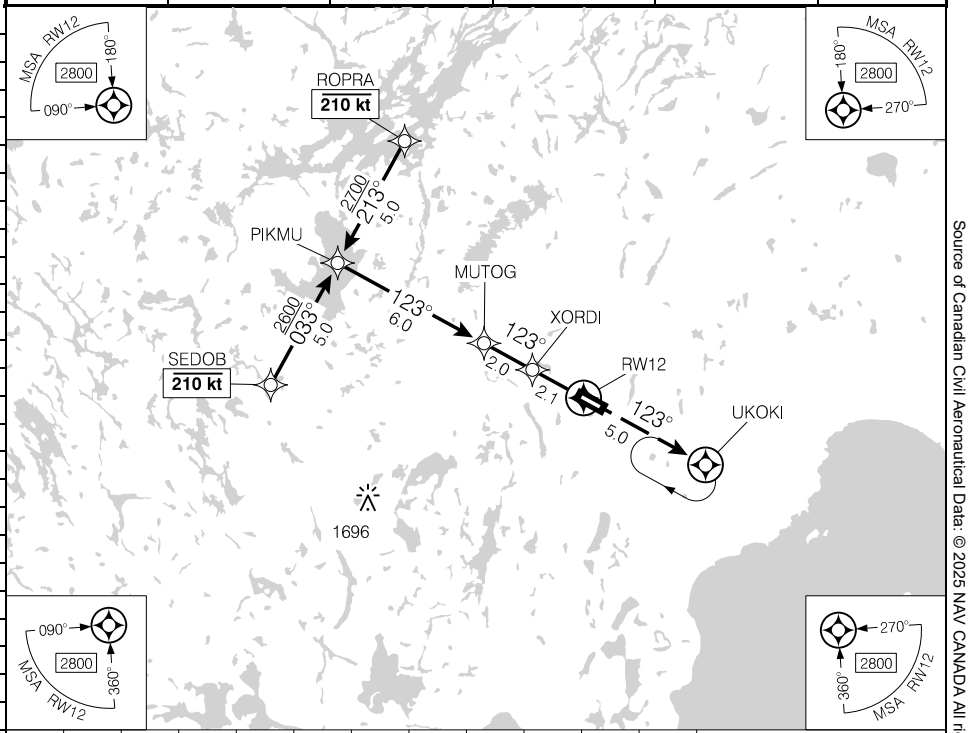
ARMSTRONG, ON

RNAV (GNSS) RWY 12

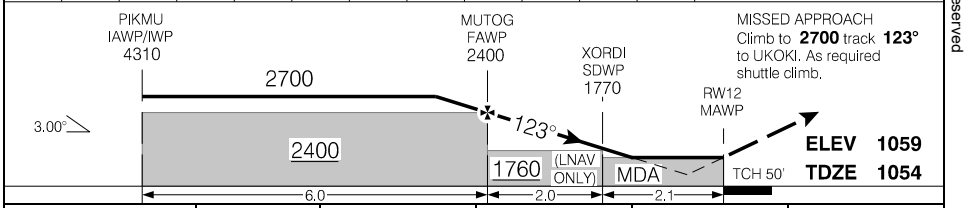
501738N 0885436W VAR 4°W

CYYW

MET – 128.65		TFC – 122.8 ATF		ARCAL 122.8(K)
SAFE ALT 100 NM **3200**	WAAS **Ch 80495** W12A	APCH CRS **123°**	MIN ALT MUTOG **2400**	LDA **4006**



		10.1	9	8	7	6	**5.0**	4	3	1.6		DIST FROM RW12
		4310	3970	3650	3330	3010	**2700**	2370	2060	1600		ALT (3.00° APCH PATH)



CATEGORY	A	B	C	D
LPV	**1550**	(500)	1¾	
LNAV/VNAV (min. -20°C, max. 54°C)	**1655**	(605)	2¼	
LNAV	**1600**	(550)	1¾	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

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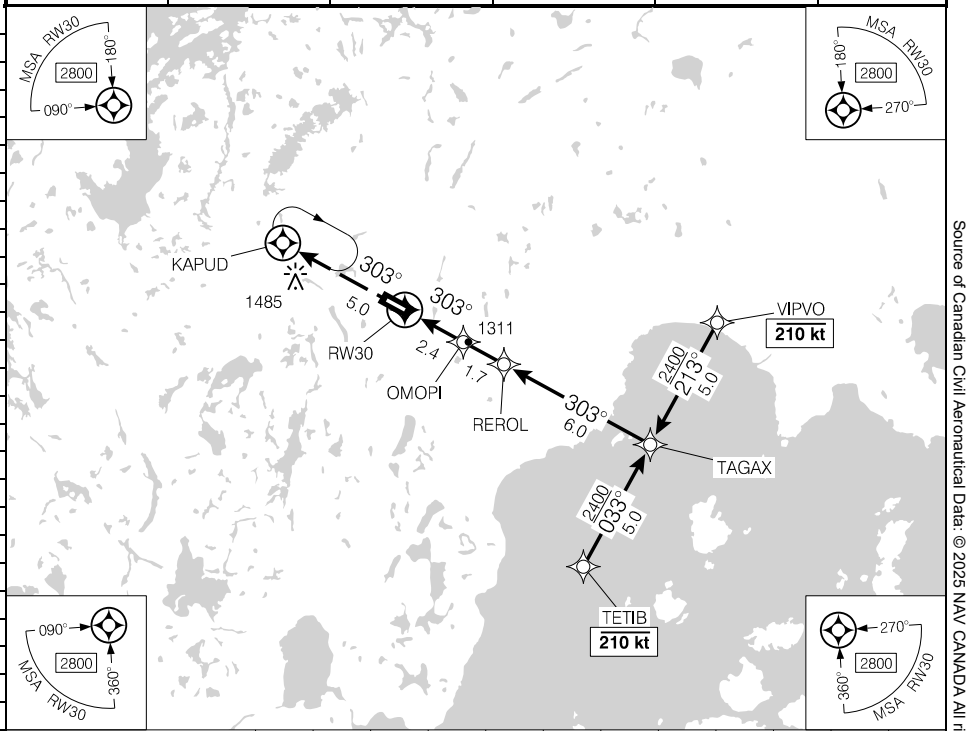
ARMSTRONG, ON

RNAV (GNSS) RWY 30

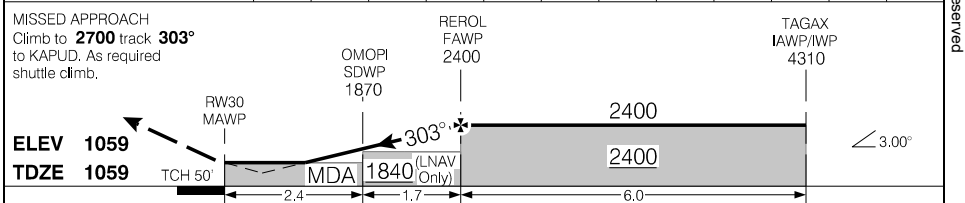
501738N 0885436W VAR 4°W

CYYW

MET – 128.65		TFC – 122.8 ATF		ARCAL 122.8(K)
SAFE ALT 100 NM **3200**	WAAS **Ch 80496** W30A	APCH CRS **303°**	MIN ALT REROL **2400**	LDA **4006**



DIST FROM RW30	1.4	2	3	**4.1**	5	6	7	8	9	10.1		
ALT (3.00° APCH PATH)	1560	1740	2060	**2400**	2700	3020	3340	3650	3970	4310		



Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**1556**	(500)	1¾	
LNAV/VNAV (min. -20°C, max. 54°C)	**1556**	(500)	1¾	
LNAV	**1560**	(504)	1½	

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ARMSTRONG, ON

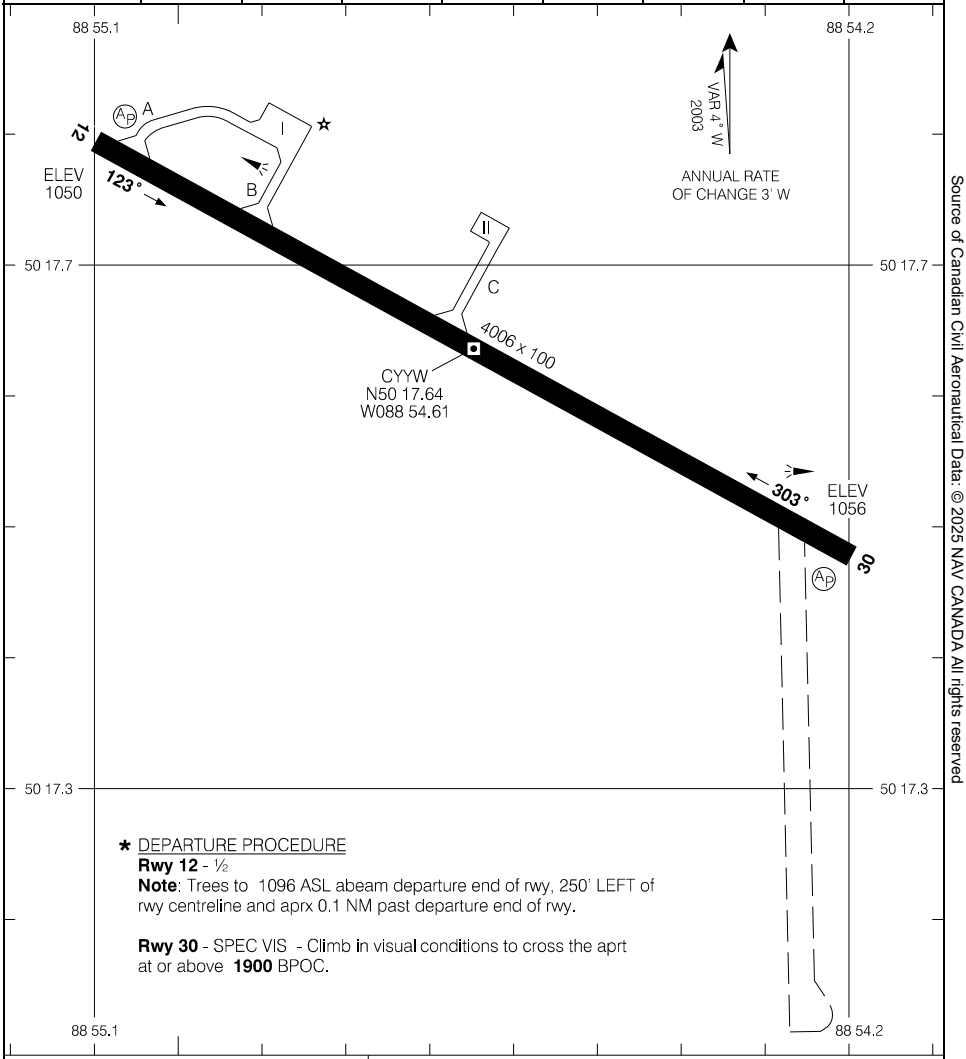
AERODROME CHART

CYYW

MET – **128.65**

TFC – **122.8** ATF

DECL DISTS	12	30						
TORA	4006	4006						
TODA	4006	4006						
ASDA	4006	4006						
LDA	4006	4006						



TAKE-OFF MINIMA	SCALE IN FEET
Rwys 12, 30: *	1000 0 1000

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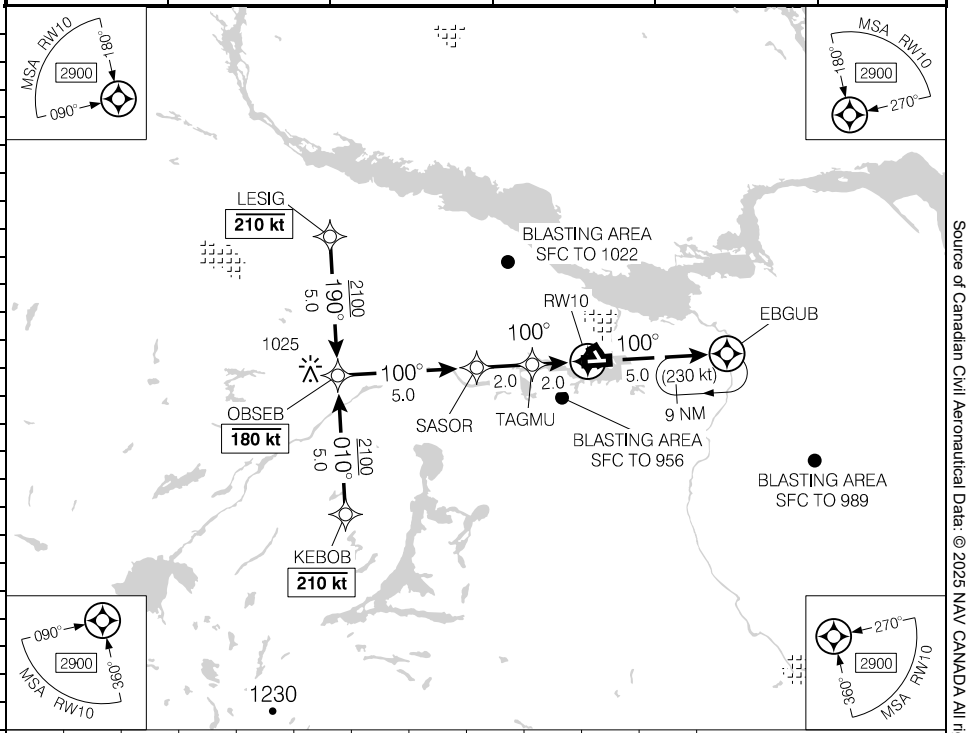
ARNPRIOR, ON

RNAV (GNSS) RWY 10

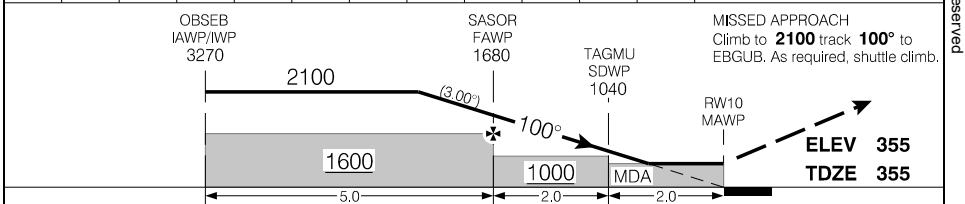
452450N 0762157W VAR 13°W

CNP3

	CTR Montreal – **124.27**	UNICOM – **122.7** ATF		ARCAL 122.7(J)
SAFE ALT 100 NM **4800**	RNAV	APCH CRS **100°**	MIN ALT SASOR **1600**	LDA **3937**



			9	8	7	6	**5.3**	4	3	2	1.3	DIST FROM RW10
			3270	2950	2630	2320	**2100**	1680	1360	1040	820	ALT (3.00° APCH PATH)



RASS: Use CYOW.

CATEGORY	A	B	C	D
LNAV	**820**		(465)	1½

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 10

CNP3

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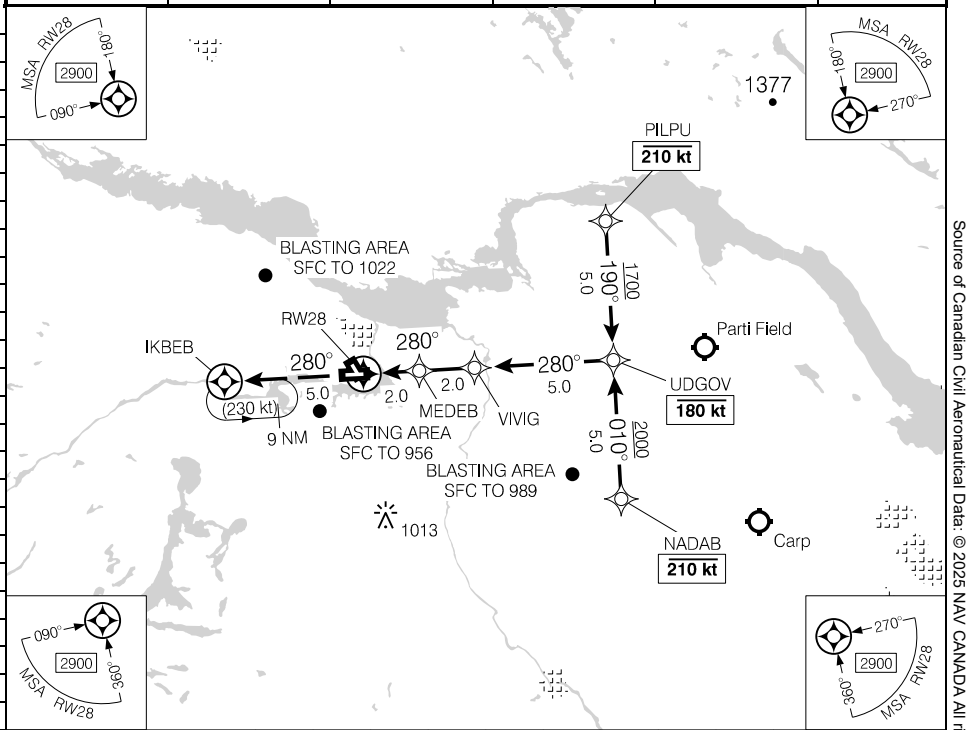
ARNPRIOR, ON

RNAV (GNSS) RWY 28

452450N 0762157W VAR 13°W

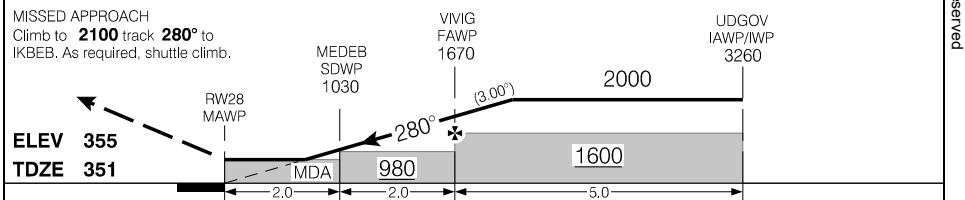
CNP3

	CTR Montreal – **124.27**	UNICOM – **122.7** ATF		ARCAL 122.7(J)
SAFE ALT 100 NM **4800**	RNAV	APCH CRS **280°**	MIN ALT VIVIG **1600**	LDA **3937**	



DIST FROM RW28	1.4	2	3	4	**5.0**	6	7	8	9			
ALT (3.00° APCH PATH)	840	1030	1350	1670	**2000**	2310	2630	2940	3260			

MISSED APPROACH
Climb to **2100** track **280°** to IKBEB. As required, shuttle climb.



RASS: Use CYOW.

CATEGORY	A	B	C	D
LNAV	**840**	(493)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 28

CNP3

EFF 12 JUN 25

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ARNPRIOR, ON

AERODROME CHART

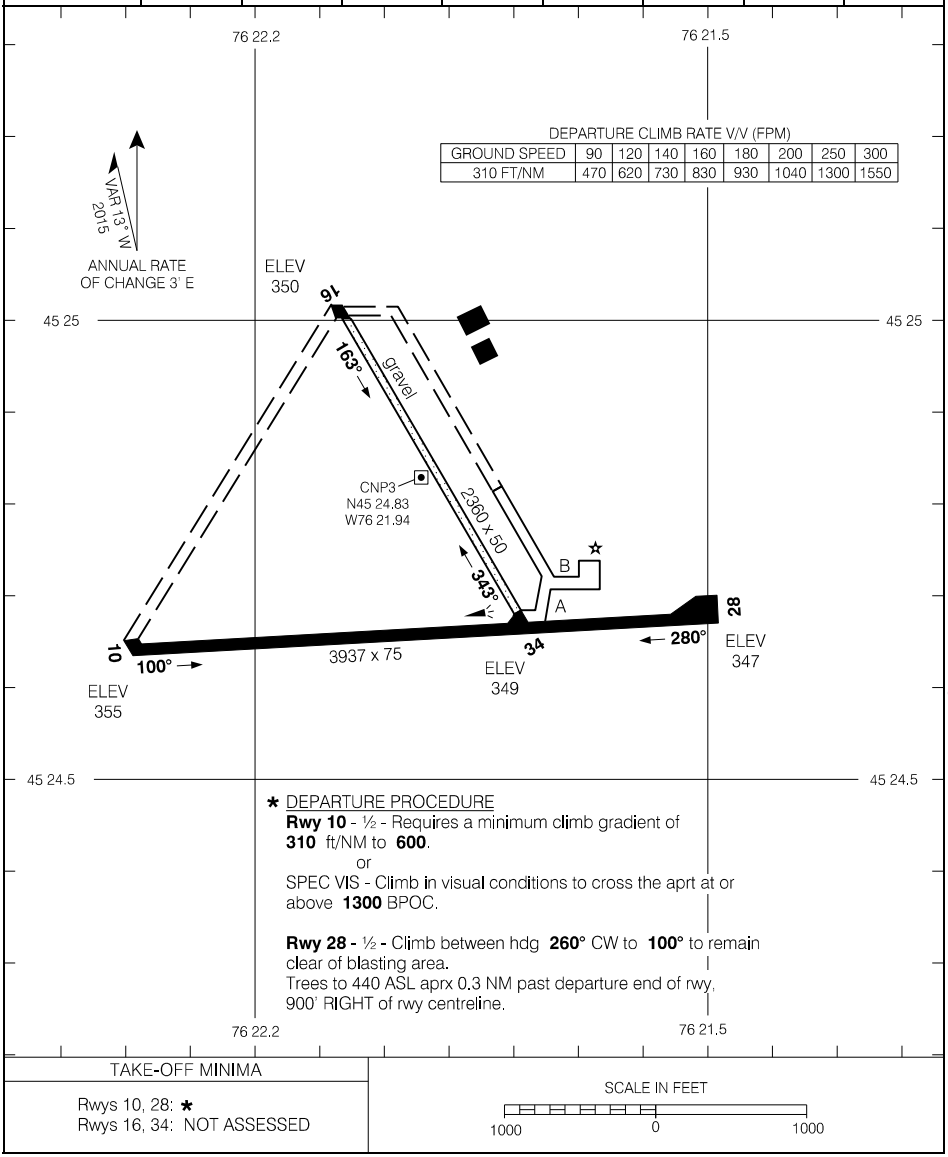
CNP3

UNICOM – **122.7**

ATF

CTR Montreal – **124.27**

DECL DISTS	10	28	16	34				
TORA	3937	3937	2360	2360				
TODA	3937	3937	2360	2360				
ASDA	3937	3937	2360	2360				
LDA	3937	3937	2360	2360				



TAKE-OFF MINIMA

Rwys 10, 28: *
Rwys 16, 34: NOT ASSESSED

SCALE IN FEET

1000 0 1000

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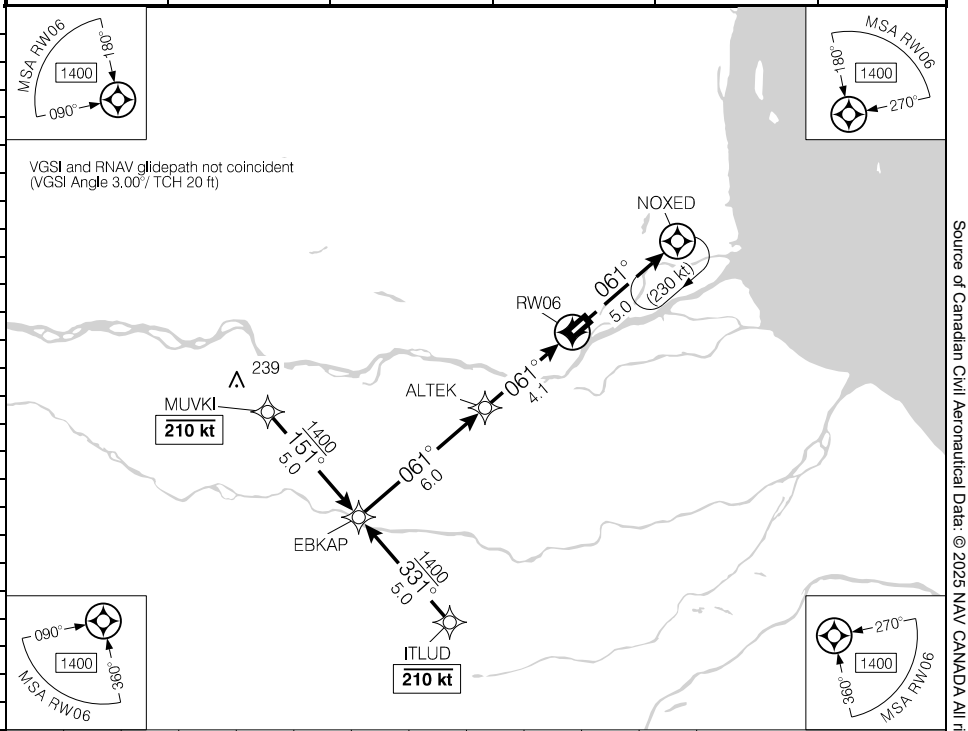
ATTAWAPISKAT, ON

RNAV (GNSS) RWY 06

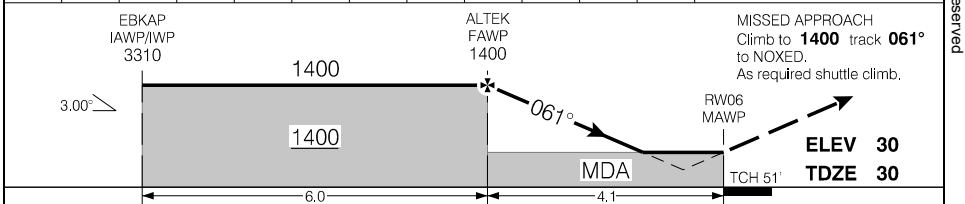
525539N 0822555W VAR 12°W

CYAT

AWOS – **128.77**		TFC – **122.8** ATF		ARCAL 122.8(K)
SAFE ALT 100 NM **2000**	WAAS **Ch 80847** W06A	APCH CRS **061°**	MIN ALT ALTEK **1400**	LDA **3495**



		10.1	9	8	7	6	5	**4.1**	3	2	1.4	DIST FROM RW06
		3310	2950	2630	2310	1990	1670	**1400**	1040	720	540	ALT (3.00° APCH PATH)



CATEGORY	A	B	C	D
LPV	**530**	(501)	1¾	NOT AUTHORIZED
LNAV	**540**	(511)	1½	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 06

CYAT

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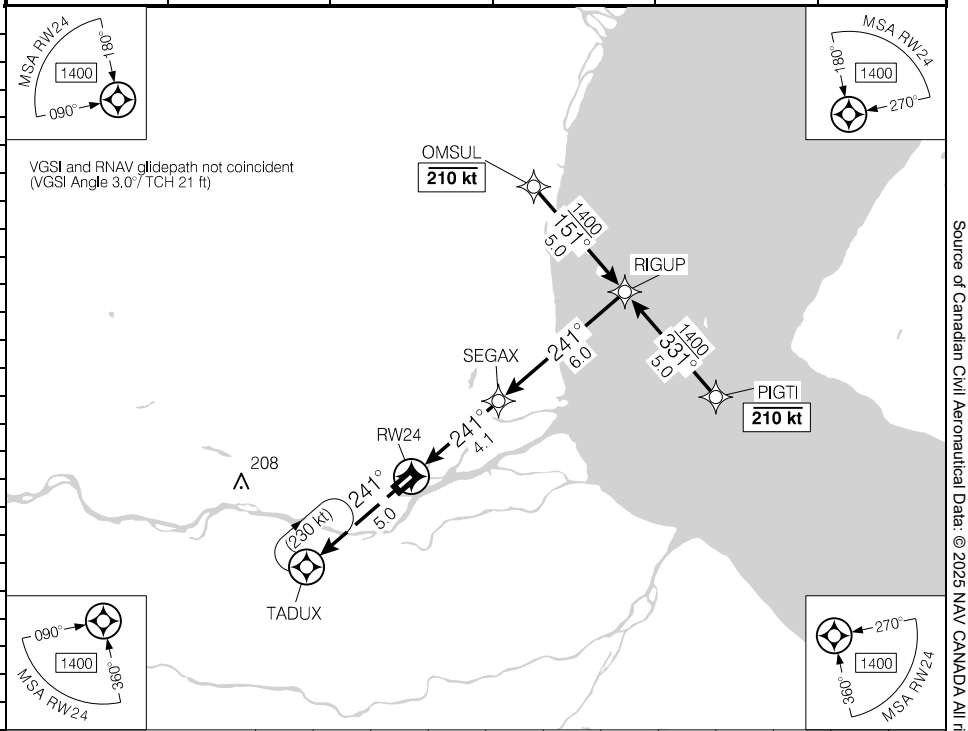
ATTAWAPISKAT, ON

RNAV (GNSS) RWY 24

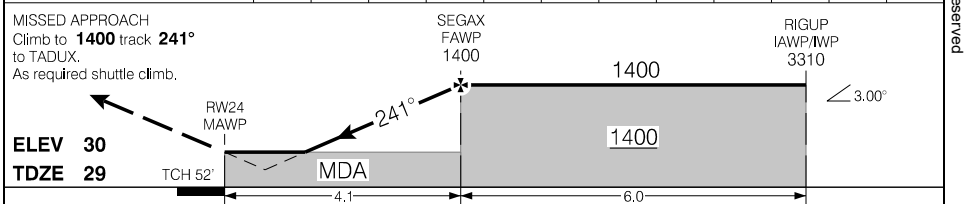
525539N 0822555W VAR 12°W

CYAT

AWOS – 128.77		TFC – 122.8 ATF		ARCAL 122.8(K)
SAFE ALT 100 NM **2000**	WAAS **Ch 80773** W24A	APCH CRS **241°**	MIN ALT SEGAX **1400**	LDA **3495**



DIST FROM RW24	1.4	2	3	**4.1**	5	6	7	8	9	10.1		
ALT (3.00° APCH PATH)	540	720	1040	**1400**	1670	1990	2310	2630	2950	3310		



CATEGORY	A	B	C	D
LPV	**528**	(500)	1¾	NOT AUTHORIZED
LNAV	**540**	(513)	1½	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 24

CYAT

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ATTAWAPISKAT, ON

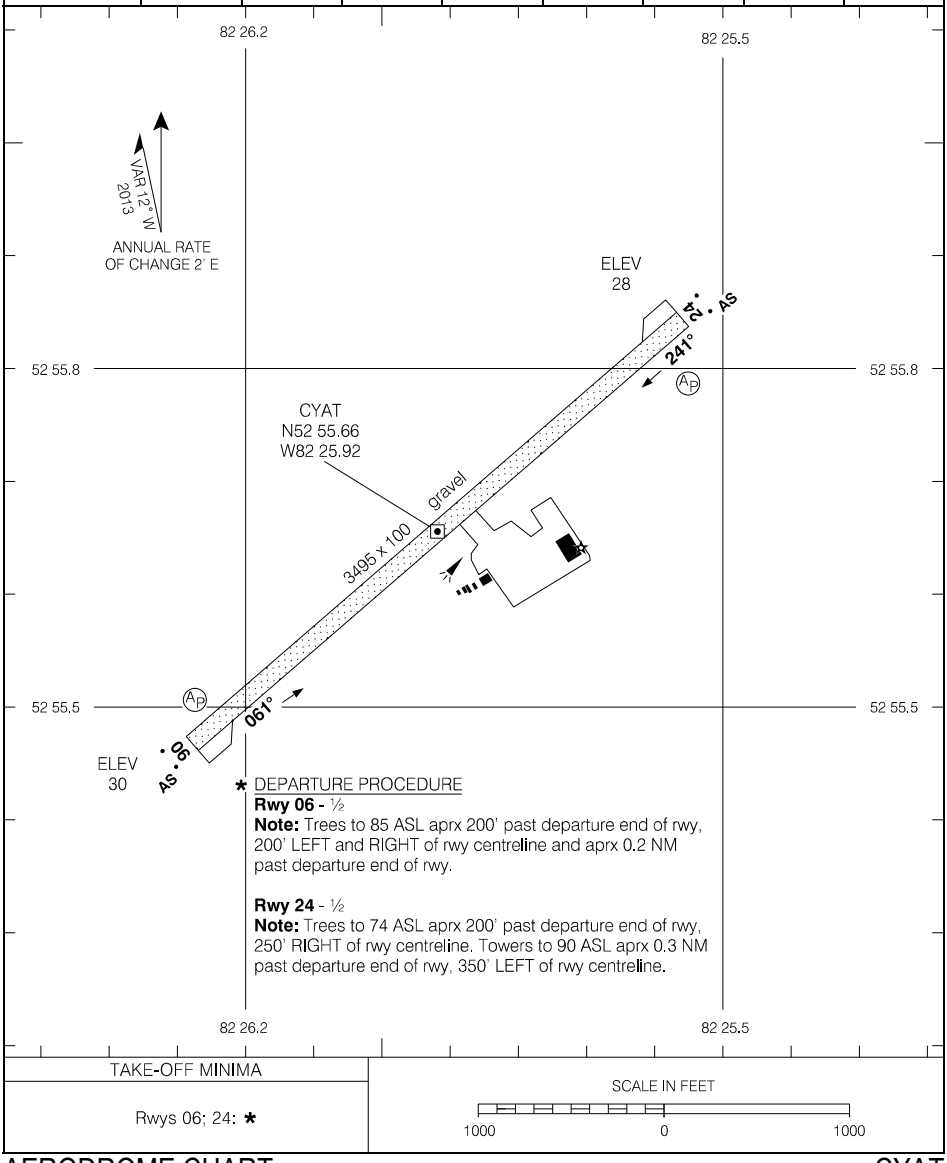
AERODROME CHART

CYAT

AWOS – **128.77**

TFC – **122.8** ATF

DECL DISTS	06	24						
TORA	3495	3495						
TODA	3695	3695						
ASDA	3495	3495						
LDA	3495	3495						



TAKE-OFF MINIMA	SCALE IN FEET
Rwys 06; 24: *	1000 0 1000

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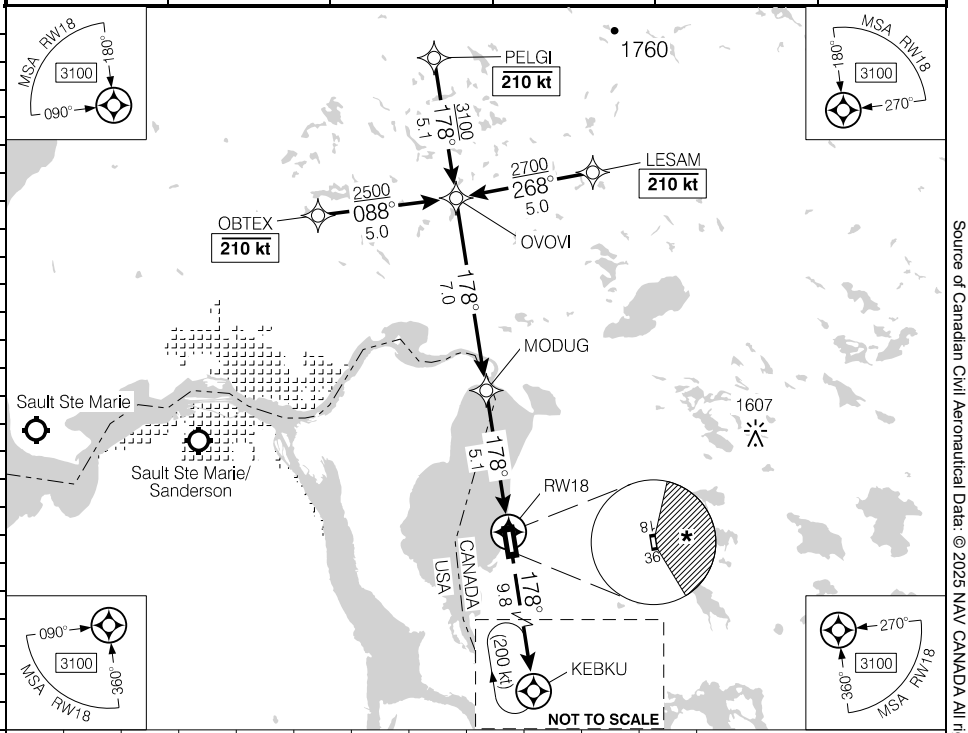
BAR RIVER, ON

RNAV (GNSS) RWY 18

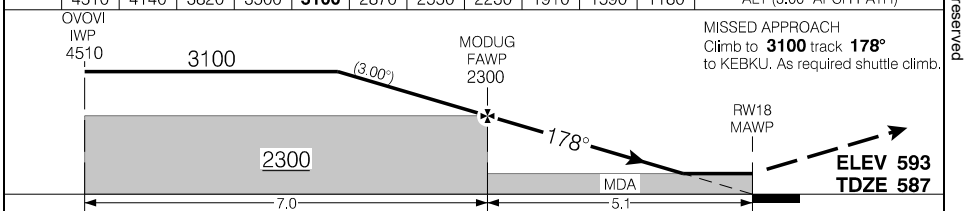
462508N 0840554W VAR 7°W

CPF2

	CTR Toronto – **132.65**	UNICOM – **122.8** ATF		
SAFE ALT 100 NM **3500**	RNAV	APCH CRS **178°**	MIN ALT MODUG **2300**	LDA **4384**



(NM)	12.1	11	10	9	**7.7**	7	6	5	4	3	1.7	DIST FROM RW18
	4510	4140	3820	3500	**3100**	2870	2550	2230	1910	1590	1180	ALT (3.00° APCH PATH)



RASS: Use CYAM. When using CYZE add **180°**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LNAV	**1180** (593) 1¾			
C CIRCLING	* **1180** (587) 1¾		* **1320** (727) 2	* **1320** (727) 2¼

RNAV (GNSS) RWY 18 CPF2

EFF 27 JAN 22

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BAR RIVER, ON

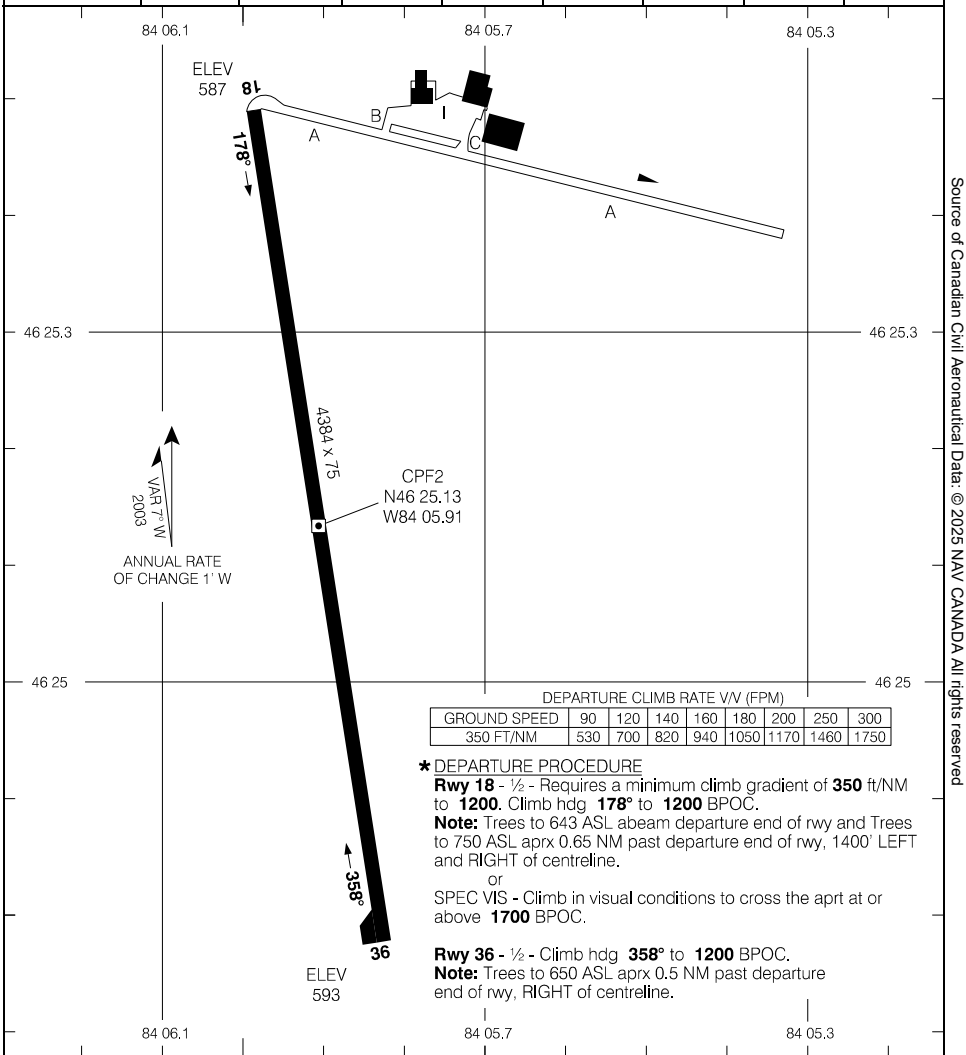
AERODROME CHART — CPF2

UNICOM – **122.8**

ATF

CTR Toronto – **132.65**

DECL DISTS	18	36
TORA	4384	4384
TODA	4384	4384
ASDA	4384	4384
LDA	4384	4384



DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
350 FT/NM	530	700	820	940	1050	1170	1460	1750

* DEPARTURE PROCEDURE

Rwy 18 - ½ - Requires a minimum climb gradient of **350** ft/NM to **1200**. Climb hdg **178°** to **1200** BPOC.
Note: Trees to 643 ASL abeam departure end of rwy and Trees to 750 ASL aprx 0.65 NM past departure end of rwy, 1400' LEFT and RIGHT of centreline.
or
SPEC VIS - Climb in visual conditions to cross the aprt at or above **1700** BPOC.

Rwy 36 - ½ - Climb hdg **358°** to **1200** BPOC.
Note: Trees to 650 ASL aprx 0.5 NM past departure end of rwy, RIGHT of centreline.

TAKE-OFF MINIMA

Rwys 18; 36: *

SCALE IN FEET

1000 0 1000

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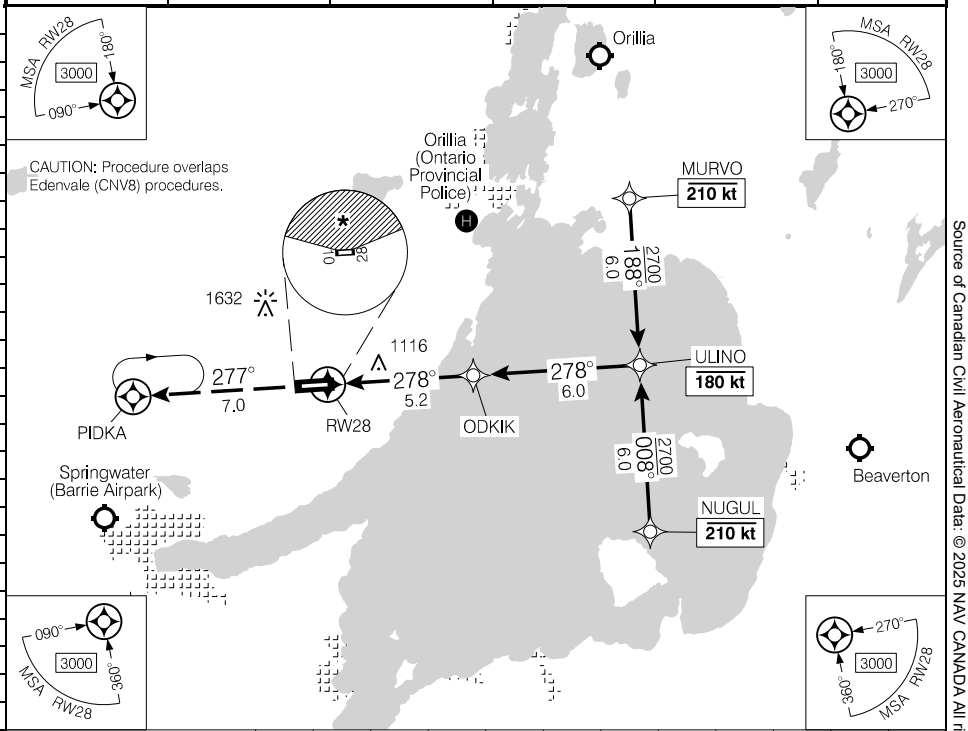
BARRIE-ORILLIA/LAKE SIMCOE, ON

RNAV (GNSS) RWY 28

442910N 0793320W VAR 11°W

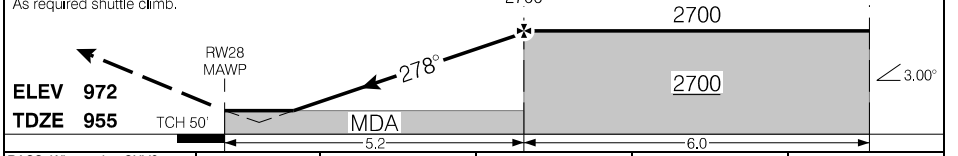
CYLS

AUTO – **122.97**	CTR Toronto – **124.02**	UNICOM – **122.7** ATF		ARCAL 122.7(K) P2 AS*
SAFE ALT 100 NM **3300**	WAAS **Ch 80262** W28A	APCH CRS **278°**	MIN ALT ODKIK **2700**	LDA **5698**



DIST FROM RW28	1.2	2	3	4	**5.2**	6	7	8	9	10	11.2
ALT (3.00° APCH PATH)	1380	1640	1960	2280	**2700**	2920	3230	3550	3870	4190	4590

MISSED APPROACH
Climb to **3000** track **277°** to PIDKA.
As required shuttle climb.



RASS: When using CNV8 add **80'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**1205** (250) 1			
LNAV	**1380** (425) 1¼			
C CIRCLING	**1480** (508) 1½		*1480 (508) 2	*1580 (608) 2

RNAV (GNSS) RWY 28 CYLS

EFF 17 APR 25

Canada Air Pilot
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BARRIE-ORILLIA/LAKE SIMCOE, ON

AERODROME CHART

CYLS

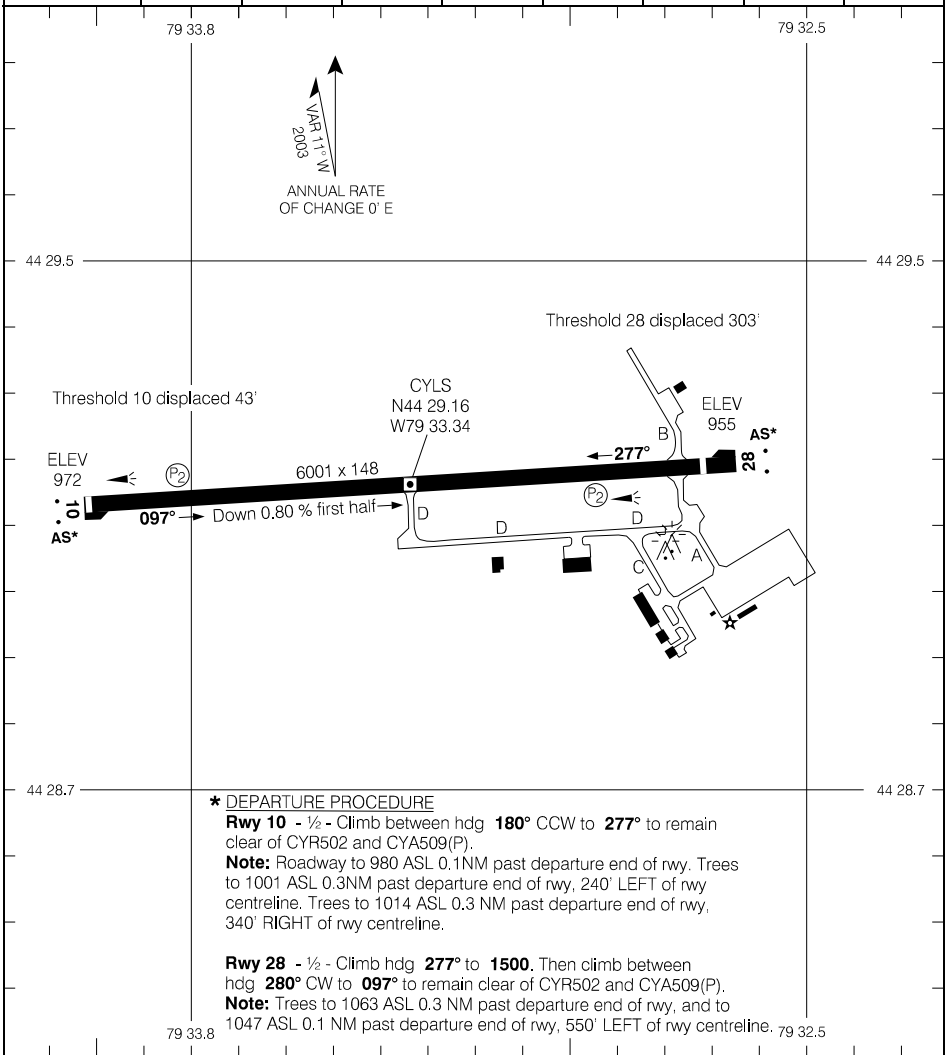
AUTO – **122.97**

UNICOM – **122.7**

ATF

CTR Toronto – **124.02**

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
Rwys 10; 28 : *****

SCALE IN FEET
1000 0 1000

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AERODROME CHART

CYLS

EFF 17 APR 25

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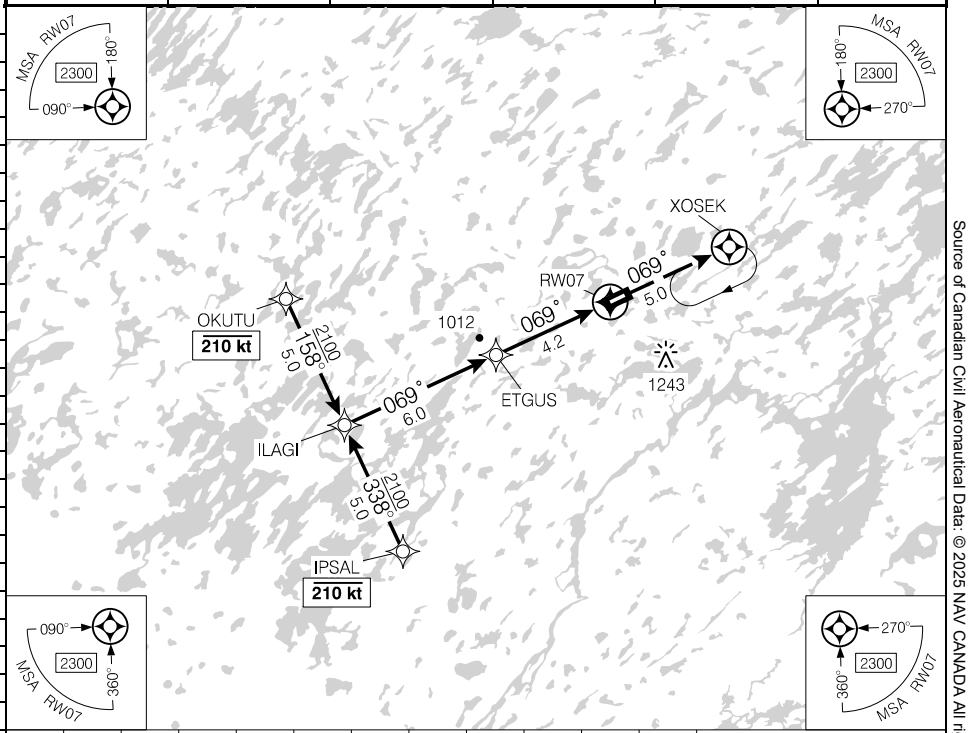
BEARSKIN LAKE, ON

RNAV (GNSS) RWY 07

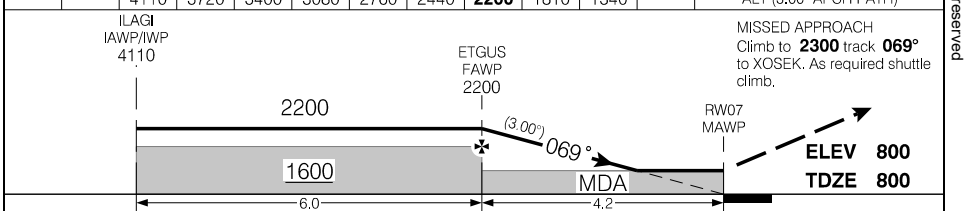
535756N 0910138W VAR 4°W

CNE3

AWOS Big Trout Lake – **128.7**		TFC – **123.2** ATF		ARCAL 123.2(K)
SAFE ALT 100 NM **2700**	RNAV	APCH CRS **069°**	MIN ALT ETGUS **1600**	LDA **3503**



		10.2	9	8	7	6	5	**4.2**	3	1.5		DIST FROM RW07
		4110	3720	3400	3080	2760	2440	**2200**	1810	1340		ALT (3.00° APCH PATH)



RASS: Use CYTL. When using CZMD add **20'**.

CATEGORY	A	B	C	D
LNAV	**1340**	(540)	1¾	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 07

CNE3

EFF 30 JAN 20

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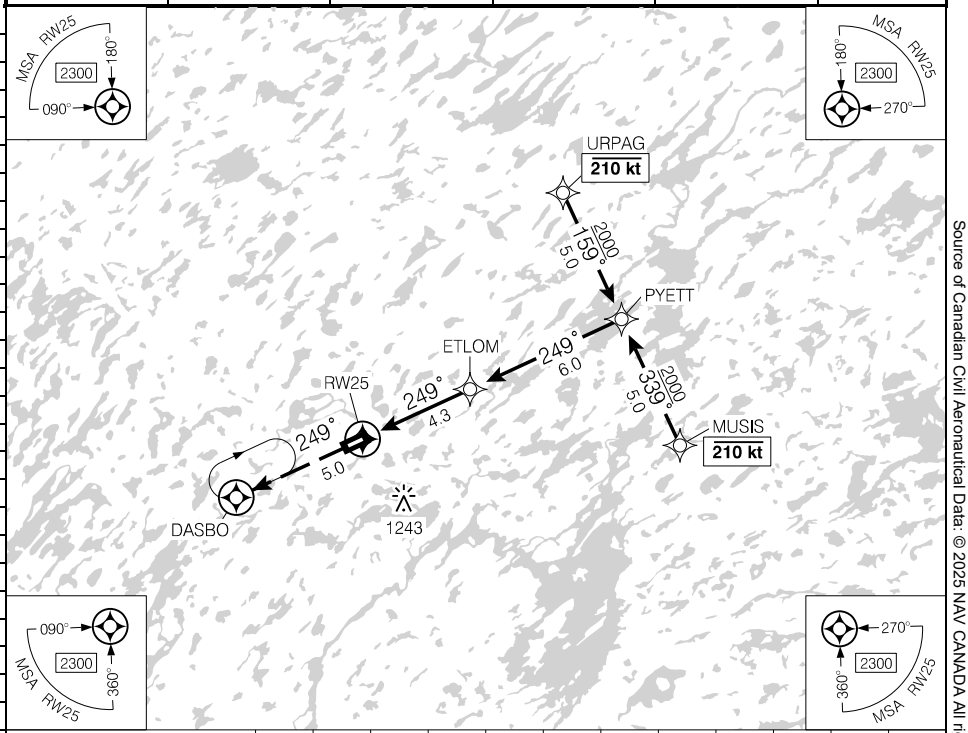
BEARSKIN LAKE, ON

RNAV (GNSS) RWY 25

535756N 0910138W VAR 4°W

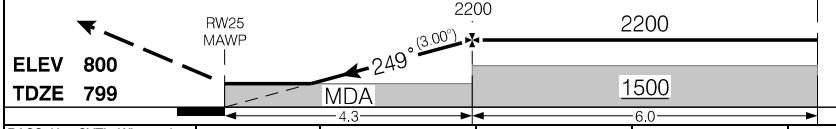
CNE3

AWOS Big Trout Lake – **128.7**		TFC – **123.2** ATF		ARCAL 123.2(K)
SAFE ALT 100 NM **2700**	RNAV	APCH CRS **249°**	MIN ALT ETLOM **1500**	LDA **3503**



DIST FROM RW25	1.5	2	3	**4.3**	5	6	7	8	9	10.3		
ALT (3.00° APCH PATH)	1320	1480	1800	**2200**	2440	2750	3070	3390	3710	4110		

MISSED APPROACH
Climb to **2300** track **249°**
to DASBO. As required
shuttle climb



RASS: Use CYTL. When using CZMD add **20'**.

CATEGORY	A	B	C	D
LNAV	**1320**		(526)	1¾

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

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BEARSKIN LAKE, ON

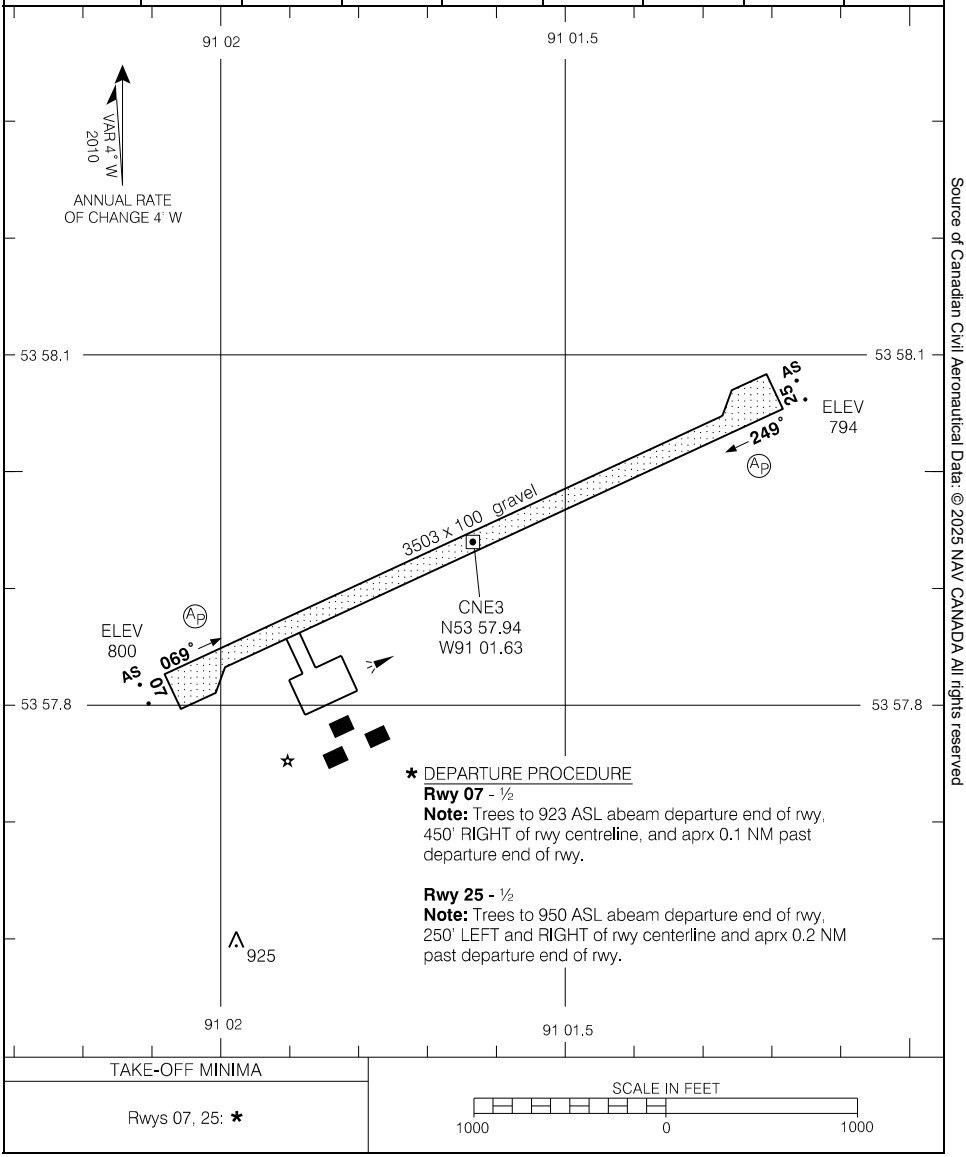
AERODROME CHART

CNE3

AWOS Big Trout Lake – **128.7**

TFC – **123.2** ATF

DECL DISTS	07	25						
TORA	3503	3503						
TODA	3503	3503						
ASDA	3503	3503						
LDA	3503	3503						



TAKE-OFF MINIMA	SCALE IN FEET
Rwys 07, 25: *	1000 0 1000

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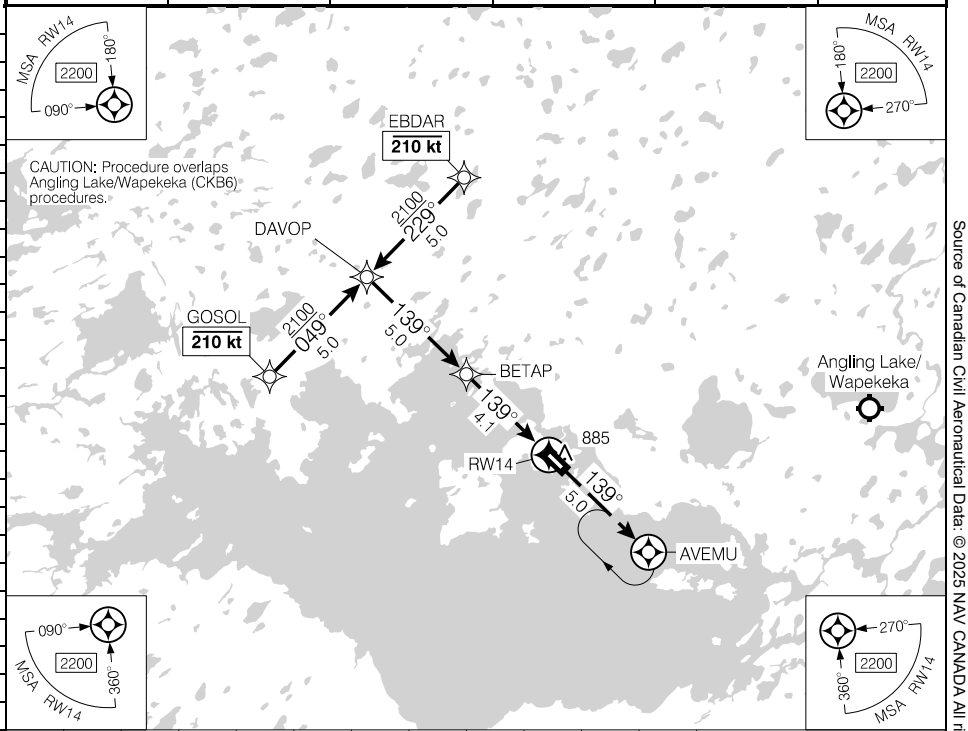
BIG TROUT LAKE, ON

RNAV (GNSS) RWY 14

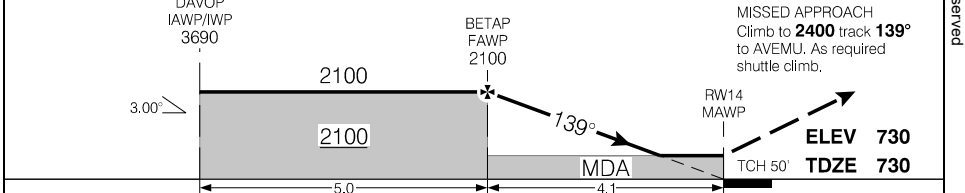
534904N 0895349W VAR 5°W

CYTL

AWOS – **128.7**		TFC – **123.2** ATF		ARCAL 123.2(K)
SAFE ALT 100 NM **2600**	WAAS **Ch 80280** W14A	APCH CRS **139°**	MIN ALT BETAP **2100**	LDA **3906**



			9.1	8	7	6	5	**4.1**	3	2	1.1	DIST FROM RW14
			3690	3330	3010	2690	2370	**2100**	1730	1420	1140	ALT (3.00° APCH PATH)



CATEGORY	A	B	C	D
LPV	**1056**	(327)	1	
LNAV/VNAV (min. -20°C, max. 54°C)	**1175**	(446)	1½	
LNAV	**1140**	(411)	1¼	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 14

CYTL

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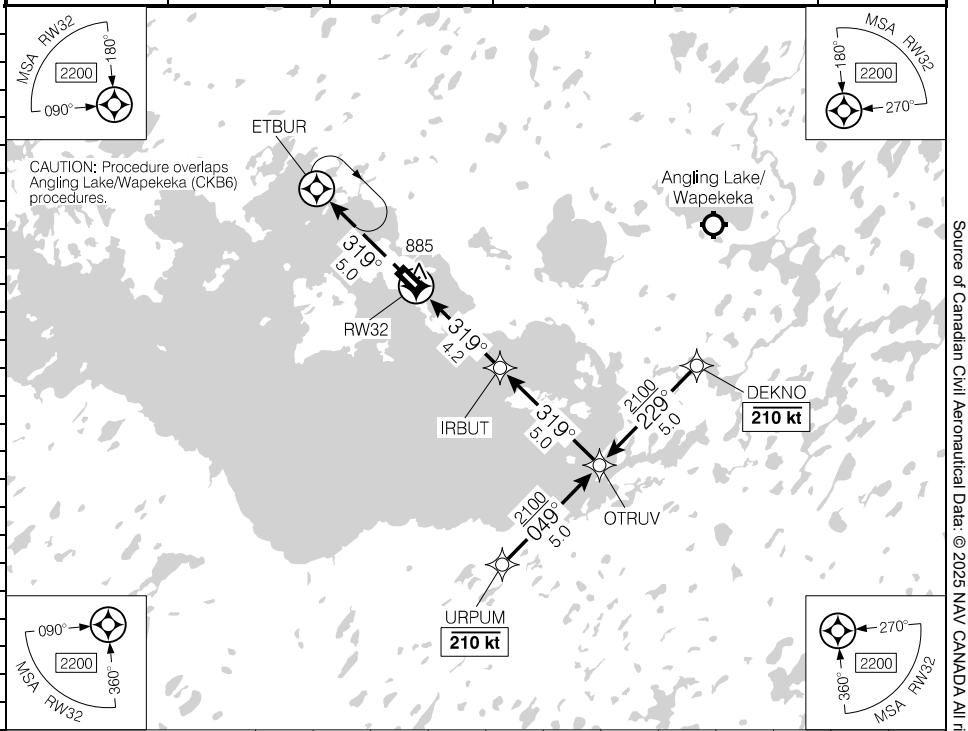
BIG TROUT LAKE, ON

RNAV (GNSS) RWY 32

534904N 0895349W VAR 5°W

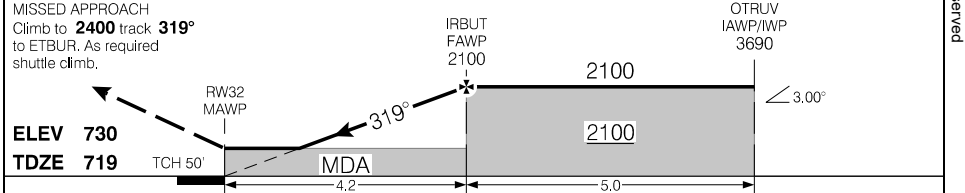
CYTL

AWOS – 128.7		TFC – 123.2 ATF		ARCAL 123.2(K)
SAFE ALT 100 NM **2600**	WAAS **Ch 80281** W32A	APCH CRS **319°**	MIN ALT IRBUT **2100**	LDA **3906**



DIST FROM RW32	1.3	2	3	**4.2**	5	6	7	8	9.2			
ALT (3.00° APCH PATH)	1160	1400	1710	**2100**	2350	2670	2990	3310	3690			

MISSED APPROACH
Climb to **2400** track **319°** to ETBUR. 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	**990**	(281)	1	
LNAV/VNAV (min. -20°C, max. 54°C)	**1064**	(355)	1¼	
LNAV	**1160**	(451)	1½	

RNAV (GNSS) RWY 32

CYTL

EFF 2 OCT 25

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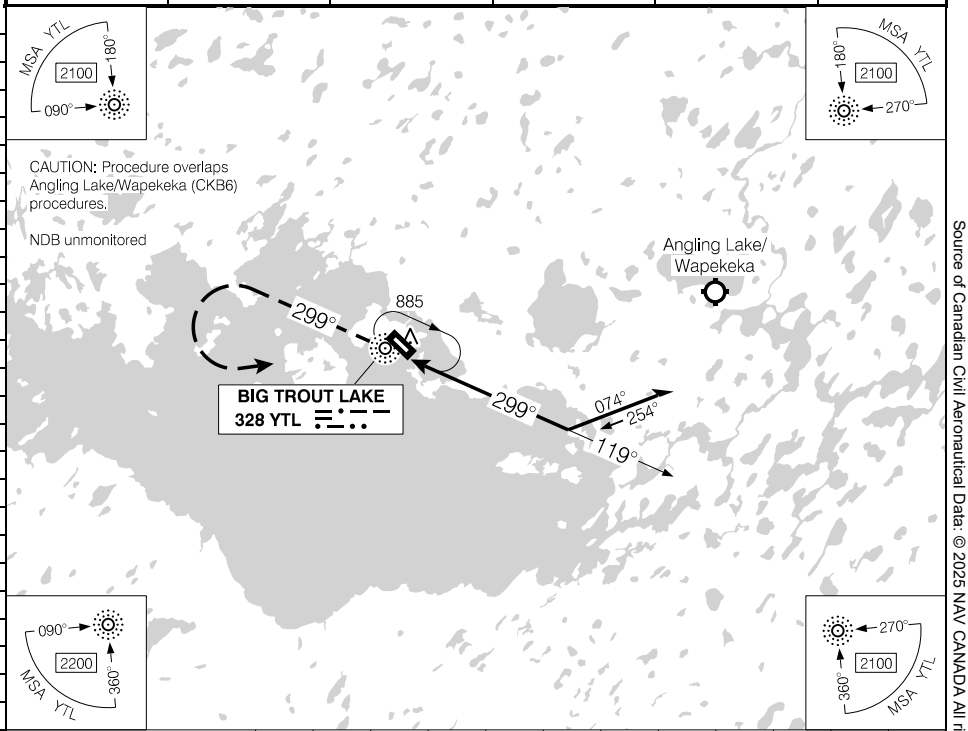
BIG TROUT LAKE, ON

NDB RWY 32

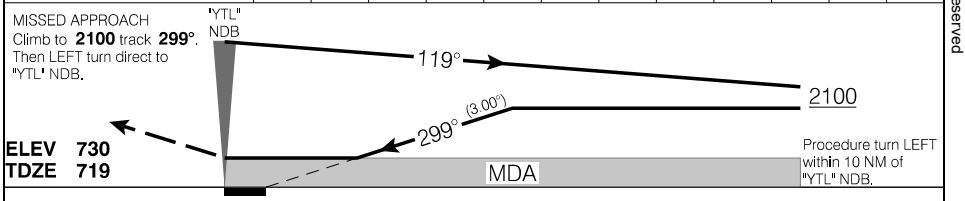
534904N 0895349W VAR 5°W

CYTL

AWOS – **128.7**		TFC – **123.2** ATF		ARCAL 123.2(K)
SAFE ALT 100 NM **2600**	NDB YTL **328**	APCH CRS **299°**		LDA **3906**



DIST FROM "YTL" NDB		2.3	3	4	**5.0**	6	7	8	9	10		
ALT (3.00° APCH PATH)		1240	1470	1790	**2100**	2420	2740	3060	3380	3700		



Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
NDB	**1240** (521) 1½			
CIRCLING	**1240** (510) 1½		**1240** (510) 2	**1340** (610) 2

NDB RWY 32

CYTL

EFF 2 OCT 25

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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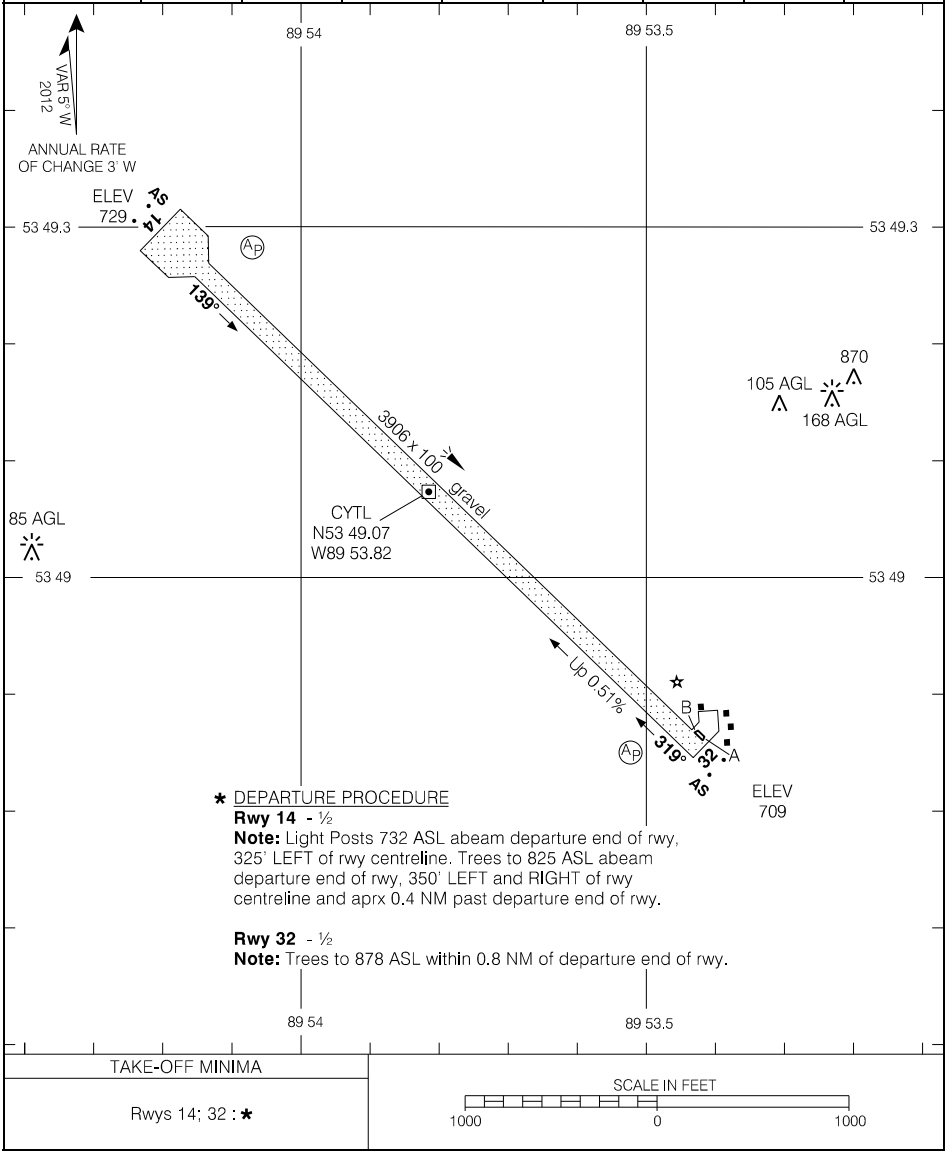
BIG TROUT LAKE, ON

AERODROME CHART

CYTL

AWOS – **128.7**		TFC – **123.2** ATF	RADIO London – **123.55**

DECL DISTS	14	32
TORA	3906	3906
TODA	4306	4306
ASDA	3906	3906
LDA	3906	3906



* DEPARTURE PROCEDURE

Rwy 14 - ½

Note: Light Posts 732 ASL abeam departure end of rwy, 325' LEFT of rwy centreline. Trees to 825 ASL abeam departure end of rwy, 350' LEFT and RIGHT of rwy centreline and aprx 0.4 NM past departure end of rwy.

Rwy 32 - ½

Note: Trees to 878 ASL within 0.8 NM of departure end of rwy.

TAKE-OFF MINIMA
Rwys 14; 32 : *

SCALE IN FEET

1000 0 1000

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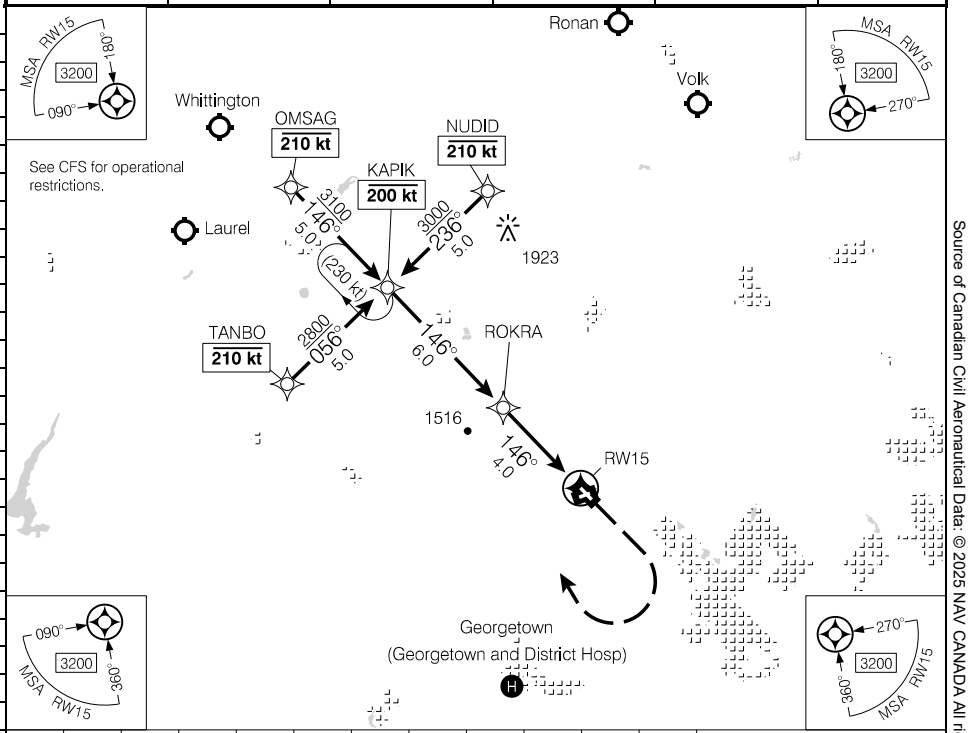
BRAMPTON-CALEDON, ON

RNAV (GNSS) RWY 15

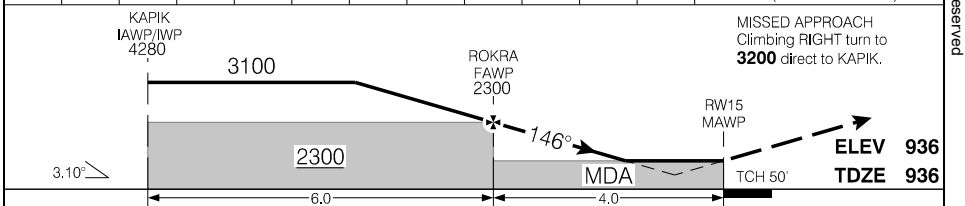
434535N 0795226W VAR 10°W

CNC3

	TML Toronto – **119.3**	UNICOM – **123.3** ATF*		ARCAL 123.3(K)
SAFE ALT 100 NM **4900**	WAAS **Ch 81076** W15A	APCH CRS **146°**	MIN ALT ROKRA **2300**	LDA **3500**



(NM)	10	9	8	7	**6.4**	5	4	3	1.7		DIST FROM RW15
	4280	3950	3620	3290	**3100**	2630	2300	1970	1560		ALT (3.10° APCH PATH)



RASS: Use CYYZ.

CATEGORY	A	B	C	D
LPV	**1436**	(500)	1¾	
LNAV	**1560**	(624)	2	

Knots	ft/min	Min:Sec
70	380	
90	490	
110	600	
130	710	
150	820	

RNAV (GNSS) RWY 15 CNC3

EFF 30 NOV 23

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

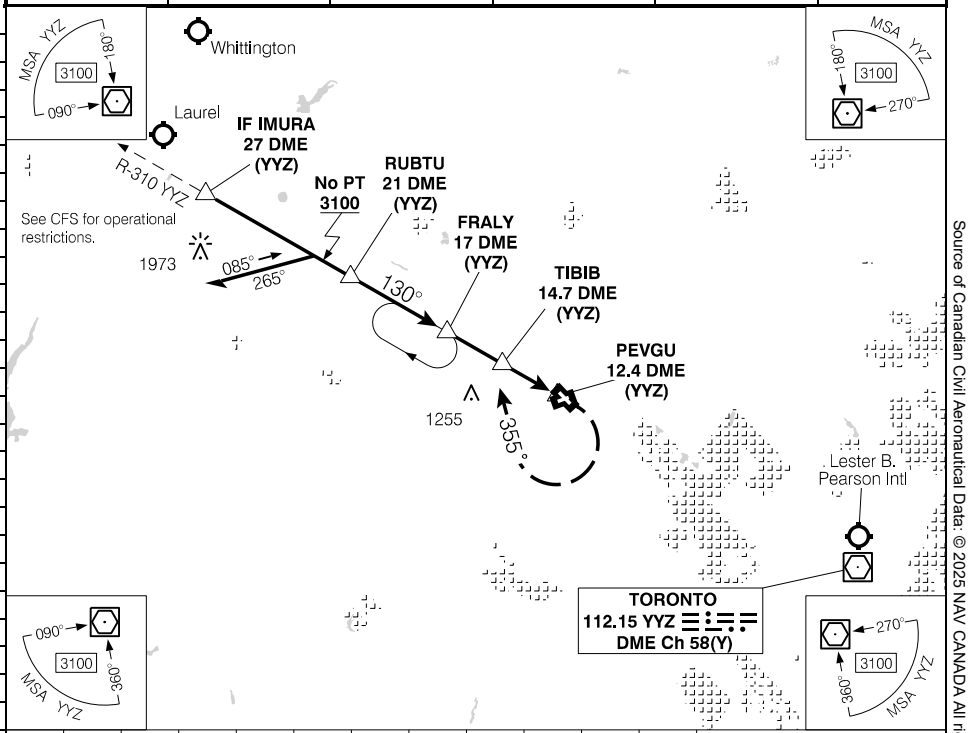
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BRAMPTON-CALEDON, ON

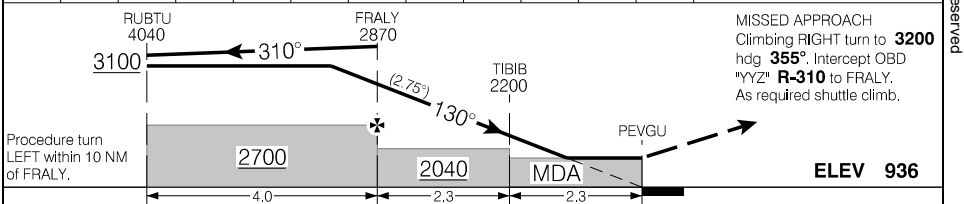
VOR/DME A — CNC3

434535N 0795226W VAR 10°W

	TML Toronto – **119.3**	UNICOM – **123.3** ATF*		ARCAL 123.3(K) LIGHTING: REFER TO AD CHART
SAFE ALT 100 NM **4900**	VOR YYZ **112.15**	APCH CRS **130°**	MIN ALT FRALY **2700**	LDA REFER TO AD CHART



		21	20	19	**17.8**	17	16	15	14	13	12.4	DIST FROM DME (YYZ)
		4040	3740	3450	**3100**	2870	2580	2290	1990	1700	1540	ALT (2.75° APCH PATH)



RASS: Use CYYZ.

CATEGORY	A	B	C	D
C CIRCLING	**1540** (604)	1½	NOT AUTHORIZED	

Knots	ft/min	Min:Sec
70	340	
90	440	
110	530	
130	630	
150	730	

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VOR/DME A — CNC3

EFF 30 NOV 23

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

BRAMPTON-CALEDON, ON

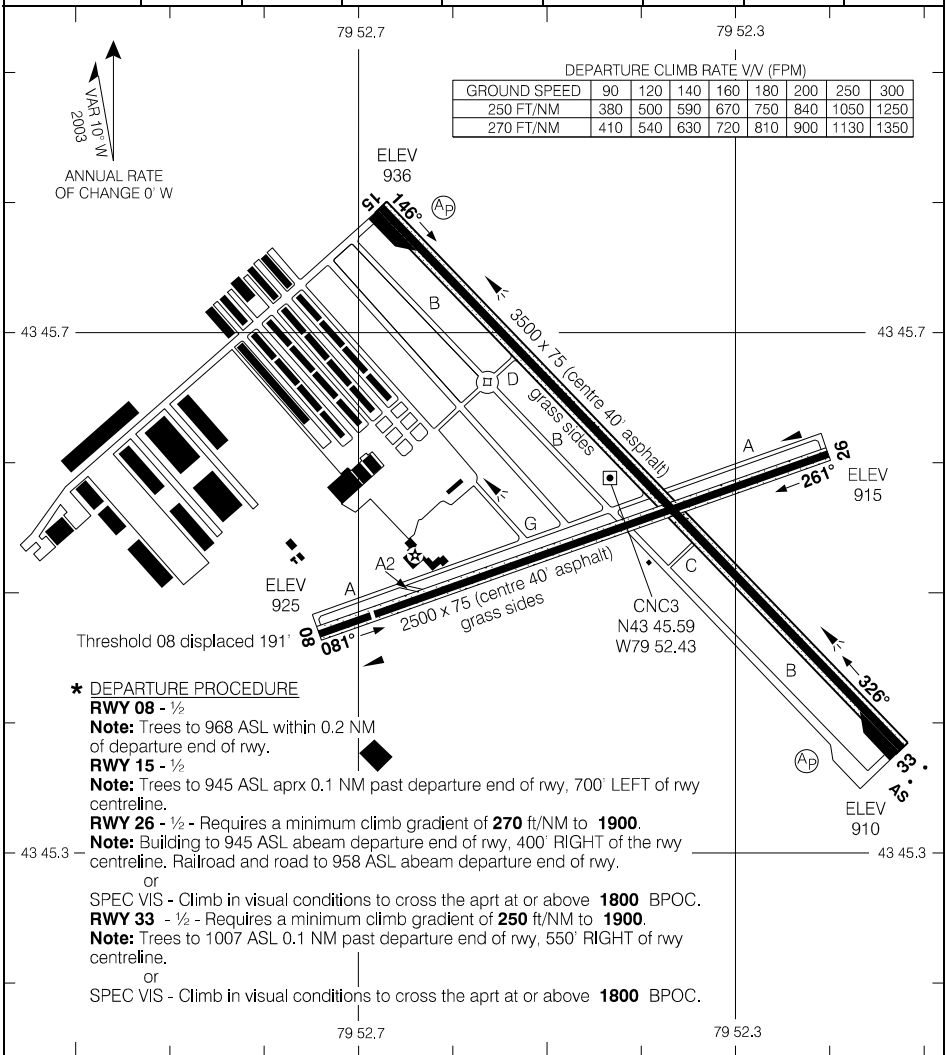
AERODROME CHART — CNC3

UNICOM – **123.3**

TML Toronto – **119.3**

ATF*

	08	26	15	33				
TORA	2500	2500	3500	3500				
TODA	2500	2500	3500	3500				
ASDA	2500	2500	3500	3500				
LDA	2309	2500	3500	3500				



TAKE-OFF MINIMA	SCALE IN FEET
All Rwys: *	500 0 500

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AERODROME CHART — CNC3

EFF 30 NOV 23

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

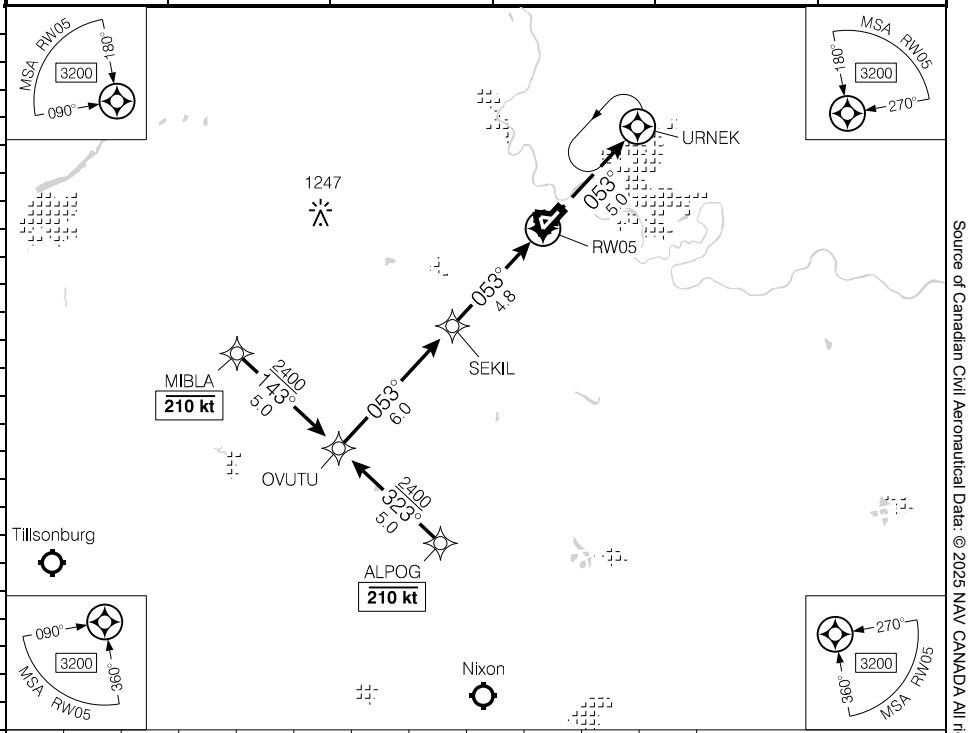
BRANTFORD, ON

RNAV (GNSS) RWY 05

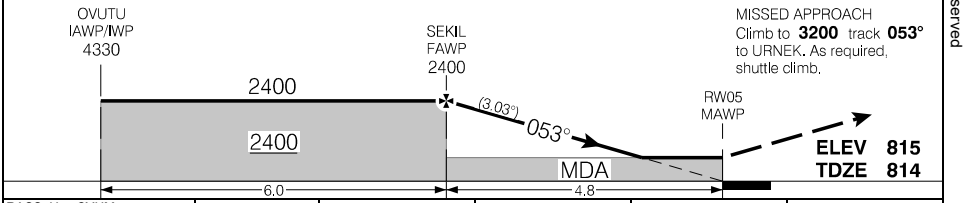
430757N 0802029W VAR 10°W

CYFD

	CTR Toronto – **119.7**		UNICOM – **122.82** ATF		ARCAL 122.825(K)* V1 AS
SAFE ALT 100 NM **4900**	RNAV	APCH CRS **053°**	MIN ALT SEKIL **2400**	LDA **5036**	



(NM)	10.8	10	9	8	7	6	**4.8**	4	3	2	1.4	DIST FROM RW05
	4330	4070	3750	3430	3110	2790	**2400**	2140	1820	1500	1300	ALT (3.03° APCH PATH)



RASS: Use CYHM.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	590	
130	700	
150	800	

CATEGORY	A	B	C	D
LNAV	**1300** (492) 1½			
C CIRCLING	**1360** (545) 1½	**1520** (705) 1½	**1520** (705) 2	**1540** (725) 2¼

RNAV (GNSS) RWY 05

CYFD

EFF 7 AUG 25

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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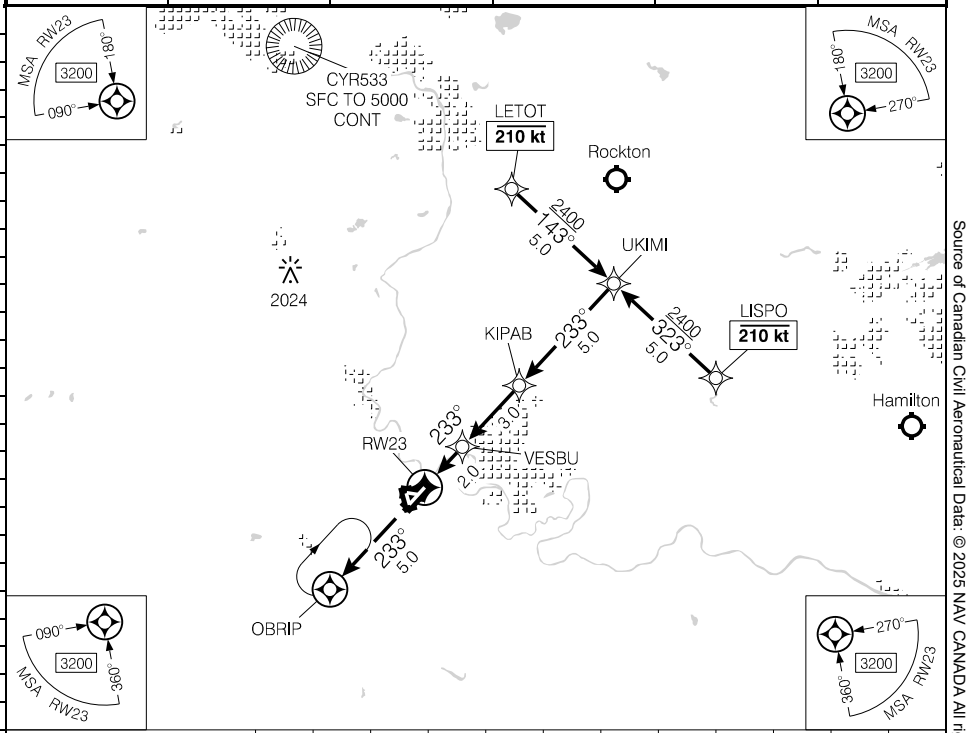
BRANTFORD, ON

RNAV (GNSS) RWY 23

430757N 0802029W VAR 10°W

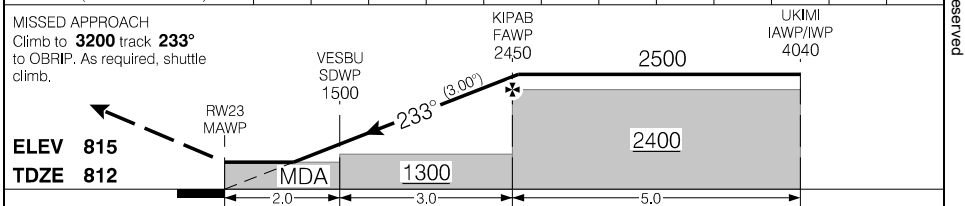
CYFD

	CTR Toronto – **119.7**		UNICOM – **122.82** ATF		ARCAL 122.825(K)*
SAFE ALT 100 NM **4900**	RNAV	APCH CRS **233°**	MIN ALT KIPAB **2400**	LDA **5036**	



DIST FROM RW23	1.2	2	3	4	**5.1**	6	7	8	9	10		
ALT (3.00° APCH PATH)	1240	1500	1820	2130	**2500**	2770	3090	3410	3730	4040		

MISSED APPROACH
Climb to **3200** track **233°** to OBRIP. As required, shuttle climb.



RASS: Use CYHM.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LNAV	**1240** (430) 1¼			
C CIRCLING	**1360** (545) 1½	**1520** (705) 1½	**1520** (705) 2	**1540** (725) 2¼

RNAV (GNSS) RWY 23

CYFD

EFF 7 AUG 25

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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Departure Procedure

Rwy 05 – ½:

Note: Power lines to 896 ASL aprx 300' past departure end of rwy, 600' LEFT and RIGHT of rwy centreline. Trees to 898 ASL aprx 0.2 NM past departure end of rwy, 200' LEFT and 400' RIGHT of rwy centreline.

Rwy 11 – ½:

Note: Trees to 889 ASL aprx 0.1 NM past departure end of rwy.

Rwy 17 – ½:

Note: Trees to 887 ASL aprx 0.2 NM past departure end of rwy.

Rwy 23 – ½:

Note: Power line to 886 ASL aprx 0.2 NM past departure end of rwy, 750' LEFT of rwy centreline.

Rwy 29 – ½:

Note: Trees to 880 ASL aprx 0.2 NM past departure end of rwy, 750' LEFT of rwy centreline.

Rwy 35 – ½:

Note: Trees to 886 ASL aprx 0.2 NM past departure end of rwy.

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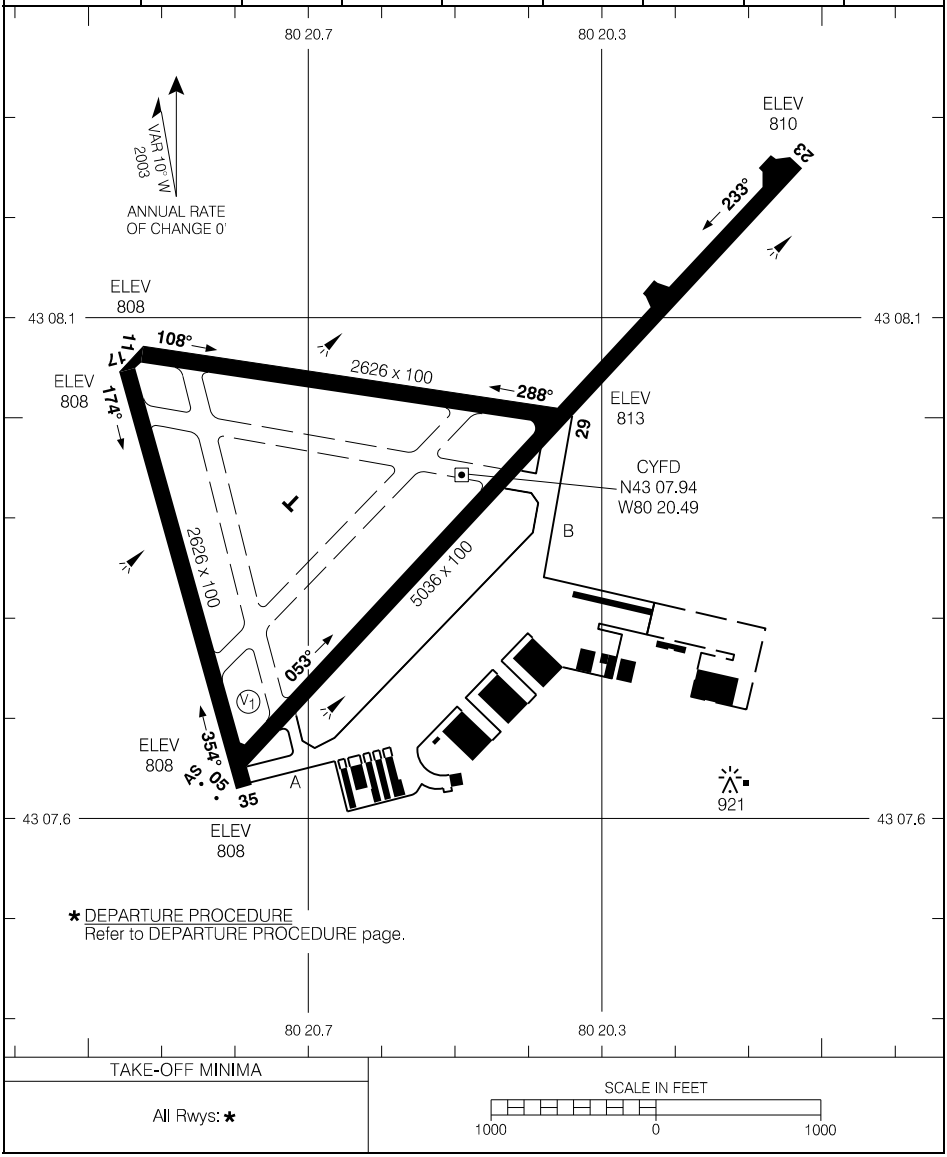
BRANTFORD, ON

AERODROME CHART

CYFD

		UNICOM – **122.82** ATF	CTR Toronto – **119.7**

DECL DISTS	05	23	11	29	17	35		
TORA	5036	5036	2626	2626	2626	2626		
TODA	5036	5636	3610	3610	3610	3526		
ASDA	5036	5036	2626	2626	2626	2626		
LDA	5036	5036	2626	2626	2626	2626		



* DEPARTURE PROCEDURE
Refer to DEPARTURE PROCEDURE page.

TAKE-OFF MINIMA	SCALE IN FEET
All Rwys: *	1000 0 1000

AERODROME CHART

CYFD

EFF 17 JUN 21

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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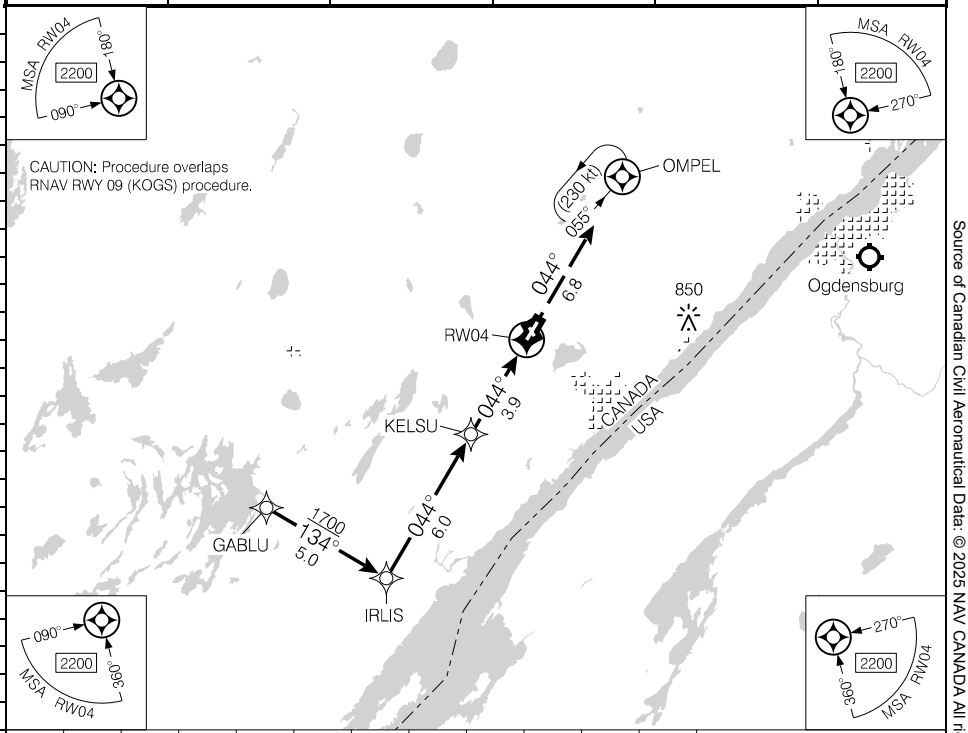
BROCKVILLE REGIONAL TACKABERRY APRT, ON

RNAV (GNSS) RWY 04

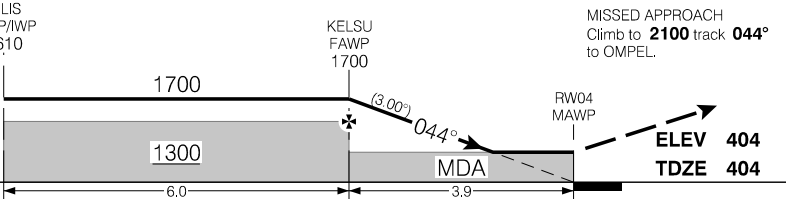
443822N 0754501W VAR 14°W

CNL3

AUTO Ogdensburg Intl – **118.52**	CTR Montreal – **134.67**	UNICOM – **123.0** ATF		ARCAL 123.3(K)* AS
SAFE ALT 100 NM **7600**	RNAV	APCH CRS **044°**	MIN ALT KELSU **1300**	LDA **4505**



		9.9	9	8	7	6	5	**3.9**	3	2	1.4	DIST FROM RW04
		3610	3310	2990	2670	2360	2040	**1700**	1400	1080	900	ALT (3.00° APCH PATH)



RASS: Use KOGS.

CATEGORY	A	B	C	D
LNAV	**900** (505)	1½	NOT AUTHORIZED	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 04

CNL3

EFF 29 DEC 22

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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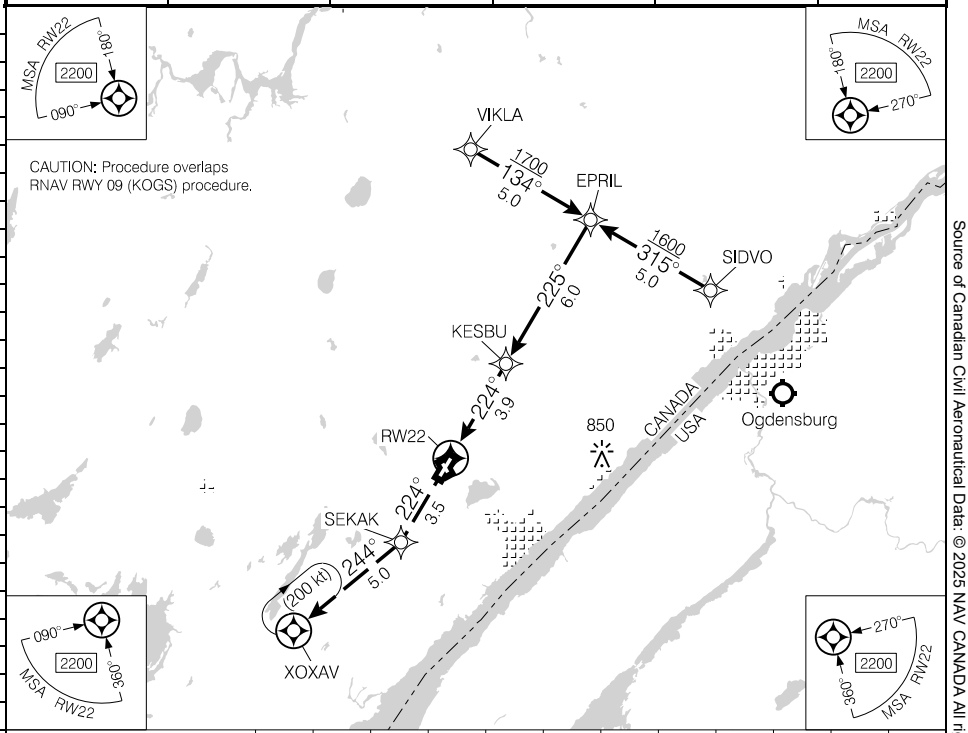
BROCKVILLE REGIONAL TACKABERRY APRT, ON

RNAV (GNSS) RWY 22

443822N 0754501W VAR 14°W

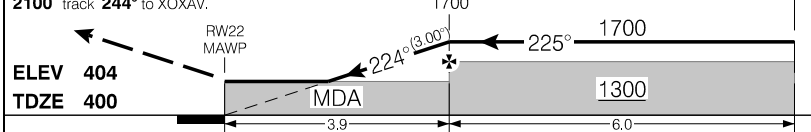
CNL3

AUTO Ogdensburg Intl – **118.52**	CTR Montreal – **134.67**	UNICOM – **123.0** ATF			ARCAL 123.3(K)*
SAFE ALT 100 NM **7600**	RNAV	APCH CRS **224°**	MIN ALT KESBU **1300**	LDA **4505**	



DIST FROM RW22		1.8	3	**3.9**	5	6	7	8	9	9.9		
ALT (3.00° APCH PATH)		1020	1400	**1700**	2040	2360	2670	2990	3310	3610		

MISSED APPROACH
Climb track **224°** to SEKAK.
Then climbing RIGHT turn to **2100** track **244°** to XOXAV.



RASS: Use KOGS.

CATEGORY	A	B	C	D
LNAV	**1020**	(625)	2	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 22

CNL3

EFF 29 DEC 22

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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AERODROME CHART CNL3

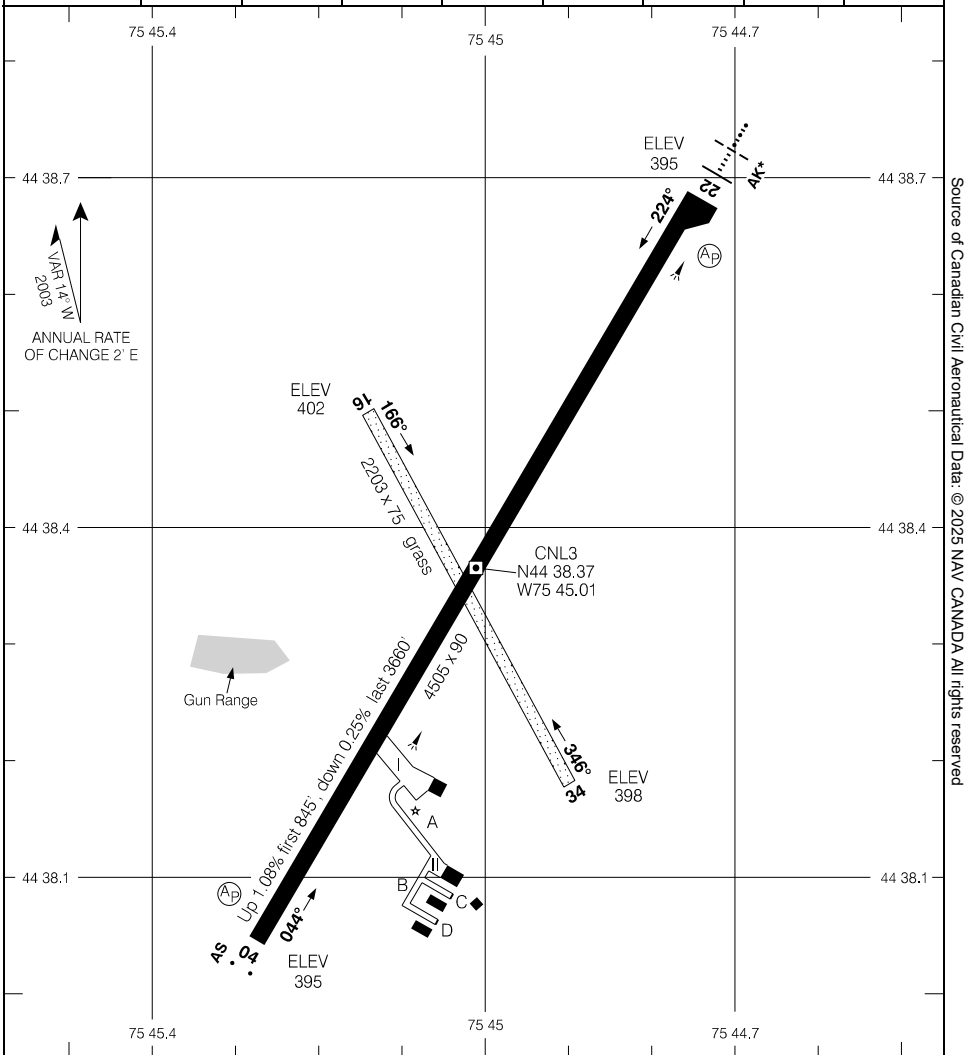
AUTO Ogdensburg Intl – **118.52**

UNICOM – **123.0**

ATF

CTR Montreal – **134.67**

DECL DISTS	04	22	16	34				
TORA	4505	4505	2203	2203				
TODA	4505	4505	2203	2203				
ASDA	4505	4505	2203	2203				
LDA	4505	4505	2203	2203				



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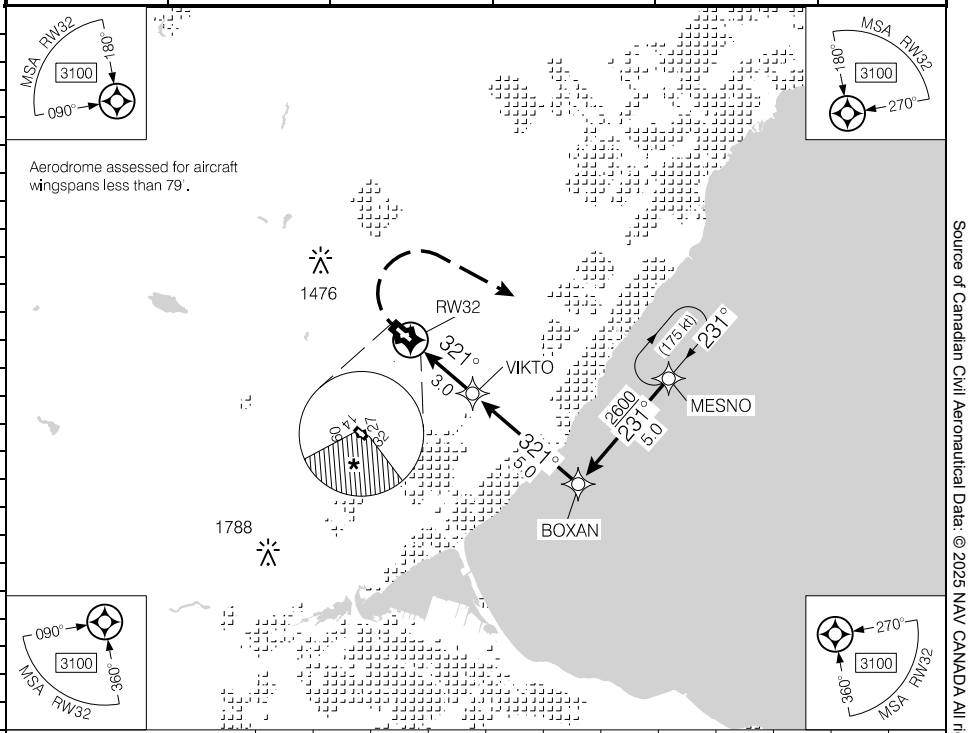
BURLINGTON EXECUTIVE, ON

RNAV (GNSS) RWY 32

432629N 0795101W VAR 10°W

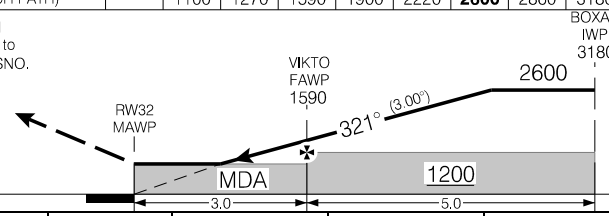
CZBA

AUTO – **122.55**	TML Toronto – **119.3**	UNICOM – **123.5** ATF*		ARCAL 123.5(J)
SAFE ALT 100 NM **4900**	RNAV	APCH CRS **321°**	MIN ALT VIKTO **1200**	LDA **3541**



DIST FROM RW32		1.5	2	3	4	5	**6.2**	7	8			
ALT (3.00° APCH PATH)		1100	1270	1590	1900	2220	**2600**	2860	3180			

MISSED APPROACH
Climbing RIGHT turn to
2600 direct to MESNO.



ELEV 601
TDZE 589

RASS: Use CYYZ.

CATEGORY	A	B	C	D
LNAV	**1100**	(511)	1½	NOT AUTHORIZED
CIRCLING	* **1120**	(519)	1½	* **1120** (519) 2 NOT AUTHORIZED

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 32 CZBA

EFF 10 AUG 23

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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Departure Route Description

Unless otherwise assigned by ATC:

All rwys: Maintain **3000**.

Rwy 14: Depart rwy 14, climb hdg **141°** to **1500**. Continue climb hdg **141°** or as assigned. Expect radar vectors to DUSOM (or as assigned) then proceed via depicted route.

Rwy 32: Requires a minimum climb gradient of **340** ft/NM to **1800**. Depart rwy 32, climbing RIGHT turn hdg **191°** or as assigned. Expect radar vectors to DUSOM (or as assigned) then proceed via depicted route.

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

PHILIPSBURG TRANSITION: (DUSOM2.PSB)

Communication Failure

On recognition of failure 5 minutes or less after take-off and in IFR weather conditions proceed as follows:

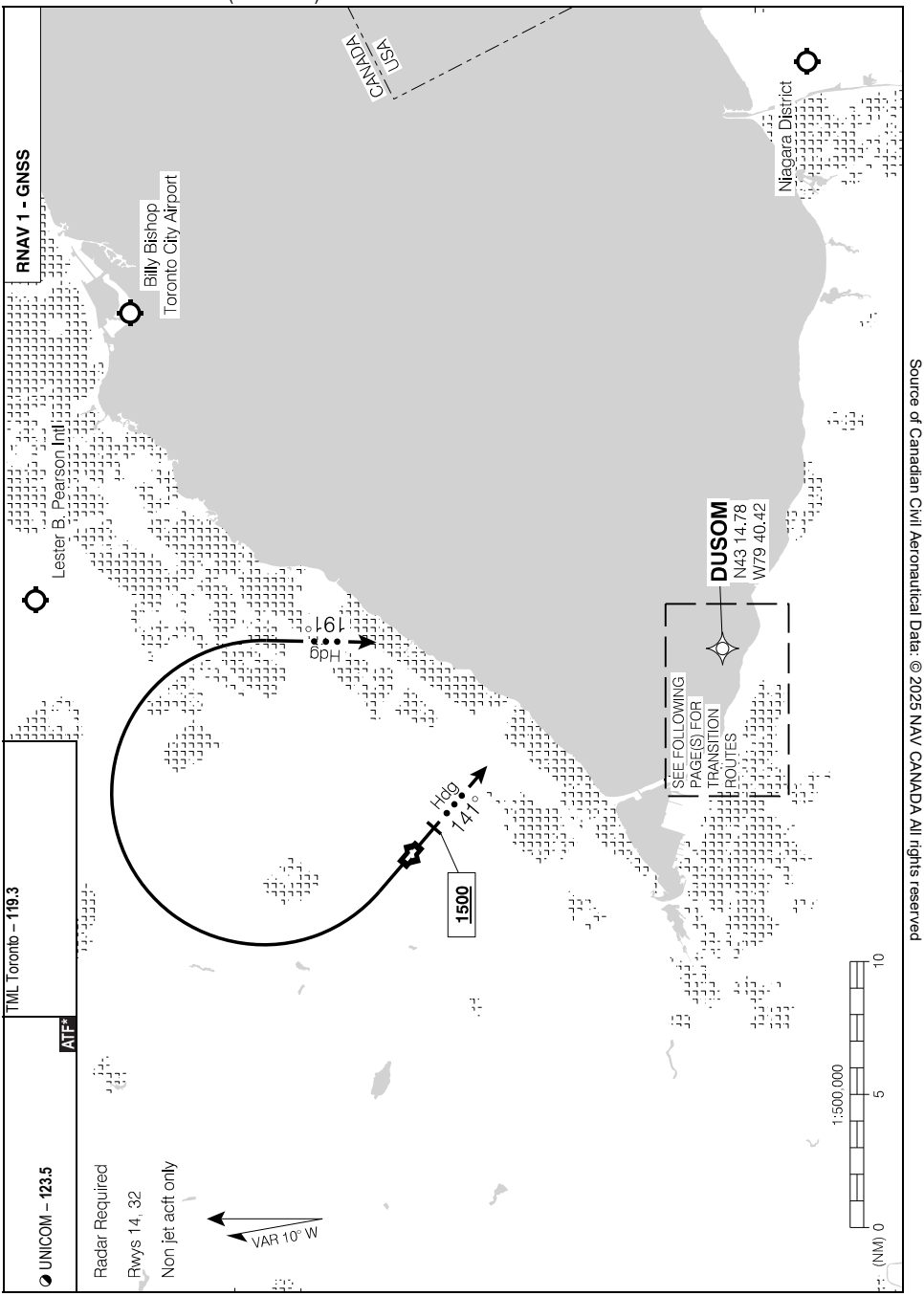
1. Select transponder code 7600;
2. Climb to **3100** on assigned heading;
3. Proceed on course and maintain **4000** or last assigned altitude whichever is higher, then;
4. Climb to flight planned altitude 5 minutes after recognition of the communication failure.

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SID (RNAV)

DUSOM TWO DEP (DUSOM2.) DEPARTURE ROUTES

BURLINGTON EXECUTIVE, ON
CZBA



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DUSOM TWO DEP (DUSOM2.) DEPARTURE ROUTES

CZBA

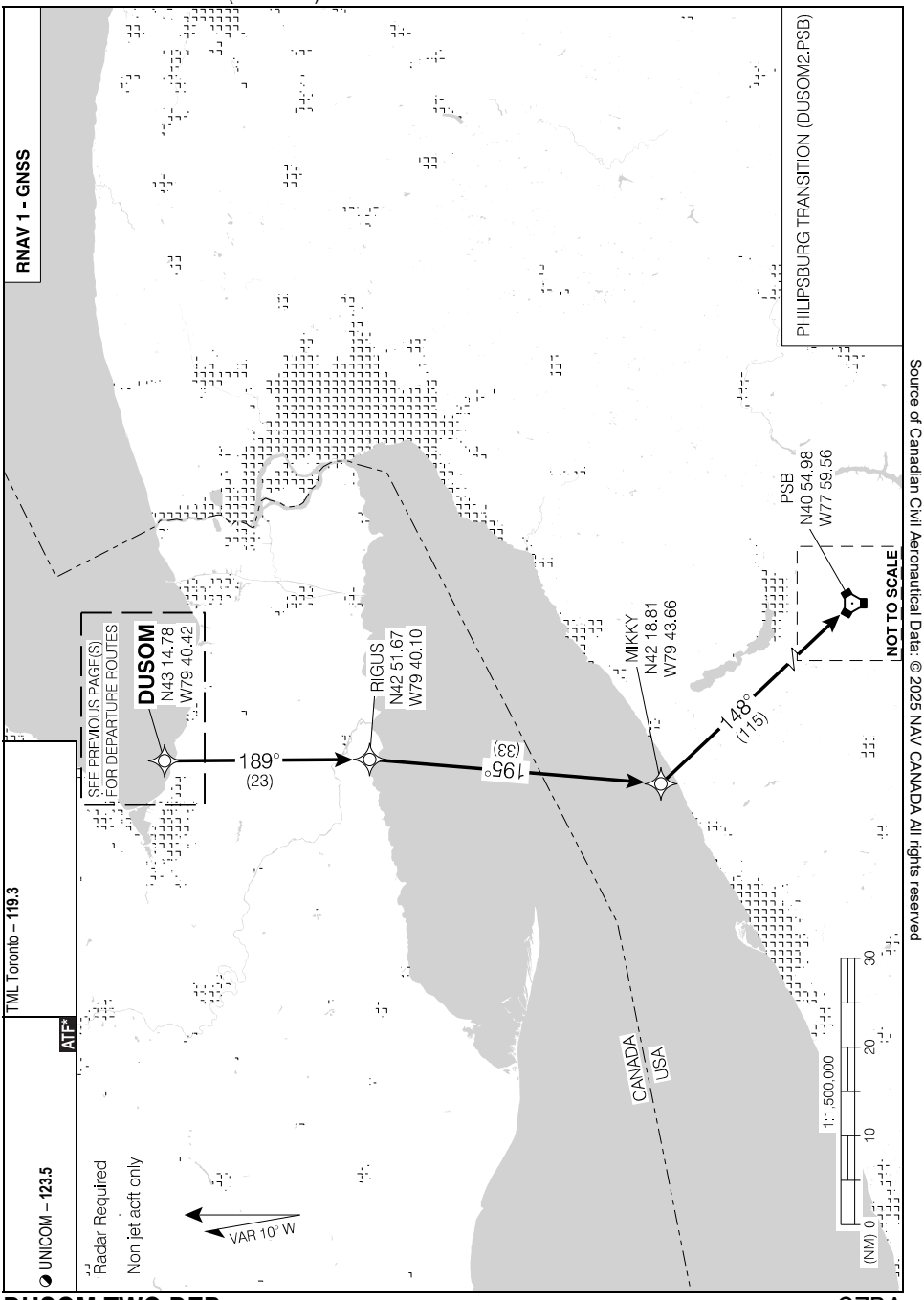
EFF 26 DEC 24

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

SID (RNAV)

DUSOM TWO DEP (DUSOM2.) TRANSITION ROUTES

BURLINGTON EXECUTIVE, ON
CZBA



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DUSOM TWO DEP (DUSOM2.) TRANSITION ROUTES

CZBA

EFF 26 DEC 24

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

Departure Route Description

Unless otherwise assigned by ATC:

All rwys: Maintain **3000**.

Rwy 14: Depart rwy 14, climb hdg **141°** to **1500**. Continue climb hdg **141°** or as assigned. Expect radar vectors to RIKEM (or as assigned) then proceed via depicted route.

Rwy 32: Requires a minimum climb gradient of **340** ft/NM to **1800**. Depart rwy 32, climbing RIGHT turn hdg **191°** or as assigned. Expect radar vectors to RIKEM (or as assigned) then proceed via depicted route.

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

BMPAH TRANSITION: **(MAVAN2.BMPAH)**
WOZEE TRANSITION: **(MAVAN2.WOZEE)**

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. Climb to **3100** on assigned heading;
3. Proceed on course and maintain **4000** or last assigned altitude whichever is higher, then;
4. Climb to flight planned altitude 5 minutes after recognition of the communication failure.

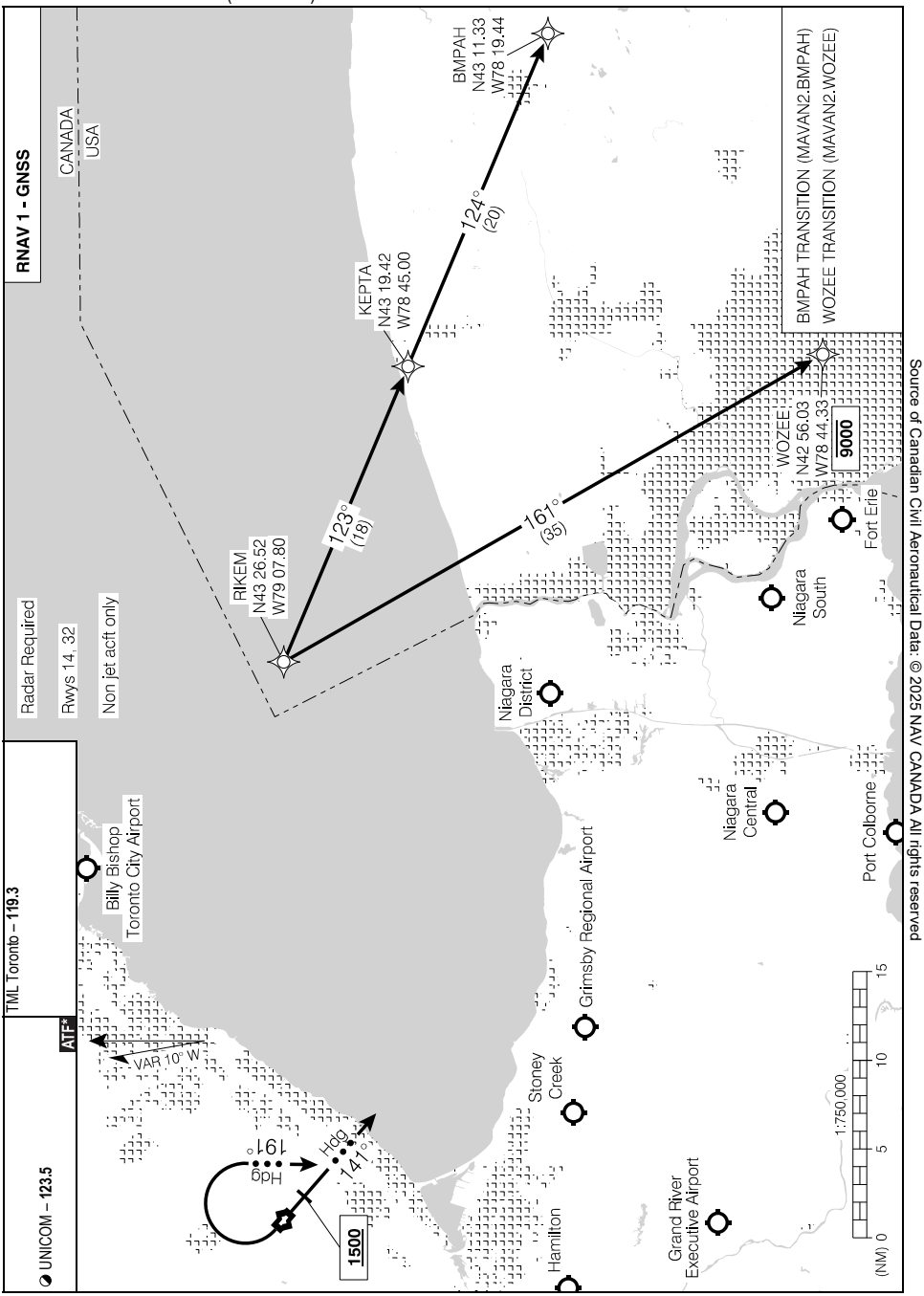
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SID (RNAV)

MAVAN TWO DEP (MAVAN2.)

BURLINGTON EXECUTIVE, ON

CZBA



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MAVAN TWO DEP (MAVAN2.)

CZBA

EFF 26 DEC 24

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

Departure Route Description

Unless otherwise assigned by ATC:

All rwys: Maintain **3000**.

Rwy 14: Depart rwy 14, climb hdg **141°** to **1500**. Continue climb hdg **141°** or as assigned. Expect radar vectors to OAKVL (or as assigned) then proceed via depicted route.

Rwy 32: Requires a minimum climb gradient of **340** ft/NM to **1800**. Depart rwy 32, climbing RIGHT turn hdg **191°** or as assigned. Expect radar vectors to OAKVL (or as assigned) then proceed via depicted route.

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

ERIE TRANSITION: **(OAKVL3.ERI)**
FOXEE TRANSITION: **(OAKVL3.FOXEE)**
AIRRA TRANSITION: **(OAKVL3.AIRRA)**

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. Climb to **3100** on assigned heading;
3. Proceed on course and maintain **4000** or last assigned altitude whichever is higher, then;
4. Climb to flight planned altitude 5 minutes after recognition of the communication failure.

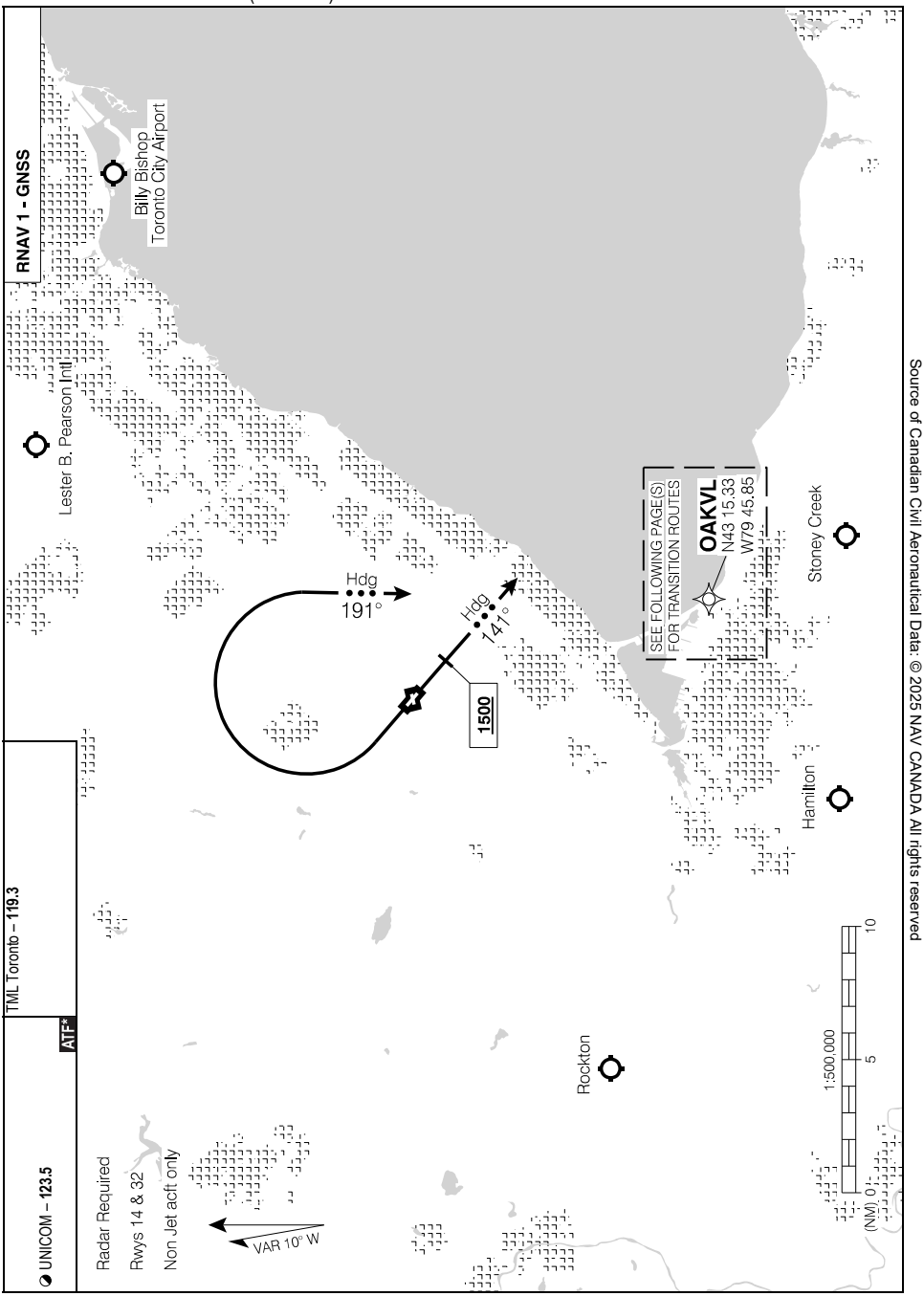
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SID (RNAV)

BURLINGTON EXECUTIVE, ON

OAKVL THREE DEP (OAKVL3.) DEPARTURE ROUTES

CZBA



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OAKVL THREE DEP (OAKVL3.) DEPARTURE ROUTES

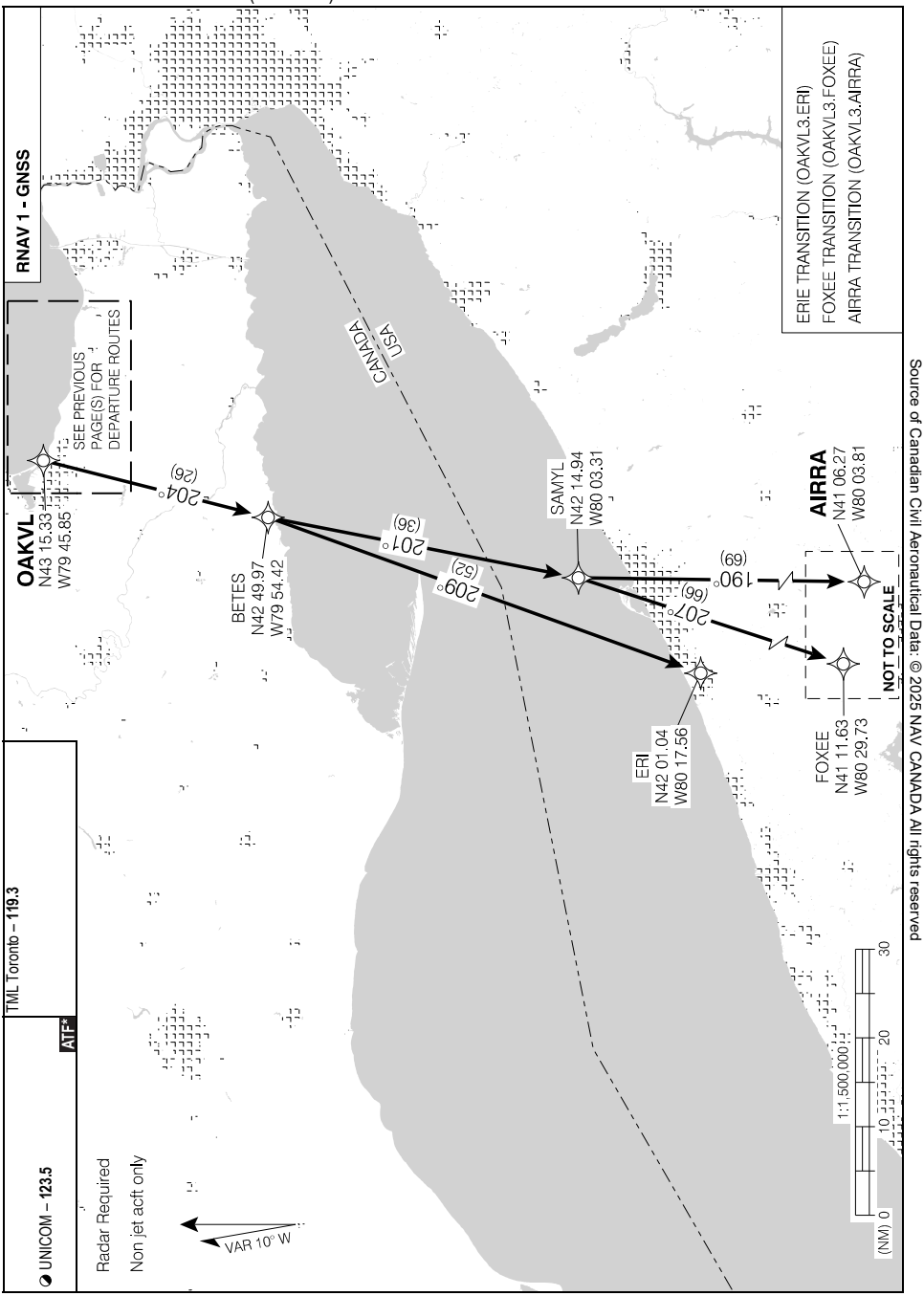
CZBA

EFF 26 DEC 24

SID (RNAV)

OAKVL THREE DEP (OAKVL3.) TRANSITION ROUTES

BURLINGTON EXECUTIVE, ON
CZBA



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OAKVL THREE DEP (OAKVL3.) TRANSITION ROUTES

CZBA

EFF 26 DEC 24

Departure Route Description

Unless otherwise assigned by ATC:

All rwys: Maintain **3000**.

Rwy 14: Depart rwy 14, climb hdg **141°** to **1500**. Continue climb hdg **141°** or as assigned. Expect radar vectors to MIXUT (or as assigned) then proceed via depicted route.

Rwy 32: Requires a minimum climb gradient of **340** ft/NM to **1800**. Depart rwy 32, climbing RIGHT turn hdg **191°** or as assigned. Expect radar vectors to MIXUT (or as assigned) then proceed via depicted route.

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

DERLO TRANSITION: **(PEMBA6.DERLO)**
GNTRY TRANSITION: **(PEMBA6.GNTRY)**
GGUCE TRANSITION: **(PEMBA6.GGUCE)**

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. Climb to **3100** on assigned heading;
3. Proceed on course and maintain **4000** or last assigned altitude whichever is higher, then;
4. Climb to flight planned altitude 5 minutes after recognition of the communication failure.

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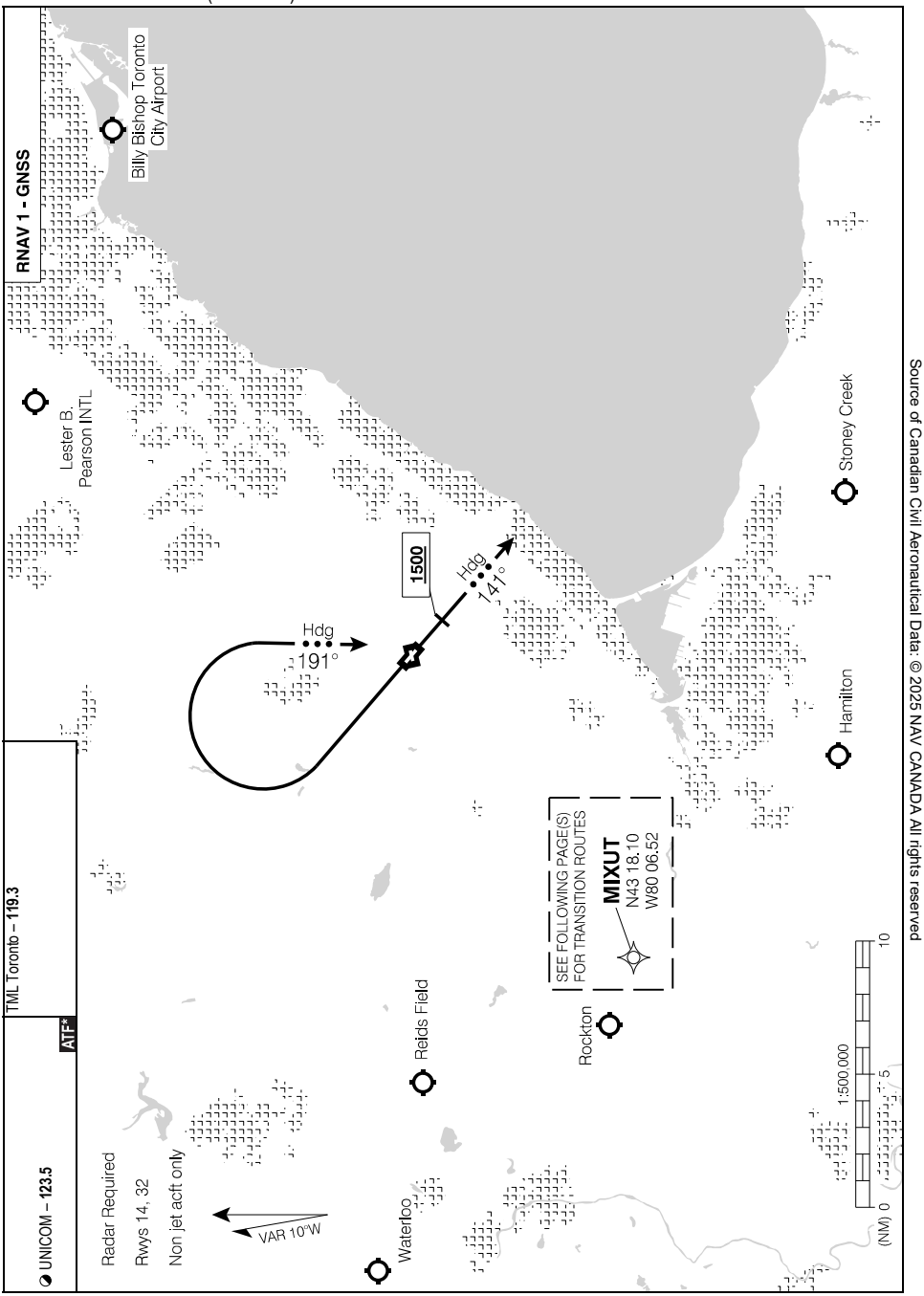
Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

SID (RNAV)

BURLINGTON EXECUTIVE, ON

PEMBA SIX DEP (PEMBA6.) DEPARTURE ROUTES

CZBA



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PEMBA SIX DEP (PEMBA6.) DEPARTURE ROUTES

CZBA

EFF 26 DEC 24

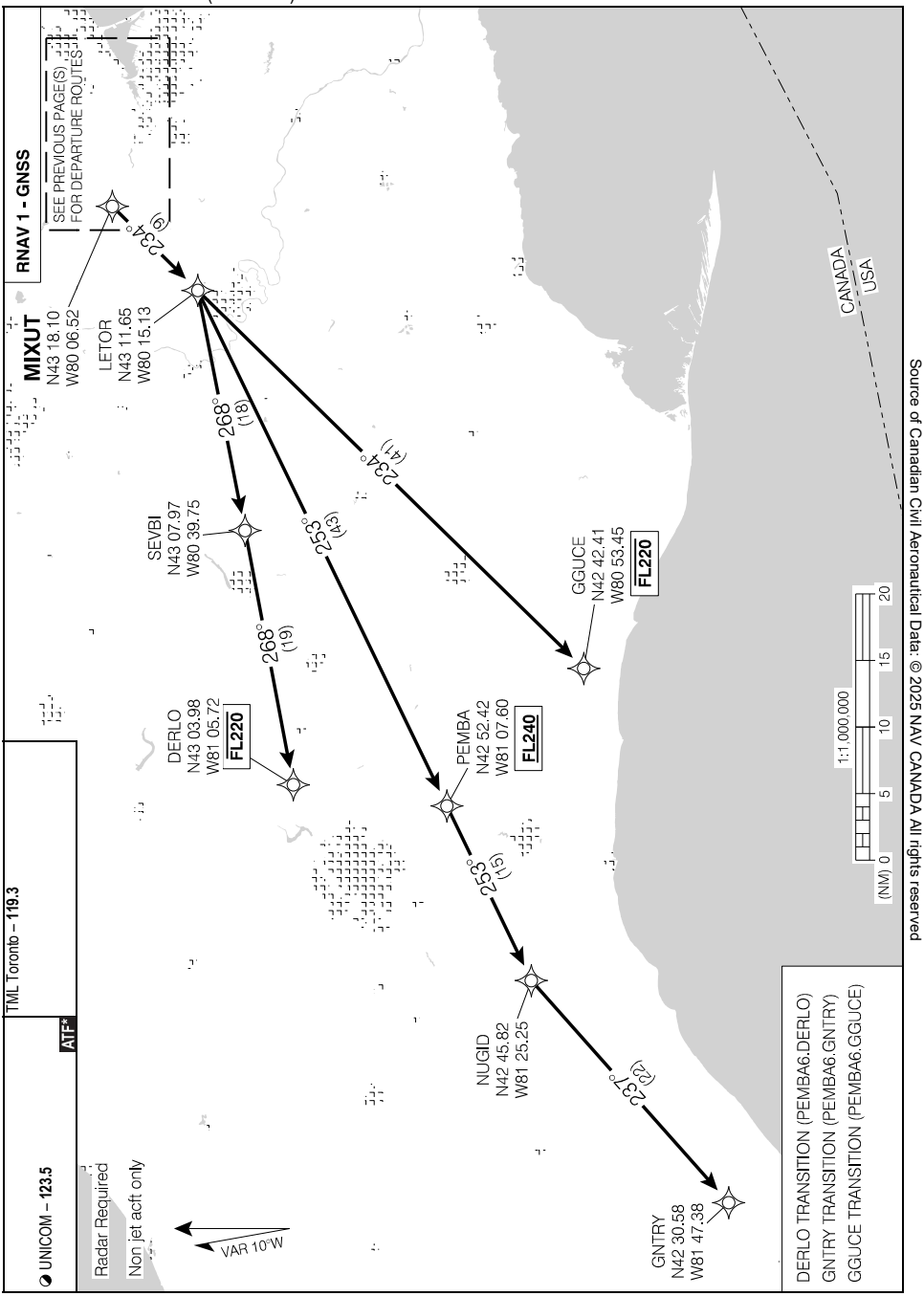
Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

SID (RNAV)

BURLINGTON EXECUTIVE, ON

PEMBA SIX DEP (PEMBA6.) TRANSITION ROUTES

CZBA



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PEMBA SIX DEP (PEMBA6.) TRANSITION ROUTES

CZBA

EFF 26 DEC 24

Canada Air Pilot
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BURLINGTON EXECUTIVE, ON

AERODROME CHART

CZBA

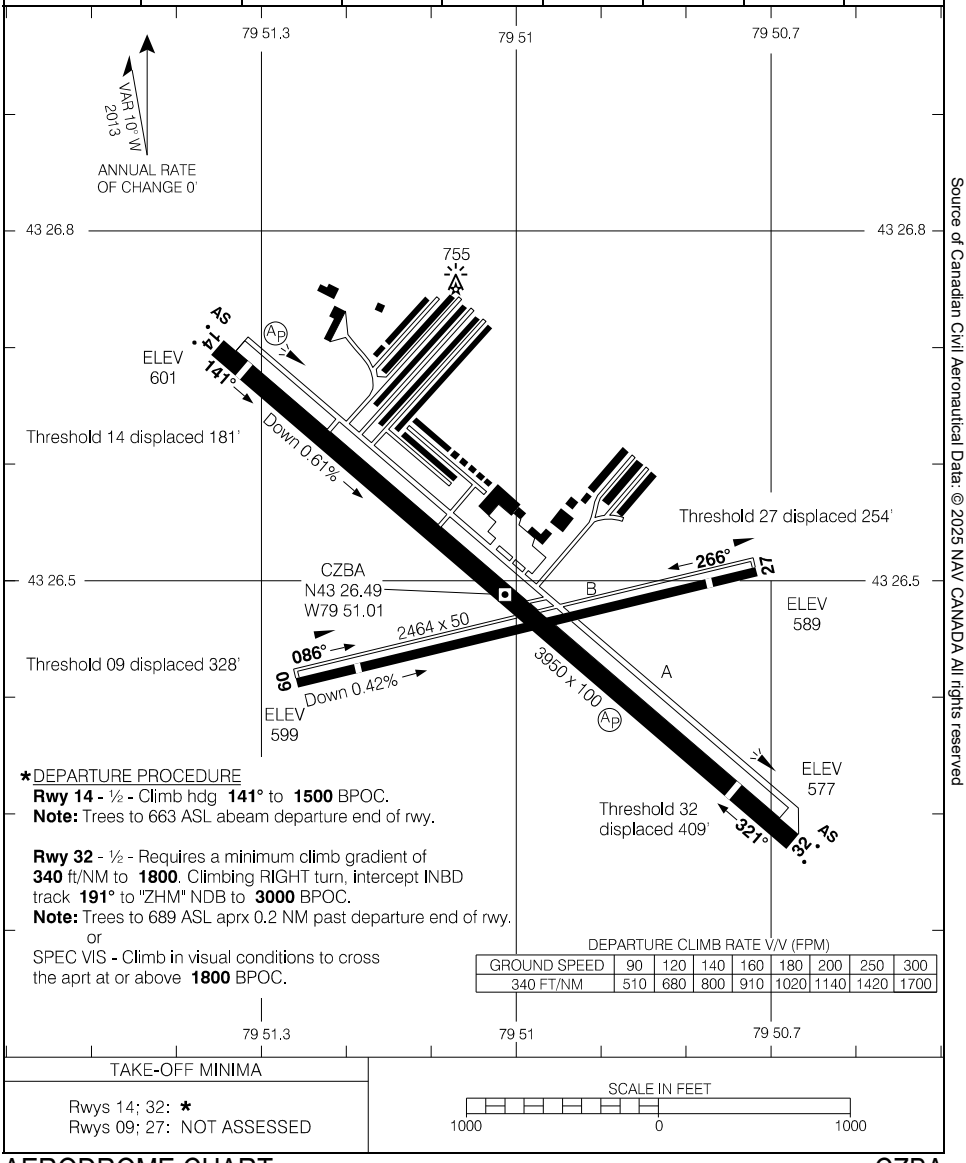
AUTO – **122.55**

UNICOM – **123.5**

TML Toronto – **119.3**

ATF*

DECL DISTS	09	27	14	32				
TORA	2464	2464	3950	3950				
TODA	2464	2464	3950	3950				
ASDA	2464	2464	3950	3950				
LDA	2136	2210	3769	3541				



*DEPARTURE PROCEDURE

Rwy 14 - ½ - Climb hdg **141°** to **1500** BPOC.
Note: Trees to 663 ASL abeam departure end of rwy.

Rwy 32 - ½ - Requires a minimum climb gradient of **340** ft/NM to **1800**. Climbing RIGHT turn, intercept INBD track **191°** to "ZHM" NDB to **3000** BPOC.
Note: Trees to 689 ASL aprx 0.2 NM past departure end of rwy.
or
SPEC VIS - Climb in visual conditions to cross the aprt at or above **1800** BPOC.

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Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

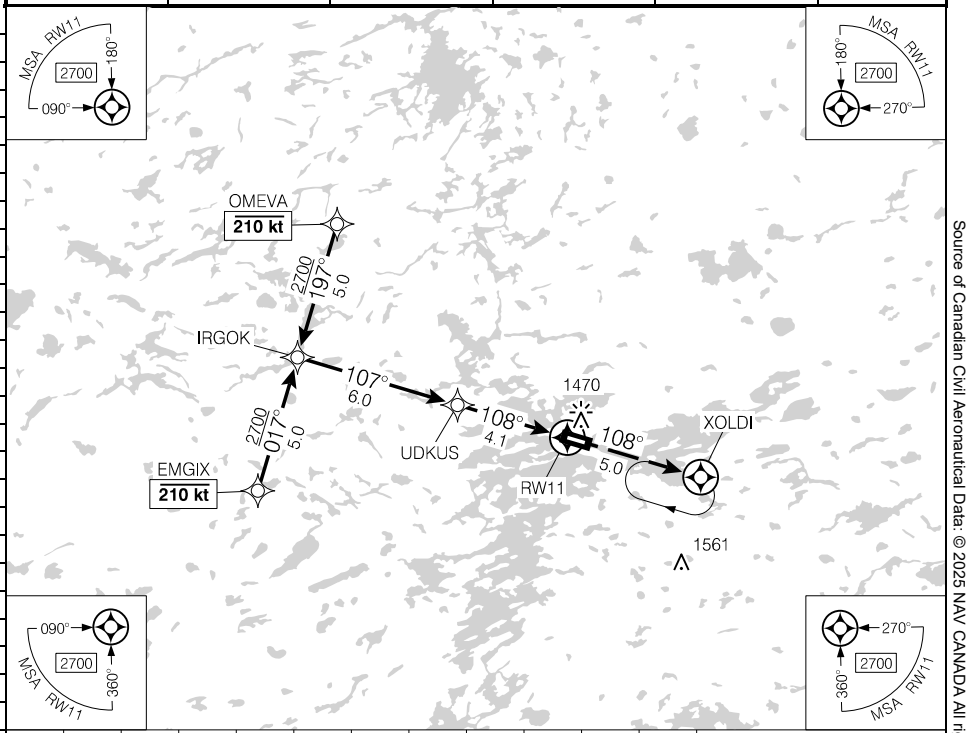
CAT LAKE, ON

RNAV (GNSS) RWY 11

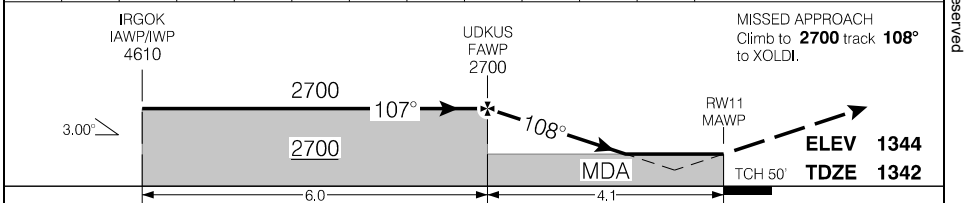
514338N 0914928W VAR 1°W

CYAC

		TFC – 123.2 ATF		ARCAL 123.2(K)
SAFE ALT 100 NM **3000**	WAAS **Ch 80482** W11A	APCH CRS **108°**	MIN ALT UDKUS **2700**	LDA **3963**



		10.1	9	8	7	6	5	**4.1**	3	1.7		DIST FROM RW11
		4610	4250	3940	3620	3300	2980	**2700**	2340	1920		ALT (3.00° APCH PATH)



RASS: Use CYPL.

CATEGORY	A	B	C	D
LPV	**1839**	(500)	1¾	
LNAV	**1920**	(581)	1¾	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 11

CYAC

EFF 5 DEC 19

Canada Air Pilot
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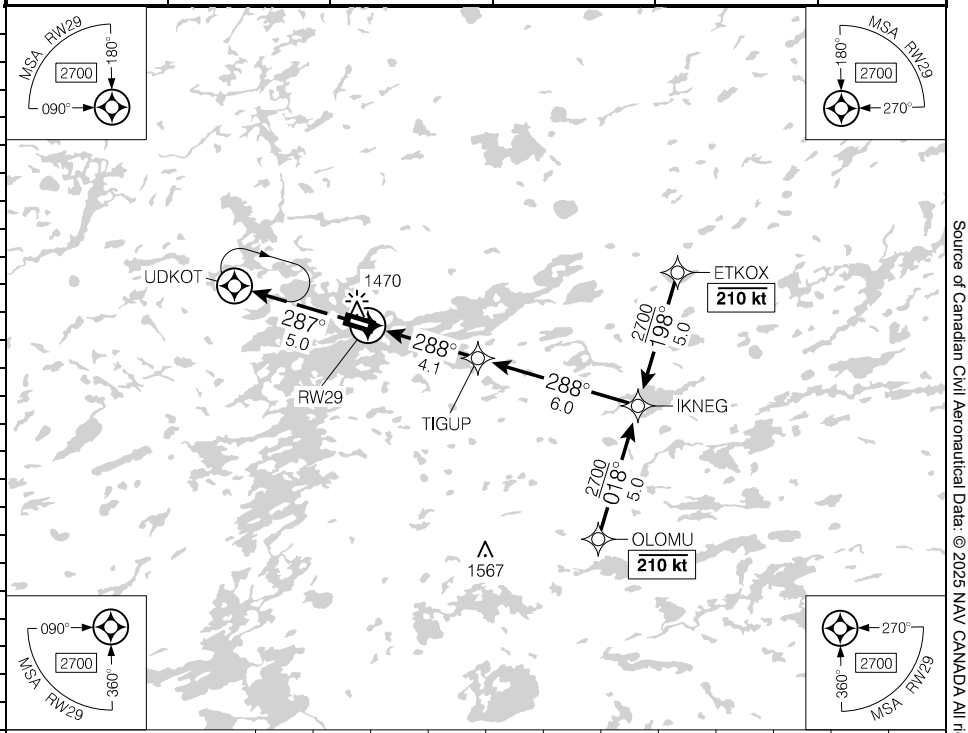
CAT LAKE, ON

RNAV (GNSS) RWY 29

514338N 0914928W VAR 1°W

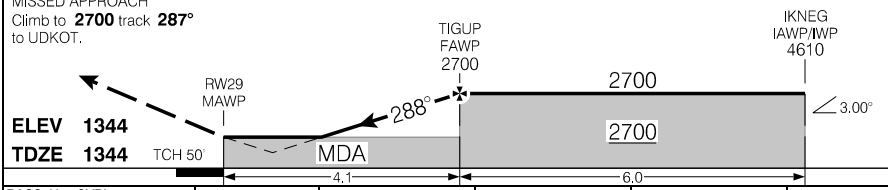
CYAC

		TFC – **123.2** ATF			ARCAL 123.2(K)
SAFE ALT 100 NM **3000**	WAAS **Ch 80483** W29A	APCH CRS **288°**	MIN ALT TIGUP **2700**	LDA **3963**	



DIST FROM RW29		1.7	3	**4.1**	5	6	7	8	9	10.1		
ALT (3.00° APCH PATH)		1920	2340	**2700**	2980	3300	3620	3930	4250	4610		

MISSED APPROACH
Climb to **2700** track **287°**
to UDKOT.



RASS: Use CYPL.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**1836**	(500)	1¾	
LNAV	**1920**	(584)	1¾	

RNAV (GNSS) RWY 29

CYAC

EFF 5 DEC 19

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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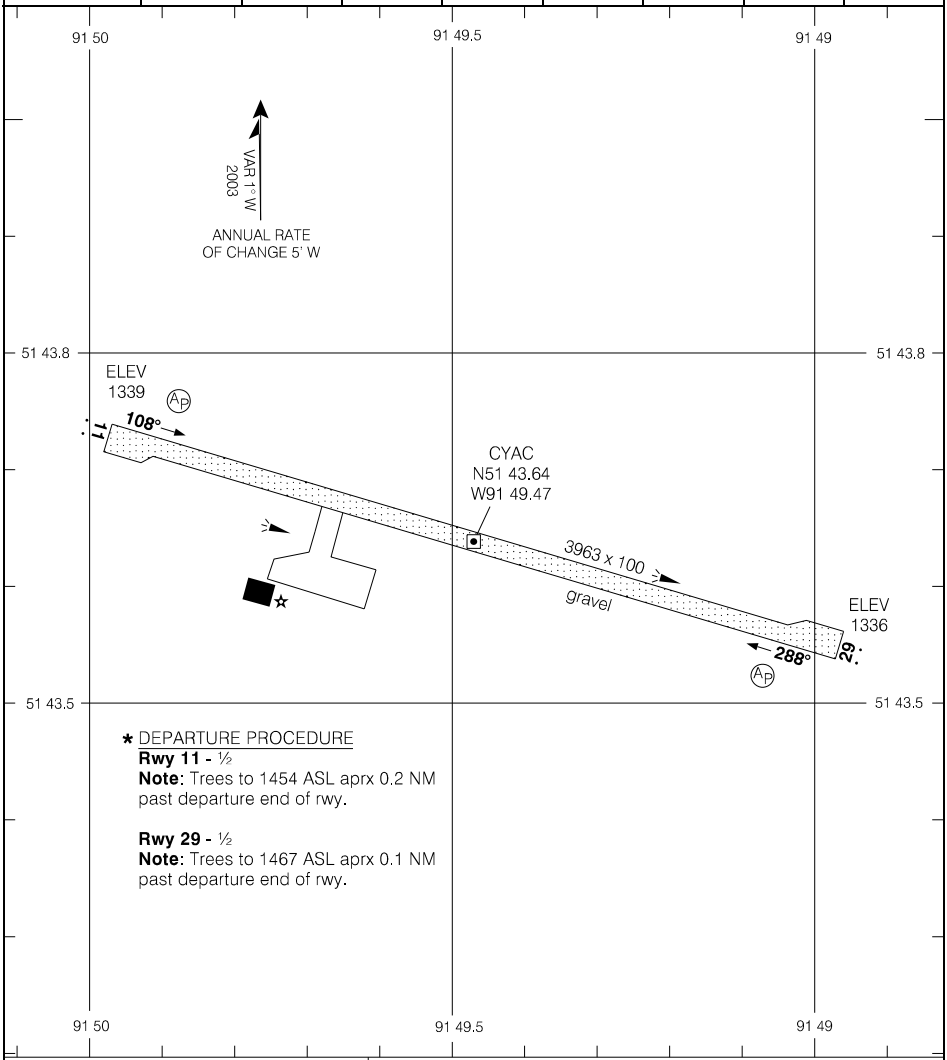
CAT LAKE, ON

AERODROME CHART

CYAC

TFC – **123.2** ATF

DECL DISTS	11	29						
TORA	3963	3963						
TODA	3963	3963						
ASDA	3963	3963						
LDA	3963	3963						



TAKE-OFF MINIMA
Rwys 11; 29: *

SCALE IN FEET

1000 0 1000

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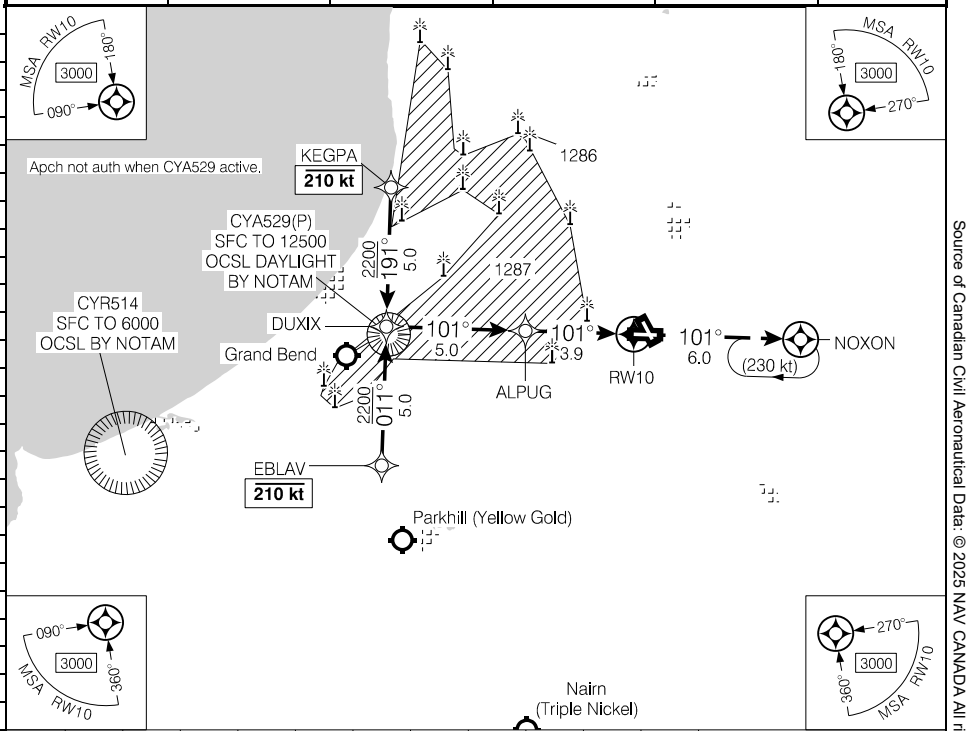
CENTRALIA/JAMES T. FIELD MEMORIAL, ON

RNAV (GNSS) RWY 10

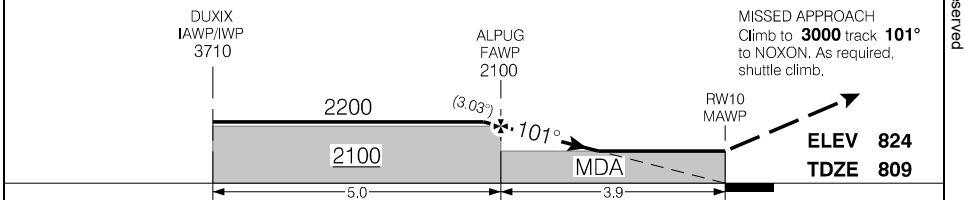
431709N 0813023W VAR 9°W

CYCE

	CTR Toronto – **135.30**	UNICOM – **122.8** ATF		ARCAL 122.8(K)*
SAFE ALT 100 NM **3800**	RNAV	APCH CRS **101°**	MIN ALT ALPUG **2100**	LDA **5013**



			8.9	8	7	6	5	**4.2**	3	2.2		DIST FROM RW10
			3710	3420	3100	2780	2460	**2200**	1810	1560		ALT (3.03° APCH PATH)



RASS: Use CYXU.

CATEGORY	A	B	C	D
LNAV	**1560** (762)	2¼	NOT AUTHORIZED	

Knots	ft/min	Min:Sec
70	380	
90	480	
110	590	
130	700	
150	800	

RNAV (GNSS) RWY 10 CYCE

EFF 2 OCT 25

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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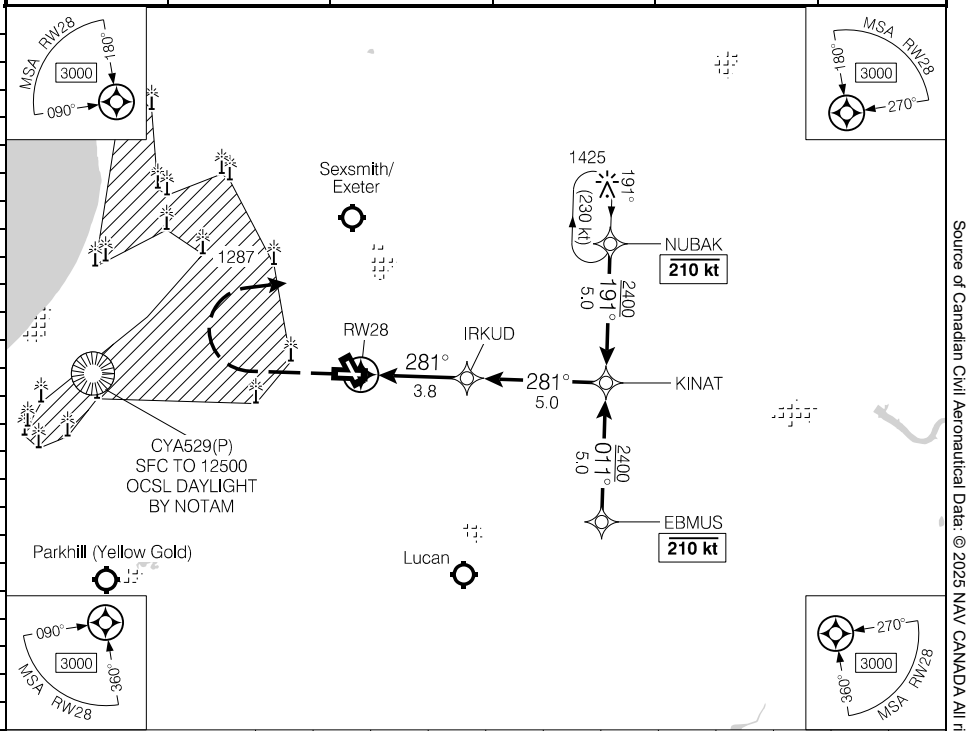
CENTRALIA/JAMES T. FIELD MEMORIAL, ON

RNAV (GNSS) RWY 28

431709N 0813023W VAR 9°W

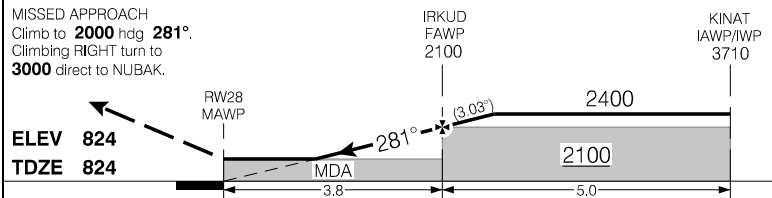
CYCE

	CTR Toronto – **135.30**	◕ UNICOM – **122.8** ATF		ARCAL 122.8(K)*
SAFE ALT 100 NM **3800**	RNAV	APCH CRS **281°**	MIN ALT IRKUD **2100**	LDA **5013**



DIST FROM RW28		1.6	3	4	**4.7**	6	7	8	8.8			
ALT (3.03° APCH PATH)		1380	1840	2160	**2400**	2800	3130	3450	3710			

MISSED APPROACH
Climb to **2000** hdg **281°**.
Climbing RIGHT turn to **3000** direct to NUBAK.



RASS: Use CYXU.

CATEGORY	A	B	C	D
LNAV	**1380** (556)	1¾	NOT AUTHORIZED	

Knots	ft/min	Min:Sec
70	380	
90	480	
110	590	
130	700	
150	800	

RNAV (GNSS) RWY 28

CYCE

EFF 2 OCT 25

Canada Air Pilot
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Departure Procedure

Rwy 10 – ½: When CYA529 is active, climb between hdg **309°** CW to **249°** to remain clear of CYA529 BPOC.

Note: Road to 852 ASL aprx 0.1 NM past departure end of rwy.

Rwy 28 – ½: Requires a minimum climb gradient of **350** ft/NM to **1400**.
When CYA529 is active: Climb between hdg **315°** CW to **100°** to remain clear of CYA529 BPOC.

Note: Trees to 837 ASL abeam departure end of rwy, 300' LEFT of rwy centreline and aprx 0.1 NM past departure end of rwy.

or

SPEC VIS - Climb in visual conditions to cross the aprt at or above **1600**.
When CYA529 is active: Climb between hdg **324°** CW to **232°** to remain clear of CYA529 BPOC.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
350 FT/NM	530	700	820	940	1050	1170	1460	1750

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CENTRALIA/JAMES T. FIELD MEMORIAL, ON

AERODROME CHART

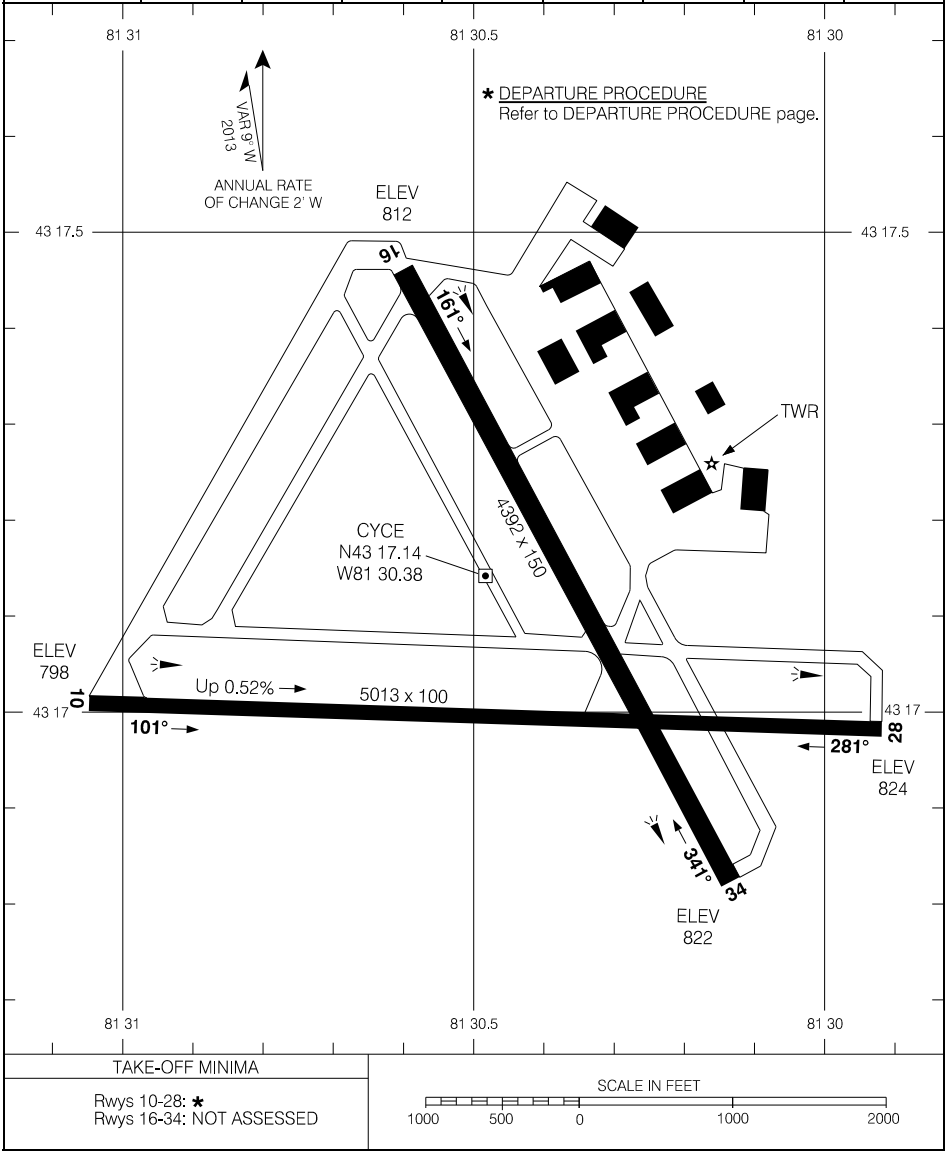
CYCE

UNICOM – **122.8**

ATF

CTR Toronto – **135.30**

DECL DISTS	10	28	16	34				
TORA	5013	5013	4392	4392				
TODA	5013	5013	4392	4392				
ASDA	5013	5013	4392	4392				
LDA	5013	5013	4392	4392				



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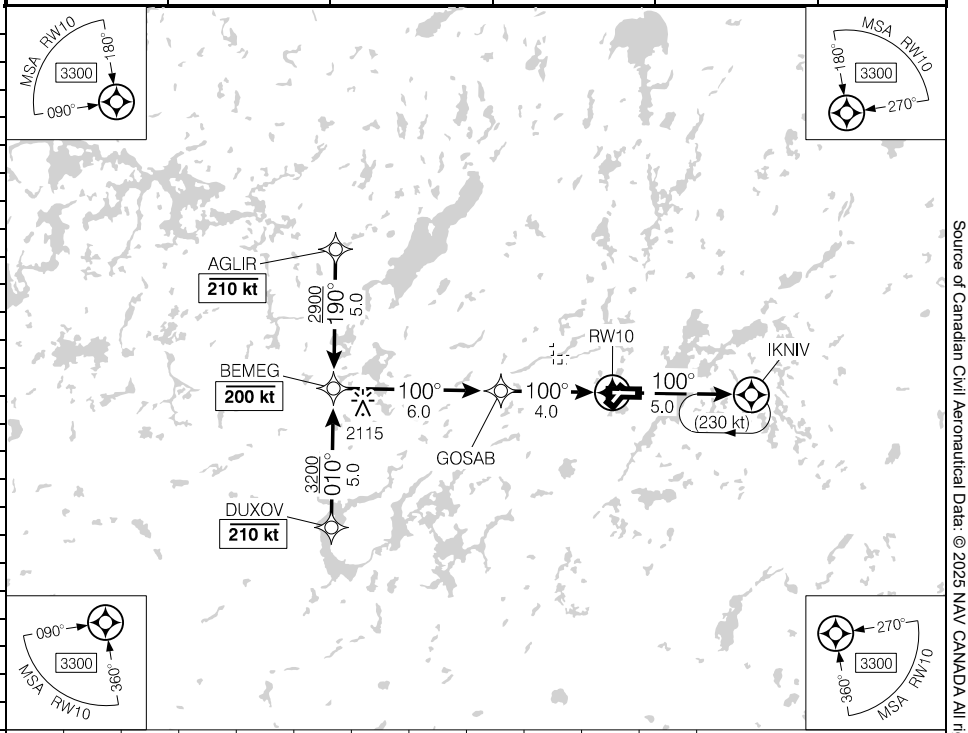
CHAPLEAU, ON

RNAV (GNSS) RWY 10

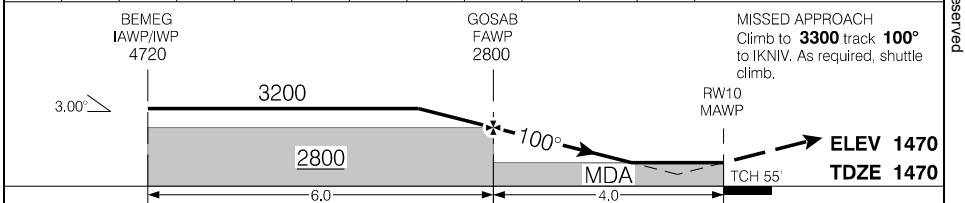
474913N 0832049W VAR 9°W

CYLD

		TFC – **122.8** ATF			ARCAL 122.8* V1
SAFE ALT 100 NM **3400**	WAAS **Ch 81117** W10A	APCH CRS **100°**	MIN ALT GOSAB **2800**	LDA **5003**	



		10	9	8	7	6	**5.3**	4	3	1.6	DIST FROM RW10
		4720	4390	4080	3760	3440	**3200**	2800	2480	2040	ALT (3.00° APCH PATH)



RASS: When using CYXZ add **210'**.

CATEGORY	A	B	C	D
LPV	**1970**	(500)	1¾	
LNAV	**2040**	(570)	1¾	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 10

CYLD

EFF 11 JUL 24

Canada Air Pilot
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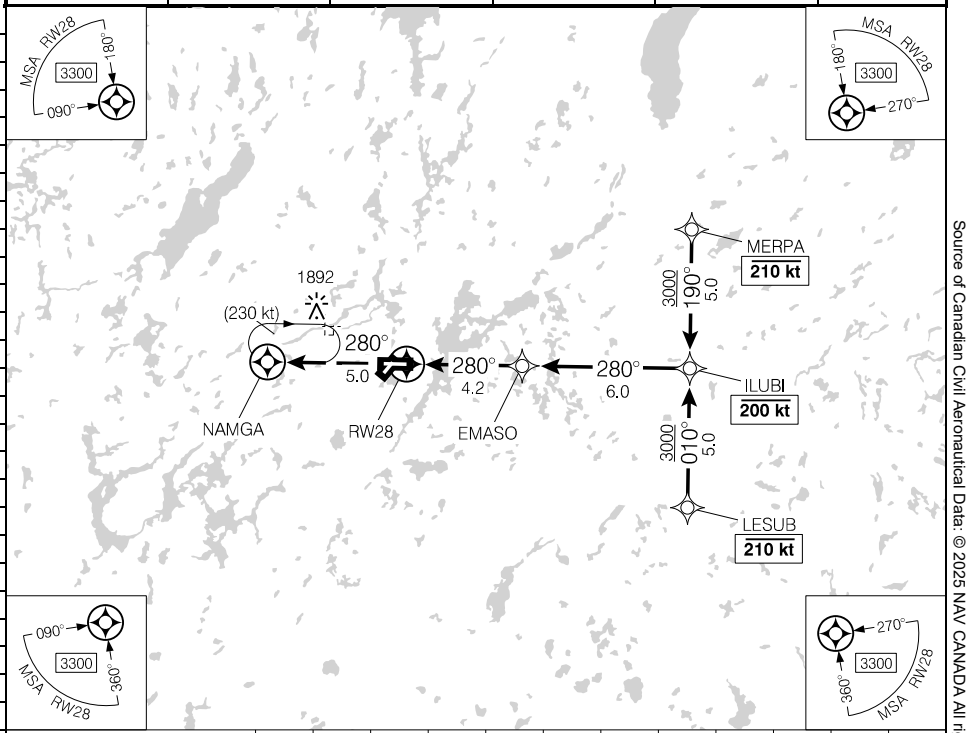
CHAPLEAU, ON

RNAV (GNSS) RWY 28

CYLD

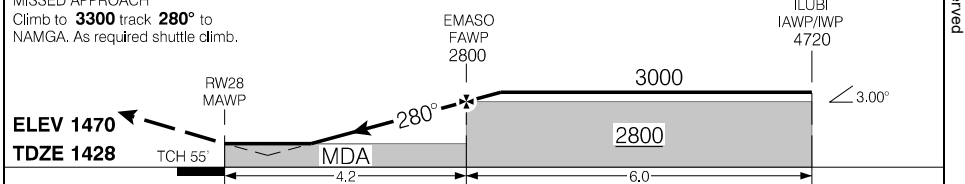
474913N 0832049W VAR 9°W

		TFC – **122.8** ATF			ARCAL 122.8* V1
SAFE ALT 100 NM **3400**	WAAS **Ch 81129** W28A	APCH CRS **280°**	MIN ALT EMASO **2800**	LDA **5003**	



DIST FROM RW28	1.5	2	3	4	**4.8**	6	7	8	9	10.2		
ALT (3.00° APCH PATH)	1940	2110	2430	2750	**3000**	3390	3710	4030	4350	4720		

MISSED APPROACH
Climb to **3300** track **280°** to NAMGA. As required shuttle climb.



RASS: When using CYXZ add **210'**.

CATEGORY	A	B	C	D
LPV	**1922**	(500)	1¾	
LNAV	**1940**	(518)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 28

CYLD

EFF 11 JUL 24

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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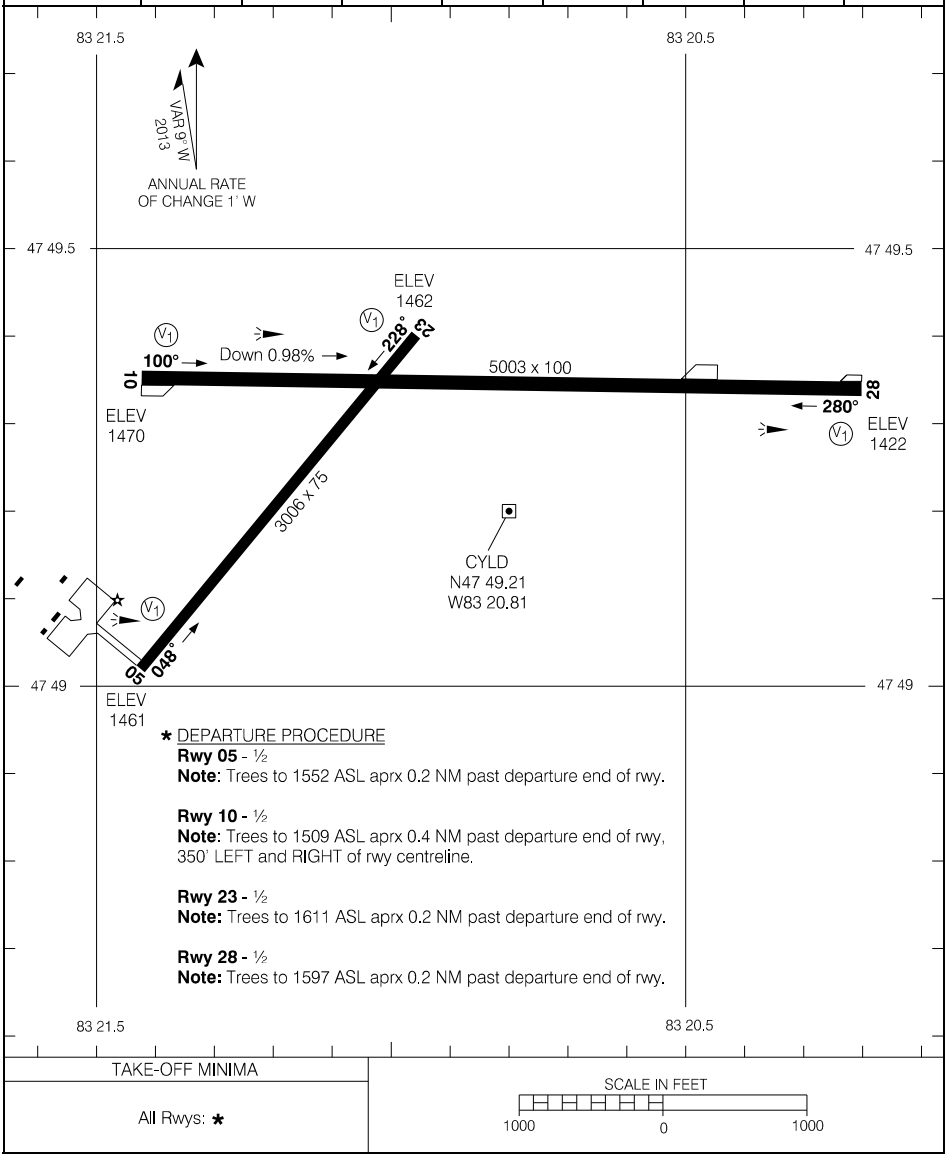
CHAPLEAU, ON

AERODROME CHART

CYLD

TFC– **122.8** ATF

DECL DISTS	05	23	10	28				
TORA	3006	3006	5003	5003				
TODA	3990	3990	5987	5987				
ASDA	3006	3006	5003	5003				
LDA	3006	3006	5003	5003				



* DEPARTURE PROCEDURE

Rwy 05 - ½
Note: Trees to 1552 ASL aprx 0.2 NM past departure end of rwy.

Rwy 10 - ½
Note: Trees to 1509 ASL aprx 0.4 NM past departure end of rwy, 350° LEFT and RIGHT of rwy centreline.

Rwy 23 - ½
Note: Trees to 1611 ASL aprx 0.2 NM past departure end of rwy.

Rwy 28 - ½
Note: Trees to 1597 ASL aprx 0.2 NM past departure end of rwy.

TAKE-OFF MINIMA	SCALE IN FEET
All Rwys: *	1000 0 1000

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AERODROME CHART

CYLD

EFF 11 JUL 24

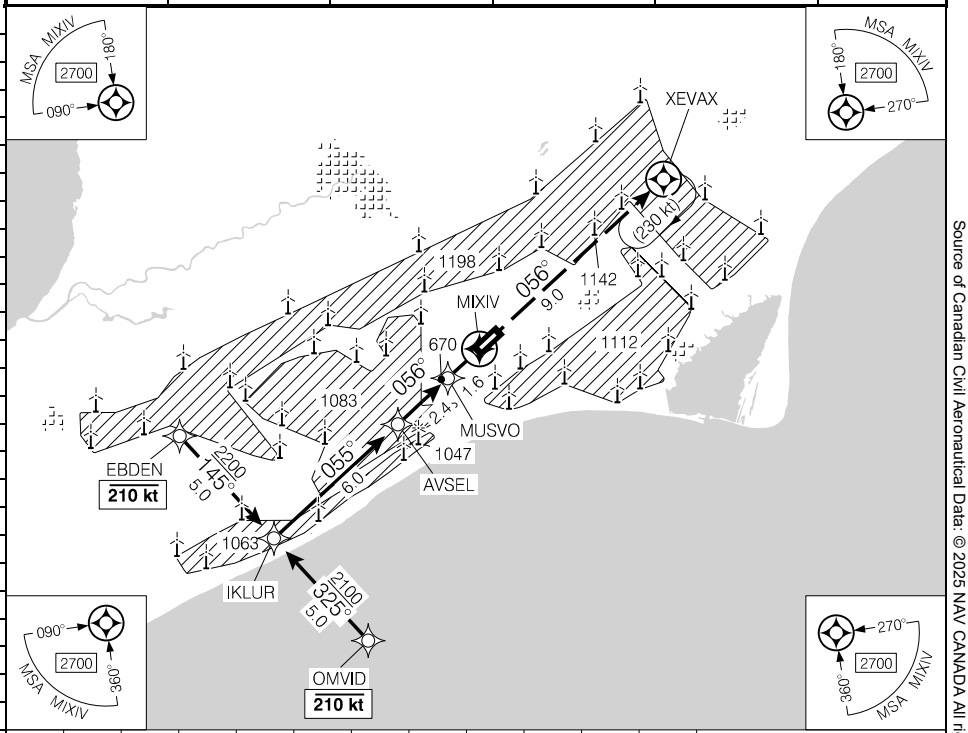
CHATHAM-KENT, ON

RNAV (GNSS) Z RWY 06

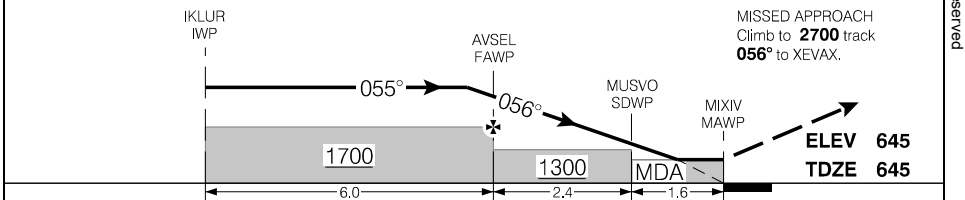
421822N 0820454W VAR 8°W

CYCK

AWOS – **122.97**	ARR Selfridge – **119.6** **318.2** O/T CTR Cleveland – **132.25** **298.87**	UNICOM – **123.2** ATF		ARCAL 123.2(K)
SAFE ALT 100 NM **4600**	RNAV	APCH CRS **056°**	MIN ALT AVSEL **1700**	LDA **5002**



(NM) 0 5 10 15 20 25



RASS: When using CYQG add **90'**.

CATEGORY	A	B	C	D
LNAV	**940**	(297)	1	

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) Z RWY 06

CYCK

EFF 5 NOV 20

Canada Air Pilot
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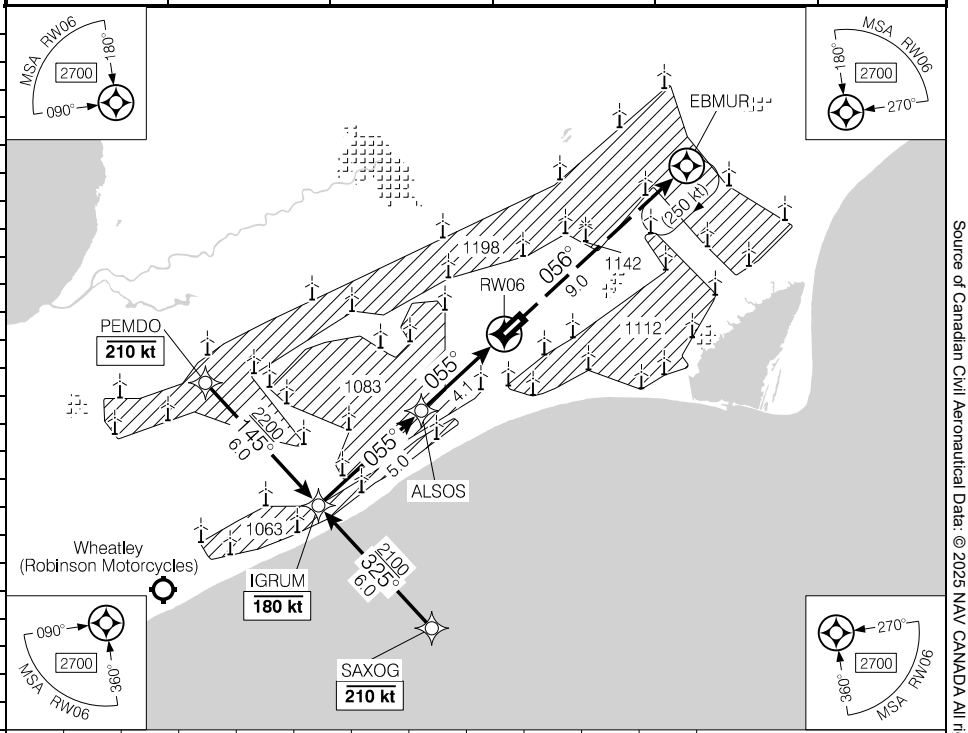
CHATHAM-KENT, ON

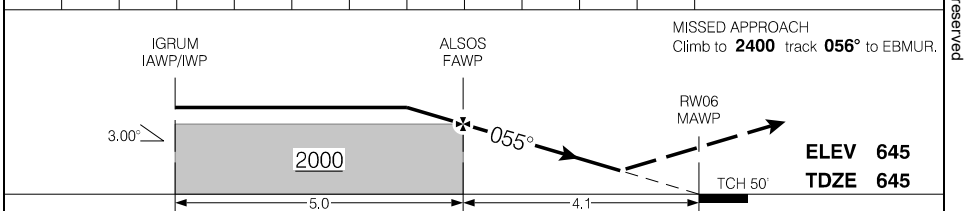
RNAV (GNSS) Y RWY 06

421822N 0820454W VAR 8°W

CYCK

AWOS – **122.97**	ARR Selfridge – **119.6** **318.2** O/T CTR Cleveland – **132.25** **298.87**	UNICOM – **123.2** ATF		ARCAL 123.2(K)
SAFE ALT 100 NM **4600**	WAAS **Ch 80417** W06A	APCH CRS **055°**	MIN ALT ALSOS **2000**	LDA **5002**





RASS: When using CYQG add **90'**.

CATEGORY	A	B	C	D
LPV	**893**	(250)	1	

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

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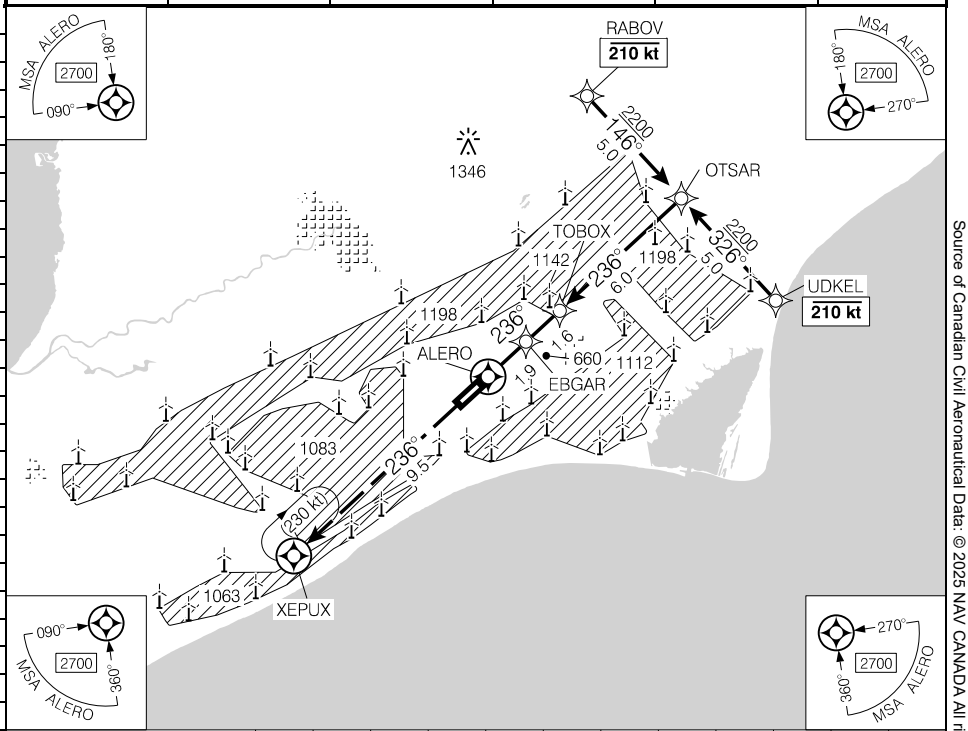
CHATHAM-KENT, ON

RNAV (GNSS) Z RWY 24

421822N 0820454W VAR 8°W

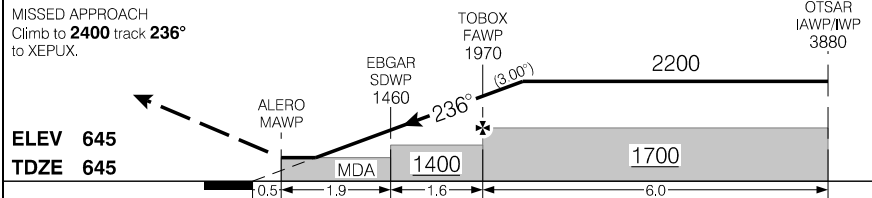
CYCK

AWOS – **122.97**	ARR Selfridge – **119.6** **318.2** O/T CTR Cleveland – **132.25** **298.87**	UNICOM – **123.2** ATF		ARCAL 123.2(K) AS P1
SAFE ALT 100 NM **4600**	RNAV	APCH CRS **236°**	MIN ALT TOBOX **1700**	LDA **5002**



DIST FROM ALERO		0.6	2	3	**4.2**	5	6	7	8	9	9.5
ALT (3.00° APCH PATH)		1040	1490	1810	**2200**	2450	2760	3080	3400	3720	3880

MISSED APPROACH
Climb to **2400** track **236°**
to XEPUX.



RASS: When using CYQG add **90'**.

CATEGORY	A	B	C	D
LNAV	**1040** (395)			1¼

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) Z RWY 24 CYCK

EFF 5 SEP 24

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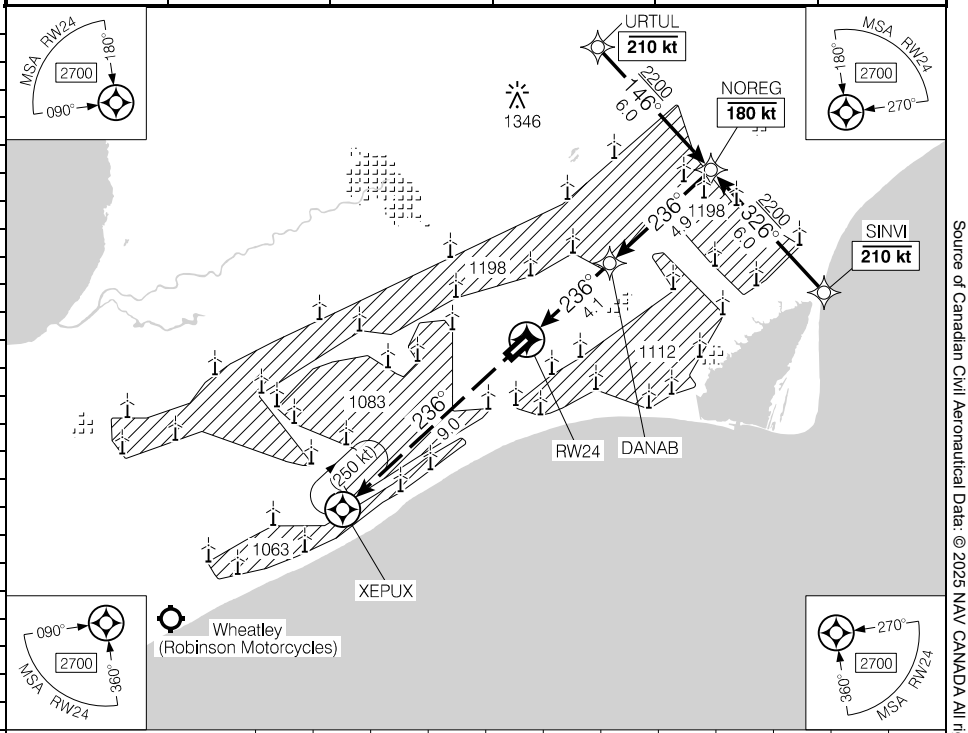
CHATHAM-KENT, ON

RNAV (GNSS) Y RWY 24

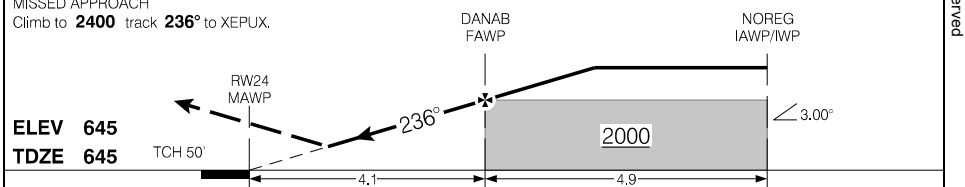
421822N 0820454W VAR 8°W

CYCK

AWOS – **122.97**	ARR Selfridge – **119.6** **318.2** O/T CTR Cleveland – **132.25** **298.87**	UNICOM – **123.2** ATF		ARCAL 123.2(K) AS P1
SAFE ALT 100 NM **4600**	WAAS **Ch 80418** W24A	APCH CRS **236°**	MIN ALT DANAB **2000**	LDA **5002**



MISSED APPROACH
Climb to **2400** track **236°** to XEPUX.



RASS: When using CYQG add **90'**.

CATEGORY	A	B	C	D
LPV	**895**	(250)	1	

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) Y RWY 24 CYCK

EFF 23 FEB 23

Canada Air Pilot
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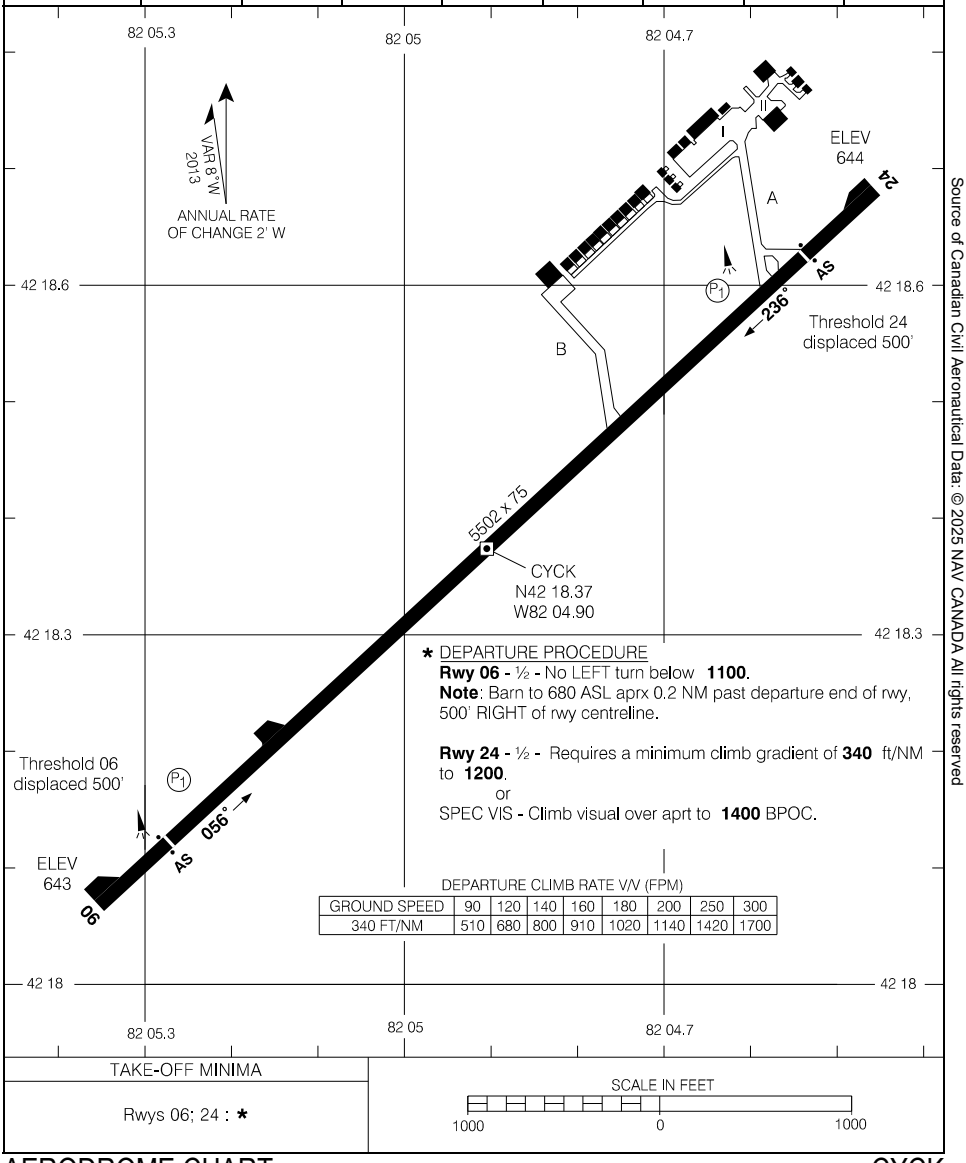
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CHATHAM-KENT, ON

AERODROME CHART — CYCK

AWOS – **122.97**		UNICOM – **123.2** ATF	ARR Selfridge – **119.6** **318.2** O/T CTR Cleveland – **132.25** **298.87**

DECL DISTS	06	24
TORA	5502	5502
TODA	5502	5502
ASDA	5502	5502
LDA	5002	5002



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AERODROME CHART — CYCK

EFF 16 MAY 24

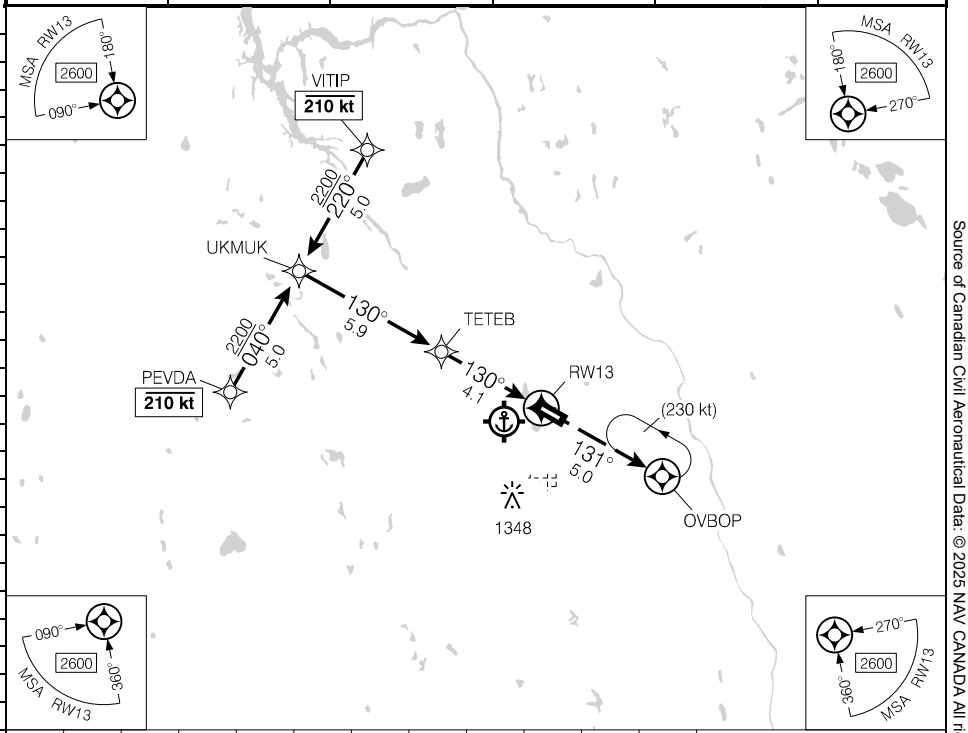
COCHRANE, ON

RNAV (GNSS) RWY 13

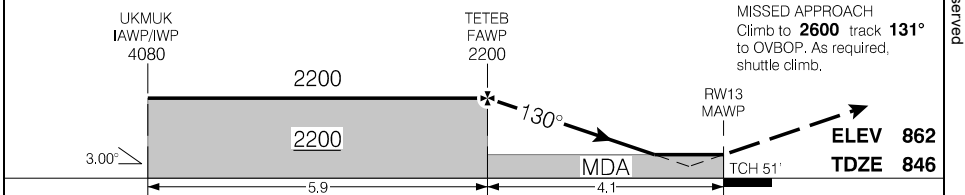
490624N 0810055W VAR 11°W

CYCN

AUTO – **122.55**	CTR Toronto – **128.3**		TFC – **122.8** ATF		ARCAL 122.8(K)
SAFE ALT 100 NM **3200**	WAAS **Ch 81138** W13A	APCH CRS **130°**	MIN ALT TETEB **2200**	LDA **4484**	



		10	9	8	7	6	5	**4.1**	3	2	1.2	DIST FROM RW13
		4080	3760	3440	3120	2800	2480	**2200**	1850	1530	1280	ALT (3.00° APCH PATH)



RASS: When using CYTS add **100'**.

CATEGORY	A	B	C	D
LPV	**1090**	(250)	1	
LNAV	**1280**	(440)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 13 CYCN

EFF 11 JUL 24

Canada Air Pilot
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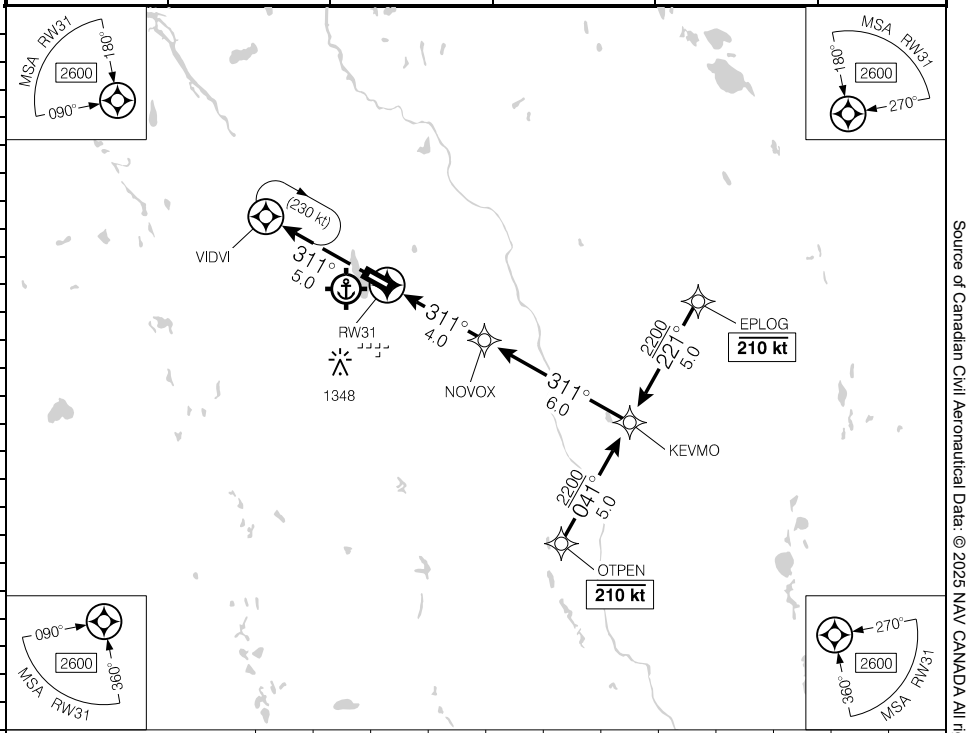
COCHRANE, ON

RNAV (GNSS) RWY 31

490624N 0810055W VAR 11°W

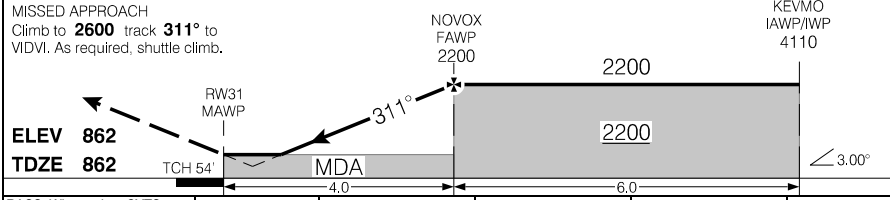
CYCN

AUTO – **122.55**	CTR Toronto – **128.3** TFC – **122.8** ATF			ARCAL 122.8(K) P1 AS
SAFE ALT 100 NM **3200**	WAAS **Ch 81128** W31A	APCH CRS **311°**	MIN ALT NOVOX **2200**	LDA **4484**



DIST FROM RW31	1	2	3	**4.0**	5	6	7	8	9	10		
ALT (3.00° APCH PATH)	1240	1550	1870	**2200**	2510	2830	3150	3470	3780	4110		

MISSED APPROACH
Climb to **2600** track **311°** to VIDVI. As required, shuttle climb.



RASS: When using CYTS add **100'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**1112**	(250)	1	
LNAV	**1240**	(378)	1¼	

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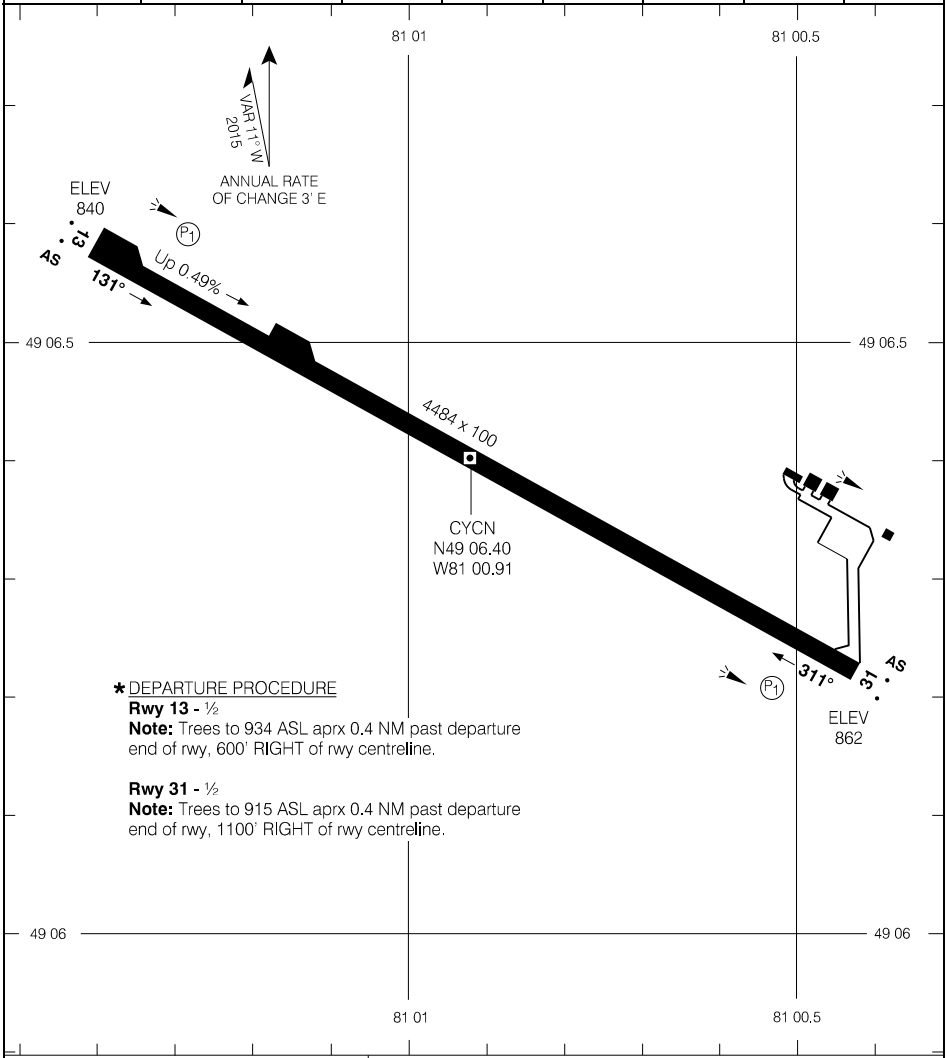
COCHRANE, ON

AERODROME CHART

CYCN

AUTO – **122.55**		TFC – **122.8** ATF	CTR Toronto – **128.3**

DECL DISTS	13	31
TORA	4484	4484
TODA	4484	4484
ASDA	4484	4484
LDA	4484	4484



TAKE-OFF MINIMA
Rwys 31, 13: *

SCALE IN FEET
1000 500 0 1000

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AERODROME CHART

CYCN

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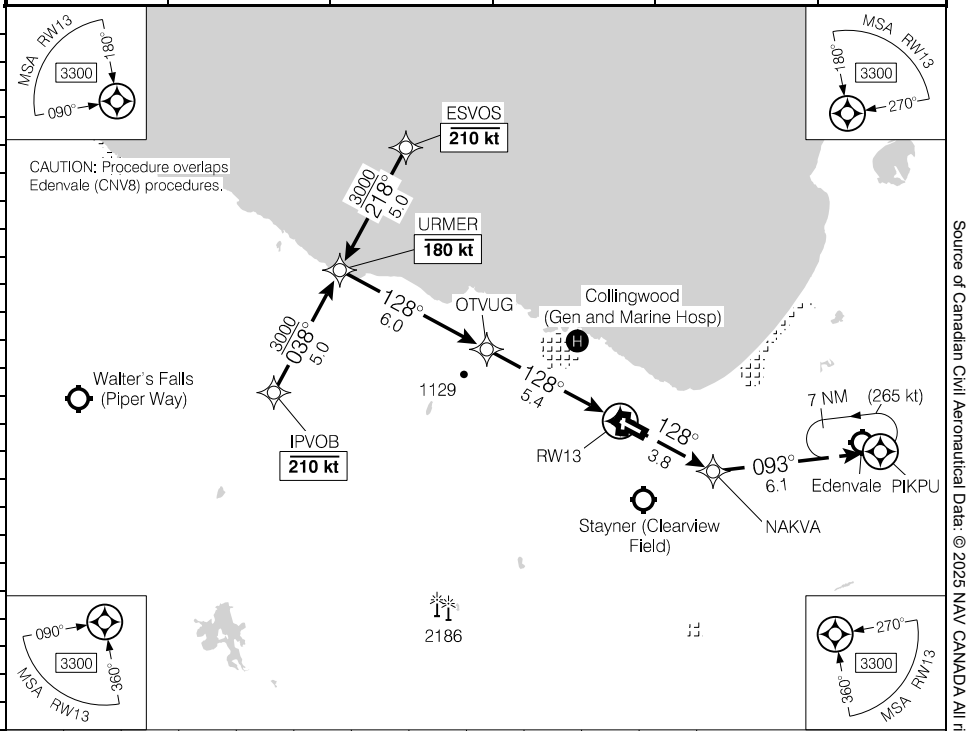
COLLINGWOOD, ON

RNAV (GNSS) RWY 13

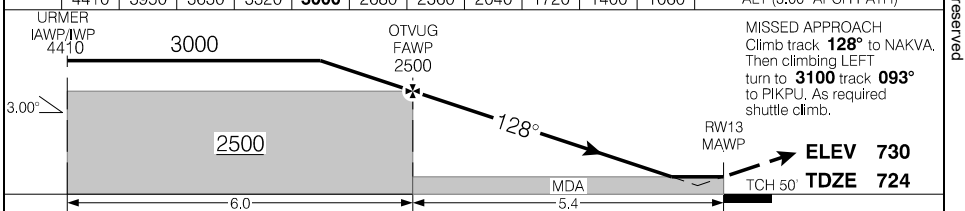
442658N 0800933W VAR 10°W

CNY3

AUTO – **122.17**	CTR Toronto – **124.02**	UNICOM – **122.85** ATF		ARCAL 122.85(K) AS
SAFE ALT 100 NM **3300**	WAAS **Ch 80118** W13A	APCH CRS **128°**	MIN ALT OTVUG **2500**	LDA **5000**



	11.4	10	9	8	**7.0**	6	5	4	3	2	0.9	DIST FROM RW13
	4410	3950	3630	3320	**3000**	2680	2360	2040	1720	1400	1060	ALT (3.00° APCH PATH)



RASS: When using CNV8 add **40'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**968**	(250)	1	
LNAV	**1060**	(342)	1	

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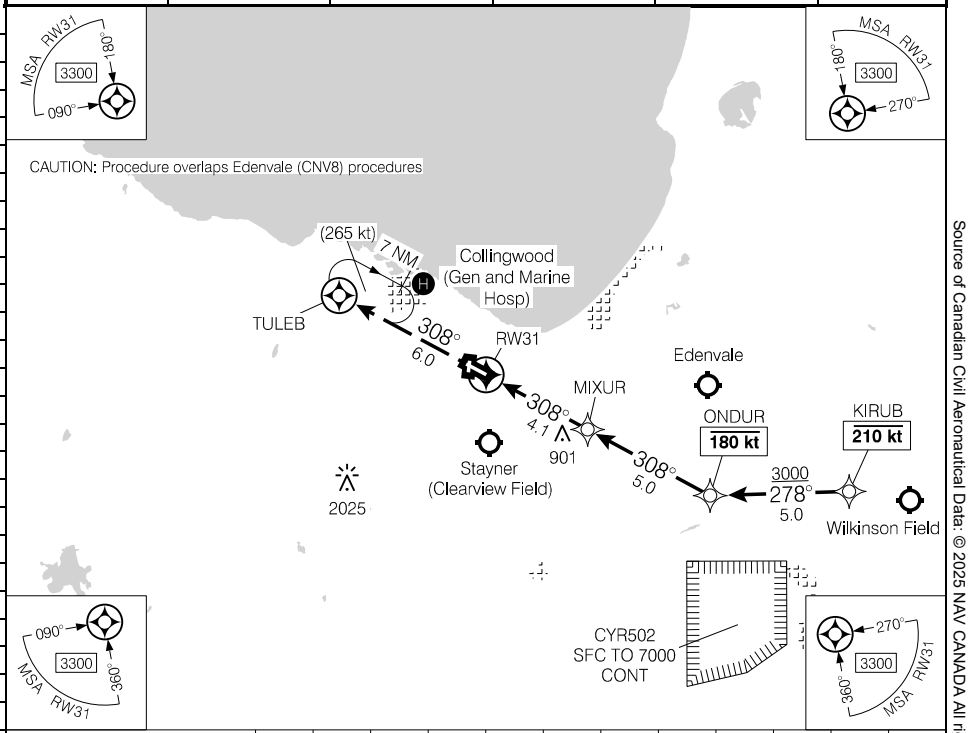
COLLINGWOOD, ON

RNAV (GNSS) RWY 31

442658N 0800933W VAR 10°W

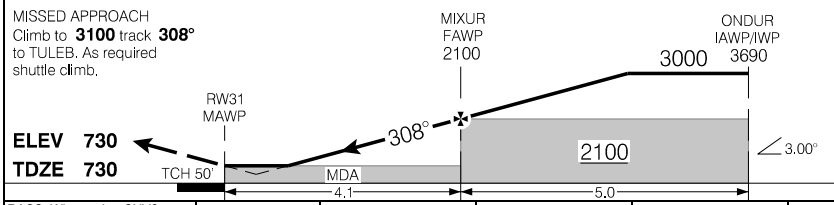
CNY3

AUTO – **122.17**	CTR Toronto – **124.02**	UNICOM – **122.85** ATF		ARCAL 122.85(K) AS . .
SAFE ALT 100 NM **3300**	WAAS **Ch 80119** W31A	APCH CRS **308°**	MIN ALT MIXUR **2100**	LDA **5000**



DIST FROM RW31	1.1	2	3	4	5	6	**7.0**	8	9.1			
ALT (3.00° APCH PATH)	1120	1420	1740	2050	2370	2690	**3000**	3330	3690			

MISSED APPROACH
Climb to **3100** track **308°**
to TULEB. As required
shuttle climb.



RASS: When using CNV8 add **40'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**993**	(263)	1	
LNAV	**1120**	(390)	1¼	

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Departure Procedure

Rwy 13 – ½: Climb between hdg **105°** CCW to hdg **341°** to remain clear of CYR502, CYR501 and CYA509.

or

Requires a minimum climb gradient of **210** ft/NM to **2400**. Climb between hdg **191°** CW to hdg **288°** to remain clear of CYR502.

Note: Trees to 801 ASL abeam departure end of rwy, 450' LEFT of rwy centreline and aprx 0.2 NM past departure end of rwy, both LEFT and RIGHT of rwy centreline.

or

SPEC VIS - Climb in visual conditions to cross the aprt at or above **1900** BPOC. Climb between hdg **190°** CW to hdg **097°** to remain clear of CYR502.

Rwy 31 – ½: Climb between hdg **344°** CW to hdg **106°** to remain clear of CYR501.

or

Requires a minimum climb gradient of **280** ft/NM to **2500**. Climb between hdg **282°** CCW to hdg **177°** to remain clear of CYR501 and CYR502.

Note: Powerline to 746 ASL aprx 600' past departure end of rwy, both LEFT and RIGHT of rwy centreline. Trees to 743 ASL aprx 0.1 NM past departure end of rwy, 450' RIGHT of rwy centreline.

or

SPEC VIS - Climb in visual conditions to cross the aprt at or above **1900** BPOC. Climb between hdg **190°** CW to hdg **097°** to remain clear of CYR502.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
210 FT/NM	320	420	490	560	630	700	880	1050
280 FT/NM	420	560	660	750	840	940	1170	1400

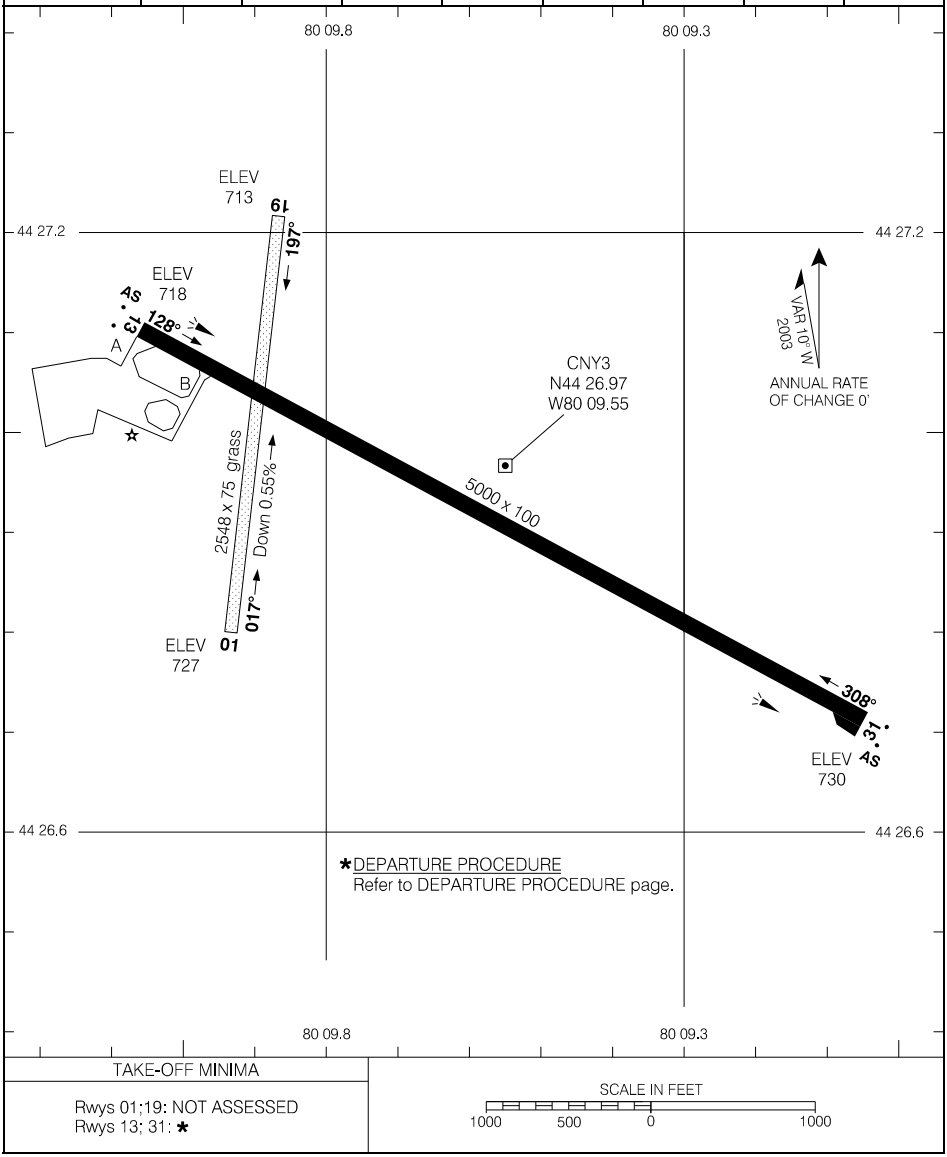
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COLLINGWOOD, ON

AERODROME CHART — CNY3

AUTO – **122.17**		UNICOM – **122.85** ATF		CTR Toronto – **124.02**			

DECL DISTS	01	19	13	31			
TORA	2548	2548	5000	5000			
TODA	2548	2548	5984	5000			
ASDA	2548	2548	5000	5000			
LDA	2548	2548	5000	5000			



TAKE-OFF MINIMA	SCALE IN FEET
Rwys 01;19: NOT ASSESSED Rwys 13; 31: *	1000 500 0 1000

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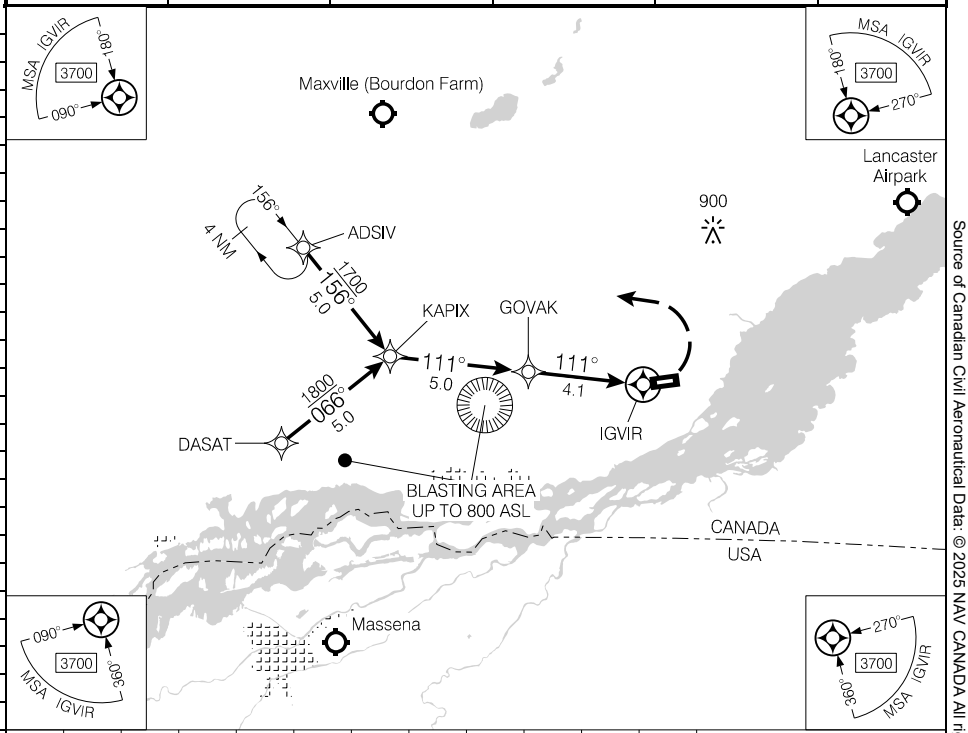
CORNWALL REGIONAL, ON

RNAV (GNSS) RWY 10

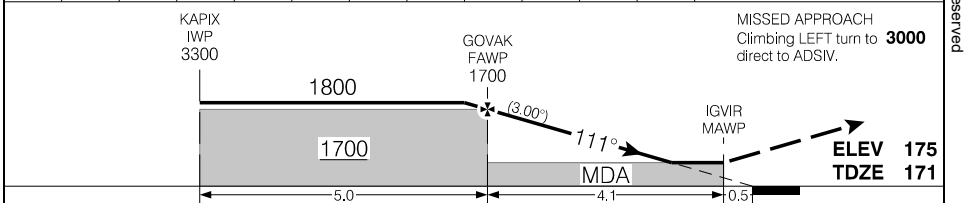
450534N 0743404W VAR 15°W

CYCC

	CTR Boston – **135.25 377.1**		UNICOM – **122.77** ATF		ARCAL 122.775(K) AS P1 14.0°
SAFE ALT 100 NM **7500**	RNAV	APCH CRS **111°**	MIN ALT GOVAK **1700**	LDA **3510**	



			9.1	8	7	6	5	**4.5**	3	2	0.9	DIST FROM IGVIR
			3300	2930	2610	2290	1970	**1800**	1340	1020	680	ALT (3.00° APCH PATH)



MISSED APPROACH
Climbing LEFT turn to **3000** direct to ADSIV.

RASS: Use KMSS.

CATEGORY	A	B	C	D
LNAV	**680**	(509)	1½	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 10

CYCC

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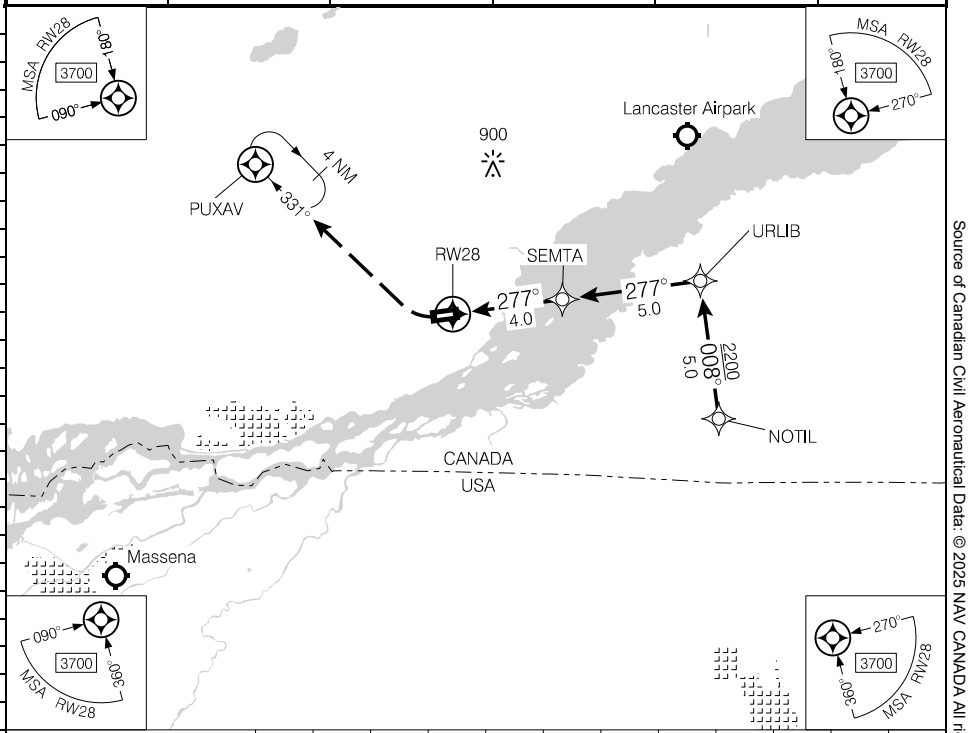
CORNWALL REGIONAL, ON

RNAV (GNSS) RWY 28

450534N 0743404W VAR 15°W

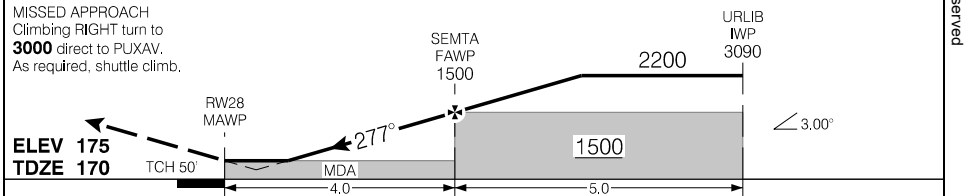
CYCC

	CTR Boston – **135.25 377.1**		UNICOM – **122.77** ATF		ARCAL 122.775(K) AS P1
SAFE ALT 100 NM **7500**	WAAS **Ch 80831** W28A	APCH CRS **277°**	MIN ALT SEMTA **1500**	LDA **3510**	



DIST FROM RW28	1.1	2	3	4	5	**6.2**	7	8	9			
ALT (3.00° APCH PATH)	580	860	1180	1500	1810	**2200**	2450	2770	3090			

MISSED APPROACH
Climbing RIGHT turn to **3000** direct to PUXAV.
As required, shuttle climb.



RASS: Use KMSS.

CATEGORY	A	B	C	D
LPV	**461**	(292)	1	NOT AUTHORIZED
LNAV	**580**	(411)	1¼	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 28 CYCC

EFF 7 AUG 25

Canada Air Pilot
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CORNWALL REGIONAL, ON

AERODROME CHART

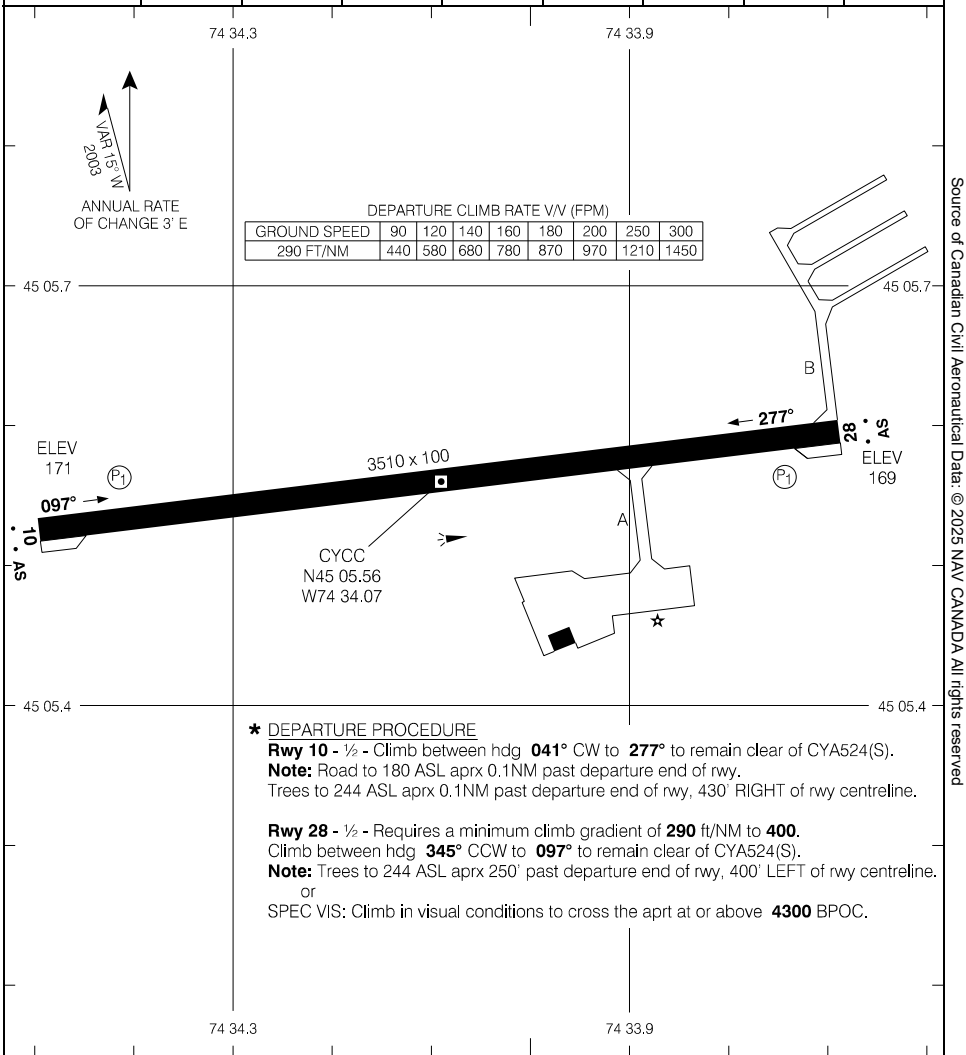
CYCC

UNICOM – **122.77**

CTR Boston – **135.25** **377.1**

ATF

DECL DISTS	10	28
TORA	3510	3510
TODA	4174	3765
ASDA	3510	3510
LDA	3510	3510



* DEPARTURE PROCEDURE

Rwy 10 - ½ **-** Climb between hdg **041°** CW to **277°** to remain clear of CYA524(S).
Note: Road to 180 ASL aprx 0.1NM past departure end of rwy.
Trees to 244 ASL aprx 0.1NM past departure end of rwy, 430' RIGHT of rwy centreline.

Rwy 28 - ½ **-** Requires a minimum climb gradient of **290** ft/NM to **400**.
Climb between hdg **345°** CCW to **097°** to remain clear of CYA524(S).
Note: Trees to 244 ASL aprx 250' past departure end of rwy, 400' LEFT of rwy centreline.
or
SPEC VIS: Climb in visual conditions to cross the aprt at or above **4300** BPOC.

TAKE-OFF MINIMA
Rwys 10, 28: *

SCALE IN FEET
1000 0 1000

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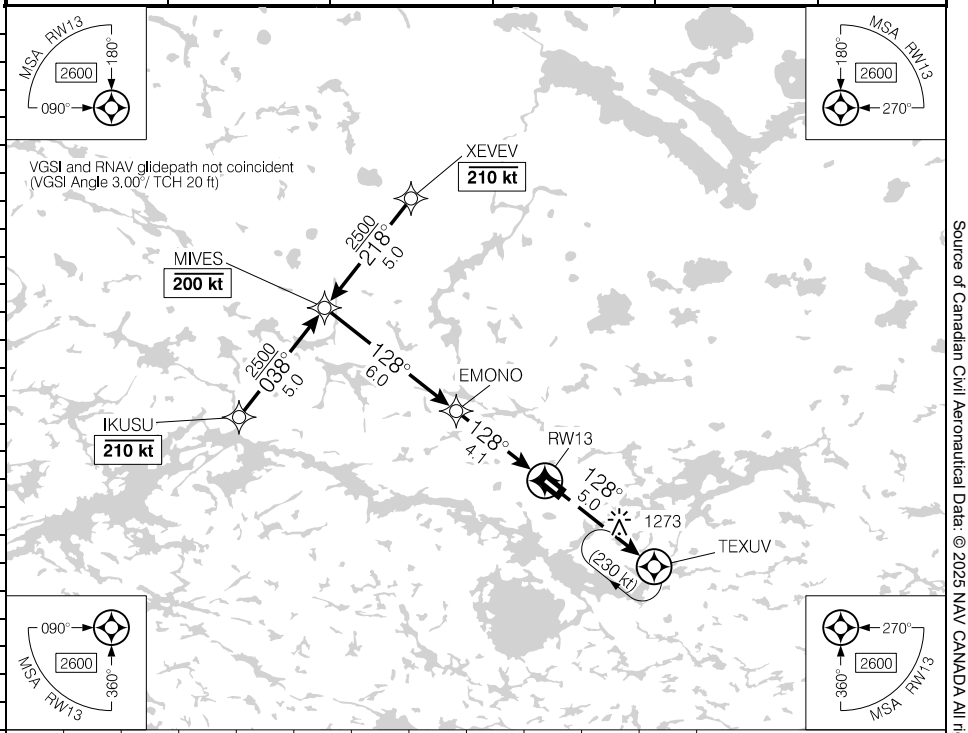
DEER LAKE, ON

RNAV (GNSS) RWY 13

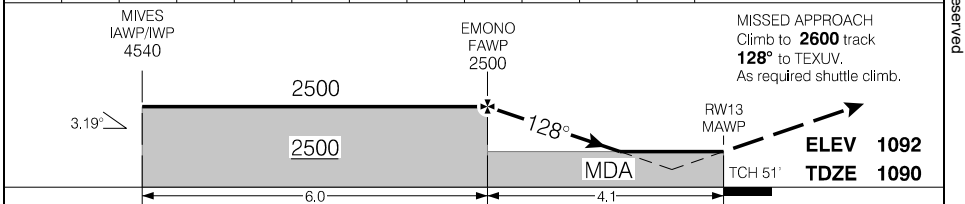
523921N 0940341W VAR 0°

CYVZ

		TFC – **122.8** ATF			ARCAL 122.8(K)
SAFE ALT 100 NM **3000**	WAAS **Ch 80044** W13A	APCH CRS **128°**	MIN ALT EMONO **2500**	LDA **3506**	



(NM)			10.1	9	8	7	6	5	**4.1**	3	1.8		DIST FROM RW13
			4540	4180	3840	3500	3160	2820	**2500**	2150	1740		ALT (3.19° APCH PATH)



RASS: Use CZSJ.
When using CZGR add **60'**.

Knots	ft/min	Min:Sec
70	390	
90	510	
110	620	
130	730	
150	850	

CATEGORY	A	B	C	D
LPV	**1577**	(500)	1¾	
LNAV	**1740**	(663)	2	

RNAV (GNSS) RWY 13

CYVZ

EFF 12 JUN 25

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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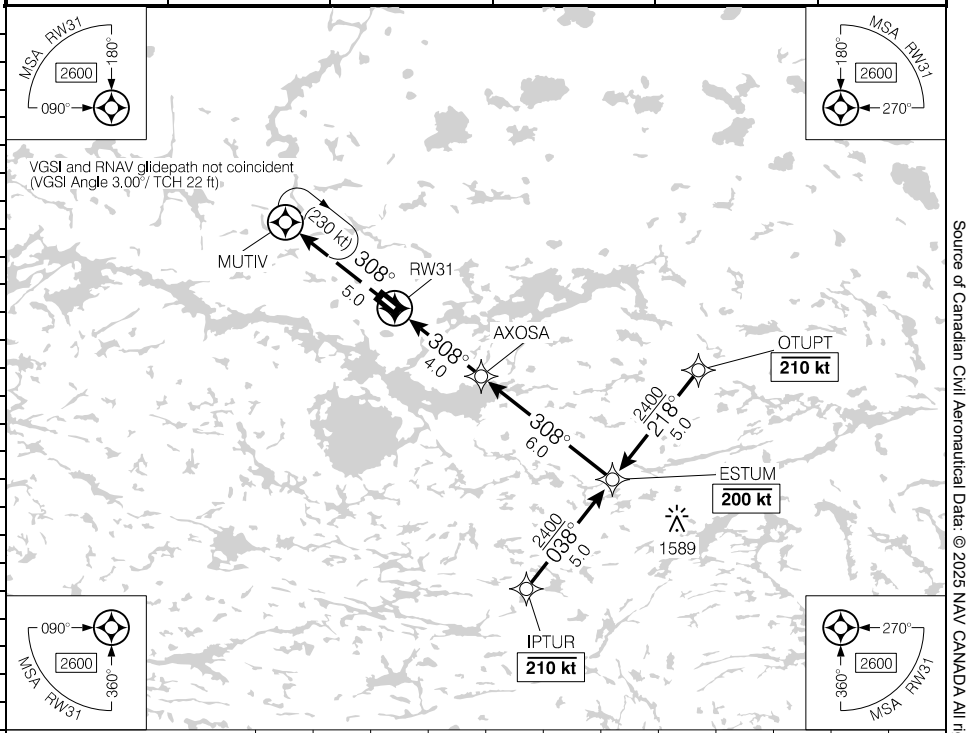
DEER LAKE, ON

RNAV (GNSS) RWY 31

523921N 0940341W VAR 0°

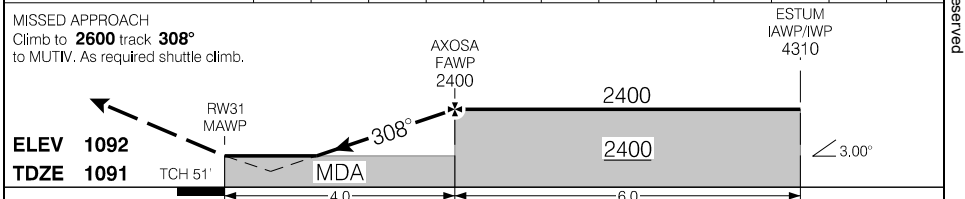
CYVZ

		TFC – **122.8** ATF			ARCAL 122.8(K)
SAFE ALT 100 NM **3000**	WAAS **Ch 80758** W31A	APCH CRS **308°**	MIN ALT AXOSA **2400**	LDA **3506**	



DIST FROM RW31		1.6	3	**4.0**	5	6	7	8	9	10		
ALT (3.00° APCH PATH)		1660	2100	**2400**	2730	3050	3370	3690	4010	4310		

MISSED APPROACH
Climb to **2600** track **308°**
to MUTIV. As required shuttle climb.



RASS: Use CZSJ.
When using CZGR add **60'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**1617**	(527)	1¾	
LNAV	**1660**	(570)	1¾	

RNAV (GNSS) RWY 31

CYVZ

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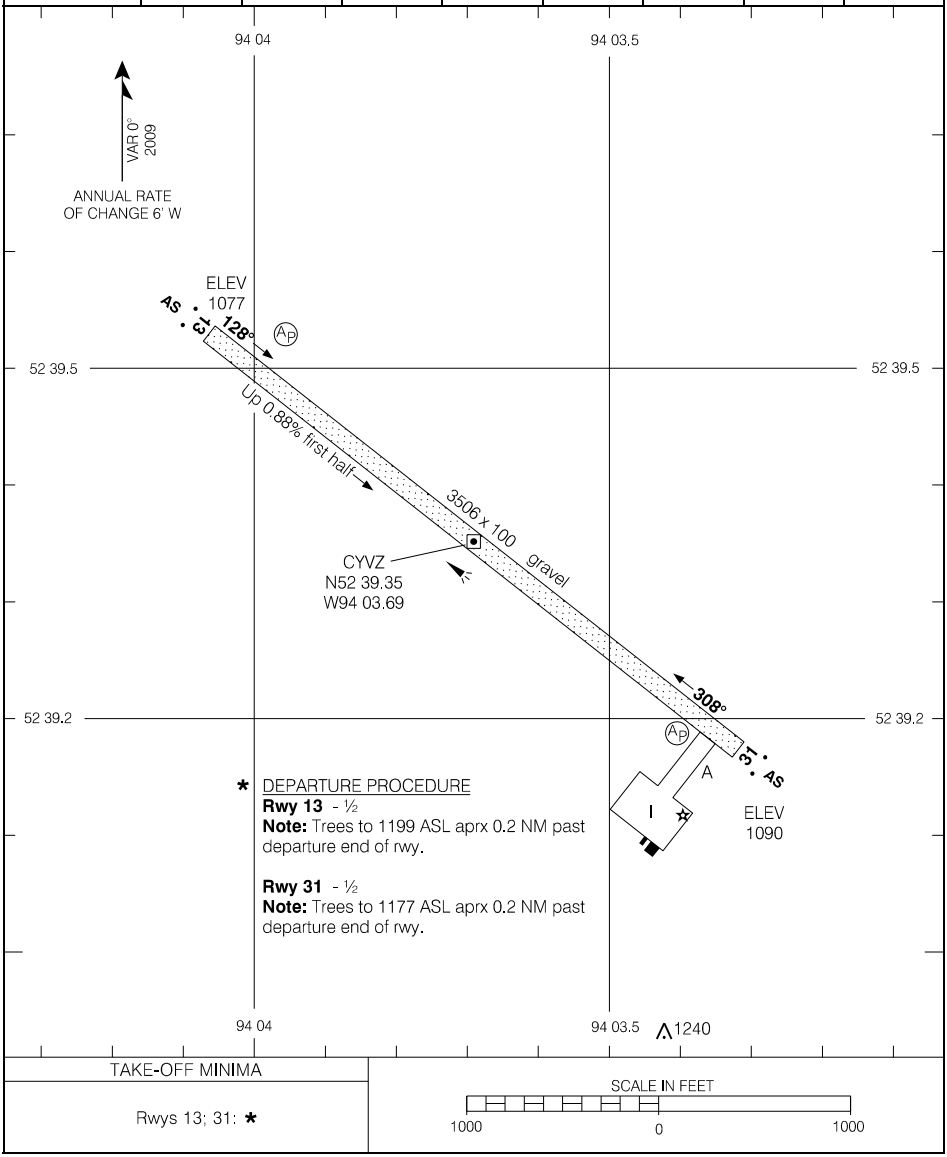
DEER LAKE, ON

AERODROME CHART

CYVZ

TFC – **122.8** ATF

DECL DISTS	13	31						
TORA	3506	3506						
TODA	4490	4490						
ASDA	3506	3506						
LDA	3506	3506						



TAKE-OFF MINIMA
Rwys 13; 31: *

SCALE IN FEET
1000 0 1000

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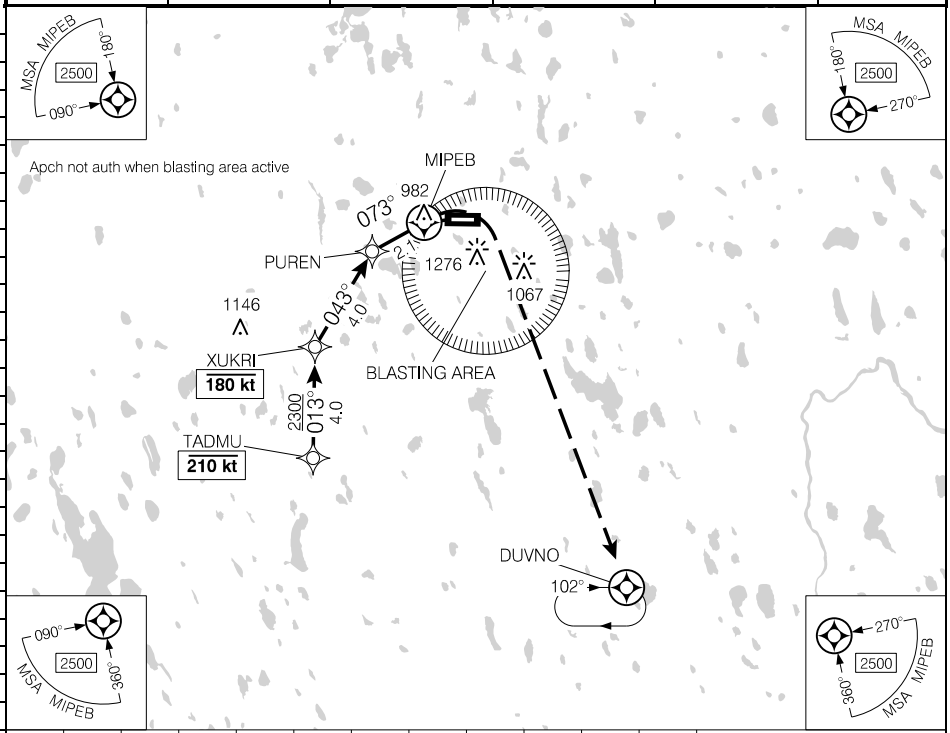
DETOUR LAKE, ON

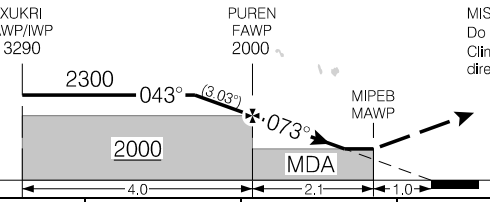
RNAV (GNSS) Z RWY 10

500238N 0794446W VAR 12°W

CDT9

AUTO – **122.17**	CTR Toronto – **128.3 133.72**	UNICOM – **122.95** ATF		ARCAL 122.95(K)
SAFE ALT 100 NM **3100**	RNAV	APCH CRS **073°**	MIN ALT PUREN **2000**	LDA **5002**





MISSED APPROACH
Do not exceed **185** kt until DUVNO.
Climbing RIGHT turn to **2500** direct to DUVNO.

ELEV 953
TDZE 953

CATEGORY	A	B	C	D
LNAV	**1460** (507)	1½	NOT AUTHORIZED	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

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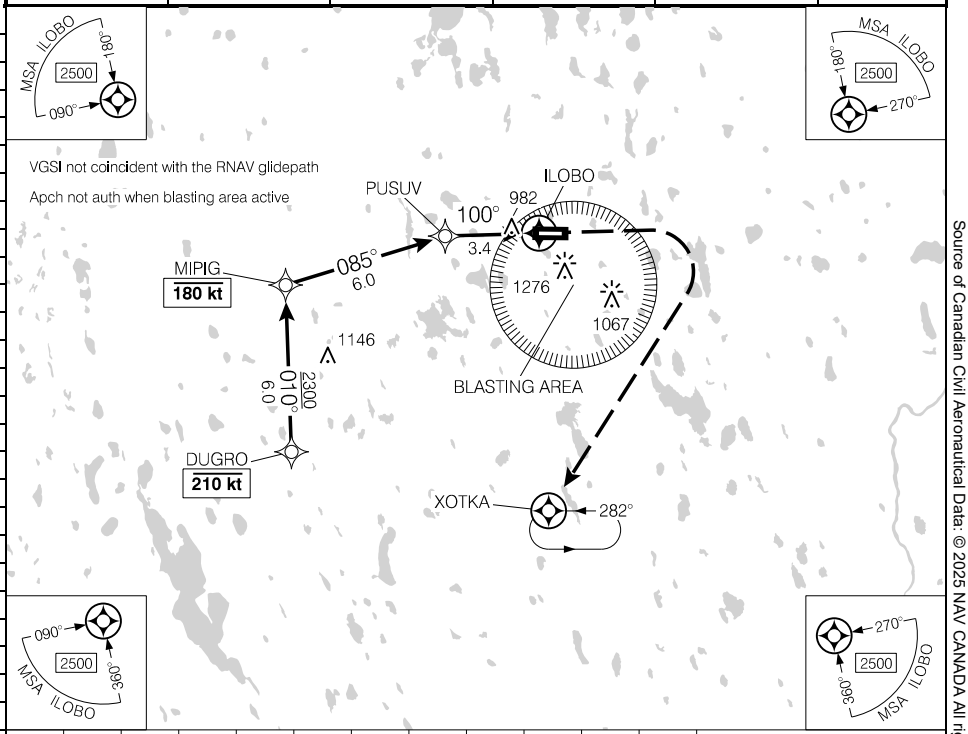
DETOUR LAKE, ON

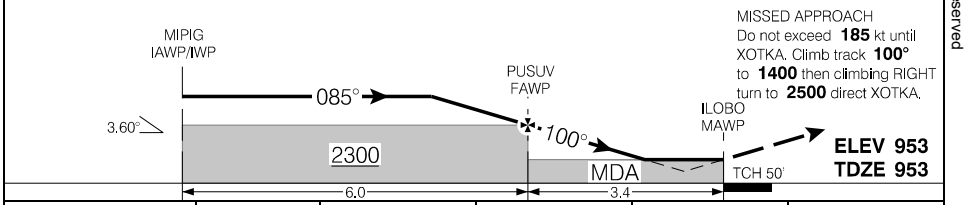
RNAV (GNSS) Y RWY 10

500238N 0794446W VAR 12°W

CDT9

AUTO – **122.17**	CTR Toronto – **128.3 133.72**	UNICOM – **122.95** ATF		ARCAL 122.95(K)
SAFE ALT 100 NM **3100**	WAAS **Ch 80870** W10A	APCH CRS **100°**	MIN ALT PUSUV **2300**	LDA **5002**





Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

CATEGORY	A	B	C	D
LPV	**1203**	(250)	1	NOT AUTHORIZED
LNAV	**1340**	(387)	1¼	NOT AUTHORIZED

RNAV (GNSS) Y RWY 10 CDT9

EFF 5 OCT 23

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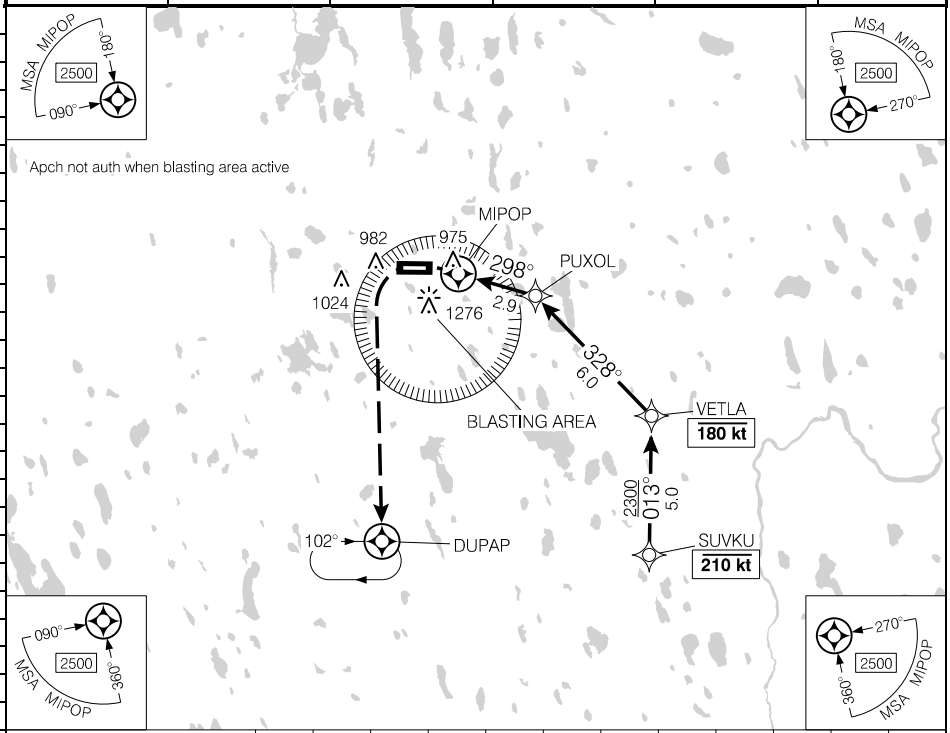
DETOUR LAKE, ON

RNAV (GNSS) Z RWY 28

500238N 0794446W VAR 12°W

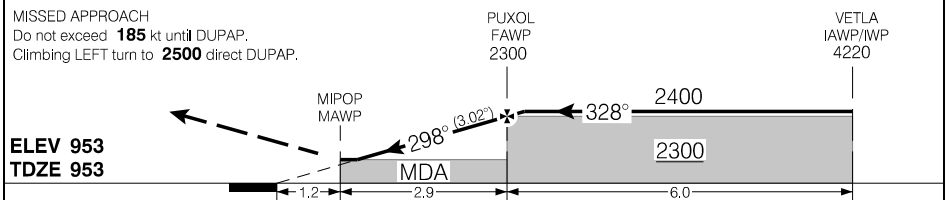
CDT9

AUTO – **122.17**	CTR Toronto – **128.3 133.72**	UNICOM – **122.95** ATF		ARCAL 122.95(K) P2 15.0°
SAFE ALT 100 NM **3100**	RNAV	APCH CRS **298°**	MIN ALT PUXOL **2300**	LDA **5002**



DIST FROM MIPOP		0.3	1	2	**3.2**	4	5	6	7	8	8.9
ALT (3.02° APCH PATH)		1460	1690	2010	**2400**	2650	2970	3290	3610	3940	4220

MISSED APPROACH
Do not exceed **185** kt until DUPAP.
Climbing LEFT turn to **2500** direct DUPAP.



CATEGORY	A	B	C	D
LNAV	**1460**	(514)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) Z RWY 28 CDT9

EFF 15 JUN 23

Canada Air Pilot
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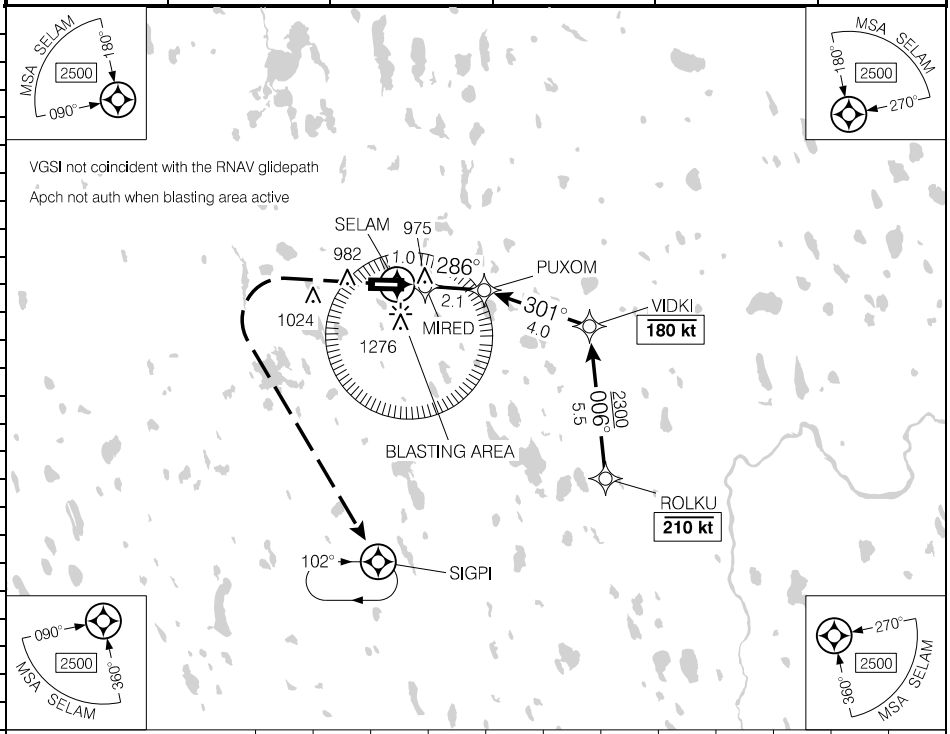
DETOUR LAKE, ON

RNAV (GNSS) Y RWY 28

500238N 0794446W VAR 12°W

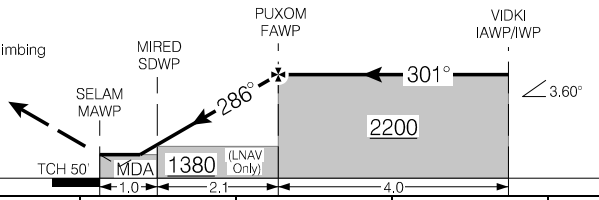
CDT9

AUTO – **122.17**	CTR Toronto – **128.3 133.72**	UNICOM – **122.95** ATF		ARCAL 122.95(K) P2 3.0°
SAFE ALT 100 NM **3100**	WAAS **Ch 80871** W28A	APCH CRS **286°**	MIN ALT PUXOM **2200**	LDA **5002**



MISSED APPROACH
Do not exceed **185** kt until SIGPI.
Climb track **286°** to **1400** then climbing
LEFT turn to **2500** direct SIGPI.

ELEV 953
TDZE 953



	CATEGORY	A	B	C	D
	LPV	**1196**	(250)	1	NOT AUTHORIZED
	LNAV	**1300**	(354)	1¼	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) Y RWY 28 CDT9

EFF 5 OCT 23

Canada Air Pilot
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Departure Route Description

Rwy 10 – ½: Climb track **103°** to PUVIP, then track **193°** to MIBSU, then track **252°** to GRAMP.

Note: Trees and terrain to 968 ASL 0.1 NM past departure end of rwy, 490' RIGHT of rwy centreline. Powerline to 981 ASL 0.2 NM past departure end of rwy, 680' LEFT of rwy centreline.

Rwy 28 – ½: Climb track **283°** to XOSNU, then track **208°** to GRAMP.

Note: Powerline running parallel to departure path RIGHT of rwy centreline to 1072 ASL. Trees to 968 ASL abeam departure end of rwy, 470' LEFT and RIGHT of rwy centreline. Trees and terrain to 1067 ASL 0.6 NM past departure end of rwy, 400' LEFT of rwy centreline.

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DEPARTURE PROCEDURE (RNAV)

GRAMP ONE DEP (GRAMP1.)

DETOUR LAKE, ON

CDT9

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DETOUR LAKE, ON

AERODROME CHART

CDT9

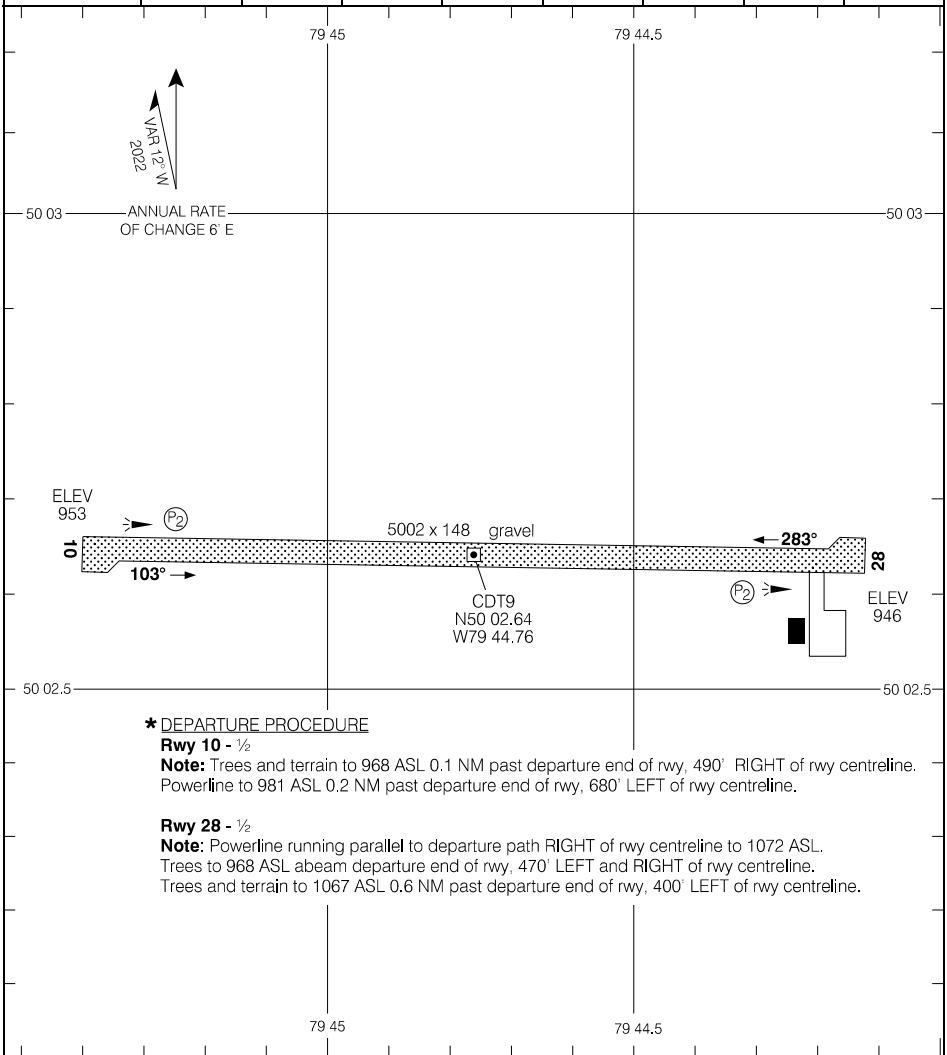
AUTO – **122.17**

UNICOM – **122.95**

ATF

CTR Toronto – **128.3 133.72**

DECL DISTS	10	28						
TORA	5002	5002						
TODA	5002	5002						
ASDA	5002	5002						
LDA	5002	5002						



* DEPARTURE PROCEDURE

Rwy 10 - ½

Note: Trees and terrain to 968 ASL 0.1 NM past departure end of rwy, 490' RIGHT of rwy centreline. Powerline to 981 ASL 0.2 NM past departure end of rwy, 680' LEFT of rwy centreline.

Rwy 28 - ½

Note: Powerline running parallel to departure path RIGHT of rwy centreline to 1072 ASL. Trees to 968 ASL abeam departure end of rwy, 470' LEFT and RIGHT of rwy centreline. Trees and terrain to 1067 ASL 0.6 NM past departure end of rwy, 400' LEFT of rwy centreline.

TAKE-OFF MINIMA

Rwys 10; 28: *

SCALE IN FEET

1000 0 1000

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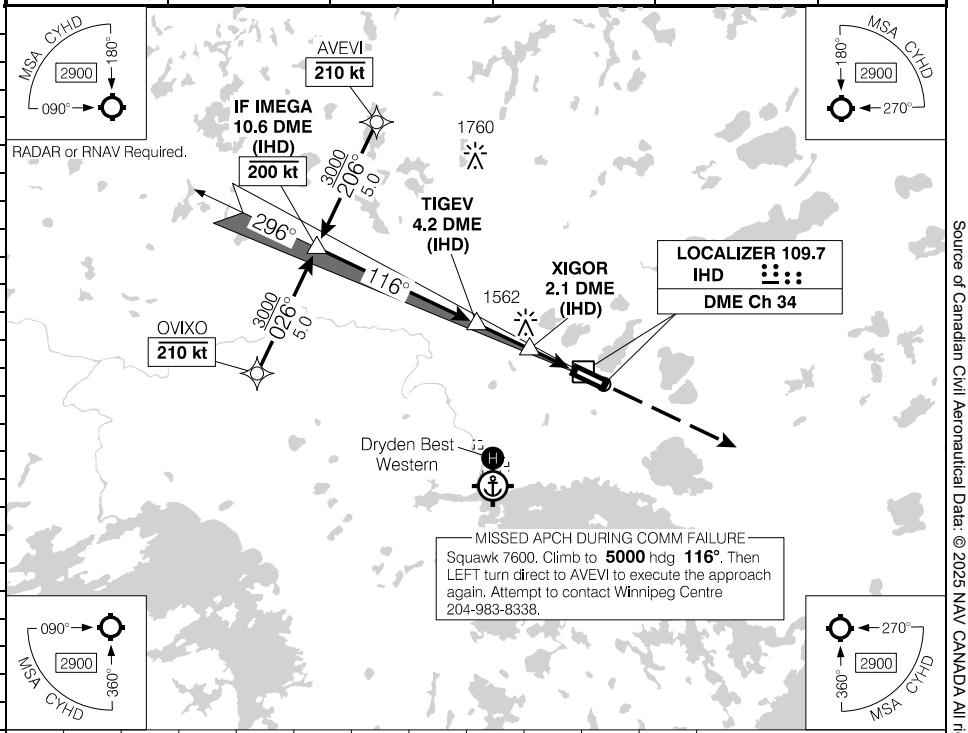
DRYDEN REGIONAL, ON

ILS Z RWY 12

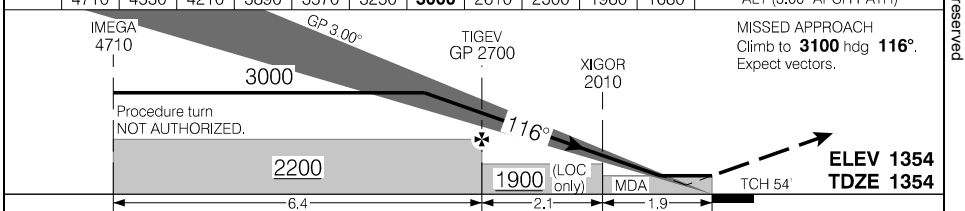
494953N 0924437W VAR 1°W

CYHD

AWOS – 128.7	CTR Winnipeg – 132.2	RADIO Sioux Lookout – 122.1 MF		ARCAL 122.1(K)
SAFE ALT 100 NM **3100**	LOC IHD **109.7**	APCH CRS **116°**	GP TIGEV **2700**	LDA **5993**



(NM)	10.6	10	9	8	7	6	5.2	4	3	2	1.1	DIST FROM DME (IHD)
	4710	4530	4210	3890	3570	3250	3000	2610	2300	1980	1680	ALT (3.00° APCH PATH)



RASS: When using CYXL add **100'**.

TIGEV to MAP 4.0 NM

Knots	ft/min	Min:Sec
70	370	**3:26**
90	480	**2:40**
110	580	**2:11**
130	690	**1:51**
150	800	**1:36**

CATEGORY	A	B	C	D
ILS/DME	**1604** (250) 1 RVR 50			
LOC/DME	**1680** (326) 1 RVR 50			
C CIRCLING	**1840** (486) 1½		**1900** (546) 2	**1960** (606) 2

ILS Z RWY 12

CYHD

EFF 7 AUG 25

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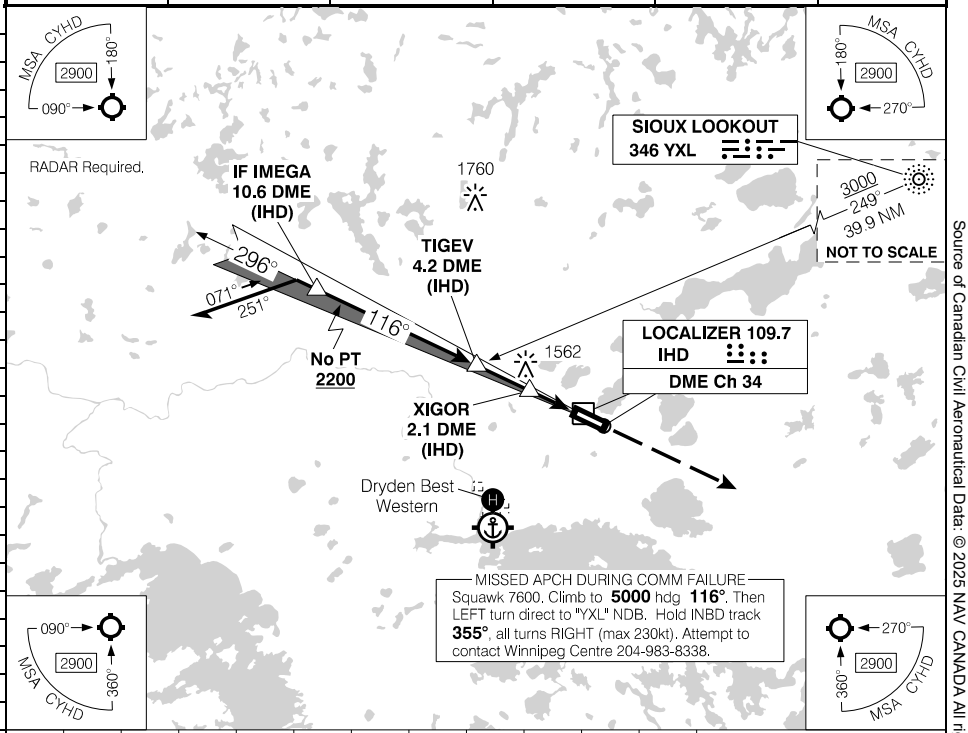
DRYDEN REGIONAL, ON

ILS Y RWY 12

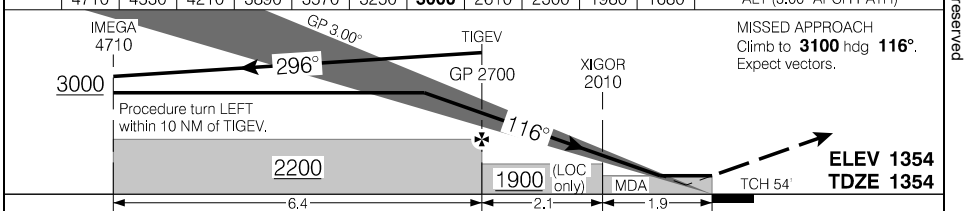
494953N 0924437W VAR 1°W

CYHD

AWOS – **128.7**	CTR Winnipeg – **132.2**	RADIO Sioux Lookout – **122.1** MF		ARCAL 122.1(K)
SAFE ALT 100 NM **3100**	LOC IHD **109.7**	APCH CRS **116°**	GP TIGEV **2700**	LDA **5993**



(NM)	10.6	10	9	8	7	6	5.2	4	3	2	1.1	DIST FROM DME (IHD)
	4710	4530	4210	3890	3570	3250	3000	2610	2300	1980	1680	ALT (3.00° APCH PATH)



RASS: When using CYXL add **100'**.

TIGEV to MAP 4.0 NM

Knots	ft/min	Min:Sec
70	370	**3:26**
90	480	**2:40**
110	580	**2:11**
130	690	**1:51**
150	800	**1:36**

CATEGORY	A	B	C	D
ILS/DME	**1604** (250) 1 RVR 50			
LOC/DME	**1680** (326) 1 RVR 50			
C CIRCLING	**1840** (486) 1½		**1900** (546) 2	**1960** (606) 2

ILS Y RWY 12

CYHD

EFF 7 AUG 25

Canada Air Pilot
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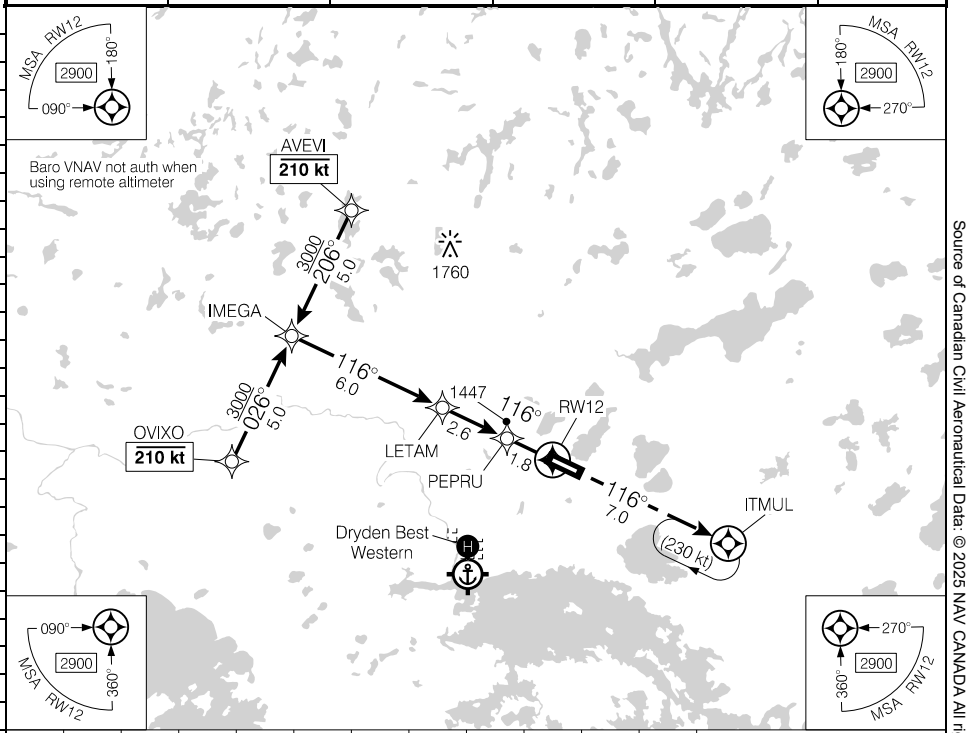
DRYDEN REGIONAL, ON

RNAV (GNSS) RWY 12

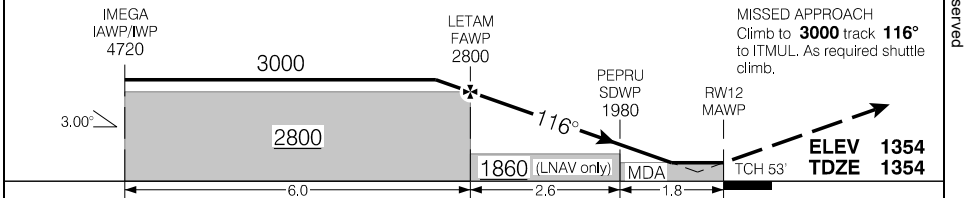
494953N 0924437W VAR 1°W

CYHD

AWOS – **128.7**	CTR Winnipeg – **132.2**	RADIO Sioux Lookout – **122.1** MF		ARCAL 122.1(K) P1 AS · ·
SAFE ALT 100 NM **3100**	WAAS **Ch 80012** W12A	APCH CRS **116°**	MIN ALT LETAM **2800**	LDA **5993**



		10.4	9	8	7	6	**5.0**	4	3	2	0.9	DIST FROM RW12
		4720	4270	3960	3640	3320	**3000**	2680	2360	2040	1680	ALT (3.00° APCH PATH)



RASS: When using CYXL add **100'**.

CATEGORY	A	B	C	D
LPV	**1604**	(250)	1 RVR 50	
LNAV/VNAV (min. -20°C, max. 54°C)	**1604**	(250)	1 RVR 50	
LNAV	**1680**	(326)	1 RVR 50	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 12 CYHD

EFF 12 AUG 21

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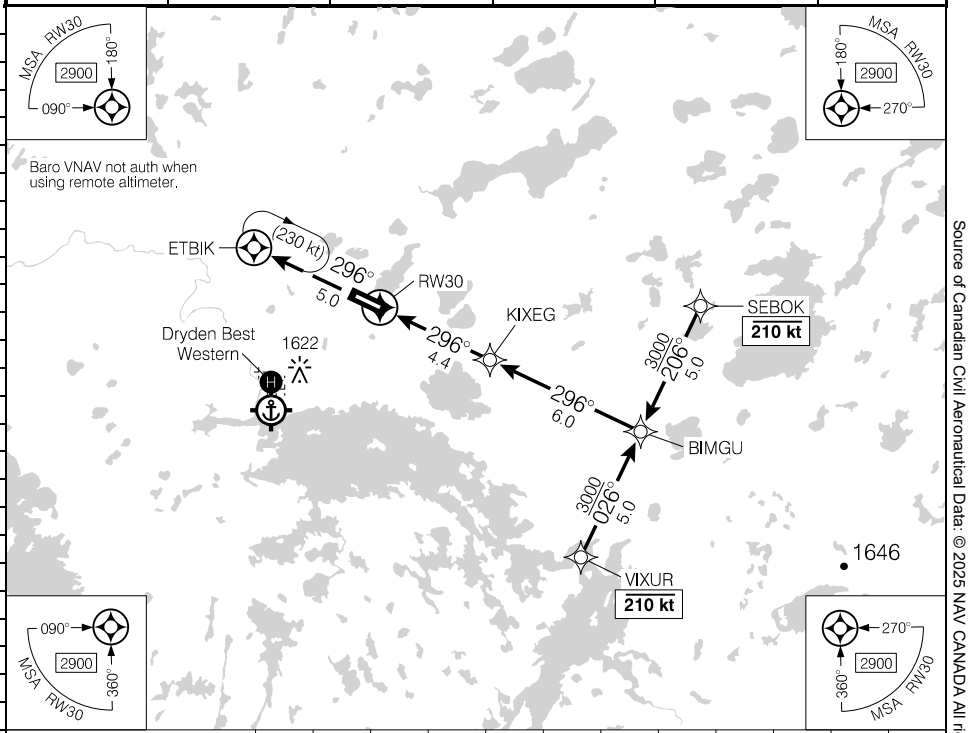
DRYDEN REGIONAL, ON

RNAV (GNSS) RWY 30

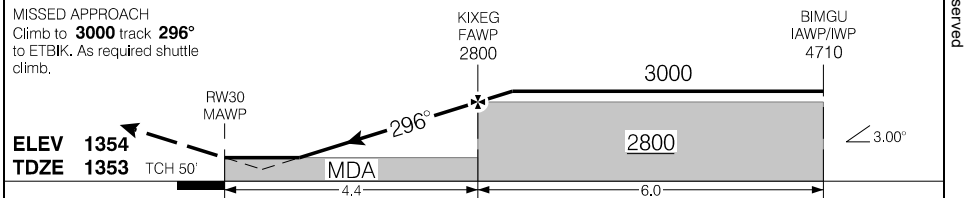
494953N 0924437W VAR 1°W

CYHD

AWOS – **128.7**	CTR Winnipeg – **132.2**	RADIO Sioux Lookout – **122.1** MF		ARCAL 122.1(K)
SAFE ALT 100 NM **3100**	WAAS **Ch 80186** W30A	APCH CRS **296°**	MIN ALT KIXEG **2800**	LDA **5796**



DIST FROM RW30	1.3	2	3	4	**5.0**	6	7	8	9	10.4		
ALT (3.00° APCH PATH)	1820	2040	2360	2680	**3000**	3310	3630	3950	4270	4710		



RASS: When using CYXL add **100'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**1758**	(406)	1½	
LNAV/VNAV (min. -21°C, max. 54°C)	**1831**	(479)	1¾	
LNAV	**1820**	(468)	1½	

RNAV (GNSS) RWY 30

CYHD

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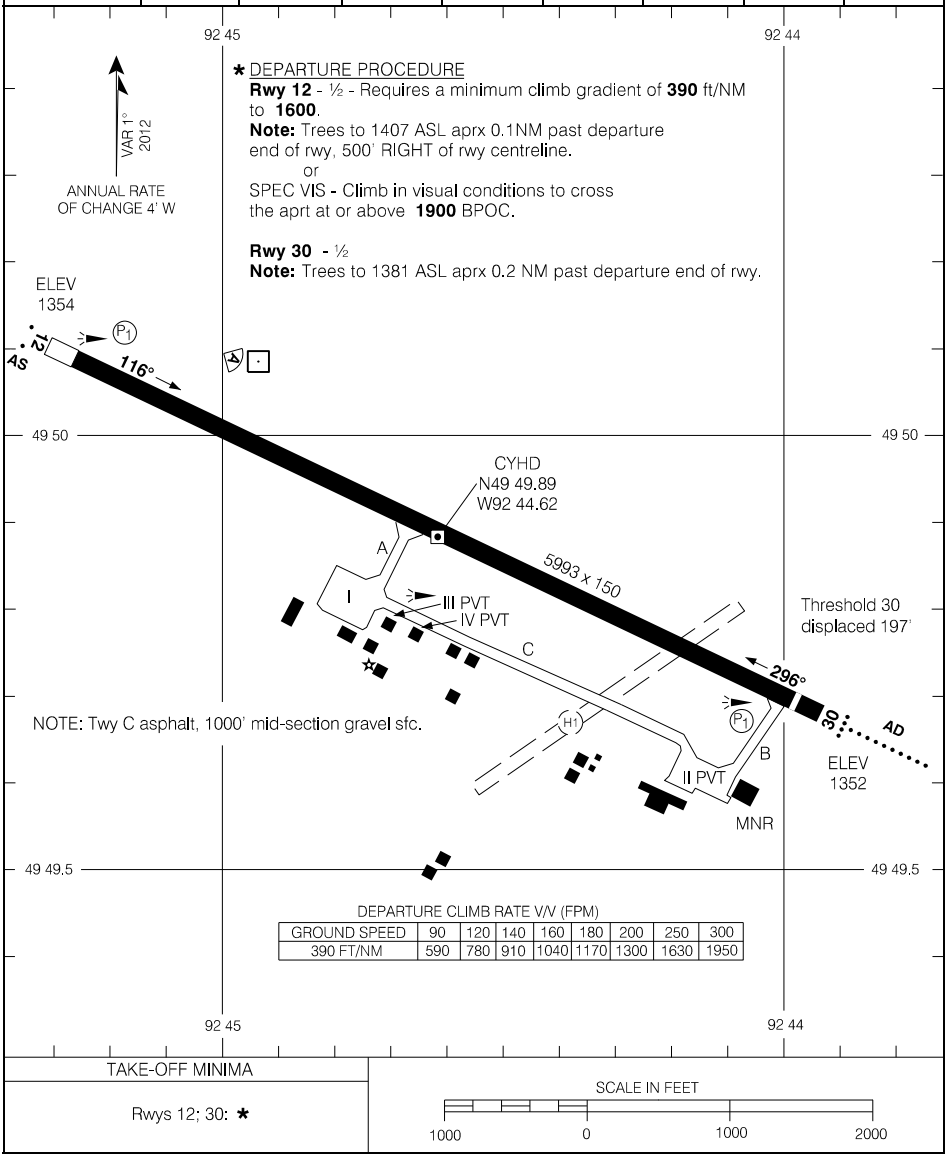
DRYDEN REGIONAL, ON

AERODROME CHART

CYHD

AWOS – **128.7**		RADIO Sioux Lookout – **122.1** MF	CTR Winnipeg – **132.2**

DECL DISTS	12	30
TORA	5993	5993
TODA	6193	6977
ASDA	5993	5993
LDA	5993	5796



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AERODROME CHART

CYHD

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Canada Air Pilot
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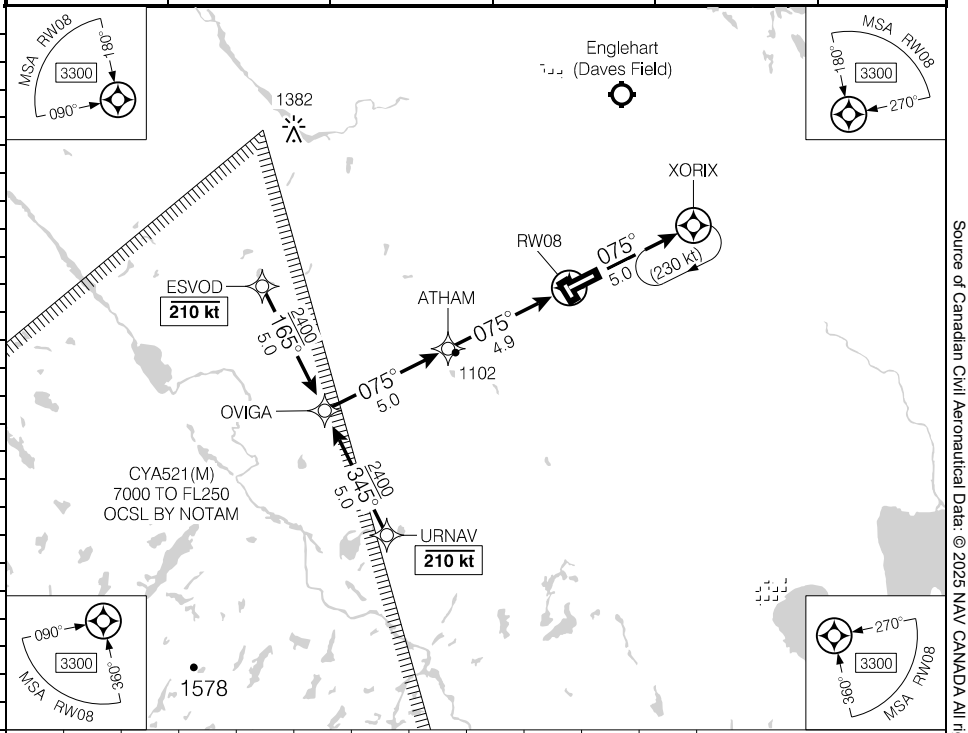
EARLTON (TIMISKAMING REGIONAL), ON

RNAV (GNSS) RWY 08

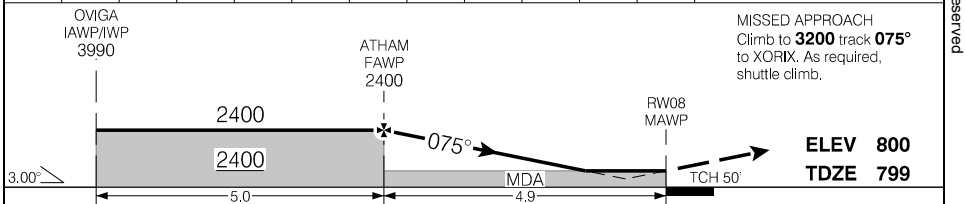
474142N 0795056W VAR 12°W

CYXR

AWOS – **128.6**	RADIO London – **123.37**	TFC – **122.0** MF		ARCAL 122.0(K)* AD
SAFE ALT 100 NM **3400**	WAAS **Ch 80891** W08A	APCH CRS **075°**	MIN ALT ATHAM **2400**	LDA **5998**



	9.9	9	8	7	6	**4.9**	4	3	2	1.4		DIST FROM RW08
	3990	3710	3400	3080	2760	**2400**	2120	1800	1490	1300		ALT (3.00° APCH PATH)



MISSED APPROACH
Climb to **3200** track **075°** to XORIX. As required, shuttle climb.

RASS: When using CYUY add **140'**.

CATEGORY	A	B	C	D
LPV	**1049**	(250)	1	
LNAV	**1300**	(501)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 08 CYXR

EFF 17 JUN 21

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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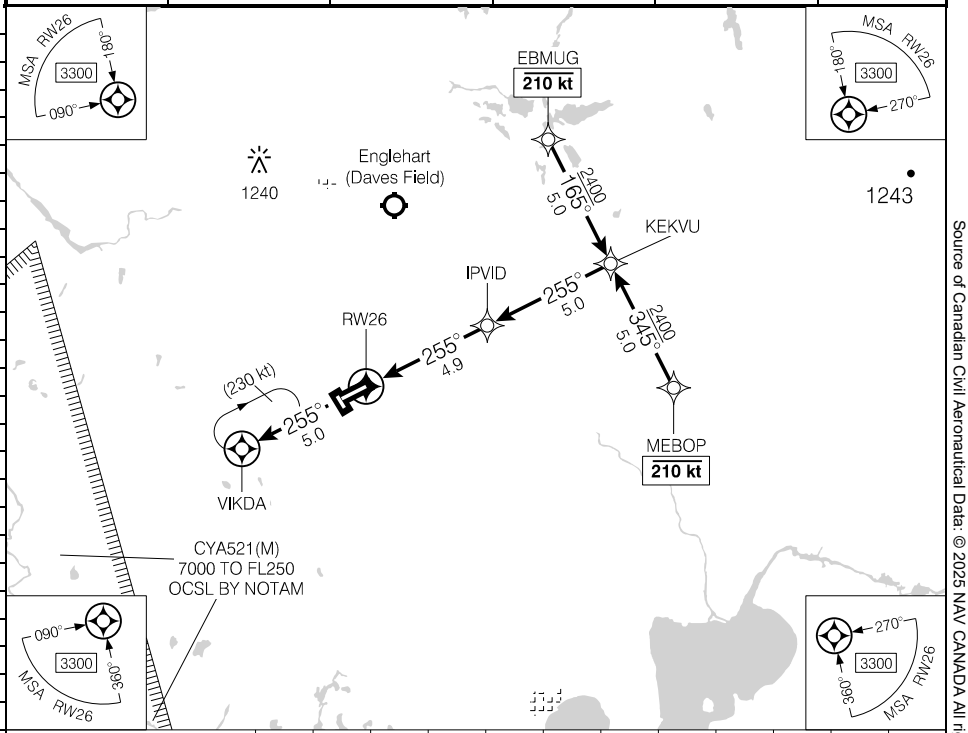
EARLTON (TIMISKAMING REGIONAL), ON

RNAV (GNSS) RWY 26

474142N 0795056W VAR 12°W

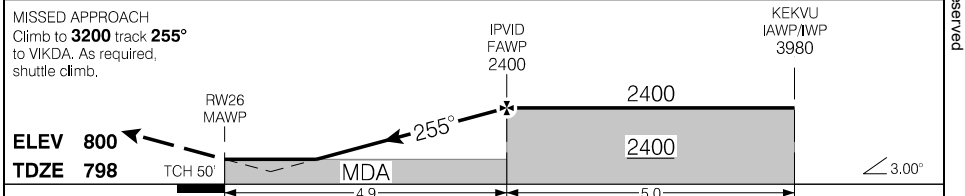
CYXR

AWOS – **128.6**	RADIO London – **123.37**	TFC – **122.0** MF		ARCAL 122.0(K)* AD-AS
SAFE ALT 100 NM **3400**	WAAS **Ch 80892** W26A	APCH CRS **255°**	MIN ALT IPVID **2400**	LDA **5998**



DIST FROM RW26		1.6	3	4	**4.9**	6	7	8	9	9.9		
ALT (3.00° APCH PATH)		1360	1800	2120	**2400**	2760	3080	3400	3710	3980		

MISSED APPROACH
Climb to **3200** track **255°** to VIKDA. As required, shuttle climb.



RASS: When using CYUY add **140'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**1048**	(250)	1	
LNAV	**1360**	(562)	1¾	

RNAV (GNSS) RWY 26

CYXR

EFF 17 JUN 21

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

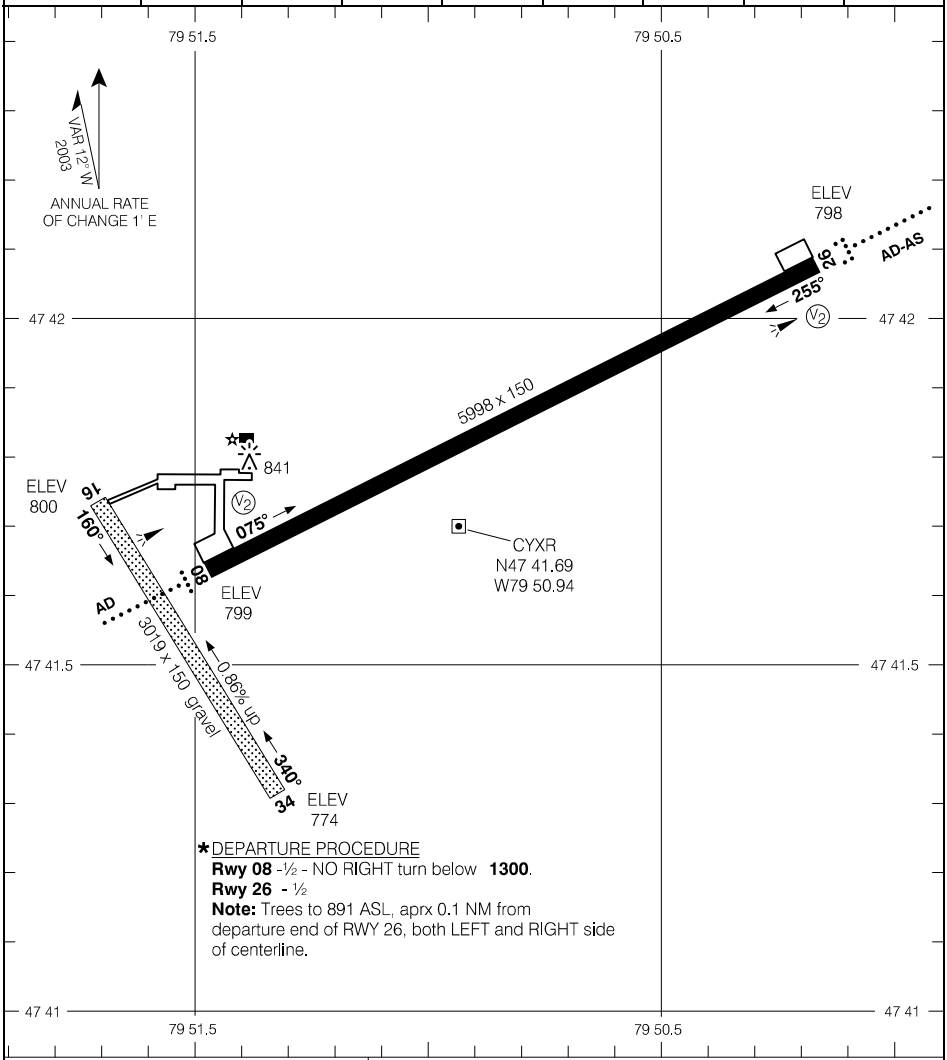
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EARLTON (TIMISKAMING REGIONAL), ON

AERODROME CHART — CYXR

AWOS – **128.6**		TFC – **122.0** MF	RADIO London – **123.37**

DECL DISTS	08	26	16	34				
TORA	5998	5998	3019	3019				
TODA	6598	6898	3119	3119				
ASDA	5998	5998	3019	3019				
LDA	5998	5998	3019	3019				



TAKE-OFF MINIMA
Rwys 08; 26: *
Rwys 16, 34: NOT ASSESSED

SCALE IN FEET
1000 0 1000 2000

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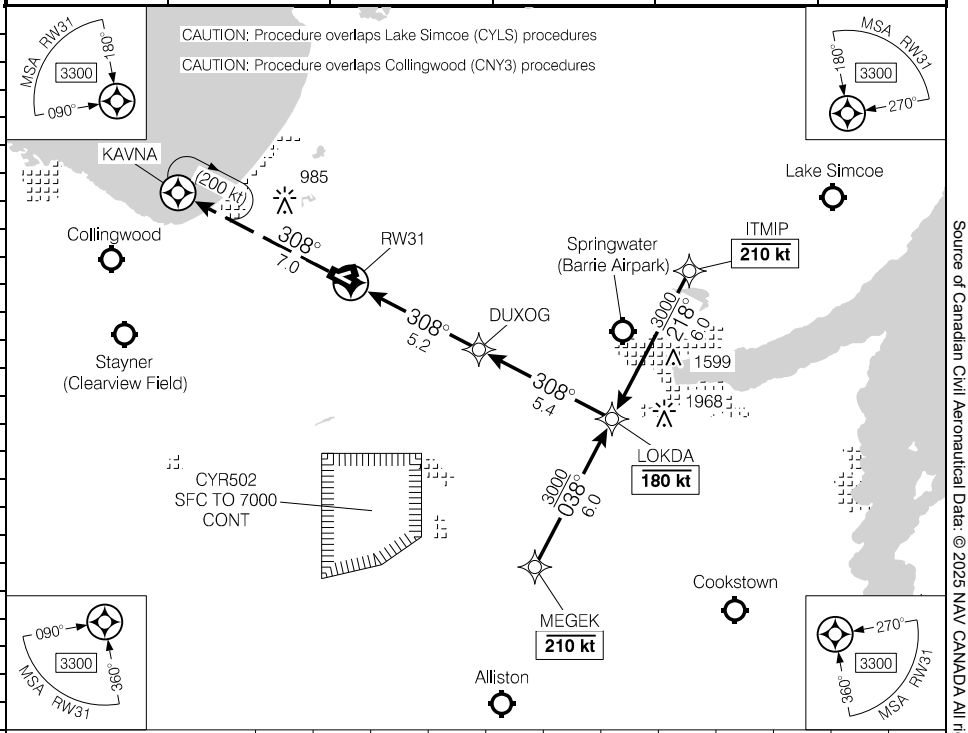
EDENVALE, ON

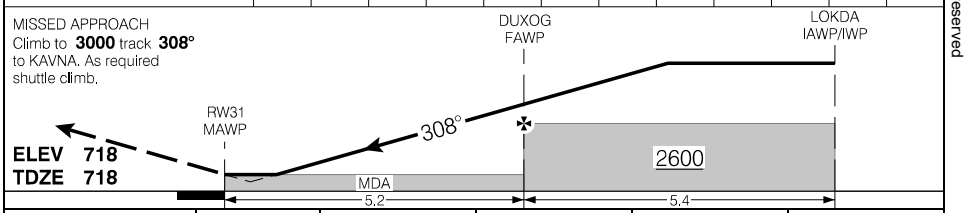
RNAV (GNSS) RWY 31

442620N 0795755W VAR 10°W

CNV8

AUTO – **123.17**	CTR Toronto – **124.02**	UNICOM – **122.77** ATF			ARCAL122.775(K) P1 4.0°
SAFE ALT 100 NM **3300**	RNAV	APCH CRS **308°**	MIN ALT DUXOG **2600**	LDA **3936**	





	CATEGORY	A	B	C	D
	LNAV	**1040**	(322)	1	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

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RNAV (GNSS) RWY 31

CNV8

EFF 10 AUG 23

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

EDENVALE, ON

AERODROME CHART

CNV8

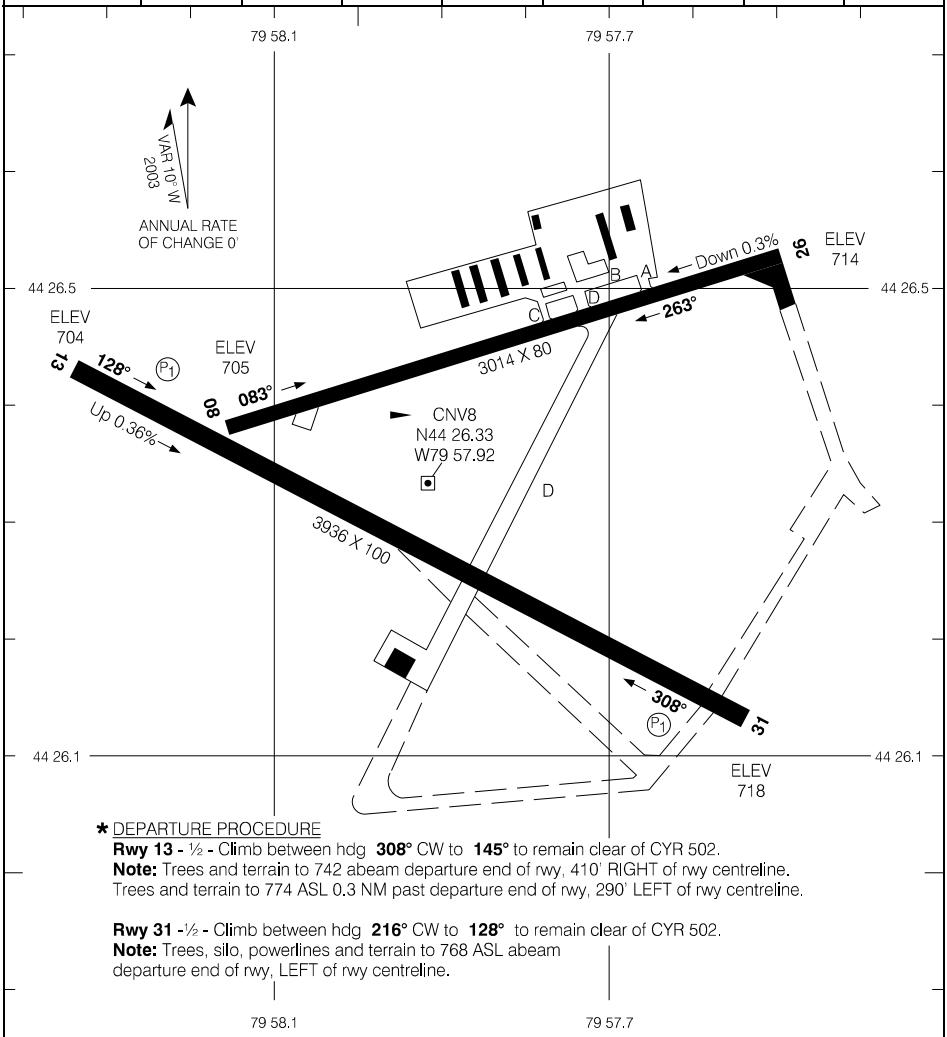
AUTO – **123.17**

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
Rwys 13; 31: *
Rwys 08; 26: NOT ASSESSED

SCALE IN FEET

1000 0 1000

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AERODROME CHART

CNV8

EFF 15 JUN 23

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

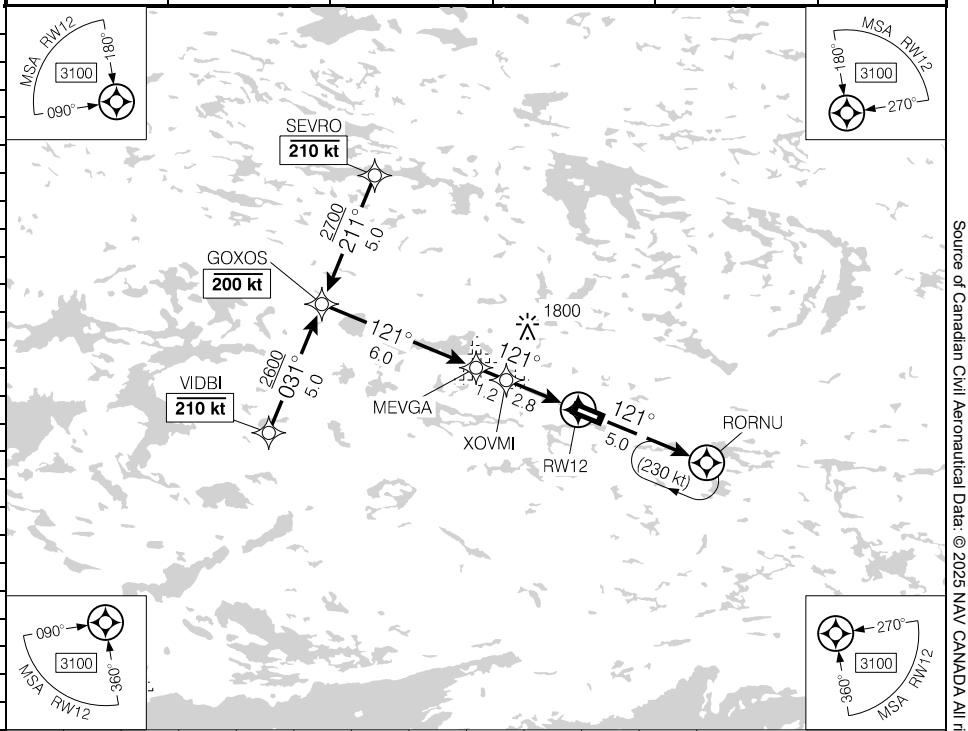
ELLIOT LAKE MUNI, ON

RNAV (GNSS) RWY 12

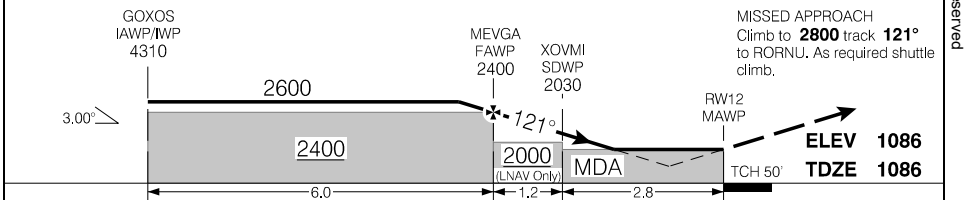
462106N 0823340W VAR 9°W

CYEL

	CTR Toronto – **135.4**	UNICOM – **123.0** ATF		ARCAL 123.0(K)* P2
SAFE ALT 100 NM **3500**	WAAS **Ch 81109** W12A	APCH CRS **121°**	MIN ALT MEVGA **2400**	LDA **4495**



		10	9	8	7	6	**4.6**	4	3	1.9		DIST FROM RW12
		4310	4000	3690	3370	3050	**2600**	2410	2090	1740		ALT (3.00° APCH PATH)



RASS: Use CYZE. When using CYSB add **50'**.

CATEGORY	A	B	C	D
LPV	**1586**	(500)	1¾	
LNAV	**1740**	(654)	2	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 12 CYEL

EFF 7 AUG 25

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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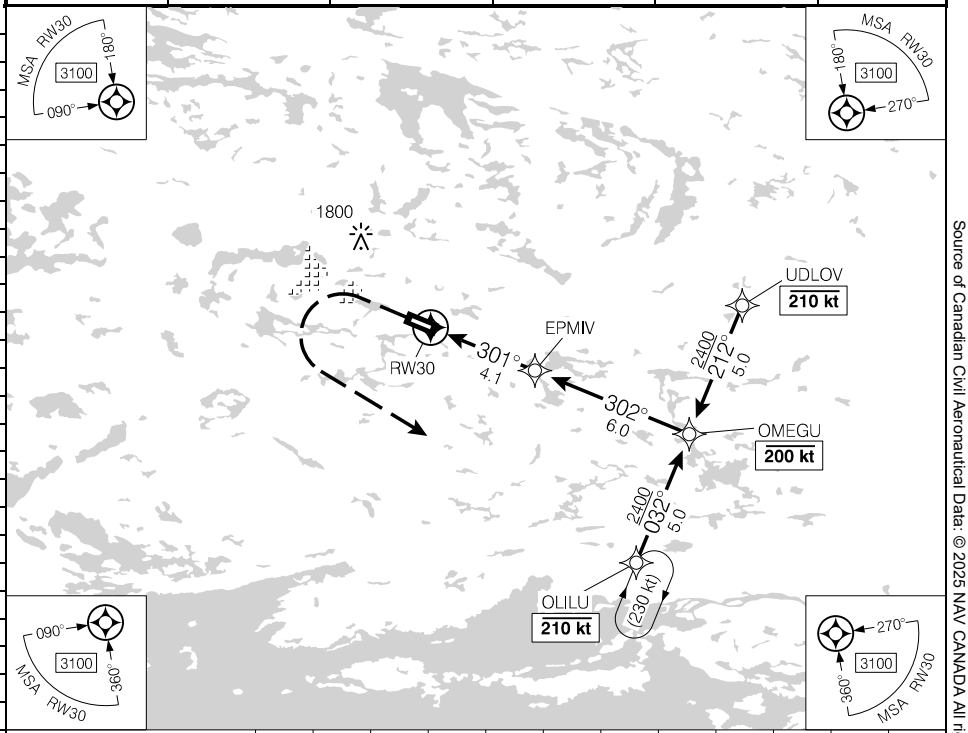
ELLIOT LAKE MUNI, ON

RNAV (GNSS) RWY 30

462106N 0823340W VAR 9°W

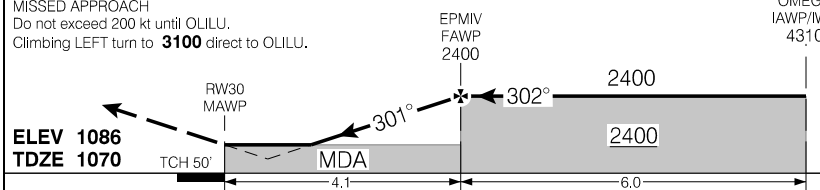
CYEL

	CTR Toronto – **135.4**	UNICOM – **123.0** ATF		ARCAL 123.0(K)* P2
SAFE ALT 100 NM **3500**	WAAS **Ch 81110** W30A	APCH CRS **301°**	MIN ALT EPMIV **2400**	LDA **4495**



DIST FROM RW30	1.5	2	3	**4.1**	5	6	7	8	9	10.1		
ALT (3.00° APCH PATH)	1580	1740	2060	**2400**	2700	3020	3340	3660	3970	4310		

MISSED APPROACH
Do not exceed 200 kt until OLILU.
Climbing LEFT turn to **3100** direct to OLILU.



RASS: Use CYZE. When using CYSB add **50'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**1556**	(500)	1¾	
LNAV	**1580**	(524)	1¾	

RNAV (GNSS) RWY 30 CYEL

EFF 7 AUG 25

Canada Air Pilot
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ELLIOT LAKE MUNI, ON

AERODROME CHART

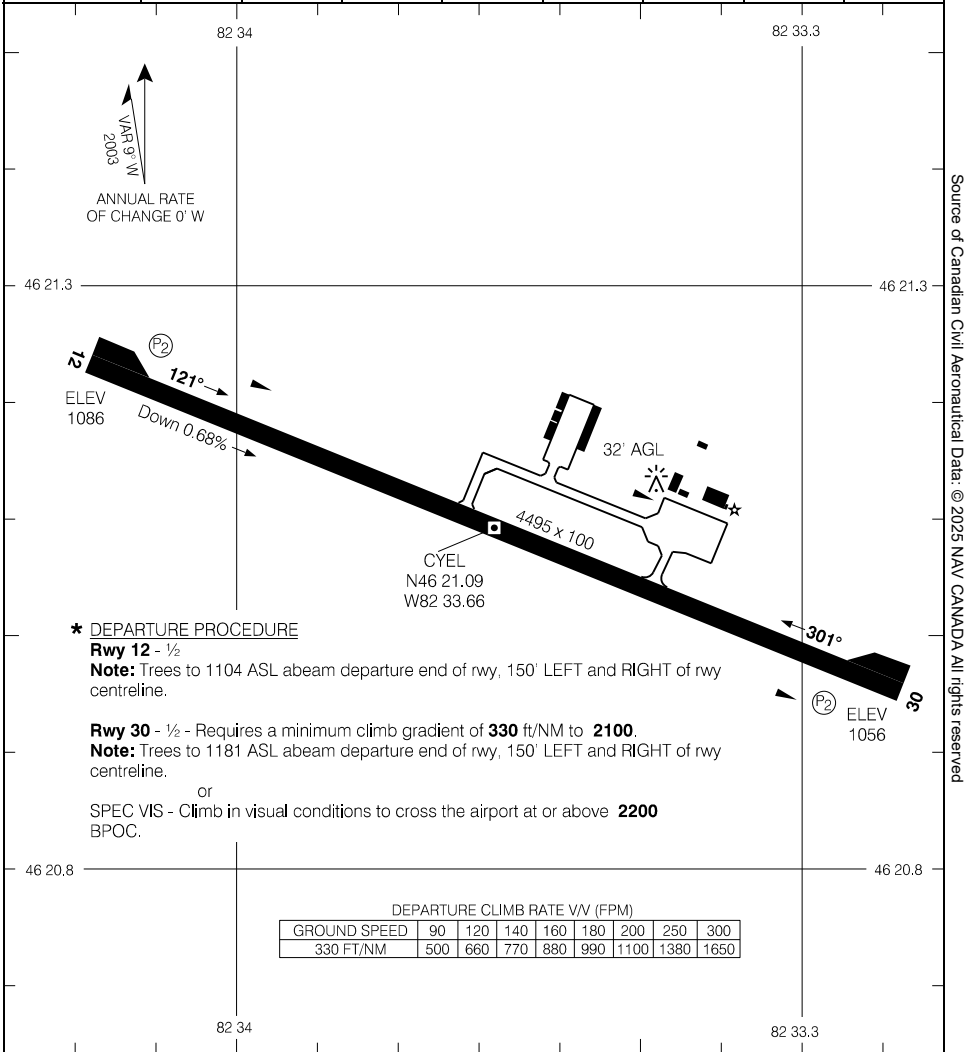
CYEL

UNICOM – **123.0**

ATF

CTR Toronto – **135.4**

DECL DISTS	12	30						
TORA	4495	4495						
TODA	4495	4495						
ASDA	4495	4495						
LDA	4495	4495						



* DEPARTURE PROCEDURE

Rwy 12 - ½

Note: Trees to 1104 ASL abeam departure end of rwy, 150' LEFT and RIGHT of rwy centreline.

