CAP
3

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EFFECTIVE 0901Z **22 JANUARY 2026**
TO 0901Z 19 MARCH 2026

# CANADA AIR PILOT

## Instrument Procedures

## ALBERTA
## SASKATCHEWAN
## MANITOBA

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

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NAV CANADA

# CAP 3

## ALBERTA | SASKATCHEWAN | MANITOBA

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STAR (RNAV)
ELBOW FOUR ARR (EBGAL.ELBOW4)
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STAR (RNAV)
ADVOX NINE ARR (ADVOX.ADVOX9)
ARRIVAL ROUTES ..... CYYC-STAR-1B
STAR (RNAV)
ADVOX NINE ARR (ADVOX.ADVOX9)
ARRIVAL ROUTES ..... CYYC-STAR-1C


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STAR (RNAV)
BIRKO SIX ARR (BIRKO.BIRKO6)
TRANSITION ROUTES ..... CYYC-STAR-2A
STAR (RNAV)
BIRKO SIX ARR (BIRKO.BIRKO6)
ARRIVAL ROUTES ..... CYYC-STAR-2B
STAR (RNAV)
BIRKO SIX ARR (BIRKO.BIRKO6)
ARRIVAL ROUTES ..... CYYC-STAR-2C
STAR (RNAV)
EBGAL SEVEN ARR (EBGAL.EBGAL7)
TRANSITION ROUTES ..... CYYC-STAR-3A
STAR (RNAV)
EBGAL SEVEN ARR (EBGAL.EBGAL7)
ARRIVAL ROUTES ..... CYYC-STAR-3B
STAR (RNAV)
EBGAL SEVEN ARR (EBGAL.EBGAL7)
ARRIVAL ROUTES ..... CYYC-STAR-3C
STAR (RNAV)
FLAAM SEVEN ARR (ADVOX.FLAAM7)
TRANSITION ROUTES ..... CYYC-STAR-4A
STAR (RNAV)
FLAAM SEVEN ARR (ADVOX.FLAAM7)
|ARRIVAL ROUTES ..... CYYC-STAR-4B
STAR (RNAV)
FLAAM SEVEN ARR (ADVOX.FLAAM7)
ARRIVAL ROUTES ..... CYYC-STAR-4C
STAR (RNAV)
IGVEP SEVEN ARR (IGVEP.IGVEP7)
TRANSITION ROUTES ..... CYYC-STAR-5A
STAR (RNAV)
IGVEP SEVEN ARR (IGVEP.IGVEP7)
ARRIVAL ROUTES ..... CYYC-STAR-5B
STAR (RNAV)
IGVEP SEVEN ARR (IGVEP.IGVEP7)
ARRIVAL ROUTES ..... CYYC-STAR-5C
STAR (RNAV)
TIDUK SEVEN ARR (EBGAL.TIDUK7)
TRANSITION ROUTES ..... CYYC-STAR-6A
STAR (RNAV)
TIDUK SEVEN ARR (EBGAL.TIDUK7)
ARRIVAL ROUTES ..... CYYC-STAR-6B
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TIDUK SEVEN ARR (EBGAL.TIDUK7)
ARRIVAL ROUTES ..... CYYC-STAR-6C
STAR (RNAV)
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TRANSITION ROUTES ..... CYYC-STAR-7A
STAR (RNAV)
TOTUB FIVE ARR (BIRKO.TOTUB5)
ARRIVAL ROUTES ..... CYYC-STAR-7B
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TOTUB FIVE ARR (BIRKO.TOTUB5)
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VESGA SIX ARR (IGVEP.VESGA6)
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ILS RWY 17R ..... CYYC-IAP-2D
ILS CAT II RWY 17R ..... CYYC-IAP-2E
ILS RWY 29 ..... CYYC-IAP-2F
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RNAV (GNSS) Z RWY 11 ..... CYYC-IAP-3A
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RNAV (GNSS) Z RWY 17L ..... CYYC-IAP-3C
RNAV (RNP) Y RWY 17L ..... CYYC-IAP-3D
RNAV (GNSS) Z RWY 17R ..... CYYC-IAP-3E
RNAV (RNP) Y RWY 17R ..... CYYC-IAP-3F
RNAV (GNSS) Z RWY 29 ..... CYYC-IAP-3G
RNAV (RNP) Y RWY 29 ..... CYYC-IAP-3H
RNAV (GNSS) Z RWY 35L ..... CYYC-IAP-3I
RNAV (RNP) Y RWY 35L ..... CYYC-IAP-3J
RNAV (GNSS) Z RWY 35R ..... CYYC-IAP-3K
RNAV (RNP) Y RWY 35R ..... CYYC-IAP-3L
SID (VECTOR)
CALGARY EIGHT DEP (YYC8.) ..... CYYC-SID-1A
SID (VECTOR)
CALGARY EIGHT DEP (YYC8.) ..... CYYC-SID-1B
SID (VECTOR)
COWBOY TWO DEP (CWBOY2.) ..... CYYC-SID-2A
SID (VECTOR)
COWBOY TWO DEP (CWBOY2.) ..... CYYC-SID-2B
SID (VECTOR)
RODEO TWO DEP (RODEO2.) ..... CYYC-SID-3A
SID (VECTOR)
RODEO TWO DEP (RODEO2.) ..... CYYC-SID-3B
SID (VECTOR)
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SID (VECTOR)
STAMPEDE TWO DEP (STAMP2.) ..... CYYC-SID-4B
DEPARTURE PROCEDURE ..... CYYC-DP
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PARKING AREAS ..... CYYC-APD

**CAMROSE, AB**
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RNAV (GNSS) RWY 32 ..... CEQ3-IAP-3B
AERODROME CHART ..... CEQ3-AD

**CHURCHILL, MB**
ILS RWY 33 ..... CYYQ-IAP-2
RNAV (GNSS) RWY 07 ..... CYYQ-IAP-3A
RNAV (GNSS) RWY 15 ..... CYYQ-IAP-3B
RNAV (GNSS) RWY 25 ..... CYYQ-IAP-3C
RNAV (GNSS) RWY 33 ..... CYYQ-IAP-3D
VOR RWY 07 ..... CYYQ-IAP-6
AERODROME CHART ..... CYYQ-AD

**CIGAR LAKE, SK**
RNAV (GNSS) RWY 17 ..... CJW7-IAP-3A
RNAV (GNSS) RWY 35 ..... CJW7-IAP-3B
AERODROME CHART ..... CJW7-AD

**COLD LAKE REGIONAL, AB**
RNAV (GNSS) RWY 08 ..... CEN5-IAP-3A
RNAV (GNSS) RWY 26 ..... CEN5-IAP-3B
AERODROME CHART ..... CEN5-AD

**COLD LAKE/ GROUP CAPTAIN R.W. MCNAIR, AB**
ILS Z RWY 31R (DND) ..... CYOD-IAP-2C
RNAV (GNSS) RWY 04 (DND) ..... CYOD-IAP-3A
RNAV (GNSS) RWY 13L (DND) ..... CYOD-IAP-3B
RNAV (GNSS) RWY 13R (DND) ..... CYOD-IAP-3C
RNAV (GNSS) RWY 22 (DND) ..... CYOD-IAP-3D
RNAV (GNSS) RWY 31L (DND) ..... CYOD-IAP-3E
RNAV (GNSS) RWY 31R (DND) ..... CYOD-IAP-3F
NDB/DME RWY 13L (DND) ..... CYOD-IAP-8A
NDB/DME RWY 22 (DND) ..... CYOD-IAP-8B
NDB/DME RWY 31R (DND) ..... CYOD-IAP-8C
NDB RWY 13L (DND) ..... CYOD-IAP-9A
NDB RWY 22 (DND) ..... CYOD-IAP-9B
NDB RWY 31R (DND) ..... CYOD-IAP-9C
SID (VECTOR) COLD LAKE FOUR DEP (CYOD4.) (DND) ... CYOD-SID-1A
SID (VECTOR) COLD LAKE FOUR DEP (CYOD4.) (DND) ... CYOD-SID-1B
NOISE ABATEMENT PROCEDURES (DND) ..... CYOD-NOR
AERODROME CHART (DND) ..... CYOD-AD

**COLLINS BAY, SK**
RNAV (GNSS) RWY 02 ..... CYKC-IAP-3A
RNAV (GNSS) RWY 20 ..... CYKC-IAP-3B
AERODROME CHART ..... CYKC-AD

**CONKLIN (LEISMER), AB**
RNAV (GNSS) RWY 09 ..... CET2-IAP-3A
RNAV (GNSS) RWY 27 ..... CET2-IAP-3B
AERODROME CHART ..... CET2-AD

**CONSORT, AB**
RNAV (GNSS) RWY 13 ..... CFG3-IAP-3A
RNAV (GNSS) RWY 31 ..... CFG3-IAP-3B
AERODROME CHART ..... CFG3-AD

**CROSS LAKE (CHARLIE SINCLAIR MEMORIAL), MB**
RNAV (GNSS) RWY 05 ..... CYCR-IAP-3A
RNAV (GNSS) RWY 23 ..... CYCR-IAP-3B
AERODROME CHART ..... CYCR-AD

**CUMBERLAND HOUSE, SK**
RNAV (GNSS) RWY 10 ..... CJT4-IAP-3A
RNAV (GNSS) RWY 28 ..... CJT4-IAP-3B
AERODROME CHART ..... CJT4-AD

**DAUPHIN (LT. COL W.G.(BILLY) BARKER, VC), MB**
RNAV (GNSS) RWY 14 ..... CYDN-IAP-3A
RNAV (GNSS) RWY 32 ..... CYDN-IAP-3B
RNAV (GNSS) A (DND) ..... CYDN-IAP-3C
AERODROME CHART ..... CYDN-AD

**DELORAINE, MB**
RNAV (GNSS) RWY 08 ..... CJJ4-IAP-3A
RNAV (GNSS) RWY 26 ..... CJJ4-IAP-3B
AERODROME CHART ..... CJJ4-AD

**DONNELLY, AB**
RNAV (GNSS) RWY 07 ..... CFM4-IAP-3A
RNAV (GNSS) RWY 25 ..... CFM4-IAP-3B
AERODROME CHART ..... CFM4-AD

**DRAYTON VALLEY (HOSP & CARE CENTRE), AB**
COPTER RNAV (GNSS) 231° ..... CFV9-IAP-3
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HELIPORT CHART ..... CFV9-HP

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RNAV (GNSS) RWY 32 ..... CER3-IAP-3B
AERODROME CHART ..... CER3-AD

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RNAV (GNSS) RWY 17 ..... CEG4-IAP-3A
RNAV (GNSS) RWY 35 ..... CEG4-IAP-3B
AERODROME CHART ..... CEG4-AD

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**EDMONTON/COOKING LAKE, AB**
RNAV (GNSS) RWY 10 ..... CEZ3-IAP-3A
RNAV (GNSS) RWY 28 ..... CEZ3-IAP-3B
AERODROME CHART ..... CEZ3-AD

**EDMONTON INTL, AB**
STAR (RNAV)
ELLKS THREE ARR (ELLKS.ELLKS3) .... CYEG-STAR-1A
STAR (RNAV)
ELLKS THREE ARR (ELLKS.ELLKS3) .... CYEG-STAR-1B
STAR (RNAV)
IGSOX THREE ARR (CAMRA.IGSOX3) ... CYEG-STAR-2A
STAR (RNAV)
IGSOX THREE ARR (CAMRA.IGSOX3) ... CYEG-STAR-2B
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OILRS TWO ARR (OILRS.OILRS2) ..... CYEG-STAR-3B
STAR (RNAV)
RESAX ONE ARR (RESAX.RESAX1) ..... CYEG-STAR-4A
STAR (RNAV)
RESAX ONE ARR (RESAX.RESAX1) ..... CYEG-STAR-4B
STAR (RNAV)
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STAR (RNAV)
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ILS RWY 02 ..... CYEG-IAP-2A
ILS RWY 12 ..... CYEG-IAP-2B
ILS RWY 30 ..... CYEG-IAP-2C
RNAV (GNSS) Z RWY 02 ..... CYEG-IAP-3A
RNAV (RNP) Y RWY 02 ..... CYEG-IAP-3B
RNAV (GNSS) Z RWY 12 ..... CYEG-IAP-3C
RNAV (RNP) Y RWY 12 ..... CYEG-IAP-3D
RNAV (GNSS) Z RWY 20 ..... CYEG-IAP-3E
RNAV (RNP) Y RWY 20 ..... CYEG-IAP-3F
RNAV (GNSS) Z RWY 30 ..... CYEG-IAP-3G
RNAV (RNP) Y RWY 30 ..... CYEG-IAP-3H
SID (RNAV)
GABET ONE DEP (GABET1.) ..... CYEG-SID-1A
SID (RNAV)
GABET ONE DEP (GABET1.) ..... CYEG-SID-1B
SID (RNAV)
HAMPO TWO DEP (HAMPO2.) ..... CYEG-SID-2A
SID (RNAV)
HAMPO TWO DEP (HAMPO2.) ..... CYEG-SID-2B
SID (RNAV)
JEVON ONE DEP (JEVON1.) ..... CYEG-SID-3A
SID (RNAV)
JEVON ONE DEP (JEVON1.) ..... CYEG-SID-3B
SID (RNAV)
MIPOT ONE DEP (MIPOT1.) ..... CYEG-SID-4A
SID (RNAV)
MIPOT ONE DEP (MIPOT1.) ..... CYEG-SID-4B
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REDUCED VISIBILITY PROCEDURES ..... CYEG-GM-3
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PARKING AREAS (APRON 1) ..... CYEG-APD

**EDMONTON/EDMONTON PARKLAND EXECUTIVE AIRPORT, AB**
RNAV (GNSS) Z RWY 08 ..... CYEP-IAP-3A
RNAV (GNSS) Y RWY 08 ..... CYEP-IAP-3B
RNAV (GNSS) X RWY 08 ..... CYEP-IAP-3C
RNAV (GNSS) RWY 26 ..... CYEP-IAP-3D
DEPARTURE PROCEDURE (RNAV)
ITBUG ONE DEP (ITBUG1.) ..... CYEP-DP-1A
DEPARTURE PROCEDURE (RNAV)
ITBUG ONE DEP (ITBUG1.) ..... CYEP-DP-1B
AERODROME CHART ..... CYEP-AD

**EDMONTON/JOSEPHBURG, AB**
RNAV (GNSS) RWY 08 ..... CFB6-IAP-3A
RNAV (GNSS) RWY 26 ..... CFB6-IAP-3B
AERODROME CHART ..... CFB6-AD

**EDMONTON/UNIV OF ALBERTA (STOLLERY CHILDREN'S HOSP MAHI), AB**
COPTER RNAV (GNSS) 098° ..... CEW7-IAP-3
VISUAL APPROACH CHART ..... CEW7-VAP
HELIPORT CHART ..... CEW7-HP

**EDMONTON/VILLENEUVE, AB**
ILS RWY 26 ..... CZVL-IAP-2
RNAV (GNSS) RWY 08 ..... CZVL-IAP-3A
RNAV (GNSS) RWY 16 ..... CZVL-IAP-3B
RNAV (GNSS) RWY 26 ..... CZVL-IAP-3C
RNAV (GNSS) RWY 34 ..... CZVL-IAP-3D
SID (RNAV)
FIBRE TWO DEP (FIBRE2.) ..... CZVL-SID-1A
SID (RNAV)
FIBRE TWO DEP (FIBRE2.) ..... CZVL-SID-1B
SID (RNAV)
NOPOK TWO DEP (NOPOK2.) ..... CZVL-SID-2A
SID (RNAV)
NOPOK TWO DEP (NOPOK2.) ..... CZVL-SID-2B
SID (RNAV)
TADEV TWO DEP (TADEV2.) ..... CZVL-SID-3A
SID (RNAV)
TADEV TWO DEP (TADEV2.) ..... CZVL-SID-3B
SID (RNAV)
VOGOD TWO DEP (VOGOD2.) ..... CZVL-SID-4A
SID (RNAV)
VOGOD TWO DEP (VOGOD2.) ..... CZVL-SID-4B
AERODROME CHART ..... CZVL-AD

**EDSON, AB**
RNAV (GNSS) RWY 07 ..... CYET-IAP-3A
RNAV (GNSS) RWY 25 ..... CYET-IAP-3B
AERODROME CHART ..... CYET-AD

**ELK POINT, AB**
RNAV (GNSS) RWY 08 ..... CEJ6-IAP-3A
RNAV (GNSS) RWY 26 ..... CEJ6-IAP-3B
AERODROME CHART ..... CEJ6-AD


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**ESTEVAN REGIONAL, SK**
RNAV (GNSS) RWY 08 ..... CYEN-IAP-3A
RNAV (GNSS) RWY 15 ..... CYEN-IAP-3B
RNAV (GNSS) RWY 26 ..... CYEN-IAP-3C
RNAV (GNSS) RWY 33 ..... CYEN-IAP-3D
AERODROME CHART ..... CYEN-AD

**FAIRVIEW, AB**
RNAV (GNSS) RWY 04 ..... CEB5-IAP-3A
RNAV (GNSS) RWY 22 ..... CEB5-IAP-3B
DEPARTURE PROCEDURE (RNAV)
GRANDE THREE DEP (GRAND3.) ..... CEB5-DP-1A
DEPARTURE PROCEDURE (RNAV)
GRANDE THREE DEP (GRAND3.) ..... CEB5-DP-1B
DEPARTURE PROCEDURE (RNAV)
PEACE THREE DEP (PEACE3.) ..... CEB5-DP-2A
DEPARTURE PROCEDURE (RNAV)
PEACE THREE DEP (PEACE3.) ..... CEB5-DP-2B
DEPARTURE PROCEDURE (RNAV)
ST JOHN THREE DEP (SJOHN3.) ..... CEB5-DP-3A
DEPARTURE PROCEDURE (RNAV)
ST JOHN THREE DEP (SJOHN3.) ..... CEB5-DP-3B
AERODROME CHART ..... CEB5-AD

**FLIN FLON, MB**
RNAV (GNSS) RWY 01 ..... CYFO-IAP-3A
RNAV (GNSS) RWY 19 ..... CYFO-IAP-3B
NDB RWY 01 ..... CYFO-IAP-9A
NDB RWY 19 ..... CYFO-IAP-9B
AERODROME CHART ..... CYFO-AD

**FOND-DU-LAC, SK**
RNAV (GNSS) RWY 10 ..... CZFD-IAP-3A
RNAV (GNSS) RWY 28 ..... CZFD-IAP-3B
AERODROME CHART ..... CZFD-AD

**FORT CHIPEWYAN, AB**
RNAV (GNSS) RWY 04 ..... CYPY-IAP-3A
RNAV (GNSS) RWY 22 ..... CYPY-IAP-3B
AERODROME CHART ..... CYPY-AD

**FORT MACKAY/ALBIAN, AB**
RNAV (GNSS) RWY 13 ..... CAL4-IAP-3A
RNAV (GNSS) RWY 31 ..... CAL4-IAP-3B
DEPARTURE PROCEDURE (RNAV)
ALBIA ONE DEP (ALBIA1.) ..... CAL4-DP-1A
DEPARTURE PROCEDURE (RNAV)
ALBIA ONE DEP (ALBIA1.) ..... CAL4-DP-1B
AERODROME CHART ..... CAL4-AD

**FORT MACKAY/FIREBAG, AB**
ILS RWY 35 ..... CYFI-IAP-2
RNAV (GNSS) RWY 17 ..... CYFI-IAP-3A
RNAV (GNSS) RWY 35 ..... CYFI-IAP-3B
AERODROME CHART ..... CYFI-AD

**FORT MACKAY/HORIZON, AB**
RNAV (GNSS) RWY 17 ..... CYNR-IAP-3A
RNAV (GNSS) RWY 35 ..... CYNR-IAP-3B
DEPARTURE PROCEDURE (RNAV)
TAGIT FOUR DEP (TAGIT4.) ..... CYNR-DP-1A
DEPARTURE PROCEDURE (RNAV)
TAGIT FOUR DEP (TAGIT4.) ..... CYNR-DP-1B
AERODROME CHART ..... CYNR-AD

**FORT MCMURRAY, AB**
STAR (RNAV)
LEXON FIVE ARR (LEXON.LEXON5) ..... CYMM-STAR-1
ILS RWY 26 ..... CYMM-IAP-2
RNAV (GNSS) Z RWY 08 ..... CYMM-IAP-3A
RNAV (RNP) Y RWY 08 ..... CYMM-IAP-3B
RNAV (GNSS) Z RWY 26 ..... CYMM-IAP-3C
RNAV (RNP) Y RWY 26 ..... CYMM-IAP-3D
SID (VECTOR)
FORT MAC TWO DEP (CYMM2.) ..... CYMM-SID-1A
SID (VECTOR)
FORT MAC TWO DEP (CYMM2.) ..... CYMM-SID-1B
SID (RNAV)
TEXAL ONE DEP (TEXAL1.) ..... CYMM-SID-2A
SID (RNAV)
TEXAL ONE DEP (TEXAL1.) ..... CYMM-SID-2B
SID (RNAV)
VIKTU ONE DEP (VIKTU1.) ..... CYMM-SID-3A
SID (RNAV)
VIKTU ONE DEP (VIKTU1.) ..... CYMM-SID-3B
AERODROME CHART ..... CYMM-AD
DE-ICING OPERATIONS ..... CYMM-GM-4A
DE-ICING OPERATIONS ..... CYMM-GM-4B

**FORT VERMILION (WOP MAY MEMORIAL), AB**
RNAV (GNSS) RWY 08 ..... CEZ4-IAP-3A
RNAV (GNSS) RWY 26 ..... CEZ4-IAP-3B
AERODROME CHART ..... CEZ4-AD

**GILLAM, MB**
RNAV (GNSS) Z RWY 05 ..... CYGX-IAP-3A
RNAV (GNSS) Y RWY 05 ..... CYGX-IAP-3B
RNAV (GNSS) Z RWY 23 ..... CYGX-IAP-3C
RNAV (GNSS) Y RWY 23 ..... CYGX-IAP-3D
NDB RWY 05 ..... CYGX-IAP-9A
NDB RWY 23 ..... CYGX-IAP-9B
AERODROME CHART ..... CYGX-AD

**GIMLI/GIMLI INDUSTRIAL PARK AIRPORT, MB**
RNAV (GNSS) RWY 15 ..... CYGM-IAP-3A
RNAV (GNSS) RWY 33 ..... CYGM-IAP-3B
DEPARTURE PROCEDURE ..... CYGM-DP
AERODROME CHART ..... CYGM-AD


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**GODS LAKE NARROWS, MB**
RNAV (GNSS) RWY 14 ..... CYGO-IAP-3A
RNAV (GNSS) RWY 32 ..... CYGO-IAP-3B
AERODROME CHART ..... CYGO-AD

**GODS RIVER, MB**
RNAV (GNSS) RWY 09 ..... CZGI-IAP-3A
RNAV (GNSS) RWY 27 ..... CZGI-IAP-3B
AERODROME CHART ..... CZGI-AD

**GRAND RAPIDS, MB**
RNAV (GNSS) RWY 13 ..... CJV8-IAP-3A
RNAV (GNSS) RWY 31 ..... CJV8-IAP-3B
AERODROME CHART ..... CJV8-AD

**GRANDE PRAIRIE, AB**
ILS Z RWY 30 ..... CYQU-IAP-2A
ILS Y RWY 30 ..... CYQU-IAP-2B
RNAV (GNSS) Z RWY 07 ..... CYQU-IAP-3A
RNAV (RNP) Y RWY 07 ..... CYQU-IAP-3B
RNAV (GNSS) Z RWY 12 ..... CYQU-IAP-3C
RNAV (RNP) Y RWY 12 ..... CYQU-IAP-3D
RNAV (GNSS) Z RWY 25 ..... CYQU-IAP-3E
RNAV (RNP) Y RWY 25 ..... CYQU-IAP-3F
RNAV (GNSS) Z RWY 30 ..... CYQU-IAP-3G
RNAV (RNP) Y RWY 30 ..... CYQU-IAP-3H
VOR RWY 07 ..... CYQU-IAP-6
SID (VECTOR)
GRANDE PRAIRIE ONE DEP (CYQU1.) ... CYQU-SID-1A
SID (VECTOR)
GRANDE PRAIRIE ONE DEP (CYQU1.) ... CYQU-SID-1B
AERODROME CHART ..... CYQU-AD

**HANNA, AB**
RNAV (GNSS) RWY 12 ..... CEL4-IAP-3A
RNAV (GNSS) RWY 30 ..... CEL4-IAP-3B
AERODROME CHART ..... CEL4-AD

**HARDISTY, AB**
RNAV (GNSS) RWY 08 ..... CEA5-IAP-3A
RNAV (GNSS) RWY 26 ..... CEA5-IAP-3B
AERODROME CHART ..... CEA5-AD

**HATCHET LAKE, SK**
RNAV (GNSS) RWY 07 ..... CJL2-IAP-3A
RNAV (GNSS) RWY 25 ..... CJL2-IAP-3B
AERODROME CHART ..... CJL2-AD

**HIGH LEVEL, AB**
RNAV (GNSS) RWY 13 ..... CYOJ-IAP-3A
RNAV (GNSS) RWY 31 ..... CYOJ-IAP-3B
VOR RWY 31 ..... CYOJ-IAP-6
AERODROME CHART ..... CYOJ-AD

**HIGH PRAIRIE, AB**
RNAV (GNSS) RWY 07 ..... CZHP-IAP-3A
RNAV (GNSS) RWY 25 ..... CZHP-IAP-3B
AERODROME CHART ..... CZHP-AD

**HIGH RIVER/ FOOTHILLS REGIONAL AIRPORT, AB**
RNAV (GNSS) RWY 07 ..... CEN4-IAP-3A
RNAV (GNSS) RWY 25 ..... CEN4-IAP-3B
DEPARTURE PROCEDURE (RNAV)
ITBOT FOUR DEP (ITBOT4.) ..... CEN4-DP-1A
DEPARTURE PROCEDURE (RNAV)
ITBOT FOUR DEP (ITBOT4.) ..... CEN4-DP-1B
AERODROME CHART ..... CEN4-AD

**HINTON/JASPER-HINTON, AB**
RNAV (GNSS) Z RWY 20 ..... CEC4-IAP-3C
RNAV (GNSS) Y RWY 20 ..... CEC4-IAP-3D
RNAV (GNSS) X RWY 20 ..... CEC4-IAP-3E
DEPARTURE PROCEDURE (RNAV)
ANEBA TWO DEP (ANEBA2.) ..... CEC4-DP-1A
DEPARTURE PROCEDURE (RNAV)
ANEBA TWO DEP (ANEBA2.) ..... CEC4-DP-1B
AERODROME CHART ..... CEC4-AD

**HUDSON BAY, SK**
RNAV (GNSS) RWY 06 ..... CYHB-IAP-3A
RNAV (GNSS) RWY 24 ..... CYHB-IAP-3B
AERODROME CHART ..... CYHB-AD

**HUMBOLDT, SK**
RNAV (GNSS) RWY 10 ..... CJU4-IAP-3A
RNAV (GNSS) RWY 28 ..... CJU4-IAP-3B
AERODROME CHART ..... CJU4-AD

**ÎLE-À-LA-CROSSE, SK**
RNAV (GNSS) RWY 15 ..... CJF3-IAP-3A
RNAV (GNSS) RWY 33 ..... CJF3-IAP-3B
AERODROME CHART ..... CJF3-AD

**ILFORD, MB**
RNAV (GNSS) RWY 09 ..... CZBD-IAP-3A
RNAV (GNSS) RWY 27 ..... CZBD-IAP-3B
AERODROME CHART ..... CZBD-AD

**ISLAND LAKE, MB**
RNAV (GNSS) RWY 12 ..... CYIV-IAP-3A
RNAV (GNSS) RWY 30 ..... CYIV-IAP-3B
NDB RWY 30 ..... CYIV-IAP-9
AERODROME CHART ..... CYIV-AD

**JENPEG, MB**
RNAV (GNSS) RWY 15 ..... CZJG-IAP-3A
RNAV (GNSS) RWY 33 ..... CZJG-IAP-3B
AERODROME CHART ..... CZJG-AD

**KELSEY, MB**
RNAV (GNSS) RWY 12 ..... CZEE-IAP-3A
RNAV (GNSS) RWY 30 ..... CZEE-IAP-3B
AERODROME CHART ..... CZEE-AD

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**KEY LAKE, SK**
RNAV (GNSS) RWY 03 ..... CYKJ-IAP-3A
RNAV (GNSS) RWY 21 ..... CYKJ-IAP-3B
AERODROME CHART ..... CYKJ-AD

**KILLAM-SEDGEWICK/ FLAGSTAFF REGIONAL, AB**
RNAV (GNSS) RWY 12 ..... CEK6-IAP-3A
RNAV (GNSS) A ..... CEK6-IAP-3B
AERODROME CHART ..... CEK6-AD

**KILLARNEY MUNI, MB**
RNAV (GNSS) RWY 12 ..... CJS5-IAP-3A
RNAV (GNSS) RWY 30 ..... CJS5-IAP-3B
AERODROME CHART ..... CJS5-AD

**KINDERSLEY REGIONAL, SK**
RNAV (GNSS) RWY 08 ..... CYKY-IAP-3A
RNAV (GNSS) RWY 26 ..... CYKY-IAP-3B
AERODROME CHART ..... CYKY-AD

**KIPLING, SK**
RNAV (GNSS) RWY 28 ..... CKD5-IAP-3C
AERODROME CHART ..... CKD5-AD

**LA CRETE (JAKE FEHR MEMORIAL), AB**
RNAV (GNSS) RWY 07 ..... CFN5-IAP-3A
RNAV (GNSS) RWY 25 ..... CFN5-IAP-3B
AERODROME CHART ..... CFN5-AD

**LA RONGE (BARBER FIELD), SK**
RNAV (GNSS) RWY 18 ..... CYVC-IAP-3A
RNAV (GNSS) RWY 36 ..... CYVC-IAP-3B
VOR RWY 18 ..... CYVC-IAP-6
SID (VECTOR)
LA RONGE TWO DEP (CYVC2.) ..... CYVC-SID-1A
SID (VECTOR)
LA RONGE TWO DEP (CYVC2.) ..... CYVC-SID-1B
AERODROME CHART ..... CYVC-AD

**LAC BROCHET, MB**
RNAV (GNSS) RWY 03 ..... CZWH-IAP-3A
RNAV (GNSS) RWY 21 ..... CZWH-IAP-3B
AERODROME CHART ..... CZWH-AD

**LAC DU BONNET, MB**
RNAV (GNSS) RWY 18 ..... CYAX-IAP-3A
RNAV (GNSS) RWY 36 ..... CYAX-IAP-3B
AERODROME CHART ..... CYAX-AD

**LAC LA BICHE, AB**
RNAV (GNSS) RWY 11 ..... CYLB-IAP-3A
RNAV (GNSS) RWY 29 ..... CYLB-IAP-3B
AERODROME CHART ..... CYLB-AD

**LACOMBE, AB**
RNAV (GNSS) RWY 17 ..... CEG3-IAP-3A
RNAV (GNSS) RWY 35 ..... CEG3-IAP-3B
AERODROME CHART ..... CEG3-AD

**LETHBRIDGE, AB**
ILS Z RWY 06 ..... CYQL-IAP-2A
ILS Y RWY 06 ..... CYQL-IAP-2B
RNAV (GNSS) RWY 06 ..... CYQL-IAP-3A
RNAV (GNSS) RWY 13 ..... CYQL-IAP-3B
RNAV (GNSS) RWY 24 ..... CYQL-IAP-3C
RNAV (GNSS) RWY 31 ..... CYQL-IAP-3D
VOR RWY 24 ..... CYQL-IAP-6
AERODROME CHART ..... CYQL-AD

**LITTLE GRAND RAPIDS, MB**
RNAV (GNSS) RWY 18 ..... CZGR-IAP-3A
RNAV (GNSS) RWY 36 ..... CZGR-IAP-3B
AERODROME CHART ..... CZGR-AD

**LLOYDMINSTER, AB**
RNAV (GNSS) RWY 08 ..... CYLL-IAP-3A
RNAV (GNSS) RWY 26 ..... CYLL-IAP-3B
NDB RWY 26 ..... CYLL-IAP-9
AERODROME CHART ..... CYLL-AD

**LUSELAND, SK**
RNAV (GNSS) RWY 11 ..... CJR2-IAP-3A
RNAV (GNSS) RWY 29 ..... CJR2-IAP-3B
AERODROME CHART ..... CJR2-AD

**LYNN LAKE, MB**
RNAV (GNSS) RWY 17 ..... CYYL-IAP-3A
RNAV (GNSS) RWY 35 ..... CYYL-IAP-3B
VOR RWY 17 ..... CYYL-IAP-6
AERODROME CHART ..... CYYL-AD

**MAIDSTONE, SK**
RNAV (GNSS) RWY 12 ..... CJH3-IAP-3A
RNAV (GNSS) RWY 30 ..... CJH3-IAP-3B
AERODROME CHART ..... CJH3-AD

**MANNING, AB**
RNAV (GNSS) RWY 07 ..... CFX4-IAP-3A
RNAV (GNSS) RWY 25 ..... CFX4-IAP-3B
AERODROME CHART ..... CFX4-AD

**MAPLE CREEK, SK**
RNAV (GNSS) RWY 24 ..... CJQ4-IAP-3C
AERODROME CHART ..... CJQ4-AD

**MCARTHUR RIVER, SK**
RNAV (GNSS) RWY 18 ..... CKQ8-IAP-3A
RNAV (GNSS) RWY 36 ..... CKQ8-IAP-3B
AERODROME CHART ..... CKQ8-AD

**MEADOW LAKE, SK**
RNAV (GNSS) RWY 09 ..... CYLJ-IAP-3A
RNAV (GNSS) RWY 17 ..... CYLJ-IAP-3B
RNAV (GNSS) RWY 27 ..... CYLJ-IAP-3C
RNAV (GNSS) RWY 35 ..... CYLJ-IAP-3D
AERODROME CHART ..... CYLJ-AD

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**MEDICINE HAT, AB**
STAR (RNAV)
ODLAN ONE ARR (ODLAN.ODLAN1) ..... CYXH-STAR
RNAV (GNSS) RWY 03 ..... CYXH-IAP-3A
RNAV (GNSS) RWY 21 ..... CYXH-IAP-3B
SID (RNAV)
VESDO ONE DEP (VESDO1.) ..... CYXH-SID-1A
SID (RNAV)
VESDO ONE DEP (VESDO1.) ..... CYXH-SID-1B
DEPARTURE PROCEDURE ..... CYXH-DP
AERODROME CHART ..... CYXH-AD

**MELFORT (MILLER FIELD), SK**
RNAV (GNSS) RWY 08 ..... CJZ3-IAP-3A
RNAV (GNSS) RWY 26 ..... CJZ3-IAP-3B
AERODROME CHART ..... CJZ3-AD

**MOOSE JAW/**
**AIR VICE MARSHAL C.M. MCEWEN, SK**
ILS Z RWY 11L (DND) ..... CYMJ-IAP-2A
ILS Z RWY 29R (DND) ..... CYMJ-IAP-2C
RNAV (GNSS) RWY 11L (DND) ..... CYMJ-IAP-3A
RNAV (GNSS) RWY 11R (DND) ..... CYMJ-IAP-3B
RNAV (GNSS) RWY 29L (DND) ..... CYMJ-IAP-3C
RNAV (GNSS) RWY 29R (DND) ..... CYMJ-IAP-3D
SID (VECTOR)
MACAULEY ONE DEP (CYMJ.1) (DND) ..... CYMJ-SID-1A
SID (VECTOR)
MACAULEY ONE DEP (CYMJ.1) (DND) ..... CYMJ-SID-1B
AERODROME CHART (DND) ..... CYMJ-AD

**MOOSE JAW MUNI, SK**
RNAV (GNSS) RWY 13 ..... CJS4-IAP-3A
RNAV (GNSS) RWY 31 ..... CJS4-IAP-3B
AERODROME CHART ..... CJS4-AD

**MOOSOMIN/MARSHALL MCLEOD FIELD, SK**
RNAV (GNSS) RWY 13 ..... CJB5-IAP-3A
RNAV (GNSS) RWY 31 ..... CJB5-IAP-3B
AERODROME CHART ..... CJB5-AD

**NEEPAWA, MB**
RNAV (GNSS) RWY 04 ..... CJV5-IAP-3A
RNAV (GNSS) RWY 22 ..... CJV5-IAP-3B
AERODROME CHART ..... CJV5-AD

**NIPAWIN, SK**
RNAV (GNSS) RWY 03 ..... CYBU-IAP-3A
RNAV (GNSS) RWY 21 ..... CYBU-IAP-3B
NDB A ..... CYBU-IAP-9
AERODROME CHART ..... CYBU-AD

**NORTH BATTLEFORD, SK**
RNAV (GNSS) RWY 12 ..... CYQW-IAP-3A
RNAV (GNSS) RWY 30 ..... CYQW-IAP-3B
AERODROME CHART ..... CYQW-AD

**NORWAY HOUSE, MB**
RNAV (GNSS) RWY 06 ..... CYNE-IAP-3A
RNAV (GNSS) RWY 24 ..... CYNE-IAP-3B
AERODROME CHART ..... CYNE-AD

**OLDS-DIDSBURY, AB**
RNAV (GNSS) RWY 10 ..... CEA3-IAP-3A
RNAV (GNSS) RWY 28 ..... CEA3-IAP-3B
AERODROME CHART ..... CEA3-AD

**OXFORD HOUSE, MB**
RNAV (GNSS) RWY 05 ..... CYOH-IAP-3A
RNAV (GNSS) RWY 23 ..... CYOH-IAP-3B
AERODROME CHART ..... CYOH-AD

**OYEN MUNI, AB**
RNAV (GNSS) RWY 14 ..... CED3-IAP-3A
RNAV (GNSS) RWY 32 ..... CED3-IAP-3B
AERODROME CHART ..... CED3-AD

**PEACE RIVER, AB**
RNAV (GNSS) RWY 04 ..... CYPE-IAP-3A
RNAV (GNSS) RWY 22 ..... CYPE-IAP-3B
VOR/DME RWY 04 ..... CYPE-IAP-5A
VOR/DME RWY 22 ..... CYPE-IAP-5B
AERODROME CHART ..... CYPE-AD

**PIKWITONEI, MB**
RNAV (GNSS) RWY 05 ..... CZMN-IAP-3A
RNAV (GNSS) RWY 23 ..... CZMN-IAP-3B
AERODROME CHART ..... CZMN-AD

**PINCHER CREEK, AB**
RNAV (GNSS) RWY 08 ..... CZPC-IAP-3A
RNAV (GNSS) RWY 26 ..... CZPC-IAP-3B
NDB RWY 26 ..... CZPC-IAP-9
DEPARTURE PROCEDURE (RNAV)
SEKOM ONE DEP (SEKOM1.) ..... CZPC-DP-1A
DEPARTURE PROCEDURE (RNAV)
SEKOM ONE DEP (SEKOM1.) ..... CZPC-DP-1B
AERODROME CHART ..... CZPC-AD

**POINTS NORTH LANDING, SK**
RNAV (GNSS) RWY 16 ..... CYNL-IAP-3A
RNAV (GNSS) RWY 34 ..... CYNL-IAP-3B
AERODROME CHART ..... CYNL-AD

**PONOKA (LABRIE FIELD), AB**
RNAV (GNSS) Z RWY 16 ..... CEH3-IAP-3A
RNAV (GNSS) Z RWY 34 ..... CEH3-IAP-3D
AERODROME CHART ..... CEH3-AD

**POPLAR RIVER, MB**
RNAV (GNSS) RWY 10 ..... CZNG-IAP-3A
RNAV (GNSS) A ..... CZNG-IAP-3B
AERODROME CHART ..... CZNG-AD


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**PORTAGE LA PRAIRIE/SOUTHPORT, MB**
ILS RWY 31L ..... CYPG-IAP-2
RNAV (GNSS) RWY 13R ..... CYPG-IAP-3A
RNAV (GNSS) RWY 31L ..... CYPG-IAP-3B
VOR/DME RWY 13R ..... CYPG-IAP-5A
VOR/DME RWY 31L ..... CYPG-IAP-5B
VOR RWY 31L ..... CYPG-IAP-6
NDB RWY 31L ..... CYPG-IAP-9
SID (VECTOR)
PORTAGE ONE DEP (CYPG1.) ..... CYPG-SID-1A
SID (VECTOR)
PORTAGE ONE DEP (CYPG1.) ..... CYPG-SID-1B
AERODROME CHART ..... CYPG-AD

**PRINCE ALBERT (GLASS FIELD), SK**
STAR (RNAV)
KAVET THREE ARR (KAVET.KAVET3) ..... CYPA-STAR-1
STAR (RNAV)
PEKTO THREE ARR (PEKTO.PEKTO3) ..... CYPA-STAR-2
ILS Z RWY 08 ..... CYPA-IAP-2A
ILS Y RWY 08 ..... CYPA-IAP-2B
RNAV (GNSS) RWY 08 ..... CYPA-IAP-3A
RNAV (GNSS) RWY 26 ..... CYPA-IAP-3B
VOR/DME RWY 08 ..... CYPA-IAP-5A
VOR/DME RWY 26 ..... CYPA-IAP-5B
VOR RWY 26 ..... CYPA-IAP-6
SID (RNAV)
ALOKA ONE DEP (ALOKA1.) ..... CYPA-SID-1A
SID (RNAV)
ALOKA ONE DEP (ALOKA1.) ..... CYPA-SID-1B
SID (RNAV)
DEDID TWO DEP (DEDID2.) ..... CYPA-SID-2A
SID (RNAV)
DEDID TWO DEP (DEDID2.) ..... CYPA-SID-2B
SID (RNAV)
MEMGI TWO DEP (MEMGI2.) ..... CYPA-SID-3A
SID (RNAV)
MEMGI TWO DEP (MEMGI2.) ..... CYPA-SID-3B
SID (RNAV)
VEPRI ONE DEP (VEPRI1.) ..... CYPA-SID-4A
SID (RNAV)
VEPRI ONE DEP (VEPRI1.) ..... CYPA-SID-4B
AERODROME CHART ..... CYPA-AD
REDUCED VISIBILITY PROCEDURES ..... CYPA-GM-3

**PROVOST, AB**
RNAV (GNSS) RWY 12 ..... CEH6-IAP-3A
RNAV (GNSS) RWY 30 ..... CEH6-IAP-3B
AERODROME CHART ..... CEH6-AD

**PUKATAWAGAN, MB**
RNAV (GNSS) RWY 15 ..... CZFG-IAP-3A
RNAV (GNSS) RWY 33 ..... CZFG-IAP-3B
AERODROME CHART ..... CZFG-AD

**RAINBOW LAKE, AB**
RNAV (GNSS) RWY 09 ..... CYOP-IAP-3A
RNAV (GNSS) RWY 27 ..... CYOP-IAP-3B
AERODROME CHART ..... CYOP-AD

**RED DEER REGIONAL, AB**
RNAV (GNSS) RWY 12 ..... CYQF-IAP-3A
RNAV (GNSS) RWY 17 ..... CYQF-IAP-3B
RNAV (GNSS) RWY 30 ..... CYQF-IAP-3C
RNAV (GNSS) RWY 35 ..... CYQF-IAP-3D
NDB/DME RWY 35 ..... CYQF-IAP-8
SID (VECTOR)
RED DEER TWO DEP (CYQF2.) ..... CYQF-SID-1A
SID (VECTOR)
RED DEER TWO DEP (CYQF2.) ..... CYQF-SID-1B
AERODROME CHART ..... CYQF-AD

**RED EARTH CREEK, AB**
RNAV (GNSS) RWY 13 ..... CEH5-IAP-3A
RNAV (GNSS) RWY 31 ..... CEH5-IAP-3B
AERODROME CHART ..... CEH5-AD

**RED SUCKER LAKE, MB**
RNAV (GNSS) RWY 09 ..... CYRS-IAP-3A
RNAV (GNSS) RWY 27 ..... CYRS-IAP-3B
AERODROME CHART ..... CYRS-AD

**REGINA INTL, SK**
STAR (RNAV)
ANTOS SIX ARR (ANTOS.ANTOS6) ..... CYQR-STAR-1
STAR (RNAV)
GORAK TWO ARR (GORAK.GORAK2) ..... CYQR-STAR-2
STAR (RNAV)
KEMKA SIX ARR (KEMKA.KEMKA6) ..... CYQR-STAR-3
STAR (RNAV)
ODGOV SIX ARR (ODGOV.ODGOV6) ..... CYQR-STAR-4
ILS RWY 13 ..... CYQR-IAP-2
RNAV (GNSS) Z RWY 08 ..... CYQR-IAP-3A
RNAV (RNP) Y RWY 08 ..... CYQR-IAP-3B
RNAV (GNSS) Z RWY 13 ..... CYQR-IAP-3C
RNAV (RNP) Y RWY 13 ..... CYQR-IAP-3D
RNAV (GNSS) Z RWY 26 ..... CYQR-IAP-3E
RNAV (RNP) Y RWY 26 ..... CYQR-IAP-3F
RNAV (GNSS) Z RWY 31 ..... CYQR-IAP-3G
RNAV (RNP) Y RWY 31 ..... CYQR-IAP-3H
SID (VECTOR)
REGINA TWO DEP (CYQR2.) ..... CYQR-SID-1A
SID (VECTOR)
REGINA TWO DEP (CYQR2.) ..... CYQR-SID-1B
NOISE ABATEMENT PROCEDURES ..... CYQR-NOR
AERODROME CHART ..... CYQR-AD
PARKING AREAS ..... CYQR-APD

**ROCKY MOUNTAIN HOUSE, AB**
RNAV (GNSS) RWY 13 ..... CYRM-IAP-3A
RNAV (GNSS) RWY 31 ..... CYRM-IAP-3B
AERODROME CHART ..... CYRM-AD

**ROSETOWN, SK**
RNAV (GNSS) RWY 08 ..... CJX4-IAP-3A
RNAV (GNSS) RWY 26 ..... CJX4-IAP-3B
AERODROME CHART ..... CJX4-AD


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**RUSSELL, MB**
RNAV (GNSS) RWY 17 ..... CJW5-IAP-3A
RNAV (GNSS) RWY 35 ..... CJW5-IAP-3B
AERODROME CHART ..... CJW5-AD

**SASKATOON/JOHN G. DIEFENBAKER INTL, SK**
STAR (RNAV)
CAREN THREE ARR (CAREN.CAREN3) ... CYXE-STAR-1
STAR (RNAV)
DUNEM SIX ARR (DUNEM.DUNEM6) ..... CYXE-STAR-2
STAR (RNAV)
KEBRU FIVE ARR (KEBRU.KEBRU5) ..... CYXE-STAR-3
STAR (RNAV)
MAVOB SIX ARR (MAVOB.MAVOB6) ..... CYXE-STAR-4
ILS RWY 09 ..... CYXE-IAP-2
RNAV (GNSS) Z RWY 09 ..... CYXE-IAP-3A
RNAV (RNP) Y RWY 09 ..... CYXE-IAP-3B
RNAV (GNSS) Z RWY 15 ..... CYXE-IAP-3C
RNAV (RNP) Y RWY 15 ..... CYXE-IAP-3D
RNAV (GNSS) Z RWY 27 ..... CYXE-IAP-3E
RNAV (RNP) Y RWY 27 ..... CYXE-IAP-3F
RNAV (GNSS) Z RWY 33 ..... CYXE-IAP-3G
RNAV (RNP) Y RWY 33 ..... CYXE-IAP-3H
SID (RNAV)
ERDED ONE DEP (ERDED1.) ..... CYXE-SID-1A
SID (RNAV)
ERDED ONE DEP (ERDED1.) ..... CYXE-SID-1B
SID (RNAV)
ESVOX ONE DEP (ESVOX1.) ..... CYXE-SID-2A
SID (RNAV)
ESVOX ONE DEP (ESVOX1.) ..... CYXE-SID-2B
SID (RNAV)
MOVOT ONE DEP (MOVOT1.) ..... CYXE-SID-3A
SID (RNAV)
MOVOT ONE DEP (MOVOT1.) ..... CYXE-SID-3B
SID (RNAV)
NOXOG ONE DEP (NOXOG1.) ..... CYXE-SID-4A
SID (RNAV)
NOXOG ONE DEP (NOXOG1.) ..... CYXE-SID-4B
SID (VECTOR)
SASKATOON EIGHT DEP (CYXE8.) ..... CYXE-SID-5A
SID (VECTOR)
SASKATOON EIGHT DEP (CYXE8.) ..... CYXE-SID-5B
SID (RNAV)
UDKUV ONE DEP (UDKUV1.) ..... CYXE-SID-6A
SID (RNAV)
UDKUV ONE DEP (UDKUV1.) ..... CYXE-SID-6B
DEPARTURE PROCEDURE ..... CYXE-DP
AERODROME CHART ..... CYXE-AD
REDUCED VISIBILITY PROCEDURES ..... CYXE-GM-3

**SHAMATTAWA, MB**
RNAV (GNSS) RWY 01 ..... CZTM-IAP-3A
RNAV (GNSS) RWY 19 ..... CZTM-IAP-3B
AERODROME CHART ..... CZTM-AD

**SHAUNAVON, SK**
RNAV (GNSS) RWY 12 ..... CJC5-IAP-3A
RNAV (GNSS) RWY 30 ..... CJC5-IAP-3B
AERODROME CHART ..... CJC5-AD

**SLAVE LAKE, AB**
RNAV (GNSS) RWY 10 ..... CYZH-IAP-3A
RNAV (GNSS) RWY 28 ..... CYZH-IAP-3B
AERODROME CHART ..... CYZH-AD

**SOUTH INDIAN LAKE, MB**
RNAV (GNSS) RWY 18 ..... CZSN-IAP-3A
RNAV (GNSS) RWY 36 ..... CZSN-IAP-3B
AERODROME CHART ..... CZSN-AD

**SPIRIT RIVER, AB**
RNAV (GNSS) RWY 06 ..... CFS5-IAP-3A
RNAV (GNSS) RWY 24 ..... CFS5-IAP-3B
AERODROME CHART ..... CFS5-AD

**ST. PAUL, AB**
RNAV (GNSS) RWY 08 ..... CEW3-IAP-3A
RNAV (GNSS) RWY 26 ..... CEW3-IAP-3B
AERODROME CHART ..... CEW3-AD

**ST. THERESA POINT, MB**
RNAV (GNSS) RWY 04 ..... CYST-IAP-3A
RNAV (GNSS) RWY 22 ..... CYST-IAP-3B
NDB A ..... CYST-IAP-9
AERODROME CHART ..... CYST-AD

**STEINBACH (SOUTH), MB**
RNAV (GNSS) RWY 18 ..... CKK7-IAP-3A
RNAV (GNSS) RWY 36 ..... CKK7-IAP-3B
AERODROME CHART ..... CKK7-AD

**STETTLER, AB**
RNAV (GNSS) RWY 07 ..... CEJ3-IAP-3A
RNAV (GNSS) RWY 25 ..... CEJ3-IAP-3B
AERODROME CHART ..... CEJ3-AD

**STONY RAPIDS, SK**
RNAV (GNSS) RWY 06 ..... CYSF-IAP-3A
RNAV (GNSS) RWY 24 ..... CYSF-IAP-3B
NDB A ..... CYSF-IAP-9
AERODROME CHART ..... CYSF-AD

**SUNDRE, AB**
RNAV (GNSS) RWY 15 ..... CFN7-IAP-3A
RNAV (GNSS) RWY 33 ..... CFN7-IAP-3B
AERODROME CHART ..... CFN7-AD

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**SWAN RIVER, MB**
RNAV (GNSS) RWY 02 ..... CZJN-IAP-3A
RNAV (GNSS) RWY 20 ..... CZJN-IAP-3B
AERODROME CHART ..... CZJN-AD

**SWIFT CURRENT, SK**
RNAV (GNSS) RWY 13 ..... CYYN-IAP-3A
RNAV (GNSS) RWY 31 ..... CYYN-IAP-3B
AERODROME CHART ..... CYYN-AD

**TABER, AB**
RNAV (GNSS) RWY 05 ..... CED5-IAP-3A
RNAV (GNSS) RWY 23 ..... CED5-IAP-3B
AERODROME CHART ..... CED5-AD

**TADOULE LAKE, MB**
RNAV (GNSS) RWY 07 ..... CYBQ-IAP-3A
RNAV (GNSS) RWY 25 ..... CYBQ-IAP-3B
AERODROME CHART ..... CYBQ-AD

**THE PAS, MB**
RNAV (GNSS) RWY 13 ..... CYQD-IAP-3A
RNAV (GNSS) RWY 31 ..... CYQD-IAP-3B
AERODROME CHART ..... CYQD-AD

**THE PAS/GRACE LAKE, MB**
RNAV (GNSS) RWY 08 ..... CJR3-IAP-3A
RNAV (GNSS) RWY 26 ..... CJR3-IAP-3B
AERODROME CHART ..... CJR3-AD

**THICKET PORTAGE, MB**
RNAV (GNSS) RWY 12 ..... CZLQ-IAP-3A
RNAV (GNSS) RWY 30 ..... CZLQ-IAP-3B
AERODROME CHART ..... CZLQ-AD

**THOMPSON, MB**
ILS RWY 06 ..... CYTH-IAP-2
RNAV (GNSS) RWY 06 ..... CYTH-IAP-3A
RNAV (GNSS) RWY 15 ..... CYTH-IAP-3B
RNAV (GNSS) RWY 24 ..... CYTH-IAP-3C
RNAV (GNSS) RWY 33 ..... CYTH-IAP-3D
SID (VECTOR)
THOMPSON THREE DEP (CYTH3.) ..... CYTH-SID-1A
SID (VECTOR)
THOMPSON THREE DEP (CYTH3.) ..... CYTH-SID-1B
AERODROME CHART ..... CYTH-AD

**THREE HILLS, AB**
RNAV (GNSS) RWY 12 ..... CEN3-IAP-3A
RNAV (GNSS) RWY 30 ..... CEN3-IAP-3B
AERODROME CHART ..... CEN3-AD

**TISDALE, SK**
RNAV (GNSS) RWY 14 ..... CJY3-IAP-3A
RNAV (GNSS) RWY 32 ..... CJY3-IAP-3B
AERODROME CHART ..... CJY3-AD

**URANIUM CITY, SK**
RNAV (GNSS) RWY 06 ..... CYBE-IAP-3A
RNAV (GNSS) RWY 24 ..... CYBE-IAP-3B
AERODROME CHART ..... CYBE-AD

**VALLEYVIEW, AB**
RNAV (GNSS) Z RWY 07 ..... CEL5-IAP-3A
RNAV (GNSS) Y RWY 07 ..... CEL5-IAP-3B
RNAV (GNSS) RWY 25 ..... CEL5-IAP-3C
AERODROME CHART ..... CEL5-AD

**VEGREVILLE, AB**
RNAV (GNSS) RWY 13 ..... CEV3-IAP-3A
RNAV (GNSS) RWY 31 ..... CEV3-IAP-3B
AERODROME CHART ..... CEV3-AD

**VERMILION, AB**
RNAV (GNSS) RWY 10 ..... CYVG-IAP-3A
RNAV (GNSS) RWY 28 ..... CYVG-IAP-3B
AERODROME CHART ..... CYVG-AD

**VIRDEN/**
**R.J. (BOB) ANDREW FIELD REGIONAL, MB**
RNAV (GNSS) RWY 08 ..... CYVD-IAP-3A
RNAV (GNSS) RWY 26 ..... CYVD-IAP-3B
AERODROME CHART ..... CYVD-AD

**WAINWRIGHT, AB**
RNAV (GNSS) RWY 31 ..... CYWV-IAP-3
AERODROME CHART ..... CYWV-AD

**WESTLOCK, AB**
RNAV (GNSS) RWY 10 ..... CES4-IAP-3A
RNAV (GNSS) RWY 28 ..... CES4-IAP-3B
AERODROME CHART ..... CES4-AD

**WETASKIWIN REGIONAL, AB**
RNAV (GNSS) RWY 12 ..... CEX3-IAP-3A
RNAV (GNSS) RWY 30 ..... CEX3-IAP-3B
AERODROME CHART ..... CEX3-AD

**WEYBURN, SK**
RNAV (GNSS) RWY 12 ..... CJE3-IAP-3A
RNAV (GNSS) RWY 30 ..... CJE3-IAP-3B
AERODROME CHART ..... CJE3-AD

**WHITECOURT, AB**
RNAV (GNSS) RWY 11 ..... CYZU-IAP-3A
RNAV (GNSS) RWY 29 ..... CYZU-IAP-3B
VOR/DME RWY 29 ..... CYZU-IAP-5
VOR RWY 11 ..... CYZU-IAP-6
AERODROME CHART ..... CYZU-AD

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## WINNIPEG/ JAMES ARMSTRONG RICHARDSON INTL, MB


STAR (RNAV)
AMBIL FIVE ARR (AMBIL.AMBIL5)
TRANSITION ROUTES ..... CYWG-STAR-1A
STAR (RNAV)
AMBIL FIVE ARR (AMBIL.AMBIL5)
ARRIVAL ROUTES ..... CYWG-STAR-1B
STAR (RNAV)
BEFAN FIVE ARR (BEFAN.BEFAN5)
TRANSITION ROUTES ..... CYWG-STAR-2A
STAR (RNAV)
BEFAN FIVE ARR (BEFAN.BEFAN5)
ARRIVAL ROUTES ..... CYWG-STAR-2B
STAR (RNAV)
KELTO FIVE ARR (KELTO.KELTO5)
TRANSITION ROUTES ..... CYWG-STAR-3A
STAR (RNAV)
KELTO FIVE ARR (KELTO.KELTO5)
ARRIVAL ROUTES ..... CYWG-STAR-3B
STAR (RNAV)
NORAK SIX ARR (NORAK.NORAK6)
TRANSITION ROUTES ..... CYWG-STAR-4A
STAR (RNAV)
NORAK SIX ARR (NORAK.NORAK6)
ARRIVAL ROUTES ..... CYWG-STAR-4B
STAR (RNAV)
PEPNO FIVE ARR (KENBI.PEPNO5)
TRANSITION ROUTES ..... CYWG-STAR-5A
STAR (RNAV)
PEPNO FIVE ARR (KENBI.PEPNO5)
ARRIVAL ROUTES ..... CYWG-STAR-5B
ILS RWY 13 ..... CYWG-IAP-2A
ILS RWY 31 ..... CYWG-IAP-2B
ILS RWY 36 ..... CYWG-IAP-2C
ILS CAT II RWY 36 ..... CYWG-IAP-2D
RNAV (GNSS) Z RWY 13 ..... CYWG-IAP-3A
RNAV (RNP) Y RWY 13 ..... CYWG-IAP-3B
RNAV (GNSS) Z RWY 18 ..... CYWG-IAP-3C
RNAV (RNP) Y RWY 18 ..... CYWG-IAP-3D
RNAV (GNSS) Z RWY 31 ..... CYWG-IAP-3E
RNAV (RNP) Y RWY 31 ..... CYWG-IAP-3F
RNAV (GNSS) Z RWY 36 ..... CYWG-IAP-3G
RNAV (RNP) Y RWY 36 ..... CYWG-IAP-3H
SID (RNAV)
DUXUS ONE DEP (DUXUS1.) ..... CYWG-SID-1A
SID (RNAV)
DUXUS ONE DEP (DUXUS1.) ..... CYWG-SID-1B
SID (VECTOR)
GRIZZLY FIVE DEP (GRZLY5.) ..... CYWG-SID-2A
SID (VECTOR)
GRIZZLY FIVE DEP (GRZLY5.) ..... CYWG-SID-2B
SID (RNAV)
KARIS THREE DEP (KARIS3.) ..... CYWG-SID-3A
SID (RNAV)
KARIS THREE DEP (KARIS3.) ..... CYWG-SID-3B
SID (RNAV)
MUSIB ONE DEP (MUSIB1.) ..... CYWG-SID-4A
SID (RNAV)
MUSIB ONE DEP (MUSIB1.) ..... CYWG-SID-4B
SID (VECTOR)
STONY FOUR DEP (STONY4.) ..... CYWG-SID-5A
SID (VECTOR)
STONY FOUR DEP (STONY4.) ..... CYWG-SID-5B
SID (RNAV)
VOGIG TWO DEP (VOGIG2.) ..... CYWG-SID-6A
SID (RNAV)
VOGIG TWO DEP (VOGIG2.) ..... CYWG-SID-6B
SID (VECTOR)
WALLEYE THREE DEP (WLLYE3.) ..... CYWG-SID-7A
SID (VECTOR)
WALLEYE THREE DEP (WLLYE3.) ..... CYWG-SID-7B
SID (VECTOR)
WINNIPEG THREE DEP (YWG3.) ..... CYWG-SID-8A
SID (VECTOR)
WINNIPEG THREE DEP (YWG3.) ..... CYWG-SID-8B
NOISE ABATEMENT PROCEDURES ..... CYWG-NOR-1
NOISE ABATEMENT PROCEDURES ..... CYWG-NOR-2
AERODROME CHART ..... CYWG-AD
LOW VISIBILITY PROCEDURES ..... CYWG-GM-3
CENTRAL DE-ICING FACILITY ..... CYWG-GM-4
PARKING AREAS (APRON I) ..... CYWG-APD-1
PARKING AREAS (APRON V) ..... CYWG-APD-2
PARKING AREAS (APRON VII) ..... CYWG-APD-3
PARKING AREAS ..... CYWG-APD-4


## WINNIPEG/ST. ANDREWS, MB


RNAV (GNSS) RWY 13 ..... CYAV-IAP-3A
RNAV (GNSS) RWY 18 ..... CYAV-IAP-3B
RNAV (GNSS) RWY 31 ..... CYAV-IAP-3C
RNAV (GNSS) Z RWY 36 ..... CYAV-IAP-3D
RNAV (GNSS) X RWY 36 ..... CYAV-IAP-3E
SID (VECTOR)
ST. ANDREWS SIX DEP (CYAV6.) ..... CYAV-SID-1A
SID (VECTOR)
ST. ANDREWS SIX DEP (CYAV6.) ..... CYAV-SID-1B
DEPARTURE PROCEDURE ..... CYAV-DP
AERODROME CHART ..... CYAV-AD


## WOLLASTON LAKE, SK


RNAV (GNSS) RWY 17 ..... CZWL-IAP-3A
RNAV (GNSS) RWY 35 ..... CZWL-IAP-3B
AERODROME CHART ..... CZWL-AD


## YORK LANDING, MB


RNAV (GNSS) RWY 10 ..... CZAC-IAP-3A
RNAV (GNSS) RWY 28 ..... CZAC-IAP-3B
AERODROME CHART ..... CZAC-AD


## YORKTON REGIONAL, SK


RNAV (GNSS) RWY 04 ..... CYQV-IAP-3A
RNAV (GNSS) RWY 22 ..... CYQV-IAP-3B
AERODROME CHART ..... CYQV-AD


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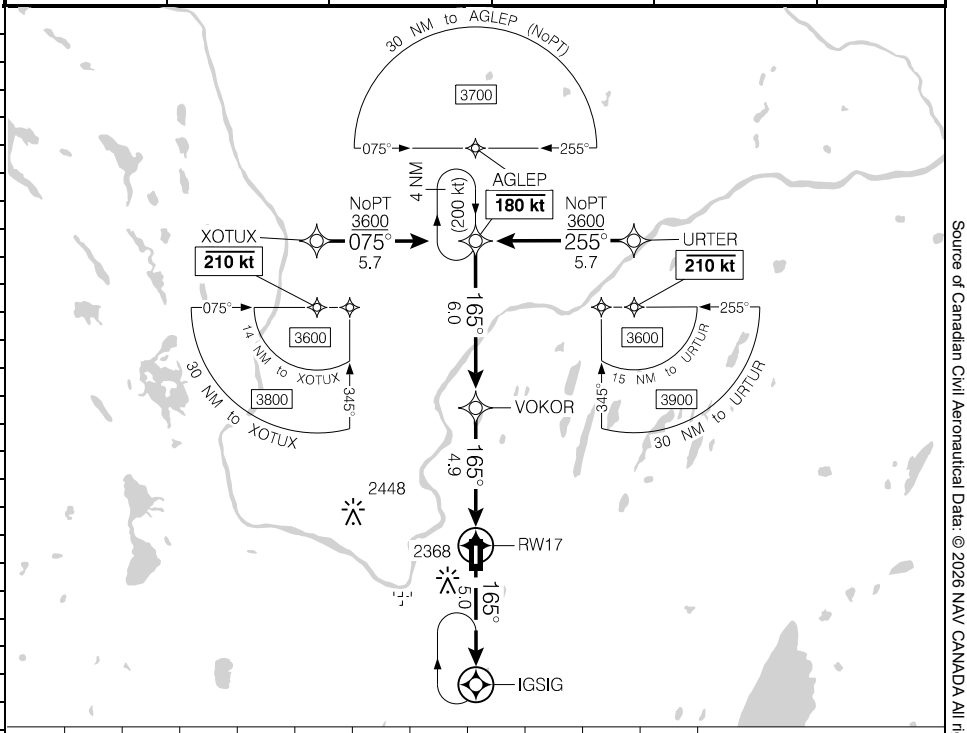
ATHABASCA, AB

# RNAV (GNSS) RWY 17

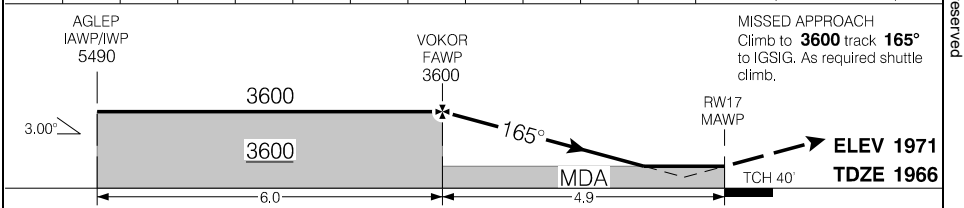
544435N 1131219W VAR 15°E

# CYWM

| | CTR Edmonton – **134.7** | TFC – **123.2** ATF | | ARCAL 123.2(K) P1 AS |
|---|---|---|---|---|
| SAFE ALT 100 NM **6700** | WAAS **Ch 80042** W17A | APCH CRS **165°** | MIN ALT VOKOR **3600** | LDA **4003** |




| | 10.9 | 10 | 9 | 8 | 7 | 6 | **4.9** | 4 | 3 | 2 | 1.4 | DIST FROM RW17 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| (NM) | 5490 | 5190 | 4870 | 4550 | 4230 | 3910 | **3600** | 3280 | 2960 | 2640 | 2440 | ALT (3.00° APCH PATH) |




RASS: Use CYLB. When using CYZH add **60'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2320** | (357) | 1¼ | |
| LNAV | **2440** | (477) | 1½ | |

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# RNAV (GNSS) RWY 17

# CYWM

EFF 27 NOV 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

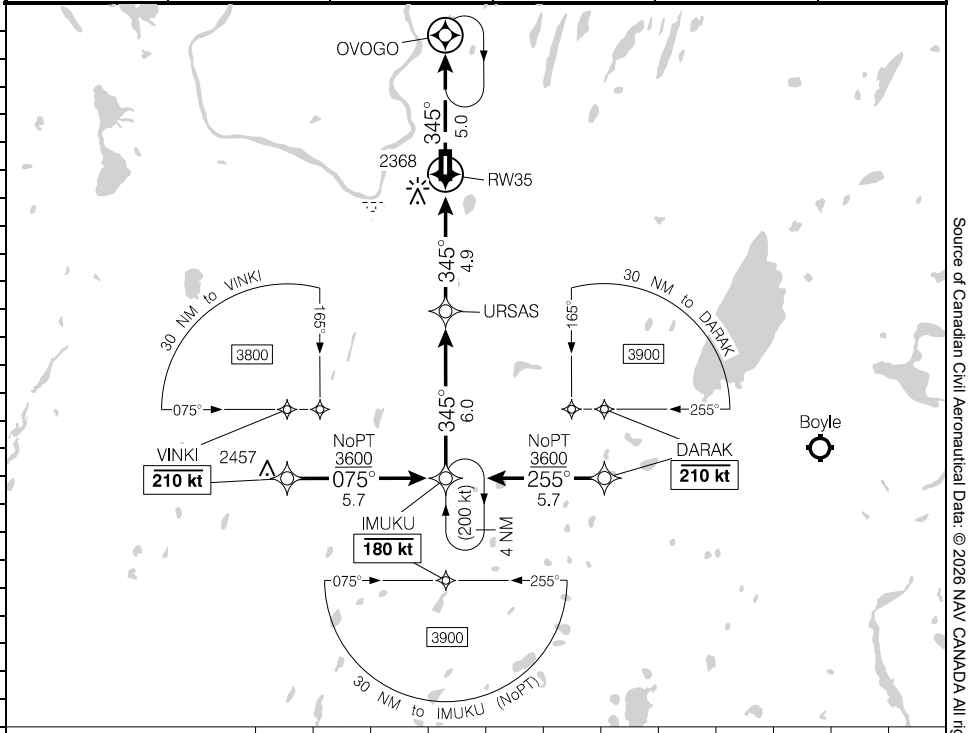
ATHABASCA, AB

# RNAV (GNSS) RWY 35

544435N 1131219W VAR 15°E

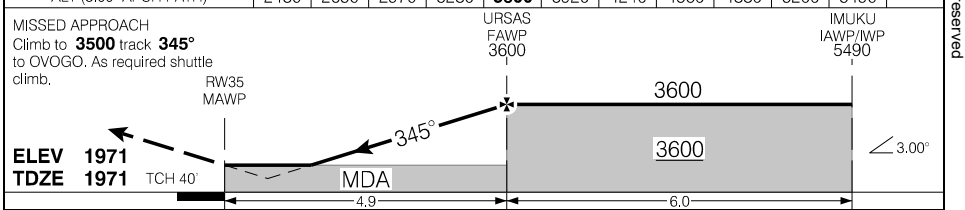
# CYWM

| | | | | | |
|---|---|---|---|---|---|
| | CTR Edmonton – **134.7** | | | | ARCAL 123.2(K) |
| | | TFC – **123.2** ATF | | | P1 AS |
| SAFE ALT 100 NM **6700** | WAAS **Ch 80043** W35A | APCH CRS **345°** | MIN ALT URSAS **3600** | LDA **4003** | |




| DIST FROM RW35 | 1.5 | 2 | 3 | 4 | **4.9** | 6 | 7 | 8 | 9 | 10 | 10.9 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2480 | 2650 | 2970 | 3280 | **3600** | 3920 | 4240 | 4560 | 4880 | 5200 | 5490 |

MISSED APPROACH
Climb to **3500** track **345°**
to OVOGO. As required shuttle climb.




RASS: Use CYLB. When using CYZH add **60'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2328** | (357) | 1¼ | |
| LNAV | **2480** | (509) | 1½ | |

# RNAV (GNSS) RWY 35

# CYWM

EFF 27 NOV 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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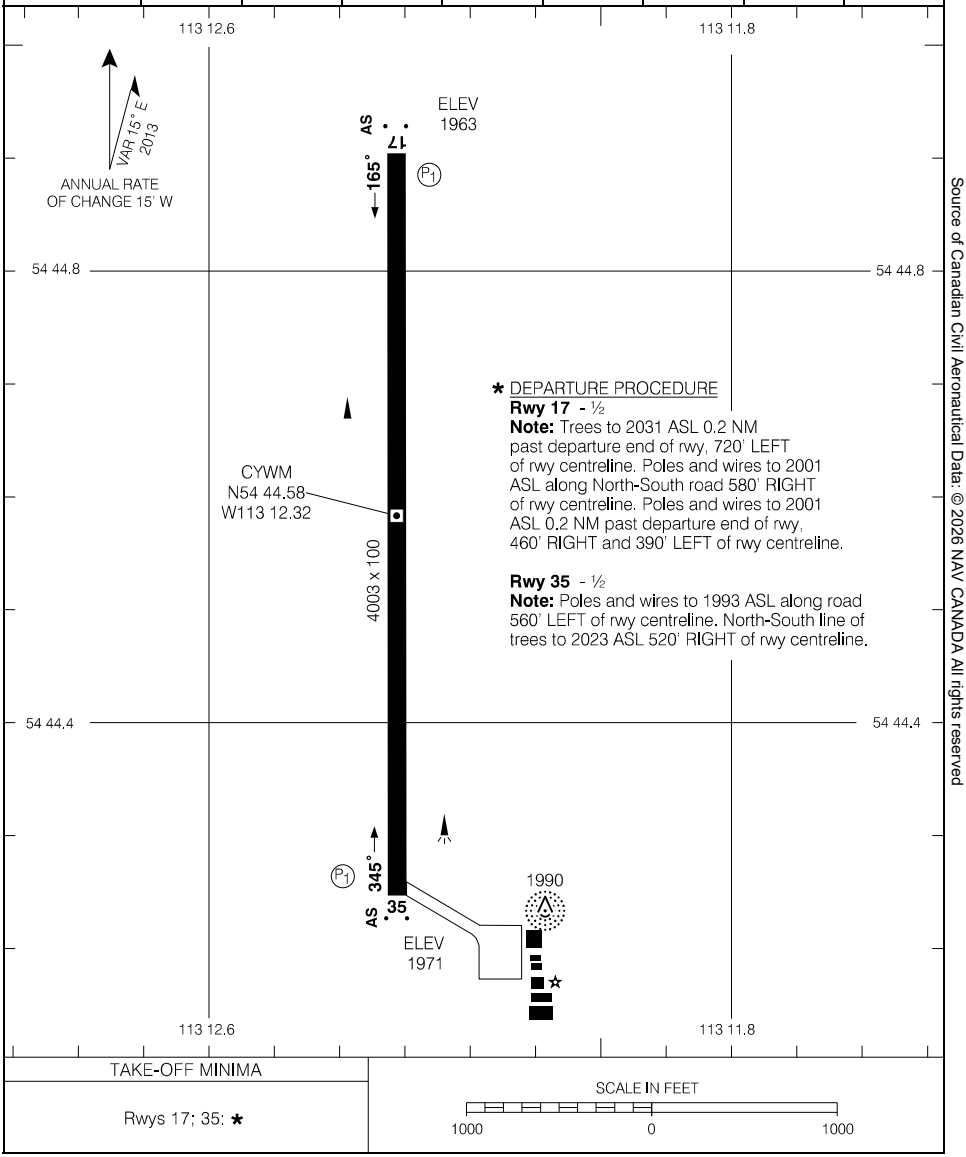
ATHABASCA, AB

# AERODROME CHART

CYWM

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | TFC – **123.2** | | | ATF | DEP Edmonton – **134.7** | | |

| DECL DISTS | 17 | 35 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 4003 | 4003 | | | | | | |
| TODA | 4003 | 4003 | | | | | | |
| ASDA | 4003 | 4003 | | | | | | |
| LDA | 4003 | 4003 | | | | | | |




* DEPARTURE PROCEDURE

**Rwy 17** - ½

**Note:** Trees to 2031 ASL 0.2 NM past departure end of rwy, 720' LEFT of rwy centreline. Poles and wires to 2001 ASL along North-South road 580' RIGHT of rwy centreline. Poles and wires to 2001 ASL 0.2 NM past departure end of rwy, 460' RIGHT and 390' LEFT of rwy centreline.

**Rwy 35** - ½

**Note:** Poles and wires to 1993 ASL along road 560' LEFT of rwy centreline. North-South line of trees to 2023 ASL 520' RIGHT of rwy centreline.

| TAKE-OFF MINIMA |
|---|
| Rwys 17; 35: * |

SCALE IN FEET

1000 0 1000

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BERENS RIVER, MB

# RNAV (GNSS) RWY 09

522132N 0970105W VAR 4°E

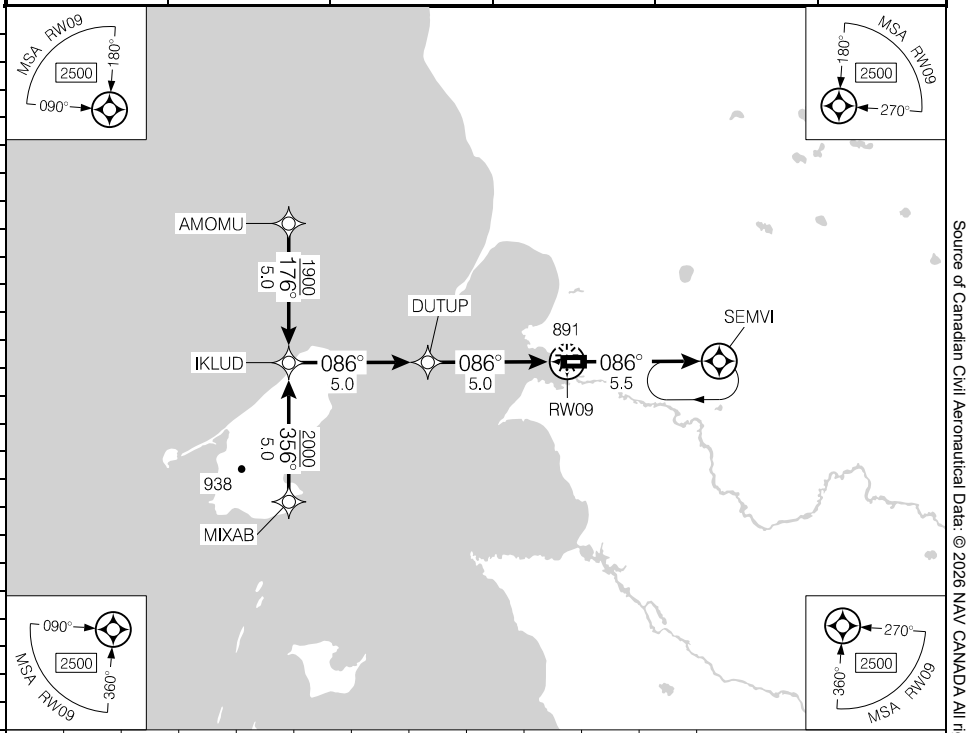
CYBV

UNICOM – **122.8** (AU)

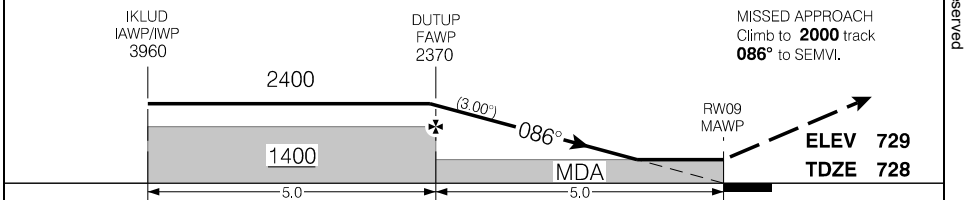
ATF

ARCAL 122.8(K)

| SAFE ALT 100 NM | RNAV | APCH CRS | MIN ALT DUTUP | LDA |
|---|---|---|---|---|
| **2500** | | **086°** | **1400** | **2888** |




| (NM) | 10 | 9 | 8 | 7 | 6 | **5.1** | 4 | 3 | 2 | 1.5 | DIST FROM RW09 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 3960 | 3640 | 3320 | 3010 | 2690 | **2400** | 2050 | 1730 | 1410 | 1240 | ALT (3.00° APCH PATH) |




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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **1240** | | (512) | 1½ |

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

# RNAV (GNSS) RWY 09

CYBV

EFF 25 FEB 21



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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BERENS RIVER, MB

# RNAV (GNSS) RWY 27

522132N 0970105W VAR 4°E

CYBV

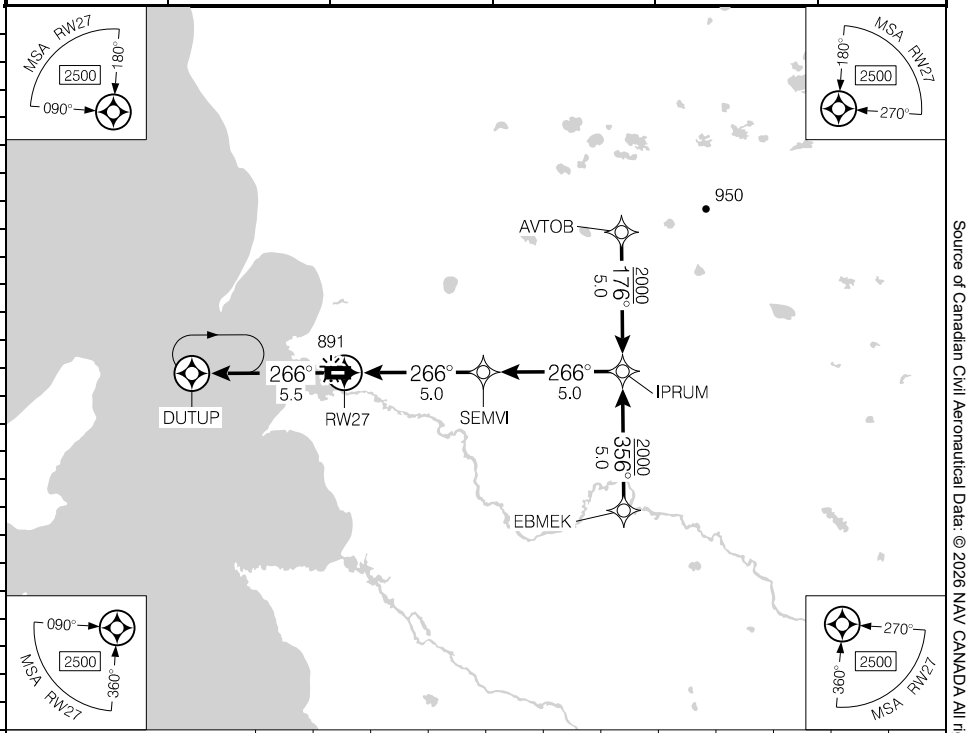
UNICOM – **122.8** (AU)

ATF

ARCAL 122.8(K)

P1

| SAFE ALT 100 NM | RNAV | APCH CRS | MIN ALT SEMVI | LDA |
|---|---|---|---|---|
| **2500** | | **266°** | **1500** | **2888** |

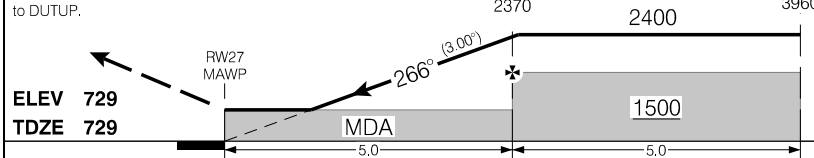



| DIST FROM RW27 | 1.5 | 2 | 3 | 4 | **5.1** | 6 | 7 | 8 | 9 | 10 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 1240 | 1410 | 1730 | 2050 | **2400** | 2690 | 3000 | 3320 | 3640 | 3960 | | |

MISSED APPROACH
Climb to **2000** track **266°**
to DUTUP.

SEMVI
FAWP
2370

IPRUM
IAWP/IWP
3960




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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **1240** | | (511) | 1½ |

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

# RNAV (GNSS) RWY 27

CYBV

EFF 25 FEB 21



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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BERENS RIVER, MB

# AERODROME CHART

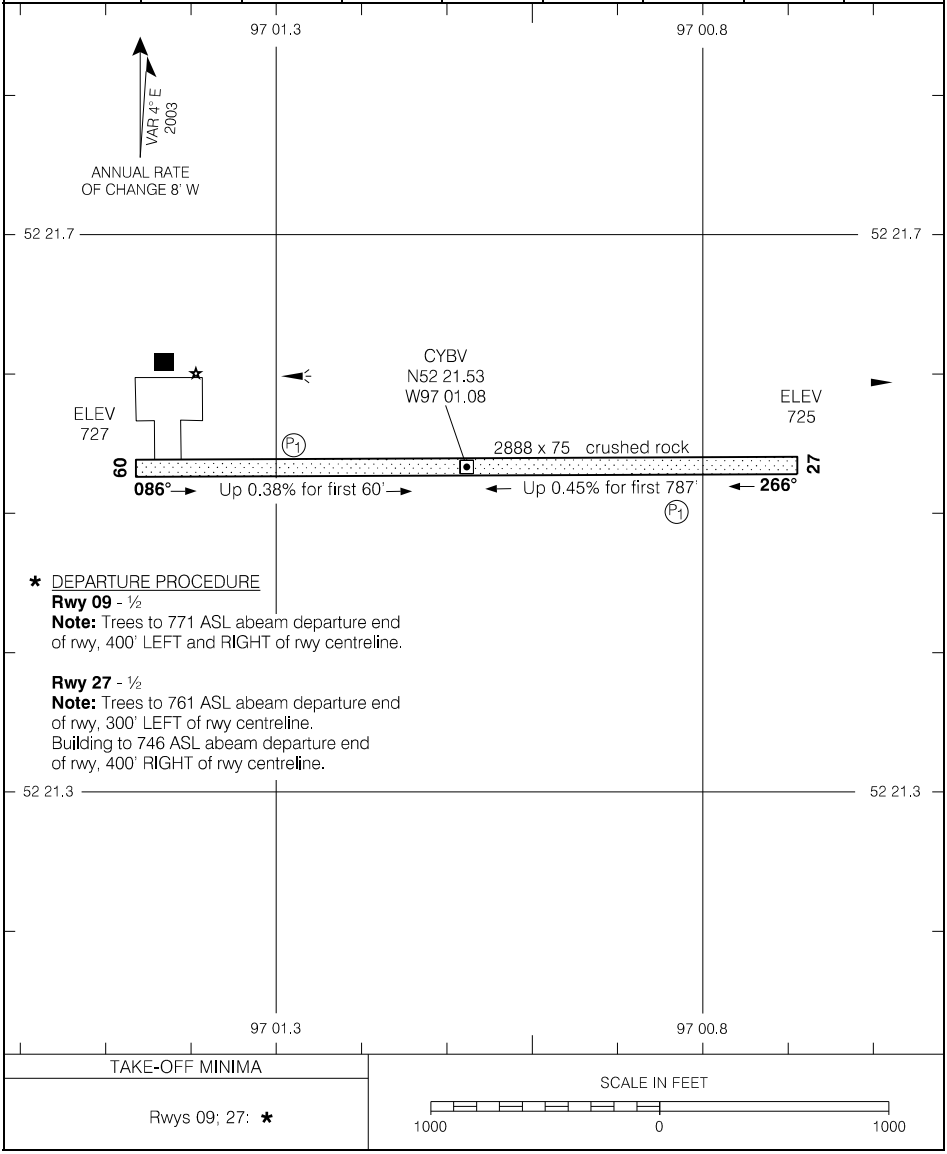
CYBV

UNICOM – **122.8** (AU)

ATF

RADIO Edmonton – **123.47**

| DECL DISTS | 09 | 27 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 2888 | 2888 | | | | | | |
| TODA | 3872 | 3534 | | | | | | |
| ASDA | 2888 | 2888 | | | | | | |
| LDA | 2888 | 2888 | | | | | | |




TAKE-OFF MINIMA

Rwys 09; 27: *

SCALE IN FEET

1000 0 1000

AERODROME CHART

CYBV

EFF 23 FEB 23



Canada Air Pilot

Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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BLOODVEIN RIVER, MB

# RNAV (GNSS) RWY 18

514704N 0964132W VAR 3°E

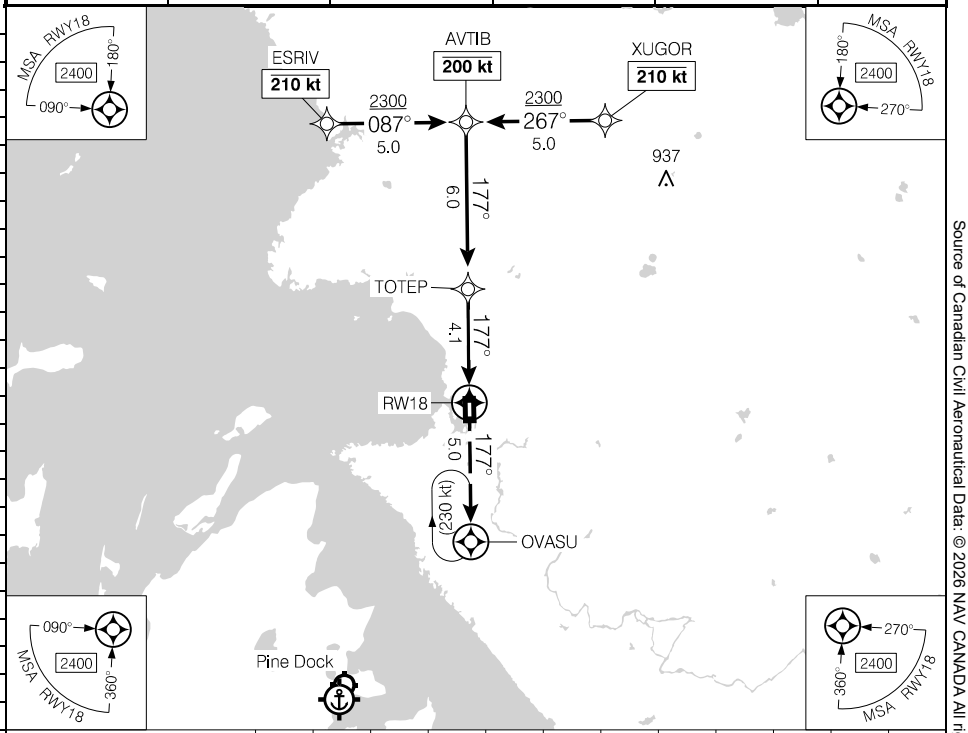
CZTA

UNICOM – **122.8** (AU)

ATF

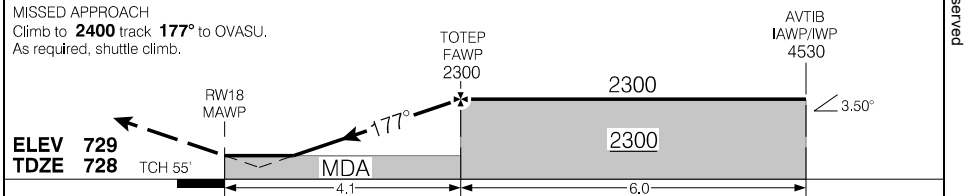
ARCAL 122.8(J)

| SAFE ALT 100 NM | WAAS | APCH | MIN ALT | LDA |
|---|---|---|---|---|
| **2700** | **Ch 81125** W18A | CRS **177°** | TOTEP **2300** | **2995** |




| DIST FROM RW18 | 1.2 | 2 | 3 | **4.1** | 5 | 6 | 7 | 8 | 9 | 10.1 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.50° APCH PATH) | 1240 | 1530 | 1900 | **2300** | 2640 | 3010 | 3390 | 3760 | 4130 | 4530 | | |

MISSED APPROACH
Climb to **2400** track **177°** to OVASU.
As required, shuttle climb.




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

| Knots | ft/min | Min:Sec |
|---|---|---|
| 70 | 430 | |
| 90 | 560 | |
| 110 | 680 | |
| 130 | 800 | |
| 150 | 930 | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1227** | (500) | 1½ | |
| LNAV | **1240** | (513) | 1½ | |

RNAV (GNSS) RWY 18

CZTA

EFF 11 JUL 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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BLOODVEIN RIVER, MB

# RNAV (GNSS) RWY 36

514704N 0964132W VAR 3°E

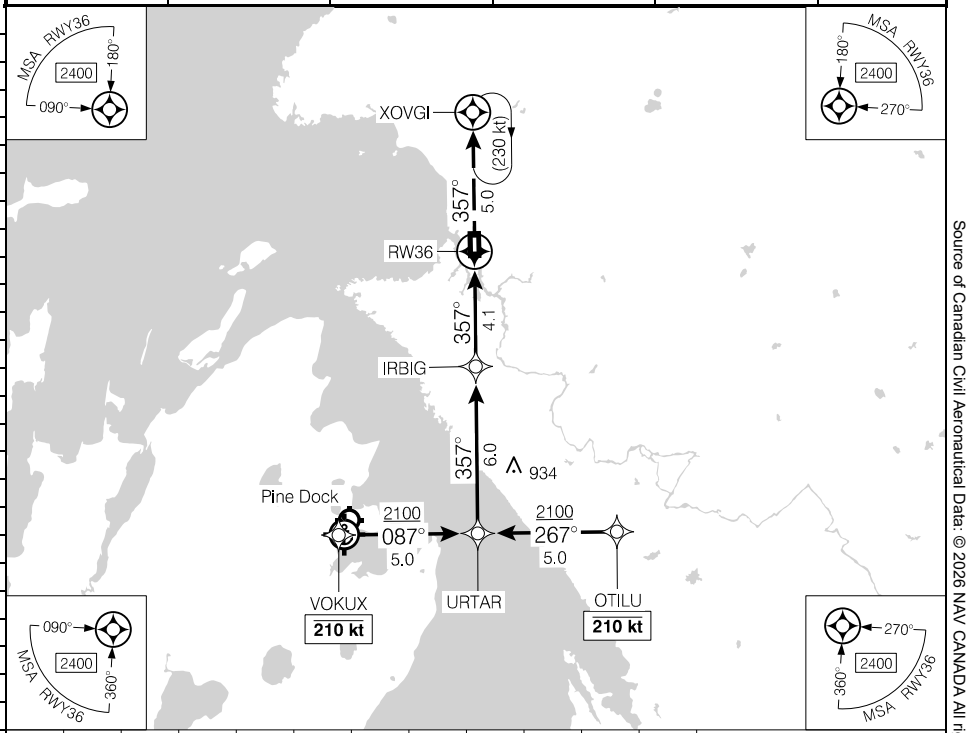
CZTA

UNICOM – **122.8** (AU)

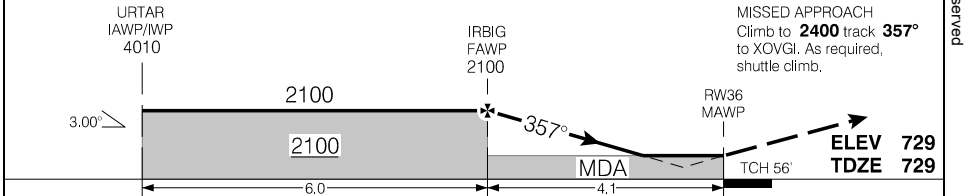
ATF

ARCAL 122.8(J)

| SAFE ALT 100 NM | WAAS | APCH CRS | MIN ALT IRBIG | LDA |
|---|---|---|---|---|
| **2700** | **Ch 81126** W36A | **357°** | **2100** | **2995** |




| | | 10.1 | 9 | 8 | 7 | 6 | 5 | **4.1** | 3 | 2 | 1.4 | DIST FROM RW36 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 4010 | 3650 | 3330 | 3010 | 2700 | 2380 | **2100** | 1740 | 1420 | 1240 | ALT (3.00° APCH PATH) |




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

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1228** | (500) | 1¾ | |
| LNAV | **1240** | (512) | 1½ | |

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Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

BLOODVEIN RIVER, MB

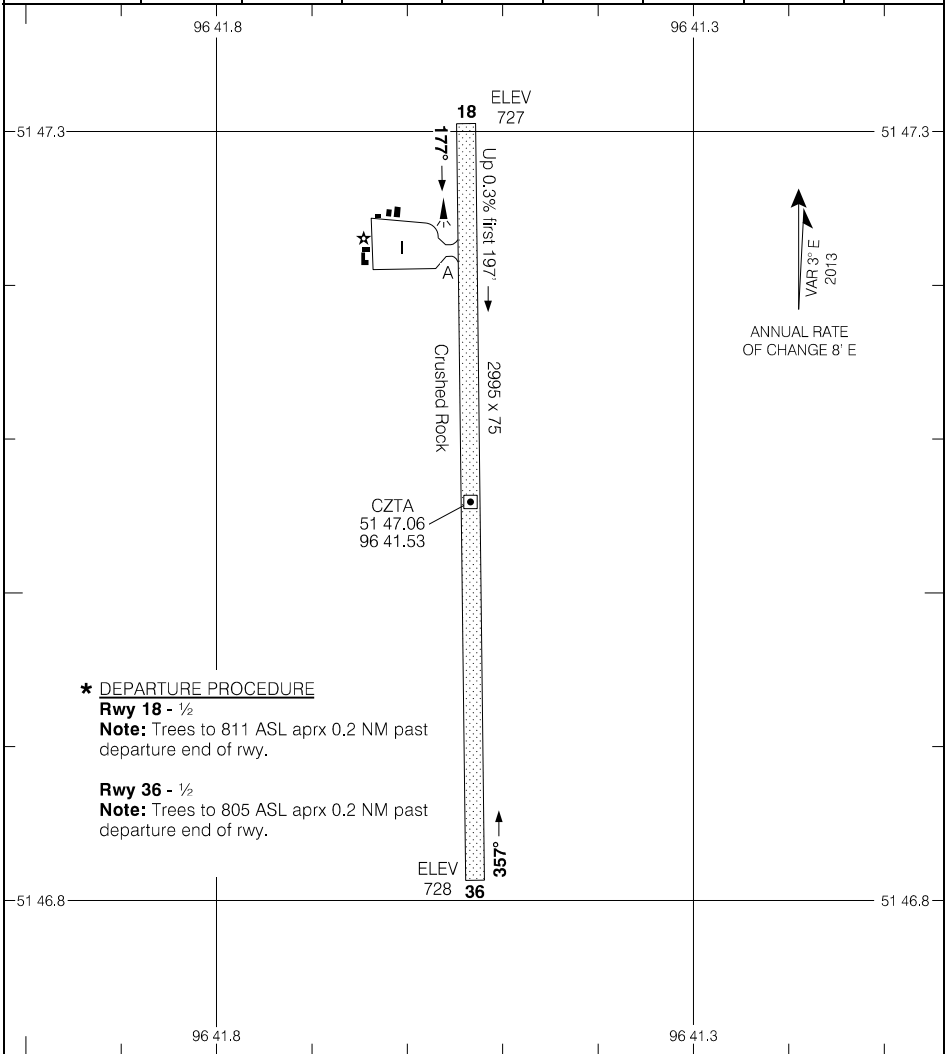
# AERODROME CHART

CZTA

UNICOM – **122.8** (AU)

ATF

| DECL DISTS | 18 | 36 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 2995 | 2995 | | | | | | |
| TODA | 3979 | 3979 | | | | | | |
| ASDA | 2995 | 2995 | | | | | | |
| LDA | 2995 | 2995 | | | | | | |




| TAKE-OFF MINIMA | SCALE IN FEET |
|---|---|
| Rwys 18; 36: * | 1000 0 1000 |

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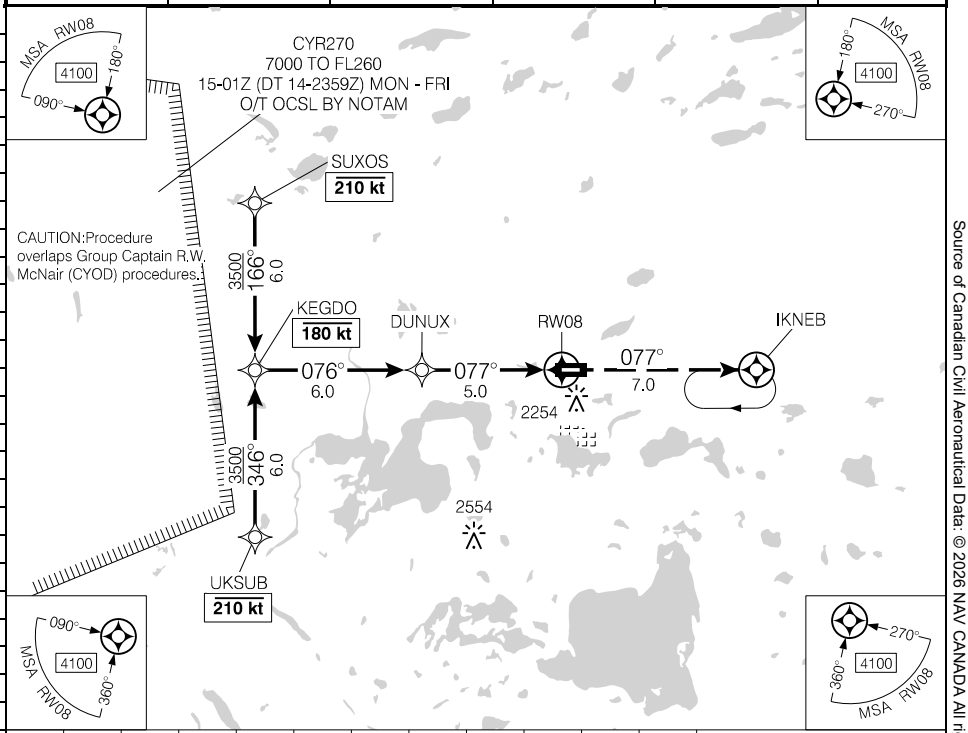
BONNYVILLE, AB

# RNAV (GNSS) RWY 08

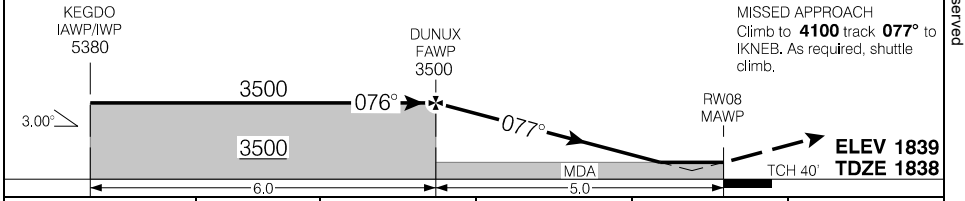
541817N 1104428W VAR 13°E

CYBF

| | | | | |
|---|---|---|---|---|
| AUTO – **122.97** | TML Cold Lake – **124.5**<br>TFC – **123.2** ATF | | | ARCAL 123.2(K) P1 |
| SAFE ALT 100 NM<br>**4300** | WAAS<br>**Ch 80106**<br>W08A | APCH<br>CRS<br>**077°** | MIN ALT<br>DUNUX<br>**3500** | LDA<br>**4434** |




| | 11 | 10 | 9 | 8 | 7 | 6 | **5.0** | 4 | 3 | 2 | 1.1 | DIST FROM RW08 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| (NM) | 5380 | 5060 | 4740 | 4430 | 4110 | 3790 | **3500** | 3150 | 2830 | 2510 | 2240 | ALT (3.00° APCH PATH) |




MISSED APPROACH
Climb to **4100** track **077°** to IKNEB. As required, shuttle climb.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2088** | (250) | 1 | |
| LNAV | **2240** | (402) | 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 22 JAN 2026 to 0901Z 19 MAR 2026

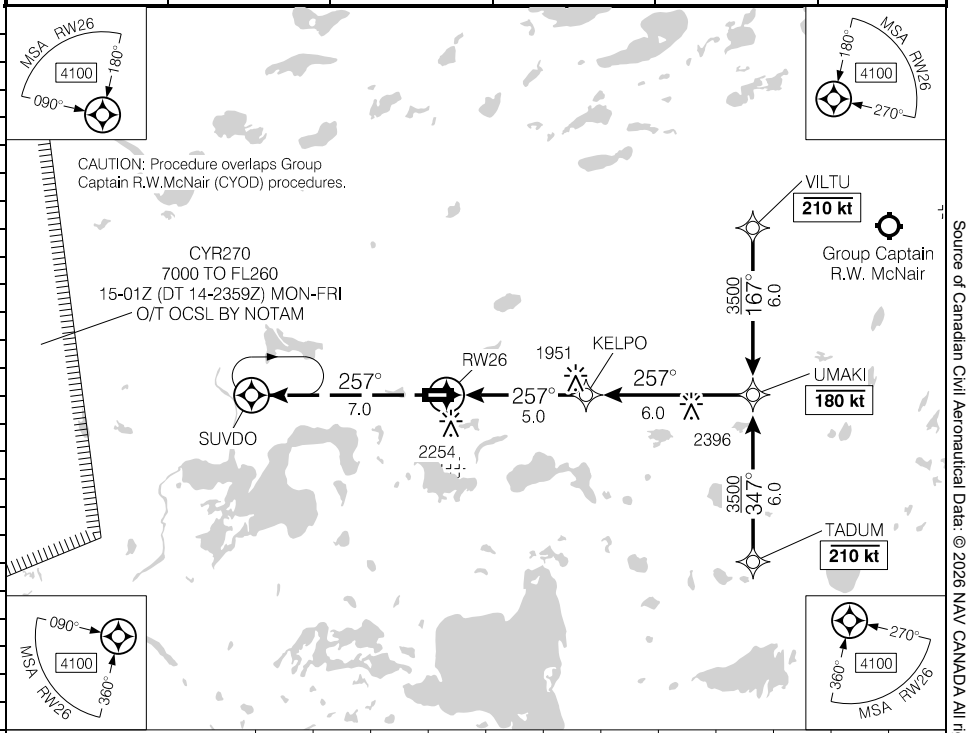
BONNYVILLE, AB

# RNAV (GNSS) RWY 26

541817N 1104428W VAR 13°E

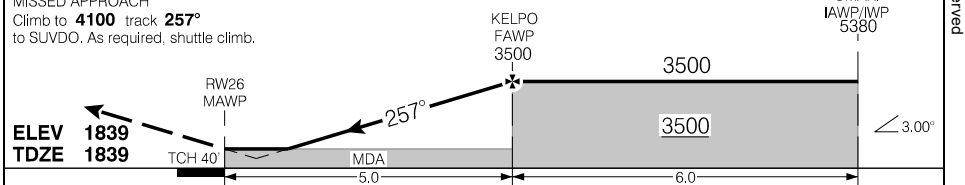
CYBF

| | | | | |
|---|---|---|---|---|
| AUTO – **122.97** | TML Cold Lake – **124.5**<br>TFC – **123.2** ATF | | | ARCAL 123.2(K) P1 |
| SAFE ALT 100 NM<br>**4300** | WAAS<br>**Ch 81079**<br>W26A | APCH<br>CRS<br>**257°** | MIN ALT<br>KELPO<br>**3500** | LDA<br>**3921** |




| DIST FROM RW26 | 1.1 | 2 | 3 | 4 | **5.0** | 6 | 7 | 8 | 9 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2240 | 2520 | 2830 | 3150 | **3500** | 3790 | 4110 | 4430 | 4750 | 5060 | 5380 |

MISSED APPROACH
Climb to **4100** track **257°**
to SUVDO. As required, shuttle climb.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2140** | (301) | 1 | |
| LNAV | **2240** | (401) | 1¼ | |

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

RNAV (GNSS) RWY 26 CYBF

EFF 7 AUG 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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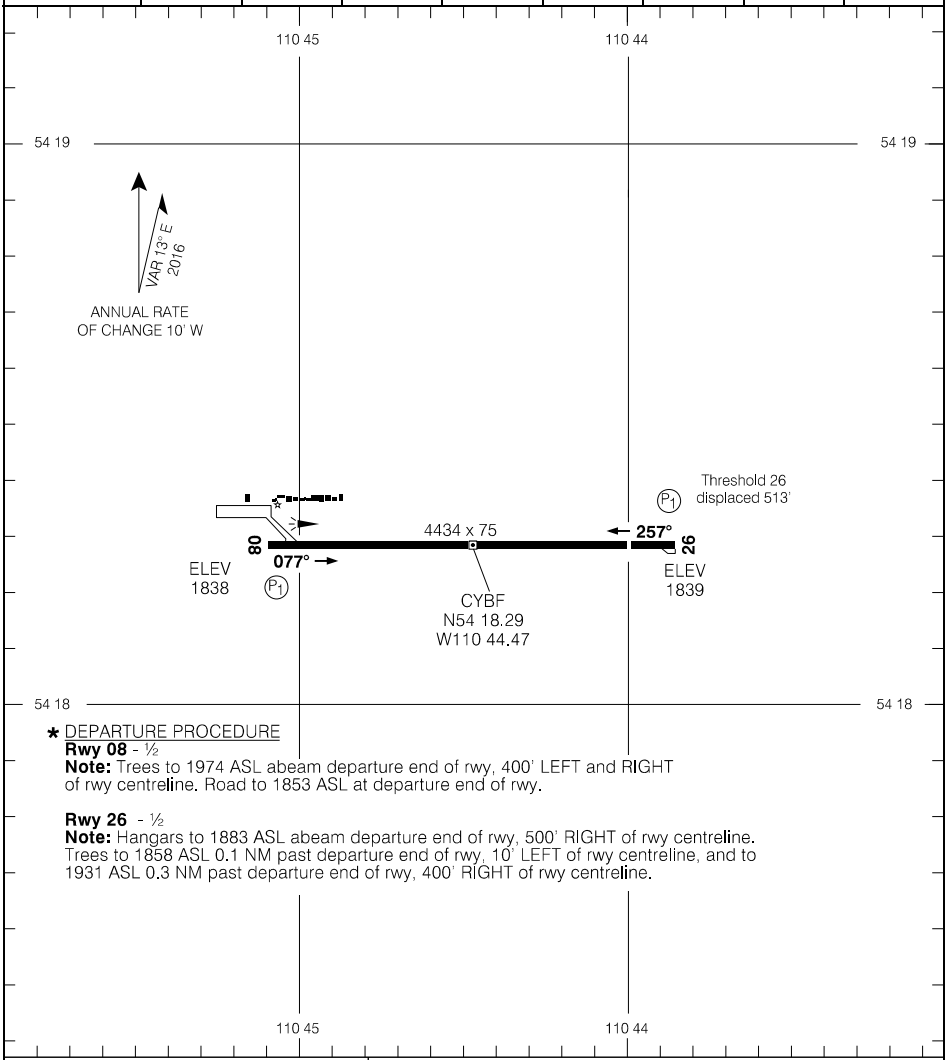
BONNYVILLE, AB

# AERODROME CHART

CYBF

| AUTO – **122.97** | | TFC – **123.2** ATF | TML Cold Lake – **124.5** |
|---|---|---|---|

| DECL DISTS | 08 | 26 |
|---|---|---|
| TORA | 4434 | 4434 |
| TODA | 4434 | 4434 |
| ASDA | 4434 | 4434 |
| LDA | 4434 | 3921 |




★ DEPARTURE PROCEDURE

**Rwy 08** - ½
**Note:** Trees to 1974 ASL abeam departure end of rwy, 400' LEFT and RIGHT of rwy centreline. Road to 1853 ASL at departure end of rwy.

**Rwy 26** - ½
**Note:** Hangars to 1883 ASL abeam departure end of rwy, 500' RIGHT of rwy centreline. Trees to 1858 ASL 0.1 NM past departure end of rwy, 10' LEFT of rwy centreline, and to 1931 ASL 0.3 NM past departure end of rwy, 400' RIGHT of rwy centreline.

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

# AERODROME CHART

CYBF

EFF 21 MAR 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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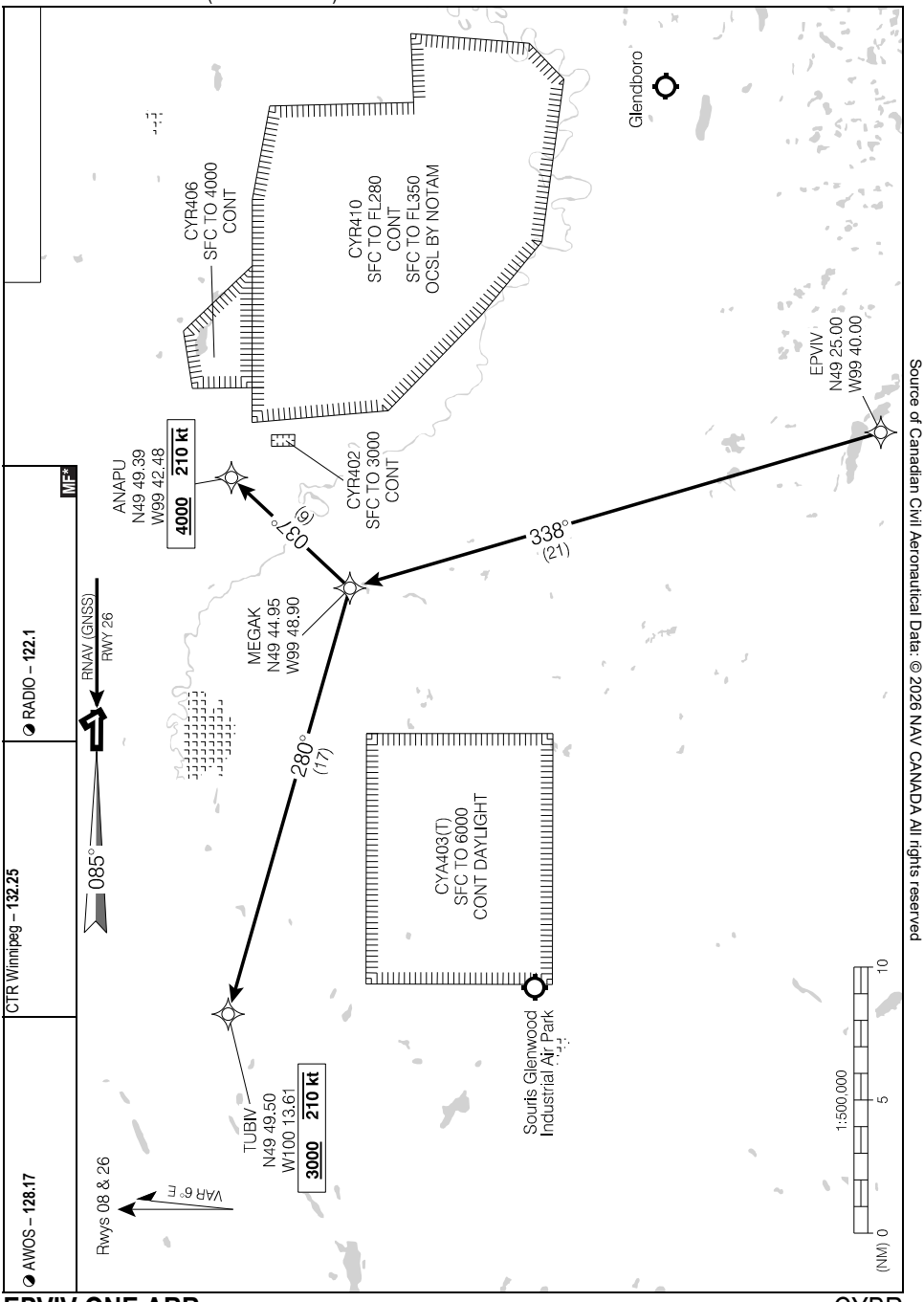
STAR (RNAV)

# EPVIV ONE ARR (EPVIV.EPVIV1)

BRANDON MUNI, MB
CYBR

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# EPVIV ONE ARR (EPVIV.EPVIV1)

CYBR

EFF 2 OCT 25

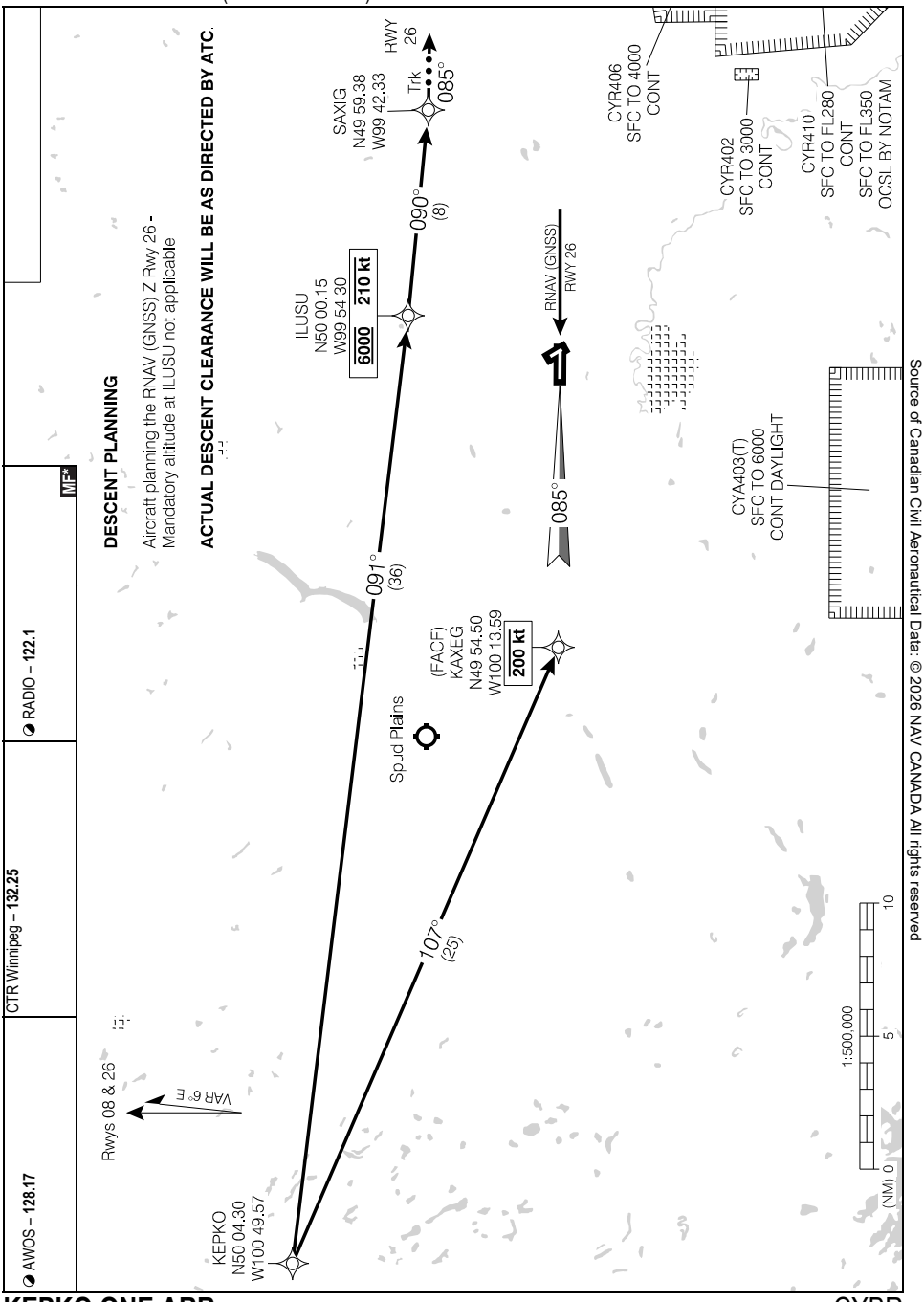


Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

STAR (RNAV)

# KEPKO ONE ARR (KEPKO.KEPKO1)

BRANDON MUNI, MB
CYBR

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KEPKO ONE ARR (KEPKO.KEPKO1)
CYBR

EFF 2 OCT 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

STAR (RNAV)

# TALOP THREE ARR (TALOP.TALOP3)

BRANDON MUNI, MB
CYBR




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TALOP THREE ARR (TALOP.TALOP3)
CYBR

EFF 2 OCT 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

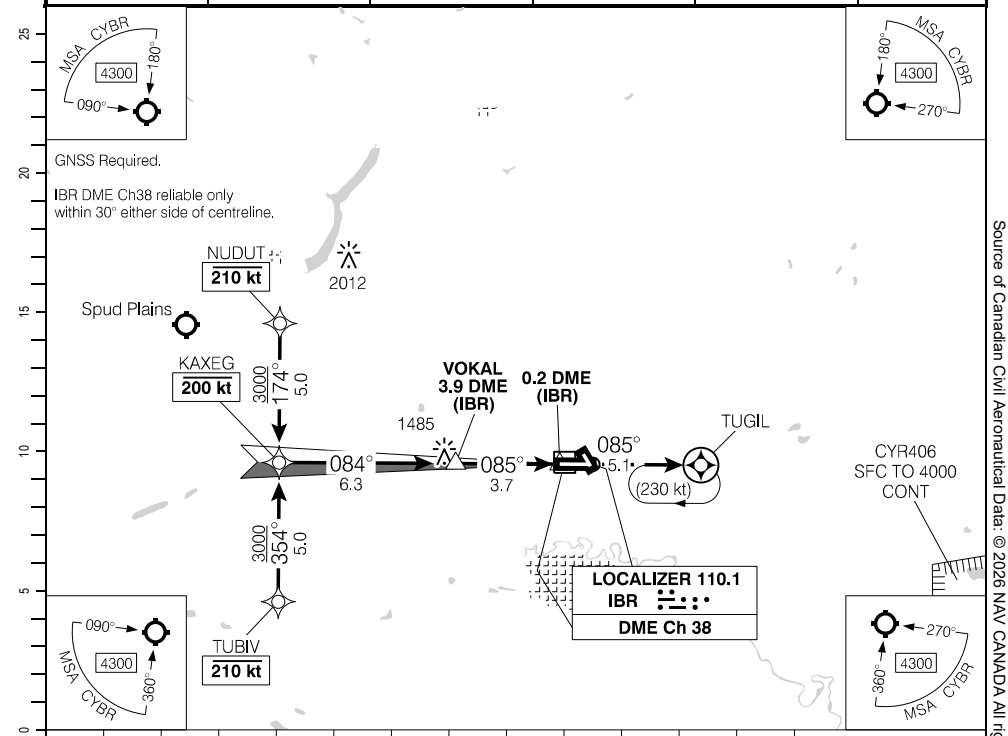
BRANDON MUNI, MB

# ILS RWY 08

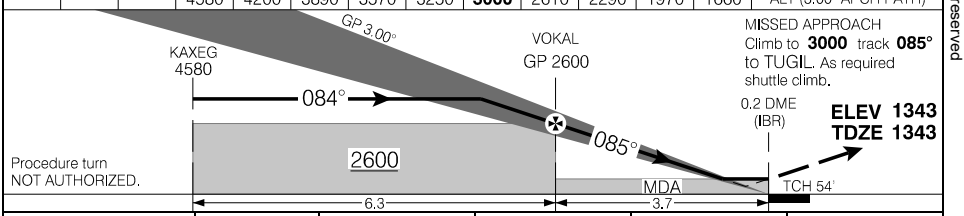
495436N 0995708W VAR 6°E

CYBR

| AWOS – 128.17 | CTR Winnipeg – 132.25 | RADIO – 122.1 MF* | | ARCAL 122.1(K)* |
|---|---|---|---|---|
| SAFE ALT 100 NM **4400** | LOC IBR **110.1** | APCH CRS **085°** | GP VOKAL **2600** | LDA **6505** |




| (NM) | 10.2 | 9 | 8 | 7 | 6 | **5.2** | 4 | 3 | 2 | 1.0 | DIST FROM DME (IBR) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 4580 | 4200 | 3890 | 3570 | 3250 | **3000** | 2610 | 2290 | 1970 | 1660 | ALT (3.00° APCH PATH) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| ILS | **1543** (200) ½ | | | |
| LOC/DME | **1660** (317) 1 | | | |
| C CIRCLING | **1760** (417) 1½ | **1840** (497) 1½ | **1840** (497) 2 | **1900** (557) 2 |

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

# ILS RWY 08

CYBR

EFF 2 OCT 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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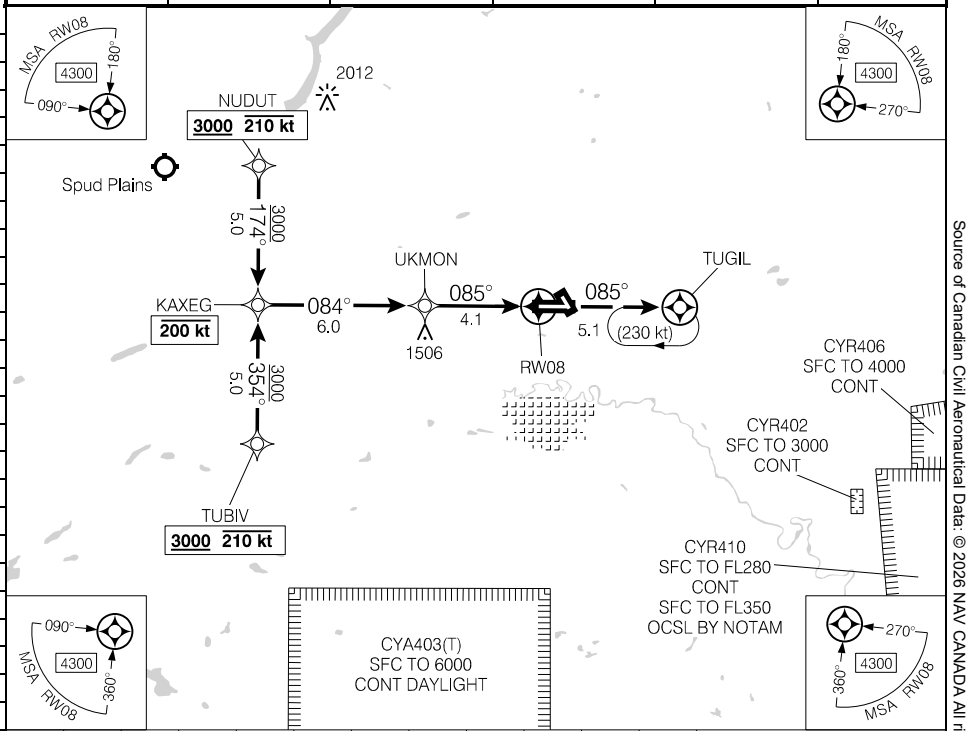
BRANDON MUNI, MB

# RNAV (GNSS) Z RWY 08

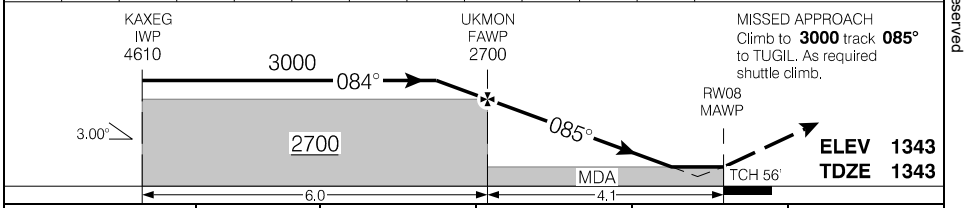
495436N 0995708W VAR 6°E

CYBR

| AWOS – 128.17 | CTR Winnipeg – 132.25 | RADIO – 122.1 MF* | | ARCAL 122.1(K)* |
|---|---|---|---|---|
| SAFE ALT 100 NM **4400** | WAAS **Ch 80060** W08A | APCH CRS **085°** | MIN ALT UKMON **2700** | LDA **6505** |




| | | 10.1 | 9 | 8 | 7 | 6 | **5.0** | 4 | 3 | 2 | 0.9 | DIST FROM RW08 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 4610 | 4270 | 3950 | 3630 | 3310 | **3000** | 2670 | 2360 | 2040 | 1700 | ALT (3.00° APCH PATH) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1543** | (200) | 1 | |
| LNAV | **1700** | (358) | 1 | |

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

# RNAV (GNSS) Z RWY 08

CYBR

EFF 2 OCT 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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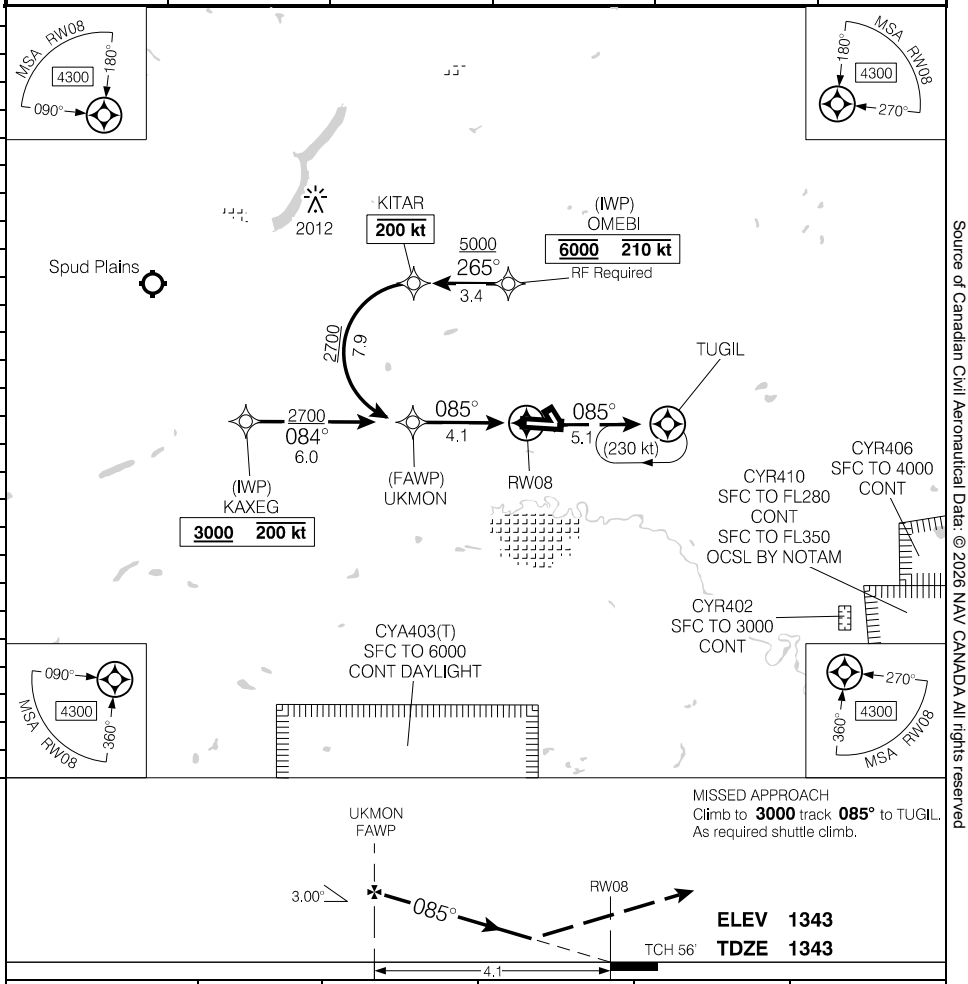
BRANDON MUNI, MB

# RNAV (RNP) Y RWY 08

495436N 0995708W VAR 6°E

CYBR

| AWOS – 128.17 | CTR Winnipeg – 132.25 | RADIO – 122.1 MF* | | ARCAL 122.1(K)* |
|---|---|---|---|---|
| SAFE ALT 100 NM **4400** | RNAV | APCH CRS **085°** | MIN ALT UKMON **2700** | LDA **6505** |




MISSED APPROACH
Climb to **3000** track **085°** to TUGIL.
As required shuttle climb.




| | CATEGORY | A | B | C | D |
|---|---|---|---|---|---|
| | RNP 0.10 | 1593 | (251) | 1 | |
| **AUTHORIZATION REQUIRED** (min. -20° C) (max. 54° C) | RNP 0.30 | 1689 | (347) | 1 | |
| | | | | | |
| | | | | | |

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Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

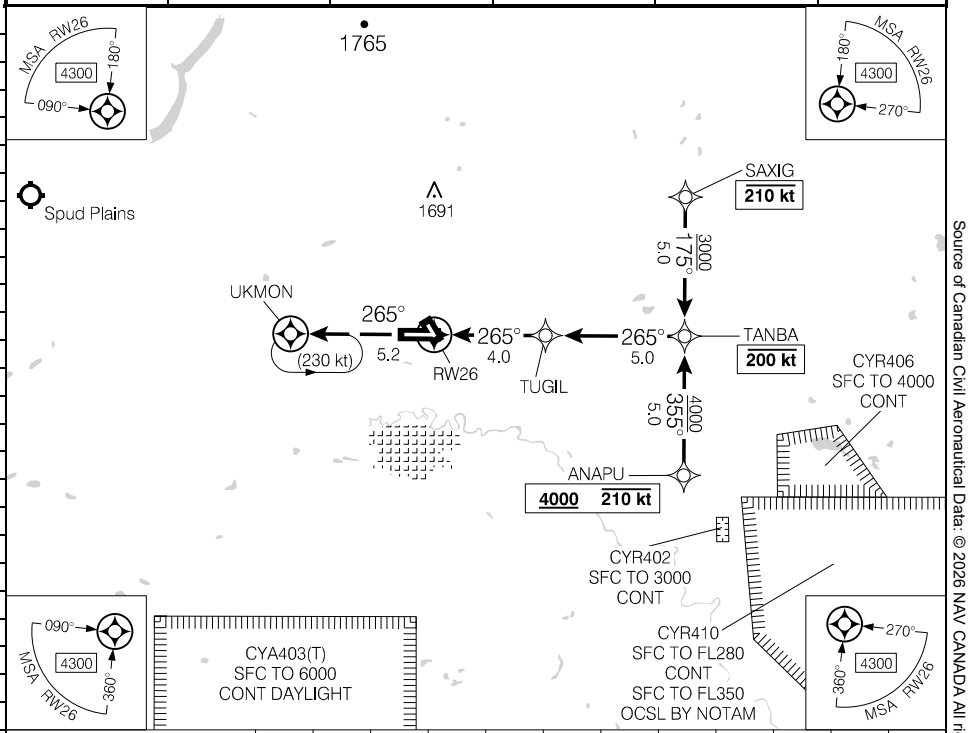
BRANDON MUNI, MB

# RNAV (GNSS) Z RWY 26

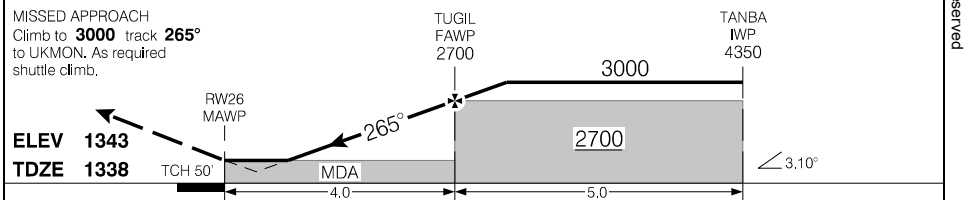
495436N 0995708W VAR 6°E

CYBR

| | | | | |
|---|---|---|---|---|
| AWOS – **128.17** | CTR Winnipeg – **132.25** | RADIO – **122.1** MF* | | ARCAL 122.1(K)* P2 AS |
| SAFE ALT 100 NM **4400** | WAAS **Ch 80061** W26A | APCH CRS **265°** | MIN ALT TUGIL **2700** | LDA **6505** |




| DIST FROM RW26 | 1.1 | 2 | 3 | 4 | **4.9** | 6 | 7 | 8 | 9 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.10° APCH PATH) | 1740 | 2040 | 2370 | 2700 | **3000** | 3360 | 3690 | 4020 | 4350 | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1583** | (250) | 1 | |
| LNAV | **1740** | (408) | 1¼ | |

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

# RNAV (GNSS) Z RWY 26

CYBR

EFF 2 OCT 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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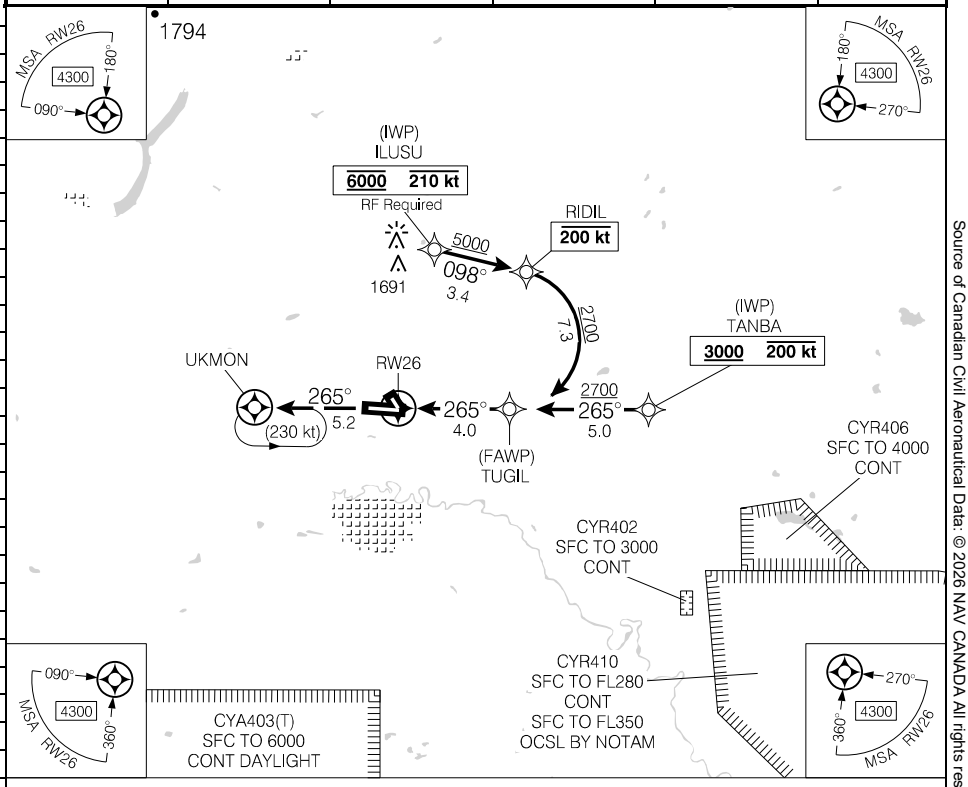
BRANDON MUNI, MB

# RNAV (RNP) Y RWY 26

495436N 0995708W VAR 6°E

CYBR

| | | | | |
|---|---|---|---|---|
| AWOS – **128.17** | CTR Winnipeg – **132.25** | RADIO – **122.1** MF* | | ARCAL 122.1(K)* P2 AS |
| SAFE ALT 100 NM **4400** | RNAV | APCH CRS **265°** | MIN ALT TUGIL **2700** | LDA **6505** |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.15 | 1645 | (313) | 1 | |
| RNP 0.30 | 1696 | (364) | 1¼ | |

**AUTHORIZATION REQUIRED**
(min. -27° C)
(max. 54° C)

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Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

## Departure Route Description

**Rwy 08**: Requires a minimum climb gradient of **350** ft/NM to **1900**. Maintain **5000**.

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 |

**EPVIV TRANSITION: (ETMIN1.EPVIV)** Do not exceed 230 kt until VIXOB. Climb track **085°** to ETMIN, then track **175°** to VIXOB, then track **175°** to UMEXO, then track **160°** to EPVIV.

**VISUR TRANSITION: (ETMIN1.VISUR)** Do not exceed 230 kt until ETMIN. Climb track **085°** to ETMIN, then track **066°** to VISUR. Hold at VISUR as published. Expect vectors to assigned route prior to VISUR.

**LEVIK TRANSITION (ETMIN1.LEVIK)** Do not exceed 230 kt until VIXOB. Climb track **085°** to ETMIN, then track **175°** to VIXOB, then track **264°** to AXASI, then track **223°** to LEVIK.

**NOVUK TRANSITION (ETMIN1.NOVUK)** Do not exceed 230 kt until ETMIN. Climb track **085°** to ETMIN, then track **355°** to VITUK, then track **269°** to LIBIP, then track **292°** to NOVUK.

## 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 **5000**.
3. Upon reaching end of depicted route, proceed on course and climb to flight planned altitude.

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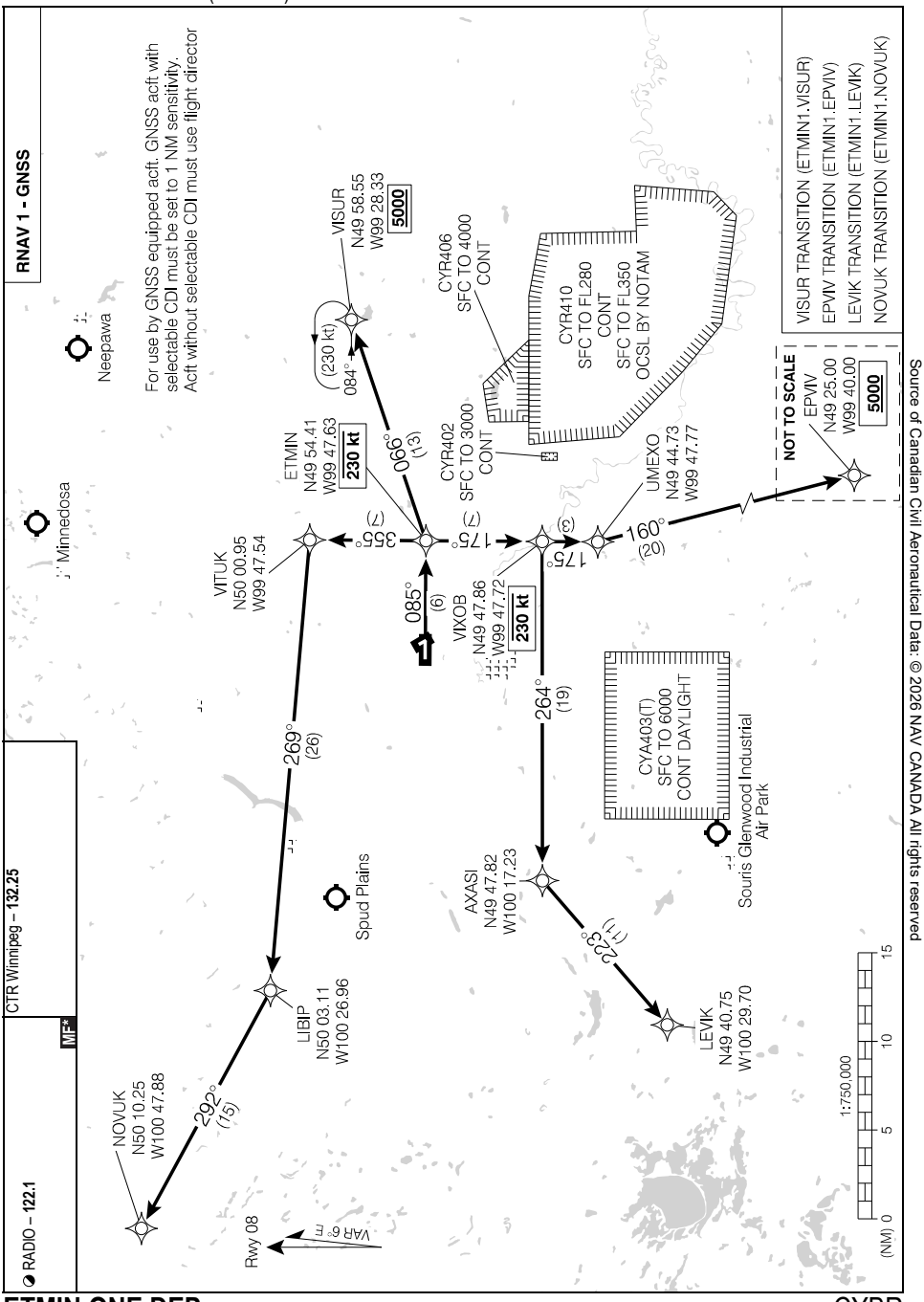
SID (RNAV)

# ETMIN ONE DEP (ETMIN1.)

BRANDON MUNI, MB
CYBR

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ETMIN ONE DEP (ETMIN1.)

CYBR

EFF 2 OCT 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

## Departure Route Description

**Rwy 26**: Requires a minimum climb gradient of **390** ft/NM to **1900**. Maintain **5000**.

DEPARTURE CLIMB RATE V/V (FPM)

| GROUND SPEED | 90 | 120 | 140 | 160 | 180 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|---|---|
| 390 FT/NM | 590 | 780 | 910 | 1040 | 1170 | 1300 | 1630 | 1950 |

**EPVIV TRANSITION: (IKLAM1.EPVIV)** Do not exceed 230 kt until IKLAM. Climb track **265°** to IKLAM, then track **175°** to VOKUG, then track **101°** to UMEXO, then track **160°** to EPVIV.

**VISUR TRANSITION: (IKLAM1.VISUR)** Do not exceed 230 kt until PEKTI. Climb track **265°** to IKLAM, then track **355°** to PEKTI, then track **085°** to EPVAM, then track **091°** to VISUR. Hold at VISUR as published.

**LEVIK TRANSITION (IKLAM1.LEVIK)** Do not exceed 230 kt until IKLAM. Climb track **265°** to IKLAM, then track **221°** to AXASI, then track **223°** to LEVIK.

**NOVUK TRANSITION (IKLAM1.NOVUK)** Do not exceed 230 kt until IKLAM. Climb track **265°** to IKLAM, then track **297°** to LIBIP, then track **292°** to NOVUK.

## 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 **5000**.
3. Upon reaching end of depicted route, proceed on course and climb to flight planned altitude.

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SID (RNAV)

# IKLAM ONE DEP (IKLAM1.)

BRANDON MUNI, MB
CYBR




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IKLAM ONE DEP (IKLAM1.)
CYBR

EFF 2 OCT 25



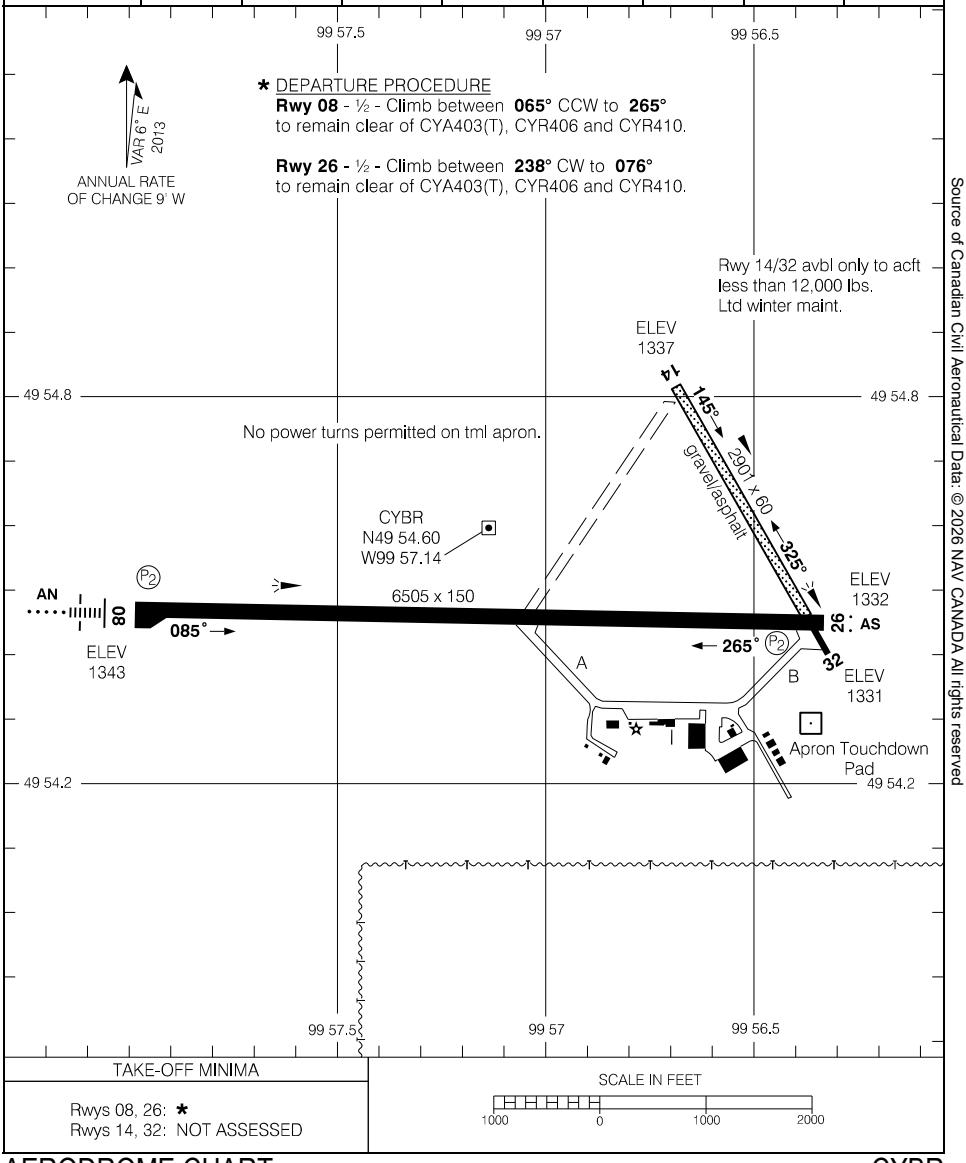
Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

BRANDON MUNI, MB

# AERODROME CHART — CYBR

| AWOS – **128.17** | | RADIO – **122.1** MF* | CTR Winnipeg – **132.25**<br>RADIO Edmonton – **123.27** |
|---|---|---|---|

| DECL DISTS | 08 | 26 | 14 | 32 | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 6505 | 6505 | 2901 | 2901 | | | | |
| TODA | 7305 | 7105 | 3401 | 3401 | | | | |
| ASDA | 6505 | 6505 | 2901 | 2901 | | | | |
| LDA | 6505 | 6505 | 2901 | 2901 | | | | |




TAKE-OFF MINIMA

Rwys 08, 26: *
Rwys 14, 32: NOT ASSESSED

SCALE IN FEET
1000 0 1000 2000

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BROCHET, MB

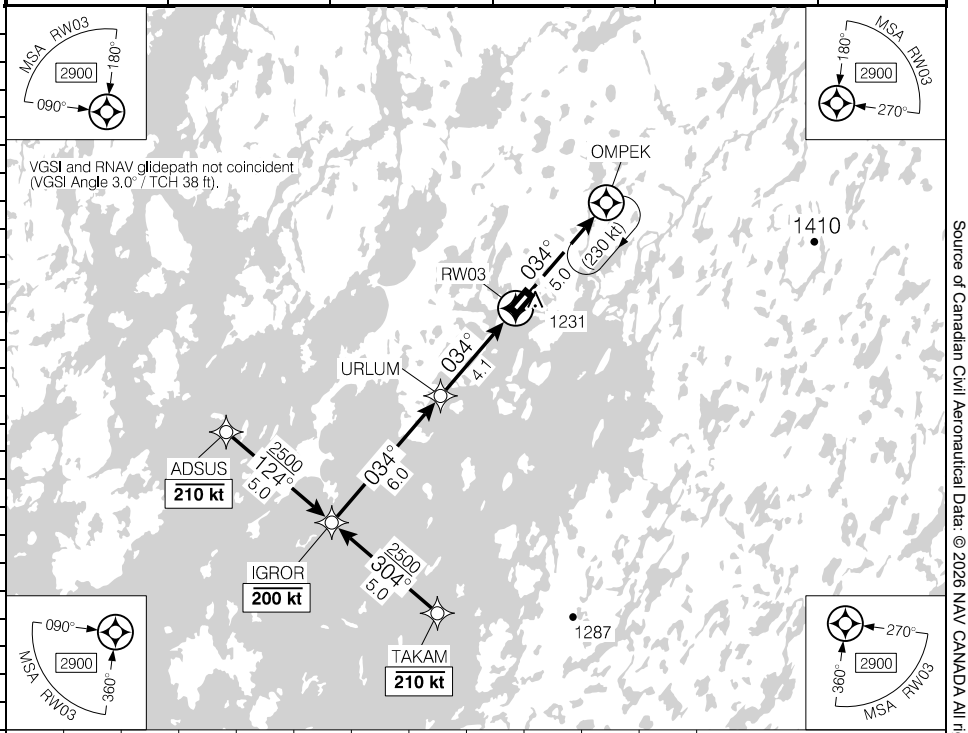
# RNAV (GNSS) RWY 03

575322N 1014045W VAR 7°E

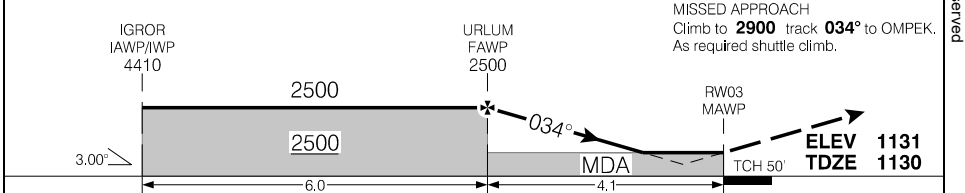
# CYBT

| CTR Winnipeg – **135.05** | UNICOM – **122.8** (AU) ATF | ARCAL 122.8(K) |
|---|---|---|

| SAFE ALT 100 NM | WAAS | APCH CRS | MIN ALT URLUM | LDA |
|---|---|---|---|---|
| **3200** | **Ch 80849** W03A | **034°** | **2500** | **3511** |




| (NM) | 10.1 | 9 | 8 | 7 | 6 | 5 | **4.1** | 3 | 2 | 1.4 | DIST FROM RW03 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 4410 | 4050 | 3730 | 3410 | 3090 | 2770 | **2500** | 2140 | 1820 | 1640 | ALT (3.00° APCH PATH) |




MISSED APPROACH
Climb to **2900** track **034°** to OMPEK.
As required shuttle climb.

RASS: When using CYYL add **160'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1629** | (500) | 1¾ | |
| LNAV | **1640** | (511) | 1½ | |

# RNAV (GNSS) RWY 03

# CYBT

EFF 7 AUG 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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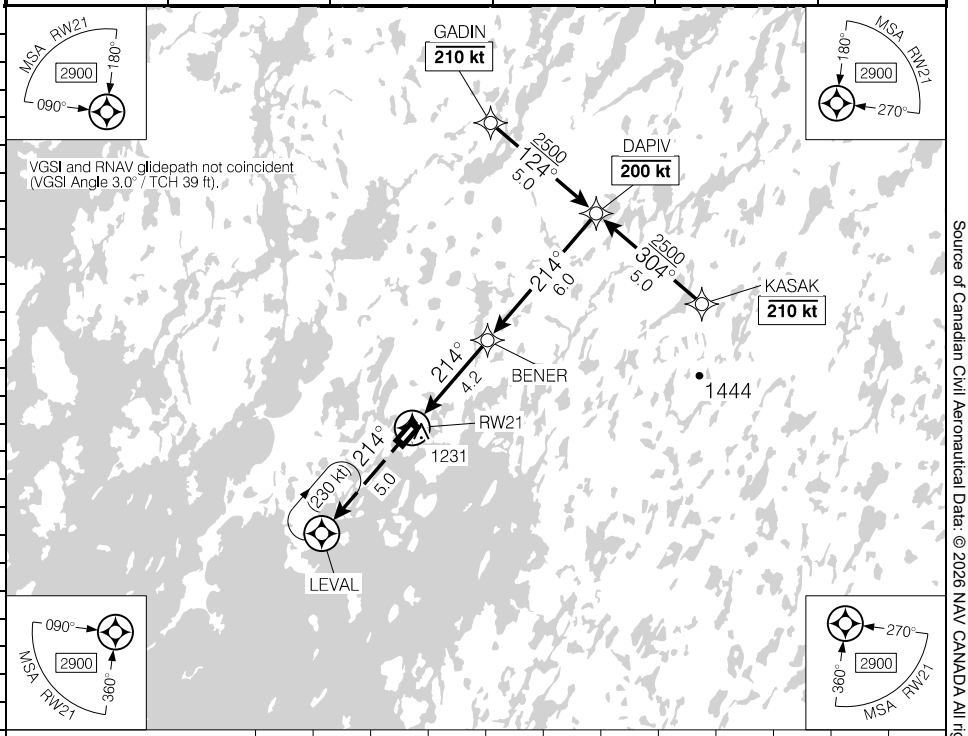
BROCHET, MB

# RNAV (GNSS) RWY 21

575322N 1014045W VAR 7°E

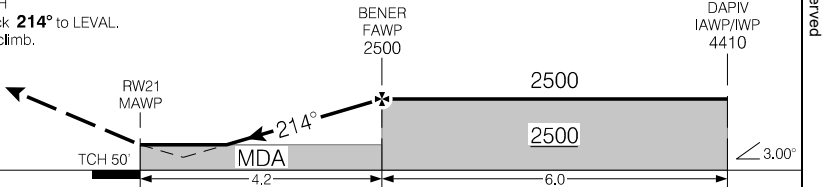
CYBT

| | | | | |
|---|---|---|---|---|
| | CTR Winnipeg – **135.05** | UNICOM – **122.8** (AU) ATF | | ARCAL 122.8(K) P1 |
| SAFE ALT 100 NM **3200** | WAAS **Ch 80774** W21A | APCH CRS **214°** | MIN ALT BENER **2500** | LDA **3511** |




| DIST FROM RW21 | | | 1.5 | 3 | **4.2** | 5 | 6 | 7 | 8 | 9 | 10.2 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | | 1640 | 2130 | **2500** | 2770 | 3090 | 3410 | 3730 | 4050 | 4410 |

MISSED APPROACH
Climb to **2900** track **214°** to LEVAL.
As required shuttle climb.




RASS: When using CYYL add **160'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1627** | (500) | 1¾ | |
| LNAV | **1640** | (513) | 1½ | |

# RNAV (GNSS) RWY 21

CYBT

EFF 7 AUG 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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BROCHET, MB

# AERODROME CHART

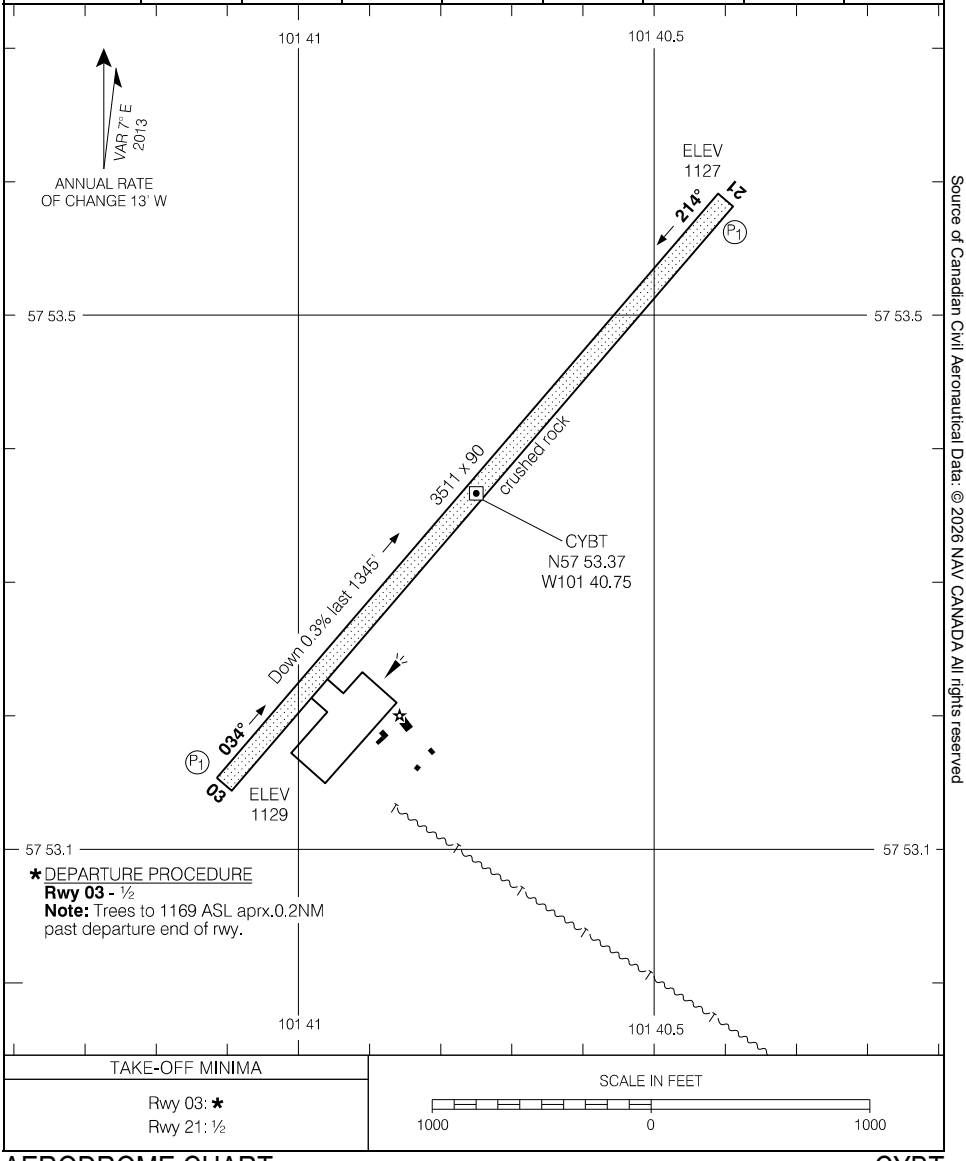
CYBT

UNICOM – **122.8** (AU)

ATF

CTR Winnipeg – **135.05**

| DECL DISTS | 03 | 21 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 3511 | 3511 | | | | | | |
| TODA | 4495 | 4495 | | | | | | |
| ASDA | 3511 | 3511 | | | | | | |
| LDA | 3511 | 3511 | | | | | | |




★ DEPARTURE PROCEDURE

**Rwy 03 -** ½

**Note:** Trees to 1169 ASL aprx.0.2NM past departure end of rwy.

| TAKE-OFF MINIMA |
|---|
| Rwy 03: ★ |
| Rwy 21: ½ |

SCALE IN FEET

1000 0 1000

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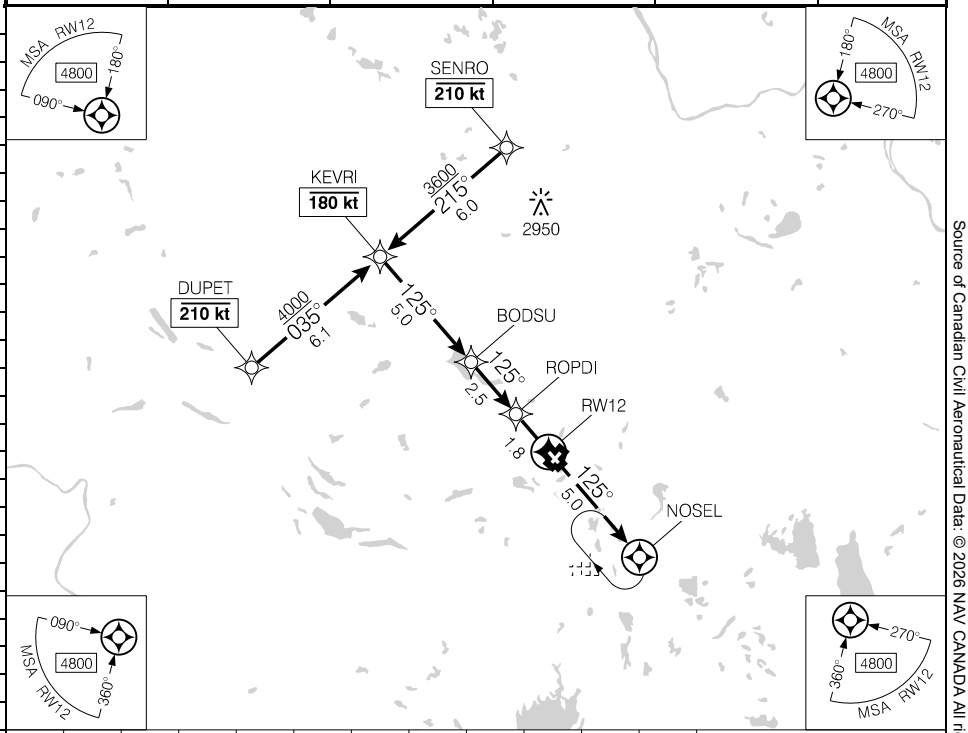
BROOKS REGIONAL, AB

# RNAV (GNSS) RWY 12

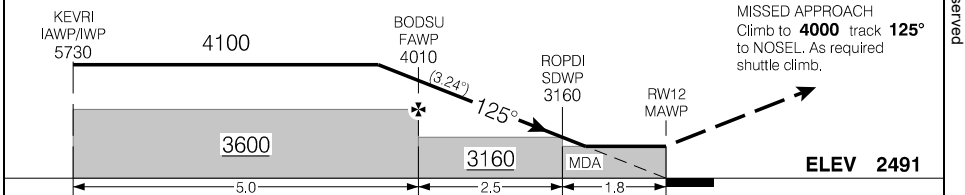
503803N 1115535W VAR 14°E

CYBP

| | | | | | |
|---|---|---|---|---|---|
| | CTR Edmonton – **132.65** **229.3** | | UNICOM – **122.8** ATF | | ARCAL 122.8(K) |
| SAFE ALT 100 NM **10,000** | RNAV | APCH CRS **125°** | MIN ALT BODSU **3600** | LDA **3216** | |




| (NM) | 9.3 | 8 | 7 | 6 | 5 | **4.5** | 4 | 3 | 2 | 1.4 | | DIST FROM RW12 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5730 | 5290 | 4950 | 4600 | 4260 | **4100** | 3920 | 3570 | 3230 | 3020 | | ALT (3.24° APCH PATH) |




RASS: Use CYXH.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **3020** | | (529) | 1¾ |

| Knots | ft/min | Min:Sec |
|---|---|---|
| 70 | 400 | |
| 90 | 520 | |
| 110 | 630 | |
| 130 | 750 | |
| 150 | 860 | |

RNAV (GNSS) RWY 12

CYBP

EFF 27 JAN 22



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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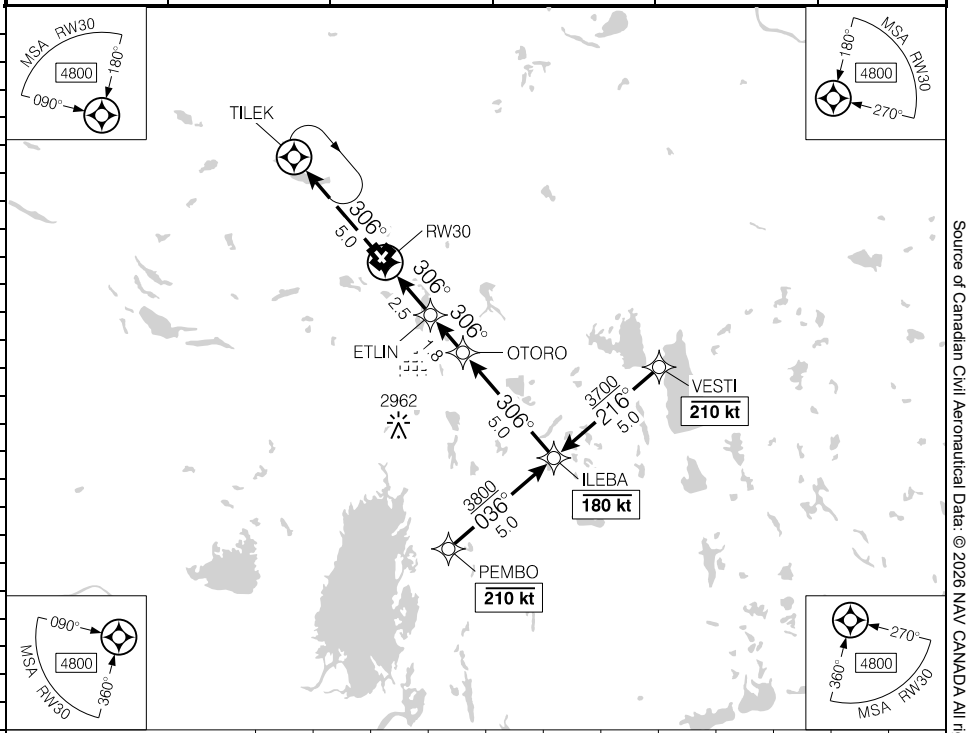
BROOKS REGIONAL, AB

# RNAV (GNSS) RWY 30

503803N 1115535W VAR 14°E

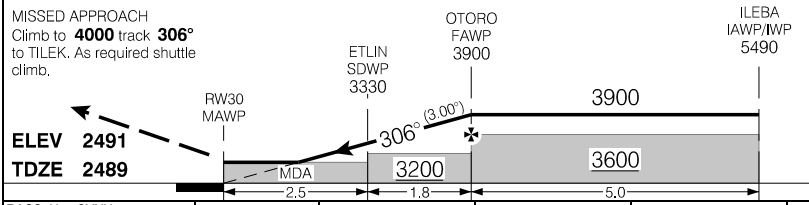
CYBP

| | | | | |
|---|---|---|---|---|
| | CTR Edmonton – **132.65** **229.3** | ◕ UNICOM – **122.8** ATF | | ARCAL 122.8(K) |
| SAFE ALT 100 NM **10,000** | RNAV | APCH CRS **306°** | MIN ALT OTORO **3600** | LDA **3216** |




| DIST FROM RW30 | 1.3 | 2 | 3 | **4.3** | 5 | 6 | 7 | 8 | 9.3 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2960 | 3170 | 3490 | **3900** | 4130 | 4450 | 4760 | 5080 | 5490 | | | |

MISSED APPROACH
Climb to **4000** track **306°** to TILEK. As required shuttle climb.




RASS: Use CYXH.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **2960** (475) | 1½ | **3000** (515) | 1½ |

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

RNAV (GNSS) RWY 30

CYBP

EFF 27 JAN 22



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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BROOKS REGIONAL, AB

# AERODROME CHART

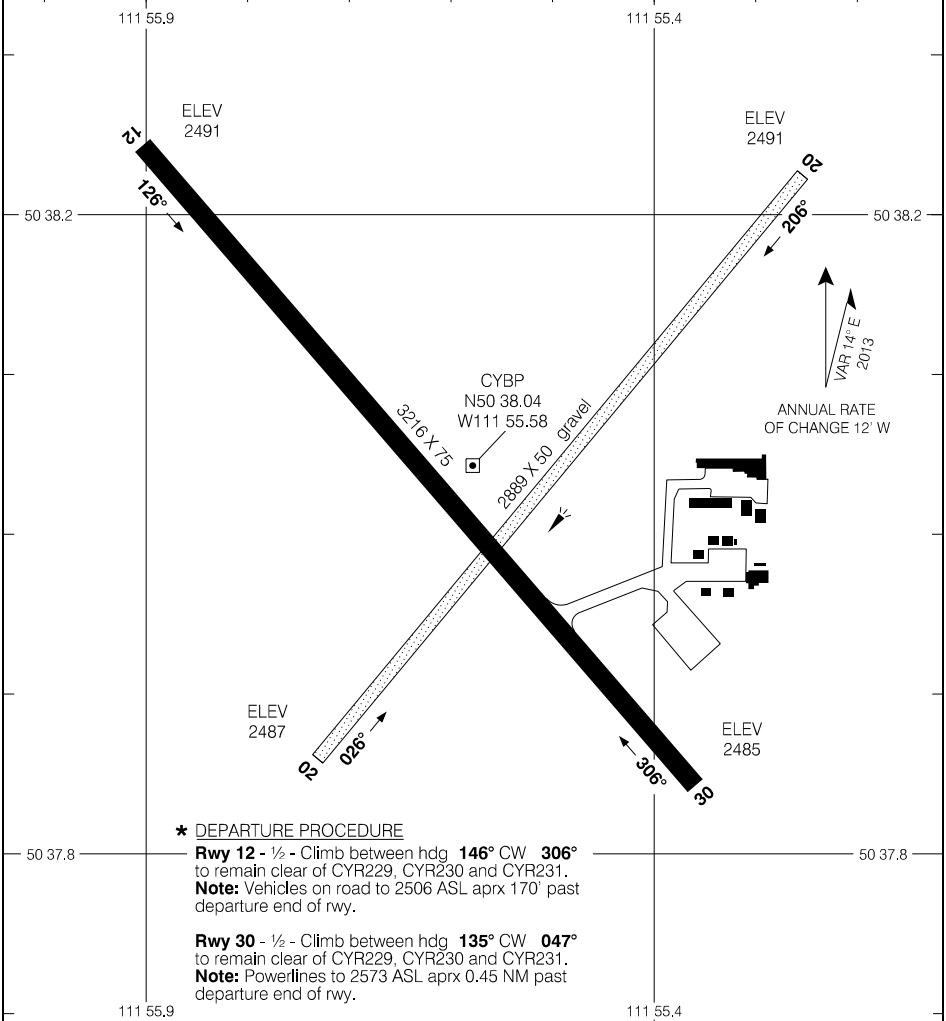
CYBP

UNICOM – **122.8**

ATF

CTR Edmonton – **132.65** **229.3**

| DECL DISTS | 12 | 30 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 3216 | 3216 | | | | | | |
| TODA | 3216 | 3216 | | | | | | |
| ASDA | 3216 | 3216 | | | | | | |
| LDA | 3216 | 3216 | | | | | | |




TAKE-OFF MINIMA

Rwys 02; 20: NOT ASSESSED
Rwys 12; 30: *

SCALE IN FEET

1000 0 1000

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# AERODROME CHART

CYBP

EFF 20 FEB 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

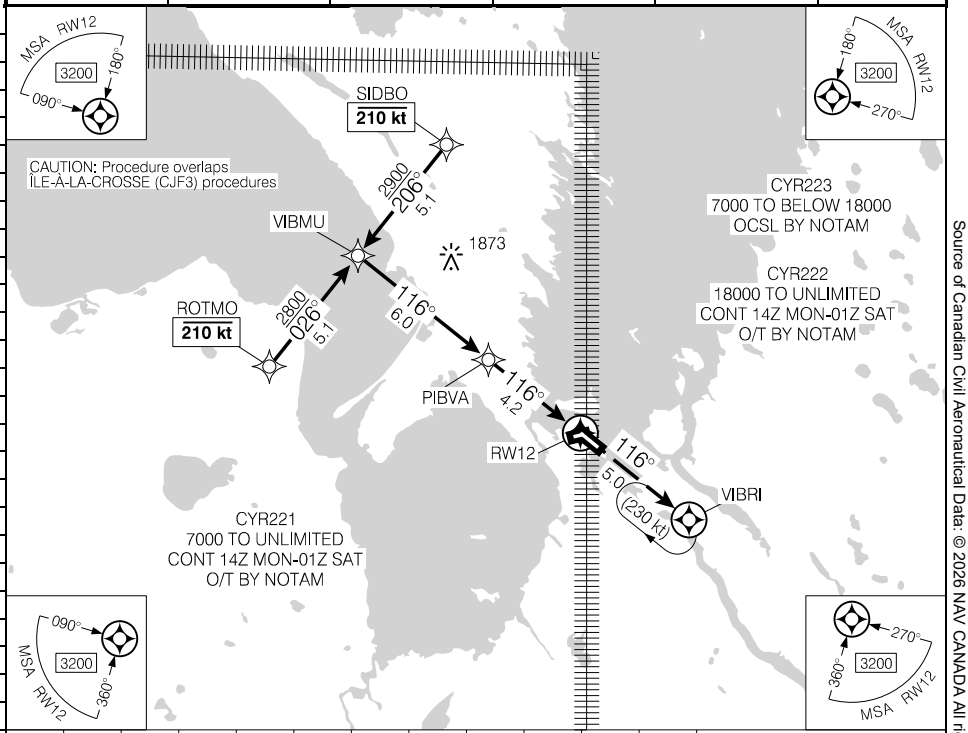
BUFFALO NARROWS, SK

# RNAV (GNSS) RWY 12

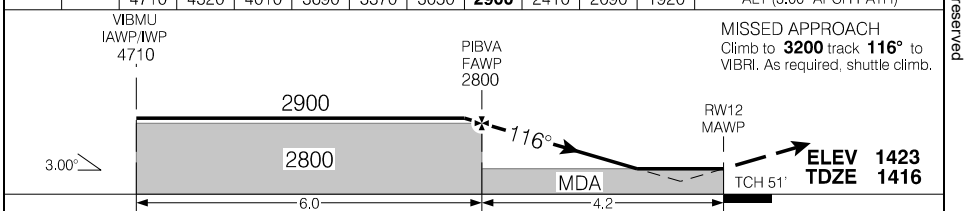
555031N 1082504W VAR 12°E

CYVT

| | | | | |
|---|---|---|---|---|
| AWOS – **128.6** | | RADIO Regina – **118.65**<br>TFC – **118.65** MF | | ARCAL 118.65(K) P1 |
| SAFE ALT 100 NM<br>**3900** | WAAS<br>**Ch 80828**<br>W12A | APCH<br>CRS<br>**116°** | MIN ALT<br>PIBVA<br>**2800** | LDA<br>**5006** |




| | | 10.2 | 9 | 8 | 7 | 6 | 5 | **4.5** | 3 | 2 | 1.5 | DIST FROM RW12 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 4710 | 4320 | 4010 | 3690 | 3370 | 3050 | **2900** | 2410 | 2090 | 1920 | ALT (3.00° APCH PATH) |




RASS: When using CJF3 add **80'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1904** | (500) | 1¾ | |
| LNAV | **1920** | (516) | 1½ | |

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

# RNAV (GNSS) RWY 12

CYVT

EFF 17 APR 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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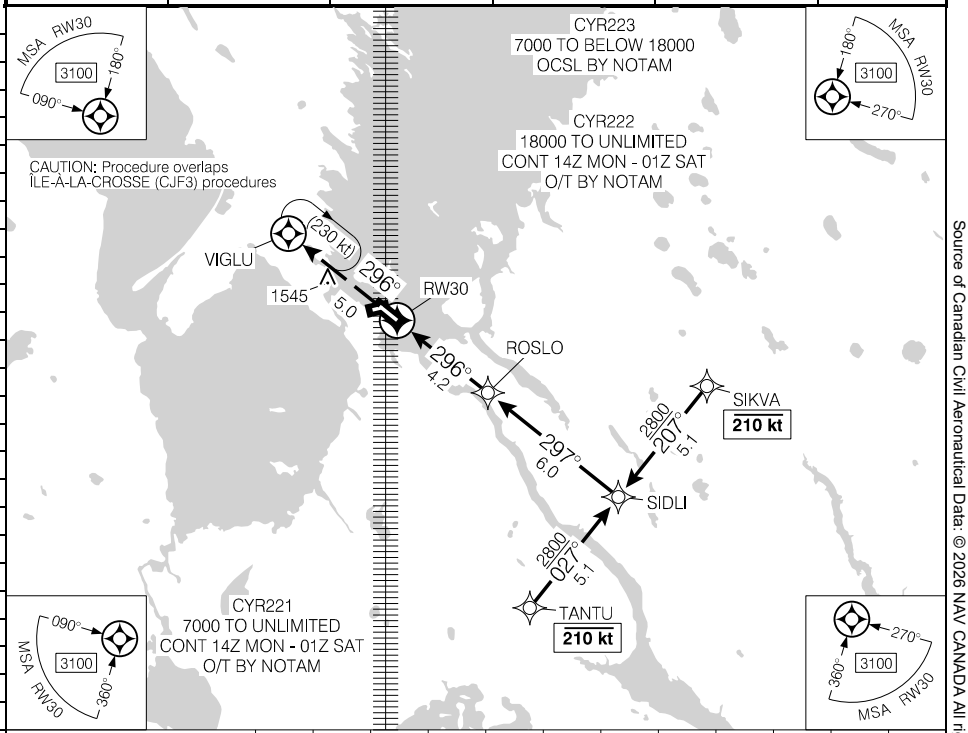
BUFFALO NARROWS, SK

# RNAV (GNSS) RWY 30

555031N 1082504W VAR 12°E

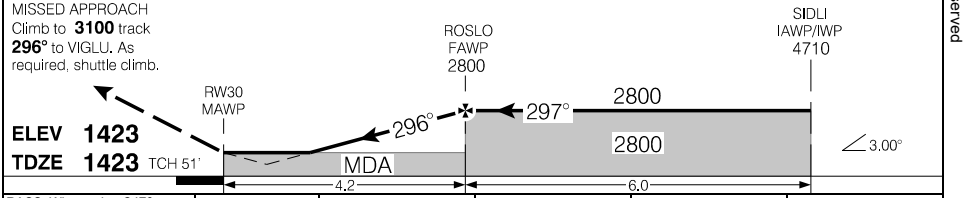
CYVT

| | | | | |
|---|---|---|---|---|
| AWOS – **128.6** | | RADIO Regina – **118.65**<br>TFC – **118.65** MF | | ARCAL 118.65(K) P1 |
| SAFE ALT 100 NM<br>**3900** | WAAS<br>**Ch 80713**<br>W30A | APCH<br>CRS<br>**296°** | MIN ALT<br>ROSLO<br>**2800** | LDA<br>**5006** |




| DIST FROM RW30 | 1.4 | 2 | 3 | **4.2** | 5 | 6 | 7 | 8 | 9 | 10.2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 1920 | 2110 | 2430 | **2800** | 3060 | 3380 | 3700 | 4020 | 4340 | 4710 | | |

MISSED APPROACH
Climb to **3100** track **296°** to VIGLU. As required, shuttle climb.




RASS: When using CJF3 add **80'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1920** | (500) | 1¾ | |
| LNAV | **1920** | (500) | 1½ | |

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

RNAV (GNSS) RWY 30 CYVT

EFF 17 APR 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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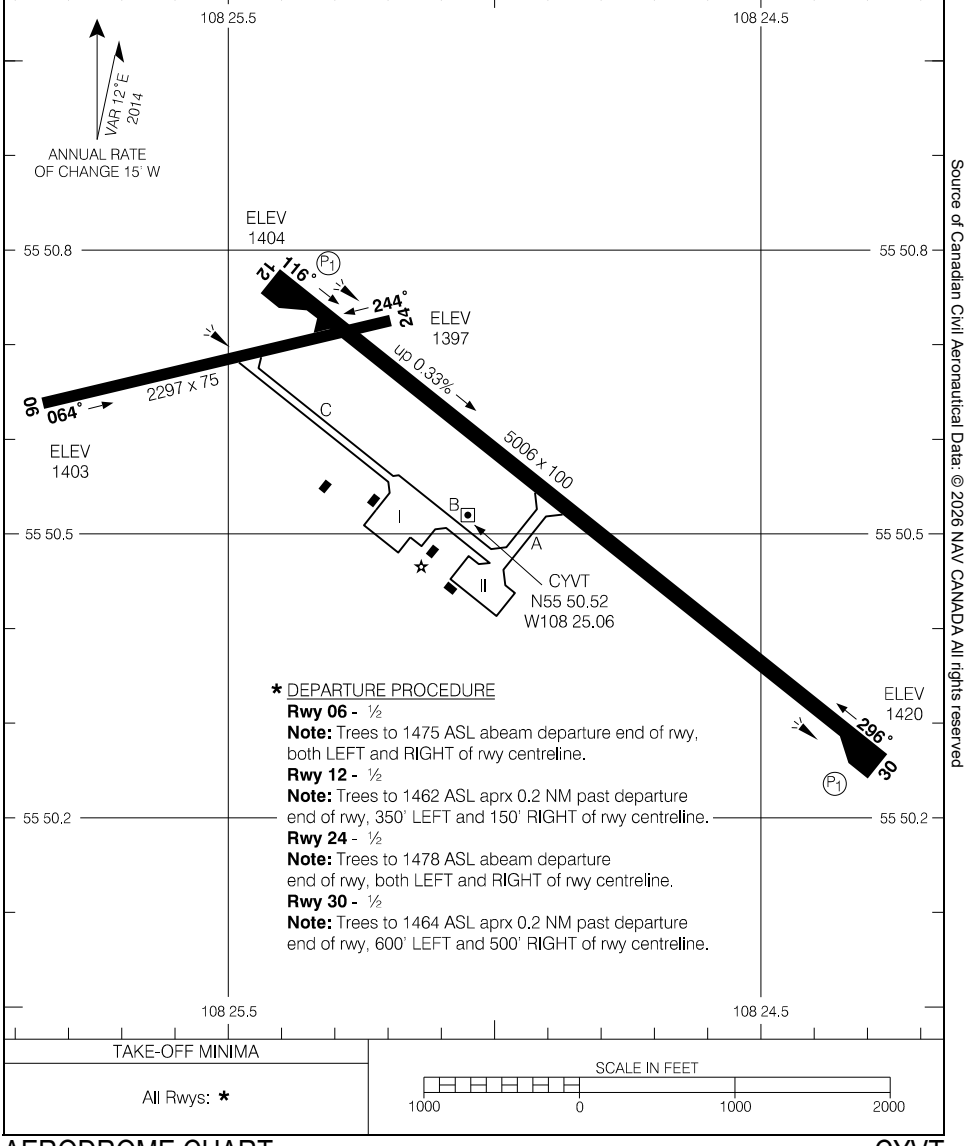
BUFFALO NARROWS, SK

# AERODROME CHART — CYVT

| AWOS – **128.6** | | RADIO Regina – **118.65**<br>TFC – **118.65** MF | RADIO Edmonton – **123.27** |
|---|---|---|---|

| DECL DISTS | 06 | 24 | 12 | 30 | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 2297 | 2297 | 5006 | 5006 | | | | |
| TODA | 2297 | 2297 | 5990 | 5990 | | | | |
| ASDA | 2297 | 2297 | 5006 | 5006 | | | | |
| LDA | 2297 | 2297 | 5006 | 5006 | | | | |




| TAKE-OFF MINIMA | SCALE IN FEET |
|---|---|
| All Rwys: * | 1000 0 1000 2000 |

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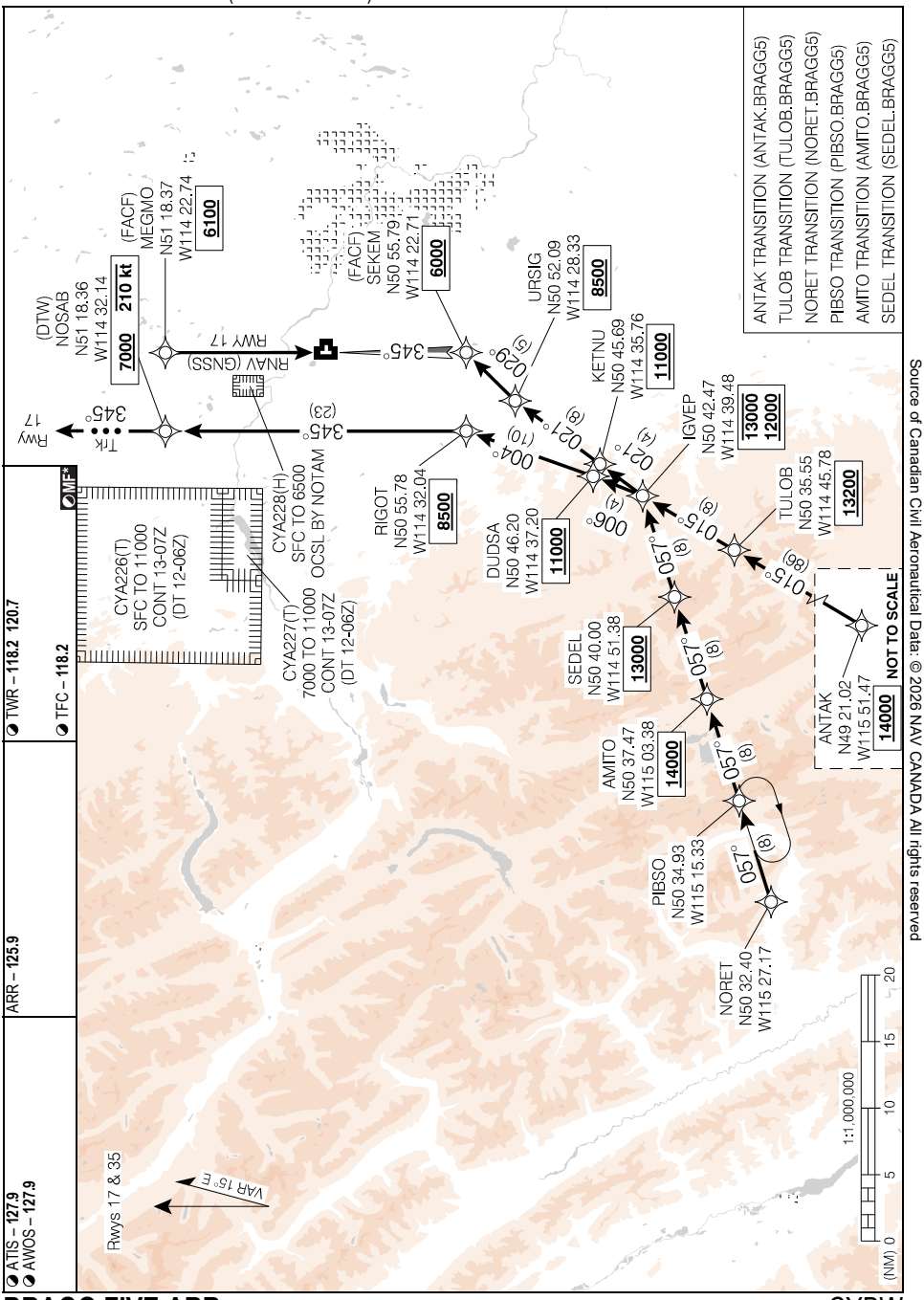
STAR (RNAV)

# BRAGG FIVE ARR (IGVEP.BRAGG5)

CALGARY/SPRINGBANK, AB

CYBW

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BRAGG FIVE ARR (IGVEP.BRAGG5)

CYBW

EFF 11 JUL 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

STAR (RNAV)

# ELBOW FOUR ARR (EBGAL.ELBOW4) TRANSITION ROUTES

CALGARY/SPRINGBANK, AB

CYBW




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ELBOW FOUR ARR (EBGAL.ELBOW4) TRANSITION ROUTES

CYBW

EFF 11 JUL 24

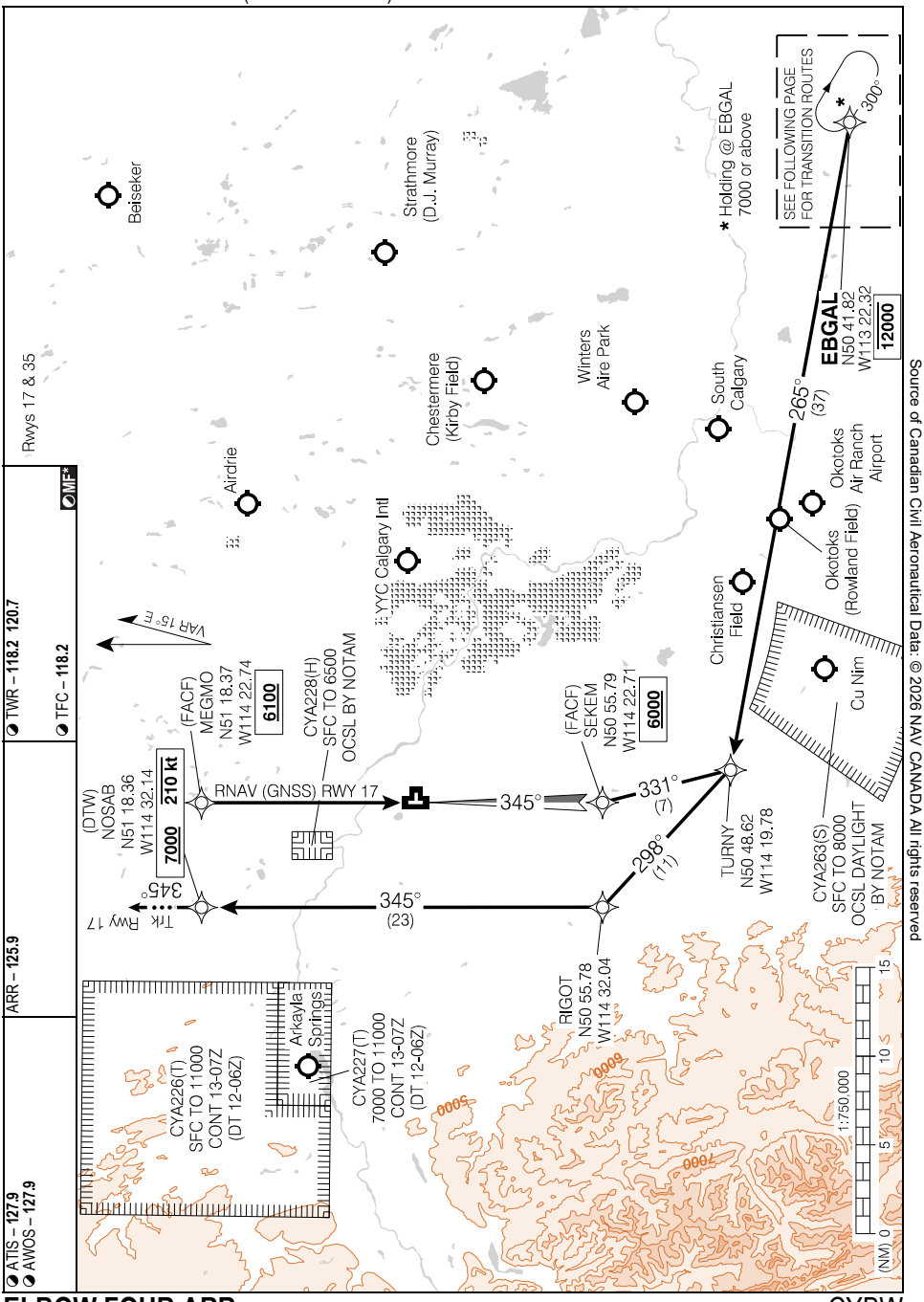


Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

STAR (RNAV)

# ELBOW FOUR ARR (EBGAL.ELBOW4) ARRIVAL ROUTES

CALGARY/SPRINGBANK, AB
CYBW

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ELBOW FOUR ARR (EBGAL.ELBOW4) ARRIVAL ROUTES
CYBW

EFF 11 JUL 24



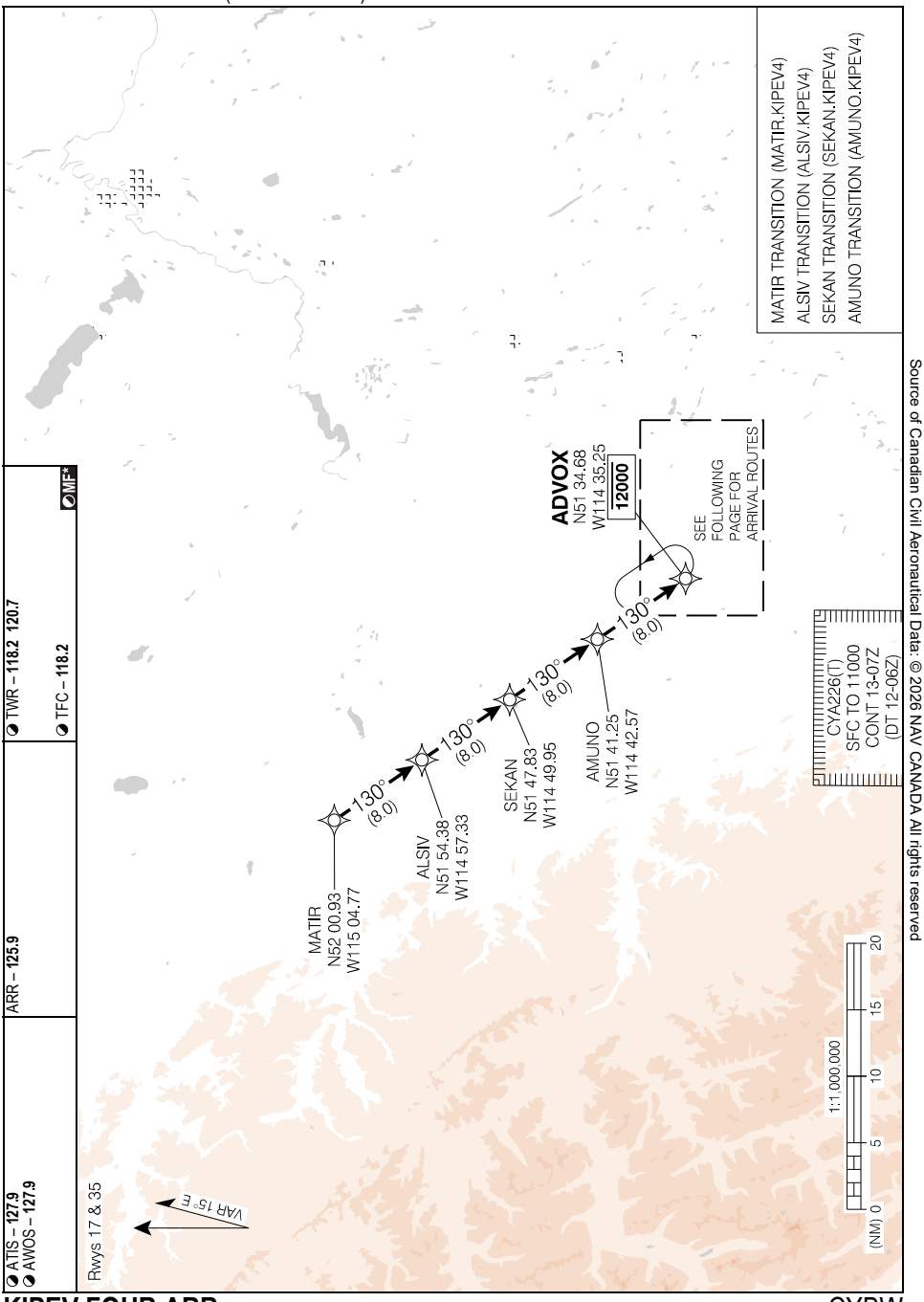
Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

STAR (RNAV)

CALGARY/SPRINGBANK, AB

# KIPEV FOUR ARR (ADVOX.KIPEV4) TRANSITION ROUTES

CYBW

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KIPEV FOUR ARR (ADVOX.KIPEV4) TRANSITION ROUTES

CYBW

EFF 11 JUL 24

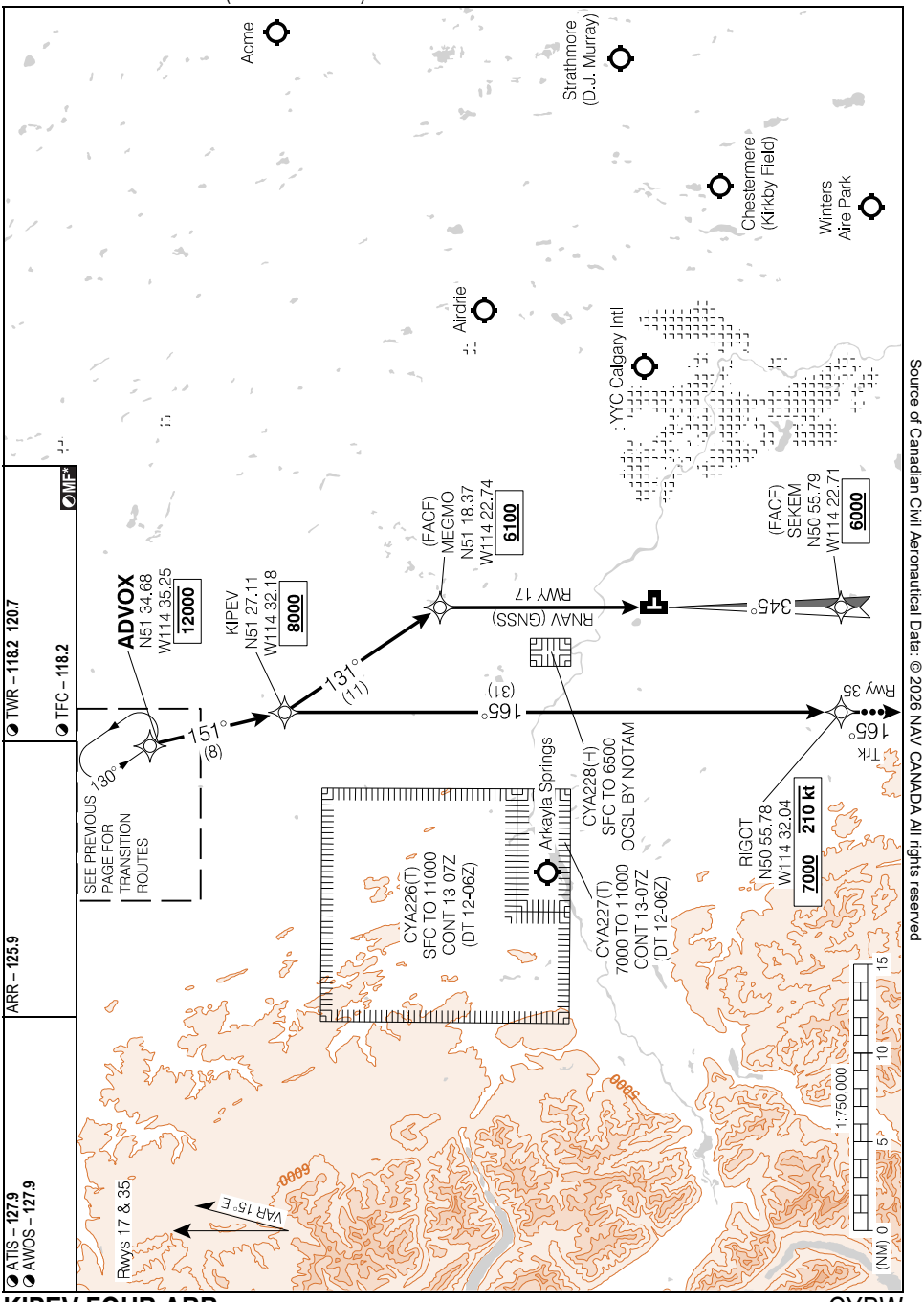


Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

STAR (RNAV)

# KIPEV FOUR ARR (ADVOX.KIPEV4) ARRIVAL ROUTES

CALGARY/SPRINGBANK, AB
CYBW

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KIPEV FOUR ARR (ADVOX.KIPEV4) ARRIVAL ROUTES

CYBW

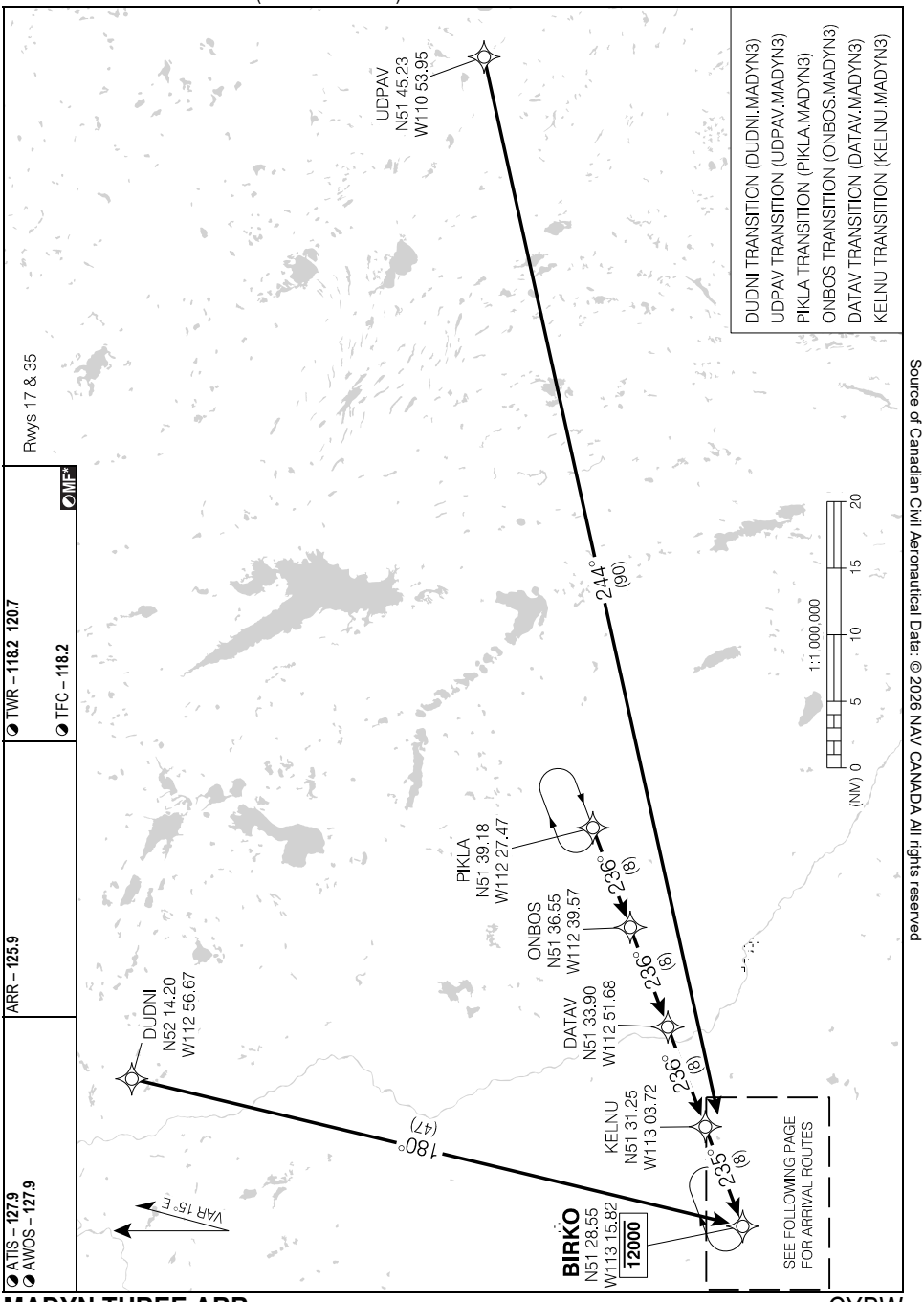
EFF 11 JUL 24

STAR (RNAV)

CALGARY/SPRINGBANK, AB

# MADYN THREE ARR (BIRKO.MADYN3) TRANSITION ROUTES

CYBW

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MADYN THREE ARR (BIRKO.MADYN3) TRANSITION ROUTES

CYBW

EFF 11 JUL 24



Canada Air Pilot
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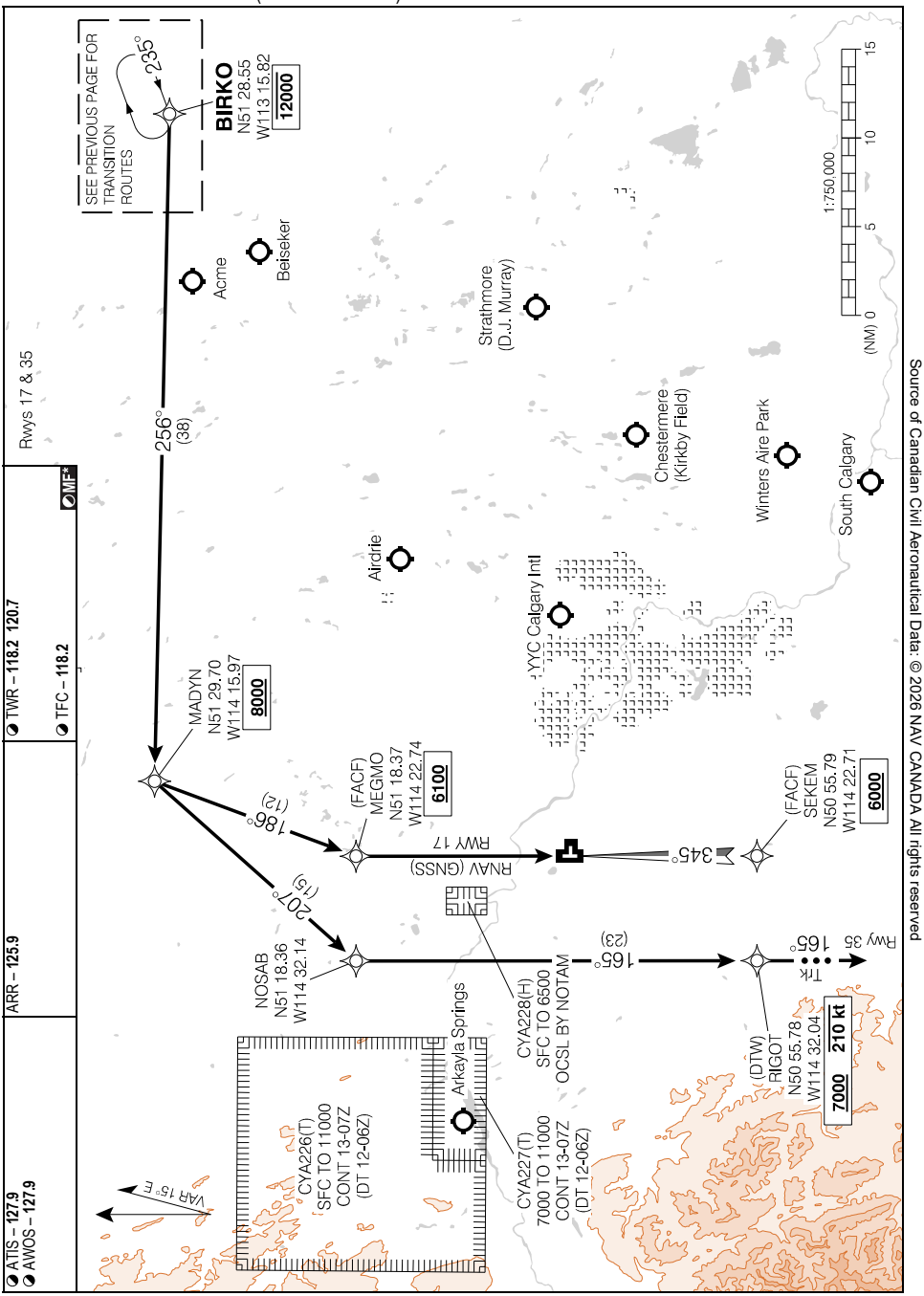
STAR (RNAV)

CALGARY/SPRINGBANK, AB

# MADYN THREE ARR (BIRKO.MADYN3) ARRIVAL ROUTES

CYBW

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MADYN THREE ARR (BIRKO.MADYN3) ARRIVAL ROUTES

CYBW

EFF 11 JUL 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

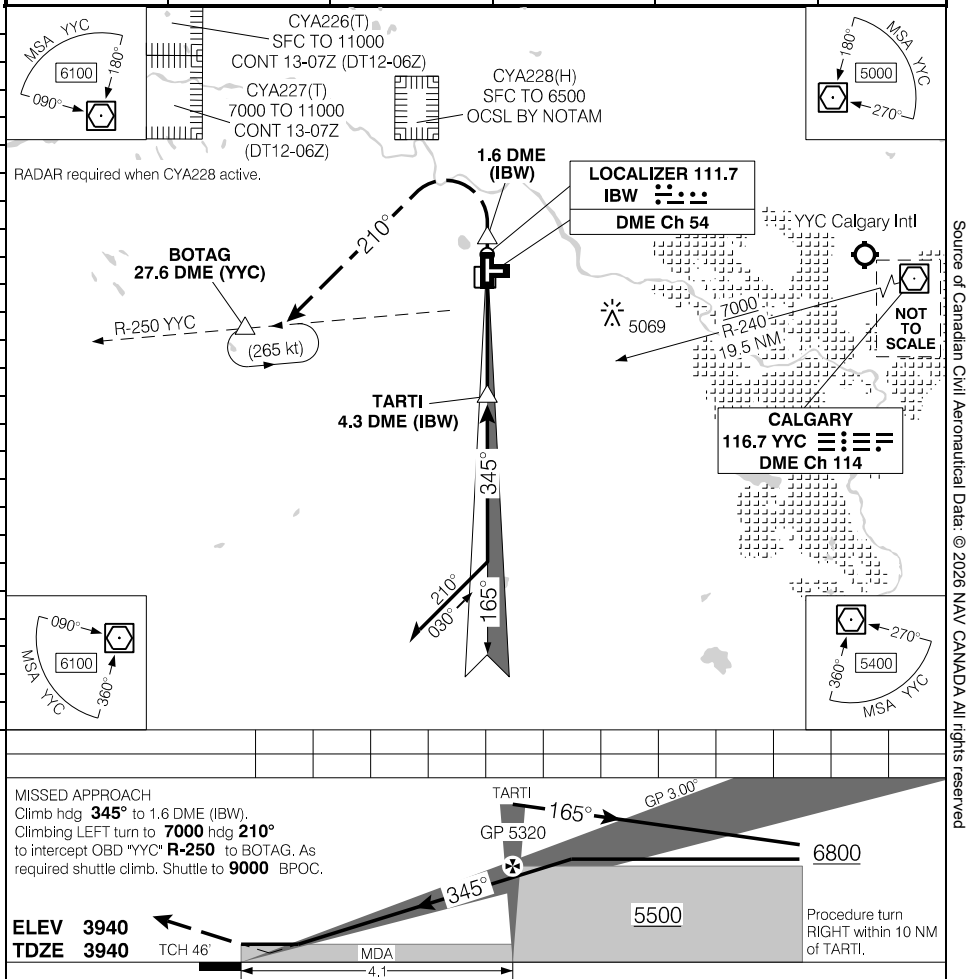
CALGARY/SPRINGBANK, AB

# ILS RWY 35

510611N 1142228W VAR 15°E

CYBW

| ATIS – 127.9<br>AWOS – 127.9 | ARR – 125.9 | TWR – 118.2 120.7<br>TFC – 118.2 MF* | GND – 121.8 | ARCAL 118.2(K)<br>P1 AS |
|---|---|---|---|---|
| SAFE ALT 100 NM<br>13,800 | LOC<br>IBW<br>111.7 | APCH<br>CRS<br>345° | GP<br>TARTI<br>5320 | LDA<br>5000 |




MISSED APPROACH
Climb hdg **345°** to 1.6 DME (IBW).
Climbing LEFT turn to **7000** hdg **210°**
to intercept OBD "YYC" **R-250** to BOTAG. As
required shuttle climb. Shuttle to **9000** BPOC.




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

TARTI to MAP 4.1 NM

| Knots | ft/min | Min:Sec |
|---|---|---|
| 70 | | 3:31 |
| 90 | | 2:44 |
| 110 | | 2:14 |
| 130 | | 1:54 |
| 150 | | 1:38 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| ILS/DME | **4190** (250) 1 RVR 50 | | | |
| LOC/DME | **4300** (360) 1¼ | | | |
| C CIRCLING | **4440** (500) 1½ | | **4600** (660) 2 | **4860** (920) 3 |

# ILS RWY 35

CYBW

EFF 7 AUG 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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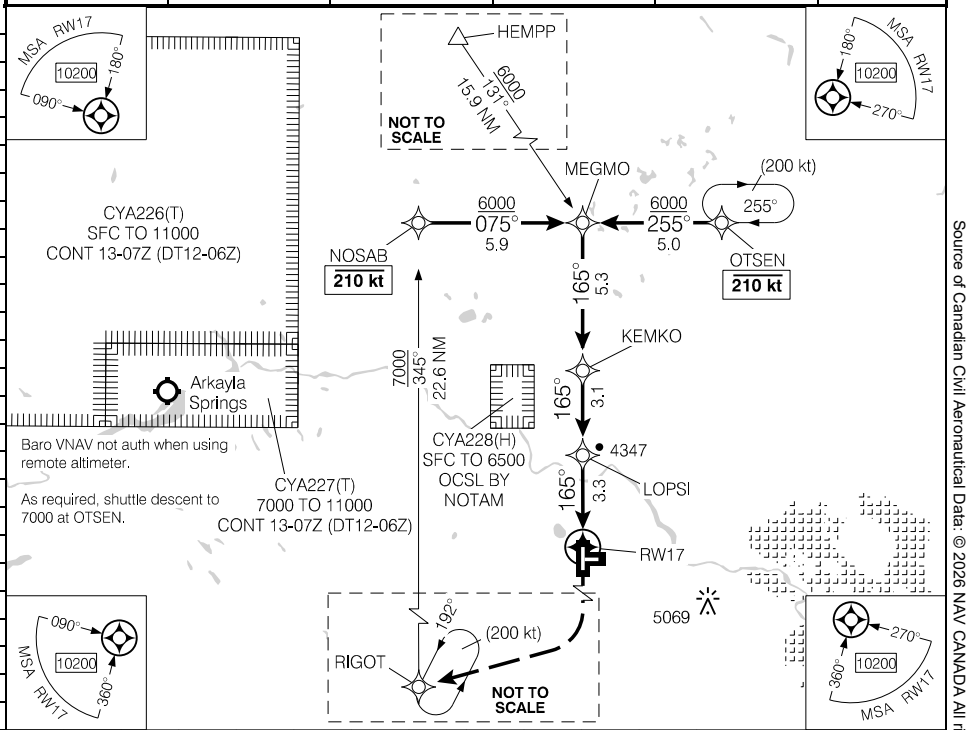
CALGARY/SPRINGBANK, AB

# RNAV (GNSS) RWY 17

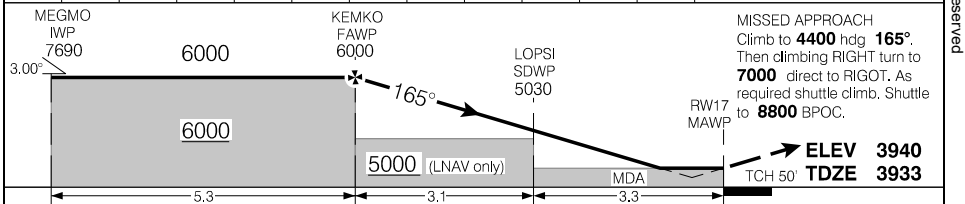
510611N 1142228W VAR 15°E

CYBW

| ATIS – 127.9<br>AWOS – 127.9 | ARR – 125.9 | TWR – 118.2 120.7<br>TFC – 118.2 | GND – 121.8 | ARCAL 118.2(K) |
|---|---|---|---|---|
| SAFE ALT 100 NM<br>13,800 | WAAS<br>Ch 80588<br>W17A | APCH<br>CRS<br>165° | MIN ALT<br>KEMKO<br>6000 | LDA<br>5000 |




| 11.7 | 11 | 10 | 9 | 8 | 7 | **6.4** | 5 | 4 | 3 | 2 | 1.1 | DIST FROM RW17 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7690 | 7480 | 7160 | 6850 | 6530 | 6210 | **6000** | 5570 | 5250 | 4940 | 4620 | 4340 | ALT (3.00° APCH PATH) |




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

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **4180** | (250) | 1 | |
| LNAV/VNAV (min. -26°C, max. 51°C) | **4216** | (286) | 1 | |
| LNAV | **4340** | (410) | 1¼ | |

RNAV (GNSS) RWY 17 CYBW

EFF 11 JUL 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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CALGARY/SPRINGBANK, AB

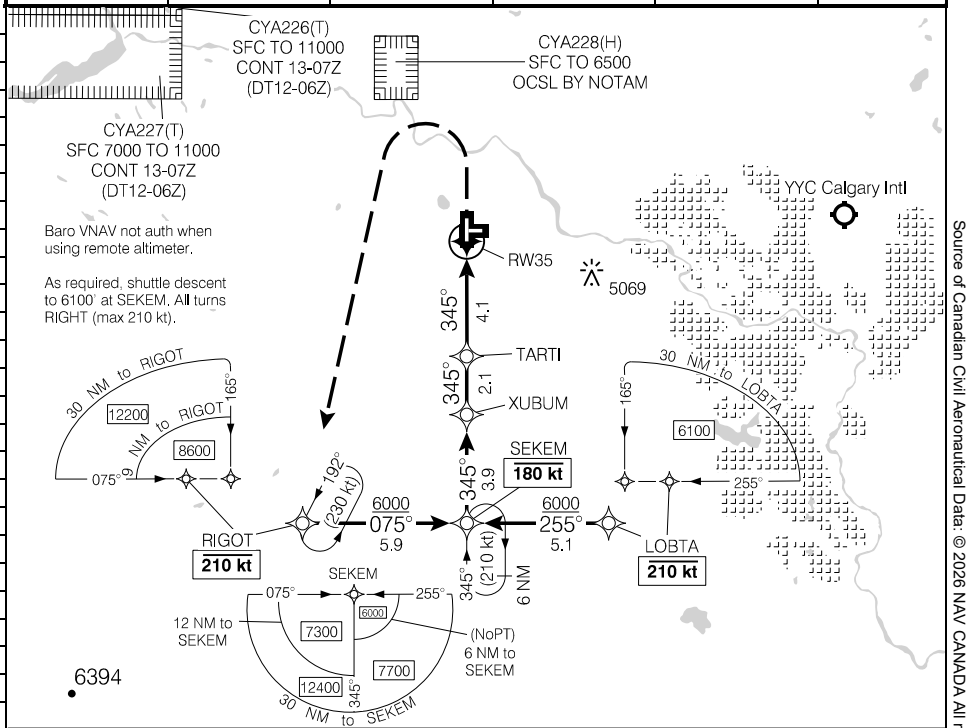
# RNAV (GNSS) RWY 35

510611N 1142228W VAR 15°E

CYBW

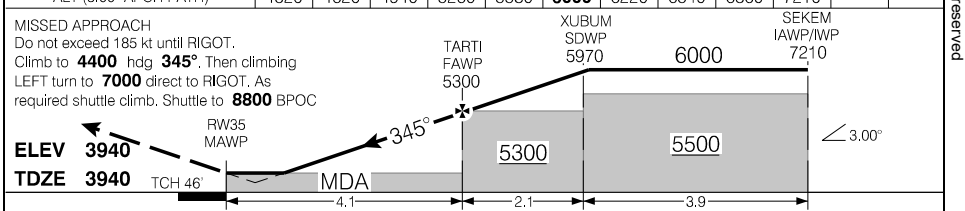
| ATIS – **127.9**<br>AWOS – **127.9** | ARR – **125.9** | TWR – **118.2** **120.7**<br>TFC – **118.2** MF* | GND – **121.8** | ARCAL 118.2(K)<br>P1 AS |
|---|---|---|---|---|

| SAFE ALT 100 NM | WAAS | APCH CRS | MIN ALT TARTI | LDA |
|---|---|---|---|---|
| **13,800** | **Ch 80590**<br>W35A | **345°** | **5300** | **5000** |




| DIST FROM RW35 | 1.0 | 2 | 3 | 4 | 5 | **6.3** | 7 | 8 | 9 | 10.1 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 4320 | 4620 | 4940 | 5260 | 5580 | **6000** | 6220 | 6540 | 6860 | 7210 | | |

MISSED APPROACH
Do not exceed 185 kt until RIGOT.
Climb to **4400** hdg **345°**. Then climbing LEFT turn to **7000** direct to RIGOT. As required shuttle climb. Shuttle to **8800** BPOC




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

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **4190** | (250) | 1 RVR 50 | |
| LNAV/VNAV (min. -26°C, max. 54°C) | **4382** | (442) | 1½ | |
| LNAV | **4320** | (380) | 1¼ | |

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Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

## Departure Route Description

**All rwys:** Maintain **7000** or as assigned. Expect radar vectors to filed/assigned route.

**Rwy 08:** Climb hdg **075°** to **7000** for vectors.

**Rwy 17:** Climb hdg **165°** to **7000** for vectors.

**Rwy 26:** Requires a minimum climb gradient of **260** ft/NM to **4800**. Climb hdg **255°** to **7000** for vectors.

**Rwy 35:** Departure not authorized when CYA228(H) active. Requires a minimum climb gradient of **230** ft/NM to **4900**. Climb hdg **345°** to **7000** for vectors.

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 |
| 260 FT/NM | 390 | 520 | 610 | 700 | 780 | 870 | 1090 | 1300 |

## 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 the last assigned altitude proceed directly on course;
3. Maintain last assigned altitude for 10 minutes after take-off, then;
4. Climb to flight planned altitude;
5. For west or southwest bound flights, proceed direct to BOTAG and shuttle to **8900** BPOC.

**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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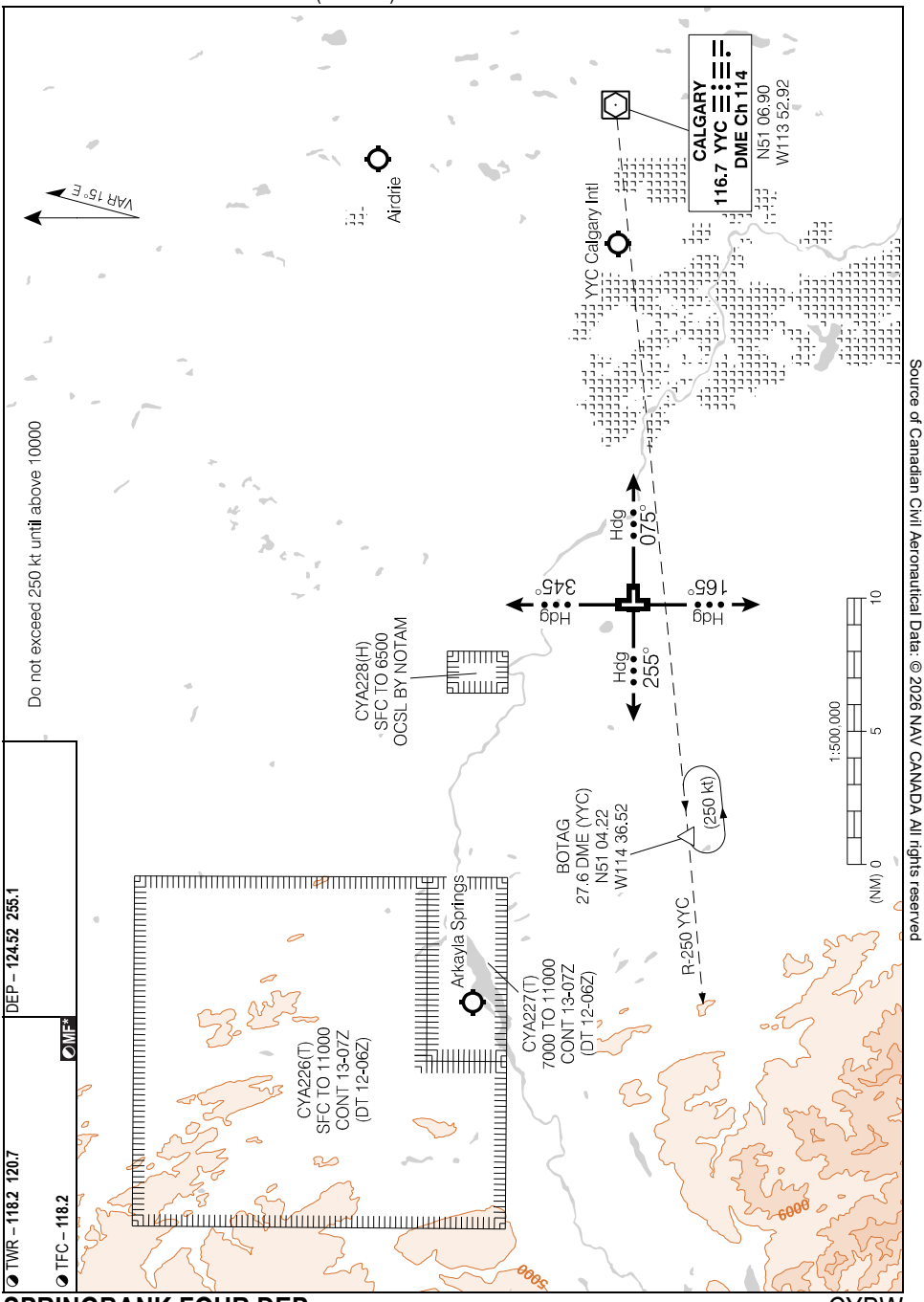
SID (VECTOR)

CALGARY/SPRINGBANK, AB

# SPRINGBANK FOUR DEP (CYBW4.)

CYBW

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SPRINGBANK FOUR DEP (CYBW4.)

CYBW

EFF 24 MAR 22



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

## Departure Procedure

**Rwy 08 – ½**: Requires a minimum climb gradient of **350** ft/NM to **7500**. When CYA226(T) or CYA227(T) or CYA228(H) active, climb between hdg **349°** CW to **246°**.

or

SPEC VIS: Climb visual conditions to cross the aprt at or above **5000**. Then intercept OBD "YYC" **R-250** to BOTAG at 27.6 DME (YYC). Shuttle climb to **9100** BPOC. Left hand turns. Do not exceed 265 kt.

**Rwy 17 – ½**: Requires a minimum climb gradient of **300** ft/NM to **9700**. Climb between hdg **251°** CCW to **344°** to avoid CYA226(T), CYA227(T) and CYA228(H).

or

SPEC VIS: Climb visual conditions to cross the aprt at or above **5000**. Then intercept OBD "YYC" **R-250** to BOTAG at 27.6 DME (YYC). Shuttle climb to **9100** BPOC. Left hand turns. Do not exceed 265 kt.

**Rwy 26 – ½:** Requires a minimum climb gradient of **360** ft/NM to **8100**. When CYA226(T) or CYA227(T) active, climb between hdg **235°** CCW to **075°**. When CYA226(T) or CYA227(T) NOT active, climb between hdg **288°** CCW to **075°** to avoid CYA228(H).

or

SPEC VIS: Climb visual conditions to cross the aprt at or above **5000**. Then intercept OBD "YYC" **R-250** to BOTAG at 27.6 DME (YYC). Shuttle climb to **9100** BPOC. Left hand turns. Do not exceed 265 kt.

**Rwy 35 – ½:** Requires a minimum climb gradient of **300** ft/NM to **6500**. When CYA226(T), CYA227(T), CYA228(H) active, climb between hdg **006°** CW to **165°**. When CYA226(T), CYA227(T), CYA228(H) NOT active, climb between hdg **255°** CW to **165°**.

or

SPEC VIS: Climb visual conditions to cross the aprt at or above **5000**. Then intercept OBD "YYC" **R-250** to BOTAG at 27.6 DME (YYC). Shuttle climb to **9100** BPOC. Left hand turns. Do not exceed 265 kt.

DEPARTURE CLIMB RATE V/V (FPM)

| GROUND SPEED | 90 | 120 | 140 | 160 | 180 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|---|---|
| 300 FT/NM | 450 | 600 | 700 | 800 | 900 | 1000 | 1250 | 1500 |
| 350 FT/NM | 530 | 700 | 820 | 940 | 1050 | 1170 | 1460 | 1750 |
| 360 FT/NM | 540 | 720 | 840 | 960 | 1080 | 1200 | 1500 | 1800 |

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## Application

These procedures apply to jet aircraft including turbo-jets, turbo-fans, and fan-jets, and are in effect at all times unless otherwise specified. **It is the pilot's responsibility to adhere to published noise abatement procedures.**

## Preferential Runways

ATC will designate runways to divert as many take-offs as possible, consistent with safety of operations, from flight over residential areas adjacent to the airport. Use of other than designated runways should only be requested to meet operational necessity.

Taking into consideration the following conditions and except as authorized by ATC, aircraft will use the following preferential runways:

| Hours | Operation | Preferential Rwys |
|---|---|---|
| All hours | ICAO Annex 16 Chapter 3 (FAA Stage 3) | 35 |
| **Day Operations**<br>0700-2300 (Mon-Fri)<br>0900-2300 (Sat-Sun) | Departures | 35 |

1. Physical condition of surface.
2. Effective crosswind component not to exceed 15 knots for arrivals, 20 knots for departures.
3. Effective tailwind component not to exceed 5 knots.
4. Other safety considerations declared by the Captain of the aircraft.

## Departure Procedures

| Rwy | VNAP |
|---|---|
| All rwys | A or B |

**SID cancellation does not terminate Noise Abatement Procedure.** ICAO Annex 16 Chapter 3 (FAA Stage 3).

| Runway | Noise Abatement Procedures |
|---|---|
| All rwys | Restricted to ICAO Annex 16 Chapter 3 (FAA Stage 3) jet aircraft. |

## Arrival Procedures – Visual Approach

**Clearance for approach or for landing does not cancel the arrival procedures described below.** Pilots are requested to use delayed gear and flap extension and low power/drag configurations consistent with operating procedures and safety.

| Runway | Noise Abatement Procedures |
|---|---|
| All rwys | Join final approach at or above the PAPI glide path slope. |

**Exemptions:** Exemptions may be authorized in advance by The Springbank Airport General Manager for specific flights and determined periods. Forward your request with justification to:

Springbank Airport General Manager
Calgary Airport Authority
2000 Airport Rd. N.E.
Calgary, AB T2E 6W5



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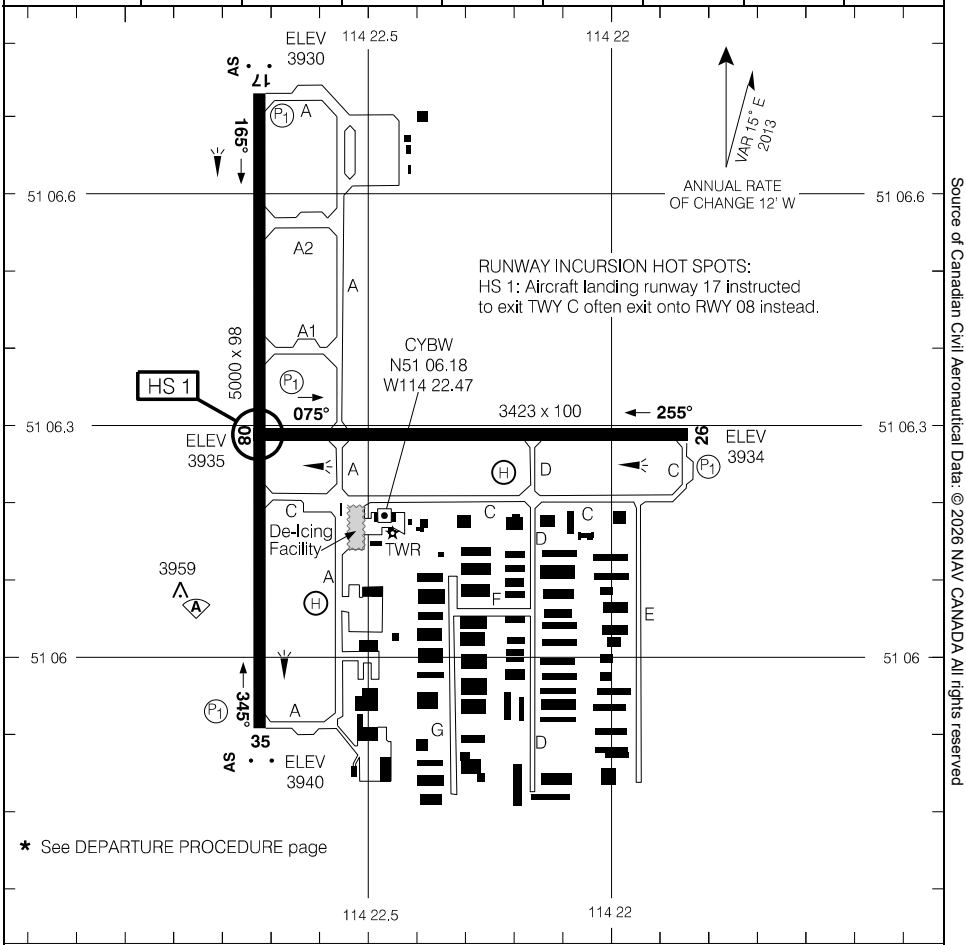
CALGARY/SPRINGBANK, AB

# AERODROME CHART — CYBW

| | | | |
|---|---|---|---|
| ATIS – **127.9**<br>AWOS – **127.9** | GND – **121.8** | TWR – **118.2 120.7**<br>TFC – **118.2** MF* | DEP – **124.52 255.1**<br>RADIO Edmonton – **123.37** |

| DECL DISTS | 08 | 26 | 17 | 35 | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 3423 | 3423 | 5000 | 5000 | | | | |
| TODA | 3863 | 4423 | 5840 | 5720 | | | | |
| ASDA | 3423 | 3423 | 5000 | 5000 | | | | |
| LDA | 3423 | 3423 | 5000 | 5000 | | | | |




| RUNWAY LEVEL OF SERVICE | |
|---|---|
| RVO | LVO |
| RWY 35: RVR 1200 Day only<br>RWY 17: (¼sm) Day only | NOT AUTHORIZED |

| TAKE-OFF MINIMA | |
|---|---|
| All Rwys: * | SCALE IN FEET<br>1000 0 1000 |

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## Visibility Procedures (RVR less than 2600 to 1200 ft)

### Reduced Visibility Taxi Routes

Taxi routes will be coordinated by ATC. All taxiways and runways are available except for Rwy 08/26, taxiway D north of taxiway C, and taxiway C east of taxiway E. Uncontrolled taxiways may be used at the discretion of the pilot. Vehicles responding to an emergency are not required to follow the routes.

### Departures

Rwy 17/35 will be used for departures.

#### Sequencing of Ground Movements for Take-off

Pilots must follow instructions on Sequencing of Ground Movements for Take-off as described in CAP GEN Operating Minima.

#### Surface Movement Guidance Control System

All taxiway intersections on Rwy 17/35 are equipped with rwy guard lights.

### Arrivals

Taxi routes will be coordinated by ATC.

### Airport Services and Equipment Available under Reduced Visibility Operations

All taxiway intersections on Rwy 17/35 are equipped with rwy guard lights.