Rwy 30 - ½ - Requires a minimum climb gradient of **330** ft/NM to **2100**.

Note: Trees to 1181 ASL abeam departure end of rwy, 150' LEFT and RIGHT of rwy centreline.

or

SPEC VIS - Climb in visual conditions to cross the airport at or above **2200** BPOC.

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

TAKE-OFF MINIMA
Rwys 12; 30: *

SCALE IN FEET

1000 0 1000

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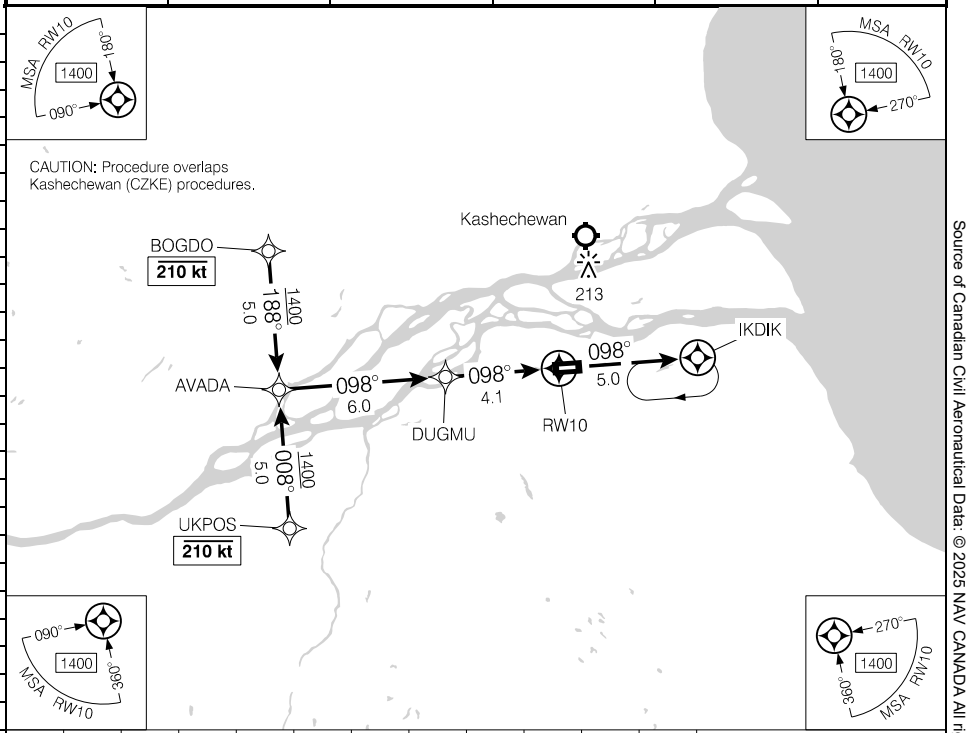
FORT ALBANY, ON

RNAV (GNSS) RWY 10

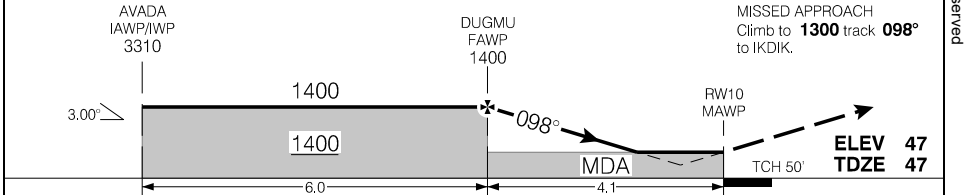
521213N 0814145W VAR 12°W

CYFA

		TFC – **122.8** ATF		ARCAL 122.8(K)
SAFE ALT 100 NM **1800**	WAAS **Ch 80527** W10A	APCH CRS **098°**	MIN ALT DUGMU **1400**	LDA **3601**



(NM)			10.1	9	8	7	6	5	**4.1**	3	1.5		DIST FROM RW10
			3310	2960	2640	2330	2010	1690	**1400**	1050	580		ALT (3.00° APCH PATH)



RASS: Use CYAT. When using CYMO add **40'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**547**	(501)	1¾	
LNAV	**580**	(534)	1¾	

RNAV (GNSS) RWY 10

CYFA

EFF 16 JUL 20

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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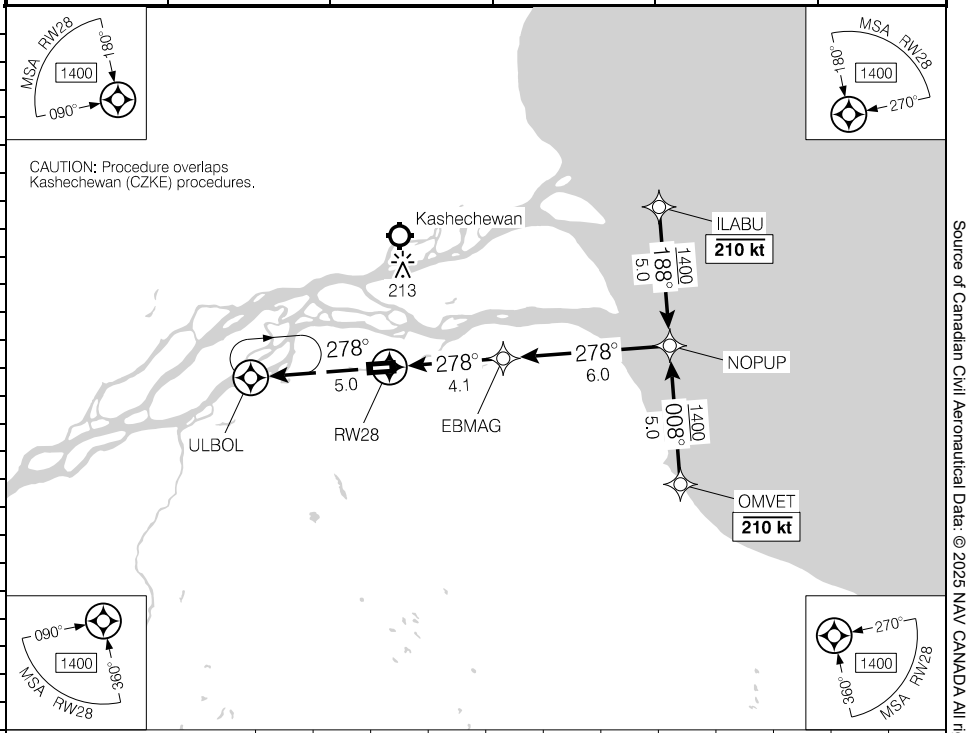
FORT ALBANY, ON

RNAV (GNSS) RWY 28

521213N 0814145W VAR 12°W

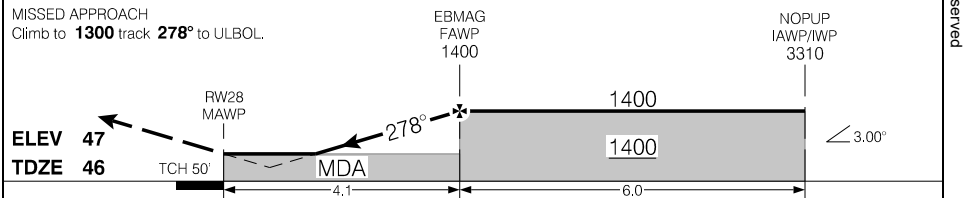
CYFA

		TFC – **122.8** ATF			ARCAL 122.8(K)
SAFE ALT 100 NM **1800**	WAAS **Ch 80528** W28A	APCH CRS **278°**	MIN ALT EBMAG **1400**	LDA **3601**	



DIST FROM RW28		1.6	3	**4.1**	5	6	7	8	9	10.1		
ALT (3.00° APCH PATH)		600	1050	**1400**	1690	2010	2320	2640	2960	3310		

MISSED APPROACH
Climb to **1300** track **278°** to ULBOL.



RASS: Use CYAT. When using CYMO add **40'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**546**	(501)	1¾	
LNAV	**600**	(555)	1¾	

RNAV (GNSS) RWY 28

CYFA

EFF 16 JUL 20

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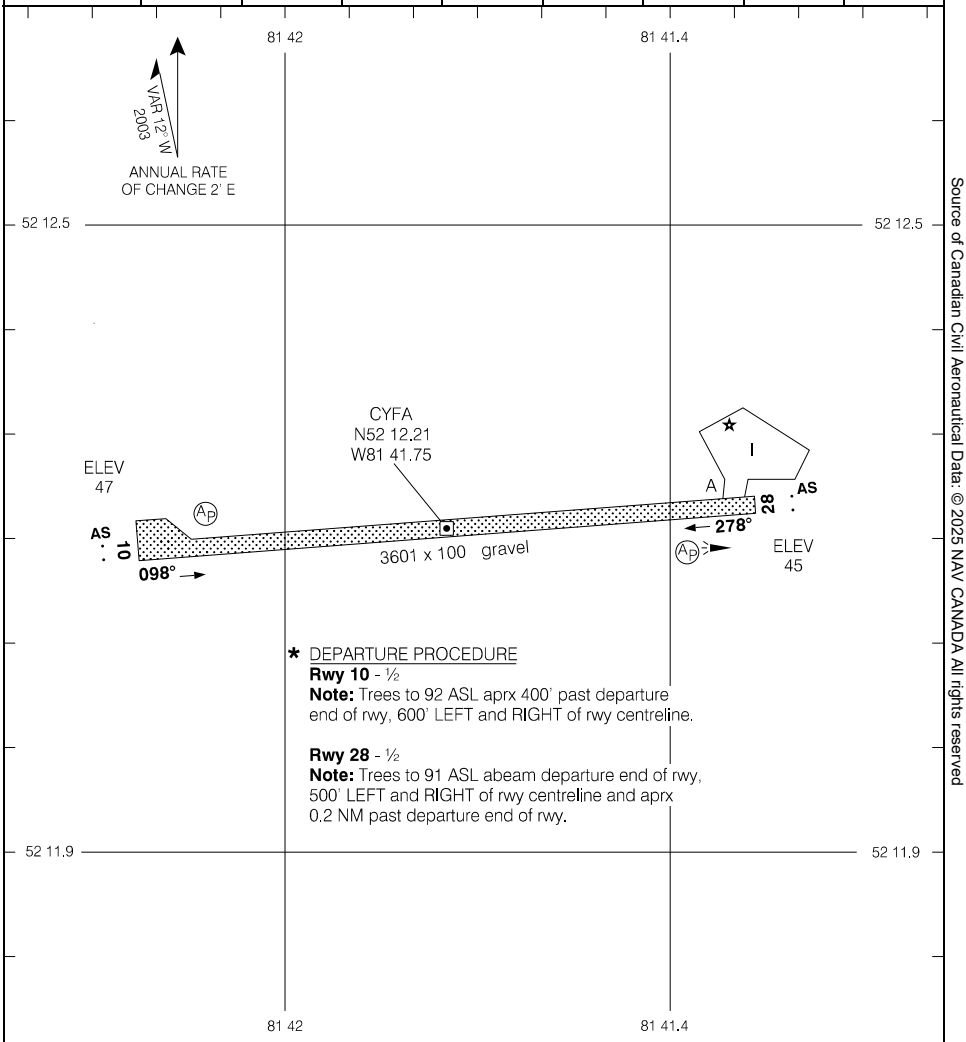
FORT ALBANY, ON

AERODROME CHART

CYFA

TFC – **122.8** ATF

DECL DISTS	10	28						
TORA	3601	3601						
TODA	3601	3601						
ASDA	3601	3601						
LDA	3601	3601						



TAKE-OFF MINIMA
Rwys 10; 28: *

SCALE IN FEET
1000 0 1000

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AERODROME CHART

EFF 5 OCT 23

CYFA

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

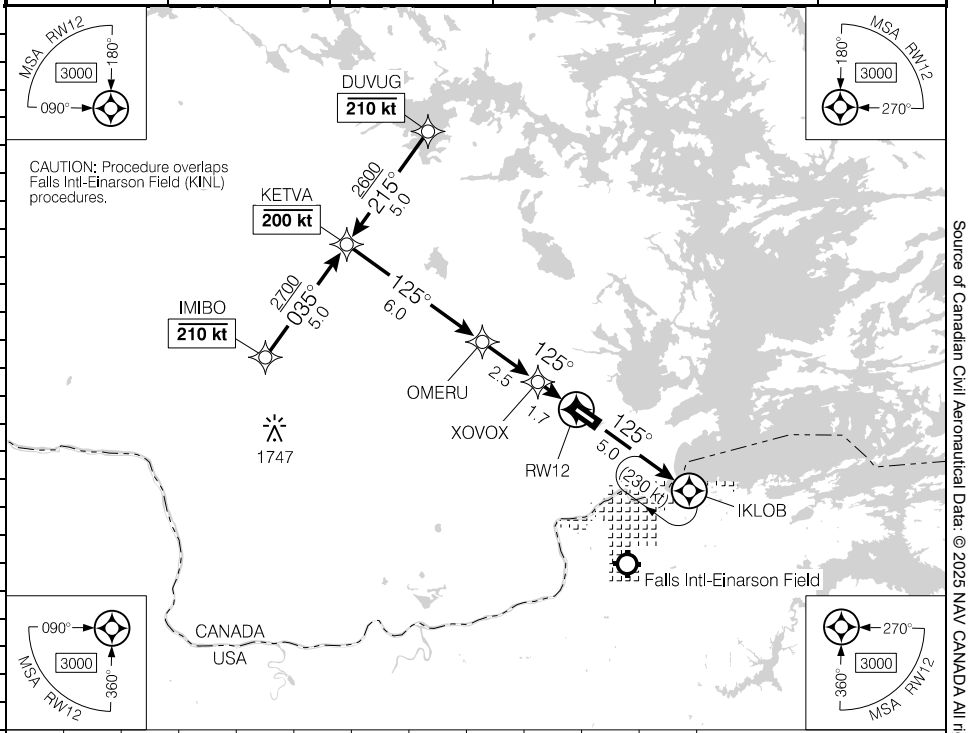
FORT FRANCES MUNI, ON

RNAV (GNSS) RWY 12

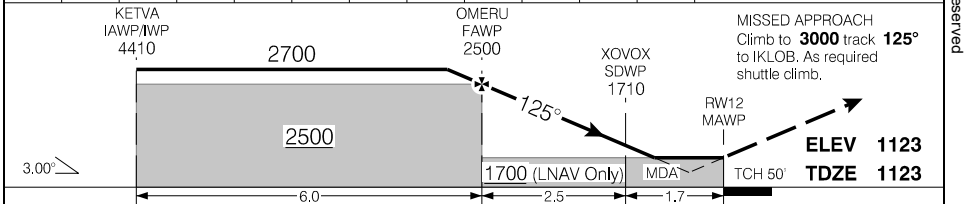
483916N 0932626W VAR 1°E

CYAG

AUTO Falls Intl – **120.0**	CTR Minneapolis – **120.9**	◕ UNICOM – **122.8** ATF		ARCAL 122.7(K) Ⓟ AS
SAFE ALT 100 NM **3600**	WAAS **Ch 80772** W12A	APCH CRS **125°**	MIN ALT OMERU **2500**	LDA **4493**



		10.2	9	8	7	6	**4.8**	4	3	2	1.2	DIST FROM RW12
		4410	4040	3720	3400	3090	**2700**	2450	2130	1810	1540	ALT (3.00° APCH PATH)



RASS: Use KINL.

CATEGORY	A	B	C	D
LPV	**1462**	(339)	1	
LNAV	**1540**	(417)	1¼	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 12

CYAG

EFF 17 APR 25

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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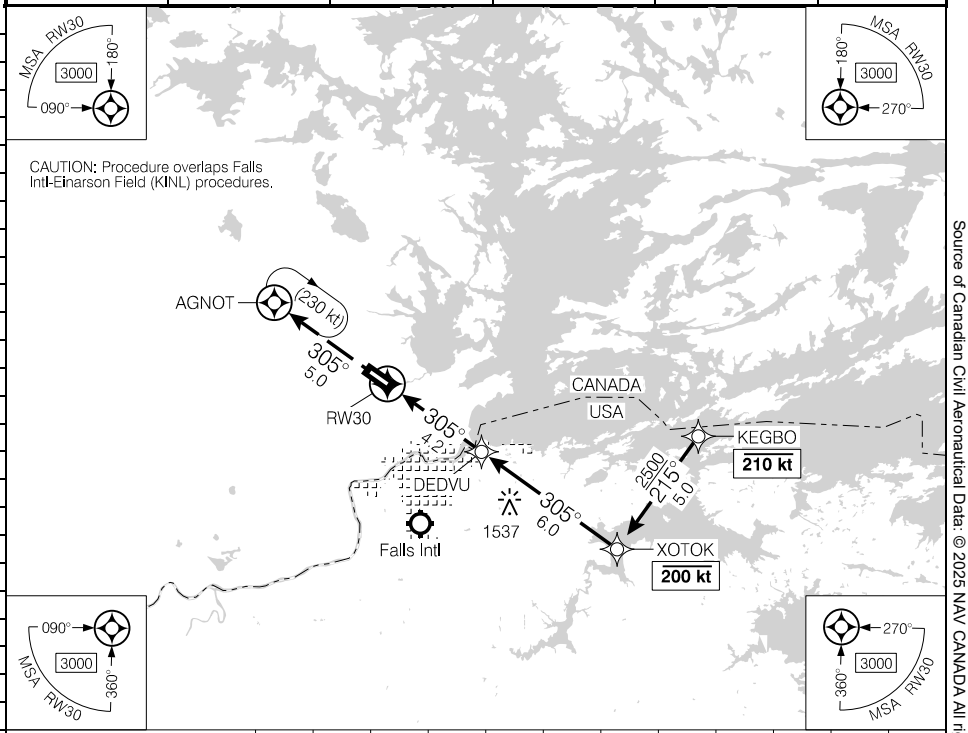
FORT FRANCES MUNI, ON

RNAV (GNSS) RWY 30

483916N 0932626W VAR 1°E

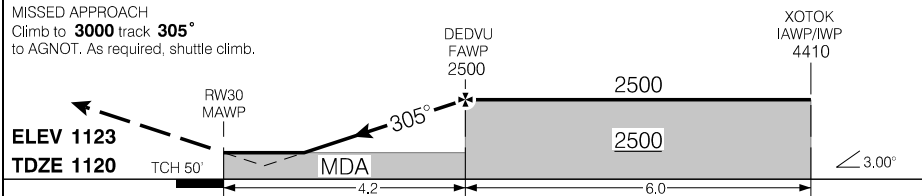
CYAG

AUTO Falls Intl – **120.0**	CTR Minneapolis – **120.9**	◕ UNICOM – **122.8** ATF		ARCAL 122.7(K) P1 AS · ·
SAFE ALT 100 NM **3600**	WAAS **Ch 80972** W30A	APCH CRS **305°**	MIN ALT DEDVU **2500**	LDA **4493**



DIST FROM RW30	1.4	2	3	**4.2**	5	6	7	8	9	10.2		
ALT (3.00° APCH PATH)	1620	1810	2130	**2500**	2760	3080	3400	3720	4040	4410		

MISSED APPROACH
Climb to **3000** track **305°**
to AGNOT. As required, shuttle climb.



RASS: Use KINL.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**1619**	(500)	1¾	
LNAV	**1620**	(501)	1½	

RNAV (GNSS) RWY 30

CYAG

EFF 17 APR 25

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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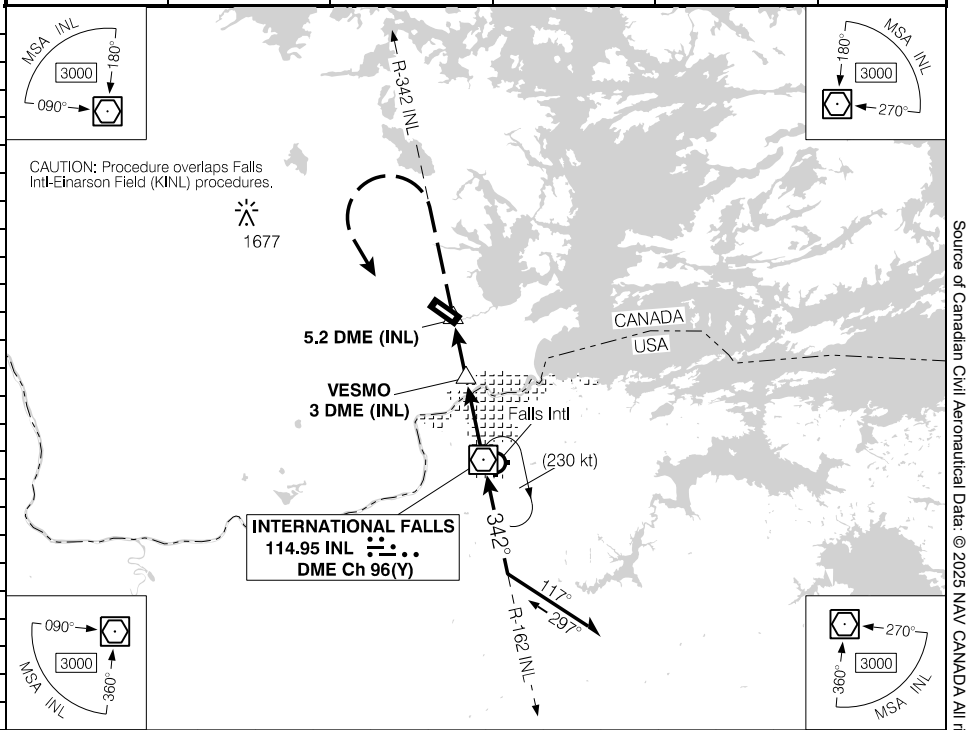
FORT FRANCES MUNI, ON

VOR/DME A

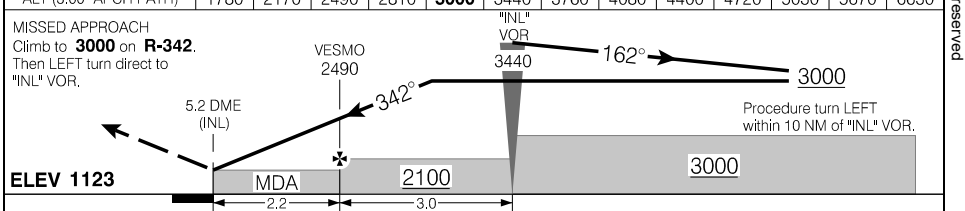
483916N 0932626W VAR 6°E

CYAG

AUTO Falls Intl – **120.0**	CTR Minneapolis – **120.9**	◕ UNICOM – **122.8** ATF		ARCAL 122.7(K) LIGHTING: REFER TO AD CHART
SAFE ALT 100 NM **3600**	VOR INL **114.95**	APCH CRS **342°**	MIN ALT VESMO **2100**	LDA REFER TO AD CHART



DIST FROM DME (INL)	5.2	4	3	2	**1.4**	INL	1	2	3	4	5	7	10
ALT (3.00° APCH PATH)	1780	2170	2490	2810	**3000**	3440	3760	4080	4400	4720	5030	5670	6630



RASS: Use KINL.

CATEGORY	A	B	C	D
C CIRCLING	**1780** (657) 1½	**1820** (697) 1½	**1840** (717) 2	**1840** (717) 2¼

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

VOR/DME A

CYAG

EFF 17 APR 25

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

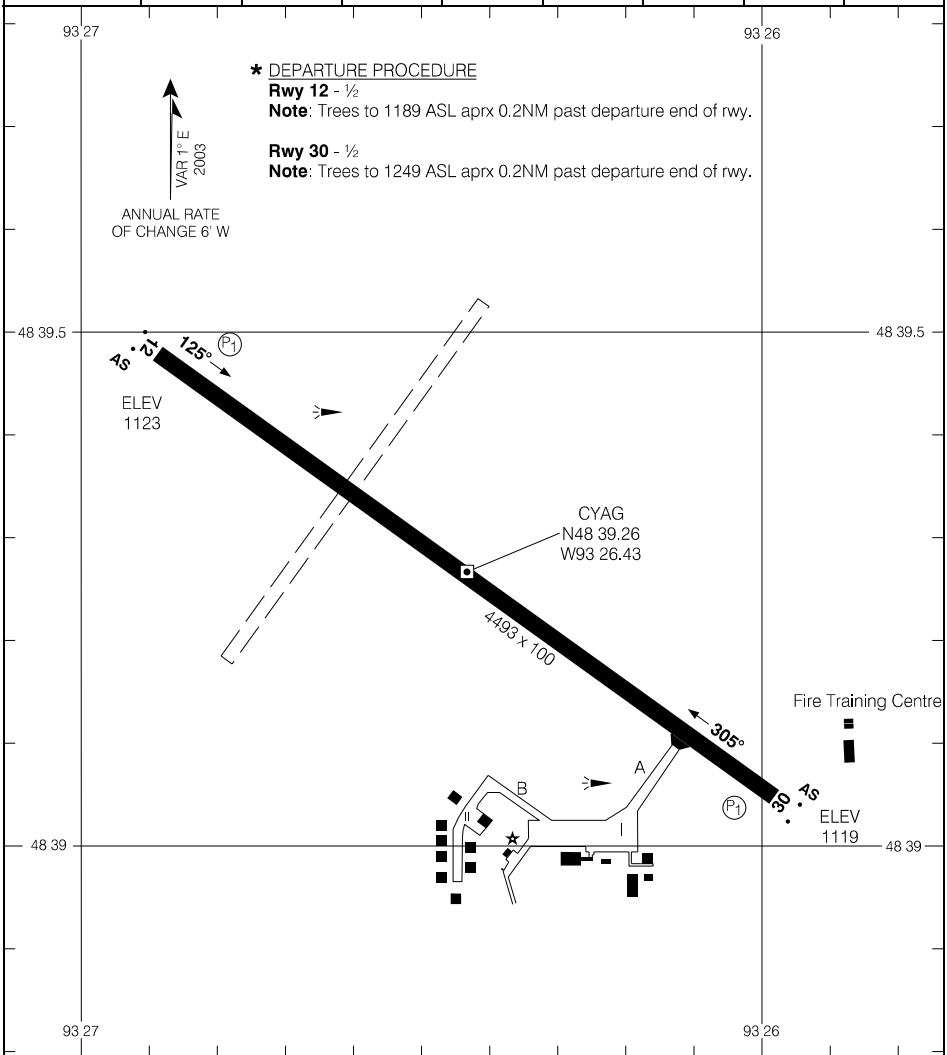
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FORT FRANCES MUNI, ON

AERODROME CHART — CYAG

AUTO Falls Intl – **120.0**		UNICOM – **122.8** ATF	CTR Minneapolis – **120.9** RADIO London – **123.55**

DECL DISTS	12	30
TORA	4493	4493
TODA	5477	5477
ASDA	4493	4493
LDA	4493	4493



TAKE-OFF MINIMA
Rwys 12; 30: *

SCALE IN FEET
1000 0 1000

AERODROME CHART — CYAG

EFF 7 AUG 25

Canada Air Pilot
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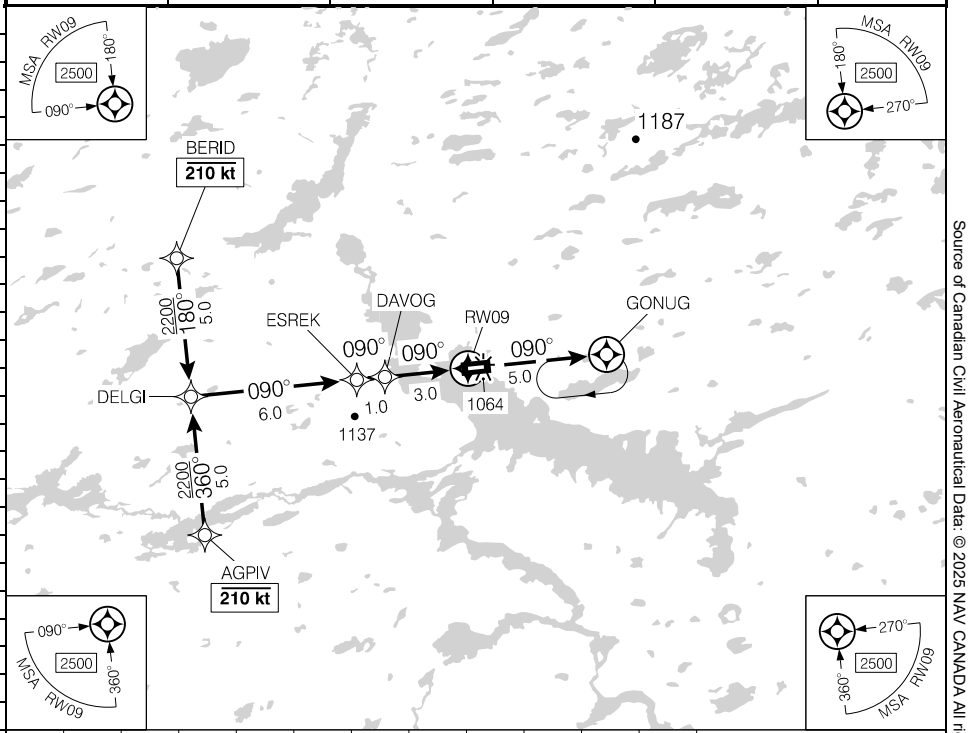
FORT HOPE, ON

RNAV (GNSS) RWY 09

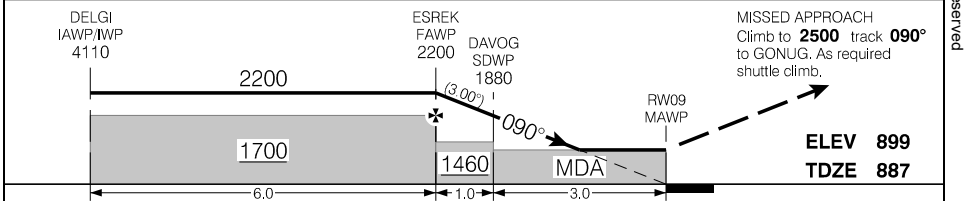
513343N 0875428W VAR 6°W

CYFH

		TFC – **122.8** ATF			ARCAL 122.8(K)* AP AS
SAFE ALT 100 NM **2700**	RNAV	APCH CRS **090°**	MIN ALT ESREK **1700**	LDA **3497**	



10	9	8	7	6	5	**4.0**	3	1.5			DIST FROM RW09
4110	3790	3470	3150	2830	2510	**2200**	1880	1400			ALT (3.00° APCH PATH)



RASS: Use CYLH.

CATEGORY	A	B	C	D
LNAV	**1400**	(529)	1¾	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 09 CYFH

EFF 8 SEP 22

Canada Air Pilot
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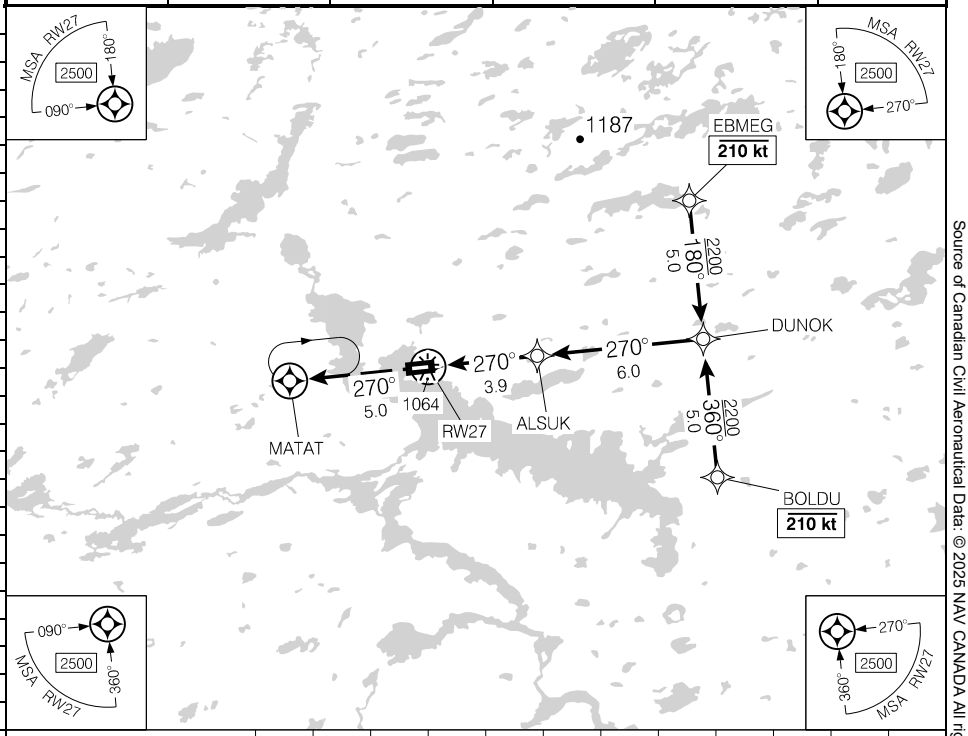
FORT HOPE, ON

RNAV (GNSS) RWY 27

513343N 0875428W VAR 6°W

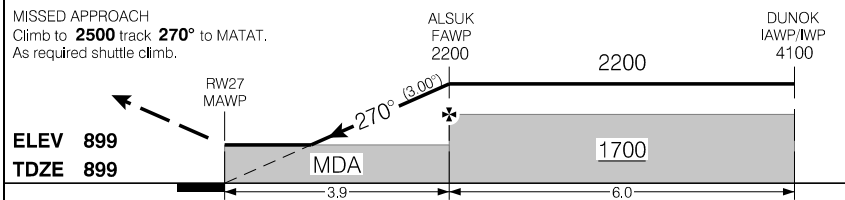
CYFH

		TFC – **122.8** ATF			ARCAL 122.8(K)* AS · · (AP)
SAFE ALT 100 NM **2700**	RNAV	APCH CRS **270°**	MIN ALT ALSUK **1700**	LDA **3497**	



DIST FROM RW27		1.5	3	**3.9**	5	6	7	8	9	9.9		
ALT (3.00° APCH PATH)		1440	1900	**2200**	2540	2860	3180	3490	3810	4100		

MISSED APPROACH
Climb to **2500** track **270°** to MATAT.
As required shuttle climb.



RASS: Use CYLH.

CATEGORY	A	B	C	D
LNAV	**1440**	(543)	1¾	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 27

CYFH

EFF 8 SEP 22

Canada Air Pilot
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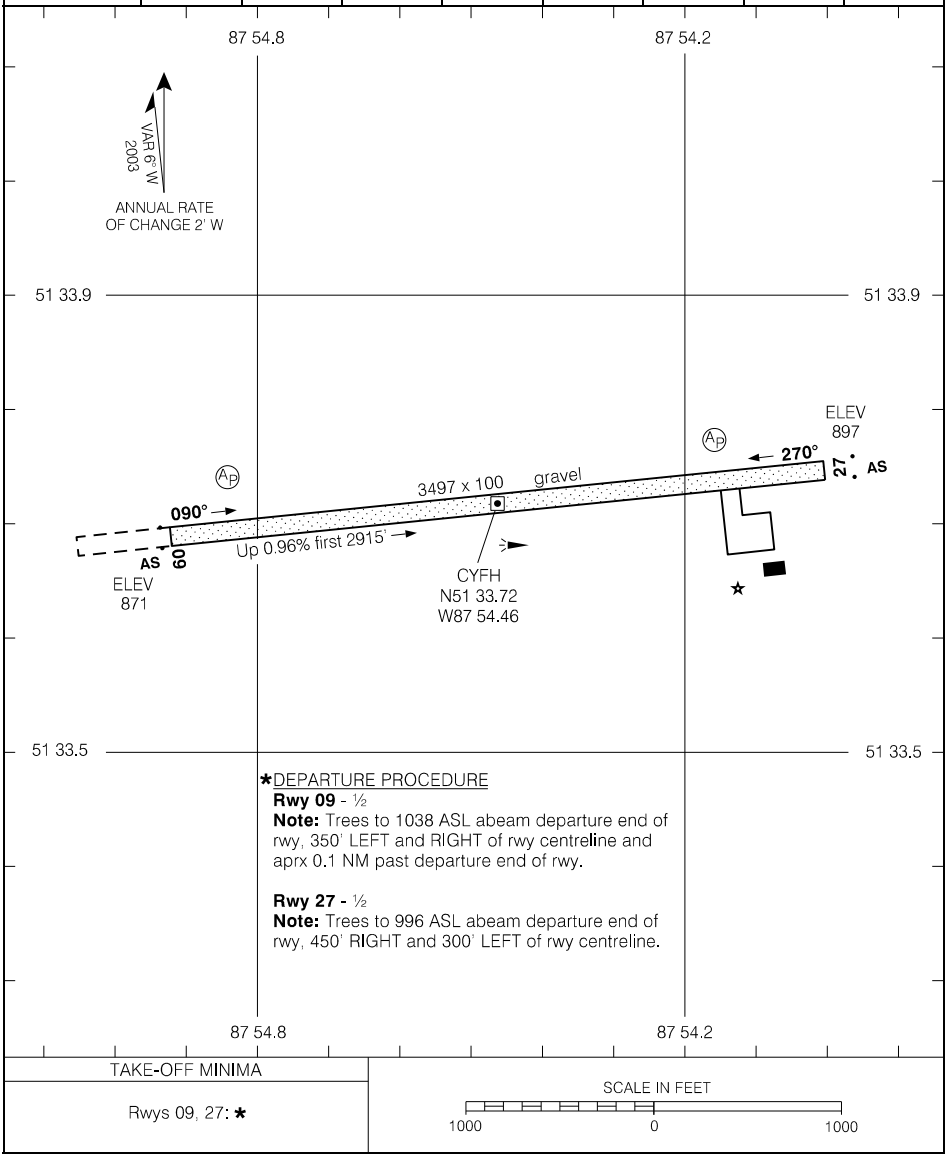
FORT HOPE, ON

AERODROME CHART

CYFH

TFC – **122.8** ATF

DECL DISTS	09	27						
TORA	3497	3497						
TODA	3497	3497						
ASDA	3497	3497						
LDA	3497	3497						



*DEPARTURE PROCEDURE

Rwy 09 - ½

Note: Trees to 1038 ASL abeam departure end of rwy, 350' LEFT and RIGHT of rwy centreline and aprx 0.1 NM past departure end of rwy.

Rwy 27 - ½

Note: Trees to 996 ASL abeam departure end of rwy, 450' RIGHT and 300' LEFT of rwy centreline.

TAKE-OFF MINIMA
Rwys 09, 27: *

SCALE IN FEET

1000 0 1000

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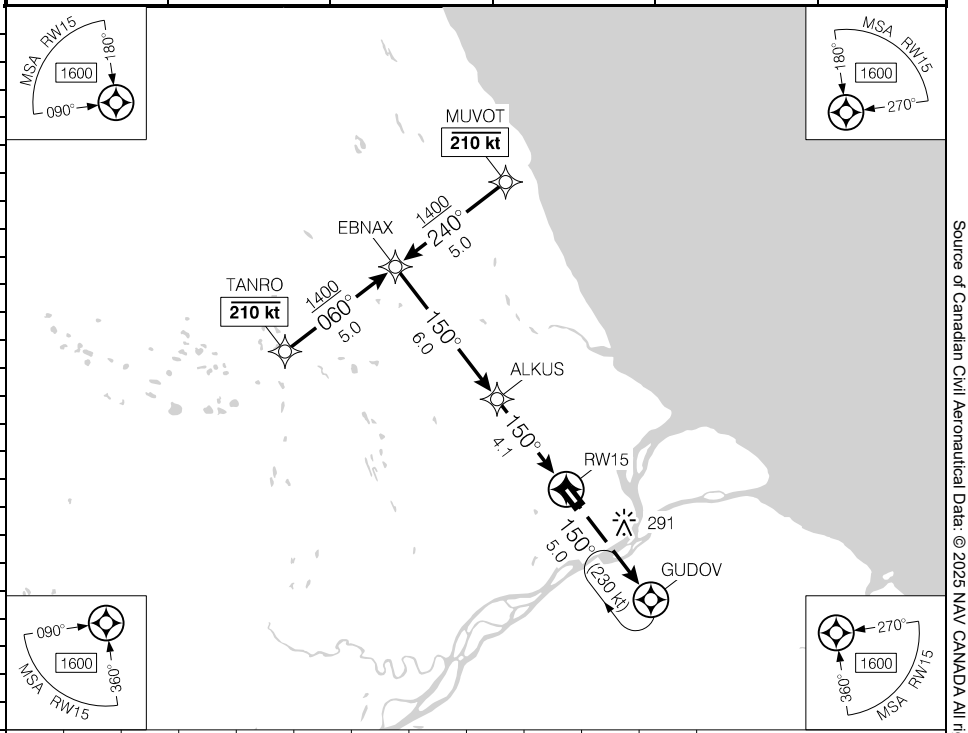
FORT SEVERN, ON

RNAV (GNSS) RWY 15

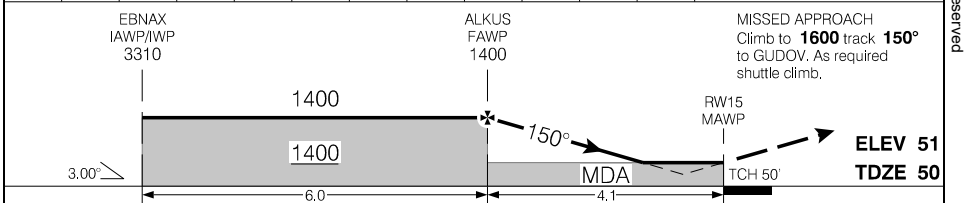
560108N 0874034W VAR 8°W

CYER

AWOS – **124.55**		TFC – **122.8** ATF		ARCAL 122.8(K)
SAFE ALT 100 NM **1900**	WAAS **Ch 81063** W15A	APCH CRS **150°**	MIN ALT ALKUS **1400**	LDA **3519**



		10.1	9	8	7	6	5	**4.1**	3	2	1.4	DIST FROM RW15
		3310	2970	2650	2330	2010	1690	**1400**	1060	740	560	ALT (3.00° APCH PATH)



CATEGORY	A	B	C	D
LPV	**549**	(500)	1¾	
LNAV	**560**	(511)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 15

CYER

EFF 5 OCT 23

Canada Air Pilot
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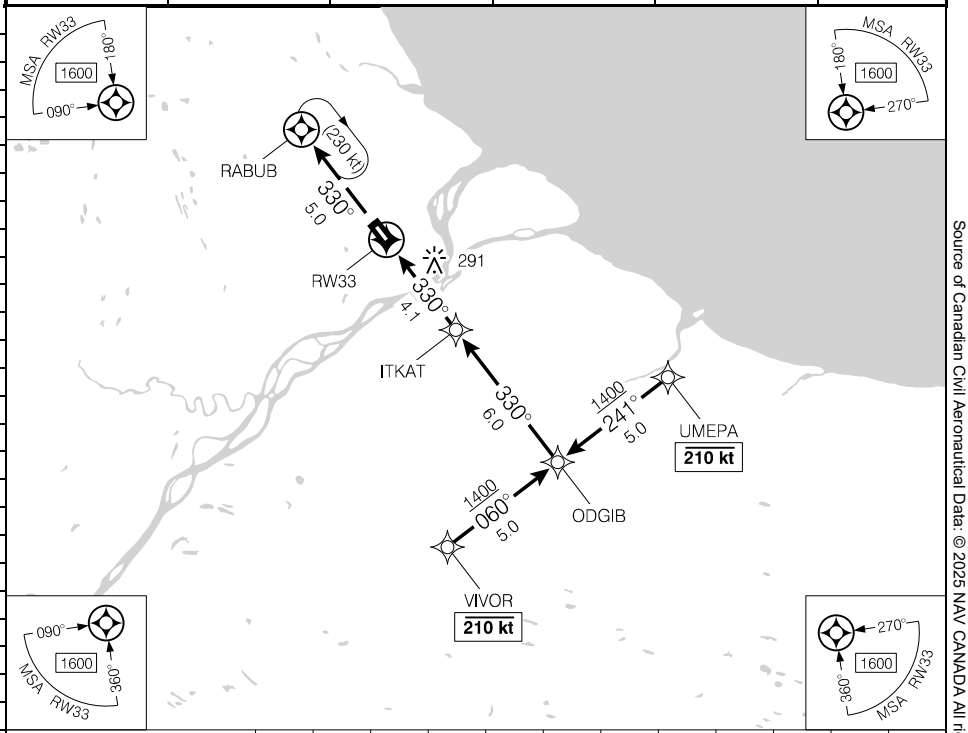
FORT SEVERN, ON

RNAV (GNSS) RWY 33

560108N 0874034W VAR 8°W

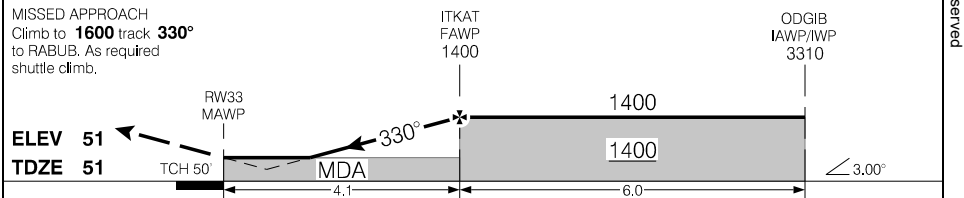
CYER

AWOS – **124.55**		TFC – **122.8** ATF		ARCAL 122.8(K)
SAFE ALT 100 NM **1900**	WAAS **Ch 81064** W33A	APCH CRS **330°**	MIN ALT ITKAT **1400**	LDA **3519**



DIST FROM RW33		1.5	3	**4.1**	5	6	7	8	9	10.1		
ALT (3.00° APCH PATH)		580	1050	**1400**	1690	2010	2330	2650	2970	3310		

MISSED APPROACH
Climb to **1600** track **330°** to RABUB. 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	**547**	(500)	1¾	
LNAV	**580**	(533)	1¾	

RNAV (GNSS) RWY 33

EFF 5 OCT 23

CYER

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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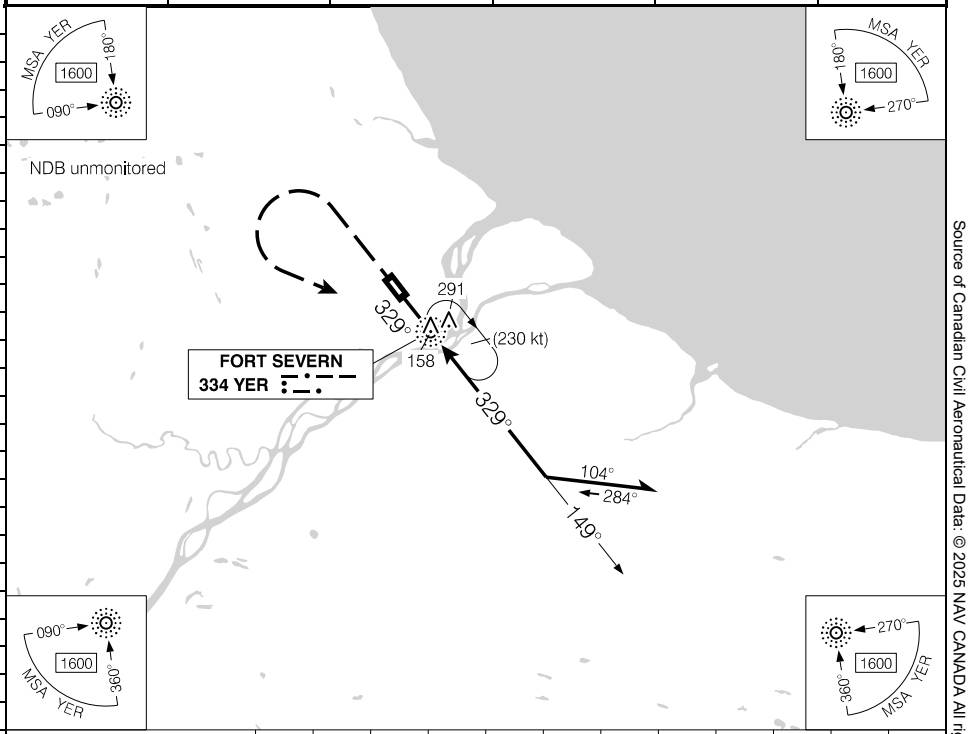
FORT SEVERN, ON

NDB RWY 33

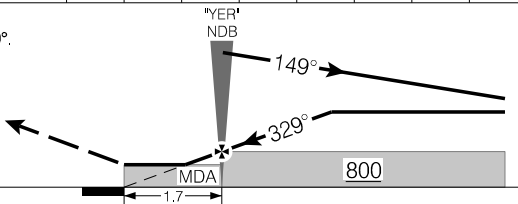
560108N 0874034W VAR 8°W

CYER

AWOS – **124.55**		TFC – **122.8** ATF		ARCAL 122.8(K) AS Ap
SAFE ALT 100 NM **1900**	NDB YER **334**	APCH CRS **329°**	MIN ALT YER **800**	LDA **3519**



MISSED APPROACH
Climb to **1500** track **329°**.
Then LEFT turn direct to "YER" NDB.



ELEV 51
TDZE 51

Procedure turn LEFT within 10 NM of "YER" NDB.

CATEGORY	A	B	C	D
NDB	**560** (509)	1½	NOT AUTHORIZED	
C CIRCLING	**560** (509)	1½	**640** (589) 2	**660** (609) 2

"YER" NDB to MAP 1.7 NM

Knots	ft/min	Min:Sec
70		**1:27**
90		**1:08**
110		**0:56**
130		**0:47**
150		**0:41**

NDB RWY 33

CYER

EFF 25 JAN 24

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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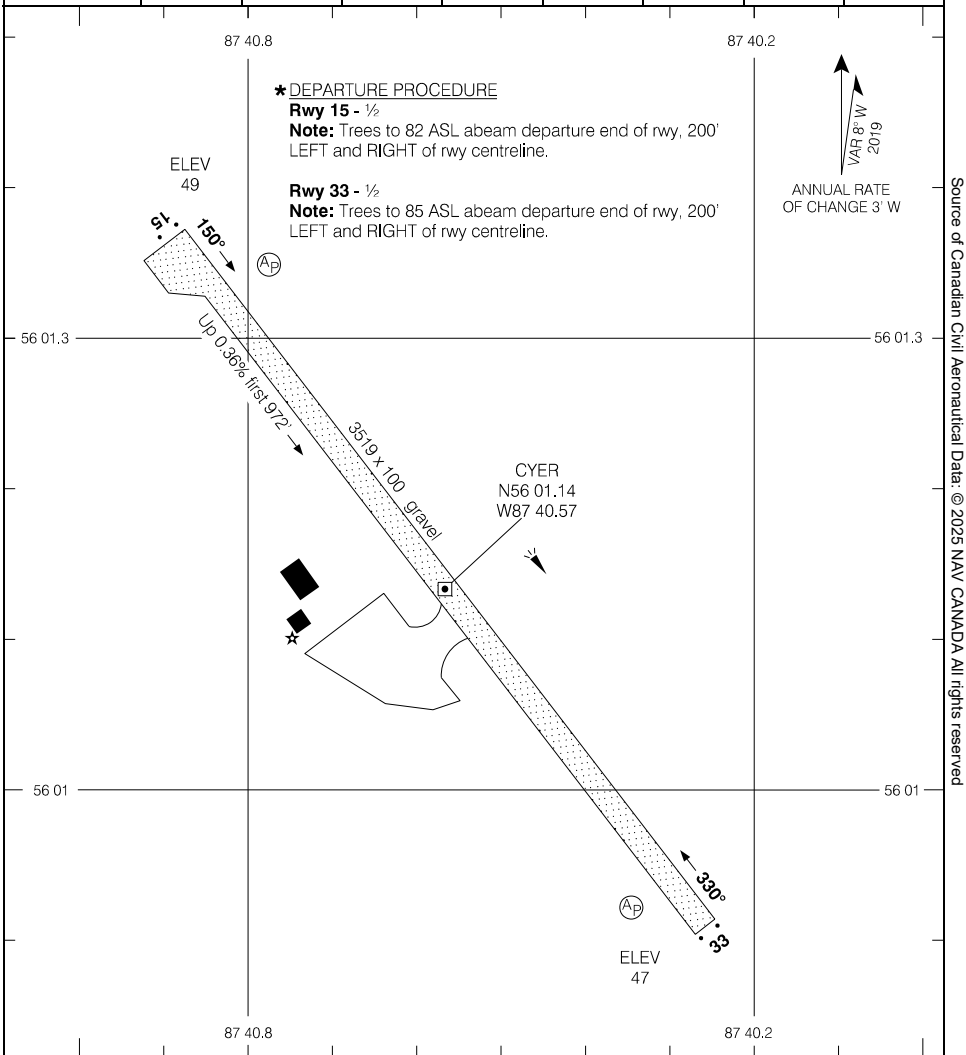
FORT SEVERN, ON

AERODROME CHART — CYER

AWOS – **124.55**

TFC – **122.8** ATF

DECL DISTS	15	33
TORA	3519	3519
TODA	3519	3519
ASDA	3519	3519
LDA	3519	3519



TAKE-OFF MINIMA

Rwys 15; 33: *

SCALE IN FEET

1000 0 1000

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FRENCH RIVER/ALBAN, ON

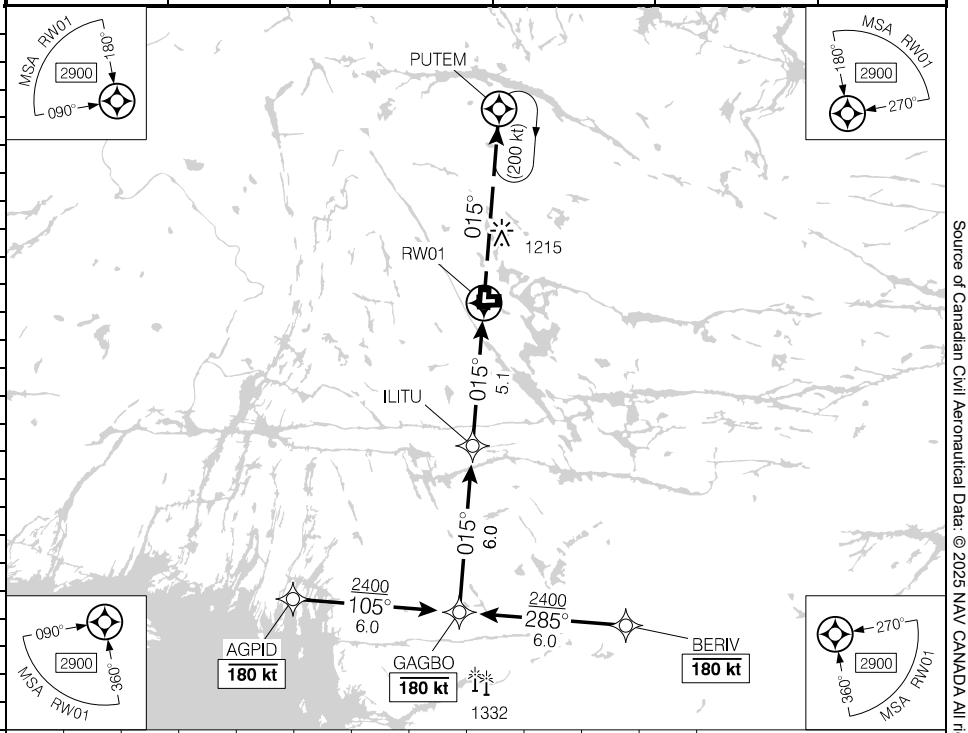
RNAV (GNSS) RWY 01

460536N 0803615W VAR 10°W

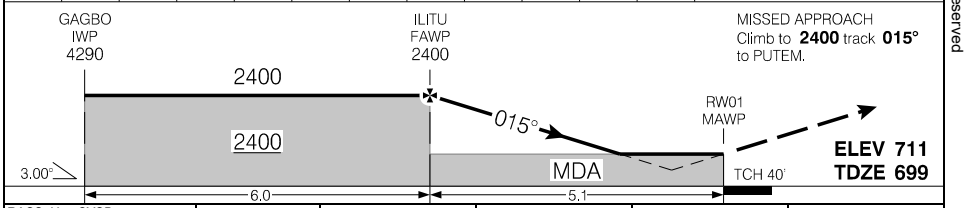
CFR5

CTR Toronto – **135.5**	TFC – **123.5** ATF	

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT ILITU	LDA
3400	**Ch 80839** W01A	**015°**	**2400**	**2370**



(NM)	11.1	10	9	8	7	6	**5.1**	4	3	1.8		DIST FROM RW01
	4290	3920	3600	3280	2970	2650	**2400**	2010	1690	1300		ALT (3.00° APCH PATH)



RASS: Use CYSB.

CATEGORY	A	B	C	D
LPV	**1197**	(500) 1¾	NOT AUTHORIZED	
LNAV	**1300**	(603) 1¾	NOT AUTHORIZED	

Knots	ft/min	Min:Sec
70	380	
90	480	
110	590	
130	690	
150	800	

RNAV (GNSS) RWY 01

CFR5

EFF 2 OCT 25

Canada Air Pilot
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FRENCH RIVER/ALBAN, ON

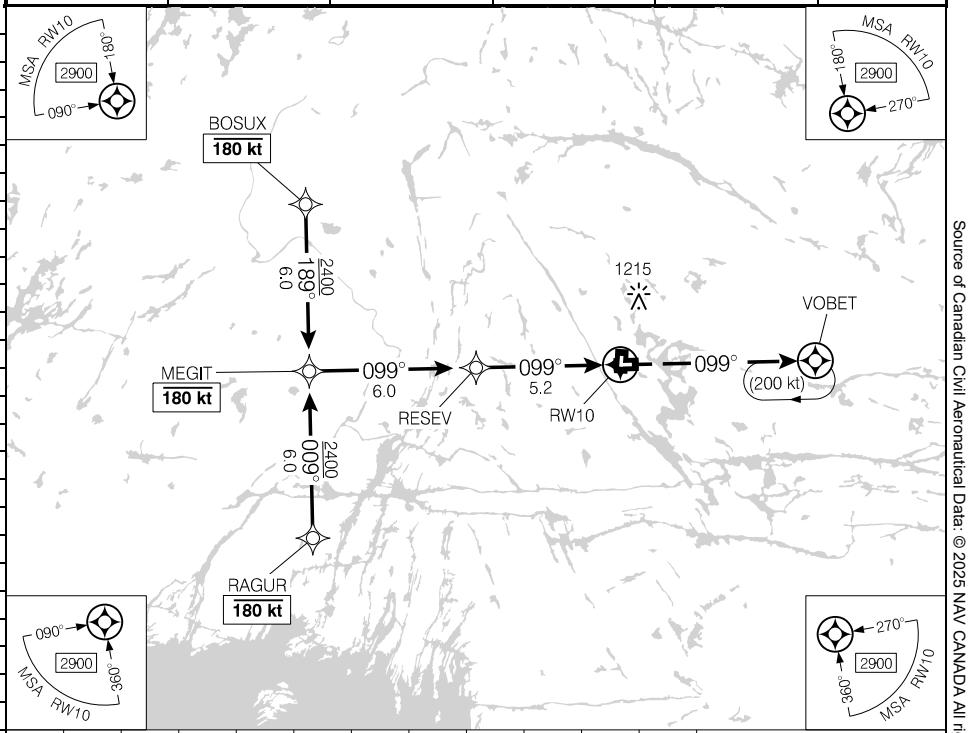
RNAV (GNSS) RWY 10

460536N 0803615W VAR 10°W

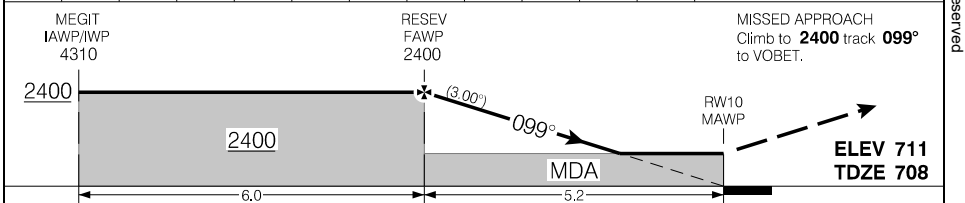
CFR5

CTR Toronto – **135.5**	TFC – **123.5** ATF	

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT RESEV	LDA
3400		**099°**	**2400**	**2493**



(NM)	11.2	10	9	8	7	6	**5.2**	4	3	1.8		DIST FROM RW10
	4310	3930	3610	3300	2980	2660	**2400**	2020	1700	1320		ALT (3.00° APCH PATH)



RASS: Use CYSB.

CATEGORY	A	B	C	D
LNAV	**1320** (612)	2	NOT AUTHORIZED	

Knots	ft/min	Min:Sec
70	380	
90	480	
110	590	
130	690	
150	800	

RNAV (GNSS) RWY 10

CFR5

EFF 2 OCT 25

Canada Air Pilot
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FRENCH RIVER/ALBAN, ON

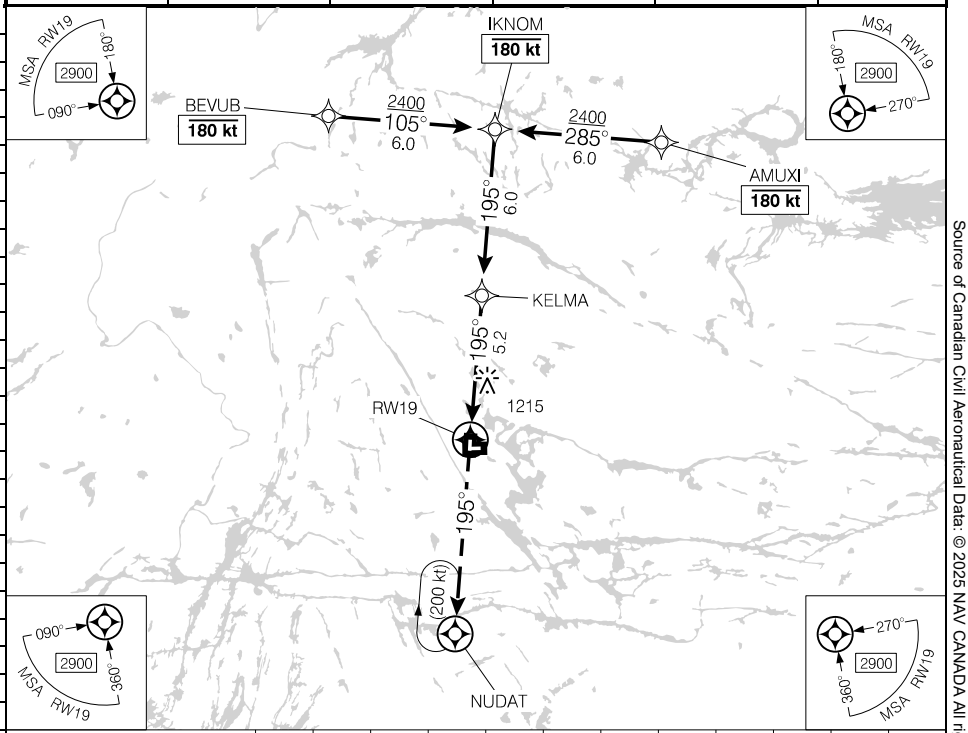
RNAV (GNSS) RWY 19

460536N 0803615W VAR 10°W

CFR5

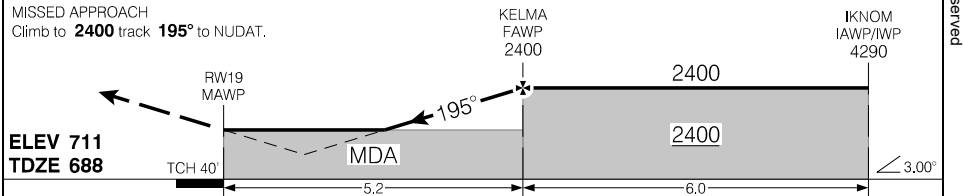
CTR Toronto – **135.5**	TFC – **123.5** ATF	

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT KELMA	LDA
3400	**Ch 80850** W19A	**195°**	**2400**	**2415**



DIST FROM RW19			2.8	4	**5.2**	6	7	8	9	10	11.2
ALT (3.00° APCH PATH)			1620	2000	**2400**	2630	2950	3720	3590	3910	4290

MISSED APPROACH
Climb to **2400** track **195°** to NUDAT.



RASS: Use CYSB.

Knots	ft/min	Min:Sec
70	380	
90	480	
110	590	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**1182**	(500) 1¾	NOT AUTHORIZED	
LNAV	**1620**	(938) 2¾	NOT AUTHORIZED	

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Canada Air Pilot
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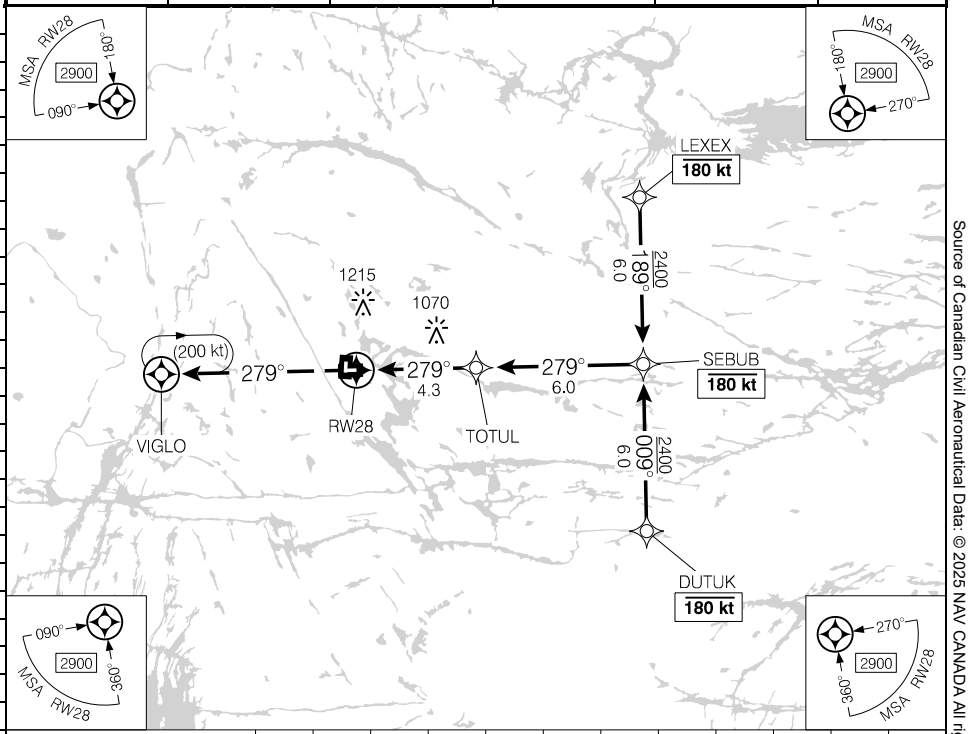
FRENCH RIVER/ALBAN, ON

RNAV (GNSS) RWY 28

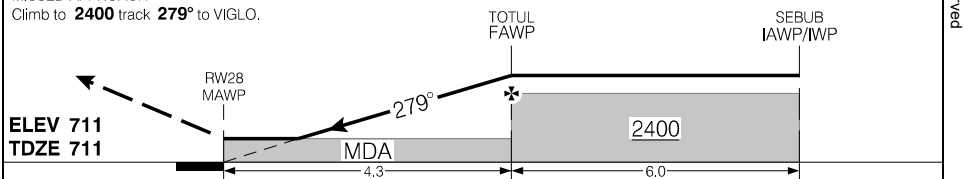
460536N 0803615W VAR 10°W

CFR5

	CTR Toronto – **135.5**	TFC – **123.5** ATF	
SAFE ALT 100 NM **3400**	RNAV	APCH CRS **279°**	MIN ALT TOTUL **2400**	LDA **2493**



MISSED APPROACH
Climb to **2400** track **279°** to VIGLO.



RASS: Use CYSB.

CATEGORY	A	B	C	D
LNAV	**1300** (589)	1¾	NOT AUTHORIZED	

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) RWY 28

CFR5

EFF 2 OCT 25

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

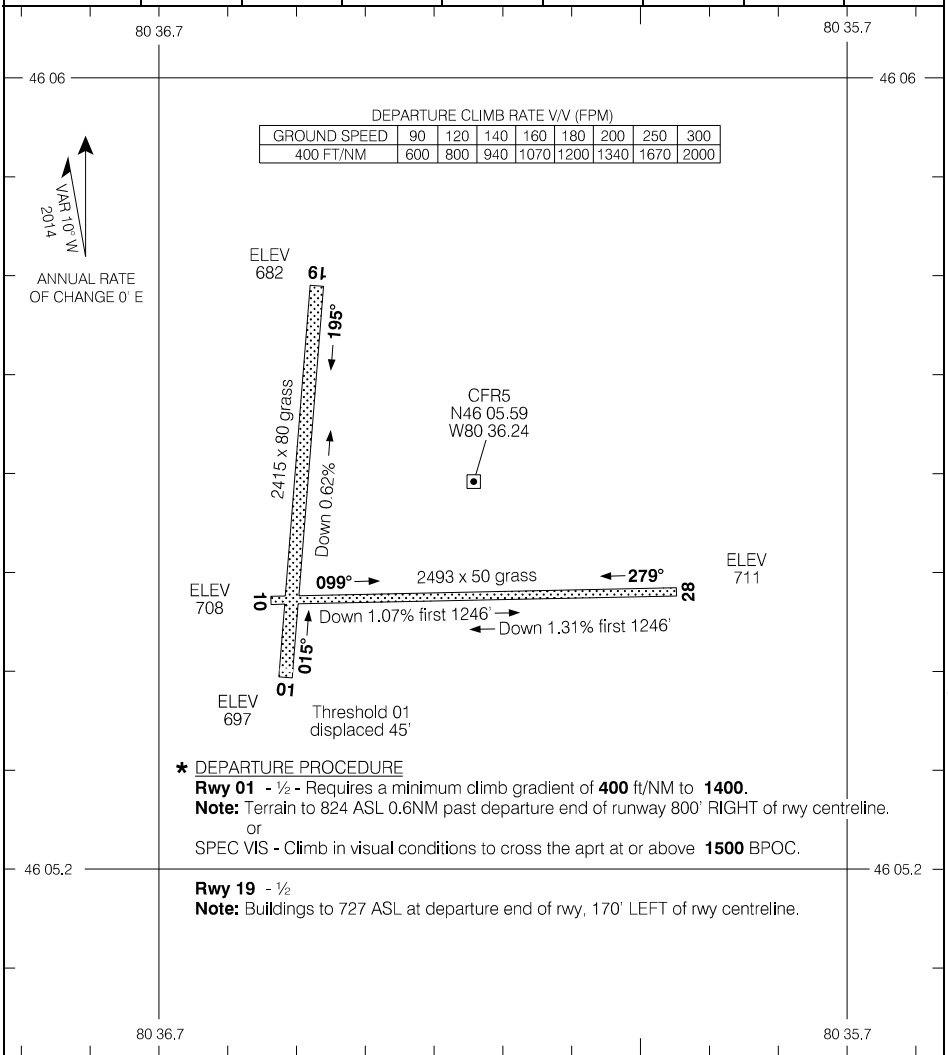
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FRENCH RIVER/ALBAN, ON

AERODROME CHART — CFR5

			CTR Toronto – **135.5**
		TFC – **123.5** ATF	

DECL DISTS	01	19	10	28				
TORA	2415	2415	2493	2493				
TODA	2415	2415	2493	2493				
ASDA	2415	2415	2493	2493				
LDA	2370	2415	2493	2493				



TAKE-OFF MINIMA	SCALE IN FEET
Rwys 01; 19: *	1000 0 1000
Rwys 10; 28: ½	

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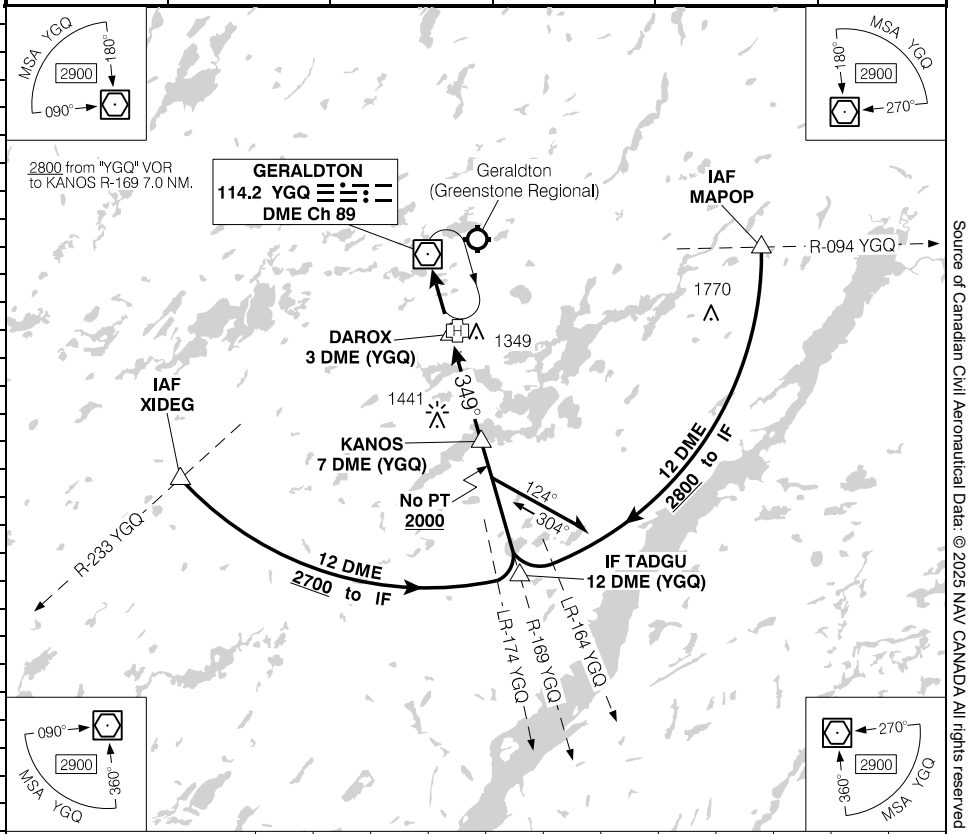
GERALDTON (DISTRICT HOSPITAL), ON

COPTER VOR/DME 349°

494326N 0865725W VAR 6°W

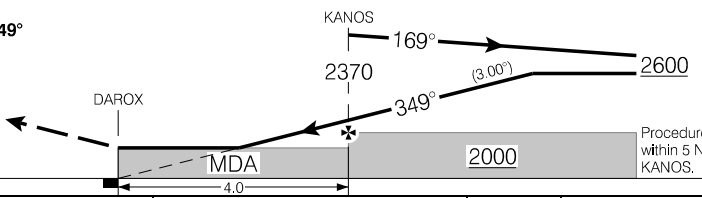
CPJ4

	RADIO London – **123.47**	UNICOM – **122.8** ATF CYGQ		RY(LO) RF(FL)
SAFE ALT 100 NM **3400**	VOR YGQ **114.2**	APCH CRS **349°**	MIN ALT KANOS **2000**	HELIPAD **86 Diameter**



DIST FROM YGQ			5.1	6	7	8	9	**10.2**	11	12		
ALT (3.00° APCH PATH)			1760	2060	2370	2690	3010	**3400**	3650	3970		

MISSED APPROACH
Climb to **2800** track **349°**
to "YGQ" VOR.



ELEV 1101

RASS: Use CYGQ. When using CYSP add **150'**.

Knots	70	90	110	130	150	
ft/min	370	480	580	690	800	
Min:Sec						

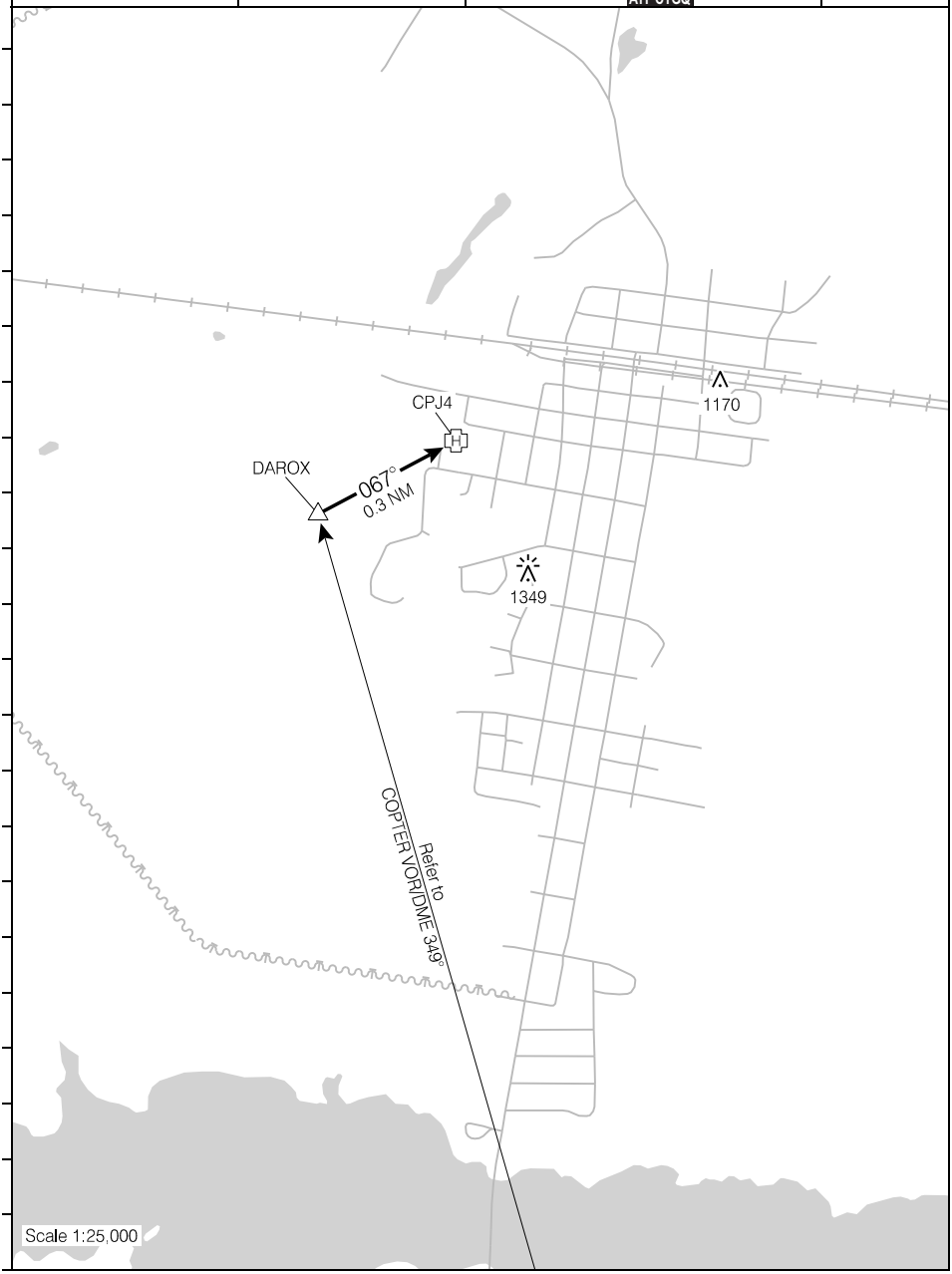
CATEGORY	COPTER
VOR/DME	**1760** (659) ¾

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VISUAL APPROACH CHART

GERALDTON (DISTRICT HOSPITAL), ON
494326N 0865725W VAR 6°W
CPJ4

	RADIO London – **123.47**	UNICOM – **122.8** ATF CYGQ		ELEV **1101**



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VISUAL APPROACH CHART

CPJ4

EFF 19 JUL 18

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

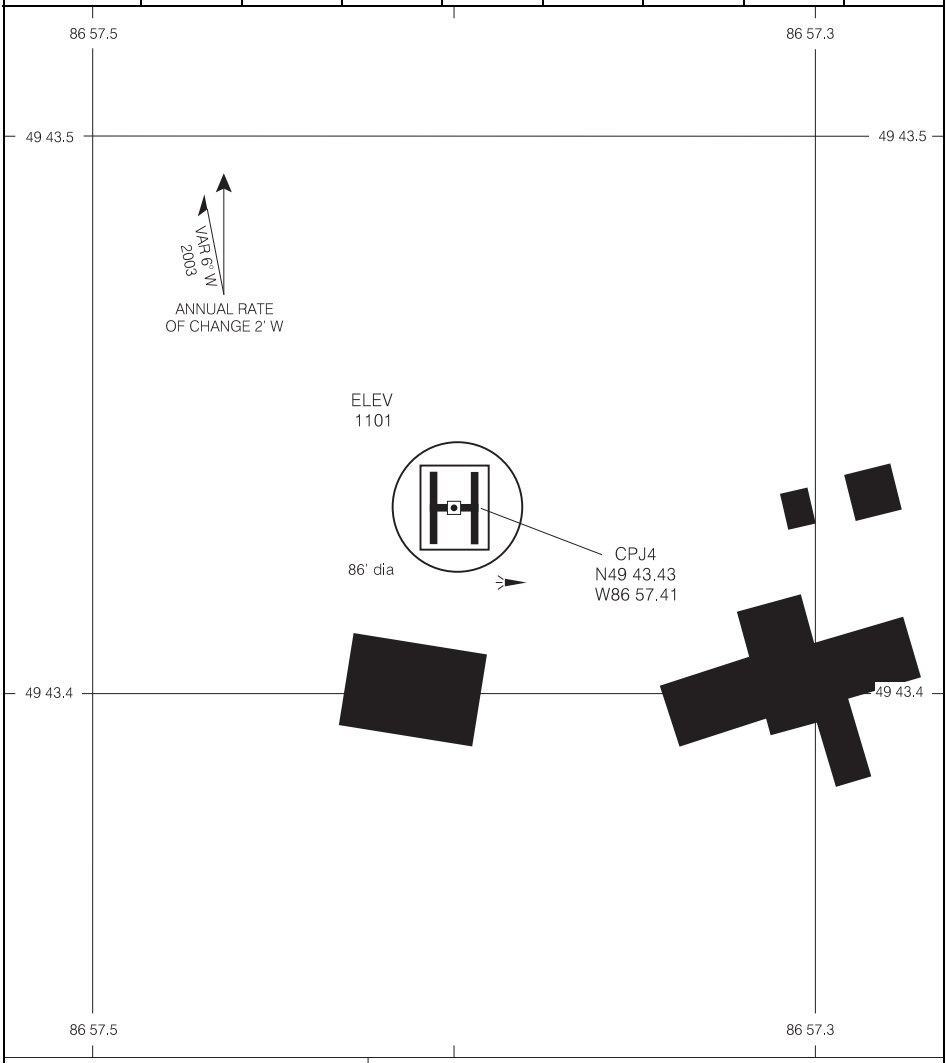
GERALDTON (DISTRICT HOSPITAL), ON

HELIPORT CHART

CPJ4

		UNICOM – **122.8** ATF CYGQ	RADIO London – **123.47**

DECL DISTS								
TORA								
TODA								
ASDA								
LDA								



TAKE-OFF MINIMA	SCALE IN FEET
NOT ASSESSED	100 0 100

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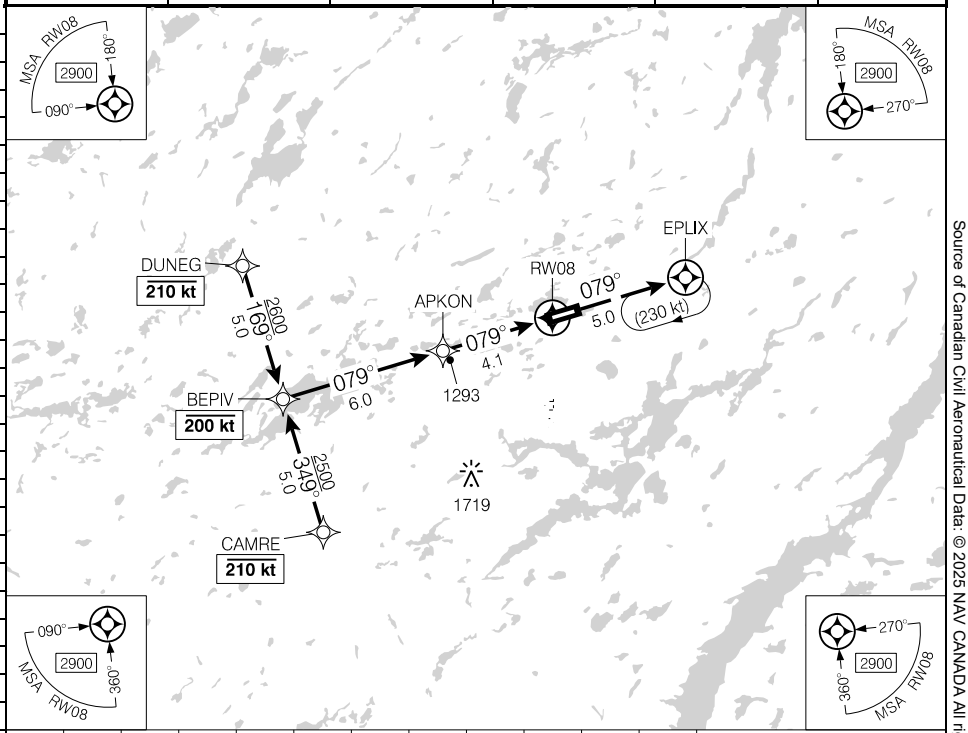
GERALDTON (GREENSTONE REGIONAL), ON

RNAV (GNSS) RWY 08

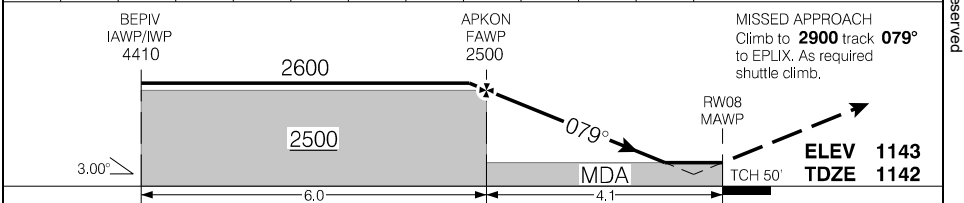
494643N 0865619W VAR 6°W

CYGQ

AWOS – **128.1**	RADIO London – **123.47**	UNICOM – **122.8** ATF		ARCAL 122.8(K) P2 AS
SAFE ALT 100 NM **3400**	WAAS **Ch 81115** W08A	APCH CRS **079°**	MIN ALT APKON **2500**	LDA **5007**



		10.1	9	8	7	6	5	**4.4**	3	2	1	DIST FROM RW08
		4410	4060	3740	3420	3100	2780	**2600**	2150	1830	1500	ALT (3.00° APCH PATH)



MISSED APPROACH
Climb to **2900** track **079°** to EPLIX. As required shuttle climb.

RASS: When using CYSP add **170'**.

CATEGORY	A	B	C	D
LPV	**1427**	(288)	1	
LNAV	**1500**	(361)	1¼	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 08 CYGQ

EFF 11 JUL 24

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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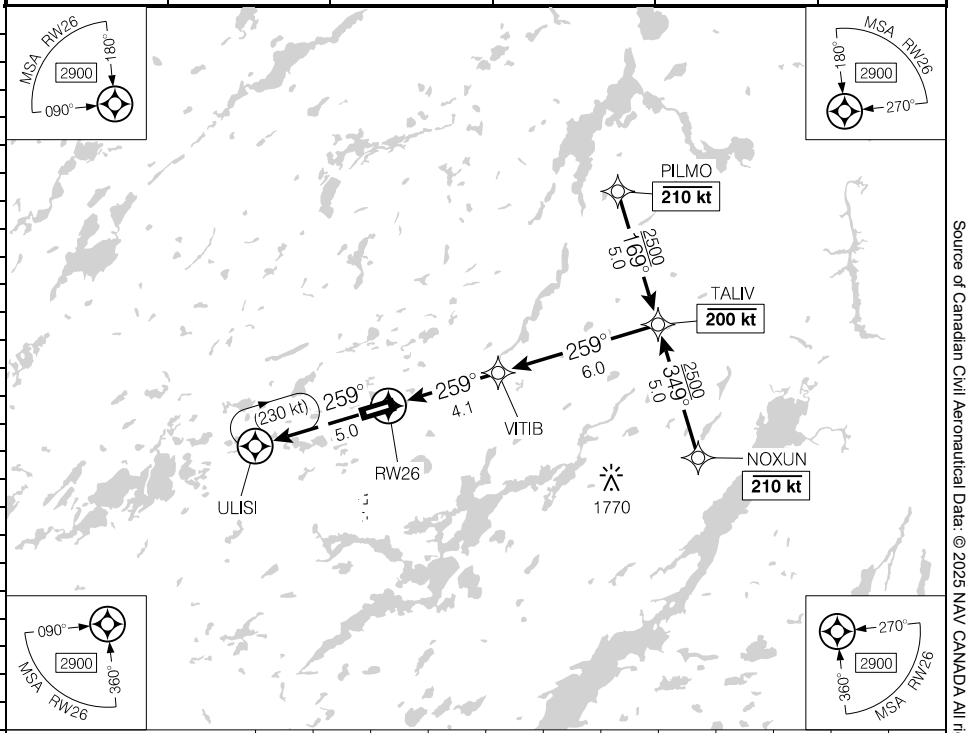
GERALDTON (GREENSTONE REGIONAL), ON

RNAV (GNSS) RWY 26

494643N 0865619W VAR 6°W

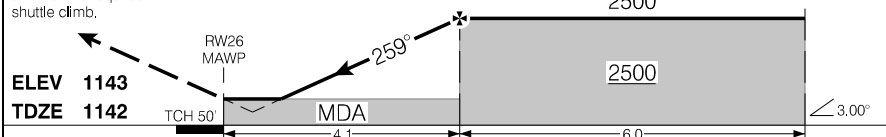
CYGQ

AWOS – **128.1**	RADIO London – **123.47**	UNICOM – **122.8** ATF		ARCAL 122.8(K)
SAFE ALT 100 NM **3400**	WAAS **Ch 81116** W26A	APCH CRS **259°**	MIN ALT VITIB **2500**	LDA **5007**



DIST FROM RW26	1	2	3	**4.1**	5	6	7	8	9	10.1
ALT (3.00° APCH PATH)	1500	1830	2140	**2500**	2780	3100	3420	3740	4060	4410

MISSED APPROACH
Climb to **2900** track **259°** to ULISI. As required shuttle climb.



RASS: When using CYSP add **170'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**1388**	(250)	1	
LNAV	**1500**	(362)	1¼	

RNAV (GNSS) RWY 26

CYGQ

EFF 11 JUL 24

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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GERALDTON (GREENSTONE REGIONAL), ON

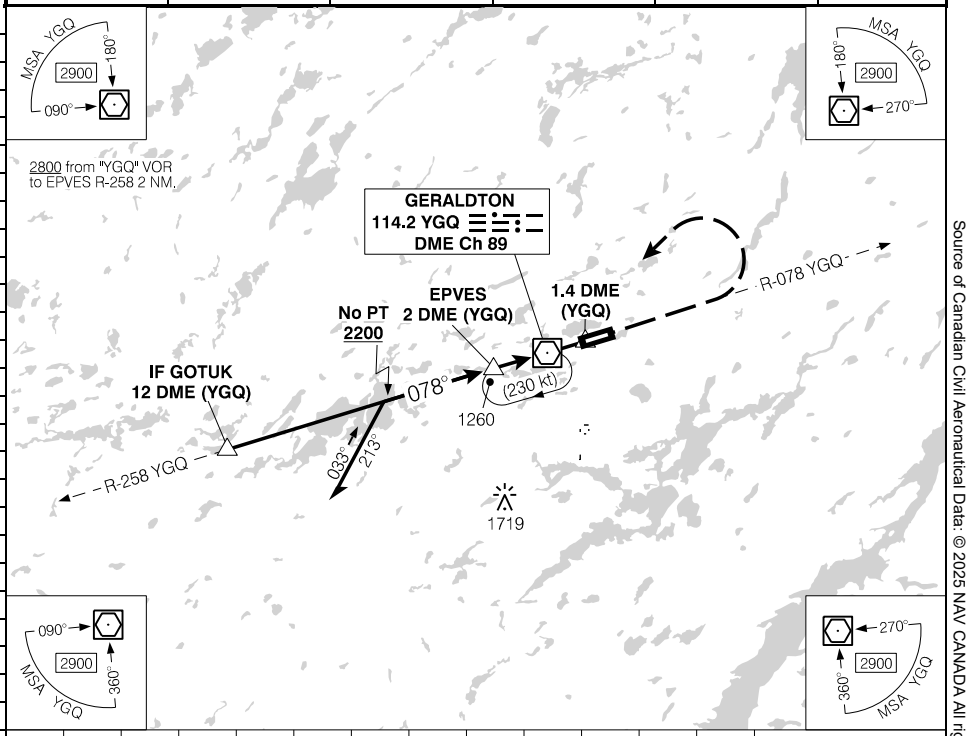
VOR/DME RWY 08

494643N 0865619W VAR 5°W

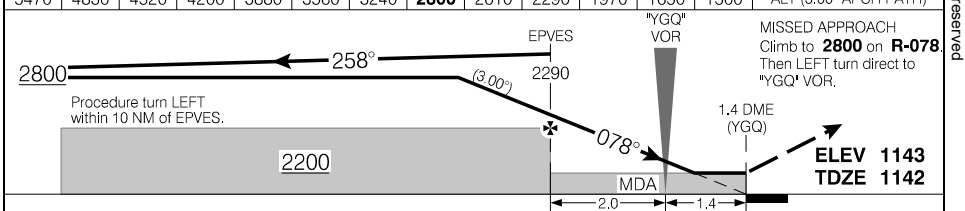
CYGQ

AWOS – **128.1**	RADIO London – **123.47**	UNICOM – **122.8** ATF		ARCAL 122.8(K)

SAFE ALT 100 NM	VOR YGQ	APCH CRS	MIN ALT EPVES	LDA
3400	**114.2**	**078°**	**2200**	**5007**



12	10	9	8	7	6	5	**3.6**	3	2	1	YGQ	0.5	DIST FROM DME (YGQ)
5470	4830	4520	4200	3880	3560	3240	**2800**	2610	2290	1970	1650	1500	ALT (3.00° APCH PATH)



RASS: When using CYSP add **170'**.

CATEGORY	A	B	C	D
VOR/DME	**1500**		(358)	1¼

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

VOR/DME RWY 08 CYGQ

EFF 31 OCT 24

Canada Air Pilot
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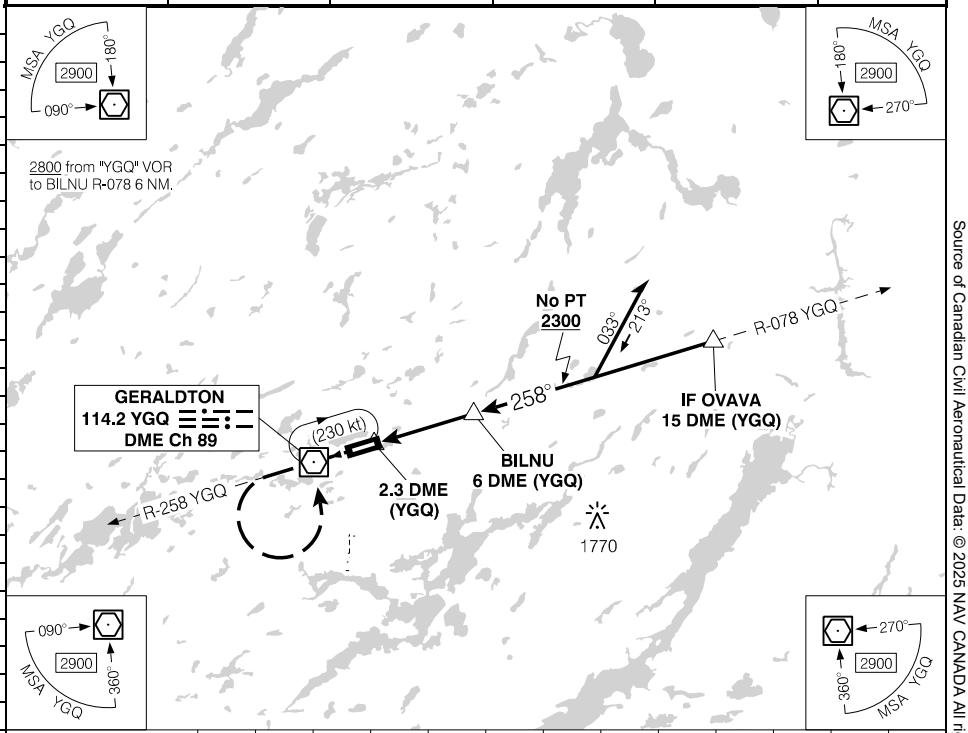
GERALDTON (GREENSTONE REGIONAL), ON

VOR/DME RWY 26

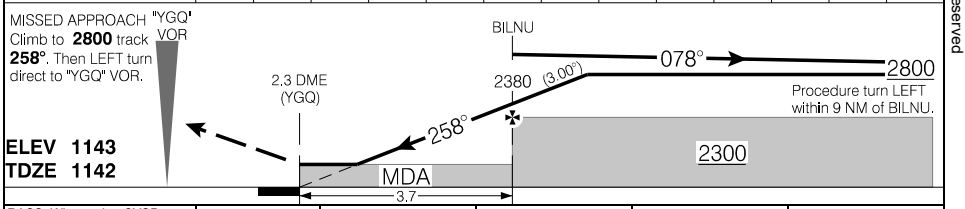
494643N 0865619W VAR 5°W

CYGQ

AWOS – **128.1**	RADIO London – **123.47**	UNICOM – **122.8** ATF		ARCAL 122.8(K)
SAFE ALT 100 NM **3400**	VOR YGQ **114.2**	APCH CRS **258°**	MIN ALT BILNU **2300**	LDA **5007**



DIST FROM DME (YGQ)	3.3	4	5	6	**7.3**	8	9	10	11	12	13	14	15
ALT (3.00° APCH PATH)	1500	1740	2060	2380	**2800**	3010	3330	3650	3970	4290	4600	4920	5240



RASS: When using CYSP add **170'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
VOR/DME	**1500** (358) 1¼			
C CIRCLING	**1540** (397) 1½	**1640** (497) 1½	**1780** (637) 2	

VOR/DME RWY 26

CYGQ

EFF 11 JUL 24

Canada Air Pilot
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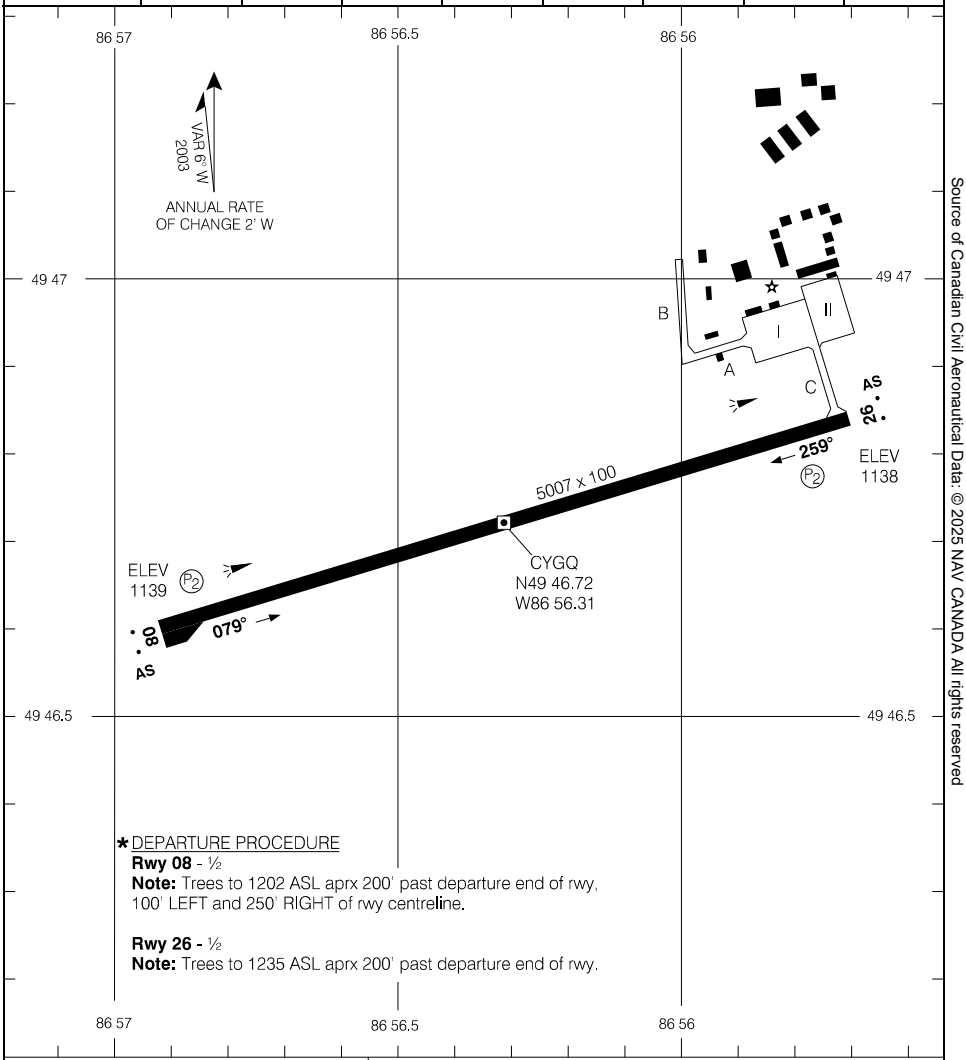
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GERALDTON (GREENSTONE REGIONAL), ON

AERODROME CHART — CYGQ

AWOS – **128.1**		UNICOM – **122.8** ATF	RADIO London – **123.47**

DECL DISTS	08	26
TORA	5007	5007
TODA	5207	5207
ASDA	5007	5007
LDA	5007	5007



★ DEPARTURE PROCEDURE

Rwy 08 - ½

Note: Trees to 1202 ASL aprx 200' past departure end of rwy, 100' LEFT and 250' RIGHT of rwy centreline.

Rwy 26 - ½

Note: Trees to 1235 ASL aprx 200' past departure end of rwy.

TAKE-OFF MINIMA	SCALE IN FEET
Rwys 08; 26: ★	1000 0 1000

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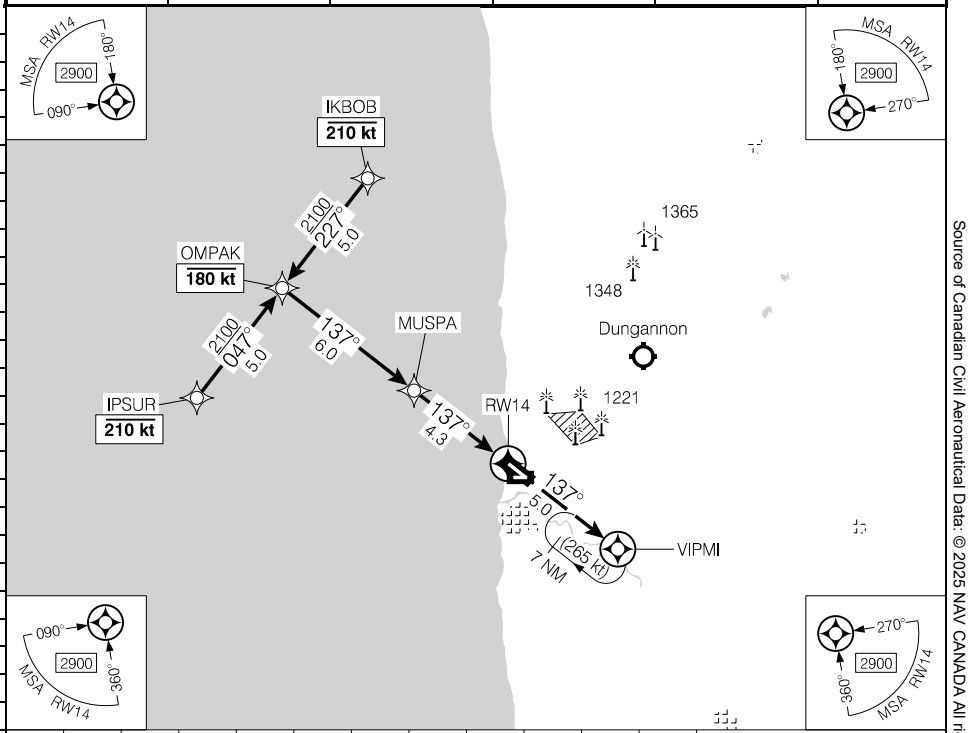
GODERICH, ON

RNAV (GNSS) RWY 14

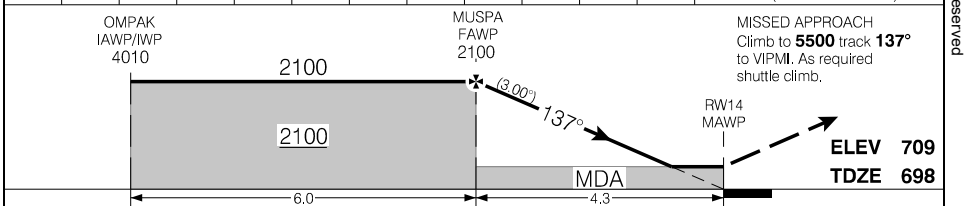
434604N 0814239W VAR 9°W

CYGD

	CTR Toronto – **135.3**	◕ UNICOM – **122.7** (AU) ATF		ARCAL 122.7(J)*
SAFE ALT 100 NM **3300**	RNAV	APCH CRS **137°**	MIN ALT MUSPA **2100**	LDA **5034**



(NM)		10.3	9	8	7	6	5	**4.3**	3	2	0.9	DIST FROM RW14
		4010	3600	3280	2970	2650	2330	**2100**	1690	1370	1020	ALT (3.00° APCH PATH)



RASS: When using CYZR add **140°**.

CATEGORY	A	B	C	D
LNAV	**1020**	(333)	1	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 14 CYGD

EFF 7 AUG 25

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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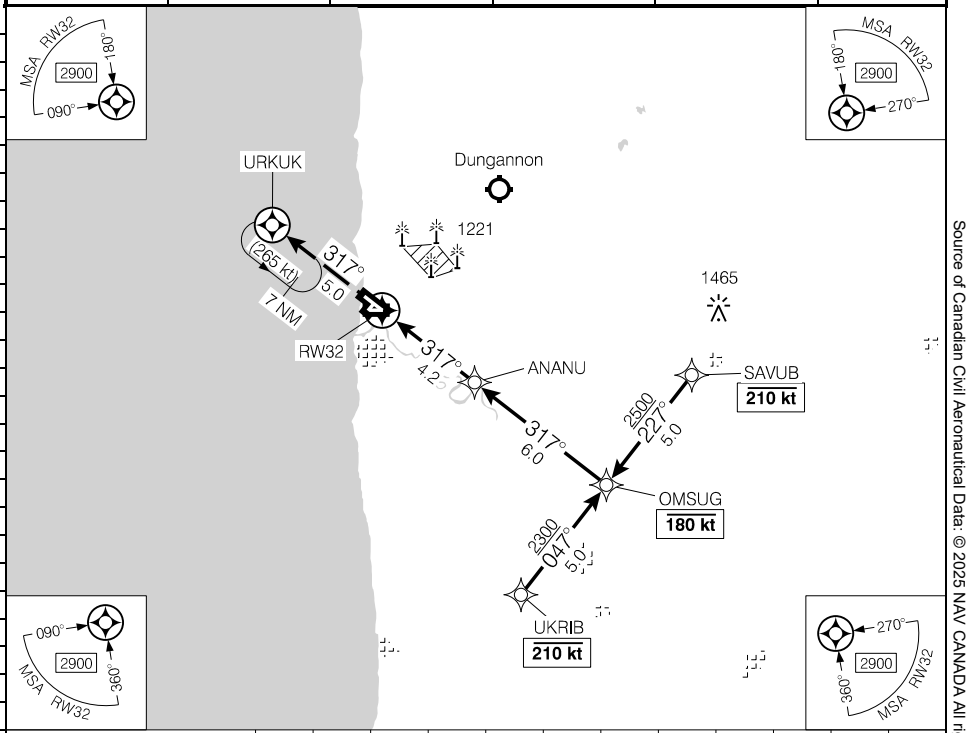
GODERICH, ON

RNAV (GNSS) RWY 32

434604N 0814239W VAR 9°W

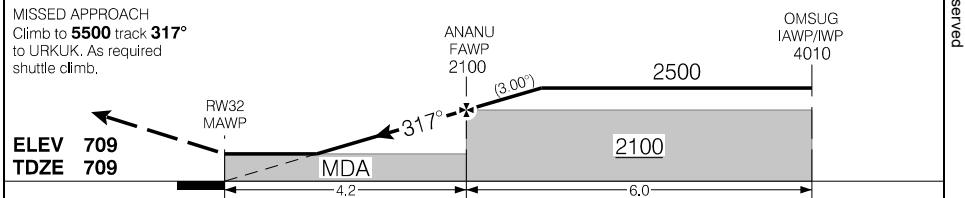
CYGD

	CTR Toronto – **135.3**	UNICOM – **122.7** (AU) ATF		ARCAL 122.7(J)*
SAFE ALT 100 NM **3300**	RNAV	APCH CRS **317°**	MIN ALT ANANU **2100**	LDA **5034**



DIST FROM RW32		1.6	3	4	**5.5**	6	7	8	9	10.2		
ALT (3.00° APCH PATH)		1260	1710	2030	**2500**	2670	2990	3310	3630	4010		

MISSED APPROACH
Climb to **5500** track **317°** to URKUK. As required shuttle climb.



RASS: When using CYZR add **140'**.

CATEGORY	A	B	C	D
LNAV	**1260**		(551)	1¾

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

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Departure Procedure

Rwy 10 – ½: NO LEFT turn below **1300**.

Note: Road to 766 ASL aprx 900' past departure end of rwy. Trees to 801 ASL aprx 450' past departure end of rwy, 400' LEFT of rwy centreline. Trees to 801 ASL aprx 1000' past departure end of rwy, 250' RIGHT of rwy centreline.

Rwy 14 – ½: NO RIGHT turn below **1300**.

Note: Road to 766 ASL aprx 450' past departure end of rwy, both LEFT and RIGHT of rwy centreline. Trees to 801 ASL aprx 0.2 NM past departure end of rwy, both LEFT and RIGHT of rwy centreline.

Rwy 28 – ½:

Note: Buildings to 749 ASL abeam departure end of rwy, 450' LEFT of rwy centreline. Trees to 769 ASL aprx 800' past departure end of rwy, 400' RIGHT of rwy centreline. Trees to 769 ASL aprx 0.2 NM past departure end of rwy, both LEFT and RIGHT of rwy centreline.

Rwy 32 – ½:

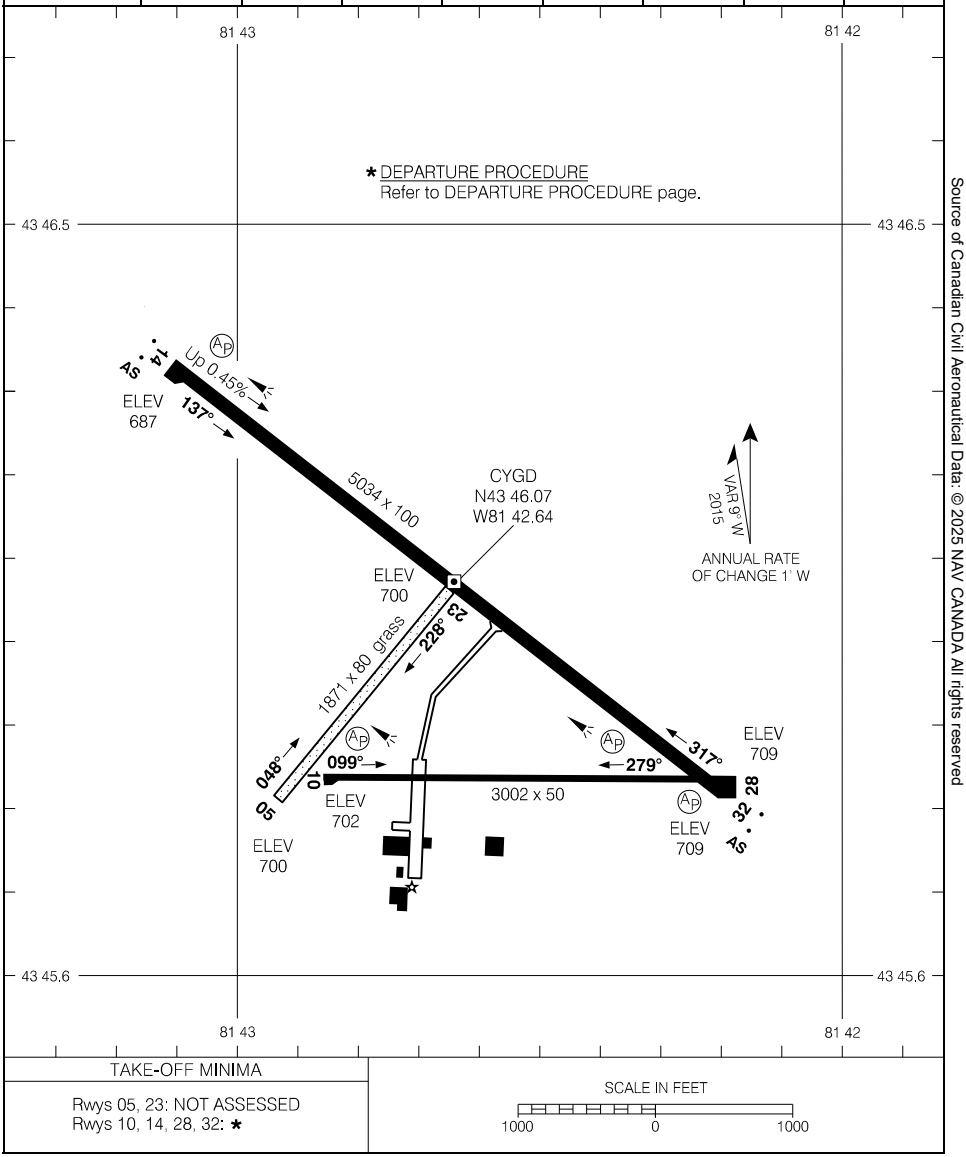
Note: Trees to 713 ASL abeam departure end of rwy, both LEFT and RIGHT of rwy centreline.

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GODERICH, ON

AERODROME CHART — CYGD

			UNICOM – **122.7** (AU) ATF		CTR Toronto – **135.3**			
DECL DISTS	**05**	**23**	**10**	**28**	**14**	**32**		
TORA	1871	1871	3002	3002	5034	5034		
TODA	1871	1871	3002	3002	5034	5034		
ASDA	1871	1871	3002	3002	5034	5034		
LDA	1871	1871	3002	3002	5034	5034		



TAKE-OFF MINIMA
Rwys 05, 23: NOT ASSESSED Rwys 10, 14, 28, 32: *

SCALE IN FEET
1000 0 1000

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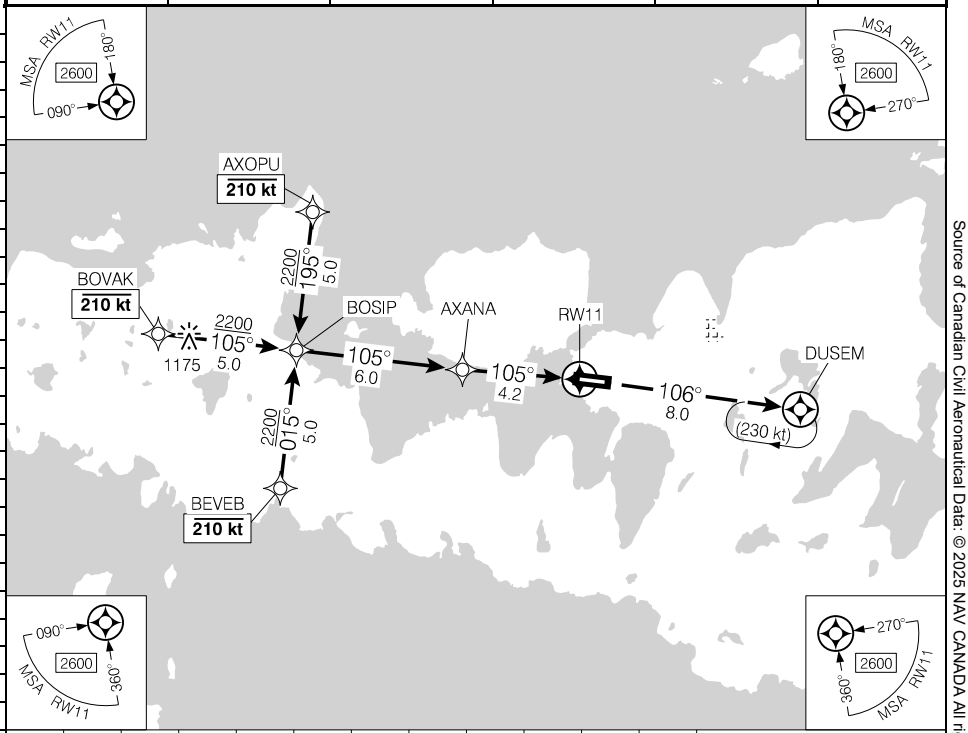
GORE BAY-MANITOULIN, ON

RNAV (GNSS) RWY 11

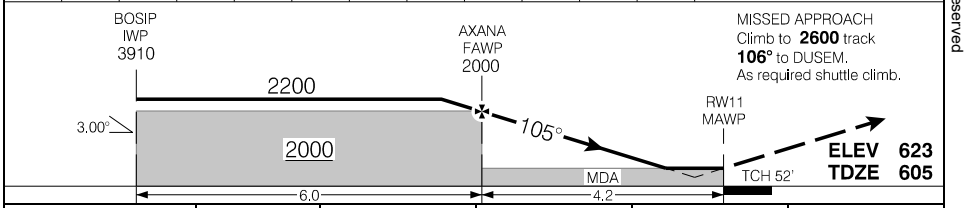
455303N 0823406W VAR 9°W

CYZE

AUTO – **128.72**	CTR Toronto – **135.4** RADIO London – **126.7**	UNICOM – **122.8** ATF		ARCAL 122.8(K) P1
SAFE ALT 100 NM **3500**	WAAS **Ch 81009** W11A	APCH CRS **105°**	MIN ALT AXANA **2000**	LDA **5500**



		10.2	9	8	7	6	**4.9**	4	3	2	1.0	DIST FROM RW11
		3910	3520	3200	2880	2560	**2200**	1930	1610	1290	960	ALT (3.00° APCH PATH)



CATEGORY	A	B	C	D
LPV	**852**	(250)	1	
LNAV	**960**	(358)	1¼	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 11

CYZE

EFF 3 NOV 22

Canada Air Pilot
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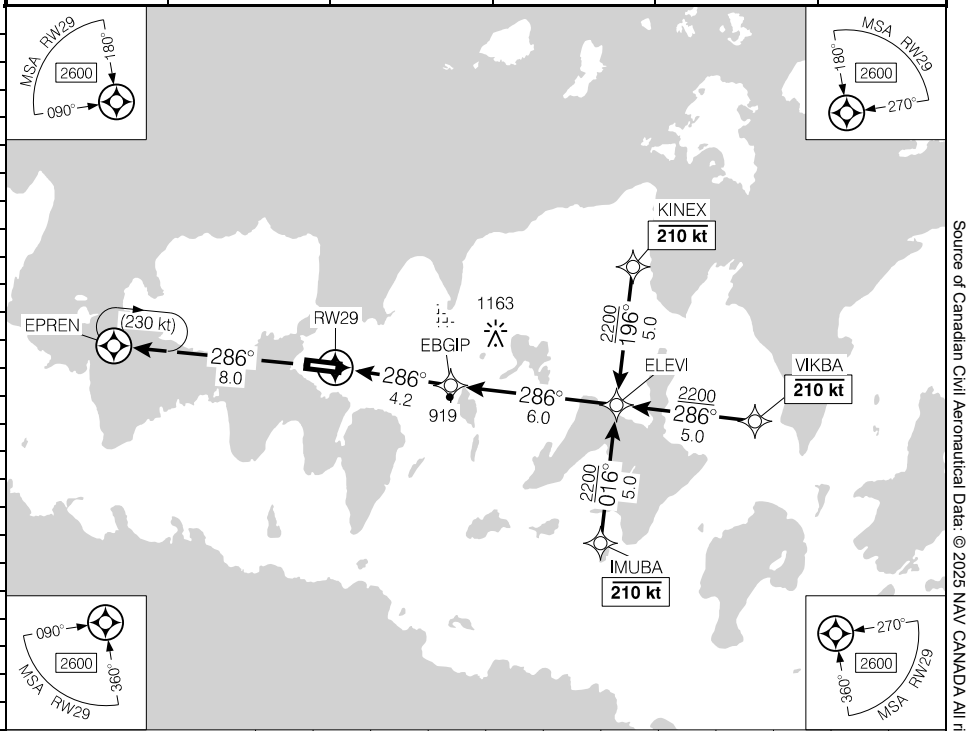
GORE BAY-MANITOULIN, ON

RNAV (GNSS) RWY 29

455303N 0823406W VAR 9°W

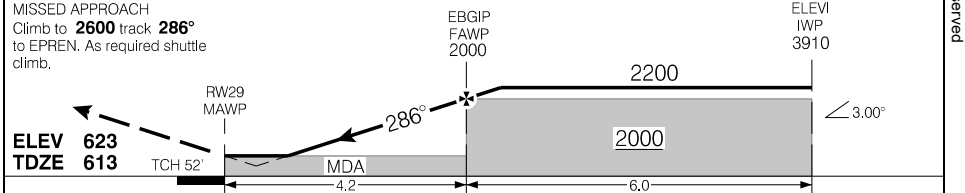
CYZE

AUTO – **128.72**	CTR Toronto – **135.4** RADIO London – **126.7**	UNICOM – **122.8** ATF		ARCAL 122.8(K) P1
SAFE ALT 100 NM **3500**	WAAS **Ch 81011** W29A	APCH CRS **286°**	MIN ALT EBGIP **2000**	LDA **5500**



DIST FROM RW29	1.1	2	3	4	**4.8**	6	7	8	9	10.2
ALT (3.00° APCH PATH)	1020	1300	1620	1940	**2200**	2580	2890	3210	3530	3910

MISSED APPROACH
Climb to **2600** track **286°**
to EPREN. As required shuttle climb.



CATEGORY	A	B	C	D
LPV	**863**	(250)	1	
LNAV	**1020**	(407)	1¼	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

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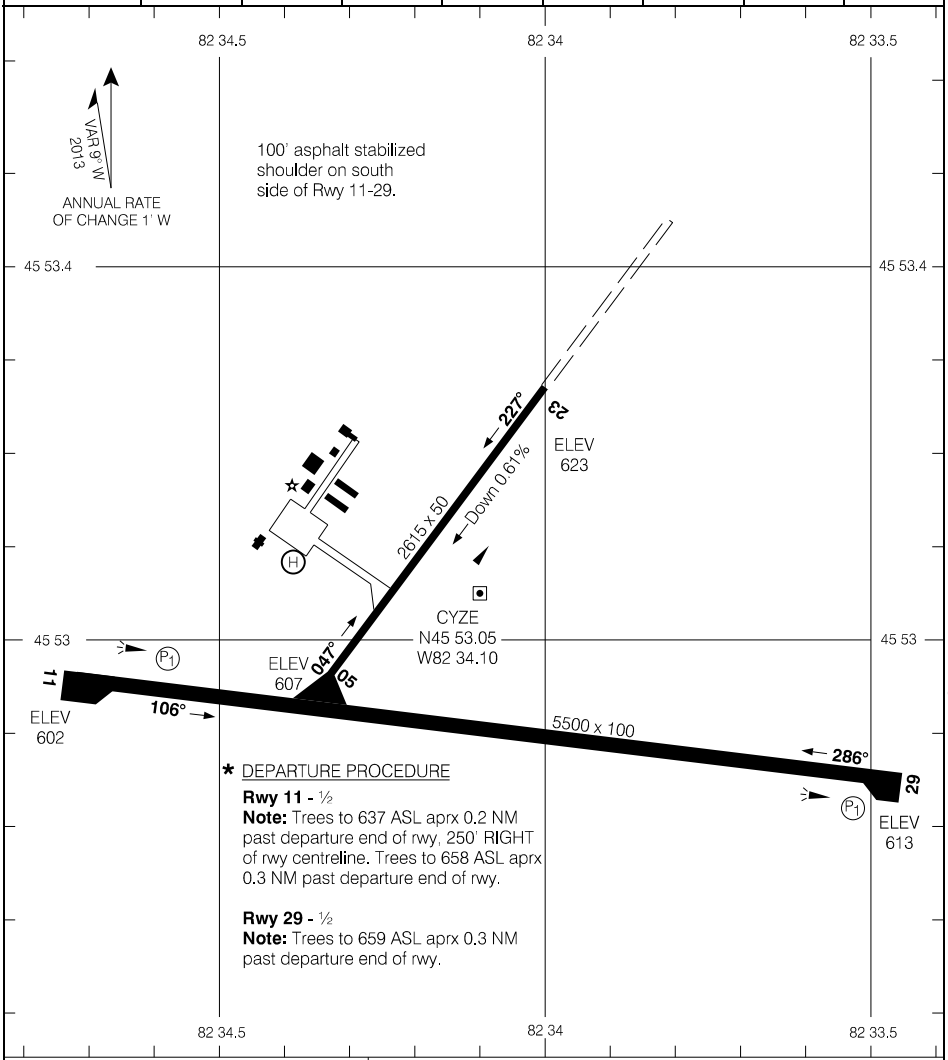
Canada Air Pilot
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GORE BAY-MANITOULIN, ON

AERODROME CHART — CYZE

AWOS – **128.72**		UNICOM – **122.8** ATF	CTR Toronto – **135.4** RADIO London – **126.7**

DECL DISTS	11	29	05	23				
TORA	5500	5500	2615	2615				
TODA	6484	6484	2615	2615				
ASDA	5500	5550	2615	2615				
LDA	5500	5500	2615	2615				



TAKE-OFF MINIMA
Rwy 05; 23: NOT ASSESSED Rwy 11; 29: *

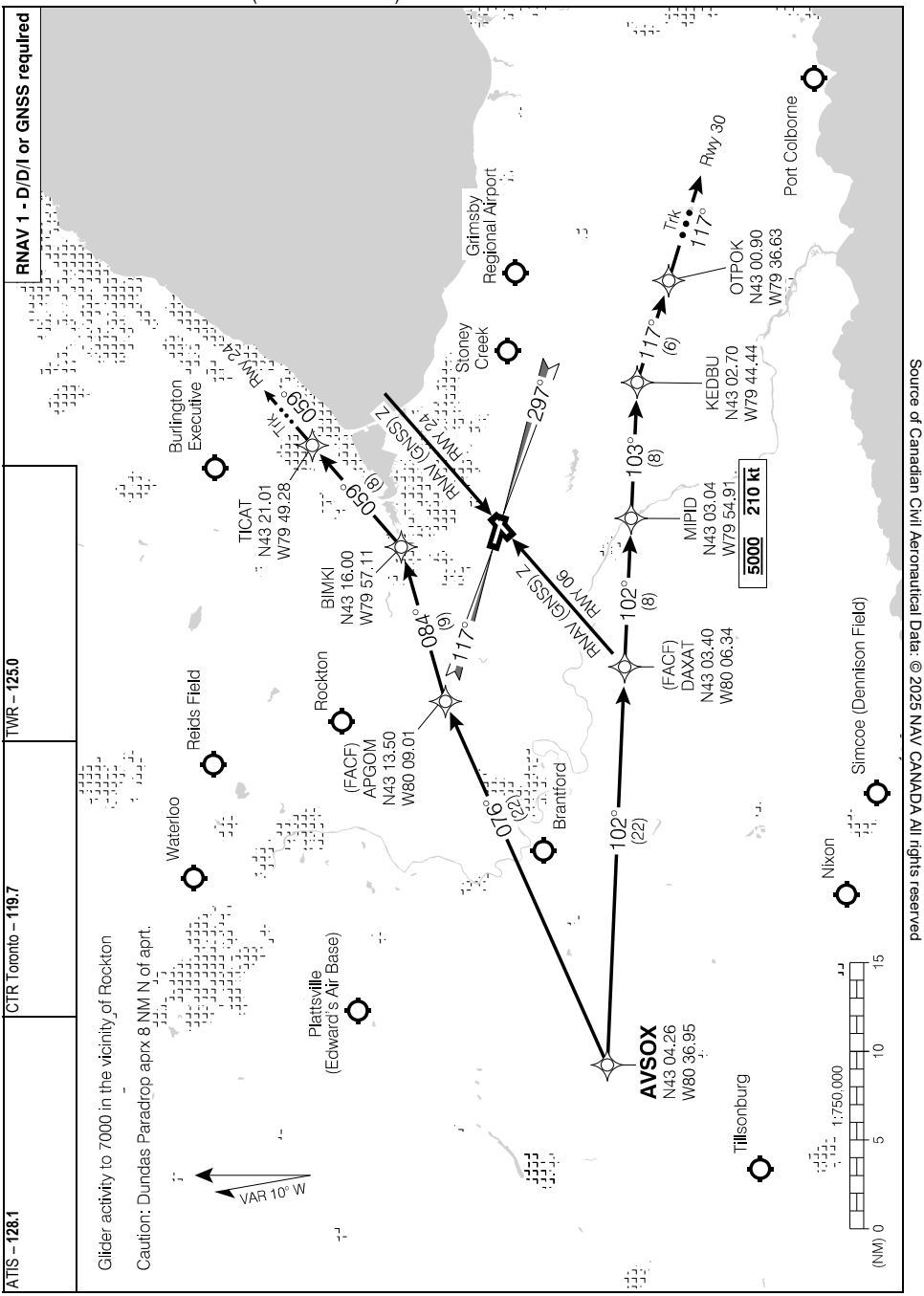
SCALE IN FEET
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STAR (RNAV)

AVSOX THREE ARR (AVSOX.AVSOX3)

HAMILTON, ON
CYHM



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AVSOX THREE ARR (AVSOX.AVSOX3)

EFF 12 JUN 25

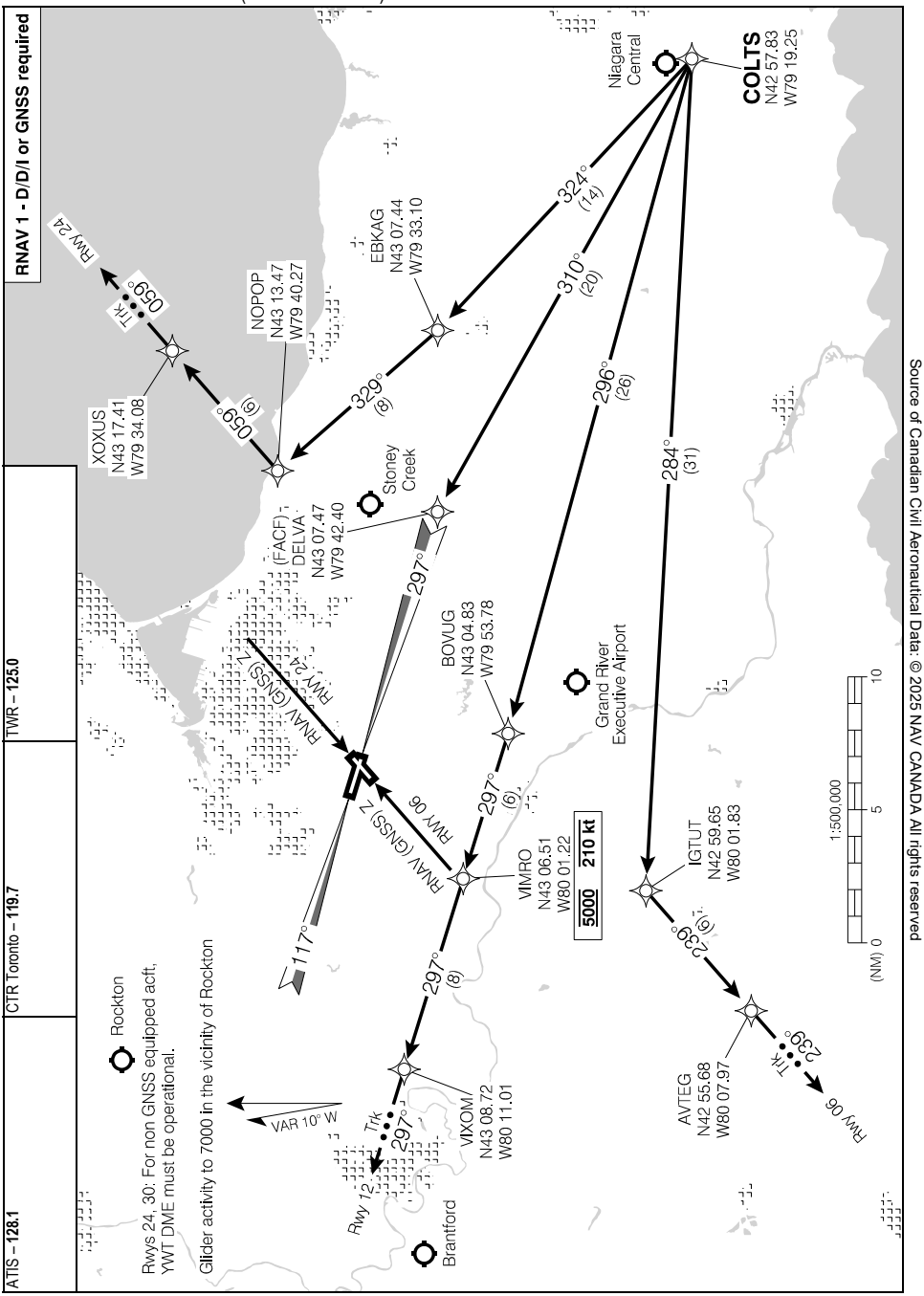
CYHM

Canada Air Pilot
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STAR (RNAV)

COLTS EIGHT ARR (COLTS.COLTS8)

HAMILTON, ON
CYHM



COLTS EIGHT ARR (COLTS.COLTS8)

CYHM

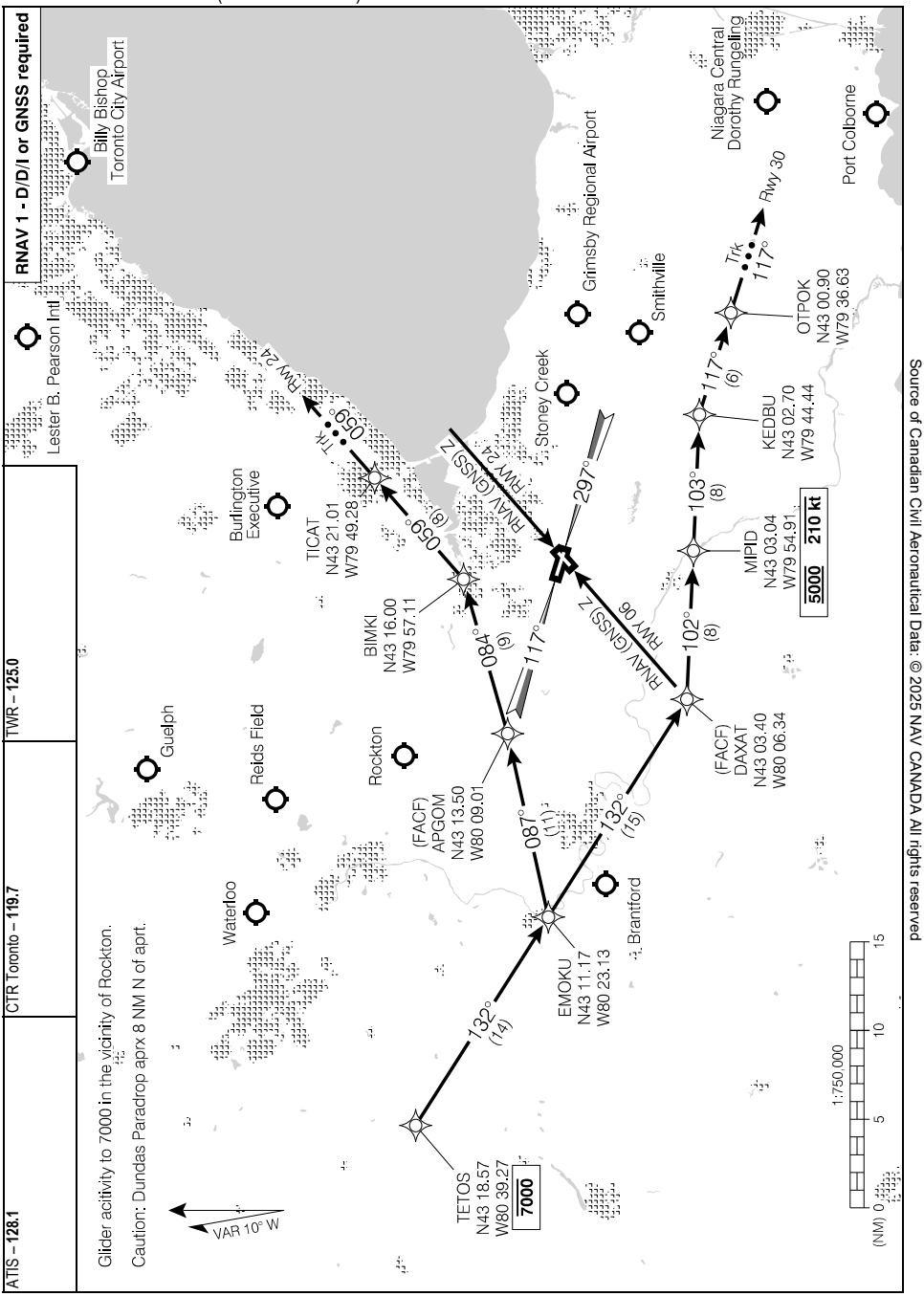
EFF 12 JUN 25

Canada Air Pilot
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STAR (RNAV)

TETOS ONE ARR (TETOS.TETOS1)

HAMILTON, ON
CYHM



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TETOS ONE ARR (TETOS.TETOS1)

EFF 12 JUN 25

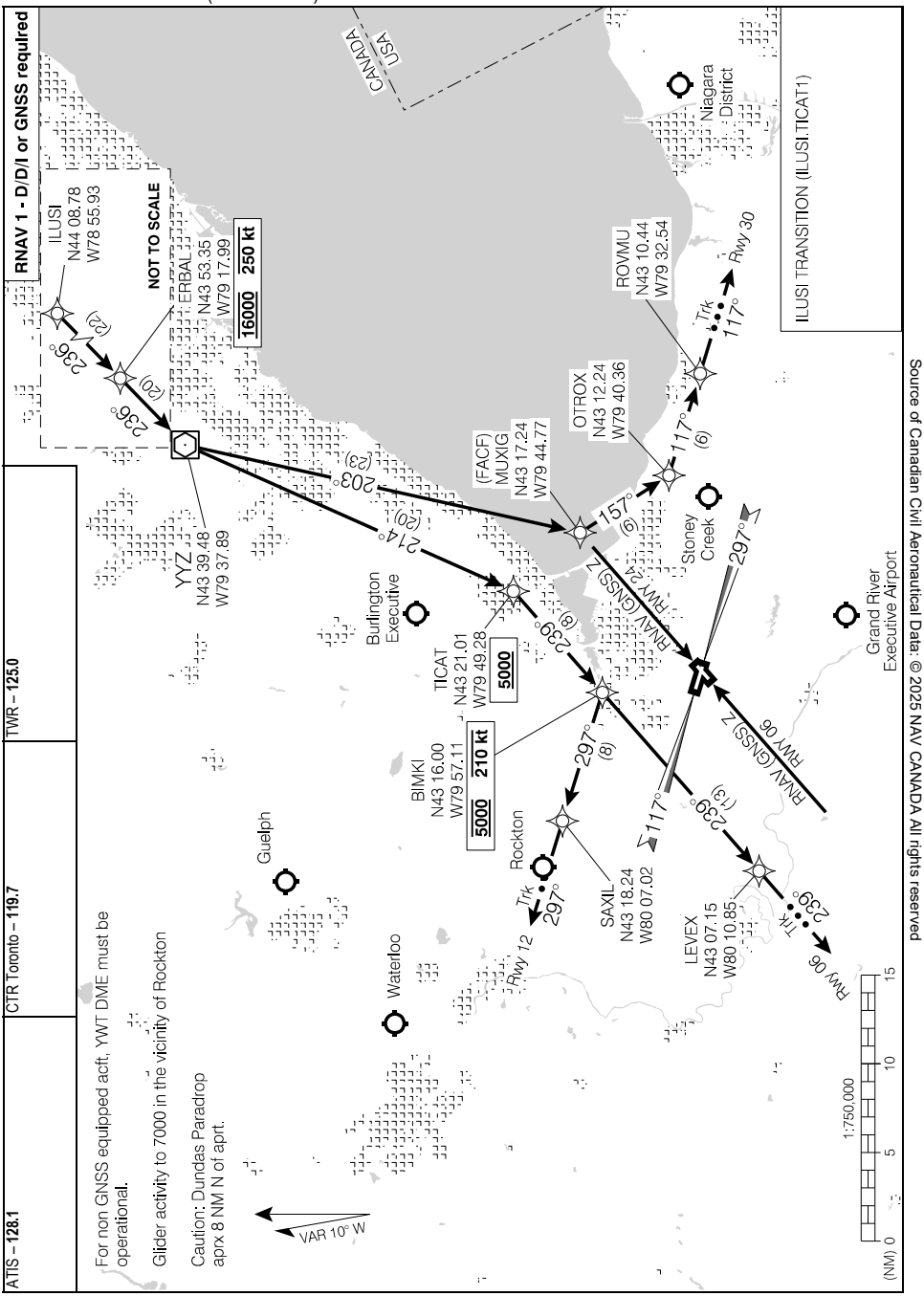
CYHM

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

STAR (RNAV)

TICAT ONE ARR (YYZ.TICAT1)

HAMILTON, ON
CYHM



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TICAT ONE ARR (YYZ.TICAT1)

CYHM

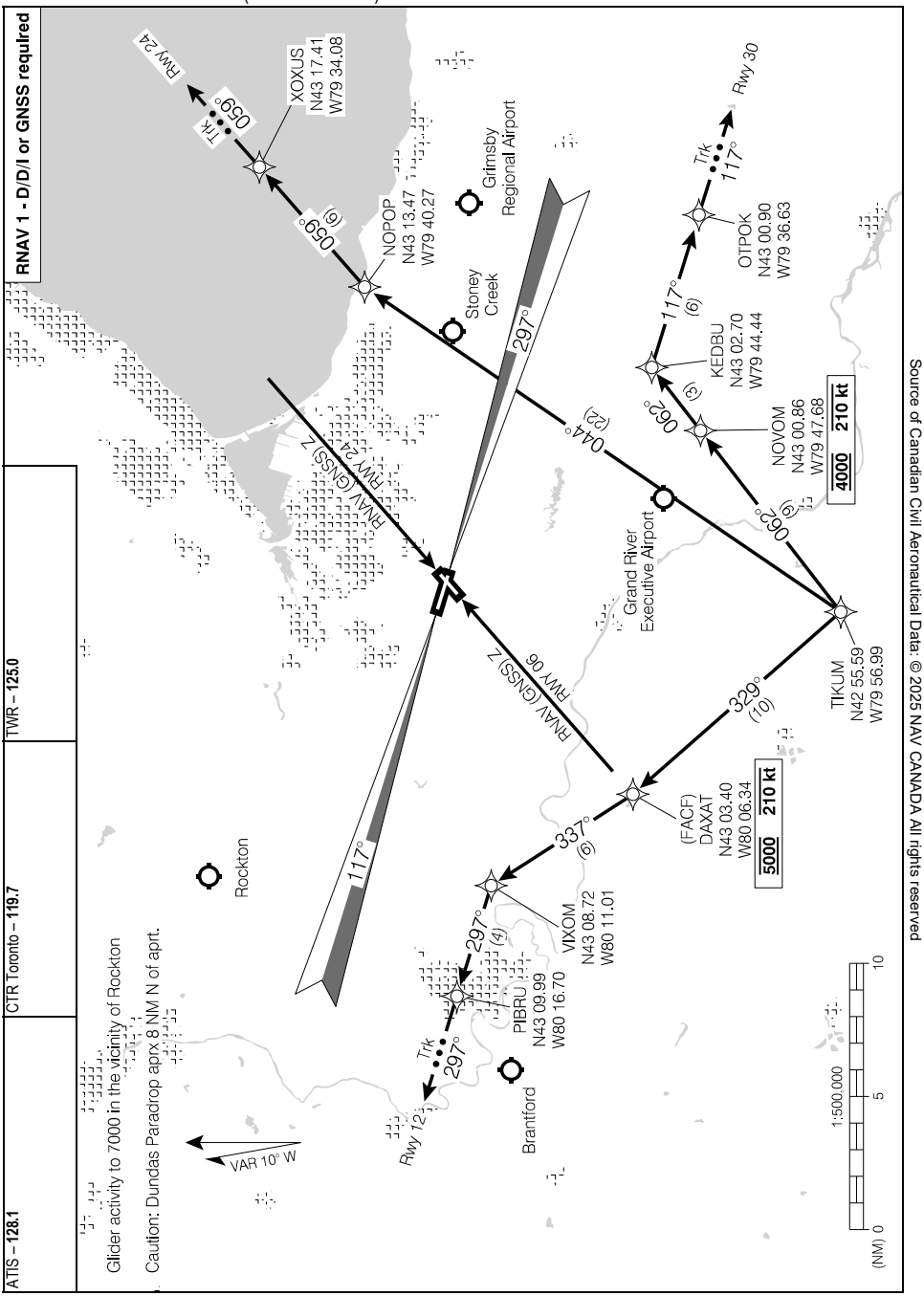
EFF 12 JUN 25

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

STAR (RNAV)

TIKUM THREE ARR (TIKUM.TIKUM3)

HAMILTON, ON
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TIKUM THREE ARR (TIKUM.TIKUM3)

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Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

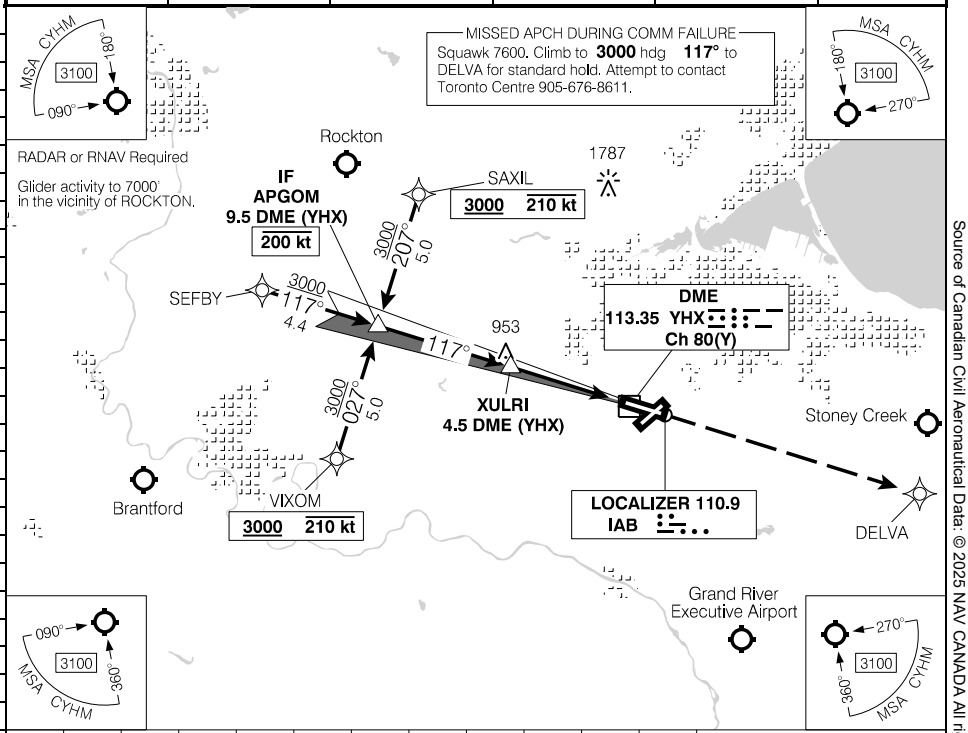
ILS RWY 12

HAMILTON, ON
CYHM

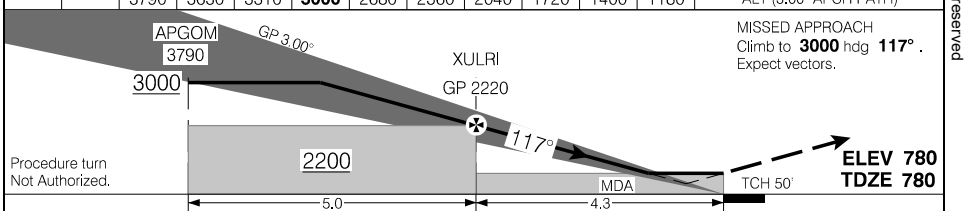
431025N 0795606W VAR 10°W

ATIS – 128.1	CTR Toronto – 119.7	TWR – 125.0	GND – 121.6	TDZL

SAFE ALT 100 NM	LOC IAB	APCH CRS	GP XULRI	LDA
4900	110.9	117°	2220	8398



		9.5	9	8	7.0	6	5	4	3	2	1.3	DIST FROM DME (YHX)
		3790	3630	3310	3000	2680	2360	2040	1720	1400	1180	ALT (3.00° APCH PATH)



CATEGORY	A	B	C	D
ILS/DME	980 (200) ½ RVR 26			
LOC/DME	1180 (400) 1 RVR 50			
C CIRCLING	1280 (500) 1½		1280 (500) 2	1340 (560) 2

XULRI to MAP 4.3 NM

Knots	ft/min	Min:Sec
70	370	3:41
90	480	2:52
110	580	2:21
130	690	1:59
150	800	1:43

ILS RWY 12
CYHM

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Canada Air Pilot
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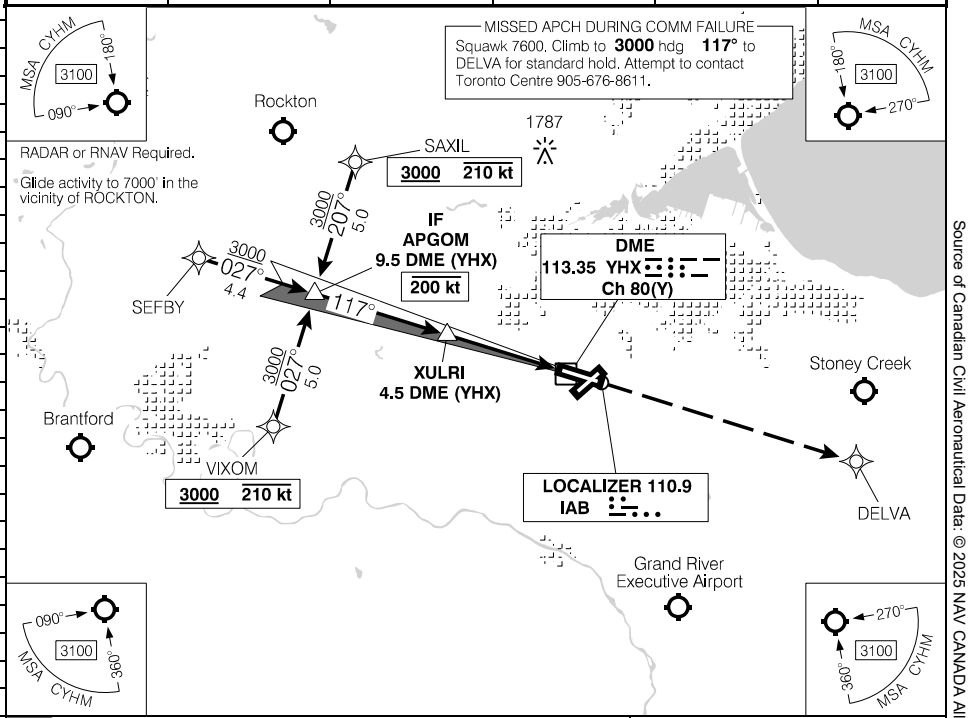
ILS CAT II RWY 12

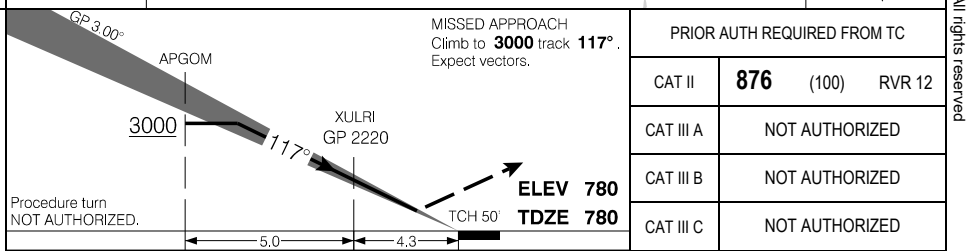
431025N 0795606W VAR 10°W

CYHM

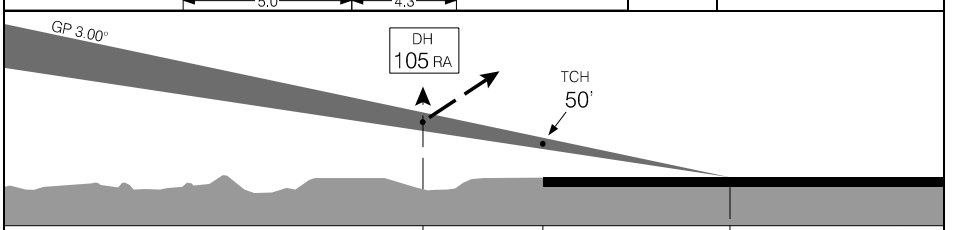
ATIS – 128.1	CTR Toronto – 119.7	TWR – 125.0	GND – 121.6	TDZL

SAFE ALT 100 NM	LOC IAB	APCH CRS	GP XULRI	LDA
4900	110.9	117°	2220	8398





PRIOR AUTH REQUIRED FROM TC			
CAT II	876	(100)	RVR 12
CAT III A	NOT AUTHORIZED		
CAT III B	NOT AUTHORIZED		
CAT III C	NOT AUTHORIZED		



ILS CAT II RWY 12

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EFF 27 NOV 25

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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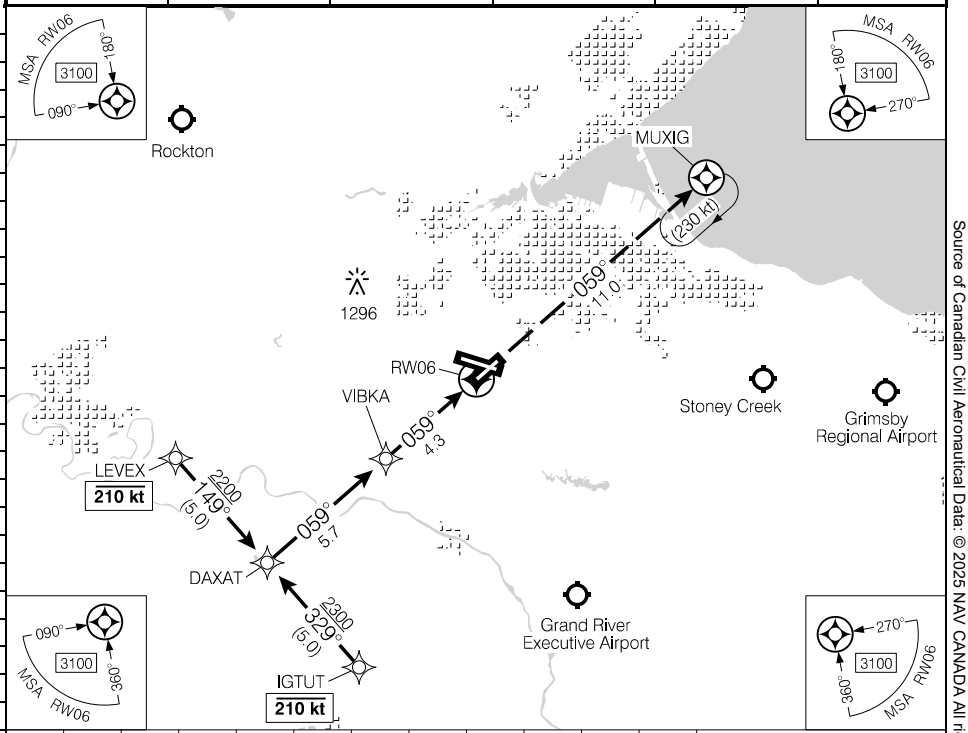
RNAV (GNSS) Z RWY 06

431025N 0795606W VAR 10°W

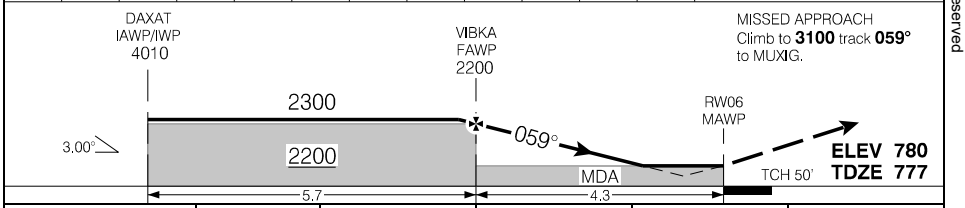
CYHM

ATIS – **128.1**	CTR Toronto – **119.7**	TWR – **125.0**	GND – **121.6**	P2

SAFE ALT 100 NM	WAAS	APCH	MIN ALT	LDA
4900	**Ch 80451** W06A	CRS **059°**	VIBKA **2200**	**6010**



		10	9	8	7	6	5	**4.6**	3	2	1.4	DIST FROM RW06
		4010	3690	3370	3050	2730	2410	**2300**	1780	1460	1280	ALT (3.00° APCH PATH)



CATEGORY	A	B	C	D
LPV	**1271**	(500)	1¾	
LNAV/VNAV (min. -21°C, max. 54°C)	**1271**	(500)	1¾	
LNAV	**1280**	(509)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) Z RWY 06 CYHM

EFF 31 OCT 24

Canada Air Pilot
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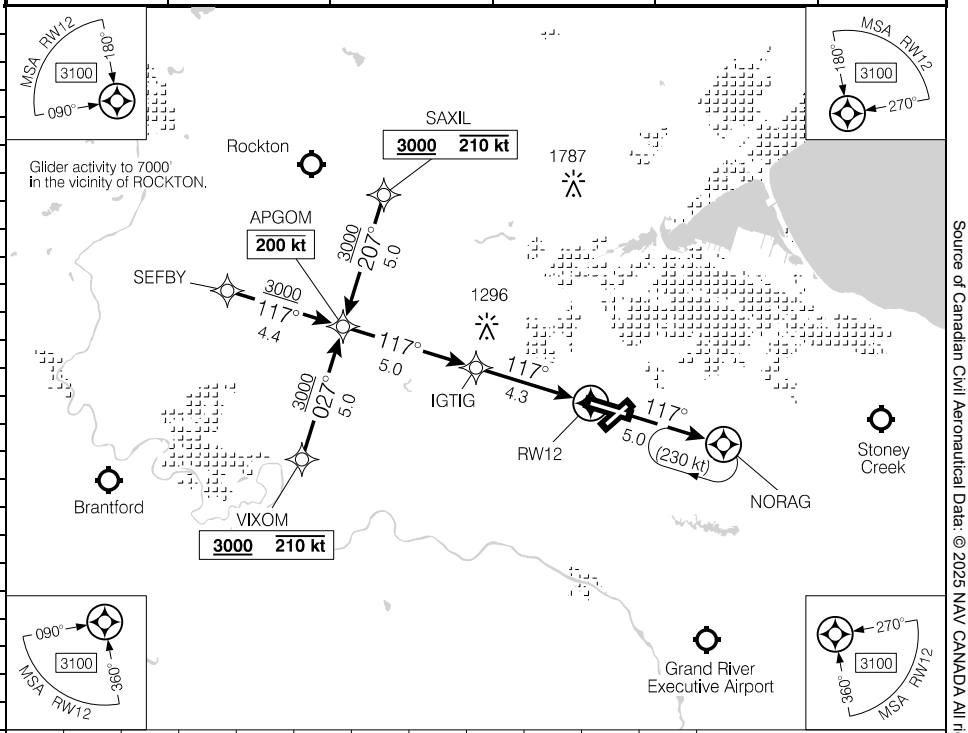
RNAV (GNSS) Z RWY 12

431025N 0795606W VAR 10°W

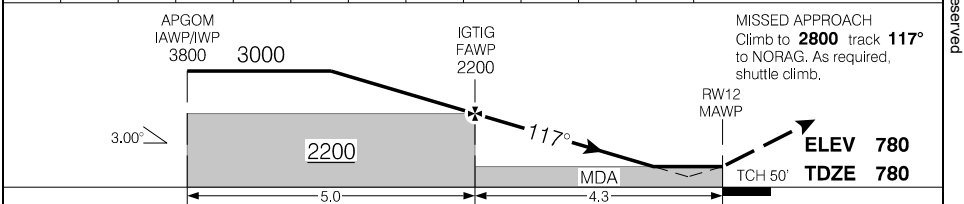
CYHM

ATIS – **128.1**	CTR Toronto – **119.7**	TWR – **125.0**	GND – **121.6**	TDZL

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT IGTIG	LDA
4900	**Ch 80789** W12A	**117°**	**2200**	**8398**



(NM)				9.3	8	**6.8**	6	5	4	3	2	1.2	DIST FROM RW12
				3800	3380	**3000**	2740	2420	2100	1780	1460	1220	ALT (3.00° APCH PATH)



CATEGORY	A	B	C	D
LPV	**976**	(200)	½ RVR 26	
LNAV/VNAV (min. -20°C, max. 54°C)	**1278**	(503)	1¼	
LNAV	**1220**	(445)	1 RVR 50	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) Z RWY 12 CYHM

EFF 31 OCT 24

Canada Air Pilot
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RNAV (RNP) Y RWY 12

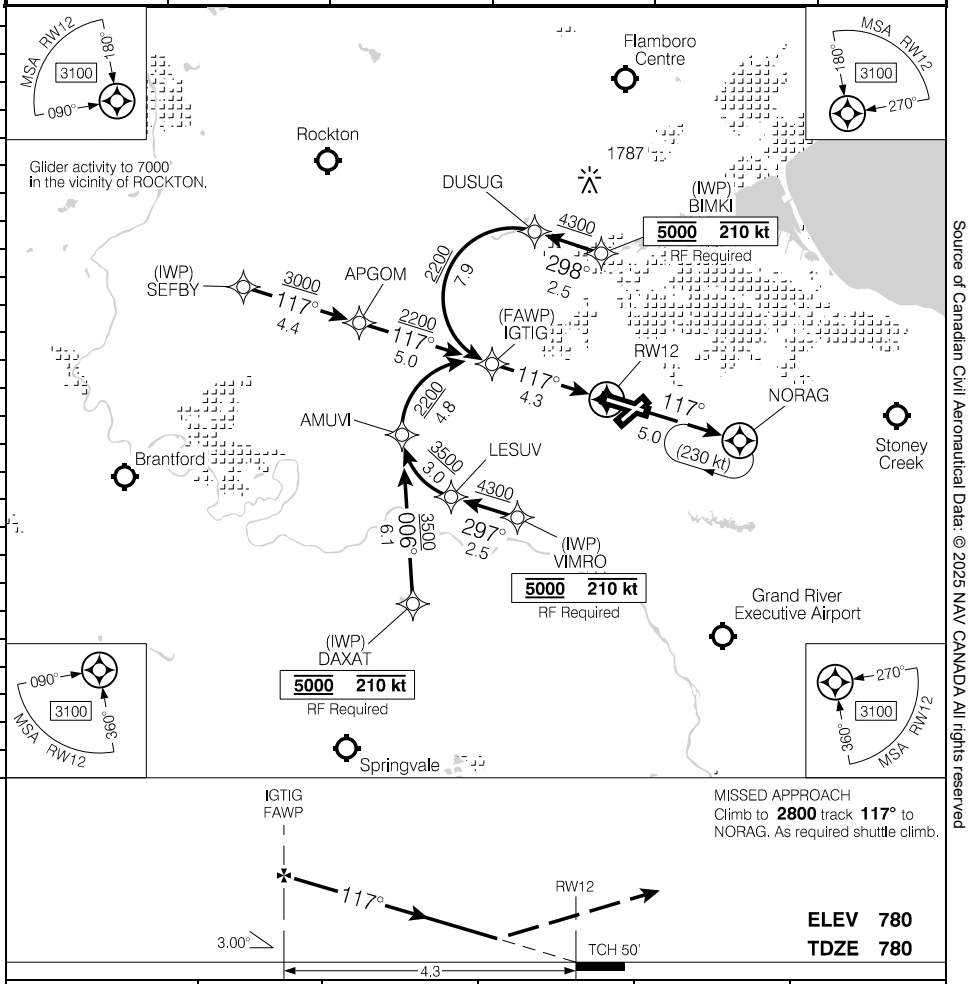
431025N 0795606W VAR 10°W

CYHM

ATIS – **128.1**	CTR Toronto – **119.7**	TWR – **125.0**	GND – **121.6**

TDZL

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT IGTIG	LDA
4900		**117°**	**2200**	**8398**



	CATEGORY	A	B	C	D
	RNP 0.10	**1076**	(301)	1 RVR 50	
AUTHORIZATION REQUIRED (min. -20° C) (max. 54° C)	**RNP 0.30**	**1138**	(363)	1 RVR 50	

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Canada Air Pilot
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HAMILTON, ON

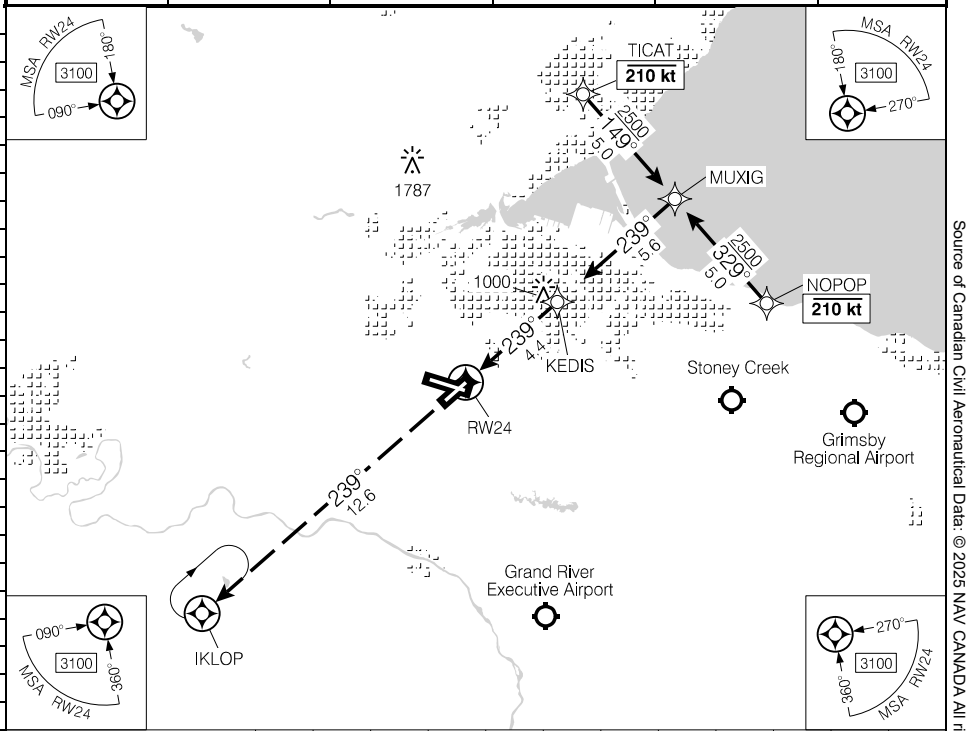
RNAV (GNSS) Z RWY 24

431025N 0795606W VAR 10°W

CYHM

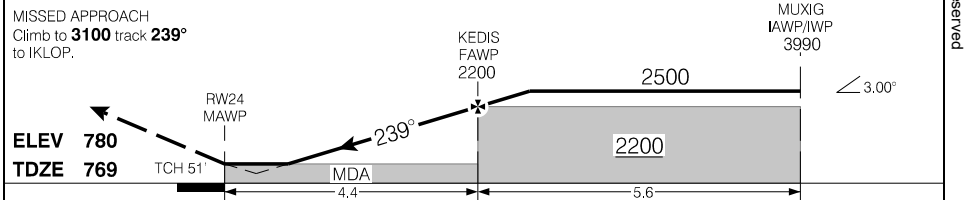
ATIS – **128.1**	CTR Toronto – **119.7**	TWR – **125.0**	GND – **121.6**

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT KEDIS	LDA
4900	**Ch 80452** W24A	**239°**	**2200**	**6010**



DIST FROM RW24	1.1	2	3	4	**5.3**	6	7	8	9	10		
ALT (3.00° APCH PATH)	1160	1440	1760	2080	**2500**	2720	3040	3350	3670	3990		

MISSED APPROACH
Climb to **3100** track **239°**
to IKLOP.



Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**1017**	(262)	1	
LNAV/VNAV (min. -20°C, max. 54°C)	**1039**	(284)	1	
LNAV	**1160**	(405)	1¼	

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Canada Air Pilot
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HAMILTON, ON

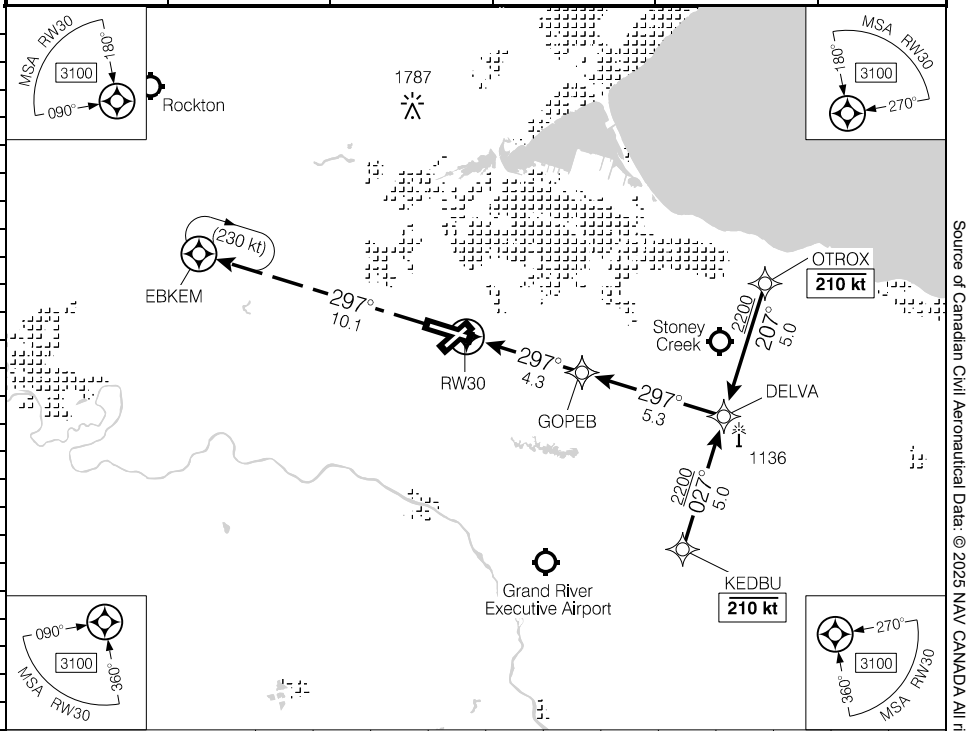
RNAV (GNSS) Z RWY 30

431025N 0795606W VAR 10°W

CYHM

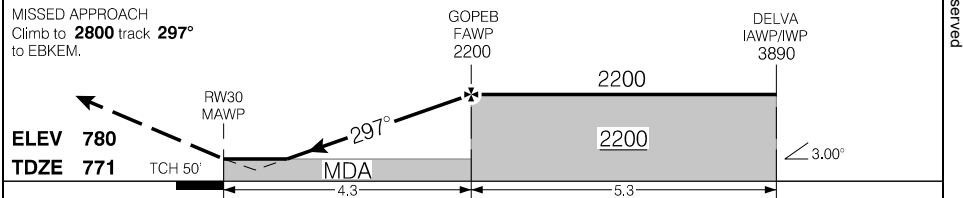
ATIS – **128.1**	CTR Toronto – **119.7**	TWR – **125.0**	GND – **121.6**

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT GOPEB	LDA
4900	**Ch 80453** W30A	**297°**	**2200**	**10006**



DIST FROM RW30	1.1	2	3	**4.3**	5	6	7	8	9	9.6		
ALT (3.00° APCH PATH)	1160	1450	1770	**2200**	2410	2730	3050	3370	3680	3890		

MISSED APPROACH
Climb to **2800** track **297°**
to EBKEM.



CATEGORY	A	B	C	D
LPV	**1016**	(251)	1	
LNAV/VNAV (min. -21°C, max. 54°C)	**1073**	(308)	1	
LNAV	**1160**	(395)	1¼	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) Z RWY 30 CYHM

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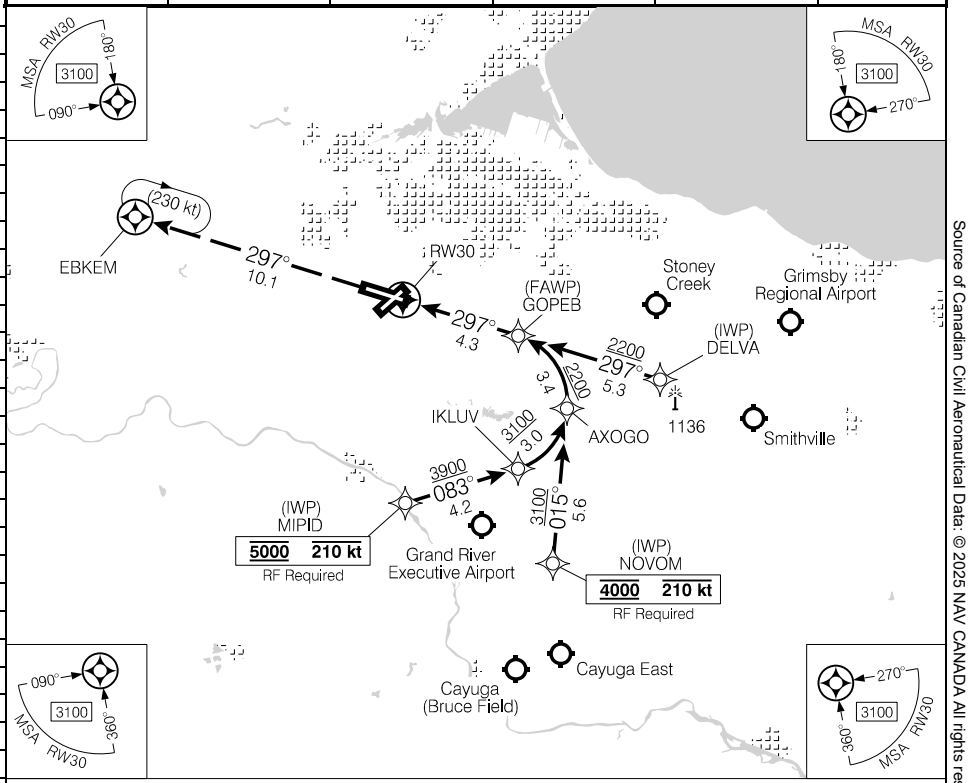
RNAV (RNP) Y RWY 30

431025N 0795606W VAR 10°W

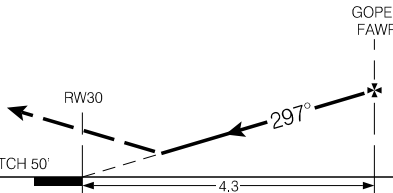
CYHM

ATIS – **128.1**	CTR Toronto – **119.7**	TWR – **125.0**	GND – **121.6**	
				P3 AS

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT GOPEB	LDA
4900		**297°**	**2200**	**10006**



MISSED APPROACH
Climb to **2800** track **297°** to EBKEM.



ELEV 780
TDZE 771

	CATEGORY	A	B	C	D
	RNP 0.30	**1079**	(314)	1	
AUTHORIZATION REQUIRED (min. -21° C) (max. 54° C)					

RNAV (RNP) Y RWY 30 CYHM

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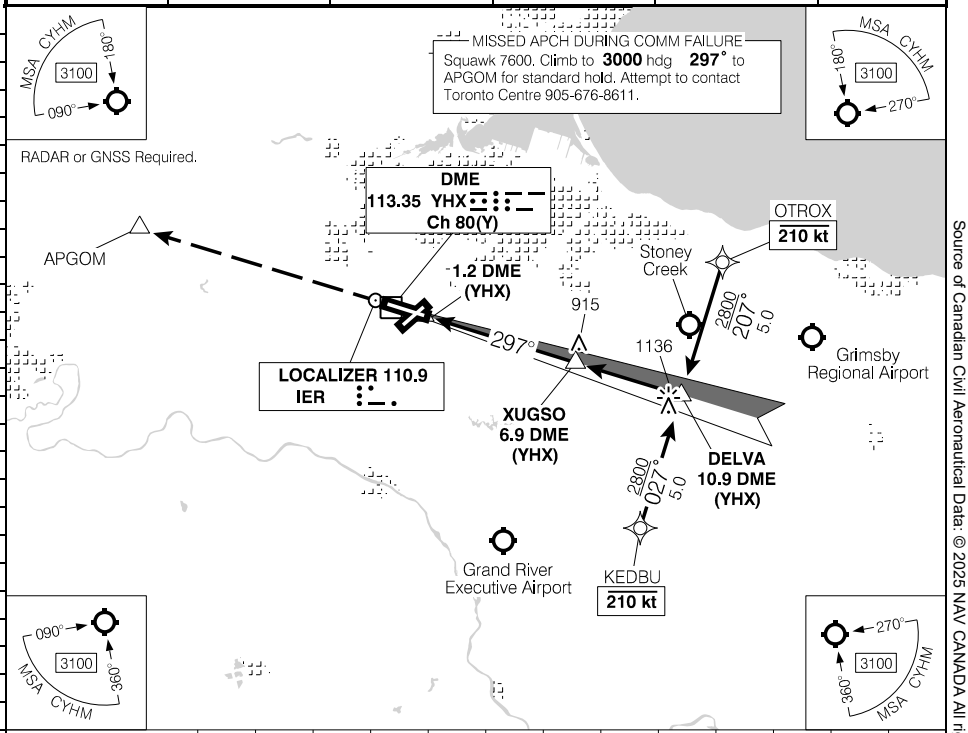
LOC RWY 30

431025N 0795606W VAR 10°W

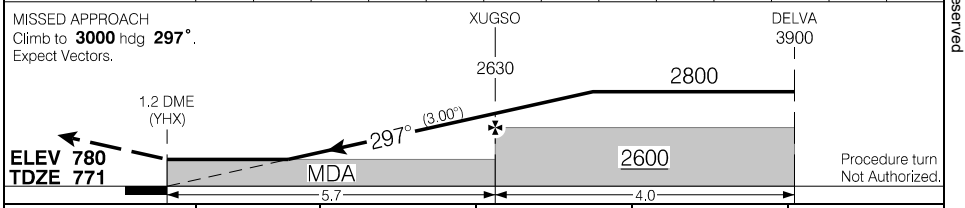
CYHM

ATIS – 128.1	CTR Toronto – 119.7	TWR – 125.0	GND – 121.6	
				P3 AS

SAFE ALT 100 NM	LOC IER	APCH CRS	MIN ALT XUGSO	LDA
4900	110.9	297°	2600	10006



DIST FROM DME (YHX)		2.1	3	4	5	6	7.4	8	9	10	10.9		
ALT (3.00° APCH PATH)		1100	1380	1700	2020	2340	2800	2980	3290	3610	3900		



CATEGORY	A	B	C	D
LOC/DME	1100	(329)	1	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

LOC RWY 30

CYHM

EFF 27 NOV 25

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Departure Route Description

All rwys: Maintain **4000**.

Rwy 06: Climb hdg **059**° to **4000**. Expect radar vectors to assigned route.

Rwy 12: Climb hdg **117**° to **4000**. Expect radar vectors to assigned route.

Rwy 24: Climb hdg **239**° to **4000**. Expect radar vectors to assigned route.

Note: Noise abatement procedures in effect.

Communication Failure

On recognition of failure 5 minutes or less after take-off and in IFR weather conditions proceed as follows:

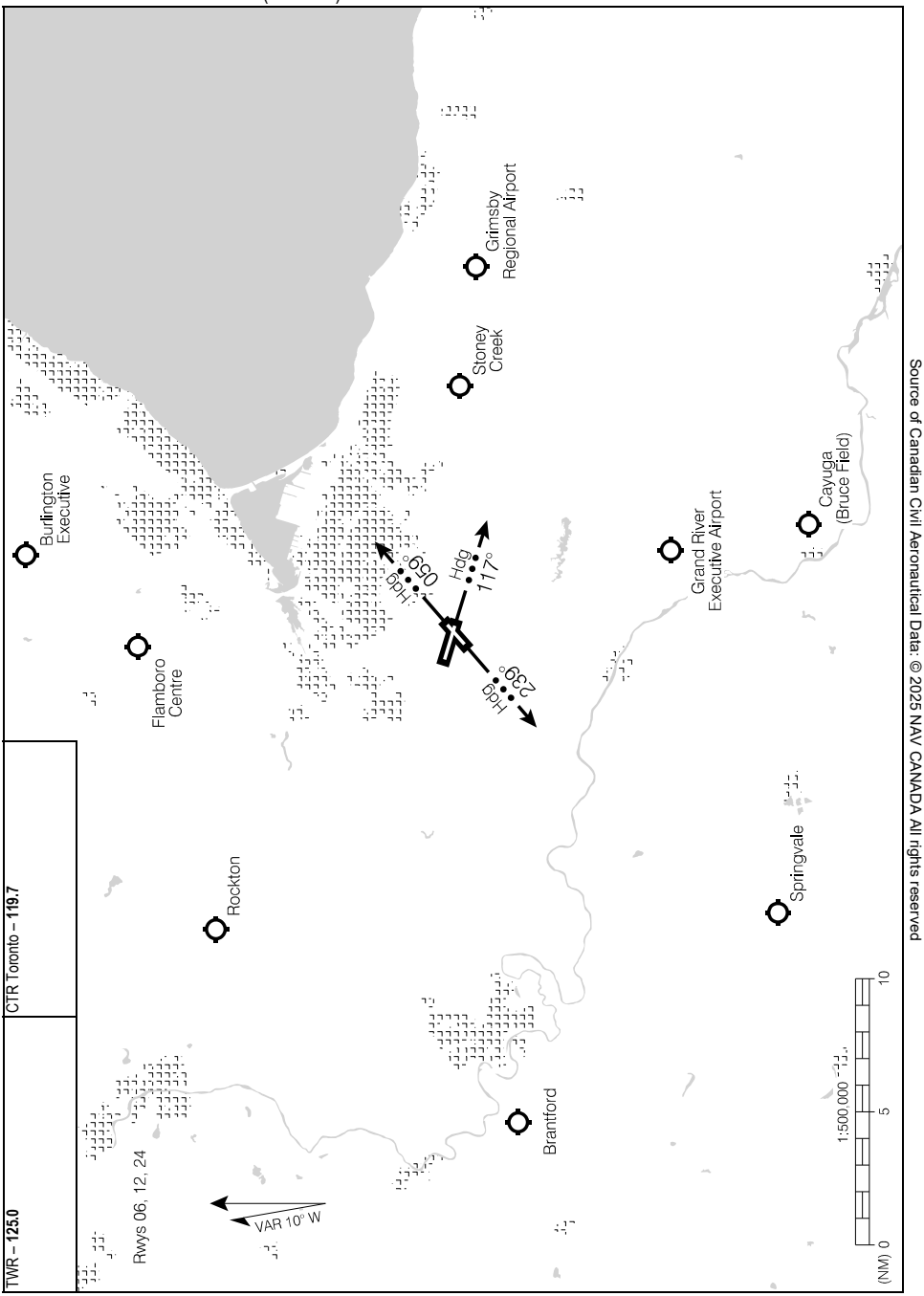
1. Select transponder code 7600.
2. Proceed directly on course.
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure.
4. Climb to flight planned altitude.

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SID (VECTOR)

HAMILTON ONE DEP (CYHM1.)

HAMILTON, ON
CYHM



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HAMILTON ONE DEP (CYHM1.)

CYHM

EFF 17 APR 25

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

Departure Route Description

Rwy 30: Climb hdg **297**° to **1300**. Then climbing LEFT turn hdg **260**° to **4000**. Expect radar vectors to assigned route. Maintain **4000**.

NOTE: Noise abatement procedures in effect.

Communication Failure

On recognition of failure 5 minutes or less after take-off and in IFR weather conditions proceed as follows:

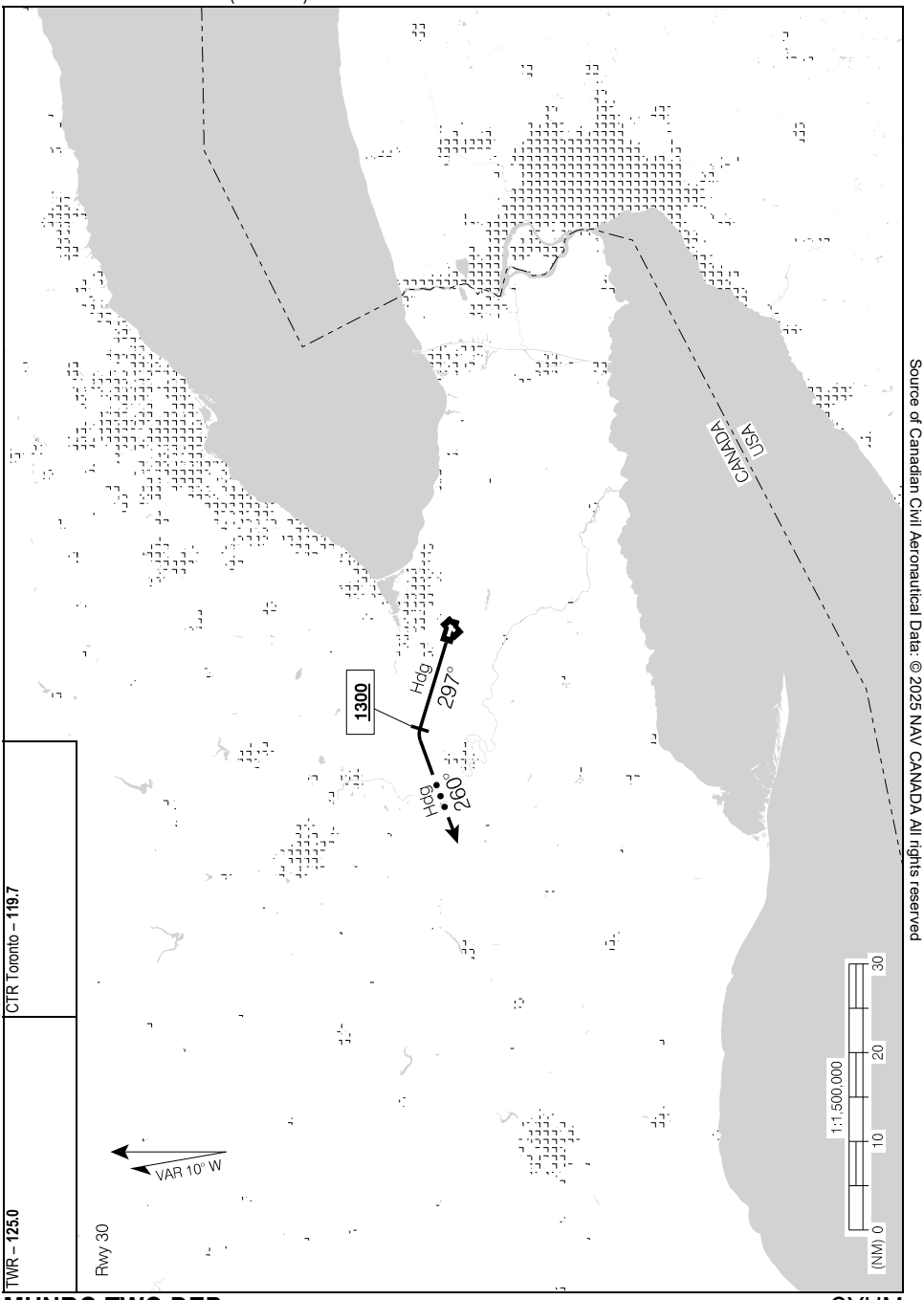
1. Select transponder code 7600;
2. Proceed directly on course;
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure;
4. Climb to flight planned altitude.

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SID (VECTOR)

MUNRO TWO DEP (MUNR2.)

HAMILTON, ON
CYHM



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MUNRO TWO DEP (MUNR2.)

EFF 17 APR 25

CYHM

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

General

Pursuant to CAR 602.105, the following procedures apply at Hamilton Airport.

Departure

Rwy	NADP
All rwys	1 or 2

Departures not permitted on rwy 06, between 2300 and 0700 local time unless authorized by Airport Duty Manager.

Rwy 12:
Climb on rwy hdg to **3000'** ASL before proceeding on course.

Rwy 30:
Climb on rwy hdg to **1300'** ASL. Turn left hdg **260°**. No right turn below **4000'** ASL.

Rwys 06, 24:
Climb on rwy hdg to **3000'** ASL before proceeding on course.

Arrival

Arrivals not permitted on, and approaches not permitted to, rwy 24, between 2300 and 0700 local time unless authorized by the Airport Duty Manager.

Visual Arrivals:

a. Aircraft 26,000 kg and over (max cert gross take-off weight) maintain **3000'** ASL over the Minimum Altitude Area (depicted on the VTPC) and North of rwy 12/30 except on final apch to rwy 24, after takeoff from rwy 06, or circling to land after conducting an instrument approach procedure.

b. Remain on or above ILS glide slope or assumed 3° glide path.

Reverse Thrust

Consistent with safety of operations, pilots should minimize reverse thrust when using rwys 12 and 30.

Training Flights

Training flights not permitted between 2300 and 0700 local time unless authorized by the Airport Duty Manager.

Inquiries

Contact the Airport Duty Manager at 905-667-8781 between the hours of 0900 and 1700 local time, or after hours to request authorization for exemption to the noise abatement procedures.

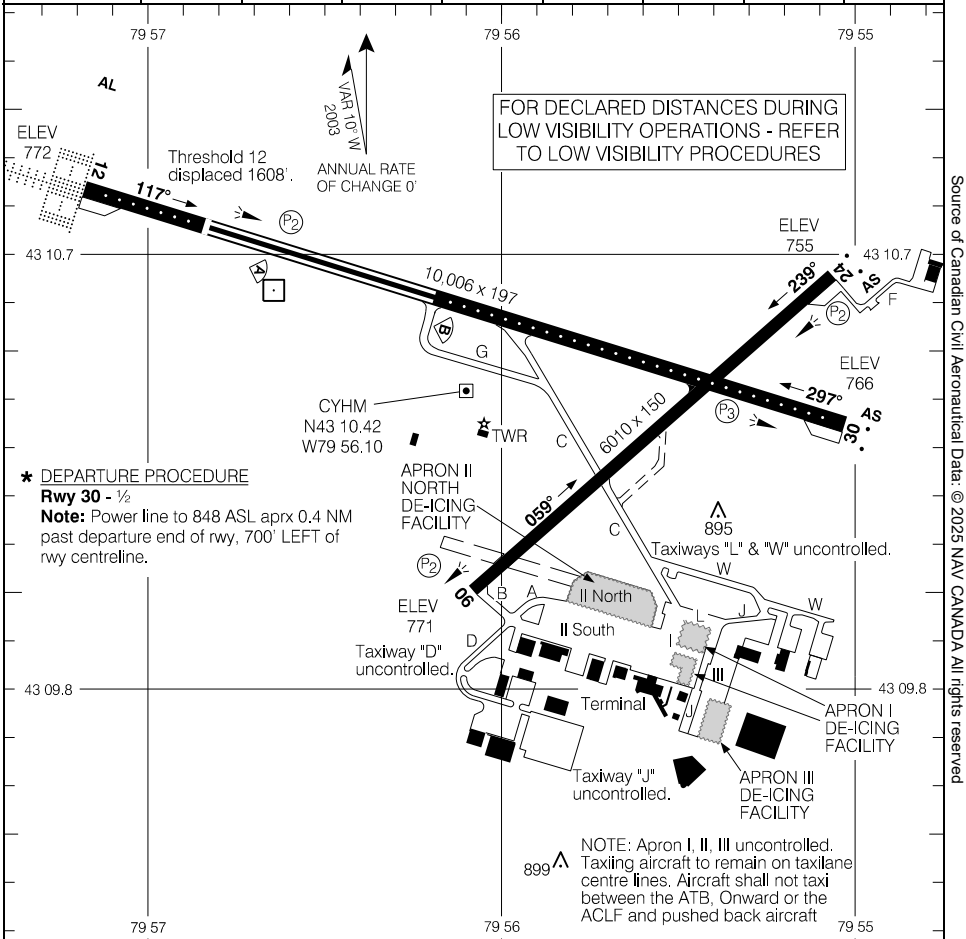
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HAMILTON, ON

AERODROME CHART — CYHM

ATIS – **128.1**	GND – **121.6**	TWR – **125.0**	CTR Toronto – **119.7**

DECL DISTS	06	24	12	30				
TORA	6010	6010	10006	10006				
TODA	6994	6994	10990	10395				
ASDA	6010	6010	10006	10006				
LDA	6010	6010	8398	10006				



RUNWAY LEVEL OF SERVICE	
RVO	LVO
RWY 12: RVR 1200 RWY 30: (¼sm)	RWY 12: RVR 600

TAKE-OFF MINIMA	SCALE IN FEET
Rwys 06; 12; 24: ½ Rwy 30: *	1000 0 1000 2000

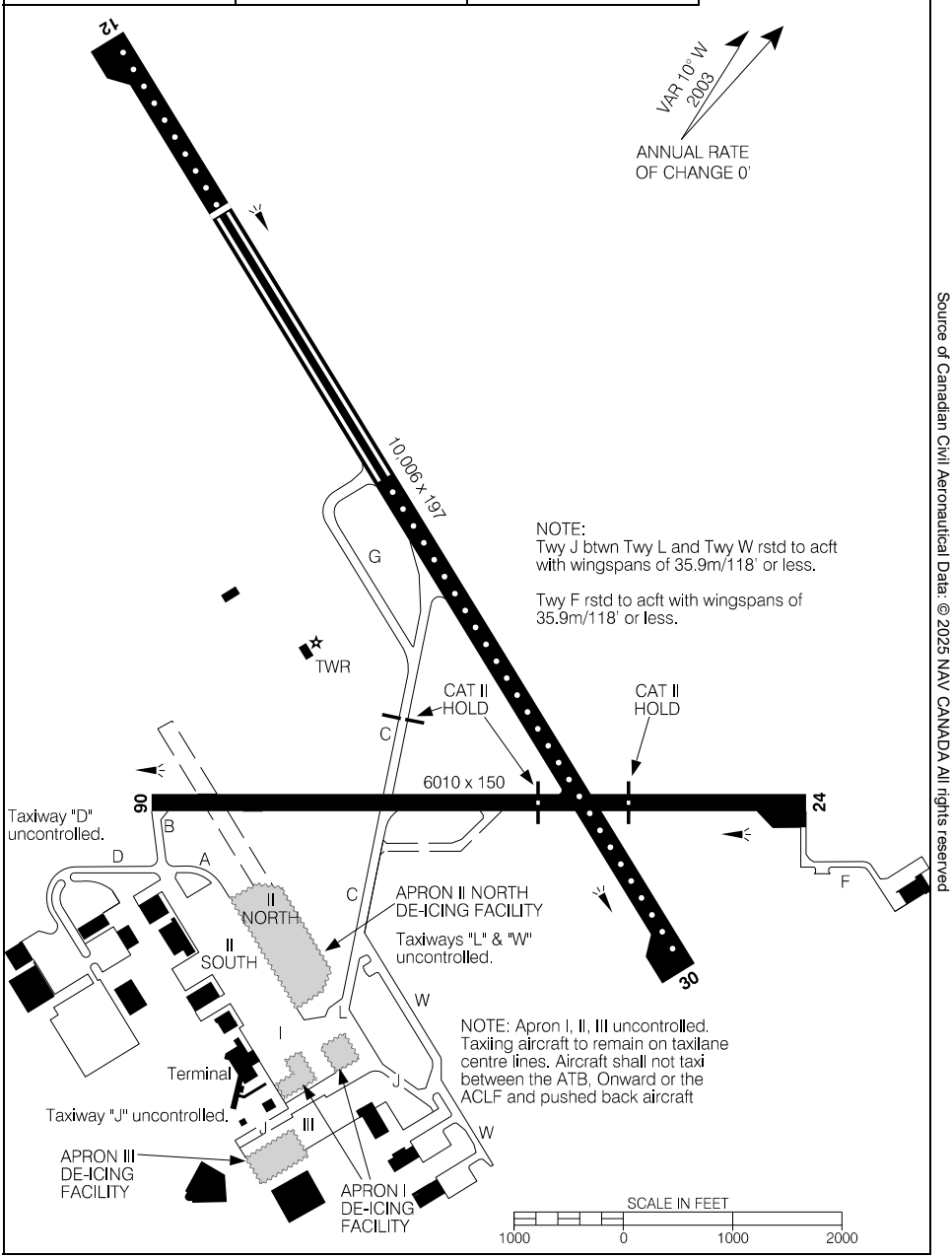
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HAMILTON, ON

TAXI CHART

CYHM

ATIS – **128.1**	GND – **121.6**	TWR – **125.0**



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TAXI CHART

CYHM

EFF 12 JUN 25

Low Visibility Procedures (Less than RVR 1200 to RVR 600)

Application

These procedures apply to ground movements of aircraft departing under low visibility conditions. Departures below RVR 600 are not authorized. When weather conditions indicate visibility below RVR 1200 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"

General

Low Visibility Taxi Routes

Taxi routes during low visibility operations are exclusive to the following routes:

1. Route 1 – Taxiway C
2. Route 2 – Taxiway B, rwy 06, taxiway C.
3. Taxiway surfaces are painted with enhanced yellow and black centreline markings. Aircraft restricted to one movement in or out at any time during low visibility operations. Alternate routing may be specified by ATC as required.

ATC may find it necessary to suspend, restrict, or terminate low visibility operations.

Departures

Sequencing of Aircraft Ground Movements for Take-off.

Do not request taxi clearance until the reported RVR is greater than:

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

Arrivals

Taxi route will be specified by ATC.

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PARKING AREAS

Source of Canadian Civil Aeronautical Data: © 2025 NAV CANADA All rights reserved

Aircraft Parking Position

Position	Coordinates	Position	Coordinates
1	430949.20N 0795529.86W	11	430954.72N 0795548.15W
2	430950.45N 0795529.28W	12	430955.28N 0795550.61W
2A	430950.15N 0795530.61W	13	430955.84N 0795553.09W
3	430950.94N 0795530.90W	14A	431001.46N 0795544.80W
4	430950.70N 0795532.63W	15	431001.64N 0795545.36W
5	430951.63N 0795534.37W	17	431000.94N 0795542.30W
6	430951.59N 0795536.52W	19	431000.24N 0795539.24W
7	430952.52N 0795538.26W	21	430959.55N 0795536.19W
8	430952.47N 0795540.41W	21A	430959.72N 0795536.95W
9	430954.03N 0795543.37W	23	430945.60N 0795523.68W
9A	430953.17N 0795543.75W	23A	430943.58N 0795524.51W
10	430954.15N 0795545.68W	24	430943.78N 0795524.45W
10A	430954.46N 0795548.34W	25	430941.97N 0795525.21W

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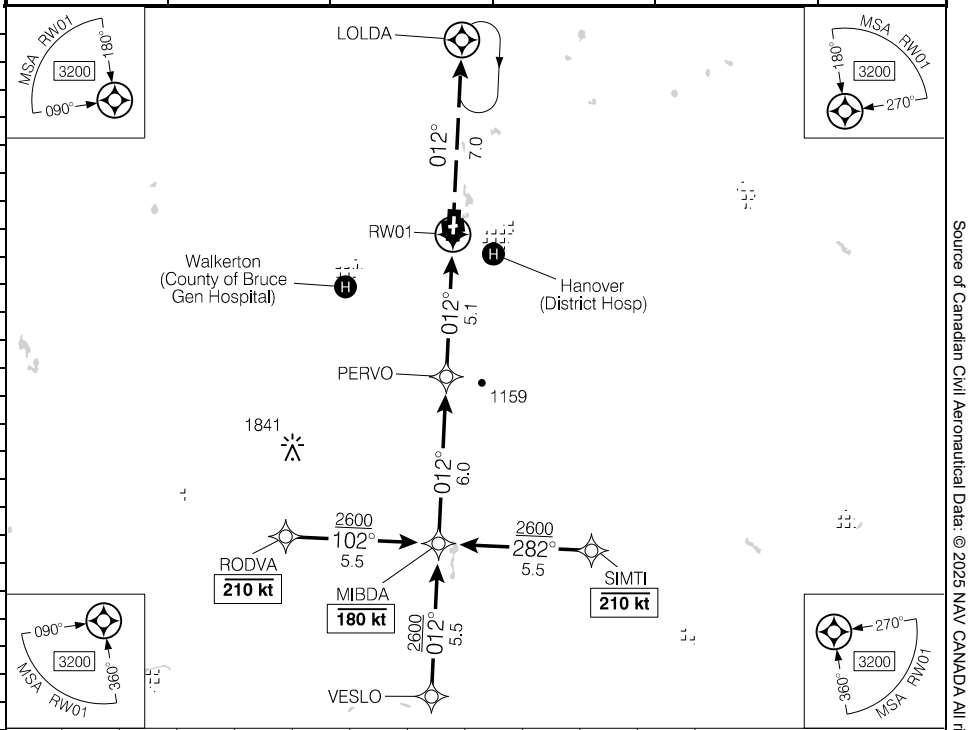
HANOVER/SAUGEEN MUNI, ON

RNAV (GNSS) RWY 01

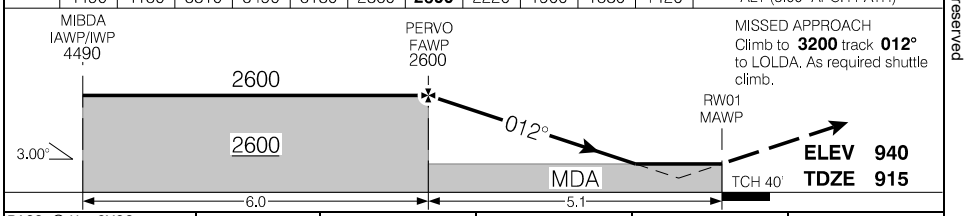
440929N 0810348W VAR 9°W

CYHS

	CTR Toronto – **132.57**		UNICOM – **122.8** ATF		ARCAL 122.8(J)
SAFE ALT 100 NM **3300**	WAAS **Ch 80683** W01A	APCH CRS **012°**	MIN ALT PERVO **2600**	LDA **4001**	



(NM)	11.1	10	9	8	7	6	**5.1**	4	3	2	1.5	DIST FROM RW01
	4490	4130	3810	3490	3180	2860	**2600**	2220	1900	1580	1420	ALT (3.00° APCH PATH)



RASS: Use CYOS. When using CYVV add **40'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**1230**	(324)	1¼	
LNAV	**1420**	(514)	1½	

RNAV (GNSS) RWY 01 CYHS

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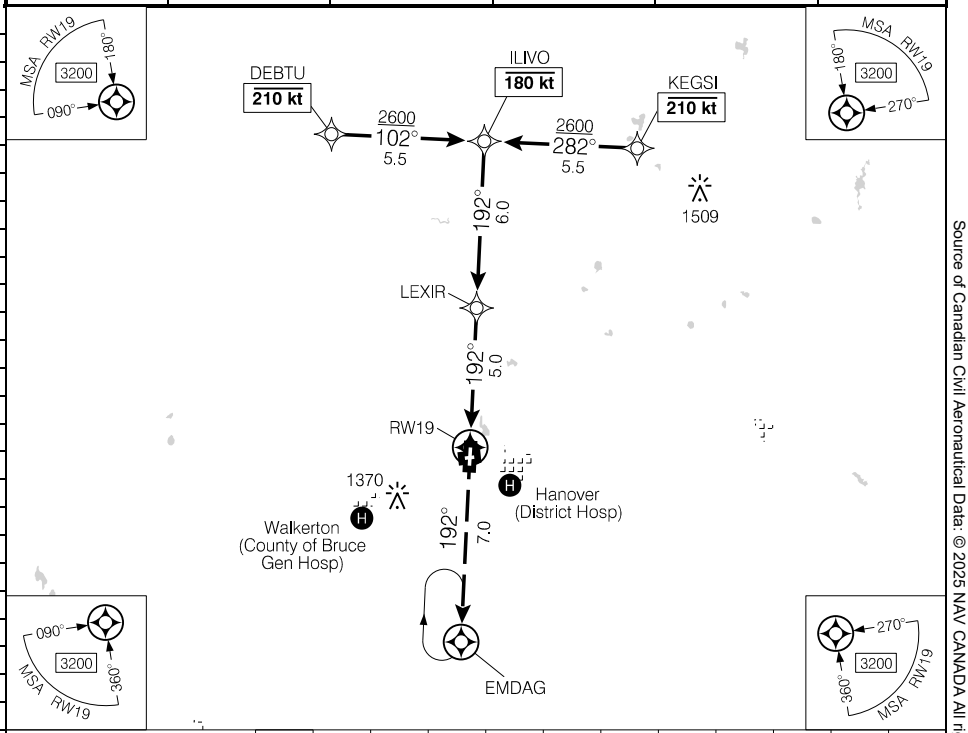
HANOVER/SAUGEEN MUNI, ON

RNAV (GNSS) RWY 19

440929N 0810348W VAR 9°W

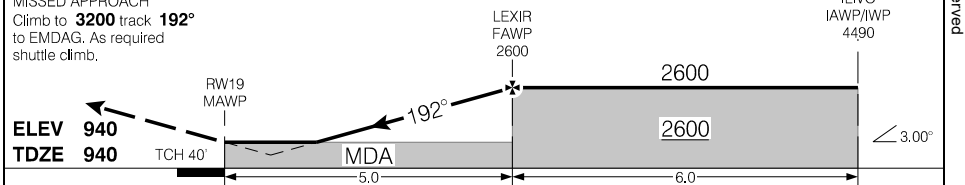
CYHS

	CTR Toronto – **132.57**		UNICOM – **122.8** ATF		ARCAL 122.8(J)
SAFE ALT 100 NM **3300**	WAAS **Ch 80684** W19A	APCH CRS **192°**	MIN ALT LEXIR **2600**	LDA **4001**	



DIST FROM RW19		1.6	3	4	**5.0**	6	7	8	9	10	11
ALT (3.00° APCH PATH)		1480	1940	2250	**2600**	2890	3210	3530	3850	4160	4490

MISSED APPROACH
Climb to **3200** track **192°**
to EMDAG. As required
shuttle climb.



RASS: Use CYOS.
When using CYVV add **40'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**1264**	(324)	1¼	
LNAV	**1480**	(540)	1¾	

RNAV (GNSS) RWY 19

CYHS

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Departure Procedure

Rwy 01 – ½:

Note: Trees to 965 ASL abeam departure end of rwy, 410' LEFT of rwy centreline. Powerpole to 979 ASL abeam departure end of rwy, 430' RIGHT of rwy centreline. Trees to 981 ASL aprx 0.1 NM past departure end of rwy, 200' RIGHT of rwy centreline.

Rwy 09 – ½: Requires a minimum climb gradient of **250** ft/NM to **1400**.

Note: Powerline and trees to 956 ASL aprx 0.1 NM past departure end of rwy. Trees to 1011 ASL aprx 0.6 NM past departure end of rwy, 590' RIGHT of rwy centreline.

or

SPEC VIS - Climb in visual conditions to cross the aprt at or above **1700** BPOC.

Rwy 19 – ½:

Note: Trees to 936 ASL abeam departure end of rwy, 440' LEFT of rwy centreline. Trees to 932 ASL aprx 0.2 NM past departure end of rwy, 160' LEFT of rwy centreline.

Rwy 27 – ½:

Note: Trees to 968 ASL abeam departure end of rwy, 460' LEFT of rwy centreline. Trees to 995 ASL aprx 0.3 NM past departure end of rwy, 660' RIGHT of rwy centreline. Trees to 1011 ASL aprx 0.6 NM past departure end of rwy, 1410' RIGHT 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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HANOVER/SAUGEEN MUNI, ON

AERODROME CHART

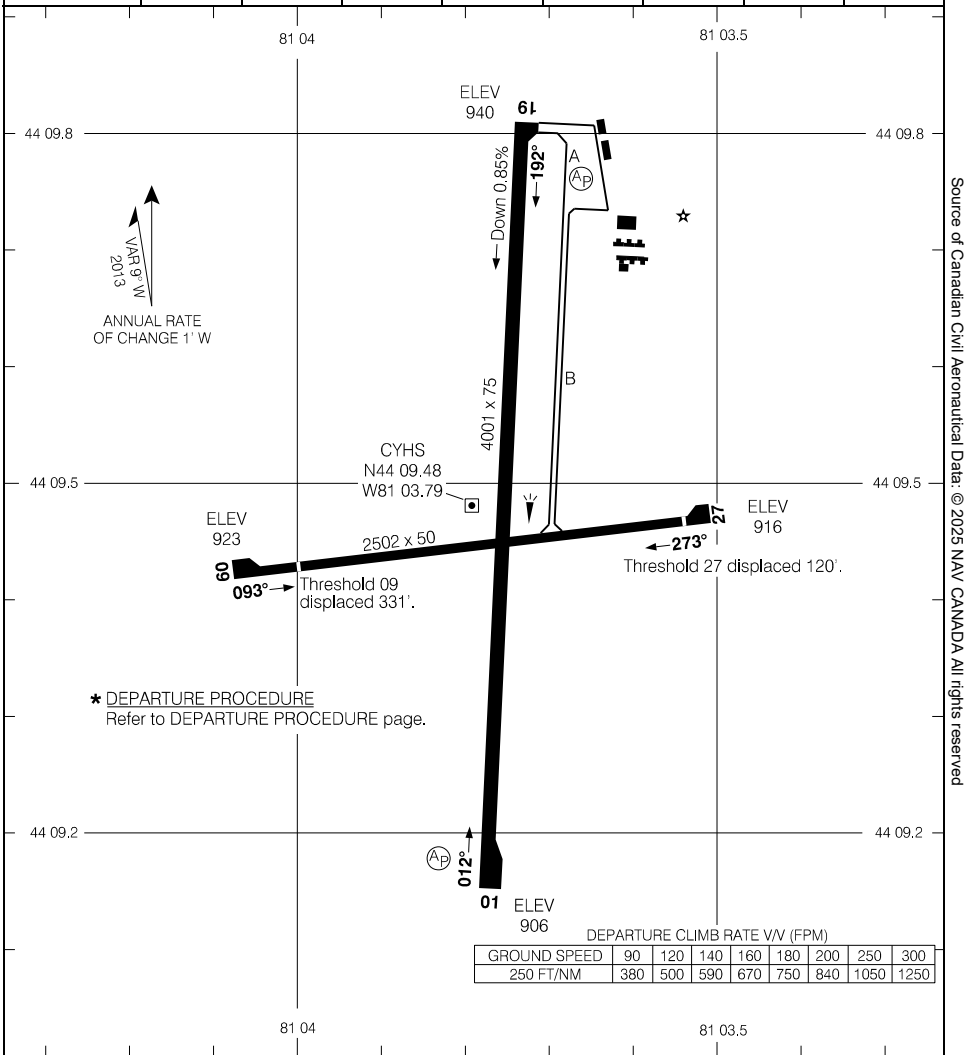
CYHS

UNICOM – **122.8**

ATF

CTR Toronto – **132.57**

DECL DISTS	01	19	09	27				
TORA	4001	4001	2502	2502				
TODA	4001	4001	2502	2502				
ASDA	4001	4001	2502	2502				
LDA	4001	4001	2171	2382				



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AERODROME CHART

CYHS

EFF 25 JAN 24

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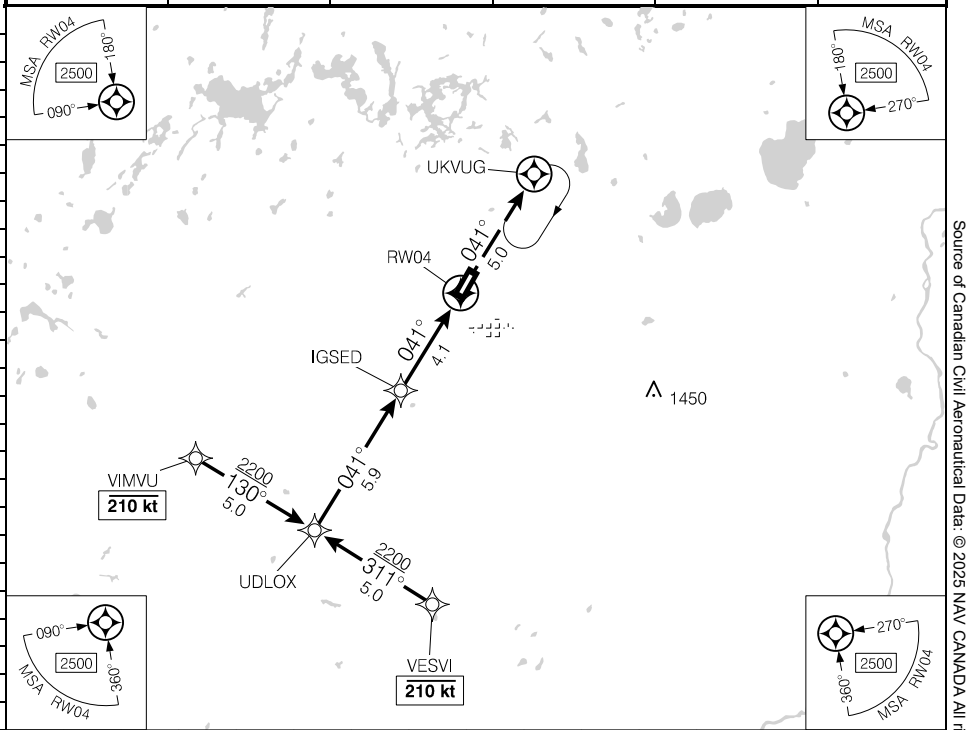
HEARST (RENE FONTAINE) MUNI, ON

RNAV (GNSS) RWY 04

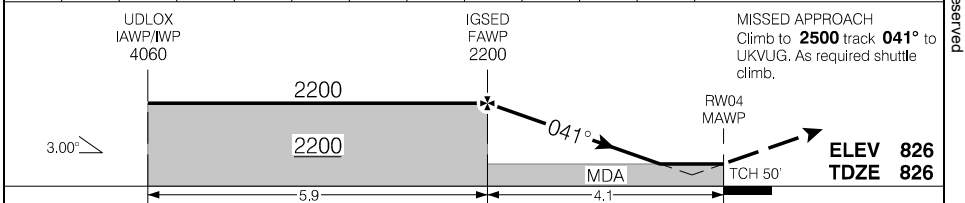
494250N 0834113W VAR 9°W

CYHF

	RADIO London – **126.7** DRCO		UNICOM – **122.8** (AU) ATF		ARCAL 122.8(K) AS P1
SAFE ALT 100 NM **3400**	WAAS **Ch 80879** W04A	APCH CRS **041°**	MIN ALT IGSED **2200**	LDA **4495**	



(NM)		10	9	8	7	6	5	**4.1**	3	2	1.1	DIST FROM RW04
		4060	3740	3420	3110	2790	2470	**2200**	1830	1510	1240	ALT (3.00° APCH PATH)



RASS: When using CYYU add **130°**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A		B	C		D
LPV	**1076**	(250)	1	**1326**	(500)	1¾
LNAV	**1240**	(414)	1¼	**1340**	(514)	1½

RNAV (GNSS) RWY 04 CYHF

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Canada Air Pilot
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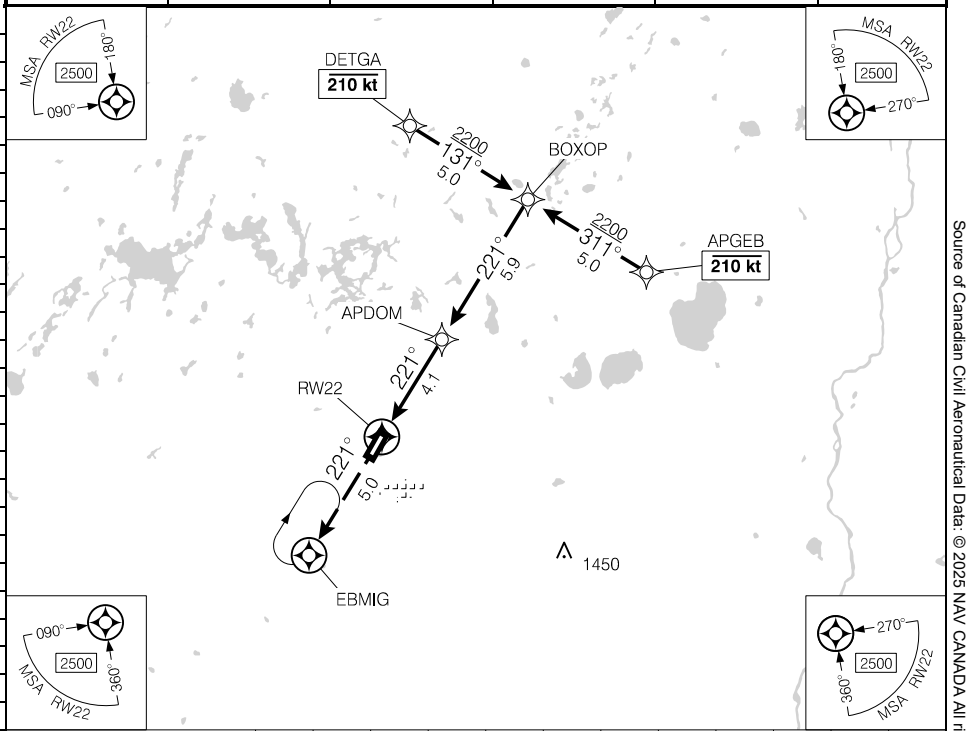
HEARST (RENE FONTAINE) MUNI, ON

RNAV (GNSS) RWY 22

494250N 0834113W VAR 9°W

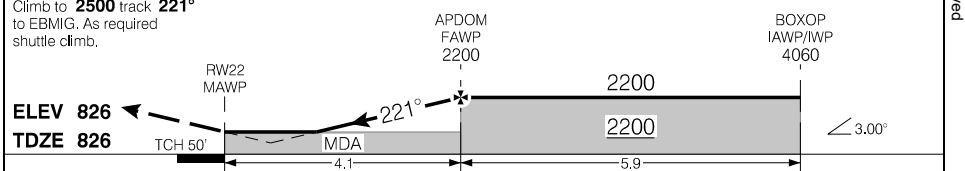
CYHF

	RADIO London – **126.7** DRCO	UNICOM – **122.8** (AU) ATF		ARCAL 122.8(K) P1 AS
SAFE ALT 100 NM **3400**	WAAS **Ch 80880** W22A	APCH CRS **221°**	MIN ALT APDOM **2200**	LDA **4495**



DIST FROM RW22	1.6	2	3	**4.1**	5	6	7	8	9	10		
ALT (3.00° APCH PATH)	1380	1510	1830	**2200**	2470	2790	3110	3420	3740	4060		

MISSED APPROACH
Climb to **2500** track **221°**
to EBMIG. As required
shuttle climb.



RASS: When using CYYU add **130'**.

CATEGORY	A	B	C	D
LPV	**1076** (250)	1	**1326** (500)	1¾
LNAV	**1380** (554)		1¾	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 22

CYHF

EFF 25 JAN 24

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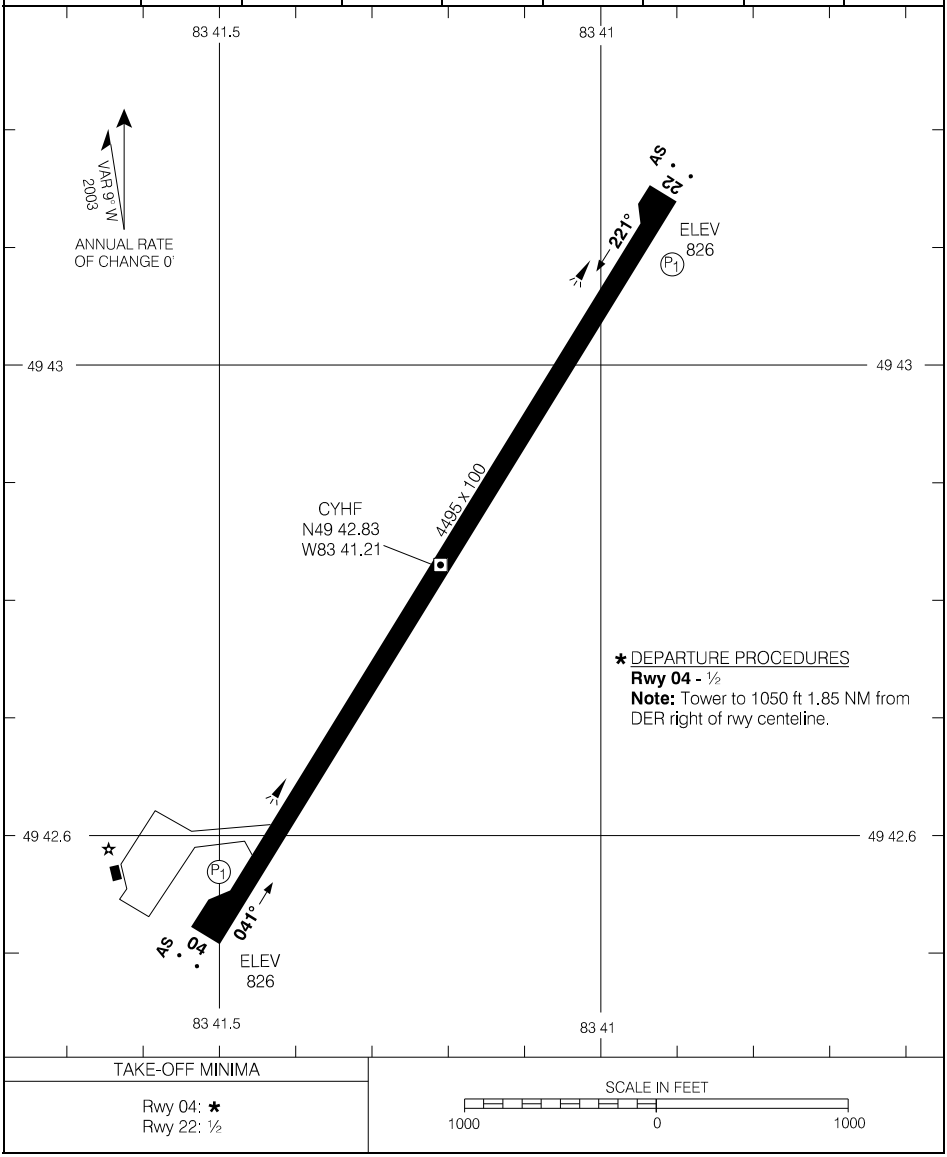
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HEARST (RENE FONTAINE) MUNI, ON

AERODROME CHART — CYHF

		UNICOM – **122.8** (AU)	RADIO London – **126.7** DRCO
		ATF	

DECL DISTS	04	22						
TORA	4495	4495						
TODA	4495	4495						
ASDA	4495	4495						
LDA	4495	4495						



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Canada Air Pilot
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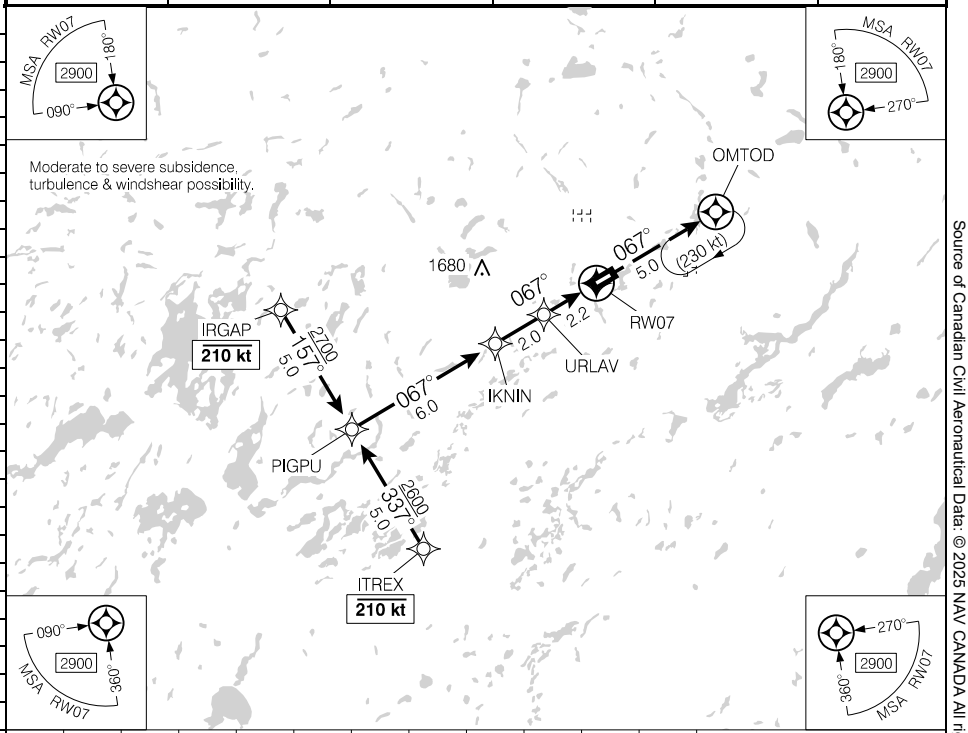
HORNEPAYNE MUNI, ON

RNAV (GNSS) RWY 07

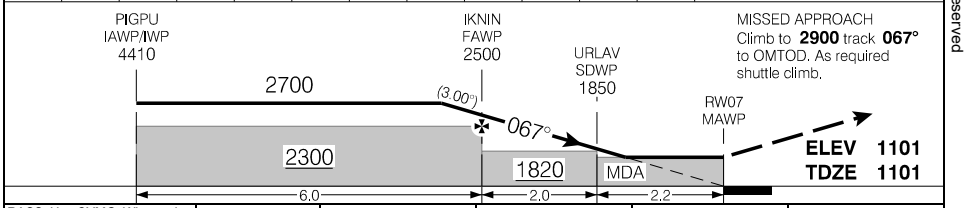
491135N 0844534W VAR 8°W

CYHN

	RADIO London – **126.7** DRCO	UNICOM – **122.8** ATF		ARCAL 122.8(J)
SAFE ALT 100 NM **3400**	RNAV	APCH CRS **067°**	MIN ALT IKNIN **2300**	LDA **3504**



		10.2	9	8	7	6	**4.9**	4	3	1.7		DIST FROM RW07
		4410	4020	3700	3380	3060	**2700**	2420	2110	1680		ALT (3.00° APCH PATH)



RASS: Use CYMG. When using CYSP add **50'**.

CATEGORY	A	B	C	D
LNAV	**1680**	(579)	1¾	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 07 CYHN

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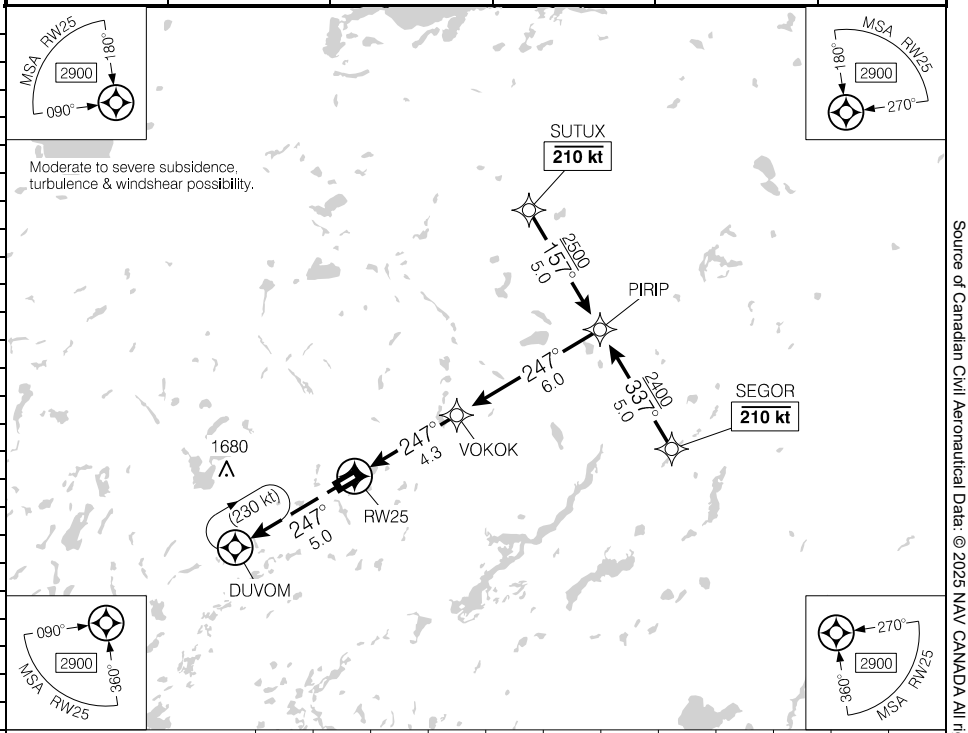
HORNEPAYNE MUNI, ON

RNAV (GNSS) RWY 25

491135N 0844534W VAR 8°W

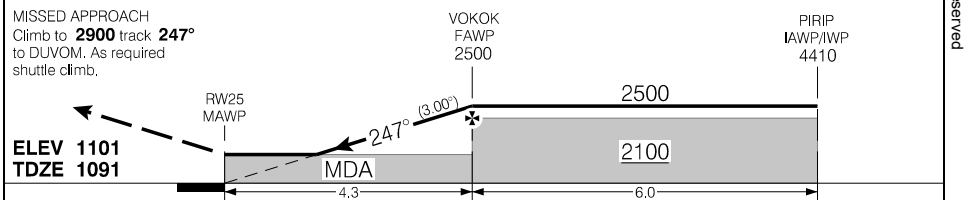
CYHN

	RADIO London – **126.7** DRCO	UNICOM – **122.8** ATF		ARCAL 122.8(J) AS
SAFE ALT 100 NM **3400**	RNAV	APCH CRS **247°**	MIN ALT VOKOK **2100**	LDA **3504**



DIST FROM RW25		1.6	3	**4.3**	5	6	7	8	9	10.3		
ALT (3.00° APCH PATH)		1640	2090	**2500**	2730	3050	3370	3690	4000	4410		

MISSED APPROACH
Climb to **2900** track **247°** to DUVOM. As required shuttle climb.



RASS: Use CYMG. When using CYSP add **50'**.

CATEGORY	A	B	C	D
LNAV	**1640**	(552)	1¾	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 25 CYHN

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Canada Air Pilot
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HORNEPAYNE MUNI, ON

AERODROME CHART

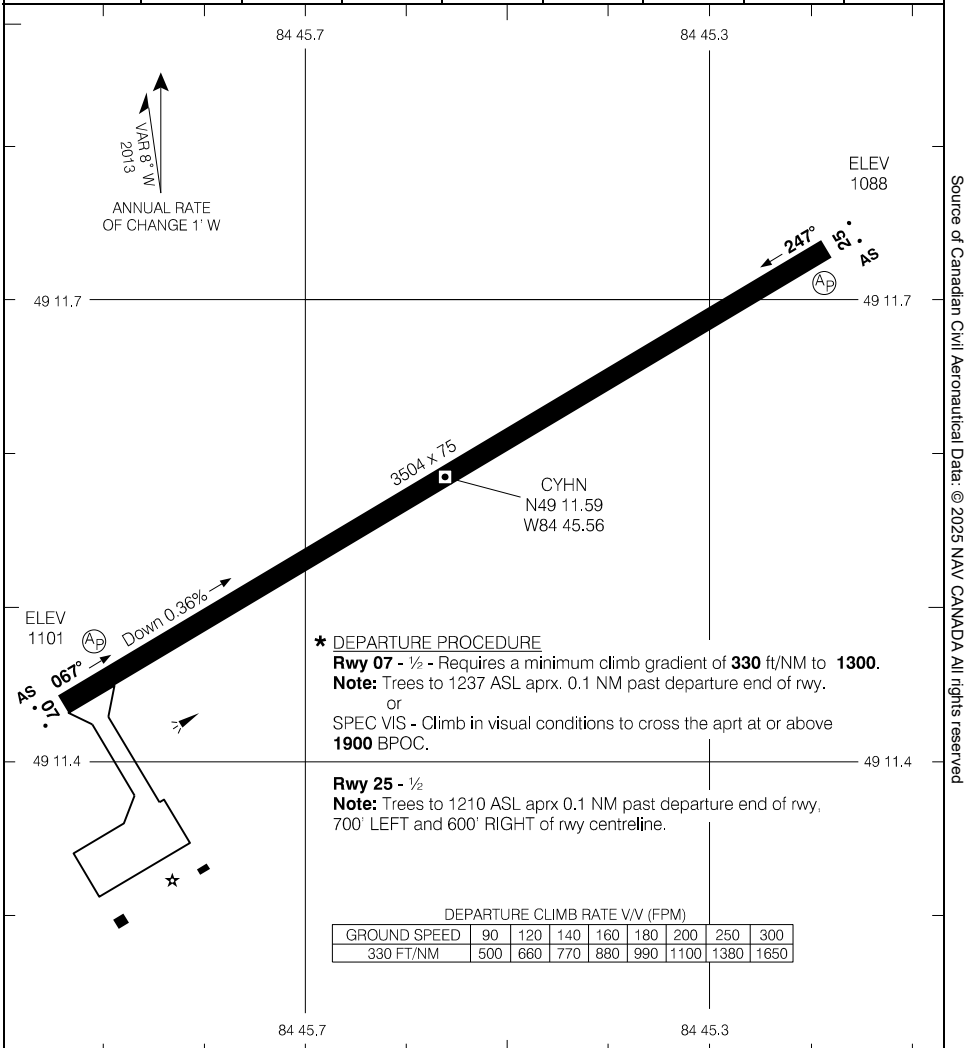
CYHN

UNICOM – **122.8**

ATF

RADIO London – **126.7** DRCO

DECL DISTS	07	25						
TORA	3504	3504						
TODA	3504	3504						
ASDA	3504	3504						
LDA	3504	3504						



* DEPARTURE PROCEDURE

Rwy 07 - ½ - Requires a minimum climb gradient of **330** ft/NM to **1300**.
Note: Trees to 1237 ASL aprx. 0.1 NM past departure end of rwy.
or
SPEC VIS - Climb in visual conditions to cross the aprt at or above **1900** BPOC.

Rwy 25 - ½
Note: Trees to 1210 ASL aprx 0.1 NM past departure end of rwy, 700' LEFT and 600' RIGHT of rwy centreline.

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

TAKE-OFF MINIMA

Rwys 07, 25: *

SCALE IN FEET

1000 0 1000

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IROQUOIS FALLS, ON

RNAV (GNSS) RWY 14

484425N 0804736W VAR 11°W

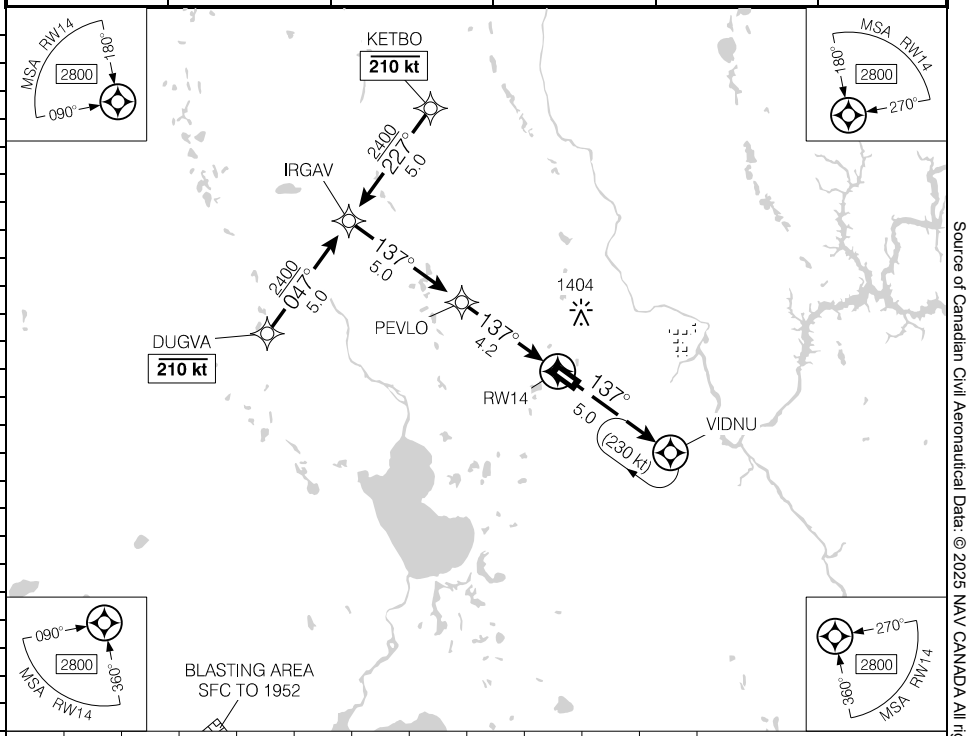
CNE4

UNICOM – **122.8**

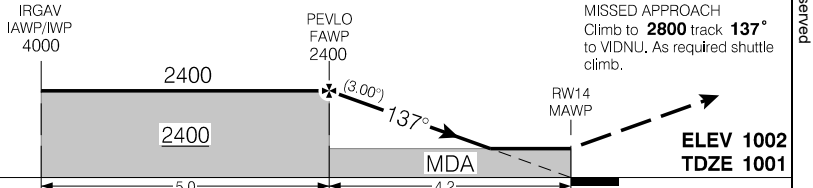
ATF

ARCAL 122.8(K)

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT PEVLO	LDA
3500		**137°**	**2400**	**3989**



			9.2	8	7	6	5	**4.2**	3	2	1.4	DIST FROM RW14
			4000	3600	3280	2960	2640	**2400**	2000	1690	1500	ALT (3.00° APCH PATH)



RASS: Use CYTS.

CATEGORY	A	B	C	D
LNAV	**1500**	(502)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 14

CNE4

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IROQUOIS FALLS, ON

RNAV (GNSS) RWY 32

484425N 0804736W VAR 11°W

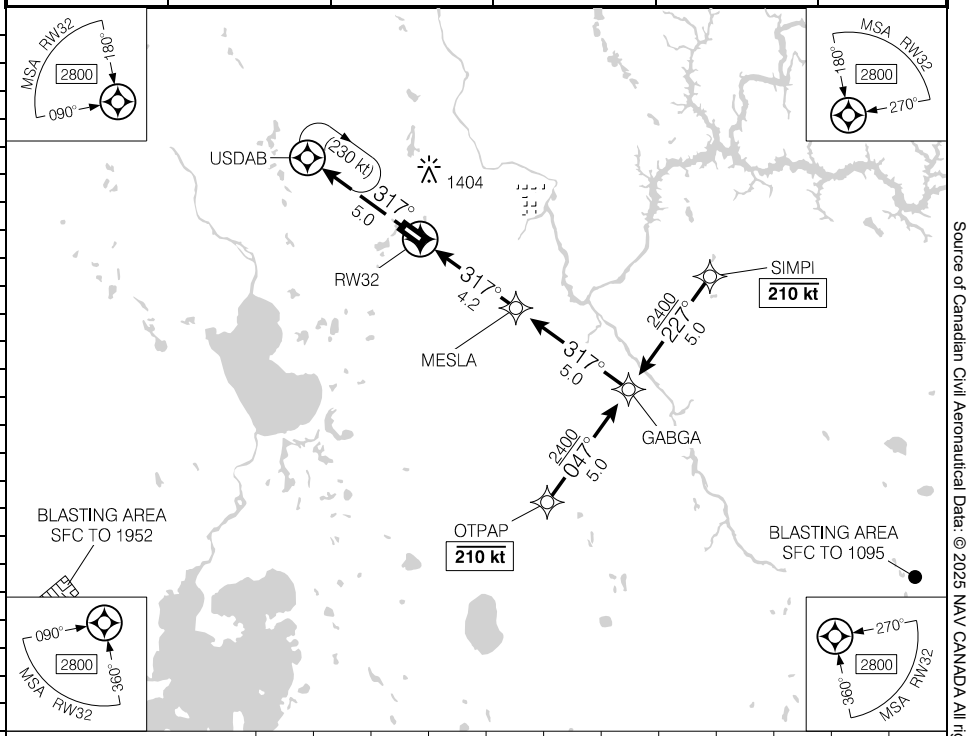
CNE4

UNICOM – **122.8**

ATF

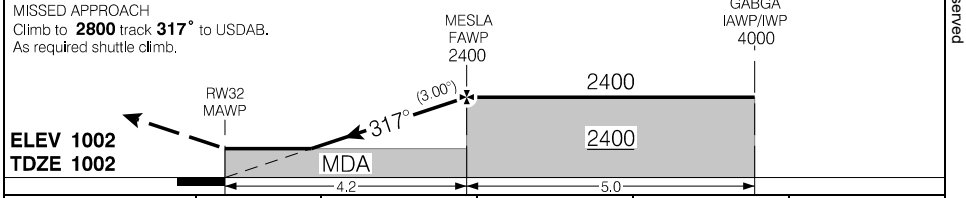
ARCAL 122.8(K)

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT MESLA	LDA
3500		**317°**	**2400**	**3989**



DIST FROM RW32		1.5	3	**4.2**	5	6	7	8	9.2			
ALT (3.00° APCH PATH)		1520	2010	**2400**	2650	2960	3280	3600	4000			

MISSED APPROACH
Climb to **2800** track **317°** to USDAB.
As required shuttle climb.



RASS: Use CYTS.

CATEGORY	A	B	C	D
LNAV	**1520**	(518)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 32

CNE4

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Canada Air Pilot
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IROQUOIS FALLS, ON

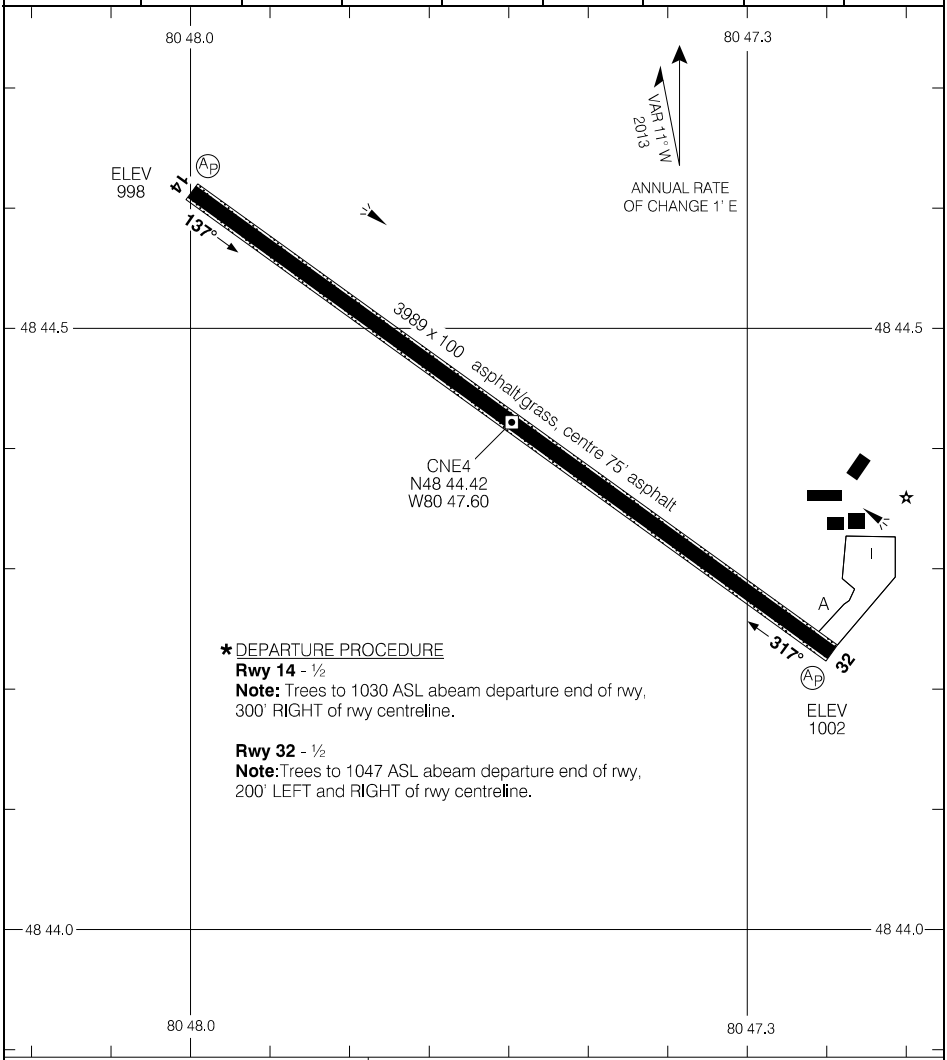
AERODROME CHART

CNE4

UNICOM – **122.8**

ATF

DECL DISTS	14	32						
TORA	3989	3989						
TODA	3989	3989						
ASDA	3989	3989						
LDA	3989	3989						



TAKE-OFF MINIMA
Rwys 14; 32: *

SCALE IN FEET

1000 0 1000

AERODROME CHART

CNE4

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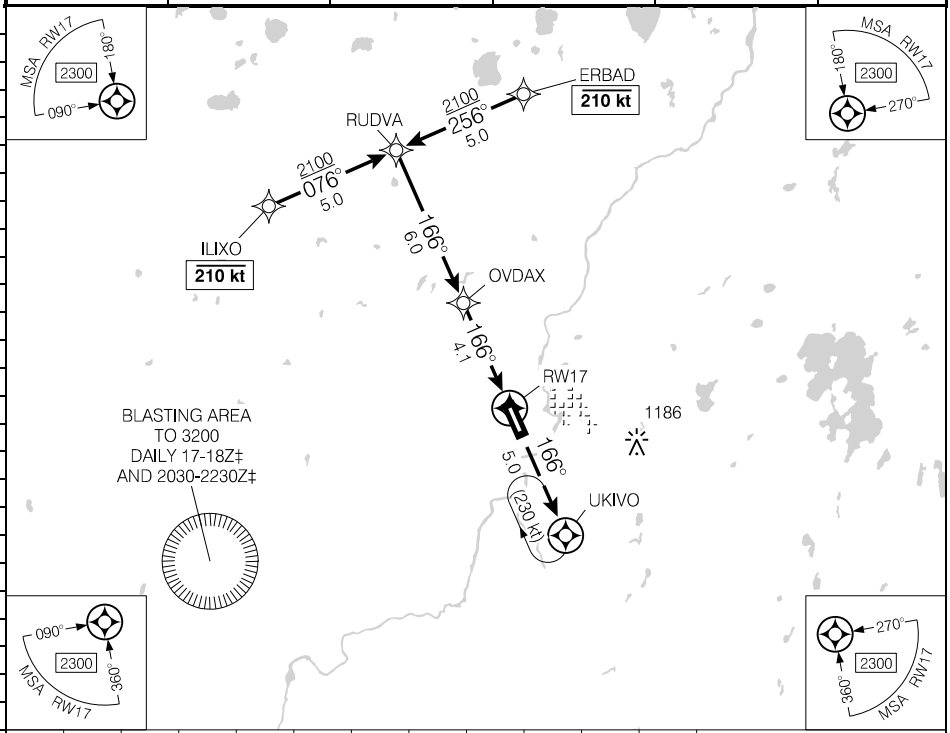
KAPUSKASING, ON

RNAV (GNSS) RWY 17

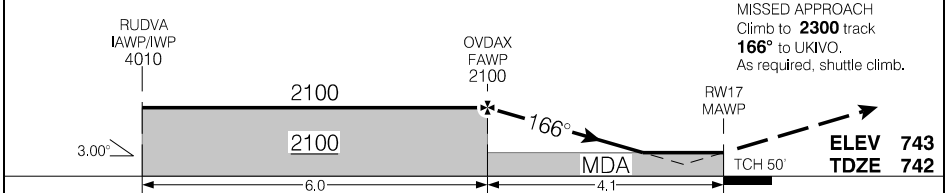
492442N 0822810W VAR 10°W

CYYU

	CTR Toronto – **132.7**				ARCAL 122.2(K)
		TFC – **122.2** MF			AO P2
SAFE ALT 100 NM **3200**	WAAS **Ch 80864** W17A	APCH CRS **166°**	MIN ALT OVDAX **2100**	LDA **5506**	



		10.1	9	8	7	6	5	**4.1**	3	2	1.4	DIST FROM RW17
		4010	3650	3330	3010	2700	2380	**2100**	1740	1420	1240	ALT (3.00° APCH PATH)



CATEGORY	A	B	C	D
LPV	**985**	(250)	1	
LNAV/VNAV (min. -20°C, max. 54°C)	**1206**	(471)	1¾	
LNAV	**1240**	(505)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 17

CYYU

EFF 21 MAR 24

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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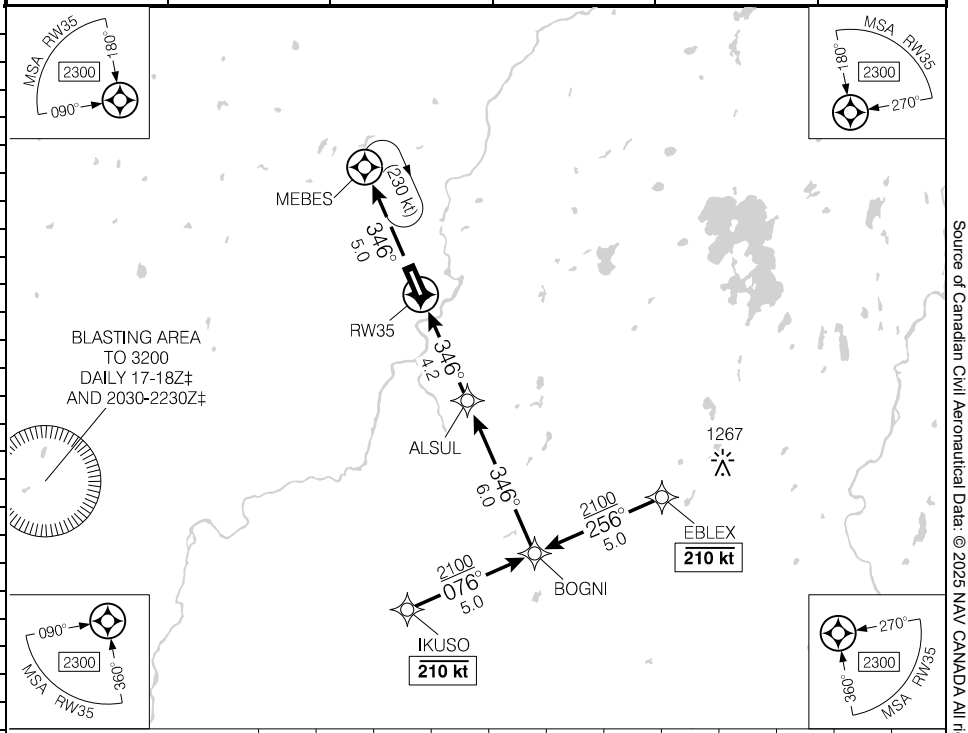
KAPUSKASING, ON

RNAV (GNSS) RWY 35

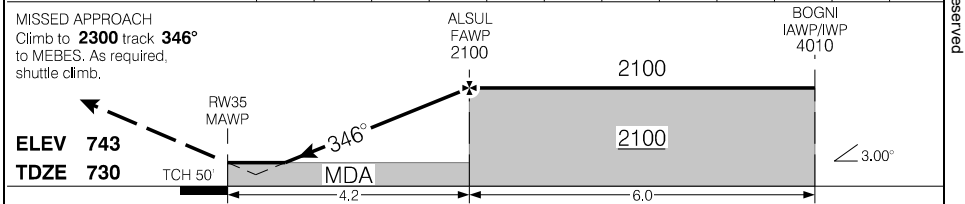
492442N 0822810W VAR 10°W

CYYU

	CTR Toronto – **132.7**				ARCAL 122.2(K)
		TFC – **122.2** MF			
SAFE ALT 100 NM **3200**	WAAS **Ch 80865** W35A	APCH CRS **346°**	MIN ALT ALSUL **2100**	LDA **5506**	



DIST FROM RW35	1.0	2	3	**4.2**	5	6	7	8	9	10.2
ALT (3.00° APCH PATH)	1100	1410	1730	**2100**	2370	2680	3000	3320	3640	4010



CATEGORY	A	B	C	D
LPV	**974**	(250)	1	
LNAV/VNAV (min. -20°C, max. 54°C)	**978**	(254)	1	
LNAV	**1100**	(376)	1¼	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

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Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

Departure Procedure

Rwy 17 – ½: Requires a minimum climb gradient of **210** ft/NM to **900**.

or

SPEC VIS – Climb in visual conditions to cross the aprt at or above **1500** BPOC.

Note: Road to 743 ASL aprx 240' past departure end of rwy, LEFT and RIGHT of rwy centreline.

Trees to 851 ASL aprx 0.1 NM past departure end of rwy, LEFT and RIGHT of rwy centreline.

Rwy 35 – ½:

Note: Railroad to 761 ASL aprx 540' past departure end of rwy, LEFT and RIGHT of rwy centreline.

Trees to 862 ASL aprx 0.1 NM past departure end of rwy, LEFT and RIGHT of rwy centreline.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
210 FT/NM	320	420	490	560	630	700	880	1050

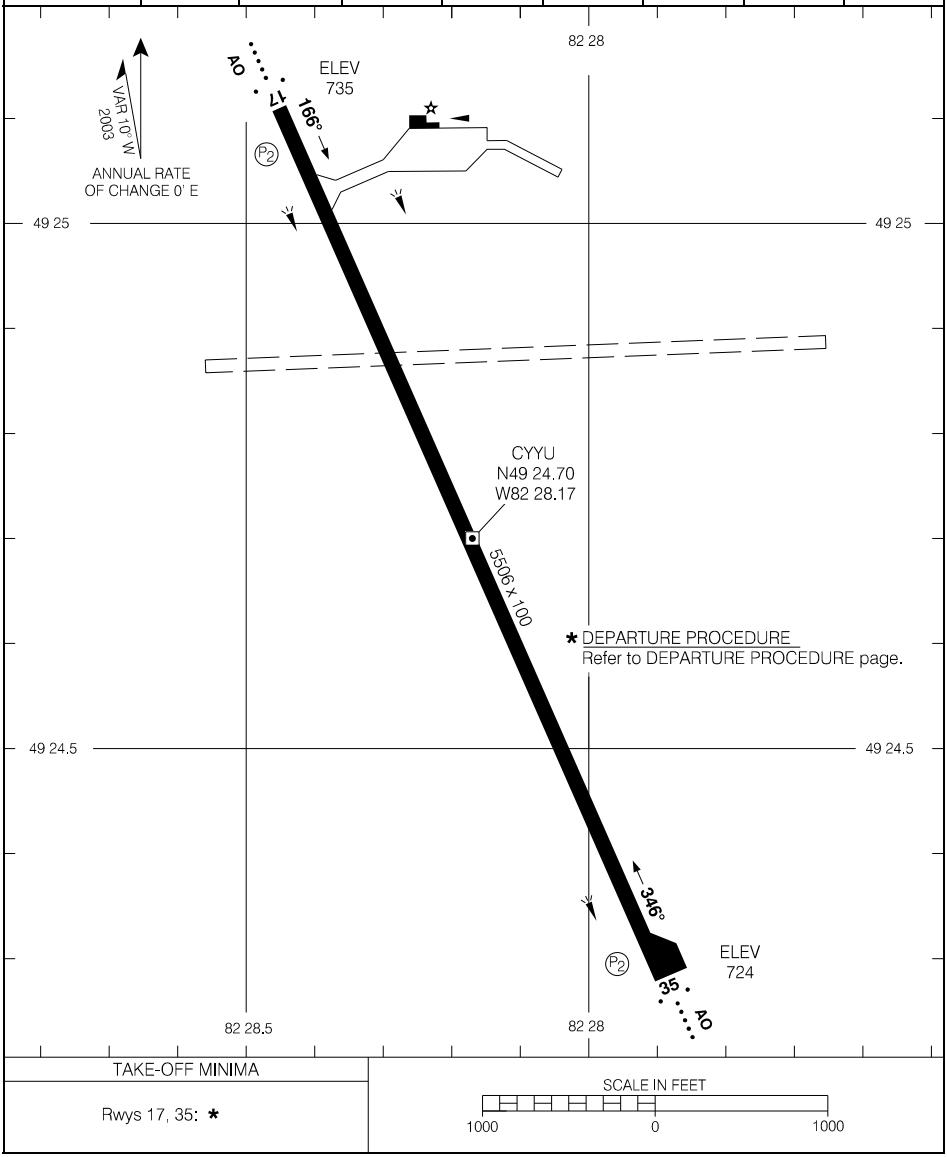
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KAPUSKASING, ON

AERODROME CHART

CYYU

				TFC – **122.2**		MF	CTR Toronto – **132.7**	
DECL DISTS	**17**	**35**						
TORA	5506	5506						
TODA	5966	6490						
ASDA	5506	5506						
LDA	5506	5506						



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AERODROME CHART

CYYU

EFF 5 OCT 23

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

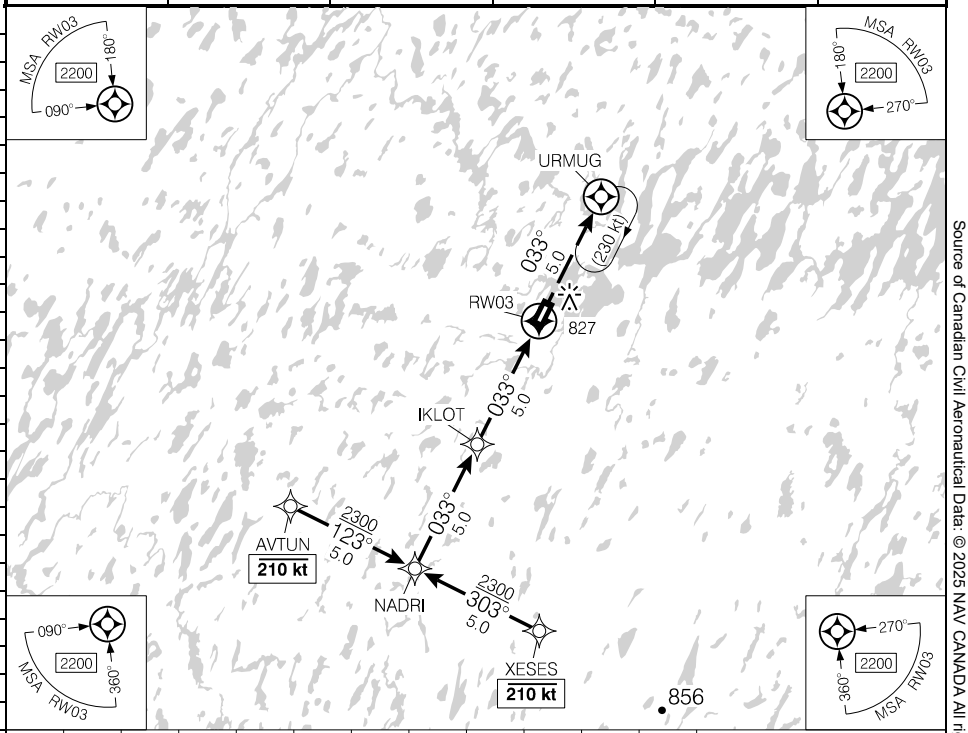
KASABONIKA, ON

RNAV (GNSS) RWY 03

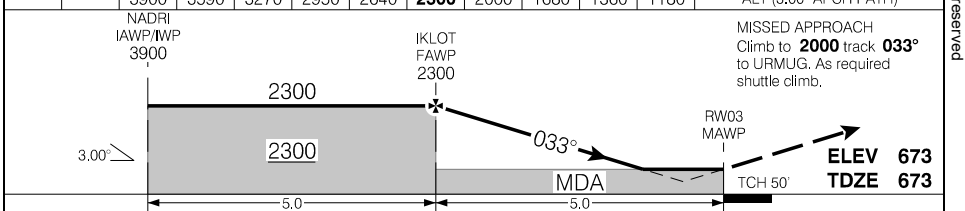
533129N 0883835W VAR 6°W

CYAQ

		TFC – 123.2 ATF		ARCAL 123.2(K)
SAFE ALT 100 NM **2600**	WAAS **Ch 81054** W03A	APCH CRS **033°**	MIN ALT IKLOT **2300**	LDA **3519**



(NM)			10	9	8	7	6	**5.0**	4	3	2	1.4	DIST FROM RW03
			3900	3590	3270	2950	2640	**2300**	2000	1680	1360	1180	ALT (3.00° APCH PATH)



MISSED APPROACH
Climb to **2000** track **033°**
to URMUG. As required
shuttle climb.

RASS: Use CYTL.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**1173**	(500)	1¾	
LNAV	**1180**	(507)	1½	

RNAV (GNSS) RWY 03

CYAQ

EFF 10 AUG 23

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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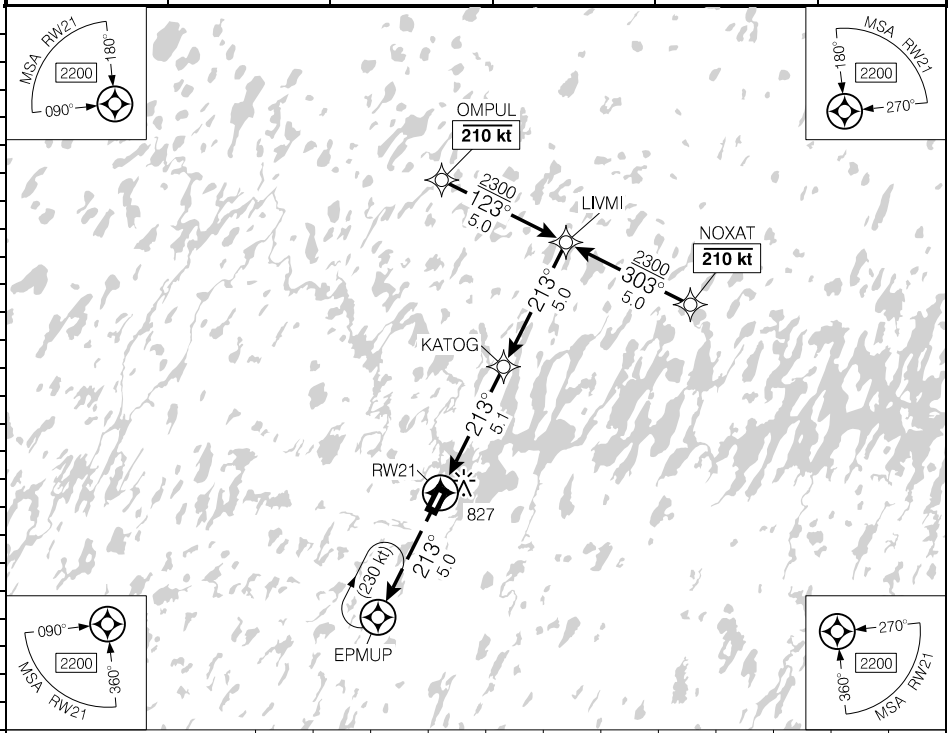
KASABONIKA, ON

RNAV (GNSS) RWY 21

533129N 0883835W VAR 6°W

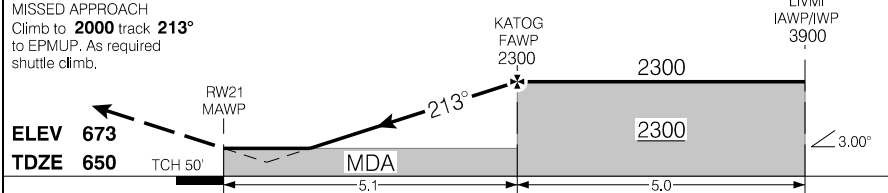
CYAQ

		TFC – **123.2** ATF			ARCAL 123.2(K) AS A-P
SAFE ALT 100 NM **2600**	WAAS **Ch 81055** W21A	APCH CRS **213°**	MIN ALT KATOG **2300**	LDA **3519**	



DIST FROM RW21		1.5	3	4	**5.1**	6	7	8	9	10.1		
ALT (3.00° APCH PATH)		1160	1640	1960	**2300**	2600	2920	3240	3550	3900		

MISSED APPROACH
Climb to **2000** track **213°**
to EPMUP. As required
shuttle climb.



RASS: Use CYTL.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**1135**	(500)	1¾	
LNAV	**1160**	(525)	1¾	

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RNAV (GNSS) RWY 21

CYAQ

EFF 10 AUG 23

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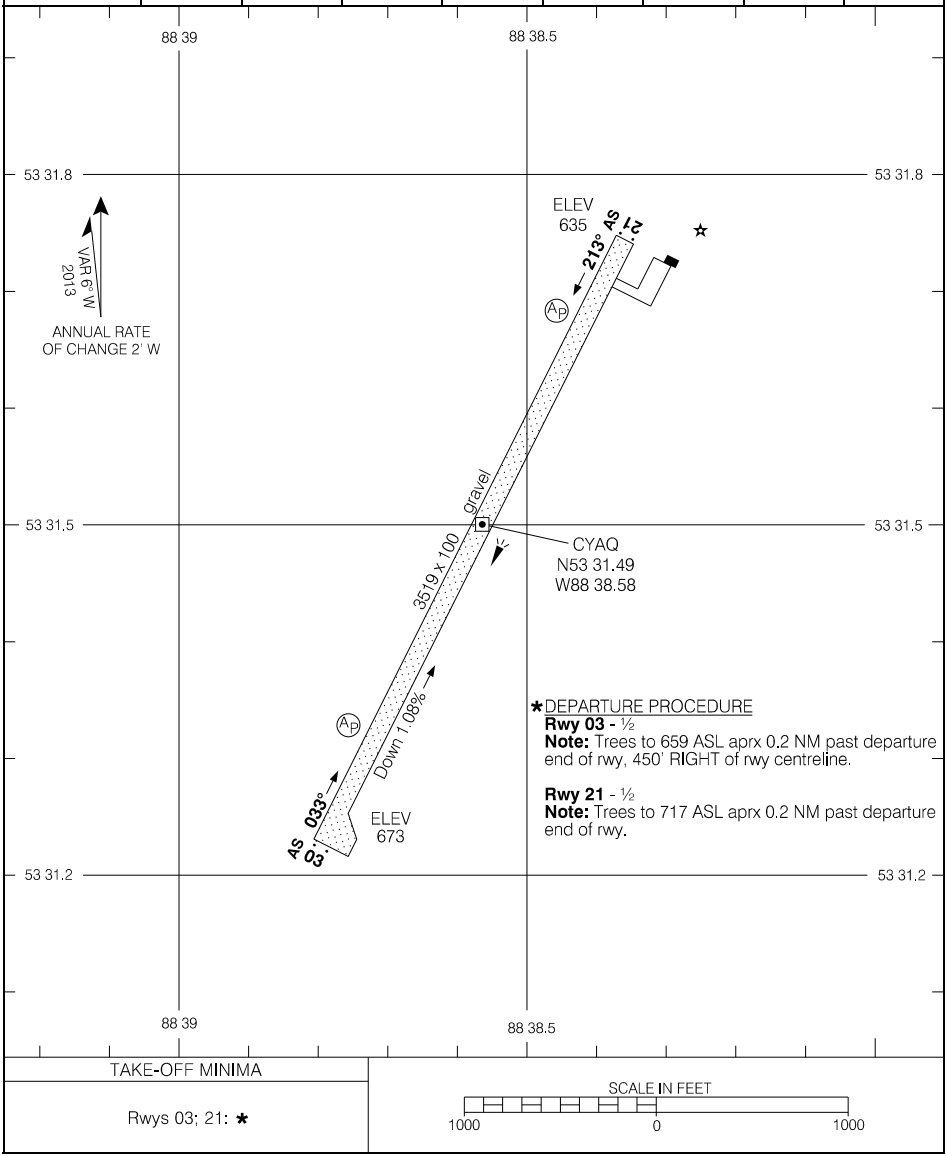
KASABONIKA, ON

AERODROME CHART

CYAQ

TFC – **123.2** ATF

DECL DISTS	03	21						
TORA	3519	3519						
TODA	4503	4503						
ASDA	3519	4319						
LDA	3519	3519						



TAKE-OFF MINIMA

Rwys 03; 21: ★

SCALE IN FEET

1000 0 1000

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Canada Air Pilot
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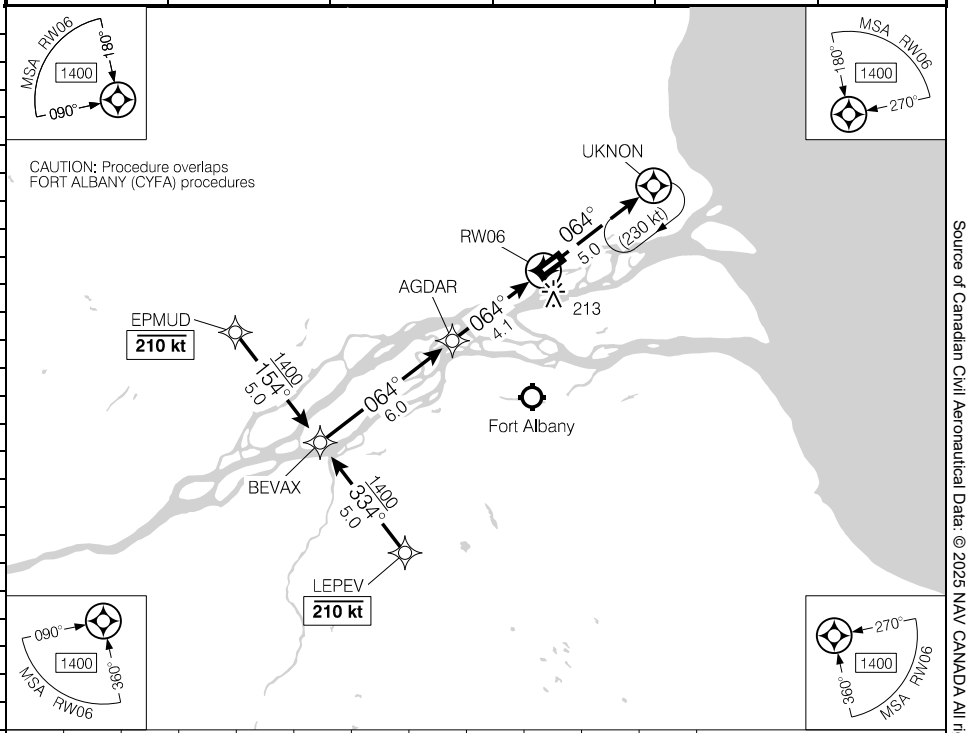
KASHECHEWAN, ON

RNAV (GNSS) RWY 06

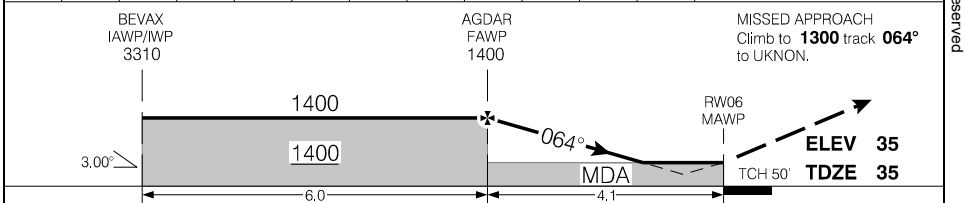
521657N 0814040W VAR 12°W

CZKE

		TFC – 122.8 ATF		ARCAL 122.8(K)
SAFE ALT 100 NM **1800**	WAAS **Ch 81056** W06A	APCH CRS **064°**	MIN ALT AGDAR **1400**	LDA **3903**



		10.1	9	8	7	6	5	**4.1**	3	2	1.4	DIST FROM RW06
		3310	2950	2630	2310	2000	1680	**1400**	1040	720	540	ALT (3.00° APCH PATH)



RASS: Use CYAT.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**535**	(500)	1¾	
LNAV	**540**	(505)	1½	

RNAV (GNSS) RWY 06 CZKE

EFF 10 AUG 23

Canada Air Pilot
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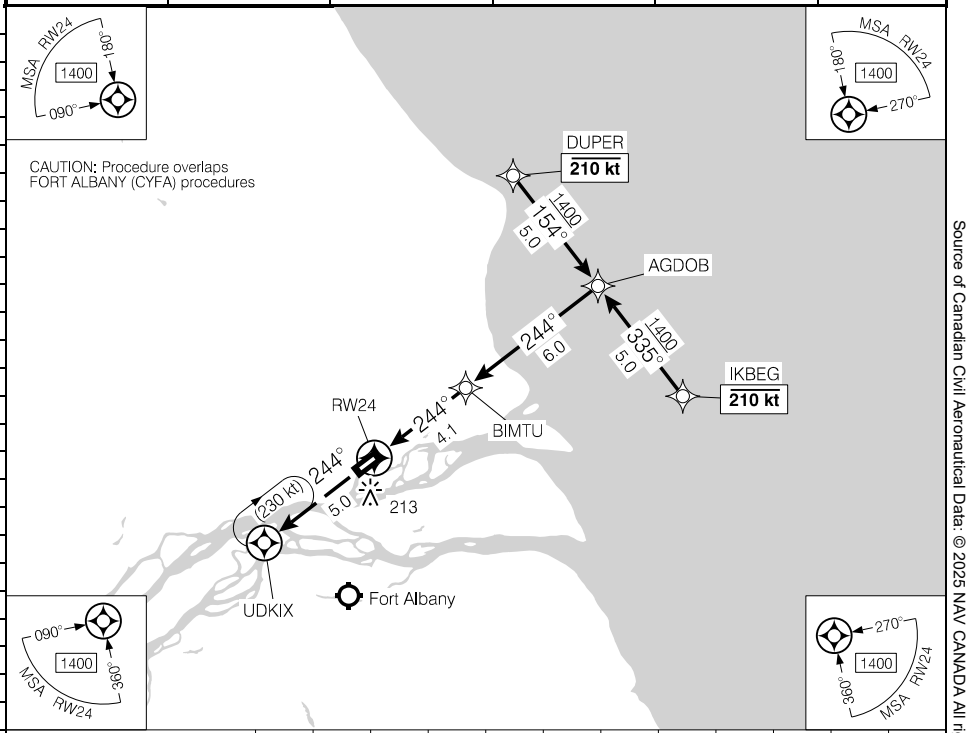
KASHECHEWAN, ON

RNAV (GNSS) RWY 24

521657N 0814040W VAR 12°W

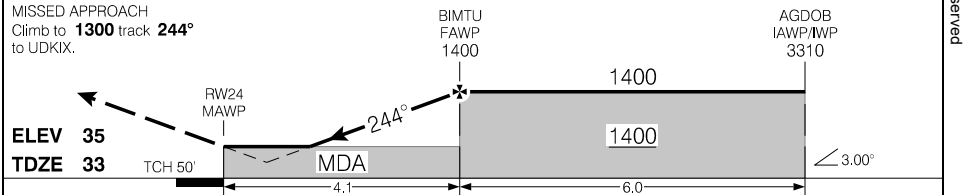
CZKE

		TFC – 122.8 ATF		ARCAL 122.8(K)
SAFE ALT 100 NM **1800**	WAAS **Ch 81057** W24A	APCH CRS **244°**	MIN ALT BIMTU **1400**	LDA **3903**



DIST FROM RW24		1.5	3	**4.1**	5	6	7	8	9	10.1		
ALT (3.00° APCH PATH)		560	1040	**1400**	1680	2000	2310	2630	2950	3310		

MISSED APPROACH
Climb to **1300** track **244°**
to UDKIX.



RASS: Use CYAT.

CATEGORY	A	B	C	D
LPV	**533**	(500)	1¾	
LNAV	**560**	(527)	1¾	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

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Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

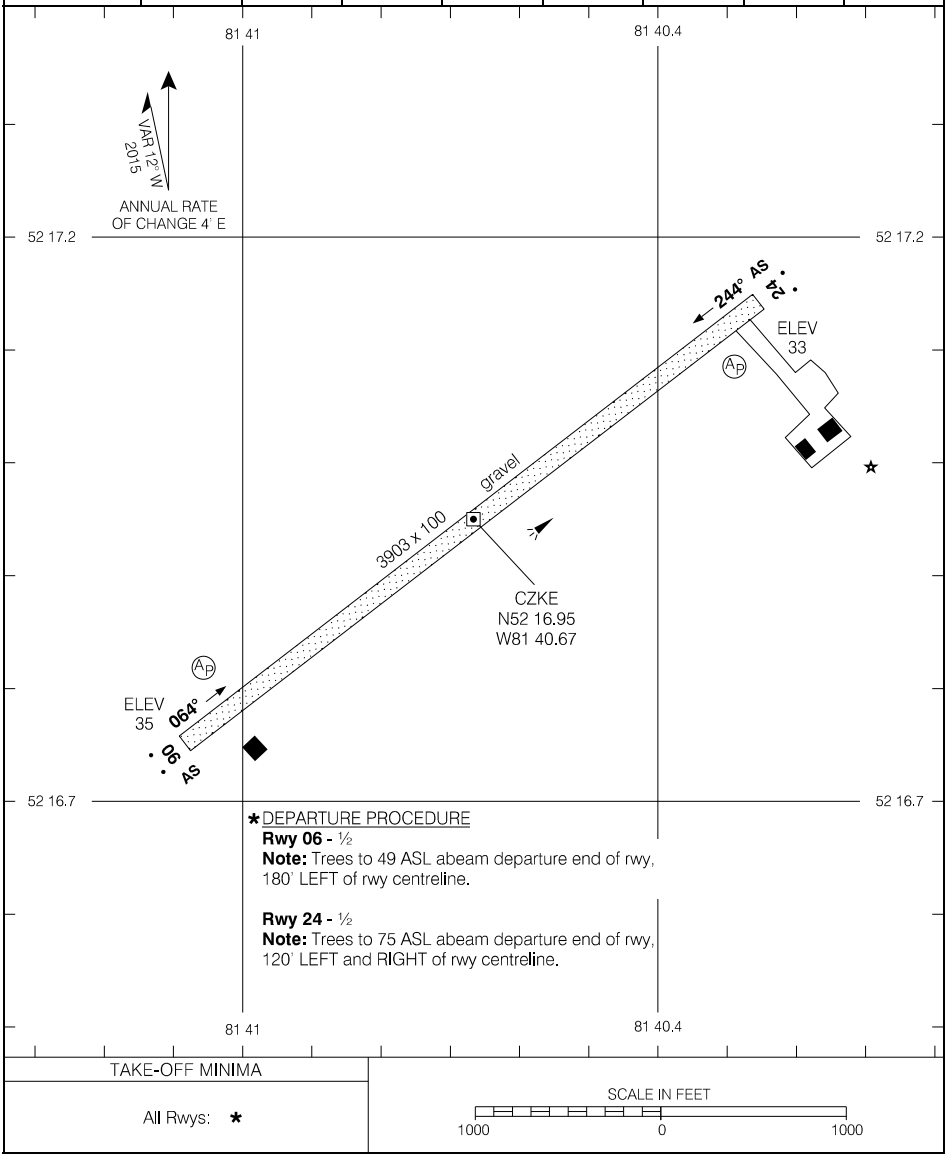
KASHECHEWAN, ON

AERODROME CHART

CZKE

TFC – **122.8** ATF

DECL DISTS	06	24						
TORA	3903	3903						
TODA	3903	3903						
ASDA	3903	3903						
LDA	3903	3903						



✱DEPARTURE PROCEDURE

Rwy 06 - ½
Note: Trees to 49 ASL abeam departure end of rwy, 180° LEFT of rwy centreline.

Rwy 24 - ½
Note: Trees to 75 ASL abeam departure end of rwy, 120° LEFT and RIGHT of rwy centreline.

TAKE-OFF MINIMA

All Rwys: ✱

SCALE IN FEET
1000 0 1000

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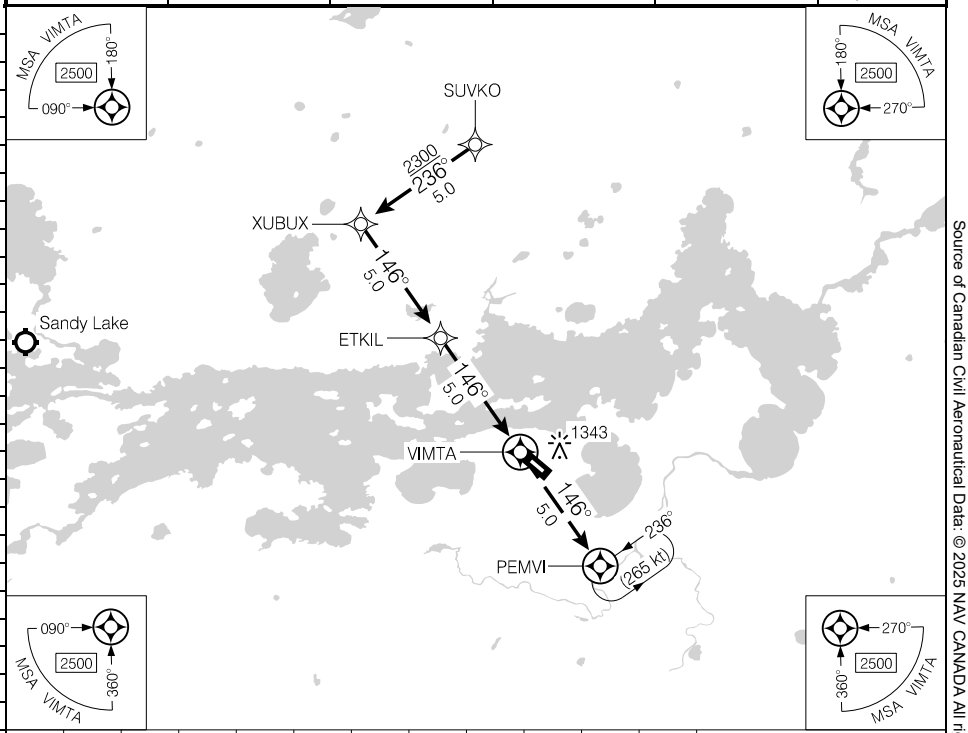
KEEWAYWIN, ON

RNAV (GNSS) RWY 13

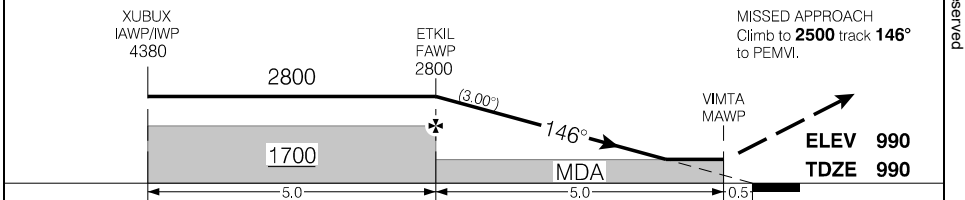
525928N 0925011W VAR 1°W

CPV8

		TFC – **122.8** ATF			ARCAL 122.8(K)
SAFE ALT 100 NM **3000**	RNAV	APCH CRS **146°**	MIN ALT ETKIL **1700**	LDA **3511**	14.8°



(NM)			10	9	8	7	6	**5.0**	4	3	2	1.0	DIST FROM VIMTA
			4380	4060	3740	3430	3110	**2800**	2470	2150	1830	1500	ALT (3.00° APCH PATH)



RASS: Use CZSJ.

CATEGORY	A	B	C	D
LNAV	**1500**		(510)	1½

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 13

CPV8

EFF 2 DEC 21

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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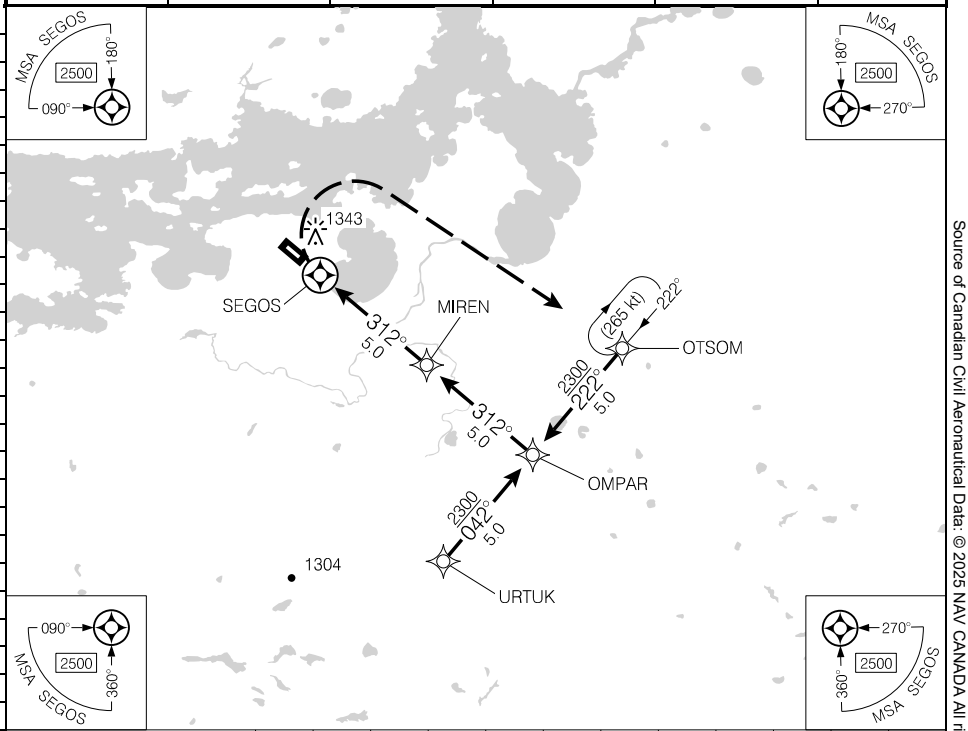
KEEWAYWIN, ON

RNAV (GNSS) RWY 31

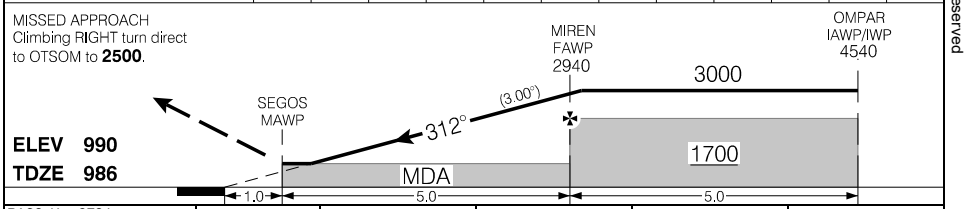
525928N 0925011W VAR 1°W

CPV8

		TFC – **122.8** ATF			ARCAL 122.8(K)
SAFE ALT 100 NM **3000**	RNAV	APCH CRS **312°**	MIN ALT MIREN **1700**	LDA **3511**	



DIST FROM SEGOS	0.5	1	2	3	4	**5.2**	6	7	8	9	10
ALT (3.00° APCH PATH)	1500	1670	1990	2310	2630	**3000**	3260	3580	3900	4220	4540



RASS: Use CZSJ.

CATEGORY	A	B	C	D
LNAV	**1500**	(514)		1½

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 31

CPV8

EFF 2 DEC 21

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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KEEWAYWIN, ON

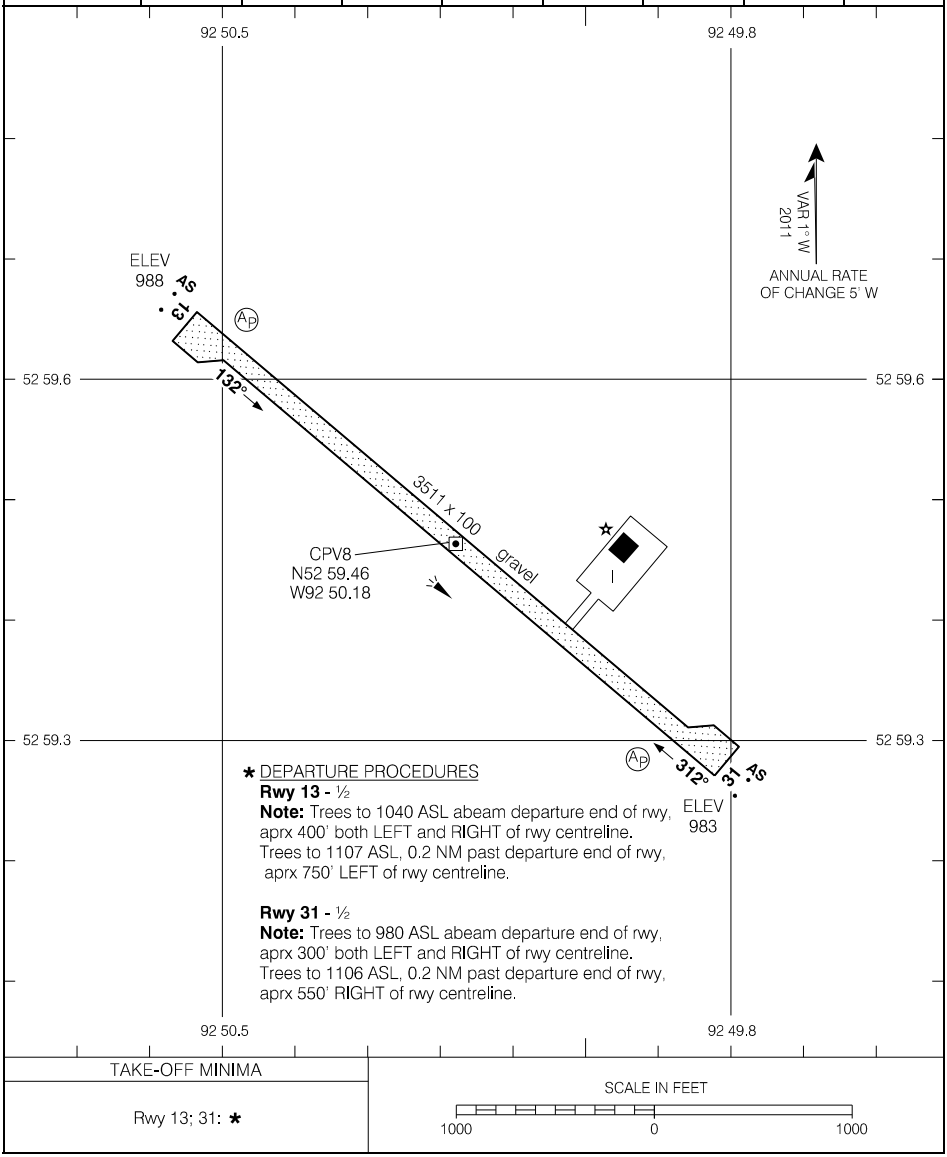
AERODROME CHART

CPV8

TFC – **122.8**

ATF

DECL DISTS	13	31
TORA	3511	3511
TODA	3511	3511
ASDA	3511	3511
LDA	3511	3511



TAKE-OFF MINIMA
Rwy 13; 31: ★

SCALE IN FEET

1000 0 1000

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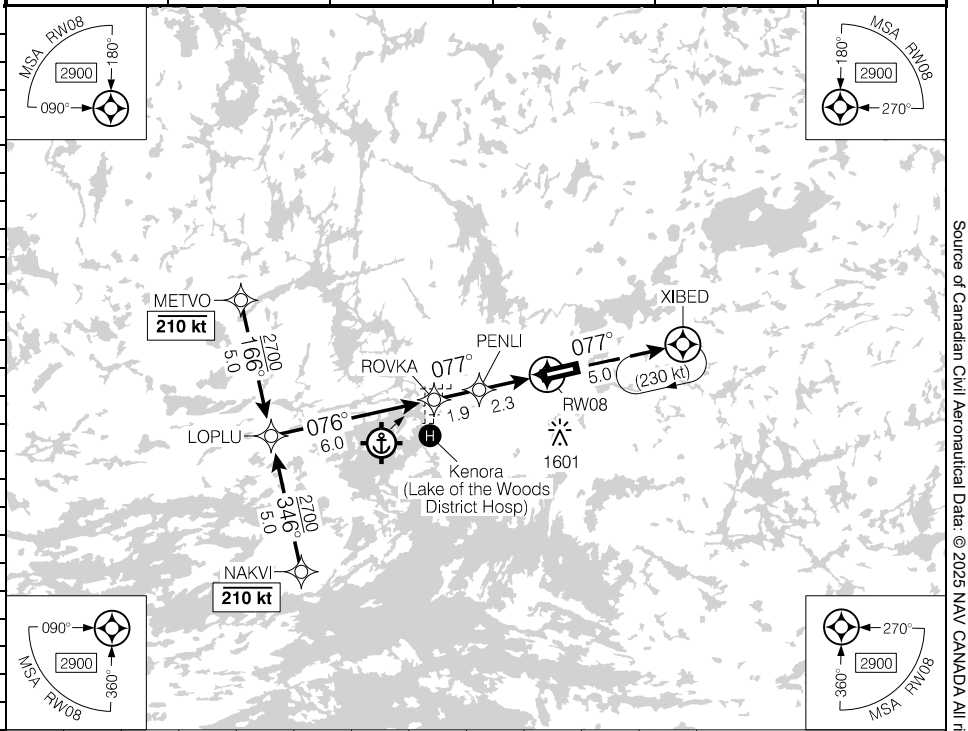
KENORA, ON

RNAV (GNSS) RWY 08

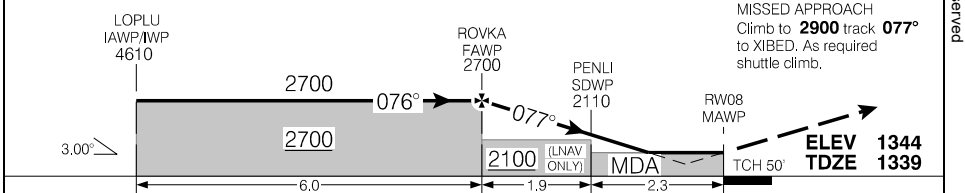
494718N 0942147W VAR 1°E

CYQK

	CTR Winnipeg – **132.2**	RADIO – **122.2** MF		Ⓟ2 AS . .
SAFE ALT 100 NM **3000**	WAAS **Ch 80464** W08A	APCH CRS **077°**	MIN ALT ROVKA **2700**	LDA **5800**



		10.2	9	8	7	6	5	**4.2**	3	2	1.3	DIST FROM RW08
		4610	4240	3920	3600	3290	2970	**2700**	2330	2010	1800	ALT (3.00° APCH PATH)



MISSED APPROACH
Climb to **2900** track **077°** to XIBED. 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	**1575**	(250)	1	
LNAV/VNAV (min. -21°C, max. 54°C)	**1700**	(375)	1¼	
LNAV	**1800**	(475)	1½	

RNAV (GNSS) RWY 08

CYQK

EFF 25 FEB 21

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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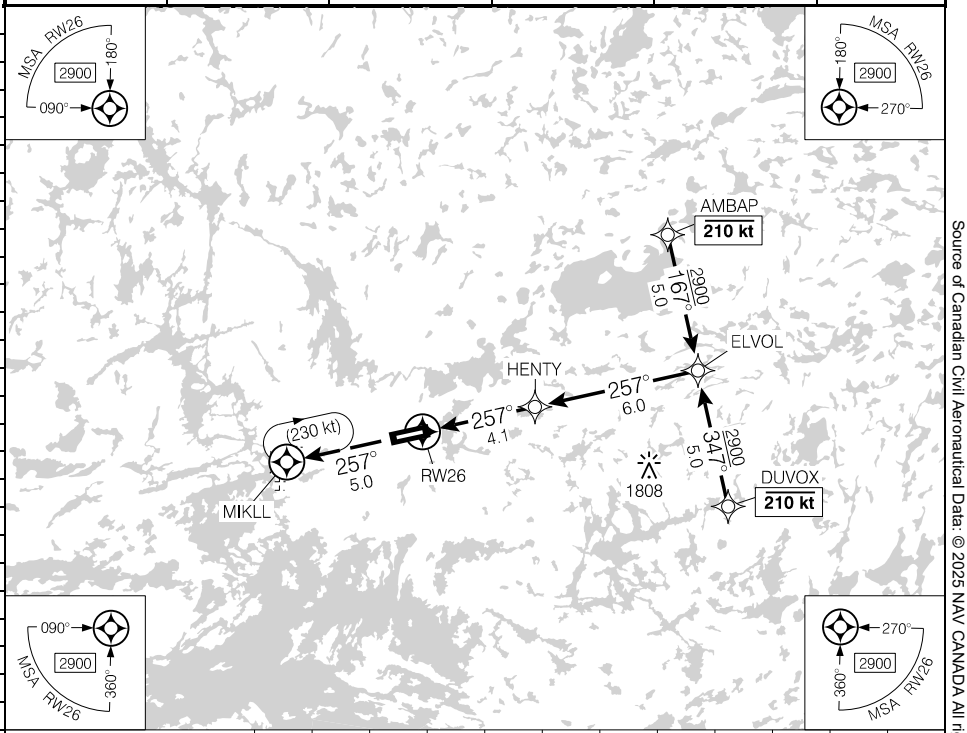
KENORA, ON

RNAV (GNSS) RWY 26

494718N 0942147W VAR 1°E

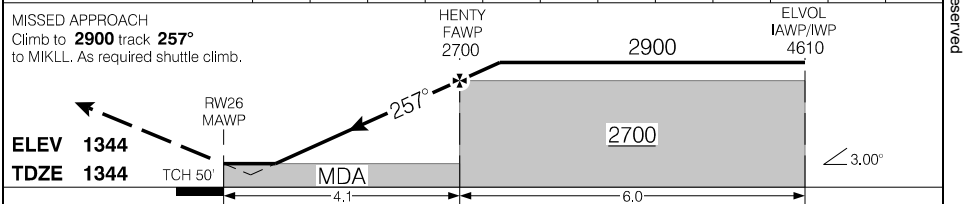
CYQK

	CTR Winnipeg – **132.2**	RADIO – **122.2** MF		P2 AS
SAFE ALT 100 NM **3000**	WAAS **Ch 80876** W26A	APCH CRS **257°**	MIN ALT HENTY **2700**	LDA **5800**



DIST FROM RW26	0.9	2	3	4	**4.8**	6	7	8	9	10.1		
ALT (3.00° APCH PATH)	1680	2020	2340	2660	**2900**	3290	3610	3930	4250	4610		

MISSED APPROACH
Climb to **2900** track **257°**
to MIKLL. 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	**1582**	(250)	1	
LNAV/VNAV (min. -21°C, max. 54°C)	**1582**	(250)	1	
LNAV	**1680**	(348)	1¼	

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RNAV (GNSS) RWY 26

CYQK

EFF 25 FEB 21

Canada Air Pilot
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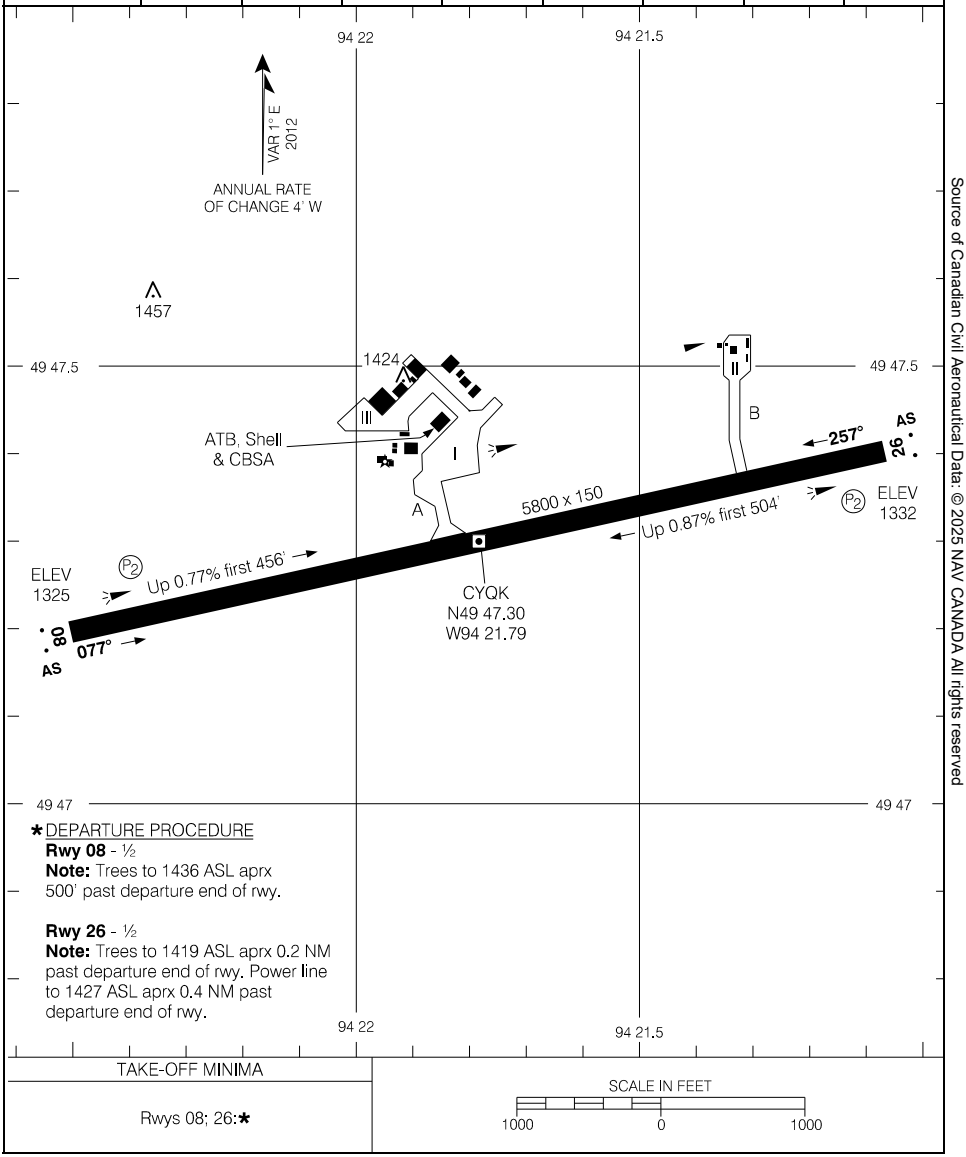
KENORA, ON

AERODROME CHART

CYQK

		RADIO – **122.2**	CTR Winnipeg – **132.2** RADIO London – **123.37** MF

DECL DISTS	08	26
TORA	5800	5800
TODA	6200	6784
ASDA	5800	5800
LDA	5800	5800



TAKE-OFF MINIMA	SCALE IN FEET
Rwys 08; 26:*	1000 0 1000

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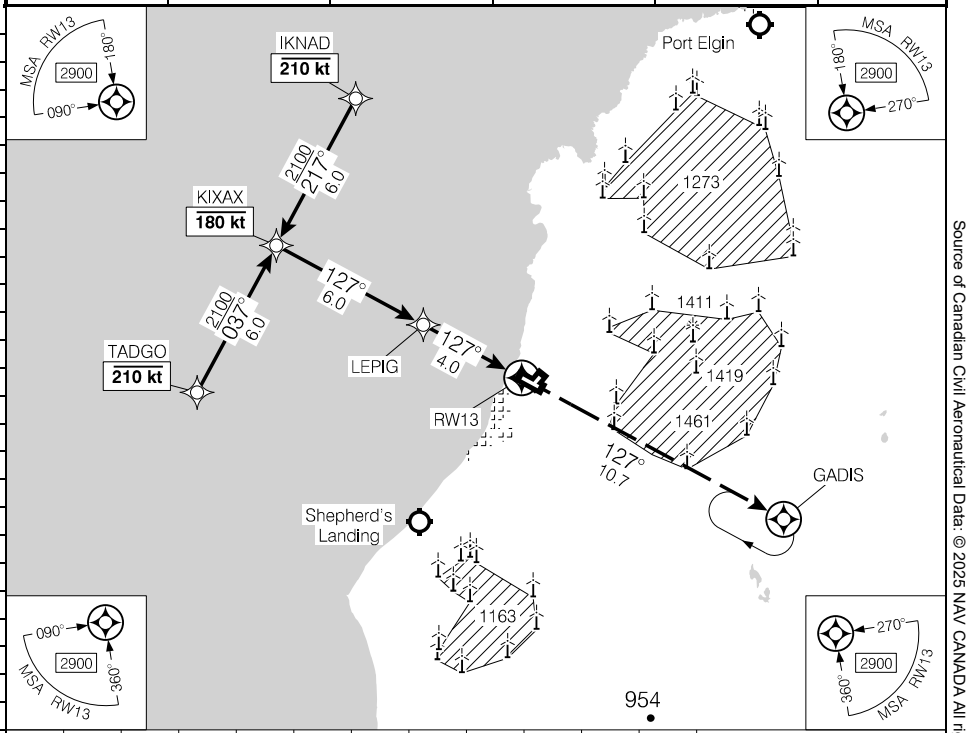
KINCARDINE, ON

RNAV (GNSS) RWY 13

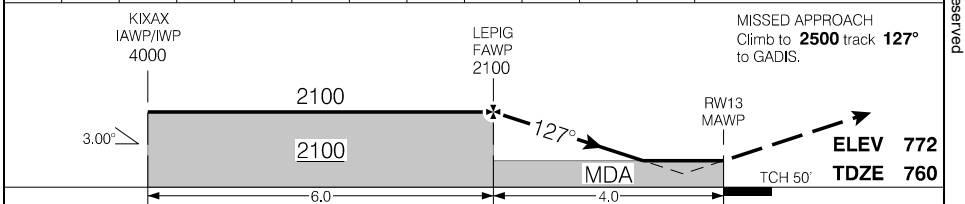
441205N 0813620W VAR 9°W

CYKM

AUTO – **122.55**	CTR Toronto – **132.57**	UNICOM – **122.8** (AU) ATF		ARCAL 122.8(K)
SAFE ALT 100 NM **3300**	WAAS **Ch 80907** W13A	APCH CRS **127°**	MIN ALT LEPIG **2100**	LDA **4085**



		10	9	8	7	6	5	**4.0**	3	2	1.4	DIST FROM RW13
		4000	3670	3350	3040	2720	2400	**2100**	1760	1440	1260	ALT (3.00° APCH PATH)



RASS: When using CYVV add **100'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**1256**	(500)	1½	
LNAV	**1260**	(504)	1½	

RNAV (GNSS) RWY 13 CYKM

EFF 20 FEB 25

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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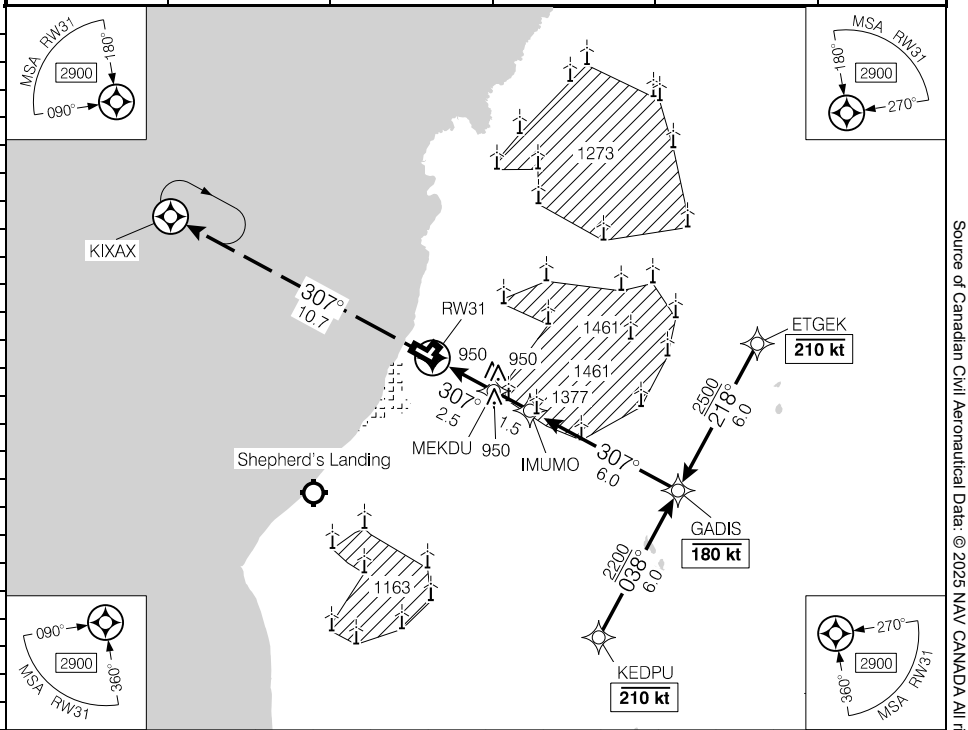
KINCARDINE, ON

RNAV (GNSS) RWY 31

441205N 0813620W VAR 9°W

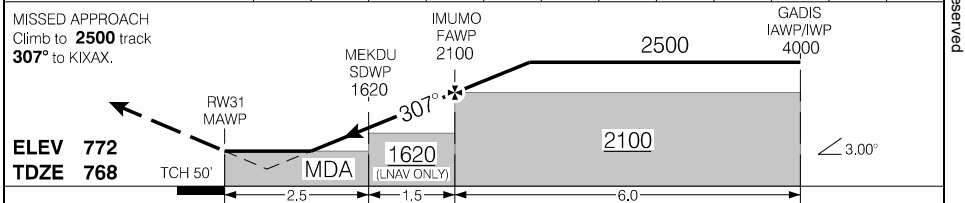
CYKM

AUTO – **122.55**	CTR Toronto – **132.57**	UNICOM – **122.8** (AU) ATF		ARCAL 122.8(K)
SAFE ALT 100 NM **3300**	WAAS **Ch 80064** W31A	APCH CRS **307°**	MIN ALT IMUMO **2100**	LDA **4085**



DIST FROM RW31	1.5	2	3	4	**5.3**	6	7	8	9	10		
ALT (3.00° APCH PATH)	1280	1450	1770	2100	**2500**	2730	3050	3370	3680	4000		

MISSED APPROACH
Climb to **2500** track **307°** to KIXAX.



RASS: When using CYVV add **100'**.

CATEGORY	A	B	C	D
LPV	**1268**	(500)	1½	
LNAV	**1280**	(512)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 31 CYKM

EFF 20 FEB 25

Canada Air Pilot
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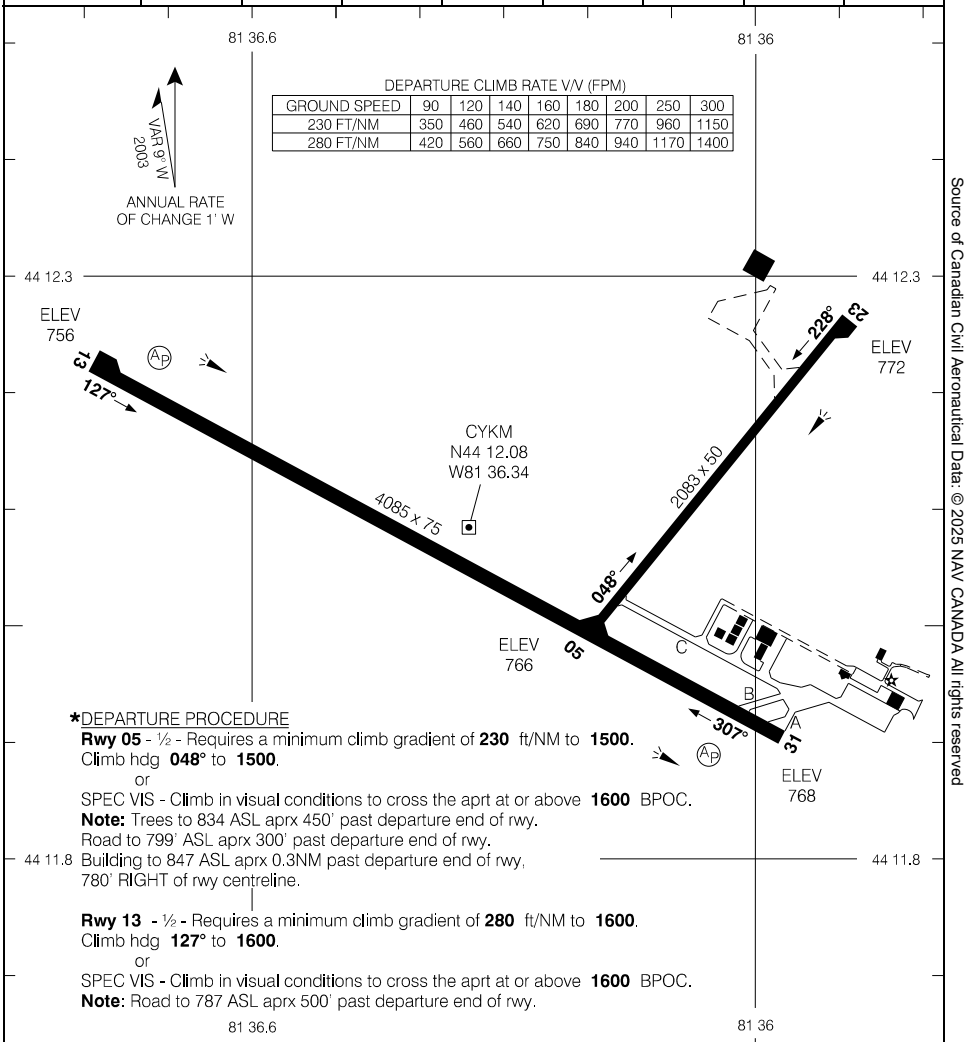
KINCARDINE, ON

AERODROME CHART

CYKM

AUTO – **122.55**		◕ UNICOM – **122.8** (AU) ATF	CTR Toronto – **132.57**

DECL DISTS	05	23	13	31				
TORA	2083	2083	4085	4085				
TODA	2083	2083	4285	4285				
ASDA	2083	2083	4085	4085				
LDA	2083	2083	4085	4085				



*DEPARTURE PROCEDURE

Rwy 05 - ½ - Requires a minimum climb gradient of **230** ft/NM to **1500**.
Climb hdg **048°** to **1500**.
or
SPEC VIS - Climb in visual conditions to cross the aprt at or above **1600** BPOC.
Note: Trees to 834 ASL aprx 450' past departure end of rwy.
Road to 799' ASL aprx 300' past departure end of rwy.
Building to 847 ASL aprx 0.3NM past departure end of rwy,
780' RIGHT of rwy centreline.

Rwy 13 - ½ - Requires a minimum climb gradient of **280** ft/NM to **1600**.
Climb hdg **127°** to **1600**.
or
SPEC VIS - Climb in visual conditions to cross the aprt at or above **1600** BPOC.
Note: Road to 787 ASL aprx 500' past departure end of rwy.

TAKE-OFF MINIMA
Rwys 05; 13: *
Rwys 23; 31: ½

SCALE IN FEET
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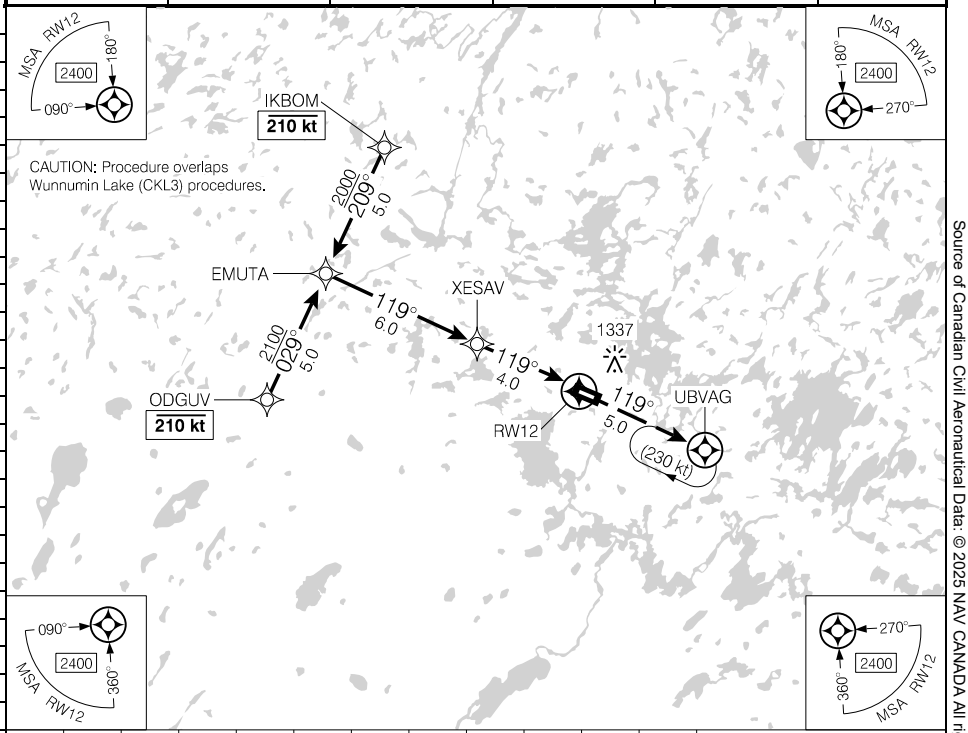
KINGFISHER LAKE, ON

RNAV (GNSS) RWY 12

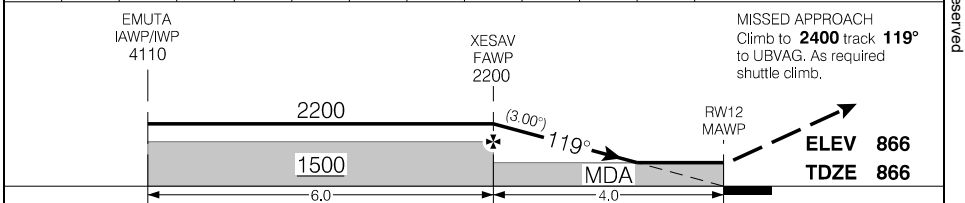
530045N 0895119W VAR 4°W

CNM5

		TFC – 123.2 ATF		ARCAL 123.2(K)*
SAFE ALT 100 NM **2700**	RNAV	APCH CRS **119°**	MIN ALT XESAV **1500**	LDA **3520**



		10	9	8	7	6	5	**4.0**	3	2	1.5	DIST FROM RW12
		4110	3780	3460	3140	2830	2510	**2200**	1870	1550	1400	ALT (3.00° APCH PATH)



RASS: Use CYTL. When using CZMD add **50'**.