### Runway Level of Service

| Runway | Certification |
|---|---|
| 17 | ¼ sm Day only |
| 35 | RVR 1200 Day only |

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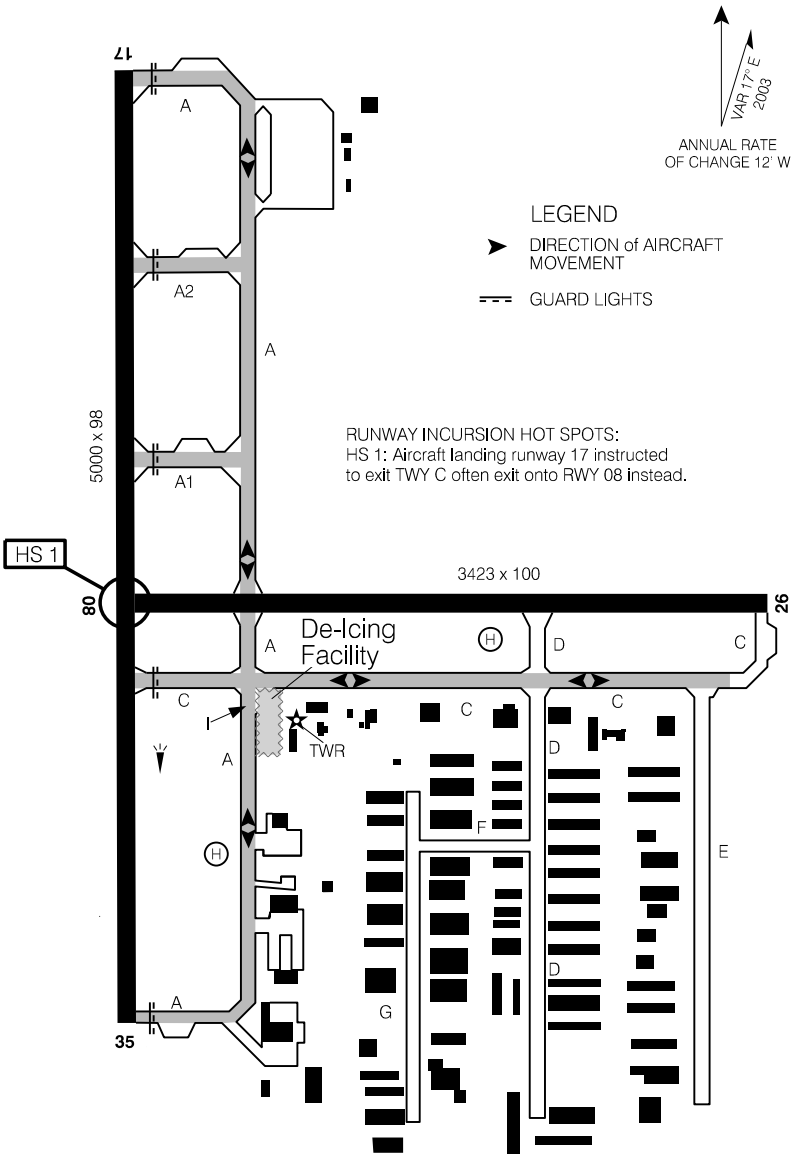
# REDUCED VISIBILITY TAXI CHART
(RVR LESS THAN 2600 TO 1200 FT)

CALGARY/SPRINGBANK, AB
CYBW

| | | |
|---|---|---|
| ATIS – **127.9**<br>AWOS – **127.9** | GND – **121.8** | TWR – **118.2 120.7**<br>TFC – **118.2** MF* |

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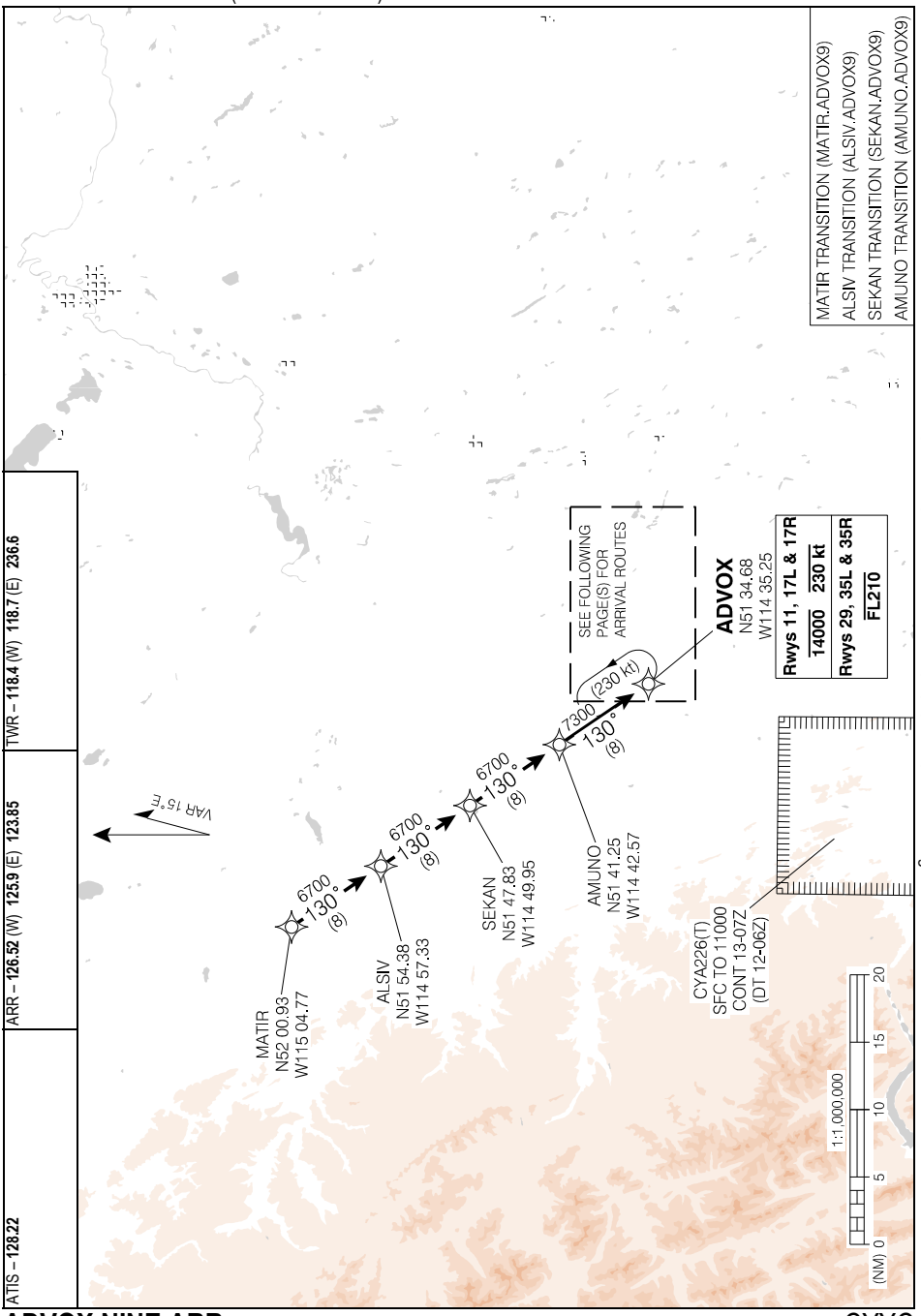
Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

STAR (RNAV)

CALGARY/YYC CALGARY INTL, AB

# ADVOX NINE ARR (ADVOX.ADVOX9) TRANSITION ROUTES

CYYC

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ADVOX NINE ARR (ADVOX.ADVOX9) TRANSITION ROUTES

CYYC

EFF 11 JUL 24



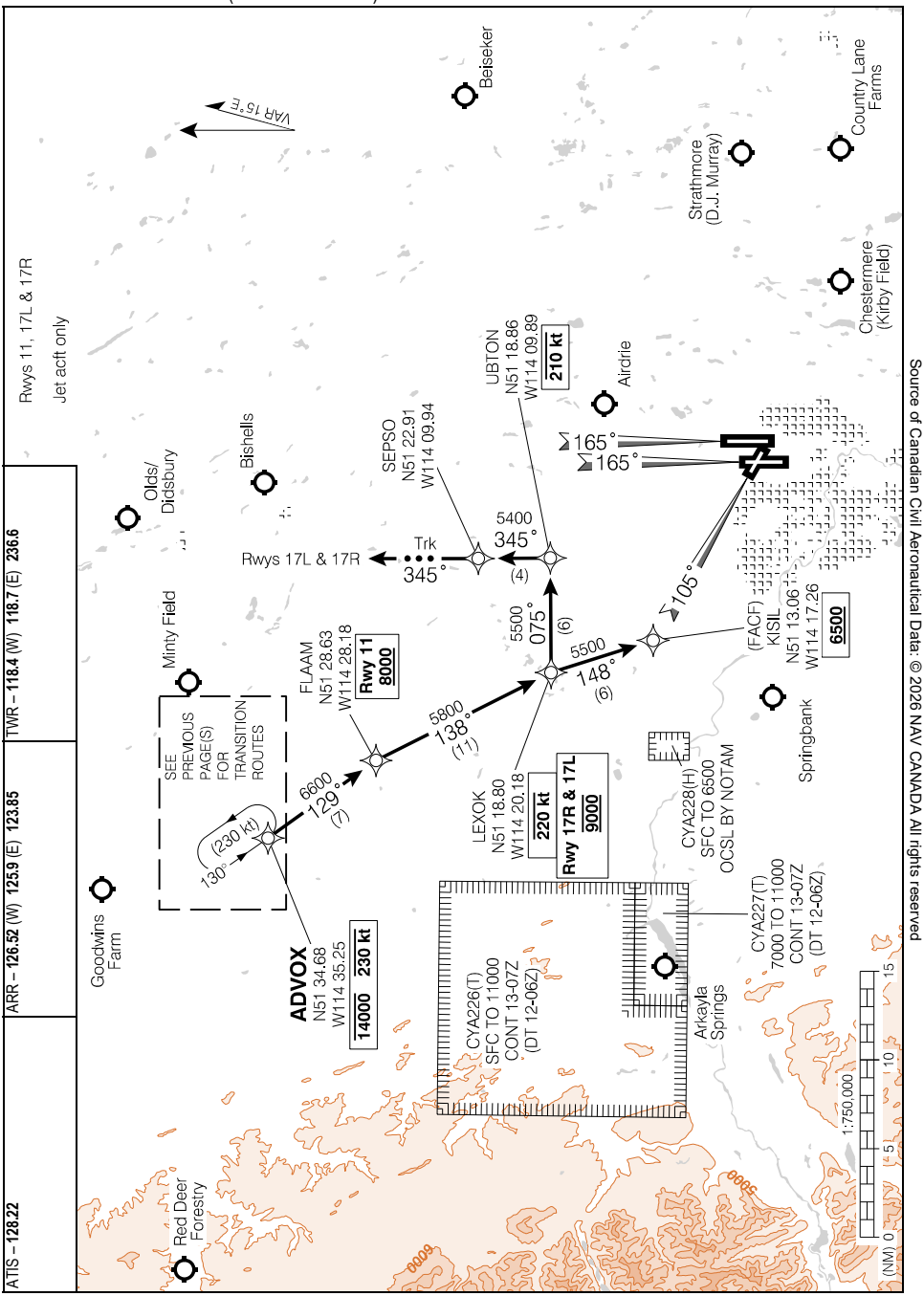
Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

STAR (RNAV)

# ADVOX NINE ARR (ADVOX.ADVOX9) ARRIVAL ROUTES

CALGARY/YYC CALGARY INTL, AB

CYYC

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ADVOX NINE ARR (ADVOX.ADVOX9) ARRIVAL ROUTES

CYYC

EFF 20 FEB 25



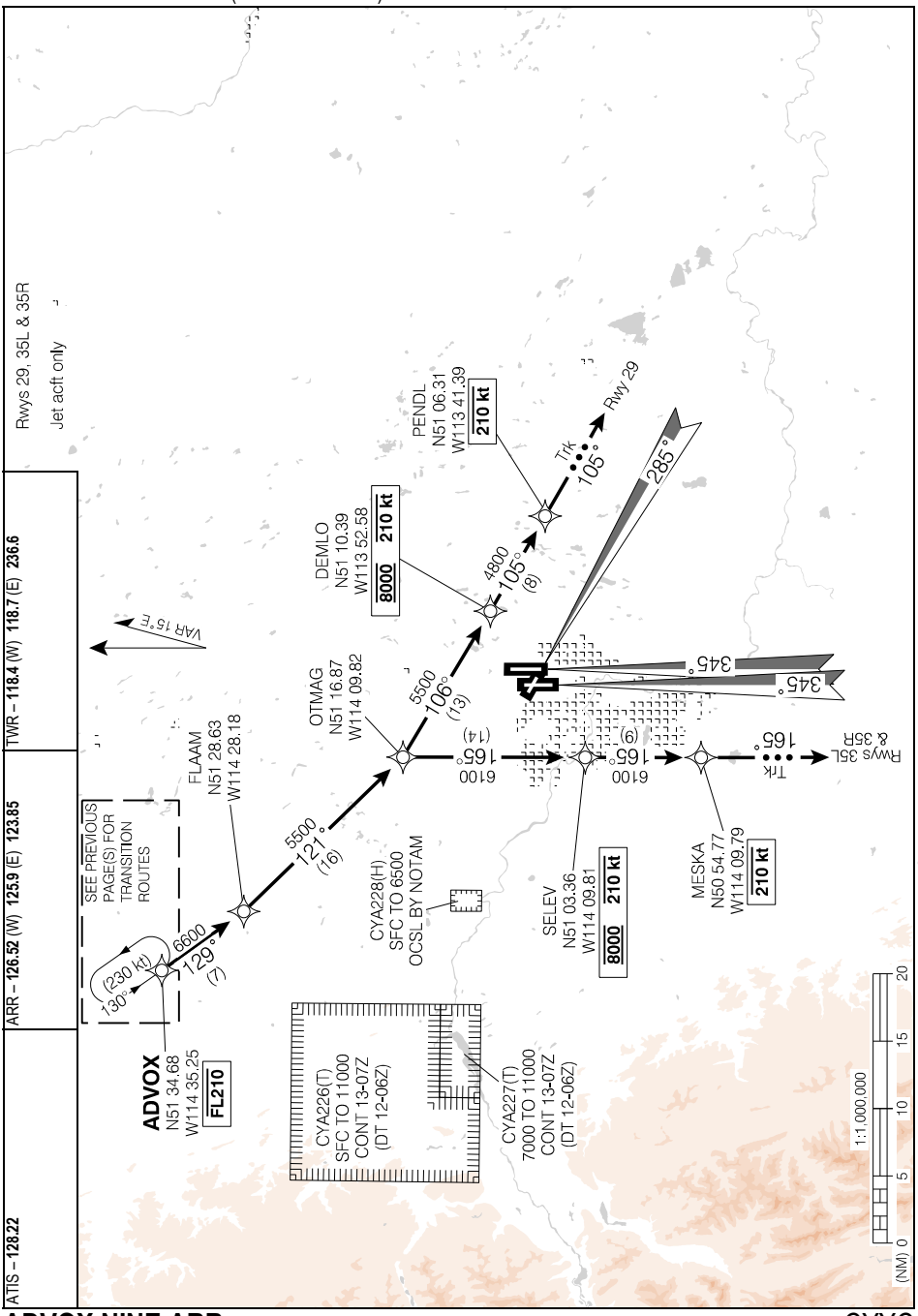
Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

STAR (RNAV)

CALGARY/YYC CALGARY INTL, AB

# ADVOX NINE ARR (ADVOX.ADVOX9) ARRIVAL ROUTES

CYYC

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ADVOX NINE ARR (ADVOX.ADVOX9) ARRIVAL ROUTES

CYYC

EFF 20 FEB 25



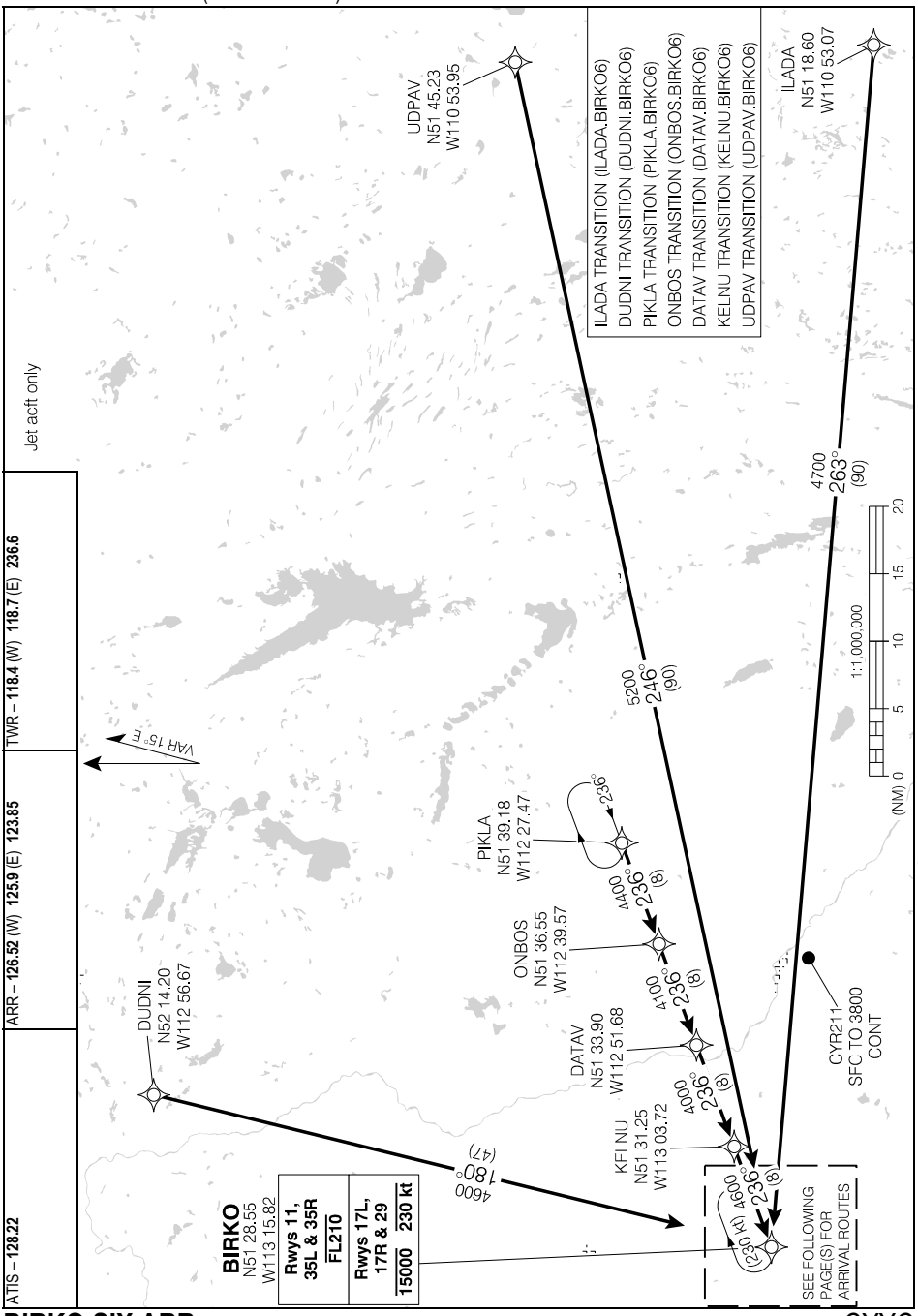
Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

STAR (RNAV)

# BIRKO SIX ARR (BIRKO.BIRKO6) TRANSITION ROUTES

CALGARY/YYC CALGARY INTL, AB

CYYC

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BIRKO SIX ARR (BIRKO.BIRKO6) TRANSITION ROUTES

EFF 11 JUL 24

CYYC



Canada Air Pilot
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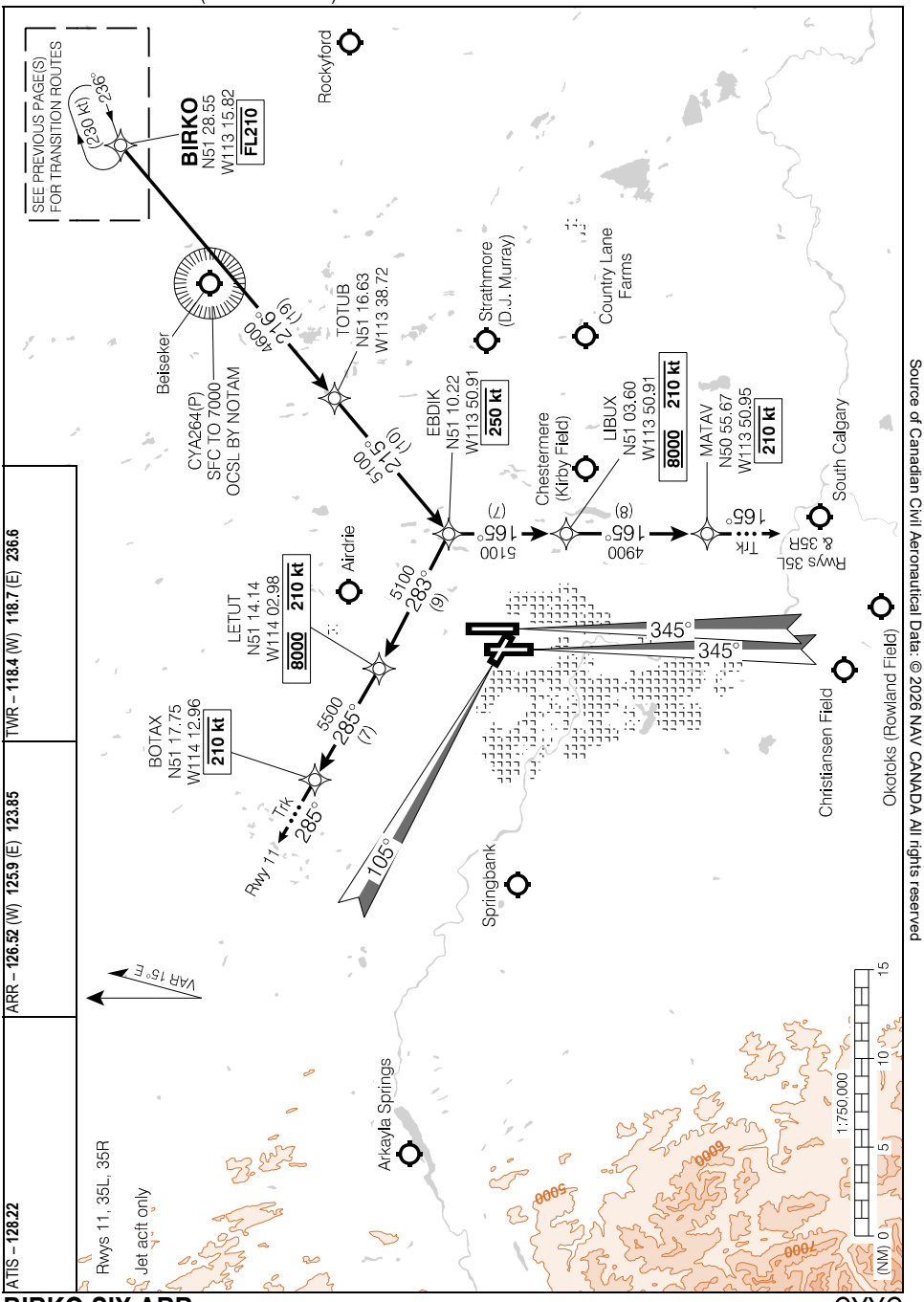
STAR (RNAV)

# BIRKO SIX ARR (BIRKO.BIRKO6) ARRIVAL ROUTES

CALGARY/YYC CALGARY INTL, AB

CYYC

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BIRKO SIX ARR (BIRKO.BIRKO6) ARRIVAL ROUTES

CYYC

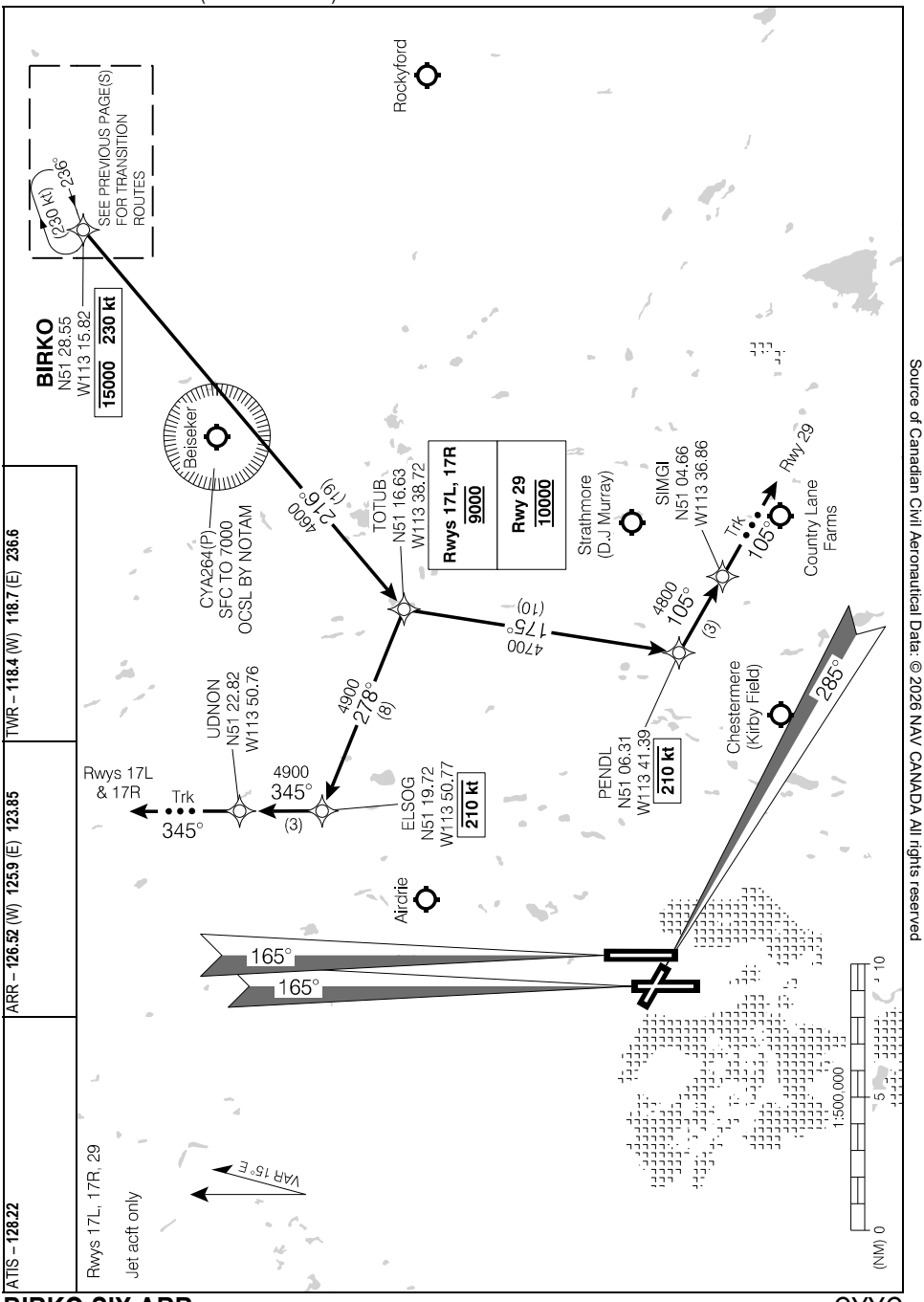
EFF 20 FEB 25

STAR (RNAV)

# BIRKO SIX ARR (BIRKO.BIRKO6) ARRIVAL ROUTES

CALGARY/YYC CALGARY INTL, AB

CYYC

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BIRKO SIX ARR (BIRKO.BIRKO6) ARRIVAL ROUTES

CYYC

EFF 20 FEB 25



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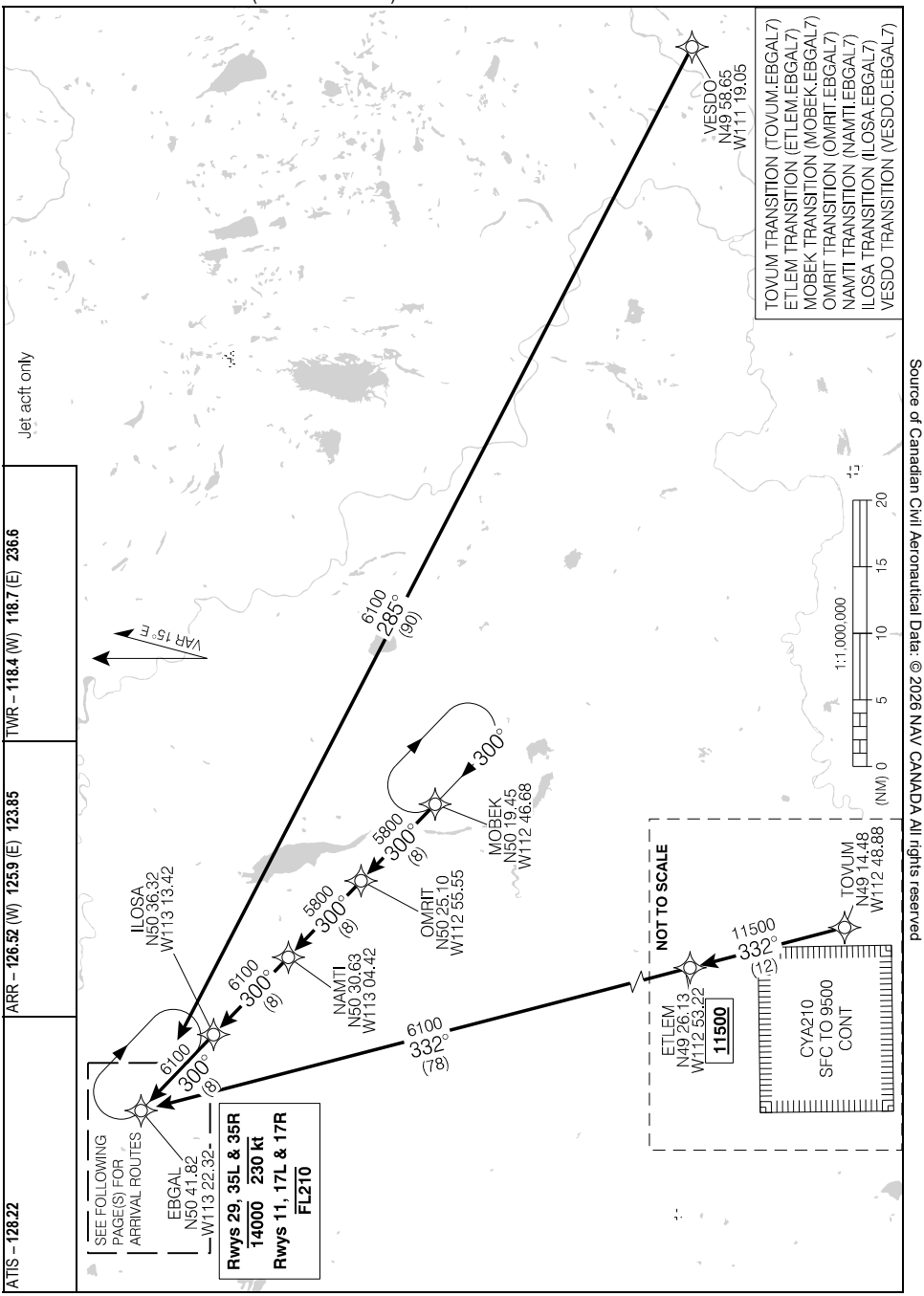
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

STAR (RNAV)

CALGARY/YYC CALGARY INTL, AB

# EBGAL SEVEN ARR (EBGAL.EBGAL7) TRANSITION ROUTES

CYYC

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EBGAL SEVEN ARR (EBGAL.EBGAL7) TRANSITION ROUTES

CYYC

EFF 11 JUL 24



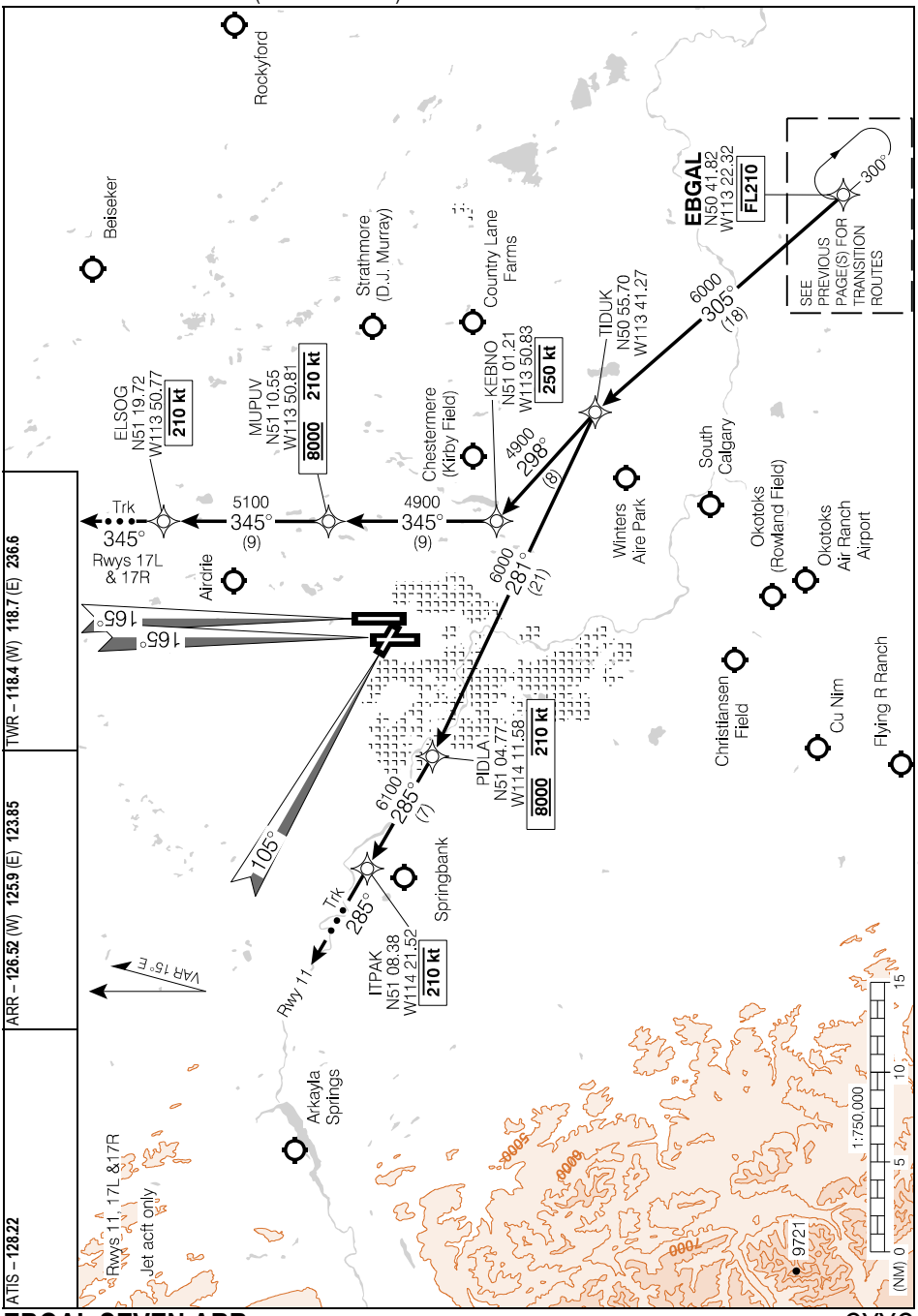
Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

STAR (RNAV)

CALGARY/YYC CALGARY INTL, AB

# EBGAL SEVEN ARR (EBGAL.EBGAL7) ARRIVAL ROUTES

CYYC

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# EBGAL SEVEN ARR (EBGAL.EBGAL7) ARRIVAL ROUTES

CYYC

EFF 12 JUN 25



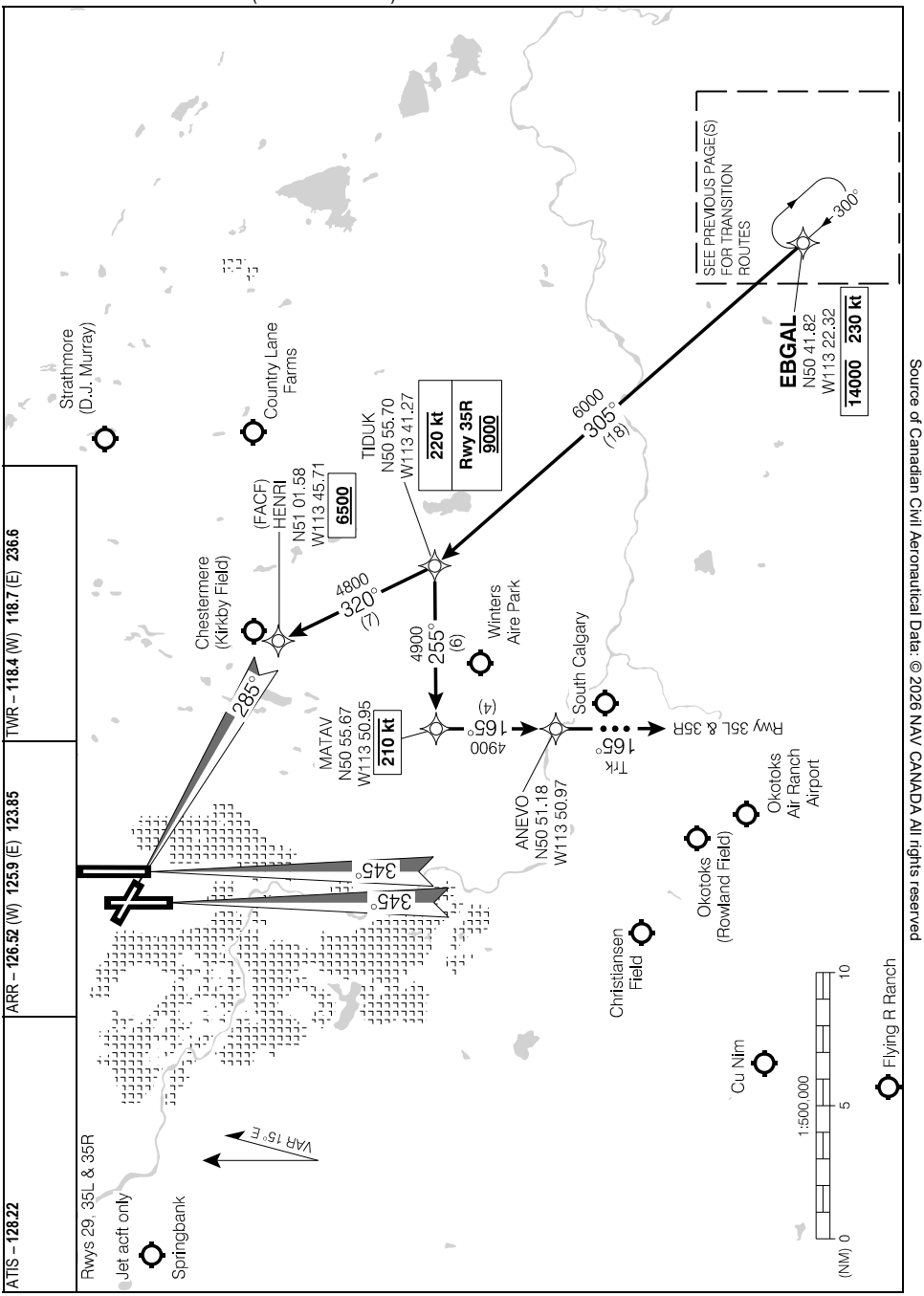
Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

STAR (RNAV)

# EBGAL SEVEN ARR (EBGAL.EBGAL7) ARRIVAL ROUTES

CALGARY/YYC CALGARY INTL, AB

CYYC

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EBGAL SEVEN ARR (EBGAL.EBGAL7) ARRIVAL ROUTES

CYYC

EFF 12 JUN 25



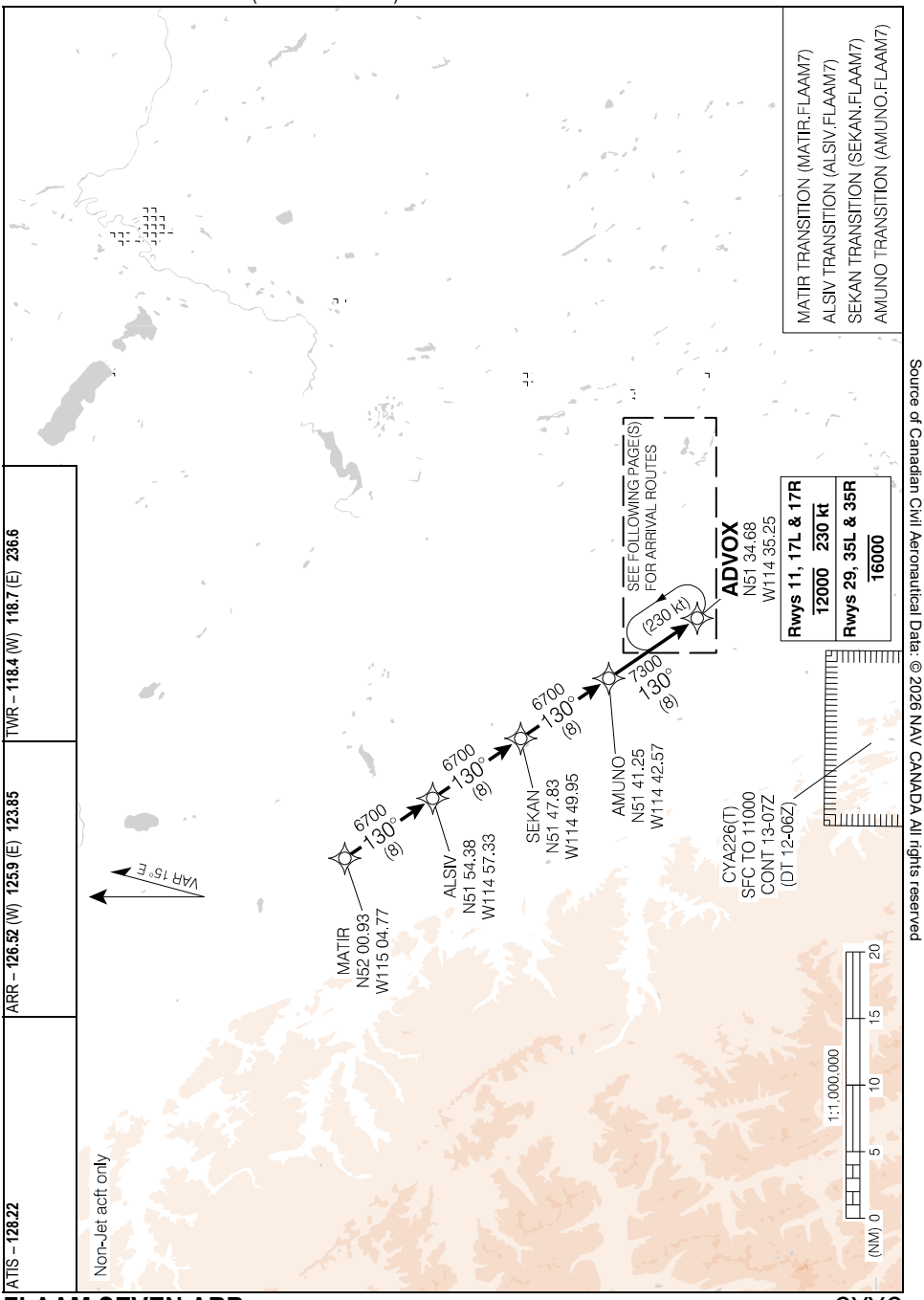
Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

STAR (RNAV)

CALGARY/YYC CALGARY INTL, AB

# FLAAM SEVEN ARR (ADVOX.FLAAM7) TRANSITION ROUTES

CYYC

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FLAAM SEVEN ARR (ADVOX.FLAAM7) TRANSITION ROUTES

CYYC

EFF 11 JUL 24



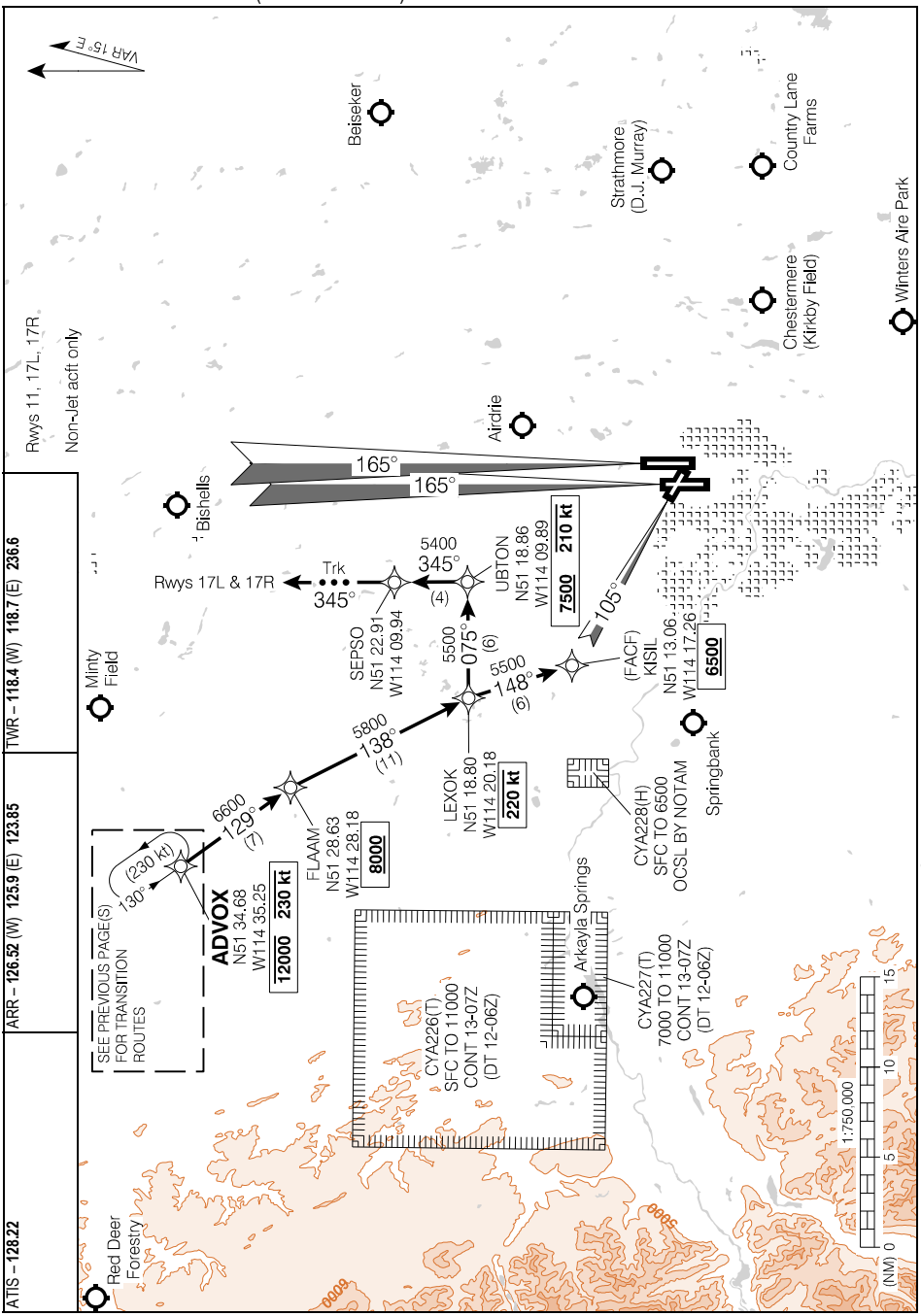
Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

STAR (RNAV)

# FLAAM SEVEN ARR (ADVOX.FLAAM7) ARRIVAL ROUTES

CALGARY/YYC CALGARY INTL, AB

CYYC

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FLAAM SEVEN ARR (ADVOX.FLAAM7) ARRIVAL ROUTES

CYYC

EFF 20 FEB 25



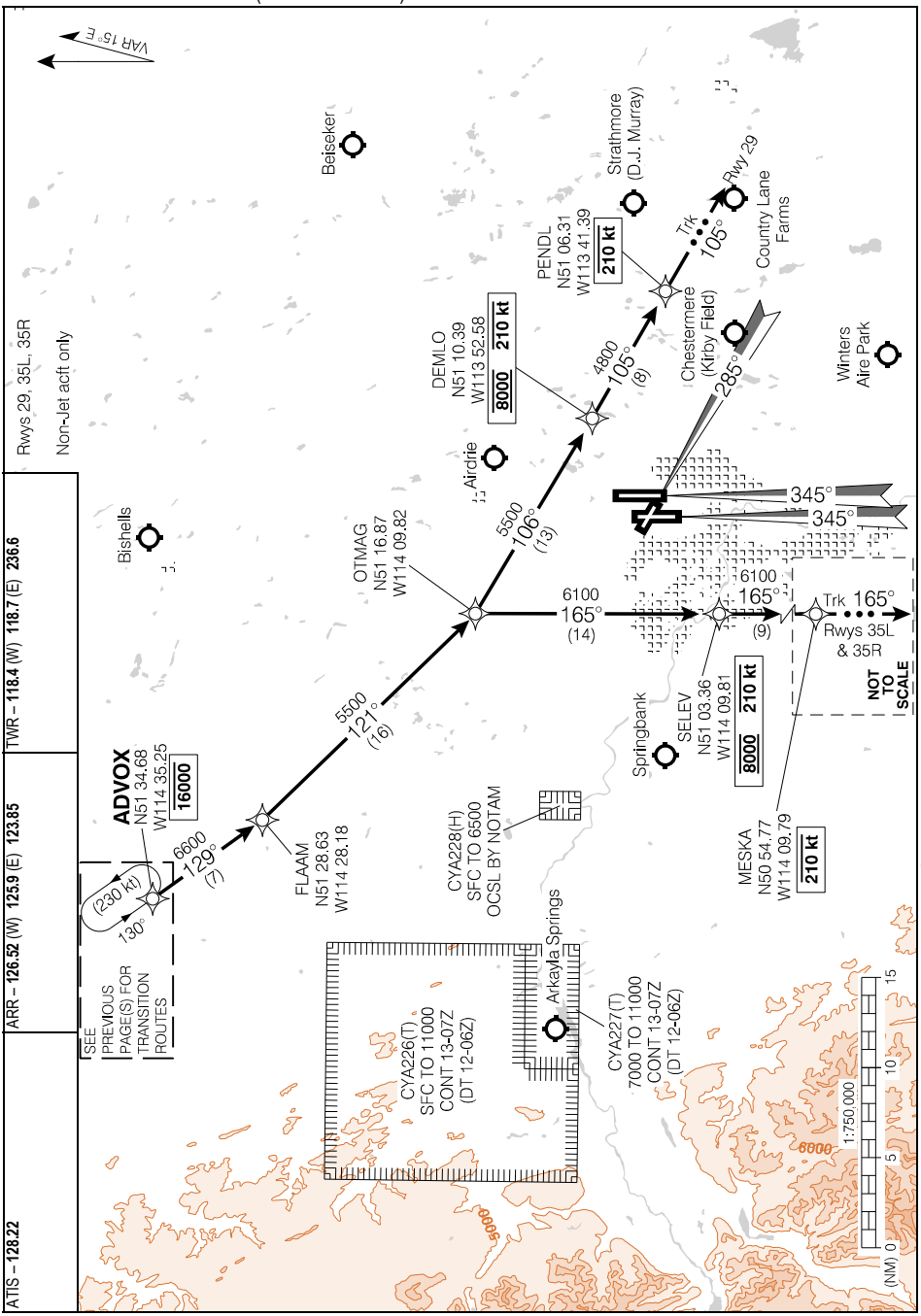
Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

STAR (RNAV)

CALGARY/YYC CALGARY INTL, AB

# FLAAM SEVEN ARR (ADVOX.FLAAM7) ARRIVAL ROUTES

CYYC

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FLAAM SEVEN ARR (ADVOX.FLAAM7) ARRIVAL ROUTES

CYYC

EFF 20 FEB 25



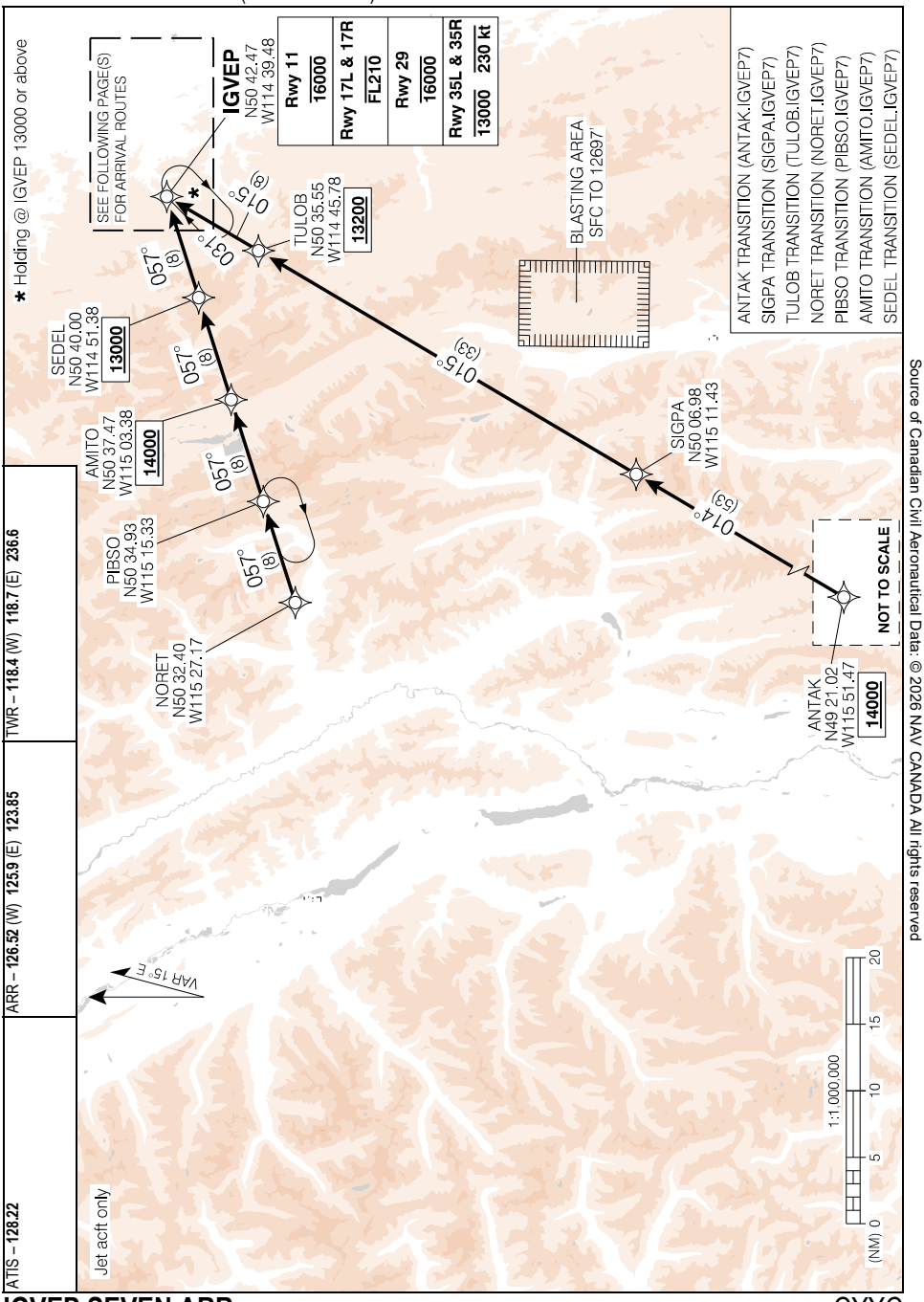
Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

STAR (RNAV)

CALGARY/YYC CALGARY INTL, AB

# IGVEP SEVEN ARR (IGVEP.IGVEP7) TRANSITION ROUTES

CYYC

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IGVEP SEVEN ARR (IGVEP.IGVEP7) TRANSITION ROUTES

CYYC

EFF 11 JUL 24



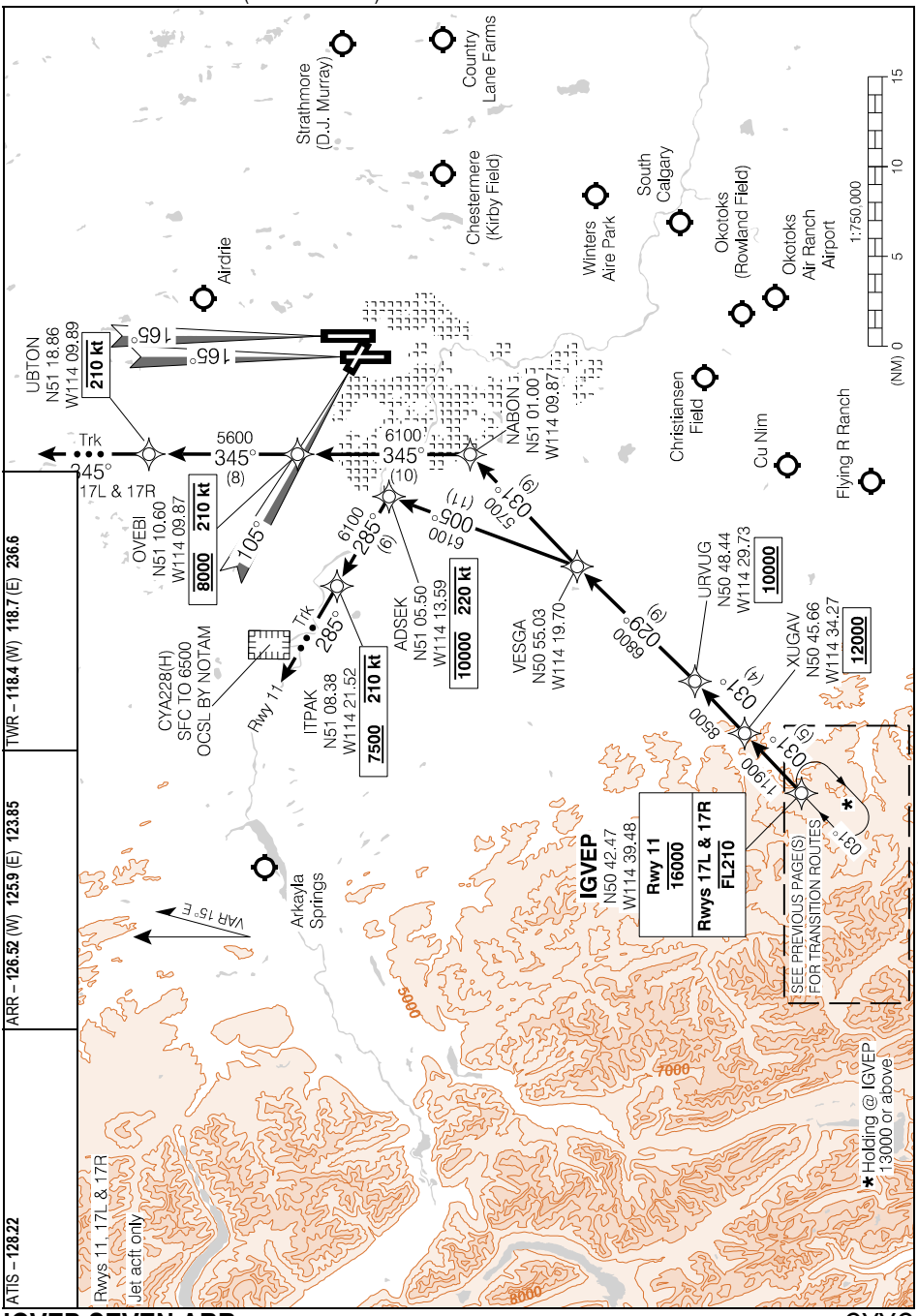
Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

STAR (RNAV)

# IGVEP SEVEN ARR (IGVEP.IGVEP7) ARRIVAL ROUTES

CALGARY/YYC CALGARY INTL, AB

CYYC

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IGVEP SEVEN ARR (IGVEP.IGVEP7) ARRIVAL ROUTES

CYYC

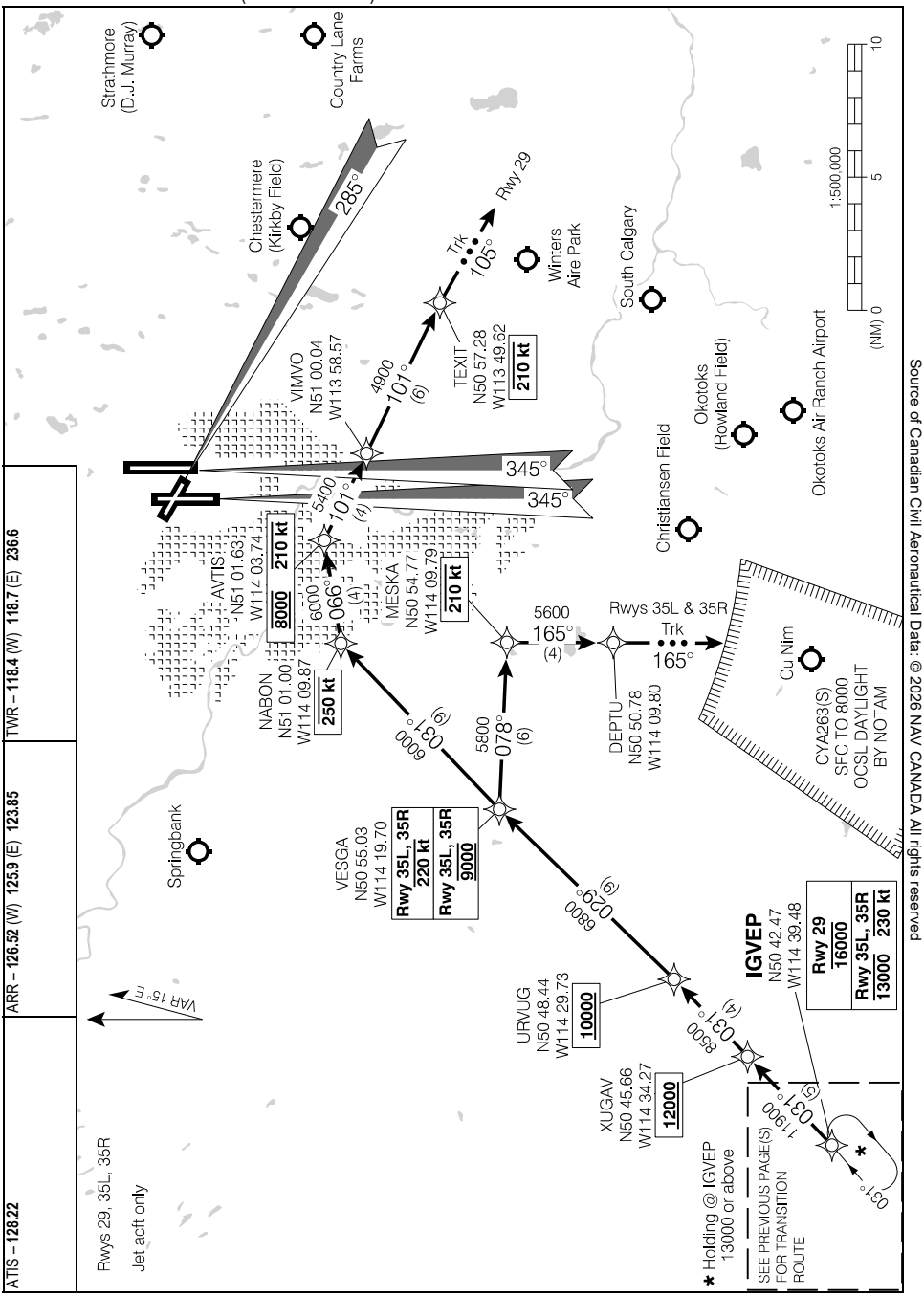
EFF 20 FEB 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

# IGVEP SEVEN ARR (IGVEP.IGVEP7) ARRIVAL ROUTES

CYYC




IGVEP SEVEN ARR (IGVEP.IGVEP7) ARRIVAL ROUTES

CYYC

EFF 20 FEB 25



Canada Air Pilot

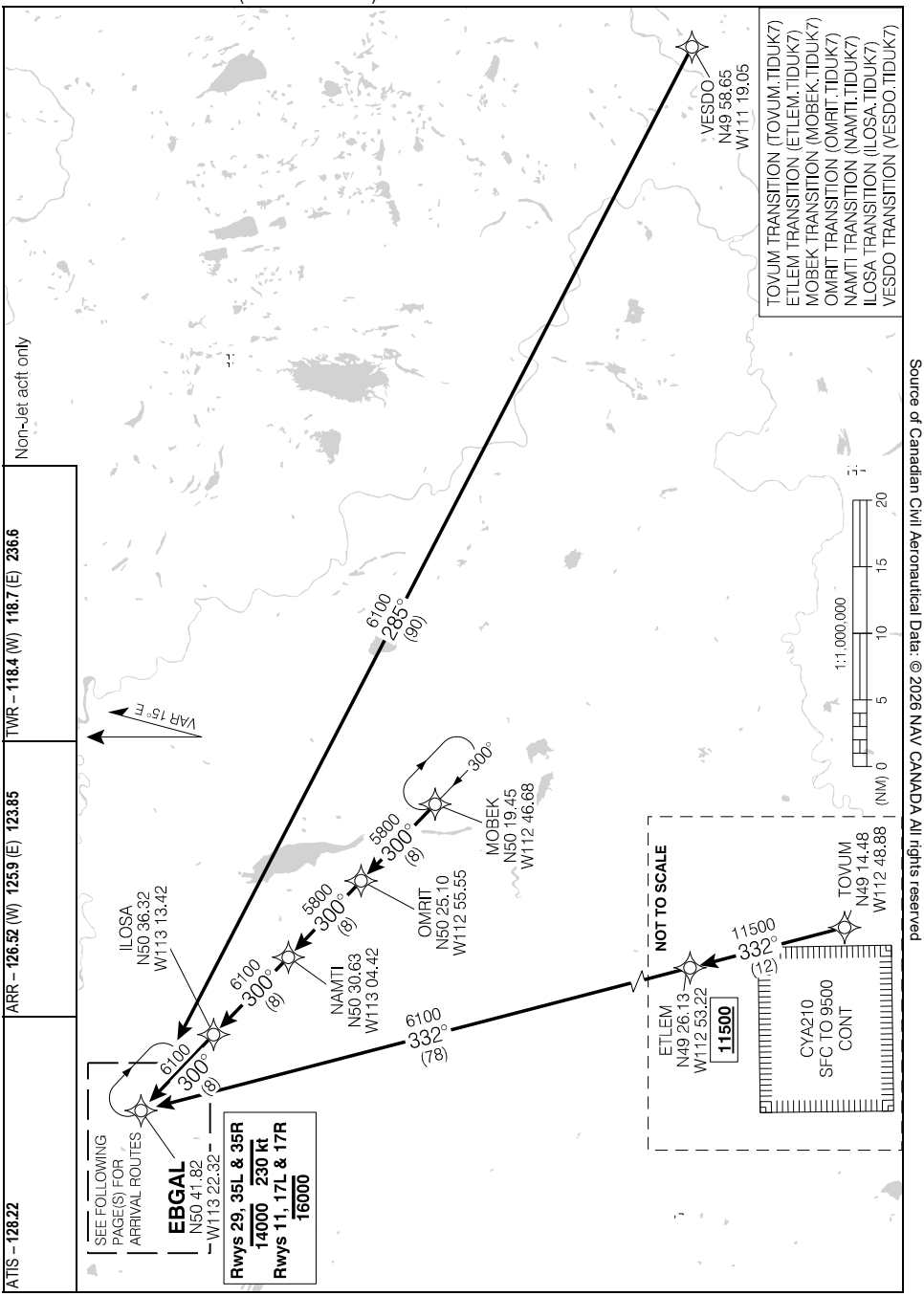
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

STAR (RNAV)

CALGARY/YYC CALGARY INTL, AB

# TIDUK SEVEN ARR (EBGAL.TIDUK7) TRANSITION ROUTES

CYYC

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# TIDUK SEVEN ARR (EBGAL.TIDUK7) TRANSITION ROUTES

CYYC

EFF 11 JUL 24



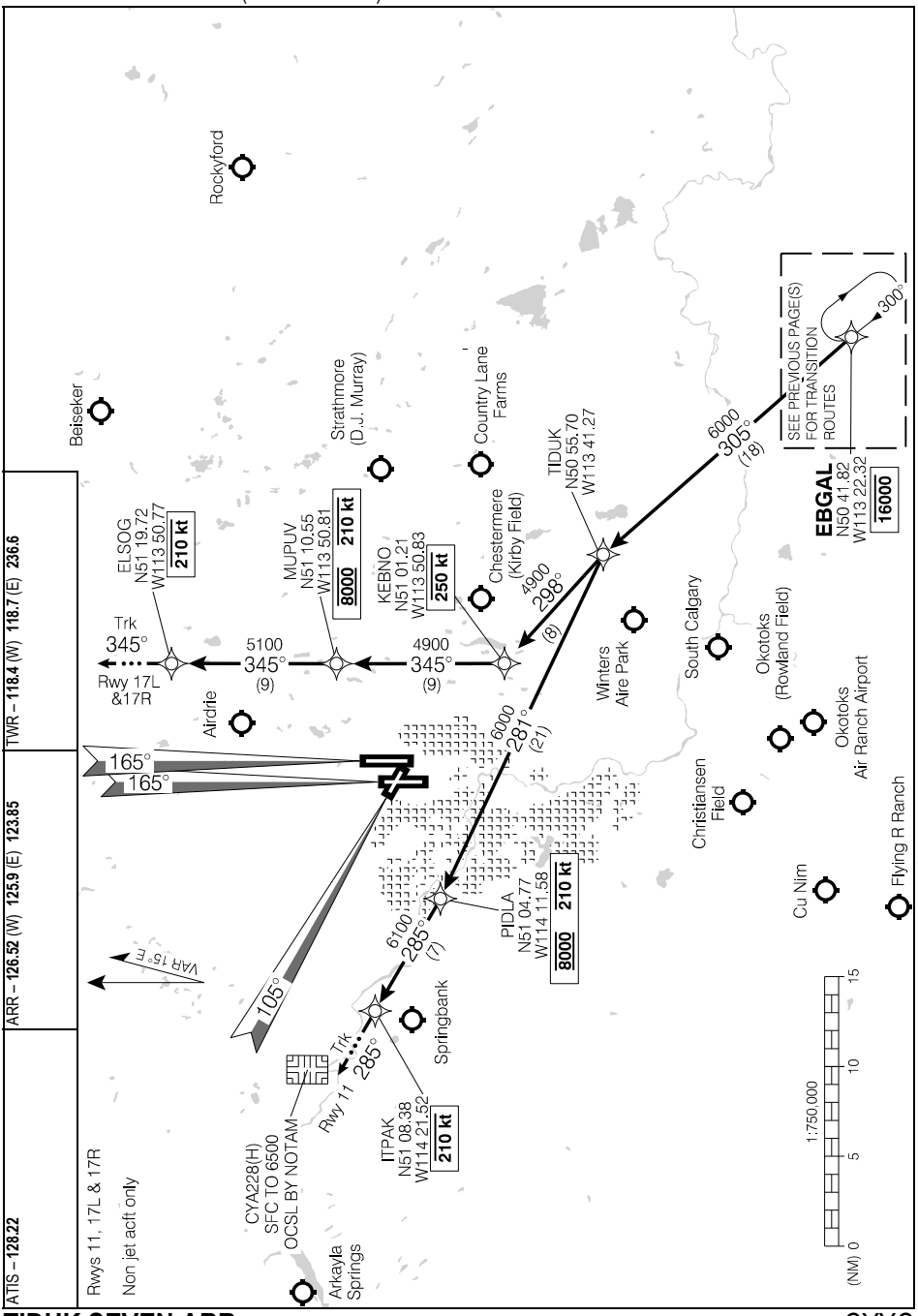
Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

STAR (RNAV)

# TIDUK SEVEN ARR (EBGAL.TIDUK7) ARRIVAL ROUTES

CALGARY/YYC CALGARY INTL, AB

CYYC

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TIDUK SEVEN ARR (EBGAL.TIDUK7) ARRIVAL ROUTES

CYYC

EFF 22 JAN 26



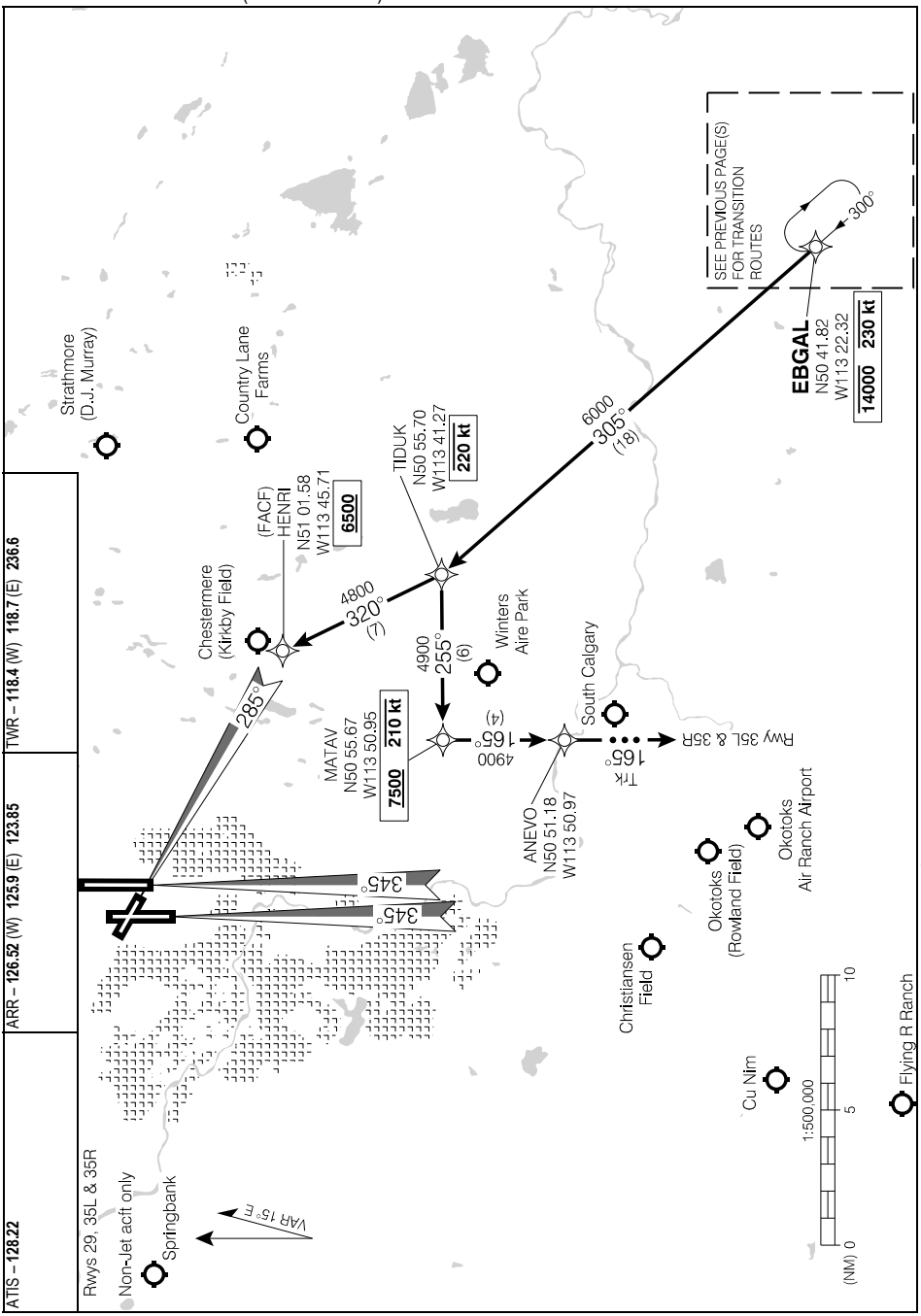
Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

STAR (RNAV)

# TIDUK SEVEN ARR (EBGAL.TIDUK7) ARRIVAL ROUTES

CALGARY/YYC CALGARY INTL, AB

CYYC

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TIDUK SEVEN ARR (EBGAL.TIDUK7) ARRIVAL ROUTES

CYYC

EFF 22 JAN 26



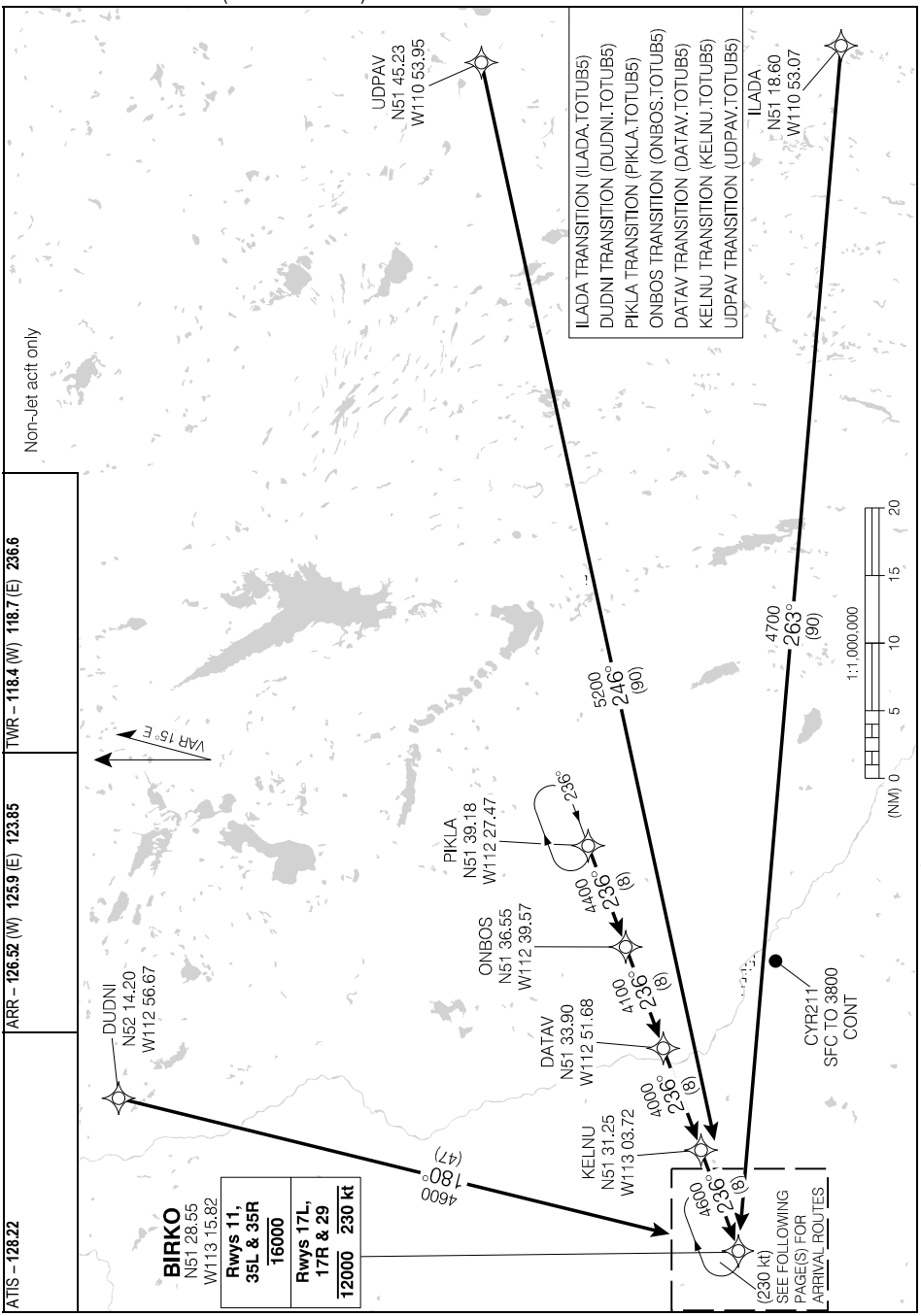
Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

STAR (RNAV)

# TOTUB FIVE ARR (BIRKO.TOTUB5) TRANSITION ROUTES

CALGARY/YYC CALGARY INTL, AB

CYYC

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TOTUB FIVE ARR (BIRKO.TOTUB5) TRANSITION ROUTES

CYYC

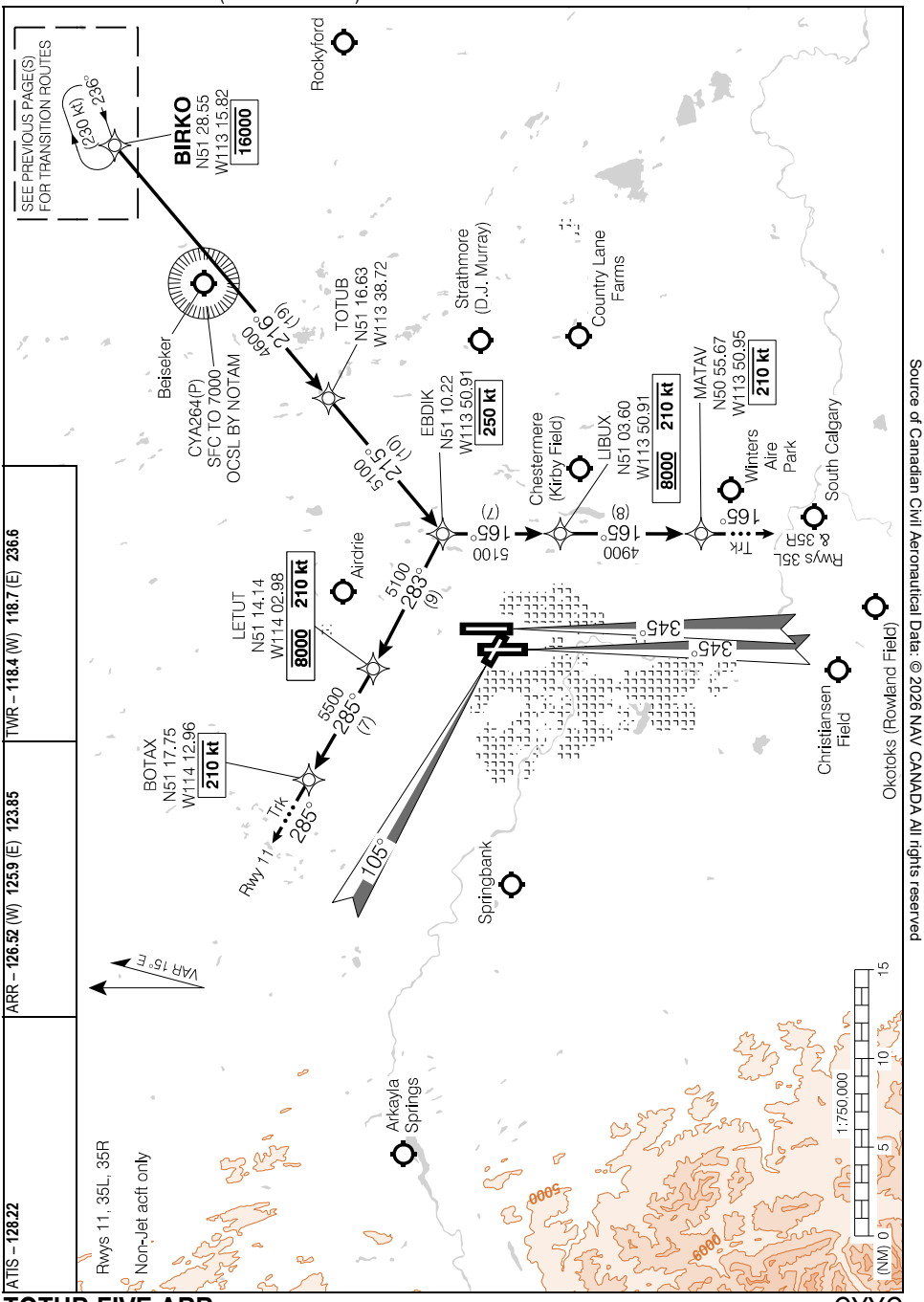
EFF 11 JUL 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

# TOTUB FIVE ARR (BIRKO.TOTUB5) ARRIVAL ROUTES

CYYC

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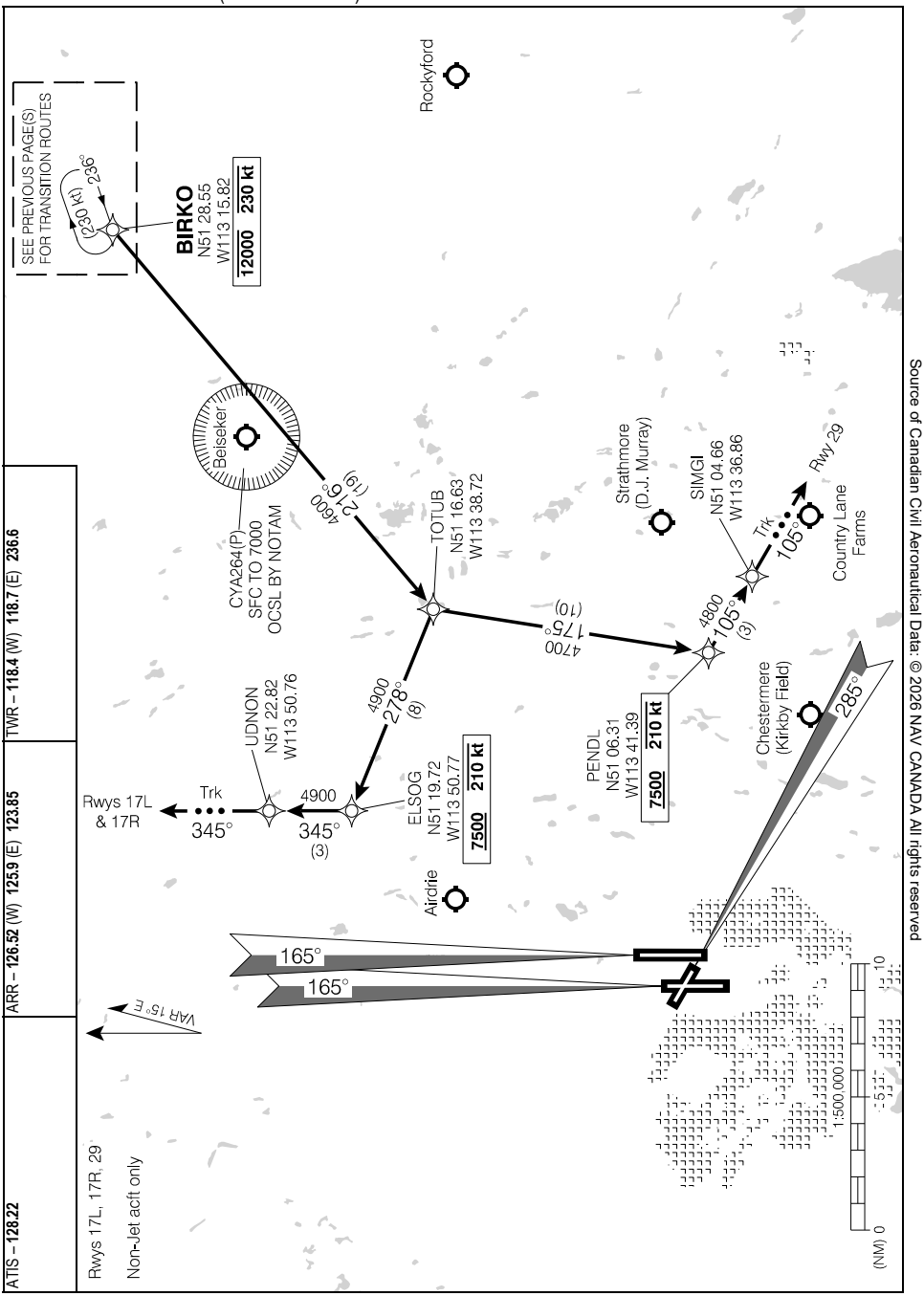
STAR (RNAV)

CALGARY/YYC CALGARY INTL, AB

# TOTUB FIVE ARR (BIRKO.TOTUB5) ARRIVAL ROUTES

CYYC

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TOTUB FIVE ARR (BIRKO.TOTUB5) ARRIVAL ROUTES

CYYC

EFF 20 FEB 25



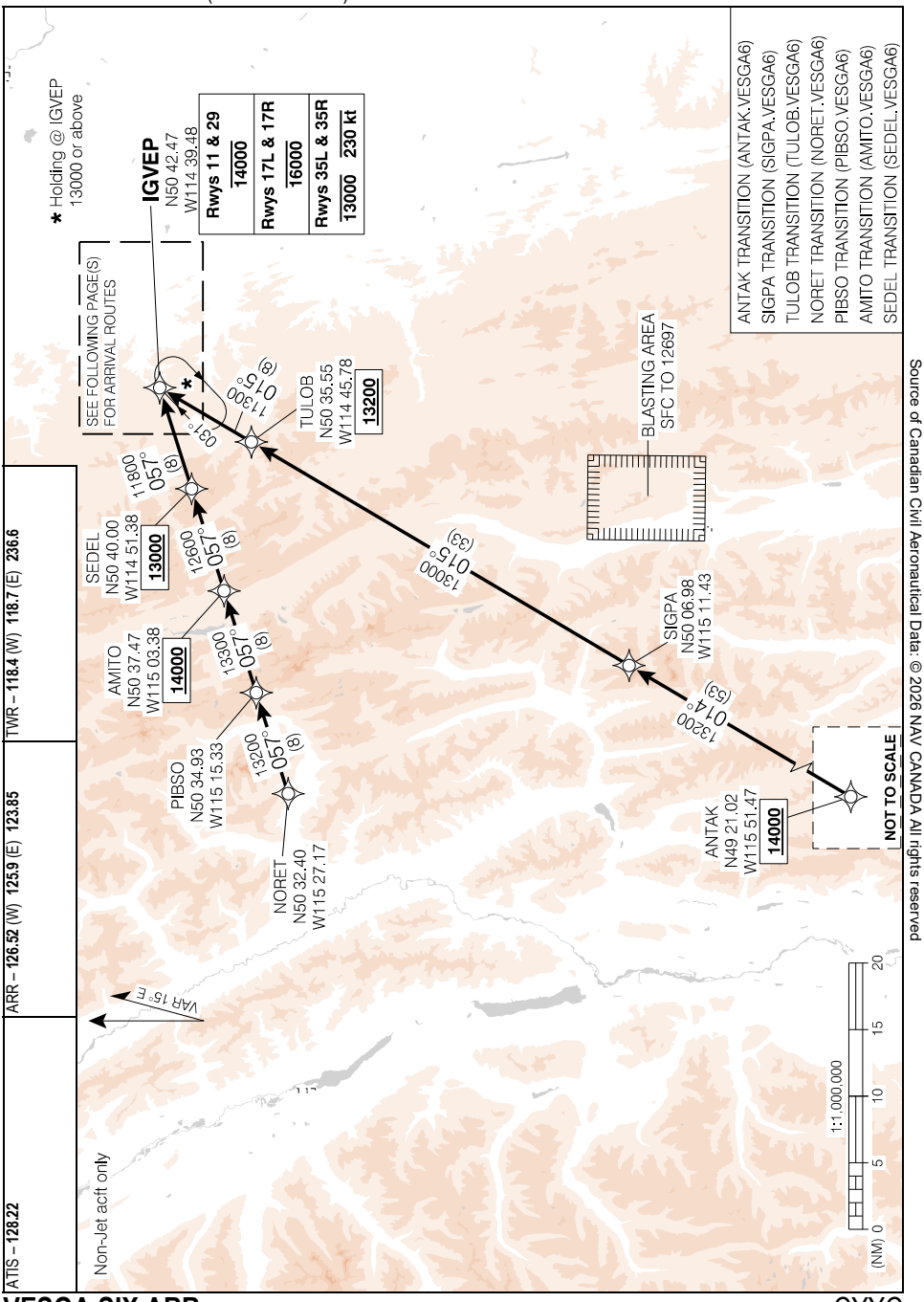
Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

STAR (RNAV)

# VESGA SIX ARR (IGVEP.VESGA6) TRANSITION ROUTES

CALGARY/YYC CALGARY INTL, AB

CYYC

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VESGA SIX ARR (IGVEP.VESGA6) TRANSITION ROUTES

CYYC

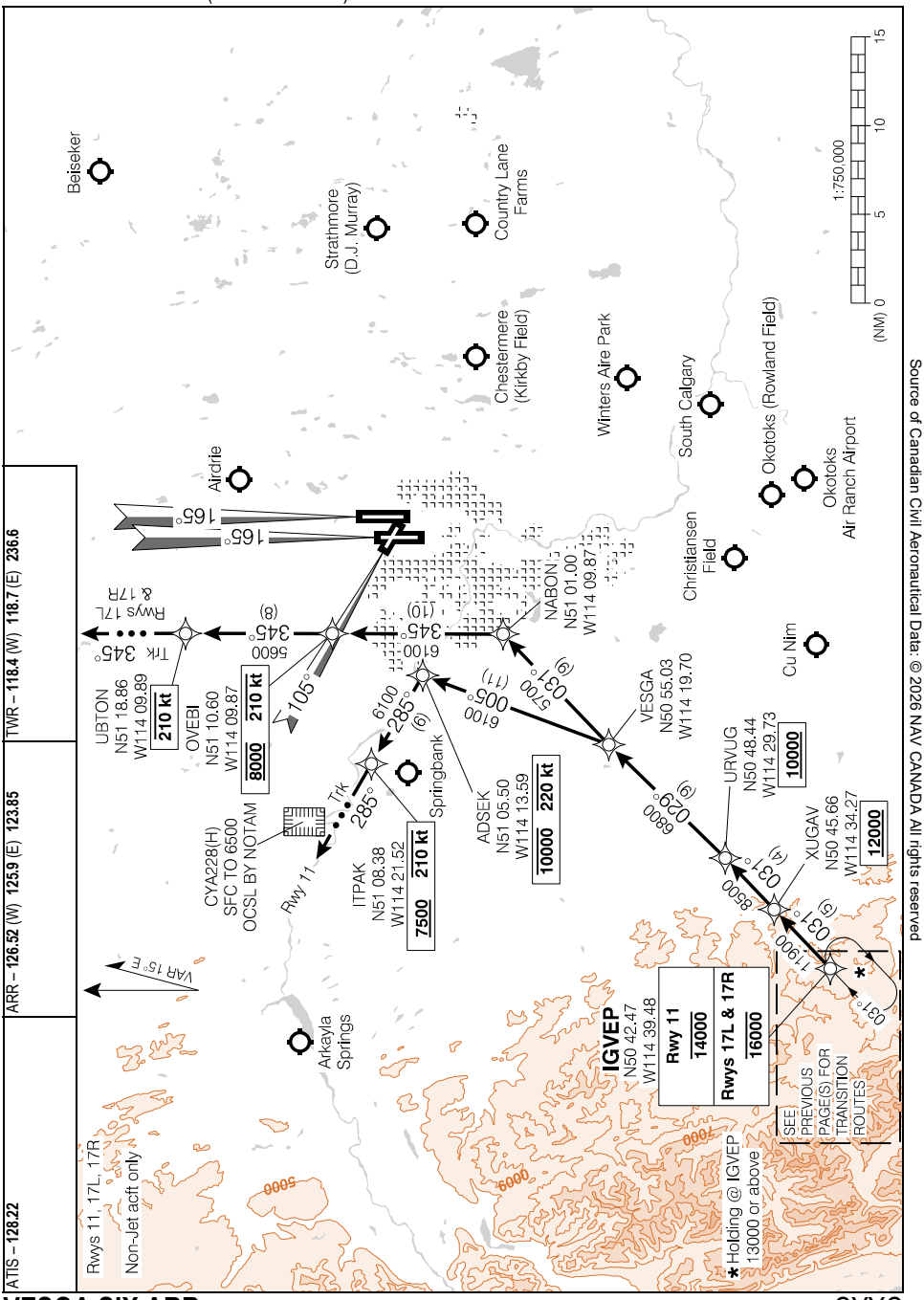
EFF 31 OCT 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

# VESGA SIX ARR (IGVEP.VESGA6) ARRIVAL ROUTES

CYYC






Canada Air Pilot

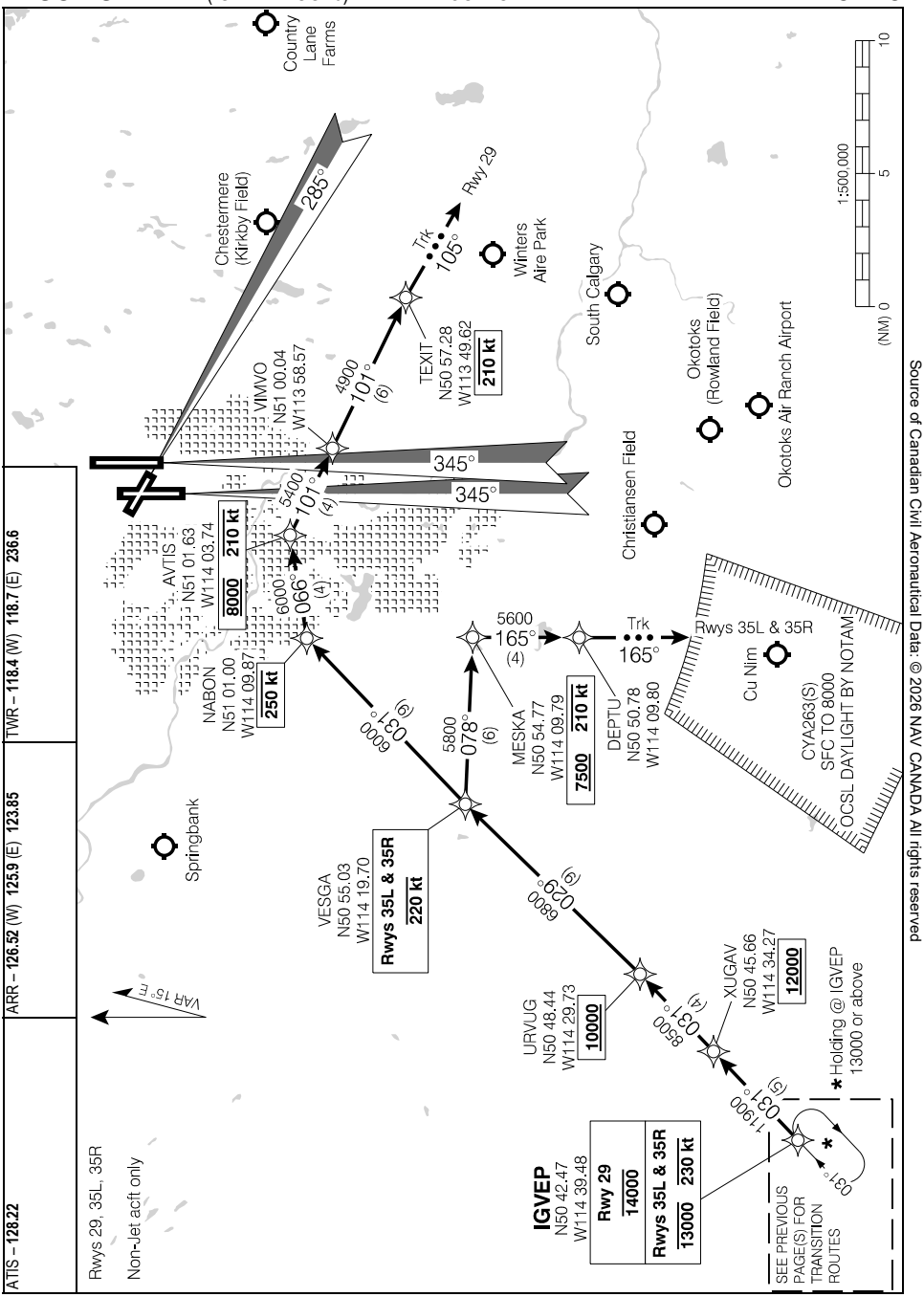
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

STAR (RNAV)

# VESGA SIX ARR (IGVEP.VESGA6) ARRIVAL ROUTES

CALGARY/YYC CALGARY INTL, AB

CYYC

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VESGA SIX ARR (IGVEP.VESGA6) ARRIVAL ROUTES

EFF 20 FEB 25

CYYC



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

## Established on RNP AR User Instructions

Established on RNP AR is a procedure applied by Calgary terminal air traffic controllers to aircraft conducting RNP AR approaches. Established on RNP AR safely permits reduced vertical separation between aircraft, during ATC-monitored simultaneous independent parallel approaches. Refer to Noise Abatement Procedures for additional requirements.

### Operational Requirements

- Established on RNP AR will be used during simultaneous parallel runway operations, and ATIS shall indicate when simultaneous parallel runway operations are in effect
- Arrivals planning RNAV (RNP) approaches must make the request on initial contact with **Calgary Arrival** controller
- When cleared for an RNAV (RNP) 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

  **Due to the nature and proximity of simultaneous independent parallel approaches and procedures that commence at the same IWP(IF), incorrect runway selection will jeopardise separation and will likely require controller-initiated breakout intervention**

- The approach shall be flown using autopilot until the aircraft passes the final approach waypoint (FAWP)
- If unable to comply with an ATC clearance or conduct the cleared approach 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 approach, REQUEST (proposed course of action)"

  Example: **Pilot**: "NAVCAN123 UNABLE MUPUV 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 310 degrees, climb to 7 000"

- Established on RNP AR break-out procedures may be conducted with the autopilot on

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CALGARY/YYC CALGARY INTL, AB

# ILS RWY 11

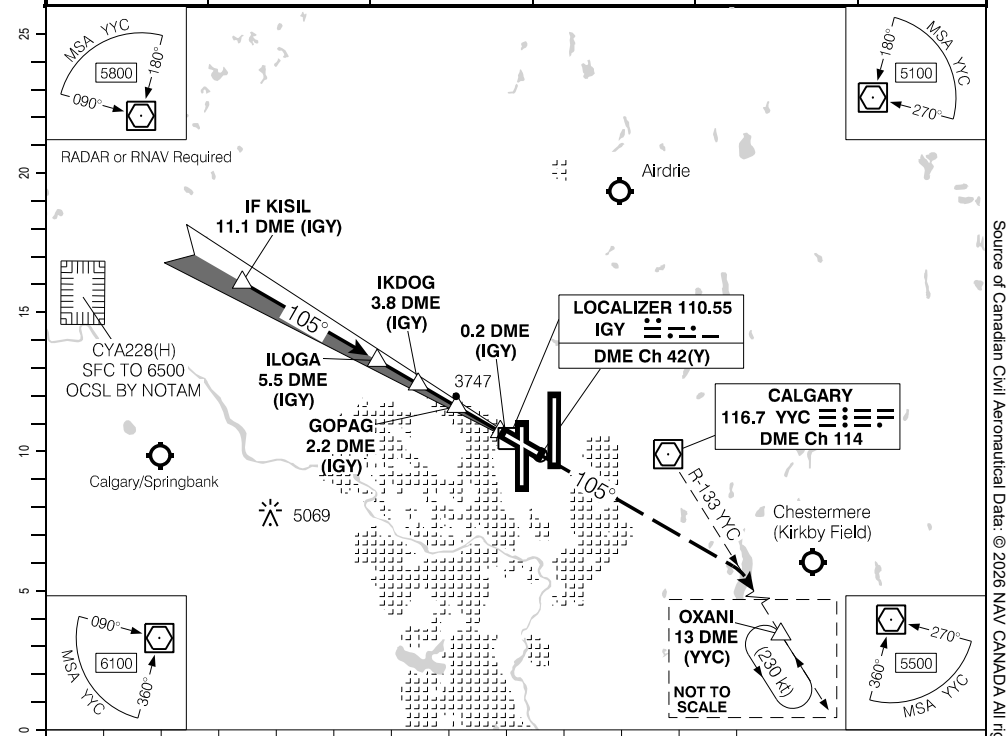
510650N 1140113W VAR 15°E

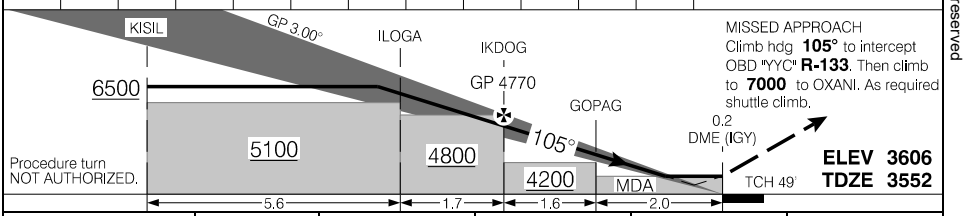
CYYC

| ATIS – 128.22 | ARR – 126.52 (W) 125.9 (E) 123.85 | TWR – 118.4 (W) 118.7 (E) 236.6 | GND – 121.9 (W) 125.35 (E) 275.8 |
|---|---|---|---|

| SAFE ALT 100 NM | LOC | APCH | GP | LDA |
|---|---|---|---|---|
| 13,800 | IGY 110.55 | CRS 105° | IKDOG 4770 | 8000 |

AO P3




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| ILS/DME | 3802 | (250) | 1 RVR 50 | |
| LOC/DME | 3960 | (408) | 1¼ | |

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

# ILS RWY 11

CYYC

EFF 20 FEB 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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CALGARY/YYC CALGARY INTL, AB

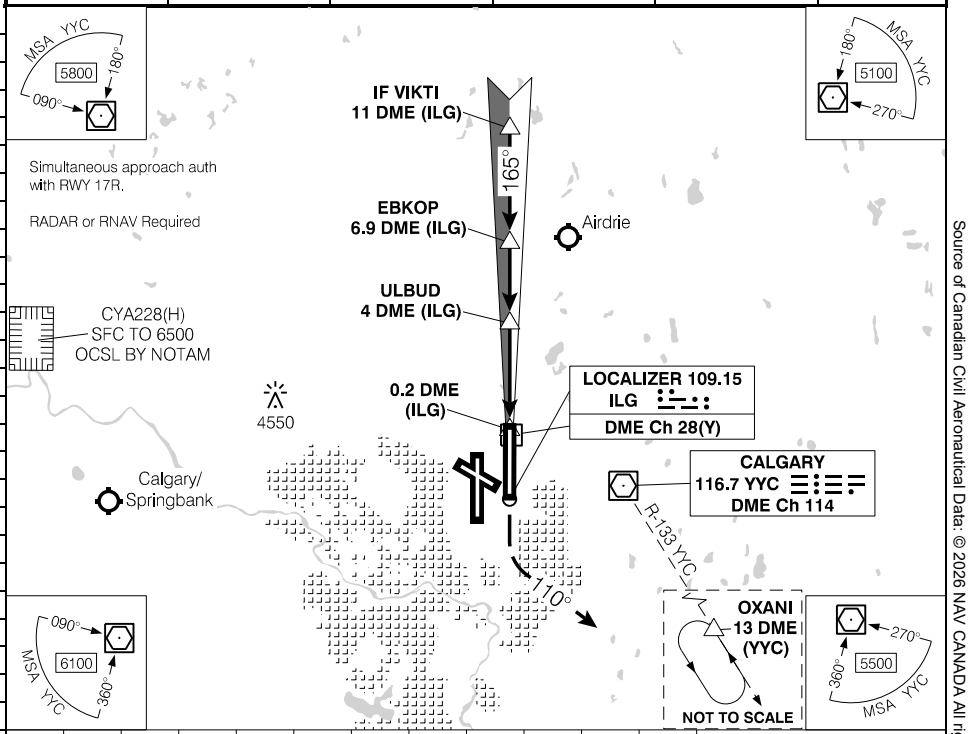
# ILS RWY 17L

510650N 1140113W VAR 15°E

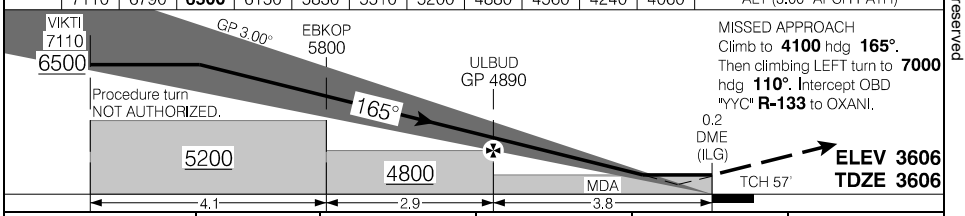
CYYC

| ATIS – 128.22 | ARR – 126.52 (W) 125.9 (E) 123.85 127.15 | TWR – 118.4 (W) 118.7 (E) 236.6 | GND – 121.9 (W) 125.35 (E) 275.8 | TDZL |
|---|---|---|---|---|

| SAFE ALT 100 NM | LOC ILG | APCH CRS | GP ULBUD | LDA |
|---|---|---|---|---|
| 13,800 | 109.15 | 165° | 4890 | 14000 |




| (NM) | 11 | 10 | 9.1 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1.4 | DIST FROM DME (ILG) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 7110 | 6790 | 6500 | 6150 | 5830 | 5510 | 5200 | 4880 | 4560 | 4240 | 4060 | ALT (3.00° APCH PATH) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| ILS/DME | 3806 | (200) | ½ RVR 26 | |
| LOC/DME | 4060 | (454) | 1 RVR 50 | |

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

# ILS RWY 17L

CYYC

EFF 20 FEB 25



Canada Air Pilot
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CALGARY/YYC CALGARY INTL, AB

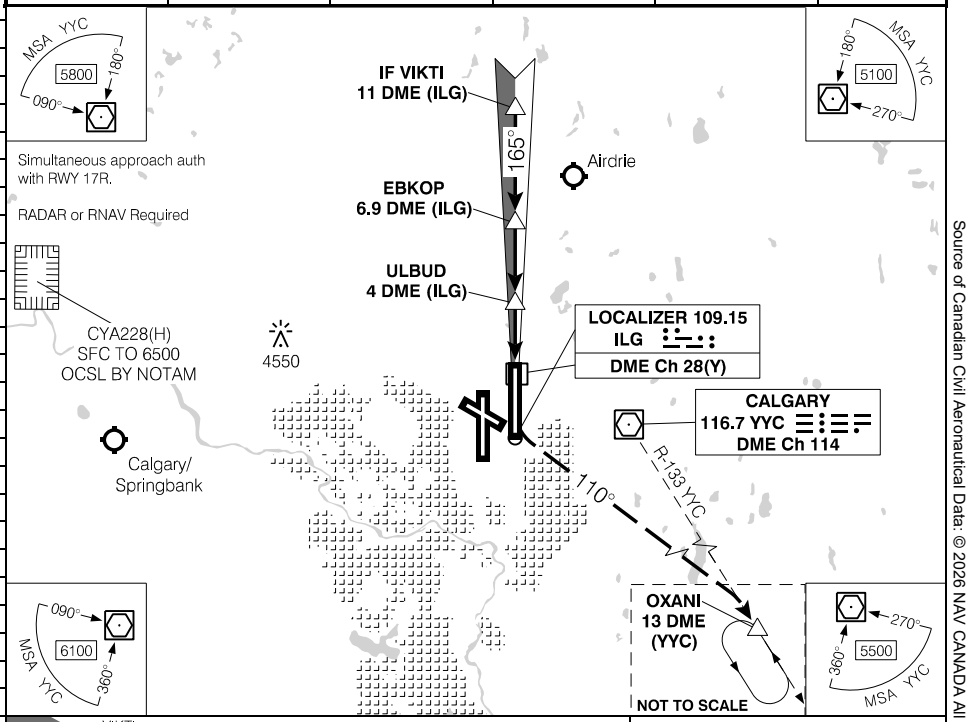
# ILS CAT II or III RWY 17L

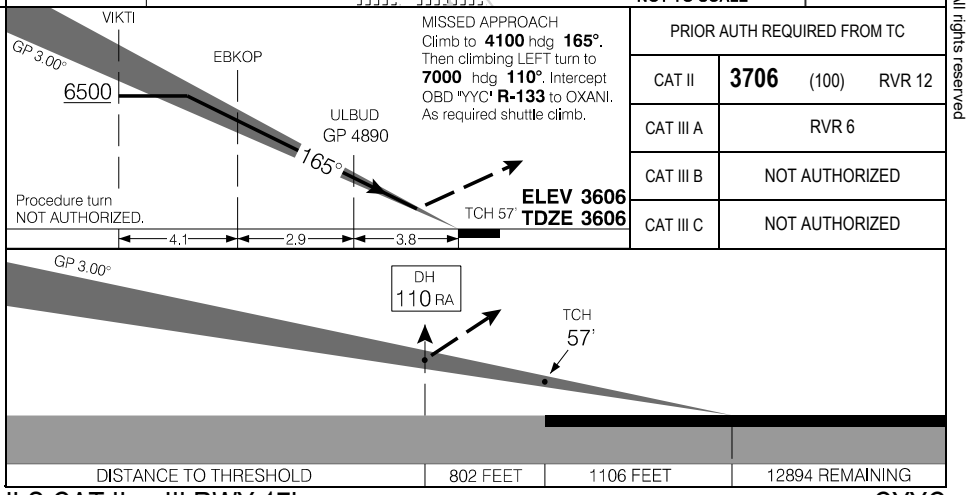
510650N 1140113W VAR 15°E

CYYC

| ATIS – 128.22 | ARR – 126.52 (W) 125.9 (E) 123.85 127.15 | TWR – 118.4 (W) 118.7 (E) 236.6 | GND – 121.9 (W) 125.35 (E) 275.8 | TDZL |
|---|---|---|---|---|

| SAFE ALT 100 NM | LOC ILG | APCH CRS | GP ULBUD | LDA |
|---|---|---|---|---|
| 13,800 | 109.15 | 165° | 4890 | 14000 |




| PRIOR AUTH REQUIRED FROM TC | | | |
|---|---|---|---|
| CAT II | 3706 | (100) | 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 17L

CYYC

EFF 20 FEB 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

CALGARY/YYC CALGARY INTL, AB

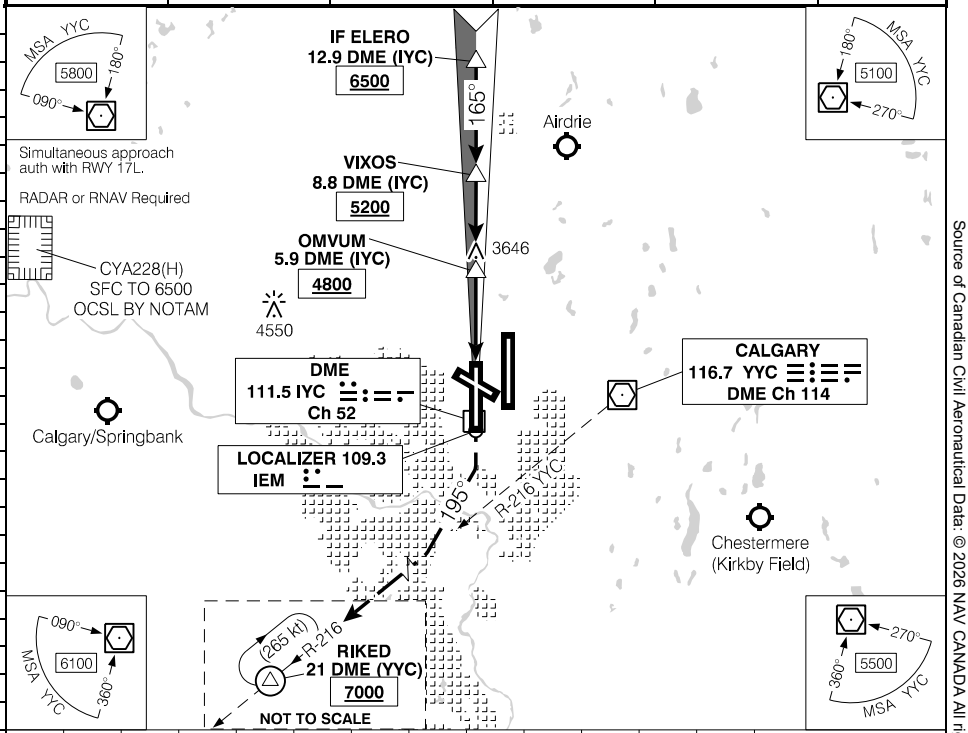
# ILS RWY 17R

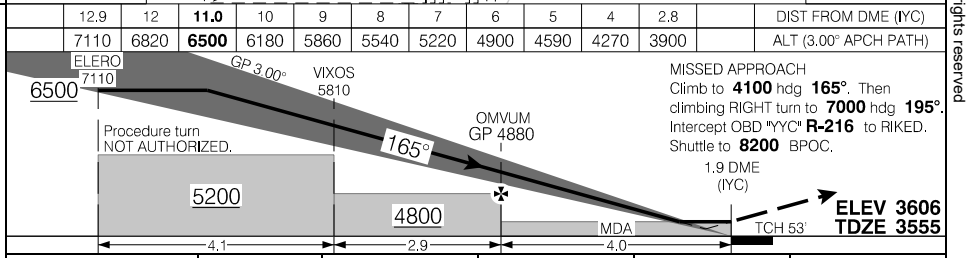
510650N 1140113W VAR 15°E

CYYC

| ATIS | ARR | TWR | GND | TDZL |
|---|---|---|---|---|
| 128.22 | 126.52 (W) 125.9 (E) 123.85 127.15 | 118.4 (W) 118.7 (E) 236.6 | 121.9 (W) 125.35 (E) 275.8 | AL |

| SAFE ALT 100 NM | LOC IEM | APCH CRS | GP OMVUM | LDA |
|---|---|---|---|---|
| 13,800 | 109.3 | 165° | 4880 | 12675 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| ILS/DME | 3755 | (200) | ½ RVR 26 | |
| LOC/DME | 3900 | (345) | 1 RVR 50 | |

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

ILS RWY 17R CYYC

EFF 27 NOV 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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CALGARY/YYC CALGARY INTL, AB

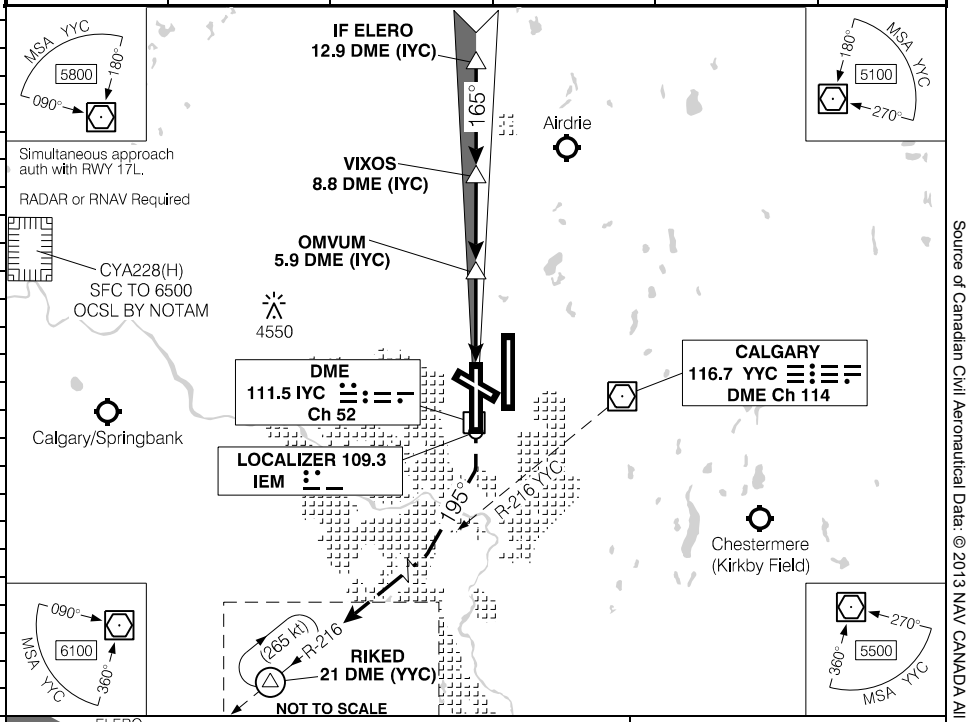
# ILS CAT II RWY 17R

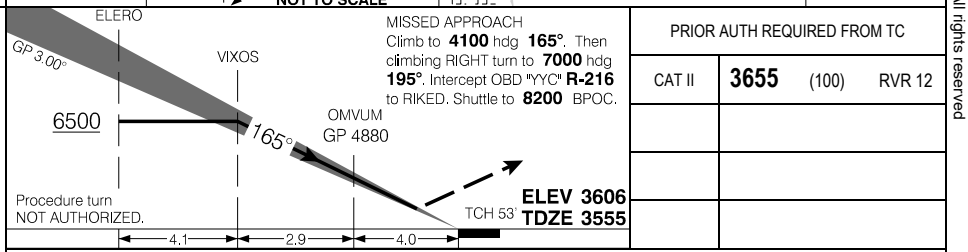
510650N 1140113W VAR 15°E

CYYC

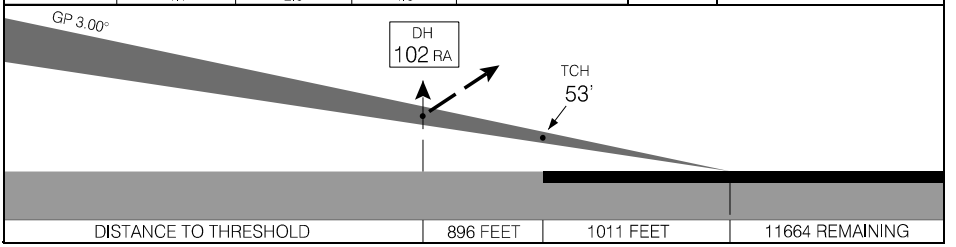
| ATIS – 128.22 | ARR – 126.52 (W) 125.9 (E) 123.85 | TWR – 118.4 (W) 118.7 (E) 236.6 | GND – 121.9 (W) 125.35 (E) 275.8 | TDZL AL |
|---|---|---|---|---|

| SAFE ALT 100 NM | LOC IEM | APCH CRS | GP OMVUM | LDA |
|---|---|---|---|---|
| 13,800 | 109.3 | 165° | 4880 | 12675 |




| PRIOR AUTH REQUIRED FROM TC | | | |
|---|---|---|---|
| CAT II | 3655 | (100) | RVR 12 |
| | | | |
| | | | |
| | | | |

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ILS CAT II RWY 17R

CYYC

EFF 27 NOV 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

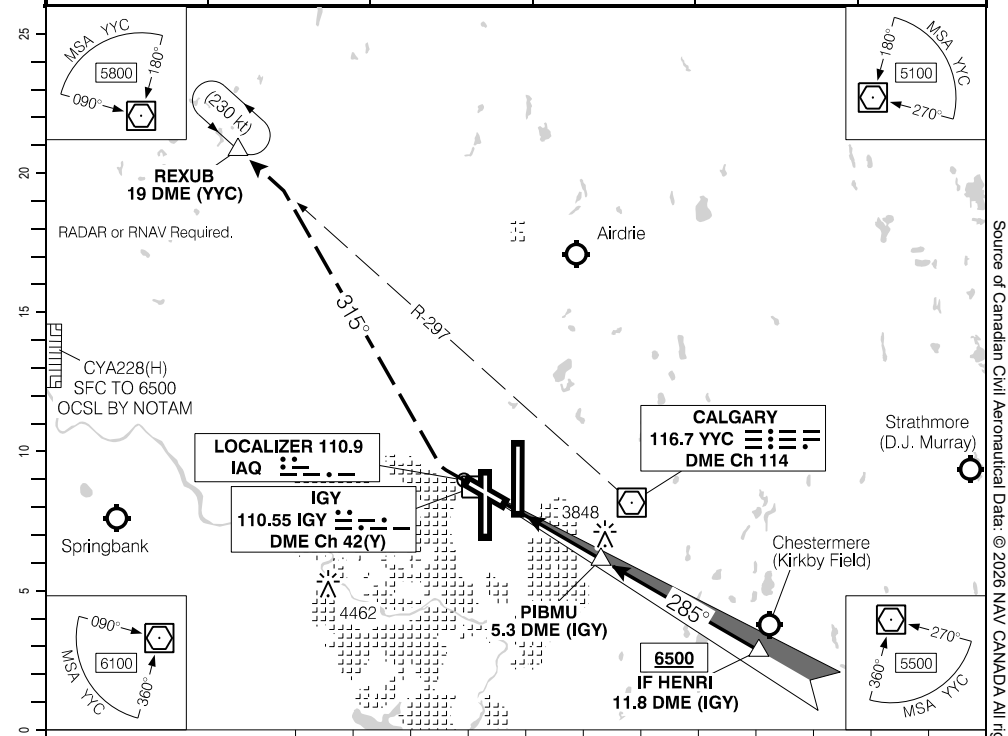
CALGARY/YYC CALGARY INTL, AB

# ILS RWY 29

510650N 1140113W VAR 15°E

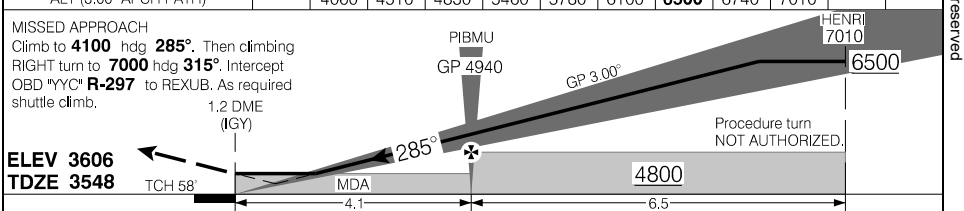
CYYC

| ATIS – 128.22 | ARR – 126.52 (W) 125.9 (E) 123.85 | TWR – 118.4 (W) 118.7 (E) 236.6 | GND – 121.9 (W) 125.35 (E) 275.8 | |
|---|---|---|---|---|
| SAFE ALT 100 NM 13,800 | LOC IAQ 110.9 | APCH CRS 285° | GP PIBMU 4940 | LDA 8000 |




| DIST FROM DME (IGY) | | 2.6 | 4 | 5 | 7 | 8 | 9 | **10.3** | 11 | 11.8 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | 4060 | 4510 | 4830 | 5460 | 5780 | 6100 | **6500** | 6740 | 7010 | | |

MISSED APPROACH
Climb to **4100** hdg **285°**. Then climbing RIGHT turn to **7000** hdg **315°**. Intercept OBD "YYC" **R-297** to REXUB. As required shuttle climb.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| ILS/DME | **3748** | (200) | ½ RVR 26 | |
| LOC/DME | **4060** | (512) | 1 | |

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

ILS RWY 29 CYYC

EFF 27 NOV 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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CALGARY/YYC CALGARY INTL, AB

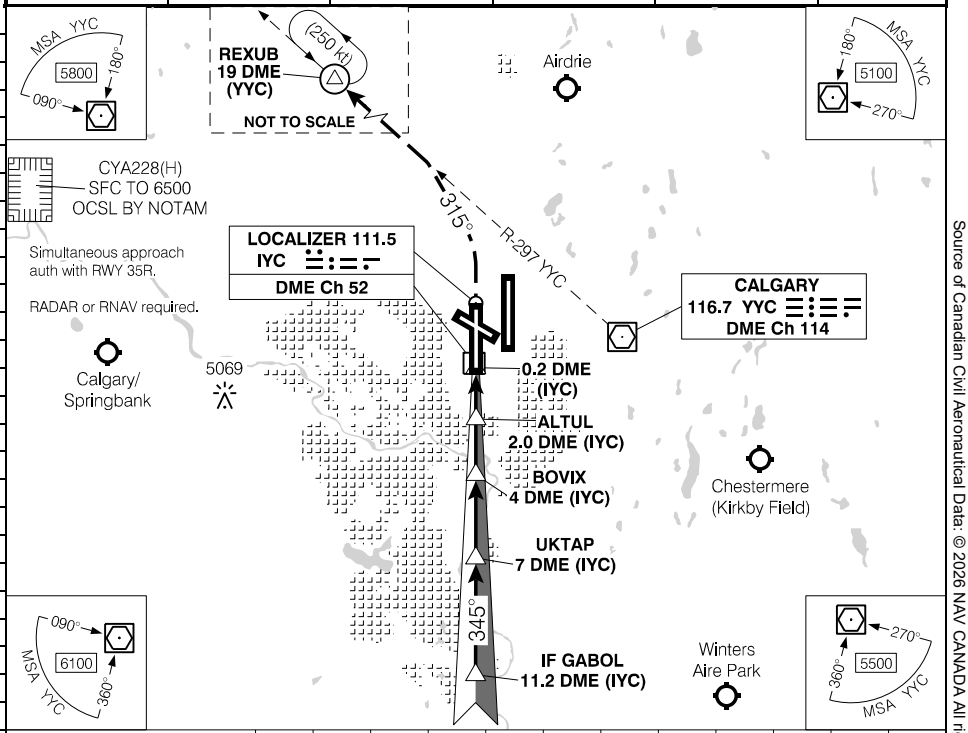
# ILS RWY 35L

510650N 1140113W VAR 15°E

CYYC

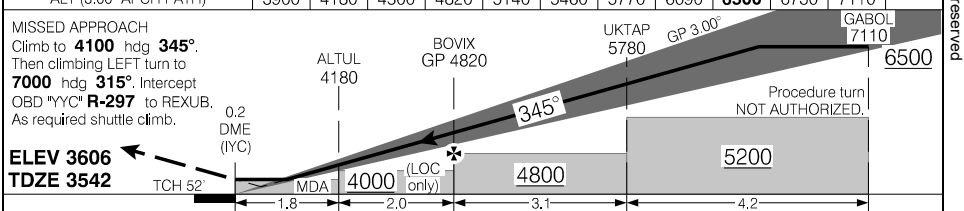
| ATIS | ARR | TWR | GND | TDZL |
|---|---|---|---|---|
| 128.22 | 126.52 (W) 125.9 (E) 123.85 127.15 | 118.4 (W) 118.7 (E) 236.6 | 121.9 (W) 125.35 (E) 275.8 | |

| SAFE ALT 100 NM | LOC IYC | APCH CRS | GP BOVIX | LDA |
|---|---|---|---|---|
| 13,800 | 111.5 | 345° | 4820 | 12675 |




| DIST FROM DME (IYC) | 1.1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | **9.3** | 10 | 11.2 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 3900 | 4180 | 4500 | 4820 | 5140 | 5460 | 5770 | 6090 | **6500** | 6730 | 7110 |

MISSED APPROACH
Climb to **4100** hdg **345°**.
Then climbing LEFT turn to **7000** hdg **315°**. Intercept OBD "YYC" **R-297** to REXUB.
As required shuttle climb.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| ILS/DME | **3742** | (200) | ½ RVR 26 | |
| LOC/DME | **3900** | (358) | 1 RVR 50 | |

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

# ILS RWY 35L

CYYC

EFF 27 NOV 25



Canada Air Pilot
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CALGARY/YYC CALGARY INTL, AB

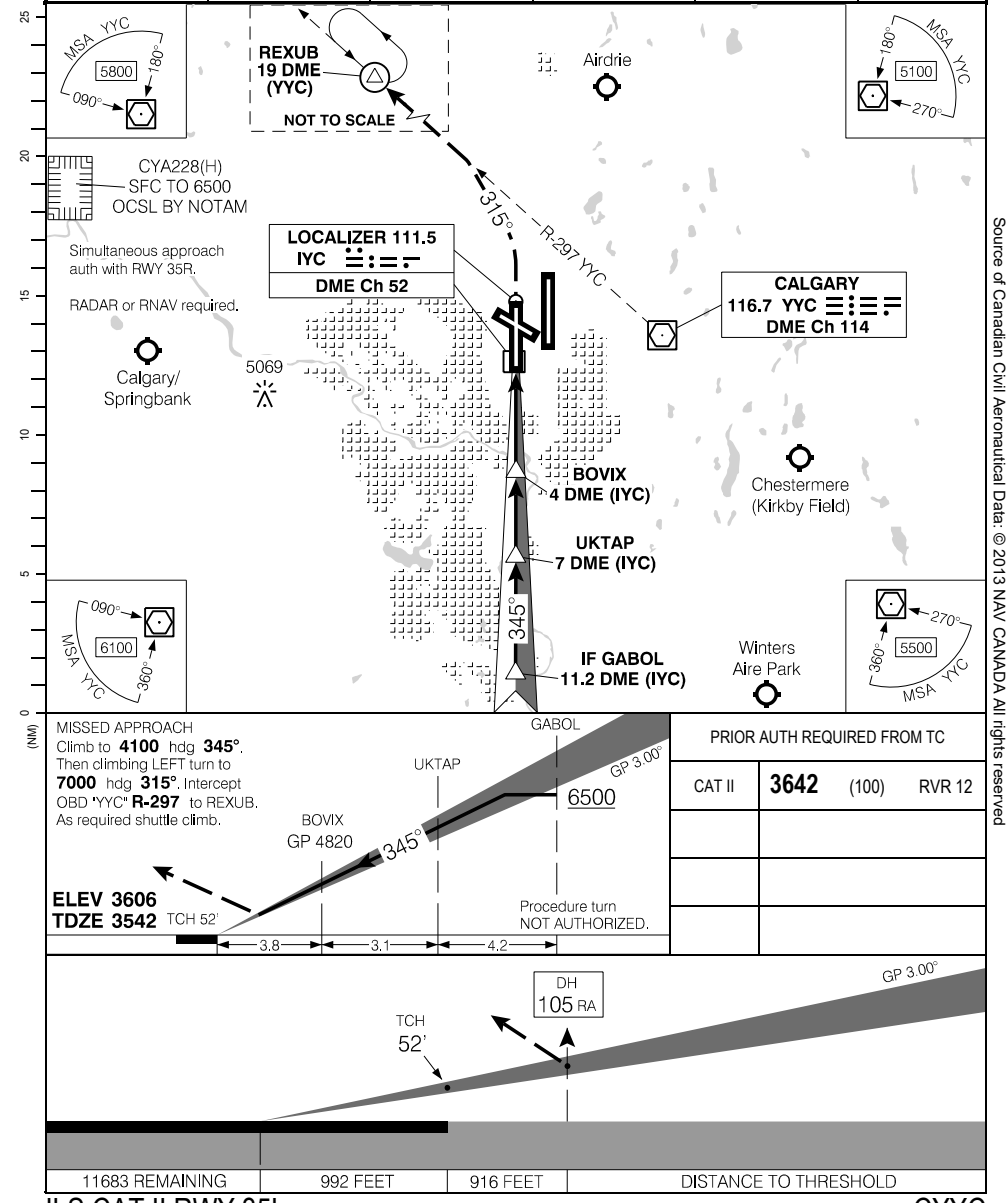
# ILS CAT II RWY 35L

510650N 1140113W VAR 15°E

CYYC

| ATIS – 128.22 | ARR – 126.52 (W) 125.9 (E) 123.85 | TWR – 118.4 (W) 118.7 (E) 236.6 | GND – 121.9 (W) 125.35 (E) 275.8 | TDZL |
|---|---|---|---|---|

| SAFE ALT 100 NM | LOC | APCH | GP | LDA |
|---|---|---|---|---|
| 13,800 | IYC 111.5 | CRS 345° | BOVIX 4820 | 12675 |




MISSED APPROACH
Climb to **4100** hdg **345°**.
Then climbing LEFT turn to **7000** hdg **315°**. Intercept OBD "YYC" **R-297** to REXUB.
As required shuttle climb.




| PRIOR AUTH REQUIRED FROM TC | | | |
|---|---|---|---|
| CAT II | **3642** | (100) | RVR 12 |
| | | | |
| | | | |
| | | | |