CATEGORY	A	B	C	D
LNAV	**1400**	(535)	1¾	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 12

CNM5

EFF 10 AUG 23

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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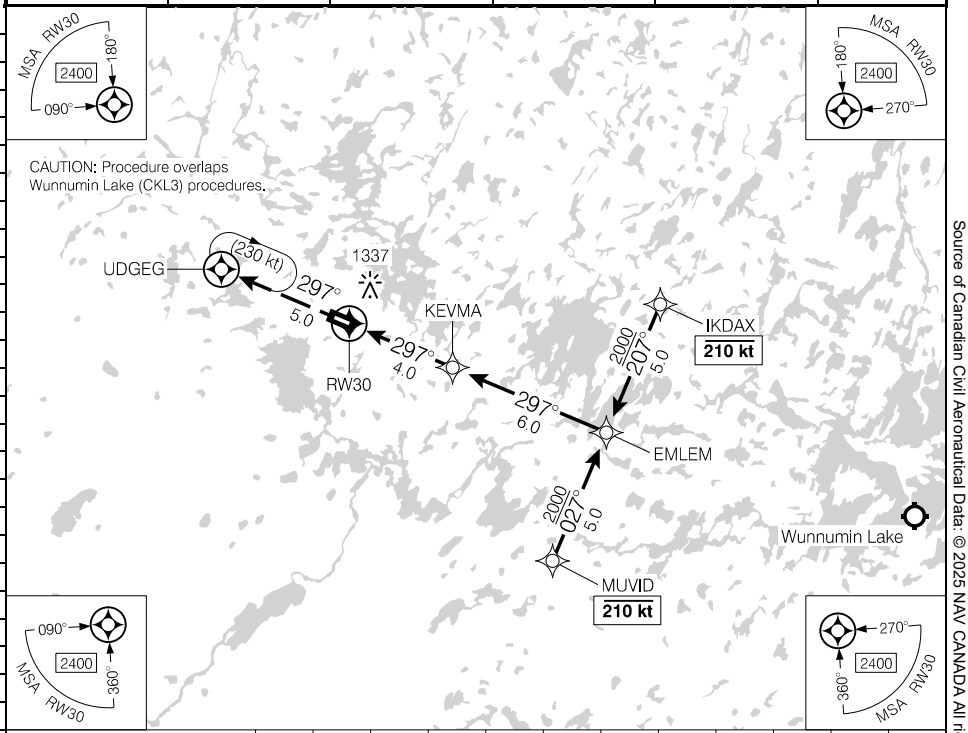
KINGFISHER LAKE, ON

RNAV (GNSS) RWY 30

530045N 0895119W VAR 4°W

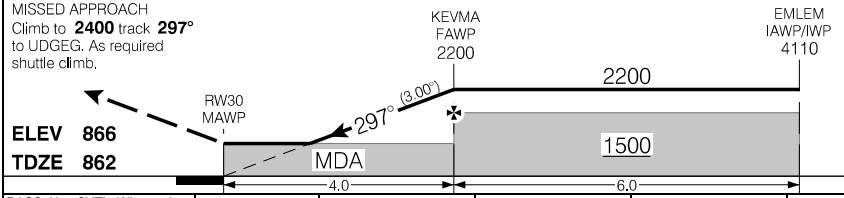
CNM5

		TFC – **123.2** ATF			ARCAL 123.2(K)*
SAFE ALT 100 NM **2700**	RNAV	APCH CRS **297°**	MIN ALT KEVMA **1500**	LDA **3520**	AS



DIST FROM RW30	1.5	2	3	**4.0**	5	6	7	8	9	10		
ALT (3.00° APCH PATH)	1380	1550	1870	**2200**	2500	2820	3140	3460	3780	4110		

MISSED APPROACH
Climb to **2400** track **297°** to UDGEG. As required shuttle climb.



RASS: Use CYTL. When using CZMD add **50'**.

CATEGORY	A	B	C	D
LNAV	**1380**	(518)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

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Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

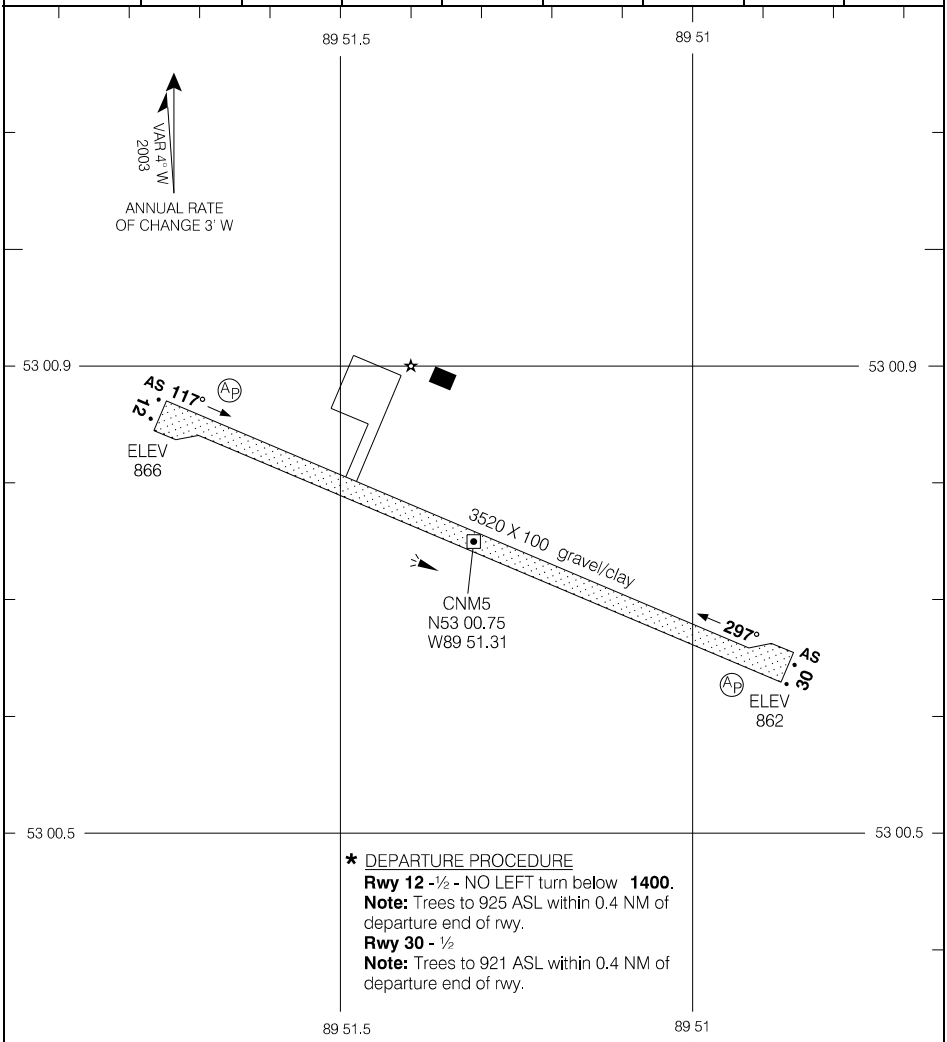
KINGFISHER LAKE, ON

AERODROME CHART

CNM5

TFC – **123.2** ATF

DECL DISTS	12	30						
TORA	3520	3520						
TODA	3520	3520						
ASDA	3520	3520						
LDA	3520	3520						



TAKE-OFF MINIMA
Rwys 12; 30: *

SCALE IN FEET
1000 0 1000

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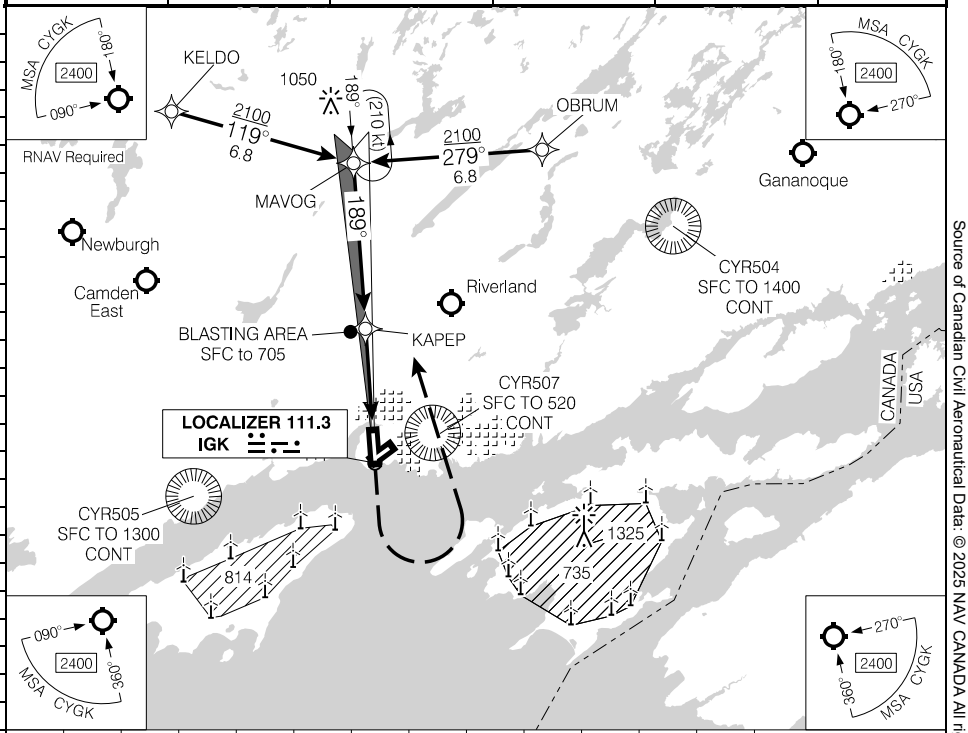
ILS RWY 19

KINGSTON, ON
CYGK

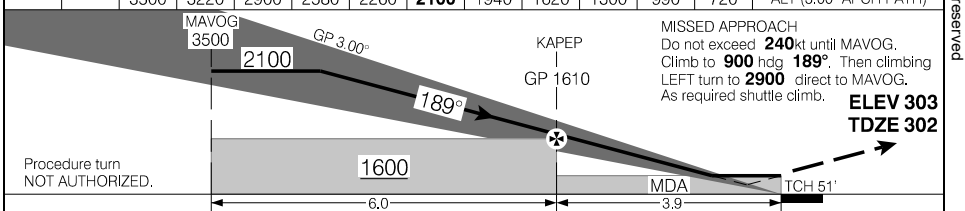
441335N 0763548W VAR 13°W

ATIS – 135.55	CTR Montreal – 135.05	RADIO – 122.5 TFC – 122.5 MF		ARCAL 122.5(K)* AW-AS

SAFE ALT 100 NM	LOC IGK	APCH CRS	MIN ALT KAPEP	LDA
6100	**111.3**	**189°**	**1610**	**5000**



(NM)		9.9	9	8	7	6	5.5	5	4	3	2	1.2	DIST FROM RW19
		3500	3220	2900	2580	2260	**2100**	1940	1620	1300	990	720	ALT (3.00° APCH PATH)



RASS: When using CYTR add **100'**.

KAPEP to MAP 3.9 NM

Knots	ft/min	Min:Sec
70	370	**3:21**
90	480	**2:36**
110	580	**2:08**
130	690	**1:48**
150	800	**1:34**

CATEGORY	A	B	C	D
ILS	**553** (250) 1			
LOC	**720** (418) 1			
C CIRCLING	**820** (517) 1½	**1180** (877) 1¼	**1180** (877) 2½	**1180** (877) 2¾

ILS RWY 19

CYGK

EFF 27 NOV 25

Canada Air Pilot
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KINGSTON, ON

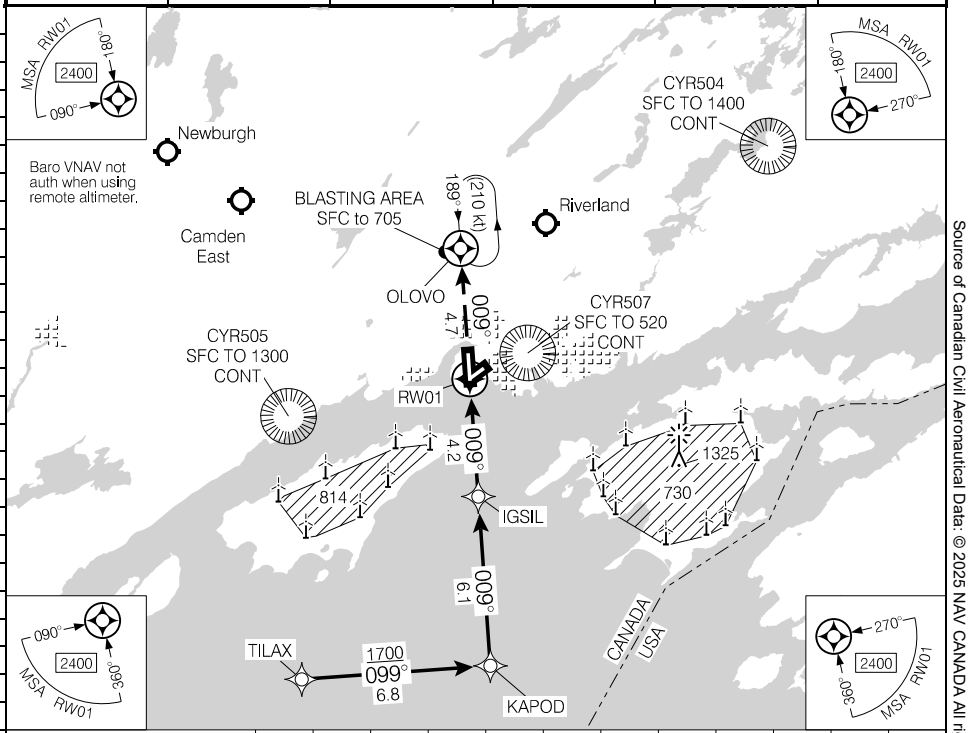
RNAV (GNSS) RWY 01

441335N 0763548W VAR 13°W

CYGK

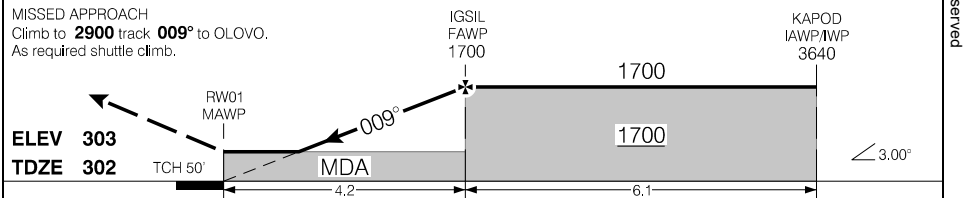
ATIS – **135.55**	CTR Montreal – **135.05**	RADIO – **122.5** TFC – **122.5** MF	ARCAL 122.5(K)* P2

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT IGSIL	LDA
6100	**Ch 80694** W01A	**009°**	**1700**	**5622**



DIST FROM RW01	1.0	2	3	**4.2**	5	6	7	8	9	10.3
ALT (3.00° APCH PATH)	660	990	1310	**1700**	1940	2260	2580	2900	3220	3640

MISSED APPROACH
Climb to **2900** track **009°** to OLOVO.
As required shuttle climb.



RASS: When using CYTR add **100'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**552**	(251)	1	
LNAV/VNAV (min. -19°C, max. 54°C)	**568**	(267)	1	
LNAV	**660**	(359)	1¼	

RNAV (GNSS) RWY 01

CYGK

EFF 17 APR 25

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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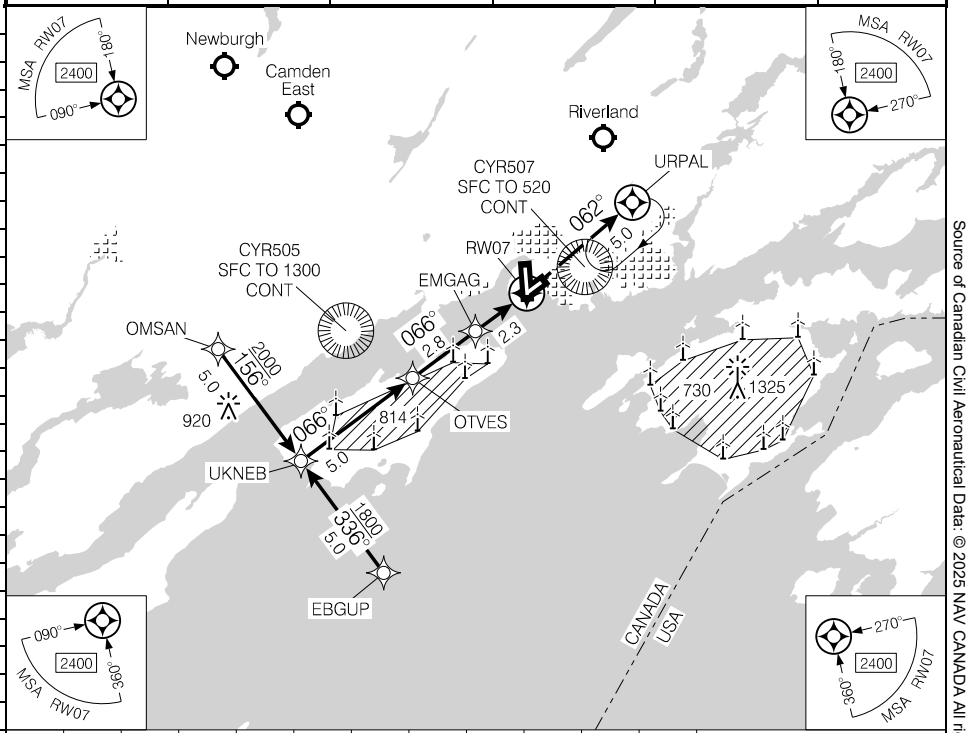
KINGSTON, ON

RNAV (GNSS) RWY 07

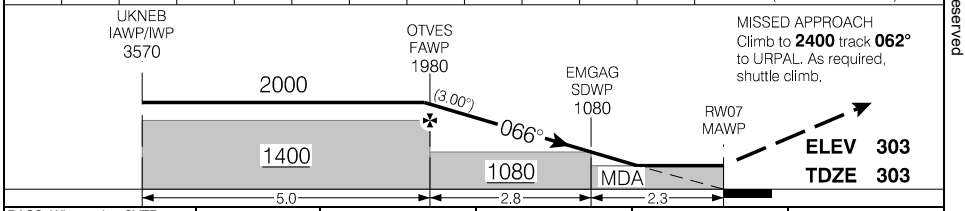
441335N 0763548W VAR 13°W

CYGK

ATIS – **135.55**	CTR Montreal – **135.05**	RADIO – **122.5** TFC – **122.5** MF		ARCAL 122.5(K)*
SAFE ALT 100 NM **6100**	RNAV	APCH CRS **066°**	MIN ALT OTVES **1400**	LDA **3909**



(NM)	10.1	9	8	7	6	**5.2**	4	3	2	1.5	DIST FROM RW07
	3570	3220	2900	2580	2260	**2000**	1620	1310	990	820	ALT (3.00° APCH PATH)



RASS: When using CYTR add **100'**.

CATEGORY	A	B	C	D
LNAV	**820**	(517)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 07

CYGK

EFF 17 APR 25

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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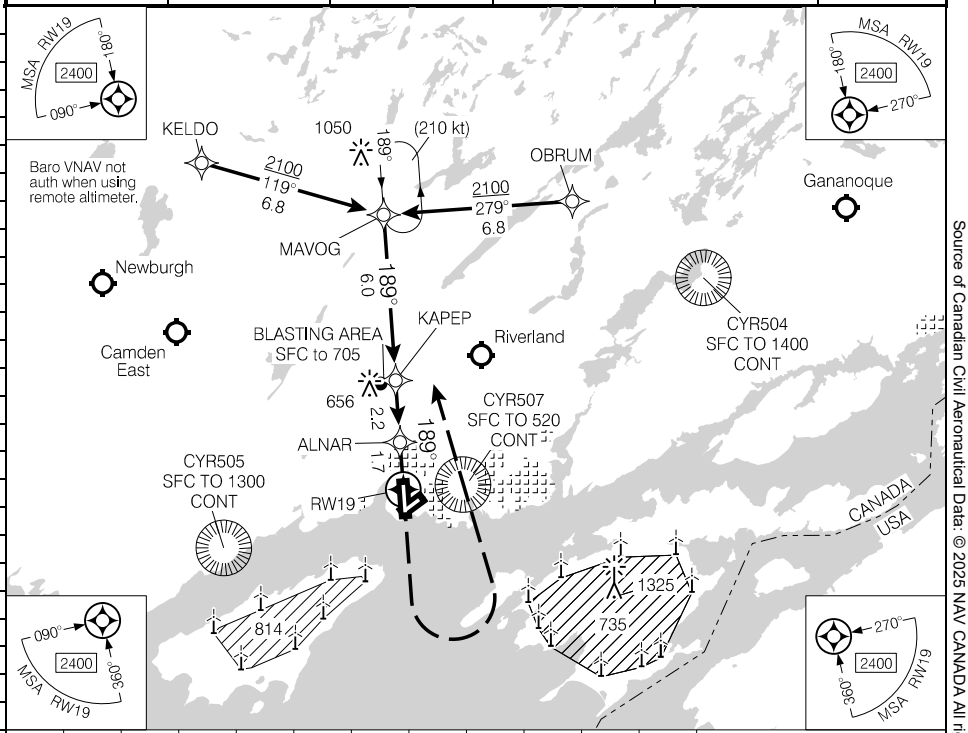
RNAV (GNSS) RWY 19

441335N 0763548W VAR 13°W

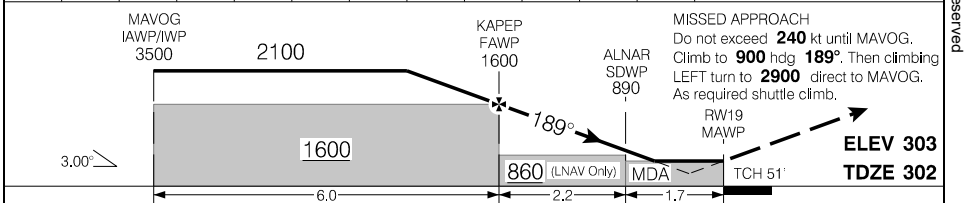
CYGK

ATIS – **135.55**	CTR Montreal – **135.05**	RADIO – **122.5** TFC – **122.5** MF	ARCAL 122.5(K)*

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT KAPEP	LDA
6100	**Ch 80316** W19A	**189°**	**1600**	**5000**



		9.9	9	8	7	6	**5.5**	4	3	2	1.2	DIST FROM RW19
		3500	3220	2900	2580	2260	**2100**	1620	1300	990	720	ALT (3.00° APCH PATH)



RASS: When using CYTR add **100'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**549**	(250)	1	
LNAV/VNAV (min. -20°C, max. 54°C)	**681**	(383)	1	
LNAV	**720**	(422)	1	

RNAV (GNSS) RWY 19 CYGK

EFF 27 NOV 25

Canada Air Pilot
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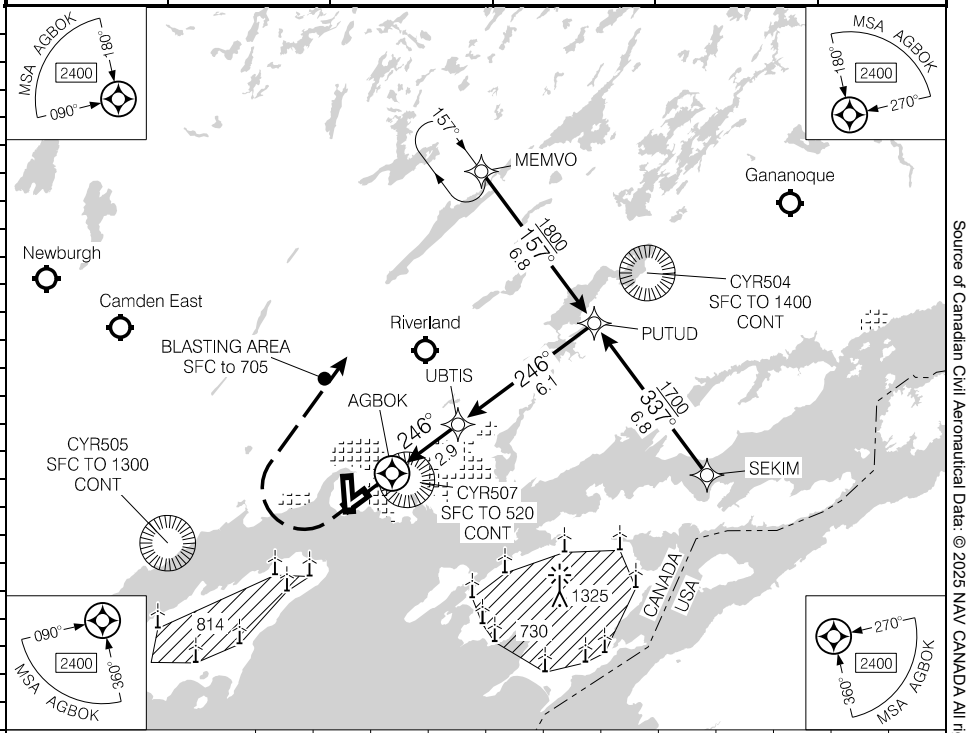
KINGSTON, ON

RNAV (GNSS) RWY 25

441335N 0763548W VAR 13°W

CYGK

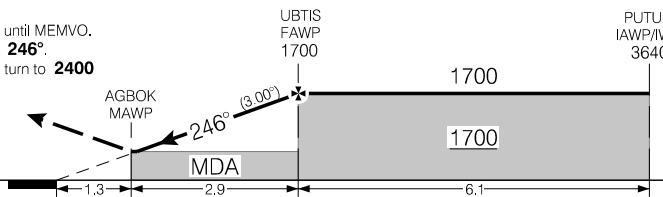
ATIS – 135.55	CTR Montreal – 135.05	RADIO – 122.5 TFC – 122.5 MF		ARCAL 122.5(K)*
SAFE ALT 100 NM **6100**	RNAV	APCH CRS **246°**	MIN ALT UBTIS **1700**	LDA **3909**



DIST FROM AGBOK	0.1	1	2	**2.9**	4	5	6	7	8	9		
ALT (3.00° APCH PATH)	800	1080	1400	**1700**	2030	2350	2670	2990	3310	3640		

MISSED APPROACH
Do not exceed 190 kt until MEMVO.
Climb to **1000** track **246°**.
Then climbing RIGHT turn to **2400** direct to MEMVO.

ELEV 303
TDZE 300



RASS: When using CYTR add **100'**.

CATEGORY	A	B	C	D
LNAV	**800**	(503)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 25

CYGK

EFF 17 APR 25

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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Departure Procedure

Rwy 01 – ½: NO LEFT turn below **800**.

Note: Trees to 400 ASL aprx 0.8 NM past departure end of rwy, 1500' RIGHT of rwy centreline.

Rwy 07 – ½: Requires a minimum climb gradient of **480** ft/NM to **600**.

Note: Trees to 371 ASL aprx 0.1 NM from departure end of rwy, 680' LEFT of rwy centreline.

or

SPEC VIS – Climb in visual conditions to cross the aprt at or above **1600** BPOC.

Rwy 19 – ½: NO RIGHT turn below **900**.

Note: Trees to 358 ASL aprx 0.1 NM past departure end of rwy, 810' RIGHT of rwy centreline.

Rwy 25 – ½: NO RIGHT turn below **1700**. NO LEFT turn below **1000**.

Note: Trees to 377 ASL aprx 0.3 NM past departure end of rwy, 1000' LEFT of rwy centreline.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
480 FT/NM	720	960	1120	1280	1440	1600	2000	2400

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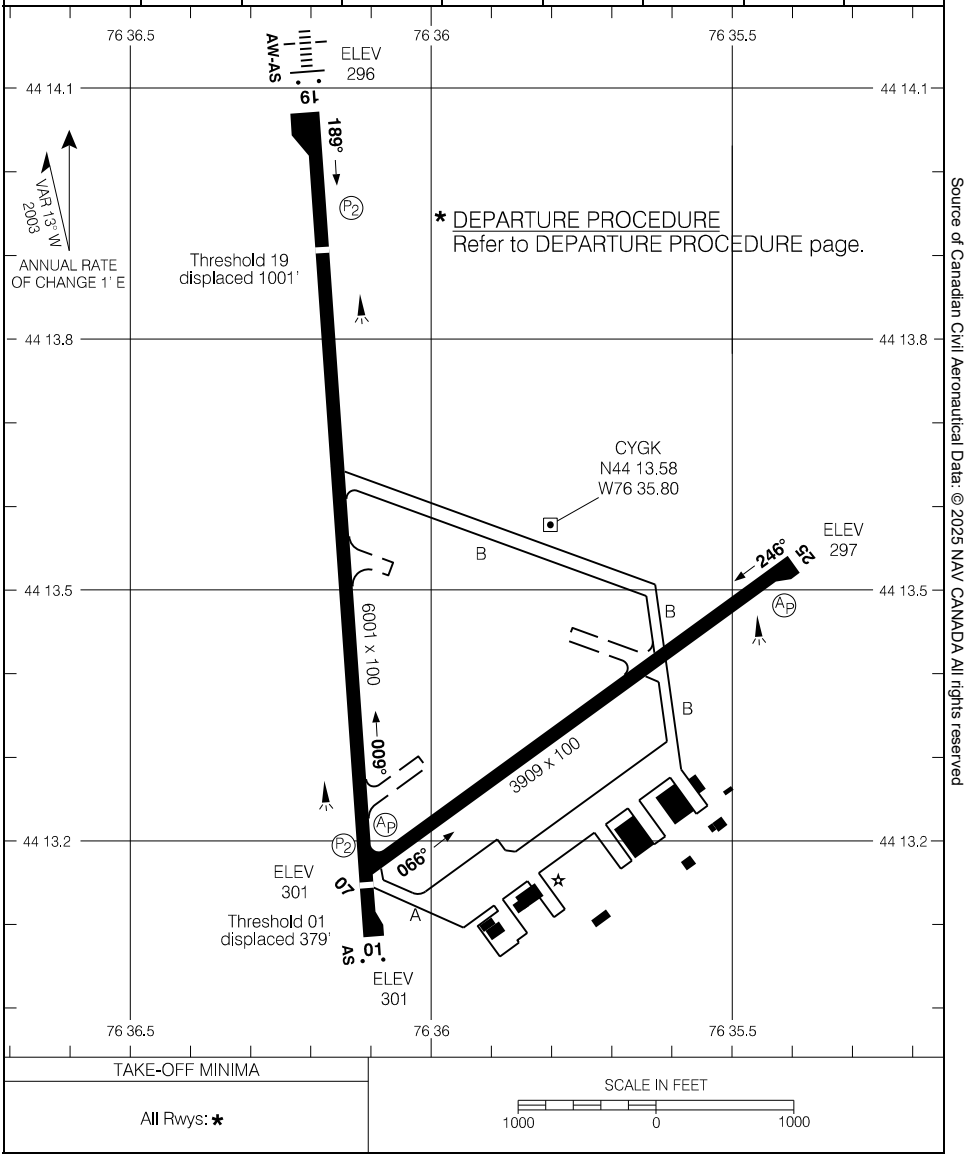
KINGSTON, ON

AERODROME CHART

CYGK

ATIS – **135.55**		RADIO – **122.5** TFC – **122.5** MF	CTR Montreal – **135.05** RADIO London – **123.55**

DECL DISTS	01	19	07	25			
TORA	6001	6001	3909	3909			
TODA	7001	6985	4893	4893			
ASDA	6001	6001	3909	3909			
LDA	5622	5000	3909	3909			



TAKE-OFF MINIMA	SCALE IN FEET
All Rwys: *	1000 0 1000

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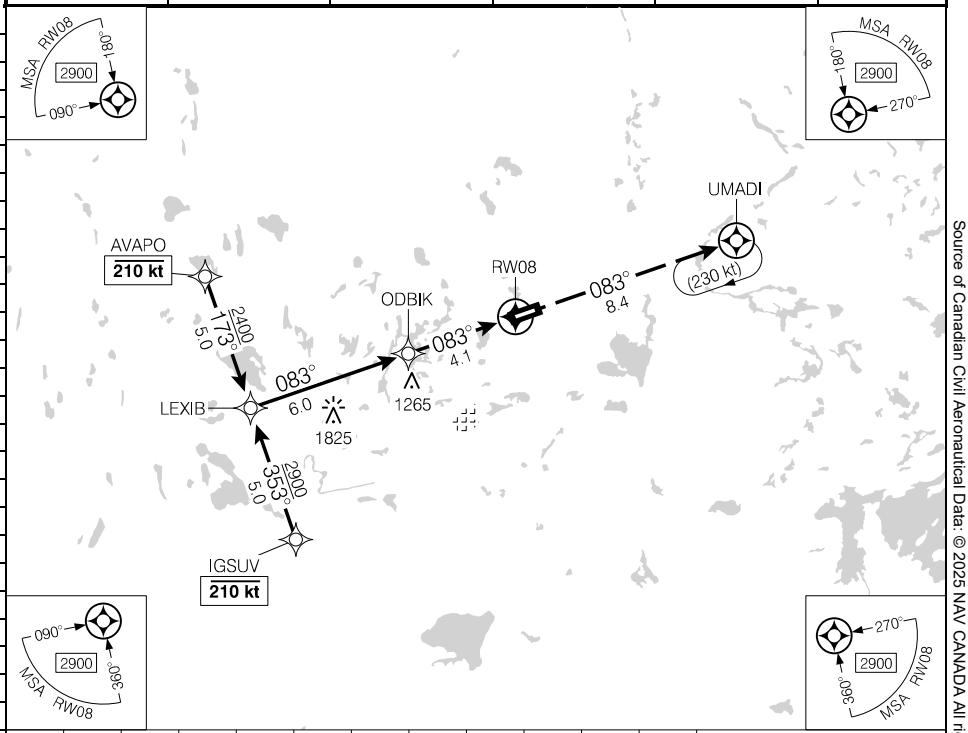
KIRKLAND LAKE, ON

RNAV (GNSS) RWY 08

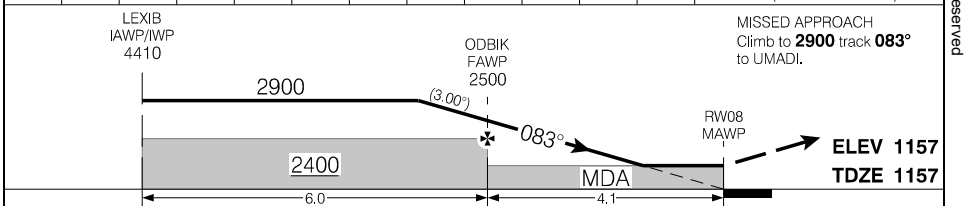
481237N 0795853W VAR 12°W

CYKX

	RADIO London – **123.37**	UNICOM – **122.8** ATF		ARCAL 122.8(K)
SAFE ALT 100 NM **3500**	RNAV	APCH CRS **083°**	MIN ALT ODBIK **2400**	LDA **4505**



(NM)	10.1	9	8	7	6	5.3	4	3	2	1.4	DIST FROM RW08
	4410	4070	3750	3440	3120	**2900**	2480	2160	1840	1660	ALT (3.00° APCH PATH)



RASS: Use CYXR.

CATEGORY	A	B	C	D
LNAV	**1660**	(503)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 08

CYKX

EFF 17 APR 25

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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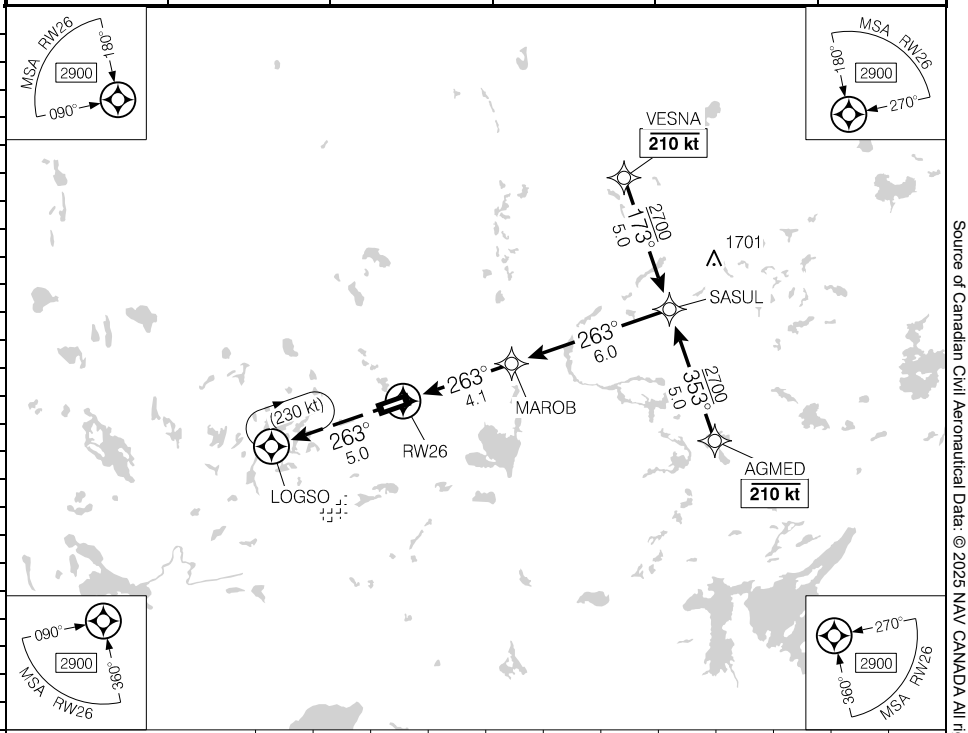
KIRKLAND LAKE, ON

RNAV (GNSS) RWY 26

481237N 0795853W VAR 12°W

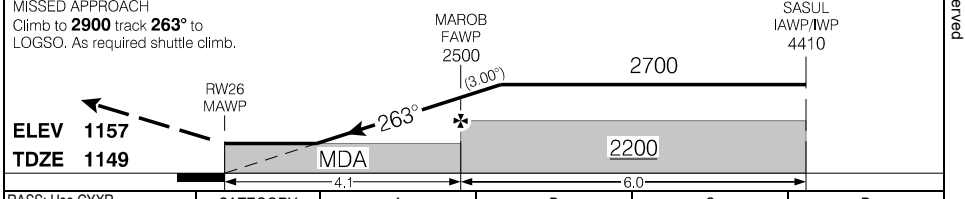
CYKX

	RADIO London – **123.37**	UNICOM – **122.8** ATF		ARCAL 122.8(K)
SAFE ALT 100 NM **3500**	RNAV	APCH CRS **263°**	MIN ALT MAROB **2200**	LDA **4505**



DIST FROM RW26		1.6	3	4	**4.8**	6	7	8	9	10.1		
ALT (3.00° APCH PATH)		1680	2140	2460	**2700**	3100	3420	3730	4050	4410		

MISSED APPROACH
Climb to **2900** track **263°** to LOGSO. As required shuttle climb.



RASS: Use CYXR.

CATEGORY	A	B	C	D
LNAV	**1680**	(544)	1¾	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 26 CYKX

EFF 17 APR 25

Canada Air Pilot
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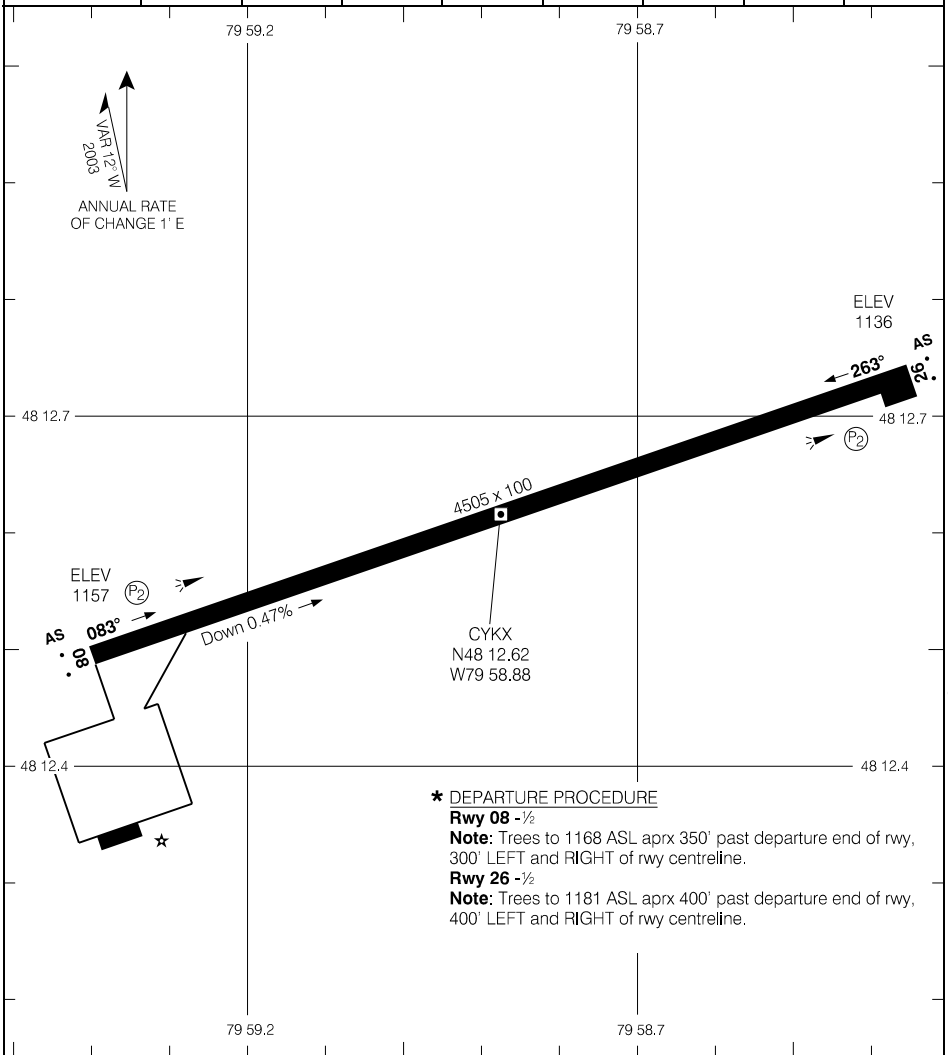
KIRKLAND LAKE, ON

AERODROME CHART

CYKX

			UNICOM – **122.8** ATF	RADIO London – **123.37**

DECL DISTS	08	26
TORA	4505	4505
TODA	4855	4905
ASDA	4505	4505
LDA	4505	4505



* DEPARTURE PROCEDURE

Rwy 08 - ½

Note: Trees to 1168 ASL aprx 350' past departure end of rwy, 300' LEFT and RIGHT of rwy centreline.

Rwy 26 - ½

Note: Trees to 1181 ASL aprx 400' past departure end of rwy, 400' LEFT and RIGHT of rwy centreline.

TAKE-OFF MINIMA
Rwys 08, 26: *

SCALE IN FEET

1000 0 1000

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KITCHENER/WATERLOO, ON

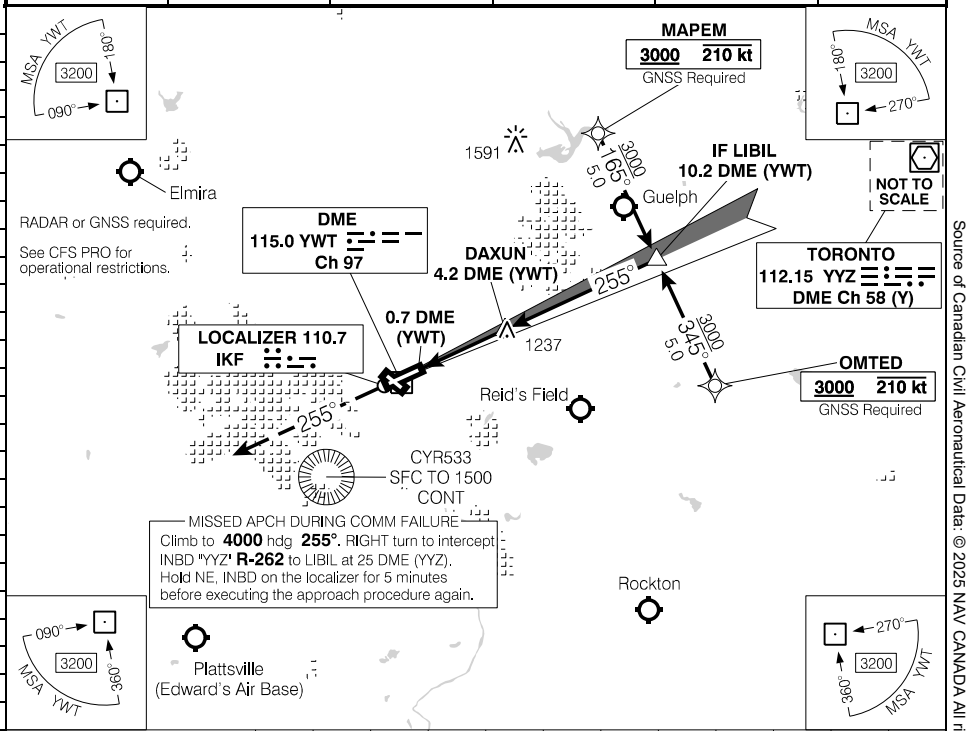
ILS RWY 26

432739N 0802243W VAR 10°W

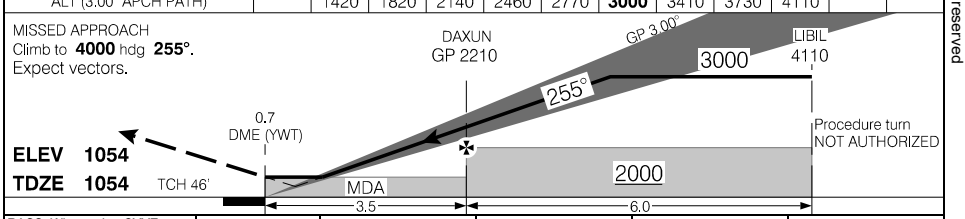
CYKF

ATIS – 125.1	CTR Toronto – 128.27	TWR Waterloo – 126.0 118.55	GND Waterloo – 121.8	ARCAL 126.0(K)*
MET – 125.1		TFC – 126.0 MF		

SAFE ALT 100 NM	LOC IKF	APCH CRS	GP DAXUN	LDA
4900	110.7	255°	2210	7003



DIST FROM DME (YWT)		1.7	3	4	5	6	6.7	8	9	10.2		
ALT (3.00° APCH PATH)		1420	1820	2140	2460	2770	3000	3410	3730	4110		



RASS: When using CYYZ add **160'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
ILS/DME	1255 (201) ½			
LOC/DME	1420 (366) 1			
CIRCLING	1560 (506) 1½		1560 (506) 2	1660 (606) 2

ILS RWY 26

CYKF

EFF 20 FEB 25

Canada Air Pilot
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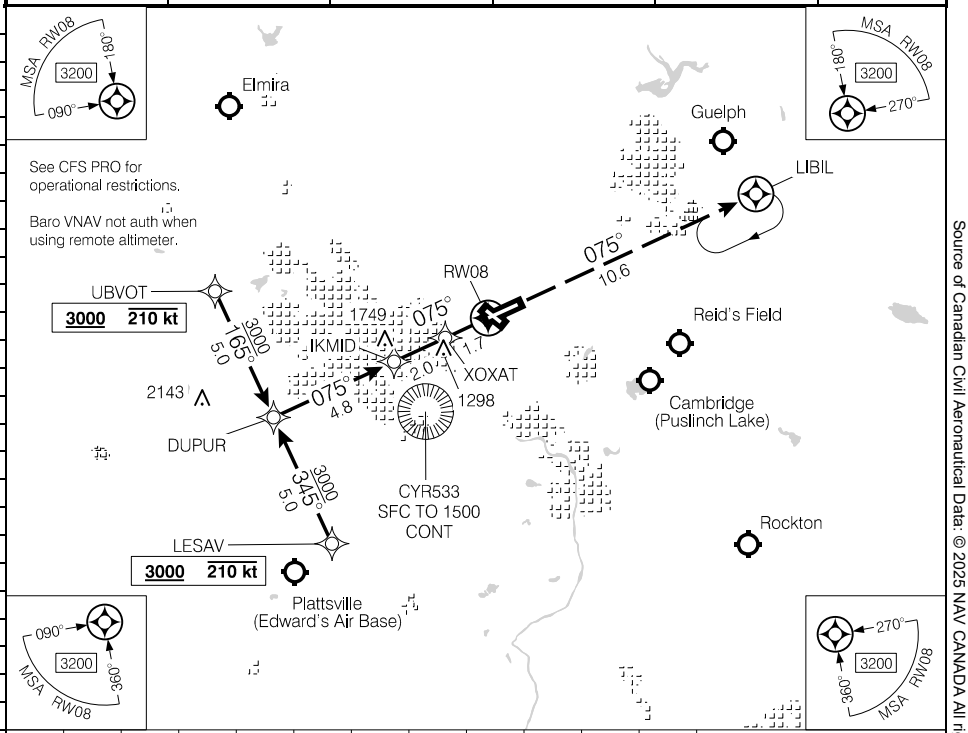
KITCHENER/WATERLOO, ON

RNAV (GNSS) Z RWY 08

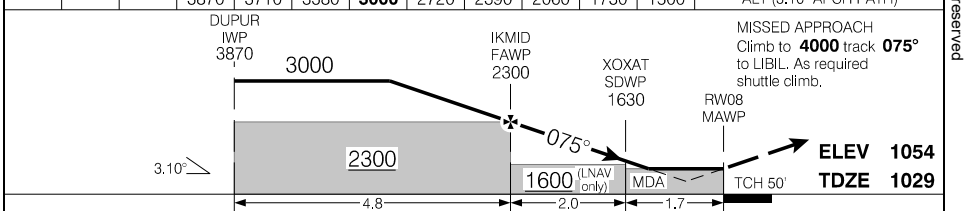
432739N 0802243W VAR 10°W

CYKF

ATIS – **125.1** MET – **125.1**	CTR Toronto – **128.27**	TWR Waterloo – **126.0** **118.55** TFC – **126.0** MF	GND Waterloo – **121.8**	ARCAL 126.0(K)*
SAFE ALT 100 NM **4900**	WAAS **Ch 80049** W08A	APCH CRS **075°**	MIN ALT IKMID **2300**	LDA **7003**



(NM)	8.5	8	7	**5.8**	5	4	3	2	1.3	DIST FROM RW08
	3870	3710	3380	**3000**	2720	2390	2060	1730	1500	ALT (3.10° APCH PATH)



RASS: When using CYYZ add **160'**.

Knots	ft/min	Min:Sec
70	380	
90	490	
110	600	
130	710	
150	820	

CATEGORY	A	B	C	D
LPV	**1273**	(250)	1	
LNAV/VNAV (min. -26°C, max. 54°C)	**1558**	(535)	1¾	
LNAV	**1500**	(477)	1½	

RNAV (GNSS) Z RWY 08 CYKF

EFF 11 JUL 24

Canada Air Pilot
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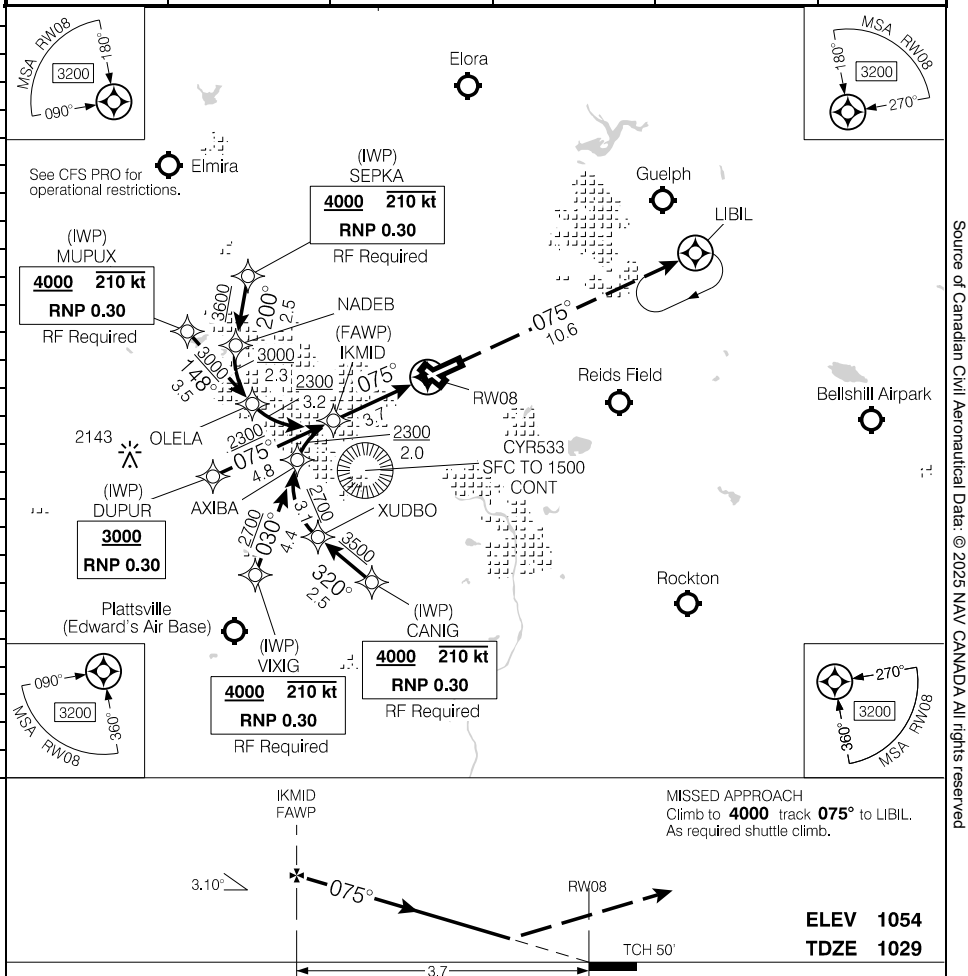
KITCHENER/WATERLOO, ON

RNAV (RNP) Y RWY 08

432739N 0802243W VAR 10°W

CYKF

ATIS – **125.1** MET – **125.1**	CTR Toronto – **128.27**	TWR Waterloo – **126.0** **118.55** TFC – **126.0** MF	GND Waterloo – **121.8**	ARCAL 126.0(K)*
SAFE ALT 100 NM **4900**	RNAV	APCH CRS **075°**	MIN ALT IKMID **2300**	LDA **7003**



	CATEGORY	A	B	C	D
	RNP 0.10	1273	(250)	1	
AUTHORIZATION REQUIRED (min. -26° C) (max. 54° C)	RNP 0.30	1557	(534)	1¾	

RNAV (RNP) Y RWY 08

CYKF

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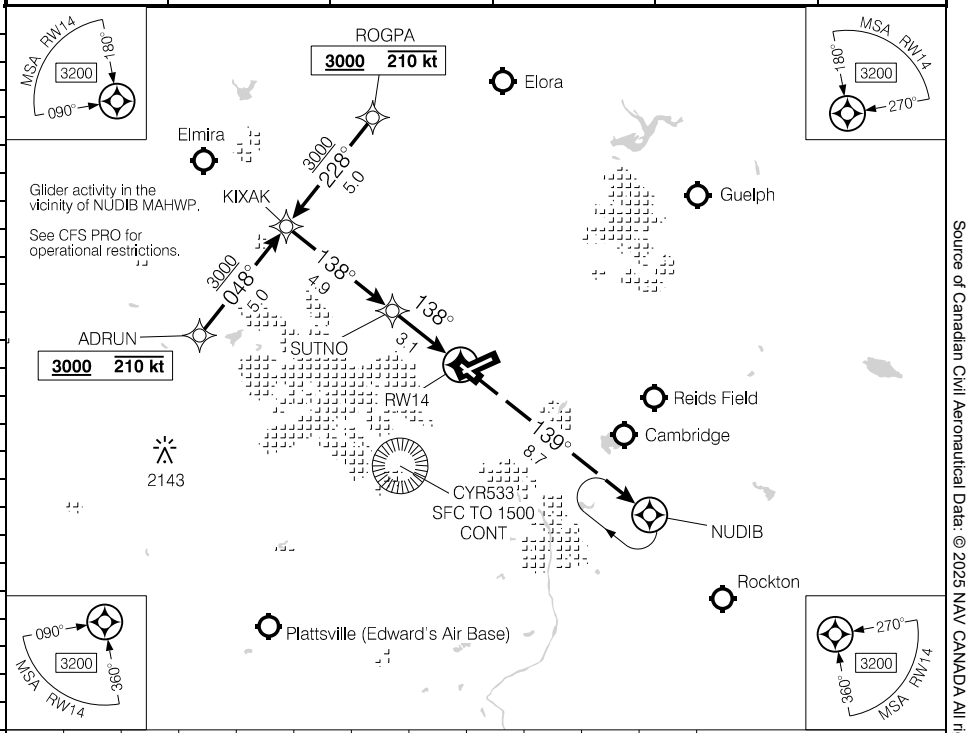
KITCHENER/WATERLOO, ON

RNAV (GNSS) RWY 14

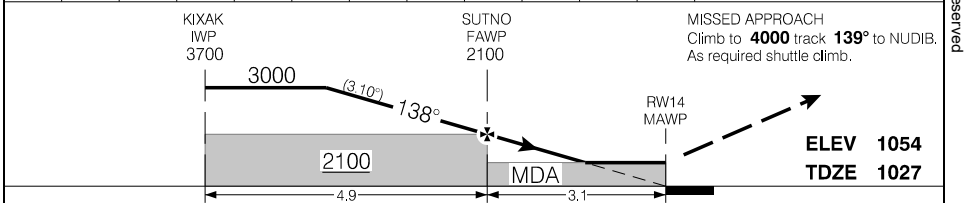
432739N 0802243W VAR 10°W

CYKF

ATIS – **125.1** MET – **125.1**	CTR Toronto – **128.27**	TWR Waterloo – **126.0** **118.55** TFC – **126.0** MF	GND Waterloo – **121.8**	ARCAL 126.0(K)* P1
SAFE ALT 100 NM **4900**	RNAV	APCH CRS **138°**	MIN ALT SUTNO **2100**	LDA **4103**



(NM)	8	7	5.9	5	4	3	2	1.4		DIST FROM RW14
	3700	3380	**3000**	2720	2390	2060	1730	1540		ALT (3.10° APCH PATH)



RASS: When using CYYZ add **160'**.

CATEGORY	A	B	C	D
LNAV	**1540**	(513)	1½	

Knots	ft/min	Min:Sec
70	380	
90	490	
110	600	
130	710	
150	820	

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Canada Air Pilot
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KITCHENER/WATERLOO, ON

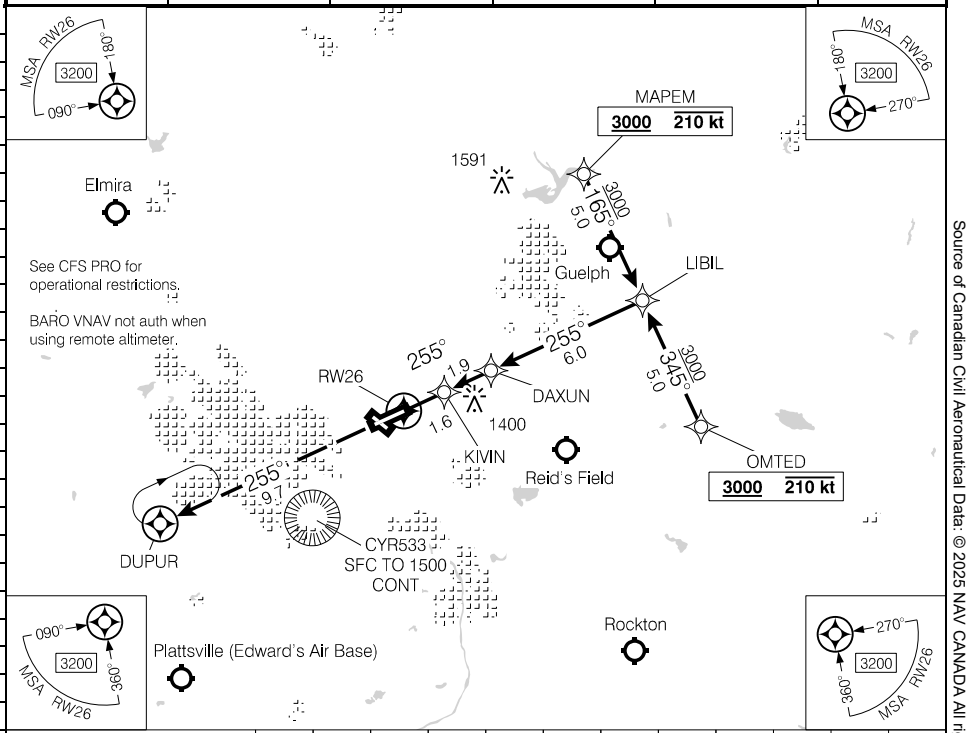
RNAV (GNSS) Z RWY 26

432739N 0802243W VAR 10°W

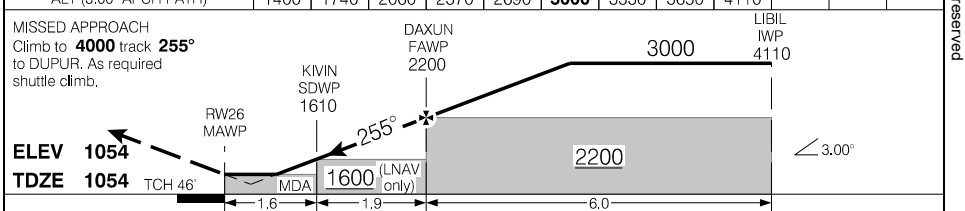
CYKF

ATIS – 125.1	CTR Toronto – 128.27	TWR Waterloo – 126.0 118.55	GND Waterloo – 121.8	ARCAL 126.0(K)*
MET – 125.1		TFC – 126.0 MF		

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT DAXUN	LDA
4900	Ch 80000 W26A	255°	2200	7003



DIST FROM RW26	0.9	2	3	4	5	6.0	7	8	9.5			
ALT (3.00° APCH PATH)	1400	1740	2060	2370	2690	3000	3330	3650	4110			



RASS: When using CYYZ add **160'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	1254	(200)	½	
LNAV/VNAV (min. -21°C, max. 54°C)	1307	(253)	1	
LNAV	1400	(346)	1	

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Canada Air Pilot
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KITCHENER/WATERLOO, ON

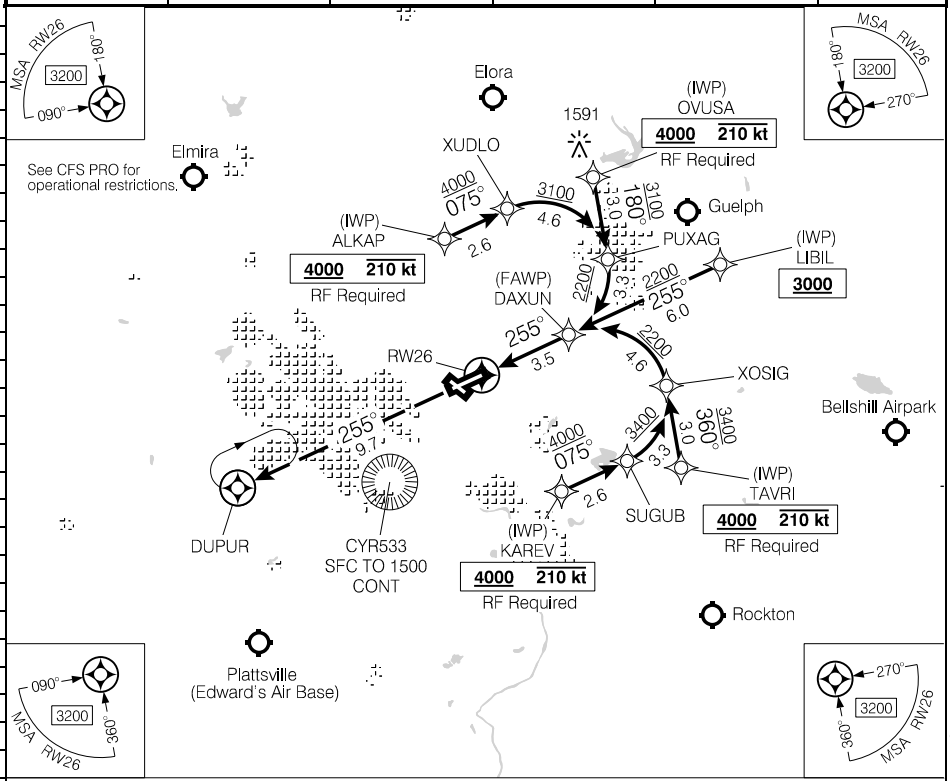
RNAV (RNP) Y RWY 26

432739N 0802243W VAR 10°W

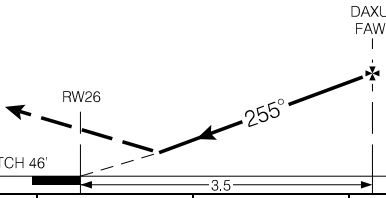
CYKF

ATIS – 125.1	CTR Toronto – 128.27	TWR Waterloo – 126.0 118.55	GND Waterloo – 121.8	ARCAL 126.0(K)*
MET – 125.1		TFC – 126.0 MF		

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT DAXUN	LDA
4900		255°	2200	7003



MISSED APPROACH
Climb to **4000** on track **255°**
to DUPUR. As required shuttle climb.



ELEV 1054
TDZE 1054

	CATEGORY	A	B	C	D
	RNP 0.15	1366	(312)	1	
AUTHORIZATION REQUIRED (min. -21° C) (max. 54° C)	RNP 0.30	1442	(388)	1	

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RNAV (RNP) Y RWY 26

CYKF

EFF 31 OCT 24

Canada Air Pilot
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KITCHENER/WATERLOO, ON

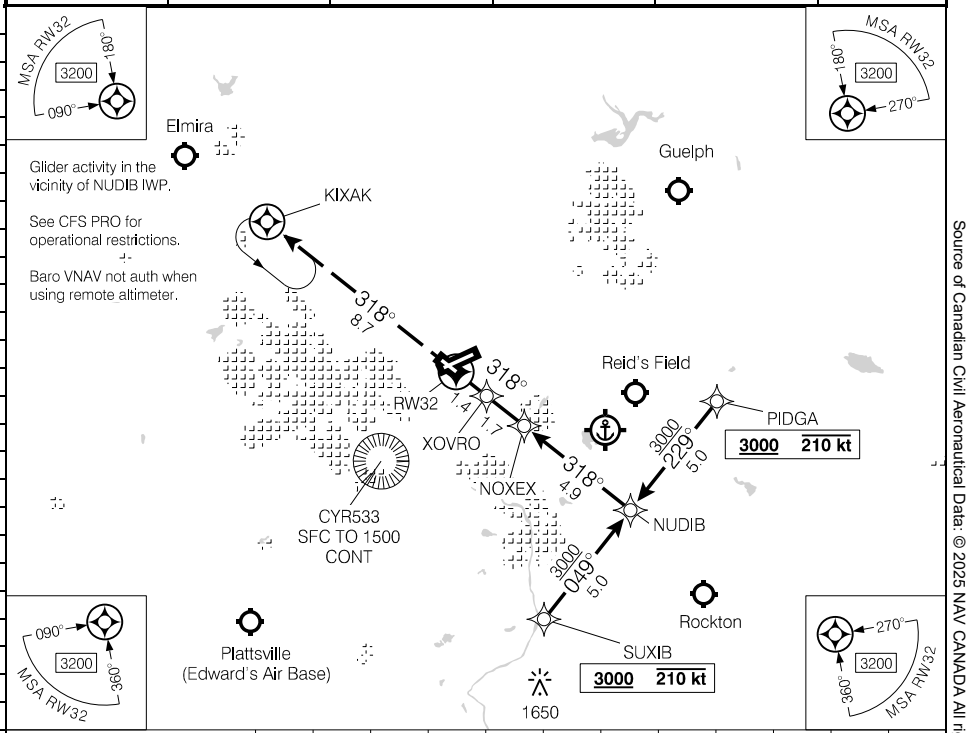
RNAV (GNSS) RWY 32

432739N 0802243W VAR 10°W

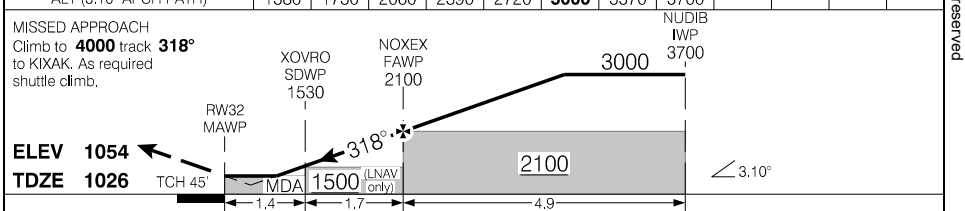
CYKF

ATIS – 125.1	CTR Toronto – 128.27	TWR Waterloo – 126.0 118.55	GND Waterloo – 121.8	ARCAL 126.0(K)*
MET – 125.1		TFC – 126.0 MF		

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT NOXEX	LDA
4900	Ch 80440 W32A	318°	2100	4103



DIST FROM RW32	0.9	2	3	4	5	**5.9**	7	8				
ALT (3.10° APCH PATH)	1380	1730	2060	2390	2720	**3000**	3370	3700				



RASS: When using CYYZ add **160'**.

Knots	ft/min	Min:Sec
70	380	
90	490	
110	600	
130	710	
150	820	

CATEGORY	A	B	C	D
LPV	**1276**	(250)	1	
LNAV/VNAV (min. -26°C, max. 47°C)	**1284**	(258)	1	
LNAV	**1380**	(354)	1¼	

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RNAV (GNSS) RWY 32 CYKF

EFF 11 JUL 24

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Departure Route Description

All rwys: Maintain **4000** unless otherwise assigned by ATC. Expect clearance to flight planned altitude/flight level 10 minutes after departure.

Rwy 08: Climb hdg **075°**, or as assigned for vectors to assigned route.

Rwy 14: Climb hdg **138°**, or as assigned for vectors to assigned route.

Rwy 26: Climb hdg **255°** to **1600**. Then climbing LEFT turn hdg **190°**, or as assigned for vectors to assigned route.

Rwy 32: Climb hdg **318°**, or as assigned for vectors to assigned route.

NOTE: Refer to Noise Abatement Procedures for additional requirements.

Communication Failure

On recognition of a failure 10 minutes or less after take-off and in IFR weather conditions proceed as follows:

1. Select transponder code 7600;
2. Proceed on course;
3. Do not climb above last assigned altitude for 10 minutes after recognition of the failure (Transponder equipped aircraft 5 minutes), then;
4. Climb to flight planned altitude.

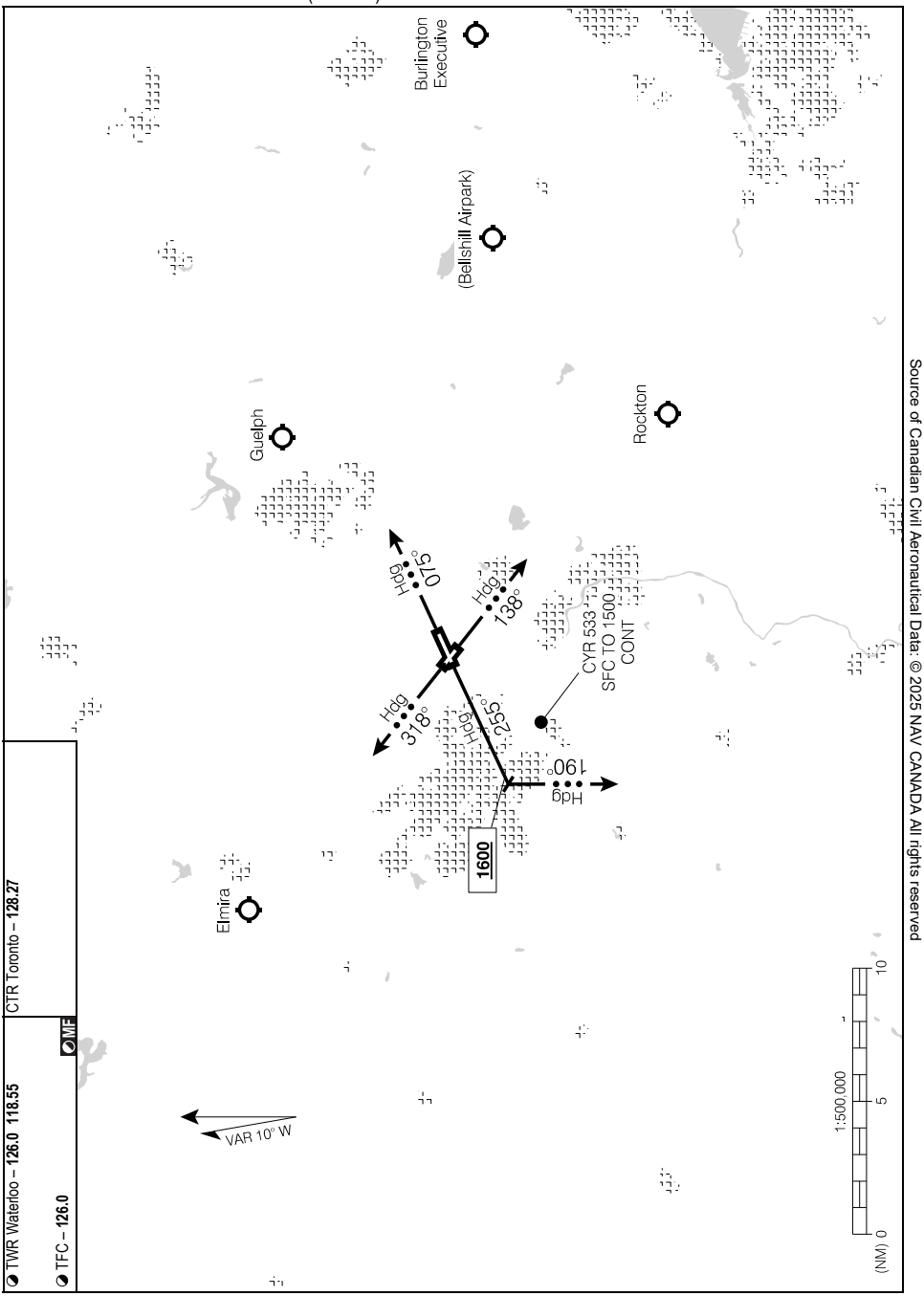
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SID (VECTOR)

WATERLOO THREE DEP (CYKF3.)

KITCHENER/WATERLOO, ON

CYKF



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WATERLOO THREE DEP (CYKF3.)

CYKF

EFF 24 MAR 22

Canada Air Pilot
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General

Pursuant to CAR 602.105, the following procedures apply to all IFR aircraft operating at Kitchener/Waterloo Airport.

Departures

Rwy	NADP
All rwys	1 or 2

Rwy 26:
Rwy heading to 1600. Left turn heading **190°**. Heading **190°** to YWT 4 DME BPOC.

Rwy 32:
Rwy heading to YWT 4 DME BPOC.

Arrivals

Contact and Visual Approaches (Rwys 08, 14 and 32):

1. Remain on or above assumed **3°** glide path.
2. Maintain **3000** or last assigned altitude until established on final.

Preferential Rwys

Between 2300 and 0600 hours local time, consistant with safety of operations, pilots should select runways in the following order of priority:

Departures	Arrivals
Rwy 08	Rwy 26
Rwy 14	Rwy 32
Rwy 32	Rwy 14
Rwy 26	Rwy 08

Training Flights

No IFR or VFR training flights to rwy 08 are permitted between 2100 and 0700 hours local time.

Inquiries

Contact Airport Operations at 519-648-3370.

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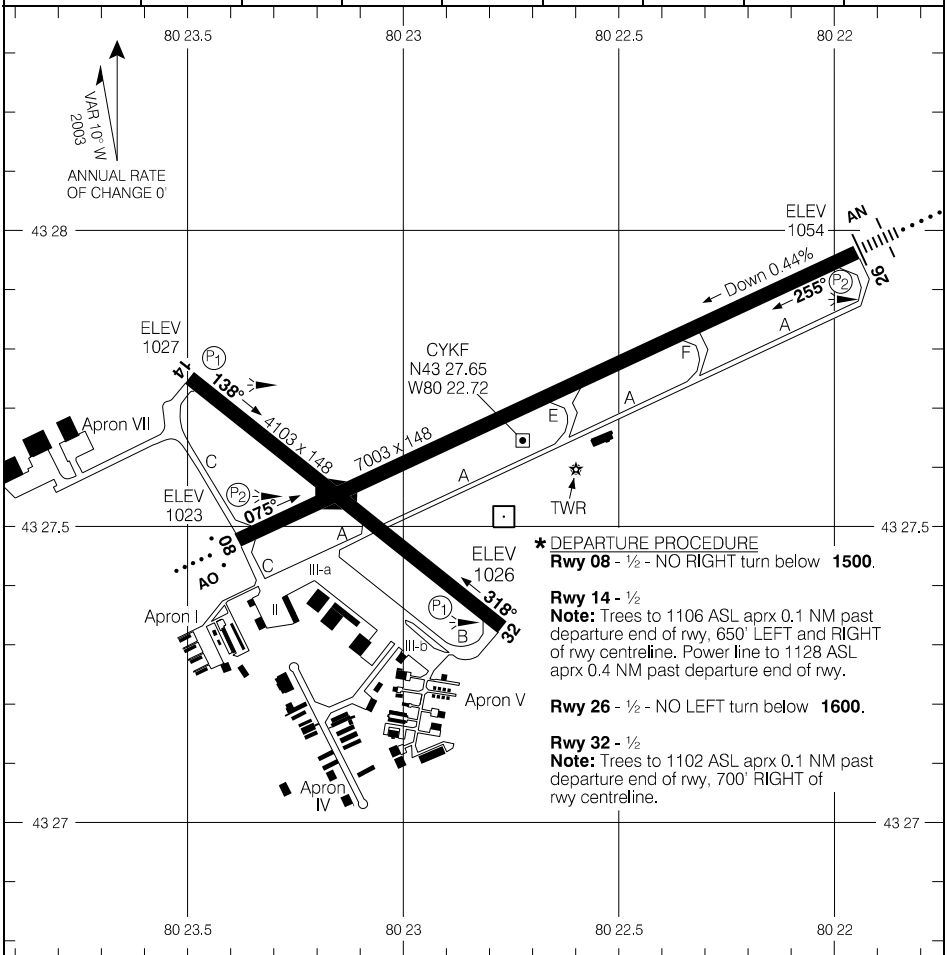
KITCHENER/WATERLOO, ON

AERODROME CHART

CYKF

ATIS – **125.1** MET – **125.1**	GND Waterloo – **121.8**	TWR Waterloo – **126.0 118.55** TFC – **126.0** MF CTR Toronto – **128.27**

DECL DISTS	08	26	14	32				
TORA	7003	7003	4103	4103				
TODA	7987	7659	5087	4634				
ASDA	7003	7003	4103	4103				
LDA	7003	7003	4103	4103				



RUNWAY LEVEL OF SERVICE	
RVO	LVO
RWY 08, 26: (¼sm)	NOT AUTHORIZED

TAKE-OFF MINIMA	
All Rwys: *	SCALE IN FEET 1000 0 1000

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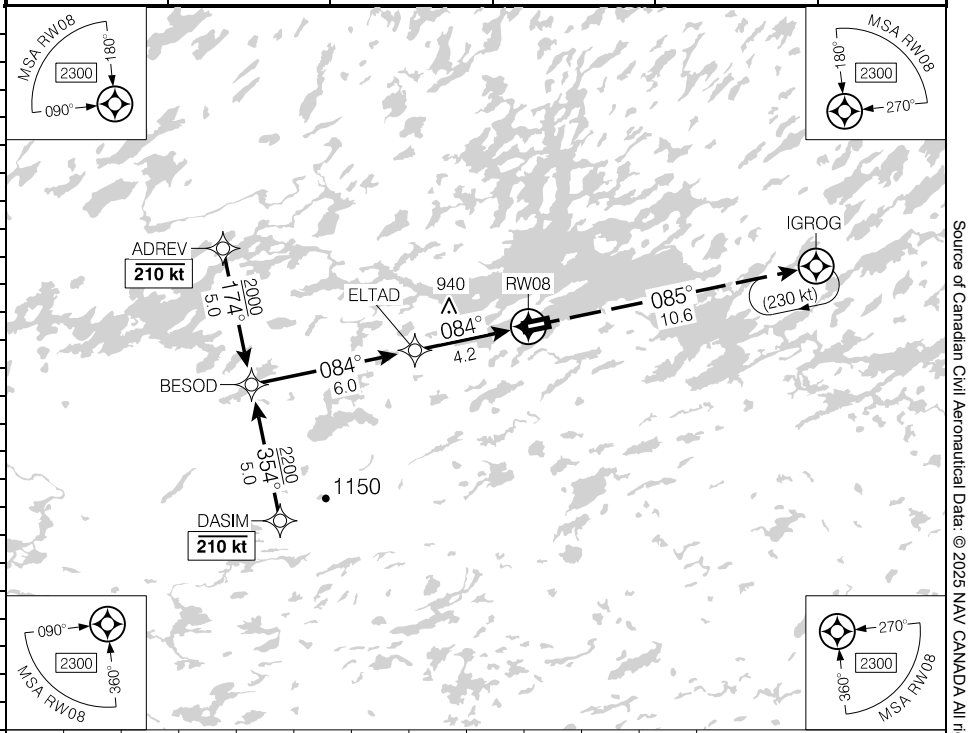
LANSDOWNE HOUSE, ON

RNAV (GNSS) RWY 08

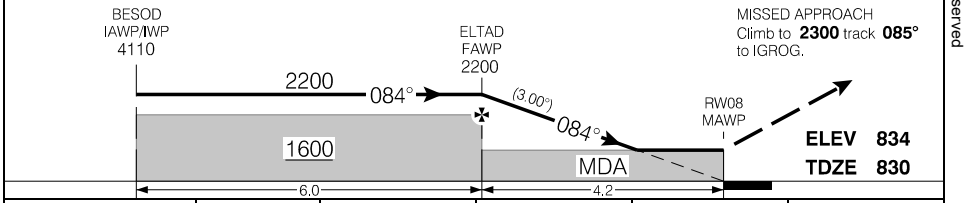
521144N 0875603W VAR 6°W

CYLH

AWOS – **128.4**		TFC – **122.8** ATF		ARCAL 122.8(K)* AS
SAFE ALT 100 NM **2700**	RNAV	APCH CRS **084°**	MIN ALT ELTAD **1600**	LDA **3484**



		10.2	9	8	7	6	5	**4.2**	3	2	1.5	DIST FROM RW08
		4110	3740	3420	3100	2790	2470	**2200**	1830	1510	1340	ALT (3.00° APCH PATH)



CATEGORY	A	B	C	D
LNAV	**1340**	(515)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 08 CYLH

EFF 26 DEC 24

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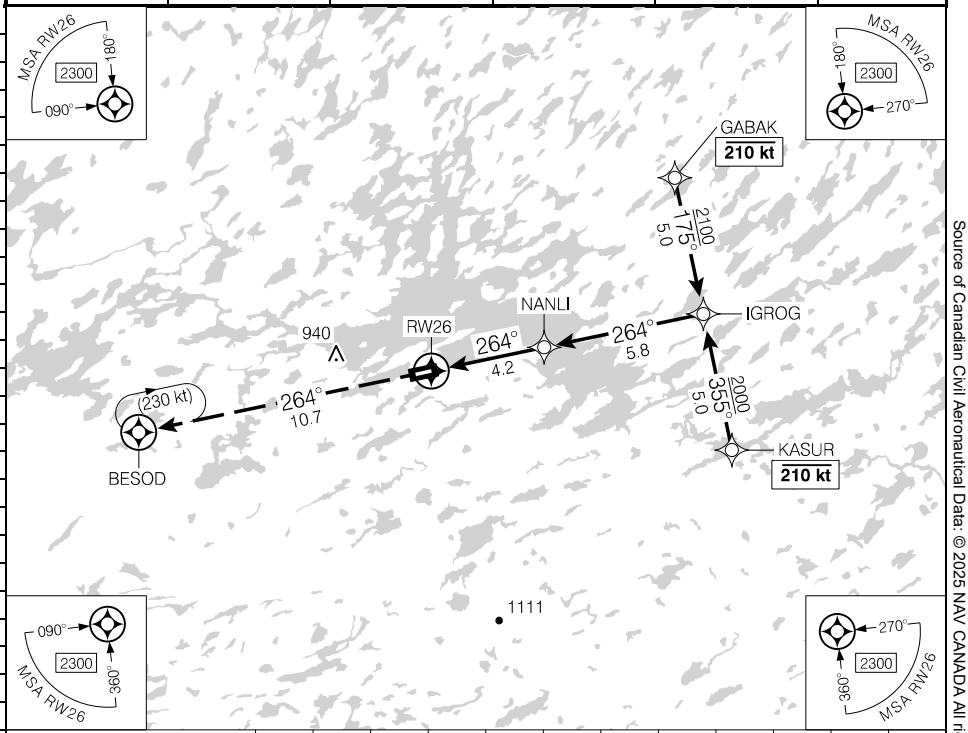
LANSDOWNE HOUSE, ON

RNAV (GNSS) RWY 26

521144N 0875603W VAR 6°W

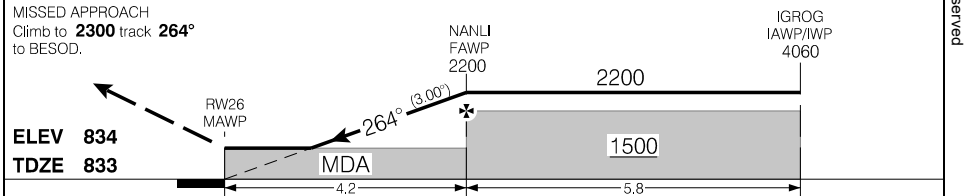
CYLH

AWOS – **128.4**		TFC – **122.8** ATF		ARCAL 122.8(K)* AS
SAFE ALT 100 NM **2700**	RNAV	APCH CRS **264°**	MIN ALT NANLI **1500**	LDA **3484**



DIST FROM RW26	1.5	2	3	**4.2**	5	6	7	8	9	10		
ALT (3.00° APCH PATH)	1340	1510	1830	**2200**	2470	2790	3110	3420	3740	4060		

MISSED APPROACH
Climb to **2300** track **264°**
to BESOD.



CATEGORY	A	B	C	D
LNAV	**1340**	(513)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 26

CYLH

EFF 31 OCT 24

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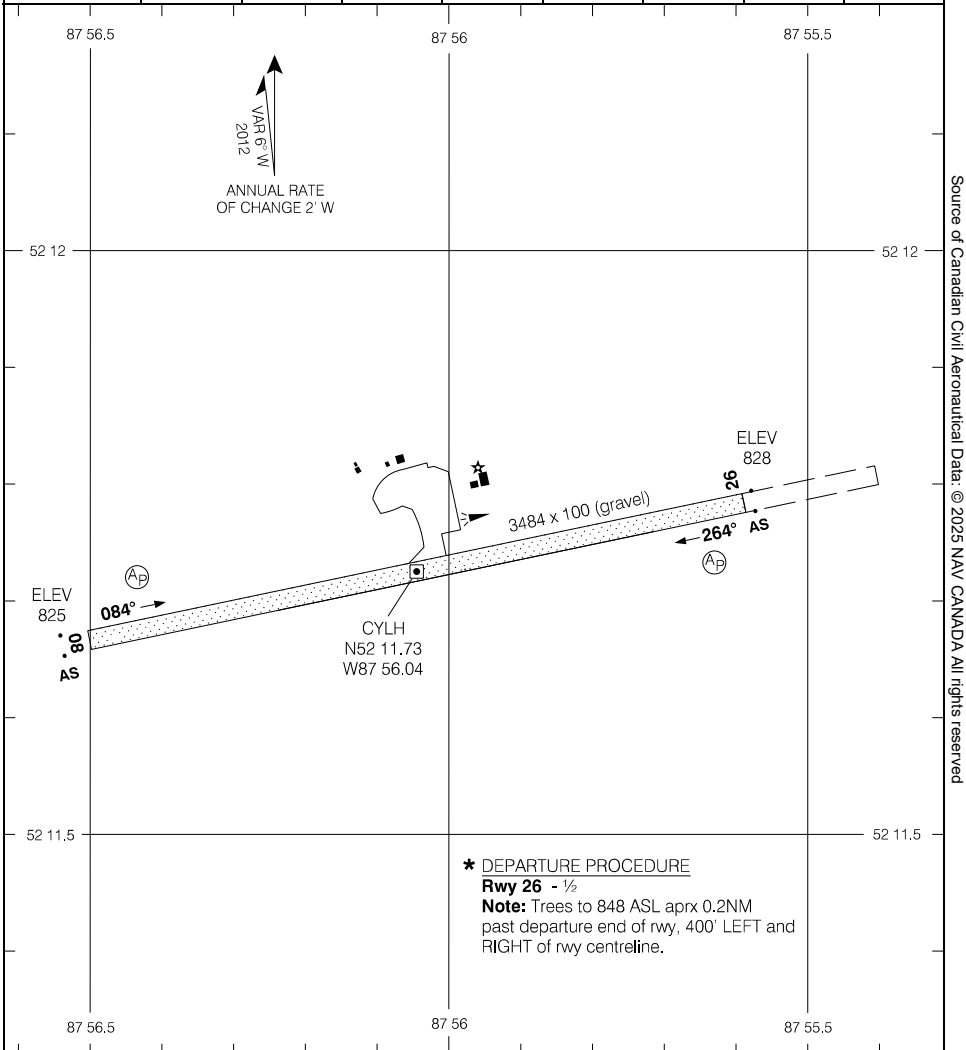
LANSDOWNE HOUSE, ON

AERODROME CHART

CYLH

AWOS – **128.4**		TFC – **122.8** ATF	RADIO London – **123.37** DRCO

DECL DISTS	08	26
TORA	3484	3484
TODA	4468	4468
ASDA	3484	3484
LDA	3484	3484



TAKE-OFF MINIMA
Rwy 08: ½ Rwy 26: *

SCALE IN FEET
1000 0 1000

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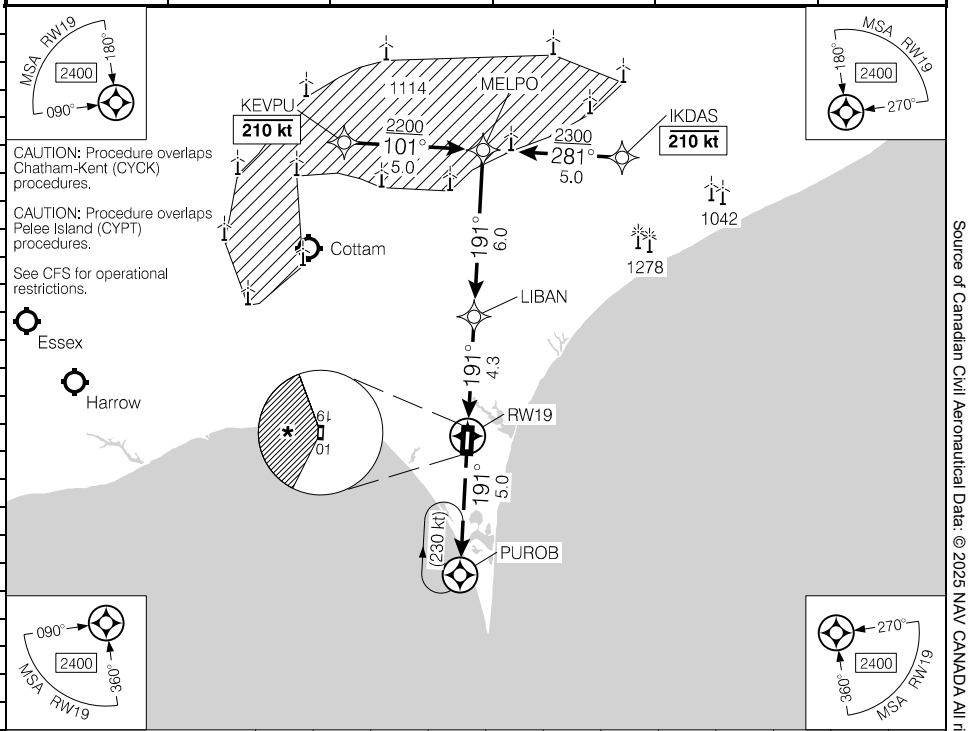
LEAMINGTON, ON

RNAV (GNSS) RWY 19

420129N 0823130W VAR 8°W

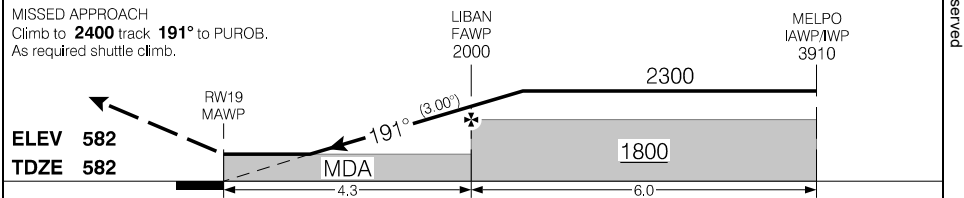
CLM2

	ARR Detroit – **134.3**	TFC – **123.2** ATF		ARCAL 123.2(J)
SAFE ALT 100 NM **3100**	RNAV	APCH CRS **191°**	MIN ALT LIBAN **1800**	LDA **2890**



DIST FROM RW19	1.5	2	3	4	**5.2**	6	7	8	9	10.3		
ALT (3.00° APCH PATH)	1100	1270	1590	1910	**2300**	2540	2860	3180	3500	3910		

MISSED APPROACH
Climb to **2400** track **191°** to PUROB.
As required shuttle climb.



RASS: Use CYQG. When using CYCK add **10'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LNAV	**1100** (518) 1½			
CIRCLING	* **1100** (518) 1½		**1260** (678) 2	**1480** (898) 2¾

RNAV (GNSS) RWY 19

CLM2

EFF 11 JUL 24

Canada Air Pilot
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LEAMINGTON, ON

AERODROME CHART

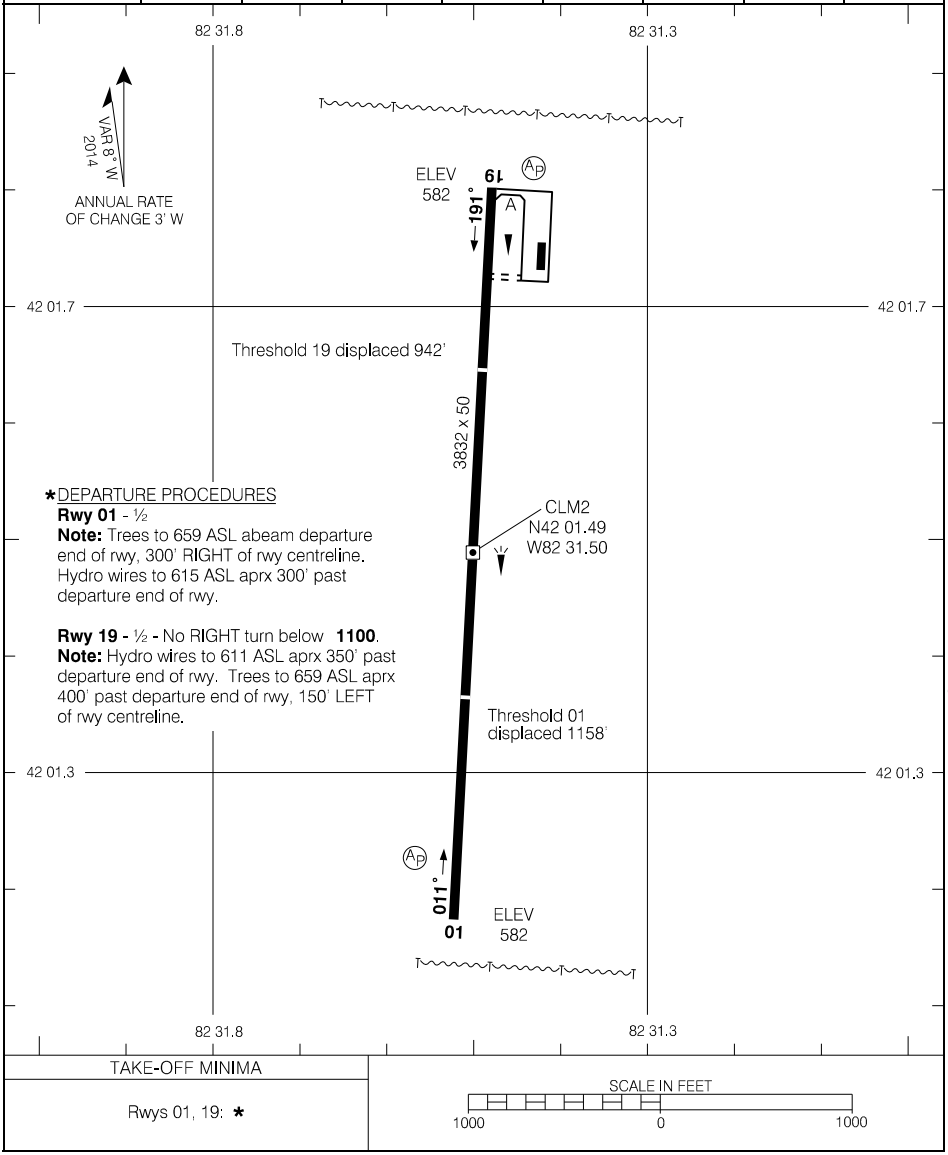
CLM2

ARR Detroit – **134.3**

TFC – **123.2**

ATF

DECL DISTS	01	19						
TORA	3832	3832						
TODA	3832	3832						
ASDA	3832	3832						
LDA	2674	2890						



TAKE-OFF MINIMA
Rwys 01, 19: *

SCALE IN FEET

1000 0 1000

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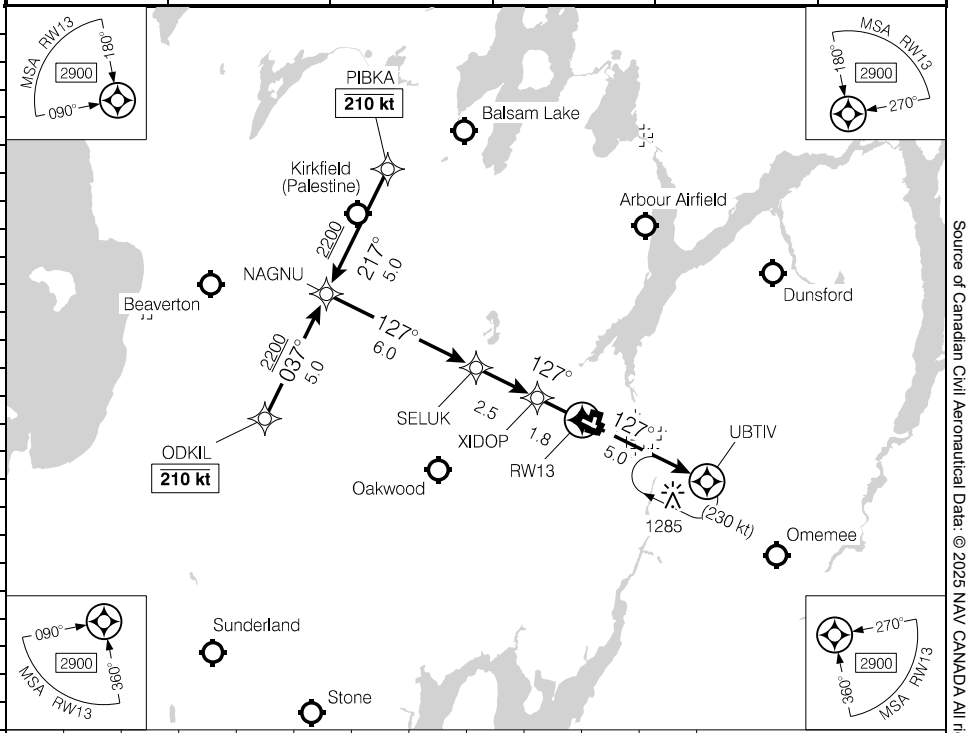
LINDSAY/KAWARTHA LAKES MUNICIPAL AIRPORT, ON

RNAV (GNSS) RWY 13

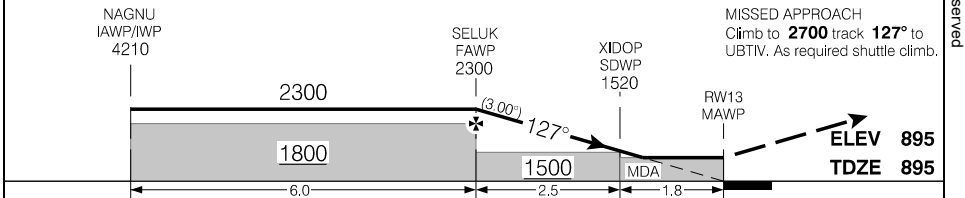
442153N 0784702W VAR 11°W

CNF4

	CTR Toronto – **134.25**		UNICOM – **122.72** ATF		ARCAL 122.725(K)
SAFE ALT 100 NM **4500**	RNAV	APCH CRS **127°**	MIN ALT SELUK **1800**	LDA **3508**	



(NM)			10.3	9	8	7	6	5	**4.3**	3	2	1.4	DIST FROM RW13
			4210	3810	3490	3170	2860	2540	**2300**	1900	1580	1400	ALT (3.00° APCH PATH)



RASS: Use CYPQ.

CATEGORY	A	B	C	D
LNAV	**1400**	(505)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 13 CNF4

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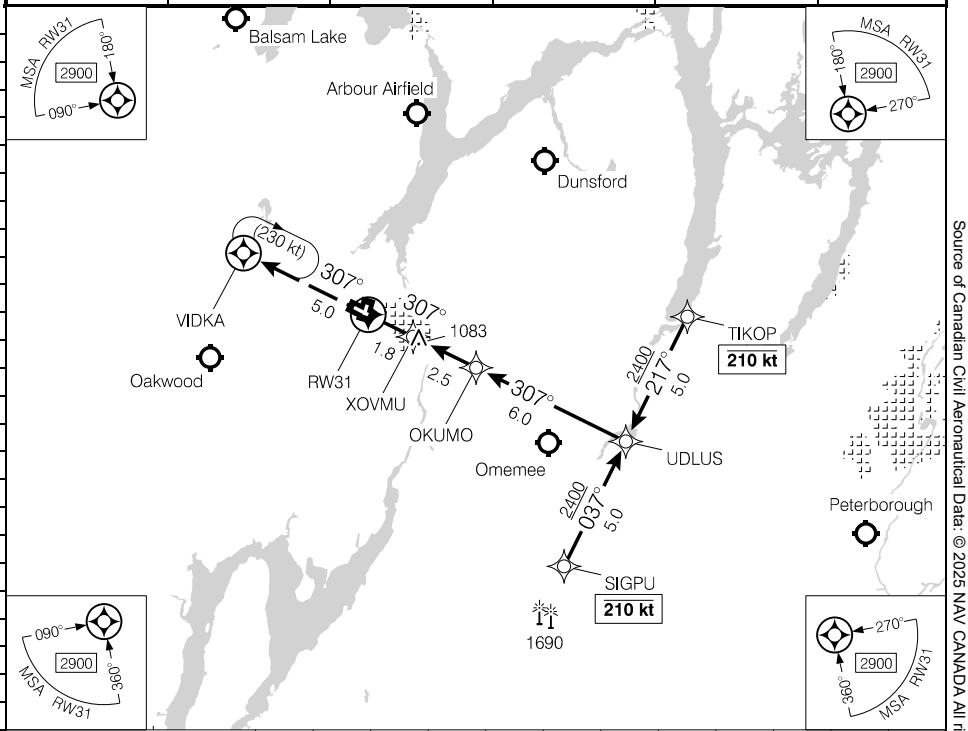
LINDSAY/KAWARTHA LAKES MUNICIPAL AIRPORT, ON

RNAV (GNSS) RWY 31

442153N 0784702W VAR 11°W

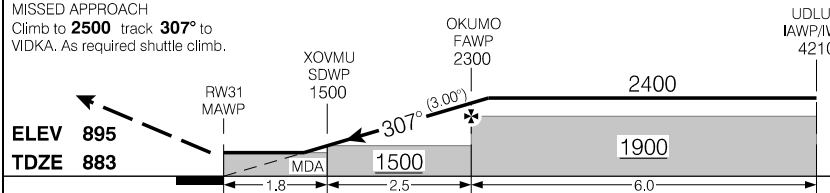
CNF4

	CTR Toronto – **134.25**		UNICOM – **122.72** ATF		ARCAL 122.725(K)
SAFE ALT 100 NM **4500**	RNAV	APCH CRS **307°**	MIN ALT OKUMO **1900**	LDA **3508**	



DIST FROM RW31	1.4	2	3	4	**4.6**	6	7	8	9	10.3		
ALT (3.00° APCH PATH)	1380	1560	1880	2200	**2400**	2840	3160	3480	3790	4210		

MISSED APPROACH
Climb to **2500** track **307°** to VIDKA. As required shuttle climb.



RASS: Use CYPQ.

CATEGORY	A	B	C	D
LNAV	**1380**		(503)	1½

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

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LINDSAY/KAWARTHA LAKES MUNICIPAL AIRPORT, ON

AERODROME CHART

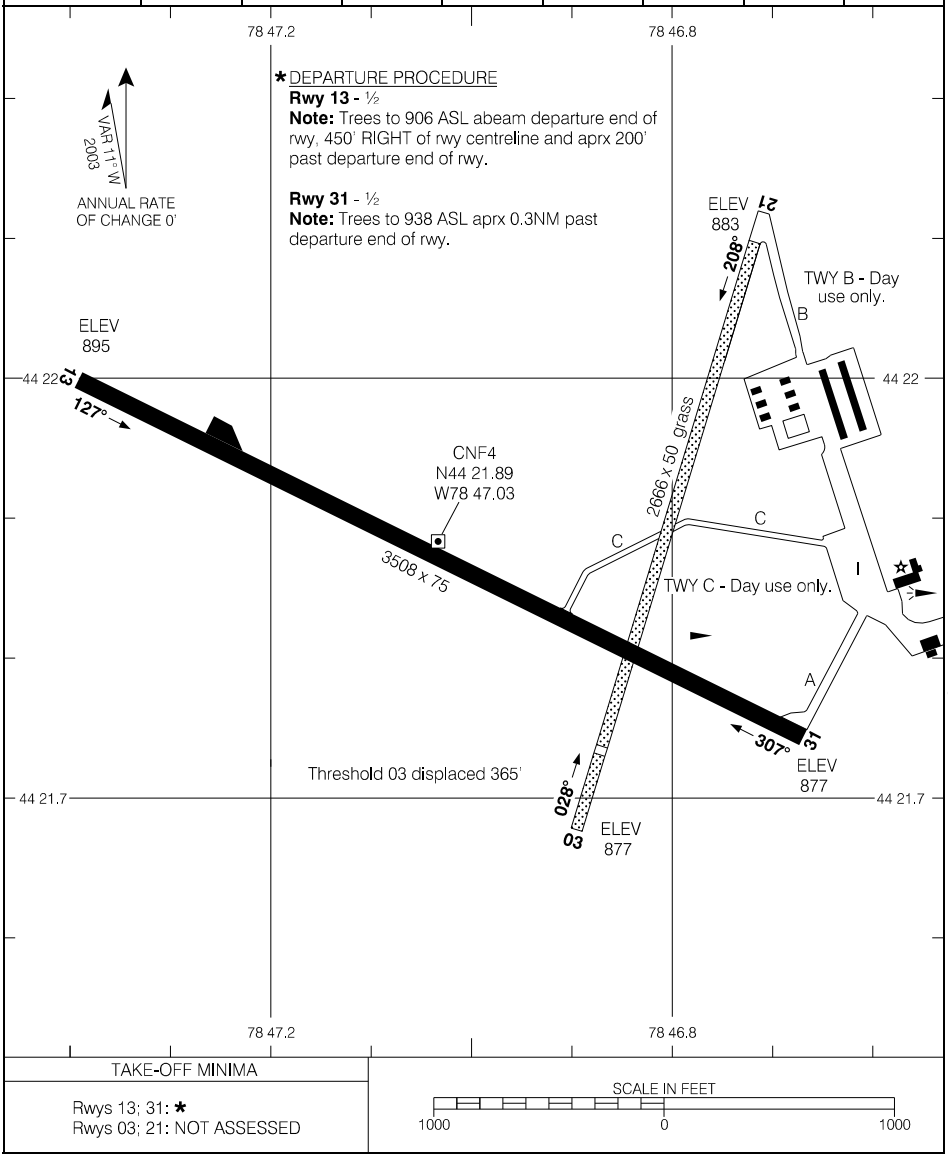
CNF4

UNICOM – **122.72**

ATF

CTR Toronto – **134.25**

DECL DISTS	03	21	13	31				
TORA	2666	2666	3508	3508				
TODA	2863	2666	3705	3705				
ASDA	2666	2666	3508	3508				
LDA	2301	2666	3508	3508				



TAKE-OFF MINIMA
Rwys 13; 31: *
Rwys 03; 21: NOT ASSESSED

SCALE IN FEET

1000 0 1000

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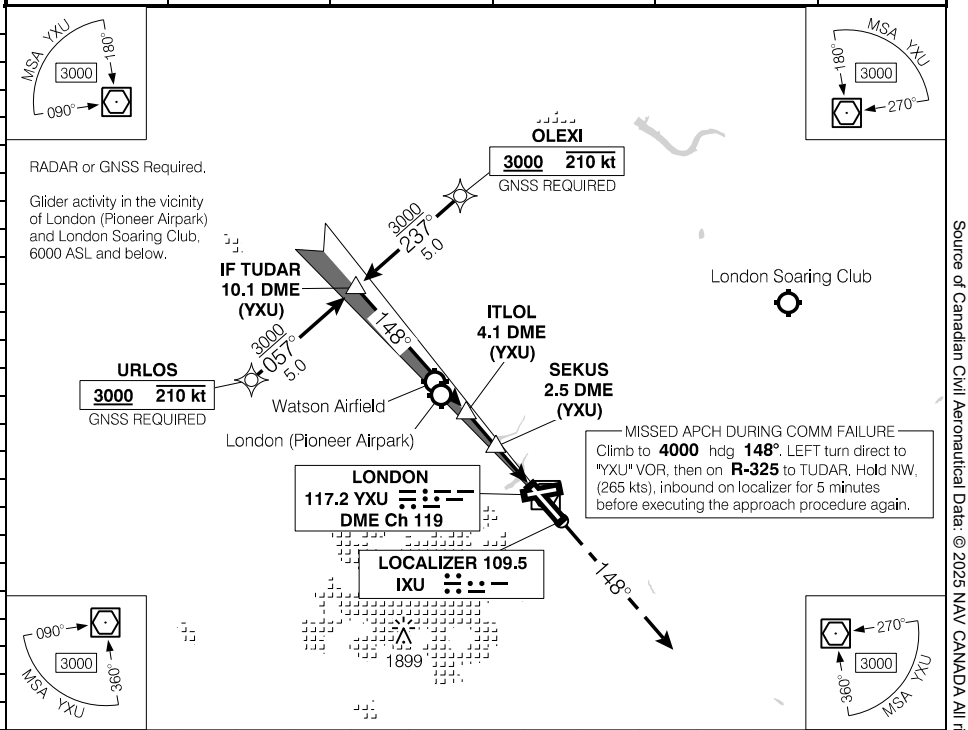
ILS RWY 15

430159N 0810904W VAR 9°W

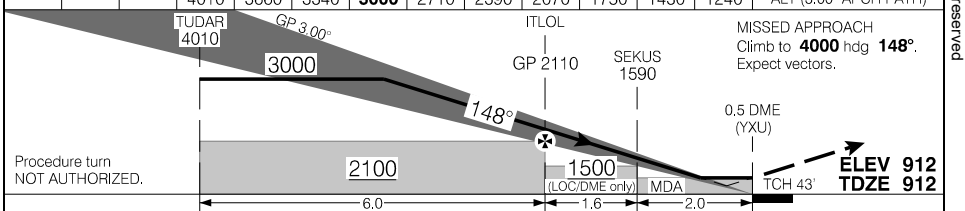
CYXU

ATIS – 127.8	CTR Toronto – 135.3	TWR – 119.4 125.65 RADIO Sudbury – 119.4 (MF*)	GND – 121.9	ARCAL 119.4(K)

SAFE ALT 100 NM	LOC IXU	APCH CRS	GP ITLOL	LDA
4900	109.5	148°	2110	8800



(NM)	10.1	9	8	6.9	6	5	4	3	2	1.4	DIST FROM DME (YXU)
	4010	3660	3340	3000	2710	2390	2070	1750	1430	1240	ALT (3.00° APCH PATH)



RASS: When using CYQS add **60'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
ILS/DME	**1112** (200) ½ RVR 26			
LOC/DME	**1240** (328) 1 RVR 50			
CIRCLING	**1420** (508) 1½		**1420** (508) 2	**1520** (608) 2

ILS RWY 15

CYXU

EFF 20 FEB 25

Canada Air Pilot
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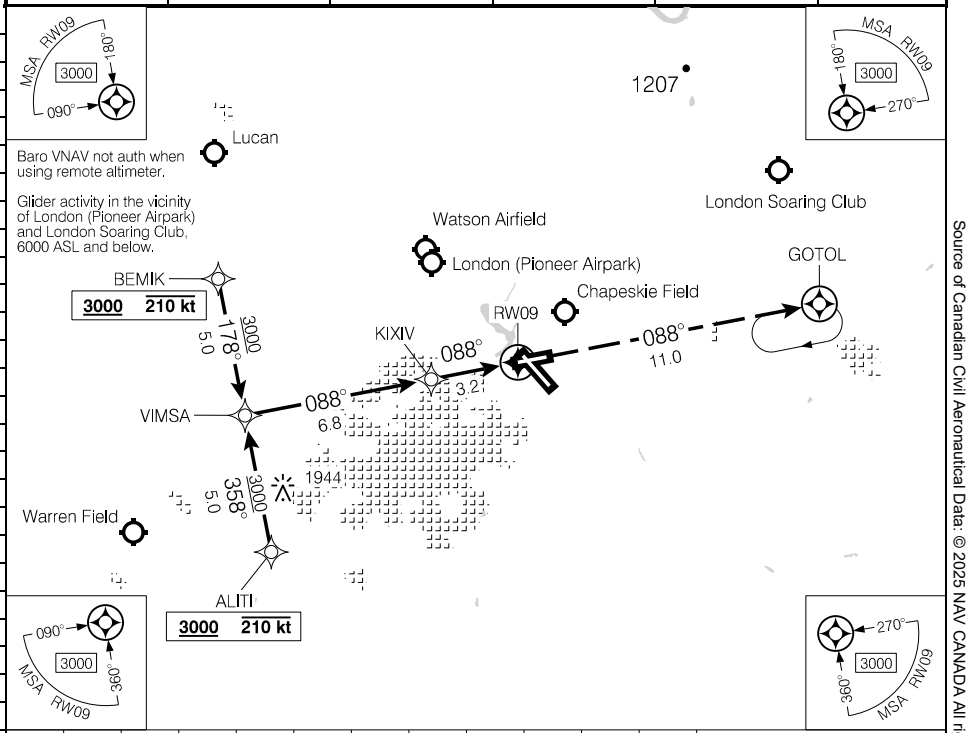
RNAV (GNSS) RWY 09

430159N 0810904W VAR 9°W

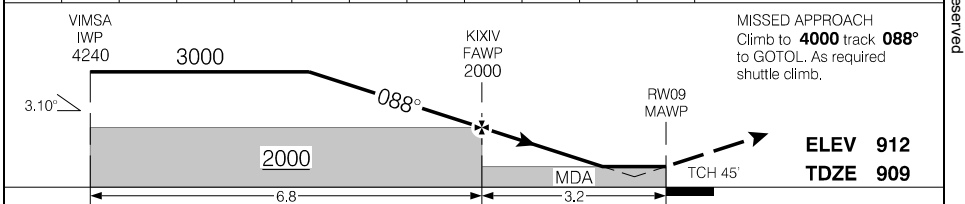
CYXU

ATIS – 127.8	CTR Toronto – 135.3	TWR – 119.4 125.65 RADIO Sudbury – 119.4	GND – 121.9	ARCAL 119.4(K)
		MF*		P2 AO

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT KIXIV	LDA
4900	Ch 80732 W09A	088°	2000	6300



(NM)	10	9	8	7	6.2	5	4	3	2	1.1		DIST FROM RW09
	4240	3910	3580	3260	3000	2600	2270	1940	1610	1320		ALT (3.10° APCH PATH)



RASS: When using CYQS add **60'**.

Knots	ft/min	Min:Sec
70	380	
90	490	
110	600	
130	710	
150	820	

CATEGORY	A	B	C	D
LPV	**1157**	(250)	1	
LNAV/VNAV (min. -26°C, max. 47°C)	**1365**	(458)	1½	
LNAV	**1320**	(413)	1¼	

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Canada Air Pilot
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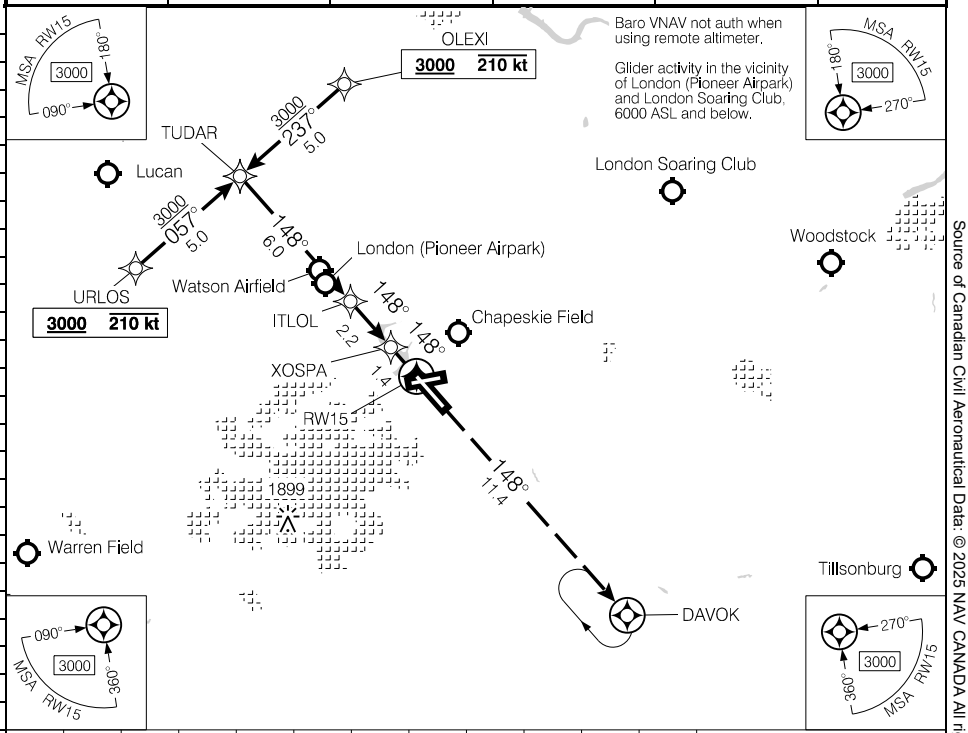
LONDON, ON

RNAV (GNSS) Z RWY 15

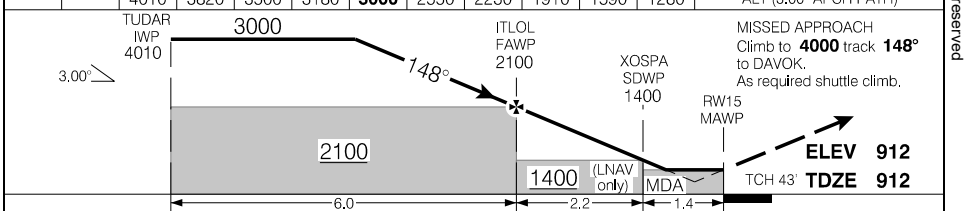
430159N 0810904W VAR 9°W

CYXU

ATIS – **127.8**	CTR Toronto – **135.3**	TWR – **119.4** **125.65** RADIO Sudbury – **119.4**	GND – **121.9**	ARCAL 119.4 (K)
SAFE ALT 100 NM **4900**	WAAS **Ch 80731** W15A	APCH CRS **148°**	MIN ALT ITLOL **2100**	LDA **8800**



(NM)	9.6	9	8	7	**6.4**	5	4	3	2	1.0	DIST FROM RW15
	4010	3820	3500	3180	**3000**	2550	2230	1910	1590	1280	ALT (3.00° APCH PATH)



RASS: When using CYQS add **60'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**1112**	(200)	½ RVR 26	
LNAV/VNAV (min. -21°C, max. 54°C)	**1190**	(278)	1 RVR 50	
LNAV	**1280**	(368)	1 RVR 50	

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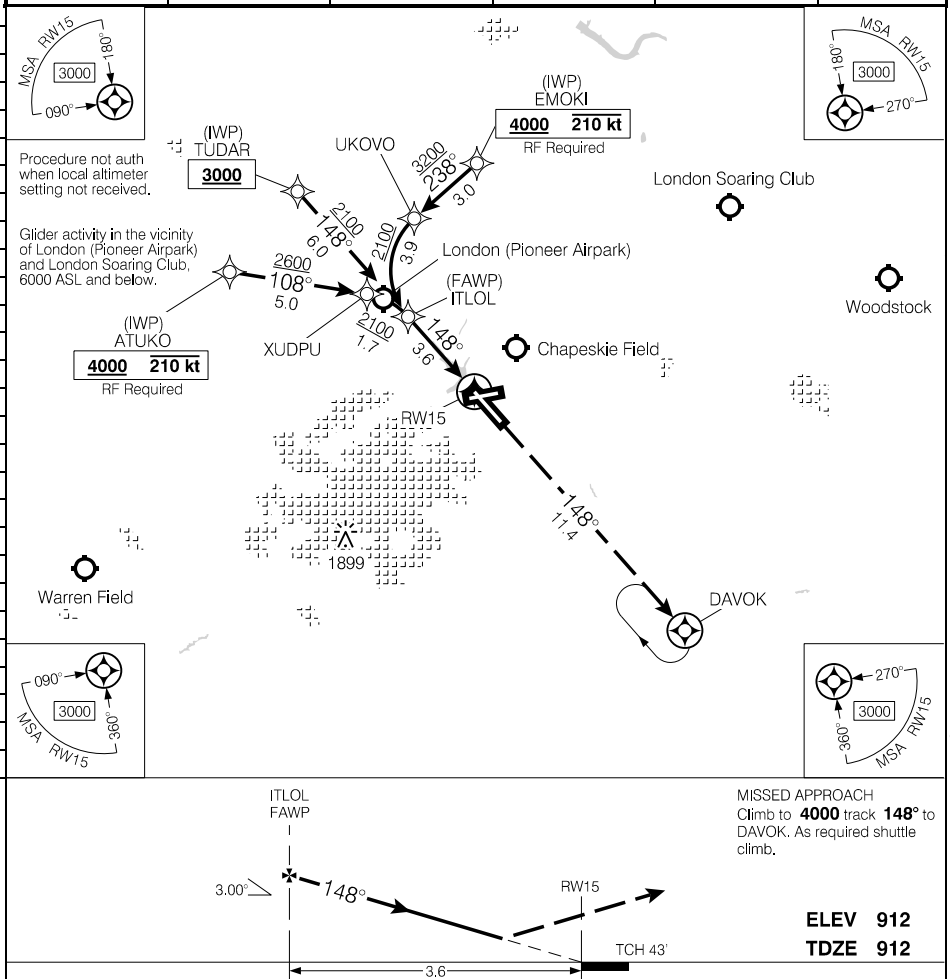
RNAV (RNP) Y RWY 15

430159N 0810904W VAR 9°W

CYXU

ATIS – 127.8	CTR Toronto – 135.3	TWR – 119.4 125.65 RADIO Sudbury – 119.4	GND – 121.9	ARCAL 119.4(K)
		MF*		

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT ITLOL	LDA
4900		148°	2100	8800



AUTHORIZATION REQUIRED (min. -21° C) (max. 54° C)	CATEGORY	A	B	C	D
	RNP 0.15	1220	(308)	1 RVR 50	
	RNP 0.30	1278	(366)	1 RVR 50	

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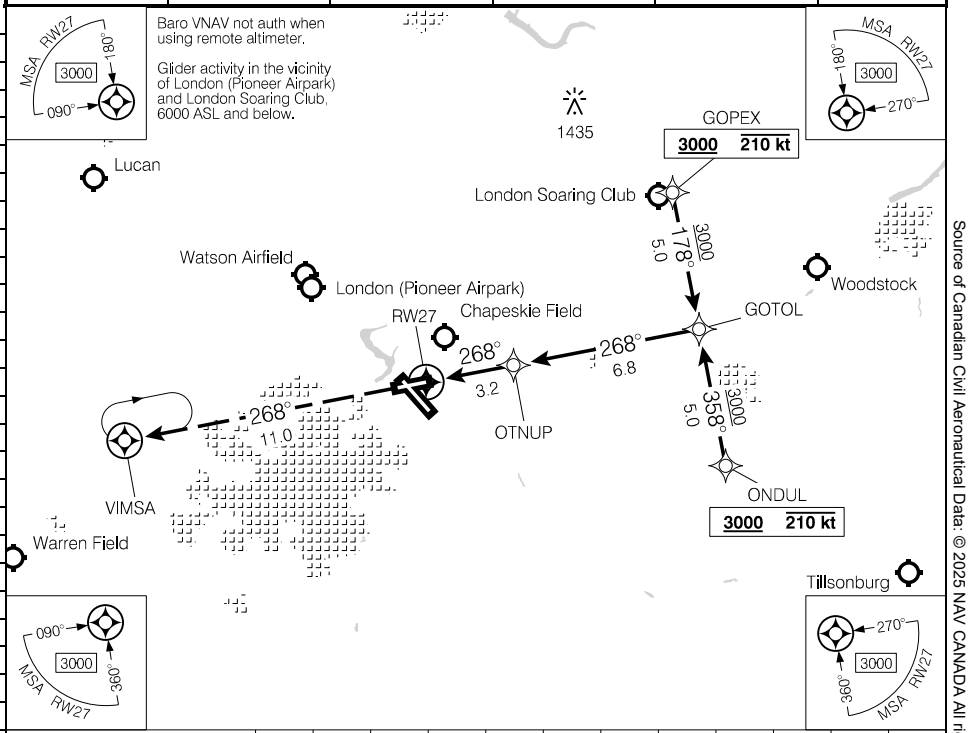
RNAV (GNSS) RWY 27

430159N 0810904W VAR 9°W

CYXU

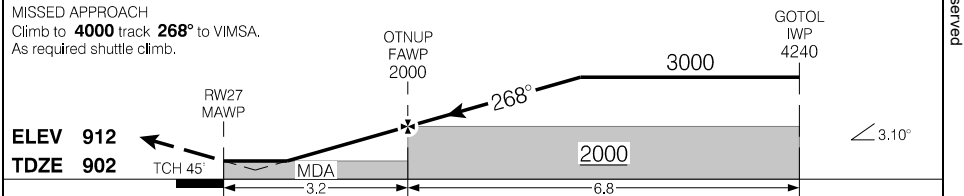
ATIS – 127.8	CTR Toronto – 135.3	TWR – 119.4 125.65 RADIO Sudbury – 119.4	GND – 121.9	ARCAL 119.4(K)
		MF*		A0

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT OTNUP	LDA
4900	Ch 80733 W27A	268°	2000	6300



DIST FROM RW27	1.1	2	3	4	5	**6.2**	7	8	9	10		
ALT (3.10° APCH PATH)	1300	1600	1930	2260	2590	**3000**	3250	3580	3910	4240		

MISSED APPROACH
Climb to **4000** track **268°** to VIMSA.
As required shuttle climb.



RASS: When using CYQS add **60'**.

Knots	ft/min	Min:Sec
70	380	
90	490	
110	600	
130	710	
150	820	

CATEGORY	A	B	C	D
LPV	**1151**	(250)	1	
LNAV/VNAV (min. -26°C, max. 47°C)	**1195**	(294)	1	
LNAV	**1300**	(399)	1¼	

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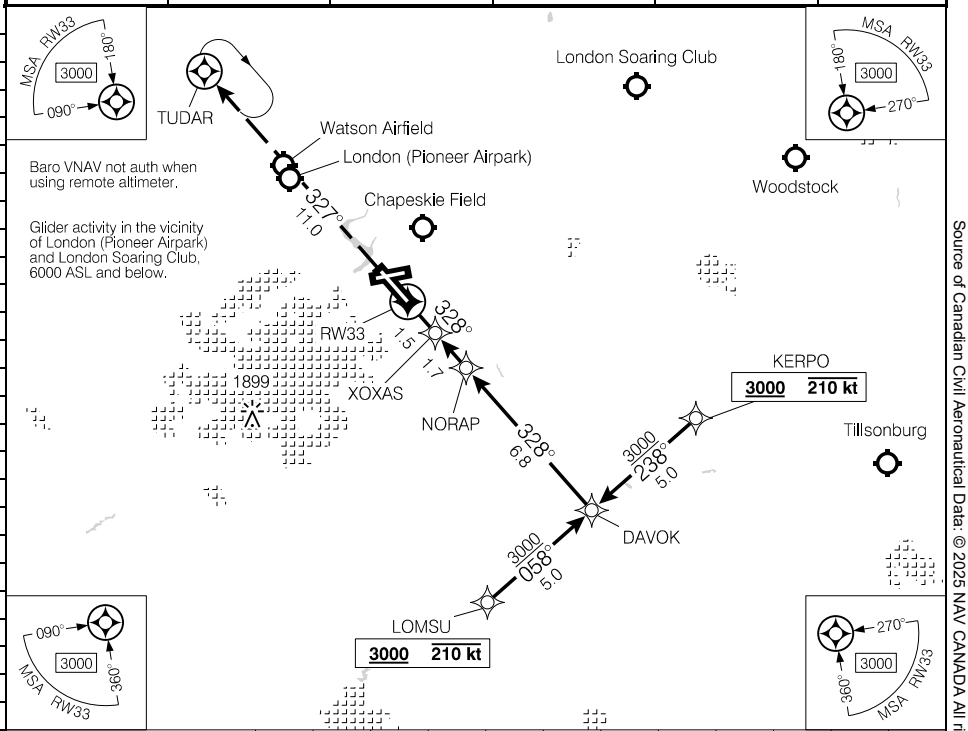
RNAV (GNSS) Z RWY 33

430159N 0810904W VAR 9°W

CYXU

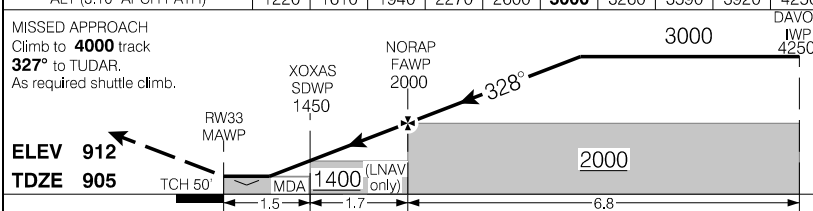
ATIS – 127.8	CTR Toronto – 135.3	TWR – 119.4 125.65 RADIO Sudbury – 119.4	GND – 121.9	ARCAL 119.4(K)
		MF*		

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT NORAP	LDA
4900	Ch 80307 W33A	328°	2000	8800



DIST FROM RW33	0.8	2	3	4	5	6.2	7	8	9	10		
ALT (3.10° APCH PATH)	1220	1610	1940	2270	2600	3000	3260	3590	3920	4250		

MISSED APPROACH
Climb to **4000** track **327°** to TUDAR.
As required shuttle climb.



RASS: When using CYQS add **60'**.

Knots	ft/min	Min:Sec
70	380	
90	490	
110	600	
130	710	
150	820	

CATEGORY	A	B	C	D
LPV	1155	(250)	1	
LNAV/VNAV (min. -25°C, max. 46°C)	1155	(250)	1	
LNAV	1220	(315)	1	

RNAV (GNSS) Z RWY 33 CYXU

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RNAV (RNP) Y RWY 33

430159N 0810904W VAR 9°W

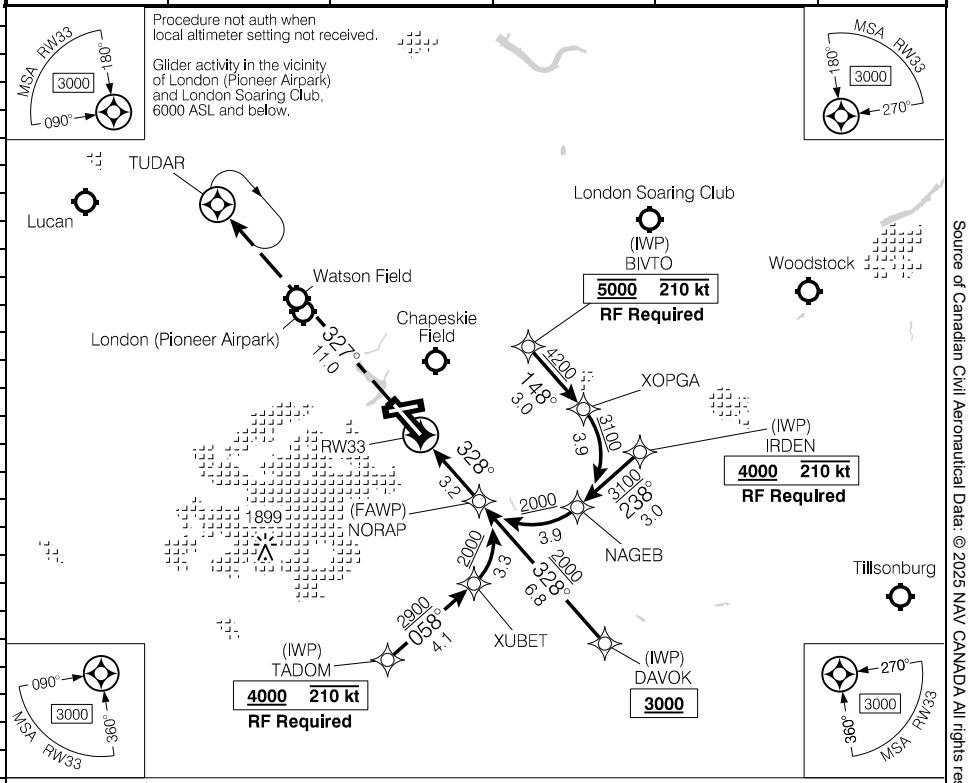
CYXU

ATIS – 127.8	CTR Toronto – 135.3	TWR – 119.4 125.65 RADIO Sudbury – 119.4	GND – 121.9	ARCAL 119.4(K)
		MF*		

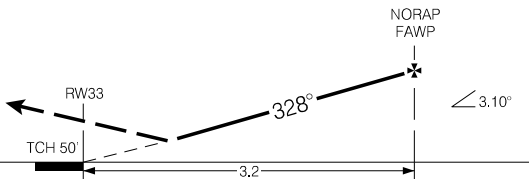
SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT NORAP	LDA
4900		328°	2000	8800

Procedure not auth when local altimeter setting not received.

Glider activity in the vicinity of London (Pioneer Airpark) and London Soaring Club, 6000 ASL and below.



MISSED APPROACH
Climb to **4000** track **327°** to TUDAR.
As required shuttle climb.



ELEV 912
TDZE 905

	CATEGORY	A	B	C	D
	RNP 0.10	1193	(288)	1	
AUTHORIZATION REQUIRED (min. -25° C) (max. 46° C)	RNP 0.30	1268	(363)	1¼	

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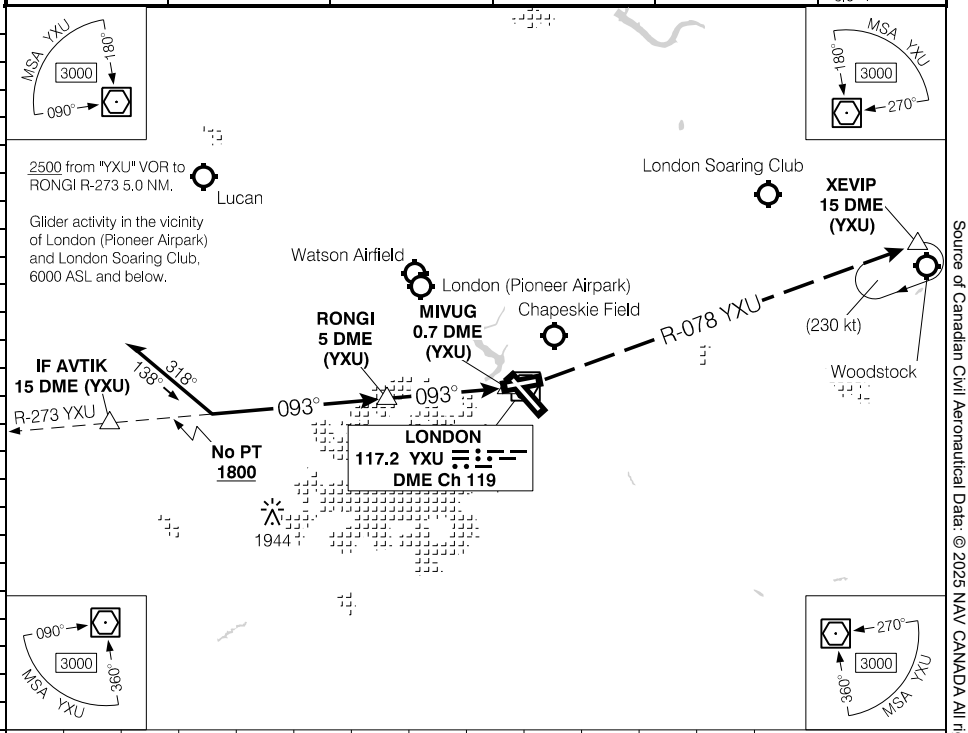
LONDON, ON

VOR/DME RWY 09

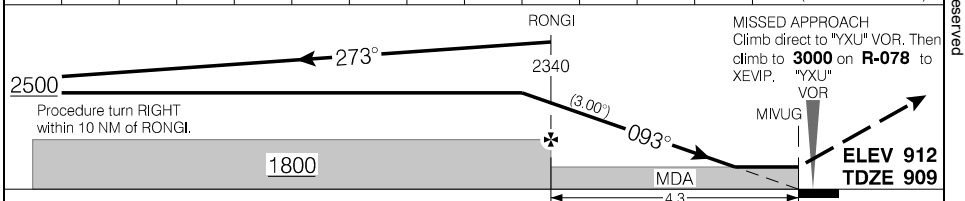
430159N 0810904W VAR 8°W

CYXU

ATIS – 127.8	CTR Toronto – 135.3	TWR – 119.4 125.65 RADIO Sudbury – 119.4	GND – 121.9	ARCAL 119.4(K)
SAFE ALT 100 NM 4900	VOR YXU 117.2	APCH CRS 093°	MIN ALT RONGI 1800	LDA 6300



15	13	12	11	10	9	8	7	**5.5**	5	4	3	1.8	DIST FROM DME (YXU)
5520	4890	4570	4250	3930	3610	3290	2980	**2500**	2340	2020	1700	1320	ALT (3.00° APCH PATH)



RASS: When using CYQS add **60'**.

CATEGORY	A	B	C	D
VOR/DME	**1320**	(411)	1¼	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

VOR/DME RWY 09

CYXU

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LONDON, ON

VOR/DME RWY 27

430159N 0810904W VAR 8°W

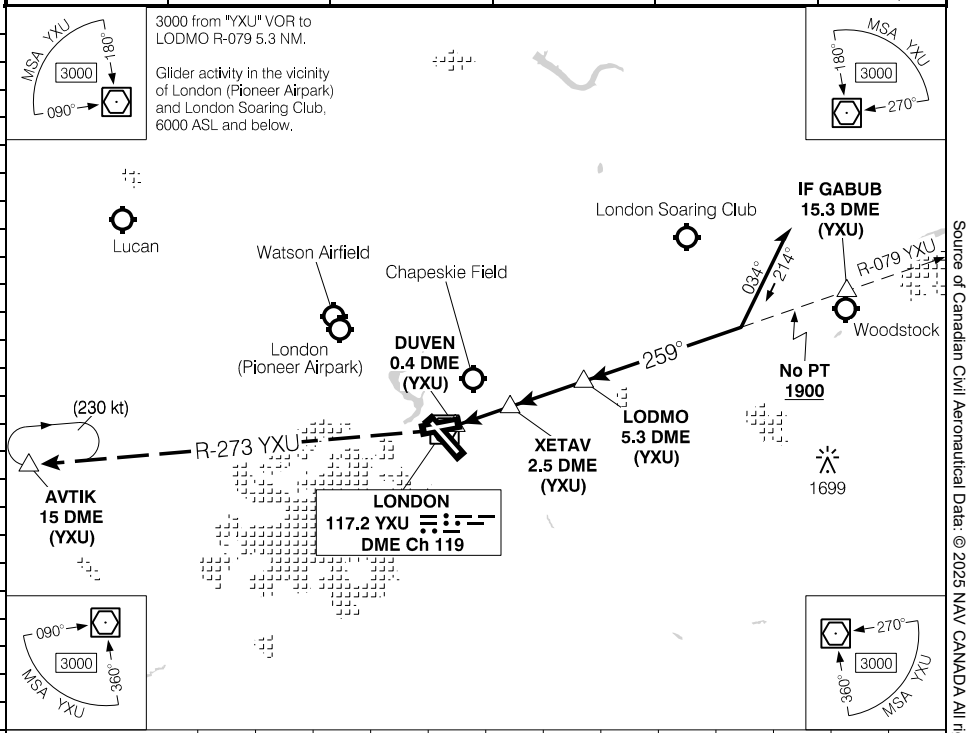
CYXU

ATIS – 127.8	CTR Toronto – 135.3	TWR – 119.4 125.65 RADIO Sudbury – 119.4	GND – 121.9	ARCAL 119.4(K)

SAFE ALT 100 NM	VOR YXU	APCH CRS	MIN ALT LODMO	LDA
4900	117.2	259°	1900	6300

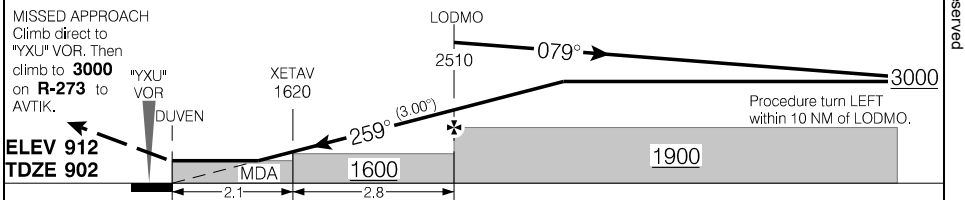
3000 from "YXU" VOR to LODMO R-079 5.3 NM.

Glider activity in the vicinity of London (Pioneer Airpark) and London Soaring Club, 6000 ASL and below.



DIST FROM DME (YXU)	1.5	2	3	4	5	6	**6.8**	8	9	10	11	12	15.3
ALT (3.00° APCH PATH)	1300	1460	1780	2100	2420	2730	**3000**	3370	3690	4010	4330	4650	5700

MISSED APPROACH
Climb direct to "YXU" VOR. Then climb to **3000** on **R-273** to AVTIK.



RASS: When using CYQS add **60'**.

CATEGORY	A	B	C	D
VOR/DME	**1300**	(398)	1¼	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

VOR/DME RWY 27

CYXU

EFF 20 FEB 25

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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SID (VECTOR)

LONDON TWO DEP (CYXU2.)

LONDON, ON
CYXU

Departure Route Description

Unless otherwise assigned by ATC:

All rwys: Maintain **4000**. EXPECT clearance to flight planned altitude/flight level 10 minutes after departure.

Rwy 09: Climb hdg **088°** for vectors.

Rwy 15: Climb hdg **148°** for vectors.

Rwy 27: Climb hdg **268°** for vectors.

Rwy 33: Climb hdg **328°** for vectors.

Communication Failure

On recognition of communication failure 10 minutes or less after take-off and in IFR weather conditions proceed as follows;

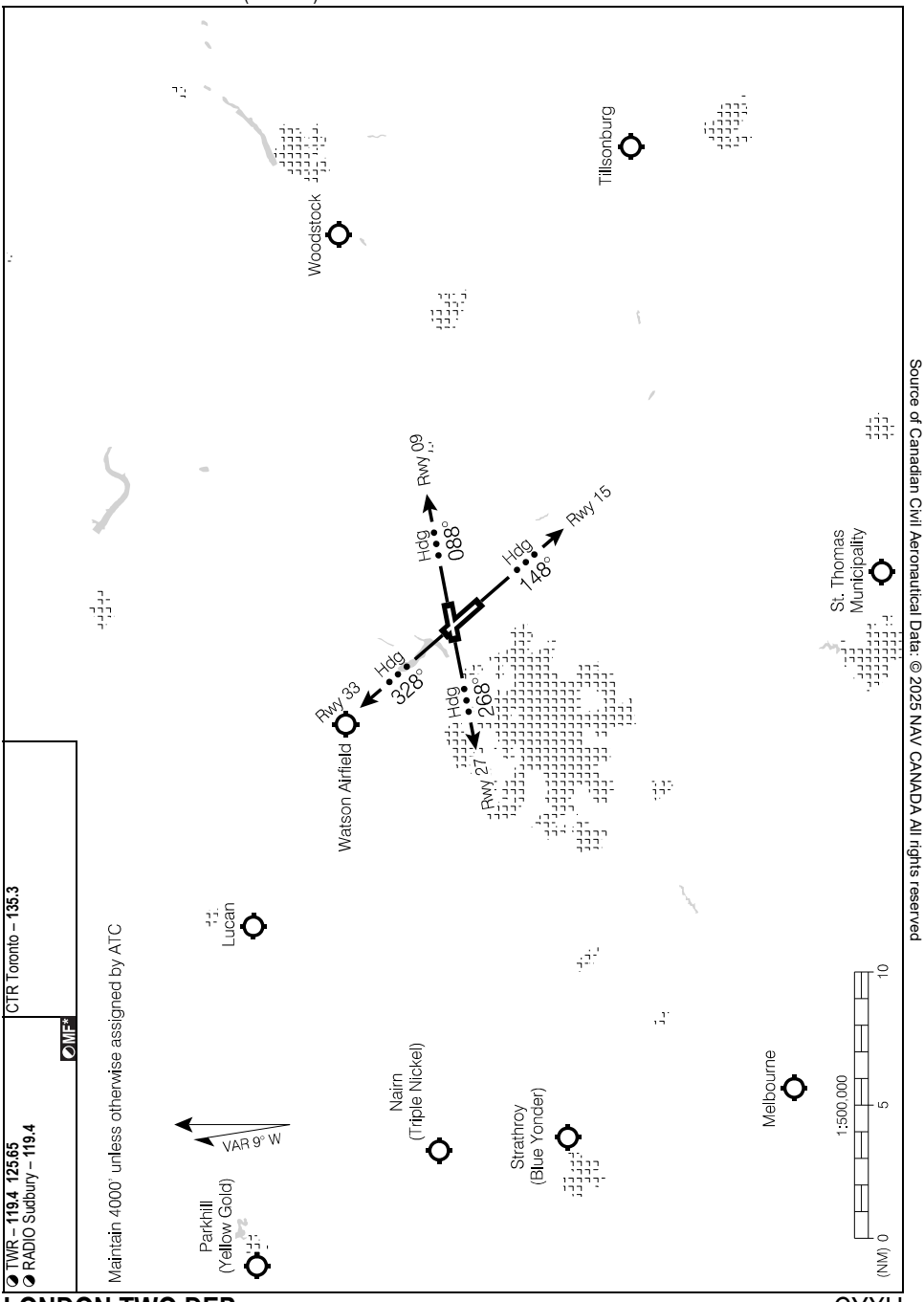
1. Select transponder code 7600;
2. Upon reaching assigned altitude proceed directly on course;
3. Maintain last assigned altitude for 10 minutes after take-off; then
4. Climb to flight planned altitude.

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SID (VECTOR)

LONDON TWO DEP (CYXU2.)

LONDON, ON
CYXU



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LONDON TWO DEP (CYXU2.)
CYXU

EFF 5 OCT 23

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

Departure Procedure

Rwy 09 – ½: **Note:** Trees to 965 ASL aprx 0.3 NM past departure end of rwy, 940' RIGHT of rwy centreline.

Rwy 15 – ½: **Note:** Road to 921 ASL aprx 0.1 NM past departure end of rwy, 590' LEFT of rwy centreline.

Silo to 1019 ASL aprx 0.4 NM past departure end of rwy, 780' LEFT of rwy centreline.

Rwy 27 – ½: **Note:** Trees to 971 ASL aprx 0.4 NM past departure end of rwy, 1120' RIGHT of rwy centreline.

Rwy 33 – ½: **Note:** Road to 934 ASL 250' past departure end of rwy, 500' LEFT of rwy centreline.

Trees to 968 ASL aprx 0.2 NM past departure end of rwy 780' RIGHT of rwy centreline. Trees to 981 ASL aprx 0.3 NM past departure end of rwy 900' LEFT of rwy centreline.

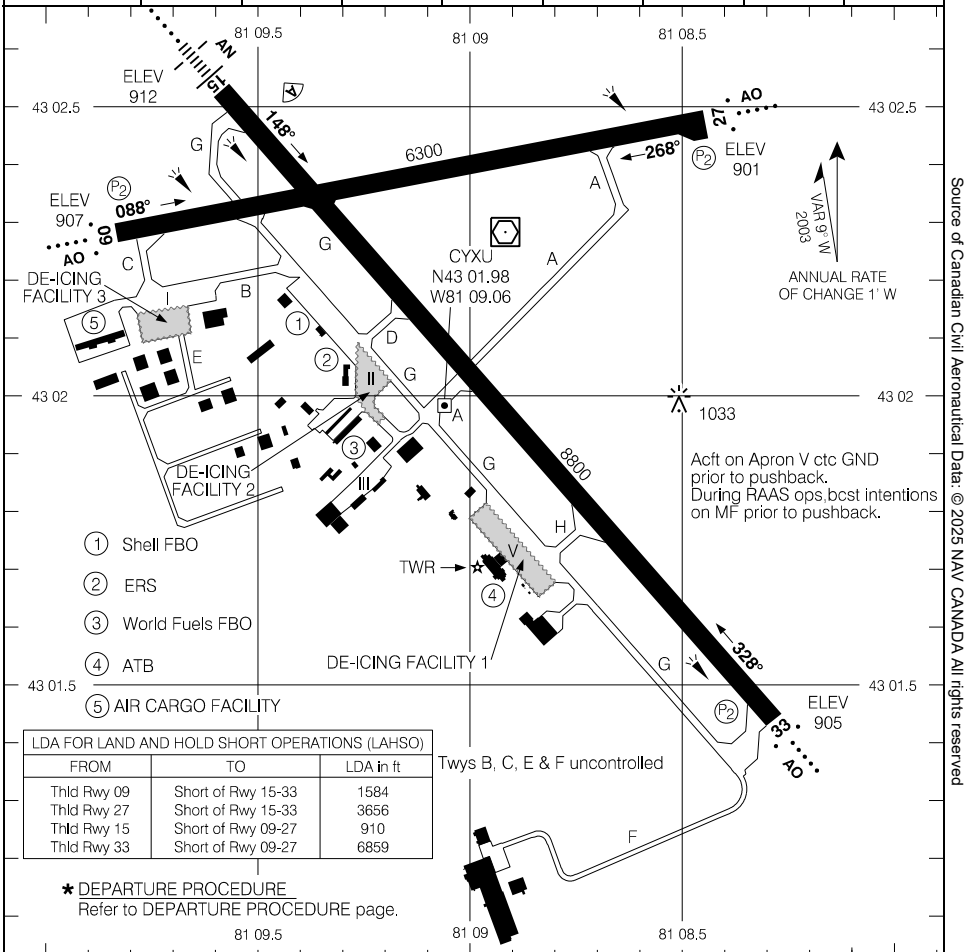
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LONDON, ON

AERODROME CHART — CYXU

ATIS – 127.8	GND – 121.9	TWR – 119.4 125.65 RADIO Sudbury – 119.4 MF*	CTR Toronto – 135.3

DECL DISTS	09	27	15	33
TORA	6300	6300	8800	8800
TODA	7284	7284	9784	9625
ASDA	6300	6300	8800	8800
LDA	6300	6300	8800	8800



LDA FOR LAND AND HOLD SHORT OPERATIONS (LAHSO)		
FROM	TO	LDA in ft
Thld Rwy 09	Short of Rwy 15-33	1584
Thld Rwy 27	Short of Rwy 15-33	3656
Thld Rwy 15	Short of Rwy 09-27	910
Thld Rwy 33	Short of Rwy 09-27	6859

Twys B, C, E & F uncontrolled

* DEPARTURE PROCEDURE
Refer to DEPARTURE PROCEDURE page.

RUNWAY LEVEL OF SERVICE	
RVO	LVO
RWY 15: RVR 1200 RWY 33: (¼sm)	NOT AUTHORIZED

TAKE-OFF MINIMA	SCALE IN FEET
All Rwys: *	2000 0 2000

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PARKING AREAS (APRON V)

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PARKING AREAS (APRON V)
CYXU

EFF 20 FEB 25

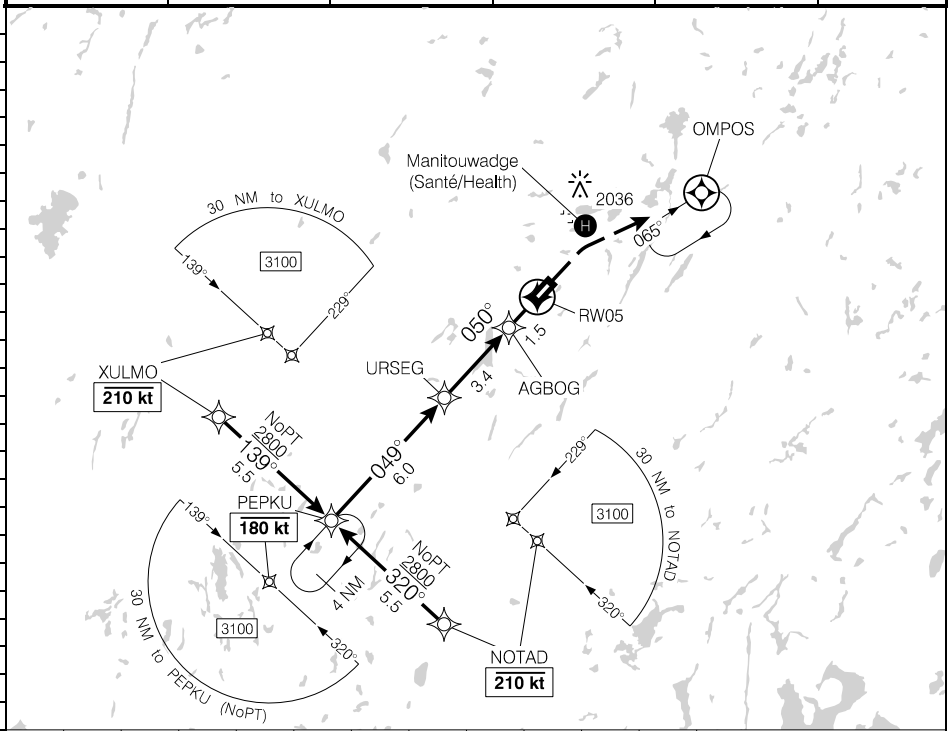
MANITOUWADGE, ON

RNAV (GNSS) RWY 05

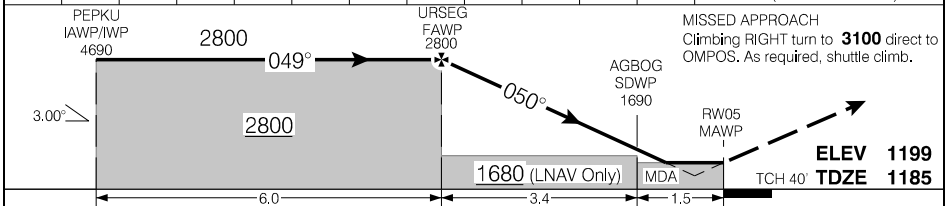
490500N 0855140W VAR 7°W

CYMG

AUTO – **129.15**	CTR Winnipeg – **134.07**	UNICOM – **122.8** ATF		ARCAL 122.8(K)
SAFE ALT 100 NM **3400**	WAAS **Ch 80825** W05A	APCH CRS **050°**	MIN ALT URSEG **2800**	LDA **3603**



(NM)	10.9	10	9	8	7	6	**4.9**	4	3	2	1.0	DIST FROM RW05
	4690	4400	4080	3760	3440	3120	**2800**	2490	2170	1850	1540	ALT (3.00° APCH PATH)



RASS: When using CYSP add **100'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**1422**	(250)	1	
LNAV	**1540**	(368)	1¼	

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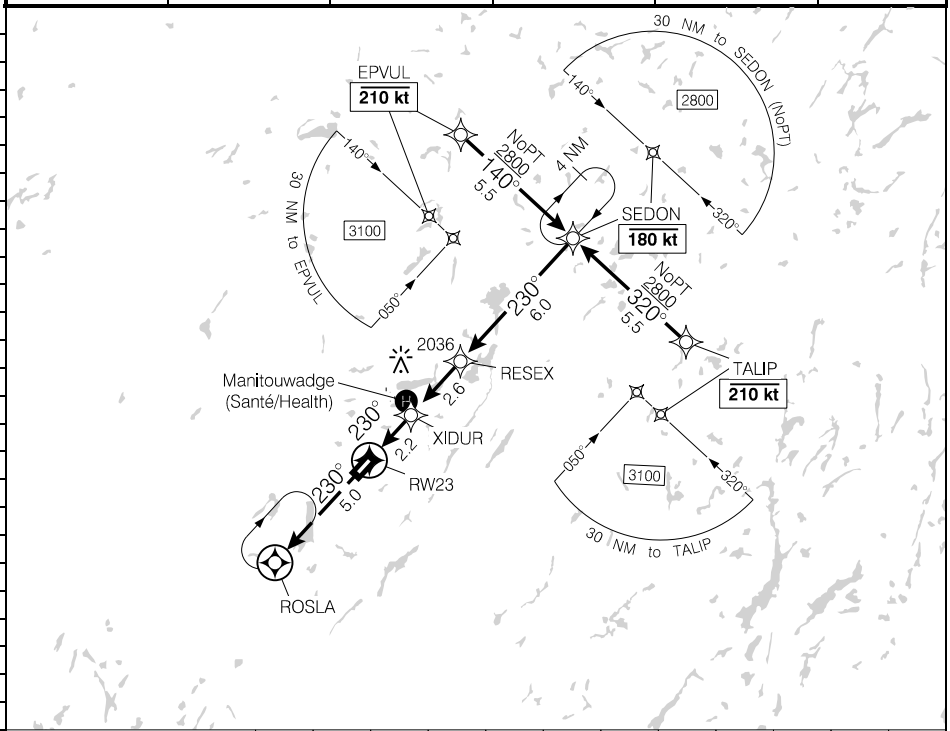
MANITOUWADGE, ON

RNAV (GNSS) RWY 23

490500N 0855140W VAR 7°W

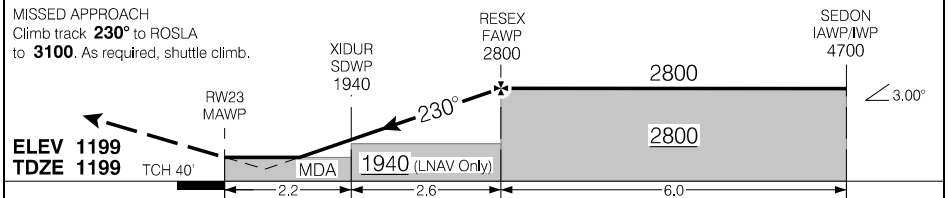
CYMG

AUTO – **129.15**	CTR Winnipeg – **134.07**	UNICOM – **122.8** ATF		ARCAL 122.8(K)
SAFE ALT 100 NM **3400**	WAAS **Ch 80826** W23A	APCH CRS **230°**	MIN ALT RESEX **2800**	LDA **3603**



DIST FROM RW23	1.3	2	3	4	**4.8**	6	7	8	9	10	10.8
ALT (3.00° APCH PATH)	1660	1880	2200	2510	**2800**	3150	3470	3790	4110	4430	4700

MISSED APPROACH
Climb track **230°** to ROSLA
to **3100**. As required, shuttle climb.



RASS: When using CYSP add **100'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**1449**	(250)	1	
LNAV	**1660**	(461)	1½	

RNAV (GNSS) RWY 23 CYMG

EFF 12 JUN 25

Canada Air Pilot
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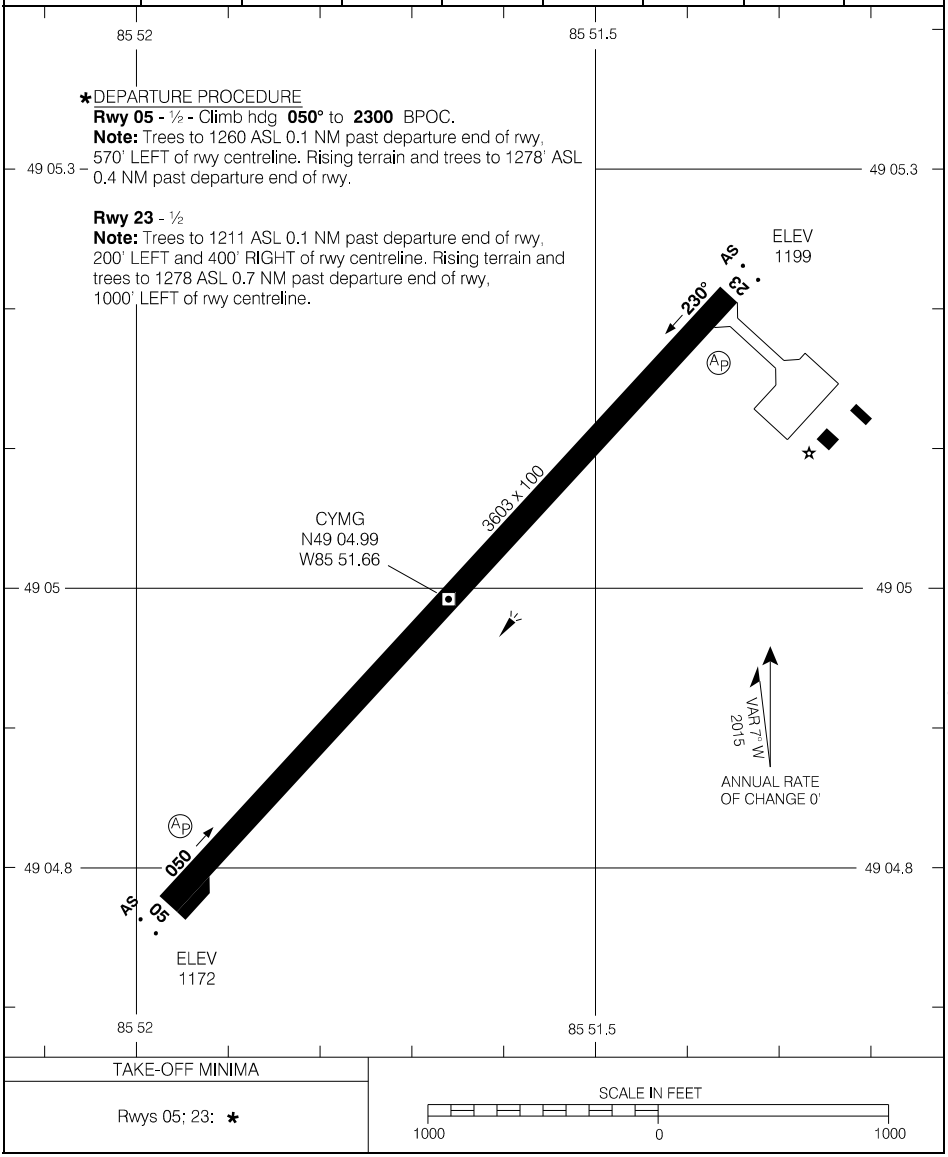
MANITOUWADGE, ON

AERODROME CHART

CYMG

AUTO – **129.15**		UNICOM – **122.8** ATF	CTR Winnipeg – **134.07**

DECL DISTS	05	23						
TORA	3603	3603						
TODA	3603	3603						
ASDA	3603	3603						
LDA	3603	3603						



TAKE-OFF MINIMA
Rwys 05; 23: *

SCALE IN FEET
1000 0 1000

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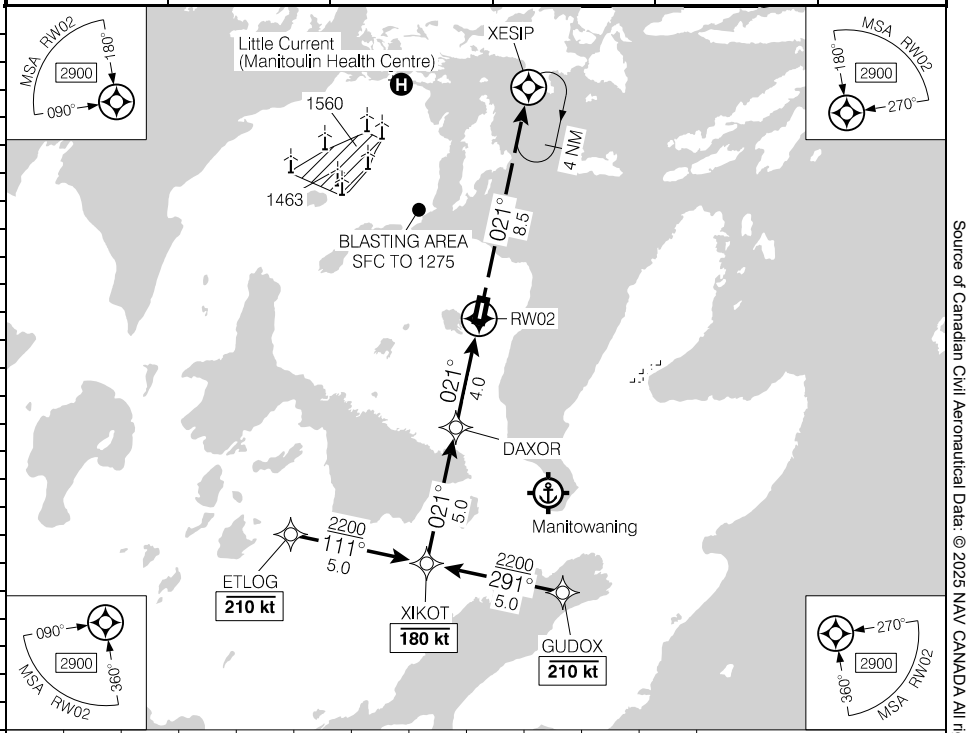
MANITOWANING/MANITOULIN EAST MUNI, ON

RNAV (GNSS) RWY 02

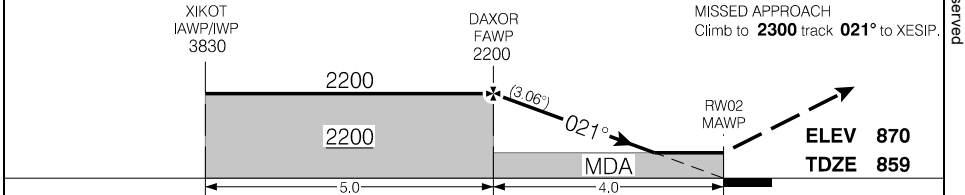
455033N 0815127W VAR 9°W

CYEM

	CTR Toronto – **135.4**	UNICOM – **122.8** ATF		ARCAL 123.2(K)
SAFE ALT 100 NM **3400**	RNAV	APCH CRS **021°**	MIN ALT DAXOR **2200**	LDA **3498**



			9	8	7	6	5	**4.0**	3	2	1.2	DIST FROM RW02
			3830	3500	3180	2850	2530	**2200**	1880	1550	1300	ALT (3.06° APCH PATH)



RASS: Use CYZE.

CATEGORY	A	B	C	D
LNAV	**1300**	(449)	1½	

Knots	ft/min	Min:Sec
70	380	
90	490	
110	590	
130	700	
150	810	

RNAV (GNSS) RWY 02

CYEM

EFF 7 AUG 25

Canada Air Pilot
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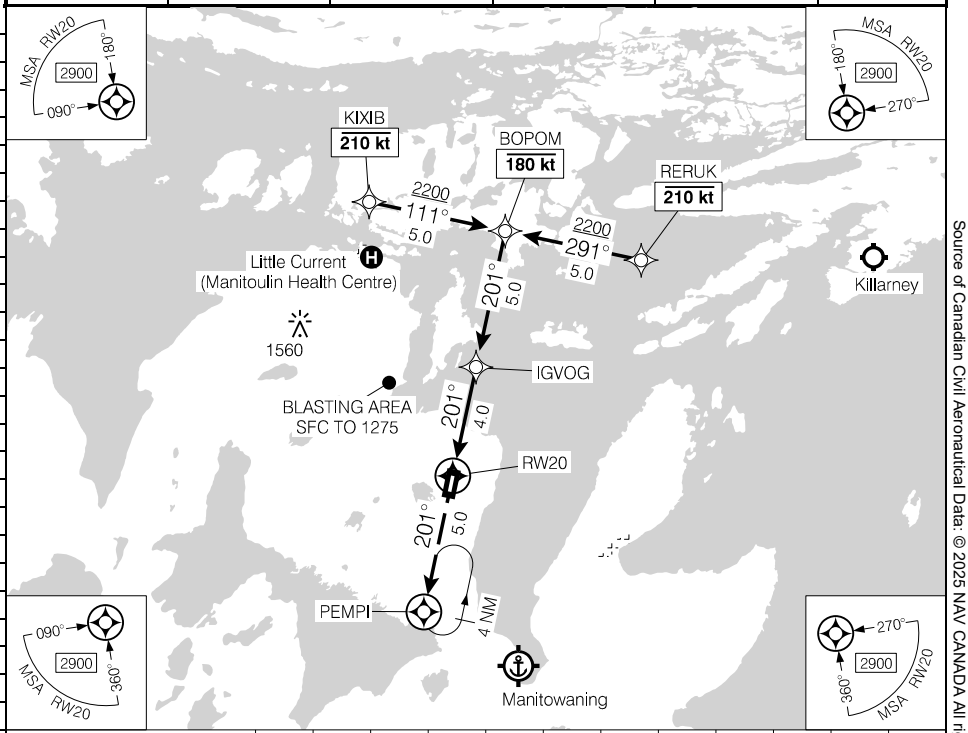
MANITOWANING/MANITOULIN EAST MUNI, ON

RNAV (GNSS) RWY 20

455033N 0815127W VAR 9°W

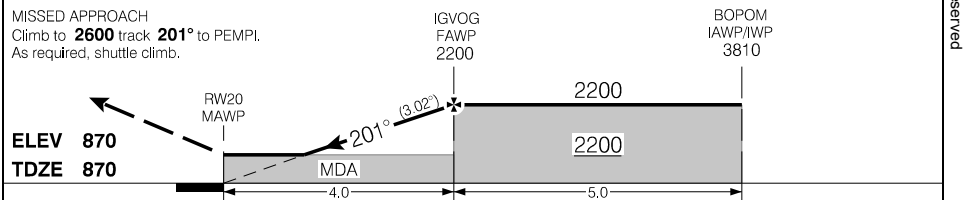
CYEM

	CTR Toronto – **135.4**		UNICOM – **122.8** ATF		ARCAL 123.2(K)
SAFE ALT 100 NM **3400**	RNAV	APCH CRS **201°**	MIN ALT IGVOG **2200**	LDA **3498**	



DIST FROM RW20	1.4	2	3	**4.0**	5	6	7	8	9			
ALT (3.02° APCH PATH)	1360	1560	1880	**2200**	2520	2840	3160	3480	3810			

MISSED APPROACH
Climb to **2600** track **201°** to PEMPI.
As required, shuttle climb.



RASS: Use CYZE.

CATEGORY	A	B	C	D
LNAV	**1360**	(490)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	590	
130	690	
150	800	

RNAV (GNSS) RWY 20

CYEM

EFF 7 AUG 25

Canada Air Pilot
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MANITOWANING/MANITOULIN EAST MUNI, ON

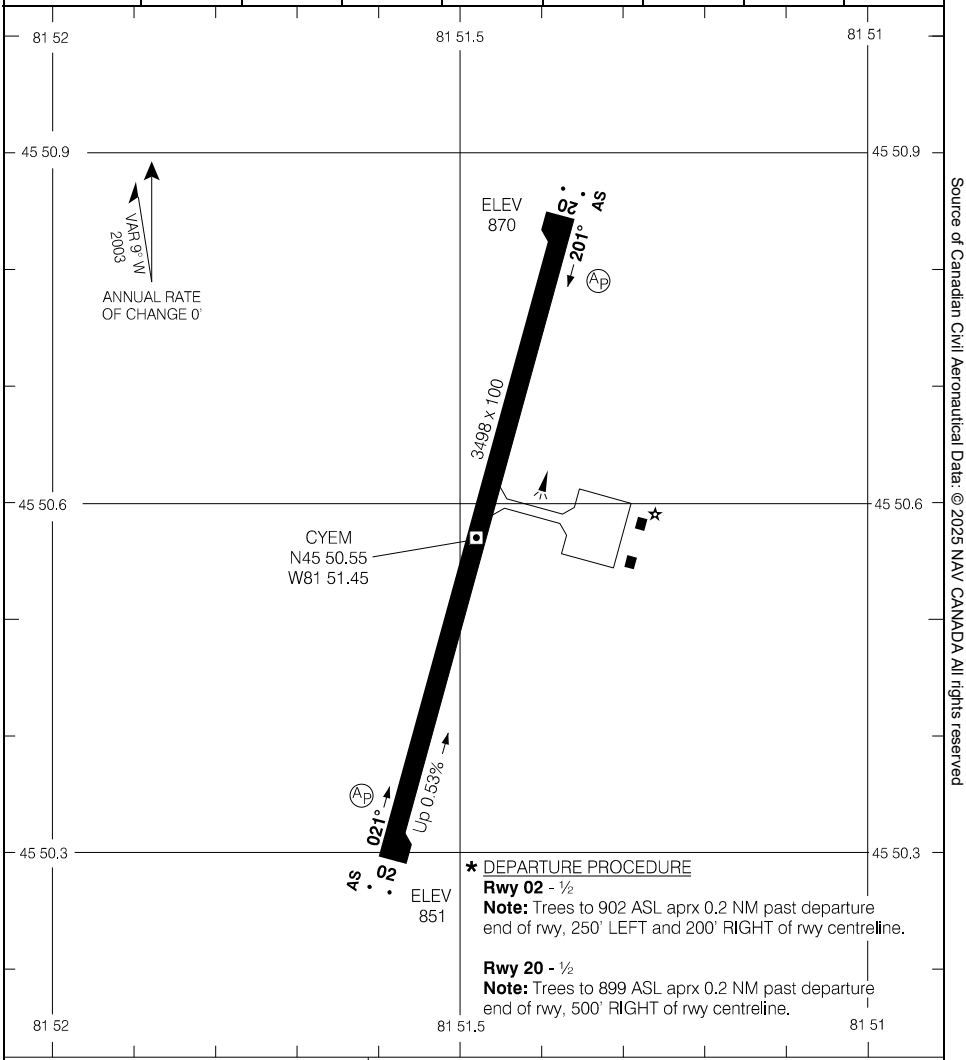
AERODROME CHART — CYEM

UNICOM – **122.8**

ATF

CTR Toronto – **135.4**

DECL DISTS	02	20						
TORA	3498	3498						
TODA	4482	4482						
ASDA	3728	3728						
LDA	3498	3498						



TAKE-OFF MINIMA
Rwys 02; 20: *

SCALE IN FEET

1000 0 1000

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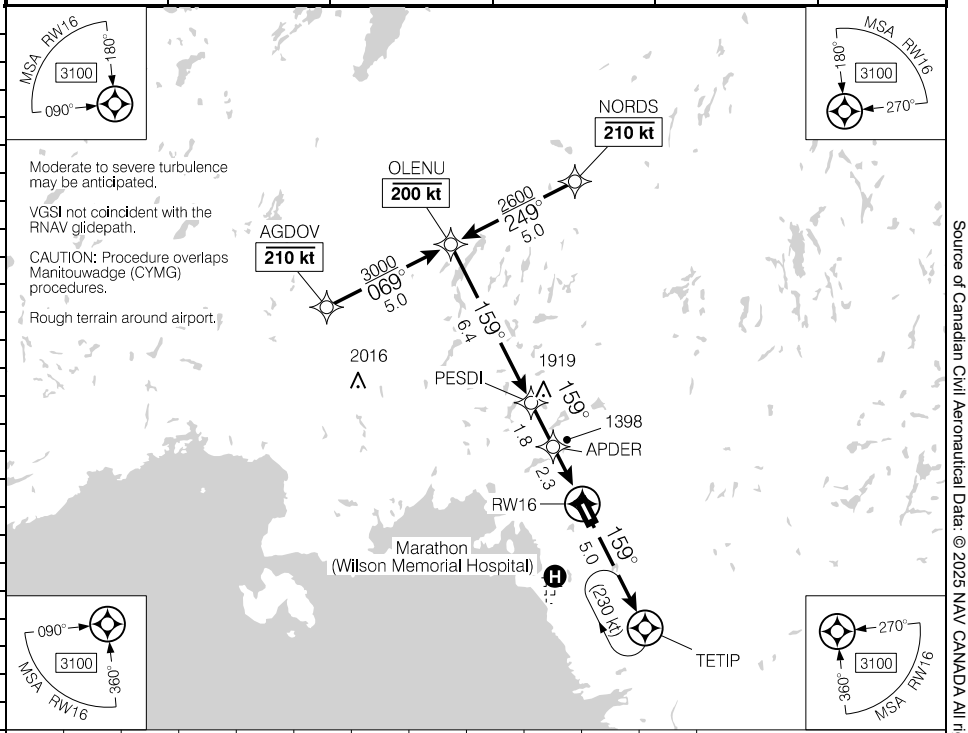
MARATHON, ON

RNAV (GNSS) RWY 16

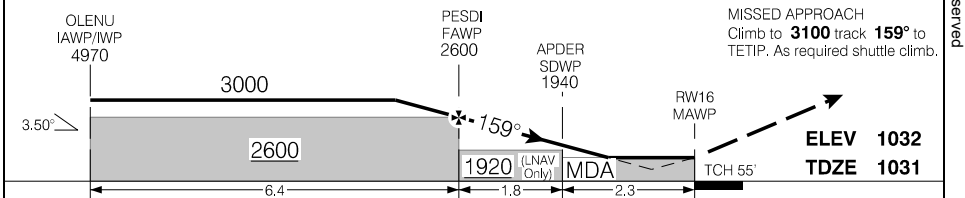
484526N 0862045W VAR 6°W

CYSP

	CTR Winnipeg – **134.07**				ARCAL 122.8(K)
		TFC – **122.8** ATF			4.0°
SAFE ALT 100 NM **3400**	WAAS **Ch 81111** W16A	APCH CRS **159°**	MIN ALT PESDI **2600**	LDA **3933**	



	10.5	10	9	8	7	6	**5.2**	4	3	1.5		DIST FROM RW16
	4970	4800	4430	4060	3690	3320	**3000**	2570	2200	1640		ALT (3.50° APCH PATH)



RASS: When using CYGQ add **180°**.

Knots	ft/min	Min:Sec
70	430	
90	560	
110	680	
130	800	
150	930	

CATEGORY	A	B	C	D
LPV	**1547**	(517)	1½	
LNAV	**1640**	(610)	2	

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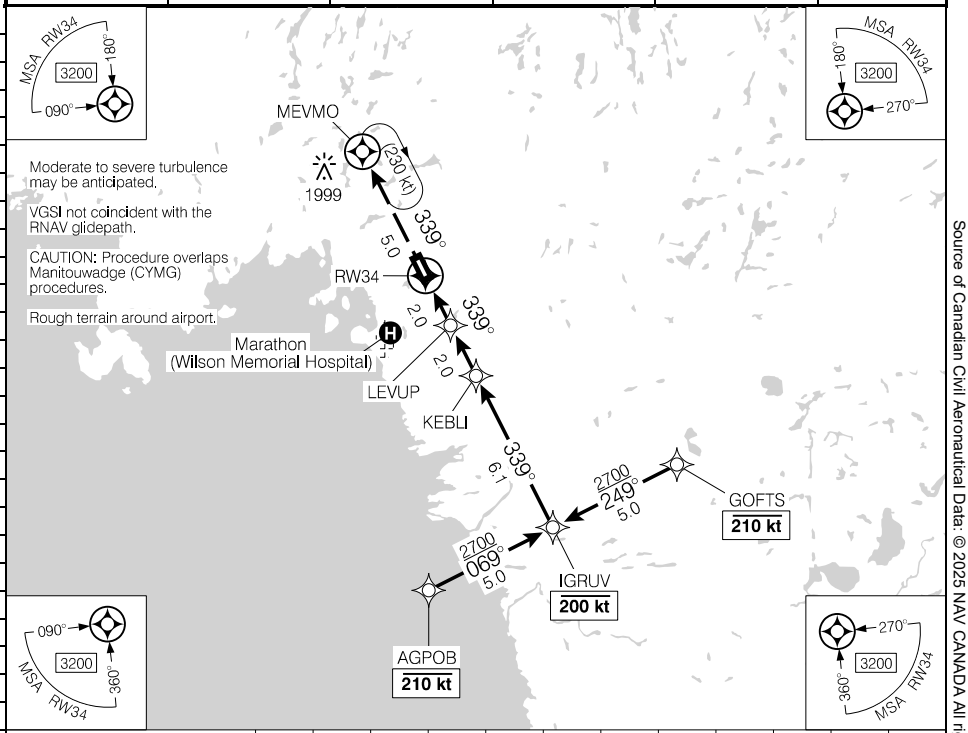
MARATHON, ON

RNAV (GNSS) RWY 34

484526N 0862045W VAR 6°W

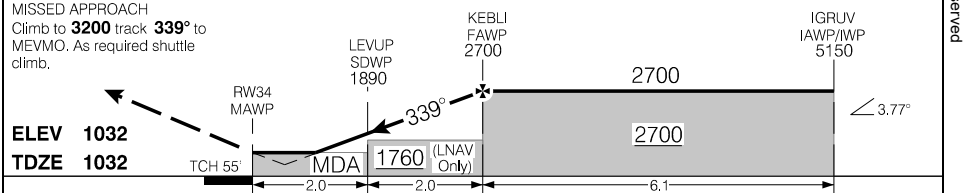
CYSP

	CTR Winnipeg – **134.07**				ARCAL 122.8(K)
		TFC – **122.8** ATF			AP 4.0°
SAFE ALT 100 NM **3400**	WAAS **Ch 80974** W34A	APCH CRS **339°**	MIN ALT KEBLI **2700**	LDA **3735**	



DIST FROM RW34	1.1	2	3	**4.0**	5	6	7	8	9	10.1		
ALT (3.77° APCH PATH)	1540	1890	2290	**2700**	3090	3490	3890	4290	4690	5150		

MISSED APPROACH
Climb to **3200** track **339°** to MEVMO. As required shuttle climb.



RASS: When using CYGQ add **180°**.

Knots	ft/min	Min:Sec
70	470	
90	600	
110	730	
130	870	
150	1000	

CATEGORY	A	B	C	D
LPV	**1561**	(529)	1¾	NOT AUTHORIZED
LNAV	**1540**	(508)	1½	NOT AUTHORIZED

RNAV (GNSS) RWY 34

CYSP

EFF 2 OCT 25

Canada Air Pilot
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MARATHON, ON

AERODROME CHART

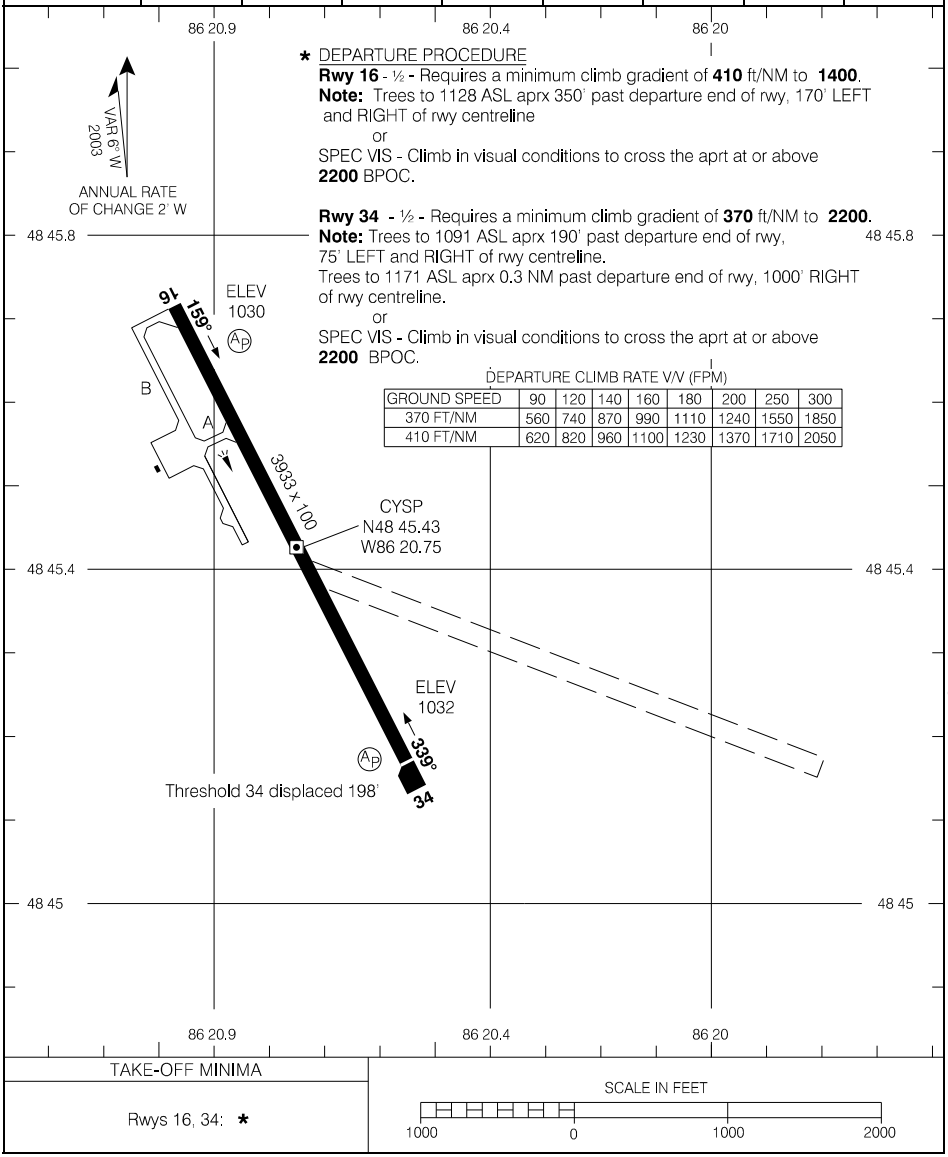
CYSP

CTR Winnipeg – **134.07**

TFC – **122.8**

ATF

DECL DISTS	16	34	16	34				
TORA	3933	3933	3933	3933				
TODA	4300	4133	3933	3933				
ASDA	4300	3933	3933	3933				
LDA	3933	3735	3933	3735				



* DEPARTURE PROCEDURE

Rwy 16 - ½ - Requires a minimum climb gradient of **410** ft/NM to **1400**.
Note: Trees to 1128 ASL aprx 350' past departure end of rwy, 170' LEFT and RIGHT of rwy centreline
or
SPEC VIS - Climb in visual conditions to cross the aprt at or above **2200** BPOC.

Rwy 34 - ½ - Requires a minimum climb gradient of **370** ft/NM to **2200**.
Note: Trees to 1091 ASL aprx 190' past departure end of rwy, 75' LEFT and RIGHT of rwy centreline.
Trees to 1171 ASL aprx 0.3 NM past departure end of rwy, 1000' RIGHT of rwy centreline.
or
SPEC VIS - Climb in visual conditions to cross the aprt at or above **2200** BPOC.

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
410 FT/NM	620	820	960	1100	1230	1370	1710	2050

TAKE-OFF MINIMA

Rwys 16, 34: *

SCALE IN FEET

1000 0 1000 2000

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AERODROME CHART

CYSP

EFF 2 OCT 25

Canada Air Pilot
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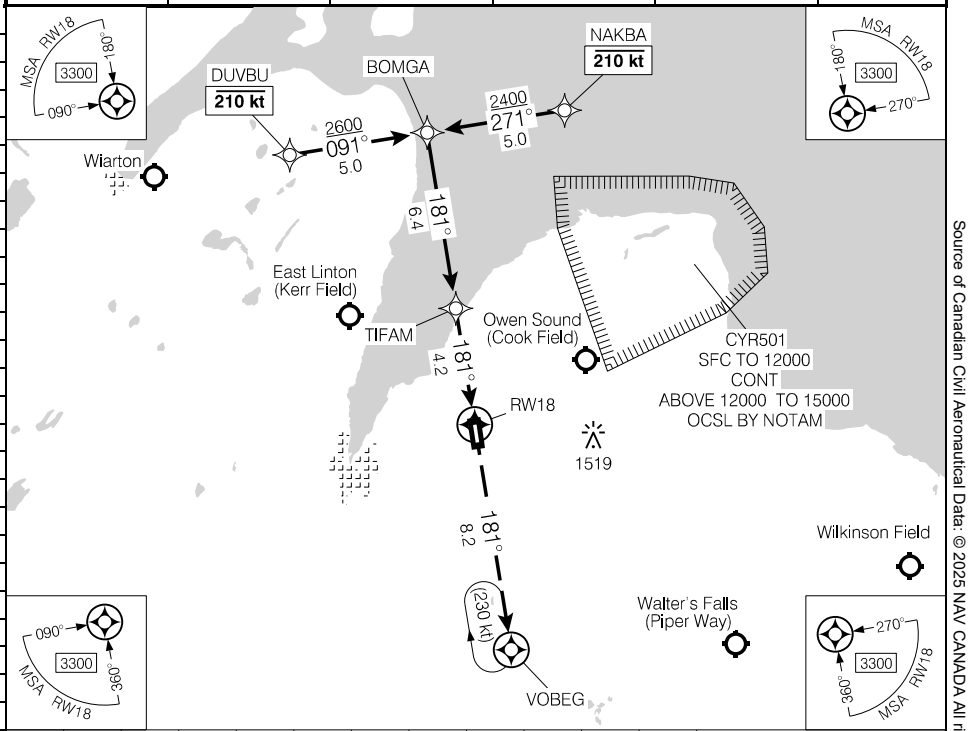
MEAFORD/MAJOR-GENERAL RICHARD ROHMER, ON

RNAV (GNSS) RWY 18

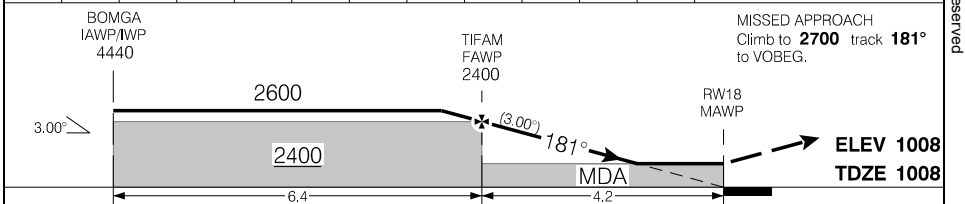
443526N 0805018W VAR 10°W

CYOS

	CTR Toronto – **132.57**		UNICOM – **123.0** (AU) ATF		ARCAL 123.0(J)
SAFE ALT 100 NM **3300**	RNAV	APCH CRS **181°**	MIN ALT TIFAM **2400**	LDA **3933**	



DIST FROM RW18	10.6	10	9	8	7	6	**4.9**	4	3	2	1.5
ALT (3.00° APCH PATH)	4440	4240	3920	3600	3280	2960	**2600**	2330	2010	1690	1520



RASS: When using CYVV add **70'**.

CATEGORY	A	B	C	D
LNAV	**1520**	(517)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026
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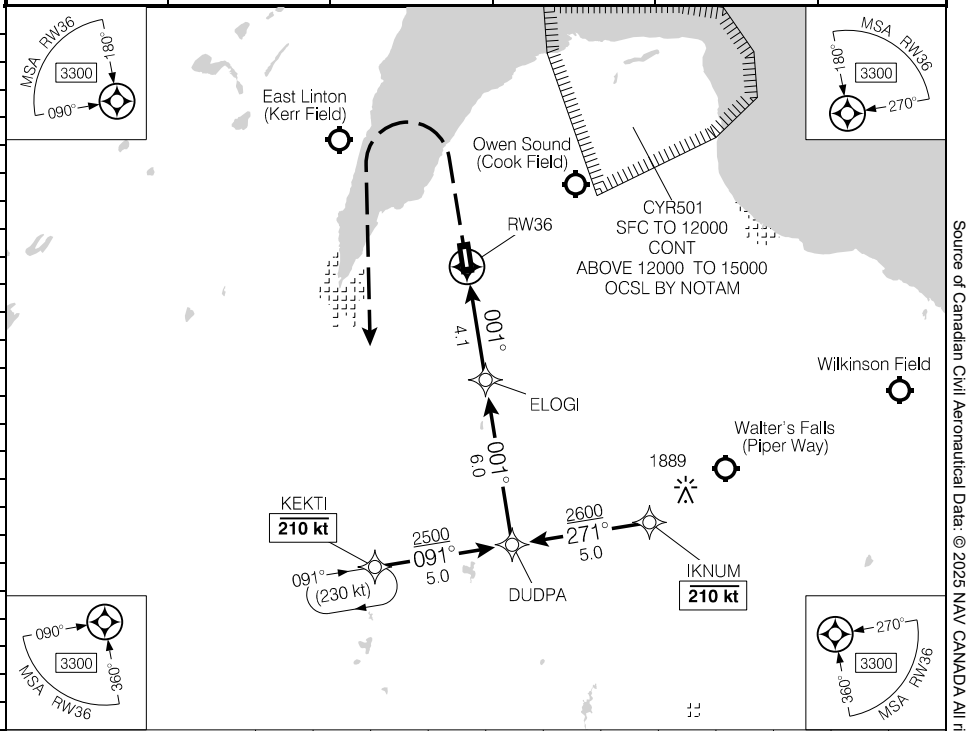
MEAFORD/MAJOR-GENERAL RICHARD ROHMER, ON

RNAV (GNSS) RWY 36

443526N 0805018W VAR 10°W

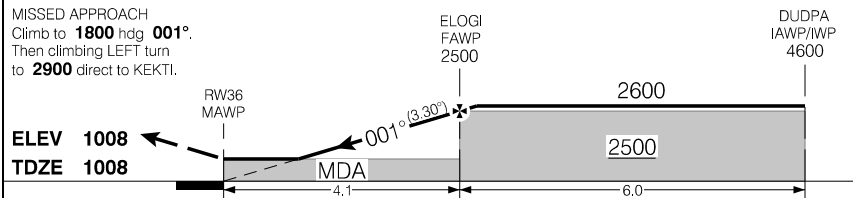
CYOS

	CTR Toronto – **132.57**		UNICOM – **123.0** (AU) ATF		ARCAL 123.0(J)
SAFE ALT 100 NM **3300**	RNAV	APCH CRS **001°**	MIN ALT ELOGI **2500**	LDA **3933**	



DIST FROM RW36	1.3	2	3	**4.4**	5	6	7	8	9	10.1		
ALT (3.30° APCH PATH)	1520	1760	2110	**2600**	2810	3160	3510	3860	4210	4600		

MISSED APPROACH
Climb to **1800** hdg **001°**.
Then climbing LEFT turn
to **2900** direct to KEKTI.



RASS: When using CYVV add **70'**.

CATEGORY	A	B	C	D
LNAV	**1520**	(512)	1½	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70	410	
90	530	
110	640	
130	760	
150	880	

RNAV (GNSS) RWY 36

CYOS

EFF 17 APR 25

Canada Air Pilot
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MEAFORD/MAJOR-GENERAL RICHARD ROHMER, ON

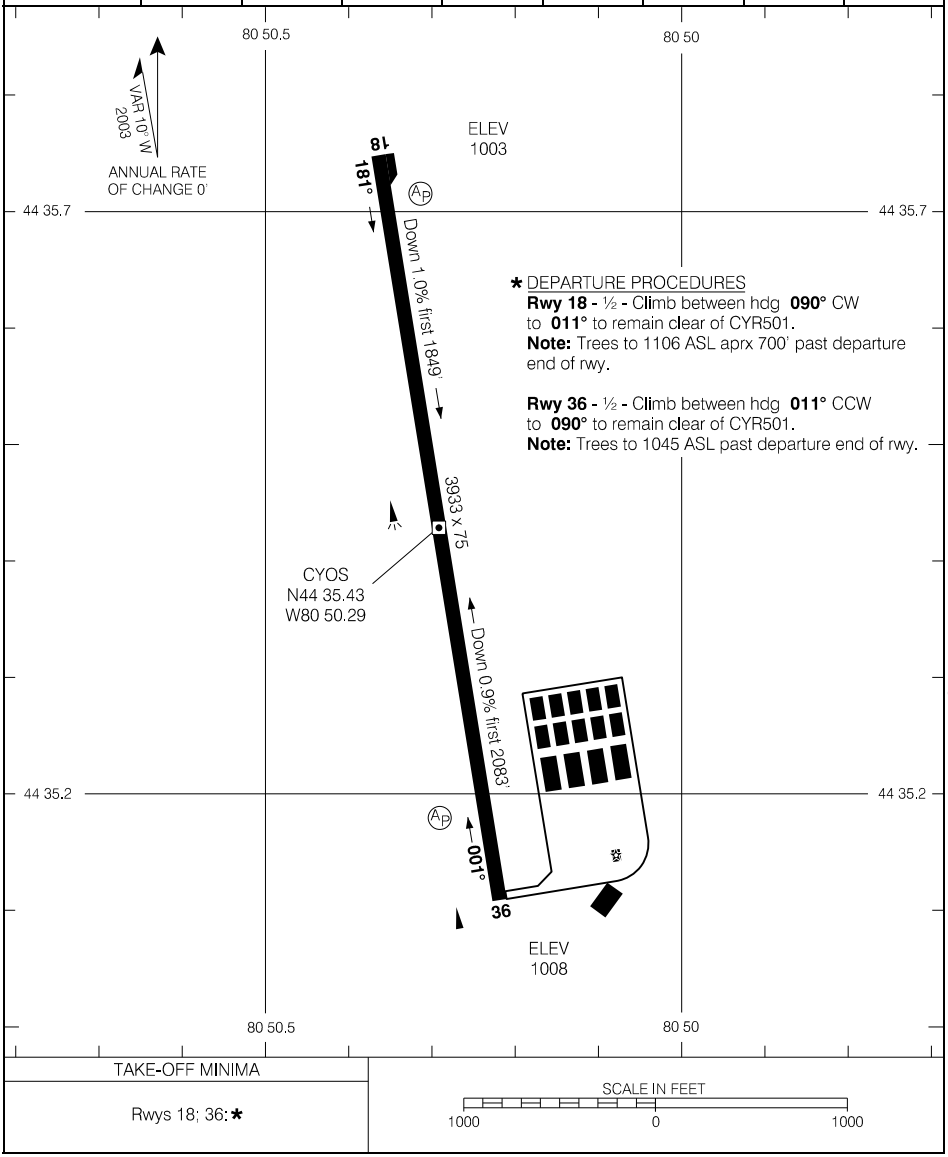
AERODROME CHART — CYOS

UNICOM – **123.0** (AU)

ATF

CTR Toronto – **132.57**

DECL DISTS	18	36
TORA	3933	3933
TODA	3933	4917
ASDA	3933	3933
LDA	3933	3933



TAKE-OFF MINIMA
Rwys 18; 36: *

SCALE IN FEET

1000 0 1000

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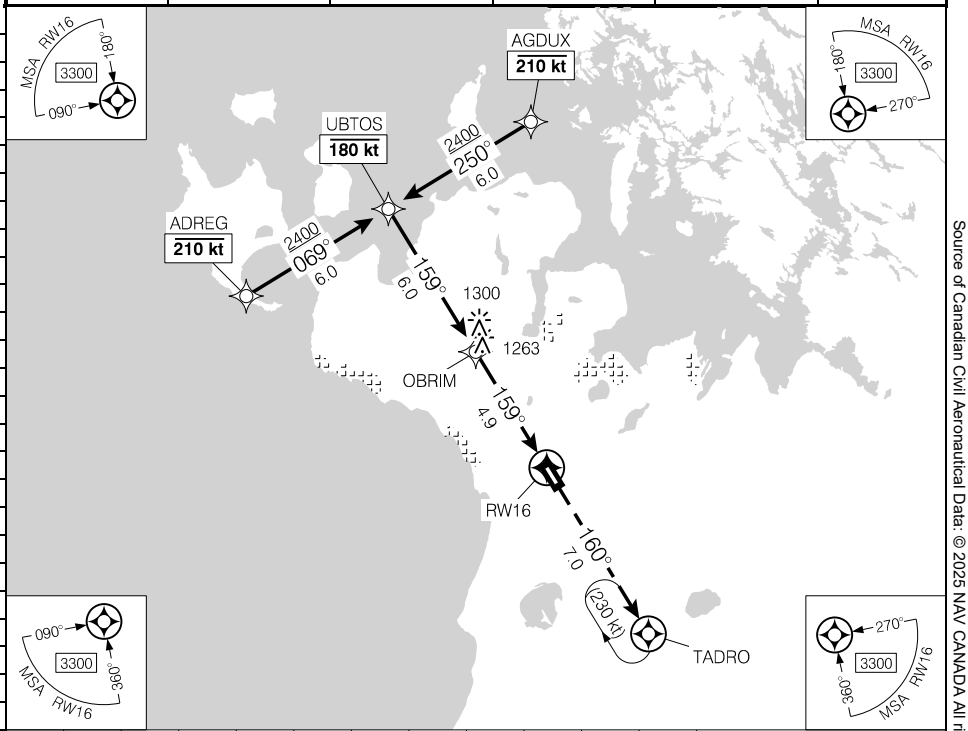
MIDLAND/HURONIA, ON

RNAV (GNSS) RWY 16

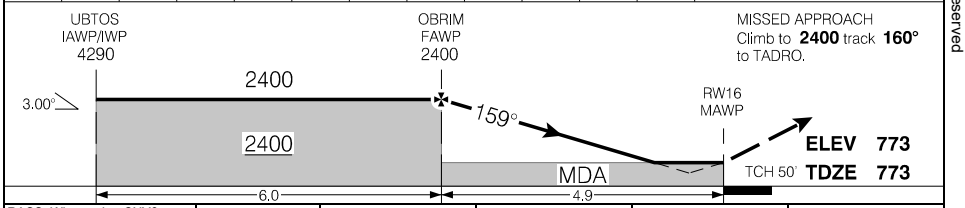
444105N 0795546W VAR 11°W

CYEE

	CTR Toronto – **124.02**		UNICOM – **122.85** (AU) ATF		ARCAL 122.85(J)
SAFE ALT 100 NM **3300**	WAAS **Ch 80112** W16A	APCH CRS **159°**	MIN ALT OBRIM **2400**	LDA **3996**	



(NM)	10.9	10	9	8	7	6	**4.9**	4	3	2	1.2	DIST FROM RW16
	4290	4010	3690	3370	3050	2730	**2400**	2100	1780	1460	1200	ALT (3.00° APCH PATH)



RASS: When using CNY3 add **50'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**1023** (250)	1	NOT AUTHORIZED	
LNAV	**1200** (427)	1¼	NOT AUTHORIZED	

RNAV (GNSS) RWY 16 CYEE

EFF 14 JUL 22

Canada Air Pilot
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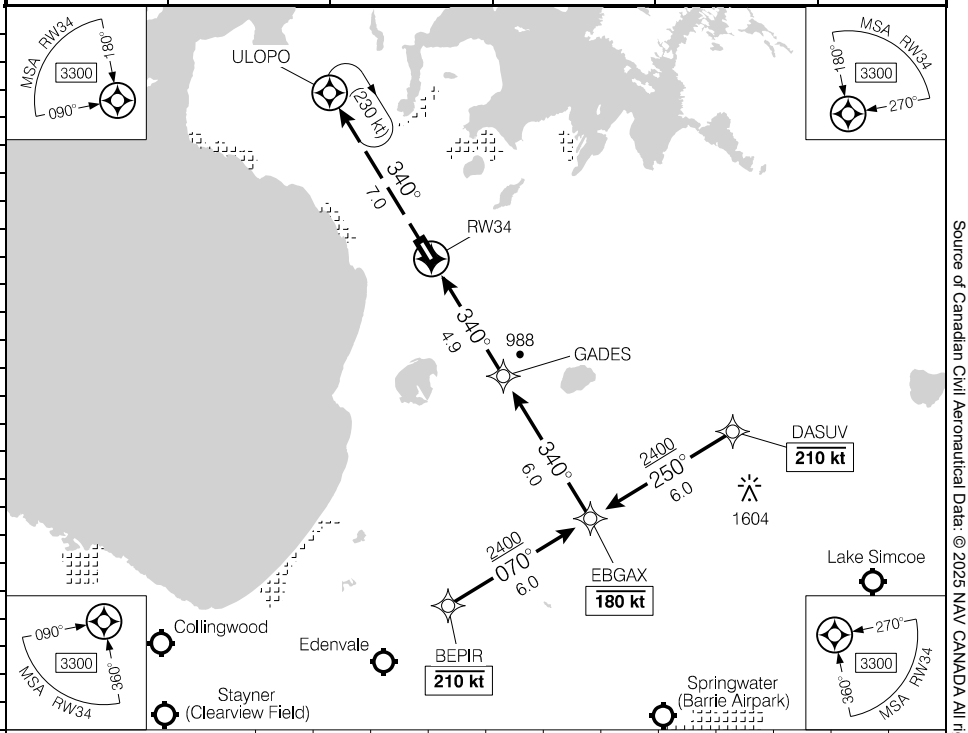
MIDLAND/HURONIA, ON

RNAV (GNSS) RWY 34

444105N 0795546W VAR 11°W

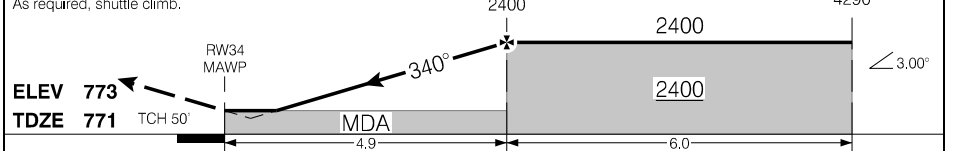
CYEE

	CTR Toronto – **124.02**	UNICOM – **122.85** (AU) ATF		ARCAL 122.85(J)
SAFE ALT 100 NM **3300**	WAAS **Ch 80113** W34A	APCH CRS **340°**	MIN ALT GADES **2400**	LDA **3996**



DIST FROM RW34	0.9	2	3	4	**4.9**	6	7	8	9	10	10.9
ALT (3.00° APCH PATH)	1100	1450	1770	2080	**2400**	2720	3040	3360	3680	4000	4290

MISSED APPROACH
Climb to **2400** track **340°** to ULOPO.
As required, shuttle climb.



RASS: When using CNY3 add **50'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**1011**	(250) 1	NOT AUTHORIZED	
LNAV	**1100**	(339) 1	NOT AUTHORIZED	

RNAV (GNSS) RWY 34

CYEE

EFF 14 JUL 22

Canada Air Pilot
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MIDLAND/HURONIA, ON

AERODROME CHART

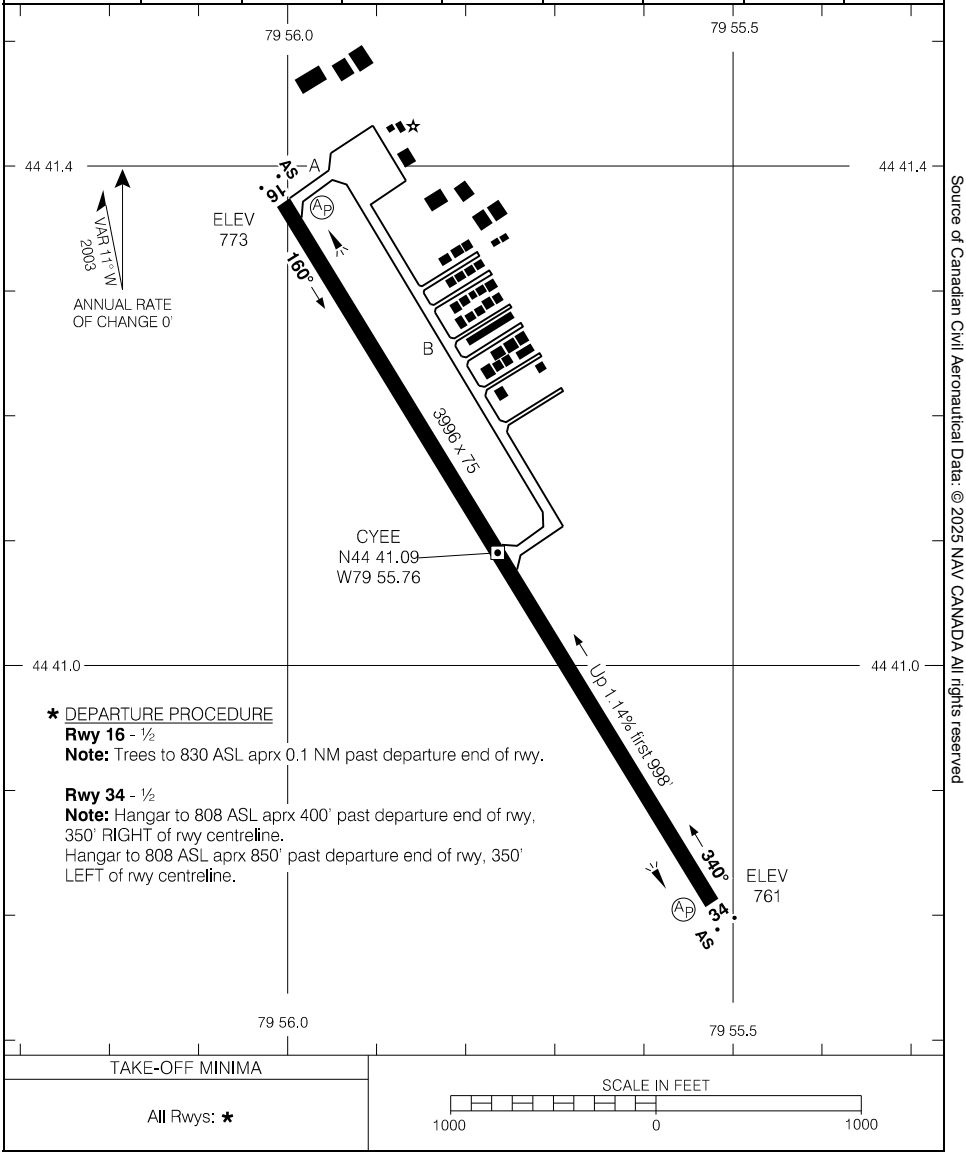
CYEE

UNICOM – **122.85** (AU)

CTR Toronto – **124.02**

ATF

DECL DISTS	16	34
TORA	3996	3996
TODA	4196	4266
ASDA	3996	3996
LDA	3996	3996



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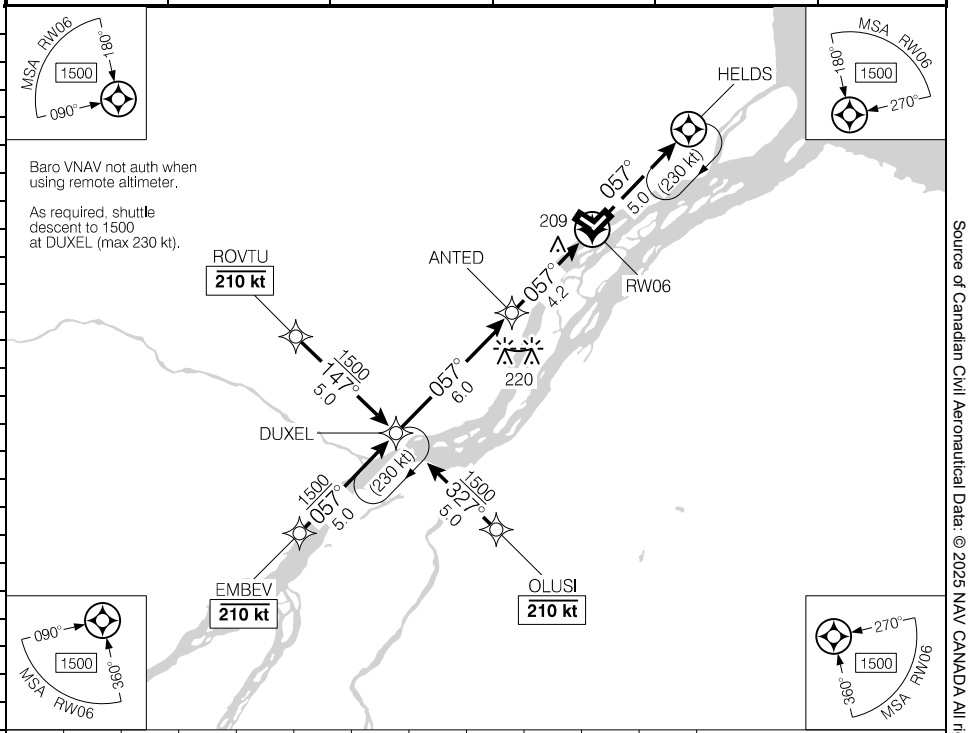
MOOSONEE, ON

RNAV (GNSS) RWY 06

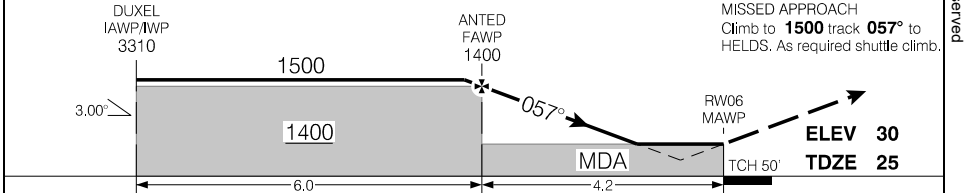
511731N 0803630W VAR 13°W

CYMO

AWOS – **124.8**	CTR Toronto – **133.72**	RADIO Timmins – **122.5** TFC – **122.5** MF*		ARCAL 122.5(K)*
SAFE ALT 100 NM **2500**	WAAS **Ch 80787** W06A	APCH CRS **057°**	MIN ALT ANTED **1400**	LDA **4000**



(NM)												
		10.2	9	8	7	6	5	**4.5**	3	2	1.5	DIST FROM RW06
		3310	2940	2620	2300	1990	1670	**1500**	1030	710	540	ALT (3.00° APCH PATH)



RASS: When using CYKQ add **170'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**274**	(250)	1	
LNAV/VNAV (min. -19°C, max. 54°C)	**283**	(260)	1	
LNAV	**540**	(517)	1½	

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Canada Air Pilot
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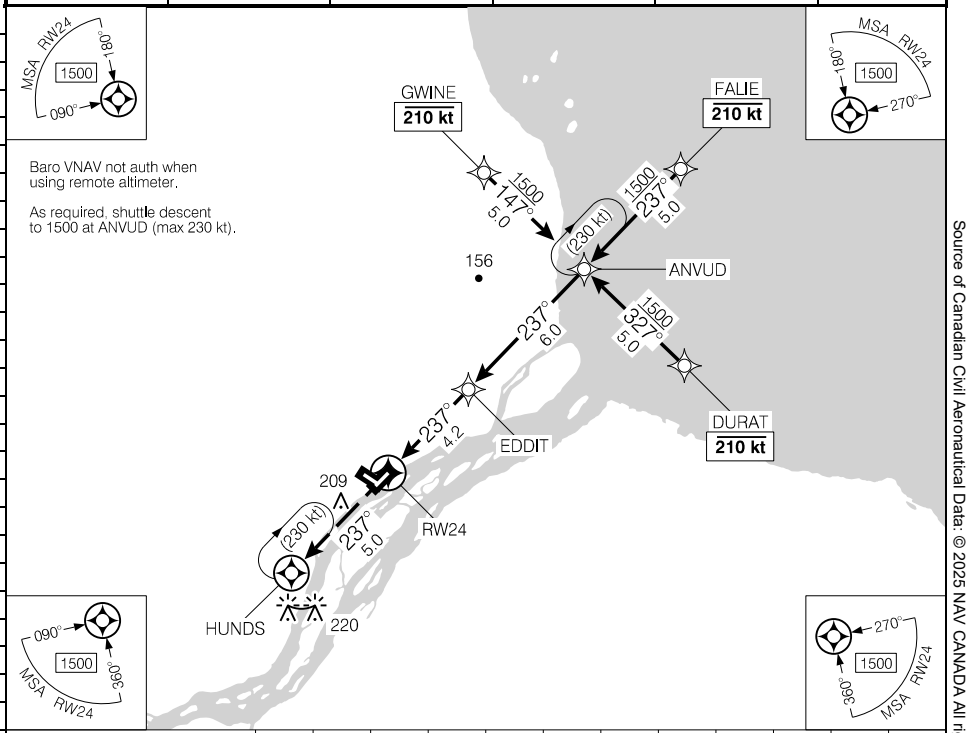
MOOSONEE, ON

RNAV (GNSS) RWY 24

511731N 0803630W VAR 13°W

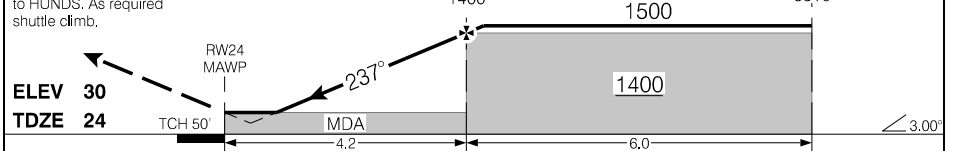
CYMO

AWOS – **124.8**	CTR Toronto – **133.72**	RADIO Timmins – **122.5** TFC – **122.5** MF*		ARCAL 122.5(K)*
SAFE ALT 100 NM **2500**	WAAS **Ch 80788** W24A	APCH CRS **237°**	MIN ALT EDDIT **1400**	LDA **4000**



DIST FROM RW24	0.9	2	3	4	**4.5**	6	7	8	9	10.2
ALT (3.00° APCH PATH)	360	710	1030	1350	**1500**	1990	2300	2620	2940	3310

MISSED APPROACH
Climb to **1500** track **237°** to HUNDS. As required shuttle climb.



RASS: When using CYKQ add **170'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**274**	(250)	1	
LNAV/VNAV (min. -19°C, max. 54°C)	**274**	(250)	1	
LNAV	**360**	(337)	1	

RNAV (GNSS) RWY 24

CYMO

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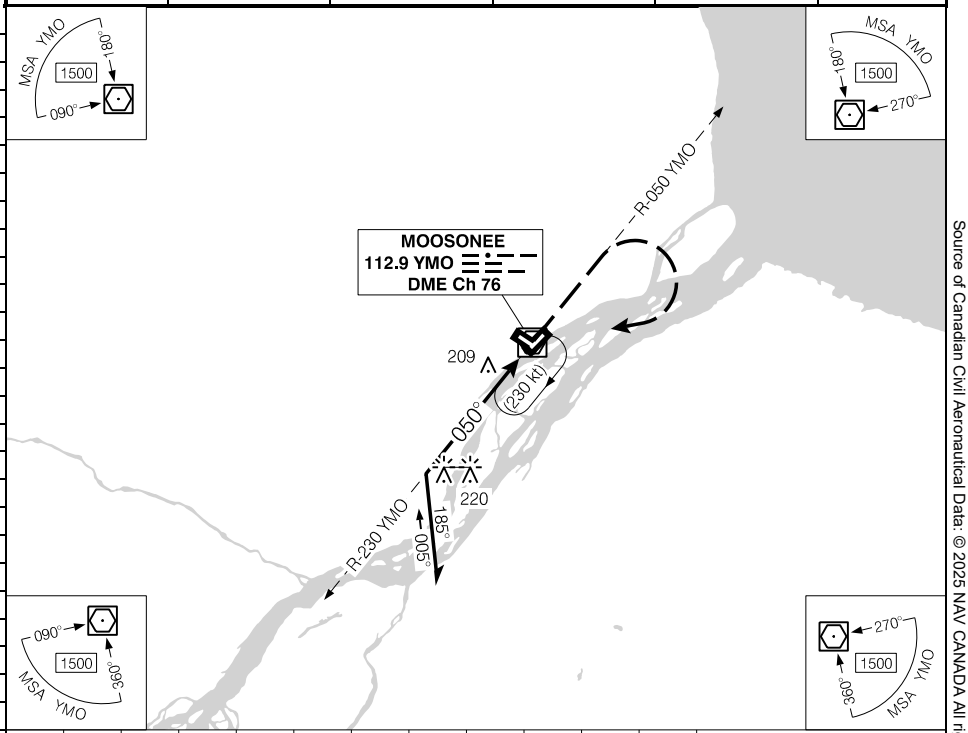
MOOSONEE, ON

VOR RWY 06

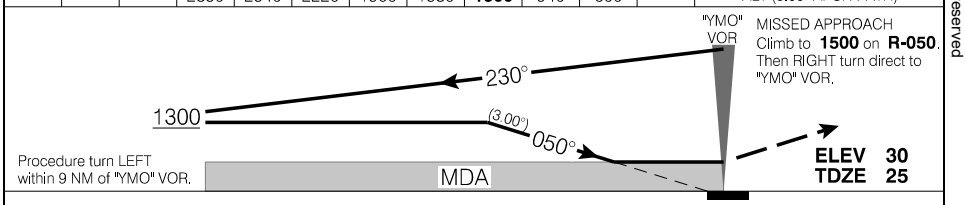
511731N 0803630W VAR 13°W

CYMO

AWOS – **124.8**	CTR Toronto – **133.72**	RADIO Timmins – **122.5** TFC – **122.5** MF*		ARCAL 122.5(K)*
SAFE ALT 100 NM **2500**	VOR YMO **112.9**	APCH CRS **050°**		LDA **4000**



			9	8	7	6	5	**4.1**	3	1.9		DIST FROM "YMO" VOR
			2850	2540	2220	1900	1580	**1300**	940	600		ALT (3.00° APCH PATH)



RASS: When using CYKQ add **170'**.

CATEGORY	A	B	C	D
VOR	**600**	(574)	1¾	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

VOR RWY 06

CYMO

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Canada Air Pilot
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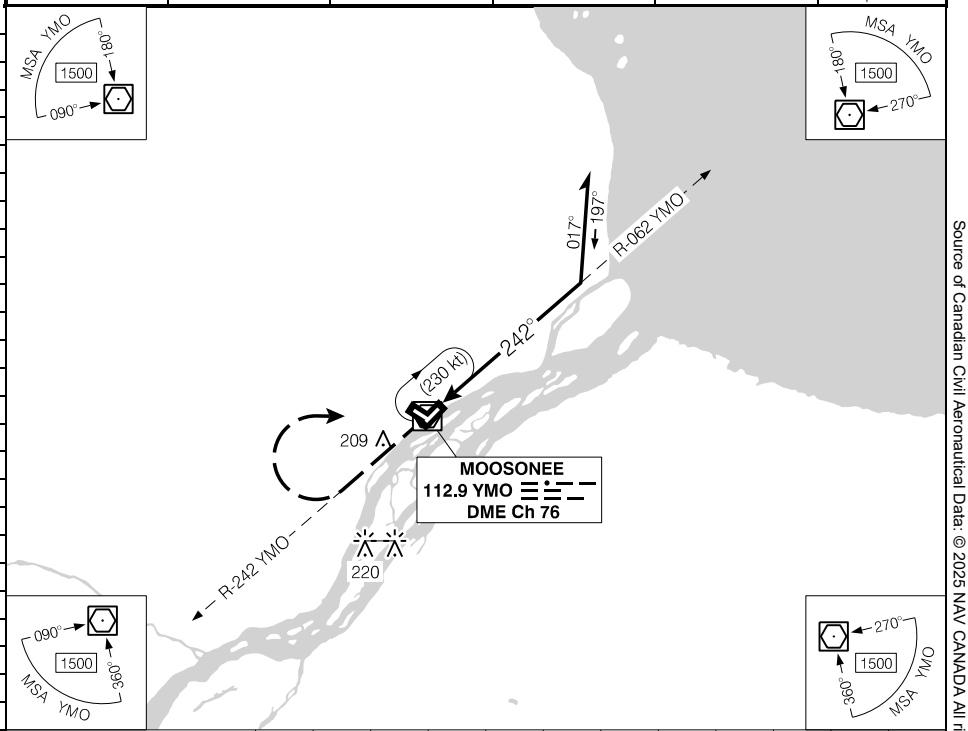
MOOSONEE, ON

VOR RWY 24

511731N 0803630W VAR 13°W

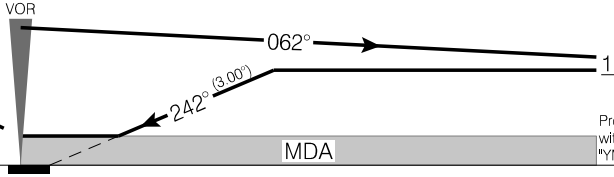
CYMO

AWOS – **124.8**	CTR Toronto – **133.72**	RADIO Timmins – **122.5** TFC – **122.5** MF*		ARCAL 122.5(K)*
SAFE ALT 100 NM **2500**	VOR YMO **112.9**	APCH CRS **242°**		LDA **4000**



DIST FROM "YMO" VOR		1.7	3	**4.4**	5	6	7	8	9	10		
ALT (3.00° APCH PATH)		440	850	**1300**	1490	1810	2130	2450	2760	3080		

MISSED APPROACH
Climb to **1300** on **R-242**.
Then RIGHT turn direct to "YMO" VOR.



ELEV 30
TDZE 24

Procedure turn LEFT within 10 NM of "YMO" VOR.

RASS: When using CYKQ add **170'**.

CATEGORY	A	B	C	D
VOR	**440**	(416)	1¼	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

VOR RWY 24

CYMO

EFF 11 JUL 24

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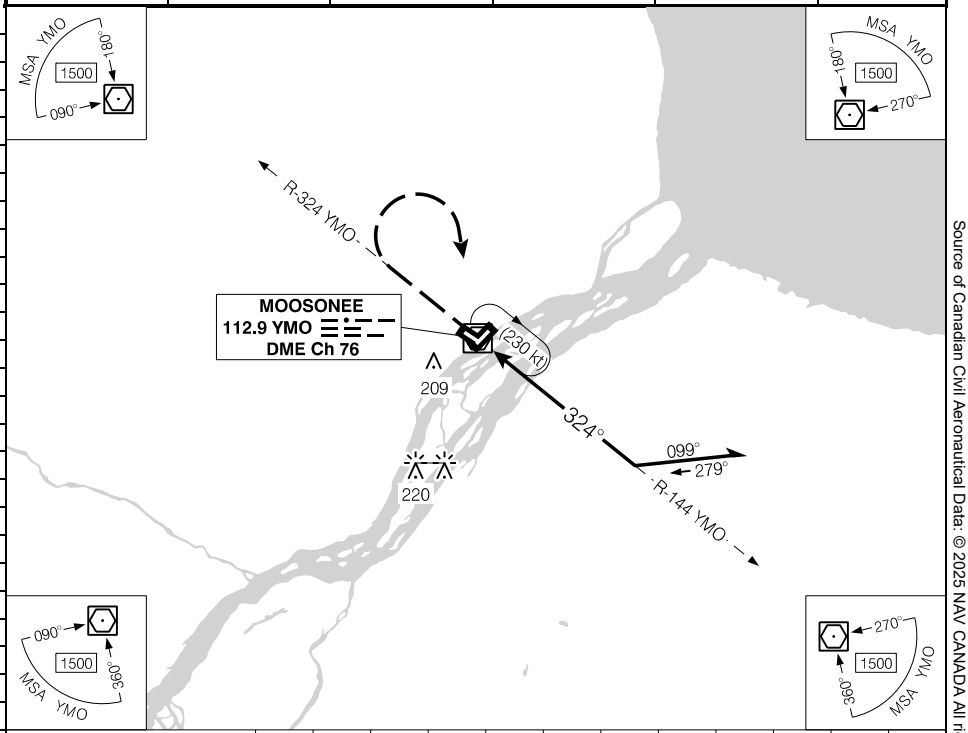
MOOSONEE, ON

VOR RWY 32

511731N 0803630W VAR 13°W

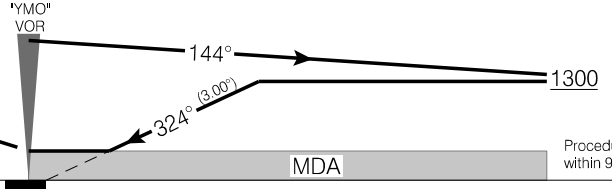
CYMO

AWOS – **124.8**	CTR Toronto – **133.72**	RADIO Timmins – **122.5** TFC – **122.5** MF*		ARCAL 122.5(K)*
SAFE ALT 100 NM **2500**	VOR YMO **112.9**	APCH CRS **324°**		LDA **3591**



DIST FROM "YMO" VOR	1.5	2	3	**4.0**	5	6	7	8	9			
ALT (3.00° APCH PATH)	500	660	980	**1300**	1620	1940	2250	2570	2890			

MISSED APPROACH
Climb to **1400** on **R-324**.
Then RIGHT turn direct to "YMO" VOR.



ELEV 30
TDZE 26

Procedure turn LEFT within 9 NM of "YMO" VOR.

RASS: When using CYKQ add **170'**.

CATEGORY	A	B	C	D
VOR	**500** (474) 1½			
C CIRCLING	**500** (470) 1½	**520** (490) 1½	**520** (490) 2	**580** (550) 2

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

VOR RWY 32

CYMO

EFF 11 JUL 24

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

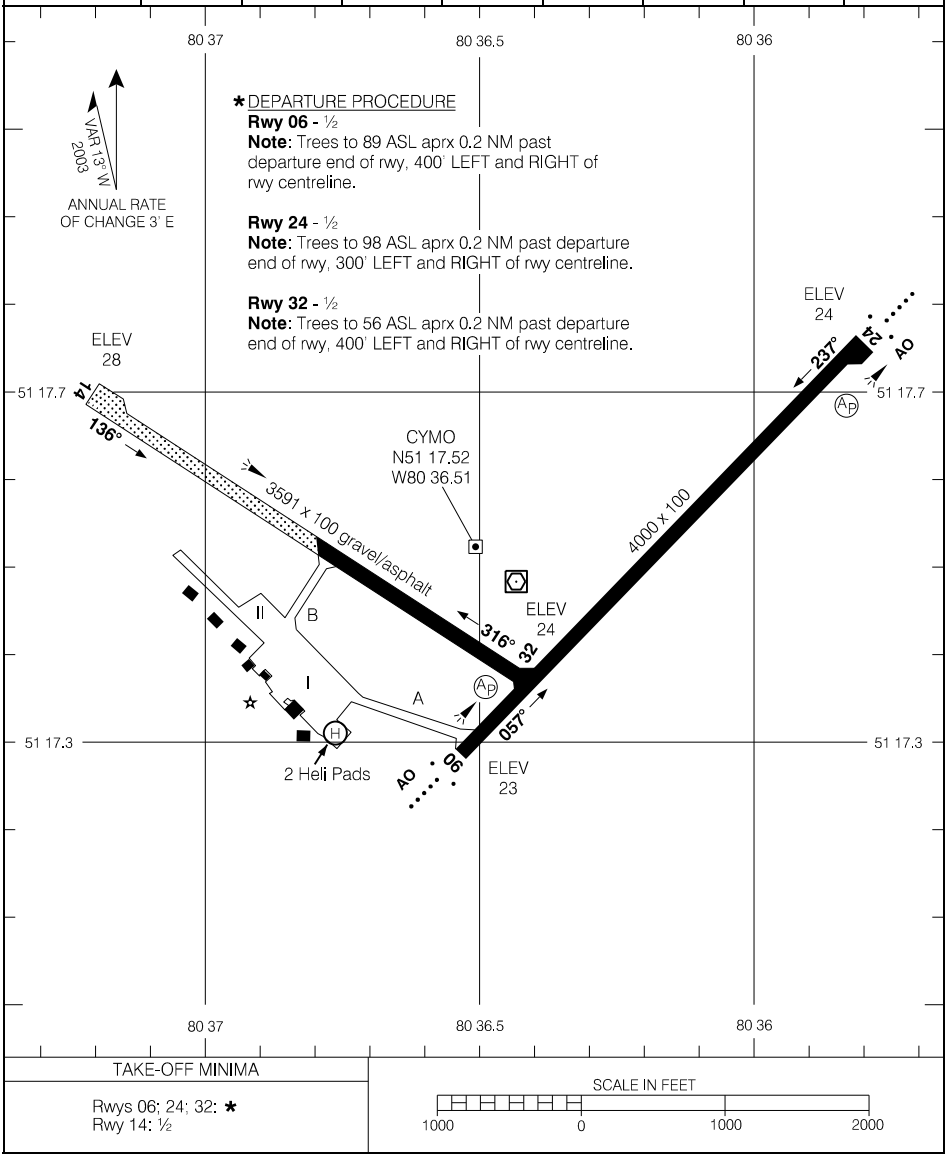
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MOOSONEE, ON

AERODROME CHART — CYMO

AWOS – **124.8**		RADIO Timmins – **122.5** TFC – **122.5** MF*	CTR Toronto – **133.72**

DECL DISTS	06	24	14	32				
TORA	4000	4000	3591	3591				
TODA	4984	4984	4575	4575				
ASDA	4000	4000	3591	3591				
LDA	4000	4000	3591	3591				



TAKE-OFF MINIMA

Rwys 06; 24; 32: *
Rwy 14: ½

SCALE IN FEET
1000 0 1000 2000

AERODROME CHART — CYMO

EFF 11 JUL 24

Canada Air Pilot
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MUSKOKA, ON

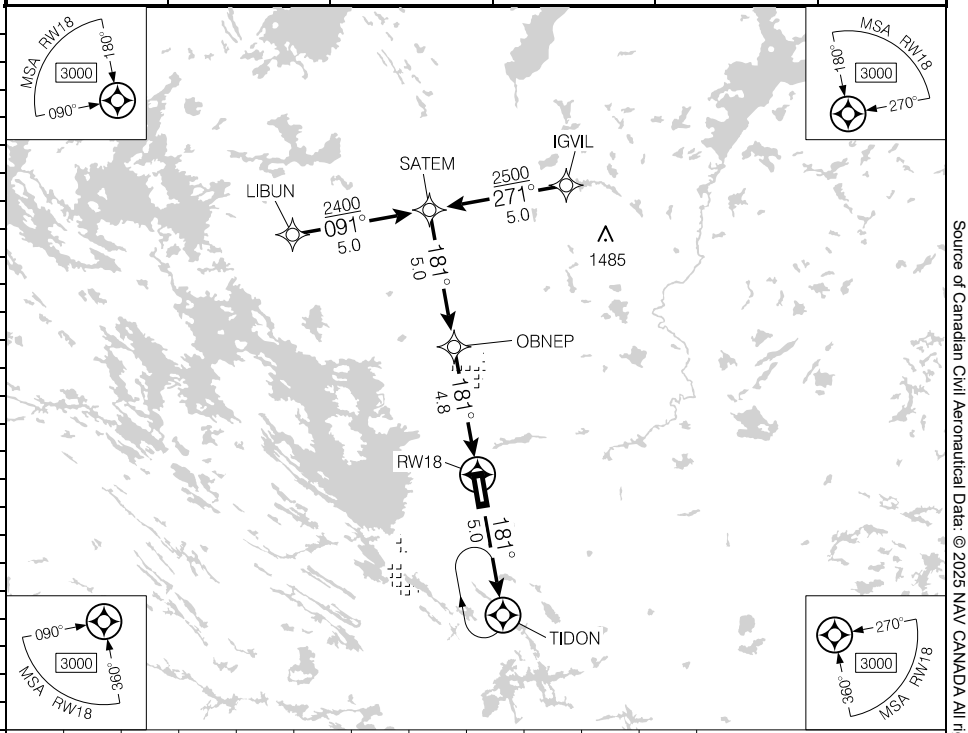
RNAV (GNSS) RWY 18

445835N 0791824W VAR 11°W

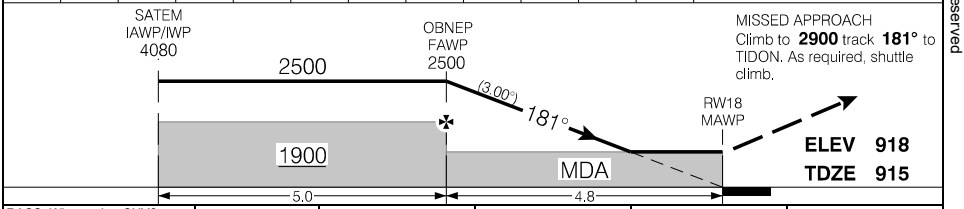
CYQA

AWOS – **124.57**	RADIO Timmins – **122.3**	RADIO Timmins – **122.3** MF		ARCAL 122.3(K) P1

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT OBNEP	LDA
3500		**181°**	**1900**	**5200**



		9.8	9	8	7	6	**4.8**	4	3	1.6		DIST FROM RW18
		4080	3820	3510	3190	2870	**2500**	2230	1910	1460		ALT (3.00° APCH PATH)



MISSED APPROACH
Climb to **2900** track **181°** to TIDON. As required, shuttle climb.

RASS: When using CNY3 add **140'**.

CATEGORY	A	B	C	D
LNAV	**1460**	(545)	1¾	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

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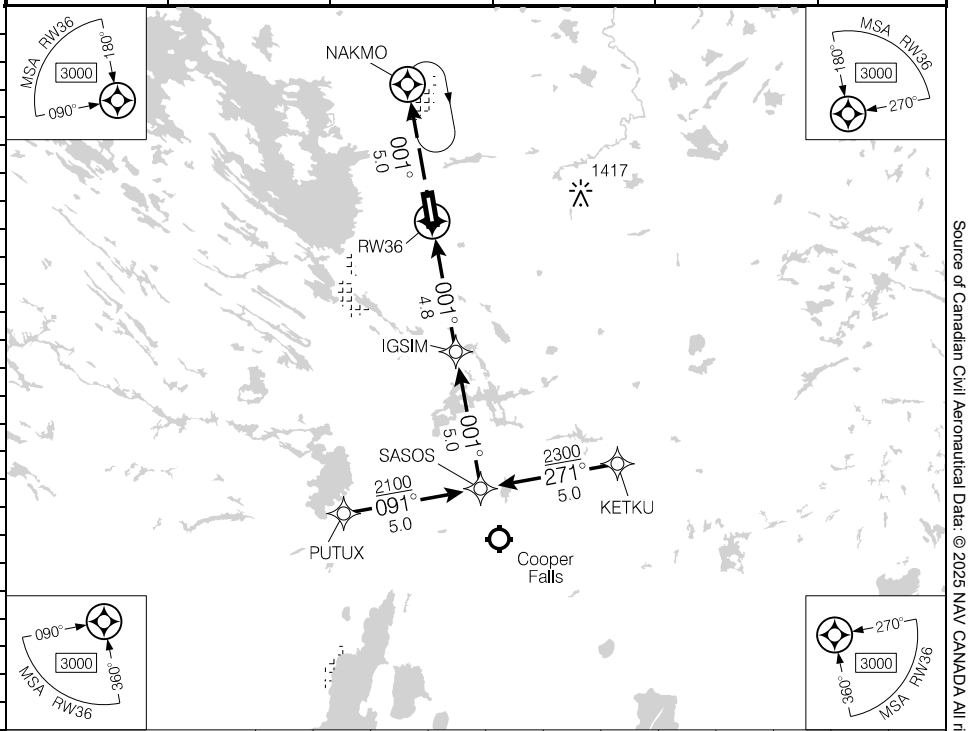
MUSKOKA, ON

RNAV (GNSS) RWY 36

445835N 0791824W VAR 11°W

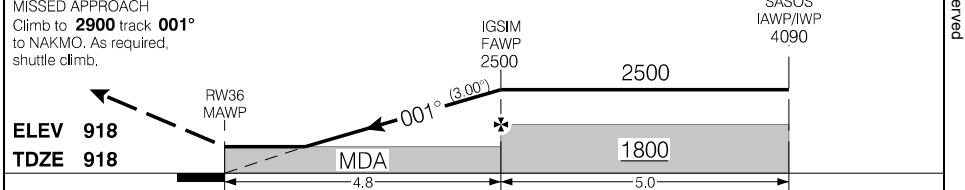
CYQA

AWOS – **124.57**	RADIO Timmins – **122.3**	RADIO Timmins – **122.3** MF		ARCAL 122.3(K)
SAFE ALT 100 NM **3500**	RNAV	APCH CRS **001°**	MIN ALT IGSIM **1800**	LDA **6000**



DIST FROM RW36	1.4	2	3	4	**4.8**	6	7	8	9	9.8		
ALT (3.00° APCH PATH)	1420	1600	1920	2240	**2500**	2880	3200	3520	3830	4090		

MISSED APPROACH
Climb to **2900** track **001°**
to NAKMO. As required,
shuttle climb.



RASS: When using CNY3 add **140'**.

CATEGORY	A	B	C	D
LNAV	**1420**	(502)		1½

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 36 CYQA

EFF 11 JUL 24

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

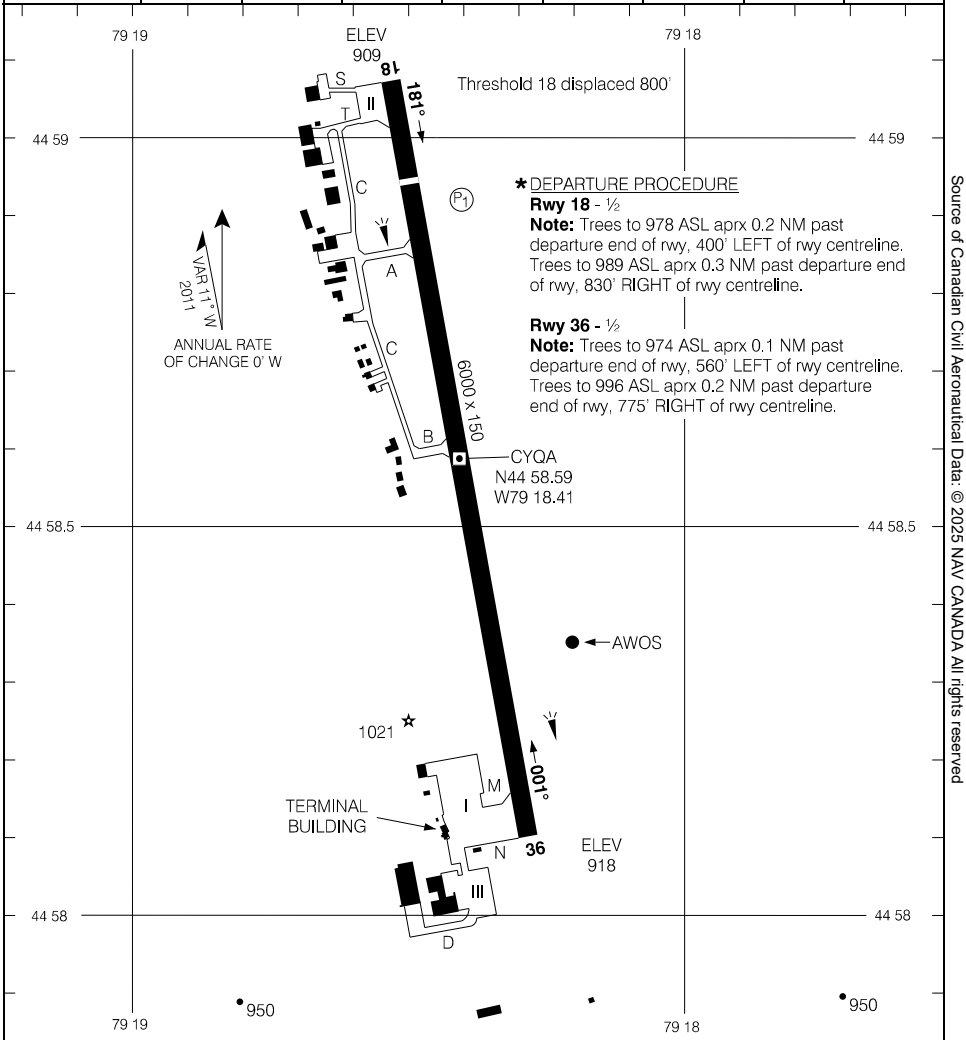
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MUSKOKA, ON

AERODROME CHART — CYQA

AWOS – **124.57**		RADIO Timmins – **122.3**	RADIO Timmins – **122.3** MF

DECL DISTS	18	36
TORA	6000	6000
TODA	6984	6700
ASDA	6000	6000
LDA	5200	6000



TAKE-OFF MINIMA	SCALE IN FEET
Rwys 18; 36: *	1000 0 1000

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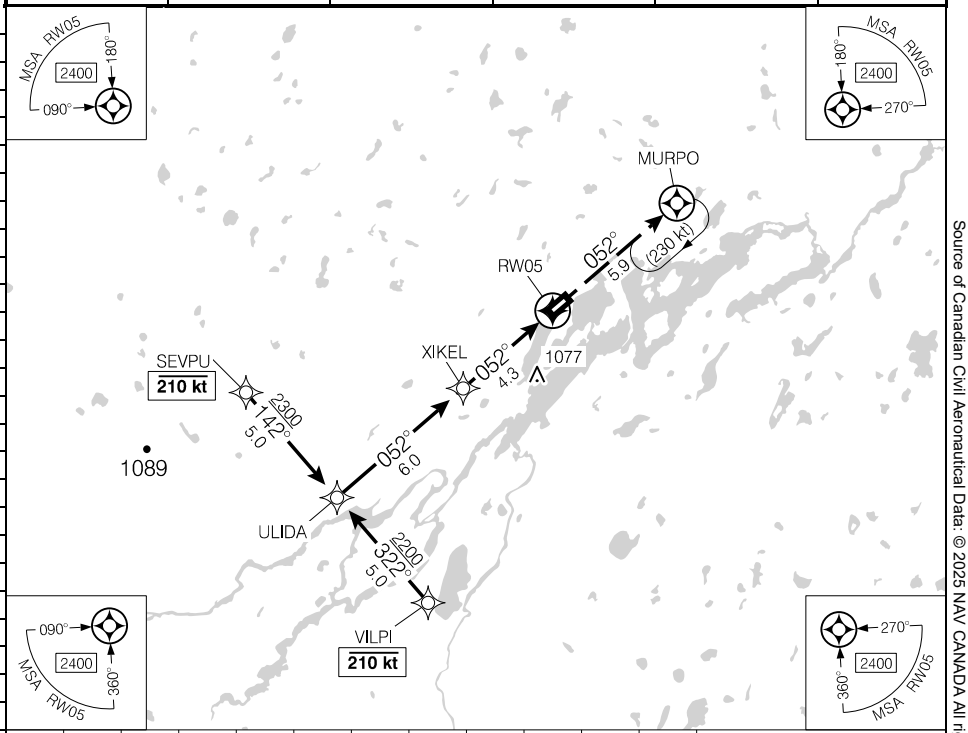
MUSKRAT DAM, ON

RNAV (GNSS) RWY 05

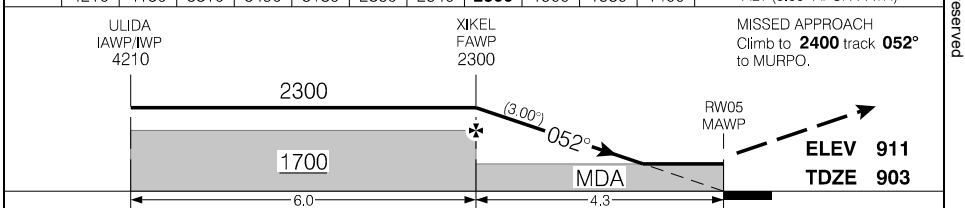
532629N 0914546W VAR 3°W

CZMD

AWOS – **124.45**		TFC – **123.2** ATF		ARCAL 123.2(K)* AS
SAFE ALT 100 NM **2700**	RNAV	APCH CRS **052°**	MIN ALT XIKEL **1700**	LDA **3508**



	10.3	10	9	8	7	6	5	**4.3**	3	2	1.4	DIST FROM RW05
	4210	4130	3810	3490	3180	2860	2540	**2300**	1900	1580	1400	ALT (3.00° APCH PATH)



RASS: When using CYTL add **190'**.

CATEGORY	A	B	C	D
LNAV	**1400**	(504)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 05 CZMD

EFF 5 NOV 20

Canada Air Pilot
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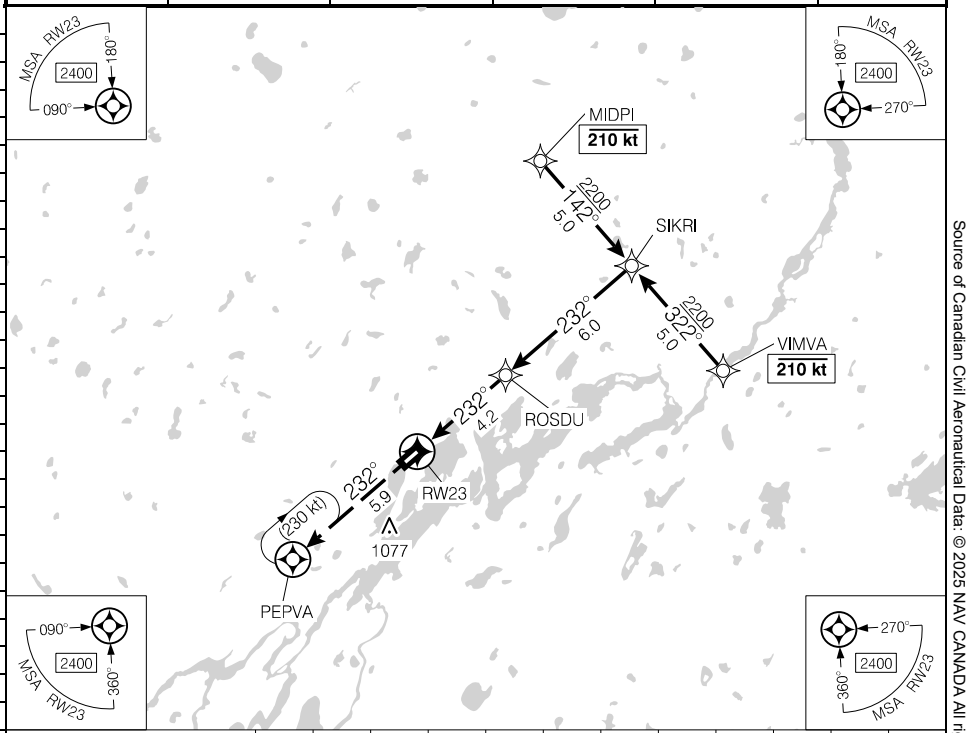
MUSKRAT DAM, ON

RNAV (GNSS) RWY 23

532629N 0914546W VAR 3°W

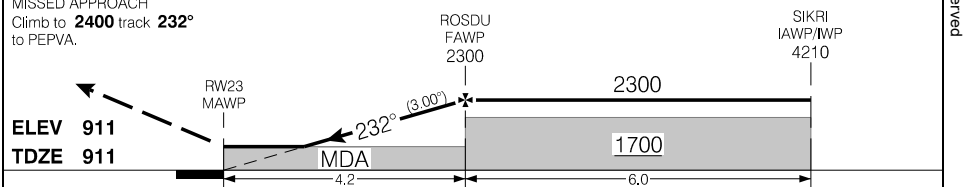
CZMD

AWOS – **124.45**		TFC – **123.2** ATF		ARCAL 123.2(K)* AS
SAFE ALT 100 NM **2700**	RNAV	APCH CRS **232°**	MIN ALT ROSDU **1700**	LDA **3508**



DIST FROM RW23	1.4	2	3	**4.2**	5	6	7	8	9	10.2		
ALT (3.00° APCH PATH)	1420	1600	1920	**2300**	2550	2870	3190	3510	3830	4210		

MISSED APPROACH
Climb to **2400** track **232°**
to PEPVA.



RASS: When using CYTL add **190°**.

CATEGORY	A	B	C	D
LNAV	**1420**	(509)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 23

CZMD

EFF 10 SEP 20

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MUSKRAT DAM, ON

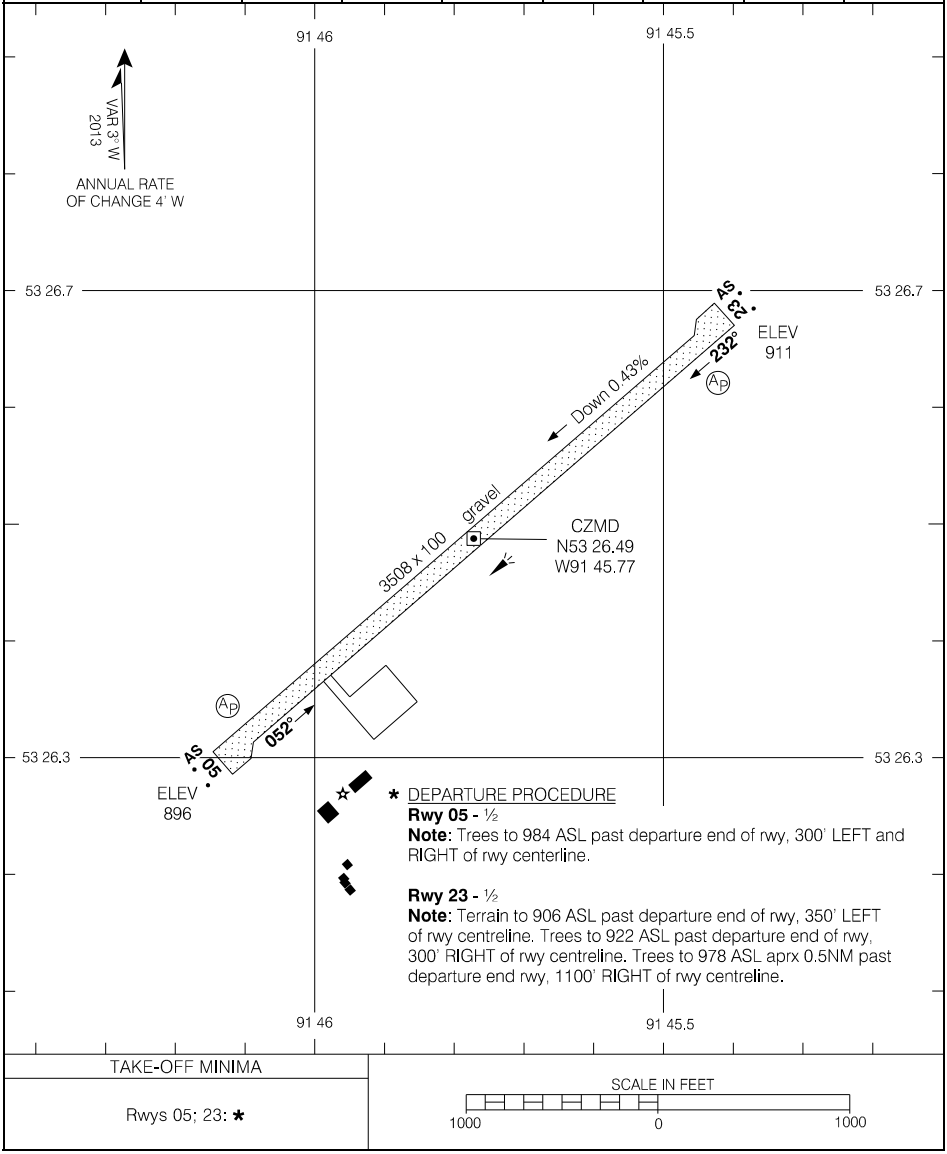
AERODROME CHART

CZMD

AWOS – **124.45**

TFC – **123.2** ATF

DECL DISTS	05	23						
TORA	3508	3508						
TODA	3508	3508						
ASDA	3508	3508						
LDA	3508	3508						



TAKE-OFF MINIMA

Rwys 05; 23: *

SCALE IN FEET

1000 0 1000

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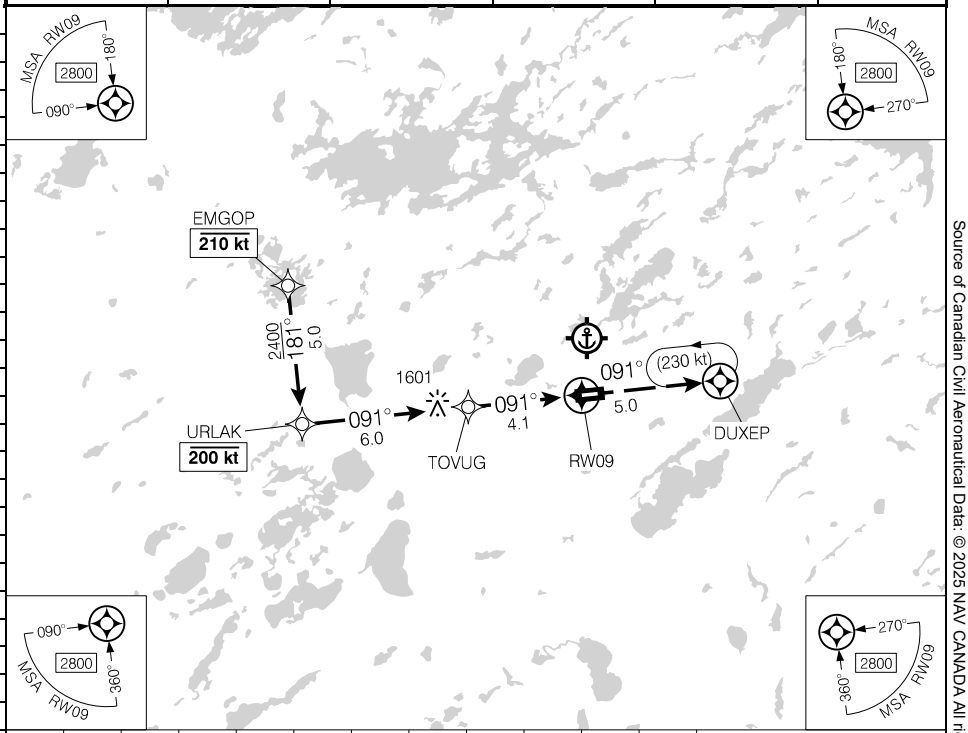
NAKINA, ON

RNAV (GNSS) RWY 09

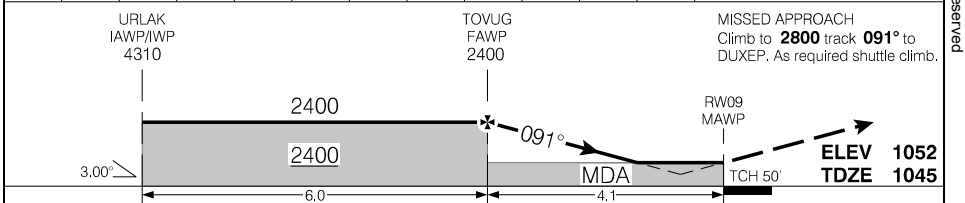
501059N 0864151W VAR 7°W

CYQN

	RADIO London – **123.47**	UNICOM – **122.8** ATF		ARCAL 122.8(K)
SAFE ALT 100 NM **3200**	WAAS **Ch 81141** W09A	APCH CRS **091°**	MIN ALT TOVUG **2400**	LDA **3500**



(NM)	10.1	9	8	7	6	5	**4.1**	3	2	1.5	DIST FROM RW09
	4310	3960	3640	3330	3010	2690	**2400**	2050	1730	1580	ALT (3.00° APCH PATH)



RASS: Use CYGQ.

CATEGORY	A	B	C	D
LPV	**1544**	(500)	1¾	
LNAV	**1580**	(536)	1¾	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 09

CYQN

EFF 11 JUL 24

Canada Air Pilot
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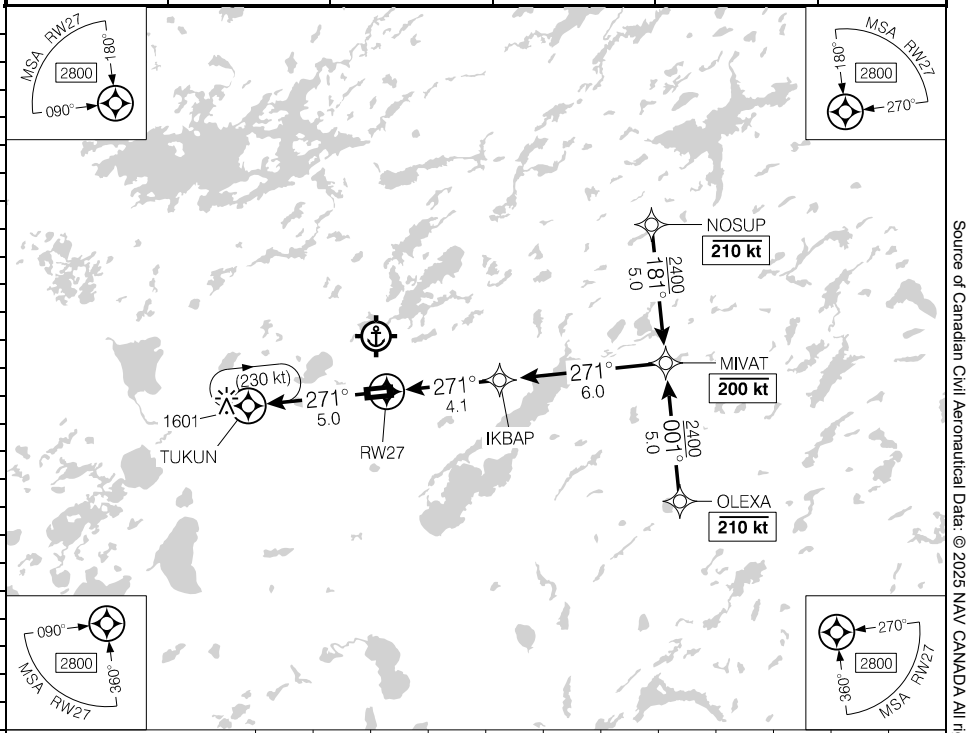
NAKINA, ON

RNAV (GNSS) RWY 27

501059N 0864151W VAR 7°W

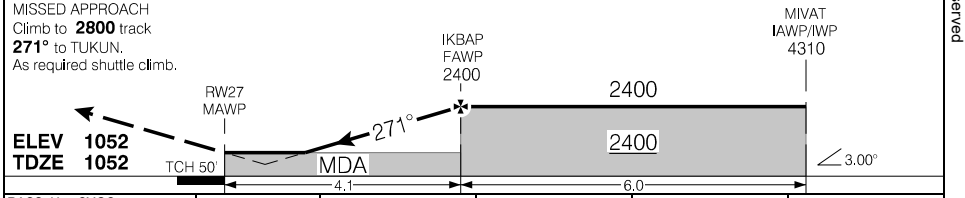
CYQN

	RADIO London – **123.47**	UNICOM – **122.8** ATF		ARCAL 122.8(K)
SAFE ALT 100 NM **3200**	WAAS **Ch 81142** W27A	APCH CRS **271°**	MIN ALT IKBAP **2400**	LDA **3500**



DIST FROM RW27	1.4	2	3	**4.1**	5	6	7	8	9	10.1		
ALT (3.00° APCH PATH)	1560	1740	2060	**2400**	2690	3010	3330	3650	3970	4310		

MISSED APPROACH
Climb to **2800** track **271°** to TUKUN.
As required shuttle climb.



RASS: Use CYGQ.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**1551**	(500)	1¾	
LNAV	**1560**	(509)	1½	

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Canada Air Pilot
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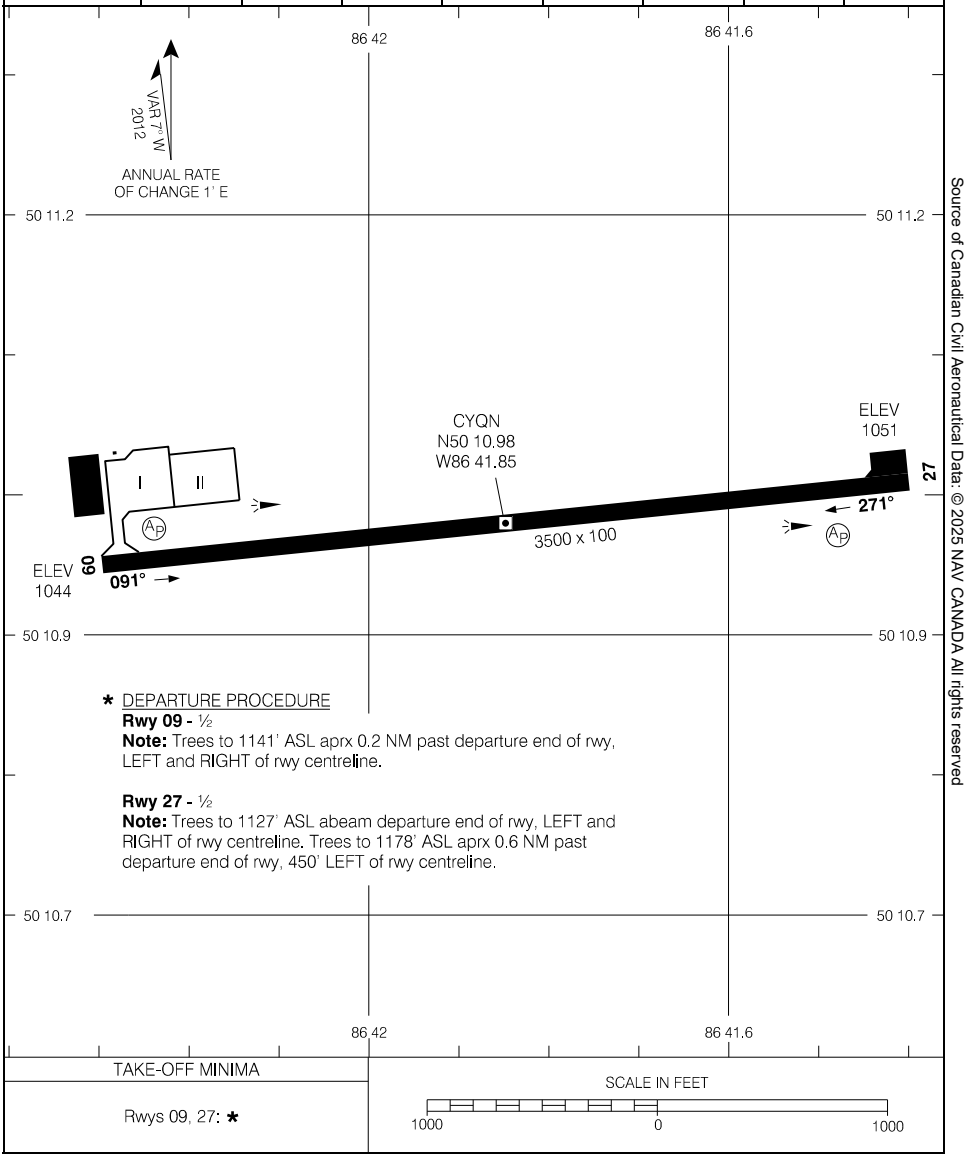
NAKINA, ON

AERODROME CHART

CYQN

			UNICOM – **122.8**	RADIO London – **123.47** ATF

DECL DISTS	09	27
TORA	3500	3500
TODA	3500	3500
ASDA	3500	3500
LDA	3500	3500



TAKE-OFF MINIMA

Rwys 09, 27: *

SCALE IN FEET

1000 0 1000

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AERODROME CHART

CYQN

EFF 11 JUL 24

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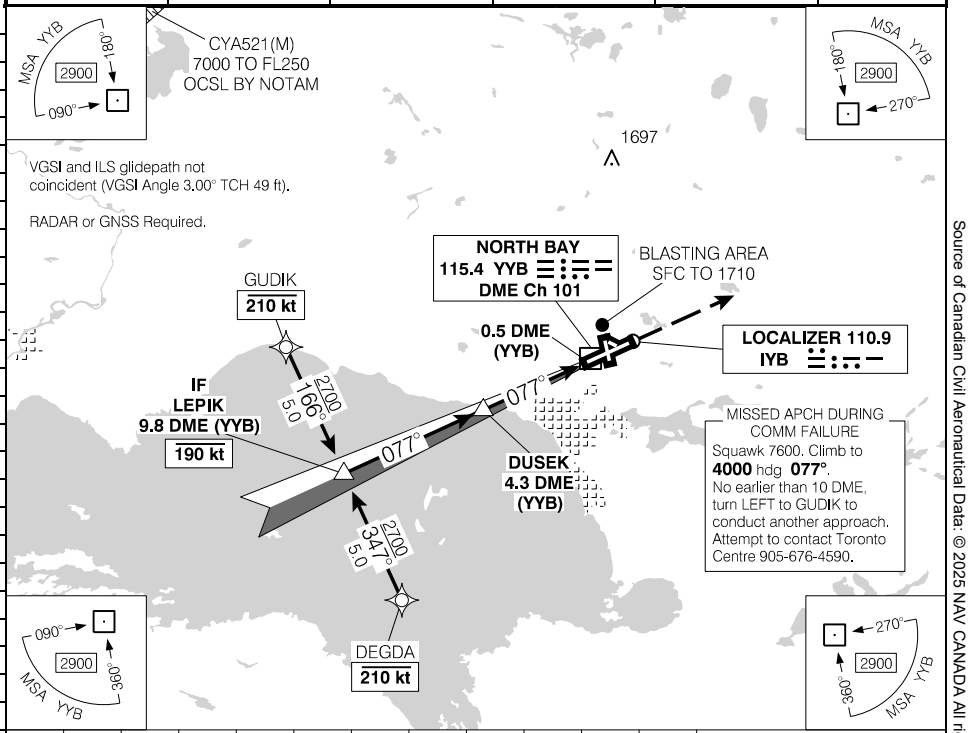
NORTH BAY, ON

ILS RWY 08

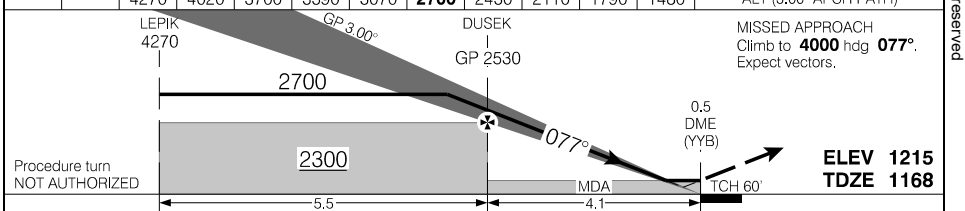
462150N 0792527W VAR 11°W

CYYB

ATIS – **124.9** AWOS – **124.9**	CTR Toronto – **127.25**	RADIO – **118.3** TFC – **118.3** MF*		ARCAL 118.3(K)
SAFE ALT 100 NM **3500**	LOC IYB **110.9**	APCH CRS **077°**	GP DUSEK **2530**	LDA **10004**



(NM)												
		9.8	9	8	7	6	**4.8**	4	3	2	1.0	DIST FROM DME (YYB)
		4270	4020	3700	3390	3070	**2700**	2430	2110	1790	1480	ALT (3.00° APCH PATH)



RASS: When using CYSB add **150'**.

DUSEK to MAP 4.1 NM

Knots	ft/min	Min:Sec
70	370	**3:31**
90	480	**2:44**
110	580	**2:14**
130	690	**1:54**
150	800	**1:38**

CATEGORY	A	B	C	D
ILS/DME	**1368** (200) ½ RVR 26			
LOC/DME	**1480** (312) 1 RVR 50			
C CIRCLING	**1720** (505) 1½	**1740** (525) 1½	**1820** (605) 2	

ILS RWY 08

CYYB

EFF 2 OCT 25

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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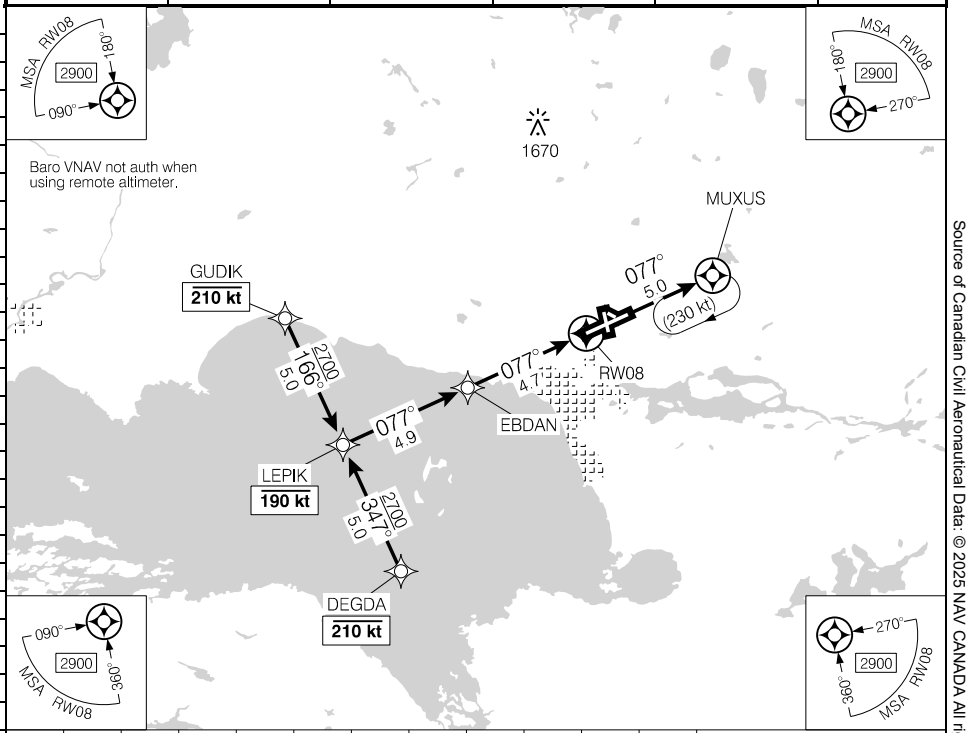
NORTH BAY, ON

RNAV (GNSS) Z RWY 08

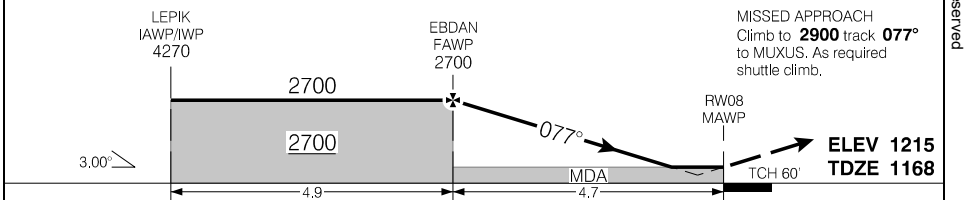
462150N 0792527W VAR 11°W

CYYB

ATIS – **124.9** AWOS – **124.9**	CTR Toronto – **127.25**	RADIO – **118.3** TFC – **118.3** MF*		ARCAL 118.3(K)
SAFE ALT 100 NM **3500**	WAAS **Ch 80306** W08A	APCH CRS **077°**	MIN ALT EBDAN **2700**	LDA **10004**



		9.6	9	8	7	6	**4.7**	4	3	2	0.9	DIST FROM RW08
		4270	4080	3760	3440	3120	**2700**	2480	2170	1850	1500	ALT (3.00° APCH PATH)



RASS: When using CYSB add **150'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**1349**	(200)	½ RVR 26	
LNAV/VNAV (min. -22°C, max. 54°C)	**1403**	(254)	1 RVR 50	
LNAV	**1500**	(351)	1 RVR 50	

RNAV (GNSS) Z RWY 08 CYYB

EFF 31 OCT 24

Canada Air Pilot
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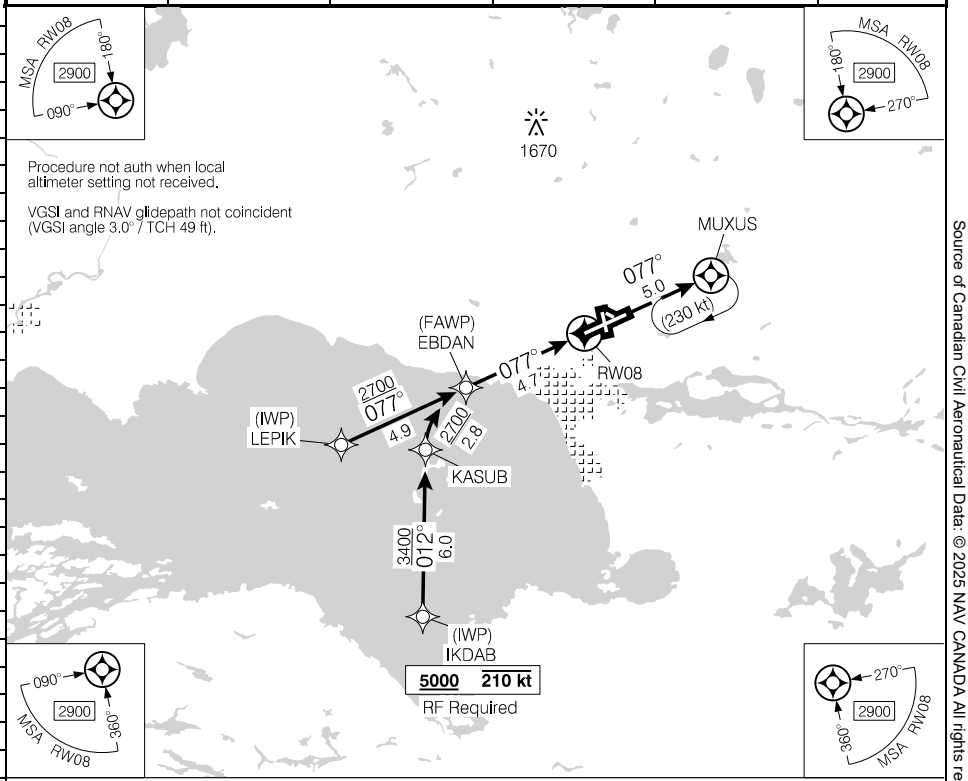
NORTH BAY, ON

RNAV (RNP) Y RWY 08

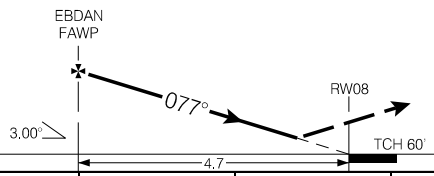
462150N 0792527W VAR 11°W

CYYB

ATIS – **124.9** AWOS – **124.9**	CTR Toronto – **127.25**	RADIO – **118.3** TFC – **118.3** MF*		ARCAL 118.3(K)
SAFE ALT 100 NM **3500**	RNAV	APCH CRS **077°**	MIN ALT EBDAN **2700**	LDA **10004**



MISSED APPROACH
Climb to **2900** track **077°** to MUXUS. As required shuttle climb.



ELEV 1215
TDZE 1168

	CATEGORY	A	B	C	D
	RNP 0.15	**1404**	(255)	1 RVR 50	
AUTHORIZATION REQUIRED (min. -22° C) (max. 54° C)	**RNP 0.30**	**1464**	(315)	1 RVR 50	

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NORTH BAY, ON

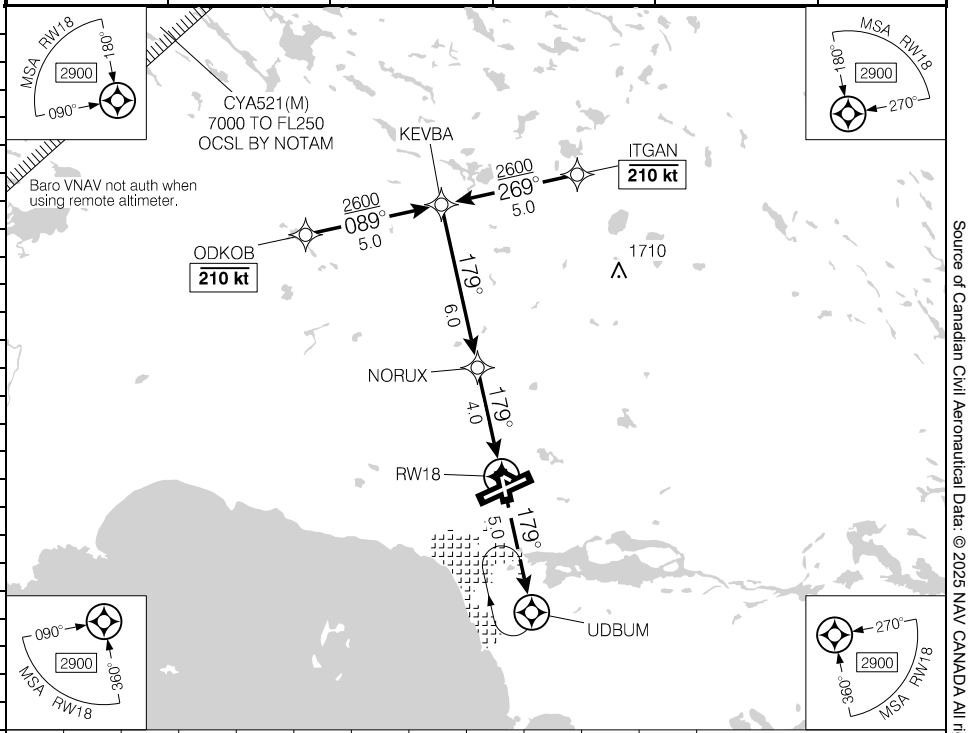
RNAV (GNSS) RWY 18

462150N 0792527W VAR 11°W

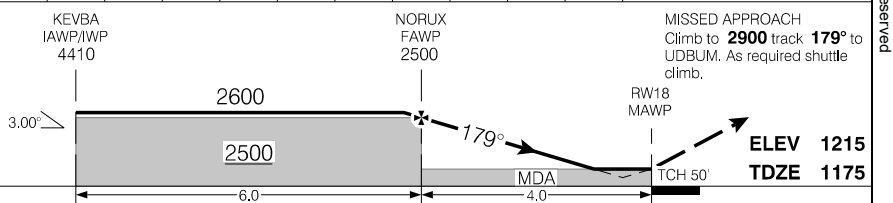
CYYB

ATIS – **124.9** AWOS – **124.9**	CTR Toronto – **127.25**	RADIO – **118.3** TFC – **118.3** MF*	ARCAL 118.3(K)

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT NORUX	LDA
3500	**Ch 80491** W18A	**179°**	**2500**	**4492**



		10	9	8	7	6	5	**4.3**	3	2	1.0	DIST FROM RW18
		4410	4090	3770	3450	3140	2820	**2600**	2180	1860	1660	ALT (3.00° APCH PATH)



RASS: When using CYSB add **150'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**1425**	(251)	1	
LNAV/VNAV (min. -21°C, max. 54°C)	**1581**	(407)	1½	
LNAV	**1660**	(486)	1½	

RNAV (GNSS) RWY 18

CYYB

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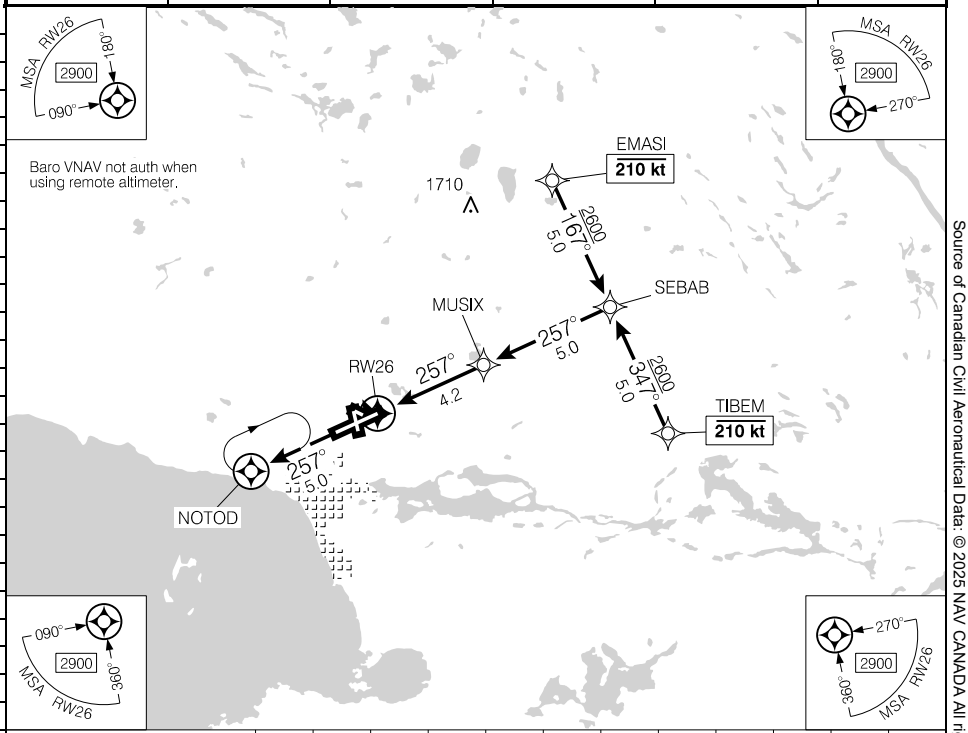
NORTH BAY, ON

RNAV (GNSS) Z RWY 26

462150N 0792527W VAR 11°W

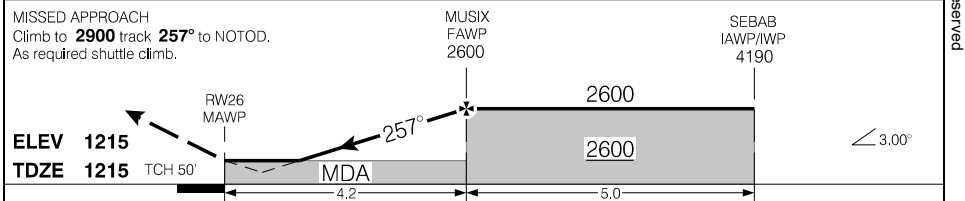
CYYB

ATIS – **124.9** AWOS – **124.9**	CTR Toronto – **127.25**	RADIO – **118.3** TFC – **118.3** MF*		ARCAL 118.3(K) P1 AO
SAFE ALT 100 NM **3500**	WAAS **Ch 80305** W26A	APCH CRS **257°**	MIN ALT MUSIX **2600**	LDA **10004**



DIST FROM RW26	1.3	2	3	**4.2**	5	6	7	8	9.2			
ALT (3.00° APCH PATH)	1680	1900	2220	**2600**	2860	3180	3490	3810	4190			

MISSED APPROACH
Climb to **2900** track **257°** to NOTOD.
As required shuttle climb.



RASS: When using CYSB add **150'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**1465**	(250)	1	
LNAV/VNAV (min. -21°C, max. 54°C)	**1715**	(500)	1¾	
LNAV	**1680**	(465)	1½	

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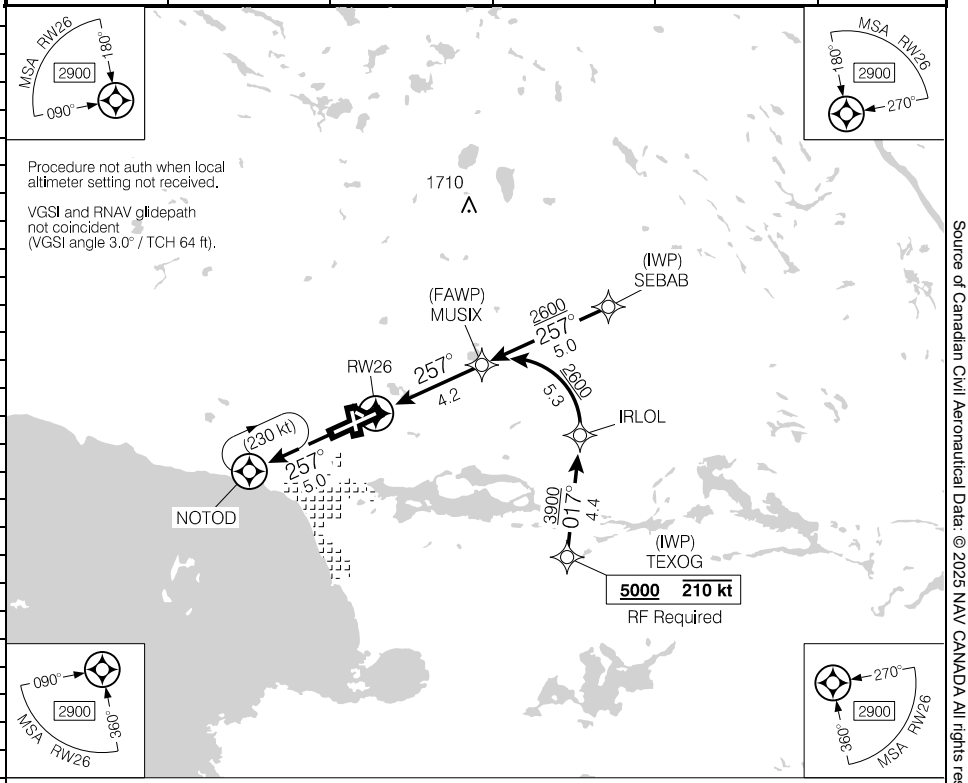
NORTH BAY, ON

RNAV (RNP) Y RWY 26

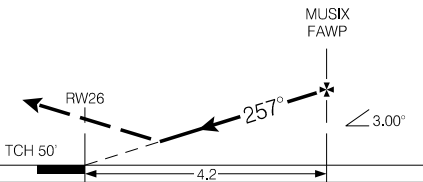
462150N 0792527W VAR 11°W

CYYB

ATIS – **124.9** AWOS – **124.9**	CTR Toronto – **127.25**	RADIO – **118.3** TFC – **118.3** MF*		ARCAL 118.3(K) P1 AO
SAFE ALT 100 NM **3500**	RNAV	APCH CRS **257°**	MIN ALT MUSIX **2600**	LDA **10004**



MISSED APPROACH
Climb to **2900** track **257°** to NOTOD.
As required shuttle climb.



ELEV 1215
TDZE 1215

	CATEGORY	A	B	C	D
	RNP 0.15	**1536**	(321)	1	
AUTHORIZATION REQUIRED (min. -21° C) (max. 54° C)	**RNP 0.20**	**1590**	(375)	1¼	
	RNP 0.30	**1666**	(451)	1½	

RNAV (RNP) Y RWY 26

CYYB

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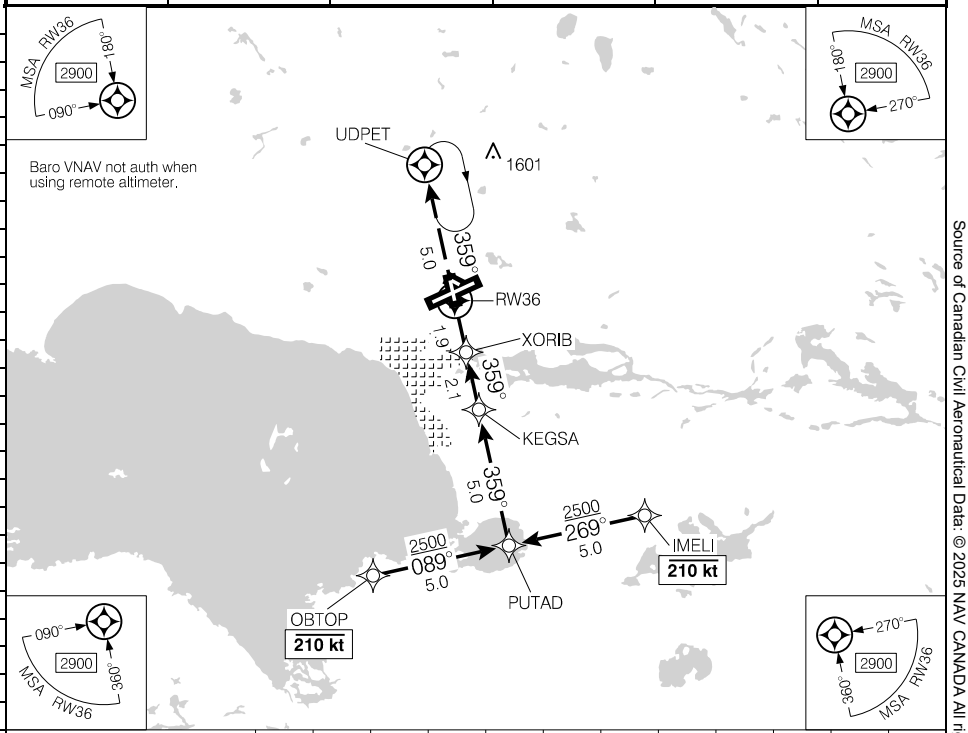
NORTH BAY, ON

RNAV (GNSS) RWY 36

462150N 0792527W VAR 11°W

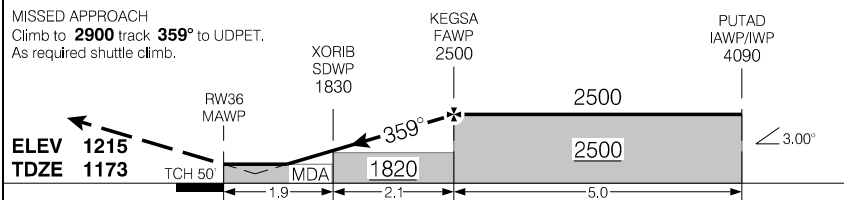
CYYB

ATIS – **124.9** AWOS – **124.9**	CTR Toronto – **127.25**	RADIO – **118.3** TFC – **118.3** MF*		ARCAL 118.3(K) P1 AO:
SAFE ALT 100 NM **3500**	WAAS **Ch 80492** W36A	APCH CRS **359°**	MIN ALT KEGSA **2500**	LDA **4492**



DIST FROM RW36	1.1	2	3	**4.0**	5	6	7	8	9			
ALT (3.00° APCH PATH)	1560	1860	2180	**2500**	2810	3130	3450	3770	4090			

MISSED APPROACH
Climb to **2900** track **359°** to UDPET.
As required shuttle climb.



RASS: When using CYSB add **150'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**1422**	(250)	1	
LNAV/VNAV (min. -21°C, max. 54°C)	**1483**	(311)	1	
LNAV	**1560**	(388)	1¼	

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Canada Air Pilot
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SID (VECTOR)

NORTH BAY TWO DEP (CYYB2.)

NORTH BAY, ON
CYYB

Departure Route Description

Unless otherwise assigned by ATC

All rwys: Maintain **4000**.

Rwy 08: Climb hdg **077°** to **4000**. Expect radar vectors to assigned route.

Rwy 18: Climb hdg **179°** to **4000**. Expect radar vectors to assigned route.

Rwy 26: Climb hdg **257°** to **4000**. Expect radar vectors to assigned route.

Rwy 36: Climb hdg **359°** to **4000**. Expect radar vectors to assigned route.

Communication Failure

On recognition of failure 10 minutes or less after take-off and IFR weather conditions, proceed as follows:

1. Select transponder code 7600;
2. Proceed directly on course 5 minutes after selecting 7600, then;
3. Climb to flight planned altitude.

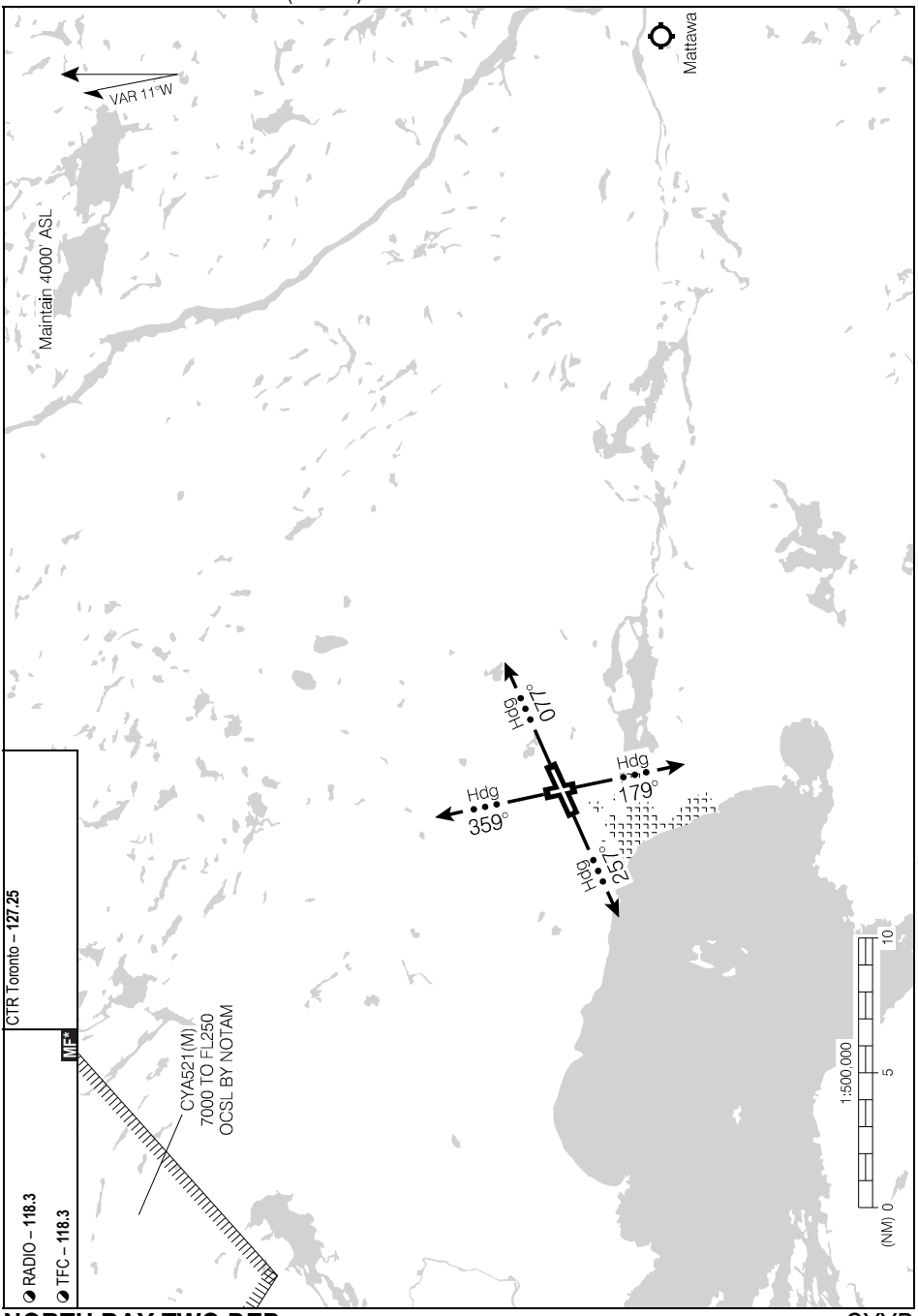
NOTE: If communication failure occurs more than 10 minutes after take-off, comply with appropriate procedures for Communication Failure en-route.

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SID (VECTOR)

NORTH BAY TWO DEP (CYYB2.)

NORTH BAY, ON
CYYB



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NORTH BAY TWO DEP (CYYB2.)

CYYB

EFF 26 MAY 16

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

Departure Procedure

Rwy 08 – ½:

Note: Terrain to 1227 ASL abeam departure end of rwy, LEFT of rwy centreline.

Rwy 18 – ½:

Note: Trees to 1206 ASL abeam departure end of rwy, LEFT of rwy centreline.

Rwy 36 – ½:

Note: Terrain to 1189 ASL abeam departure end of rwy, RIGHT of rwy centreline.

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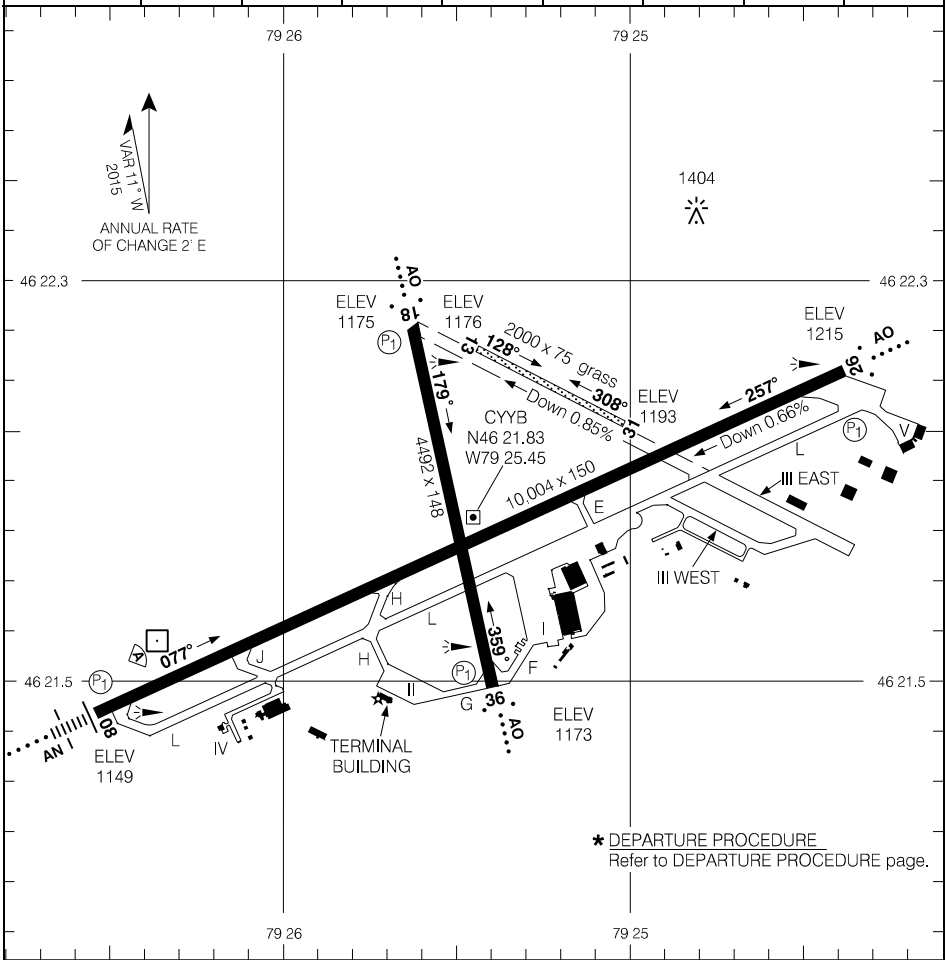
NORTH BAY, ON

AERODROME CHART

CYYB

ATIS – **124.9** AWOS – **124.9**	RADIO – **118.3** TFC – **118.3** MF*	CTR Toronto – **127.25**

DECL DISTS	08	26	13	31	18	36		
TORA	10004	10004	2000	2000	4492	4492		
TODA	10988	10988	2000	2000	5476	5476		
ASDA	10004	10004	2000	2000	4492	4492		
LDA	10004	10004	2000	2000	4492	4492		



RUNWAY LEVEL OF SERVICE	
RVO	LVO
RWY 08: RVR 1200 RWY 26: (¼sm)	NOT AUTHORIZED

TAKE-OFF MINIMA	
Rwys 08; 18; 36: * Rwy 26: ½ Rwys 13; 31: NOT ASSESSED	SCALE IN FEET 2000 0 2000

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AERODROME CHART

CYYB

EFF 2 OCT 25

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

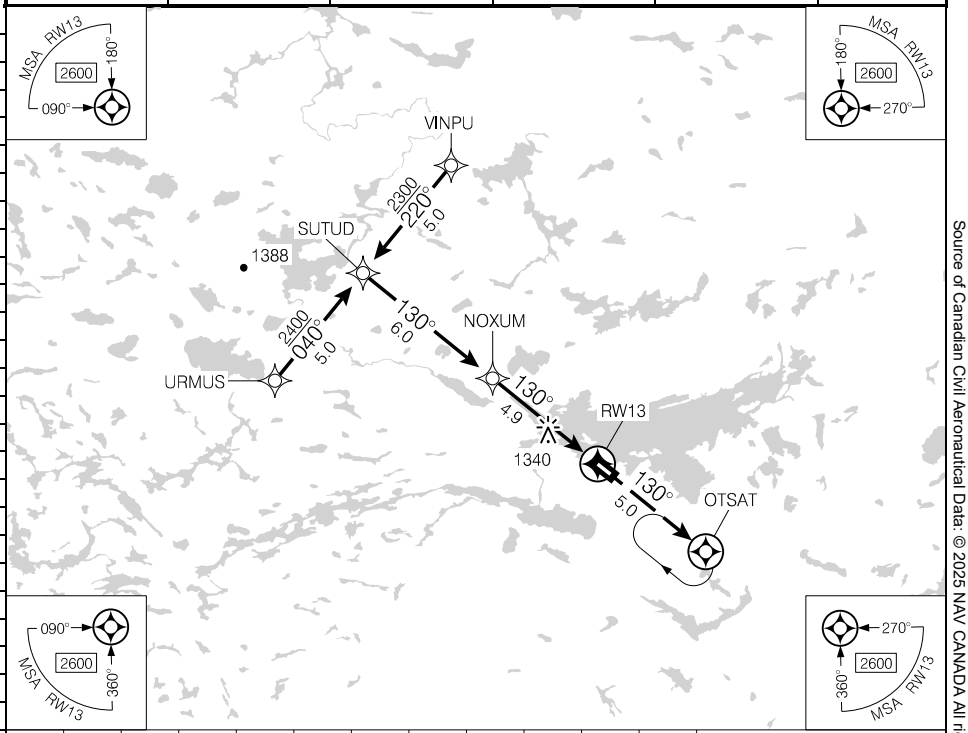
NORTH SPIRIT LAKE, ON

RNAV (GNSS) RWY 13

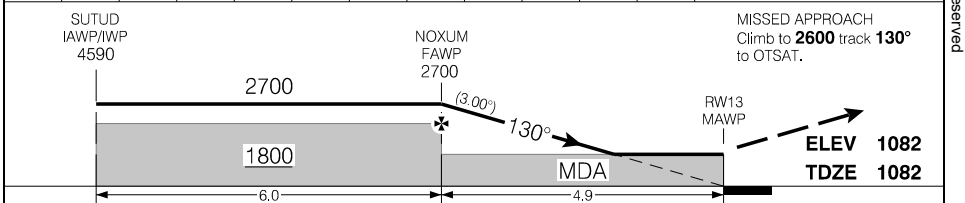
522924N 0925816W VAR 1°W

CKQ3

		TFC – **122.8** ATF		ARCAL 122.8(K)
SAFE ALT 100 NM **3000**	RNAV	APCH CRS **130°**	MIN ALT NOXUM **1800**	LDA **3518**



(NM)	10.9	10	9	8	7	6	**4.9**	4	3	1.9		DIST FROM RW13
	4590	4320	4000	3680	3360	3040	**2700**	2400	2090	1740		ALT (3.00° APCH PATH)



RASS: Use CZSJ.

CATEGORY	A	B	C	D
LNAV	**1740**	(658)	2	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 13 CKQ3

EFF 26 MAR 20

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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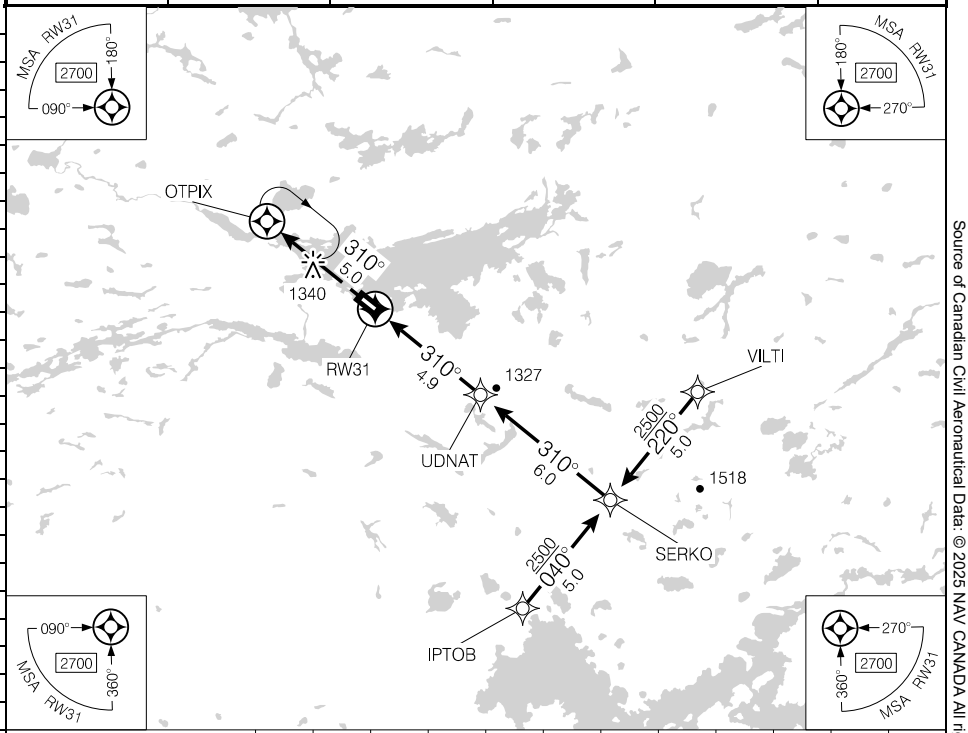
NORTH SPIRIT LAKE, ON

RNAV (GNSS) RWY 31

522924N 0925816W VAR 1°W

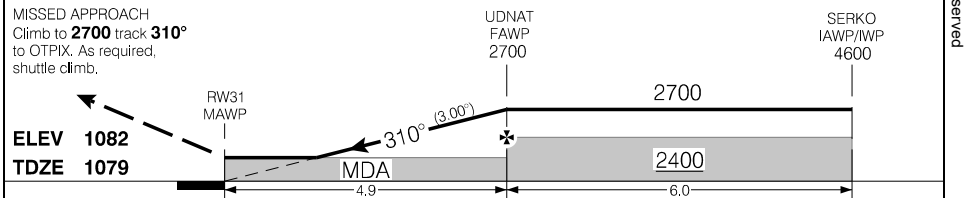
CKQ3

		TFC – **122.8** ATF		ARCAL 122.8(K)
SAFE ALT 100 NM **3000**	RNAV	APCH CRS **310°**	MIN ALT UDNAT **2400**	LDA **3518**



DIST FROM RW31		1.6	3	4	**4.9**	6	7	8	9	10	10.9
ALT (3.00° APCH PATH)		1640	2080	2400	**2700**	3040	3360	3670	3990	4310	4600

MISSED APPROACH
Climb to **2700** track **310°**
to OTPIX. As required,
shuttle climb.



RASS: Use CZSJ.

CATEGORY	A	B	C	D
LNAV	**1640**	(561)	1¾	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 31

CKQ3

EFF 26 MAR 20

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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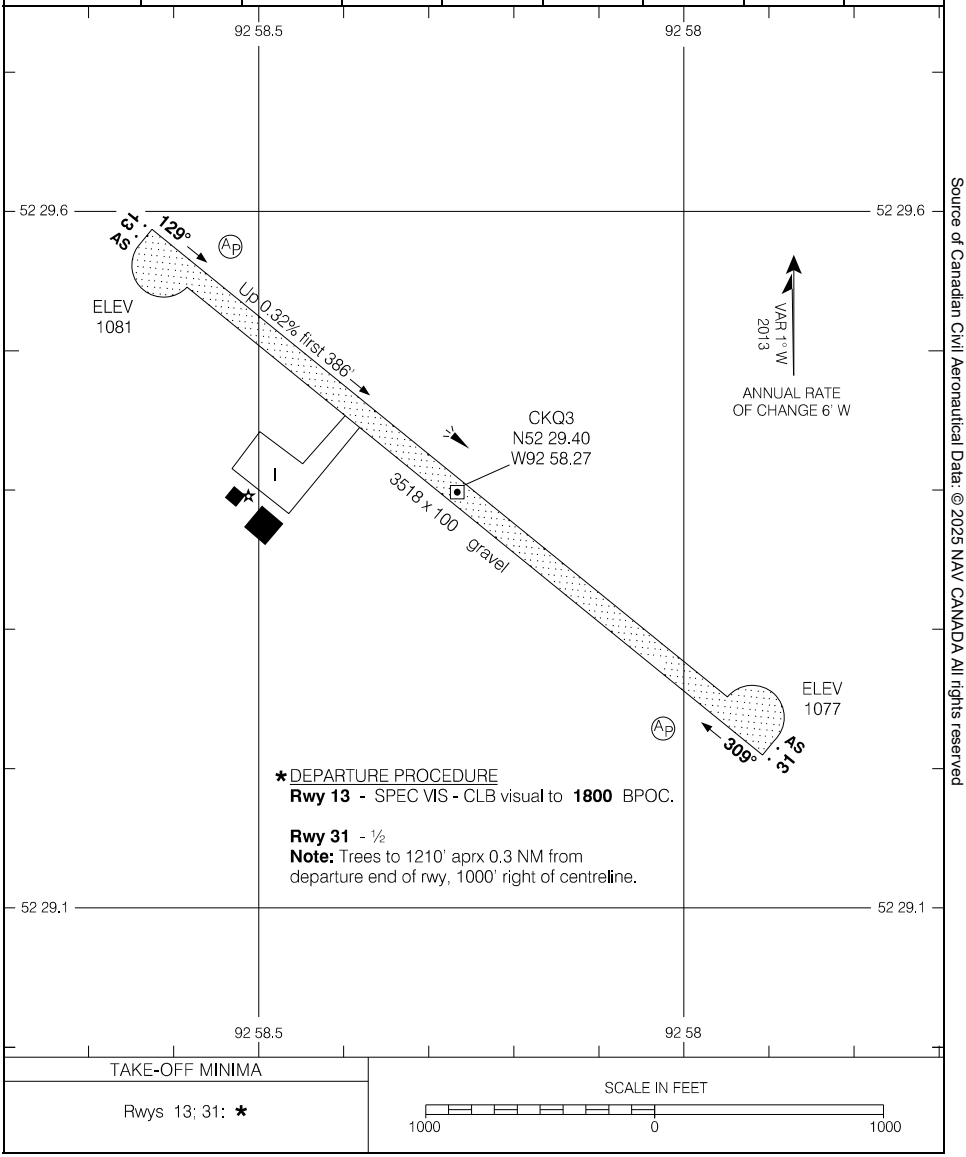
NORTH SPIRIT LAKE, ON

AERODROME CHART

CKQ3

TFC – **122.8** ATF

DECL DISTS	13	31						
TORA	3518	3518						
TODA	3518	3518						
ASDA	3518	3518						
LDA	3518	3518						



✱DEPARTURE PROCEDURE

Rwy 13 - SPEC VIS - CLB visual to **1800** BPOC.

Rwy 31 - ½

Note: Trees to 1210' aprx 0.3 NM from departure end of rwy, 1000' right of centreline.

TAKE-OFF MINIMA
Rwys 13; 31: ✱

SCALE IN FEET

1000 0 1000

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Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

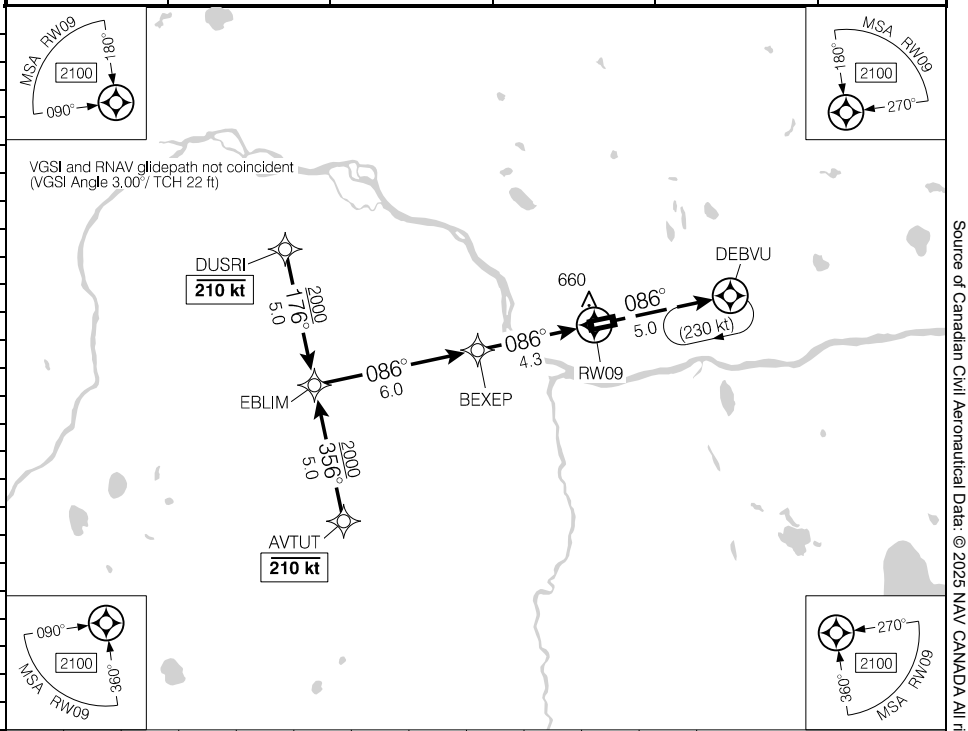
OGOKI POST, ON

RNAV (GNSS) RWY 09

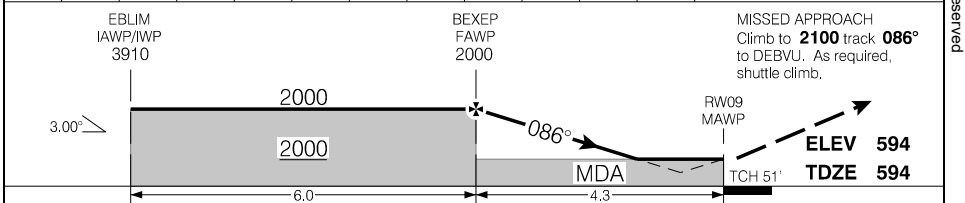
513931N 0855404W VAR 8°W

CYKP

AWOS – **128.12**		TFC – **123.2** ATF		ARCAL 123.2(K)
SAFE ALT 100 NM **2700**	WAAS **Ch 80800** W09A	APCH CRS **086°**	MIN ALT BEXEP **2000**	LDA **3514**



		10.3	9	8	7	6	5	**4.3**	3	2	1.5	DIST FROM RW09
		3910	3510	3190	2870	2550	2230	**2000**	1590	1270	1100	ALT (3.00° APCH PATH)



CATEGORY	A	B	C	D
LPV	**1086**	(500)	1¾	
LNAV	**1100**	(514)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 09

CYKP

EFF 12 JUN 25

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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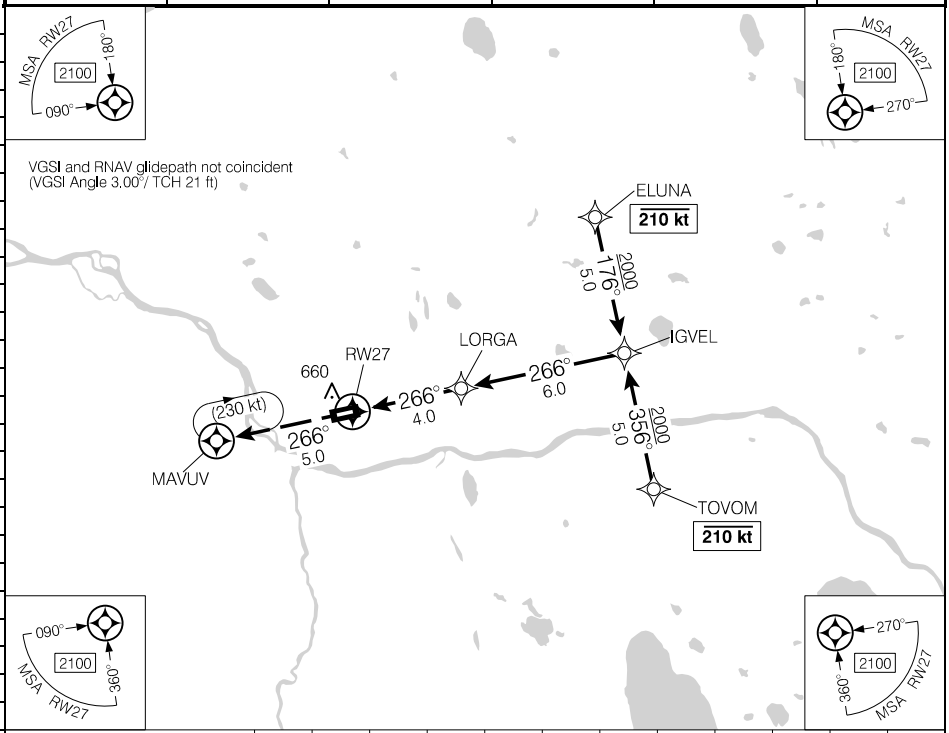
OGOKI POST, ON

RNAV (GNSS) RWY 27

513931N 0855404W VAR 8°W

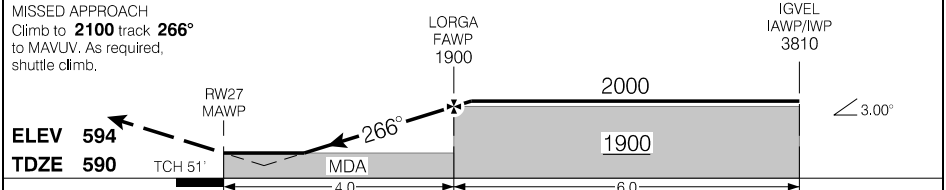
CYKP

AWOS – **128.12**		TFC – **123.2** ATF		ARCAL 123.2(K)
SAFE ALT 100 NM **2700**	WAAS **Ch 80783** W27A	APCH CRS **266°**	MIN ALT LORGA **1900**	LDA **3514**



DIST FROM RW27	1.4	2	3	**4.3**	5	6	7	8	9	10		
ALT (3.00° APCH PATH)	1080	1270	1580	**2000**	2220	2540	2860	3180	3500	3810		

MISSED APPROACH
Climb to **2100** track **266°**
to MAVUV. As required,
shuttle climb.



CATEGORY	A	B	C	D
LPV	**1077**	(500)	1¾	
LNAV	**1080**	(503)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 27

CYKP

EFF 12 JUN 25

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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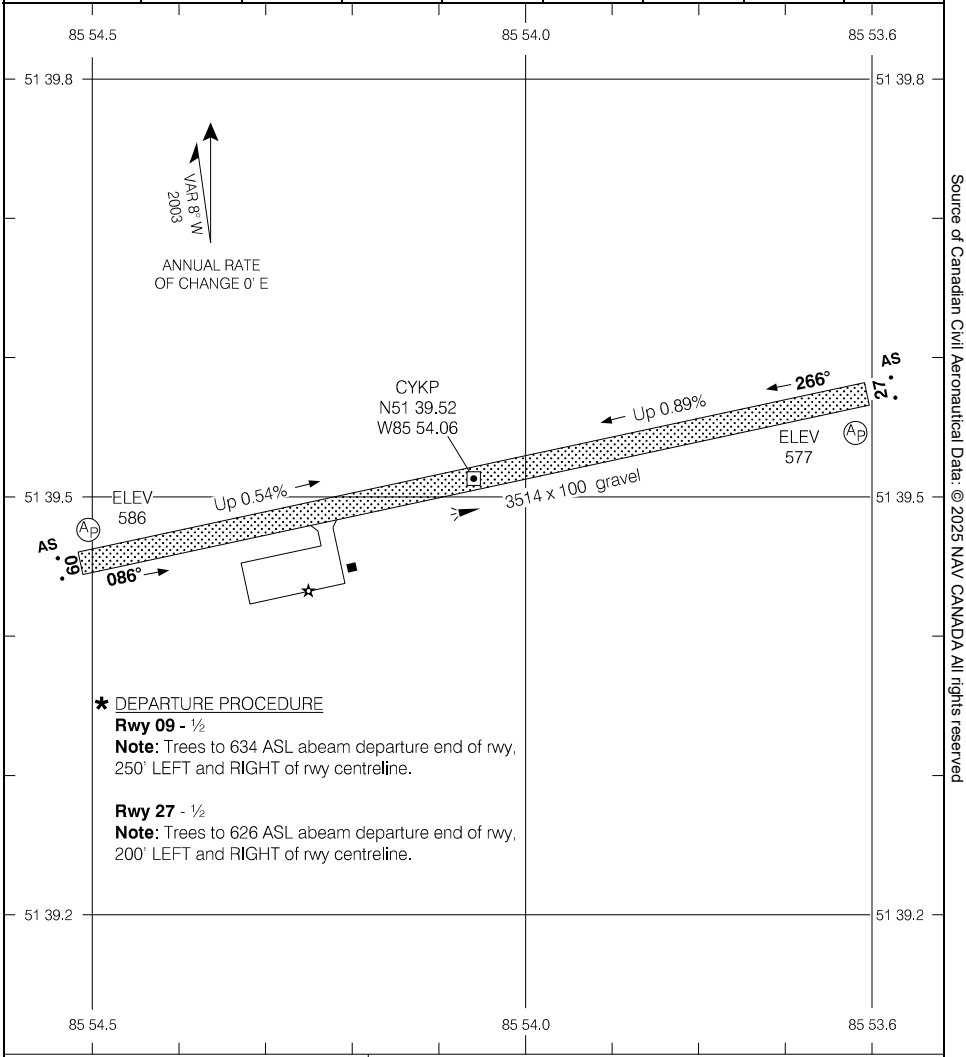
OGOKI POST, ON

AERODROME CHART

CYKP

AWOS – **128.12**		TFC – **123.2** ATF	CTR – Winnipeg **135.47**

DECL DISTS	09	27
TORA	3514	3514
TODA	3514	3514
ASDA	3514	3514
LDA	3514	3514



TAKE-OFF MINIMA	SCALE IN FEET
Rwy 09; 27: *	1000 0 1000

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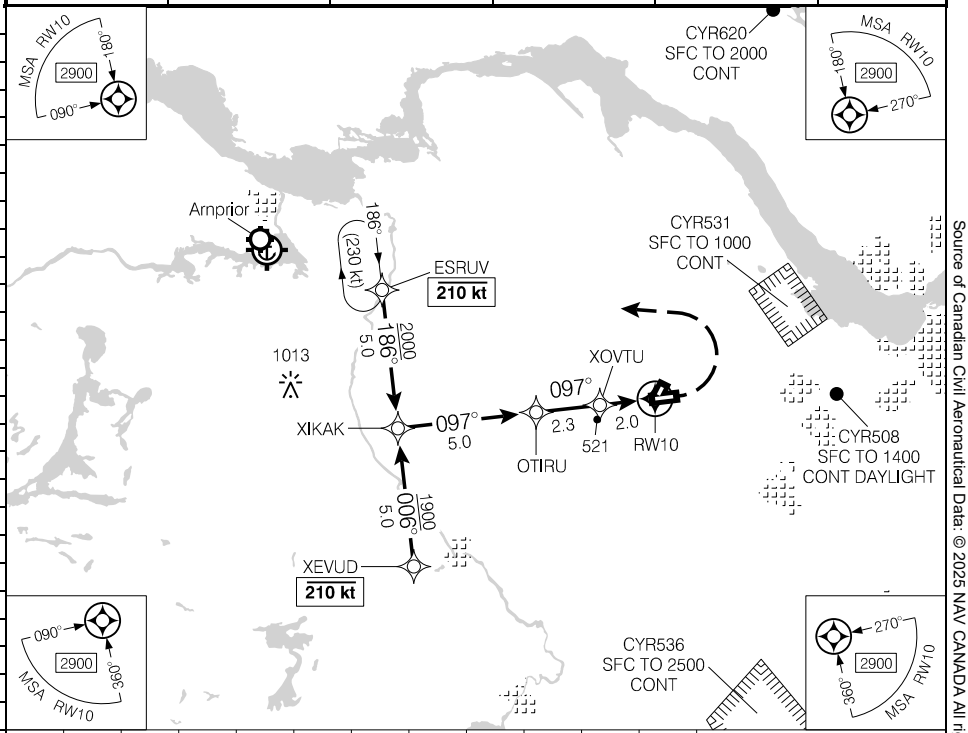
OTTAWA/CARP, ON

RNAV (GNSS) RWY 10

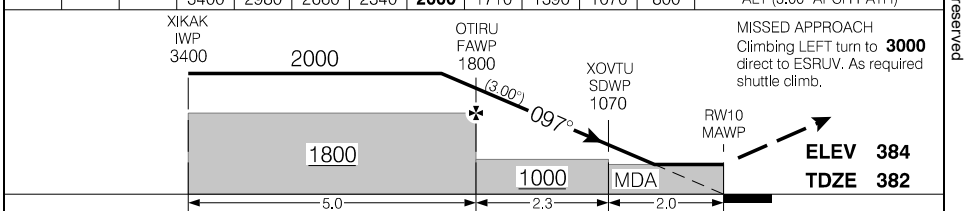
451921N 0760120W VAR 13°W

CYRP

ATIS Ottawa – **121.15**	TML Ottawa – **128.17**	UNICOM – **122.8** ATF*		ARCAL 122.8 (K) AS
SAFE ALT 100 NM **6100**	RNAV	APCH CRS **097°**	MIN ALT OTIRU **1800**	LDA **3936**



	9.3	8	7	6	**4.9**	4	3	2	1.2	DIST FROM RW10
	3400	2980	2660	2340	**2000**	1710	1390	1070	800	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	**800** (419) 1¼			
C CIRCLING	**880** (496) 1½	**940** (556) 1½	**1280** (896) 2¾	**1280** (896) 3

RNAV (GNSS) RWY 10

CYRP

EFF 26 DEC 24

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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Departure Procedure

Rwy 10 – ½: When CYA528 is NOT active: Requires a minimum climb gradient of **290** ft/NM to **2500**.

When CYA528 is active: Requires a minimum climb gradient of **290** ft/NM to **2500**. Climb between hdg **112°** CCW to **277°** to **5300** BPOC.

Note: Trees to 444 ASL aprx 0.2 NM past departure end of rwy, 240' LEFT and RIGHT of rwy centreline.

or

SPEC VIS - Climb in visual conditions to cross the aprt at or above **2300** BPOC.

Rwy 28 – ½: When CYA528 is NOT active: Requires a minimum climb gradient of **230** ft/NM to **2900**.

When CYA528 is active: Requires a minimum climb gradient of **230** ft/NM to **2900**. Climb between hdg **188°** CW to **097°** to **4600** BPOC.

or

SPEC VIS - Climb in visual conditions to cross the aprt at or above **2300** BPOC.

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
290 FT/NM	440	580	680	780	870	970	1210	1450

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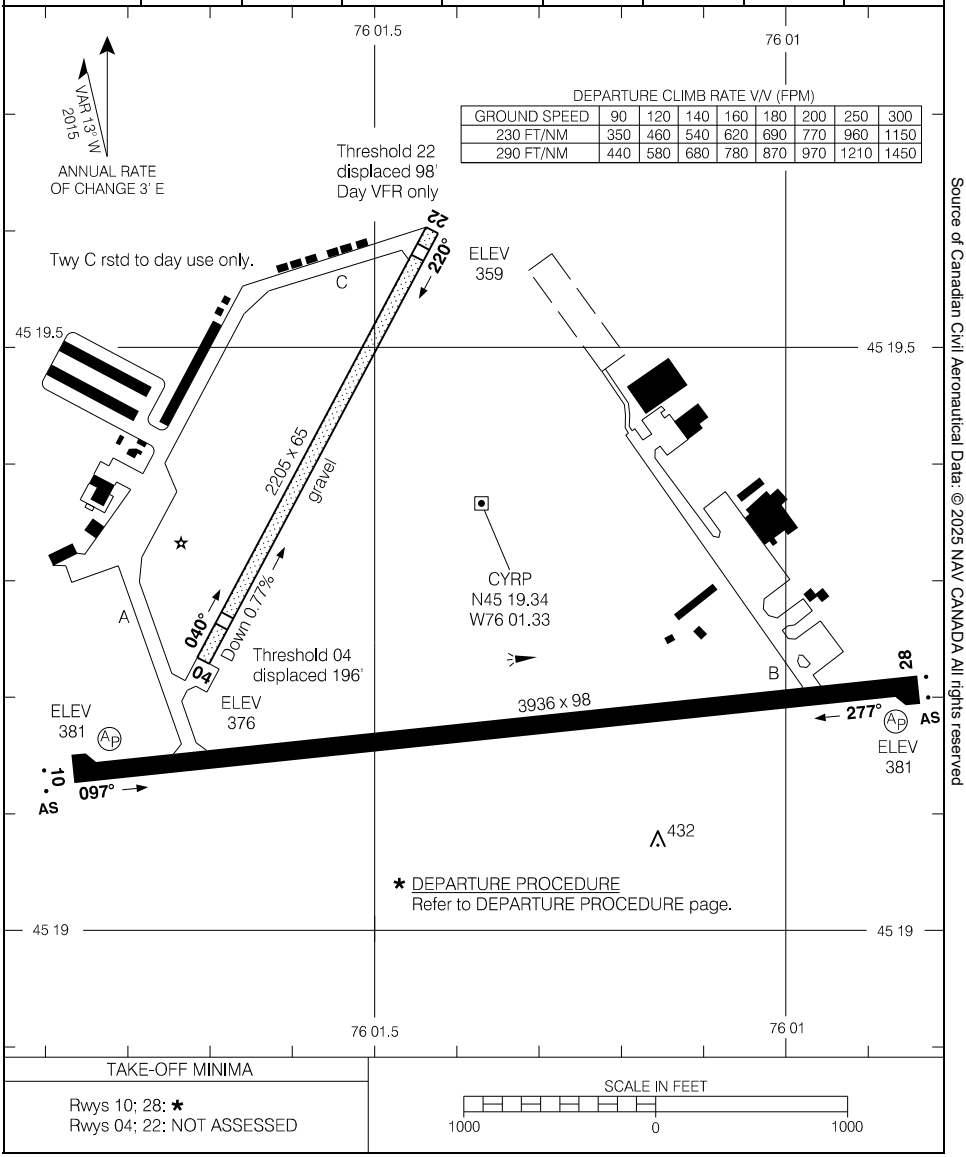
OTTAWA/CARP, ON

AERODROME CHART

CYRP

ATIS Ottawa – **121.15**		UNICOM – **122.8** ATF*	DEP Ottawa – **128.17**

DECL DISTS	04	22	10	28				
TORA	2205	2205	3936	3936				
TODA	2205	2205	4920	4743				
ASDA	2205	2205	3936	3936				
LDA	2009	2107	3936	3936				



TAKE-OFF MINIMA
Rwys 10; 28: *
Rwys 04; 22: NOT ASSESSED

SCALE IN FEET
1000 0 1000

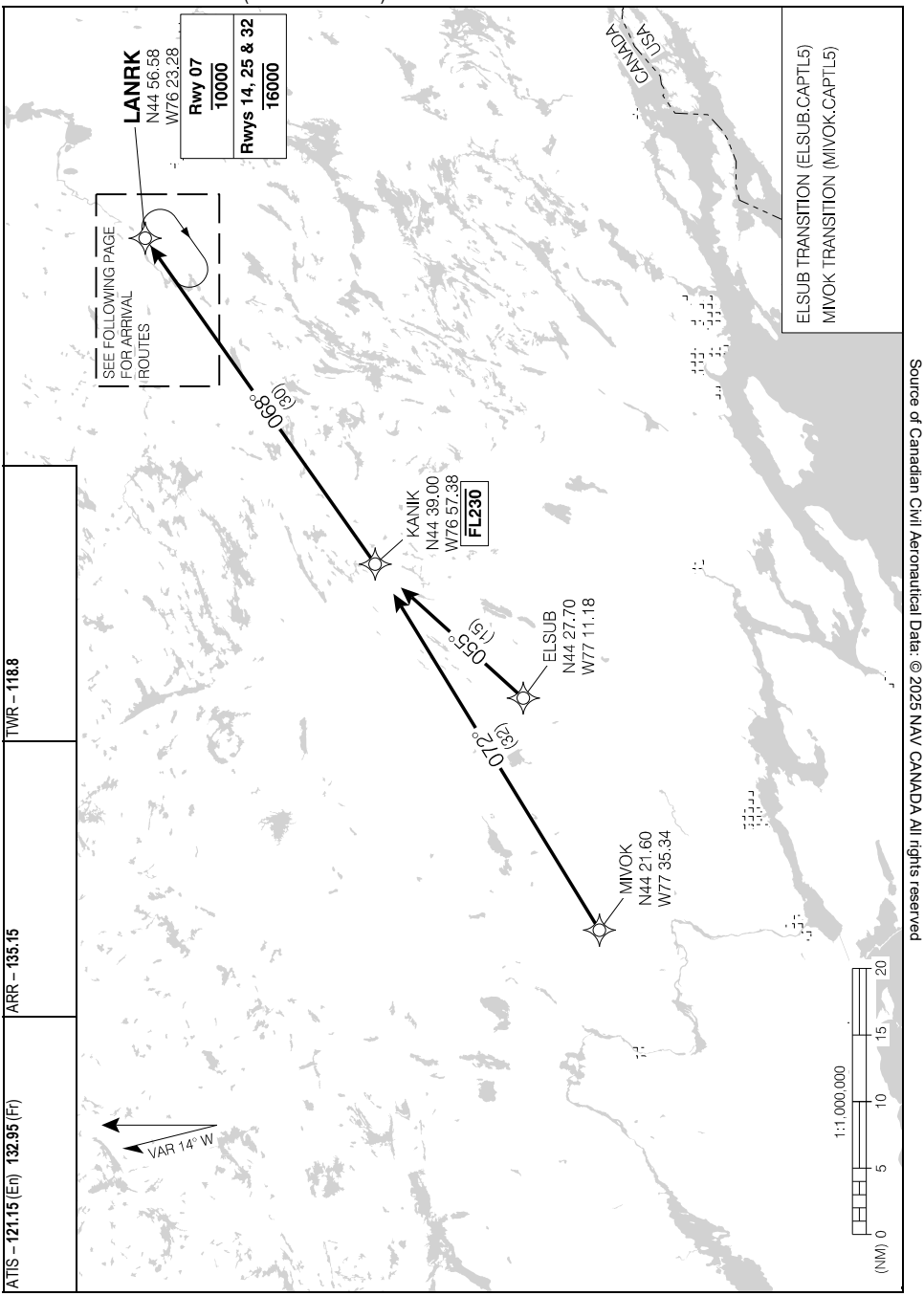
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STAR (RNAV)

OTTAWA/MACDONALD-CARTIER INTL, ON

CAPITAL FIVE ARR (LANRK.CAPTL5) TRANSITION ROUTES

CYOW



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CAPITAL FIVE ARR (LANRK.CAPTL5) TRANSITION ROUTES

CYOW

EFF 28 FEB 19

Canada Air Pilot

Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

STAR (RNAV)

OTTAWA/MACDONALD-CARTIER INTL, ON

CAPITAL FIVE ARR (LANRK.CAPTL5) ARRIVAL ROUTES

CYOW

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CAPITAL FIVE ARR (LANRK.CAPTL5) ARRIVAL ROUTES

CYOW

EFF 28 FEB 19

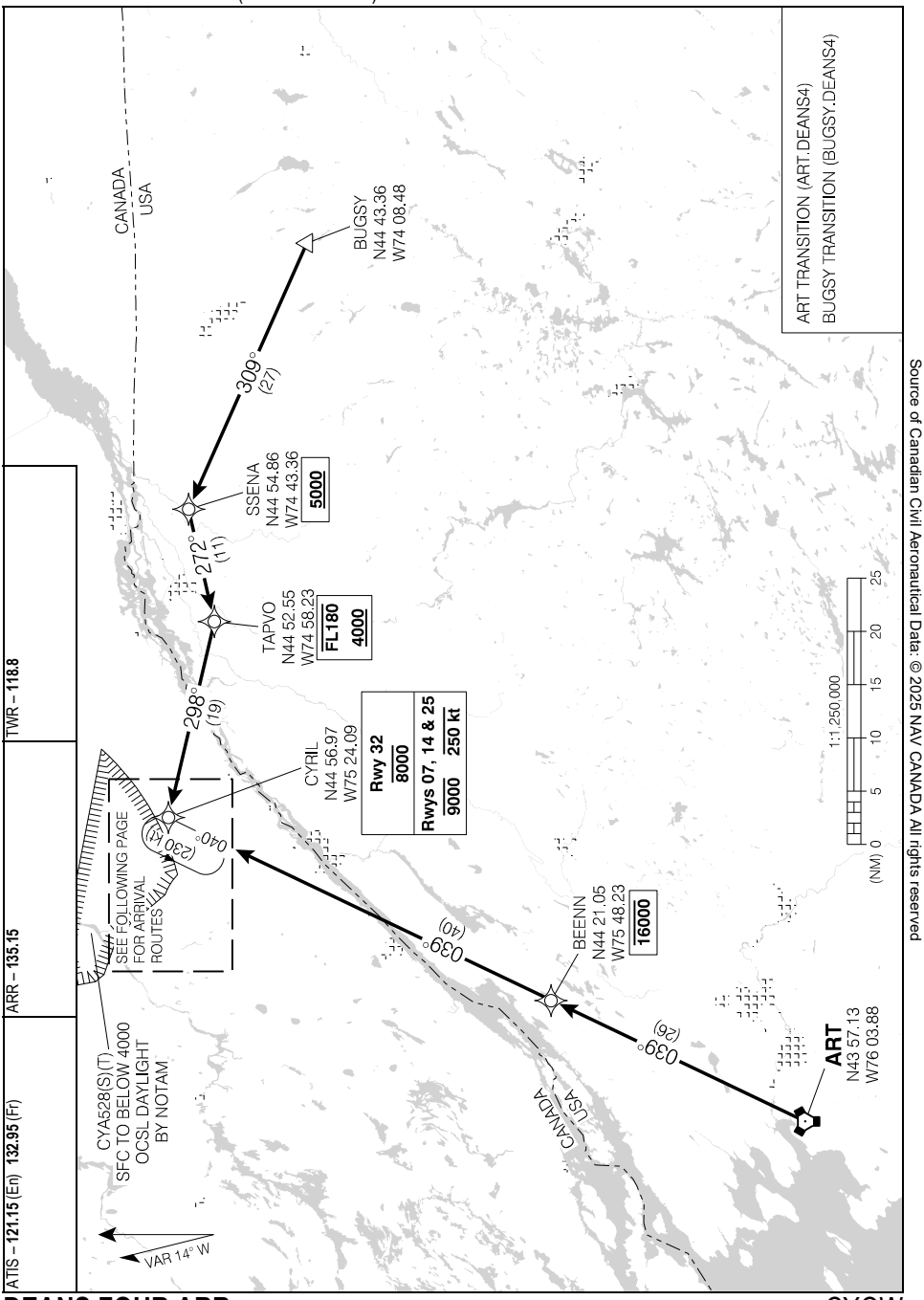
Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

STAR (RNAV)

OTTAWA/MACDONALD-CARTIER INTL, ON

DEANS FOUR ARR (CYRIL.DEANS4) TRANSITION ROUTES

CYOW



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DEANS FOUR ARR (CYRIL.DEANS4) TRANSITION ROUTES

CYOW

EFF 17 APR 25

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

DEANS FOUR ARR (CYRIL.DEANS4) ARRIVAL ROUTES

CYOW

ATIS – 121.15 (En) 132.95 (Fr) | ARR – 135.15 | TWR – 118.8

DESCENT PLANNING

Aircraft planning the ILS RWY 07 or RNAV (GNSS) Z RWY 07 - Mandatory altitude at NOVUX not applicable.

Aircraft planning the RNAV (GNSS) Z RWY 14 - Mandatory altitude at APMUP not applicable.

Aircraft planning the RNAV (GNSS) Z RWY 25 - Mandatory altitude at TEXEN not applicable.

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

DEANS FOUR ARR (CYRIL.DEANS4) ARRIVAL ROUTES

CYOW

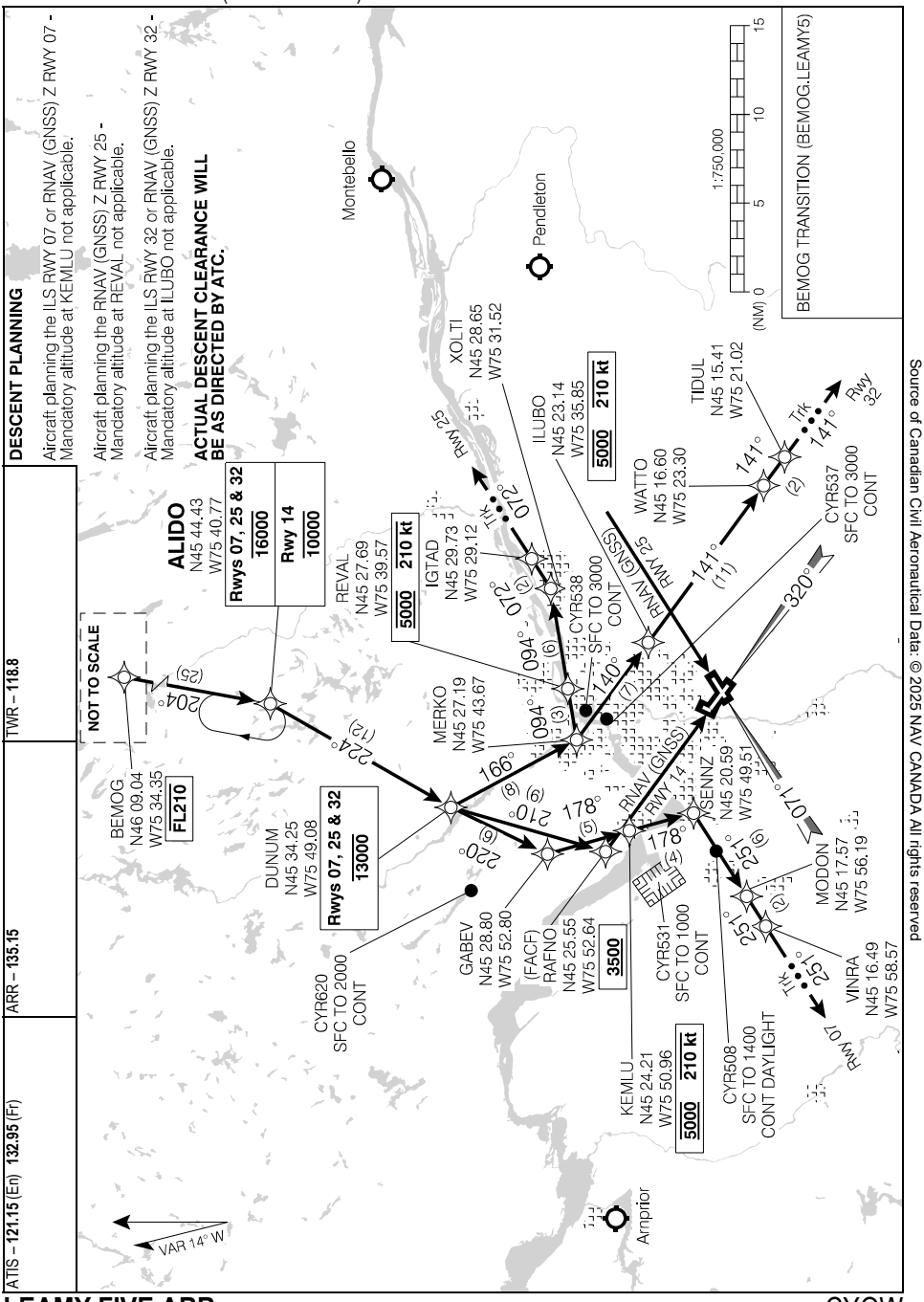
EFF 7 AUG 25

Canada Air Pilot

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LEAMY FIVE ARR (ALIDO.LEAMY5)



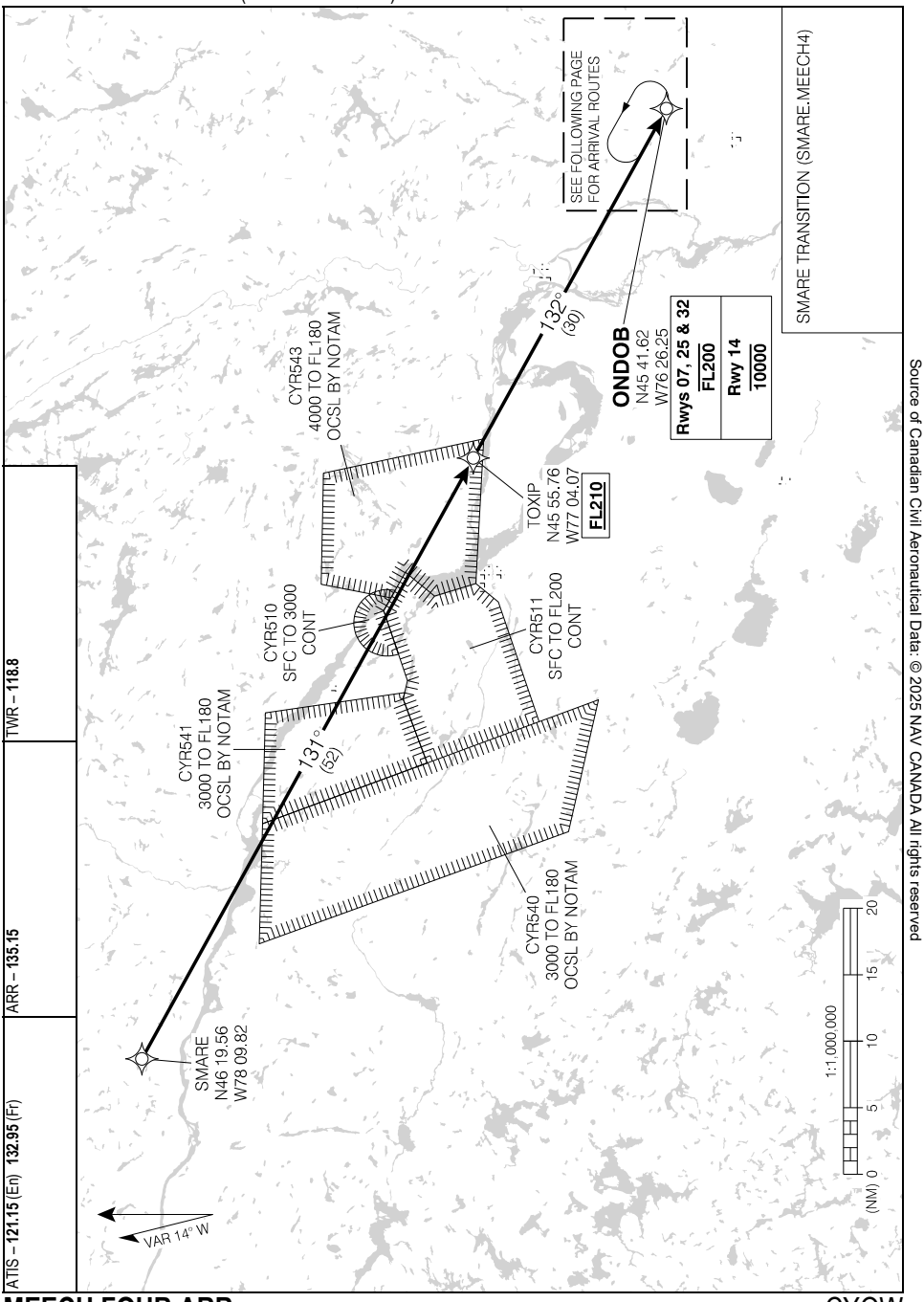
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STAR (RNAV)

OTTAWA/MACDONALD-CARTIER INTL, ON

MEECH FOUR ARR (ONDOB.MEECH4) TRANSITION ROUTES

CYOW



ATIS – **121.15** (En) **132.95** (Fr) | ARR – **135.15** | TWR – **118.8**

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MEECH FOUR ARR (ONDOB.MEECH4) TRANSITION ROUTES

CYOW

EFF 22 APR 21

Canada Air Pilot

Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

STAR (RNAV)

OTTAWA/MACDONALD-CARTIER INTL, ON

MEECH FOUR ARR (ONDOB.MEECH4) ARRIVAL ROUTES

CYOW

ATIS – 121.15 (En) 132.95 (Fr) | ARR – 135.15 | TWR – 118.8

DESCENT PLANNING

Aircraft planning the ILS RWY 07 or RNAV (GNSS) Z RWY 07 - Mandatory altitude at KEMLU not applicable.

Aircraft planning the RNAV (GNSS) Z RWY 25 - Mandatory altitude at REVAL not applicable.

Aircraft planning the ILS RWY 32 or RNAV (GNSS) Z RWY 32 - Mandatory altitude at ILUBO not applicable.

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

SEE PREVIOUS PAGE FOR TRANSITION ROUTES

ONDOB
N45 41.62
W76 26.25

Rwys 07, 25 & 32
FL200
Rwy 14
10000

GABEV
N45 28.80
W75 52.80

Rwys 25 & 32
13000

CYR620
SFC TO 2000
CONT

MERKO
N45 27.19
W75 43.67

REVAL
N45 27.69
W75 39.57

5000 210 kt

(FACF)
RAFNO
N45 25.55
W75 52.64

3500

KEMLU
N45 24.21
W75 50.96

5000 210 kt

CYR508
SFC TO 1400
CONT DAYLIGHT

CYR531
SFC TO 1000
CONT

IGTAD
N45 29.73
W75 29.12

CYR538
SFC TO 3000
CONT

ILUBO
N45 23.14
W75 35.85

5000 210 kt

XOLTI
N45 28.65
W75 31.52

Pendleton

WATTO
N45 16.60
W75 23.30

CYR537
SFC TO 3000
CONT

SENNZ
N45 20.59
W75 49.51

TIDUL
N45 15.41
W75 21.02

VINRA
N45 16.49
W75 58.57

MODON
N45 17.57
W75 56.19

Rideau Valley Air Park

Carleton Place

Arnprior

VAR 14° W

RNAV (GNSS) RWY 25

RNAV (GNSS) RWY 14

RNAV (GNSS) RWY 32

Rwy 25

Rwy 07

Rwy 32

Trk 012°

Trk 251°

Trk 141°

138° (29)

132° (27)

178° (5)

118° (7)

094° (3)

094° (6)

012° (2)

178° (5)

140° (7)

140° (11)

141° (2)

320°

071°

251° (9)

251° (2)

1:750,000

(NM) 0 5 10 15

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MEECH FOUR ARR (ONDOB.MEECH4) ARRIVAL ROUTES

CYOW

EFF 24 MAR 22

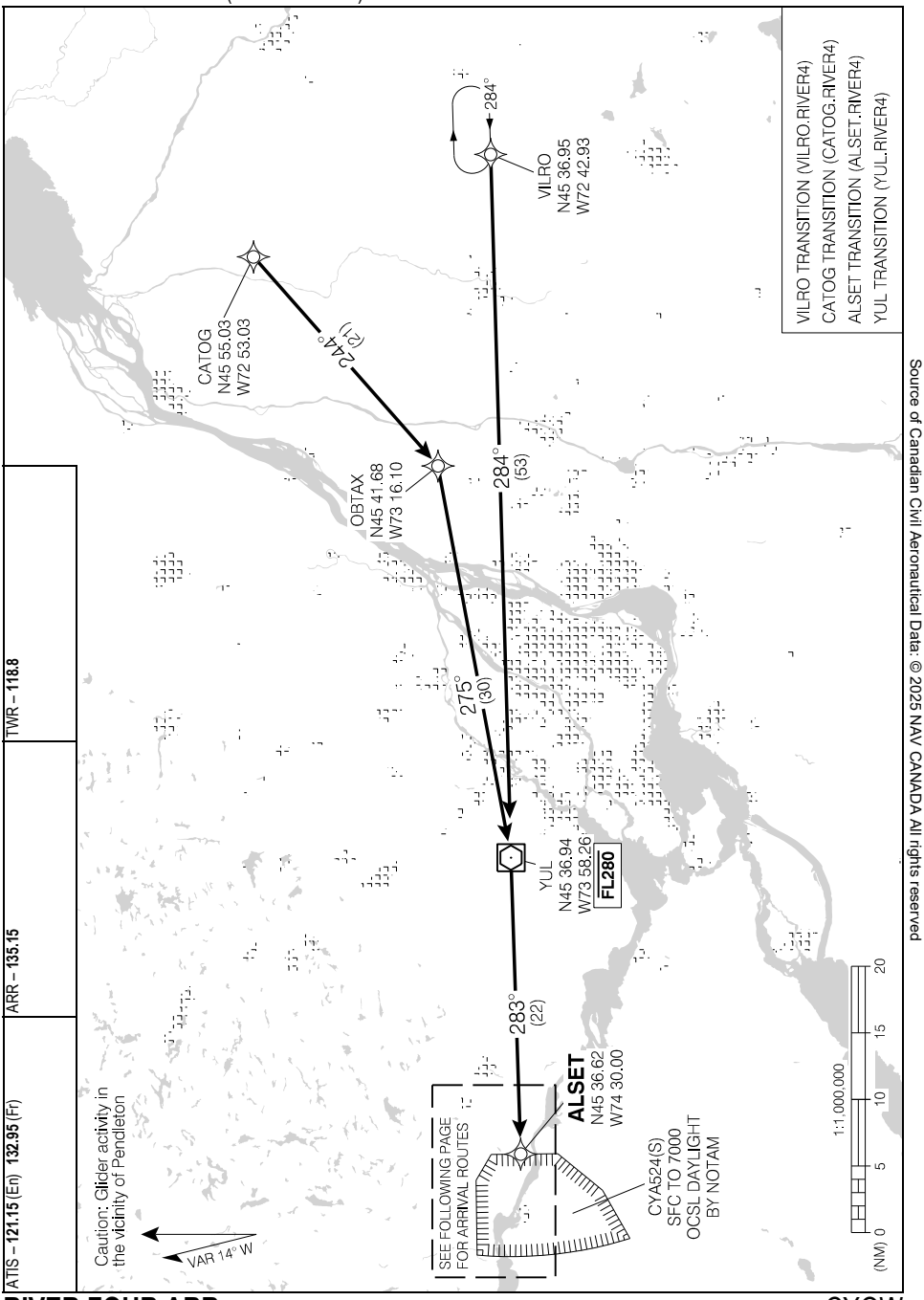
Canada Air Pilot
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STAR (RNAV)

OTTAWA/MACDONALD-CARTIER INTL, ON

RIVER FOUR ARR (ALSET.RIVER4) TRANSITION ROUTES

CYOW



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RIVER FOUR ARR (ALSET.RIVER4) TRANSITION ROUTES

CYOW

EFF 28 FEB 19

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Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

RIVER FOUR ARR (ALSET.RIVER4) ARRIVAL ROUTES

Canada Air Pilot

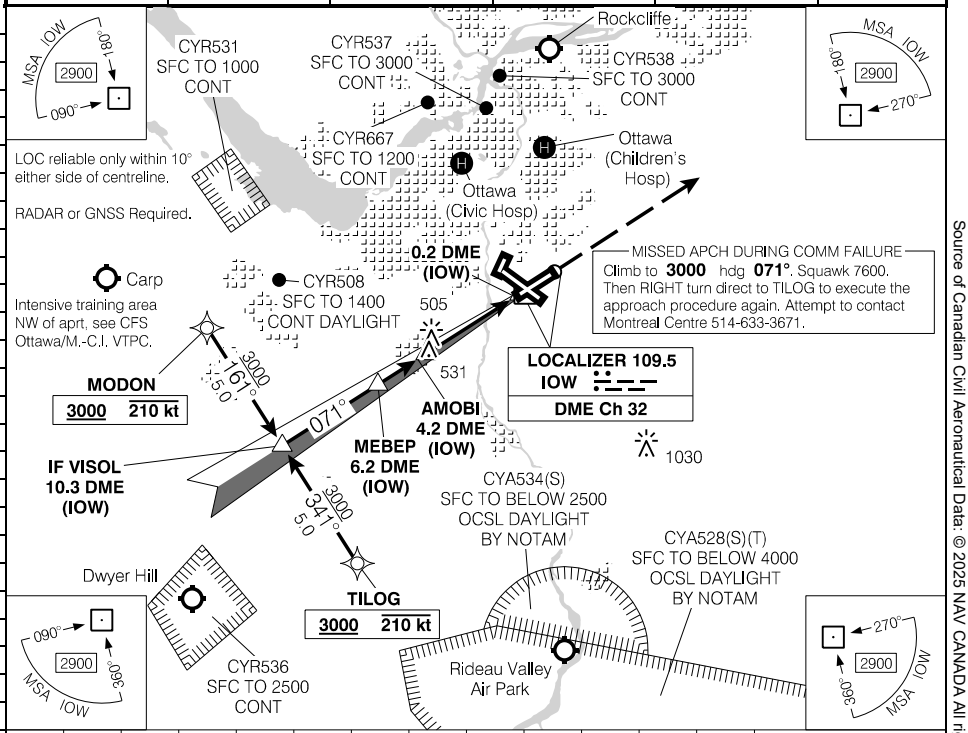
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

ILS RWY 07

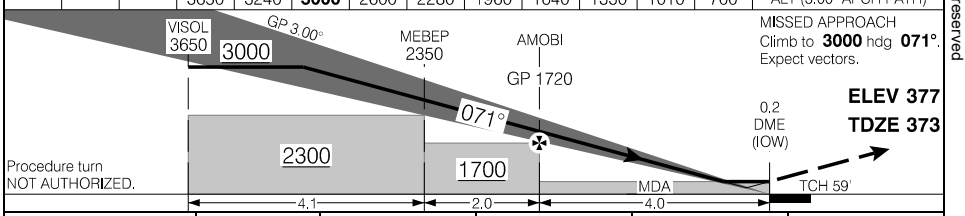
OTTAWA/MACDONALD-CARTIER INTL, ON
451921N 0754002W VAR 14°W
CYOW

ATIS – **121.15** (En) **132.95** (Fr)	ARR – **135.15**	TWR – **118.8**	GND – **121.9**

SAFE ALT 100 NM **7100**	LOC IOW **109.5**	APCH CRS **071°**	GP AMOBI **1720**	LDA **8000**



(NM)	10.3	9	**8.3**	7	6	5	4	3	2	1.0	DIST FROM DME (IOW)
	3650	3240	**3000**	2600	2280	1960	1640	1330	1010	700	ALT (3.00° APCH PATH)



CATEGORY	A	B	C	D
ILS/DME	**573**	(200)	½ RVR 26	
LOC/DME	**700**	(327)	1 RVR 50	
C CIRCLING	**880** (503) 1½		**1080** (703) 2	**1080** (703) 2¼

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

ILS RWY 07 CYOW

EFF 2 OCT 25

Canada Air Pilot
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OTTAWA/MACDONALD-CARTIER INTL, ON

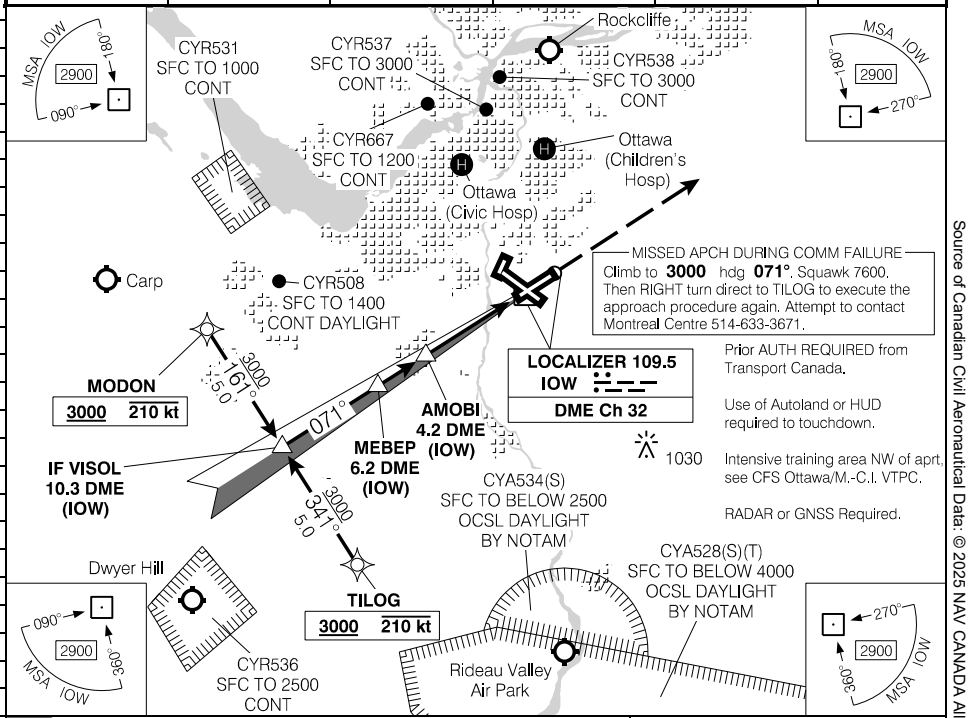
ILS SA CAT II RWY 07

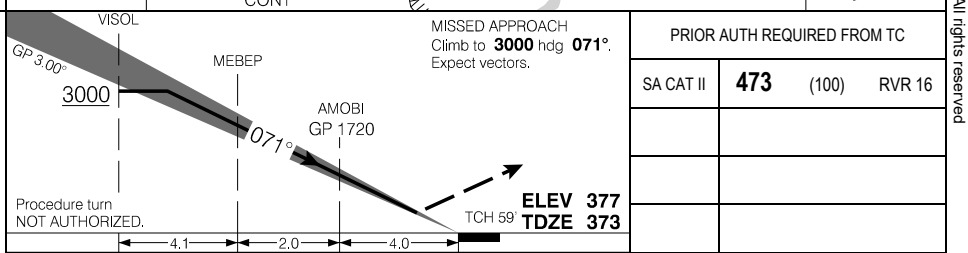
451921N 0754002W VAR 14°W

CYOW

ATIS – **121.15** (En) **132.95** (Fr)	ARR – **135.15**	TWR – **118.8**	GND – **121.9**

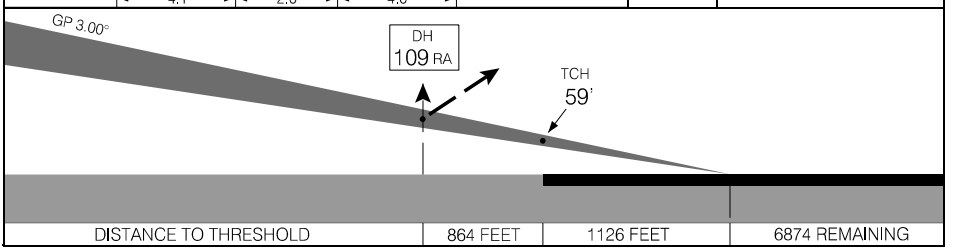
SAFE ALT 100 NM	LOC IOW	APCH CRS	GP AMOBI	LDA
7100	**109.5**	**071°**	**1720**	**8000**





PRIOR AUTH REQUIRED FROM TC

SA CAT II	473	(100)	RVR 16



ILS SA CAT II RWY 07

CYOW

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Canada Air Pilot

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OTTAWA/MACDONALD-CARTIER INTL, ON

ILS RWY 32

451921N 0754002W VAR 14°W

CYOW

ATIS – **121.15** (En) **132.95** (Fr)	ARR – **135.15**	TWR – **118.8**	GND – **121.9**

SAFE ALT 100 NM	LOC IRP	APCH CRS	GP MODEP	LDA
7100	**110.3**	**320°**	**1820**	**10005**

AN P3

MISSED APCH DURING COMM FAILURE
Squawk 7600. Climb to **3000**, hdg **320°**. Right turn direct WATTO to execute the approach procedure again. Attempt to contact Montreal Centre 514-633-3671.

MSA IOW 2900 180° 090°

MSA IOW 2900 180° 270°

Rockcliffe

CYR538 SFC TO 3000 CONT

CYR667 SFC TO 1200 CONT

CYR537 SFC TO 3000 CONT

CYR531 SFC TO 1000 CONT

Carp

CYR508 SFC TO 1400 CONT DAYLIGHT

LOCALIZER 110.3 IRP

DME 109.5 IOW Ch 32

0.5 DME (IOW)

561

AMATU 2.5 DME (IOW)

MODEP 4.9 DME (IOW)

WATTO 3000 210 kt GNSS Required

3000 231° 5.1

320°

1031

IF TEXEN 10.8 DME (IOW) 190 kt

3000 050° 5.0

VOLAG 3000 210 kt GNSS Required

RADAR or RNAV Required.

Intensive training area NW of aprt, see CFS Ottawa/M.-C.I. VTPC.

CYR536 SFC TO 2500 CONT

CYA534(S) SFC TO BELOW 2500 OCSL DAYLIGHT BY NOTAM

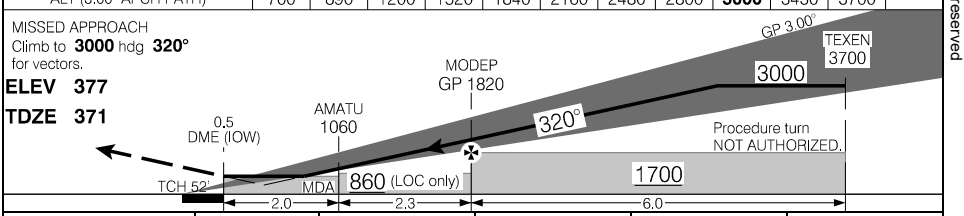
CYA528(S)/(T) SFC TO BELOW 4000 OCSL DAYLIGHT BY NOTAM

Rideau Valley Air Park

MSA IOW 2900 090° 360°

MSA IOW 2900 270° 360°

DIST FROM DME (IOW) (NM)	1.4	2	3	4	5	6	7	8	**8.6**	10	10.8
ALT (3.00° APCH PATH)	700	890	1200	1520	1840	2160	2480	2800	**3000**	3430	3700



CATEGORY	A	B	C	D
ILS/DME	**571**	(200)	½ RVR 26	
LOC/DME	**700**	(329)	1 RVR 50	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

ILS RWY 32

CYOW

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Canada Air Pilot
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OTTAWA/MACDONALD-CARTIER INTL, ON

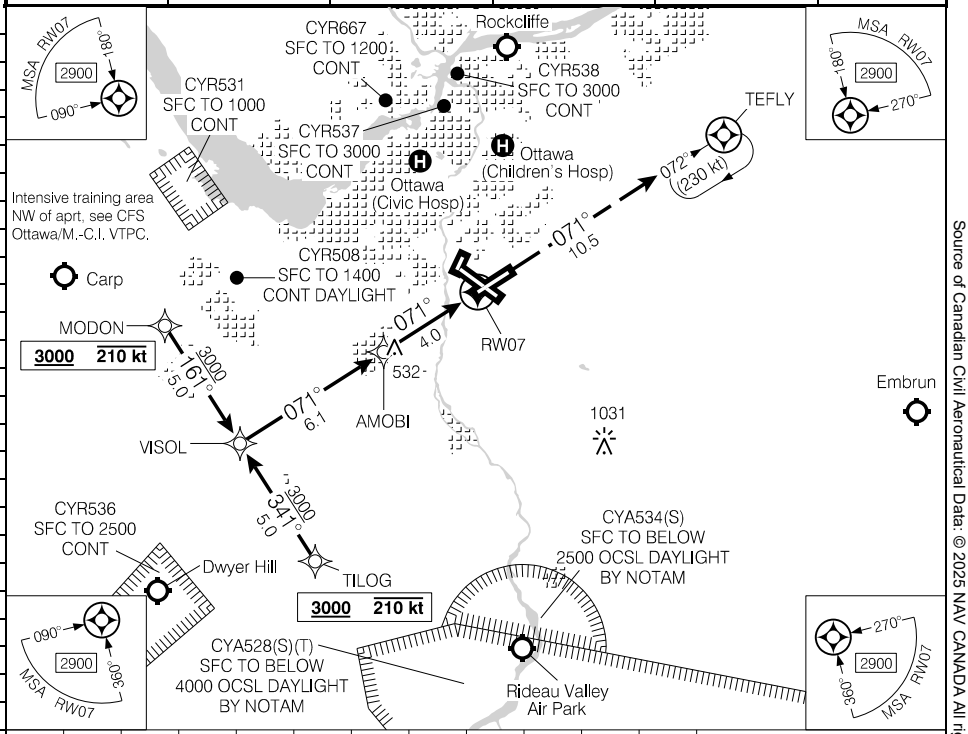
RNAV (GNSS) Z RWY 07

451921N 0754002W VAR 14°W

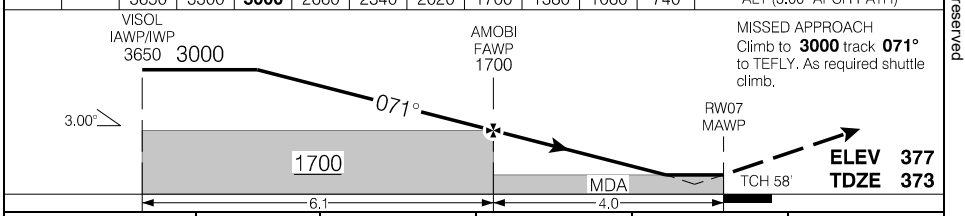
CYOW

ATIS – **121.15** (En) **132.95** (Fr)	ARR – **135.15**	TWR – **118.8**	GND – **121.9**

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT AMOBI	LDA
7100	**Ch 80161** W07A	**071°**	**1700**	**8000**



(NM)	10.1	9	**8.1**	7	6	5	4	3	2	1.0	DIST FROM RW07
	3650	3300	**3000**	2660	2340	2020	1700	1380	1060	740	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
LPV	**569**	(200)	½ RVR 26	
LNAV/VNAV (min. -19°C, max. 54°C)	**657**	(289)	1 RVR 50	
LNAV	**740**	(372)	1 RVR 50	

RNAV (GNSS) Z RWY 07 CYOW

EFF 25 JAN 24

Canada Air Pilot
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OTTAWA/MACDONALD-CARTIER INTL, ON

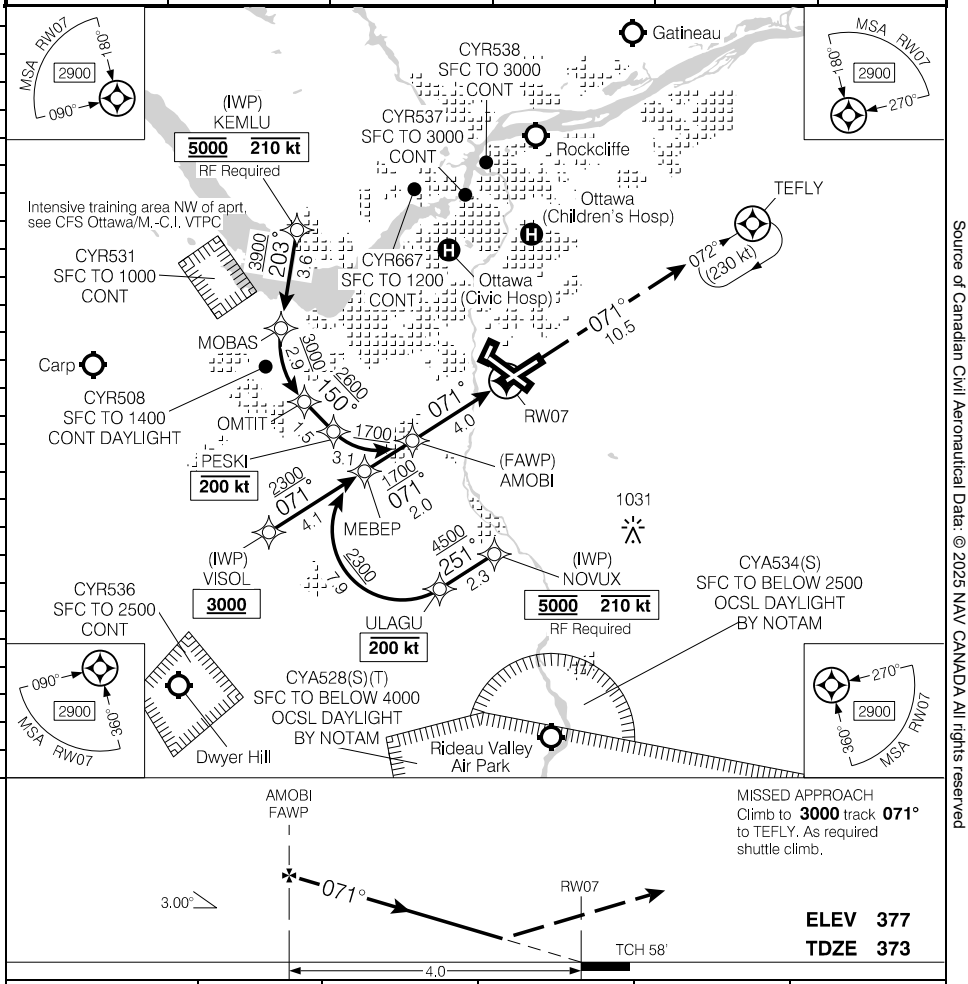
RNAV (RNP) Y RWY 07

451921N 0754002W VAR 14°W

CYOW

ATIS – **121.15** (En) **132.95** (Fr)	ARR – **135.15**	TWR – **118.8**	GND – **121.9**

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT AMOBI	LDA
7100		**071°**	**1700**	**8000**



CATEGORY	A	B	C	D
RNP 0.30	679	(311)	1 RVR 50	

AUTHORIZATION REQUIRED
(min. -19° C)
(max. 54° C)

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Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

OTTAWA/MACDONALD-CARTIER INTL, ON

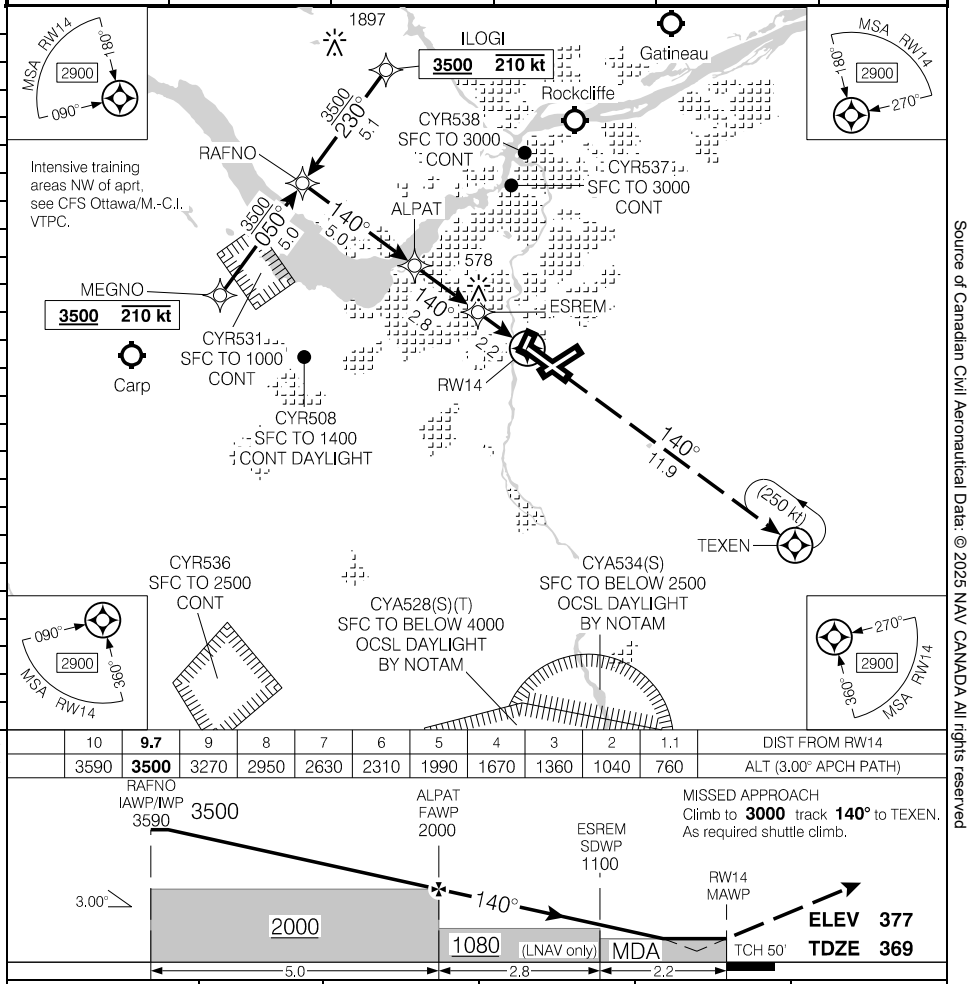
RNAV (GNSS) Z RWY 14

451921N 0754002W VAR 14°W

CYOW

ATIS – **121.15** (En) **132.95** (Fr)	ARR – **135.15**	TWR – **118.8**	GND – **121.9**

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT ALPAT	LDA
7100	**Ch 80160** W14A	**140°**	**2000**	**10005**



	10	9.7	9	8	7	6	5	4	3	2	1.1	DIST FROM RW14
	3590	3500	3270	2950	2630	2310	1990	1670	1360	1040	760	ALT (3.00° APCH PATH)

CATEGORY	A	B	C	D
LPV	**601**	(250)	1	
LNAV/VNAV (min. -19ºC, max. 54ºC)	**637**	(286)	1	
LNAV	**760**	(409)	1	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

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OTTAWA/MACDONALD-CARTIER INTL, ON

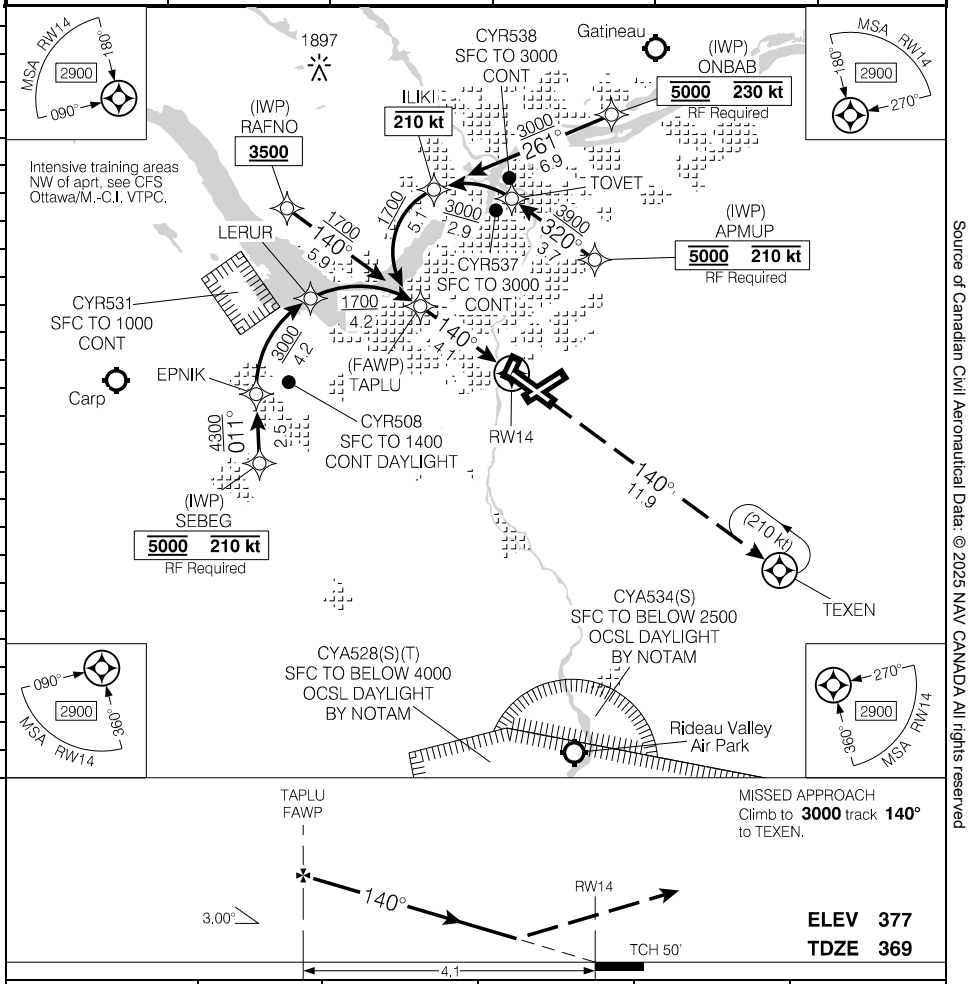
RNAV (RNP) Y RWY 14

451921N 0754002W VAR 14°W

CYOW

ATIS – **121.15** (En) **132.95** (Fr)	ARR – **135.15**	TWR – **118.8**	GND – **121.9**

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT TAPLU	LDA
7100		**140°**	**1700**	**10005**



CATEGORY	A	B	C	D
RNP 0.15	**669**	(318)	1	
RNP 0.30	**743**	(392)	1	

AUTHORIZATION REQUIRED
(min. -19° C)
(max. 54° C)

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Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

OTTAWA/MACDONALD-CARTIER INTL, ON

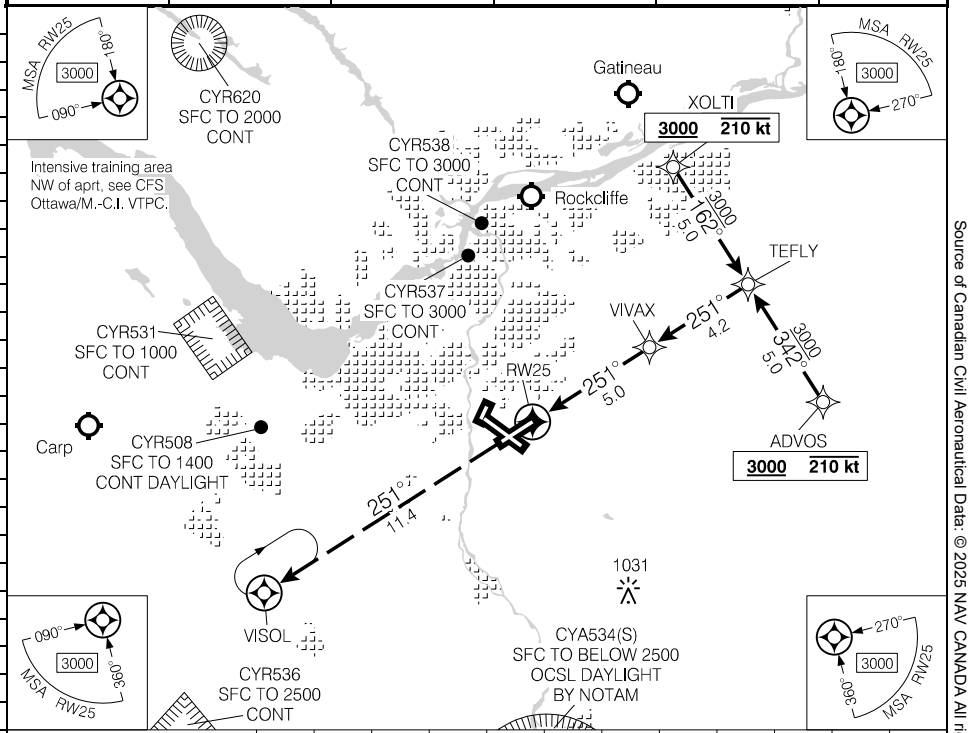
RNAV (GNSS) Z RWY 25

451921N 0754002W VAR 14°W

CYOW

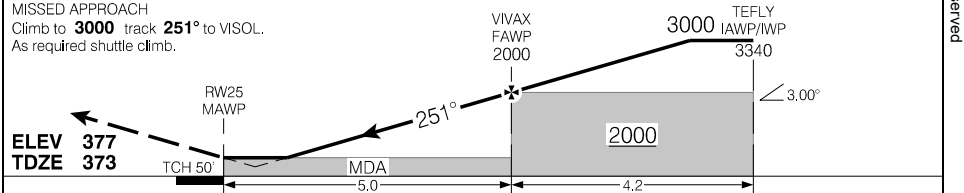
ATIS – **121.15** (En) **132.95** (Fr)	ARR – **135.15**	TWR – **118.8**	GND – **121.9**

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT VIVAX	LDA
7100	**Ch 80162** W25A	**251°**	**2000**	**8000**



DIST FROM RW25	1.1	2	3	4	5	6	7	**8.1**	9.2			
ALT (3.00° APCH PATH)	760	1050	1370	1690	2000	2320	2640	**3000**	3340			

MISSED APPROACH
Climb to **3000** track **251°** to VISOL.
As required shuttle climb.



CATEGORY	A	B	C	D
LPV	**612**	(251)	1	
LNAV/VNAV (min. -19°C, max. 54°C)	**659**	(298)	1	
LNAV	**760**	(399)	1	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) Z RWY 25 CYOW

EFF 25 JAN 24

Canada Air Pilot
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OTTAWA/MACDONALD-CARTIER INTL, ON

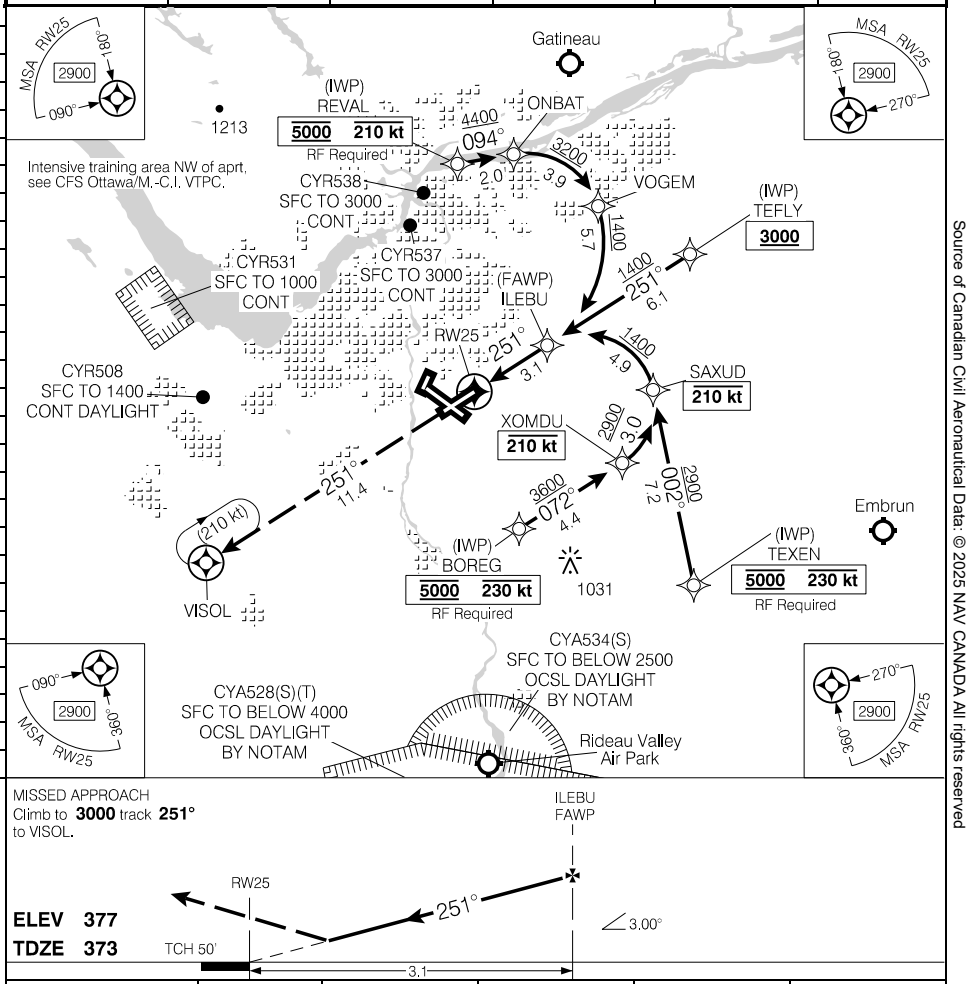
RNAV (RNP) Y RWY 25

451921N 0754002W VAR 14°W

CYOW

ATIS – **121.15** (En) **132.95** (Fr)	ARR – **135.15**	TWR – **118.8**	GND – **121.9**

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT ILEBU	LDA
7100		**251°**	**1400**	**8000**



MISSED APPROACH
Climb to **3000** track **251°**
to VISOL.

ELEV 377
TDZE 373

CATEGORY	A	B	C	D
RNP 0.15	**684**	(323)	1	
RNP 0.30	**737**	(376)	1	

AUTHORIZATION REQUIRED
(min. -19° C)
(max. 54° C)

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RNAV (RNP) Y RWY 25

CYOW

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OTTAWA/MACDONALD-CARTIER INTL, ON

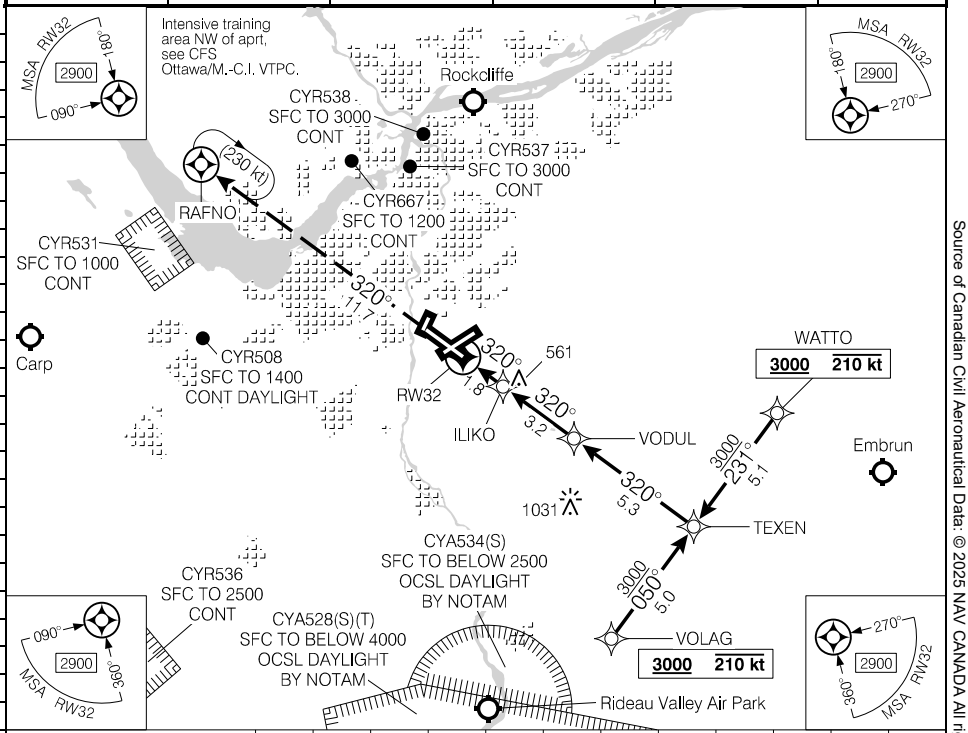
RNAV (GNSS) Z RWY 32

451921N 0754002W VAR 14°W

CYOW

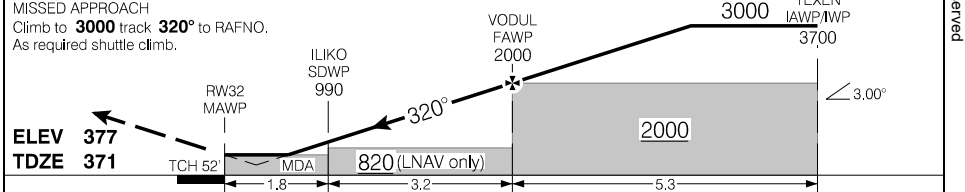
ATIS – **121.15** (En) **132.95** (Fr)	ARR – **135.15**	TWR – **118.8**	GND – **121.9**

SAFE ALT 100 NM	WAAS	APCH	MIN ALT	LDA
7100	**Ch 80163** W32A	CRS **320°**	VODUL **2000**	**10005**



DIST FROM RW32	1.1	2	3	4	5	6	7	**8.1**	9	10.3		
ALT (3.00° APCH PATH)	760	1060	1380	1690	2010	2330	2650	**3000**	3290	3700		

MISSED APPROACH
Climb to **3000** track **320°** to RAFNO.
As required shuttle climb.



CATEGORY	A	B	C	D
LPV	**567**	(200)	½ RVR 26	
LNAV/VNAV (min. -19°C, max. 54°C)	**657**	(290)	1 RVR 50	
LNAV	**760**	(393)	1 RVR 50	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

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OTTAWA/MACDONALD-CARTIER INTL, ON

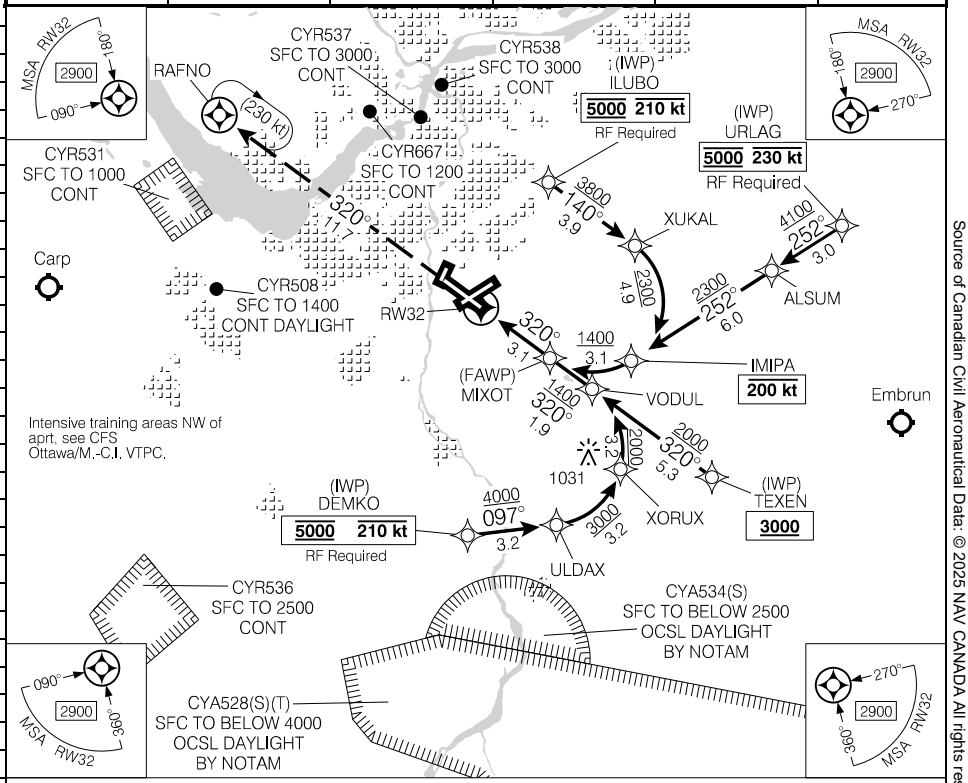
RNAV (RNP) Y RWY 32

451921N 0754002W VAR 14°W

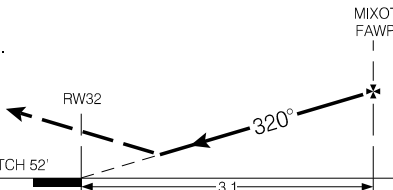
CYOW

ATIS – **121.15** (En) **132.95** (Fr)	ARR – **135.15**	TWR – **118.8**	GND – **121.9**

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT MIXOT	LDA
7100		**320°**	**1400**	**10005**



MISSED APPROACH
Climb to **3000** track **320°**
to RAFNO. As required shuttle climb.



ELEV 377
TDZE 371

	CATEGORY	A	B	C	D
	RNP 0.10	**638**	(271)	1 RVR 50	
AUTHORIZATION REQUIRED (min. -19° C) (max. 54° C)	**RNP 0.30**	**713**	(346)	1 RVR 50	

RNAV (RNP) Y RWY 32 CYOW

EFF 26 DEC 24

Canada Air Pilot
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Departure Route Description

All rwys: Jet Acft – All rwys (except rwys 04 and 22): Maintain **5000** unless otherwise assigned by ATC.
Non-jet acft – All rwys: Maintain **3000** unless otherwise assigned by ATC.

Rwy 04: Requires a minimum climb gradient of **270** ft/NM to **600**.
Climb hdg **039°** or as assigned for vectors to assigned route.

Rwy 07: Climb hdg **071°** or as assigned for vectors to assigned route.

Rwy 14: No LEFT turn below **1000**.
Climb hdg **140°** or as assigned for vectors to assigned route.

Rwy 22: Climb hdg **219°** or as assigned for vectors to assigned route.

Rwy 25: Climb hdg **251°** or as assigned for vectors to assigned route.

Rwy 32: Climb hdg **320°** or as assigned for vectors to assigned route.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
270 FT/NM	410	540	630	720	810	900	1130	1350

NOTE: Refer to Noise Abatement Procedures for additional requirements.

Communications Failure

On recognition of failure 10 minutes or less after take-off and in IFR weather conditions, proceed as follows:

Rwys 04, 07, 14, 22 and 25:

1. Select transponder code 7600;
2. 5 minutes after selecting 7600, proceed directly on course and climb to flight planned altitude.

Rwy 32:

1. Select transponder code 7600;
2. Non-jet acft, climb and maintain **4000**;
3. 5 minutes after selecting 7600, proceed directly on course and climb to flight planned altitude.

NOTE: If communication failure occurs more than 10 minutes after take-off, comply with appropriate procedures for Communication Failure en-route.

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SID (VECTOR)

OTTAWA FOUR DEP (CYOW4.)

OTTAWA/MACDONALD-CARTIER INTL, ON

CYOW

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OTTAWA FOUR DEP (CYOW4.)

CYOW

EFF 24 MAR 22

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

Departure Procedure

Rwy 04 – ½: Requires a minimum climb gradient of **270** ft/NM to **600**. Climb between hdg **131°** CCW to **228°** to remain clear of CYA528 or CYA534 when active.

Note: Building to 359 ASL aprx 160' past departure end of rwy, 500' LEFT of rwy centreline. Trees to 410 ASL aprx 0.2 NM past departure end rwy.

Rwy 07 – ½: Climb between hdg **131°** CCW to **228°** to remain clear of CYA528 or CYA534 when active.

Note: Road to 377 ASL abeam departure end of rwy, 300' LEFT and RIGHT of rwy centreline. Trees to 433 ASL aprx 400' past departure end rwy, 400' LEFT and RIGHT or rwy centreline.

Rwy 14 – ½: No LEFT turn below **1000**. Requires a minimum climb gradient of **430** ft/NM to **5100** when CYA528 or CYA534 active.

Note: Trees to 443 ASL aprx 0.3 NM past departure end of rwy, 400' LEFT and RIGHT of rwy centreline.

Rwy 22 – ½: Requires a minimum climb gradient of **420** ft/NM to **5200** when CYA528 or CYA534 active.

Note: Trees to 410 ASL within 0.2 NM of departure end of rwy.

Rwy 25 – ½: Climb between hdg **228°** CW to **131°** to remain clear of CYA528 or CYA534 when active.

Note: Trees to 423 ASL aprx 0.1 NM past departure end of rwy, 300' LEFT of rwy centreline.

Rwy 32 – ½: Climb between hdg **228°** CW to **131°** to remain clear of CYA528 or CYA534 when active.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
270 FT/NM	410	540	630	720	810	900	1130	1350
420 FT/NM	630	840	980	1120	1260	1400	1750	2100
430 FT/NM	650	860	1010	1150	1290	1440	1800	2150

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Jet Aircraft

Restrictions

Summer – May 1 thru September 30

The use of rwy 32 for departure by turbojet and turbofan aircraft on technical stops or charter operations is not permitted between the hours of 2300 and 0700 local time daily. Under extenuating circumstances, permission to operate during restricted hours may be granted (passenger flights only) through prior authorization by the Airport Operations Manager or his designated official.

Preferential Runway Determination

Controllers will designate runways to divert as many take-offs and landings as possible, consistent with safety of operations, from flight over residential areas adjacent to the airport. Pilots should be prepared to use runways other than 32 for take-offs and pilots of non-chapter 3 aircraft should be prepared to use runways other than 14 for landings when conditions permit the use of such other runways.

Departure Procedures

Rwy	NADP
All rwys	1 or 2

Rwys 07, 14, 32 – Climb on rwy hdg to **3000'** before proceeding on course.

Arrival Procedures – VFR and Visual Approach

VFR

1. Circuit height **2500'** (weather permitting);
2. Right hand circuits on rwys 07 and 14;
3. Maintain **2500'** as long as practicable before commencing descent;
4. Remain on or above glide slope or assumed 3° glide path.

Visual Approaches

ATS may provide vectors direct to the final approach fix. Aircraft MUST:

1. Intercept final at or outside the final approach fix;
2. Remain on or above ILS glide slope or assumed 3° glide path;
3. Maintain the last assigned altitude until established on final.

Training Flights

1. Permitted from 0800 – 2200 hours local time. No training on Sunday.
2. No VFR training circuits on rwys 14 and 32 below **2500'**.
3. Climb on runway heading to **2500'**.
4. No practice circling procedures to rwy 14.

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Propeller Driven Aircraft

Departure Procedures

Rwy 32 – Climb on runway heading to **1500'** before proceeding on course.

Arrival Procedures – VFR

Circuit height **1500'**. Right hand circuits for rwys 07, 14 and 22 (weather permitting).
Rwys 04, 14 – Maintain **1500'** until established on final approach (weather permitting).

Training Flights

1. Permitted from 0815 – 2359 hours local time.
2. No VFR training circuits on rwys 14 or 32 below **1500'**.
3. No practice circling procedures to rwy 14.

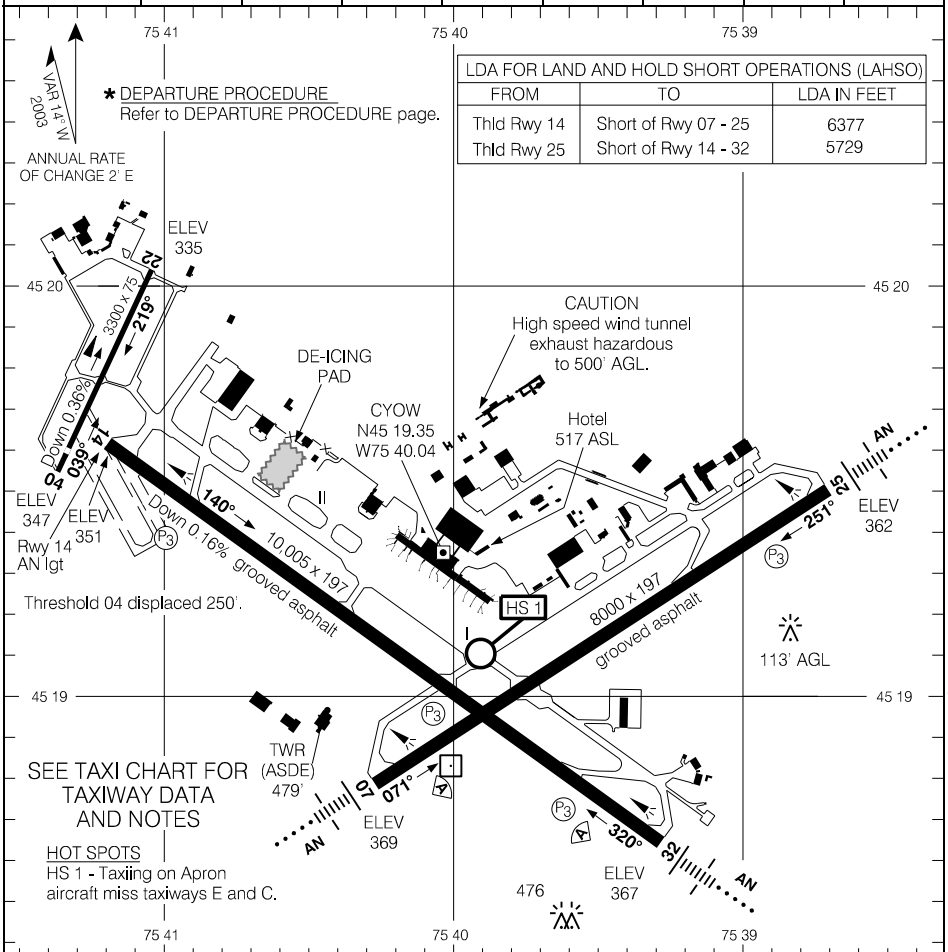
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OTTAWA/MACDONALD-CARTIER INTL, ON

AERODROME CHART — CYOW

ATIS – **121.15** (En) **132.95** (Fr)	CLNC DEL – **119.4** GND – **121.9**	TWR – **118.8**	DEP – **128.17** RADIO Quebec – **123.15**

DECL DISTS	04	22	07	25	14	32		
TORA	3300	3300	8000	8000	10005	10005		
TODA	3300	3300	8984	8984	10989	10989		
ASDA	3300	3300	8000	8000	10005	10005		
LDA	3050	3300	8000	8000	10005	10005		



RUNWAY LEVEL OF SERVICE	
RVO	LVO
RWY 07, 32: RVR 1200 RWY 14, 25: (¼ sm)	NOT AUTHORIZED

TAKE-OFF MINIMA	SCALE IN FEET
All Rwys: *	1000 0 1000 2000 3000

AERODROME CHART — CYOW

EFF 27 NOV 25

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

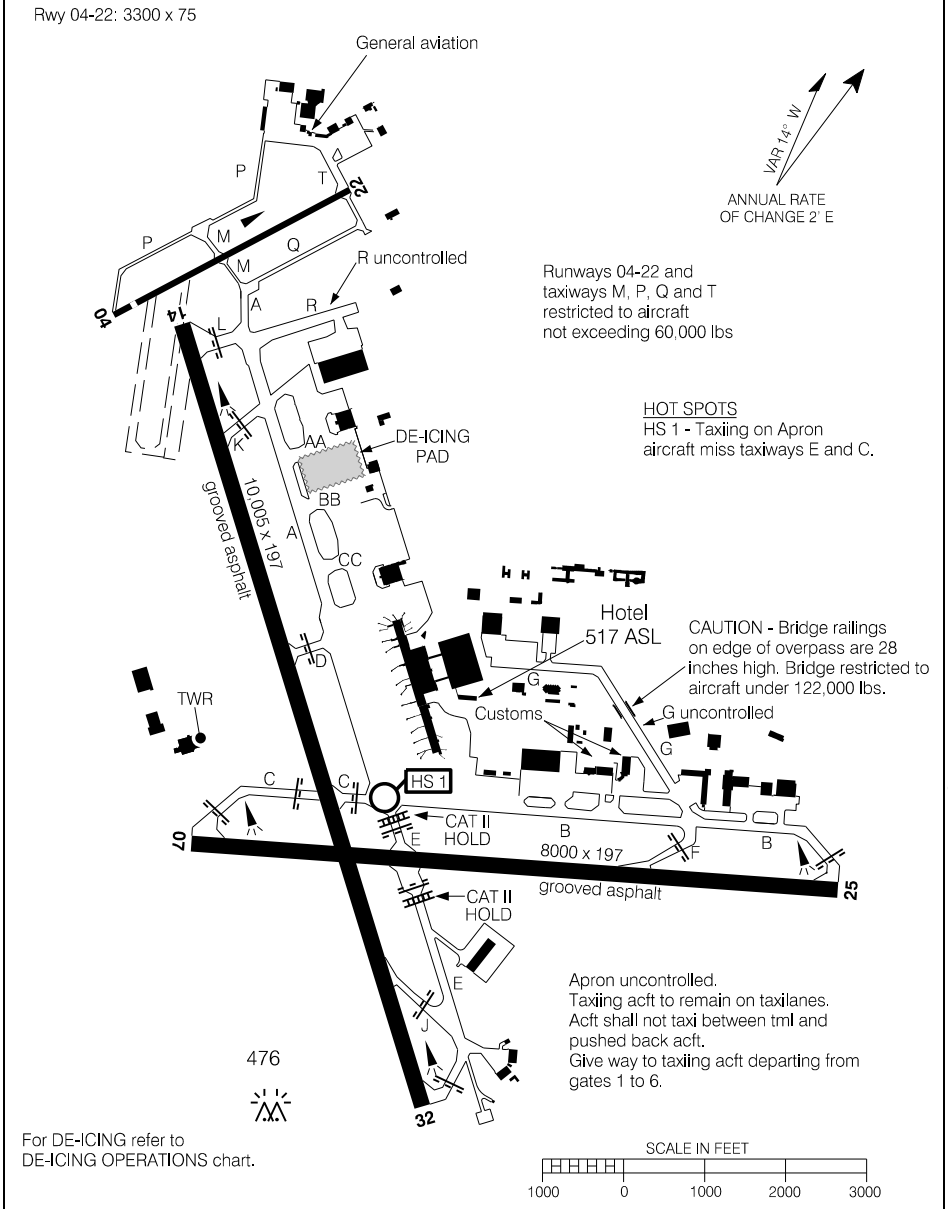
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OTTAWA/MACDONALD-CARTIER INTL, ON

TAXI CHART

CYOW

ATIS – **121.15** (En) **132.95** (Fr)	CLNC DEL – **119.4** GND – **121.9**	TWR – **118.8**



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Gate De-icing – Originating Flights

1. Gate de-icing is approved for environmental frost under the following conditions:
   - Active precipitation is not forecasted for the operational period.
   - Apron conditions are such as to allow the recovery of spent fluid (no snow, ice, sand, gravel, etc.).
   - The required fluid to de-ice is optimal for the presenting frost and up to the minimum 1 litre/square metre.
   - Winds are light to variable (8 knots).
2. De-icing for originating flights will take place 60-90 minutes before scheduled departure time.
3. Staff will conduct initial inspection of acft to determine the requirement for de-icing and will proceed with spray if rqrd.
4. Airlines must ensure acft are configured and ready for de-icing prior to the above time. De-icing will take place under the assumption that originating flights are configured.
5. De-icing confirmation will be sent electronically or via fax to airline operations following de-icing. Flight crews requiring additional information may contact PAD CONTROL on 122.92.
6. Communication during gate de-icing between the flight crew and the gate de-icing coordinator (DEICE COOR) shall be on freq 130.70.
7. No holdover time is provided for on gate de-icing.
8. The process of **"Pre-Spray"** (Lines 2-3) 60-90 mins before push is being reviewed due to frost regeneration (fall weather patterns with high humidity and close OAT/DP spread).
9. Unless requested of de-ice crews, the PIC is responsible for **"Pre-flight take off inspections."** Any treatments by de-ice crews for Pre-Sprays will be followed by an **"appropriate post de-ice inspection."** The **"Pre-Spray"** treatments 60-90 mins before push do not include a **"pre-take off"** inspection.

Gate De-icing – Turn Flights

1. All conditions of gate de-icing exist from above list.
2. De-ice crews will not interact with turn aircraft unless requested – Contact PAD CONTROL on 122.92 to arrange. There will be no pre-emptive contact with the aircraft without request for service. Pre-take off De-ice check remains with the flight crew unless a live spray is completed at pushback.

Centralized De-icing Facility Operations

1. Flow – North to South
   - Entry point is K or AA via Alpha. Acft must hold short of the CDF on the entry point and establish radio contact with PAD CONTROL on 122.92.

   Flow – South to North
   - Entry point is CC or BB via Alpha. Acft must hold short of the CDF on the entry point and establish radio contact with PAD CONTROL on 122.92.
2. Follow taxi instructions via East Line to Bays 1, 2, 3 via West Line Bays 4, 5, 6.
3. Aircraft will be staged on the East/West Line short of AA/BB when necessary.
4. When exiting CC/K – Acft must maintain listening watch on the E/W staging lines on 122.92 until reaching Twy A.

NOTE: Aircraft intended on returning to terminal gates after de-icing must drip dry for 25 minutes on CDF.

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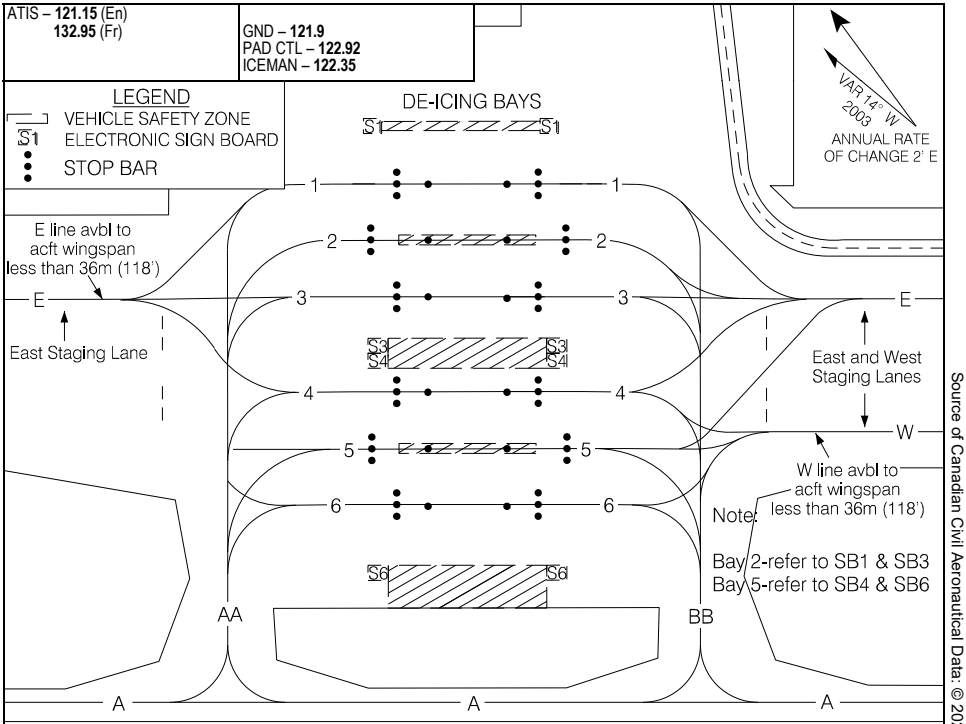
De-icing Requirements

1. Wings and Stabs refers to the upper surfaces of the wings, upper/lower surface of the Horizontal Stabilizers and both sides (including rudder) of the Vertical Stabilizer.
2. Fuselage includes all components from the front cabin doors aft and Wings and Stabs.
3. Full Body includes the cockpit/radome plus Fuselage, Wings and Stabilizers.
4. Individual treatments like “inspections only”, “radome”, “winglets” can be done upon request.
5. Hard leading edges tactiles/underwing inspections and treatments may require engine shut down if inlet is in close proximity to surface requiring attention.

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ATIS – **121.15** (En)
132.95 (Fr)

GND – **121.9**
PAD CTL – **122.92**
ICEMAN – **122.35**



DE-ICING OPERATIONS

1. Ctc PAD CONTROL on 122.925 30 min prior to dep if de-icing is rqrd. Notify of any special treatments prior to taxi to CDF.
2. Ctc Ottawa GND after pushback for taxi to CDF.
3. Hold short of the CDF on K, AA, BB or CC and ctc PAD CONTROL for further taxi.
4. Follow instructions and electronic sign boards to de-icing bays.
5. Stop on the 2nd (illuminated) yellow stop bar, immediately set brakes and advise PAD CONTROL. DO NOT MOVE ACFT. This will allow positioning of trucks while you configure your aircraft.
6. Once instructed switch to ICEMAN on 122.350, confirm brakes are set, confirm treatment and that acft is configured for treatment (engines at idle/props feathered/pacs off). If you can't reduce engines to idle ICEMAN must know, de-icing may not be possible with running engines.
7. After de-icing, configure acft for taxi, however, DO NOT MOVE ACFT.
8. Once instructed, ctc PAD CONTROL for taxi.
9. Follow instructions to designated exit point. Holding short of Twy A, ctc GND 121.9.

TYPE 1 - Chemco CHEMR Reg 1	TYPE IV - UCAR ADF ENDURANCE EG106 100%

BAY RESTRICTIONS

Bay 1, 3, 4, 6 - May be used by acft with wingspans 36m (118') or less.

Bay 2 - May be used by acft with the wingspan 65m (213') or less. If CC used, the taxi must be on the East taxi line only to/from Bay 2.

Bay 5 - May be used by acft with the wingspan 65m (213') or less. If CC used, taxi must be on the East taxi line only with crossover to/from Bay 5.

AD HOC FLIGHTS

1. Obtain a projected acceptance time for de-icing from PAD CONTROL on 122.925 or via phone 613-248-0228 .
2. Submit Authorization form via fax 613-248-0860 or via e-mail YOW_Icehouse@inlandgroup.ca.
3. An estimate of litres required will be provided to flight crew.
4. Ad hoc aircraft not abiding by the above may be denied service at the CDF.

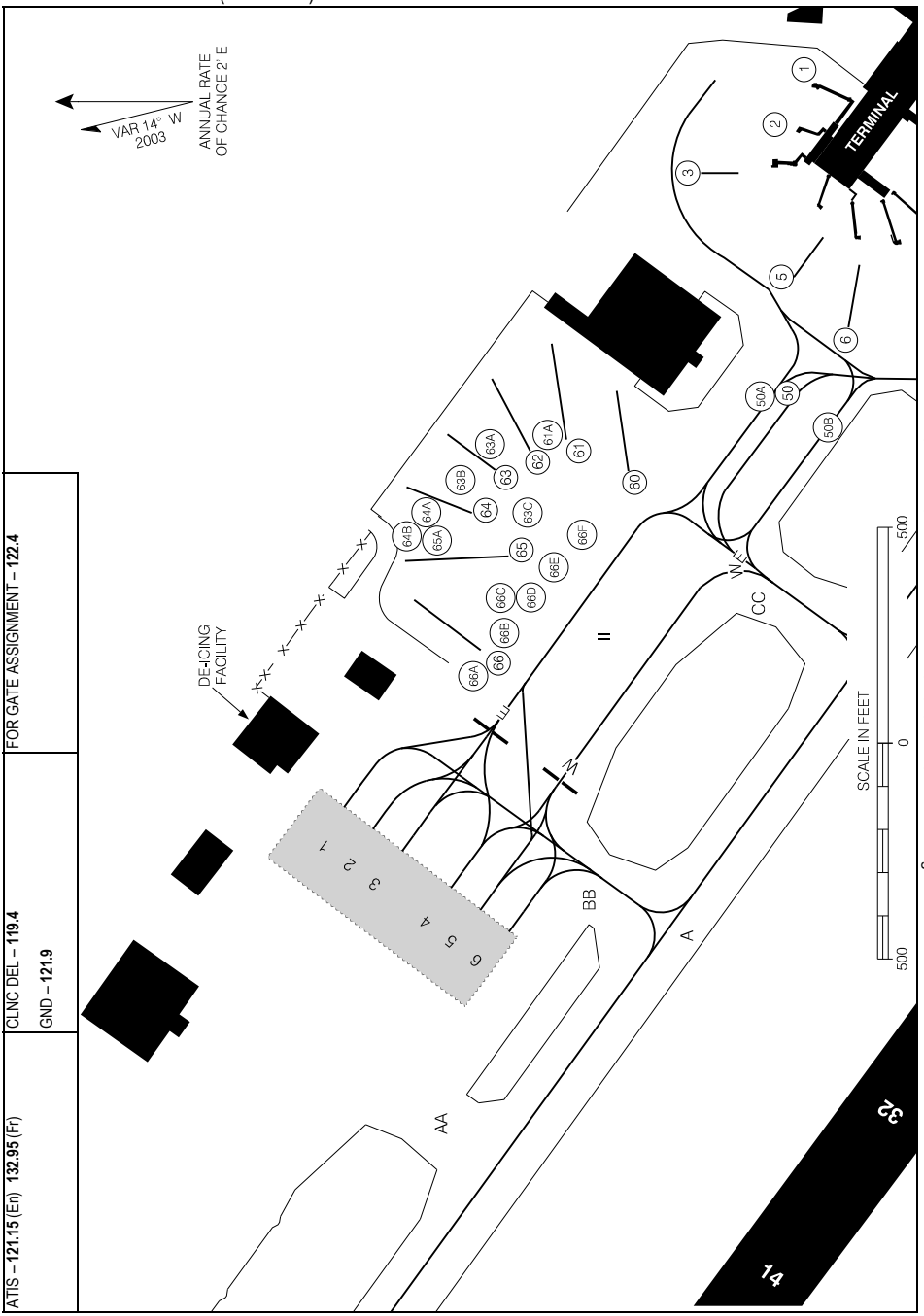
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PARKING AREAS (APRON I)

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PARKING AREAS (APRON II)

CYOW



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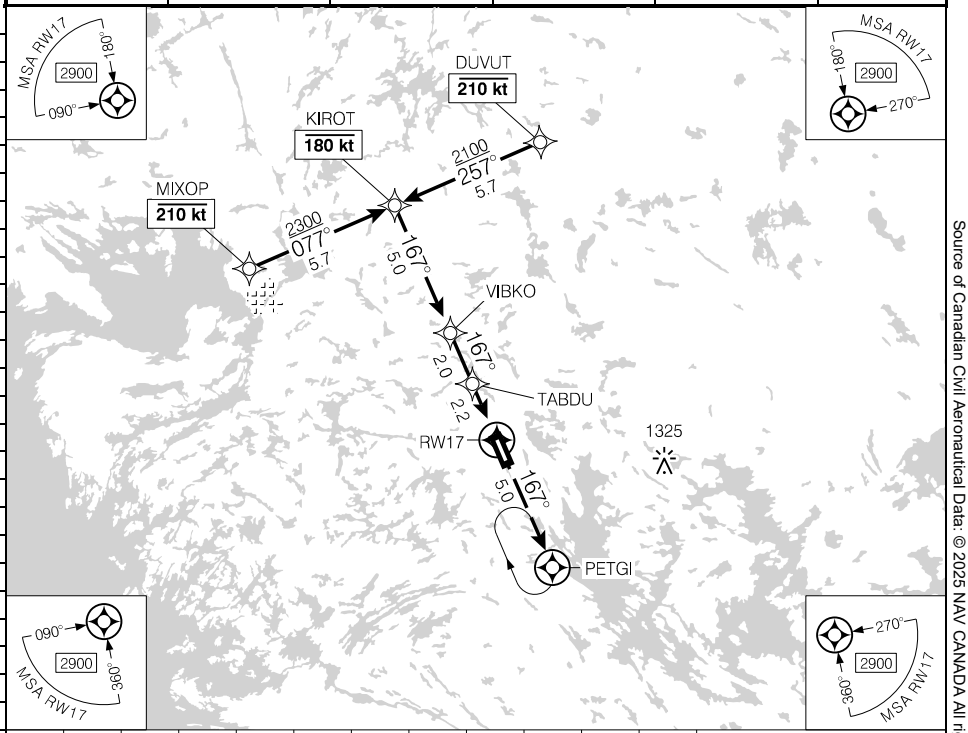
PARRY SOUND AREA MUNI, ON

RNAV (GNSS) RWY 17

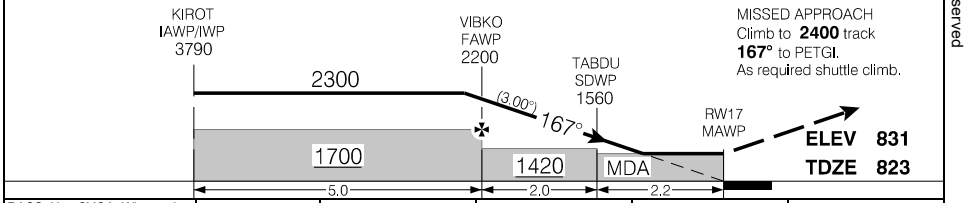
451531N 0794951W VAR 11°W

CNK4

	RADIO London – **123.47**	UNICOM – **122.8** ATF			ARCAL 122.8(K)
SAFE ALT 100 NM **3300**	RNAV	APCH CRS **167°**	MIN ALT VIBKO **1700**	LDA **4901**	



(NM)	9.2	8	7	6	**4.5**	4	3	2	1.4	DIST FROM RW17
	3790	3410	3090	2770	**2300**	2140	1820	1500	1320	ALT (3.00° APCH PATH)



RASS: Use CYQA. When using CNY3 add **50'**.

CATEGORY	A	B	C	D
LNAV	**1320**	(506)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 17

CNK4

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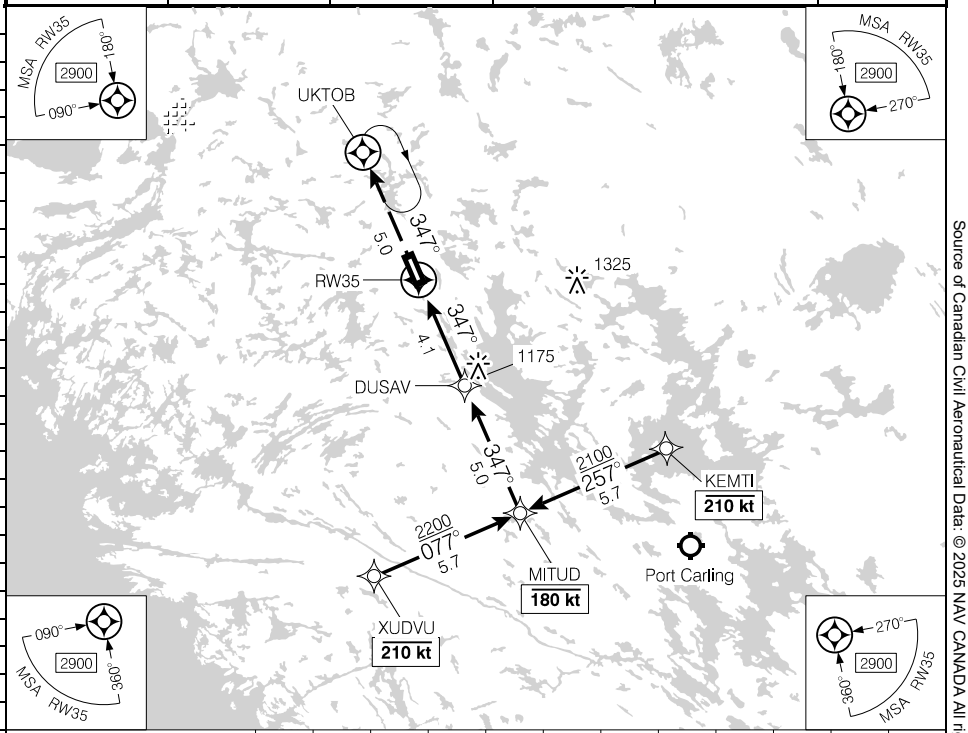
PARRY SOUND AREA MUNI, ON

RNAV (GNSS) RWY 35

451531N 0794951W VAR 11°W

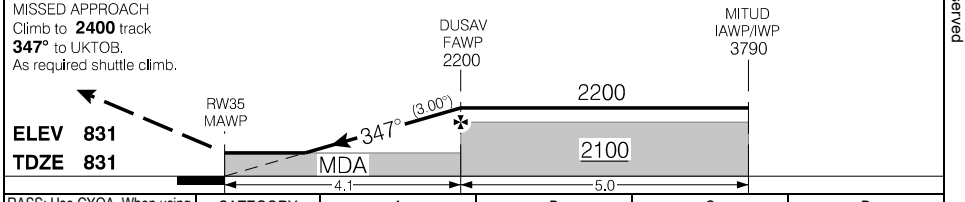
CNK4

	RADIO London – **123.47**	UNICOM – **122.8** ATF		ARCAL 122.8(K) P1 3.5°
SAFE ALT 100 NM **3300**	RNAV	APCH CRS **347°**	MIN ALT DUSAV **2100**	LDA **4901**



DIST FROM RW35	1.4	2	3	**4.1**	5	6	7	8	9.1			
ALT (3.00° APCH PATH)	1340	1520	1840	**2200**	2470	2790	3110	3430	3790			

MISSED APPROACH
Climb to **2400** track **347°** to UKTOB.
As required shuttle climb.



RASS: Use CYQA. When using CNY3 add **50'**.

CATEGORY	A	B	C	D
LNAV	**1340**	(509)		1½

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 35 CNK4

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Canada Air Pilot
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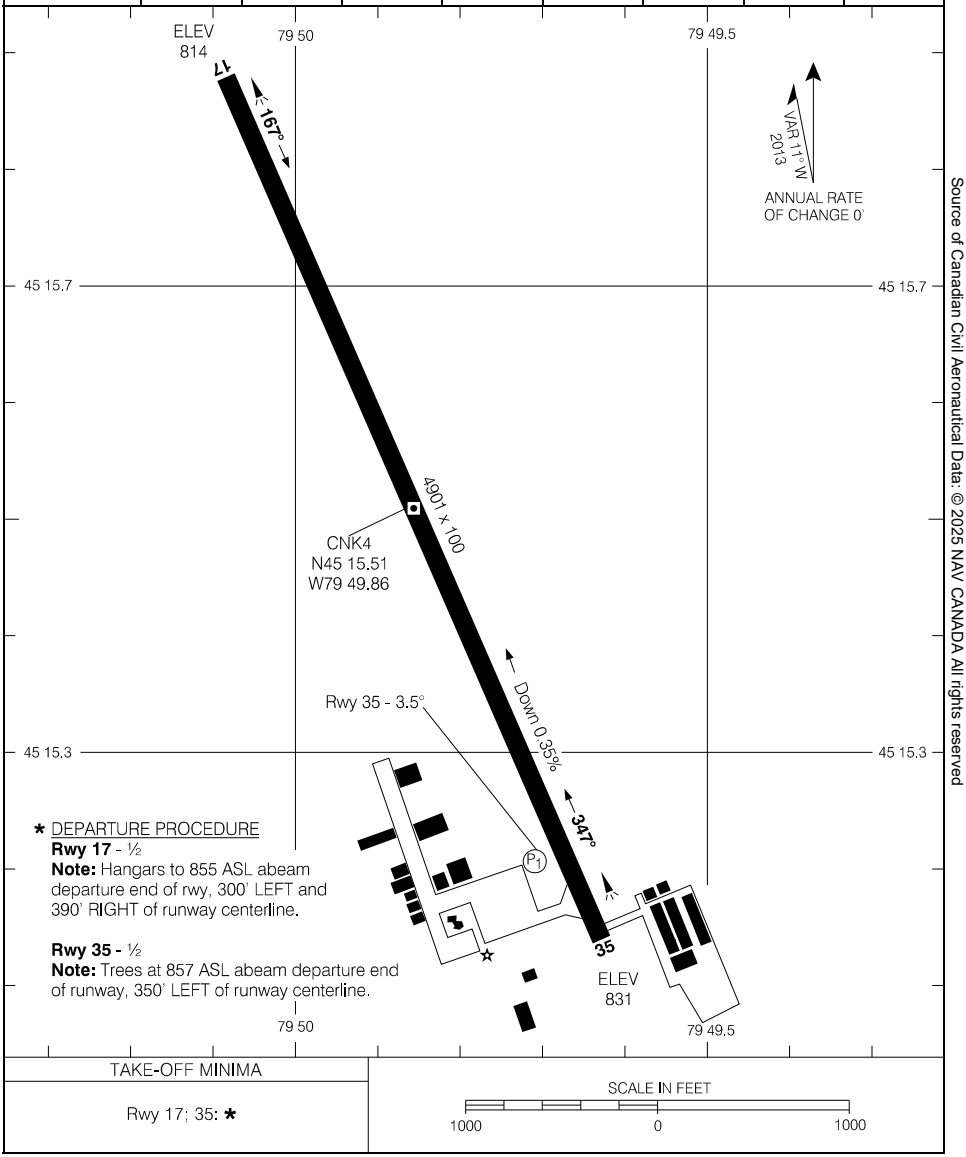
PARRY SOUND AREA MUNI, ON

AERODROME CHART

CNK4

			UNICOM – **122.8**	RADIO London – **123.47** ATF			

DECL DISTS	17	35					
TORA	4901	4901					
TODA	4901	4901					
ASDA	4901	4901					
LDA	4901	4901					



* DEPARTURE PROCEDURE

Rwy 17 - ½

Note: Hangars to 855 ASL abeam departure end of rwy, 300' LEFT and 390' RIGHT of runway centerline.

Rwy 35 - ½

Note: Trees at 857 ASL abeam departure end of runway, 350' LEFT of runway centerline.

TAKE-OFF MINIMA
Rwy 17; 35: *

SCALE IN FEET

1000 0 1000

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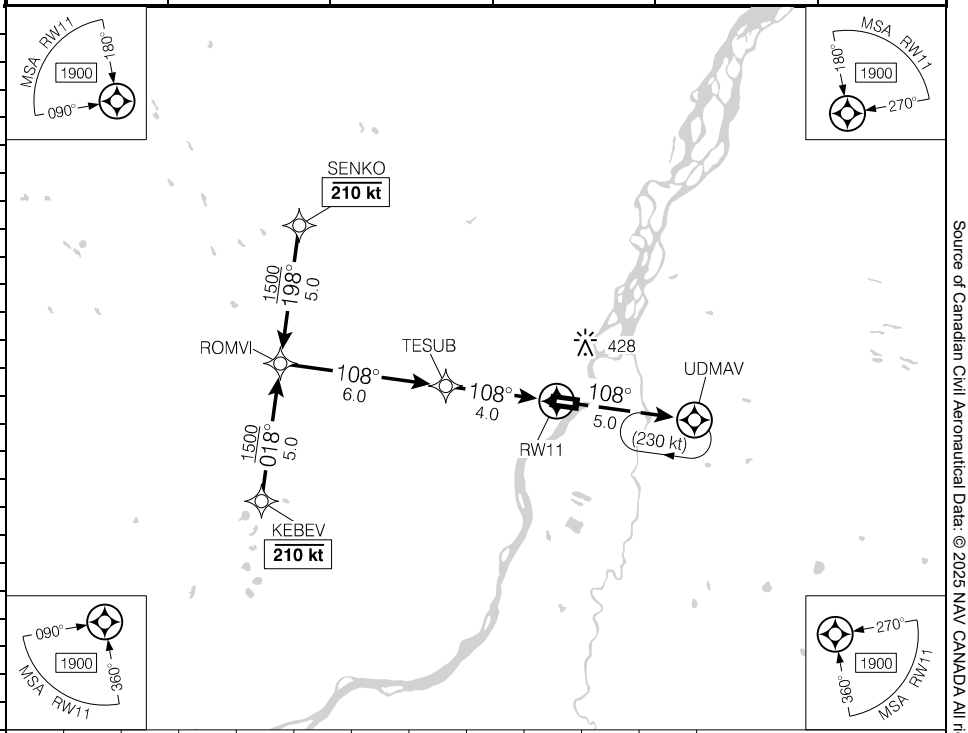
PEAWANUCK, ON

RNAV (GNSS) RWY 11

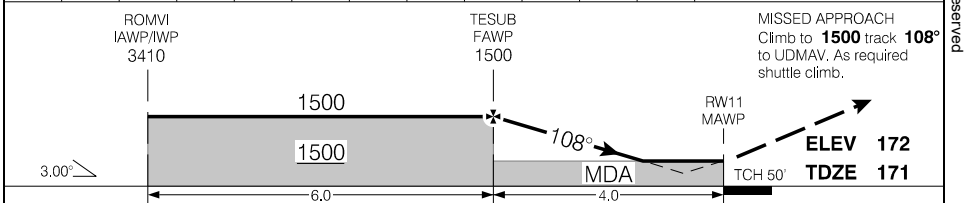
545917N 0852636W VAR 10°W

CYPO

AWOS – **128.52**		TFC – **122.8** ATF		ARCAL 122.8(K) AS
SAFE ALT 100 NM **2100**	WAAS **Ch 80819** W11A	APCH CRS **108°**	MIN ALT TESUB **1500**	LDA **3520**



		10	9	8	7	6	5	**4.0**	3	2	1.4	DIST FROM RW11
		3410	3090	2770	2450	2130	1810	**1500**	1180	860	680	ALT (3.00° APCH PATH)



CATEGORY	A	B	C	D
LPV	**669**	(500)	1¾	
LNAV	**680**	(511)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 11 CYPO

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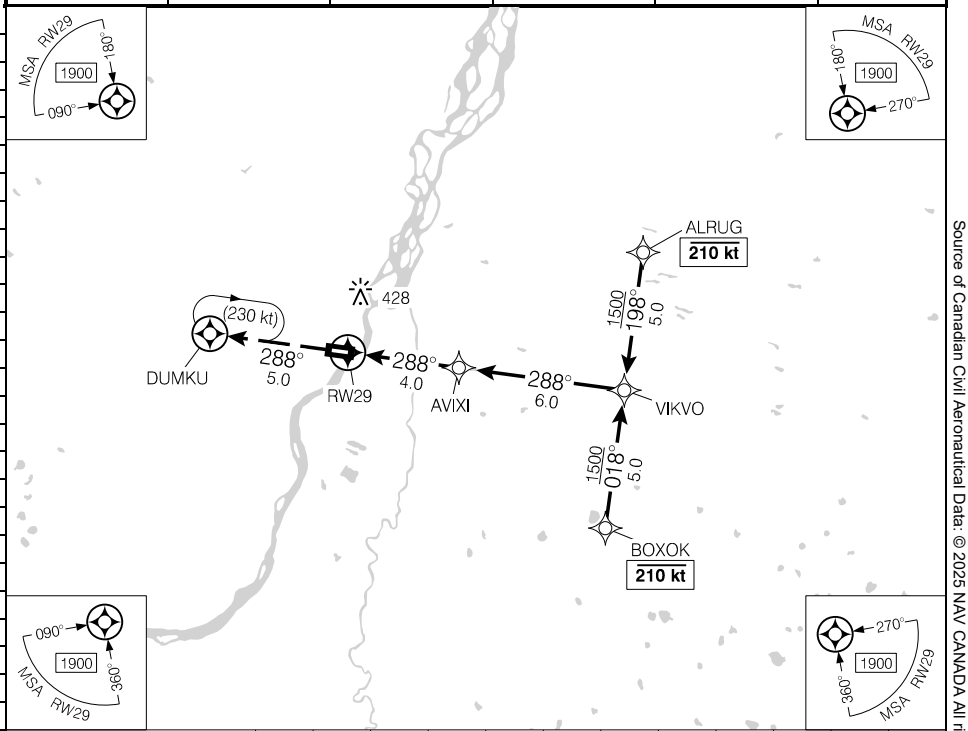
PEAWANUCK, ON

RNAV (GNSS) RWY 29

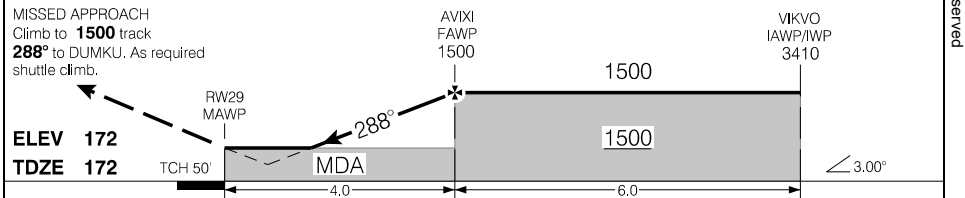
545917N 0852636W VAR 10°W

CYPO

AWOS – **128.52**		TFC – **122.8** ATF			ARCAL 122.8(K) A/P AS
SAFE ALT 100 NM **2100**	WAAS **Ch 81066** W29A	APCH CRS **288°**	MIN ALT AVIXI **1500**	LDA **3520**	



DIST FROM RW29	1.5	2	3	**4.0**	5	6	7	8	9	10		
ALT (3.00° APCH PATH)	680	850	1170	**1500**	1810	2130	2450	2770	3090	3410		



CATEGORY	A	B	C	D
LPV	**667**	(500)	1¾	
LNAV	**680**	(513)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

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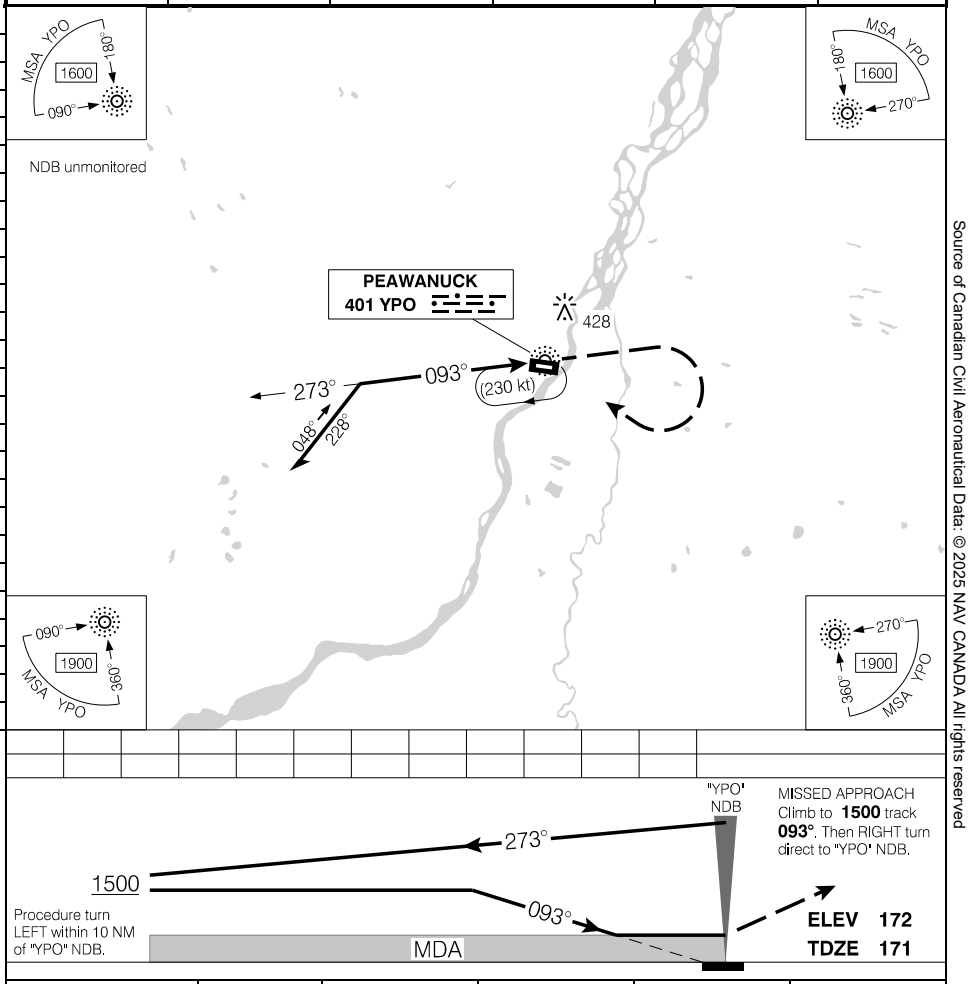
PEAWANUCK, ON

NDB RWY 11

545917N 0852636W VAR 10°W

CYPO

AWOS – **128.52**		TFC – **122.8** ATF		ARCAL 122.8(K)
SAFE ALT 100 NM **2100**	NDB YPO **401**	APCH CRS **093°**		LDA **3520**



CATEGORY	A	B	C	D
NDB	**700**	(529)	1¾	NOT AUTHORIZED
C CIRCLING	**700** (528)	1½	**780** (608)	2 NOT AUTHORIZED

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

NDB RWY 11

CYPO

EFF 5 OCT 23

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PEAWANUCK, ON

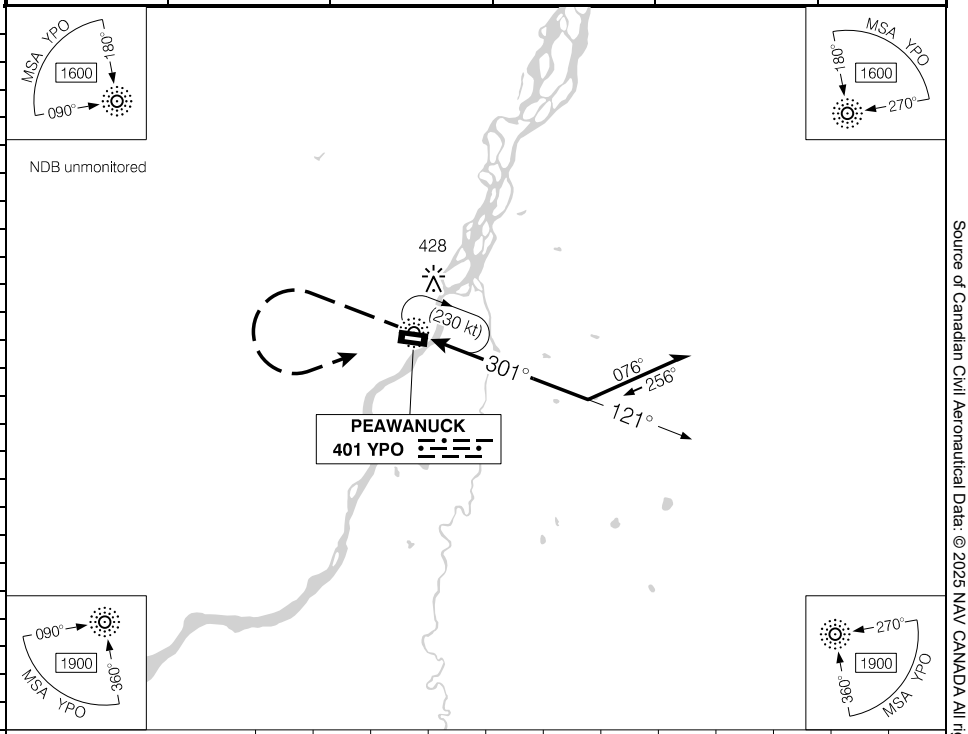
NDB RWY 29

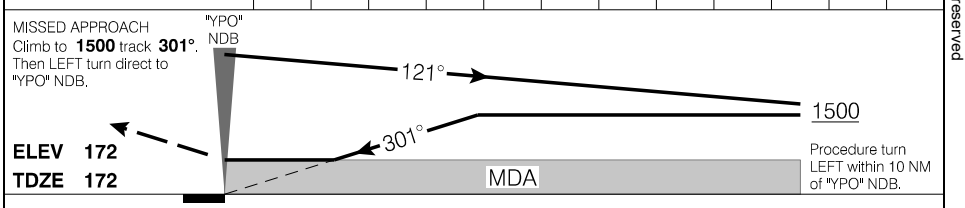
545917N 0852636W VAR 10°W

CYPO

AWOS – **128.52**		TFC – **122.8** ATF		ARCAL 122.8(K)
SAFE ALT 100 NM **2100**	NDB YPO **401**	APCH CRS **301°**		LDA **3520**

ARCAL 122.8(K) — Ap AS · · — 13.2°





CATEGORY	A	B	C	D
NDB	**700**	(528)	1¾	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

NDB RWY 29

CYPO

EFF 5 OCT 23

Canada Air Pilot
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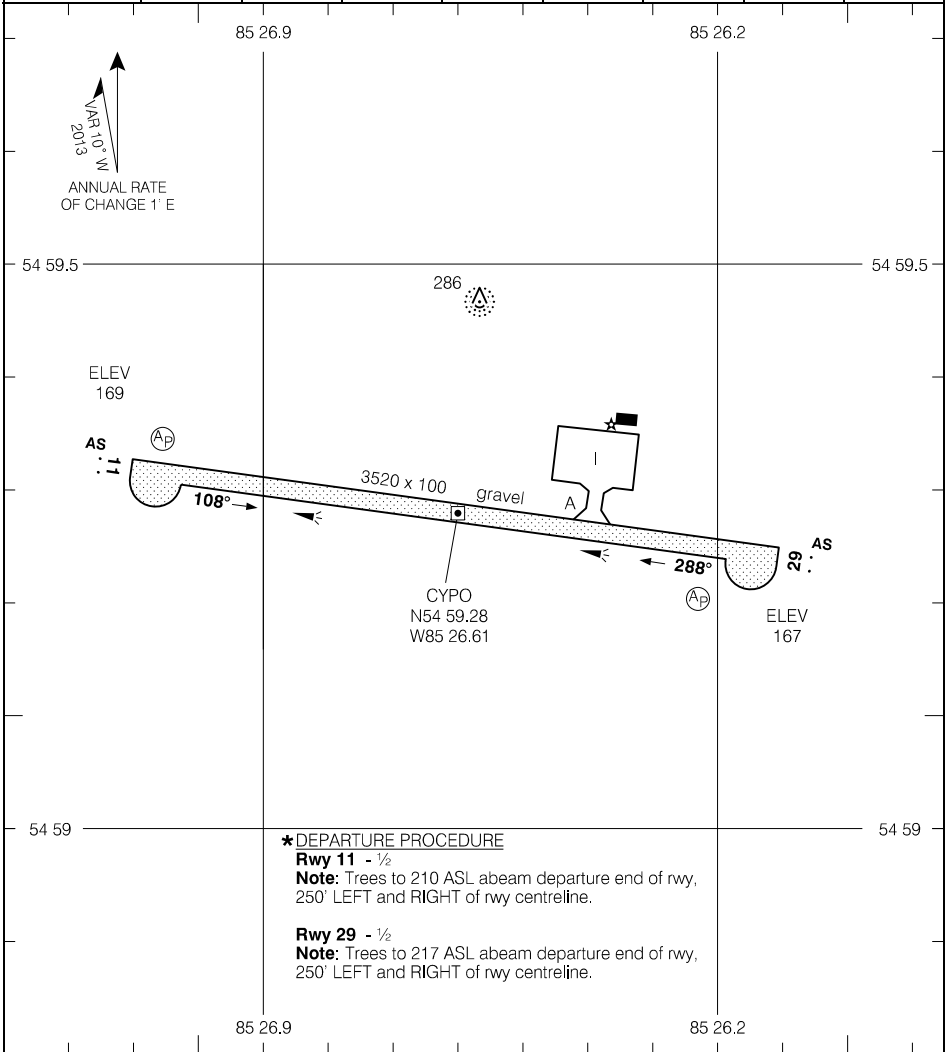
PEAWANUCK, ON

AERODROME CHART

CYPO

AWOS – **128.52**		TFC – **122.8** ATF	RADIO London – **123.27**

DECL DISTS	11	29
TORA	3520	3520
TODA	3520	3520
ASDA	3520	3520
LDA	3520	3520



*DEPARTURE PROCEDURE

Rwy 11 - ½
Note: Trees to 210 ASL abeam departure end of rwy, 250' LEFT and RIGHT of rwy centreline.

Rwy 29 - ½
Note: Trees to 217 ASL abeam departure end of rwy, 250' LEFT and RIGHT of rwy centreline.

TAKE-OFF MINIMA
All Rwys: *

SCALE IN FEET
1000 0 1000

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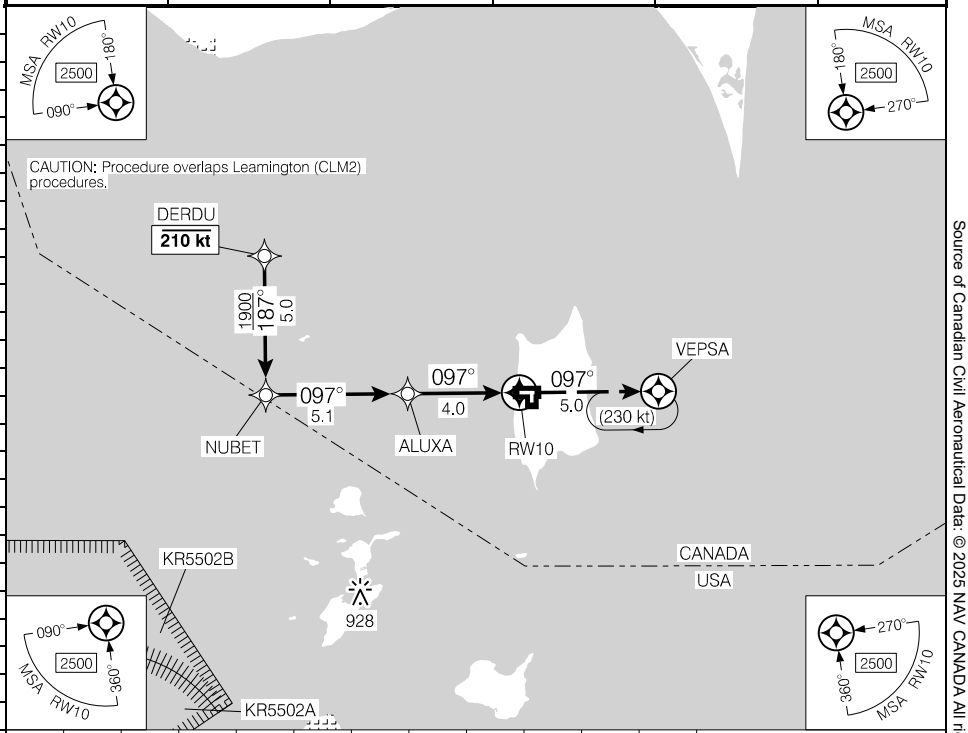
PELEE ISLAND, ON

RNAV (GNSS) RWY 10

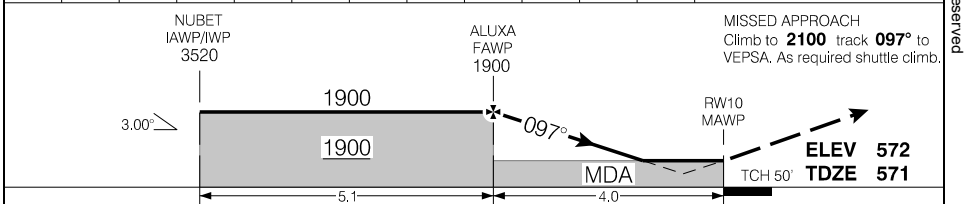
414639N 0824041W VAR 8°W

CYPT

	CTR Cleveland – **126.35** **360.0**	TFC – **123.2** ATF		ARCAL 123.2(K)*
SAFE ALT 100 NM **3100**	WAAS **Ch 80908** W10A	APCH CRS **097°**	MIN ALT ALUXA **1900**	LDA **3303**



			9.1	8	7	6	5	**4.0**	3	2	1.4	DIST FROM RW10
			3520	3170	2850	2530	2210	**1900**	1580	1260	1080	ALT (3.00° APCH PATH)



RASS: Use CYQG. When using CYCK add **20'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**1071**	(500)	1¾	NOT AUTHORIZED
LNAV	**1080**	(509)	1½	NOT AUTHORIZED

RNAV (GNSS) RWY 10

CYPT

EFF 21 MAR 24

Canada Air Pilot
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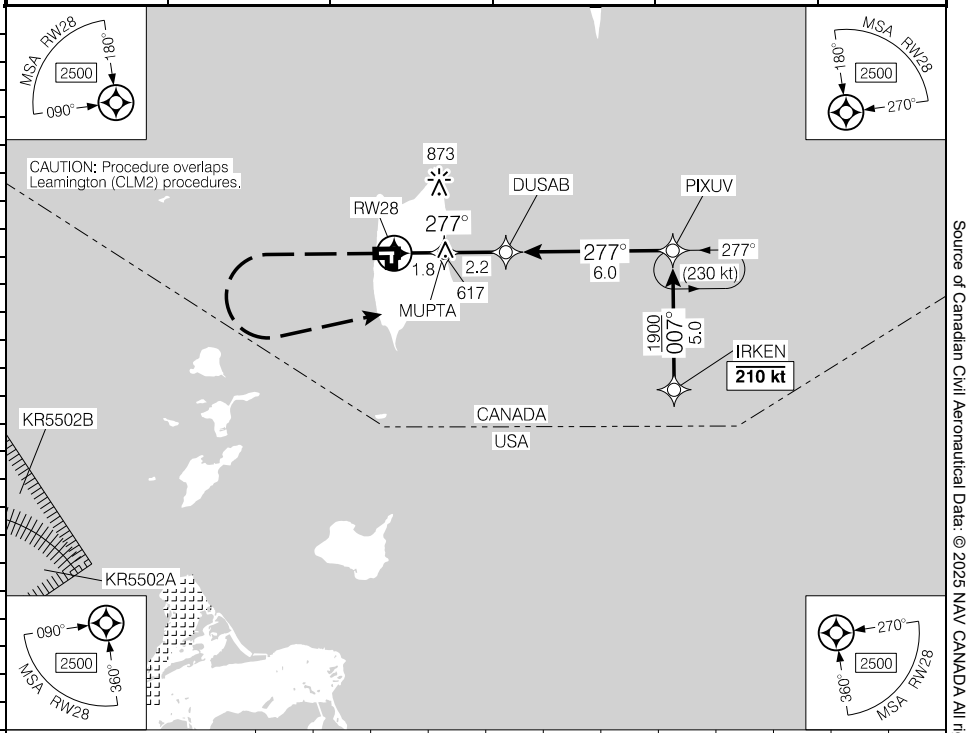
PELEE ISLAND, ON

RNAV (GNSS) RWY 28

414639N 0824041W VAR 8°W

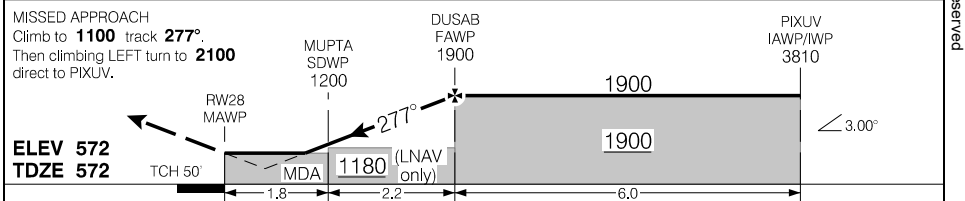
CYPT

	CTR Cleveland – **126.35** **360.0**		TFC – **123.2** ATF		ARCAL 123.2(K)* AS · · Ⓐp
SAFE ALT 100 NM **3100**	WAAS **Ch 80909** W28A	APCH CRS **277°**	MIN ALT DUSAB **1900**	LDA **3303**	



DIST FROM RW28	1.4	2	3	**4.0**	5	6	7	8	9	10		
ALT (3.00° APCH PATH)	1080	1260	1580	**1900**	2210	2530	2850	3170	3490	3810		

MISSED APPROACH
Climb to **1100** track **277°**.
Then climbing LEFT turn to **2100** direct to PIXUV.



RASS: Use CYQG. When using CYCK add **20'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**1072**	(500)	1¾	NOT AUTHORIZED
LNAV	**1080**	(508)	1½	NOT AUTHORIZED

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Canada Air Pilot
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PELEE ISLAND, ON

AERODROME CHART

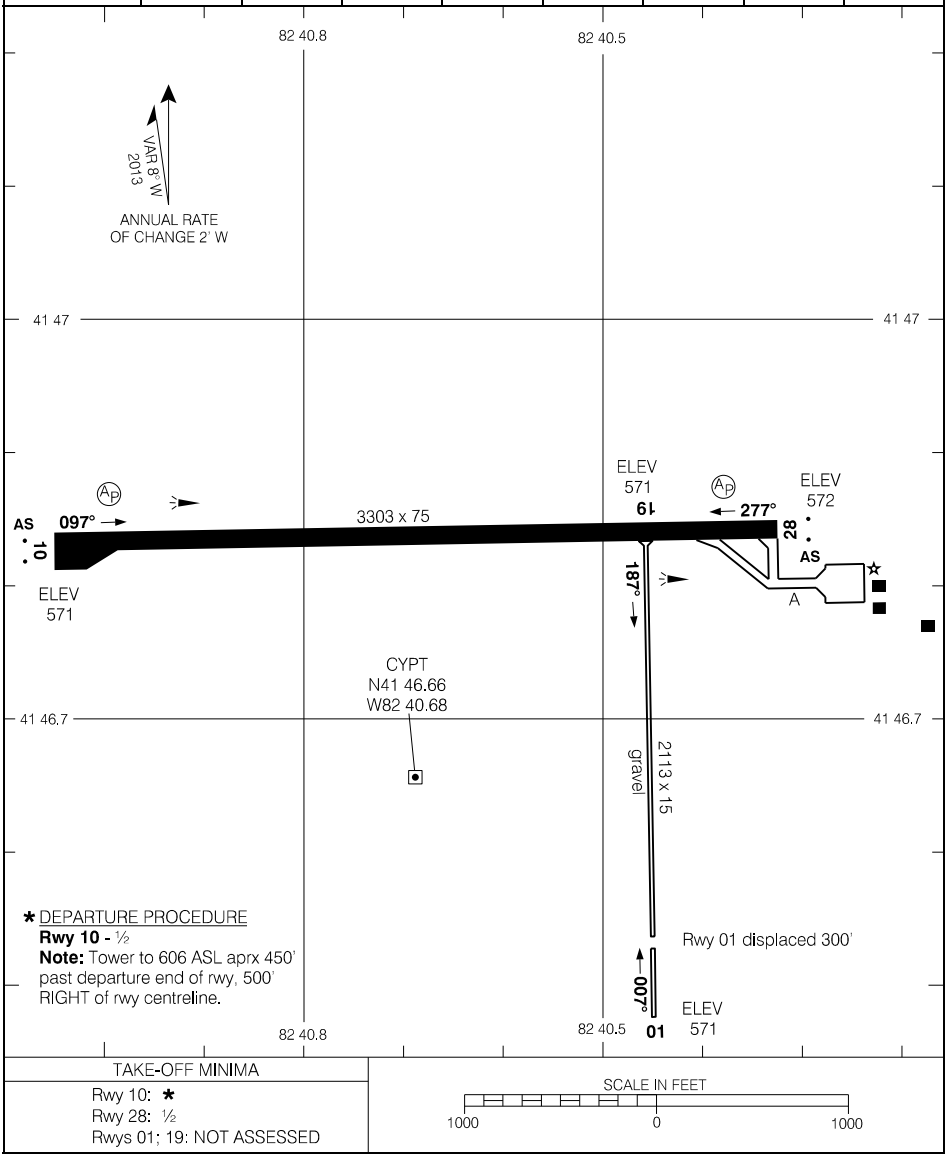
CYPT

CTR Cleveland – **126.35 360.0**

TFC – **123.2**

ATF

DECL DISTS	10	28	01	19				
TORA	3303	3303	2113	2113				
TODA	3303	4203	2113	2113				
ASDA	3303	3303	2113	2113				
LDA	3303	3303	1813	2113				



✱ DEPARTURE PROCEDURE

Rwy 10 - ½

Note: Tower to 606 ASL aprx 450' past departure end of rwy, 500' RIGHT of rwy centreline.

TAKE-OFF MINIMA
Rwy 10: ✱
Rwy 28: ½
Rwys 01; 19: NOT ASSESSED

SCALE IN FEET

1000 0 1000

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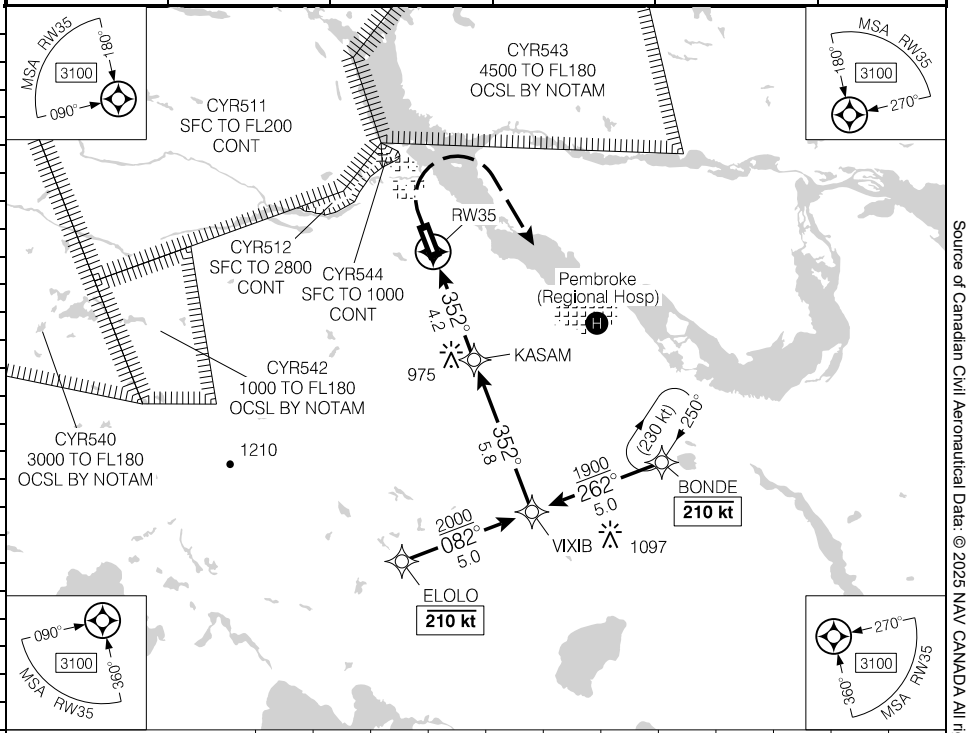
PEMBROKE, ON

RNAV (GNSS) RWY 35

455152N 0771505W VAR 13°W

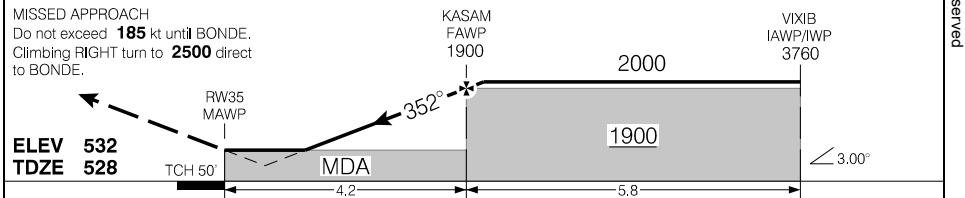
CYTA

	CTR Montreal – **135.2**	ADVSY Petawawa – **126.4** **250.1** UNICOM – **122.8** (AU) ATF		ARCAL 122.8(K)* AD-AS
SAFE ALT 100 NM **4400**	WAAS **Ch 81084** W35A	APCH CRS **352°**	MIN ALT KASAM **1900**	LDA **5000**



DIST FROM RW35	1.4	2	3	4	**4.5**	6	7	8	9	10		
ALT (3.03° APCH PATH)	1020	1210	1530	1850	**2000**	2490	2810	3130	3440	3760		

MISSED APPROACH
Do not exceed **185** kt until BONDE.
Climbing RIGHT turn to **2500** direct to BONDE.



RASS: When using CYWA add **30'**. When using CYOW add **190'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**776**	(250)	1	
LNAV	**1020**	(494)	1½	

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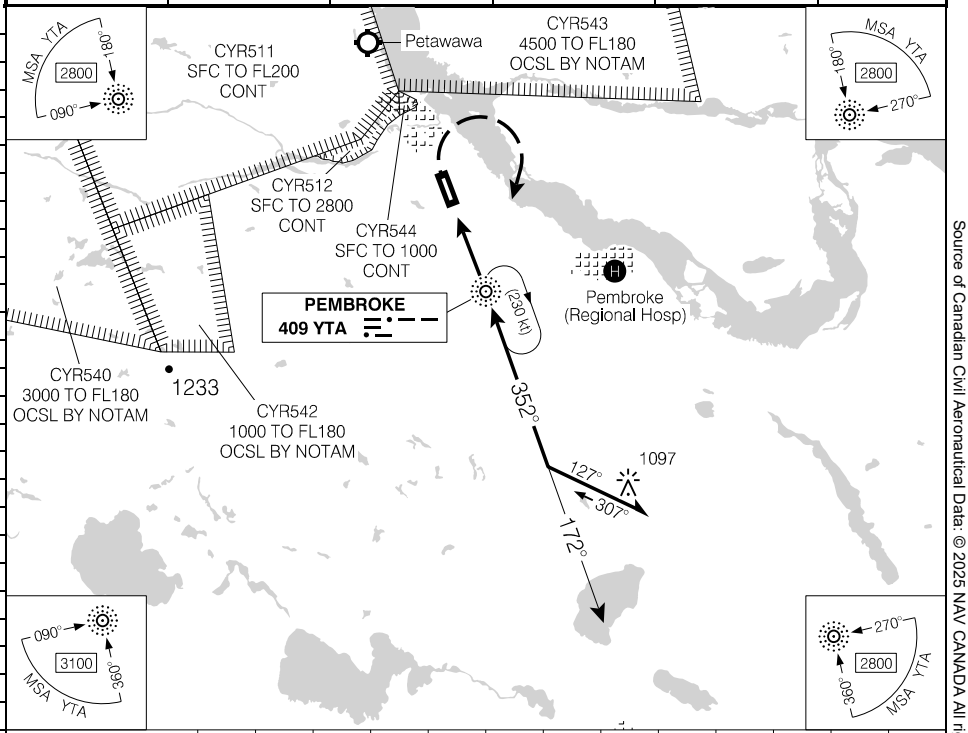
PEMBROKE, ON

NDB RWY 35

455152N 0771505W VAR 13°W

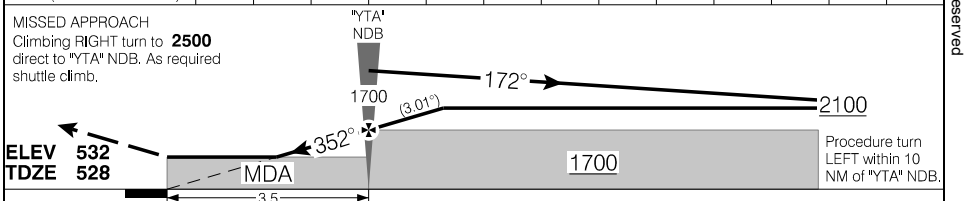
CYTA

	CTR Montreal – **135.2**	ADVSY Petawawa – **126.4** **250.1** UNICOM – **122.8** (AU) ATF		ARCAL 122.8(K)
SAFE ALT 100 NM **4400**	NDB YTA **409**	APCH CRS **352°**	MIN ALT YTA **1700**	LDA **5000**



DIST FROM MAP	1.9	2	3	4	**4.8**	6	7	8	9	10	11	12	13.5
ALT (3.01° APCH PATH)	1180	1220	1530	1850	**2100**	2490	2810	3130	3450	3770	4090	4410	4900

MISSED APPROACH
Climbing RIGHT turn to **2500** direct to "YTA" NDB. As required shuttle climb.



RASS: When using CYWA add **30'**. When using CYOW add **190'**.

"YTA" NDB to MAP 3.5 NM

Knots	ft/min	Min:Sec
70	370	**3:00**
90	480	**2:20**
110	580	**1:55**
130	690	**1:37**
150	800	**1:24**

CATEGORY	A	B	C	D
NDB	**1180**	(652)	2	
C CIRCLING	**1180**	(648)	2	NOT AUTHORIZED

NDB RWY 35

EFF 27 NOV 25

CYTA

Canada Air Pilot
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Departure Route Description

Rwy 17:
1. Climb hdg **172°** to **1100**. Continue climbing direct to AGNEX.
2. Maintain **3400** or as assigned.
3. At AGNEX, hold NE on **290°** INBD track all turns RIGHT. Do not exceed 230 kt.
4. Expect further clearance 10 minutes after take off.

Note: Trees to 623 ASL aprx 850' past departure end of rwy, 300' LEFT and RIGHT of centreline.

Rwy 35:
1. Requires a minimum climb gradient of **280** ft/NM to **1100**. Do not exceed 210 kt until AGNEX. Climb hdg **352°** to **1100**. Climbing RIGHT turn direct to AGNEX.
2. Maintain **3400** or as assigned.
3. At AGNEX, hold NE on **290°** INBD track all turns RIGHT. Do not exceed 230 kt.
4. Expect further clearance 10 minutes after take off.

Note: Trees to 623 ASL aprx 0.2 NM past departure end of rwy, 600' LEFT of centreline.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
280 FT/NM	420	560	660	750	840	940	1170	1400

Communication Failure

On recognition of failure 10 minutes or less after take-off and in IFR weather conditions proceed as follows:

1. Select transponder 7600;
2. Proceed directly on course 5 minutes after selecting 7600, then;
3. Climb to flight planned altitude.

Note: If communication failure occurs more than 10 minutes after take-off, comply with appropriate procedures for enroute communications failure.

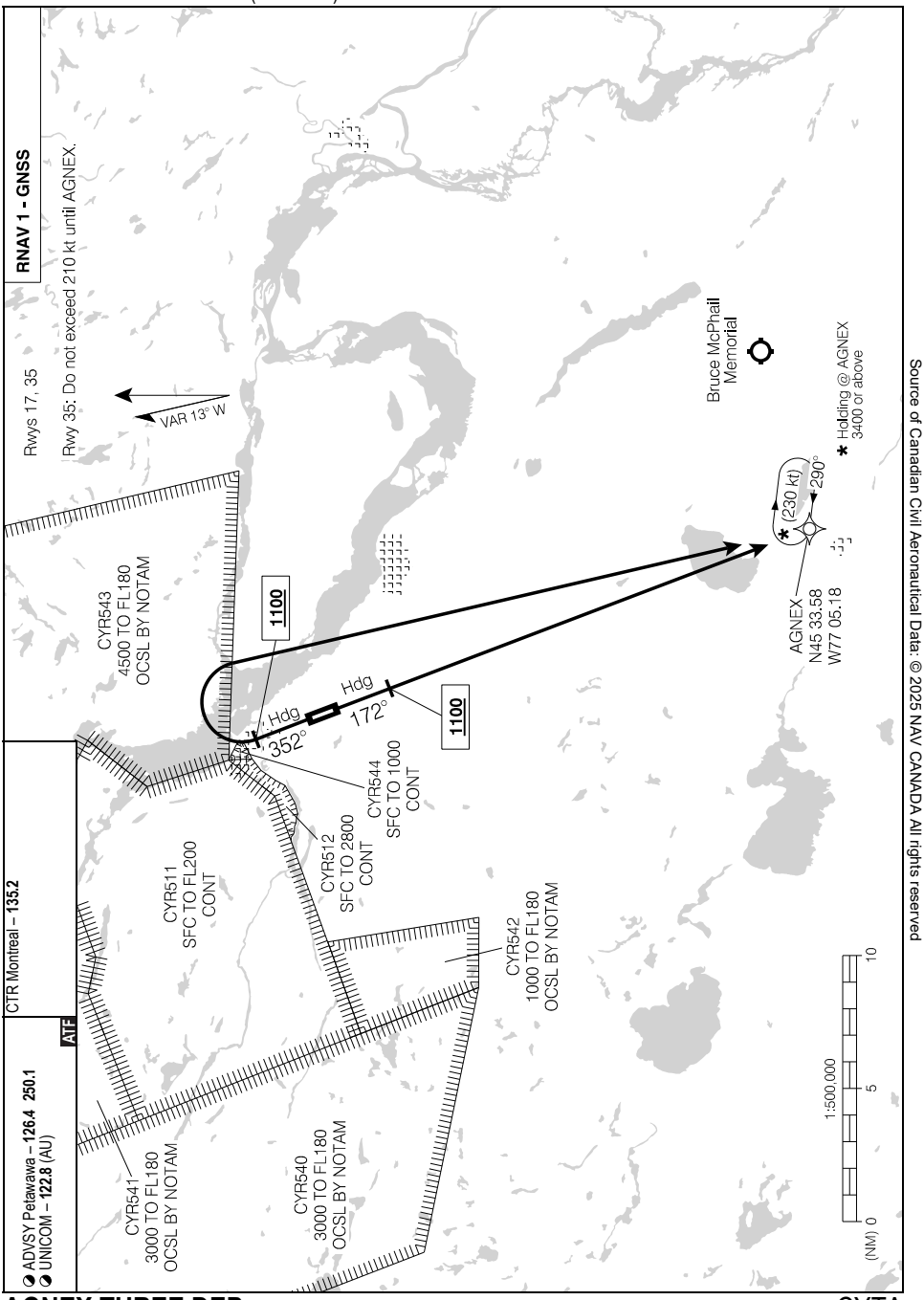
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SID (RNAV)

AGNEX THREE DEP (AGNEX3.)

PEMBROKE, ON

CYTA



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AGNEX THREE DEP (AGNEX3.)

CYTA

EFF 26 DEC 24

PEMBROKE, ON

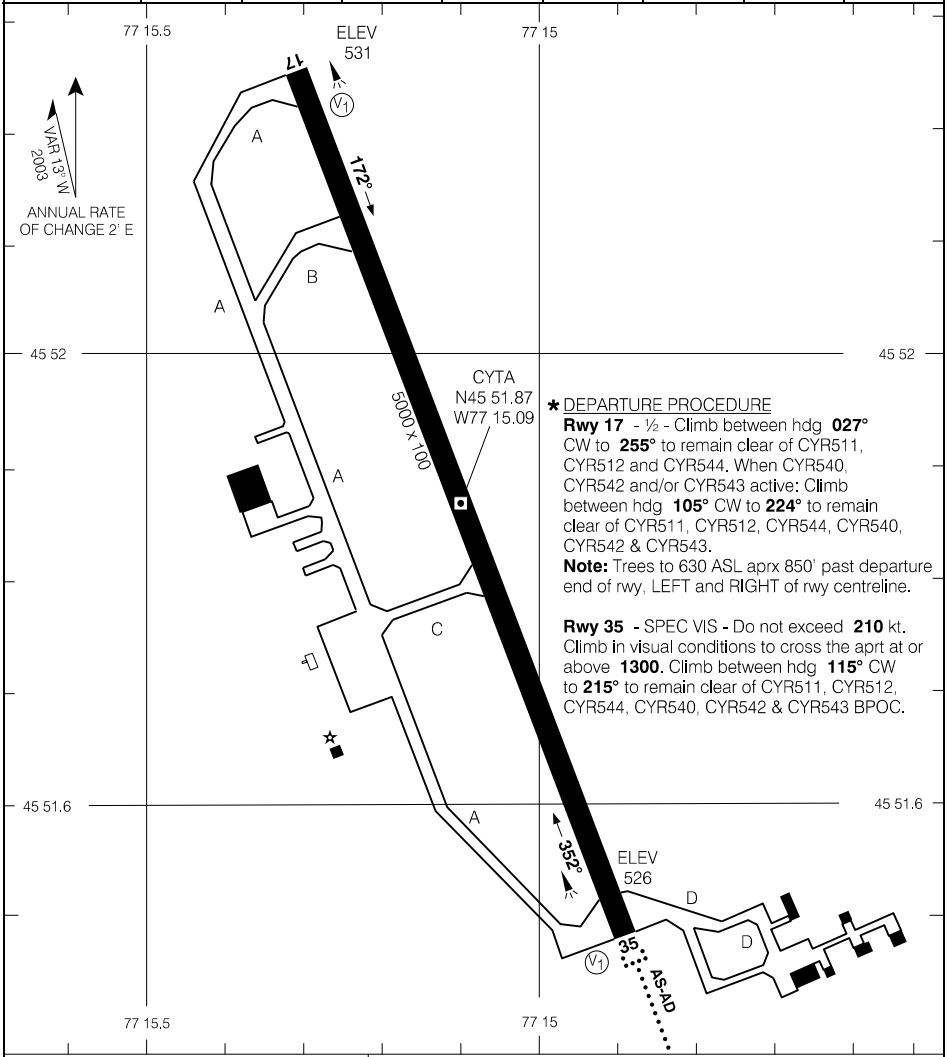
AERODROME CHART

CYTA

ADVSY Petawawa – **126.4** **250.1**
UNICOM – **122.8** (AU)
ATF

CTR Montreal – **135.2**

DECL DISTS	17	35
TORA	5000	5000
TODA	5700	5900
ASDA	5000	5000
LDA	5000	5000



* DEPARTURE PROCEDURE

Rwy 17 - ½ - Climb between hdg **027°** CW to **255°** to remain clear of CYR511, CYR512 and CYR544. When CYR540, CYR542 and/or CYR543 active: Climb between hdg **105°** CW to **224°** to remain clear of CYR511, CYR512, CYR544, CYR540, CYR542 & CYR543.
Note: Trees to 630 ASL aprx 850' past departure end of rwy, LEFT and RIGHT of rwy centreline.

Rwy 35 - SPEC VIS - Do not exceed **210** kt. Climb in visual conditions to cross the aprt at or above **1300**. Climb between hdg **115°** CW to **215°** to remain clear of CYR511, CYR512, CYR544, CYR540, CYR542 & CYR543 BPOC.

TAKE-OFF MINIMA
Rwys 17, 35: *

SCALE IN FEET
1000 0 1000

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Canada Air Pilot
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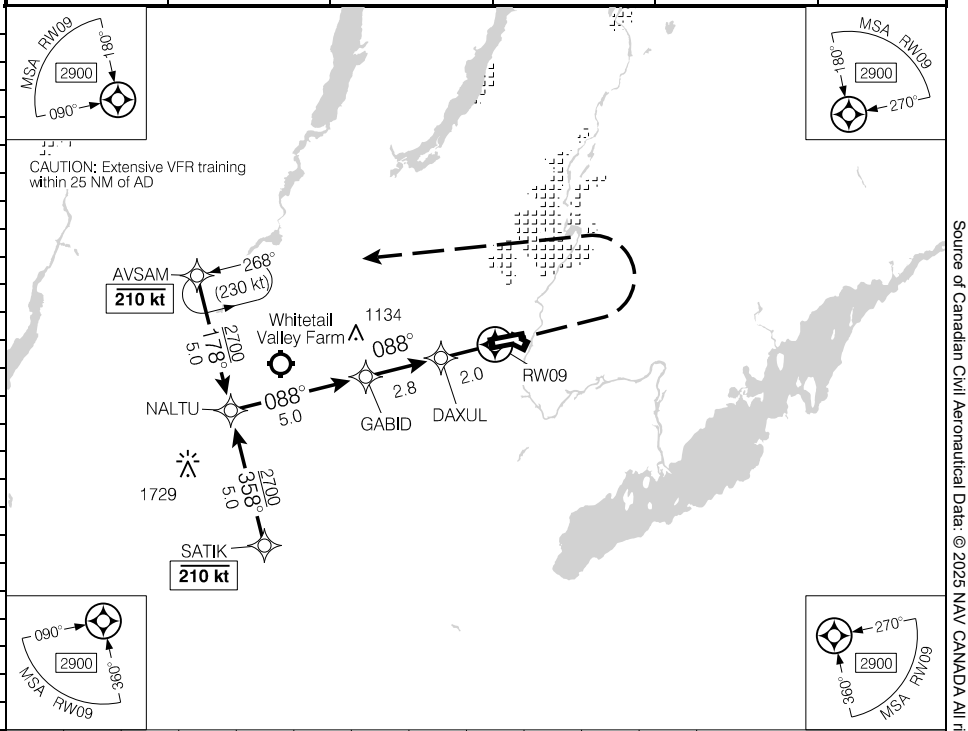
PETERBOROUGH, ON

RNAV (GNSS) RWY 09

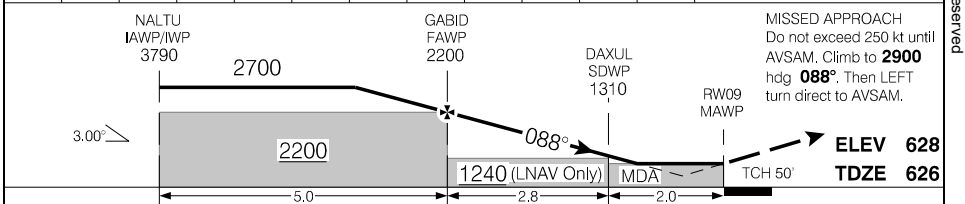
441350N 0782147W VAR 12°W

CYPQ

AWOS – **126.92**	CTR Toronto – **134.25**	UNICOM – **123.0** MF		ARCAL 123.0(K)
SAFE ALT 100 NM **4900**	WAAS **Ch 80475** W09A	APCH CRS **088°**	MIN ALT GABID **2200**	LDA **7005**



DIST FROM RW09	9.8	9	8	7	**6.4**	5	4	3	2	1.5
ALT (3.00° APCH PATH)	3790	3540	3220	2900	**2700**	2270	1950	1630	1310	1140



RASS: When using CYOO add **90'**. When using CYTR add **130'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**1125**	(500)	1¾	
LNAV	**1140**	(515)	1½	

RNAV (GNSS) RWY 09 CYPQ

EFF 5 SEP 24

Canada Air Pilot
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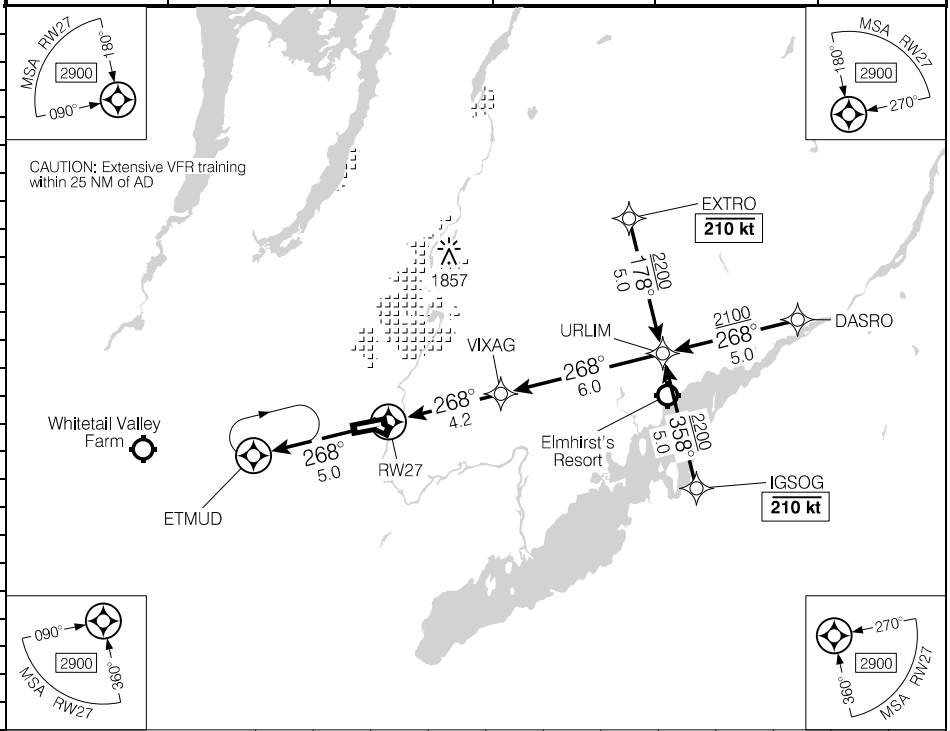
PETERBOROUGH, ON

RNAV (GNSS) RWY 27

441350N 0782147W VAR 12°W

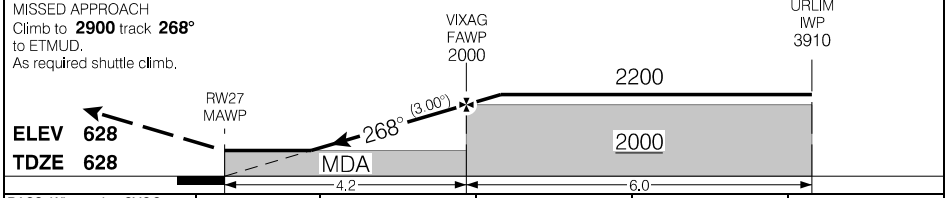
CYPQ

AWOS – **126.92**	CTR Toronto – **134.25**	◕ UNICOM – **123.0** MF		ARCAL 123.0(K) Ⓟ2 AS. .
SAFE ALT 100 NM **4900**	RNAV	APCH CRS **268°**	MIN ALT VIXAG **2000**	LDA **7005**



DIST FROM RW27	1.5	2	3	4	**4.8**	6	7	8	9	10.2
ALT (3.00° APCH PATH)	1140	1310	1630	1950	**2200**	2590	2900	3220	3540	3910

MISSED APPROACH
Climb to **2900** track **268°**
to ETMUD.
As required shuttle climb.



RASS: When using CYOO add **90'**. When using CYTR add **130'**.

CATEGORY	A	B	C	D
LNAV	**1140**		(516)	1½

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 27

CYPQ

EFF 25 JAN 24

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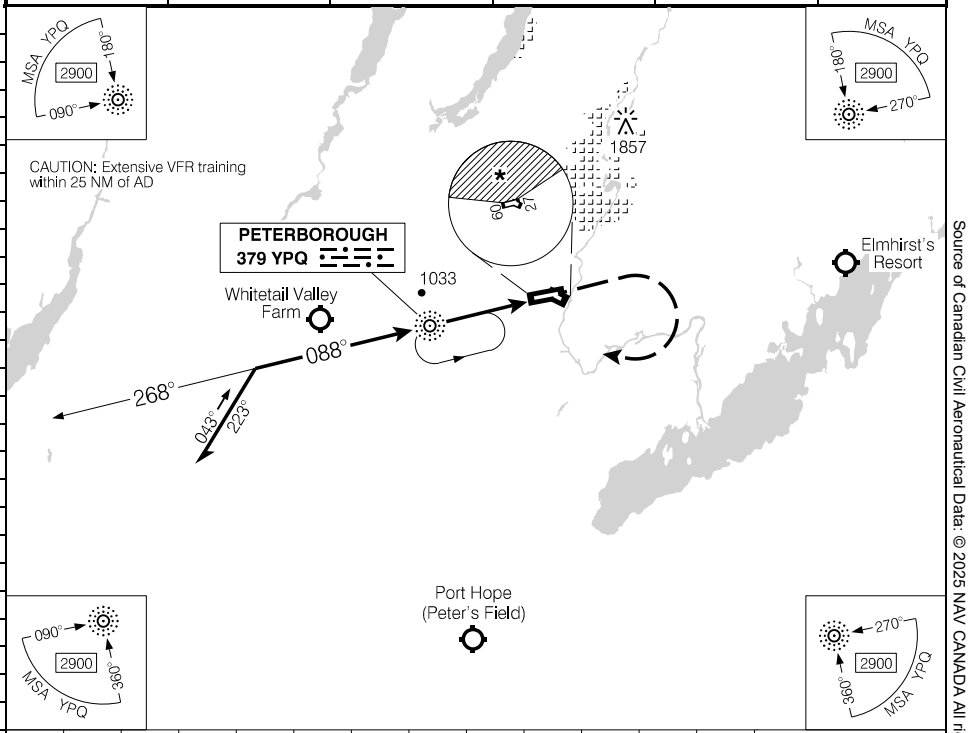
PETERBOROUGH, ON

NDB RWY 09

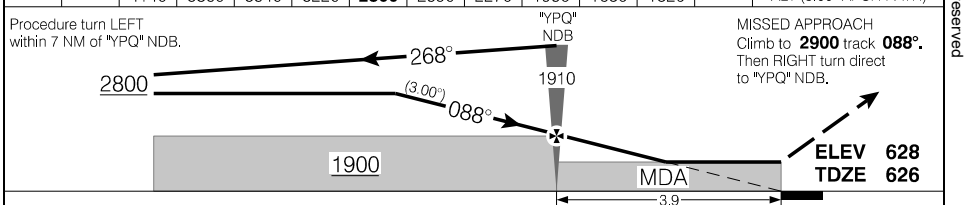
441350N 0782147W VAR 12°W

CYPQ

AWOS – **126.92**	CTR Toronto – **134.25**	UNICOM – **123.0** MF			ARCAL 123.0(K)
SAFE ALT 100 NM **4900**	NDB YPQ **379**	APCH CRS **088°**	MIN ALT YPQ **1900**	LDA **7005**	



		10.9	10	9	8	**6.7**	6	5	4	3	2.0	DIST FROM MAP
		4140	3860	3540	3220	**2800**	2590	2270	1950	1630	1320	ALT (3.00° APCH PATH)



RASS: When using CYOO add **90'**. When using CYTR add **130'**.

"YPQ" NDB to MAP 3.9 NM

Knots	ft/min	Min:Sec
70	370	**3:21**
90	480	**2:36**
110	580	**2:08**
130	690	**1:48**
150	800	**1:34**

CATEGORY	A	B	C	D
NDB	**1320** (694) 2			
CIRCLING	**1320** (692) 2			*__1320__ (692) 2

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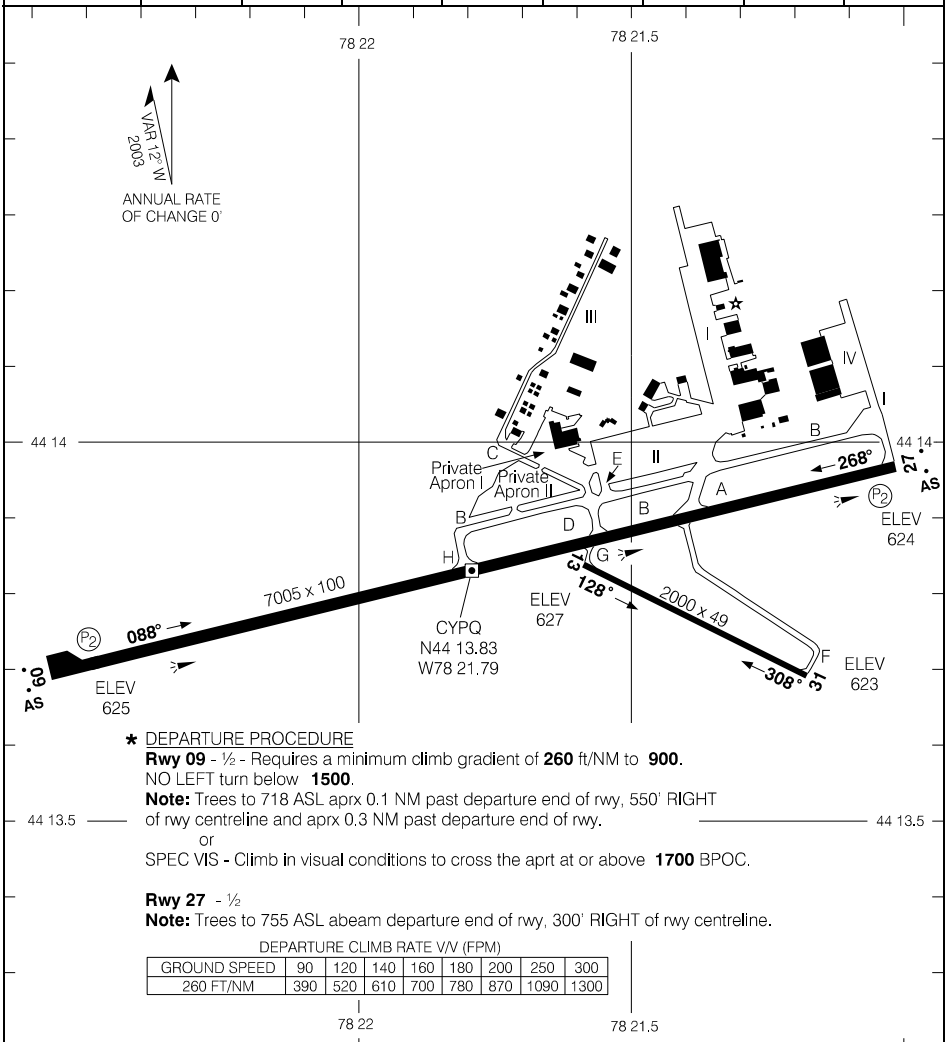
PETERBOROUGH, ON

AERODROME CHART

CYPQ

AWOS – **126.92**	UNICOM – **123.0** MF	CTR Toronto – **134.25**

DECL DISTS	09	27	13	31				
TORA	7005	7005	2000	2000				
TODA	7300	7300	2000	2000				
ASDA	7005	7005	2000	2000				
LDA	7005	7005	2000	2000				



* DEPARTURE PROCEDURE

Rwy 09 - ½ - Requires a minimum climb gradient of **260** ft/NM to **900**.
NO LEFT turn below **1500**.
Note: Trees to 718 ASL aprx 0.1 NM past departure end of rwy, 550' RIGHT of rwy centreline and aprx 0.3 NM past departure end of rwy.
or
SPEC VIS - Climb in visual conditions to cross the aprt at or above **1700** BPOC.

Rwy 27 - ½
Note: Trees to 755 ASL abeam departure end of rwy, 300' RIGHT of rwy centreline.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
260 FT/NM	390	520	610	700	780	870	1090	1300

TAKE-OFF MINIMA

Rwys 09; 27: *
Rwys 13; 31: NOT ASSESSED

SCALE IN FEET
1000 0 1000 2000

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AERODROME CHART CYPQ

EFF 21 MAR 24

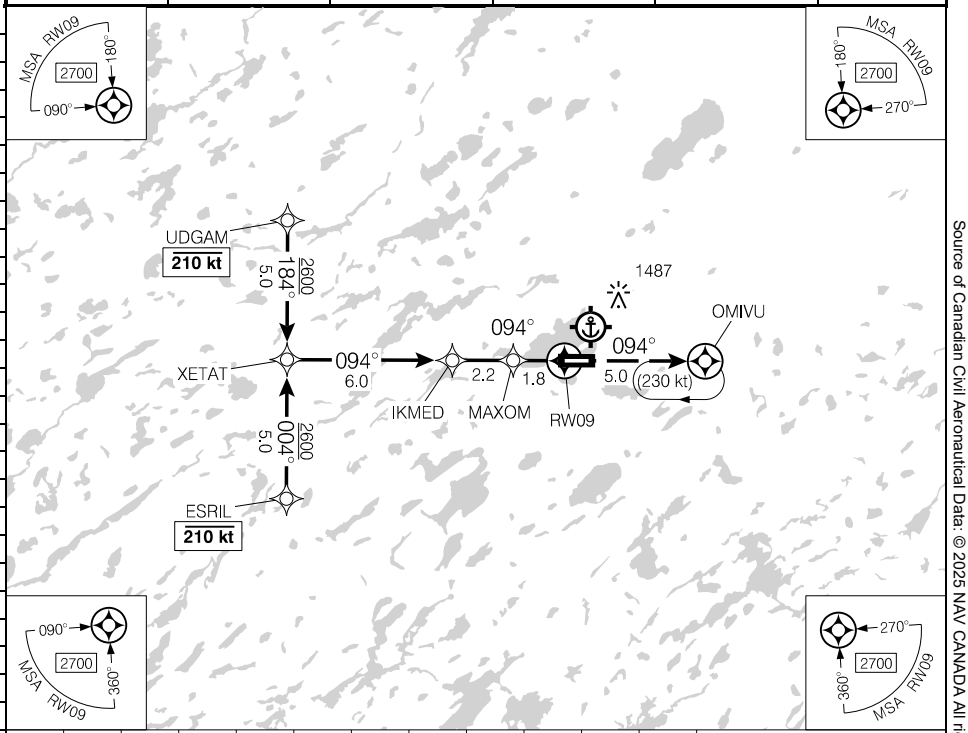
PICKLE LAKE, ON

RNAV (GNSS) RWY 09

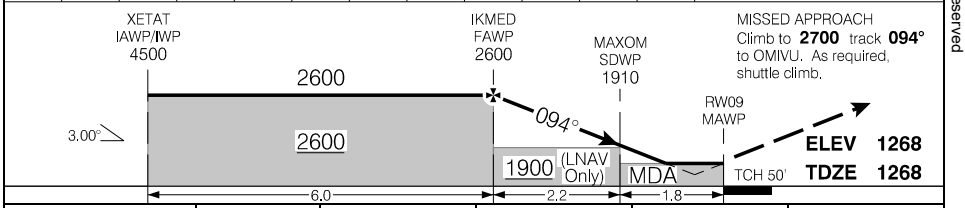
512647N 0901249W VAR 4°W

CYPL

AWOS – **127.67**		◔ RADIO Thunder Bay – **122.2** ◔ TFC – **122.2** MF		ARCAL 122.2(K) P1
SAFE ALT 100 NM **3000**	WAAS **Ch 80585** W09A	APCH CRS **094°**	MIN ALT IKMED **2600**	LDA **5217**



		10	9	8	7	6	5	**4.0**	3	2	1.0	DIST FROM RW09
		4500	4180	3870	3550	3230	2910	**2600**	2270	1950	1640	ALT (3.00° APCH PATH)



CATEGORY	A	B	C	D
LPV	**1519**	(250)	1	
LNAV/VNAV (min. -21°C, max. 54°C)	**1543**	(275)	1	
LNAV	**1640**	(372)	1¼	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 09 CYPL

EFF 8 SEP 22

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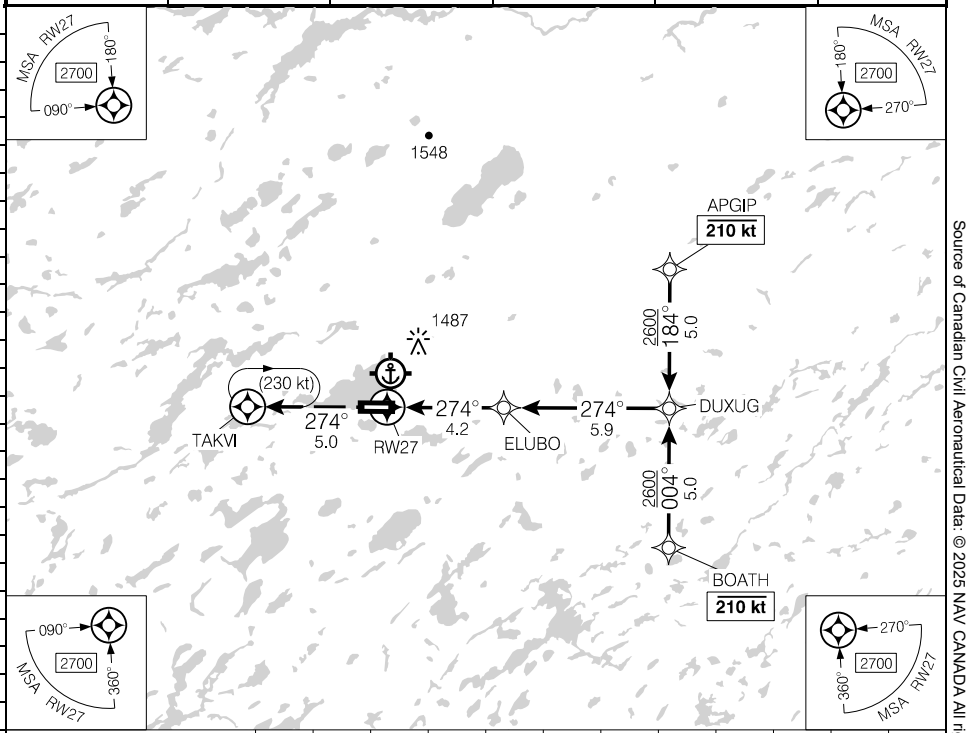
PICKLE LAKE, ON

RNAV (GNSS) RWY 27

512647N 0901249W VAR 4°W

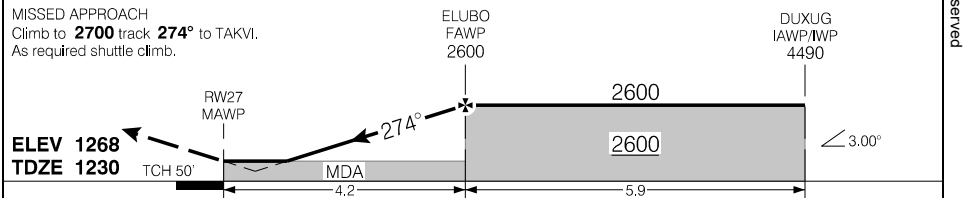
CYPL

AWOS – **127.67**		◔ RADIO Thunder Bay – **122.2** ◔ TFC – **122.2** MF		ARCAL 122.2(K) P1
SAFE ALT 100 NM **3000**	WAAS **Ch 80586** W27A	APCH CRS **274°**	MIN ALT ELUBO **2600**	LDA **5217**



DIST FROM RW27	1.1	2	3	**4.2**	5	6	7	8	9	10.1		
ALT (3.00° APCH PATH)	1640	1910	2230	**2600**	2870	3190	3510	3820	4140	4490		

MISSED APPROACH
Climb to **2700** track **274°** to TAKVI.
As required shuttle climb.



CATEGORY	A	B	C	D
LPV	**1477**	(250)	1	
LNAV/VNAV (min. -21°C, max. 54°C)	**1665**	(438)	1½	
LNAV	**1640**	(413)	1¼	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 27

CYPL

EFF 8 SEP 22

Canada Air Pilot
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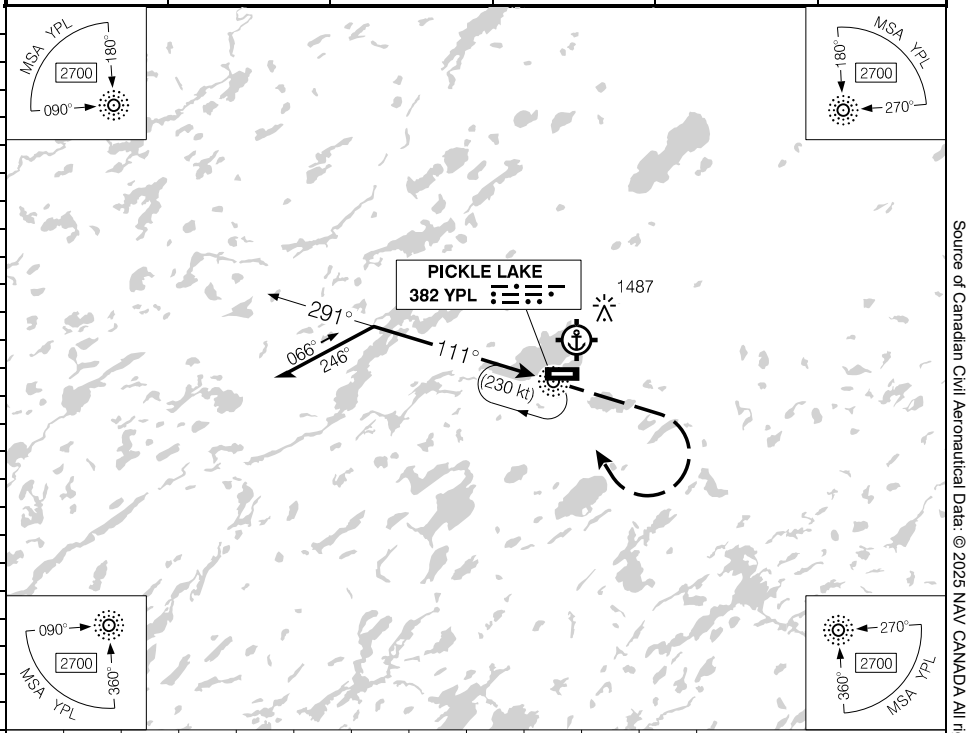
PICKLE LAKE, ON

NDB RWY 09

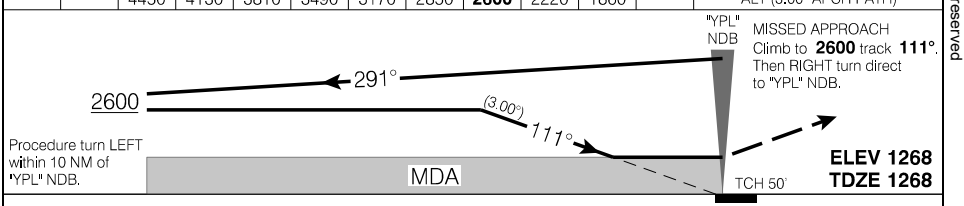
512647N 0901249W VAR 4°W

CYPL

AWOS – **127.67**		RADIO Thunder Bay – **122.2** TFC – **122.2** MF		ARCAL 122.2(K) P1 17.0°
SAFE ALT 100 NM **3000**	NDB YPL **382**	APCH CRS **111°**		LDA **5217**



		10	9	8	7	6	5	**4.2**	3	1.9		DIST FROM "YPL" NDB
		4450	4130	3810	3490	3170	2850	**2600**	2220	1860		ALT (3.00° APCH PATH)



	CATEGORY	A	B	C	D
	NDB	**1860** (592) 1¾			
	C CIRCLING	**1860** (592) 1¾		**1860** (592) 2	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

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NDB RWY 09

CYPL

EFF 8 SEP 22

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

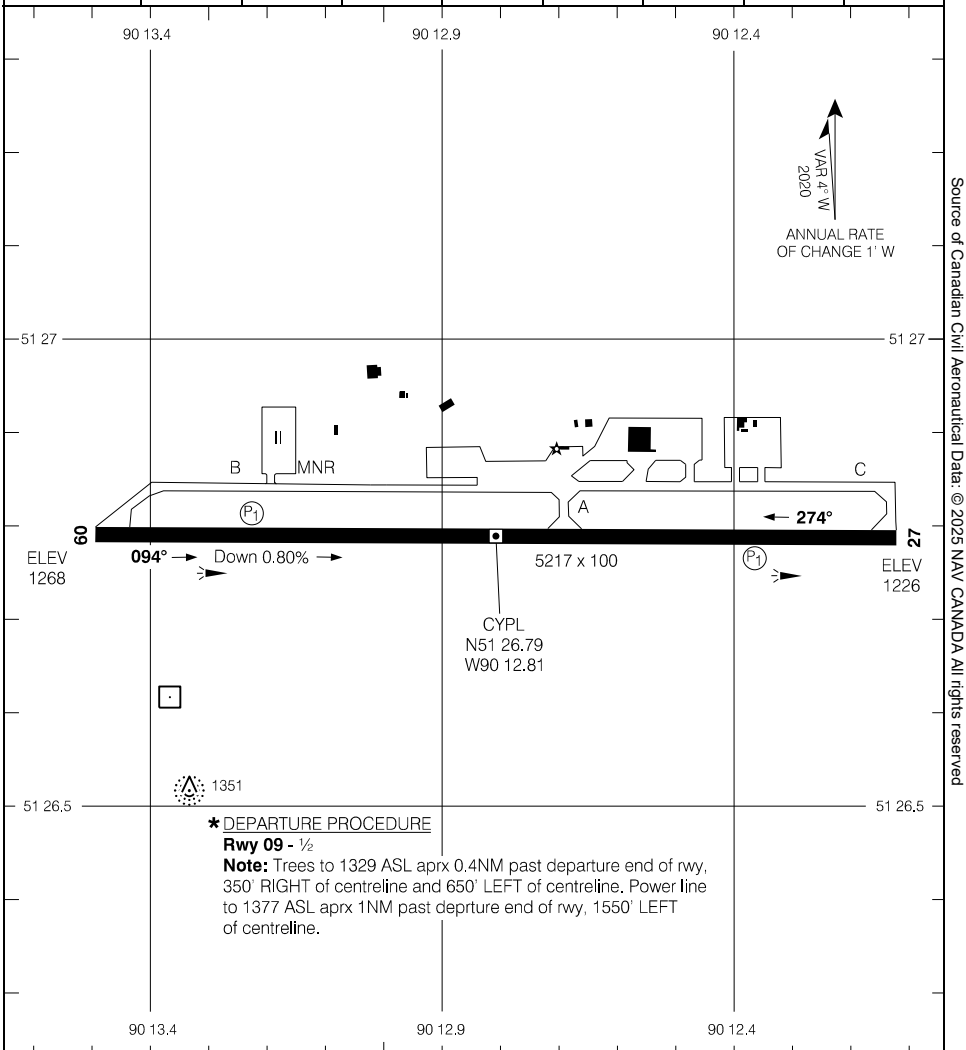
PICKLE LAKE, ON

AERODROME CHART

CYPL

AWOS – **127.67**		RADIO Thunder Bay – **122.2** TFC – **122.2** MF	RADIO London – **123.47**

DECL DISTS	09	27
TORA	5217	5217
TODA	6201	6201
ASDA	5217	5217
LDA	5217	5217



TAKE-OFF MINIMA
Rwy 09: * Rwy 27: ½

SCALE IN FEET
1000 0 1000

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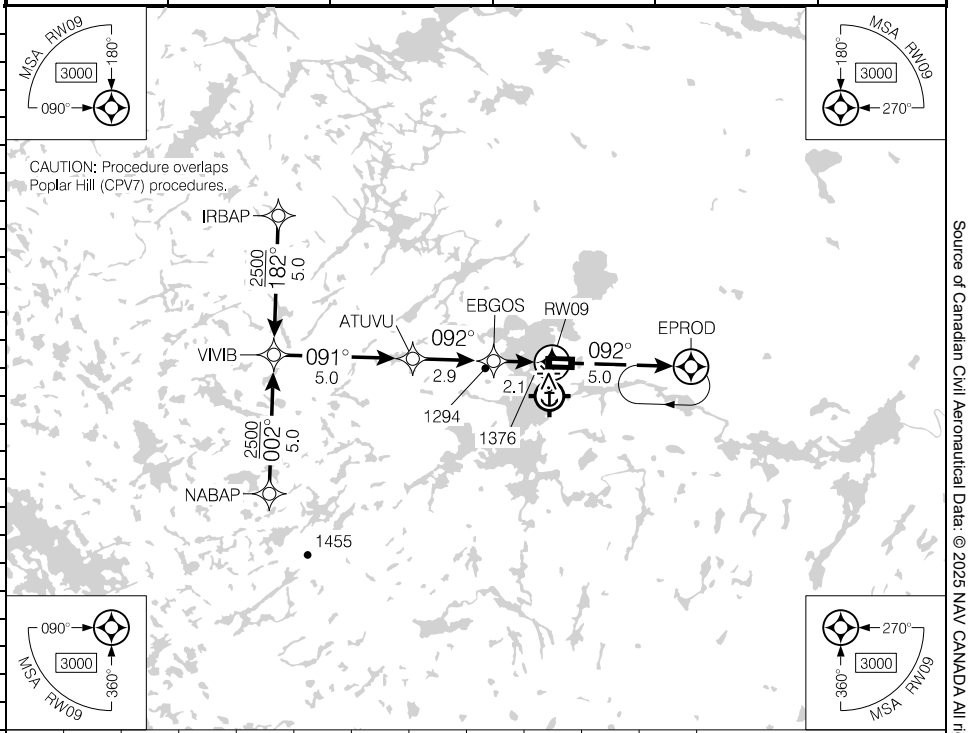
PIKANGIKUM, ON

RNAV (GNSS) RWY 09

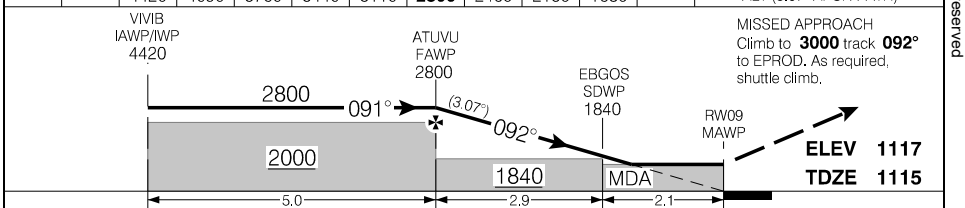
514911N 0935824W VAR 0°

CYPM

	CTR Winnipeg – **135.32**				ARCAL 122.8(K)
		TFC – **122.8** ATF			
SAFE ALT 100 NM **3000**	RNAV	APCH CRS **092°**	MIN ALT ATUVU **2000**	LDA **3508**	



		10	9	8	7	6	**5.0**	4	3	1.6	DIST FROM RW09
		4420	4090	3760	3440	3110	**2800**	2460	2130	1680	ALT (3.07° APCH PATH)



RASS: Use CYRL.

CATEGORY	A	B	C	D
LNAV	**1680**	(565)	1¾	

Knots	ft/min	Min:Sec
70	380	
90	490	
110	600	
130	710	
150	810	

RNAV (GNSS) RWY 09 CYPM

EFF 16 JUL 20

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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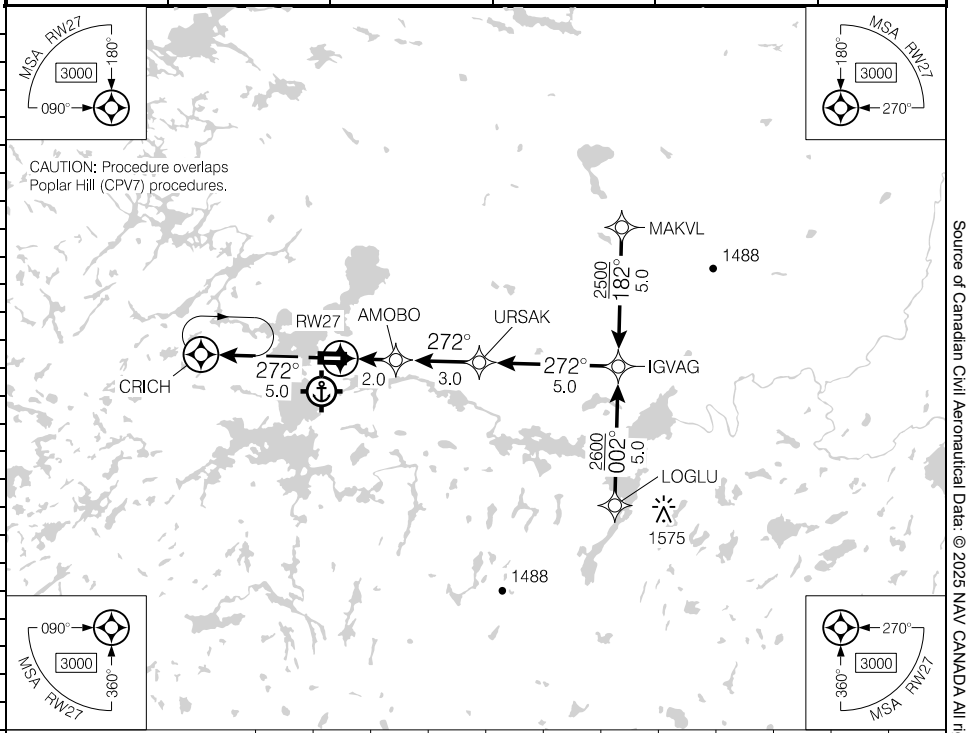
PIKANGIKUM, ON

RNAV (GNSS) RWY 27

514911N 0935824W VAR 0°

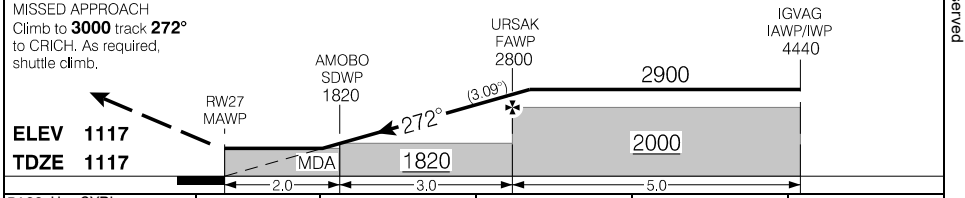
CYPM

	CTR Winnipeg – **135.32**	TFC – **122.8** ATF		ARCAL 122.8(K)
SAFE ALT 100 NM **3000**	RNAV	APCH CRS **272°**	MIN ALT URSAK **2000**	LDA **3508**



DIST FROM RW27		1.7	3	4	**5.3**	6	7	8	9	10		
ALT (3.09° APCH PATH)		1720	2150	2480	**2900**	3130	3460	3790	4120	4440		

MISSED APPROACH
Climb to **3000** track **272°** to CRICH. As required, shuttle climb.



RASS: Use CYRL.

CATEGORY	A	B	C	D
LNAV	**1720**	(603)	1¾	

Knots	ft/min	Min:Sec
70	380	
90	490	
110	600	
130	710	
150	820	

RNAV (GNSS) RWY 27

CYPM

EFF 23 FEB 23

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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PIKANGIKUM, ON

AERODROME CHART

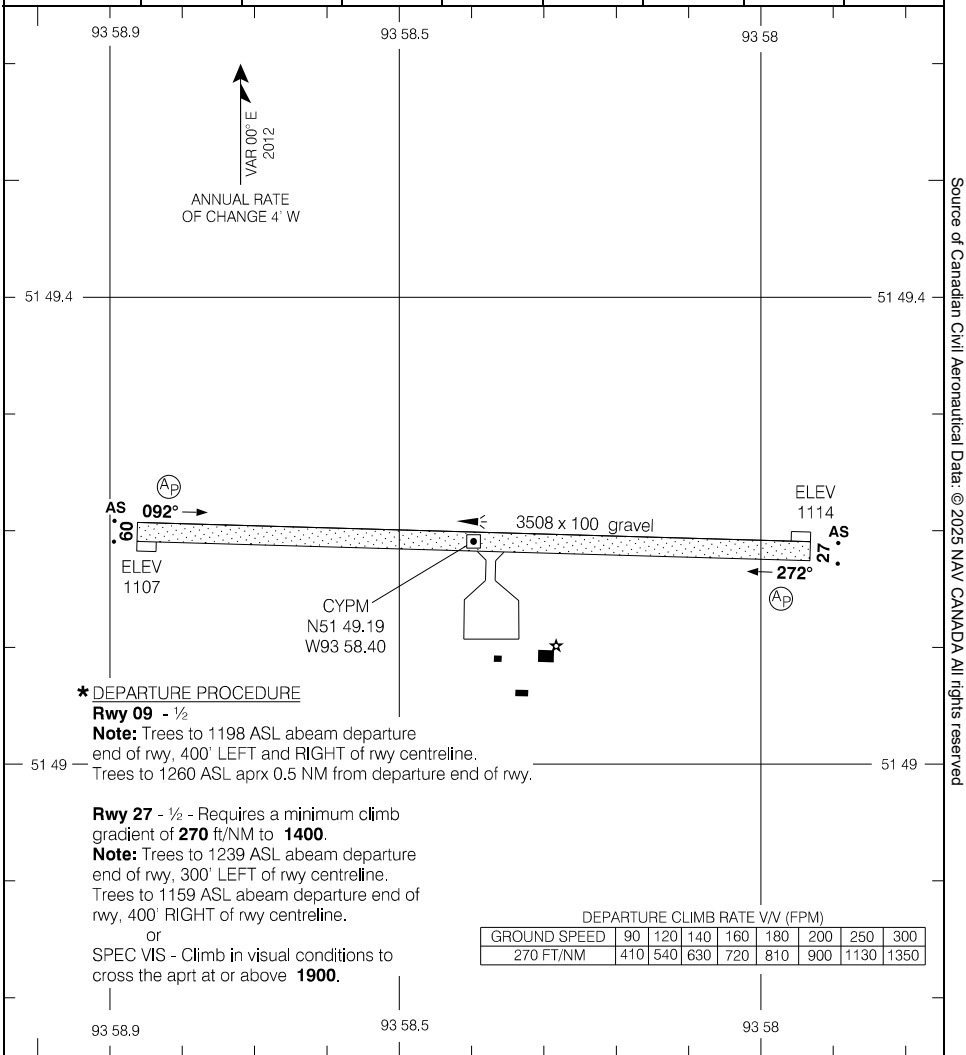
CYPM

CTR Winnipeg – **135.32**

TFC – **122.8**

ATF

DECL DISTS	09	27						
TORA	3508	3508						
TODA	4492	4492						
ASDA	3508	3508						
LDA	3508	3508						



* DEPARTURE PROCEDURE

Rwy 09 - ½

Note: Trees to 1198 ASL abeam departure end of rwy, 400' LEFT and RIGHT of rwy centreline. Trees to 1260 ASL aprx 0.5 NM from departure end of rwy.

Rwy 27 - ½ - Requires a minimum climb gradient of **270** ft/NM to **1400**.

Note: Trees to 1239 ASL abeam departure end of rwy, 300' LEFT of rwy centreline. Trees to 1159 ASL abeam departure end of rwy, 400' RIGHT of rwy centreline.

or

SPEC VIS - Climb in visual conditions to cross the aprt at or above **1900**.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
270 FT/NM	410	540	630	720	810	900	1130	1350

TAKE-OFF MINIMA
Rwys 09; 27:*

SCALE IN FEET

1000 0 1000

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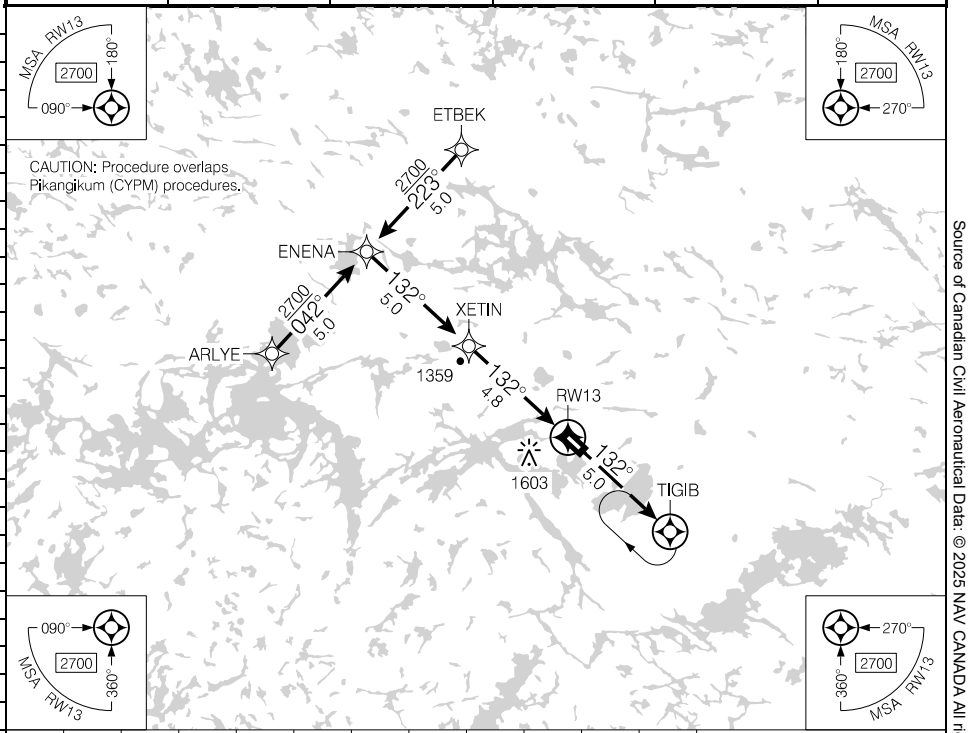
POPLAR HILL, ON

RNAV (GNSS) RWY 13

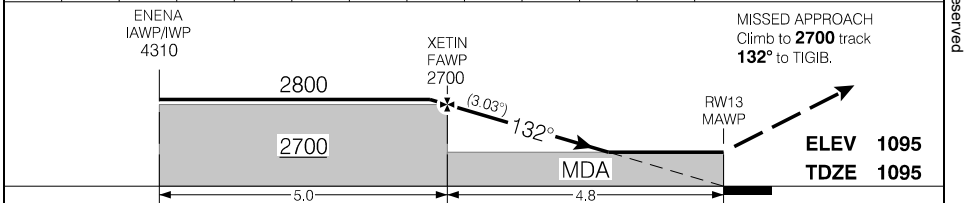
520648N 0941520W VAR 0°

CPV7

	CTR Winnipeg – **135.32**				ARCAL 122.8(K)
		TFC – **122.8** ATF			
SAFE ALT 100 NM **3000**	RNAV	APCH CRS **132°**	MIN ALT XETIN **2700**	LDA **3508**	



(NM)			9.8	9	8	7	6	**5.1**	4	3	2.0		DIST FROM RW13
			4310	4040	3720	3400	3070	**2800**	2430	2110	1780		ALT (3.03° APCH PATH)



RASS: Use CZSJ. When using CYRL add **10'**.

CATEGORY	A	B	C	D
LNAV	**1780**	(685)	2	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	590	
130	700	
150	800	

RNAV (GNSS) RWY 13

CPV7

EFF 23 FEB 23

Canada Air Pilot
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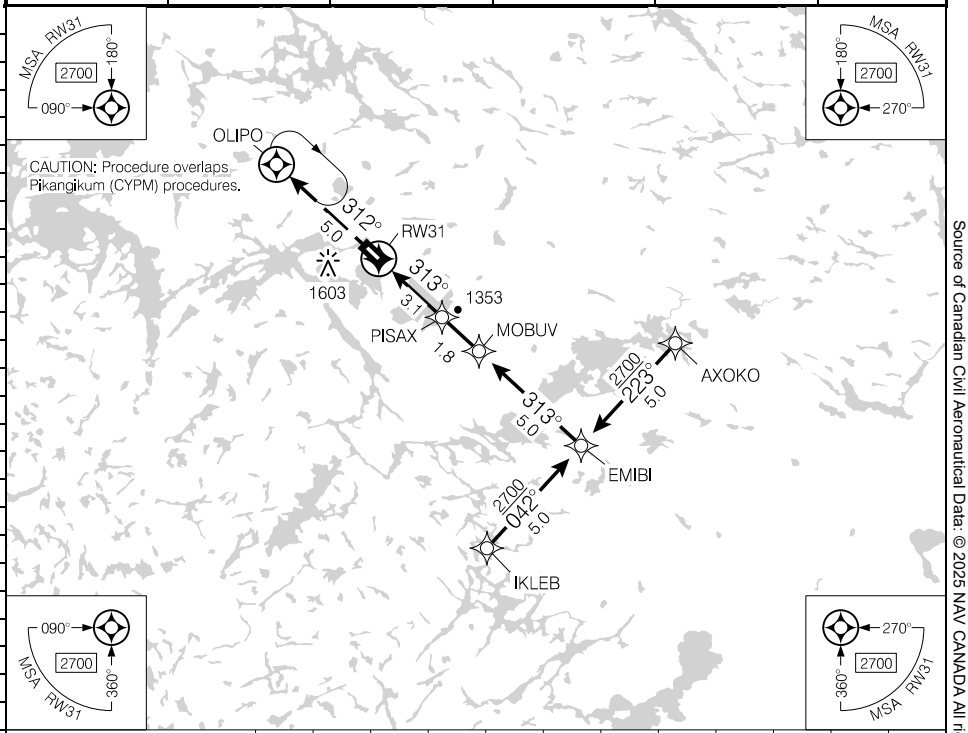
POPLAR HILL, ON

RNAV (GNSS) RWY 31

520648N 0941520W VAR 0°

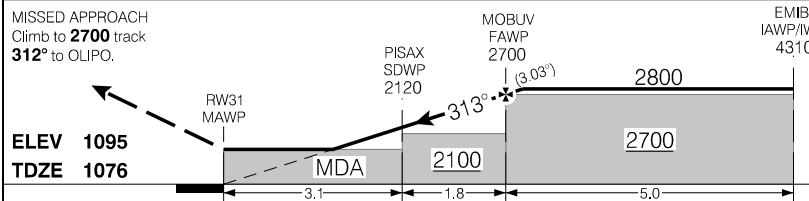
CPV7

	CTR Winnipeg – **135.32**				ARCAL 122.8(K)
		TFC – **122.8** ATF			
SAFE ALT 100 NM **3000**	RNAV	APCH CRS **313°**	MIN ALT MOBUV **2700**	LDA **3508**	



DIST FROM RW31		1.9	3	4	**5.2**	6	7	8	9	9.9		
ALT (3.03° APCH PATH)		1720	2090	2410	**2800**	3050	3380	3700	4020	4310		

MISSED APPROACH
Climb to **2700** track **312°** to OLIPO.



RASS: Use CZSJ. When using CYRL add **10'**.

CATEGORY	A	B	C	D
LNAV	**1720**	(644)		2

Knots	ft/min	Min:Sec
70	380	
90	480	
110	590	
130	700	
150	800	

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RNAV (GNSS) RWY 31

CPV7

EFF 23 FEB 23

Canada Air Pilot
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POPLAR HILL, ON

AERODROME CHART

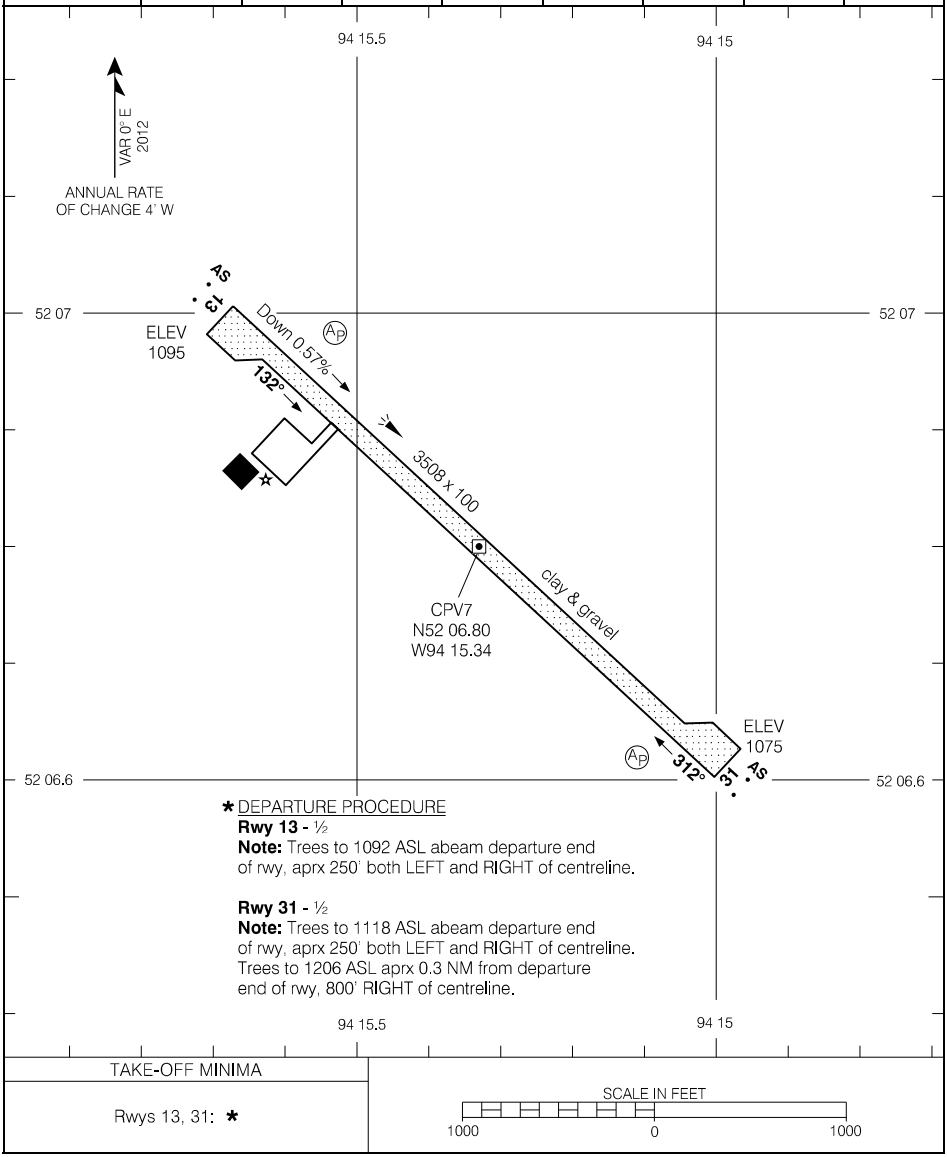
CPV7

CTR Winnipeg – **135.32**

TFC – **122.8**

ATF

DECL DISTS	13	31
TORA	3508	3508
TODA	3508	3508
ASDA	3508	3508
LDA	3508	3508



★ DEPARTURE PROCEDURE

Rwy 13 - ½

Note: Trees to 1092 ASL abeam departure end of rwy, aprx 250' both LEFT and RIGHT of centreline.

Rwy 31 - ½

Note: Trees to 1118 ASL abeam departure end of rwy, aprx 250' both LEFT and RIGHT of centreline. Trees to 1206 ASL aprx 0.3 NM from departure end of rwy, 800' RIGHT of centreline.

TAKE-OFF MINIMA
Rwys 13, 31: ★

SCALE IN FEET

1000 0 1000

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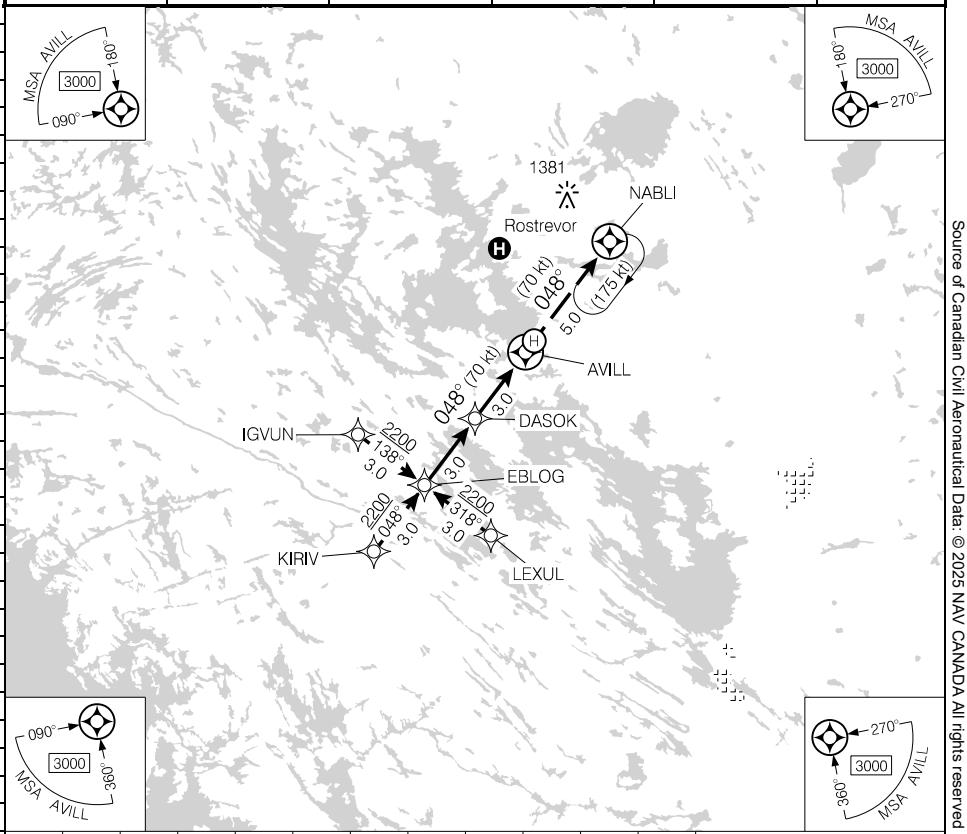
PORT CARLING/FIG AIR, ON

COPTER RNAV (GNSS) 048°

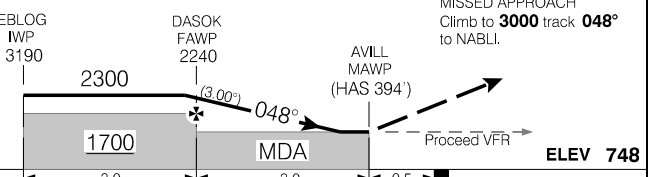
450741N 0793216W VAR 11°W

CFA2

	CTR Toronto – **124.02**				ARCAL 122.5(K)
		TFC – **122.8** ATF			RY(LO) RF(FH)
SAFE ALT 100 NM **3500**	RNAV	APCH CRS **048°**	MIN ALT DASOK **1700**	HELIPAD **85 Diameter**	



6	5	4	**3.2**	2	1	0.0	DIST FROM AVILL
3190	2870	2550	**2300**	1920	1600	1280	ALT (3.00° APCH PATH)



MISSED APPROACH
Climb to **3000** track **048°** to NABLI.

ELEV 748

RASS: Use CYQA. When using CNY3 add **60'**.

						CATEGORY	COPTER		
Knots	70	90	110	130	150	LNAV	**1280**	(532)	1
ft/min	370	480	580	690	800				
Min:Sec									

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COPTER RNAV (GNSS) 048°

CFA2

EFF 27 JAN 22

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

PORT CARLING/FIG AIR, ON

VISUAL APPROACH CHART

450741N 0793216W VAR 11°W

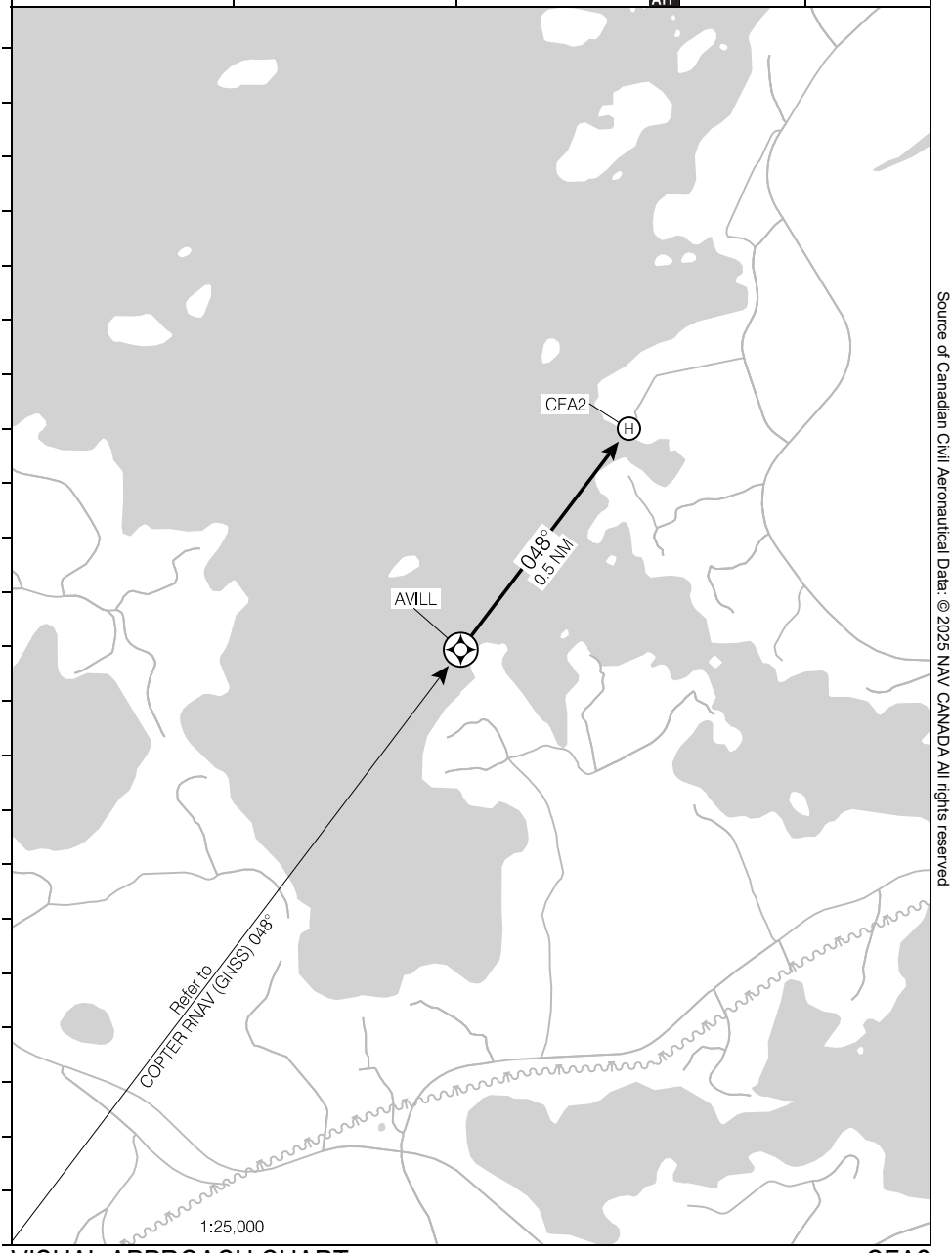
CFA2

CTR Toronto – **124.02**

TFC – **122.8**

ATF

ELEV **748**



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VISUAL APPROACH CHART

CFA2

EFF 8 NOV 18

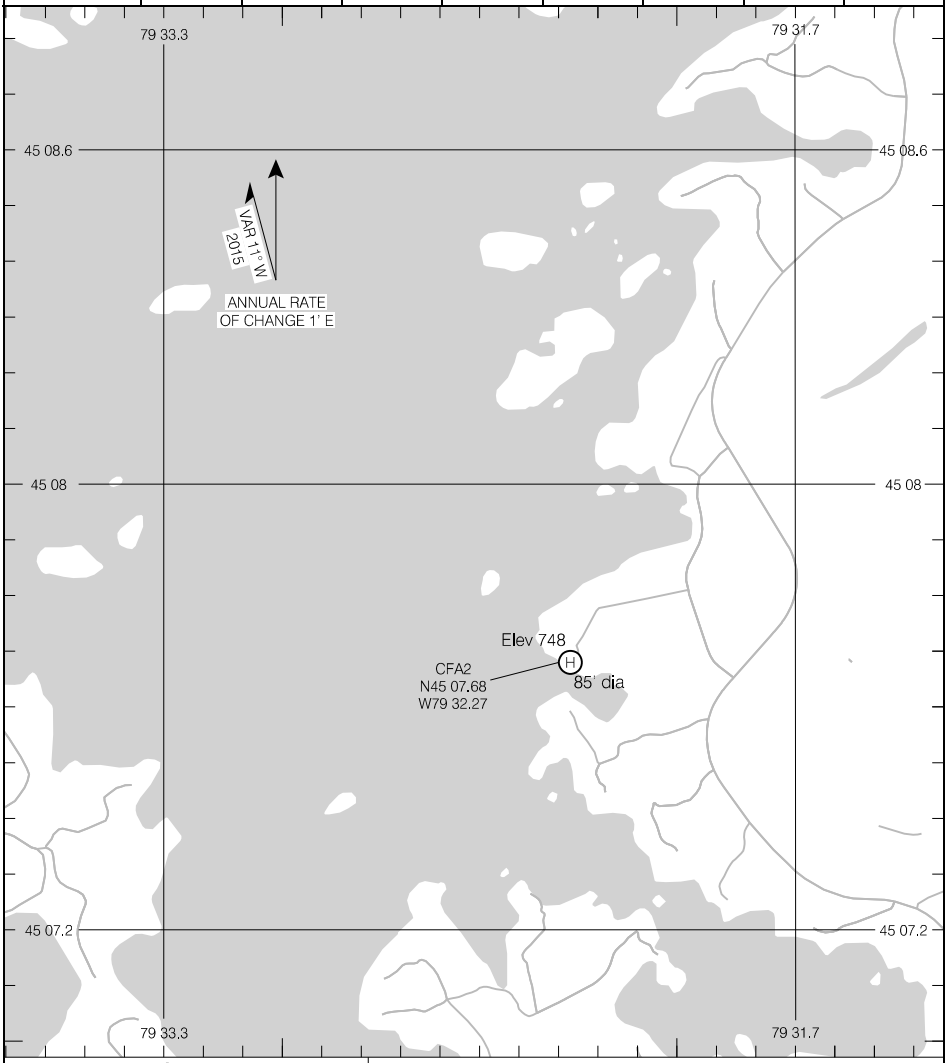
PORT CARLING/FIG AIR, ON

HELIPORT CHART

CFA2

			CTR Toronto – **124.02**
		TFC – **122.8** ATF	

DECL DISTS								
TORA								
TODA								
ASDA								
LDA								



TAKE-OFF MINIMA	SCALE IN FEET
NOT ASSESSED	2000 0 2000

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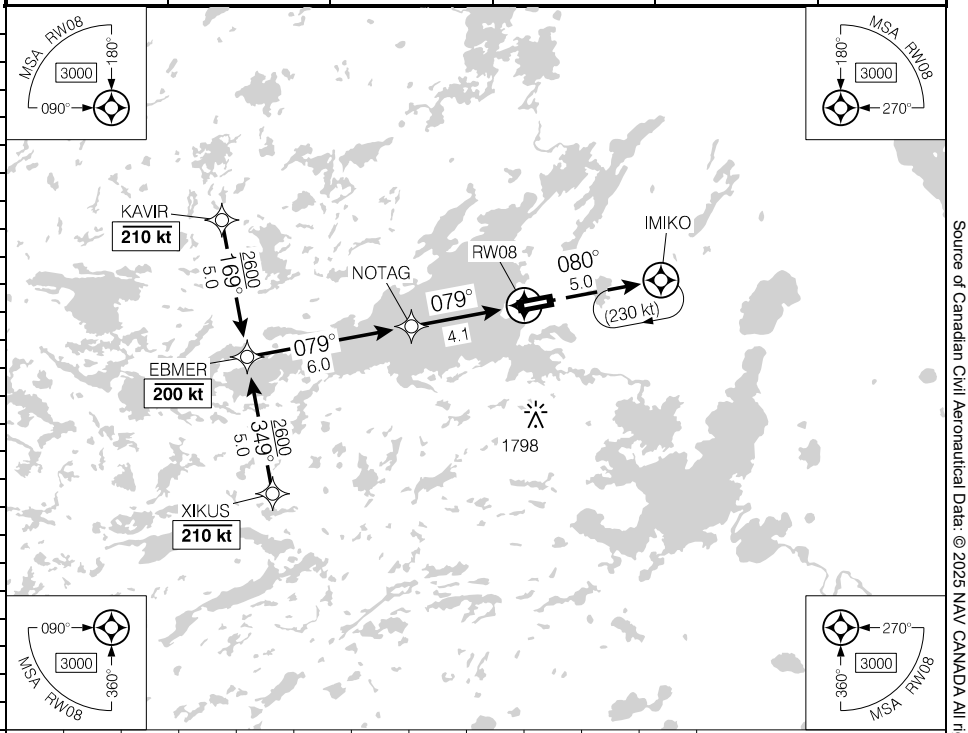
RED LAKE, ON

RNAV (GNSS) RWY 08

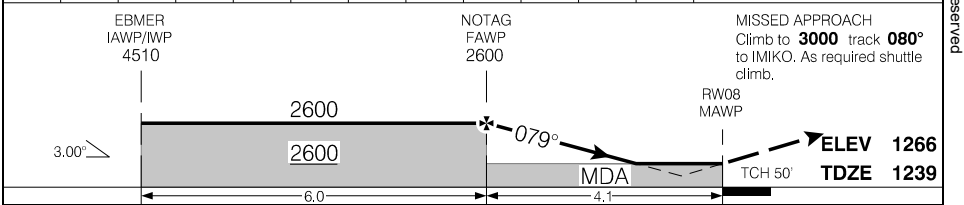
510354N 0934741W VAR 0°

CYRL

	CTR Winnipeg – **135.32**	RADIO Kenora – **122.3** TFC – **122.3** MF		ARCAL 122.3(K)
SAFE ALT 100 NM **3000**	WAAS **Ch 80248** W08A	APCH CRS **079°**	MIN ALT NOTAG **2600**	LDA **5001**



		10.1	9	8	7	6	5	**4.1**	3	2	1.5	DIST FROM RW08
		4510	4150	3840	3520	3200	2880	**2600**	2240	1920	1760	ALT (3.00° APCH PATH)



CATEGORY	A	B	C	D
LPV	**1486**	(250)	1	
LNAV/VNAV (min. -21°C, max. 54°C)	**1670**	(434)	1½	
LNAV	**1760**	(524)	1¾	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 08

CYRL

EFF 21 MAR 24

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

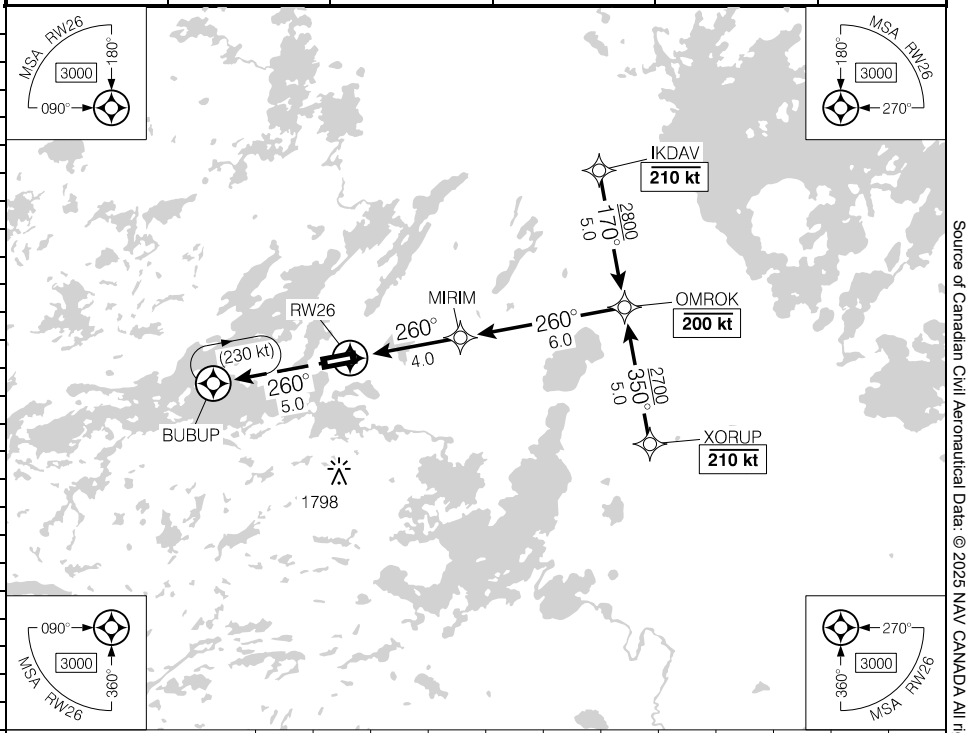
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RNAV (GNSS) RWY 26

RED LAKE, ON
CYRL

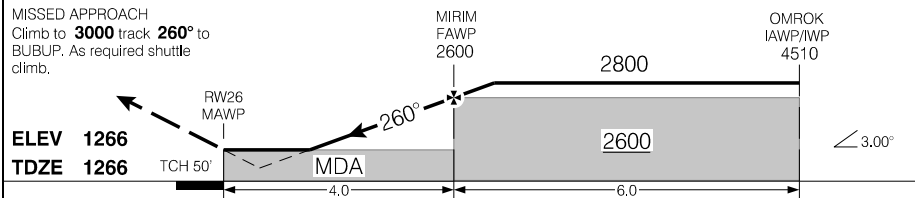
510354N 0934741W VAR 0°

	CTR Winnipeg – **135.32**	◔ RADIO Kenora – **122.3** ◔ TFC – **122.3** MF			ARCAL 122.3(K) P1 AO
SAFE ALT 100 NM **3000**	WAAS **Ch 80466** W26A	APCH CRS **260°**	MIN ALT MIRIM **2600**	LDA **5001**	



DIST FROM RW26	1.5	2	3	4	**4.7**	6	7	8	9	10		
ALT (3.00° APCH PATH)	1800	1950	2270	2590	**2800**	3230	3550	3870	4180	4510		

MISSED APPROACH
Climb to **3000** track **260°** to BUBUP. 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	**1516**	(250)	1	
LNAV/VNAV (min. -21°C, max. 54°C)	**1815**	(549)	2	
LNAV	**1800**	(534)	1¾	

RNAV (GNSS) RWY 26

CYRL

EFF 21 MAR 24

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

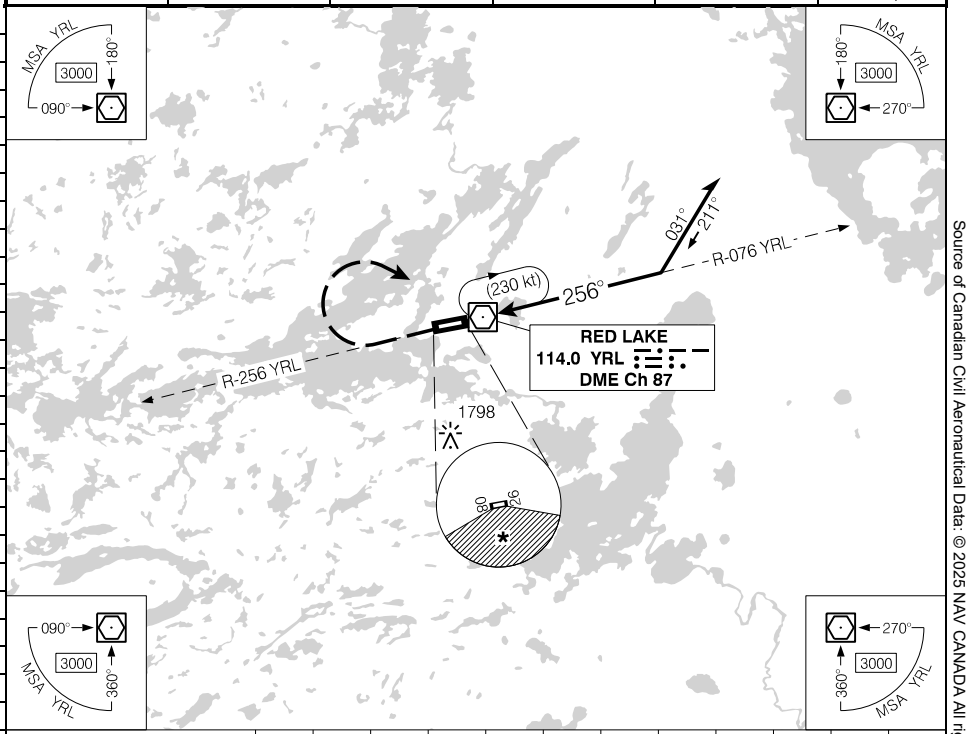
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VOR RWY 26

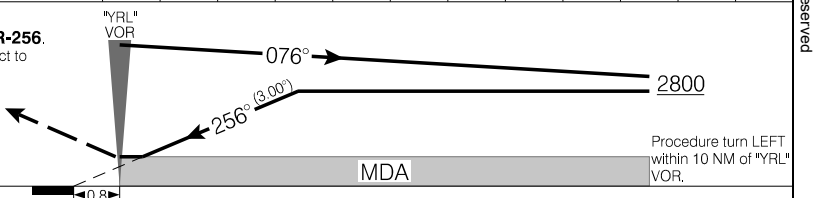
RED LAKE, ON
CYRL

510354N 0934741W VAR 0°

	CTR Winnipeg – **135.32**	RADIO Kenora – **122.3** TFC – **122.3** MF		ARCAL 122.3(K)
SAFE ALT 100 NM **3000**	VOR YRL **114.0**	APCH CRS **256°**		LDA **5001**



MISSED APPROACH
Climb to **3000** on **R-256**.
Then RIGHT turn direct to "YRL" VOR.



ELEV 1266
TDZE 1266

Procedure turn LEFT within 10 NM of "YRL" VOR.

CATEGORY	A	B	C	D
VOR	**1880**	(614)	2	
C CIRCLING	* **1880**	(614)	2	

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

VOR RWY 26

CYRL

EFF 21 MAR 24

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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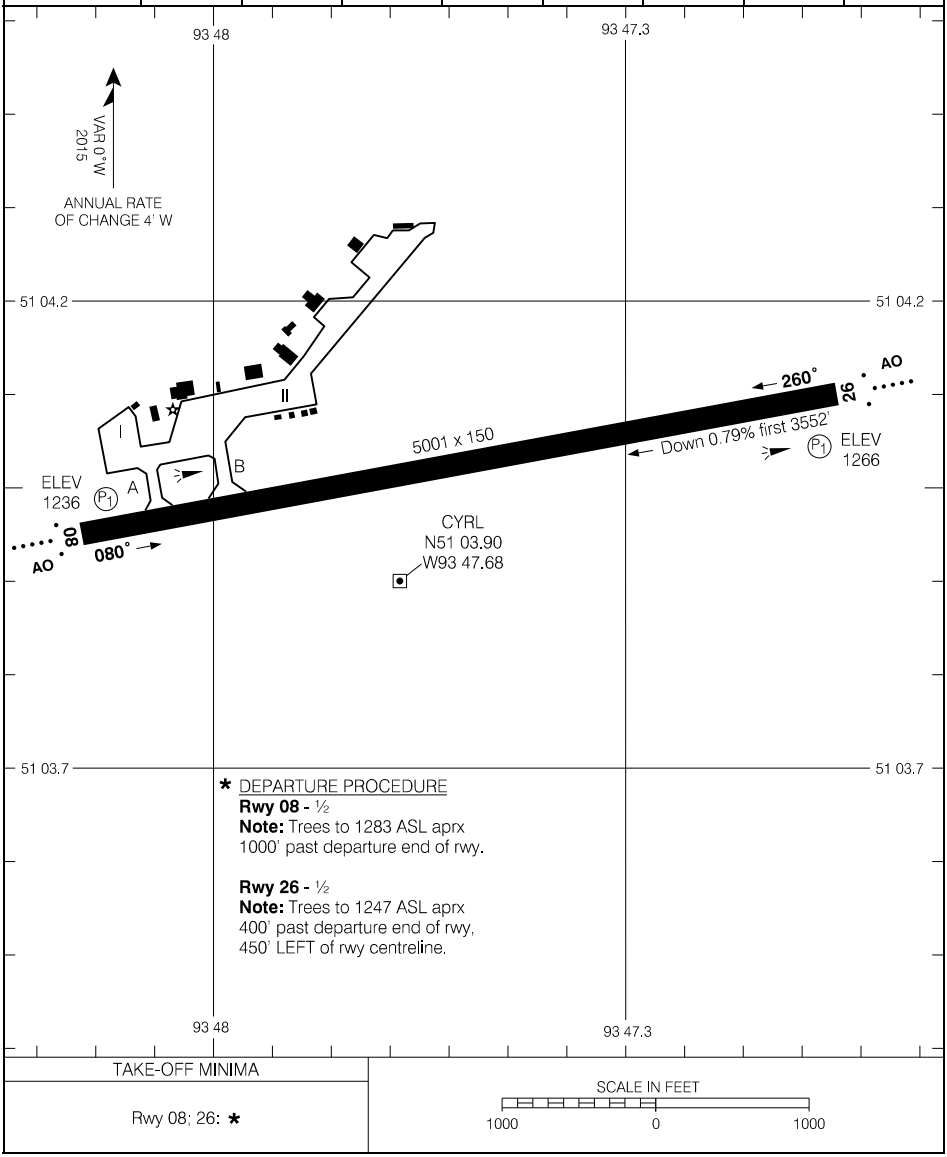
RED LAKE, ON

AERODROME CHART

CYRL

			RADIO Kenora – **122.3** TFC – **122.3** MF			CTR Winnipeg – **135.32** RADIO London – **123.55**		

DECL DISTS	08	26						
TORA	5001	5001						
TODA	5985	5395						
ASDA	5001	5001						
LDA	5001	5001						



TAKE-OFF MINIMA
Rwy 08; 26: *

SCALE IN FEET
1000 0 1000

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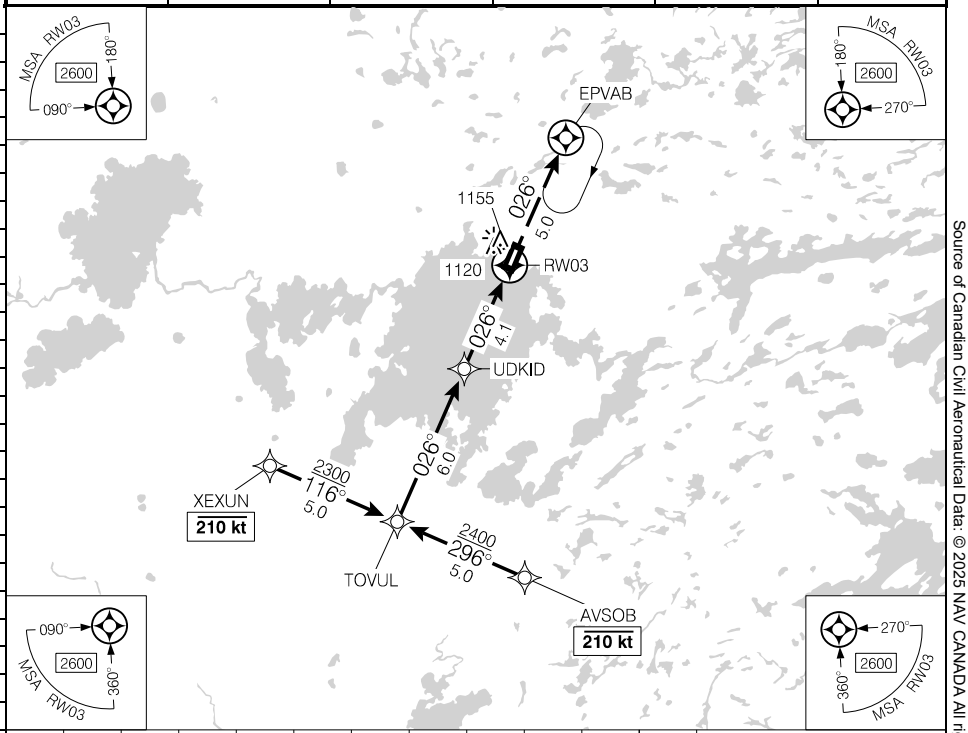
ROUND LAKE (WEAGAMOW LAKE), ON

RNAV (GNSS) RWY 03

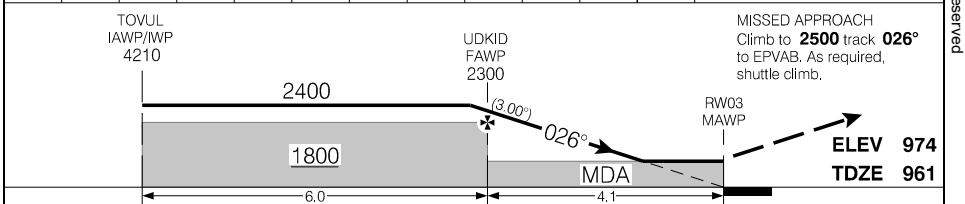
525637N 0911845W VAR 3°W

CZRJ

		TFC – **123.2** ATF			ARCAL 123.2(K)
SAFE ALT 100 NM **2700**	RNAV	APCH CRS **026°**	MIN ALT UDKID **1800**	LDA **3613**	



(NM)			10.1	9	8	7	6	5	**4.4**	3	2	1.4	DIST FROM RW03
			4210	3870	3550	3230	2920	2600	**2400**	1960	1640	1460	ALT (3.00° APCH PATH)



RASS: Use CZMD.
When using CYTL add **120'**.

CATEGORY	A	B	C	D
LNAV	**1460**	(505)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 03 CZRJ

EFF 30 JAN 20

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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ROUND LAKE (WEAGAMOW LAKE), ON

RNAV (GNSS) RWY 21

525637N 0911845W VAR 3°W

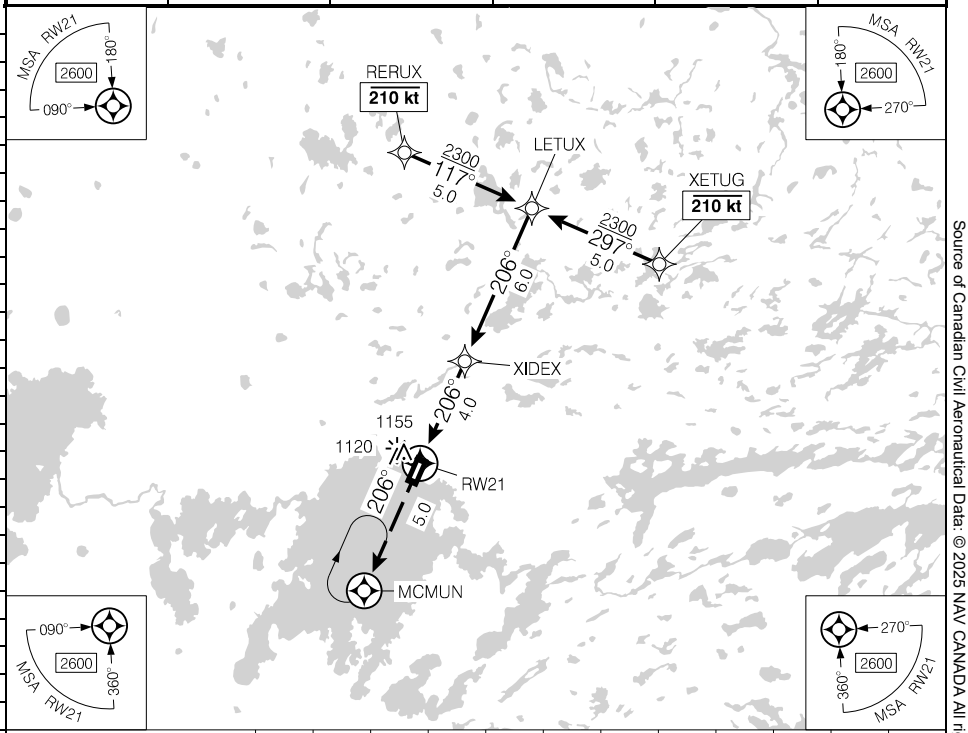
CZRJ

TFC – **123.2** ATF

ARCAL 123.2(K)

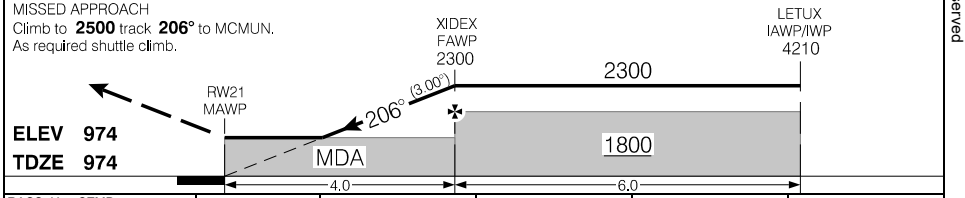
AS

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT XIDEX	LDA
2700		**206°**	**1800**	**3613**



DIST FROM RW21		1.7	3	**4.0**	5	6	7	8	9	10		
ALT (3.00° APCH PATH)		1580	1980	**2300**	2620	2930	3250	3570	3890	4210		

MISSED APPROACH
Climb to **2500** track **206°** to MCMUN.
As required shuttle climb.



RASS: Use CZMD.
When using CYTL add **120'**.

CATEGORY	A	B	C	D
LNAV	**1580**	(606)	1¾	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 21

CZRJ

EFF 30 JAN 20

Canada Air Pilot
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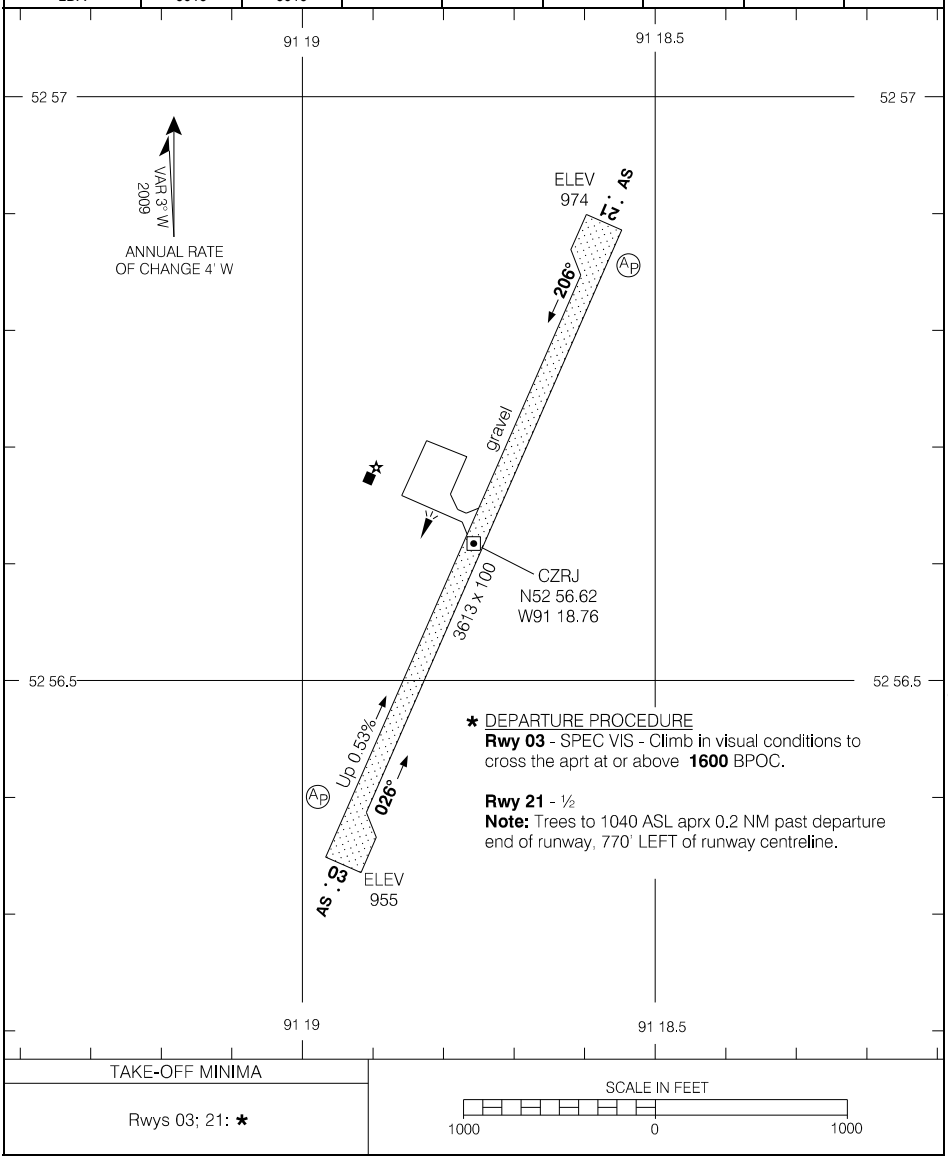
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ROUND LAKE (WEAGAMOW LAKE), ON

AERODROME CHART — CZRJ

TFC – **123.2** ATF

DECL DISTS	03	21						
TORA	3613	3613						
TODA	4597	4597						
ASDA	3613	3613						
LDA	3613	3613						



TAKE-OFF MINIMA
Rwys 03; 21: *

SCALE IN FEET
1000 0 1000

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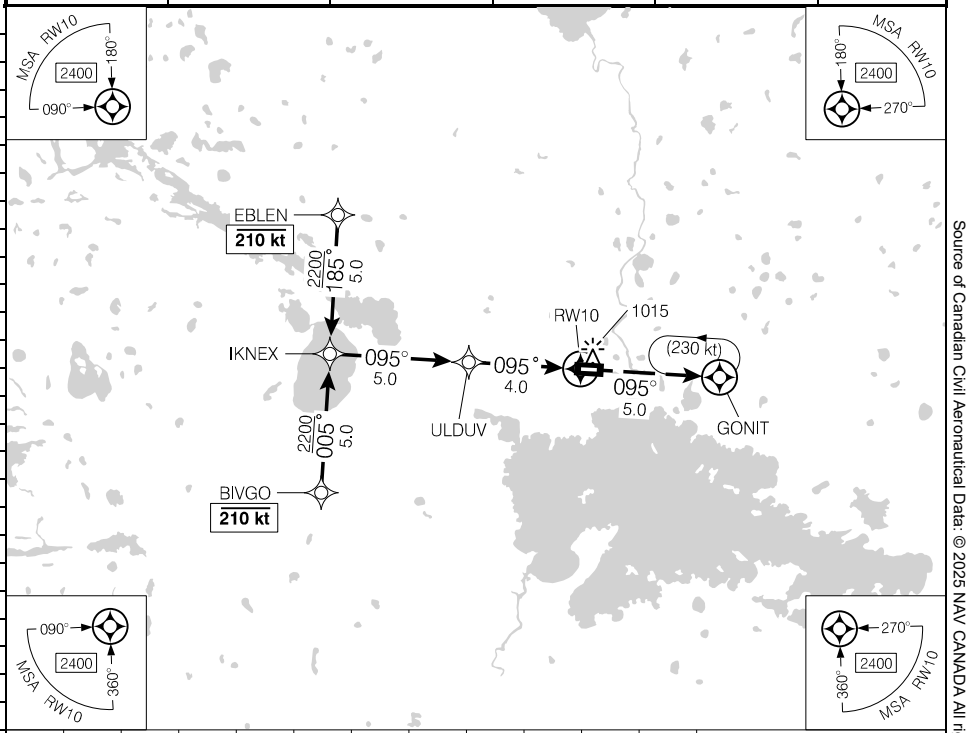
SACHIGO LAKE, ON

RNAV (GNSS) RWY 10

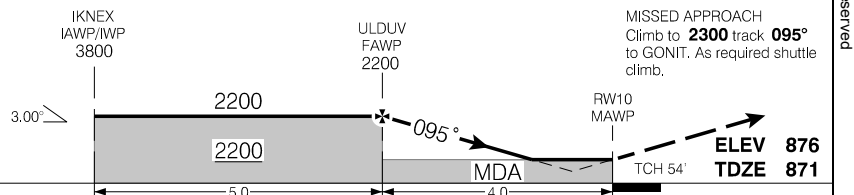
535328N 0921147W VAR 2°W

CZPB

		TFC – **123.2** ATF		ARCAL 123.2(K)
SAFE ALT 100 NM **2700**	WAAS **Ch 80480** W10A	APCH CRS **095°**	MIN ALT ULDUV **2200**	LDA **3507**



			9	8	7	6	5	**4.0**	3	2	1.4	DIST FROM RW10
			3800	3470	3150	2830	2510	**2200**	1870	1560	1380	ALT (3.00° APCH PATH)



RASS: Use CZMD. When using CZSJ add **80'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**1364**	(500)	1¾	NOT AUTHORIZED
LNAV	**1380**	(516)	1½	NOT AUTHORIZED

RNAV (GNSS) RWY 10 CZPB

EFF 20 FEB 25

Canada Air Pilot
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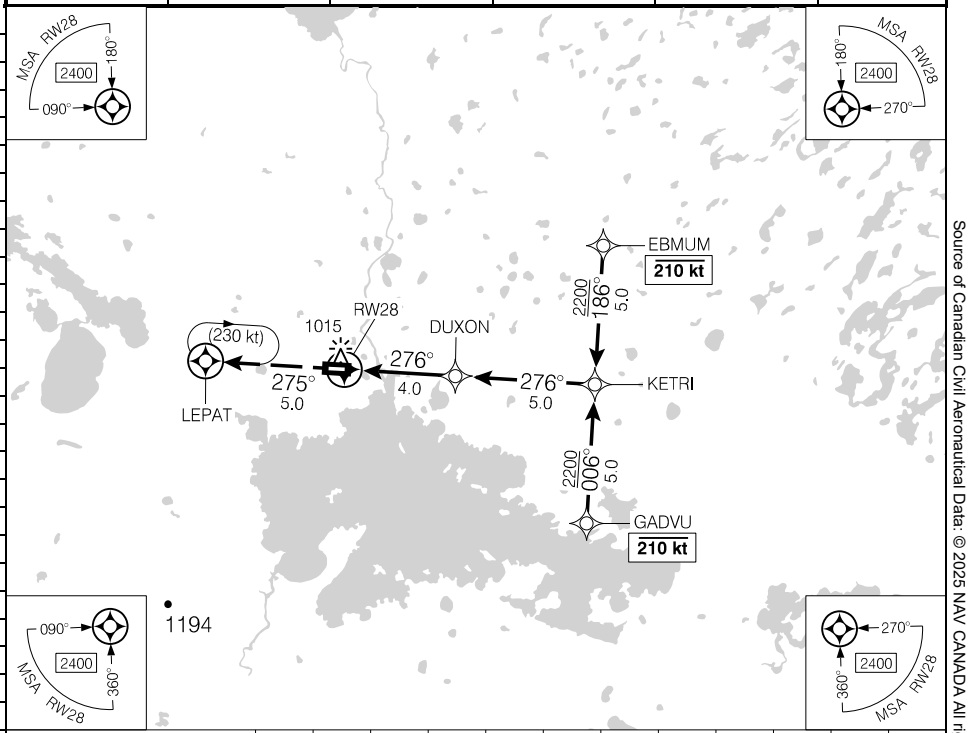
SACHIGO LAKE, ON

RNAV (GNSS) RWY 28

535328N 0921147W VAR 2°W

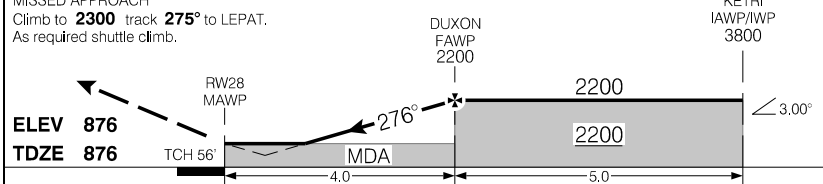
CZPB

		TFC – **123.2** ATF			ARCAL 123.2(K)
SAFE ALT 100 NM **2700**	WAAS **Ch 80481** W28A	APCH CRS **276°**	MIN ALT DUXON **2200**	LDA **3507**	



DIST FROM RW28	1.4	2	3	**4.0**	5	6	7	8	9			
ALT (3.00° APCH PATH)	1380	1570	1880	**2200**	2520	2840	3160	3480	3800			

MISSED APPROACH
Climb to **2300** track **275°** to LEPAT.
As required shuttle climb.



RASS: Use CZMD. When using CZSJ add **80'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**1372**	(500)	1¾	NOT AUTHORIZED
LNAV	**1380**	(508)	1½	NOT AUTHORIZED

RNAV (GNSS) RWY 28

CZPB

EFF 20 FEB 25

Canada Air Pilot
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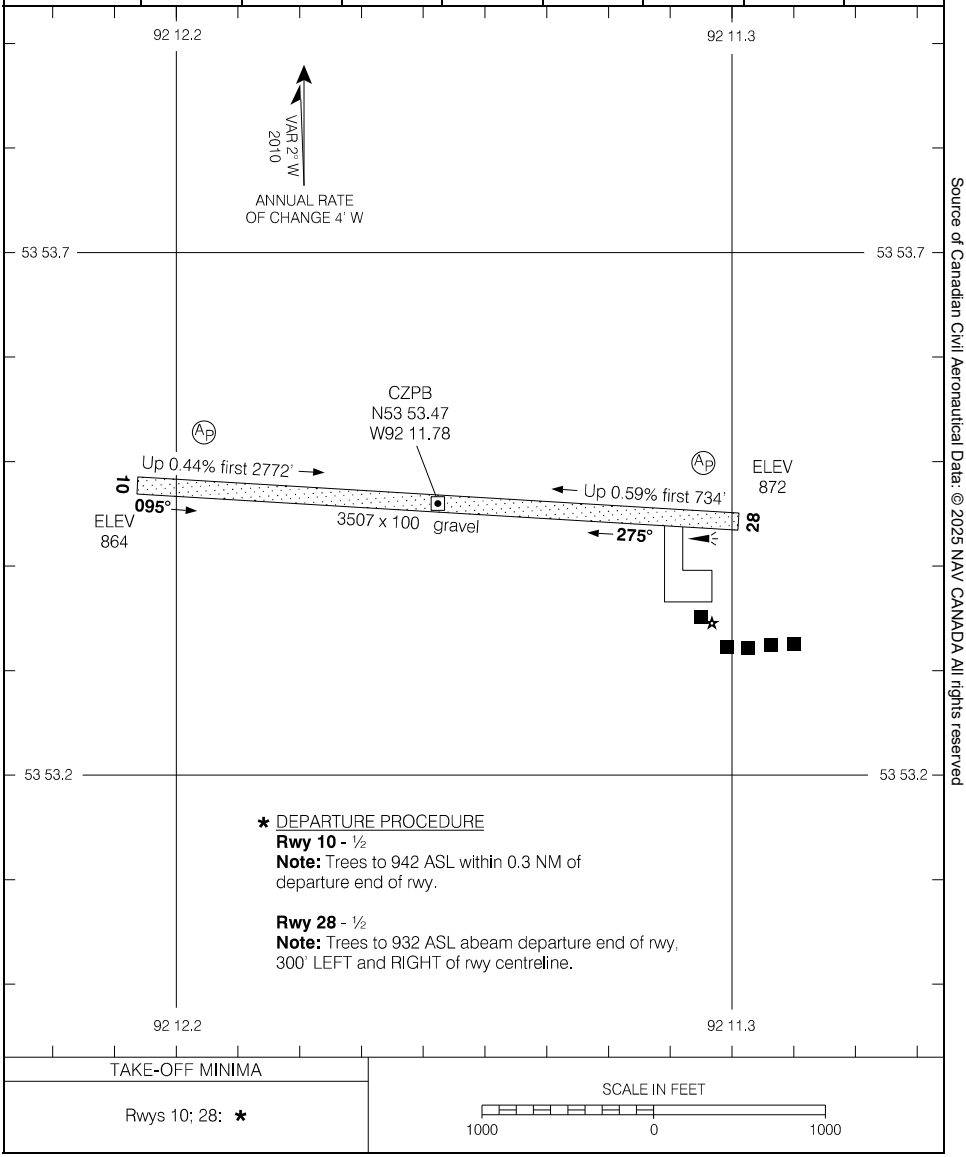
SACHIGO LAKE, ON

AERODROME CHART

CZPB

TFC – **123.2** ATF

DECL DISTS	10	28						
TORA	3507	3507						
TODA	3507	3507						
ASDA	3507	3507						
LDA	3507	3507						



★ DEPARTURE PROCEDURE

Rwy 10 - ½

Note: Trees to 942 ASL within 0.3 NM of departure end of rwy.

Rwy 28 - ½

Note: Trees to 932 ASL abeam departure end of rwy, 300' LEFT and RIGHT of rwy centreline.

TAKE-OFF MINIMA	SCALE IN FEET
Rwys 10; 28: ★	1000 0 1000

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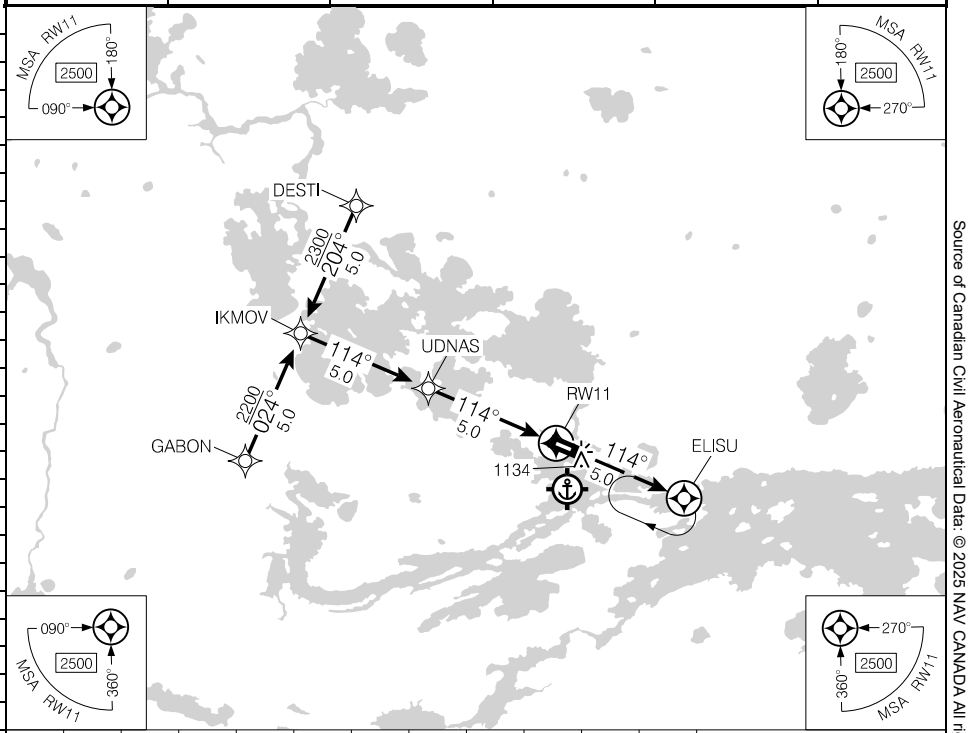
SANDY LAKE, ON

RNAV (GNSS) RWY 11

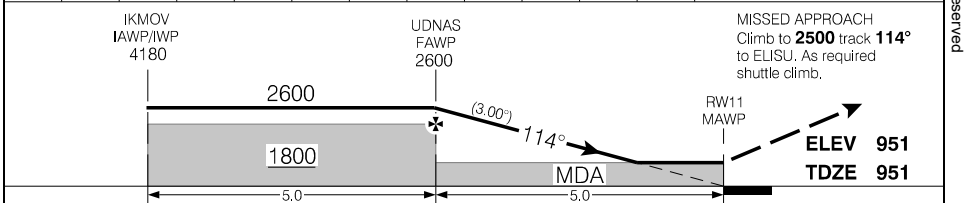
530351N 0932040W VAR 1°W

CZSJ

AWOS – **124.82**		TFC – **122.8** ATF		ARCAL 122.8(K) AS
SAFE ALT 100 NM **3000**	RNAV	APCH CRS **114°**	MIN ALT UDNAS **1800**	LDA **3507**



		10	9	8	7	6	**5.0**	4	3	2	1.5	DIST FROM RW11
		4180	3860	3540	3220	2900	**2600**	2270	1950	1630	1460	ALT (3.00° APCH PATH)



RASS: When using CYIV add **180°**.

CATEGORY	A	B	C	D
LNAV	**1460**	(509)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 11 CZSJ

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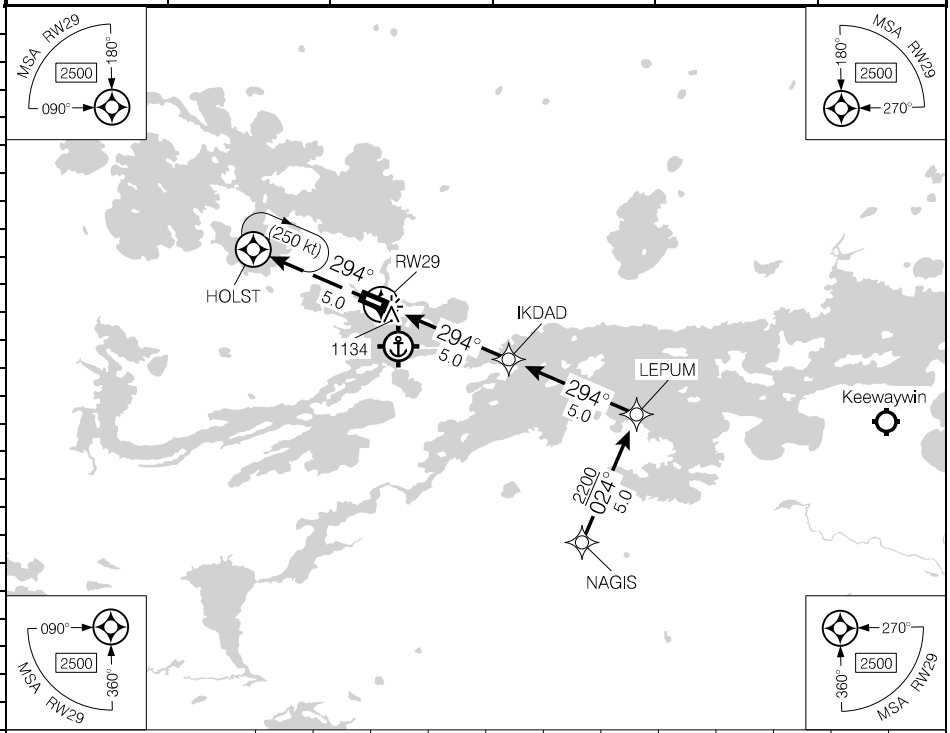
SANDY LAKE, ON

RNAV (GNSS) RWY 29

530351N 0932040W VAR 1°W

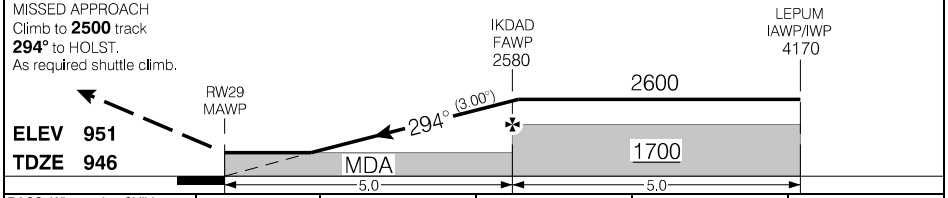
CZSJ

AWOS – **124.82**		TFC – **122.8** ATF			ARCAL 122.8(K) AS
SAFE ALT 100 NM **3000**	RNAV	APCH CRS **294°**	MIN ALT IKDAD **1700**	LDA **3507**	



DIST FROM RW29	1.5	2	3	4	**5.1**	6	7	8	9	10		
ALT (3.00° APCH PATH)	1460	1620	1940	2260	**2600**	2890	3210	3530	3850	4170		

MISSED APPROACH
Climb to **2500** track **294°** to HOLST.
As required shuttle climb.



RASS: When using CYIV add **180°**.

CATEGORY	A	B	C	D
LNAV	**1460**	(514)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 29 CZSJ

EFF 21 MAY 20

Canada Air Pilot
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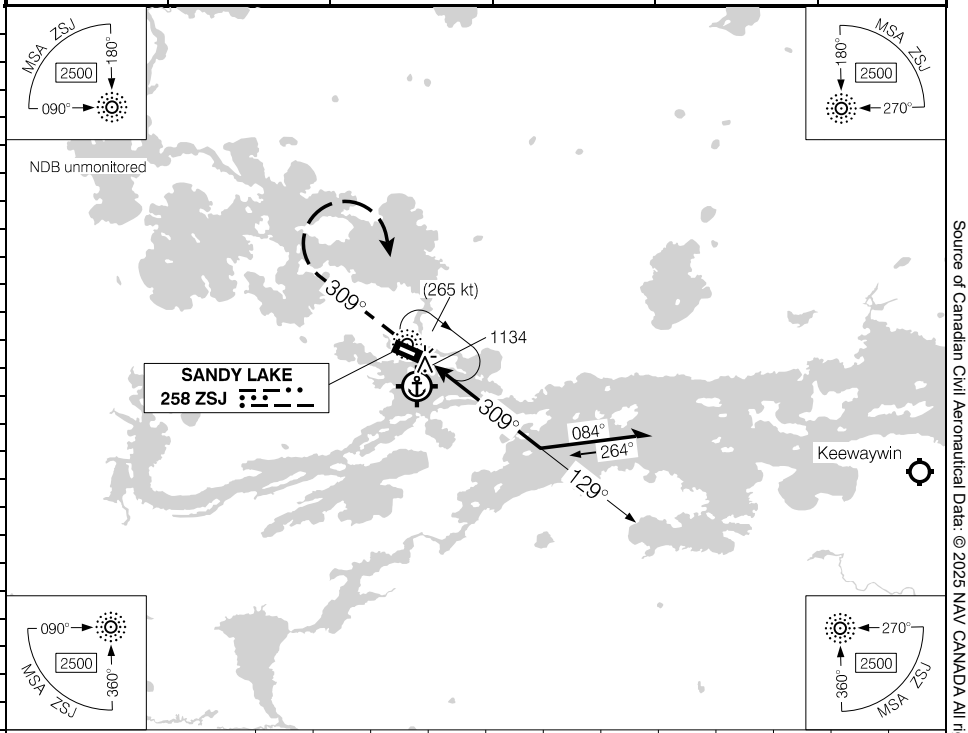
SANDY LAKE, ON

NDB RWY 29

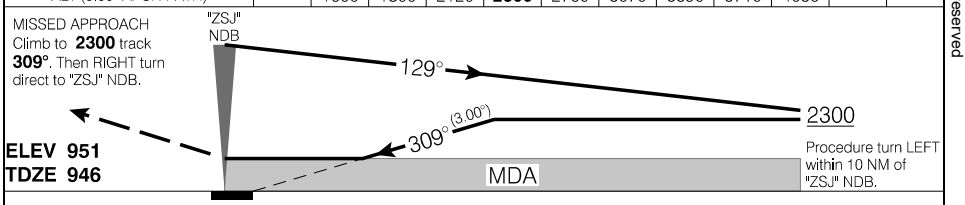
530351N 0932040W VAR 1°W

CZSJ

AWOS – **124.82**		TFC – **122.8** ATF		ARCAL 122.8(K) AS 14.6°
SAFE ALT 100 NM **3000**	NDB ZSJ **258**	APCH CRS **309°**		LDA **3507**



DIST FROM "ZSJ" NDB		2.4	3	4	**4.6**	6	7	8	9	10		
ALT (3.00° APCH PATH)		1600	1800	2120	**2300**	2760	3070	3390	3710	4030		



RASS: When using CYIV add **180'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
NDB	**1600**	(654)	2	
CIRCLING	**1600**	(649)	2	

NDB RWY 29

CZSJ

EFF 7 OCT 21

Canada Air Pilot
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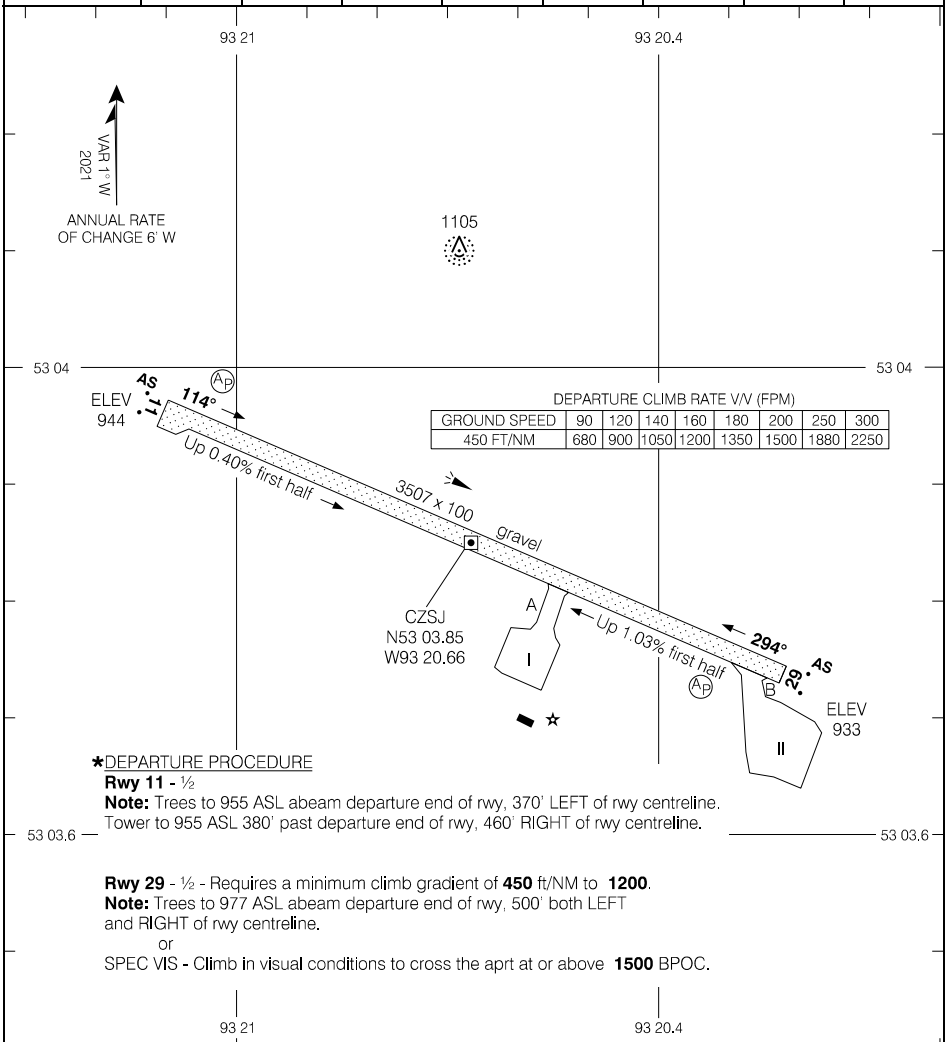
SANDY LAKE, ON

AERODROME CHART — CZSJ

AWOS – **124.82**

TFC – **122.8** ATF

DECL DISTS	11	29
TORA	3507	3507
TODA	3507	3507
ASDA	3507	3507
LDA	3507	3507



★DEPARTURE PROCEDURE

Rwy 11 - ½

Note: Trees to 955 ASL abeam departure end of rwy, 370' LEFT of rwy centreline.
Tower to 955 ASL 380' past departure end of rwy, 460' RIGHT of rwy centreline.

Rwy 29 - ½ - Requires a minimum climb gradient of **450** ft/NM to **1200**.

Note: Trees to 977 ASL abeam departure end of rwy, 500' both LEFT and RIGHT of rwy centreline.

or

SPEC VIS - Climb in visual conditions to cross the aprt at or above **1500** BPOC.

TAKE-OFF MINIMA
Rwys 11; 29: ★

SCALE IN FEET

1000 0 1000

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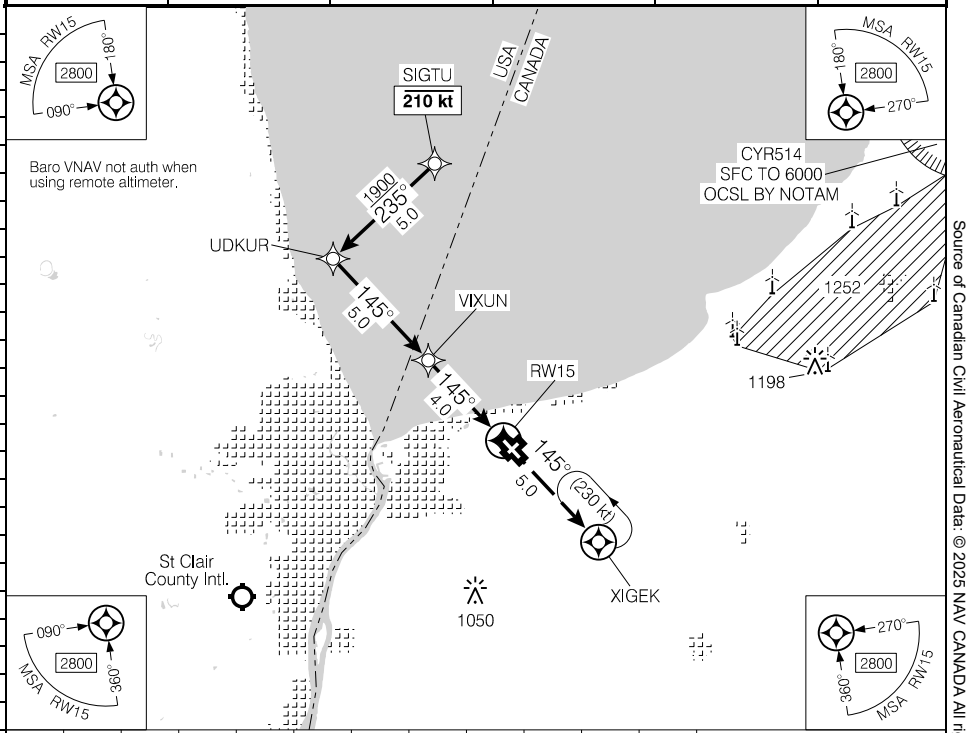
SARNIA (CHRIS HADFIELD), ON

RNAV (GNSS) RWY 15

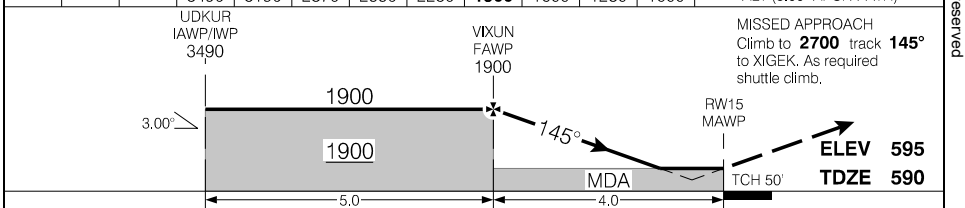
425959N 0821834W VAR 8°W

CYZR

AWOS – **119.12**	CTR Toronto – **134.37**			ARCAL 123.0(K)
		TFC – **123.0** ATF		
SAFE ALT 100 NM **3200**	WAAS **Ch 80438** W15A	APCH CRS **145°**	MIN ALT VIXUN **1900**	LDA **5106**



			9	8	7	6	5	**4.0**	3	2	1.1	DIST FROM RW15
			3490	3190	2870	2550	2230	**1900**	1600	1280	1000	ALT (3.00° APCH PATH)



RASS: When using CYXU add **160'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**840**	(250)	1	
LNAV/VNAV (min. -19°C, max. 54°C)	**913**	(323)	1	
LNAV	**1000**	(410)	1¼	

RNAV (GNSS) RWY 15

CYZR

EFF 21 MAR 24

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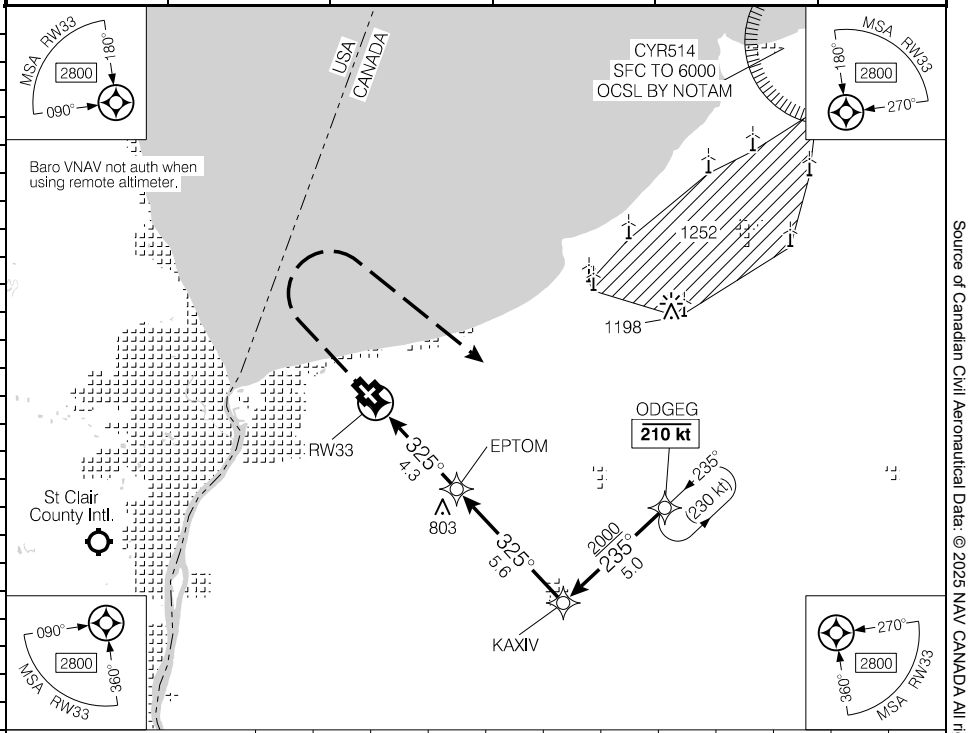
SARNIA (CHRIS HADFIELD), ON

RNAV (GNSS) RWY 33

425959N 0821834W VAR 8°W

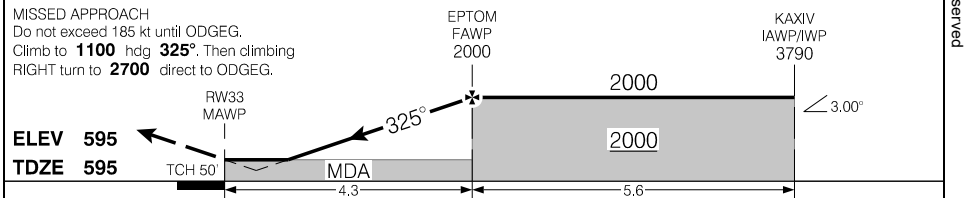
CYZR

AWOS – **119.12**	CTR Toronto – **134.37**	TFC – **123.0** ATF		ARCAL 123.0(K) P1
SAFE ALT 100 NM **3200**	WAAS **Ch 80439** W33A	APCH CRS **325°**	MIN ALT EPTOM **2000**	LDA **5106**



DIST FROM RW33	1.1	2	3	**4.3**	5	6	7	8	9	9.9		
ALT (3.00° APCH PATH)	980	1280	1600	**2000**	2240	2560	2880	3200	3510	3790		

MISSED APPROACH
Do not exceed 185 kt until ODGEG.
Climb to **1100** hdg **325°**. Then climbing RIGHT turn to **2700** direct to ODGEG.



RASS: When using CYXU add **160'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**845**	(250)	1	
LNAV/VNAV (min. -19°C, max. 54°C)	**867**	(272)	1	
LNAV	**980**	(385)	1¼	

RNAV (GNSS) RWY 33

CYZR

EFF 17 APR 25

Canada Air Pilot
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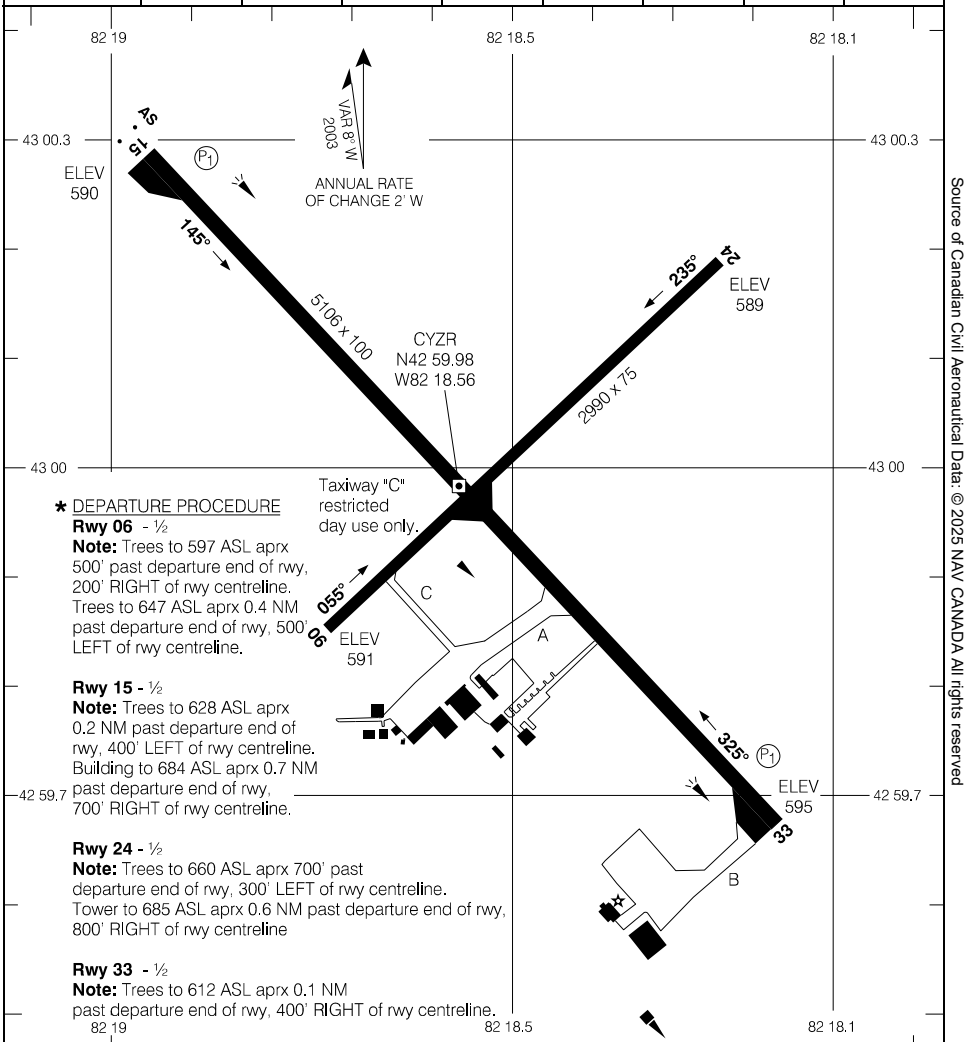
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SARNIA (CHRIS HADFIELD), ON

AERODROME CHART — CYZR

AWOS – **119.12**		TFC – **123.0** ATF	CTR Toronto – **134.37**

DECL DISTS	06	24	15	33				
TORA	2990	2990	5106	5106				
TODA	3482	3289	6090	5811				
ASDA	2990	2990	5106	5106				
LDA	2990	2990	5106	5106				



* DEPARTURE PROCEDURE

Rwy 06 - ½
Note: Trees to 597 ASL aprx 500' past departure end of rwy, 200' RIGHT of rwy centreline. Trees to 647 ASL aprx 0.4 NM past departure end of rwy, 500' LEFT of rwy centreline.

Rwy 15 - ½
Note: Trees to 628 ASL aprx 0.2 NM past departure end of rwy, 400' LEFT of rwy centreline. Building to 684 ASL aprx 0.7 NM past departure end of rwy, 700' RIGHT of rwy centreline.

Rwy 24 - ½
Note: Trees to 660 ASL aprx 700' past departure end of rwy, 300' LEFT of rwy centreline. Tower to 685 ASL aprx 0.6 NM past departure end of rwy, 800' RIGHT of rwy centreline

Rwy 33 - ½
Note: Trees to 612 ASL aprx 0.1 NM past departure end of rwy, 400' RIGHT of rwy centreline.

TAKE-OFF MINIMA
Rwys 06; 15; 24; 33: *

SCALE IN FEET
1000 0 1000

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SAULT STE. MARIE, ON

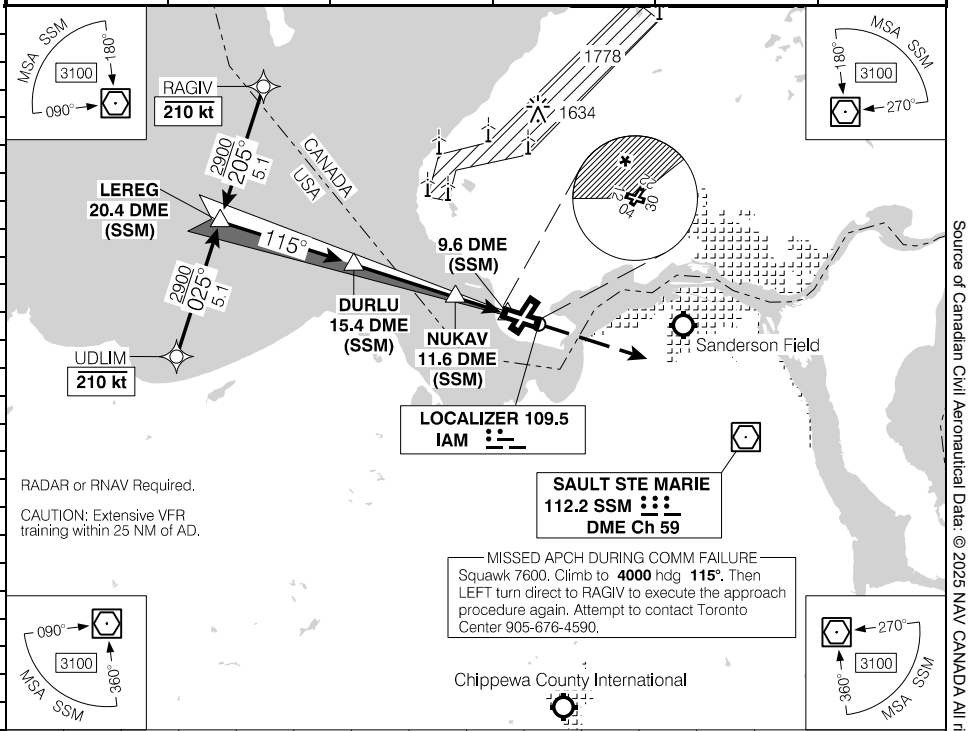
ILS RWY 12

462907N 0843034W VAR 7°W

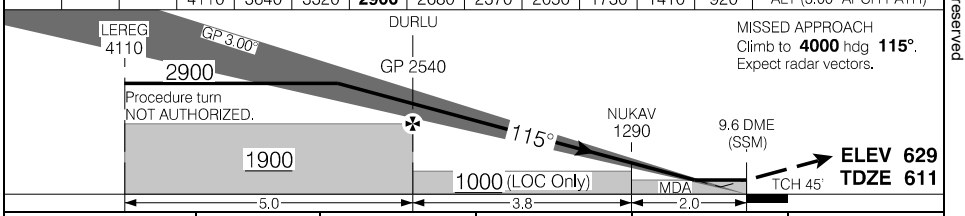
CYAM

ATIS – 133.05	CTR Toronto – 132.65 344.5	TWR – 118.8 TFC – 118.8 MF*	GND – 121.7	ARCAL 118.8(K)

SAFE ALT 100 NM	LOC IAM	APCH CRS	GP DURLU	LDA
3500	109.5	115°	2540	6000



			20.5	19	18	**16.7**	16	15	14	13	12	10.5	DIST FROM DME (SSM)
			4110	3640	3320	**2900**	2680	2370	2050	1730	1410	920	ALT (3.00° APCH PATH)



CATEGORY	A	B	C	D
ILS/DME	**811** (200) ½ RVR 26			
LOC/DME	**920** (309) 1 RVR 50			
C CIRCLING	**1120** (491) 1½		*1120 (491) 2	*1300 (671) 2¼

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

ILS RWY 12

CYAM

EFF 20 FEB 25

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SAULT STE. MARIE, ON

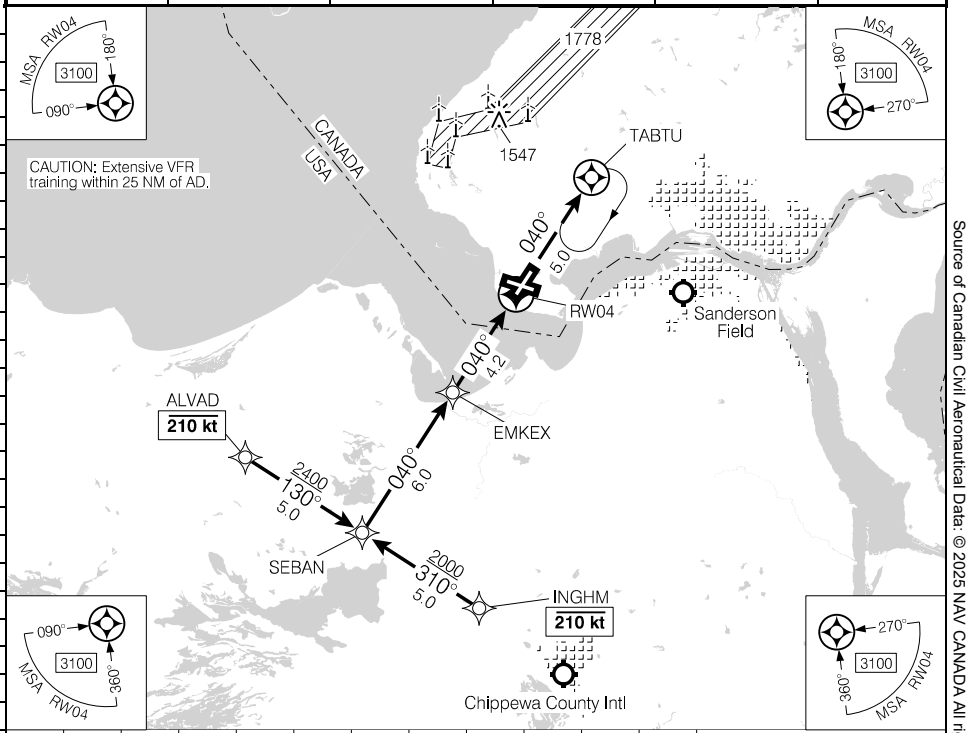
RNAV (GNSS) RWY 04

462907N 0843034W VAR 7°W

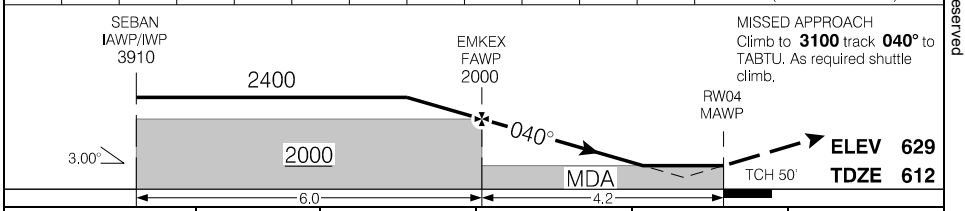
CYAM

ATIS – 133.05	CTR Toronto – 132.65 344.5	TWR – 118.8 TFC – 118.8 MF*	GND – 121.7	ARCAL 118.8(K)*

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT EMKEX	LDA
3500	Ch 80322 W04A	040°	2000	6000



(NM)	10.2	9	8	7	6	5.5	4	3	2	1.4	DIST FROM RW04
	3910	3530	3210	2890	2570	2400	1940	1620	1300	1120	ALT (3.00° APCH PATH)



CATEGORY	A	B	C	D
LPV	1111	(500)	1¾	
LNAV/VNAV (min. -20°C, max. 54°C)	1111	(500)	1¾	
LNAV	1120	(509)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 04

CYAM

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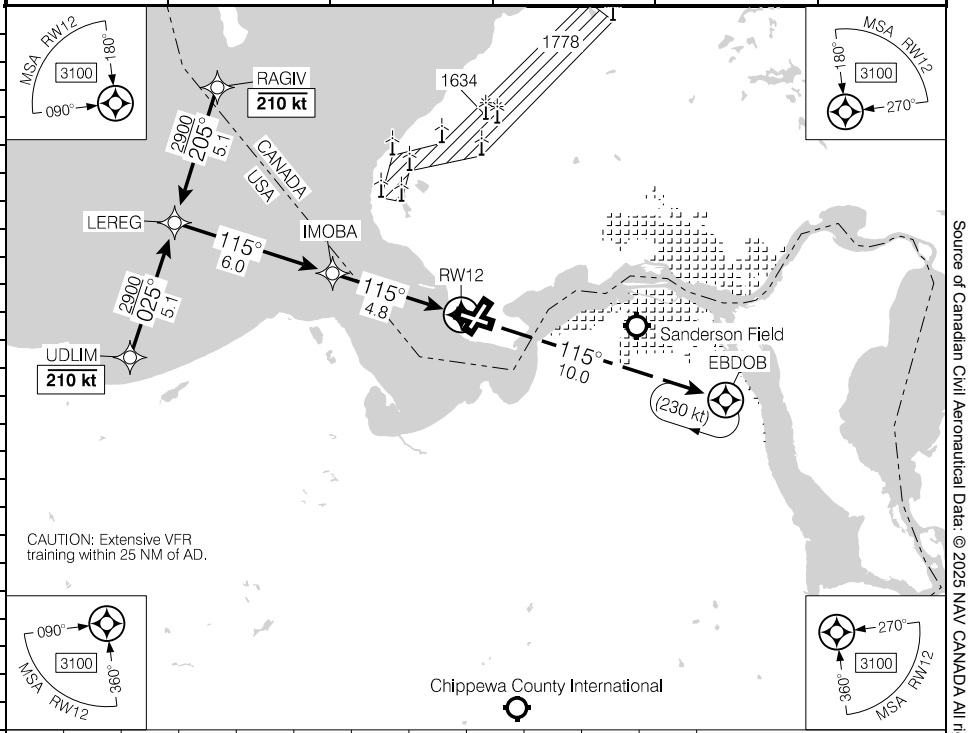
RNAV (GNSS) Z RWY 12

462907N 0843034W VAR 7°W

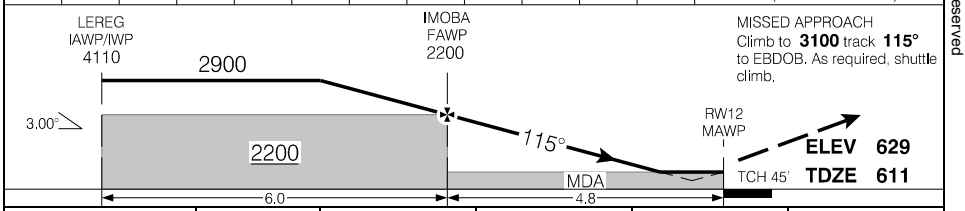
CYAM

ATIS – 133.05	CTR Toronto – 132.65 344.5	TWR – 118.8 TFC – 118.8 MF*	GND – 121.7	ARCAL 118.8(K)

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT IMOBA	LDA
3500	Ch 80350 W12A	115°	2200	6000



DIST FROM RW12	10.8	10	9	8	7.0	6	5	4	3	2	1.1
ALT (3.00° APCH PATH)	4110	3840	3520	3210	2900	2570	2250	1930	1610	1290	1020



CATEGORY	A	B	C	D
LPV	811	(200)	½ RVR 26	
LNAV/VNAV (min. -20°C, max. 54°C)	913	(302)	1 RVR 50	
LNAV	1020	(409)	1 RVR 50	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) Z RWY 12 CYAM

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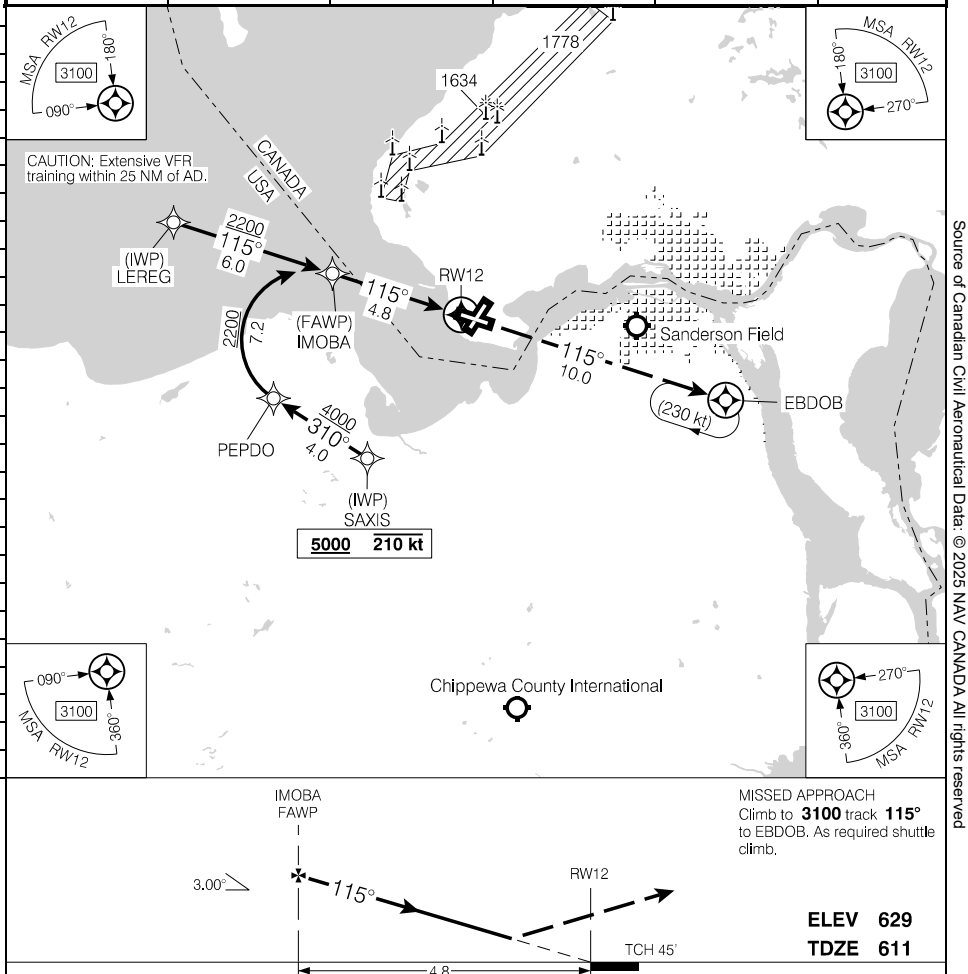
SAULT STE. MARIE, ON

RNAV (RNP) Y RWY 12

462907N 0843034W VAR 7°W

CYAM

ATIS – 133.05	CTR Toronto – 132.65 344.5	TWR – 118.8 TFC – 118.8 MF*	GND – 121.7	ARCAL 118.8(K)
SAFE ALT 100 NM **3500**	RNAV	APCH CRS **115°**	MIN ALT IMOBA **2200**	LDA **6000**



MISSED APPROACH
Climb to **3100** track **115°** to EBDOB. As required shuttle climb.

ELEV 629
TDZE 611

	CATEGORY	A	B	C	D
	RNP 0.15	**899**	(288)	1 RVR 50	
AUTHORIZATION REQUIRED (min. -20° C) (max. 54° C)	**RNP 0.30**	**969**	(358)	1 RVR 50	

RNAV (RNP) Y RWY 12 CYAM

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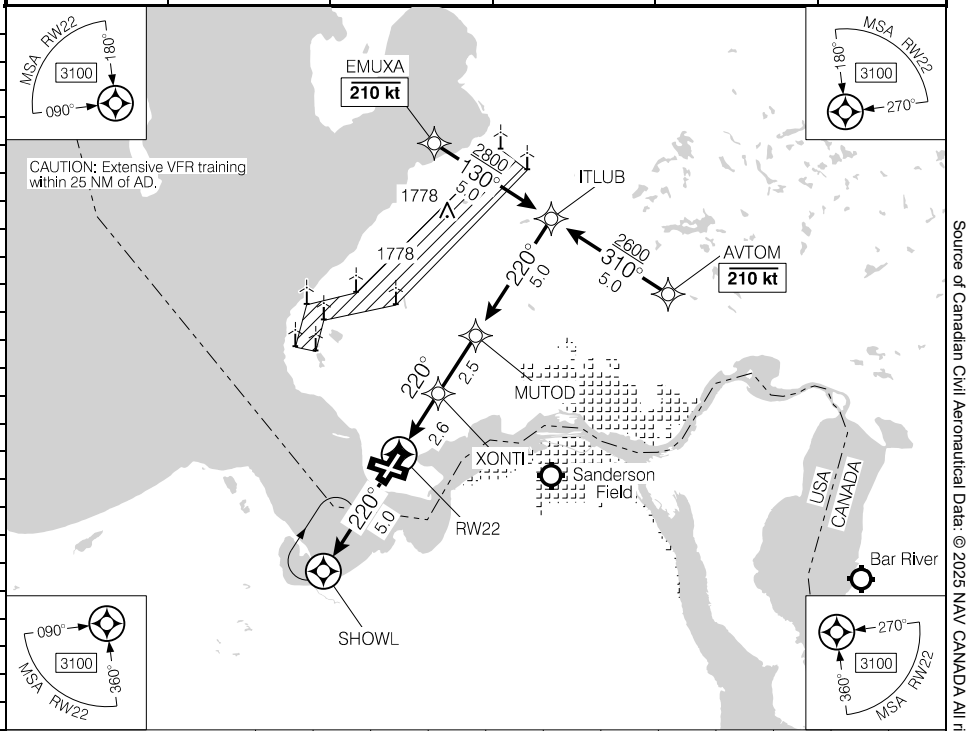
SAULT STE. MARIE, ON

RNAV (GNSS) RWY 22

462907N 0843034W VAR 7°W

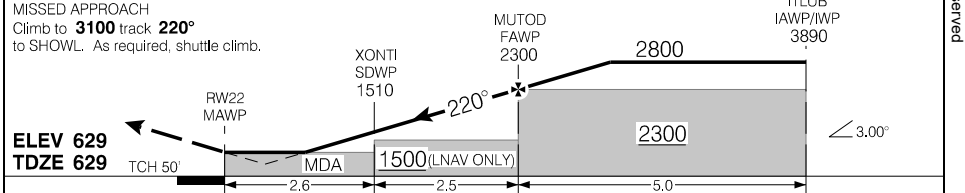
CYAM

ATIS – 133.05	CTR Toronto – 132.65 344.5	TWR – 118.8 TFC – 118.8 MF*	GND – 121.7	ARCAL 118.8(K)*
SAFE ALT 100 NM **3500**	WAAS **Ch 80320** W22A	APCH CRS **220°**	MIN ALT MUTOD **2300**	LDA **6000**



DIST FROM RW22	1.4	2	3	4	5	6	**6.7**	8	9	10.1		
ALT (3.00° APCH PATH)	1140	1320	1640	1950	2270	2590	**2800**	3230	3550	3890		

MISSED APPROACH
Climb to **3100** track **220°**
to SHOWL. As required, shuttle climb.



CATEGORY	A	B	C	D
LPV	**1129**	(500)	1¾	
LNAV/VNAV (min. -20°C, max. 54°C)	**1129**	(500)	1¾	
LNAV	**1140**	(511)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 22

CYAM

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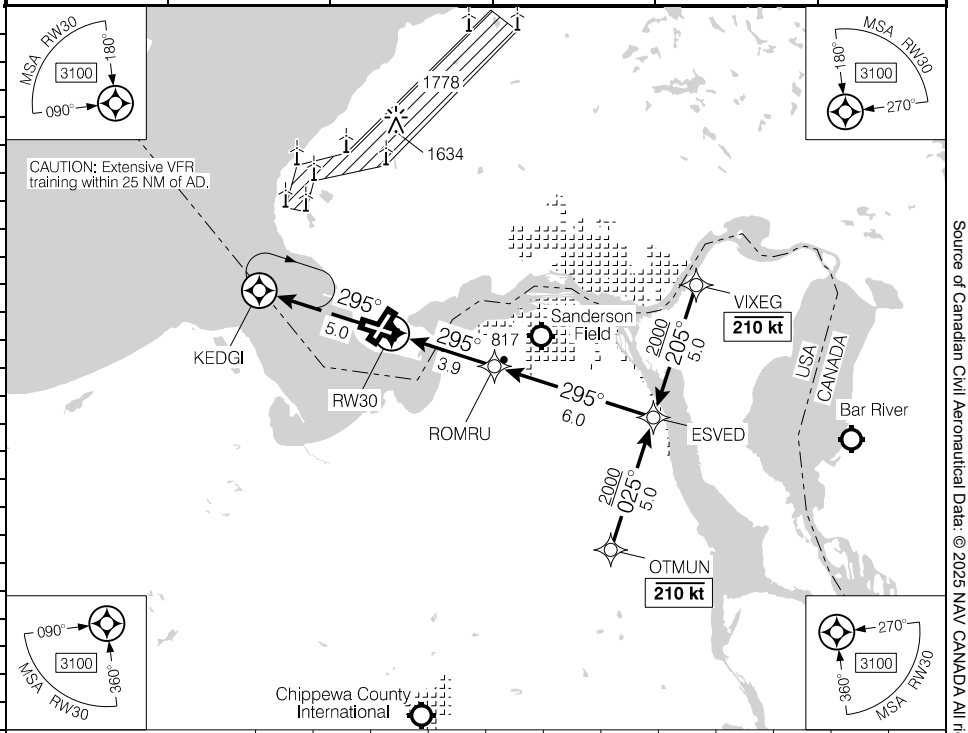
RNAV (GNSS) RWY 30

462907N 0843034W VAR 7°W

CYAM

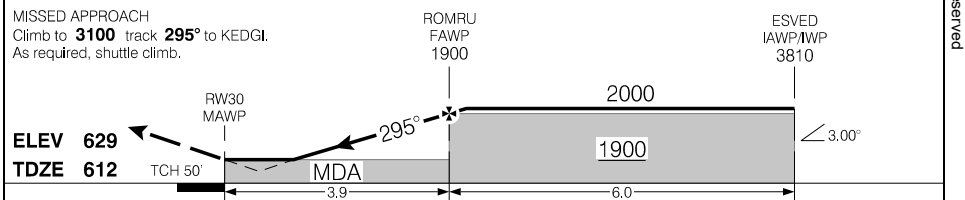
ATIS – 133.05	CTR Toronto – 132.65 344.5	TWR – 118.8 TFC – 118.8	GND – 121.7	ARCAL 118.8(K)*
		MF*		AO

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT ROMRU	LDA
3500	Ch 80321 W30A	295°	1900	6000



DIST FROM RW30	1.2	2	3	**4.2**	5	6	7	8	9	9.9		
ALT (3.00° APCH PATH)	1040	1300	1620	**2000**	2250	2570	2890	3210	3530	3810		

MISSED APPROACH
Climb to **3100** track **295°** to KEDGI.
As required, shuttle climb.