# ILS CAT II RWY 35L

CYYC

EFF 27 NOV 25



Canada Air Pilot
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CALGARY/YYC CALGARY INTL, AB

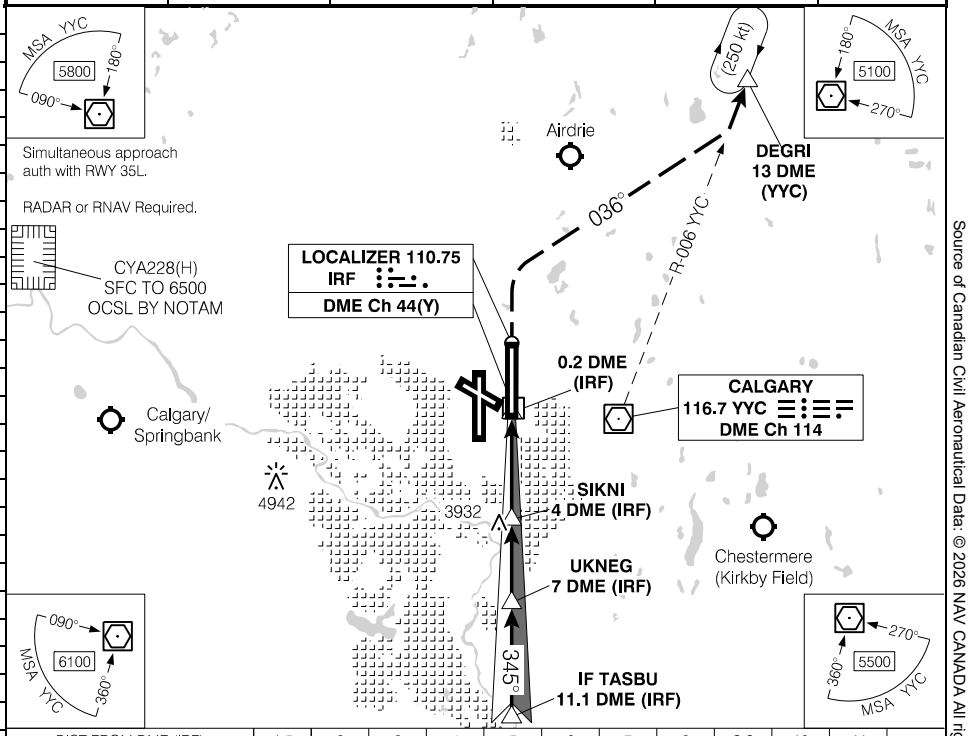
# ILS RWY 35R

510650N 1140113W VAR 15°E

CYYC

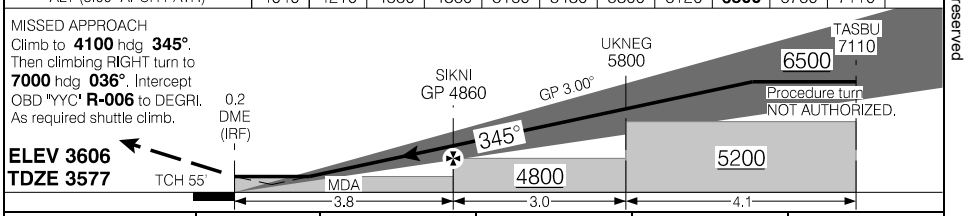
| ATIS – 128.22 | ARR – 126.52 (W) 125.9 (E) 123.85 127.15 | TWR – 118.4 (W) 118.7 (E) 236.6 | GND – 121.9 (W) 125.35 (E) 275.8 | TDZL |
|---|---|---|---|---|

| SAFE ALT 100 NM | LOC IRF | APCH CRS | GP SIKNI | LDA |
|---|---|---|---|---|
| 13,800 | 110.75 | 345° | 4860 | 14000 |




| DIST FROM DME (IRF) | 1.5 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | **9.2** | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 4040 | 4210 | 4530 | 4860 | 5160 | 5480 | 5800 | 6120 | **6500** | 6760 | 7110 |

MISSED APPROACH
Climb to **4100** hdg **345°**.
Then climbing RIGHT turn to **7000** hdg **036°**. Intercept OBD "YYC" **R-006** to DEGRI.
As required shuttle climb.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| ILS/DME | **3777** | (200) | ½ RVR 26 | |
| LOC/DME | **4040** | (463) | 1 RVR 50 | |

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

ILS RWY 35R

CYYC

EFF 27 NOV 25



Canada Air Pilot
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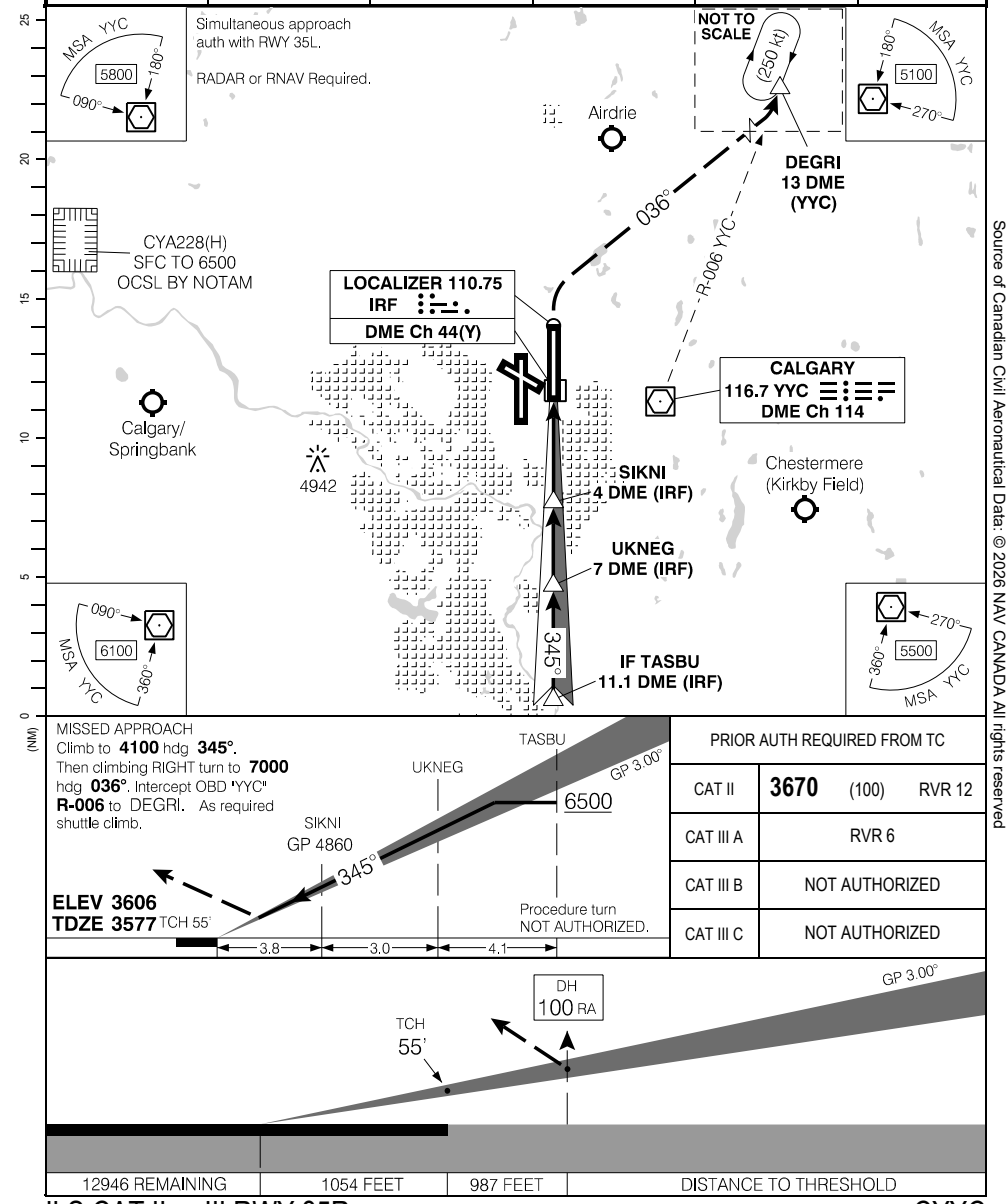
CALGARY/YYC CALGARY INTL, AB

# ILS CAT II or III RWY 35R

510650N 1140113W VAR 15°E

CYYC

| ATIS – 128.22 | ARR – 126.52 (W) 125.9 (E) 123.85 127.15 | TWR – 118.4 (W) 118.7 (E) 236.6 | GND – 121.9 (W) 125.35 (E) 275.8 | TDZL |
|---|---|---|---|---|
| SAFE ALT 100 NM 13,800 | LOC IRF 110.75 | APCH CRS 345° | GP SIKNI 4860 | LDA 14000 |




MISSED APPROACH
Climb to **4100** hdg **345°**.
Then climbing RIGHT turn to **7000** hdg **036°**. Intercept OBD "YYC" **R-006** to DEGRI. As required shuttle climb.




| PRIOR AUTH REQUIRED FROM TC | | | |
|---|---|---|---|
| CAT II | **3670** | (100) | RVR 12 |
| CAT III A | RVR 6 | | |
| CAT III B | NOT AUTHORIZED | | |
| CAT III C | NOT AUTHORIZED | | |




# ILS CAT II or III RWY 35R

CYYC

EFF 27 NOV 25



Canada Air Pilot
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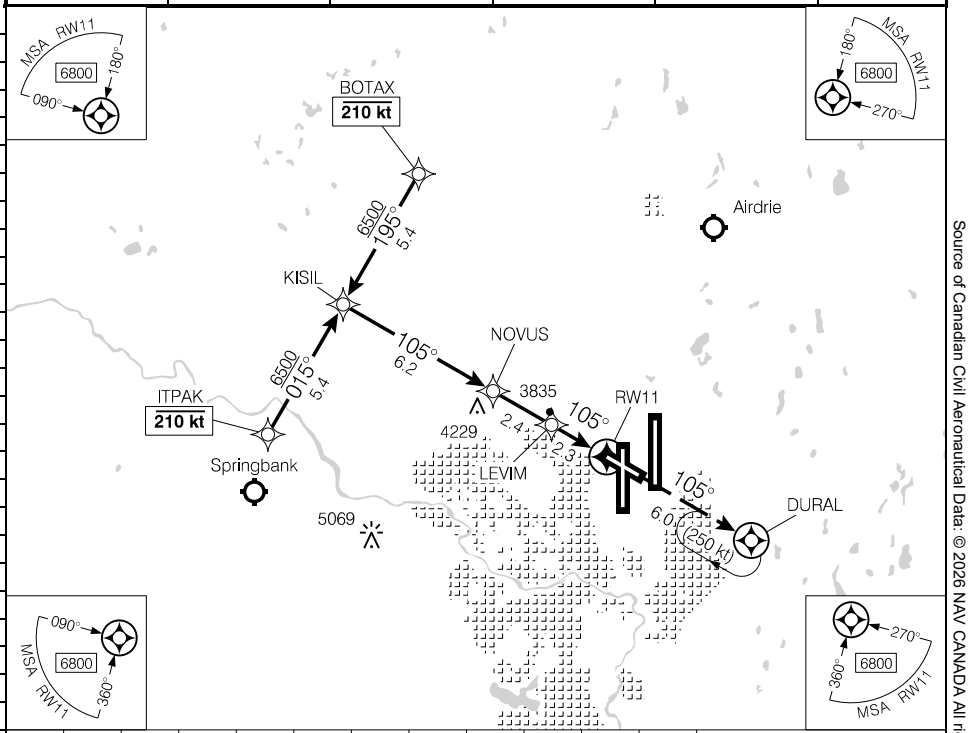
CALGARY/YYC CALGARY INTL, AB

# RNAV (GNSS) Z RWY 11

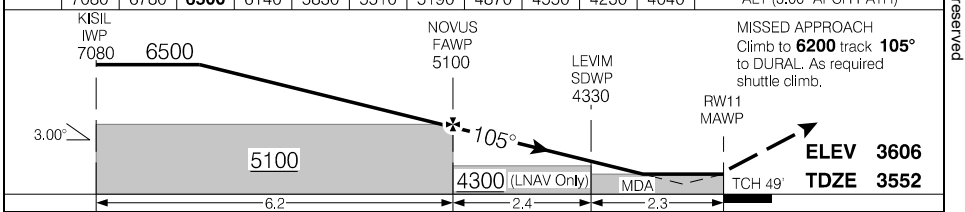
510650N 1140113W VAR 15°E

CYYC

| ATIS – 128.22 | ARR – 126.52 (W) 125.9 (E) 123.85 | TWR – 118.4 (W) 118.7 (E) 236.6 | GND – 121.9 (W) 125.35 (E) 275.8 | AO P3 |
|---|---|---|---|---|
| SAFE ALT 100 NM 13,800 | WAAS Ch 80416 W11A | APCH CRS 105° | MIN ALT NOVUS 5100 | LDA 8000 |




| (NM) | 10.9 | 10 | 9.1 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1.4 | DIST FROM RW11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 7080 | 6780 | 6500 | 6140 | 5830 | 5510 | 5190 | 4870 | 4550 | 4230 | 4040 | ALT (3.00° APCH PATH) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | 3797 | (250) | 1 RVR 50 | |
| LNAV/VNAV (min. -25°C, max. 52°C) | 4055 | (508) | 1¾ | |
| LNAV | 4040 | (493) | 1½ | |

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

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CALGARY/YYC CALGARY INTL, AB

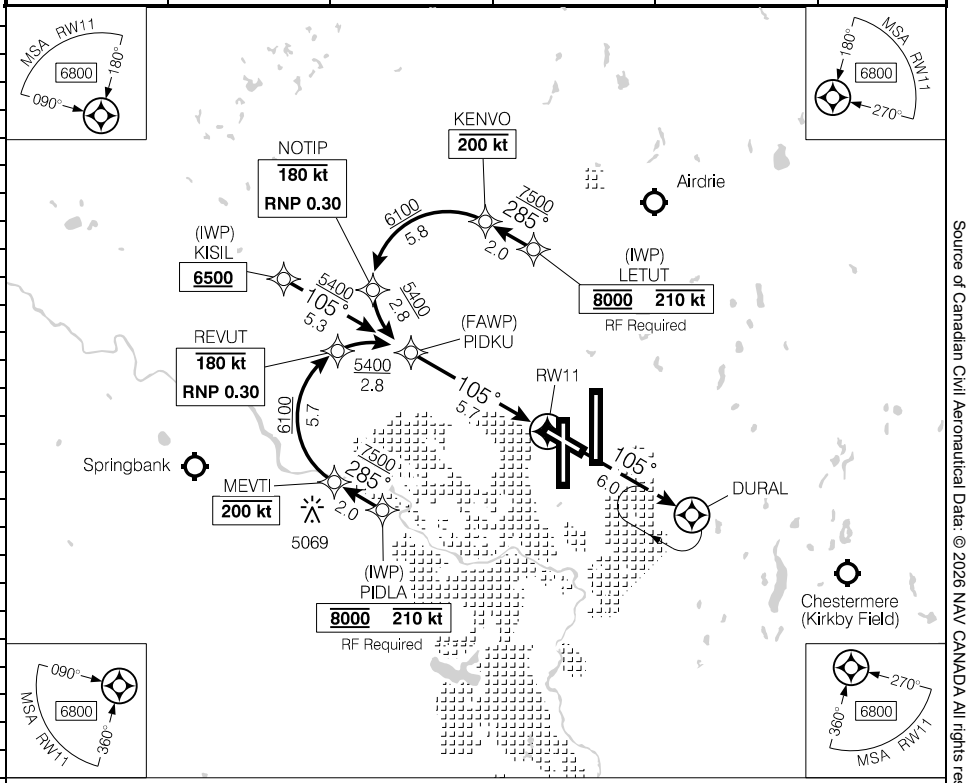
# RNAV (RNP) Y RWY 11

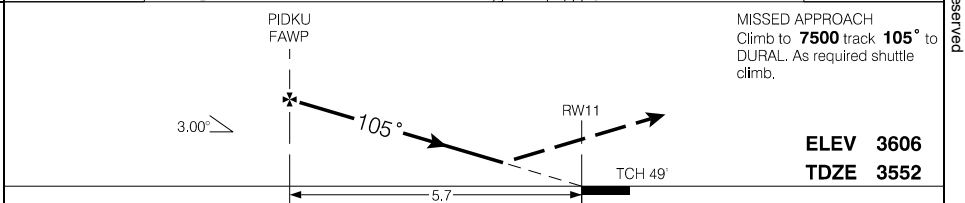
510650N 1140113W VAR 15°E

CYYC

| ATIS – 128.22 | ARR – 126.52 (W) 125.9 (E) 123.85 | TWR – 118.4 (W) 118.7 (E) 236.6 | GND – 121.9 (W) 125.35 (E) 275.8 | AO P3 |
|---|---|---|---|---|

| SAFE ALT 100 NM | RNAV | APCH CRS | MIN ALT PIDKU | LDA |
|---|---|---|---|---|
| 13,800 | | 105° | 5400 | 8000 |




| | CATEGORY | A | B | C | D |
|---|---|---|---|---|---|
| | RNP 0.10 | 3916 | (369) | 1¼ | |
| AUTHORIZATION REQUIRED (min. -25° C) (max. 52° C) | RNP 0.20 | 4003 | (456) | 1½ | |
| | RNP 0.30 | 4083 | (536) | 1¾ | |

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CALGARY/YYC CALGARY INTL, AB

# RNAV (GNSS) Z RWY 17L

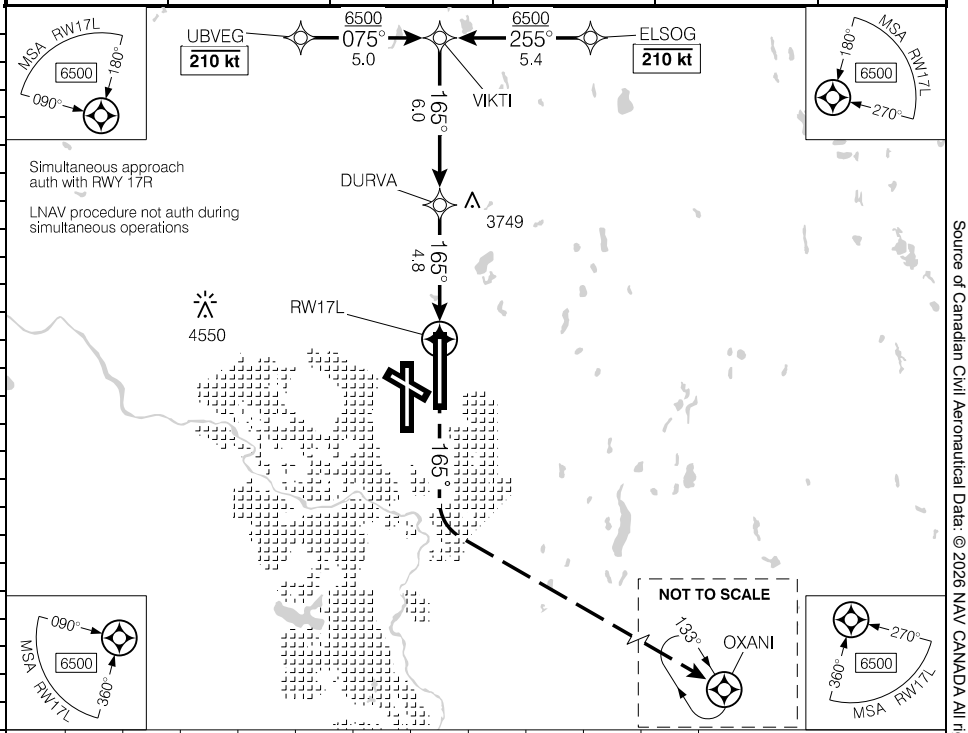
510650N 1140113W VAR 15°E

CYYC

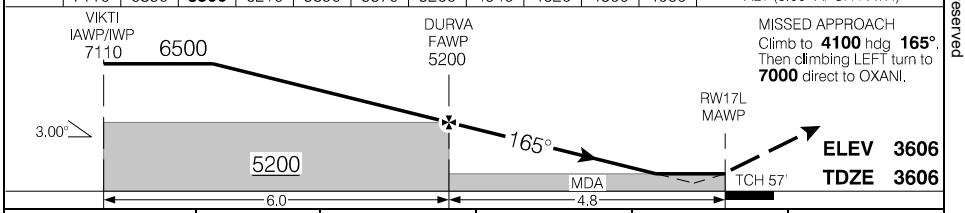
| ATIS – 128.22 | ARR – 126.52 (W) 125.9 (E) 123.85 127.15 | TWR – 118.4 (W) 118.7 (E) 236.6 | GND – 121.9 (W) 125.35 (E) 275.8 | TDZL |
|---|---|---|---|---|

| SAFE ALT 100 NM | WAAS | APCH CRS | MIN ALT DURVA | LDA |
|---|---|---|---|---|
| 13,800 | Ch 80356 W17A | 165° | 5200 | 14000 |

AL P3




| DIST FROM RW17L | 10.8 | 10 | **8.9** | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1.2 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 7110 | 6850 | **6500** | 6210 | 5890 | 5570 | 5260 | 4940 | 4620 | 4300 | 4060 |




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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **3806** | (200) | ½ RVR 26 | |
| LNAV/VNAV (min. -24°C, max. 50°C) | **3930** | (324) | 1 RVR 50 | |
| LNAV | **4060** | (454) | 1 RVR 50 | |

RNAV (GNSS) Z RWY 17L CYYC

EFF 20 FEB 25



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CALGARY/YYC CALGARY INTL, AB

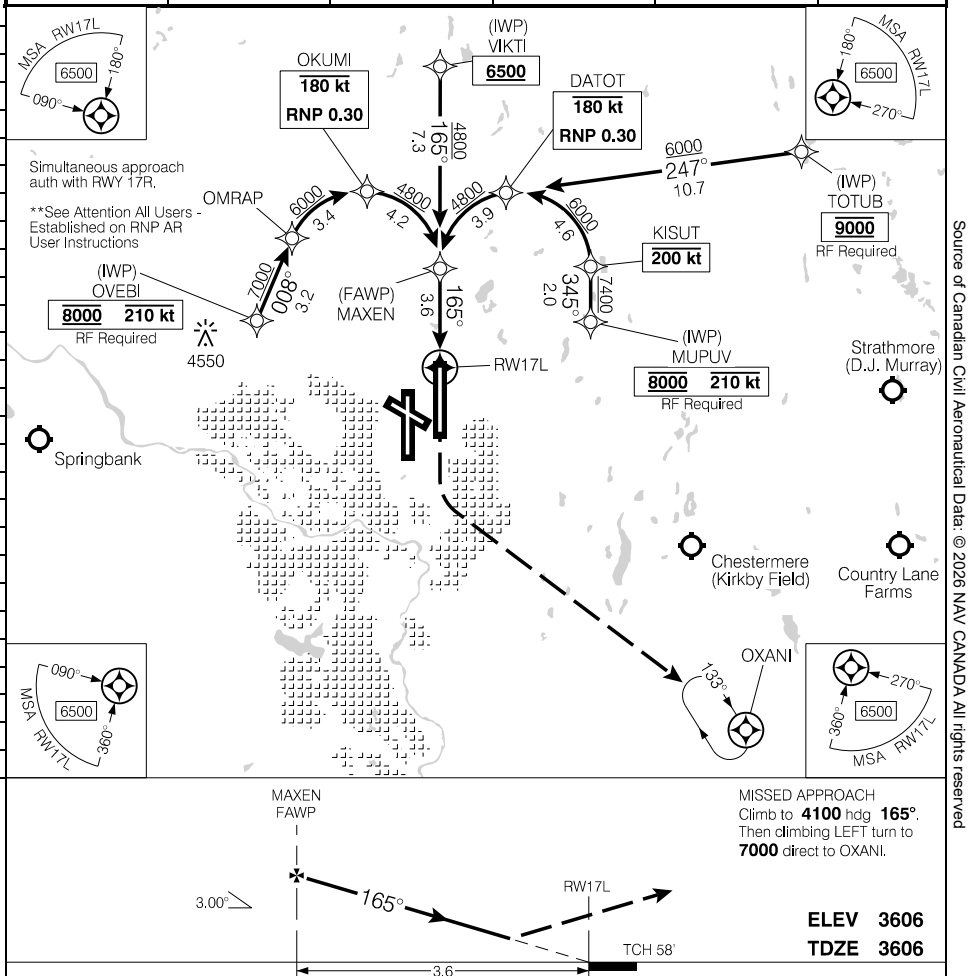
# RNAV (RNP) Y RWY 17L

510650N 1140113W VAR 15°E

CYYC

| ATIS – 128.22 | ARR – 126.52 (W) 125.9 (E) 123.85 127.15 | TWR – 118.4 (W) 118.7 (E) 236.6 | GND – 121.9 (W) 125.35 (E) 275.8 | TDZL |
|---|---|---|---|---|

| SAFE ALT 100 NM | RNAV | APCH CRS | MIN ALT MAXEN | LDA |
|---|---|---|---|---|
| 13,800 | | 165° | 4800 | 14000 |




| | CATEGORY | A | B | C | D |
|---|---|---|---|---|---|
| | RNP 0.10 | 3859 | (253) | 1 RVR 50 | |
| AUTHORIZATION REQUIRED (min. -24° C) (max. 49° C) | RNP 0.30 | 3951 | (345) | 1 RVR 50 | |
| | | | | | |
| | | | | | |

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CALGARY/YYC CALGARY INTL, AB

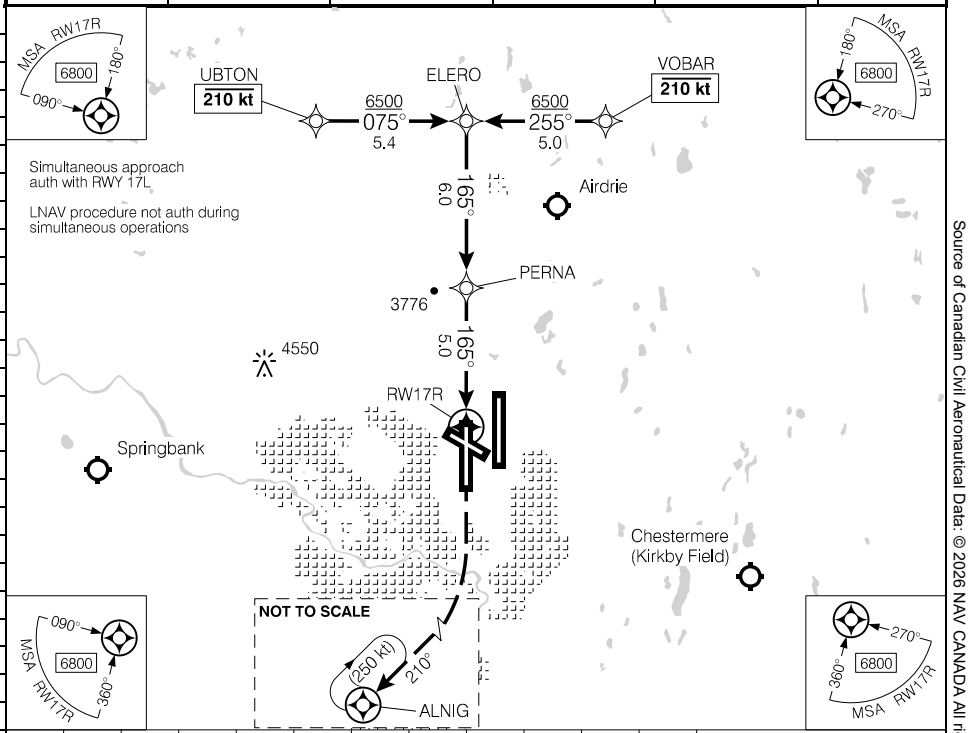
# RNAV (GNSS) Z RWY 17R

510650N 1140113W VAR 15°E

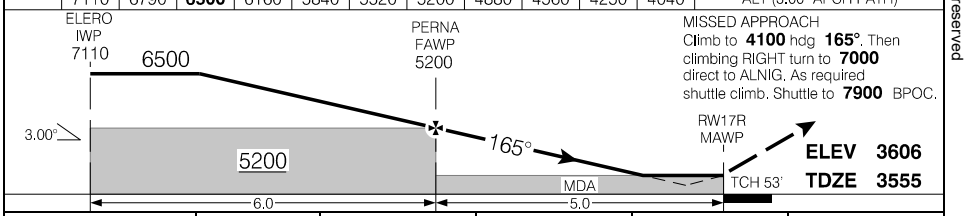
CYYC

| ATIS – 128.22 | ARR – 126.52 (W) 125.9 (E) 123.85 127.15 | TWR – 118.4 (W) 118.7 (E) 236.6 | GND – 121.9 (W) 125.35 (E) 275.8 | TDZL AL |
|---|---|---|---|---|

| SAFE ALT 100 NM | WAAS | APCH CRS | MIN ALT PERNA | LDA |
|---|---|---|---|---|
| 13,800 | Ch 80358 W17E | 165° | 5200 | 12675 |




| (NM) | 11 | 10 | 9.1 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1.4 | DIST FROM RW17R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 7110 | 6790 | 6500 | 6160 | 5840 | 5520 | 5200 | 4880 | 4560 | 4250 | 4040 | 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 | 3755 | (200) | ½ RVR 26 | |
| LNAV/VNAV (min. -25°C, max. 51°C) | 3900 | (345) | 1 RVR 50 | |
| LNAV | 4040 | (485) | 1 RVR 50 | |

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Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

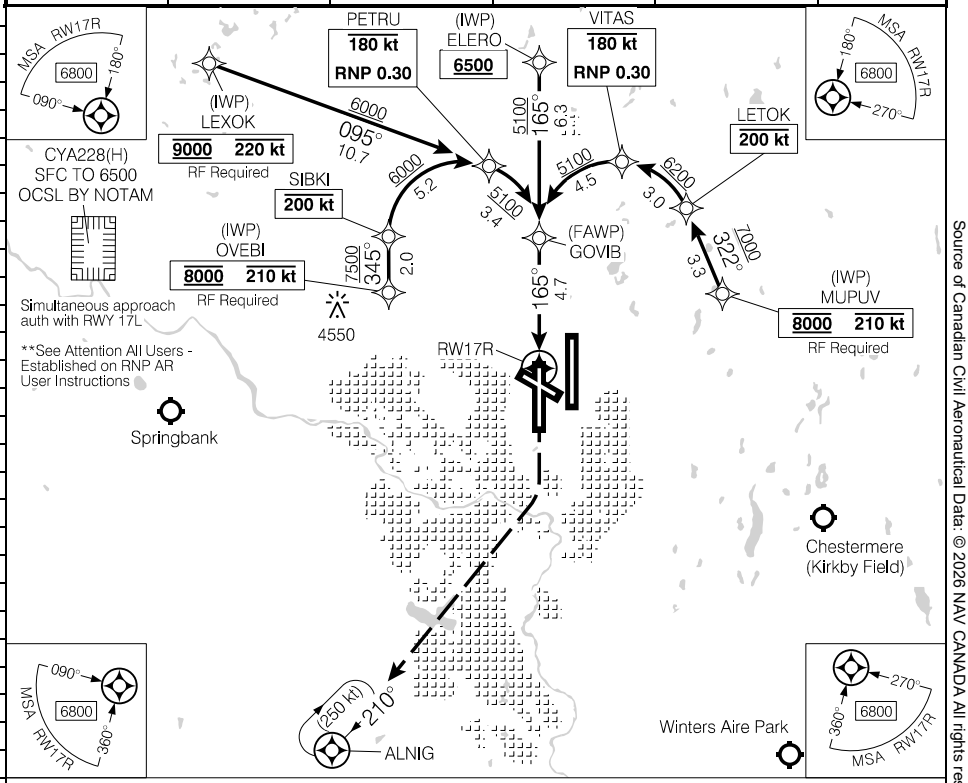
CALGARY/YYC CALGARY INTL, AB

# RNAV (RNP) Y RWY 17R

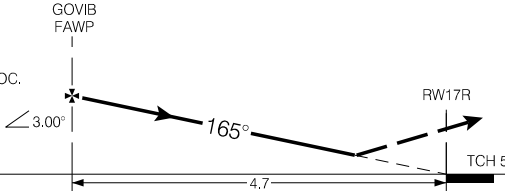
510650N 1140113W VAR 15°E

CYYC

| ATIS – 128.22 | ARR – 126.52 (W) 125.9 (E) 123.85 127.15 | TWR – 118.4 (W) 118.7 (E) 236.6 | GND – 121.9 (W) 125.35 (E) 275.8 | TDZL AL |
|---|---|---|---|---|
| SAFE ALT 100 NM 13,800 | RNAV | APCH CRS 165° | MIN ALT GOVIB 5100 | LDA 12675 |




MISSED APPROACH
Climb to **4100** hdg **165°**.
Then climbing RIGHT turn to **7000** direct to ALNIG. As required shuttle climb. Shuttle to **7800** BPOC.




**ELEV 3606**
**TDZE 3555**

| | CATEGORY | A | B | C | D |
|---|---|---|---|---|---|
| | RNP 0.30 | 3951 | (396) | 1 RVR 50 | |
| **AUTHORIZATION REQUIRED** (min. -25° C) (max. 51° C) | | | | | |

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CALGARY/YYC CALGARY INTL, AB

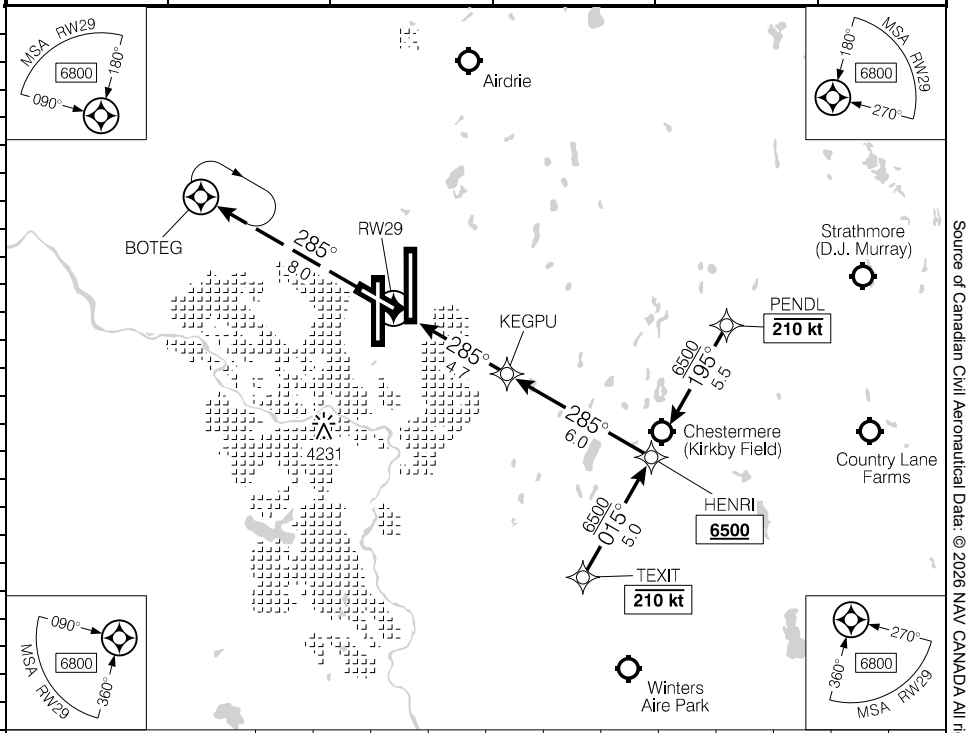
# RNAV (GNSS) Z RWY 29

510650N 1140113W VAR 15°E

CYYC

| ATIS – 128.22 | ARR – 126.52 (W) 125.9 (E) 123.85 | TWR – 118.4 (W) 118.7 (E) 236.6 | GND – 121.9 (W) 125.35 (E) 275.8 |
|---|---|---|---|

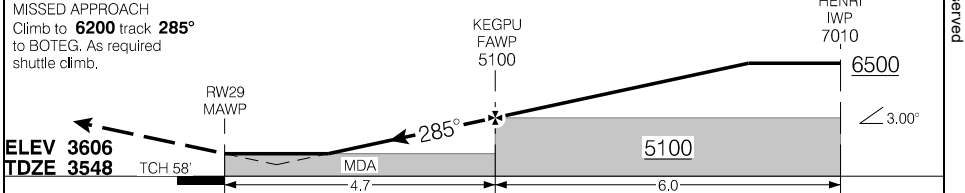
| SAFE ALT 100 NM | WAAS | APCH CRS | MIN ALT KEGPU | LDA |
|---|---|---|---|---|
| 13,800 | Ch 80344 W29A | 285° | 5100 | 8000 |




| DIST FROM RW29 | | 1.8 | 3 | 4 | 5 | 6 | 7 | 8 | **9.1** | 10 | 10.7 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | 4180 | 4560 | 4880 | 5190 | 5510 | 5830 | 6150 | **6500** | 6790 | 7010 |

(NM) 0 5 10 15 20 25

MISSED APPROACH
Climb to **6200** track **285°**
to BOTEG. As required
shuttle climb.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **3742** | (200) | ½ RVR 26 | |
| LNAV/VNAV (min. -24°C, max. 49°C) | **4003** | (461) | 1 | |
| LNAV | **4180** | (638) | 1½ | |

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

RNAV (GNSS) Z RWY 29 CYYC

EFF 20 FEB 25



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CALGARY/YYC CALGARY INTL, AB

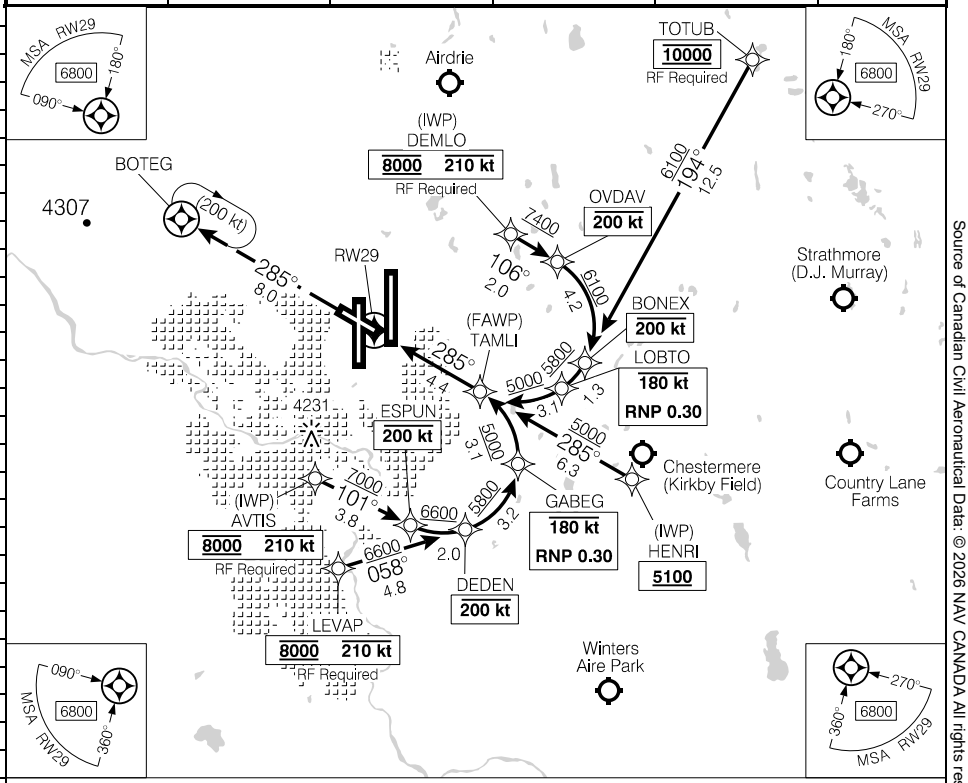
# RNAV (RNP) Y RWY 29

510650N 1140113W VAR 15°E

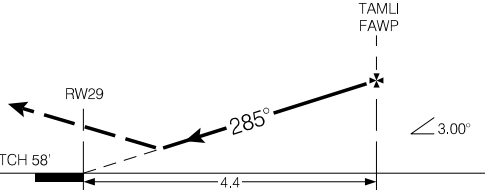
CYYC

| ATIS – 128.22 | ARR – 126.52 (W) 125.9 (E) 123.85 | TWR – 118.4 (W) 118.7 (E) 236.6 | GND – 121.9 (W) 125.35 (E) 275.8 |
|---|---|---|---|

| SAFE ALT 100 NM | RNAV | APCH CRS | MIN ALT TAMLI | LDA |
|---|---|---|---|---|
| 13,800 | | 285° | 5000 | 8000 |




MISSED APPROACH
Climb to **6300** track **285°**
to BOTEG. As required
shuttle climb.




**ELEV 3606**
**TDZE 3548**

| | CATEGORY | A | B | C | D |
|---|---|---|---|---|---|
| | RNP 0.15 | 3950 | (408) | 1 RVR 50 | |
| **AUTHORIZATION REQUIRED** (min. -24° C) (max. 49° C) | RNP 0.30 | 4000 | (458) | 1 RVR 50 | |
| | | | | | |
| | | | | | |

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CALGARY/YYC CALGARY INTL, AB

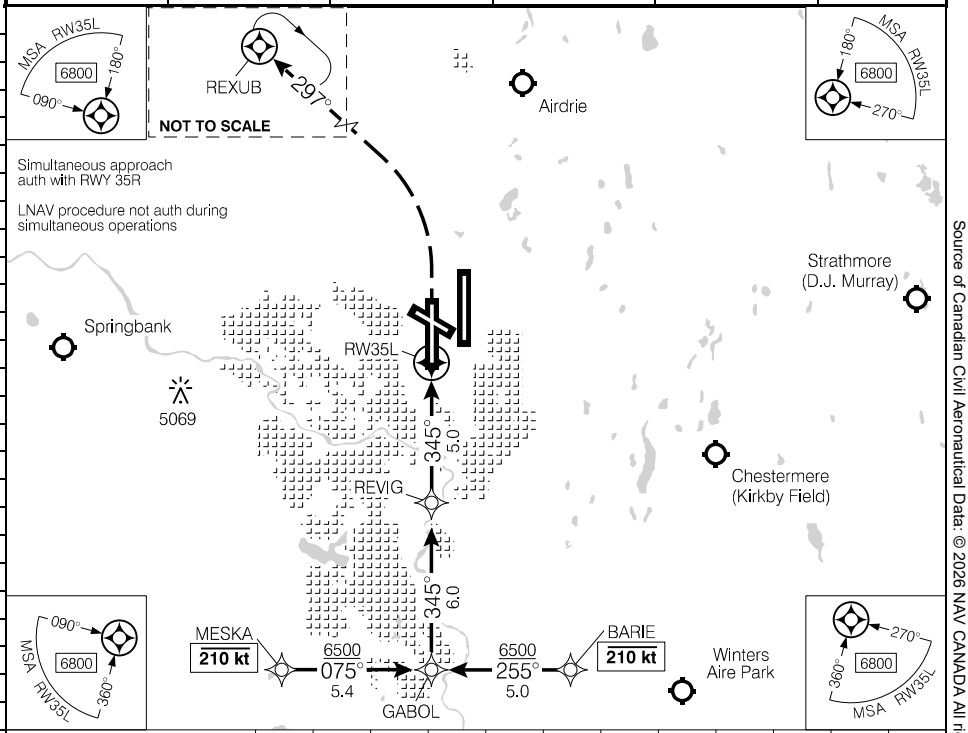
# RNAV (GNSS) Z RWY 35L

510650N 1140113W VAR 15°E

CYYC

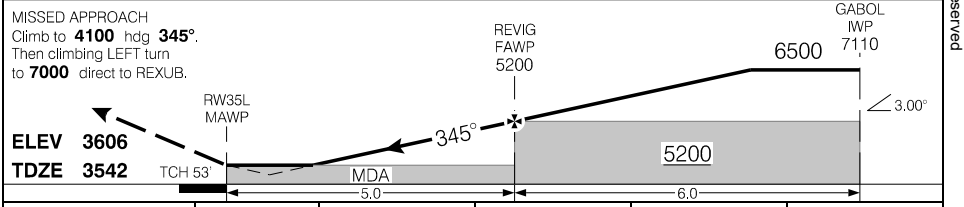
| ATIS – 128.22 | ARR – 126.52 (W) 125.9 (E) 123.85 127.15 | TWR – 118.4 (W) 118.7 (E) 236.6 | GND – 121.9 (W) 125.35 (E) 275.8 | TDZL |
|---|---|---|---|---|

| SAFE ALT 100 NM | WAAS | APCH CRS | MIN ALT REVIG | LDA |
|---|---|---|---|---|
| 13,800 | Ch 80359 W35A | 345° | 5200 | 12675 |




| DIST FROM RW35L | 1.5 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | **9.1** | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 4060 | 4230 | 4550 | 4870 | 5200 | 5510 | 5820 | 6140 | **6500** | 6780 | 7110 |

MISSED APPROACH
Climb to **4100** hdg **345°**.
Then climbing LEFT turn
to **7000** direct to REXUB.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **3742** | (200) | ½ RVR 26 | |
| LNAV/VNAV (min. -25°C, max. 51°C) | **3958** | (416) | 1 RVR 50 | |
| LNAV | **4060** | (518) | 1 RVR 50 | |

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

RNAV (GNSS) Z RWY 35L CYYC

EFF 27 NOV 25



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CALGARY/YYC CALGARY INTL, AB

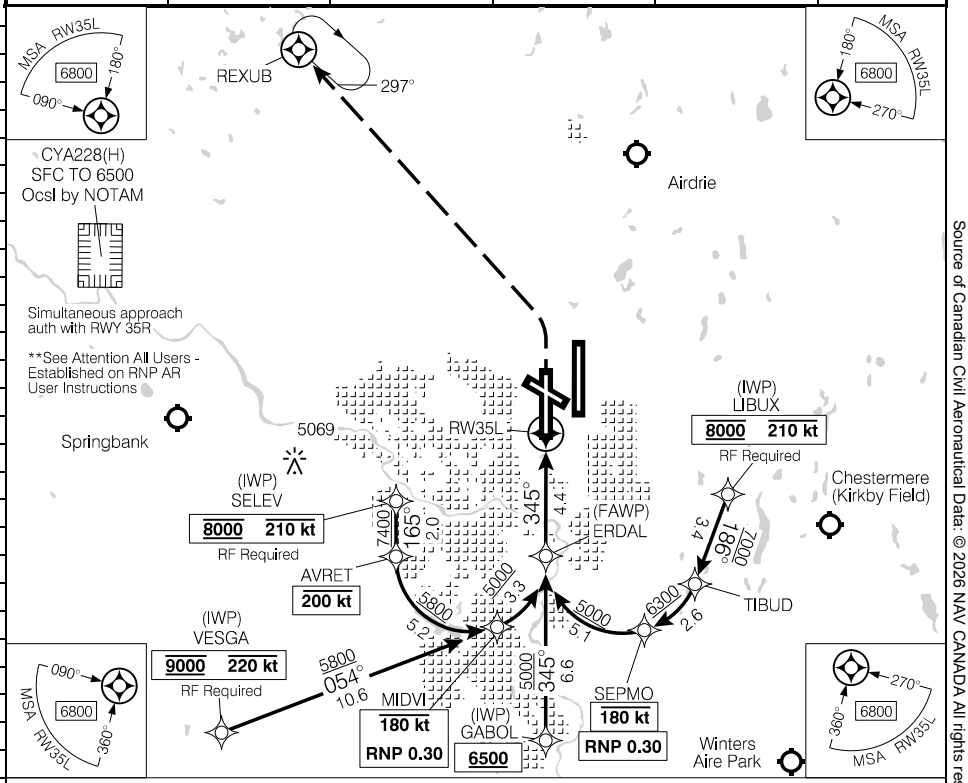
# RNAV (RNP) Y RWY 35L

510650N 1140113W VAR 15°E

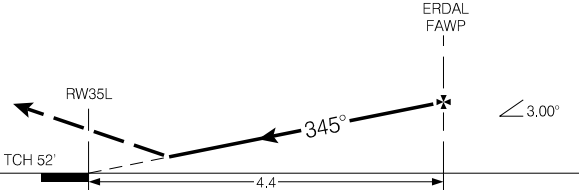
CYYC

| ATIS – 128.22 | ARR – 126.52 (W) 125.9 (E) 123.85 127.15 | TWR – 118.4 (W) 118.7 (E) 236.6 | GND – 121.9 (W) 125.35 (E) 275.8 | TDZL |
|---|---|---|---|---|

| SAFE ALT 100 NM | RNAV | APCH CRS | MIN ALT ERDAL | LDA |
|---|---|---|---|---|
| 13,800 | | 345° | 5000 | 12675 |




MISSED APPROACH
Climb to **4100** hdg **345°**. Then climbing LEFT turn to **7000** direct to REXUB.




**ELEV 3606**
**TDZE 3542**

| | CATEGORY | A | B | C | D |
|---|---|---|---|---|---|
| | RNP 0.15 | 3862 | (320) | 1 RVR 50 | |
| AUTHORIZATION REQUIRED (min. -25° C) (max. 51° C) | RNP 0.30 | 3968 | (426) | 1 RVR 50 | |
| | | | | | |
| | | | | | |

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CALGARY/YYC CALGARY INTL, AB

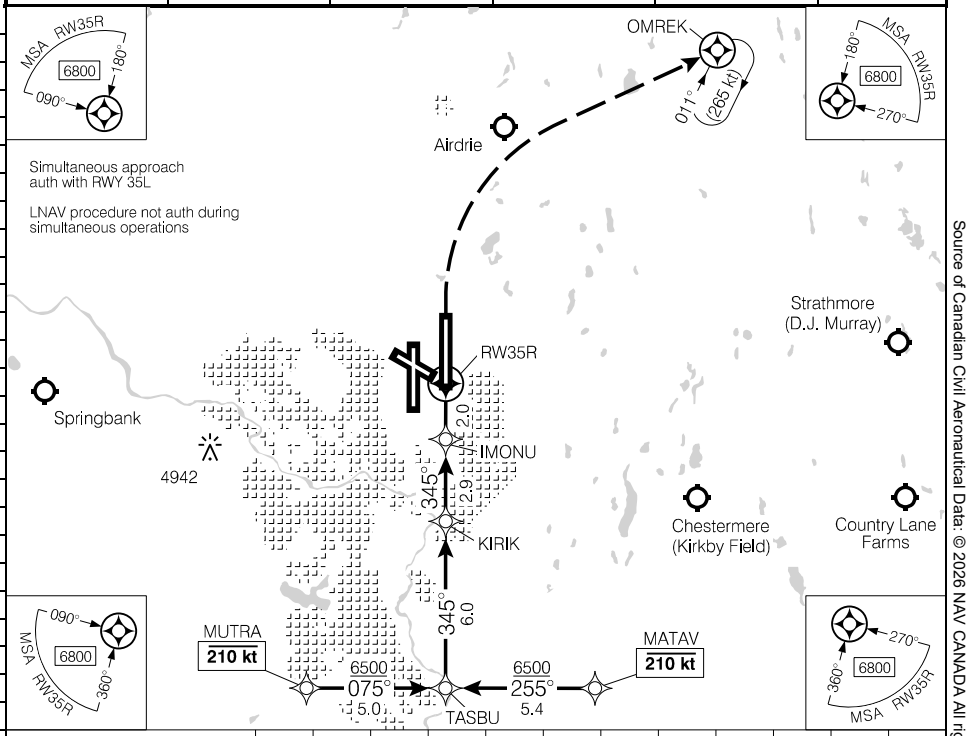
# RNAV (GNSS) Z RWY 35R

510650N 1140113W VAR 15°E

CYYC

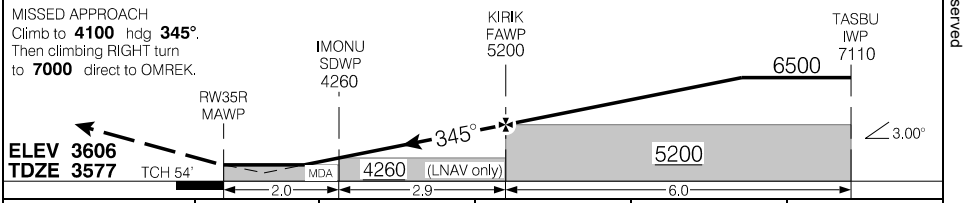
| ATIS – 128.22 | ARR – 126.52 (W) 125.9 (E) 123.85 127.15 | TWR – 118.4 (W) 118.7 (E) 236.6 | GND – 121.9 (W) 125.35 (E) 275.8 | TDZL |
|---|---|---|---|---|

| SAFE ALT 100 NM | WAAS | APCH CRS | MIN ALT KIRIK | LDA |
|---|---|---|---|---|
| 13,800 | Ch 80357 W35E | 345° | 5200 | 14000 |




| DIST FROM RW35R | 1.4 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9.0 | 10 | 10.9 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 4060 | 4260 | 4580 | 4900 | 5220 | 5540 | 5850 | 6170 | 6500 | 6810 | 7110 |

MISSED APPROACH
Climb to **4100** hdg **345°**.
Then climbing RIGHT turn to **7000** direct to OMREK.




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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | 3770 | (200) | ½ RVR 26 | |
| LNAV/VNAV (min. -24°C, max. 50°C) | 3945 | (375) | 1 RVR 50 | |
| LNAV | 4060 | (490) | 1 RVR 50 | |

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CALGARY/YYC CALGARY INTL, AB

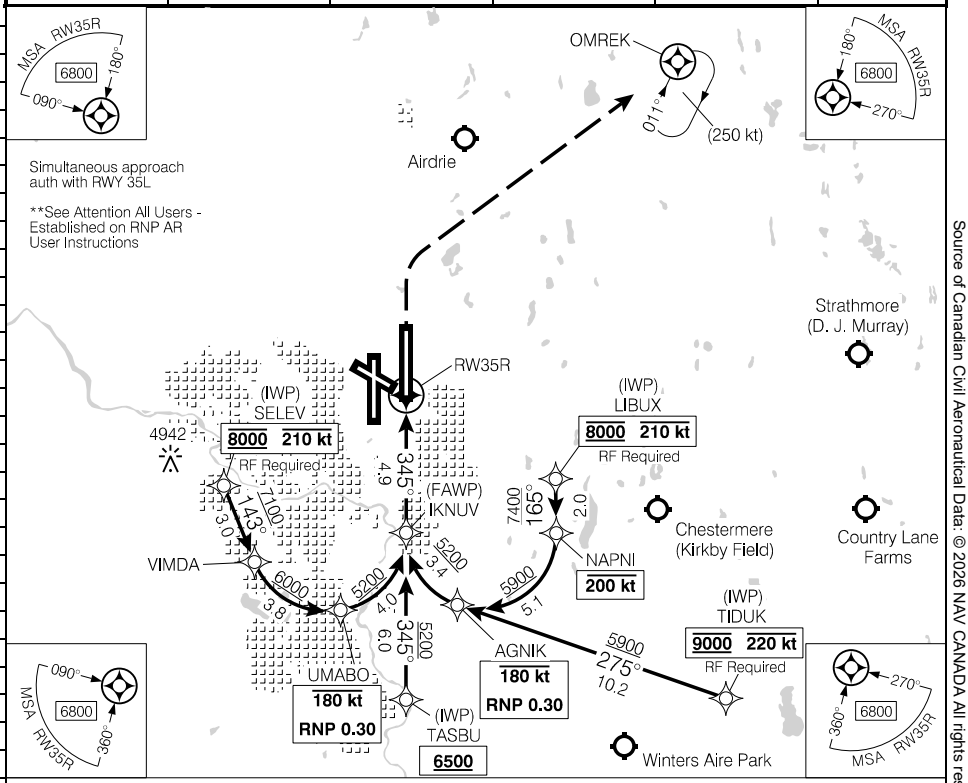
# RNAV (RNP) Y RWY 35R

510650N 1140113W VAR 15°E

CYYC

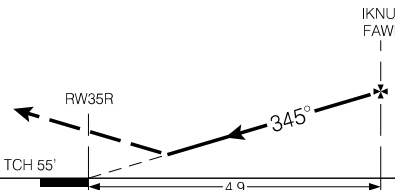
| ATIS – 128.22 | ARR – 126.52 (W) 125.9 (E) 123.85 127.15 | TWR – 118.4 (W) 118.7 (E) 236.6 | GND – 121.9 (W) 125.35 (E) 275.8 | TDZL |
|---|---|---|---|---|

| SAFE ALT 100 NM | RNAV | APCH CRS | MIN ALT IKNUV | LDA |
|---|---|---|---|---|
| 13,800 | | 345° | 5200 | 14000 |




MISSED APPROACH
Climb to **4100** hdg **345°**. Then climbing RIGHT turn to **7000** direct to OMREK. As required shuttle climb.

**ELEV** 3606
**TDZE** 3577




| | CATEGORY | A | B | C | D |
|---|---|---|---|---|---|
| | RNP 0.10 | 3837 | (267) | 1 RVR 50 | |
| AUTHORIZATION REQUIRED (min. -24° C) (max. 50° C) | RNP 0.15 | 3889 | (319) | 1 RVR 50 | |
| | RNP 0.30 | 4010 | (440) | 1 RVR 50 | |

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## Departure Route Description
## (Non-Jet acft only)

**All rwys:** Climb to and maintain **7000** for vectors to assigned route or depicted fix.

**Rwy 11:** Climb hdg **105°** or as assigned.

**Rwy 17L & 17R:** Climb hdg **165°** or as assigned.

**Rwy 29:** Requires a minimum climb gradient of **300** ft/NM to **6500**.
Climb hdg **285°** or as assigned.

**Rwy 35L & 35R:** Climb hdg **345°** or as assigned.

DEPARTURE CLIMB RATE V/V (FPM)

| GROUND SPEED | 90 | 120 | 140 | 160 | 180 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|---|---|
| 300 FT/NM | 450 | 600 | 700 | 800 | 900 | 1000 | 1250 | 1500 |

## 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 the last assigned altitude proceed directly on course;
3. Maintain last assigned altitude for 10 minutes* after take-off; then,
4. Climb to flight planned altitude.

* West and Southwest bound flights - Proceed to the first enroute intxn at last assigned or acknowledged altitude, then shuttle climb to MEA BPOC.

**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 (VECTOR)

# CALGARY EIGHT DEP (YYC8.)






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CALGARY EIGHT DEP (YYC8.)

EFF 20 FEB 25

CYYC



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

## Departure Route Description
## (Jet acft only)

**All rwys:** Climb to and maintain **7000** for vectors to assigned route or depicted fix.

**Rwy 17L:** Climbing LEFT turn hdg **155°** or as assigned by ATC.

**Rwy 17R:** Climb on hdg **165°** or as assigned by ATC.

**Rwy 35L:** Climb hdg **345°** or as assigned by ATC.

**Rwy 35R:** Climbing RIGHT turn hdg **360°** or as assigned by ATC.

**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. Transponder 7600;
2. Upon reaching last assigned altitude proceed directly on course;
3. Maintain last assigned altitude for 10 minutes* after take-off; then,
4. Climb to flight planned altitude.

* West and Southwest bound flights – Proceed to the first enroute intxn at last assigned or acknowledged altitude, then shuttle climb to MEA BPOC.

**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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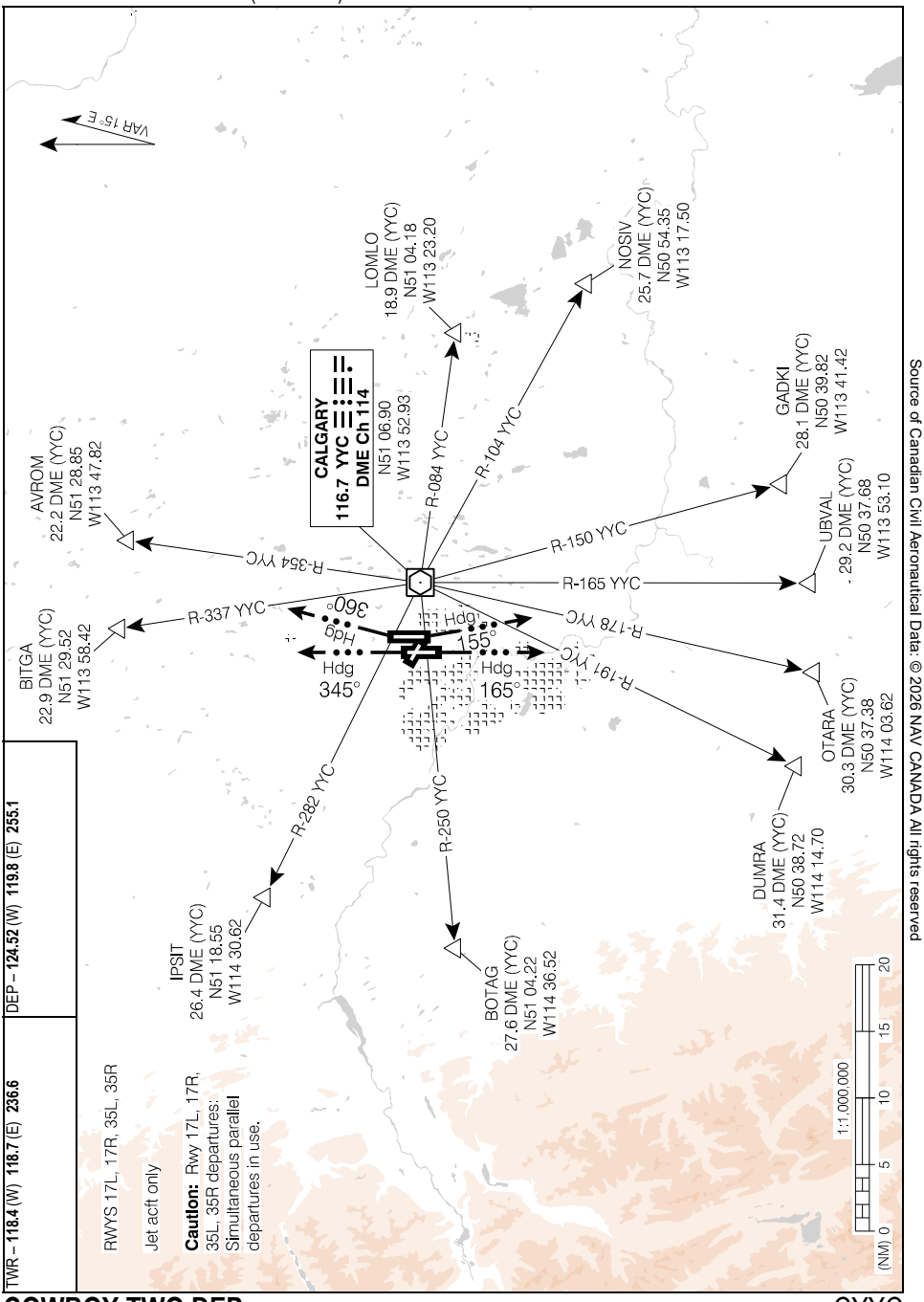
SID (VECTOR)

# COWBOY TWO DEP (CWBOY2.)

CALGARY/YYC CALGARY INTL, AB

CYYC




TWR – 118.4 (W) 118.7 (E) 236.6

DEP – 124.52 (W) 119.8 (E) 255.1

RWYS 17L, 17R, 35L, 35R

Jet acft only

**Caution:** Rwy 17L, 17R, 35L, 35R departures: Simultaneous parallel departures in use.

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COWBOY TWO DEP (CWBOY2.)

CYYC

EFF 20 FEB 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

## Departure Route Description
## (Non-Jet acft only)

**All rwys:** Climb to and maintain **7000** for vectors to assigned route or depicted fix.

**Rwy 17L:** Climbing LEFT turn hdg **155°** or as assigned.

**Rwy 17R:** Climb hdg **165°** or as assigned. No RIGHT turn below **4300**.

**Rwy 35L:** Climb hdg **345°** or as assigned.

**Rwy 35R:** Climbing RIGHT turn hdg **360°** or as assigned.

---

## Communication Failure

On recognition of failure 10 minutes or less after take-off and in IFR weather conditions, proceed as follows:

1. Transponder 7600;
2. Upon reaching last assigned altitude proceed directly on course;
3. Maintain last assigned altitude for 10 minutes* after take-off; then,
4. Climb to flight planned altitude.

* West and Southwest bound flights – Proceed to the first enroute intxn at last assigned or acknowledged altitude, then shuttle climb to MEA BPOC.

**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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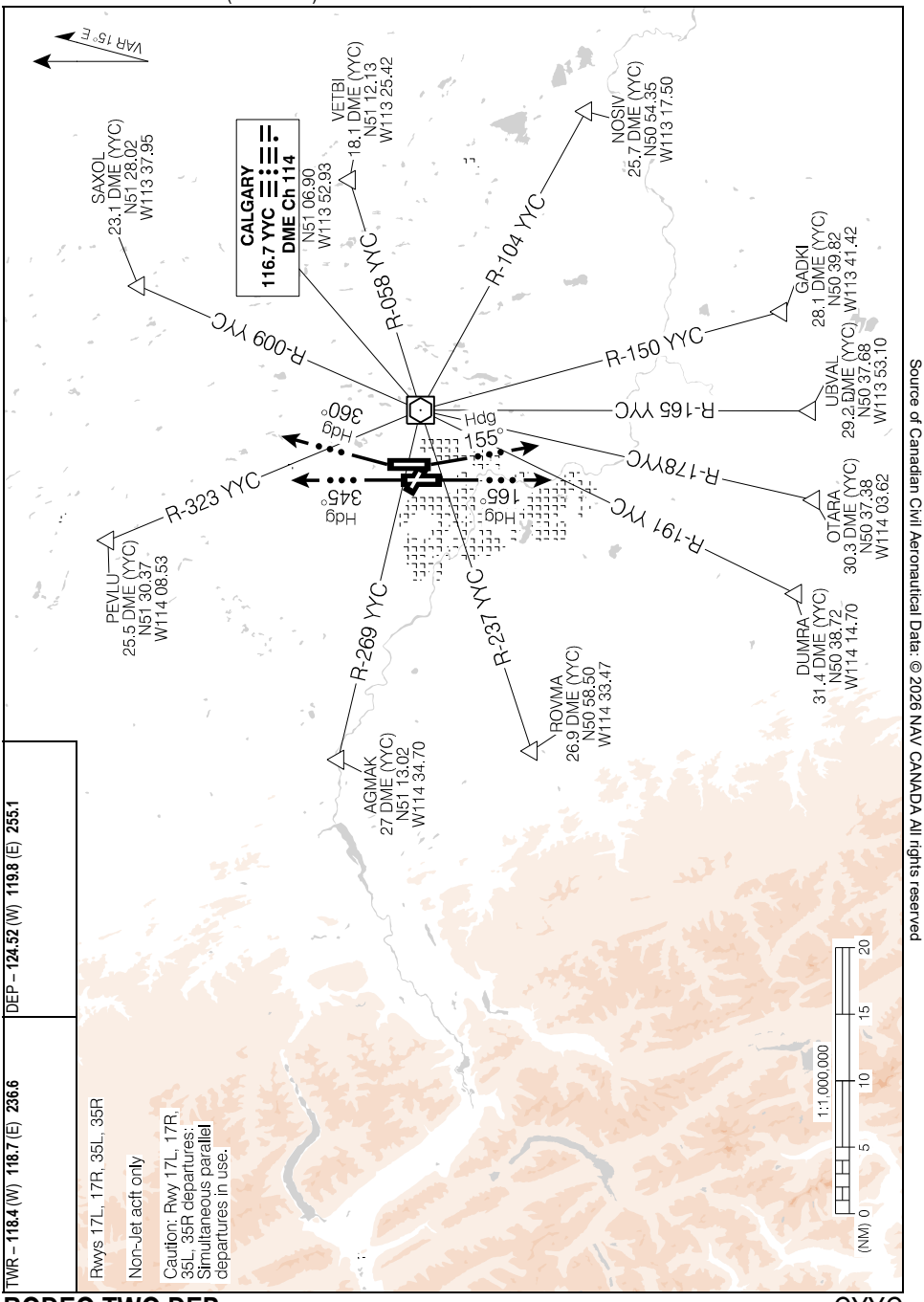
SID (VECTOR)

# RODEO TWO DEP (RODEO2.)

CALGARY/YYC CALGARY INTL, AB

CYYC




TWR – **118.4** (W) **118.7** (E) **236.6**

DEP – **124.52** (W) **119.8** (E) **255.1**

Rwys 17L, 17R, 35L, 35R

Non-Jet acft only

Caution: Rwy 17L, 17R, 35L, 35R departures: Simultaneous parallel departures in use.

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RODEO TWO DEP (RODEO2.)

EFF 20 FEB 25

CYYC



Canada Air Pilot
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## Departure Route Description

**All rwys:** Climb to and maintain **7000** for vectors to assigned route or depicted fix.

**Rwy 11:** Climb on hdg **105°** or as assigned by ATC.

**Rwy 17L & 17R:** Climb on hdg **165°** or as assigned by ATC.

**Rwy 29:** Requires a minimum climb gradient of **300** ft/NM to **6500**.
Climb on hdg **285°** or as assigned by ATC.

**Rwy 35L & 35R:** Climb on hdg **345°** or as assigned by ATC.

DEPARTURE CLIMB RATE V/V (FPM)

| GROUND SPEED | 90 | 120 | 140 | 160 | 180 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|---|---|
| 300 FT/NM | 450 | 600 | 700 | 800 | 900 | 1000 | 1250 | 1500 |

**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 the last assigned altitude proceed directly on course;
3. Maintain last assigned altitude for 10 minutes* after take-off; then,
4. Climb to flight planned altitude.

* West and Southwest bound flights - Proceed to the first enroute intxn at last assigned or acknowledged altitude, then shuttle climb to MEA BPOC.

**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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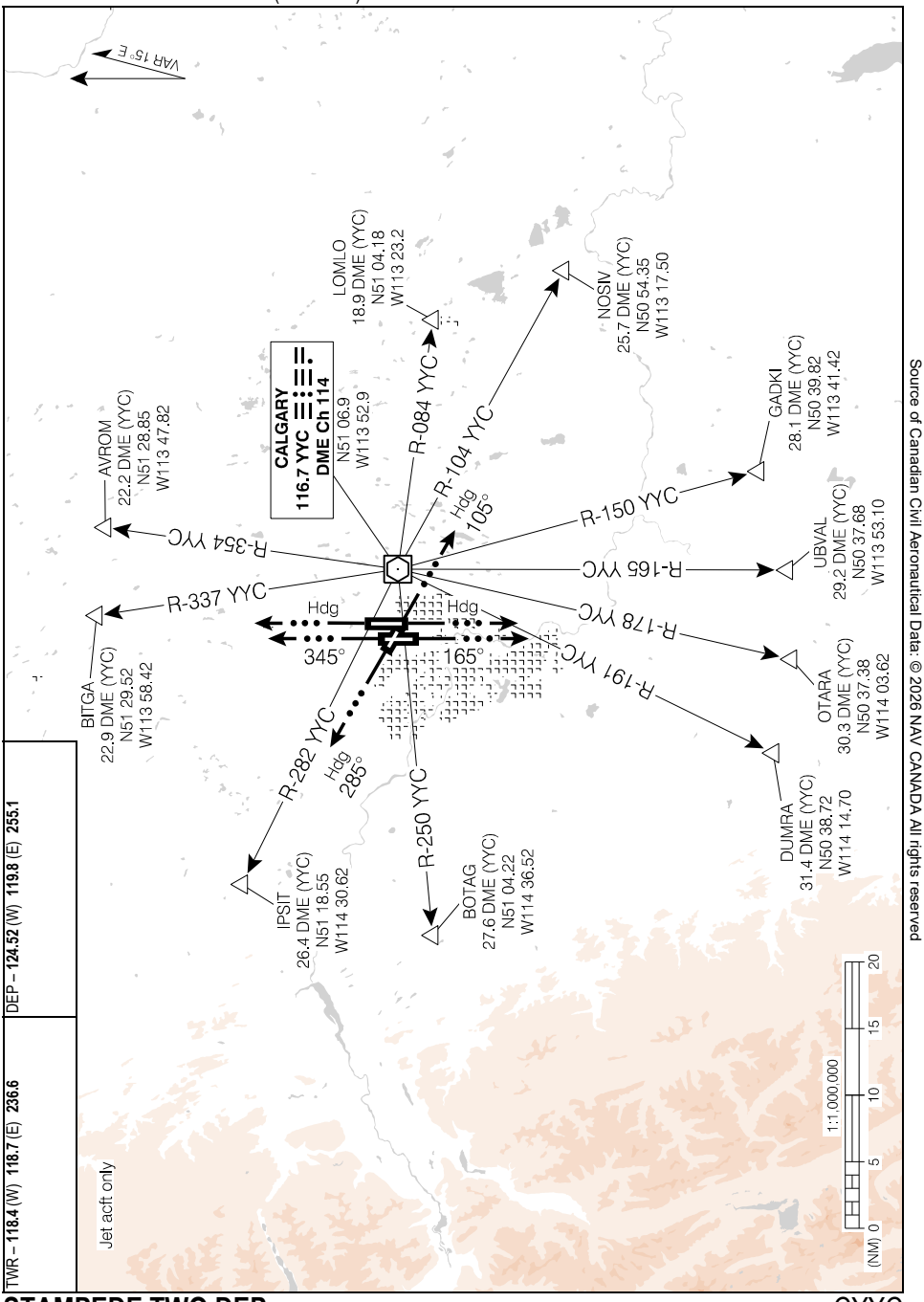
SID (VECTOR)

# STAMPEDE TWO DEP (STAMP2.)

CALGARY/YYC CALGARY INTL, AB

CYYC




TWR – 118.4 (W) 118.7 (E) 236.6

DEP – 124.52 (W) 119.8 (E) 255.1

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STAMPEDE TWO DEP (STAMP2.)

EFF 20 FEB 25

CYYC



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

## Departure Procedure

**All rwys**: To remain clear of CYA226(T), CYA227(T) & CYA228(H), climb between hdg **307°** CW to **246°**.

**Rwy 11 – ½**: When CYA263(S) is active: NO RIGHT turn below **6100**.

**Rwy 17L – ½**: When CYA263(S) is active: Requires a minimum climb gradient of **290** ft/NM to **9400**.

**Rwy 17R – ½**: NO RIGHT turn below **4300**. When CYA263(S) is active: Requires a minimum climb gradient of **310** ft/NM to **9500**

**Rwy 29 – ½**: Refer to SID.

**Rwy 35L – ½**: When CYA263(S) is active: Climb hdg **345°** to **5300** BPOC.

**Rwy 35R – ½**: When CYA263(S) is active: Climb hdg **345°** to **5200** BPOC.

DEPARTURE 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 |
| 310 FT/NM | 470 | 620 | 730 | 830 | 930 | 1040 | 1300 | 1550 |

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## Application

These procedures apply to JET AIRCRAFT unless noted otherwise.

## Preferential Runways (All Aircraft)

ATC will designate runways to divert as many take-offs as possible, consistent with safety of operations, from flight over residential areas adjacent to the airport. Use of other than designated runways should only be requested to meet operational necessity.

Taking into consideration the following conditions and except as authorized by ATC, all aircraft will use the following preferential runways:

| All Aircraft | | |
|---|---|---|
| **Operation** | **Local Time** | **Preferential Runway** |
| **ARRIVALS** | | |
| | Monday-Friday 06:00-07:00 | 35R |
| | Monday-Friday 07:00-23:00<br>Saturday-Sunday 09:00-23:00 | 35L, 35R |
| | Monday-Friday 23:00-06:00<br>Saturday-Sunday 23:00-09:00 | 17R, 17L, 29 |
| **DEPARTURES** | | |
| | All hours | 35L, 35R |
| ICAO Annex 16 Chapter 2 (FAA Stage 2) and non-noise certified aircraft departures – ALL HOURS | | 35L, 35R |

1. Physical condition of surface.
2. Effective crosswind component not to exceed 15 knots for arrivals, 20 knots for departures.
3. Effective tailwind component not to exceed 5 knots.
4. Other Safety considerations declared by the Captain of the aircraft.

## Departure Procedures

| Rwy | NADP |
|---|---|
| All rwys | 1 or 2 |

**SID cancellation does not terminate Noise Abatement Procedure.** ICAO Annex 16 Chapter 2 (FAA Stage 2) and non-noise certified military aircraft will be assigned rwy 35L for departures when rwys 29 and 35L are in use.

| Runway | Noise Abatement Procedures |
|---|---|
| 11, 29 | SID routing shall be followed to **6500'**. |
| 17L | No left turns beyond hdg 155 or no right turns beyond hdg 185 below **6500'**. |
| 17R | No right turns below **6500'**. No left turns beyond hdg 135 below **6500'**. |

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| Runway | Noise Abatement Procedures |
|---|---|
| 35L | No left turns below **6500'**. No right turns beyond hdg 015 below **6500'**. |
| 35R | No left turns beyond hdg 315 or no right turns beyond hdg 360 below **6500'**. |

**It is the pilot's responsibility to adhere to published Noise Abatement Procedures.**

## Arrival Procedures – Visual Approach

**Clearance for approach or for landing does not cancel the arrival procedures described below.** Pilots are requested to use delayed gear and flap extension and low power/drag configurations consistent with operating procedures and safety.

| Runway | Noise Abatement Procedures |
|---|---|
| All rwys | Military jet aircraft multiple circuits and all overhead breaks prohibited. |
| 11 | Join final approach at or above the PAPI glide path slope. |
| 29, 35L, 35R, 17R and 17L | Intercept final approach at or above **4800'** ASL and prior to the FAF or FAWP for the rwy in use. |

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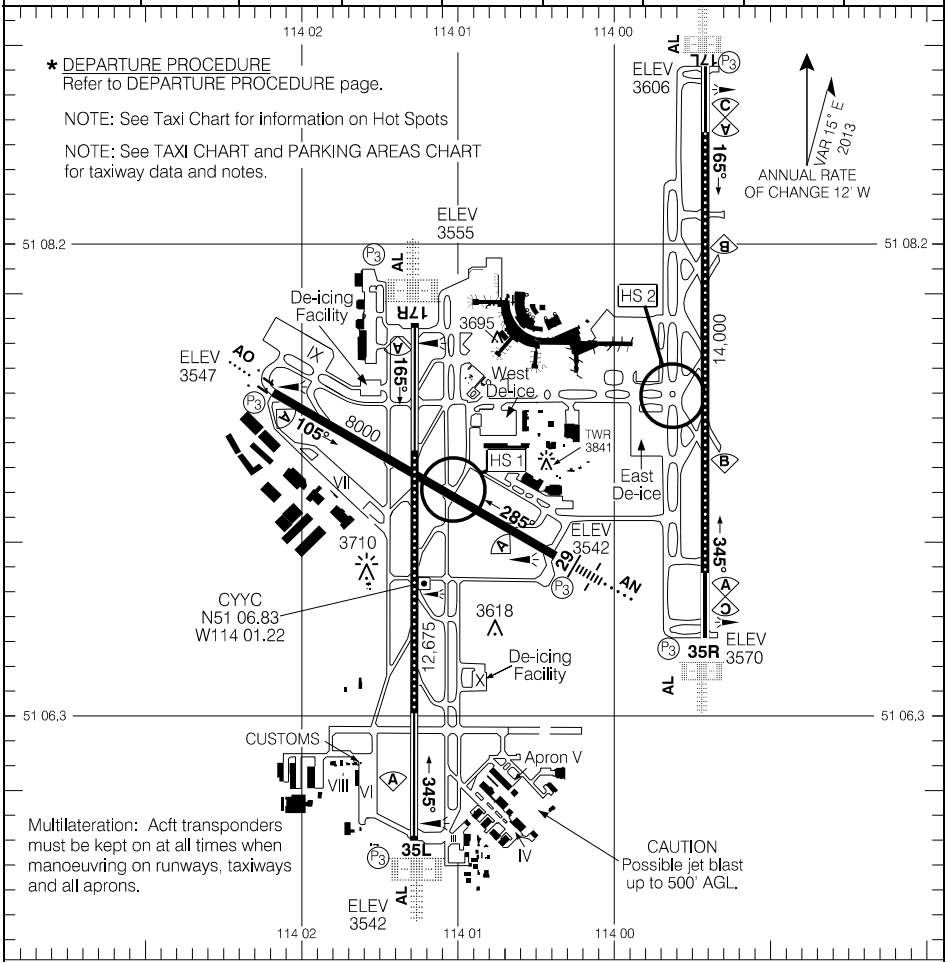
CALGARY/YYC CALGARY INTL, AB

# AERODROME CHART

CYYC

| | | | |
|---|---|---|---|
| ATIS – **128.22** | CLNC DEL – **120.82**<br>APRON – **121.3** (I)<br>GND – **121.9** (W) **125.35** (E) **275.8** | TWR – **118.4** (W) **118.7** (E) **236.6** | DEP – **124.52** (W) **119.8** (E) **255.1** |

| DECL DISTS | 11 | 29 | 17R | 17L | 35L | 35R | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 8000 | 8000 | 12675 | 14000 | 12675 | 14000 | | |
| TODA | 8719 | 8719 | 13659 | 14984 | 13659 | 14984 | | |
| ASDA | 8000 | 8000 | 12675 | 14000 | 12675 | 14000 | | |
| LDA | 8000 | 8000 | 12675 | 14000 | 12675 | 14000 | | |




| RUNWAY LEVEL OF SERVICE | |
|---|---|
| RVO | LVO |
| RWY 11, 17R, 17L, 29, 35L, 35R: RVR 1200 | RWY 17L, 35R: RVR 600 |
| TAKE-OFF MINIMA | SCALE IN FEET |
| All Rwys: * | 2000 0 2000 |

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# AERODROME CHART

CYYC

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 |
| 11 | A<br>C<br>G<br>F1<br>F/U | 3373<br>5000<br>5165<br>6000<br>8000 | <br><br><br><br>F/U | <br><br><br>F1<br> |
| 17L | D1<br>D3<br>D5<br>S<br>Q<br>B | 4154<br>6549<br>8261<br>11,979<br>13,475<br>13,795 | <br>D3<br>D5<br><br><br> | <br>D3<br><br><br><br> |
| 17R | A1<br>C2<br>C1<br>A3<br>C3<br>C/A | 3976<br>5840<br>6415<br>7489<br>8516<br>12,675 | <br><br>C1<br>A3<br>C3<br> | <br><br>C1<br>A3<br><br> |
| 29 | C<br>A<br>J2<br>W/J | 3200<br>4853<br>6606<br>8000 | <br><br>J2<br>J | <br><br>J2<br> |
| 35L | C3<br>A3<br>C1<br>C2<br>A1<br>C4<br>C6<br>A/C | 4154<br>5181<br>6255<br>6830<br>8684<br>9369<br>10,984<br>12,675 | <br><br><br>C2<br><br>C4<br><br> | <br><br><br>C2<br><br><br><br> |
| 35R | D2<br>D4<br>D6<br>Z<br>V<br>D | 4156<br>6462<br>8265<br>10,205<br>13,475<br>13,795 | <br>D4<br>D6<br><br><br> | D2<br>D4<br><br><br><br> |

Pilots may plan their arrivals using the above table of threshold-to-exit-point distances. The distances are measured from the landing threshold to the point of the intersection of the runway centreline and the extended exit taxiway centreline.

During HIRO operations, the Control Tower may nominate the rwy exit. Compliance with ATC nomination of rwy exit is at the pilot's discretion and should be acknowledged.

REMARK: For detailed information on High Intensity Runway Operations, pilots may refer to AIP RAC 4.4.10

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**Reduced Take-Off Runs**

When authorized by ATC, intersection departures are available as follows:

| RUNWAY | INTERSECTION | RUNWAY REMAINING |
|---|---|---|
| 17L | V<br>Z | 13680<br>10450 |
| 35R | Q<br>S | 13680<br>12200 |

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# Notes

## Widebody Aircraft

***A380/*B747-8/*AN124 Available Taxiways:** B, BA, BC, D, D1, D2, D3, D4, D5, D6, E, EA, J (east of JS), JS, JQ, JR, R, S, V, Q, Z, Apron IX and Apron IX De-Ice Pad.

*Twy H and C (north of J) restricted from simultaneous use by aircraft with wingspan greater than 170'.

**Aircraft with wingspan 214' to 262':**

Specific aircraft operations plan in effect. Restrictions in place include:

- Strict adherence to taxiway centre line is required at all times.
- Discretionary oversteering is required at all intersections.

**A340-600/777-300:** Discretionary oversteer required at all intersections.

## Runways:

Rwy 17R: Right turn on Twy A at Threshold 35L restricted to aircraft with wingspan of 118' or less.

## Taxiways

P, GB, GD: Uncontrolled.

L west of A, YD & YE: Restricted to aircraft with wingspan of 118' or less.

C: Right turn on YB restricted to aircraft with wingspan of 118' or less.

F: Left turn on G restricted to aircraft with wingspan of 118' or less.

F: Left turn on F1 restricted to aircraft with wingspan of 79' or less.

F1: Right turn on F restricted to aircraft with wingspan of 79' or less.

G: Right turn on F restricted to aircraft with wingspan of 118' or less.

GB & GD: Restricted to one-way westbound.

J eastbound: Right turn on J2 restricted to aircraft with wingspan of 79' or less.

J2: Left turn on J restricted to aircraft with wingspan of 79' or less.

K: Turning westbound on C and C turning eastbound on HB restricted from simultaneous use by aircraft with wingspan greater than 170'.

Y: Right turn on YB restricted to aircraft with wingspan of 118' or less.

YB: Left turn on C restricted to aircraft with wingspan of 118' or less. Left turn on Y restricted to aircraft with wingspan of 118' or less.

## Aprons:

Apron I taxi lane btwn Twy EA and Twy BC restricted to acft with wingspan of 118' or less.

## Hot Spots

HS 1 – Crossing Rwy 29, aircraft mistake Twy G and Twy C.

HS 2 - Aircraft taxiing for departure Rwy 17L via Twy J, B, D or Twy E, B, D often miss the turn onto Twy B and instead turn onto Twy D, conflicting with aircraft on Twy D3.

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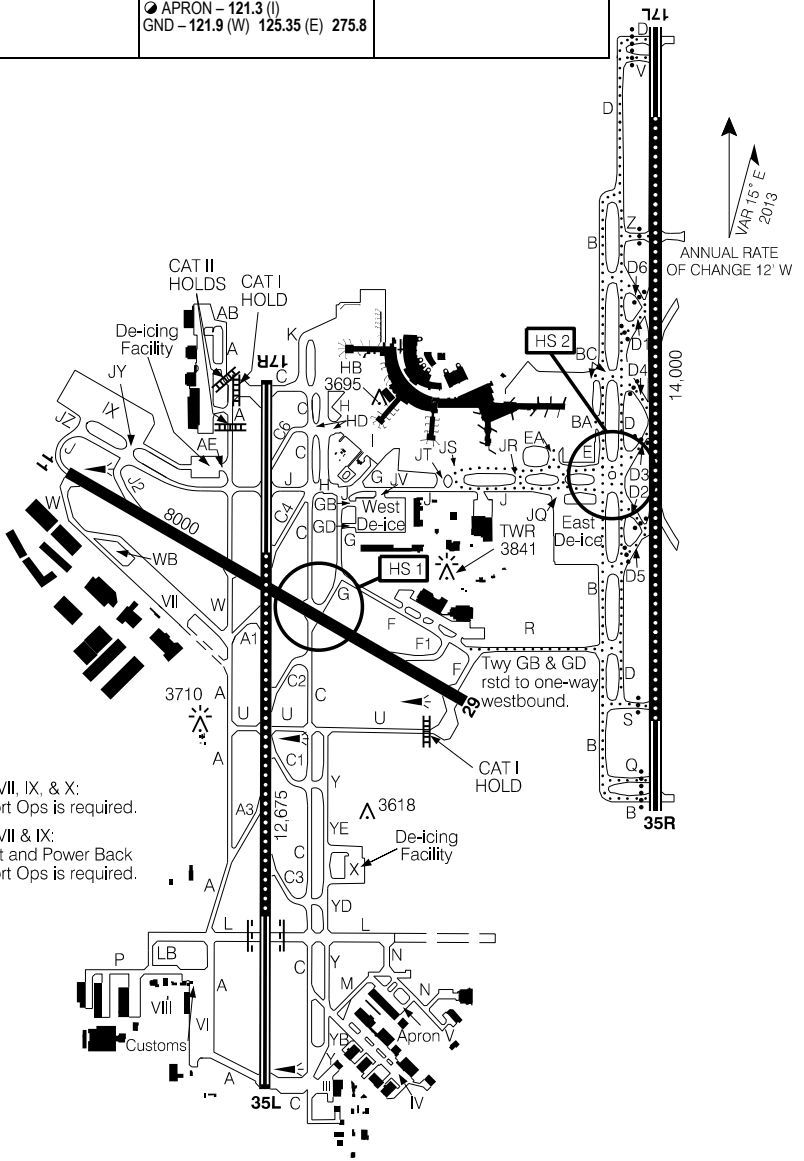
# TAXI CHART

CYYC

| ATIS – **128.22** | CLNC DEL – **120.82**<br>APRON – **121.3** (I)<br>GND – **121.9** (W) **125.35** (E) **275.8** | TWR – **118.4** (W) **118.7** (E) **236.6** |
|---|---|---|

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## Low Visibility Procedures (RVR less than 1200 to 600 ft) and Reduced Visibility Procedures (RVR less than 2600 to 1200 ft)

### Low/Reduced Visibility Taxi Routes

Anticipated taxi routes will be identified, and should portions thereof be unavailable, alternate routes will be identified.

Once an aircraft has commenced taxi for takeoff, or taxi after landing, and the visibility falls below the published level of service on the given taxiway, the aircraft may continue to taxi.

Aircraft requiring imminent departure are permitted to tow during RVO but must obtain taxi routing clearances and follow all applicable airside traffic directives guidelines. Tow operations below 1200 RVR are not authorized on manoeuvring areas.

Engine run ups will not be allowed.

### Departures

Departures during LVO will be on rwy 17L/35R. During RVO, the departure runway will be identified.

Runways 17L/35R and 17R/35L are equipped with high intensity edge lights, threshold/end lights, and centreline lights. Rwy 17L/35R is equipped with rapid-exit Twy lighting.

Departure taxi routes will be the most direct route to the threshold. Intersection departures are not permitted with the exception of Twy V and Twy Q. If the primary route is unavailable, Calgary Tower may recommend a secondary route.

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**Sequencing of Ground Movements for Take-off**

Pilots must follow instructions on Sequencing of Ground Movements for Take-off as described in CAP GEN Operating Minima.

**Surface Movement Ground Control System**

All taxi hold positions on taxiways leading to Runway 17L/35R are equipped with stop bars.

Prior to manoeuvring on aprons, aircraft are recommended to contact Apron Advisory Service.

**AT NO TIME SHALL A PILOT CROSS AN ILLUMINATED RED STOP BAR**

## Arrivals

Arrivals during LVO will be on rwy 17L/35R. During RVO, ATC will designate the arrival runway.

Calgary Tower will direct arrival taxi routes in order to ensure the aircraft exits the runway at the first available exit, and will provide instruction from the runway to the Apron.

## Airport Services And Equipment Available Under Low Or Reduced Visibility Operations

Airport Surface Movement & Ground Control System (A-SMGCS)

Upon request “follow-me” service can be provided to aircraft. Requests should be made with as much notice as possible.

| Runway Level of Service | |
|---|---|
| **Rwy** | **Certification** |
| 11 | RVR 1200 |
| 29 | RVR 1200 |
| 17L | RVR 600 |
| 35R | RVR 600 |
| 17R | RVR 1200 |
| 35L | RVR 1200 |

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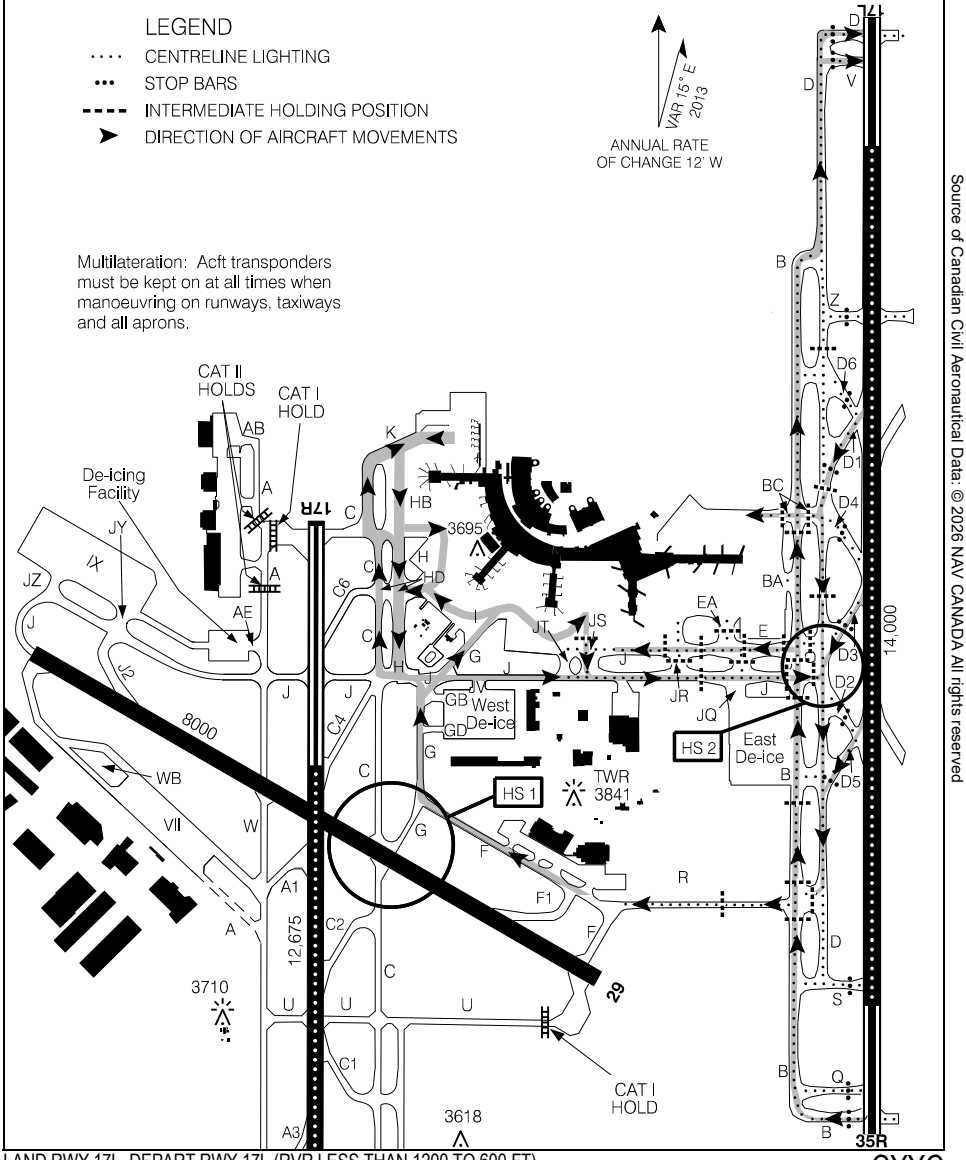
# LOW VISIBILITY TAXI CHART

LAND RWY 17L, DEPART RWY 17L (RVR LESS THAN 1200 TO 600 FT)

CALGARY/YYC CALGARY INTL, AB
CYYC

| | | |
|---|---|---|
| ATIS – **128.22** | CLNC DEL – **120.82**<br>APRON – **121.3** (I)<br>GND – **121.9** (W) **125.35** (E) **275.8** | TWR – **118.4** (W) **118.7** (E) **236.6** |

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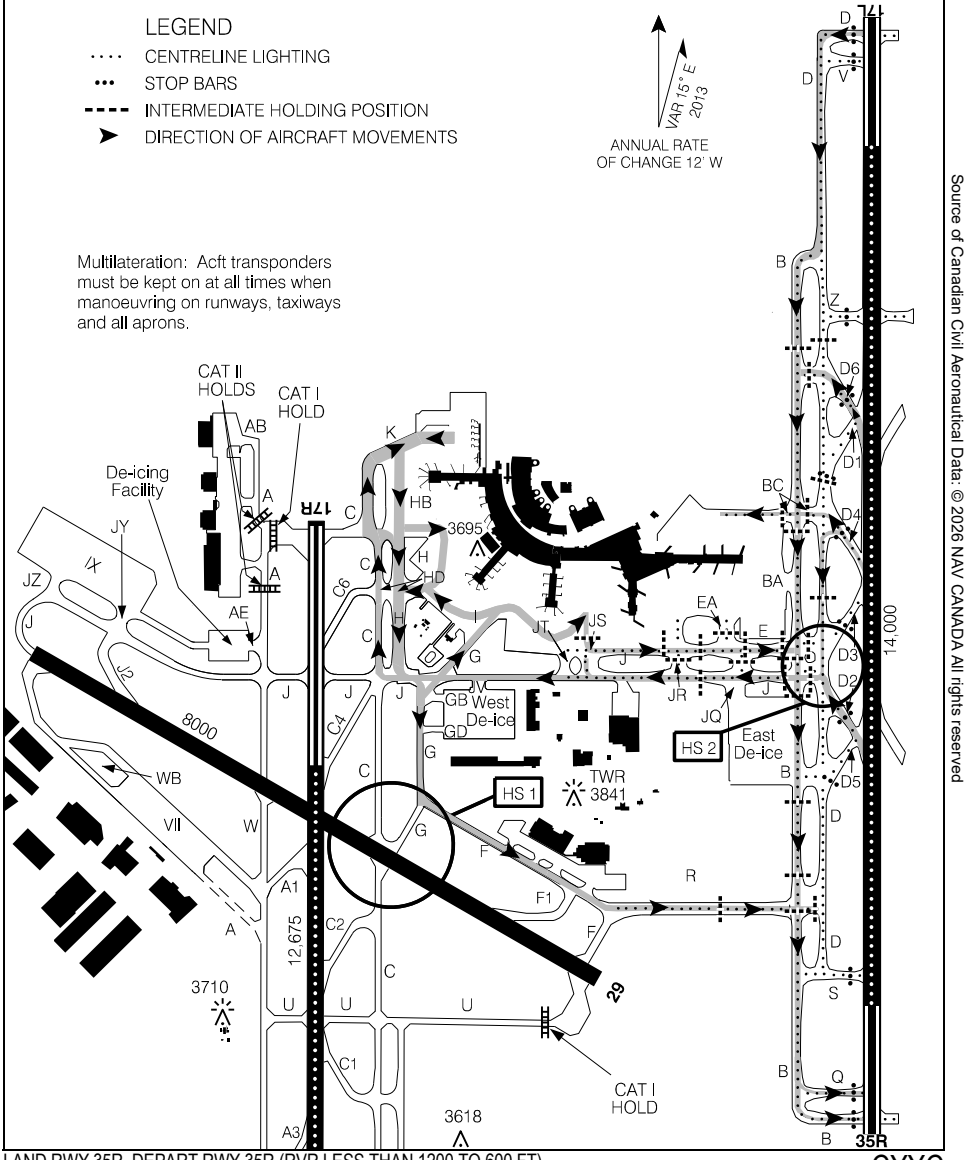
# LOW VISIBILITY TAXI CHART

LAND RWY 35R, DEPART RWY 35R (RVR LESS THAN 1200 TO 600 FT)

CALGARY/YYC CALGARY INTL, AB

CYYC

| | | |
|---|---|---|
| ATIS – **128.22** | CLNC DEL – **120.82**<br>APRON – **121.3** (I)<br>GND – **121.9** (W) **125.35** (E) **275.8** | TWR – **118.4** (W) **118.7** (E) **236.6** |

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LAND RWY 35R, DEPART RWY 35R (RVR LESS THAN 1200 TO 600 FT)
LOW VISIBILITY TAXI CHART

CYYC

EFF 22 JAN 26



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

**De-icing Procedures**

1. Contact CALGARY DE-ICE on 129.5 thirty (30) min prior to push-back with aircraft type and estimated push-back time.
2. Contact CALGARY DE-ICE on 129.5 five (5) min prior to push-back to confirm treatment type and DE-ICE pad assignment.
3. Follow normal pushback procedures and advise Apron Advisory EAST or WEST DE-ICE pad has been assigned.
4. East Pad - Enter from Twy J at Twy JQ. When instructed by GROUND CONTROL, contact PAD CONTROL on 129.12 prior to entering pad.
5. West Pad - Enter from Twy J at Twy JV. When instructed by GROUND CONTROL, contact PAD CONTROL on 122.35 prior to entering pad.
6. Follow PAD CONTROL instructions, signboards and guidance lines to the assigned staging position or de-icing bay and confirm "BRAKES SET" when in position with nosewheel on stop bar.

   AUTOMATIC MODE (Active signboard guidance)
   As the aircraft enters the de-icing bay, proximity capturing devices will recognize the aircraft. The signboards will actively guide the aircraft to the stop bar position and the signboard will advise SET PARK BRAKE.

   MANUAL MODE (Automatic mode not operational)
   Follow the instructions from PAD CONTROL and stop on the designated stop bar. Nosewheel should be placed as close to the stop bar marking as possible.

   **CAUTION**: The wingtip to tail clearance for aircraft taxiing in the EAST pad from JQ behind staged aircraft is only assured when the staged aircraft nosewheel is on the stop bar.
7. If assigned a staging bay, monitor PAD CONTROL until further instructed.
8. When directed by PAD CONTROL, contact ICEMAN (East 123.35, West 122.72) and confirm "BRAKES SET, AIRCRAFT CONFIGURED FOR DE-ICE."
9. When de-ice is complete, do not move aircraft. When directed by ICEMAN, contact PAD CONTROL on assigned frequency.
10. Advise PAD CONTROL when ready to taxi. PAD CONTROL will assign appropriate GROUND CONTROL frequency to obtain taxi clearance.
11. Queuing is not permitted on Twy J, staging positions are provided on both EAST and WEST pads, reference DE-ICE Facility diagram.

**CAUTION**:

During the de-icing process, thrust setting must not exceed ground idle and/or propellers must remain feathered at all times.

Engine run-ups will only be approved by PAD CONTROL or ICEMAN when operations permit and when it is safe to do so. Engine fan blade ice shedding run-ups are prohibited on the de-ice pads.

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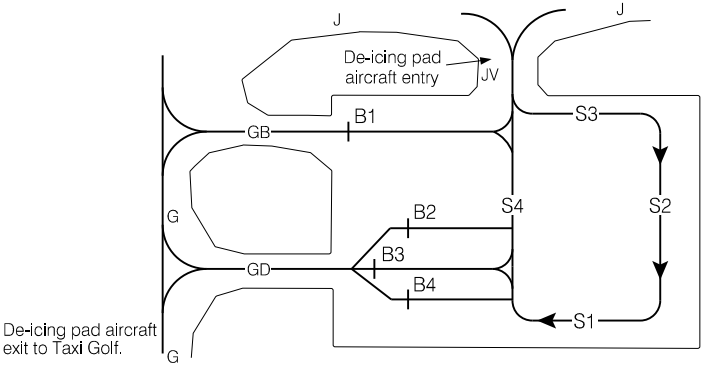
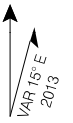
# DE-ICING OPERATIONS

| | |
|---|---|
| ATIS – **128.22** | DE-ICE – **129.5**<br>GND – **121.9** (W) **125.35** (E) **275.8**<br>PAD CTL – **122.35** (W) **129.12** (E)<br>ICEMAN – **122.72** (W) **123.35** (E) |

## WEST DE-ICE



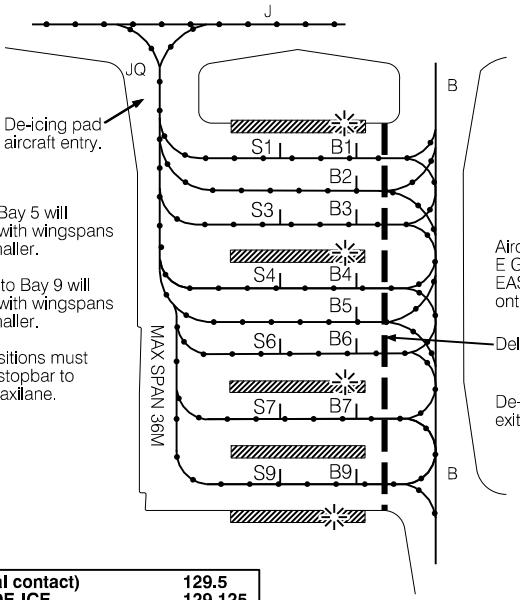

ANNUAL RATE OF CHANGE 12' W

S1, S2 & S3 are staging for narrow-body aircraft only.

S4 is for staging wide-body or narrow-body as directed by ICEMAN WEST DE-ICE

| | |
|---|---|
| **CALGARY DEICE (Initial contact)** | **129.5** |
| **PAD CONTROL WEST DE-ICE** | **122.35** |
| **ICEMAN WEST DE-ICE** | **122.725** |

## EAST DE-ICE



ANNUAL RATE OF CHANGE 12' W

Apron taxilane up to Bay 5 will accomodate aircraft with wingspans of 213' (65m) and smaller.

Apron taxilane Bay 6 to Bay 9 will accomodate aircraft with wingspans of 118' (36m) and smaller.

Aircraft in staging positions must place nosewheel on stopbar to ensure clearance to taxilane.

Aircraft must contact E GND prior to exiting EAST DE-ICE for access onto Twy Bravo.

Delimitation Area Marking

De-icing pad aircraft exit to Twy Bravo.

| | |
|---|---|
| **CALGARY DEICE (Initial contact)** | **129.5** |
| **PAD CONTROL EAST DE-ICE** | **129.125** |
| **ICEMAN EAST DE-ICE** | **123.35** |



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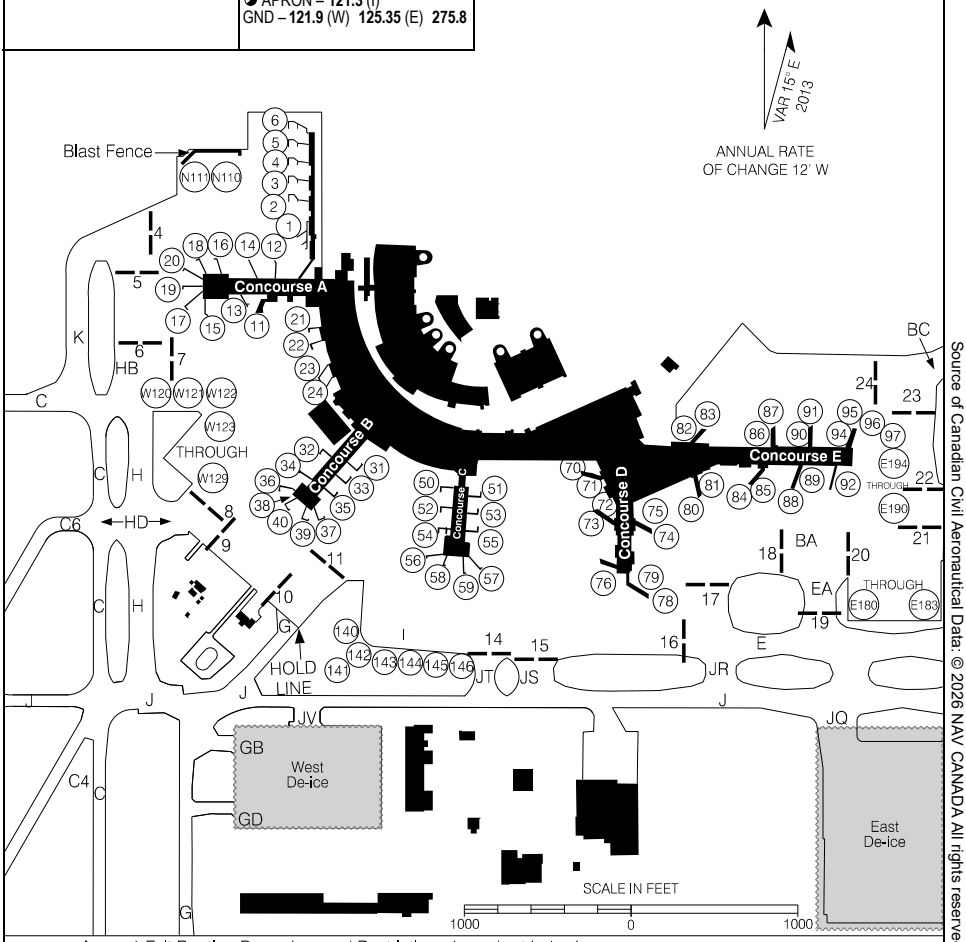
| | |
|---|---|
| ATIS – **128.22** | CLNC DEL – **120.82**<br>APRON – **121.3** (I)<br>GND – **121.9** (W) **125.35** (E) **275.8** |




Apron 1 Exit Routing Procedure and Restrictions (see chart below)

| Routing |
|---|
| Apron I Advisory (121.3 - limited hours) will normally direct departing acft to a taxi position fix dependent upon active runways. |
| Twy JT restricted to aircraft with wingspan of 118' or less. |
| Twy GB is restricted to one-way westbound and to aircraft with wingspan of 118' or less. |
| Twy GD restricted to one-way westbound |

Multilateration: Acft transponders must be kept on at all times when manoeuvring on runways, taxiways and all aprons.

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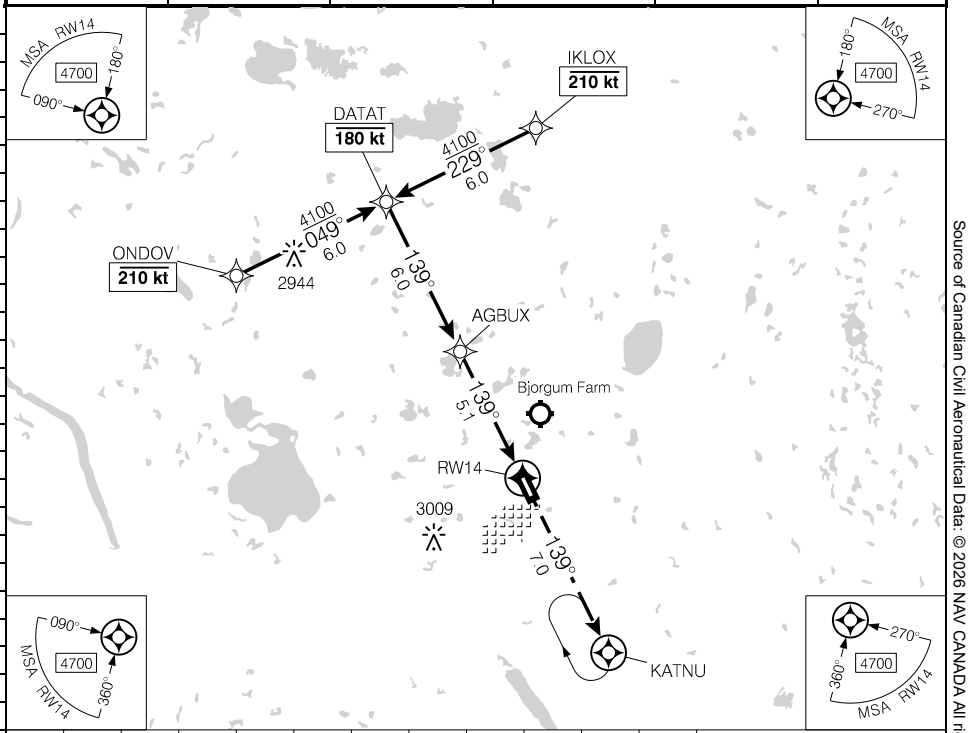
CAMROSE, AB

# RNAV (GNSS) RWY 14

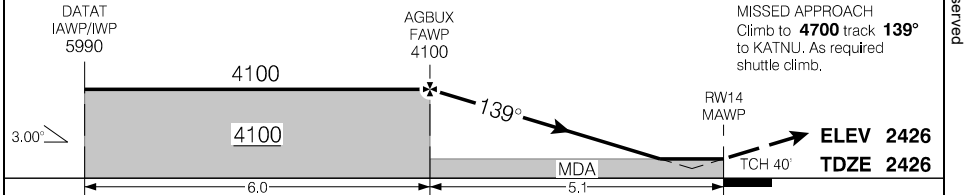
530223N 1124858W VAR 14°E

CEQ3

| | | | | |
|---|---|---|---|---|
| AUTO – **122.97** | TML Edmonton – **119.5** | UNICOM – **122.8** ATF | | ARCAL 122.8(K) |
| SAFE ALT 100 NM **6400** | WAAS **Ch 80110** W14A | APCH CRS **139°** | MIN ALT AGBUX **4100** | LDA **4315** |




| | 11.1 | 10 | 9 | 8 | 7 | 6 | **5.1** | 4 | 3 | 2 | 1.1 | DIST FROM RW14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5990 | 5650 | 5330 | 5010 | 4690 | 4370 | **4100** | 3740 | 3420 | 3100 | 2800 | ALT (3.00° APCH PATH) |




MISSED APPROACH
Climb to **4700** track **139°** to KATNU. As required shuttle climb.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2673** | (250) | 1 | |
| LNAV | **2800** | (377) | 1¼ | |

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

RNAV (GNSS) RWY 14

CEQ3

EFF 23 FEB 23



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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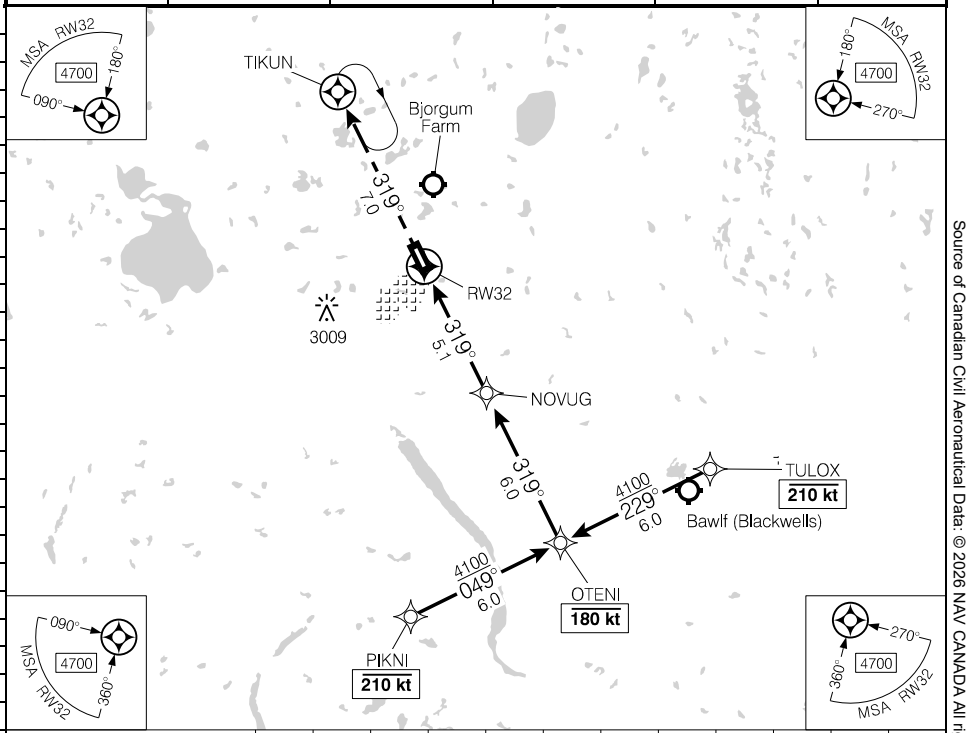
CAMROSE, AB

# RNAV (GNSS) RWY 32

530223N 1124858W VAR 14°E

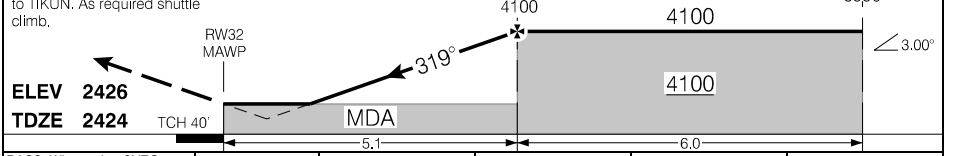
CEQ3

| | | | | |
|---|---|---|---|---|
| AUTO – **122.97** | TML Edmonton – **119.5** | UNICOM – **122.8** ATF | | ARCAL 122.8(K) Ⓐ |
| SAFE ALT 100 NM **6400** | WAAS **Ch 80111** W32A | APCH CRS **319°** | MIN ALT NOVUG **4100** | LDA **4512** |




| DIST FROM RW32 | 1.5 | 2 | 3 | 4 | **5.1** | 6 | 7 | 8 | 9 | 10 | 11.1 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2940 | 3100 | 3420 | 3730 | **4100** | 4370 | 4690 | 5010 | 5330 | 5650 | 5990 |

MISSED APPROACH
Climb to **4700** track **319°** to TIKUN. As required shuttle climb.




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

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2671** | (250) | 1 | |
| LNAV | **2940** | (519) | 1½ | |

# RNAV (GNSS) RWY 32

CEQ3

EFF 23 FEB 23



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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CAMROSE, AB

# AERODROME CHART

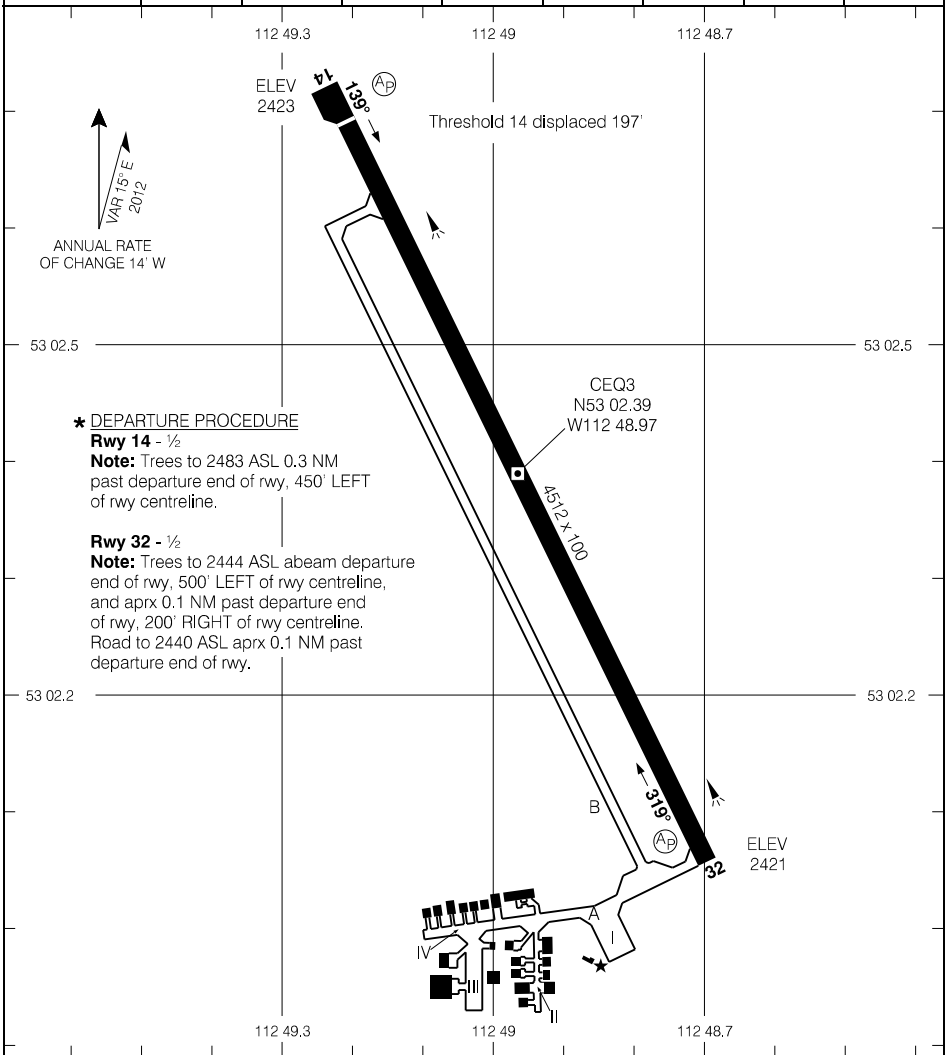
CEQ3

UNICOM – **122.8**

ATF

TML Edmonton – **119.5**

| DECL DISTS | 14 | 32 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 4512 | 4512 | | | | | | |
| TODA | 4712 | 4512 | | | | | | |
| ASDA | 4512 | 4512 | | | | | | |
| LDA | 4315 | 4512 | | | | | | |




TAKE-OFF MINIMA

Rwys 14, 32: *

SCALE IN FEET

1000 0 1000

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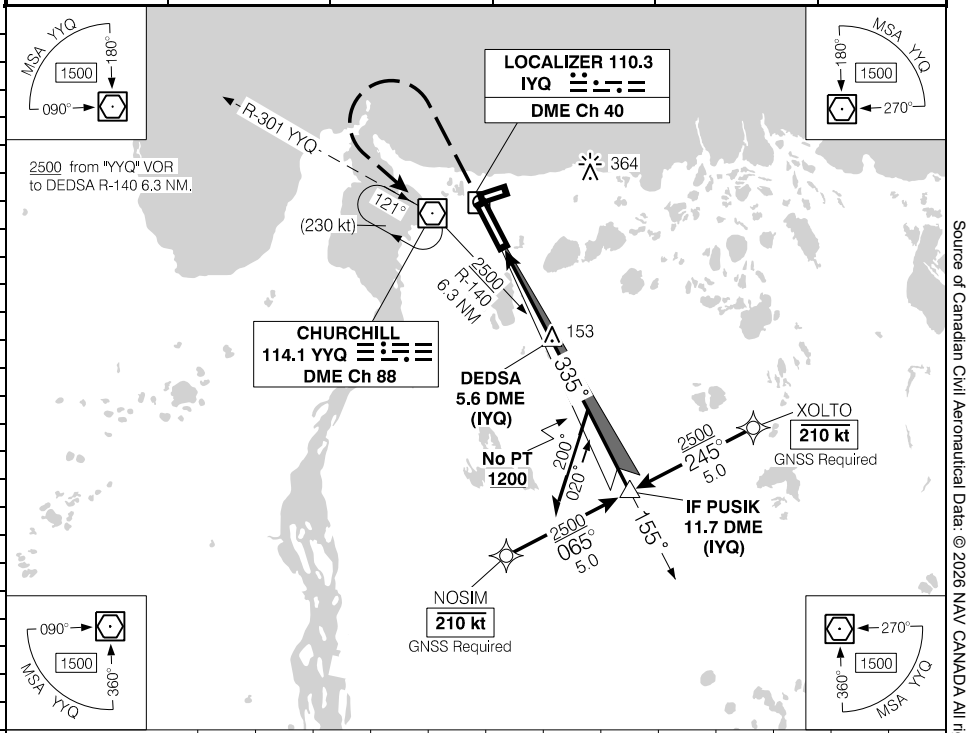
CHURCHILL, MB

# ILS RWY 33

584426N 0940400W VAR 2°W

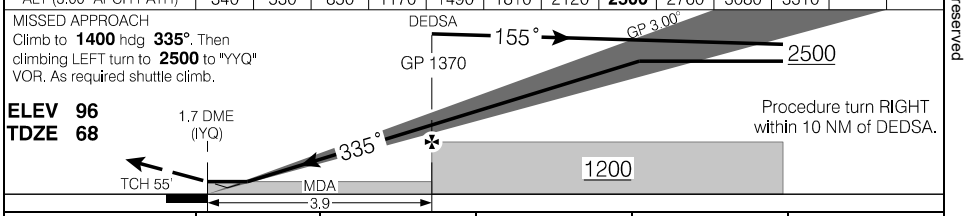
CYYQ

| CTR Winnipeg –134.6 | RADIO – 126.9 MF | | AN P2 |
|---|---|---|---|
| SAFE ALT 100 NM **2400** | LOC IYQ **110.3** | APCH CRS **335°** | GP DEDSA **1370** | LDA **9195** |




| DIST FROM DME (IYQ) | 2.4 | 3 | 4 | 5 | 6 | 7 | 8 | **9.2** | 10 | 11 | 11.7 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 340 | 530 | 850 | 1170 | 1490 | 1810 | 2120 | **2500** | 2760 | 3080 | 3310 |

MISSED APPROACH
Climb to **1400** hdg **335°**. Then climbing LEFT turn to **2500** to "YYQ" VOR. As required shuttle climb.