CATEGORY	A	B	C	D
LPV	**860**	(250)	1	
LNAV/VNAV (min. -20°C, max. 54°C)	**996**	(386)	1¼	
LNAV	**1040**	(430)	1¼	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 30

CYAM

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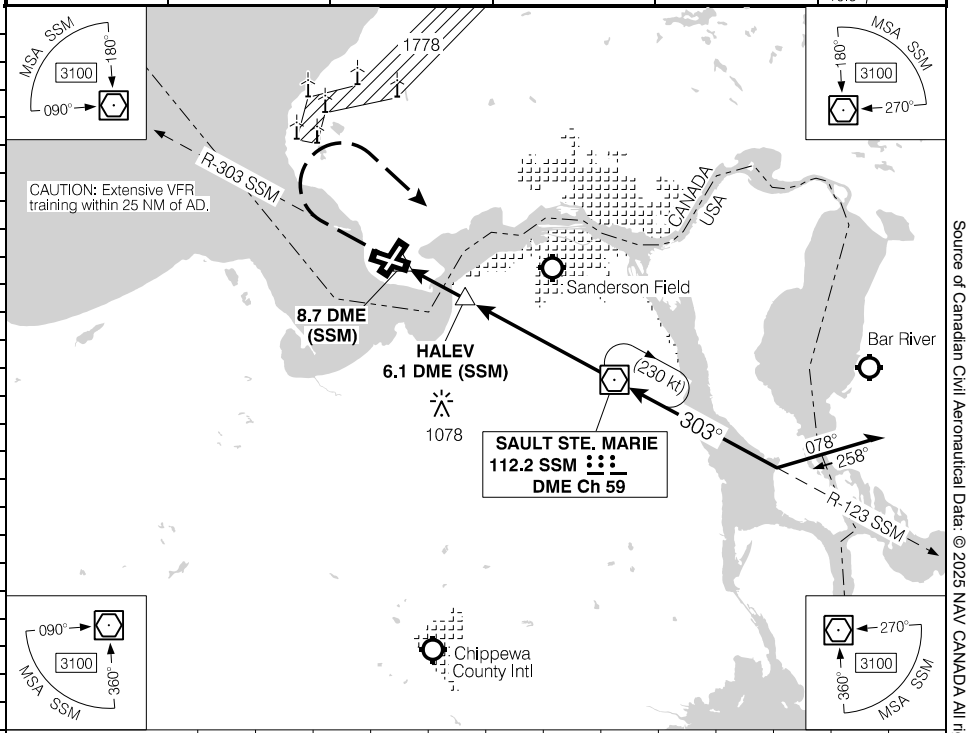
VOR/DME RWY 30

462907N 0843034W VAR 4°W

CYAM

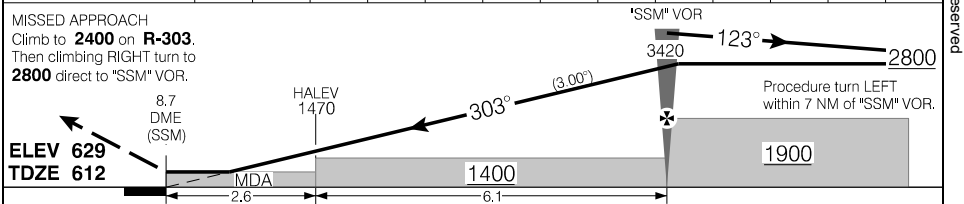
ATIS – 133.05	CTR Toronto – 132.65 344.5	TWR – 118.8 TFC – 118.8 MF*	GND – 121.7	ARCAL 118.8(K)

SAFE ALT 100 NM	VOR SSM	APCH CRS	MIN ALT SSM	LDA
3500	112.2	303°	1900	6000



DIST FROM DME (SSM)	7.3	6	5	4	3	2	1	SSM	**0.6**	1	2	4	7
ALT (3.00° APCH PATH)	1100	1510	1820	2140	2460	2780	3100	3420	**3600**	3740	4050	4690	5650

MISSED APPROACH
Climb to **2400** on **R-303**.
Then climbing RIGHT turn to **2800** direct to "SSM" VOR.



CATEGORY	A	B	C	D
VOR/DME	**1100**	(488)	1½	

"SSM" VOR to MAP 8.7 NM

Knots	ft/min	Min:Sec
70	370	**7:27**
90	480	**5:48**
110	580	**4:45**
130	690	**4:01**
150	800	**3:29**

VOR/DME RWY 30

CYAM

EFF 31 OCT 24

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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Departure Route Description

Unless otherwise assigned by ATC:

All rwys: Maintain **4000**. Expect radar vectors to filed/assigned route.

Rwy 04: Requires a minimum climb gradient of **250** ft/NM to **1800**. Climb hdg **040°** for vectors.

Rwy 12: Climb hdg **115°** for vectors.

Rwy 22: Climb hdg **220°** for vectors.

Rwy 30: Requires a minimum climb gradient of **240** ft/NM to **1400**. Climb hdg **295°** for vectors.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
240 FT/NM	360	480	560	640	720	800	1000	1200
250 FT/NM	380	500	590	670	750	840	1050	1250

Communication Failure

On recognition of a failure 10 minutes or less after take-off in IFR weather conditions proceed as follows:

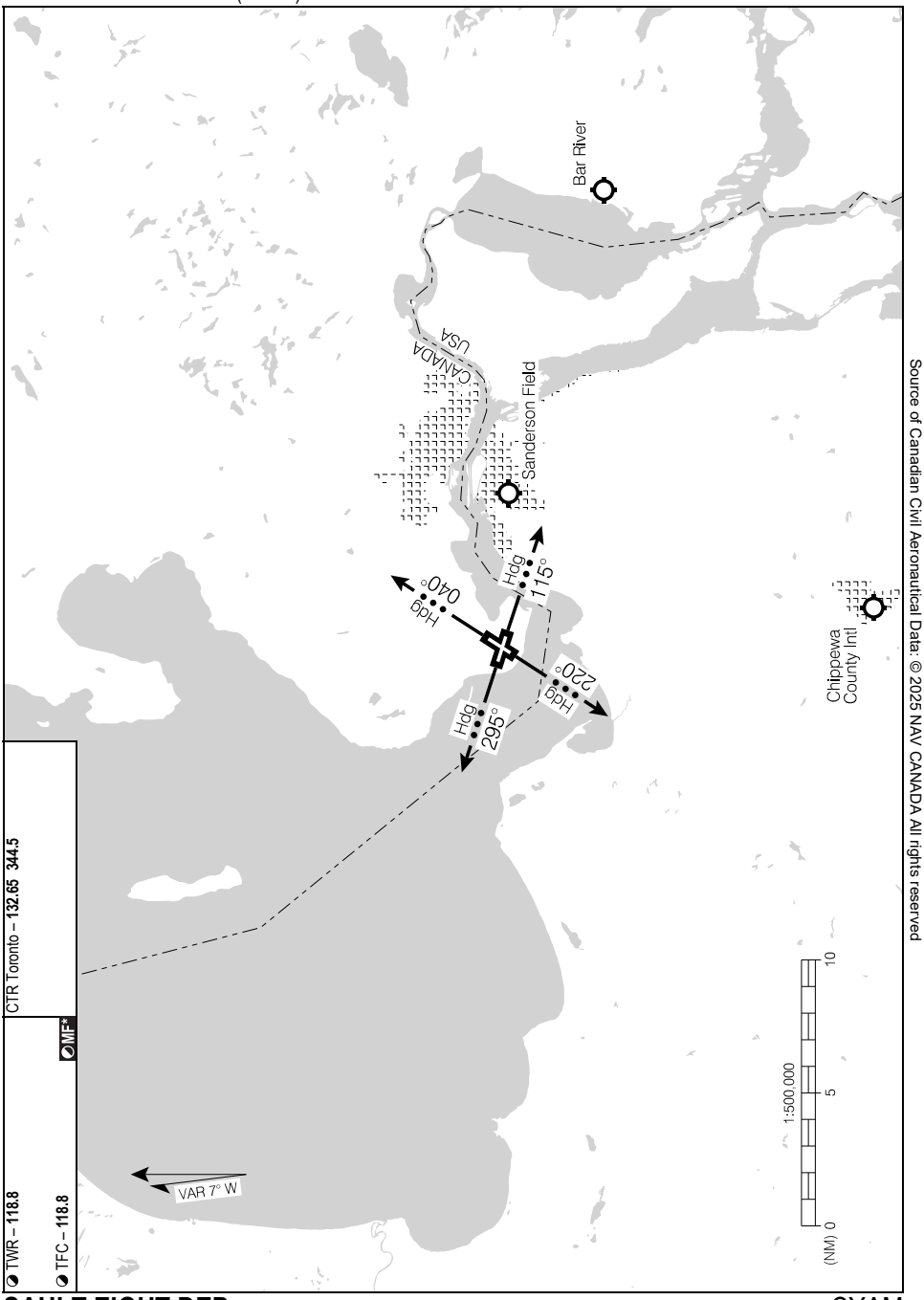
1. Select transponder 7600;
2. When at or above **4000** proceed directly on course;
3. Do not climb above last assigned altitude for 5 minutes after recognition of communication failure (10 minutes non transponder equipped aircraft), then;
4. Climb to flight planned altitude.

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SID (VECTOR)

SAULT EIGHT DEP (SSM8.)

SAULT STE. MARIE, ON
CYAM



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SAULT EIGHT DEP (SSM8.)

CYAM

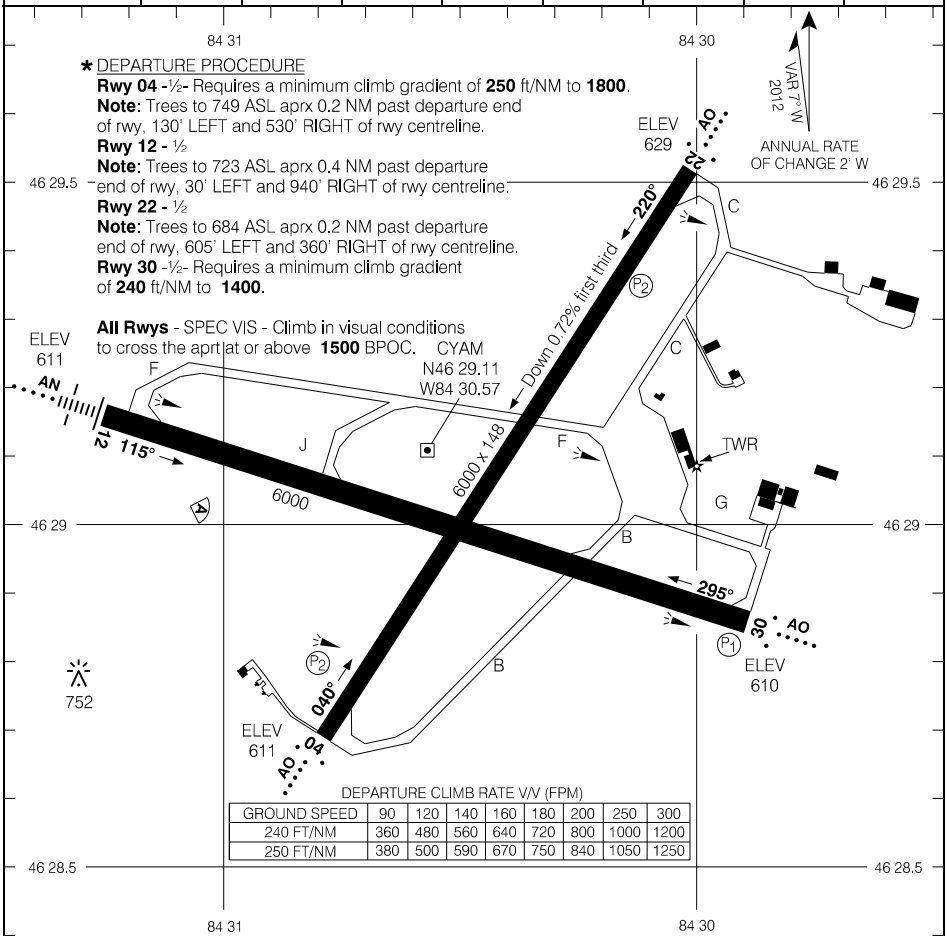
EFF 31 OCT 24

SAULT STE. MARIE, ON

AERODROME CHART — CYAM

ATIS – 133.05	GND – 121.7	TWR – 118.8 TFC – 118.8 MF*	CTR Toronto – 132.65 344.5

DECL DISTS	04	22	12	30				
TORA	6000	6000	6000	6000				
TODA	6984	6984	6984	6984				
ASDA	6000	6000	6000	6000				
LDA	6000	6000	6000	6000				



GROUND SPEED	90	120	140	160	180	200	250	300
240 FT/NM	360	480	560	640	720	800	1000	1200
250 FT/NM	380	500	590	670	750	840	1050	1250

RUNWAY LEVEL OF SERVICE	
RVO	LVO
RWY 12: RVR 1200 RWY 30: (¼ sm)	NOT AUTHORIZED
TAKE-OFF MINIMA	
Rwys 04, 12, 22, 30: *	SCALE IN FEET 1000 0 1000 2000

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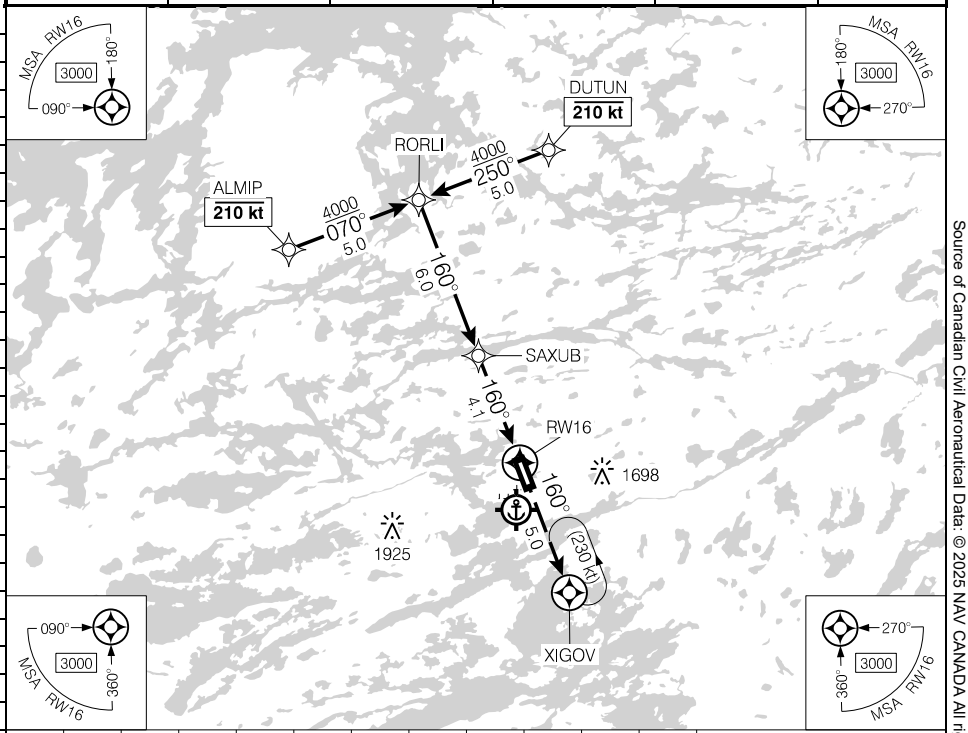
SIOUX LOOKOUT, ON

RNAV (GNSS) RWY 16

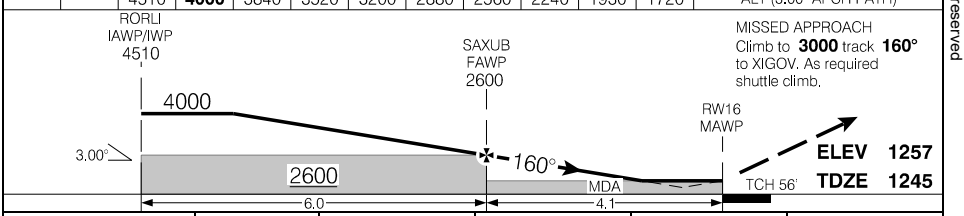
500649N 0915420W VAR 1°W

CYXL

ATIS – **124.75**	CTR Winnipeg – **132.2**	RADIO – **122.0** MF		
SAFE ALT 100 NM **3100**	WAAS **Ch 80100** W16A	APCH CRS **160°**	MIN ALT SAXUB **2600**	LDA **5002**



(NM)		10.1	8.5	8	7	6	5	4	3	2	1.4	DIST FROM RW16
		4510	**4000**	3840	3520	3200	2880	2560	2240	1930	1720	ALT (3.00° APCH PATH)



CATEGORY	A	B	C	D
LPV	**1584**	(352)	1¼	
LNAV/VNAV (min. -20°C, max. 54°C)	**1679**	(447)	1½	
LNAV	**1720**	(488)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 16 CYXL

EFF 23 FEB 23

Canada Air Pilot
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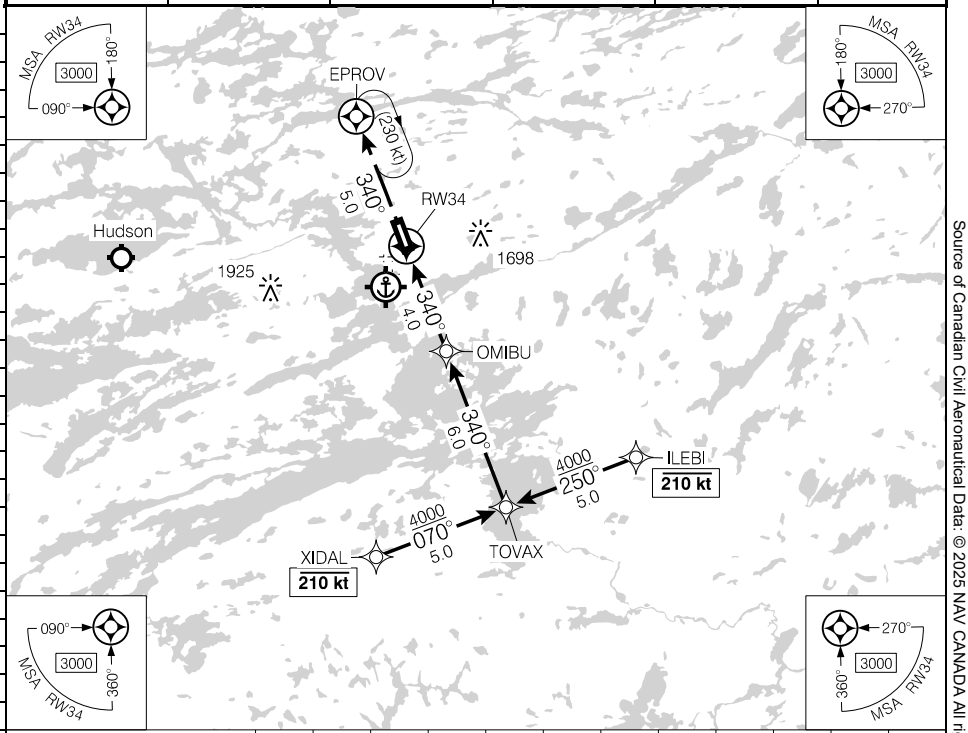
SIOUX LOOKOUT, ON

RNAV (GNSS) RWY 34

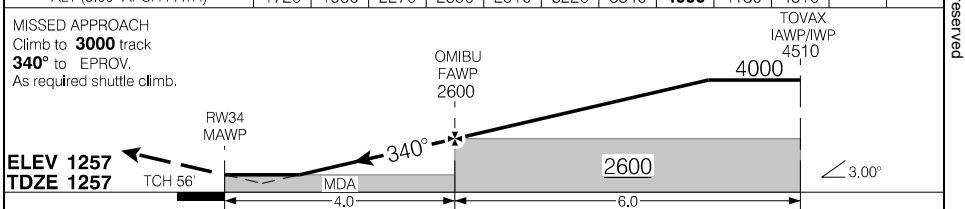
500649N 0915420W VAR 1°W

CYXL

ATIS – **124.75**	CTR Winnipeg – **132.2**	RADIO – **122.0** MF		
SAFE ALT 100 NM **3100**	WAAS **Ch 80101** W34A	APCH CRS **340°**	MIN ALT OMIBU **2600**	LDA **5300**



DIST FROM RW34	1.3	2	3	4	5	6	7	**8.4**	9	10		
ALT (3.00° APCH PATH)	1720	1950	2270	2590	2910	3220	3540	**4000**	4180	4510		



Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**1507**	(250)	1	
LNAV/VNAV (min. -20°C, max. 54°C)	**1628**	(371)	1¼	
LNAV	**1720**	(463)	1½	

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SIOUX LOOKOUT, ON

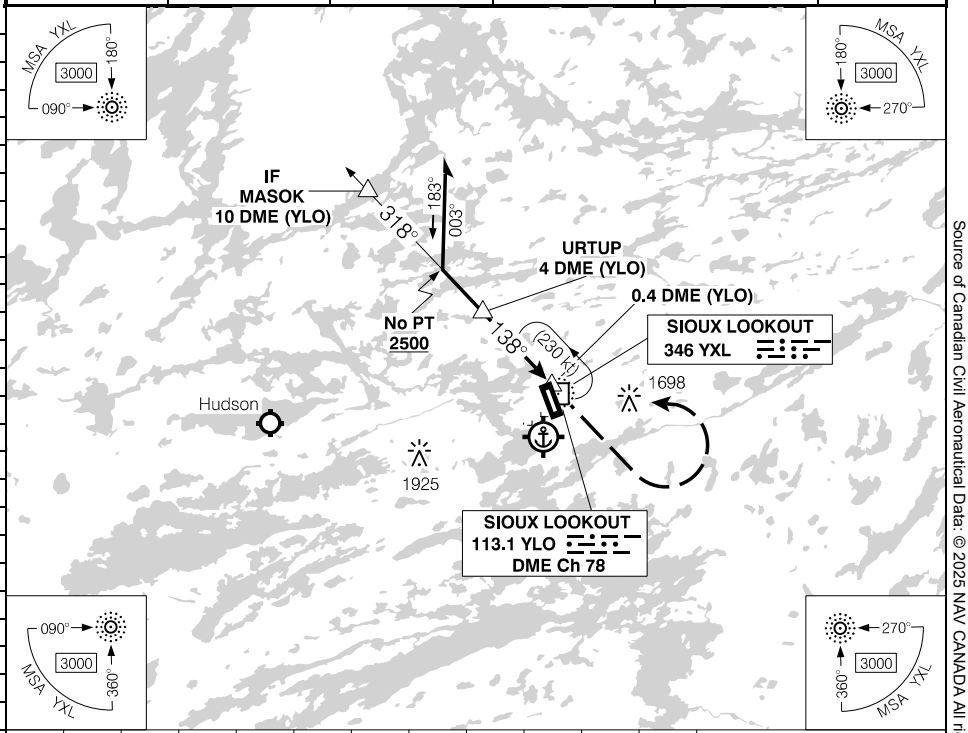
NDB/DME RWY 16

500649N 0915420W VAR 1°W

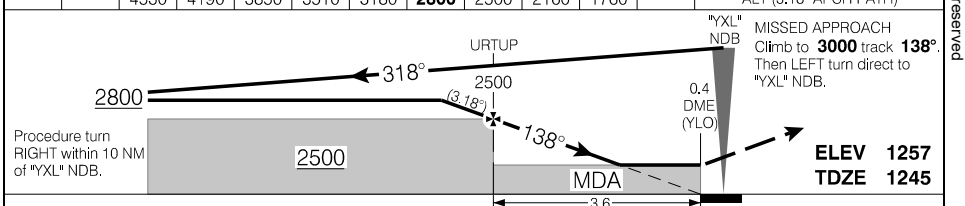
CYXL

ATIS – **124.75**	CTR Winnipeg – **132.2**	RADIO – **122.0** MF	

SAFE ALT 100 NM	NDB YXL	APCH CRS	MIN ALT URTUP	LDA
3100	**346**	**138°**	**2500**	**5002**



		10	9	8	7	6	**4.9**	4	3	1.8		DIST FROM DME (YLO)
		4530	4190	3850	3510	3180	**2800**	2500	2160	1760		ALT (3.18° APCH PATH)



	CATEGORY	A	B	C	D
	NDB/DME	**1760**	(515)	1½	

Knots	ft/min	Min:Sec
70	390	
90	510	
110	620	
130	730	
150	840	

NDB/DME RWY 16

CYXL

EFF 30 NOV 23

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SIOUX LOOKOUT, ON

NDB/DME RWY 34

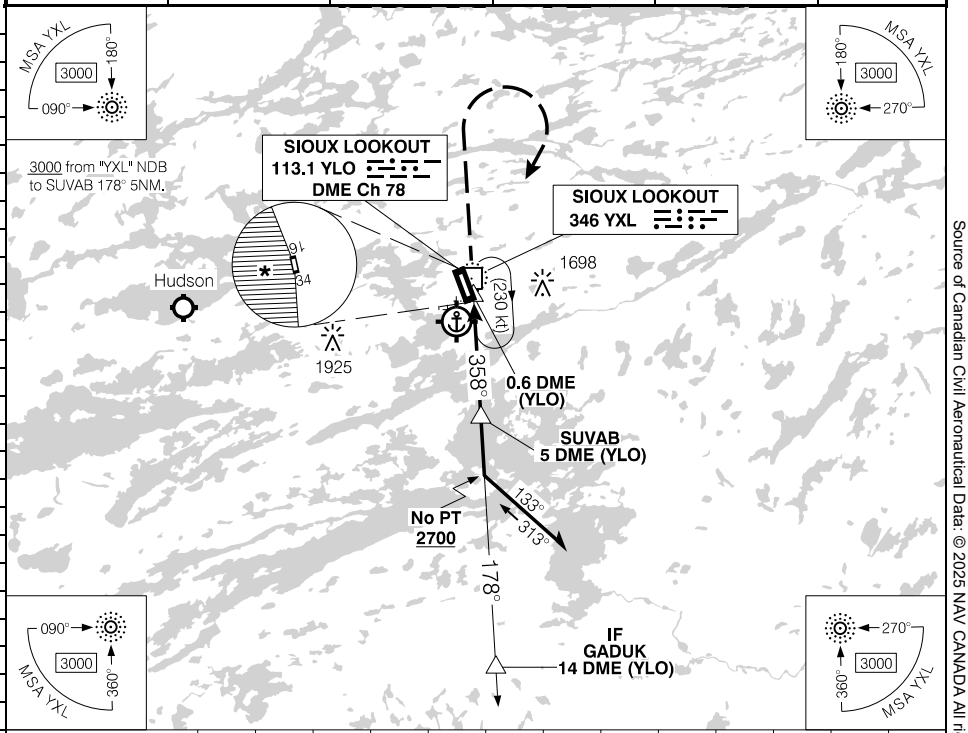
500649N 0915420W VAR 1°W

CYXL

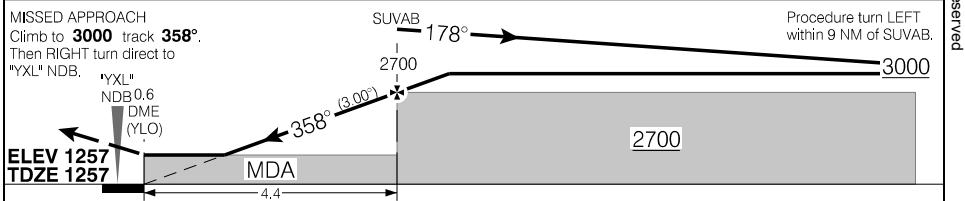
ATIS – **124.75**	CTR Winnipeg – **132.2**	RADIO – **122.0** MF	

SAFE ALT 100 NM	NDB YXL	APCH CRS	MIN ALT SUVAB	LDA
3100	**346**	**358°**	**2700**	**5300**

P2 AS 17.5°



DIST FROM DME (YLO)	2.0	3	4	5	**5.9**	7	8	9	10	11	12	13	14
ALT (3.00° APCH PATH)	1740	2070	2380	2700	**3000**	3340	3660	3980	4290	4610	4930	5250	5570



CATEGORY	A	B	C	D
NDB/DME	**1740** (483) 1½			
C CIRCLING	**1760** (503) 1½		*2040 (783) 2¼	*2040 (783) 2½

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

NDB/DME RWY 34 CYXL

EFF 30 NOV 23

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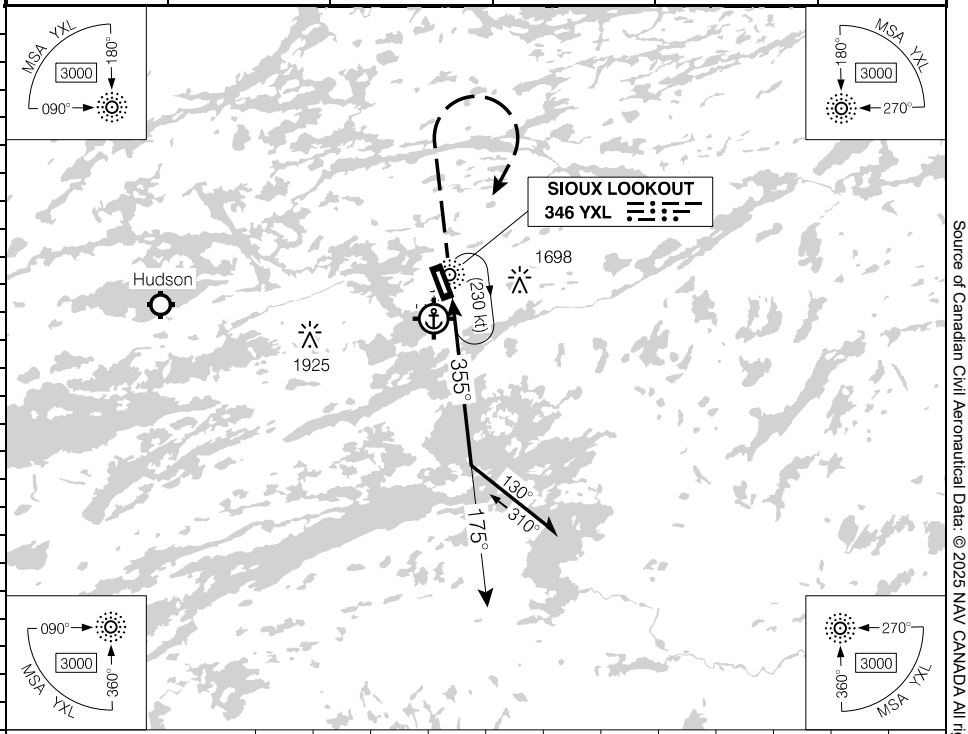
SIOUX LOOKOUT, ON

NDB RWY 34

500649N 0915420W VAR 1°W

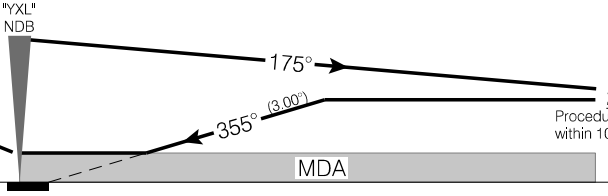
CYXL

ATIS – **124.75**	CTR Winnipeg – **132.2**	RADIO – **122.0** MF		
SAFE ALT 100 NM **3100**	NDB YXL **346**	APCH CRS **355°**		LDA **5300**



DIST FROM "YXL" NDB	2.2	3	4	**5.3**	6	7	8	9	10
ALT (3.00° APCH PATH)	1800	2060	2380	**2800**	3010	3330	3650	3970	4290

MISSED APPROACH
Climb to **3000** track **355°**.
Then RIGHT turn direct to "YXL" NDB.



ELEV 1257
TDZE 1257

CATEGORY	A	B	C	D
NDB	**1800**	(543)	1¾	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

NDB RWY 34

CYXL

EFF 23 FEB 23

Canada Air Pilot
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Departure Route Description

Rwy 16: Requires a minimum climb gradient of **500** ft/NM to **1800**. Climb track **160°** to cross AVRAM at or above **1800**, then proceed via assigned transition. Maintain **5000** or flight planned altitude, whichever is lower. Expect on course when RADAR identified.

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

TASKO TRANSITION: Do not exceed 220 kt until ROSNU. At AVRAM, climbing LEFT turn direct to ROSNU. Then climbing LEFT turn track **359°** to TASKO to the assigned route.

AGNIG TRANSITION: At AVRAM, climbing LEFT turn direct to AGNIG to the assigned route.

PURIK TRANSITION: At AVRAM, climb direct to PURIK to the assigned route.

SEKEN TRANSITION: At AVRAM, climbing RIGHT turn direct to SEKEN to the assigned route.

TULIV TRANSITION: Do not exceed 220 kt until BOMIL. At AVRAM, climbing RIGHT turn direct to BOMIL. Then climbing RIGHT turn track **321°** to TULIV to the assigned route.

Communication Failure

On recognition of failure 10 minutes or less after take-off and in IFR weather conditions, proceed as follows:

1. Select transponder code 7600.
2. Maintain last assigned altitude until assigned transition waypoint.
3. Upon reaching assigned transition waypoint, proceed directly on course.
4. Climb to flight planned altitude.

NOTE: If communication failure occurs more than 10 minutes after take-off, comply with the appropriate procedure for communication failure enroute.

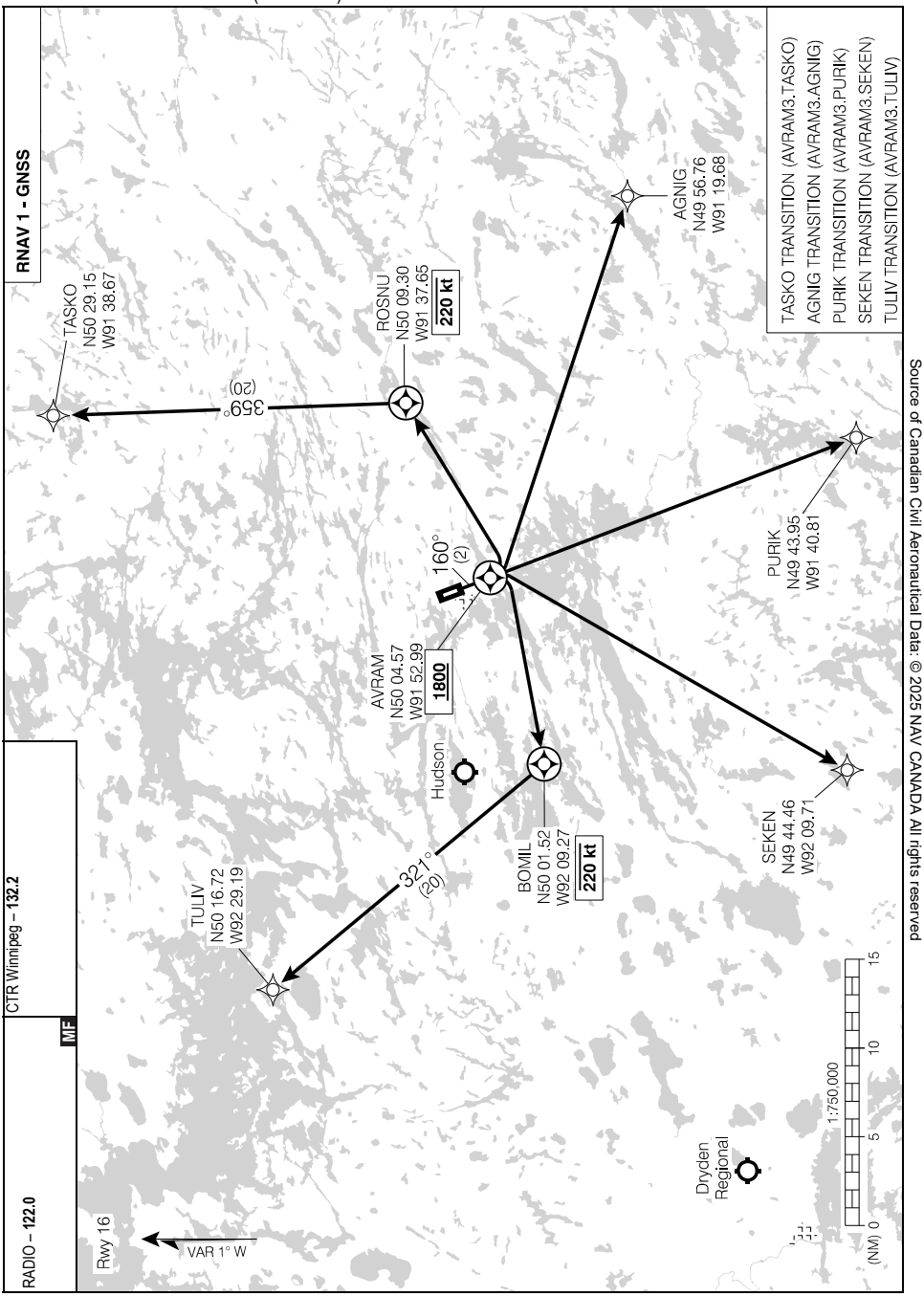
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SID (RNAV)

AVRAM THREE DEP (AVRAM3.)

SIOUX LOOKOUT, ON

CYXL



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AVRAM THREE DEP (AVRAM3.)

CYXL

EFF 26 DEC 24

Canada Air Pilot
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Departure Route Description

Rwy 34: Requires a minimum climb gradient of **500** ft/NM to **1800**. Climb track **340°** to cross PELKA at or above **1800**, then proceed via assigned transition. Maintain **5000** or flight planned altitude, whichever is lower. Expect on course when RADAR identified.

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

SEKEN TRANSITION: Do not exceed 220 kt until ELOTI. At PELKA, climbing LEFT turn direct to ELOTI. Then climbing LEFT turn track **179°** to SEKEN to the assigned route.

TULIV TRANSITION: At PELKA, climbing LEFT turn direct to TULIV to the assigned route.

RESIR TRANSITION: At PELKA, climb direct to RESIR to the assigned route.

TASKO TRANSITION: At PELKA, climbing RIGHT turn direct to TASKO to the assigned route.

AGNIG TRANSITION: Do not exceed 220 kt until DASEP. At PELKA, climbing RIGHT turn direct to DASEP. Then climbing RIGHT turn track **142°** to AGNIG to the assigned route.

Communication Failure

On recognition of failure 10 minutes or less after take-off and in IFR weather conditions, proceed as follows:

1. Select transponder code 7600.
2. Maintain last assigned altitude until assigned transition waypoint.
3. Upon reaching assigned transition waypoint, proceed directly on course.
4. Climb to flight planned altitude.

NOTE: If communication failure occurs more than 10 minutes after take-off, comply with the appropriate procedure for communication failure enroute.

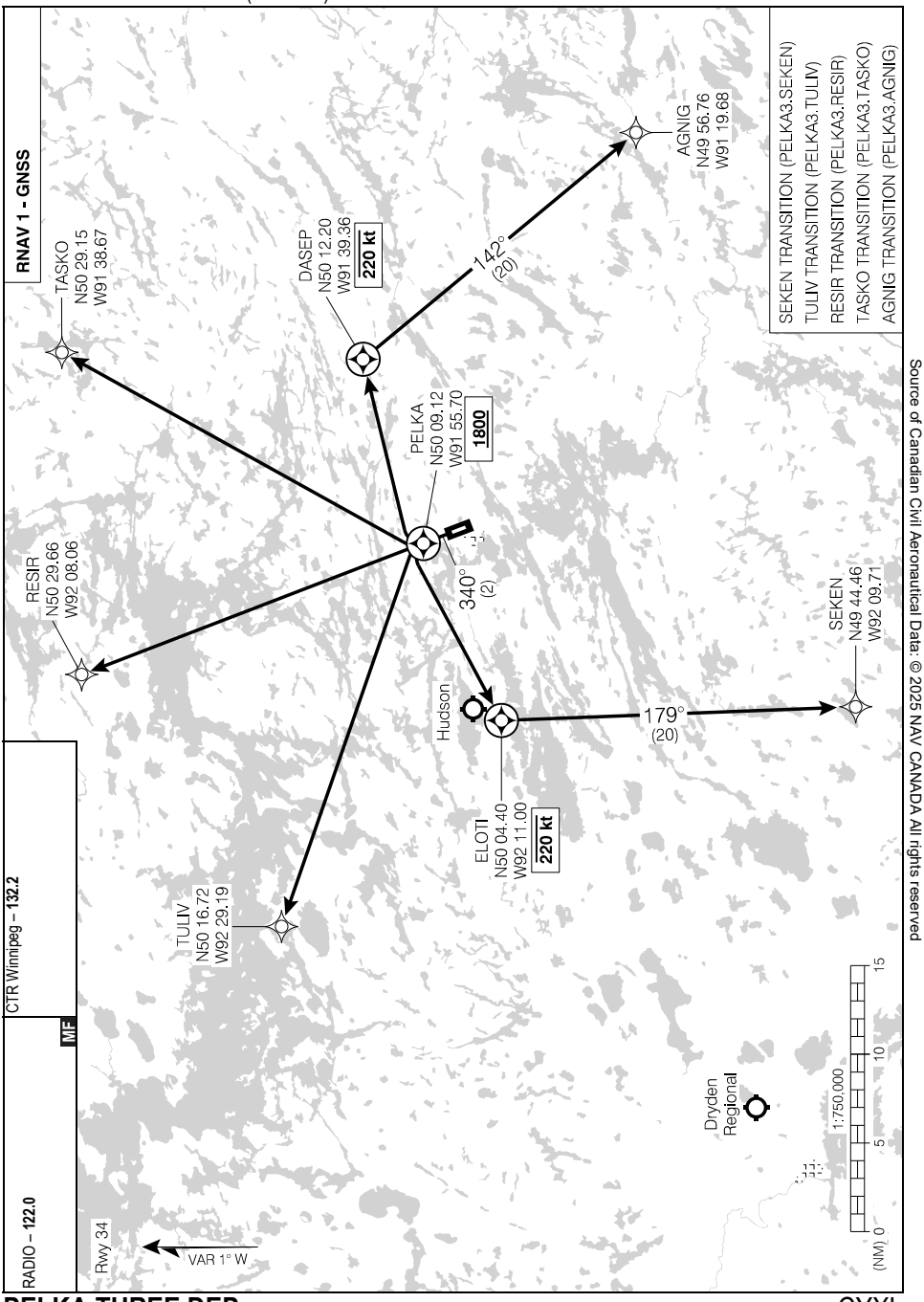
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SID (RNAV)

PELKA THREE DEP (PELKA3.)

SIOUX LOOKOUT, ON

CYXL



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PELKA THREE DEP (PELKA3.)

CYXL

EFF 26 DEC 24

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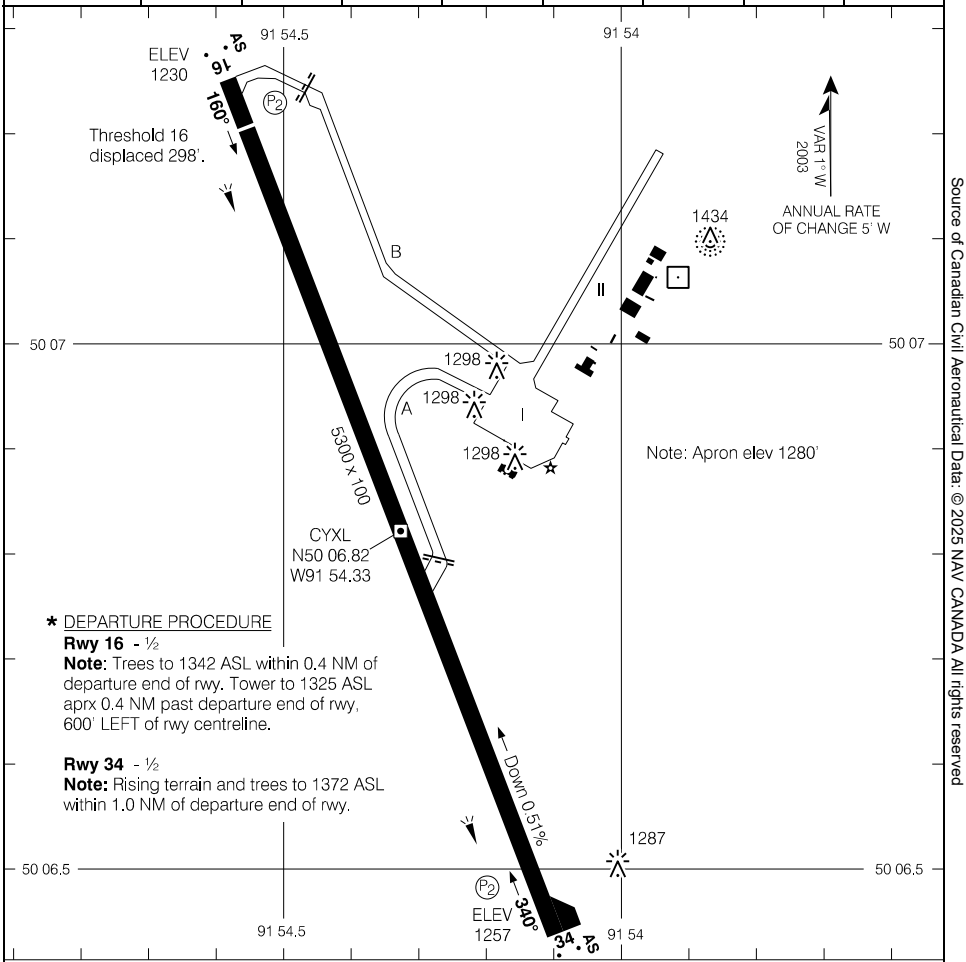
SIOUX LOOKOUT, ON

AERODROME CHART

CYXL

ATIS – **124.75**		RADIO – **122.0**	CTR Winnipeg – **132.2** RADIO London – **126.0**
		MF	

DECL DISTS	16	34
TORA	5300	5300
TODA	6284	6000
ASDA	5300	5300
LDA	5002	5300



RUNWAY LEVEL OF SERVICE	
RVO	LVO
RWY 16; 34: (¼sm)	NOT AUTHORIZED

TAKE-OFF MINIMA	SCALE IN FEET
Rwys 16; 34: *	1000 0 1000

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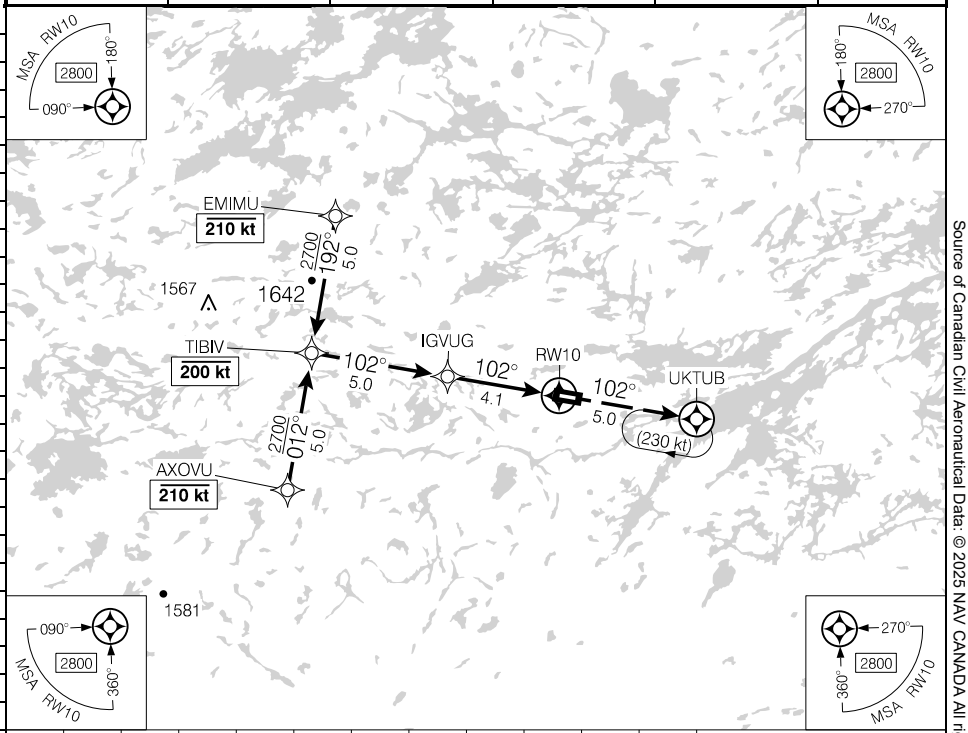
SLATE FALLS, ON

RNAV (GNSS) RWY 10

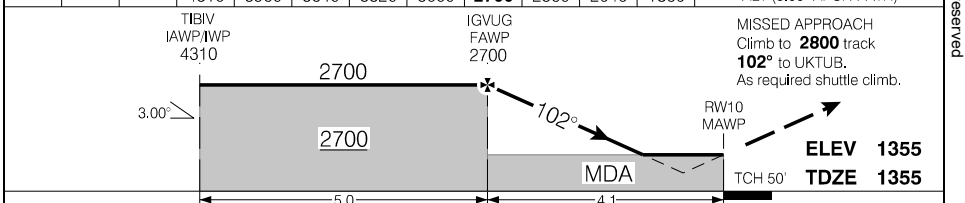
510748N 0913956W VAR 2°W

CKD9

	RADIO London – **126.0**	TFC – **123.2** ATF		ARCAL 123.2(K)
SAFE ALT 100 NM **3000**	WAAS **Ch 81082** W10A	APCH CRS **102°**	MIN ALT IGVUG **2700**	LDA **3507**



(NM)				9.1	8	7	6	5	**4.1**	3	2	1.4	DIST FROM RW10
				4310	3960	3640	3320	3000	**2700**	2360	2040	1860	ALT (3.00° APCH PATH)



MISSED APPROACH
Climb to **2800** track **102°** to UKTUB.
As required shuttle climb.

RASS: Use CYXL.

CATEGORY	A	B	C	D
LPV	**1855**	(500)	1¾	
LNAV	**1860**	(505)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 10

CKD9

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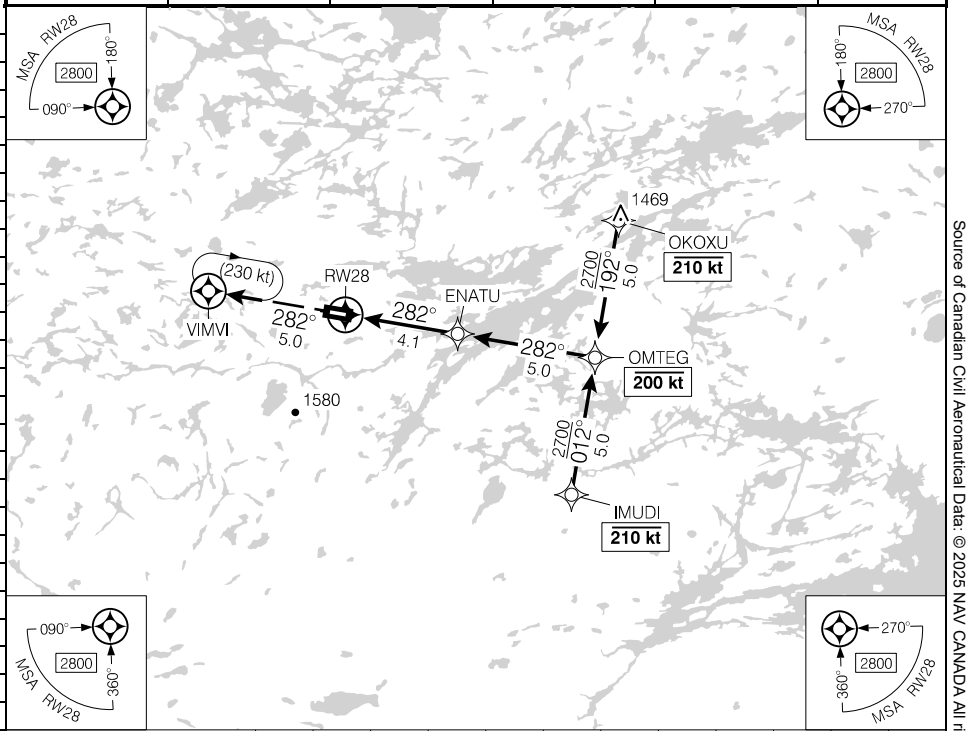
SLATE FALLS, ON

RNAV (GNSS) RWY 28

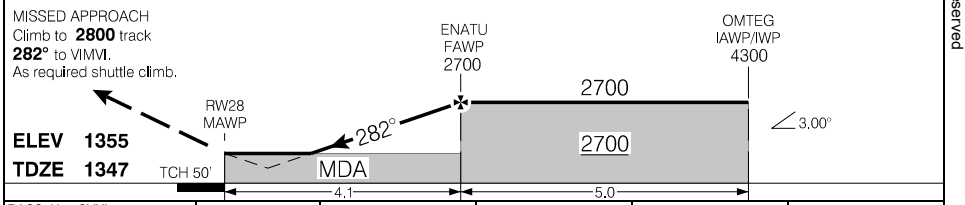
510748N 0913956W VAR 2°W

CKD9

	RADIO London – **126.0**	TFC – **123.2** ATF		ARCAL 123.2(K)
SAFE ALT 100 NM **3000**	WAAS **Ch 81083** W28A	APCH CRS **282°**	MIN ALT ENATU **2700**	LDA **3507**



DIST FROM RW28		1.5	3	**4.1**	5	6	7	8	9.1			
ALT (3.00° APCH PATH)		1860	2350	**2700**	2990	3300	3620	3940	4300			



RASS: Use CYXL.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**1842**	(500)	1¾	
LNAV	**1860**	(518)	1½	

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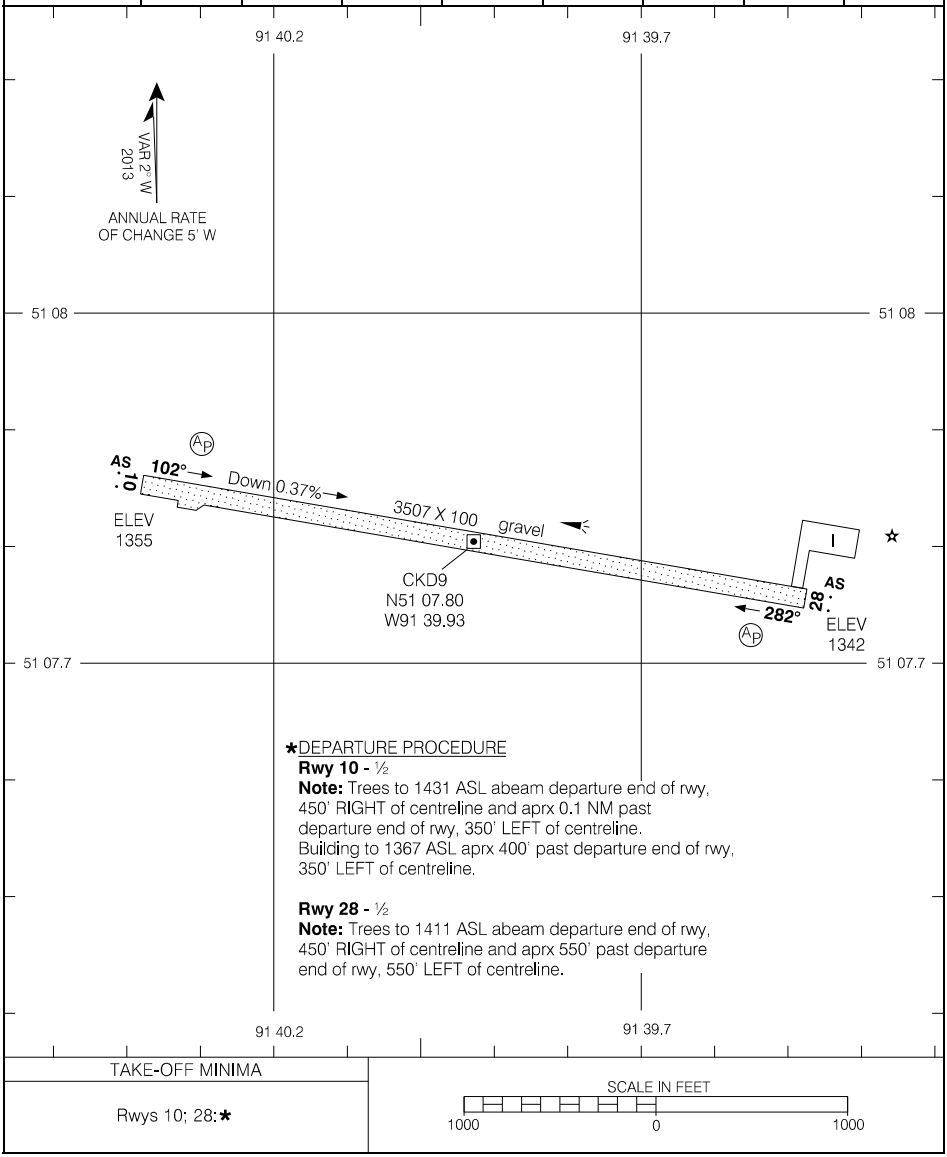
SLATE FALLS, ON

AERODROME CHART

CKD9

			TFC – **123.2**			ATF	RADIO London – **126.0**	

DECL DISTS	10	28						
TORA	3507	3507						
TODA	3507	3507						
ASDA	3507	3507						
LDA	3507	3507						



*DEPARTURE PROCEDURE

Rwy 10 - ½

Note: Trees to 1431 ASL abeam departure end of rwy, 450' RIGHT of centreline and aprx 0.1 NM past departure end of rwy, 350' LEFT of centreline. Building to 1367 ASL aprx 400' past departure end of rwy, 350' LEFT of centreline.

Rwy 28 - ½

Note: Trees to 1411 ASL abeam departure end of rwy, 450' RIGHT of centreline and aprx 550' past departure end of rwy, 550' LEFT of centreline.

TAKE-OFF MINIMA
Rwys 10; 28:*

SCALE IN FEET

1000 0 1000

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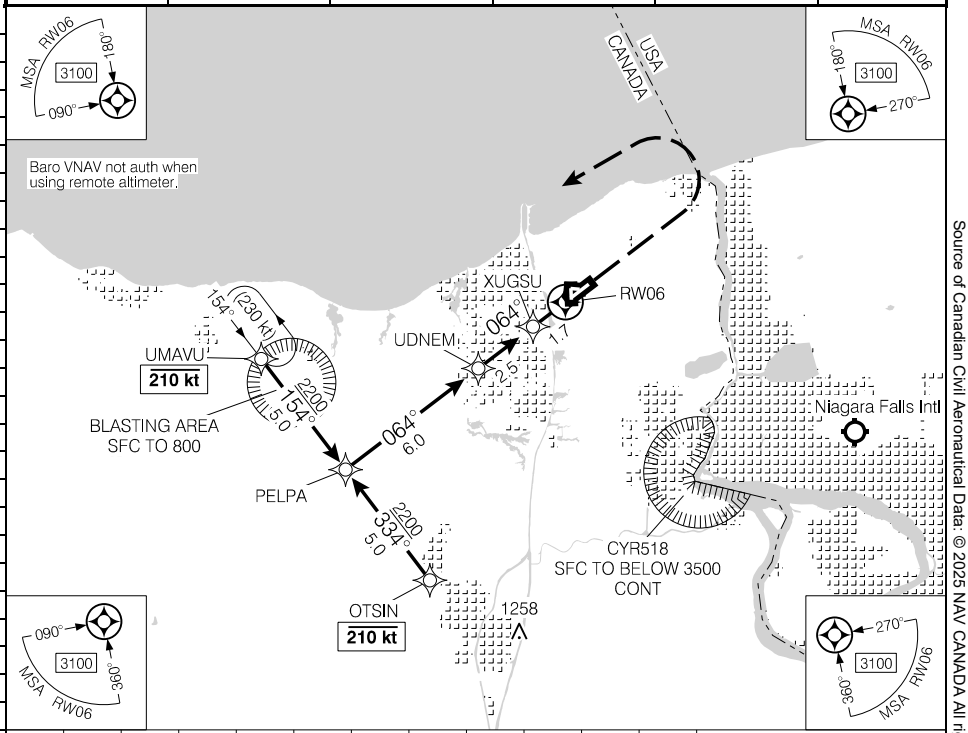
RNAV (GNSS) RWY 06

431130N 0791016W VAR 11°W

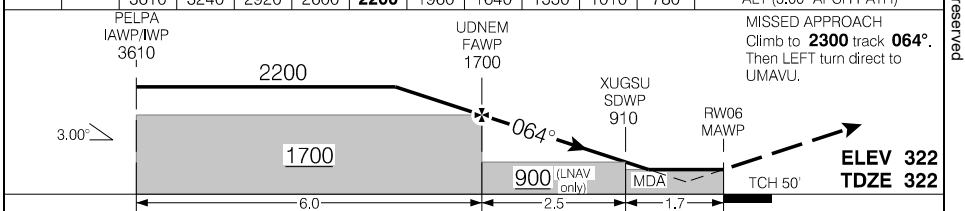
CYSN

ATIS – **128.52**	CTR Toronto – **133.4**	RADIO – **123.25**		ARCAL 123.25(K)
		TFC – **123.25** MF		

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT UDNEM	LDA
5100	**Ch 80215** W06A	**064°**	**1700**	**5000**



DIST FROM RW06	10.2	9	8	7	**5.7**	5	4	3	2	1.3
ALT (3.00° APCH PATH)	3610	3240	2920	2600	**2200**	1960	1640	1330	1010	780



RASS: When using CYHM add **160'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**571**	(250)	1	
LNAV/VNAV (min. -19°C, max. 54°C)	**816**	(495)	1¾	
LNAV	**780**	(459)	1½	

RNAV (GNSS) RWY 06 CYSN

EFF 5 SEP 24

Canada Air Pilot
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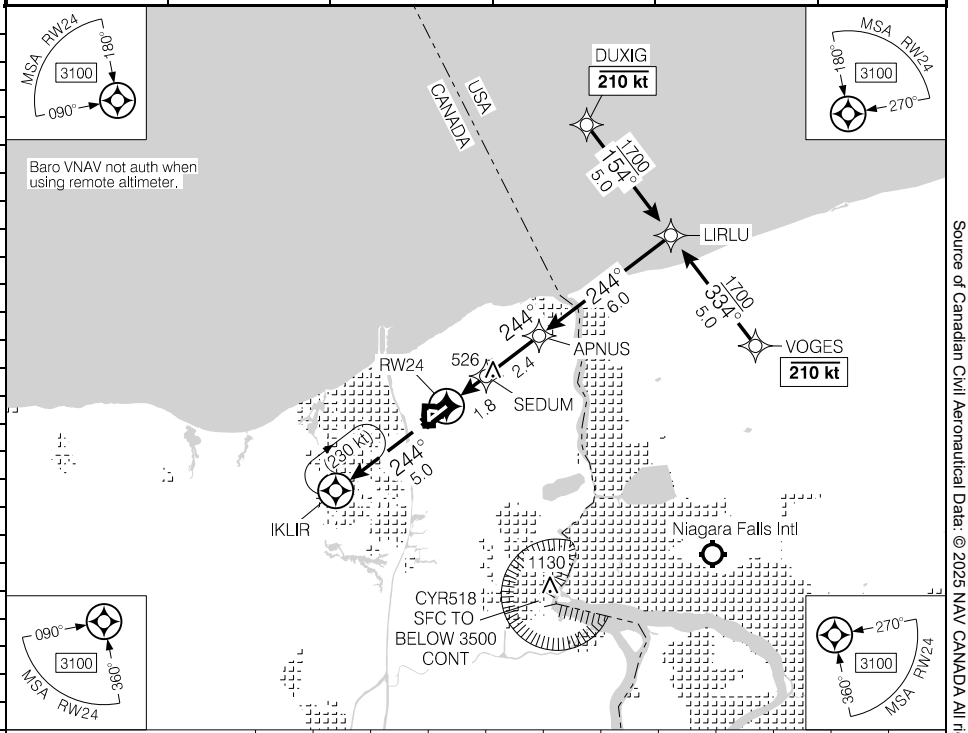
RNAV (GNSS) RWY 24

431130N 0791016W VAR 11°W

CYSN

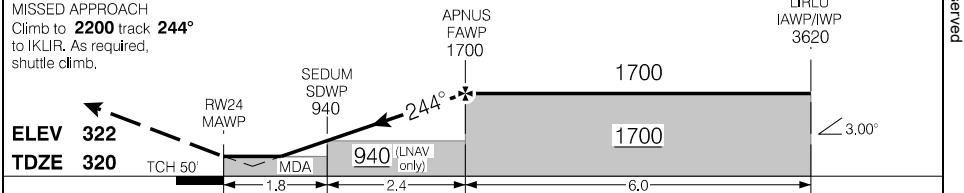
ATIS – **128.52**	CTR Toronto – **133.4**	RADIO – **123.25**		ARCAL 123.25(K)
		TFC – **123.25** MF		

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT APNUS	LDA
5100	**Ch 80216** W24A	**244°**	**1700**	**5000**



DIST FROM RW24	1.0	2	3	**4.2**	5	6	7	8	9	10.2
ALT (3.00° APCH PATH)	680	1010	1320	**1700**	1960	2280	2600	2920	3240	3620

MISSED APPROACH
Climb to **2200** track **244°**
to IKLIR. As required,
shuttle climb.



RASS: When using CYHM add **160'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**569**	(250)	1	
LNAV/VNAV (min. -19°C, max. 54°C)	**569**	(250)	1	
LNAV	**680**	(361)	1¼	

RNAV (GNSS) RWY 24 CYSN

EFF 5 SEP 24

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Departure Procedure

Rwys 11, 29: NOT ASSESED

Rwy 01 – ½: Climb between hdg **039°** CCW to **191°** to remain clear of CYR518 and MISTY1 MOA. When CYA513 is active, climb between hdg **039°** CCW to **239°** to remain clear of CYR518, MISTY1 MOA and CYA513.

Note: Trees to 350 ASL aprx 530' past departure end of rwy.

Tower to 386 ASL aprx 0.2 NM past departure end of rwy, 200' RIGHT of rwy centreline.

Rwy 06 – ½: Climb between hdg **036°** CCW to **244°** to remain clear of MISTY1 MOA, CYR518 and CYA513.

Rwy 19 – ½: Requires a minimum climb gradient of **210** ft/NM to **1200**. Climb between hdg **209°** CW to **009°** to remain clear of MISTY1 MOA and CYR518. When CYA513 is active: Requires a minimum climb gradient of **210** ft/NM to **1200**. Climb between hdg **248°** CW to **009°** to remain clear of MISTY1 MOA, CYR518 and CYA513.

or

SPEC VIS – Climb in visual conditions to cross the aprt at or above **3500** BPOC. When CYA513 is active: SPEC VIS NOT AUTHORIZED.

Rwy 24 – ½: Climb between hdg **194°** CW to **038°** to remain clear of MISTY1 MOA and CYR518. When CYA513 is active, climb between hdg **264°** CW to **038°** to remain clear of CYA513, MISTY1 MOA and CYR518.

Note: Trees to 373 ASL aprx 0.3 NM past departure end of rwy, 930' RIGHT of rwy centreline.

Possible ship to 450 ASL transiting canal aprx 0.8 NM past departure end of rwy.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
210 FT/NM	320	420	490	560	630	700	880	1050

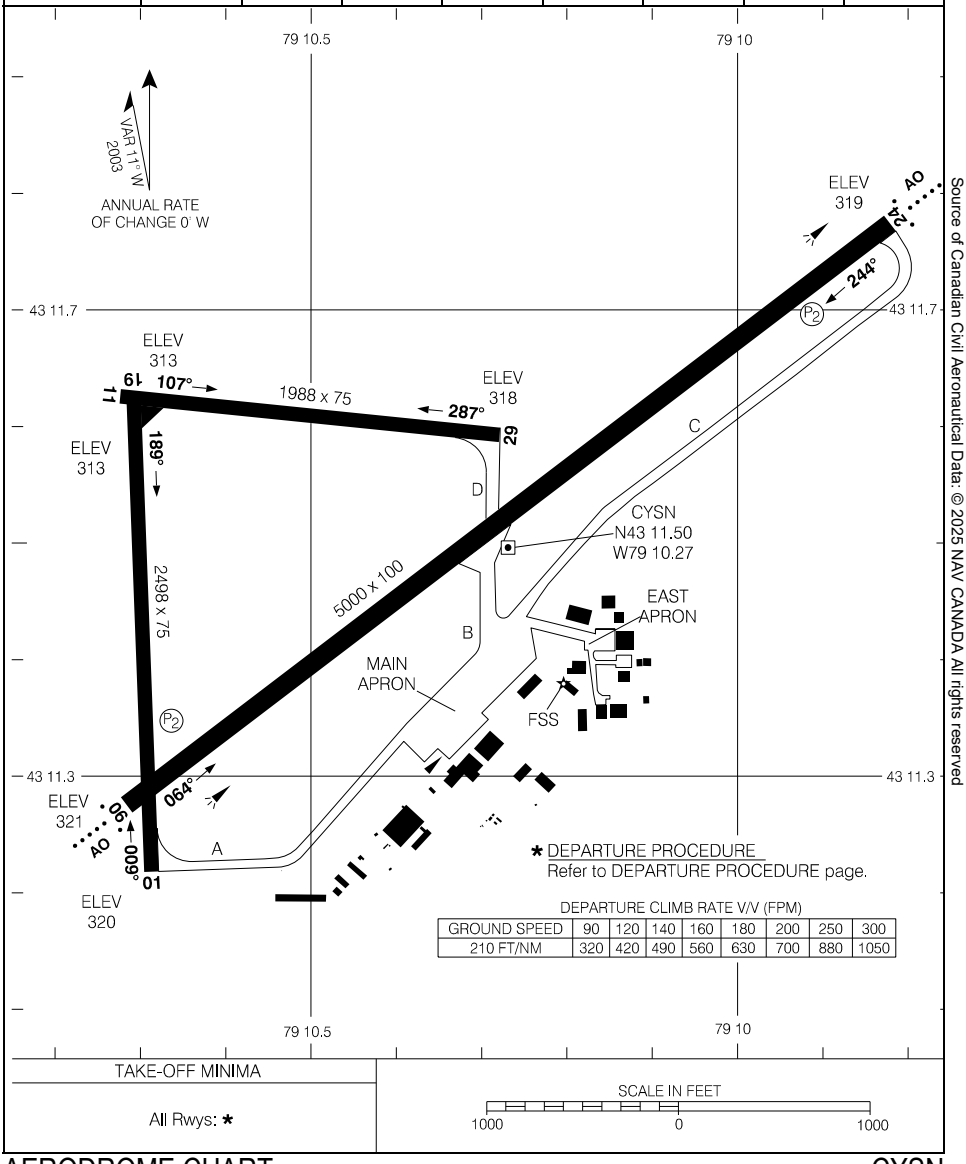
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AERODROME CHART — CYSN

ATIS – **128.52**		RADIO – **123.25** TFC – **123.25** MF	CTR Toronto – **133.4** RADIO London – **123.47**

DECL DISTS	01	19	06	24	11	29		
TORA	2498	2498	5000	5000	1988	1988		
TODA	2695	3348	5984	5197	2972	2185		
ASDA	2498	2498	5000	5000	1988	1988		
LDA	2498	2498	5000	5000	1988	1988		



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AERODROME CHART — CYSN

EFF 12 JUN 25

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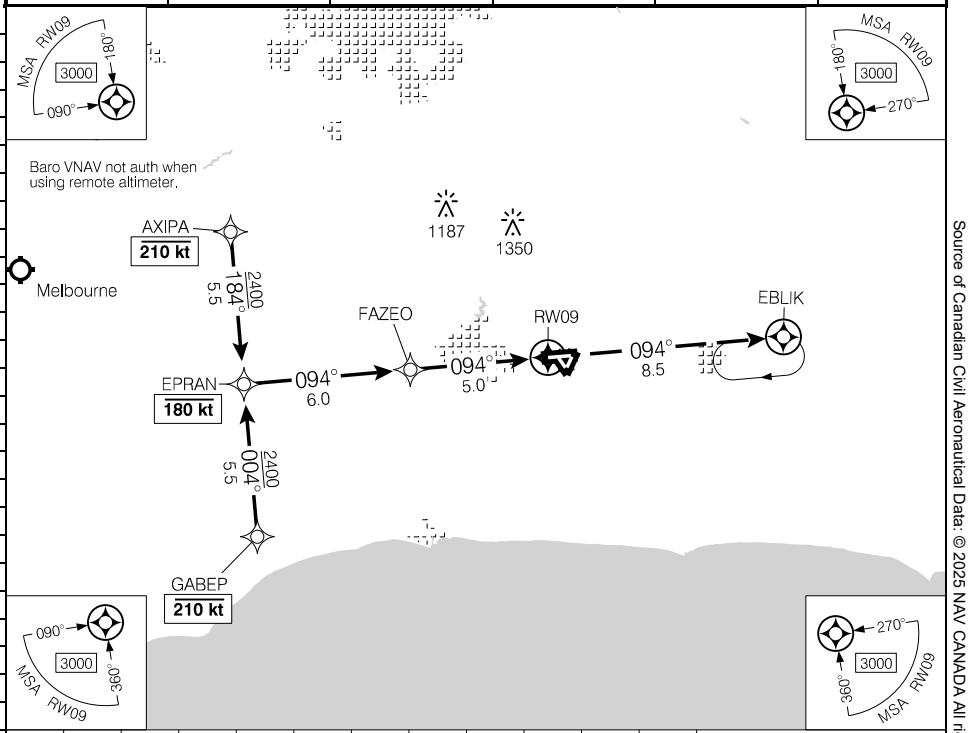
ST. THOMAS MUNI, ON

RNAV (GNSS) RWY 09

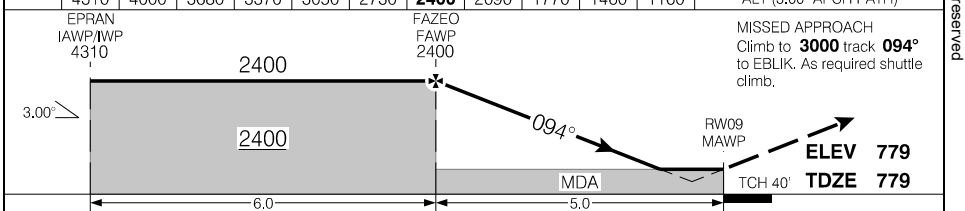
424612N 0810635W VAR 9°W

CYQS

AUTO – **122.55**	CTR Toronto – **135.3**	UNICOM – **122.7** ATF		ARCAL 122.7(K)
SAFE ALT 100 NM **4900**	WAAS **Ch 80649** W09A	APCH CRS **094°**	MIN ALT FAZEO **2400**	LDA **5013**



11	10	9	8	7	6	**5.0**	4	3	2	1.1	DIST FROM RW09
4310	4000	3680	3370	3050	2730	**2400**	2090	1770	1460	1160	ALT (3.00° APCH PATH)



MISSED APPROACH
Climb to **3000** track **094°** to EBLIK. As required shuttle climb.

RASS: When using CYXU add **60'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**1029**	(250)	1	
LNAV/VNAV (min. -21°C, max. 54°C)	**1042**	(263)	1	
LNAV	**1160**	(381)	1¼	

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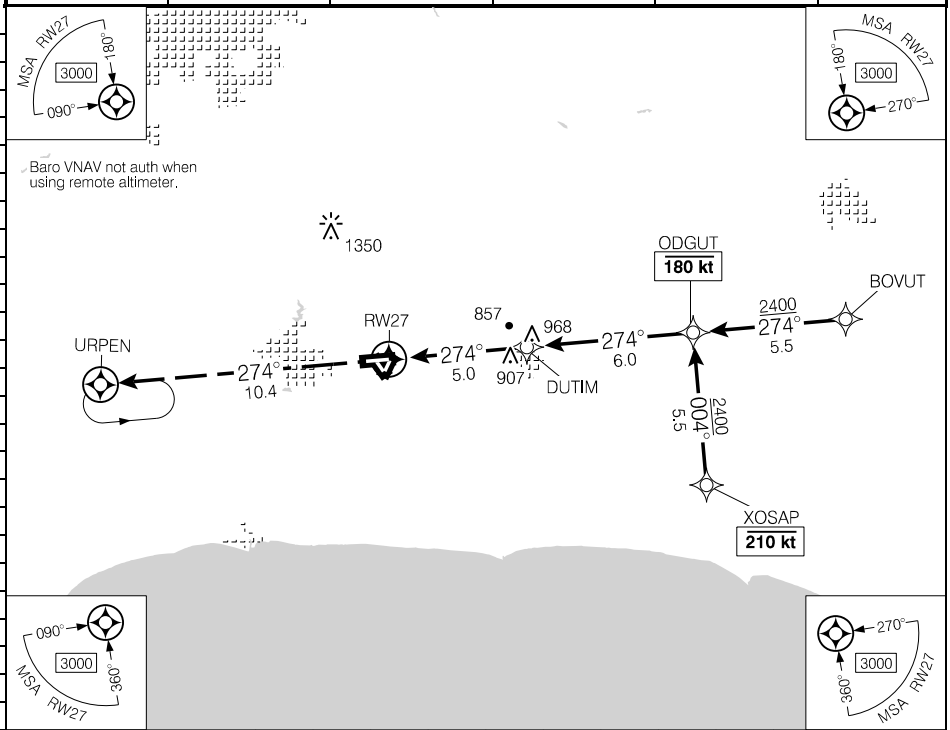
ST. THOMAS MUNI, ON

RNAV (GNSS) RWY 27

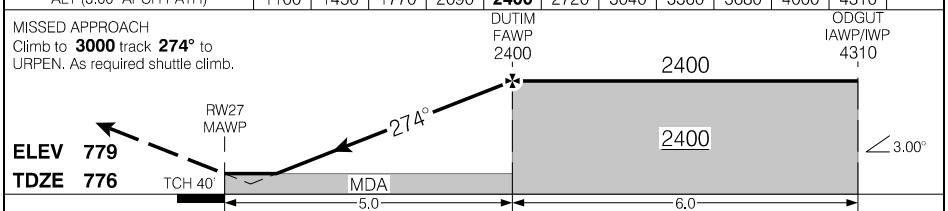
424612N 0810635W VAR 9°W

CYQS

AUTO – **122.55**	CTR Toronto – **135.3**	UNICOM – **122.7** ATF		ARCAL 122.7(K)
SAFE ALT 100 NM **4900**	WAAS **Ch 80650** W27A	APCH CRS **274°**	MIN ALT DUTIM **2400**	LDA **5013**



DIST FROM RW27	0.9	2	3	4	**5.0**	6	7	8	9	10	11
ALT (3.00° APCH PATH)	1100	1450	1770	2090	**2400**	2720	3040	3360	3680	4000	4310



RASS: When using CYXU add **60'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**1024**	(250)	1	
LNAV/VNAV (min. -21°C, max. 54°C)	**1024**	(250)	1	
LNAV	**1100**	(326)	1	

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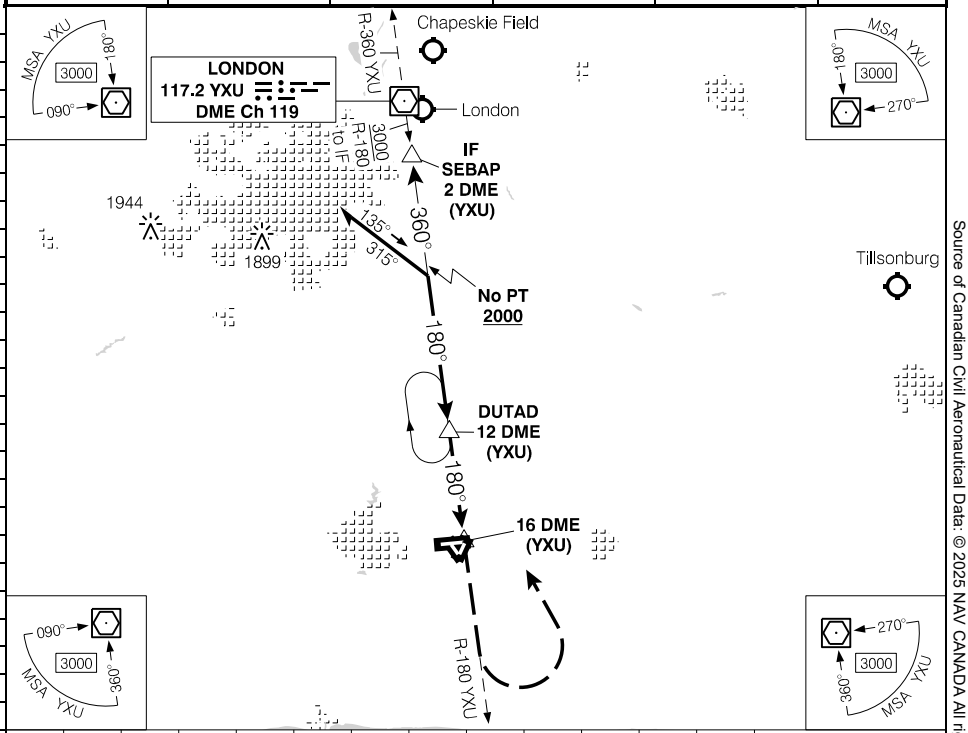
ST. THOMAS MUNI, ON

VOR/DME A

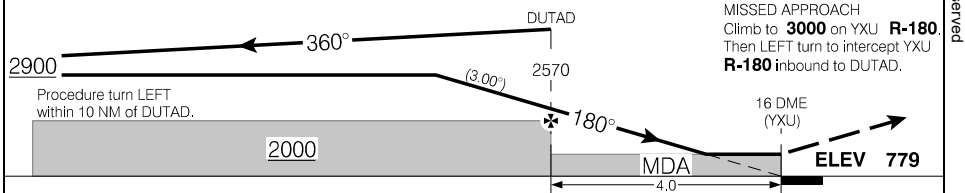
424612N 0810635W VAR 8°W

CYQS

AUTO – **122.55**	CTR Toronto – **135.3**	UNICOM – **122.7** ATF			ARCAL 122.7(K) LIGHTING: REFER TO AD CHART
SAFE ALT 100 NM **4900**	VOR YXU **117.2**	APCH CRS **180°**	MIN ALT DUTAD **2000**	LDA REFER TO AD CHART	



2	4	6	7	8	9	10	**11.0**	12	13	14	15	16	DIST FROM DME (YXU)
5760	5120	4480	4170	3850	3530	3210	**2900**	2570	2250	1940	1620	1300	ALT (3.00° APCH PATH)



MISSED APPROACH
Climb to **3000** on YXU **R-180**.
Then LEFT turn to intercept YXU
R-180 inbound to DUTAD.

RASS: When using CYXU add **60'**.

CATEGORY	A	B	C	D
C CIRCLING	**1300** (521)	1½	**1400** (621)	2

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

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Departure Procedure

Rwy 03 – ½:

Note: Trees to 831 ASL aprx 0.2 NM past departure end of rwy, 560' LEFT of rwy centreline. Silo to 833 ASL aprx 0.3 NM past departure end of rwy, 390' LEFT of rwy centreline.

Rwy 09 – ½:

Note: Trees to 811 ASL aprx 0.2 NM past departure end of rwy, 270' RIGHT of rwy centreline. Trees to 808 ASL aprx 0.2 NM past departure end of rwy, 530' LEFT of rwy centreline.

Rwy 15 – ½:

Note: Trees to 828 ASL aprx 0.2 NM past departure end of rwy, 590' RIGHT of rwy centreline. Silos to 848 ASL aprx 0.5 NM past departure end of rwy, 440' LEFT of rwy centreline.

Rwy 21 – ½:

Note: Trees to 831 ASL aprx 0.2 NM past departure end of rwy, 610' RIGHT of rwy centreline.

Rwy 27 – ½:

Note: Road to 794 ASL aprx 0.1 NM past departure end of rwy.

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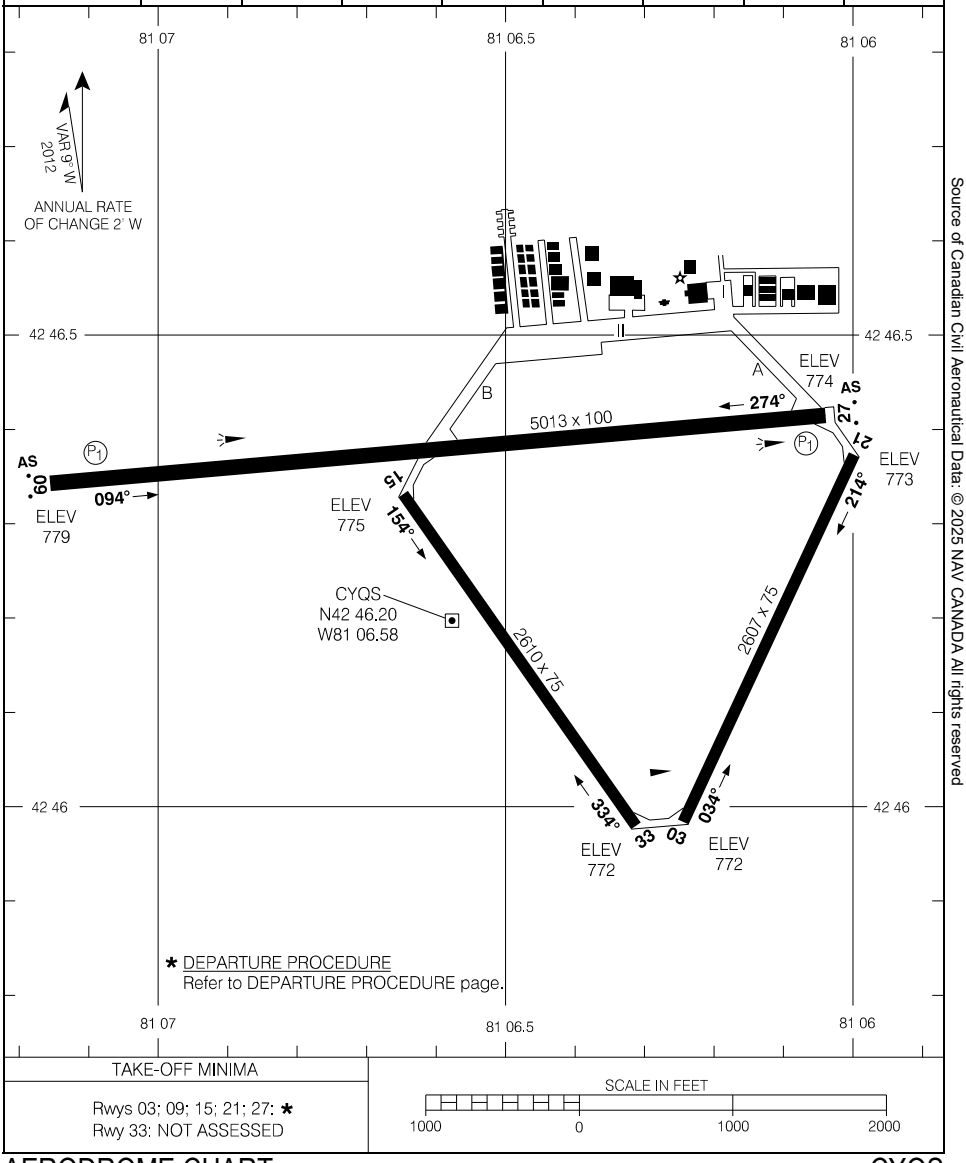
ST. THOMAS MUNI, ON

AERODROME CHART

CYQS

AUTO – **122.55**		UNICOM – **122.7** ATF	CTR Toronto – **135.3**

DECL DISTS	03	21	09	27	15	33		
TORA	2607	2607	5013	5013	2610	2610		
TODA	3591	3591	5997	5543	3594	3594		
ASDA	2607	2607	5013	5013	2610	2610		
LDA	2607	2607	5013	5013	2610	2610		



TAKE-OFF MINIMA
Rwys 03; 09; 15; 21; 27: *
Rwy 33: NOT ASSESSED

SCALE IN FEET

1000 0 1000 2000

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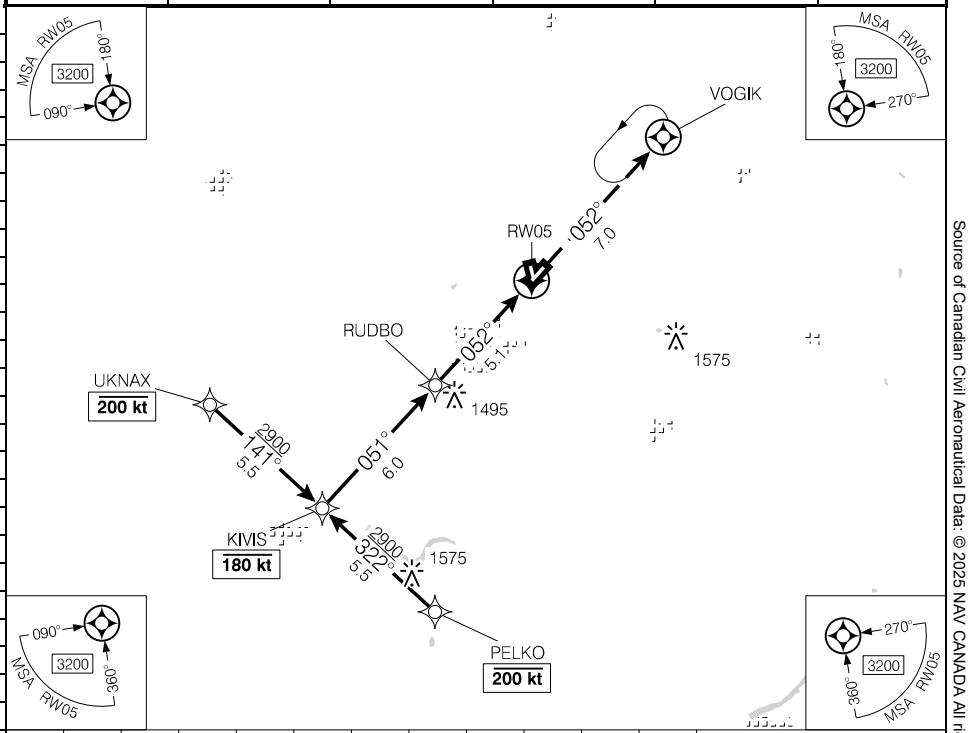
STRATFORD MUNI, ON

RNAV (GNSS) RWY 05

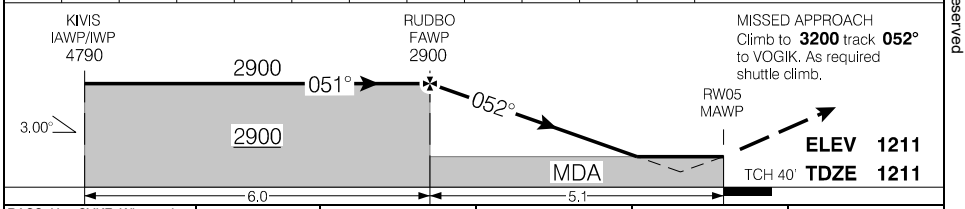
432457N 0805603W VAR 9°W

CYSA

	CTR Toronto – **135.3**		UNICOM – **122.8** ATF		ARCAL 122.8(K)
SAFE ALT 100 NM **4900**	WAAS **Ch 80667** W05A	APCH CRS **052°**	MIN ALT RUDBO **2900**	LDA **5003**	



(NM)	11.1	10	9	8	7	6	**5.1**	4	3	2	1.5	DIST FROM RW05
	4790	4430	4110	3800	3480	3160	**2900**	2520	2200	1890	1720	ALT (3.00° APCH PATH)



RASS: Use CYKF. When using CYXU add **20'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**1709**	(500)	1¾	NOT AUTHORIZED
LNAV	**1720**	(511)	1½	NOT AUTHORIZED

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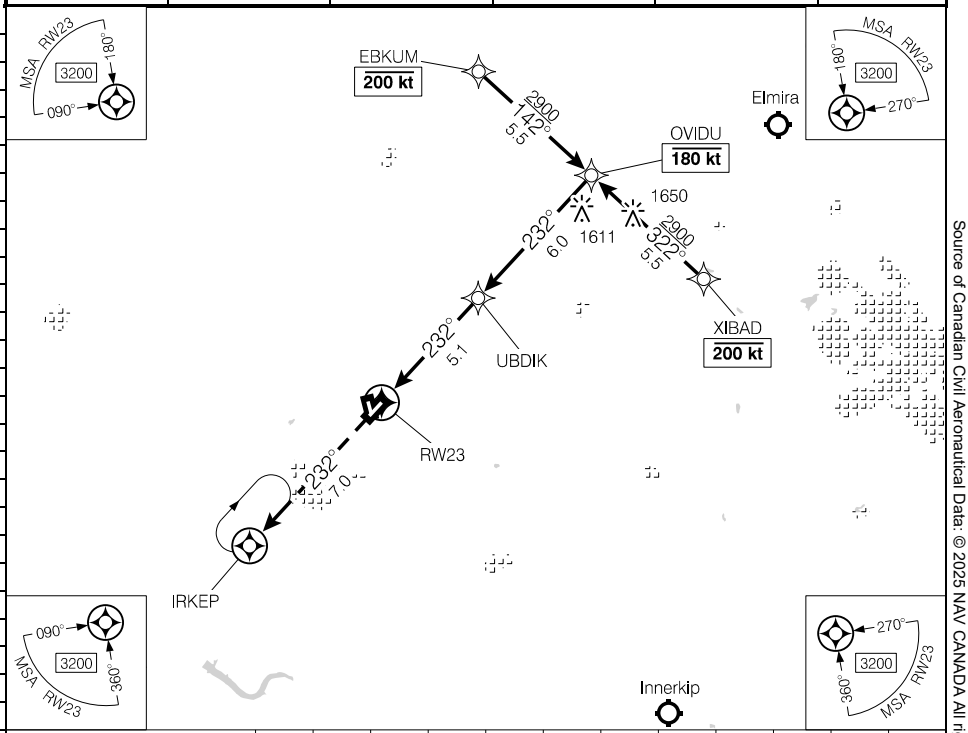
STRATFORD MUNI, ON

RNAV (GNSS) RWY 23

432457N 0805603W VAR 9°W

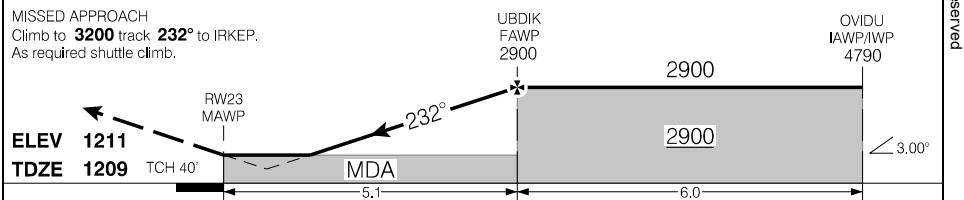
CYSA

	CTR Toronto – **135.3**		UNICOM – **122.8** ATF		ARCAL 122.8(K) P1
SAFE ALT 100 NM **4900**	WAAS **Ch 80668** W23A	APCH CRS **232°**	MIN ALT UBDIK **2900**	LDA **3972**	



DIST FROM RW23		1.5	3	4	**5.1**	6	7	8	9	10	11.1
ALT (3.00° APCH PATH)		1740	2200	2520	**2900**	3160	3480	3800	4110	4430	4790

MISSED APPROACH
Climb to **3200** track **232°** to IRKEP.
As required shuttle climb.



RASS: Use CYKF. When using CYXU add **20'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**1709**	(500)	1¾	NOT AUTHORIZED
LNAV	**1740**	(531)	1¾	NOT AUTHORIZED

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RNAV (GNSS) RWY 23

CYSA

EFF 25 JAN 24

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STRATFORD MUNI, ON

AERODROME CHART

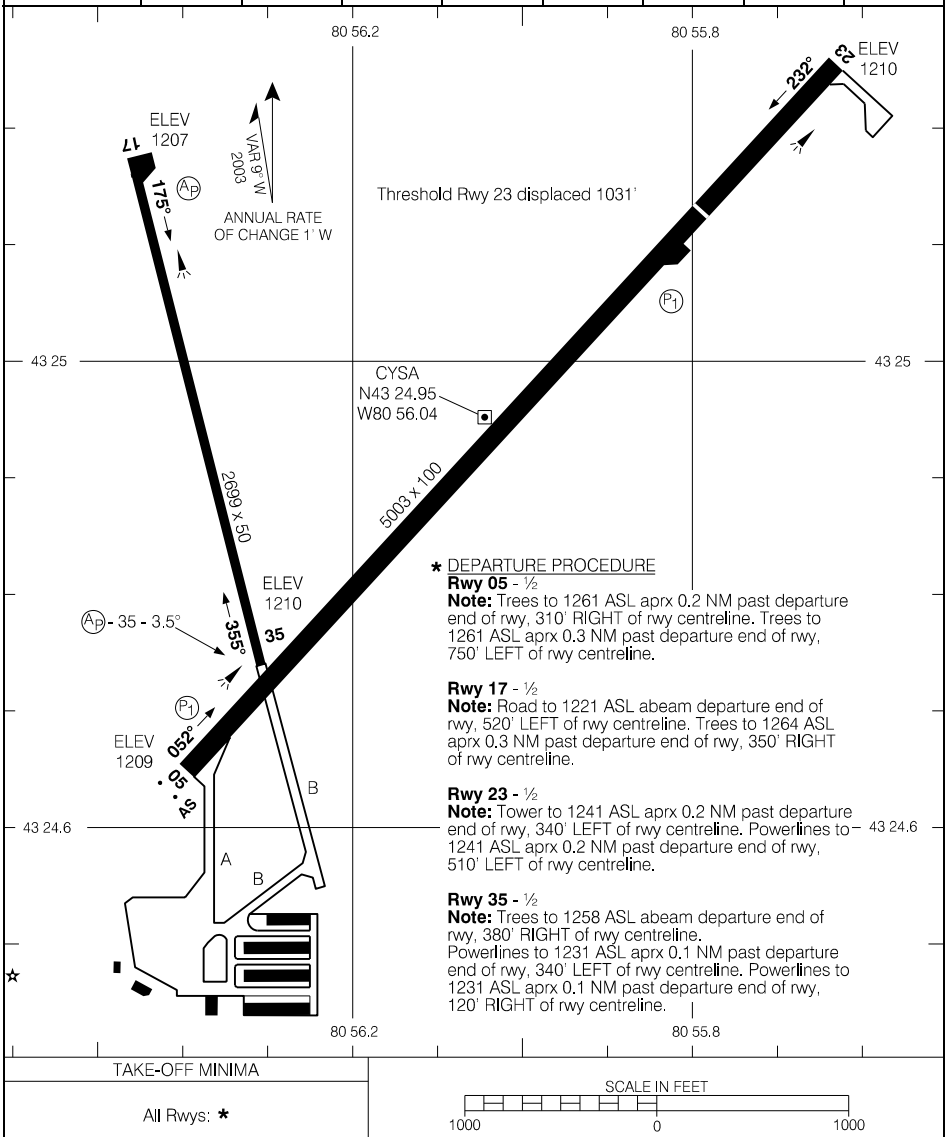
CYSA

UNICOM – **122.8**

ATF

CTR Toronto – **135.3**

DECL DISTS	05	23	17	35				
TORA	5003	5003	2699	2699				
TODA	5603	5987	2699	2699				
ASDA	5003	5003	2699	2699				
LDA	5003	3972	2699	2699				



* DEPARTURE PROCEDURE

Rwy 05 - ½
Note: Trees to 1261 ASL aprx 0.2 NM past departure end of rwy, 310° RIGHT of rwy centreline. Trees to 1261 ASL aprx 0.3 NM past departure end of rwy, 750' LEFT of rwy centreline.

Rwy 17 - ½
Note: Road to 1221 ASL abeam departure end of rwy, 520' LEFT of rwy centreline. Trees to 1264 ASL aprx 0.3 NM past departure end of rwy, 350' RIGHT of rwy centreline.

Rwy 23 - ½
Note: Tower to 1241 ASL aprx 0.2 NM past departure end of rwy, 340' LEFT of rwy centreline. Powerlines to 1241 ASL aprx 0.2 NM past departure end of rwy, 510' LEFT of rwy centreline.

Rwy 35 - ½
Note: Trees to 1258 ASL abeam departure end of rwy, 380' RIGHT of rwy centreline. Powerlines to 1231 ASL aprx 0.1 NM past departure end of rwy, 340' LEFT of rwy centreline. Powerlines to 1231 ASL aprx 0.1 NM past departure end of rwy, 120' RIGHT of rwy centreline.

TAKE-OFF MINIMA

All Rwys: *

SCALE IN FEET
1000 0 1000

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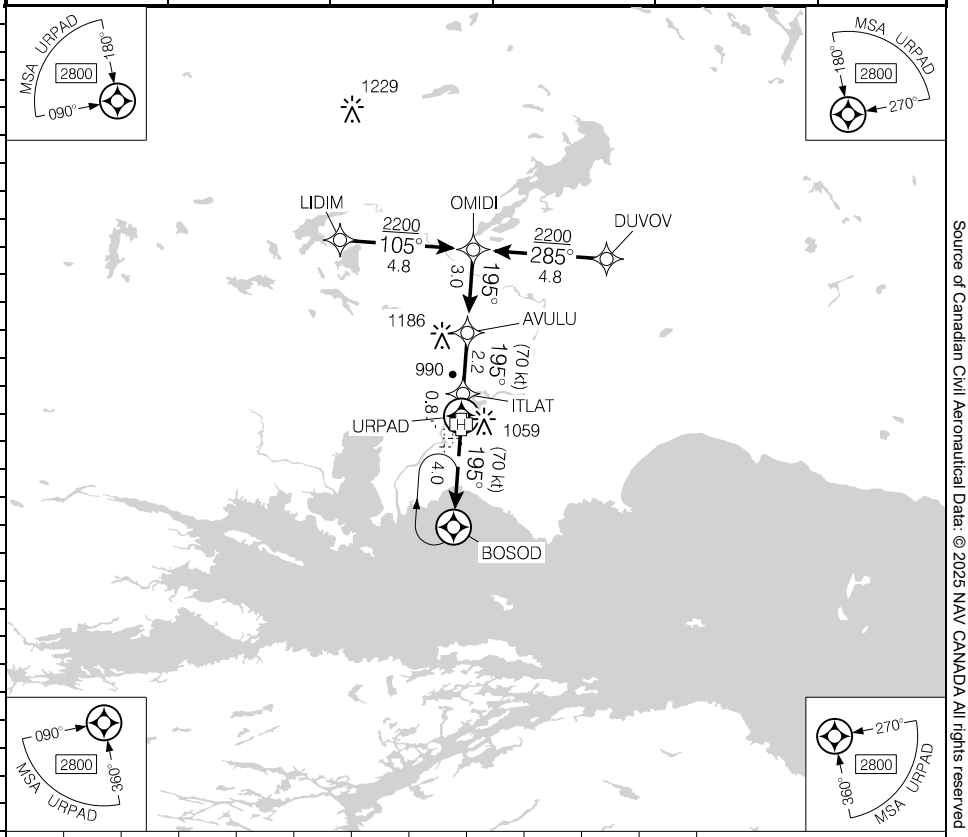
STURGEON FALLS (WEST NIPISSING GEN HOSPITAL), ON

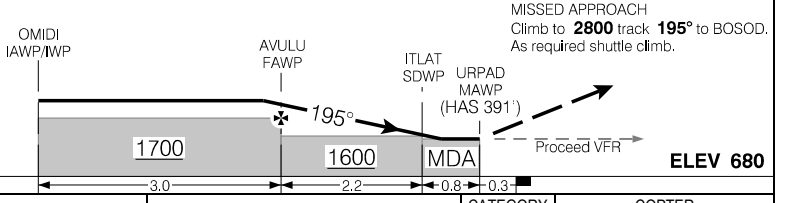
COPTER RNAV (GNSS) 195°

462224N 0795458W VAR 11°W

CNM3

	CTR Toronto – **127.25**	A/G Ambulance Dispatch – **129.27**		RW(ME) (green) RF(FL)
SAFE ALT 100 NM **3500**	RNAV	APCH CRS **195°**	MIN ALT AVULU **1700**	HELIPAD **86 Diameter**





RASS: Use CYYB.

Knots	70	90	110	130	150	
ft/min						
Min:Sec						

CATEGORY	COPTER		
LNAV	**1260**	(580)	1

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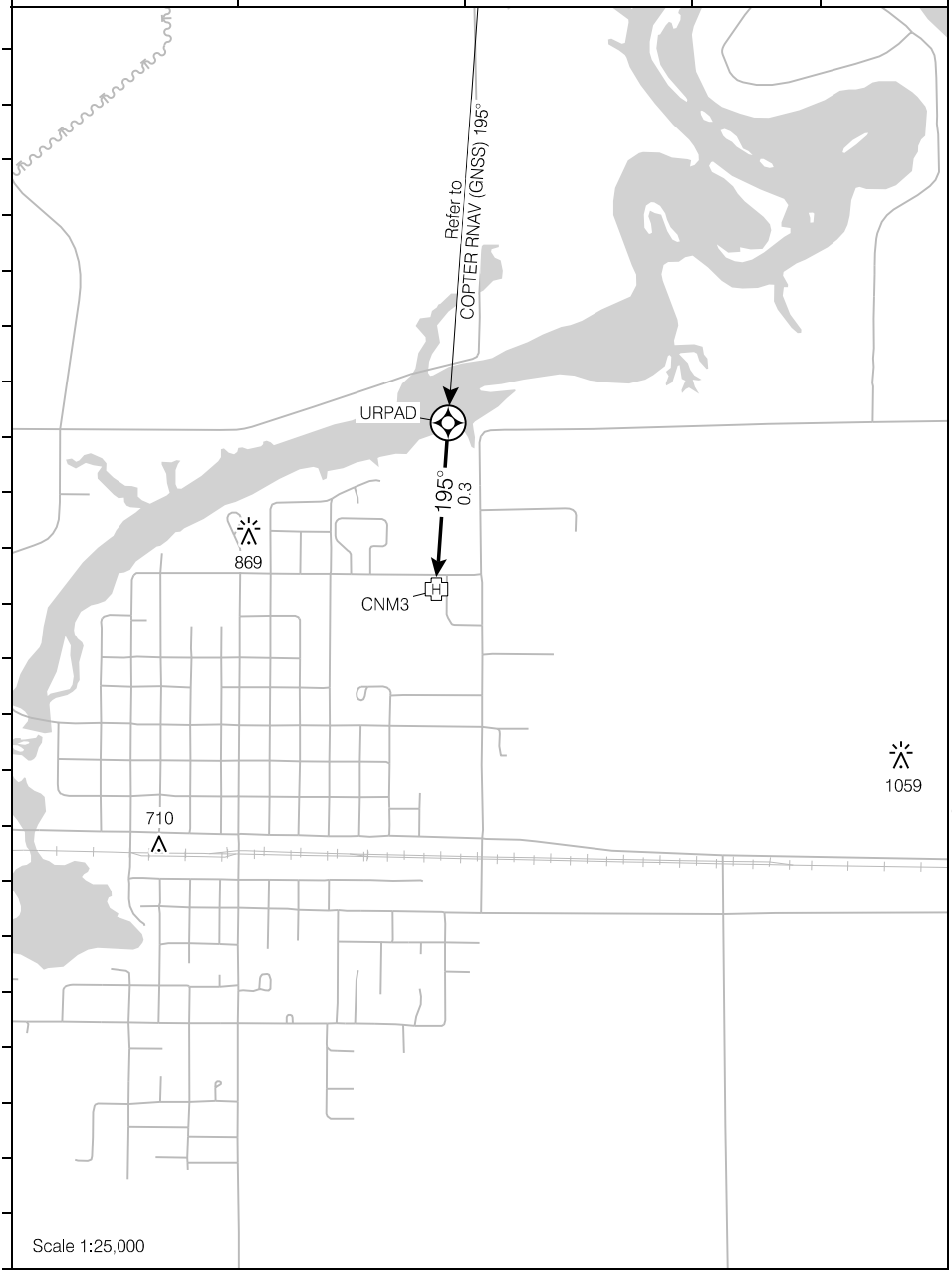
STURGEON FALLS (WEST NIPISSING GEN HOSPITAL), ON

VISUAL APPROACH CHART

462224N 0795458W VAR 11°W

CNM3

	CTR Toronto – **127.25**	A/G Ambulance Dispatch – **129.27**		ELEV **680**



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VISUAL APPROACH CHART

CNM3

EFF 16 JUL 20

Canada Air Pilot
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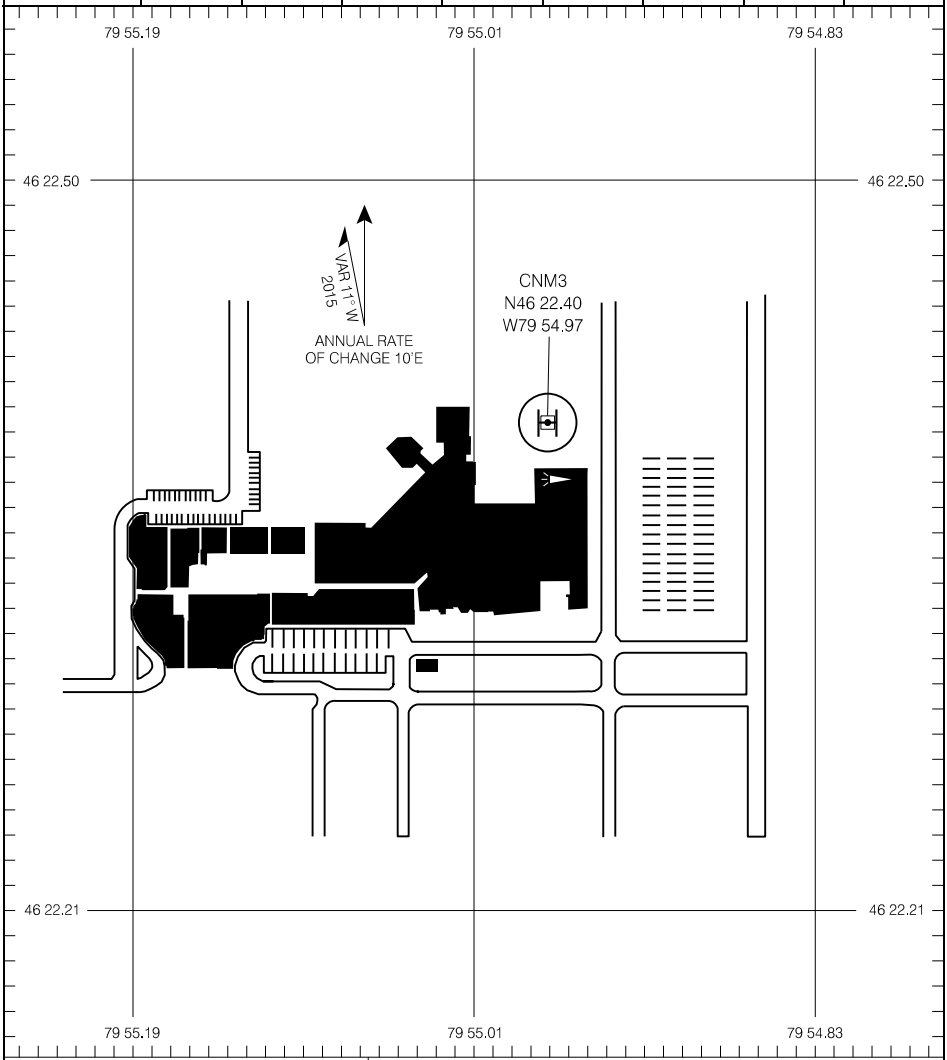
STURGEON FALLS (WEST NIPISSING GEN HOSPITAL), ON

HELIPORT CHART

CNM3

		A/G Ambulance Dispatch – **129.27**	CTR Toronto – **127.25**

DECL DISTS								
TORA								
TODA								
ASDA								
LDA								



TAKE-OFF MINIMA	SCALE IN FEET
NOT ASSESSED	0 100 200 300

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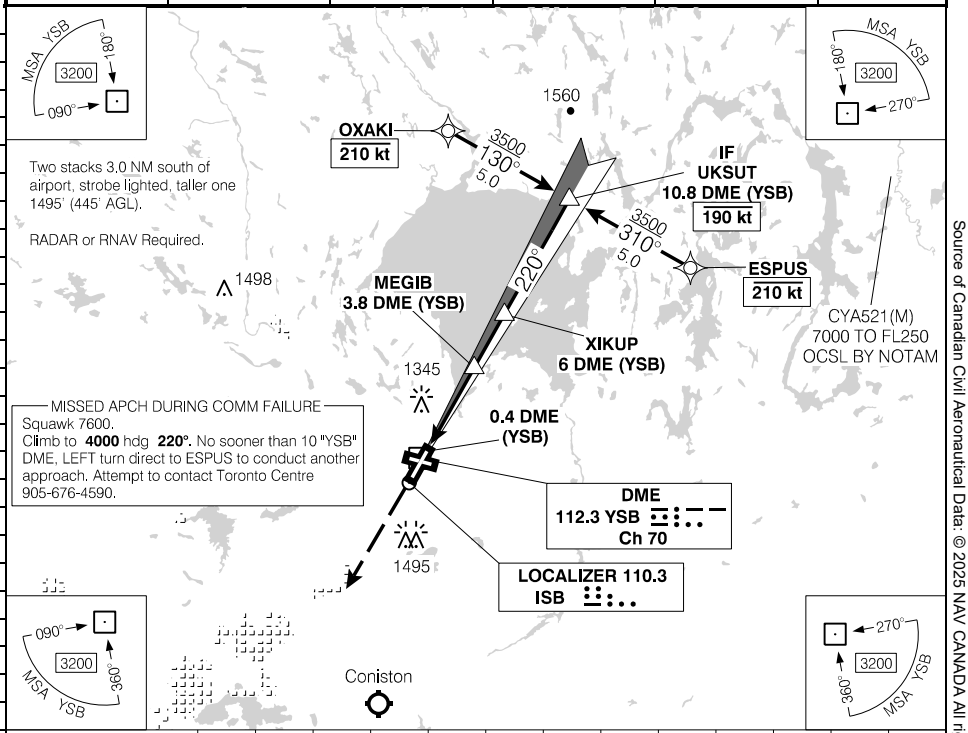
SUDBURY, ON

ILS RWY 22

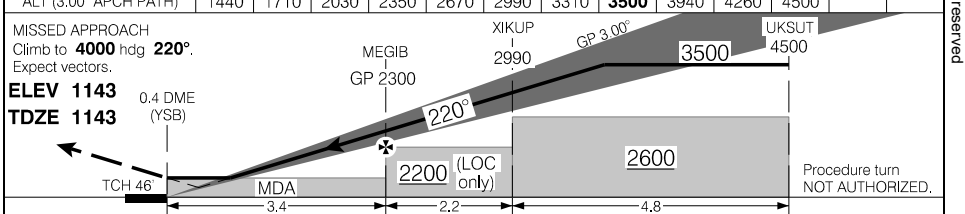
463732N 0804752W VAR 10°W

CYSB

ATIS – 127.4	CTR Toronto – 135.5	RADIO – 125.5 MF*		AN
SAFE ALT 100 NM **3500**	LOC ISB **110.3**	APCH CRS **220°**	GP MEGIB **2300**	LDA **6600**



DIST FROM DME (YSB)	1.1	2	3	4	5	6	7	**7.6**	9	10	10.8		
ALT (3.00° APCH PATH)	1440	1710	2030	2350	2670	2990	3310	**3500**	3940	4260	4500		



CATEGORY	A	B	C	D
ILS/DME	**1343** (200) ½ RVR 26			
LOC/DME	**1440** (297) 1 RVR 50			
C CIRCLING	**1600** (457) 1½	**1720** (577) 1½	**1840** (697) 2	**1840** (697) 2¼

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

ILS RWY 22

CYSB

EFF 20 FEB 25

Canada Air Pilot
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SUDBURY, ON

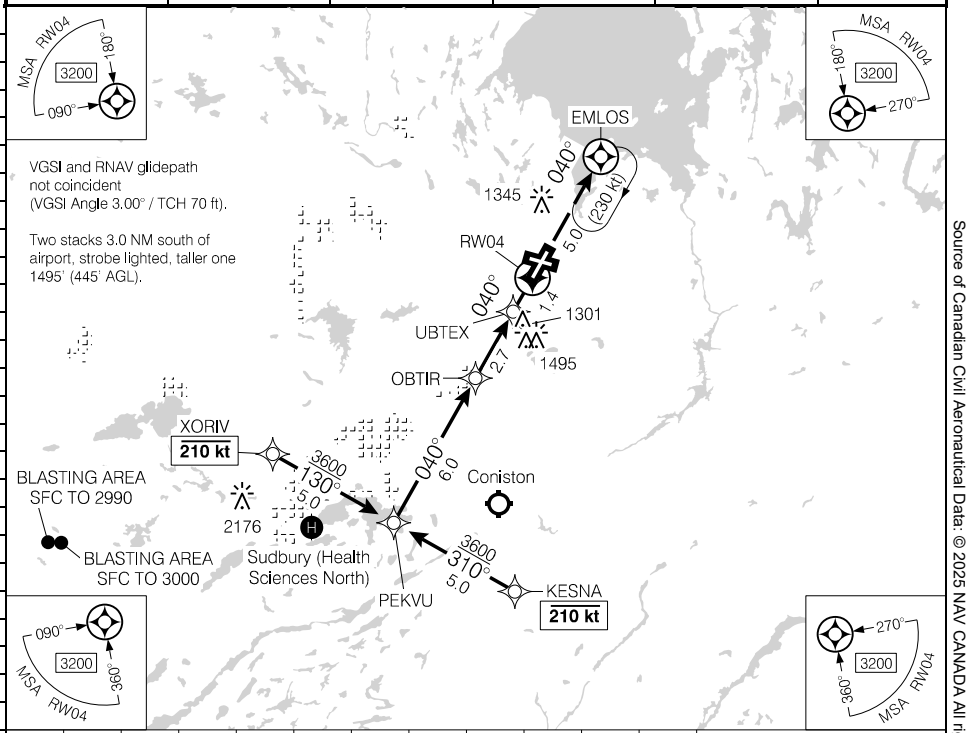
RNAV (GNSS) Z RWY 04

463732N 0804752W VAR 10°W

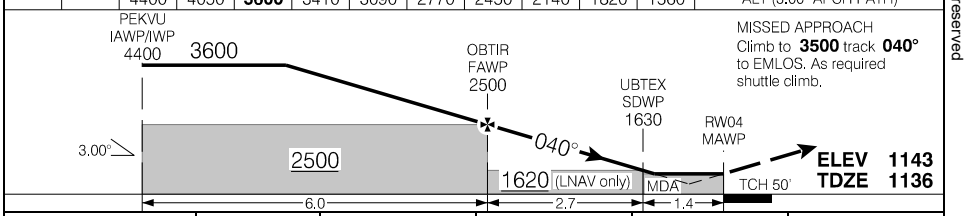
CYSB

ATIS – 127.4	CTR Toronto – 135.5	RADIO – 125.5 MF*		
SAFE ALT 100 NM **3500**	WAAS **Ch 80243** W04A	APCH CRS **040°**	MIN ALT OBTIR **2500**	LDA **6600**

P2 AO



(NM)			10.1	9	**7.6**	7	6	5	4	3	2	1.2	DIST FROM RW04
			4400	4050	**3600**	3410	3090	2770	2450	2140	1820	1560	ALT (3.00° APCH PATH)



CATEGORY	A	B	C	D
LPV	**1380**	(250)	1	
LNAV/VNAV (min. -21°C, max. 54°C)	**1459**	(329)	1¼	
LNAV	**1560**	(430)	1¼	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

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SUDBURY, ON

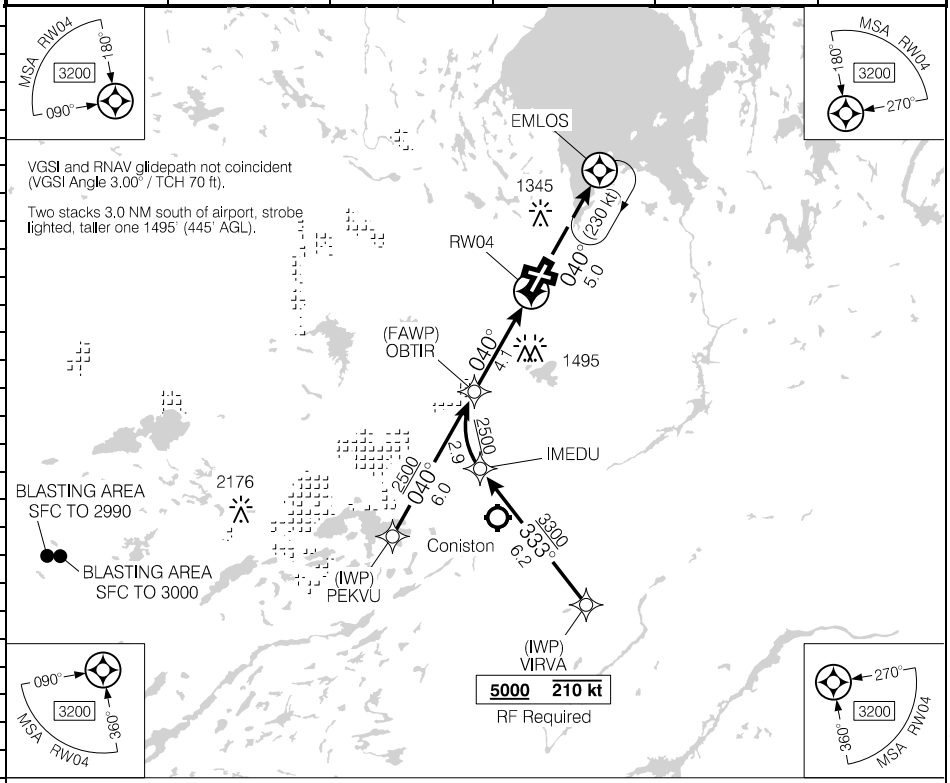
RNAV (RNP) Y RWY 04

463732N 0804752W VAR 10°W

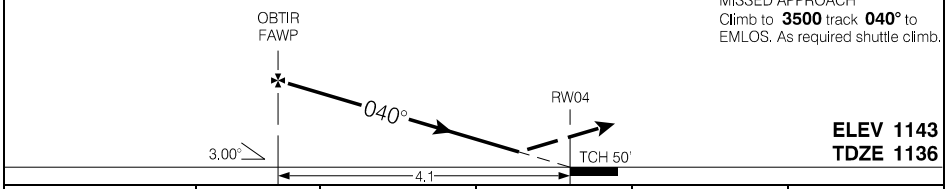
CYSB

ATIS – **127.4**	CTR Toronto – **135.5**	RADIO – **125.5** MF*	

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT OBTIR	LDA	
3500		**040°**	**2500**	**6600**	AO



MISSED APPROACH
Climb to **3500** track **040°** to EMLOS. As required shuttle climb.



ELEV 1143
TDZE 1136

	CATEGORY	A	B	C	D
	RNP 0.20	**1402**	(272)	1	
AUTHORIZATION REQUIRED (min. -21° C) (max. 54° C)	**RNP 0.30**	**1504**	(374)	1¼	

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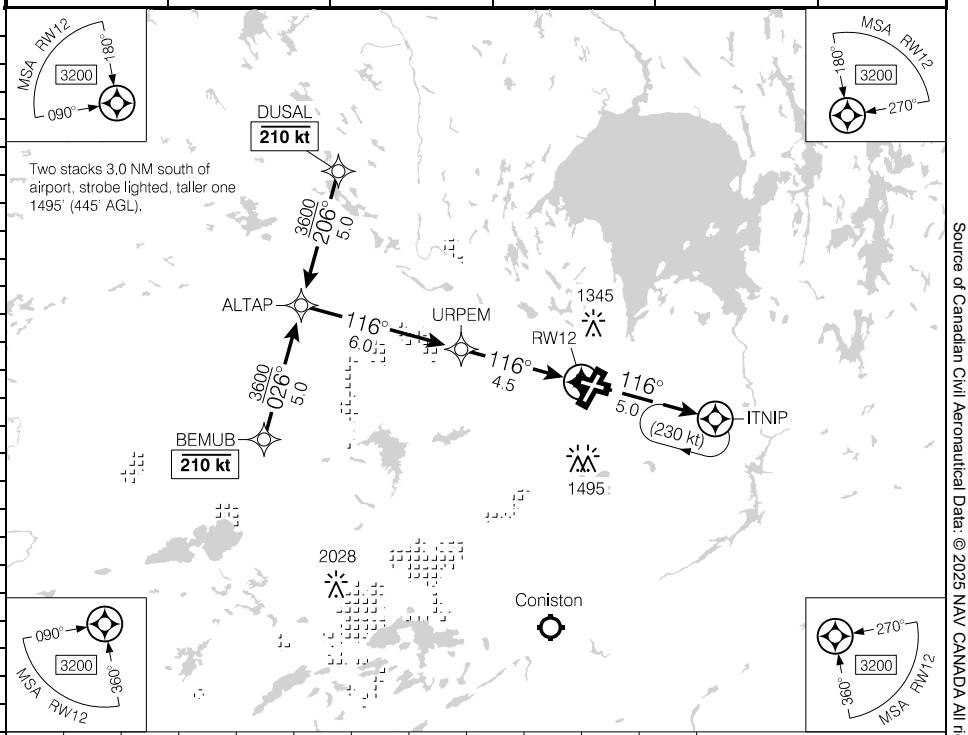
SUDBURY, ON

RNAV (GNSS) Z RWY 12

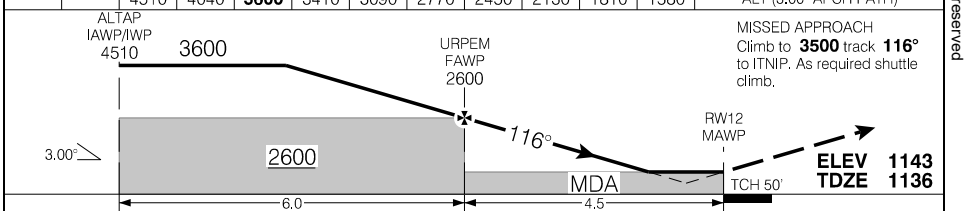
463732N 0804752W VAR 10°W

CYSB

ATIS – **127.4**	CTR Toronto – **135.5**	RADIO – **125.5** MF*		
SAFE ALT 100 NM **3500**	WAAS **Ch 80244** W12A	APCH CRS **116°**	MIN ALT URPEM **2600**	LDA **5000**



(NM)		10.5	9	**7.6**	7	6	5	4	3	2	1.3	DIST FROM RW12
		4510	4040	**3600**	3410	3090	2770	2450	2130	1810	1580	ALT (3.00° APCH PATH)



CATEGORY	A	B	C	D
LPV	**1378**	(250)	1	
LNAV/VNAV (min. -21°C, max. 54°C)	**1582**	(454)	1½	
LNAV	**1580**	(452)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) Z RWY 12

CYSB

EFF 26 DEC 24

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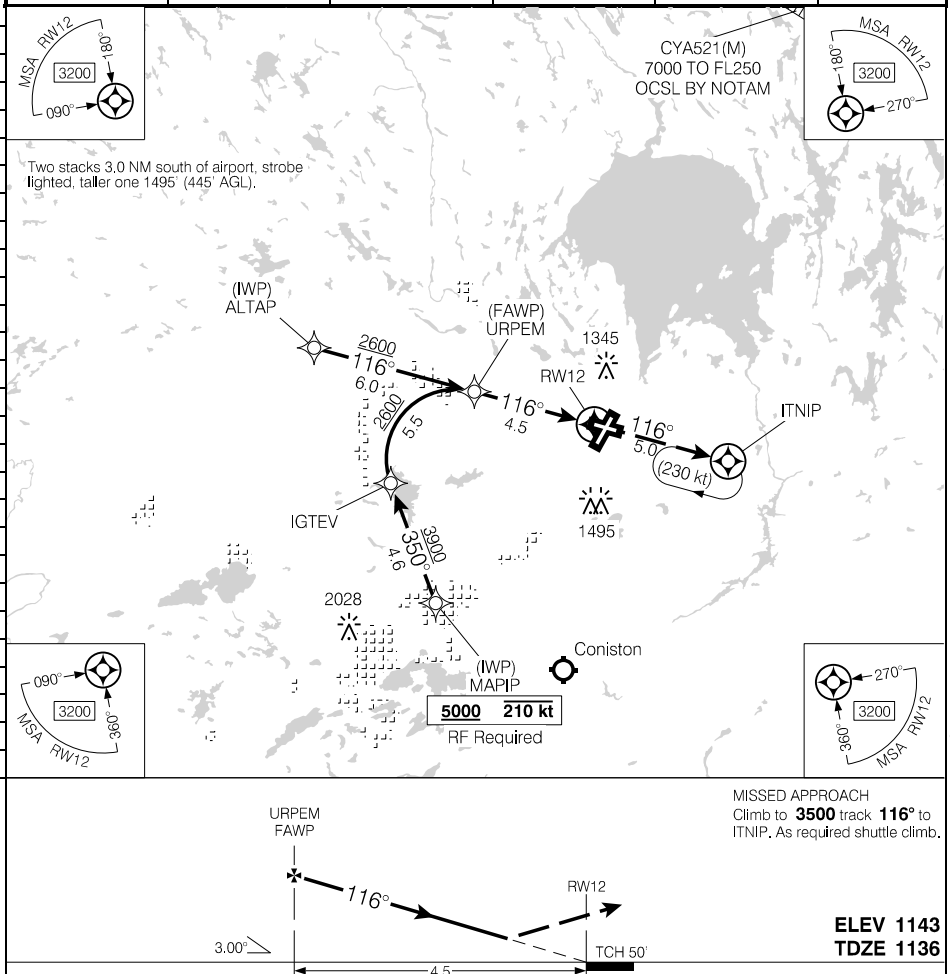
SUDBURY, ON

RNAV (RNP) Y RWY 12

463732N 0804752W VAR 10°W

CYSB

ATIS – **127.4**	CTR Toronto – **135.5**	RADIO – **125.5** MF*		
SAFE ALT 100 NM **3500**	RNAV	APCH CRS **116°**	MIN ALT URPEM **2600**	LDA **5000**



	CATEGORY	A	B	C	D
	RNP 0.15	1383	(255)	1	
AUTHORIZATION REQUIRED (min. -22° C) (max. 54° C)	RNP 0.30	1541	(413)	1½	

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SUDBURY, ON

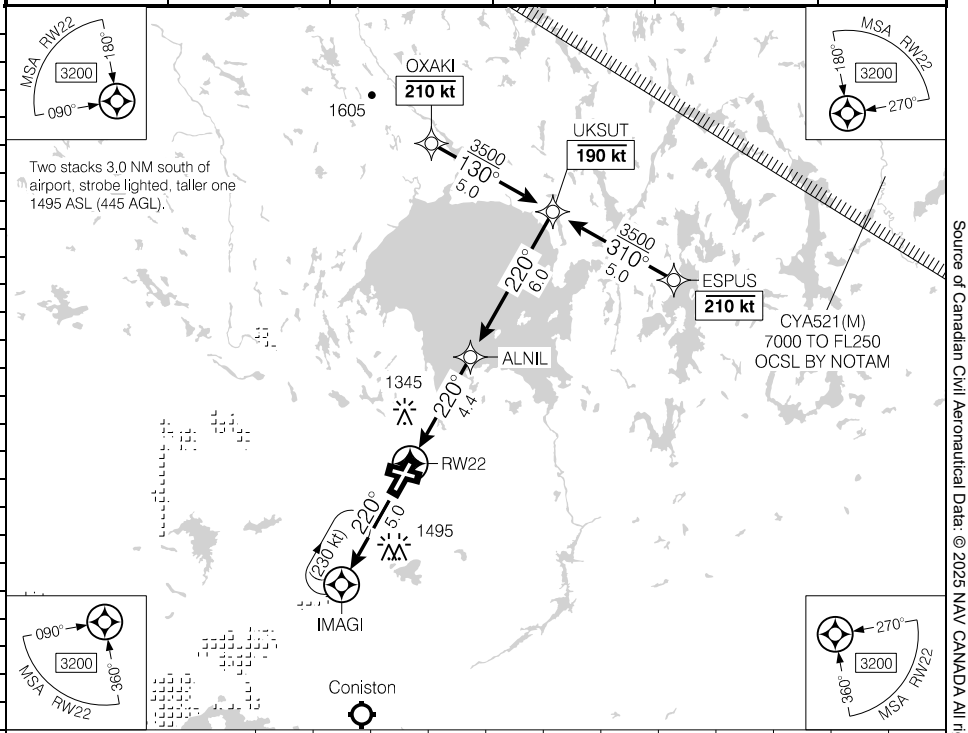
RNAV (GNSS) Z RWY 22

463732N 0804752W VAR 10°W

CYSB

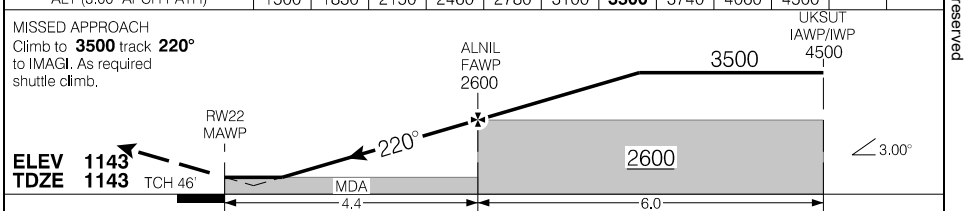
ATIS – **127.4**	CTR Toronto – **135.5**	RADIO – **125.5** MF*	

SAFE ALT 100 NM	WAAS	APCH	MIN ALT	LDA
3500	**Ch 80242** W22A	CRS **220°**	ALNIL **2600**	**6600**



DIST FROM RW22	1	2	3	4	5	6	**7.2**	8	9	10.4
ALT (3.00° APCH PATH)	1500	1830	2150	2460	2780	3100	**3500**	3740	4060	4500

MISSED APPROACH
Climb to **3500** track **220°** to IMAGI. 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	**1343**	(200)	½ RVR 26	
LNAV/VNAV (min. -21°C, max. 54°C)	**1393**	(250)	1 RVR 50	
LNAV	**1500**	(357)	1 RVR 50	

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Canada Air Pilot
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SUDBURY, ON

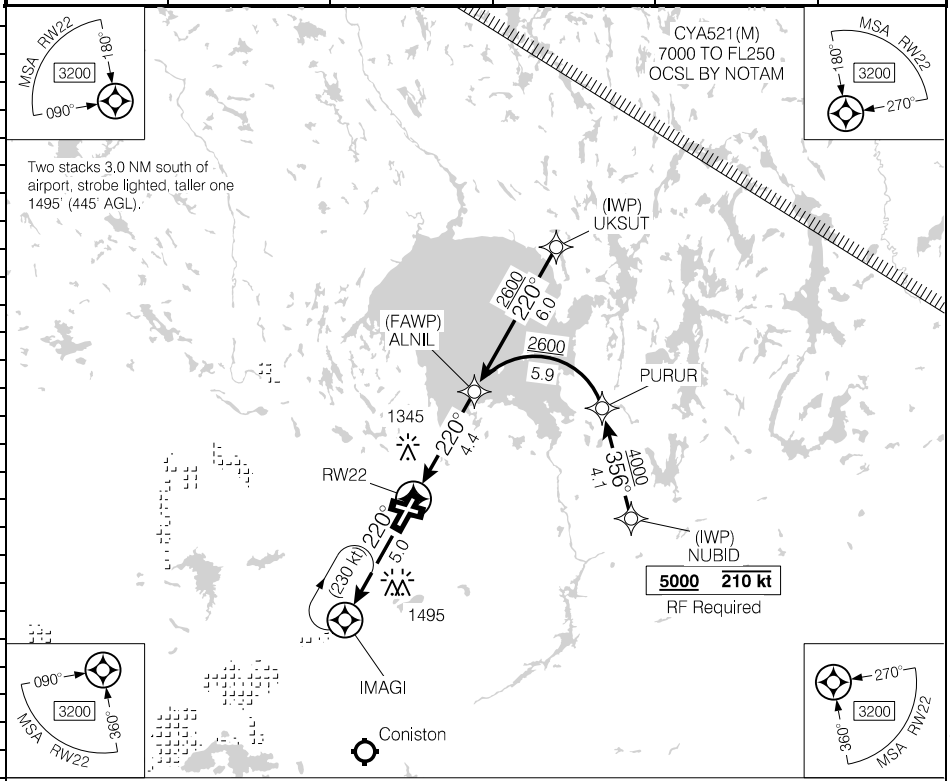
RNAV (RNP) Y RWY 22

463732N 0804752W VAR 10°W

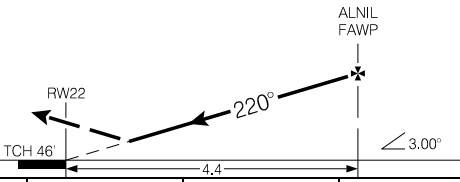
CYSB

ATIS – **127.4**	CTR Toronto – **135.5**	RADIO – **125.5** MF*	

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT ALNIL	LDA
3500		**220°**	**2600**	**6600**



MISSED APPROACH
Climb to **3500** track **220°**
to IMAGI. As required shuttle climb.



ELEV 1143
TDZE 1143

	CATEGORY	A	B	C	D
	RNP 0.15	**1397**	(254)	1 RVR 50	
AUTHORIZATION REQUIRED (min. -21° C) (max. 54° C)	**RNP 0.30**	**1457**	(314)	1 RVR 50	

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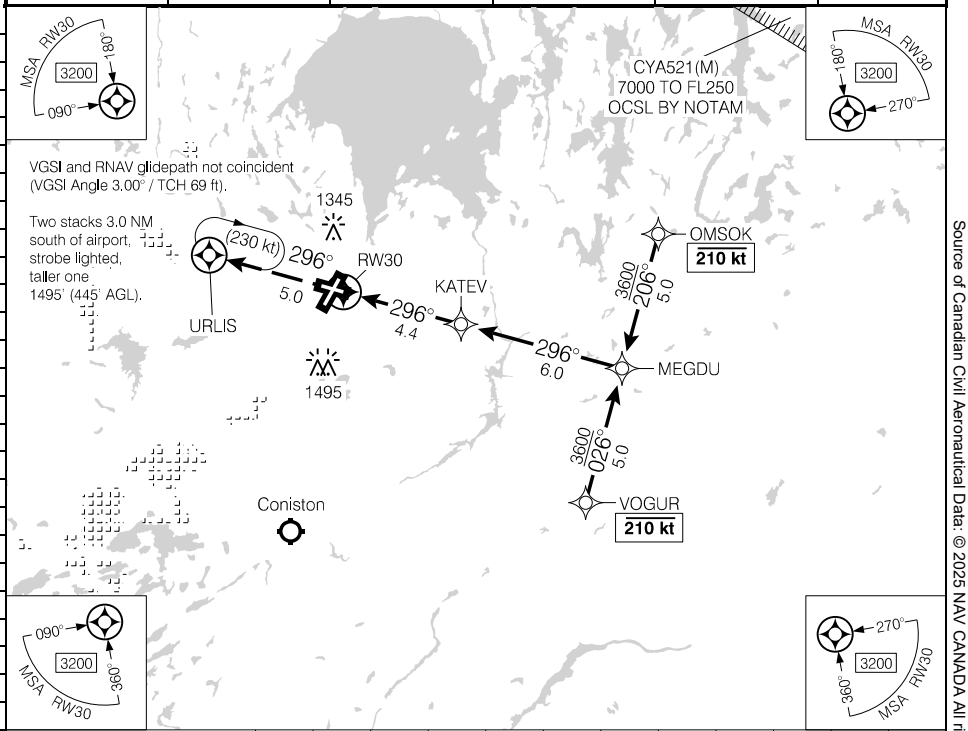
SUDBURY, ON

RNAV (GNSS) Z RWY 30

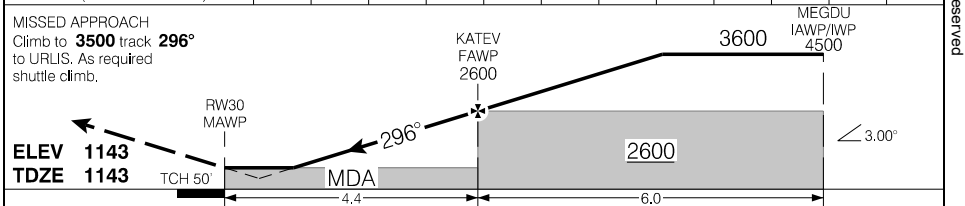
463732N 0804752W VAR 10°W

CYSB

ATIS – **127.4**	CTR Toronto – **135.5**	RADIO – **125.5** MF*		
SAFE ALT 100 NM **3500**	WAAS **Ch 80245** W30A	APCH CRS **296°**	MIN ALT KATEV **2600**	LDA **5000**



DIST FROM RW30	1.2	2	3	4	5	6	7	**7.6**	9	10.4		
ALT (3.00° APCH PATH)	1560	1830	2150	2470	2790	3100	3420	**3600**	4060	4500		



CATEGORY	A	B	C	D
LPV	**1393**	(250)	1	
LNAV/VNAV (min. -21°C, max. 54°C)	**1459**	(316)	1	
LNAV	**1560**	(417)	1¼	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) Z RWY 30 CYSB

EFF 26 DEC 24

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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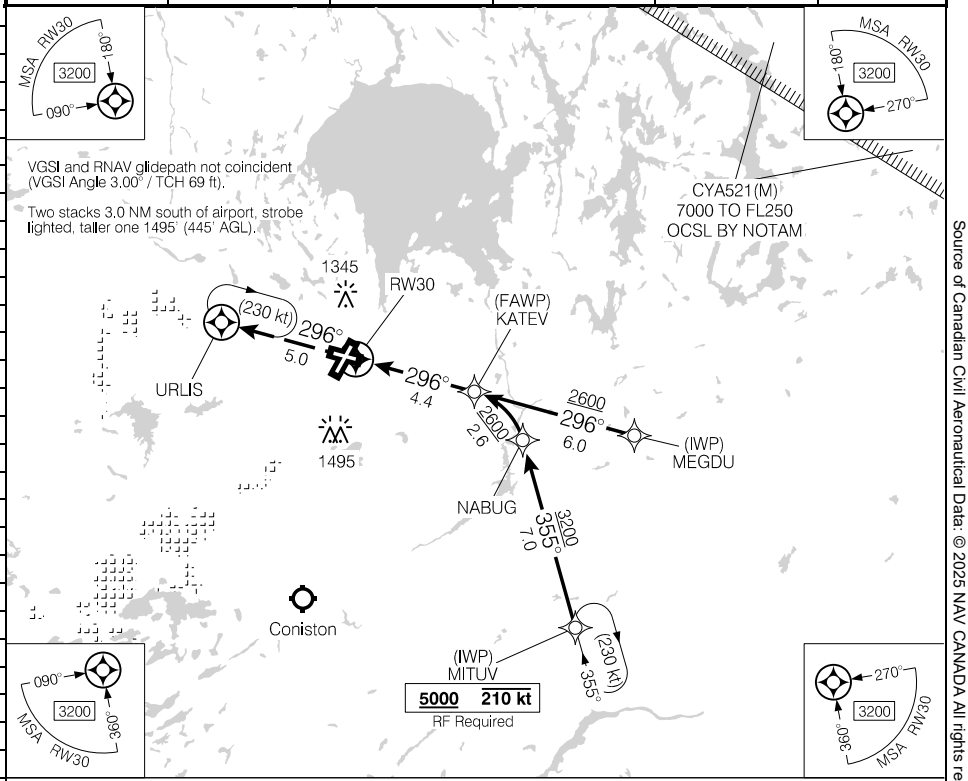
SUDBURY, ON

RNAV (RNP) Y RWY 30

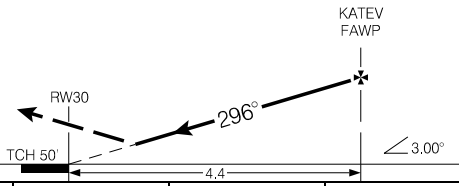
463732N 0804752W VAR 10°W

CYSB

ATIS – **127.4**	CTR Toronto – **135.5**	RADIO – **125.5** MF*		
SAFE ALT 100 NM **3500**	RNAV	APCH CRS **296°**	MIN ALT KATEV **2600**	LDA **5000**



MISSED APPROACH
Climb to **3500** track **296°** to URLIS. As required shuttle climb.



ELEV 1143
TDZE 1143

	CATEGORY	A	B	C	D
	RNP 0.15	**1397**	(254)	1	
AUTHORIZATION REQUIRED (min. -21° C) (max. 54° C)	**RNP 0.30**	**1491**	(348)	1¼	

RNAV (RNP) Y RWY 30

CYSB

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Departure Route Description

All rwys: Climb to and maintain **4000** or as assigned, for radar vectors to filed/assigned route.

Rwy 04: Climb hdg **040°** or as assigned.

Rwy 12: Climb hdg **116°** or as assigned.

Rwy 22: Climb hdg **220°** or as assigned.

Rwy 30: Climb hdg **296°** or as assigned.

Communications Failure

On recognition of failure 10 minutes or less after take-off and in IFR weather conditions, proceed as follows:

1. Transponder 7600;
2. 5 minutes after selecting 7600, proceed directly on course and climb to flight planned altitude.

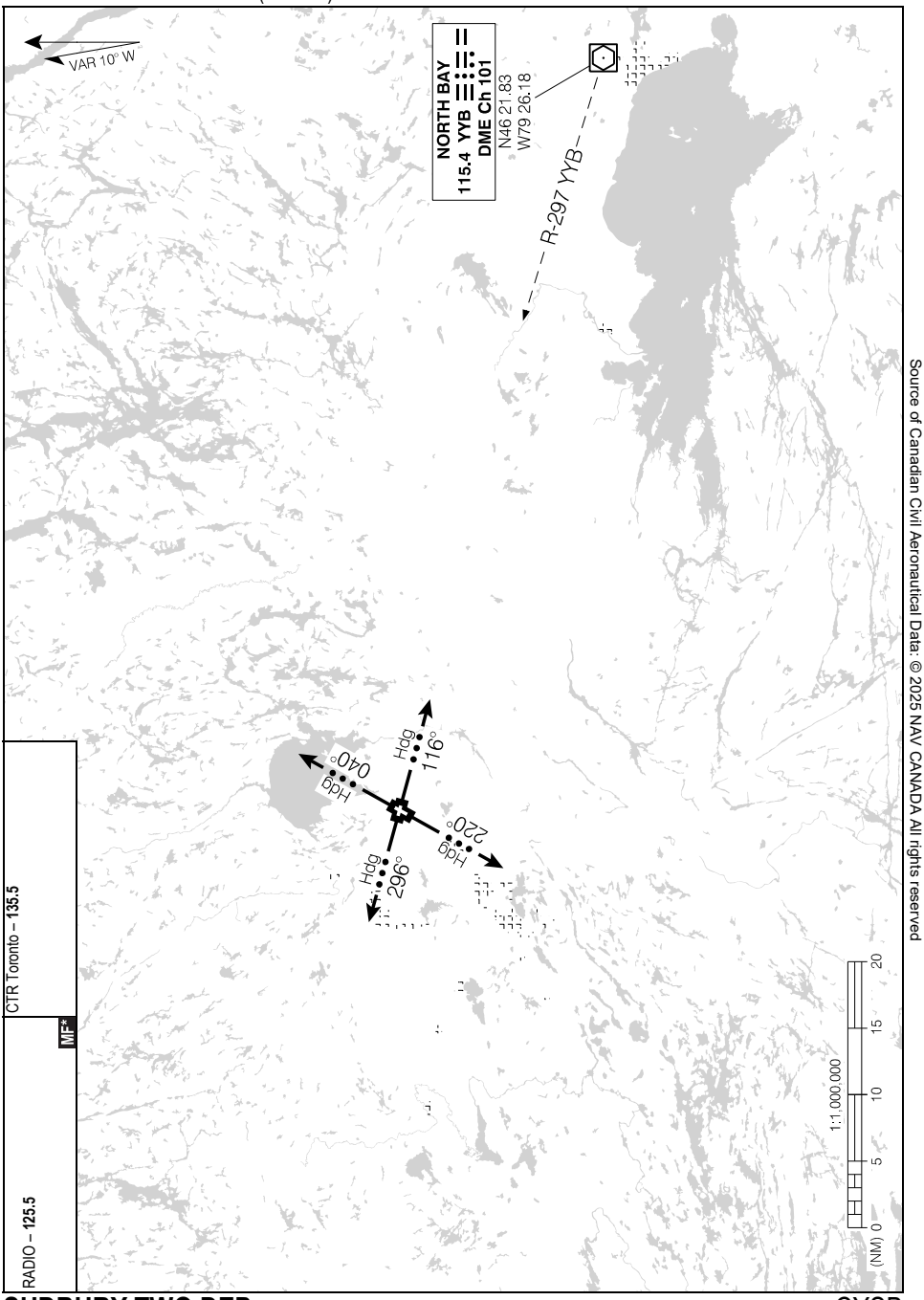
NOTE: If communication failure occurs more than 10 minutes after take-off, comply with appropriate procedures for Communications Failure en-route.

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SID (VECTOR)

SUDBURY TWO DEP (CYSB2.)

SUDBURY, ON
CYSB



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SUDBURY TWO DEP (CYSB2.)
CYSB

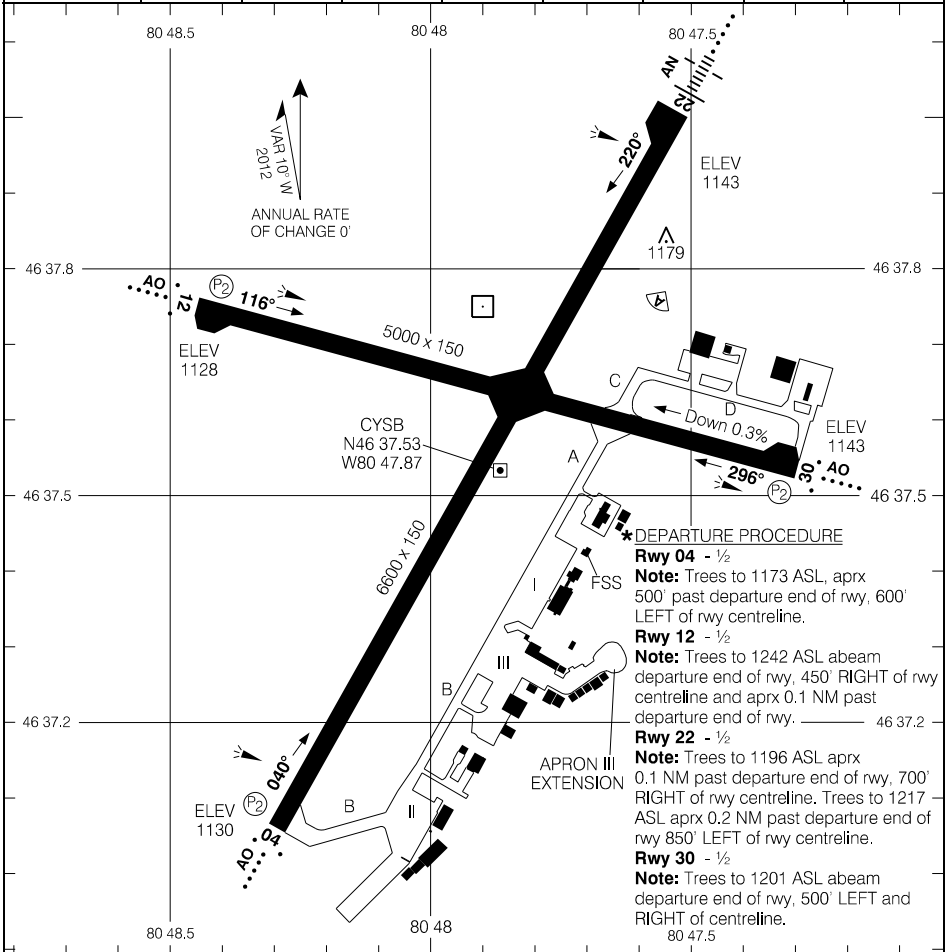
EFF 2 DEC 21

SUDBURY, ON

AERODROME CHART — CYSB

ATIS – **127.4**	CLNC DEL – **121.8**	RADIO – **125.5** MF*	CTR Toronto – **135.5**

DECL DISTS	04	22	12	30				
TORA	6600	6600	5000	5000				
TODA	7584	7584	5984	5984				
ASDA	6600	6600	5000	5000				
LDA	6600	6600	5000	5000				



* DEPARTURE PROCEDURE

Rwy 04 - ½
Note: Trees to 1173 ASL, aprx 500' past departure end of rwy, 600' LEFT of rwy centreline.

Rwy 12 - ½
Note: Trees to 1242 ASL abeam departure end of rwy, 450' RIGHT of rwy centreline and aprx 0.1 NM past departure end of rwy.

Rwy 22 - ½
Note: Trees to 1196 ASL aprx 0.1 NM past departure end of rwy, 700' RIGHT of rwy centreline. Trees to 1217 ASL aprx 0.2 NM past departure end of rwy 850' LEFT of rwy centreline.

Rwy 30 - ½
Note: Trees to 1201 ASL abeam departure end of rwy, 500' LEFT and RIGHT of centreline.

RUNWAY LEVEL OF SERVICE	
RVO	LVO
RWY 04, 22: RVR 1200 (1/4sm)	NOT AUTHORIZED

TAKE-OFF MINIMA	SCALE IN FEET
Rwys 04; 12; 22; 30:*	1000 0 1000

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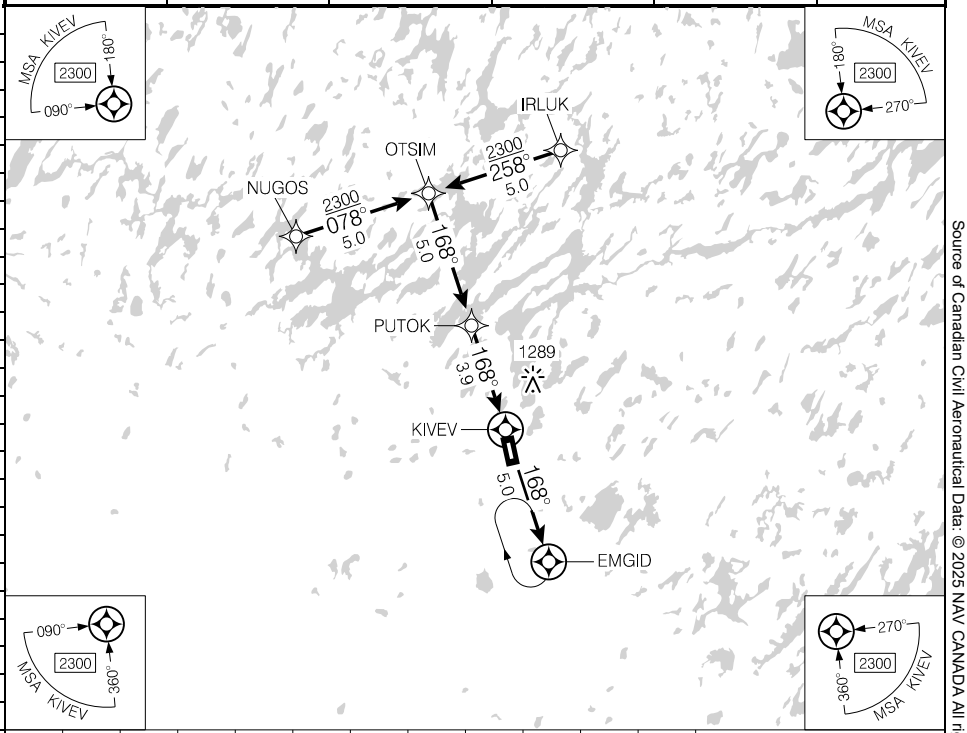
SUMMER BEAVER, ON

RNAV (GNSS) RWY 17

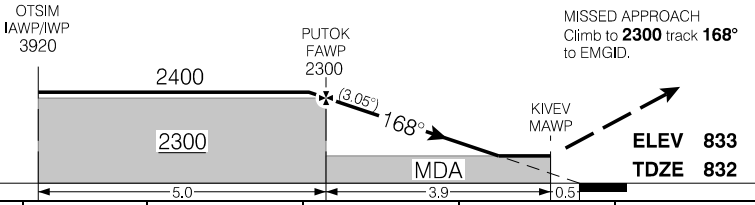
524231N 0883231W VAR 6°W

CJV7

		TFC – **123.2** ATF		ARCAL 123.2(K)
SAFE ALT 100 NM **2700**	RNAV	APCH CRS **168°**	MIN ALT PUTOK **2300**	LDA **3509**



			8.9	8	7	6	5	**4.2**	3	2	0.9	DIST FROM KIVEV
			3920	3630	3310	2980	2660	**2400**	2010	1690	1340	ALT (3.05° APCH PATH)



RASS: Use CYLH.

CATEGORY	A	B	C	D
LNAV	**1340**	(508)	1½	

Knots	ft/min	Min:Sec
70	380	
90	490	
110	590	
130	700	
150	810	

RNAV (GNSS) RWY 17

CJV7

EFF 25 JAN 24

CJV7-IAP-3A

Canada Air Pilot
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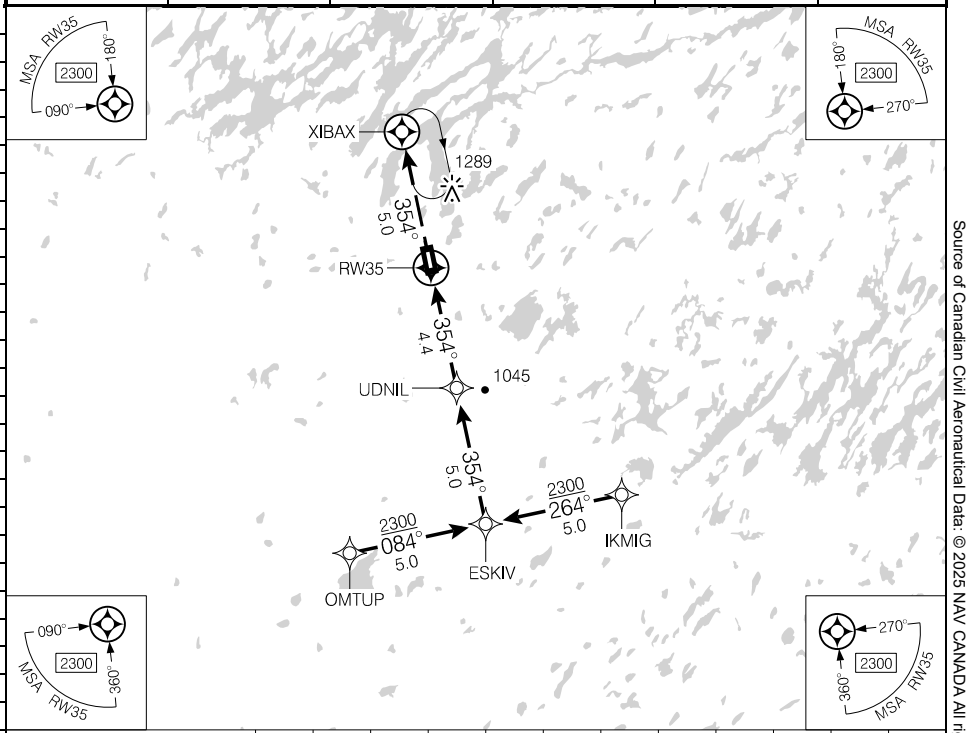
SUMMER BEAVER, ON

RNAV (GNSS) RWY 35

524231N 0883231W VAR 6°W

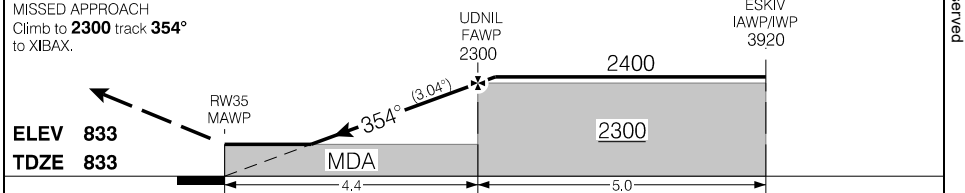
CJV7

		TFC – **123.2** ATF		ARCAL 123.2(K) AS AP
SAFE ALT 100 NM **2700**	RNAV	APCH CRS **354°**	MIN ALT UDNIL **2300**	LDA **3509**



DIST FROM RW35		1.5	3	4	**4.7**	6	7	8	9.4			
ALT (3.04° APCH PATH)		1380	1850	2170	**2400**	2820	3140	3460	3920			

MISSED APPROACH
Climb to **2300** track **354°**
to XIBAX.



RASS: Use CYLH.

CATEGORY	A	B	C	D
LNAV	**1380**		(547)	1¾

Knots	ft/min	Min:Sec
70	380	
90	480	
110	590	
130	700	
150	810	

RNAV (GNSS) RWY 35

CJV7

EFF 21 MAY 20

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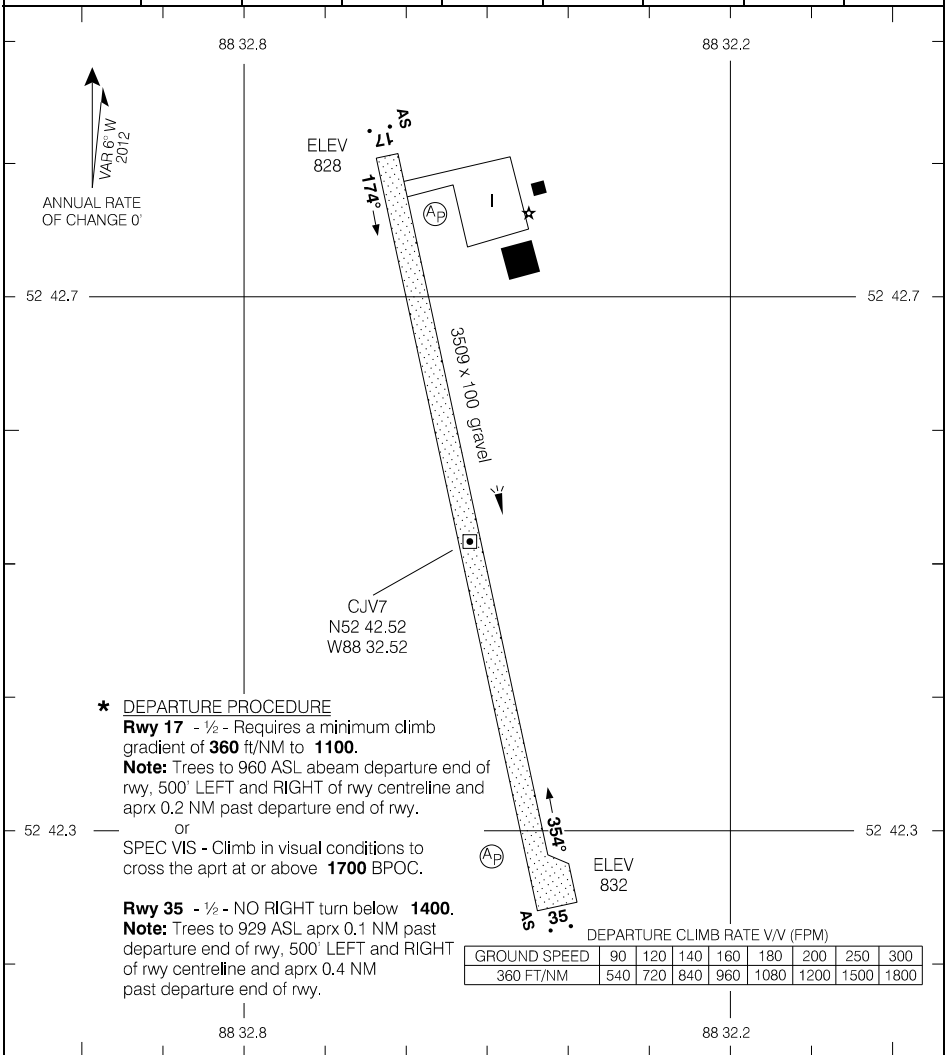
SUMMER BEAVER, ON

AERODROME CHART

CJV7

TFC – **123.2** ATF

DECL DISTS	17	35						
TORA	3509	3509						
TODA	4493	4009						
ASDA	3509	3509						
LDA	3509	3509						



* DEPARTURE PROCEDURE

Rwy 17 - ½ - Requires a minimum climb gradient of **360** ft/NM to **1100**.
Note: Trees to 960 ASL abeam departure end of rwy, 500' LEFT and RIGHT of rwy centreline and aprx 0.2 NM past departure end of rwy.

or

SPEC VIS - Climb in visual conditions to cross the aprt at or above **1700** BPOC.

Rwy 35 - ½ - NO RIGHT turn below **1400**.
Note: Trees to 929 ASL aprx 0.1 NM past departure end of rwy, 500' LEFT and RIGHT of rwy centreline and 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
360 FT/NM	540	720	840	960	1080	1200	1500	1800

TAKE-OFF MINIMA	SCALE IN FEET
Rwys 17; 35: *	1000 0 1000

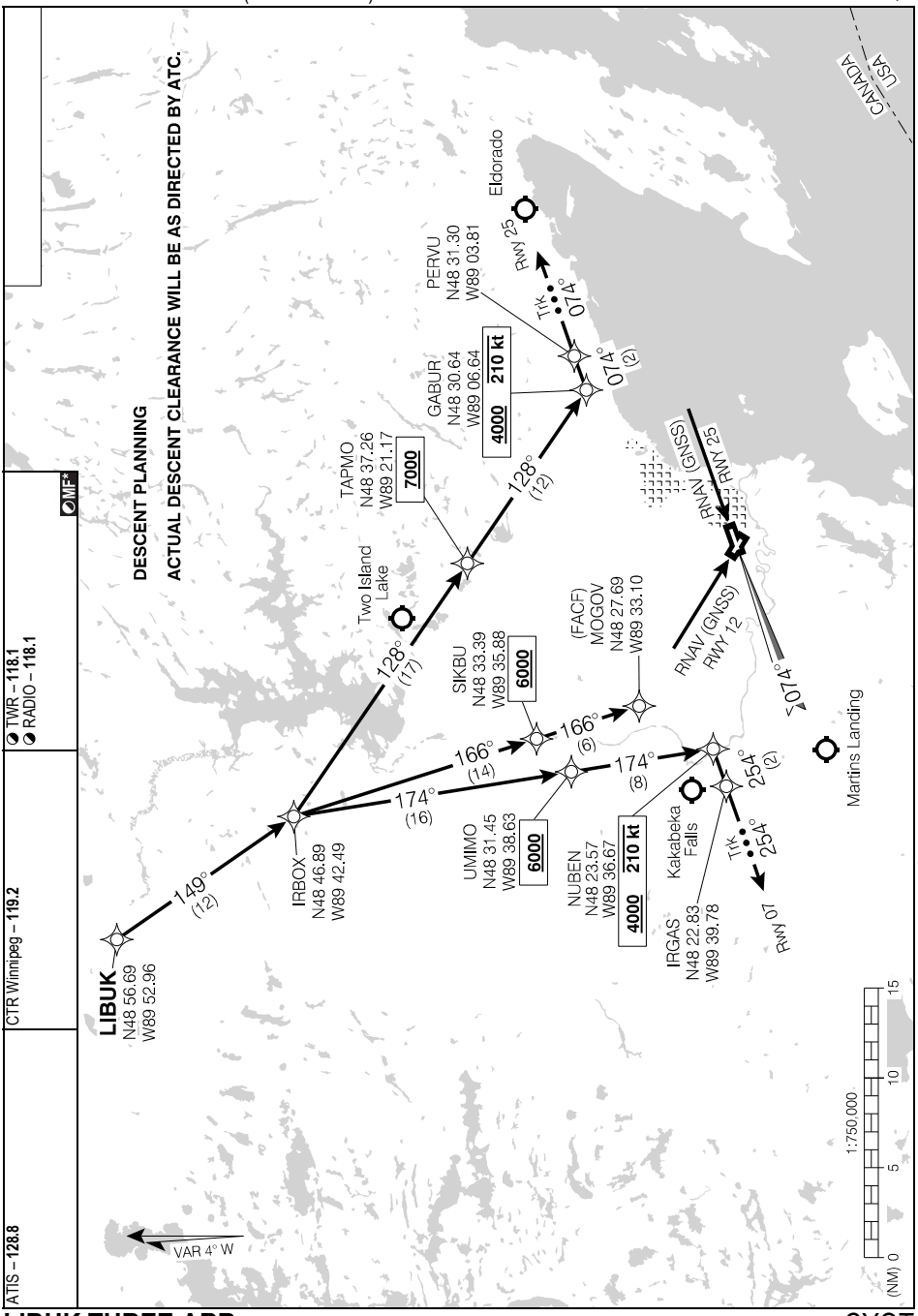
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STAR (RNAV)

LIBUK THREE ARR (LIBUK.LIBUK3)

THUNDER BAY, ON

CYQT



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LIBUK THREE ARR (LIBUK.LIBUK3)

CYQT

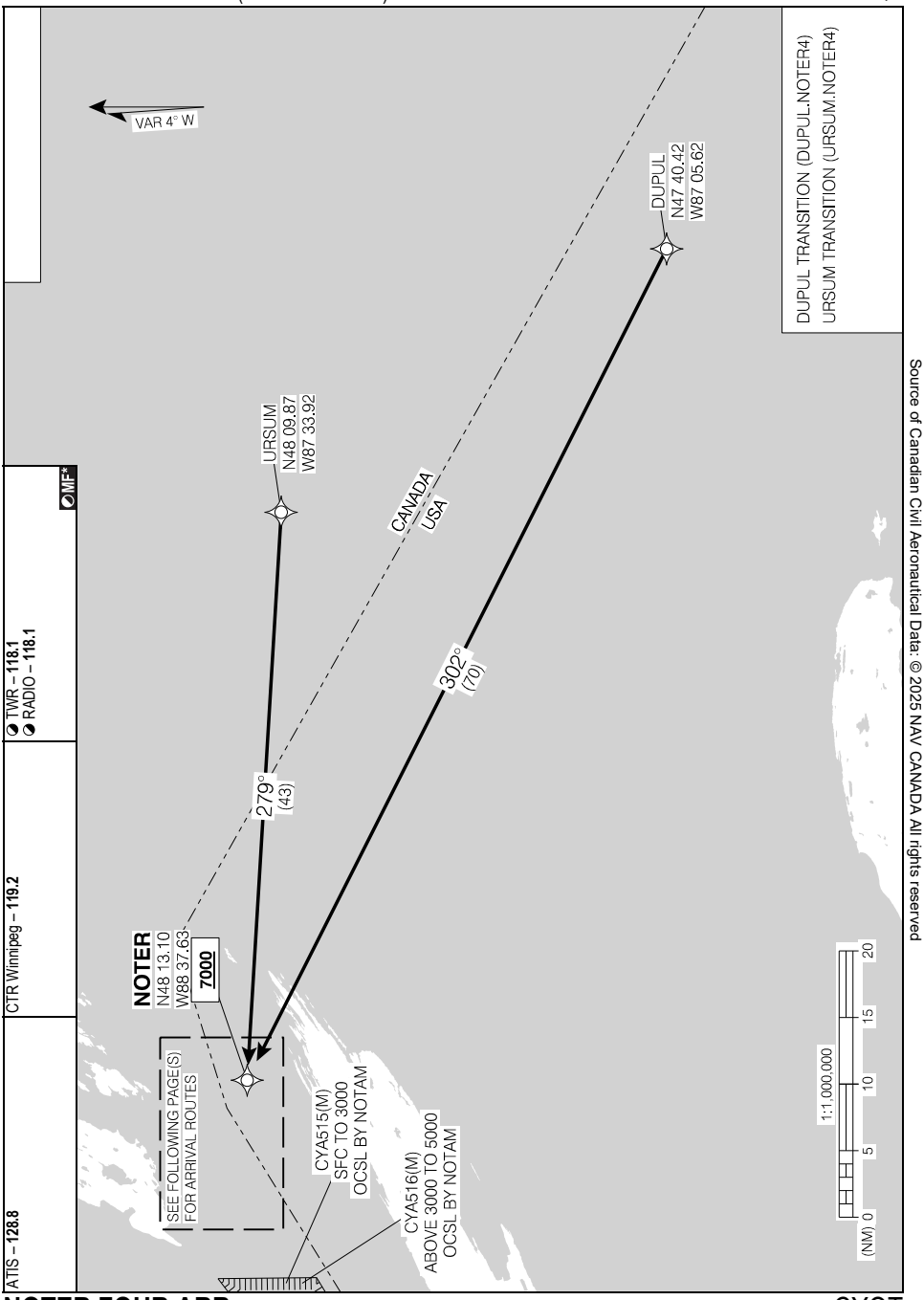
EFF 11 JUL 24

Canada Air Pilot
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STAR (RNAV)

NOTER FOUR ARR (NOTER.NOTER4) TRANSITION ROUTES

THUNDER BAY, ON
CYQT



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NOTER FOUR ARR (NOTER.NOTER4) TRANSITION ROUTES

CYQT

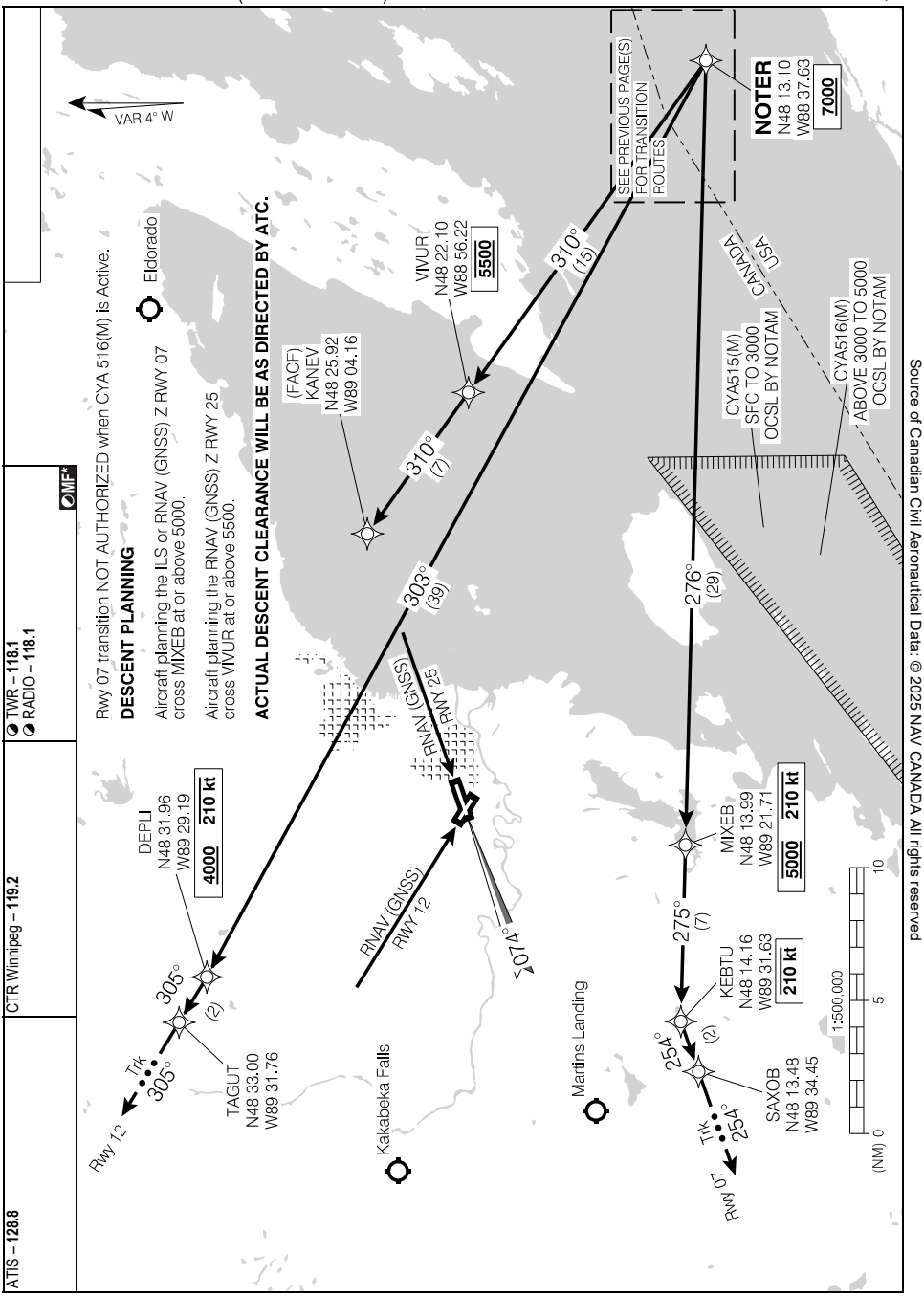
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NOTER FOUR ARR (NOTER.NOTER4) ARRIVAL ROUTES

THUNDER BAY, ON
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NOTER FOUR ARR (NOTER.NOTER4) ARRIVAL ROUTES

CYQT

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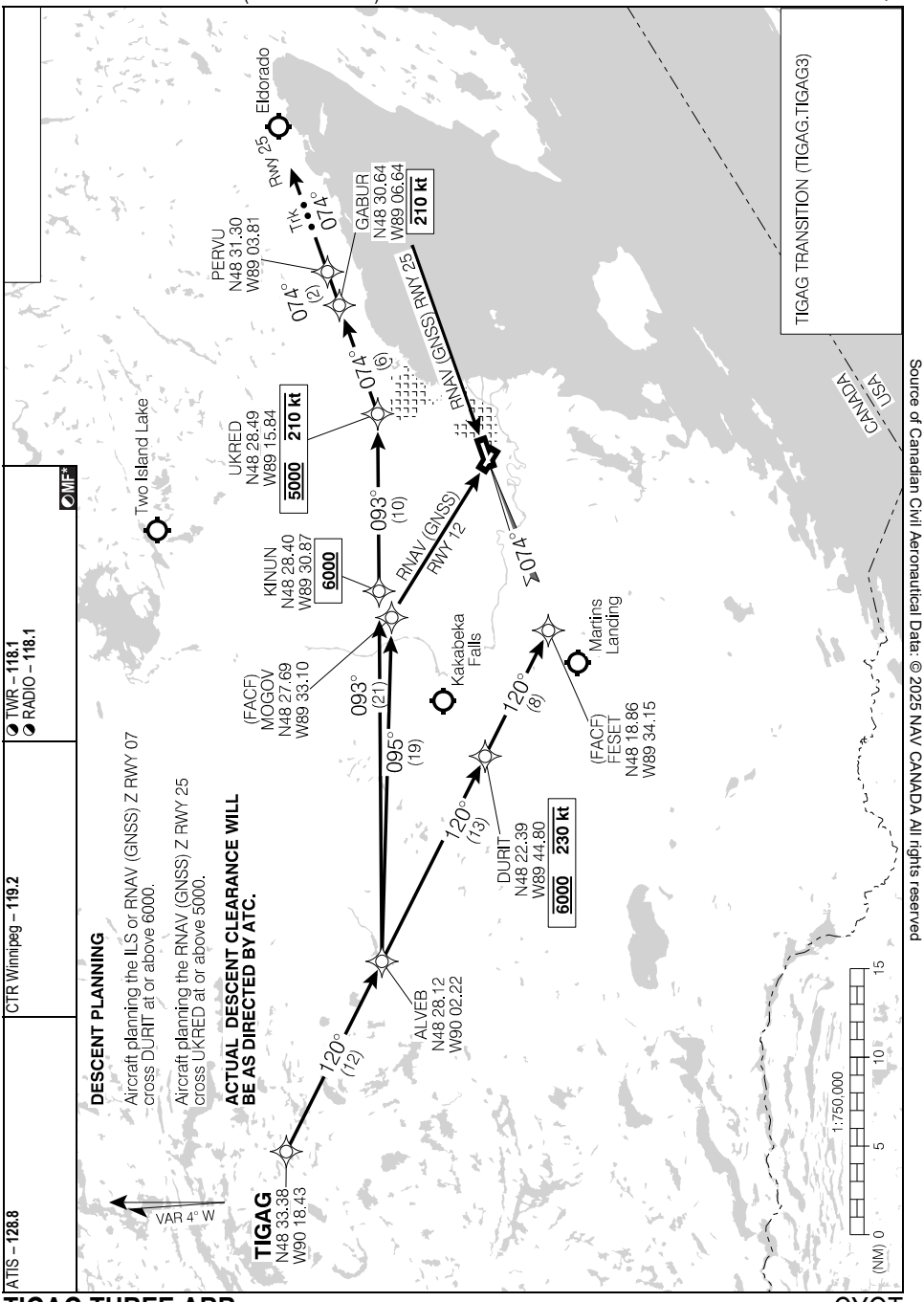
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STAR (RNAV)

TIGAG THREE ARR (TIGAG.TIGAG3)

THUNDER BAY, ON

CYQT



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TIGAG THREE ARR (TIGAG.TIGAG3)

CYQT

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THUNDER BAY, ON

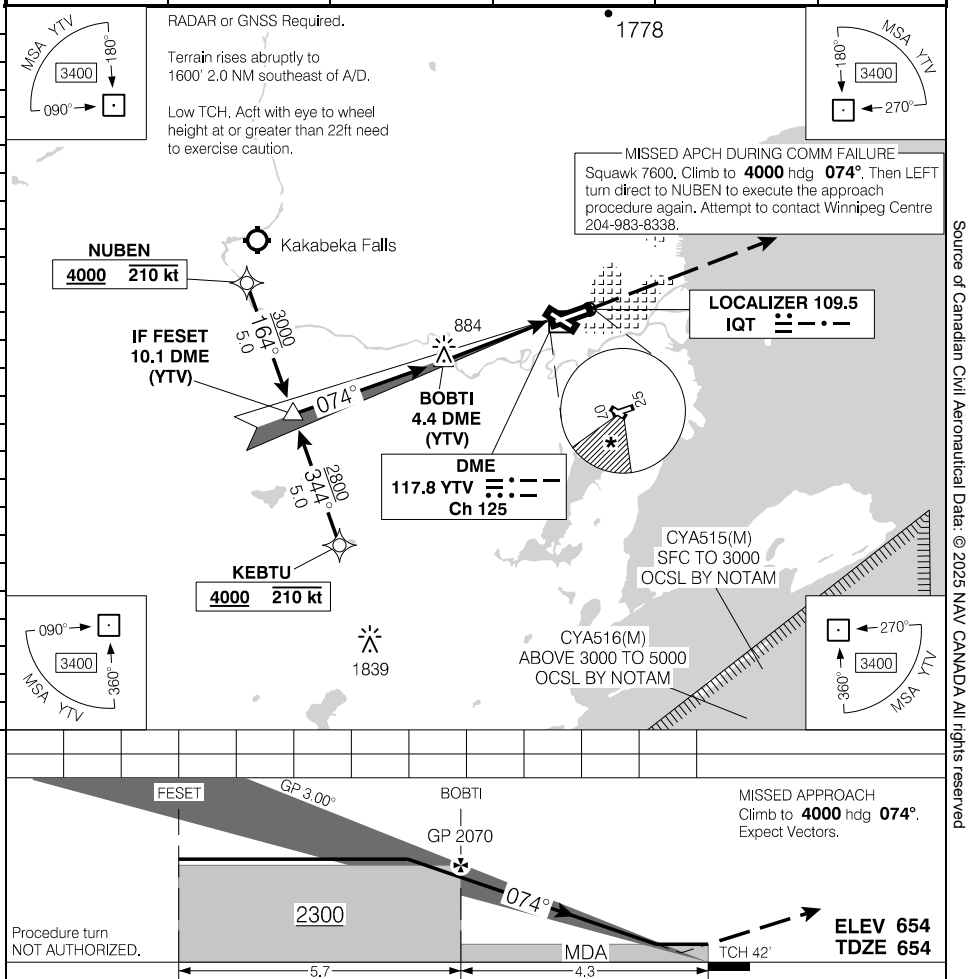
ILS RWY 07

482219N 0891918W VAR 4°W

CYQT

ATIS – **128.8**	CTR Winnipeg – **119.2**	◒ TWR – **118.1** ◒ RADIO – **118.1**	◒ GND – **121.9**	AN P2
SAFE ALT 100 NM **3500**	LOC IQT **109.5**	APCH CRS **074°**	GP BOBTI **2070**	LDA **7318**

MF*



CATEGORY	A	B	C	D
ILS/DME	**854** (200)			½ RVR 26
LOC/DME	**1060** (406)			1 RVR 50
C CIRCLING	* **1200** (546) 1½	* **1440** (786) 1½	* **1800** (1146)	3

BOBTI to MAP 4.3 NM

Knots	ft/min	Min:Sec
70		3:41
90		2:52
110		2:21
130		1:59
150		1:43

ILS RWY 07

CYQT

EFF 20 FEB 25

Canada Air Pilot
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THUNDER BAY, ON

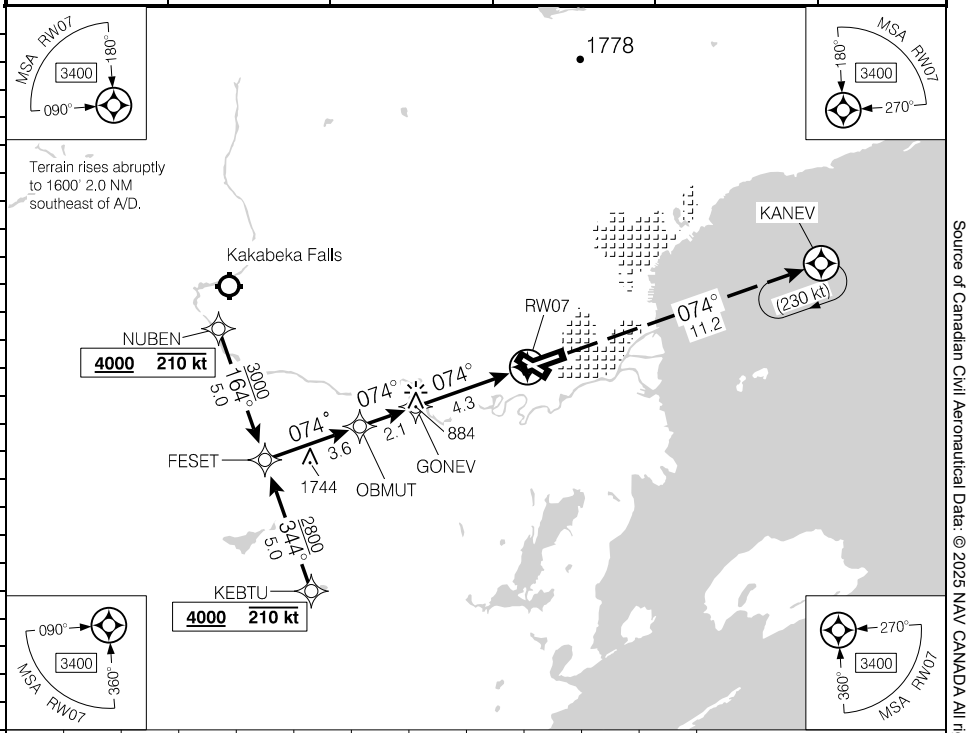
RNAV (GNSS) Z RWY 07

482219N 0891918W VAR 4°W

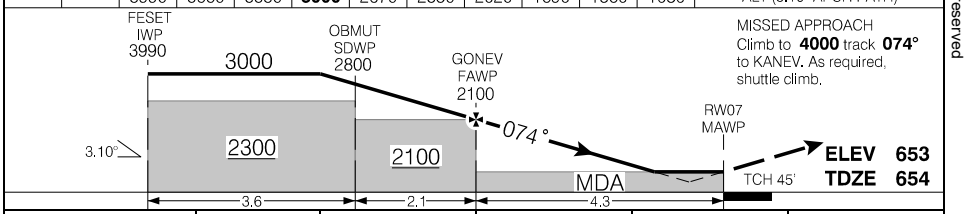
CYQT

ATIS – **128.8**	CTR Winnipeg – **119.2**	TWR – **118.1** RADIO – **118.1** MF*	GND – **121.9**	AN P2

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT GONEV	LDA
3500	**Ch 80092** W07A	**074°**	**2100**	**7318**



(NM)		10	9	8	**7.0**	6	5	4	3	2	1.2	DIST FROM RW07
		3990	3660	3330	**3000**	2670	2350	2020	1690	1360	1080	ALT (3.10° APCH PATH)



CATEGORY	A	B	C	D
LPV	**853**	(200)	½ RVR 26	
LNAV/VNAV (min. -25°C, max. 54°C)	**1089**	(436)	1 RVR 50	
LNAV	**1080**	(427)	1 RVR 50	

Knots	ft/min	Min:Sec
70	380	
90	490	
110	600	
130	710	
150	820	

RNAV (GNSS) Z RWY 07 CYQT

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THUNDER BAY, ON

RNAV (RNP) Y RWY 07

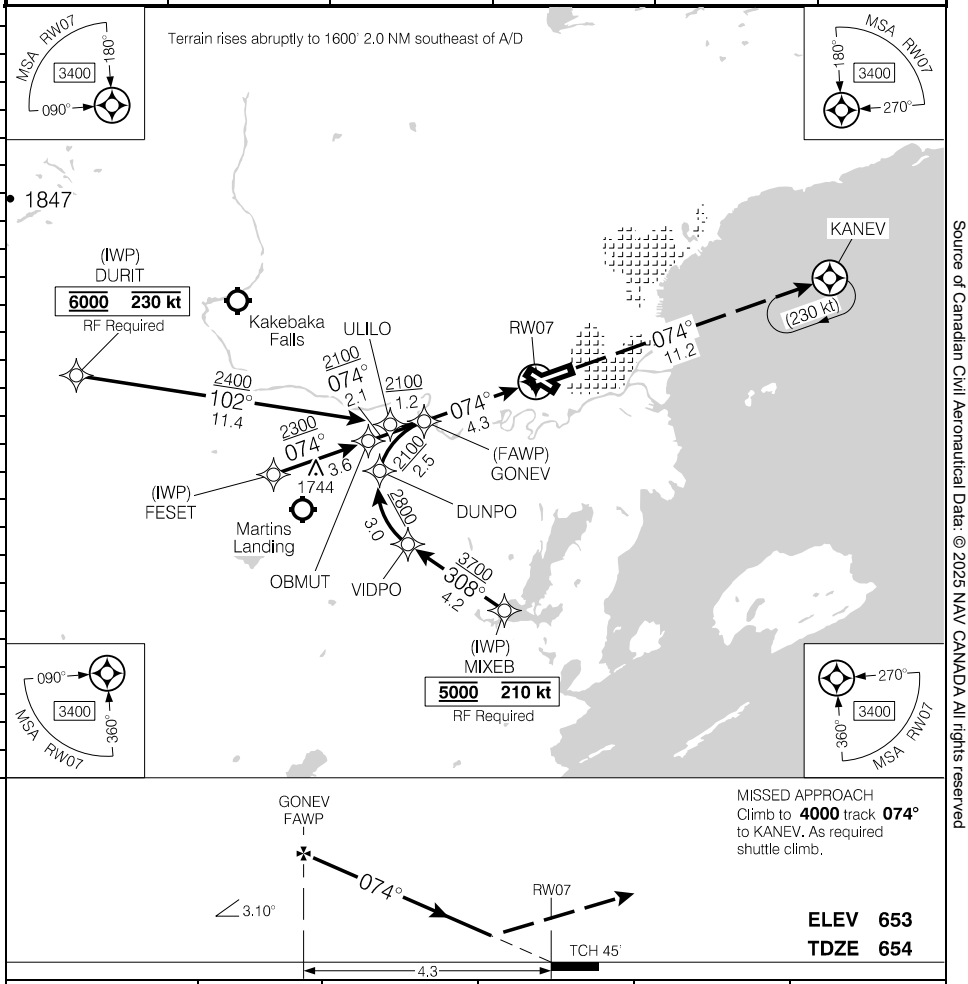
482219N 0891918W VAR 4°W

CYQT

ATIS – **128.8**	CTR Winnipeg – **119.2**	TWR – **118.1** RADIO – **118.1**	GND – **121.9**

MF*

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT GONEV	LDA
3500		**074°**	**2100**	**7318**



MISSED APPROACH
Climb to **4000** track **074°** to KANEV. As required shuttle climb.

ELEV 653
TDZE 654

	CATEGORY	A	B	C	D
	RNP 0.15	**1049**	(396)	1 RVR 50	
AUTHORIZATION REQUIRED (min. -25° C) (max. 54° C)	**RNP 0.30**	**1141**	(487)	1¼	

RNAV (RNP) Y RWY 07

CYQT

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THUNDER BAY, ON

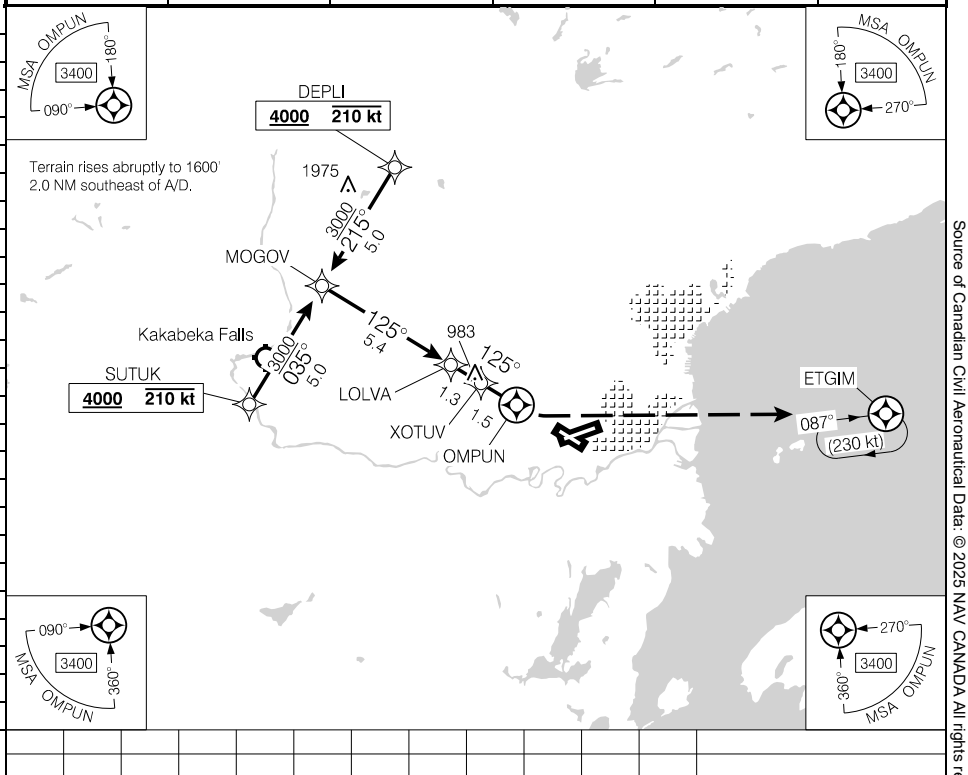
RNAV (GNSS) Z RWY 12

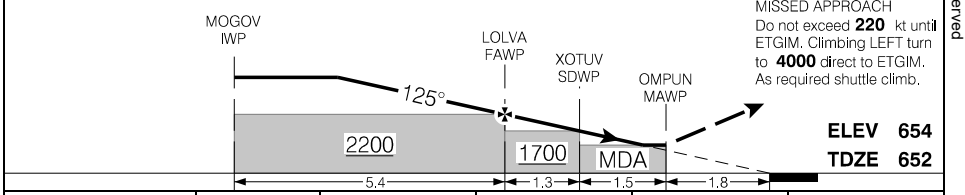
482219N 0891918W VAR 4°W

CYQT

ATIS – **128.8**	CTR Winnipeg – **119.2**	TWR – **118.1** RADIO – **118.1**	GND – **121.9**	AD-AS
		MF*		P2

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT LOLVA	LDA
3500		**125°**	**2200**	**5297**





CATEGORY	A	B	C	D
LNAV	**1220**	(568)	2¼	

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

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Canada Air Pilot
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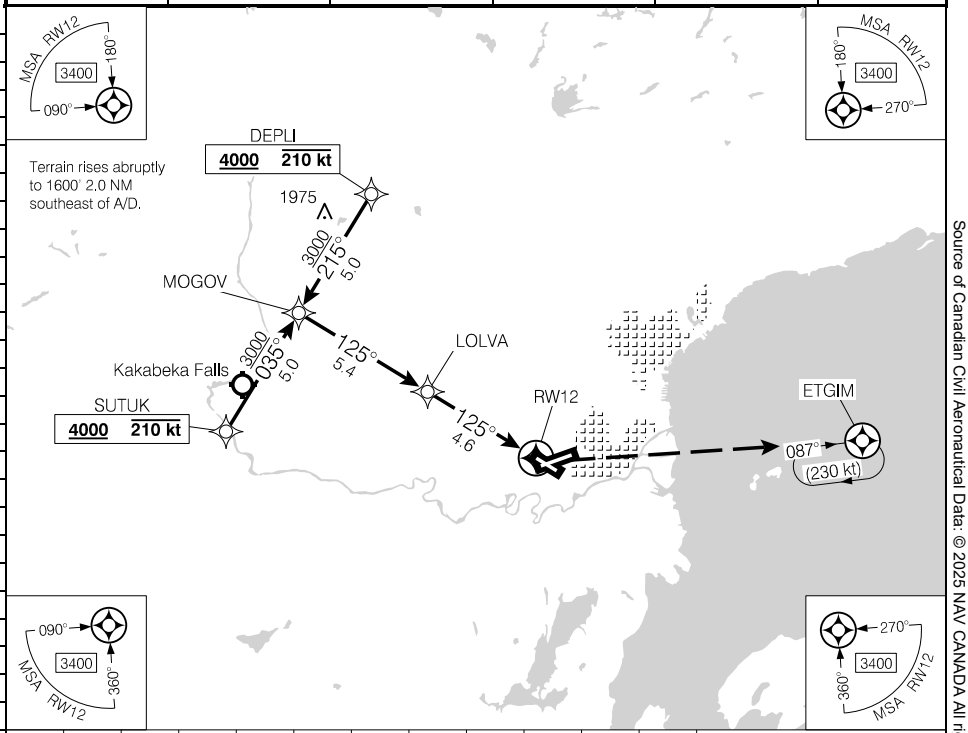
THUNDER BAY, ON

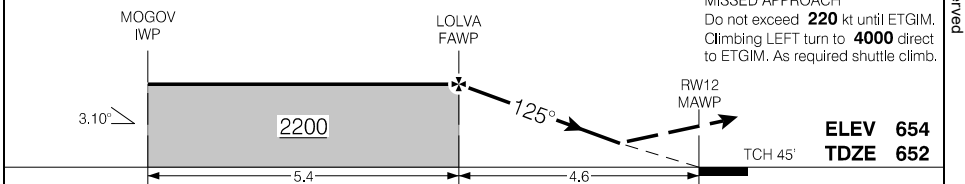
RNAV (GNSS) X RWY 12

482219N 0891918W VAR 4°W

CYQT

ATIS – **128.8**	CTR Winnipeg – **119.2**	TWR – **118.1** RADIO – **118.1**	GND – **121.9**	AD-AS
SAFE ALT 100 NM **3500**	WAAS **Ch 80727** W12A	APCH CRS **125°**	MIN ALT LOLVA **2200**	LDA **5297**





CATEGORY	A	B	C	D
LPV	**1152**	(500)	1¾	
LNAV/VNAV (min. -25°C, max. 54°C)	**1152**	(500)	1¾	

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

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RNAV (GNSS) X RWY 12 CYQT

EFF 31 OCT 24

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THUNDER BAY, ON

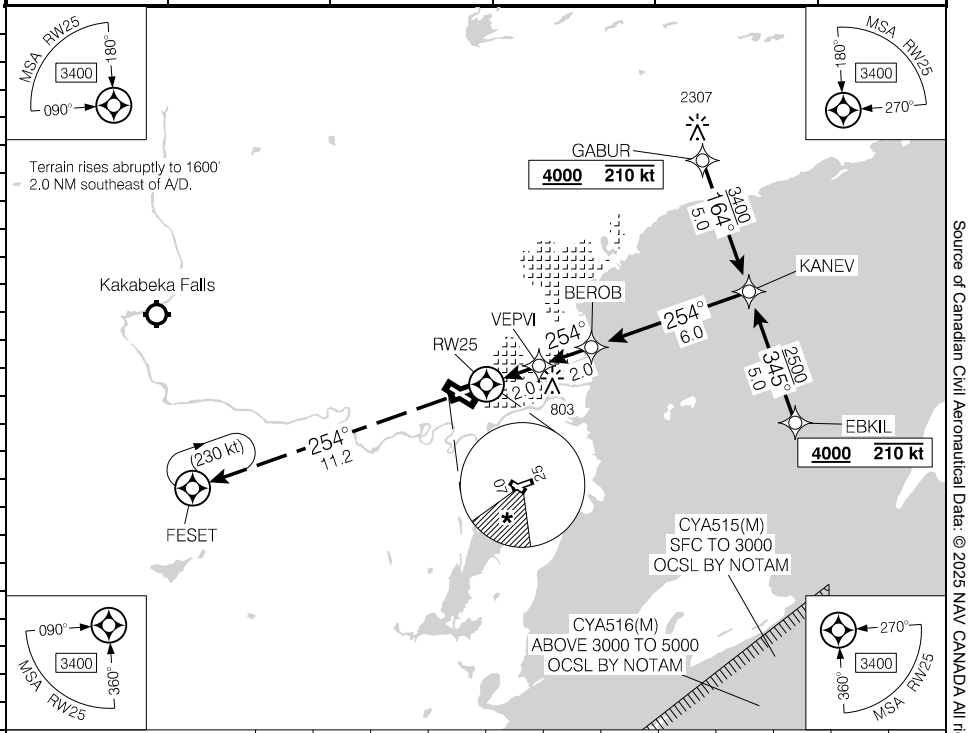
RNAV (GNSS) Z RWY 25

482219N 0891918W VAR 4°W

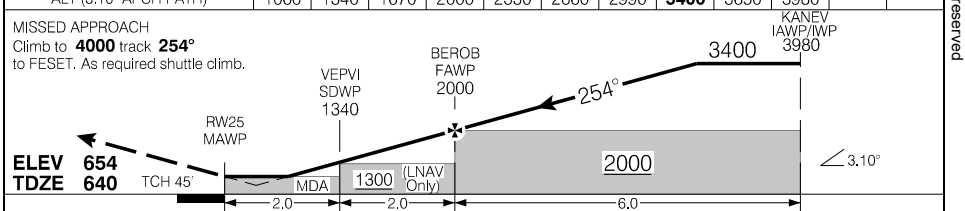
CYQT

ATIS – **128.8**	CTR Winnipeg – **119.2**	TWR – **118.1** RADIO – **118.1** MF*	GND – **121.9**	P2

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT BEROB	LDA
3500	**Ch 80125** W25A	**254°**	**2000**	**7318**



DIST FROM RW25	1.1	2	3	4	5	6	7	**8.2**	9	10		
ALT (3.10° APCH PATH)	1060	1340	1670	2000	2330	2660	2990	**3400**	3650	3980		



Knots	ft/min	Min:Sec
70	380	
90	490	
110	600	
130	710	
150	820	

CATEGORY	A	B	C	D
LPV	**889**	(250)	1	
LNAV/VNAV (min. -25°C, max. 54°C)	**965**	(326)	1	
LNAV	**1060**	(421)	1¼	
C CIRCLING	* **1200** (546) 1½	* **1440** (786) 1½	* **1800** (1146) 3	

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RNAV (GNSS) Z RWY 25

CYQT

EFF 26 DEC 24

Canada Air Pilot
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THUNDER BAY, ON

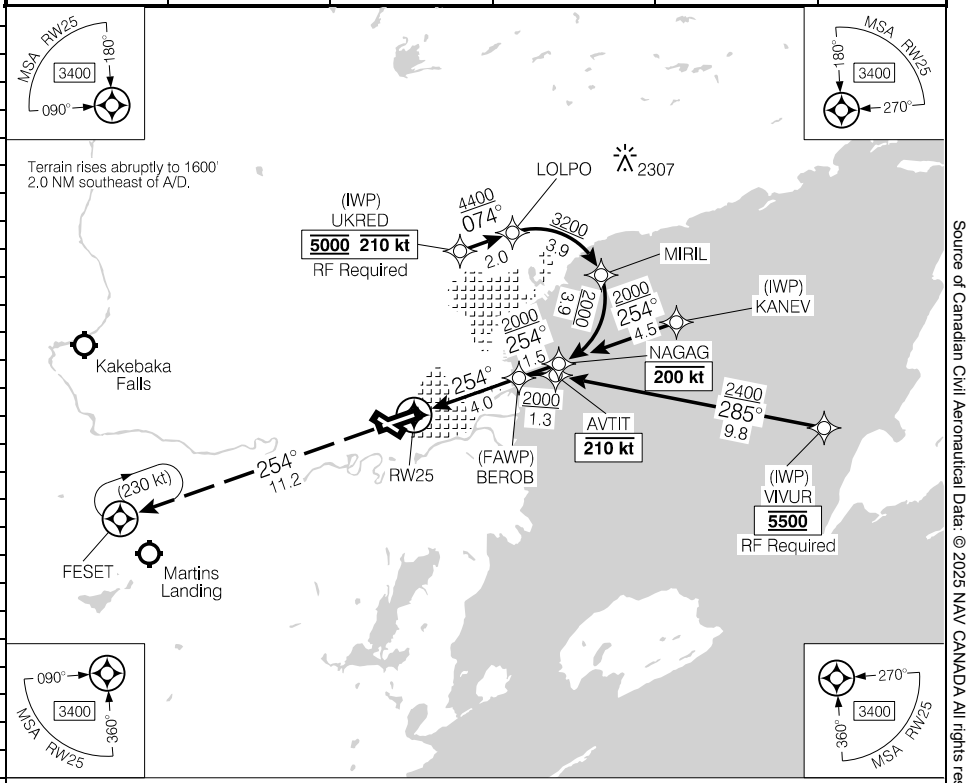
RNAV (RNP) Y RWY 25

482219N 0891918W VAR 4°W

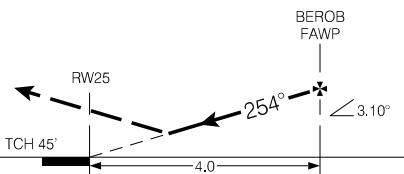
CYQT

ATIS – **128.8**	CTR Winnipeg – **119.2**	TWR – **118.1** RADIO – **118.1** MF*	GND – **121.9**	P2

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT BEROB	LDA
3500		**254°**	**2000**	**7318**



MISSED APPROACH
Climb to **4000** track **254°** to FESET.
As required shuttle climb.



ELEV 654
TDZE 640

	CATEGORY	A	B	C	D
	RNP 0.15	**964**	(325)	1	
AUTHORIZATION REQUIRED (min. -25° C) (max. 54° C)	RNP 0.30	**1064**	(425)	1½	

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Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

Departure Route Description

Unless otherwise assigned by ATC: Maintain **4000**.

Rwy 25: Climb hdg **254°**. Expect radar vectors to LESIS, then proceed on track **121°** to BOTIT. Proceed as flight planned. No turns below **1700** unless assigned by ATC.

Rwy 30: Climb hdg **305°**. Expect radar vectors to LESIS, then proceed on track **121°** to BOTIT. Proceed as flight planned. No turns below **1700** unless assigned by ATC.

BOTIT TRANSITION: **(LESIS4.BOTIT)**

Communication Failure

On recognition of failure 10 minutes or less after take-off and in IFR weather conditions proceed as follows:

1. Select transponder code 7600;
2. Upon reaching last assigned altitude proceed via depicted route;
3. Upon reaching end of depicted route proceed on course, then;
4. Climb to flight planned altitude.

Note: If failure occurs more than 10 minutes after take-off, comply with the appropriate procedure for communication failure enroute.

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SID (RNAV)

LESIS FOUR DEP (LESIS4.)

THUNDER BAY, ON
CYQT

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LESIS FOUR DEP (LESIS4.)

EFF 26 DEC 24

CYQT

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

Departure Route Description

Unless otherwise assigned by ATC: Maintain **4000**.

Rwy 07: Climb hdg **074°**. Expect radar vectors to NUBOM, then proceed on track **121°** to ALNAN. Proceed as flight planned. No turns below **1800** unless assigned by ATC.

ALNAN TRANSITION **(NUBOM3.ALNAN)**

Communication Failure

On recognition of failure 10 minutes or less after take-off and in IFR weather conditions proceed as follows:

1. Select transponder code 7600;
2. Upon reaching last assigned altitude proceed via depicted route;
3. Upon reaching end of depicted route proceed on course, then;
4. Climb to flight planned altitude.

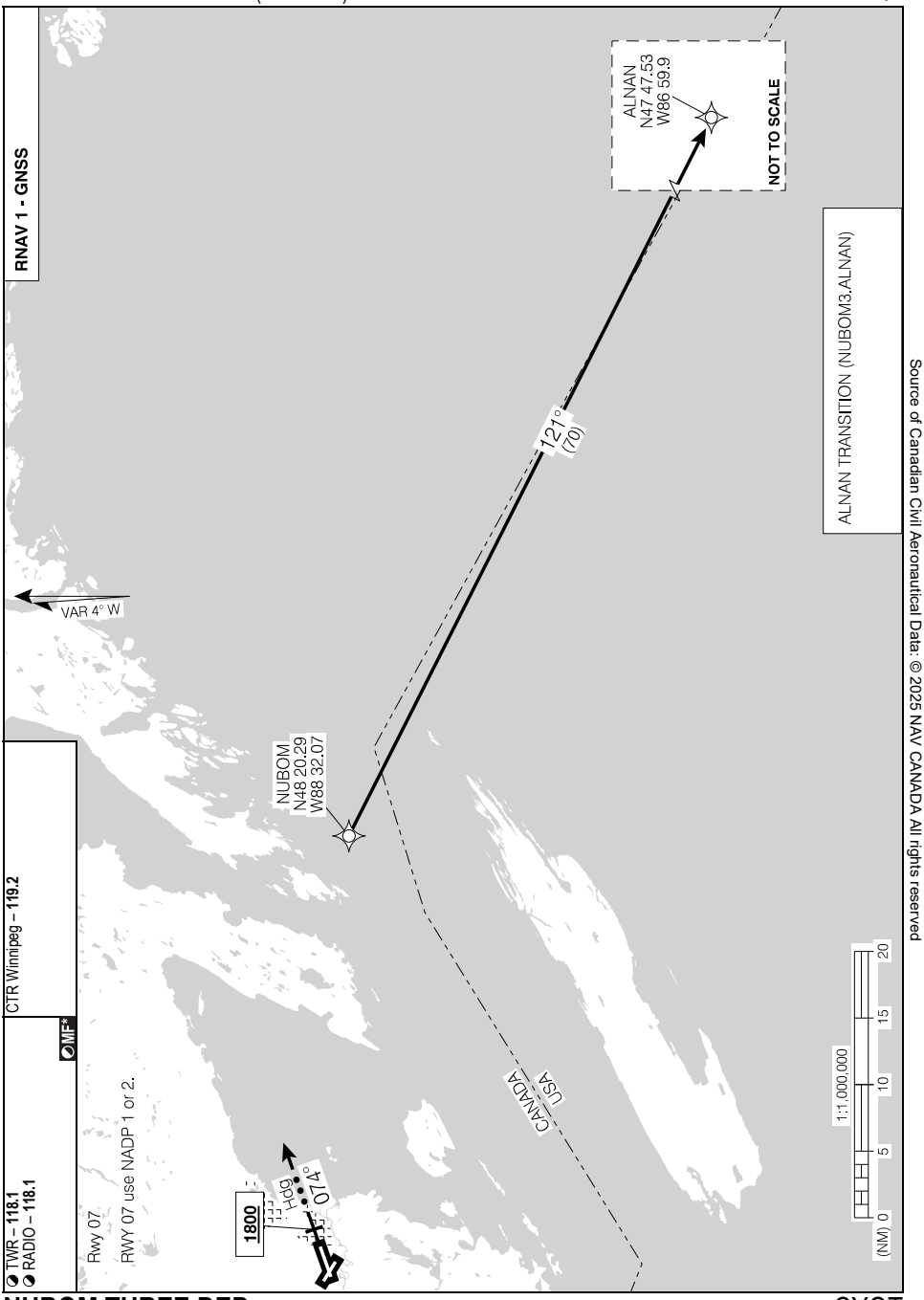
Note: If failure occurs more than 10 minutes after take-off, comply with the appropriate procedure for communication failure enroute.

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SID (RNAV)

NUBOM THREE DEP (NUBOM3.)

THUNDER BAY, ON
CYQT



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NUBOM THREE DEP (NUBOM3.)

CYQT

EFF 26 DEC 24

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

Departure Route Description

All rwys: Maintain **4000** or flight planned altitude, whichever is lower. Expect radar vectors to filed/assigned route. Expect clearance to flight planned altitude/flight level within 10 minutes after departure.

Rwy 07: Climb hdg **074°** for vectors. No turns below **1800** unless assigned by ATC.

Rwy 12: Requires a minimum climb gradient of **450** ft/NM to **1100**. Do NOT exceed 180 kt prior to completion of initial LEFT turn. Climb hdg **125°** to **1100**. Then climbing LEFT turn hdg **080°** for vectors.

Rwy 25: Climb hdg **254°** for vectors. No turns below **1700** unless assigned by ATC.

Rwy 30: Climb hdg **305°** for vectors. No turns below **1700** unless assigned by ATC.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
450 FT/NM	680	900	1050	1200	1350	1500	1880	2250

Note: Refer to Noise Abatement Procedures for additional requirements.

Communication Failure

On recognition of failure 10 minutes or less after take-off and in IFR weather conditions proceed as follows:

1. Select transponder code 7600;
2. Upon reaching last assigned altitude proceed via depicted route;
3. Maintain last assigned altitude for 10 minutes after take-off, then;
4. Climb to flight planned altitude.

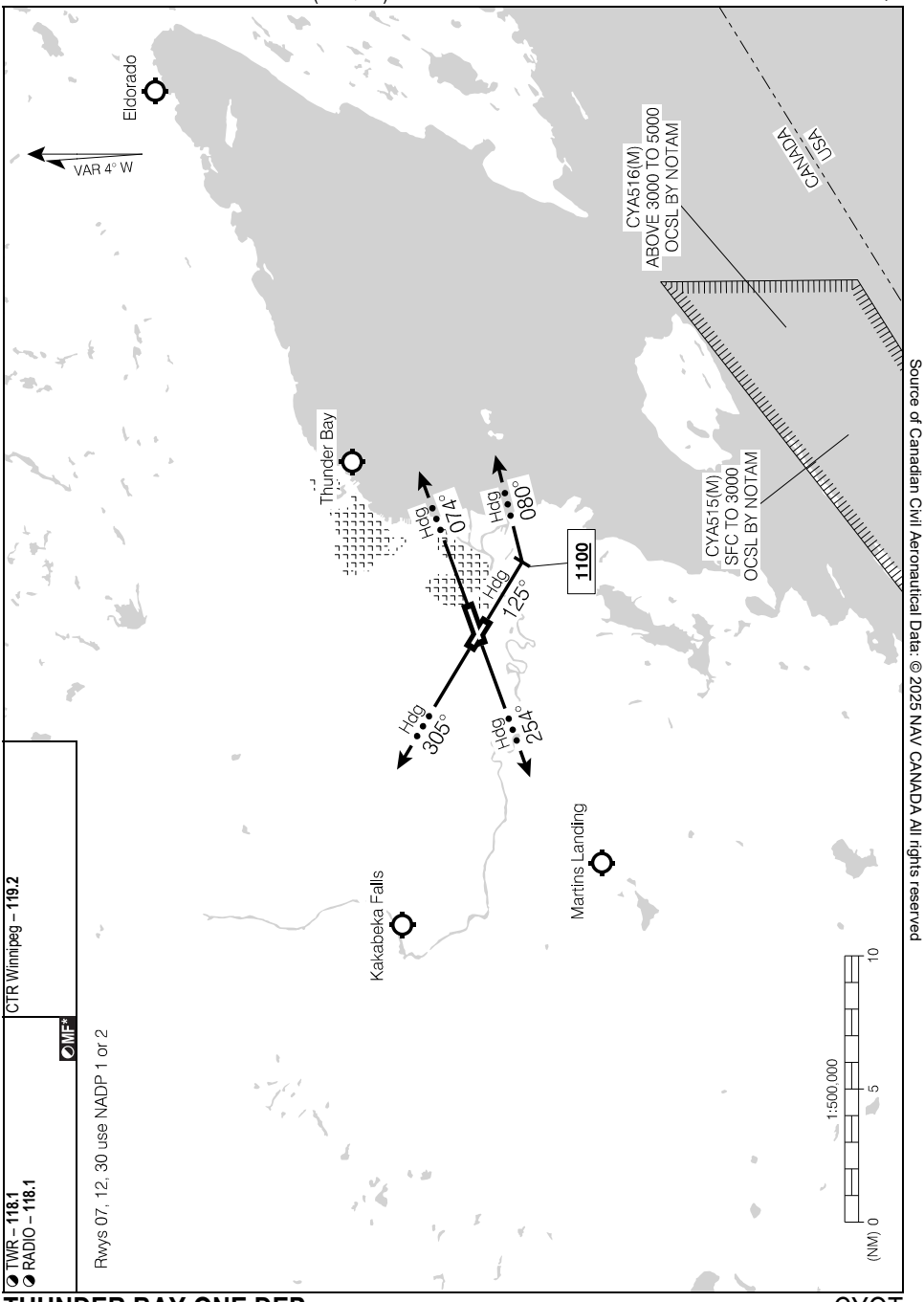
Note: If failure occurs more than 10 minutes after take-off, comply with the appropriate procedure for communication failure enroute.

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SID (VECTOR)

THUNDER BAY ONE DEP (CYQT1.)

THUNDER BAY, ON
CYQT



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THUNDER BAY ONE DEP (CYQT1.)

CYQT

EFF 11 JUL 24

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

Departure Procedure

Rwy 07 – ½: Climb between hdg **100°** CCW to **255°** to **2900** BPOC.

Note: Trees to 679 ASL aprx 0.2 NM past departure end of rwy, 750' RIGHT of rwy centreline.

Rwy 12 – ½: Requires a minimum climb gradient of **400** ft/NM to **1100**. Do NOT exceed 180 kt prior to completion of initial LEFT turn. Climbing LEFT turn between hdg **095°** CCW to **305°** to **2100** BPOC.

Note: Trees to 689 ASL aprx 0.2 NM past departure end of rwy, 650' RIGHT of rwy centreline.

or

SPEC VIS - Climb in visual conditions to cross the aprt at or above **2100** BPOC.

Rwy 25 – ½: Climb between hdg **238°** CW to **074°** to **2100** BPOC.

Note: Trees to 689 ASL aprx 0.2 NM past departure end of rwy, 600' LEFT of rwy centreline.

Rwy 30 – ½: Climb between hdg **170°** CW to **100°** to **2100** BPOC.

Note: Trees to 735 ASL aprx 0.2 NM past departure end of rwy, 700' LEFT and RIGHT of rwy centreline.

DEPARTURE 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

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All Aircraft

Preferential Runway Determination

Consistent with safe aircraft operating procedures, controllers will assign runways to divert as many departures and arrivals as possible from flight over noise-sensitive areas. Unless operational conditions do not permit, pilots shall accept runways as assigned by ATC. When the tower is not in operation, pilots will be expected to use the preferred order for runway usage shown below.

Arrivals: 07, 12, 25, 30

Departures: 25, 30, 07, 12

Arrival Procedures

1. Circuit height **1650'** ASL (weather permitting). Right hand circuits rwys 25 & 30.
2. Consistent with safe aircraft operating procedures, arriving aircraft should be flown to give the best possible performance with respect to noise abatement, (i.e. extension of wing flap, spoilers, landing gear, engine power/thrust settings).

Turbo-Jet/Turbo-Fan

Departure Procedures

Rwy	NADP
07, 12, 30	1 or 2

Rwy 25 – Unrestricted.

Rwy 30 – Aircraft on right turnout – climb to **3300'** ASL before proceeding on course.

Rwy 07 – Climb to **3400'** ASL before proceeding on course.

Rwy 12 – Climb to **3000'** ASL, turning as required during climb.

Night Restrictions (00:30 – 06:00 hrs local time)

1. The introduction of additional scheduled flights between 0030 to 0600 local time, are NOT permitted unless authorized by the Airport Manager.
2. The use of Thunder Bay Airport by turbo-jet/turbo-fan aircraft for technical stops or charter operation between 0030 to 0600 local time, are NOT permitted unless authorized by the Airport Manager.
3. Turbo-jet/turbo-fan aircraft previously authorized to depart between 0030 to 0600 local time, will depart on rwy 30 only unless operational conditions warrant departure on another runway.
4. Turbo-jet/turbo-fan aircraft previously authorized to arrive between 0030 to 0600 local time, will land on rwy 12 only unless operational conditions warrant landing on another runway.
5. Under extenuating circumstances authorization to operate between 0030 to 0600 local time may be granted by Thunder Bay International Airports Authority Inc. (TBIAAI). Preference will be given to aircraft meeting noise certification standards (ICAO Annex 16). Contact Airport Security at (807) 473-2612, 11:00Z to 05:00Z.

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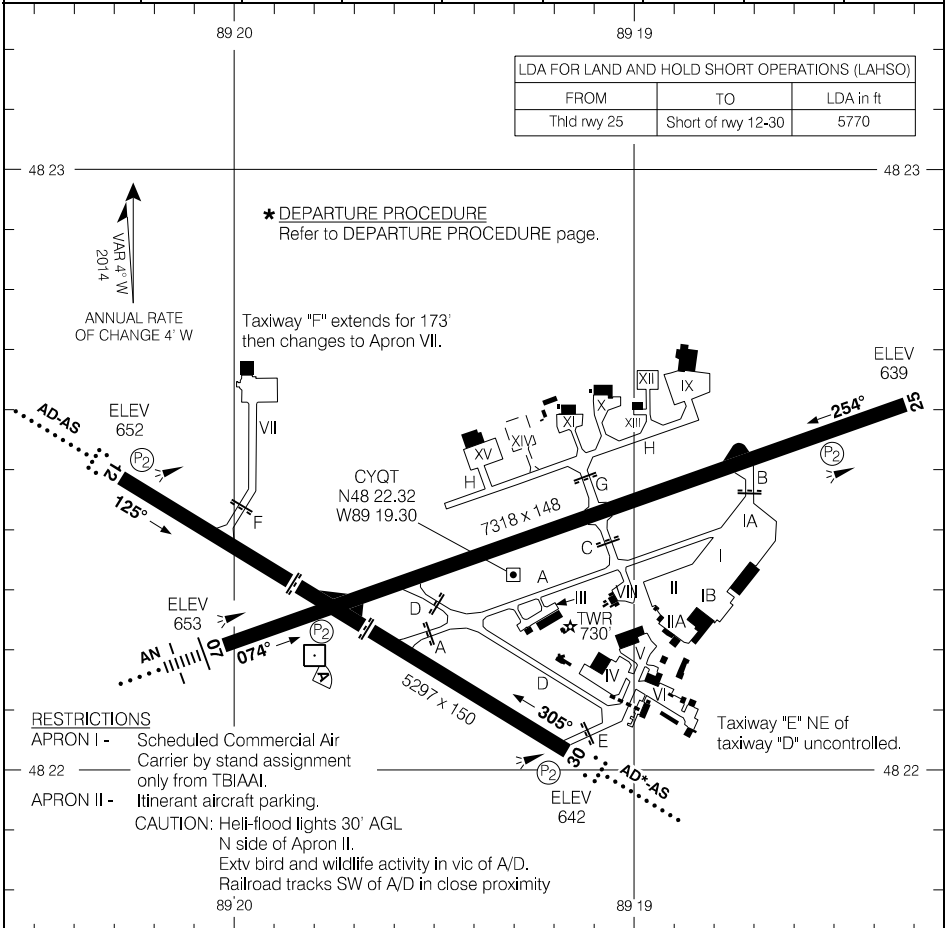
THUNDER BAY, ON

AERODROME CHART

CYQT

ATIS – **128.8**	GND – **121.9**	TWR – **118.1** RADIO – **118.1** MF*	CTR Winnipeg – **119.2** RADIO London – **122.37**

DECL DISTS	07	25	12	30				
TORA	7318	7318	5297	5126				
TODA	7702	7468	5797	5126				
ASDA	7318	7318	5297	5126				
LDA	7318	7318	5297	5126				



RUNWAY LEVEL OF SERVICE	
RVO	LVO
RWY 07: RVR 1200 RWY 12, 25, 30: (¼ sm)	NOT AUTHORIZED
TAKE-OFF MINIMA	
Rwys 07; 12; 25; 30:*	

SCALE IN FEET
1000 0 1000 2000

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PARKING AREAS

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Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

Aircraft Parking Position

Position	Coordinates	Position	Coordinates
1B	482217.78N 0891847.56W	3B	482222.20N 0891843.42W
1C	482218.44N 0891847.55W	4	482221.51N 0891841.70W
1D	482217.61N 0891848.07W	4A	482221.84N 0891841.74W
1E	482216.32N 0891848.11W	5	482222.93N 0891840.12W
1F	482217.16N 0891847.16W	6	482224.27N 0891840.57W
1G	482217.34N 0891848.57W	7	482224.68N 0891841.37W
2A	482219.47N 0891846.12W	8	482225.10N 0891842.18W
2B	482220.48N 0891845.78W	10	482219.40N 0891853.46W
3A	482221.25N 0891844.20W		

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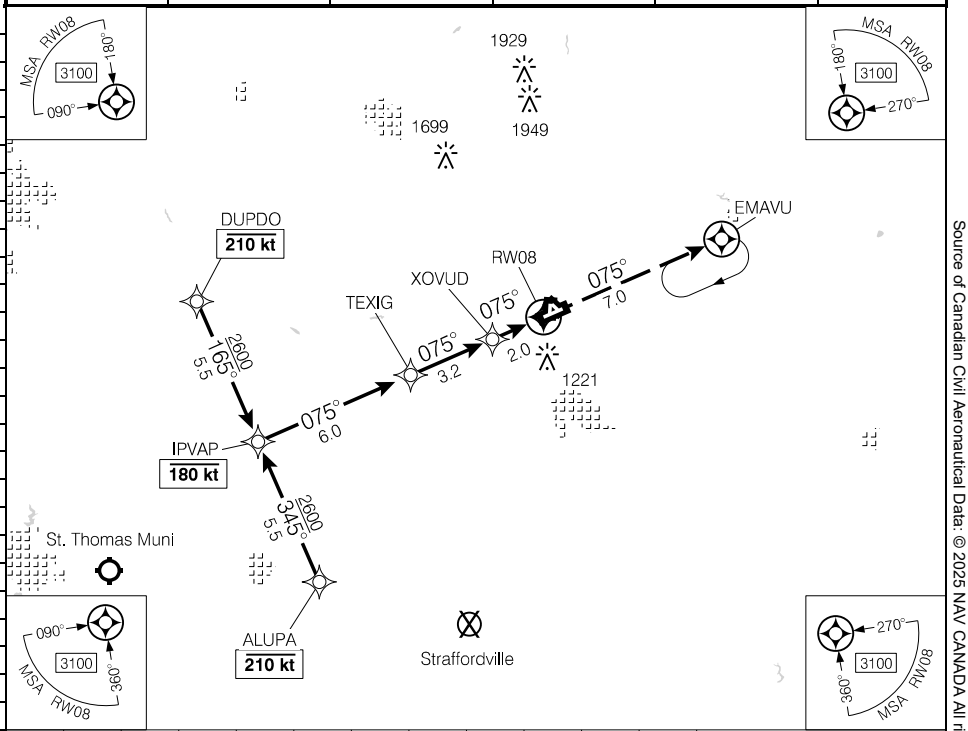
TILLSONBURG, ON

RNAV (GNSS) RWY 08

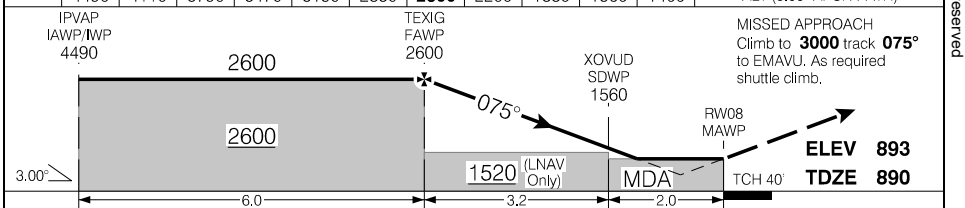
425535N 0804449W VAR 9°W

CYTB

	CTR Toronto – **135.3**		UNICOM – **123.0** ATF		ARCAL 123.0(J)
SAFE ALT 100 NM **4900**	WAAS **Ch 80793** W08A	APCH CRS **075°**	MIN ALT TEXIG **2600**	LDA **5504**	



(NM)	11.2	10	9	8	7	6	**5.2**	4	3	2	1.5	DIST FROM RW08
	4490	4110	3790	3470	3150	2830	**2600**	2200	1880	1560	1400	ALT (3.00° APCH PATH)



RASS: Use CYXU.

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	

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TILLSONBURG, ON

AERODROME CHART

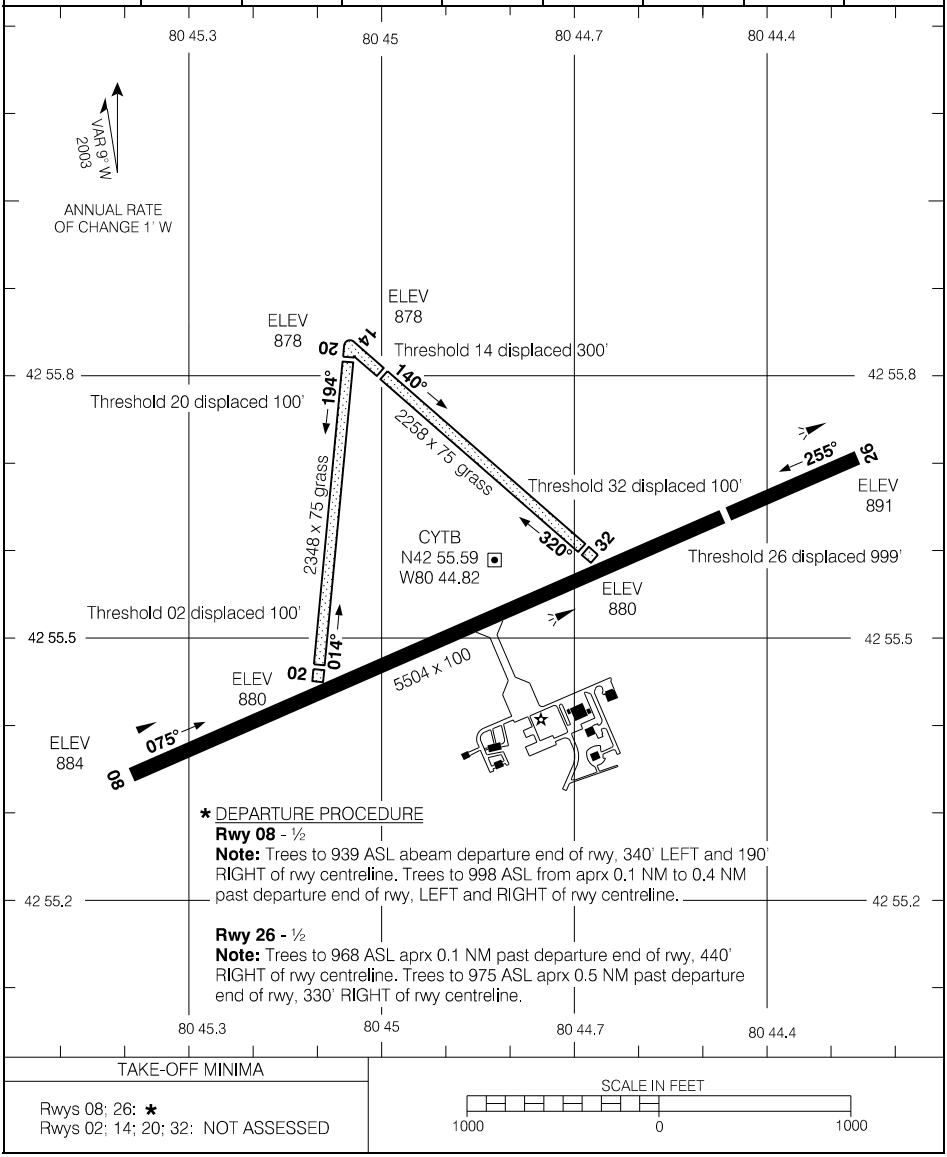
CYTB

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

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Canada Air Pilot
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TIMMINS (VICTOR M. POWER), ON

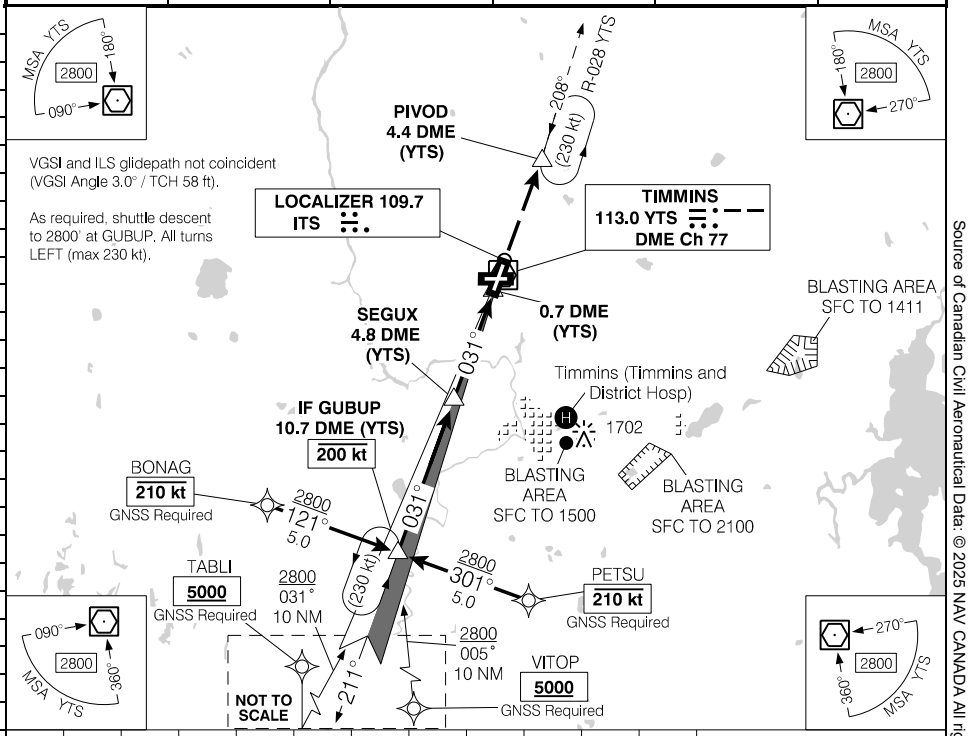
ILS Z RWY 03

483409N 0812239W VAR 11°W

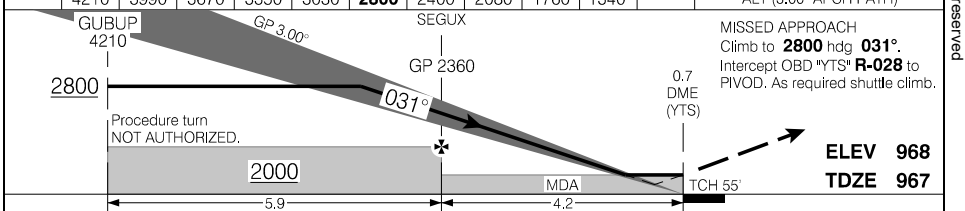
CYTS

ATIS – 124.95	CTR Toronto – 128.3	RADIO – 122.3 MF	

SAFE ALT 100 NM	LOC ITS	APCH CRS	GP SEGUX	LDA
3500	109.7	031°	2360	6001



10.7	10	9	8	7	6.3	5	4	3	1.7		DIST FROM DME (YTS)
4210	3990	3670	3350	3030	2800	2400	2080	1760	1340		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	1167 (200) ½ RVR 26			
LOC/DME	1340 (373) 1 RVR 50			
C CIRCLING	1360 (392) 1½	1420 (452) 1½	1500 (532) 2	1680 (712) 2¼

ILS Z RWY 03

CYTS

EFF 2 OCT 25

Canada Air Pilot
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TIMMINS (VICTOR M. POWER), ON

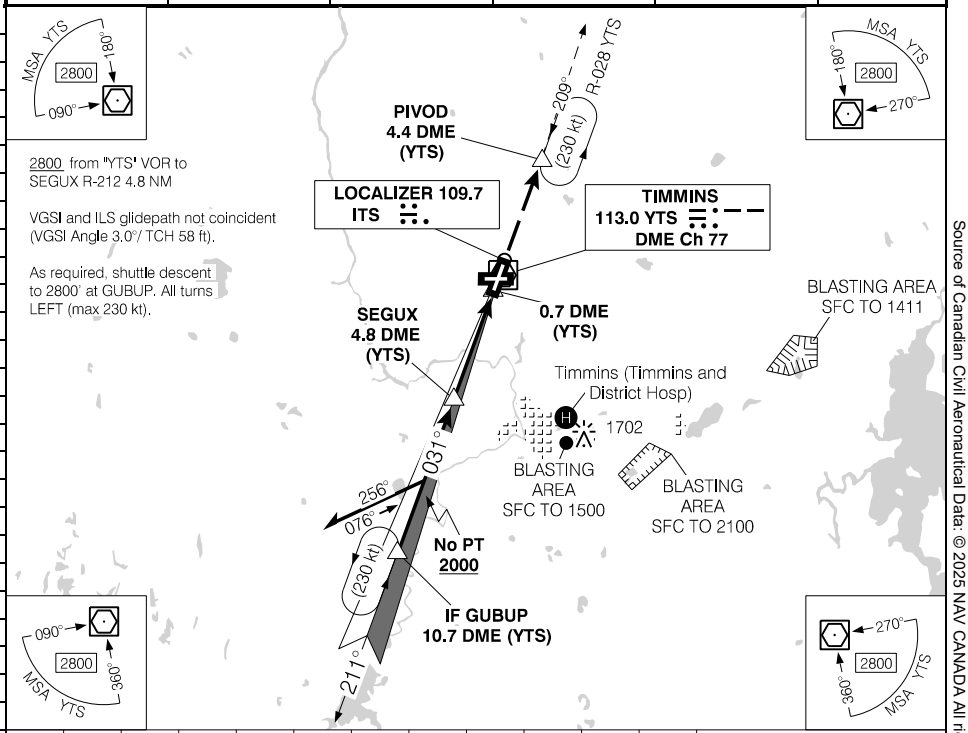
ILS Y RWY 03

483409N 0812239W VAR 11°W

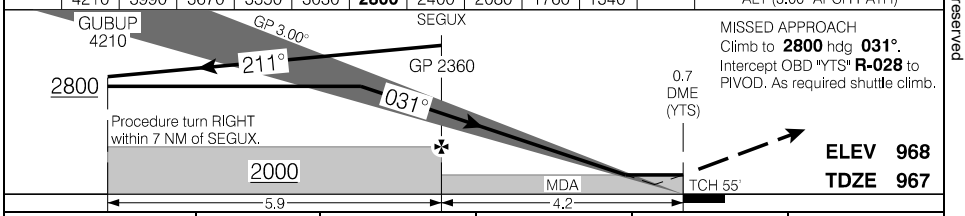
CYTS

ATIS – **124.95**	CTR Toronto – **128.3**	RADIO – **122.3** MF	

SAFE ALT 100 NM	LOC ITS	APCH CRS	GP SEGUX	LDA
3500	**109.7**	**031°**	**2360**	**6001**



	10.7	10	9	8	7	**6.3**	5	4	3	1.7		DIST FROM DME (YTS)
	4210	3990	3670	3350	3030	**2800**	2400	2080	1760	1340		ALT (3.00° APCH PATH)



CATEGORY	A	B	C	D
ILS/DME	**1167** (200) ½ RVR 26			
LOC/DME	**1340** (373) 1 RVR 50			
C CIRCLING	**1360** (392) 1½	**1420** (452) 1½	**1500** (532) 2	**1680** (712) 2¼

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

ILS Y RWY 03

CYTS

EFF 2 OCT 25

Canada Air Pilot
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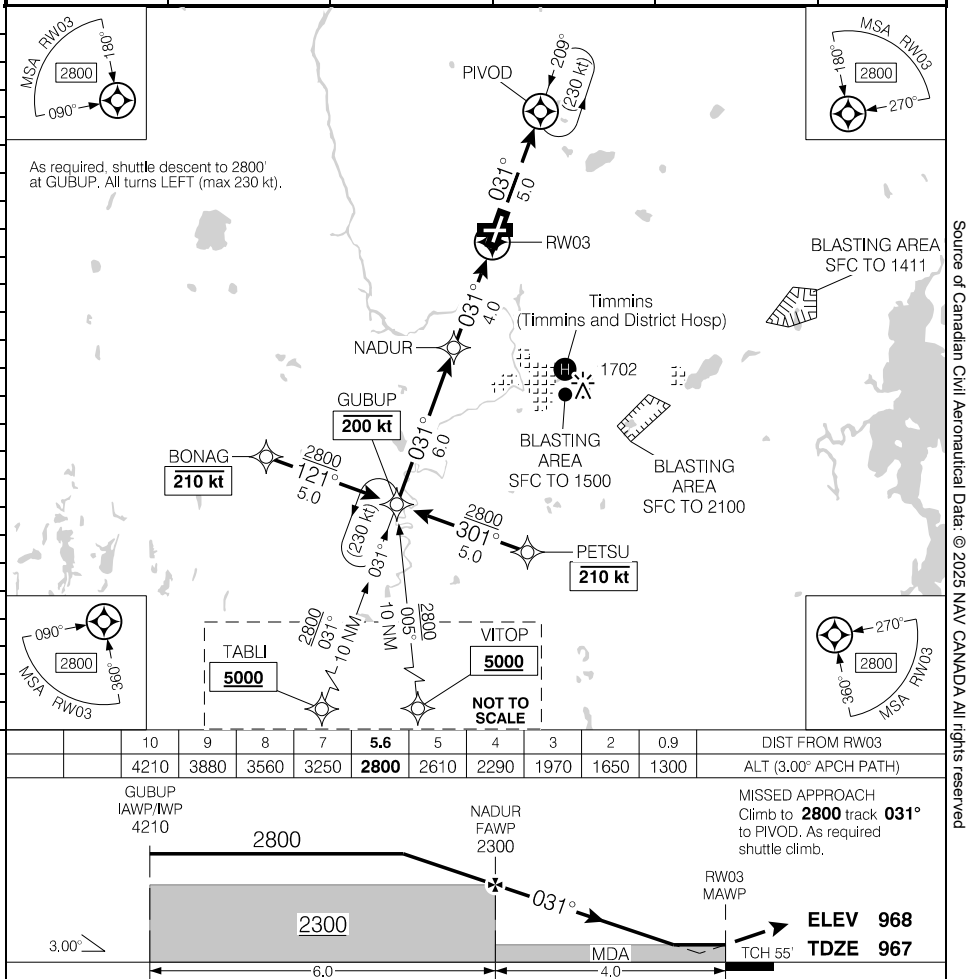
TIMMINS (VICTOR M. POWER), ON

RNAV (GNSS) RWY 03

483409N 0812239W VAR 11°W

CYTS

ATIS – **124.95**	CTR Toronto – **128.3**	RADIO – **122.3** MF		
SAFE ALT 100 NM **3500**	WAAS **Ch 80863** W03A	APCH CRS **031°**	MIN ALT NADUR **2300**	LDA **6001**



(NM)	10	9	8	7	**5.6**	5	4	3	2	0.9	DIST FROM RW03
	4210	3880	3560	3250	**2800**	2610	2290	1970	1650	1300	ALT (3.00° APCH PATH)

MISSED APPROACH
Climb to **2800** track **031°** to PIVOD. As required shuttle climb.

CATEGORY	A	B	C	D
LPV	**1159**	(200)	½ RVR 26	
LNAV/VNAV (min. -21°C, max. 54°C)	**1211**	(252)	1 RVR 50	
LNAV	**1300**	(341)	1 RVR 50	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

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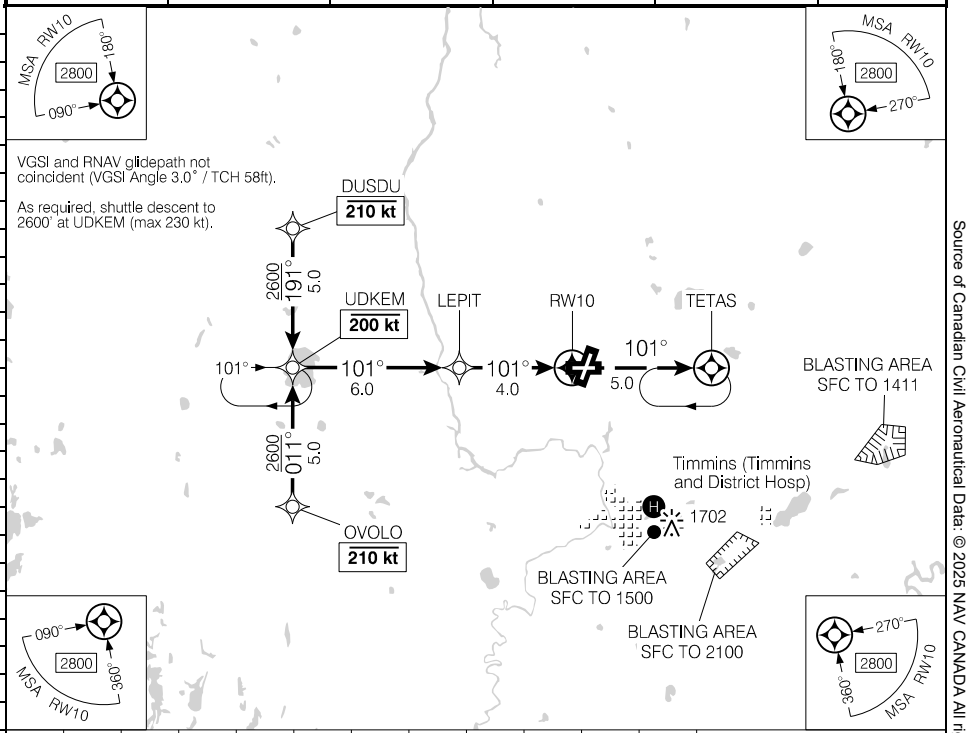
TIMMINS (VICTOR M. POWER), ON

RNAV (GNSS) Z RWY 10

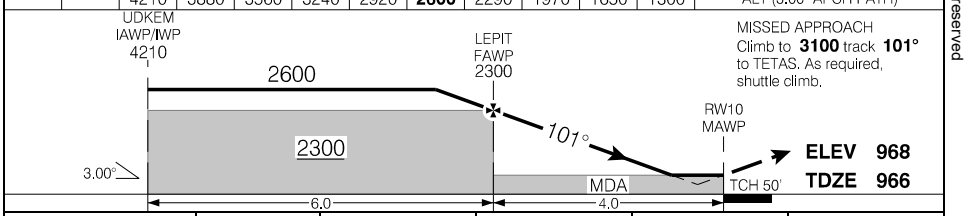
483409N 0812239W VAR 11°W

CYTS

ATIS – **124.95**	CTR Toronto – **128.3**	RADIO – **122.3** MF		
SAFE ALT 100 NM **3500**	WAAS **Ch 80120** W10A	APCH CRS **101°**	MIN ALT LEPIT **2300**	LDA **4905**



		10	9	8	7	6	**5.0**	4	3	2	0.9	DIST FROM RW10
		4210	3880	3560	3240	2920	**2600**	2290	1970	1650	1300	ALT (3.00° APCH PATH)



CATEGORY	A	B	C	D
LPV	**1211**	(250)	1	
LNAV/VNAV (min. -21°C, max. 54°C)	**1211**	(250)	1	
LNAV	**1300**	(339)	1	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

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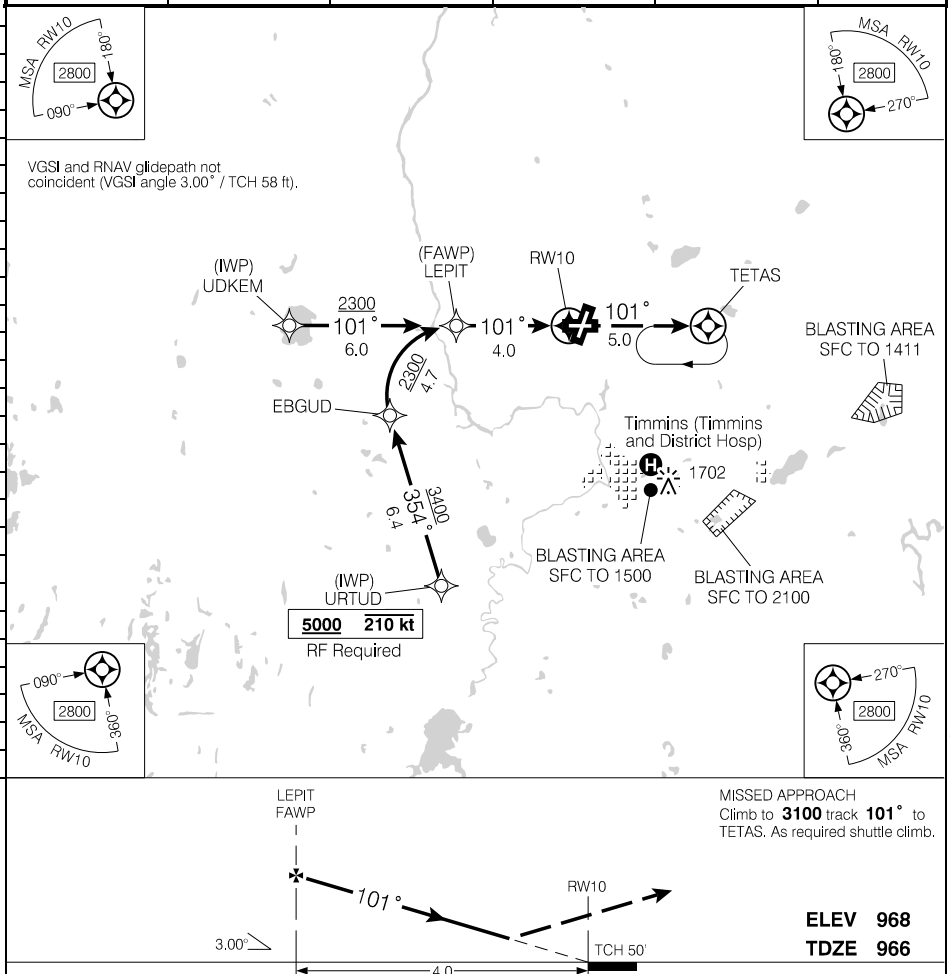
TIMMINS (VICTOR M. POWER), ON

RNAV (RNP) Y RWY 10

483409N 0812239W VAR 11°W

CYTS

ATIS – **124.95**	CTR Toronto – **128.3**	RADIO – **122.3** MF		
SAFE ALT 100 NM **3500**	RNAV	APCH CRS **101°**	MIN ALT LEPIT **2300**	LDA **4905**



	CATEGORY	A	B	C	D
	RNP 0.15	1254	(293)	1	
AUTHORIZATION REQUIRED (min. -21° C) (max. 54° C)	RNP 0.30	1298	(337)	1¼	

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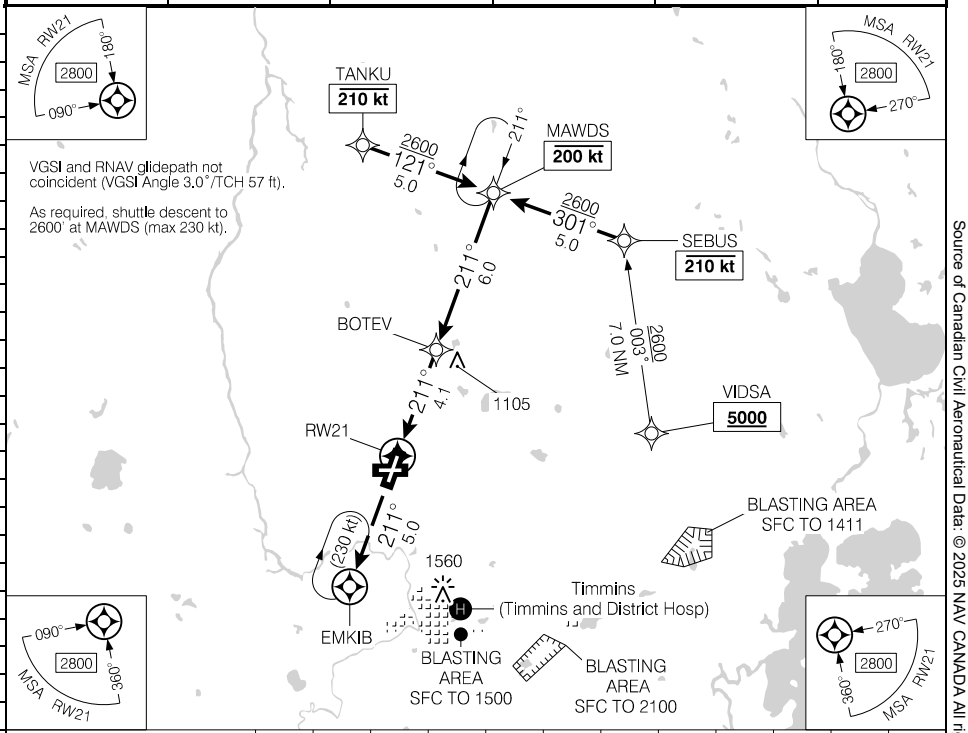
TIMMINS (VICTOR M. POWER), ON

RNAV (GNSS) Z RWY 21

483409N 0812239W VAR 11°W

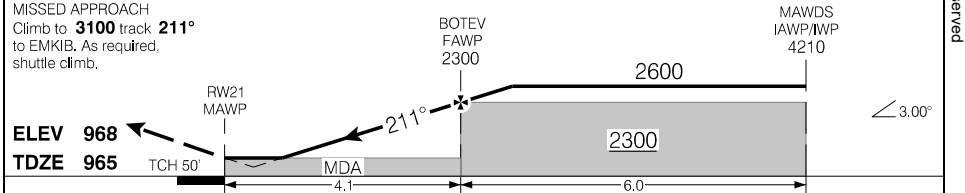
CYTS

ATIS – **124.95**	CTR Toronto – **128.3**	RADIO – **122.3** MF		
SAFE ALT 100 NM **3500**	WAAS **Ch 80121** W21A	APCH CRS **211°**	MIN ALT BOTEV **2300**	LDA **6001**



DIST FROM RW21	1.0	2	3	4	**5.0**	6	7	8	9	10.1
ALT (3.00° APCH PATH)	1320	1640	1960	2280	**2600**	2920	3240	3560	3870	4210

MISSED APPROACH
Climb to **3100** track **211°** to EMKIB. 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	**1206**	(250)	1	
LNAV/VNAV (min. -22°C, max. 54°C)	**1207**	(251)	1	
LNAV	**1320**	(364)	1¼	

RNAV (GNSS) Z RWY 21 CYTS

EFF 26 DEC 24

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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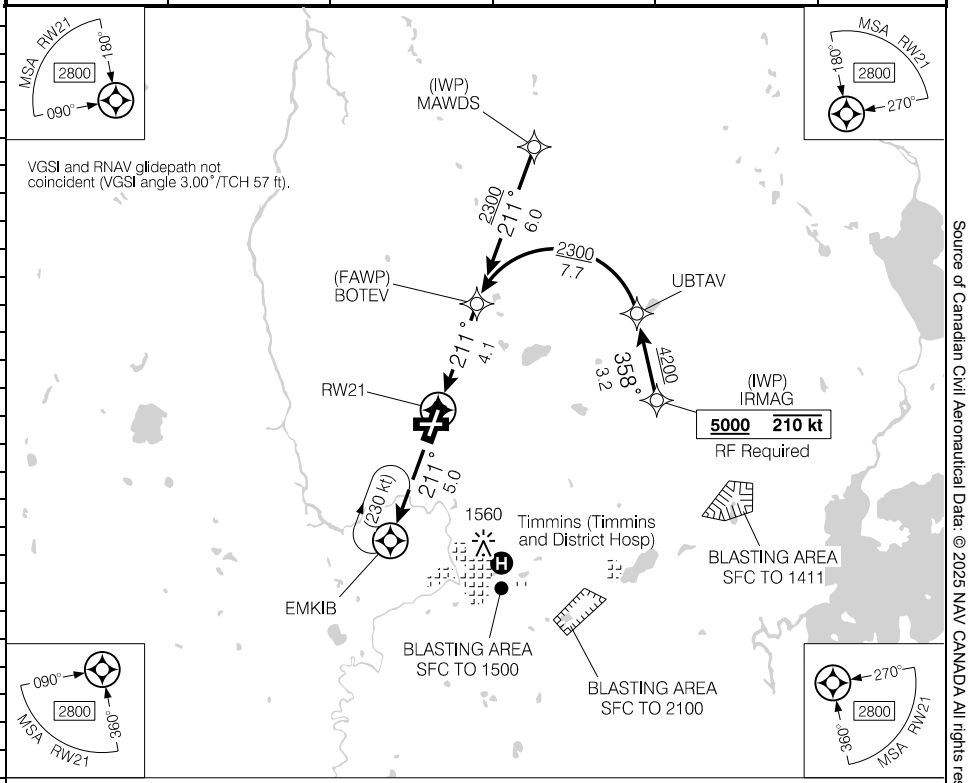
TIMMINS (VICTOR M. POWER), ON

RNAV (RNP) Y RWY 21

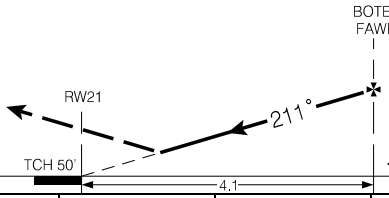
483409N 0812239W VAR 11°W

CYTS

ATIS – **124.95**	CTR Toronto – **128.3**	RADIO – **122.3** MF		
SAFE ALT 100 NM **3500**	RNAV	APCH CRS **211°**	MIN ALT BOTEV **2300**	LDA **6001**



MISSED APPROACH
Climb to **3100** track **211°** to EMKIB. As required shuttle climb.



ELEV 968
TDZE 965

	CATEGORY	A	B	C	D
	RNP 0.15	1301	(345)	1¼	
AUTHORIZATION REQUIRED (min. -22° C) (max. 54° C)	RNP 0.30	1356	(400)	1½	

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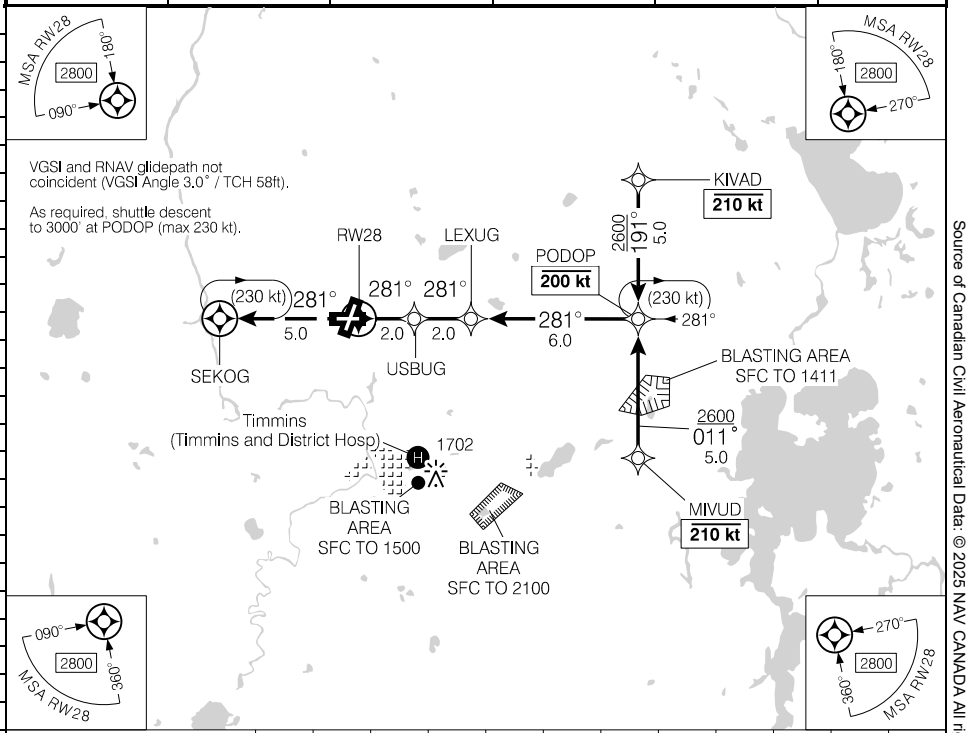
TIMMINS (VICTOR M. POWER), ON

RNAV (GNSS) Z RWY 28

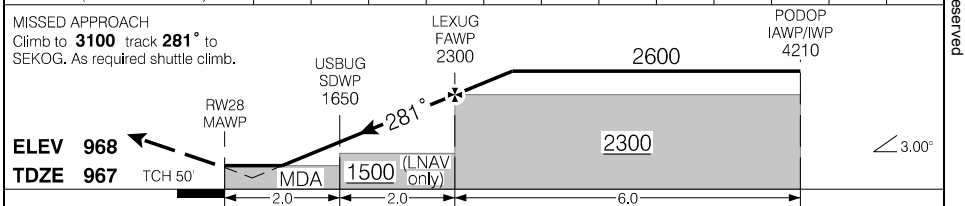
483409N 0812239W VAR 11°W

CYTS

ATIS – **124.95**	CTR Toronto – **128.3**	RADIO – **122.3** MF		
SAFE ALT 100 NM **3500**	WAAS **Ch 80122** W28A	APCH CRS **281°**	MIN ALT LEXUG **2300**	LDA **4905**



DIST FROM RW28	1	2	3	4	**5.0**	6	7	8	9	10		
ALT (3.00° APCH PATH)	1340	1650	1970	2290	**2600**	2930	3250	3560	3880	4210		



CATEGORY	A	B	C	D
LPV	**1214**	(250)	1	
LNAV/VNAV (min. -21°C, max. 54°C)	**1249**	(285)	1	
LNAV	**1340**	(376)	1¼	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

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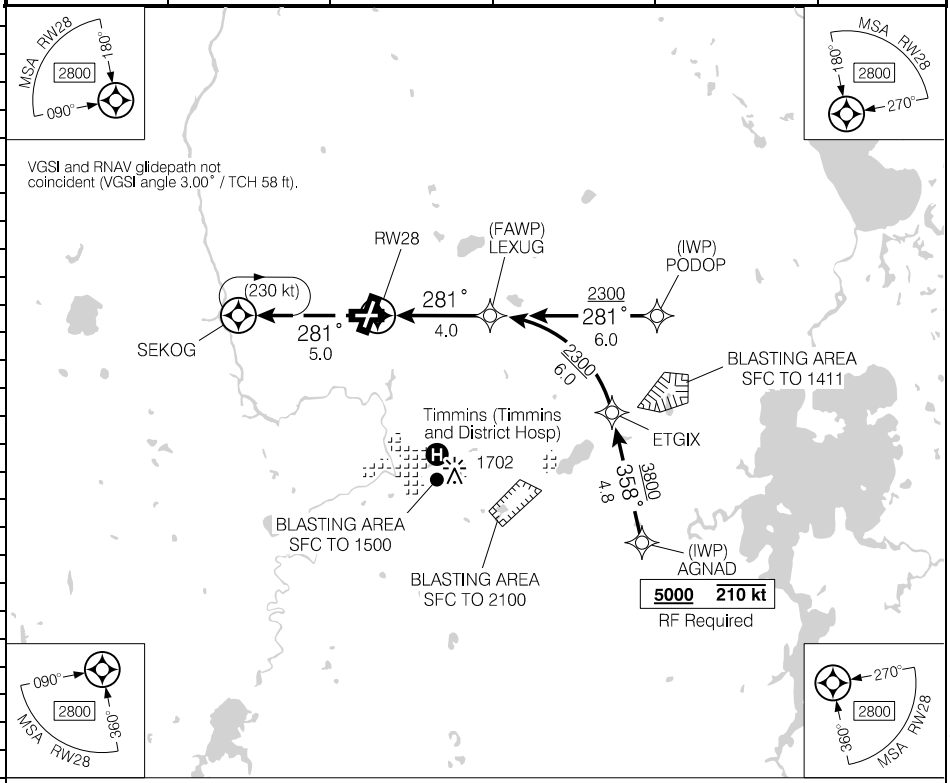
TIMMINS (VICTOR M. POWER), ON

RNAV (RNP) Y RWY 28

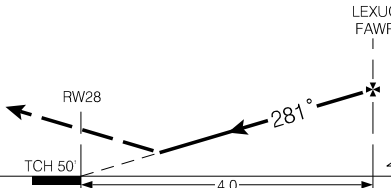
483409N 0812239W VAR 11°W

CYTS

ATIS – **124.95**	CTR Toronto – **128.3**	RADIO – **122.3** MF		
SAFE ALT 100 NM **3500**	RNAV	APCH CRS **281°**	MIN ALT LEXUG **2300**	LDA **4905**



MISSED APPROACH
Climb to **3100** track **281°** to SEKOG. As required shuttle climb.



ELEV 968
TDZE 967

	CATEGORY	A	B	C	D
	RNP 0.20	**1242**	(278)	1	
AUTHORIZATION REQUIRED (min. -21° C) (max. 54° C)	**RNP 0.30**	**1310**	(346)	1¼	

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TIMMINS (VICTOR M. POWER), ON

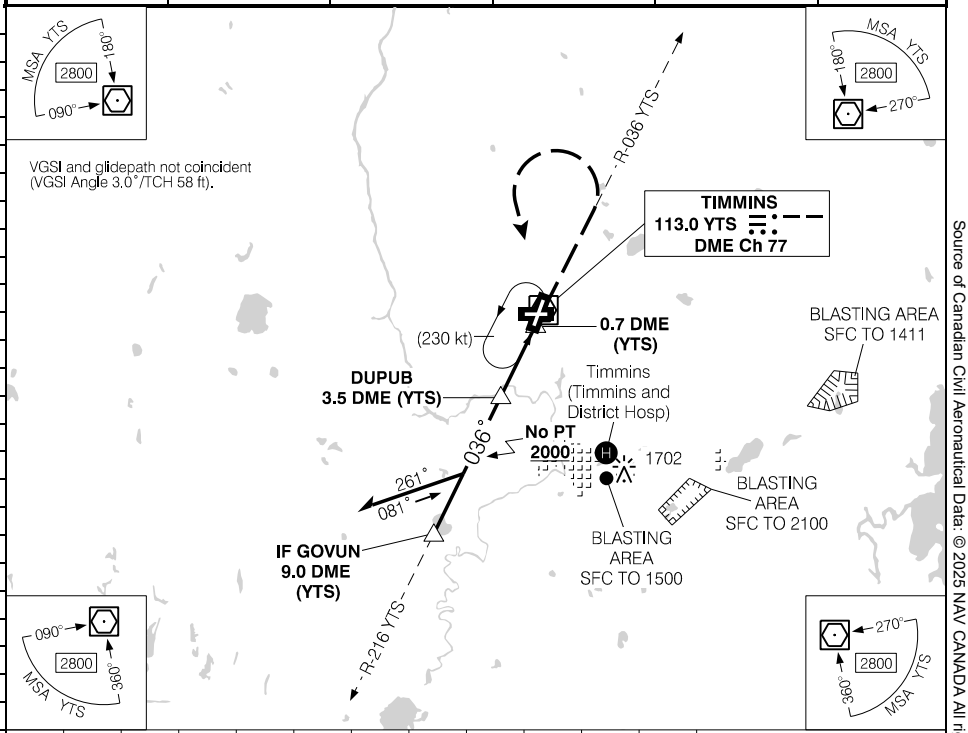
VOR/DME RWY 03

483409N 0812239W VAR 11°W

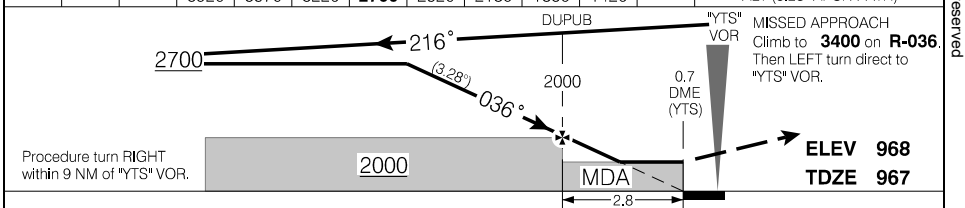
CYTS

ATIS – **124.95**	CTR Toronto – **128.3**	RADIO – **122.3** MF		
SAFE ALT 100 NM **3500**	VOR YTS **113.0**	APCH CRS **036°**	MIN ALT DUPUB **2000**	LDA **6001**

(P2) AN 5.9°



(NM)	9	8	7	5.5	5	4	3	1.8		DIST FROM DME (YTS)
0	3920	3570	3220	**2700**	2520	2180	1830	1420		ALT (3.28° APCH PATH)



CATEGORY	A	B	C	D
VOR/DME	**1420**	(453)	1 RVR 50	

Knots	ft/min	Min:Sec
70	410	
90	520	
110	640	
130	750	
150	870	

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VOR/DME RWY 03

CYTS

EFF 7 AUG 25

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TIMMINS (VICTOR M. POWER), ON

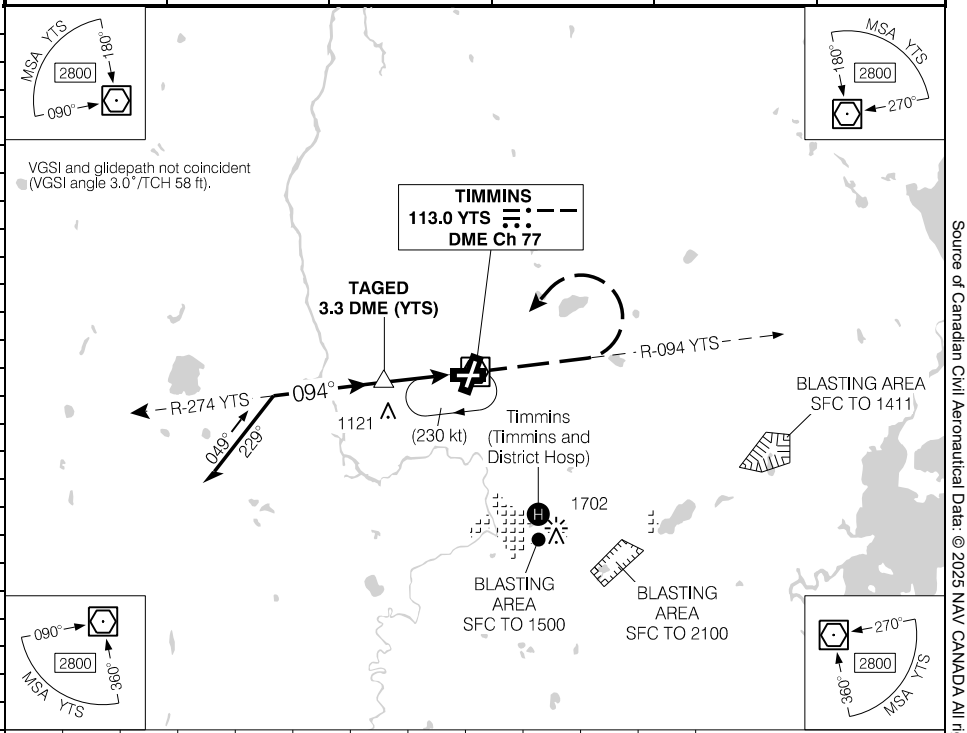
VOR/DME RWY 10

483409N 0812239W VAR 11°W

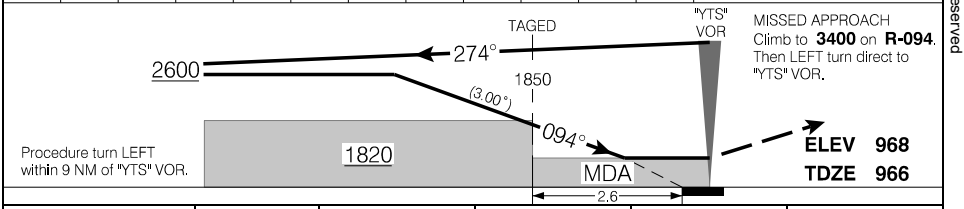
CYTS

ATIS – **124.95**	CTR Toronto – **128.3**	RADIO – **122.3** MF		
SAFE ALT 100 NM **3500**	VOR YTS **113.0**	APCH CRS **094°**		LDA **4905**

AO P2 6.1°



(NM)				9	8	7	**5.7**	5	4	3	1.7		DIST FROM DME (YTS)
				3660	3340	3020	**2600**	2390	2070	1750	1340		ALT (3.00° APCH PATH)



CATEGORY	A	B	C	D
VOR/DME	**1340**	(374)	1¼	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

VOR/DME RWY 10

CYTS

EFF 2 OCT 25

Canada Air Pilot
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TIMMINS (VICTOR M. POWER), ON

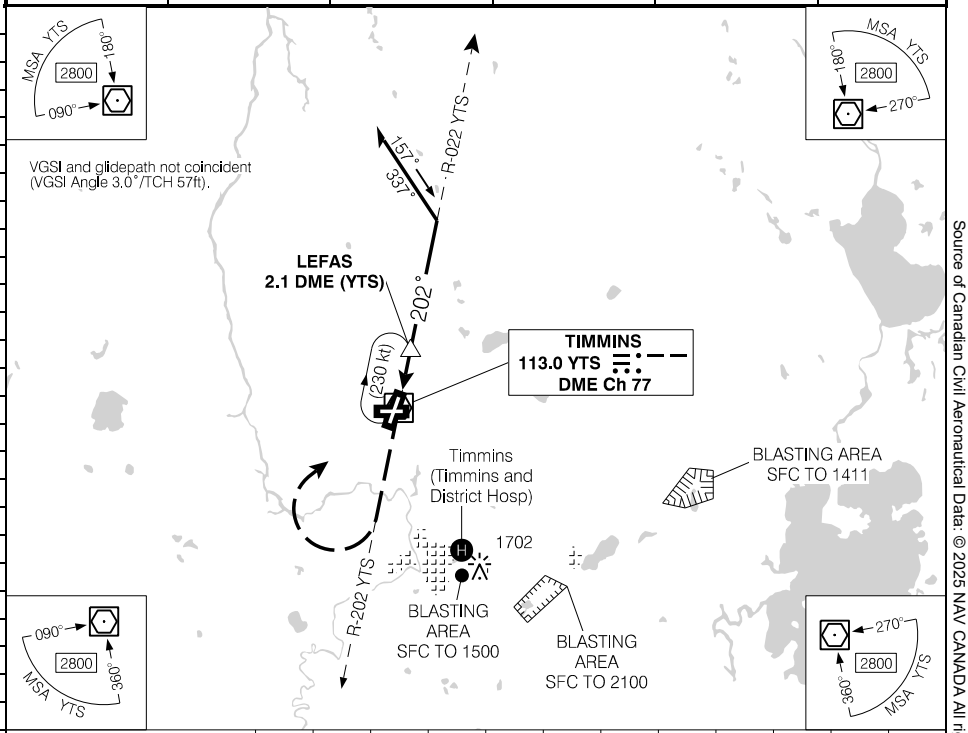
VOR/DME RWY 21

483409N 0812239W VAR 11°W

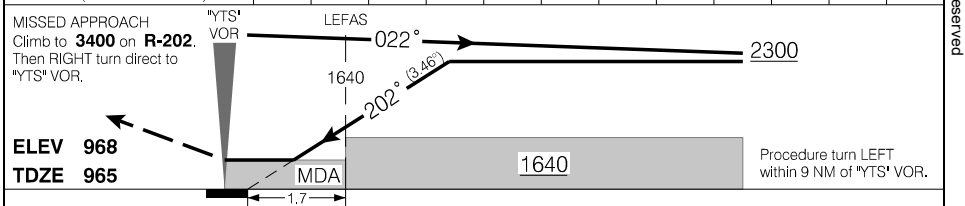
CYTS

ATIS – **124.95**	CTR Toronto – **128.3**	RADIO – **122.3** MF		
SAFE ALT 100 NM **3500**	VOR YTS **113.0**	APCH CRS **202°**		LDA **6001**

P2 AO 8.1°



DIST FROM DME (YTS)	1.2	2	3	**3.9**	5	6	7	8	9			
ALT (3.46° APCH PATH)	1320	1600	1970	**2300**	2700	3070	3440	3810	4170			



CATEGORY	A	B	C	D
VOR/DME	**1320**	(355)	1	

Knots	ft/min	Min:Sec
70	430	
90	550	
110	670	
130	790	
150	920	

VOR/DME RWY 21

CYTS

EFF 17 APR 25

Canada Air Pilot
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TIMMINS (VICTOR M. POWER), ON

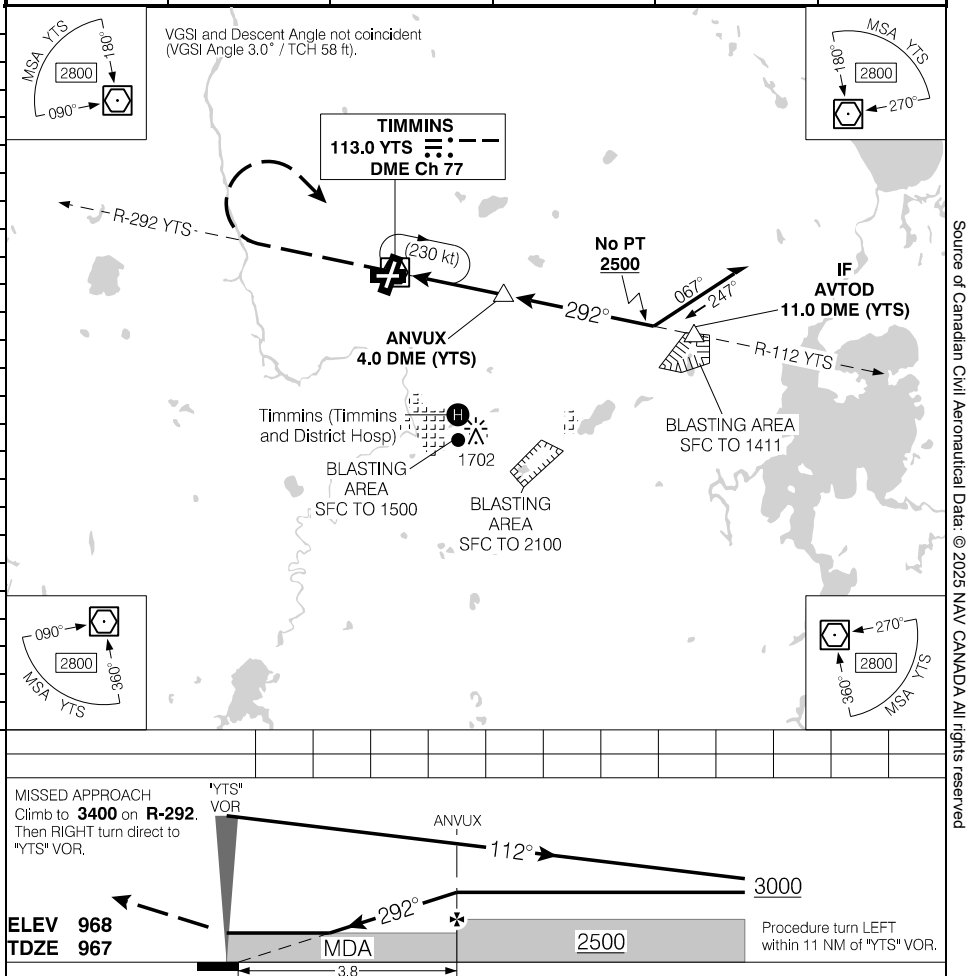
VOR/DME RWY 28

483409N 0812239W VAR 11°W

CYTS

ATIS – **124.95**	CTR Toronto – **128.3**	RADIO – **122.3** MF		
SAFE ALT 100 NM **3500**	VOR YTS **113.0**	APCH CRS **292°**	MIN ALT ANVUX **2500**	LDA **4905**

P2 AO 11.9°



CATEGORY	A	B	C	D
VOR/DME	**1440**	(473)	1½	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

VOR/DME RWY 28 CYTS

EFF 7 AUG 25

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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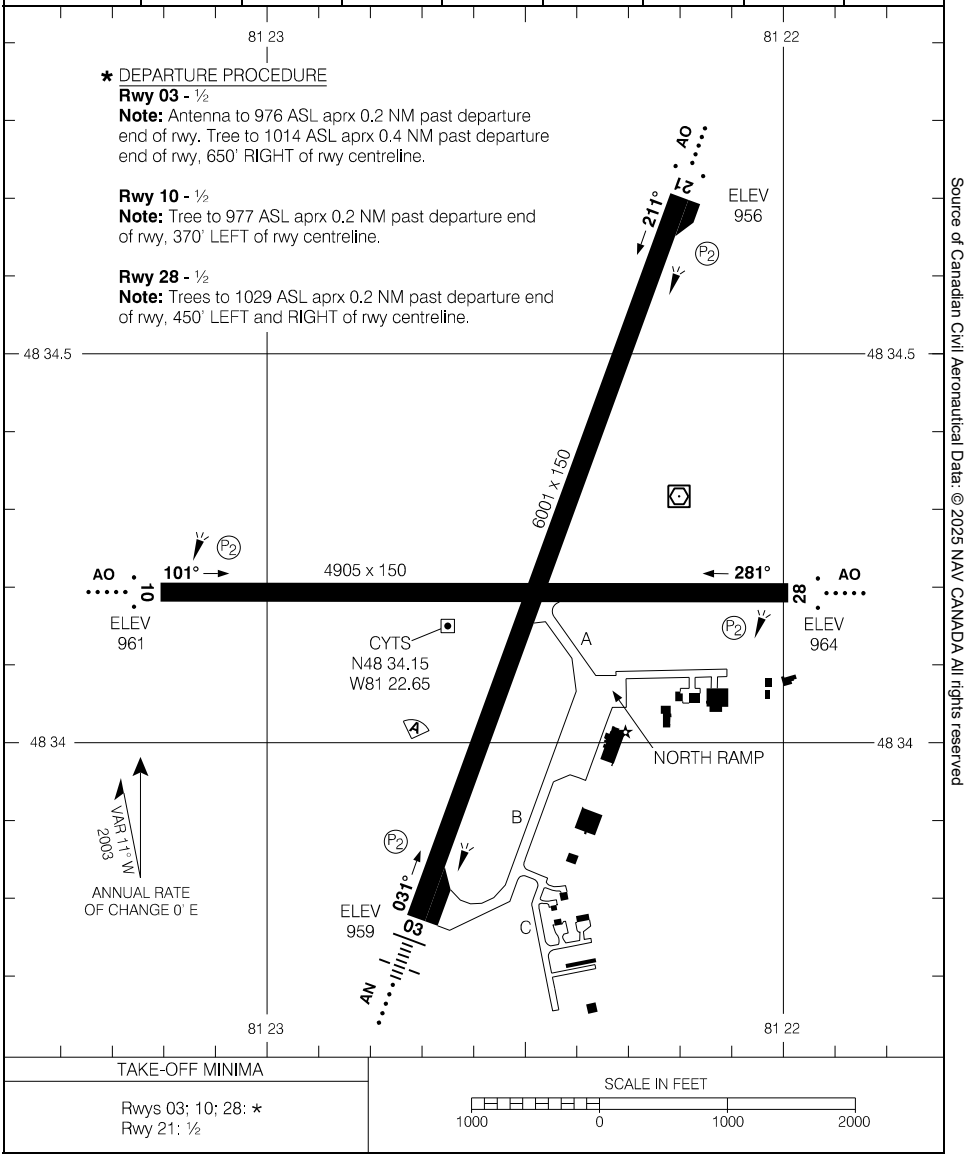
TIMMINS (VICTOR M. POWER), ON

AERODROME CHART

CYTS

ATIS – **124.95**		RADIO – **122.3** MF	CTR Toronto – **128.3**

DECL DISTS	03	21	10	28				
TORA	6001	6001	4905	4905				
TODA	6601	6985	5889	5889				
ASDA	6001	6001	4905	4905				
LDA	6001	6001	4905	4905				



TAKE-OFF MINIMA
Rwys 03; 10; 28: *
Rwy 21: ½

SCALE IN FEET
1000 0 1000 2000

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AERODROME CHART

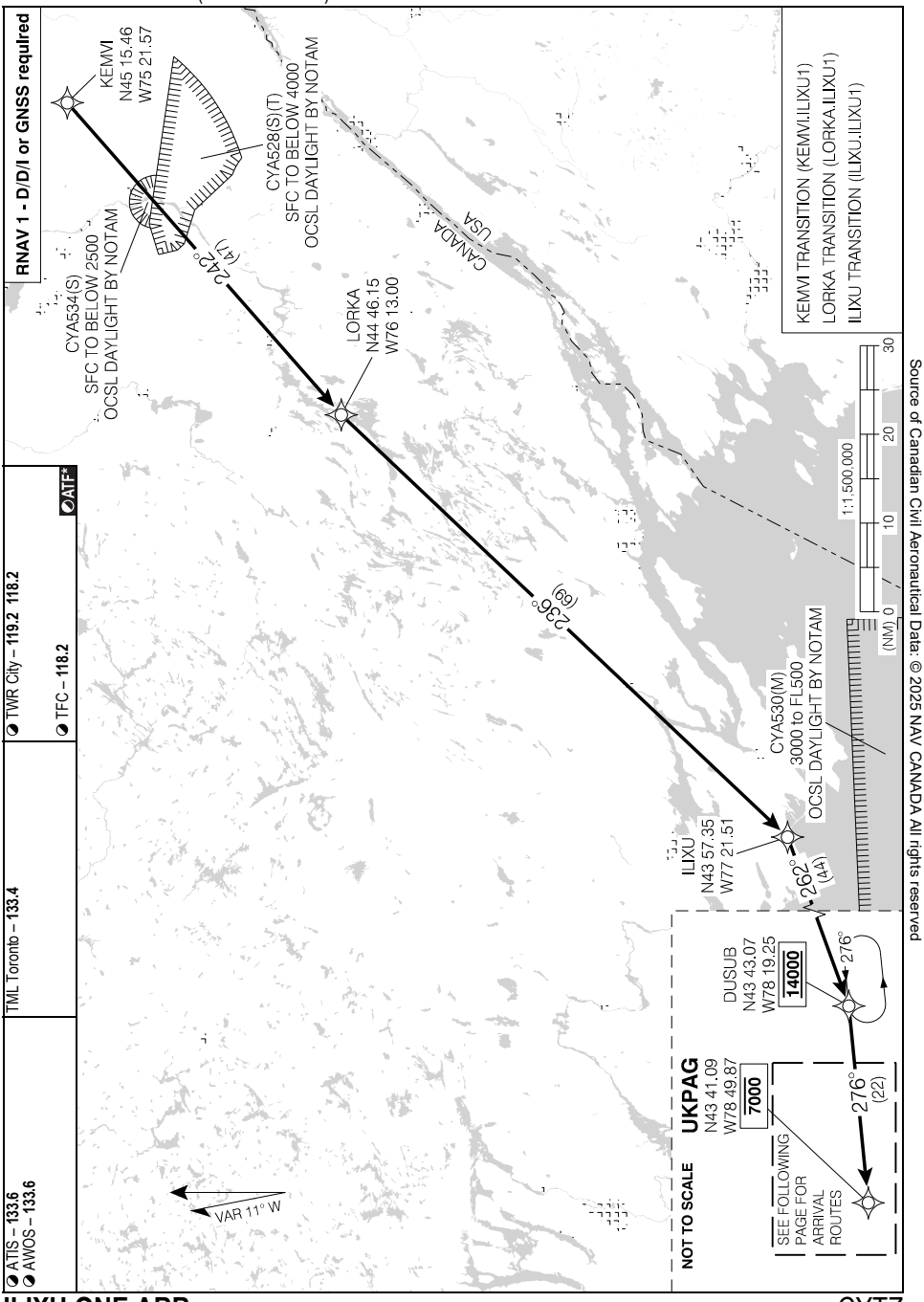
CYTS

EFF 26 DEC 24

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

ILIXU ONE ARR (UKPAG.ILIXU1) TRANSITION ROUTES

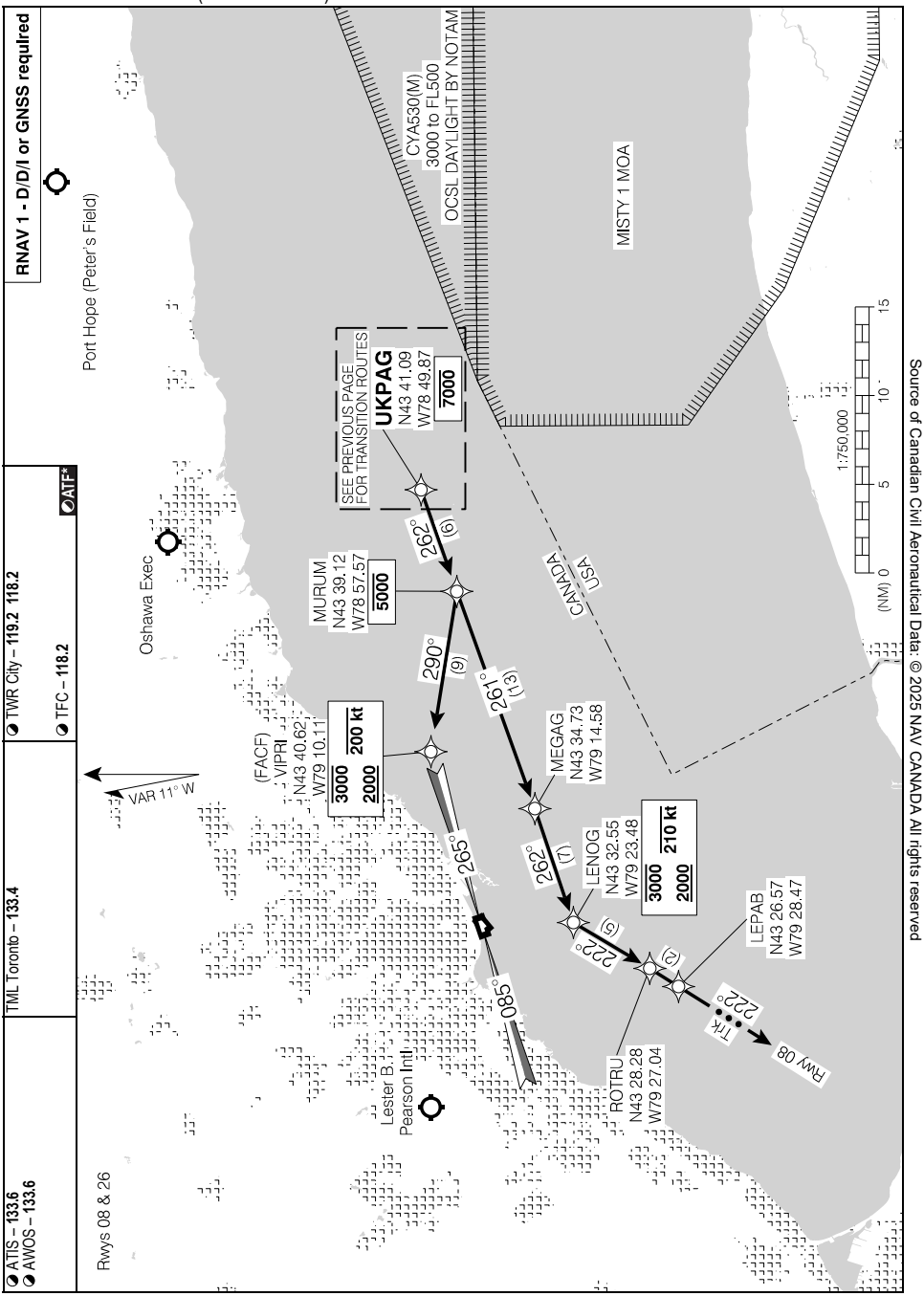
CYTZ



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ILIXU ONE ARR (UKPAG.ILIXU1) TRANSITION ROUTES
CYTZ

ILIXU ONE ARR (UKPAG.ILIXU1) ARRIVAL ROUTES CYTZ



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ILIXU ONE ARR (UKPAG.ILIXU1) ARRIVAL ROUTES CYTZ

EFF 16 MAY 24

STAR (RNAV)

TORONTO/BILLY BISHOP TORONTO CITY AIRPORT, ON

KAXOL TWO ARR (KAXOL.KAXOL2)

CYTZ

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KAXOL TWO ARR (KAXOL.KAXOL2)

CYTZ

EFF 8 SEP 22

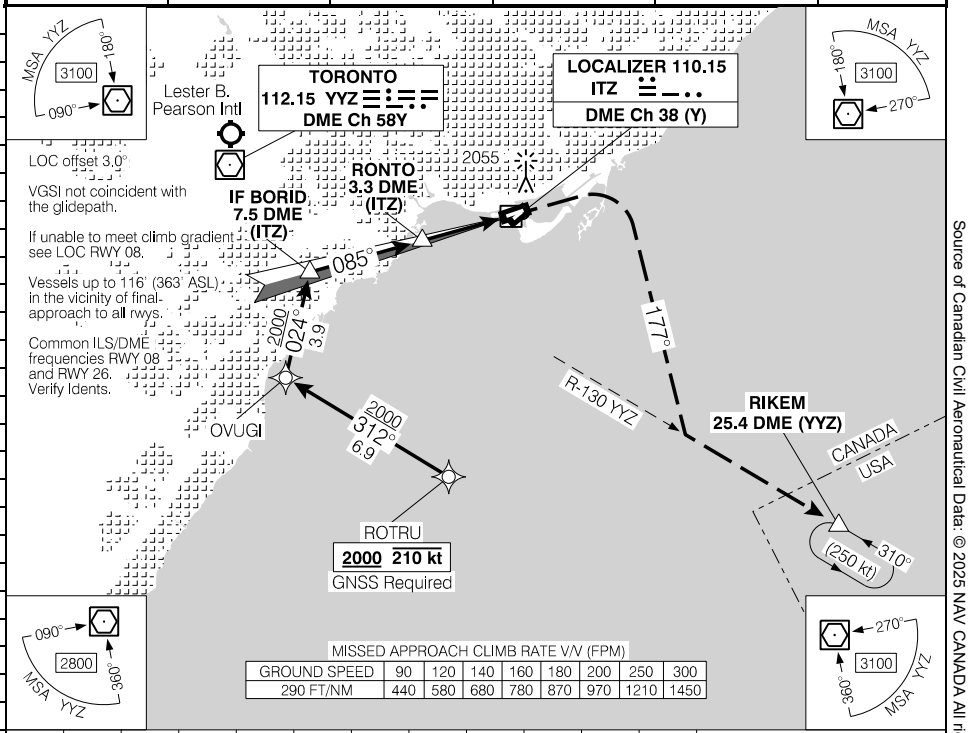
TORONTO/BILLY BISHOP TORONTO CITY AIRPORT, ON

ILS RWY 08

433742N 0792346W VAR 11°W

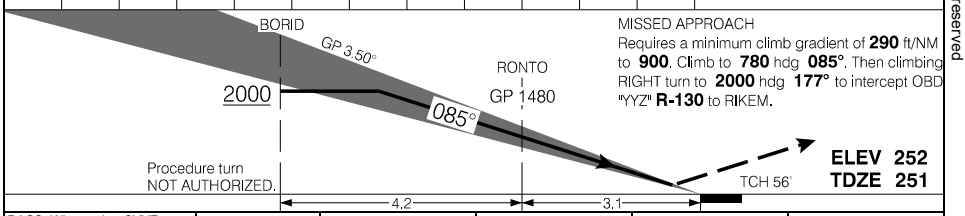
CYTZ

ATIS – **133.6** AWOS – **133.6**	TML Toronto – **133.4**	TWR City – **119.2 118.2** TFC – **118.2** ATF*	GND – **121.7**	AS. P1 3.9° 3.0°
SAFE ALT 100 NM **4900**	LOC ITZ **110.15**	APCH CRS **085°**	GP RONTO **1480**	LDA **3988**



MISSED APPROACH CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
290 FT/NM	440	580	680	780	870	970	1210	1450



MISSED APPROACH
Requires a minimum climb gradient of **290** ft/NM to **900**. Climb to **780** hdg **085°**. Then climbing RIGHT turn to **2000** hdg **177°** to intercept OBD "YYZ" **R-130** to RIKEM.

RASS: When using CYYZ add **80'**.

CATEGORY	A	B	C	D
ILS/DME	**566**	(315)	1 RVR 50	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

ILS RWY 08

EFF 20 FEB 25

CYTZ

Canada Air Pilot
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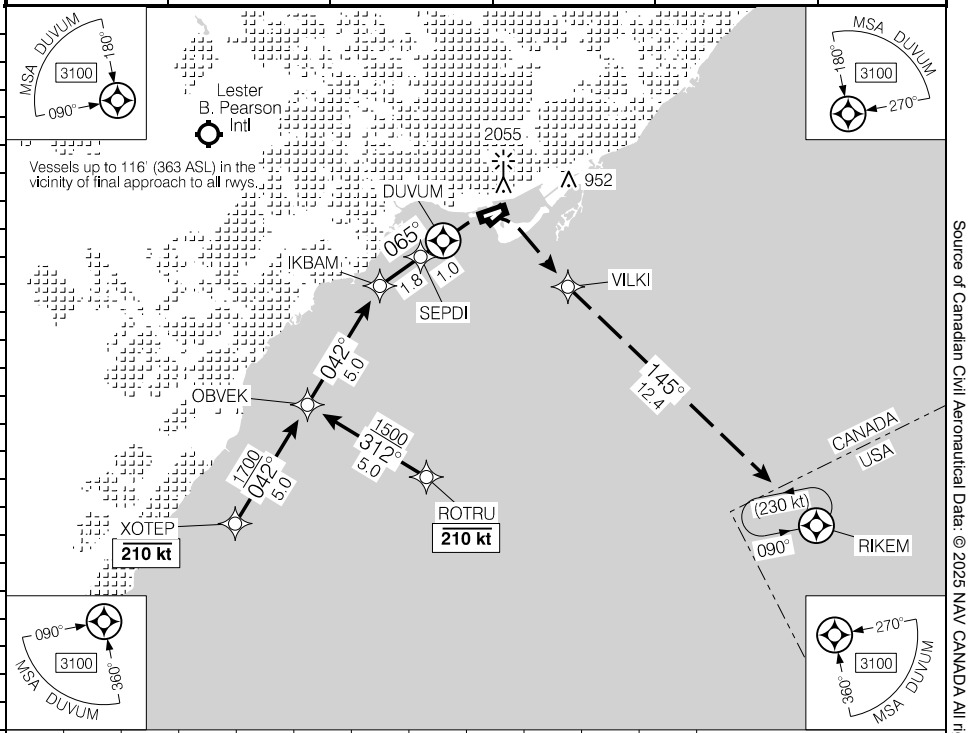
TORONTO/BILLY BISHOP TORONTO CITY AIRPORT, ON

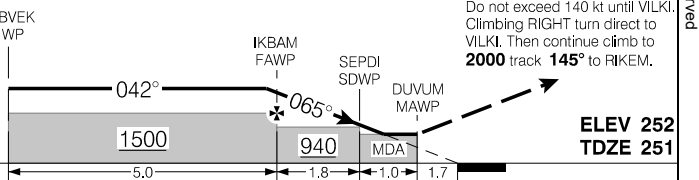
RNAV (GNSS) Z RWY 08

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**	AS 3.9° 16.8°
SAFE ALT 100 NM **4900**	RNAV	APCH CRS **065°**	MIN ALT IKBAM **1500**	LDA **3988**





RASS: When using CYYZ add **80'**.

CATEGORY	A	B	C	D
LNAV	**680**	(429)	2	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) Z RWY 08 CYTZ

EFF 11 JUL 24

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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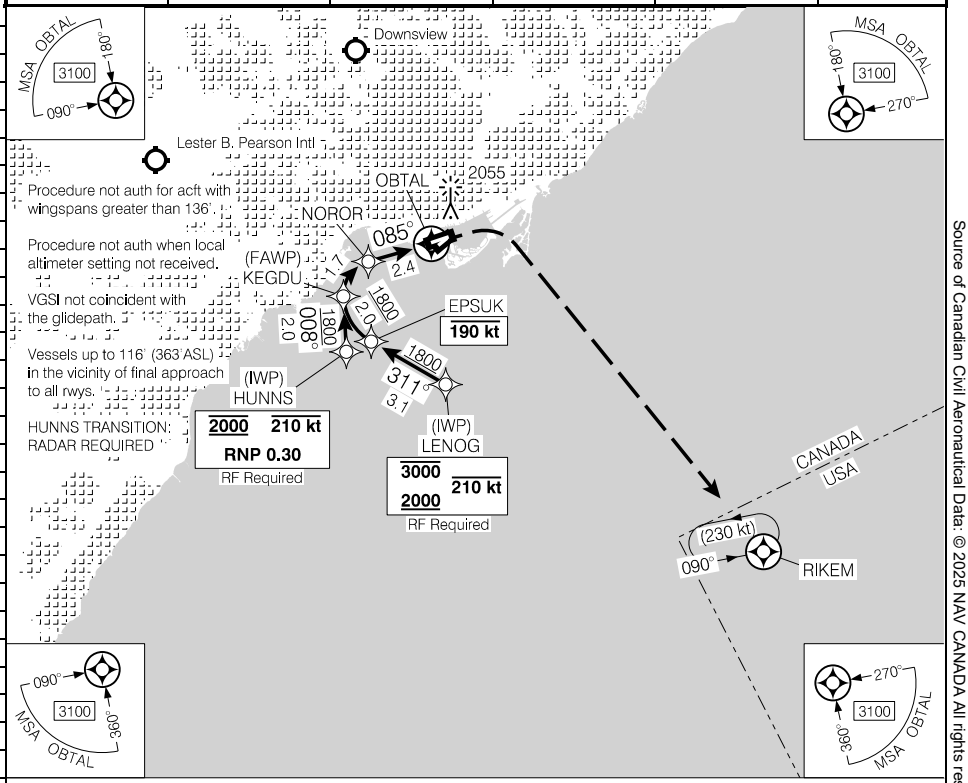
TORONTO/BILLY BISHOP TORONTO CITY AIRPORT, ON

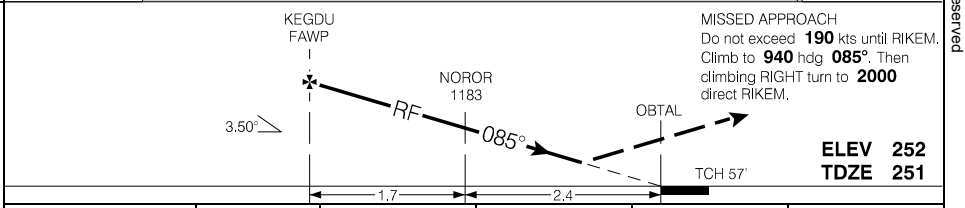
RNAV (RNP) Y RWY 08

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**	AS 3.9° (P1) 3.0°
SAFE ALT 100 NM **4900**	RNAV	APCH CRS **085°**	MIN ALT KEGDU **1800**	LDA **3988**





	CATEGORY	A	B	C	D
	RNP 0.30	931	(680)	2	NOT AUTHORIZED

AUTHORIZATION REQUIRED
(min. -25° C)
(max. 54° C)

RNAV (RNP) Y RWY 08 CYTZ

EFF 16 MAY 24

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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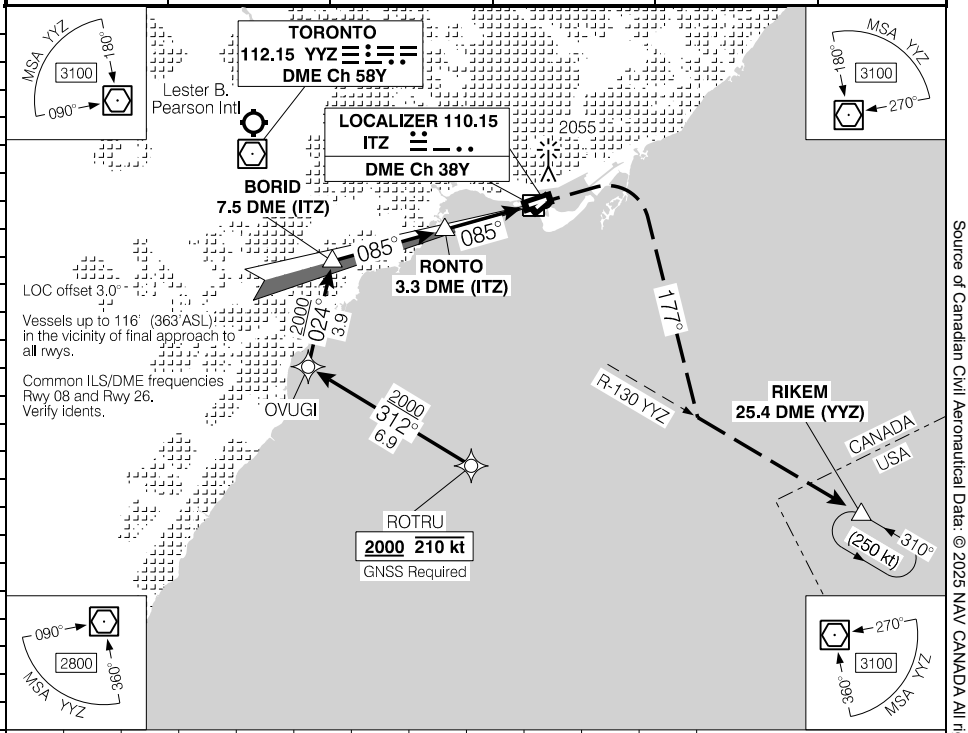
TORONTO/BILLY BISHOP TORONTO CITY AIRPORT, ON

LOC RWY 08

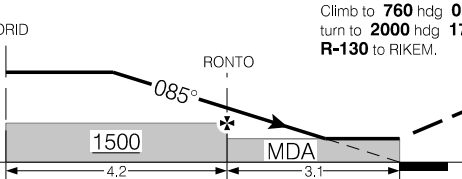
433742N 0792346W VAR 11°W

CYTZ

ATIS – **133.6** AWOS – **133.6**	TML Toronto – **133.4**	TWR City – **119.2 118.2** TFC – **118.2** ATF*	GND – **121.7**	AS 3.0° 3.9°
SAFE ALT 100 NM **4900**	LOC ITZ **110.15**	APCH CRS **085°**	MIN ALT RONTO **1500**	LDA **3988**



MISSED APPROACH
Climb to **760** hdg **085°** .Then climbing RIGHT turn to **2000** hdg **177°** to intercept OBD "YYZ" **R-130** to RIKEM.



Procedure turn
NOT AUTHORIZED

ELEV 252
TDZE 251

RASS: When using CYYZ add **80'**.

CATEGORY	A	B	C	D
LOC/DME	**620**	(369)	1¼	NOT AUTHORIZED

RONTO to MAP 3.1 NM

Knots	ft/min	Min:Sec
70		**2:39**
90		**2:04**
110		**1:41**
130		**1:26**
150		**1:14**

LOC RWY 08

CYTZ

EFF 17 APR 25

Canada Air Pilot
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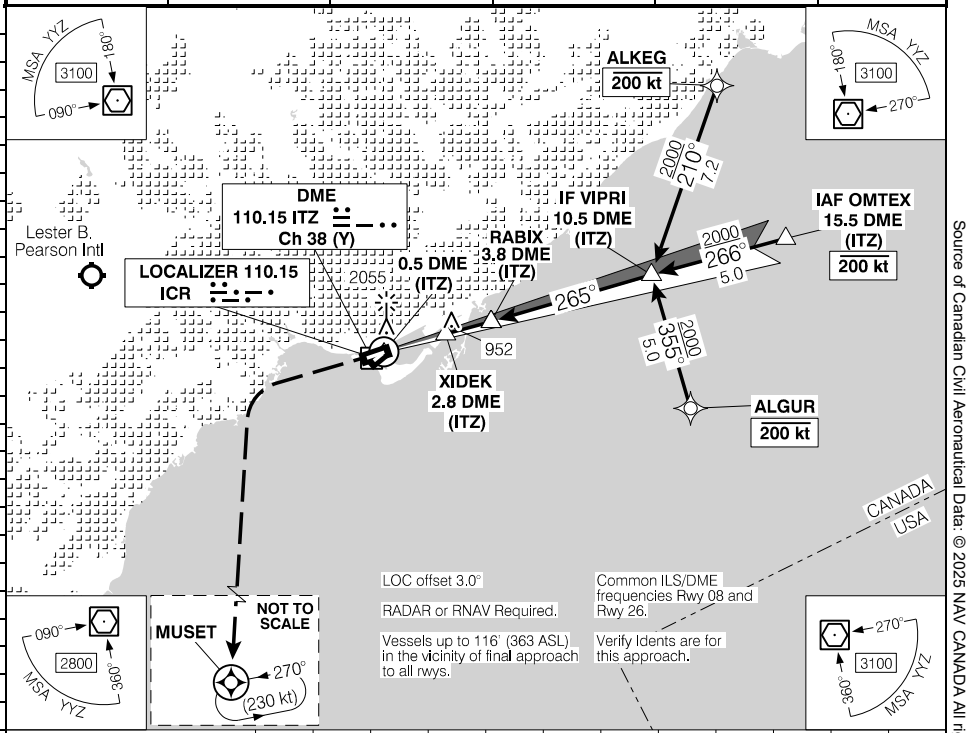
TORONTO/BILLY BISHOP TORONTO CITY AIRPORT, ON

LOC RWY 26

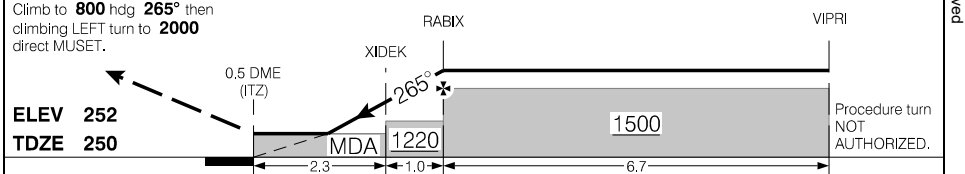
433742N 0792346W VAR 11°W

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**	LOC ICR **110.15**	APCH CRS **265°**	MIN ALT RABIX **1500**	LDA **3988**



MISSED APPROACH
Climb to **800** hdg **265°** then climbing LEFT turn to **2000** direct MUSET.



RASS: When using CYYZ add **80'**.

CATEGORY	A	B	C	D
LOC/DME	**720**	(470)	1½	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

LOC RWY 26 CYTZ

EFF 20 FEB 25

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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Departure Route Description

Unless otherwise assigned by ATC:

Rwy 08: Requires a minimum climb gradient of **380** ft/NM to **1200**. Maintain **3000**. Climb track **082°** to LODRA. Then climb hdg **090°** and expect vectors to DAVSI.

Rwy 26: Requires a minimum climb gradient of **400** ft/NM to **800**. Maintain **2000**. Climb hdg **262°** to **800**. Climbing LEFT turn direct to EMDOS. Then continue hdg **150°** and expect vectors to DAVSI.

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
400 FT/NM	600	800	940	1070	1200	1340	1670	2000

MIVOK TRANSITION: **(BOMET7.MIVOK)**
IPTOS TRANSITION: **(BOMET7.IPTOS)**
MIGLO TRANSITION: **(BOMET7.MIGLO)**
OLABA TRANSITION: **(BOMET7.OLABA)**

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. Climb to **3100** on assigned heading;
3. Proceed on course and maintain **4000** or last assigned altitude whichever is higher, then;
4. Climb to flight planned altitude 5 minutes after recognition of the communication failure.

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Departure Route Description

Unless otherwise assigned by ATC:

Rwy 08: Requires a minimum climb gradient of **380** ft/NM to **1200**. Maintain **3000**. Climb track **082°** to LODRA. Then climb hdg **090°** and expect vectors to DUSOM.

Rwy 26: Requires a minimum climb gradient of **400** ft/NM to **800**. Maintain **2000**. Climb hdg **262°** to **800**. Climbing LEFT turn direct to EMDOS. Then continue hdg **150°** and expect vectors to DUSOM.

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
400 FT/NM	600	800	940	1070	1200	1340	1670	2000

PHILIPSBURG TRANSITION: (DUSOM2.PSB)

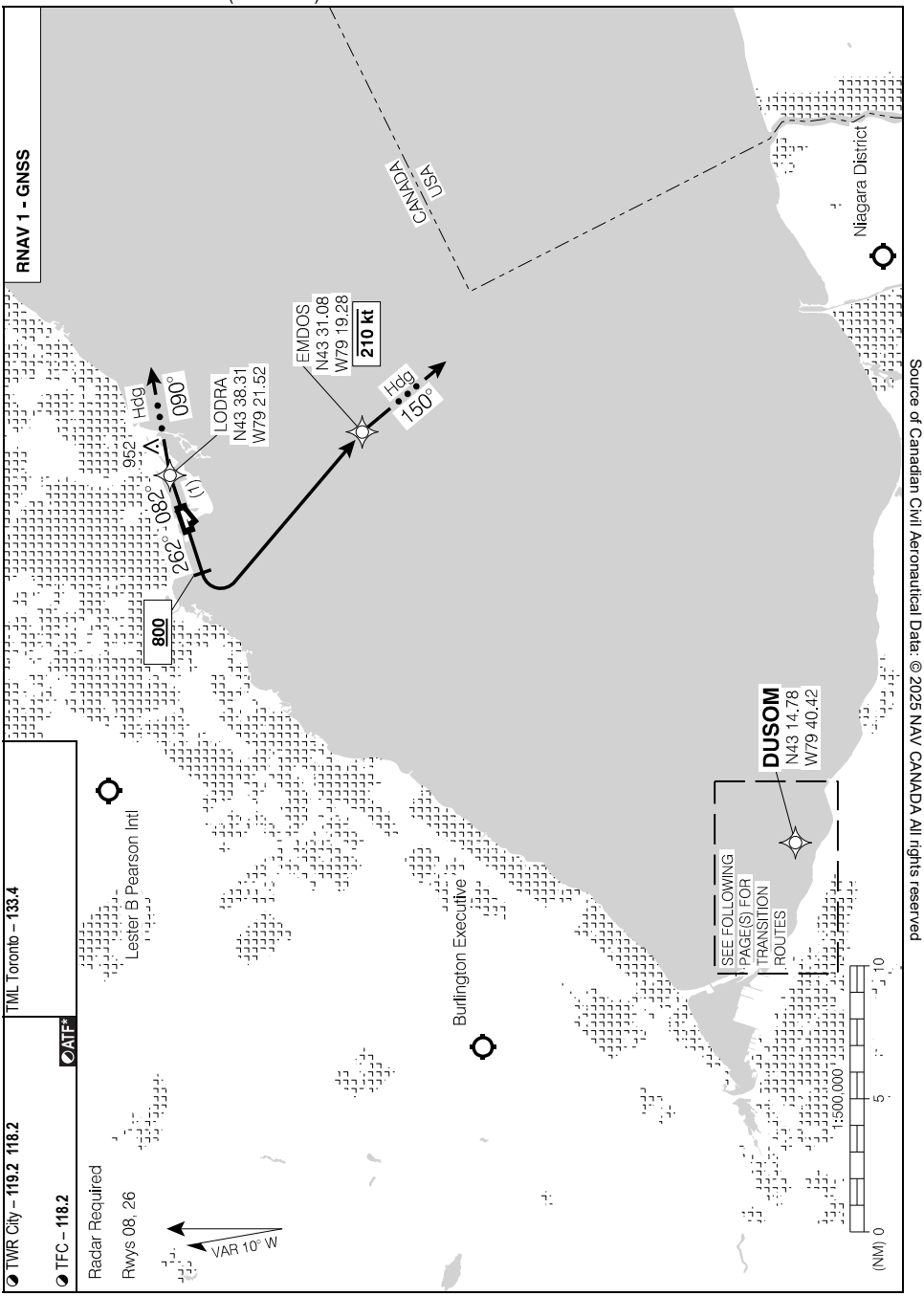
Communication Failure

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. Climb to **3100** on assigned heading;
3. Proceed on course and maintain **4000** or last assigned altitude whichever is higher, then;
4. Climb to flight planned altitude 5 minutes after recognition of the communication failure.