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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| ILS/DME | **268** (200) ½ RVR 26 | | | |
| LOC/DME | **340** (272) 1 RVR 50 | | | |
| C CIRCLING | **540** (444) 1½ | **560** (464) 1½ | **700** (604) 2 | |

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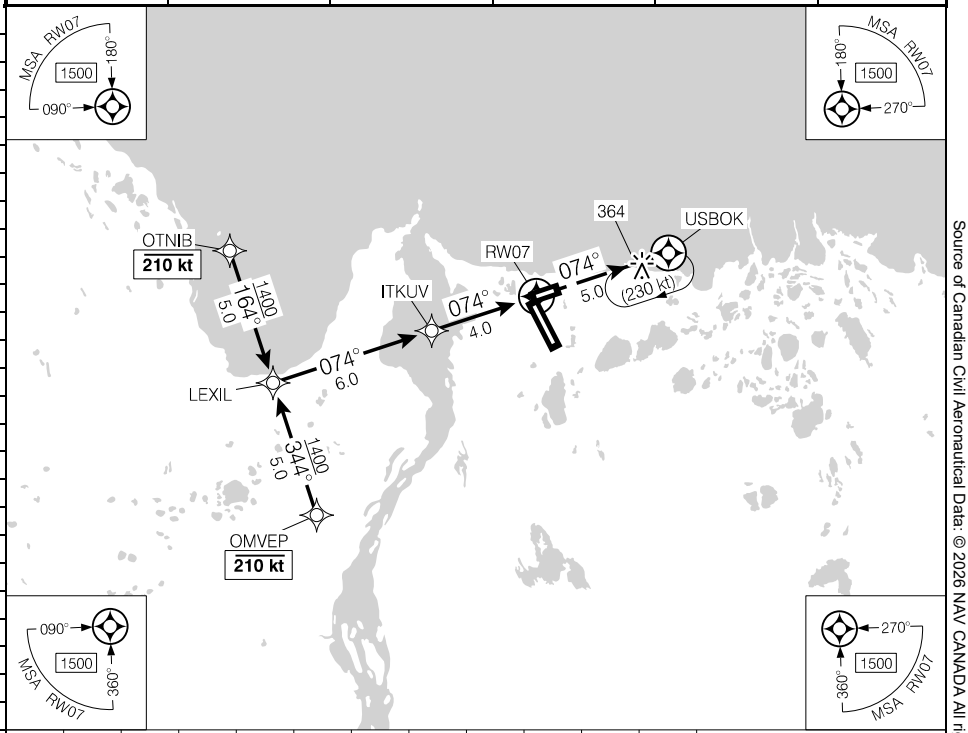
CHURCHILL, MB

# RNAV (GNSS) RWY 07

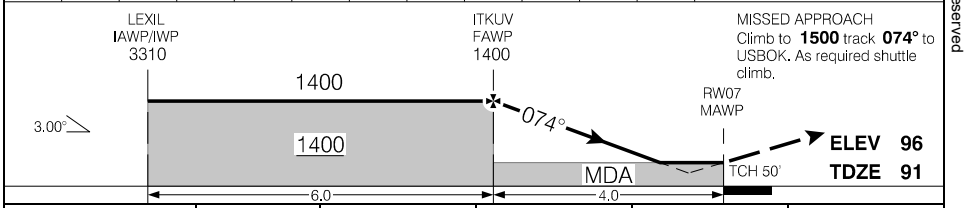
584426N 0940400W VAR 2°W

CYYQ

| | CTR Winnipeg – **134.6** | RADIO – **126.9** MF | | Ⓟ2 |
|---|---|---|---|---|
| SAFE ALT 100 NM **2400** | WAAS **Ch 80433** W07A | APCH CRS **074°** | MIN ALT ITKUV **1400** | LDA **4000** |




| | | 10 | 9 | 8 | 7 | 6 | 5 | **4.0** | 3 | 2 | 1.1 | DIST FROM RW07 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 3310 | 3010 | 2690 | 2370 | 2050 | 1730 | **1400** | 1100 | 780 | 480 | ALT (3.00° APCH PATH) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **341** | (250) | 1 | |
| LNAV/VNAV (min. -19°C, max. 54°C) | **378** | (287) | 1 | |
| LNAV | **480** | (389) | 1¼ | |

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

RNAV (GNSS) RWY 07

CYYQ

EFF 21 MAR 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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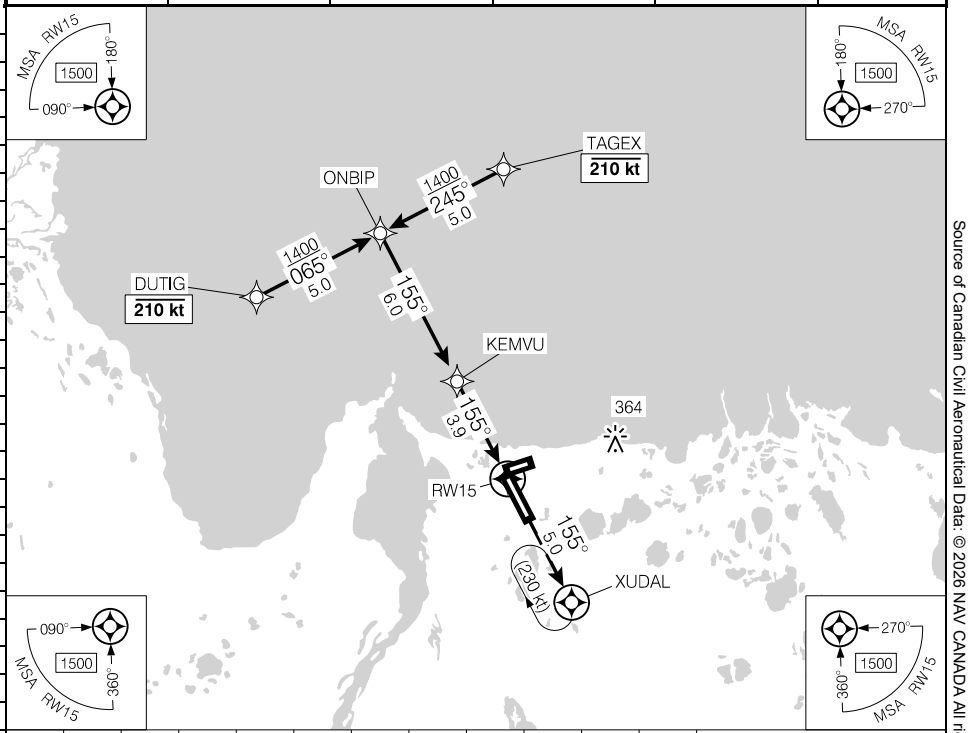
CHURCHILL, MB

# RNAV (GNSS) RWY 15

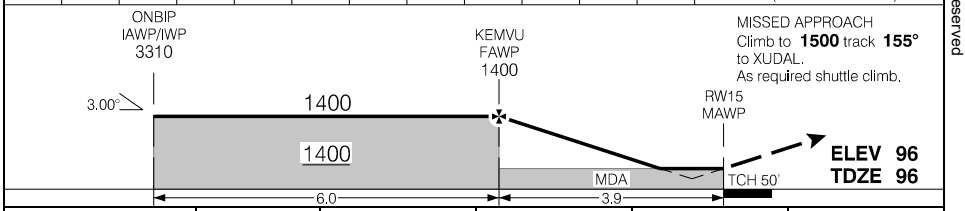
584426N 0940400W VAR 2°W

CYYQ

| | CTR Winnipeg – **134.6** | RADIO – **126.9** MF | | AS |
|---|---|---|---|---|
| SAFE ALT 100 NM **2400** | WAAS **Ch 80361** W15A | APCH CRS **155°** | MIN ALT KEMVU **1400** | LDA **9195** |




| (NM) | | | 9.9 | 9 | 8 | 7 | 6 | 5 | **3.9** | 3 | 2 | 1.1 | DIST FROM RW15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 3310 | 3010 | 2690 | 2370 | 2060 | 1740 | **1400** | 1100 | 780 | 480 | ALT (3.00° APCH PATH) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **343** | (250) | 1 | |
| LNAV/VNAV (min. -19°C, max. 54°C) | **378** | (285) | 1 | |
| LNAV | **480** | (387) | 1¼ | |

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

RNAV (GNSS) RWY 15 CYYQ

EFF 21 MAR 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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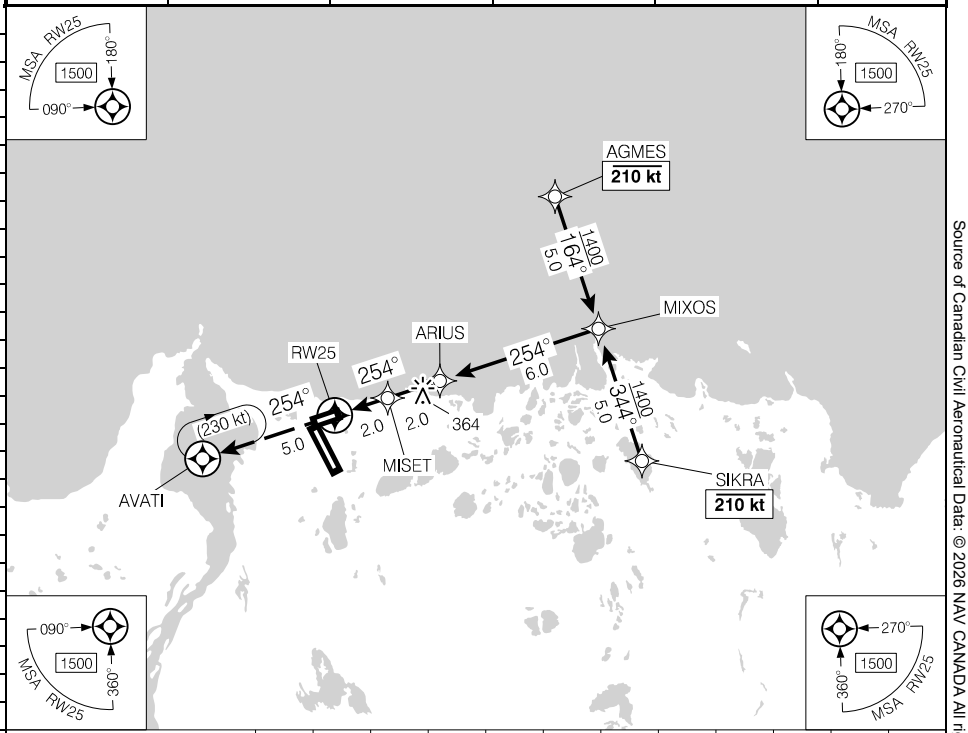
CHURCHILL, MB

# RNAV (GNSS) RWY 25

584426N 0940400W VAR 2°W

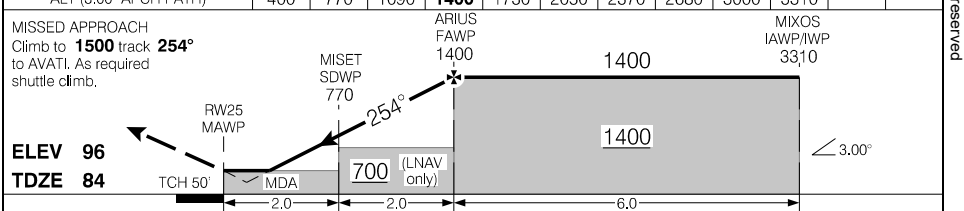
CYYQ

| | CTR Winnipeg – **134.6** | RADIO – **126.9** MF | | P2 |
|---|---|---|---|---|
| SAFE ALT 100 NM **2400** | WAAS **Ch 80434** W25A | APCH CRS **254°** | MIN ALT ARIUS **1400** | LDA **4000** |




| DIST FROM RW25 | 0.8 | 2 | 3 | **4.0** | 5 | 6 | 7 | 8 | 9 | 10 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 400 | 770 | 1090 | **1400** | 1730 | 2050 | 2370 | 2680 | 3000 | 3310 | | |

MISSED APPROACH
Climb to **1500** track **254°**
to AVATI. As required
shuttle climb.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **334** | (250) | 1 | |
| LNAV/VNAV (min. -19°C, max. 54°C) | **334** | (250) | 1 | |
| LNAV | **400** | (316) | 1 | |

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

RNAV (GNSS) RWY 25

CYYQ

EFF 5 SEP 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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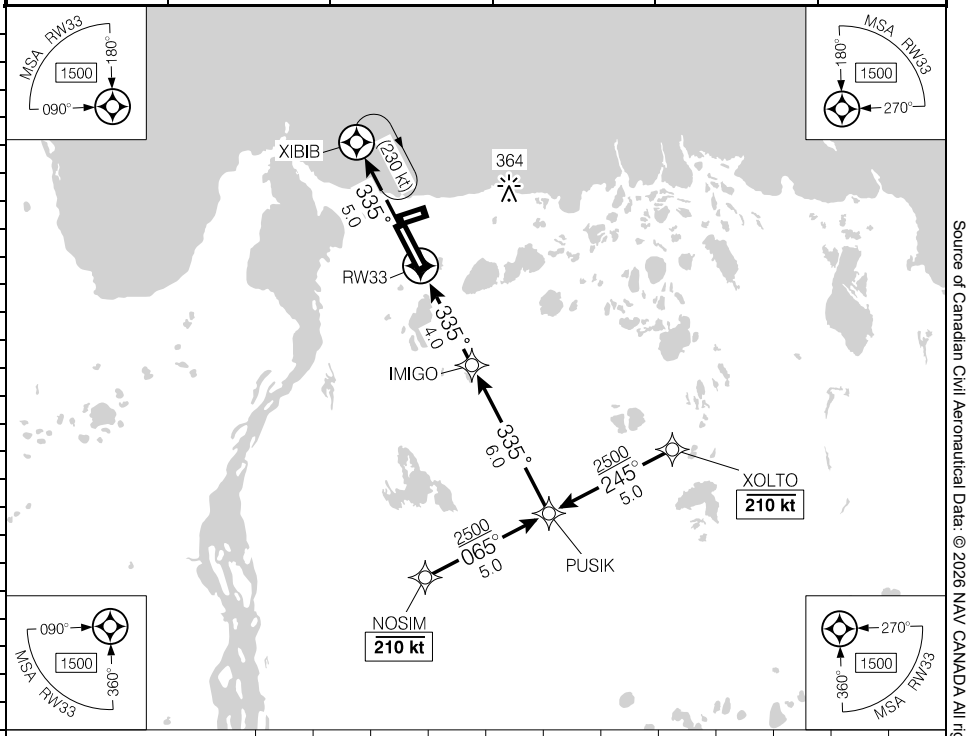
CHURCHILL, MB

# RNAV (GNSS) RWY 33

584426N 0940400W VAR 2°W

CYYQ

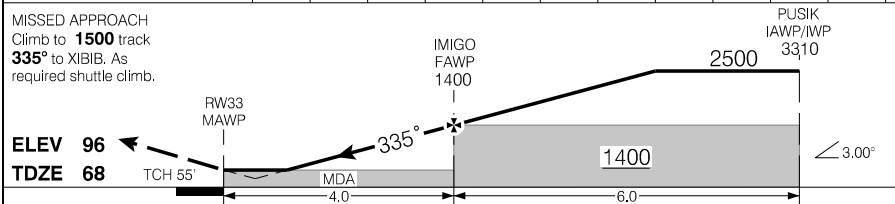
| | CTR Winnipeg – **134.6** | RADIO – **126.9** MF | | AN P2 |
|---|---|---|---|---|
| SAFE ALT 100 NM **2400** | WAAS **Ch 80362** W33A | APCH CRS **335°** | MIN ALT IMIGO **1400** | LDA **9195** |




| DIST FROM RW33 | 1.1 | 2 | 3 | 4 | 5 | 6 | 7 | **7.5** | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 480 | 760 | 1070 | 1390 | 1710 | 2030 | 2350 | **2500** | 2670 | 2990 | 3310 |

(NM) 0 5 10 15 20 25

MISSED APPROACH
Climb to **1500** track **335°** to XIBIB. 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 | **263** | (200) | ½ RVR 26 | |
| LNAV/VNAV (min. -19°C, max. 54°C) | **384** | (321) | 1 RVR 50 | |
| LNAV | **480** | (417) | 1 RVR 50 | |

RNAV (GNSS) RWY 33 CYYQ

EFF 7 AUG 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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CHURCHILL, MB

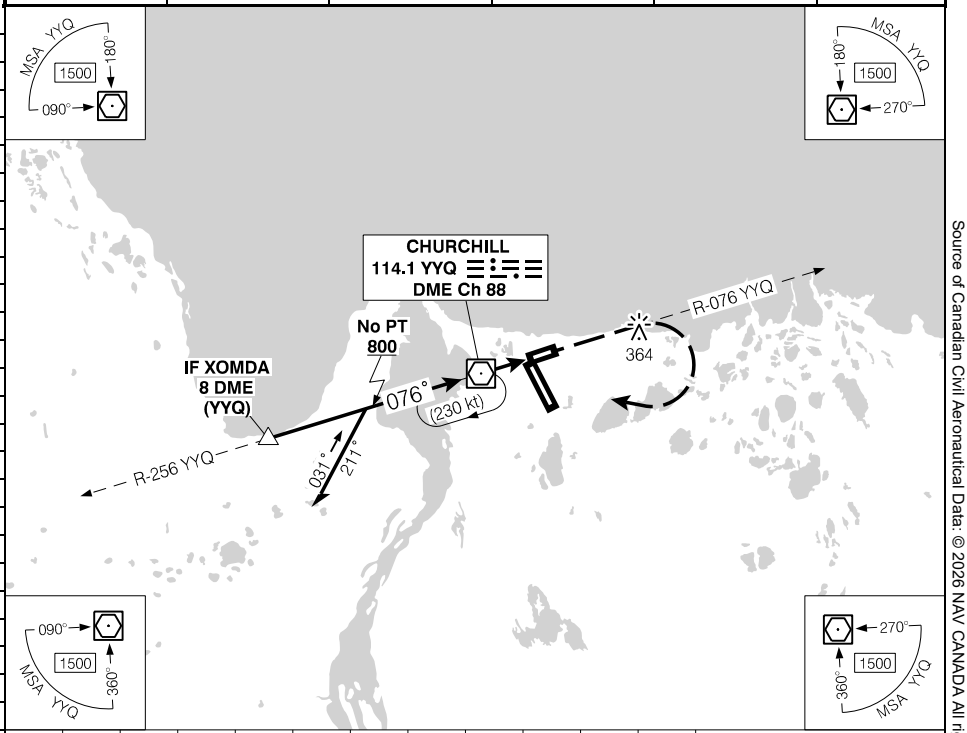
# VOR RWY 07

584426N 0940400W VAR 3°W

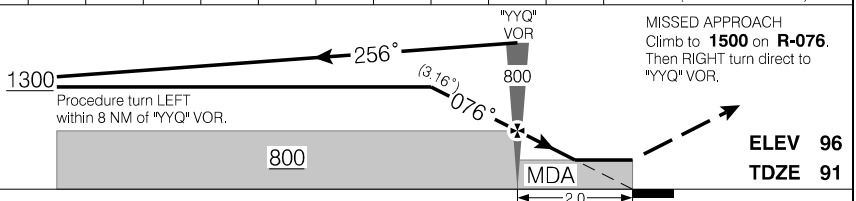
CYYQ

| | CTR Winnipeg – **134.6** | RADIO – **126.9** MF | | |
|---|---|---|---|---|
| SAFE ALT 100 NM **2400** | VOR YYQ **114.1** | APCH CRS **076°** | MIN ALT YYQ **800** | LDA **4000** |

P2 1.1°




| | | 10 | 9 | 8 | 7 | 6 | 5 | 4 | **3.5** | 2 | 1.0 | DIST FROM RW07 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 3500 | 3160 | 2820 | 2490 | 2150 | 1820 | 1480 | **1300** | 800 | 480 | ALT (3.16° APCH PATH) |




| | CATEGORY | A | B | C | D |
|---|---|---|---|---|---|
| | VOR | **480** | (389) | 1¼ | |

"YYQ" VOR/DME to MAP 2.0

| Knots | ft/min | Min:Sec |
|---|---|---|
| 70 | 390 | **1:43** |
| 90 | 500 | **1:20** |
| 110 | 610 | **1:05** |
| 130 | 730 | **0:55** |
| 150 | 840 | **0:48** |

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Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

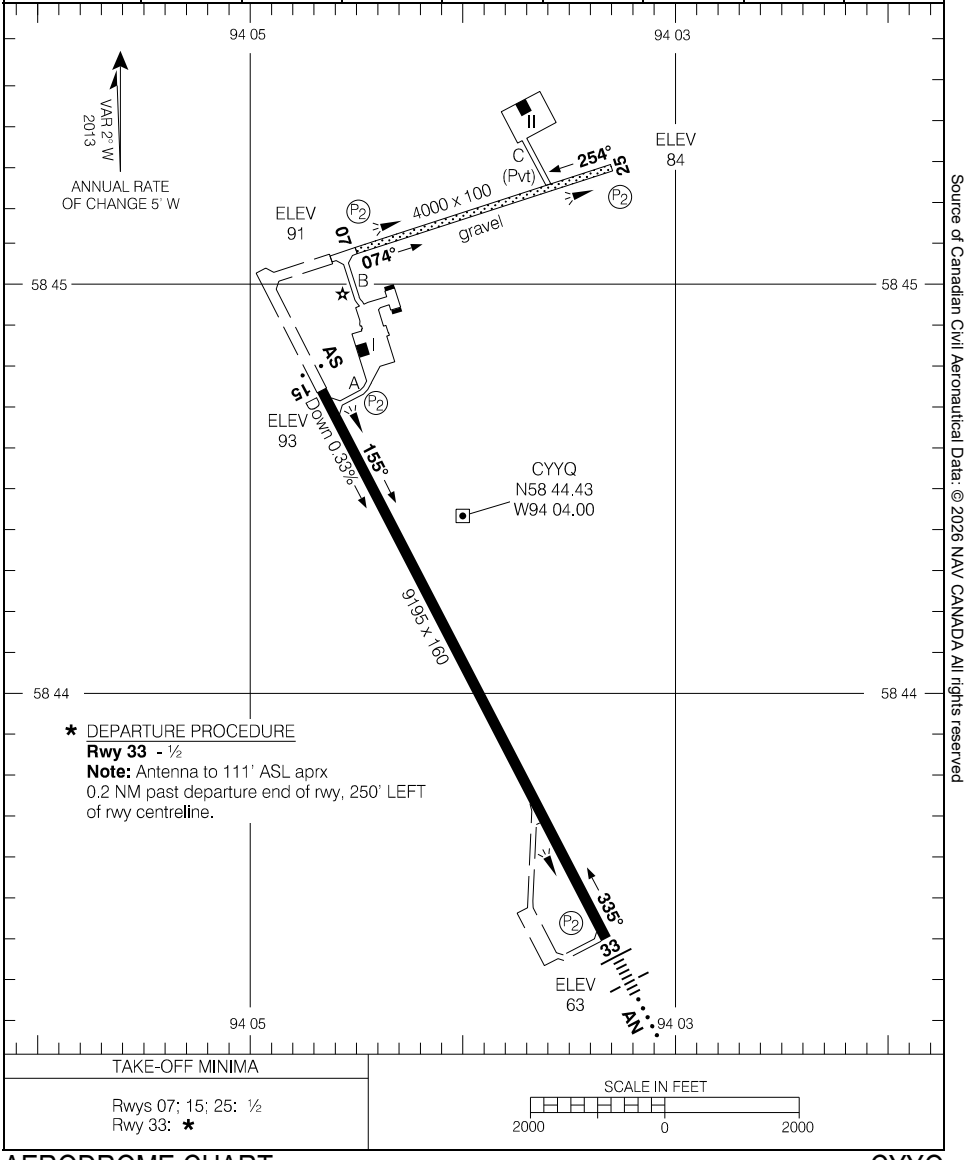
CHURCHILL, MB

# AERODROME CHART

CYYQ

| | | RADIO – **126.9** | CTR Winnipeg – **134.6**<br>RADIO Edmonton – **123.27**<br>MF |
|---|---|---|---|

| DECL DISTS | 15 | 33 | 07 | 25 | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 9195 | 9195 | 4000 | 4000 | | | | |
| TODA | 10179 | 10179 | 4700 | 4984 | | | | |
| ASDA | 9195 | 9195 | 4000 | 4000 | | | | |
| LDA | 9195 | 9195 | 4000 | 4000 | | | | |




* DEPARTURE PROCEDURE
**Rwy 33** - ½
**Note:** Antenna to 111' ASL aprx 0.2 NM past departure end of rwy, 250' LEFT of rwy centreline.

TAKE-OFF MINIMA

Rwys 07; 15; 25: ½
Rwy 33: *

SCALE IN FEET
2000 0 2000

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# AERODROME CHART

CYYQ

EFF 7 AUG 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

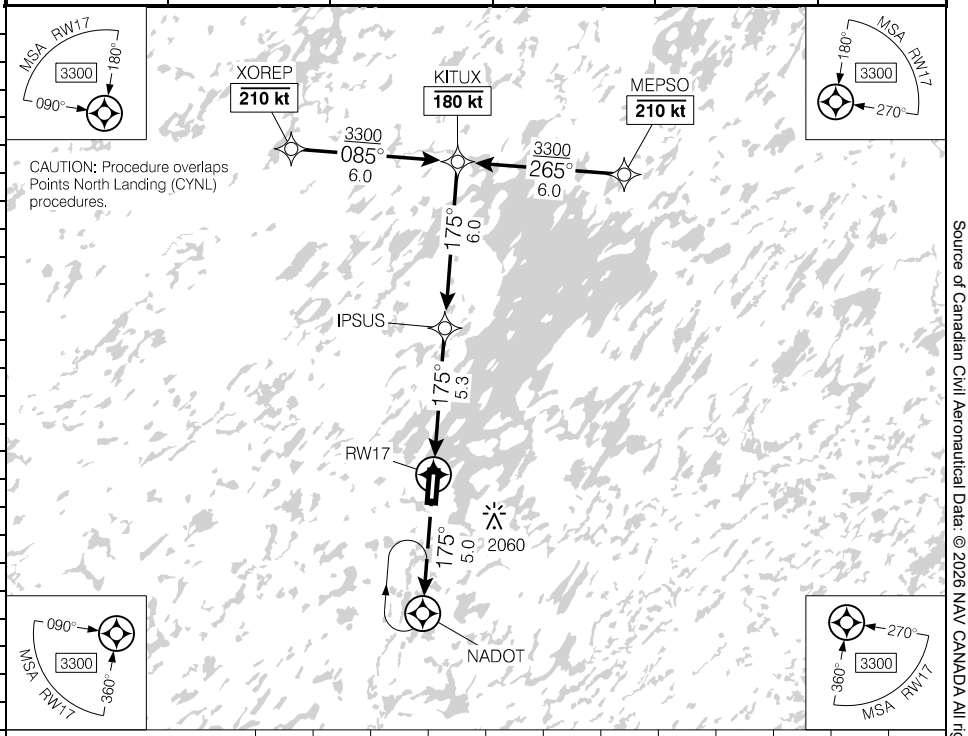
CIGAR LAKE, SK

# RNAV (GNSS) RWY 17

580311N 1042904W VAR 9°E

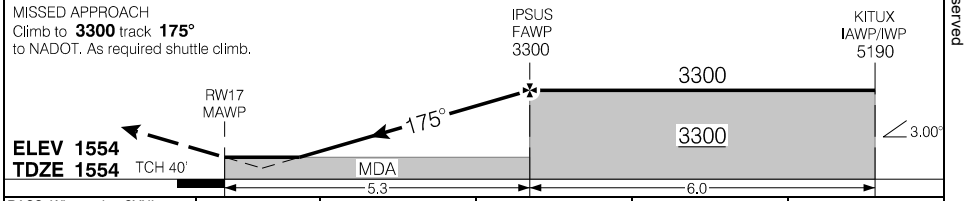
CJW7

| | | | | |
|---|---|---|---|---|
| AUTO – **122.97** | | UNICOM – **123.3** (AU) ATF | | ARCAL 123.3(J) |
| SAFE ALT 100 NM **3300** | WAAS **Ch 80016** W17A | APCH CRS **175°** | MIN ALT IPSUS **3300** | LDA **5240** |




| DIST FROM RW17 | 1.3 | 2 | 3 | 4 | **5.3** | 6 | 7 | 8 | 9 | 10 | 11.3 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2020 | 2230 | 2550 | 2870 | **3300** | 3500 | 3820 | 4140 | 4460 | 4780 | 5190 |

MISSED APPROACH
Climb to **3300** track **175°**
to NADOT. As required shuttle climb.




RASS: When using CYNL add **50'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1804** | (250) | 1 | |
| LNAV | **2020** | (466) | 1½ | |

# RNAV (GNSS) RWY 17

CJW7

EFF 23 FEB 23



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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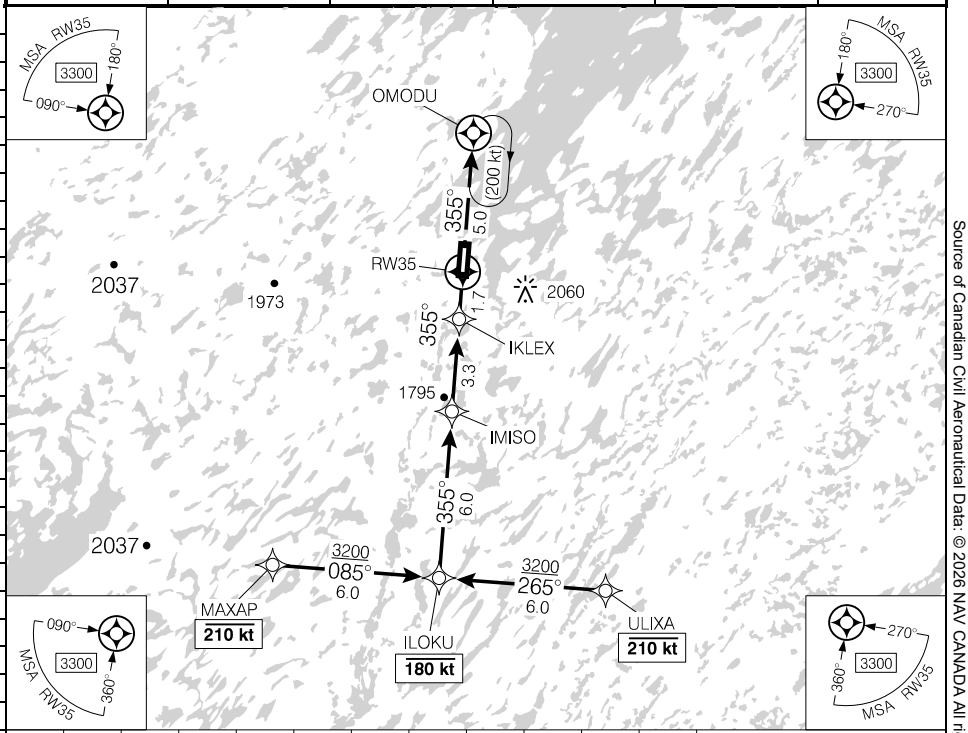
CIGAR LAKE, SK

# RNAV (GNSS) RWY 35

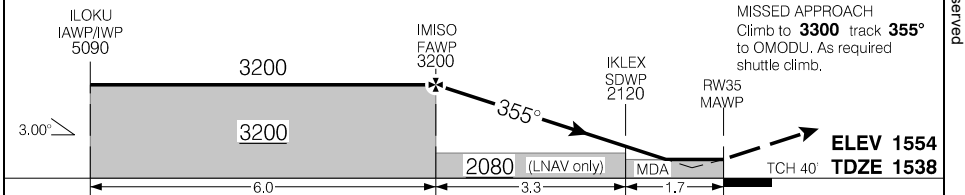
580311N 1042904W VAR 9°E

CJW7

| | | | | |
|---|---|---|---|---|
| AUTO – **122.97** | | UNICOM – **123.3** (AU) ATF | | ARCAL 123.3(J) |
| SAFE ALT 100 NM **3300** | WAAS **Ch 80017** W35A | APCH CRS **355°** | MIN ALT IMISO **3200** | LDA **5240** |




| | 11 | 10 | 9 | 8 | 7 | 6 | **5.0** | 4 | 3 | 2 | 1.0 | DIST FROM RW35 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5090 | 4760 | 4440 | 4120 | 3810 | 3490 | **3200** | 2850 | 2530 | 2210 | 1900 | ALT (3.00° APCH PATH) |




RASS: When using CYNL add **50'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1786** | (250) | 1 | |
| LNAV | **1900** | (364) | 1¼ | |

RNAV (GNSS) RWY 35

CJW7

EFF 23 FEB 23



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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CIGAR LAKE, SK

# AERODROME CHART

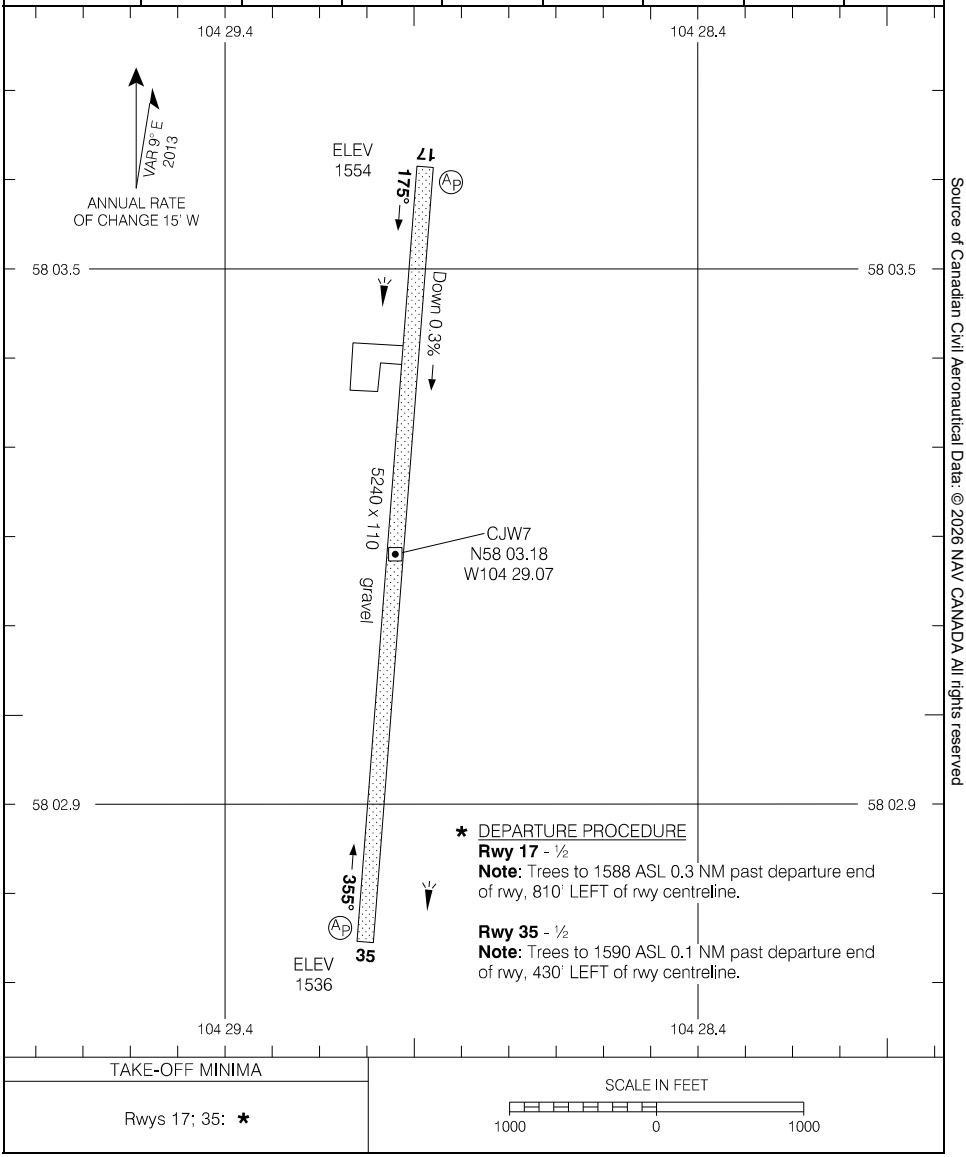
# CJW7

AUTO – **122.97**

UNICOM – **123.3** (AU)

ATF

| DECL DISTS | 17 | 35 |
|---|---|---|
| TORA | 5240 | 5240 |
| TODA | 5869 | 5869 |
| ASDA | 5240 | 5240 |
| LDA | 5240 | 5240 |




TAKE-OFF MINIMA

Rwys 17; 35: *

SCALE IN FEET

1000 0 1000

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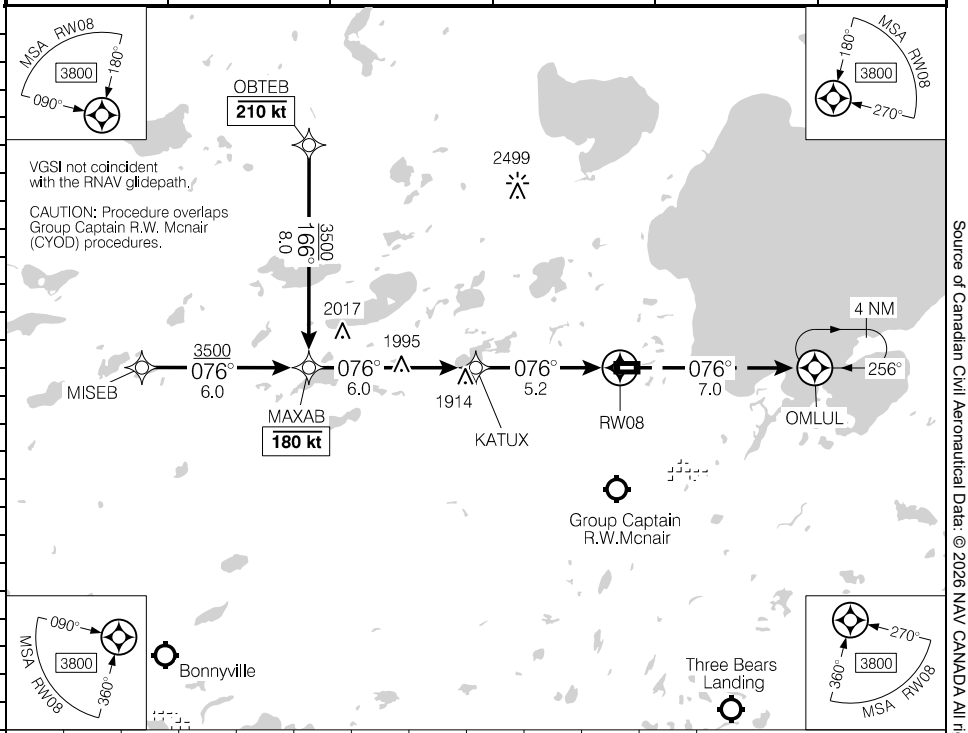
COLD LAKE REGIONAL, AB

# RNAV (GNSS) RWY 08

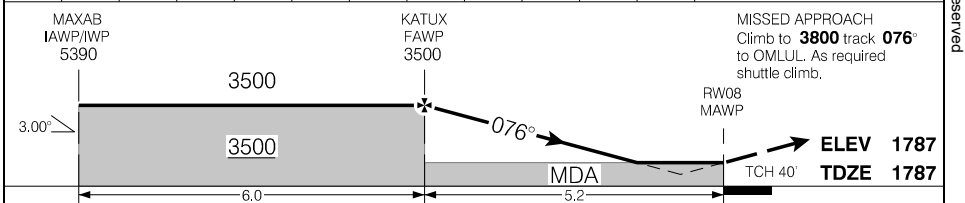
542839N 1101609W VAR 14°E

CEN5

| | | | | |
|---|---|---|---|---|
| ATIS Cold Lake – **118.25** | TML Cold Lake – **124.5**<br>TFC – **122.8** ATF | | | ARCAL 122.8(K) P1 |
| SAFE ALT 100 NM **4300** | WAAS **Ch 80187** W08A | APCH CRS **076°** | MIN ALT KATUX **3500** | LDA **3005** |




| (NM) | 11.2 | 10 | 9 | 8 | 7 | 6 | **5.2** | 4 | 3 | 2 | 1.5 | DIST FROM RW08 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5390 | 5010 | 4690 | 4370 | 4060 | 3740 | **3500** | 3100 | 2780 | 2460 | 2300 | ALT (3.00° APCH PATH) |




RASS: Use CYOD.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2286** | (500) | 1¾ | NOT AUTHORIZED |
| LNAV | **2300** | (514) | 1½ | NOT AUTHORIZED |

# RNAV (GNSS) RWY 08

CEN5

EFF 30 NOV 23



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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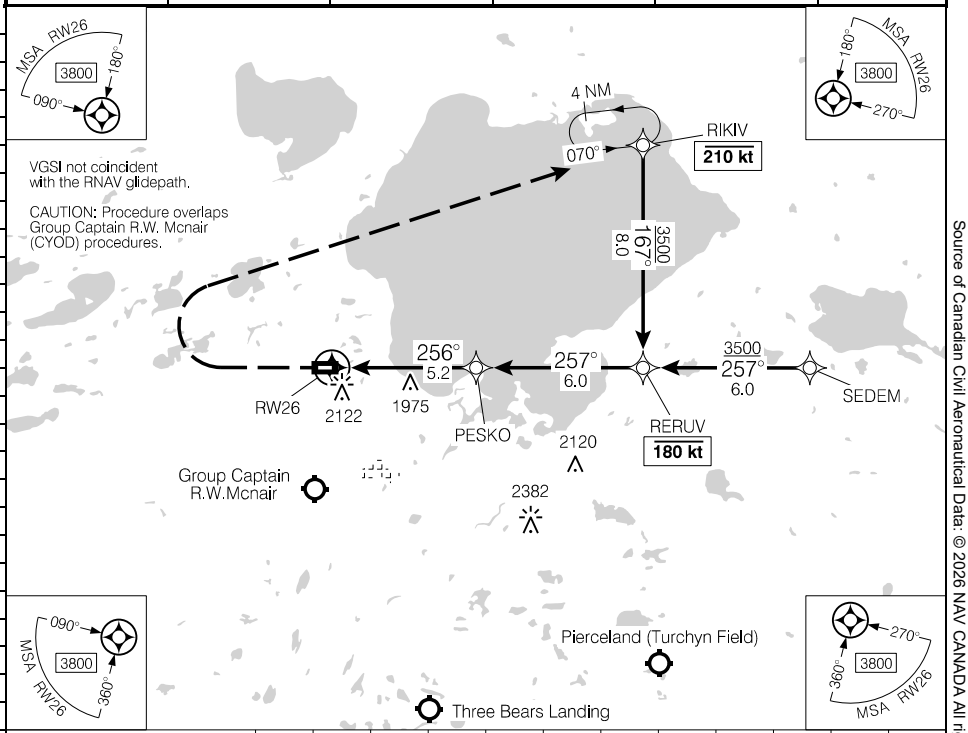
COLD LAKE REGIONAL, AB

# RNAV (GNSS) RWY 26

542839N 1101609W VAR 14°E

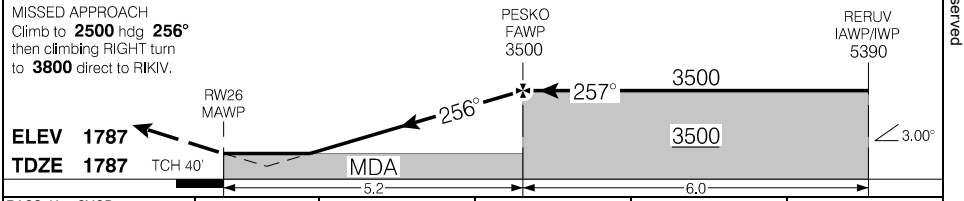
CEN5

| ATIS Cold Lake – **118.25** | TML Cold Lake – **124.5** | TFC – **122.8** ATF | | ARCAL 122.8(K) P1 |
|---|---|---|---|---|
| SAFE ALT 100 NM **4300** | WAAS **Ch 80188** W26A | APCH CRS **256°** | MIN ALT PESKO **3500** | LDA **3005** |




| DIST FROM RW26 | 1.5 | 2 | 3 | 4 | **5.2** | 6 | 7 | 8 | 9 | 10 | 11.2 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2300 | 2460 | 2780 | 3100 | **3500** | 3740 | 4060 | 4370 | 4690 | 5010 | 5390 |

MISSED APPROACH
Climb to **2500** hdg **256°**
then climbing RIGHT turn
to **3800** direct to RIKIV.




RASS: Use CYOD.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2287** | (500) | 1¾ | NOT AUTHORIZED |
| LNAV | **2300** | (513) | 1½ | NOT AUTHORIZED |

# RNAV (GNSS) RWY 26

CEN5

EFF 30 NOV 23



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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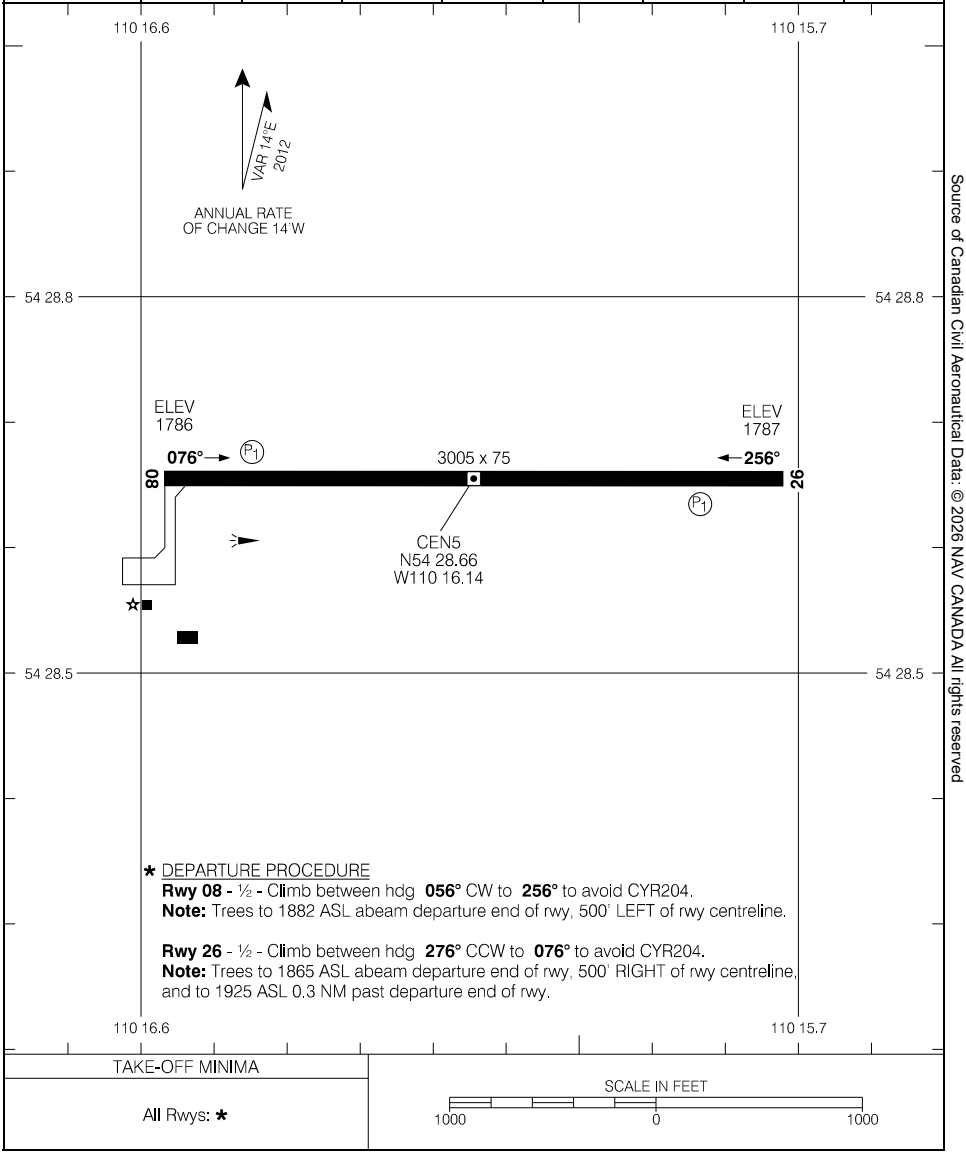
COLD LAKE REGIONAL, AB

# AERODROME CHART

CEN5

| ATIS Cold Lake – **118.25** | | TFC – **122.8** ATF | TML Cold Lake – **124.5** |
|---|---|---|---|

| DECL DISTS | 08 | 26 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 3005 | 3005 | | | | | | |
| TODA | 3005 | 3005 | | | | | | |
| ASDA | 3005 | 3005 | | | | | | |
| LDA | 3005 | 3005 | | | | | | |




* DEPARTURE PROCEDURE

**Rwy 08 -** ½ - Climb between hdg **056°** CW to **256°** to avoid CYR204.
**Note:** Trees to 1882 ASL abeam departure end of rwy, 500' LEFT of rwy centreline.

**Rwy 26** - ½ - Climb between hdg **276°** CCW to **076°** to avoid CYR204.
**Note:** Trees to 1865 ASL abeam departure end of rwy, 500' RIGHT of rwy centreline, and to 1925 ASL 0.3 NM past departure end of rwy.

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

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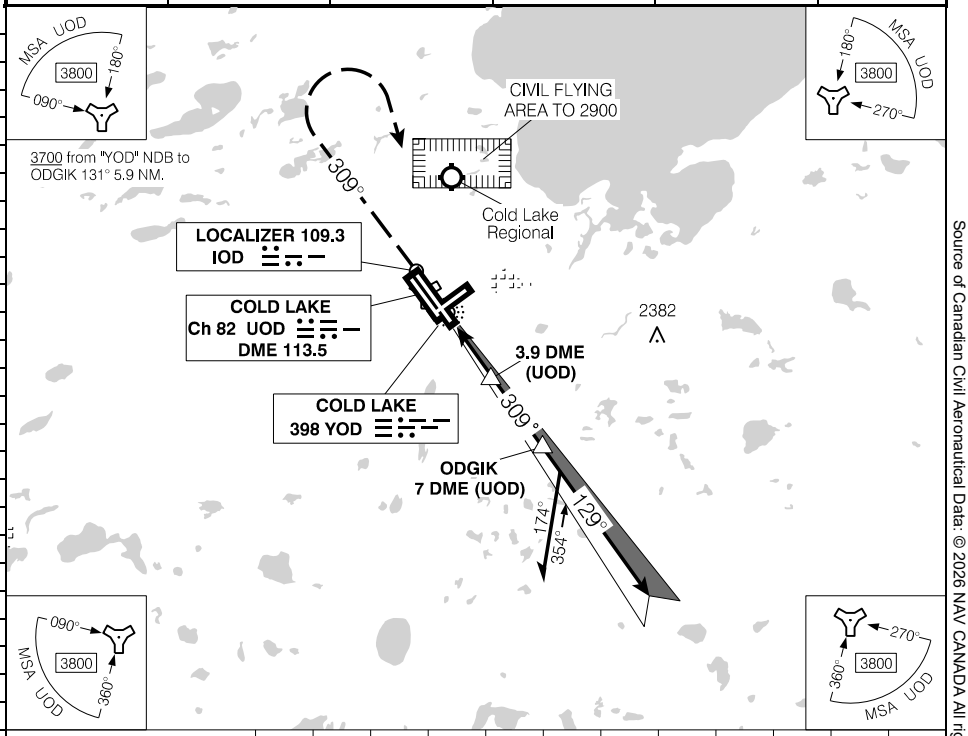
COLD LAKE/GROUP CAPTAIN R.W. MCNAIR, AB

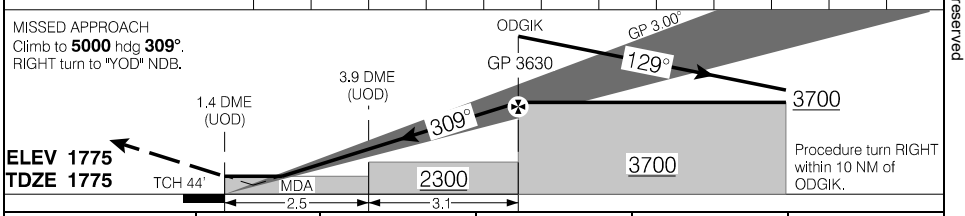
# ILS Z RWY 31R (DND)

542419N 1101656W VAR 14°E

CYOD

| ATIS – 118.25 260.0 | TML – 124.5 322.8<br>PAR – 119.4 336.0 | TWR – 126.2 226.5 236.6 255.7<br>ADVSY Cold Lake – 126.2 | GND – 121.9 275.8 | |
|---|---|---|---|---|
| SAFE ALT 100 NM<br>4300 | LOC<br>IOD<br>109.3 | APCH<br>CRS<br>309° | GP<br>ODGIK<br>3630 | LDA<br>12599 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| ILS/DME | 1975 (200) ½ RVR 26 | | | |
| LOC/DME | 2220 (445) 1 RVR 50 | | | |
| C CIRCLING | 2320 (545) 1½ | | 2480 (705) 2 | 2480 (705) 2¼ |

ODGIK to MAP 5.6 NM

| Knots | ft/min | Min:Sec |
|---|---|---|
| 70 | | 4:48 |
| 90 | | 3:44 |
| 110 | | 3:03 |
| 130 | | 2:35 |
| 150 | | 2:14 |

ILS Z RWY 31R (DND)

CYOD

EFF 17 APR 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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COLD LAKE/GROUP CAPTAIN R.W. MCNAIR, AB

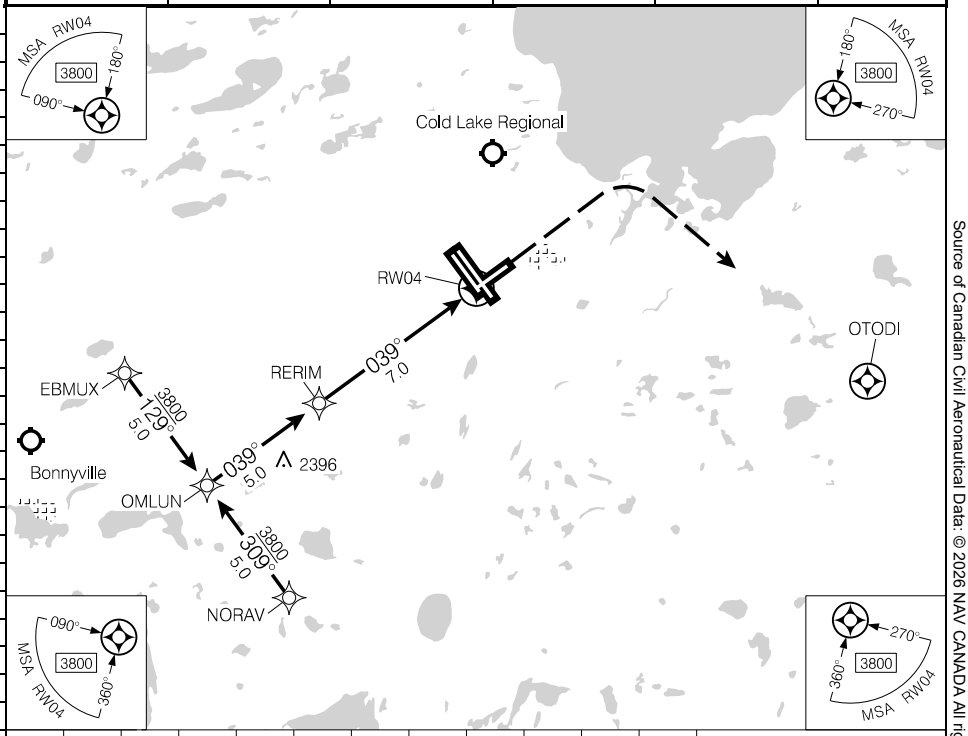
# RNAV (GNSS) RWY 04 (DND)

542419N 1101656W VAR 14°E

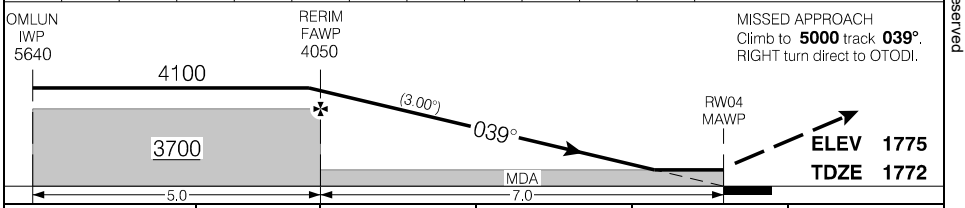
CYOD

| ATIS – 118.25 260.0 | TML – 124.5 322.8<br>PAR – 119.4 336.0 | TWR – 126.2 226.5 236.6 255.7<br>ADVSY Cold Lake – 126.2 | GND – 121.9 275.8 | |
|---|---|---|---|---|

| SAFE ALT 100 NM | RNAV | APCH CRS | MIN ALT RERIM | LDA |
|---|---|---|---|---|
| 4300 | | 039° | 3700 | 8273 |




| 12 | 11 | 10 | 9 | 8 | **7.2** | 6 | 5 | 4 | 3 | 2 | 1.2 | DIST FROM RW04 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5640 | 5320 | 5010 | 4690 | 4370 | **4100** | 3730 | 3410 | 3100 | 2780 | 2460 | 2200 | ALT (3.00° APCH PATH) |




| | CATEGORY | A&B | C | D | E |
|---|---|---|---|---|---|
| | LNAV | 2200 (428) 1¼ | | | |
| | C CIRCLING | 2320 (545) 1½ | 2480 (705) 2 | 2480 (705) 2¼ | 2480 (705) 2½ |

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

RNAV (GNSS) RWY 04 (DND)

CYOD

EFF 21 MAR 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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COLD LAKE/GROUP CAPTAIN R.W. MCNAIR, AB

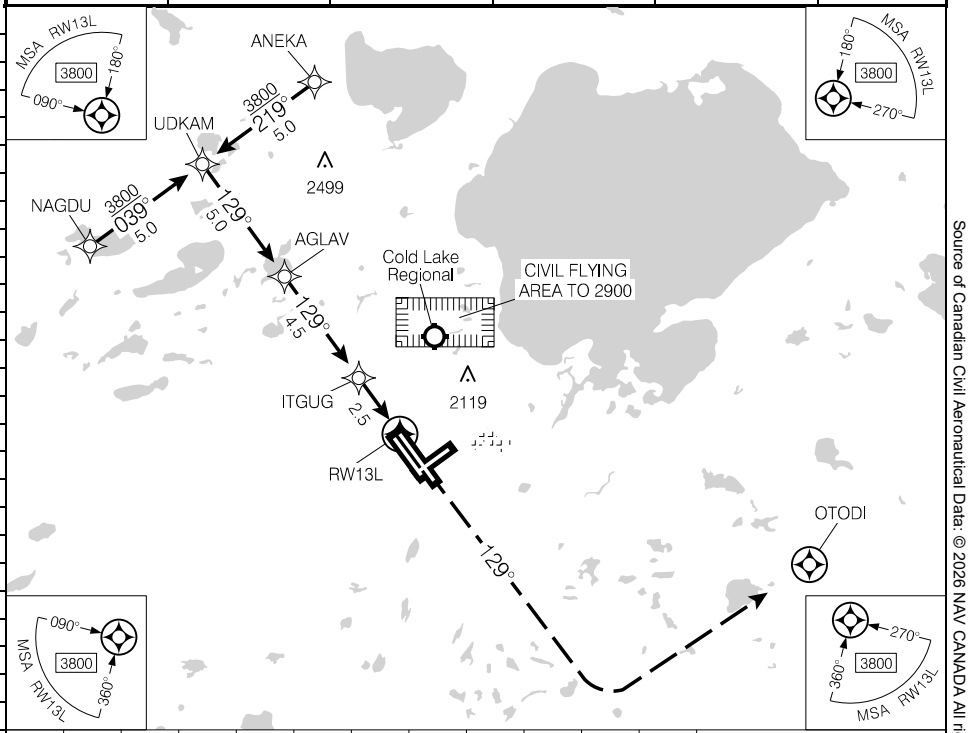
# RNAV (GNSS) RWY 13L (DND)

542419N 1101656W VAR 14°E

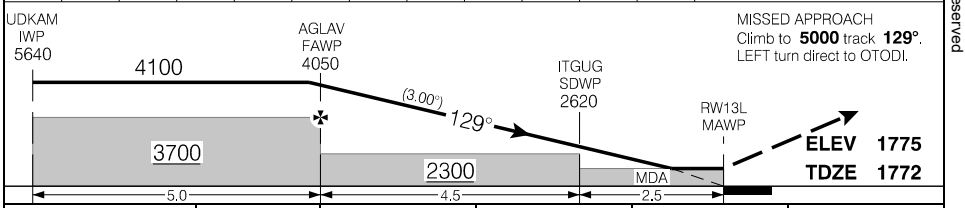
CYOD

| ATIS – 118.25 260.0 | TML – 124.5 322.8<br>PAR – 119.4 336.0 | TWR – 126.2 226.5 236.6 255.7<br>ADVSY Cold Lake – 126.2 | GND – 121.9 275.8 |
|---|---|---|---|

| SAFE ALT 100 NM | RNAV | APCH CRS | MIN ALT AGLAV | LDA |
|---|---|---|---|---|
| 4300 | | 129° | 3700 | 12599 |




| (NM) | 12 | 11 | 10 | 9 | 8 | 7.2 | 6 | 5 | 4 | 3 | 2 | 0.9 | DIST FROM RW13L |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5640 | 5320 | 5010 | 4690 | 4370 | 4100 | 3730 | 3410 | 3100 | 2780 | 2460 | 2120 | ALT (3.00° APCH PATH) |




| CATEGORY | A&B | C | D | E |
|---|---|---|---|---|
| LNAV | 2120 (348) 1 | | | |
| C CIRCLING | 2320 (545) 1½ | 2480 (705) 2 | 2480 (705) 2¼ | 2480 (705) 2½ |

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

RNAV (GNSS) RWY 13L (DND)

EFF 21 MAR 24

CYOD



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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COLD LAKE/GROUP CAPTAIN R.W. MCNAIR, AB

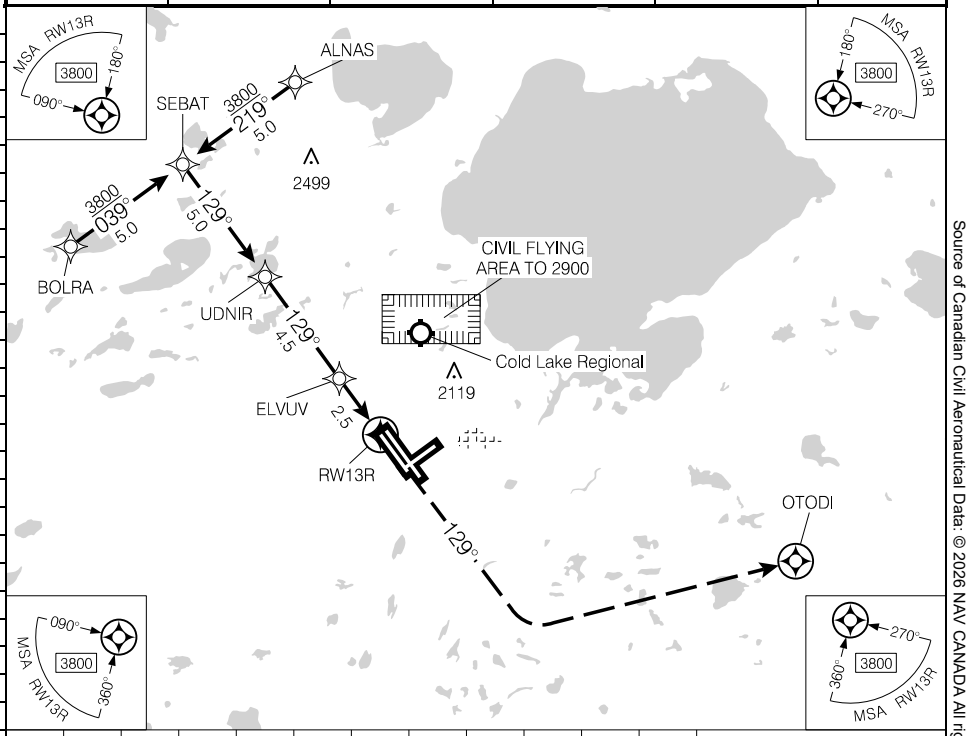
# RNAV (GNSS) RWY 13R (DND)

542419N 1101656W VAR 14°E

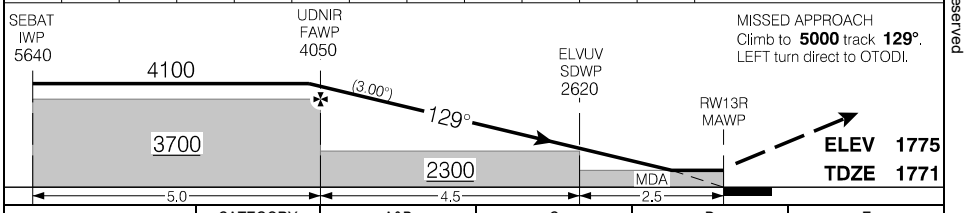
CYOD

| ATIS – 118.25 260.0 | TML – 124.5 322.8<br>PAR – 119.4 336.0 | TWR – 126.2 226.5 236.6 255.7<br>ADVSY Cold Lake – 126.2 | GND – 121.9 275.8 |
|---|---|---|---|

| SAFE ALT 100 NM | RNAV | APCH CRS | MIN ALT UDNIR | LDA |
|---|---|---|---|---|
| 4300 | | 129° | 3700 | 9999 |




| 12 | 11 | 10 | 9 | 8 | **7.2** | 6 | 5 | 4 | 3 | 2 | 0.9 | DIST FROM RW13R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5640 | 5320 | 5010 | 4690 | 4370 | **4100** | 3730 | 3410 | 3090 | 2780 | 2460 | 2120 | ALT (3.00° APCH PATH) |




| CATEGORY | A&B | C | D | E |
|---|---|---|---|---|
| LNAV | 2120 (349) 1 | | | |
| C CIRCLING | 2320 (545) 1½ | 2480 (705) 2 | 2480 (705) 2¼ | 2480 (705) 2½ |

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

# RNAV (GNSS) RWY 13R (DND)

CYOD

EFF 21 MAR 24



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Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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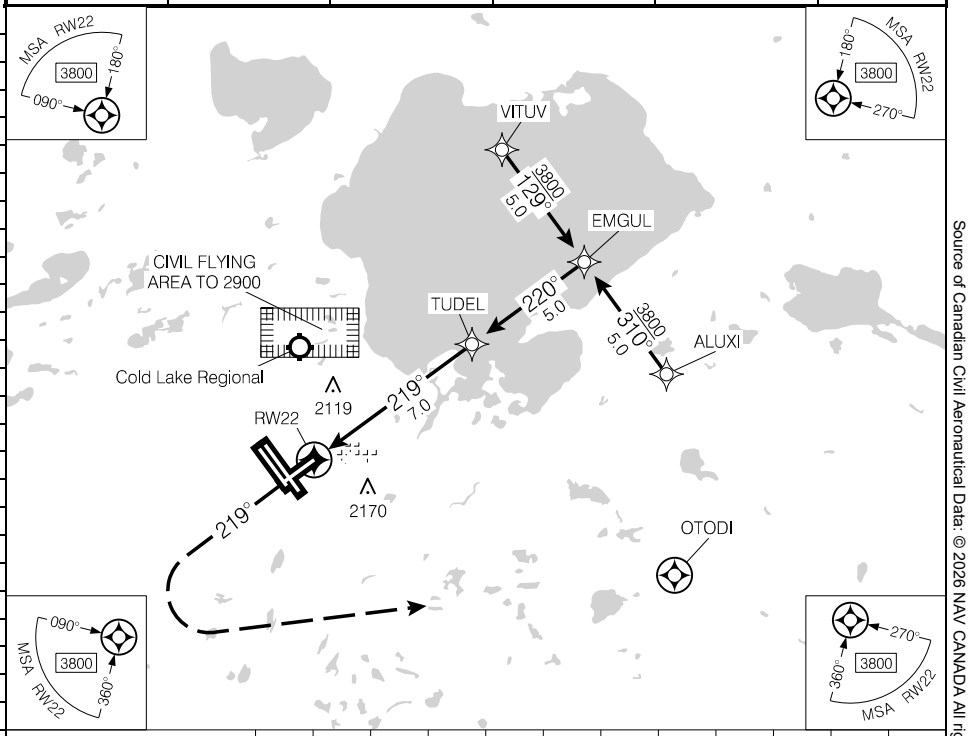
COLD LAKE/GROUP CAPTAIN R.W. MCNAIR, AB

# RNAV (GNSS) RWY 22 (DND)

542419N 1101656W VAR 14°E

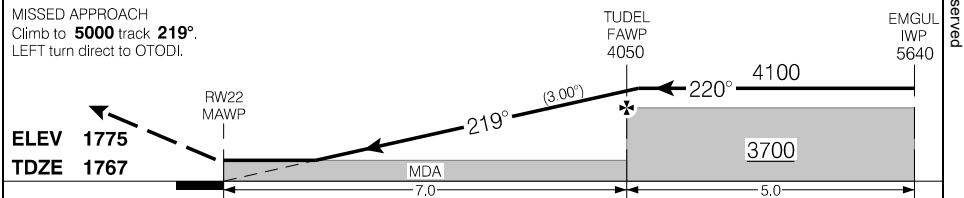
CYOD

| ATIS – 118.25 260.0 | TML – 124.5 322.8<br>PAR – 119.4 336.0 | TWR – 126.2 226.5 236.6 255.7<br>ADVSY Cold Lake – 126.2 | GND – 121.9 275.8 | |
|---|---|---|---|---|
| SAFE ALT 100 NM **4300** | RNAV | APCH CRS **219°** | MIN ALT TUDEL **3700** | LDA **8273** |




| DIST FROM RW22 | 1.6 | 2 | 3 | 4 | 5 | 6 | **7.2** | 8 | 9 | 10 | 11 | 12 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2320 | 2450 | 2770 | 3090 | 3410 | 3730 | **4100** | 4360 | 4680 | 5000 | 5320 | 5640 |

MISSED APPROACH
Climb to **5000** track **219°**.
LEFT turn direct to OTODI.




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

| CATEGORY | A&B | C | D | E |
|---|---|---|---|---|
| LNAV | **2320** (553) 1¼ | | | |
| C CIRCLING | **2320** (545) 1½ | **2480** (705) 2 | **2480** (705) 2¼ | **2480** (705) 2½ |

# RNAV (GNSS) RWY 22 (DND)

CYOD

EFF 21 MAR 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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COLD LAKE/GROUP CAPTAIN R.W. MCNAIR, AB

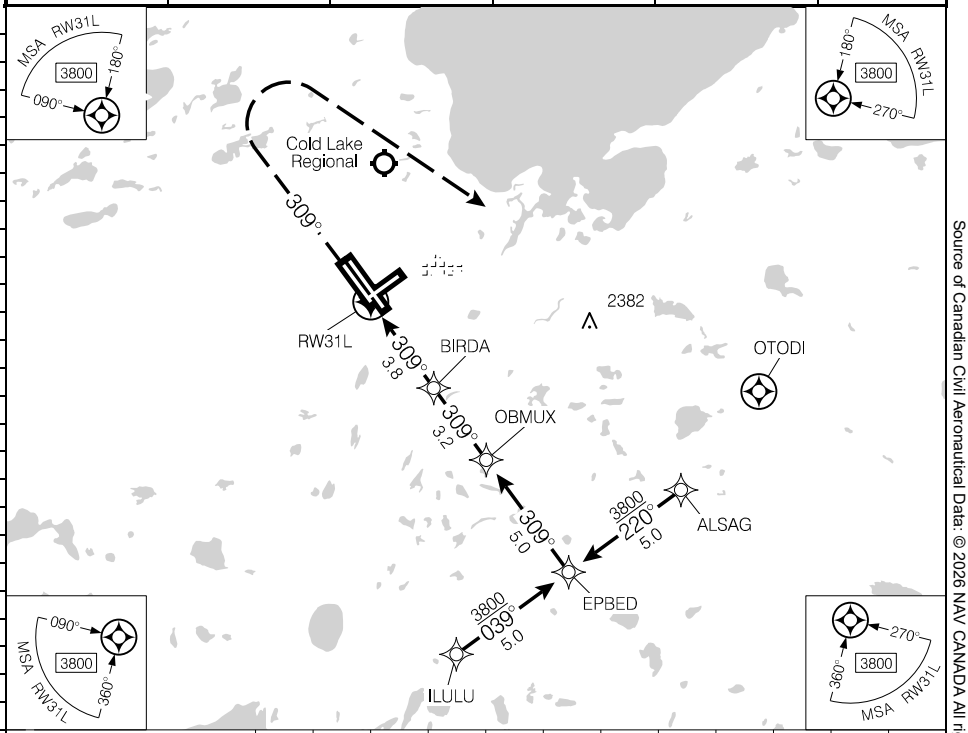
# RNAV (GNSS) RWY 31L (DND)

542419N 1101656W VAR 14°E

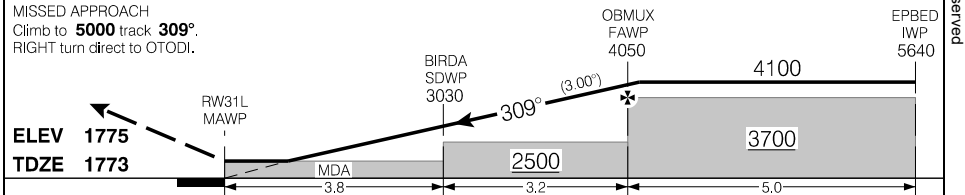
CYOD

| ATIS – 118.25 260.0 | TML – 124.5 322.8<br>PAR – 119.4 336.0 | TWR – 126.2 226.5 236.6 255.7<br>ADVSY Cold Lake – 126.2 | GND – 121.9 275.8 |
|---|---|---|---|

| SAFE ALT 100 NM | RNAV | APCH CRS | MIN ALT OBMUX | LDA |
|---|---|---|---|---|
| 4300 | | 309° | 3700 | 9999 |




| DIST FROM RW31L | 1.1 | 2 | 3 | 4 | 5 | 6 | **7.2** | 8 | 9 | 10 | 11 | 12 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2180 | 2460 | 2780 | 3100 | 3420 | 3730 | **4100** | 4370 | 4690 | 5010 | 5330 | 5640 |




| | CATEGORY | A&B | C | D | E |
|---|---|---|---|---|---|
| | LNAV | 2220 | (447) | 1 | NOT AUTHORIZED |
| C | CIRCLING | 2320 (545) 1½ | 2480 (705) 2 | 2480 (705) 2¼ | 2480 (705) 2½ |

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

RNAV (GNSS) RWY 31L (DND)

CYOD

EFF 17 APR 25

CYOD-IAP-3E

Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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COLD LAKE/GROUP CAPTAIN R.W. MCNAIR, AB

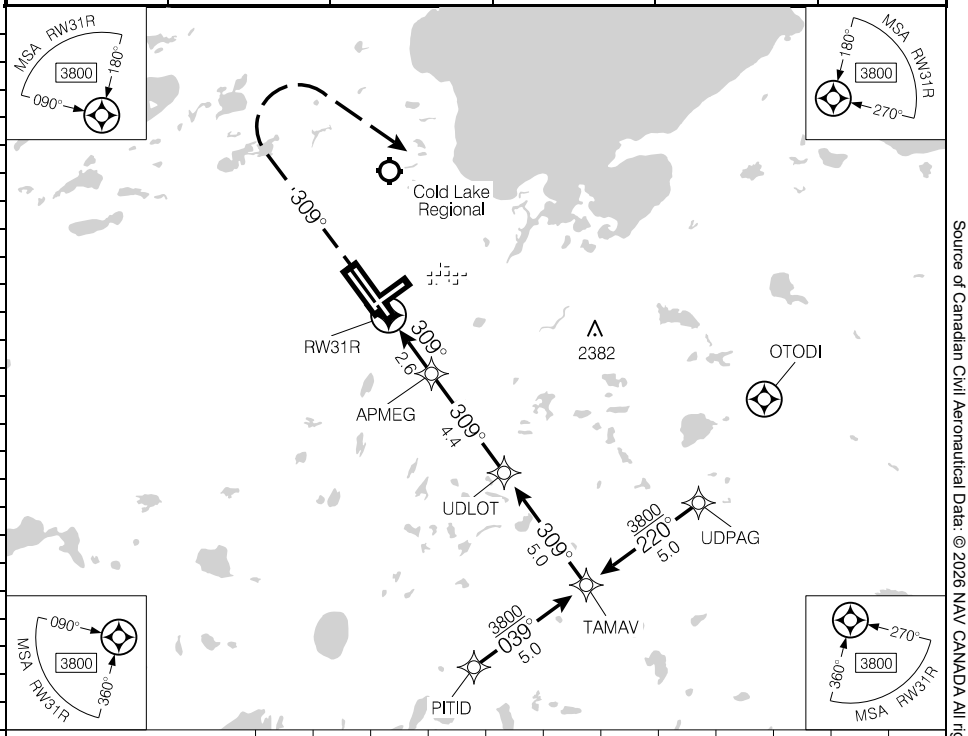
# RNAV (GNSS) RWY 31R (DND)

542419N 1101656W VAR 14°E

CYOD

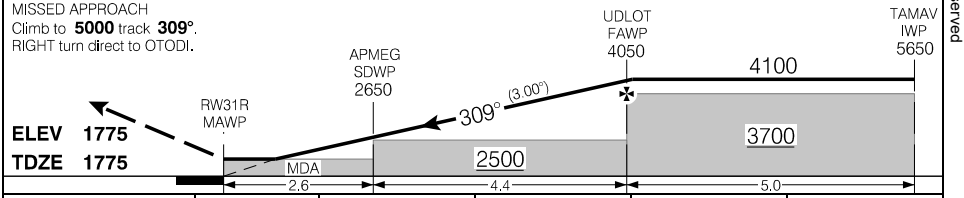
| ATIS – 118.25 260.0 | TML – 124.5 322.8<br>PAR – 119.4 336.0 | TWR – 126.2 226.5 236.6 255.7<br>ADVSY Cold Lake – 126.2 | GND – 121.9 275.8 |
|---|---|---|---|

| SAFE ALT 100 NM | RNAV | APCH CRS | MIN ALT UDLOT | LDA |
|---|---|---|---|---|
| 4300 | | 309° | 3700 | 12599 |




| DIST FROM RW31R | 0.9 | 2 | 3 | 4 | 5 | 6 | 7.1 | 8 | 9 | 10 | 11 | 12 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2120 | 2460 | 2780 | 3100 | 3420 | 3740 | 4100 | 4370 | 4690 | 5010 | 5330 | 5650 |

MISSED APPROACH
Climb to **5000** track **309°**.
RIGHT turn direct to OTODI.




| | CATEGORY | A&B | C | D | E |
|---|---|---|---|---|---|
| | LNAV | 2120 (345) 1 | | | |
| C | CIRCLING | 2320 (545) 1½ | 2480 (705) 2 | 2480 (705) 2¼ | 2480 (705) 2½ |

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

RNAV (GNSS) RWY 31R (DND)

CYOD

EFF 21 MAR 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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COLD LAKE/GROUP CAPTAIN R.W. MCNAIR, AB

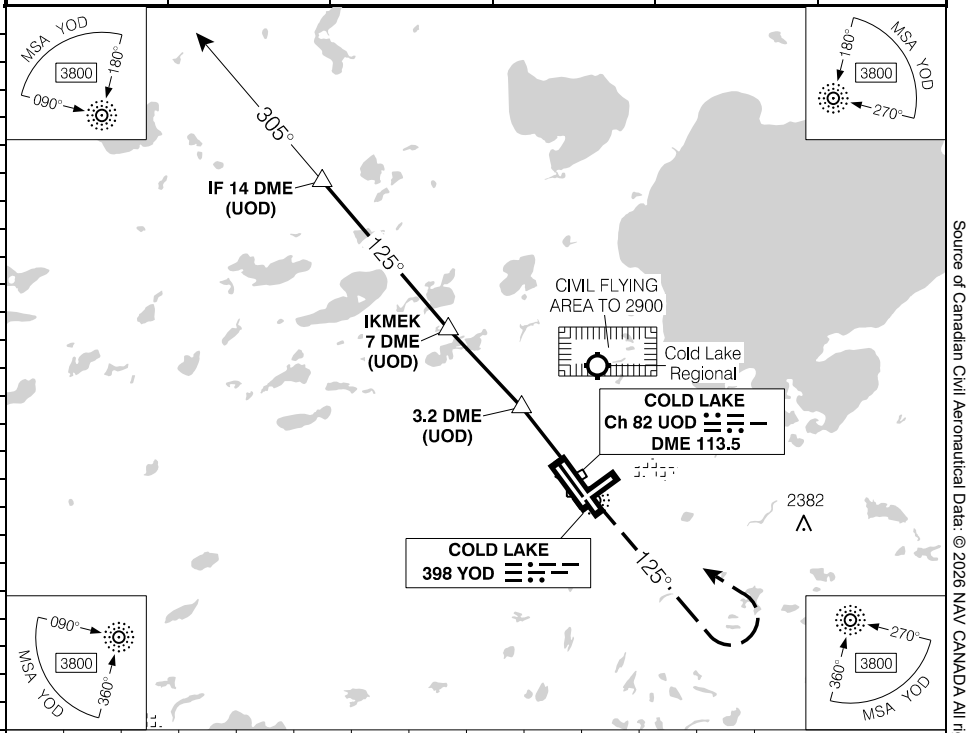
# NDB/DME RWY 13L (DND)

542419N 1101656W VAR 14°E

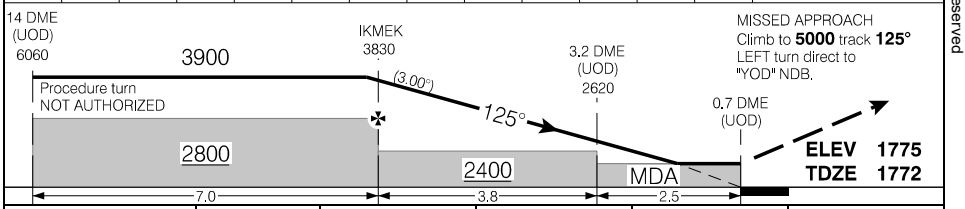
CYOD

| ATIS – 118.25 260.0 | TML – 124.5 322.8<br>PAR – 119.4 336.0 | TWR – 126.2 226.5 236.6 255.7<br>ADVSY Cold Lake – 126.2 | GND – 121.9 275.8 |
|---|---|---|---|

| SAFE ALT 100 NM | NDB<br>YOD | APCH<br>CRS | MIN ALT<br>IKMEK | LDA |
|---|---|---|---|---|
| 4300 | 398 | 125° | 2800 | 12599 |




| 14 | 13 | 12 | 11 | 10 | 9 | 8 | 7.2 | 6 | 5 | 4 | 3 | 1.8 | DIST FROM DME (UOD) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6060 | 5740 | 5420 | 5100 | 4780 | 4470 | 4150 | 3900 | 3510 | 3190 | 2870 | 2550 | 2160 | ALT (3.00° APCH PATH) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| NDB/DME | 2160 (388) 1 | | | |
| C CIRCLING | 2320 (545) 1½ | | 2480 (705) 2 | 2480 (705) 2¼ |

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

# NDB/DME RWY 13L (DND)

CYOD

EFF 21 MAR 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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COLD LAKE/GROUP CAPTAIN R.W. MCNAIR, AB

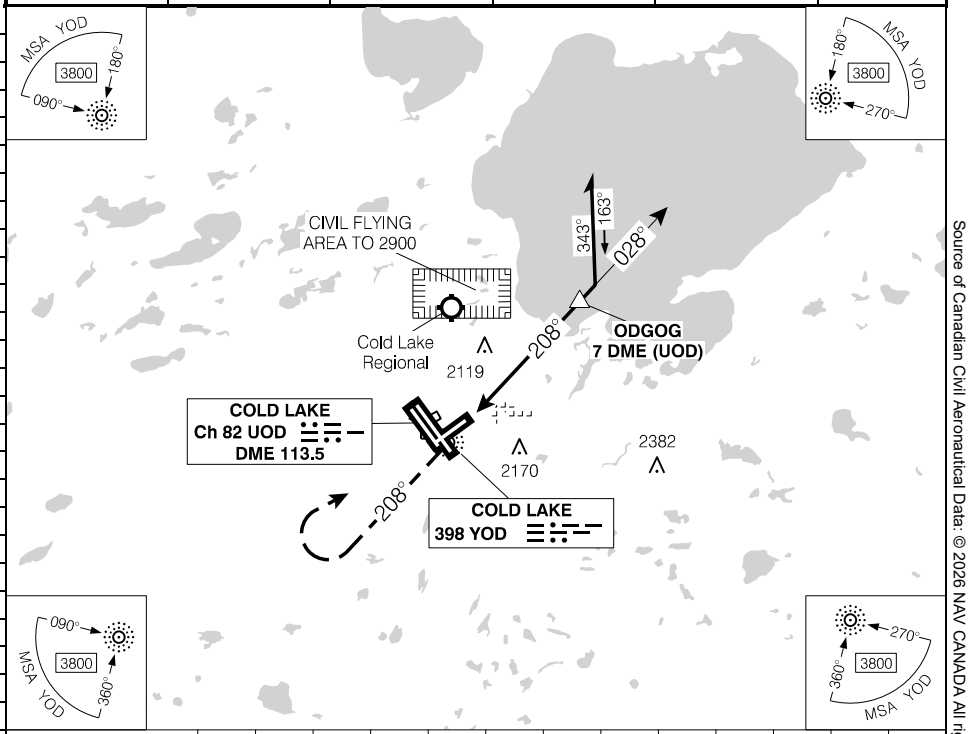
# NDB/DME RWY 22 (DND)

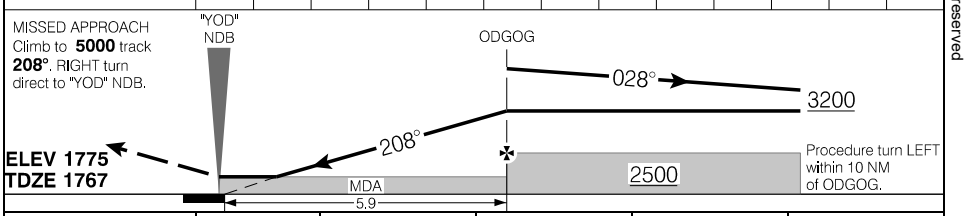
542419N 1101656W VAR 14°E

CYOD

| ATIS – 118.25 260.0 | TML – 124.5 322.8<br>PAR – 119.4 336.0 | TWR – 126.2 226.5 236.6 255.7<br>ADVSY Cold Lake – 126.2 | GND – 121.9 275.8 |
|---|---|---|---|

| SAFE ALT 100 NM | NDB YOD | APCH CRS | MIN ALT ODGOG | LDA |
|---|---|---|---|---|
| 4300 | 398 | 208° | 2500 | 8273 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| NDB/DME | 2420 (653) 1½ | | | |
| C CIRCLING | 2420 (645) 1½ | | 2480 (705) 2 | 2480 (705) 2¼ |

OBMUX to MAP 5.9 NM

| Knots | ft/min | Min:Sec |
|---|---|---|
| 70 | | 5:04 |
| 90 | | 3:56 |
| 110 | | 3:13 |
| 130 | | 2:43 |
| 150 | | 2:22 |

NDB/DME RWY 22 (DND)

CYOD

EFF 21 MAR 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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COLD LAKE/GROUP CAPTAIN R.W. MCNAIR, AB

# NDB/DME RWY 31R (DND)

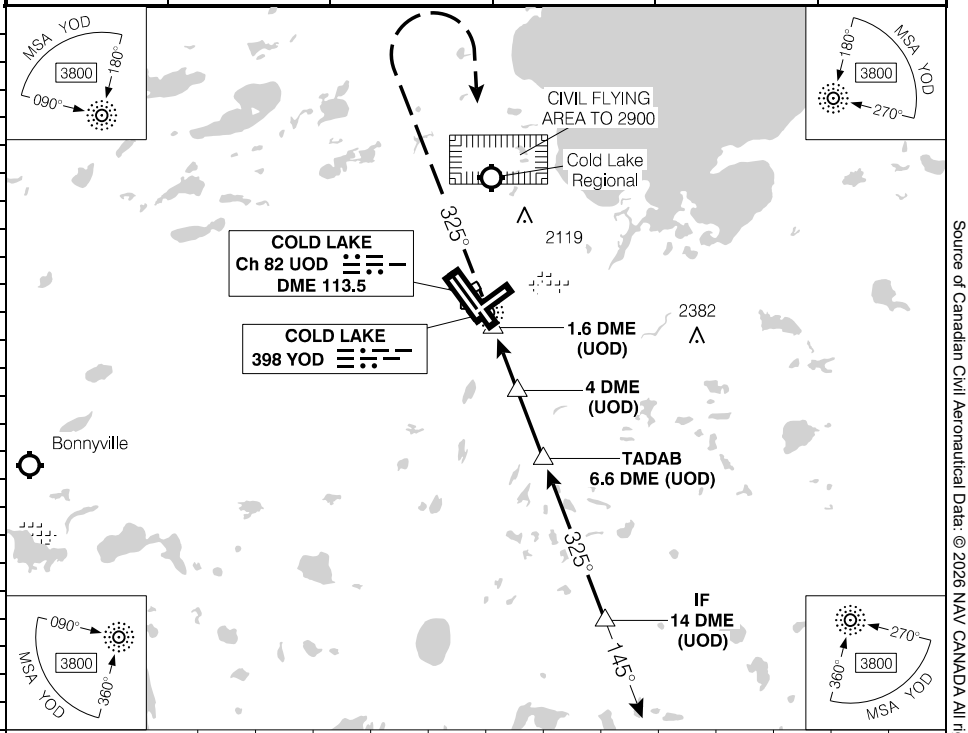
542419N 1101656W VAR 14°E

CYOD

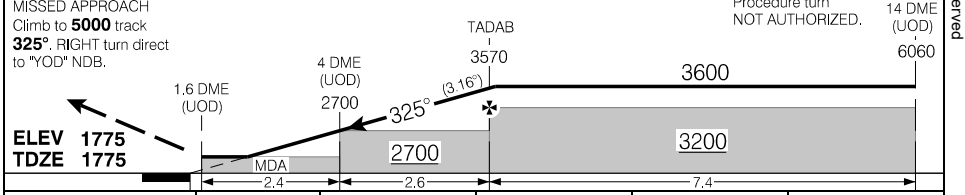
| ATIS – 118.25 260.0 | TML – 124.5 322.8<br>PAR – 119.4 336.0 | TWR – 126.2 226.5 236.6 255.7<br>ADVSY Cold Lake – 126.2 | GND – 121.9 275.8 | |
|---|---|---|---|---|

| SAFE ALT 100 NM | NDB YOD | APCH CRS | MIN ALT TADAB | LDA |
|---|---|---|---|---|
| 4300 | 398 | 325° | 3200 | 12599 |

AN* P2 P2




| DIST FROM DME (UOD) | 2.4 | 3 | 4 | 5 | 6 | **6.7** | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.16° APCH PATH) | 2160 | 2370 | 2700 | 3040 | 3370 | **3600** | 4040 | 4380 | 4720 | 5050 | 5390 | 5720 | 6060 |




| | CATEGORY | A | B | C | D |
|---|---|---|---|---|---|
| | NDB/DME | **2220** (445) 1 RVR 50 | | | |
| | C CIRCLING | **2320** (545) 1½ | | **2480** (705) 2 | **2480** (705) 2¼ |

| Knots | ft/min | Min:Sec |
|---|---|---|
| 70 | 390 | |
| 90 | 500 | |
| 110 | 610 | |
| 130 | 730 | |
| 150 | 840 | |

NDB/DME RWY 31R (DND)

CYOD

EFF 17 APR 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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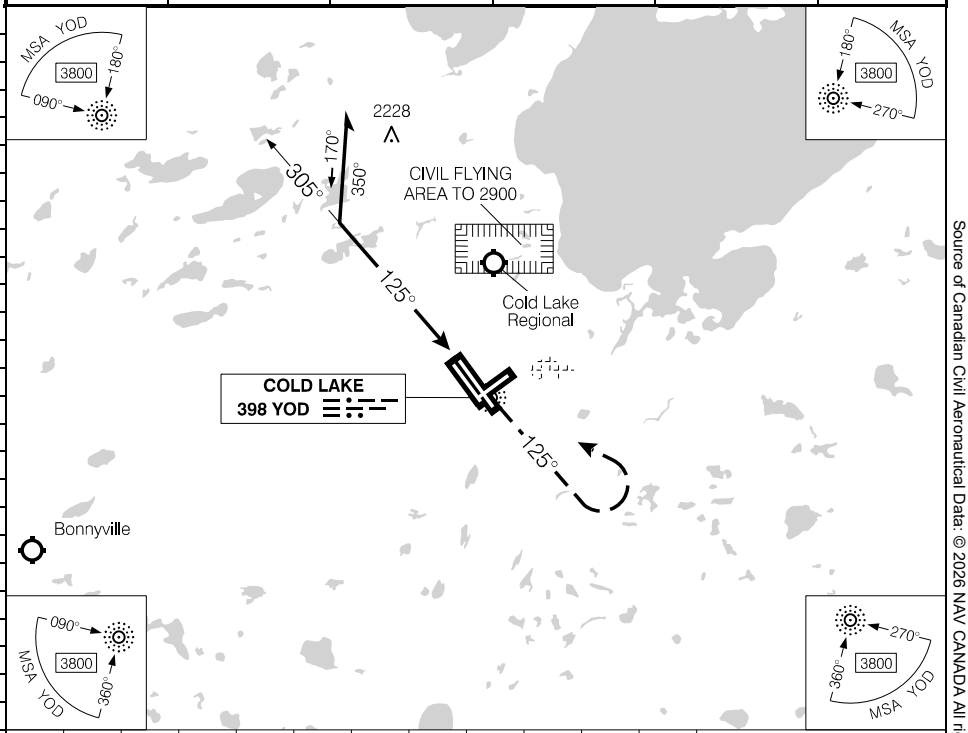
COLD LAKE/GROUP CAPTAIN R.W. MCNAIR, AB

# NDB RWY 13L (DND)

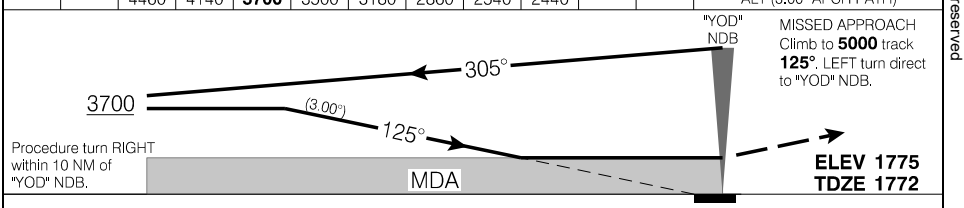
542419N 1101656W VAR 14°E

CYOD

| ATIS – **118.25** **260.0** | TML – **124.5** **322.8**<br>PAR – **119.4** **336.0** | TWR – **126.2** **226.5** **236.6** **255.7**<br>ADVSY Cold Lake – **126.2** | GND – **121.9** **275.8** | |
|---|---|---|---|---|
| SAFE ALT 100 NM **4300** | NDB YOD **398** | APCH CRS **125°** | | LDA **12599** |




| (NM) | | | 10 | 9 | **7.6** | 7 | 6 | 5 | 4 | 3.7 | | | DIST FROM "YOD" NDB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 4460 | 4140 | **3700** | 3500 | 3180 | 2860 | 2540 | 2440 | | | ALT (3.00° APCH PATH) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| NDB | **2460** (688) 1½ | | | |
| C CIRCLING | **2460** (685) 1½ | | **2480** (705) 2 | **2480** (705) 2¼ |

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

# NDB RWY 13L (DND)

CYOD

EFF 21 MAR 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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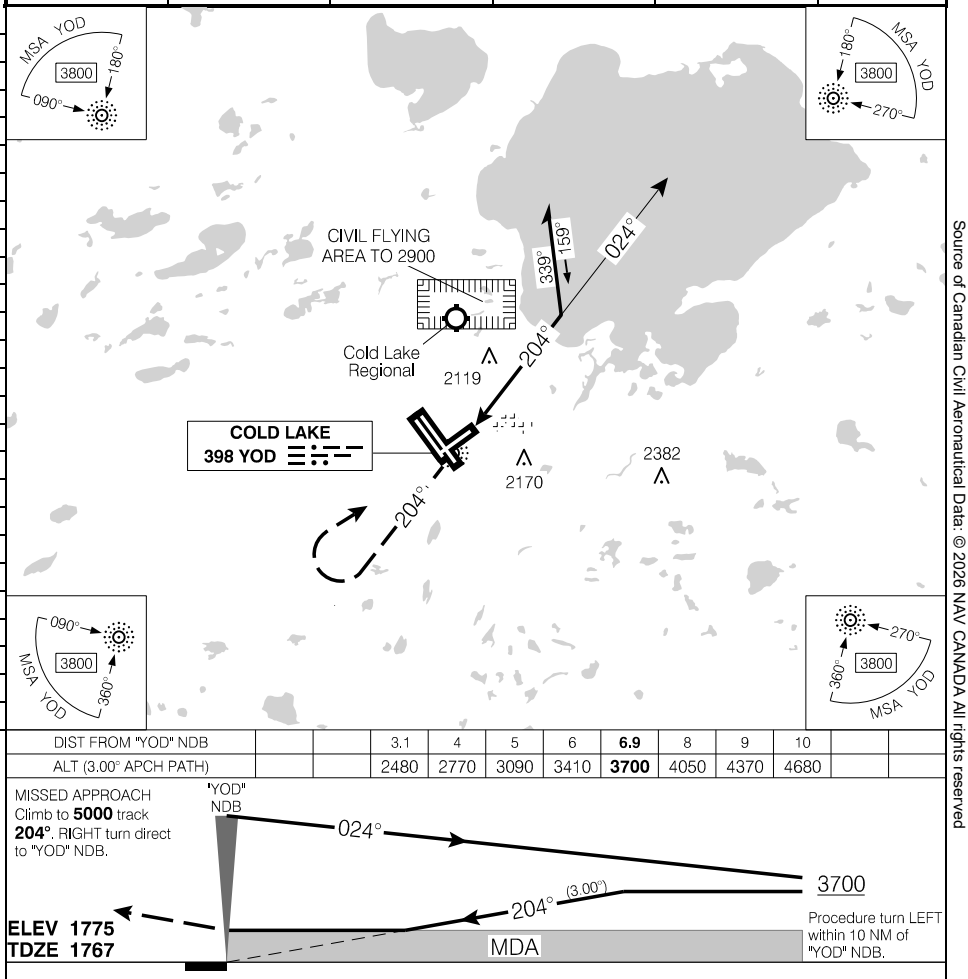
COLD LAKE/GROUP CAPTAIN R.W. MCNAIR, AB

# NDB RWY 22 (DND)

542419N 1101656W VAR 14°E

CYOD

| ATIS – 118.25 260.0 | TML – 124.5 322.8<br>PAR – 119.4 336.0 | TWR – 126.2 226.5 236.6 255.7<br>ADVSY Cold Lake – 126.2 | GND – 121.9 275.8 | |
|---|---|---|---|---|
| SAFE ALT 100 NM<br>4300 | NDB<br>YOD<br>398 | APCH<br>CRS<br>204° | | LDA<br>8273 |




| DIST FROM "YOD" NDB | | | 3.1 | 4 | 5 | 6 | **6.9** | 8 | 9 | 10 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | | 2480 | 2770 | 3090 | 3410 | **3700** | 4050 | 4370 | 4680 | | |




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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| NDB | **2480** (713) 1¾ | | | |
| C CIRCLING | **2480** (705) 1½ | | **2480** (705) 2 | **2480** (705) 2¼ |

# NDB RWY 22 (DND)

CYOD

EFF 21 MAR 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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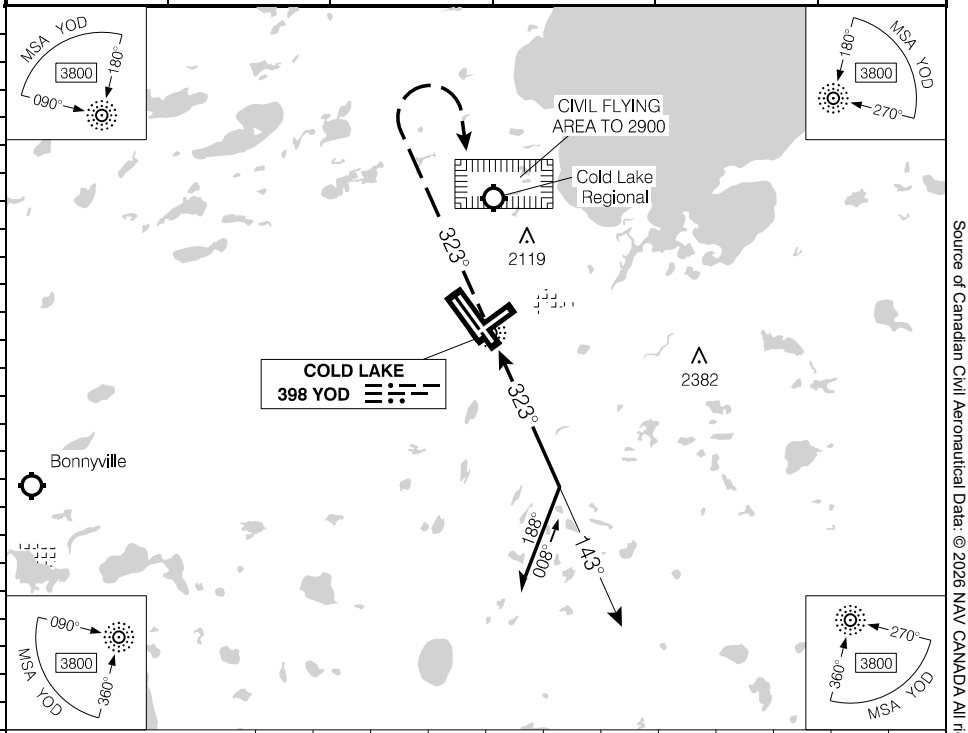
COLD LAKE/GROUP CAPTAIN R.W. MCNAIR, AB

# NDB RWY 31R (DND)

542419N 1101656W VAR 14°E

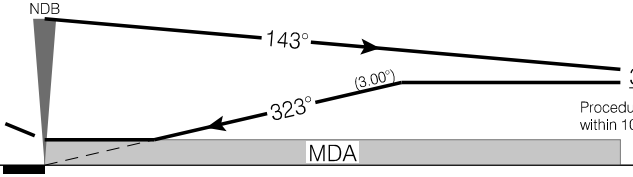
CYOD

| ATIS – 118.25 260.0 | TML – 124.5 322.8<br>PAR – 119.4 336.0 | TWR – 126.2 226.5 236.6 255.7<br>ADVSY Cold Lake – 126.2 | GND – 121.9 275.8 | |
|---|---|---|---|---|
| SAFE ALT 100 NM<br>4300 | NDB<br>YOD<br>398 | APCH<br>CRS<br>323° | | LDA<br>12599 |




| DIST FROM "YOD" NDB | 1.9 | 3 | 4 | 5 | **6.2** | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2320 | 2670 | 2990 | 3310 | **3700** | 3940 | 4260 | 4580 | 4900 |

MISSED APPROACH
Climb to **5000** track **323°**. RIGHT turn direct to "YOD" NDB.




Procedure turn RIGHT within 10 NM of "YOD" NDB.

**ELEV 1775**
**TDZE 1775**

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| NDB | **2320** (545) 1¼ | | | |
| C CIRCLING | **2320** (545) 1½ | | **2480** (705) 2 | **2480** (705) 2¼ |

# NDB RWY 31R (DND)

CYOD

EFF 21 MAR 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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## Departure Route Description

**All rwys:** Climb rwy hdg for radar vectors. Maintain **6000** ASL. In VMC, acft on dep shall not exceed **2500** ASL til dep end of rwy.

## Communication Failure

Transponder mode A/3 code 7600. On recognition of communications failure 3 minutes or less after take-off and in IFR weather conditions proceed as follows:

1. Upon reaching **6000** ASL or last assigned altitude, whichever is higher, proceed on course;
2. Maintain this altitude for 3 minutes after take-off; then
3. Climb to flight planned altitude; not above FL190 until 25 NM outbound.

**NOTE:** If communication failure occurs more than 3 minutes after take-off, comply with the appropriate procedure for communication failure enroute.

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SID (VECTOR)

COLD LAKE/GROUP CAPTAIN R.W. MCNAIR, AB

# COLD LAKE FOUR DEP (CYOD4.) (DND)

CYOD




TWR – 126.2 226.5 236.6 255.7 (E)
ADVSY Cold Lake – 126.2 (E)

TML – 124.5 322.8

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COLD LAKE FOUR DEP (CYOD4.) (DND)

CYOD

EFF 30 JAN 20



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

### Arrival Procedures

1. Jet aircraft circuit altitude is **3200** ASL, conventional circuit altitude is **2500** ASL (weather permitting).
2. Jet aircraft in the circuit will maintain **3200** ASL until commencing base turn.
3. Jet aircraft straight-in approaches, maintain **3000** ASL as long as practicable before commencing final descent.
4. When rwy 13 in use, remain on or above the PAR or PAPI glide slope to the extent practicable. Consistent with safety of operations, aircraft should be flown on the approach so as to give the best possible performance with respect to noise abatement (flap and gear selection, power settings).

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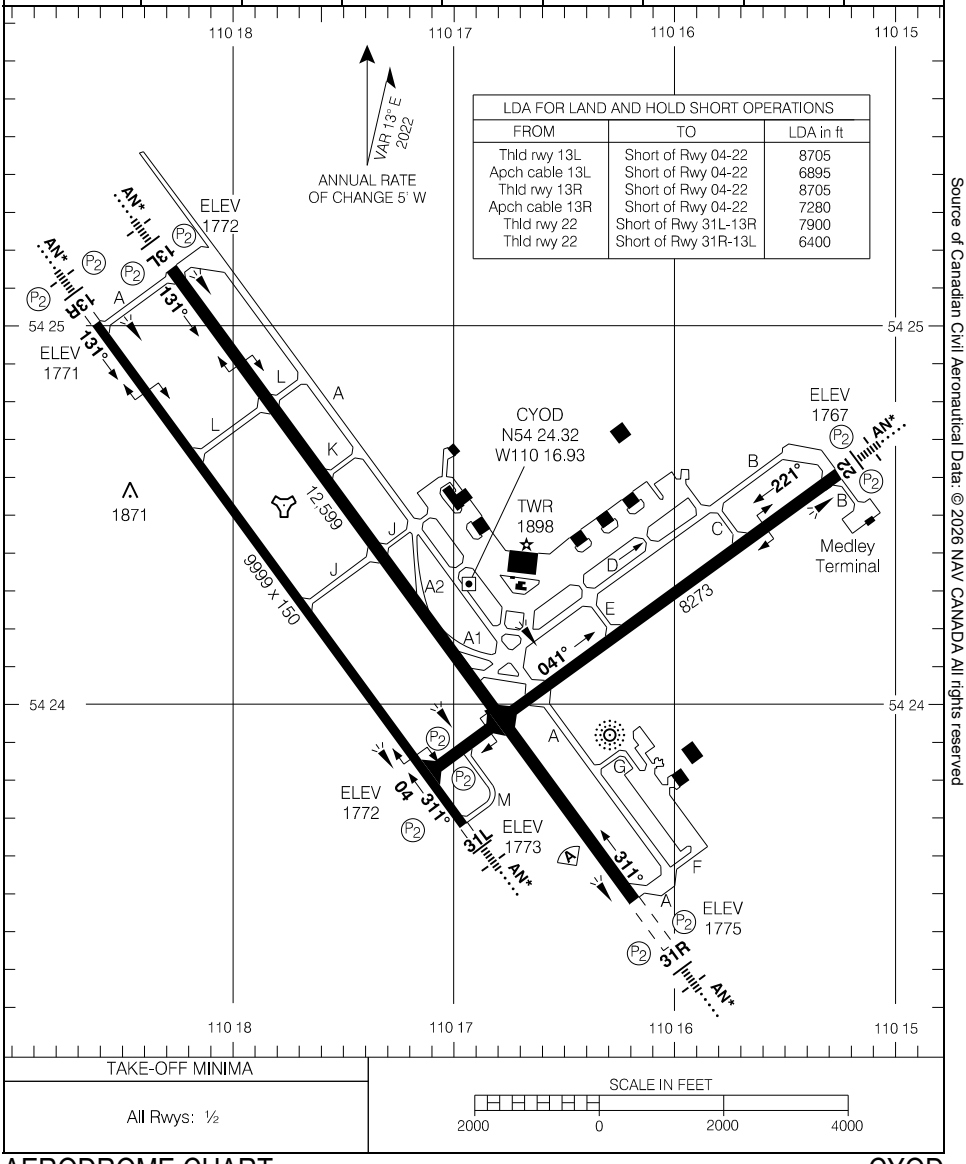
COLD LAKE/GROUP CAPTAIN R.W. MCNAIR, AB

# AERODROME CHART (DND) CYOD

| ATIS – **118.25 260.0** | CLNC DEL –**120.6 230.6**<br>GND – **121.9 275.8** | TWR – **126.2 226.5 236.6 255.7** (E)<br>ADVSY Cold Lake – **126.2** (E) | TML – **124.5 322.8** |
|---|---|---|---|

| DECL DISTS | 04 | 22 | 13L | 31R | 13R | 31L | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 8273 | 8273 | 12599 | 12599 | 9999 | 9999 | | |
| TODA | 8273 | 8273 | 12599 | 12599 | 9999 | 9999 | | |
| ASDA | 8273 | 8273 | 12599 | 12599 | 9999 | 9999 | | |
| LDA | 8273 | 8273 | 12599 | 12599 | 9999 | 9999 | | |




| TAKE-OFF MINIMA | SCALE IN FEET |
|---|---|
| All Rwys: ½ | 2000 0 2000 4000 |

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# AERODROME CHART (DND) CYOD

EFF 26 DEC 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

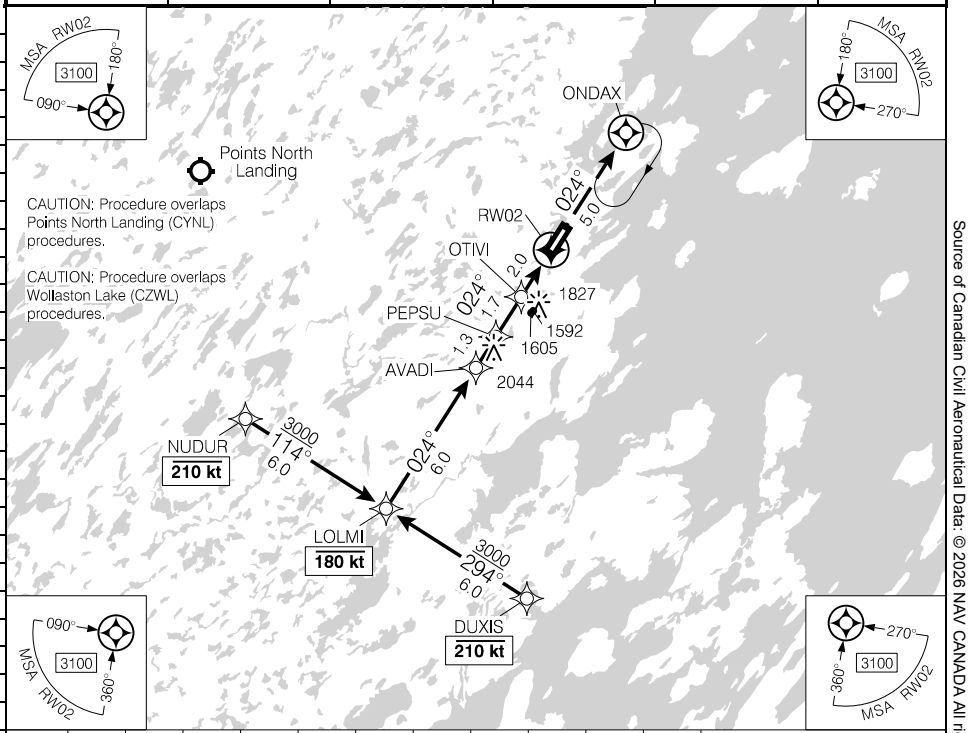
COLLINS BAY, SK

# RNAV (GNSS) RWY 02

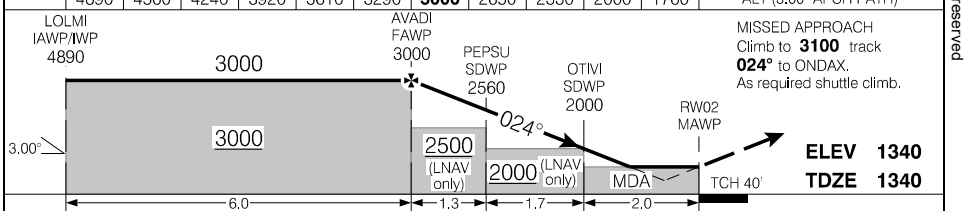
CYKC

581410N 1034039W VAR 9°E

| | | | | |
|---|---|---|---|---|
| AUTO – **122.35** | | ◒ UNICOM – **123.3** (AU) ATF | | ARCAL 123.3(J) |
| SAFE ALT 100 NM **3200** | WAAS **Ch 80018** W02A | APCH CRS **024°** | MIN ALT AVADI **3000** | LDA **5191** |




| 11 | 10 | 9 | 8 | 7 | 6 | **5.0** | 4 | 3 | 2 | 1.2 | DIST FROM RW02 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 4890 | 4560 | 4240 | 3920 | 3610 | 3290 | **3000** | 2650 | 2330 | 2000 | 1760 | ALT (3.00° APCH PATH) |




RASS: When using CYNL add **70'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1587** | (250) | 1 | |
| LNAV | **1760** | (423) | 1¼ | |

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

# RNAV (GNSS) RWY 02

CYKC

EFF 23 FEB 23



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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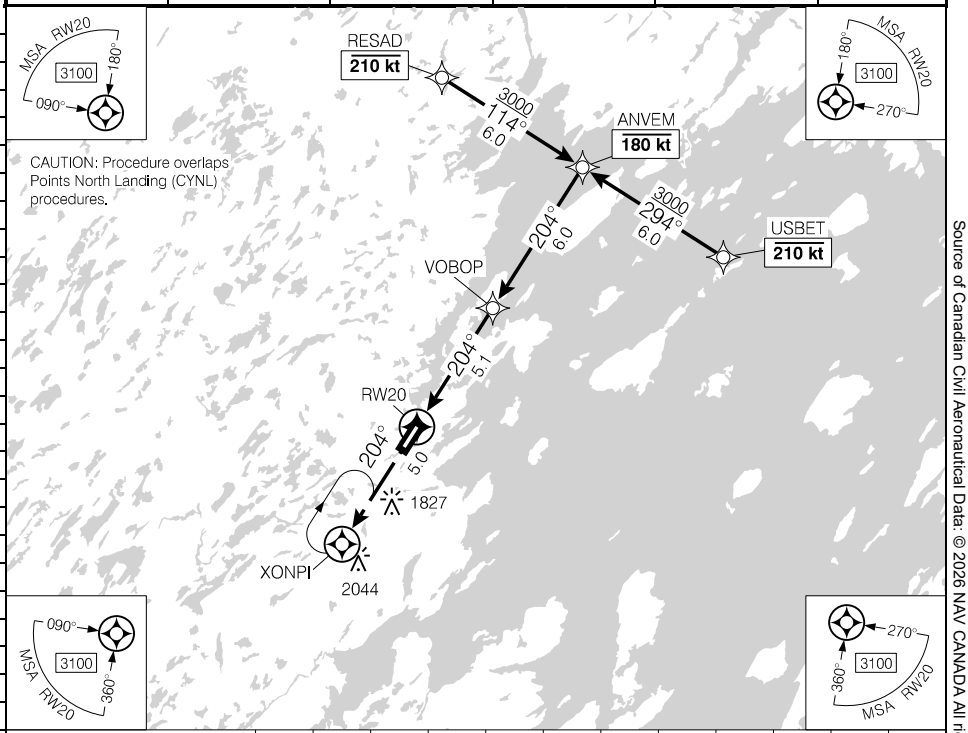
COLLINS BAY, SK

# RNAV (GNSS) RWY 20

581410N 1034039W VAR 9°E

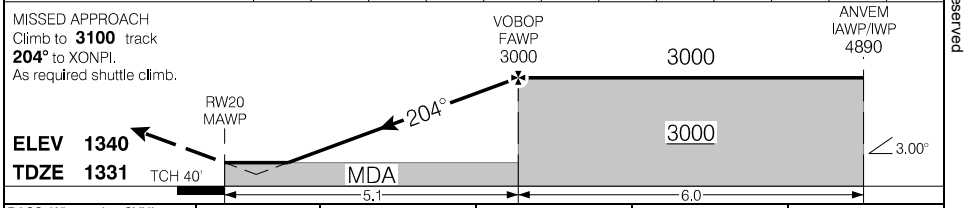
CYKC

| | | | | |
|---|---|---|---|---|
| AUTO – **122.35** | | UNICOM – **123.3** (AU) ATF | | ARCAL 123.3(J) |
| SAFE ALT 100 NM **3200** | WAAS **Ch 80019** W20A | APCH CRS **204°** | MIN ALT VOBOP **3000** | LDA **5191** |




| DIST FROM RW20 | 1.1 | 2 | 3 | 4 | **5.1** | 6 | 7 | 8 | 9 | 10 | 11.1 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 1720 | 2000 | 2320 | 2640 | **3000** | 3270 | 3590 | 3910 | 4230 | 4550 | 4890 |

MISSED APPROACH
Climb to **3100** track **204°** to XONPI.
As required shuttle climb.




RASS: When using CYNL add **70'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1573** | (250) | 1 | |
| LNAV | **1720** | (397) | 1¼ | |

RNAV (GNSS) RWY 20 CYKC

EFF 23 FEB 23



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COLLINS BAY, SK

# AERODROME CHART

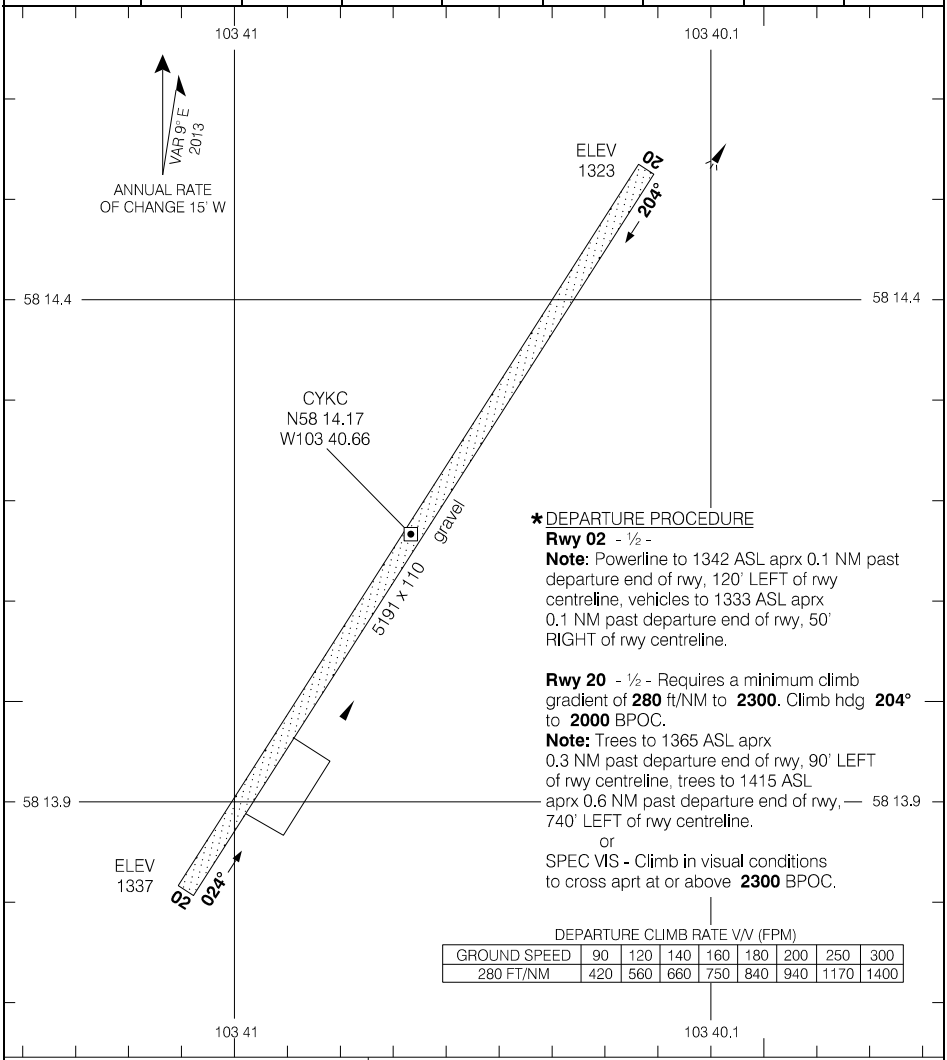
CYKC

AUTO – **122.35**

UNICOM – **123.3** (AU)

ATF

| DECL DISTS | 02 | 20 |
|---|---|---|
| TORA | 5191 | 5191 |
| TODA | 5863 | 6175 |
| ASDA | 5191 | 5191 |
| LDA | 5191 | 5191 |




* DEPARTURE PROCEDURE

**Rwy 02** - ½ -

**Note:** Powerline to 1342 ASL aprx 0.1 NM past departure end of rwy, 120° LEFT of rwy centreline, vehicles to 1333 ASL aprx 0.1 NM past departure end of rwy, 50° RIGHT of rwy centreline.

**Rwy 20** - ½ - Requires a minimum climb gradient of **280** ft/NM to **2300**. Climb hdg **204°** to **2000** BPOC.

**Note:** Trees to 1365 ASL aprx 0.3 NM past departure end of rwy, 90° LEFT of rwy centreline, trees to 1415 ASL aprx 0.6 NM past departure end of rwy, 740° LEFT of rwy centreline.

or

SPEC VIS - Climb in visual conditions to cross aprt at or above **2300** BPOC.

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 |

TAKE-OFF MINIMA

Rwys 02, 20: *

SCALE IN FEET

1000 0 1000

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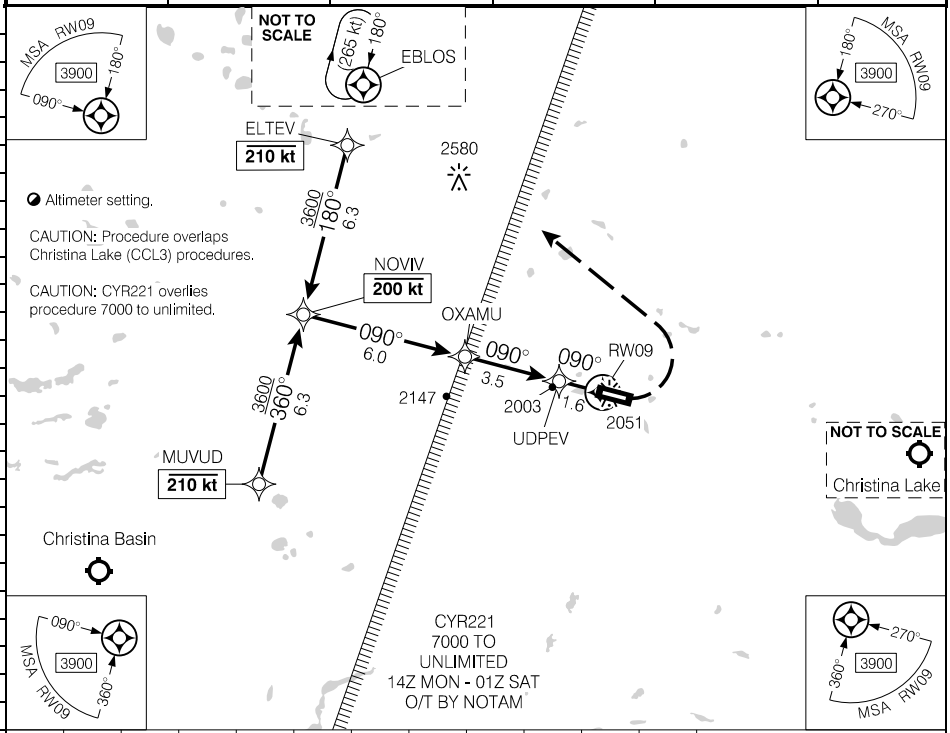
CONKLIN (LEISMER), AB

# RNAV (GNSS) RWY 09

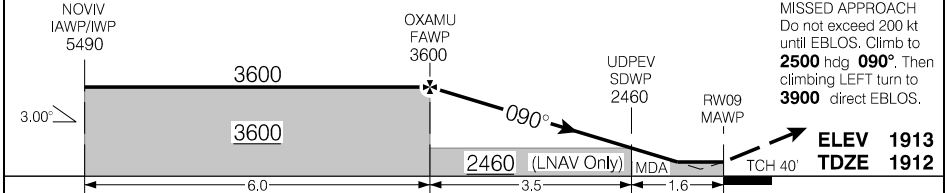
554146N 1111646W VAR 15°E

CET2

| | | | | |
|---|---|---|---|---|
| AUTO – **123.17** | CTR Edmonton – **133.72** | ◕ UNICOM – **122.8** (AU) ATF | | ARCAL 122.8(J) |
| SAFE ALT 100 NM **4500** | WAAS **Ch 80031** W09A | APCH CRS **090°** | MIN ALT OXAMU **3600** | LDA **5251** |




| (NM) | 11.1 | 10 | 9 | 8 | 7 | 6 | **5.1** | 4 | 3 | 2 | 0.8 | DIST FROM RW09 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5490 | 5140 | 4820 | 4500 | 4180 | 3860 | **3600** | 3230 | 2910 | 2590 | 2220 | ALT (3.00° APCH PATH) |




RASS: When using CYMM add **230'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2162** | (250) | 1 | |
| LNAV | **2220** | (308) | 1 | |

RNAV (GNSS) RWY 09 CET2

EFF 10 AUG 23



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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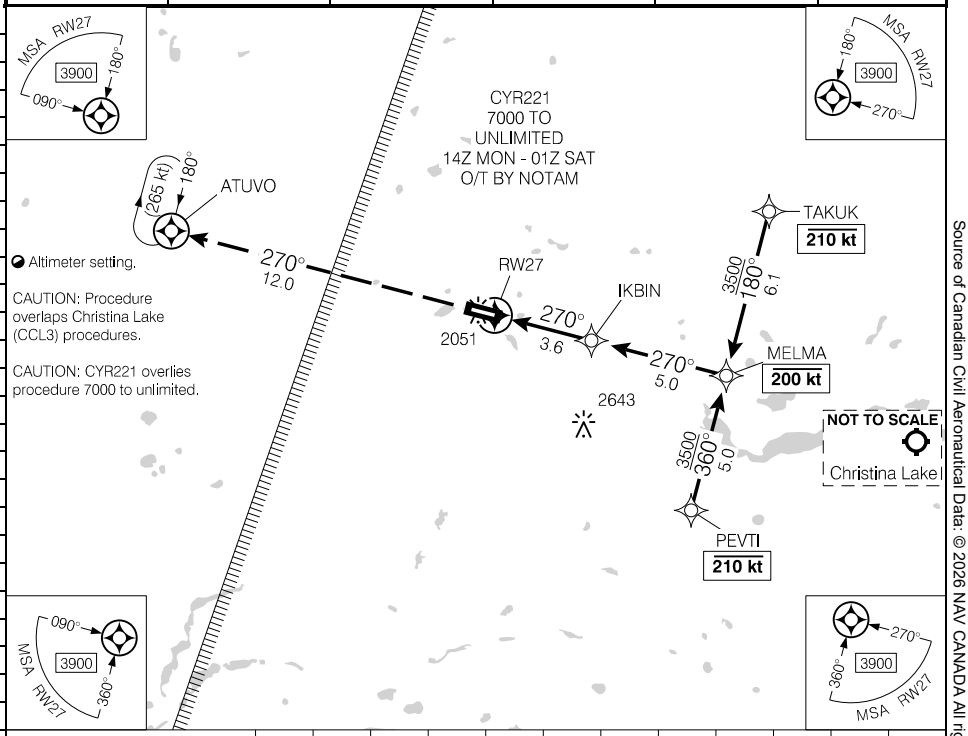
CONKLIN (LEISMER), AB

# RNAV (GNSS) RWY 27

554146N 1111646W VAR 15°E

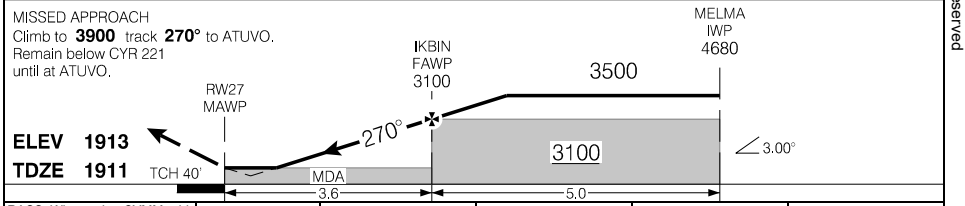
CET2

| | | | | |
|---|---|---|---|---|
| AUTO – **123.17** | CTR Edmonton – **133.72** | ◒ UNICOM – **122.8** (AU) ATF | | ARCAL 122.8(J) P1 AO |
| SAFE ALT 100 NM **4500** | WAAS **Ch 80032** W27A | APCH CRS **270°** | MIN ALT IKBIN **3100** | LDA **5251** |




| DIST FROM RW27 | 0.9 | 2 | 3 | 4 | **4.9** | 6 | 7 | 8 | 8.6 |
|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2220 | 2570 | 2890 | 3210 | **3500** | 3850 | 4170 | 4480 | 4680 |

MISSED APPROACH
Climb to **3900** track **270°** to ATUVO.
Remain below CYR 221 until at ATUVO.




RASS: When using CYMM add **230'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2147** | (250) | 1 | |
| LNAV | **2220** | (323) | 1 | |

# RNAV (GNSS) RWY 27

CET2

EFF 10 AUG 23



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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CONKLIN (LEISMER), AB

# AERODROME CHART — CET2

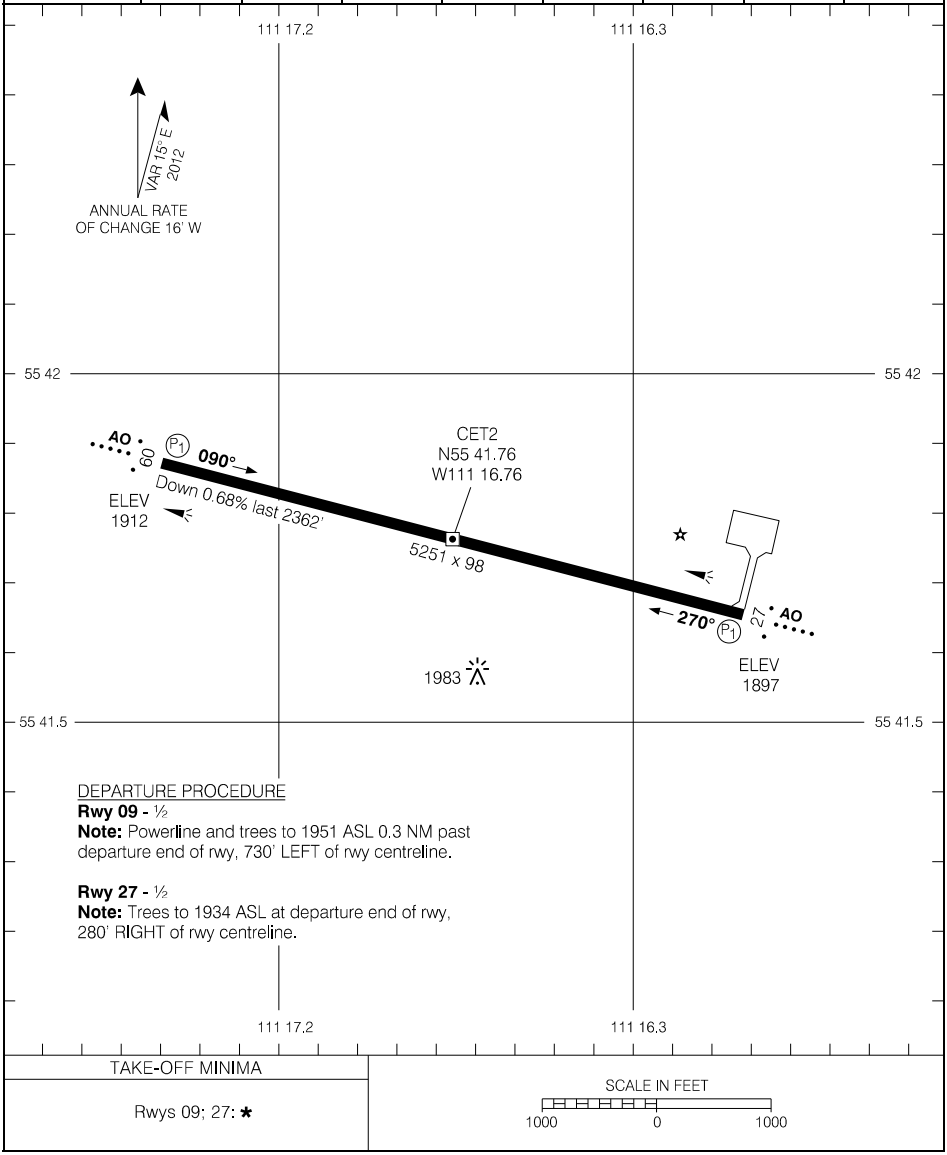
AUTO – **123.17**

UNICOM – **122.8** (AU)

ATF

CTR Edmonton – **133.72**

| DECL DISTS | 09 | 27 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 5251 | 5251 | | | | | | |
| TODA | 6235 | 6235 | | | | | | |
| ASDA | 5251 | 5251 | | | | | | |
| LDA | 5251 | 5251 | | | | | | |




DEPARTURE PROCEDURE

**Rwy 09 -** ½

**Note:** Powerline and trees to 1951 ASL 0.3 NM past departure end of rwy, 730' LEFT of rwy centreline.

**Rwy 27 -** ½

**Note:** Trees to 1934 ASL at departure end of rwy, 280' RIGHT of rwy centreline.

TAKE-OFF MINIMA

Rwys 09; 27: ✱

SCALE IN FEET

1000 0 1000

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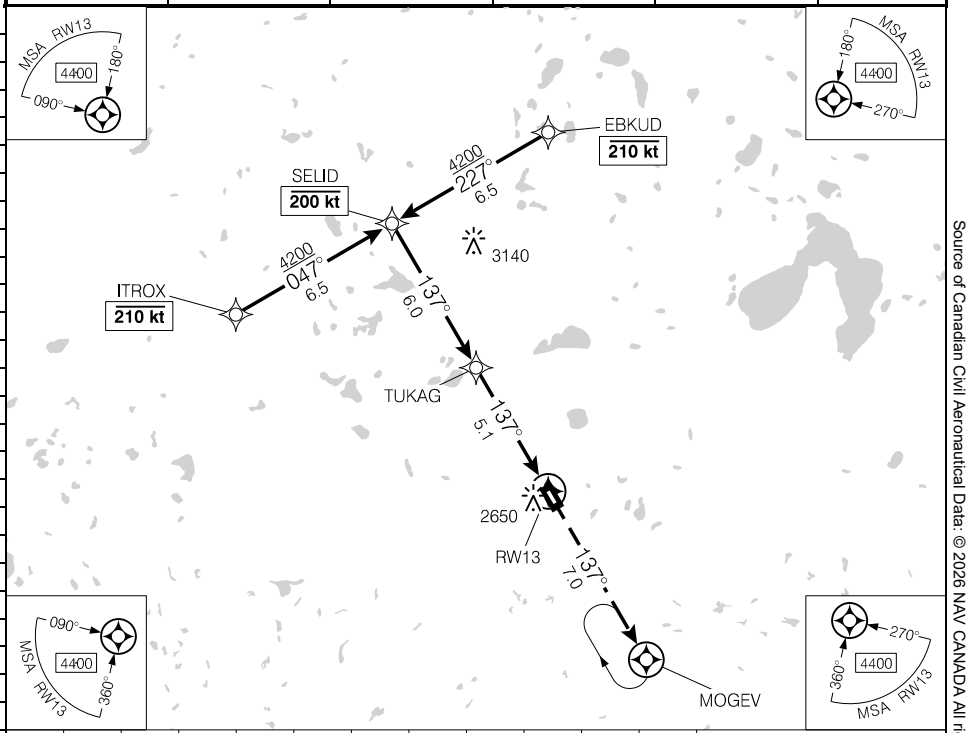
CONSORT, AB

# RNAV (GNSS) RWY 13

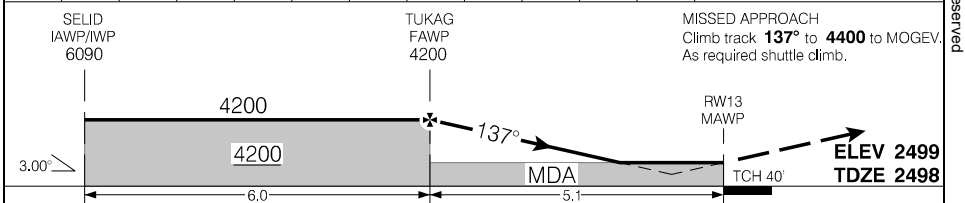
520127N 1104456W VAR 13°E

CFG3

| | | | | | |
|---|---|---|---|---|---|
| | CTR Edmonton – **133.45** | | | | ARCAL 123.2(K) |
| | | TFC – **123.2** | | | |
| SAFE ALT 100 NM **5200** | WAAS **Ch 81088** W13A | APCH CRS **137°** | MIN ALT TUKAG **4200** | LDA **3002** | |




| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 11.1 | 10 | 9 | 8 | 7 | 6 | **5.1** | 4 | 3 | 1.8 | | DIST FROM RW13 |
| | 6090 | 5720 | 5400 | 5090 | 4770 | 4450 | **4200** | 3810 | 3490 | 3100 | | ALT (3.00° APCH PATH) |




RASS: Use CYKY.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2931** | (433) | 1½ | NOT AUTHORIZED |
| LNAV | **3100** | (602) | 1¾ | NOT AUTHORIZED |

# RNAV (GNSS) RWY 13

CFG3

EFF 11 JUL 24



Canada Air Pilot
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CONSORT, AB

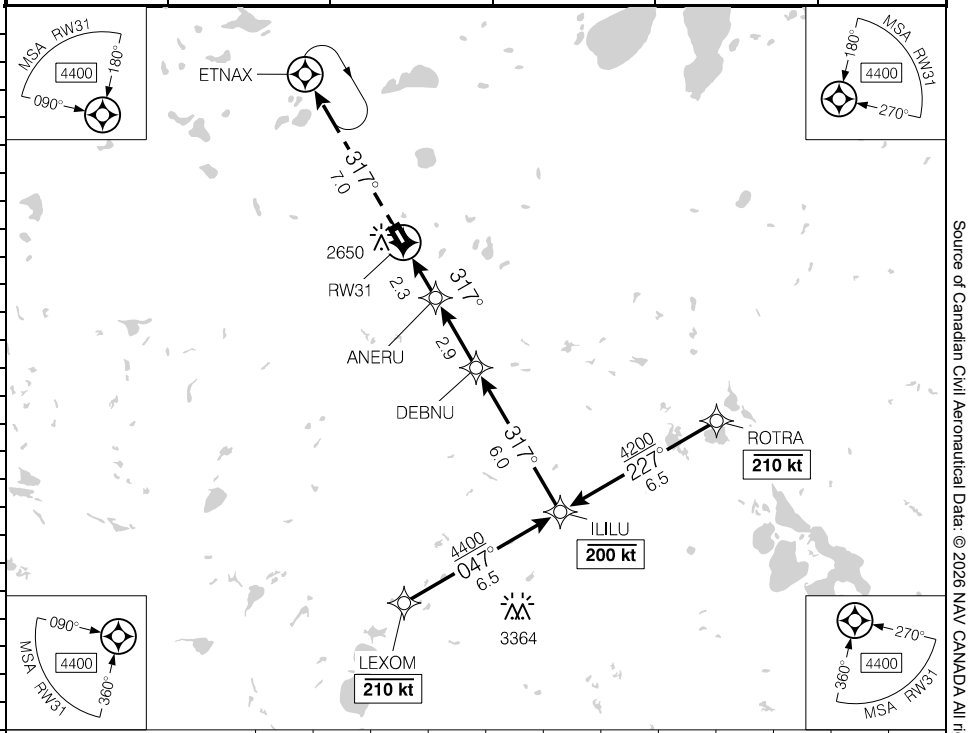
# RNAV (GNSS) RWY 31

520127N 1104456W VAR 13°E

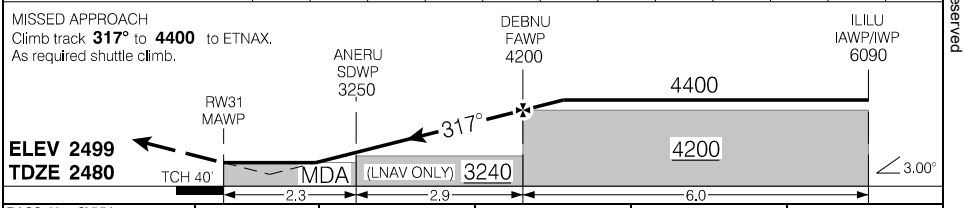
CFG3

| CTR Edmonton – **133.45** | TFC – **123.2** | ARCAL 123.2(K) |
|---|---|---|

| SAFE ALT 100 NM | WAAS | APCH CRS | MIN ALT DEBNU | LDA |
|---|---|---|---|---|
| **5200** | **Ch 81089** W31A | **317°** | **4200** | **3002** |




| DIST FROM RW31 | 1.6 | 3 | 4 | 5 | **5.9** | 7 | 8 | 9 | 10 | 11.2 |
|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 3040 | 3470 | 3790 | 4110 | **4400** | 4750 | 5070 | 5380 | 5700 | 6090 |




RASS: Use CYKY.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2911** | (433) | 1½ | NOT AUTHORIZED |
| LNAV | **3040** | (562) | 1¾ | NOT AUTHORIZED |

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

RNAV (GNSS) RWY 31

CFG3

EFF 11 JUL 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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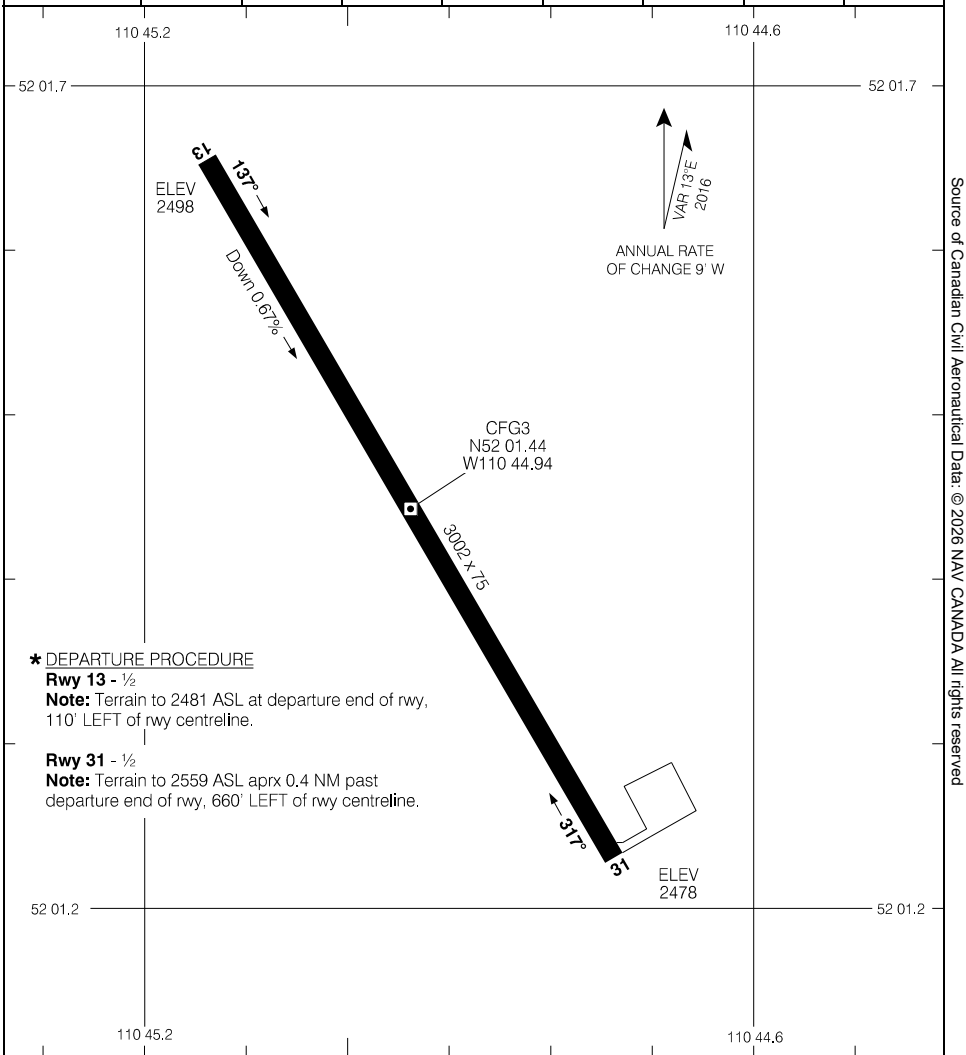
CONSORT, AB

# AERODROME CHART

CFG3

| | | | CTR Edmonton – **133.45** |
|---|---|---|---|
| | | TFC – **123.2** | |

| DECL DISTS | 13 | 31 |
|---|---|---|
| TORA | 3002 | 3002 |
| TODA | 3002 | 3002 |
| ASDA | 3002 | 3002 |
| LDA | 3002 | 3002 |




* DEPARTURE PROCEDURE

**Rwy 13** - ½

**Note:** Terrain to 2481 ASL at departure end of rwy, 110' LEFT of rwy centreline.

**Rwy 31** - ½

**Note:** Terrain to 2559 ASL aprx 0.4 NM past departure end of rwy, 660' LEFT of rwy centreline.

| TAKE-OFF MINIMA |
|---|
| Rwys 13; 31: * |

SCALE IN FEET

1000 0 1000

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Canada Air Pilot
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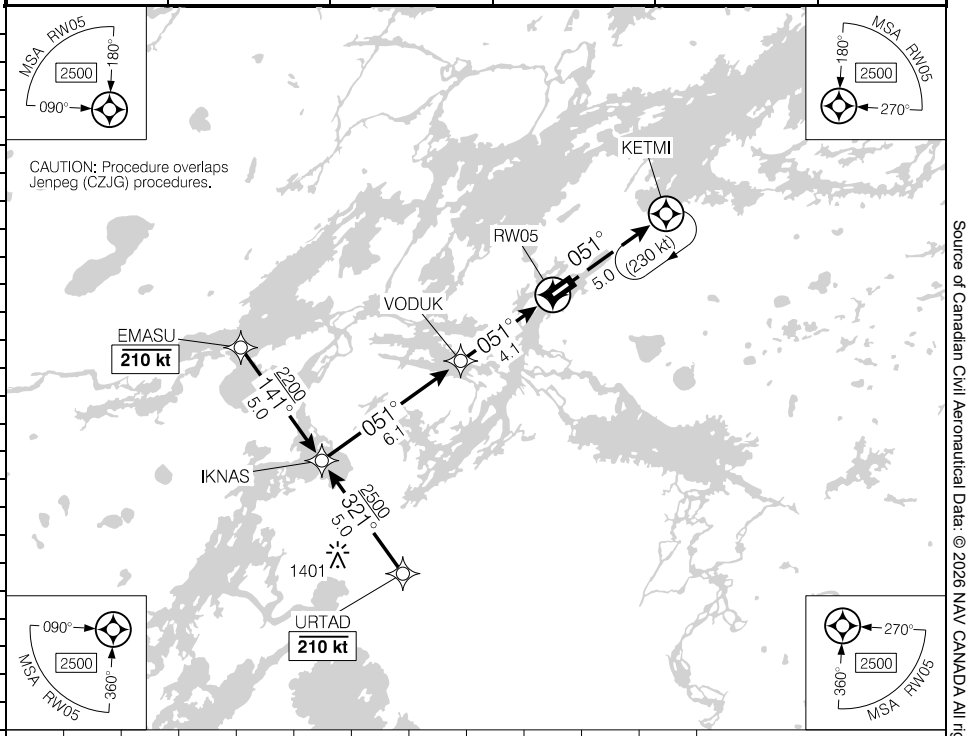
CROSS LAKE (CHARLIE SINCLAIR MEMORIAL), MB

# RNAV (GNSS) RWY 05

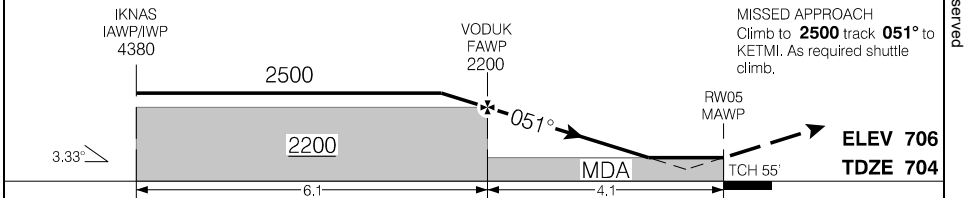
543639N 0974537W VAR 3°E

CYCR

| | | | | |
|---|---|---|---|---|
| | CTR Winnipeg – **135.1** | UNICOM – **122.8** (AU) ATF | | ARCAL 122.8(J) |
| SAFE ALT 100 NM **2600** | WAAS **Ch 80040** W05A | APCH CRS **051°** | MIN ALT VODUK **2200** | LDA **3993** |




| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 10.2 | 9 | 8 | 7 | 6 | **4.9** | 4 | 3 | 2 | 1.3 | DIST FROM RW05 |
| | | 4380 | 3940 | 3590 | 3240 | 2880 | **2500** | 2170 | 1820 | 1470 | 1220 | ALT (3.33° APCH PATH) |




RASS: When using CYNE add **100'**. When using CYTH add **180'**.

| Knots | ft/min | Min:Sec |
|---|---|---|
| 70 | 410 | |
| 90 | 530 | |
| 110 | 650 | |
| 130 | 770 | |
| 150 | 880 | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1204** | (500) | 1½ | |
| LNAV | **1220** | (516) | 1½ | |

RNAV (GNSS) RWY 05 CYCR

EFF 20 FEB 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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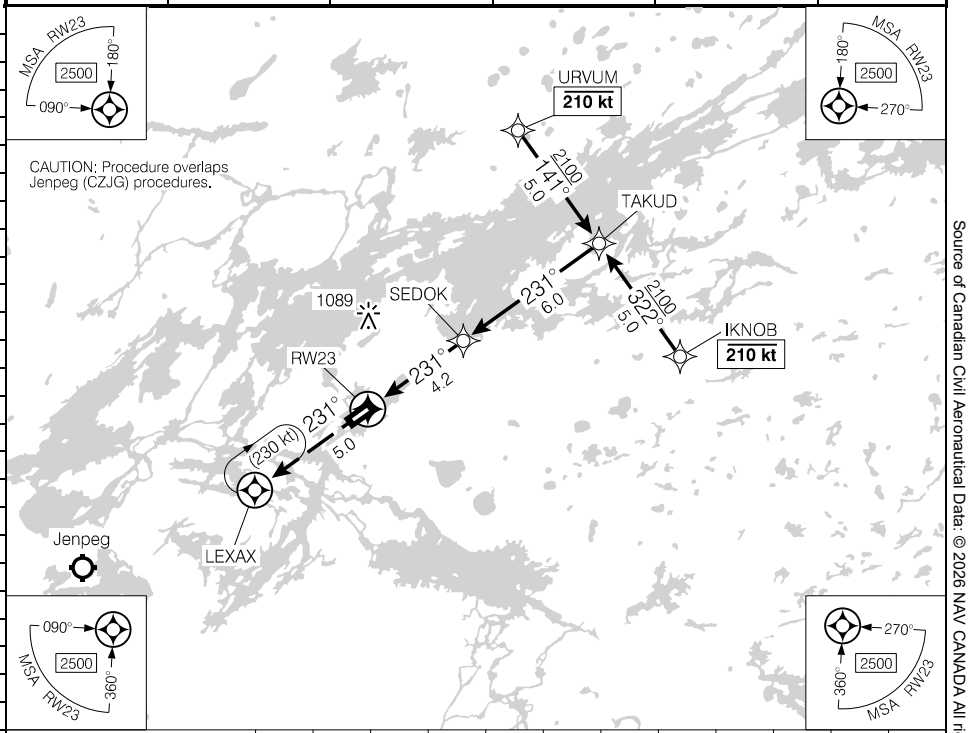
CROSS LAKE (CHARLIE SINCLAIR MEMORIAL), MB

# RNAV (GNSS) RWY 23

543639N 0974537W VAR 3°E

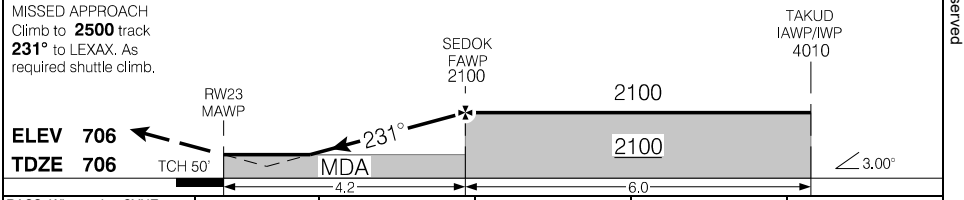
CYCR

| | | | | | |
|---|---|---|---|---|---|
| | CTR Winnipeg – **135.1** | | UNICOM – **122.8** (AU) ATF | | ARCAL 122.8(J) |
| SAFE ALT 100 NM **2600** | WAAS **Ch 80780** W23A | APCH CRS **231°** | MIN ALT SEDOK **2100** | LDA **3993** | |




| DIST FROM RW23 | | 1.5 | 3 | **4.2** | 5 | 6 | 7 | 8 | 9 | 10.2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | 1220 | 1710 | **2100** | 2350 | 2670 | 2990 | 3310 | 3620 | 4010 | | |

MISSED APPROACH
Climb to **2500** track **231°** to LEXAX. As required shuttle climb.




RASS: When using CYNE add **100'**. When using CYTH add **180'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1206** | (500) | 1¾ | |
| LNAV | **1220** | (514) | 1½ | |

RNAV (GNSS) RWY 23 CYCR

EFF 20 FEB 25



Canada Air Pilot
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CROSS LAKE (CHARLIE SINCLAIR MEMORIAL), MB

# AERODROME CHART

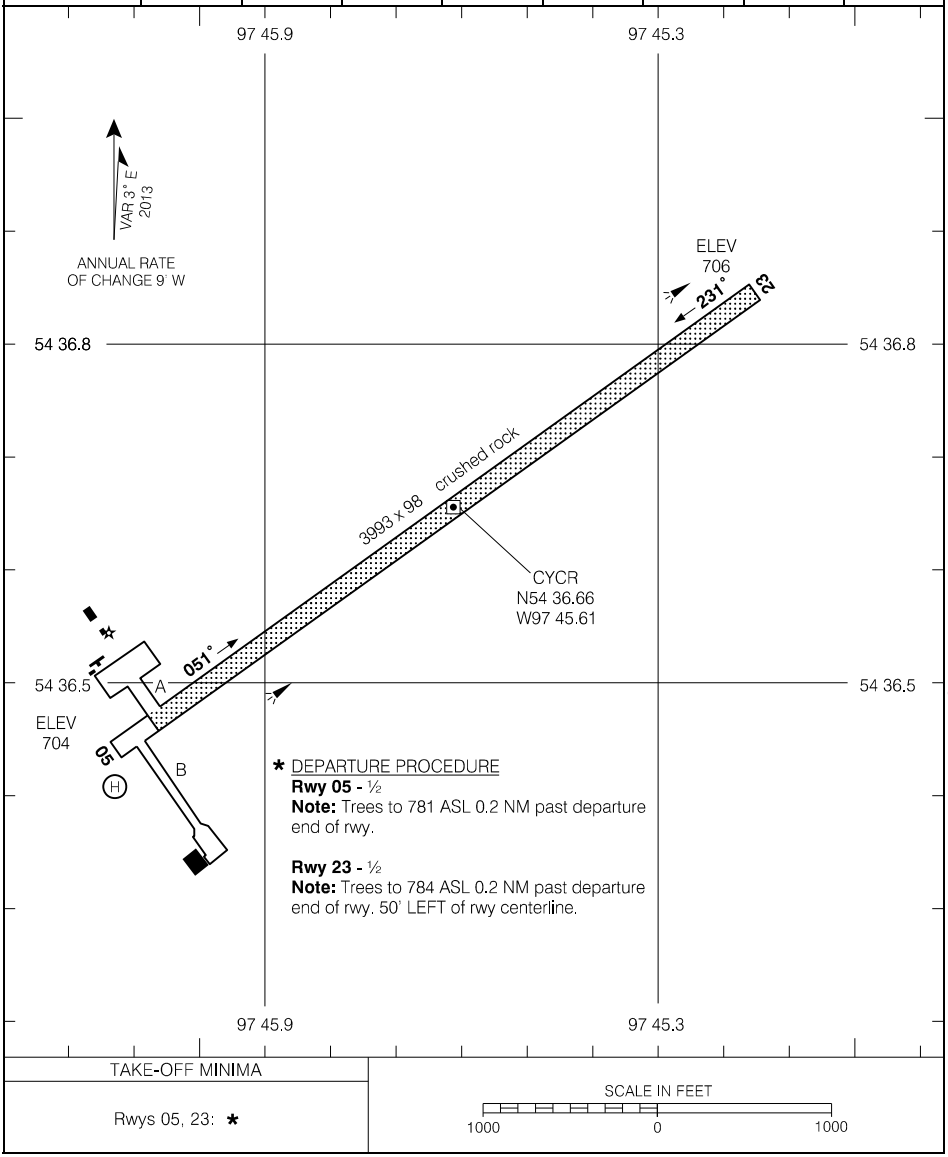
CYCR

UNICOM – **122.8** (AU)

ATF

CTR Winnipeg – **135.1**

| DECL DISTS | 05 | 23 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 3993 | 3993 | | | | | | |
| TODA | 4977 | 4977 | | | | | | |
| ASDA | 3993 | 3993 | | | | | | |
| LDA | 3993 | 3993 | | | | | | |




| TAKE-OFF MINIMA |
|---|
| Rwys 05, 23: * |

SCALE IN FEET

1000 0 1000

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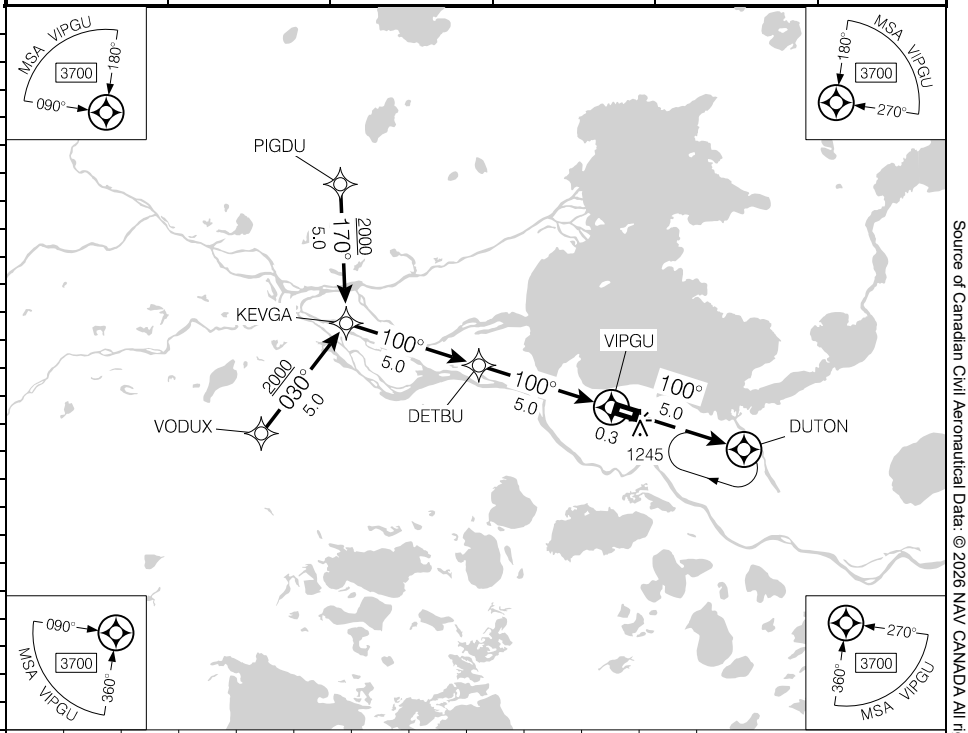
CUMBERLAND HOUSE, SK

# RNAV (GNSS) RWY 10

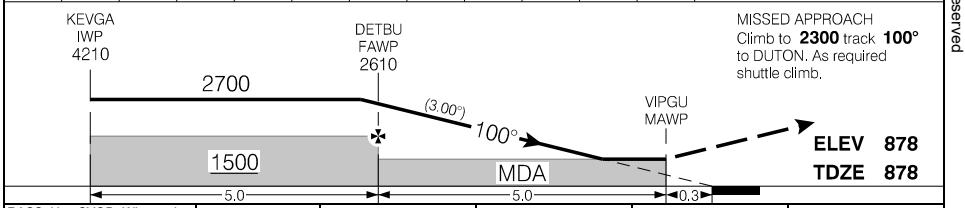
535722N 1021754W VAR 8°E

CJT4

| | | | | |
|---|---|---|---|---|
| AUTO – **122.97** | CTR Winnipeg – **135.62** | TFC – **123.2** ATF | | ARCAL 123.2(J) |
| SAFE ALT 100 NM **3800** | RNAV | APCH CRS **100°** | MIN ALT DETBU **1500** | LDA **2944** |




| (NM) | 10 | 9 | 8 | 7 | 6 | 5.3 | 4 | 3 | 2 | 1.1 | | DIST FROM VIPGU |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 4210 | 3890 | 3570 | 3250 | 2930 | **2700** | 2300 | 1980 | 1660 | 1380 | | ALT (3.00° APCH PATH) |




MISSED APPROACH
Climb to **2300** track **100°** to DUTON. As required shuttle climb.

RASS: Use CYQD. When using CYFO add **30'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **1380** | (503) | 1½ | NOT AUTHORIZED |

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

RNAV (GNSS) RWY 10

CJT4

EFF 11 JUL 24



Canada Air Pilot
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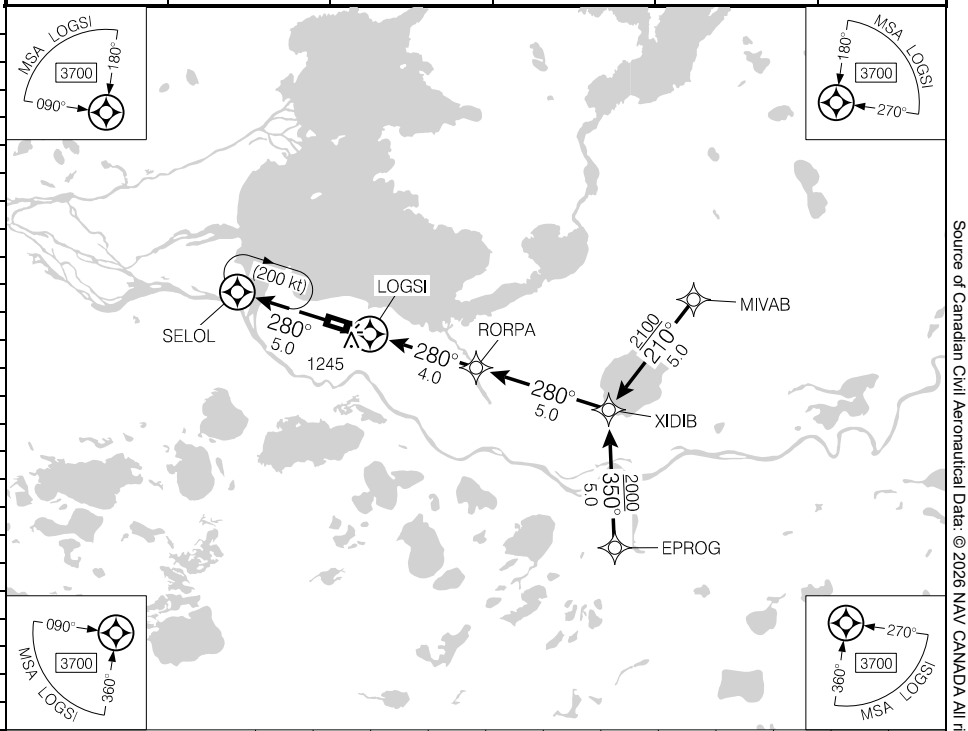
CUMBERLAND HOUSE, SK

# RNAV (GNSS) RWY 28

535722N 1021754W VAR 8°E

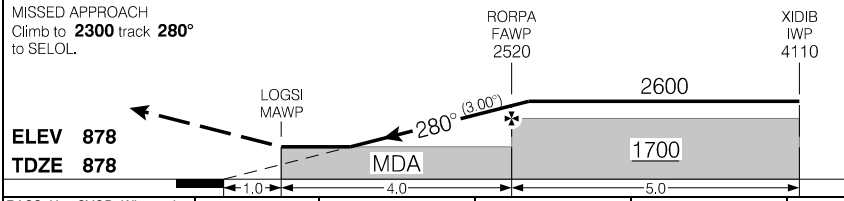
CJT4

| | | | | |
|---|---|---|---|---|
| AUTO – **122.97** | CTR Winnipeg – **135.62** | TFC – **123.2** ATF | | ARCAL 123.2(J) |
| SAFE ALT 100 NM **3800** | RNAV | APCH CRS **280°** | MIN ALT RORPA **1700** | LDA **2944** |




| DIST FROM LOGSI | | 1.2 | 2 | 3 | **4.3** | 5 | 6 | 7 | 8 | 9 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | 1640 | 1880 | 2200 | **2600** | 2840 | 3160 | 3480 | 3790 | 4110 | | |

MISSED APPROACH
Climb to **2300** track **280°**
to SELOL.




RASS: Use CYQD. When using CYFO add **30'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **1640** (762) | 2¼ | NOT AUTHORIZED | |

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

# RNAV (GNSS) RWY 28

CJT4

EFF 11 JUL 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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CUMBERLAND HOUSE, SK

# AERODROME CHART

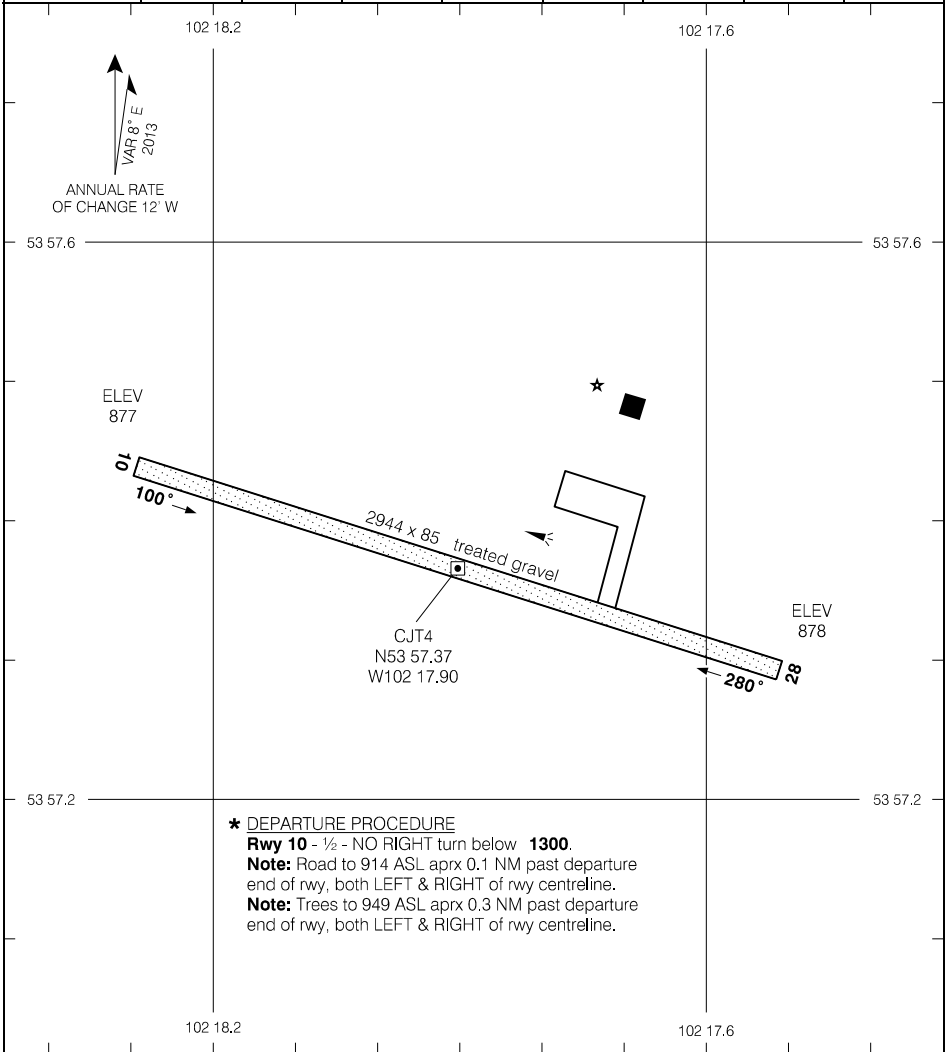
CJT4

AUTO – **122.97**

TFC – **123.2** ATF

CTR Winnipeg – **135.62**

| DECL DISTS | 10 | 28 |
|---|---|---|
| TORA | 2944 | 2944 |
| TODA | 2944 | 2944 |
| ASDA | 2944 | 2944 |
| LDA | 2944 | 2944 |




TAKE-OFF MINIMA

Rwy 10: *
Rwy 28: ½

SCALE IN FEET

1000 0 1000

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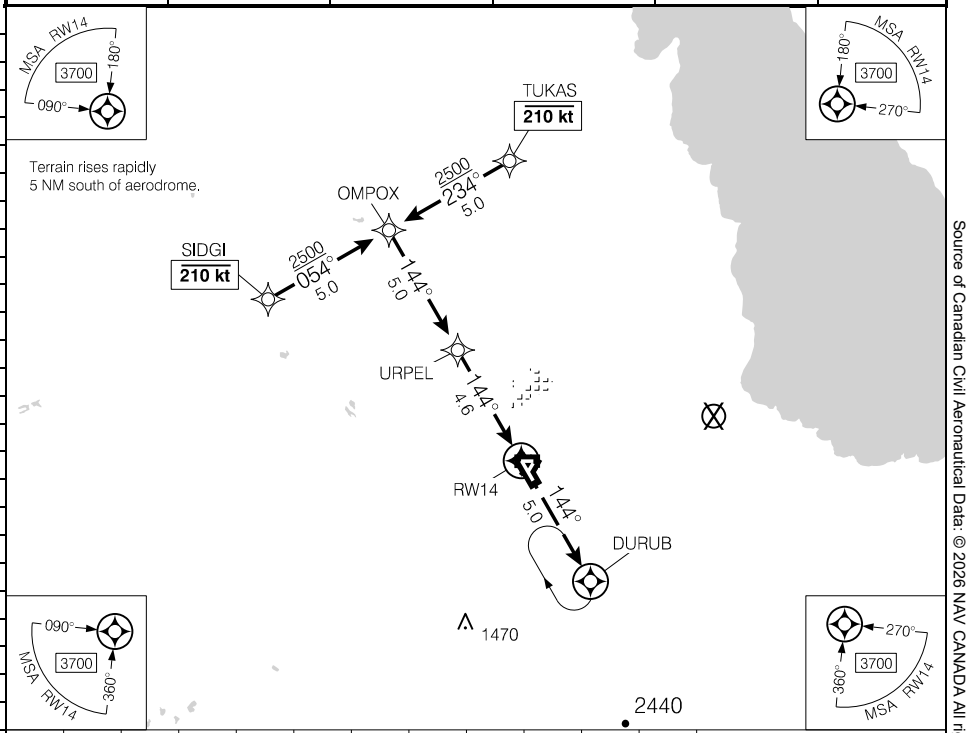
DAUPHIN (LT. COL W.G.(BILLY) BARKER, VC), MB

# RNAV (GNSS) RWY 14

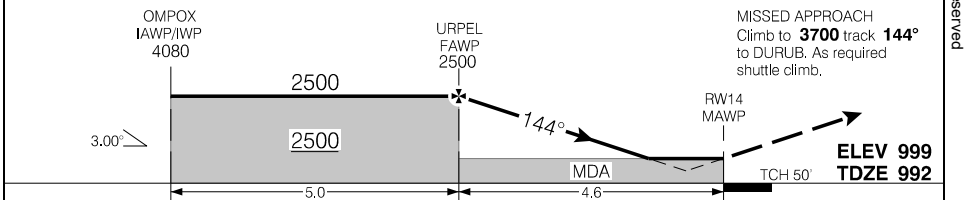
510605N 1000312W VAR 6°E

CYDN

| | | | | |
|---|---|---|---|---|
| AWOS – **128.6** | RADIO Edmonton – **123.37** | RADIO Brandon – **122.3**<br>TFC – **122.3** MF | | ARCAL 122.3(K) |
| SAFE ALT 100 NM<br>**4400** | WAAS<br>**Ch 80918**<br>W14A | APCH<br>CRS<br>**144°** | MIN ALT<br>URPEL<br>**2500** | LDA<br>**5002** |




| | | 9.6 | 9 | 8 | 7 | 6 | **4.6** | 4 | 3 | 2 | 1.3 | DIST FROM RW14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 4080 | 3900 | 3590 | 3270 | 2950 | **2500** | 2310 | 1990 | 1680 | 1440 | ALT (3.00° APCH PATH) |




MISSED APPROACH
Climb to **3700** track **144°** to DURUB. As required shuttle climb.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1239** | (250) | 1 | |
| LNAV | **1440** | (451) | 1½ | |

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

RNAV (GNSS) RWY 14 CYDN

EFF 24 MAR 22



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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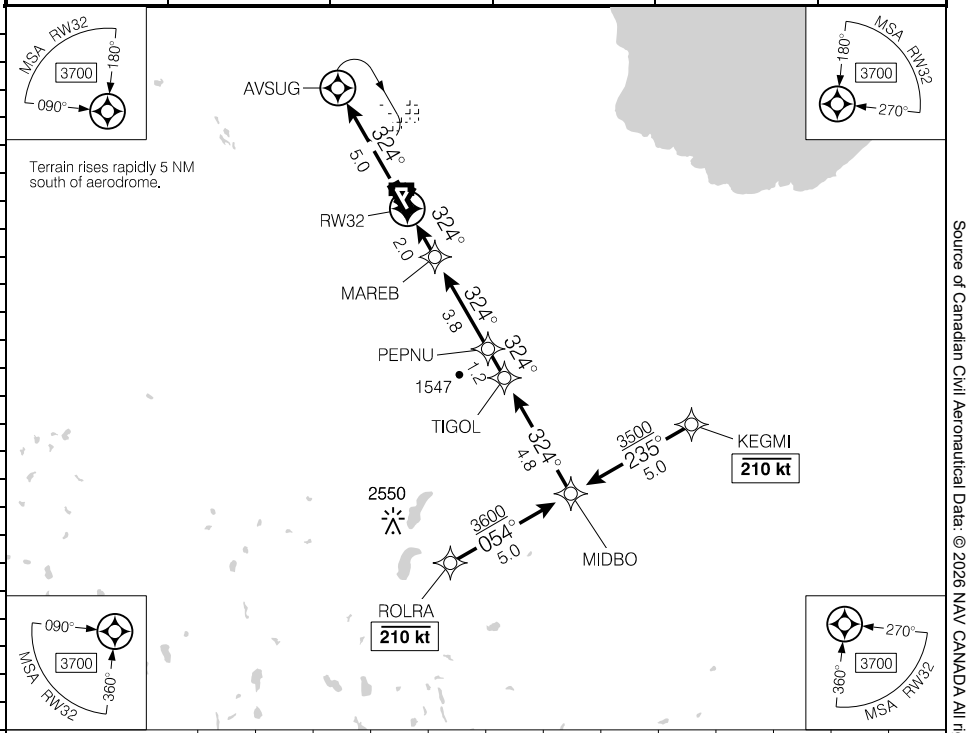
DAUPHIN (LT. COL W.G.(BILLY) BARKER, VC), MB

# RNAV (GNSS) RWY 32

510605N 1000312W VAR 6°E

CYDN

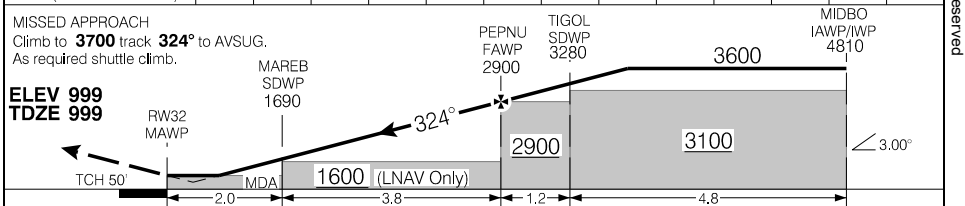
| AWOS – **128.6** | RADIO Edmonton – **123.37** | RADIO Brandon – **122.3**<br>TFC – **122.3** MF | | ARCAL 122.3(K)<br>A/O<br>P2 |
|---|---|---|---|---|
| SAFE ALT 100 NM<br>**4400** | WAAS<br>**Ch 80919**<br>W32A | APCH<br>CRS<br>**324°** | MIN ALT<br>PEPNU<br>**2900** | LDA<br>**5002** |




| DIST FROM RW32 | 0.9 | 2 | 3 | 4 | 5 | 6 | 7 | **8.0** | 9 | 10 | 11 | 11.8 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 1340 | 1690 | 2000 | 2320 | 2640 | 2960 | 3280 | **3600** | 3910 | 4230 | 4550 | 4810 |

MISSED APPROACH
Climb to **3700** track **324°** to AVSUG.
As required shuttle climb.

**ELEV 999**
**TDZE 999**




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

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1249** | (250) | 1 | |
| LNAV | **1340** | (341) | 1 | |

# RNAV (GNSS) RWY 32

CYDN

EFF 24 MAR 22



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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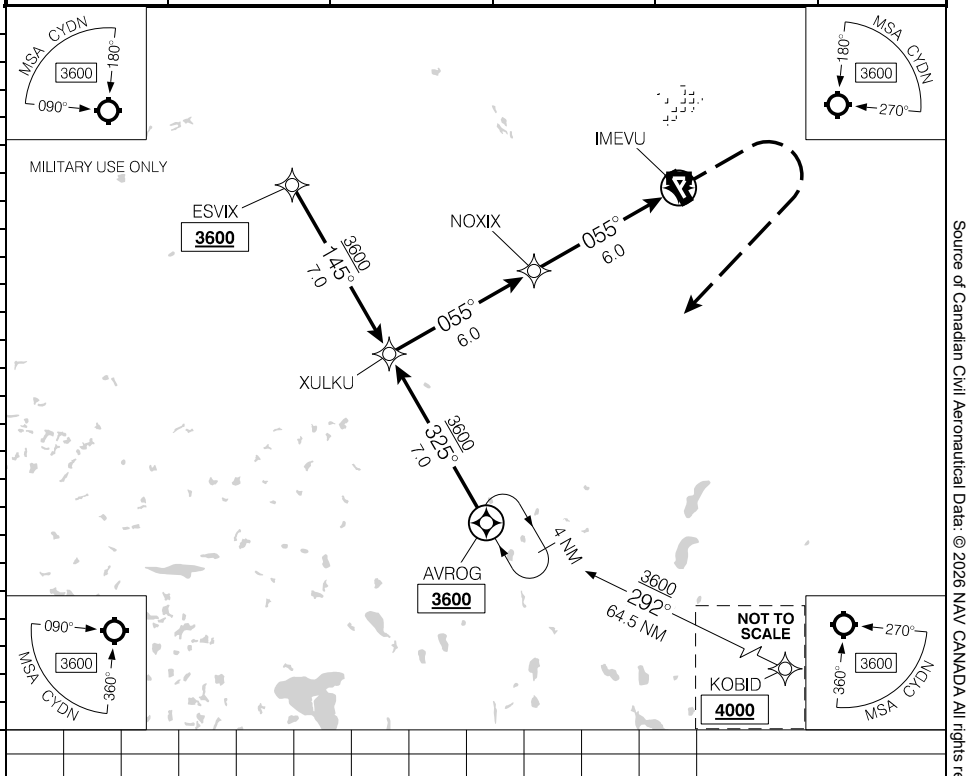
DAUPHIN (LT. COL W.G.(BILLY) BARKER, VC), MB

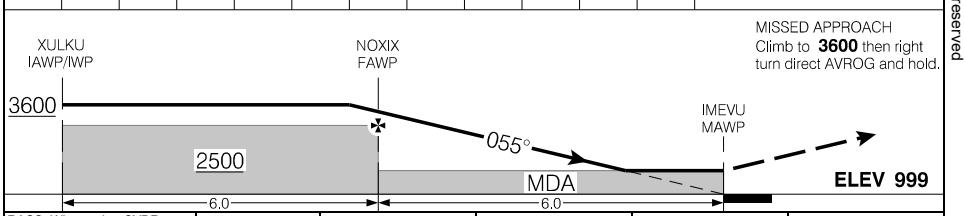
# RNAV (GNSS) A (DND)

510605N 1000312W VAR 5°E

CYDN

| | | | | |
|---|---|---|---|---|
| AWOS – **128.6** | RADIO Edmonton – **123.37** | RADIO Brandon – **122.3**<br>TFC – **122.3** MF | | ARCAL 122.3(K)<br>LIGHTING: REFER TO AD CHART |
| SAFE ALT 100 NM<br>**4400** | RNAV | APCH CRS<br>**055°** | MIN ALT NOXIX<br>**2500** | LDA REFER TO AD CHART |




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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | **1580** (581) | 1½ | **1580** (581) 2 | **1600** (601) 2 |

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

# RNAV (GNSS) A (DND)

CYDN

EFF 20 FEB 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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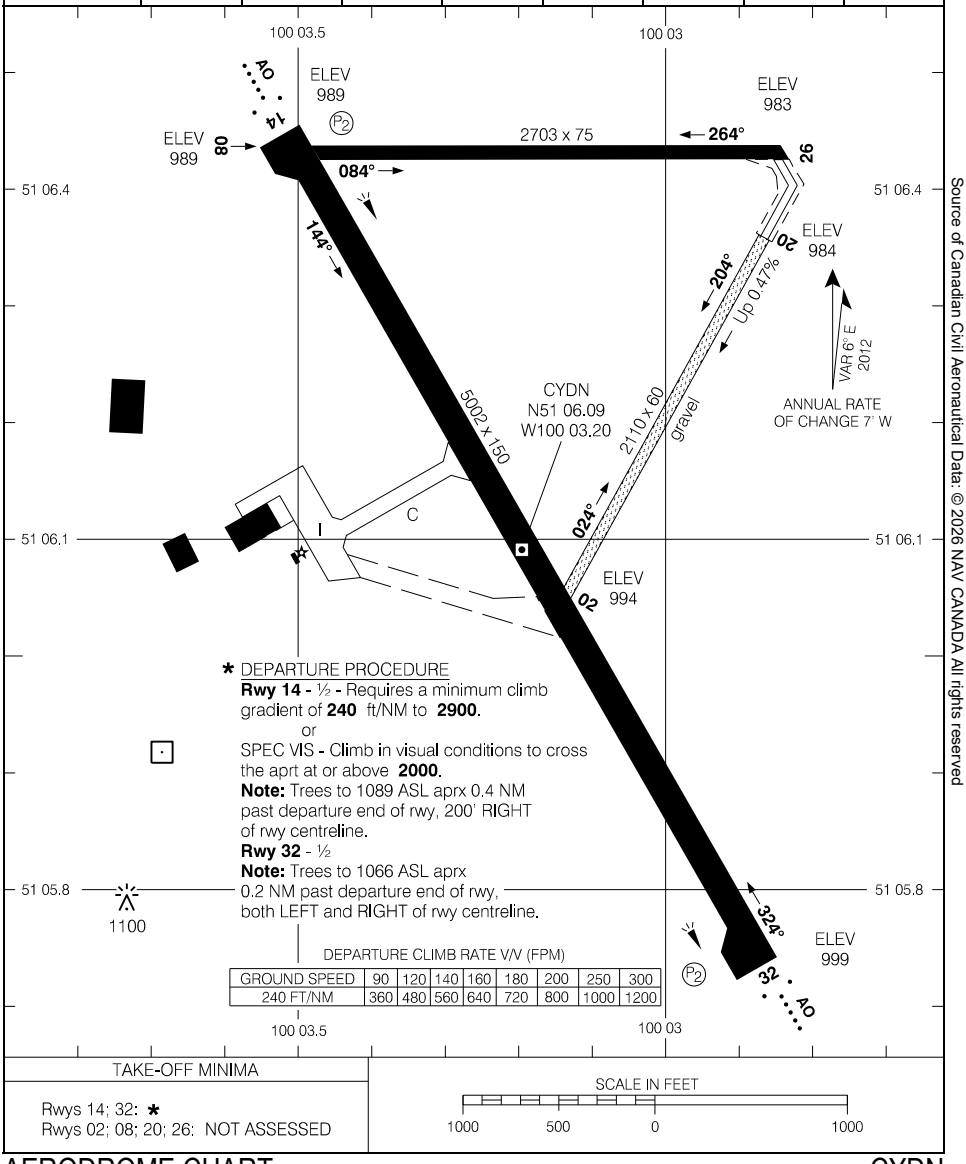
DAUPHIN (LT. COL W.G.(BILLY) BARKER, VC), MB

# AERODROME CHART — CYDN

| AWOS – **128.6** | | RADIO Brandon – **122.3**<br>TFC – **122.3** MF | RADIO Edmonton – **123.37** |
|---|---|---|---|

| DECL DISTS | 08 | 26 | 14 | 32 | 02 | 20 | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 2703 | 2703 | 5002 | 5002 | 2110 | 2110 | | |
| TODA | 3687 | 3523 | 5986 | 5986 | 2110 | 2110 | | |
| ASDA | 2703 | 2703 | 5002 | 5002 | 2110 | 2110 | | |
| LDA | 2703 | 2703 | 5002 | 5002 | 2110 | 2110 | | |




TAKE-OFF MINIMA

Rwys 14; 32: *
Rwys 02; 08; 20; 26: NOT ASSESSED

# AERODROME CHART — CYDN

EFF 2 OCT 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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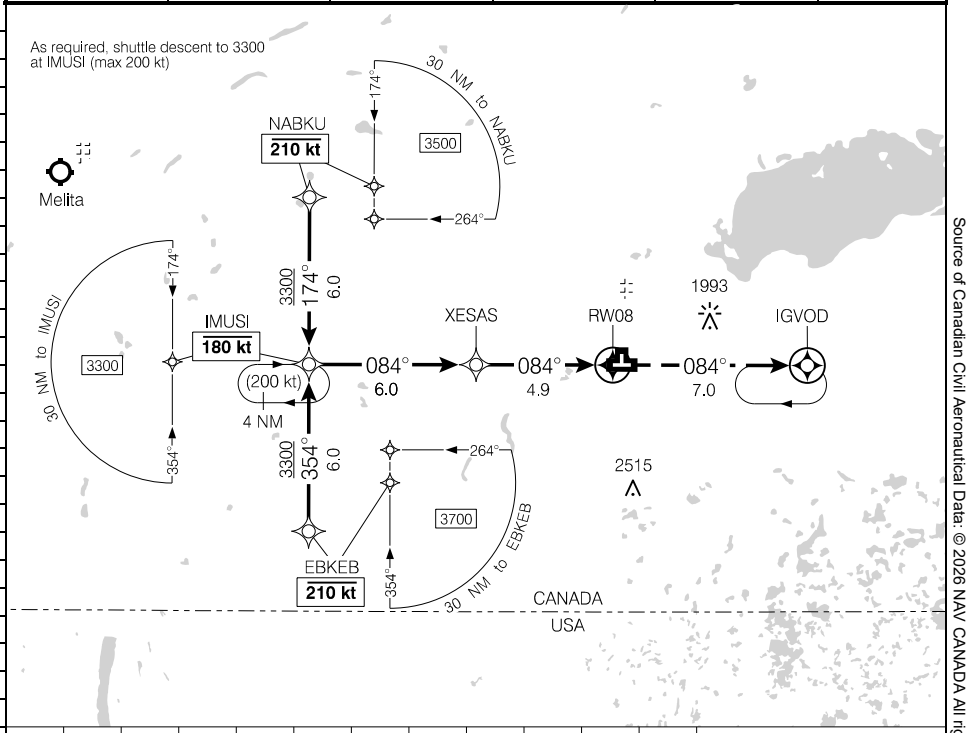
DELORAINE, MB

# RNAV (GNSS) RWY 08

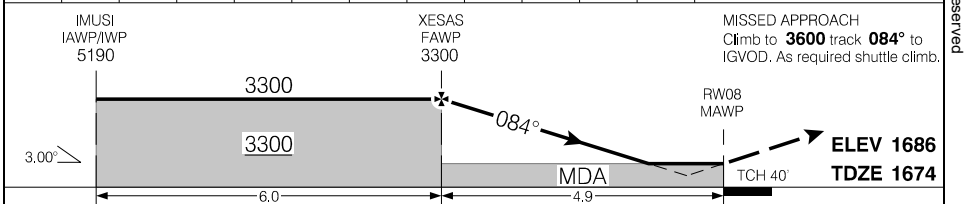
490902N 1003002W VAR 6°E

CJJ4

| | CTR Winnipeg – **132.25** | TFC – **122.8** ATF | | ARCAL 122.8* |
|---|---|---|---|---|
| SAFE ALT 100 NM **4700** | WAAS **Ch 80797** W08A | APCH CRS **084°** | MIN ALT XESAS **3300** | LDA **3981** |




| | 10.9 | 10 | 9 | 8 | 7 | 6 | **4.9** | 4 | 3 | 2 | 1.3 | DIST FROM RW08 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5190 | 4900 | 4580 | 4260 | 3940 | 3620 | **3300** | 2990 | 2670 | 2350 | 2140 | ALT (3.00° APCH PATH) |




RASS: Use CYBR.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2088** | (414) | 1½ | |
| LNAV | **2140** | (466) | 1½ | |

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

RNAV (GNSS) RWY 08 CJJ4

EFF 11 JUL 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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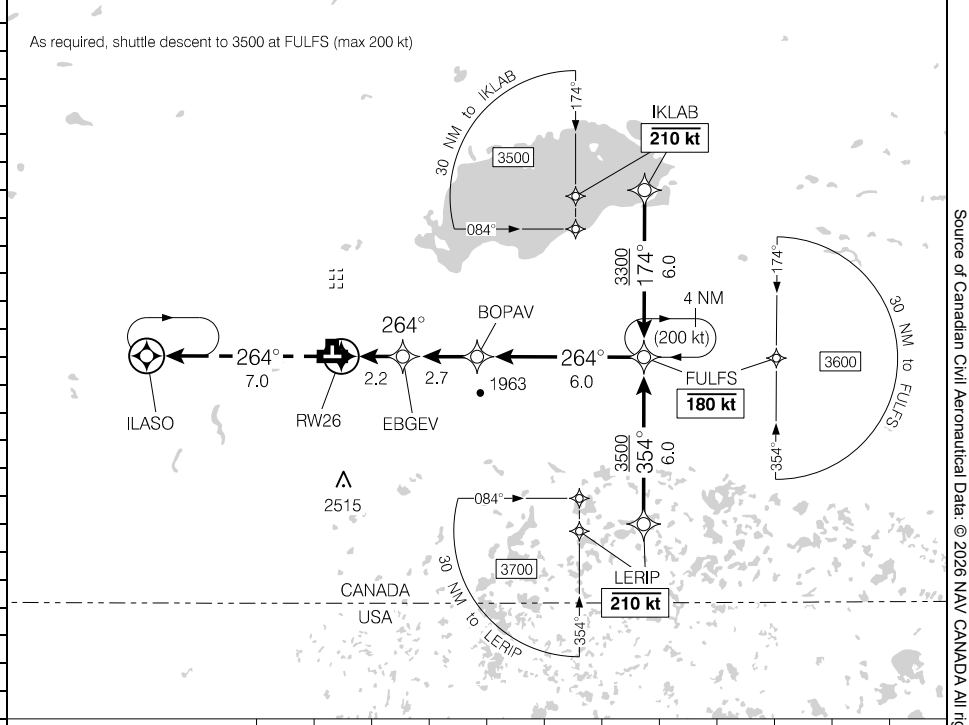
DELORAINE, MB

# RNAV (GNSS) RWY 26

490902N 1003002W VAR 6°E

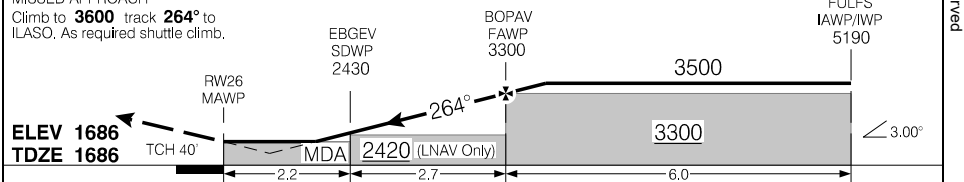
CJJ4

| | | | | | |
|---|---|---|---|---|---|
| | CTR Winnipeg – **132.25** | | | | ARCAL 122.8* |
| | | TFC – **122.8** ATF | | | |
| SAFE ALT 100 NM **4700** | WAAS **Ch 80798** W26A | APCH CRS **264°** | MIN ALT BOPAV **3300** | LDA **3981** | |




| DIST FROM RW26 | | 1.6 | 3 | 4 | 5 | **5.6** | 7 | 8 | 9 | 10 | 10.9 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | 2240 | 2680 | 3000 | 3320 | **3500** | 3960 | 4270 | 4590 | 4910 | 5190 |

MISSED APPROACH
Climb to **3600** track **264°** to ILASO. As required shuttle climb.




RASS: Use CYBR.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2100** | (414) | 1½ | |
| LNAV | **2240** | (554) | 1¾ | |

# RNAV (GNSS) RWY 26

CJJ4

EFF 11 JUL 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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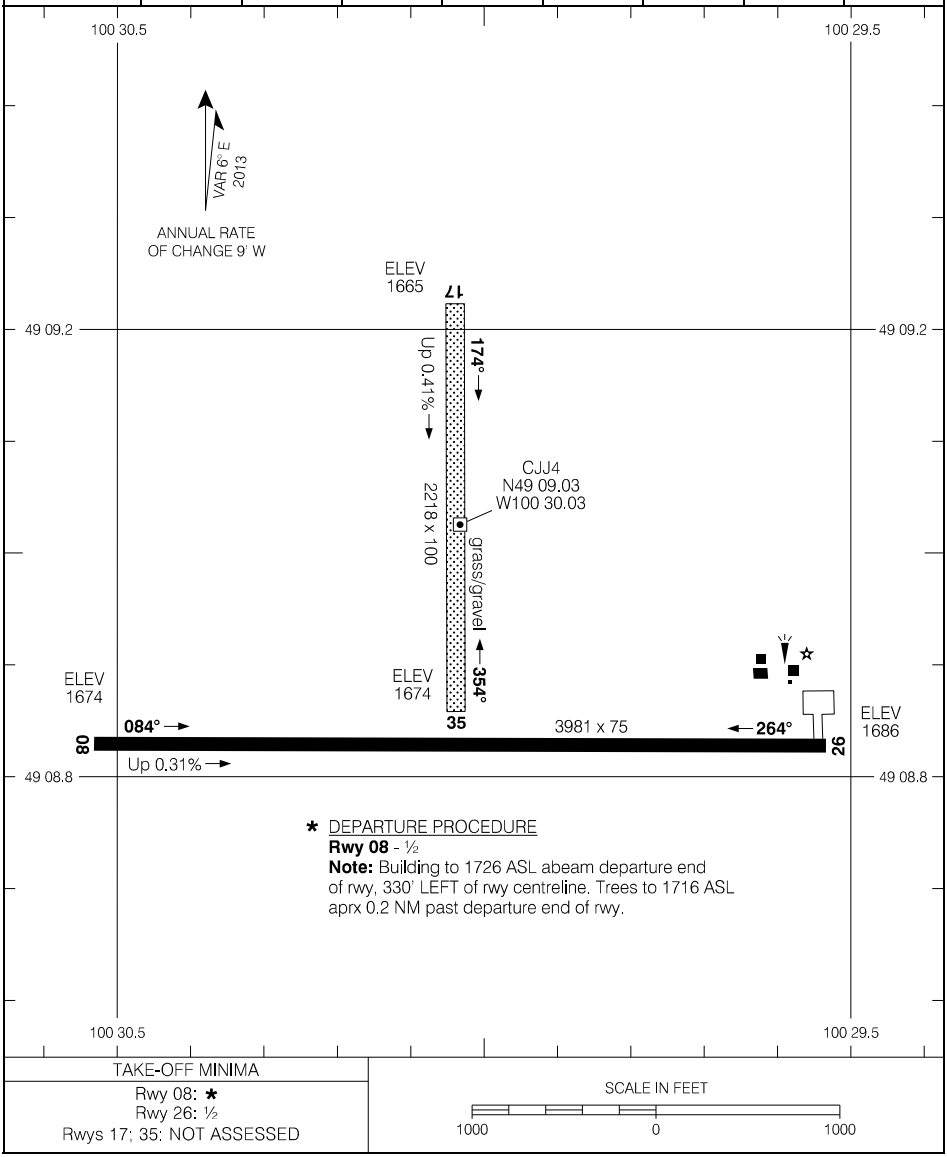
DELORAINE, MB

# AERODROME CHART

CJJ4

| | | TFC – **122.8** ATF | CTR Winnipeg – **132.25** |
|---|---|---|---|

| DECL DISTS | 08 | 26 | 17 | 35 | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 3981 | 3981 | 2218 | 2218 | | | | |
| TODA | 3981 | 3981 | 2218 | 2218 | | | | |
| ASDA | 3981 | 3981 | 2218 | 2218 | | | | |
| LDA | 3981 | 3981 | 2218 | 2218 | | | | |




| TAKE-OFF MINIMA |
|---|
| Rwy 08: * |
| Rwy 26: ½ |
| Rwys 17; 35: NOT ASSESSED |

SCALE IN FEET

1000 0 1000

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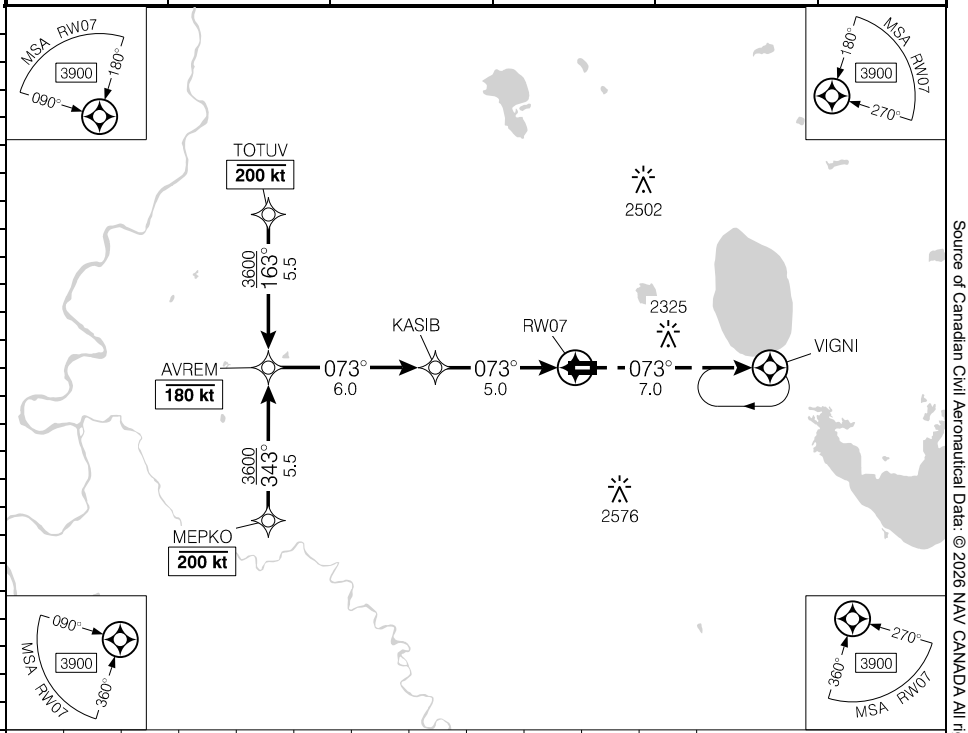
DONNELLY, AB

# RNAV (GNSS) RWY 07

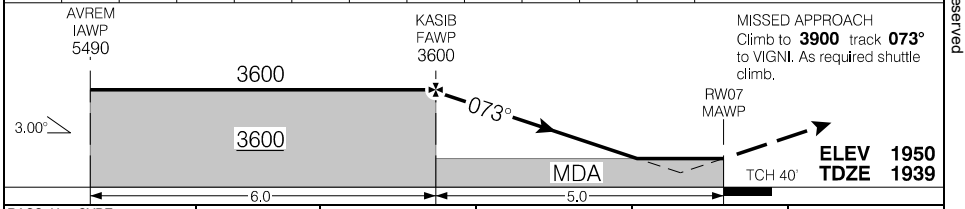
554234N 1170538W VAR 17°E

CFM4

| | | | | | |
|---|---|---|---|---|---|
| | CTR Edmonton – **135.27** | | | | ARCAL 123.2(K) |
| | | TFC – **123.2** ATF | | | |
| SAFE ALT 100 NM **6700** | WAAS **Ch 80347** W07A | APCH CRS **073°** | MIN ALT KASIB **3600** | LDA **3182** | |




| (NM) | 11 | 10 | 9 | 8 | 7 | 6 | **5.1** | 4 | 3 | 2 | 1.5 | DIST FROM RW07 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5490 | 5160 | 4840 | 4520 | 4210 | 3890 | **3600** | 3250 | 2930 | 2610 | 2440 | ALT (3.00° APCH PATH) |




RASS: Use CYPE.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2436** | (500) | 1¾ | NOT AUTHORIZED |
| LNAV | **2440** | (504) | 1½ | NOT AUTHORIZED |

# RNAV (GNSS) RWY 07

CFM4

EFF 5 OCT 23



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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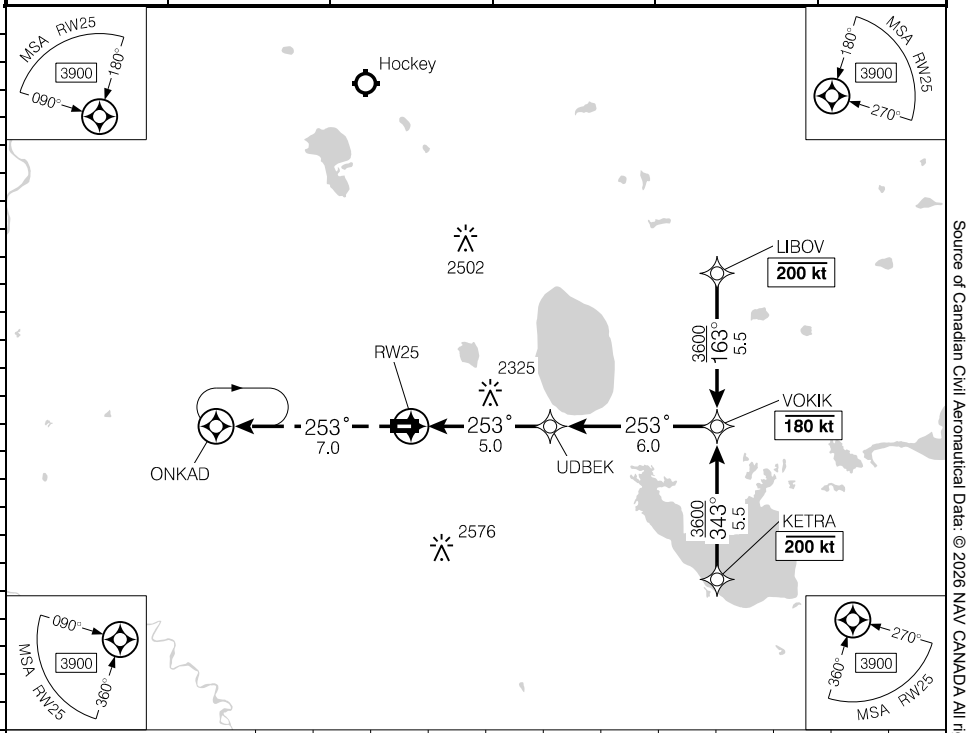
DONNELLY, AB

# RNAV (GNSS) RWY 25

554234N 1170538W VAR 17°E

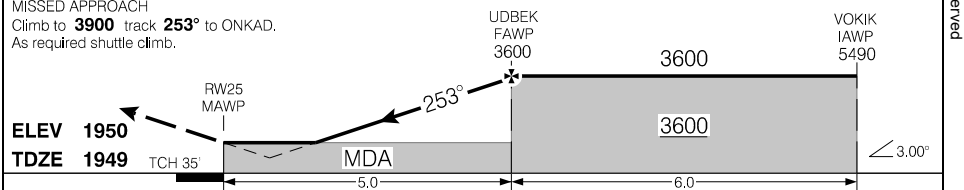
CFM4

| | | | | | |
|---|---|---|---|---|---|
| | CTR Edmonton – **135.27** | | | | ARCAL123.2(K) |
| | | TFC – **123.2** ATF | | | |
| SAFE ALT 100 NM **6700** | WAAS **Ch 80348** W25A | APCH CRS **253°** | MIN ALT UDBEK **3600** | LDA **2980** | |




| DIST FROM RW25 | | 1.6 | 3 | 4 | **5.1** | 6 | 7 | 8 | 9 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | 2480 | 2940 | 3260 | **3600** | 3890 | 4210 | 4530 | 4850 | 5170 | 5490 |

MISSED APPROACH
Climb to **3900** track **253°** to ONKAD.
As required shuttle climb.




RASS: Use CYPE.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2287** | (338) | 1¼ | NOT AUTHORIZED |
| LNAV | **2480** | (531) | 1¾ | NOT AUTHORIZED |

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

RNAV (GNSS) RWY 25 CFM4

EFF 5 OCT 23



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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DONNELLY, AB

# AERODROME CHART

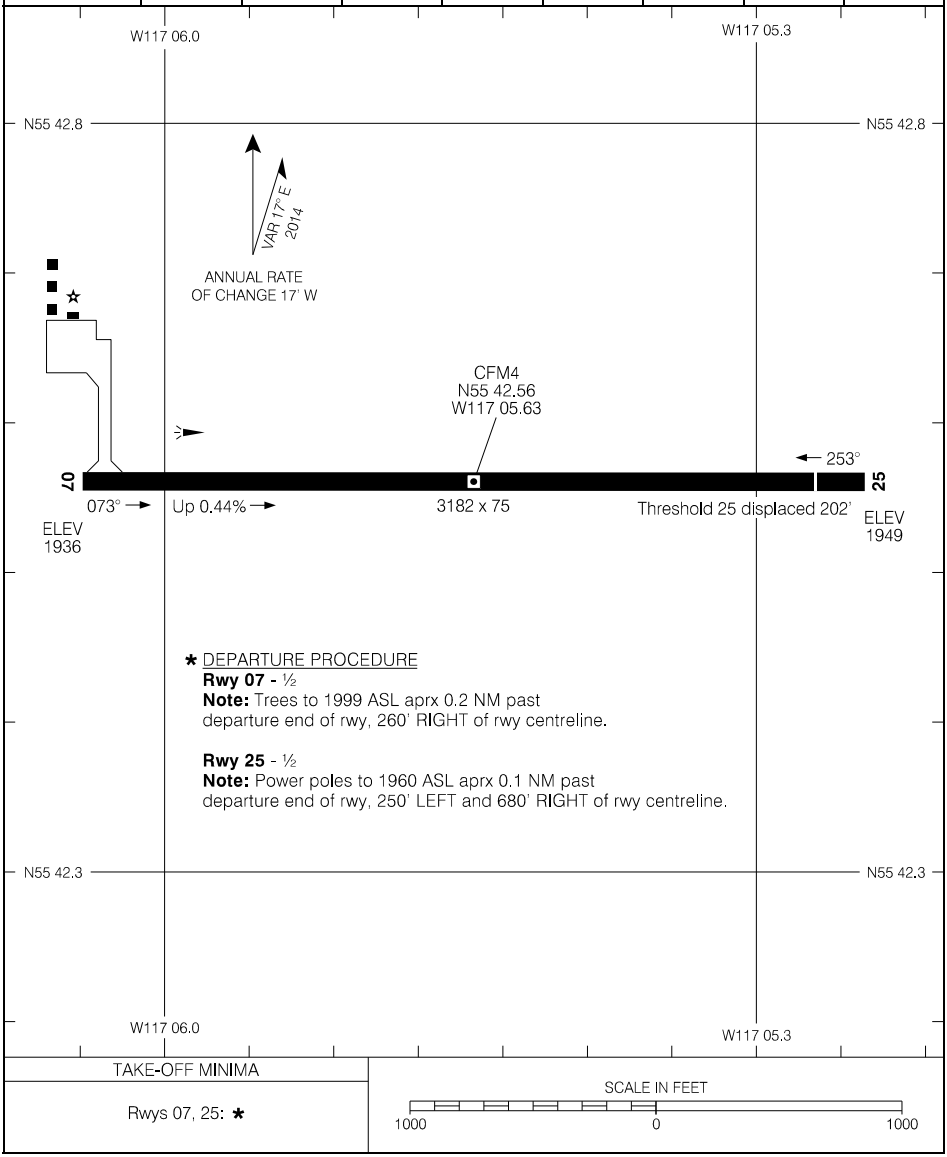
CFM4

CTR Edmonton – **135.27**

TFC – **123.2**

ATF

| DECL DISTS | 07 | 25 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 3182 | 3182 | | | | | | |
| TODA | 3182 | 3182 | | | | | | |
| ASDA | 3182 | 3182 | | | | | | |
| LDA | 3182 | 2980 | | | | | | |




| TAKE-OFF MINIMA |
|---|
| Rwys 07, 25: * |

SCALE IN FEET

1000 0 1000

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Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

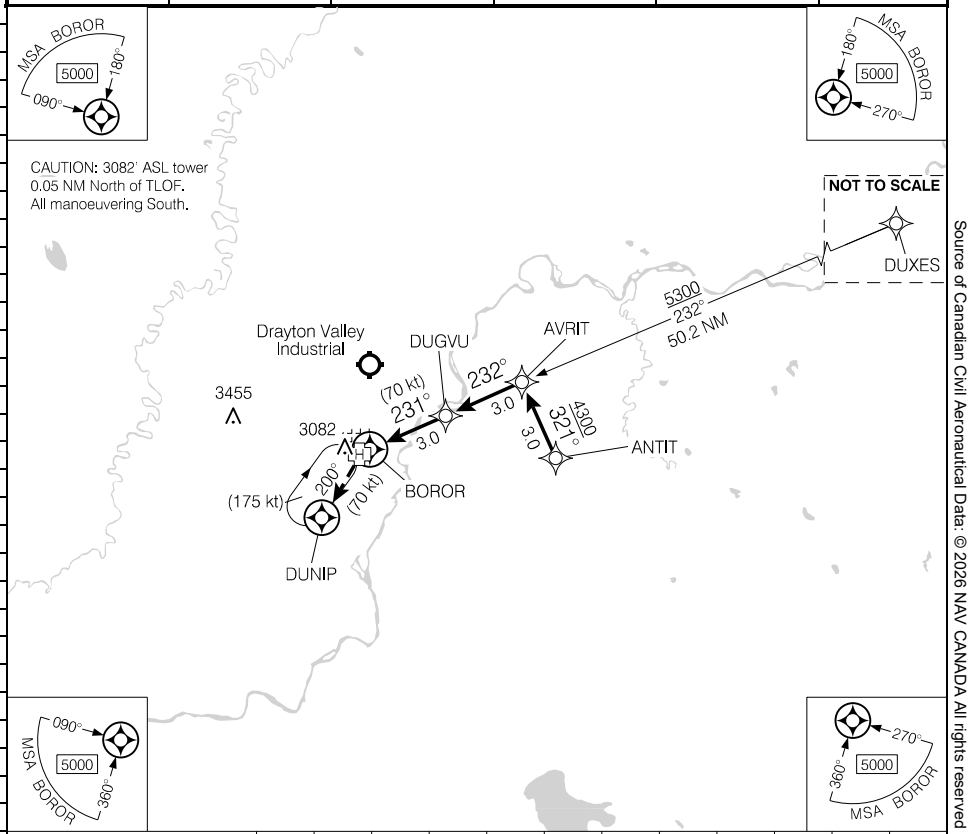
DRAYTON VALLEY (HOSP & CARE CENTRE), AB

# COPTER RNAV (GNSS) 231°

531244N 1145815W VAR 16°E

CFV9

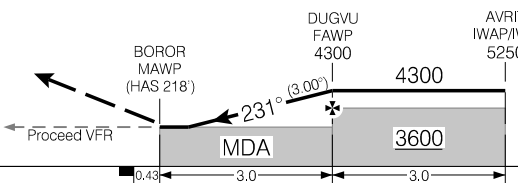
| | | | | | |
|---|---|---|---|---|---|
| | CTR Edmonton – **132.05** | | ◕ UNICOM – **122.8** (AU) ATF CER3 | | RY(LO) |
| SAFE ALT 100 NM **13,600** | RNAV | APCH CRS **231°** | MIN ALT DUGVU **3600** | HELIPAD **57.4 Diameter** | |




| DIST FROM BOROR | | 0.0 | 1 | 2 | **3.0** | 4 | 5 | 6 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | 3340 | 3660 | 3980 | **4300** | 4610 | 4930 | 5250 | | | | |

(NM) 0 5 10 15 20 25

MISSED APPROACH
Climbing LEFT turn to **5000** direct to DUNIP.
As required shuttle climb.




**ELEV 2882**

RASS: When using CYEG add **190'**.

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

| CATEGORY | COPTER | | |
|---|---|---|---|
| LNAV | **3300** | (418) | ¾ |

# COPTER RNAV (GNSS) 231°

CFV9

EFF 11 JUL 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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DRAYTON VALLEY (HOSP & CARE CENTRE), AB

# VISUAL APPROACH CHART

531244N 1145815W VAR 16°E

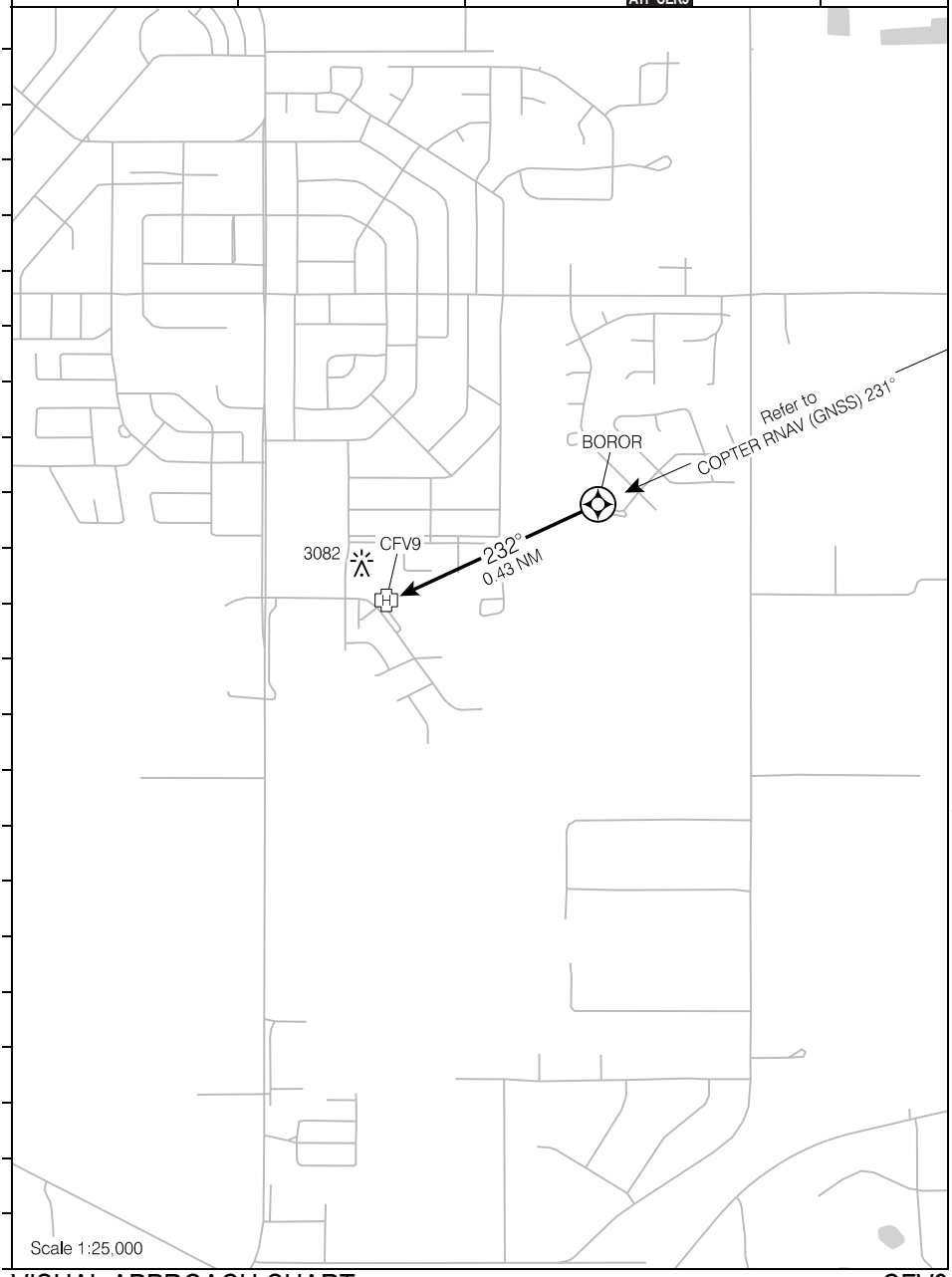
CFV9

CTR Edmonton – **132.05**

UNICOM – **122.8** (AU)

ATF CER3

ELEV **2882**




2.0

1.5

1.0

0.5

0 (NM)

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VISUAL APPROACH CHART

CFV9

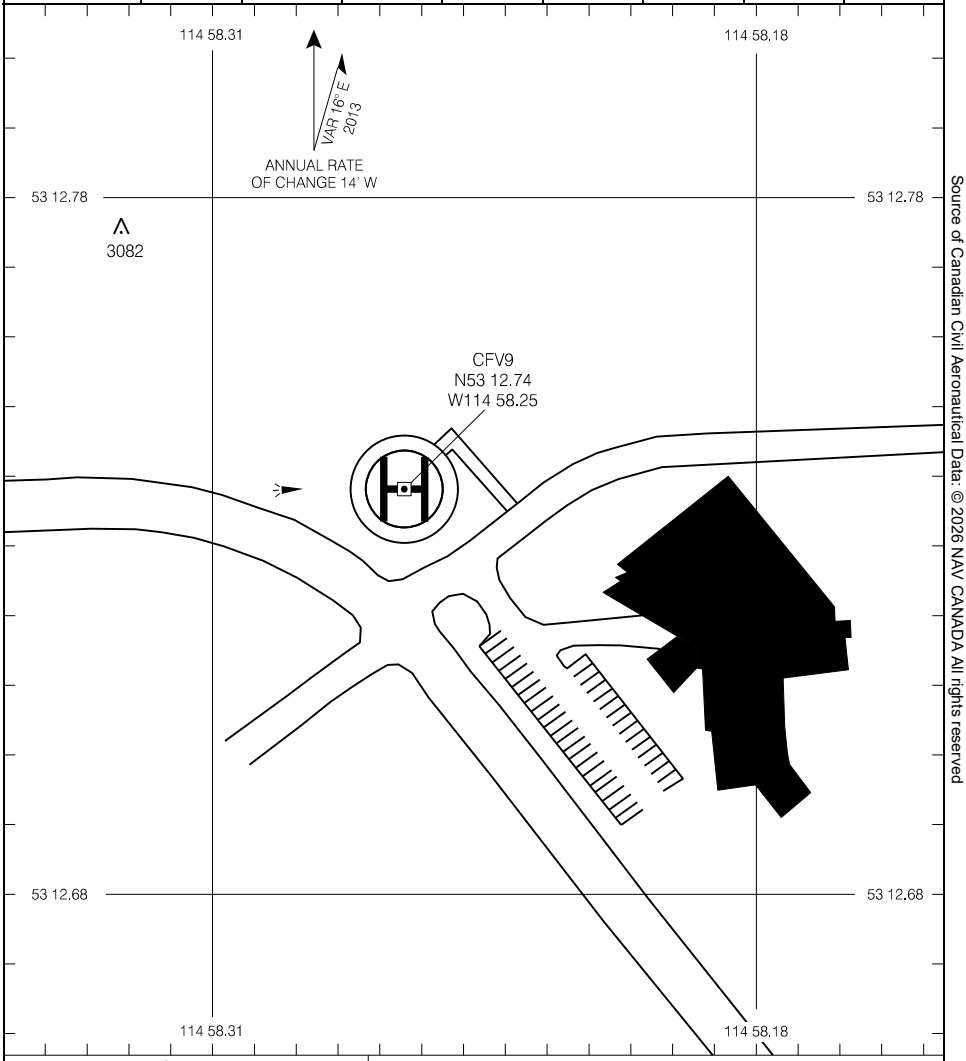
EFF 11 JUL 24

DRAYTON VALLEY (HOSP & CARE CENTRE), AB

# HELIPORT CHART

CFV9

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | UNICOM – **122.8** (AU) | | | CTR Edmonton – **132.05** | |
| | | | | | | ATF CER3 | | |
| **DECL DISTS** | | | | | | | | |
| TORA | | | | | | | | |
| TODA | | | | | | | | |
| ASDA | | | | | | | | |
| LDA | | | | | | | | |




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

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Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

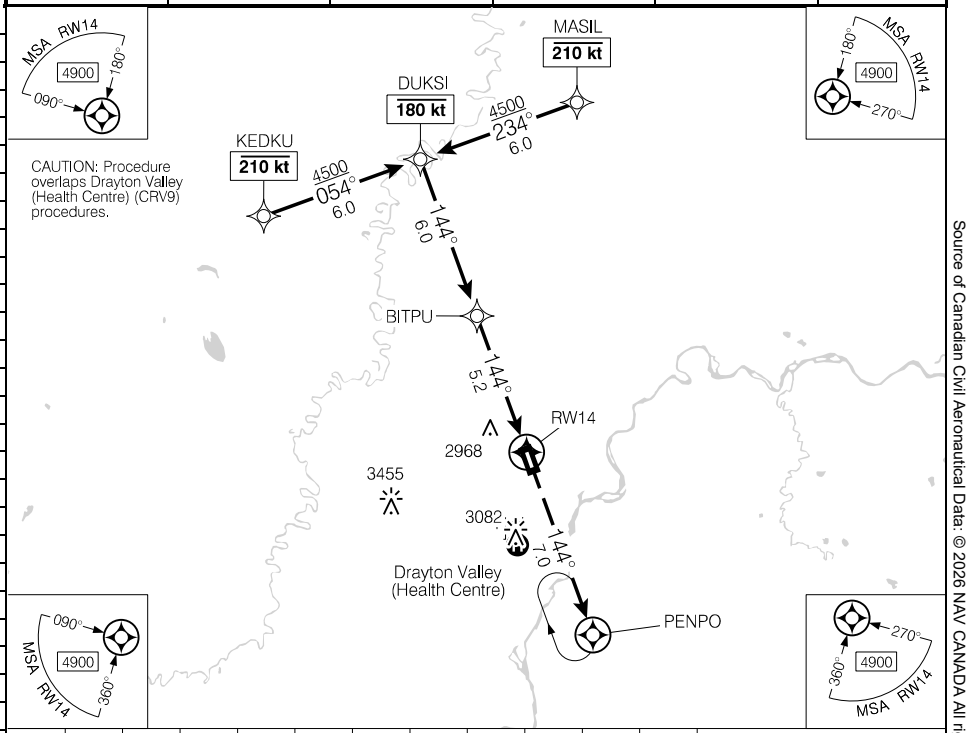
DRAYTON VALLEY INDUSTRIAL, AB

# RNAV (GNSS) RWY 14

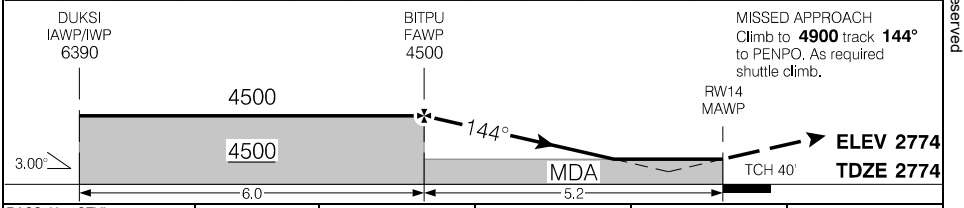
531548N 1145731W VAR 16°E

CER3

| | | | | |
|---|---|---|---|---|
| | CTR Edmonton – **132.05** | UNICOM – **122.8** ATF | | ARCAL 122.8(K) P1 |
| SAFE ALT 100 NM **13,500** | WAAS **Ch 80952** W14A | APCH CRS **144°** | MIN ALT BITPU **4500** | LDA **3573** |




| 11.2 | 10 | 9 | 8 | 7 | 6 | **5.2** | 4 | 3 | 1.9 | | DIST FROM RW14 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 6390 | 6000 | 5680 | 5360 | 5040 | 4720 | **4500** | 4090 | 3770 | 3420 | | ALT (3.00° APCH PATH) |




RASS: Use CZVL.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **3204** (430) | 1½ | **3274** (500) | 1¾ |
| LNAV | **3420** (646) | 2 | | |

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

# RNAV (GNSS) RWY 14

CER3

EFF 3 NOV 22



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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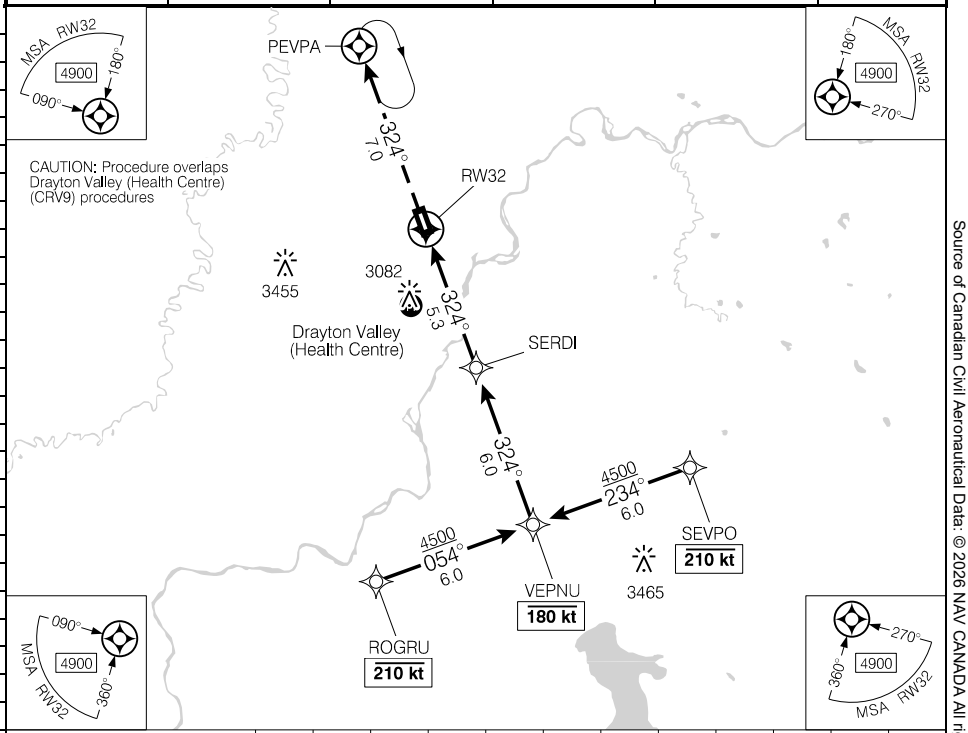
DRAYTON VALLEY INDUSTRIAL, AB

# RNAV (GNSS) RWY 32

531548N 1145731W VAR 16°E

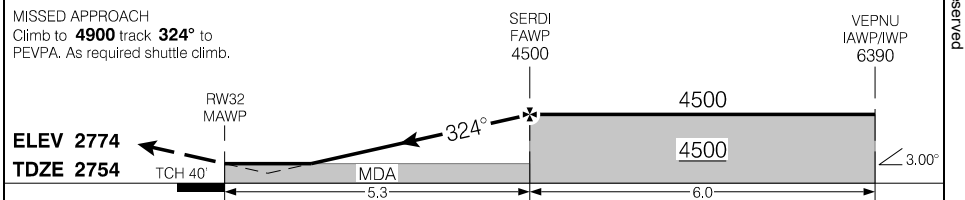
CER3

| | | | | |
|---|---|---|---|---|
| | CTR Edmonton – **132.05** | UNICOM – **122.8** ATF | | ARCAL 122.8(K) P1 |
| SAFE ALT 100 NM **13,500** | WAAS **Ch 80953** W32A | APCH CRS **324°** | MIN ALT SERDI **4500** | LDA **5065** |




| DIST FROM RW32 | 1.5 | 2 | 3 | 4 | **5.3** | 6 | 7 | 8 | 9 | 10 | 11.3 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 3280 | 3430 | 3740 | 4060 | **4500** | 4700 | 5020 | 5340 | 5650 | 5970 | 6390 |

MISSED APPROACH
Climb to **4900** track **324°** to PEVPA. As required shuttle climb.




RASS: Use CZVL.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **3179** (430) | 1½ | **3249** (500) | 1¾ |
| LNAV | **3280** (531) | 1¾ | | |

# RNAV (GNSS) RWY 32

CER3

EFF 3 NOV 22



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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DRAYTON VALLEY INDUSTRIAL, AB

# AERODROME CHART

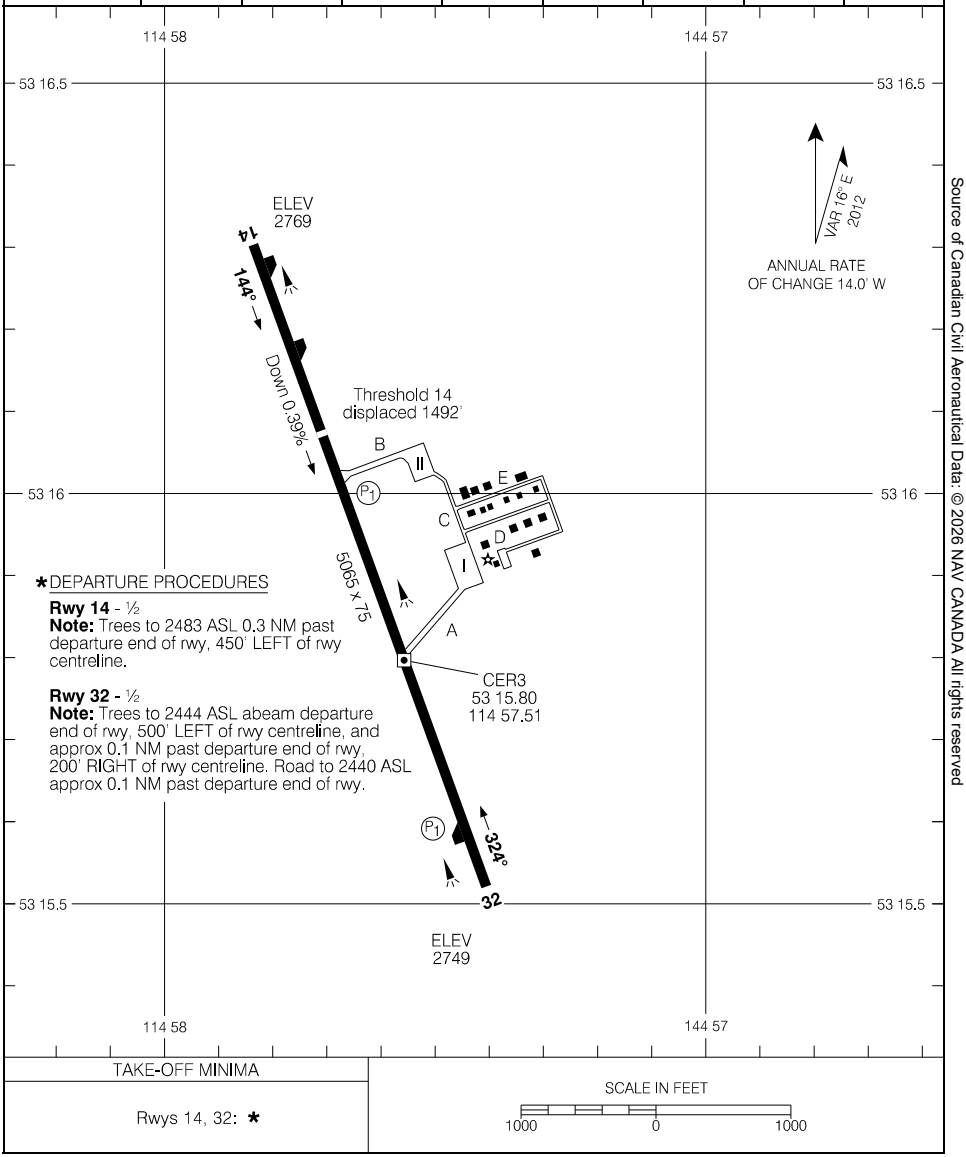
CER3

UNICOM – **122.8**

CTR Edmonton – **132.05**

ATF

| DECL DISTS | 14 | 32 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 5065 | 5065 | | | | | | |
| TODA | 5065 | 5065 | | | | | | |
| ASDA | 5065 | 5065 | | | | | | |
| LDA | 3573 | 5065 | | | | | | |




| TAKE-OFF MINIMA |
|---|
| Rwys 14, 32: * |

SCALE IN FEET

1000 0 1000

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AERODROME CHART CER3

EFF 21 MAR 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

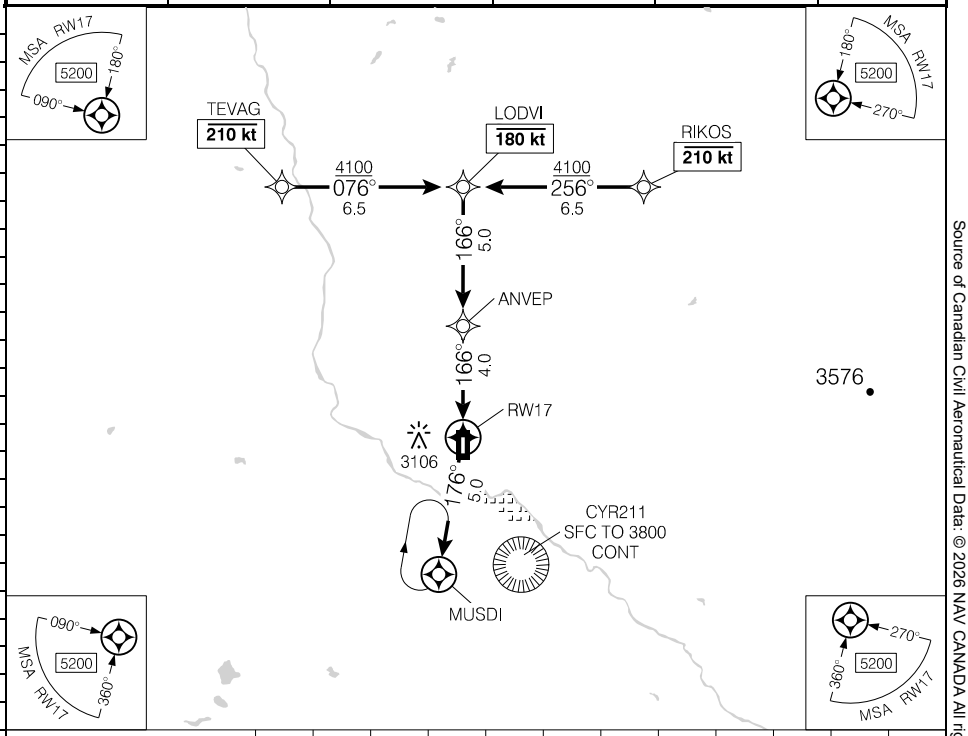
DRUMHELLER MUNI, AB

# RNAV (GNSS) RWY 17

512947N 1124455W VAR 14°E

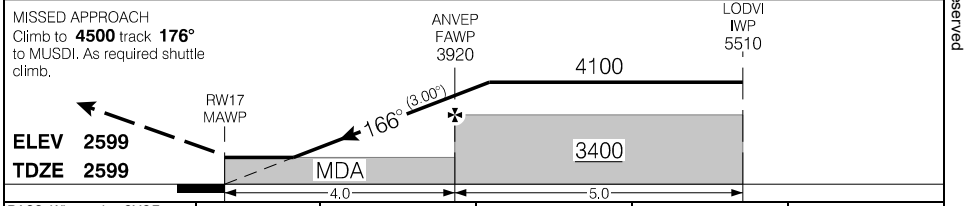
CEG4

| | | | | |
|---|---|---|---|---|
| AUTO – **122.17** | CTR Edmonton – **124.45** **132.85** | UNICOM – **122.8** ATF | | ARCAL 122.8(K) |
| SAFE ALT 100 NM **12,600** | RNAV | APCH CRS **166°** | MIN ALT ANVEP **3400** | LDA **3505** |




| DIST FROM RW17 | 1.2 | 2 | 3 | 4 | **4.6** | 6 | 7 | 8 | 9 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 3040 | 3290 | 3600 | 3920 | **4100** | 4560 | 4880 | 5200 | 5510 | | | |

MISSED APPROACH
Climb to **4500** track **176°** to MUSDI. As required shuttle climb.




RASS: When using CYQF add **190°**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **3040** | (441) | 1½ | NOT AUTHORIZED |

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

RNAV (GNSS) RWY 17

CEG4

EFF 25 JAN 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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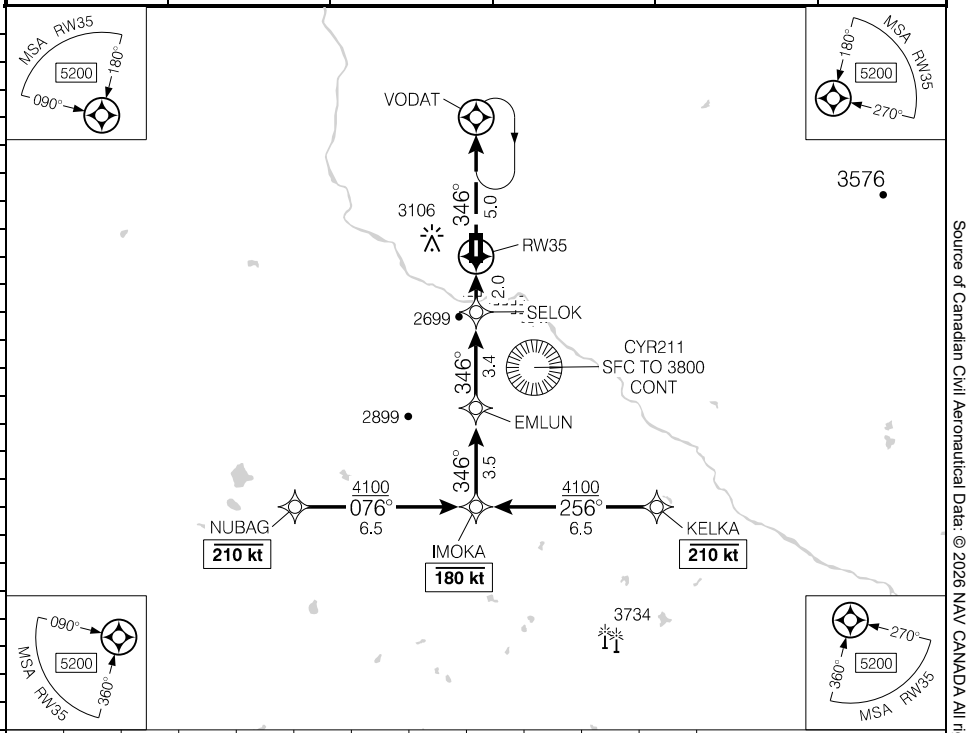
DRUMHELLER MUNI, AB

# RNAV (GNSS) RWY 35

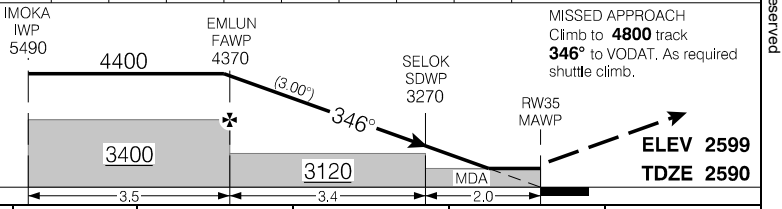
512947N 1124455W VAR 14°E

CEG4

| | | | | |
|---|---|---|---|---|
| AUTO – **122.17** | CTR Edmonton – **124.45** **132.85** | UNICOM – **122.8** ATF | | ARCAL 122.8(K) |
| SAFE ALT 100 NM **12,600** | RNAV | APCH CRS **346°** | MIN ALT EMLUN **3400** | LDA **3505** |




| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 8.9 | 8 | 7 | 6 | **5.5** | 4 | 3 | 2 | 0.9 | DIST FROM RW35 |
| | | | 5490 | 5190 | 4870 | 4550 | **4400** | 3910 | 3590 | 3270 | 2920 | ALT (3.00° APCH PATH) |




RASS: When using CYQF add **190°**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **2920** | (332) | 1 | NOT AUTHORIZED |

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

RNAV (GNSS) RWY 35

CEG4

EFF 25 JAN 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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DRUMHELLER MUNI, AB

# AERODROME CHART

CEG4

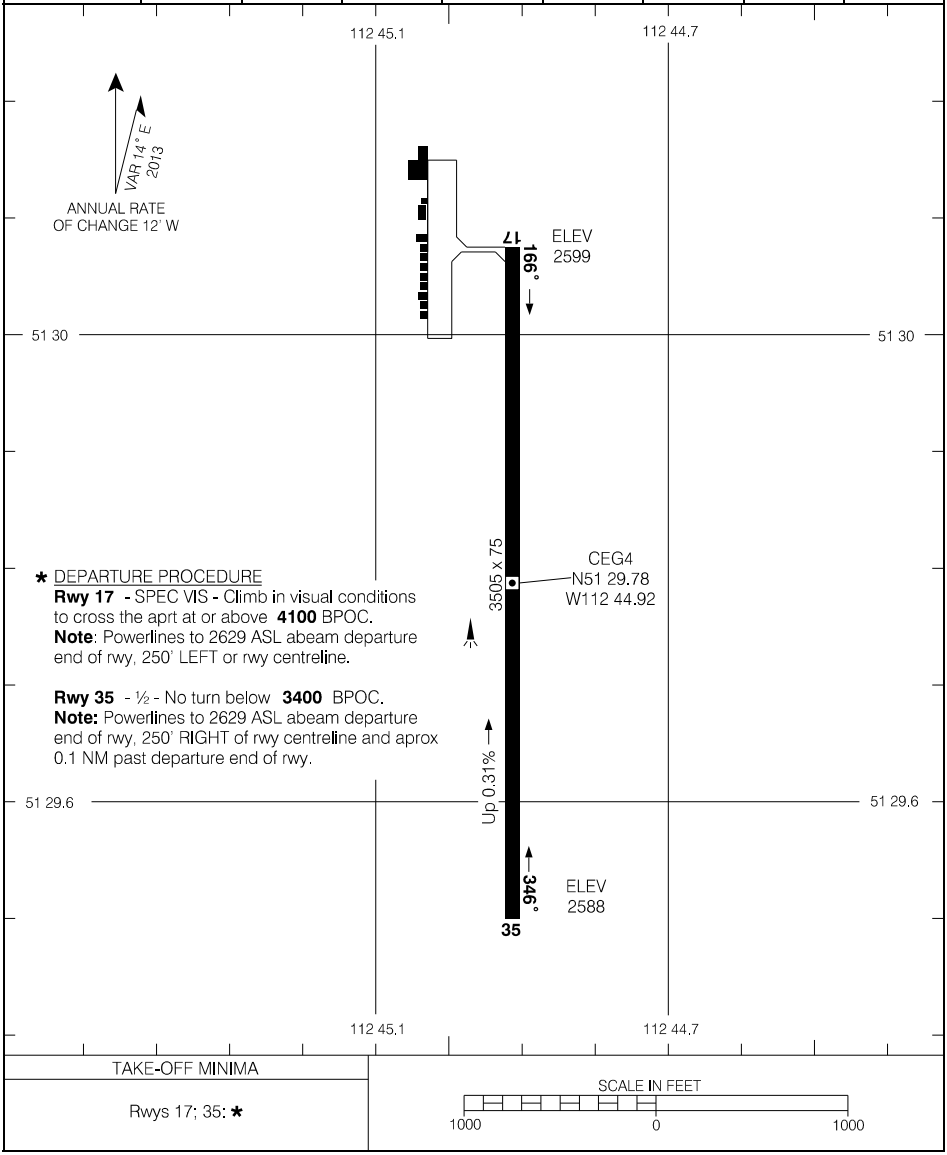
AUTO – **122.17**

UNICOM – **122.8**

ATF

CTR Edmonton – **124.45 132.85**

| DECL DISTS | 17 | 35 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 3505 | 3505 | | | | | | |
| TODA | 3505 | 3505 | | | | | | |
| ASDA | 3505 | 3505 | | | | | | |
| LDA | 3505 | 3505 | | | | | | |




TAKE-OFF MINIMA

Rwys 17; 35: *

SCALE IN FEET

1000 0 1000

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Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

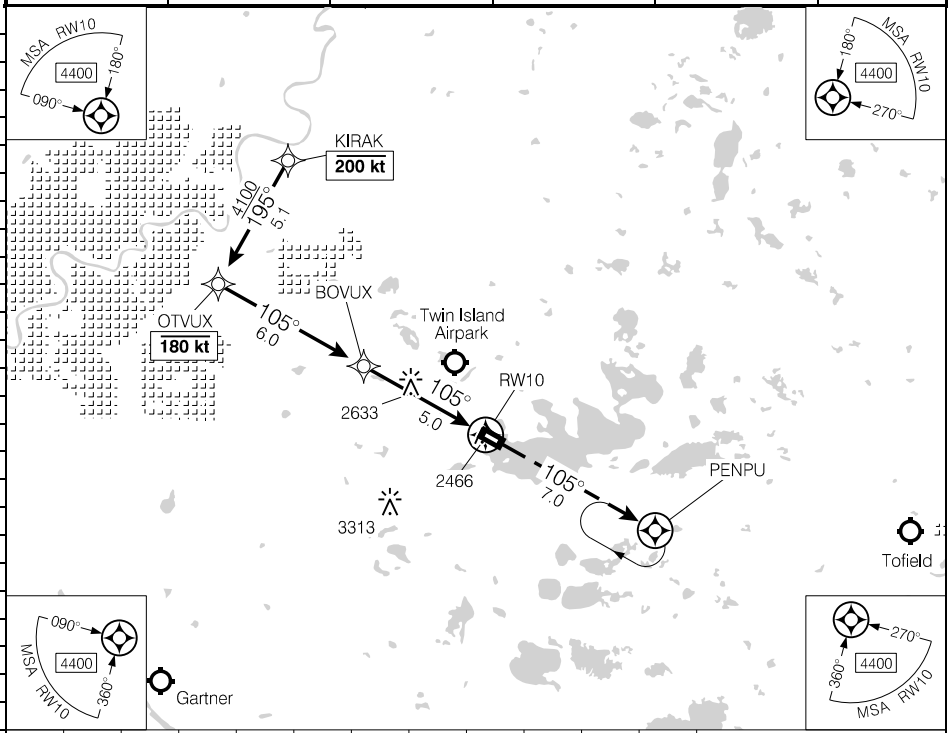
EDMONTON/COOKING LAKE, AB

# RNAV (GNSS) RWY 10

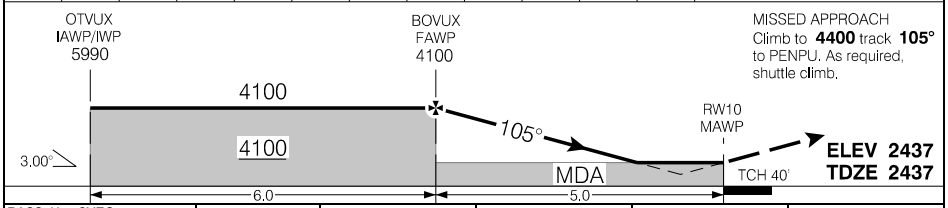
532539N 1130656W VAR 15°E

CEZ3

| | | | | | |
|---|---|---|---|---|---|
| | TML Edmonton – **119.5** | | TFC – **123.35** MF* | | ARCAL 123.35(K) V1 |
| SAFE ALT 100 NM **6200** | WAAS **Ch 80029** W10A | APCH CRS **105°** | MIN ALT BOVUX **4100** | LDA **2952** | |




| | 11 | 10 | 9 | 8 | 7 | 6 | **5.0** | 4 | 3 | 2 | 1.5 | DIST FROM RW10 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5990 | 5660 | 5340 | 5020 | 4710 | 4390 | **4100** | 3750 | 3430 | 3110 | 2940 | ALT (3.00° APCH PATH) |




RASS: Use CYEG.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2738** | (301) | 1 | NOT AUTHORIZED |
| LNAV | **2940** | (503) | 1½ | NOT AUTHORIZED |

RNAV (GNSS) RWY 10 CEZ3

EFF 25 JAN 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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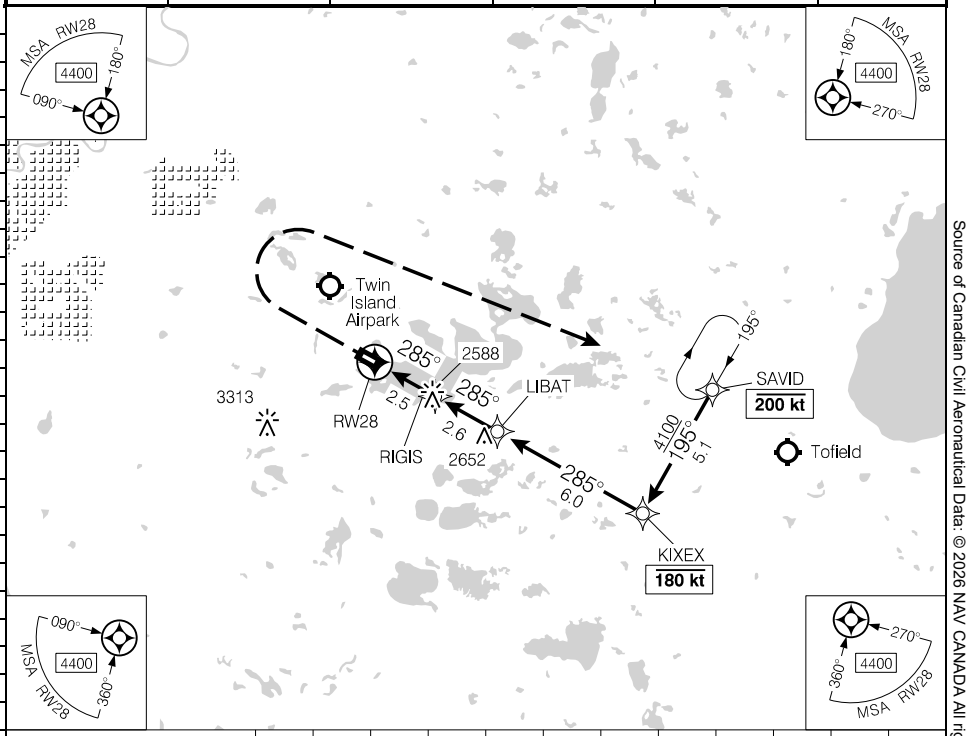
EDMONTON/COOKING LAKE, AB

# RNAV (GNSS) RWY 28

532539N 1130656W VAR 15°E

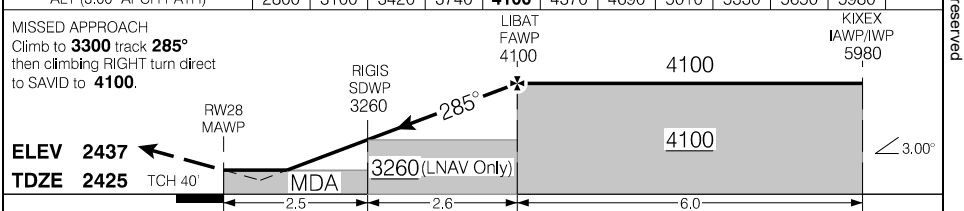
CEZ3

| | TML Edmonton – **119.5** | TFC – **123.35** MF* | | ARCAL 123.35(K) V1 |
|---|---|---|---|---|
| SAFE ALT 100 NM **6200** | WAAS **Ch 80030** W28A | APCH CRS **285°** | MIN ALT LIBAT **4100** | LDA **2952** |




| DIST FROM RW28 | 1.1 | 2 | 3 | 4 | **5.1** | 6 | 7 | 8 | 9 | 10 | 11.1 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2800 | 3100 | 3420 | 3740 | **4100** | 4370 | 4690 | 5010 | 5330 | 5650 | 5980 |

MISSED APPROACH
Climb to **3300** track **285°**
then climbing RIGHT turn direct
to SAVID to **4100**.