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DUSOM TWO DEP (DUSOM2.) DEPARTURE ROUTES



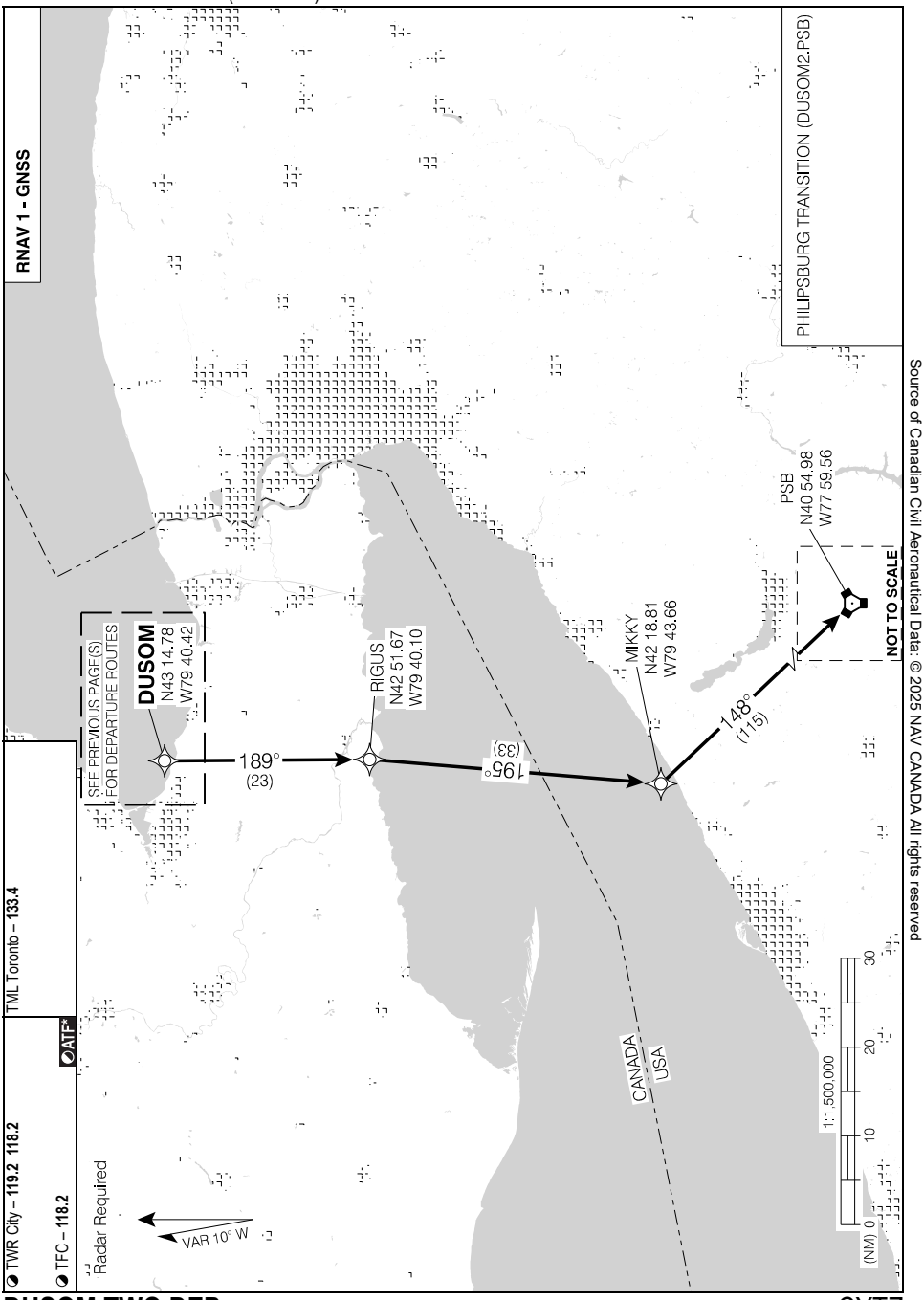
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DUSOM TWO DEP (DUSOM2.) DEPARTURE ROUTES
CYTZ

EFF 26 DEC 24

SID (RNAV) TORONTO/BILLY BISHOP TORONTO CITY AIRPORT, ON

DUSOM TWO DEP (DUSOM2.) TRANSITION ROUTES CYTZ



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DUSOM TWO DEP (DUSOM2.) TRANSITION ROUTES CYTZ

EFF 26 DEC 24

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

Departure Route Description

Rwy 08: Requires a minimum climb gradient of **380** ft/NM to **1200**. Maintain **3000**. Climb track **082°** to LODRA. Then climb hdg **090°** or as assigned.

Rwy 26: Requires a minimum climb gradient of **400** ft/NM to **800**. Maintain **2000**. Climb hdg **262°** to **800**. Climbing LEFT turn direct to EMDOS. Then continue hdg **150°** or as assigned.

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
400 FT/NM	600	800	940	1070	1200	1340	1670	2000

Communication Failure

On recognition of communication failure 5 minutes or less after take-off and in IMC, proceed as follows:

1. Select transponder code 7600;
2. Climb to **3100** on assigned heading;
3. Proceed on course and maintain **4000** or last assigned altitude whichever is higher;
4. Climb to flight planned altitude 5 minutes after recognition of the communication failure.

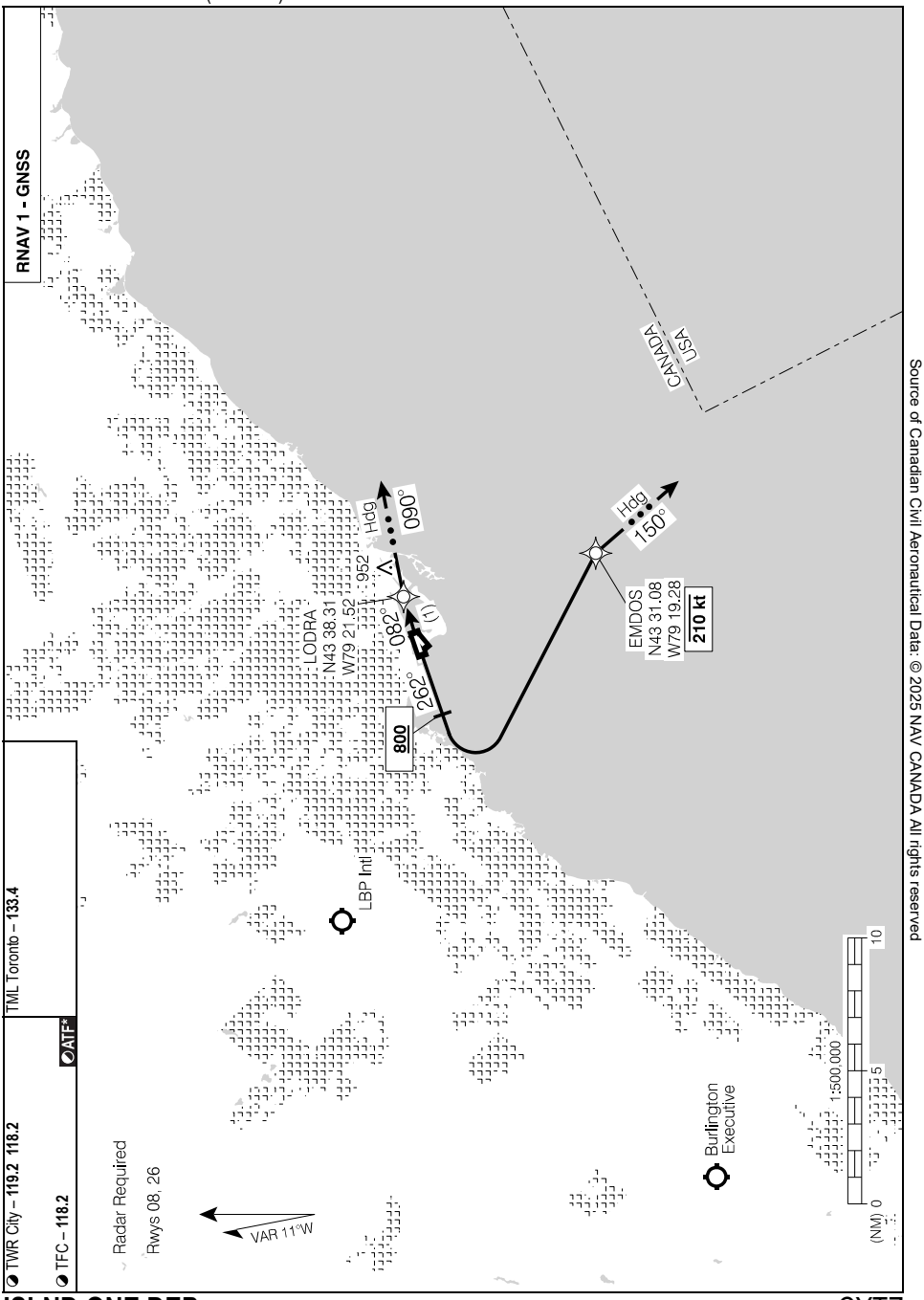
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SID (RNAV)

TORONTO/BILLY BISHOP TORONTO CITY AIRPORT, ON

ISLND ONE DEP (ISLND1.)

CYTZ



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ISLND ONE DEP (ISLND1.)

EFF 26 DEC 24

CYTZ

Departure Route Description

Unless otherwise assigned by ATC:

Rwy 08: Requires a minimum climb gradient of **380** ft/NM to **1200**. Maintain **3000**. Climb track **082°** to LODRA. Then climb hdg **090°** and expect vectors to RIKEM.

Rwy 26: Requires a minimum climb gradient of **400** ft/NM to **800**. Maintain **2000**. Climb hdg **262°** to **800**. Climbing LEFT turn direct to EMDOS. Then continue hdg **150°** and expect vectors to RIKEM.

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
400 FT/NM	600	800	940	1070	1200	1340	1670	2000

BMPAH TRANSITION: **(MAVAN2.BMPAH)**
WOZEE TRANSITION: **(MAVAN2.WOZEE)**

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. Climb to **3100** on assigned heading;
3. Proceed on course and maintain **4000** or last assigned altitude whichever is higher, then;
4. Climb to flight planned altitude 5 minutes after recognition of the communication failure.

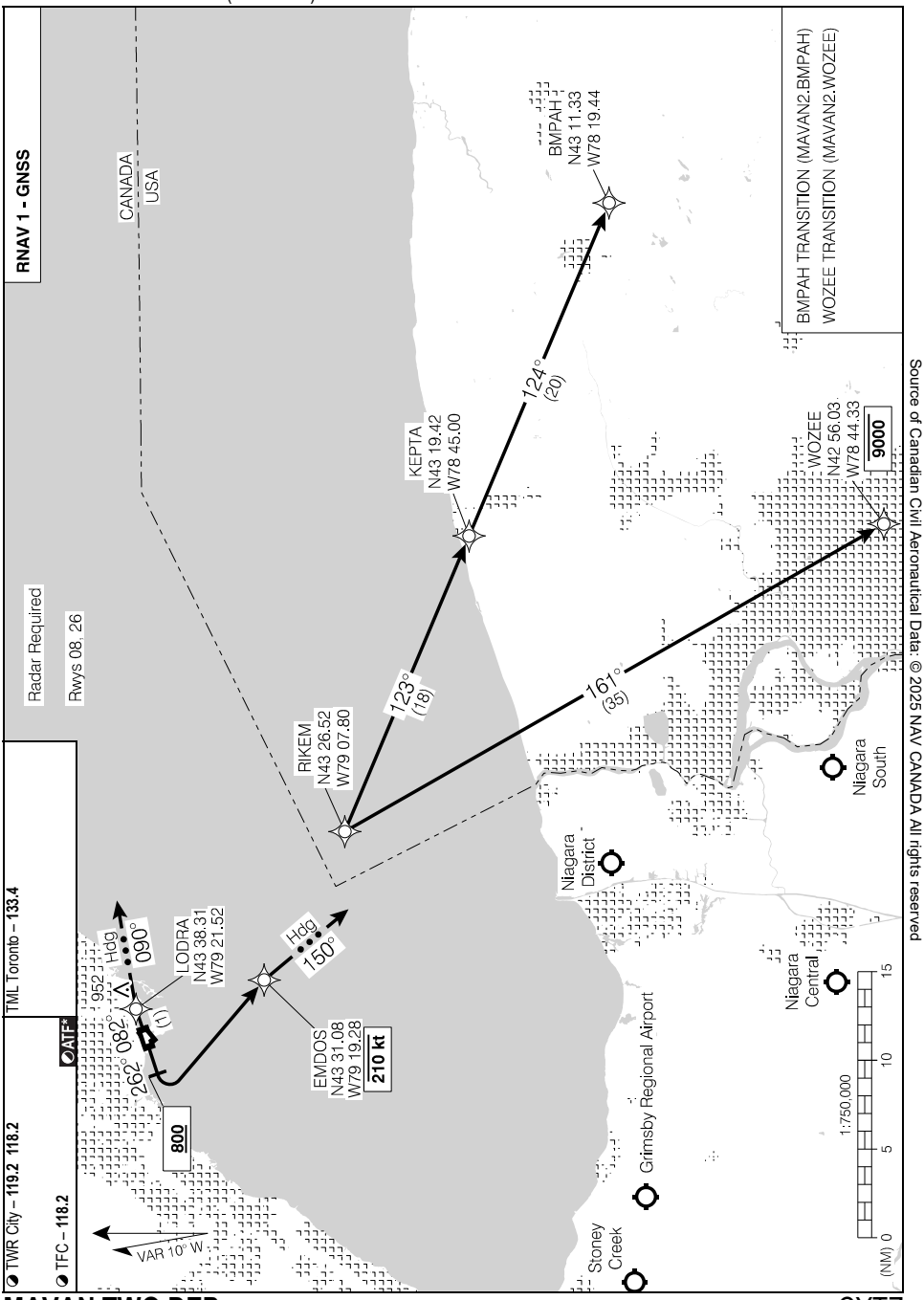
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SID (RNAV)

TORONTO/BILLY BISHOP TORONTO CITY AIRPORT, ON

MAVAN TWO DEP (MAVAN2.)

CYTZ



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MAVAN TWO DEP (MAVAN2.)

EFF 26 DEC 24

CYTZ

Departure Route Description

Unless otherwise assigned by ATC:

Rwy 08: Requires a minimum climb gradient of **380** ft/NM to **1200**. Maintain **3000**. Climb track **082°** to LODRA. Then climb hdg **090°** and expect vectors to OAKVL.

Rwy 26: Requires a minimum climb gradient of **400** ft/NM to **800**. Maintain **2000**. Climb hdg **262°** to **800**. Climbing LEFT turn direct to EMDOS. Then continue hdg **150°**and expect vectors to OAKVL.

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
400 FT/NM	600	800	940	1070	1200	1340	1670	2000

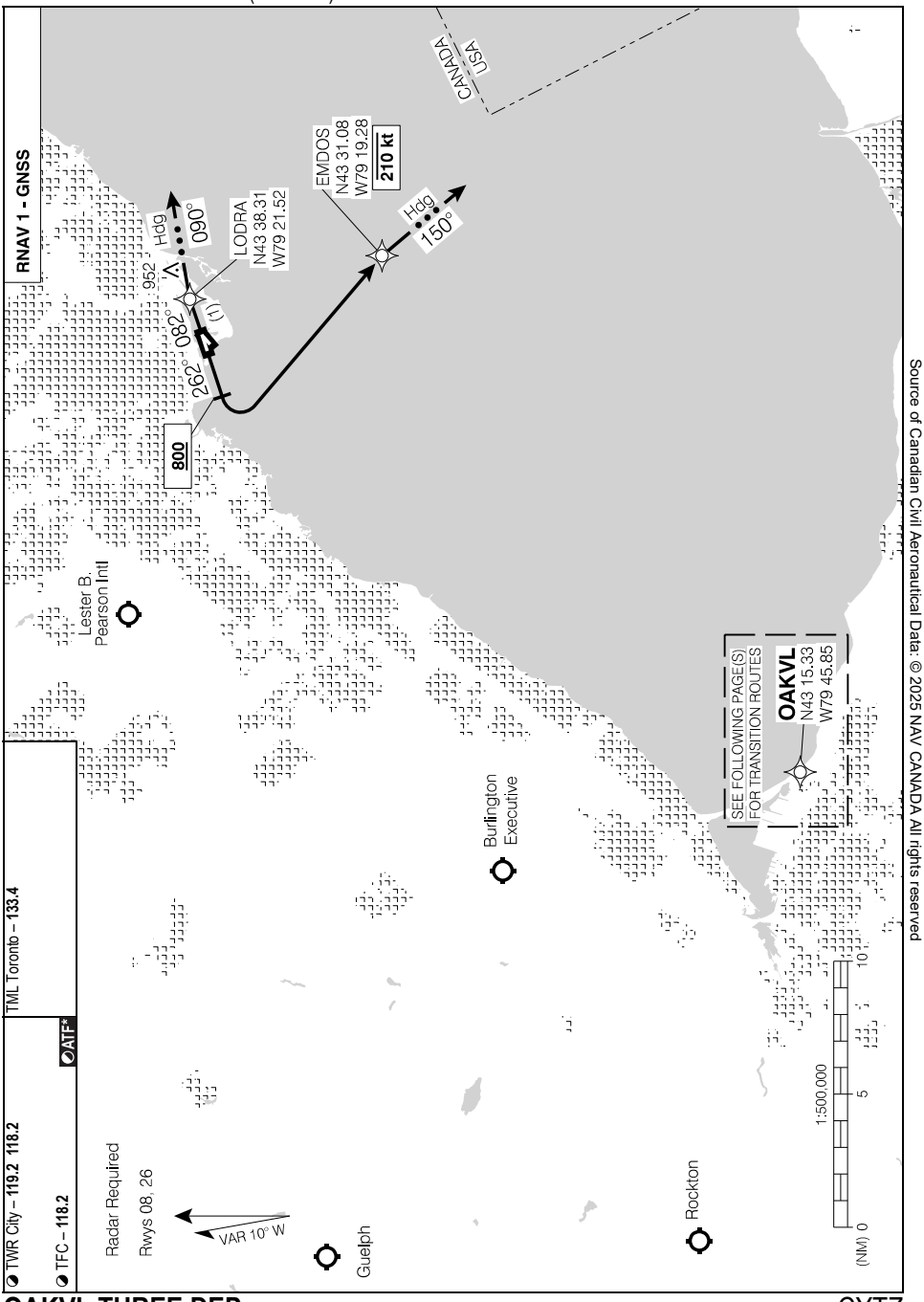
ERIE TRANSITION: **(OAKVL3.ERI)**
FOXEE TRANSITION: **(OAKVL3.FOXEE)**
AIRRA TRANSITION: **(OAKVL3.AIRRA)**

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. Climb to **3100** on assigned heading;
3. Proceed on course and maintain **4000** or last assigned altitude whichever is higher, then;
4. Climb to flight planned altitude 5 minutes after recognition of the communication failure.

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OAKVL THREE DEP (OAKVL3.) TRANSITION ROUTES

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OAKVL THREE DEP (OAKVL3.) TRANSITION ROUTES
CYTZ

EFF 26 DEC 24

Departure Route Description

Unless otherwise assigned by ATC:

Rwy 08: Requires a minimum climb gradient of **380** ft/NM to **1200**. Maintain **3000**. Climb track **082°** to LODRA. Then climb hdg **090°** and expect vectors to ANCOL.

Rwy 26: Requires a minimum climb gradient of **400** ft/NM to **800**. Maintain **2000**. Climb hdg **262°** to **800**. Climbing LEFT turn direct to EMDOS. Then continue hdg **150°** and expect vectors to ANCOL.

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
400 FT/NM	600	800	940	1070	1200	1340	1670	2000

DERLO TRANSITION: **(PERLO4.DERLO)**
GNTRY TRANSITION: **(PERLO4.GNTRY)**
GGUCE TRANSITION: **(PERLO4.GGUCE)**

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. Climb to **3100** on assigned heading;
3. Proceed on course and maintain **4000** or last assigned altitude whichever is higher, then;
4. Climb to flight planned altitude 5 minutes after recognition of the communication failure.

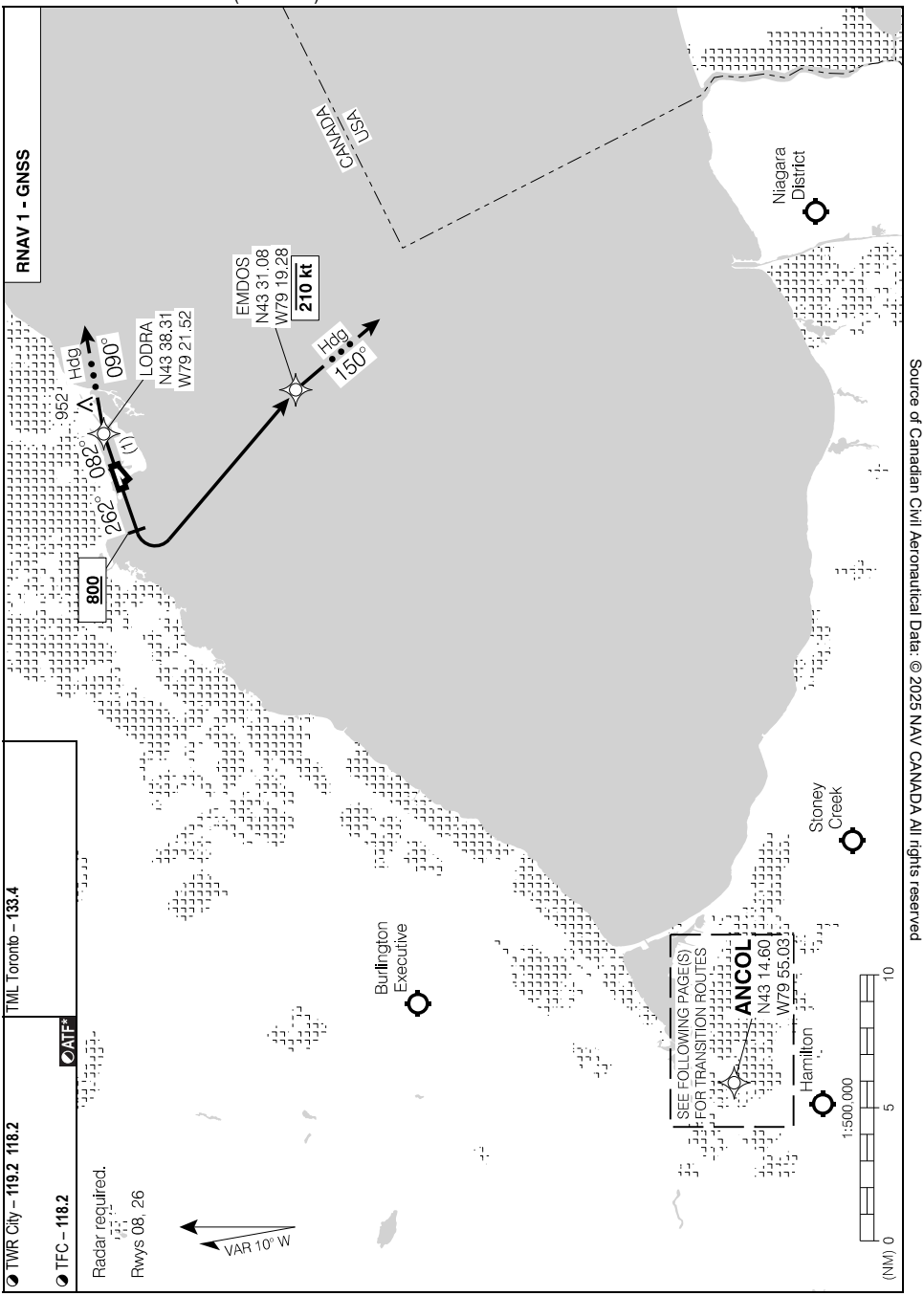
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TORONTO/BILLY BISHOP TORONTO CITY AIRPORT, ON

PERLO FOUR DEP (PERLO4.) DEPARTURE ROUTES

CYTZ



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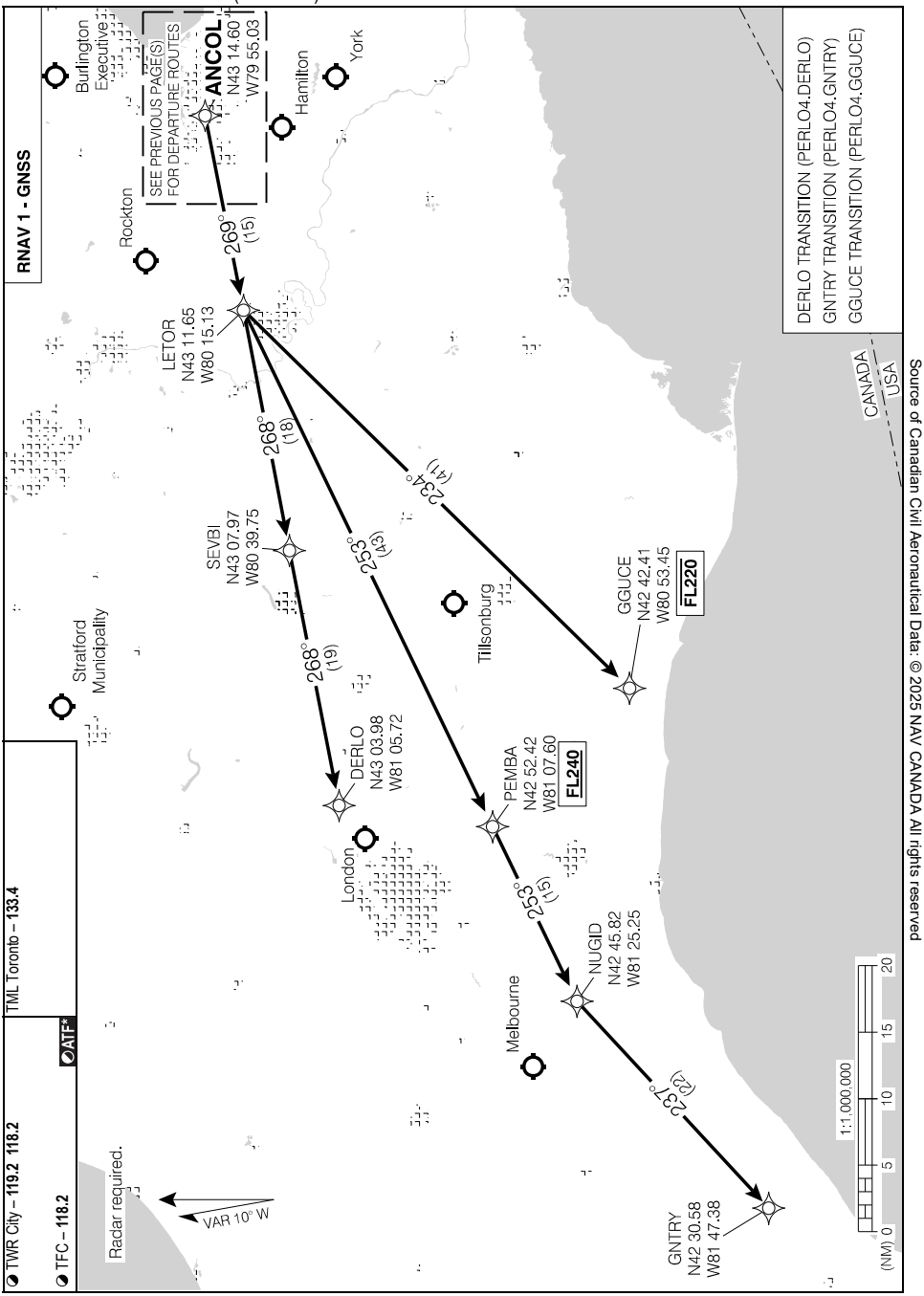
PERLO FOUR DEP (PERLO4.) DEPARTURE ROUTES

CYTZ

EFF 26 DEC 24

Canada Air Pilot
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PERLO FOUR DEP (PERLO4.) TRANSITION ROUTES



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Departure Route Description

Unless otherwise assigned by ATC:

Rwy 08: Requires a minimum climb gradient of **380** ft/NM to **1200**. Maintain **3000**. Climb track **082°** to LODRA. Then climb hdg **090°** and expect vectors to NADUM.

Rwy 26: Requires a minimum climb gradient of **400** ft/NM to **800**. Maintain **2000**. Climb hdg **262°** to **800**. Climbing LEFT turn direct to EMDOS. Then continue hdg **150°** and expect vectors to NADUM.

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
400 FT/NM	600	800	940	1070	1200	1340	1670	2000

AHPAH TRANSITION: **(TEVAD2.AHPAH)**

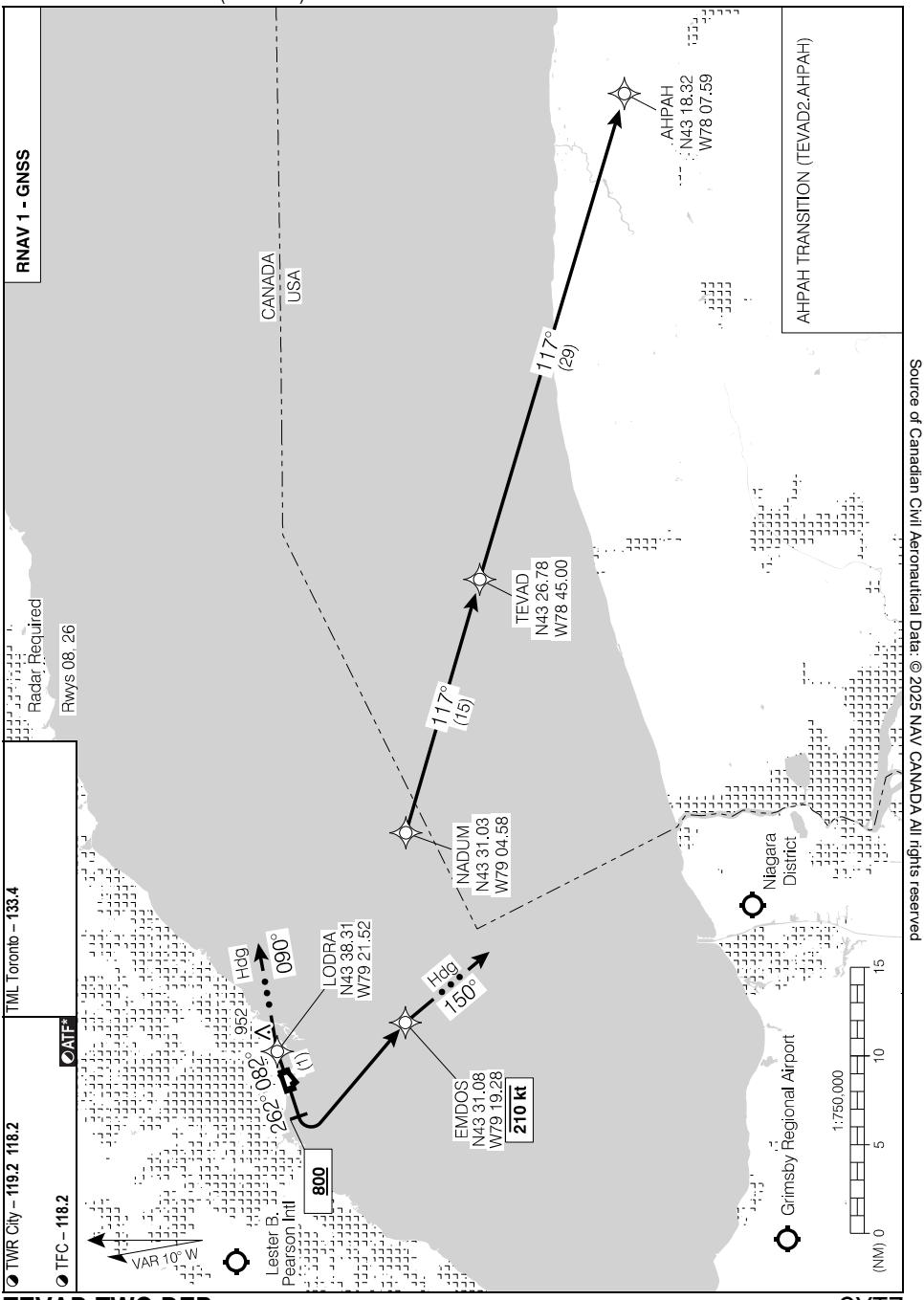
Communication Failure

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. Climb to **3100** on assigned heading;
3. Proceed on course and maintain **4000** or last assigned altitude whichever is higher, then;
4. Climb to flight planned altitude 5 minutes after recognition of the communication failure.

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TEVAD TWO DEP (TEVAD2.)



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TEVAD TWO DEP (TEVAD2.)
CYTZ

EFF 26 DEC 24

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

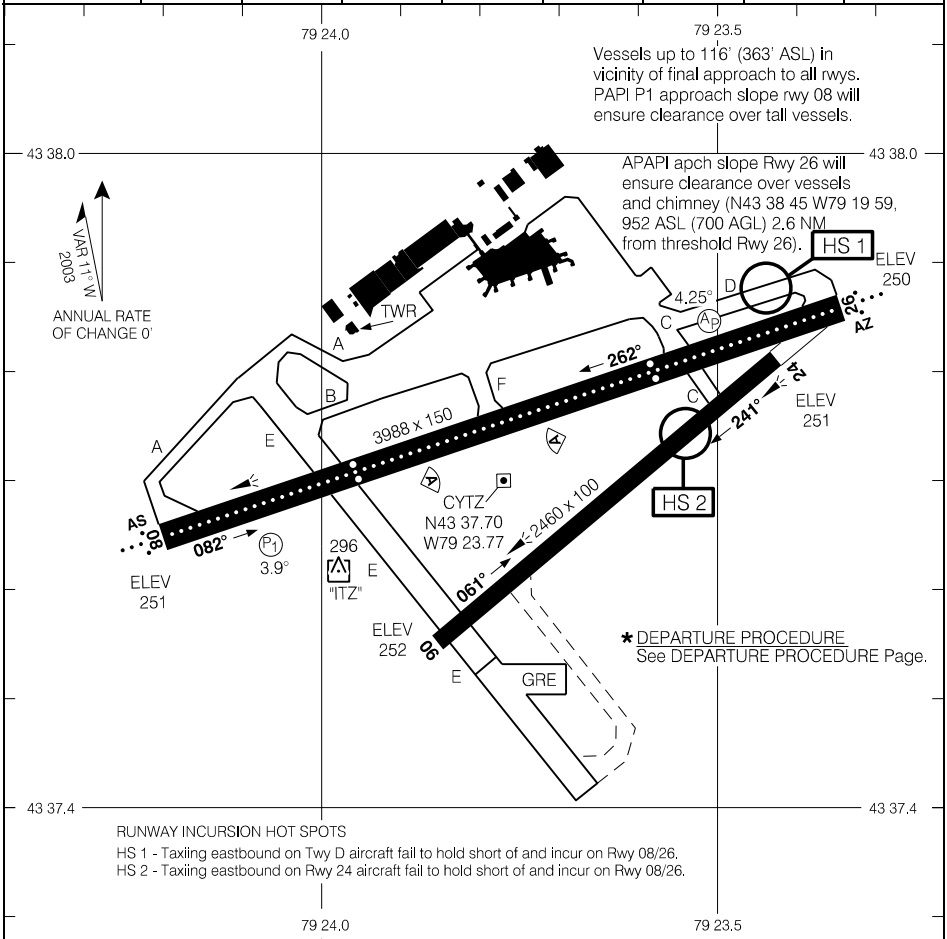
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TORONTO/BILLY BISHOP TORONTO CITY AIRPORT, ON

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				



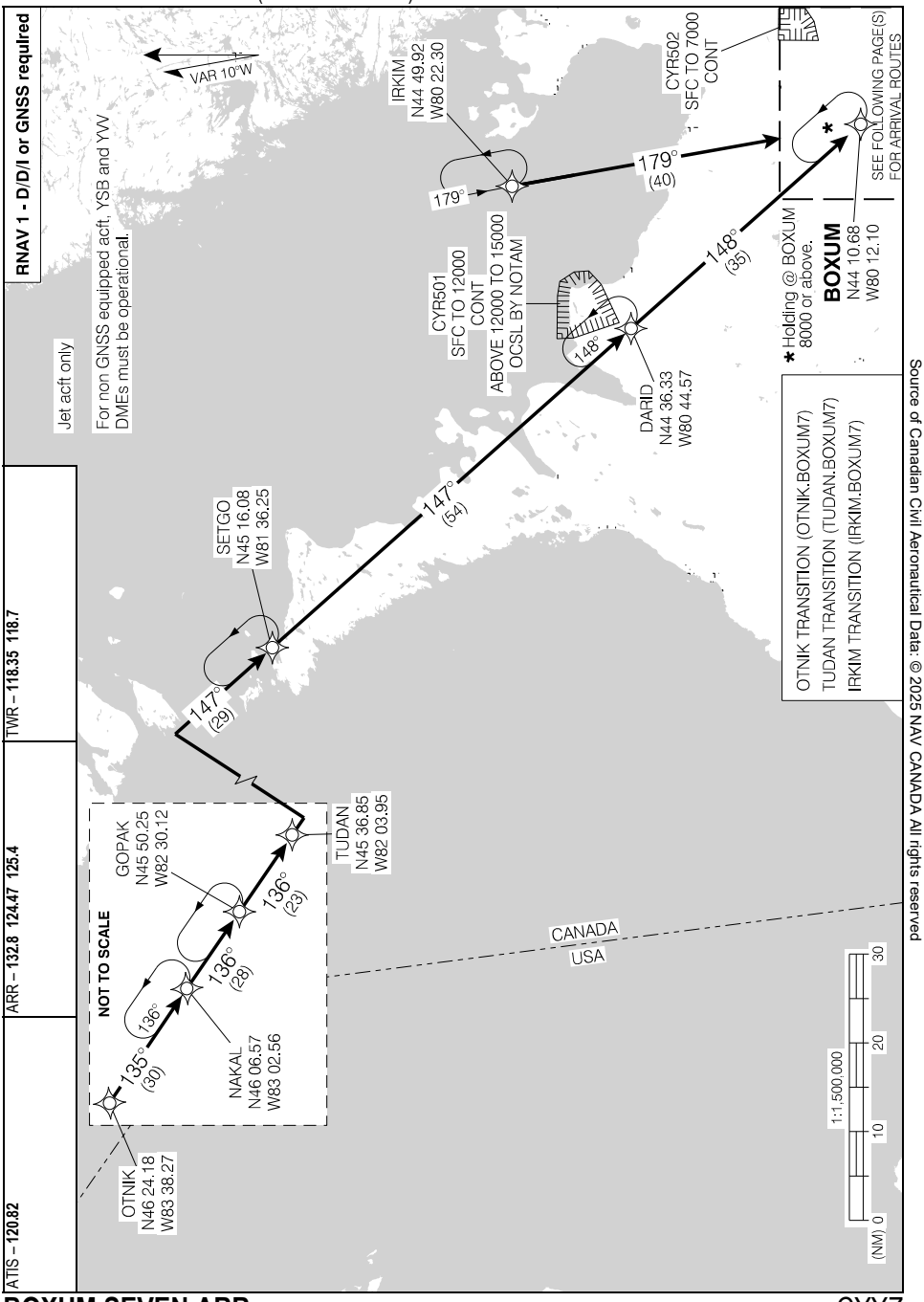
RUNWAY LEVEL OF SERVICE	
RVO	LVO
RWY 08, 26: RVR 1200	NOT AUTHORIZED

TAKE-OFF MINIMA	SCALE IN FEET
Rwys 08, 24, 26: * Rwys 06: NOT ASSESSED	1000 0 1000

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STAR (RNAV) TORONTO/LESTER B. PEARSON INTL, ON

BOXUM SEVEN ARR (BOXUM.BOXUM7) TRANSITION ROUTES CYYZ



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BOXUM SEVEN ARR (BOXUM.BOXUM7) TRANSITION ROUTES CYYZ

EFF 27 NOV 25

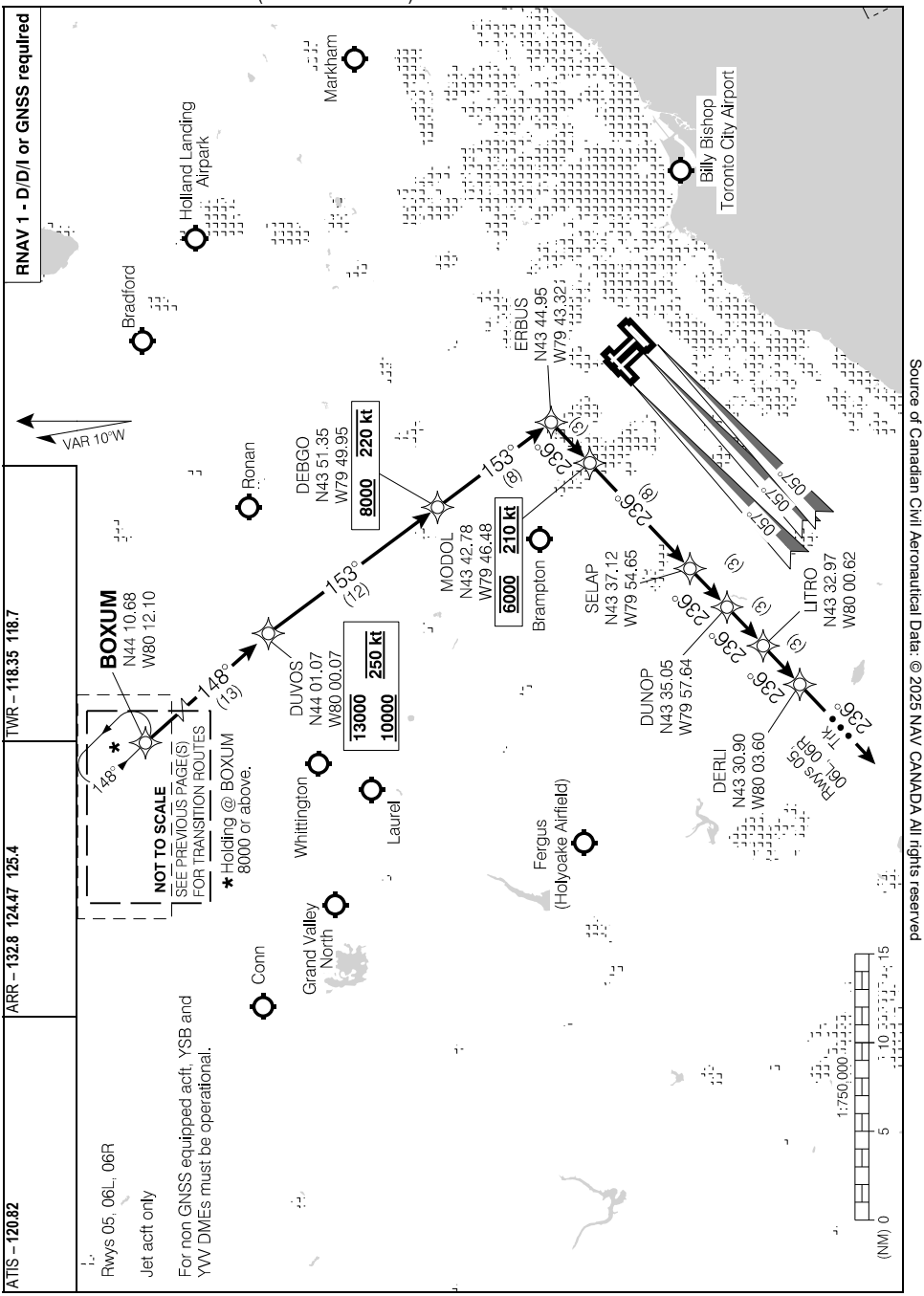
Canada Air Pilot
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STAR (RNAV)

TORONTO/LESTER B. PEARSON INTL, ON

BOXUM SEVEN ARR (BOXUM.BOXUM7) ARRIVAL ROUTES

CYYZ



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BOXUM SEVEN ARR (BOXUM.BOXUM7) ARRIVAL ROUTES

CYYZ

EFF 27 NOV 25

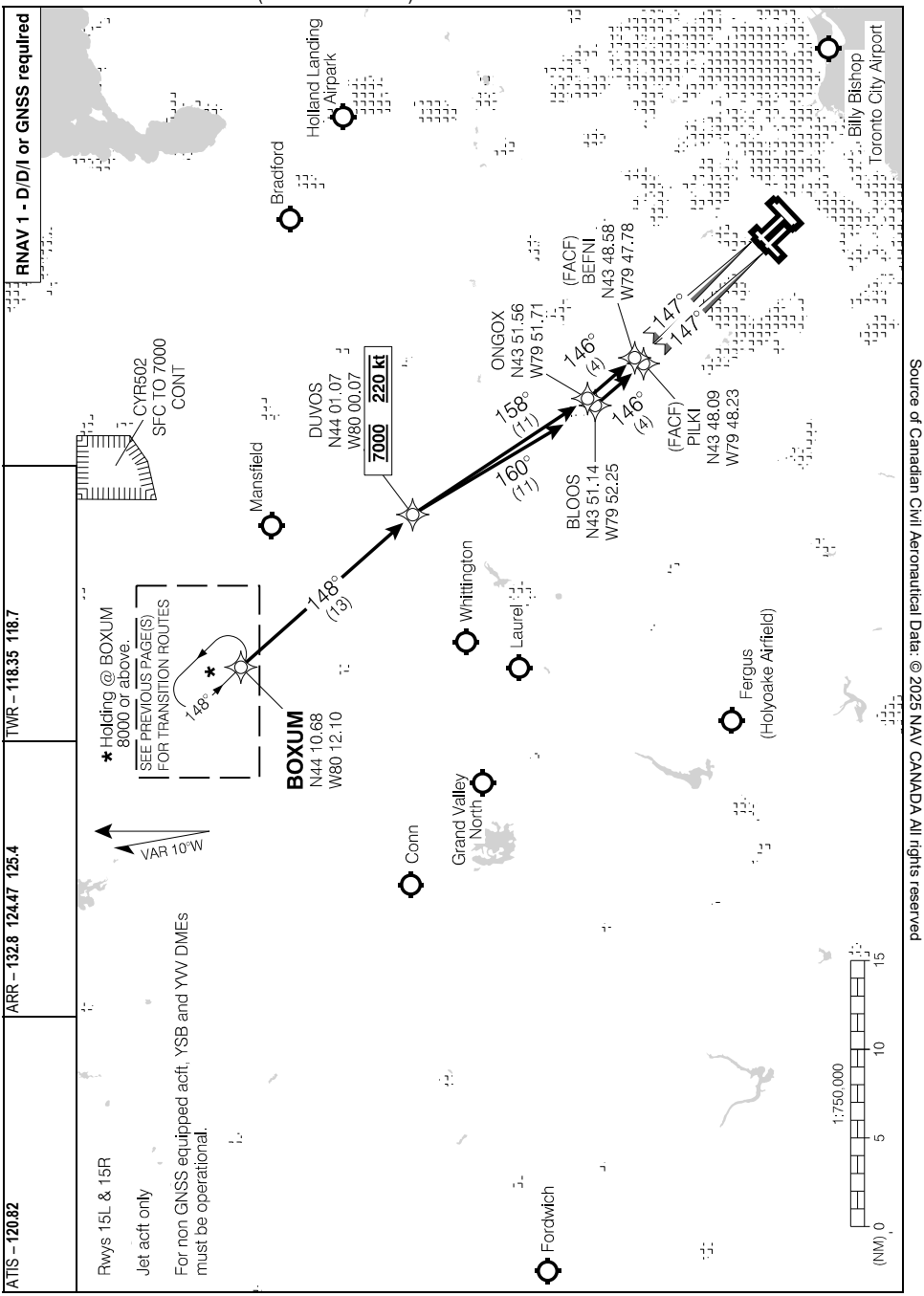
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TORONTO/LESTER B. PEARSON INTL, ON

BOXUM SEVEN ARR (BOXUM.BOXUM7) ARRIVAL ROUTES

CYYZ



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BOXUM SEVEN ARR (BOXUM.BOXUM7) ARRIVAL ROUTES

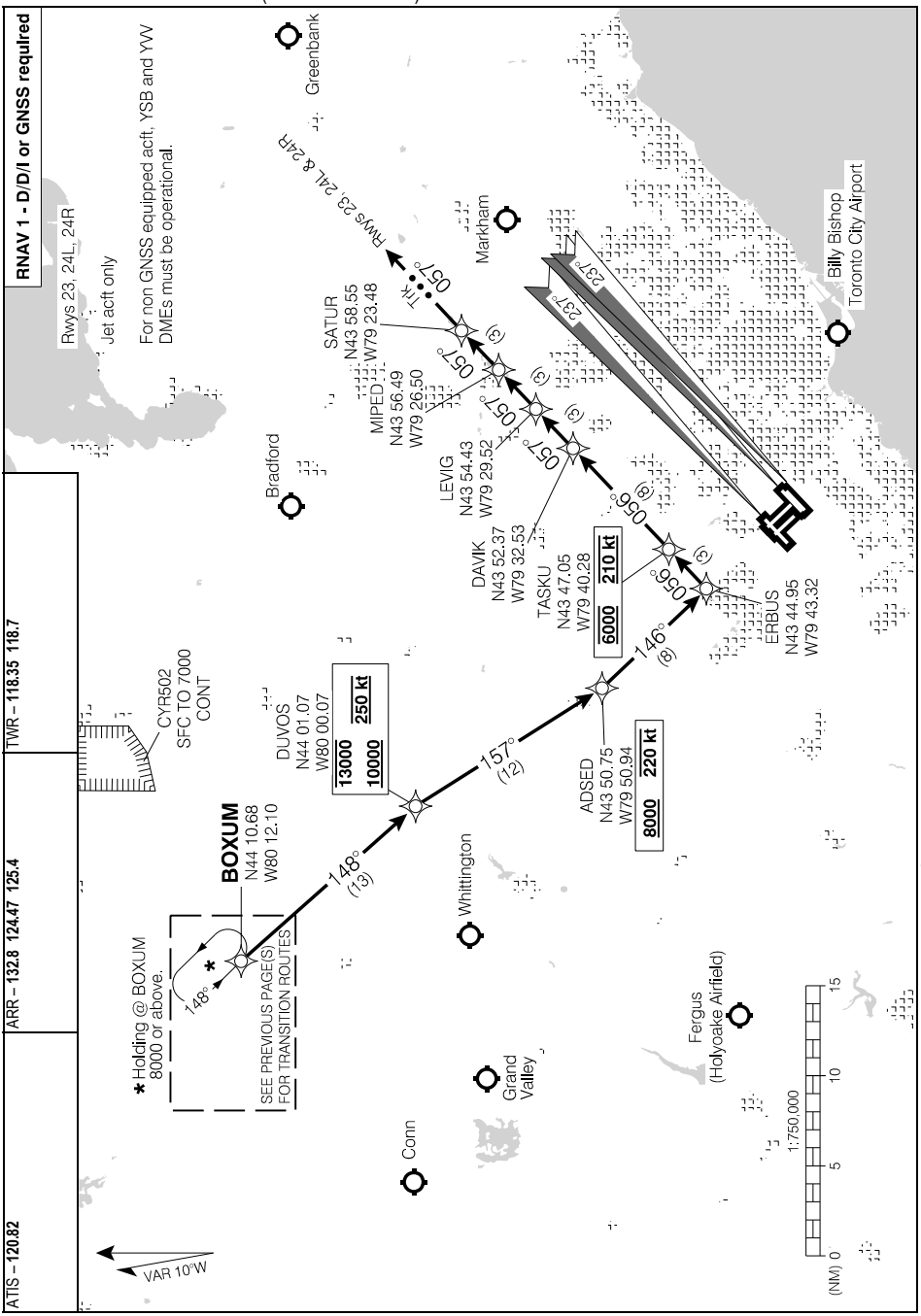
CYYZ

EFF 27 NOV 25

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

BOXUM SEVEN ARR (BOXUM.BOXUM7) ARRIVAL ROUTES

CYYZ



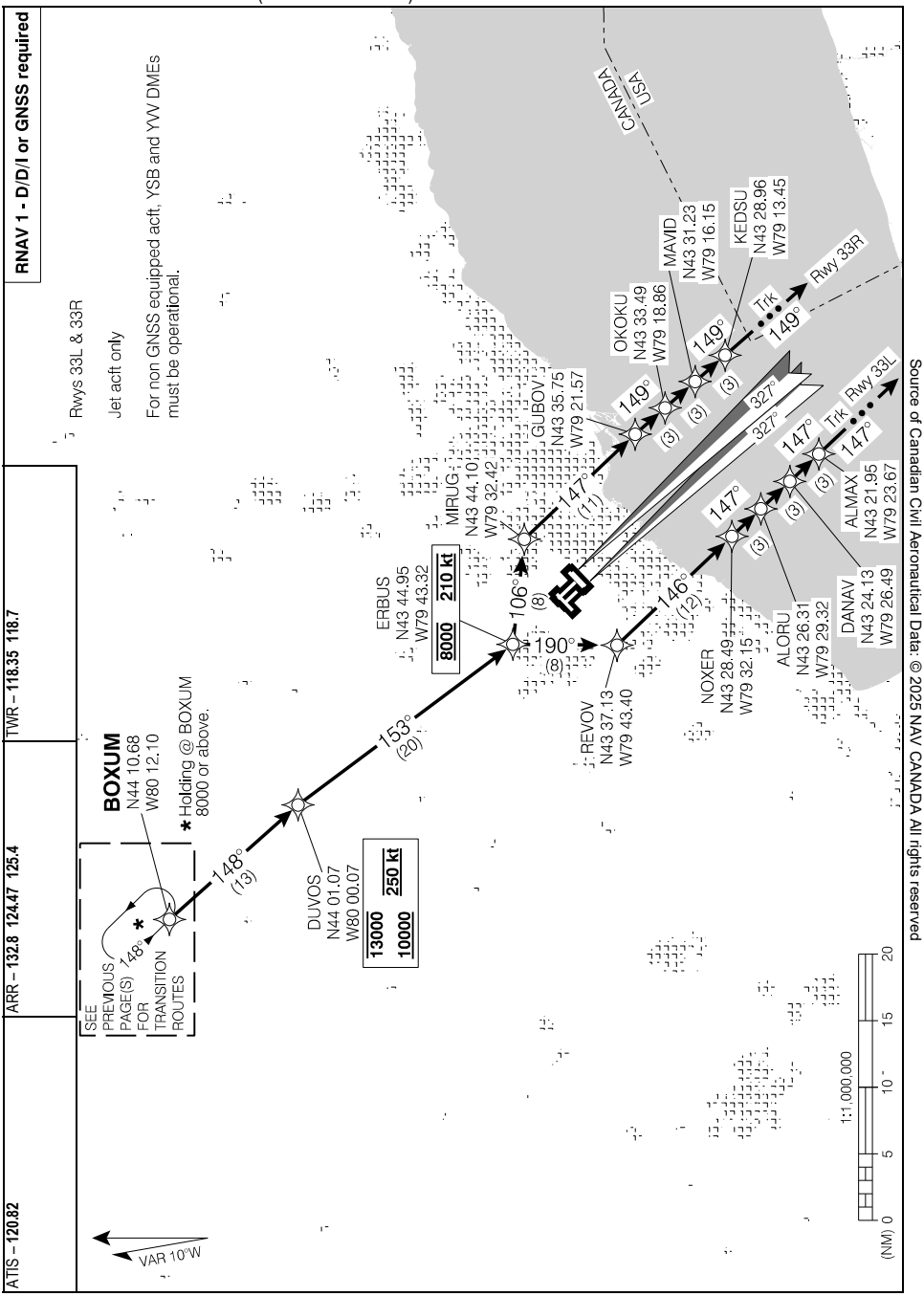
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BOXUM SEVEN ARR (BOXUM.BOXUM7) ARRIVAL ROUTES

CYYZ



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BOXUM SEVEN ARR (BOXUM.BOXUM7) ARRIVAL ROUTES

CYYZ

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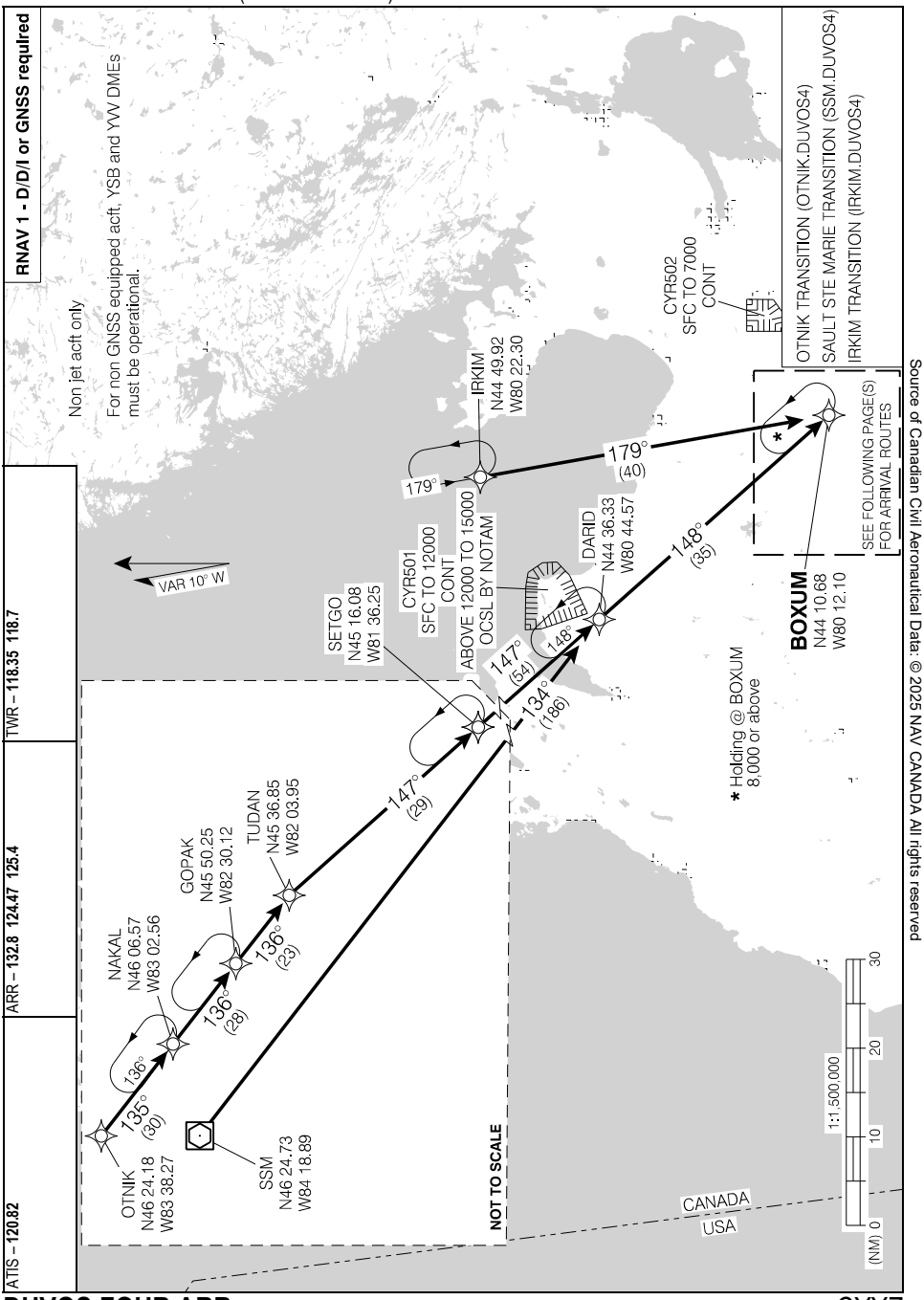
Canada Air Pilot
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TORONTO/LESTER B. PEARSON INTL, ON

DUVOS FOUR ARR (BOXUM.DUVOS4) TRANSITION ROUTES

CYYZ



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DUVOS FOUR ARR (BOXUM.DUVOS4) TRANSITION ROUTES

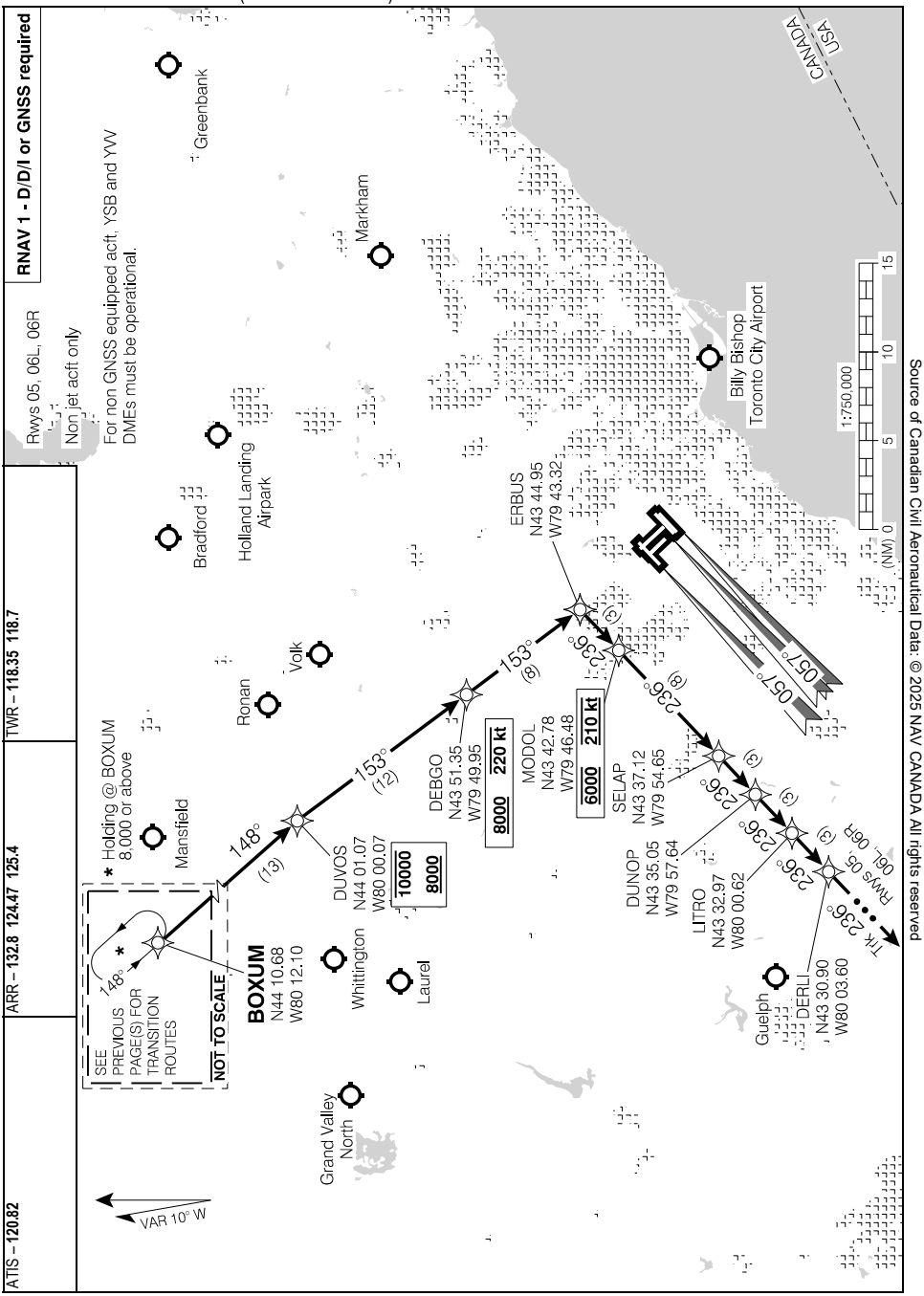
CYYZ

EFF 27 NOV 25

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

DUVOS FOUR ARR (BOXUM.DUVOS4) ARRIVAL ROUTES

CYYZ



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Canada Air Pilot

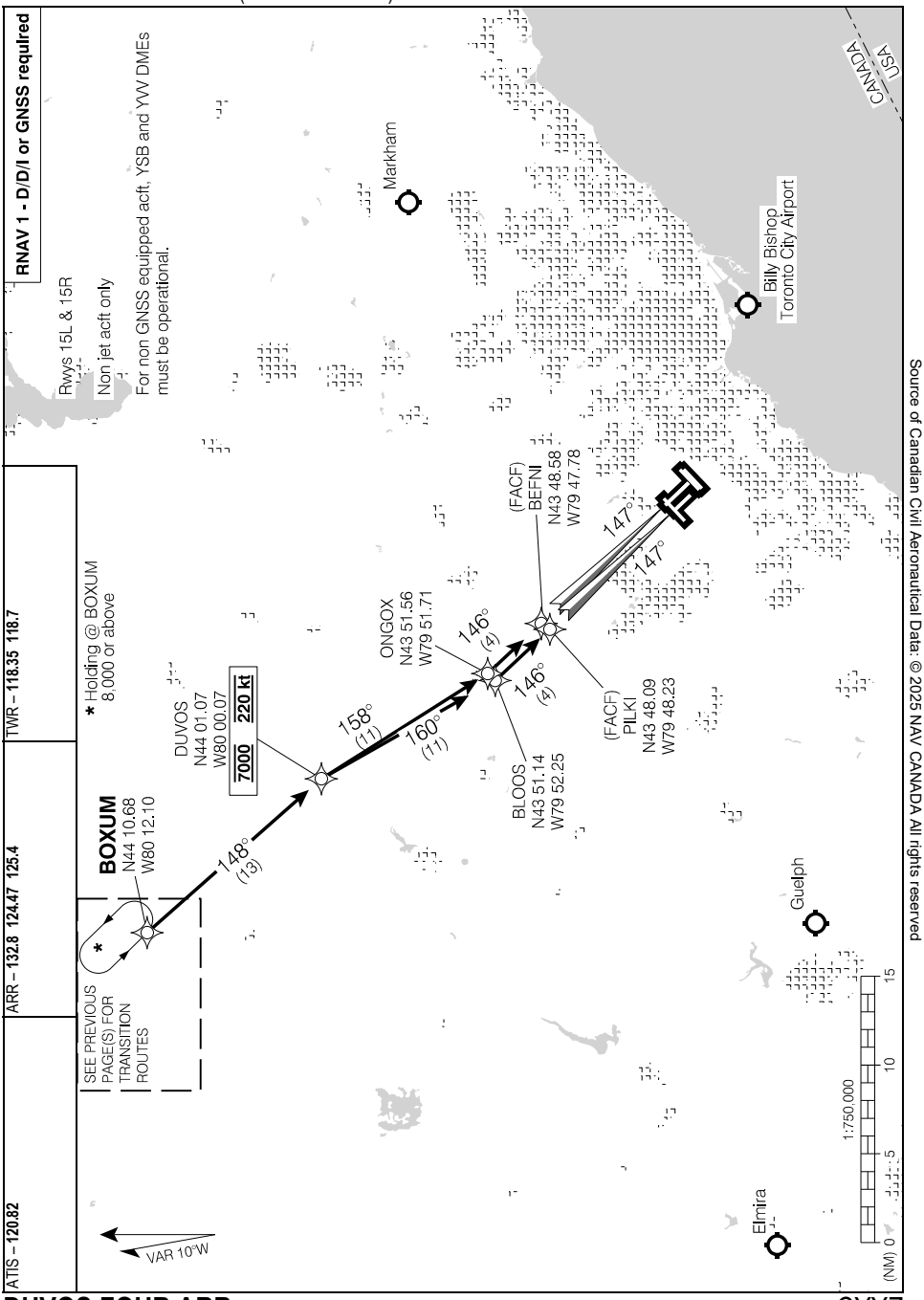
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

STAR (RNAV)

TORONTO/LESTER B. PEARSON INTL, ON

DUVOS FOUR ARR (BOXUM.DUVOS4) ARRIVAL ROUTES

CYYZ



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DUVOS FOUR ARR (BOXUM.DUVOS4) ARRIVAL ROUTES

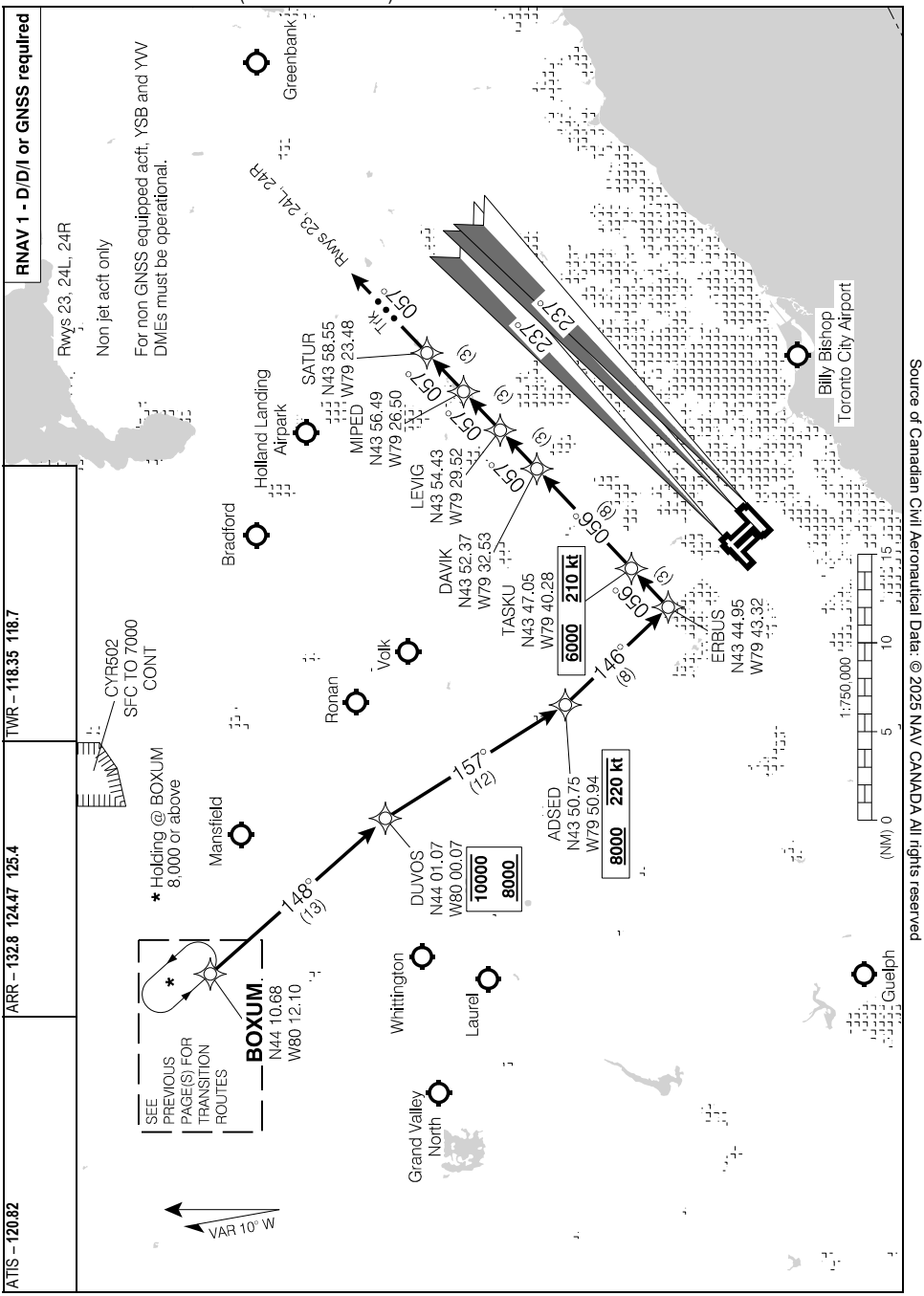
CYYZ

EFF 27 NOV 25

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

DUVOS FOUR ARR (BOXUM.DUVOS4) ARRIVAL ROUTES

CYYZ

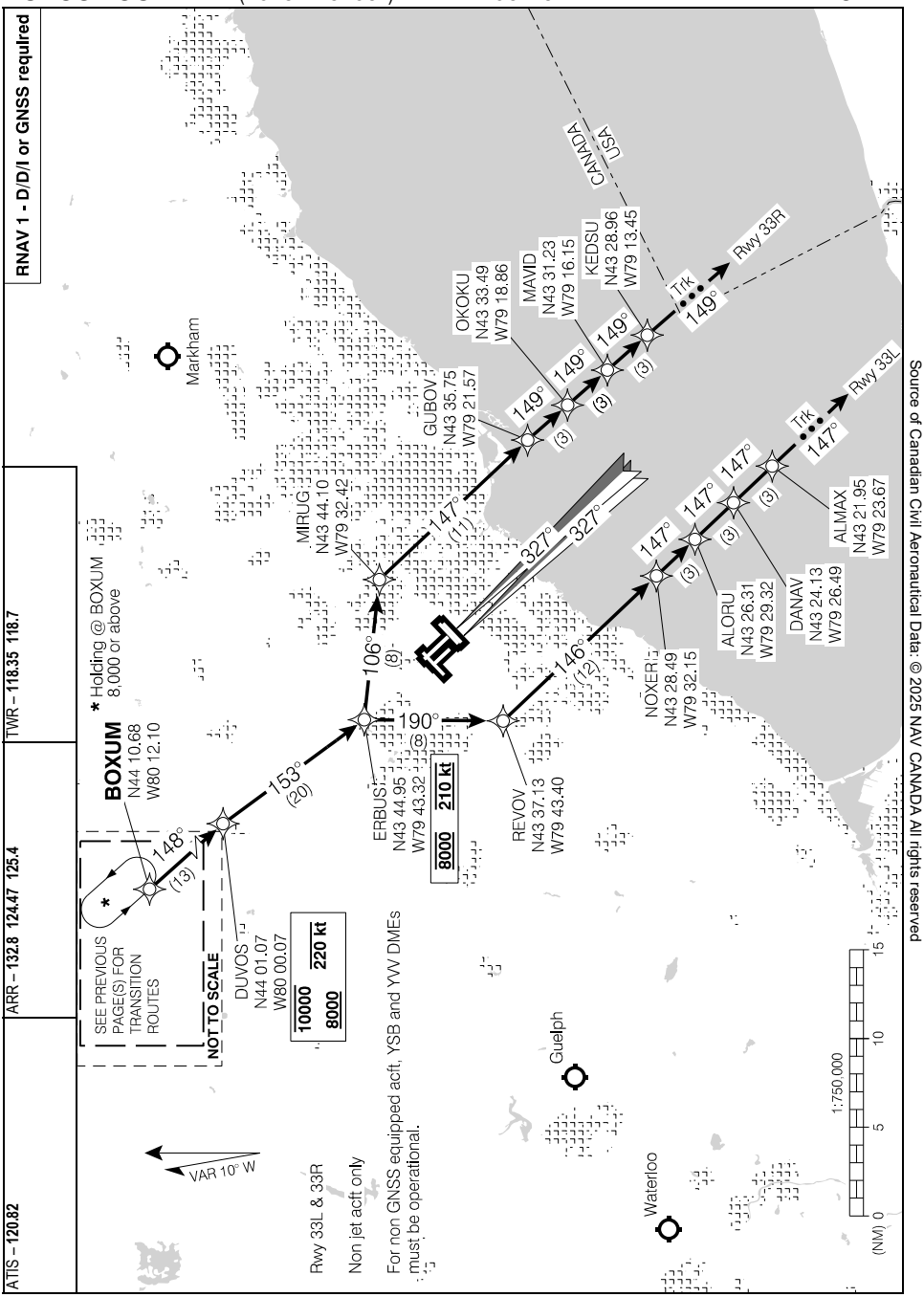


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DUVOS FOUR ARR (BOXUM.DUVOS4) ARRIVAL ROUTES



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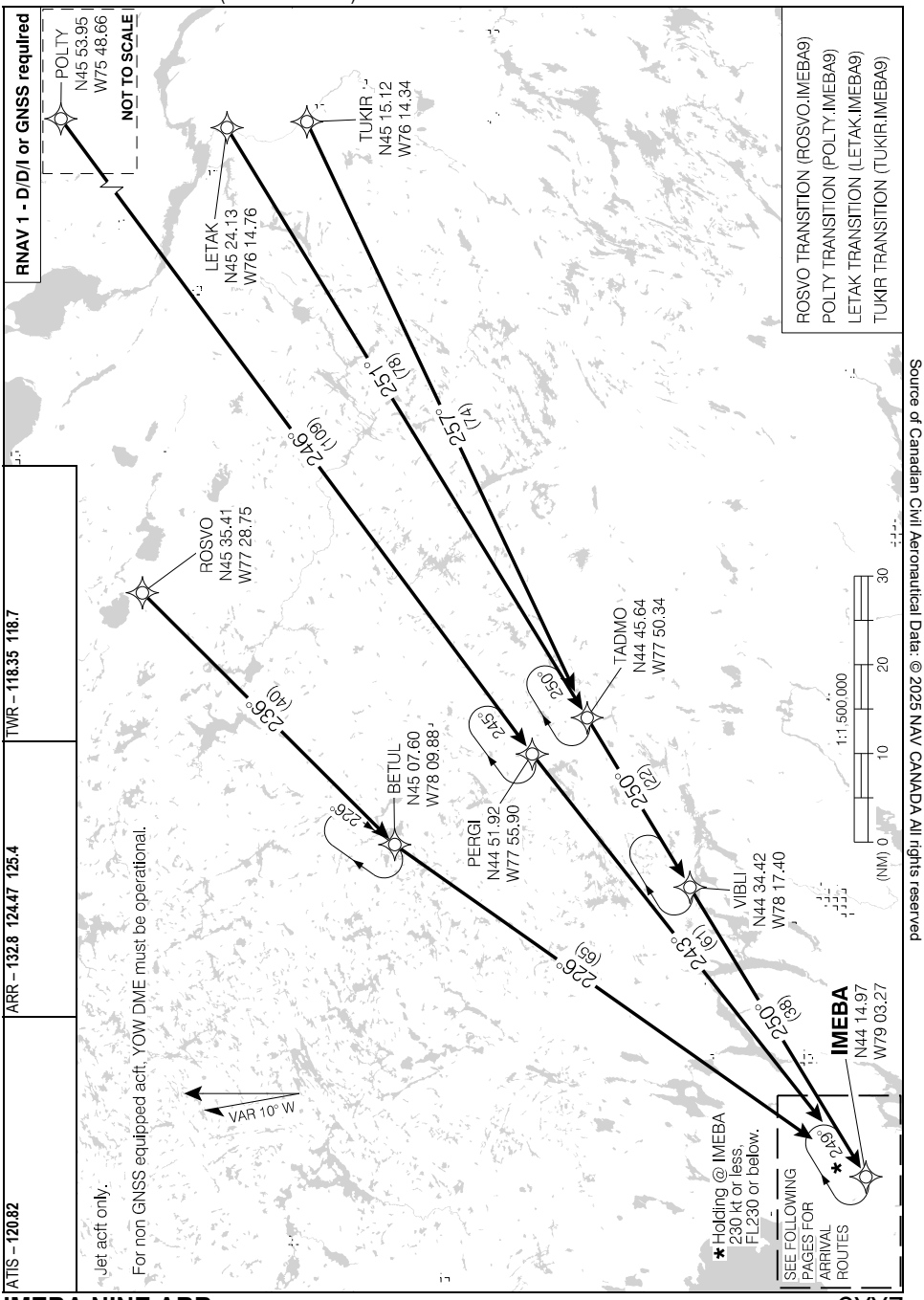
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STAR (RNAV)

TORONTO/LESTER B. PEARSON INTL, ON

IMEBA NINE ARR (IMEBA.IMEBA9) TRANSITION ROUTES

CYYZ



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IMEBA NINE ARR (IMEBA.IMEBA9) TRANSITION ROUTES

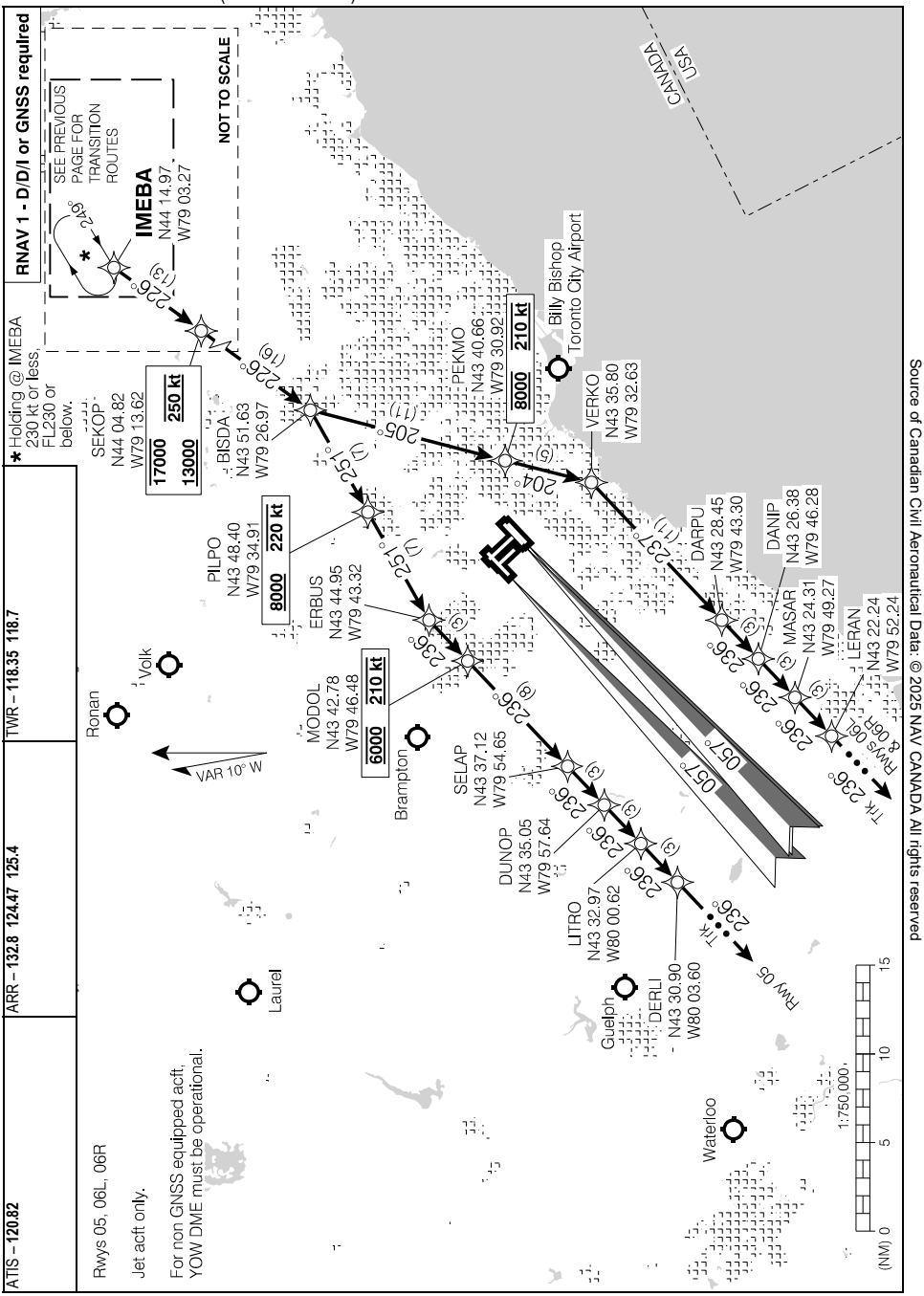
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Canada Air Pilot
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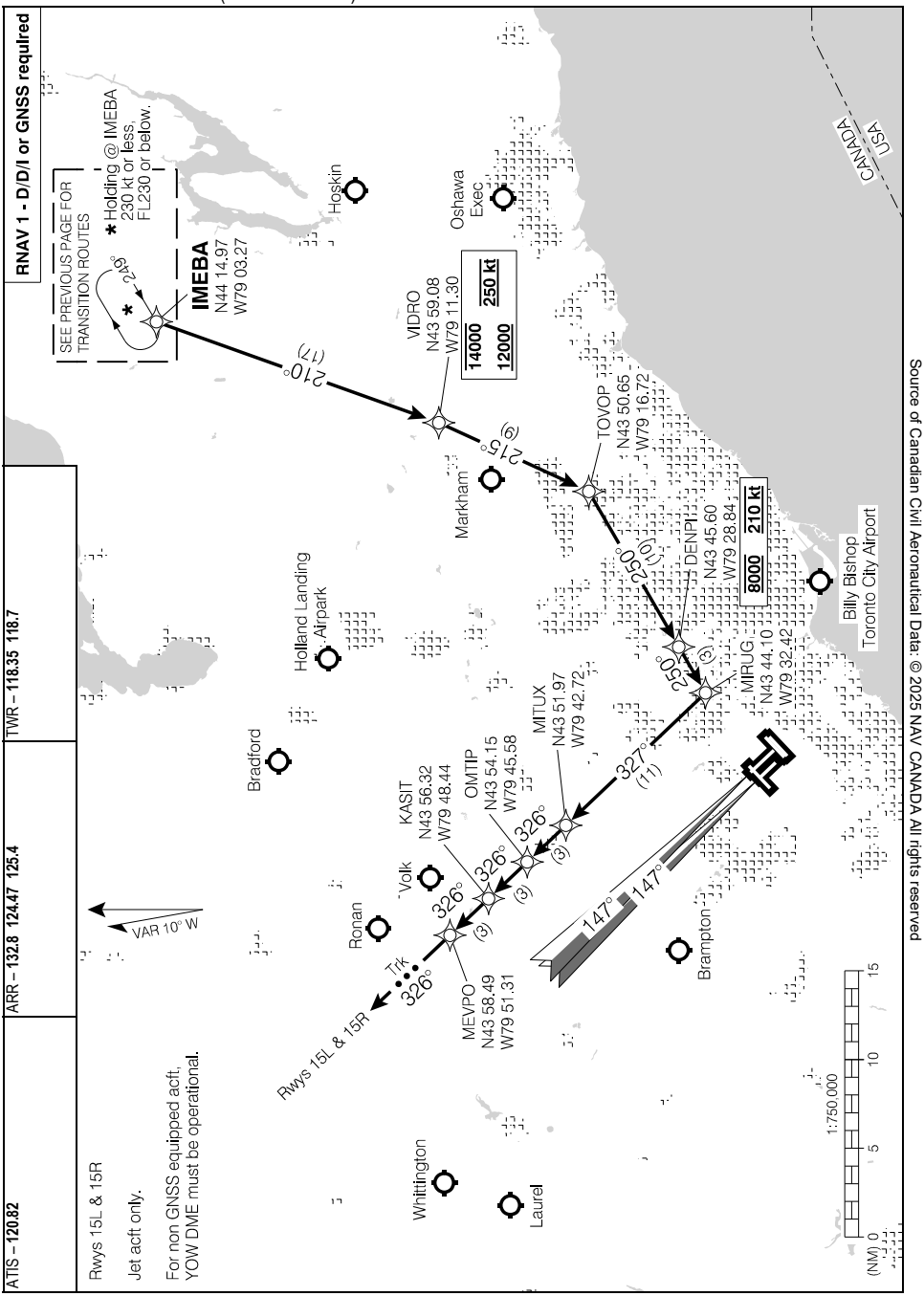
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IMEBA NINE ARR (IMEBA.IMEBA9) ARRIVAL ROUTES

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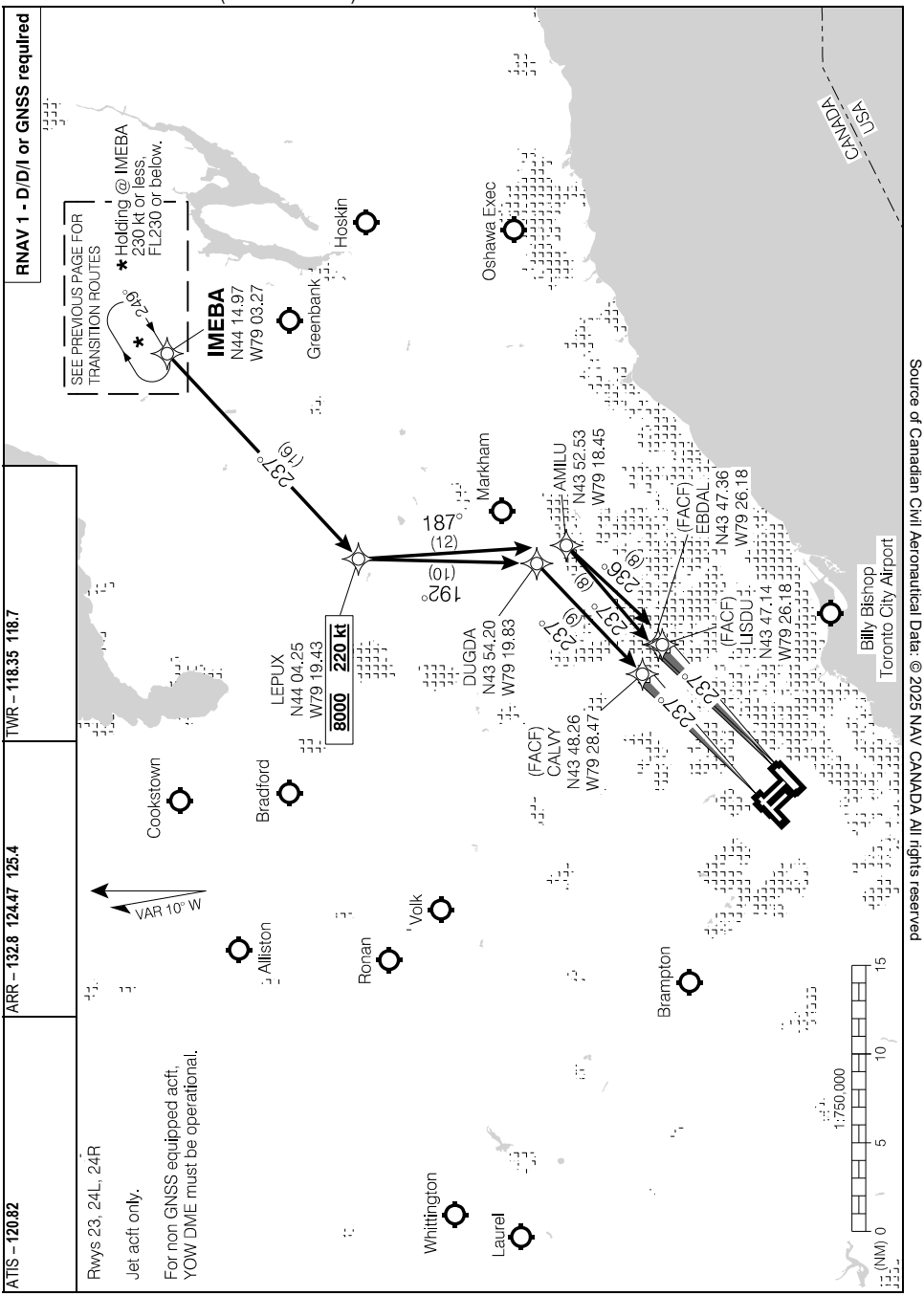
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IMEBA NINE ARR (IMEBA.IMEBA9) ARRIVAL ROUTES

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IMEBA NINE ARR (IMEBA.IMEBA9) ARRIVAL ROUTES

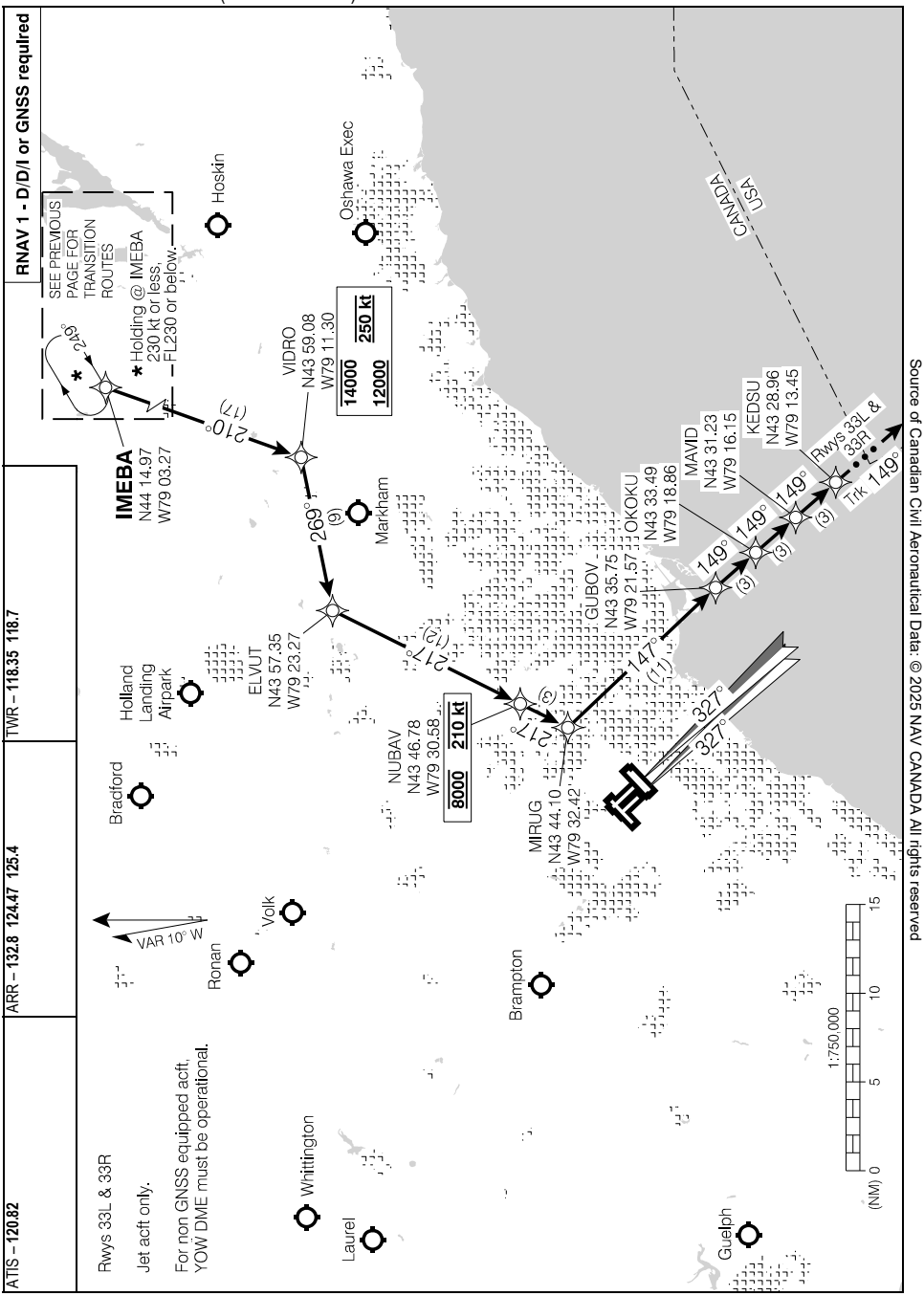
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Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

IMEBA NINE ARR (IMEBA.IMEBA9) ARRIVAL ROUTES

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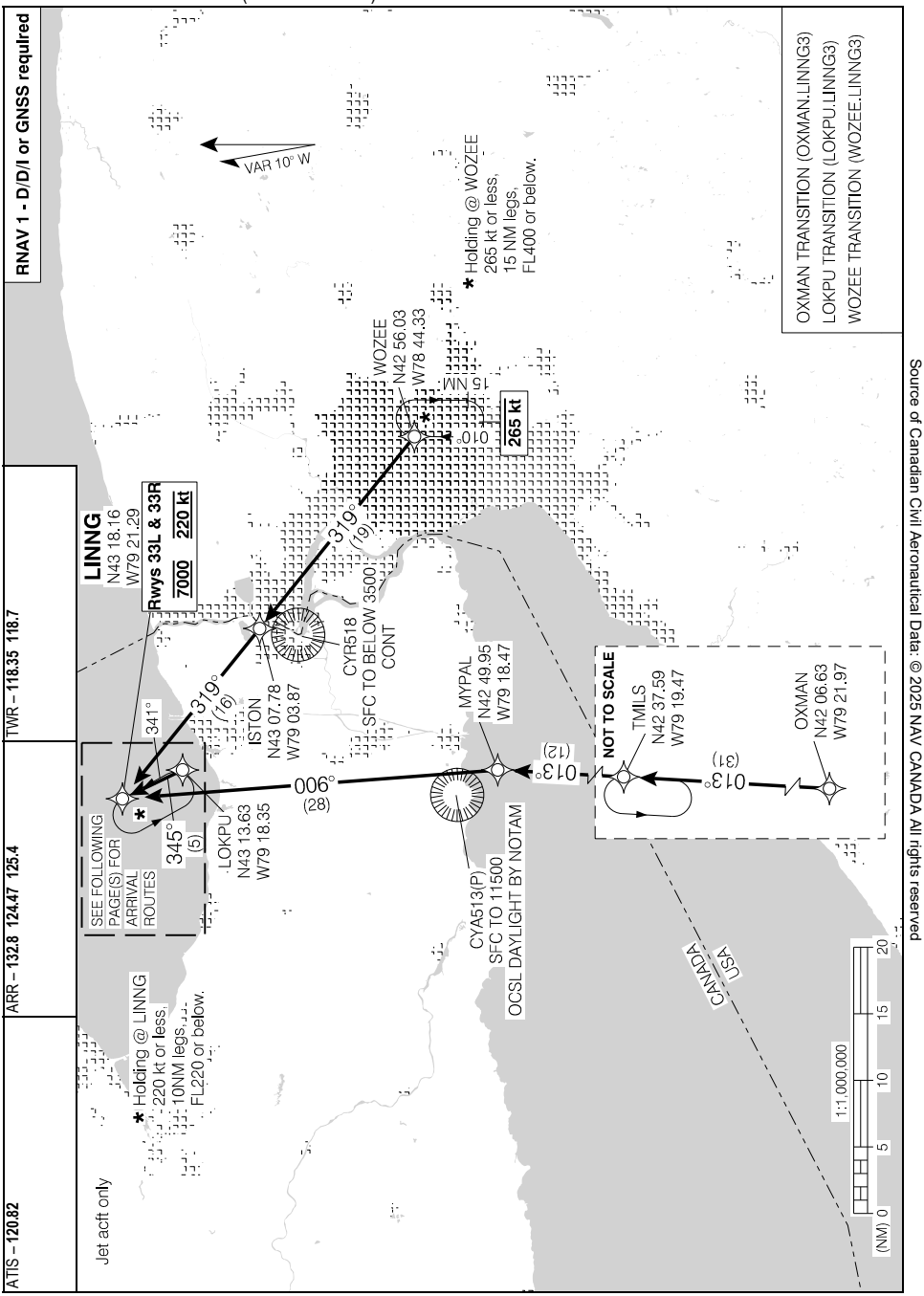
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LINNG THREE ARR (LINNG.LINNG3) ARRIVAL ROUTES

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LINNG THREE ARR (LINNG.LINNG3) TRANSITION ROUTES

CYYZ

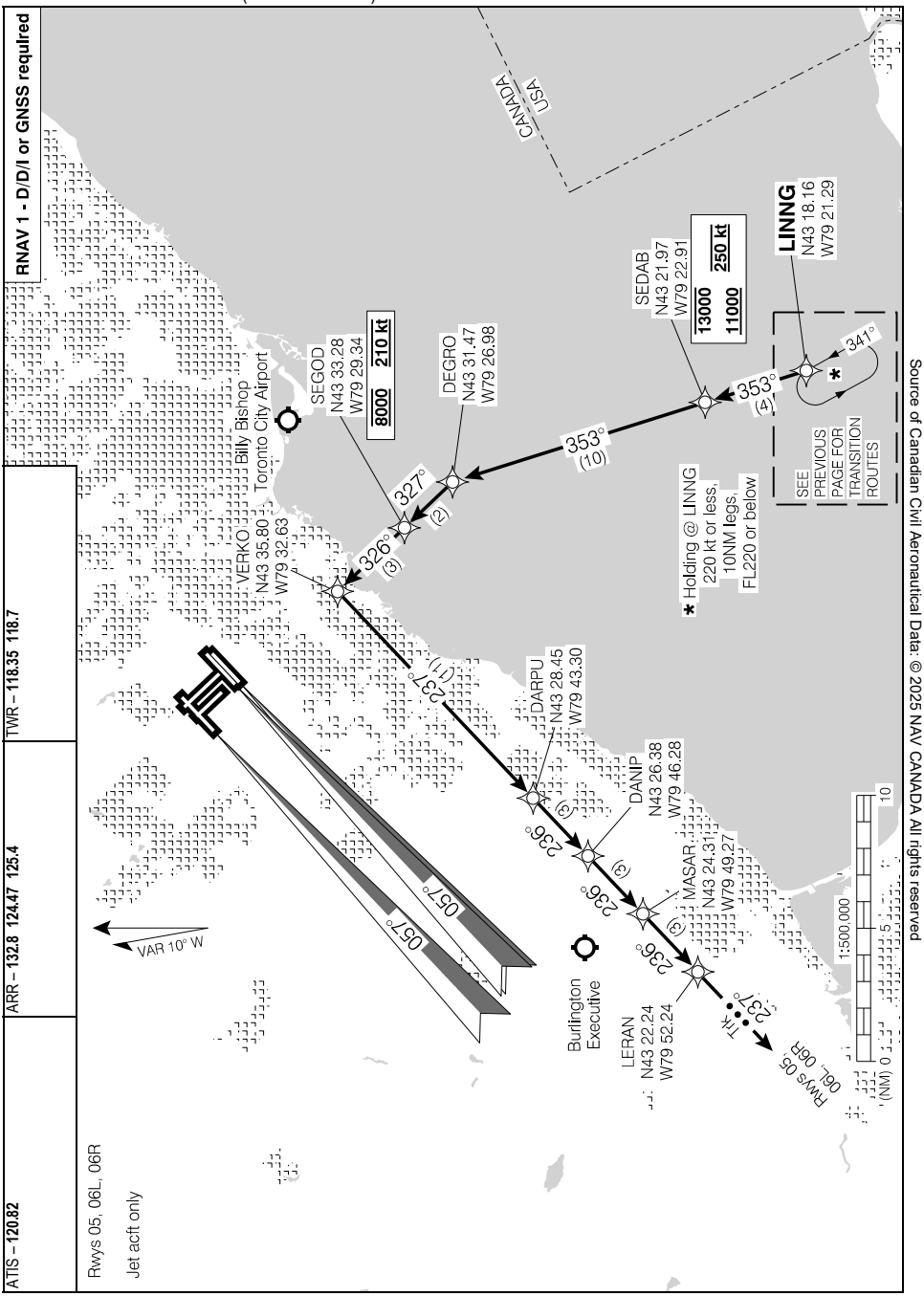
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TORONTO/LESTER B. PEARSON INTL, ON

LINNG THREE ARR (LINNG.LINNG3) ARRIVAL ROUTES

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LINNG THREE ARR (LINNG.LINNG3) ARRIVAL ROUTES

CYYZ

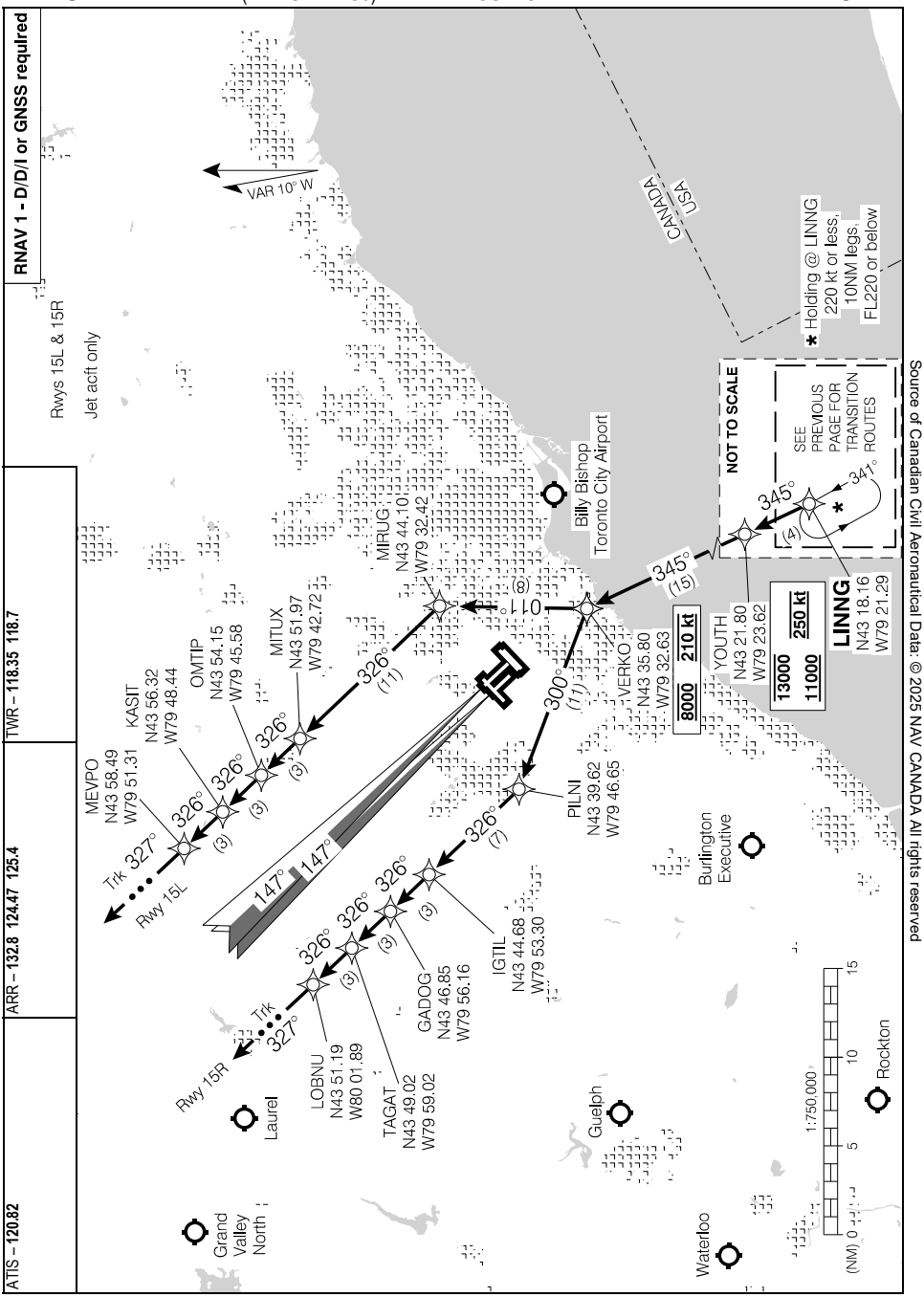
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TORONTO/LESTER B. PEARSON INTL, ON

LINNG THREE ARR (LINNG.LINNG3) ARRIVAL ROUTES

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LINNG THREE ARR (LINNG.LINNG3) ARRIVAL ROUTES

CYYZ

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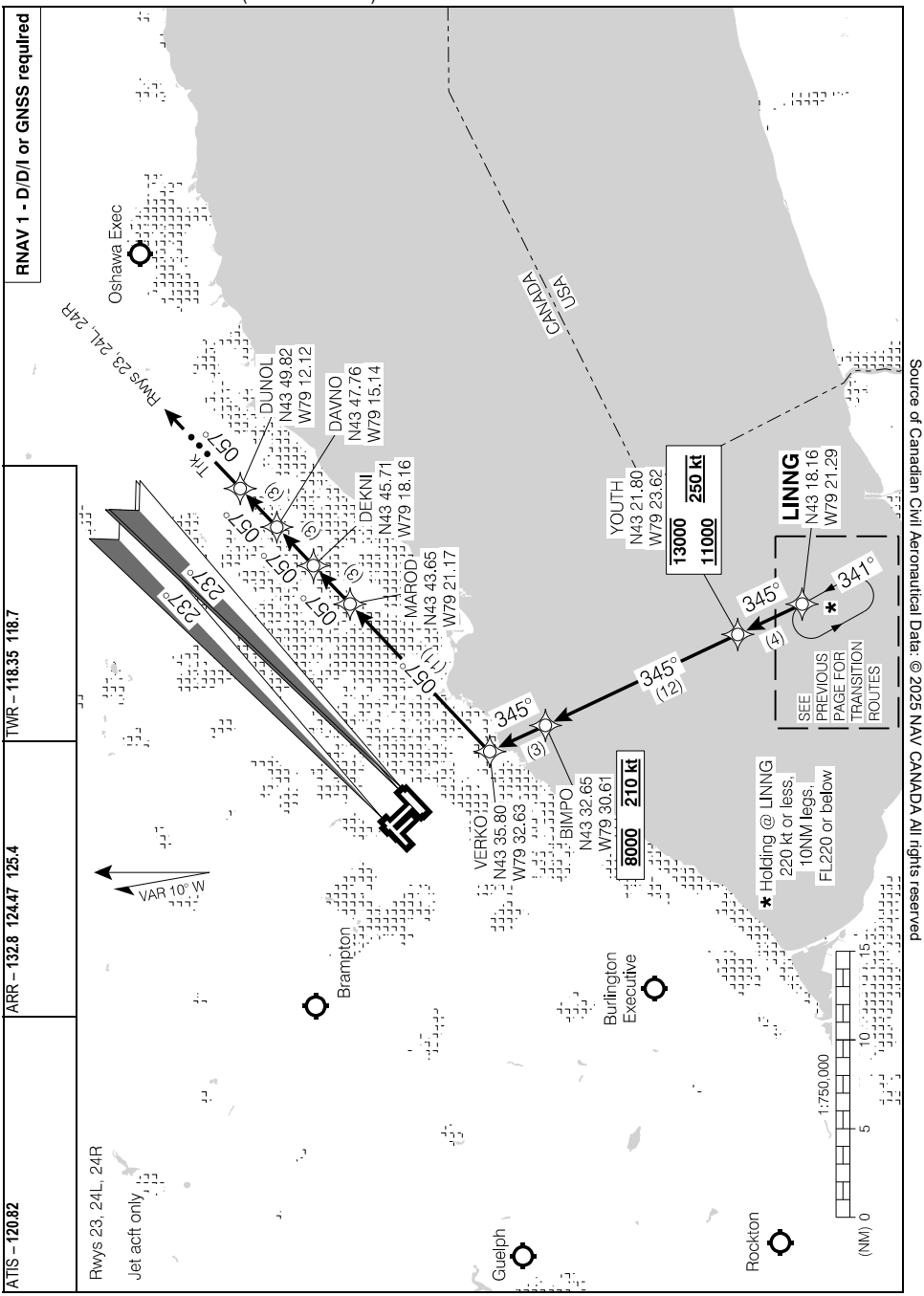
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LINNG THREE ARR (LINNG.LINNG3) ARRIVAL ROUTES

CYYZ



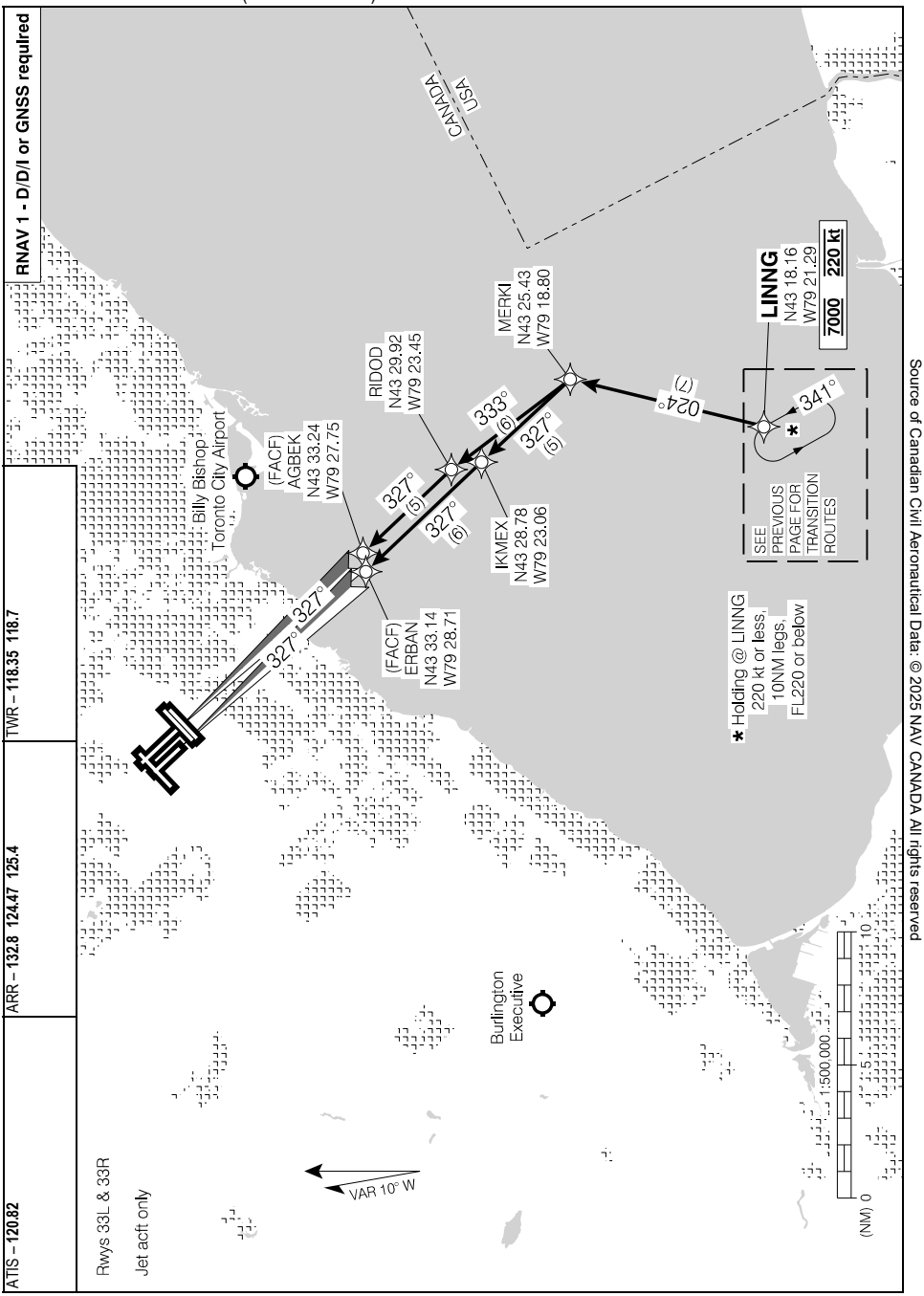
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LINNG THREE ARR (LINNG.LINNG3) ARRIVAL ROUTES

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LINNG THREE ARR (LINNG.LINNG3) ARRIVAL ROUTES

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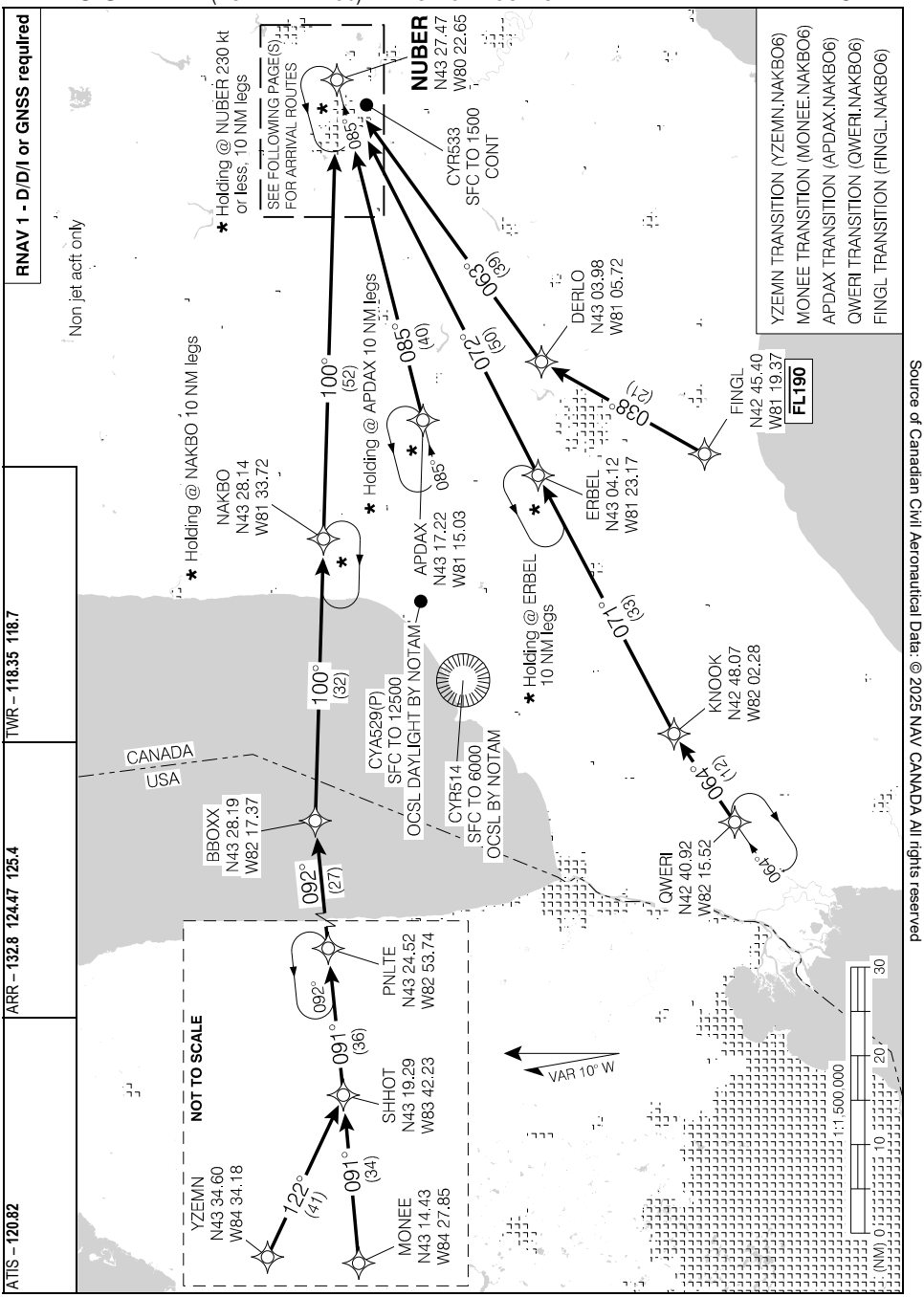
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NAKBO SIX ARR (NUBER.NAKBO6) TRANSITION ROUTES

CYYZ



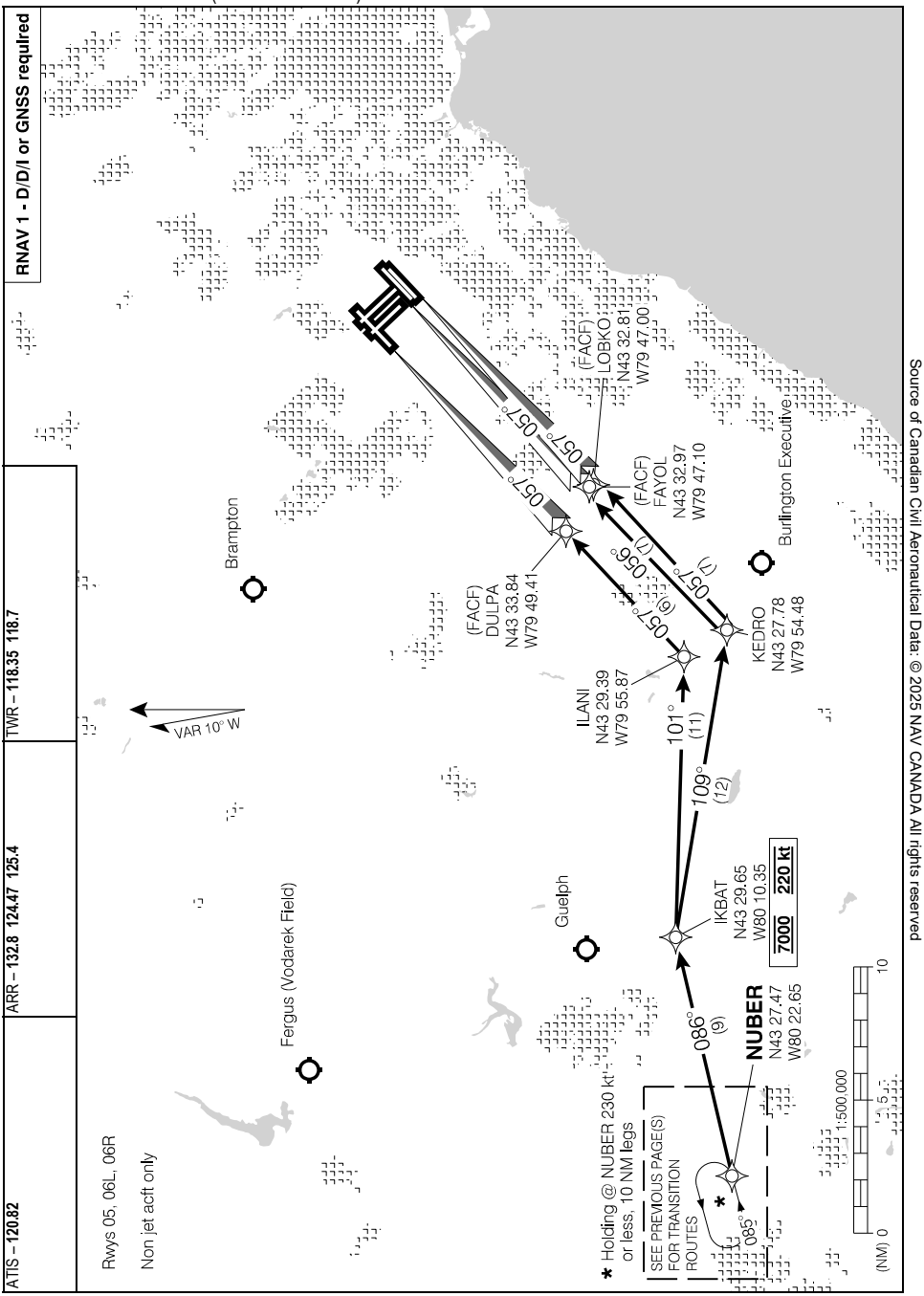
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NAKBO SIX ARR (NUBER.NAKBO6) ARRIVAL ROUTES

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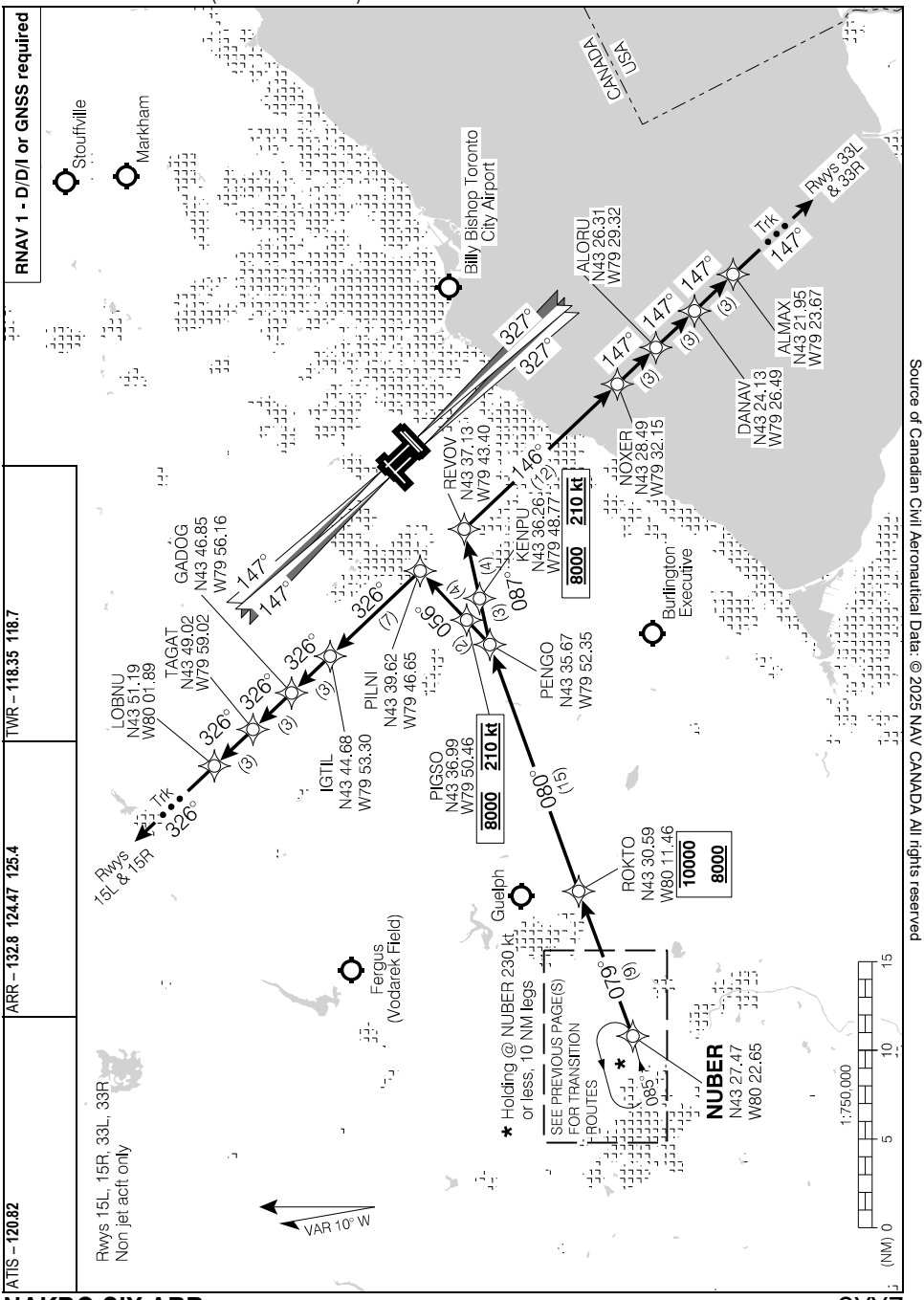
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NAKBO SIX ARR (NUBER.NAKBO6) ARRIVAL ROUTES

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NAKBO SIX ARR (NUBER.NAKBO6) ARRIVAL ROUTES

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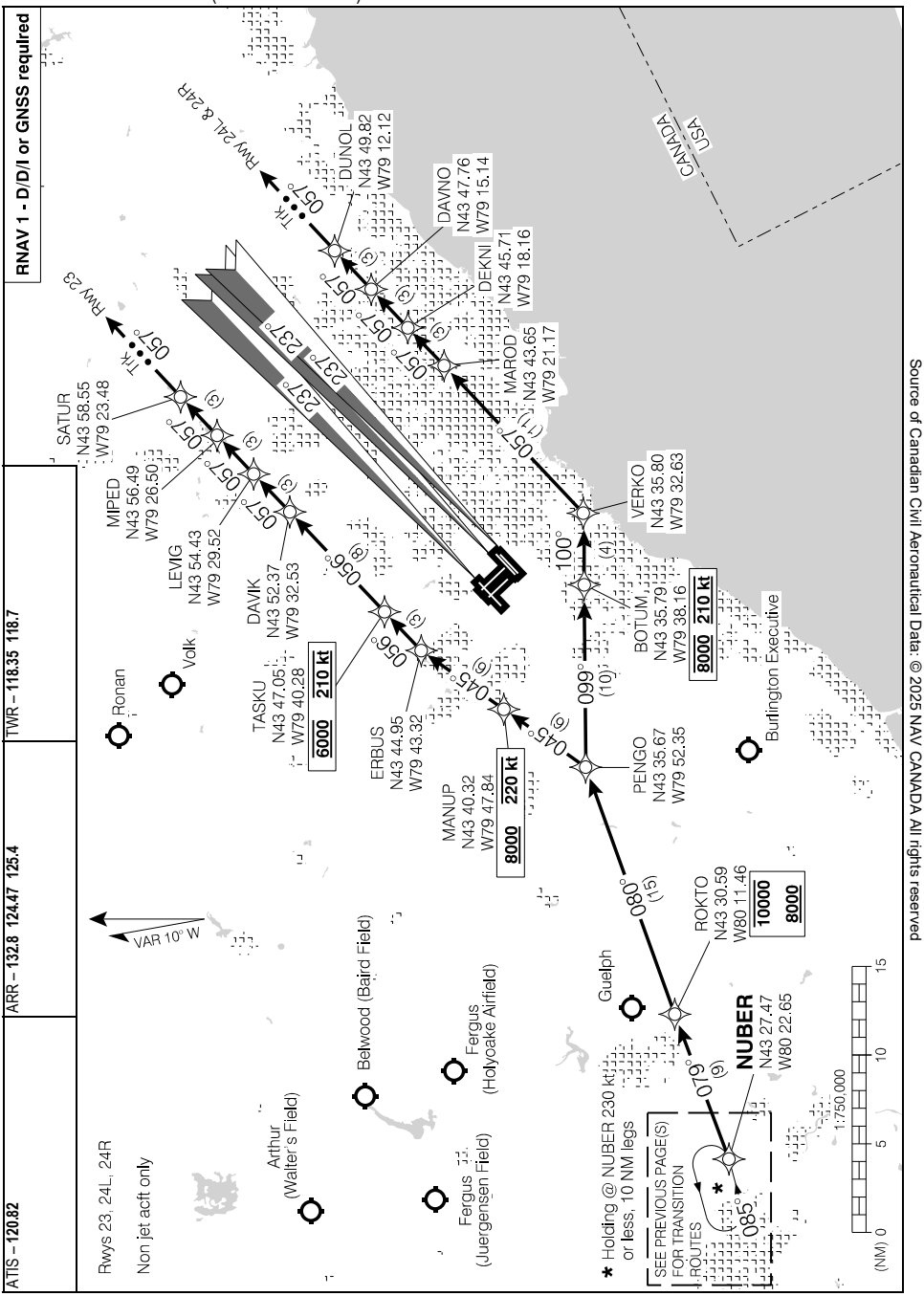
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NAKBO SIX ARR (NUBER.NAKBO6) ARRIVAL ROUTES

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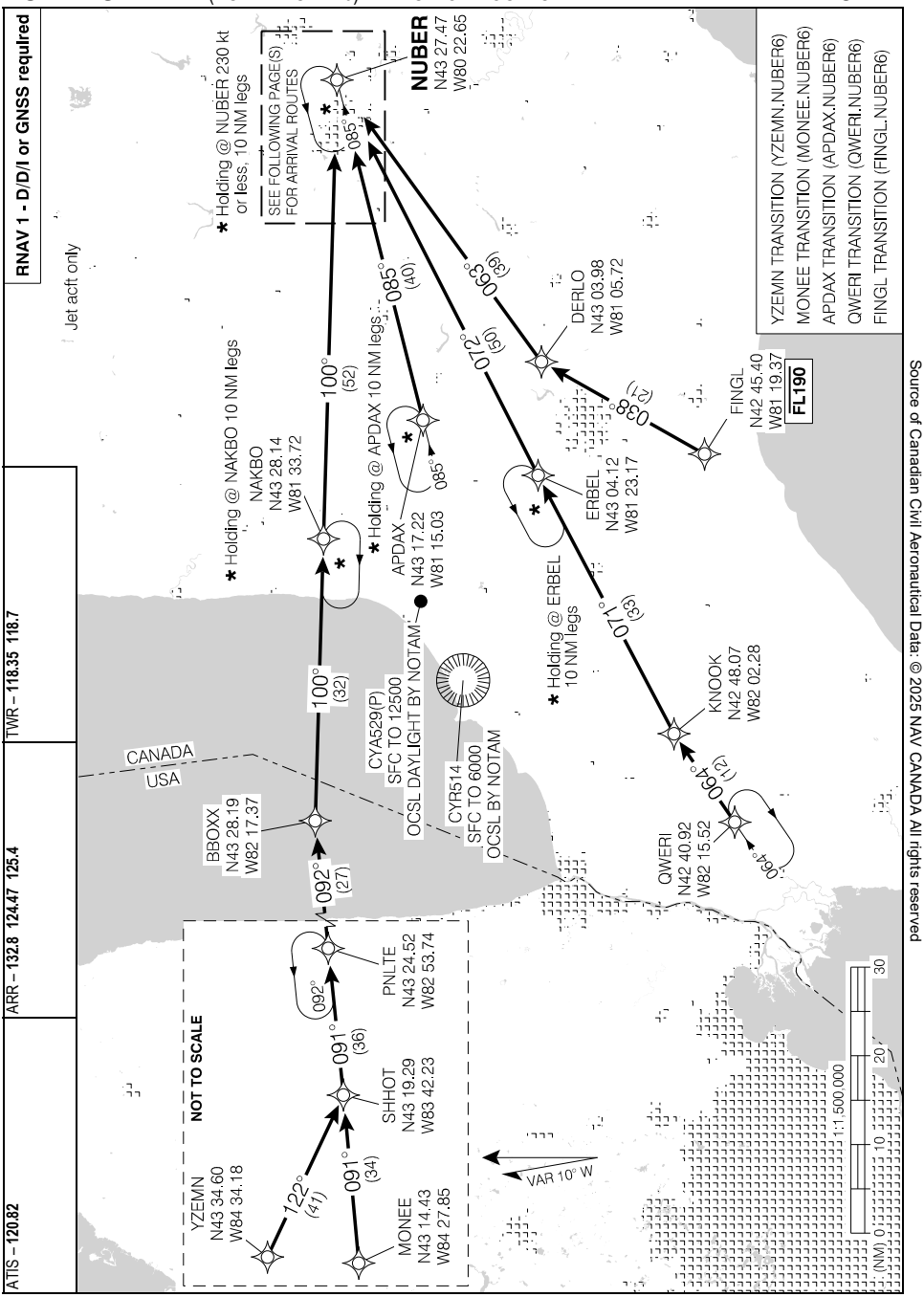
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NUBER SIX ARR (NUBER.NUBER6) TRANSITION ROUTES

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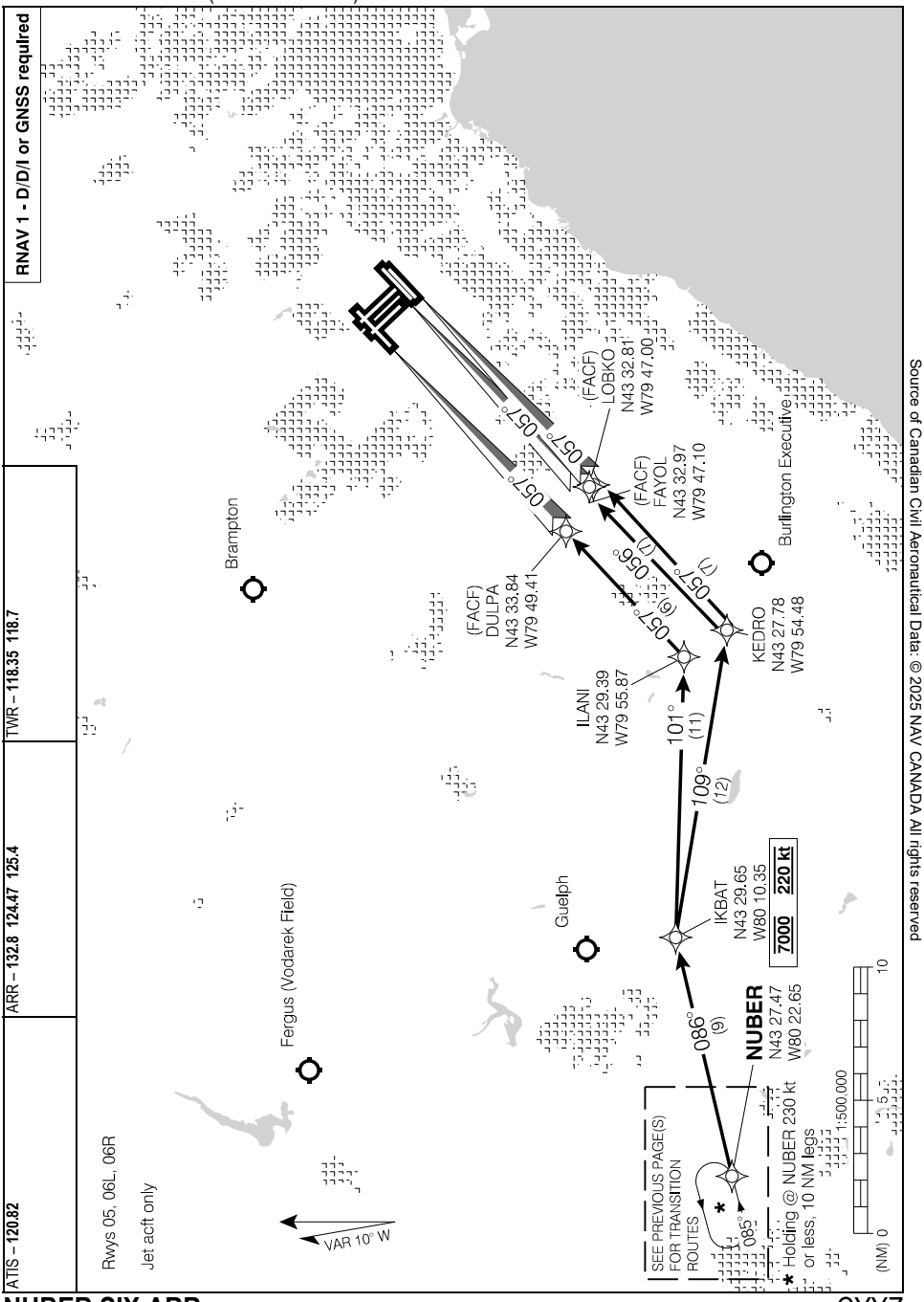
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NUBER SIX ARR (NUBER.NUBER6) ARRIVAL ROUTES

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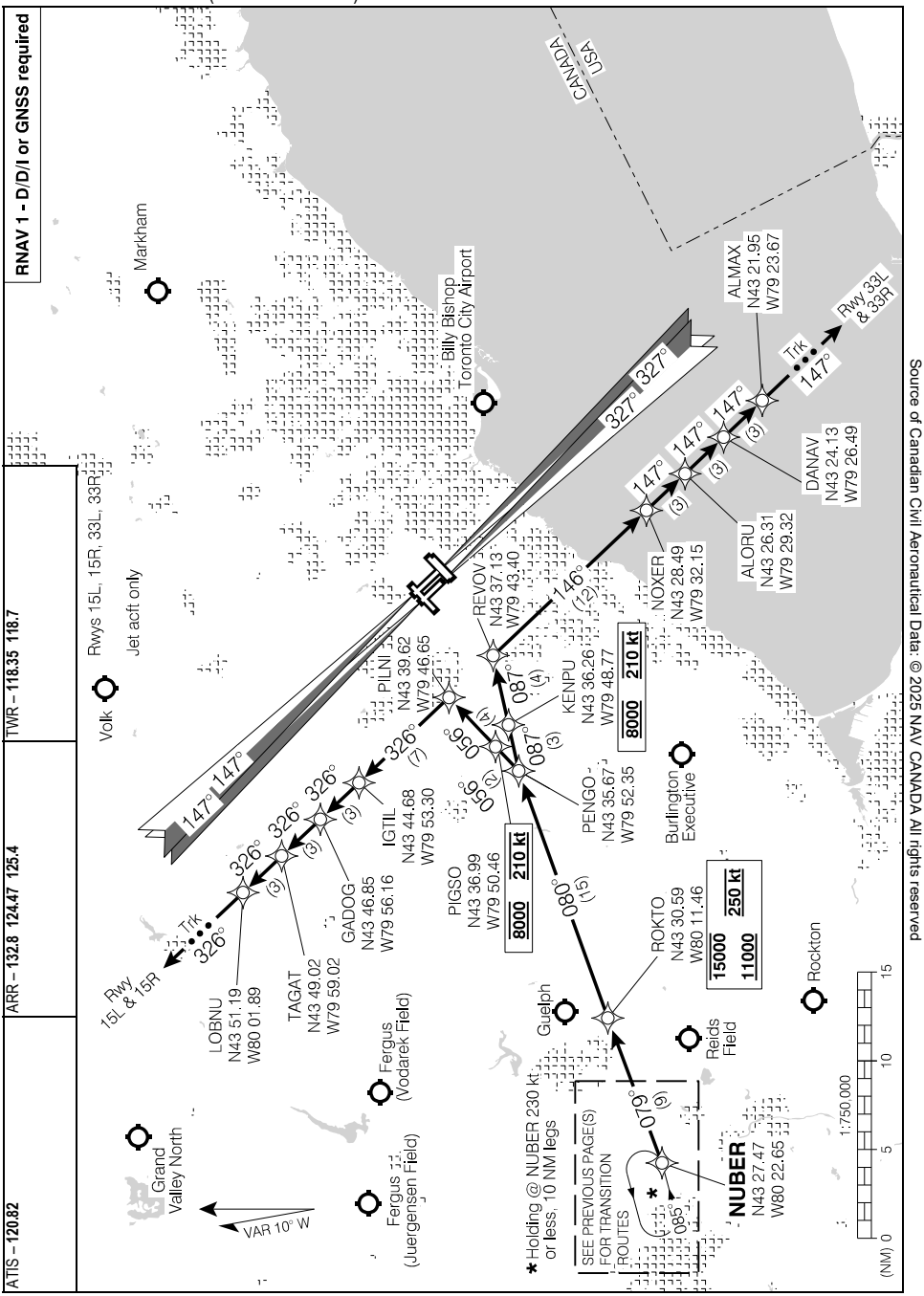
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NUBER SIX ARR (NUBER.NUBER6) ARRIVAL ROUTES

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CYYZ



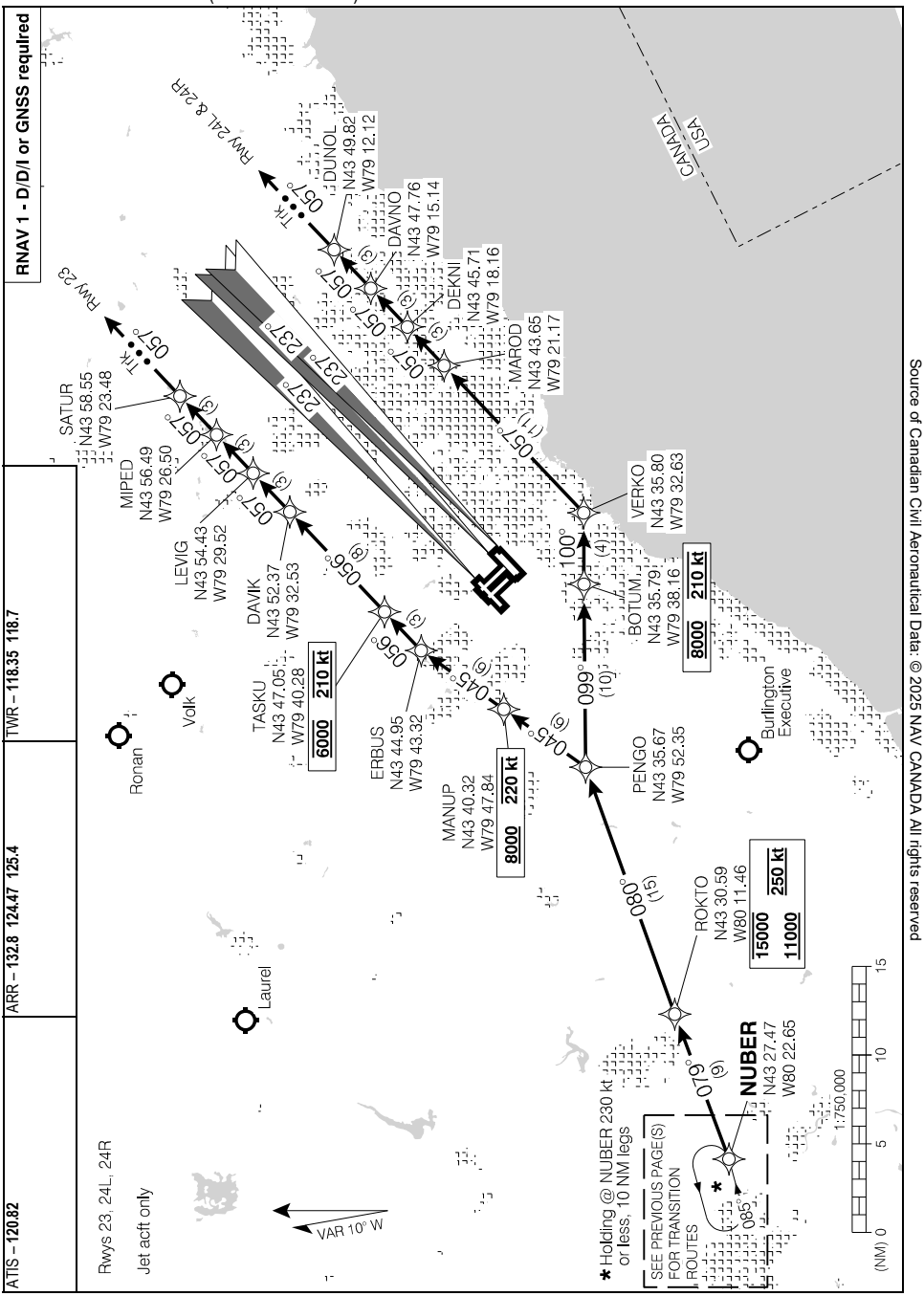
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NUBER SIX ARR (NUBER.NUBER6) ARRIVAL ROUTES

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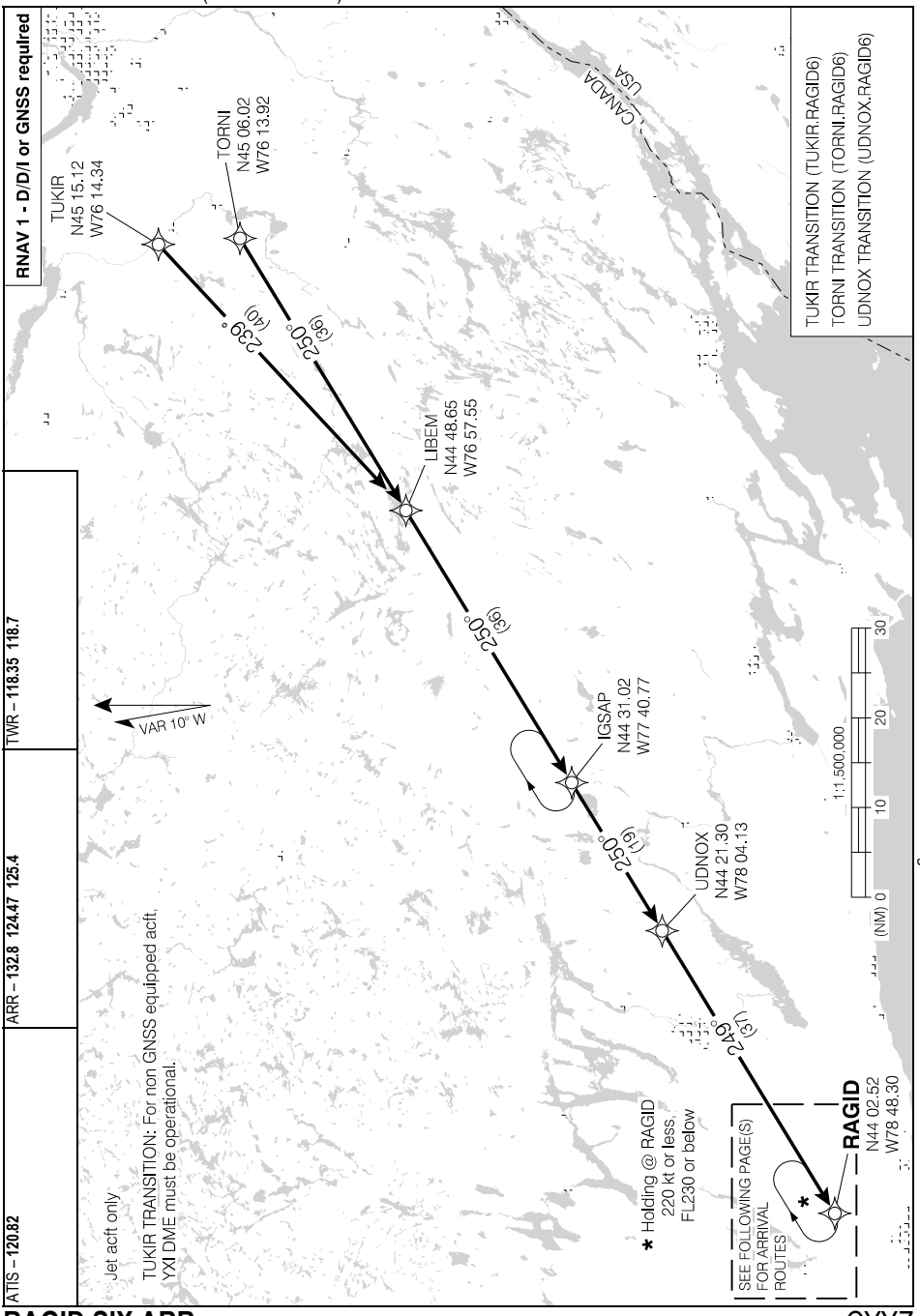
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RAGID SIX ARR (RAGID.RAGID6) TRANSITION ROUTES

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RAGID SIX ARR (RAGID.RAGID6) TRANSITION ROUTES

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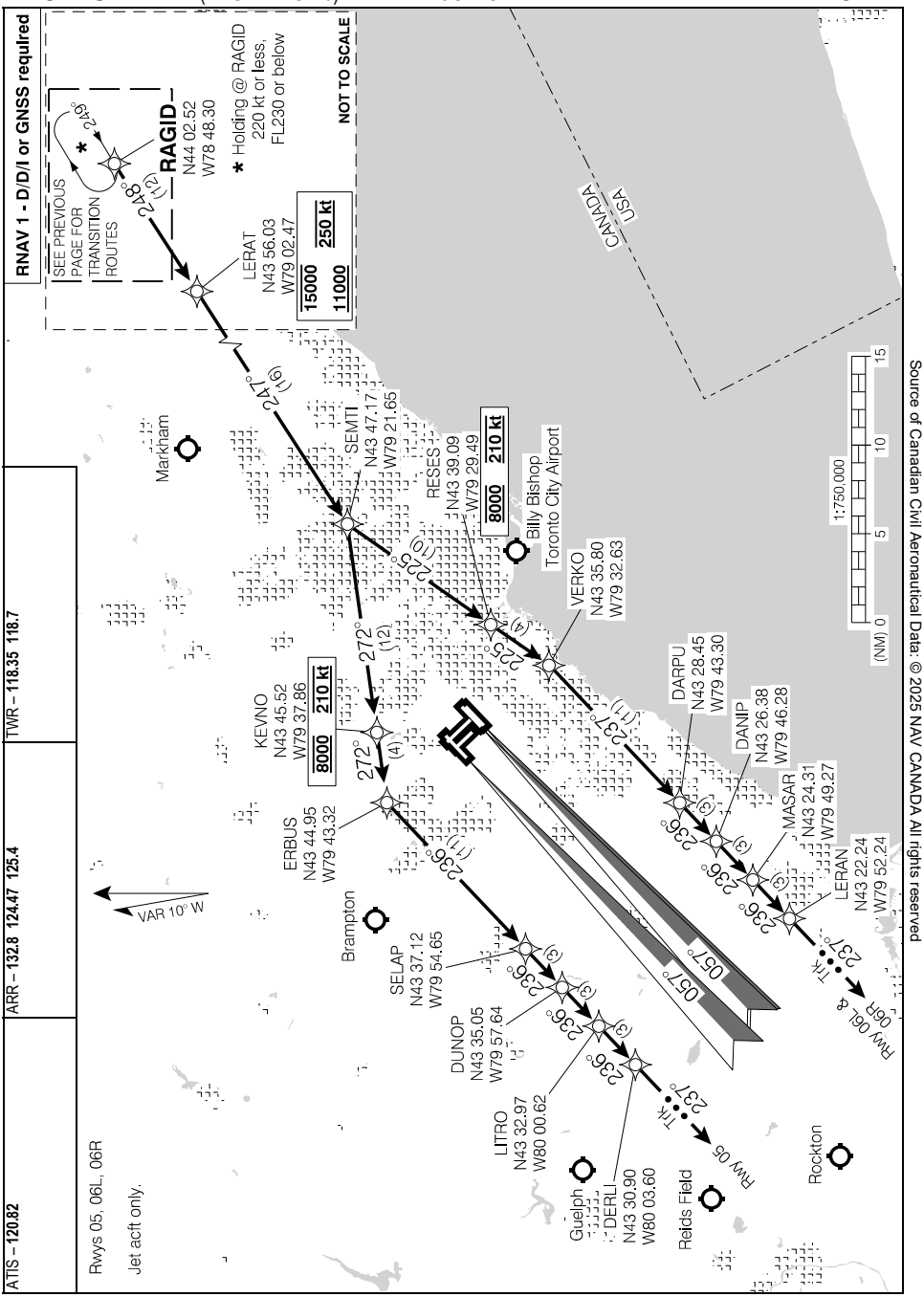
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TORONTO/LESTER B. PEARSON INTL, ON

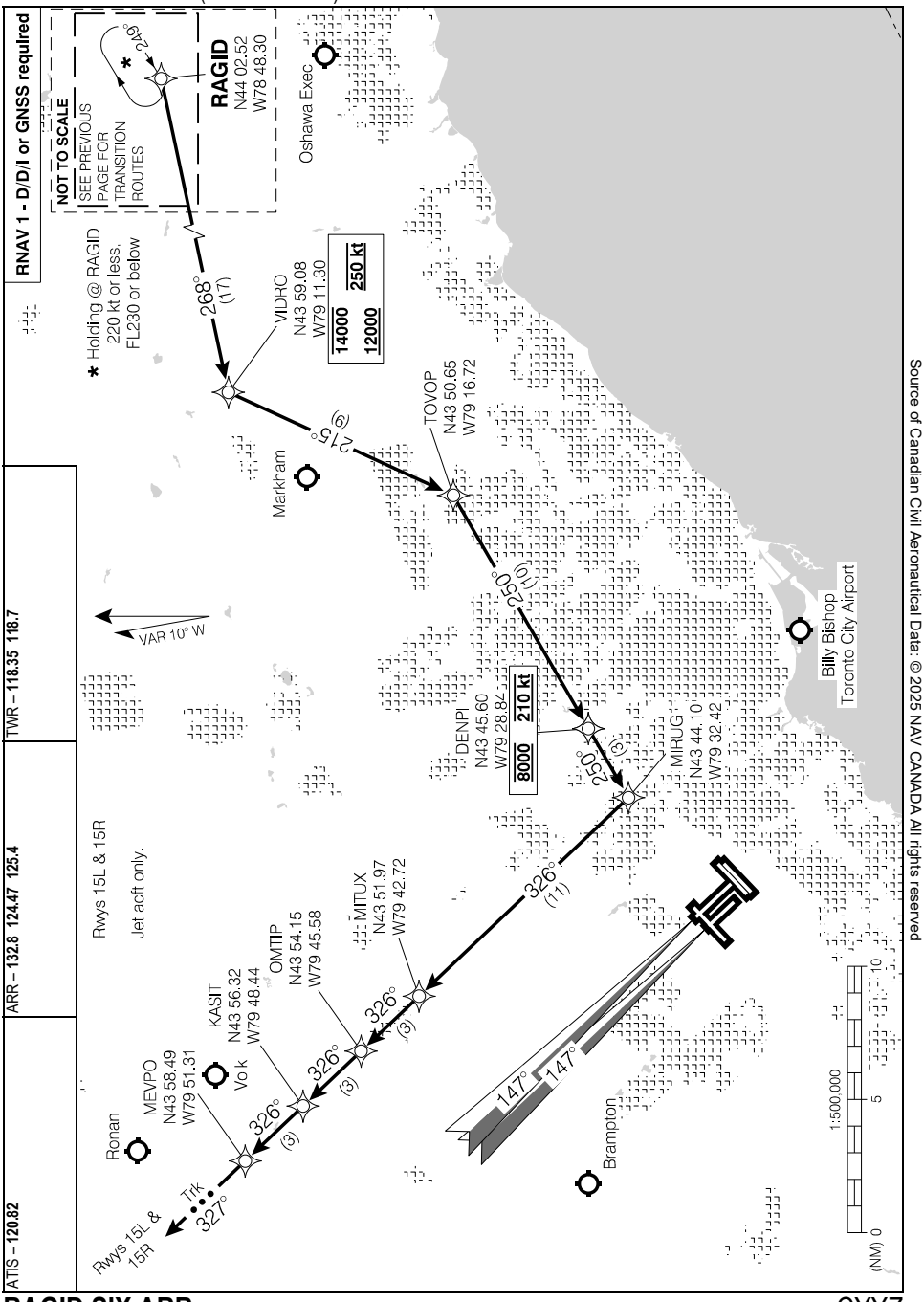
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RAGID SIX ARR (RAGID.RAGID6) ARRIVAL ROUTES

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RAGID SIX ARR (RAGID.RAGID6) ARRIVAL ROUTES

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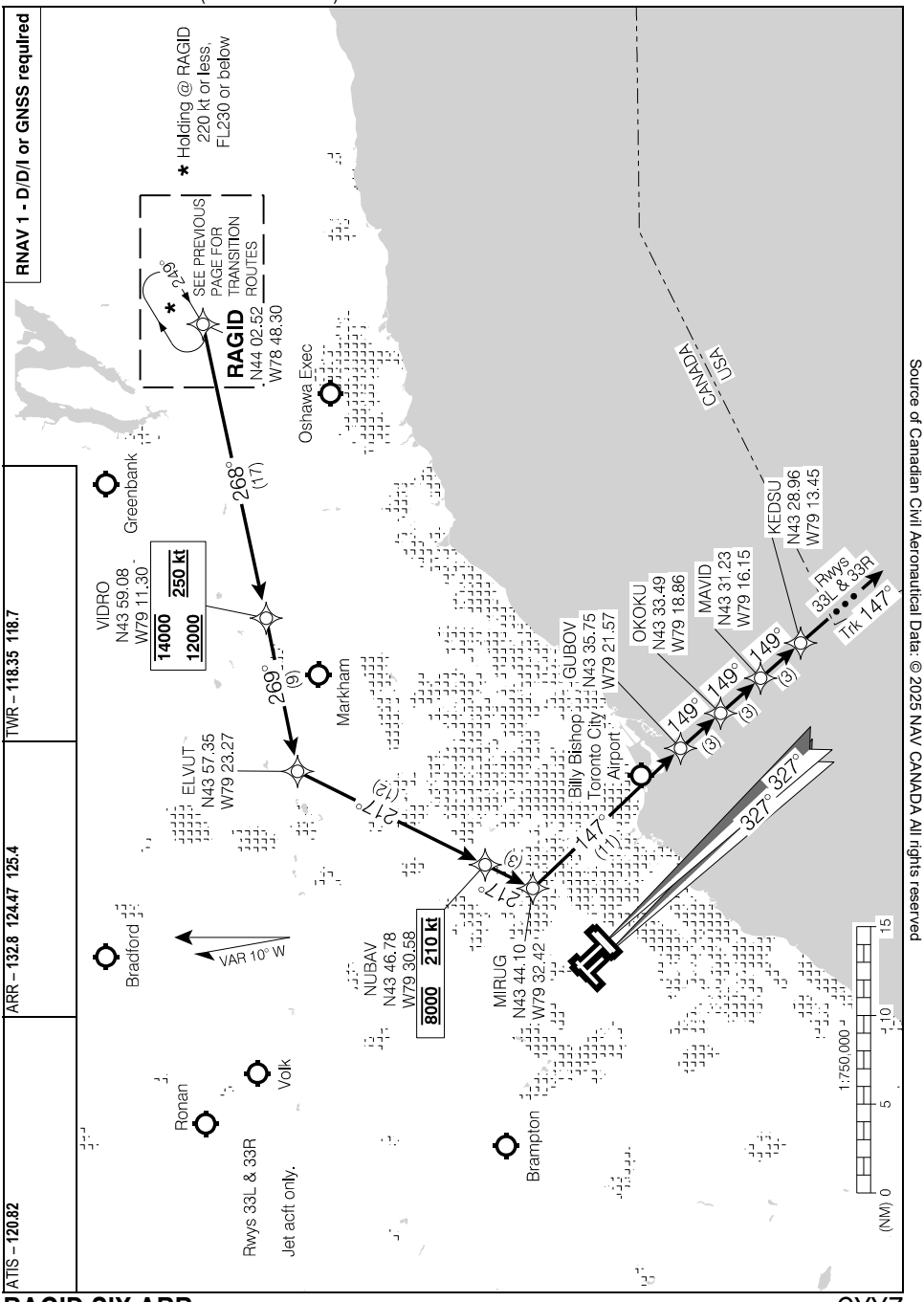
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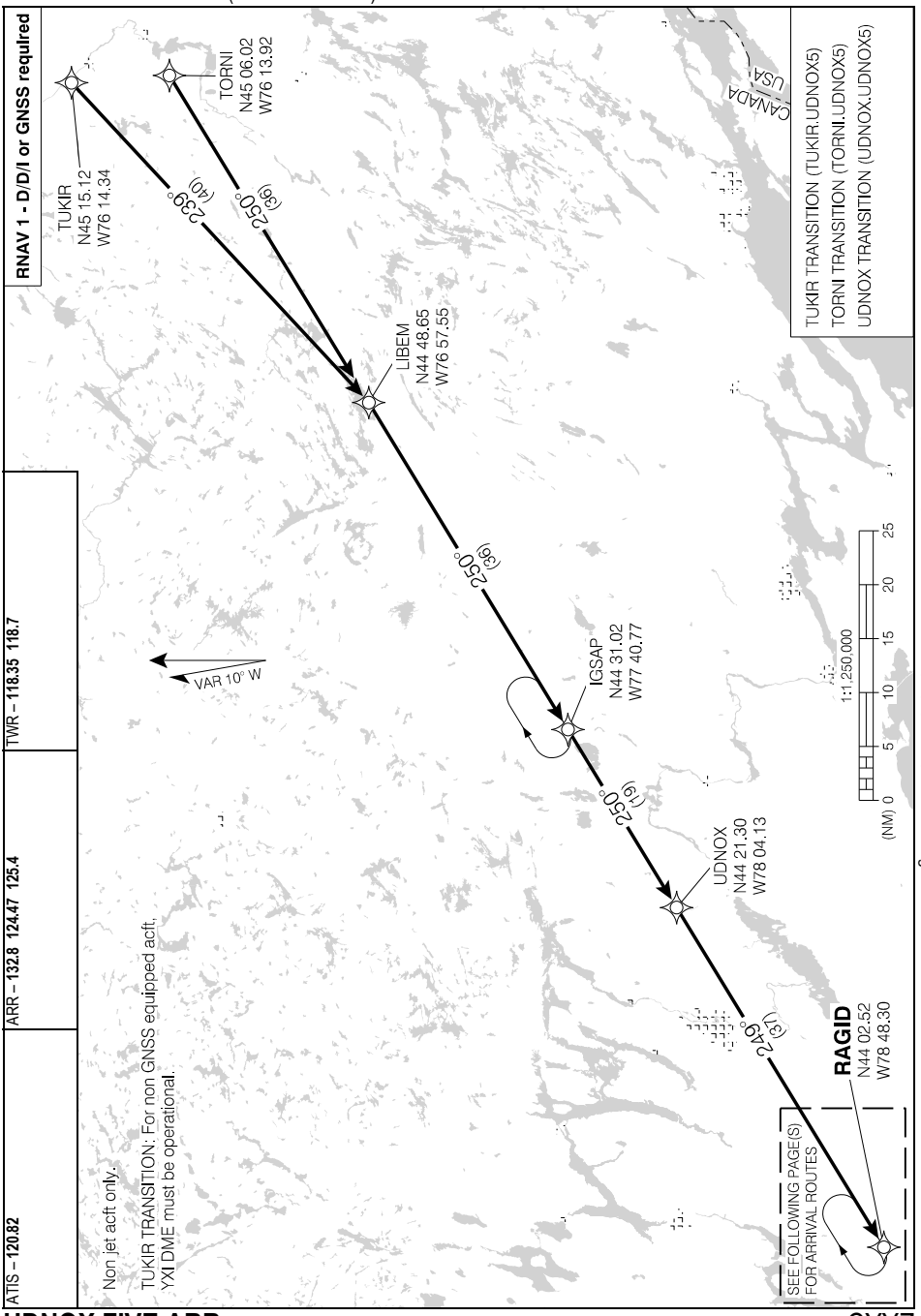
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UDNOX FIVE ARR (RAGID.UDNOX5) TRANSITION ROUTES CYYZ



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UDNOX FIVE ARR (RAGID.UDNOX5) TRANSITION ROUTES CYYZ

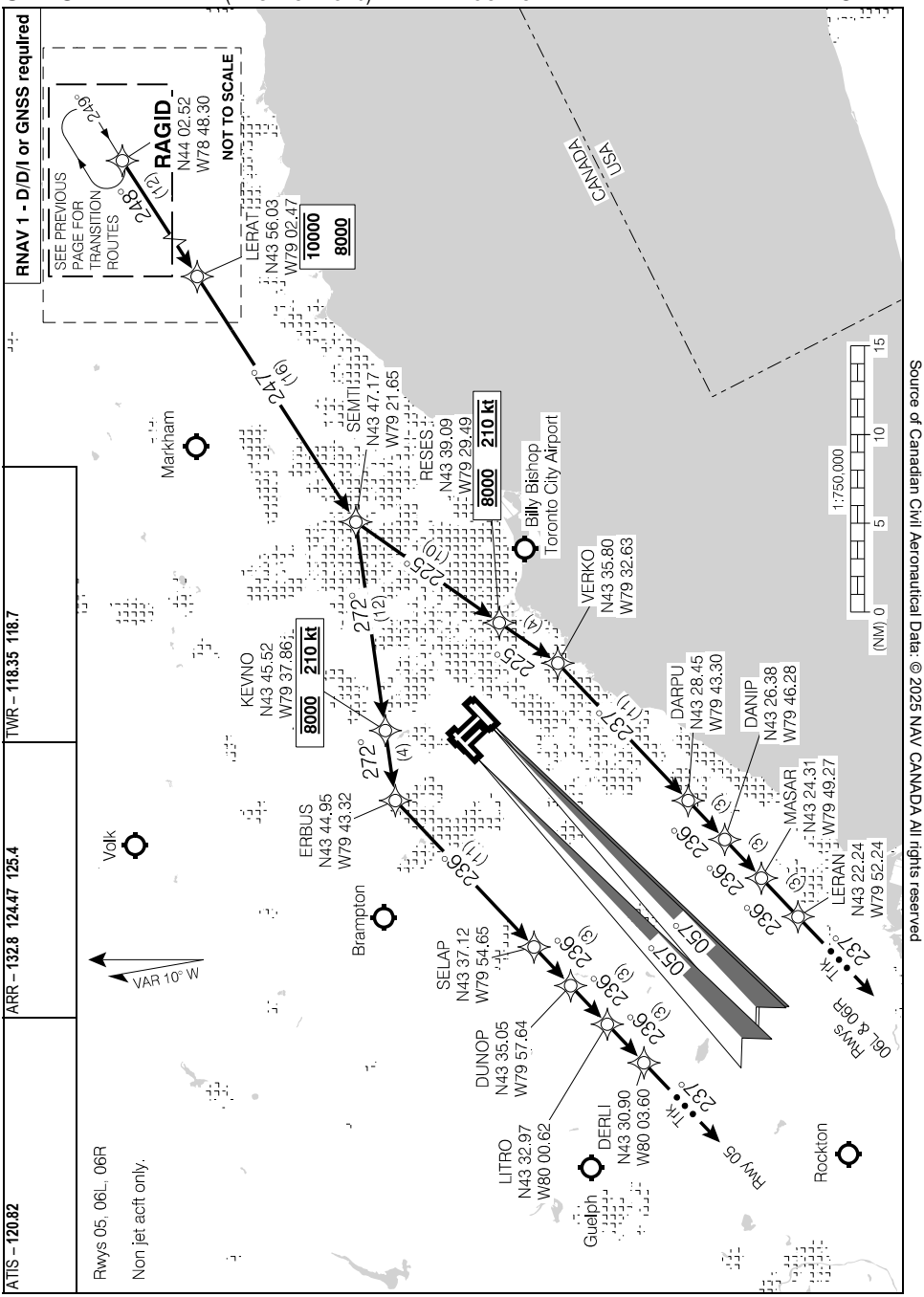
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TORONTO/LESTER B. PEARSON INTL, ON

UDNOX FIVE ARR (RAGID.UDNOX5) ARRIVAL ROUTES

CYYZ



UDNOX FIVE ARR (RAGID.UDNOX5) ARRIVAL ROUTES

CYYZ

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UDNOX FIVE ARR (RAGID.UDNOX5) ARRIVAL ROUTES

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UDNOX FIVE ARR (RAGID.UDNOX5) ARRIVAL ROUTES

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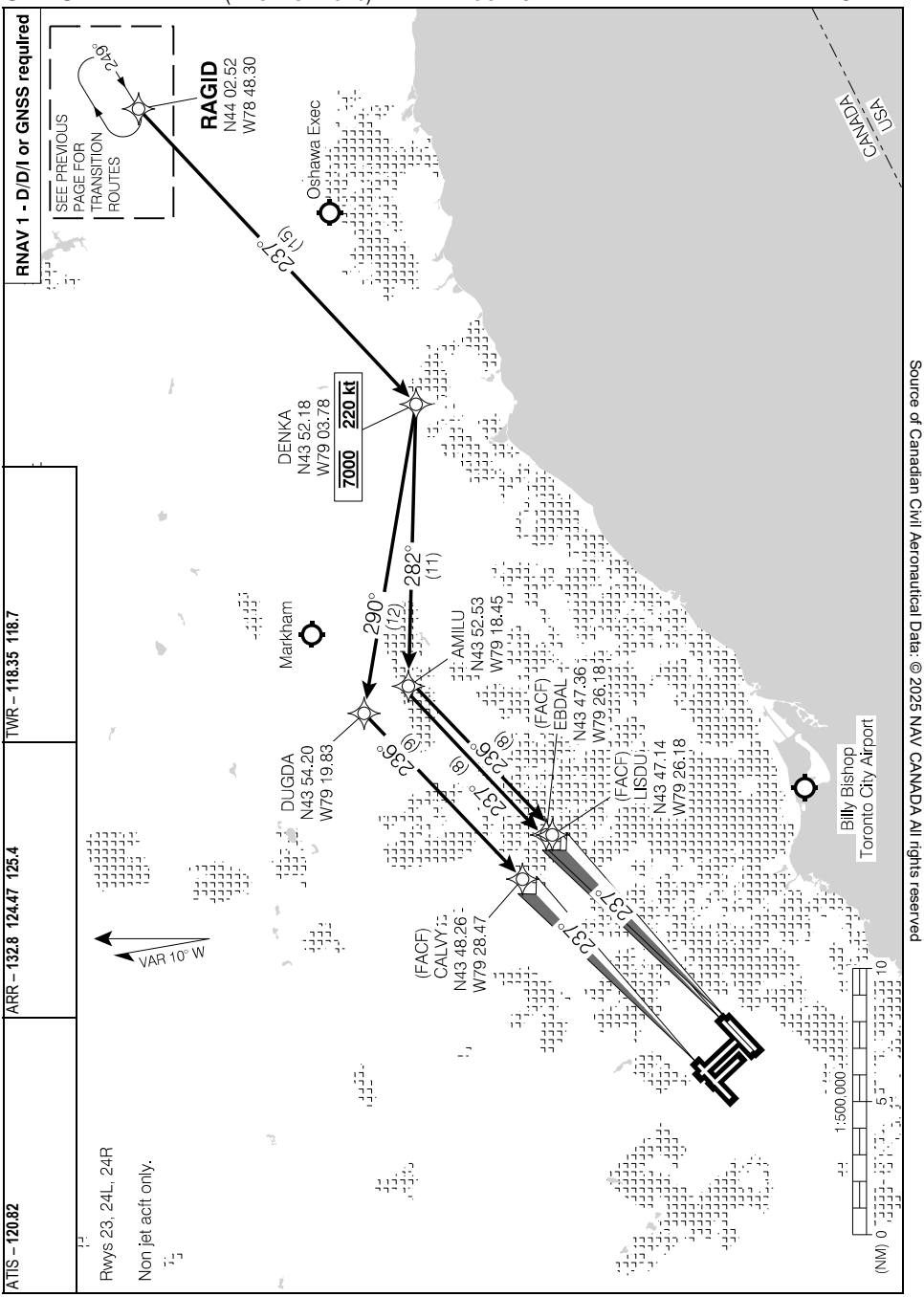
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UDNOX FIVE ARR (RAGID.UDNOX5) ARRIVAL ROUTES

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UDNOX FIVE ARR (RAGID.UDNOX5) ARRIVAL ROUTES

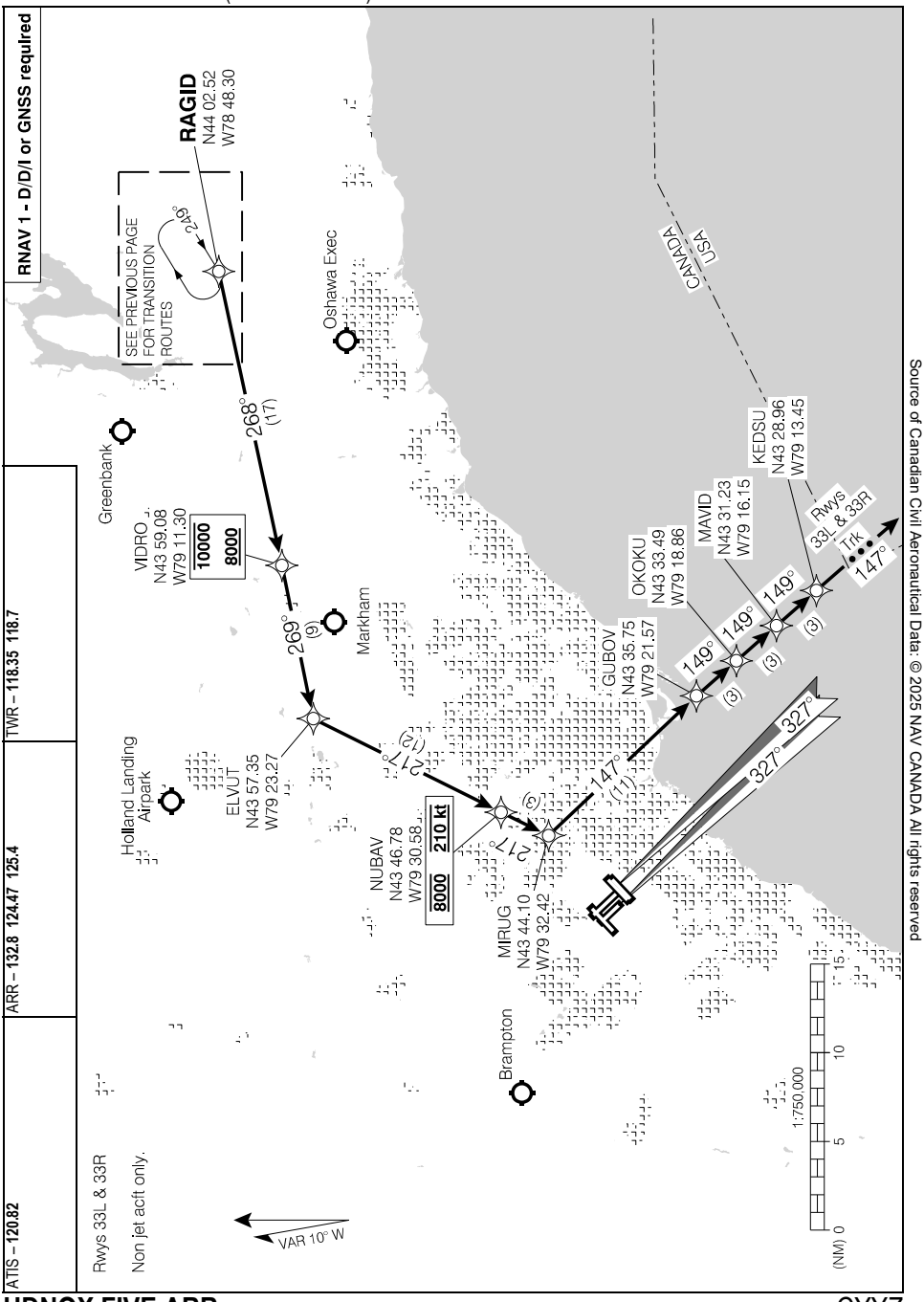
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UDNOX FIVE ARR (RAGID.UDNOX5) ARRIVAL ROUTES

CYYZ



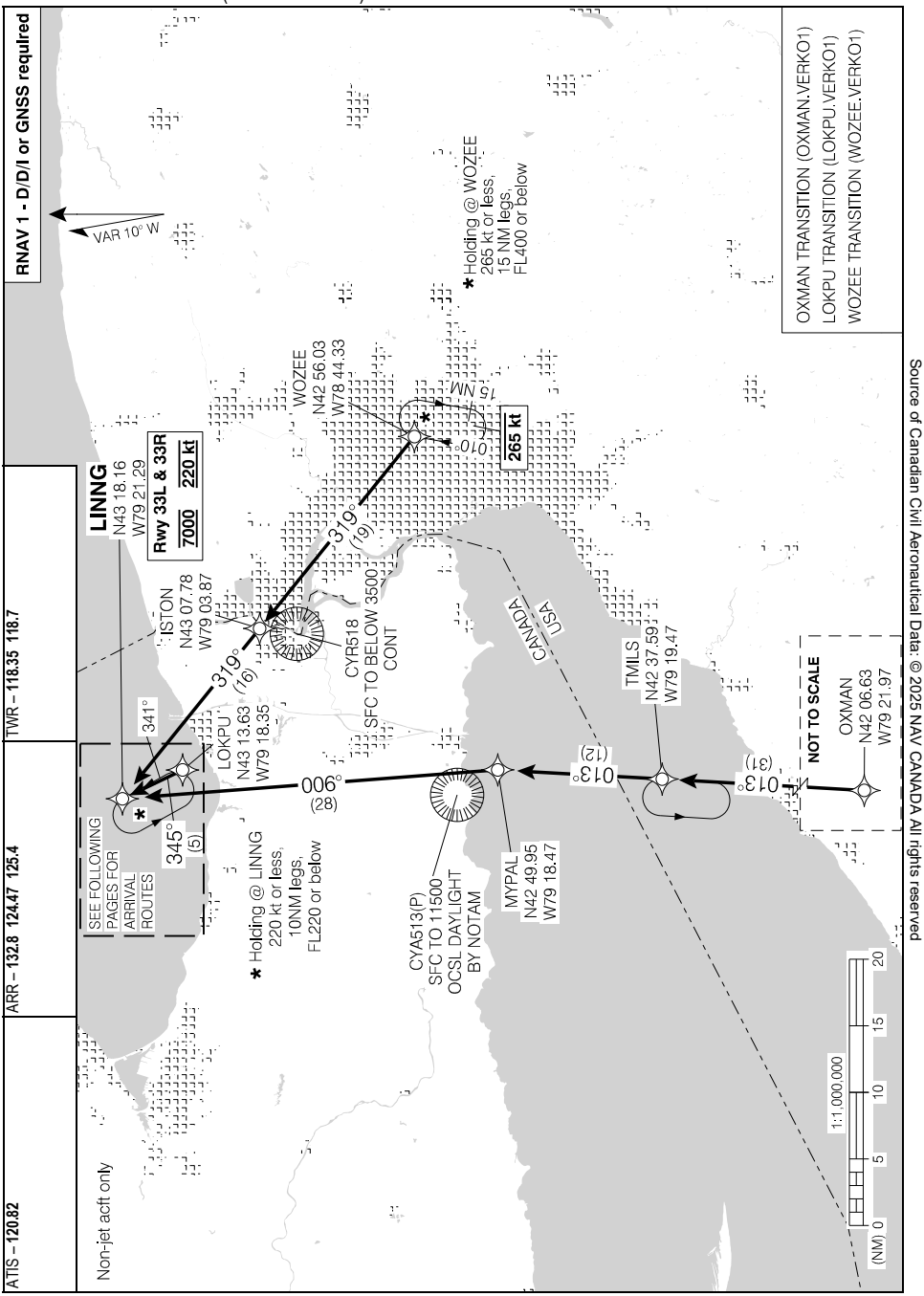
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VERKO ONE ARR (LINNG.VERKO1) TRANSITION ROUTES CYYZ



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VERKO ONE ARR (LINNG.VERKO1) TRANSITION ROUTES CYYZ

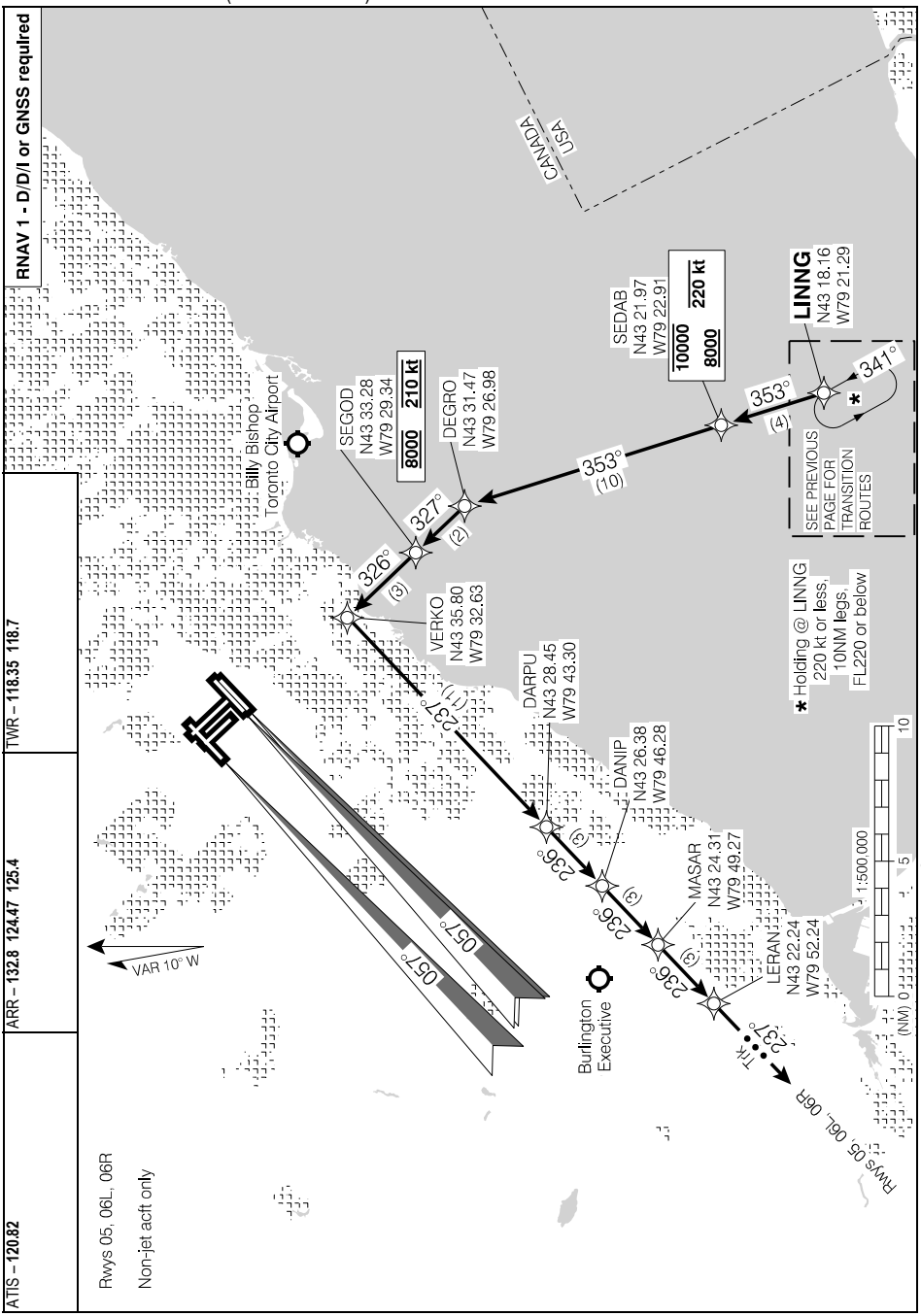
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VERKO ONE ARR (LINNG.VERKO1) ARRIVAL ROUTES

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VERKO ONE ARR (LINNG.VERKO1) ARRIVAL ROUTES

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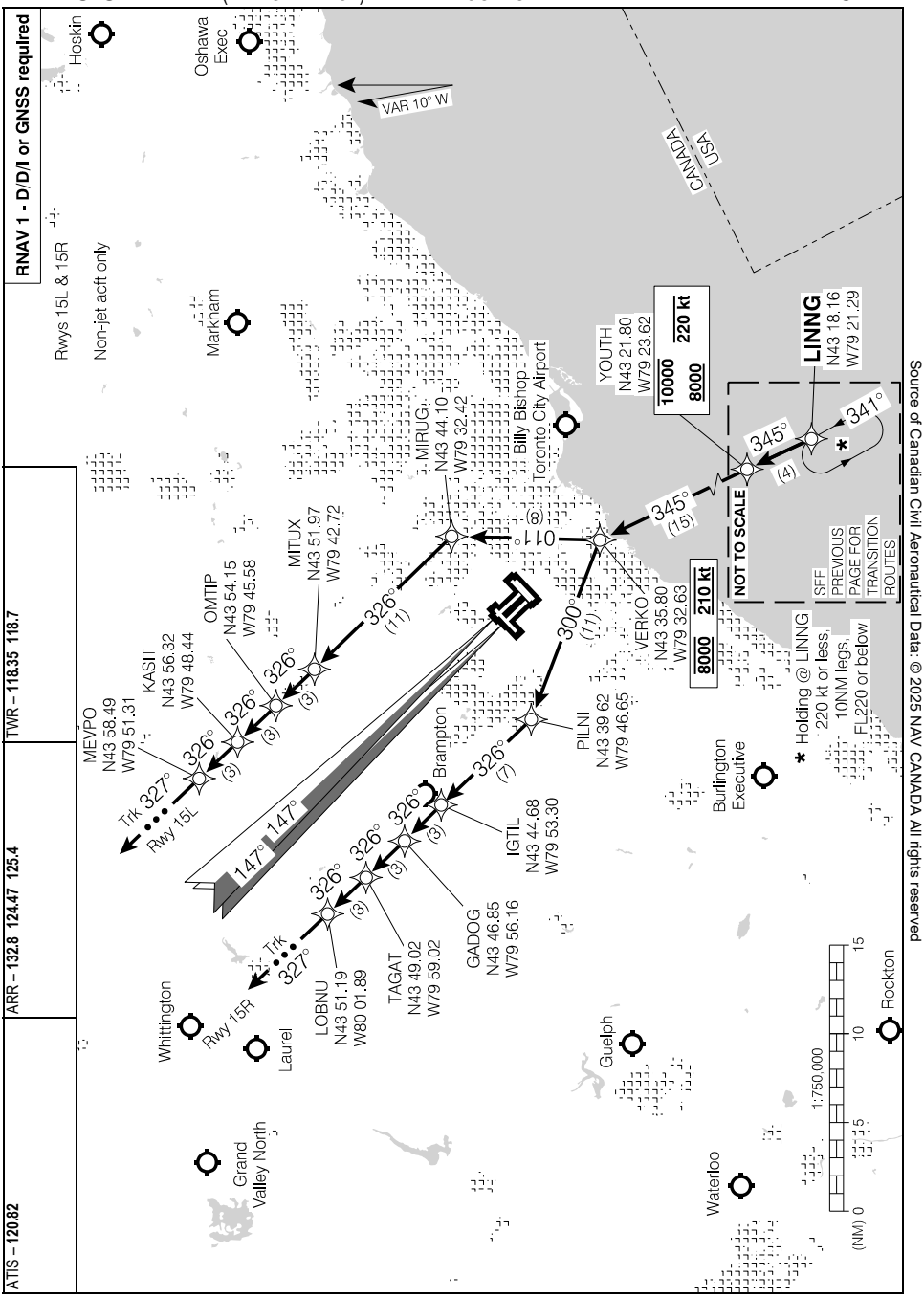
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VERKO ONE ARR (LINNG.VERKO1) ARRIVAL ROUTES

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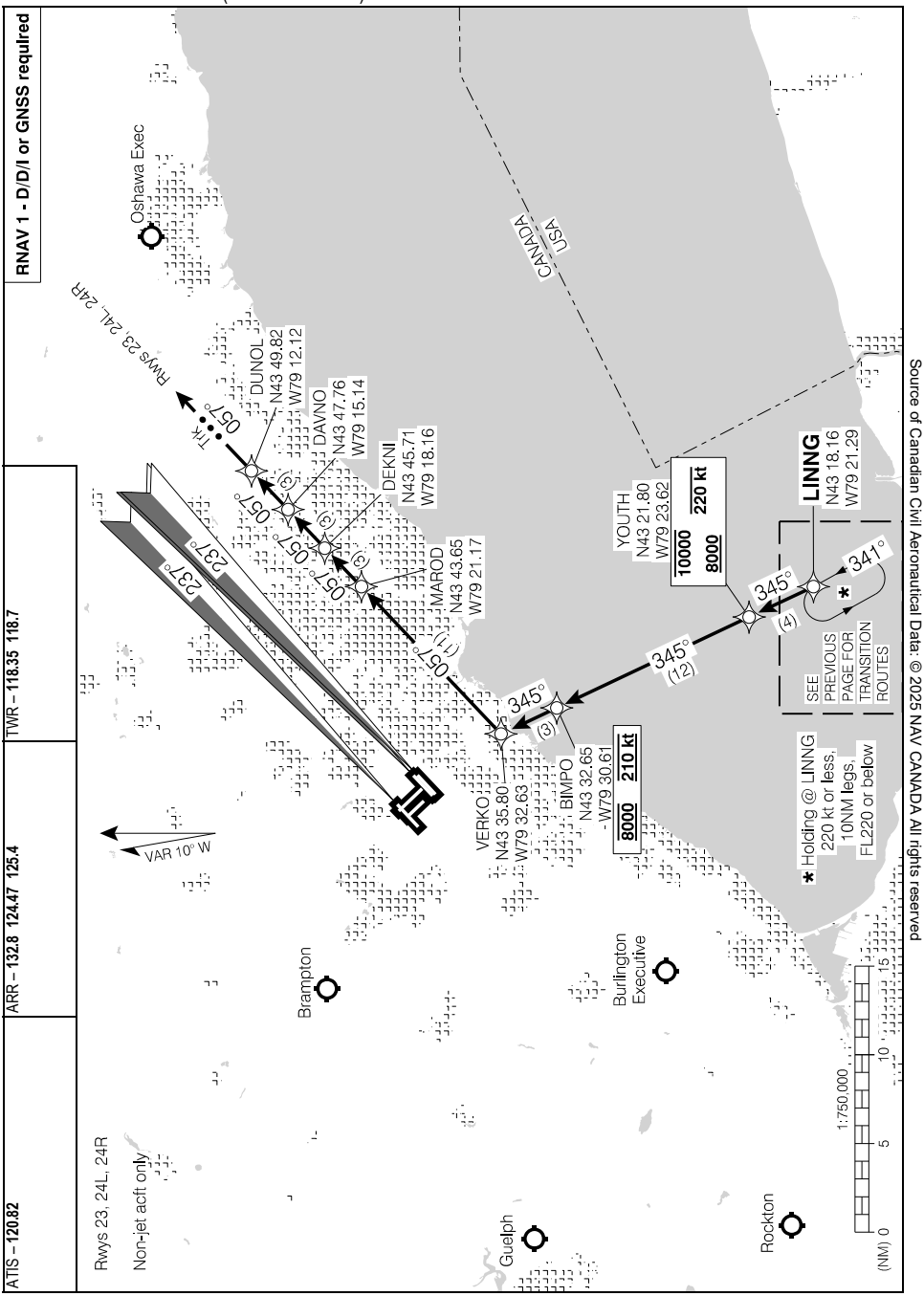
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VERKO ONE ARR (LINNG.VERKO1) ARRIVAL ROUTES

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VERKO ONE ARR (LINNG.VERKO1) ARRIVAL ROUTES

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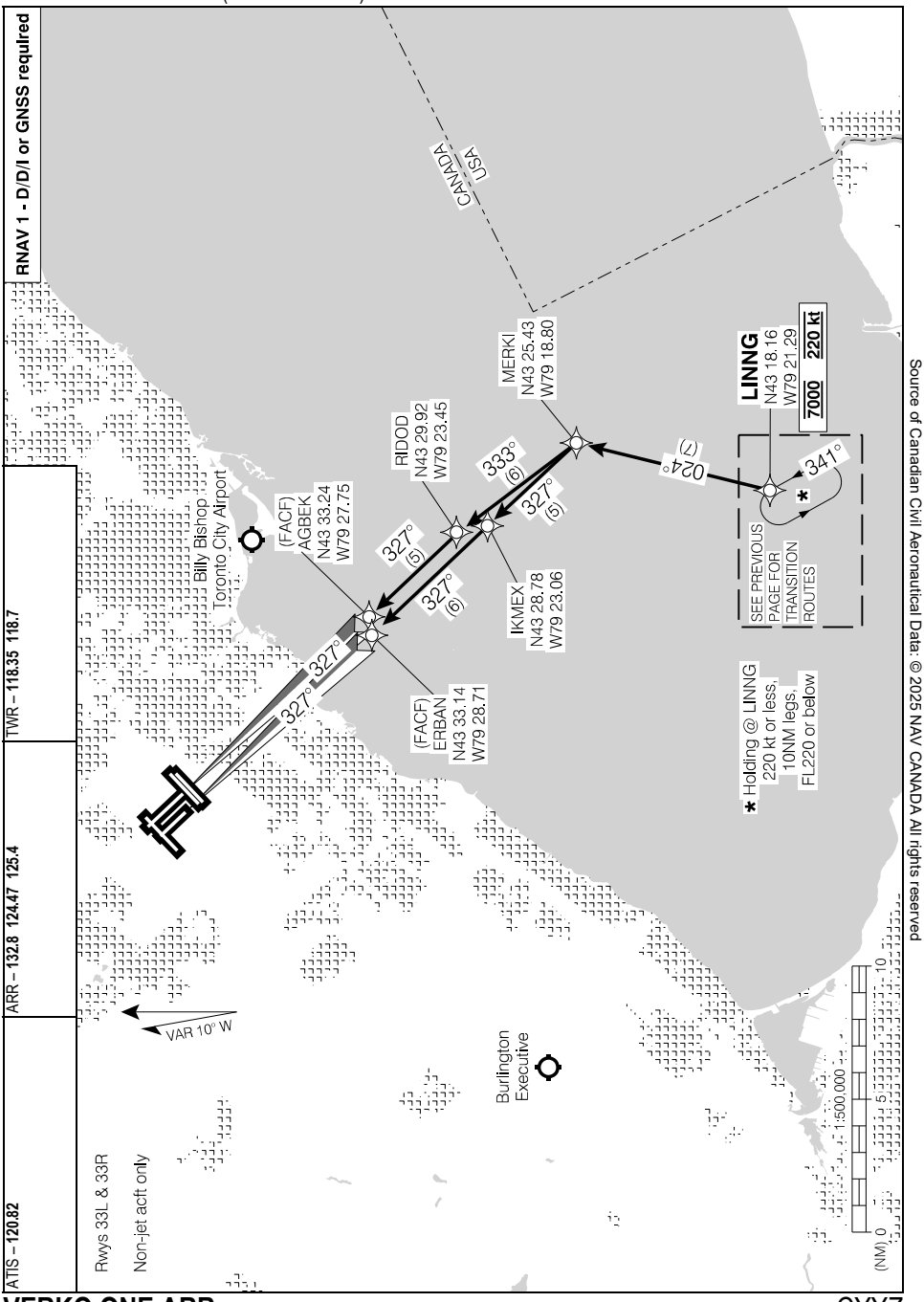
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CYYZ

EFF 27 NOV 25

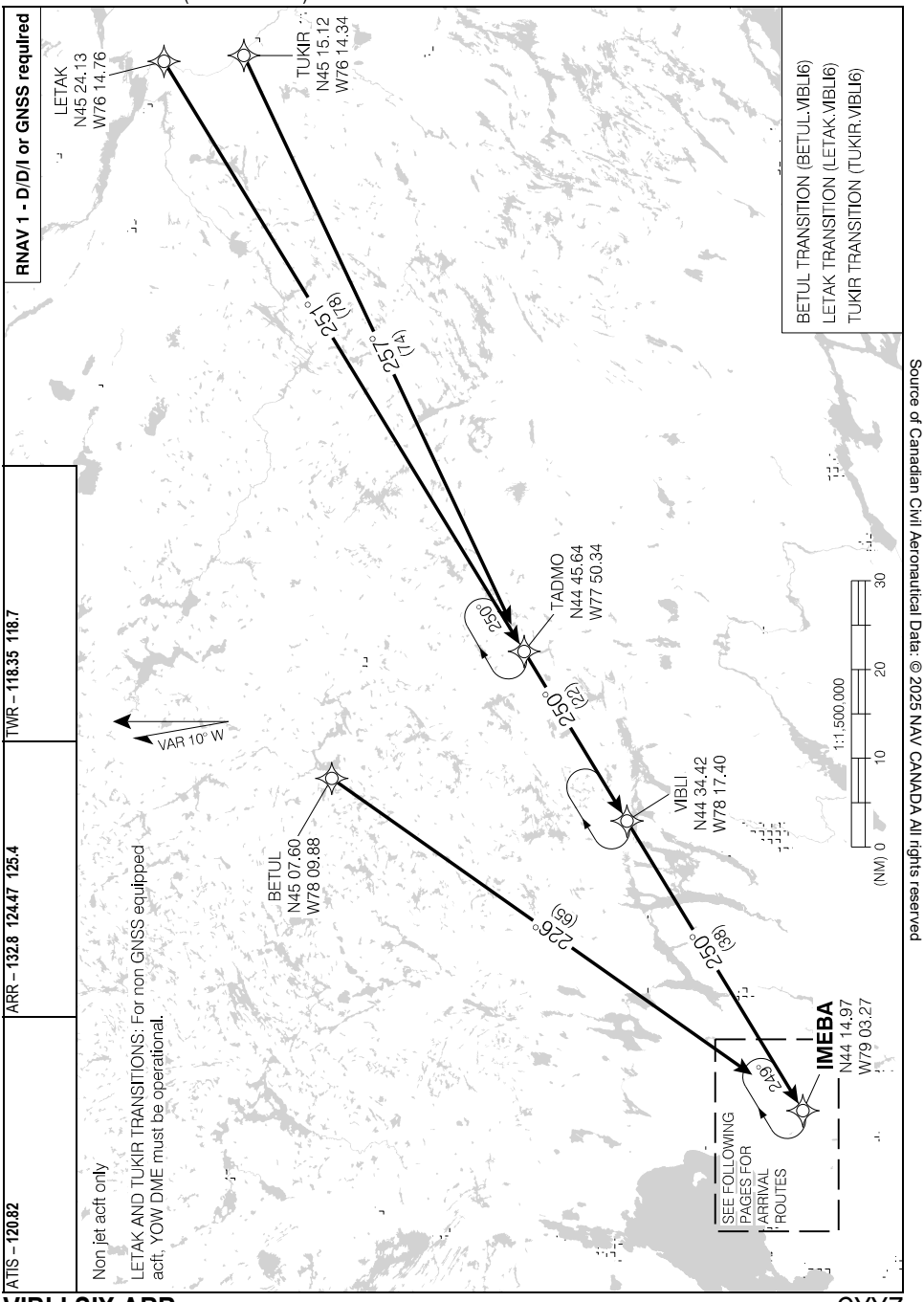
Canada Air Pilot
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STAR (RNAV)

TORONTO/LESTER B. PEARSON INTL, ON

VIBLI SIX ARR (IMEBA.VIBLI6) TRANSITION ROUTES

CYYZ



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VIBLI SIX ARR (IMEBA.VIBLI6) TRANSITION ROUTES

CYYZ

EFF 27 NOV 25

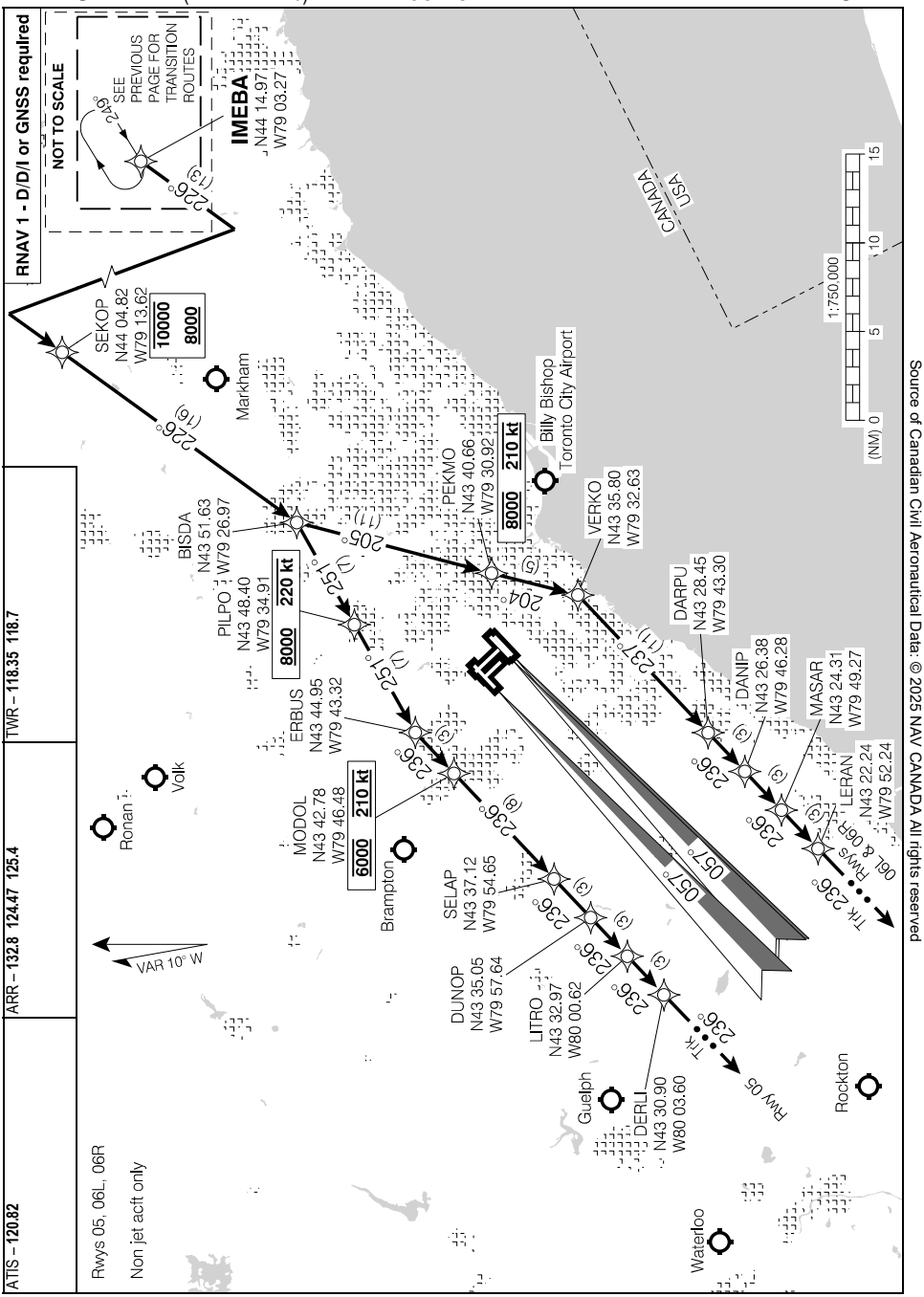
Canada Air Pilot
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STAR (RNAV)

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VIBLI SIX ARR (IMEBA.VIBLI6) ARRIVAL ROUTES

CYYZ



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VIBLI SIX ARR (IMEBA.VIBLI6) ARRIVAL ROUTES

CYYZ

EFF 27 NOV 25

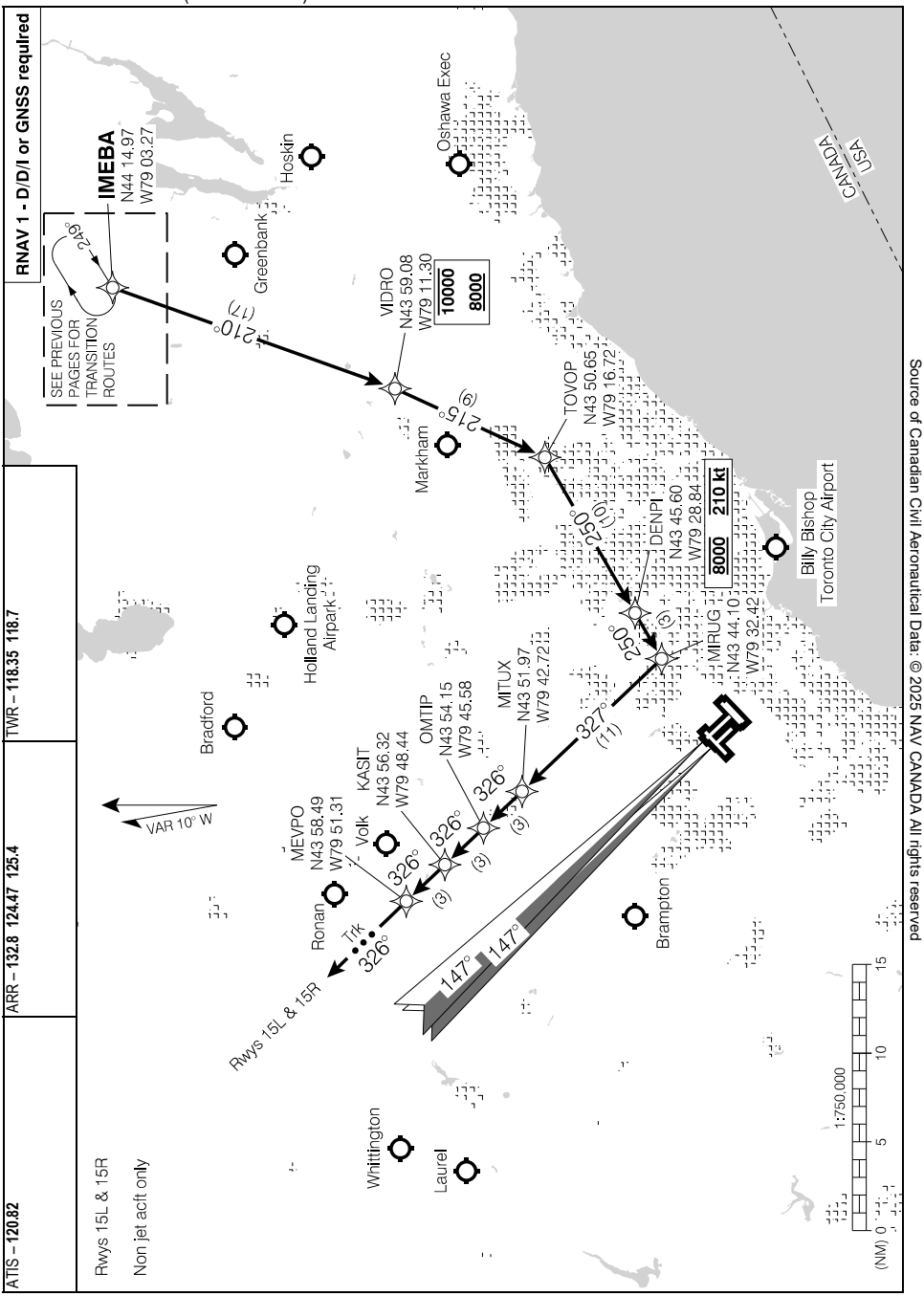
Canada Air Pilot
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STAR (RNAV)

TORONTO/LESTER B. PEARSON INTL, ON

VIBLI SIX ARR (IMEBA.VIBLI6) ARRIVAL ROUTES

CYYZ



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VIBLI SIX ARR (IMEBA.VIBLI6) ARRIVAL ROUTES

CYYZ

EFF 27 NOV 25

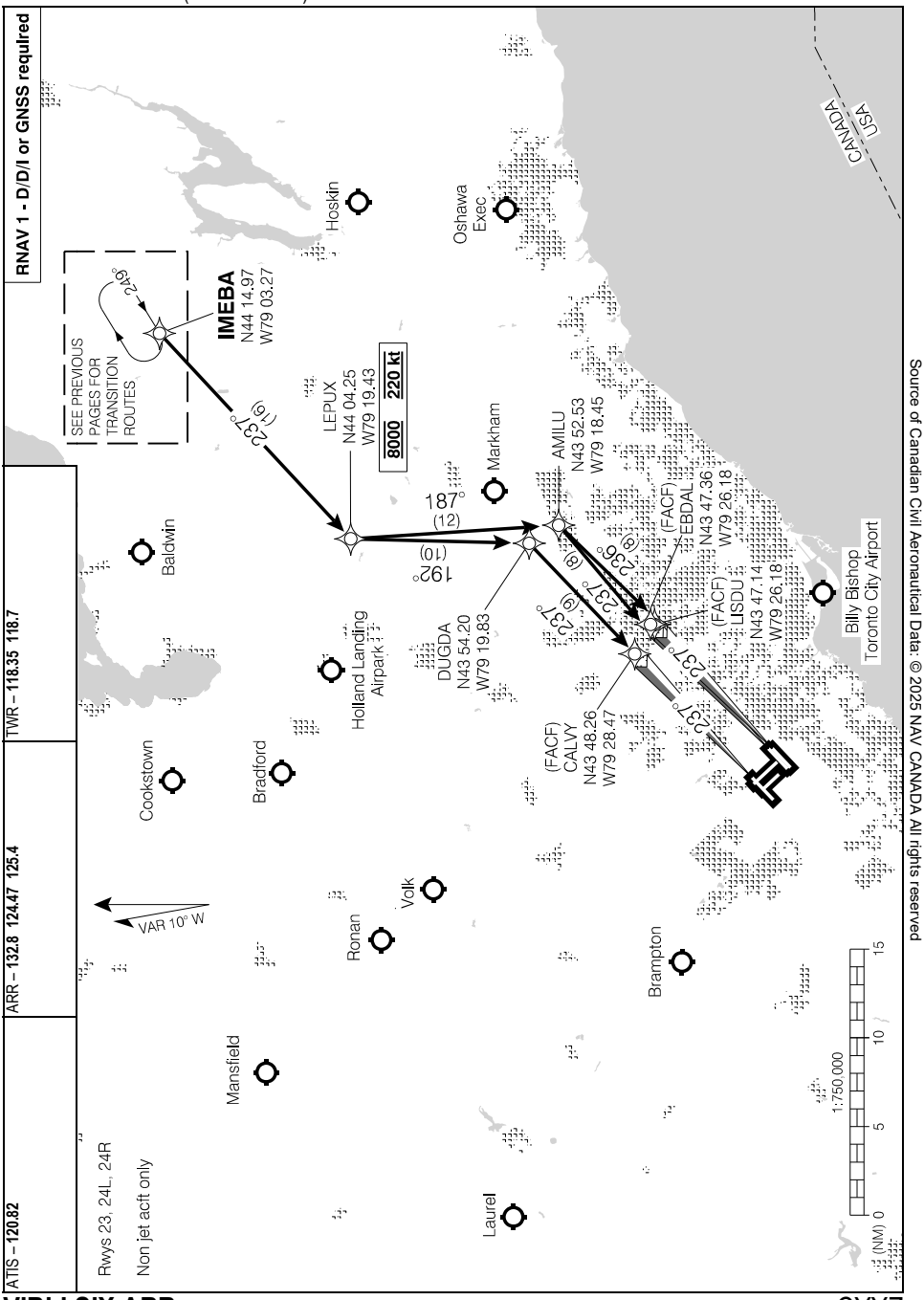
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VIBLI SIX ARR (IMEBA.VIBLI6) ARRIVAL ROUTES

CYYZ

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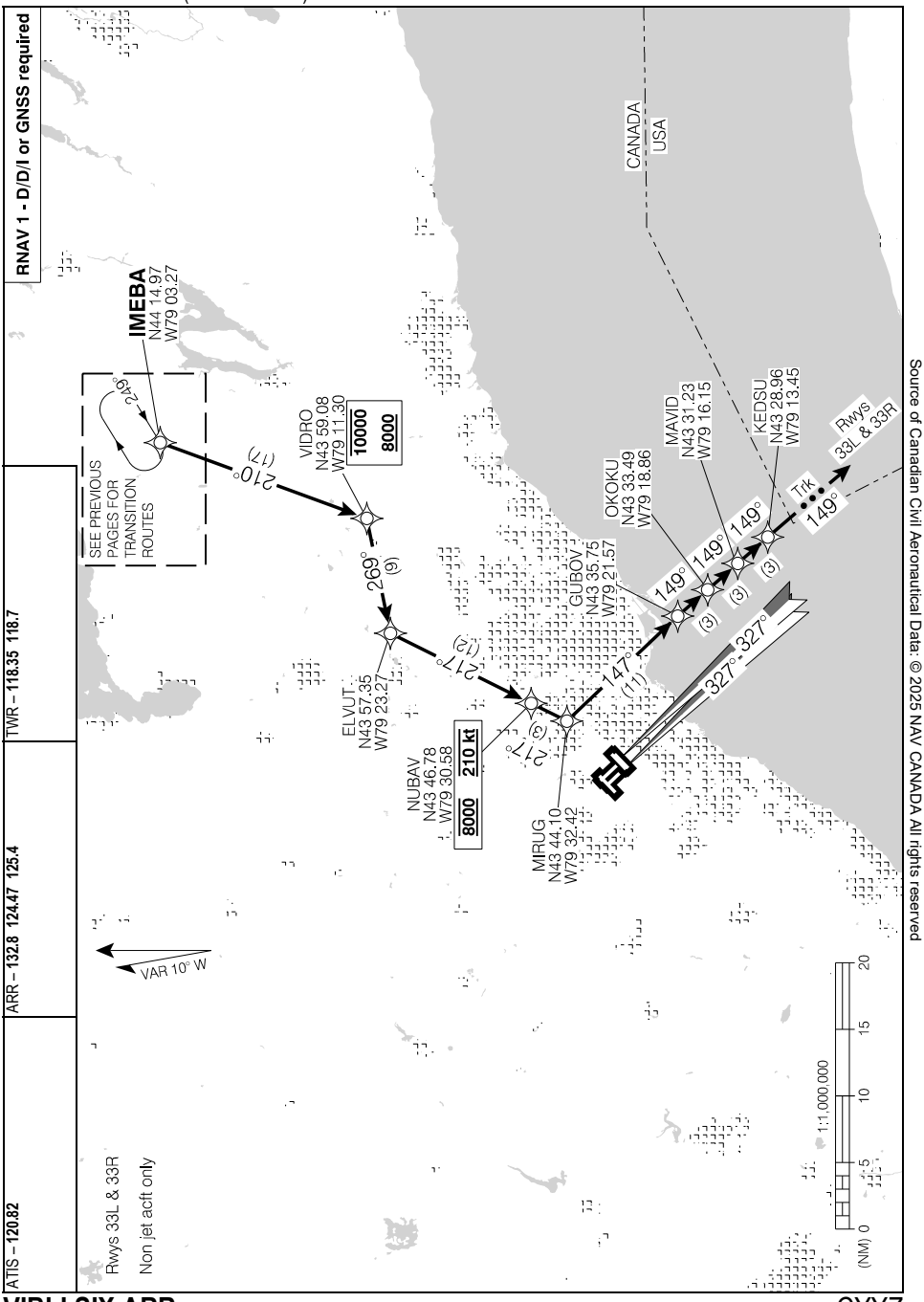
Canada Air Pilot
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STAR (RNAV)

TORONTO/LESTER B. PEARSON INTL, ON

VIBLI SIX ARR (IMEBA.VIBLI6) ARRIVAL ROUTES

CYYZ



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VIBLI SIX ARR (IMEBA.VIBLI6) ARRIVAL ROUTES

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Established on RNP AR (EoR) User Instructions

ATTENTION ALL USERS OF EoR

EoR is a procedure applied by Toronto Terminal air traffic controllers to aircraft conducting RNP-AR approaches (RNAV Y). EoR safely permits reduced vertical and lateral separation between aircraft, during ATC-monitored simultaneous independent parallel approaches.

Operational Requirements

- EoR will be used during simultaneous parallel runway operations, and ATIS shall indicate when simultaneous parallel runway operations are in effect.
- RNP-AR (RNAV Y) approaches are **ONLY** available to Runway 05 via the BOXUM/DUVOS/IMEBA/VIBLI STARs.
- RNP-AR (RNAV Y) approaches to Runway 23 are **ONLY** available via BOXUM/DUVOS/NUBER/NAKBO STARs.
- When an EoR operation is in use, RNAV Y will be the only advertised approach to RWY 05/23. RNP-AR capable aircraft that are assigned RWY 05/23 are expected to plan and fly the RNAV Y approach.
- Non RNP-AR aircraft assigned RWY 05/23 should anticipate radar vectors to an ILS approach.
- Aircraft that are RNP-AR capable but cannot fly the RNAV Y RNP-AR approach must inform ATC and can expect an ILS or visual approach.
- RNP-AR capable aircraft that are unable to be cleared using the RF transition will be advised by ATC to expect vectors to final. Aircraft should plan radar vectors to the RNAV Y straight-in transition.
- When cleared for an RNAV Y RNP-AR approach, the aircraft is considered “established” on the approach procedure once it is on the defined lateral and vertical path and past the IWP(IF) for the procedure.
- The approach shall be flown using autopilot until the aircraft passes the final approach waypoint (FAF).
- If unable to comply with an ATC clearance or conduct the cleared approach, for any reason, immediately advise the controller. ***DO NOT*** attempt to self-navigate or manually correct an RNP-AR approach procedure deviation. Immediately advise the controller using the phraseology example below then comply with subsequent ATC instructions:

  Pilot: “UNABLE [IWP Transition] transition, REQUEST (proposed course of action)”

  Example: **Pilot**: “NAVCAN123 UNABLE MODOL TRANSITION, REQUEST VECTORS TO FINAL”

Break-out Instructions

When issued break-out instructions, reaction time may be critical. If expeditious compliance is required, an ATC break-out instruction may include the word IMMEDIATELY.

- ATC shall issue any required break-out instruction by assigning a heading and/or altitude instruction:

  Example: **ATC**: “NAVCAN123, turn left immediately heading 330 degrees, climb to 3 000”

- Established on RNP AR break-out procedures may be conducted with the autopilot on

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ILS RWY 05

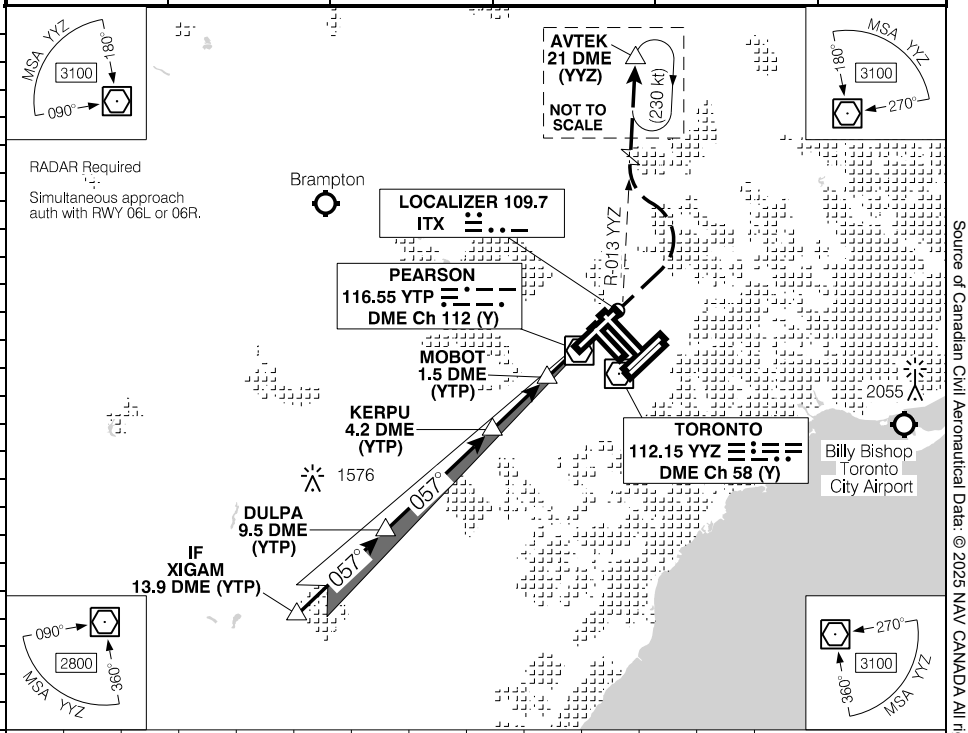
434034N 0793750W VAR 10°W

CYYZ

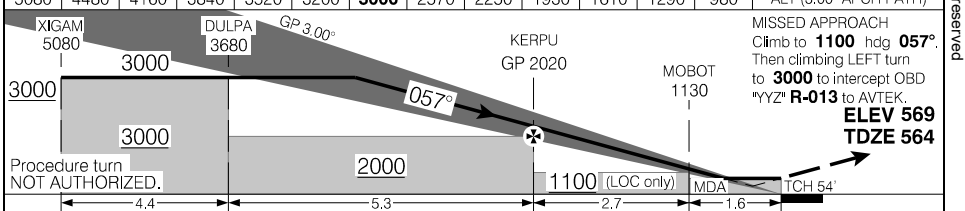
ATIS – 120.82	ARR – 132.8 124.47 125.4	TWR – 118.35 118.7	GND – 121.9 121.65 119.1	TDZL

SAFE ALT 100 NM	LOC	APCH	GP	LDA
4900	ITX 109.7	CRS 057°	KERPU 2020	10640

AL



13.9	12	11	10	9	8	7.4	6	5	4	3	2	1.0	DIST FROM DME (YTP)
5080	4480	4160	3840	3520	3200	3000	2570	2250	1930	1610	1290	980	ALT (3.00° APCH PATH)



MISSED APPROACH
Climb to **1100** hdg **057°**.
Then climbing LEFT turn to **3000** to intercept OBD "YYZ" **R-013** to AVTEK.

ELEV 569
TDZE 564

CATEGORY	A	B	C	D
ILS/DME	764	(200)	½ RVR 26	
LOC/DME	980	(416)	1 RVR 50	

"KERPU" to MAP 4.3 NM

Knots	ft/min	Min:Sec
70	370	3:41
90	480	2:52
110	580	2:21
130	690	1:59
150	800	1:43

ILS RWY 05

CYYZ

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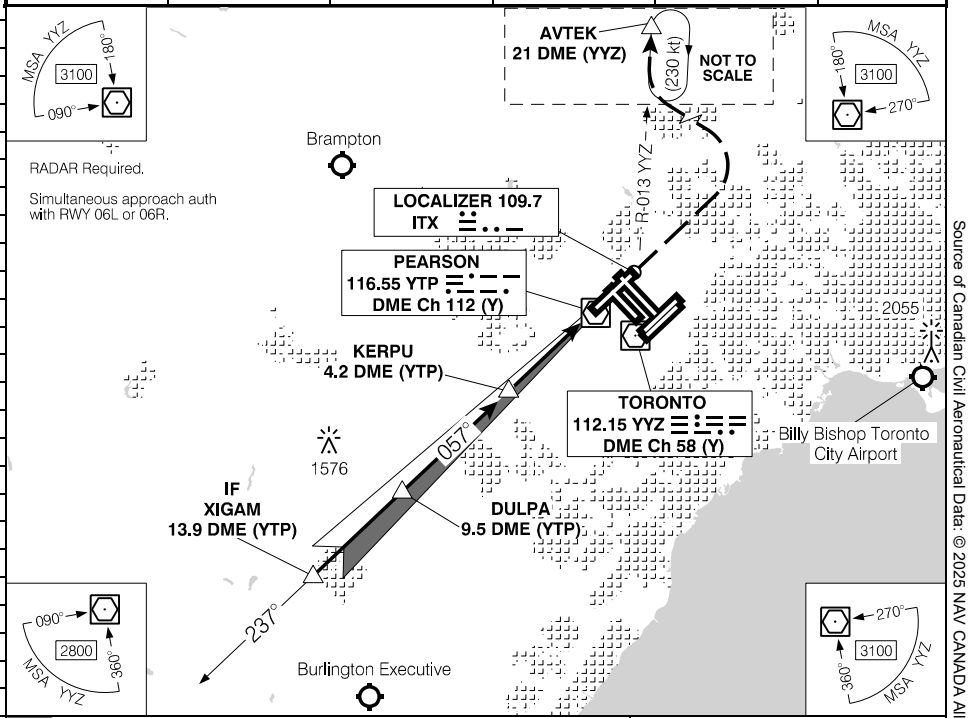
TORONTO/LESTER B. PEARSON INTL, ON

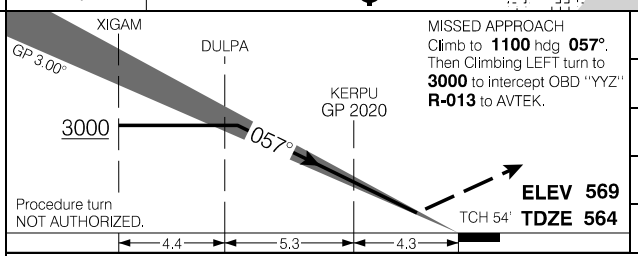
ILS CAT II or III RWY 05

434034N 0793750W VAR 10°W

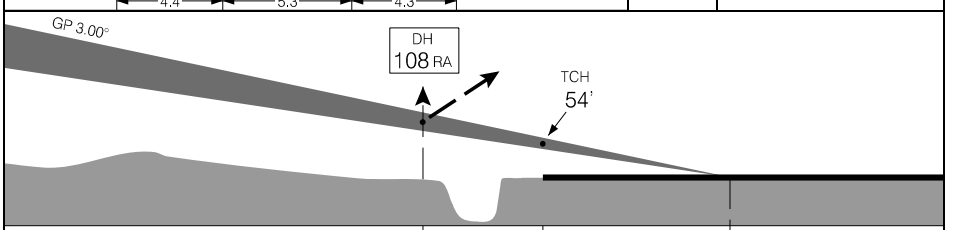
CYYZ

ATIS – 120.82	ARR – 132.8 124.47 125.4	TWR – 118.35 118.7	GND – 121.9 121.65 119.1	TDZL
SAFE ALT 100 NM **4900**	LOC ITX **109.7**	APCH CRS **057°**	GP KERPU **2020**	LDA **10640**





PRIOR AUTH REQUIRED FROM TC			
CAT II	**664**	(101)	RVR 12
CAT III A	RVR 6		
CAT III B	NOT AUTHORIZED		
CAT III C	NOT AUTHORIZED		



ILS CAT II or III RWY 05

CYYZ

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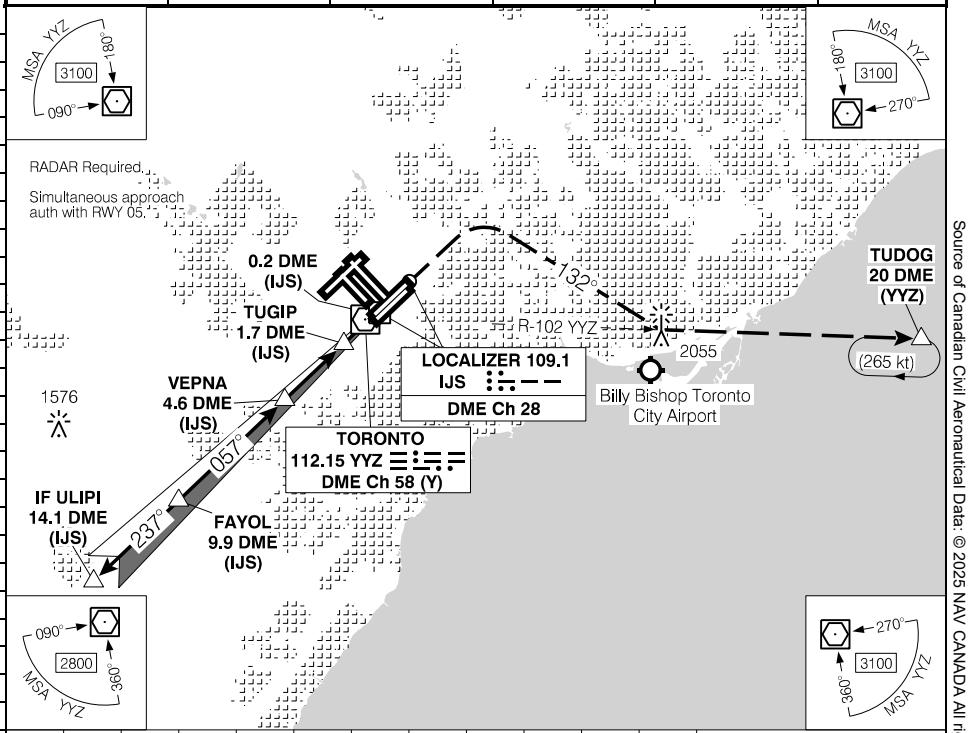
ILS RWY 06L

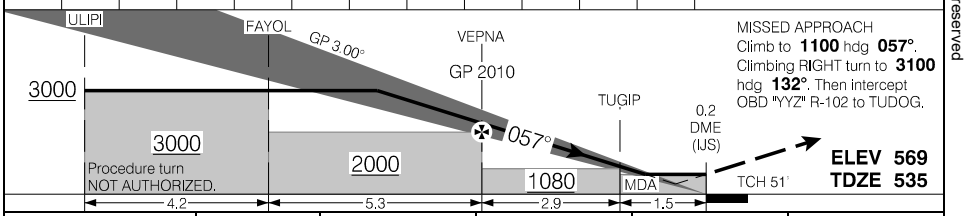
434034N 0793750W VAR 10°W

CYYZ

ATIS – 120.82	ARR – 132.8 124.47 125.4	TWR – 118.35 118.7	GND – 121.9 121.65 119.1	TDZL

SAFE ALT 100 NM	LOC IJS	APCH CRS	GP VEPNA	LDA
4900	109.1	057°	2010	9697





CATEGORY	A	B	C	D
ILS/DME	735	(200)	½ RVR 26	
LOC/DME	960	(425)	1 RVR 50	

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

ILS RWY 06L

CYYZ

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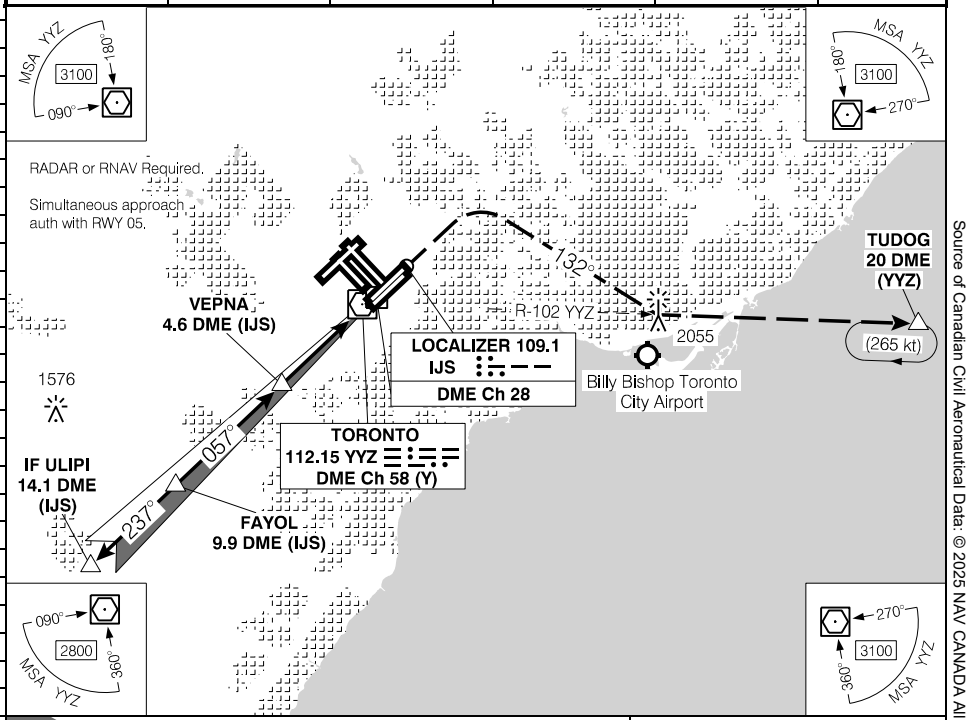
ILS CAT II or III RWY 06L

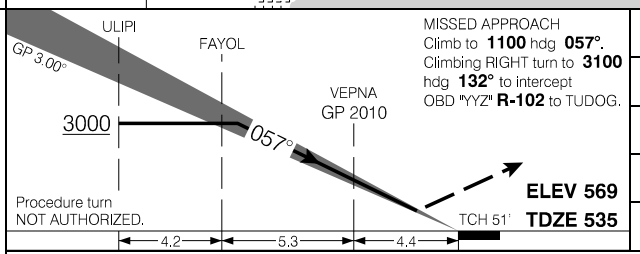
434034N 0793750W VAR 10°W

CYYZ

ATIS – 120.82	ARR – 132.8 124.47 125.4	TWR – 118.35 118.7	GND – 121.9 121.65 119.1	TDZL

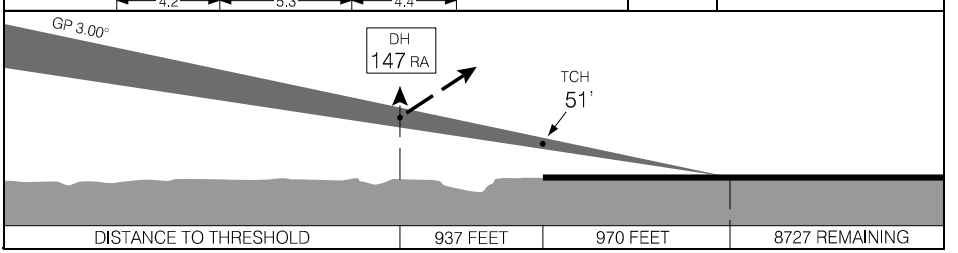
SAFE ALT 100 NM	LOC IJS	APCH CRS	GP VEPNA	LDA
4900	109.1	057°	2010	9697





MISSED APPROACH
Climb to **1100** hdg **057°**.
Climbing RIGHT turn to **3100** hdg **132°** to intercept OBD "YYZ" **R-102** to TUDOG.

PRIOR AUTH REQUIRED FROM TC			
CAT II	**630**	(101)	RVR 12
CAT III A	RVR 6		
CAT III B	NOT AUTHORIZED		
CAT III C	NOT AUTHORIZED		



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ILS CAT II or III RWY 06L

CYYZ

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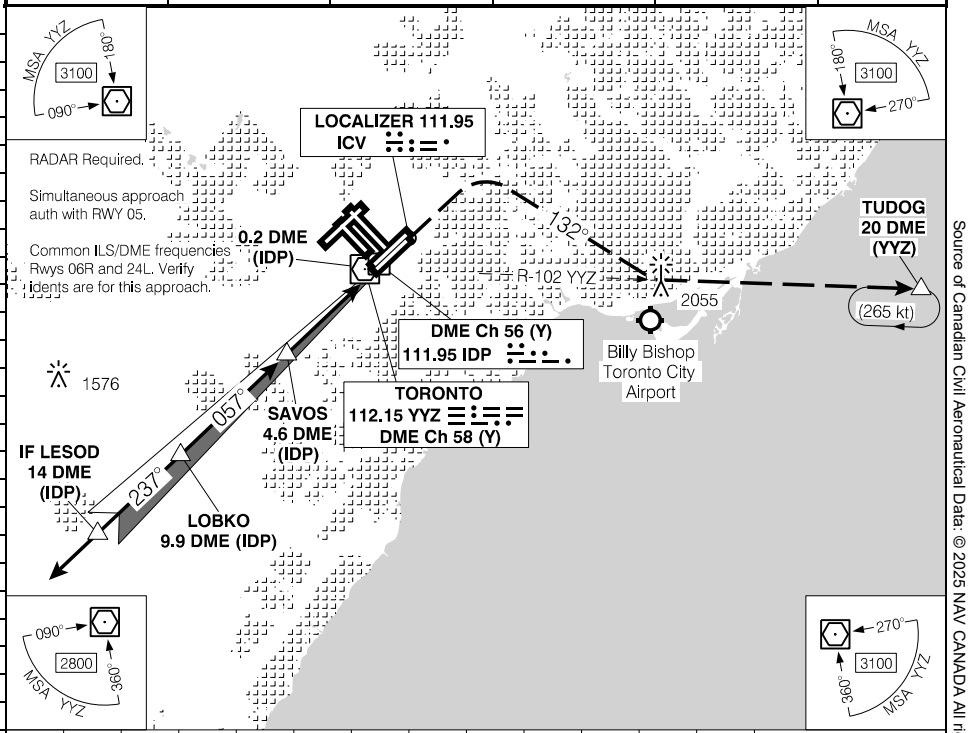
ILS RWY 06R

434034N 0793750W VAR 10°W

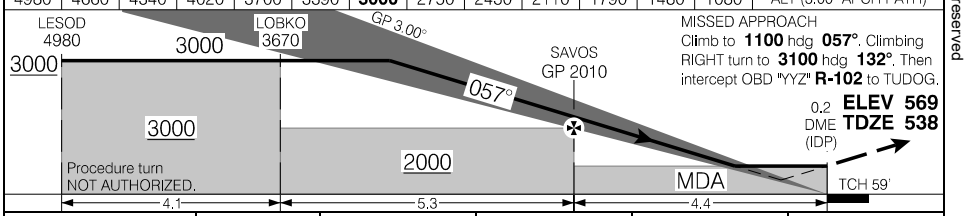
CYYZ

ATIS – 120.82	ARR – 132.8 124.47 125.4	TWR – 118.35 118.7	GND – 121.9 121.65 119.1

SAFE ALT 100 NM	LOC ICV	APCH CRS	GP SAVOS	LDA
4900	111.95	057°	2010	9000



14	13	12	11	10	9	7.8	7	6	5	4	3	1.8	DIST FROM DME (IDP)
4980	4660	4340	4020	3700	3390	3000	2750	2430	2110	1790	1480	1080	ALT (3.00° APCH PATH)



CATEGORY	A	B	C	D
ILS/DME	738	(200)	½ RVR 26	
LOC/DME	1080	(542)	1¼	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

ILS RWY 06R CYYZ

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ILS RWY 15L

434034N 0793750W VAR 10°W

CYYZ

ATIS – 120.82	ARR – 132.8 124.47 125.4	TWR – 118.35 118.7	GND – 121.9 121.65 119.1

SAFE ALT 100 NM	LOC IRW	APCH CRS	GP WOHIL	LDA
4900	110.5	147°	1820	10886

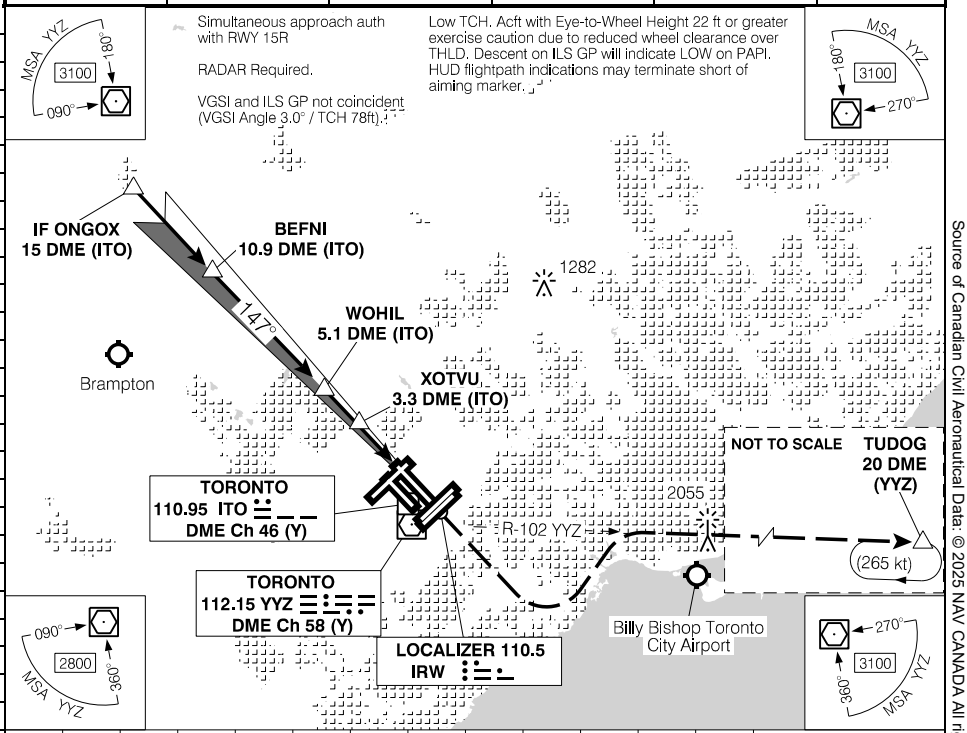
P3 AN

Simultaneous approach auth with RWY 15R

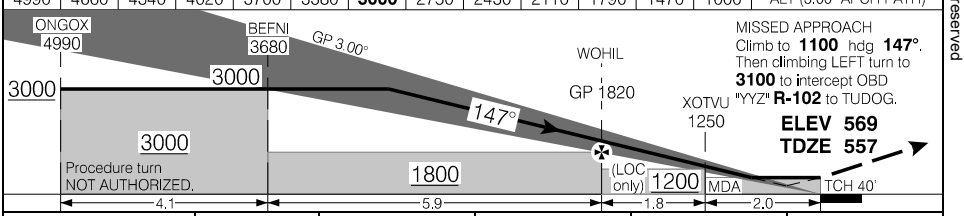
RADAR Required.

VGSI and ILS GP not coincident (VGSI Angle 3.0° / TCH 78ft).

Low TCH. Acft with Eye-to-Wheel Height 22 ft or greater exercise caution due to reduced wheel clearance over THLD. Descent on ILS GP will indicate LOW on PAPI. HUD flightpath indications may terminate short of aiming marker.



15	14	13	12	11	10	8.8	8	7	6	5	4	2.5	DIST FROM DME (ITO)
4990	4660	4340	4020	3700	3380	3000	2750	2430	2110	1790	1470	1000	ALT (3.00° APCH PATH)



MISSED APPROACH
Climb to **1100** hdg **147°**.
Then climbing LEFT turn to **3100** to intercept OBD "YYZ" **R-102** to TUDOG.

ELEV 569
TDZE 557

CATEGORY	A	B	C	D
ILS/DME	757	(200)	½ RVR 26	
LOC/DME	1000	(443)	1 RVR 50	

WOHIL to MAP 3.8 NM

Knots	ft/min	Min:Sec
70	370	3:15
90	480	2:32
110	580	2:04
130	690	1:45
150	800	1:31

ILS RWY 15L CYYZ

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ILS RWY 15R

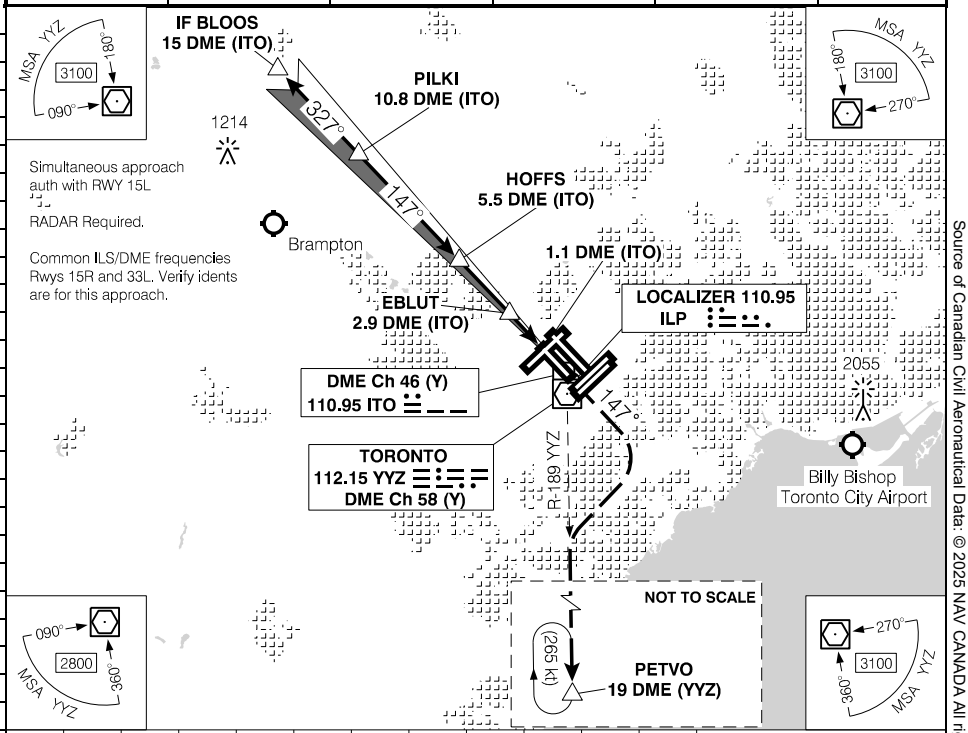
434034N 0793750W VAR 10°W

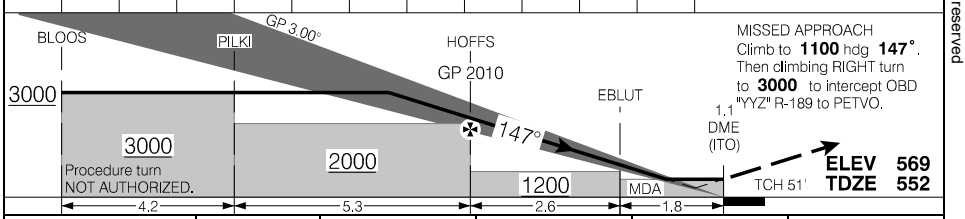
CYYZ

ATIS – 120.82	ARR – 132.8 124.47 125.4	TWR – 118.35 118.7	GND – 121.9 121.65 119.1

SAFE ALT 100 NM	LOC ILP	APCH CRS	GP HOFFS	LDA
4900	110.95	147°	2010	8500

AN P3





MISSED APPROACH
Climb to **1100** hdg **147°**.
Then climbing RIGHT turn to **3000** to intercept OBD "YYZ" R-189 to PETVO.

CATEGORY	A	B	C	D
ILS/DME	752	(200)	½ RVR 26	
LOC/DME	980	(428)	1 RVR 50	

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

ILS RWY 15R

CYYZ

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ILS RWY 23

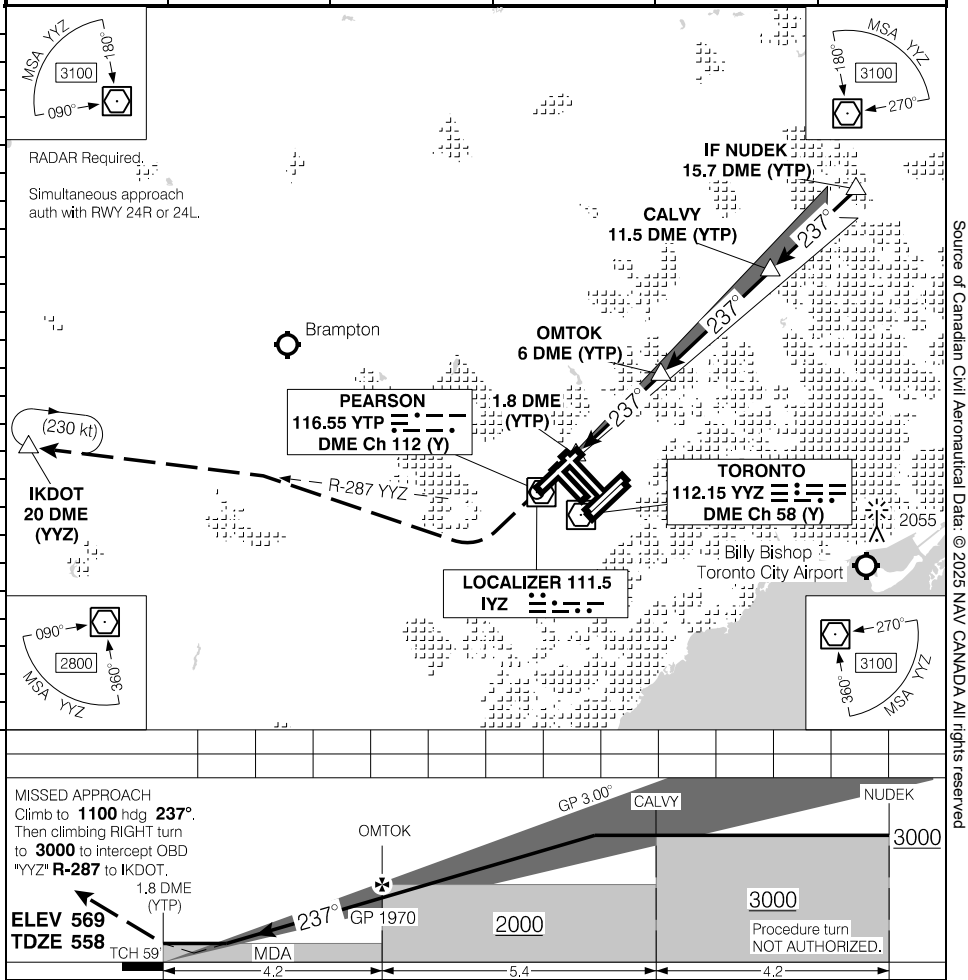
434034N 0793750W VAR 10°W

CYYZ

ATIS – 120.82	ARR – 132.8 124.47 125.4	TWR – 118.35 118.7	GND – 121.9 121.65 119.1

SAFE ALT 100 NM	LOC IYZ	APCH CRS	GP OMTOK	LDA
4900	111.5	237°	1970	10089

P3 AN



CATEGORY	A	B	C	D
ILS/DME	808	(250)	1 RVR 50	
LOC/DME	980	(423)	1 RVR 50	

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

ILS RWY 23

CYYZ

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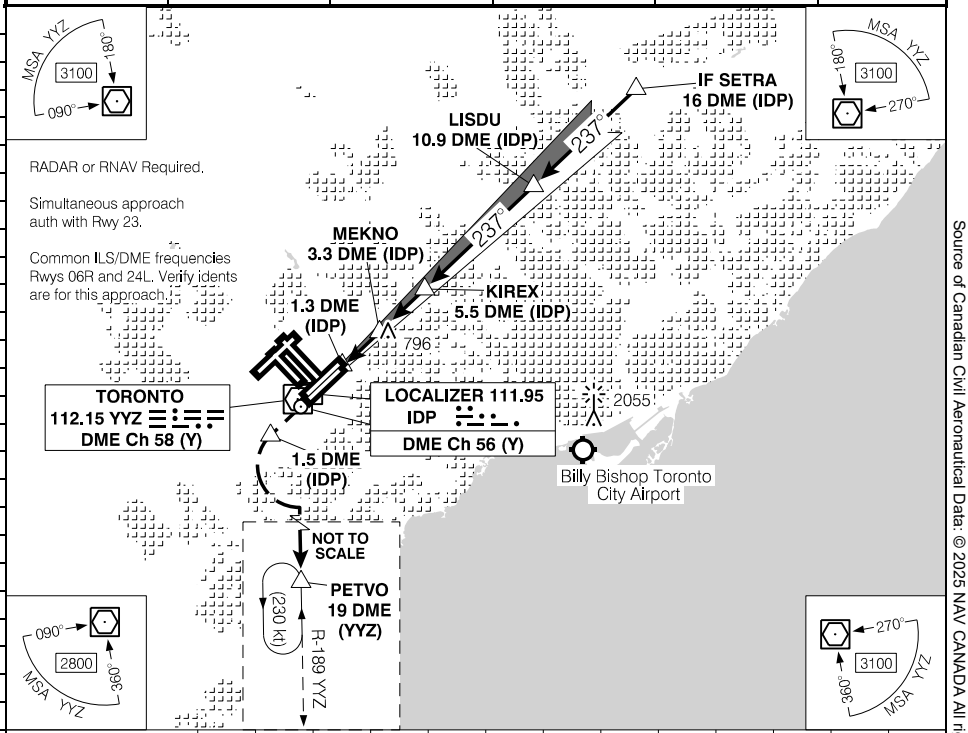
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ILS RWY 24L

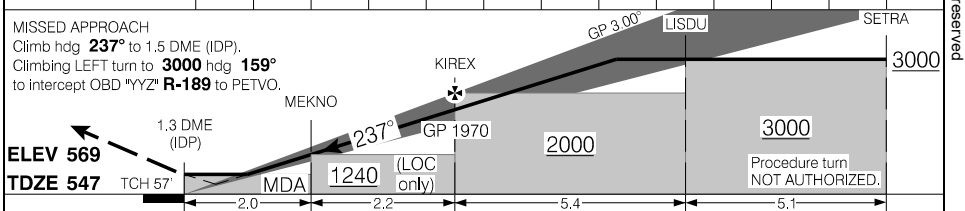
434034N 0793750W VAR 10°W

CYYZ

ATIS – 120.82	ARR – 132.8 124.47 125.4	TWR – 118.35 118.7	GND – 121.9 121.65 119.1	
SAFE ALT 100 NM **4900**	LOC IDP **111.95**	APCH CRS **237°**	GP KIREX **1970**	LDA **8898**



MISSED APPROACH
Climb hdg **237°** to 1.5 DME (IDP).
Climbing LEFT turn to **3000** hdg **159°**
to intercept OBD "YYZ" **R-189** to PETVO.



Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

CATEGORY	A	B	C	D
ILS/DME	**747**	(200)	½ RVR 26	
LOC/DME	**980**	(433)	1 RVR 50	

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ILS RWY 24L CYYZ

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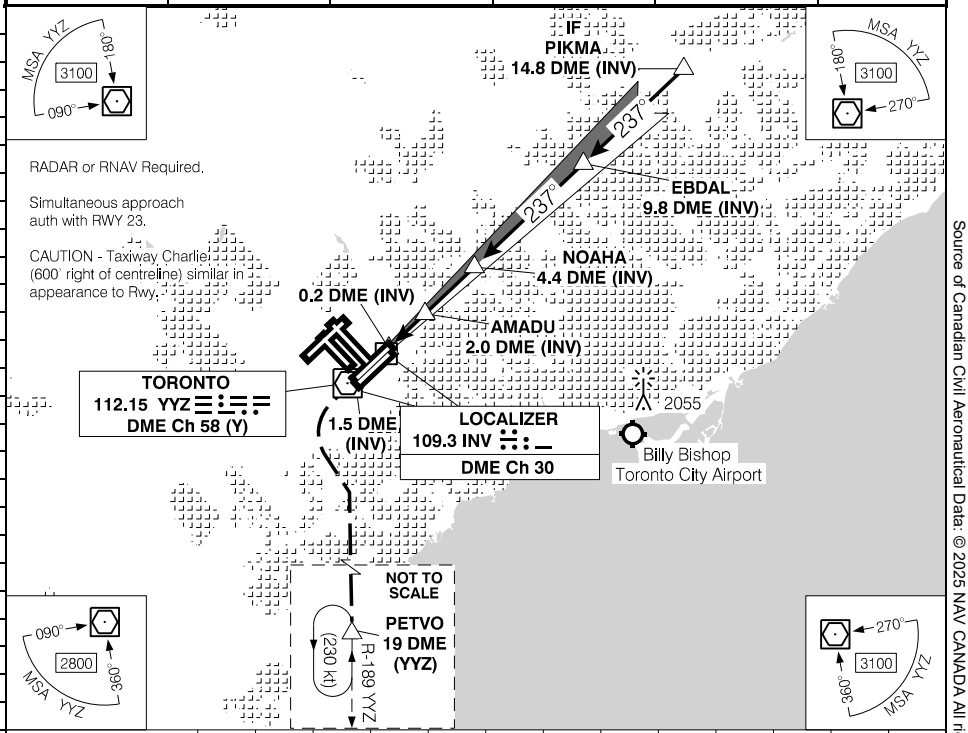
ILS RWY 24R

434034N 0793750W VAR 10°W

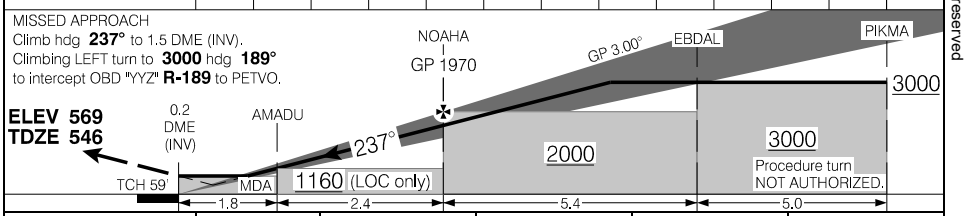
CYYZ

ATIS – 120.82	ARR – 132.8 124.47 125.4	TWR – 118.35 118.7	GND – 121.9 121.65 119.1	
SAFE ALT 100 NM 4900	LOC INV 109.3	APCH CRS 237°	GP NOAHA 1970	LDA 9392

P3 AW-AS



MISSED APPROACH
Climb hdg **237°** to 1.5 DME (INV).
Climbing LEFT turn to **3000** hdg **189°**
to intercept OBD "YYZ" **R-189** to PETVO.



Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

CATEGORY	A	B	C	D
ILS/DME	**796**	(250)	1 RVR 50	
LOC/DME	**960**	(414)	1¼	

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TORONTO/LESTER B. PEARSON INTL, ON

ILS RWY 33L

434034N 0793750W VAR 10°W

CYYZ

ATIS – 120.82	ARR – 132.8 124.47 125.4	TWR – 118.35 118.7	GND – 121.9 121.65 119.1

SAFE ALT 100 NM	LOC ITO	APCH CRS	GP APMAM	LDA
4900	110.95	327°	2020	8490

P3 AN

Simultaneous approach auth with RWY 33R

RADAR Required.

Common ILS/DME frequencies Rwys 15R and 33L. Verify idents.

MSA YYZ 3100 090° 180°

MSA YYZ 3100 180° 270°

LOCALIZER 110.95 ITO

DME Ch 46 (Y)

(230 kt)

257°

R-287 YYZ

IKDOT 20 DME (YYZ)

NOT TO SCALE

0.2 DME (ITO)

TORONTO 112.15 YYZ

DME Ch 58 (Y)

327°

APMAM 4.6 DME (ITO)

2055

Billy Bishop Toronto City Airport

ERBAN 9.8 DME (ITO)

IF IKMEX 15.8 DME (ITO)

147°

MSA YYZ 2800 090° 360°

Burlington Executive

MSA YYZ 3100 270° 360°

25 20 15 10 5 0 (NM)

DIST FROM DME (ITO)	1.2	2	3	4	5	6	7	**7.7**	9	10	11	13	15.8
ALT (3.00° APCH PATH)	920	1190	1500	1820	2140	2460	2780	**3000**	3410	3730	4050	4690	5580

MISSED APPROACH
Climb to **1100** hdg **327°**.
Climbing LEFT turn to **3000** hdg **257°**. Then intercept OBD "YYZ" **R-287** to IKDOT.

ELEV 569
TDZE 548
TCH 55
0.2 DME (ITO)
327°
APMAM GP 2020
GP 3.00°
ERBAN 3670
IKMEX 5580
3000
2000
MDA
Procedure turn NOT AUTHORIZED.
4.4
5.3
6.0

CATEGORY	A	B	C	D
ILS/DME	**838**	(290)	1 RVR 50	
LOC/DME	**920**	(372)	1 RVR 50	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

ILS RWY 33L CYYZ

EFF 27 NOV 25

Canada Air Pilot
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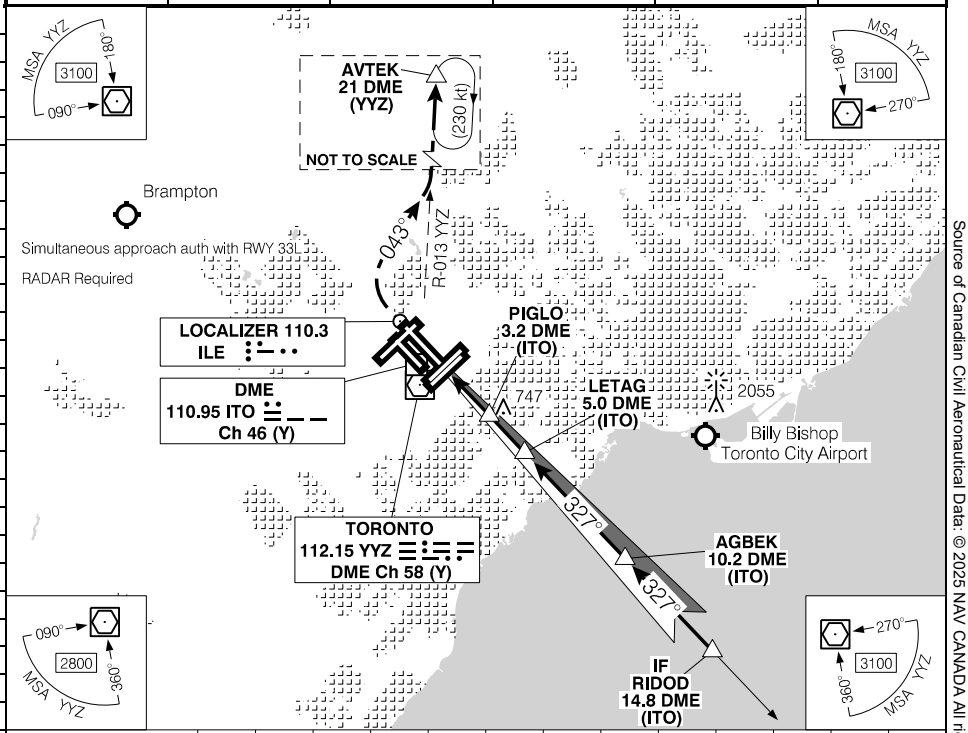
ILS RWY 33R

434034N 0793750W VAR 10°W

CYYZ

ATIS – 120.82	ARR – 132.8 124.47 125.4	TWR – 118.35 118.7	GND – 121.9 121.65 119.1

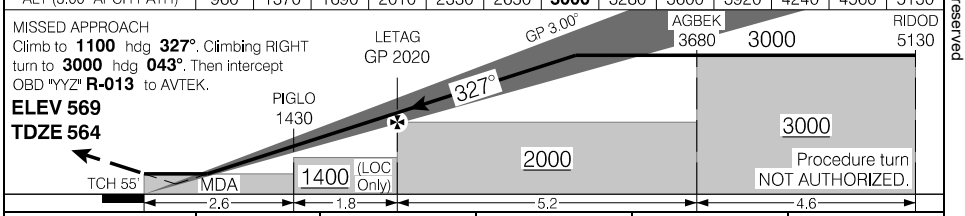
SAFE ALT 100 NM	LOC ILE	APCH CRS	GP LETAG	LDA
4900	110.3	327°	2020	11050



DIST FROM DME (ITO)	1.7	3	4	5	6	7	**8.1**	9	10	11	12	13	14.8
ALT (3.00° APCH PATH)	960	1370	1690	2010	2330	2650	**3000**	3280	3600	3920	4240	4560	5130

MISSED APPROACH
Climb to **1100** hdg **327°**. Climbing RIGHT turn to **3000** hdg **043°**. Then intercept OBD "YYZ" **R-013** to AVTEK.

ELEV 569
TDZE 564



CATEGORY	A	B	C	D
ILS/DME	**767**	(203)	½ RVR 26	
LOC/DME	**960**	(396)	1 RVR 50	

LETAG to MAP 4.4 NM

Knots	ft/min	Min:Sec
70	370	**3:46**
90	480	**2:56**
110	580	**2:24**
130	690	**2:02**
150	800	**1:46**

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ILS RWY 33R

CYYZ

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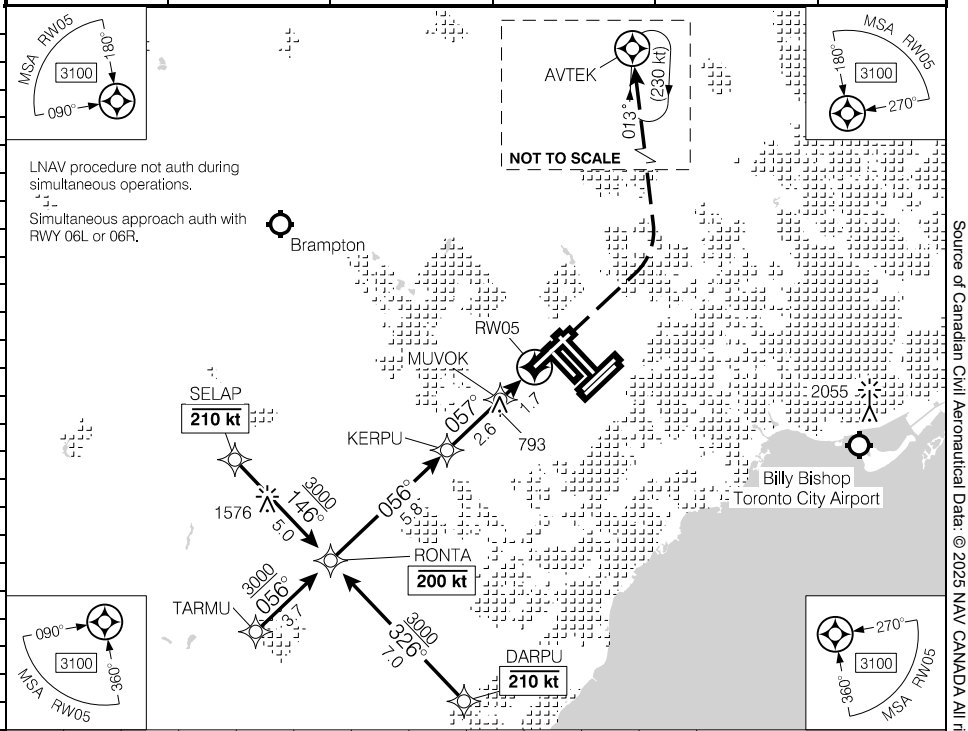
RNAV (GNSS) Z RWY 05

434034N 0793750W VAR 10°W

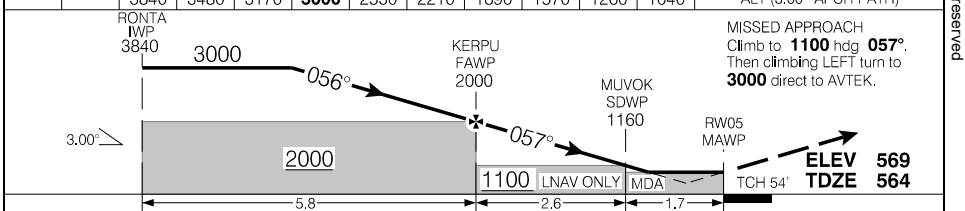
CYYZ

ATIS – 120.82	ARR – 132.8 124.47 125.4	TWR – 118.35 118.7	GND – 121.9 121.65 119.1	TDZL

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT KERPU	LDA
4900	Ch 80629 W05A	057°	2000	10640



(NM)		10.1	9	8	7.5	6	5	4	3	2	1.3	DIST FROM RW05
		3840	3480	3170	3000	2530	2210	1890	1570	1260	1040	ALT (3.00° APCH PATH)



CATEGORY	A	B	C	D
LPV	764	(201)	½ RVR 26	
LNAV/VNAV (min. -19°C, max. 54°C)	1054	(491)	1¼	
LNAV	1040	(477)	1 RVR 50	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) Z RWY 05 CYYZ

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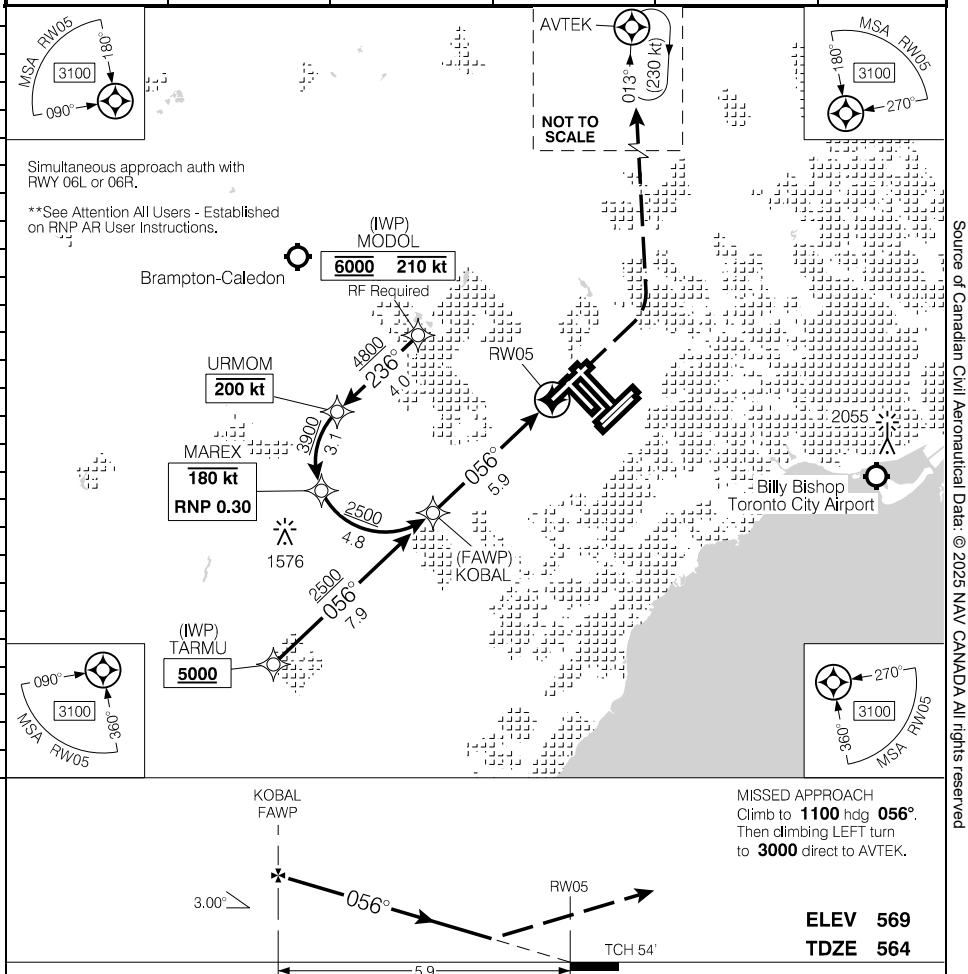
RNAV (RNP) Y RWY 05

434034N 0793750W VAR 10°W

CYYZ

ATIS – 120.82	ARR – 132.8 124.47 125.4	TWR – 118.35 118.7	GND – 121.9 121.65 119.1	TDZL

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT KOBAL	LDA
4900		056°	2500	10640



	CATEGORY	A	B	C	D
	RNP 0.15	863	(300)	1 RVR 50	
AUTHORIZATION REQUIRED (min. -19° C) (max. 54° C)	RNP 0.30	1082	(519)	1¼	

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Canada Air Pilot
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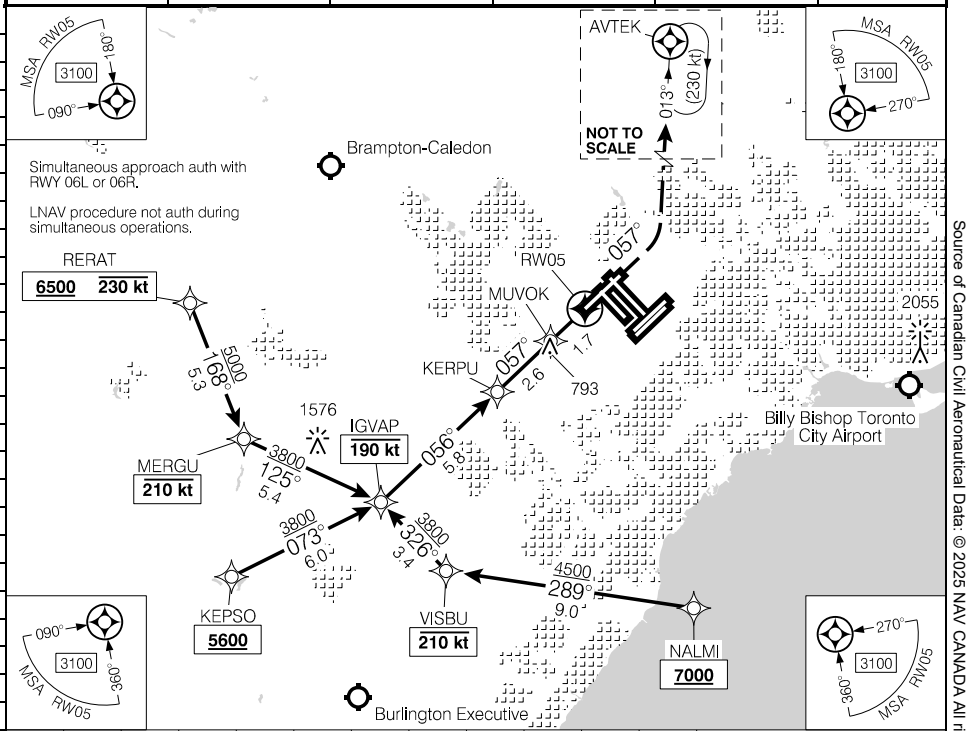
RNAV (GNSS) X RWY 05

434034N 0793750W VAR 10°W

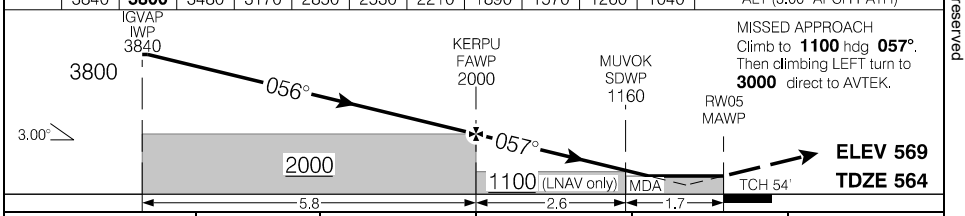
CYYZ

ATIS – 120.82	ARR – 132.8 124.47 125.4	TWR – 118.35 118.7	GND – 121.9 121.65 119.1	TDZL

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT KERPU	LDA
4900	Ch 80717 W05B	057°	2000	10640



(NM)	10.1	10.0	9	8	7	6	5	4	3	2	1.3	DIST FROM RW05
	3840	3800	3480	3170	2850	2530	2210	1890	1570	1260	1040	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
LPV	764	(201)	½ RVR 26	
LNAV/VNAV (min. -19°C, max. 54°C)	1054	(491)	1¼	
LNAV	1040	(477)	1 RVR 50	

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TORONTO/LESTER B. PEARSON INTL, ON

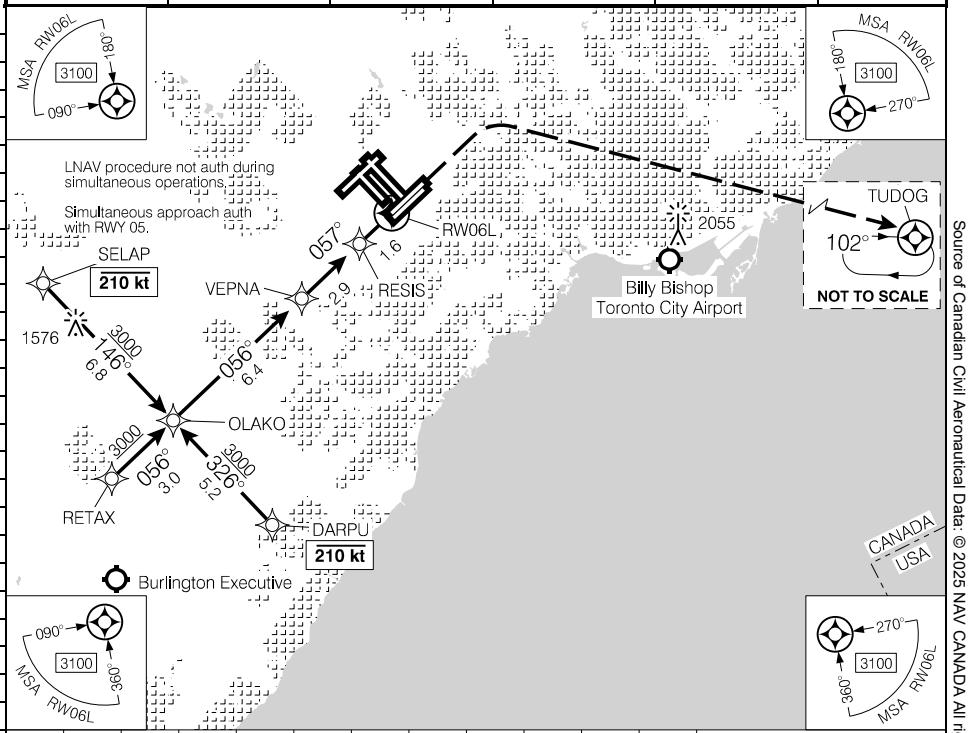
RNAV (GNSS) Z RWY 06L

434034N 0793750W VAR 10°W

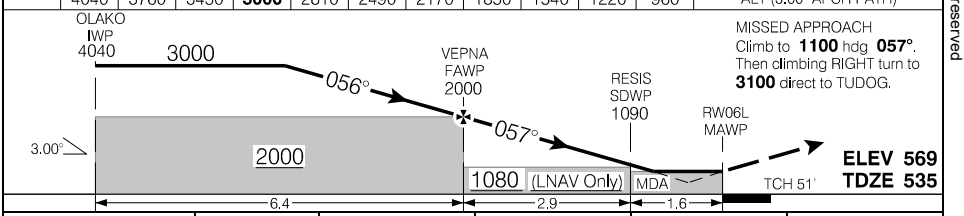
CYYZ

ATIS – 120.82	ARR – 132.8 124.47 125.4	TWR – 118.35 118.7	GND – 121.9 121.65 119.1	TDZL

SAFE ALT 100 NM	WAAS	APCH	MIN ALT	LDA
4900	Ch 80630 W06A	CRS 057°	VEPNA 2000	9697



10.9	10	9	**7.6**	7	6	5	4	3	2	1.2	DIST FROM RW06L
4040	3760	3450	**3000**	2810	2490	2170	1850	1540	1220	960	ALT (3.00° APCH PATH)



CATEGORY	A	B	C	D
LPV	**730**	(201)	½ RVR 26	
LNAV/VNAV (min. -19°C, max. 54°C)	**965**	(436)	1 RVR 50	
LNAV	**960**	(431)	1 RVR 50	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

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TORONTO/LESTER B. PEARSON INTL, ON

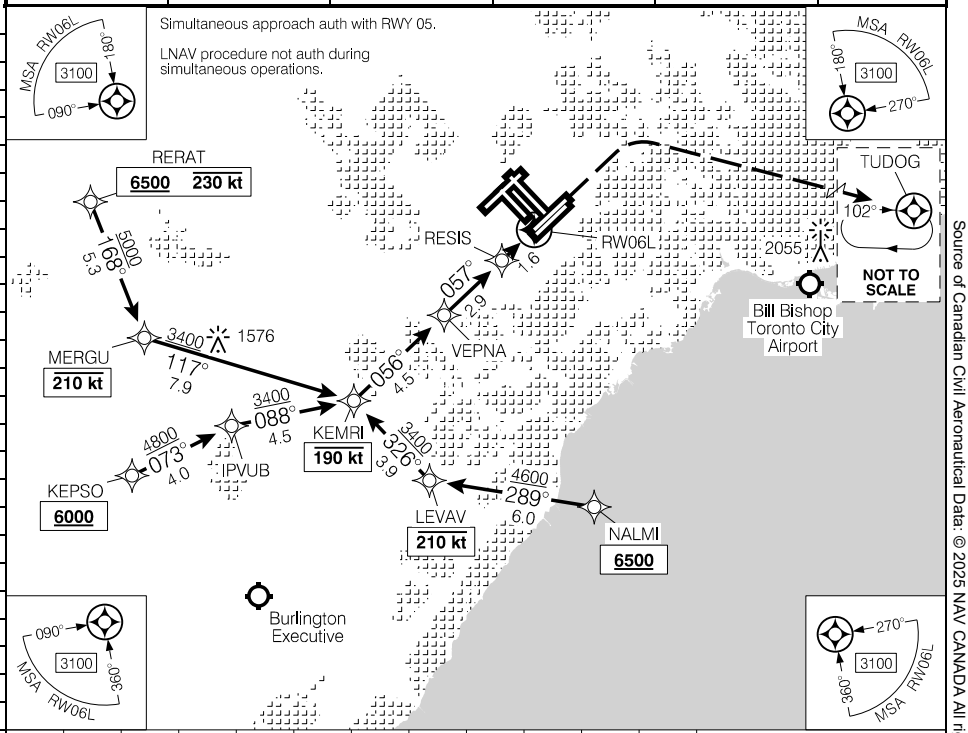
RNAV (GNSS) X RWY 06L

434034N 0793750W VAR 10°W

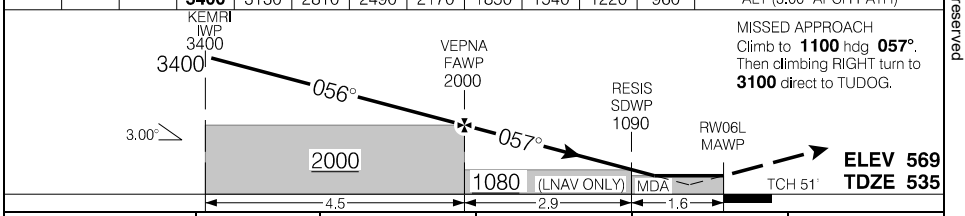
CYYZ

ATIS – 120.82	ARR – 132.8 124.47 125.4	TWR – 118.35 118.7	GND – 121.9 121.65 119.1	TDZL

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT VEPNA	LDA
4900	Ch 80718 W06E	057°	2000	9697



(NM)				9.0	8	7	6	5	4	3	2	1.2	DIST FROM RW06L
				3400	3130	2810	2490	2170	1850	1540	1220	960	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
LPV	730	(201)	½ RVR 26	
LNAV/VNAV (min. -19°C, max. 54°C)	965	(436)	1 RVR 50	
LNAV	960	(431)	1 RVR 50	

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RNAV (GNSS) X RWY 06L CYYZ

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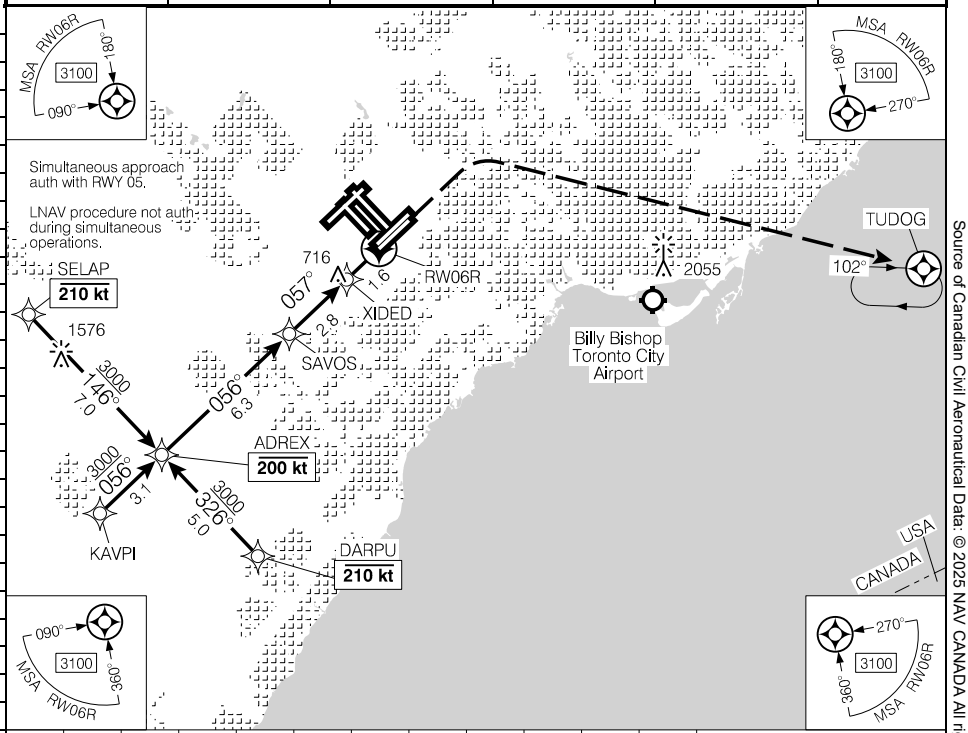
RNAV (GNSS) Z RWY 06R

434034N 0793750W VAR 10°W

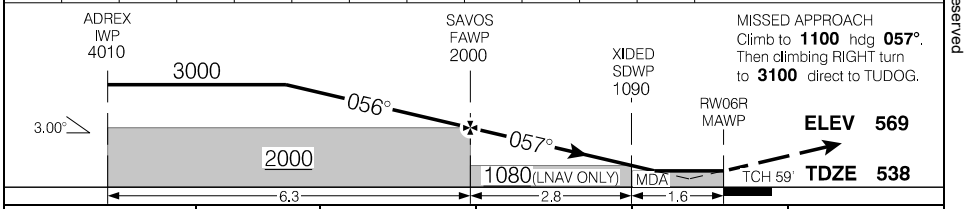
CYYZ

ATIS – 120.82	ARR – 132.8 124.47 125.4	TWR – 118.35 118.7	GND – 121.9 121.65 119.1

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT SAVOS	LDA
4900	Ch 80631 W06D	057°	2000	9000



(NM)	10.7	10	9	7.6	7	6	5	4	3	2	1.2	DIST FROM RW06R
	4010	3770	3450	3000	2810	2490	2180	1860	1540	1220	960	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
LPV	725	(201)	½ RVR 26	
LNAV/VNAV (min. -18°C, max. 54°C)	965	(441)	1 RVR 50	
LNAV	960	(436)	1 RVR 50	

RNAV (GNSS) Z RWY 06R CYYZ

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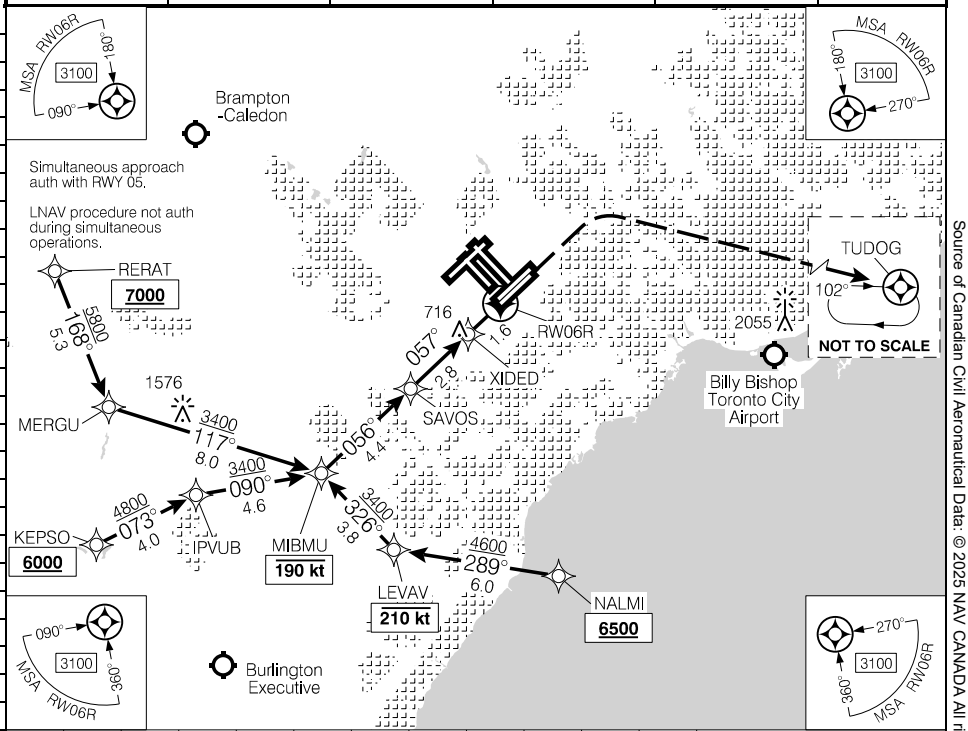
RNAV (GNSS) X RWY 06R

434034N 0793750W VAR 10°W

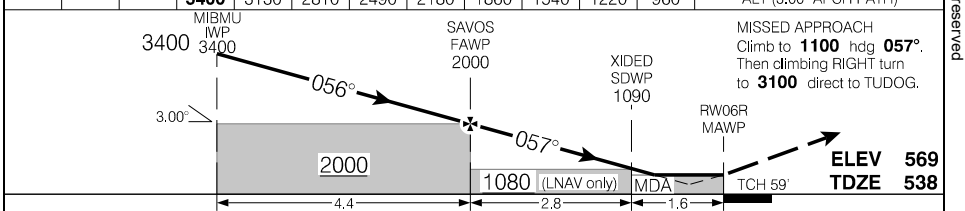
CYYZ

ATIS – 120.82	ARR – 132.8 124.47 125.4	TWR – 118.35 118.7	GND – 121.9 121.65 119.1

SAFE ALT 100 NM	WAAS	APCH	MIN ALT	LDA
4900	Ch 80719 W06B	CRS 057°	SAVOS 2000	9000



			8.8	8	7	6	5	4	3	2	1.2	DIST FROM RW06R
			3400	3130	2810	2490	2180	1860	1540	1220	960	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
LPV	725	(201)	½ RVR 26	
LNAV/VNAV (min. -18°C, max. 54°C)	965	(441)	1 RVR 50	
LNAV	960	(436)	1 RVR 50	

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RNAV (GNSS) Z RWY 15L

434034N 0793750W VAR 10°W

CYYZ

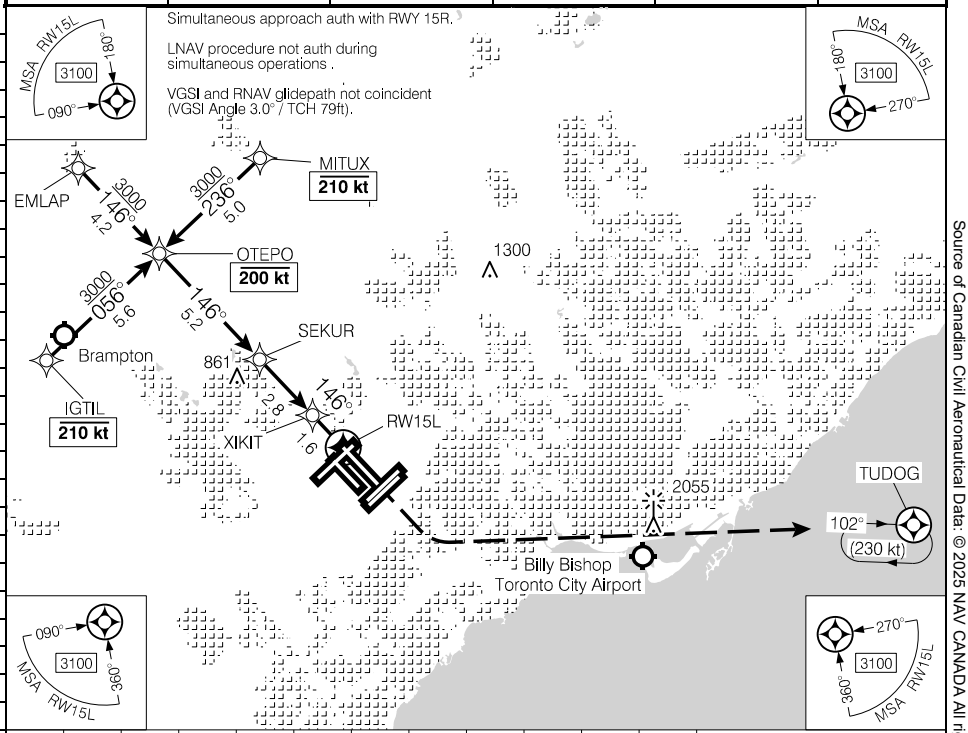
ATIS – 120.82	ARR – 132.8 124.47 125.4	TWR – 118.35 118.7	GND – 121.9 121.65 119.1	
SAFE ALT 100 NM **4900**	WAAS **Ch 80632** W15A	APCH CRS **146°**	MIN ALT SEKUR **2000**	LDA **10886**

P3 AN

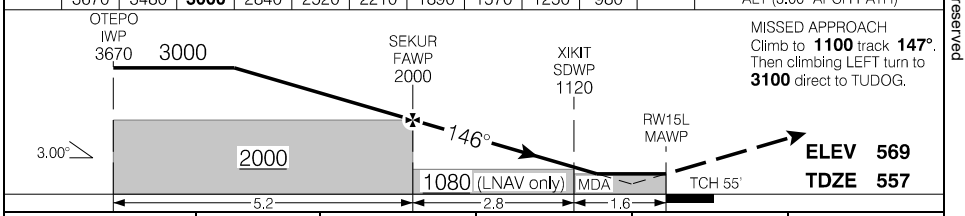
Simultaneous approach auth with RWY 15R.

LNAV procedure not auth during simultaneous operations .

VGSI and RNAV glidepath not coincident (VGSI Angle 3.0° / TCH 79ft).



9.6	9	**7.5**	7	6	5	4	3	2	1.2		DIST FROM RW15L
3670	3480	**3000**	2840	2520	2210	1890	1570	1250	980		ALT (3.00° APCH PATH)



MISSED APPROACH
Climb to **1100** track **147°**.
Then climbing LEFT turn to **3100** direct to TUDOG.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**757**	(200)	½ RVR 26	
LNAV/VNAV (min. -19°C, max. 54°C)	**898**	(341)	1 RVR 50	
LNAV	**980**	(423)	1 RVR 50	

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RNAV (GNSS) Z RWY 15L CYYZ

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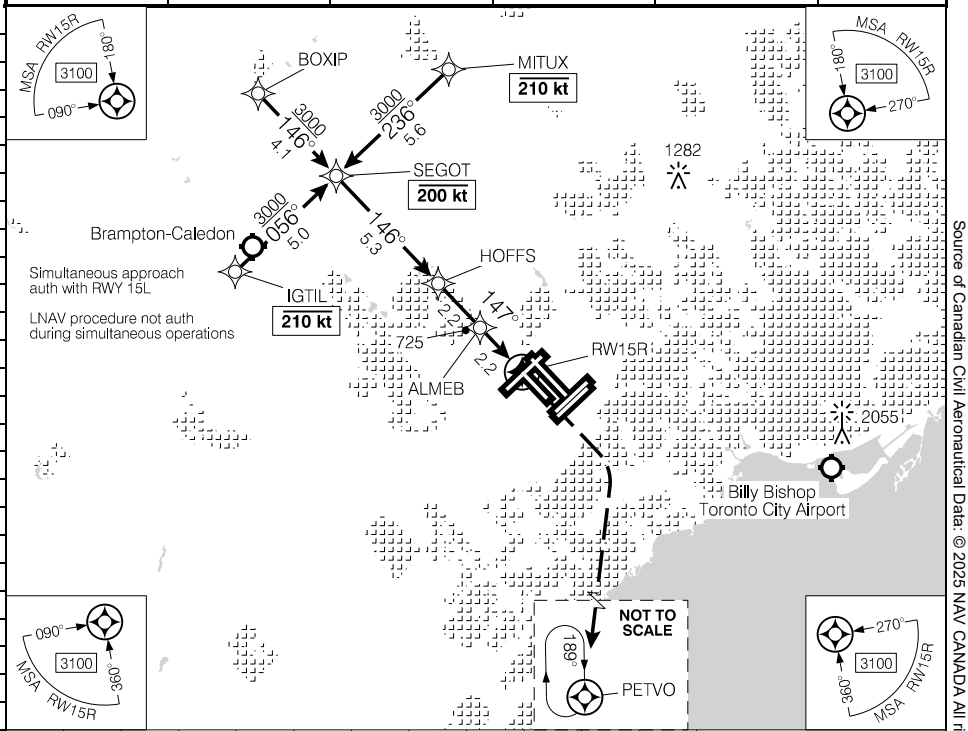
RNAV (GNSS) Z RWY 15R

434034N 0793750W VAR 10°W

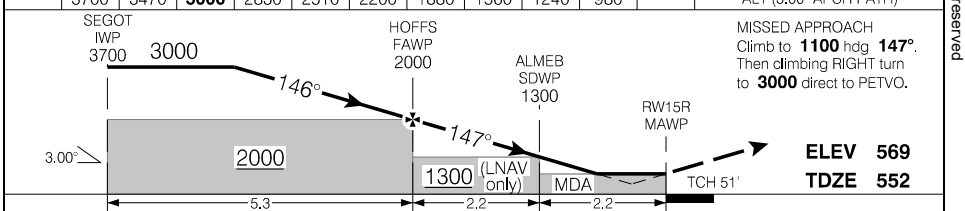
CYYZ

ATIS – 120.82	ARR – 132.8 124.47 125.4	TWR – 118.35 118.7	GND – 121.9 121.65 119.1	AN P3

SAFE ALT 100 NM	WAAS	APCH	MIN ALT	LDA
4900	Ch 80633 W15D	CRS 147°	HOFFS 2000	8500



(NM)	9.7	9	7.5	7	6	5	4	3	2	1.2		DIST FROM RW15R
	3700	3470	3000	2830	2510	2200	1880	1560	1240	980		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
LPV	752	(201)	½ RVR 26	
LNAV/VNAV (min. -19°C, max. 54°C)	847	(296)	1 RVR 50	
LNAV	980	(429)	1 RVR 50	

RNAV (GNSS) Z RWY 15R CYYZ

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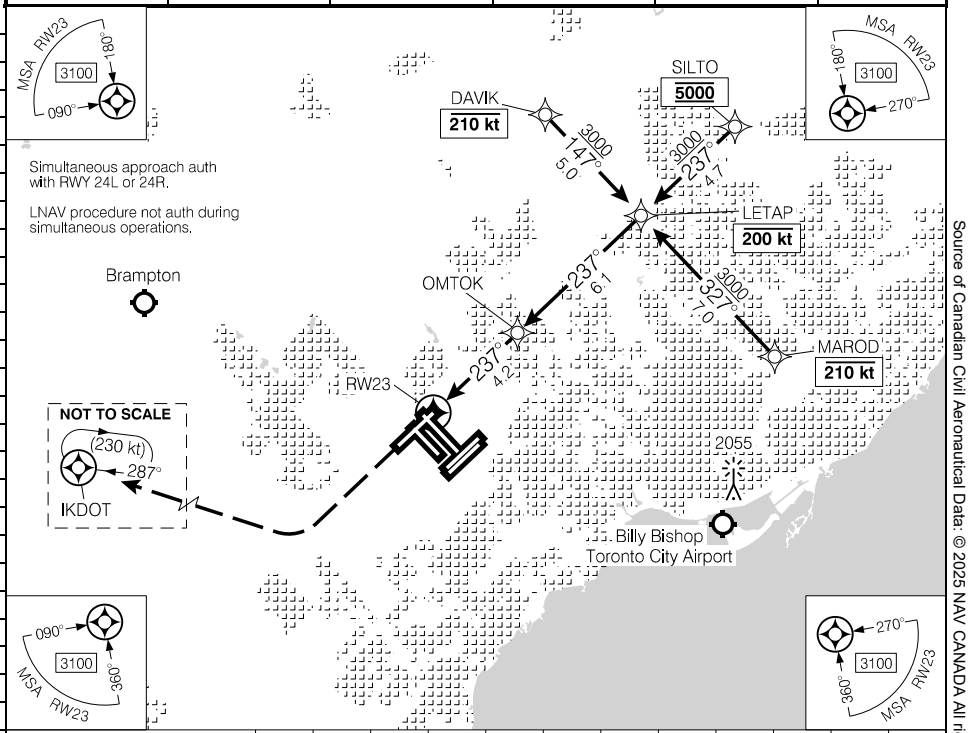
TORONTO/LESTER B. PEARSON INTL, ON

RNAV (GNSS) Z RWY 23

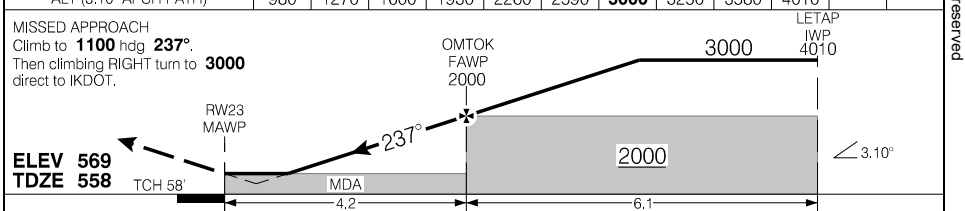
434034N 0793750W VAR 10°W

CYYZ

ATIS – 120.82	ARR – 132.8 124.47 125.4	TWR – 118.35 118.7	GND – 121.9 121.65 119.1	
SAFE ALT 100 NM **4900**	WAAS **Ch 80634** W23A	APCH CRS **237°**	MIN ALT OMTOK **2000**	LDA **10089**



DIST FROM RW23	1.1	2	3	4	5	6	**7.2**	8	9	10.3
ALT (3.10° APCH PATH)	980	1270	1600	1930	2260	2590	**3000**	3250	3580	4010



Knots	ft/min	Min:Sec
70	380	
90	490	
110	600	
130	710	
150	820	

CATEGORY	A	B	C	D
LPV	**808**	(250)	1 RVR 50	
LNAV/VNAV (min. -23°C, max. 45°C)	**990**	(433)	1 RVR 50	
LNAV	**980**	(423)	1 RVR 50	

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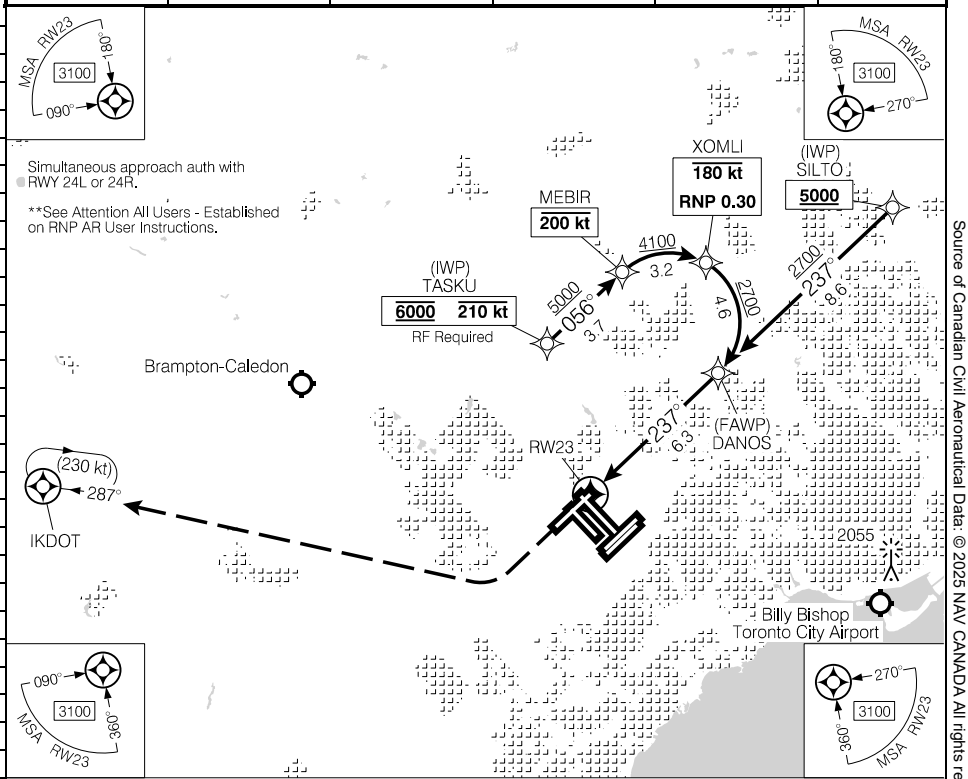
TORONTO/LESTER B. PEARSON INTL, ON

RNAV (RNP) Y RWY 23

434034N 0793750W VAR 10°W

CYYZ

ATIS – 120.82	ARR – 132.8 124.47 125.4	TWR – 118.35 118.7	GND – 121.9 121.65 119.1	
SAFE ALT 100 NM **4900**	RNAV	APCH CRS **237°**	MIN ALT DANOS **2700**	LDA **10089**



ELEV 569

TDZE 558

	CATEGORY	A	B	C	D
	RNP 0.15	854	(297)	1 RVR 50	
AUTHORIZATION REQUIRED (min. -23° C) (max. 45° C)	RNP 0.30	997	(440)	1 RVR 50	

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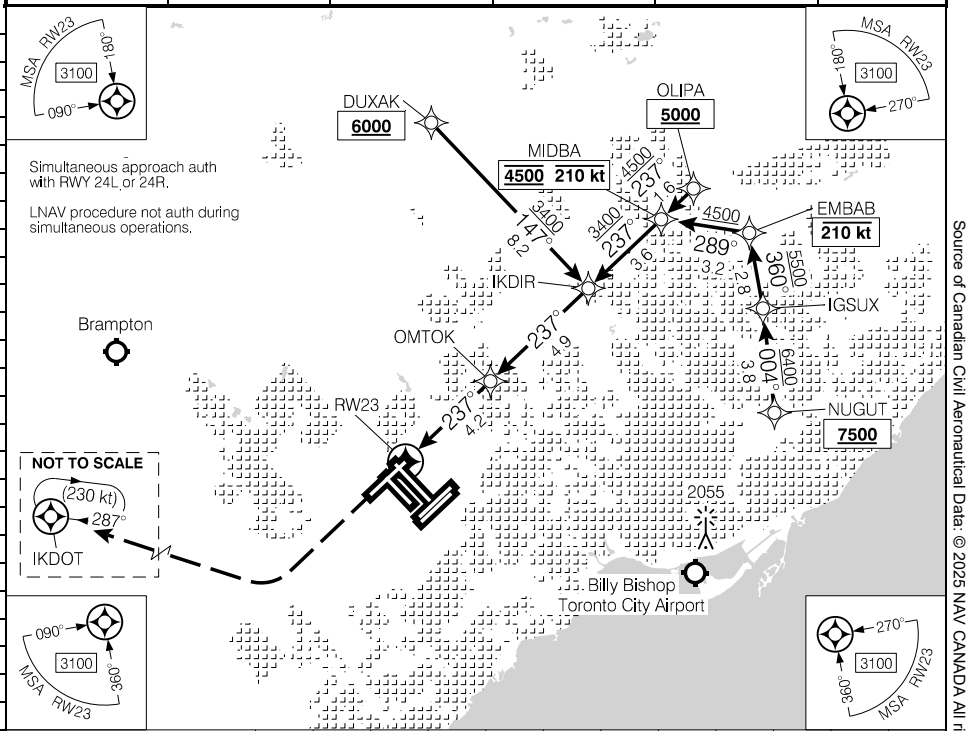
TORONTO/LESTER B. PEARSON INTL, ON

RNAV (GNSS) X RWY 23

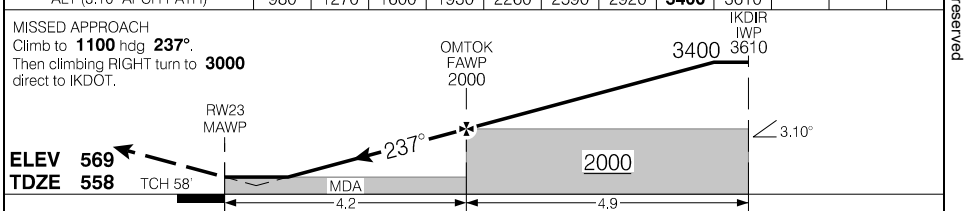
434034N 0793750W VAR 10°W

CYYZ

ATIS – 120.82	ARR – 132.8 124.47 125.4	TWR – 118.35 118.7	GND – 121.9 121.65 119.1	
SAFE ALT 100 NM **4900**	WAAS **Ch 80720** W23B	APCH CRS **237°**	MIN ALT OMTOK **2000**	LDA **10089**



DIST FROM RW23	1.1	2	3	4	5	6	7	**8.5**	9.1			
ALT (3.10° APCH PATH)	980	1270	1600	1930	2260	2590	2920	**3400**	3610			



CATEGORY	A	B	C	D
LPV	**808**	(250)	1 RVR 50	
LNAV/VNAV (min. -23°C, max. 45°C)	**990**	(433)	1 RVR 50	
LNAV	**980**	(423)	1 RVR 50	

Knots	ft/min	Min:Sec
70	380	
90	490	
110	600	
130	710	
150	820	

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TORONTO/LESTER B. PEARSON INTL, ON

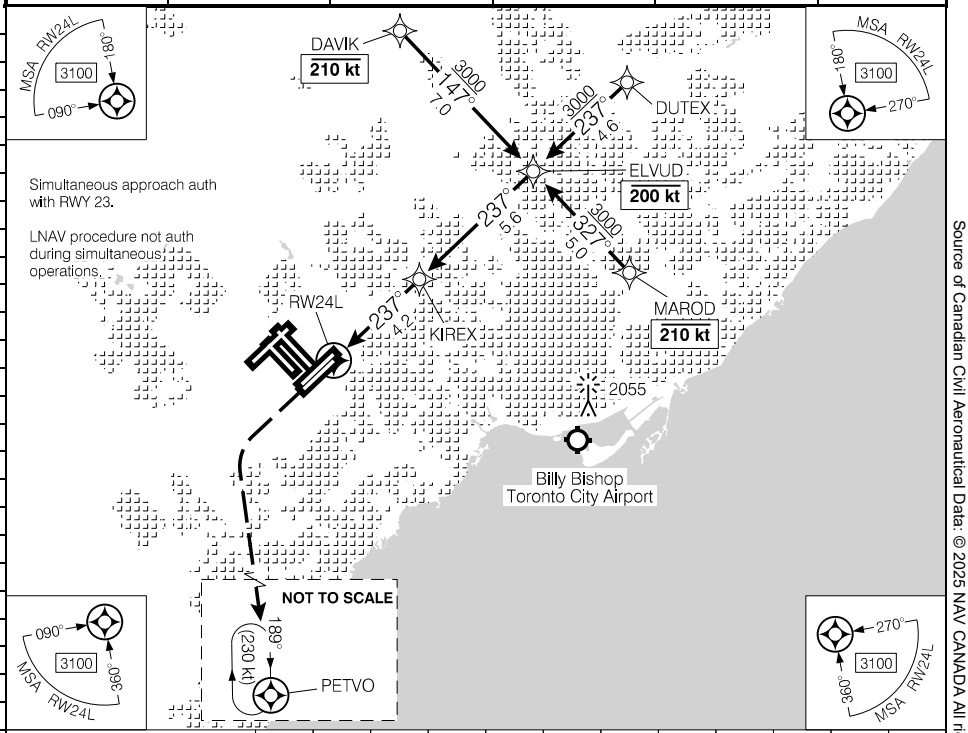
RNAV (GNSS) Z RWY 24L

434034N 0793750W VAR 10°W

CYYZ

ATIS – 120.82	ARR – 132.8 124.47 125.4	TWR – 118.35 118.7	GND – 121.9 121.65 119.1

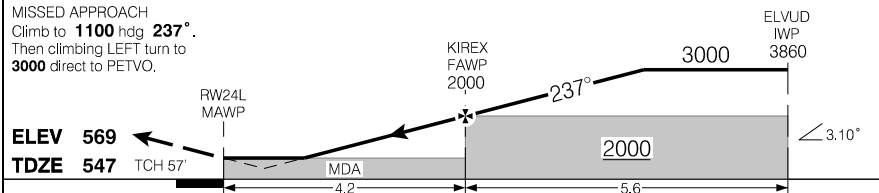
SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT KIREX	LDA
4900	Ch 80635 W24A	237°	2000	8898



DIST FROM RW24L	1.4	2	3	4	5	6	7.3	8	9	9.9		
ALT (3.10° APCH PATH)	1060	1260	1590	1920	2250	2580	3000	3240	3570	3860		

(NM) 0 5 10 15 20 25

MISSED APPROACH
Climb to **1100** hdg **237°**.
Then climbing LEFT turn to **3000** direct to PETVO.



CATEGORY	A	B	C	D
LPV	747	(200)	½ RVR 26	
LNAV/VNAV (min. -23°C, max. 45°C)	953	(407)	1 RVR 50	
LNAV	1060	(514)	1 RVR 50	

Knots	ft/min	Min:Sec
70	380	
90	490	
110	600	
130	710	
150	820	

RNAV (GNSS) Z RWY 24L CYYZ

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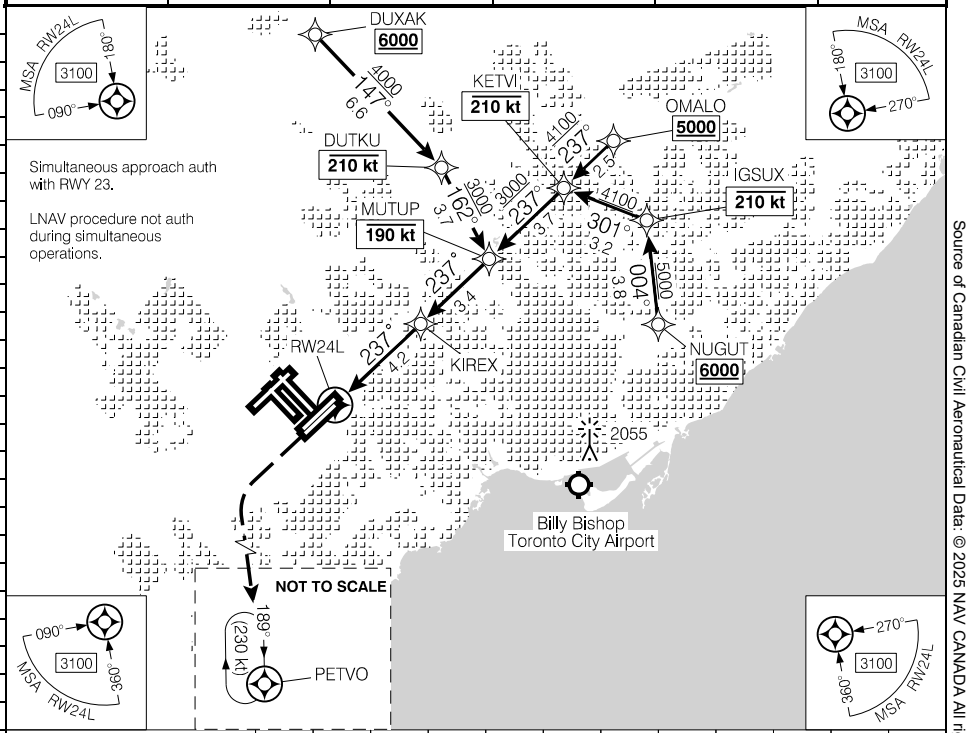
RNAV (GNSS) X RWY 24L

434034N 0793750W VAR 10°W

CYYZ

ATIS – 120.82	ARR – 132.8 124.47 125.4	TWR – 118.35 118.7	GND – 121.9 121.65 119.1

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT KIREX	LDA
4900	Ch 80721 W24E	237°	2000	8898

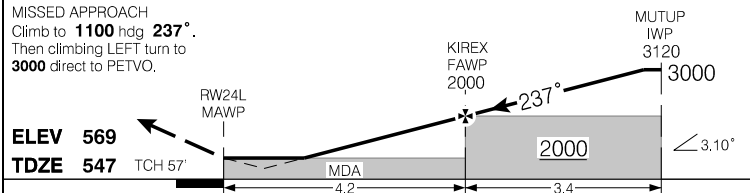


Simultaneous approach auth with RWY 23.

LNAV procedure not auth during simultaneous operations.

DIST FROM RW24L	1.4	2	3	4	5	6	**7.3**	7.6				
ALT (3.10° APCH PATH)	1060	1260	1590	1920	2250	2580	**3000**	3120				

MISSED APPROACH
Climb to **1100** hdg **237°**.
Then climbing LEFT turn to **3000** direct to PETVO.



CATEGORY	A	B	C	D
LPV	**747**	(200)	½ RVR 26	
LNAV/VNAV (min. -23°C, max. 45°C)	**953**	(407)	1 RVR 50	
LNAV	**1060**	(514)	1 RVR 50	

Knots	ft/min	Min:Sec
70	380	
90	490	
110	600	
130	710	
150	820	

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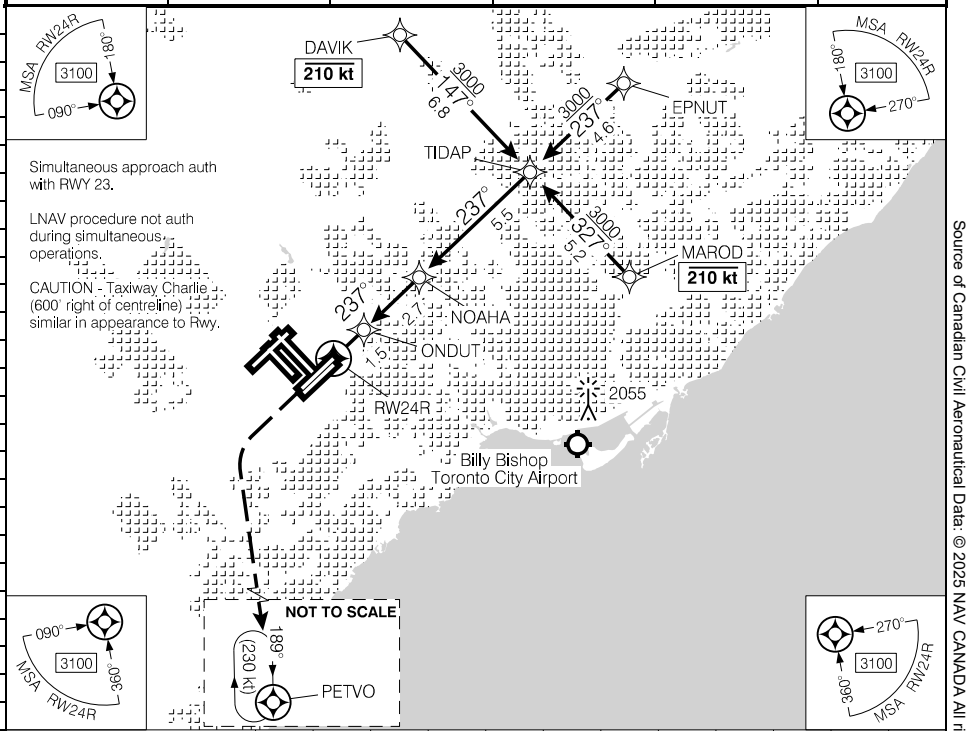
RNAV (GNSS) Z RWY 24R

434034N 0793750W VAR 10°W

CYYZ

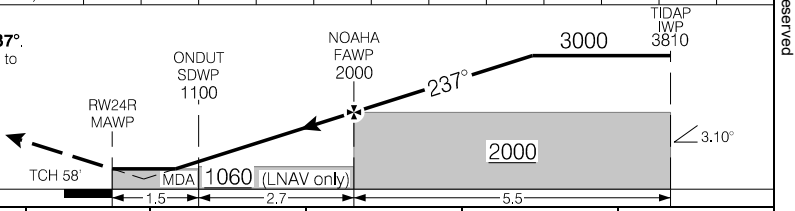
ATIS – 120.82	ARR – 132.8 124.47 125.4	TWR – 118.35 118.7	GND – 121.9 121.65 119.1	
SAFE ALT 100 NM **4900**	WAAS **Ch 80636** W24D	APCH CRS **237°**	MIN ALT NOAHA **2000**	LDA **9392**

AW-AS



DIST FROM RW24R		1.1	2	3	4	5	6	**7.3**	8	9	9.7
ALT (3.10° APCH PATH)		980	1260	1590	1920	2250	2580	**3000**	3240	3570	3810

MISSED APPROACH
Climb to **1100** hdg **237°**.
Then climbing LEFT turn to **3000** direct to PETVO.



ELEV 569
TDZE 546

Knots	ft/min	Min:Sec
70	380	
90	490	
110	600	
130	710	
150	820	

CATEGORY	A	B	C	D
LPV	**796**	(250)	1 RVR 50	
LNAV/VNAV (min. -23°C, max. 45°C)	**1028**	(482)	1½	
LNAV	**980**	(434)	1¼	

RNAV (GNSS) Z RWY 24R

CYYZ

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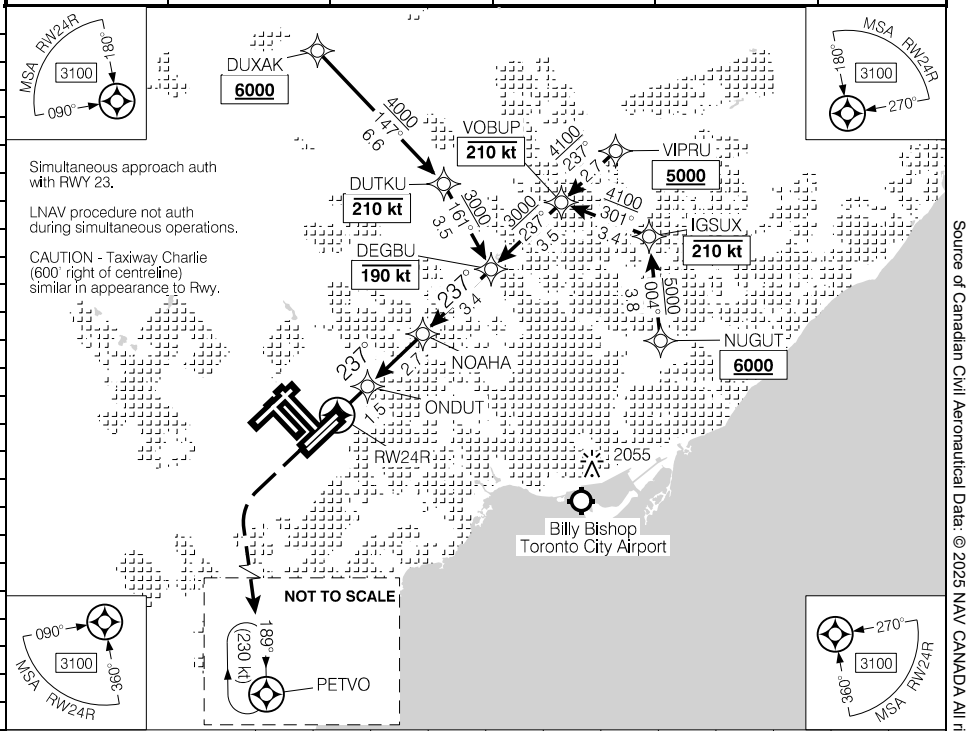
RNAV (GNSS) X RWY 24R

434034N 0793750W VAR 10°W

CYYZ

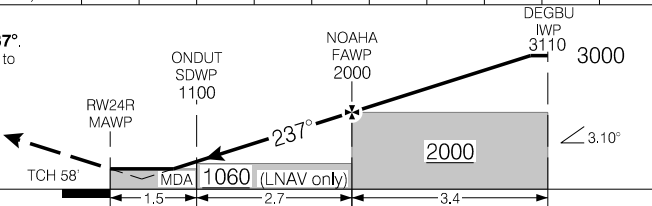
ATIS – 120.82	ARR – 132.8 124.47 125.4	TWR – 118.35 118.7	GND – 121.9 121.65 119.1	AW-AS

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT NOAHA	LDA
4900	Ch 80722 W24B	237°	2000	9392



DIST FROM RW24R		1.1	2	3	4	5	6	**7.3**	7.6			
ALT (3.10° APCH PATH)		980	1260	1590	1920	2250	2580	**3000**	3110			

MISSED APPROACH
Climb to **1100** hdg **237°**.
Then climbing LEFT turn to **3000** direct to PETVO.



ELEV 569
TDZE 546

Knots	ft/min	Min:Sec
70	380	
90	490	
110	600	
130	710	
150	820	

CATEGORY	A	B	C	D
LPV	**796**	(250)	1 RVR 50	
LNAV/VNAV (min. -23°C, max. 45°C)	**1028**	(482)	1½	
LNAV	**980**	(434)	1¼	

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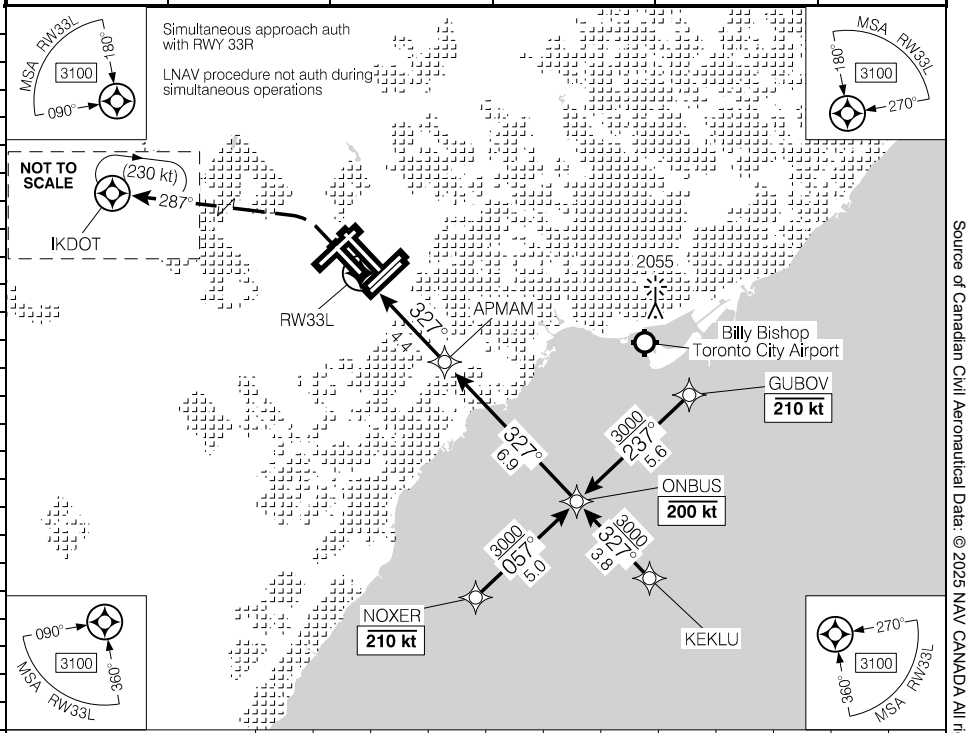
TORONTO/LESTER B. PEARSON INTL, ON

RNAV (GNSS) Z RWY 33L

434034N 0793750W VAR 10°W

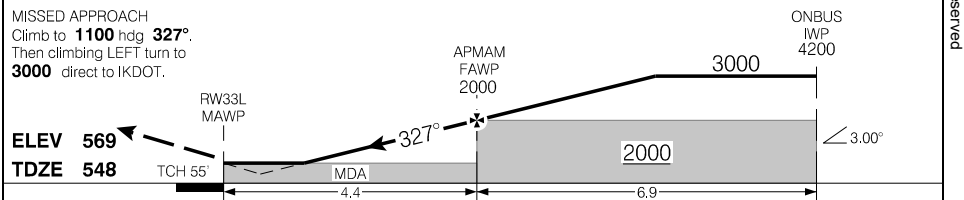
CYYZ

ATIS – 120.82	ARR – 132.8 124.47 125.4	TWR – 118.35 118.7	GND – 121.9 121.65 119.1	
SAFE ALT 100 NM **4900**	WAAS **Ch 80637** W33A	APCH CRS **327°**	MIN ALT APMAM **2000**	LDA **8490**



DIST FROM RW33L	1.4	2	3	4	5	6	**7.5**	9	10	11.3		
ALT (3.00° APCH PATH)	1040	1240	1560	1870	2190	2510	**3000**	3470	3790	4200		

MISSED APPROACH
Climb to **1100** hdg **327°**.
Then climbing LEFT turn to **3000** direct to IKDOT.



Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**842**	(296)	1 RVR 50	
LNAV/VNAV (min. -19°C, max. 54°C)	**950**	(404)	1 RVR 50	
LNAV	**1040**	(494)	1 RVR 50	

RNAV (GNSS) Z RWY 33L CYYZ

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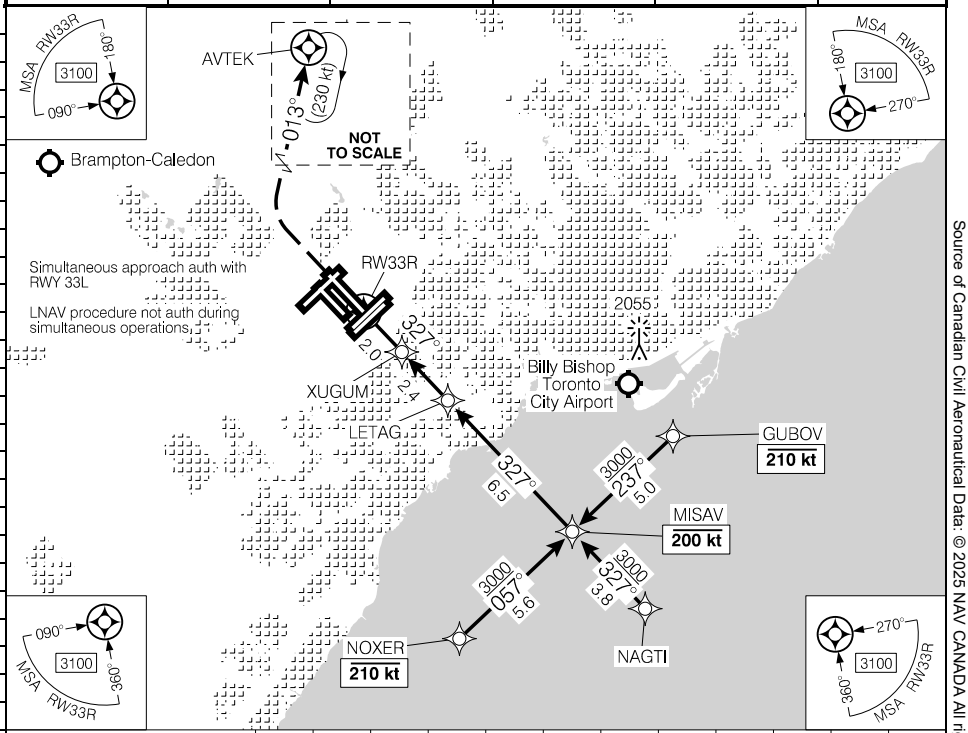
RNAV (GNSS) Z RWY 33R

434034N 0793750W VAR 10°W

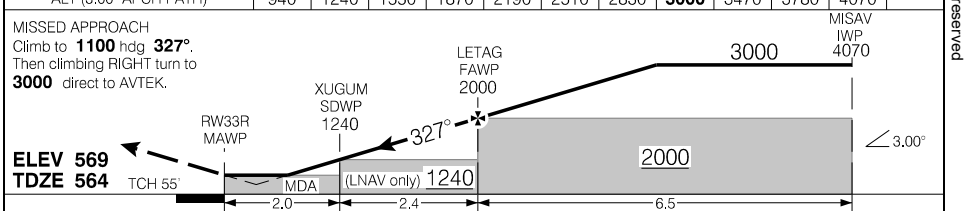
CYYZ

ATIS – 120.82	ARR – 132.8 124.47 125.4	TWR – 118.35 118.7	GND – 121.9 121.65 119.1

SAFE ALT 100 NM	WAAS	APCH	MIN ALT	LDA
4900	Ch 80638 W33D	CRS 327°	LETAG 2000	11050



DIST FROM RW33R	1.1	2	3	4	5	6	7	7.5	9	10	10.9
ALT (3.00° APCH PATH)	940	1240	1550	1870	2190	2510	2830	3000	3470	3780	4070



CATEGORY	A	B	C	D
LPV	771	(227)	½ RVR 26	
LNAV/VNAV (min. -19°C, max. 54°C)	947	(403)	1 RVR 50	
LNAV	940	(396)	1 RVR 50	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) Z RWY 33R

CYYZ

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Canada Air Pilot
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ATTENTION ALL USERS OF ILS and RNAV (GNSS) PRECISION RUNWAY MONITOR (PRM) APPROACHES

Closely Spaced Parallel Operations

PILOT NON-PARTICIPANT PROCEDURE:

Pilots who are unable to participate will be afforded appropriate arrival services as operational conditions permit and must notify the controlling ATC facility as soon as practical, but at least 100 miles from destination / OR ON FIRST CONTACT.

LIST OF APPROVED PRM APPROACHES:

ILS PRM Rwys 15L, 15R, 33L, 33R
RNAV (GNSS) PRM Z Rwys 15L, 15R, 33L, 33R

Requirements: Approaches supporting PRM operations must have vertical guidance. For RNAV (GNSS) approaches, flight director or autopilot and GNSS are required.

General, applicable to all approaches

Review procedure for executing a climbing and descending PRM breakout.

Breakout phraseology: "TRAFFIC ALERT - (*Call Sign*)
TURN (LEFT/RIGHT) IMMEDIATELY HEADING (degrees),
CLIMB/DESCEND TO (altitude)."

All breakouts: Hand flown, initiate immediately.

Descending on the glideslope/glidepath ensures compliance with any charted crossing restrictions.

Dual VHF Comm.: When assigned or planning a specific PRM approach, a **second** receiver will be required to be tuned to the PRM monitor frequency. Expect the following sequence in ATC communication transfers:

- ARRIVAL FREQ - CHECK IN = ATC *VECTORS* TO FINAL and *APPROACH CLEARANCE*

When directed by ATC, switch to:

- APCH MONITOR CONTROLLER FREQ = CHECK IN – But maintain a listening watch on the PRM frequency on the secondary VHF radio receiver.

When directed by ATC, switch to:

- TOWER CONTROLLER FREQ = *LANDING CLEARANCE* - But continue **monitoring** PRM FREQ on secondary VHF radio receiver.

If later assigned the same runway, non-PRM approach, consider it briefed provided the same minimums are utilized. PRM related chart notes and PRM frequency no longer apply.

TCAS during breakout: Follow TCAS climb/descend if it differs from ATC, while executing the breakout turn.

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TORONTO/LESTER B. PEARSON INTL, ON

ILS PRM RWY 15L

434034N 0793750W VAR 10°W

CYYZ

ATIS – 120.82	ARR – 132.8 124.47 125.4 134.17	TWR – 118.35 118.7 PRM – 133.1	GND – 121.9 121.65 119.1	
SAFE ALT 100 NM **4900**	LOC IRW **110.5**	APCH CRS **147°**	GP WOHIL **1820**	LDA **10886**

RADAR Required.

VGSI and ILS GP not coincident (VGSI Angle 3.0° / TCH 78ft).

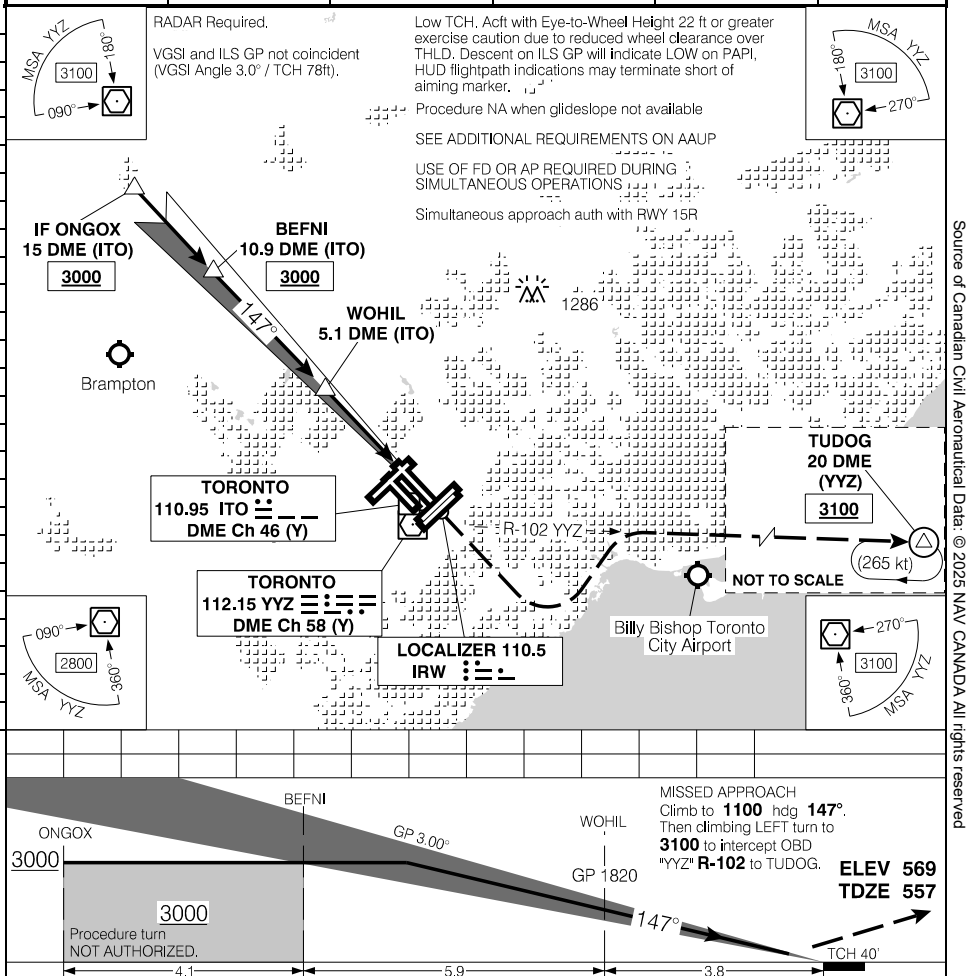
Low TCH. Acft with Eye-to-Wheel Height 22 ft or greater exercise caution due to reduced wheel clearance over THLD. Descent on ILS GP will indicate LOW on PAPI, HUD flightpath indications may terminate short of aiming marker.

Procedure NA when glideslope not available

SEE ADDITIONAL REQUIREMENTS ON AAUP

USE OF FD OR AP REQUIRED DURING SIMULTANEOUS OPERATIONS

Simultaneous approach auth with RWY 15R



MISSED APPROACH
Climb to **1100** hdg **147°**.
Then climbing LEFT turn to **3100** to intercept OBD "YYZ" **R-102** to TUDOG.

ELEV 569
TDZE 557

CATEGORY	A	B	C	D
ILS	**757**	(200)	½ RVR 26	

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

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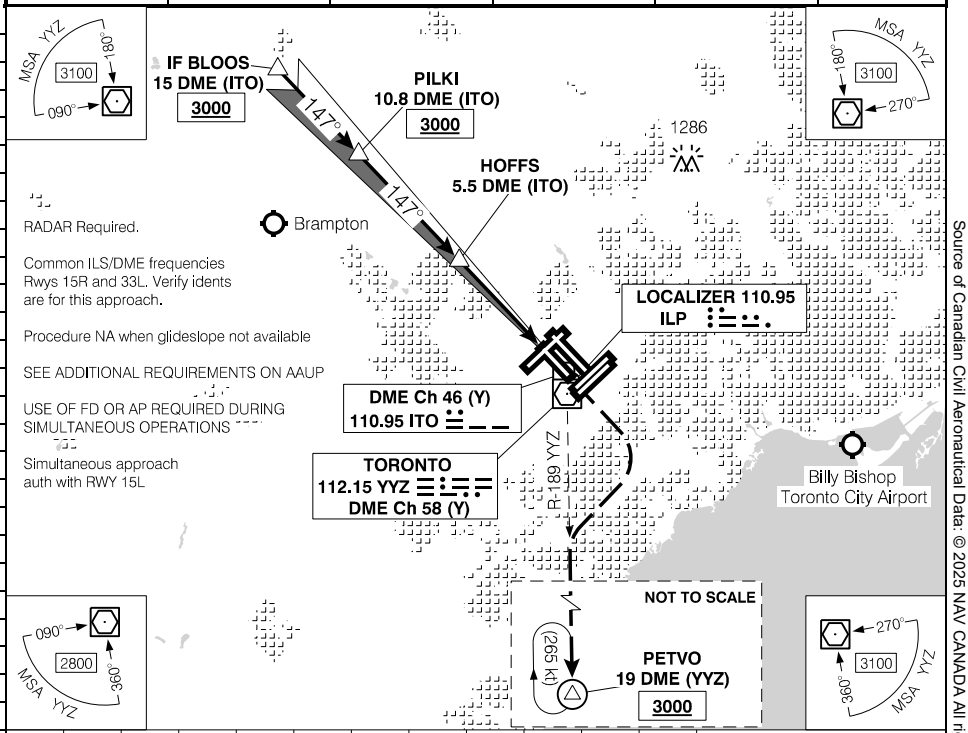
TORONTO/LESTER B. PEARSON INTL, ON

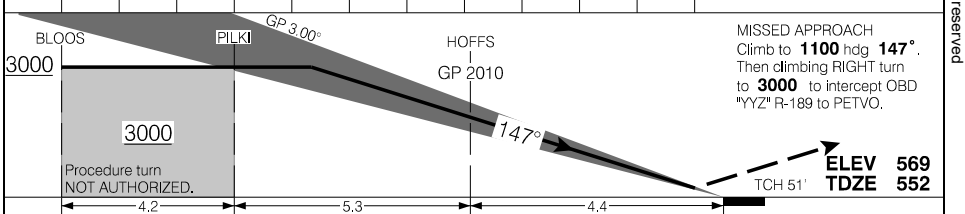
ILS PRM RWY 15R

434034N 0793750W VAR 10°W

CYYZ

ATIS – 120.82	ARR – 132.8 124.47 125.4 134.17	TWR – 118.35 118.7 PRM – 133.1	GND – 121.9 121.65 119.1	AN P3
SAFE ALT 100 NM **4900**	LOC ILP **110.95**	APCH CRS **147°**	GP HOFFS **2010**	LDA **8500**





CATEGORY	A	B	C	D
ILS	752	(200)	½ RVR 26	

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

ILS PRM RWY 15R

CYYZ

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TORONTO/LESTER B. PEARSON INTL, ON

ILS PRM RWY 33L

434034N 0793750W VAR 10°W

CYYZ

ATIS – 120.82	ARR – 132.8 124.47 125.4 134.17	TWR – 118.35 118.7 PRM – 133.1	GND – 121.9 121.65 119.1	
SAFE ALT 100 NM 4900	LOC ITO 110.95	APCH CRS 327°	GP APMAM 2020	LDA 8490

RADAR Required.

Common ILS/DME frequencies Rwys 15R and 33L. Verify idents.

SEE ADDITIONAL REQUIREMENTS ON AAUP

Procedure NA when glideslope not available

USE OF FD OR AP REQUIRED DURING SIMULTANEOUS OPERATIONS

Simultaneous approach auth with RWY 33R

MSA YYZ 3100 090° 180°

MSA YYZ 3100 180° 270°

LOCALIZER 110.95
ITO
DME Ch 46 (Y)

257°
R-287 YYZ
(230 kt)
IKDOT
20 DME (YYZ)
3000
NOT TO SCALE

327°
APMAM
4.6 DME (ITO)

2055

Billy Bishop Toronto City Airport

TORONTO
112.15 YYZ
DME Ch 58 (Y)

327°
ERBAN
9.8 DME (ITO)
3000

327°
IF
IKMEX
15.8 DME (ITO)
3000

147°

MSA YYZ 2800 090° 360°

Burlington Executive

MSA YYZ 3100 270° 360°

25 20 15 10 5 0 (NM)

MISSED APPROACH
Climb to **1100** hdg **327°**.
Climbing LEFT turn to **3000** hdg **257°**. Then intercept OBD "YYZ" **R-287** to IKDOT.

APMAM
GP 2020

GP 3.00°

ERBAN

IKMEX

3000

3000

327°

ELEV 569
TDZE 548

TCH 55'

Procedure turn NOT AUTHORIZED.

4.4 5.3 6.0

CATEGORY	A	B	C	D
ILS	838	(290)	1 RVR 50	

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

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ILS PRM RWY 33L CYYZ

EFF 27 NOV 25

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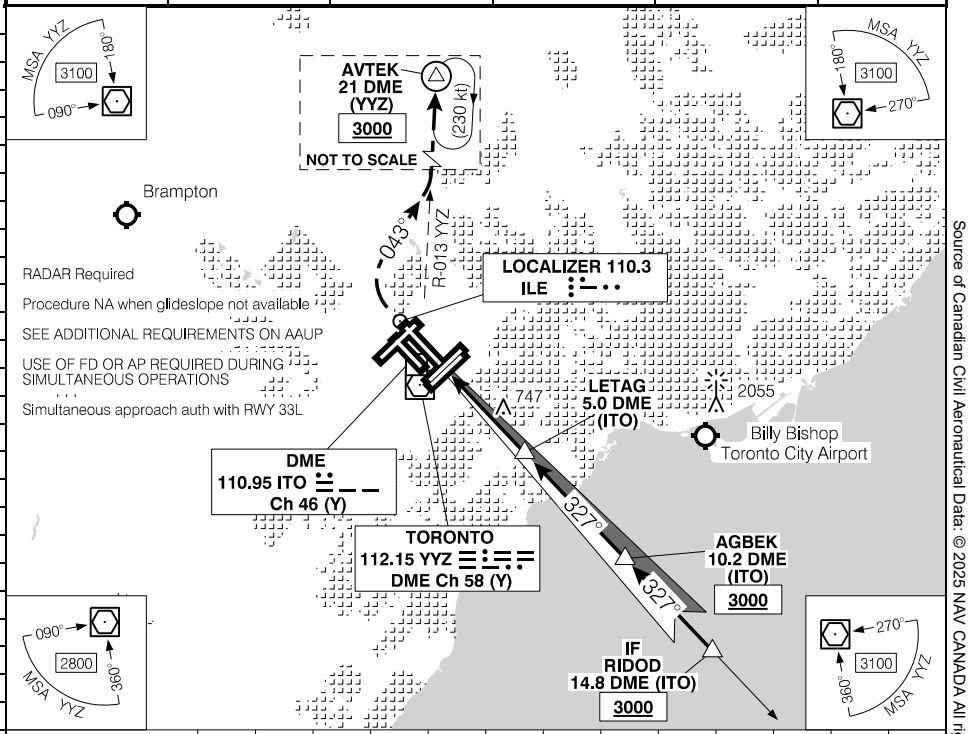
TORONTO/LESTER B. PEARSON INTL, ON

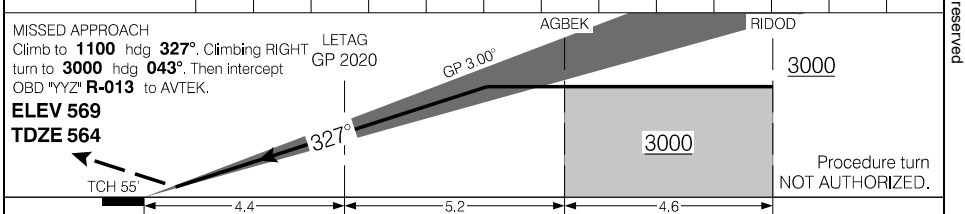
ILS PRM RWY 33R

434034N 0793750W VAR 10°W

CYYZ

ATIS – 120.82	ARR – 132.8 124.47 125.4 134.17	TWR – 118.35 118.7 PRM – 133.1	GND – 121.9 121.65 119.1	
SAFE ALT 100 NM **4900**	LOC ILE **110.3**	APCH CRS **327°**	GP LETAG **2020**	LDA **11050**





CATEGORY	A	B	C	D
ILS	**767**	(203)	½ RVR 26	

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

ILS PRM RWY 33R

CYYZ

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Canada Air Pilot
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TORONTO/LESTER B. PEARSON INTL, ON

RNAV (GNSS) PRM Z RWY 15L

434034N 0793750W VAR 10°W

CYYZ

ATIS – 120.82	ARR – 132.8 124.47 125.4 134.17	TWR – 118.35 118.7 PRM – 133.1	GND – 121.9 121.65 119.1	
SAFE ALT 100 NM **4900**	WAAS **Ch 80632** W15A	APCH CRS **146°**	MIN ALT SEKUR **2000**	LDA **10886**

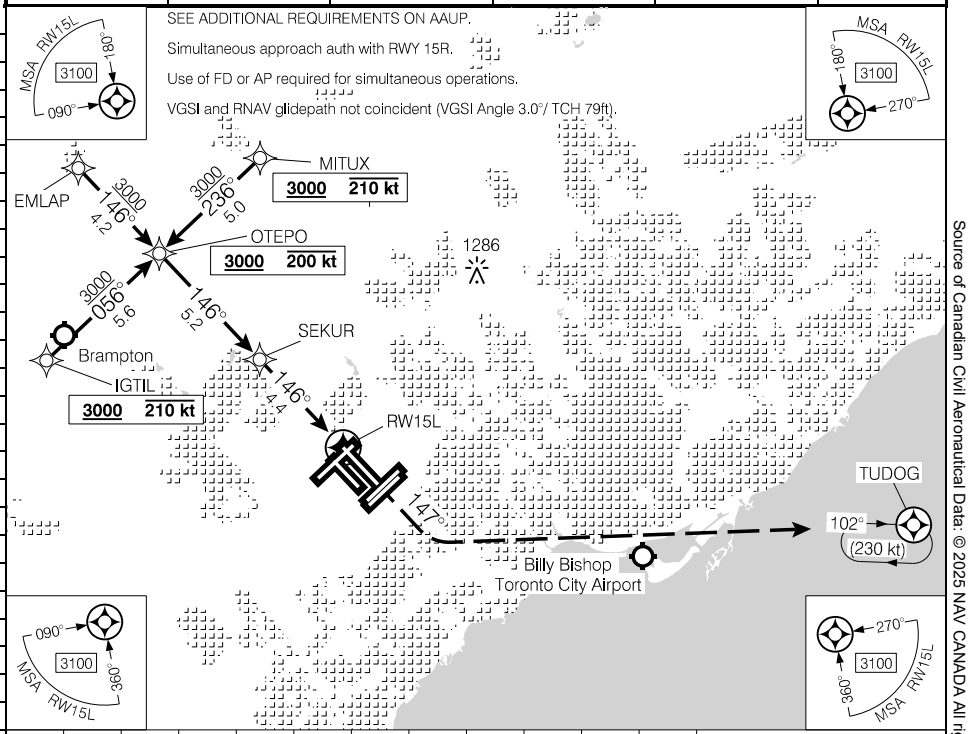
P3 AN

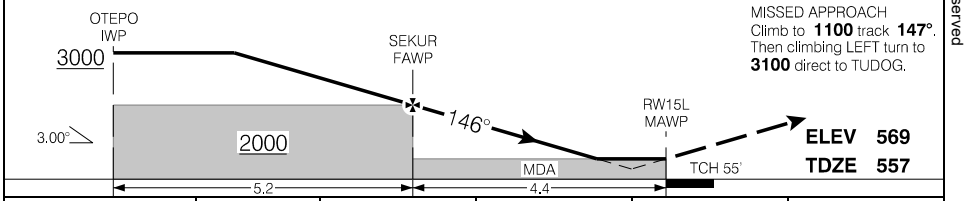
SEE ADDITIONAL REQUIREMENTS ON AAUP.

Simultaneous approach auth with RWY 15R.

Use of FD or AP required for simultaneous operations.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.0°/ TCH 79ft).





MISSED APPROACH
Climb to **1100** track **147°**.
Then climbing LEFT turn to **3100** direct to TUDOG.

CATEGORY	A	B	C	D
LPV	**757**	(200)	½ RVR 26	
LNAV/VNAV (min. -19°C, max. 54°C)	**898**	(341)	1 RVR 50	

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) PRM Z RWY 15L CYYZ

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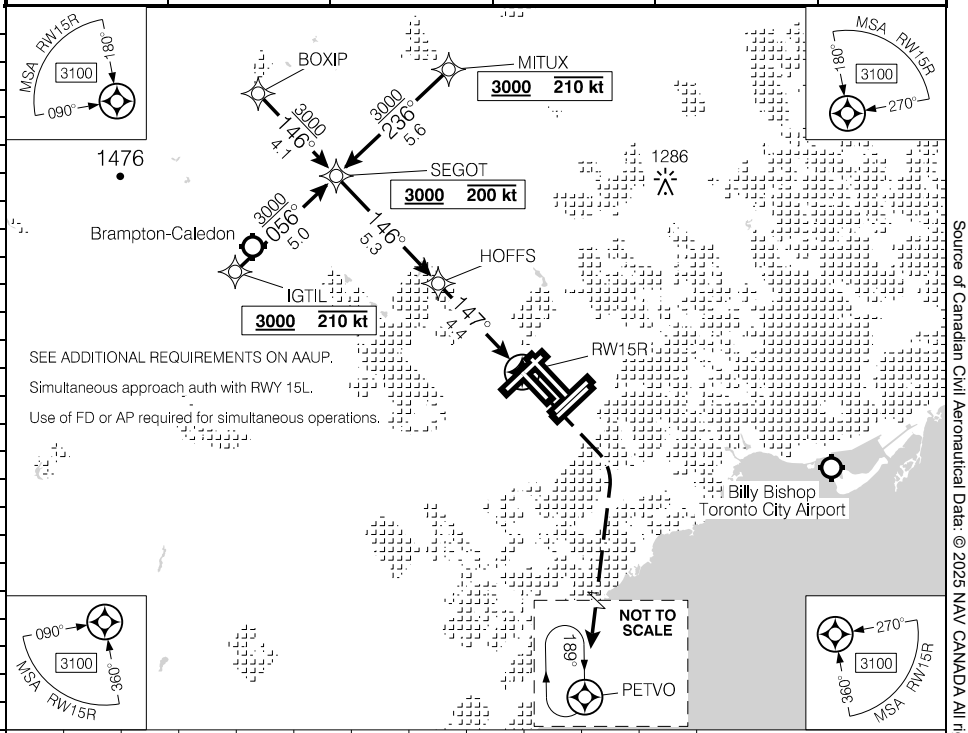
RNAV (GNSS) PRM Z RWY 15R

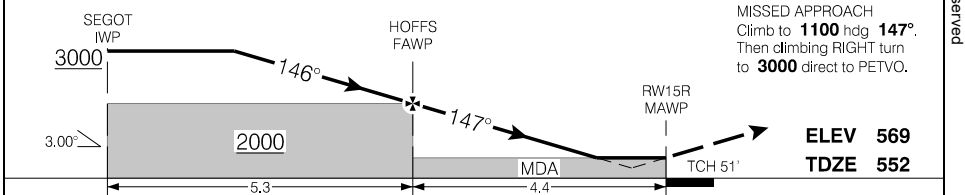
434034N 0793750W VAR 10°W

CYYZ

ATIS – 120.82	ARR – 132.8 124.47 125.4 134.17	TWR – 118.35 118.7 PRM – 133.1	GND – 121.9 121.65 119.1	AN P3

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT HOFFS	LDA
4900	Ch 80633 W15D	147°	2000	8500





MISSED APPROACH
Climb to **1100** hdg **147°**.
Then climbing RIGHT turn to **3000** direct to PETVO.

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

CATEGORY	A	B	C	D
LPV	752	(200)	½ RVR 26	
LNAV/VNAV (min. -19°C, max. 54°C)	847	(295)	1 RVR 50	

RNAV (GNSS) PRM Z RWY 15R

CYYZ

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TORONTO/LESTER B. PEARSON INTL, ON

RNAV (GNSS) PRM Z RWY 33L

434034N 0793750W VAR 10°W

CYYZ

ATIS – 120.82	ARR – 132.8 124.47 125.4 134.17	TWR – 118.35 118.7 PRM – 133.1	GND – 121.9 121.65 119.1	
SAFE ALT 100 NM **4900**	WAAS **Ch 80637** W33A	APCH CRS **327°**	MIN ALT APMAM **2000**	LDA **8490**

P3 AN

SEE ADDITIONAL REQUIREMENTS ON AAUP.

Simultaneous approach auth with RWY 33R.

Use of FD or AP required for simultaneous operations.

MSA RW33L 180° 3100 090°

MSA RW33L 180° 3100 270°

NOT TO SCALE

230 kt) 287°

IKDOT

RW33L

327° 4.4

APMAM

2055

Billy Bishop Toronto City Airport

GUBOV
3000 **210 kt**

3000 237° 5.6

327° 6.9

ONBUS
3000 **200 kt**

3000 057° 5.0

3000 327° 3.8

NOXER
3000 **210 kt**

KEKLU

090° 3100 360° MSA RW33L

270° 3100 360° MSA RW33L

25 20 15 10 5 0 (NM)

MISSED APPROACH
Climb to **1100** hdg **327°**.
Then climbing LEFT turn to **3000** direct to IKDOT.

ONBUS IWP 3000

APMAM FAWP

RW33L MAWP

327°

2000

3.00°

ELEV 569
TDZE 548

TCH 55'

MDA

4.4 6.9

CATEGORY	A	B	C	D
LPV	**842**	(296)	1 RVR 50	
LNAV/VNAV (min. -19°C, max. 54°C)	**950**	(404)	1 RVR 50	

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

RNAV (GNSS) PRM Z RWY 33L CYYZ

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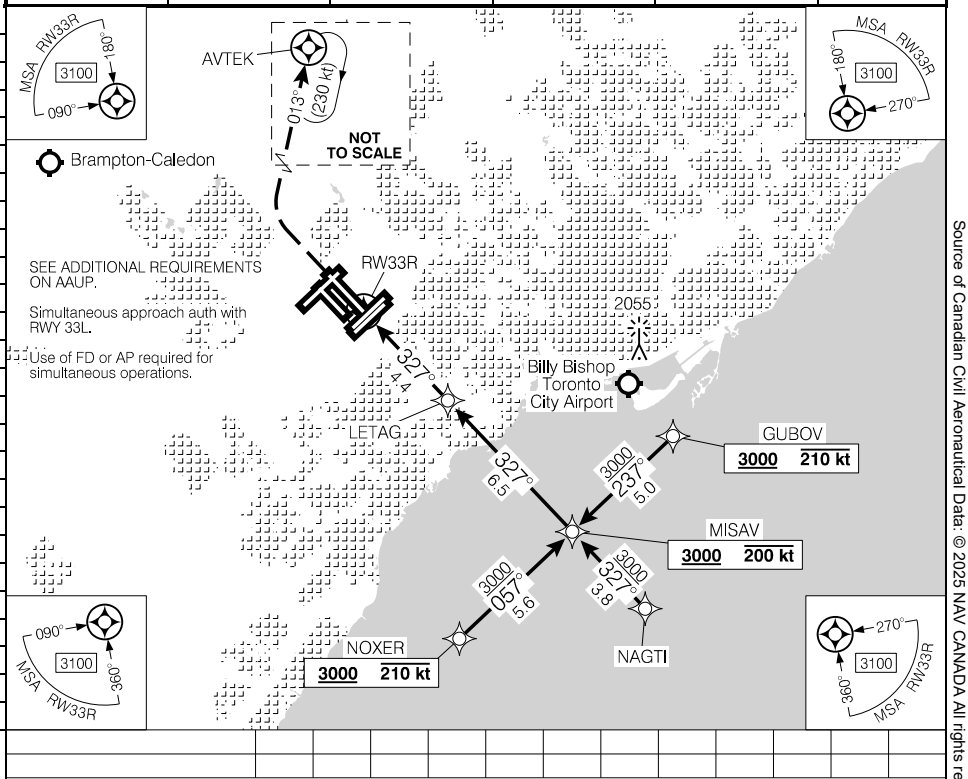
RNAV (GNSS) PRM Z RWY 33R

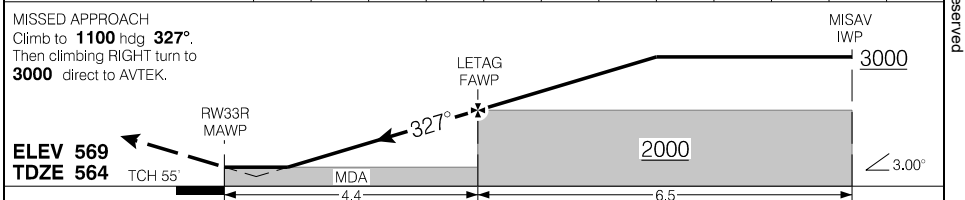
434034N 0793750W VAR 10°W

CYYZ

ATIS – 120.82	ARR – 132.8 124.47 125.4 134.17	TWR – 118.35 118.7 PRM – 133.1	GND – 121.9 121.65 119.1	

SAFE ALT 100 NM	WAAS	APCH	MIN ALT	LDA
4900	Ch 80638 W33D	CRS 327°	LETAG 2000	11050





Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

CATEGORY	A	B	C	D
LPV	771	(227)	½ RVR 26	
LNAV/VNAV (min. -19°C, max. 54°C)	947	(403)	1 RVR 50	

RNAV (GNSS) PRM Z RWY 33R CYYZ

EFF 27 NOV 25

Canada Air Pilot
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Departure Route Description

Unless otherwise assigned by ATC:

All rwys: Maintain **5000**.

Rwy 05: Requires a minimum climb gradient of **360** ft/NM to **2700**. Depart rwy 05, climb hdg **057°** to **1000**. Climbing LEFT turn hdg **047°** or as assigned. Expect radar vectors to MOBEL (or as assigned) then proceed via depicted route.

Rwy 06L: Requires a minimum climb gradient of **400** ft/NM to **2700**. Depart rwy 06L, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to MOBEL (or as assigned) then proceed via depicted route.

Rwy 06R: Requires a minimum climb gradient of **390** ft/NM to **2700**. Depart rwy 06R, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to MOBEL (or as assigned) then proceed via depicted route.

Rwy 15L: Requires a minimum climb gradient of **390** ft/NM to **3000**. Depart rwy 15L, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to MIXUT (or as assigned) then proceed via depicted route.

Rwy 15R: Requires a minimum climb gradient of **380** ft/NM to **3000**. Depart rwy 15R, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to MIXUT (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 MIXUT (or as assigned) then proceed via depicted route.

Rwy 24L: Requires a minimum climb gradient of **270** ft/NM to **1700**. Depart rwy 24L, climb hdg **237°** to **1000**. Climbing LEFT turn hdg **235°** or as assigned. Expect radar vectors to MIXUT (or as assigned) then proceed via depicted route.

Rwy 24R: Requires a minimum climb gradient of **260** ft/NM to **1700**. Depart rwy 24R, climb hdg **237°** to **1000**. Climbing LEFT turn hdg **235°** or as assigned. Expect radar vectors to MIXUT (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 NUBAX (or as assigned) then proceed via depicted route.

Rwy 33R: Depart rwy 33R, climb hdg **327°** to **2100**. Climbing RIGHT turn hdg **340°** or as assigned. Expect radar vectors to NUBAX (or as assigned) then proceed via depicted route.

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
260 FT/NM	390	520	610	700	780	870	1090	1300
270 FT/NM	410	540	630	720	810	900	1130	1350
360 FT/NM	540	720	840	960	1080	1200	1500	1800
380 FT/NM	570	760	890	1020	1140	1270	1590	1900
390 FT/NM	590	780	910	1040	1170	1300	1630	1950
400 FT/NM	600	800	940	1070	1200	1340	1670	2000

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.

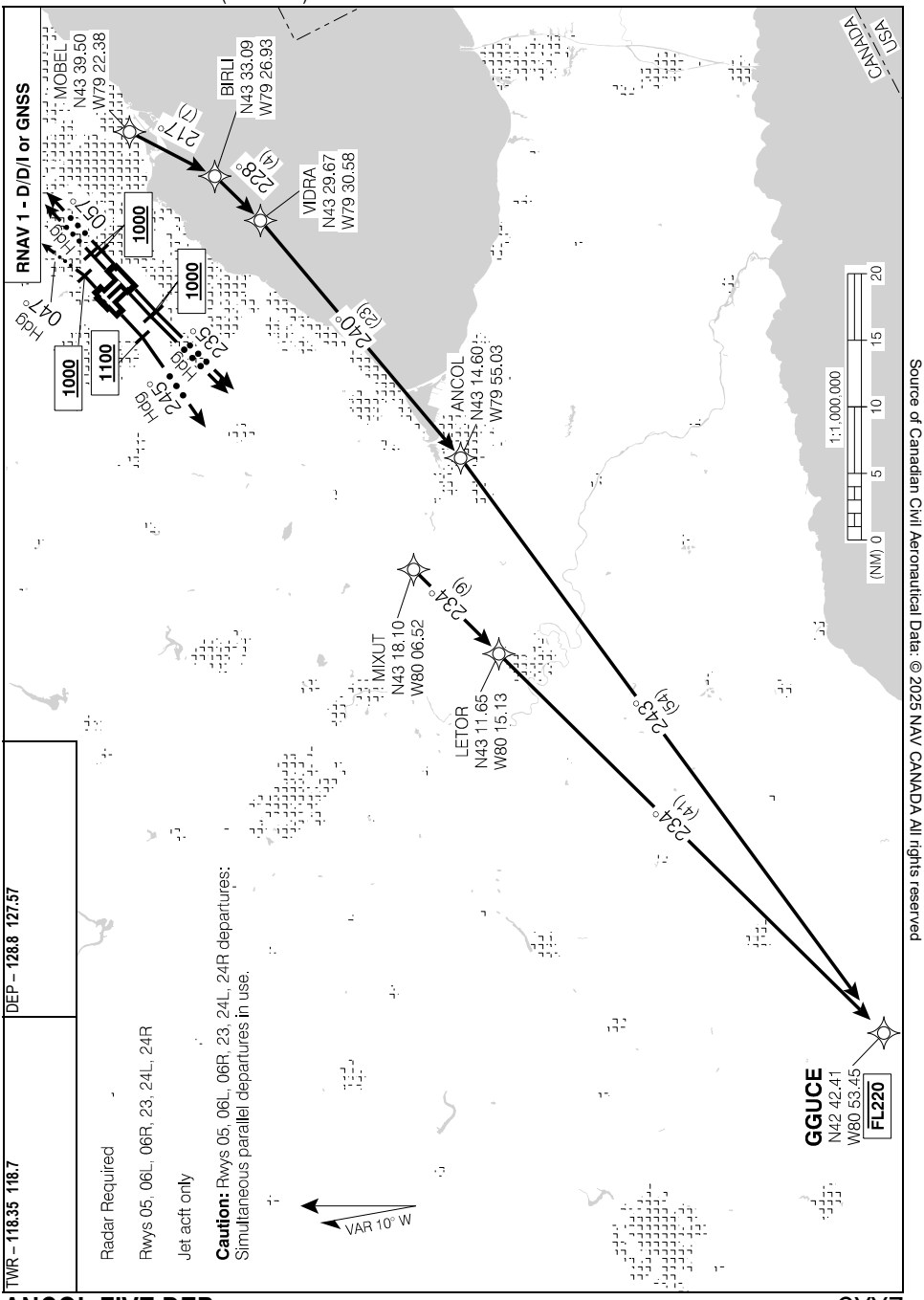
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SID (RNAV)

TORONTO/LESTER B. PEARSON INTL, ON

ANCOL FIVE DEP (ANCOL5.)

CYYZ



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ANCOL FIVE DEP (ANCOL5.)

CYYZ

EFF 17 APR 25

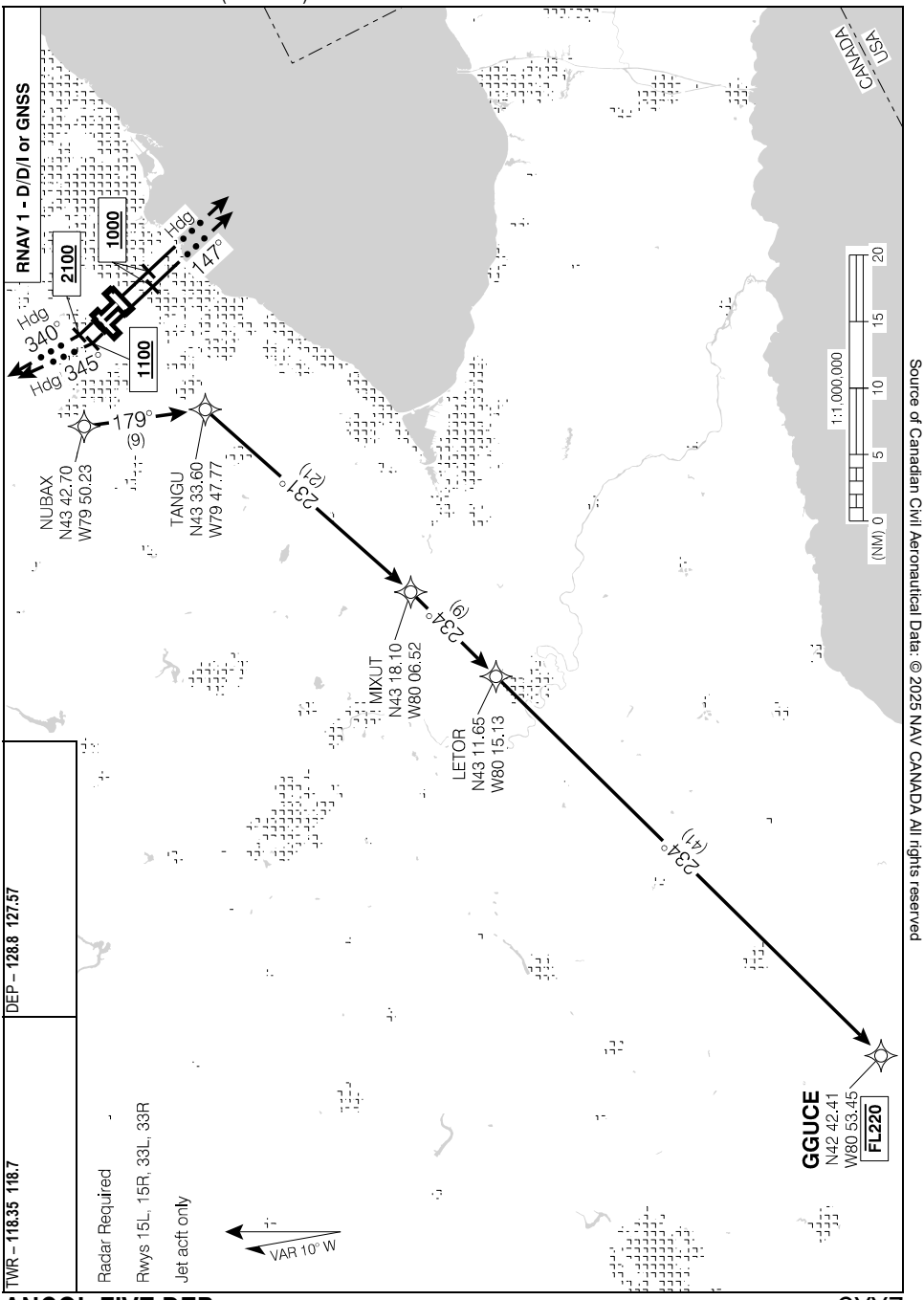
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SID (RNAV)

ANCOL FIVE DEP (ANCOL5.)

TORONTO/LESTER B. PEARSON INTL, ON

CYYZ



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ANCOL FIVE DEP (ANCOL5.)

EFF 17 APR 25

CYYZ

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

Departure Route Description

Unless otherwise assigned by ATC

Note: Aircraft assigned a turn at take-off, commence turn at **1100**.

Rwy 05: Requires a minimum climb gradient of **360** ft/NM to **2700**. Depart rwy 05 hdg **057°**. Intercept and maintain YTP **R-055** outbound. At 5.7 DME fly hdg **047°** or assigned hdg for vectors to assigned route. Climb to and maintain: Jet acft: **5000**, Non-Jet acft: **3000**.

Rwy 06L: Requires a minimum climb gradient of **400** ft/NM to **2700**. Depart rwy 06L hdg **057°** or assigned hdg for vectors to assigned route. Climb to and maintain: Jet acft: **5000**, Non-Jet acft: **3000**.

Rwy 06R: Requires a minimum climb gradient of **390** ft/NM to **2700**. Depart rwy 06R hdg **057°** or assigned hdg for vectors to assigned route. Climb to and maintain: Jet acft: **5000**, Non-Jet acft: **3000**.

Rwy 15L: Requires a minimum climb gradient of **390** ft/NM to **3000**. Depart rwy 15L hdg **147°** cross YTP 7.9 DME Ch 112(Y) at or above **3000**. Maintain hdg for vectors to assigned route. Climb to and maintain: Jet acft: **5000**, Non-Jet acft: **3000**.

Rwy 15R: Requires a minimum climb gradient of **380** ft/NM to **3000**. Depart rwy 15R hdg **147°** cross YTP 7.9 DME Ch 112(Y) at or above **3000**. Maintain hdg for vectors to assigned route. Climb to and maintain: Jet acft: **5000**, Non-Jet acft: **3000**.

Rwy 23: Depart rwy 23 hdg **237°** until passing YTP. Then intercept and maintain YTP **R-240** outbound. At 3.9 DME fly hdg **245°** or assigned hdg for vectors to assigned route. Climb to and maintain: Jet acft: **5000**, Non-Jet acft: **3000**.

Rwy 24L: Requires a minimum climb gradient of **270** ft/NM to **1700**. Depart rwy 24L hdg **237°**. At YYZ 1.6 DME Ch 58(Y), turn LEFT hdg **235°** or assigned hdg for vectors to assigned route. Climb to and maintain: Jet acft: **5000**, Non-Jet acft: **3000**.

Rwy 24R: Requires a minimum climb gradient of **260** ft/NM to **1700**. Depart rwy 24R hdg **237°**. At YYZ 1.6 DME Ch 58(Y), turn LEFT hdg **235°** or assigned hdg for vectors to assigned route. Climb to and maintain: Jet acft: **5000**, Non-Jet acft: **3000**.

Rwy 33L: Requires a minimum climb gradient of **250** ft/NM to **900**. Depart rwy 33L hdg **327°** to **1100**. Climbing RIGHT turn hdg **345°** or assigned hdg for vectors to assigned route. Climb to and maintain: Jet acft: **5000**, Non-Jet acft: **3000**.

Rwy 33R: Depart rwy 33R hdg **327°** to **2100**. Climbing RIGHT turn hdg **340°** or assigned hdg for vectors to assigned route. Climb to and maintain: Jet acft: **5000**, Non-Jet acft: **3000**.

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
260 FT/NM	390	520	610	700	780	870	1090	1300
270 FT/NM	410	540	630	720	810	900	1130	1350
360 FT/NM	540	720	840	960	1080	1200	1500	1800
380 FT/NM	570	760	890	1020	1140	1270	1590	1900
390 FT/NM	590	780	910	1040	1170	1300	1630	1950
400 FT/NM	600	800	940	1070	1200	1340	1670	2000

Communication Failure

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

1. Select transponder code 7600;
2. Beyond 10 DME (YYZ) proceed directly on course;
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure, then;
4. Climb to flight plan altitude.

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SID (VECTOR)

ARROW FOUR DEP (ARROW4.)

TORONTO/LESTER B. PEARSON INTL, ON

CYYZ

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ARROW FOUR DEP (ARROW4.)

EFF 16 MAY 24

CYYZ

Canada Air Pilot
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Departure Route Description

Unless otherwise assigned by ATC:

All rwys: Maintain **5000**.

Rwy 05: Requires a minimum climb gradient of **360** ft/NM to **2700**. Depart rwy 05, climb hdg **057°** to **1000**. Climbing LEFT turn hdg **047°** or as assigned. Expect radar vectors to KEDSI (or as assigned) then proceed via depicted route.

Rwy 06L: Requires a minimum climb gradient of **400** ft/NM to **2700**. Depart rwy 06L, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to KEDSI (or as assigned) then proceed via depicted route.

Rwy 06R: Requires a minimum climb gradient of **390** ft/NM to **2700**. Depart rwy 06R, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to KEDSI (or as assigned) then proceed via depicted route.

Rwy 15L: Requires a minimum climb gradient of **390** ft/NM to **3000**. Depart rwy 15L, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to BOVAL (or as assigned) then proceed via depicted route.

Rwy 15R: Requires a minimum climb gradient of **380** ft/NM to **3000**. Depart rwy 15R, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to BOVAL (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 TILAM (or as assigned) then proceed via depicted route.

Rwy 24L: Requires a minimum climb gradient of **270** ft/NM to **1700**. Depart rwy 24L, climb hdg **237°** to **1000**. Climbing LEFT turn hdg **235°** or as assigned. Expect radar vectors to TILAM (or as assigned) then proceed via depicted route.

Rwy 24R: Requires a minimum climb gradient of **260** ft/NM to **1700**. Depart rwy 24R, climb hdg **237°** to **1000**. Climbing LEFT turn hdg **235°** or as assigned. Expect radar vectors to TILAM (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 TETAD (or as assigned) then proceed via depicted route.

Rwy 33R: Depart rwy 33R, climb hdg **327°** to **2100**. Climbing RIGHT turn hdg **340°** or as assigned. Expect radar vectors to TETAD (or as assigned) then proceed via depicted route.

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
260 FT/NM	390	520	610	700	780	870	1090	1300
270 FT/NM	410	540	630	720	810	900	1130	1350
360 FT/NM	540	720	840	960	1080	1200	1500	1800
380 FT/NM	570	760	890	1020	1140	1270	1590	1900
390 FT/NM	590	780	910	1040	1170	1300	1630	1950
400 FT/NM	600	800	940	1070	1200	1340	1670	2000

OTNIK TRANSITION: **(AVSEP7.OTNIK)**
MUSIT TRANSITION: **(AVSEP7.MUSIT)**

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.

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AVSEP SEVEN DEP (AVSEP7.) DEPARTURE ROUTES

CYYZ

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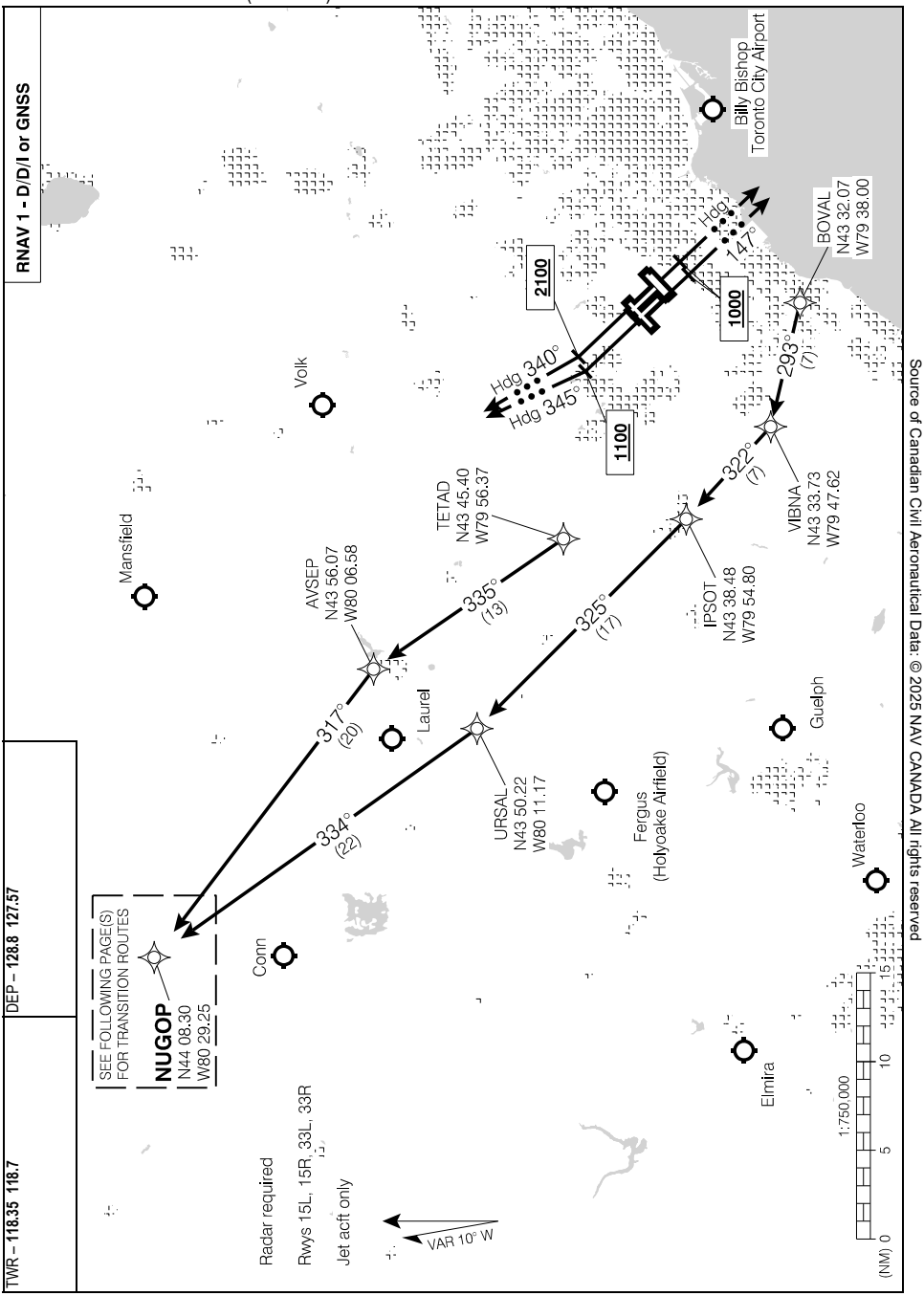
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SID (RNAV)

TORONTO/LESTER B. PEARSON INTL, ON

AVSEP SEVEN DEP (AVSEP7.) DEPARTURE ROUTES

CYYZ



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AVSEP SEVEN DEP (AVSEP7.) DEPARTURE ROUTES

CYYZ

EFF 17 APR 25

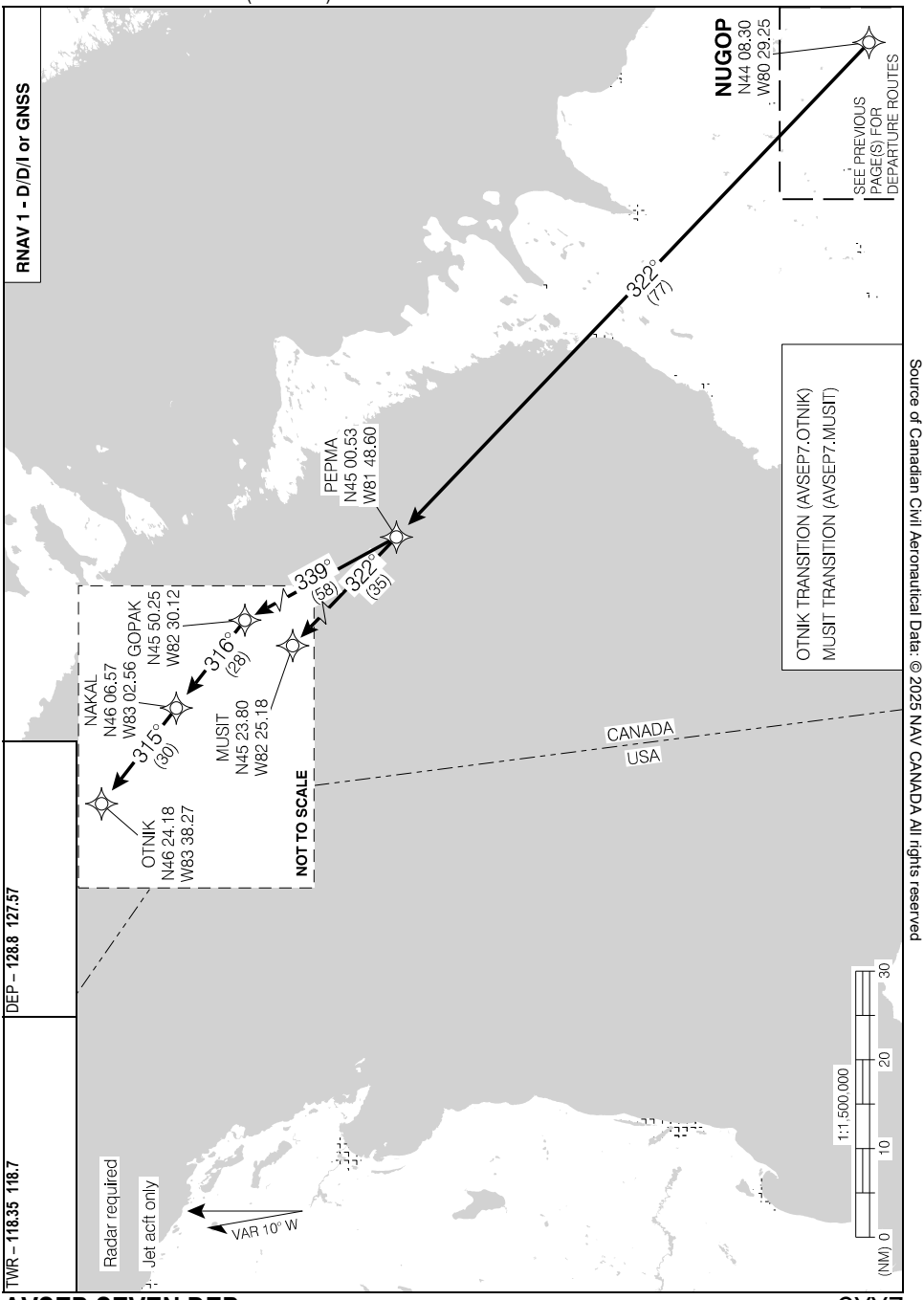
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SID (RNAV)

TORONTO/LESTER B. PEARSON INTL, ON

AVSEP SEVEN DEP (AVSEP7.) TRANSITION ROUTES

CYYZ



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AVSEP SEVEN DEP (AVSEP7.) TRANSITION ROUTES

CYYZ

EFF 17 APR 25

Departure Route Description

Unless otherwise assigned by ATC:

All rwys: Maintain **5000**.

Rwy 05: Requires a minimum climb gradient of **360** ft/NM to **2700**. Depart rwy 05, climb hdg **057°** to **1000**. Climbing LEFT turn hdg **047°** or as assigned. Expect radar vectors to MOBEL (or as assigned) then proceed via depicted route.

Rwy 06L: Requires a minimum climb gradient of **400** ft/NM to **2700**. Depart rwy 06L, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to MOBEL (or as assigned) then proceed via depicted route.

Rwy 06R: Requires a minimum climb gradient of **390** ft/NM to **2700**. Depart rwy 06R, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to MOBEL (or as assigned) then proceed via depicted route.

Rwy 15L: Requires a minimum climb gradient of **390** ft/NM to **3000**. Depart rwy 15L, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to OAKVL (or as assigned) then proceed via depicted route.

Rwy 15R: Requires a minimum climb gradient of **380** ft/NM to **3000**. Depart rwy 15R, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to OAKVL (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 MURNO (or as assigned) then proceed via depicted route.

Rwy 24L: Requires a minimum climb gradient of **270** ft/NM to **1700**. Depart rwy 24L, climb hdg **237°** to **1000**. Climbing LEFT turn hdg **235°** or as assigned. Expect radar vectors to MURNO (or as assigned) then proceed via depicted route.

Rwy 24R: Requires a minimum climb gradient of **260** ft/NM to **1700**. Depart rwy 24R, climb hdg **237°** to **1000**. Climbing LEFT turn hdg **235°** or as assigned. Expect radar vectors to MURNO (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 NUBAX (or as assigned) then proceed via depicted route.

Rwy 33R: Depart rwy 33R, climb hdg **327°** to **2100**. Climbing RIGHT turn hdg **340°** or as assigned. Expect radar vectors to NUBAX (or as assigned) then proceed via depicted route.

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
260 FT/NM	390	520	610	700	780	870	1090	1300
270 FT/NM	410	540	630	720	810	900	1130	1350
360 FT/NM	540	720	840	960	1080	1200	1500	1800
380 FT/NM	570	760	890	1020	1140	1270	1590	1900
390 FT/NM	590	780	910	1040	1170	1300	1630	1950
400 FT/NM	600	800	940	1070	1200	1340	1670	2000

ERIE TRANSITION: **(BETES3.ERI)**
FOXEE TRANSITION: **(BETES3.FOXEE)**
AIRRA TRANSITION: **(BETES3.AIRRA)**

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.

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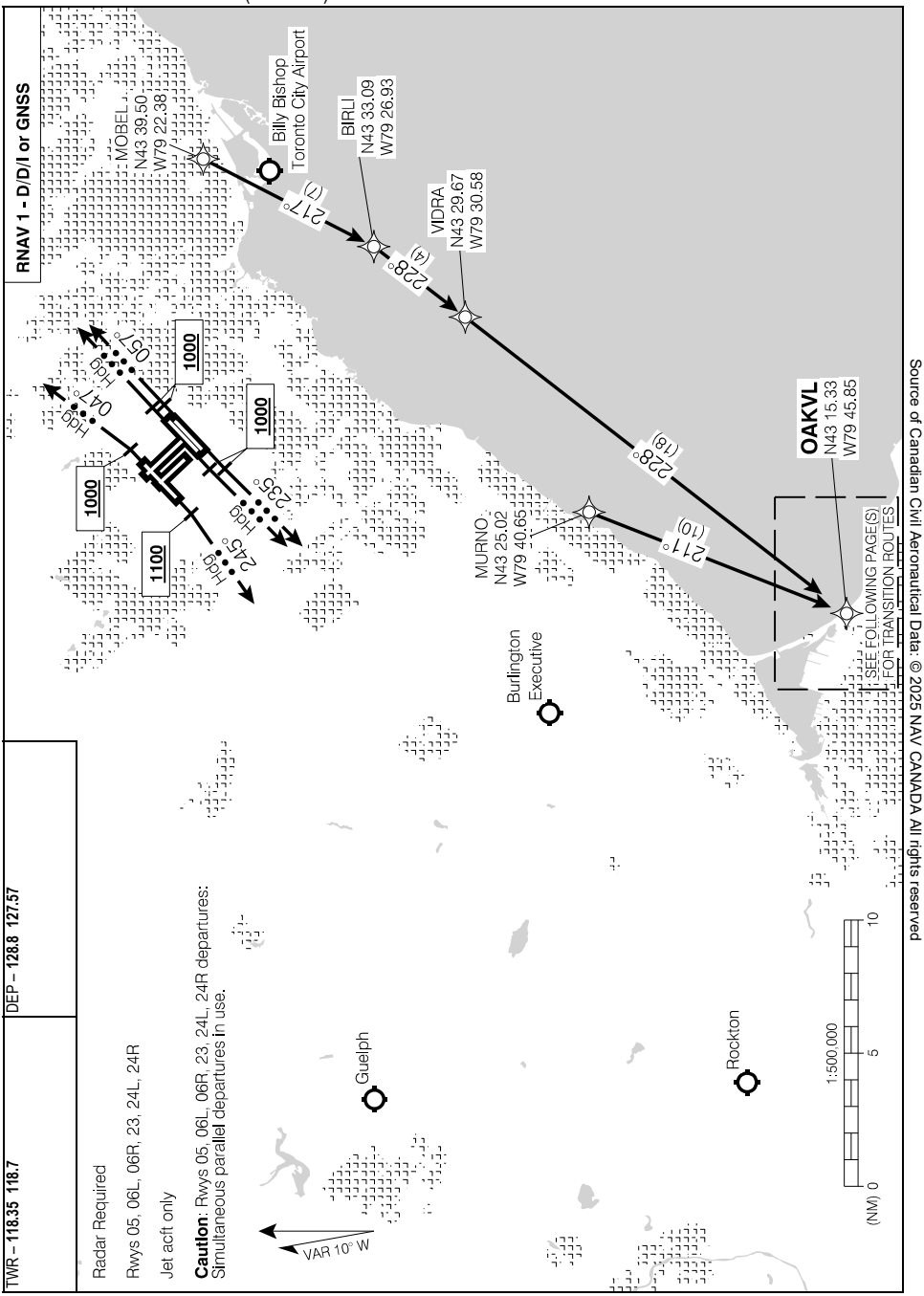
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SID (RNAV)

TORONTO/LESTER B. PEARSON INTL, ON

BETES THREE DEP (BETES3.) DEPARTURE ROUTES

CYYZ



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BETES THREE DEP (BETES3.) DEPARTURE ROUTES

CYYZ

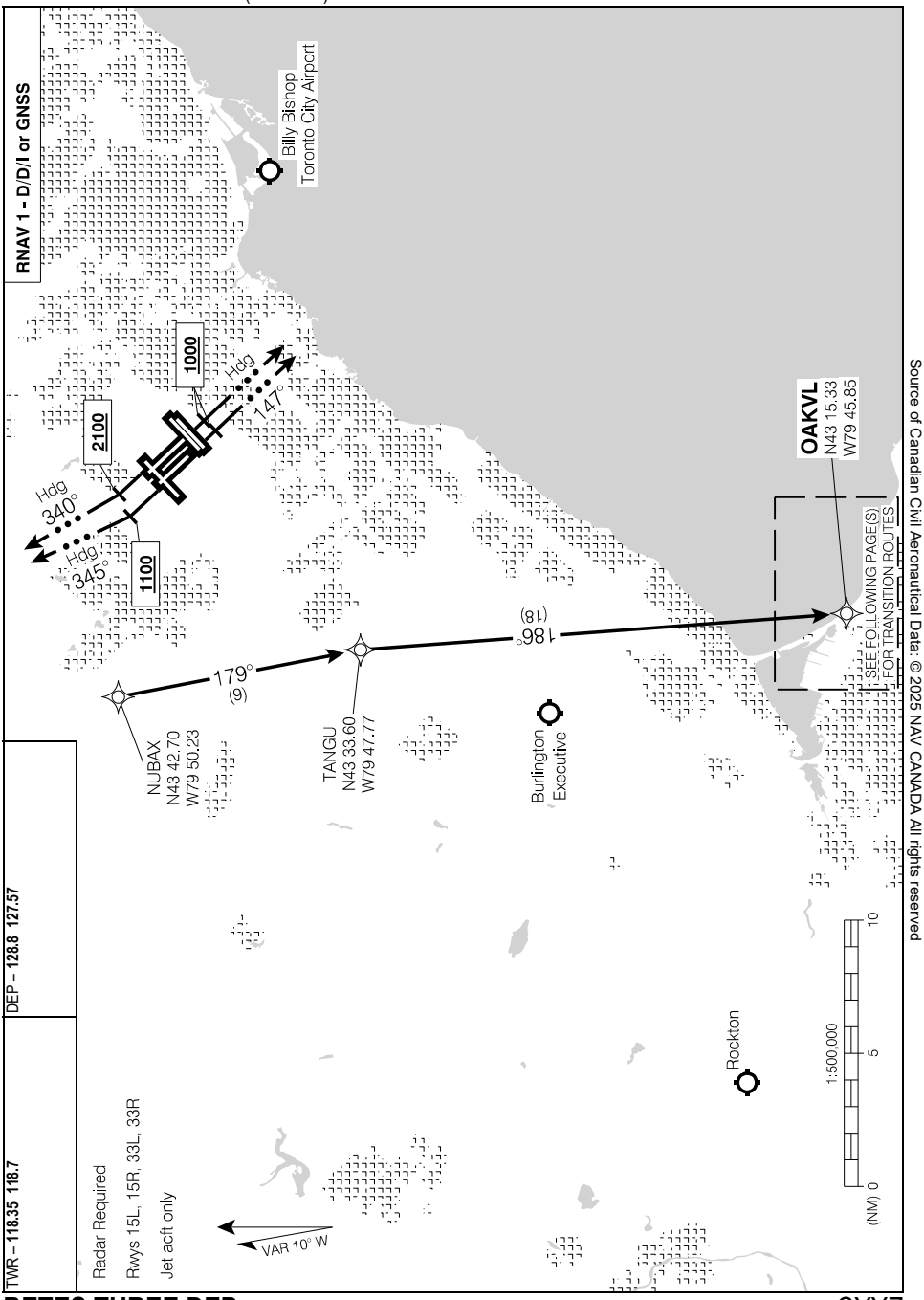
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SID (RNAV)

TORONTO/LESTER B. PEARSON INTL, ON

BETES THREE DEP (BETES3.) DEPARTURE ROUTES

CYYZ



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BETES THREE DEP (BETES3.) DEPARTURE ROUTES

CYYZ

EFF 17 APR 25

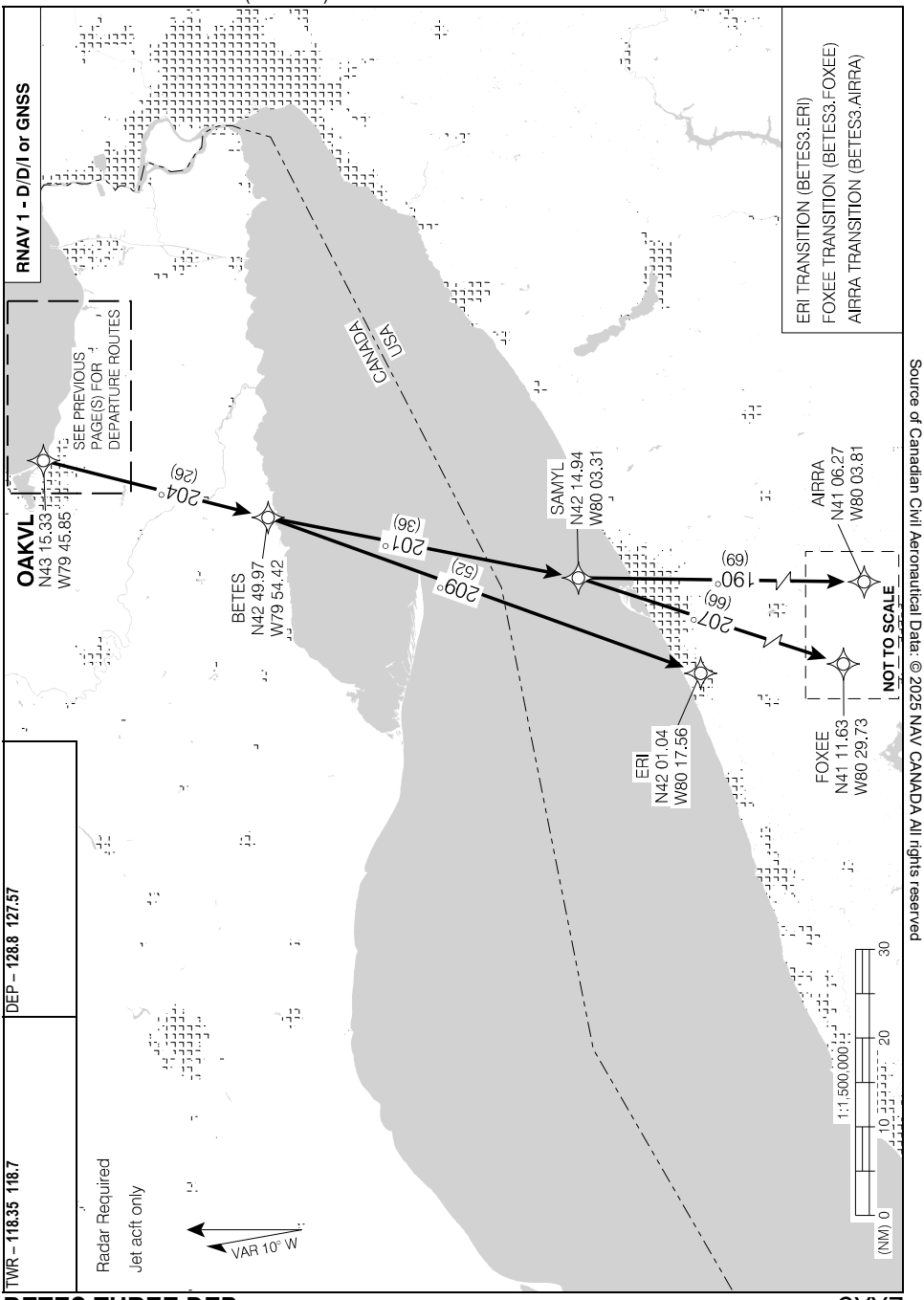
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TORONTO/LESTER B. PEARSON INTL, ON

BETES THREE DEP (BETES3.) TRANSITION ROUTES

CYYZ



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BETES THREE DEP (BETES3.) TRANSITION ROUTES

CYYZ

EFF 17 APR 25

Departure Route Description

Unless otherwise assigned by ATC:

All rwys: Maintain **3000**. Aircraft assigned a turn at takeoff; commence turn at **1100**.

Rwy 05: Requires a minimum climb gradient of **360** ft/NM to **2700**. Depart rwy 05, climb hdg **057°** to **1000**. Climbing LEFT turn hdg **047°** or as assigned. Expect radar vectors to AVROS (or as assigned) then proceed via depicted route.

Rwy 06L: Requires a minimum climb gradient of **400** ft/NM to **2700**. Depart rwy 06L, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to AVROS (or as assigned) then proceed via depicted route.

Rwy 06R: Requires a minimum climb gradient of **390** ft/NM to **2700**. Depart rwy 06R, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to AVROS (or as assigned) then proceed via depicted route.

Rwy 15L: Requires a minimum climb gradient of **390** ft/NM to **3000**. Depart rwy 15L, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to DAVSI (or as assigned) then proceed via depicted route.

Rwy 15R: Requires a minimum climb gradient of **380** ft/NM to **3000**. Depart rwy 15R, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to DAVSI (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 MAVAN (or as assigned) then proceed via depicted route.

Rwy 24L: Requires a minimum climb gradient of **270** ft/NM to **1700**. Depart rwy 24L, climb hdg **237°** to **1000**. Climbing LEFT turn hdg **235°** or as assigned. Expect radar vectors to MAVAN (or as assigned) then proceed via depicted route.

Rwy 24R: Requires a minimum climb gradient of **260** ft/NM to **1700**. Depart rwy 24R, climb hdg **237°** to **1000**. Climbing LEFT turn hdg **235°** or as assigned. Expect radar vectors to MAVAN (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 NUBAN (or as assigned) then proceed via depicted route.

Rwy 33R: Depart rwy 33R, climb hdg **327°** to **2100**. Climbing RIGHT turn hdg **340°** or as assigned. Expect radar vectors to NUBAN (or as assigned) then proceed via depicted route.

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
260 FT/NM	390	520	610	700	780	870	1090	1300
270 FT/NM	410	540	630	720	810	900	1130	1350
360 FT/NM	540	720	840	960	1080	1200	1500	1800
380 FT/NM	570	760	890	1020	1140	1270	1590	1900
390 FT/NM	590	780	910	1040	1170	1300	1630	1950
400 FT/NM	600	800	940	1070	1200	1340	1670	2000

MIVOK TRANSITION: **(BOMET8.MIVOK)**
IPTOS TRANSITION: **(BOMET8.IPTOS)**
MIGLO TRANSITION: **(BOMET8.MIGLO)**
OLABA TRANSITION: **(BOMET8.OLABA)**

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.

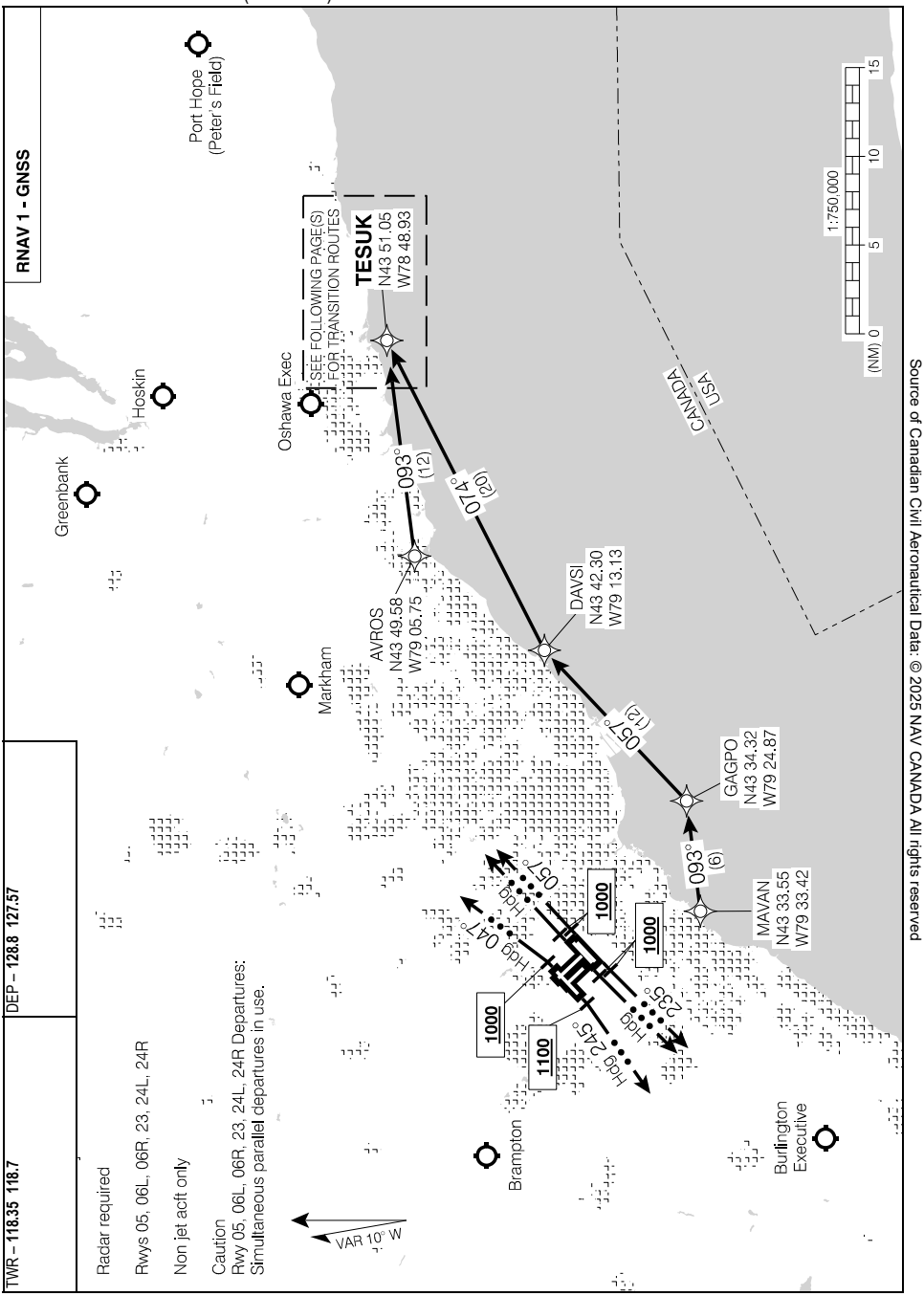
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SID (RNAV)

TORONTO/LESTER B. PEARSON INTL, ON

BOMET EIGHT DEP (BOMET8.) DEPARTURE ROUTES

CYYZ



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BOMET EIGHT DEP (BOMET8.) DEPARTURE ROUTES

CYYZ

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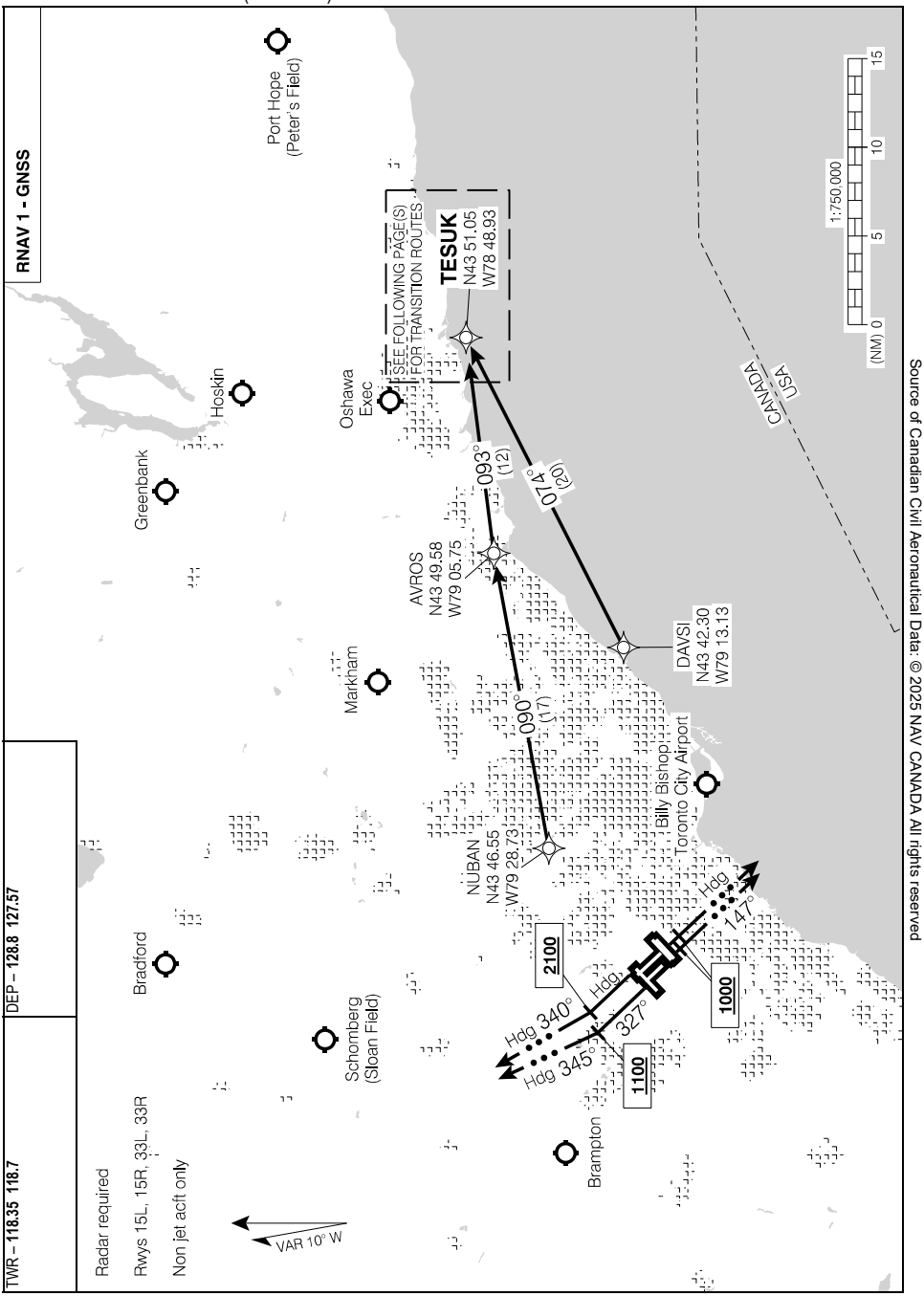
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TORONTO/LESTER B. PEARSON INTL, ON

BOMET EIGHT DEP (BOMET8.) DEPARTURE ROUTES

CYYZ



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BOMET EIGHT DEP (BOMET8.) DEPARTURE ROUTES

CYYZ

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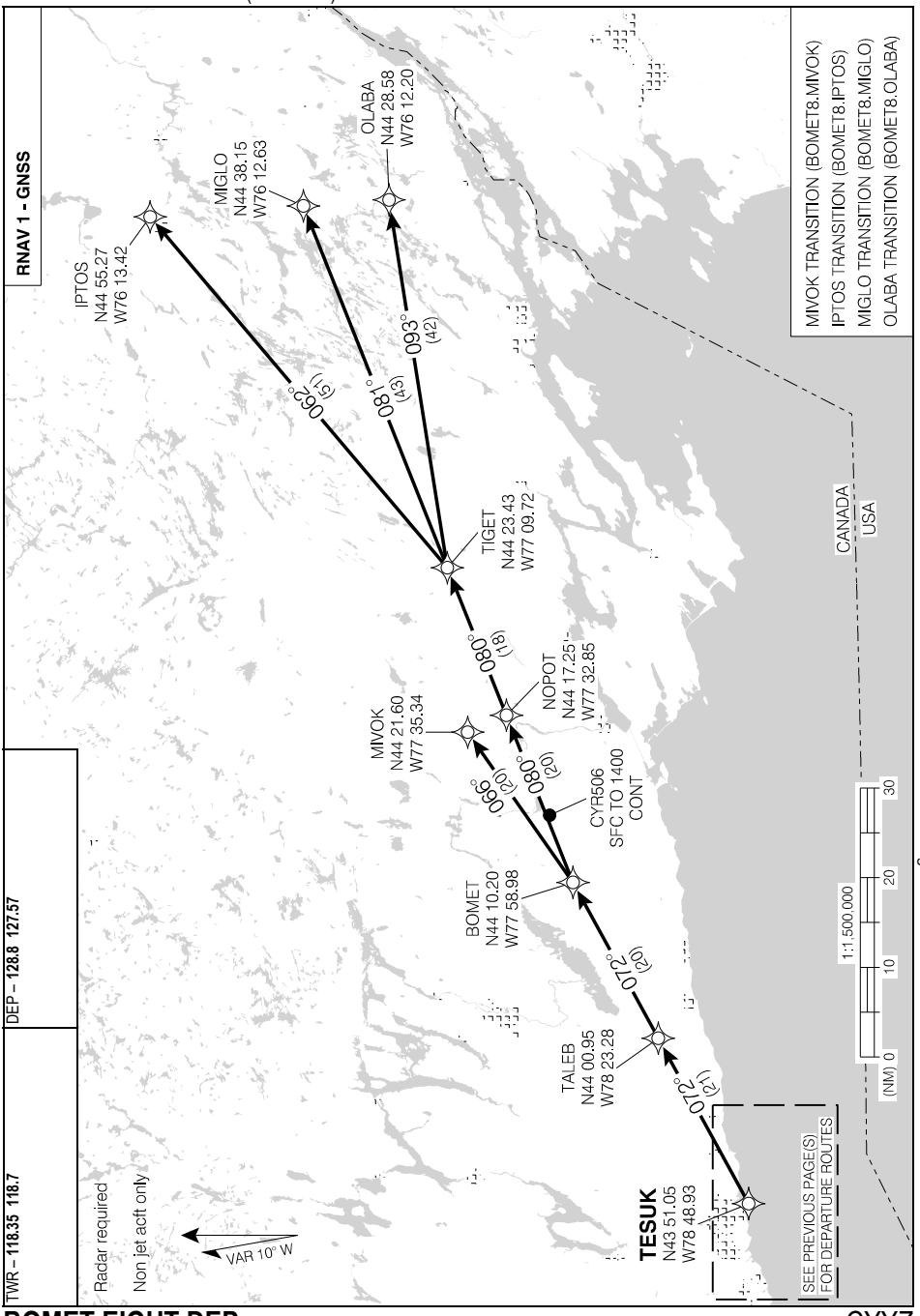
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TORONTO/LESTER B. PEARSON INTL, ON

BOMET EIGHT DEP (BOMET8.) TRANSITION ROUTES

CYYZ



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BOMET EIGHT DEP (BOMET8.) TRANSITION ROUTES

CYYZ

EFF 26 DEC 24

SID (RNAV)

DEDKI FIVE DEP (DEDKI5.)

TORONTO/LESTER B. PEARSON INTL, ON

CYYZ

Departure Route Description

Unless otherwise assigned by ATC:

All rwys: Maintain **5000**.

Rwy 05: Requires a minimum climb gradient of **360** ft/NM to **2700**. 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.

Rwy 06L: Requires a minimum climb gradient of **400** ft/NM to **2700**. 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 **390** ft/NM to **2700**. 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 **390** ft/NM to **3000**. Depart rwy 15L, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to ALKUT (or as assigned) then proceed via depicted route.

Rwy 15R: Requires a minimum climb gradient of **380** ft/NM to **3000**. Depart rwy 15R, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to ALKUT (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.

Rwy 24L: Requires a minimum climb gradient of **270** ft/NM to **1700**. Depart rwy 24L, 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 24R: Requires a minimum climb gradient of **260** ft/NM to **1700**. Depart rwy 24R, 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 **2100**. Climbing RIGHT turn hdg **340°** or as assigned. Expect radar vectors to VIVET (or as assigned) then proceed via depicted route.

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
260 FT/NM	390	520	610	700	780	870	1090	1300
270 FT/NM	410	540	630	720	810	900	1130	1350
360 FT/NM	540	720	840	960	1080	1200	1500	1800
380 FT/NM	570	760	890	1020	1140	1270	1590	1900
390 FT/NM	590	780	910	1040	1170	1300	1630	1950
400 FT/NM	600	800	940	1070	1200	1340	1670	2000

MIGLO TRANSITION: **(DEDKI5.MIGLO)**
OLABA TRANSITION: **(DEDKI5.OLABA)**
RAKAM TRANSITION: **(DEDKI5.RAKAM)**
TULEG TRANSITION: **(DEDKI5.TULEG)**

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.

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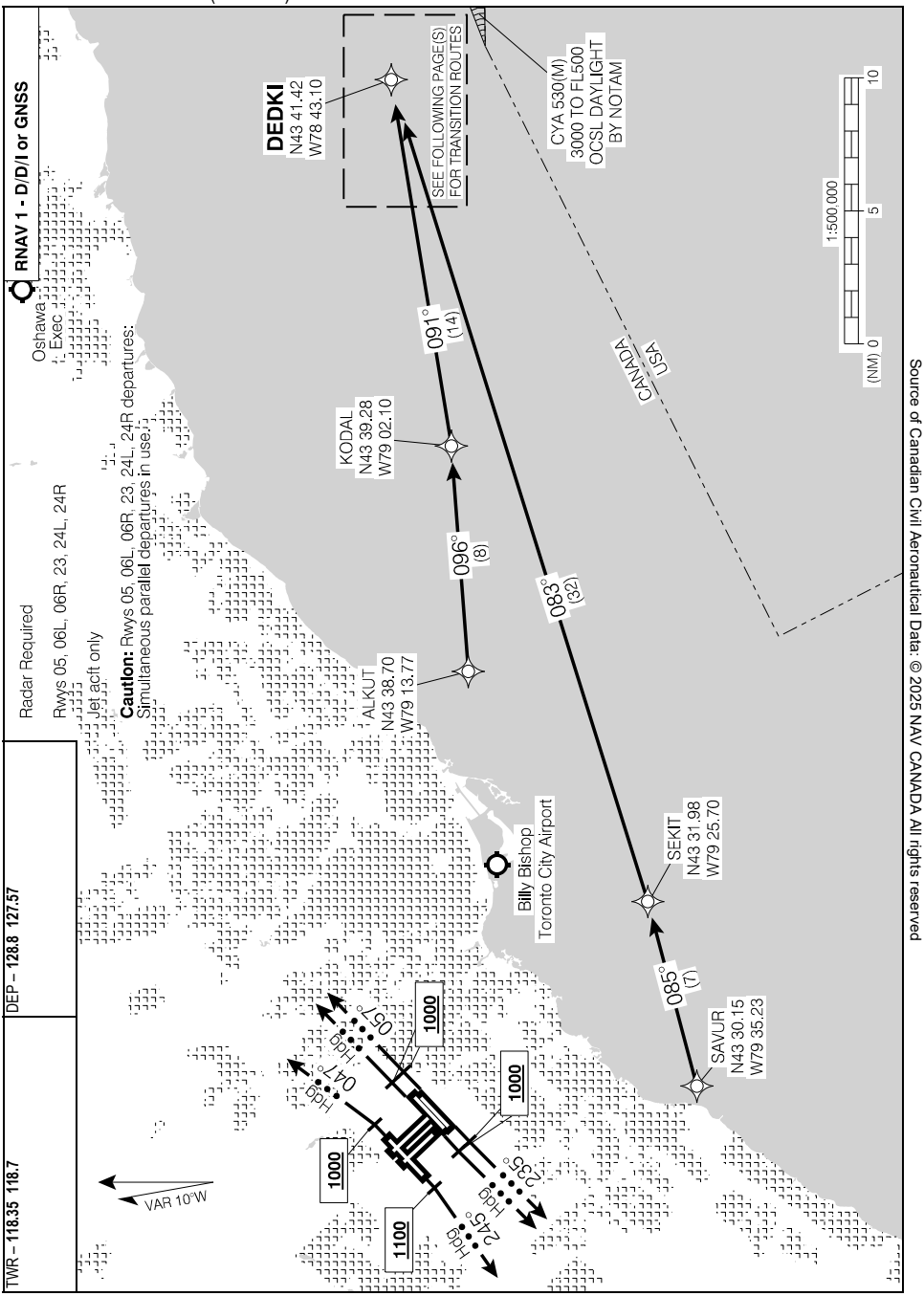
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SID (RNAV)

TORONTO/LESTER B. PEARSON INTL, ON

DEDKI FIVE DEP (DEDKI5.) DEPARTURE ROUTES

CYYZ



DEDKI FIVE DEP (DEDKI5.) DEPARTURE ROUTES

CYYZ

EFF 17 APR 25

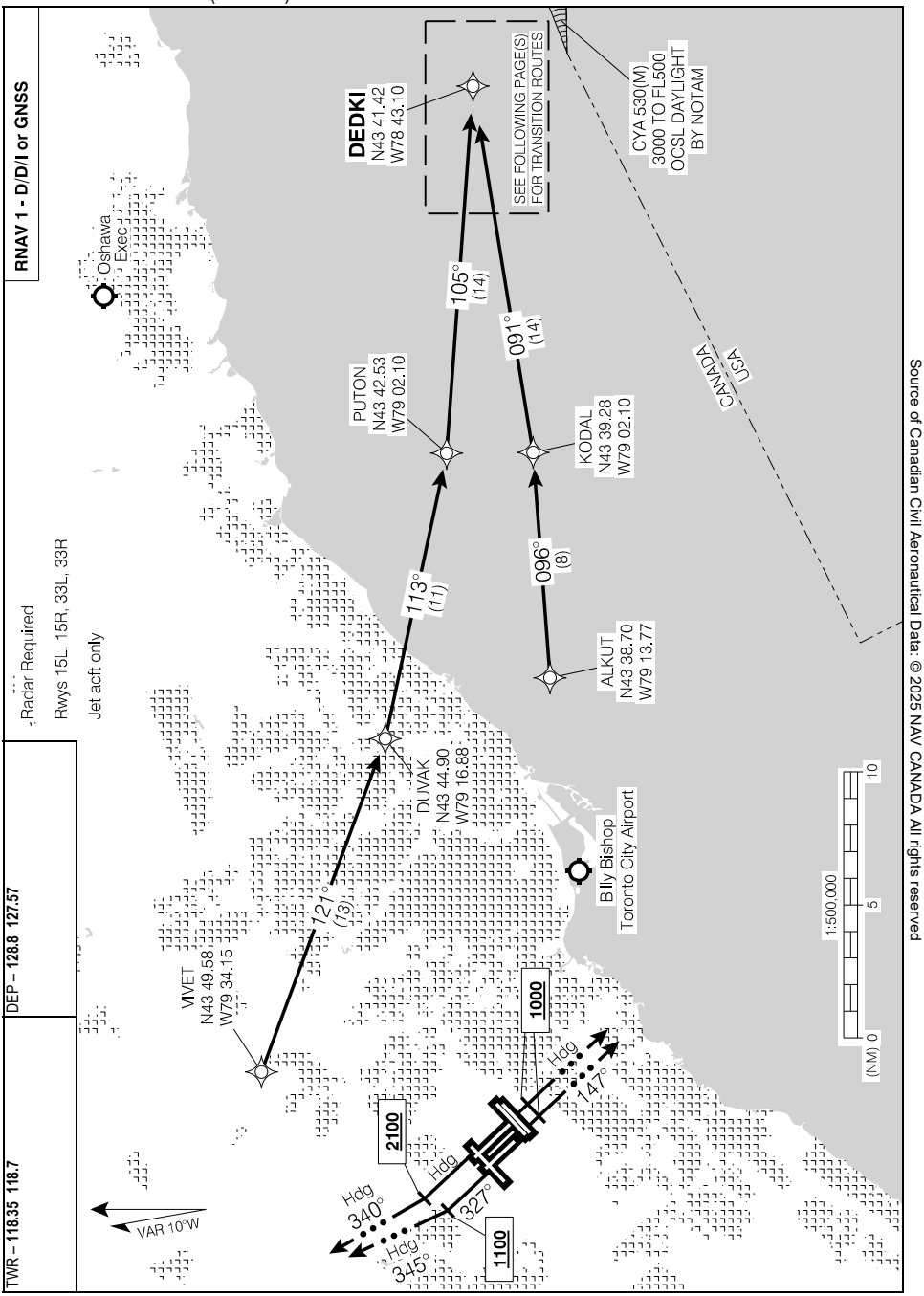
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TORONTO/LESTER B. PEARSON INTL, ON

DEDKI FIVE DEP (DEDKI5.) DEPARTURE ROUTES

CYYZ



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DEDKI FIVE DEP (DEDKI5.) DEPARTURE ROUTES

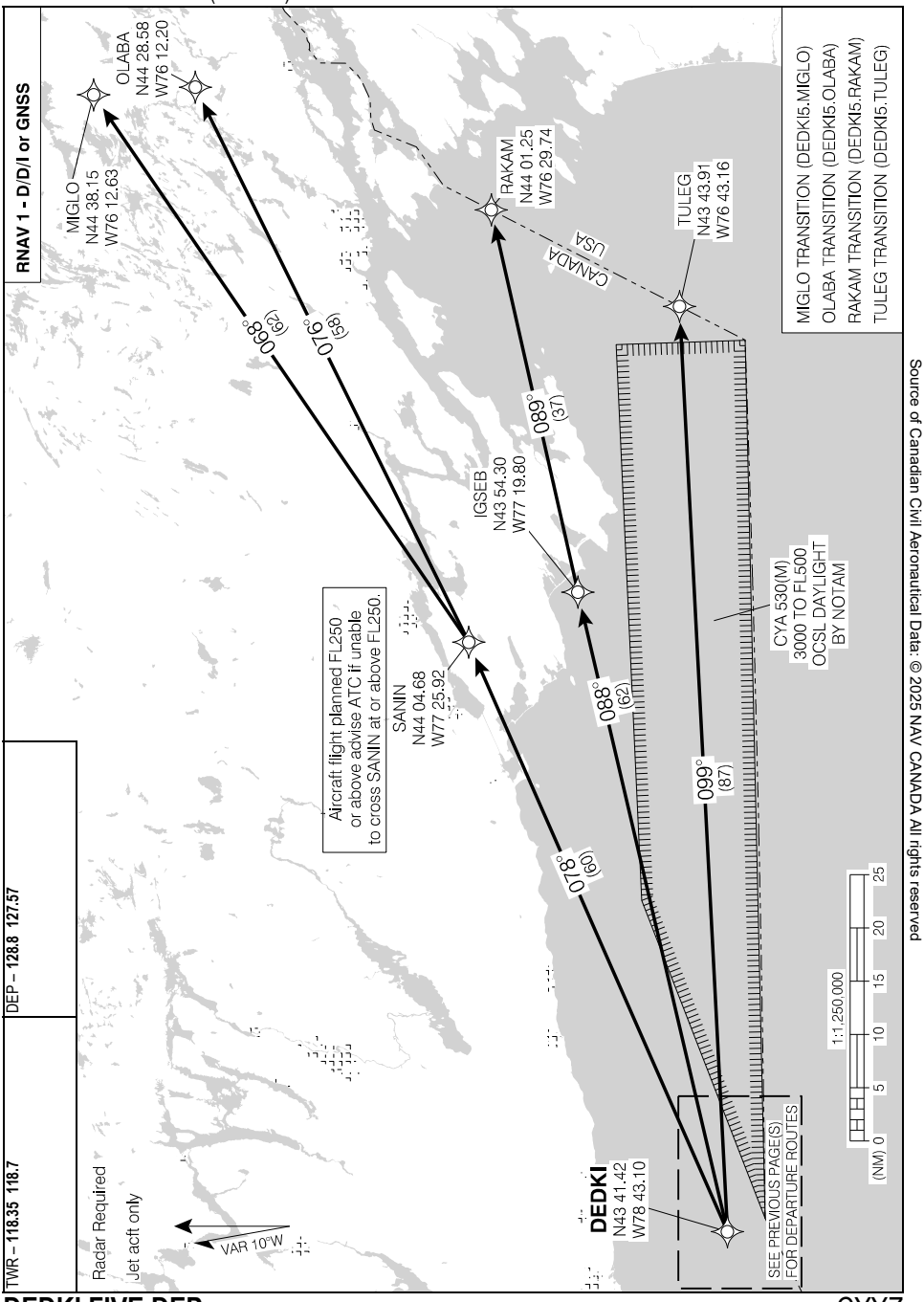
CYYZ

EFF 17 APR 25

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DEDKI FIVE DEP (DEDKI5.) TRANSITION ROUTES

CYYZ



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DEDKI FIVE DEP (DEDKI5.) TRANSITION ROUTES

CYYZ

EFF 17 APR 25

Departure Route Description

Unless otherwise assigned by ATC:

All rwys: Maintain **3000**. Aircraft assigned a turn at takeoff; commence turn at **1100**.

Rwy 05: Requires a minimum climb gradient of **360** ft/NM to **2700**. Depart rwy 05, climb hdg **057°** to **1000**. Climbing LEFT turn hdg **047°** or as assigned. Expect radar vectors to PERLO (or as assigned) then proceed via depicted route.

Rwy 06L: Requires a minimum climb gradient of **400** ft/NM to **2700**. Depart rwy 06L, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to PERLO (or as assigned) then proceed via depicted route.

Rwy 06R: Requires a minimum climb gradient of **390** ft/NM to **2700**. Depart rwy 06R, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to PERLO (or as assigned) then proceed via depicted route.

Rwy 15L: Requires a minimum climb gradient of **390** ft/NM to **3000**. Depart rwy 15L, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to DUSOM (or as assigned) then proceed via depicted route.

Rwy 15R: Requires a minimum climb gradient of **380** ft/NM to **3000**. Depart rwy 15R, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to DUSOM (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.

Rwy 24L: Requires a minimum climb gradient of **270** ft/NM to **1700**. Depart rwy 24L, 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 24R: Requires a minimum climb gradient of **260** ft/NM to **1700**. Depart rwy 24R, 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 SERPI (or as assigned) then proceed via depicted route.

Rwy 33R: Depart rwy 33R, climb hdg **327°** to **2100**. Climbing RIGHT turn hdg **340°** or as assigned. Expect radar vectors to SERPI (or as assigned) then proceed via depicted route.

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
260 FT/NM	390	520	610	700	780	870	1090	1300
270 FT/NM	410	540	630	720	810	900	1130	1350
360 FT/NM	540	720	840	960	1080	1200	1500	1800
380 FT/NM	570	760	890	1020	1140	1270	1590	1900
390 FT/NM	590	780	910	1040	1170	1300	1630	1950
400 FT/NM	600	800	940	1070	1200	1340	1670	2000

PHILIPSBURG TRANSITION: (DUSOM3.PSB)

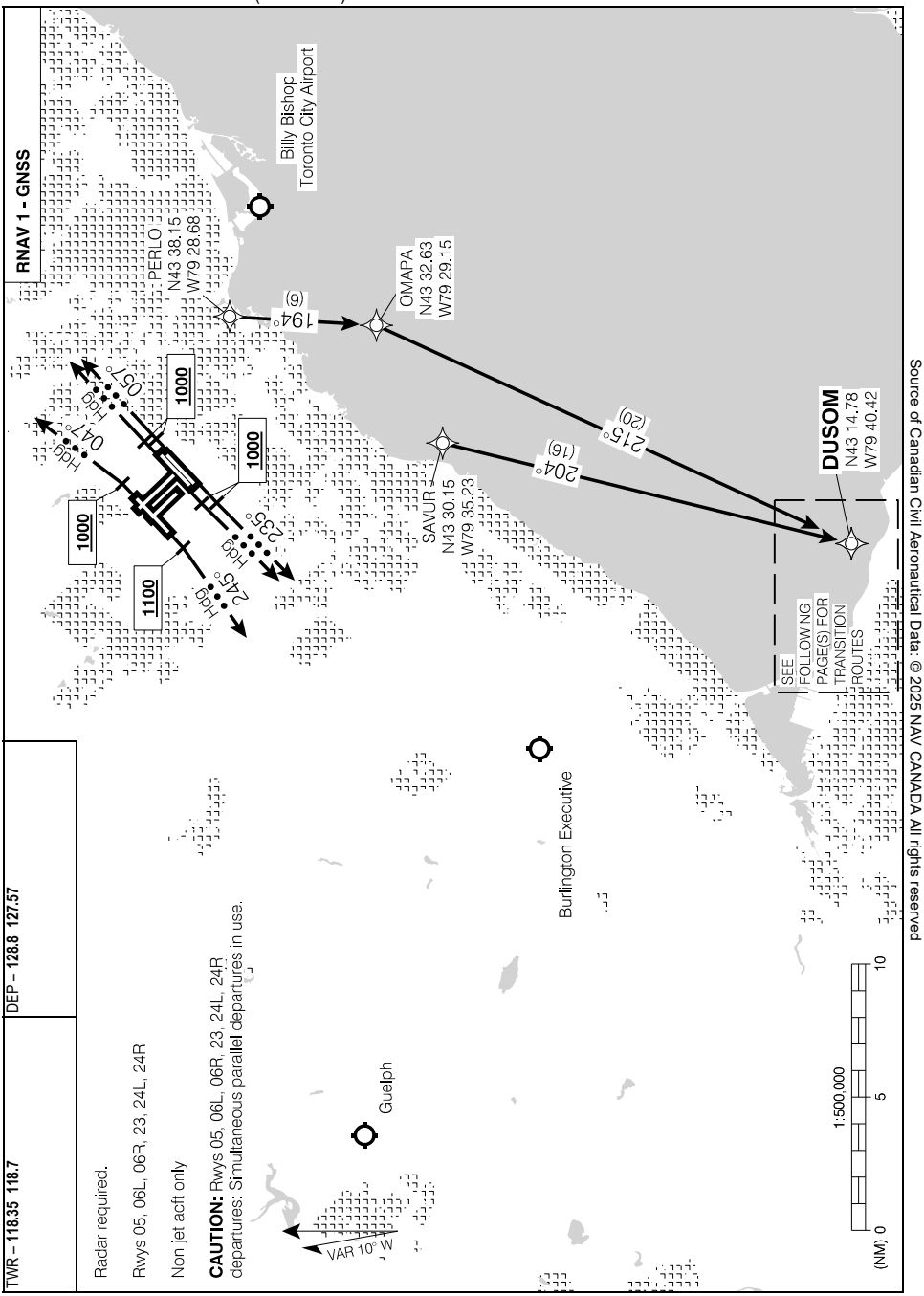
Communication Failure

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.

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DUSOM THREE DEP (DUSOM3.) DEPARTURE ROUTES CYYZ



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DUSOM THREE DEP (DUSOM3.) DEPARTURE ROUTES CYYZ

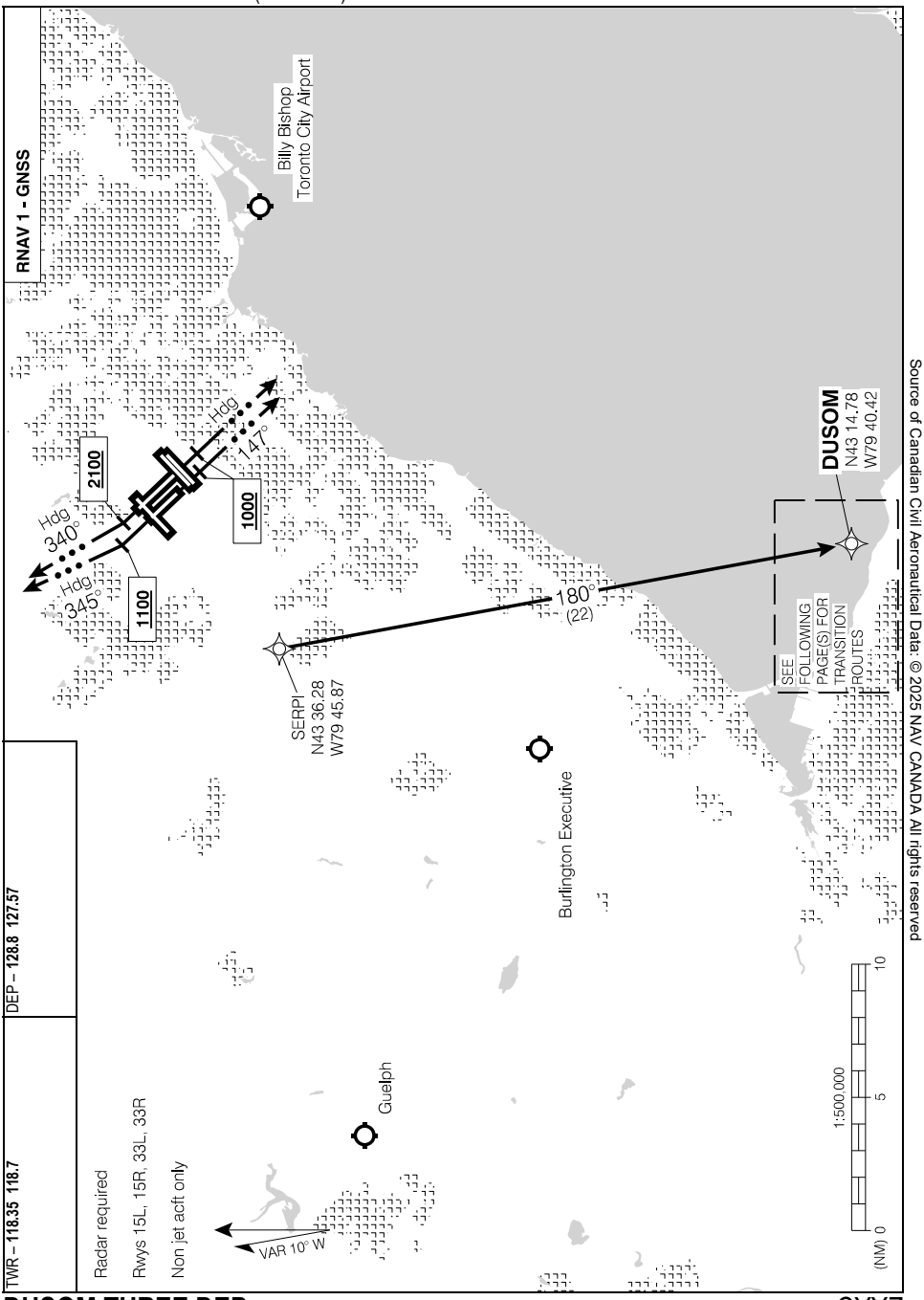
EFF 26 DEC 24

SID (RNAV)

TORONTO/LESTER B. PEARSON INTL, ON

DUSOM THREE DEP (DUSOM3.) DEPARTURE ROUTES

CYYZ



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DUSOM THREE DEP (DUSOM3.) DEPARTURE ROUTES

CYYZ

EFF 26 DEC 24

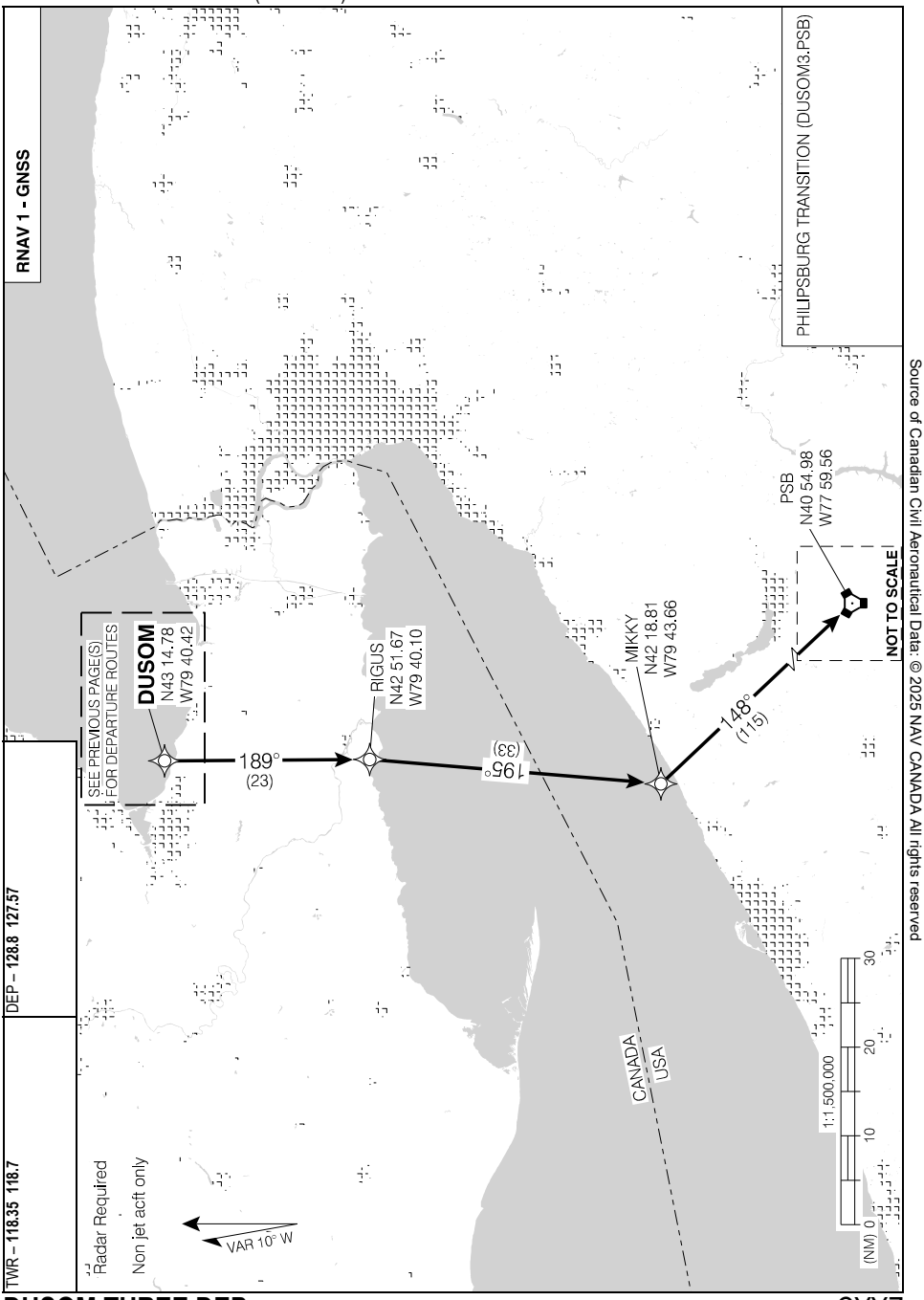
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TORONTO/LESTER B. PEARSON INTL, ON

DUSOM THREE DEP (DUSOM3.) TRANSITION ROUTES

CYYZ



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DUSOM THREE DEP (DUSOM3.) TRANSITION ROUTES

CYYZ

EFF 26 DEC 24

Departure Route Description

Unless otherwise assigned by ATC:

All rwys: Maintain **3000**. Aircraft assigned a turn at takeoff; commence turn at **1100**.

Rwy 05: Requires a minimum climb gradient of **360** ft/NM to **2700**. Depart rwy 05, climb hdg **057°** to **1000**. Climbing LEFT turn hdg **047°** or as assigned. Expect radar vectors to EBKIN (or as assigned) then proceed via depicted route.

Rwy 06L: Requires a minimum climb gradient of **400** ft/NM to **2700**. Depart rwy 06L, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to EBKIN (or as assigned) then proceed via depicted route.

Rwy 06R: Requires a minimum climb gradient of **390** ft/NM to **2700**. Depart rwy 06R, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to EBKIN (or as assigned) then proceed via depicted route.

Rwy 15L: Requires a minimum climb gradient of **390** ft/NM to **3000**. Depart rwy 15L, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to ETLER (or as assigned) then proceed via depicted route.

Rwy 15R: Requires a minimum climb gradient of **380** ft/NM to **3000**. Depart rwy 15R, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to ETLER (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 MATES (or as assigned) then proceed via depicted route.

Rwy 24L: Requires a minimum climb gradient of **270** ft/NM to **1700**. Depart rwy 24L, climb hdg **237°** to **1000**. Climbing LEFT turn hdg **235°** or as assigned. Expect radar vectors to MATES (or as assigned) then proceed via depicted route.

Rwy 24R: Requires a minimum climb gradient of **260** ft/NM to **1700**. Depart rwy 24R, climb hdg **237°** to **1000**. Climbing LEFT turn hdg **235°** or as assigned. Expect radar vectors to MATES (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 EBKIN (or as assigned) then proceed via depicted route.

Rwy 33R: Depart rwy 33R, climb hdg **327°** to **2100**. Climbing RIGHT turn hdg **340°** or as assigned. Expect radar vectors to EBKIN (or as assigned) then proceed via depicted route.

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
260 FT/NM	390	520	610	700	780	870	1090	1300
270 FT/NM	410	540	630	720	810	900	1130	1350
360 FT/NM	540	720	840	960	1080	1200	1500	1800
380 FT/NM	570	760	890	1020	1140	1270	1590	1900
390 FT/NM	590	780	910	1040	1170	1300	1630	1950
400 FT/NM	600	800	940	1070	1200	1340	1670	2000

SILVU TRANSITION: **(EBKIN4.SILVU)**

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.

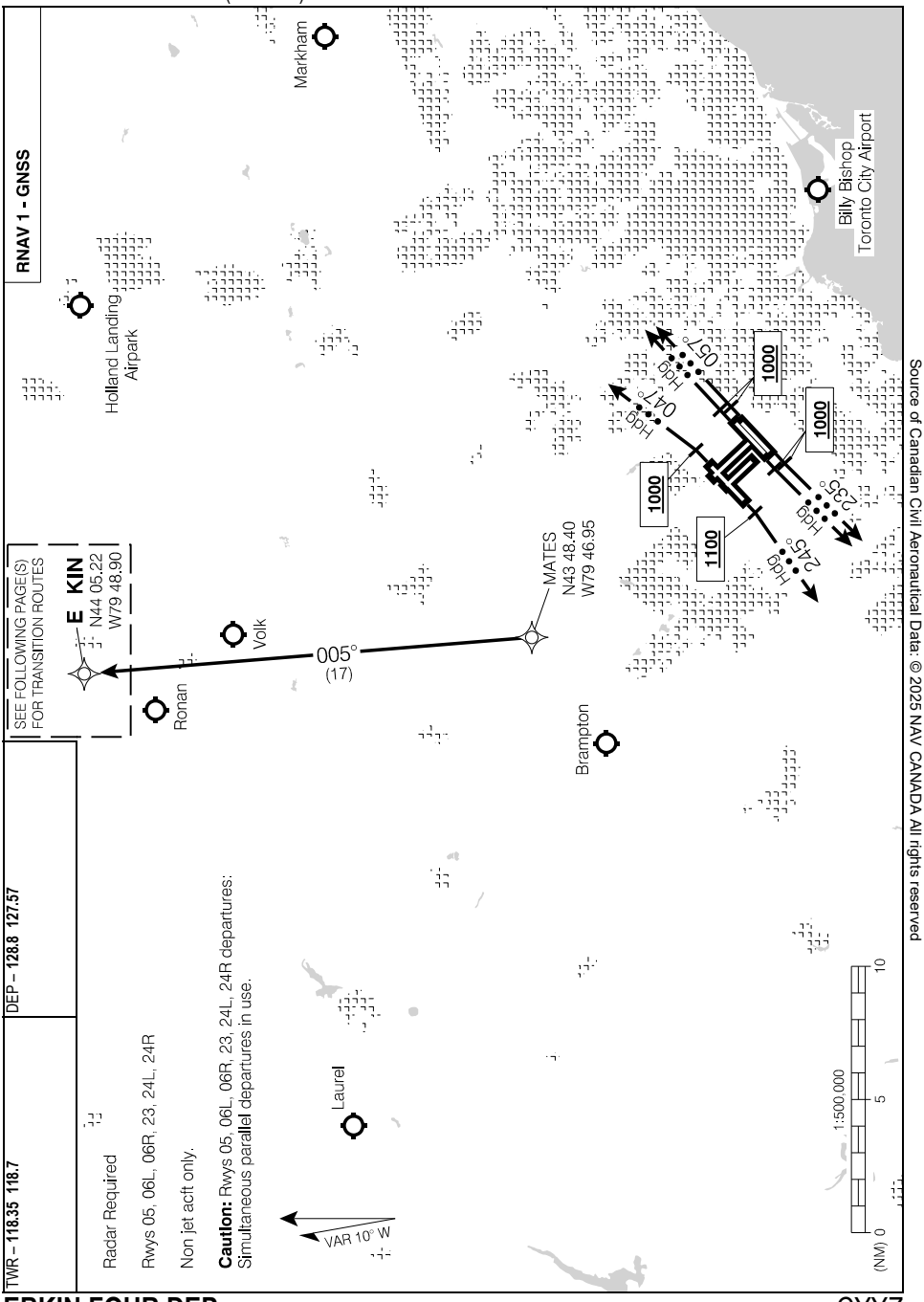
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TORONTO/LESTER B. PEARSON INTL, ON

EBKIN FOUR DEP (EBKIN4.) DEPARTURE ROUTES

CYYZ



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EBKIN FOUR DEP (EBKIN4.) DEPARTURE ROUTES

CYYZ

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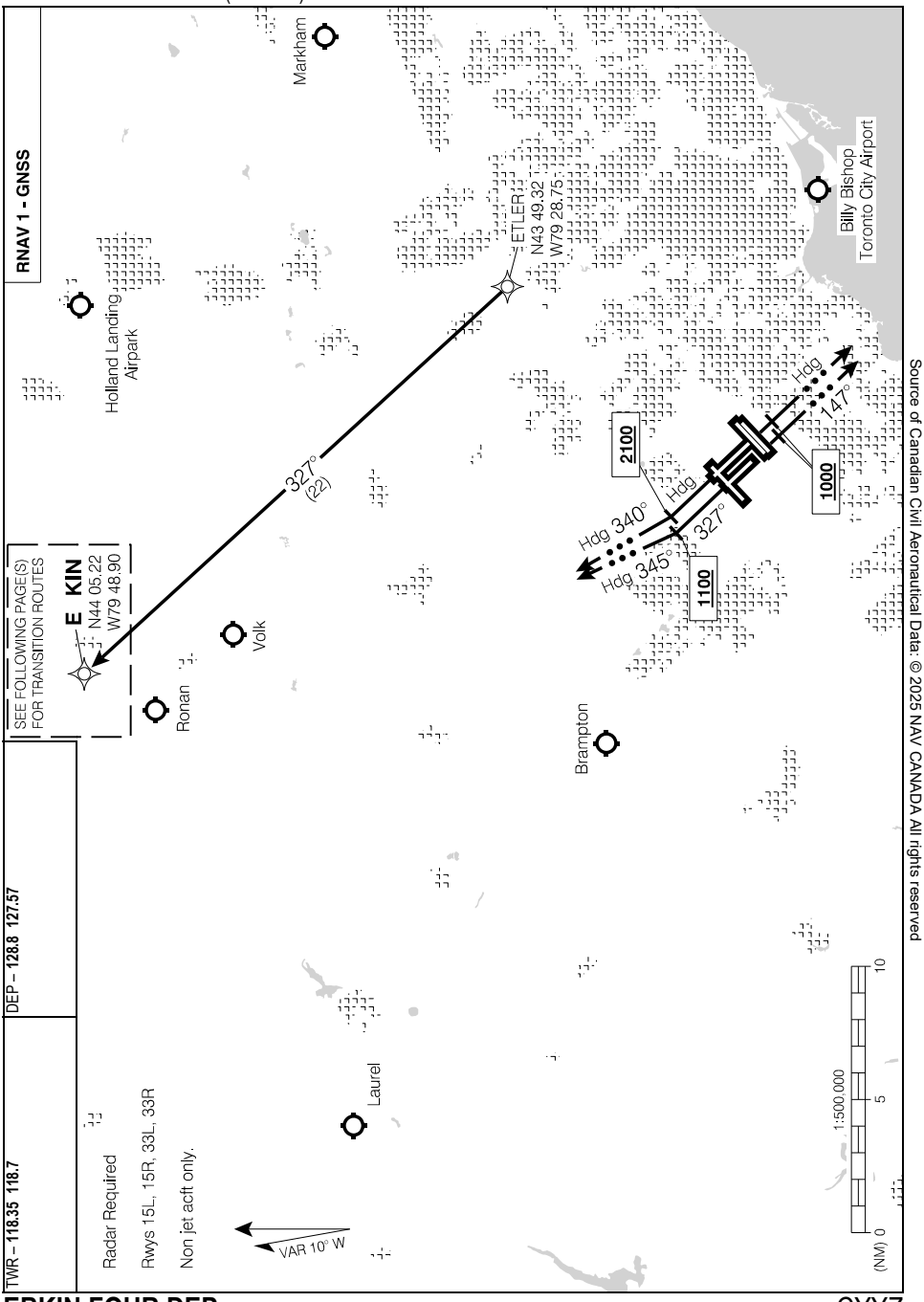
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TORONTO/LESTER B. PEARSON INTL, ON

EBKIN FOUR DEP (EBKIN4.) DEPARTURE ROUTES

CYYZ



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EBKIN FOUR DEP (EBKIN4.) DEPARTURE ROUTES

CYYZ

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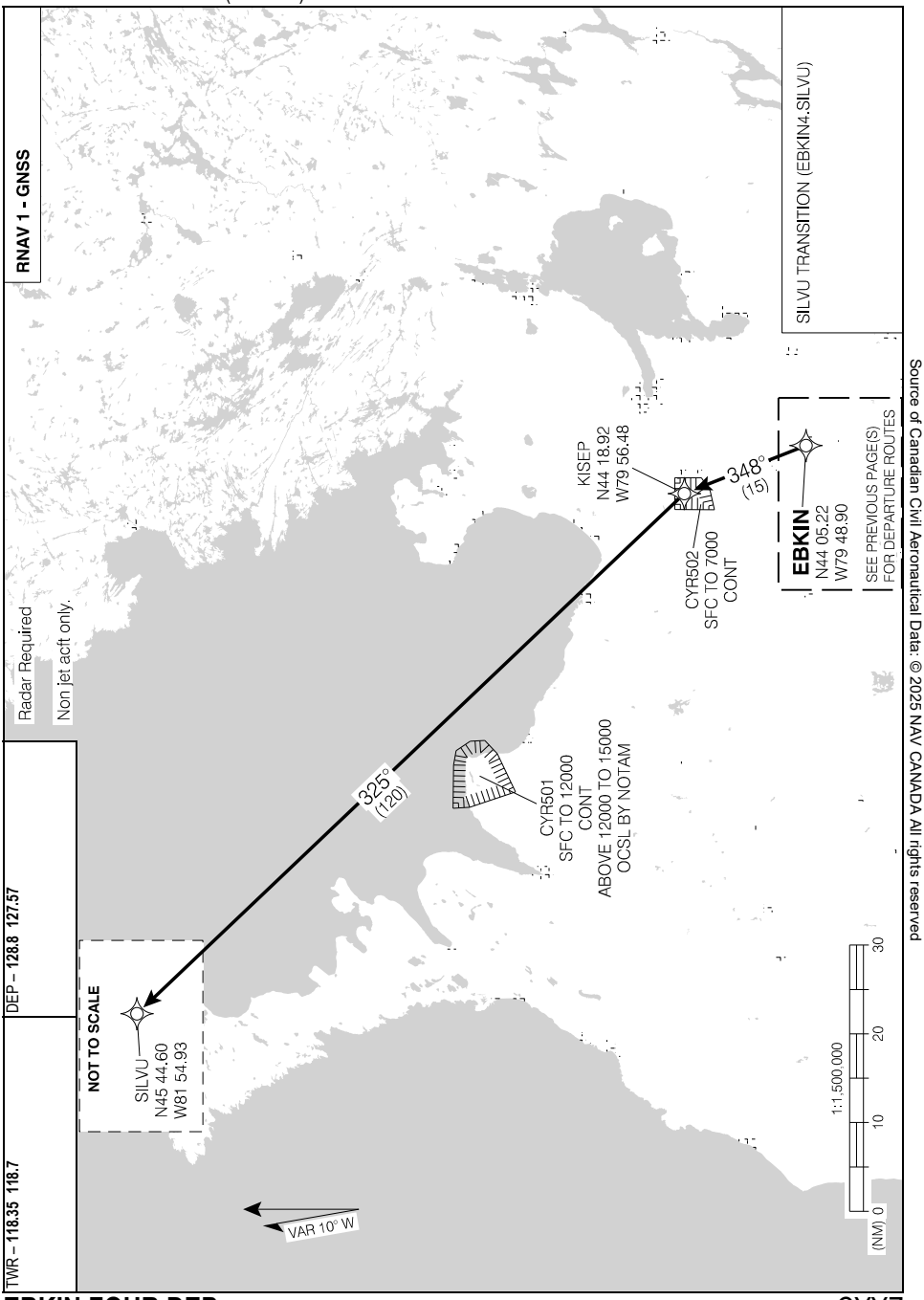
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TORONTO/LESTER B. PEARSON INTL, ON

EBKIN FOUR DEP (EBKIN4.) TRANSITION ROUTES

CYYZ



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EBKIN FOUR DEP (EBKIN4.) TRANSITION ROUTES

CYYZ

EFF 26 DEC 24

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

Departure Route Description

Unless otherwise assigned by ATC:

All rwys: Maintain **5000**.

Rwy 05: Requires a minimum climb gradient of **360** ft/NM to **2700**. Depart rwy 05, climb hdg **057°** to **1000**. Climbing LEFT turn hdg **047°** or as assigned. Expect radar vectors to KEDSI (or as assigned) then proceed via depicted route.

Rwy 06L: Requires a minimum climb gradient of **400** ft/NM to **2700**. Depart rwy 06L, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to KEDSI (or as assigned) then proceed via depicted route.

Rwy 06R: Requires a minimum climb gradient of **390** ft/NM to **2700**. Depart rwy 06R, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to KEDSI (or as assigned) then proceed via depicted route.

Rwy 15L: Requires a minimum climb gradient of **390** ft/NM to **3000**. Depart rwy 15L, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to BOVAL (or as assigned) then proceed via depicted route.

Rwy 15R: Requires a minimum climb gradient of **380** ft/NM to **3000**. Depart rwy 15R, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to BOVAL (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 TILAM (or as assigned) then proceed via depicted route.

Rwy 24L: Requires a minimum climb gradient of **270** ft/NM to **1700**. Depart rwy 24L, climb hdg **237°** to **1000**. Climbing LEFT turn hdg **235°** or as assigned. Expect radar vectors to TILAM (or as assigned) then proceed via depicted route.

Rwy 24R: Requires a minimum climb gradient of **260** ft/NM to **1700**. Depart rwy 24R, climb hdg **237°** to **1000**. Climbing LEFT turn hdg **235°** or as assigned. Expect radar vectors to TILAM (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 TETAD (or as assigned) then proceed via depicted route.

Rwy 33R: Depart rwy 33R, climb hdg **327°** to **2100**. Climbing RIGHT turn hdg **340°** or as assigned. Expect radar vectors to TETAD (or as assigned) then proceed via depicted route.

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
260 FT/NM	390	520	610	700	780	870	1090	1300
270 FT/NM	410	540	630	720	810	900	1130	1350
360 FT/NM	540	720	840	960	1080	1200	1500	1800
380 FT/NM	570	760	890	1020	1140	1270	1590	1900
390 FT/NM	590	780	910	1040	1170	1300	1630	1950
400 FT/NM	600	800	940	1070	1200	1340	1670	2000

SLLAP TRANSITION: **(GOPUP4.SLLAP)**
HOCKE TRANSITION: **(GOPUP4.HOCKE)**

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.

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GOPUP FOUR DEP (GOPUP4.) DEPARTURE ROUTES

CYYZ

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TORONTO/LESTER B. PEARSON INTL, ON

GOPUP FOUR DEP (GOPUP4.) DEPARTURE ROUTES

CYYZ

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GOPUP FOUR DEP (GOPUP4.) DEPARTURE ROUTES

CYYZ

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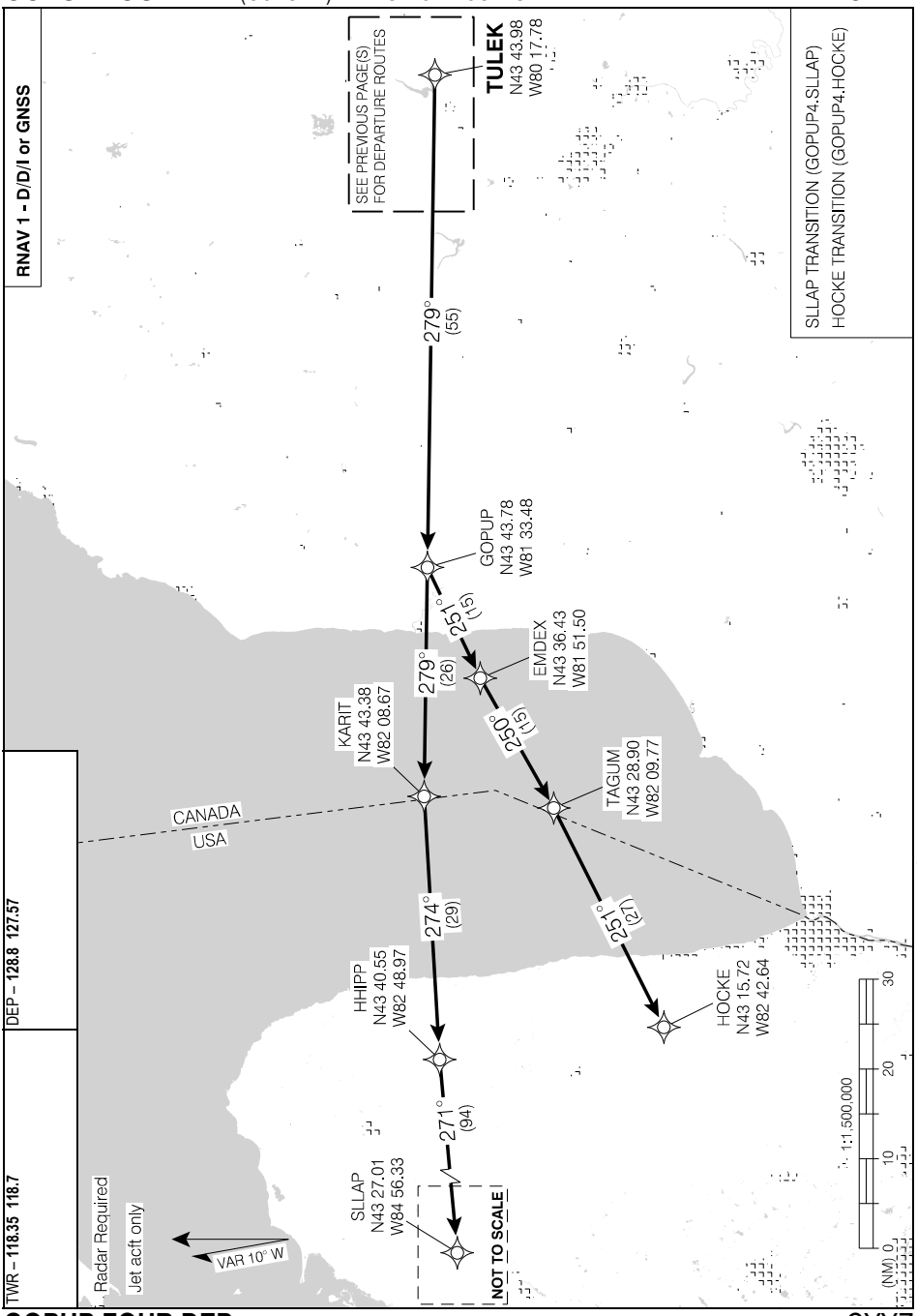
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TORONTO/LESTER B. PEARSON INTL, ON

GOPUP FOUR DEP (GOPUP4.) TRANSITION ROUTES

CYYZ



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GOPUP FOUR DEP (GOPUP4.) TRANSITION ROUTES

CYYZ

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Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

Departure Route Description

Unless otherwise assigned by ATC:

All rwys: Maintain **5000**.

Rwy 05: Requires a minimum climb gradient of **360** ft/NM to **2700**. Depart rwy 05, climb hdg **057°** to **1000**. Climbing LEFT turn hdg **047°** or as assigned. Expect radar vectors to GOTIM (or as assigned) then proceed via depicted route.

Rwy 06L: Requires a minimum climb gradient of **400** ft/NM to **2700**. Depart rwy 06L, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to GOTIM (or as assigned) then proceed via depicted route.

Rwy 06R: Requires a minimum climb gradient of **390** ft/NM to **2700**. Depart rwy 06R, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to GOTIM (or as assigned) then proceed via depicted route.

Rwy 15L: Requires a minimum climb gradient of **390** ft/NM to **3000**. Depart rwy 15L, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to BORUX (or as assigned) then proceed via depicted route.

Rwy 15R: Requires a minimum climb gradient of **380** ft/NM to **3000**. Depart rwy 15R, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to BORUX (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 BISTI (or as assigned) then proceed via depicted route.

Rwy 24L: Requires a minimum climb gradient of **270** ft/NM to **1700**. Depart rwy 24L, climb hdg **237°** to **1000**. Climbing LEFT turn hdg **235°** or as assigned. Expect radar vectors to BISTI (or as assigned) then proceed via depicted route.

Rwy 24R: Requires a minimum climb gradient of **260** ft/NM to **1700**. Depart rwy 24R, climb hdg **237°** to **1000**. Climbing LEFT turn hdg **235°** or as assigned. Expect radar vectors to BISTI (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 IKLEN (or as assigned) then proceed via depicted route.

Rwy 33R: Depart rwy 33R, climb hdg **327°** to **2100**. Climbing RIGHT turn hdg **340°** or as assigned. Expect radar vectors to IKLEN (or as assigned) then proceed via depicted route.

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
260 FT/NM	390	520	610	700	780	870	1090	1300
270 FT/NM	410	540	630	720	810	900	1130	1350
360 FT/NM	540	720	840	960	1080	1200	1500	1800
380 FT/NM	570	760	890	1020	1140	1270	1590	1900
390 FT/NM	590	780	910	1040	1170	1300	1630	1950
400 FT/NM	600	800	940	1070	1200	1340	1670	2000

TONNY TRANSITION **(IKLEN3.TONNY)**

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.

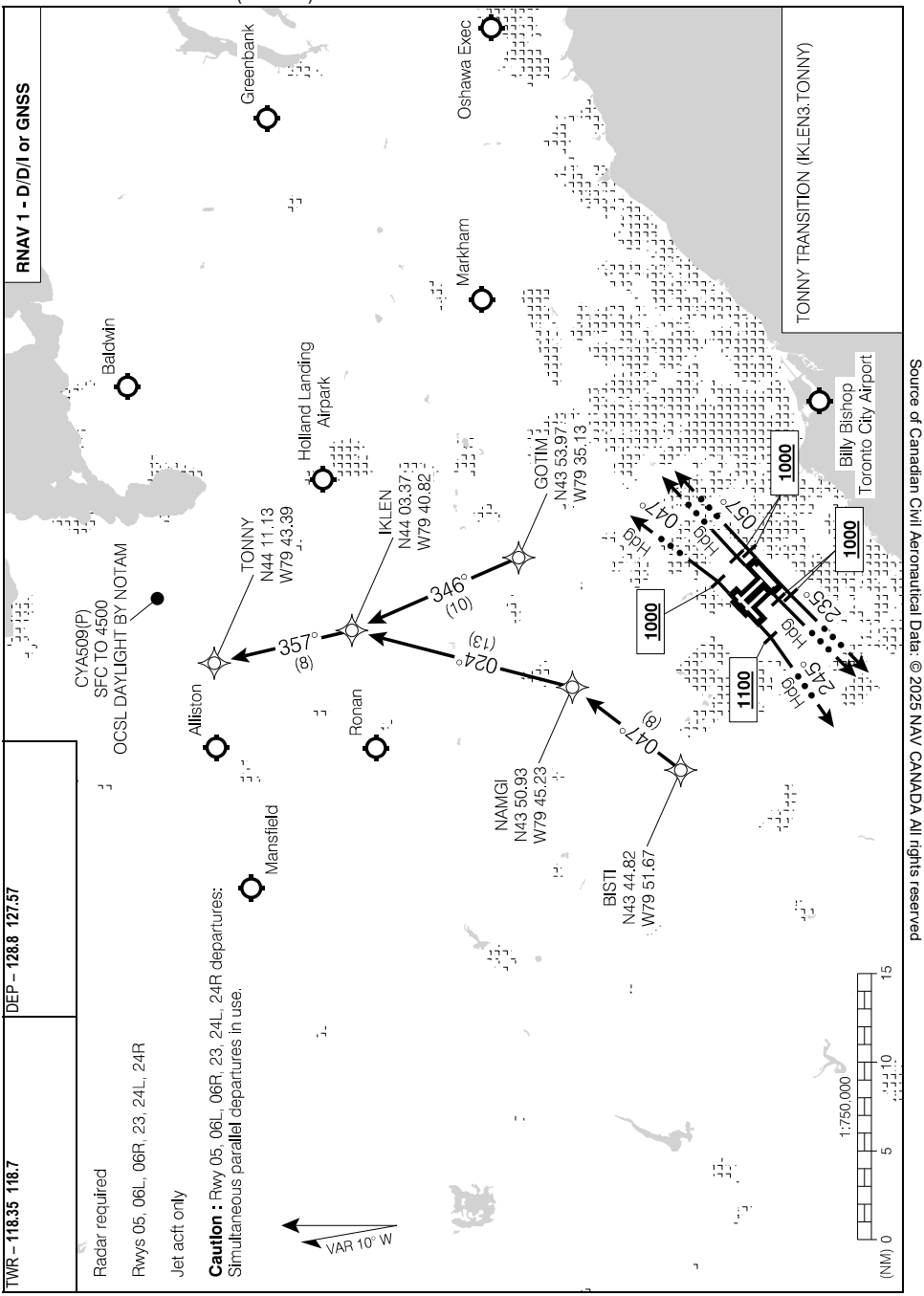
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IKLEN THREE DEP (IKLEN3.)

TORONTO/LESTER B. PEARSON INTL, ON

CYYZ



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IKLEN THREE DEP (IKLEN3.)

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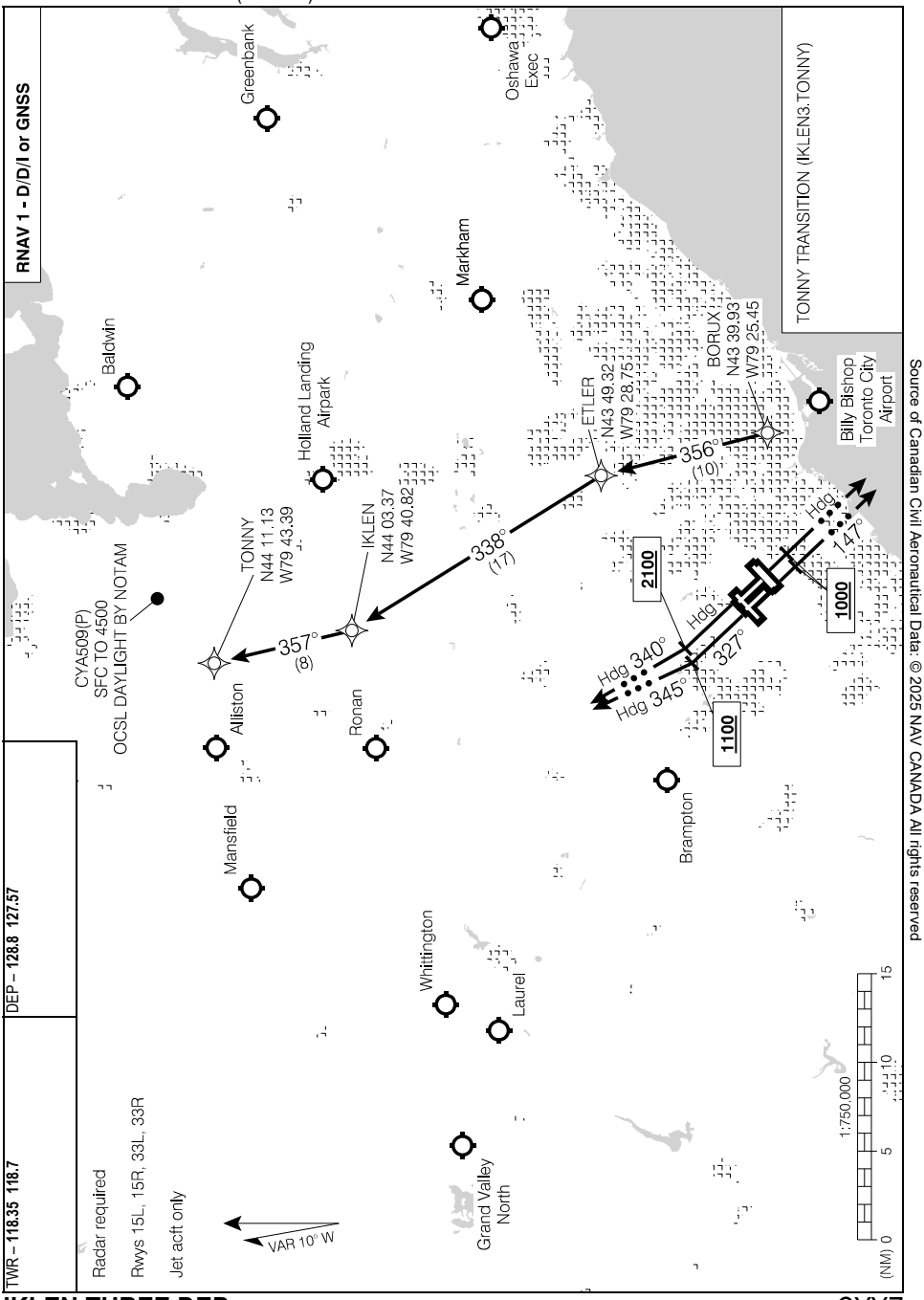
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IKLEN THREE DEP (IKLEN3.)

TORONTO/LESTER B. PEARSON INTL, ON

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IKLEN THREE DEP (IKLEN3.)

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Departure Route Description

Unless otherwise assigned by ATC:

All rwys: Maintain **5000**.

Rwy 05: Requires a minimum climb gradient of **360** ft/NM to **2700**. Depart rwy 05, climb hdg **057°** to **1000**. Climbing LEFT turn hdg **047°** or as assigned. Expect radar vectors to MOBEL (or as assigned) then proceed via depicted route.

Rwy 06L: Requires a minimum climb gradient of **400** ft/NM to **2700**. Depart rwy 06L, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to MOBEL (or as assigned) then proceed via depicted route.

Rwy 06R: Requires a minimum climb gradient of **390** ft/NM to **2700**. Depart rwy 06R, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to MOBEL (or as assigned) then proceed via depicted route.

Rwy 15L: Requires a minimum climb gradient of **390** ft/NM to **3000**. Depart rwy 15L, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to RIKEM (or as assigned) then proceed via depicted route.

Rwy 15R: Requires a minimum climb gradient of **380** ft/NM to **3000**. Depart rwy 15R, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to RIKEM (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.

Rwy 24L: Requires a minimum climb gradient of **270** ft/NM to **1700**. Depart rwy 24L, 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 24R: Requires a minimum climb gradient of **260** ft/NM to **1700**. Depart rwy 24R, 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 **2100**. Climbing RIGHT turn hdg **340°** or as assigned. Expect radar vectors to VIVET (or as assigned) then proceed via depicted route.

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
260 FT/NM	390	520	610	700	780	870	1090	1300
270 FT/NM	410	540	630	720	810	900	1130	1350
360 FT/NM	540	720	840	960	1080	1200	1500	1800
380 FT/NM	570	760	890	1020	1140	1270	1590	1900
390 FT/NM	590	780	910	1040	1170	1300	1630	1950
400 FT/NM	600	800	940	1070	1200	1340	1670	2000

WOZEE TRANSITION: **(KEPTA3.WOZEE)**
BMPAH TRANSITION: **(KEPTA3.BMPAH)**

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.

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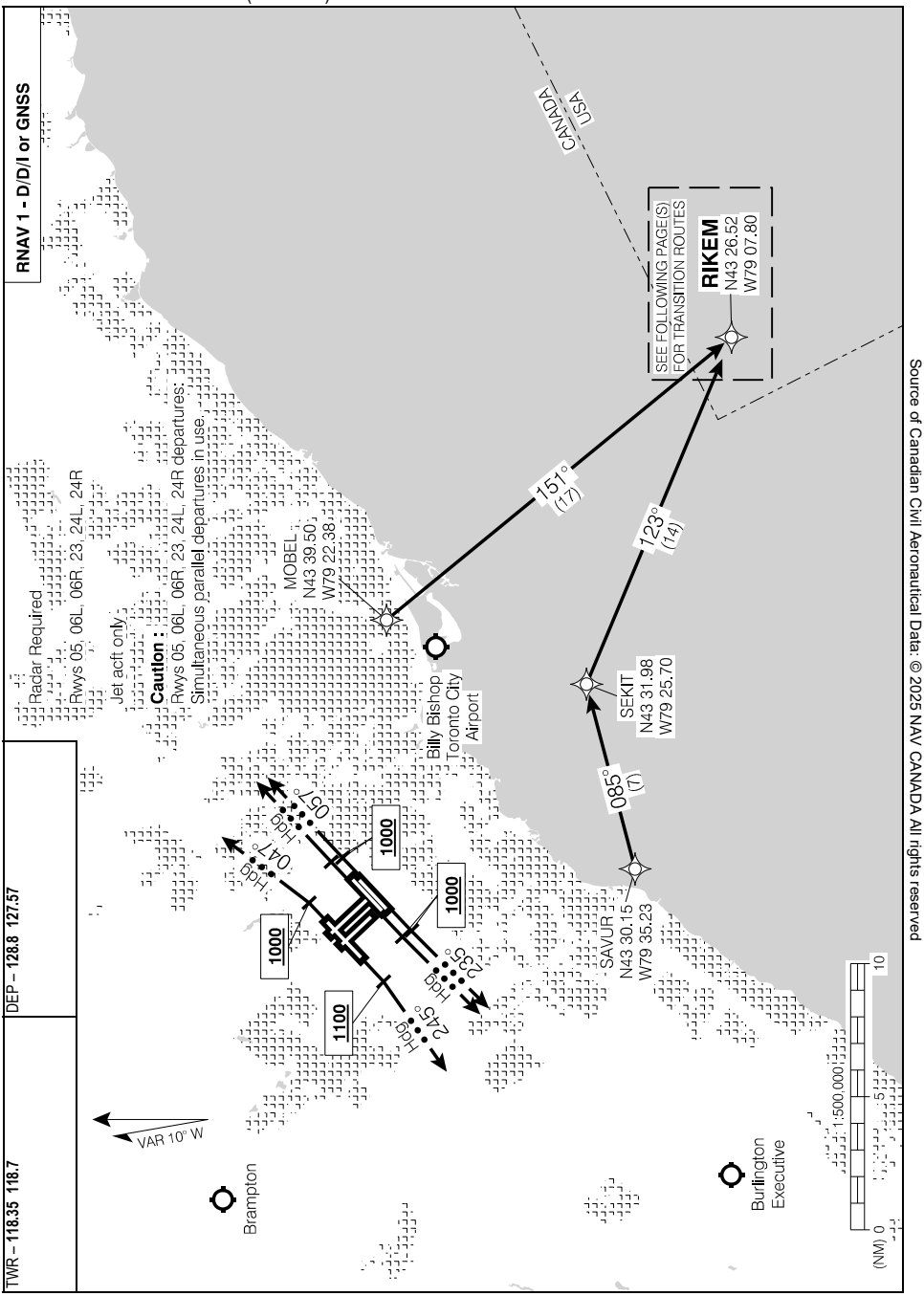
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TORONTO/LESTER B. PEARSON INTL, ON

KEPTA THREE DEP (KEPTA3.) DEPARTURE ROUTES

CYYZ



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KEPTA THREE DEP (KEPTA3.) DEPARTURE ROUTES

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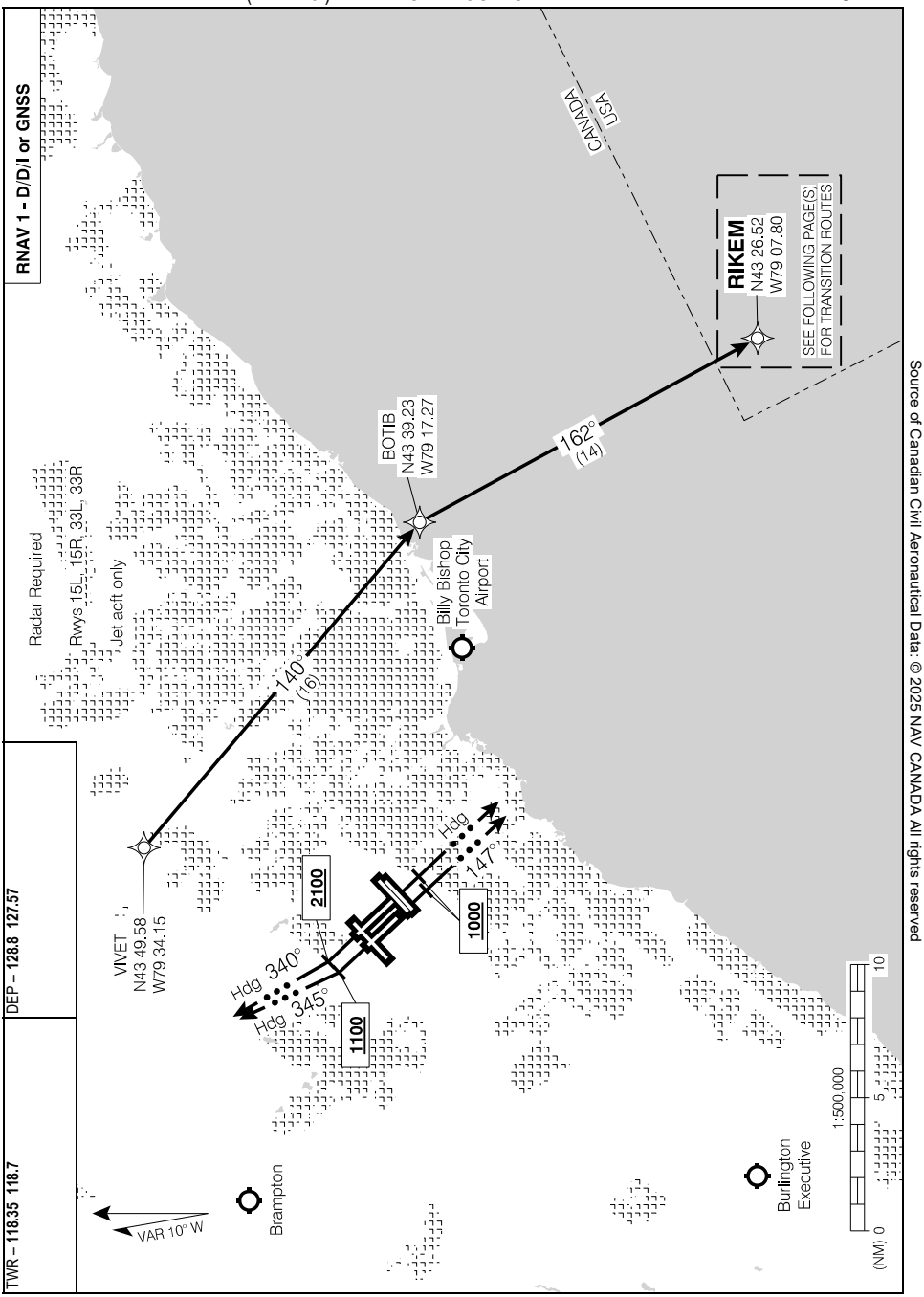
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KEPTA THREE DEP (KEPTA3.) DEPARTURE ROUTES

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KEPTA THREE DEP (KEPTA3.) DEPARTURE ROUTES

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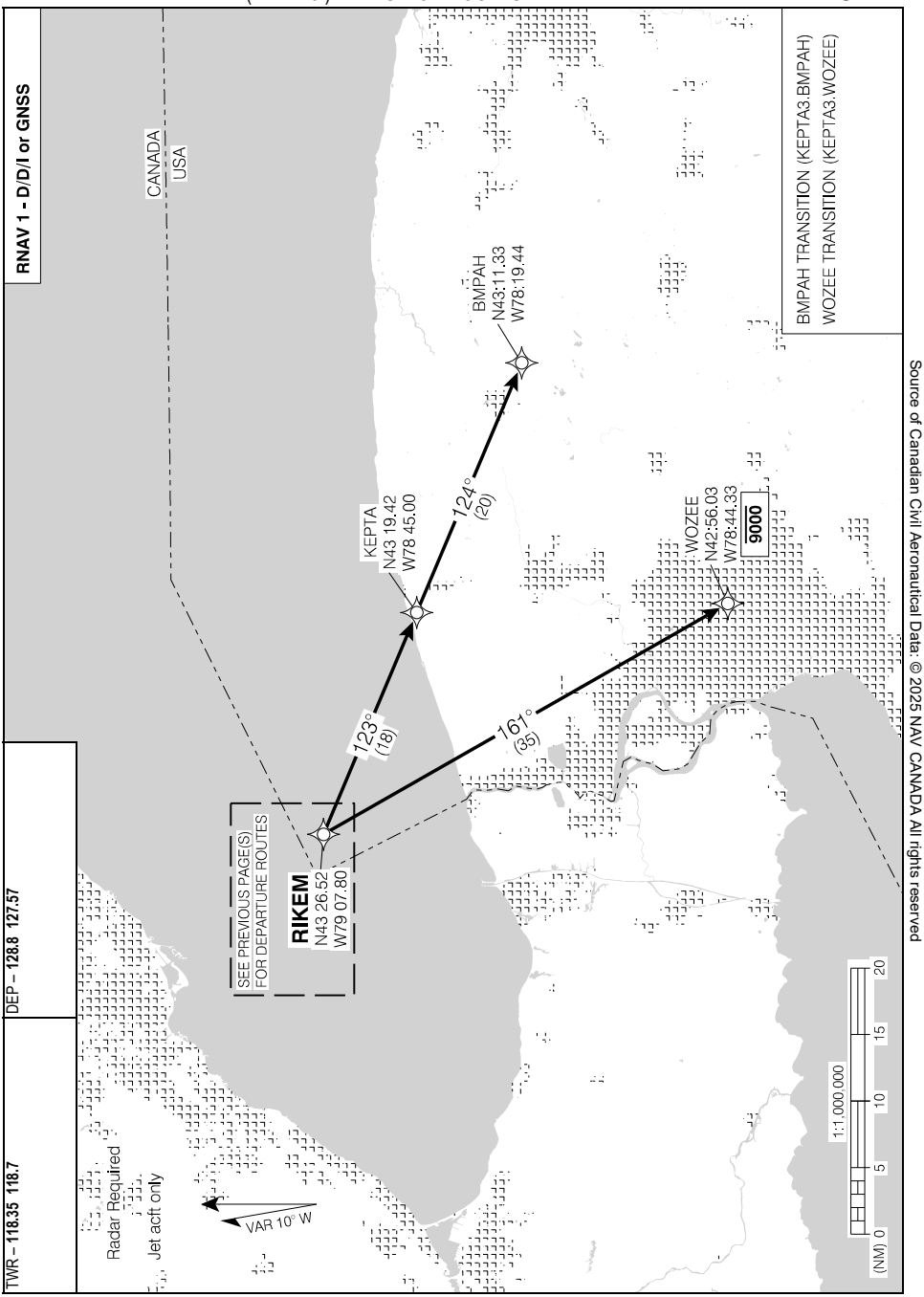
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TORONTO/LESTER B. PEARSON INTL, ON

KEPTA THREE DEP (KEPTA3.) TRANSITION ROUTES

CYYZ



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KEPTA THREE DEP (KEPTA3.) TRANSITION ROUTES

CYYZ

EFF 17 APR 25

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Departure Route Description

Unless otherwise assigned by ATC:

All rwys: Maintain **5000**.

Rwy 05: Requires a minimum climb gradient of **360** ft/NM to **2700**. Depart rwy 05, climb hdg **057°** to **1000**. Climbing LEFT turn hdg **047°** or as assigned. Expect radar vectors to GOTIM (or as assigned) then proceed via depicted route.

Rwy 06L: Requires a minimum climb gradient of **400** ft/NM to **2700**. Depart rwy 06L, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to GOTIM (or as assigned) then proceed via depicted route.

Rwy 06R: Requires a minimum climb gradient of **390** ft/NM to **2700**. Depart rwy 06R, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to GOTIM (or as assigned) then proceed via depicted route.

Rwy 15L: Requires a minimum climb gradient of **390** ft/NM to **3000**. Depart rwy 15L, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to BORUX (or as assigned) then proceed via depicted route.

Rwy 15R: Requires a minimum climb gradient of **380** ft/NM to **3000**. Depart rwy 15R, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to BORUX (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 BISTI (or as assigned) then proceed via depicted route.

Rwy 24L: Requires a minimum climb gradient of **270** ft/NM to **1700**. Depart rwy 24L, climb hdg **237°** to **1000**. Climbing LEFT turn hdg **235°** or as assigned. Expect radar vectors to BISTI (or as assigned) then proceed via depicted route.

Rwy 24R: Requires a minimum climb gradient of **260** ft/NM to **1700**. Depart rwy 24R, climb hdg **237°** to **1000**. Climbing LEFT turn hdg **235°** or as assigned. Expect radar vectors to BISTI (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 EBKIN (or as assigned) then proceed via depicted route.

Rwy 33R: Depart rwy 33R, climb hdg **327°** to **2100**. Climbing RIGHT turn hdg **340°** or as assigned. Expect radar vectors to EBKIN (or as assigned) then proceed via depicted route.

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
260 FT/NM	390	520	610	700	780	870	1090	1300
270 FT/NM	410	540	630	720	810	900	1130	1350
360 FT/NM	540	720	840	960	1080	1200	1500	1800
380 FT/NM	570	760	890	1020	1140	1270	1590	1900
390 FT/NM	590	780	910	1040	1170	1300	1630	1950
400 FT/NM	600	800	940	1070	1200	1340	1670	2000

SILVU TRANSITION: **(KISEP4.SILVU)**

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.

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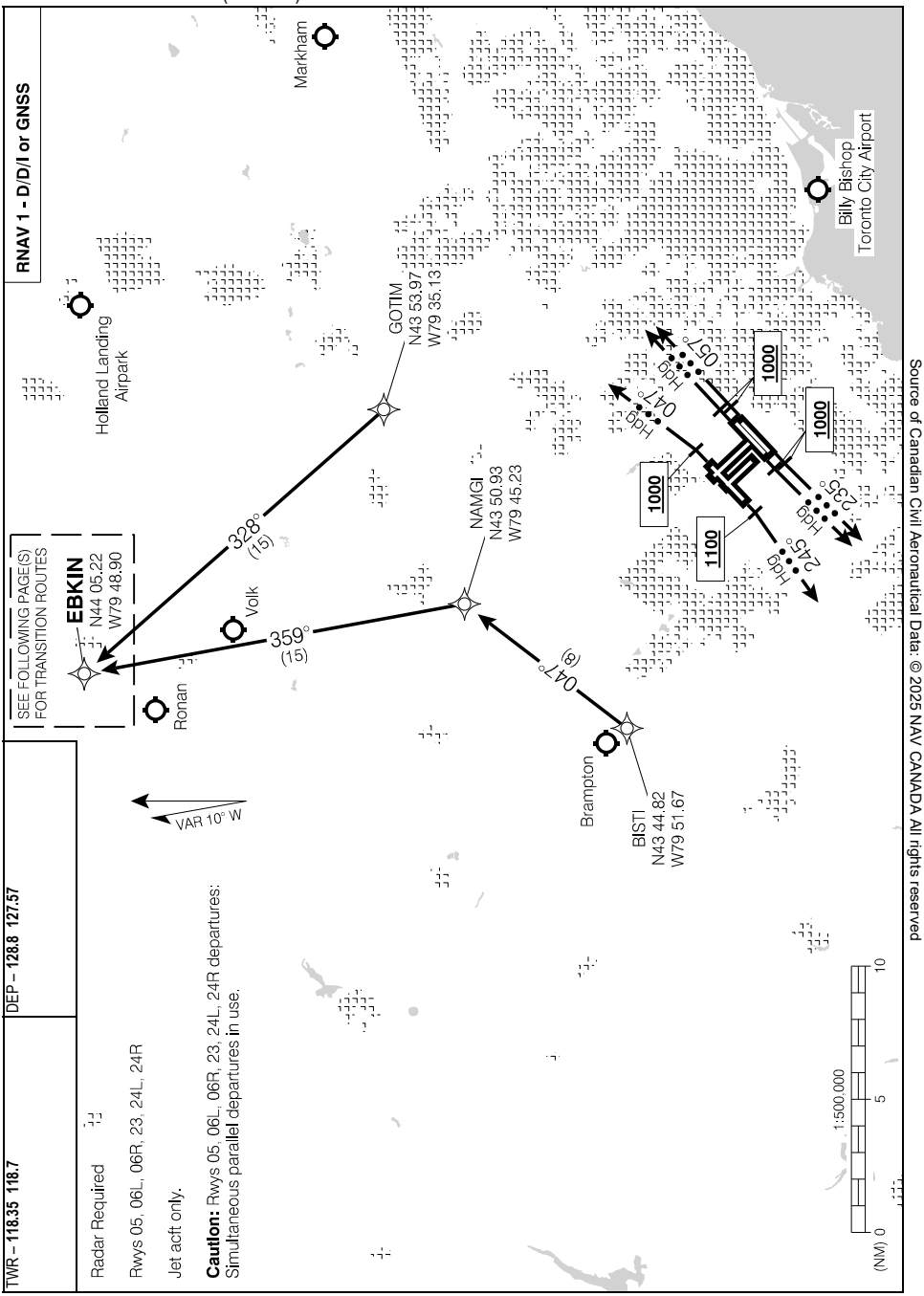
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TORONTO/LESTER B. PEARSON INTL, ON

KISEP FOUR DEP (KISEP4.) DEPARTURE ROUTES

CYYZ



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KISEP FOUR DEP (KISEP4.) DEPARTURE ROUTES

CYYZ

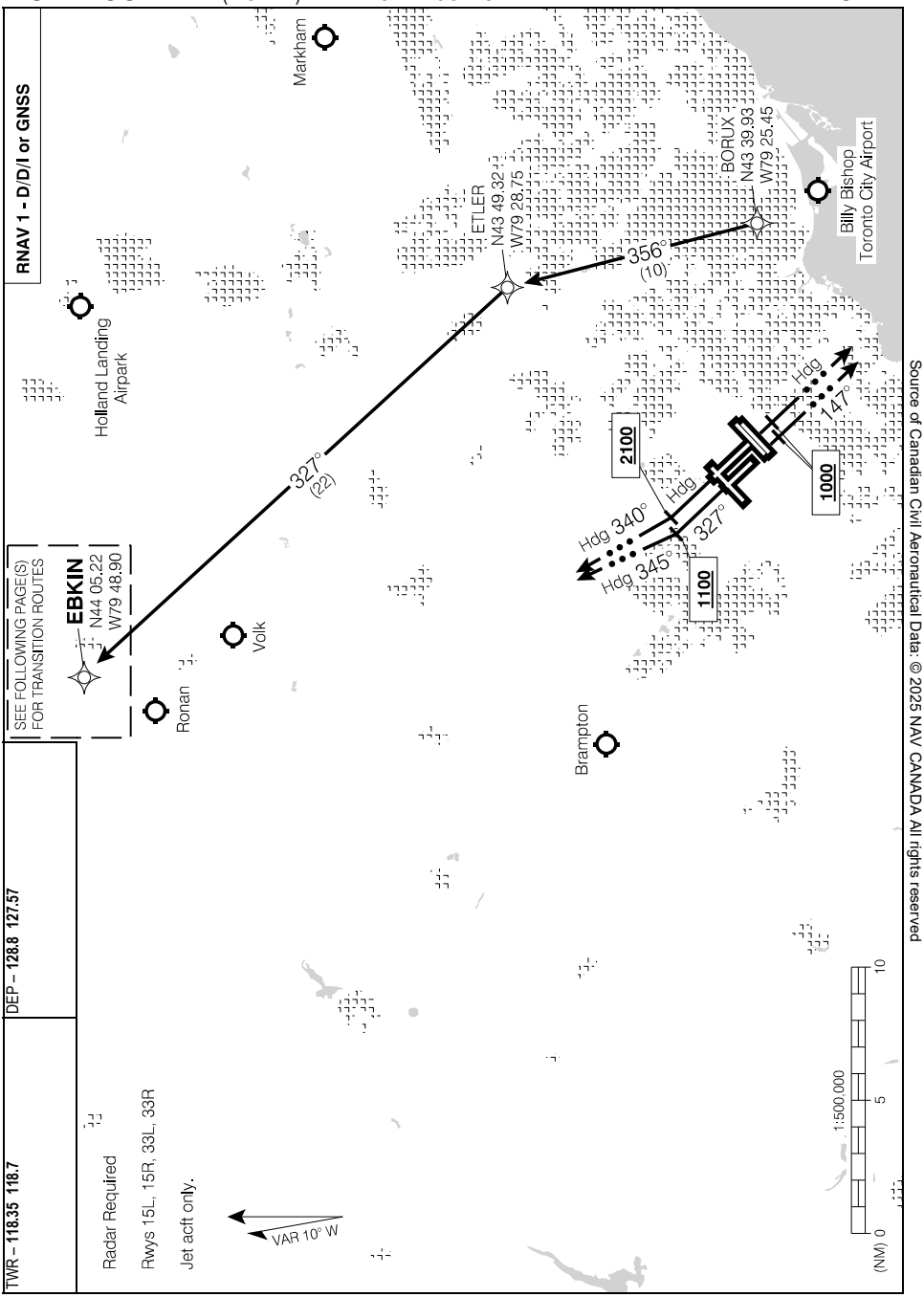
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TORONTO/LESTER B. PEARSON INTL, ON

KISEP FOUR DEP (KISEP4.) DEPARTURE ROUTES

CYYZ



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KISEP FOUR DEP (KISEP4.) DEPARTURE ROUTES

CYYZ

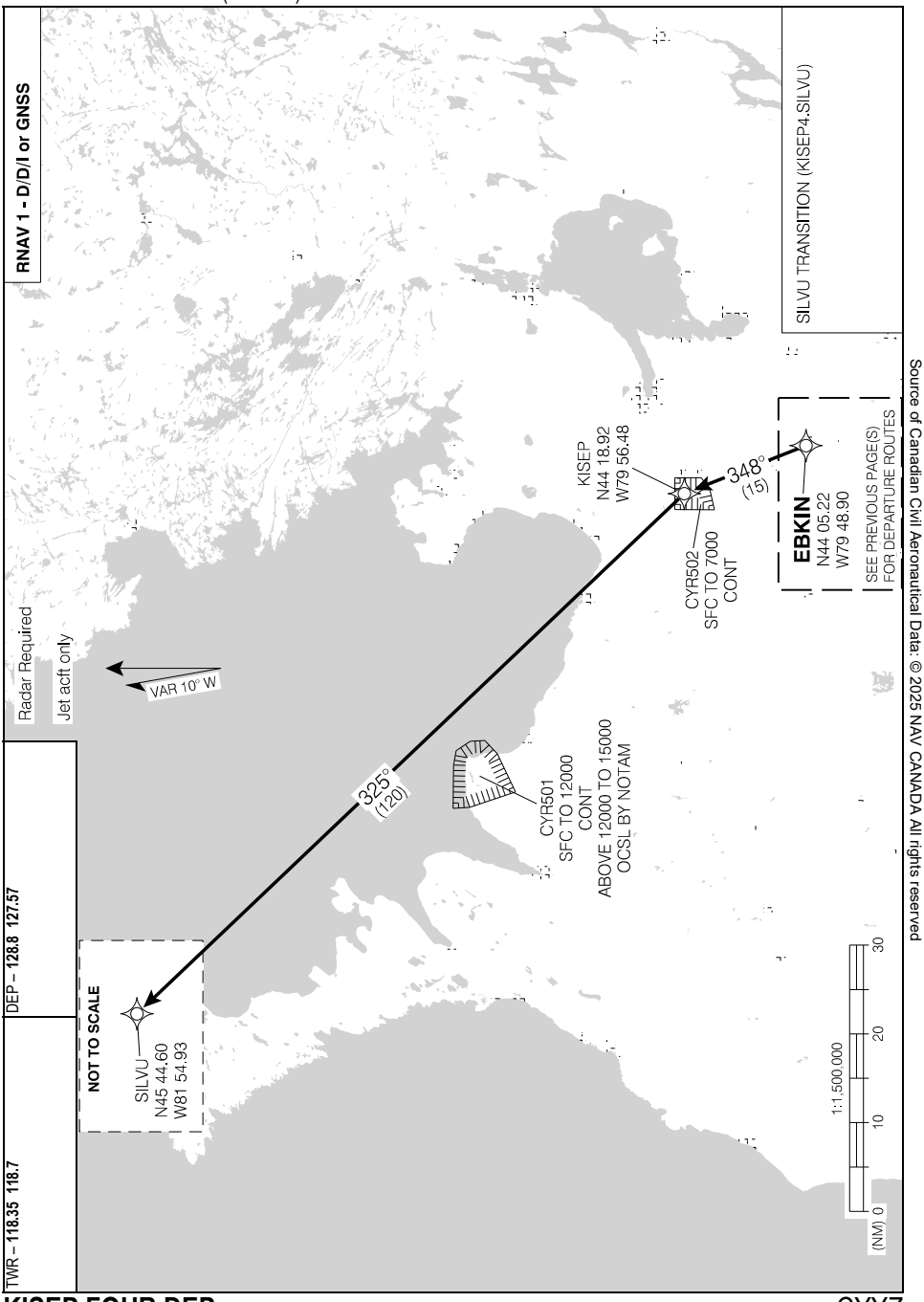
EFF 17 APR 25

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TORONTO/LESTER B. PEARSON INTL, ON

KISEP FOUR DEP (KISEP4.) TRANSITION ROUTES

CYYZ



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KISEP FOUR DEP (KISEP4.) TRANSITION ROUTES

CYYZ

EFF 17 APR 25

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

Departure Route Description

Unless otherwise assigned by ATC:

All rwys: Maintain **3000**. Aircraft assigned a turn at takeoff; commence turn at **1100**.

Rwy 05: Requires a minimum climb gradient of **360** ft/NM to **2700**. Depart rwy 05, climb hdg **057°** to **1000**. Climbing LEFT turn hdg **047°** or as assigned. Expect radar vectors to SEDOG (or as assigned) then proceed via depicted route.

Rwy 06L: Requires a minimum climb gradient of **400** ft/NM to **2700**. Depart rwy 06L, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to SEDOG (or as assigned) then proceed via depicted route.

Rwy 06R: Requires a minimum climb gradient of **390** ft/NM to **2700**. Depart rwy 06R, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to SEDOG (or as assigned) then proceed via depicted route.

Rwy 15L: Requires a minimum climb gradient of **390** ft/NM to **3000**. Depart rwy 15L, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to ETLER (or as assigned) then proceed via depicted route.

Rwy 15R: Requires a minimum climb gradient of **380** ft/NM to **3000**. Depart rwy 15R, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to ETLER (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 MATES (or as assigned) then proceed via depicted route.

Rwy 24L: Requires a minimum climb gradient of **270** ft/NM to **1700**. Depart rwy 24L, climb hdg **237°** to **1000**. Climbing LEFT turn hdg **235°** or as assigned. Expect radar vectors to MATES (or as assigned) then proceed via depicted route.

Rwy 24R: Requires a minimum climb gradient of **260** ft/NM to **1700**. Depart rwy 24R, climb hdg **237°** to **1000**. Climbing LEFT turn hdg **235°** or as assigned. Expect radar vectors to MATES (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 SEDOG (or as assigned) then proceed via depicted route.

Rwy 33R: Depart rwy 33R, climb hdg **327°** to **2100**. Climbing RIGHT turn hdg **340°** or as assigned. Expect radar vectors to SEDOG (or as assigned) then proceed via depicted route.

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
260 FT/NM	390	520	610	700	780	870	1090	1300
270 FT/NM	410	540	630	720	810	900	1130	1350
360 FT/NM	540	720	840	960	1080	1200	1500	1800
380 FT/NM	570	760	890	1020	1140	1270	1590	1900
390 FT/NM	590	780	910	1040	1170	1300	1630	1950
400 FT/NM	600	800	940	1070	1200	1340	1670	2000

TANGI TRANSITION: **(LAKES4.TANGI)**

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.

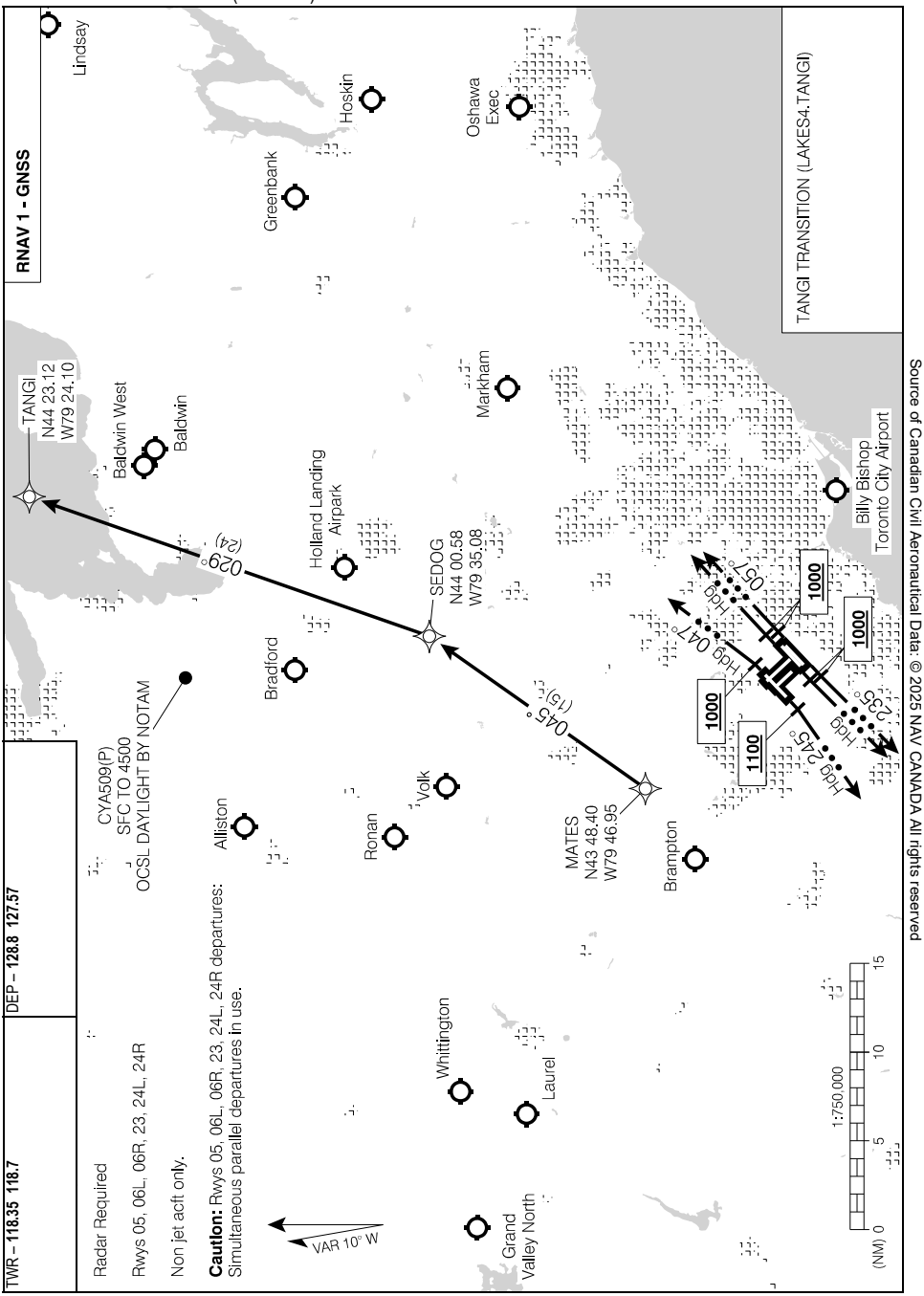
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SID (RNAV)

LAKES FOUR DEP (LAKES4.)

TORONTO/LESTER B. PEARSON INTL, ON

CYYZ



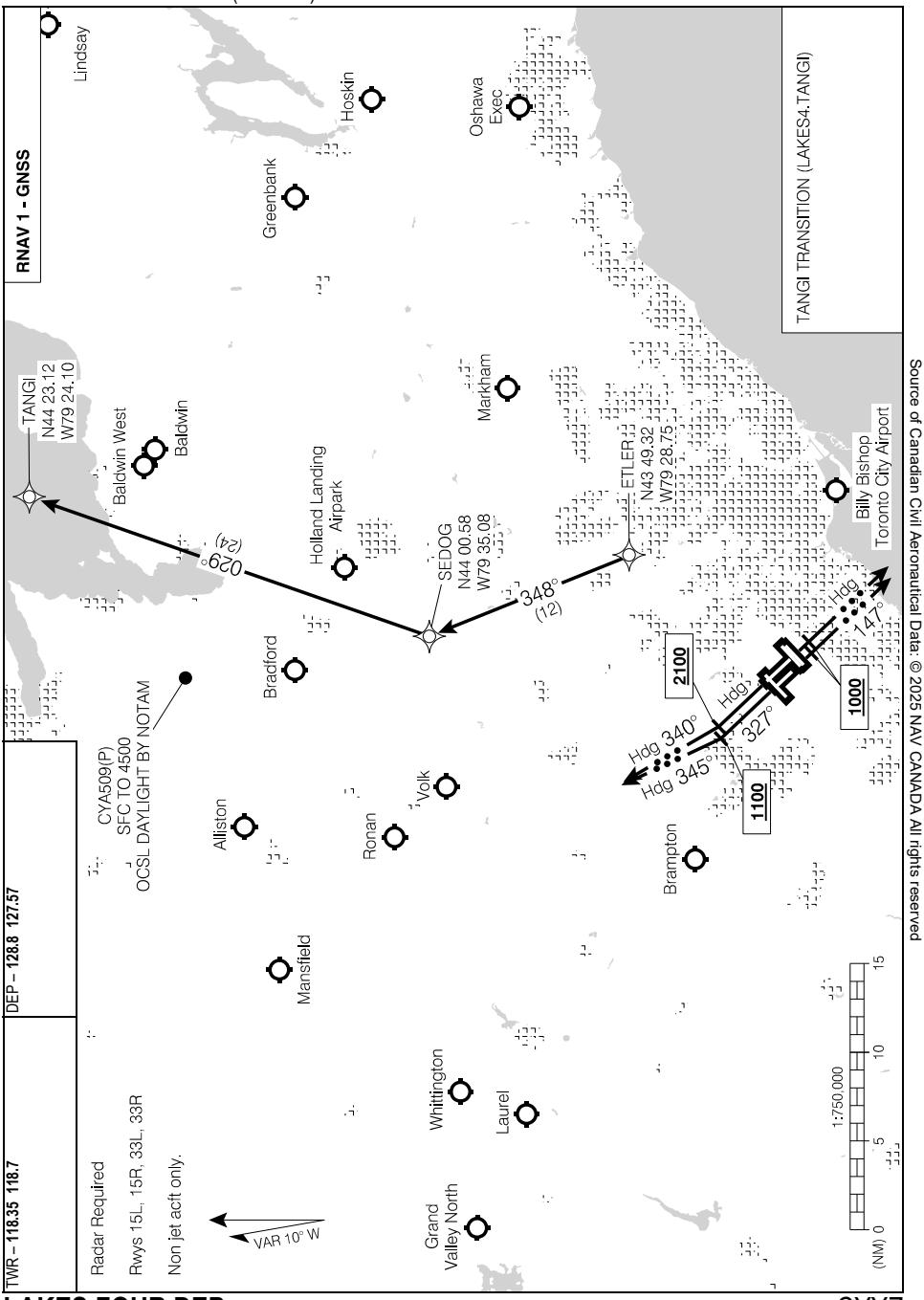
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SID (RNAV)

LAKES FOUR DEP (LAKES4.)

TORONTO/LESTER B. PEARSON INTL, ON

CYYZ



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LAKES FOUR DEP (LAKES4.)

CYYZ

EFF 26 DEC 24

SID (RNAV)

MATES SIX DEP (MATES6.)

TORONTO/LESTER B. PEARSON INTL, ON

CYYZ

Departure Route Description

Unless otherwise assigned by ATC:

All rwys: Maintain **3000**. Aircraft assigned a turn at takeoff; commence turn at **1100**.

Rwy 05: Requires a minimum climb gradient of **360** ft/NM to **2700**. Depart rwy 05, climb hdg **057°** to **1000**. Climbing LEFT turn hdg **047°** or as assigned. Expect radar vectors to IKLEN (or as assigned) then proceed via depicted route.

Rwy 06L: Requires a minimum climb gradient of **400** ft/NM to **2700**. Depart rwy 06L, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to IKLEN (or as assigned) then proceed via depicted route.

Rwy 06R: Requires a minimum climb gradient of **390** ft/NM to **2700**. Depart rwy 06R, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to IKLEN (or as assigned) then proceed via depicted route.

Rwy 15L: Requires a minimum climb gradient of **390** ft/NM to **3000**. Depart rwy 15L, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to ETLER (or as assigned) then proceed via depicted route.

Rwy 15R: Requires a minimum climb gradient of **380** ft/NM to **3000**. Depart rwy 15R, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to ETLER (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 MATES (or as assigned) then proceed via depicted route.

Rwy 24L: Requires a minimum climb gradient of **270** ft/NM to **1700**. Depart rwy 24L, climb hdg **237°** to **1000**. Climbing LEFT turn hdg **235°** or as assigned. Expect radar vectors to MATES (or as assigned) then proceed via depicted route.

Rwy 24R: Requires a minimum climb gradient of **260** ft/NM to **1700**. Depart rwy 24R, climb hdg **237°** to **1000**. Climbing LEFT turn hdg **235°** or as assigned. Expect radar vectors to MATES (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 IKLEN (or as assigned) then proceed via depicted route.

Rwy 33R: Depart rwy 33R, climb hdg **327°** to **2100**. Climbing RIGHT turn hdg **340°** or as assigned. Expect radar vectors to IKLEN (or as assigned) then proceed via depicted route.

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
260 FT/NM	390	520	610	700	780	870	1090	1300
270 FT/NM	410	540	630	720	810	900	1130	1350
360 FT/NM	540	720	840	960	1080	1200	1500	1800
380 FT/NM	570	760	890	1020	1140	1270	1590	1900
390 FT/NM	590	780	910	1040	1170	1300	1630	1950
400 FT/NM	600	800	940	1070	1200	1340	1670	2000

TONNY TRANSITION: **(MATES6.TONNY)**

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.

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Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

SID (RNAV)

MATES SIX DEP (MATES6.)

TORONTO/LESTER B. PEARSON INTL, ON

CYYZ

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MATES SIX DEP (MATES6.)

EFF 26 DEC 24

CYYZ

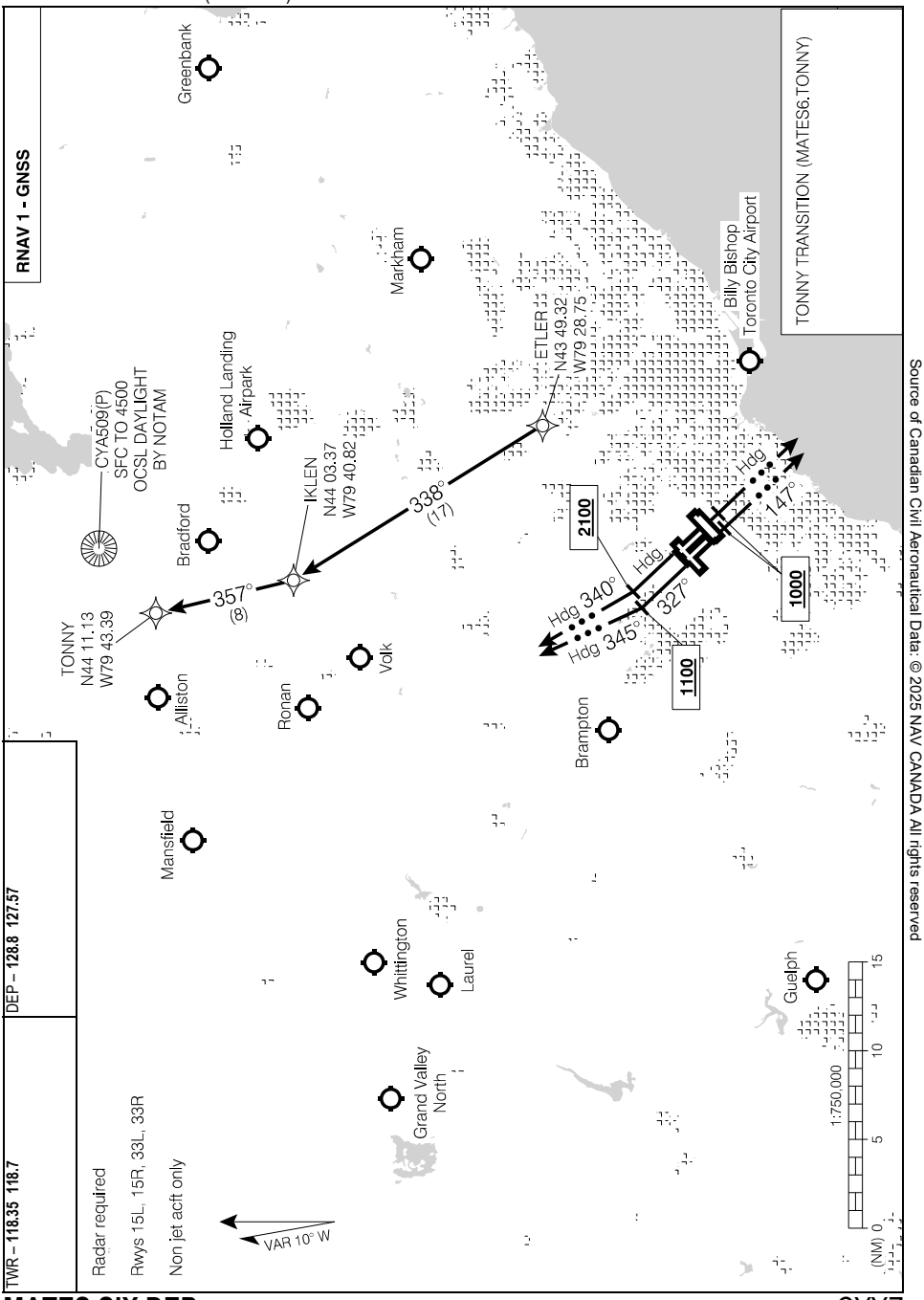
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Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

SID (RNAV)

MATES SIX DEP (MATES6.)

TORONTO/LESTER B. PEARSON INTL, ON

CYYZ



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MATES SIX DEP (MATES6.)

EFF 26 DEC 24

CYYZ

Departure Route Description

Unless otherwise assigned by ATC:

All rwys: Maintain **3000**. Aircraft assigned a turn at takeoff; commence turn at **1100**.

Rwy 05: Requires a minimum climb gradient of **360** ft/NM to **2700**. Depart rwy 05, climb hdg **057°** to **1000**. Climbing LEFT turn hdg **047°** or as assigned. Expect radar vectors to PERLO (or as assigned) then proceed via depicted route.

Rwy 06L: Requires a minimum climb gradient of **400** ft/NM to **2700**. Depart rwy 06L, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to PERLO (or as assigned) then proceed via depicted route.

Rwy 06R: Requires a minimum climb gradient of **390** ft/NM to **2700**. Depart rwy 06R, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to PERLO (or as assigned) then proceed via depicted route.

Rwy 15L: Requires a minimum climb gradient of **390** ft/NM to **3000**. Depart rwy 15L, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to RIKEM (or as assigned) then proceed via depicted route.

Rwy 15R: Requires a minimum climb gradient of **380** ft/NM to **3000**. Depart rwy 15R, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to RIKEM (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 MAVAN (or as assigned) then proceed via depicted route.

Rwy 24L: Requires a minimum climb gradient of **270** ft/NM to **1700**. Depart rwy 24L, climb hdg **237°** to **1000**. Climbing LEFT turn hdg **235°** or as assigned. Expect radar vectors to MAVAN (or as assigned) then proceed via depicted route.

Rwy 24R: Requires a minimum climb gradient of **260** ft/NM to **1700**. Depart rwy 24R, climb hdg **237°** to **1000**. Climbing LEFT turn hdg **235°** or as assigned. Expect radar vectors to MAVAN (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 NUBAN (or as assigned) then proceed via depicted route.

Rwy 33R: Depart rwy 33R, climb hdg **327°** to **2100**. Climbing RIGHT turn hdg **340°** or as assigned. Expect radar vectors to NUBAN (or as assigned) then proceed via depicted route.

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
260 FT/NM	390	520	610	700	780	870	1090	1300
270 FT/NM	410	540	630	720	810	900	1130	1350
360 FT/NM	540	720	840	960	1080	1200	1500	1800
380 FT/NM	570	760	890	1020	1140	1270	1590	1900
390 FT/NM	590	780	910	1040	1170	1300	1630	1950
400 FT/NM	600	800	940	1070	1200	1340	1670	2000

BMPAH TRANSITION: **(MAVAN3.BMPAH)**
WOZEE TRANSITION: **(MAVAN3.WOZEE)**

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.

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

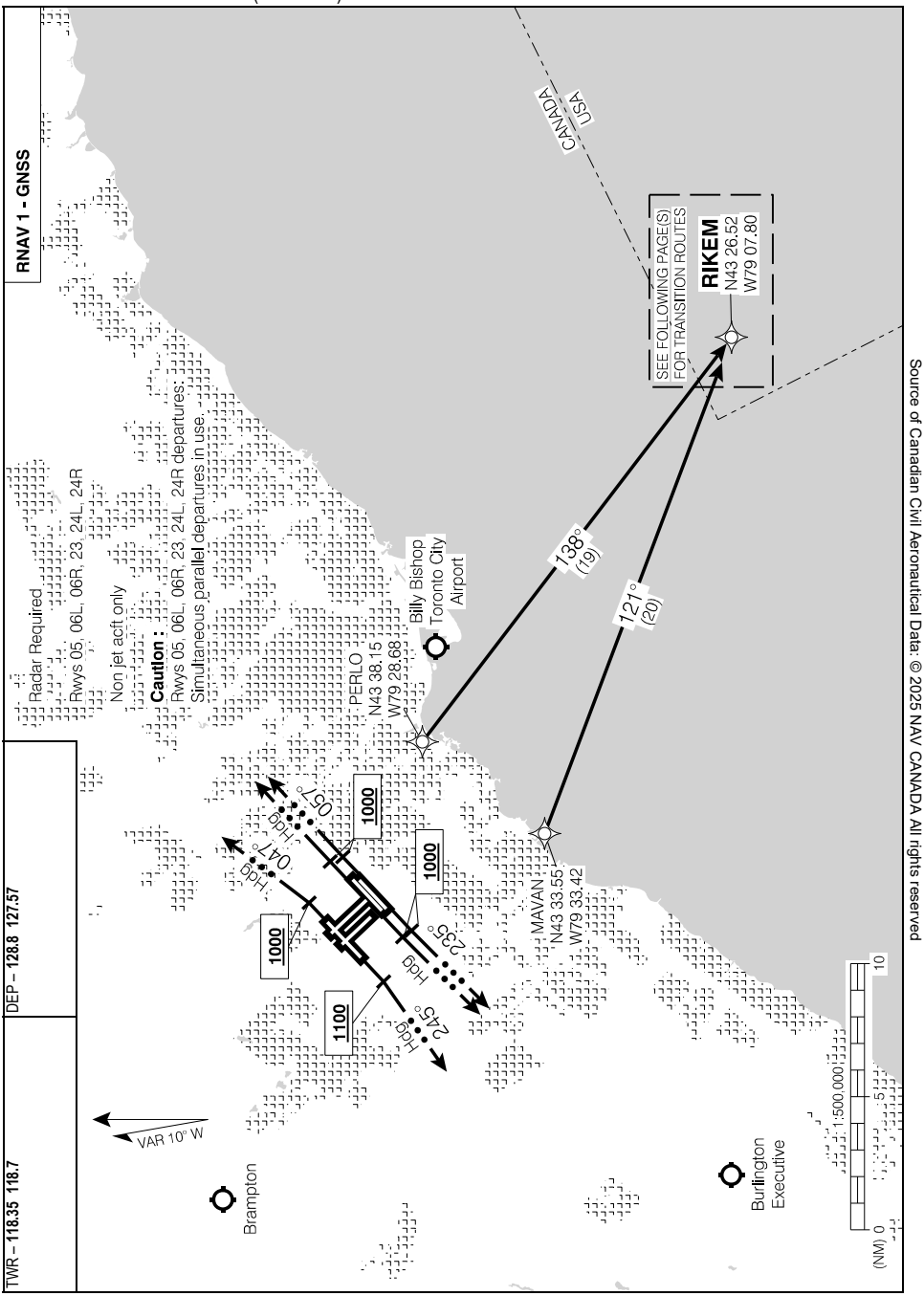
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TORONTO/LESTER B. PEARSON INTL, ON

MAVAN THREE DEP (MAVAN3.) DEPARTURE ROUTES

CYYZ



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MAVAN THREE DEP (MAVAN3.) DEPARTURE ROUTES

CYYZ

EFF 26 DEC 24

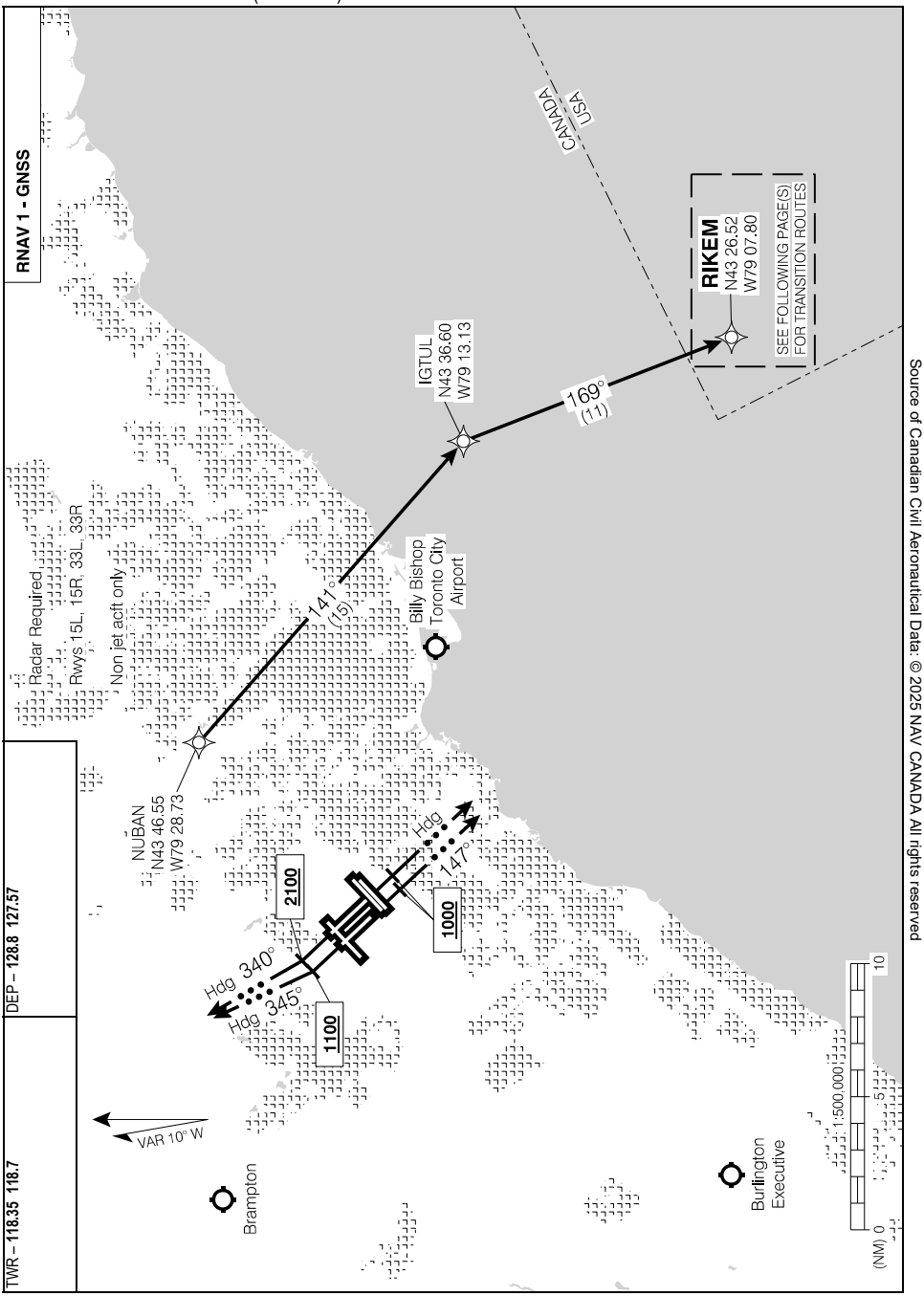
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TORONTO/LESTER B. PEARSON INTL, ON

MAVAN THREE DEP (MAVAN3.) DEPARTURE ROUTES

CYYZ



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MAVAN THREE DEP (MAVAN3.) DEPARTURE ROUTES

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EFF 26 DEC 24

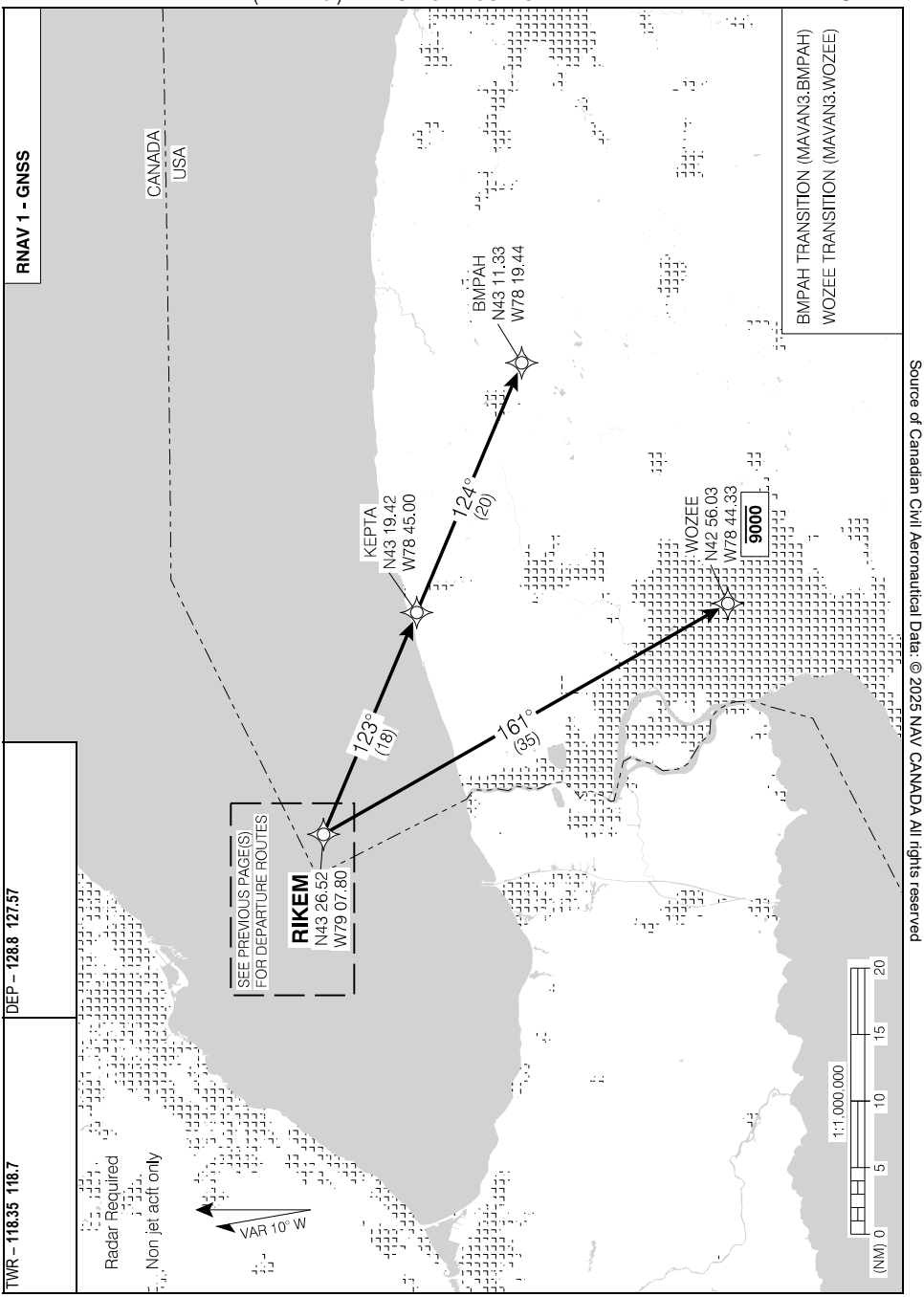
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TORONTO/LESTER B. PEARSON INTL, ON

MAVAN THREE DEP (MAVAN3.) TRANSITION ROUTES

CYYZ



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MAVAN THREE DEP (MAVAN3.) TRANSITION ROUTES

CYYZ

EFF 26 DEC 24

Departure Route Description

Unless otherwise assigned by ATC:

All rwys: Maintain **5000**.

Rwy 05: Requires a minimum climb gradient of **360** ft/NM to **2700**. Depart rwy 05, climb hdg **057°** to **1000**. Climbing LEFT turn hdg **047°** or as assigned. Expect radar vectors to MOBEL (or as assigned) then proceed via depicted route.

Rwy 06L: Requires a minimum climb gradient of **400** ft/NM to **2700**. Depart rwy 06L, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to MOBEL (or as assigned) then proceed via depicted route.

Rwy 06R: Requires a minimum climb gradient of **390** ft/NM to **2700**. Depart rwy 06R, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to MOBEL (or as assigned) then proceed via depicted route.

Rwy 15L: Requires a minimum climb gradient of **390** ft/NM to **3000**. Depart rwy 15L, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to MIXUT (or as assigned) then proceed via depicted route.

Rwy 15R: Requires a minimum climb gradient of **380** ft/NM to **3000**. Depart rwy 15R, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to MIXUT (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 MIXUT (or as assigned) then proceed via depicted route.

Rwy 24L: Requires a minimum climb gradient of **270** ft/NM to **1700**. Depart rwy 24L, climb hdg **237°** to **1000**. Climbing LEFT turn hdg **235°** or as assigned. Expect radar vectors to MIXUT (or as assigned) then proceed via depicted route.

Rwy 24R: Requires a minimum climb gradient of **260** ft/NM to **1700**. Depart rwy 24R, climb hdg **237°** to **1000**. Climbing LEFT turn hdg **235°** or as assigned. Expect radar vectors to MIXUT (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 NUBAX (or as assigned) then proceed via depicted route.

Rwy 33R: Depart rwy 33R, climb hdg **327°** to **2100**. Climbing RIGHT turn hdg **340°** or as assigned. Expect radar vectors to NUBAX (or as assigned) then proceed via depicted route.

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
260 FT/NM	390	520	610	700	780	870	1090	1300
270 FT/NM	410	540	630	720	810	900	1130	1350
360 FT/NM	540	720	840	960	1080	1200	1500	1800
380 FT/NM	570	760	890	1020	1140	1270	1590	1900
390 FT/NM	590	780	910	1040	1170	1300	1630	1950
400 FT/NM	600	800	940	1070	1200	1340	1670	2000

DERLO TRANSITION: **(MIXUT7.DERLO)**
GNTRY TRANSITION: **(MIXUT7.GNTRY)**

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.

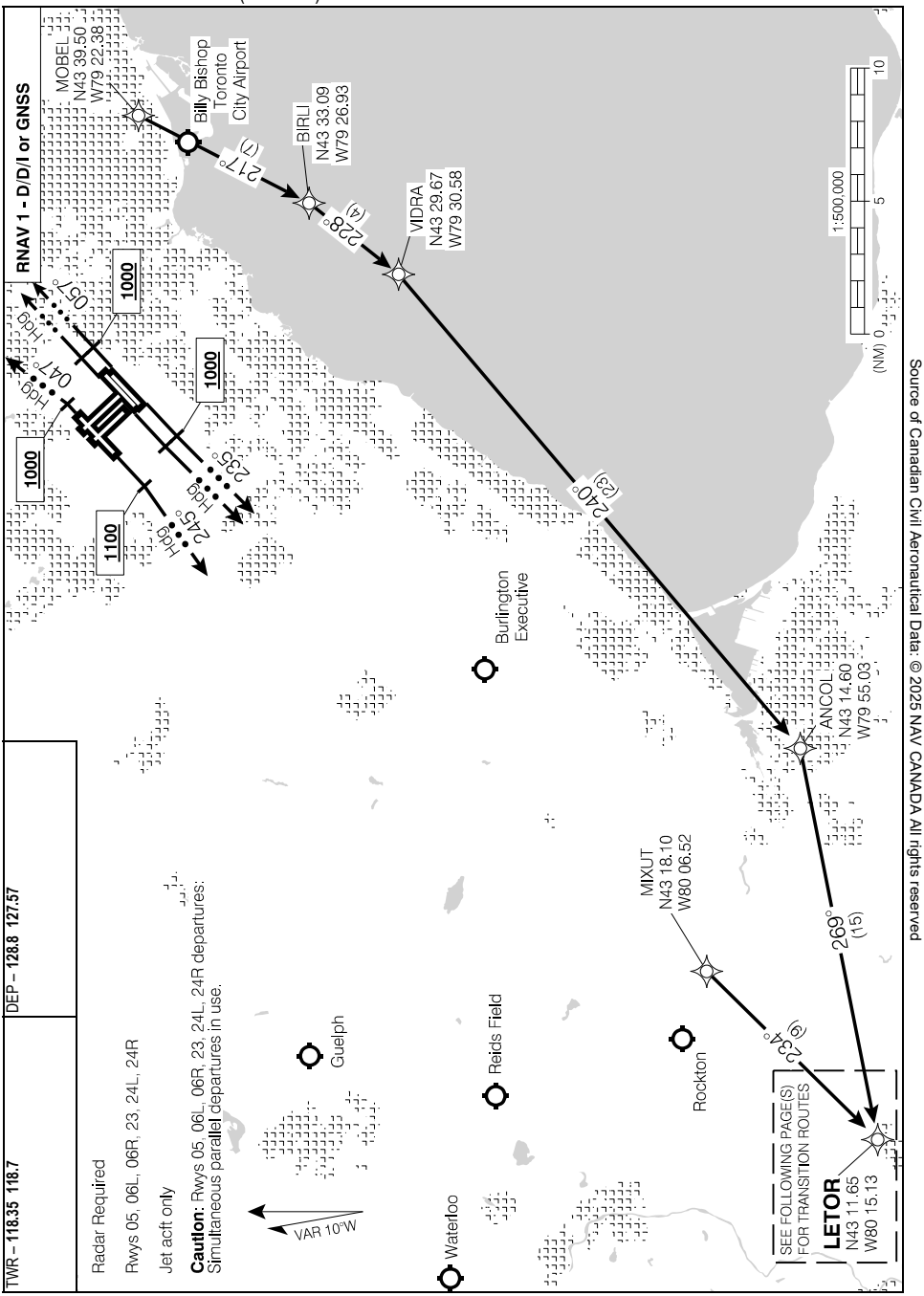
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TORONTO/LESTER B. PEARSON INTL, ON

MIXUT SEVEN DEP (MIXUT7.) DEPARTURE ROUTES

CYYZ



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MIXUT SEVEN DEP (MIXUT7.) DEPARTURE ROUTES

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EFF 17 APR 25

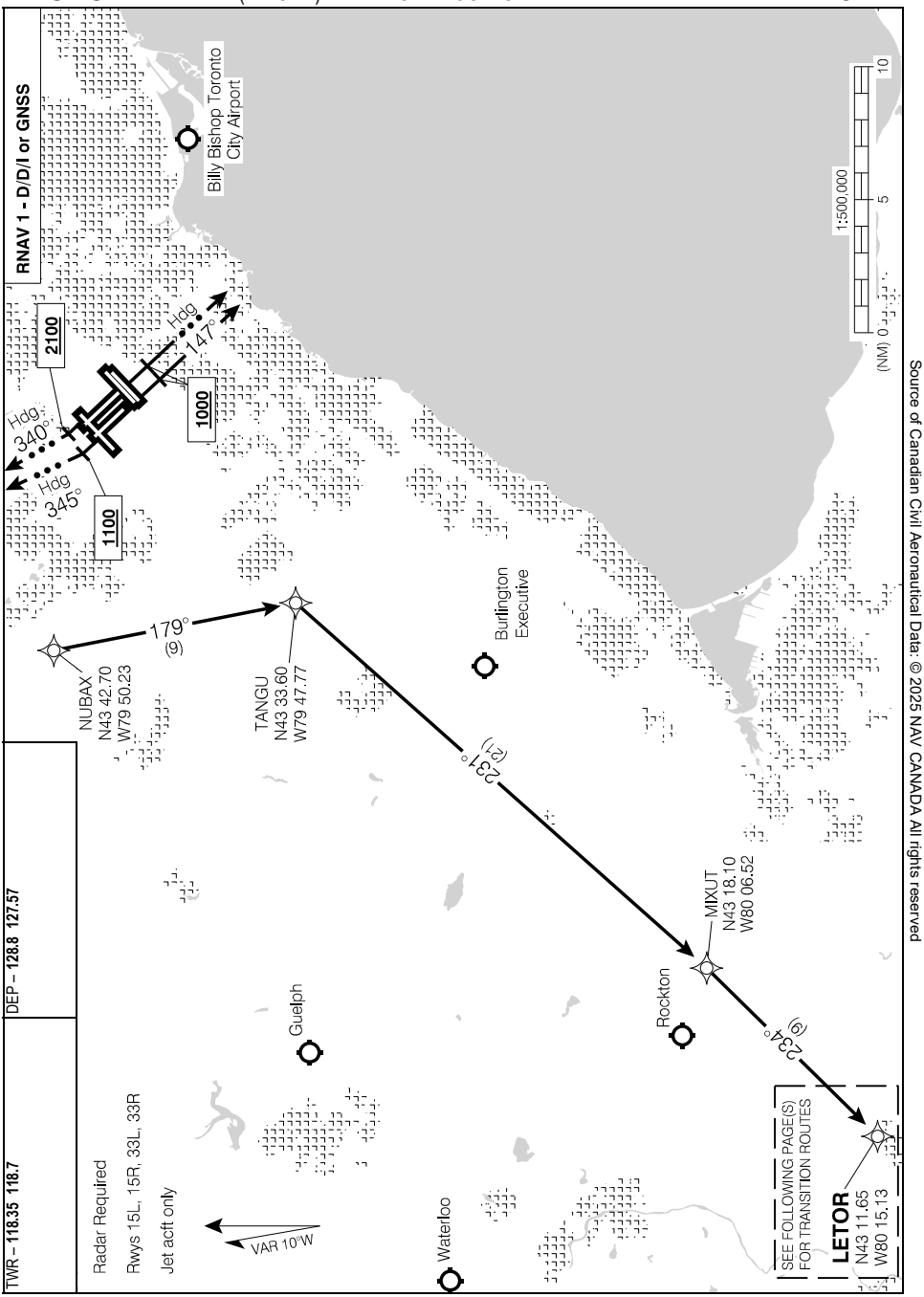
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TORONTO/LESTER B. PEARSON INTL, ON

MIXUT SEVEN DEP (MIXUT7.) DEPARTURE ROUTES

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MIXUT SEVEN DEP (MIXUT7.) DEPARTURE ROUTES

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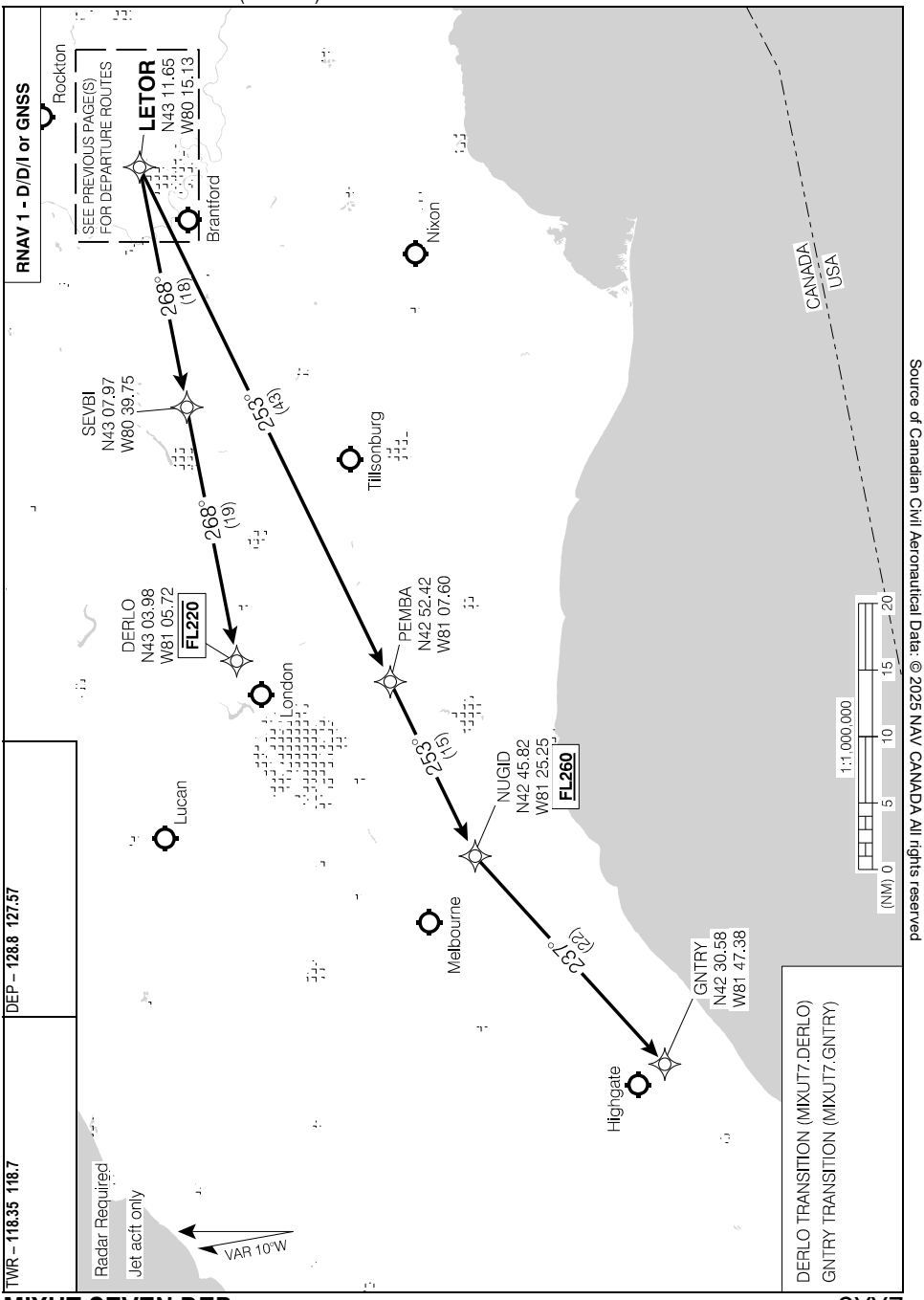
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TORONTO/LESTER B. PEARSON INTL, ON

MIXUT SEVEN DEP (MIXUT7.) TRANSITION ROUTES

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MIXUT SEVEN DEP (MIXUT7.) TRANSITION ROUTES

CYYZ

EFF 17 APR 25

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

Departure Route Description

Unless otherwise assigned by ATC:

All rwys: Maintain **3000**. Aircraft assigned a turn at takeoff; commence turn at **1100**.

Rwy 05: Requires a minimum climb gradient of **360** ft/NM to **2700**. Depart rwy 05, climb hdg **057°** to **1000**. Climbing LEFT turn hdg **047°** or as assigned. Expect radar vectors to MEMPA (or as assigned) then proceed via depicted route.

Rwy 06L: Requires a minimum climb gradient of **400** ft/NM to **2700**. Depart rwy 06L, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to MEMPA (or as assigned) then proceed via depicted route.

Rwy 06R: Requires a minimum climb gradient of **390** ft/NM to **2700**. Depart rwy 06R, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to MEMPA (or as assigned) then proceed via depicted route.

Rwy 15L: Requires a minimum climb gradient of **390** ft/NM to **3000**. Depart rwy 15L, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to IPSOT (or as assigned) then proceed via depicted route.

Rwy 15R: Requires a minimum climb gradient of **380** ft/NM to **3000**. Depart rwy 15R, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to IPSOT (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 URSAL (or as assigned) then proceed via depicted route.

Rwy 24L: Requires a minimum climb gradient of **270** ft/NM to **1700**. Depart rwy 24L, climb hdg **237°** to **1000**. Climbing LEFT turn hdg **235°** or as assigned. Expect radar vectors to URSAL (or as assigned) then proceed via depicted route.

Rwy 24R: Requires a minimum climb gradient of **260** ft/NM to **1700**. Depart rwy 24R, climb hdg **237°** to **1000**. Climbing LEFT turn hdg **235°** or as assigned. Expect radar vectors to URSAL (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 URSAL (or as assigned) then proceed via depicted route.

Rwy 33R: Depart rwy 33R, climb hdg **327°** to **2100**. Climbing RIGHT turn hdg **340°** or as assigned. Expect radar vectors to URSAL (or as assigned) then proceed via depicted route.

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
260 FT/NM	390	520	610	700	780	870	1090	1300
270 FT/NM	410	540	630	720	810	900	1130	1350
360 FT/NM	540	720	840	960	1080	1200	1500	1800
380 FT/NM	570	760	890	1020	1140	1270	1590	1900
390 FT/NM	590	780	910	1040	1170	1300	1630	1950
400 FT/NM	600	800	940	1070	1200	1340	1670	2000

KASED TRANSITION: **(NOSIK4.KASED)**
ZOHAN TRANSITION: **(NOSIK4.ZOHAN)**

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.

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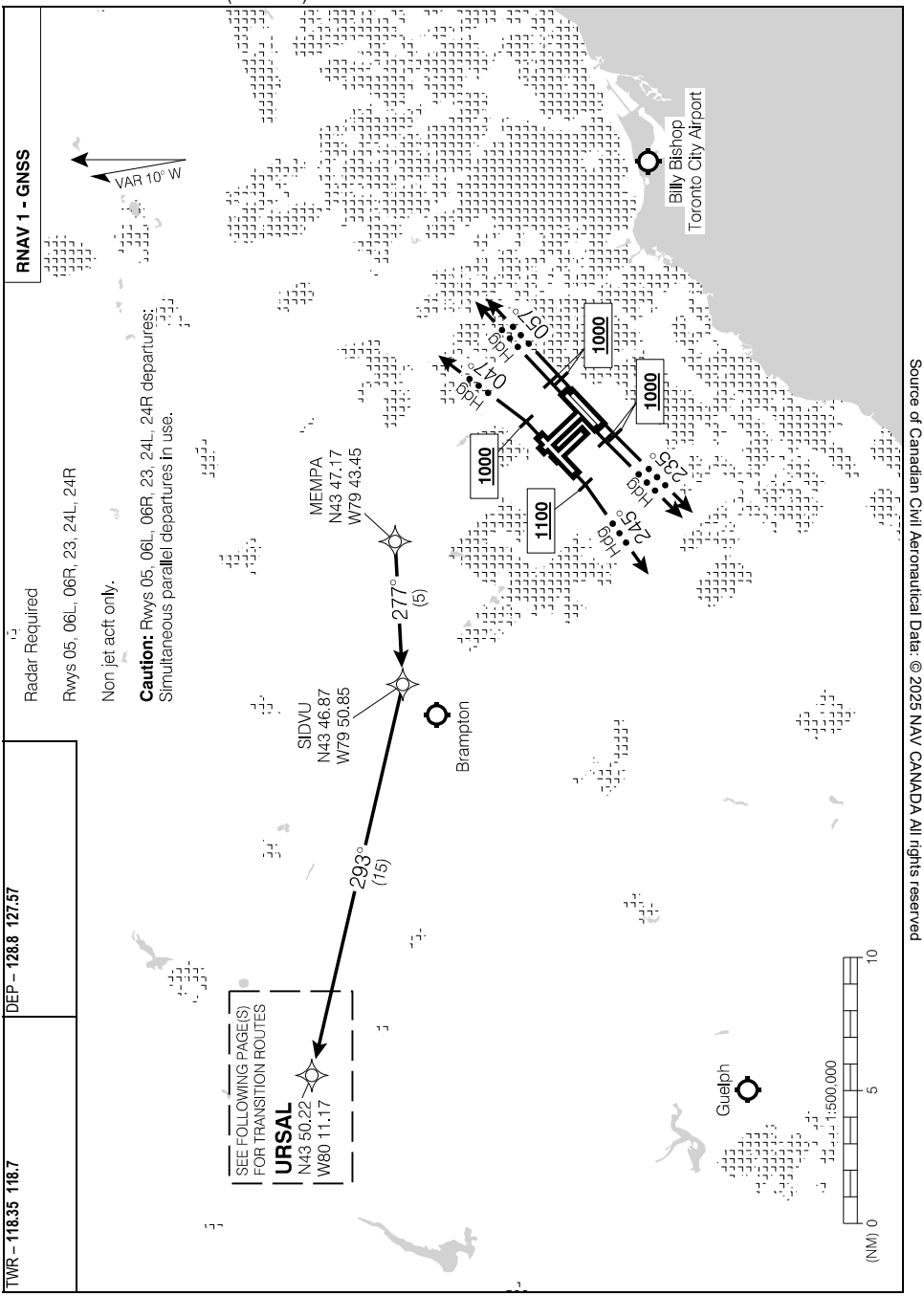
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NOSIK FOUR DEP (NOSIK4.) DEPARTURE ROUTES

TORONTO/LESTER B. PEARSON INTL, ON

CYYZ



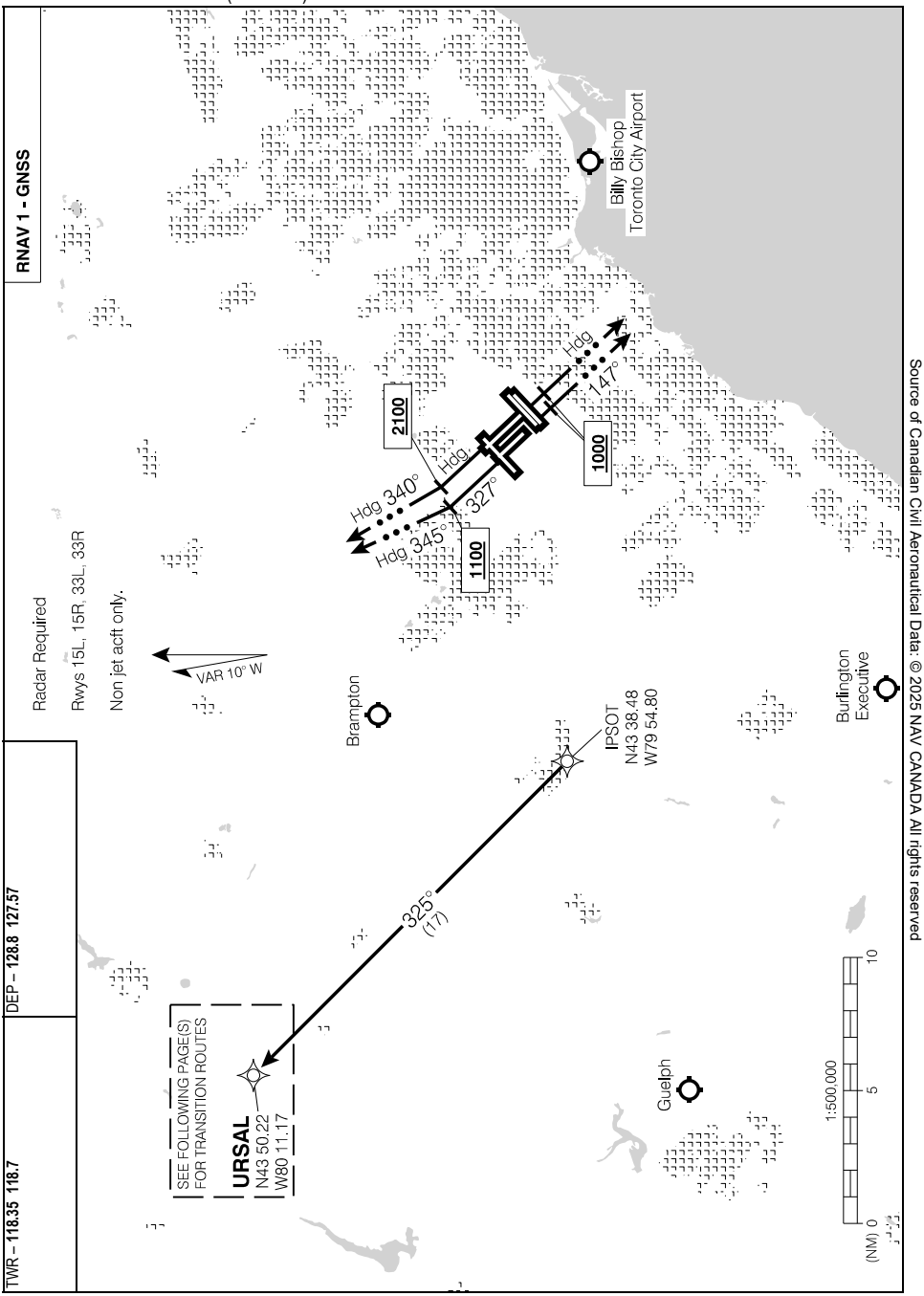
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TORONTO/LESTER B. PEARSON INTL, ON

NOSIK FOUR DEP (NOSIK4.) DEPARTURE ROUTES

CYYZ



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NOSIK FOUR DEP (NOSIK4.) DEPARTURE ROUTES

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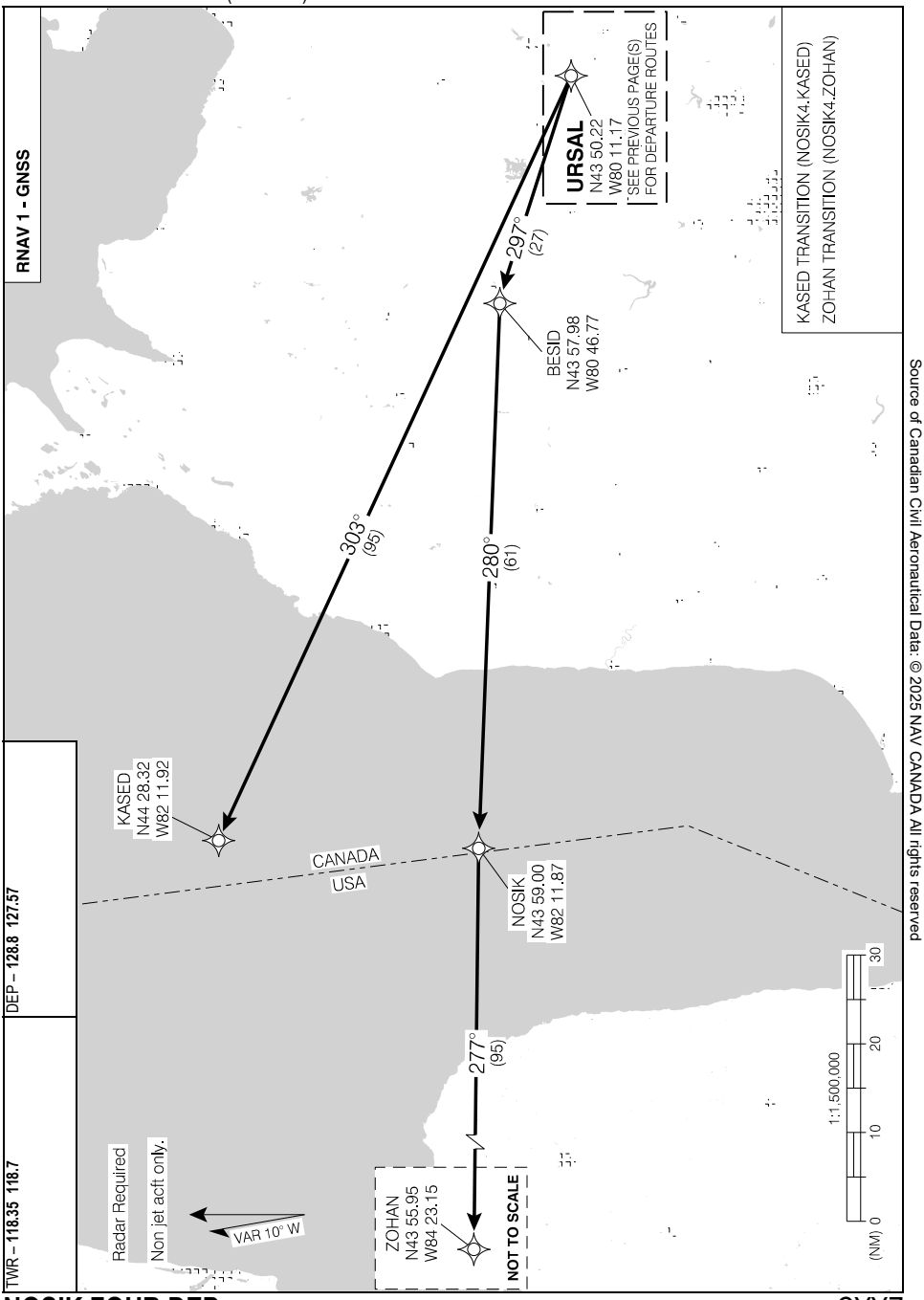
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TORONTO/LESTER B. PEARSON INTL, ON

NOSIK FOUR DEP (NOSIK4.) TRANSITION ROUTES

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NOSIK FOUR DEP (NOSIK4.) TRANSITION ROUTES

CYYZ

EFF 26 DEC 24

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

Departure Route Description

Unless otherwise assigned by ATC:

All rwys: Maintain **3000**. Aircraft assigned a turn at takeoff; commence turn at **1100**.

Rwy 05: Requires a minimum climb gradient of **360** ft/NM to **2700**. Depart rwy 05, climb hdg **057°** to **1000**. Climbing LEFT turn hdg **047°** or as assigned. Expect radar vectors to MEMPA (or as assigned) then proceed via depicted route.

Rwy 06L: Requires a minimum climb gradient of **400** ft/NM to **2700**. Depart rwy 06L, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to MEMPA (or as assigned) then proceed via depicted route.

Rwy 06R: Requires a minimum climb gradient of **390** ft/NM to **2700**. Depart rwy 06R, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to MEMPA (or as assigned) then proceed via depicted route.

Rwy 15L: Requires a minimum climb gradient of **390** ft/NM to **3000**. Depart rwy 15L, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to IPSOT (or as assigned) then proceed via depicted route.

Rwy 15R: Requires a minimum climb gradient of **380** ft/NM to **3000**. Depart rwy 15R, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to IPSOT (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 AVSEP (or as assigned) then proceed via depicted route.

Rwy 24L: Requires a minimum climb gradient of **270** ft/NM to **1700**. Depart rwy 24L, climb hdg **237°** to **1000**. Climbing LEFT turn hdg **235°** or as assigned. Expect radar vectors to AVSEP (or as assigned) then proceed via depicted route.

Rwy 24R: Requires a minimum climb gradient of **260** ft/NM to **1700**. Depart rwy 24R, climb hdg **237°** to **1000**. Climbing LEFT turn hdg **235°** or as assigned. Expect radar vectors to AVSEP (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 AVSEP (or as assigned) then proceed via depicted route.

Rwy 33R: Depart rwy 33R, climb hdg **327°** to **2100**. Climbing RIGHT turn hdg **340°** or as assigned. Expect radar vectors to AVSEP (or as assigned) then proceed via depicted route.

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
260 FT/NM	390	520	610	700	780	870	1090	1300
270 FT/NM	410	540	630	720	810	900	1130	1350
360 FT/NM	540	720	840	960	1080	1200	1500	1800
380 FT/NM	570	760	890	1020	1140	1270	1590	1900
390 FT/NM	590	780	910	1040	1170	1300	1630	1950
400 FT/NM	600	800	940	1070	1200	1340	1670	2000

OTNIK TRANSITION: **(NUGOP6.OTNIK)**
MUSIT TRANSITION: **(NUGOP6.MUSIT)**

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.

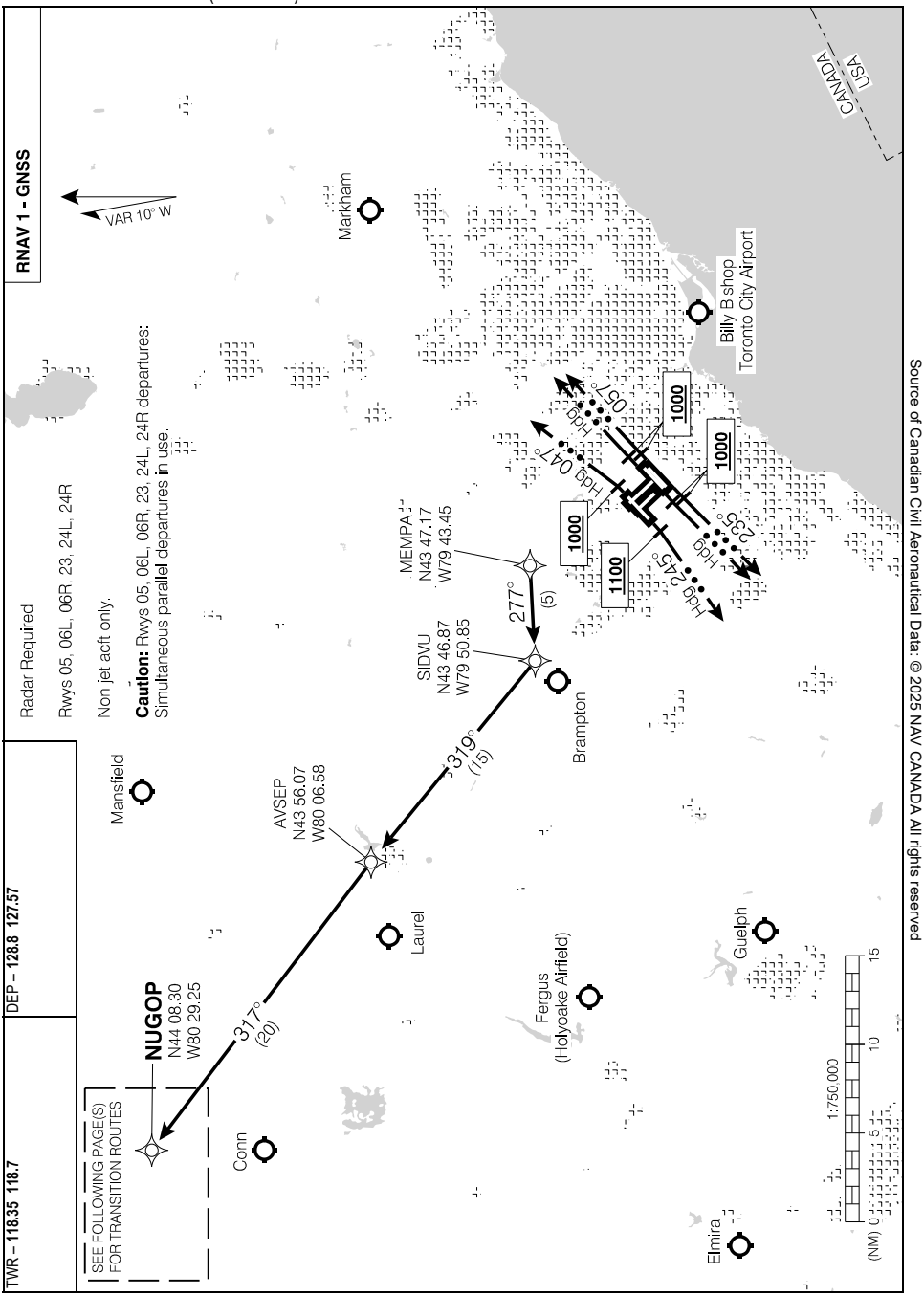
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TORONTO/LESTER B. PEARSON INTL, ON

NUGOP SIX DEP (NUGOP6.) DEPARTURE ROUTES

CYYZ



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NUGOP SIX DEP (NUGOP6.) DEPARTURE ROUTES

CYYZ

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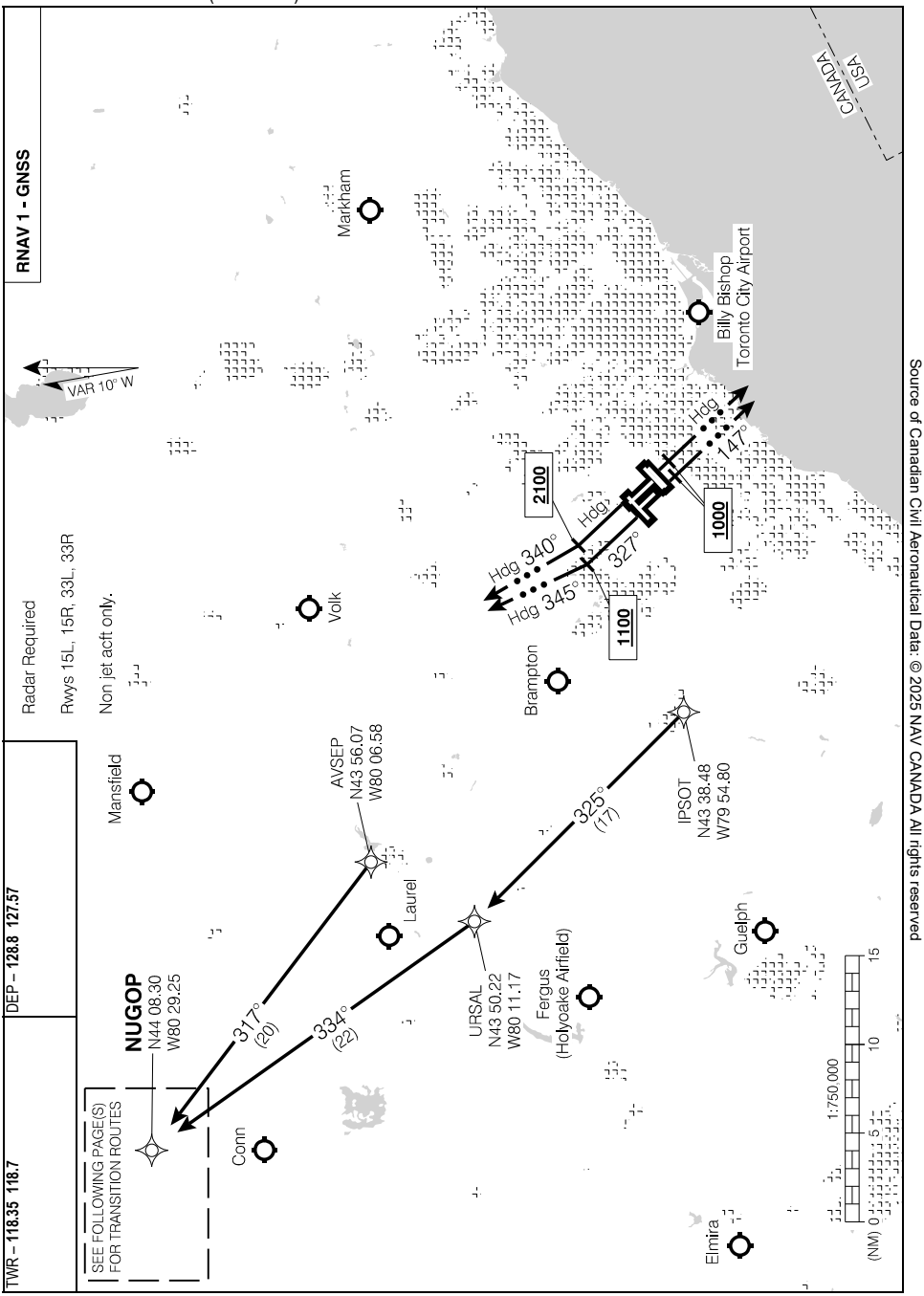
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NUGOP SIX DEP (NUGOP6.) DEPARTURE ROUTES

TORONTO/LESTER B. PEARSON INTL, ON

CYYZ



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NUGOP SIX DEP (NUGOP6.) DEPARTURE ROUTES

CYYZ

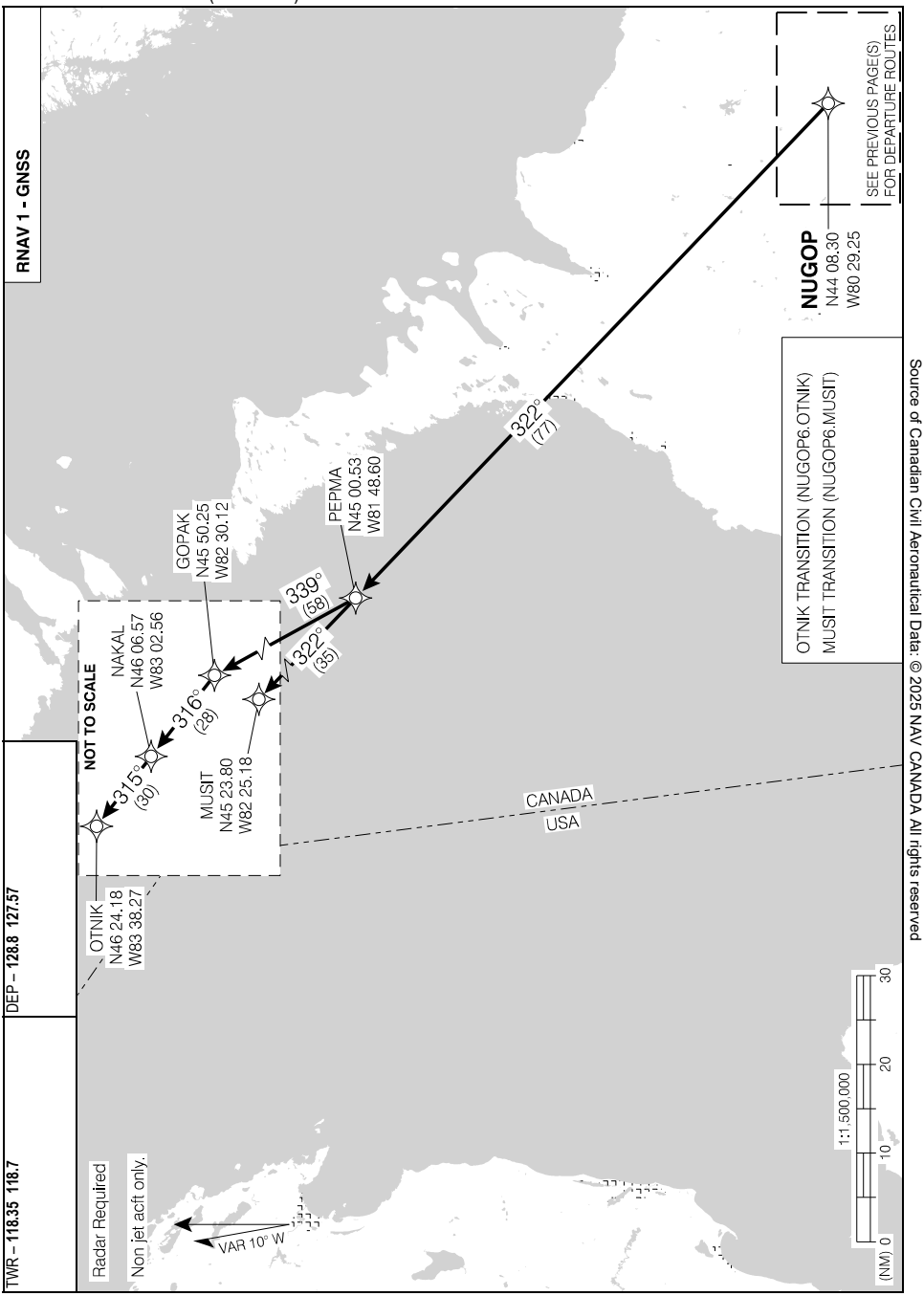
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TORONTO/LESTER B. PEARSON INTL, ON

NUGOP SIX DEP (NUGOP6.) TRANSITION ROUTES

CYYZ



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NUGOP SIX DEP (NUGOP6.) TRANSITION ROUTES

CYYZ

EFF 26 DEC 24

Departure Route Description

Unless otherwise assigned by ATC:

All rwys: Maintain **3000**. Aircraft assigned a turn at takeoff; commence turn at **1100**.

Rwy 05: Requires a minimum climb gradient of **360** ft/NM to **2700**. Depart rwy 05, climb hdg **057°** to **1000**. Climbing LEFT turn hdg **047°** or as assigned. Expect radar vectors to PERLO (or as assigned) then proceed via depicted route.

Rwy 06L: Requires a minimum climb gradient of **400** ft/NM to **2700**. Depart rwy 06L, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to PERLO (or as assigned) then proceed via depicted route.

Rwy 06R: Requires a minimum climb gradient of **390** ft/NM to **2700**. Depart rwy 06R, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to PERLO (or as assigned) then proceed via depicted route.

Rwy 15L: Requires a minimum climb gradient of **390** ft/NM to **3000**. Depart rwy 15L, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to OAKVL (or as assigned) then proceed via depicted route.

Rwy 15R: Requires a minimum climb gradient of **380** ft/NM to **3000**. Depart rwy 15R, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to OAKVL (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.

Rwy 24L: Requires a minimum climb gradient of **270** ft/NM to **1700**. Depart rwy 24L, 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 24R: Requires a minimum climb gradient of **260** ft/NM to **1700**. Depart rwy 24R, 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 SERPI (or as assigned) then proceed via depicted route.

Rwy 33R: Depart rwy 33R, climb hdg **327°** to **2100**. Climbing RIGHT turn hdg **340°** or as assigned. Expect radar vectors to SERPI (or as assigned) then proceed via depicted route.

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
260 FT/NM	390	520	610	700	780	870	1090	1300
270 FT/NM	410	540	630	720	810	900	1130	1350
360 FT/NM	540	720	840	960	1080	1200	1500	1800
380 FT/NM	570	760	890	1020	1140	1270	1590	1900
390 FT/NM	590	780	910	1040	1170	1300	1630	1950
400 FT/NM	600	800	940	1070	1200	1340	1670	2000

ERIE TRANSITION: **(OAKVL3.ERI)**
FOXEE TRANSITION: **(OAKVL3.FOXEE)**
AIRRA TRANSITION: **(OAKVL3.AIRRA)**

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.

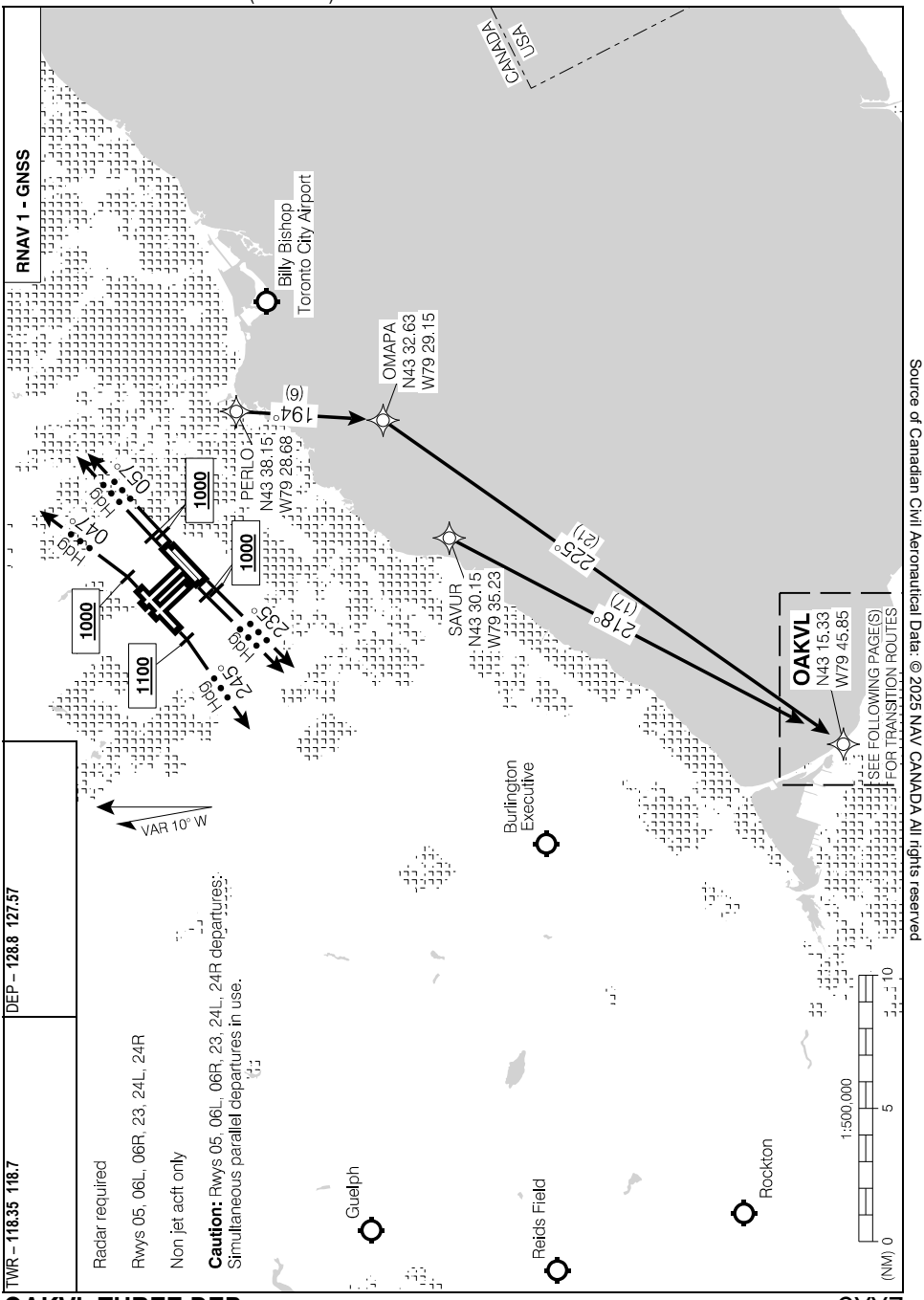
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TORONTO/LESTER B. PEARSON INTL, ON

OAKVL THREE DEP (OAKVL3.) DEPARTURE ROUTES

CYYZ



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OAKVL THREE DEP (OAKVL3.) DEPARTURE ROUTES

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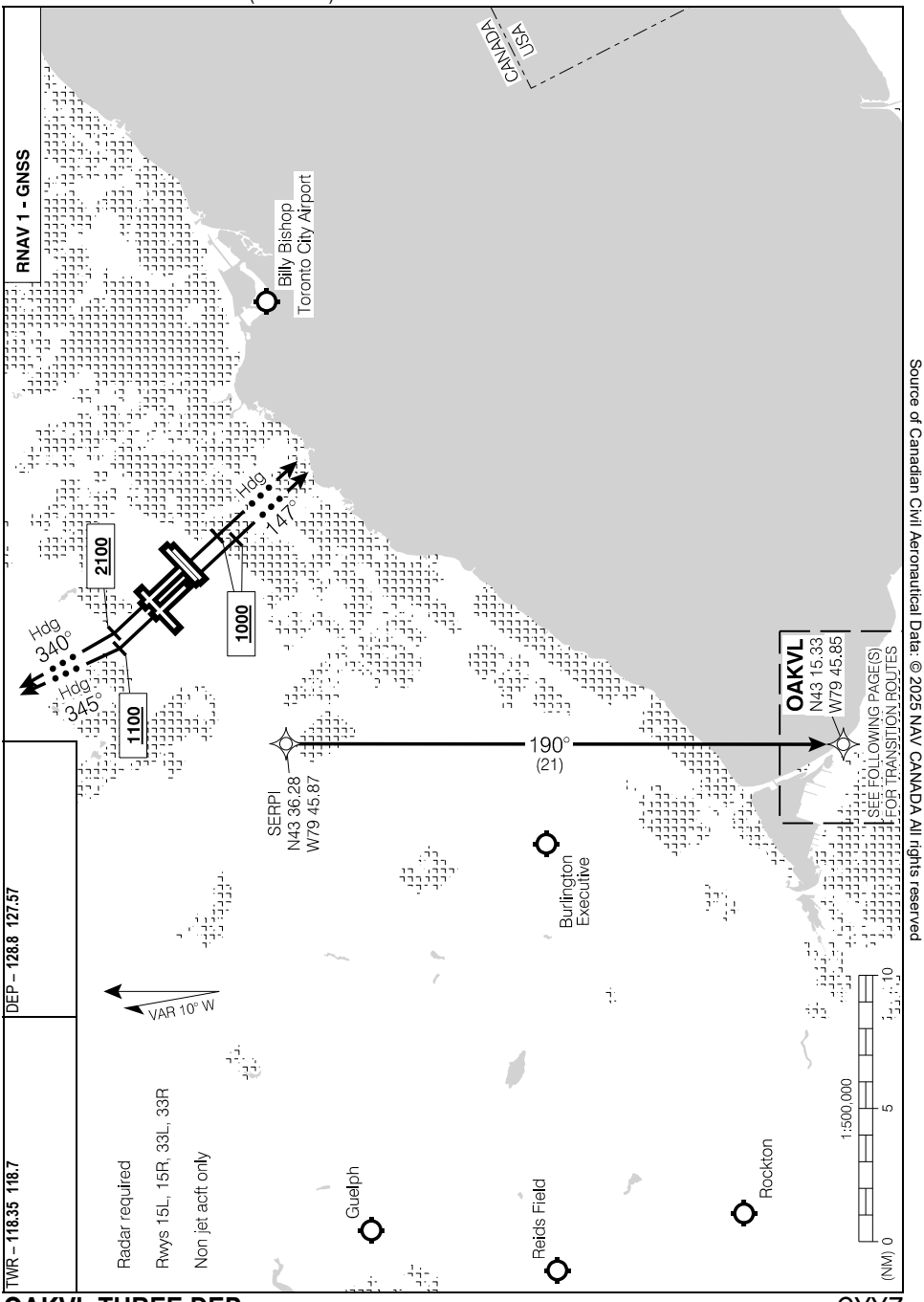
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TORONTO/LESTER B. PEARSON INTL, ON

OAKVL THREE DEP (OAKVL3.) DEPARTURE ROUTES

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OAKVL THREE DEP (OAKVL3.) DEPARTURE ROUTES

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TORONTO/LESTER B. PEARSON INTL, ON

OAKVL THREE DEP (OAKVL3.) TRANSITION ROUTES

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OAKVL THREE DEP (OAKVL3.) TRANSITION ROUTES

CYYZ

EFF 26 DEC 24

Departure Route Description

Unless otherwise assigned by ATC:

All rwys: Maintain **3000**. Aircraft assigned a turn at takeoff; commence turn at **1100**.

Rwy 05: Requires a minimum climb gradient of **360** ft/NM to **2700**. Depart rwy 05, climb hdg **057°** to **1000**. Climbing LEFT turn hdg **047°** or as assigned. Expect radar vectors to PERLO (or as assigned) then proceed via depicted route.

Rwy 06L: Requires a minimum climb gradient of **400** ft/NM to **2700**. Depart rwy 06L, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to PERLO (or as assigned) then proceed via depicted route.

Rwy 06R: Requires a minimum climb gradient of **390** ft/NM to **2700**. Depart rwy 06R, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to PERLO (or as assigned) then proceed via depicted route.

Rwy 15L: Requires a minimum climb gradient of **390** ft/NM to **3000**. Depart rwy 15L, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to MIXUT (or as assigned) then proceed via depicted route.

Rwy 15R: Requires a minimum climb gradient of **380** ft/NM to **3000**. Depart rwy 15R, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to MIXUT (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 TILAM (or as assigned) then proceed via depicted route.

Rwy 24L: Requires a minimum climb gradient of **270** ft/NM to **1700**. Depart rwy 24L, climb hdg **237°** to **1000**. Climbing LEFT turn hdg **235°** or as assigned. Expect radar vectors to TILAM (or as assigned) then proceed via depicted route.

Rwy 24R: Requires a minimum climb gradient of **260** ft/NM to **1700**. Depart rwy 24R, climb hdg **237°** to **1000**. Climbing LEFT turn hdg **235°** or as assigned. Expect radar vectors to TILAM (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 SERPI (or as assigned) then proceed via depicted route.

Rwy 33R: Depart rwy 33R, climb hdg **327°** to **2100**. Climbing RIGHT turn hdg **340°** or as assigned. Expect radar vectors to SERPI (or as assigned) then proceed via depicted route.

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
260 FT/NM	390	520	610	700	780	870	1090	1300
270 FT/NM	410	540	630	720	810	900	1130	1350
360 FT/NM	540	720	840	960	1080	1200	1500	1800
380 FT/NM	570	760	890	1020	1140	1270	1590	1900
390 FT/NM	590	780	910	1040	1170	1300	1630	1950
400 FT/NM	600	800	940	1070	1200	1340	1670	2000

DERLO TRANSITION: **(PEMBA6.DERLO)**
GNTRY TRANSITION: **(PEMBA6.GNTRY)**

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.

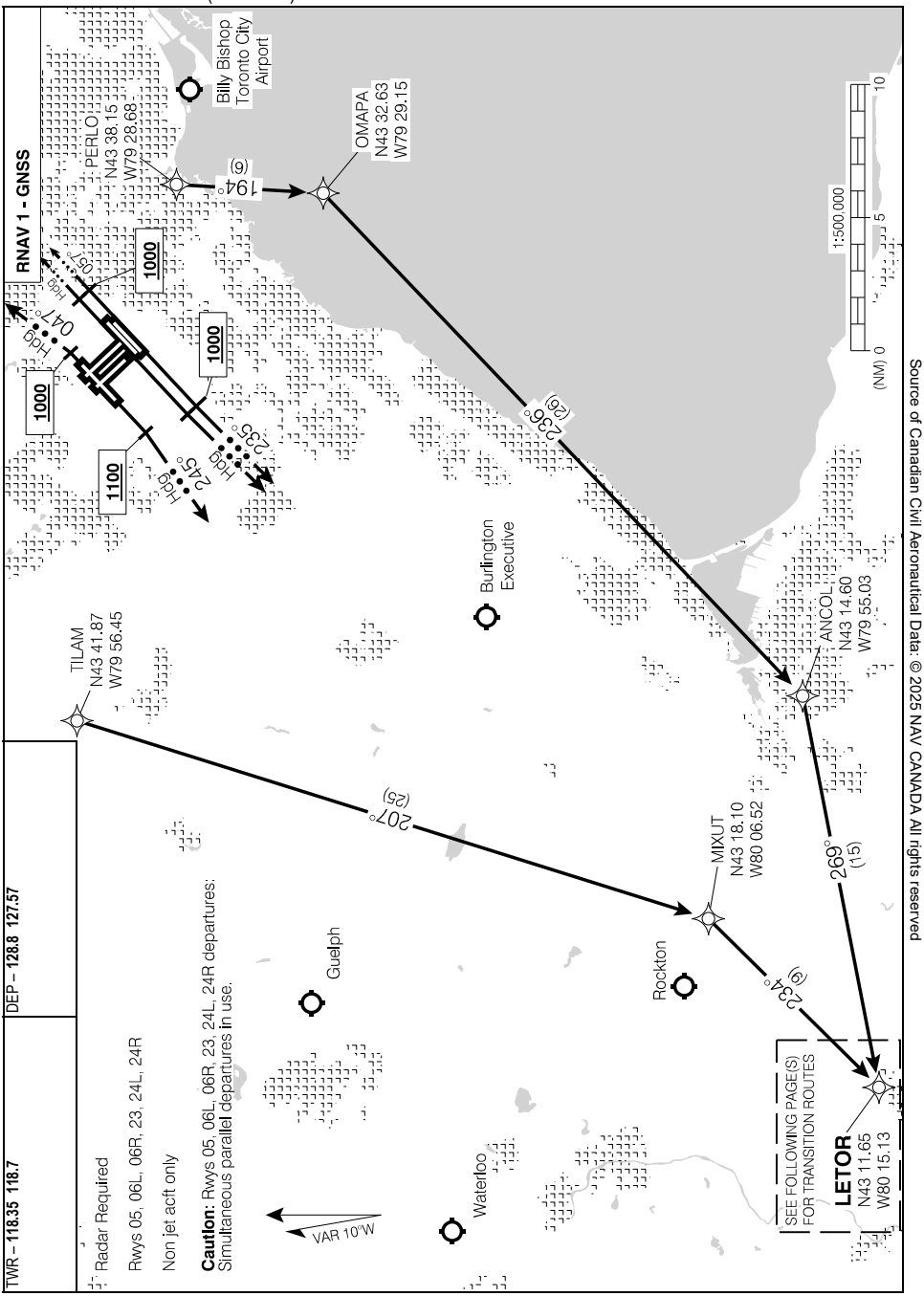
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TORONTO/LESTER B. PEARSON INTL, ON

PEMBA SIX DEP (PEMBA6.) DEPARTURE ROUTES

CYYZ



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PEMBA SIX DEP (PEMBA6.) DEPARTURE ROUTES

CYYZ

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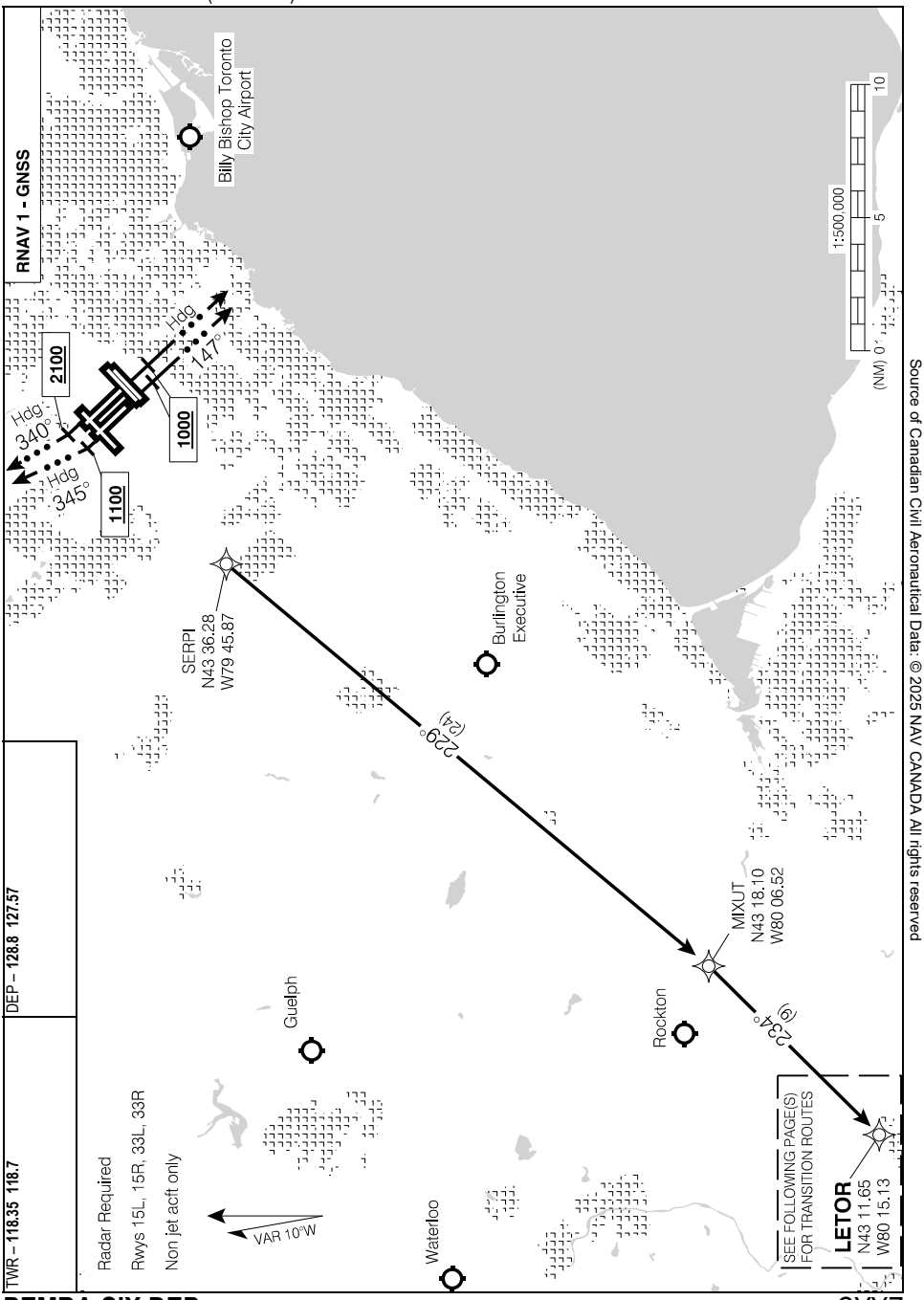
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TORONTO/LESTER B. PEARSON INTL, ON

PEMBA SIX DEP (PEMBA6.) DEPARTURE ROUTES

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PEMBA SIX DEP (PEMBA6.) DEPARTURE ROUTES

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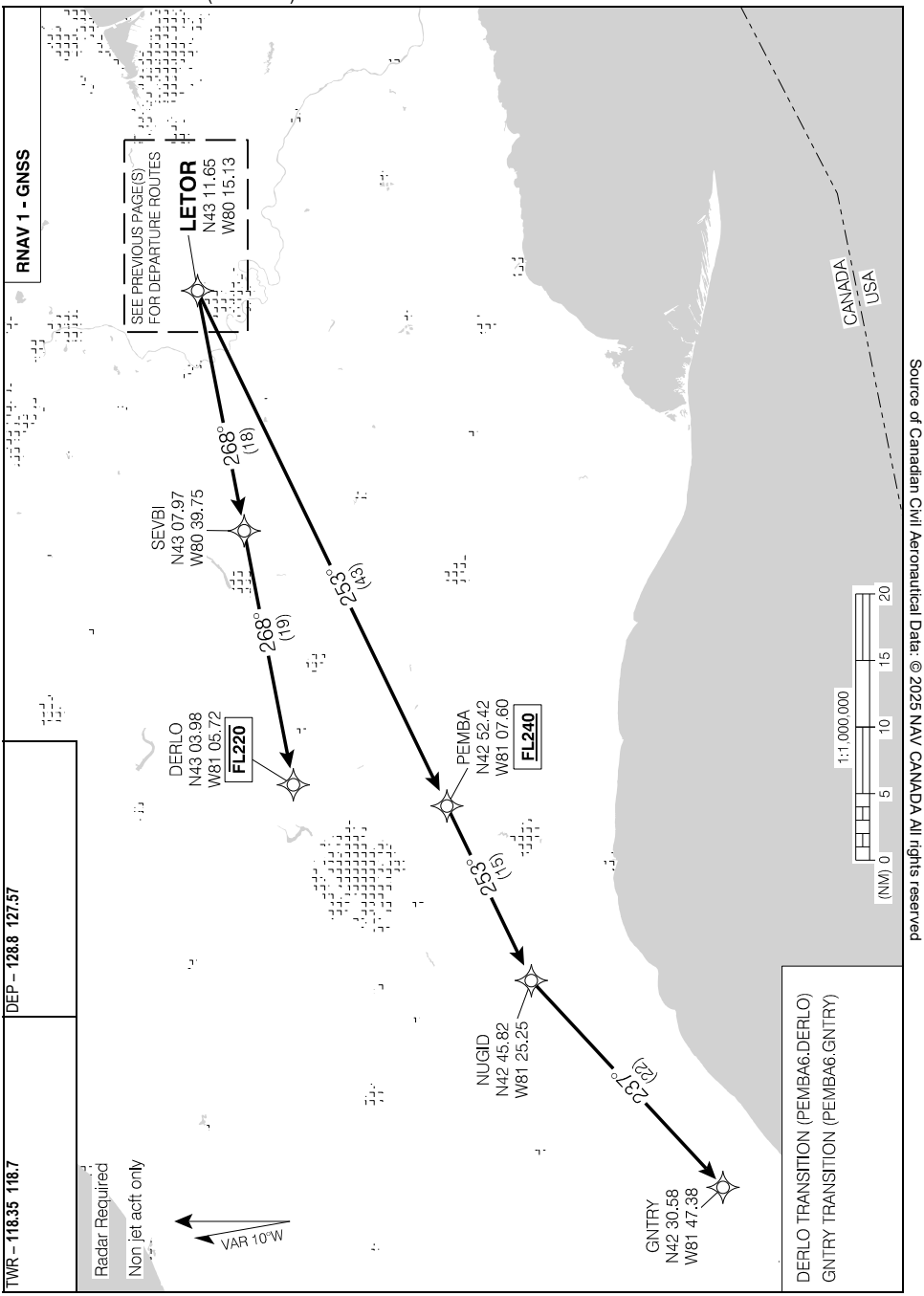
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TORONTO/LESTER B. PEARSON INTL, ON

PEMBA SIX DEP (PEMBA6.) TRANSITION ROUTES

CYYZ



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PEMBA SIX DEP (PEMBA6.) TRANSITION ROUTES

CYYZ

EFF 26 DEC 24

Departure Route Description

Unless otherwise assigned by ATC:

All rwys: Maintain **3000**. Aircraft assigned a turn at takeoff; commence turn at **1100**.

Rwy 05: Requires a minimum climb gradient of **360** ft/NM to **2700**. Depart rwy 05, climb hdg **057°** to **1000**. Climbing LEFT turn hdg **047°** or as assigned. Expect radar vectors to PERLO (or as assigned) then proceed via depicted route.

Rwy 06L: Requires a minimum climb gradient of **400** ft/NM to **2700**. Depart rwy 06L, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to PERLO (or as assigned) then proceed via depicted route.

Rwy 06R: Requires a minimum climb gradient of **390** ft/NM to **2700**. Depart rwy 06R, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to PERLO (or as assigned) then proceed via depicted route.

Rwy 15L: Requires a minimum climb gradient of **390** ft/NM to **3000**. Depart rwy 15L, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to MIXUT (or as assigned) then proceed via depicted route.

Rwy 15R: Requires a minimum climb gradient of **380** ft/NM to **3000**. Depart rwy 15R, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to MIXUT (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 TILAM (or as assigned) then proceed via depicted route.

Rwy 24L: Requires a minimum climb gradient of **270** ft/NM to **1700**. Depart rwy 24L, climb hdg **237°** to **1000**. Climbing LEFT turn hdg **235°** or as assigned. Expect radar vectors to TILAM (or as assigned) then proceed via depicted route.

Rwy 24R: Requires a minimum climb gradient of **260** ft/NM to **1700**. Depart rwy 24R, climb hdg **237°** to **1000**. Climbing LEFT turn hdg **235°** or as assigned. Expect radar vectors to TILAM (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 SERPI (or as assigned) then proceed via depicted route.

Rwy 33R: Depart rwy 33R, climb hdg **327°** to **2100**. Climbing RIGHT turn hdg **340°** or as assigned. Expect radar vectors to SERPI (or as assigned) then proceed via depicted route.

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
260 FT/NM	390	520	610	700	780	870	1090	1300
270 FT/NM	410	540	630	720	810	900	1130	1350
360 FT/NM	540	720	840	960	1080	1200	1500	1800
380 FT/NM	570	760	890	1020	1140	1270	1590	1900
390 FT/NM	590	780	910	1040	1170	1300	1630	1950
400 FT/NM	600	800	940	1070	1200	1340	1670	2000

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.

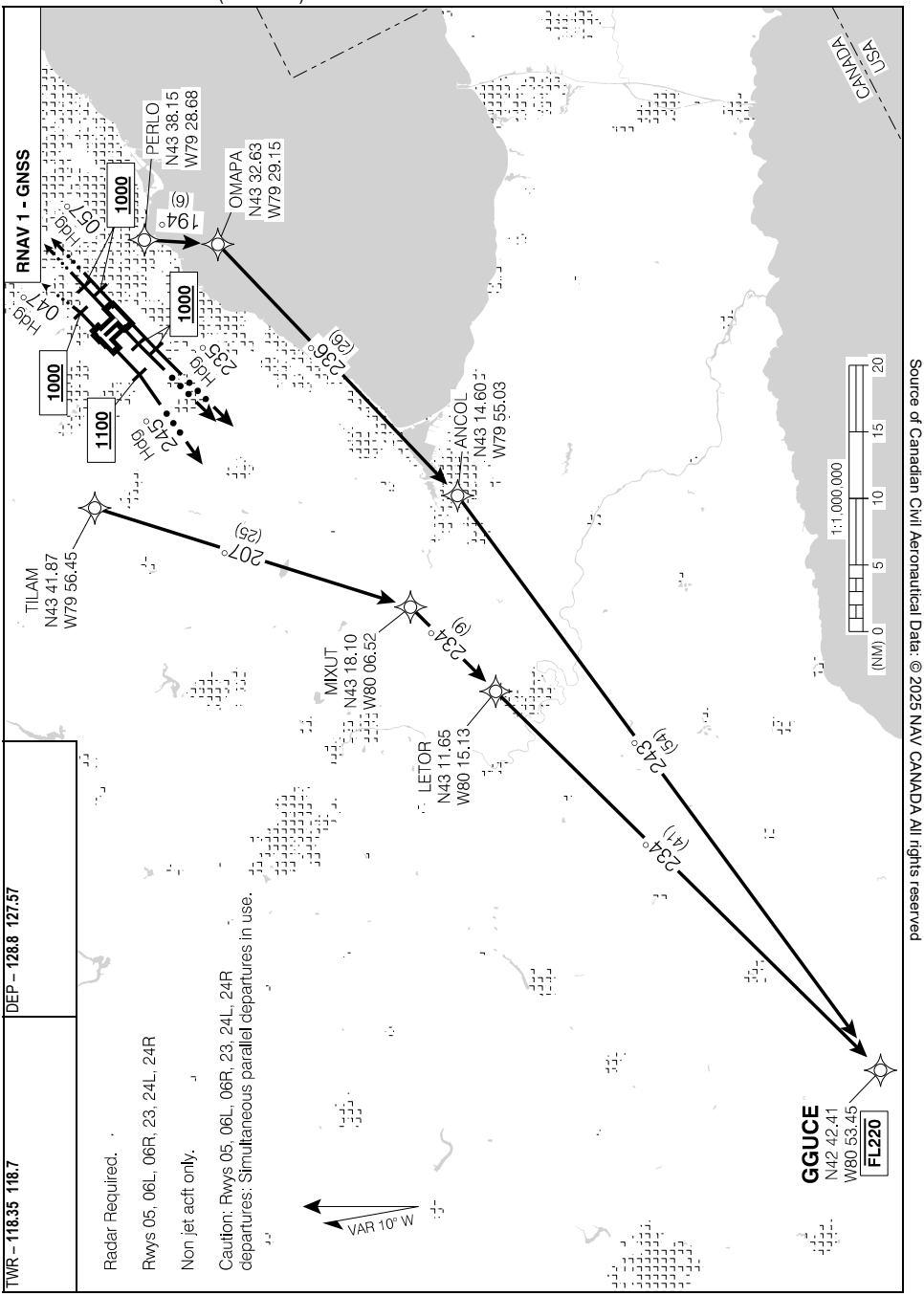
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SID (RNAV)

PERLO FIVE DEP (PERLO5.)

TORONTO/LESTER B. PEARSON INTL, ON

CYYZ



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PERLO FIVE DEP (PERLO5.)

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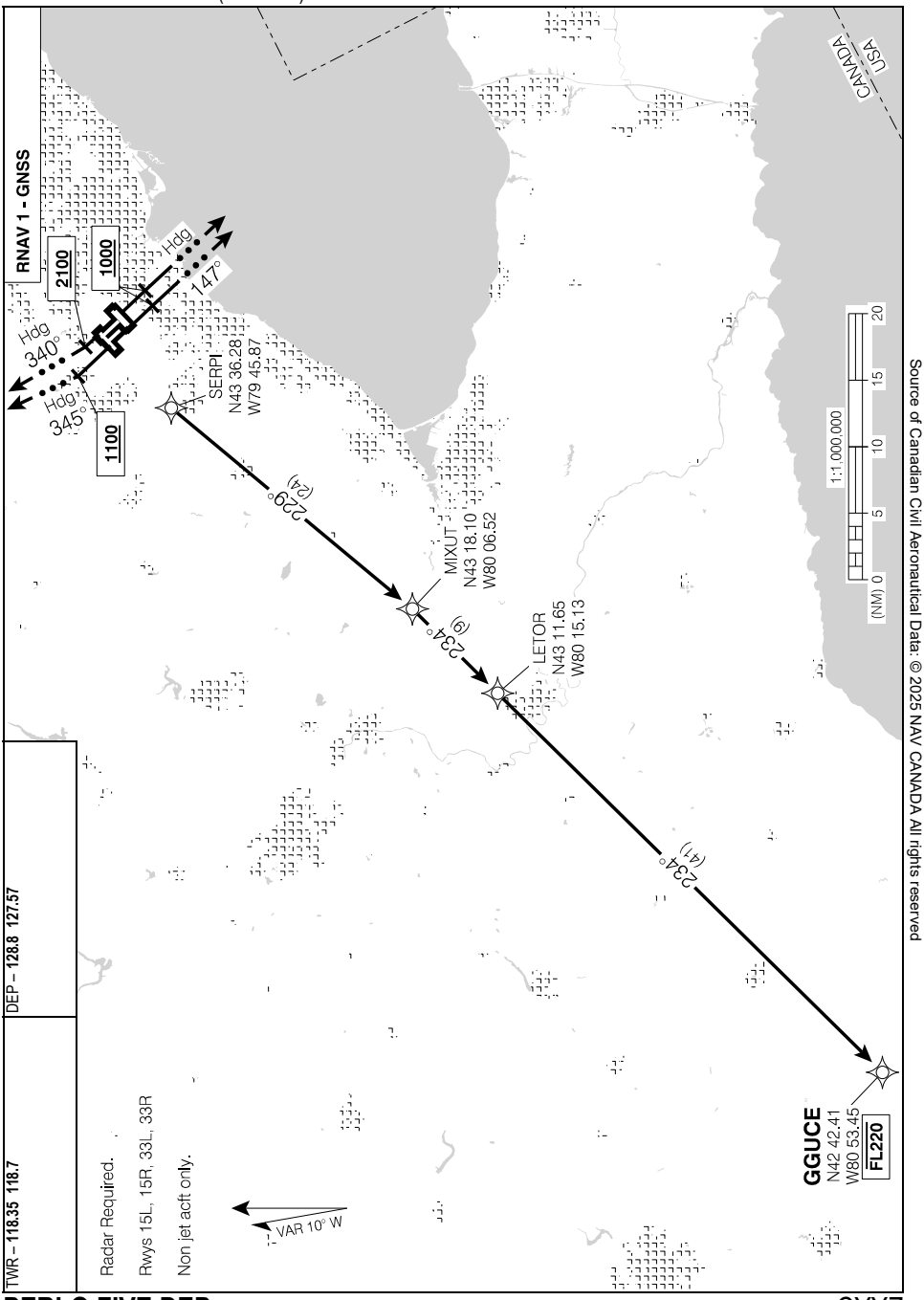
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TORONTO/LESTER B. PEARSON INTL, ON

PERLO FIVE DEP (PERLO5.)

CYYZ



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PERLO FIVE DEP (PERLO5.)

CYYZ

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Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

Departure Route Description

Unless otherwise assigned by ATC:

All rwys: Maintain **5000**.

Rwy 05: Requires a minimum climb gradient of **360** ft/NM to **2700**. Depart rwy 05, climb hdg **057°** to **1000**. Climbing LEFT turn hdg **047°** or as assigned. Expect radar vectors to MOBEL (or as assigned) then proceed via depicted route.

Rwy 06L: Requires a minimum climb gradient of **400** ft/NM to **2700**. Depart rwy 06L, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to MOBEL (or as assigned) then proceed via depicted route.

Rwy 06R: Requires a minimum climb gradient of **390** ft/NM to **2700**. Depart rwy 06R, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to MOBEL (or as assigned) then proceed via depicted route.

Rwy 15L: Requires a minimum climb gradient of **390** ft/NM to **3000**. Depart rwy 15L, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to DUSOM (or as assigned) then proceed via depicted route.

Rwy 15R: Requires a minimum climb gradient of **380** ft/NM to **3000**. Depart rwy 15R, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to DUSOM (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 MURNO (or as assigned) then proceed via depicted route.

Rwy 24L: Requires a minimum climb gradient of **270** ft/NM to **1700**. Depart rwy 24L, climb hdg **237°** to **1000**. Climbing LEFT turn hdg **235°** or as assigned. Expect radar vectors to MURNO (or as assigned) then proceed via depicted route.

Rwy 24R: Requires a minimum climb gradient of **260** ft/NM to **1700**. Depart rwy 24R, climb hdg **237°** to **1000**. Climbing LEFT turn hdg **235°** or as assigned. Expect radar vectors to MURNO (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 NUBAX (or as assigned) then proceed via depicted route.

Rwy 33R: Depart rwy 33R, climb hdg **327°** to **2100**. Climbing RIGHT turn hdg **340°** or as assigned. Expect radar vectors to NUBAX (or as assigned) then proceed via depicted route.

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
260 FT/NM	390	520	610	700	780	870	1090	1300
270 FT/NM	410	540	630	720	810	900	1130	1350
360 FT/NM	540	720	840	960	1080	1200	1500	1800
380 FT/NM	570	760	890	1020	1140	1270	1590	1900
390 FT/NM	590	780	910	1040	1170	1300	1630	1950
400 FT/NM	600	800	940	1070	1200	1340	1670	2000

Communication Failure

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

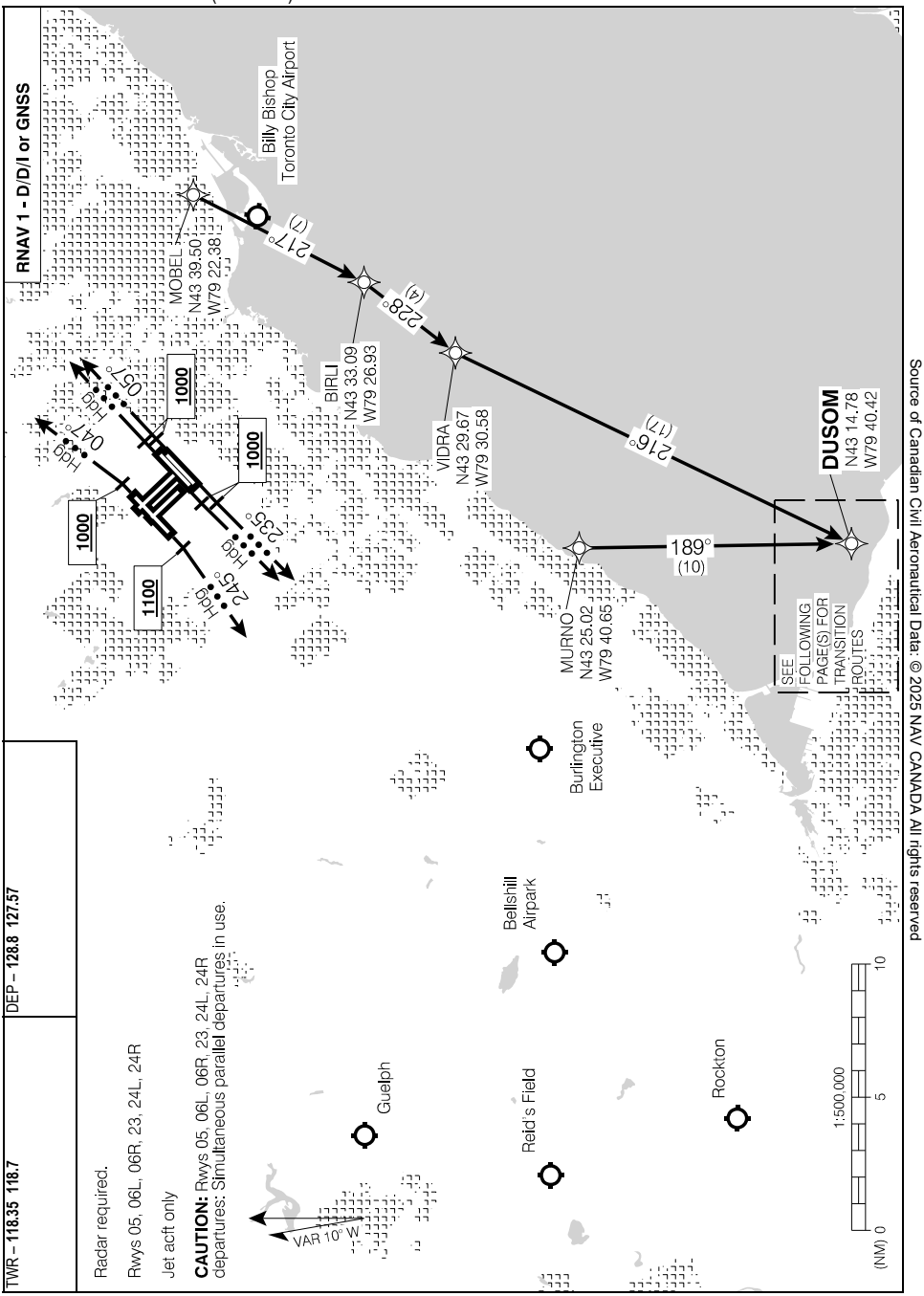
1. Select transponder code 7600;
2. Beyond 10 NM from CYYZ proceed directly on course;
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure, then;
4. Climb to flight planned altitude.

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Canada Air Pilot
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RIGUS FIVE DEP (RIGUS5.) DEPARTURE ROUTES

CYYZ



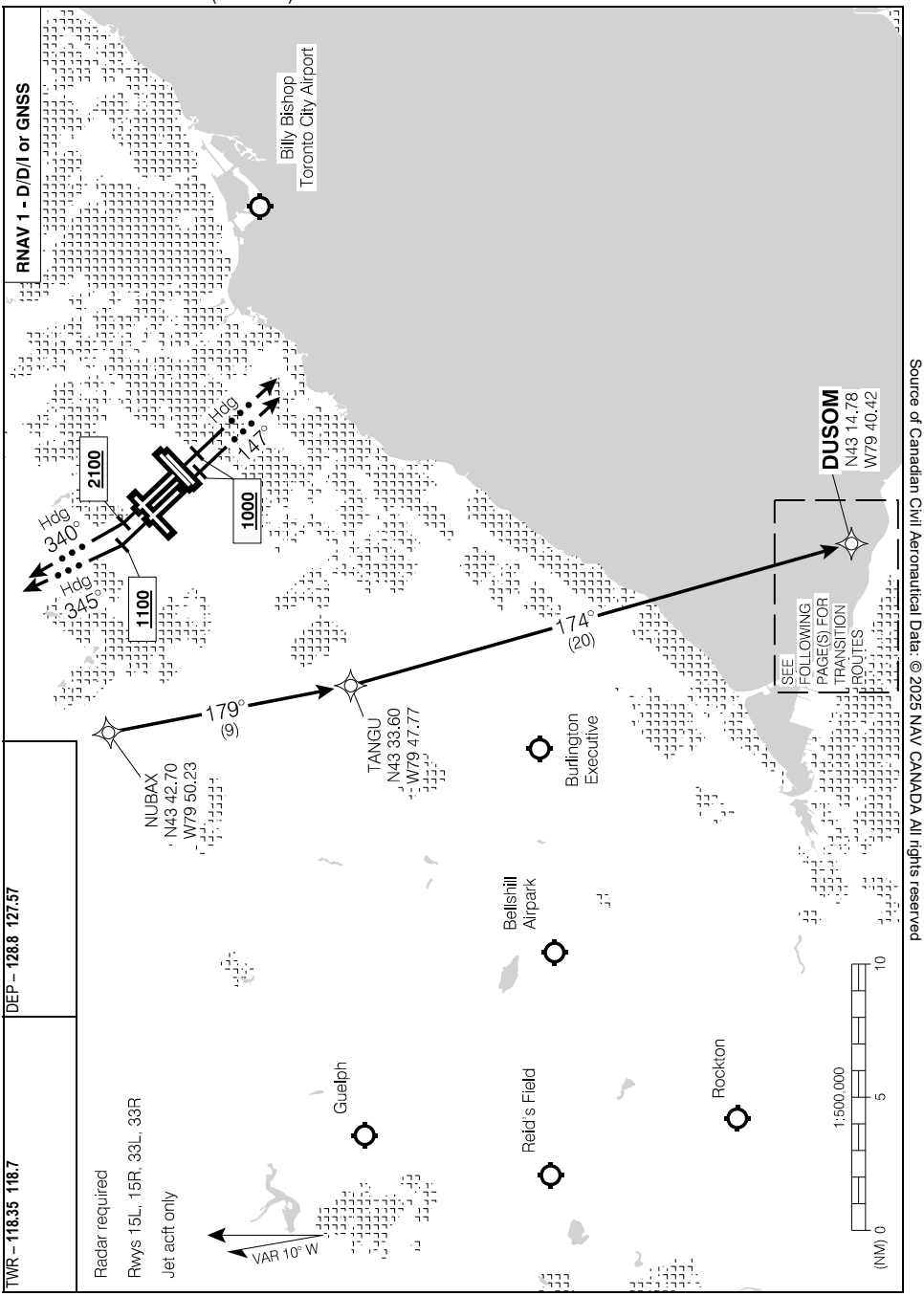
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SID (RNAV)

TORONTO/LESTER B. PEARSON INTL, ON

RIGUS FIVE DEP (RIGUS5.) DEPARTURE ROUTES

CYYZ



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RIGUS FIVE DEP (RIGUS5.) DEPARTURE ROUTES

CYYZ

EFF 17 APR 25

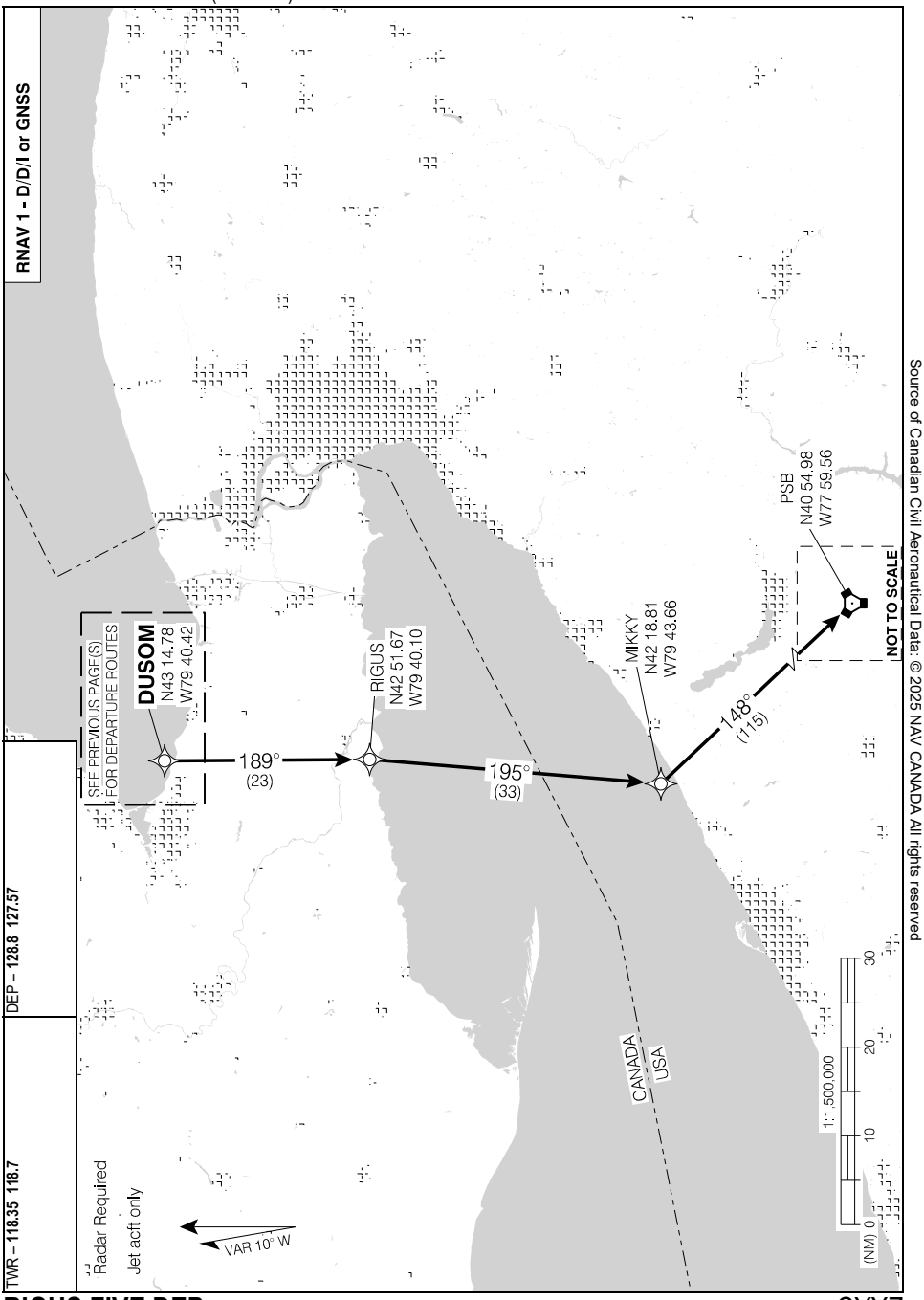
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TORONTO/LESTER B. PEARSON INTL, ON

RIGUS FIVE DEP (RIGUS5.) TRANSITION ROUTES

CYYZ



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RIGUS FIVE DEP (RIGUS5.) TRANSITION ROUTES

CYYZ

EFF 17 APR 25

Departure Route Description

Unless otherwise assigned by ATC:

All rwys: Maintain **5000**.

Rwy 05: Requires a minimum climb gradient of **360** ft/NM to **2700**. Depart rwy 05, climb hdg **057°** to **1000**. Climbing LEFT turn hdg **047°** or as assigned. Expect radar vectors to GOTIM (or as assigned) then proceed via depicted route.

Rwy 06L: Requires a minimum climb gradient of **400** ft/NM to **2700**. Depart rwy 06L, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to GOTIM (or as assigned) then proceed via depicted route.

Rwy 06R: Requires a minimum climb gradient of **390** ft/NM to **2700**. Depart rwy 06R, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to GOTIM (or as assigned) then proceed via depicted route.

Rwy 15L: Requires a minimum climb gradient of **390** ft/NM to **3000**. Depart rwy 15L, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to BORUX (or as assigned) then proceed via depicted route.

Rwy 15R: Requires a minimum climb gradient of **380** ft/NM to **3000**. Depart rwy 15R, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to BORUX (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 BISTI (or as assigned) then proceed via depicted route.

Rwy 24L: Requires a minimum climb gradient of **270** ft/NM to **1700**. Depart rwy 24L, climb hdg **237°** to **1000**. Climbing LEFT turn hdg **235°** or as assigned. Expect radar vectors to BISTI (or as assigned) then proceed via depicted route.

Rwy 24R: Requires a minimum climb gradient of **260** ft/NM to **1700**. Depart rwy 24R, climb hdg **237°** to **1000**. Climbing LEFT turn hdg **235°** or as assigned. Expect radar vectors to BISTI (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 SEDOG (or as assigned) then proceed via depicted route.

Rwy 33R: Depart rwy 33R, climb hdg **327°** to **2100**. Climbing RIGHT turn hdg **340°** or as assigned. Expect radar vectors to SEDOG (or as assigned) then proceed via depicted route.

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
260 FT/NM	390	520	610	700	780	870	1090	1300
270 FT/NM	410	540	630	720	810	900	1130	1350
360 FT/NM	540	720	840	960	1080	1200	1500	1800
380 FT/NM	570	760	890	1020	1140	1270	1590	1900
390 FT/NM	590	780	910	1040	1170	1300	1630	1950
400 FT/NM	600	800	940	1070	1200	1340	1670	2000

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.

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SID (RNAV)

TORONTO/LESTER B. PEARSON INTL, ON

SEDOG SIX DEP (SEDOG6.) DEPARTURE ROUTES

CYYZ

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SEDOG SIX DEP (SEDOG6.) DEPARTURE ROUTES

CYYZ

EFF 17 APR 25

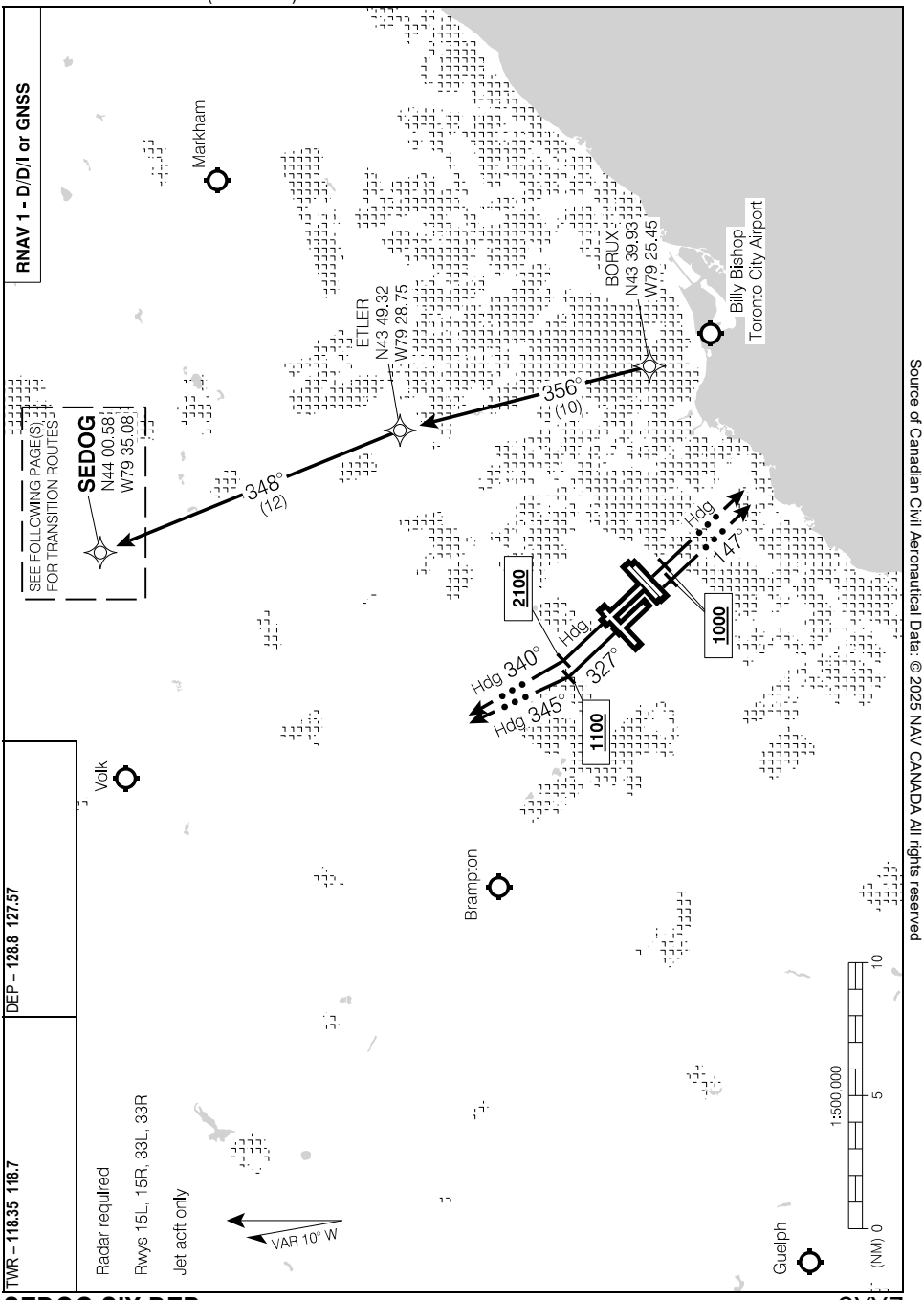
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SID (RNAV)

SEDOG SIX DEP (SEDOG6.) DEPARTURE ROUTES

TORONTO/LESTER B. PEARSON INTL, ON

CYYZ



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SEDOG SIX DEP (SEDOG6.) DEPARTURE ROUTES

CYYZ

EFF 17 APR 25

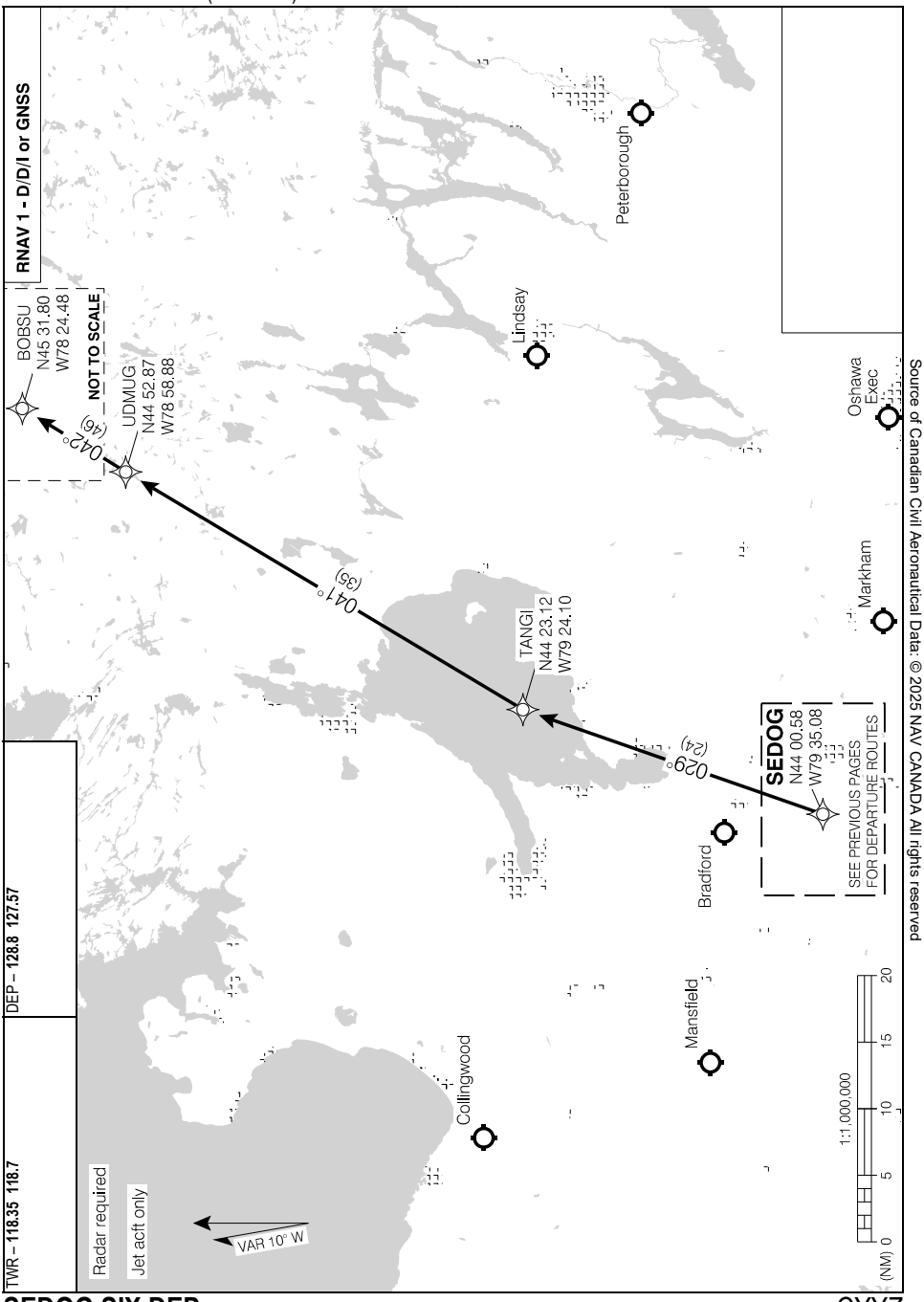
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TORONTO/LESTER B. PEARSON INTL, ON

SEDOG SIX DEP (SEDOG6.) TRANSITION ROUTES

CYYZ



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SEDOG SIX DEP (SEDOG6.) TRANSITION ROUTES

CYYZ

EFF 17 APR 25

Departure Route Description

Unless otherwise assigned by ATC:

All rwys: Maintain **3000**. Aircraft assigned a turn at takeoff; commence turn at **1100**.

Rwy 05: Requires a minimum climb gradient of **360** ft/NM to **2700**. Depart rwy 05, climb hdg **057°** to **1000**. Climbing LEFT turn hdg **047°** or as assigned. Expect radar vectors to PERLO (or as assigned) then proceed via depicted route.

Rwy 06L: Requires a minimum climb gradient of **400** ft/NM to **2700**. Depart rwy 06L, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to PERLO (or as assigned) then proceed via depicted route.

Rwy 06R: Requires a minimum climb gradient of **390** ft/NM to **2700**. Depart rwy 06R, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to PERLO (or as assigned) then proceed via depicted route.

Rwy 15L: Requires a minimum climb gradient of **390** ft/NM to **3000**. Depart rwy 15L, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to NADUM (or as assigned) then proceed via depicted route.

Rwy 15R: Requires a minimum climb gradient of **380** ft/NM to **3000**. Depart rwy 15R, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to NADUM (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 MAVAN (or as assigned) then proceed via depicted route.

Rwy 24L: Requires a minimum climb gradient of **270** ft/NM to **1700**. Depart rwy 24L, climb hdg **237°** to **1000**. Climbing LEFT turn hdg **235°** or as assigned. Expect radar vectors to MAVAN (or as assigned) then proceed via depicted route.

Rwy 24R: Requires a minimum climb gradient of **260** ft/NM to **1700**. Depart rwy 24R, climb hdg **237°** to **1000**. Climbing LEFT turn hdg **235°** or as assigned. Expect radar vectors to MAVAN (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 NUBAN (or as assigned) then proceed via depicted route.

Rwy 33R: Depart rwy 33R, climb hdg **327°** to **2100**. Climbing RIGHT turn hdg **340°** or as assigned. Expect radar vectors to NUBAN (or as assigned) then proceed via depicted route.

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
260 FT/NM	390	520	610	700	780	870	1090	1300
270 FT/NM	410	540	630	720	810	900	1130	1350
360 FT/NM	540	720	840	960	1080	1200	1500	1800
380 FT/NM	570	760	890	1020	1140	1270	1590	1900
390 FT/NM	590	780	910	1040	1170	1300	1630	1950
400 FT/NM	600	800	940	1070	1200	1340	1670	2000

AHPAH TRANSITION **(TEVAD3.AHPAH)**

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.