RASS: Use CYEG.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2725** | (301) | 1 | NOT AUTHORIZED |
| LNAV | **2800** | (376) | 1¼ | NOT AUTHORIZED |

RNAV (GNSS) RWY 28 CEZ3

EFF 25 JAN 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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EDMONTON/COOKING LAKE, AB

# AERODROME CHART

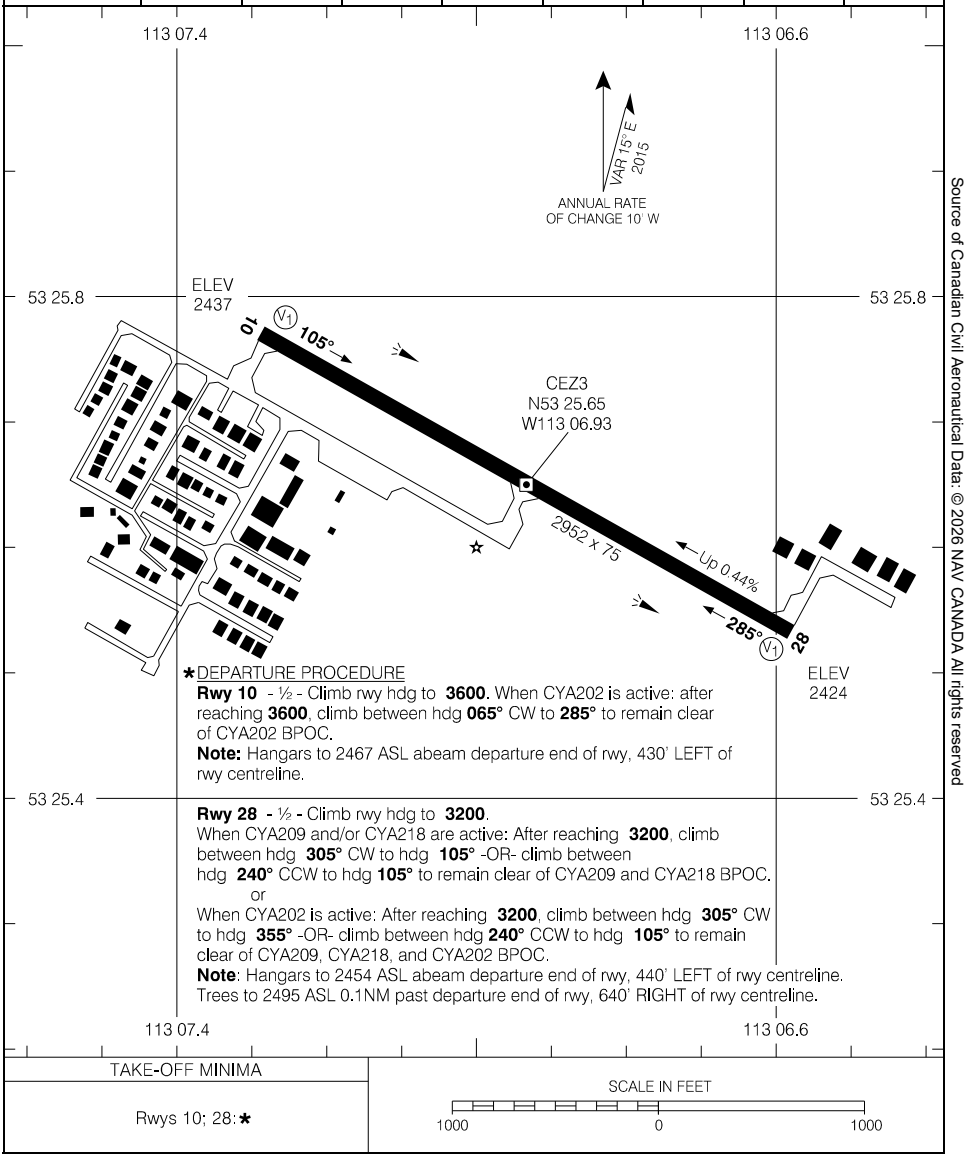
CEZ3

TFC – **123.35**

MF*

TML Edmonton – **119.5**

| DECL DISTS | 10 | 28 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 2952 | 2952 | | | | | | |
| TODA | 2952 | 2952 | | | | | | |
| ASDA | 2952 | 2952 | | | | | | |
| LDA | 2952 | 2952 | | | | | | |




*DEPARTURE PROCEDURE

**Rwy 10** - ½ - Climb rwy hdg to **3600**. When CYA202 is active: after reaching **3600**, climb between hdg **065°** CW to **285°** to remain clear of CYA202 BPOC.
**Note:** Hangars to 2467 ASL abeam departure end of rwy, 430' LEFT of rwy centreline.

**Rwy 28** - ½ - Climb rwy hdg to **3200**.
When CYA209 and/or CYA218 are active: After reaching **3200**, climb between hdg **305°** CW to hdg **105°** -OR- climb between hdg **240°** CCW to hdg **105°** to remain clear of CYA209 and CYA218 BPOC.
or
When CYA202 is active: After reaching **3200**, climb between hdg **305°** CW to hdg **355°** -OR- climb between hdg **240°** CCW to hdg **105°** to remain clear of CYA209, CYA218, and CYA202 BPOC.
**Note**: Hangars to 2454 ASL abeam departure end of rwy, 440' LEFT of rwy centreline.
Trees to 2495 ASL 0.1NM past departure end of rwy, 640' RIGHT of rwy centreline.

| TAKE-OFF MINIMA |
|---|
| Rwys 10; 28: * |

SCALE IN FEET
1000 0 1000

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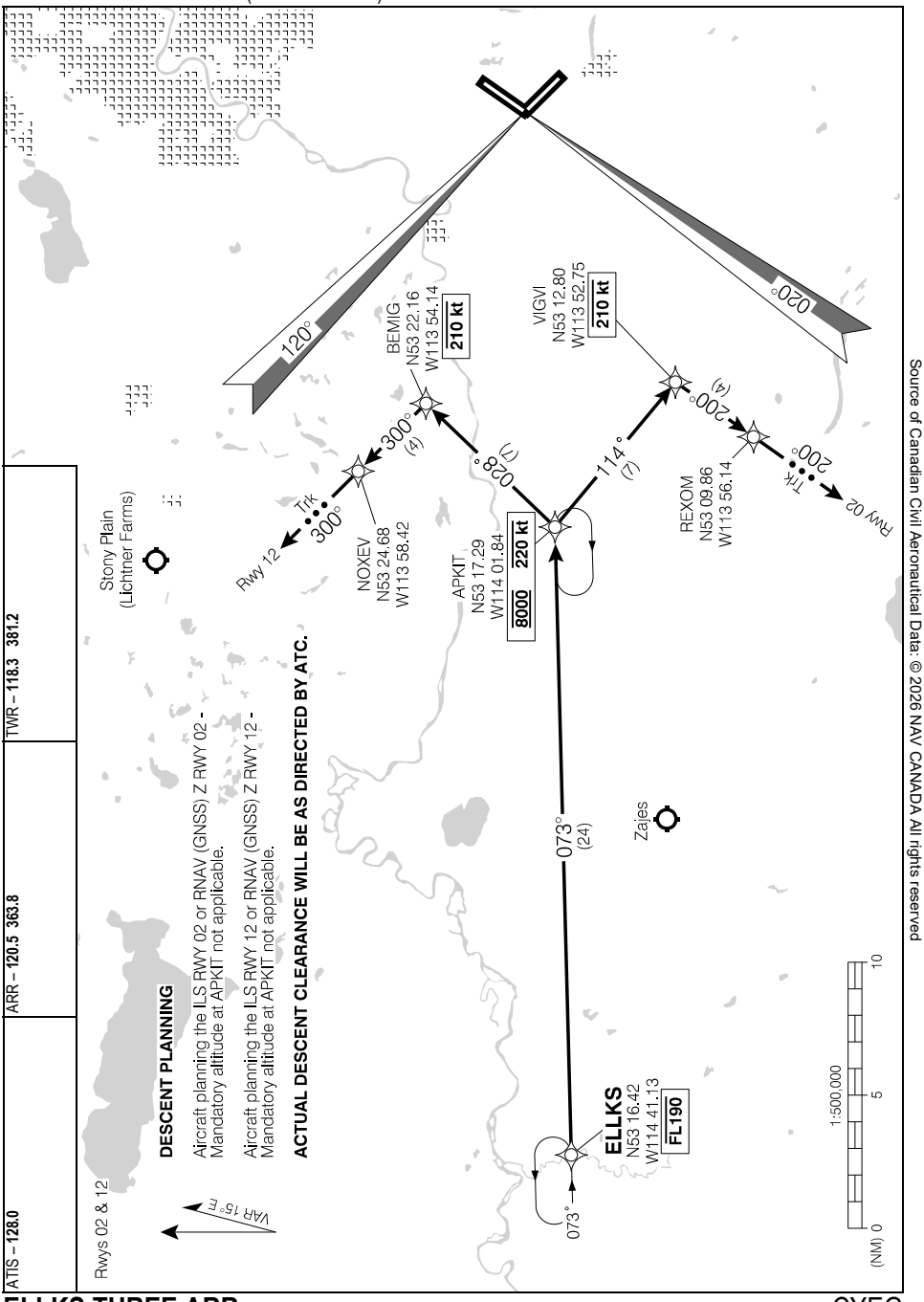
STAR (RNAV)

# ELLKS THREE ARR (ELLKS.ELLKS3)

EDMONTON INTL, AB
CYEG

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ELLKS THREE ARR (ELLKS.ELLKS3)

EFF 19 MAY 22

CYEG



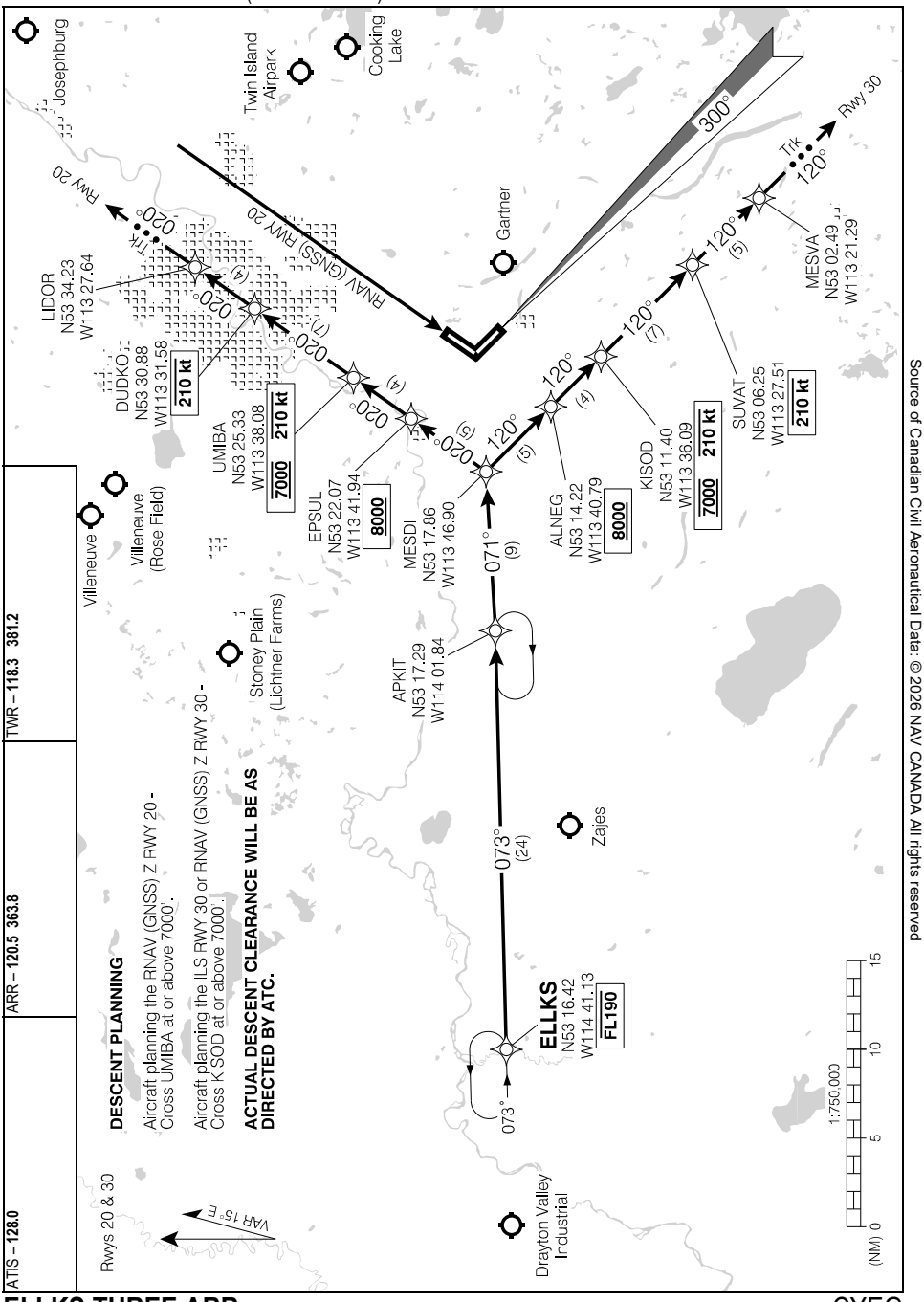
Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

STAR (RNAV)

# ELLKS THREE ARR (ELLKS.ELLKS3)

EDMONTON INTL, AB

CYEG

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ELLKS THREE ARR (ELLKS.ELLKS3)

EFF 12 JUN 25

CYEG

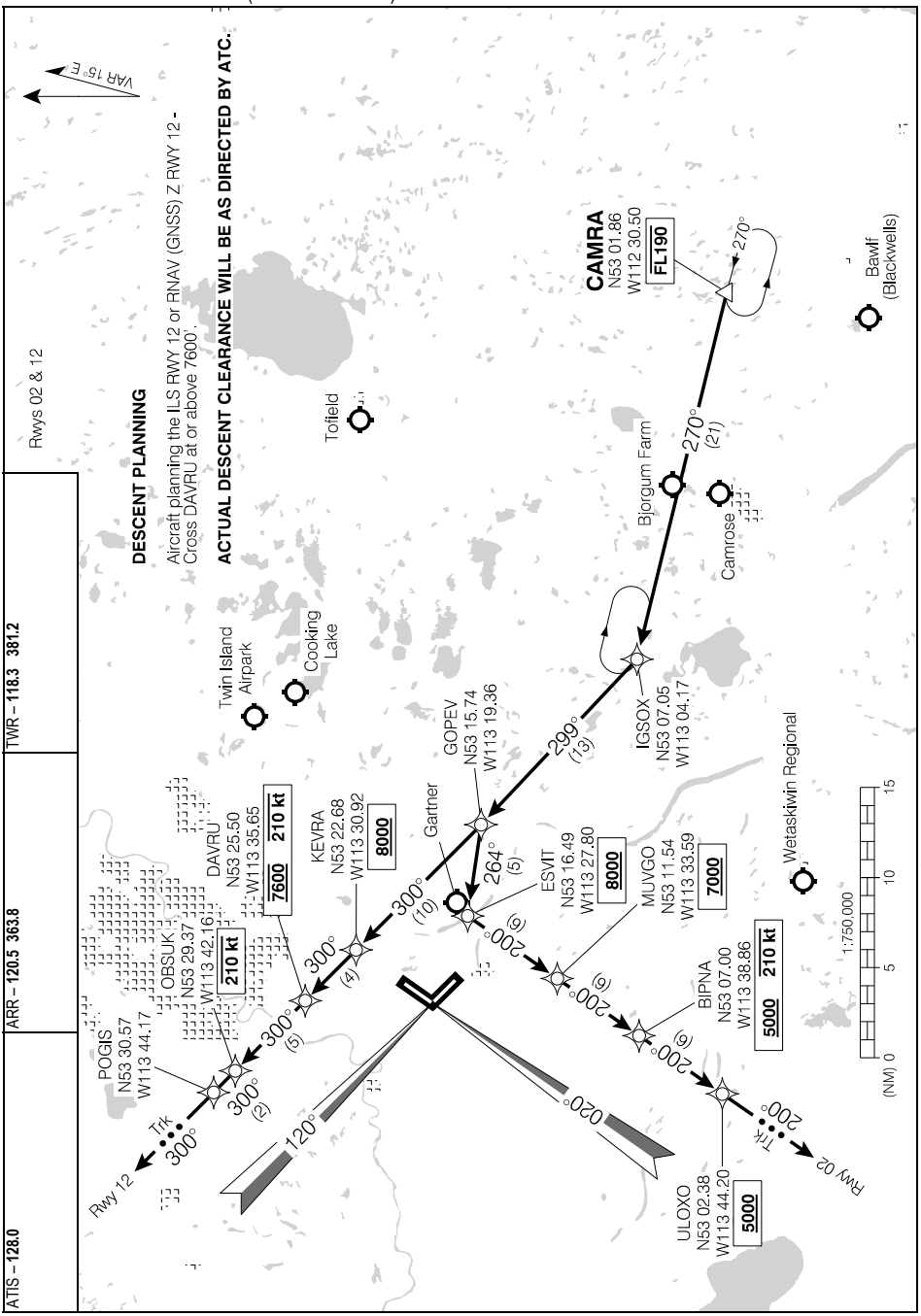


Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

STAR (RNAV)

# IGSOX THREE ARR (CAMRA.IGSOX3)

EDMONTON INTL, AB
CYEG

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IGSOX THREE ARR (CAMRA.IGSOX3)
CYEG

EFF 12 JUN 25

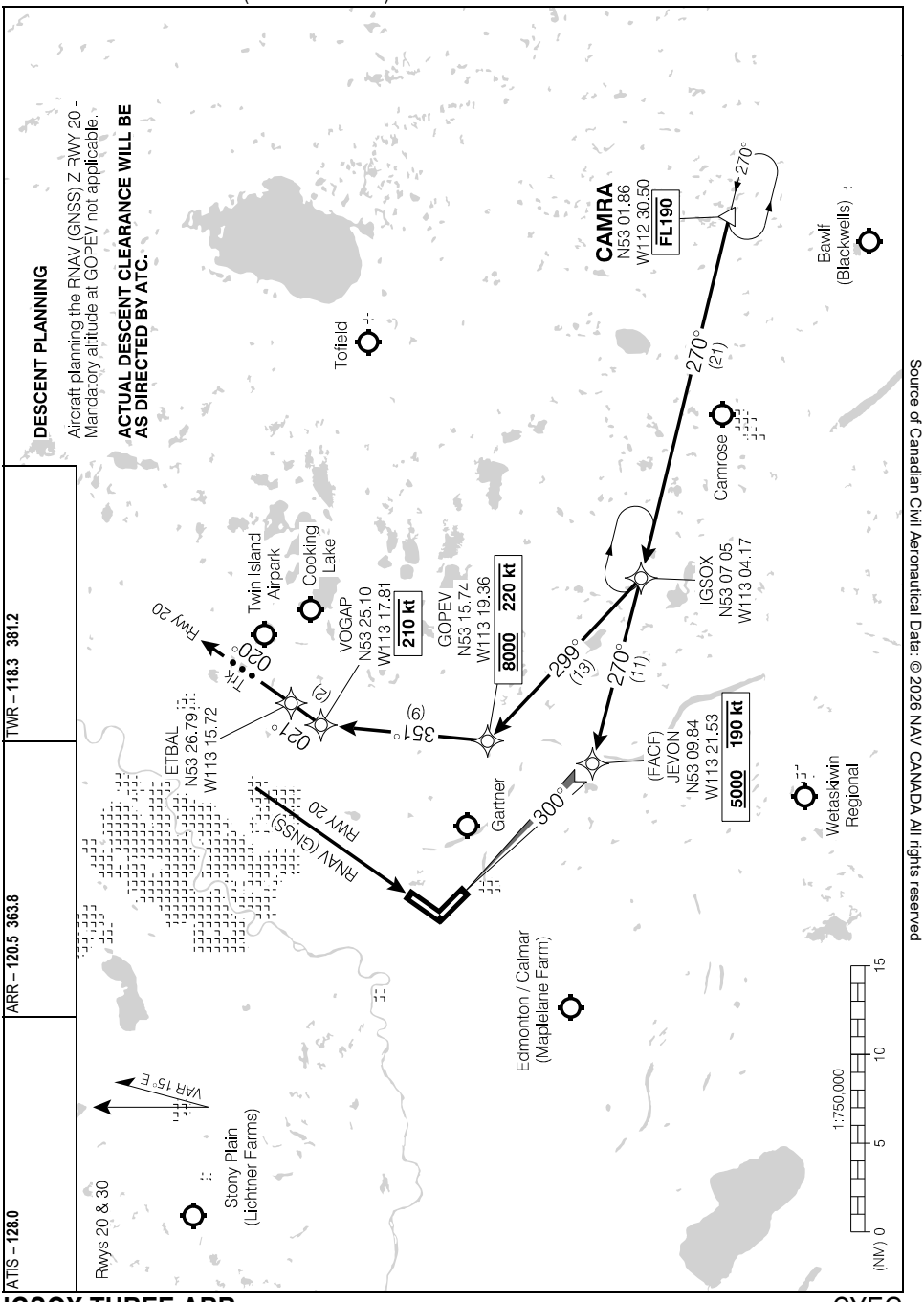


Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

STAR (RNAV)

# IGSOX THREE ARR (CAMRA.IGSOX3)

EDMONTON INTL, AB
CYEG

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IGSOX THREE ARR (CAMRA.IGSOX3)

EFF 12 JUN 25

CYEG

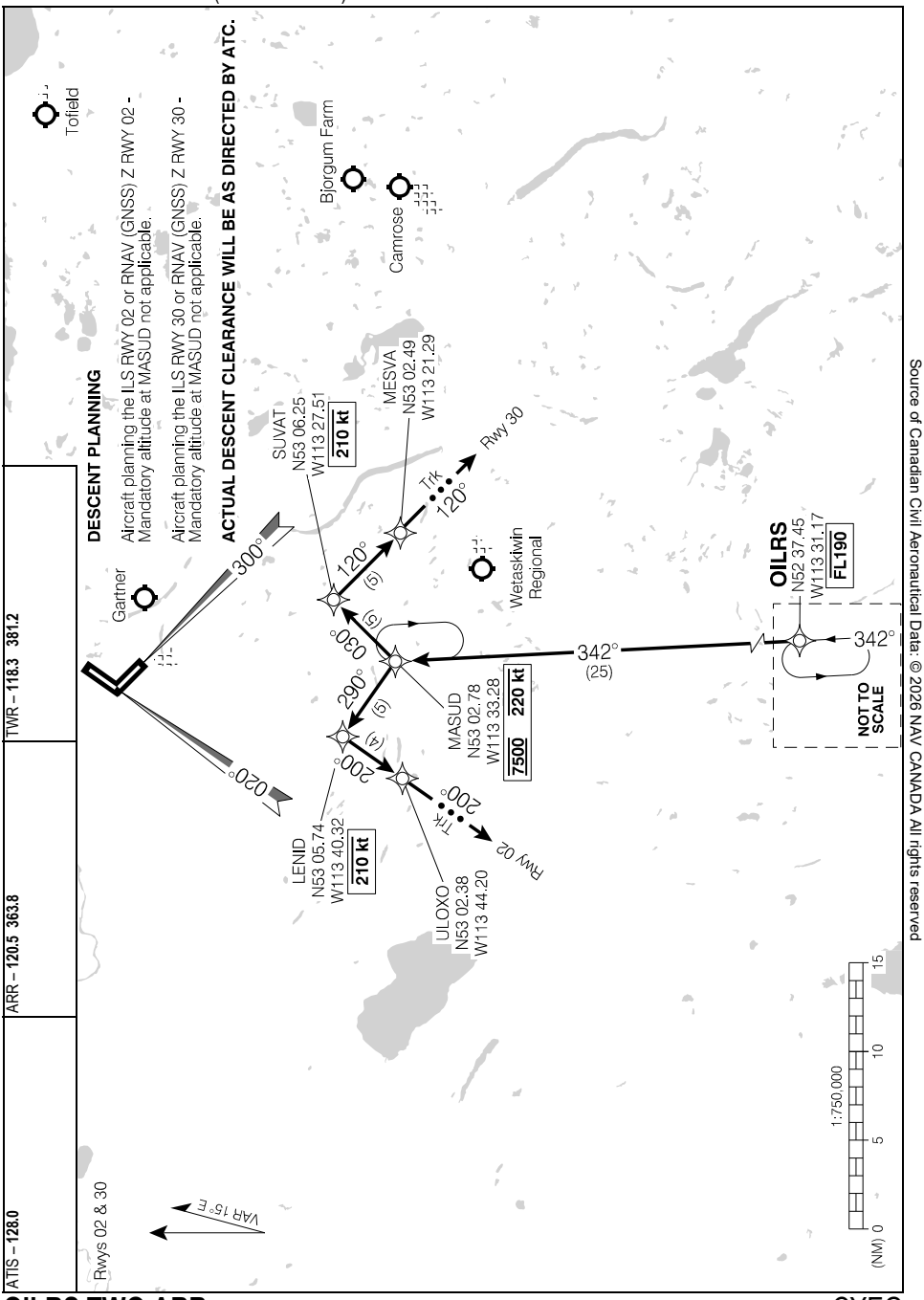


Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

STAR (RNAV)

# OILRS TWO ARR (OILRS.OILRS2)

EDMONTON INTL, AB
CYEG

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OILRS TWO ARR (OILRS.OILRS2)

EFF 7 OCT 21

CYEG

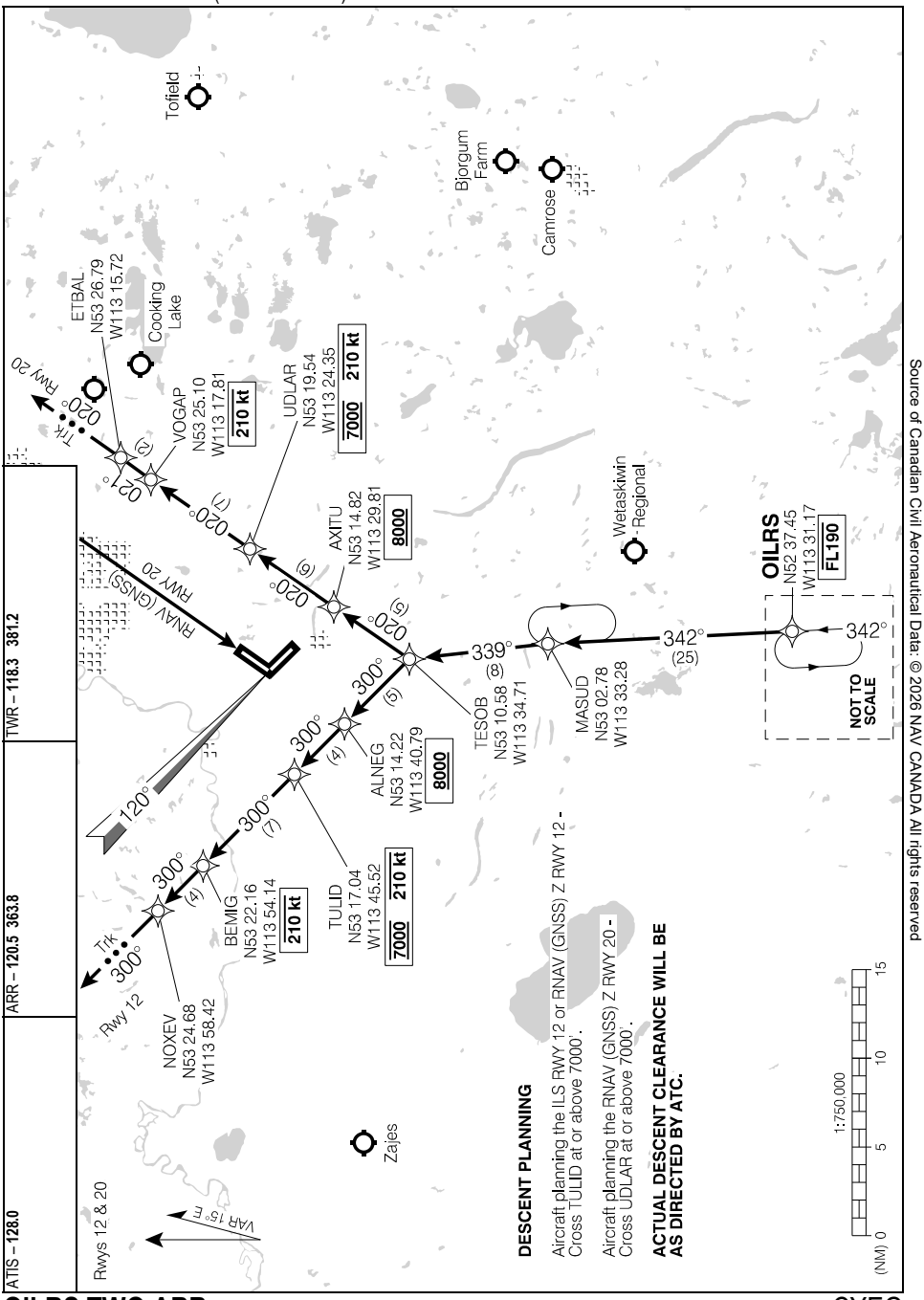


Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

STAR (RNAV)

# OILRS TWO ARR (OILRS.OILRS2)

EDMONTON INTL, AB
CYEG

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OILRS TWO ARR (OILRS.OILRS2)

EFF 12 JUN 25

CYEG



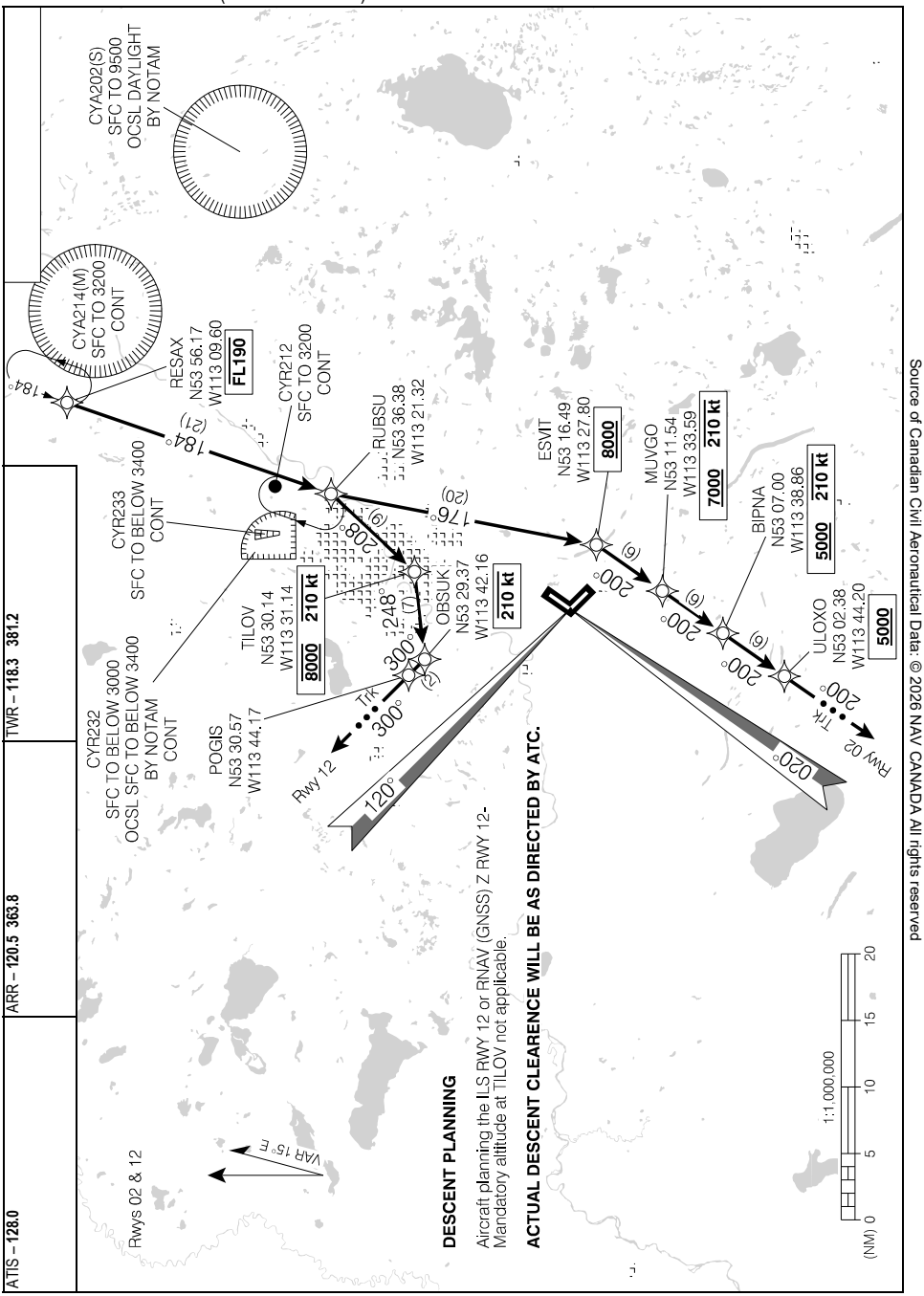
Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

STAR (RNAV)

# RESAX ONE ARR (RESAX.RESAX1)

EDMONTON INTL, AB

CYEG

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RESAX ONE ARR (RESAX.RESAX1)

EFF 28 FEB 19

CYEG



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

STAR (RNAV)

# RESAX ONE ARR (RESAX.RESAX1)

EDMONTON INTL, AB

CYEG




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RESAX ONE ARR (RESAX.RESAX1)

EFF 28 FEB 19

CYEG



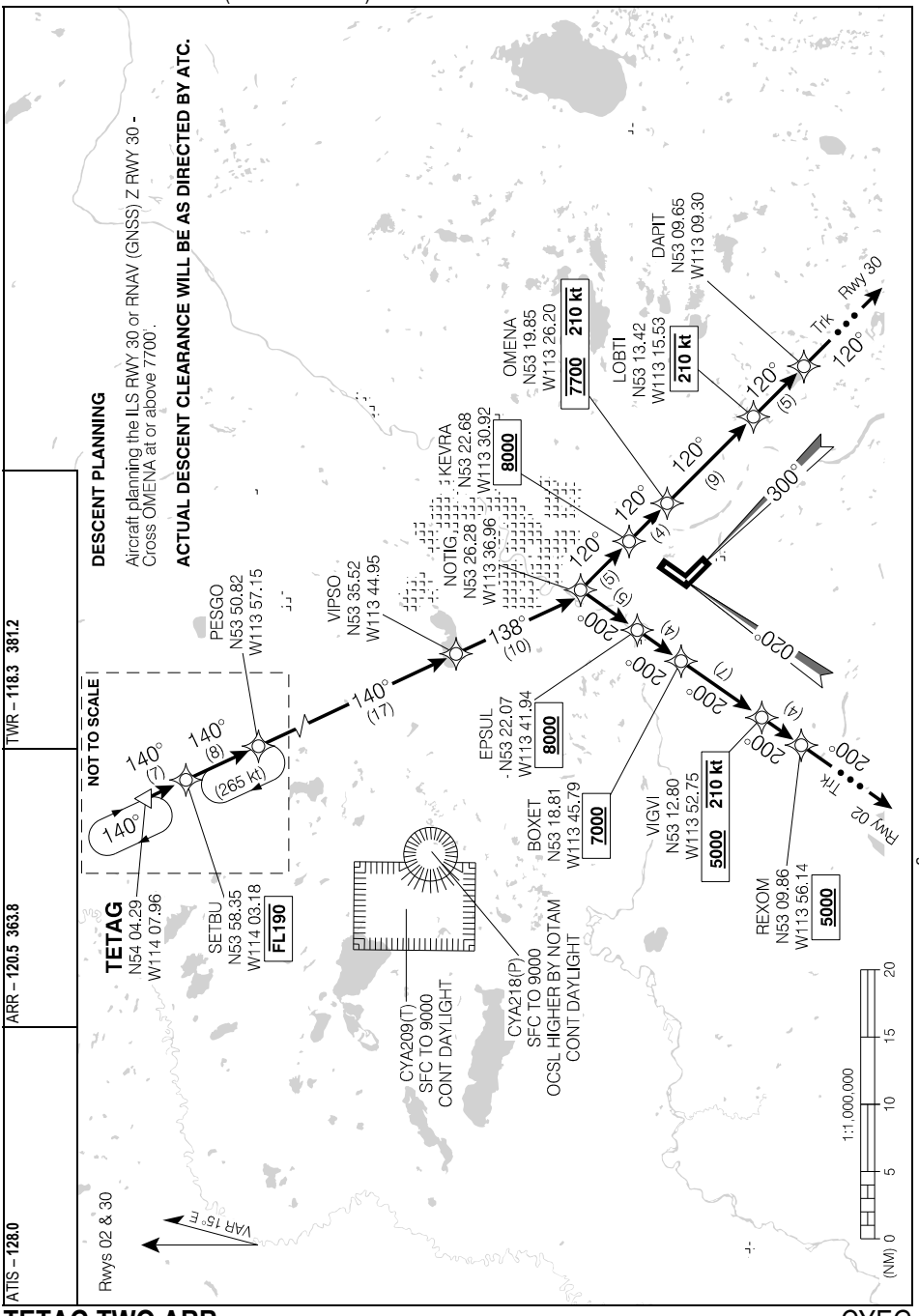
Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

STAR (RNAV)

# TETAG TWO ARR (TETAG.TETAG2)

EDMONTON INTL, AB

CYEG

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TETAG TWO ARR (TETAG.TETAG2)

CYEG

EFF 28 FEB 19

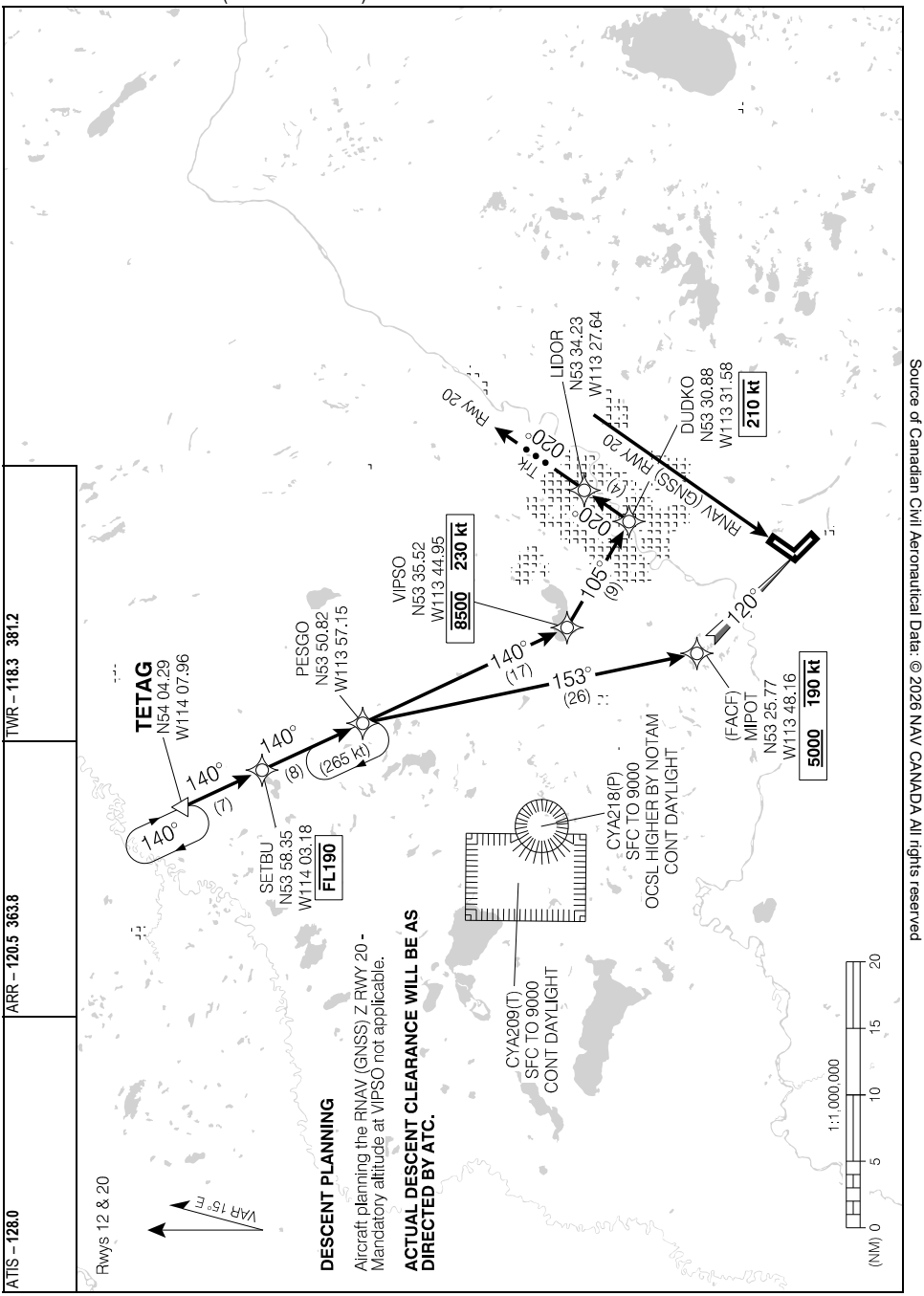


Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

STAR (RNAV)

# TETAG TWO ARR (TETAG.TETAG2)

EDMONTON INTL, AB
CYEG

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TETAG TWO ARR (TETAG.TETAG2)

EFF 28 FEB 19

CYEG



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

EDMONTON INTL, AB

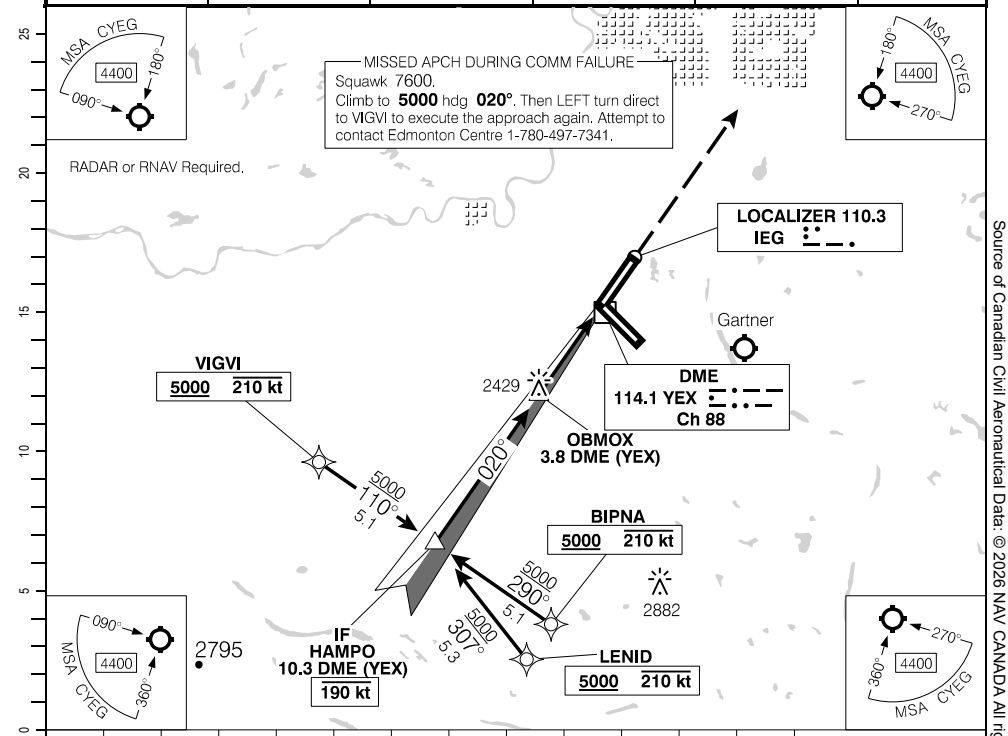
# ILS RWY 02

531836N 1133446W VAR 15°E

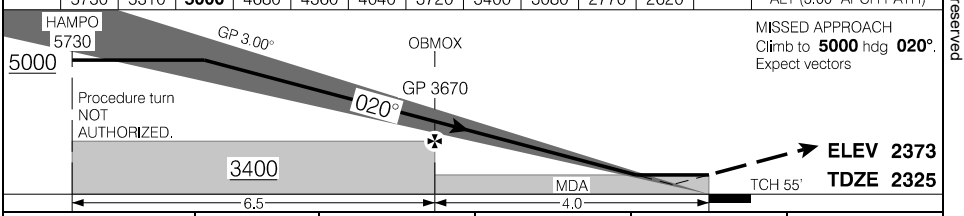
CYEG

| ATIS – 128.0 | ARR – 120.5 363.8 | TWR – 118.3 381.2 | GND – 121.7 275.6 |
|---|---|---|---|

| SAFE ALT 100 NM | LOC IEG | APCH CRS | GP OBMOX | LDA |
|---|---|---|---|---|
| 9200 | 110.3 | 020° | 3670 | 10995 |




| | 10.3 | 9 | 8.0 | 7 | 6 | 5 | 4 | 3 | 2 | 1 | 0.5 | | DIST FROM DME (YEX) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5730 | 5310 | 5000 | 4680 | 4360 | 4040 | 3720 | 3400 | 3080 | 2770 | 2620 | | ALT (3.00° APCH PATH) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| ILS/DME | 2525 (200) ½ RVR 26 | | | |
| LOC/DME | 2620 (295) 1 RVR 50 | | | |
| C CIRCLING | 2920 (547) 1½ | | 3020 (647) 2 | 3080 (707) 2¼ |

OBMOX 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 |

# ILS RWY 02

CYEG

EFF 20 FEB 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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EDMONTON INTL, AB

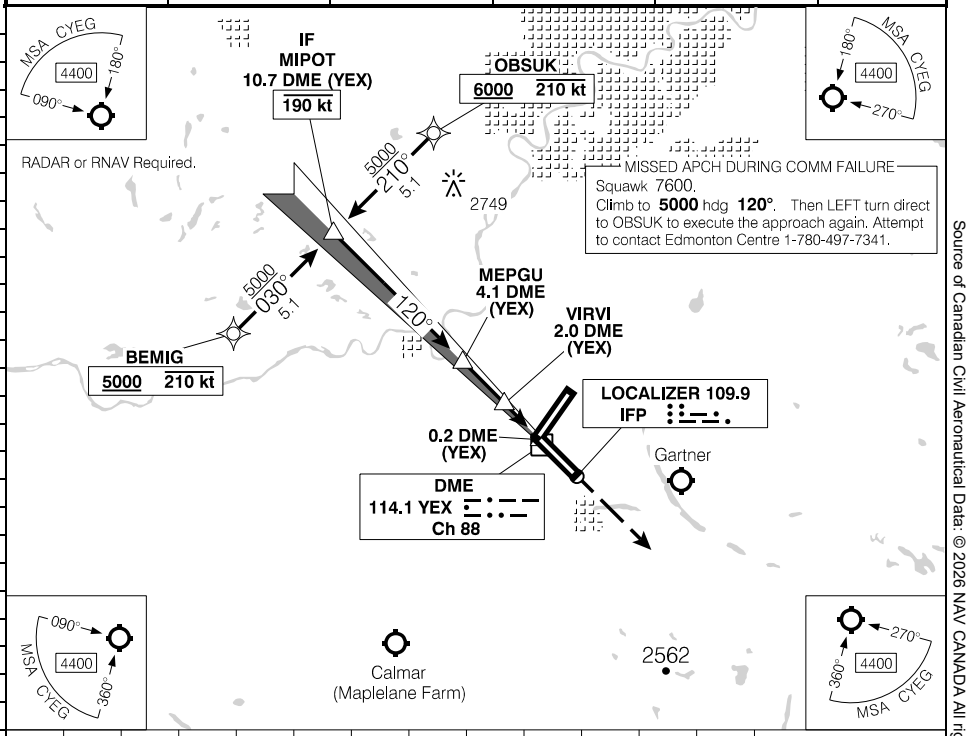
# ILS RWY 12

531836N 1133446W VAR 15°E

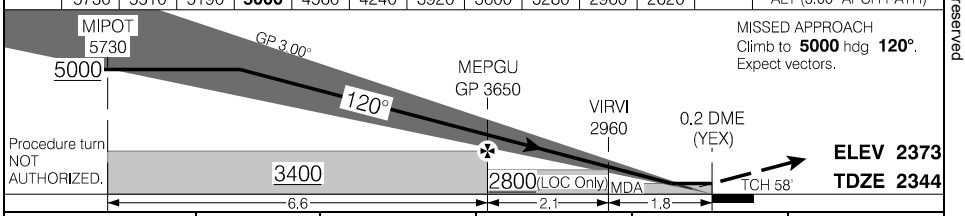
CYEG

| ATIS – 128.0 | ARR – 120.5 363.8 | TWR – 118.3 381.2 | GND – 121.7 275.6 |
|---|---|---|---|

| SAFE ALT 100 NM | LOC IFP | APCH CRS | GP MEPGU | LDA |
|---|---|---|---|---|
| 9200 | 109.9 | 120° | 3650 | 10200 |




| (NM) | 10.7 | 10 | 9 | 8.4 | 7 | 6 | 5 | 4 | 3 | 2 | 0.9 | | DIST FROM DME (YEX) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5730 | 5510 | 5190 | 5000 | 4560 | 4240 | 3920 | 3600 | 3280 | 2960 | 2620 | | ALT (3.00° APCH PATH) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| ILS/DME | 2544 | (200) | ½ RVR 26 | |
| LOC/DME | 2620 | (276) | 1 RVR 50 | |

MEPGU 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 |

# ILS RWY 12

CYEG

EFF 20 FEB 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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EDMONTON INTL, AB

# ILS RWY 30

531836N 1133446W VAR 15°E

CYEG

| ATIS – 128.0 | ARR – 120.5 363.8 | TWR – 118.3 381.2 | GND – 121.7 275.6 |
|---|---|---|---|

| SAFE ALT 100 NM | LOC | APCH | GP | LDA |
|---|---|---|---|---|
| 9200 | IKB 109.1 | CRS 300° | GADEP 3620 | 10200 |

MISSED APCH DURING COMM FAILURE
Squawk 7600.
Climb to **5000** hdg **300°**. Then RIGHT turn direct to LOBTI to execute the approach again, Attempt to contact Edmonton Centre 1-780-497-7341.

MSA CYEG 4400 090° 180°

MSA CYEG 4400 180° 270°

RADAR or RNAV Required.

DME 114.1 YEX Ch 88

LOCALIZER 109.1 IKB

1.5 DME (YEX)

Gartner

VEVBU 3.4 DME (YEX)

2526

GADEP 5.2 DME (YEX)

300°

LOBTI 5000 210 kt

5000 210° 5.1

Calmar (Maplelane Farm)

2882

5000 030° 5.1

IF JEVON 11.9 DME (YEX) 190 kt

SUVAT 5000 210 kt

MSA CYEG 4400 090° 360°

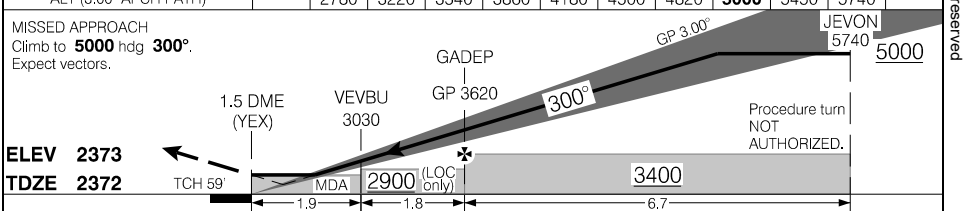
2795

MSA CYEG 4400 270° 360°

| DIST FROM DME (YEX) | 2.6 | 4 | 5 | 6 | 7 | 8 | 9 | **9.6** | 11 | 11.9 |
|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2780 | 3220 | 3540 | 3860 | 4180 | 4500 | 4820 | **5000** | 5450 | 5740 |

(NM) 0 5 10 15 20 25

MISSED APPROACH
Climb to **5000** hdg **300°**.
Expect vectors.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| ILS/DME | **2572** | (200) | ½ RVR 26 | |
| LOC/DME | **2780** | (408) | 1 RVR 50 | |

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

# ILS RWY 30

CYEG

EFF 12 JUN 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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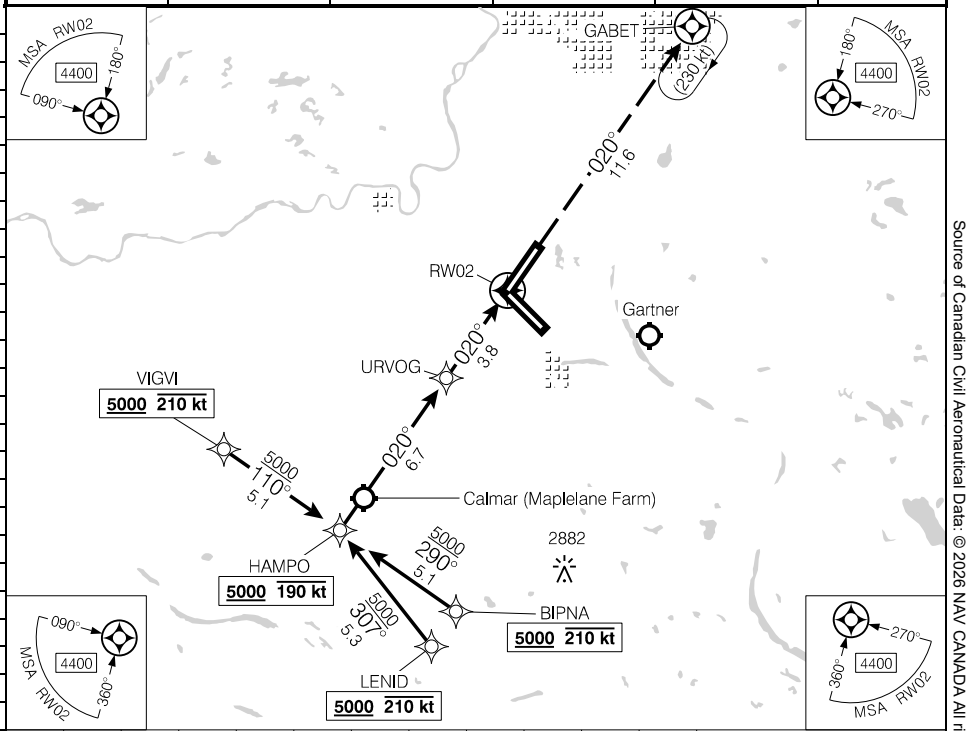
EDMONTON INTL, AB

# RNAV (GNSS) Z RWY 02

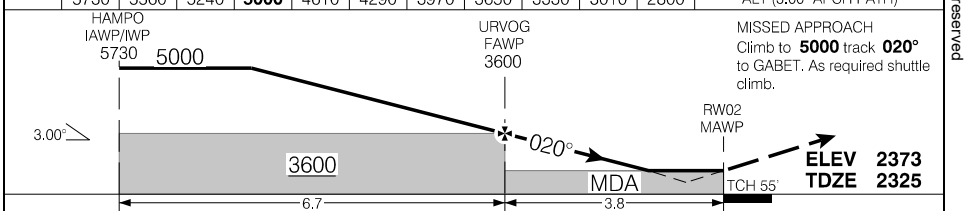
531836N 1133446W VAR 15°E

CYEG

| ATIS – 128.0 | ARR – 120.5 363.8 | TWR – 118.3 381.2 | GND – 121.7 275.6 |
|---|---|---|---|
| SAFE ALT 100 NM **9200** | WAAS **Ch 80318** W02A | APCH CRS **020°** | MIN ALT URVOG **3600** | LDA **10995** |




| (NM) | 10.5 | 10 | 9 | 8.2 | 7 | 6 | 5 | 4 | 3 | 2 | 1.3 | DIST FROM RW02 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5730 | 5560 | 5240 | 5000 | 4610 | 4290 | 3970 | 3650 | 3330 | 3010 | 2800 | 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 | **2522** | (200) | ½ RVR 26 | |
| LNAV/VNAV (min.-22°C, max. 53°C) | **2695** | (373) | 1 RVR 50 | |
| LNAV | **2800** | (478) | 1 RVR 50 | |

RNAV (GNSS) Z RWY 02

CYEG

EFF 12 JUN 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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EDMONTON INTL, AB

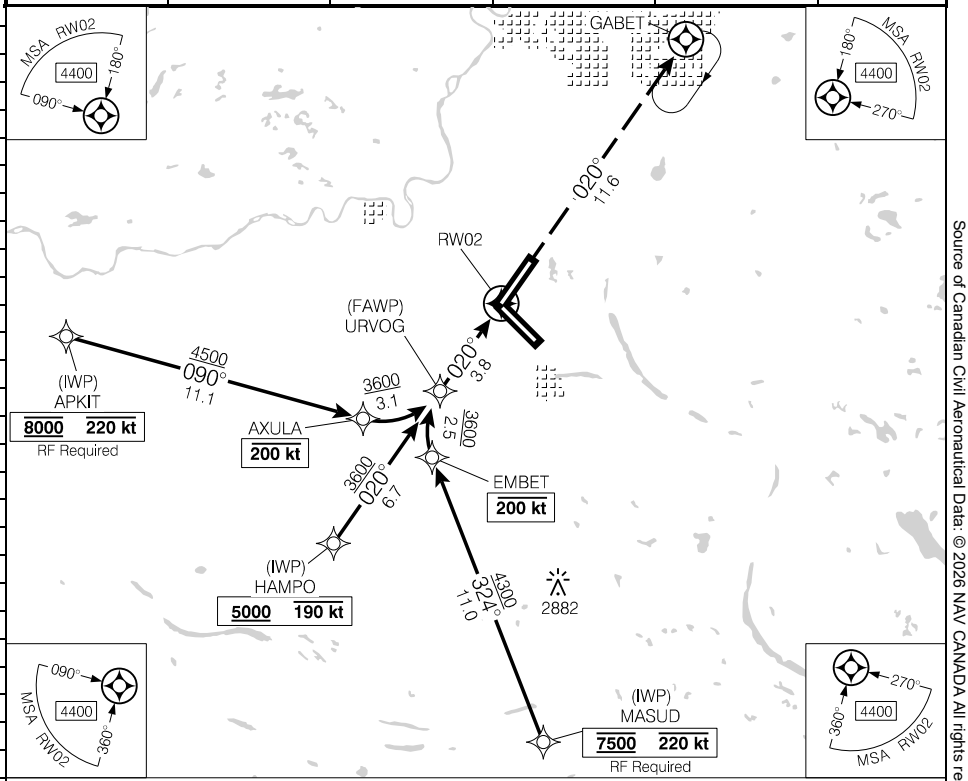
# RNAV (RNP) Y RWY 02

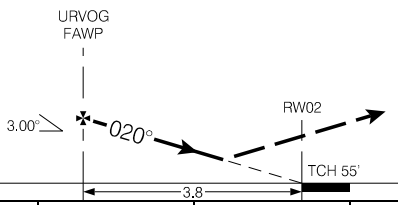
531836N 1133446W VAR 15°E

CYEG

| ATIS – 128.0 | ARR – 120.5 363.8 | TWR – 118.3 381.2 | GND – 121.7 275.6 |
|---|---|---|---|

| SAFE ALT 100 NM | RNAV | APCH CRS | MIN ALT URVOG | LDA |
|---|---|---|---|---|
| 9200 | | 020° | 3600 | 10995 |




MISSED APPROACH
Climb to **5000** track **020°**
to GABET

**ELEV 2373**
**TDZE 2325**

| | CATEGORY | A | B | C | D |
|---|---|---|---|---|---|
| | RNP 0.15 | 2695 | (373) | 1 RVR 50 | |
| AUTHORIZATION REQUIRED (min. -22° C) (max. 53° C) | RNP 0.30 | 2754 | (432) | 1 RVR 50 | |
| | | | | | |
| | | | | | |

RNAV (RNP) Y RWY 02 CYEG

EFF 10 AUG 23



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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EDMONTON INTL, AB

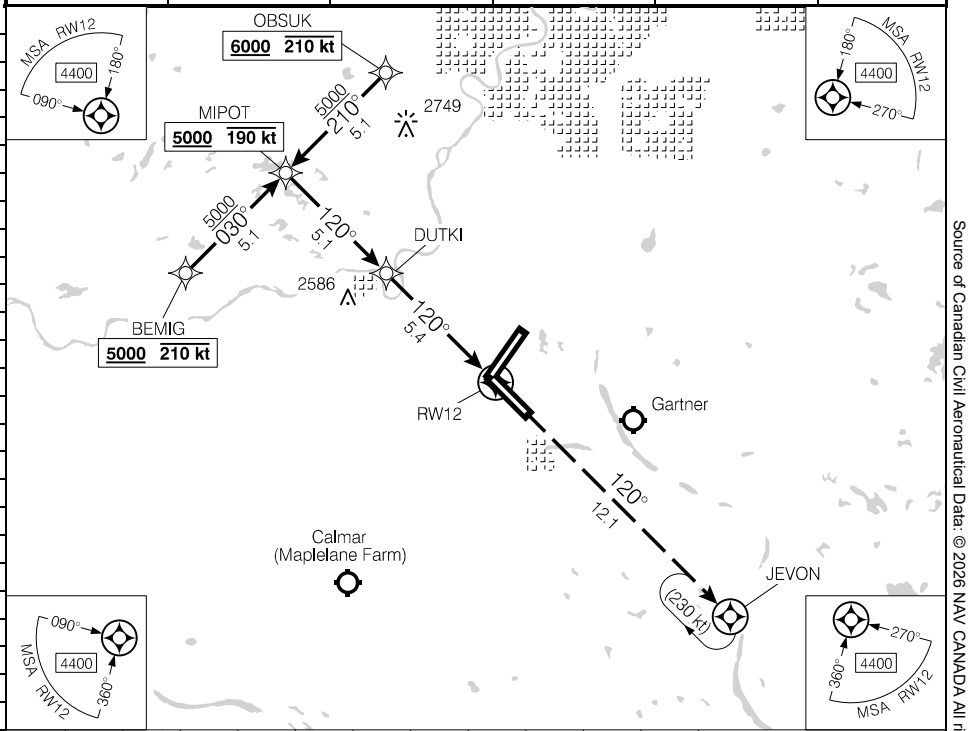
# RNAV (GNSS) Z RWY 12

531836N 1133446W VAR 15°E

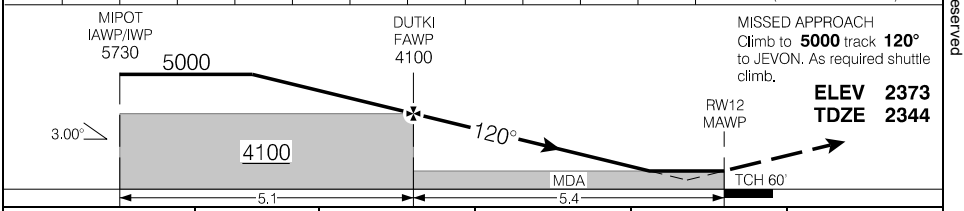
CYEG

| ATIS – 128.0 | ARR – 120.5 363.8 | TWR – 118.3 381.2 | GND – 121.7 275.6 |
|---|---|---|---|

| SAFE ALT 100 NM | WAAS | APCH | MIN ALT | LDA |
|---|---|---|---|---|
| 9200 | Ch 80341 W12A | CRS 120° | DUTKI 4100 | 10200 |




| (NM) | 10.5 | 10 | 9 | 8.2 | 7 | 6 | 5 | 4 | 3 | 2 | 1.3 | DIST FROM RW12 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5730 | 5570 | 5250 | 5000 | 4610 | 4290 | 3980 | 3660 | 3340 | 3020 | 2800 | ALT (3.00° APCH PATH) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | 2523 | (200) | ½ RVR 26 | |
| LNAV/VNAV (min.-21°C, max. 52°C) | 2695 | (372) | 1 RVR 50 | |
| LNAV | 2800 | (477) | 1 RVR 50 | |

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

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EDMONTON INTL, AB

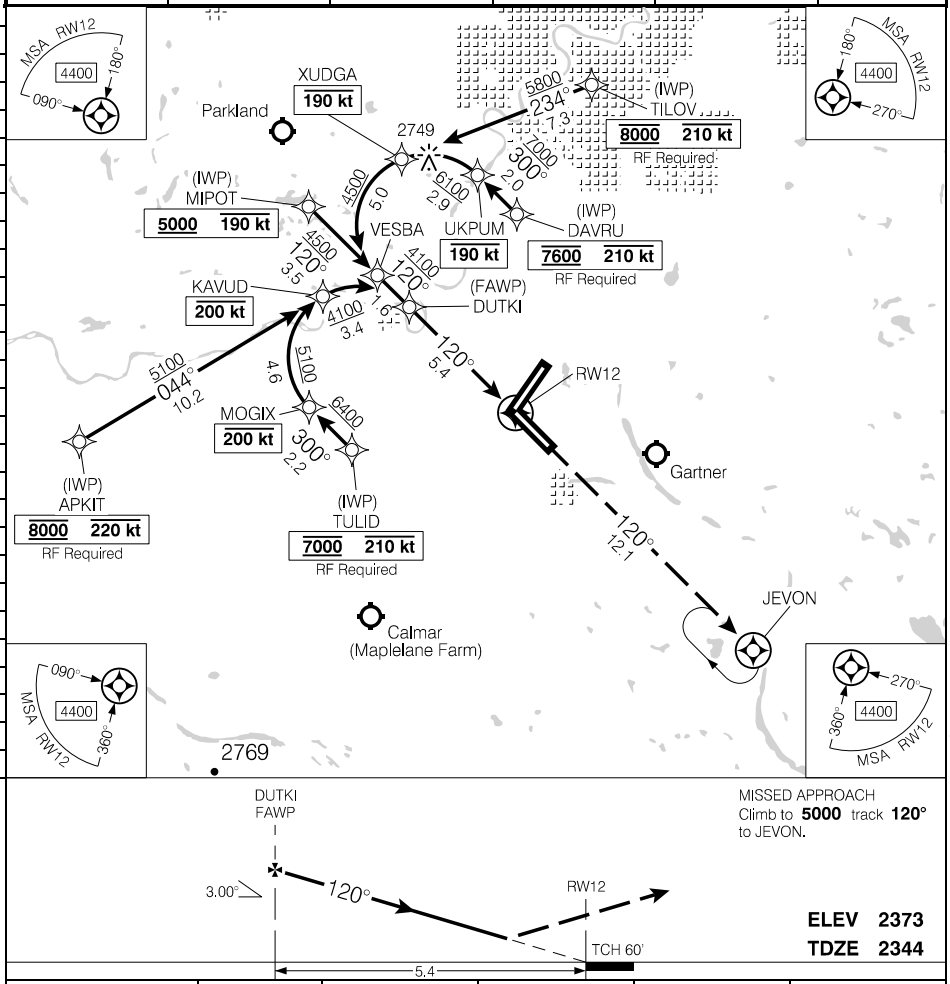
# RNAV (RNP) Y RWY 12

531836N 1133446W VAR 15°E

CYEG

| ATIS – 128.0 | ARR – 120.5 363.8 | TWR – 118.3 381.2 | GND – 121.7 275.6 |
|---|---|---|---|

| SAFE ALT 100 NM | RNAV | APCH CRS | MIN ALT DUTKI | LDA |
|---|---|---|---|---|
| 9200 | | 120° | 4100 | 10200 |







| | CATEGORY | A | B | C | D |
|---|---|---|---|---|---|
| | RNP 0.30 | 2727 | (404) | 1 RVR 50 | |
| AUTHORIZATION REQUIRED (min. -21° C) (max. 52° C) | | | | | |

RNAV (RNP) Y RWY 12 CYEG

EFF 5 OCT 23



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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EDMONTON INTL, AB

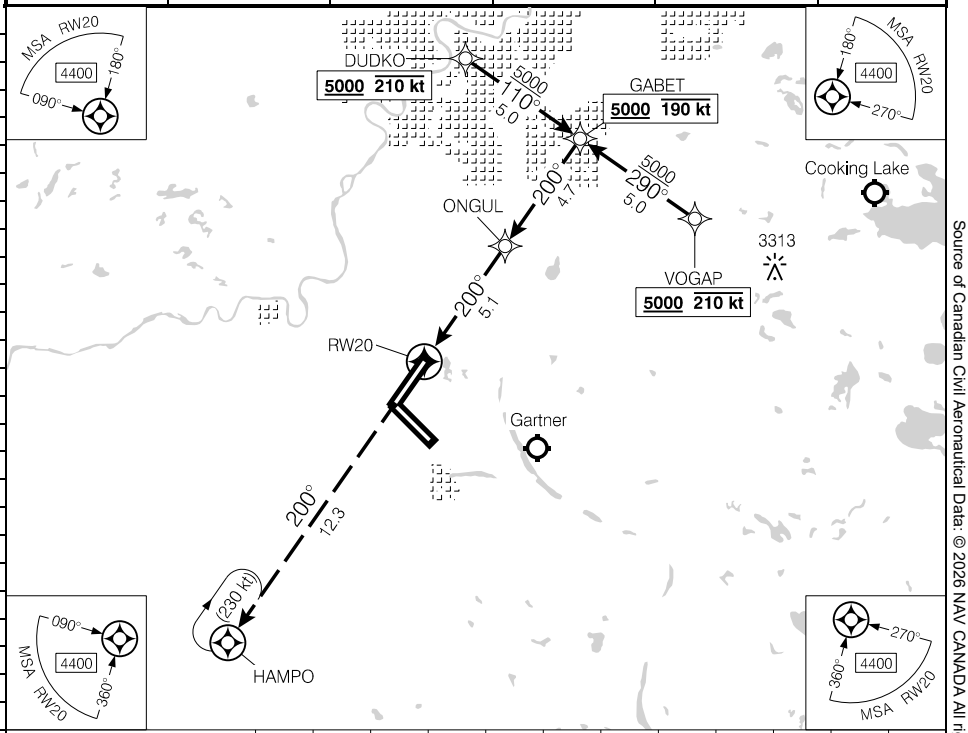
# RNAV (GNSS) Z RWY 20

531836N 1133446W VAR 15°E

CYEG

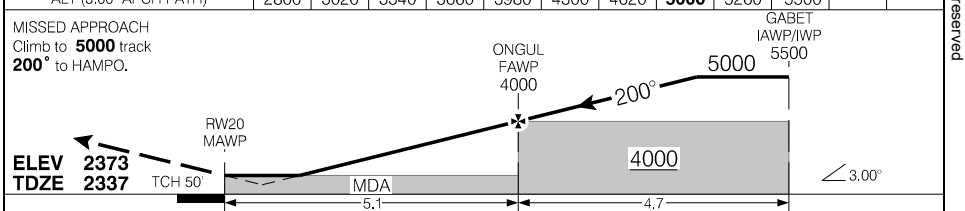
| ATIS – 128.0 | ARR – 120.5 363.8 | TWR – 118.3 381.2 | GND – 121.7 275.6 |
|---|---|---|---|

| SAFE ALT 100 NM | WAAS | APCH CRS | MIN ALT ONGUL | LDA |
|---|---|---|---|---|
| 9200 | Ch 80319 W20A | 200° | 4000 | 10995 |




| DIST FROM RW20 | 1.3 | 2 | 3 | 4 | 5 | 6 | 7 | **8.2** | 9 | 9.8 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2800 | 3020 | 3340 | 3660 | 3980 | 4300 | 4620 | **5000** | 5260 | 5500 | | |

MISSED APPROACH
Climb to **5000** track **200°** to HAMPO.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2587** | (250) | 1 | |
| LNAV/VNAV (min.-23°C, max. 54°C) | **2717** | (380) | 1 | |
| LNAV | **2800** | (463) | 1 | |

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

RNAV (GNSS) Z RWY 20

CYEG

EFF 16 MAY 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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EDMONTON INTL, AB

# RNAV (RNP) Y RWY 20

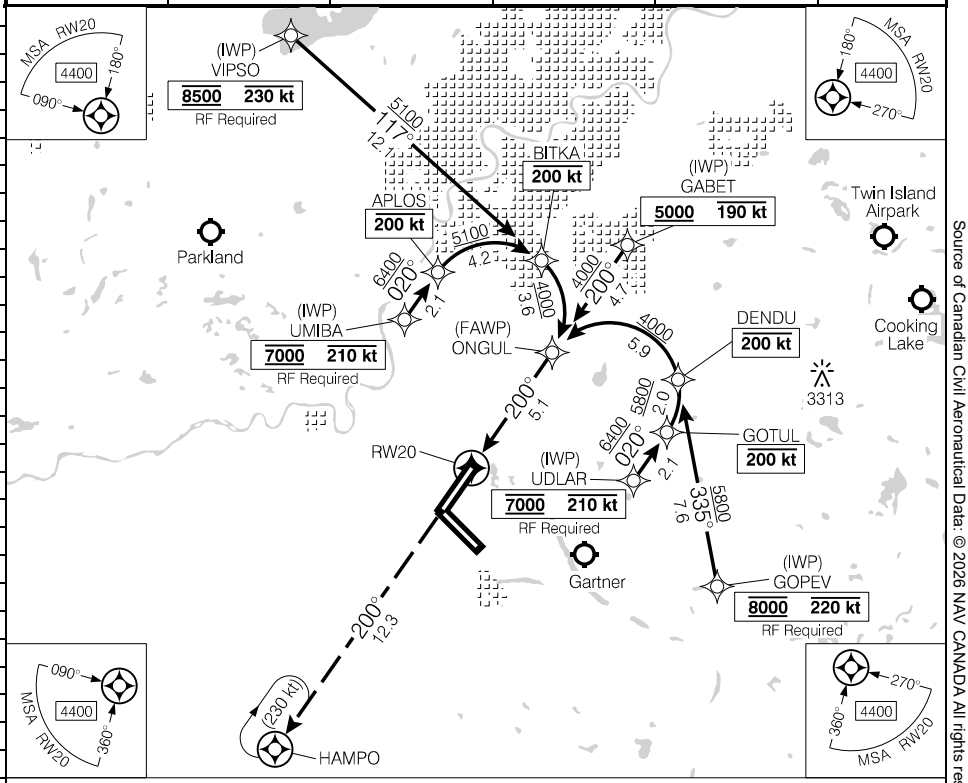
531836N 1133446W VAR 15°E

CYEG

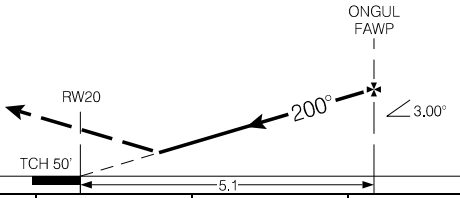
| ATIS – 128.0 | ARR – 120.5 363.8 | TWR – 118.3 381.2 | GND – 121.7 275.6 |
|---|---|---|---|

| SAFE ALT 100 NM | RNAV | APCH CRS | MIN ALT ONGUL | LDA |
|---|---|---|---|---|
| 9200 | | 200° | 4000 | 10995 |

P3 AN




MISSED APPROACH
Climb to **5000** track **200°** to HAMPO.




**ELEV 2373**
**TDZE 2337**

| | CATEGORY | A | B | C | D |
|---|---|---|---|---|---|
| | RNP 0.15 | 2695 | (358) | 1 | |
| AUTHORIZATION REQUIRED (min. -23° C) (max. 54° C) | RNP 0.30 | 2750 | (413) | 1 | |
| | | | | | |
| | | | | | |

RNAV (RNP) Y RWY 20

CYEG

EFF 16 MAY 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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EDMONTON INTL, AB

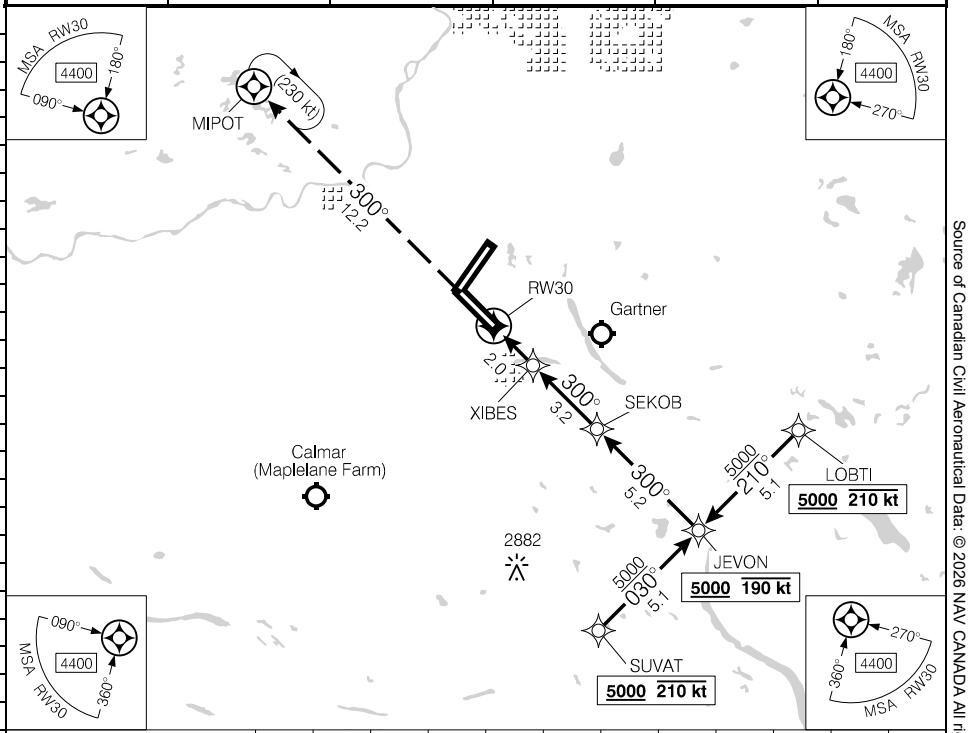
# RNAV (GNSS) Z RWY 30

531836N 1133446W VAR 15°E

CYEG

| ATIS – 128.0 | ARR – 120.5 363.8 | TWR – 118.3 381.2 | GND – 121.7 275.6 |
|---|---|---|---|

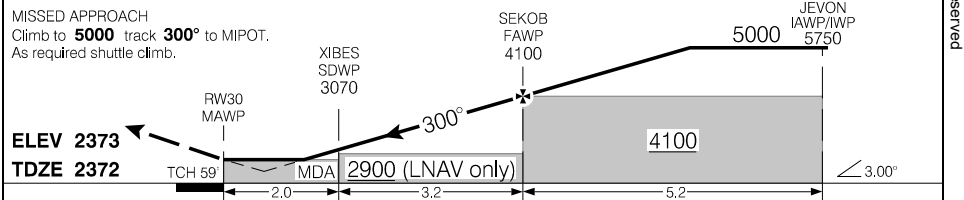
| SAFE ALT 100 NM | WAAS | APCH | MIN ALT | LDA |
|---|---|---|---|---|
| 9200 | Ch 80317 W30A | CRS 300° | SEKOB 4100 | 10200 |




| DIST FROM RW30 | 1.4 | 2 | 3 | 4 | 5 | 6 | 7 | **8.1** | 9 | 10.4 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2880 | 3070 | 3390 | 3710 | 4020 | 4340 | 4660 | **5000** | 5300 | 5750 | | |

(NM) 25 20 15 10 5 0

MISSED APPROACH
Climb to **5000** track **300°** to MIPOT.
As required shuttle climb.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2572** | (200) | ½ RVR 26 | |
| LNAV/VNAV (min.-21°C, max. 54°C) | **2722** | (350) | 1 RVR 50 | |
| LNAV | **2880** | (508) | 1 RVR 50 | |

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

# RNAV (GNSS) Z RWY 30

CYEG

EFF 12 JUN 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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EDMONTON INTL, AB

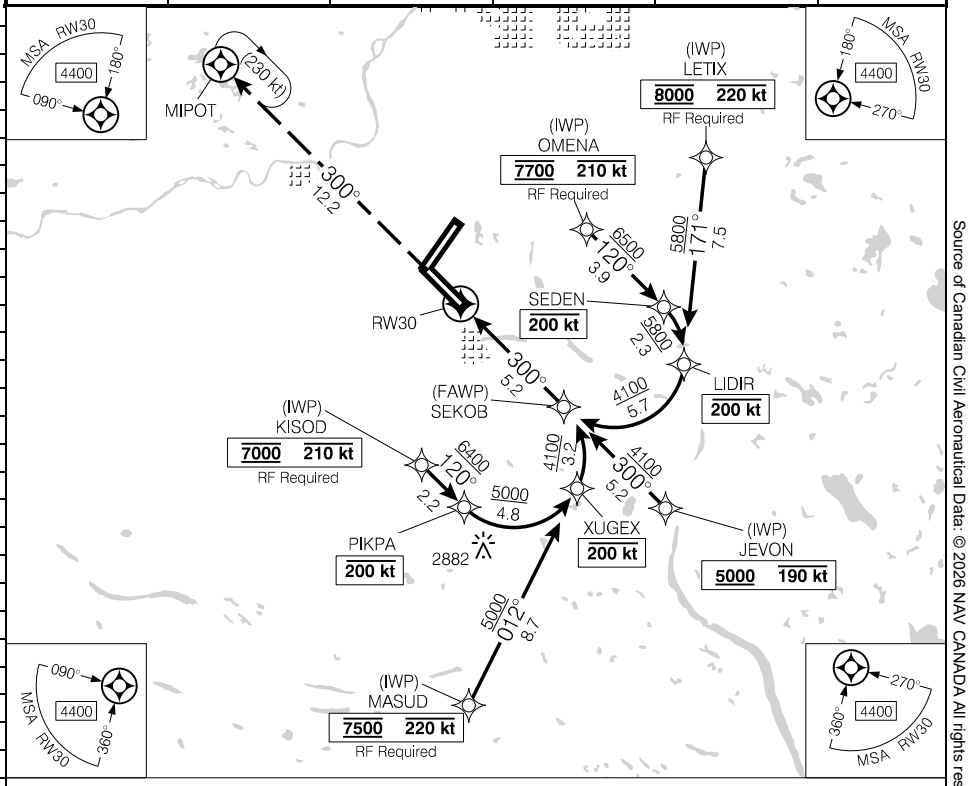
# RNAV (RNP) Y RWY 30

531836N 1133446W VAR 15°E

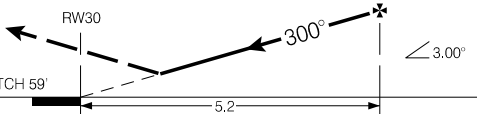
CYEG

| ATIS – 128.0 | ARR – 120.5 363.8 | TWR – 118.3 381.2 | GND – 121.7 275.6 |
|---|---|---|---|

| SAFE ALT 100 NM | RNAV | APCH CRS | MIN ALT SEKOB | LDA |
|---|---|---|---|---|
| 9200 | | 300° | 4100 | 10200 |




MISSED APPROACH
Climb to **5000** track **300°** to MIPOT.




**ELEV 2373**
**TDZE 2372**

| | CATEGORY | A | B | C | D |
|---|---|---|---|---|---|
| | RNP 0.15 | 2690 | (318) | 1 RVR 50 | |
| **AUTHORIZATION REQUIRED** (min. -21° C) (max. 54° C) | RNP 0.30 | 2846 | (474) | 1 RVR 50 | |
| | | | | | |
| | | | | | |

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Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

## Departure Route Description

**Rwy 02:** Climb hdg **020°** to **2900**, then direct to OVUTO, then track **020°** via GABET for vectors to assigned route. Maintain **6000** or flight planned altitude, whichever is lower.

**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. Transponder 7600;
2. Maintain **6000**;
3. Upon reaching GABET, proceed on course and 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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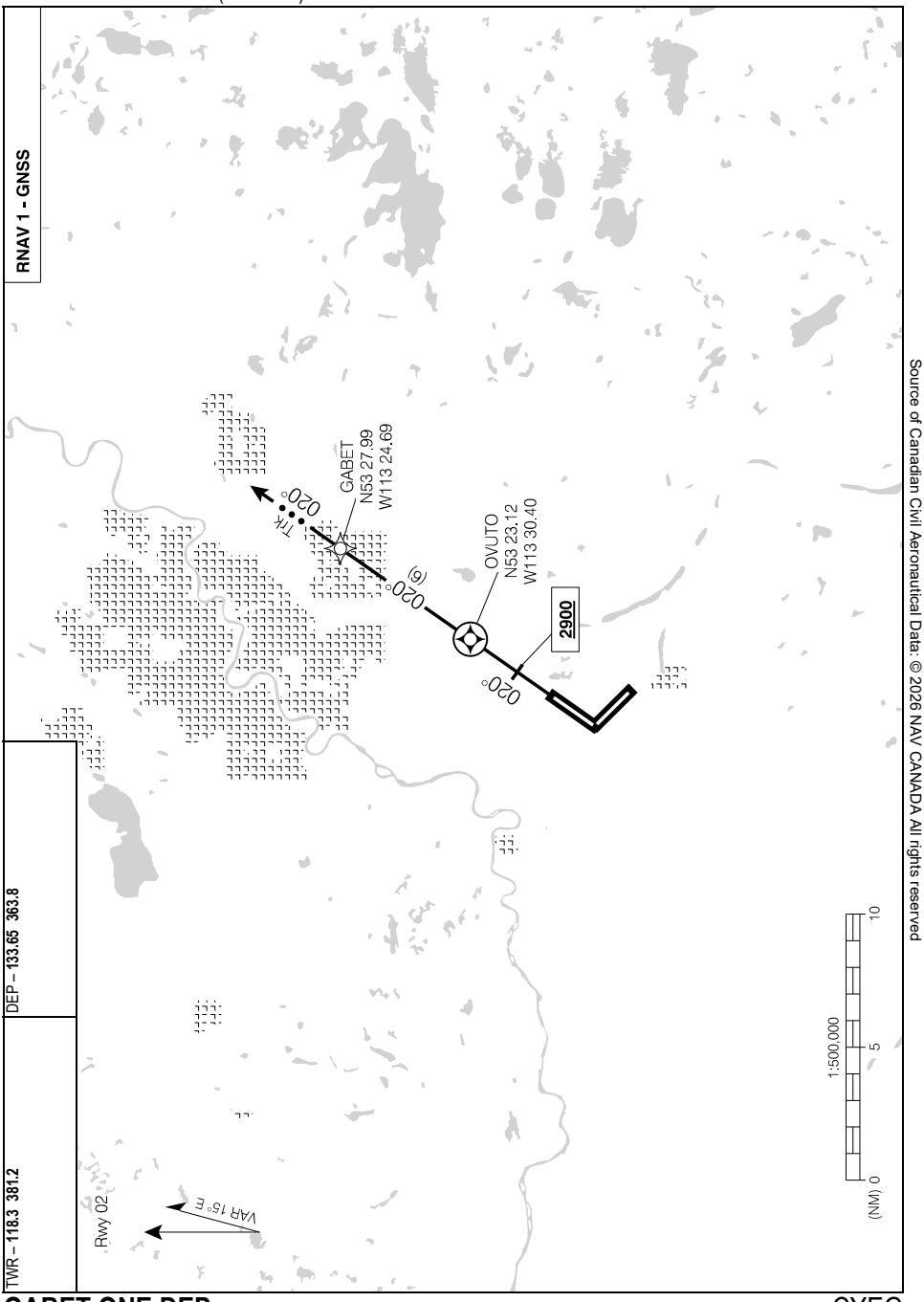
SID (RNAV)

# GABET ONE DEP (GABET1.)

EDMONTON INTL, AB
CYEG

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GABET ONE DEP (GABET1.)

CYEG

EFF 26 DEC 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

## Departure Route Description

**Rwy 20:** Climb hdg **200°** to **2900**, then direct to OBMOX, then track **200°** via HAMPO for vectors to assigned route. Maintain **6000** or flight planned altitude, whichever is lower.

**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. Maintain **6000**;
3. Upon reaching HAMPO, proceed on course and 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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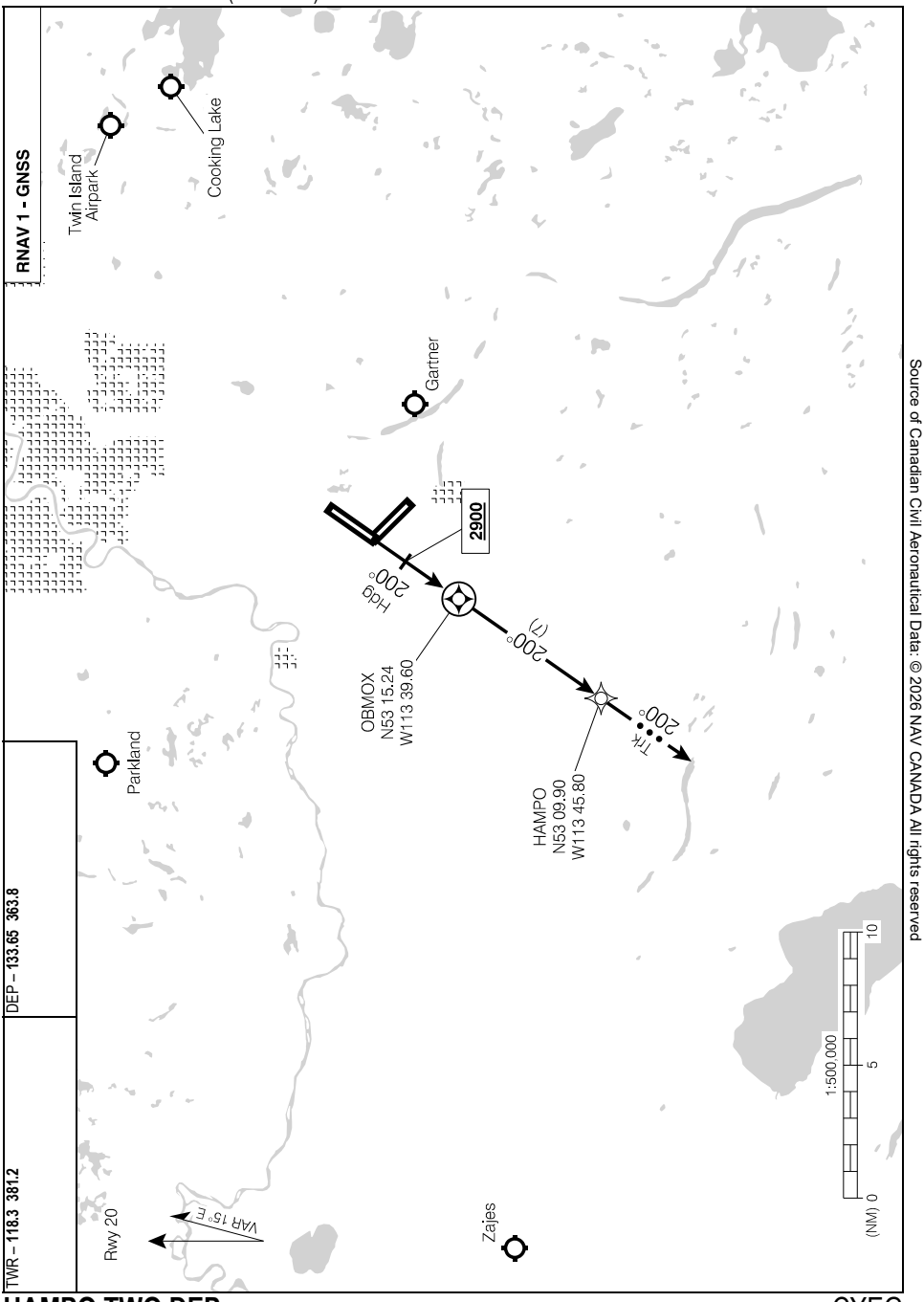
SID (RNAV)

# HAMPO TWO DEP (HAMPO2.)

EDMONTON INTL, AB
CYEG

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HAMPO TWO DEP (HAMPO2.)

CYEG

EFF 12 JUN 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

## Departure Route Description

**Rwy 12:** Climb hdg **120°** to **2900**, then direct to KEKBI, then track **120°** via JEVON for vectors to assigned route. Maintain **6000** or flight planned altitude, whichever is lower.

**NOISE ABATEMENT:** Turbo-jet/Turbo-fan aircraft. NO RIGHT turn west of KEKBI.

---

## 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 **6000**;
3. Upon reaching JEVON, proceed on course and 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)

# JEVON ONE DEP (JEVON1.)

EDMONTON INTL, AB
CYEG

RNAV 1 - GNSS

TWR – 118.3 381.2

DEP – 133.65 363.8

Twin Island Airpark

Cooking Lake

Gartner

2900

Hdg 120°

KEKBI
N53 14.36
W113 29.04

120° (6)

JEVON
N53 09.84
W113 21.53

Trk 120°

Wetaskiwin Regional

Edmonton/Calmar (MapleLane Farm)

Rwy 12

VAR 15° E

1:500 000

(NM) 0 5 10

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JEVON ONE DEP (JEVON1.)

EFF 12 JUN 25

CYEG



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

## Departure Route Description

**Rwy 30:** Climb hdg **300°** to **2900**, then direct to OMVOL, then track **300°** via MIPOT for vectors to assigned route. Maintain **6000** or flight planned altitude, whichever is lower.

**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. Maintain **6000**;
3. Upon reaching MIPOT, proceed on course and 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)

# MIPOT ONE DEP (MIPOT1.)

EDMONTON INTL, AB
CYEG




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MIPOT ONE DEP (MIPOT1.)

EFF 26 DEC 24

CYEG



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

## APPLICATION

These procedures apply to all aircraft.

## PREFERENTIAL RUNWAYS

ATC will designate runways to maximize airport capacity. Use of other than designated runways should only be requested to meet operational necessity.

Taking into consideration the following conditions and except as authorized by ATC, aircraft can expect the following preferential runway combinations between the hours of 0630 and 2230 local:

| Rwy Combination | Primary Departure Rwy | Secondary Departure Rwy | Primary Arrival Rwy | Secondary Arrival Rwy |
|---|---|---|---|---|
| 30/02 | 02 | Not designated | 30 | 02 |
| 30/20 | 20 | Not designated | 30 | 20 |
| 12/02 | 02 | 12 | 12 | 02 |
| 12/20 | 12 | Not designated | 20 | 12 |

1. Physical condition of the surface.
2. Effective tailwind component not to exceed 5 knots.
3. Effective crosswind component not to exceed 25 knots.
4. Effective crosswind component not to exceed 15 knots on a wet runway.
5. When two (2) arrival runways are available, arrivals destined for locations north of the main apron should not plan arrival on rwys 12 or 30, with the exception of the 30/20 rwy combination.
6. Other safety considerations declared by the Captain of the aircraft.

## TURBO JET/TURBO FAN

### Departure Procedures

| Rwy | NADP |
|---|---|
| All rwys | 1 or 2 |

**Rwy 12:**
Turbo-.jet/Turbo-fan aircraft. No right turns W of KEKBI.

### Arrival Procedures – VFR and Visual Approach

a. Avoid flying over the town of Leduc below **5000'** ASL.

b. Rwy 30 – right hand circuits.

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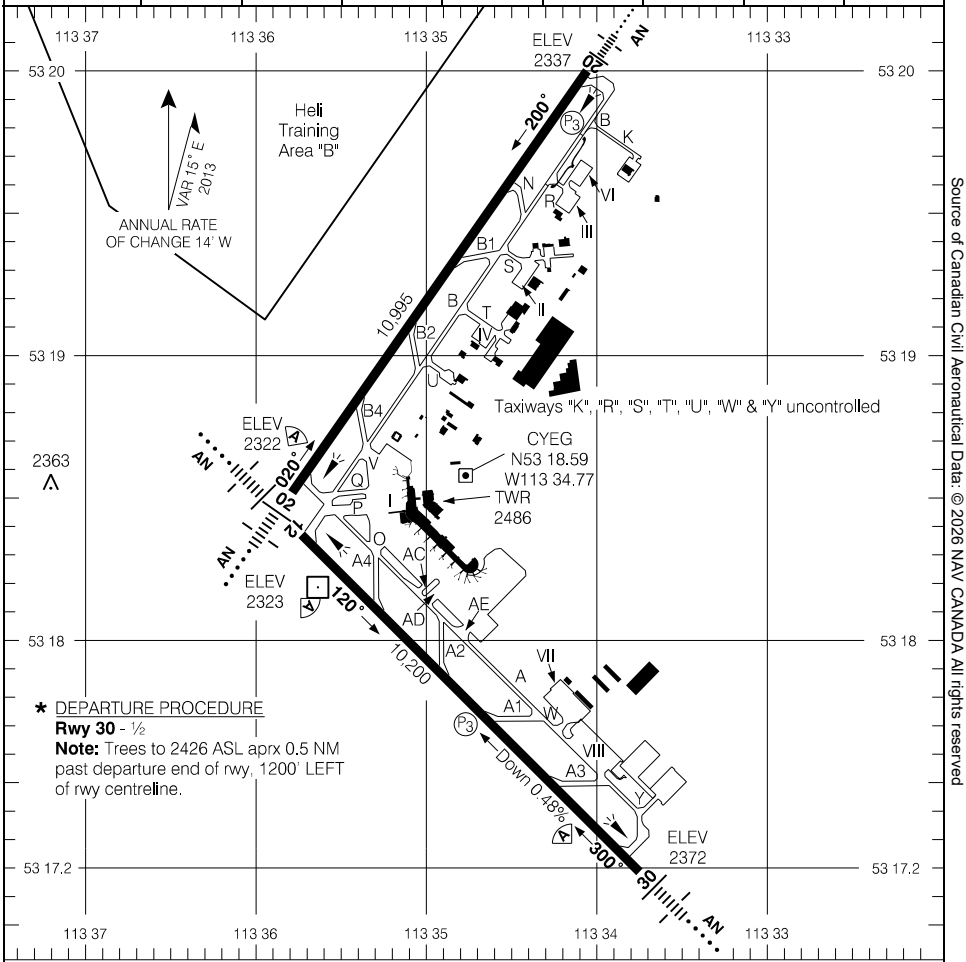
EDMONTON INTL, AB

# AERODROME CHART — CYEG

| ATIS – **128.0** | CLNC DEL – **124.1**<br>GND – **121.7 275.6** | TWR – **118.3 381.2** | DEP – **133.65 363.8**<br>RADIO Edmonton – **122.37** |
|---|---|---|---|

| DECL DISTS | 02 | 20 | 12 | 30 | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 10995 | 10995 | 10200 | 10200 | | | | |
| TODA | 11979 | 11979 | 11184 | 11184 | | | | |
| ASDA | 10995 | 10995 | 10200 | 10200 | | | | |
| LDA | 10995 | 10995 | 10200 | 10200 | | | | |




| RUNWAY LEVEL OF SERVICE | |
|---|---|
| RVO | LVO |
| RWY 02, 12, 30: RVR 1200<br>RWY 20: (1/4sm) | NOT AUTHORIZED |

| TAKE-OFF MINIMA | SCALE IN FEET |
|---|---|
| Rwys 02; 12; 20: ½<br>Rwy 30: * | 2000 0 2000 4000 6000 |

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## Reduced Visibility Procedures (RVR less than 2600 to 1200 ft)

If any portion of the airport drops below ½ SM or 2600 RVR but is at or above ¼ SM or 1200 RVR, the airport is considered to be operating in RVOP with no restrictions to aircraft or vehicles.

If any portion of the airport drops below ¼ SM or 1200 RVR, provided the runway of intended use is at or above ¼ SM or 1200 RVR, the following procedures shall be implemented:

- Any runway that is below ¼ SM or 1200 RVR will not be used for arrivals or departures.
- Restrictions apply to vehicles and aircraft on the manoeuvring area. Only one aircraft, helicopter or vehicle will be given permission to operate on the manoeuvring area at any given time (except as permitted below under Vehicle Exceptions).
- Towing of aircraft on the manoeuvring area is not permitted.

### Departures

An aircraft may be taxied for departure if the runway of intended use is at or above ¼ SM or 1200 RVR provided no other aircraft or vehicle is on the manoeuvring area.

If the visibility drops below ¼ SM or 1200 RVR after taxi clearance was issued, the aircraft may continue to taxi.

An aircraft may depart during RVOP operations provided the RVR serving the departure runway is at or above ¼ SM or 1200 RVR.

### Arrivals

An aircraft may land and taxi if the runway of intended use is at or above ¼ SM or 1200 RVR provided no other aircraft or vehicle is on the manoeuvring area.

Arrivals will be in accordance with applicable approach minima or approach ban considerations. After landing, the aircraft may taxi provided no other aircraft or vehicle is on the manoeuvring area.

If the visibility for the runway of intended use drops below ¼ SM or 1200 RVR after an arriving aircraft crosses the final approach fix (FAF), the aircraft may land and taxi in.

### Vehicle Exceptions

A group of vehicles may be considered one movement provided they are traveling together and use a single call sign.

Vehicles are permitted to operate on an inactive runway. Once vehicles are established and restricted to remain on the inactive runway, RVOP may resume on the remaining manoeuvring area.

Emergency vehicles responding to emergency situations are exempt.

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## De-icing Procedures

1. When de-icing is required, ctc EDMONTON DE-ICE on 122.850 30 min prior or as soon as possible with de-icing requirements. AEROMAG will assign the expected de-icing pad or holding area according to de-icing flow.
2. Prior to pushback and for taxi clearance ctc GROUND CONTROL on 121.700 with de-icing pad assignment.
3. On the Main Apron, hold short of the assigned de-icing pad and ctc AEROMAG PAD CONTROL on 122.775.
4. Follow AEROMAG PAD CONTROL instructions and guidance lines to the assigned de-icing bay or staging bay and confirm "BRAKES SET" when in position. Monitor GROUND CONTROL on 121.700 at all times.
5. When directed by AEROMAG PAD CONTROL, ctc ICEMAN on 130.125 (136.535 backup frequency) and confirm "BRAKES SET, AIRCRAFT CONFIGURED and ENGINES IDLE FOR DE-ICE."
6. When de-ice is complete, do not move aircraft. When directed by ICEMAN, ctc AEROMAG PAD CONTROL on 122.775 to obtain taxi instructions.
7. Follow AEROMAG PAD CONTROL instructions to exit de-icing. Hold short of Twy ALPHA and ctc GROUND on 121.700 to obtain clearance. Holding short of Twy ALPHA is only relevant to DF1 and DF2. DF3 aircraft exit onto Apron I.

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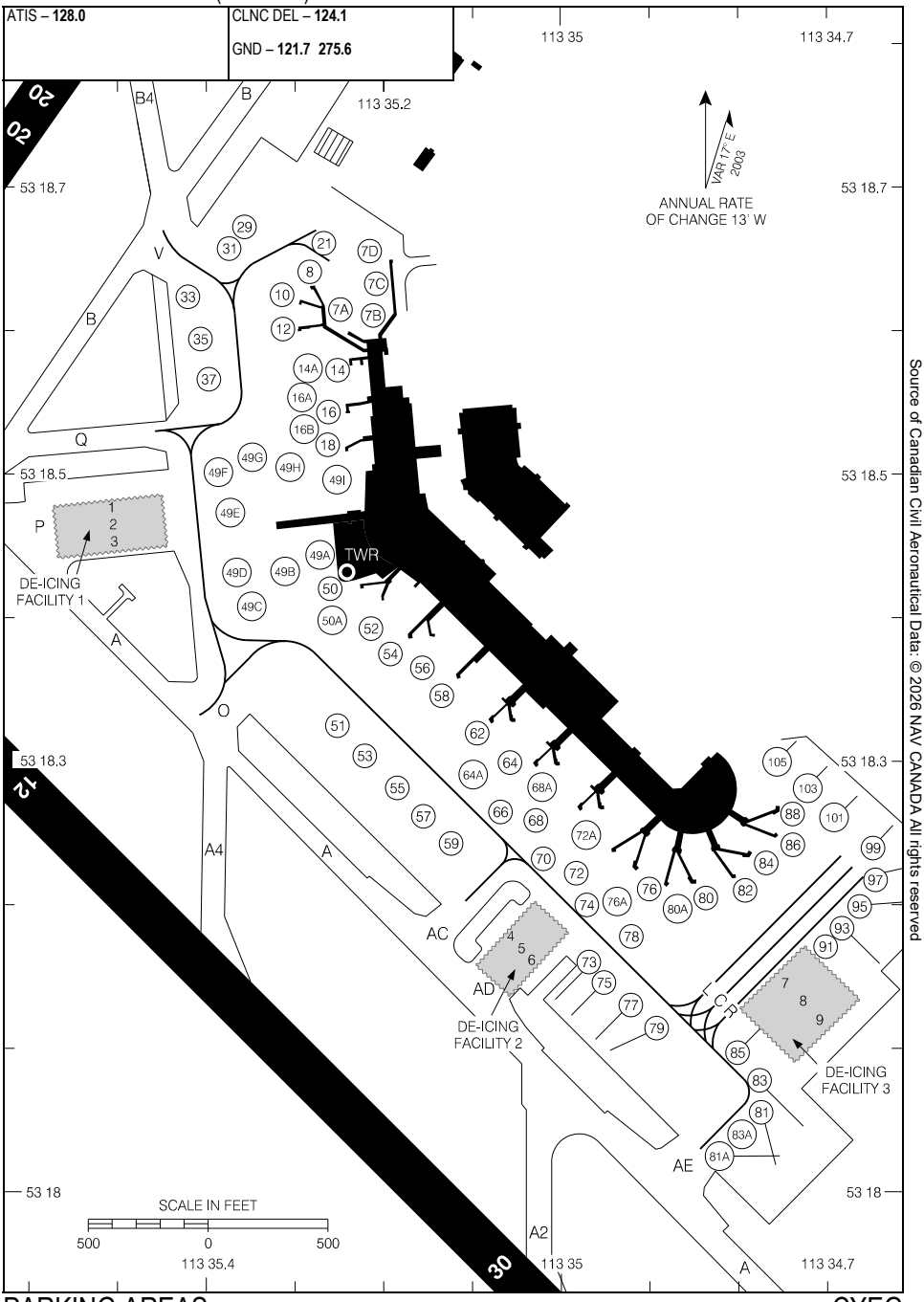
EDMONTON INTL, AB

# PARKING AREAS (APRON 1)

CYEG

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# PARKING AREAS (APRON 1)

CYEG

EFF 10 SEP 20



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

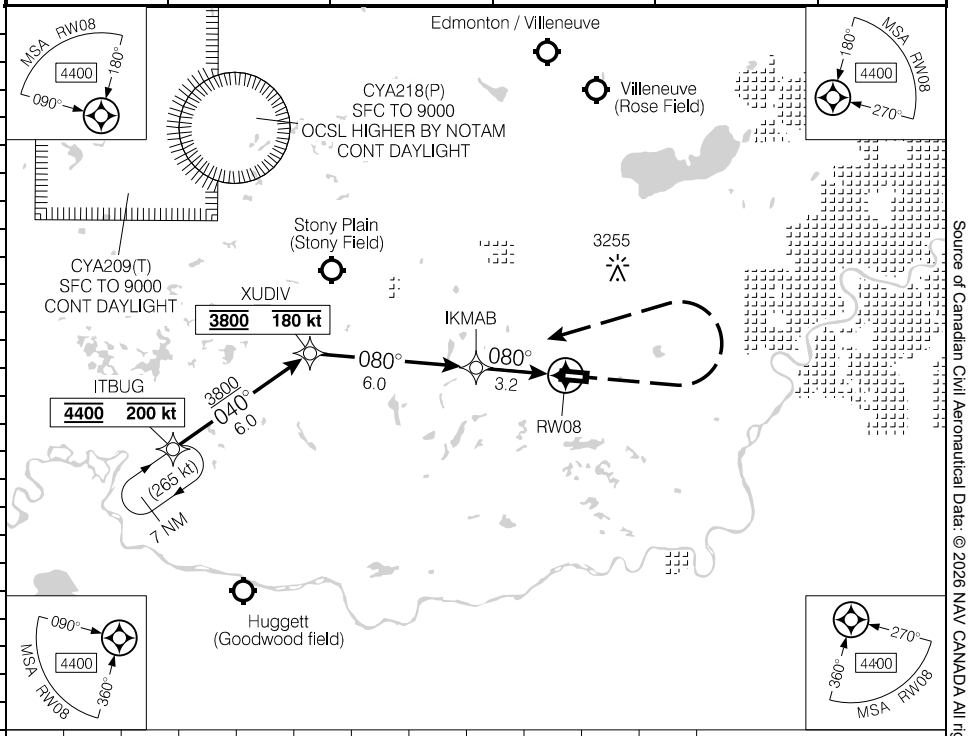
EDMONTON/EDMONTON PARKLAND EXECUTIVE AIRPORT, AB

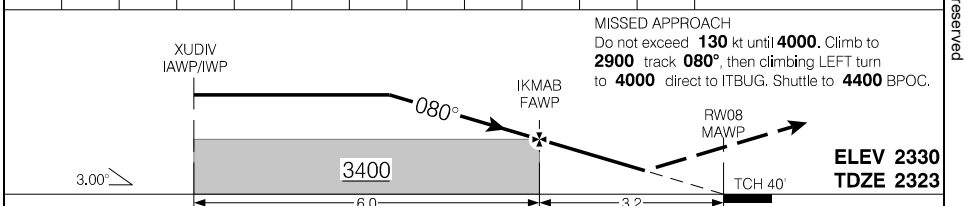
# RNAV (GNSS) Z RWY 08

532827N 1134927W VAR 15°E

CYEP

| | | | | | |
|---|---|---|---|---|---|
| ATIS Edmonton Int'l – **128.0** | ARR Edmonton – **120.5**<br>TML Edmonton – **119.5** | TFC – **122.7** MF | | | ARCAL 122.7(K) |
| SAFE ALT 100 NM<br>**9300** | WAAS<br>**Ch 81102**<br>W08A | APCH<br>CRS<br>**080°** | MIN ALT<br>IKMAB<br>**3400** | LDA<br>**4732** | |




RASS: Use CYEG.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2610** (287) | 1 | NOT AUTHORIZED | |

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

RNAV (GNSS) Z RWY 08 CYEP

EFF 7 AUG 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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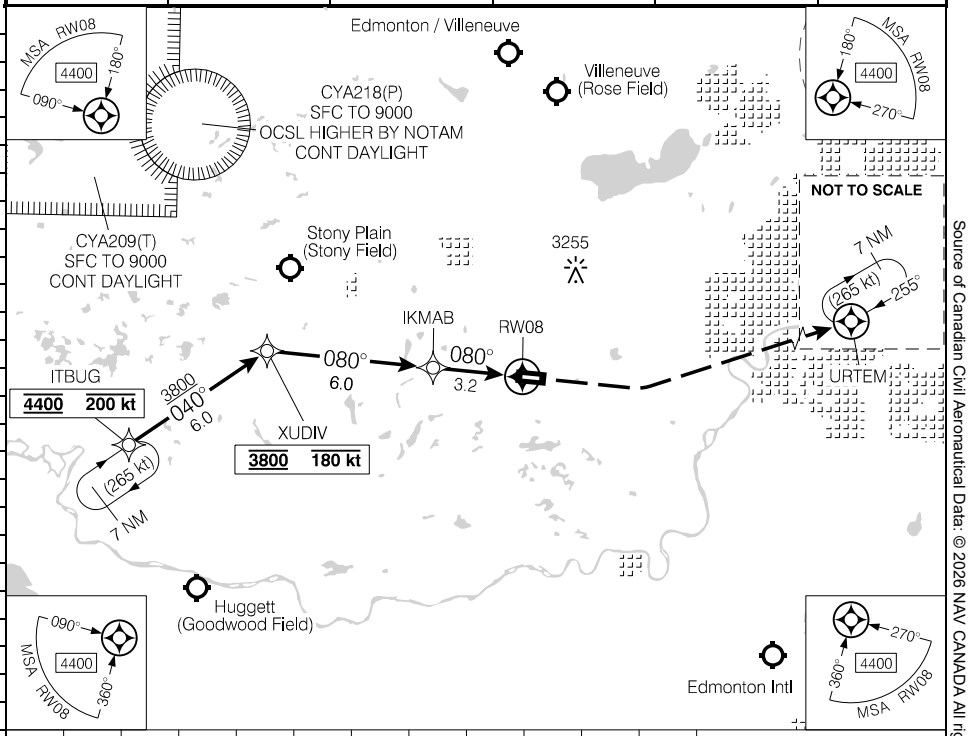
EDMONTON/EDMONTON PARKLAND EXECUTIVE AIRPORT, AB

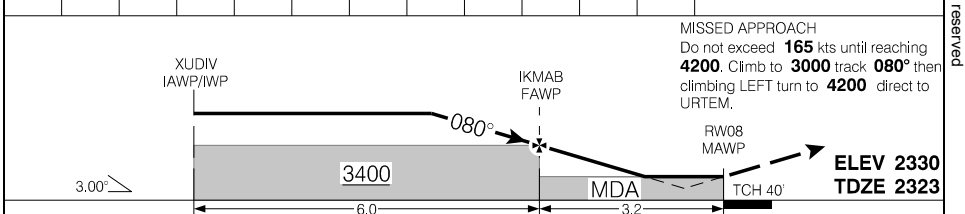
# RNAV (GNSS) Y RWY 08

532827N 1134927W VAR 15°E

CYEP

| | | | | | |
|---|---|---|---|---|---|
| ATIS Edmonton Int'l – **128.0** | ARR Edmonton – **120.5**<br>TML Edmonton – **119.5** | TFC – **122.7** MF | | | ARCAL 122.7(K) |
| SAFE ALT 100 NM<br>**9300** | WAAS<br>**Ch 81100**<br>W08B | APCH<br>CRS<br>**080°** | MIN ALT<br>IKMAB<br>**3400** | LDA<br>**4732** | |




RASS: Use CYEG.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2610** | (287) | 1 | NOT AUTHORIZED |
| LNAV | **2740** | (417) | 1¼ | NOT AUTHORIZED |

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

RNAV (GNSS) Y RWY 08

CYEP

EFF 7 AUG 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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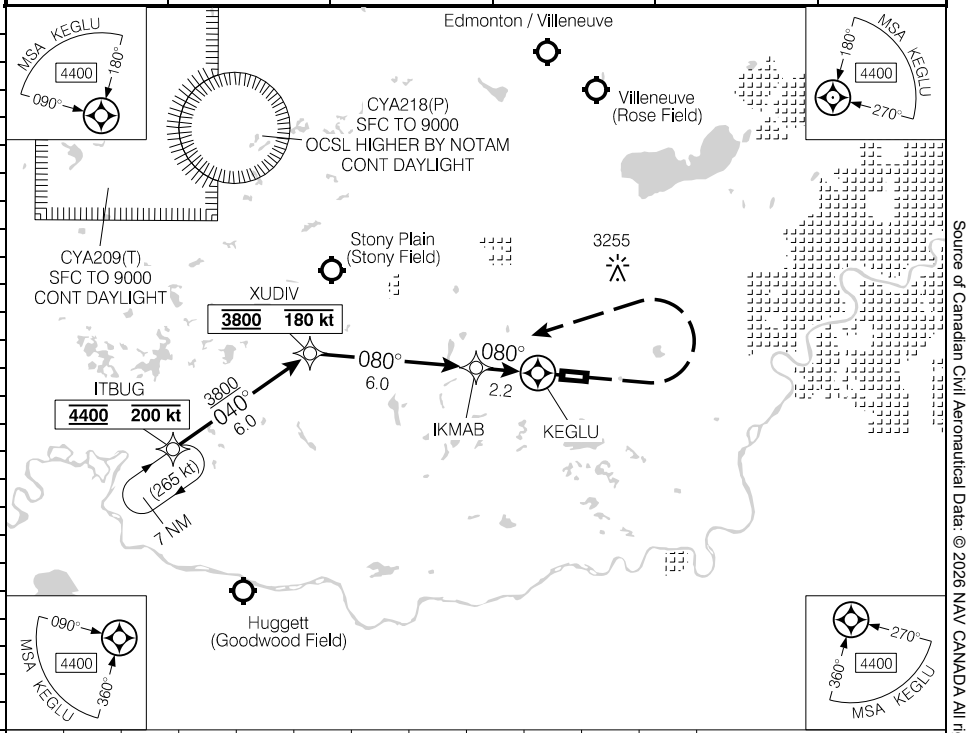
EDMONTON/EDMONTON PARKLAND EXECUTIVE AIRPORT, AB

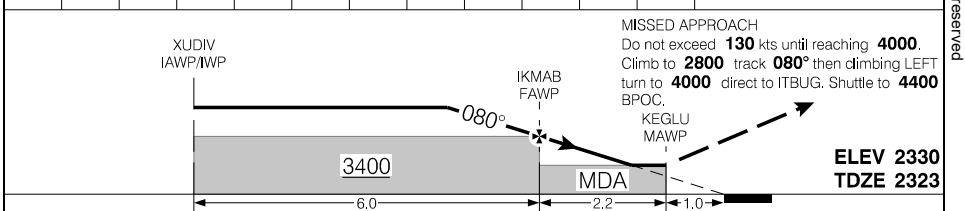
# RNAV (GNSS) X RWY 08

532827N 1134927W VAR 15°E

CYEP

| | | | | | |
|---|---|---|---|---|---|
| ATIS Edmonton Int'l – **128.0** | ARR Edmonton – **120.5**<br>TML Edmonton – **119.5** | TFC – **122.7** MF | | | ARCAL 122.7(K) |
| SAFE ALT 100 NM<br>**9300** | RNAV | APCH CRS<br>**080°** | MIN ALT IKMAB<br>**3400** | LDA<br>**4732** | |




RASS: Use CYEG.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **2740** (417) | 1¼ | NOT AUTHORIZED | |

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

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Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

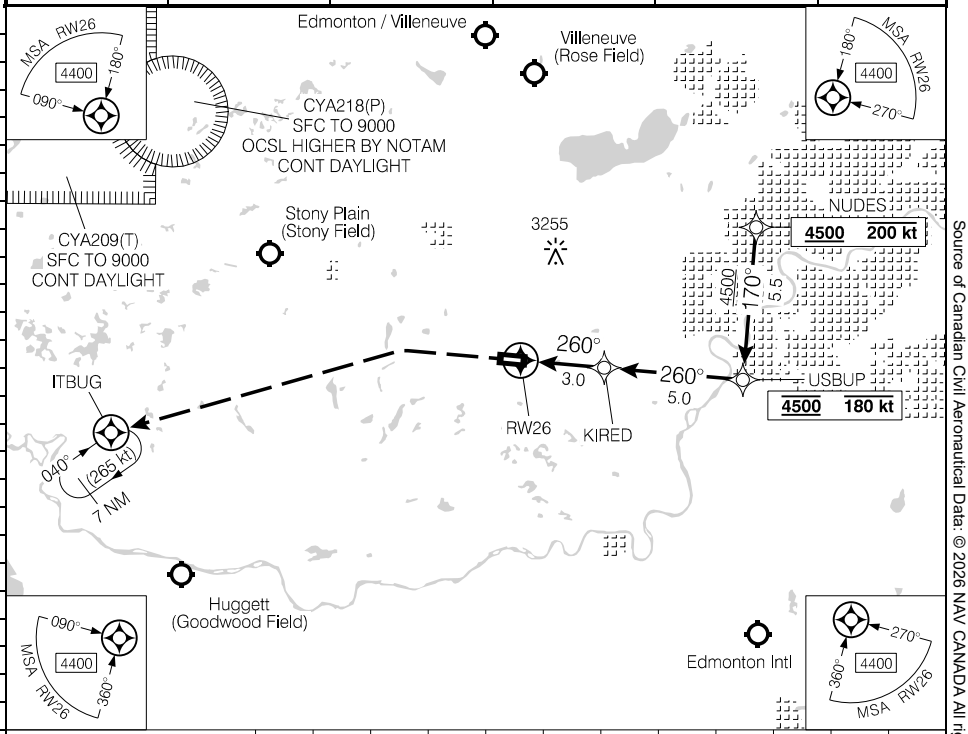
EDMONTON/EDMONTON PARKLAND EXECUTIVE AIRPORT, AB

# RNAV (GNSS) RWY 26

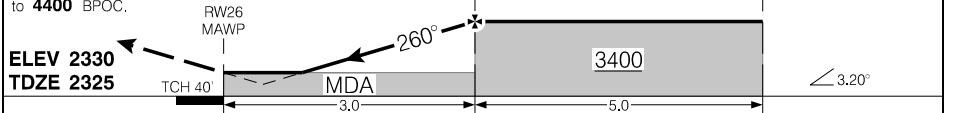
532827N 1134927W VAR 15°E

CYEP

| | | | | | |
|---|---|---|---|---|---|
| ATIS Edmonton Int'l – **128.0** | ARR Edmonton – **120.5**<br>TML Edmonton – **119.5** | | TFC – **122.7** MF | | ARCAL 122.7(K) |
| SAFE ALT 100 NM<br>**9300** | WAAS<br>**Ch 81103**<br>W26A | APCH<br>CRS<br>**260°** | MIN ALT<br>KIRED<br>**3400** | LDA<br>**4181** | |




MISSED APPROACH
Do not exceed **165** kt until reaching **4000**.
Climb track **260°** to **3500**, then climbing LEFT turn direct ITBUG to **4000**. Shuttle to **4400** BPOC.