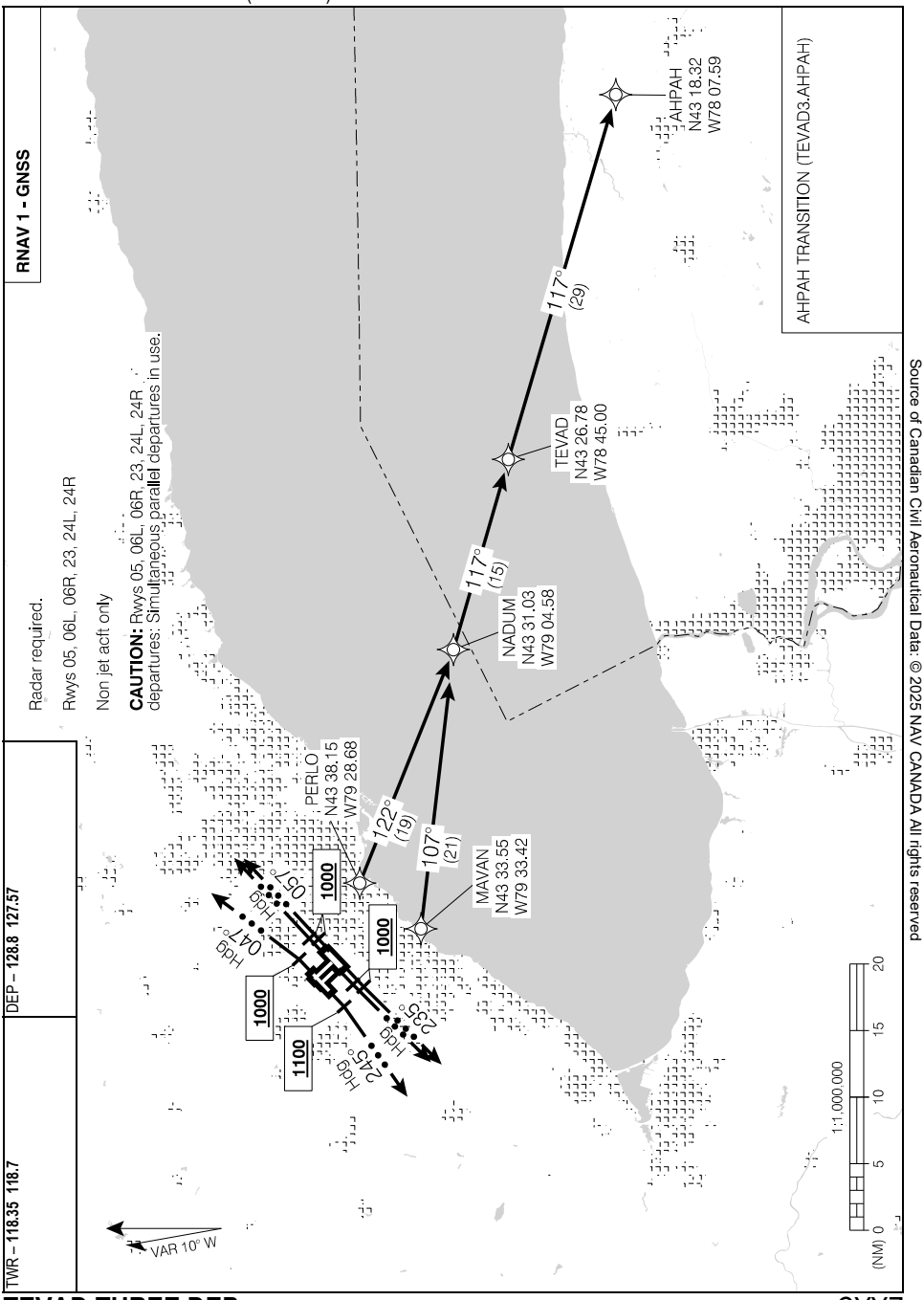
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SID (RNAV)

TEVAD THREE DEP (TEVAD3.)

TORONTO/LESTER B. PEARSON INTL, ON

CYYZ



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TEVAD THREE DEP (TEVAD3.)

EFF 26 DEC 24

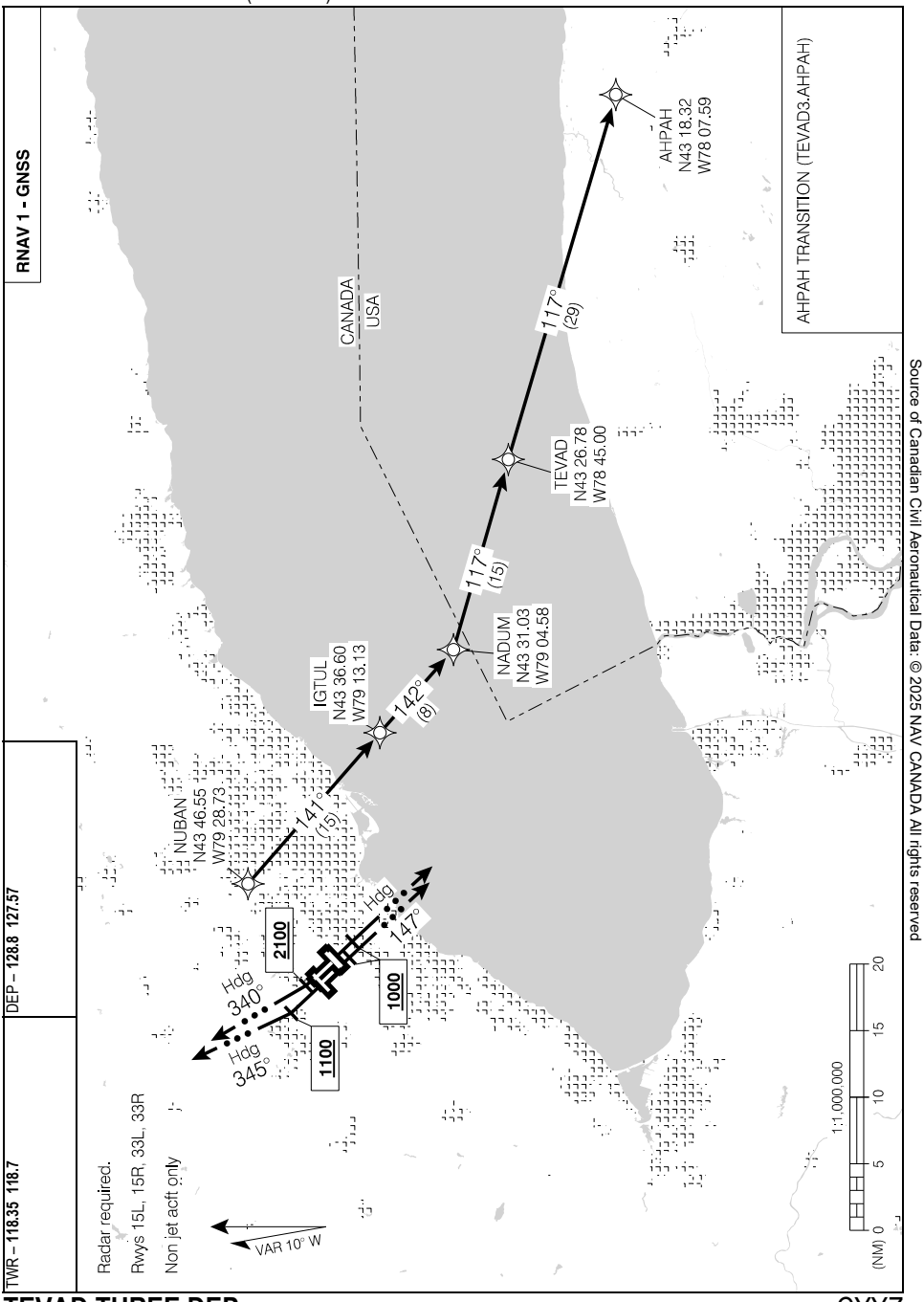
CYYZ

SID (RNAV)

TEVAD THREE DEP (TEVAD3.)

TORONTO/LESTER B. PEARSON INTL, ON

CYYZ



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TEVAD THREE DEP (TEVAD3.)

EFF 26 DEC 24

CYYZ

Departure Route Description

Unless otherwise assigned by ATC:

Note: Aircraft assigned a turn at take-off, commence turn at **1100**.

Rwy 05: Requires a minimum climb gradient of **360** ft/NM to **2700**. Depart rwy 05 hdg **057°** to **1000**. Climbing LEFT turn hdg **047°** or assigned hdg for vectors to assigned route. Climb to and maintain: Jet acft: **5000**, Non-Jet acft: **3000**.

Rwy 06L: Requires a minimum climb gradient of **400** ft/NM to **2700**. Depart rwy 06L hdg **057°** or assigned hdg for vectors to assigned route. Climb to and maintain: Jet acft: **5000**, Non-Jet acft: **3000**.

Rwy 06R: Requires a minimum climb gradient of **390** ft/NM to **2700**. Depart rwy 06R hdg **057°** or assigned hdg for vectors to assigned route. Climb to and maintain: Jet acft: **5000**, Non-Jet acft: **3000**.

Rwy 15L: Requires a minimum climb gradient of **390** ft/NM to **3000**. Depart rwy 15L hdg **147°** cross YTP 7.9 DME Ch 112(Y) at or above **3000**. Maintain hdg for vectors to assigned route. Climb to and maintain: Jet acft: **5000**, Non-Jet acft: **3000**.

Rwy 15R: Requires a minimum climb gradient of **380** ft/NM to **3000**. Depart rwy 15R hdg **147°** cross YTP 7.9 DME Ch 112(Y) at or above **3000**. Maintain hdg for vectors to assigned route. Climb to and maintain: Jet acft: **5000**, Non-Jet acft: **3000**.

Rwy 23: Depart rwy 23 hdg **237°** to **1100**. Climbing RIGHT turn hdg **245°** or assigned hdg for vectors to assigned route. Climb to and maintain: Jet acft: **5000**, Non-Jet acft: **3000**.

Rwy 24L: Requires a minimum climb gradient of **270** ft/NM to **1700**. Depart rwy 24L hdg **237°**. At YYZ 1.6 DME Ch 58(Y), turn LEFT hdg **235°** or assigned hdg for vectors to assigned route. Climb to and maintain: Jet acft: **5000**, Non-Jet acft: **3000**.

Rwy 24R: Requires a minimum climb gradient of **260** ft/NM to **1700**. Depart rwy 24R hdg **237°**. At YYZ 1.6 DME Ch 58(Y), turn LEFT hdg **235°** or assigned hdg for vectors to assigned route. Climb to and maintain: Jet acft: **5000**, Non-Jet acft: **3000**.

Rwy 33L: Requires a minimum climb gradient of **250** ft/NM to **900**. Depart rwy 33L hdg **327°** to **1100**. Climbing RIGHT turn hdg **345°** or assigned hdg for vectors to assigned route. Climb to and maintain: Jet acft: **5000**, Non-Jet acft: **3000**.

Rwy 33R: Depart rwy 33R hdg **327°** to **2100**. Climbing RIGHT turn to hdg **340°** or assigned hdg for vectors to assigned route. Climb to and maintain: Jet acft: **5000**, Non-Jet acft: **3000**.

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
260 FT/NM	390	520	610	700	780	870	1090	1300
270 FT/NM	410	540	630	720	810	900	1130	1350
360 FT/NM	540	720	840	960	1080	1200	1500	1800
380 FT/NM	570	760	890	1020	1140	1270	1590	1900
390 FT/NM	590	780	910	1040	1170	1300	1630	1950
400 FT/NM	600	800	940	1070	1200	1340	1670	2000

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 DME (YYZ) 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.

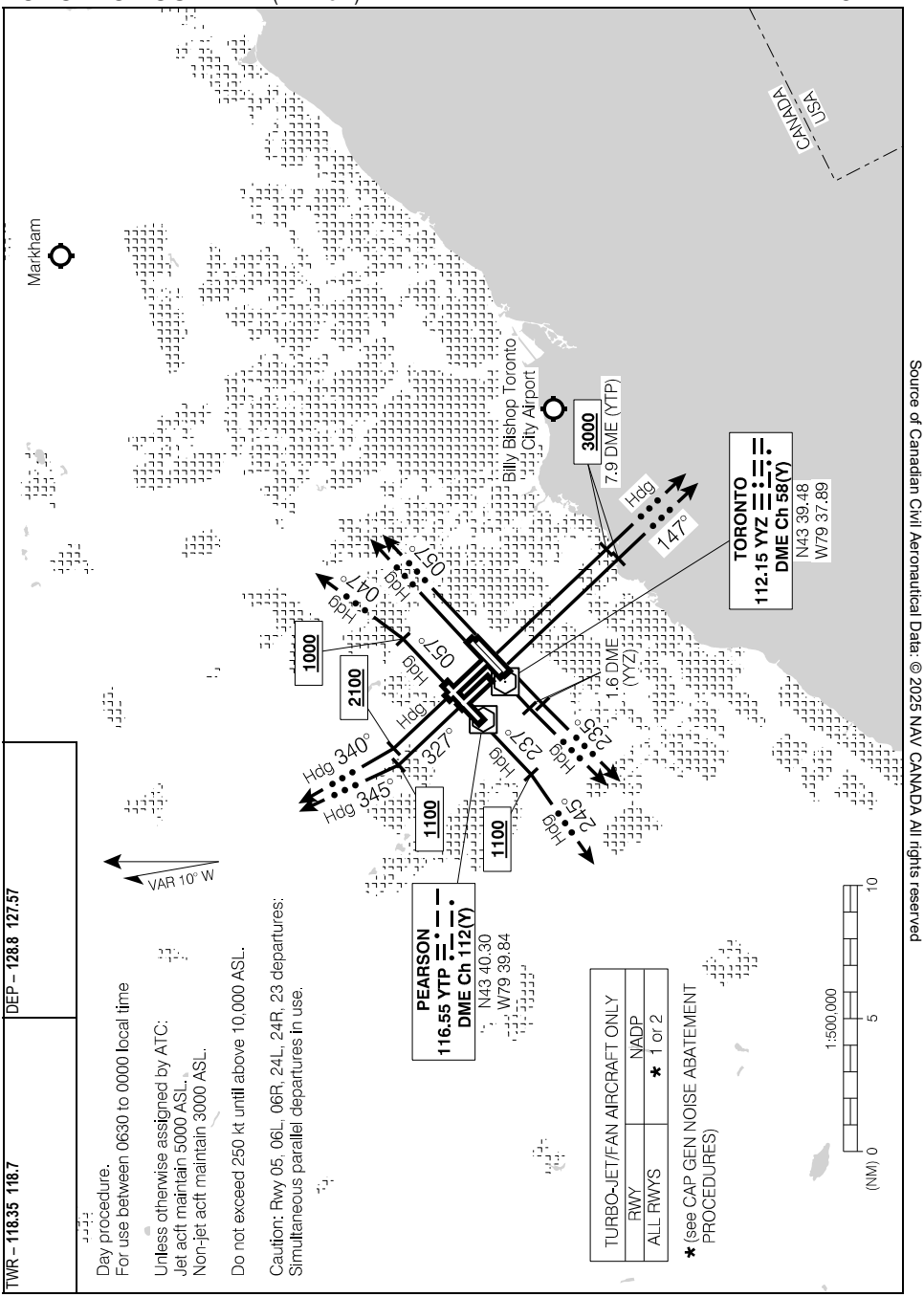
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SID (VECTOR)

TORONTO FOUR DEP (TRNTO4.)

TORONTO/LESTER B. PEARSON INTL, ON

CYYZ



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TORONTO FOUR DEP (TRNTO4.)

EFF 16 MAY 24

CYYZ

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

Departure Route Description

Unless otherwise assigned by ATC:

All rwys: Maintain **3000**. Aircraft assigned a turn at takeoff; commence turn at **1100**.

Rwy 05: Requires a minimum climb gradient of **360** ft/NM to **2700**. Depart rwy 05, climb hdg **057°** to **1000**. Climbing LEFT turn hdg **047°** or as assigned. Expect radar vectors to MEMPA (or as assigned) then proceed via depicted route.

Rwy 06L: Requires a minimum climb gradient of **400** ft/NM to **2700**. Depart rwy 06L, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to MEMPA (or as assigned) then proceed via depicted route.

Rwy 06R: Requires a minimum climb gradient of **390** ft/NM to **2700**. Depart rwy 06R, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to MEMPA (or as assigned) then proceed via depicted route.

Rwy 15L: Requires a minimum climb gradient of **390** ft/NM to **3000**. Depart rwy 15L, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to IPSOT (or as assigned) then proceed via depicted route.

Rwy 15R: Requires a minimum climb gradient of **380** ft/NM to **3000**. Depart rwy 15R, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to IPSOT (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 TULEK (or as assigned) then proceed via depicted route.

Rwy 24L: Requires a minimum climb gradient of **270** ft/NM to **1700**. Depart rwy 24L, climb hdg **237°** to **1000**. Climbing LEFT turn hdg **235°** or as assigned. Expect radar vectors to TULEK (or as assigned) then proceed via depicted route.

Rwy 24R: Requires a minimum climb gradient of **260** ft/NM to **1700**. Depart rwy 24R, climb hdg **237°** to **1000**. Climbing LEFT turn hdg **235°** or as assigned. Expect radar vectors to TULEK (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 TULEK (or as assigned) then proceed via depicted route.

Rwy 33R: Depart rwy 33R, climb hdg **327°** to **2100**. Climbing RIGHT turn hdg **340°** or as assigned. Expect radar vectors to TULEK (or as assigned) then proceed via depicted route.

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
260 FT/NM	390	520	610	700	780	870	1090	1300
270 FT/NM	410	540	630	720	810	900	1130	1350
360 FT/NM	540	720	840	960	1080	1200	1500	1800
380 FT/NM	570	760	890	1020	1140	1270	1590	1900
390 FT/NM	590	780	910	1040	1170	1300	1630	1950
400 FT/NM	600	800	940	1070	1200	1340	1670	2000

SLLAP TRANSITION: **(TULEK4.SLLAP)**
HOCKE TRANSITION: **(TULEK4.HOCKE)**
IKMOK TRANSITION: **(TULEK4.IKMOK)**

Communication Failure

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

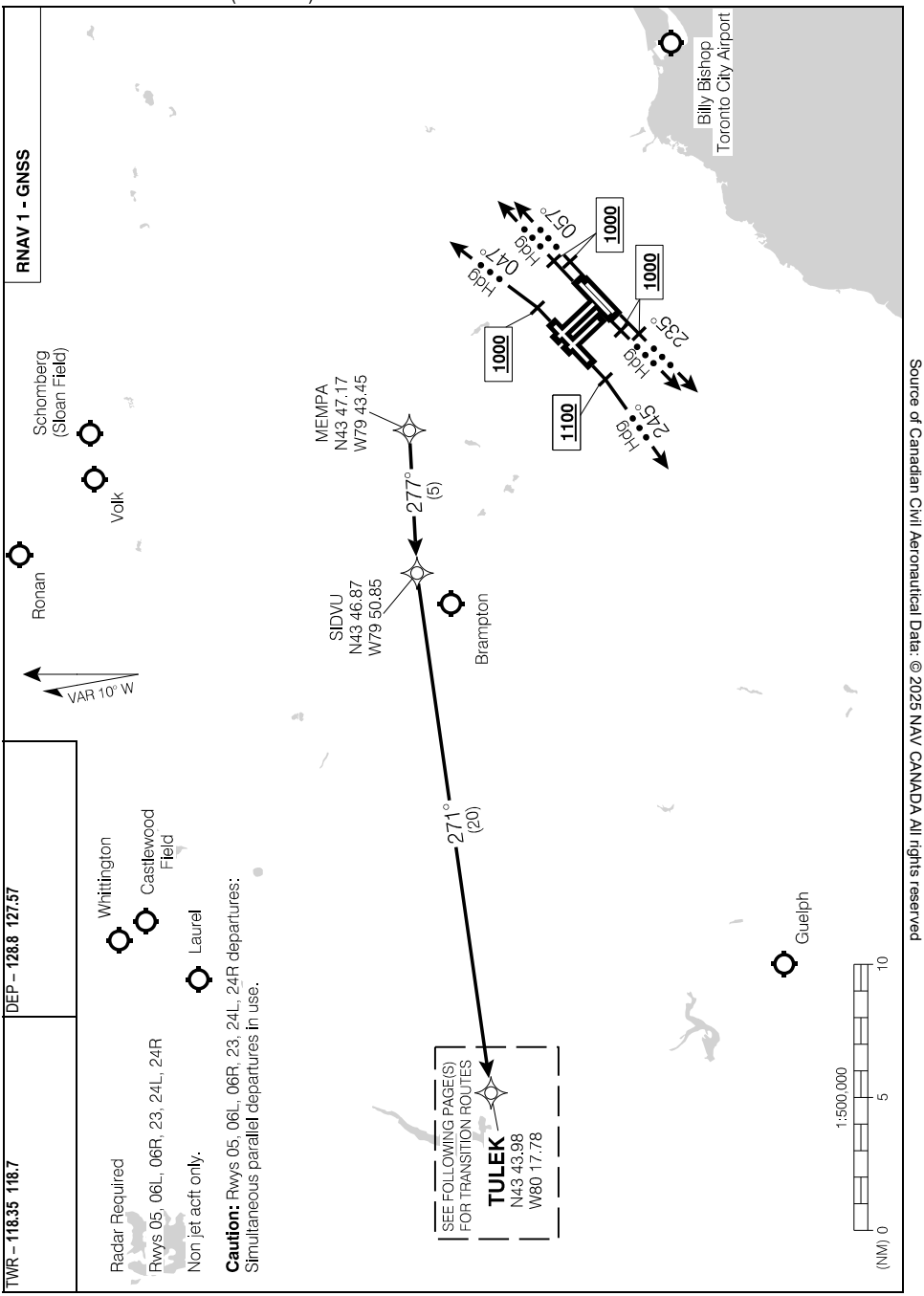
1. Select transponder code 7600;
2. Beyond 10 NM from CYYZ proceed directly on course;
3. Do not climb above last assigned altitude for 5 minutes after recognition of failure, then;
4. Climb to flight planned altitude.

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TULEK FOUR DEP (TULEK4.) DEPARTURE ROUTES

CYYZ



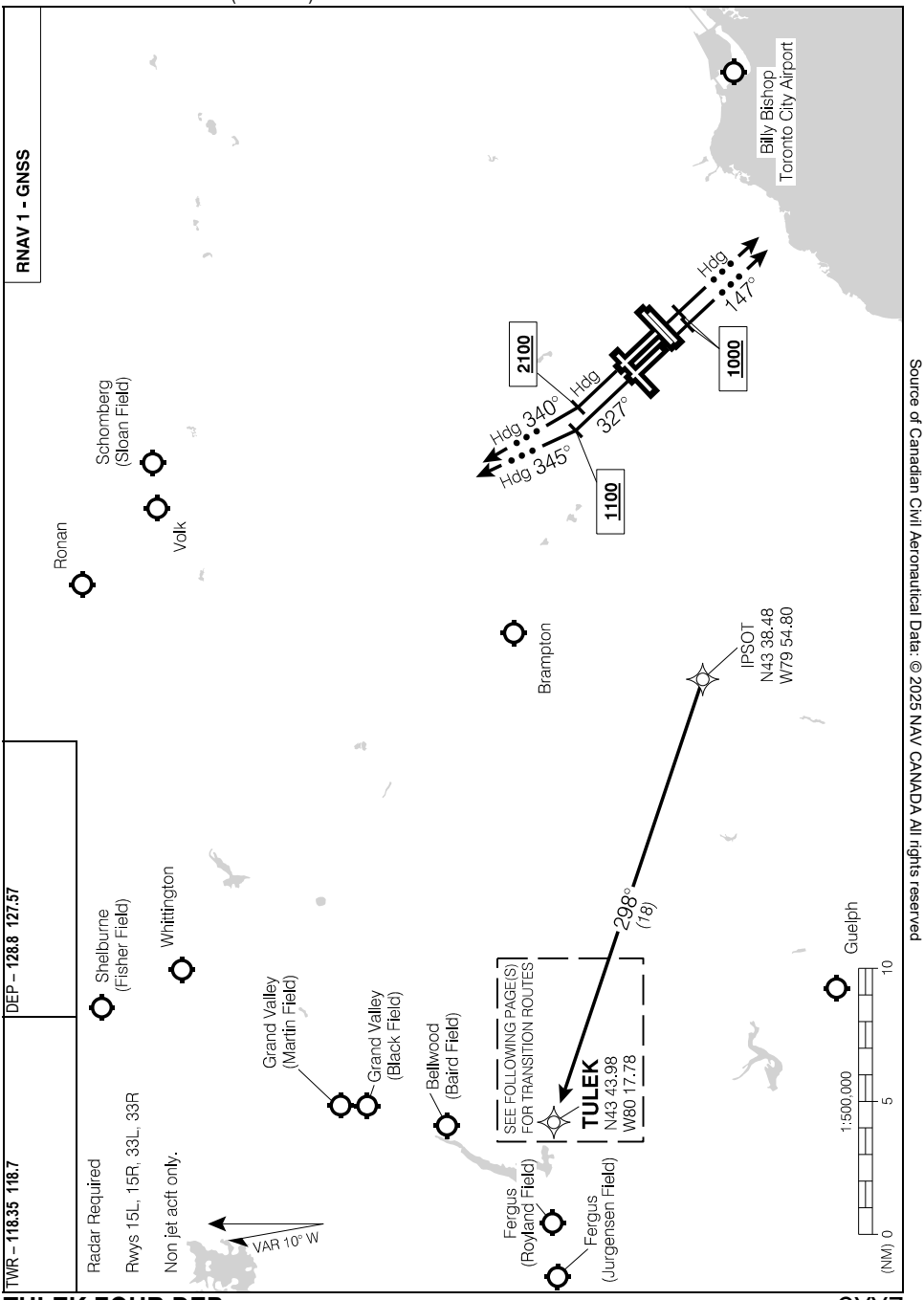
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TORONTO/LESTER B. PEARSON INTL, ON

TULEK FOUR DEP (TULEK4.) DEPARTURE ROUTES

CYYZ



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TULEK FOUR DEP (TULEK4.) DEPARTURE ROUTES

CYYZ

EFF 26 DEC 24

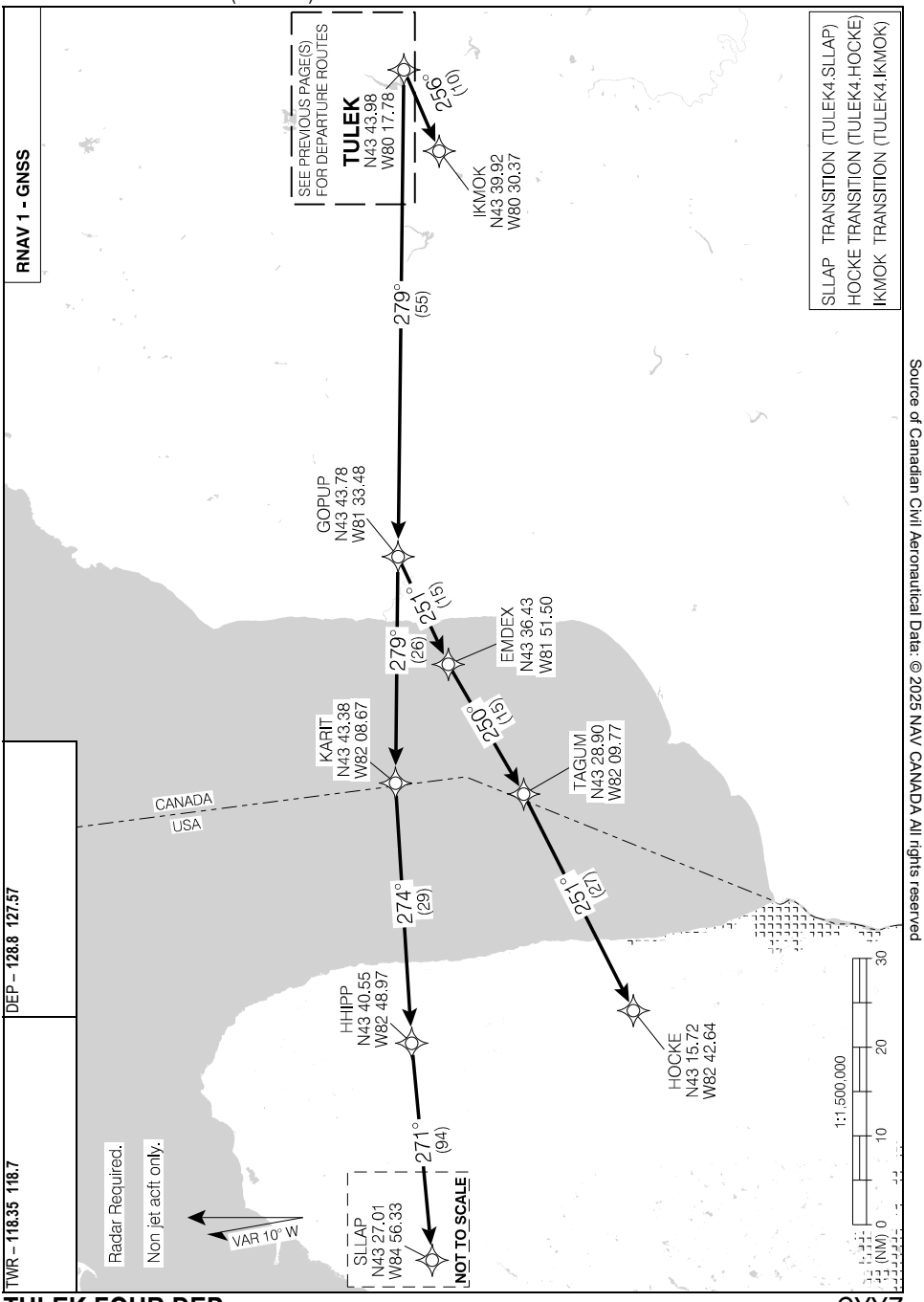
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TULEK FOUR DEP (TULEK4.) TRANSITION ROUTES

TORONTO/LESTER B. PEARSON INTL, ON

CYYZ



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TULEK FOUR DEP (TULEK4.) TRANSITION ROUTES

CYYZ

EFF 26 DEC 24

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

Departure Route Description

Unless otherwise assigned by ATC:

All rwys: Maintain **5000**.

Rwy 05: Requires a minimum climb gradient of **360** ft/NM to **2700**. Depart rwy 05, climb hdg **057°** to **1000**. Climbing LEFT turn hdg **047°** or as assigned. Expect radar vectors to KEDSI (or as assigned) then proceed via depicted route.

Rwy 06L: Requires a minimum climb gradient of **400** ft/NM to **2700**. Depart rwy 06L, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to KEDSI (or as assigned) then proceed via depicted route.

Rwy 06R: Requires a minimum climb gradient of **390** ft/NM to **2700**. Depart rwy 06R, climb hdg **057°** to **1000**. Continue climb hdg **057°** or as assigned. Expect radar vectors to KEDSI (or as assigned) then proceed via depicted route.

Rwy 15L: Requires a minimum climb gradient of **390** ft/NM to **3000**. Depart rwy 15L, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to BOVAL (or as assigned) then proceed via depicted route.

Rwy 15R: Requires a minimum climb gradient of **380** ft/NM to **3000**. Depart rwy 15R, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to BOVAL (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 TILAM (or as assigned) then proceed via depicted route.

Rwy 24L: Requires a minimum climb gradient of **270** ft/NM to **1700**. Depart rwy 24L, climb hdg **237°** to **1000**. Climbing LEFT turn hdg **235°** or as assigned. Expect radar vectors to TILAM (or as assigned) then proceed via depicted route.

Rwy 24R: Requires a minimum climb gradient of **260** ft/NM to **1700**. Depart rwy 24R, climb hdg **237°** to **1000**. Climbing LEFT turn hdg **235°** or as assigned. Expect radar vectors to TILAM (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 TETAD (or as assigned) then proceed via depicted route.

Rwy 33R: Depart rwy 33R, climb hdg **327°** to **2100**. Climbing RIGHT turn hdg **340°** or as assigned. Expect radar vectors to TETAD (or as assigned) then proceed via depicted route.

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
260 FT/NM	390	520	610	700	780	870	1090	1300
270 FT/NM	410	540	630	720	810	900	1130	1350
360 FT/NM	540	720	840	960	1080	1200	1500	1800
380 FT/NM	570	760	890	1020	1140	1270	1590	1900
390 FT/NM	590	780	910	1040	1170	1300	1630	1950
400 FT/NM	600	800	940	1070	1200	1340	1670	2000

KASED TRANSITION: **(URSAL4.KASED)**
ZOHAN TRANSITION: **(URSAL4.ZOHAN)**

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.

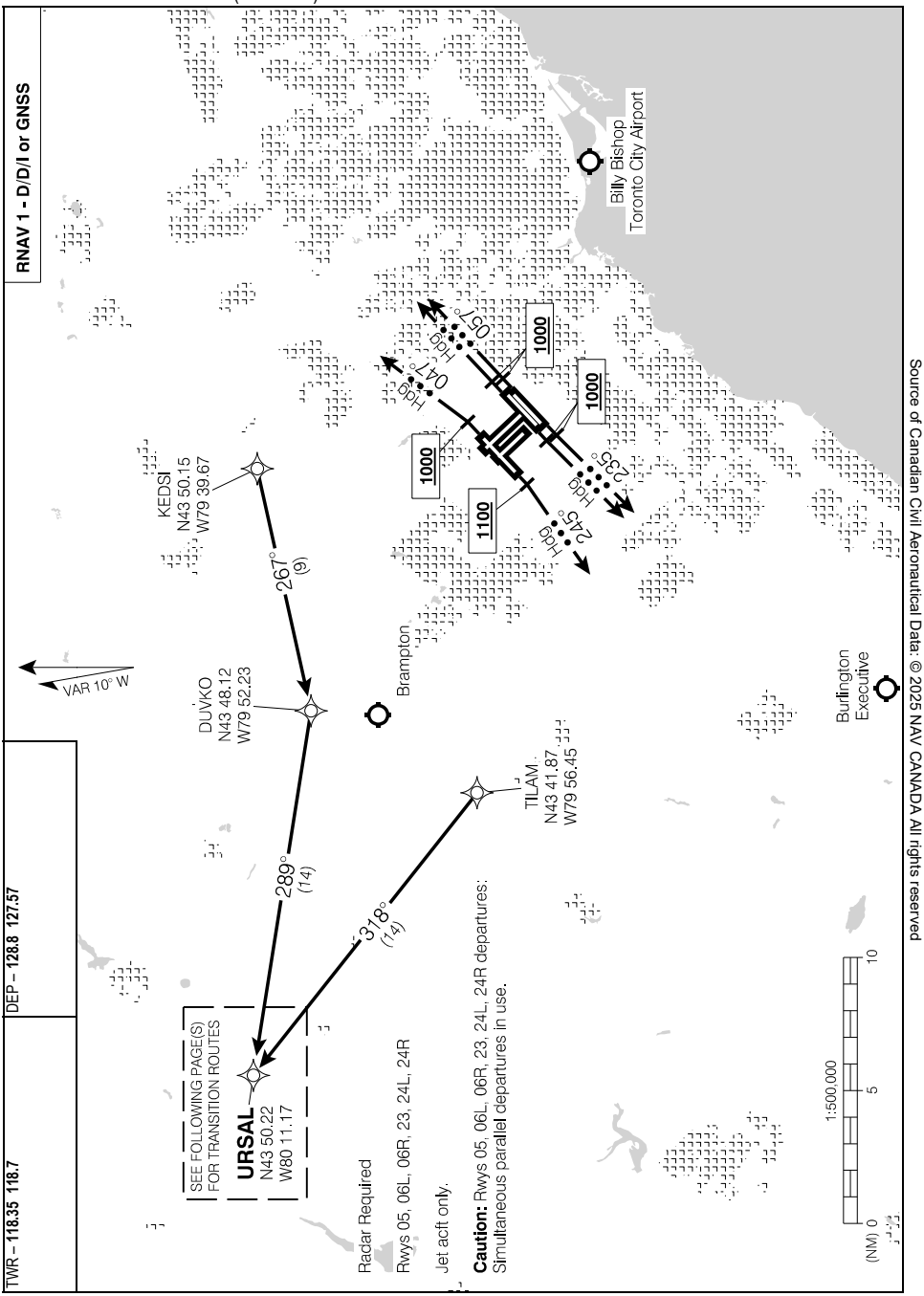
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TORONTO/LESTER B. PEARSON INTL, ON

URSAL FOUR DEP (URSAL4.) DEPARTURE ROUTES

CYYZ



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URSAL FOUR DEP (URSAL4.) DEPARTURE ROUTES

CYYZ

EFF 17 APR 25

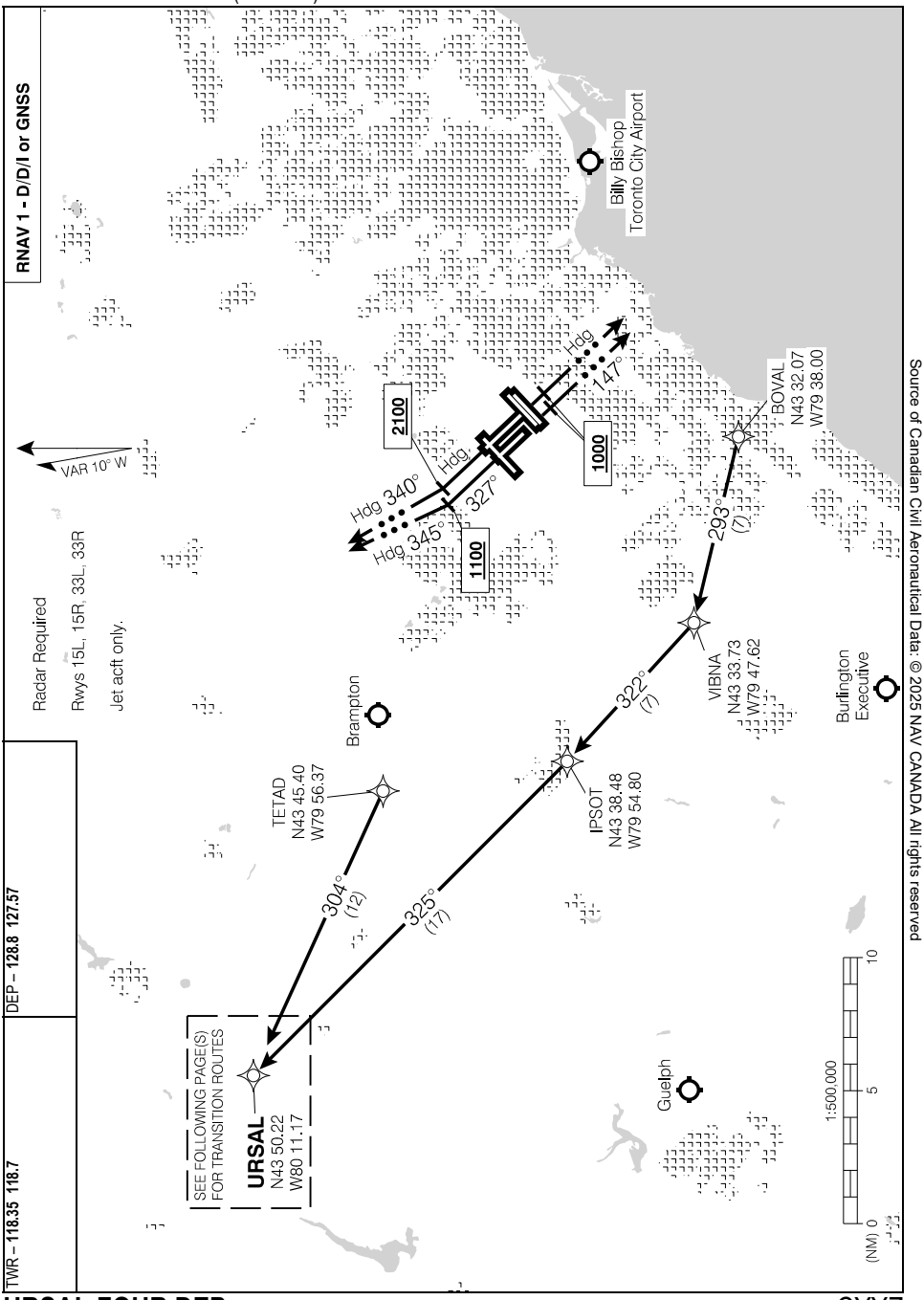
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TORONTO/LESTER B. PEARSON INTL, ON

URSAL FOUR DEP (URSAL4.) DEPARTURE ROUTES

CYYZ



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URSAL FOUR DEP (URSAL4.) DEPARTURE ROUTES

CYYZ

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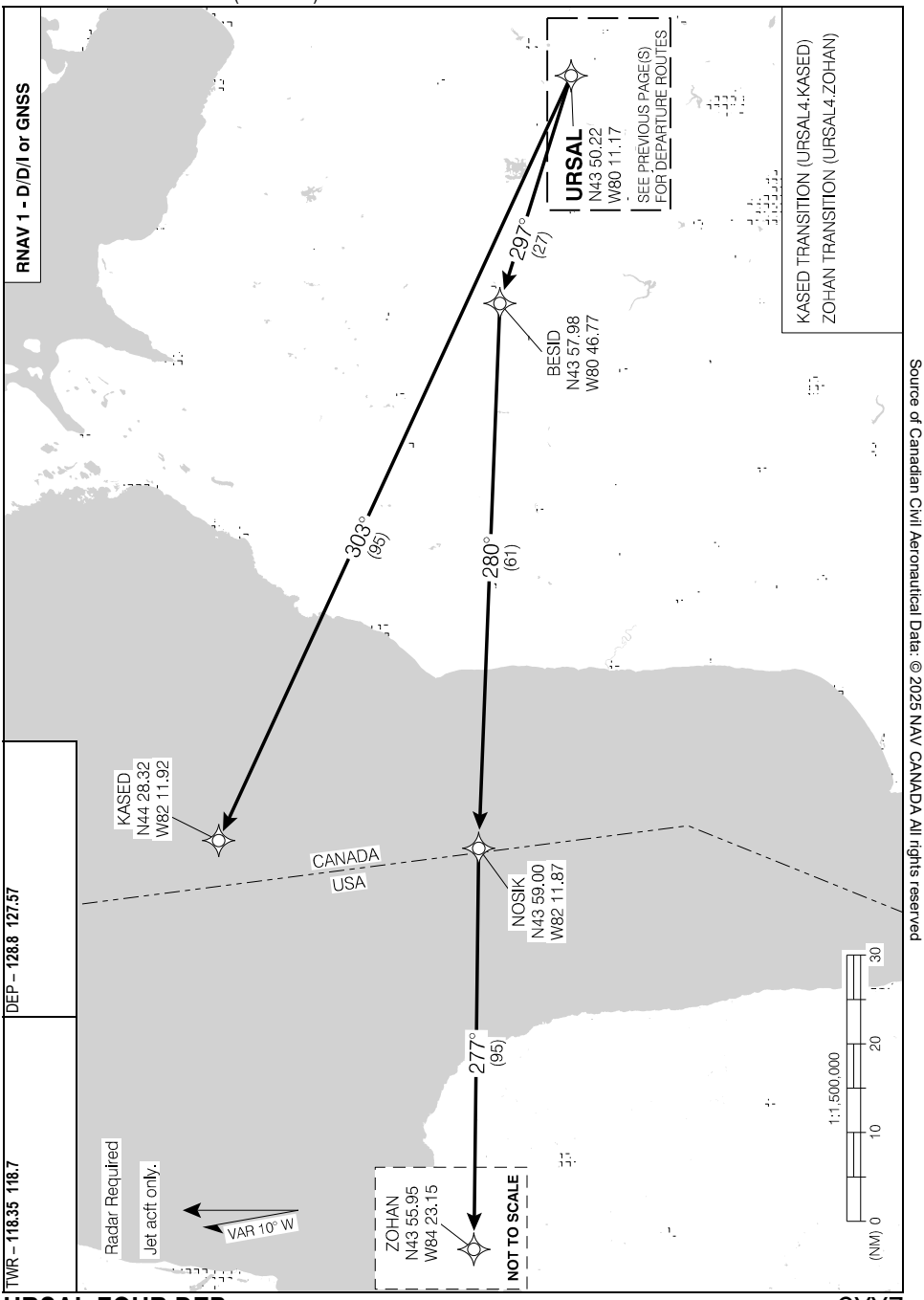
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TORONTO/LESTER B. PEARSON INTL, ON

URSAL FOUR DEP (URSAL4.) TRANSITION ROUTES

CYYZ



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URSAL FOUR DEP (URSAL4.) TRANSITION ROUTES

CYYZ

EFF 17 APR 25

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Departure Route Description

Unless otherwise assigned by ATC:

All rwys: Maintain **5000**.

Rwy 05: Requires a minimum climb gradient of **360** ft/NM to **2700**. 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.

Rwy 06L: Requires a minimum climb gradient of **400** ft/NM to **2700**. 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 **390** ft/NM to **2700**. 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 **390** ft/NM to **3000**. Depart rwy 15L, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to ALKUT (or as assigned) then proceed via depicted route.

Rwy 15R: Requires a minimum climb gradient of **380** ft/NM to **3000**. Depart rwy 15R, climb hdg **147°** to **1000**. Continue climb hdg **147°** or as assigned. Expect radar vectors to ALKUT (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.

Rwy 24L: Requires a minimum climb gradient of **270** ft/NM to **1700**. Depart rwy 24L, 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 24R: Requires a minimum climb gradient of **260** ft/NM to **1700**. Depart rwy 24R, 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 **2100**. Climbing RIGHT turn hdg **340°** or as assigned. Expect radar vectors to VIVET (or as assigned) then proceed via depicted route.

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
260 FT/NM	390	520	610	700	780	870	1090	1300
270 FT/NM	410	540	630	720	810	900	1130	1350
360 FT/NM	540	720	840	960	1080	1200	1500	1800
380 FT/NM	570	760	890	1020	1140	1270	1590	1900
390 FT/NM	590	780	910	1040	1170	1300	1630	1950
400 FT/NM	600	800	940	1070	1200	1340	1670	2000

ELSUB TRANSITION: **(VERDO7.ELSUB)**
IPTOS TRANSITION: **(VERDO7.IPTOS)**
LORKA TRANSITION: **(VERDO7.LORKA)**

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.

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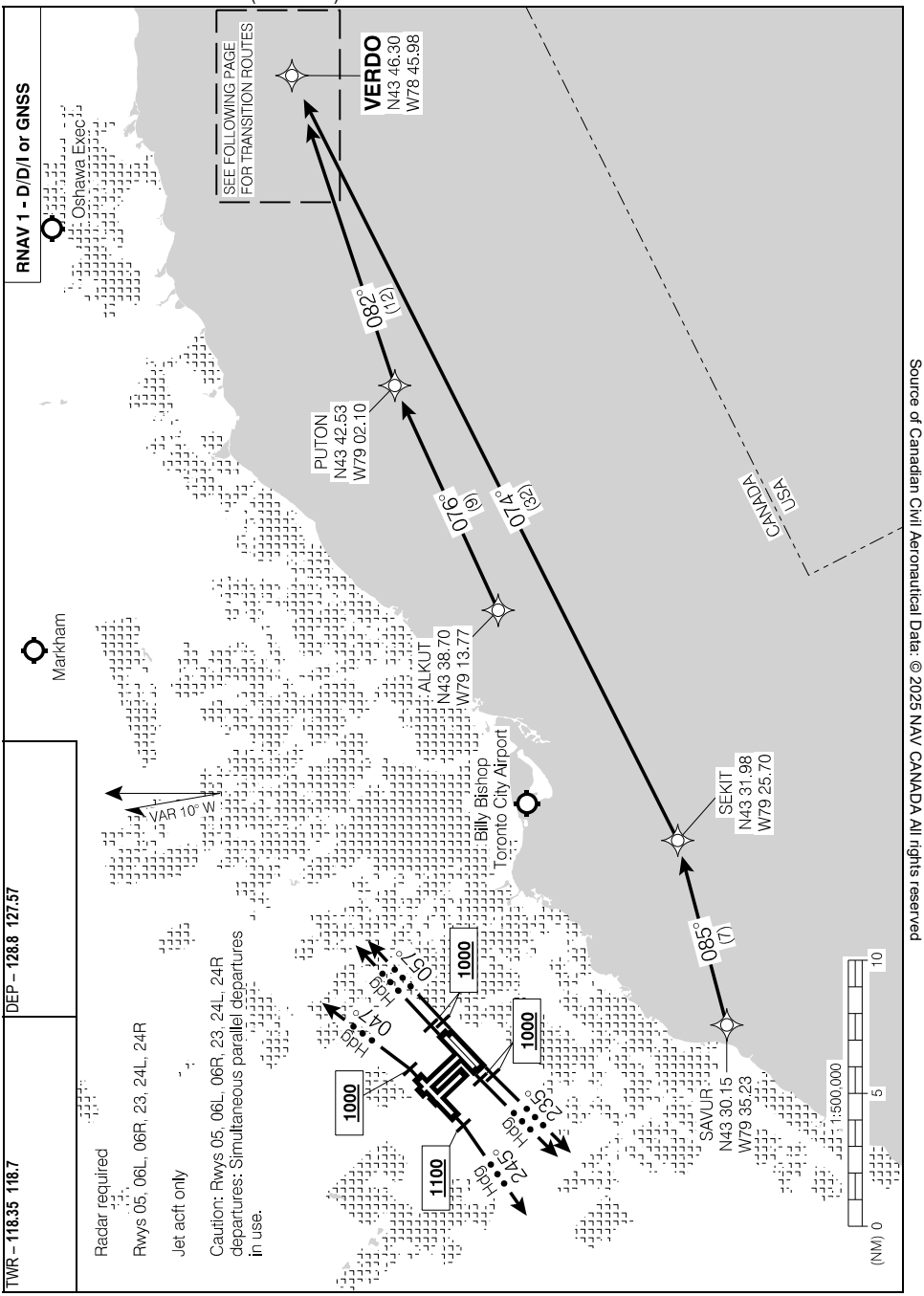
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TORONTO/LESTER B. PEARSON INTL, ON

VERDO SEVEN DEP (VERDO7.) DEPARTURE ROUTES

CYYZ



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VERDO SEVEN DEP (VERDO7.) DEPARTURE ROUTES

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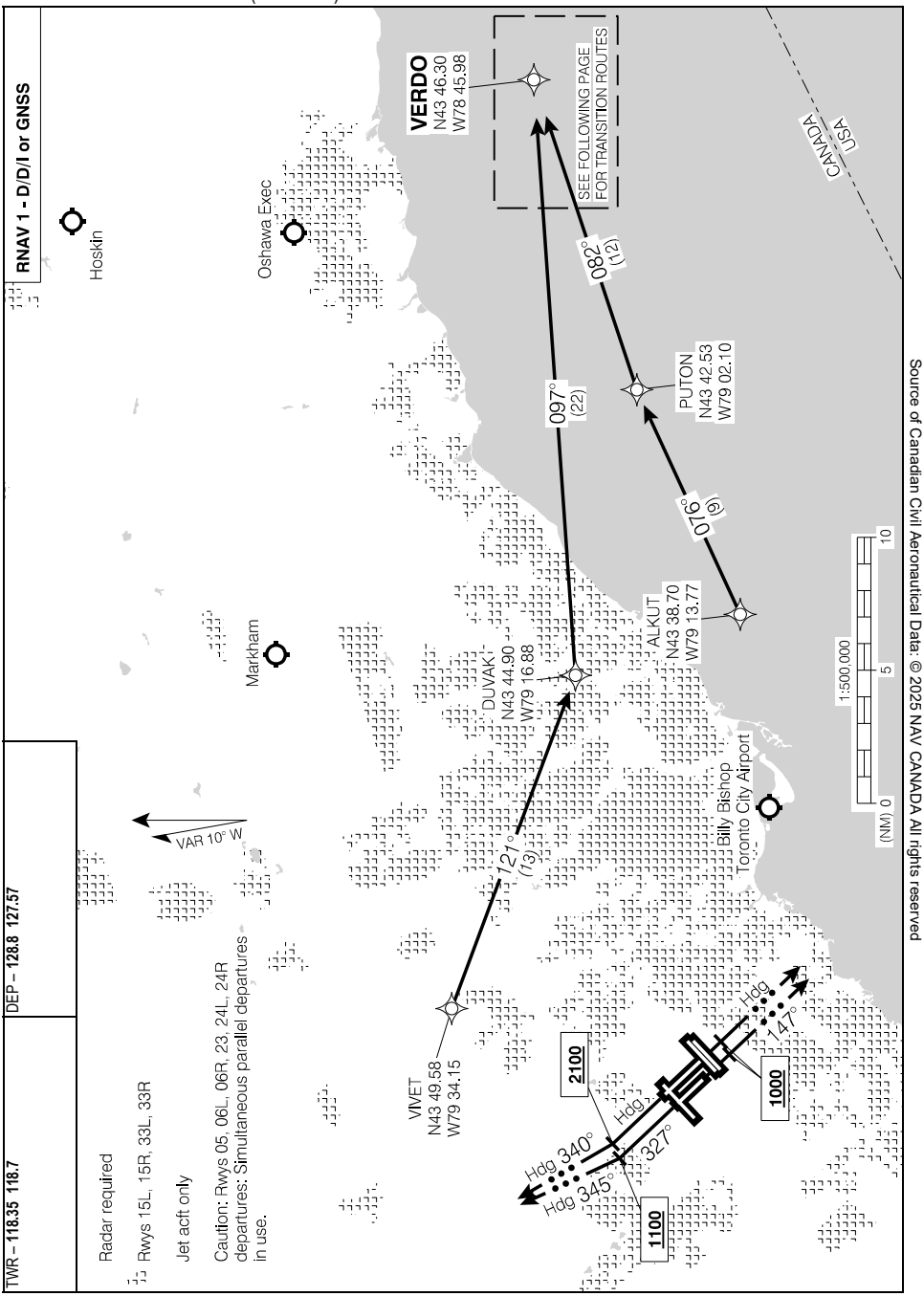
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TORONTO/LESTER B. PEARSON INTL, ON

VERDO SEVEN DEP (VERDO7.) DEPARTURE ROUTES

CYYZ



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VERDO SEVEN DEP (VERDO7.) DEPARTURE ROUTES

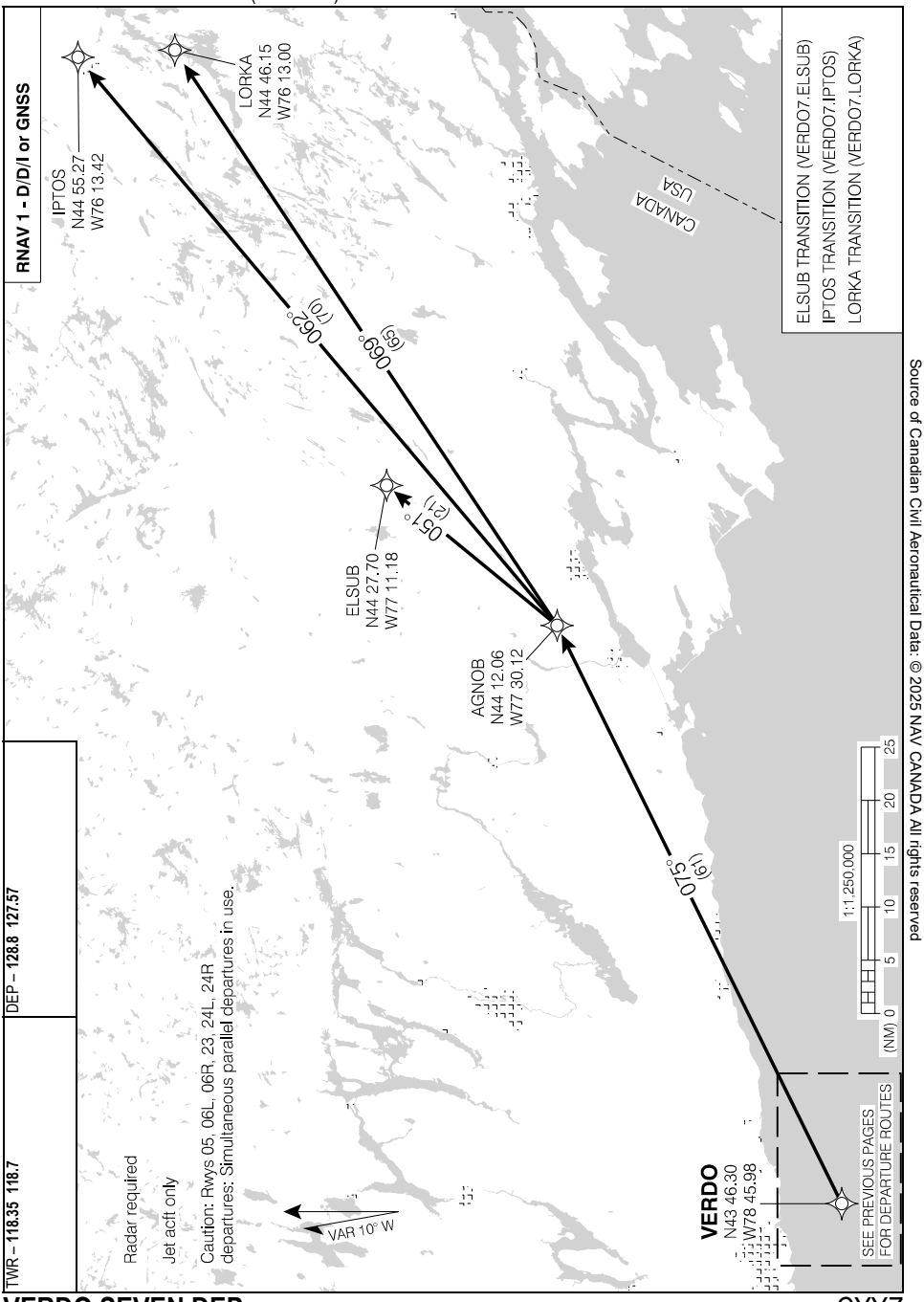
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VERDO SEVEN DEP (VERDO7.) TRANSITION ROUTES

CYYZ



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VERDO SEVEN DEP (VERDO7.) TRANSITION ROUTES

CYYZ

EFF 17 APR 25

Departure Procedure

Rwy 05 – ½: Requires a minimum climb gradient of **360** ft/NM to **2700**.

Note: Fence to 575 ASL aprx 300' past departure end of rwy, 550' RIGHT of rwy centreline.

Rwy 06L – ½: Requires a minimum climb gradient of **400** ft/NM to **2700**.

Note: Building to 612 ASL aprx 0.3 NM past departure end of rwy, 1010' LEFT of rwy centreline.

Rwy 06R – ½: Requires a minimum climb gradient of **390** ft/NM to **2700**.

Rwy 15L – ½: Requires a minimum climb gradient of **390** ft/NM to **3000**.

Note: Tower to 656 ASL aprx 0.6 NM past departure end of rwy, 1300' LEFT of rwy centreline.

Rwy 15R – ½: Requires a minimum climb gradient of **380** ft/NM to **3000**.

Rwy 23 – ½:

Note: Light poles to 609 ASL aprx 0.3 NM past departure end of rwy, 450' RIGHT of rwy centreline.

Rwy 24L – ½: Requires a minimum climb gradient of **270** ft/NM to **1700**.

Rwy 24R – ½: Requires a minimum climb gradient of **260** ft/NM to **1700**.

Rwy 33L – ½: Requires a minimum climb gradient of **250** ft/NM to **900**.

Note: Buildings to 607 ASL aprx 0.3 NM past departure end of rwy, 1000' LEFT of rwy centreline.

Rwy 33R – ½: Climb hdg **327°** to **2100** BPOC.

Note: Trees to 610 ASL aprx 0.3 NM past departure end of rwy, 1000' RIGHT 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
260 FT/NM	390	520	610	700	780	870	1090	1300
270 FT/NM	410	540	630	720	810	900	1130	1350
360 FT/NM	540	720	840	960	1080	1200	1500	1800
380 FT/NM	570	760	890	1020	1140	1270	1590	1900
390 FT/NM	590	780	910	1040	1170	1300	1630	1950
400 FT/NM	600	800	940	1070	1200	1340	1670	2000

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Noise Operating Restrictions and Noise Abatement Procedures

A. General

Pursuant to CAR 602.105 and CAR 602.106, Noise Operating Restrictions and Noise Abatement Procedures apply, at Toronto/Lester B. Pearson Intl Airport, to all IFR and VFR Aircraft, unless otherwise specified.

B. Noise Operating Restrictions

Restrictions:

1. Arrivals and departures of all aircraft are restricted as per the table below:

Aircraft	Restricted Hours – local time
Noise Certification or Type	**Arrivals & Departures**
All non-noise certificated jet aircraft	2000 – 0800
All ICAO annex 16, vol 1 chapter 2 & equivalent aircraft	0000 – 0700
All ICAO annex 16, vol 1 chapter 3 & equivalent aircraft (subject to paragraph 4 or 5	0030 – 0630
All other aircraft (subject to paragraph 4 or 5)	0030 – 0630

2. Non-noise certificated jet powered aircraft are prohibited from departing on runways 05, 06L 06R, 15L, 15R and 33L.
3. Between 0000 and 0630 local time, departures are prohibited on runways 05, 06L, 06R, 15L & 15R and arrivals are prohibited on runways 24R, 24L, 23, 33R, 33L and 15R unless assigned by ATC.
4. All aircraft operating on a scheduled and repetitive basis are required to obtain an extension or an exemption to operate during the restricted hours. Submit requests for operating extensions on the day of operation to the GTAA with justification at 416-776-3480 or 1-800-267-SLOT (7568), (Fax 416-776-5552). For advance exemption requests or information, make submission in writing to the:
   Manager
   Slots Coordination
   Greater Toronto Airports Authority
   Toronto Pearson International Airport
   P.O. Box 6031, Toronto AMF, Ontario L5P 1B2
   (Fax 416-776-3483)
5. **All other operators are required to obtain permission to operate during the restricted hours** by contacting the GTAA on the day of operation at 416-776-3480 or 1-800-267-SLOT (7568), (Fax 416-776-5552).

Preferential runway assignment (0000 – 0630 local time)

Consistent with operational safety (i.e. wind, weather, runway conditions, approach aid availability, etc.), ATC shall assign runways in the following order of priority: Use as a pair.

Amended Preferential Runway System			
Preference	**Arrivals**	**Departures**	**Notes**
1	**05** (06L/R)*	**33R** (33L)	Use as a Pair
2	**15L** (15R)	**23** (24R/L)	Use as a Pair
* Alternate runways (in brackets) may be used when the corresponding preferential runway is not available			
Provision for Weather and Infrastructure Availability**			
Option	**Arrivals**	**Departures**	**Notes**
Northerly	**33R** (33L)	**33R** (33L)	Single Runway Operation
Southerly	**15L** (15R)	**15L** (15R)	Single Runway Operation
Westerly	**23** (24R/L)	**23** (24R/L)	Single Runway Operation
Easterly	**05** (06L/R)	**05** (06L/R)	Single Runway Operation
** Used as required when the first and second preference pairs are unavailable or not an appropriate choice			

Non-preferential runway requests must be approved by the GTAA Airport Duty Manager at 416-776-1104.

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Noise Operating Restrictions and Noise Abatement Procedures (cont'd)

Engine Run-ups

Between 0000 – 0700 local time, maintenance run-ups are prohibited unless authorized by the GTAA (416-776-3056).

Training Flights

Training flights are not permitted in the Toronto Control Zone from 0000 – 0700 local time. For other times, prior permission is required from National Traffic Management Unit (905-676-3528 or 1-800-368-4831).

C. Noise Abatement Procedures (General)

Reverse Thrust:

Consistent with safe operating procedures, plan landing using idle reverse thrust.

D. Noise Abatement Procedures (0700 – 2300 local time)

Except in emergencies, Noise Abatement Procedures, 1 and 2 below apply to all turbo-jet and turbo-fan powered aircraft.

1. Departure Procedure:

a. NADP 1 or 2 is required for all runways. See CAP GEN.

b. SID routing shall be followed to **3600'** ASL. For rwys 33L and 33R, no unauthorized turns till abeam YYZ R-343/4.0 DME.

NOTE: SID cancellation does not terminate Noise Abatement Procedure.

c. Early turn – Rwys 05, 06L, 06R, 23, 24L, 24R departures: Applies only to the following jet aircraft types – CRJ1, CRJ2, E135, E145, E45X, J328, CL60, C750, GLEX, GLF4, and GLF5. Commence turn assigned at take-off at **1100'** ASL.

2. Arrival Procedures:

Consistent with safety, crews shall minimize approach noise. For all approaches including visual approaches:

a. Maintain **3000'** ASL or above until intercepting extended runway centreline, and;

b. Intercept extended runway centreline at or outside Final Approach Fix, then;

c. Remain on or above glide slope or assumed 3.0° glide slope.

E. Noise Abatement Procedures (2301 – 0659 local time)

Procedures:

- Procedures "D1 b.", and "D2" apply to all aircraft.
- Departure procedure "D1 a." applies to Turbo-jet and Turbo-fan powered aircraft only.

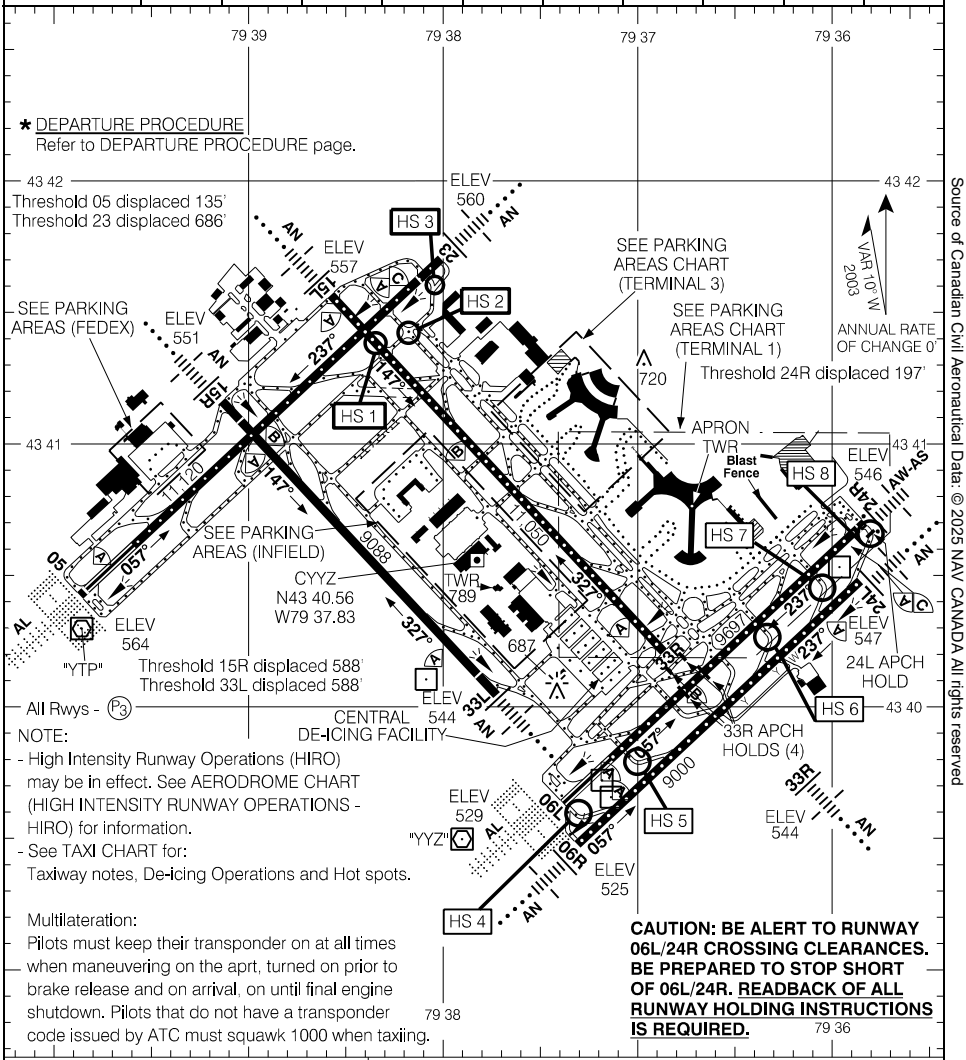
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TORONTO/LESTER B. PEARSON INTL, ON

AERODROME CHART — CYYZ

ATIS – **120.82**	CLNC DEL – **121.3** APRON – **122.27** (N) **122.07** (S) **122.82** GND – **121.9 121.65 119.1** PAD CTL – **131.17 131.95**	TWR – **118.35 118.7**	DEP – **128.8 127.57**

DECL DISTS	05	23	06L	24R	06R	24L	15L	33R	15R	33L
TORA	10775	10775	9697	9589	9000	8898	10886	11050	9088	9078
TODA	10895	11850	10484	10681	9984	10800	12034	12034	10072	10072
ASDA	10775	10775	9697	9589	9000	8898	10886	11050	9088	9078
LDA	10640	10089	9697	9392	9000	8898	10886	11050	8500	8490



TAKE-OFF MINIMA	SCALE IN FEET
All Rwys: ★	2000 0 2000 4000

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AERODROME CHART — CYYZ

EFF 27 NOV 25

Canada Air Pilot
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LDA for High Intensity Runway Operations				
From threshold rwy:	To exit point	LDA in ft	Preferred exit for med/heavy jet transport	Preferred exit for prop/turboprop transport
05	15R F P H3 15L B	5030 5630 6570 6670 8536 9278	H3	H3
06L	C1 C3	4790 6797	C3	C1
06R	D1 D3 D5	4424 5682 7483	D3 D5	D1
15L	B4 R S B1 B3	4050 5118 6154 6500 8250	B1 B3	B1
15R	F1	6276	F1	F1
23	H3 P F 15R H2 H4 J2	3427 3516 4449 5064 5176 6593 7577	H2 H4	H2
24L	D2 D4 D8	4061 5682 7883	D4 D8	D2
24R	C2 C4	5090 6984	C2 C4	C2
33L	F2 F4 H 05	4860 6060 6680 7424	F2 F4	F2
33R	B3 B1 S/B2 R B4 H 23	2805 4550 4895 5920 6994 9160 9900	B2 B4	B2

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AERODROME CHART (REDUCED TAKE-OFF RUNS)

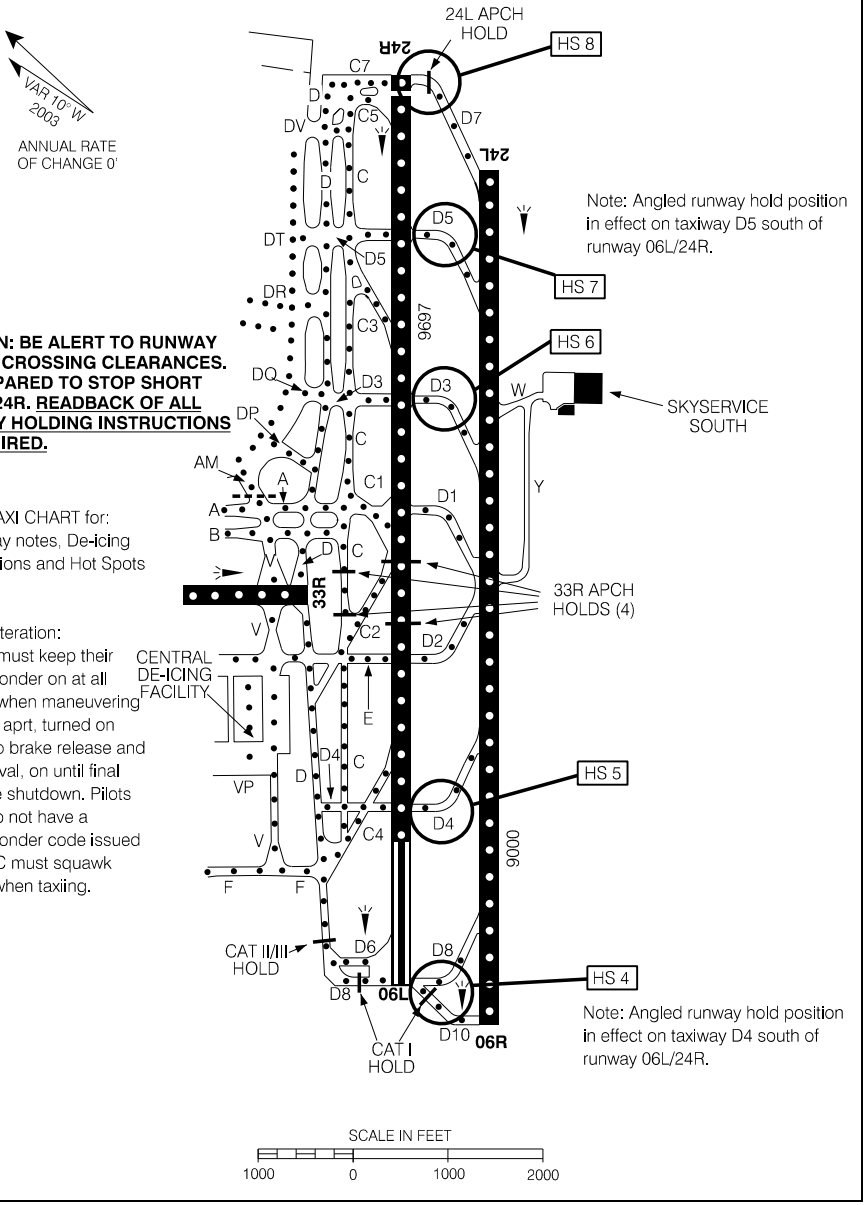
When authorized by ATC, intersection departures are available as follows:

RUNWAY	INTERSECTION	RUNWAY REMAINING
05	J2 H4 H6	8120 7129 10512
06L	D4 C4	7763 7182
06R	D8 D4 Y	7883 5682 4401
15L	H N B4	8996 7766 6841
15R	H F4	7270 6633
23	H/J B	10246 9058
24L	D5 Y W	7381 4753 6567
24R	D5 C3	7973 6693
33L	F1	6854
33R	V T B3	10669 9219 8251

Departures from holding bay inner centerlines rwy 06L/D6, 24R/C5 and 05/H6 subtract 263' from declared distances.

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ATIS – **120.82**	CLNC DEL – **121.3** APRON – **122.27** (N) **122.07** (S) **122.82** GND – **121.9 121.65 119.1** PAD CTL – **131.17 131.95**	TWR – **118.35 118.7**



CAUTION: BE ALERT TO RUNWAY 06L/24R CROSSING CLEARANCES. BE PREPARED TO STOP SHORT OF 06L/24R. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

* See TAXI CHART for: Taxiway notes, De-icing operations and Hot Spots

NOTE
Multilateration:
Pilots must keep their transponder on at all times when maneuvering on the aprt, turned on prior to brake release and on arrival, on until final engine shutdown. Pilots that do not have a transponder code issued by ATC must squawk 1000 when taxiing.

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Notes

Twy “K” is uncontrolled and is restricted to aircraft with wingspans of 41.15m/135ft (B757W) or less and an Aircraft Load Rating of 9.0 or less. Other aircraft may be authorized with prior approval from operator (416) 776-3056.

Discretionary oversteering required for aircraft with wingspans 38m/124ft (B757) or greater:

- Rwy 06L onto “E”, “D3” and “D5”.
- Rwy 24R onto “D3”, “E”, “D4” and “D10/D8 southbound”.

A340-500/600, A350-900/1000, B777-300, and A380 discretionary oversteering required at all intersections.

Specific aircraft operations plan in effect for aircraft with wingspans 65m/214ft up to 79.9m/262ft. Restrictions in place include;

- No holding short of Runway 06L/24R after exit from Runway 06R/24L.
- Aircraft (as defined above) operations on any parallel taxiway system, such as Alpha-Bravo, Charlie-Delta, or Delta-Victor (Alpha to Echo), restrict operations on adjacent taxiway to aircraft with wingspans less than 36m.
- Strict adherence to taxiway centre line is required all times.
- Discretionary oversteering is required at all intersections.
- No taxiing on apron taxi lane between AJ and AK (between gates C31-C34).
- No taxiing on apron taxi lane between AJ and AT (between gates B15-B18).
- No turns from twy E onto CDF Pads 1 through 6.
- When aircraft on taxilane 5S, strict adherence to centreline. Taxilane 5 between 5A and 5D closed. Taxilane 6 between 6A and 6C closed, remainder of taxilane 6 restricted to aircraft with wingspan less than 36m/118'. Simultaneous use of taxilane 7 & 8, max span 64.9m/213'.
- No taxiing on twy D between twy D4 and twy E.
- No taxiing on twy B between rwy 05/23 and twy J.
- When aircraft taxiing within Holding Bays rwys 06L/24R/05, adjacent parallel taxilane restricted to aircraft with wingspans less than 36m.
- Tow only authorized onto parking stands H1 and H10.

While taxiing on twy V (Pad 1) and twy T (Pad 5) through the CDF strict adherence to the centreline is required. When in contact with ATC use Centre Lane. When in contact with Pad Control or Iceman, use assigned Lane. Pad 1 (twy V) and Pad 5 (twy T) Centre Lane will accommodate aircraft with wingspans 79.9m/261ft and smaller. Aircraft with wingspans less than 36m may use North/South Lanes.

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Hot Spots

Note: HS 4 to 8 - Short distance between parallel runways. Manage your taxi speed. Expect to hold short of parallel runway.

HS 1 – Taxiing northbound on rwy 33R aircraft fail to hold short of and incur on rwy 05/23.

HS 2 – Taxiing northbound on twy B aircraft miss turn onto twy H and incur on rwy 05/23.

HS 3 – Taxiing eastbound on twy H aircraft continue onto twy Q and incur on rwy 23.

HS 4 – Exiting rwy 24L onto twy D8 aircraft fail to hold short of and incur on rwy 06L/24R.

HS 5 – Exiting rwy 24L onto twy D4 aircraft fail to hold short of and incur on rwy 06L/24R.
Note: Angled rwy hold position in effect on twy D4 south of rwy 06L/24R.

HS 6 – Exiting rwy 06R onto twy D3 aircraft fail to hold short of and incur on rwy 06L/24R.

HS 7 – Exiting rwy 06R onto twy D5 aircraft fail to hold short of and incur on rwy 06L/24R.
Note: Angled rwy hold position in effect on twy D5 south of rwy 06L/24R.

HS 8 – Taxiing southbound on twy D7 aircraft fail to hold short of the 24L approach hold line and incur on rwy 06R/24L.

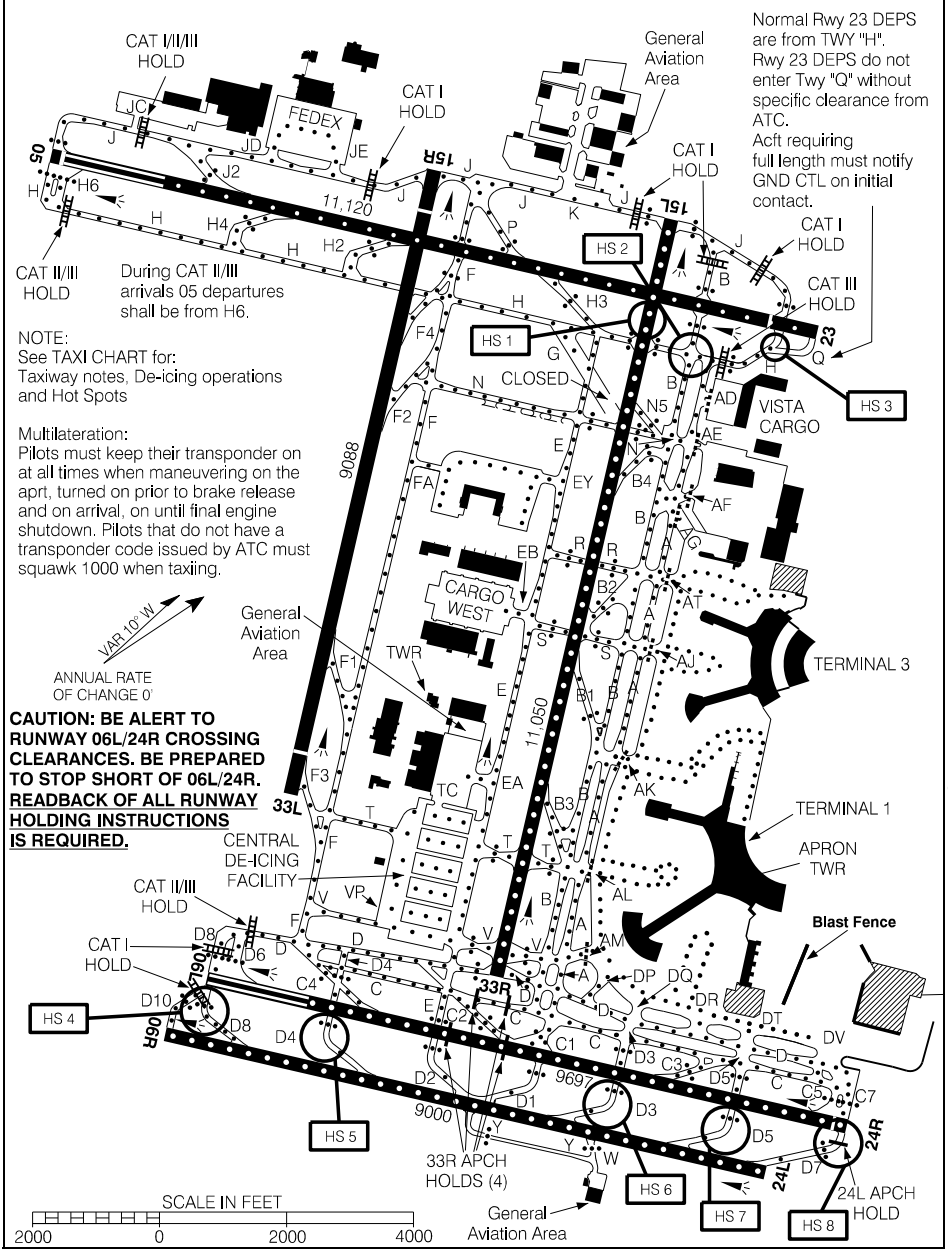
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TORONTO/LESTER B. PEARSON INTL, ON

TAXI CHART

CYYZ

ATIS – **120.82**	CLNC DEL – **121.3** APRON – **122.27** (N) **122.07** (S) **122.82** GND – **121.9 121.65 119.1** PAD CTL – **131.17 131.95**	TWR – **118.35 118.7**



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TAXI CHART

CYYZ

EFF 27 NOV 25

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

Low Visibility Procedures (RVR less than 1200 to 600 ft)

Application

These procedures apply to ground movements of aircraft arriving and departing under low visibility conditions. Arrivals and departures below RVR 600 are not authorized. When weather conditions indicate visibility below RVR 1200 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"

General

Low Visibility Taxi Routes

Typical taxi routes are shown on the Low Visibility Taxi Charts. Taxiway surfaces are painted with enhanced yellow and black centerline markings. In addition, taxiways A, C, F, H, J, N, T, P, R, S, V, E, D, B, T1, and T3 aprons are equipped with green centreline lights. Yellow in-set taxiway intersection lights that consist of three lights spaced 1.5 meters apart at 90 degrees to the direction of travel are located at taxiway/taxiway intersections and apron entry/exit points coincident with lighted locations signs. Aircraft may be directed to hold or report by any of these positions.

Airport Surface Detection Equipment (ASDE)

Ground radar is used to monitor the position of aircraft operating on the manoeuvring area. In the event of an ASDE failure, ATC may suspend, restrict or terminate low visibility operations.

Departures

When low visibility procedures are in effect the Departure runways are 05, 06L and 33R. Intersection take-offs from 06L are not authorized. Intersection take-offs on 33R from Victor Taxiway and on 05 from H6 may be assigned by ATC.

Sequencing of Aircraft Ground Movements for Take-off

Do not request start, push back or call for taxi clearance until the reported RVR is greater than:

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

Stop Bar/Guard Light system

Each taxiway entrance onto runways 05, 06L and 33R is equipped with a stop bar consisting of red in-set lights and red elevated lights located at the taxi holding position. Yellow flashing runway guard lights (wig-wags) are installed at each end of the stop bar. When the red stop bar lights are illuminated, green lead on lights beyond the stop bar are extinguished. When ATC issues a clearance to proceed onto the runway, the red stop bar lights will be extinguished and the green lead on lights beyond the stop bar will be illuminated. The stop bar is reset automatically as the aircraft moves onto the runway.

"AT NO TIME SHALL A PILOT CROSS AN ILLUMINATED RED STOP BAR"

Arrivals

When low visibility procedures are in effect the Arrival runways are 05 and 06L. For 05, approved exits are Taxiways F (northbound), H3, B, H/J and Q. For 06L, approved exits are Taxiways C1, C3 and C7. Aircraft exiting either runway must proceed beyond the alternating green and yellow centreline lights to ensure the aircraft is clear of the runway and the ILS sensitive area.

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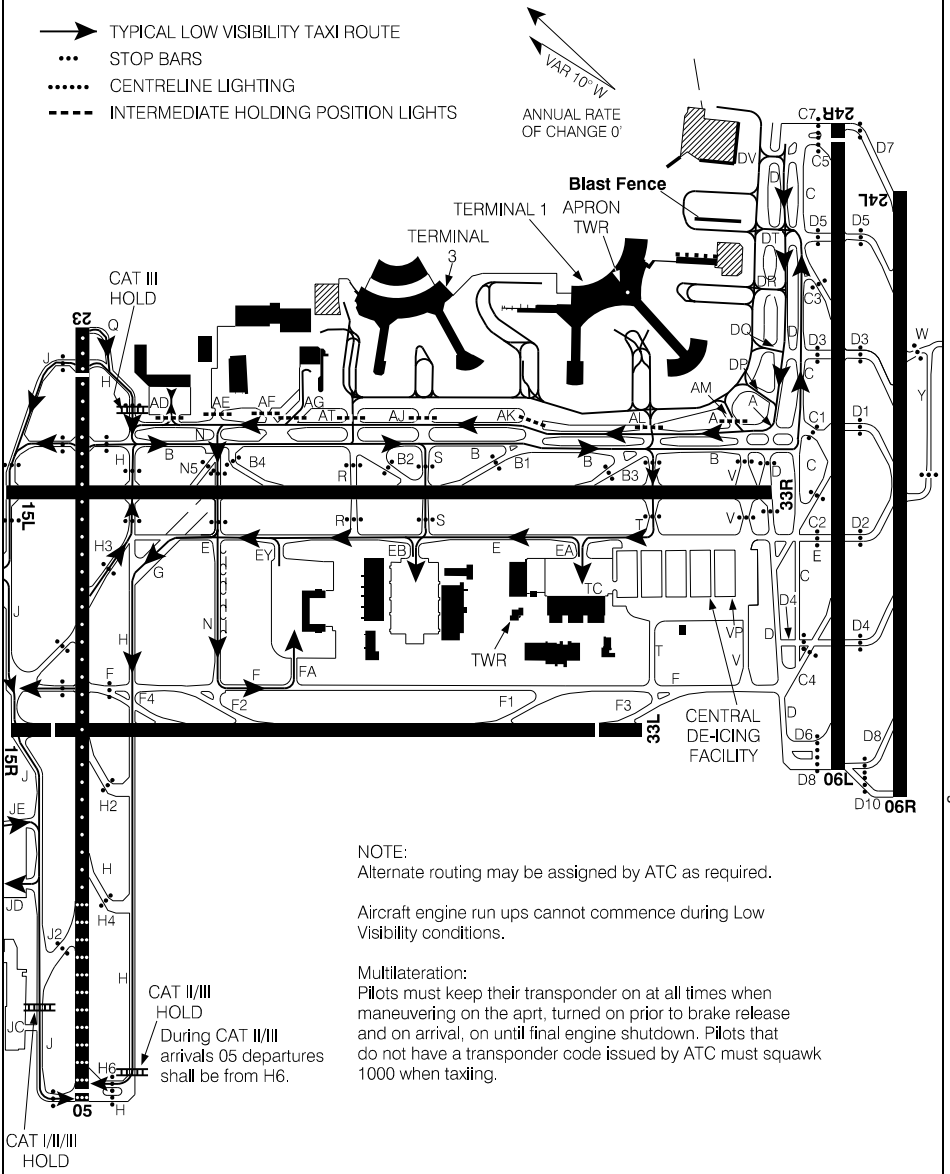
LOW VISIBILITY TAXI CHART

LAND RWY 05, DEPART RWY 05 (RVR LESS THAN 1200 TO 600 FT)

TORONTO/LESTER B. PEARSON INTL, ON

CYYZ

ATIS – **120.82**	CLNC DEL – **121.3** APRON – **122.27** (N) **122.07** (S) **122.82** GND – **121.9 121.65 119.1** PAD CTL – **131.17 131.95**	TWR – **118.35 118.7**



NOTE:
Alternate routing may be assigned by ATC as required.

Aircraft engine run ups cannot commence during Low Visibility conditions.

Multilateration:
Pilots must keep their transponder on at all times when maneuvering on the aprt, turned on prior to brake release and on arrival, on until final engine shutdown. Pilots that do not have a transponder code issued by ATC must squawk 1000 when taxiing.

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Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

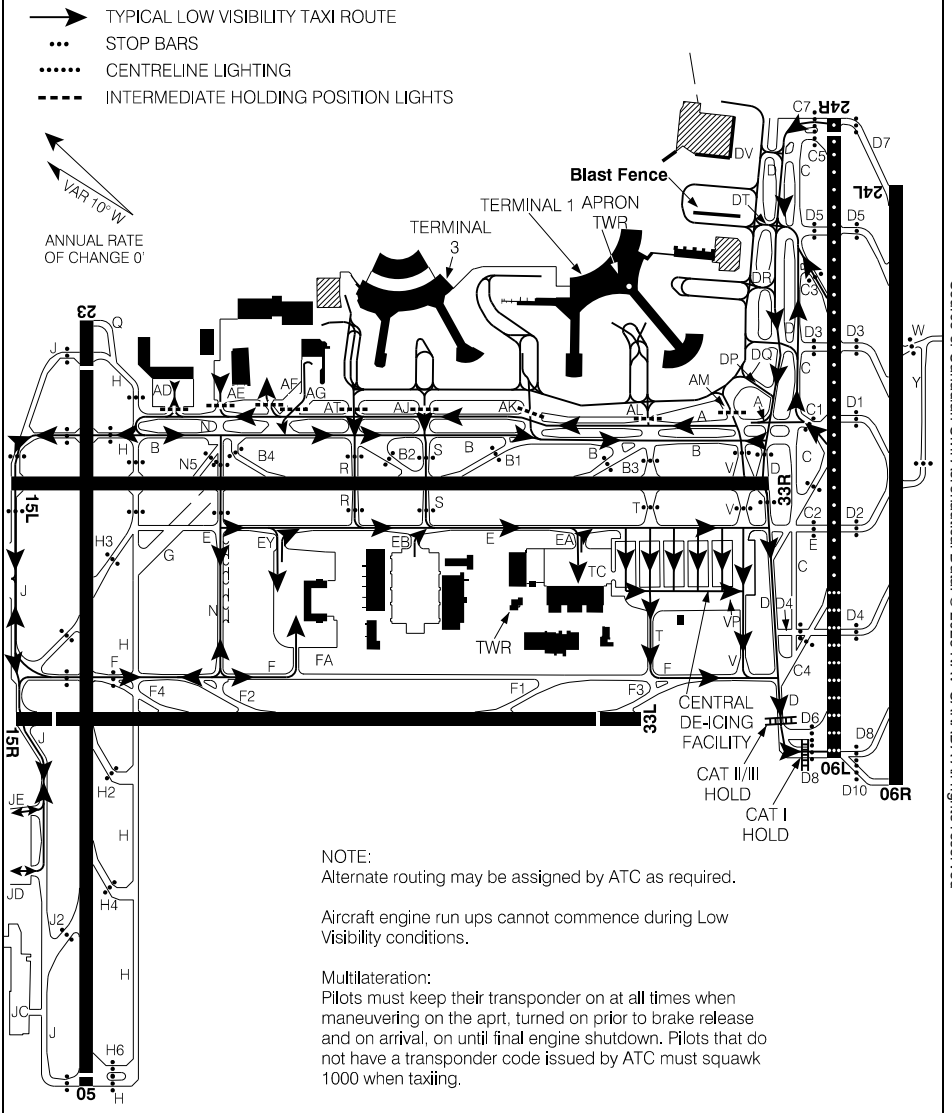
LOW VISIBILITY TAXI CHART

LAND RWY 06L, DEPART RWY 06L (RVR LESS THAN 1200 TO 600 FT)

TORONTO/LESTER B. PEARSON INTL, ON

CYYZ

ATIS – **120.82**	CLNC DEL – **121.3** APRON – **122.27** (N) **122.07** (S) **122.82** GND – **121.9 121.65 119.1** PAD CTL – **131.17 131.95**	TWR – **118.35 118.7**



NOTE:
Alternate routing may be assigned by ATC as required.

Aircraft engine run ups cannot commence during Low Visibility conditions.

Multilateration:
Pilots must keep their transponder on at all times when maneuvering on the aprt, turned on prior to brake release and on arrival, on until final engine shutdown. Pilots that do not have a transponder code issued by ATC must squawk 1000 when taxiing.

Aircraft exiting at the end of runway 06L on the centreline lighted C7 taxiway, must proceed beyond the alternating green and yellow centreline lights to ensure the aircraft is clear of the runway and the ILS sensitive area.

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Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

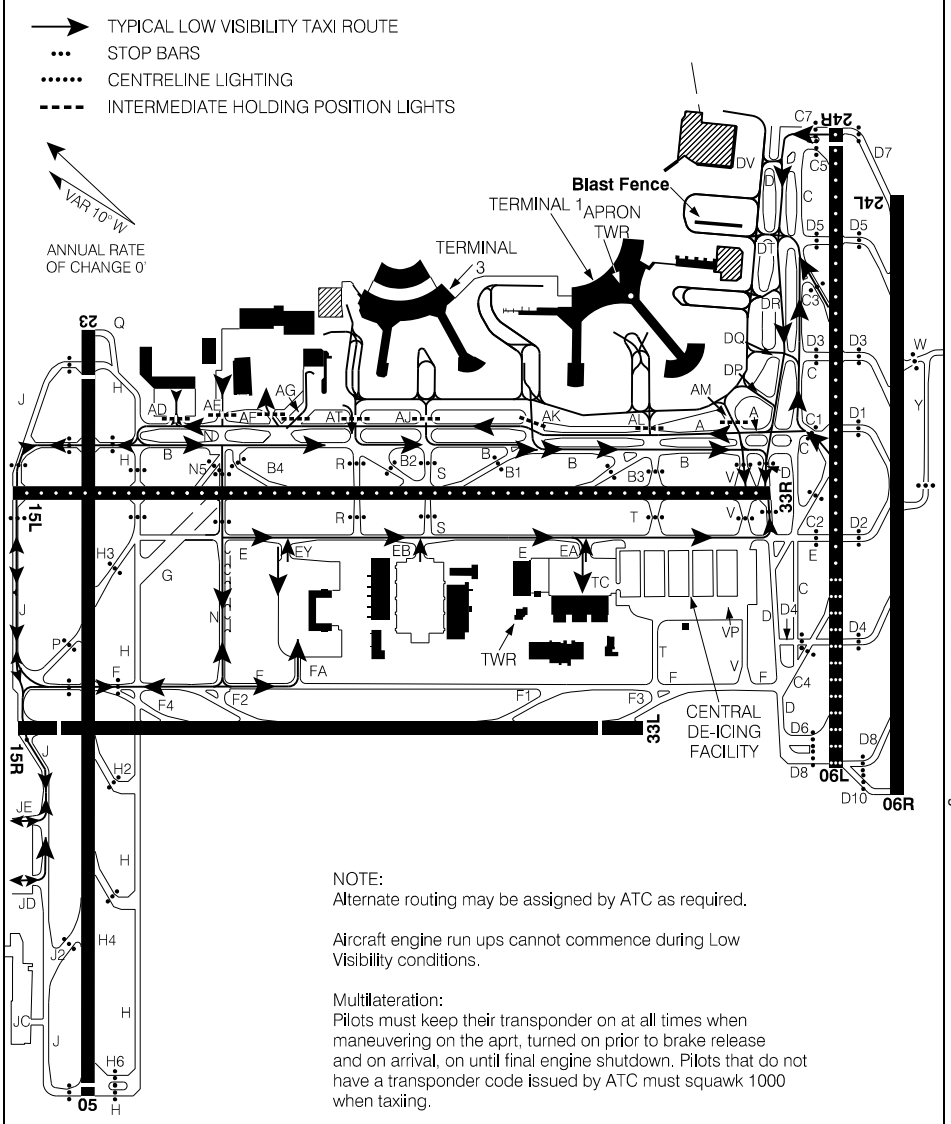
LOW VISIBILITY TAXI CHART

LAND RWY 06L, DEPART RWY 33R (RVR LESS THAN 1200 TO 600 FT)

TORONTO/LESTER B. PEARSON INTL, ON

CYYZ

ATIS – **120.82**	CLNC DEL – **121.3** APRON – **122.27** (N) **122.07** (S) **122.82** GND – **121.9 121.65 119.1** PAD CTL – **131.17 131.95**	TWR – **118.35 118.7**



NOTE:
Alternate routing may be assigned by ATC as required.

Aircraft engine run ups cannot commence during Low Visibility conditions.

Multilateration:
Pilots must keep their transponder on at all times when maneuvering on the aprt, turned on prior to brake release and on arrival, on until final engine shutdown. Pilots that do not have a transponder code issued by ATC must squawk 1000 when taxiing.

Aircraft exiting at the end of runway 06L on the centreline lighted C7 taxiway, must proceed beyond the alternating green and yellow centreline lights to ensure the aircraft is clear of the runway and the ILS sensitive area.

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CENTRAL DE-ICING FACILITY (CDF)

Overview

All de-icing ops are performed with acft engines oprg, unless otherwise advised by Pad Control or ICEMAN.

Pad 1 & 5

- Centre lane will accommodate all acft.
- Acft with wingspans less than 36m may use North/South lanes.

Pad 2, 3, 4 & 6

- Centre lanes will accommodate acft with wingspans 64.9m/213ft and smaller.
- Acft with wingspans less than 36m may use North/South lanes.

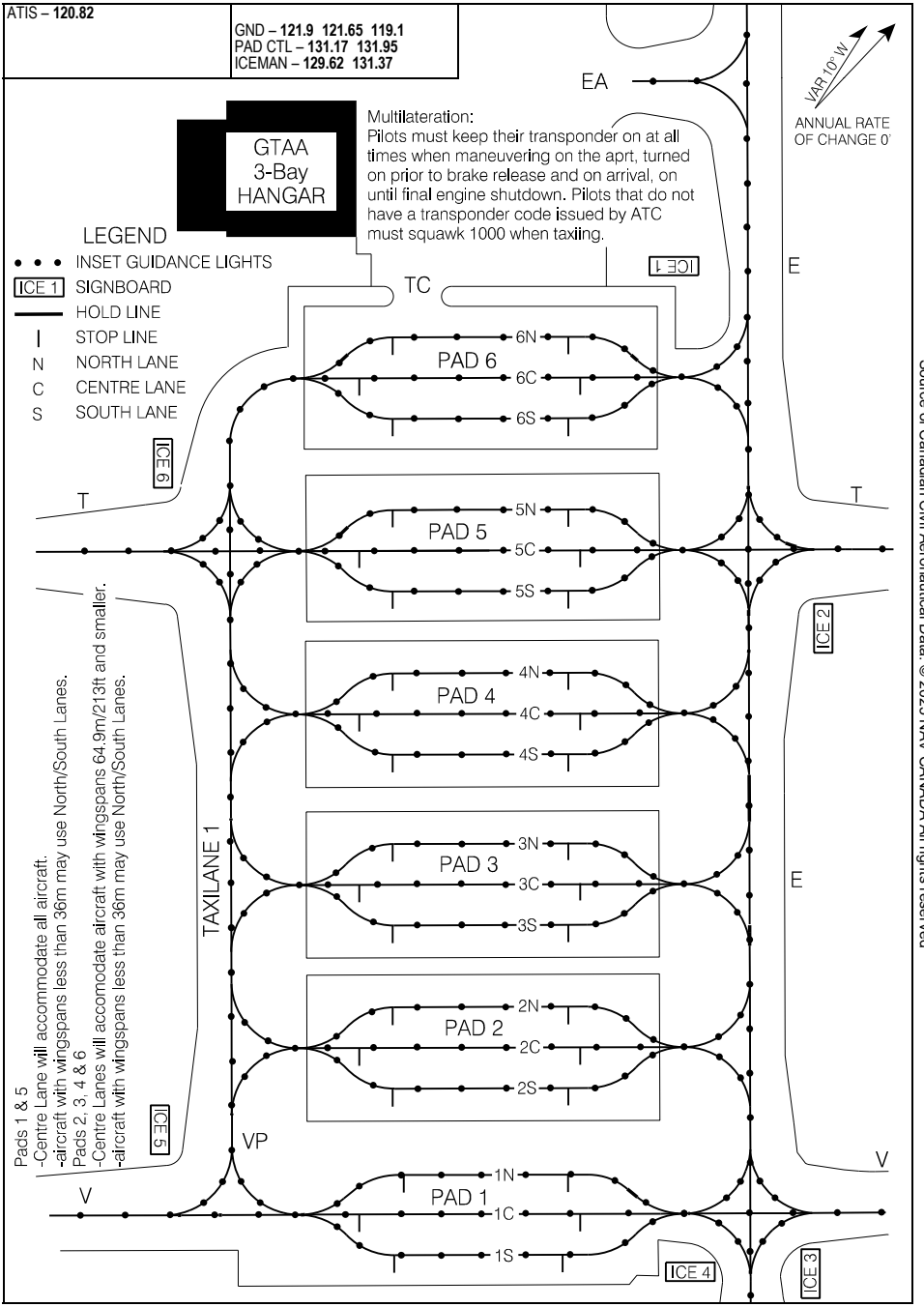
1. Prior to departing Parking Position, ctc CLNC DEL/APRON/GND (as applicable) and advise, "ACFT DE-ICING REQUIRED".
2. On twys T, V and E, hold short of ICE# and when directed by Ground Control monitor Pad Control on 131.17. Follow Pad Control taxi instructions to the entrance of the de-icing pad.
3. When directed by Pad Control, ctc ICEMAN on the assigned freq. (129.62 or 131.37).
4. Follow verbal instructions, guidance displays and lights (as applicable) into staging and/or de-icing bays.
5. Once aircraft is in final stop position, brakes are set and aircraft configured for de-icing, ctc ICEMAN and advise, "BRAKES SET, ACFT CONFIGURED, READY TO DE-ICE". At this time, pass along any specific fluid and/or treatment requirements.
6. After de-icing, do not move aircraft. Ctc Pad Control on 131.17 when instructed by ICEMAN to obtain taxi instruction.
7. Follow Pad Control instruction designated exit points. When instructed by Pad Control ctc Ground Control on assigned freq.
8. Specific aircraft operations plan in effect for aircraft with wingspans 65m/214ft up to 79.9m/262ft. Restrictions in place include:
   - For Central De-icing Facility (CDF) operations, no turns from twy E into any of the de-icing pads are permitted. The only taxi routes permitted for de-icing are via twy T into Pad 5 and via twy V into Pad 1.

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TORONTO/LESTER B. PEARSON INTL, ON

CENTRAL DE-ICING FACILITY

CYYZ



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CENTRAL DE-ICING FACILITY

CYYZ

EFF 27 NOV 25

ENGINE FAN BLADE ICE SHEDDING PROCEDURES CYYZ

The completion of aircraft engine run-up for engine fan blade ice shedding must be conducted on taxiways. Strict adherence to the centerline is mandatory during engine fan blade ice shedding. Proper coordination with air traffic control (ATC) (clearance delivery or ground) is required.

On initial contact with Clearance Delivery (121.3 MHz), flight crews shall advise:

- De-icing requirements
- Run-up requirement prior to take-off
- Duration of run-up (if required)

Should taxiway surface conditions make engine run-up unsafe, flight crews shall coordinate with ATC to have the run-up conducted at the takeoff position.

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PARKING AREAS (TERMINAL 1)

CYYZ

ATIS – **120.82**

CLNC DEL – **121.3**
APRON – **122.27** (N)
122.07 (S) **122.82**

Note:
Main acft stands shown. Associated A and/or B stands are listed in the Acft Stand Mix (ASM) charts - ctc operator.

ANNUAL RATE OF CHANGE 0
VAR 10° W 2003

Note:
Multilateration:
Pilots must keep their transponder on at all times when maneuvering on the aprt, turned on prior to brake release and on arrival, on until final engine shutdown. Pilots that do not have a transponder code issued by ATC must squawk 1000 when taxiing.

Apron Procedures
- All aircraft must contact the applicable Apron Advisory prior to engine start at gate, entering apron, push back or taxi.
- Minimum breakaway power to be used.
- Marshaller(s) required at all gates.
- Gates 101A to 112 Limitation: DH8-100 requires use of (full tiller) minimum radius turns when exiting to maintain wing tip clearance.

Strict adherence to Taxilane centreline required between DR and DV and on Taxilanes 10 through 12.

Asphalt apron surface east of positions 5G and 6F to 101A rstd to acft with wingspans 28.4m/93' (DH8-400) or less and an aircraft load rating of 9.0 or less.

TERMINAL 1

Pier D

Pier E

Pier F

Pier C

TERMINAL 3

APRON TWR

ASPHALT

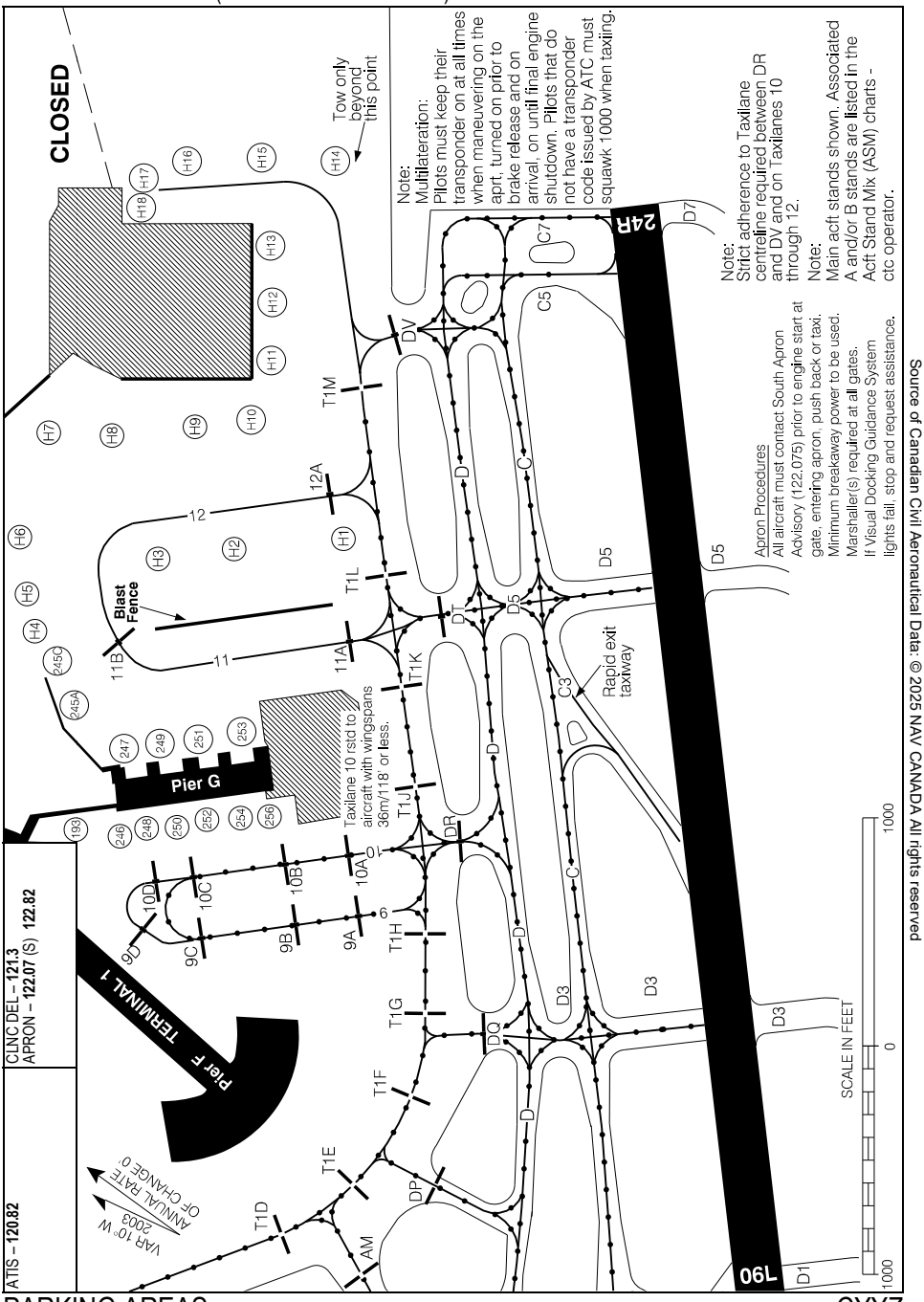
SOUTH APRON 122.075
NORTH APRON 122.275

Crossover *

SCALE IN FEET
500 0 500

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PARKING AREAS (TERMINAL 1 EAST HOLD) CYYZ

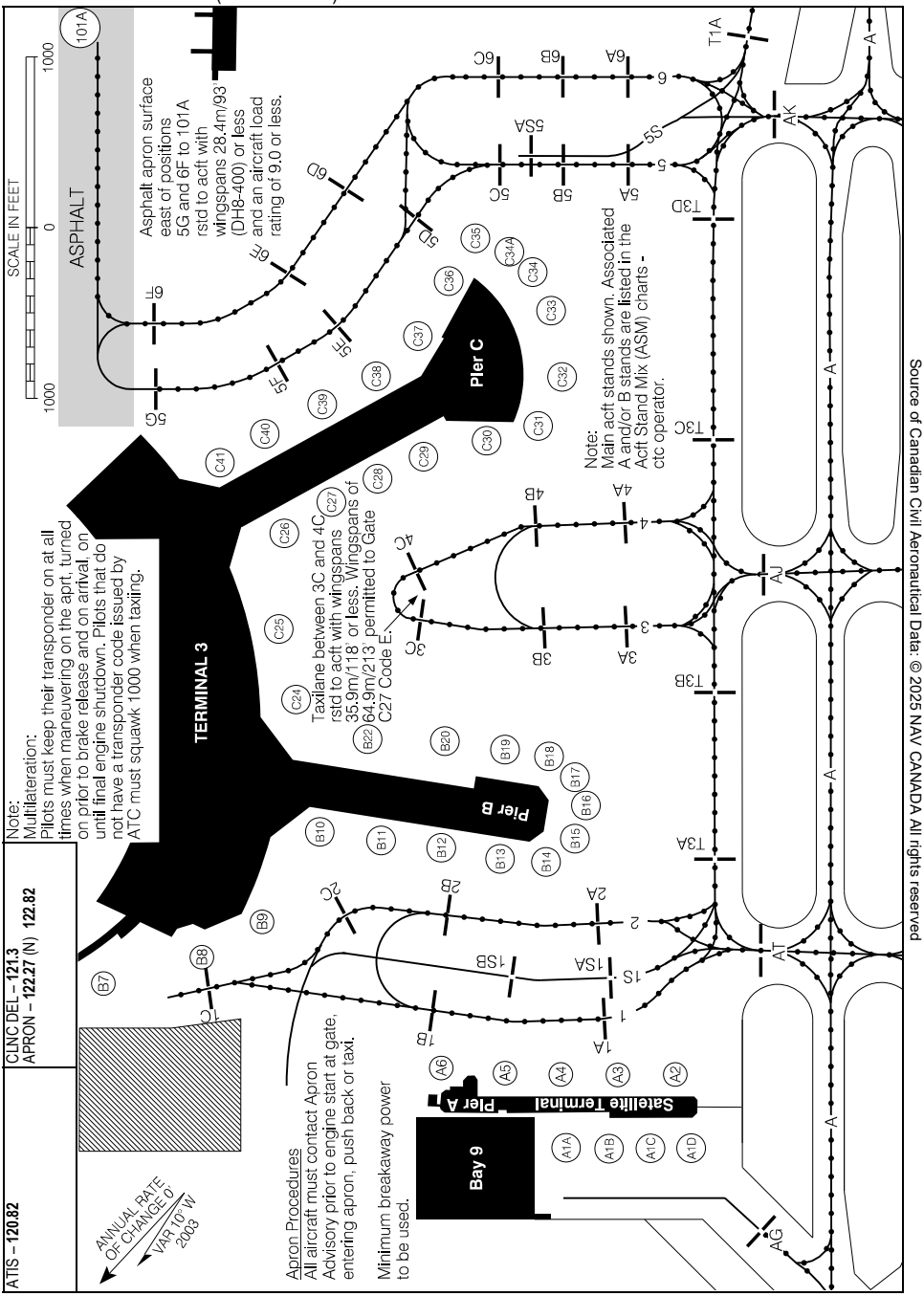


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PARKING AREAS (TERMINAL 1 EAST HOLD) CYYZ

EFF 27 NOV 25

PARKING AREAS (TERMINAL 3) CYYZ



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PARKING AREAS (TERMINAL 3) CYYZ

EFF 27 NOV 25

Taxilane	Taxilane Segment	Acft Code/ Limitation	Max Wingspan	Comments
Pier A North	Between AG and Gate A1A	DH8-400	28.4m/93'	
1	Between AT & Stand B8	C	36m/118'	
	Between Stand B8 & Stand B7D	DH8-400	28.4m/93'	
1S	Between AT and Hangar	E	65m/213'	
2	Between AT and Hangar	D	51.9m/170'	
2	Between 2C & Stand B8	C	36m/118'	
1 / 2	1B/2B Radius	C	36m/118'	
3	Between AJ & 3B	E	65m/213'	
	Between 3B & 3C	C	36m/118'	Code E to Stand C29 & C27
4	Between AJ & 4B	E	65m/213'	
	Between 4B & 4C	C	36m/118'	Code E to Stand C29 & C27
3 / 4	3B/4B Radius	D	51.9m/170'	
	3C/4C Radius	C	36m/118'	
N/S	Between AT & AK	E	65m/213'	
5	Between AK & 5E	E	65m/213'	AK to 5D closed when Lane 5S in use.
	Between 5E & 5G	D	51.9m/170'	
5S	Between AK & Stand C35	F	79.9m/262'	A380 only. Strict Adherence to C/L. Closes Lane 5A-5D. Lane 6 between 6A and 6C closed, remainder of Lane 6 restricted to Code C or smaller.
5-6	Crossover	E	65m/213'	Closed when Lane 5S in use
6	Between AK & 6C	E	65m/213'	Code E allowed to Stand 124. AK to 6C closed when Lane 5S in use.
	Between 6C & 6D	C	36m/118'	Code E allowed to Stand 124. No code E push tail East onto Lane 6 from Stand 124.
	Between 6D & 6F	C	36m/118'	
	Between 6F & Stand 101	DH8-400	28.4m/93'	
5 / 6	5C/6C Radius	E	65m/213'	No B777 due to Jet Blast
	5G/6F Radius	C	36m/118'	
7	Between AL & 7D	F	79.9m/262'	Simultaneous use of lane 7 & 8, Max span 64.9m/213', Code E
	Between 7D & 7E	C	36m/118'	Code D allowed to stand 151
8	Between AL & 8D	F	79.9m/262'	Simultaneous use of lane 7 & 8, Max span 64.9m/213', Code E
	Between 8D & 8E	C	36m/118'	
7 / 8	7D/8D Radius	F	79.9m/262'	
	7E/8E Radius	C	36m/118'	
7S	Between 7C & 7S	E	65m/213'	
	Between 8C & 7S	E	65m/213'	
	Between 7S & 151	E	65m/213'	No 77W/773, Closes Taxilane 7 & 8 beyond 7C/8C.
	Between 7S & 161A	E	65m/213'	Closes Taxilane 7 & 8 beyond 7C/8C.
N/S	Between AK & AM	F	79.9m/262'	
9	Between DR & 9C	E	65m/213'	
	Between 9C & 9D	C	36m/118'	

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TAXILANE LIMITATIONS

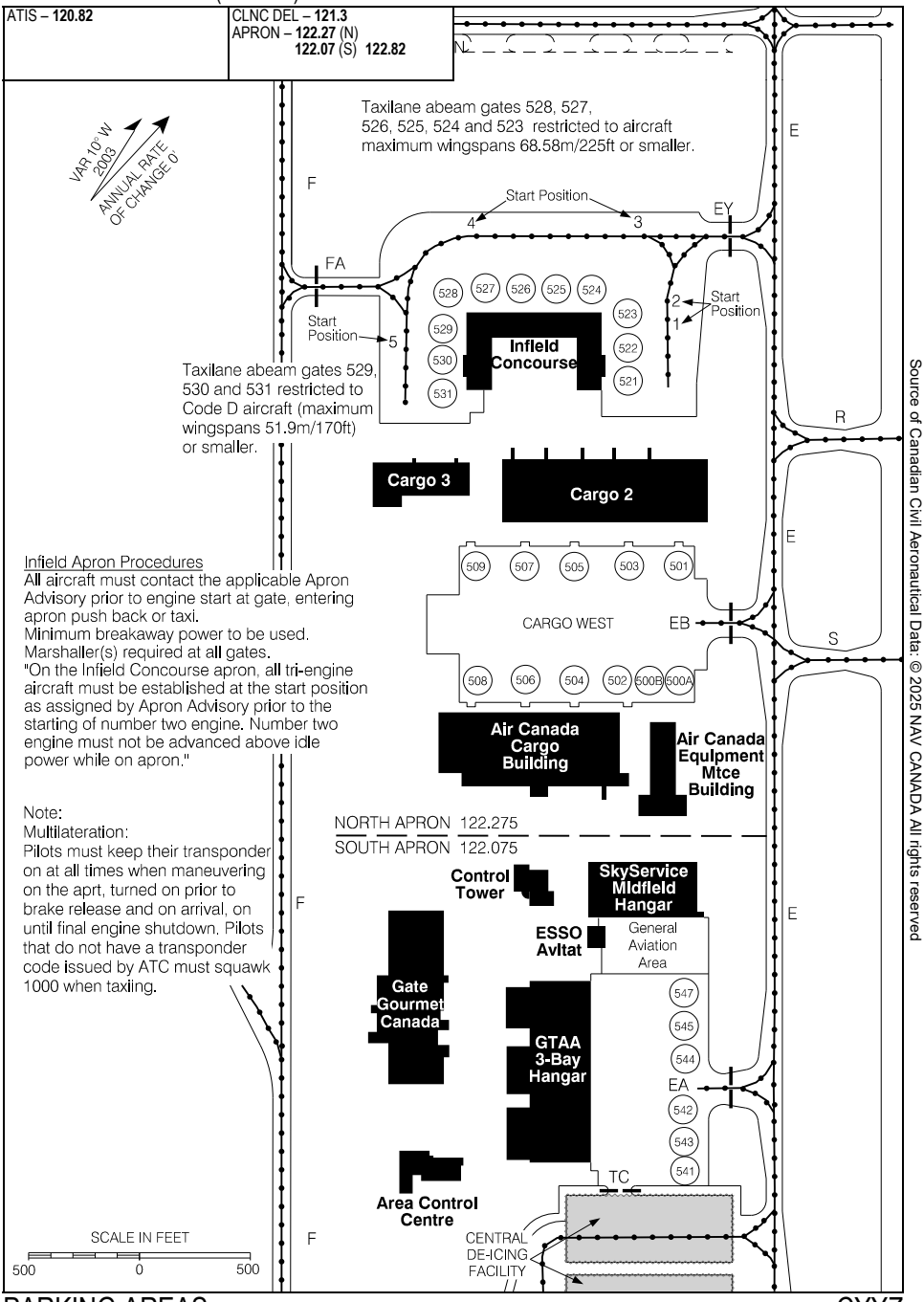
Taxilane	Taxilane Segment	Acft Code/ Limitation	Max Wingspan	Comments
10	Between DR & 10D	C	36m/118'	
9 / 10	9C/10C Radius	C	36m/118'	
	9D/10D Radius	C	36m/118'	
E/W	Between AM & DV	F	79.9m/262'	Strict adherence to C/L
11	Between DT & H4	E	65m/213'	Strict adherence to C/L
12	Between H1/H10 & H4	E	65m/213'	Strict adherence to C/L
E/W	Between DV & H12B	E	65m/213'	
E/W/N/S	Between H12B & H18	E	65m/213'	Tow Operations Only

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PARKING AREAS (INFIELD) CYYZ

ATIS – **120.82**

CLNC DEL – **121.3**
APRON – **122.27** (N)
122.07 (S) **122.82**



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PARKING AREAS (INFIELD) CYYZ

EFF 27 NOV 25

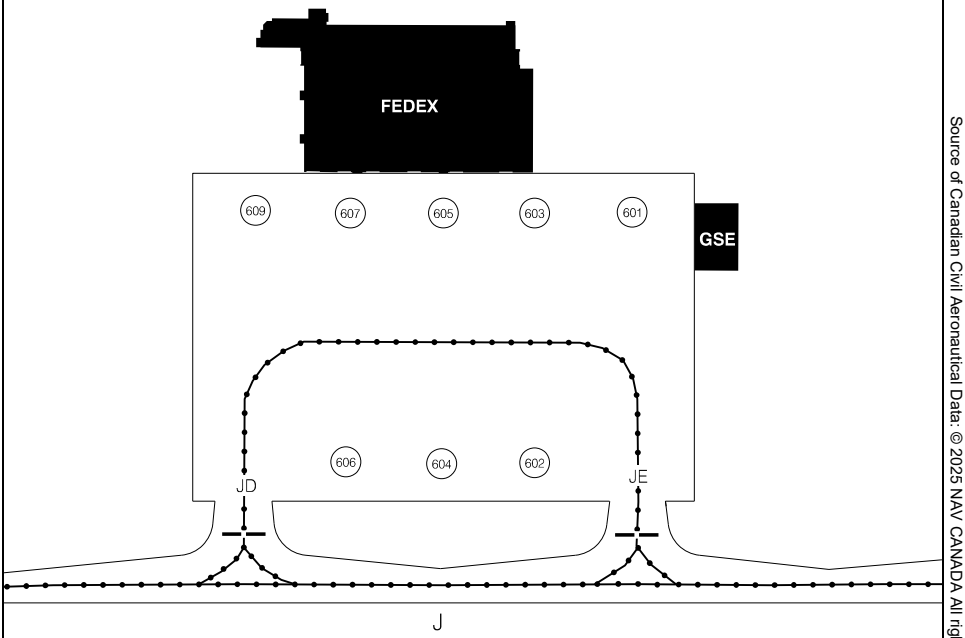
Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

PARKING AREAS (FEDEX) CYYZ

ATIS – **120.82**	CLNC DEL – **121.3** APRON – **122.27** (N) **122.82**



Fedex apron restricted to Code D aircraft (maximum wingspans 51.9m/170ft) or smaller.



Fedex Apron Procedures

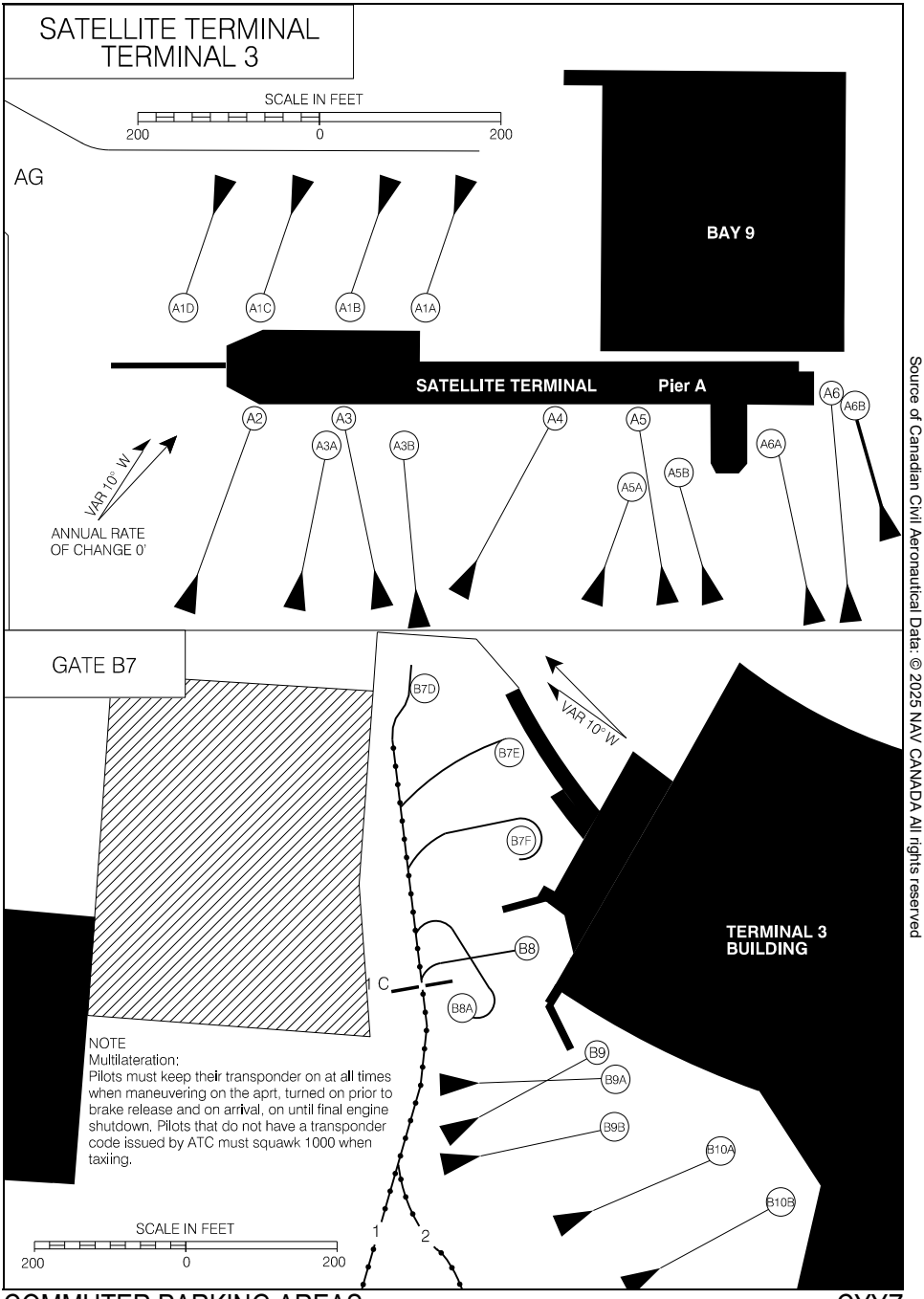
All aircraft must contact North Apron (122.275) prior to engine start at gate, entering apron, push back or taxi.
Minimum breakaway power to be used.
Marshaller(s) required at all gates.

Note:
Multilateration:
Pilots must keep their transponder on at all times when maneuvering on the aprt, turned on prior to brake release and on arrival, on until final engine shutdown. Pilots that do not have a transponder code issued by ATC must squawk 1000 when taxiing.



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COMMUTER PARKING AREAS



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COMMUTER PARKING AREAS

CYYZ

EFF 5 SEP 24

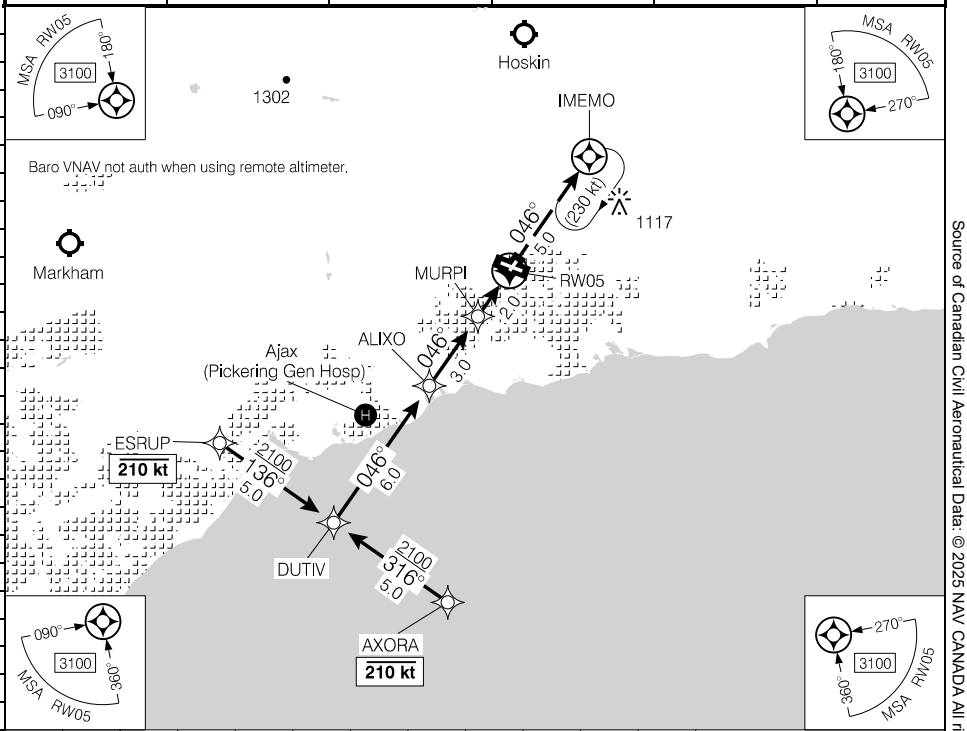
TORONTO/OSHAWA EXECUTIVE AIRPORT, ON

RNAV (GNSS) RWY 05

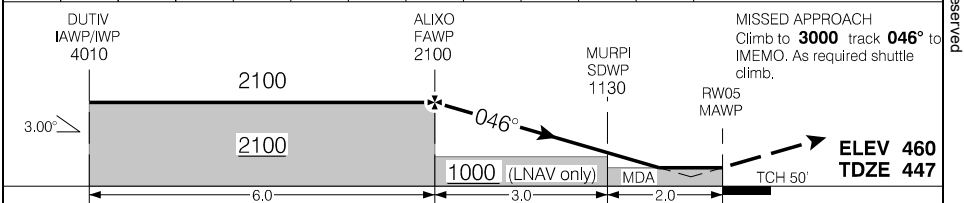
435522N 0785347W VAR 11°W

CYOO

ATIS – **125.67** MET – **125.67**	TML Toronto – **133.4**	TWR – **120.1** TFC – **120.1** MF*	GND – **118.4**	ARCAL 120.1(K) P1 AS
SAFE ALT 100 NM **4900**	WAAS **Ch 80643** W05A	APCH CRS **046°**	MIN ALT ALIXO **2100**	LDA **2654**



	11	10	9	8	7	6	**5.0**	4	3	2	1.1	DIST FROM RW05
(NM)	4010	3680	3360	3040	2720	2400	**2100**	1770	1450	1130	840	ALT (3.00° APCH PATH)



RASS: When using CYYZ add **100'**.

Knots	ft/min	Min:Sec
70	380	
90	480	
110	590	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**694**	(250)	1	
LNAV/VNAV (min. -20°C, max. 54°C)	**732**	(288)	1	
LNAV	**840**	(396)	1¼	

RNAV (GNSS) RWY 05 CYOO

EFF 27 NOV 25

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Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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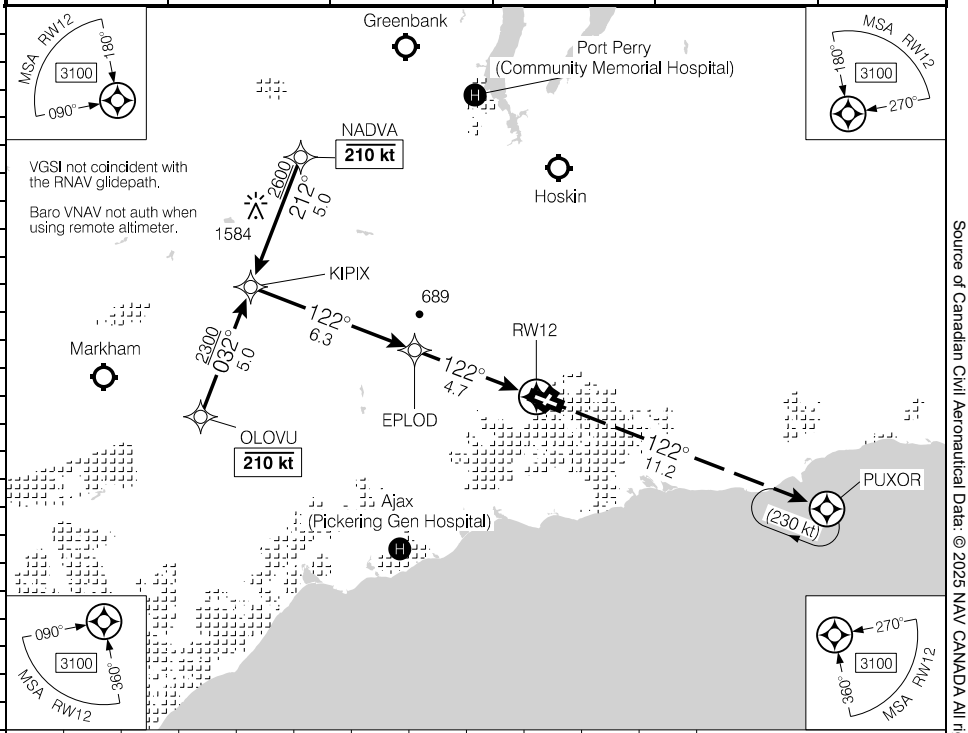
TORONTO/OSHAWA EXECUTIVE AIRPORT, ON

RNAV (GNSS) RWY 12

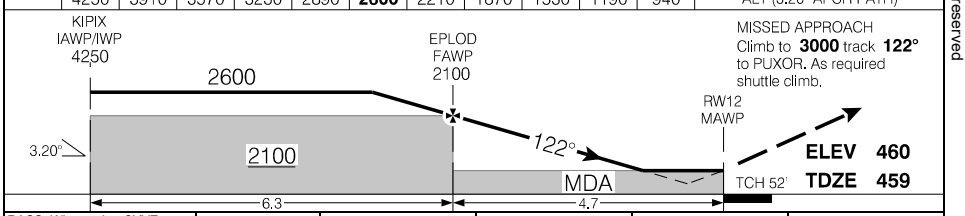
435522N 0785347W VAR 11°W

CYOO

ATIS – **125.67** MET – **125.67**	TML Toronto – **133.4**	TWR – **120.1** TFC – **120.1** MF*	GND – **118.4**	ARCAL 120.1(K) P2 AS
SAFE ALT 100 NM **4900**	WAAS **Ch 80265** W12A	APCH CRS **122°**	MIN ALT EPLOD **2100**	LDA **4803**



	11	10	9	8	7	**6.1**	5	4	3	2	1.3	DIST FROM RW12
	4250	3910	3570	3230	2890	**2600**	2210	1870	1530	1190	940	ALT (3.20° APCH PATH)



RASS: When using CYYZ add **100'**.

Knots	ft/min	Min:Sec
70	400	
90	510	
110	630	
130	740	
150	850	

CATEGORY	A	B	C	D
LPV	**709**	(250)	1	
LNAV/VNAV (min. -25°C, max. 54°C)	**861**	(402)	1¼	
LNAV	**940**	(481)	1½	

RNAV (GNSS) RWY 12

CYOO

EFF 27 NOV 25

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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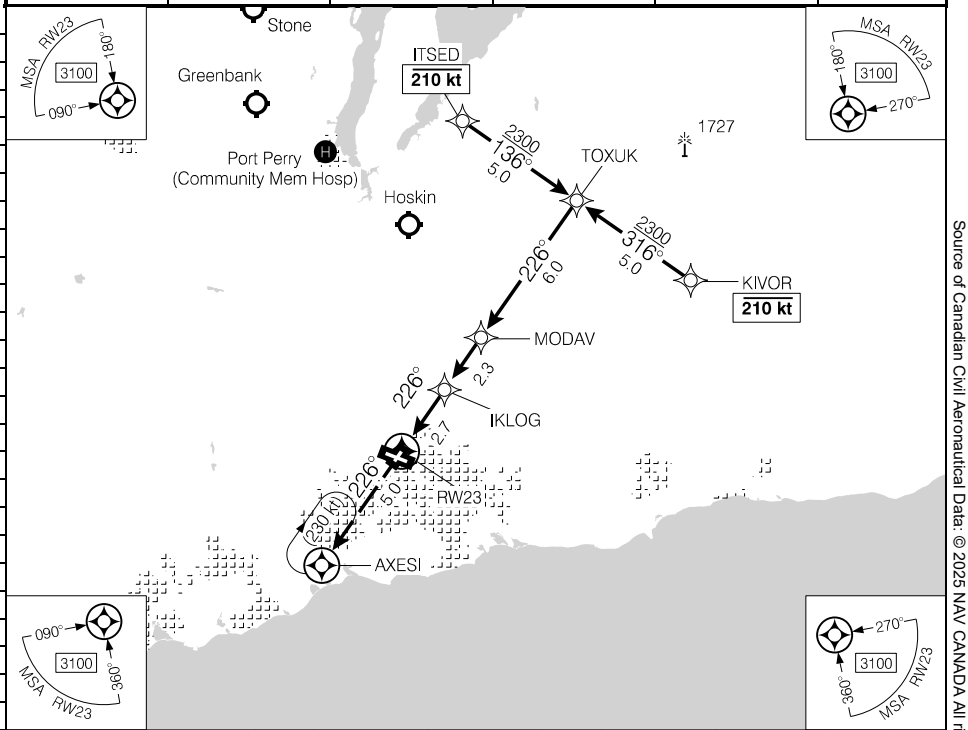
TORONTO/OSHAWA EXECUTIVE AIRPORT, ON

RNAV (GNSS) RWY 23

435522N 0785347W VAR 11°W

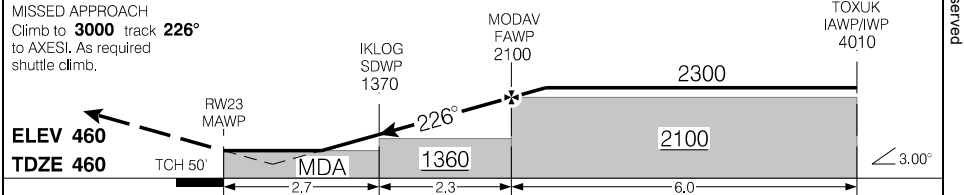
CYOO

ATIS – **125.67** MET – **125.67**	TML Toronto – **133.4**	TWR – **120.1** TFC – **120.1** MF*	GND – **118.4**	ARCAL 120.1(K) P1
SAFE ALT 100 NM **4900**	WAAS **Ch 80036** W23A	APCH CRS **226°**	MIN ALT MODAV **2100**	LDA **2654**



DIST FROM RW23		1.7	3	4	5	**5.6**	7	8	9	10	11
ALT (3.00° APCH PATH)		1060	1470	1780	2100	**2300**	2740	3060	3380	3690	4010

MISSED APPROACH
Climb to **3000** track **226°**
to AXESI. As required
shuttle climb.



RASS: When using CYYZ add **100'**.

CATEGORY	A	B	C	D
LPV	**710**	(250)	1	
LNAV	**1060**	(600)	1¾	

Knots	ft/min	Min:Sec
70	380	
90	480	
110	590	
130	690	
150	800	

RNAV (GNSS) RWY 23 CYOO

EFF 27 NOV 25

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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TORONTO/OSHAWA EXECUTIVE AIRPORT, ON

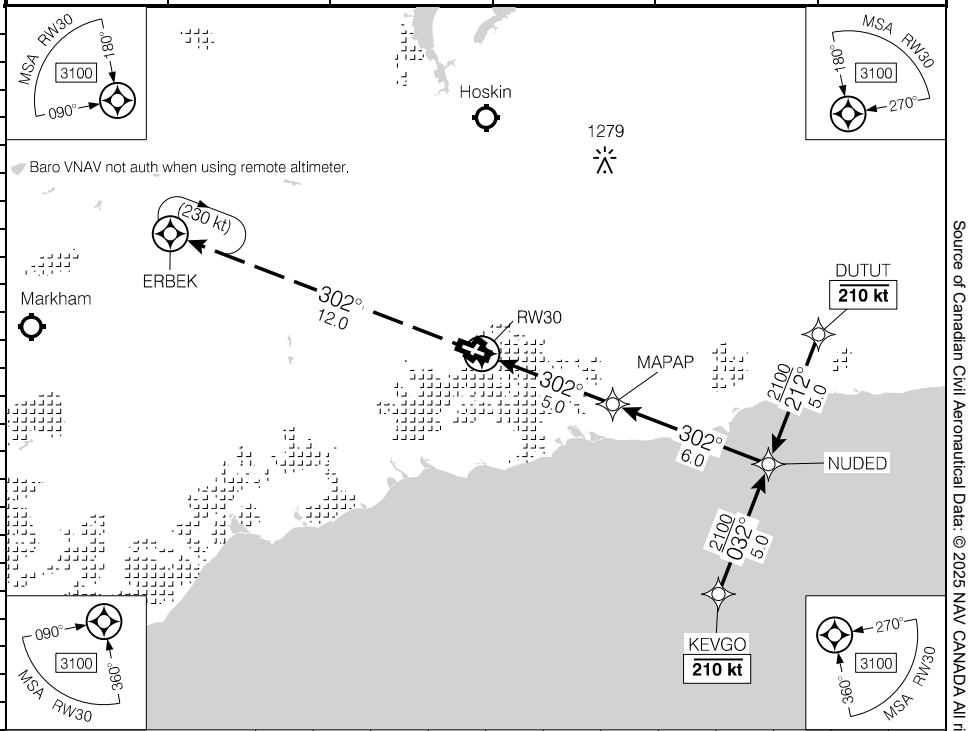
RNAV (GNSS) RWY 30

435522N 0785347W VAR 11°W

CYOO

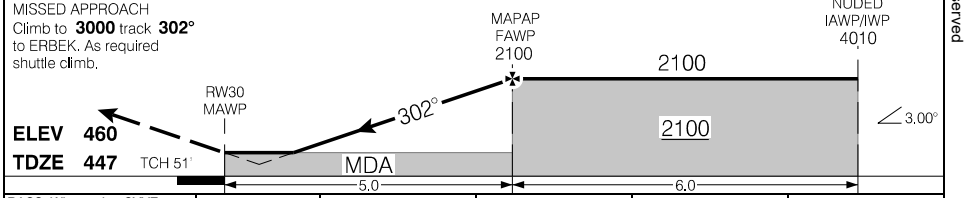
ATIS – 125.67	TML Toronto – 133.4	TWR – 120.1	GND – 118.4	ARCAL 120.1(K)
MET – 125.67		TFC – 120.1 MF*		P2 AS

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT MAPAP	LDA
4900	Ch 80467 W30A	302°	2100	4503



DIST FROM RW30	1.2	2	3	4	**5.0**	6	7	8	9	10	11
ALT (3.00° APCH PATH)	880	1130	1450	1770	**2100**	2410	2730	3040	3360	3680	4010

MISSED APPROACH
Climb to **3000** track **302°**
to ERBEK. As required
shuttle climb.



RASS: When using CYYZ add **100'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**696**	(250)	1	
LNAV/VNAV (min.-19°C, max. 54°C)	**880**	(434)	1½	
LNAV	**880**	(434)	1¼	

RNAV (GNSS) RWY 30

CYOO

EFF 27 NOV 25

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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Departure Route Description

Unless otherwise assigned by ATC:

All rwys: Maintain **3000**.
Expect clearance to flight planned altitude/flight level 10 minutes after departure.

Rwy 05: Requires a minimum climb gradient of **220** ft/NM to **1400**.
Climb on hdg **046°** for vectors to assigned route.

Rwy 12: Climb on hdg **122°** for vectors to assigned route.

Rwy 23: Climb on hdg **226°** for vectors to assigned route.

Rwy 30: Climb on hdg **302°** for vectors to assigned route.

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

Note: Refer to Noise Abatement Procedures for additional requirements.

Communication Failure

On recognition of communications failure 10 minutes or less after take-off and in IFR weather conditions, proceed as follows:

1. Select transponder code 7600;
2. Proceed on course;
3. DO NOT climb above last assigned altitude for 5 minutes after recognition of the failure, then;
4. Climb to flight planned altitude/flight level.

Note: If communications failure occurs more than 10 minutes after take-off, comply with the appropriate procedure for communication failure enroute.

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SID (VECTOR)

TORONTO/OSHAWA EXECUTIVE AIRPORT, ON

OSHAWA SIX DEP (CYOO6.)

CYOO

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OSHAWA SIX DEP (CYOO6.)

CYOO

EFF 27 NOV 25

Restrictions

Flights are prohibited between 2230 and 0630 local hrs unless approved by Airport Manager.

Preferential Runway Determination

Controllers will designate rwys to divert as many take-offs and landings as possible, consistent with safety of operations, from flight over noise sensitive areas. When Tower is closed, pilots will be expected to choose rwy 12 for landings and rwy 30 for departures consistent with safety of operations.

Departure Procedures

No turns below **1000'** ASL (**540'** AGL).

Arrivals Procedures

1. Turns to final approach will be made at or above **1000'** ASL (**540'** AGL).
2. Approaches to remain on or above an assumed **3°** Glide Slope.
3. If weather conditions permit, circling procedures to be conducted at **1460'** ASL.

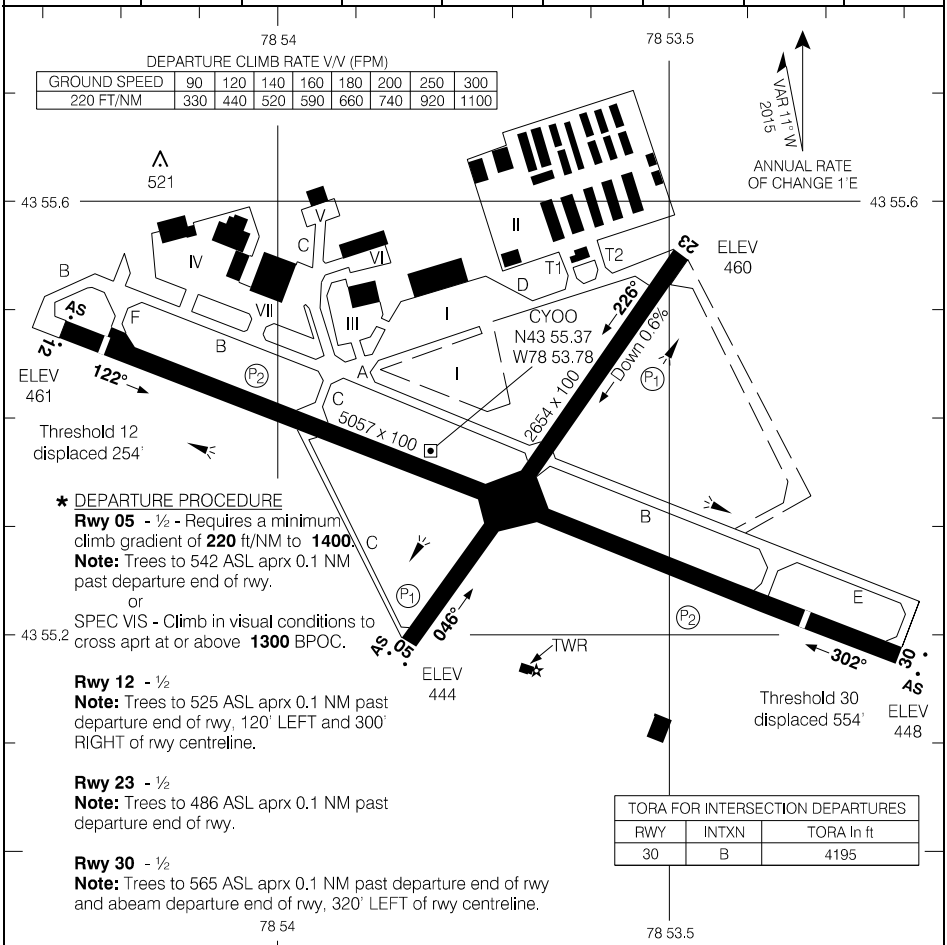
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TORONTO/OSHAWA EXECUTIVE AIRPORT, ON

AERODROME CHART — CYOO

ATIS – **125.67** MET – **125.67**	GND – **118.4**	TWR – **120.1** TFC – **120.1** MF*	TML Toronto – **133.4** Radio London – **123.15**

DECL DISTS	05	23	12	30				
TORA	2654	2654	4857	5000				
TODA	3054	3554	4857	5000				
ASDA	2654	2654	5215	5057				
LDA	2654	2654	4803	4503				



★ DEPARTURE PROCEDURE

Rwy 05 - ½ - Requires a minimum climb gradient of **220** ft/NM to **1400**'.
Note: Trees to 542 ASL aprx 0.1 NM past departure end of rwy.
or
SPEC VIS - Climb in visual conditions to cross aprt at or above **1300** BPOC.

Rwy 12 - ½
Note: Trees to 525 ASL aprx 0.1 NM past departure end of rwy, 120' LEFT and 300' RIGHT of rwy centreline.

Rwy 23 - ½
Note: Trees to 486 ASL aprx 0.1 NM past departure end of rwy.

Rwy 30 - ½
Note: Trees to 565 ASL aprx 0.1 NM past departure end of rwy and abeam departure end of rwy, 320' LEFT of rwy centreline.

TORA FOR INTERSECTION DEPARTURES		
RWY	INTXN	TORA In ft
30	B	4195

RUNWAY LEVEL OF SERVICE	
RVO	LVO
RWY 12, 30: (¼sm)	NOT AUTHORIZED

TAKE-OFF MINIMA	SCALE IN FEET
All Rwys: ★	1000 0 1000

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TRENTON, ON

ILS/DME RWY 06 (DND)

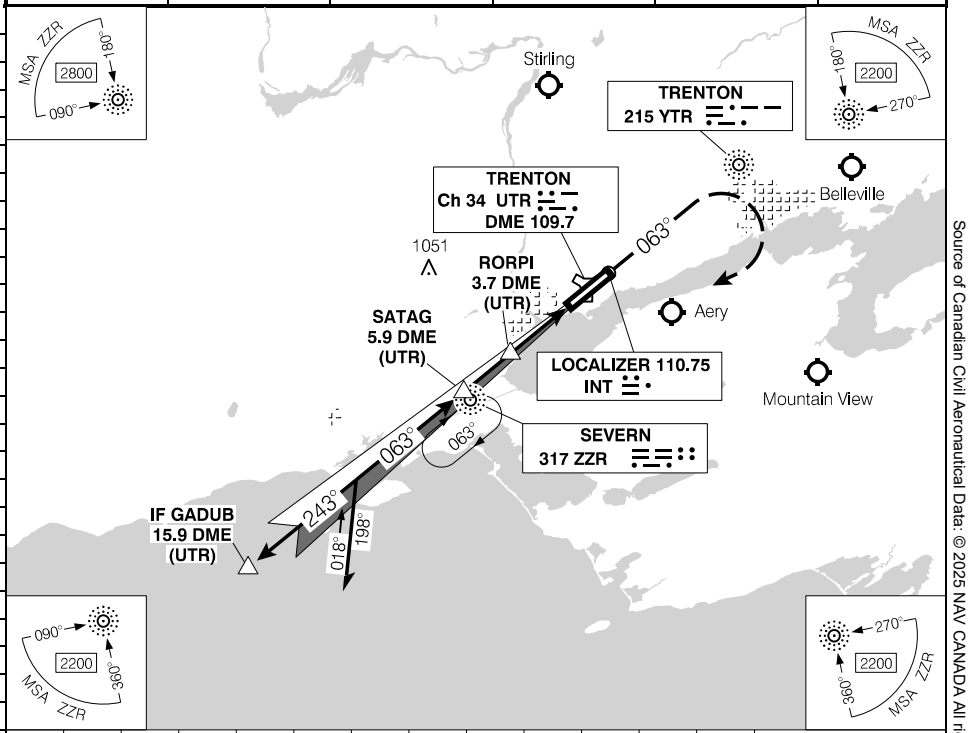
440709N 0773142W VAR 12°W

CYTR

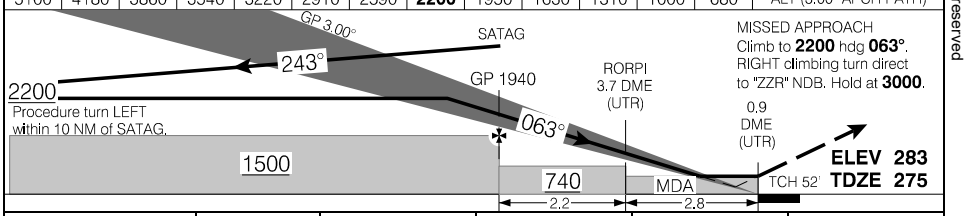
ATIS – 135.45 257.7	TML – 128.4 324.3	TWR – 128.7 236.6	GND – 121.9 275.8

SAFE ALT 100 NM	LOC INT	APCH CRS	GP SATAG	LDA
4800	110.75	063°	1940	10001

AN P2



15.9	13	12	11	10	9	8	**6.8**	6	5	4	3	2.0	DIST FROM DME (UTR)
5100	4180	3860	3540	3220	2910	2590	**2200**	1950	1630	1310	1000	680	ALT (3.00° APCH PATH)



CATEGORY	A	B	C	D
ILS/DME	**475** (200) ½			
LOC/DME	**680** (405) 1			
C CIRCLING	**820** (537) 1½	**880** (597) 1½	**960** (677) 2	**1200** (917) 3

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

ILS/DME RWY 06 (DND)

CYTR

EFF 15 JUN 23

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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TRENTON, ON

ILS RWY 24 (DND)

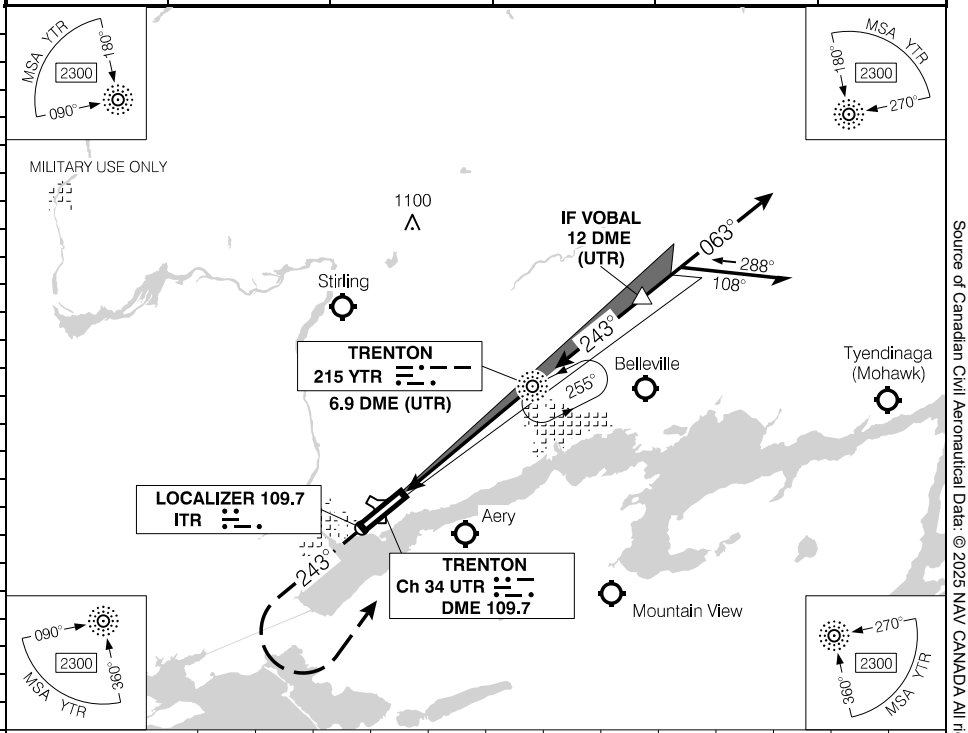
440709N 0773142W VAR 12°W

CYTR

ATIS – 135.45 257.7	TML – 128.4 324.3	TWR – 128.7 236.6	GND – 121.9 275.8

SAFE ALT 100 NM	LOC ITR	APCH CRS	GP YTR	LDA
4800	109.7	243°	2390	9001

P2 AN



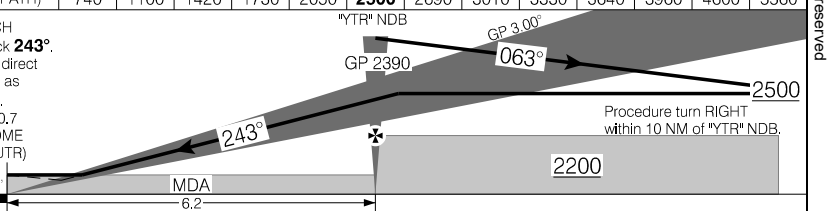
DIST FROM DME (UTR)	1.9	3	4	5	6	**7.4**	8	9	10	11	12	14	17
ALT (3.00° APCH PATH)	740	1100	1420	1730	2050	**2500**	2690	3010	3330	3640	3960	4600	5560

MISSED APPROACH
Climb to **2300** track **243°**.
LEFT climbing turn direct to "YTR" NDB, Hold as published at **3000**.

ELEV 283
TDZE 282

0.7 DME (UTR)

TCH 51



CATEGORY	A	B	C	D
ILS ILS/DME	**482** (200) ½ RVR 26			
LOC	**860** (578) 1¼			
C CIRCLING	**880** (597) 1½		**960** (677) 2	**1200** (917) 3

"YTR" NDB to MAP 6.2 NM

Knots	ft/min	Min:Sec
70	370	**5:29**
90	480	**4:16**
110	580	**3:29**
130	690	**2:57**
150	800	**2:34**

ILS RWY 24 (DND)

EFF 15 JUN 23

CYTR

Canada Air Pilot
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TRENTON, ON

RNAV (GNSS) RWY 06 (DND)

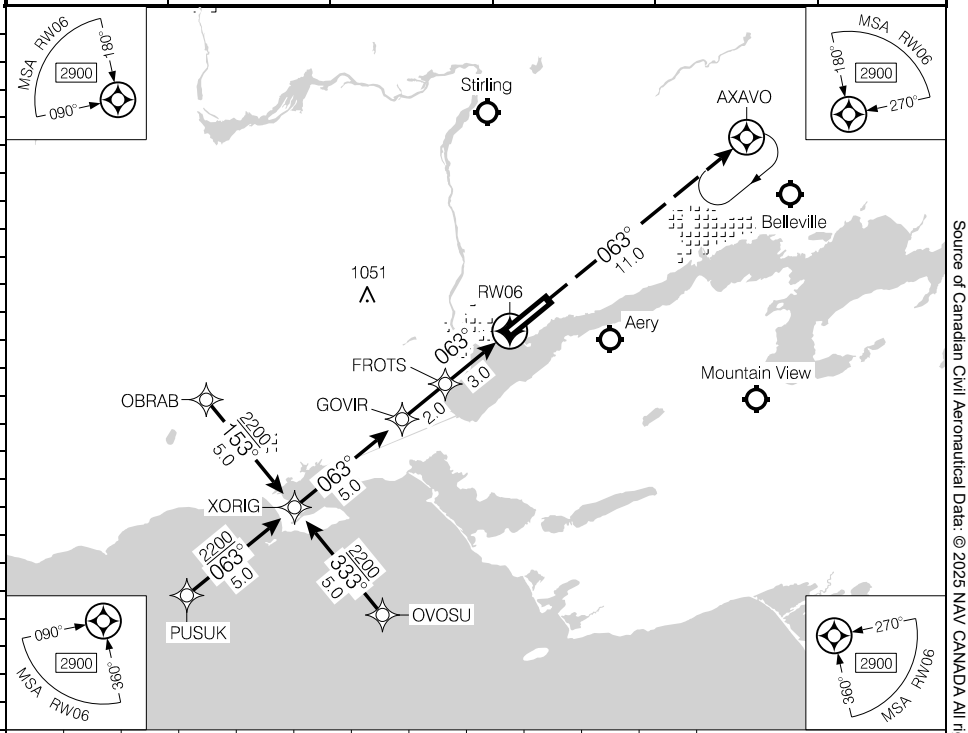
440709N 0773142W VAR 12°W

CYTR

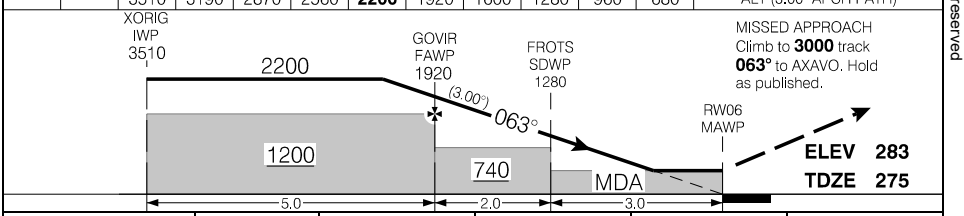
ATIS – 135.45 257.7	TML – 128.4 324.3	TWR – 128.7 236.6	GND – 121.9 275.8

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT GOVIR	LDA
4800		063°	1200	10001

P2 AN



		10	9	8	7	5.9	5	4	3	2	1.1	DIST FROM RW06
		3510	3190	2870	2560	2200	1920	1600	1280	960	680	ALT (3.00° APCH PATH)



	CATEGORY	A	B	C	D
	LNAV	680 (405) 1			
	C CIRCLING	820 (537) 1½	880 (597) 1½	960 (677) 2	1200 (917) 3

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 06 (DND)

CYTR

EFF 8 SEP 22

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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TRENTON, ON

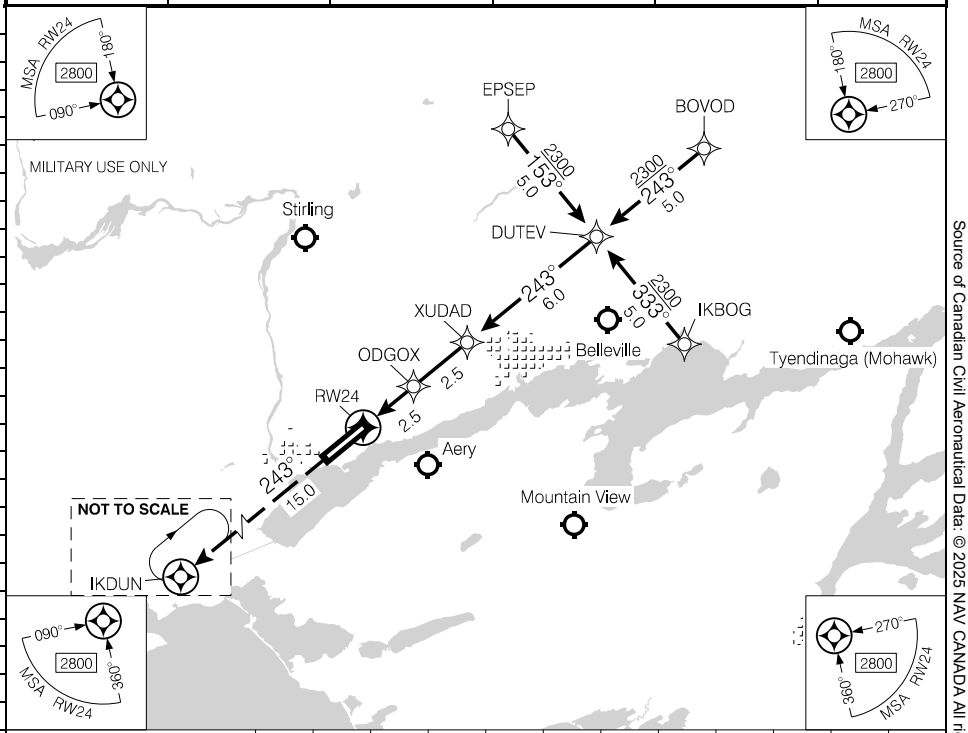
RNAV (GNSS) RWY 24 (DND)

440709N 0773142W VAR 12°W

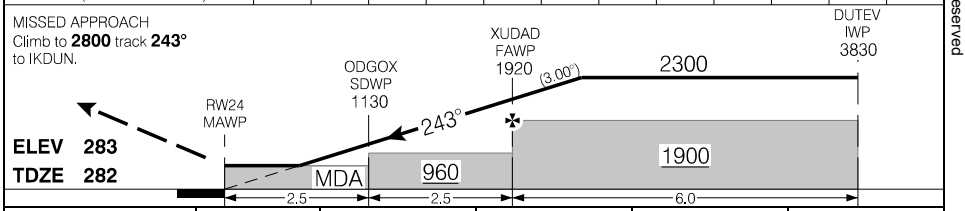
CYTR

ATIS – 135.45 257.7	TML – 128.4 324.3	TWR – 128.7 236.6	GND – 121.9 275.8

SAFE ALT 100 NM	RNAV	APCH CRS	MIN ALT XUDAD	LDA
4800		243°	1900	9001



DIST FROM RW24	1.3	2	3	4	5	**6.2**	7	8	9	10	11
ALT (3.00° APCH PATH)	740	970	1290	1610	1920	**2300**	2560	2880	3200	3520	3830



CATEGORY	A	B	C	D
LNAV	740 (458) 1			
C CIRCLING	820 (537) 1½	880 (597) 1½	960 (677) 2	1200 (917) 3

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 24 (DND)

CYTR

EFF 12 JUN 25

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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TRENTON, ON

NDB RWY 06 (DND)

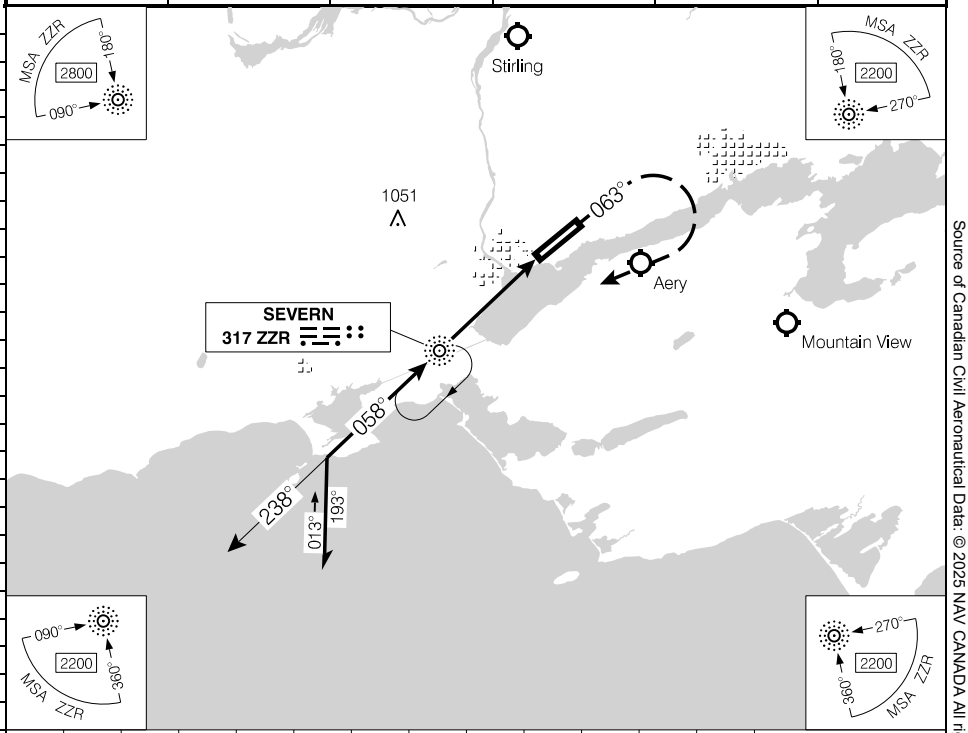
440709N 0773142W VAR 12°W

CYTR

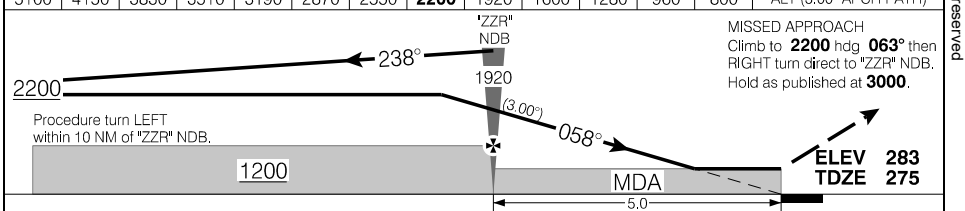
ATIS – 135.45 257.7	TML – 128.4 324.3	TWR – 128.7 236.6	GND – 121.9 275.8

SAFE ALT 100 NM	NDB ZZR 317	APCH CRS 058°	MIN ALT ZZR 1200	LDA 10001
4800				

P2 AN



15	12	11	10	9	8	7	5.9	5	4	3	2	1.5	DIST FROM MAP
5100	4150	3830	3510	3190	2870	2550	2200	1920	1600	1280	960	800	ALT (3.00° APCH PATH)



CATEGORY	A	B	C	D
NDB	860 (585) 1			
C CIRCLING	860 (577) 1½	880 (597) 1½	960 (677) 2	1200 (917) 3

"ZZR" NDB to MAP 5.0 NM

Knots	ft/min	Min:Sec
70	370	4:17
90	480	3:20
110	580	2:44
130	690	2:18
150	800	2:00

NDB RWY 06 (DND)

EFF 8 SEP 22

CYTR

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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TRENTON, ON

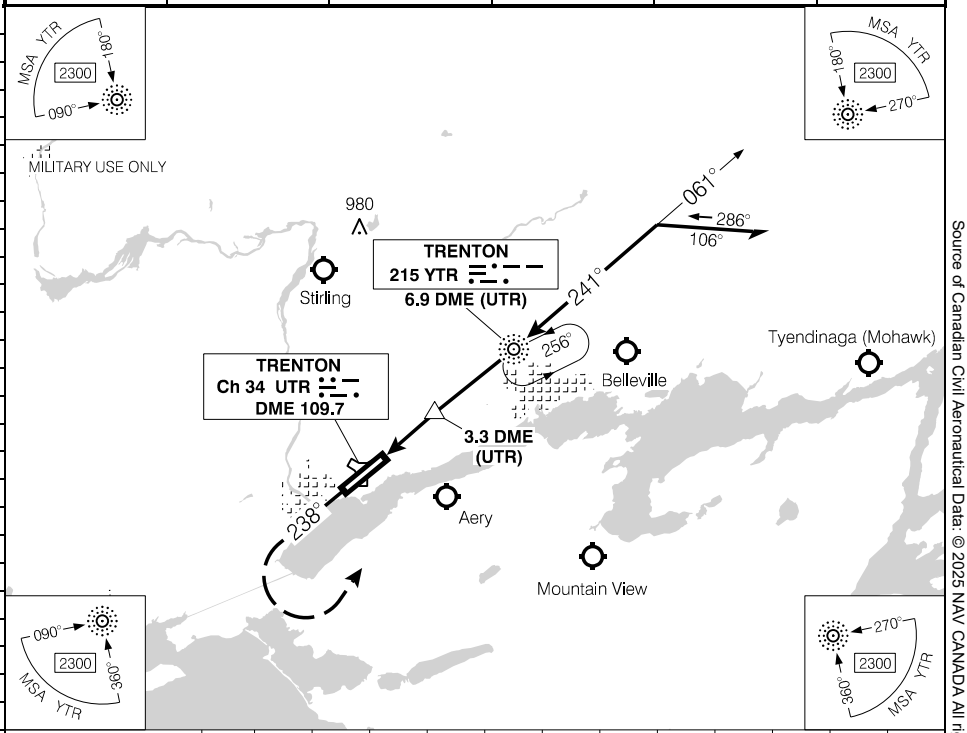
NDB RWY 24 (DND)

440709N 0773142W VAR 12°W

CYTR

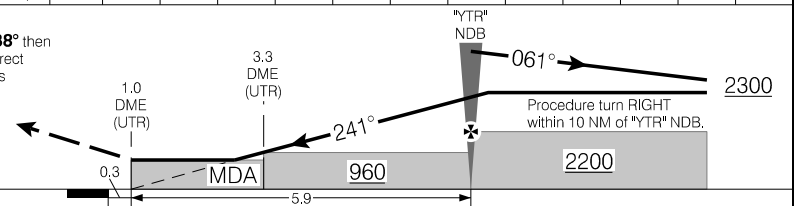
ATIS – 135.45 257.7	TML – 128.4 324.3	TWR – 128.7 236.6	GND – 121.9 275.8

SAFE ALT 100 NM	NDB YTR	APCH CRS	MIN ALT YTR	LDA
4800	215	241°	2200	9001



DIST FROM DME (UTR)			2.5	3	4	5	6	6.9	8	9	10	11	12
ALT (3.00° APCH PATH)			900	1050	1370	1690	2000	2300	2640	2960	3280	3600	3910

MISSED APPROACH
To **2300** heading **238°** then LEFT climbing turn direct to "YTR" NDB, Hold as published at **3000**.



ELEV 283
TDZE 282

"YTR" NDB to 1.0 DME 5.9 NM		
Knots	ft/min	Min:Sec
70	370	5:03
90	480	3:56
110	580	3:13
130	690	2:43
150	800	2:22

CATEGORY	A	B	C	D
NDB/DME	**900** (618) 1¼			
C CIRCLING	**900** (617) 1½		**960** (677) 2	**1200** (917) 3
NDB	**960** (678) 1½			
C CIRCLING	**960** (677) 1½		**960** (677) 2	**1200** (917) 3

NDB RWY 24 (DND)

CYTR

EFF 15 JUN 23

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

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Departure Route Description

Unless otherwise assigned by ATC

Rwy 06: 1. Turn right hdg **150**° for RADAR vectors to assigned route.

2. Climb to and maintain **3000**' ASL until 15 DME then climb to **5000**' ASL or flight planned altitude, whichever is lower.

Rwy 24: 1. Turn left hdg **150**° for RADAR vectors to assigned route.

2. Climb to and maintain **3000**' ASL until 15 DME then climb to **5000**' ASL or flight planned altitude, whichever is lower.

Communication Failure

Transponder mode A/3 code 7600

On recognition of a failure 20 minutes or less after takeoff and in IFR weather condition proceed as follows:

1. Upon reaching last assigned altitude proceed on course;
2. Do not climb above last assigned altitude for 5 minutes after recognition of failure, then;
3. Climb to flight planned altitude.

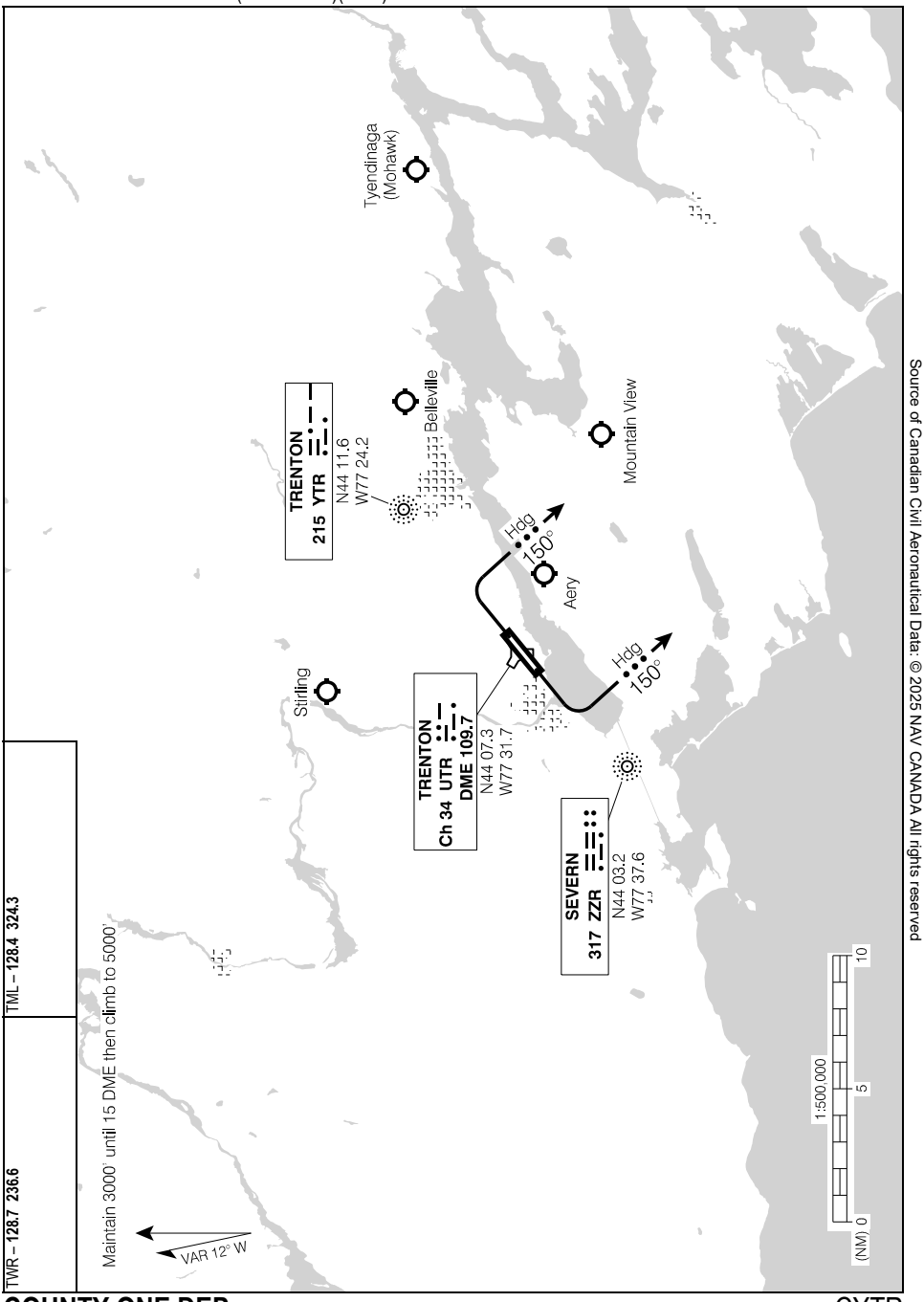
NOTE: If communication failure occurs more than 20 minutes after take-off, comply with the appropriate procedure for communication failure enroute.

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SID (VECTOR)

COUNTY ONE DEP (COUNTY1.)(DND)

TRENTON, ON
CYTR



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COUNTY ONE DEP (COUNTY1.)(DND)

CYTR

EFF 17 APR 25

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

Departure Route Description

Unless otherwise assigned by ATC

Rwys 06 & 24: 1. Climb rwy hdg for RADAR vectors to assigned route.

2. Maintain **5000'** ASL or flight planned altitude, whichever is lower.

Communication Failure

Transponder mode A/3 code 7600

On recognition of a failure 20 minutes or less after takeoff and in IFR weather condition proceed as follows:

1. Upon reaching last assigned altitude proceed on course;
2. Do not climb above last assigned altitude for 5 minutes after recognition of failure, then;
3. Climb to flight planned altitude.

NOTE: If communications failure occurs more than 20 minutes after take-off, comply with the appropriate procedure for communication failure enroute.

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SID (VECTOR)

TRENTON ONE DEP (CYTR1.)(DND)

TRENTON, ON
CYTR

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TRENTON ONE DEP (CYTR1.)(DND)

EFF 17 APR 25

CYTR

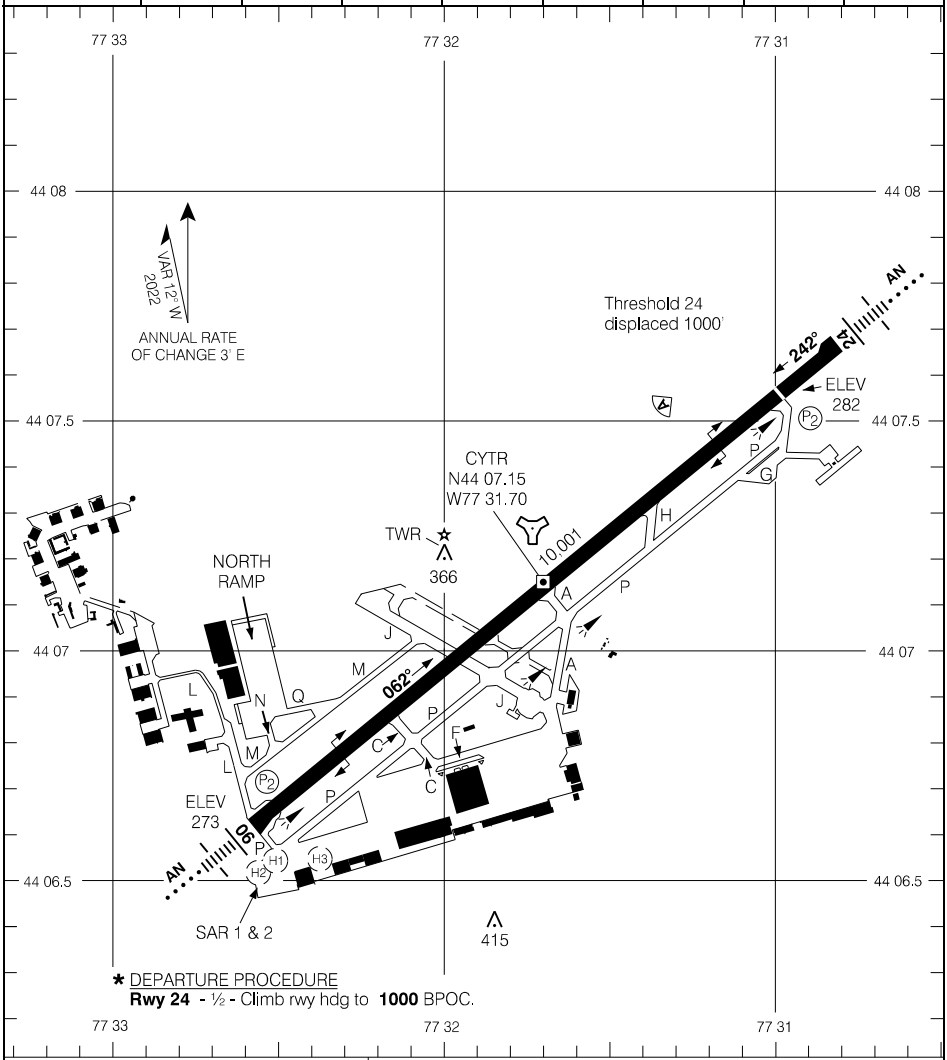
Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

TRENTON, ON

AERODROME CHART (DND) CYTR

ATIS – **135.45 257.7**	CLNC DEL – **124.35 286.4** GND – **121.9 275.8**	TWR – **128.7 236.6**	TML – **128.4 324.3**

DECL DISTS	06	24
TORA	10001	10001
TODA	10001	10001
ASDA	10001	10001
LDA	10001	9001



TAKE-OFF MINIMA
Rwy 06: ½ Rwy 24: *

SCALE IN FEET
2000 1000 0 1000 2000

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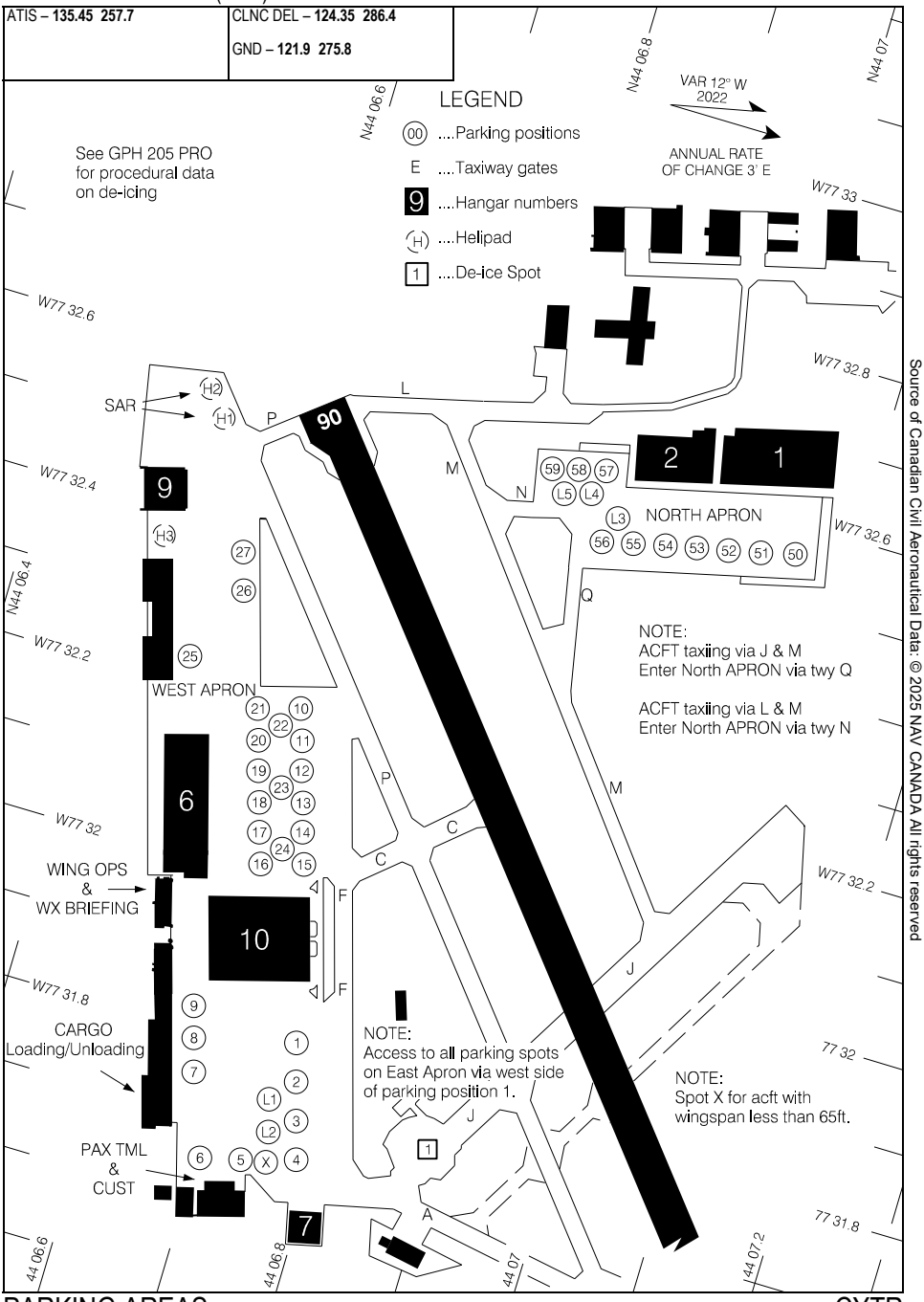
Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

TRENTON, ON

PARKING AREAS (DND)

CYTR

ATIS – **135.45 257.7**	CLNC DEL – **124.35 286.4**
	GND – **121.9 275.8**



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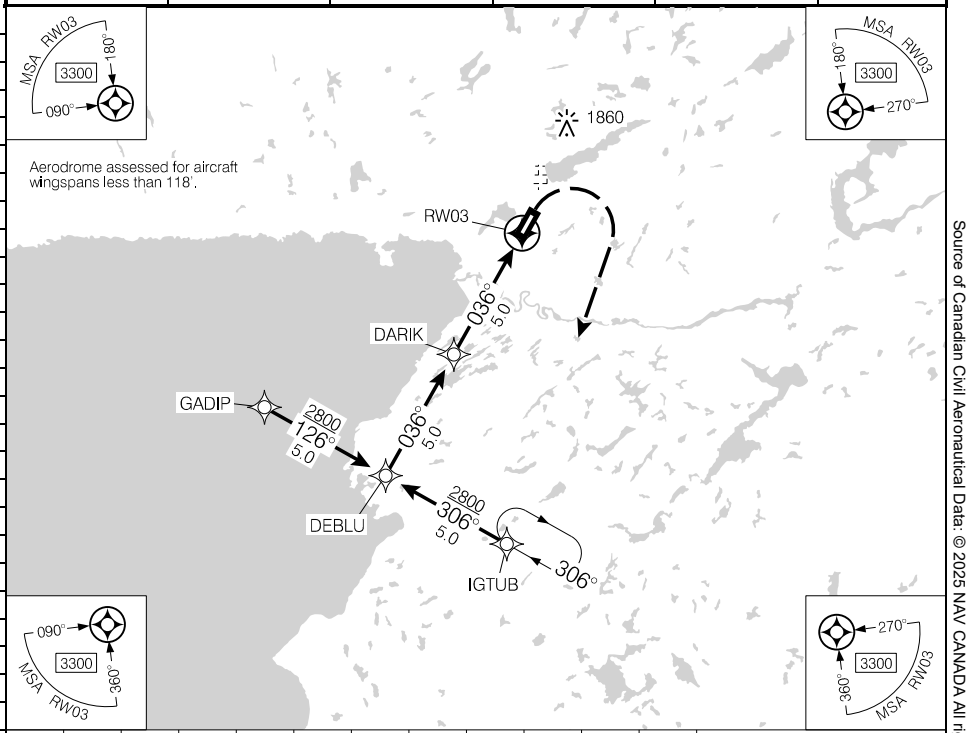
WAWA, ON

RNAV (GNSS) RWY 03

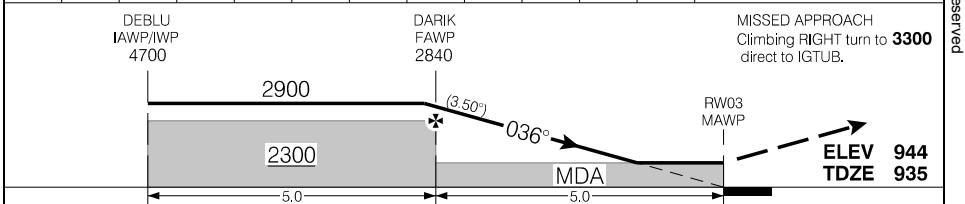
475801N 0844711W VAR 7°W

CYXZ

	CTR Toronto – **124.07**		UNICOM – **122.8** (AU) ATF		ARCAL 122.8(K) P2 3.5°
SAFE ALT 100 NM **3400**	RNAV	APCH CRS **036°**	MIN ALT DARIK **2300**	LDA **4429**	



		10	9	8	7	6	**5.2**	4	3	1.5		DIST FROM RW03
		4700	4330	3960	3580	3210	**2900**	2470	2100	1540		ALT (3.50° APCH PATH)



RASS: When using CYLD add **210'**.

CATEGORY	A	B	C	D
LNAV	**1540**	(605)	1¾	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70	430	
90	560	
110	680	
130	810	
150	930	

RNAV (GNSS) RWY 03

CYXZ

EFF 25 FEB 21

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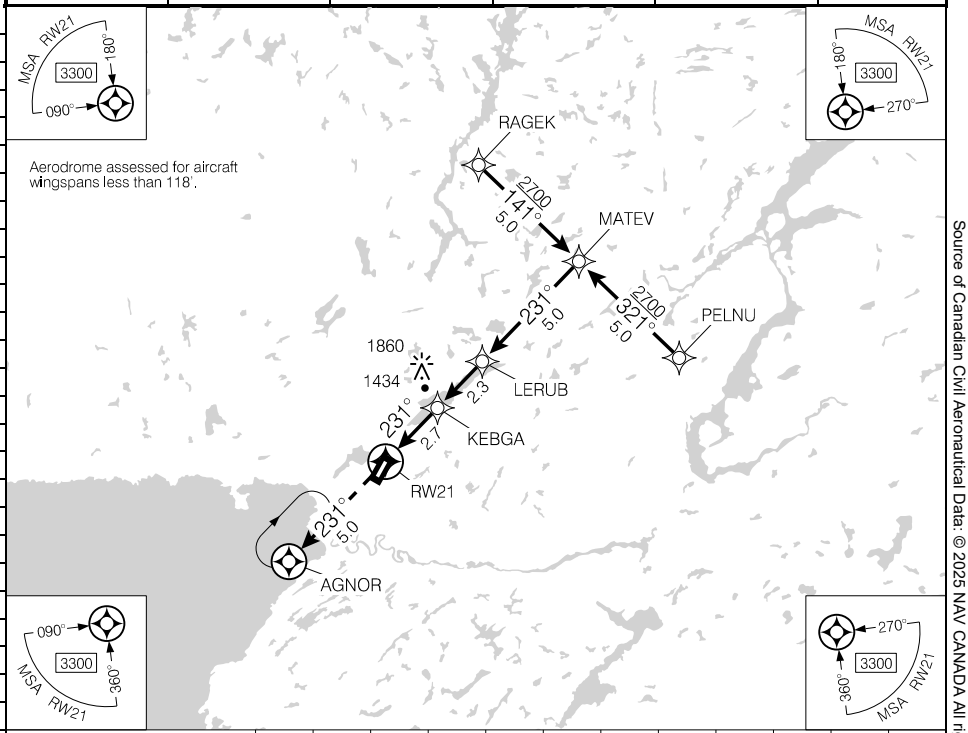
WAWA, ON

RNAV (GNSS) A

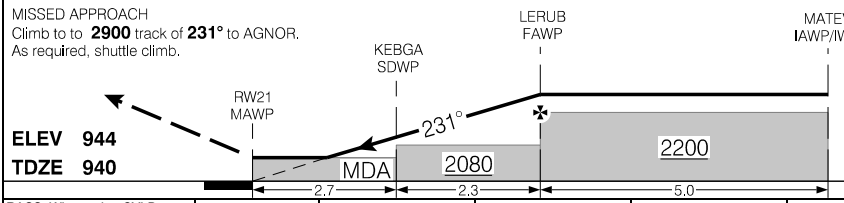
CYXZ

475801N 0844711W VAR 7°W

	CTR Toronto – **124.07**		◒ UNICOM – **122.8** (AU) ATF		ARCAL 122.8(K) LIGHTING: REFER TO AD CHART
SAFE ALT 100 NM **3400**	RNAV	APCH CRS **231°**	MIN ALT LERUB **2200**	LDA REFER TO AD CHART	



MISSED APPROACH
Climb to to **2900** track of **231°** to AGNOR.
As required, shuttle climb.



RASS: When using CYLD add **210'**.

CATEGORY	A	B	C	D
CIRCLING	**1680** (736) 2¼		**1720** (776) 2¼	NOT AUTHORIZED

Knots	ft/min	Min:Sec
70		
90		
110		
130		
150		

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Canada Air Pilot
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WAWA, ON

AERODROME CHART

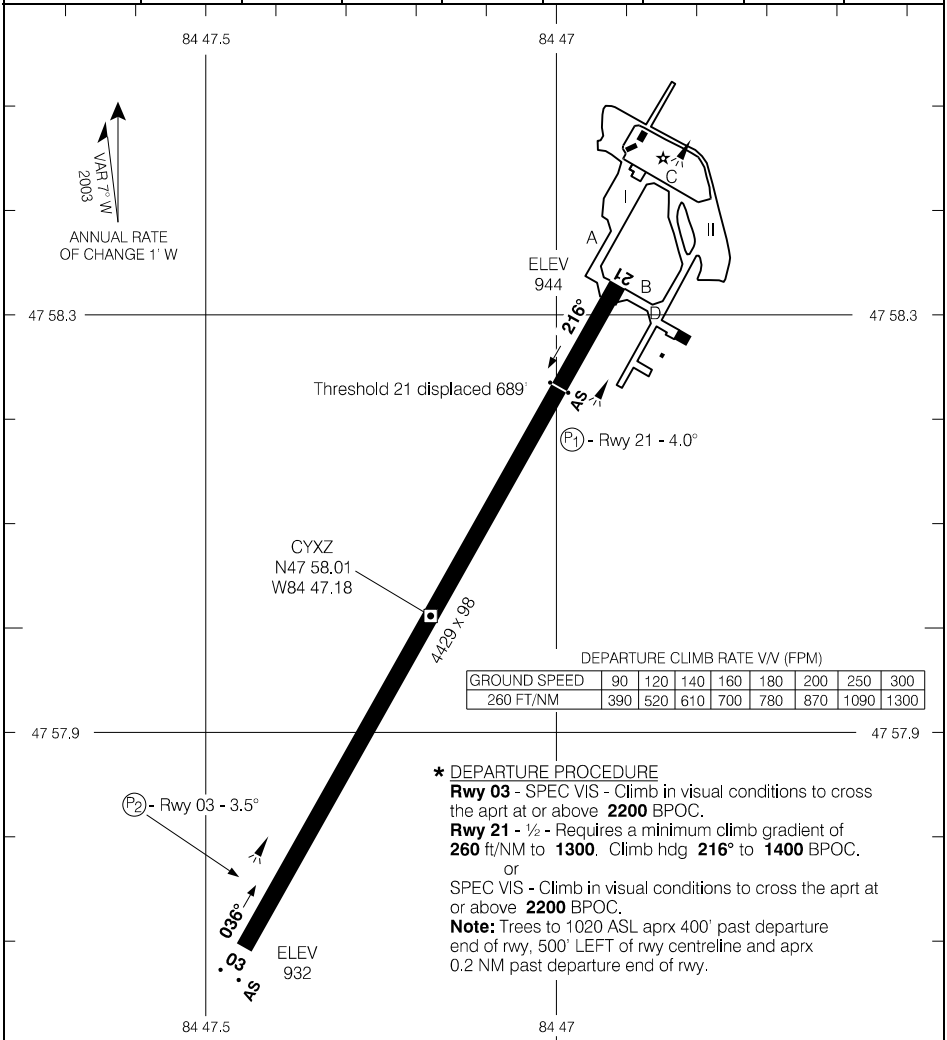
CYXZ

UNICOM – **122.8** (AU)

ATF

CTR Toronto – **124.07**

DECL DISTS	03	21
TORA	4429	4429
TODA	4429	4429
ASDA	4429	4429
LDA	4429	3740



DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
260 FT/NM	390	520	610	700	780	870	1090	1300

* DEPARTURE PROCEDURE

Rwy 03 - SPEC VIS - Climb in visual conditions to cross the aprt at or above **2200** BPOC.

Rwy 21 - ½ - Requires a minimum climb gradient of **260** ft/NM to **1300**. Climb hdg **216°** to **1400** BPOC.

or

SPEC VIS - Climb in visual conditions to cross the aprt at or above **2200** BPOC.

Note: Trees to 1020 ASL aprx 400' past departure end of rwy, 500' LEFT of rwy centreline and aprx 0.2 NM past departure end of rwy.

TAKE-OFF MINIMA

Rwys 03, 21: *

SCALE IN FEET

1000 0 1000

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AERODROME CHART

CYXZ

EFF 8 NOV 18

Canada Air Pilot
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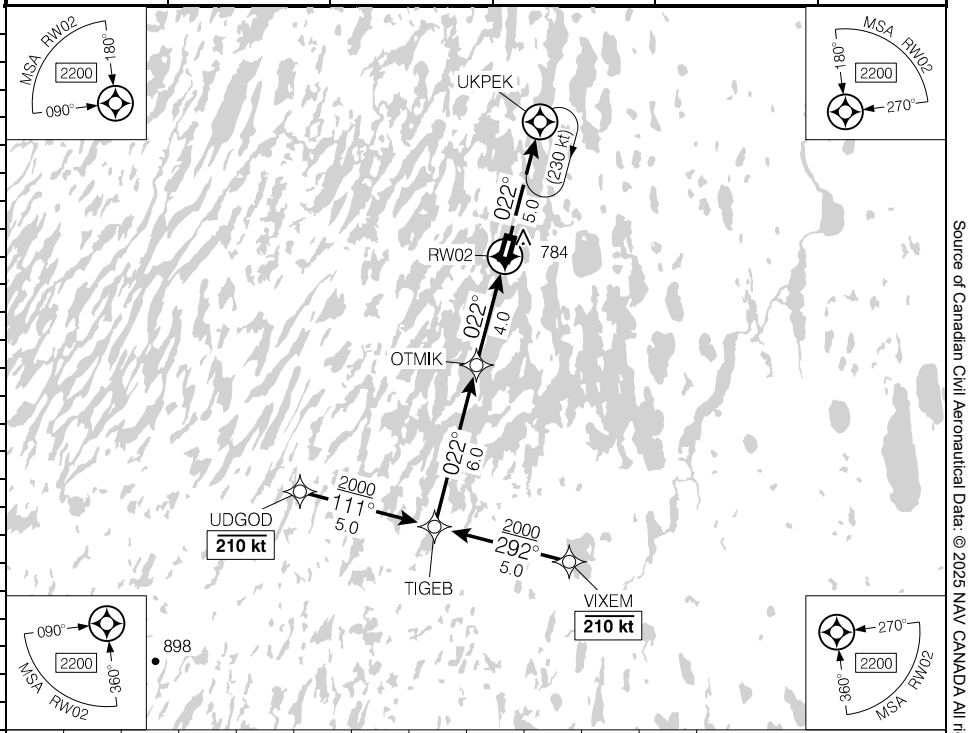
WEBEQUIE, ON

RNAV (GNSS) RWY 02

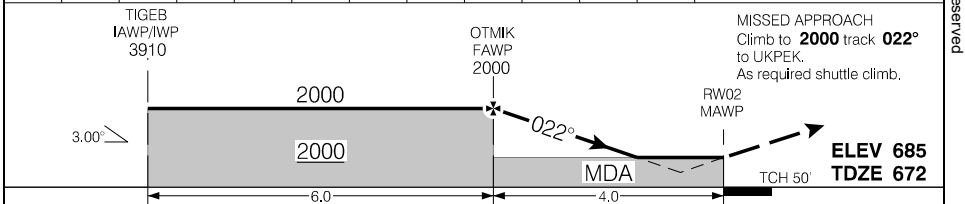
525734N 0872231W VAR 7°W

CYWP

		TFC – 122.8 ATF		ARCAL 122.8(K)
SAFE ALT 100 NM **2600**	WAAS **Ch 80410** W02A	APCH CRS **022°**	MIN ALT OTMIK **2000**	LDA **3525**



		10	9	8	7	6	5	**4.0**	3	1.5		DIST FROM RW02
		3910	3580	3270	2950	2630	2310	**2000**	1670	1180		ALT (3.00° APCH PATH)



RASS: Use CYLH.

CATEGORY	A	B	C	D
LPV	**1165**	(500)	1¾	
LNAV	**1180**	(515)	1½	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 02

CYWP

EFF 17 APR 25

Canada Air Pilot
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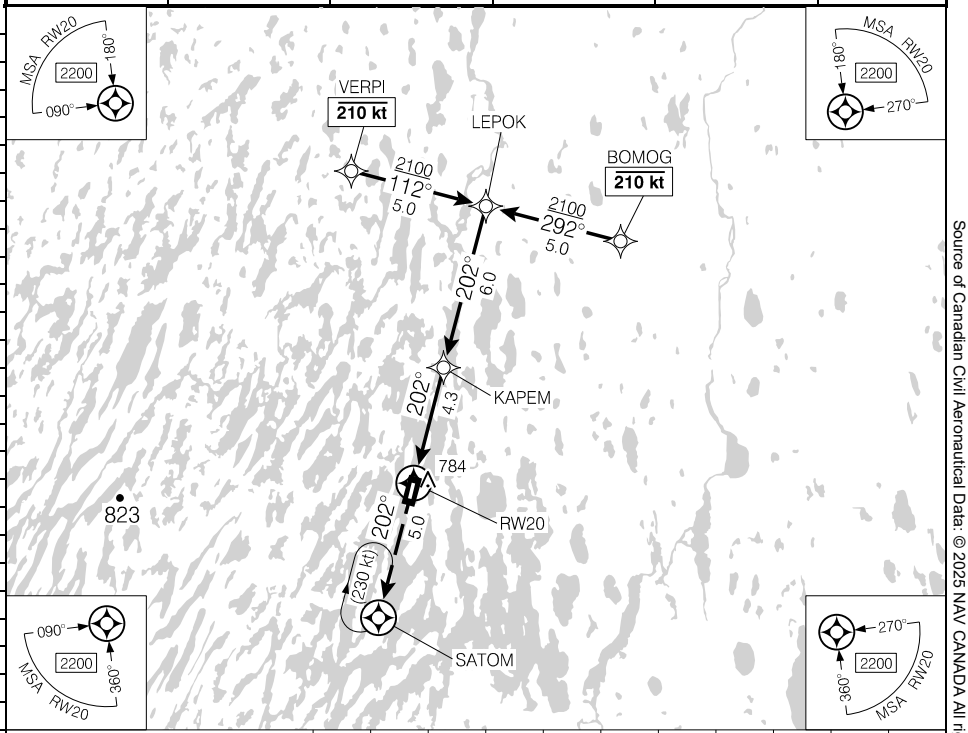
WEBEQUIE, ON

RNAV (GNSS) RWY 20

525734N 0872231W VAR 7°W

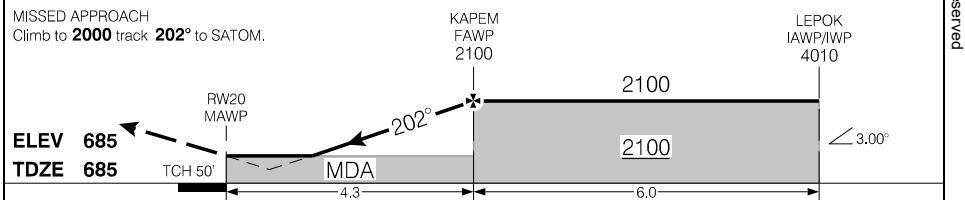
CYWP

		TFC – **122.8** ATF			ARCAL 122.8(K)
SAFE ALT 100 NM **2600**	WAAS **Ch 80411** W20A	APCH CRS **202°**	MIN ALT KAPEM **2100**	LDA **3525**	



DIST FROM RW20	1.5	3	**4.3**	5	6	7	8	9	10.3		
ALT (3.00° APCH PATH)	1200	1690	**2100**	2330	2650	2970	3290	3600	4010		

MISSED APPROACH
Climb to **2000** track **202°** to SATOM.



RASS: Use CYLH.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**1185**	(500)	1¾	
LNAV	**1200**	(515)	1½	

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RNAV (GNSS) RWY 20

CYWP

EFF 17 APR 25

Canada Air Pilot
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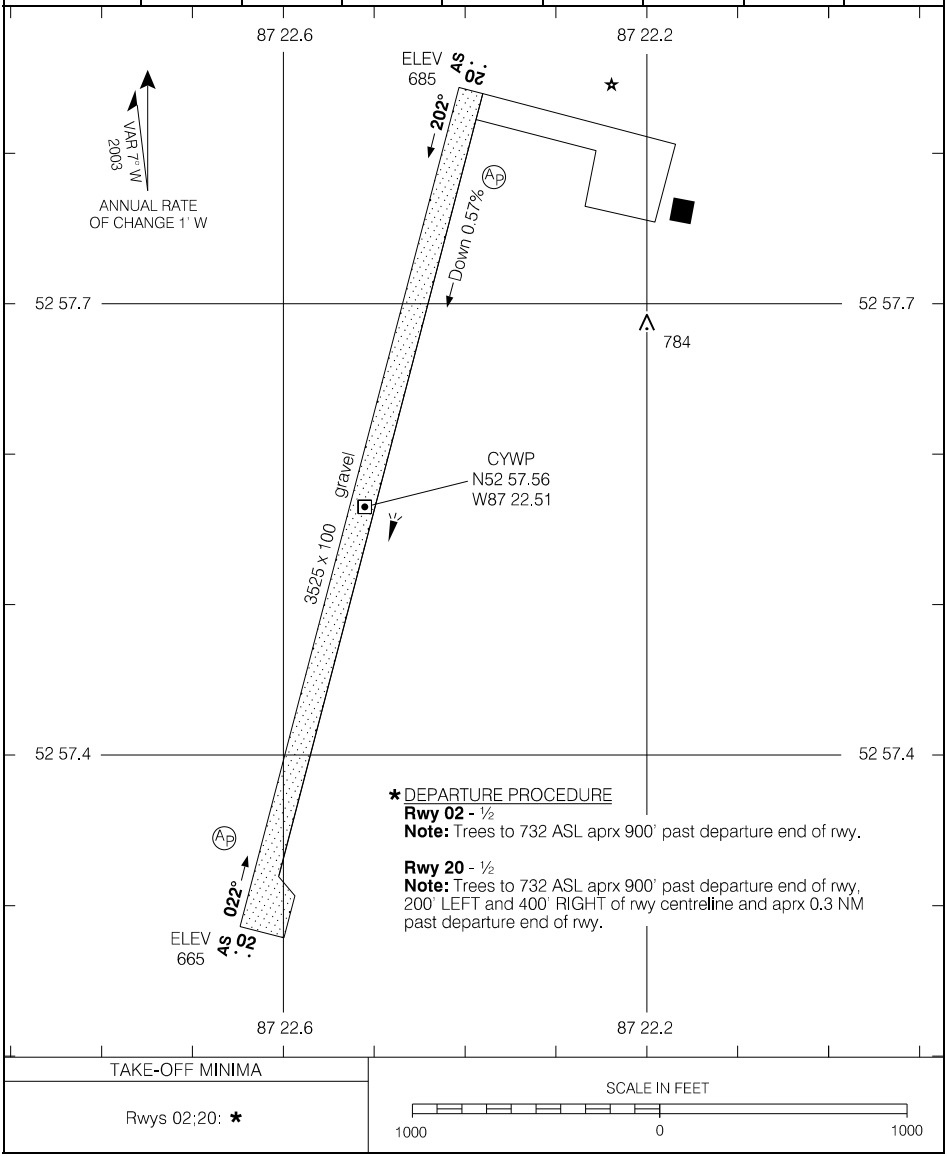
WEBEQUIE, ON

AERODROME CHART

CYWP

TFC – **122.8** ATF

DECL DISTS	02	20						
TORA	3525	3525						
TODA	4509	4509						
ASDA	3525	3525						
LDA	3525	3525						



TAKE-OFF MINIMA
Rwys 02;20: *

SCALE IN FEET

1000 0 1000

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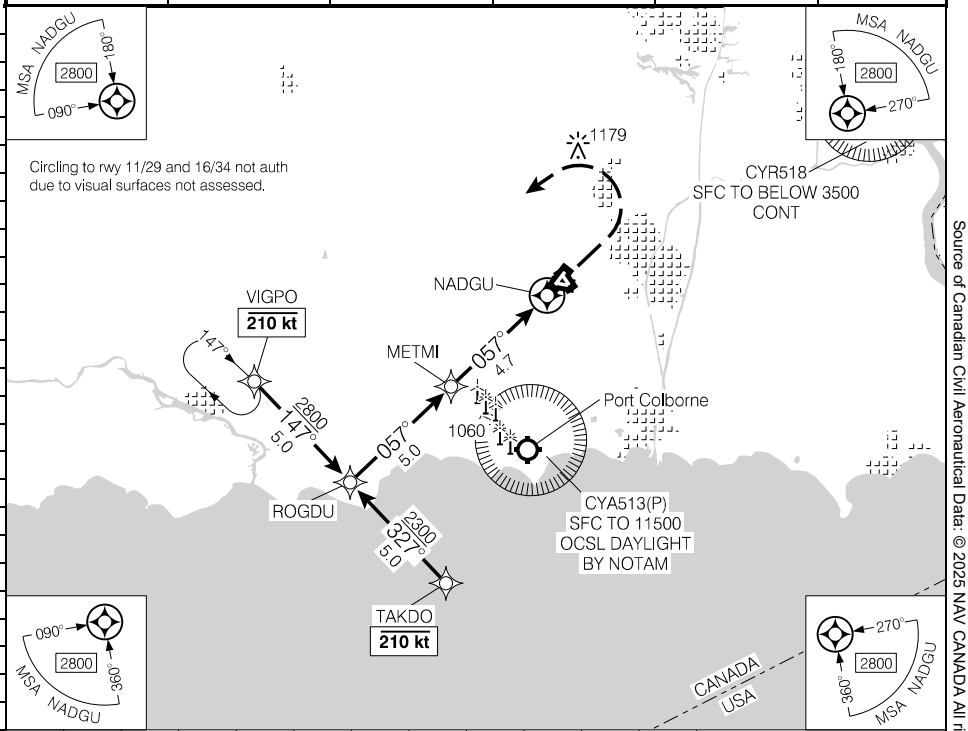
WELLAND/NIAGARA CENTRAL DOROTHY RUNGELING, ON

RNAV (GNSS) RWY 05

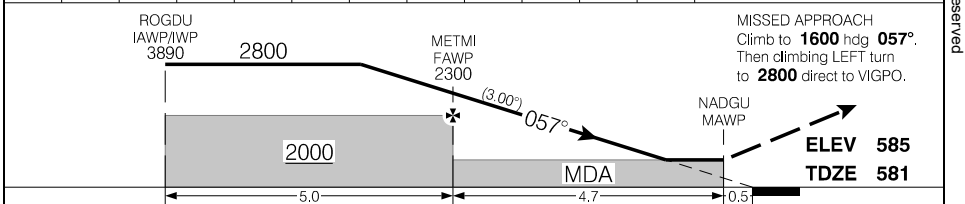
425848N 0791929W VAR 10°W

CNQ3

	TML Toronto – **133.4 (N)** ARR Buffalo – **126.5 (S)**	◕ UNICOM – **123.5** ATF			ARCAL 123.5(K)
SAFE ALT 100 NM **5300**	RNAV	APCH CRS **057°**	MIN ALT METMI **2000**	LDA **3493**	9.0°



		9.7	9	8	7	**6.3**	5	4	3	2	1.0	DIST FROM NADGU
		3890	3650	3340	3020	**2800**	2380	2060	1740	1430	1100	ALT (3.00° APCH PATH)



RASS: Use KIAG.

CATEGORY	A	B	C	D
LNAV	**1100** (519)	1½	NOT AUTHORIZED	
CIRCLING	**1100** (515)	1½	NOT AUTHORIZED	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

RNAV (GNSS) RWY 05

CNQ3

EFF 5 SEP 24

Canada Air Pilot
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Departure Procedure

Rwy 05 – ½: Departure not authorized when CYA513 active. Requires a minimum climb gradient of **410** ft/NM to **4500**.

Note: Trees to 646 ASL abeam departure end of rwy, aprx 400' RIGHT of rwy centreline.

or

SPEC VIS - Climb in visual conditions to cross the aprt at or above **2600** BPOC.

Rwy 23 – ½: Departure not authorized when CYA513 active. Climb hdg **228°** to **2200** BPOC.

Note: Trees to 644 ASL aprx 0.2 NM past departure end of rwy. Powerlines to 653 ASL aprx 0.3 NM past departure end of rwy, aprx 1000' LEFT of rwy centreline.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
410 FT/NM	620	820	960	1100	1230	1370	1710	2050

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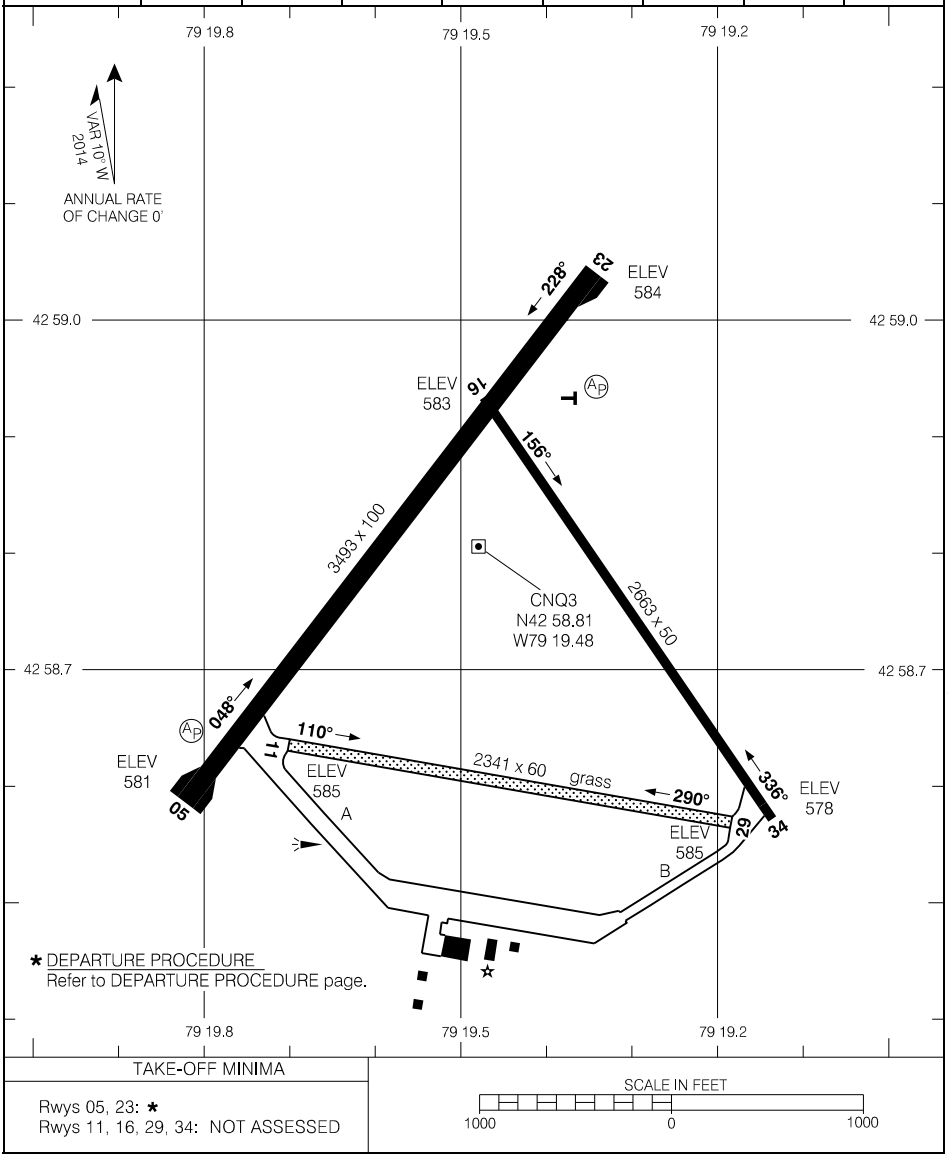
AERODROME CHART — CNQ3

UNICOM – **123.5**

ATF

TML Toronto – **133.4 (N)**
ARR Buffalo – **126.5 (S)**

DECL DISTS	05	23	16	34				
TORA	3493	3493	2663	2663				
TODA	3493	3493	2663	2663				
ASDA	3493	3493	2663	2663				
LDA	3493	3493	2663	2663				



TAKE-OFF MINIMA

Rwys 05, 23: *
Rwys 11, 16, 29, 34: NOT ASSESSED

SCALE IN FEET
1000 0 1000

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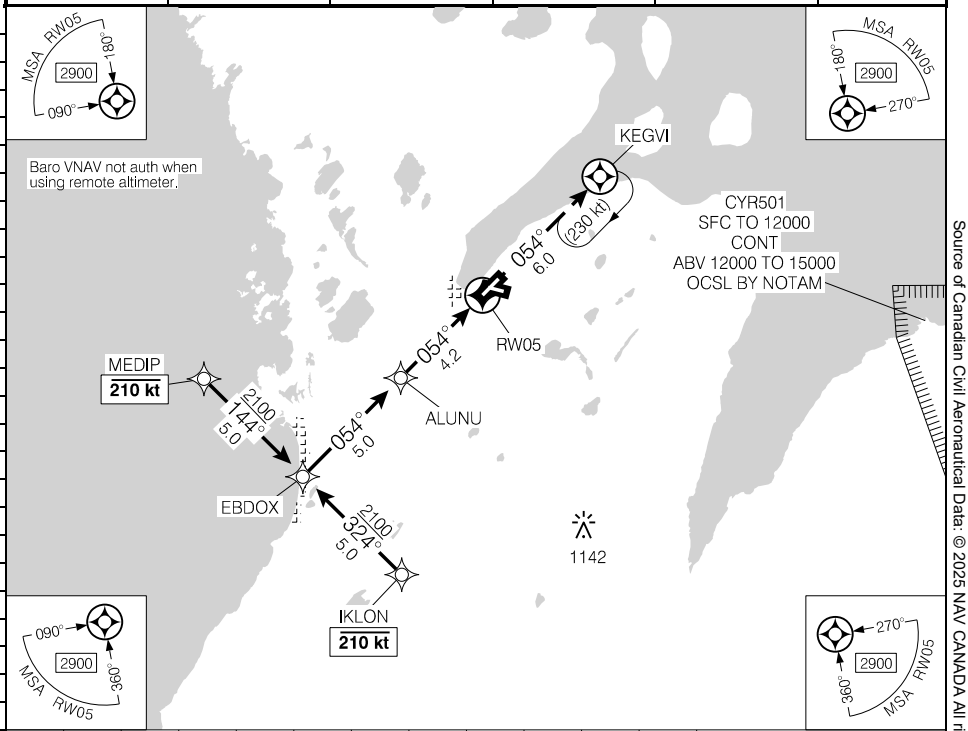
Canada Air Pilot
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RNAV (GNSS) RWY 05

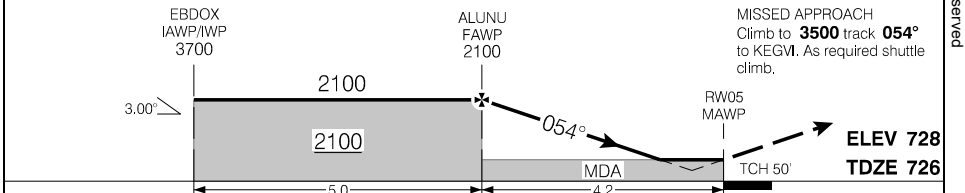
WIARTON, ON
CYVV

444439N 0810631W VAR 10°W

	CTR Toronto – **132.57**				ARCAL 122.2(K)
		TFC – **122.2** MF			AD
SAFE ALT 100 NM **3300**	WAAS **Ch 80617** W05A	APCH CRS **054°**	MIN ALT ALUNU **2100**	LDA **5028**	



(NM)	9.2	8	7	6	5	**4.2**	3	2	1.1	DIST FROM RW05
	3700	3320	3000	2680	2360	**2100**	1720	1410	1120	ALT (3.00° APCH PATH)



RASS: When using CNY3 add **120°**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**968**	(250)	1	
LNAV/VNAV (min. -21°C, max. 54°C)	**1015**	(298)	1	
LNAV	**1120**	(403)	1¼	

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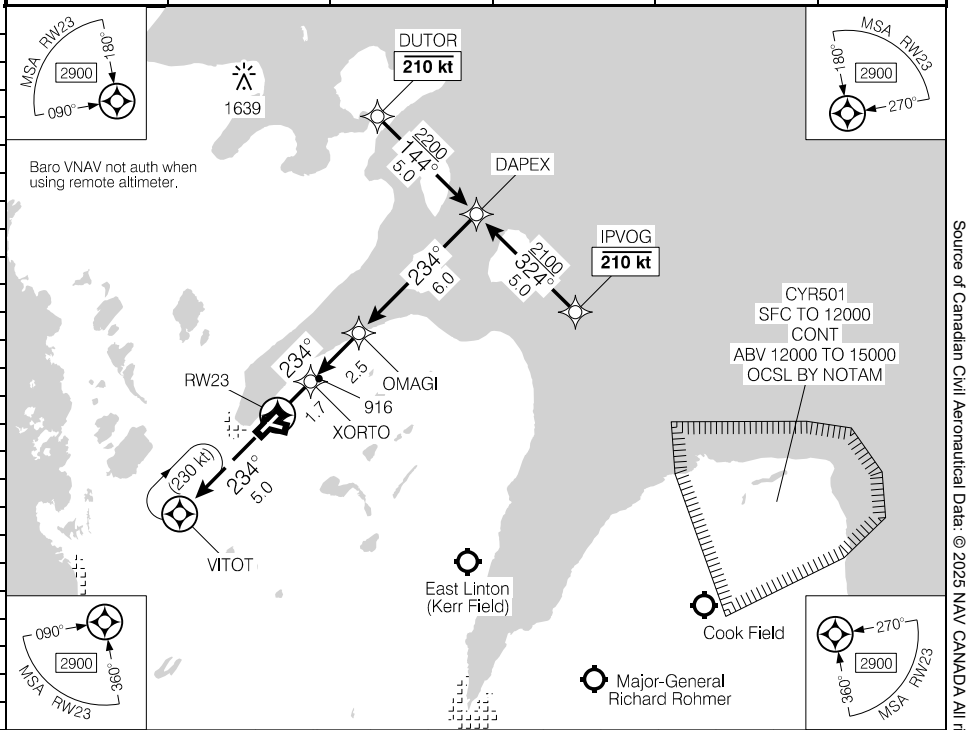
WIARTON, ON

RNAV (GNSS) RWY 23

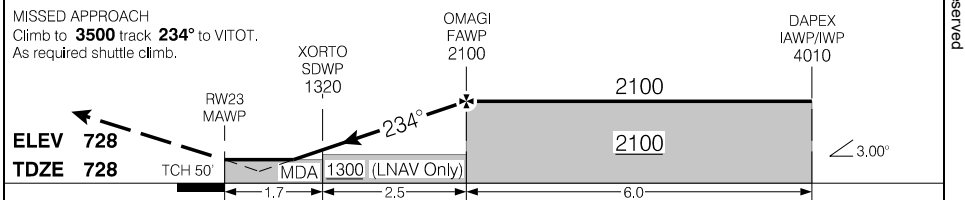
444439N 0810631W VAR 10°W

CYVV

	CTR Toronto – **132.57**	TFC – **122.2** MF		ARCAL 122.2(K) P2
SAFE ALT 100 NM **3300**	WAAS **Ch 80618** W23A	APCH CRS **234°**	MIN ALT OMAGI **2100**	LDA **5028**



DIST FROM RW23	1.2	2	3	**4.2**	5	6	7	8	9	10.2		
ALT (3.00° APCH PATH)	1160	1410	1730	**2100**	2370	2690	3010	3320	3640	4010		



RASS: When using CNY3 add **120'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**975**	(250)	1	
LNAV/VNAV (min. -20°C, max. 54°C)	**1099**	(375)	1¼	
LNAV	**1160**	(436)	1½	

RNAV (GNSS) RWY 23

EFF 17 APR 25

CYVV

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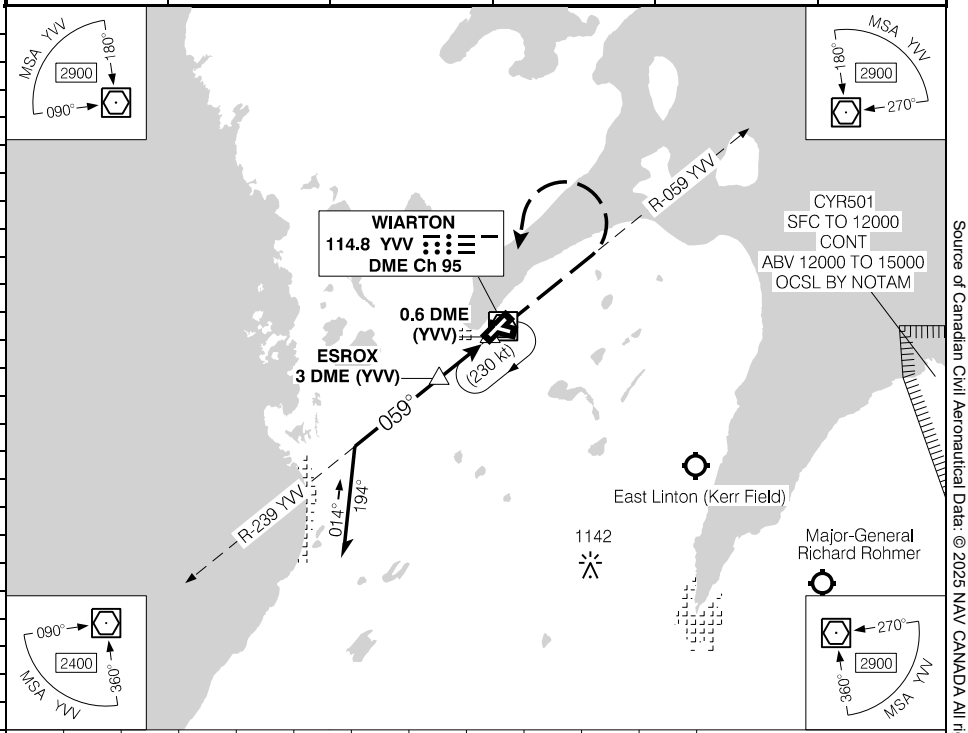
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VOR/DME RWY 05

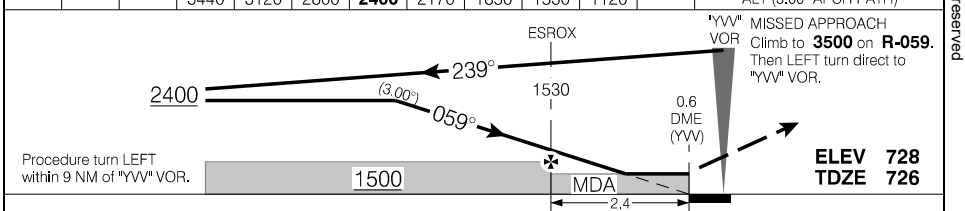
WIARTON, ON
CYVV

444439N 0810631W VAR 8°W

	CTR Toronto – **132.57**			ARCAL 122.2(K)
		TFC – **122.2** MF		P2 AD 6.3°
SAFE ALT 100 NM **3300**	VOR YVV **114.8**	APCH CRS **059°**	MIN ALT ESROX **1500**	LDA **5028**



			9	8	7	**5.7**	5	4	3	1.7	DIST FROM DME (YVV)
			3440	3120	2800	**2400**	2170	1850	1530	1120	ALT (3.00° APCH PATH)



RASS: When using CNY3 add **120'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
VOR/DME	**1120** (394) 1¼			
C CIRCLING	**1220** (492) 1½		**1480** (752) 2¼	**1480** (752) 2½

VOR/DME RWY 05

CYVV

EFF 7 AUG 25

Canada Air Pilot
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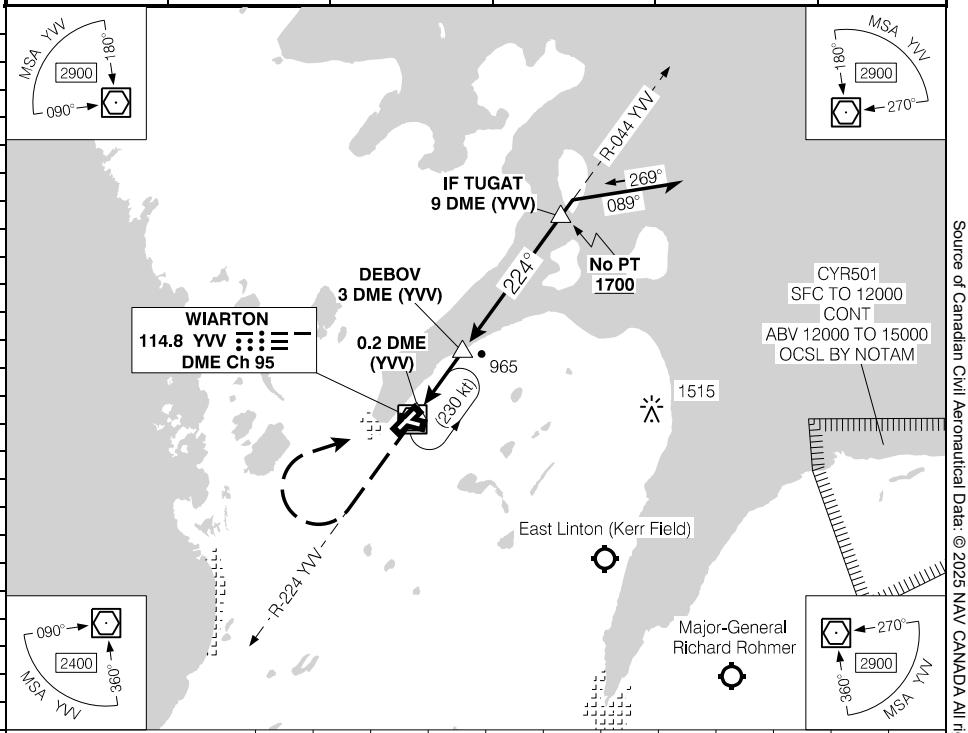
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VOR/DME RWY 23

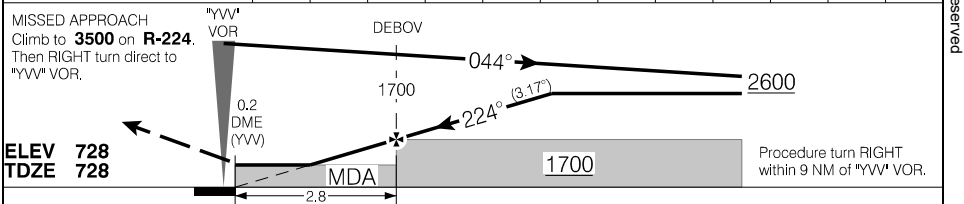
WIARTON, ON
CYVV

444439N 0810631W VAR 8°W

	CTR Toronto – **132.57**				ARCAL 122.2(K)
		TFC – **122.2**			P2 8.7°
SAFE ALT 100 NM **3300**	VOR YVV **114.8**	APCH CRS **224°**	MIN ALT DEBOV **1700**	LDA **5028**	



DIST FROM DME (YVV)		1.5	3	4	5	**5.7**	7	8	9			
ALT (3.17° APCH PATH)		1200	1700	2040	2380	**2600**	3050	3380	3720			



RASS: When using CNY3 add **120'**.

Knots	ft/min	Min:Sec
70	390	
90	500	
110	620	
130	730	
150	840	

CATEGORY	A	B	C	D
VOR/DME	**1200**	(472)	1½	

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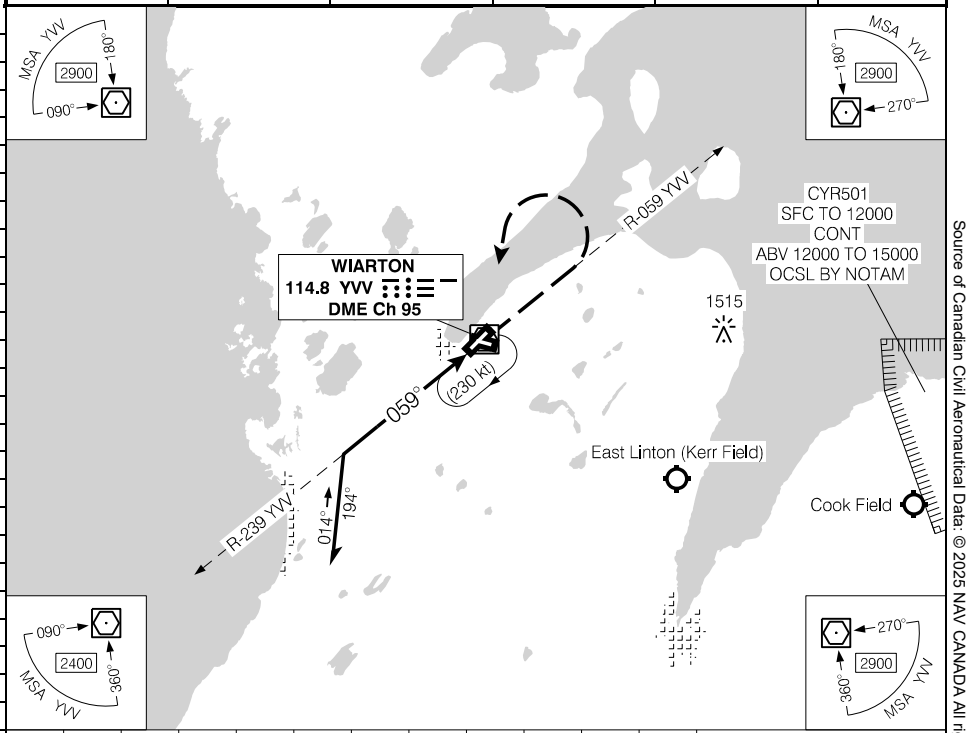
Canada Air Pilot
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VOR RWY 05

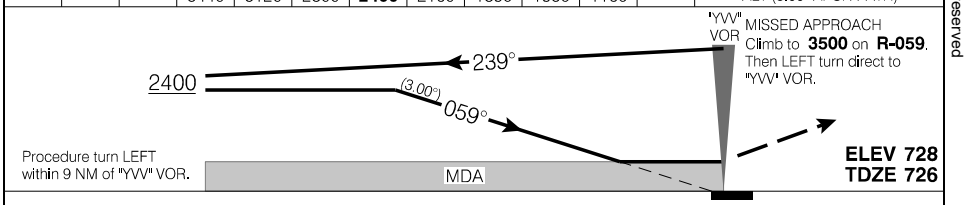
WIARTON, ON
CYVV

444439N 0810631W VAR 8°W

	CTR Toronto – **132.57**	TFC – **122.2** MF		ARCAL 122.2(K)
SAFE ALT 100 NM **3300**	VOR YVV **114.8**	APCH CRS **059°**		LDA **5028**



			9	8	7	**5.7**	5	4	3	1.8	DIST FROM "YVV" VOR
			3440	3120	2800	**2400**	2160	1850	1530	1160	ALT (3.00° APCH PATH)



RASS: When using CNY3 add **120'**.

CATEGORY	A	B	C	D
VOR	**1160**	(434)	1¼	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

VOR RWY 05

CYVV

EFF 7 AUG 25

Canada Air Pilot
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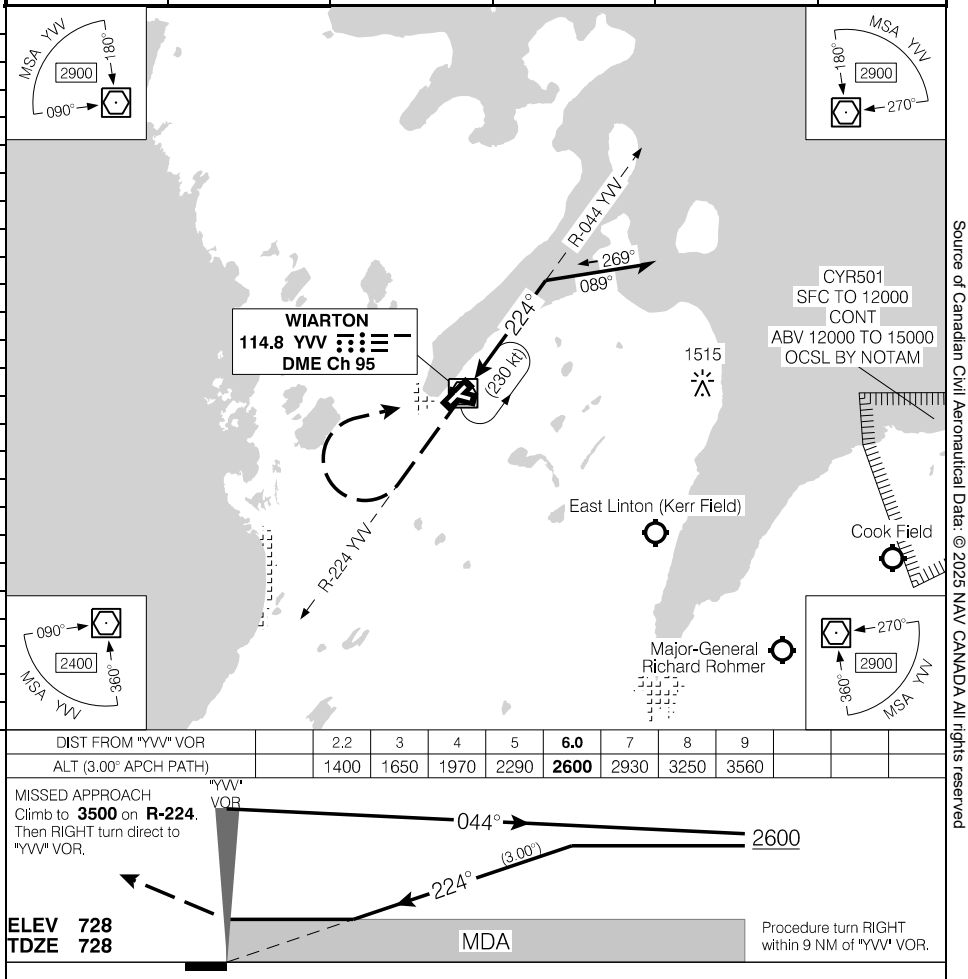
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VOR RWY 23

WIARTON, ON
CYVV

444439N 0810631W VAR 8°W

	CTR Toronto – **132.57**			ARCAL 122.2(K)
		TFC – **122.2** MF		
SAFE ALT 100 NM **3300**	VOR YVV **114.8**	APCH CRS **224°**		LDA **5028**



DIST FROM "YVV" VOR		2.2	3	4	5	**6.0**	7	8	9			
ALT (3.00° APCH PATH)		1400	1650	1970	2290	**2600**	2930	3250	3560			

RASS: When using CNY3 add **120'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
VOR	**1400**	(672)	2	

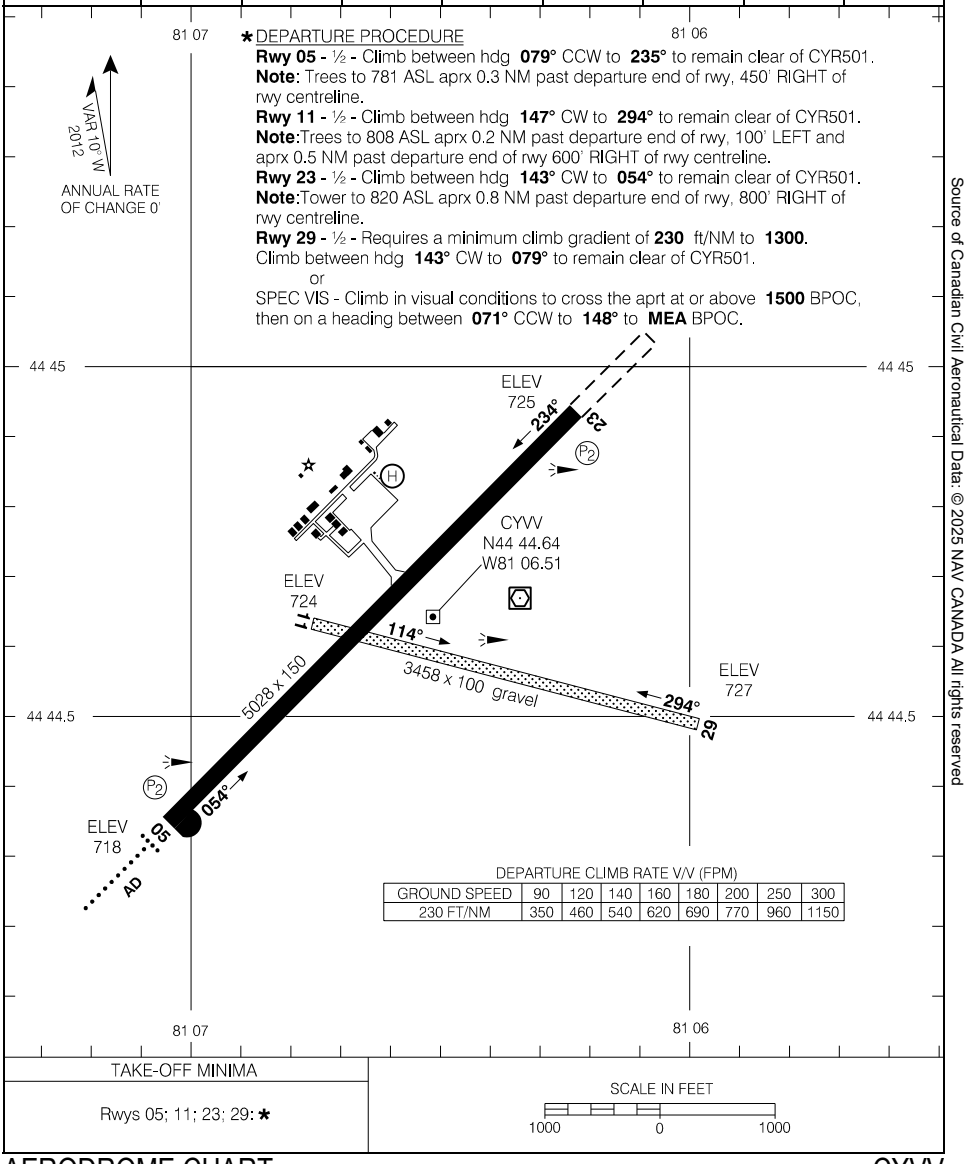
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WIARTON, ON

AERODROME CHART — CYVV

				TFC – **122.2** MF			CTR Toronto – **132.57**	
DECL DISTS	**05**	**23**	**11**	**29**				
TORA	5028	5028	3458	3458				
TODA	6012	6012	4442	4442				
ASDA	5028	5028	3458	3458				
LDA	5028	5028	3458	3458				



***** DEPARTURE PROCEDURE

Rwy 05 - ½ - Climb between hdg **079°** CCW to **235°** to remain clear of CYR501.
Note: Trees to 781 ASL aprx 0.3 NM past departure end of rwy, 450' RIGHT of rwy centreline.
Rwy 11 - ½ - Climb between hdg **147°** CW to **294°** to remain clear of CYR501.
Note: Trees to 808 ASL aprx 0.2 NM past departure end of rwy, 100' LEFT and aprx 0.5 NM past departure end of rwy 600' RIGHT of rwy centreline.
Rwy 23 - ½ - Climb between hdg **143°** CW to **054°** to remain clear of CYR501.
Note: Tower to 820 ASL aprx 0.8 NM past departure end of rwy, 800' RIGHT of rwy centreline.
Rwy 29 - ½ - Requires a minimum climb gradient of **230** ft/NM to **1300**. Climb between hdg **143°** CW to **079°** to remain clear of CYR501.
or
SPEC VIS - Climb in visual conditions to cross the aprt at or above **1500** BPOC, then on a heading between **071°** CCW to **148°** to **MEA** BPOC.

TAKE-OFF MINIMA
Rwys 05; 11; 23; 29: *****

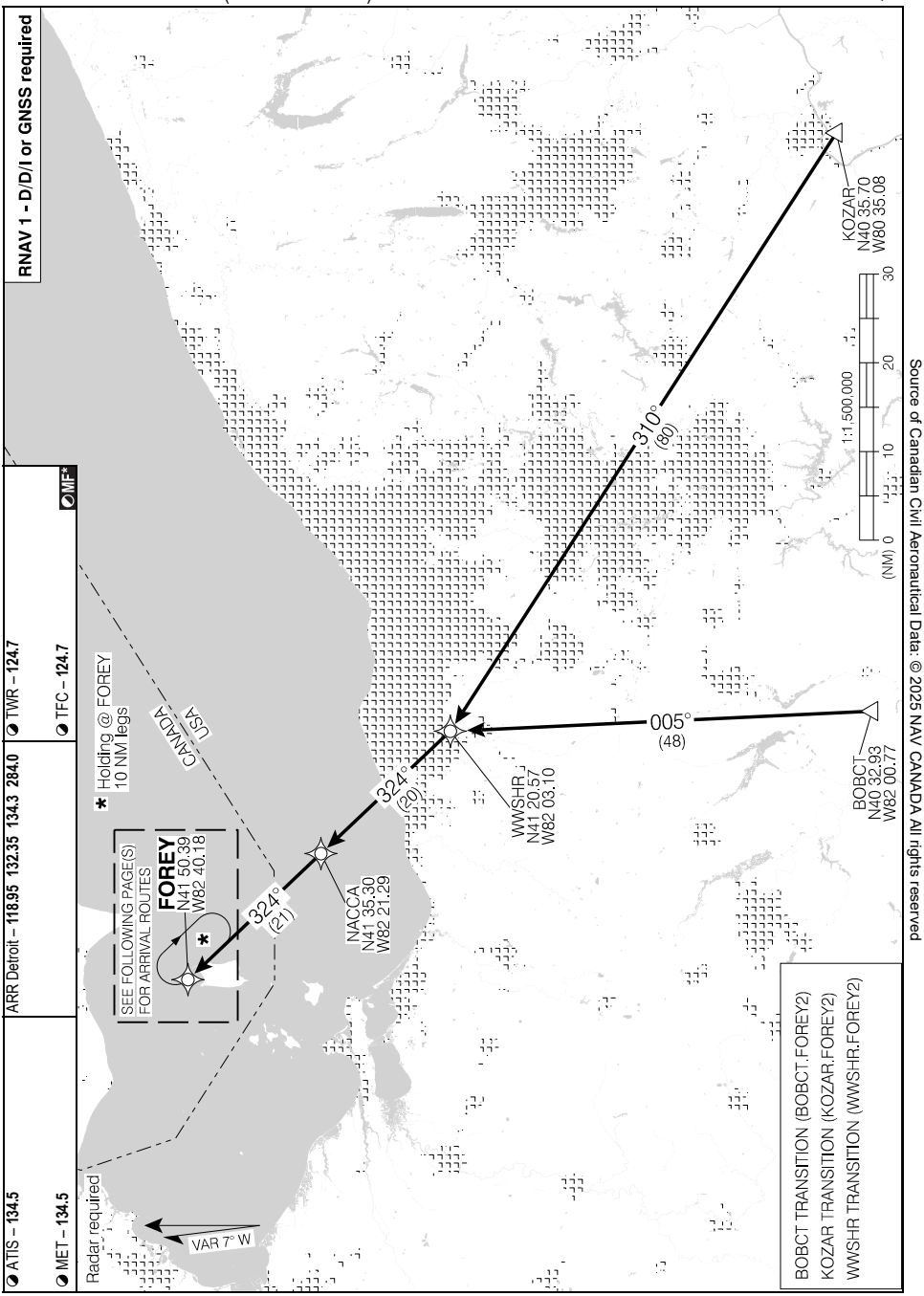
SCALE IN FEET
1000 0 1000

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STAR (RNAV)

FOREY TWO ARR (FOREY.FOREY2) TRANSITION ROUTES

WINDSOR, ON
CYQG



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FOREY TWO ARR (FOREY.FOREY2) TRANSITION ROUTES

CYQG

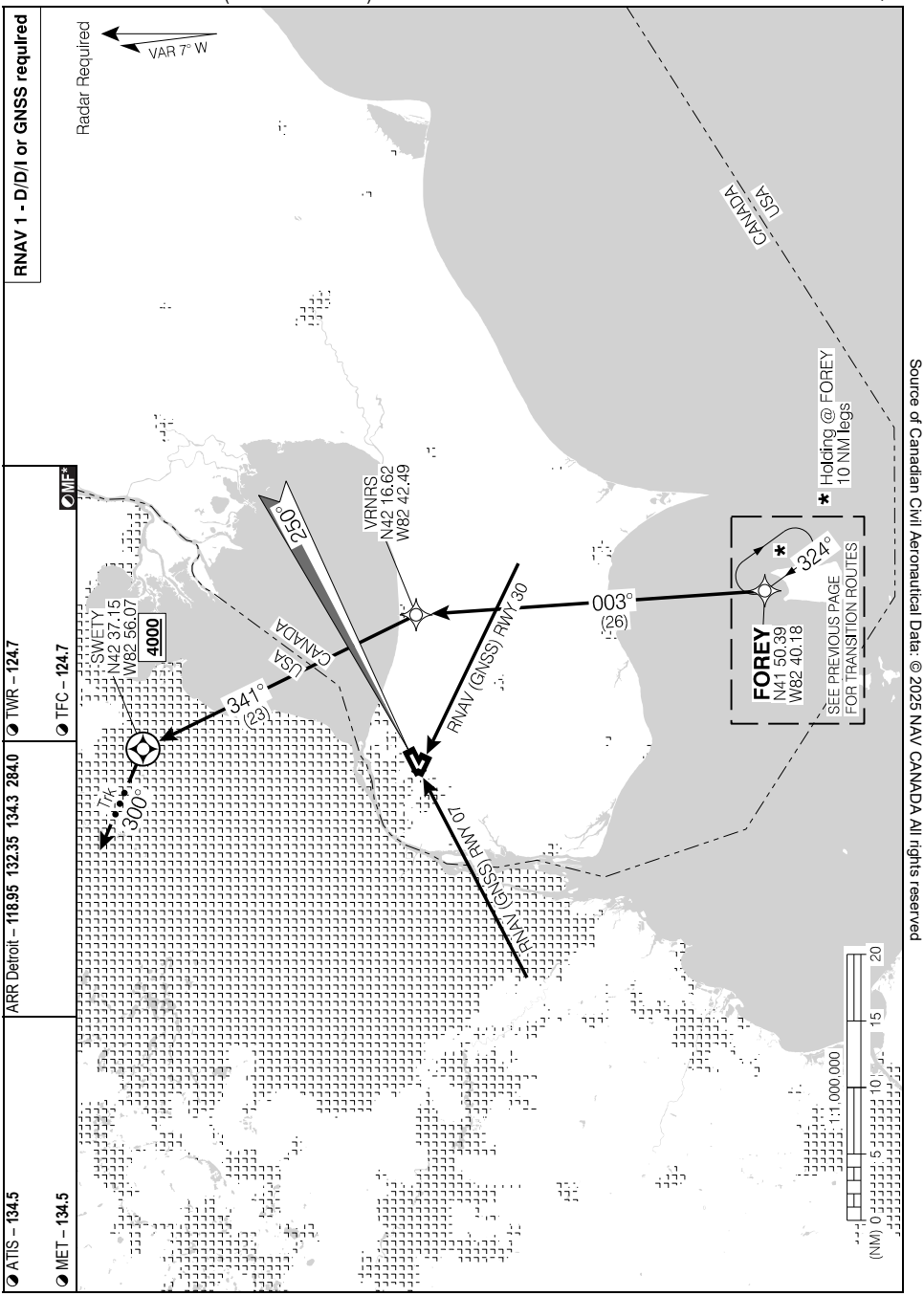
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STAR (RNAV)

FOREY TWO ARR (FOREY.FOREY2) ARRIVAL ROUTES

WINDSOR, ON
CYQG



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FOREY TWO ARR (FOREY.FOREY2) ARRIVAL ROUTES

CYQG

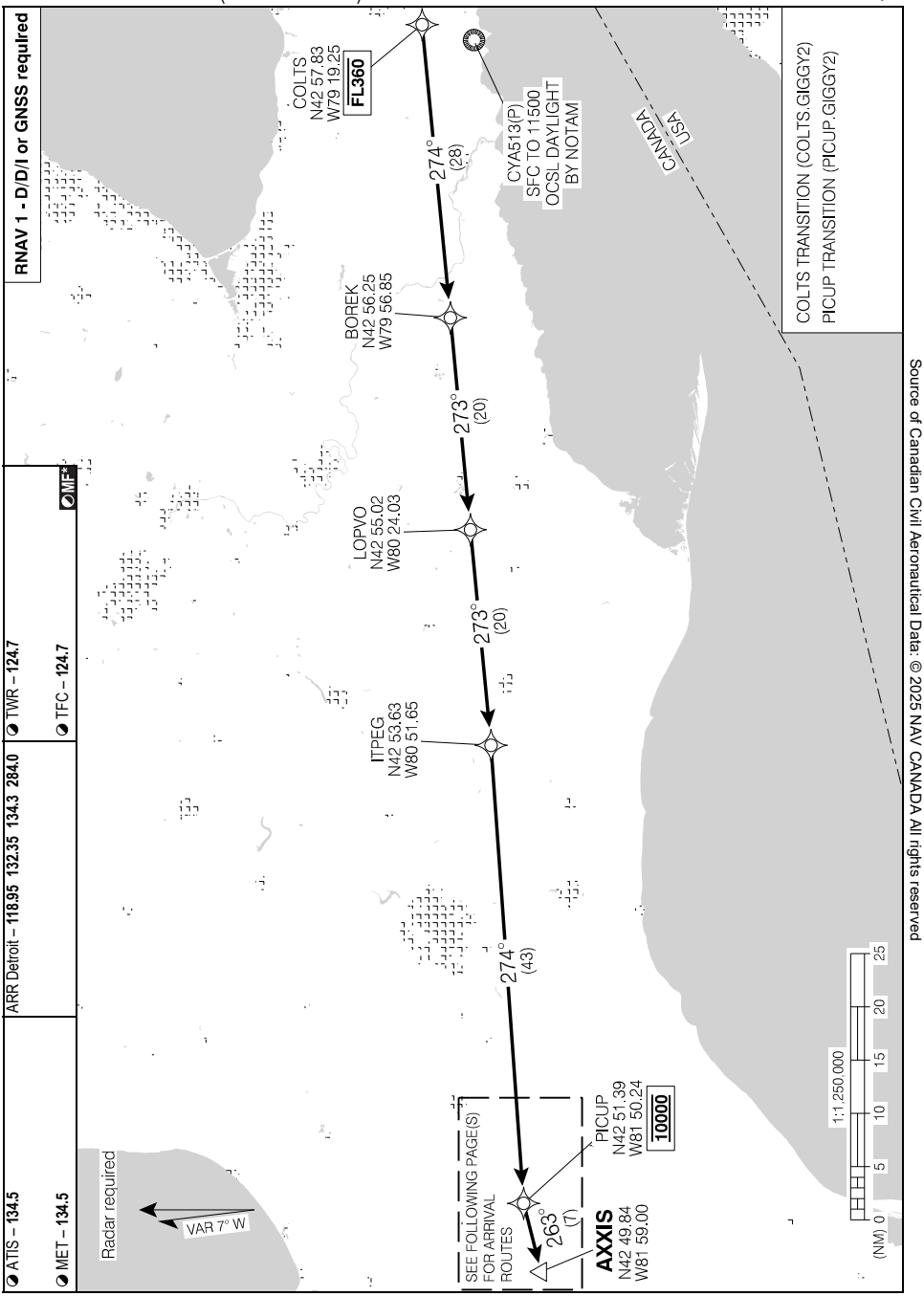
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STAR (RNAV)

GIGGY TWO ARR (GIGGY.GIGGY2) TRANSITION ROUTES

WINDSOR, ON
CYQG



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GIGGY TWO ARR (GIGGY.GIGGY2) TRANSITION ROUTES

CYQG

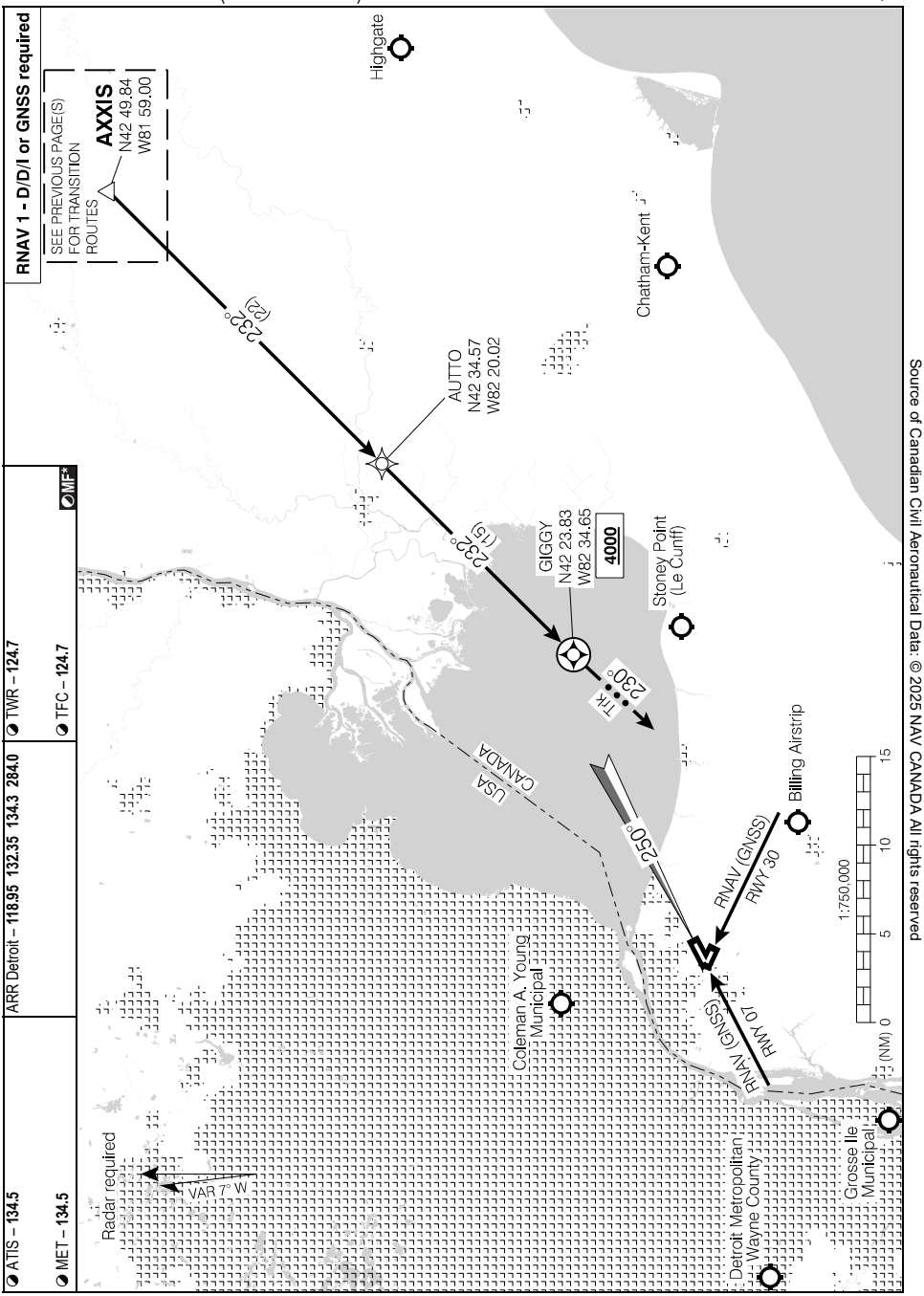
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STAR (RNAV)

GIGGY TWO ARR (GIGGY.GIGGY2) ARRIVAL ROUTES

WINDSOR, ON
CYQG



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GIGGY TWO ARR (GIGGY.GIGGY2) ARRIVAL ROUTES

CYQG

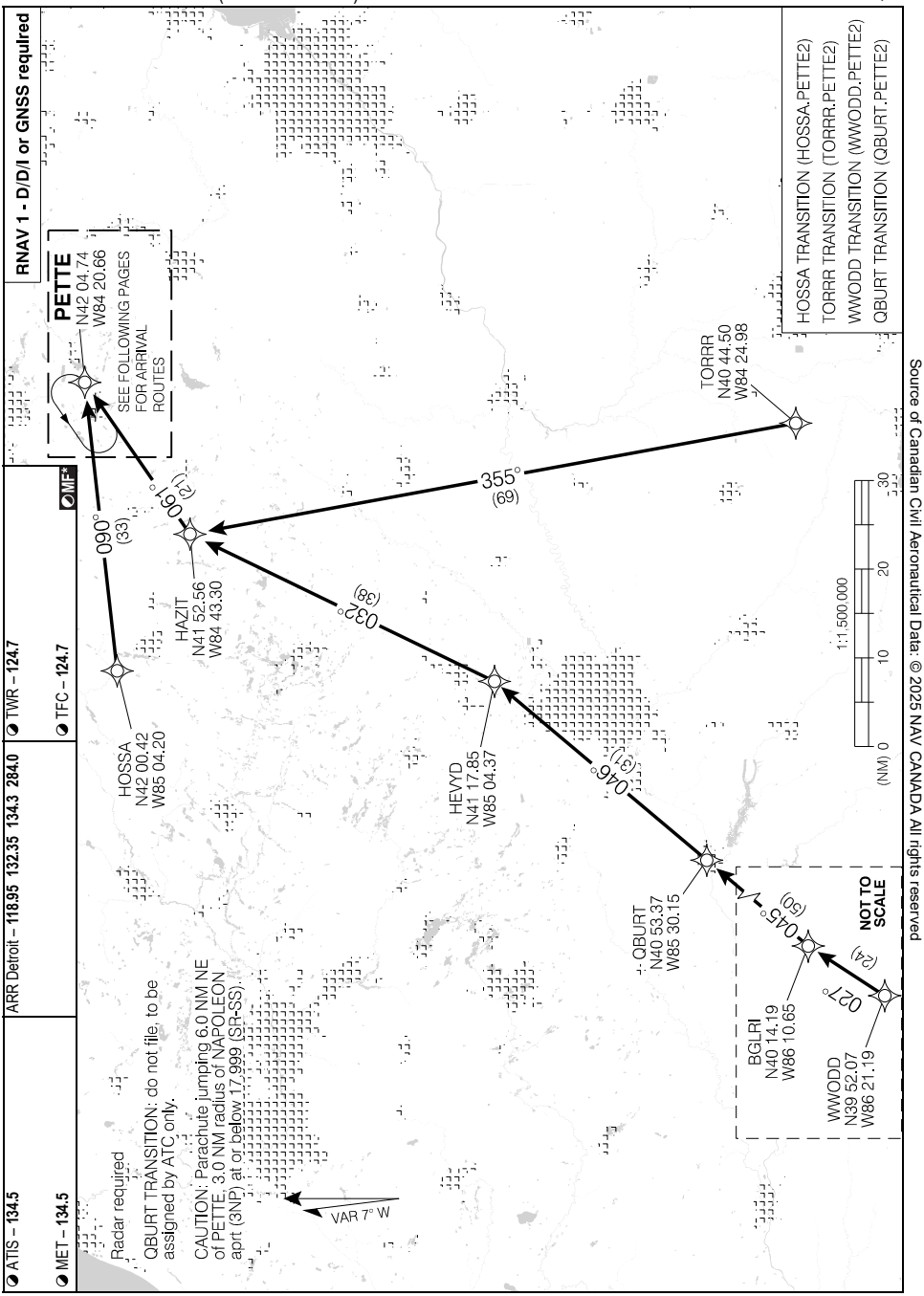
EFF 26 DEC 24

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

STAR (RNAV)

PETTE TWO ARR (PETTE.PETTE2) TRANSITION ROUTES

WINDSOR, ON
CYQG



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PETTE TWO ARR (PETTE.PETTE2) TRANSITION ROUTES

CYQG

EFF 10 OCT 19

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

STAR (RNAV)

PETTE TWO ARR (PETTE.PETTE2) ARRIVAL ROUTES

WINDSOR, ON
CYQG

RNAV 1 - D/D/I or GNSS required

ATIS – 134.5
MET – 134.5

ARR Detroit – 118.95 132.35 134.3 284.0

TWR – 124.7
TFC – 124.7

MF

Radar required

QBURT TRANSITION: do not file, to be assigned by ATC only.

CAUTION: Parachute jumping 6.0 NM NE of PETTE, 3.0 NM radius of NAPOLEON aprt (3NP) at or below 17,999 (SR-SS).

VAR 7° W

SEE PREVIOUS PAGE(S) FOR TRANSITION ROUTES

PETTE
N42 04.74
W84 20.66

072°
(11)

090°

070°
TRK

SYREN
N42 09.52
W84 06.99
4000

RNAV (GNSS) RWY 07

RNAV (GNSS) RWY 25

250°

RNAV (GNSS) RWY 30

Coleman A. Young Municipal

Detroit Metropolitan Wayne County

Grosse Ile Municipal

Essex

Harrow

CANADA
USA

1:750,000
(NM) 0 5 10 15

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PETTE TWO ARR (PETTE.PETTE2) ARRIVAL ROUTES

CYQG

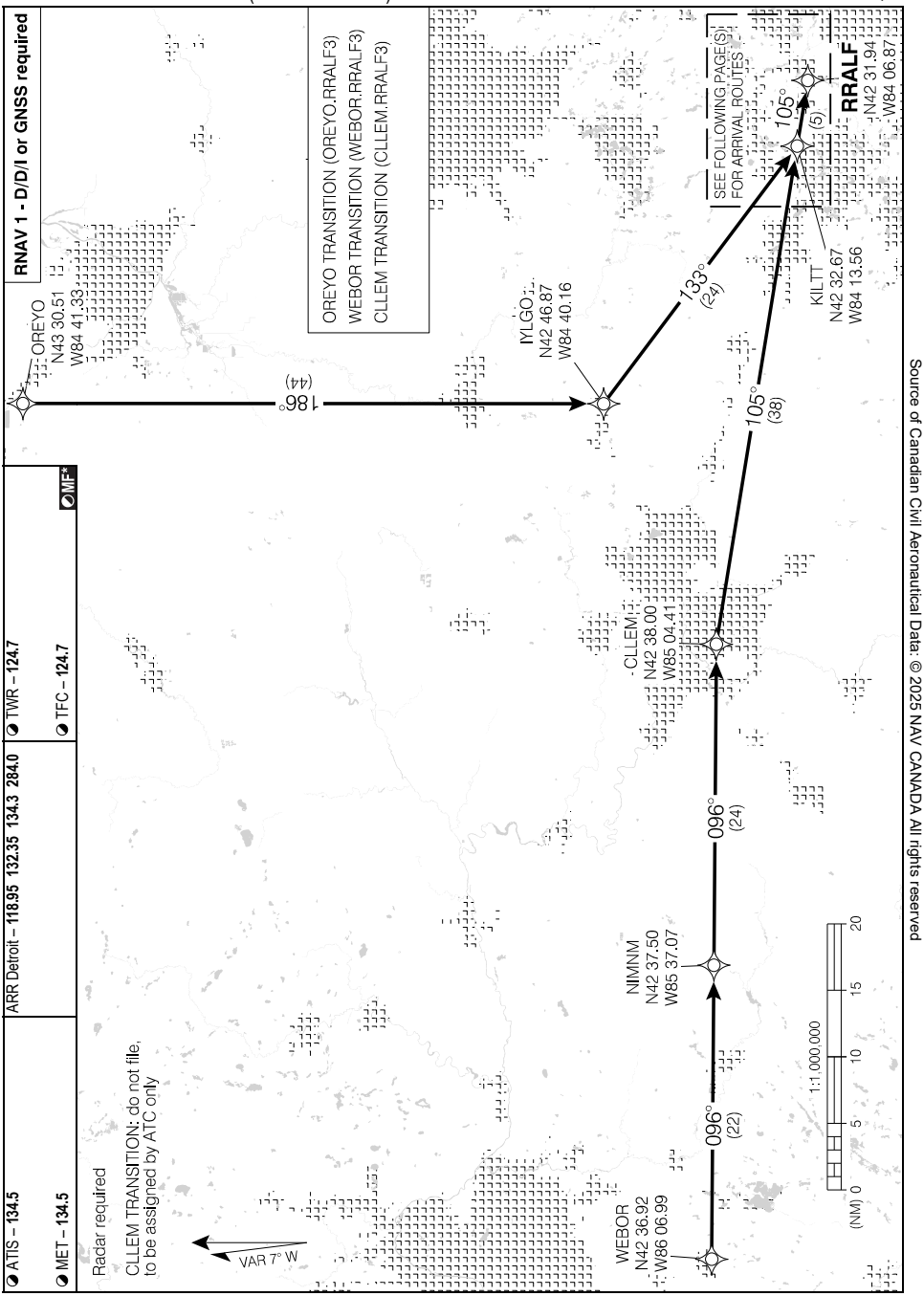
EFF 26 DEC 24

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

STAR (RNAV)

RRALF THREE ARR (RRALF.RRALF3) TRANSITION ROUTES

WINDSOR, ON
CYQG



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RRALF THREE ARR (RRALF.RRALF3) TRANSITION ROUTES
CYQG

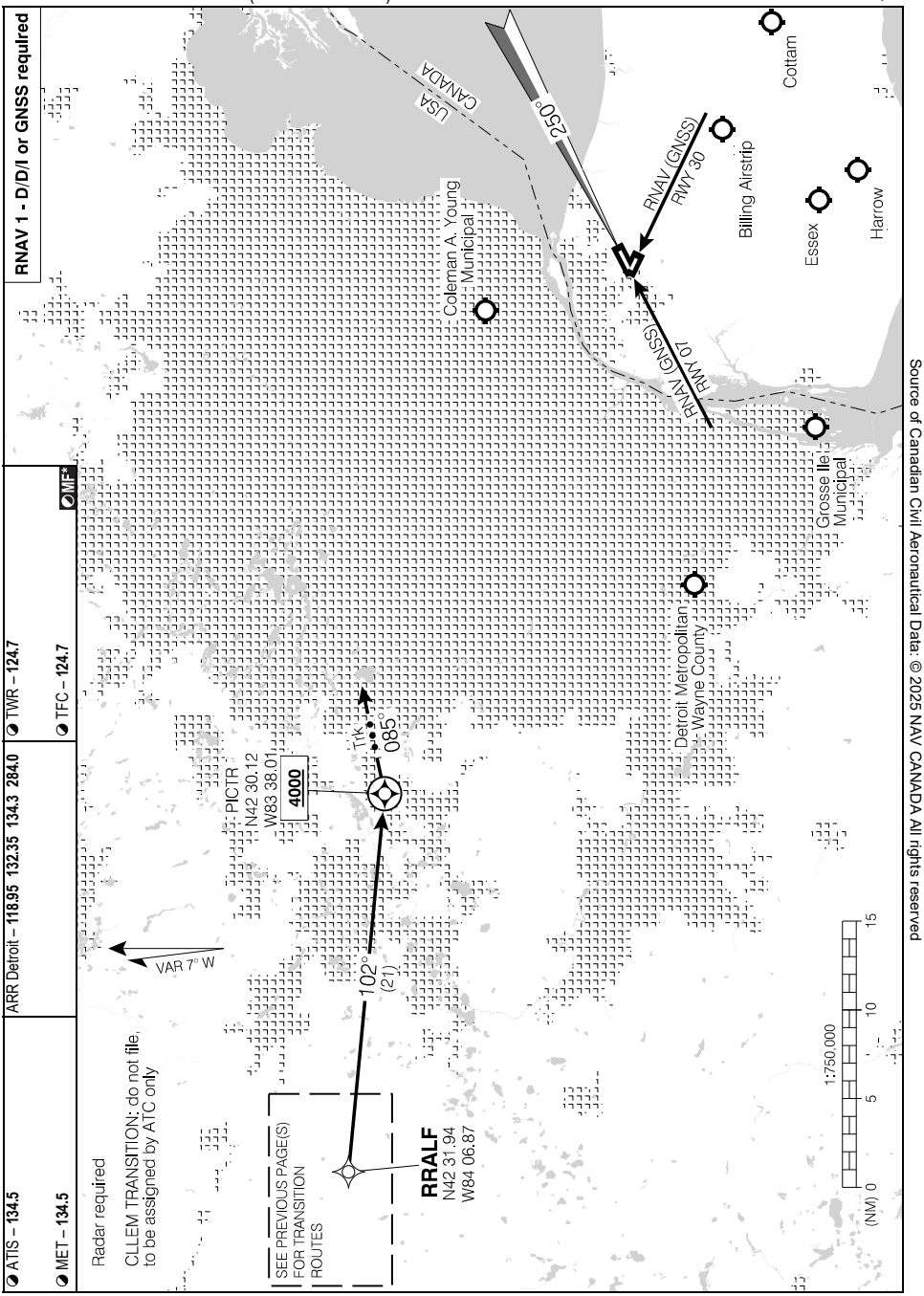
EFF 21 MAY 20

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

STAR (RNAV)

RRALF THREE ARR (RRALF.RRALF3) ARRIVAL ROUTES

WINDSOR, ON
CYQG



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RRALF THREE ARR (RRALF.RRALF3) ARRIVAL ROUTES
CYQG

EFF 26 DEC 24

Canada Air Pilot
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WINDSOR, ON

ILS RWY 25

421634N 0825719W VAR 7°W

CYQG

ATIS– 134.5	ARR Detroit – 118.95 132.35 134.3 284.0	TWR – 124.7	GND – 121.7	ARCAL 124.7(K)*
MET – 134.5		TFC – 124.7 MF*		

SAFE ALT 100 NM	LOC	APCH	GP	LDA
3100	IQG 110.3	CRS 250°	ILERI 1890	7857

MISSED APCH DURING COMM FAILURE
Climb to **1100** hdg **250°**. Then climbing LEFT turn to **3000**, intercept OBD "CRL" **R-062** to ILERI "CRL" 30.7 DME and turn direct to VIGVA "IQG" 13 DME. Hold SE, inbound localizer for 5 minutes before executing the approach procedure again, all turns LEFT.

MSA IQG 2800 090°–180°

MSA IQG 2800 180°–270°

MSA IQG 2800 270°–360°

MSA IQG 2800 360°–090°

Blasting areas may be active (See CFS).

Coleman A. Young Municipal

USA CANADA

IF VIGVA 13 DME (IQG)

No PT 1500

070°

295°

115°

250°

LOCALIZER 110.3 IQG

DME Ch 40

ILERI 4 DME (IQG)

1436

1122

CARLETON 115.7 CRL DME Ch 104

2500

R-062 30.7 NM

180° Hdg

NOT TO SCALE

Billing Airstrip

Cottam

Grosse Ile

BLASTING AREAS SFC TO 500 MON-FRI 13-22Z (DT 12-21Z)

DIST FROM DME (IQG)	1.4	2	3	4	**5.0**	6	7	8	9	10	11	12	13
ALT (3.00° APCH PATH)	1060	1240	1560	1890	**2200**	2510	2830	3150	3470	3790	4110	4420	4750

MISSED APPROACH
Climb to **1100** hdg **250°**.
Then climbing LEFT turn to **3000** hdg **180°**. Expect radar vectors.

ILERI 070° GP 1890 GP 3.00° 2200

250° 1500

ELEV 622
TDZE 613
TCH 49'
MDA
3.8

Procedure turn RIGHT within 9 NM of ILERI.

RASS: When using CYCK add **100'**.

ILERI to MAP 3.8 NM

Knots	ft/min	Min:Sec
70	370	3:15
90	480	2:32
110	580	2:04
130	690	1:45
150	800	1:31

CATEGORY	A	B	C	D
ILS/DME	**813** (200) ½ RVR 26			
LOC/DME	**1060** (447) 1 RVR 50			
C CIRCLING	**1080** (458) 1½		**1100** (478) 2	**1240** (618) 2

ILS RWY 25

CYQG

EFF 7 AUG 25

Canada Air Pilot
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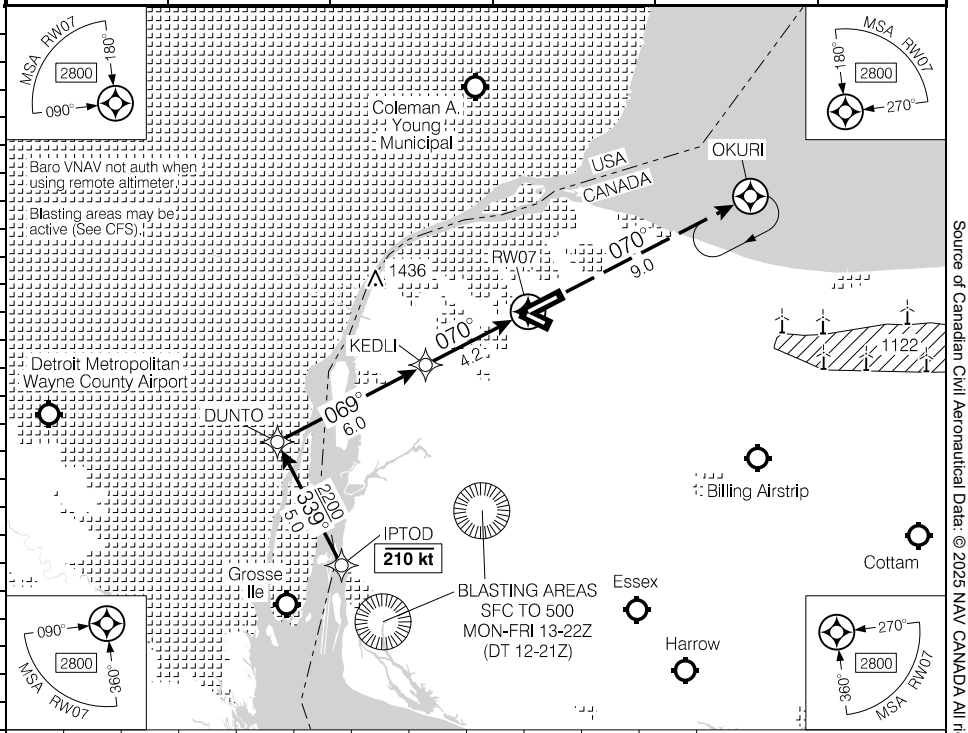
WINDSOR, ON

RNAV (GNSS) RWY 07

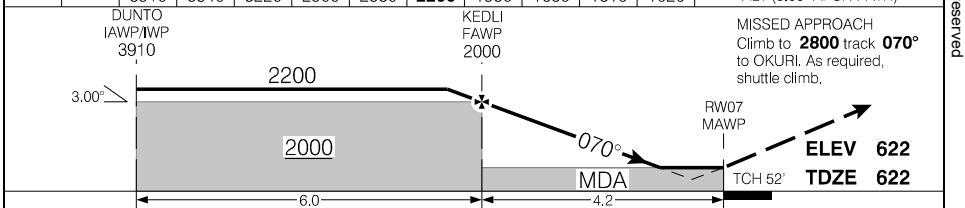
421634N 0825719W VAR 7°W

CYQG

ATIS– **134.5** MET – **134.5**	ARR Detroit – **118.95 132.35 134.3 284.0**	TWR – **124.7** TFC – **124.7** MF*	GND – **121.7**	ARCAL 124.7(K)* AD-AS
SAFE ALT 100 NM **3100**	WAAS **Ch 80124** W07A	APCH CRS **070°**	MIN ALT KEDLI **2000**	LDA **8098**



		10.2	9	8	7	6	**4.8**	4	3	2	1.1	DIST FROM RW07
		3910	3540	3220	2900	2580	**2200**	1950	1630	1310	1020	ALT (3.00° APCH PATH)



RASS: When using CYCK add **90'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**872**	(250)	1	
LNAV/VNAV (min. -19°C, max. 54°C)	**1038**	(416)	1½	
LNAV	**1020**	(398)	1¼	

RNAV (GNSS) RWY 07

CYQG

EFF 21 MAR 24

Canada Air Pilot
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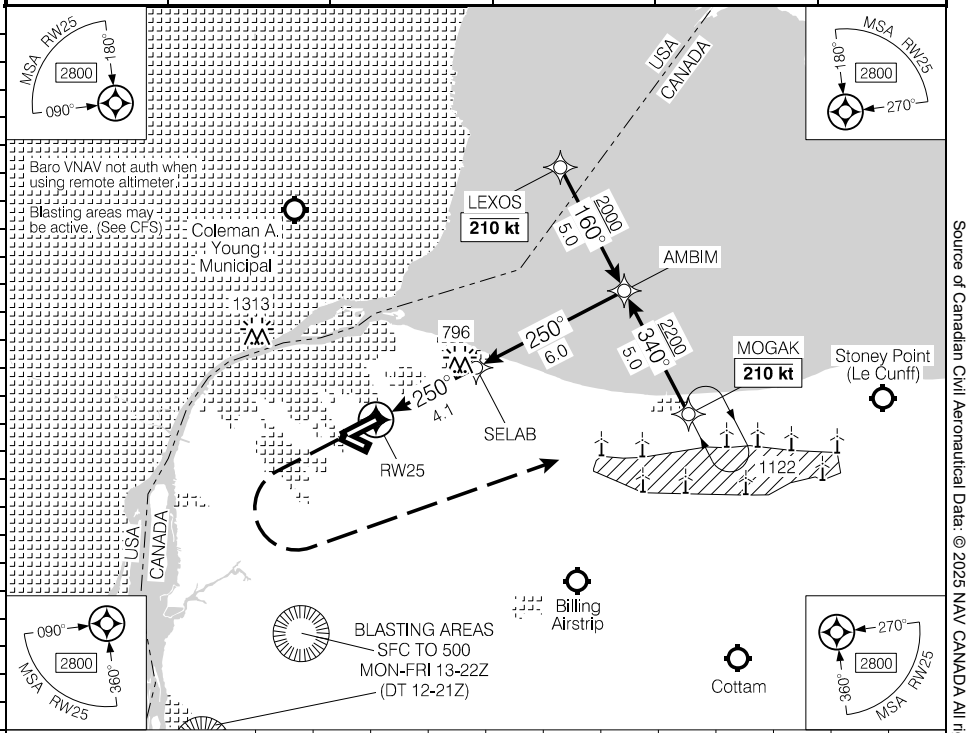
WINDSOR, ON

RNAV (GNSS) RWY 25

421634N 0825719W VAR 7°W

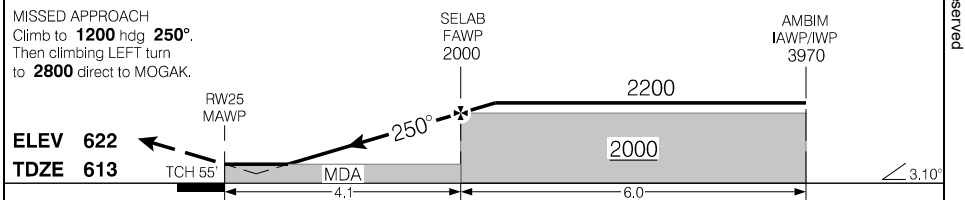
CYQG

ATIS– **134.5** MET – **134.5**	ARR Detroit – **118.95 132.35 134.3 284.0**	TWR – **124.7** TFC – **124.7** MF*	GND – **121.7**	ARCAL 124.7(K)*
SAFE ALT 100 NM **3100**	WAAS **Ch 80810** W25A	APCH CRS **250°**	MIN ALT SELAB **2000**	LDA **7857**



DIST FROM RW25	1.1	2	3	4	**4.7**	6	7	8	9	10.1		
ALT (3.10° APCH PATH)	1040	1320	1650	1980	**2200**	2640	2970	3300	3620	3970		

MISSED APPROACH
Climb to **1200** hdg **250°**.
Then climbing LEFT turn
to **2800** direct to MOGAK.



RASS: When using CYCK add **90'**.

Knots	ft/min	Min:Sec
70	380	
90	490	
110	600	
130	710	
150	820	

CATEGORY	A	B	C	D
LPV	**994**	(386)	1 RVR 50	
LNAV/VNAV (min. -23°C, max. 46°C)	**1035**	(427)	1 RVR 50	
LNAV	**1040**	(432)	1 RVR 50	

RNAV (GNSS) RWY 25

CYQG

EFF 5 OCT 23

Canada Air Pilot
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WINDSOR, ON

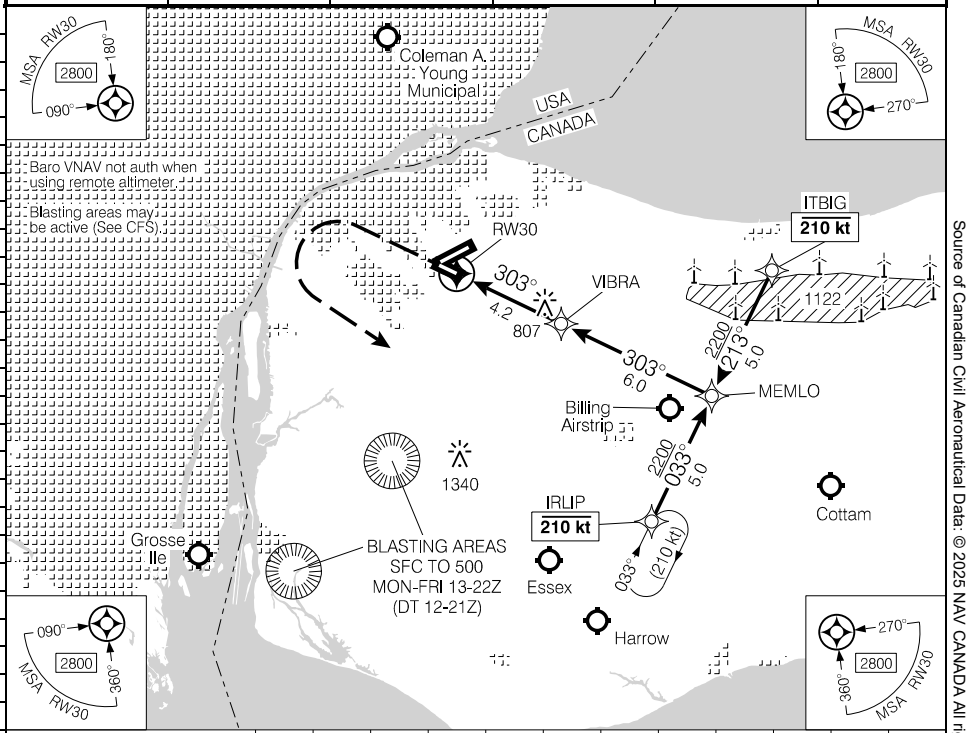
RNAV (GNSS) RWY 30

421634N 0825719W VAR 7°W

CYQG

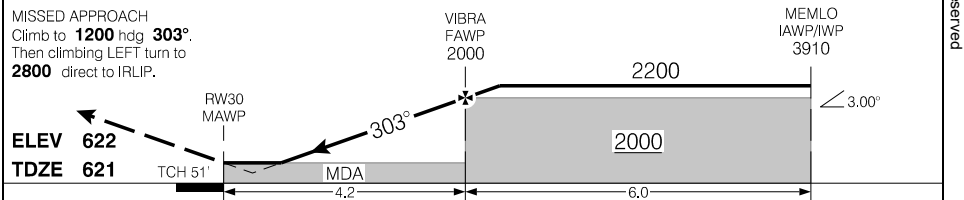
ATIS– 134.5	ARR Detroit – 118.95 132.35 134.3 284.0	TWR – 124.7	GND – 121.7	ARCAL 124.7(K)*
MET – 134.5		TFC – 124.7 MF*		P2

SAFE ALT 100 NM	WAAS	APCH CRS	MIN ALT VIBRA	LDA
3100	Ch 80811 W30A	303°	2000	4829



DIST FROM RW30	1.0	2	3	4	**4.8**	6	7	8	9	10.2		
ALT (3.00° APCH PATH)	980	1310	1630	1940	**2200**	2580	2900	3220	3540	3910		

MISSED APPROACH
Climb to **1200** hdg **303°**.
Then climbing LEFT turn to **2800** direct to IRLIP.



RASS: When using CYCK add **90'**.

Knots	ft/min	Min:Sec
70	370	
90	480	
110	580	
130	690	
150	800	

CATEGORY	A	B	C	D
LPV	**870**	(250)	1	
LNAV/VNAV (min. -19°C, max. 54°C)	**890**	(270)	1	
LNAV	**980**	(360)	1¼	

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Departure Route Description

All rwys: Maintain **3000**. Expect clearance to flight planned altitude/flight level 10 minutes after departure.

Rwy 07: Climb hdg **070°** or as assigned by ATC. Expect radar vectors to cross FLOKA at or above **4000** then proceed via depicted route.

Rwy 12: Climb hdg **123°** or as assigned by ATC. Expect radar vectors to cross FLOKA at or above **4000** then proceed via depicted route.

Rwy 25: Climb hdg **250°** or as assigned by ATC. Expect radar vectors to cross FLOKA at or above **4000** then proceed via depicted route.

Rwy 30: Requires a minimum climb gradient of **210** ft/NM to **1300**. Climb hdg **303°** or as assigned by ATC. Expect radar vectors to cross FLOKA at or above **4000** then proceed via depicted route.

Note: Turbojet acft at or above **10000**. Maintain 280 kt until advised by ATC.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
210 FT/NM	320	420	490	560	630	700	880	1050

DUTEL TRANSITION: **(FLOKA1.DUTEL)**
ETBOX TRANSITION: **(FLOKA1.ETBOX)**
SIKBO TRANSITION: **(FLOKA1.SIKBO)**
KELTI TRANSITION: **(FLOKA1.KELTI)**
TANKO TRANSITION: **(FLOKA1.TANKO)**

TANKO TRANSITION: For use by CYYZ area arrivals only or as assigned by ATC.

Communication Failure

On recognition of failure 5 minutes or less after take-off and in IFR weather conditions proceed as follows:

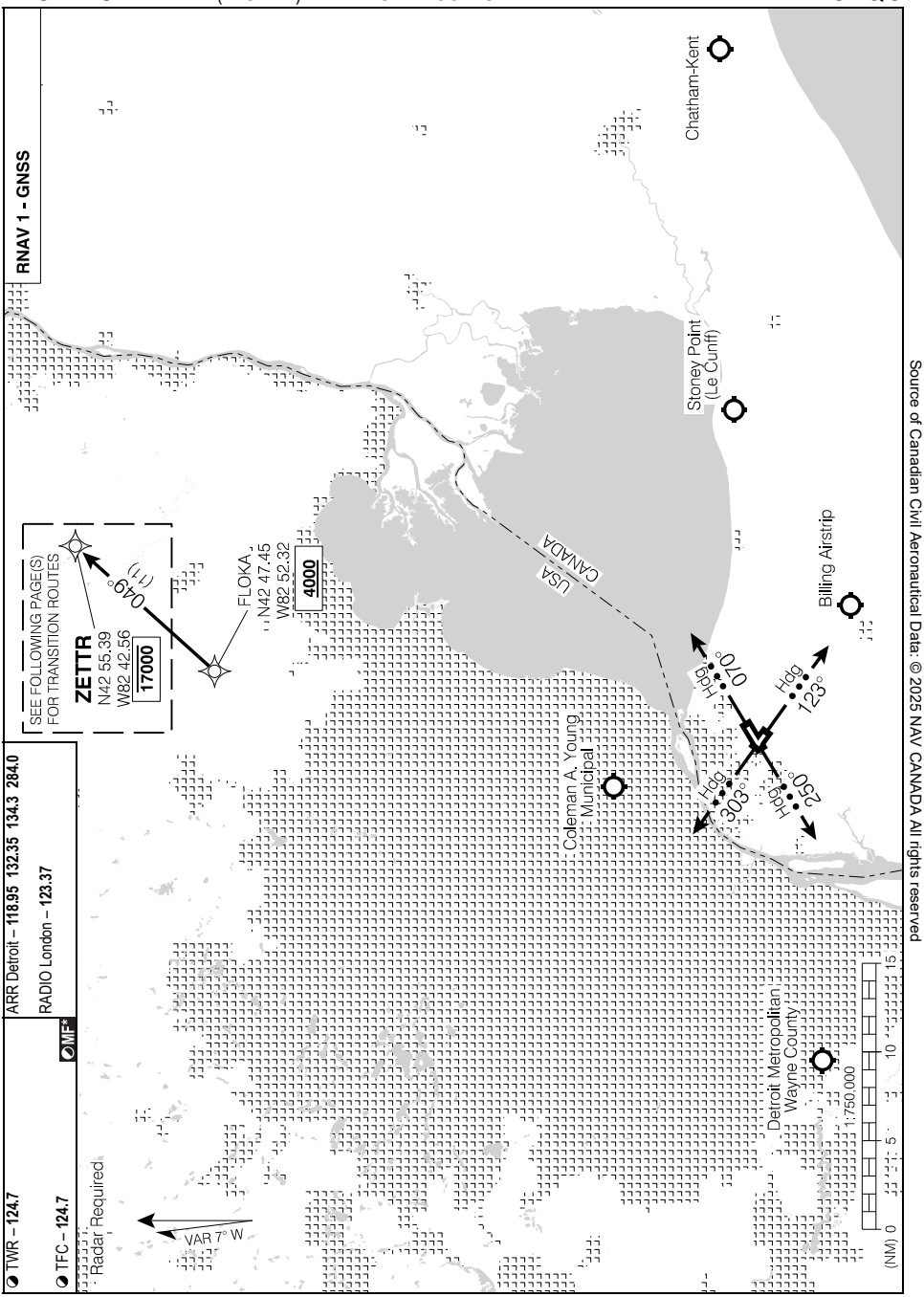
1. Select transponder code 7600;
2. Climb to **3000** on assigned heading;
3. Proceed direct to FLOKA then via depicted route;
4. Climb to flight planned altitude 10 minutes after departure.

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SID (RNAV)

FLOKA ONE DEP (FLOKA1.) DEPARTURE ROUTES

WINDSOR, ON
CYQG



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FLOKA ONE DEP (FLOKA1.) DEPARTURE ROUTES

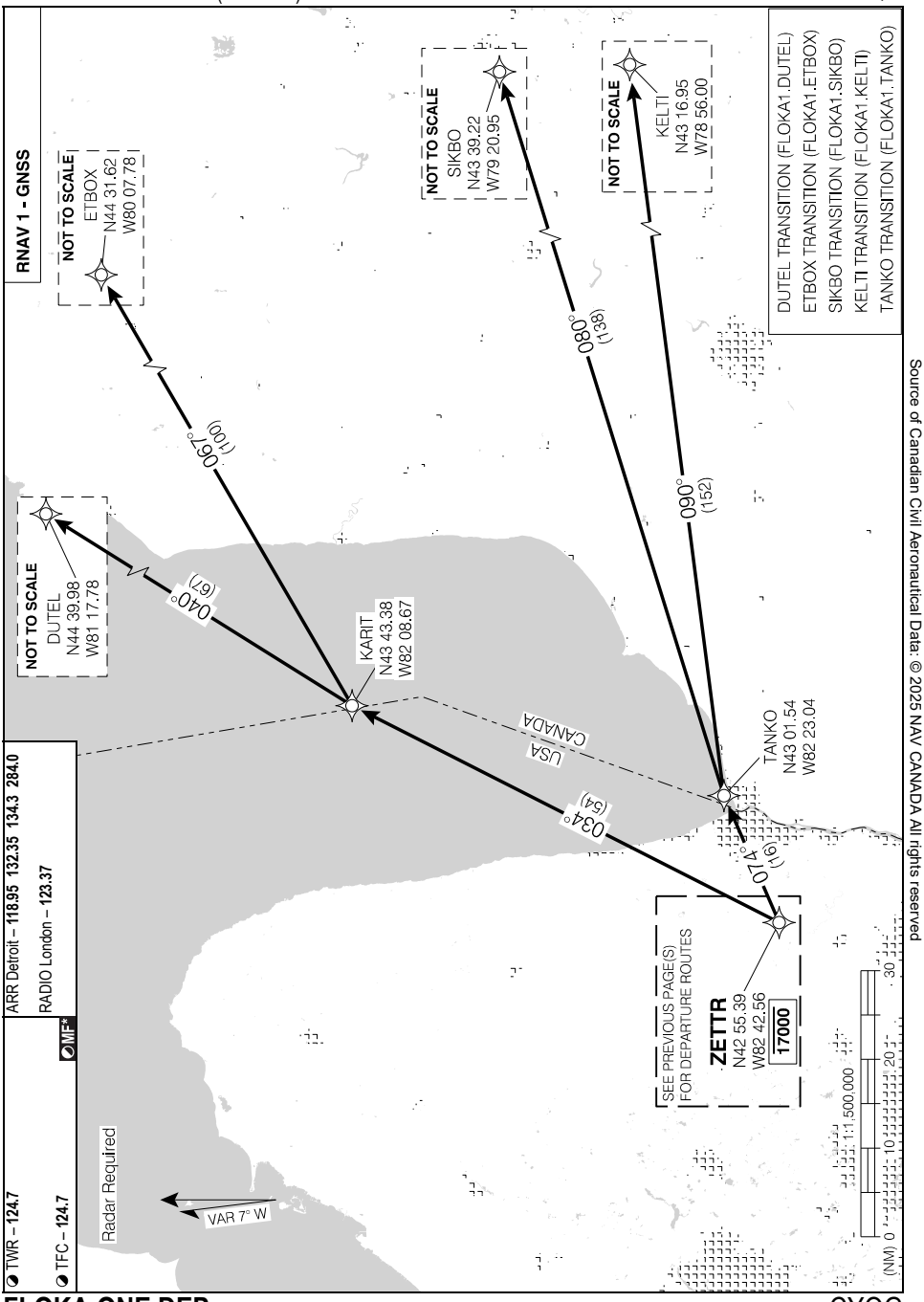
CYQG

EFF 26 DEC 24

SID (RNAV)

FLOKA ONE DEP (FLOKA1.) TRANSITION ROUTES

WINDSOR, ON
CYQG



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FLOKA ONE DEP (FLOKA1.) TRANSITION ROUTES

EFF 26 DEC 24

CYQG

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

Departure Route Description

All rwys: Maintain **3000**. Expect clearance to flight planned altitude/flight level 10 minutes after departure.

Rwy 07: Climb hdg **070°** or as assigned by ATC. Expect radar vectors to cross MALTB at or above **4000** then proceed via depicted route.

Rwy 12: Climb hdg **123°** or as assigned by ATC. Expect radar vectors to cross MALTB at or above **4000** then proceed via depicted route.

Rwy 25: Climb hdg **250°** or as assigned by ATC. Expect radar vectors to cross MALTB at or above **4000** then proceed via depicted route.

Rwy 30: Requires a minimum climb gradient of **210** ft/NM to **1300**. Climb hdg **303°** or as assigned by ATC. Expect radar vectors to cross MALTB at or above **4000** then proceed via depicted route.

Note: Turbojet acft at or above **10000**. Maintain 280 kt until advised by ATC.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
210 FT/NM	320	420	490	560	630	700	880	1050

LNCON TRANSITION: **(MALTB1.LNCON)**
BROKK TRANSITION: **(MALTB1.BROKK)**

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. Climb to **3000** on assigned heading;
3. Proceed direct to MALTB then via depicted route;
4. Climb to flight planned altitude 10 minutes after departure.

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SID (RNAV)

MALTB ONE DEP (MALTB1.)

WINDSOR, ON
CYQG

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MALTB ONE DEP (MALTB1.)

CYQG

EFF 26 DEC 24

Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

Departure Route Description

All rwys: Maintain **3000** or as assigned. Expect radar vectors to filed/assigned route. Expect clearance to flight planned altitude/flight level 10 minutes after departure.

Rwy 07: Climb hdg **070°** for vectors.

Rwy 12: Climb hdg **123°** for vectors.

Rwy 25: Climb hdg **250°** for vectors.

Rwy 30: Requires a minimum climb gradient of **210** ft/NM to **1300**. Climb hdg **303°** for vectors.

DEPARTURE CLIMB RATE V/V (FPM)

GROUND SPEED	90	120	140	160	180	200	250	300
210 FT/NM	320	420	490	560	630	700	880	1050

Communication Failure

On recognition of failure 10 minutes or less after take-off and in IFR weather conditions proceed as follows:

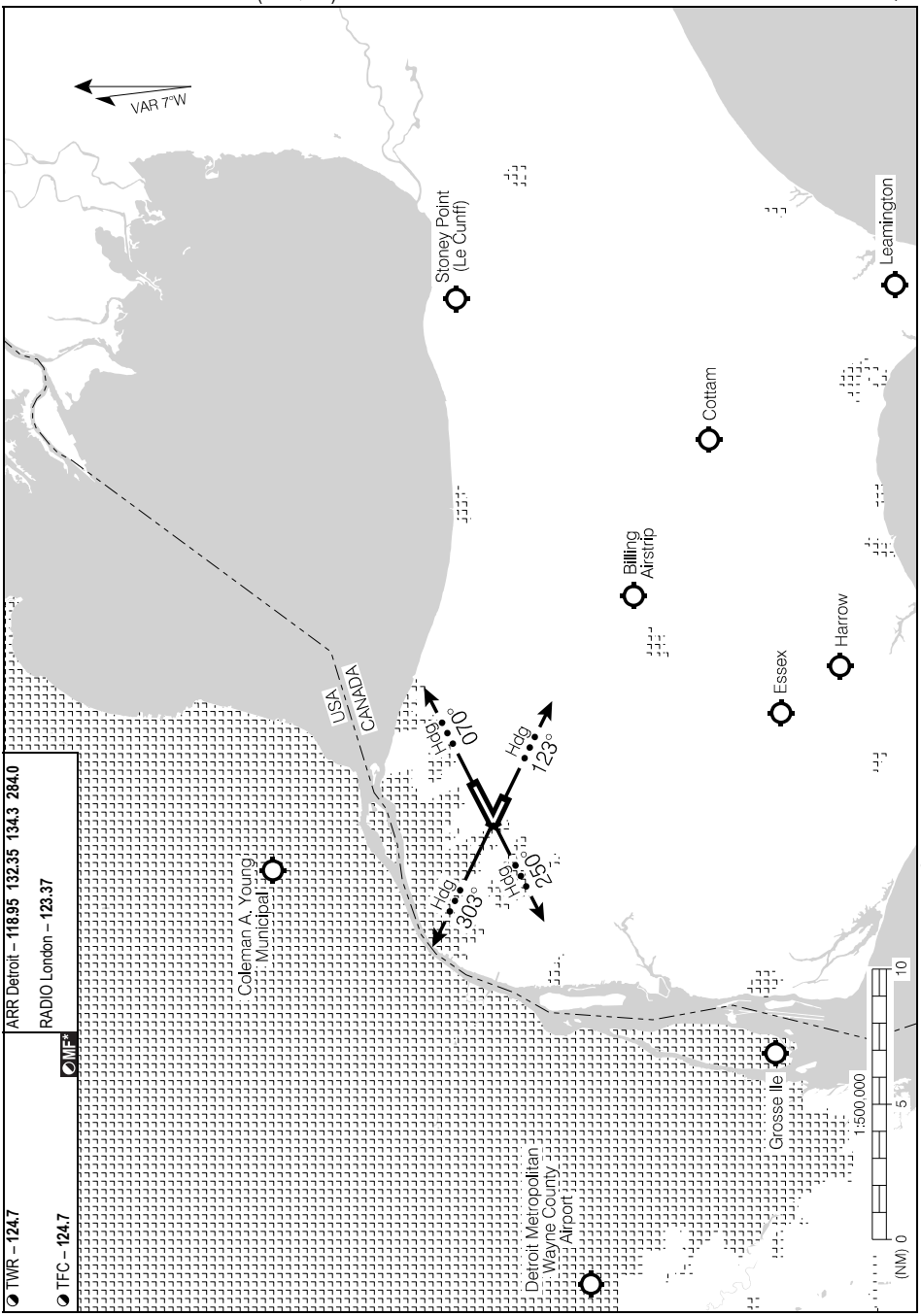
1. Select transponder code 7600;
2. Proceed on course;
3. Do not climb above last assigned altitude for 10 minutes after recognition of the failure (Transponder equipped aircraft 5 minutes), then;
4. Climb to flight planned altitude.

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SID (VECTOR)

WINDSOR FIVE DEP (CYQG5.)

WINDSOR, ON
CYQG



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WINDSOR FIVE DEP (CYQG5.)
CYQG

EFF 15 JUN 23

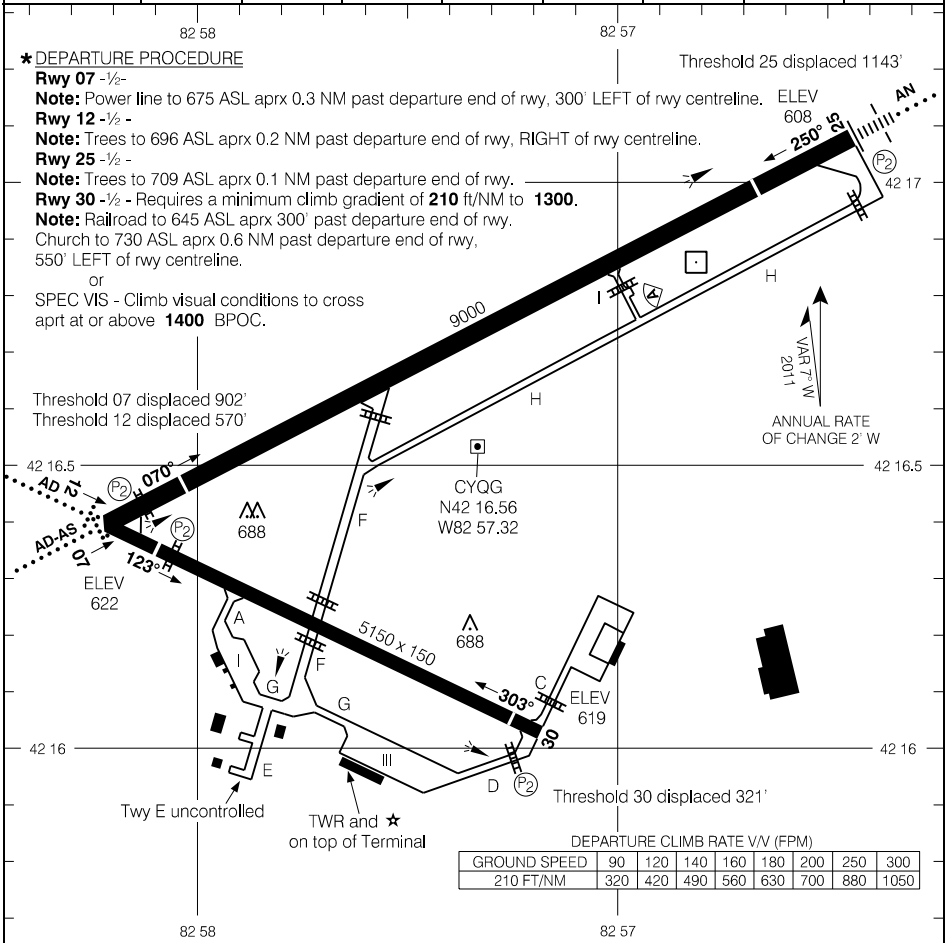
Canada Air Pilot
Effective 0901Z 27 NOV 2025 to 0901Z 22 JAN 2026

WINDSOR, ON

AERODROME CHART — CYQG

ATIS – 134.5	GND – 121.7	TWR – 124.7	ARR Detroit – 118.95 132.35 134.3 284.0
		TFC – 124.7 MF*	RADIO London – 123.37

DECL DISTS	07	25	12	30
TORA	9000	9000	5150	5150
TODA	9984	9330	5445	5445
ASDA	9000	9000	5150	5150
LDA	8098	7857	4580	4829



RUNWAY LEVEL OF SERVICE	
RVO	LVO
RWY 07, 25: RVR 1200 (1/4sm)	NOT AUTHORIZED
TAKE-OFF MINIMA	
All Rwys: ★	

SCALE IN FEET
1000 0 1000 2000

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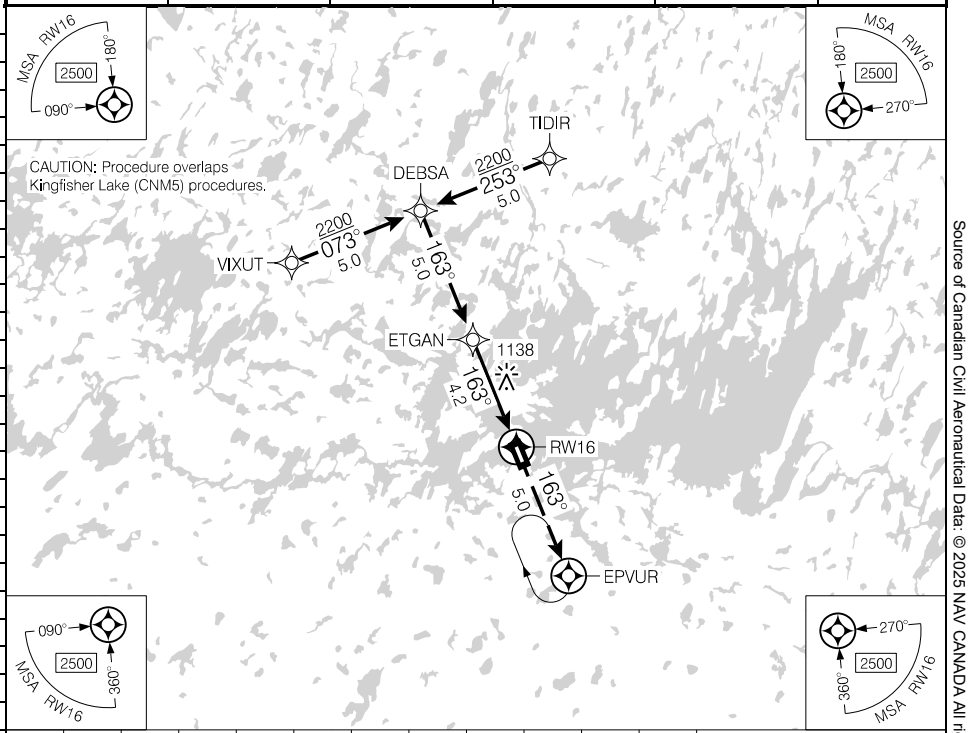
WUNNUMIN LAKE, ON

RNAV (GNSS) RWY 16

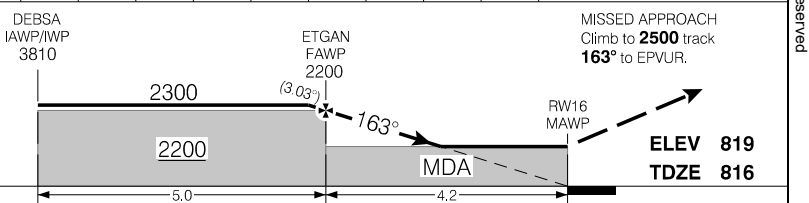
525338N 0891721W VAR 5°W

CKL3

		TFC – **123.2** ATF		ARCAL 123.2(K) AS
SAFE ALT 100 NM **2700**	RNAV	APCH CRS **163°**	MIN ALT ETGAN **2200**	LDA **3511**



			9.2	8	7	6	**4.5**	4	3	2.2		DIST FROM RW16
			3810	3440	3120	2790	**2300**	2150	1830	1580		ALT (3.03° APCH PATH)



RASS: Use CYTL.

CATEGORY	A	B	C	D
LNAV	**1580**	(764)	2¼	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	590	
130	700	
150	800	

RNAV (GNSS) RWY 16 CKL3

EFF 30 NOV 23

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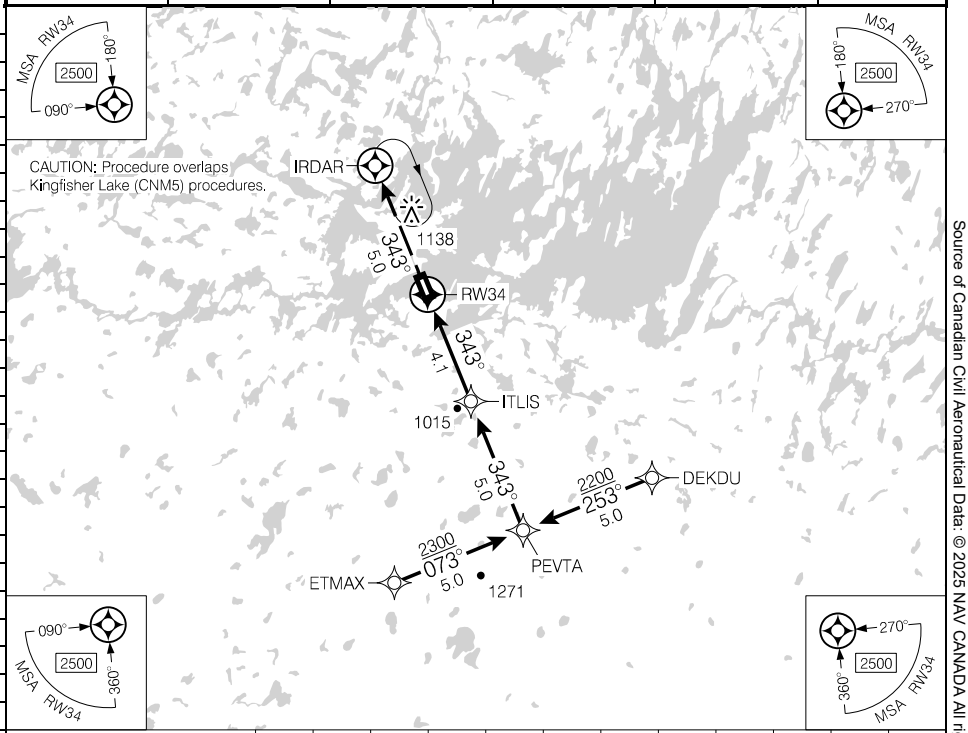
WUNNUMIN LAKE, ON

RNAV (GNSS) RWY 34

525338N 0891721W VAR 5°W

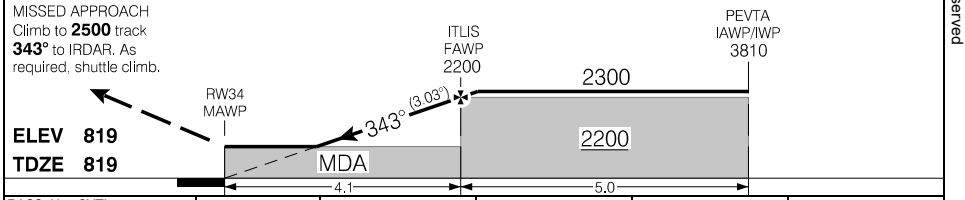
CKL3

		TFC – **123.2** ATF			ARCAL 123.2(K) AS Ap
SAFE ALT 100 NM **2700**	RNAV	APCH CRS **343°**	MIN ALT ITLIS **2200**	LDA **3511**	



DIST FROM RW34		1.6	3	**4.4**	5	6	7	8	9.1			
ALT (3.03° APCH PATH)		1380	1830	**2300**	2480	2800	3120	3440	3810			

MISSED APPROACH
Climb to **2500** track **343°** to IRDAR. As required, shuttle climb.



RASS: Use CYTL.

CATEGORY	A	B	C	D
LNAV	**1380**	(561)	1¾	

Knots	ft/min	Min:Sec
70	370	
90	480	
110	590	
130	700	
150	800	

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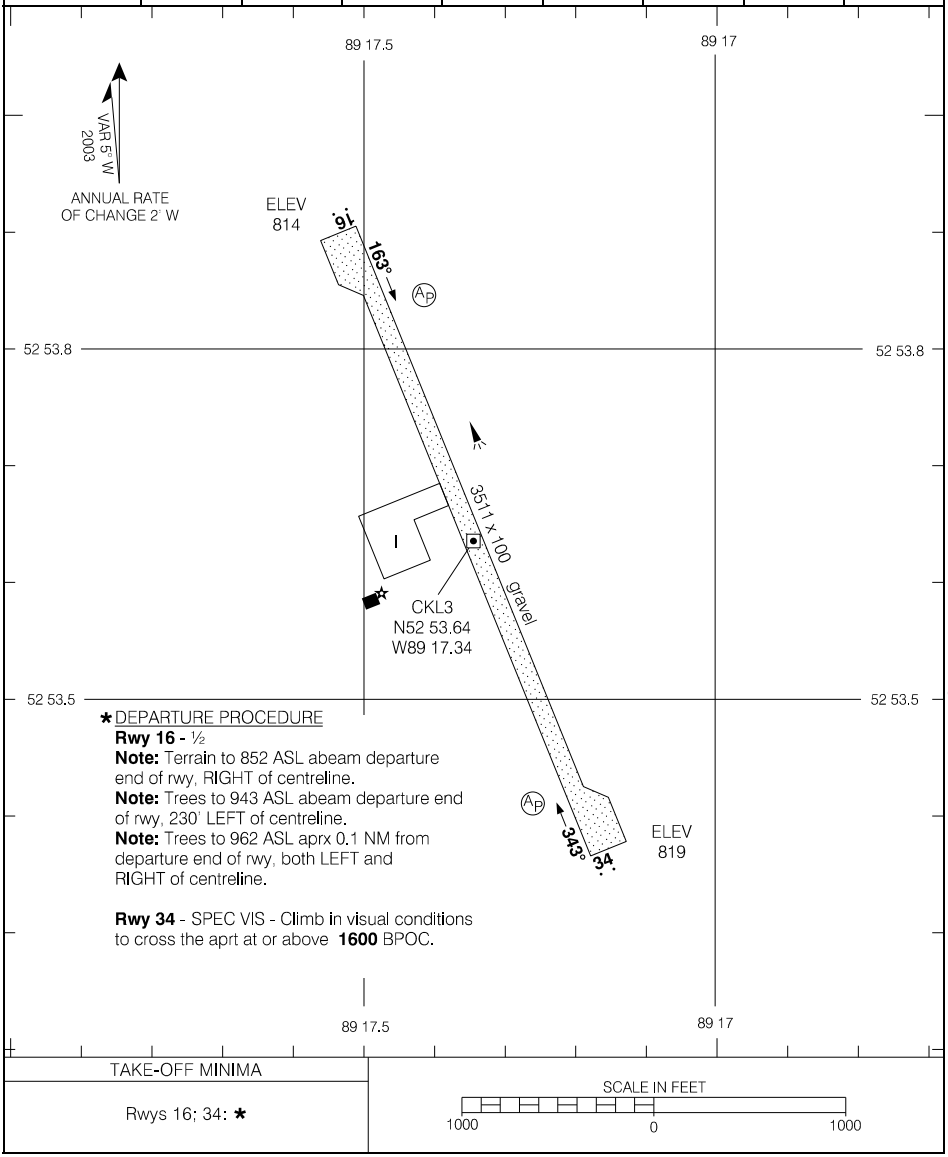
WUNNUMIN LAKE, ON

AERODROME CHART

CKL3

TFC – **123.2** ATF

DECL DISTS	16	34						
TORA	3511	3511						
TODA	3511	3511						
ASDA	3511	3511						
LDA	3511	3511						



TAKE-OFF MINIMA
Rwys 16; 34: *

SCALE IN FEET
1000 0 1000

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