RASS: Use CYEG.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2612** | (287) | 1 | NOT AUTHORIZED |
| LNAV | **2680** | (355) | 1¼ | NOT AUTHORIZED |

# RNAV (GNSS) RWY 26

CYEP

EFF 7 AUG 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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## Departure Route Description

**Rwy 26 – ½:** Climb track **260°** to OVBET then climbing LEFT turn to **4000** direct to ITBUG. Shuttle to **4400** BPOC.

**Note:** Powerline to 2351 ASL abeam departure end of rwy, 440' RIGHT of rwy centreline. Trees and terrain to 2389 ASL 0.4NM past departure end of rwy, 450' RIGHT of rwy centreline. Roadway and vehicles to 2339 ASL abeam departure end of rwy.

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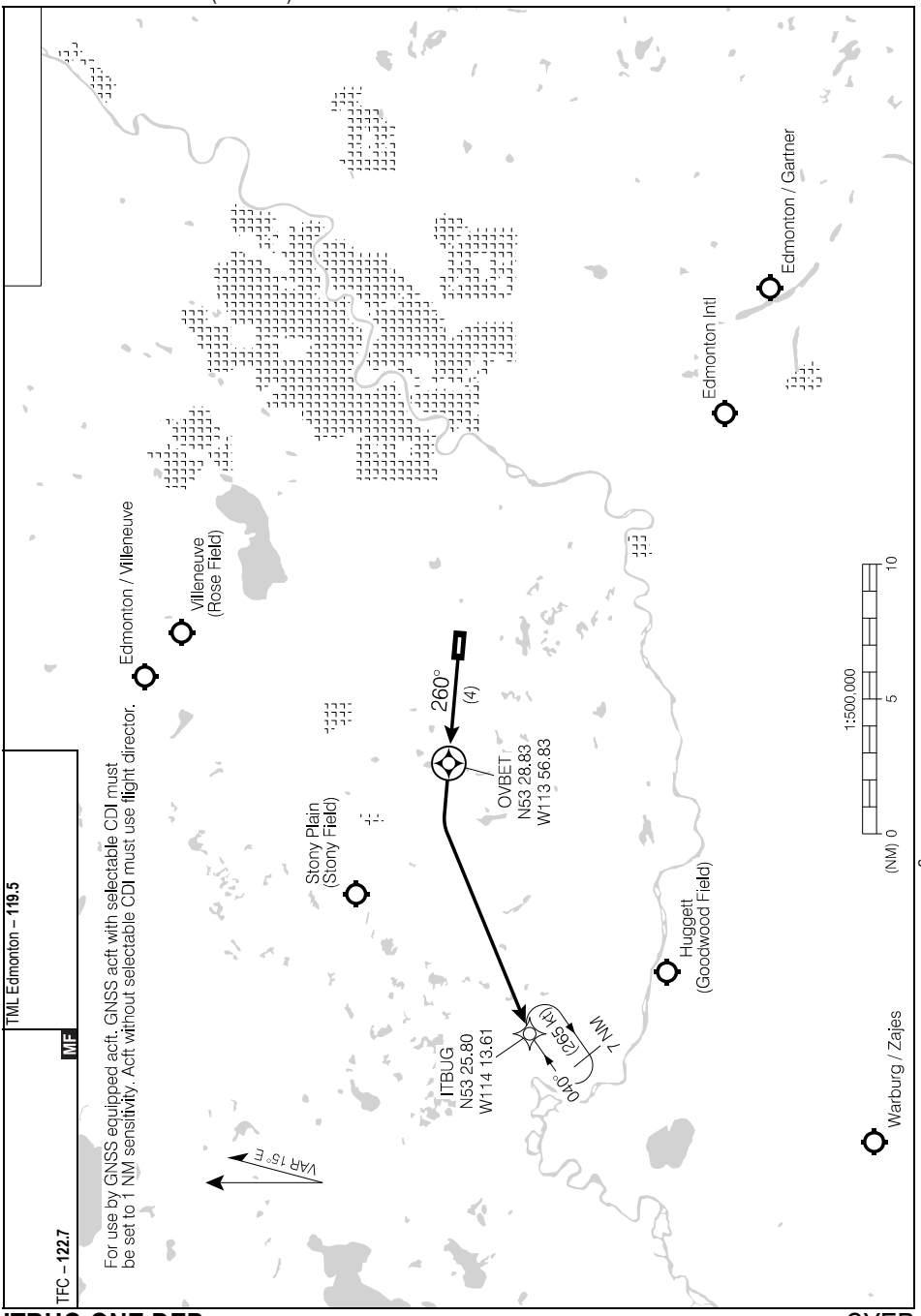
# ITBUG ONE DEP (ITBUG1.)




# ITBUG ONE DEP (ITBUG1.)

EFF 7 AUG 25

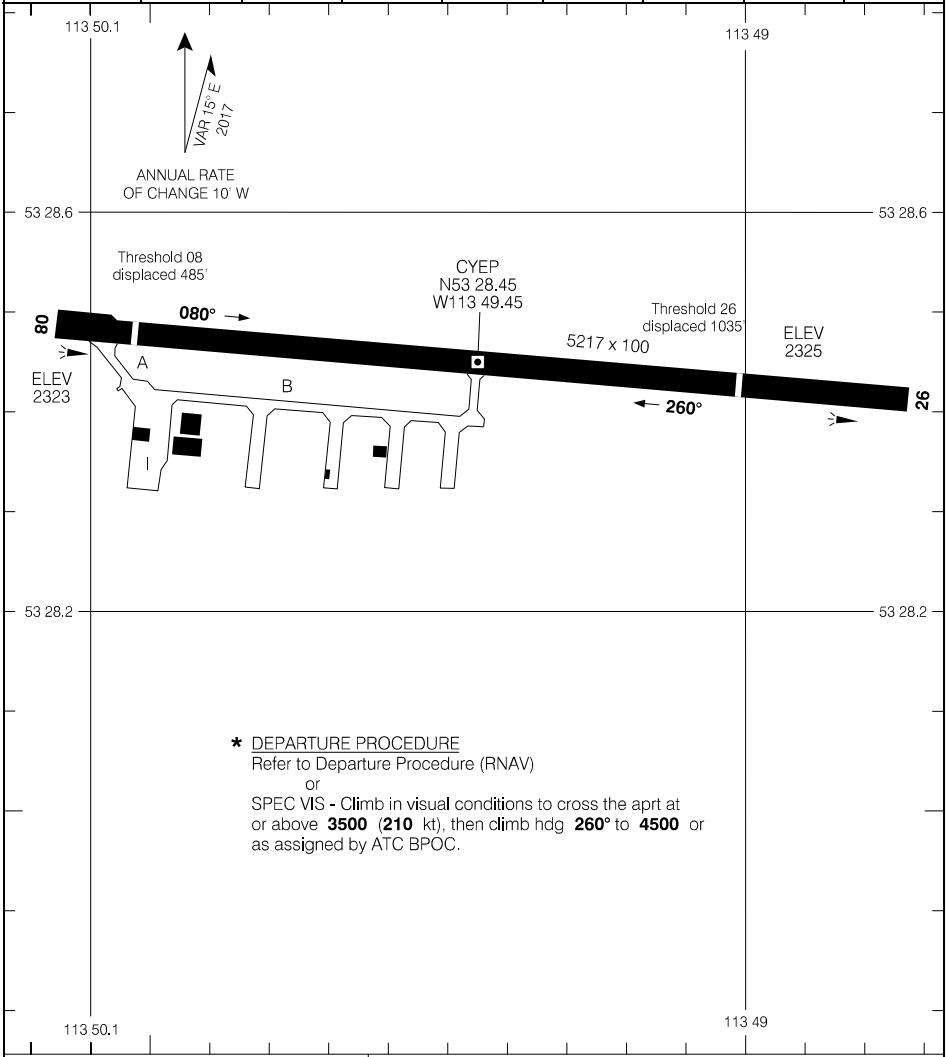
# AERODROME CHART CYEP

TML Edmonton – **119.5**

TFC – **122.7**

MF

| DECL DISTS | 08 | 26 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 4330 | 4930 | | | | | | |
| TODA | 4330 | 4930 | | | | | | |
| ASDA | 5217 | 5217 | | | | | | |
| LDA | 4732 | 4181 | | | | | | |




| TAKE-OFF MINIMA | SCALE IN FEET |
|---|---|
| Rwys 08; 26: * | 2000 0 2000 |

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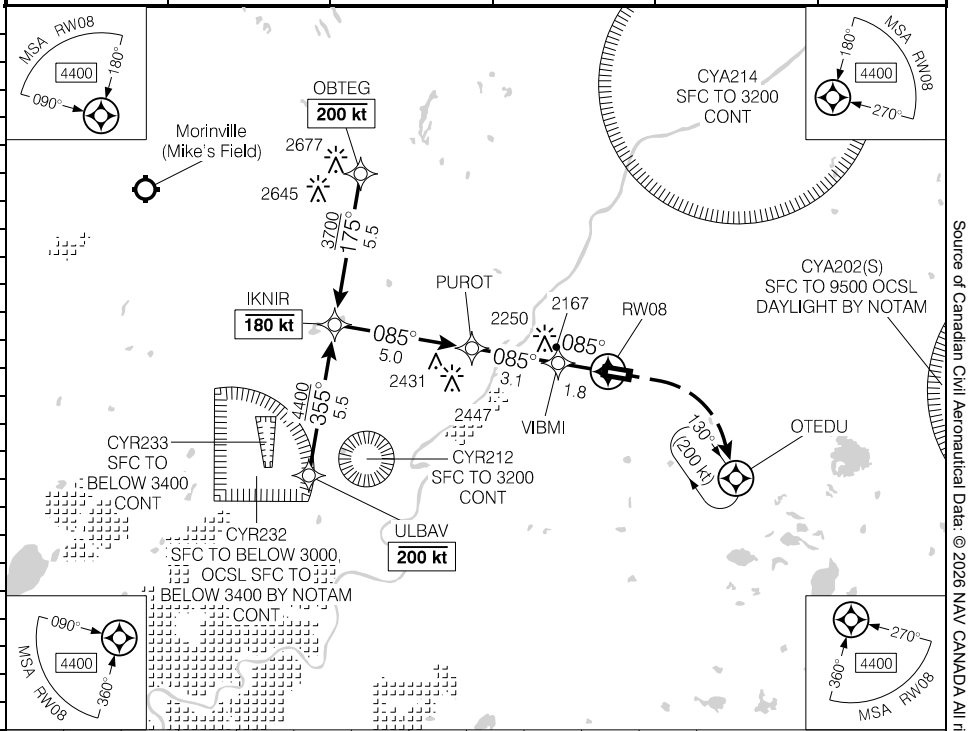
EDMONTON/JOSEPHBURG, AB

# RNAV (GNSS) RWY 08

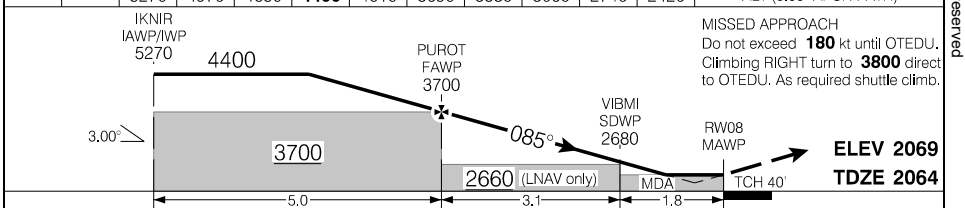
534341N 1130513W VAR 15°E

CFB6

| | | | | |
|---|---|---|---|---|
| AUTO – **122.35** | TML – **119.5** | TFC – **123.5** ATF | | ARCAL 123.5(K) P1 AS |
| SAFE ALT 100 NM **6500** | WAAS **Ch 80013** W08A | APCH CRS **085°** | MIN ALT PUROT **3700** | LDA **4166** |




| (NM) | 9.9 | 9 | 8 | **7.2** | 6 | 5 | 4 | 3 | 2 | 1.0 | DIST FROM RW08 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5270 | 4970 | 4650 | **4400** | 4010 | 3690 | 3380 | 3060 | 2740 | 2420 | ALT (3.00° APCH PATH) |




RASS: When using CYEG add **110'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2312** | (250) | 1 | NOT AUTHORIZED |
| LNAV | **2420** | (358) | 1¼ | NOT AUTHORIZED |

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

RNAV (GNSS) RWY 08 CFB6

EFF 16 MAY 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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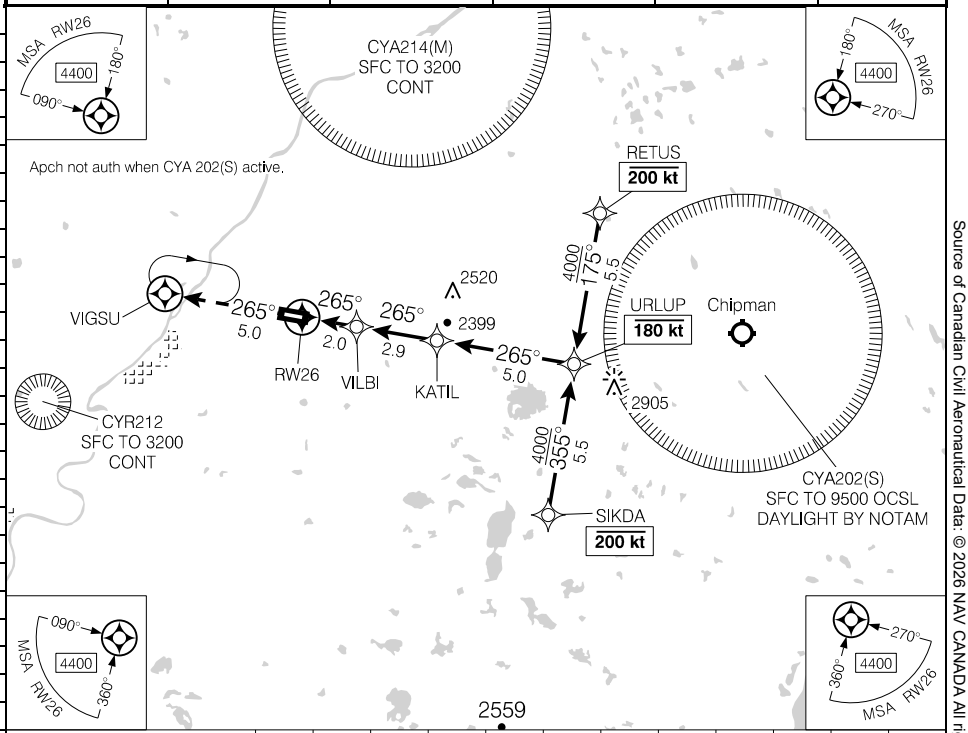
EDMONTON/JOSEPHBURG, AB

# RNAV (GNSS) RWY 26

534341N 1130513W VAR 15°E

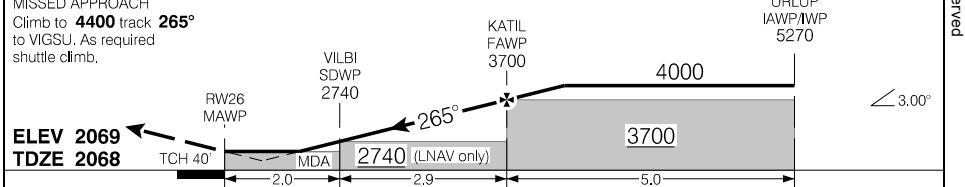
CFB6

| | | | | |
|---|---|---|---|---|
| AUTO – **122.35** | TML – **119.5** | TFC – **123.5** ATF | | ARCAL 123.5(K) |
| SAFE ALT 100 NM **6500** | WAAS **Ch 80014** W26A | APCH CRS **265°** | MIN ALT KATIL **3700** | LDA **4313** |




| DIST FROM RW26 | 1.3 | 2 | 3 | 4 | 4.9 | **5.9** | 7 | 8 | 9 | 9.9 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2520 | 2740 | 3060 | 3380 | 3700 | **4000** | 4340 | 4660 | 4970 | 5270 | | |

MISSED APPROACH
Climb to **4400** track **265°**
to VIGSU. As required
shuttle climb.




RASS: When using CYEG add **110'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2318** | (250) | 1 | NOT AUTHORIZED |
| LNAV | **2520** | (452) | 1½ | NOT AUTHORIZED |

# RNAV (GNSS) RWY 26

CFB6

EFF 16 MAY 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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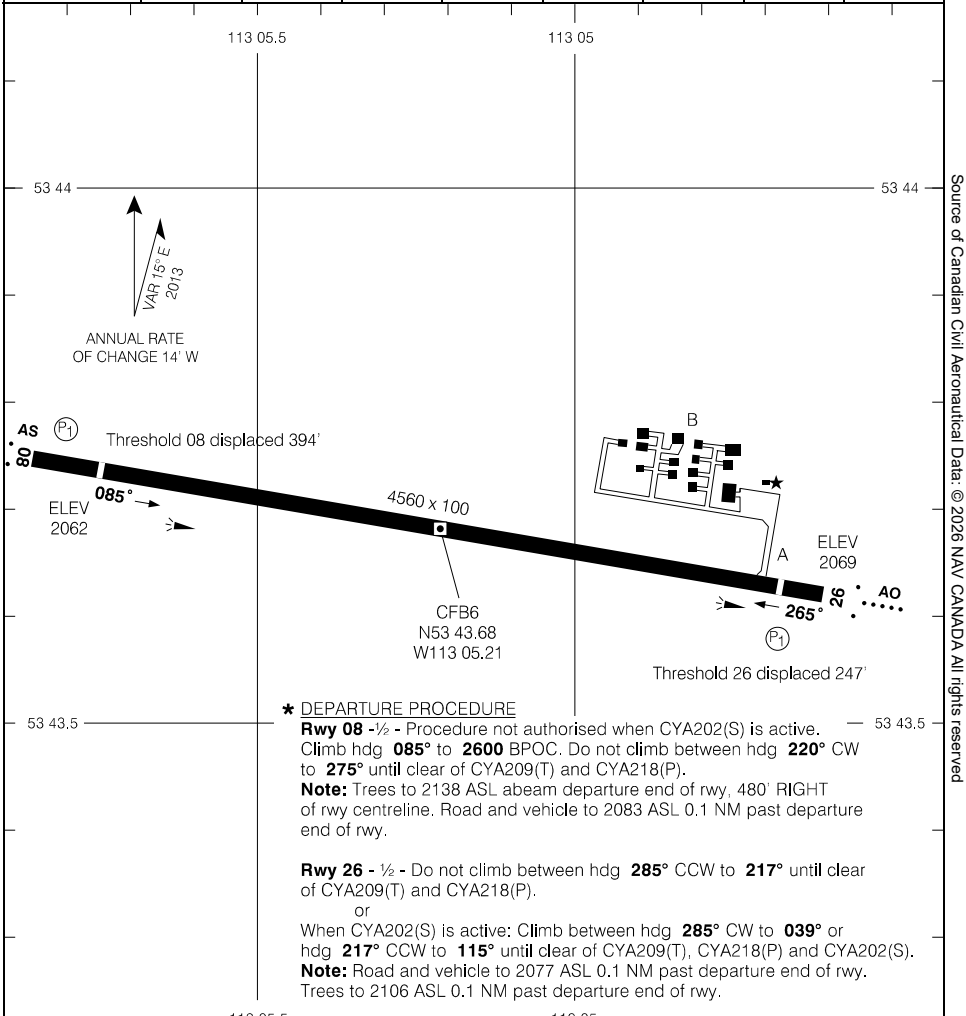
EDMONTON/JOSEPHBURG, AB

# AERODROME CHART — CFB6

| AWOS – **122.35** | | TFC – **123.5** ATF | TML – **119.5** |
|---|---|---|---|

| DECL DISTS | 08 | 26 |
|---|---|---|
| TORA | 4560 | 4560 |
| TODA | 4796 | 4826 |
| ASDA | 4560 | 4560 |
| LDA | 4166 | 4313 |




* DEPARTURE PROCEDURE

**Rwy 08 -** ½ **-** Procedure not authorised when CYA202(S) is active. Climb hdg **085°** to **2600** BPOC. Do not climb between hdg **220°** CW to **275°** until clear of CYA209(T) and CYA218(P).
**Note:** Trees to 2138 ASL abeam departure end of rwy, 480' RIGHT of rwy centreline. Road and vehicle to 2083 ASL 0.1 NM past departure end of rwy.

**Rwy 26 -** ½ **-** Do not climb between hdg **285°** CCW to **217°** until clear of CYA209(T) and CYA218(P).
or
When CYA202(S) is active: Climb between hdg **285°** CW to **039°** or hdg **217°** CCW to **115°** until clear of CYA209(T), CYA218(P) and CYA202(S).
**Note:** Road and vehicle to 2077 ASL 0.1 NM past departure end of rwy. Trees to 2106 ASL 0.1 NM past departure end of rwy.

| TAKE-OFF MINIMA |
|---|
| Rwys 08; 26: * |

SCALE IN FEET
1000 0 1000

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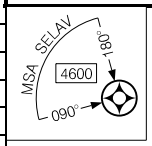
EDMONTON/UNIV OF ALBERTA (STOLLERY CHILDREN'S HOSP MAHI), AB

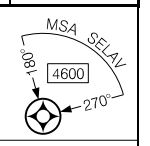
# COPTER RNAV (GNSS) 098°

533113N 1133119W VAR 15°E

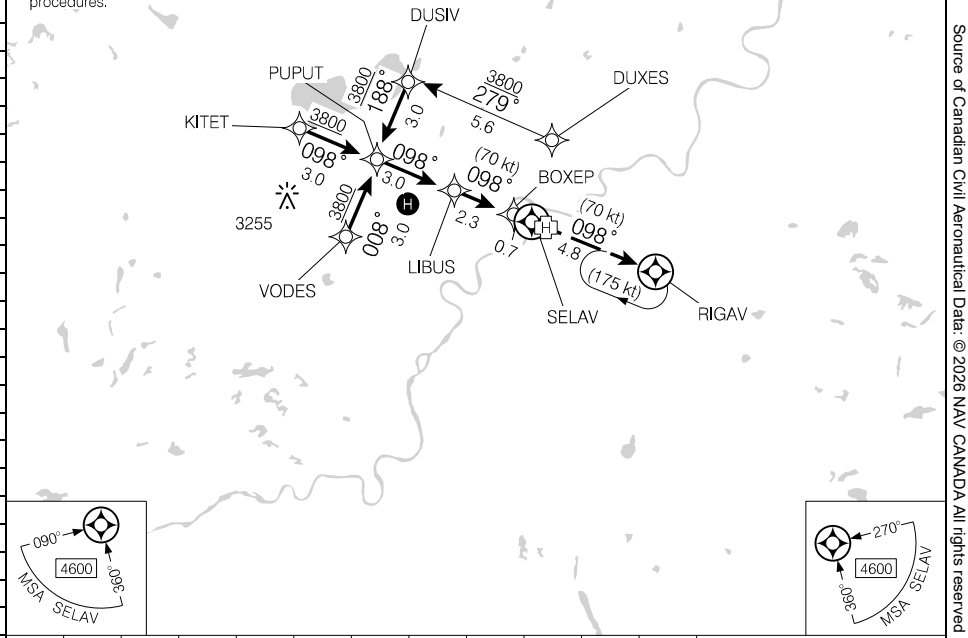
CEW7

| | | | | | |
|---|---|---|---|---|---|
| | TML Edmonton – **119.5** | | TFC – **123.2** ATF* | | RY (ME) |
| SAFE ALT 100 NM **6900** | RNAV | APCH CRS **098°** | MIN ALT LIBUS **3200** | HELIPAD **57.4 Diameter** | |




CAUTION: Procedure overlaps Edmonton/Villeneuve (CZVL) procedures.

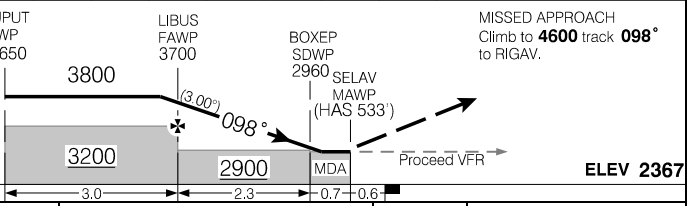









| | 6 | 5 | 4 | **3.3** | 2 | 1 | 0.0 | | DIST FROM SELAV |
|---|---|---|---|---|---|---|---|---|---|
| | 4650 | 4330 | 4010 | **3800** | 3380 | 3060 | 2740 | | ALT (3.00° APCH PATH) |




RASS: Use CYEG.

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

| CATEGORY | COPTER | | |
|---|---|---|---|
| LNAV | **2740** | (373) | 1 |

# COPTER RNAV (GNSS) 098°

CEW7

EFF 27 NOV 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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EDMONTON/UNIV OF ALBERTA (STOLLERY CHILDREN'S HOSP MAHI), AB

# VISUAL APPROACH CHART

533113N 1133119W VAR 15°E

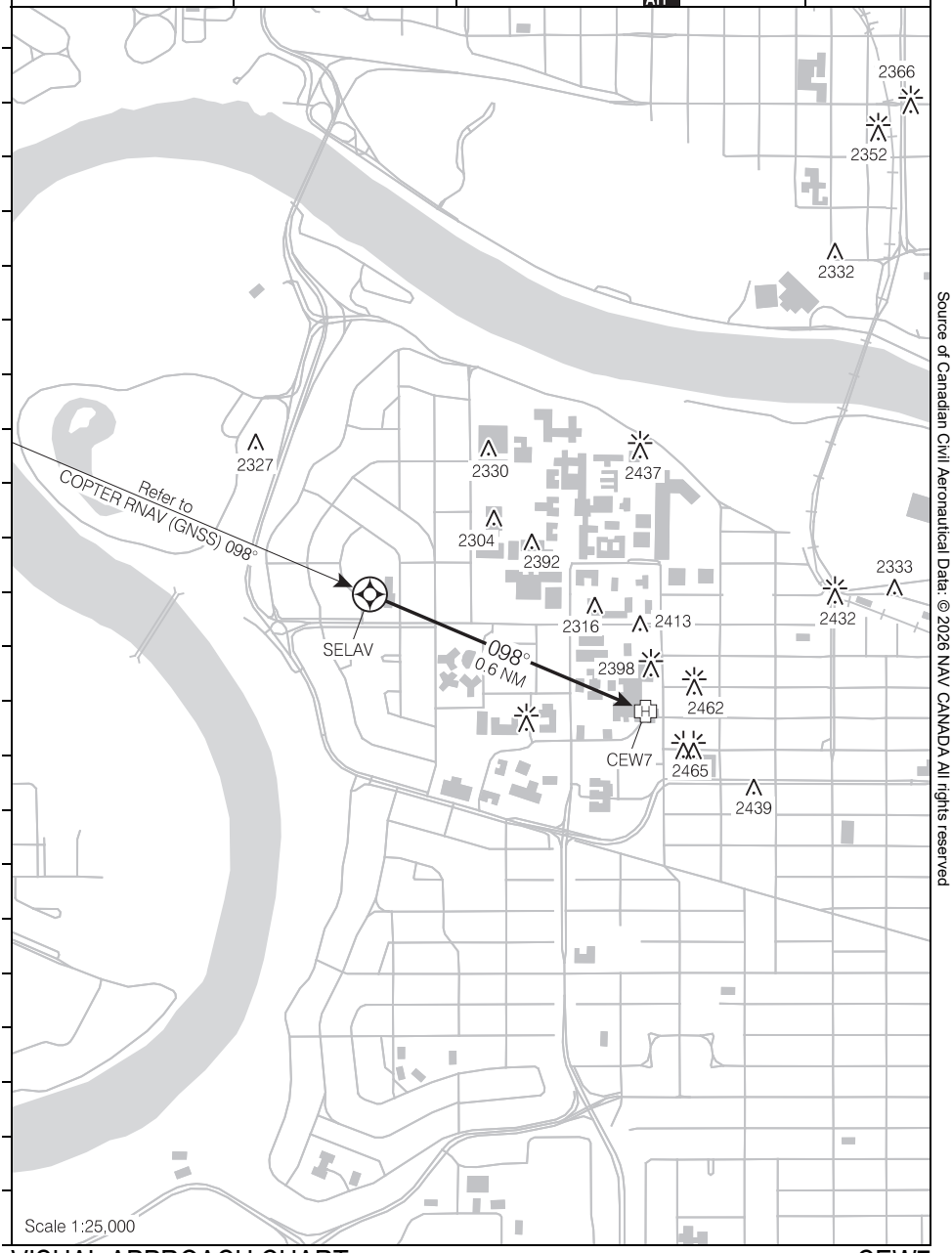
CEW7

TML Edmonton – **119.5**

TFC – **123.2**

ATF*

ELEV **2367**

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# VISUAL APPROACH CHART

CEW7

EFF 24 MAR 22



**Canada Air Pilot**

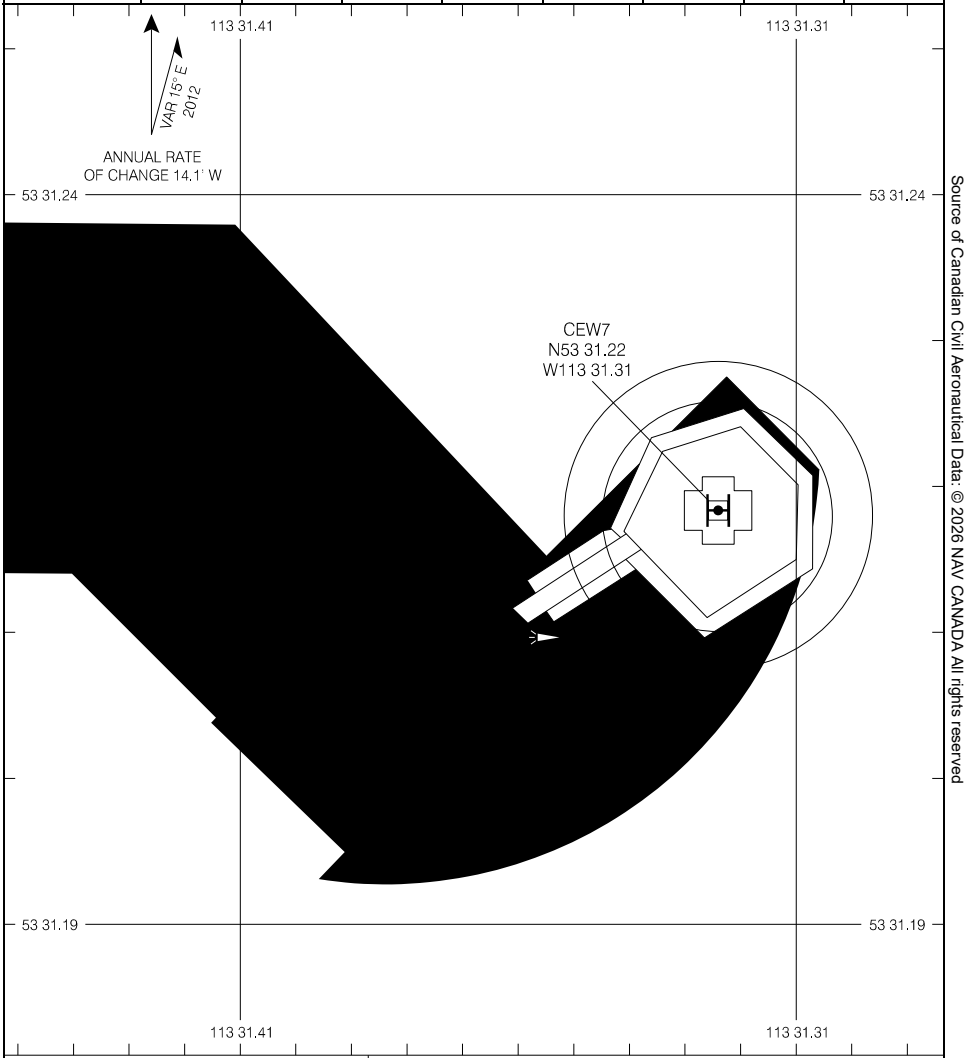
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

TML Edmonton – **119.5**

TFC – **123.2**

ATF*

| DECL DISTS | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | | | | | | | | |
| TODA | | | | | | | | |
| ASDA | | | | | | | | |
| LDA | | | | | | | | |




TAKE-OFF MINIMA

NOT ASSESSED

SCALE IN FEET

100 0 100

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EDMONTON/VILLENEUVE, AB

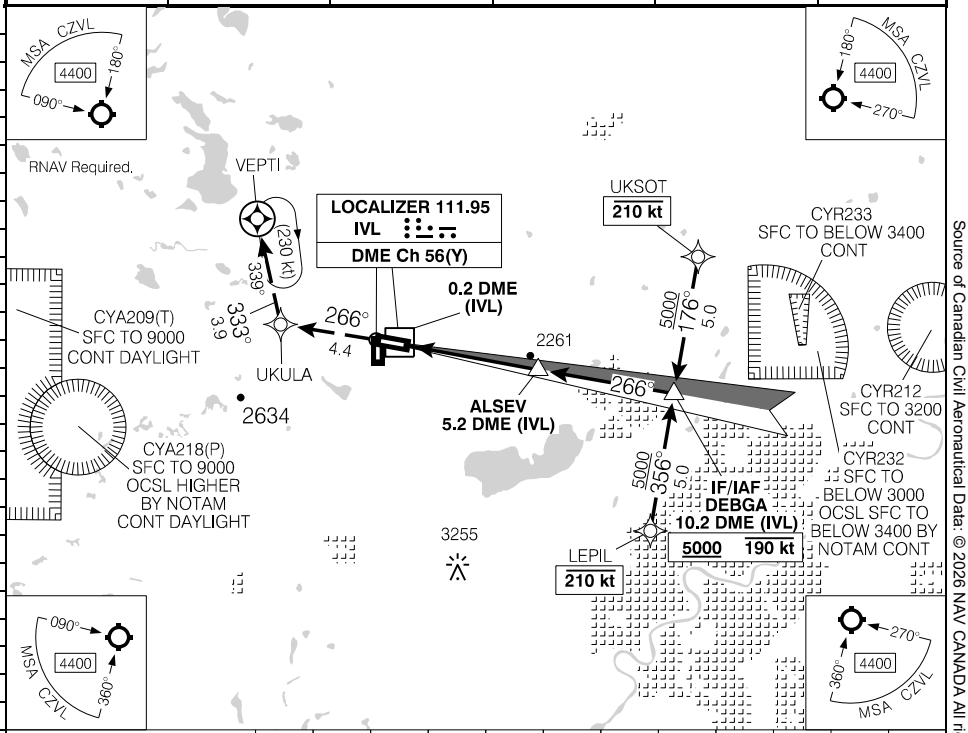
# ILS RWY 26

534006N 1135108W VAR 14°E

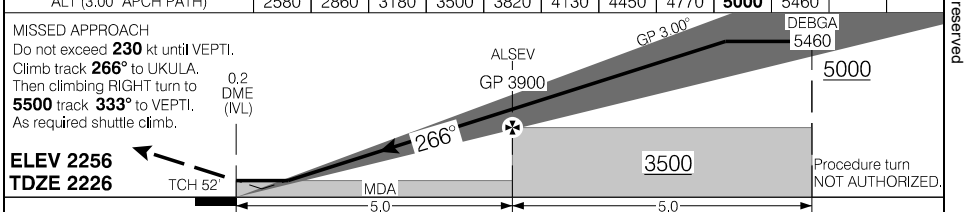
CZVL

| | | | | |
|---|---|---|---|---|
| ATIS – **128.35**<br>AWOS – **128.35** | TML – **119.5** | TWR – **118.8**<br>TFC – **118.8** ATF* | GND – **120.8** | ARCAL 118.8(K) |

| | | | | |
|---|---|---|---|---|
| SAFE ALT 100 NM<br>**7400** | LOC<br>IVL<br>**111.95** | APCH<br>CRS<br>**266°** | GP<br>ALSEV<br>**3900** | LDA<br>**5001** |




| DIST FROM DME (IVL) | 1.1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | **8.7** | 10.2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2580 | 2860 | 3180 | 3500 | 3820 | 4130 | 4450 | 4770 | **5000** | 5460 | | |




RASS: When using CYEG add **70'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| ILS/DME | **2426** (200) ½ RVR 26 | | | |
| LOC/DME | **2580** (354) 1 RVR 50 | | | |
| C CIRCLING | **2760** (504) 1½ | | **2940** (684) 2 | **2940** (684) 2¼ |

# ILS RWY 26

CZVL

EFF 20 FEB 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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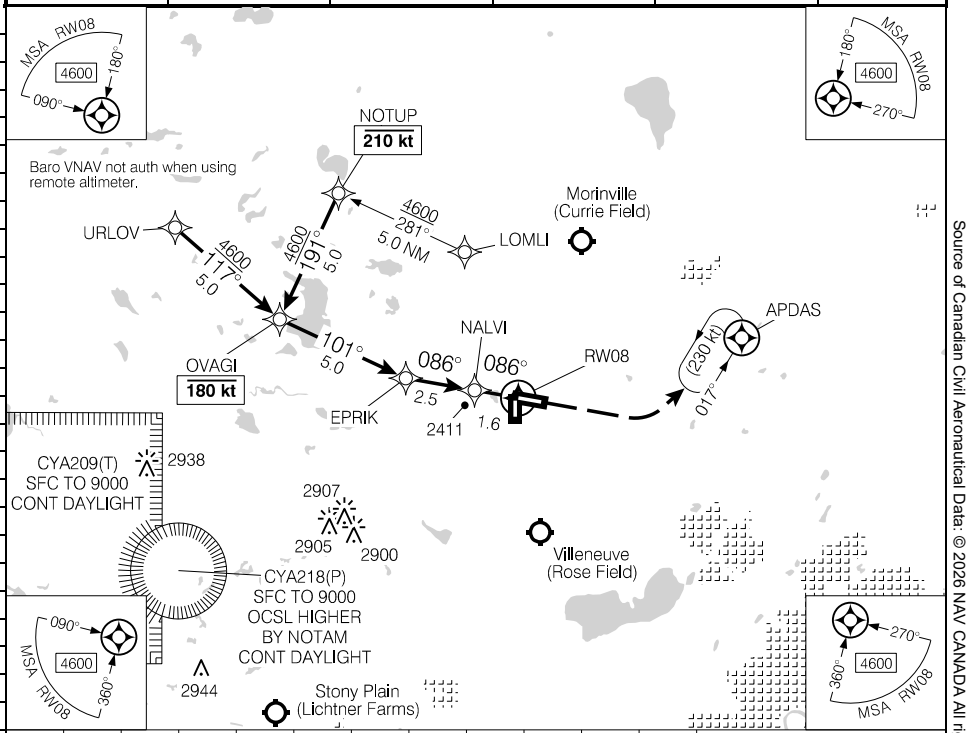
EDMONTON/VILLENEUVE, AB

# RNAV (GNSS) RWY 08

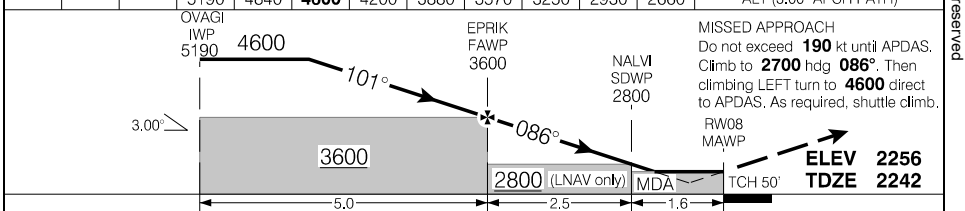
534006N 1135108W VAR 14°E

CZVL

| | | | | |
|---|---|---|---|---|
| ATIS – **128.35**<br>AWOS – **128.35** | TML – **119.5** | TWR – **118.8**<br>TFC – **118.8** ATF* | GND – **120.8** | ARCAL 118.8(K) |
| SAFE ALT 100 NM<br>**7400** | WAAS<br>**Ch 80257**<br>W08A | APCH<br>CRS<br>**086°** | MIN ALT<br>EPRIK<br>**3600** | LDA<br>**5001** |




| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 9.1 | 8 | **7.2** | 6 | 5 | 4 | 3 | 2 | 1.2 | DIST FROM RW08 |
| | | | 5190 | 4840 | **4600** | 4200 | 3880 | 3570 | 3250 | 2930 | 2660 | ALT (3.00° APCH PATH) |




RASS: When using CYEG add **70'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2492** | (250) | 1 | |
| LNAV/VNAV (min. -23°C, max. 54°C) | **2492** | (250) | 1 | |
| LNAV | **2660** | (418) | 1¼ | |

# RNAV (GNSS) RWY 08

CZVL

EFF 20 FEB 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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EDMONTON/VILLENEUVE, AB

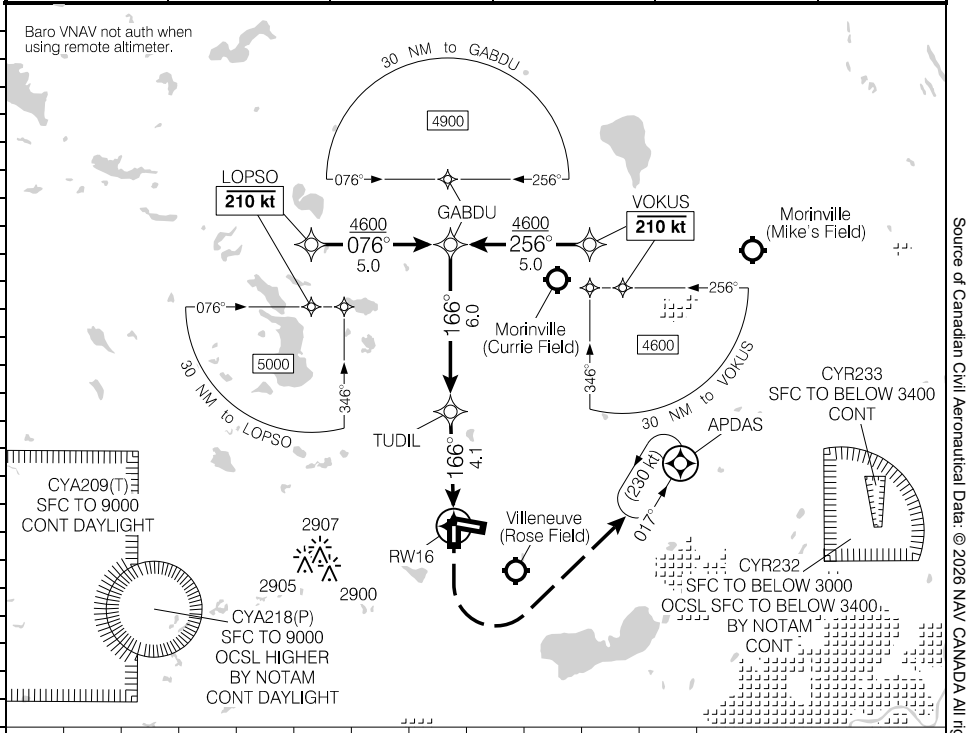
# RNAV (GNSS) RWY 16

534006N 1135108W VAR 14°E

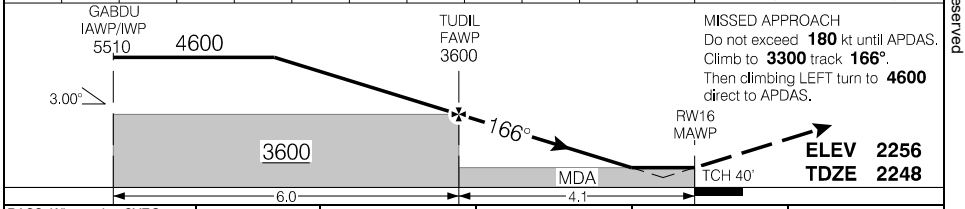
CZVL

| ATIS – **128.35**<br>AWOS – **128.35** | TML – **119.5** | TWR – **118.8**<br>TFC – **118.8** ATF* | GND – **120.8** | ARCAL 118.8(K) |
|---|---|---|---|---|

| SAFE ALT 100 NM | WAAS | APCH CRS | MIN ALT TUDIL | LDA |
|---|---|---|---|---|
| **7400** | **Ch 80258**<br>W16A | **166°** | **3600** | **3496** |




| (NM) | 10.1 | 9 | 8 | **7.3** | 6 | 5 | 4 | 3 | 2 | 1.1 | | DIST FROM RW16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5510 | 5150 | 4840 | **4600** | 4200 | 3880 | 3560 | 3240 | 2920 | 2640 | | ALT (3.00° APCH PATH) |




RASS: When using CYEG add **70'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2498** | (250) | 1 | NOT AUTHORIZED |
| LNAV/VNAV (min. -24°C, max. 54°C) | **2498** | (250) | 1 | NOT AUTHORIZED |
| LNAV | **2640** | (392) | 1¼ | NOT AUTHORIZED |

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RNAV (GNSS) RWY 16 CZVL

EFF 8 SEP 22



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

EDMONTON/VILLENEUVE, AB

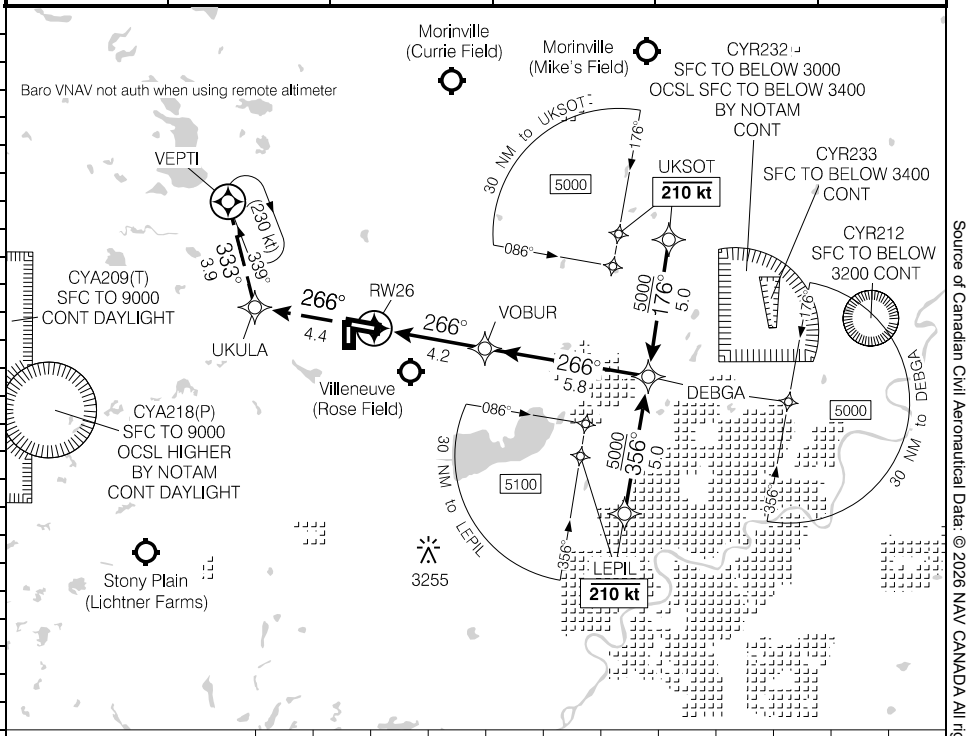
# RNAV (GNSS) RWY 26

534006N 1135108W VAR 14°E

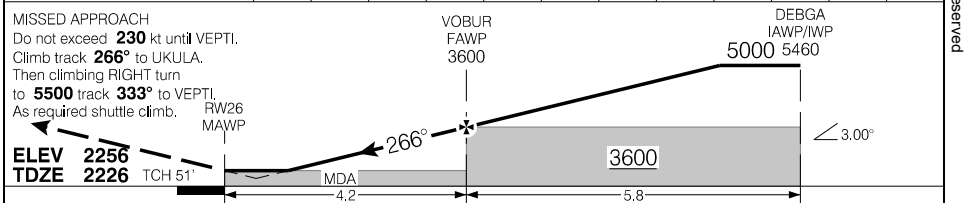
CZVL

| ATIS – 128.35<br>AWOS – 128.35 | TML – 119.5 | TWR – 118.8<br>TFC – 118.8 ATF* | GND – 120.8 | ARCAL 118.8(K) |
|---|---|---|---|---|

| SAFE ALT 100 NM | WAAS | APCH CRS | MIN ALT VOBUR | LDA |
|---|---|---|---|---|
| 7400 | Ch 80259<br>W26A | 266° | 3600 | 5001 |




| DIST FROM RW26 | 1.1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | **8.6** | 10 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2620 | 2910 | 3230 | 3550 | 3870 | 4180 | 4500 | 4820 | **5000** | 5460 | | |




RASS: When using CYEG add **70'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2421** | (200) | ½ RVR 26 | |
| LNAV/VNAV (min. -22°C, max. 54°C) | **2471** | (250) | 1 RVR 50 | |
| LNAV | **2620** | (399) | 1 RVR 50 | |

# RNAV (GNSS) RWY 26

CZVL

EFF 8 SEP 22



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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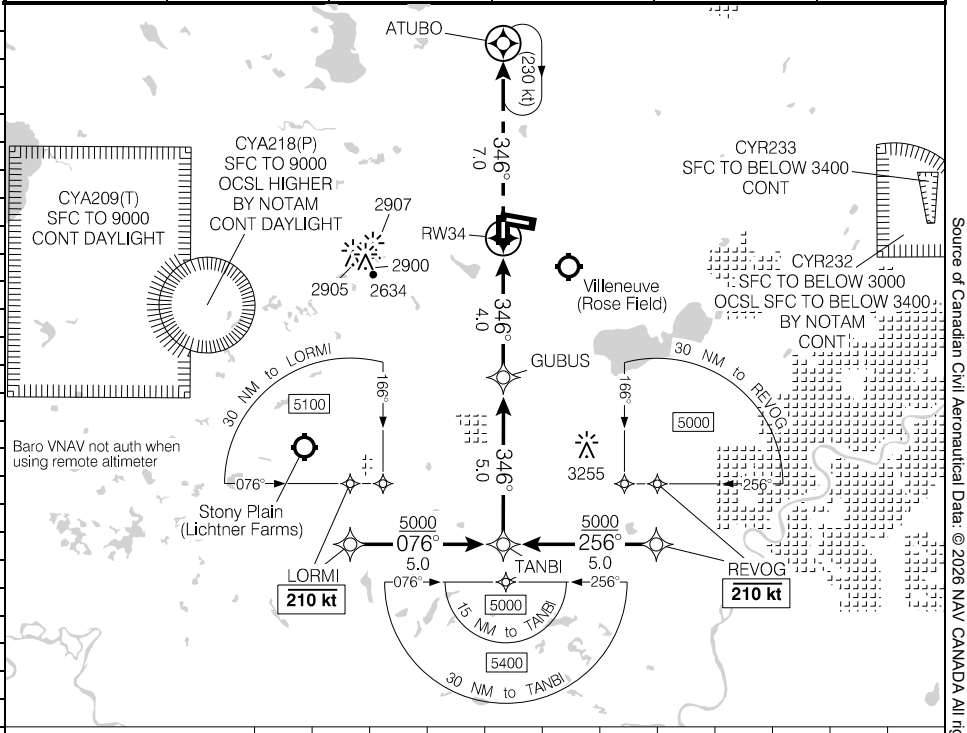
EDMONTON/VILLENEUVE, AB

# RNAV (GNSS) RWY 34

534006N 1135108W VAR 14°E

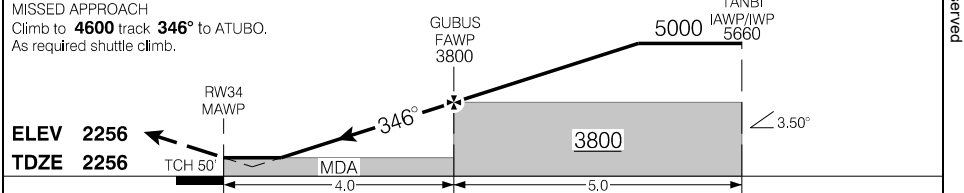
CZVL

| | | | | |
|---|---|---|---|---|
| ATIS – **128.35**<br>AWOS – **128.35** | TML – **119.5** | TWR – **118.8**<br>TFC – **118.8** ATF* | GND – **120.8** | ARCAL 118.8(K) |
| SAFE ALT 100 NM<br>**7400** | WAAS<br>**Ch 80260**<br>W34A | APCH<br>CRS<br>**346°** | MIN ALT<br>GUBUS<br>**3800** | LDA<br>**3496** |




| DIST FROM RW34 | 1.0 | 2 | 3 | 4 | 5 | 6 | **7.2** | 8 | 9 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.50° APCH PATH) | 2680 | 3050 | 3420 | 3790 | 4160 | 4540 | **5000** | 5280 | 5660 | | | |

MISSED APPROACH
Climb to **4600** track **346°** to ATUBO.
As required shuttle climb.




RASS: When using CYEG add **70'**.

| Knots | ft/min | Min:Sec |
|---|---|---|
| 70 | 430 | |
| 90 | 560 | |
| 110 | 680 | |
| 130 | 800 | |
| 150 | 930 | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2526** | (270) | 1 | |
| LNAV/VNAV (min. -29°C, max. 43°C) | **2721** | (465) | 1½ | |
| LNAV | **2680** | (424) | 1¼ | |

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Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

## Departure Route Description

**Rwy 08**: Climb track **086°** to FIBRE, then track **086°** for vectors to assigned route. Maintain **6000**.

---

## 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 FIBRE proceed directly on course;
3. Maintain last assigned altitude until 10 minutes after take-off, then;
4. Climb to flight planned altitude.

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SID (RNAV)

# FIBRE TWO DEP (FIBRE2.)

EDMONTON/VILLENEUVE, AB

CZVL




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FIBRE TWO DEP (FIBRE2.)

CZVL

EFF 26 DEC 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

## Departure Route Description

**Rwy 16**: Requires a minimum climb gradient of **290** ft/NM to **2500**. Do not exceed 210 kt prior to NOPOK. Maintain **6000**. Anticipate radar vectors to filed/assigned altitude. Expect clearance to flight planned altitude/flight level within 10 minutes after take-off.

DEPARTURE CLIMB RATE V/V (FPM)

| GROUND SPEED | 90 | 120 | 140 | 160 | 180 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|---|---|
| 290FT/NM | 440 | 580 | 680 | 780 | 870 | 970 | 1210 | 1450 |

**NALDU TRANSITION: (NOPOK2.NALDU)** Climb track **166°** to NOPOK, then track **076°** to NALDU.

**KAXET TRANSITION: (NOPOK2.KAXET)** Climb track **166°** to NOPOK, then track **220°** to KAXET.

## 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 the end of the depicted route, proceed directly on course;
3. Maintain last assigned altitude until 10 minutes after take-off, then;
4. Climb to flight planned altitude.

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SID (RNAV)

# NOPOK TWO DEP (NOPOK2.)

EDMONTON/VILLENEUVE, AB

CZVL




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# NOPOK TWO DEP (NOPOK2.)

CZVL

EFF 26 DEC 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

## Departure Route Description

**Rwy 26**: Requires a minimum climb gradient of **230** ft/NM to **2800**. Do not exceed 210 kt prior to TADEV. Maintain **6000**. Anticipate radar vectors to filed/assigned altitude. Expect clearance to flight planned altitude/flight level within 10 minutes after take-off.

DEPARTURE CLIMB RATE V/V (FPM)

| GROUND SPEED | 90 | 120 | 140 | 160 | 180 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|---|---|
| 230FT/NM | 350 | 460 | 540 | 620 | 690 | 770 | 960 | 1150 |

**URVOT TRANSITION: (TADEV2.URVOT)** Climb track **266°** to TADEV, then track **320°** to URVOT.

**KAXET TRANSITION: (TADEV2.KAXET)** Climb track **266°** to TADEV, then track **183°** to KAXET.

## 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 the end of the depicted route, proceed directly on course;
3. Maintain last assigned altitude until 10 minutes after take-off, then;
4. Climb to flight planned altitude.

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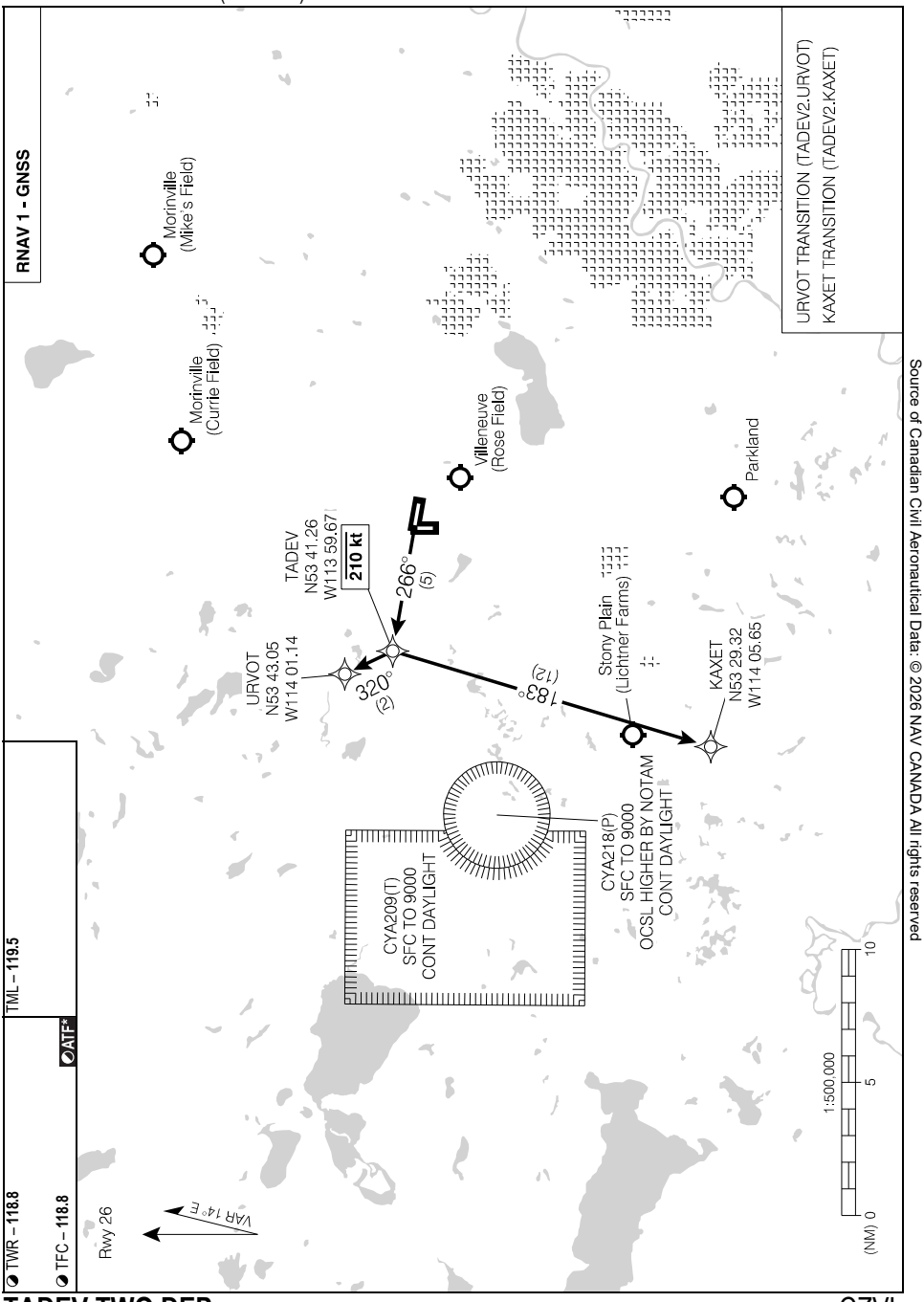
SID (RNAV)

# TADEV TWO DEP (TADEV2.)

EDMONTON/VILLENEUVE, AB

CZVL

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TADEV TWO DEP (TADEV2.)

CZVL

EFF 26 DEC 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

## Departure Route Description

**Rwy 34**: Climb track **346°** to VOGOD, then track **346°** for vectors to assigned route. Maintain **6000**.

---

## 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 VOGOD proceed directly on course;
3. Maintain last assigned altitude until 10 minutes after take-off, then;
4. Climb to flight planned altitude.

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SID (RNAV)

# VOGOD TWO DEP (VOGOD2.)

EDMONTON/VILLENEUVE, AB

CZVL




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VOGOD TWO DEP (VOGOD2.)

CZVL

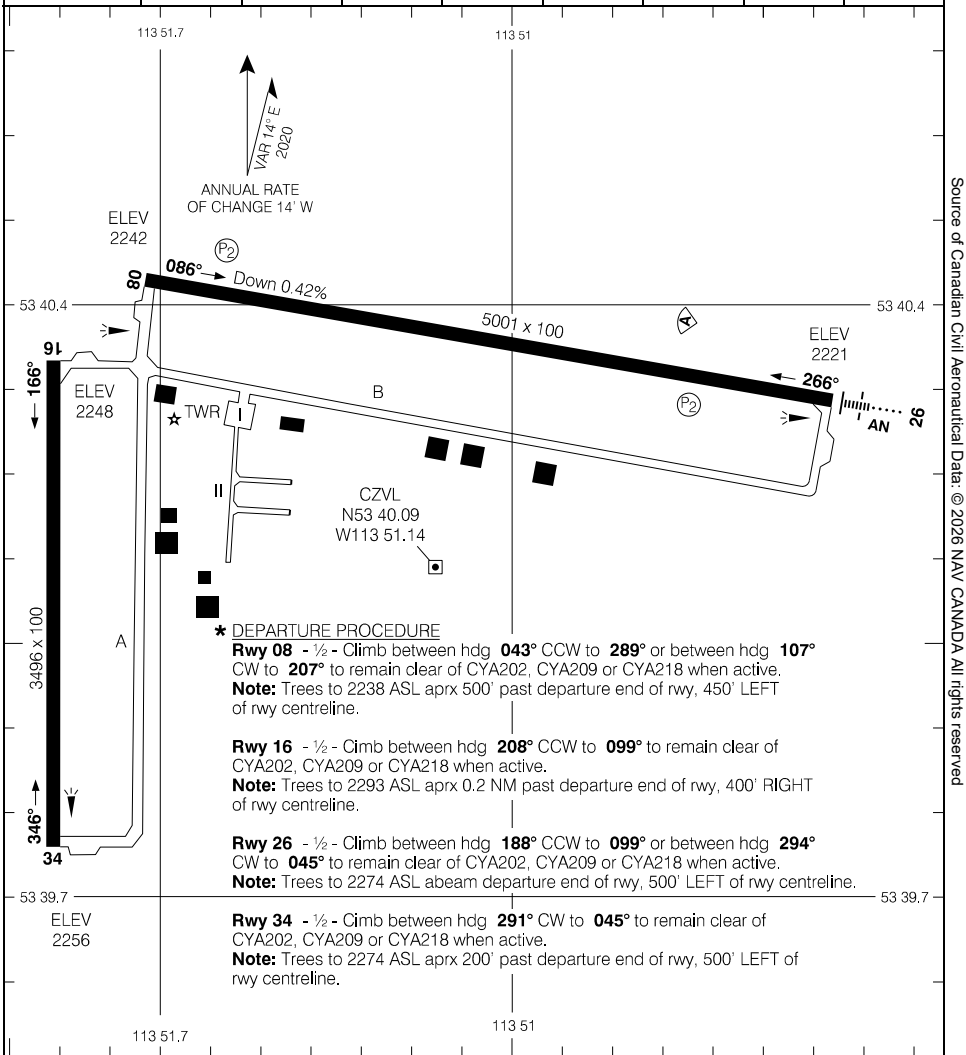
EFF 26 DEC 24

EDMONTON/VILLENEUVE, AB

# AERODROME CHART — CZVL

| | | | |
|---|---|---|---|
| ATIS – **128.35**<br>AWOS – **128.35** | GND – **120.8** | TWR – **118.8**<br>TFC – **118.8** ATF* | TML – **119.5** |

| DECL DISTS | 08 | 26 | 16 | 34 | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 5001 | 5001 | 3496 | 3496 | | | | |
| TODA | 5001 | 5001 | 3696 | 3696 | | | | |
| ASDA | 5001 | 5001 | 3496 | 3496 | | | | |
| LDA | 5001 | 5001 | 3496 | 3496 | | | | |




* DEPARTURE PROCEDURE

**Rwy 08** - ½ - Climb between hdg **043°** CCW to **289°** or between hdg **107°** CW to **207°** to remain clear of CYA202, CYA209 or CYA218 when active.
**Note:** Trees to 2238 ASL aprx 500' past departure end of rwy, 450' LEFT of rwy centreline.

**Rwy 16** - ½ - Climb between hdg **208°** CCW to **099°** to remain clear of CYA202, CYA209 or CYA218 when active.
**Note:** Trees to 2293 ASL aprx 0.2 NM past departure end of rwy, 400' RIGHT of rwy centreline.

**Rwy 26** - ½ - Climb between hdg **188°** CCW to **099°** or between hdg **294°** CW to **045°** to remain clear of CYA202, CYA209 or CYA218 when active.
**Note:** Trees to 2274 ASL abeam departure end of rwy, 500' LEFT of rwy centreline.

**Rwy 34** - ½ - Climb between hdg **291°** CW to **045°** to remain clear of CYA202, CYA209 or CYA218 when active.
**Note:** Trees to 2274 ASL aprx 200' past departure end of rwy, 500' LEFT of rwy centreline.

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

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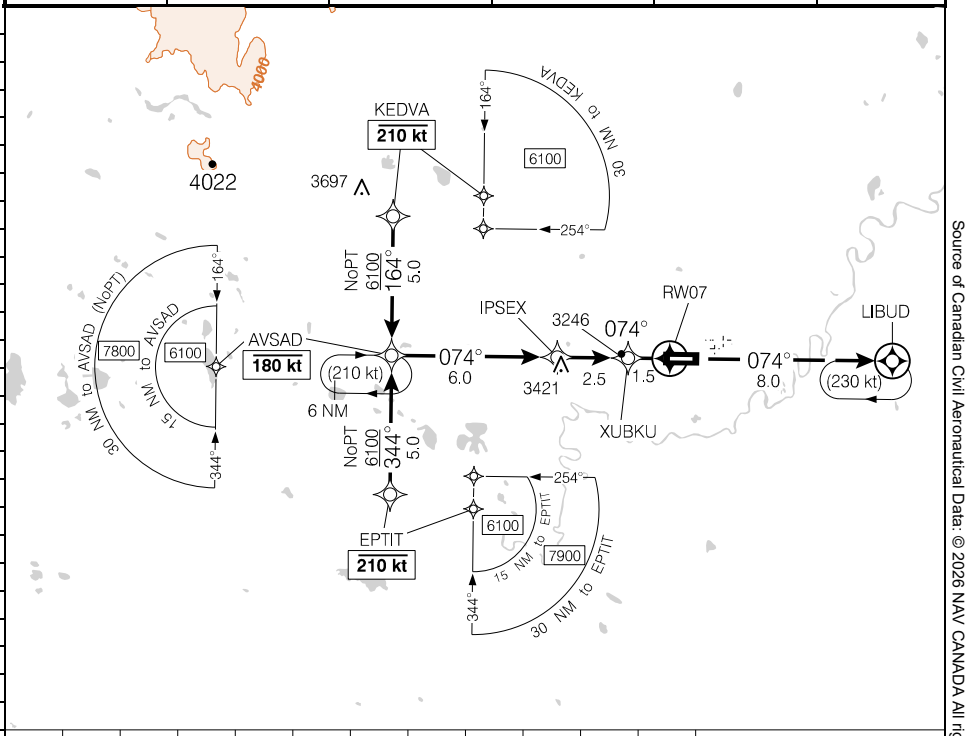
EDSON, AB

# RNAV (GNSS) RWY 07

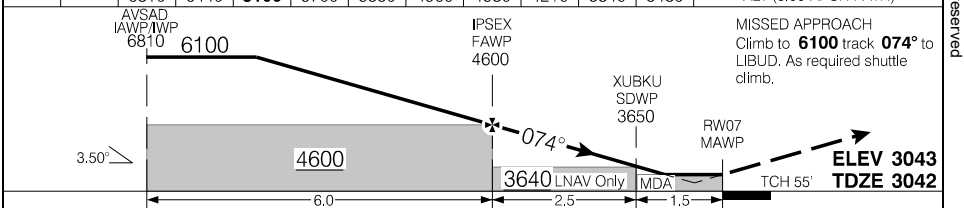
CYET

533444N 1162754W VAR 16°E

| AWOS – **128.75** | RADIO Edmonton – **126.7** | TFC – **123.2** ATF | | ARCAL 123.2(K) P1 |
|---|---|---|---|---|
| SAFE ALT 100 NM **14,300** | WAAS **Ch 81145** W07A | APCH CRS **074°** | MIN ALT IPSEX **4600** | LDA **5403** |




| (NM) | | | 10 | 9 | **8.1** | 7 | 6 | 5 | 4 | 3 | 2 | 1.0 | DIST FROM RW07 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 6810 | 6440 | **6100** | 5700 | 5330 | 4960 | 4580 | 4210 | 3840 | 3480 | ALT (3.50°APCH PATH) |




RASS: When using CYZU add **180°**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **3463** | (421) | 1¼ | |
| LNAV | **3480** | (438) | 1½ | |

| Knots | ft/min | Min:Sec |
|---|---|---|
| 70 | 430 | |
| 90 | 560 | |
| 110 | 680 | |
| 130 | 800 | |
| 150 | 930 | |

RNAV (GNSS) RWY 07 CYET

EFF 5 SEP 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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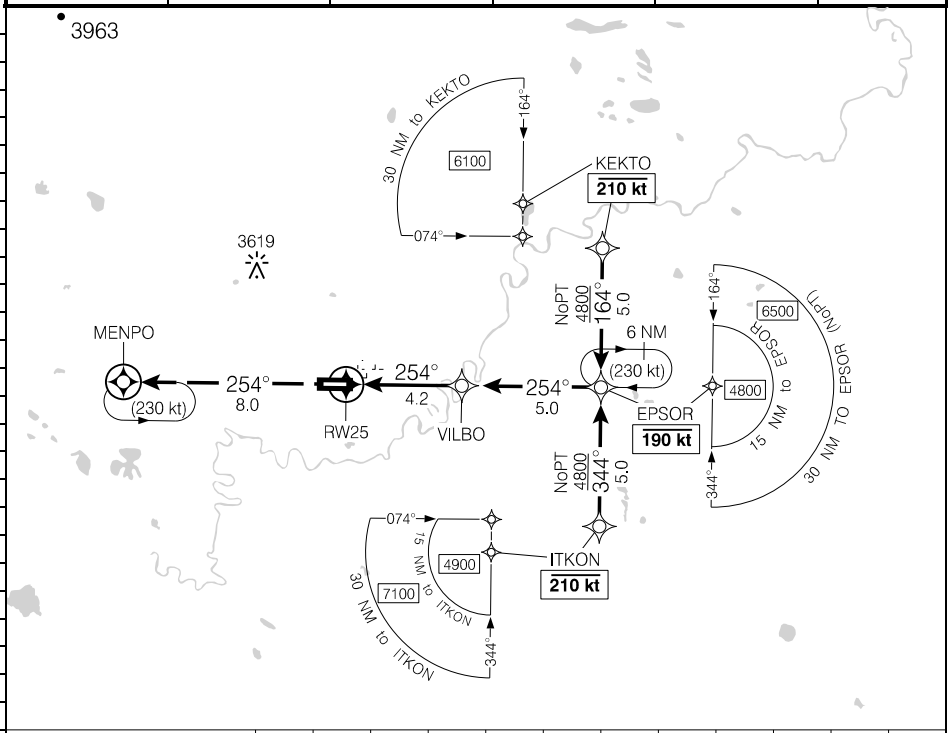
EDSON, AB

# RNAV (GNSS) RWY 25

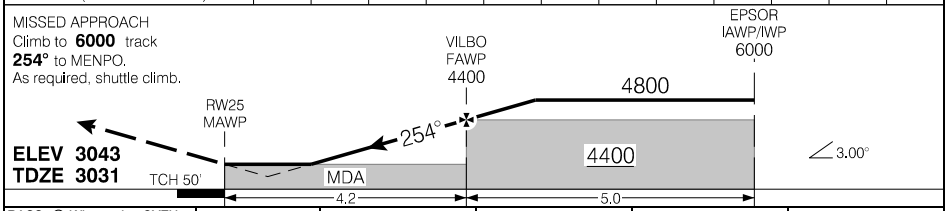
533444N 1162754W VAR 16°E

CYET

| AWOS – **128.75** | RADIO Edmonton – **126.7** | TFC – **123.2** ATF | | ARCAL 123.2(K) P1 |
|---|---|---|---|---|
| SAFE ALT 100 NM **14,300** | WAAS **Ch 81146** W25A | APCH CRS **254°** | MIN ALT VILBO **4400** | LDA **5513** |




| DIST FROM RW25 | | 1.5 | 3 | 4 | **5.4** | 6 | 7 | 8 | 9.2 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | 3560 | 4030 | 4350 | **4800** | 4990 | 5310 | 5630 | 6000 | | | |




RASS: When using CYZU add **180'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **3275** | (250) | 1 | |
| LNAV | **3560** | (535) | 1¾ | |

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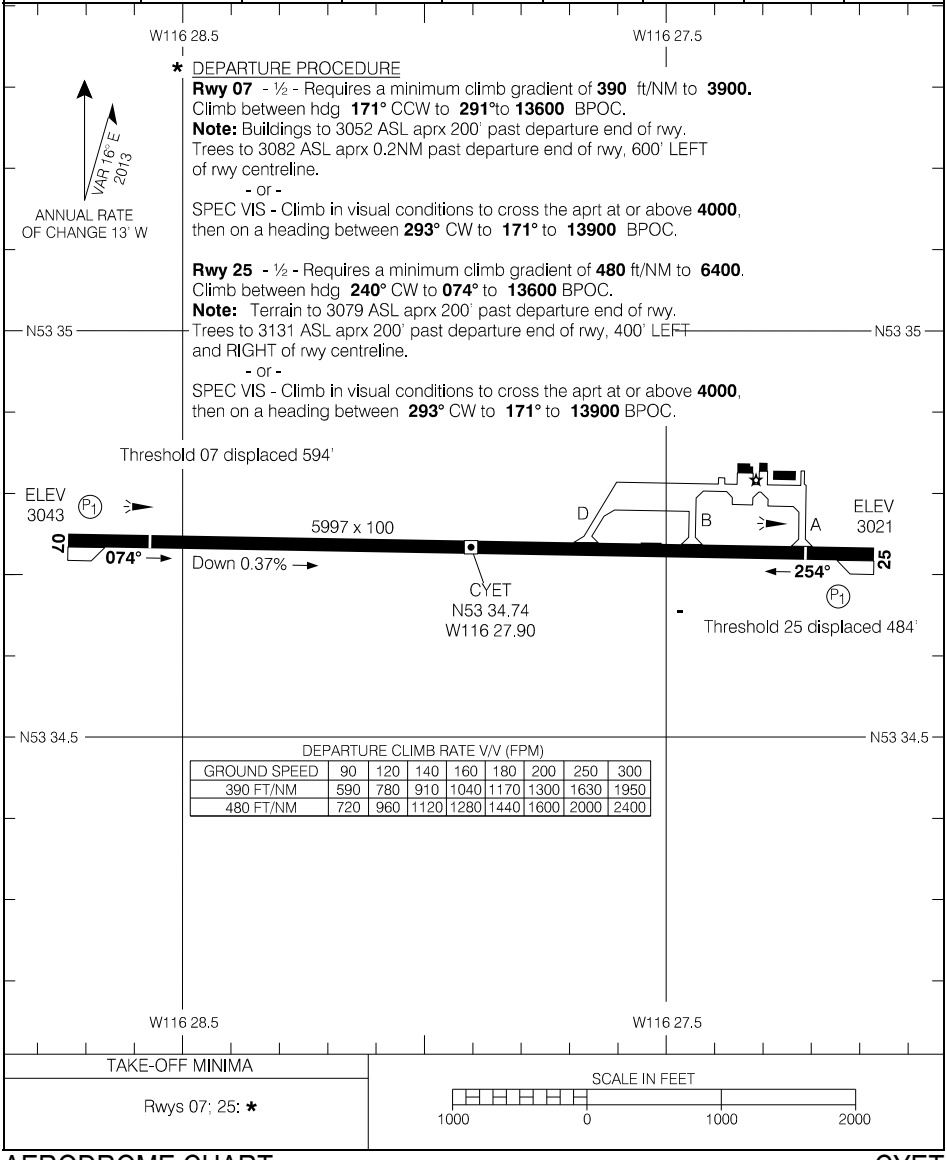
Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

EDSON, AB

# AERODROME CHART — CYET

| AWOS – **128.75** | | TFC – **123.2** ATF | RADIO Edmonton – **126.7** |
|---|---|---|---|

| DECL DISTS | 07 | 25 |
|---|---|---|
| TORA | 5997 | 5997 |
| TODA | 6197 | 6197 |
| ASDA | 5997 | 5997 |
| LDA | 5403 | 5513 |




DEPARTURE CLIMB RATE V/V (FPM)

| GROUND SPEED | 90 | 120 | 140 | 160 | 180 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|---|---|
| 390 FT/NM | 590 | 780 | 910 | 1040 | 1170 | 1300 | 1630 | 1950 |
| 480 FT/NM | 720 | 960 | 1120 | 1280 | 1440 | 1600 | 2000 | 2400 |

| TAKE-OFF MINIMA |
|---|
| Rwys 07; 25: * |

SCALE IN FEET
1000 0 1000 2000

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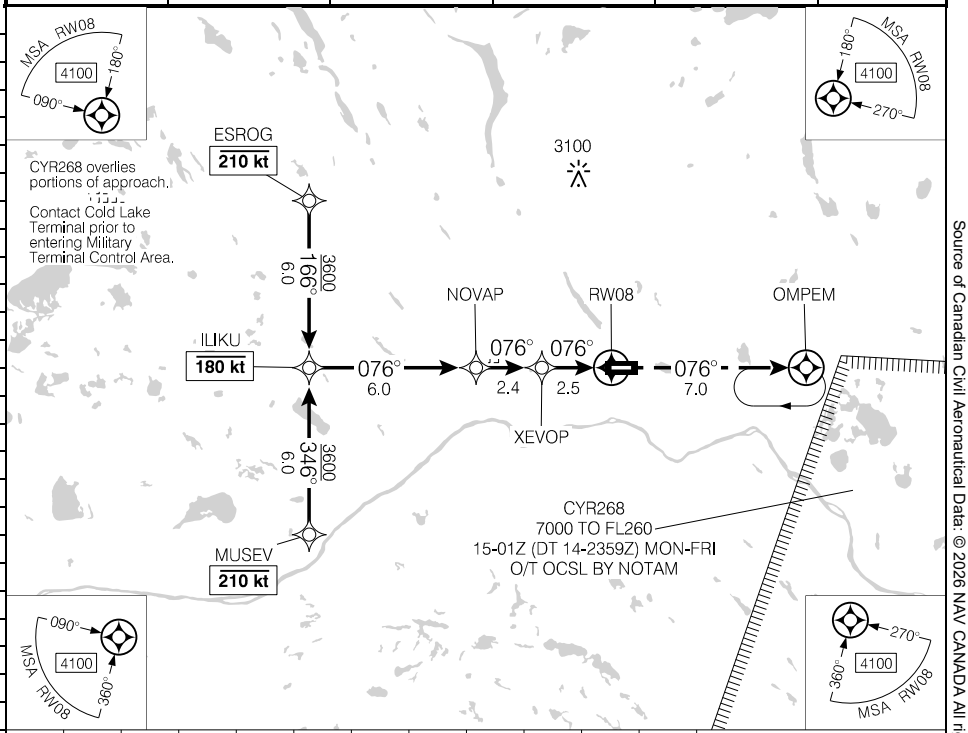
ELK POINT, AB

# RNAV (GNSS) RWY 08

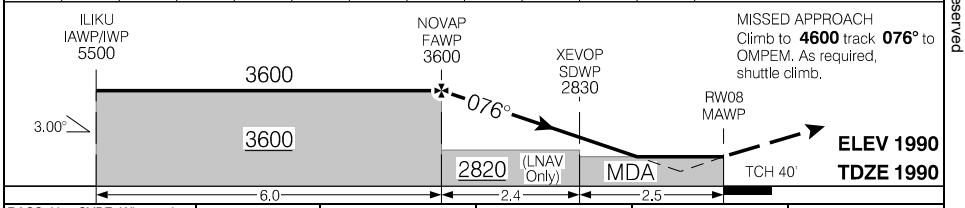
535335N 1104622W VAR 14°E

CEJ6

| | | | | | |
|---|---|---|---|---|---|
| | TML Cold Lake – **124.5** | | | | ARCAL 123.2(K) |
| | | TFC – **123.2** ATF | | | |
| SAFE ALT 100 NM **4400** | WAAS **Ch 80804** W08A | APCH CRS **076°** | MIN ALT NOVAP **3600** | LDA **4498** | |




| (NM) | 10.9 | 10 | 9 | 8 | 7 | 6 | **4.9** | 4 | 3 | 2 | 1.5 | DIST FROM RW08 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5500 | 5210 | 4900 | 4580 | 4260 | 3940 | **3600** | 3300 | 2990 | 2670 | 2500 | ALT (3.00° APCH PATH) |




RASS: Use CYBF. When using CYLL add **50'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2490** | (500) | 1¾ | NOT AUTHORIZED |
| LNAV | **2500** | (510) | 1½ | NOT AUTHORIZED |

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

RNAV (GNSS) RWY 08 CEJ6

EFF 11 JUL 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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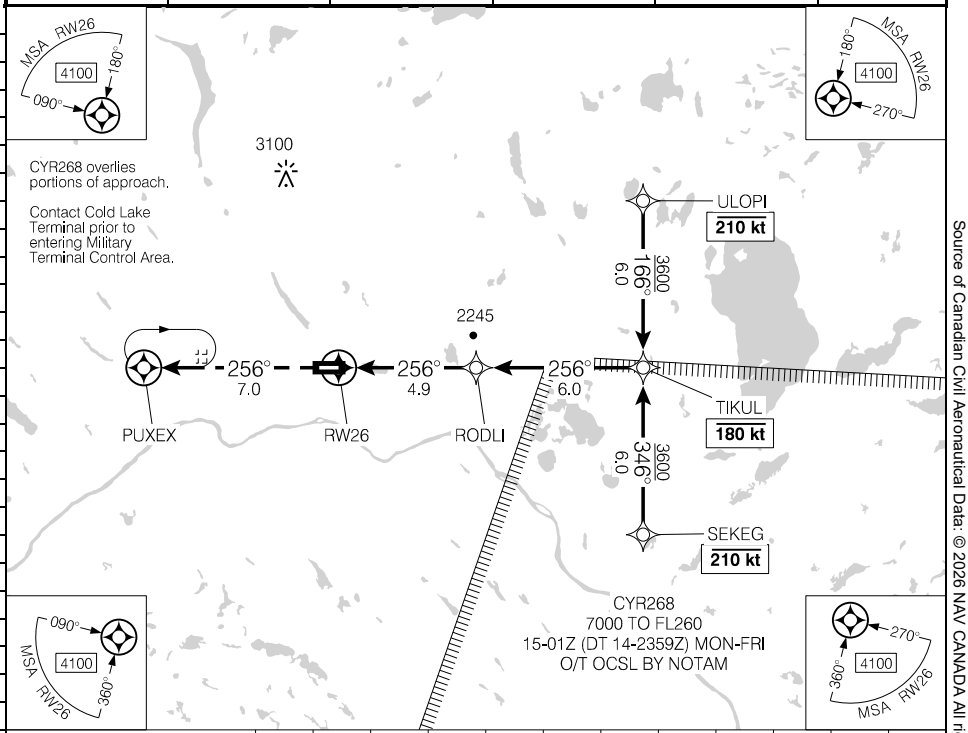
ELK POINT, AB

# RNAV (GNSS) RWY 26

535335N 1104622W VAR 14°E

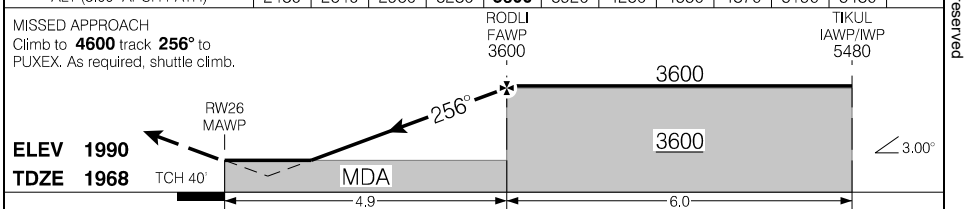
CEJ6

| | | | | | |
|---|---|---|---|---|---|
| | TML Cold Lake – **124.5** | | | | ARCAL 123.2(K) |
| | | TFC – **123.2** ATF | | | |
| SAFE ALT 100 NM **4400** | WAAS **Ch 80805** W26A | APCH CRS **256°** | MIN ALT RODLI **3600** | LDA **4281** | |




| DIST FROM RW26 | 1.5 | 2 | 3 | 4 | **5.0** | 6 | 7 | 8 | 9 | 10 | 10.9 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2480 | 2640 | 2960 | 3280 | **3600** | 3920 | 4230 | 4550 | 4870 | 5190 | 5480 |

MISSED APPROACH
Climb to **4600** track **256°** to PUXEX. As required, shuttle climb.




RASS: Use CYBF. When using CYLL add **50'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2465** | (500) | 1¾ | NOT AUTHORIZED |
| LNAV | **2480** | (515) | 1½ | NOT AUTHORIZED |

RNAV (GNSS) RWY 26

CEJ6

EFF 11 JUL 24



Canada Air Pilot
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ELK POINT, AB

# AERODROME CHART

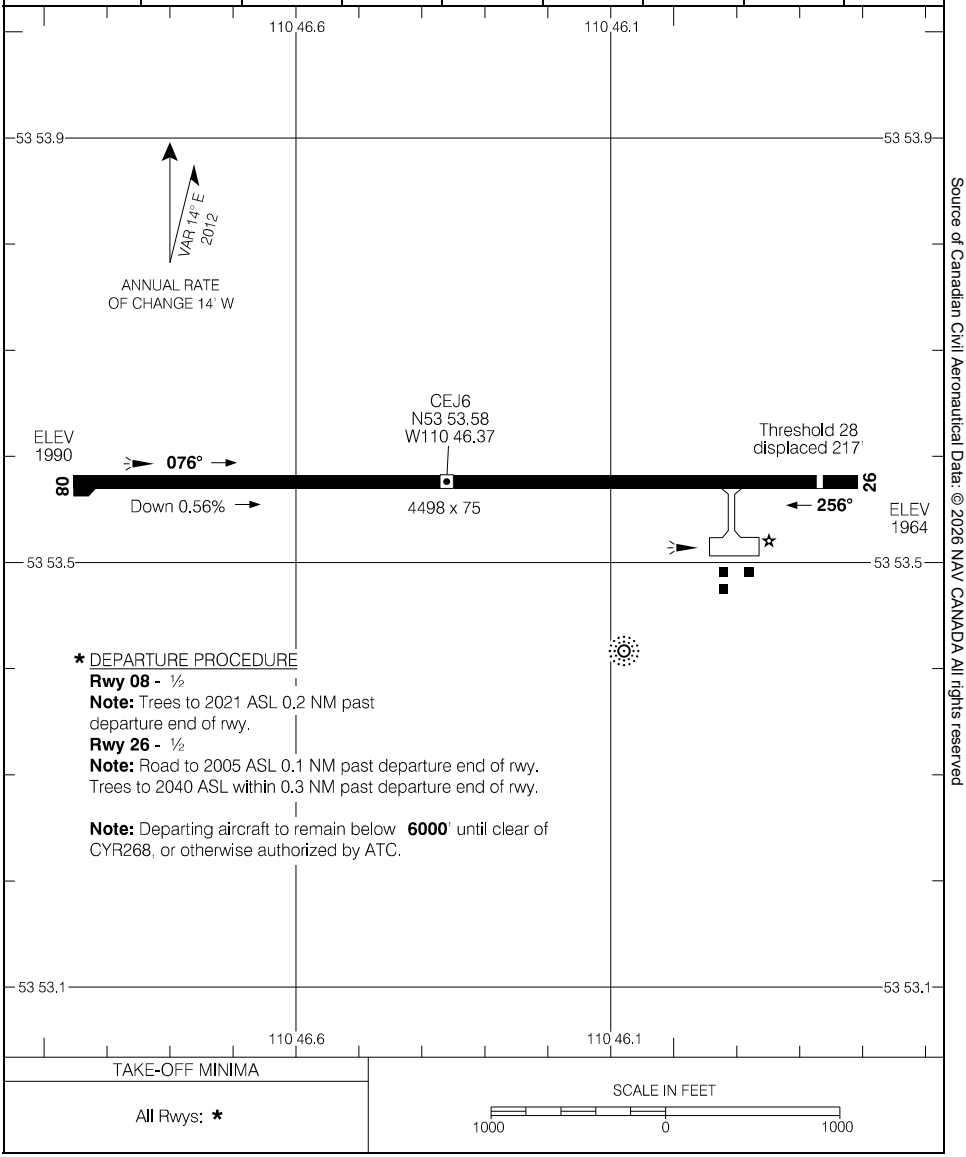
CEJ6

TFC – **123.2**

ATF

TML Cold Lake – **124.5**

| DECL DISTS | 08 | 26 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 4498 | 4498 | | | | | | |
| TODA | 4498 | 4498 | | | | | | |
| ASDA | 4498 | 4498 | | | | | | |
| LDA | 4498 | 4281 | | | | | | |




| TAKE-OFF MINIMA |
|---|
| All Rwys: * |

SCALE IN FEET

1000 0 1000

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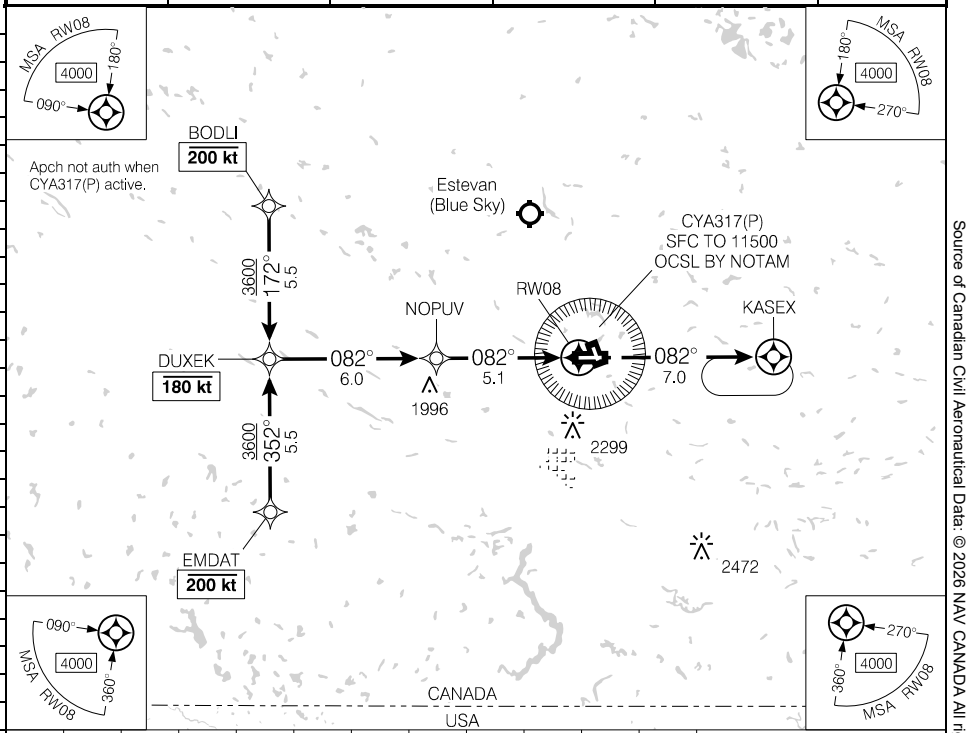
ESTEVAN REGIONAL, SK

# RNAV (GNSS) RWY 08

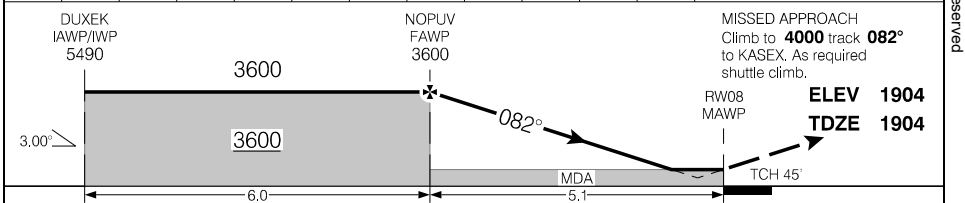
491237N 1025757W VAR 8°E

CYEN

| AUTO – **127.8** | | UNICOM – **123.0** ATF | | ARCAL 123.0(K) |
|---|---|---|---|---|
| SAFE ALT 100 NM **4700** | WAAS **Ch 80335** W08A | APCH CRS **082°** | MIN ALT NOPUV **3600** | LDA **5003** |




| (NM) | 11.1 | 10 | 9 | 8 | 7 | 6 | **5.1** | 4 | 3 | 2 | 0.9 | DIST FROM RW08 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5490 | 5130 | 4810 | 4500 | 4180 | 3860 | **3600** | 3220 | 2900 | 2590 | 2240 | ALT (3.00° APCH PATH) |




RASS: When using CJQ3 add **110'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2154** | (250) | 1 | NOT AUTHORIZED |
| LNAV | **2240** | (336) | 1 | NOT AUTHORIZED |

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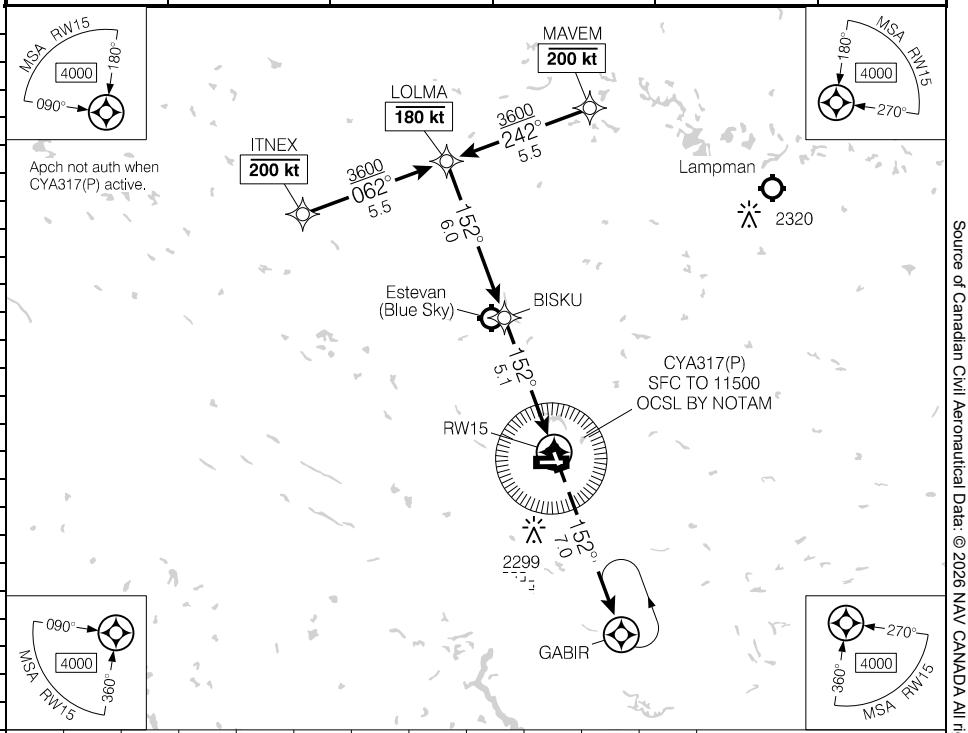
ESTEVAN REGIONAL, SK

# RNAV (GNSS) RWY 15

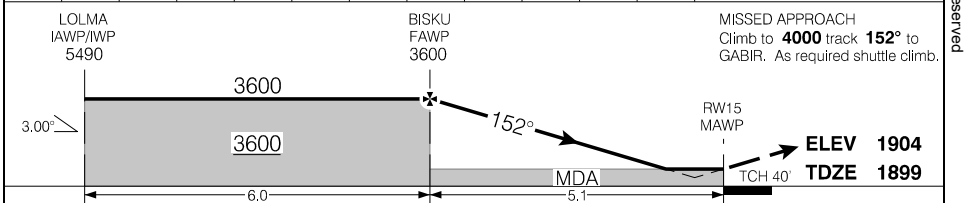
491237N 1025757W VAR 8°E

CYEN

| AUTO – **127.8** | | UNICOM – **123.0** ATF | | ARCAL 123.0(K) |
|---|---|---|---|---|
| SAFE ALT 100 NM **4700** | WAAS **Ch 80339** W15A | APCH CRS **152°** | MIN ALT BISKU **3600** | LDA **3001** |




| | 11.1 | 10 | 9 | 8 | 7 | 6 | **5.1** | 4 | 3 | 2 | 1.0 | DIST FROM RW15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5490 | 5120 | 4800 | 4480 | 4170 | 3850 | **3600** | 3210 | 2890 | 2570 | 2240 | ALT (3.00° APCH PATH) |




RASS: When using CJQ3 add **110'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2147** (250) | 1 | NOT AUTHORIZED | |
| LNAV | **2240** (343) | 1 | NOT AUTHORIZED | |

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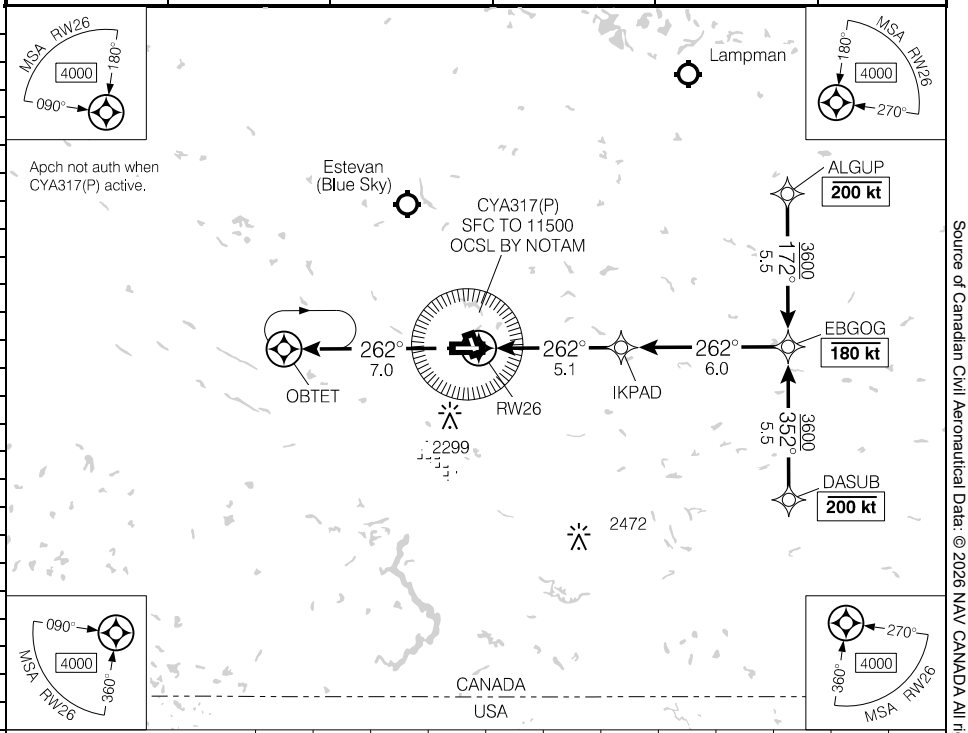
ESTEVAN REGIONAL, SK

# RNAV (GNSS) RWY 26

491237N 1025757W VAR 8°E

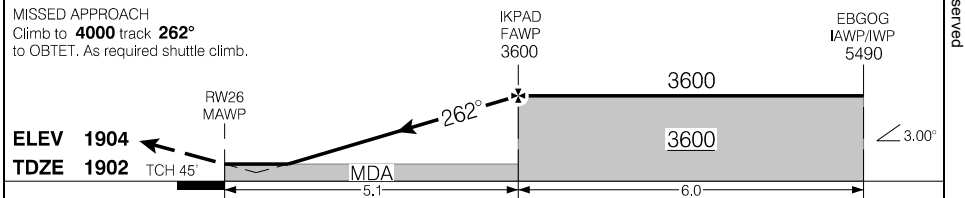
CYEN

| | | | | |
|---|---|---|---|---|
| AUTO – **127.8** | | UNICOM – **123.0** ATF | | ARCAL 123.0(K) |
| SAFE ALT 100 NM **4700** | WAAS **Ch 80336** W26A | APCH CRS **262°** | MIN ALT IKPAD **3600** | LDA **5003** |




| DIST FROM RW26 | 1.1 | 2 | 3 | 4 | **5.1** | 6 | 7 | 8 | 9 | 10 | 11.1 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2300 | 2580 | 2900 | 3220 | **3600** | 3860 | 4180 | 4490 | 4810 | 5130 | 5490 |

MISSED APPROACH
Climb to **4000** track **262°**
to OBTET. As required shuttle climb.




RASS: When using CJQ3 add **110'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2152** | (250) | 1 | NOT AUTHORIZED |
| LNAV | **2300** | (398) | 1¼ | NOT AUTHORIZED |

# RNAV (GNSS) RWY 26

CYEN

EFF 2 DEC 21



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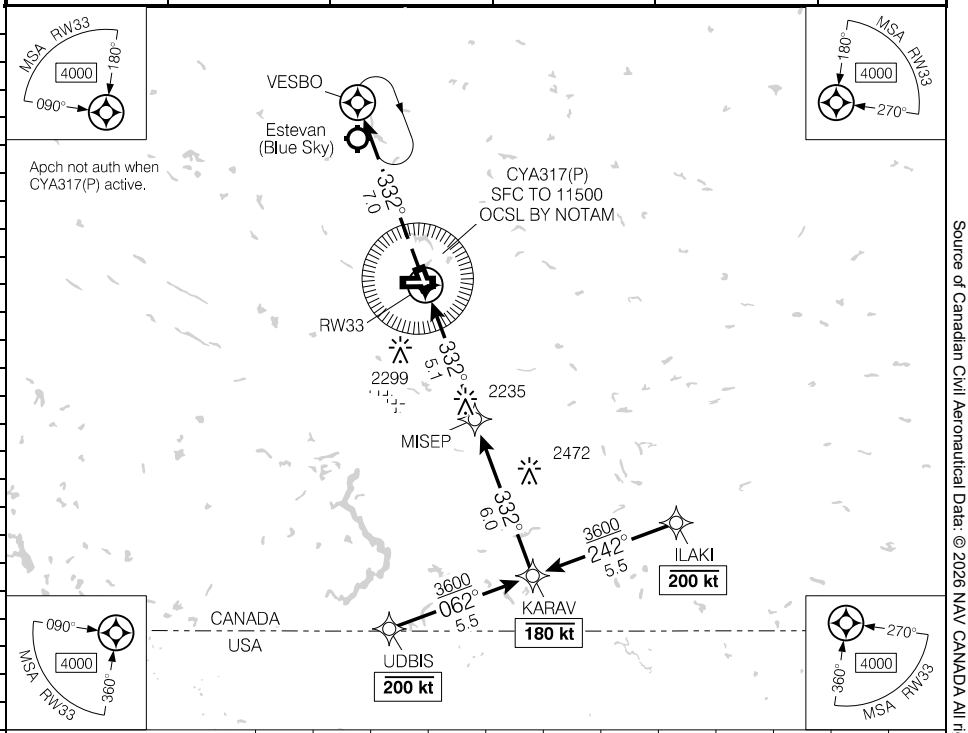
ESTEVAN REGIONAL, SK

# RNAV (GNSS) RWY 33

491237N 1025757W VAR 8°E

CYEN

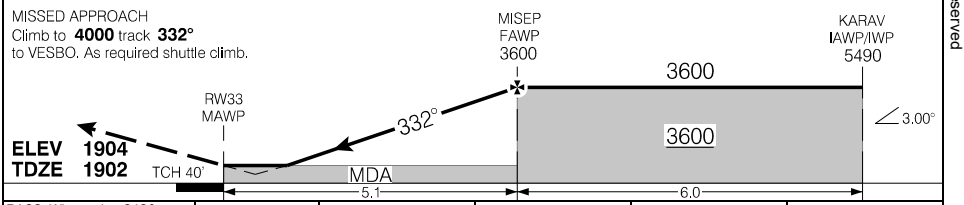
| | | | | |
|---|---|---|---|---|
| AUTO – **127.8** | | UNICOM – **123.0** ATF | | ARCAL 123.0(K) |
| SAFE ALT 100 NM **4700** | WAAS **Ch 80340** W33A | APCH CRS **332°** | MIN ALT MISEP **3600** | LDA **3001** |




| DIST FROM RW33 | 1.1 | 2 | 3 | 4 | **5.1** | 6 | 7 | 8 | 9 | 10 | 11.1 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2300 | 2580 | 2900 | 3210 | **3600** | 3850 | 4170 | 4490 | 4810 | 5130 | 5490 |

(NM) 0 5 10 15 20 25

MISSED APPROACH
Climb to **4000** track **332°**
to VESBO. As required shuttle climb.




RASS: When using CJQ3 add **110'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2151** | (250) 1 | NOT AUTHORIZED | |
| LNAV | **2300** | (399) 1¼ | NOT AUTHORIZED | |

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# RNAV (GNSS) RWY 33

CYEN

EFF 2 DEC 21



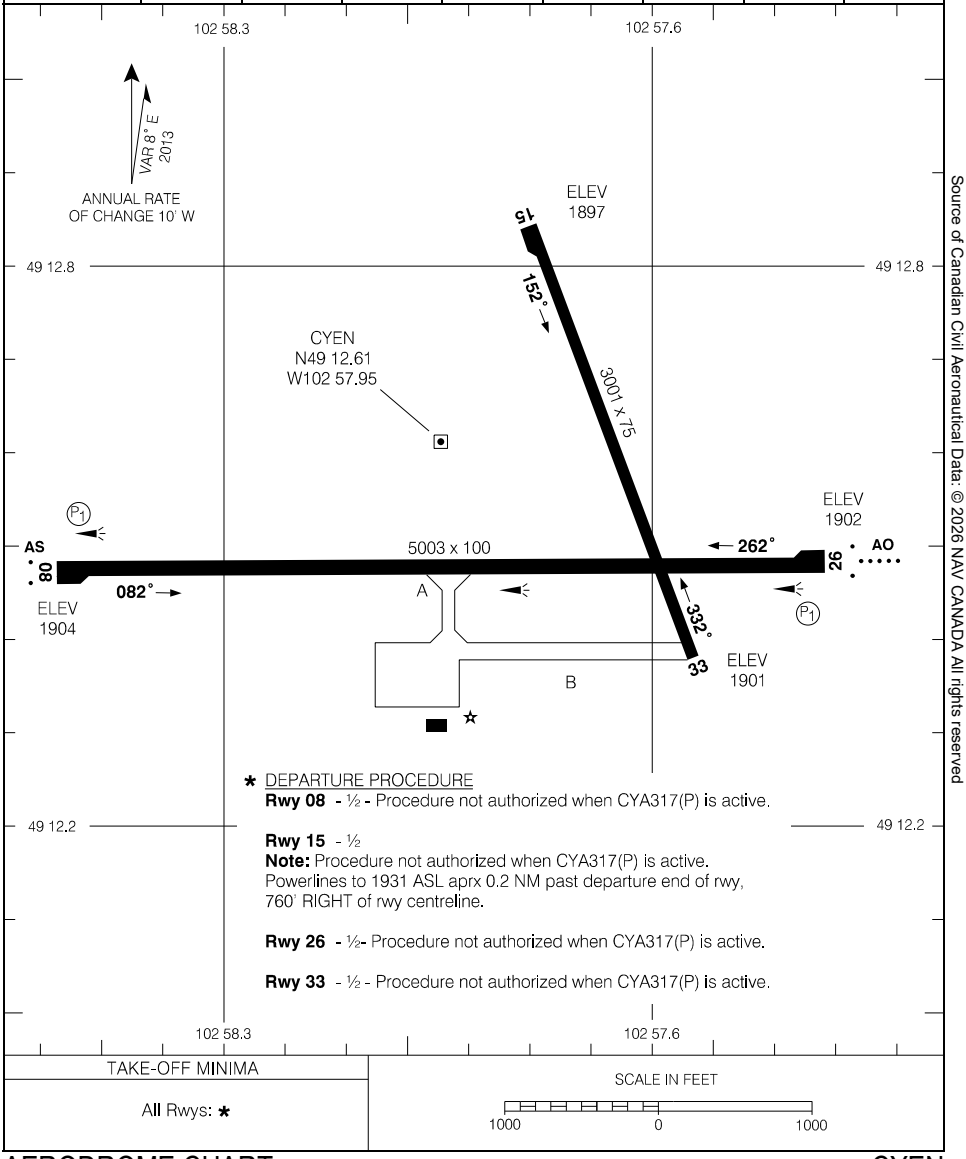
Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

ESTEVAN REGIONAL, SK

# AERODROME CHART — CYEN

| AUTO – **127.8** | | | ◕ UNICOM – **123.0** ATF | | | | |
|---|---|---|---|---|---|---|---|

| DECL DISTS | 08 | 26 | 15 | 33 | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 5003 | 5003 | 3001 | 3001 | | | | |
| TODA | 5003 | 5003 | 3001 | 3001 | | | | |
| ASDA | 5003 | 5003 | 3001 | 3001 | | | | |
| LDA | 5003 | 5003 | 3001 | 3001 | | | | |




* DEPARTURE PROCEDURE

**Rwy 08** - ½ - Procedure not authorized when CYA317(P) is active.

**Rwy 15** - ½
**Note:** Procedure not authorized when CYA317(P) is active.
Powerlines to 1931 ASL aprx 0.2 NM past departure end of rwy, 760' RIGHT of rwy centreline.

**Rwy 26** - ½- Procedure not authorized when CYA317(P) is active.

**Rwy 33** - ½ - Procedure not authorized when CYA317(P) is active.

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

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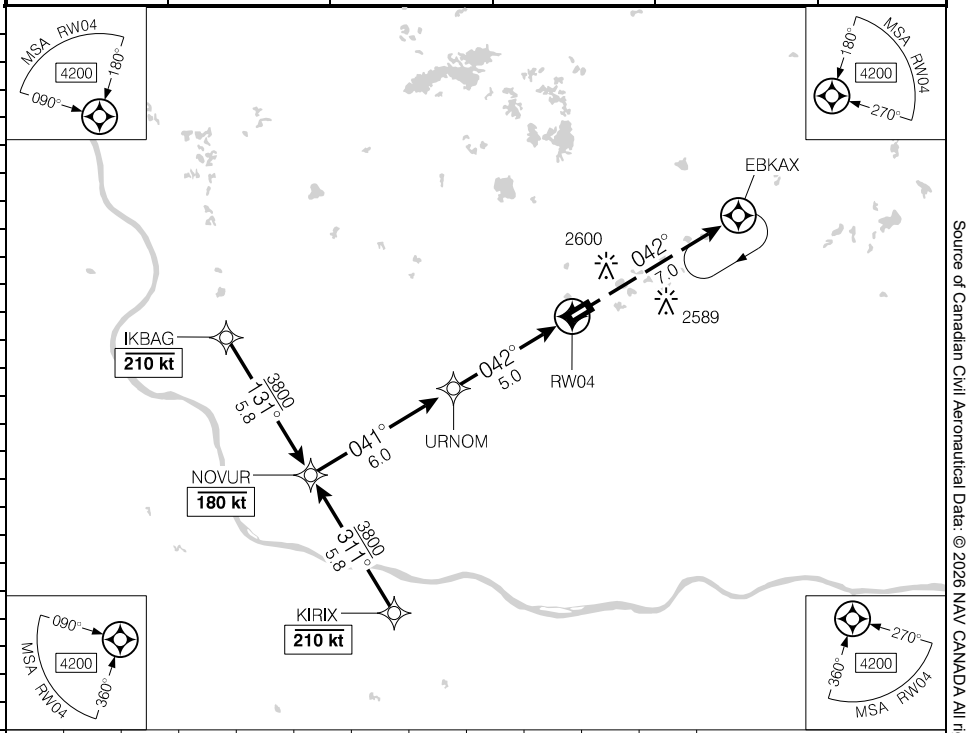
FAIRVIEW, AB

# RNAV (GNSS) RWY 04

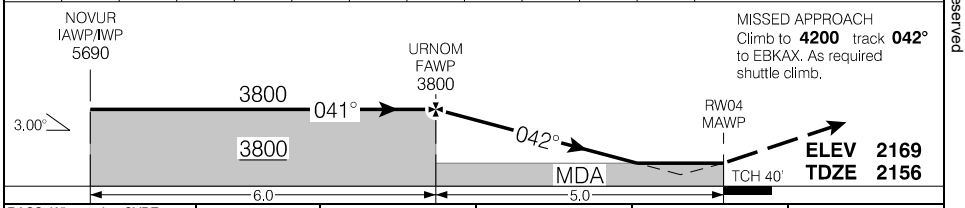
560453N 1182600W VAR 17°E

CEB5

| | | | | |
|---|---|---|---|---|
| AUTO – **122.97** | CTR Edmonton – **135.27** | UNICOM – **122.8** ATF | | ARCAL 122.8(K) |
| SAFE ALT 100 NM **7200** | WAAS **Ch 80083** W04A | APCH CRS **042°** | MIN ALT URNOM **3800** | LDA **3506** |




| (NM) | 11 | 10 | 9 | 8 | 7 | 6 | **5.0** | 4 | 3 | 2 | 1.5 | DIST FROM RW04 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5690 | 5370 | 5050 | 4740 | 4420 | 4100 | **3800** | 3460 | 3140 | 2830 | 2660 | ALT (3.00° APCH PATH) |




RASS: When using CYPE add **120°**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2649** | (500) | 1¾ | |
| LNAV | **2660** | (511) | 1½ | |

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# RNAV (GNSS) RWY 04

CEB5

EFF 5 OCT 23



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

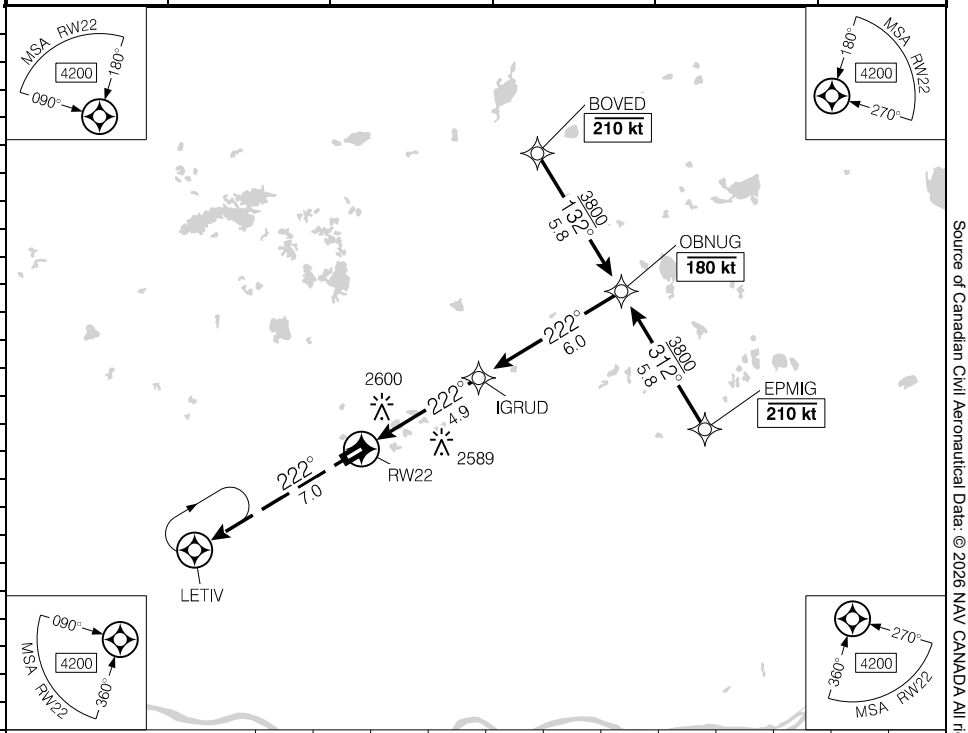
FAIRVIEW, AB

# RNAV (GNSS) RWY 22

560453N 1182600W VAR 17°E

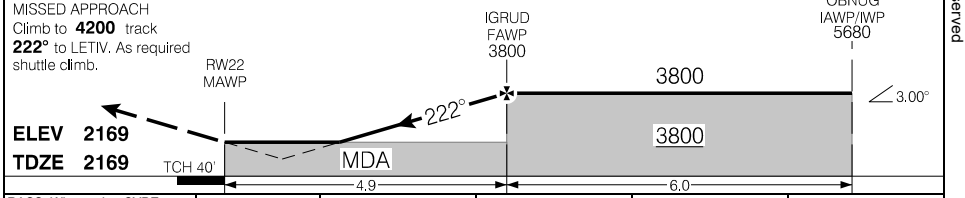
CEB5

| | | | | |
|---|---|---|---|---|
| AUTO – **122.97** | CTR Edmonton – **135.27** | UNICOM – **122.8** ATF | | ARCAL 122.8(K) |
| SAFE ALT 100 NM **7200** | WAAS **Ch 80084** W22A | APCH CRS **222°** | MIN ALT IGRUD **3800** | LDA **3506** |




| DIST FROM RW22 | 2.0 | 3 | 4 | **4.9** | 6 | 7 | 8 | 9 | 10 | 10.9 |
|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2860 | 3160 | 3480 | **3800** | 4120 | 4440 | 4760 | 5070 | 5390 | 5680 |

MISSED APPROACH
Climb to **4200** track **222°** to LETIV. As required shuttle climb.




RASS: When using CYPE add **120'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2419** | (250) | 1 | |
| LNAV | **2860** | (691) | 2 | |

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Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

## Departure Route Description

**Rwy 04 – ½:** Climb track **042°** to BOLDA then RIGHT turn direct YQU to **7700**.

**Note:** Trees to 2209 ASL aprx 0.2 NM past departure end of rwy, 810' RIGHT of rwy centreline.

**Rwy 22 – ½:** Climb track **222°** to MITIL then LEFT turn track **180°** to YQU to **7700**.

**Note:** Hangars to 2176 ASL abeam departure end of rwy, 510' LEFT of rwy centreline. Trees to 2176 ASL aprx 0.1 NM past departure end of rwy, 260' RIGHT of rwy centreline. Trees to 2176 ASL aprx 0.2 NM past departure end of rwy, 710' LEFT of rwy centreline.

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DEPARTURE PROCEDURE (RNAV)

# GRANDE THREE DEP (GRAND3.)

FAIRVIEW, AB

CEB5




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GRANDE THREE DEP (GRAND3.)

EFF 5 OCT 23

CEB5



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

## Departure Route Description

**Rwy 04 – ½:** Climb track **042°** to BOLDA then RIGHT turn track **063°** to YPE to **5900**.

**Note:** Trees to 2209 ASL aprx 0.2 NM past departure end of rwy, 810' RIGHT of rwy centreline.

**Rwy 22 – ½:** Climb track **222°** to MITIL then LEFT turn direct YPE to **5900**.

**Note:** Hangars to 2176 ASL abeam departure end of rwy, 510' LEFT of rwy centreline. Trees to 2176 ASL aprx 0.1 NM past departure end of rwy, 260' RIGHT of rwy centreline. Trees to 2176 ASL aprx 0.2 NM past departure end of rwy, 710' LEFT of rwy centreline.

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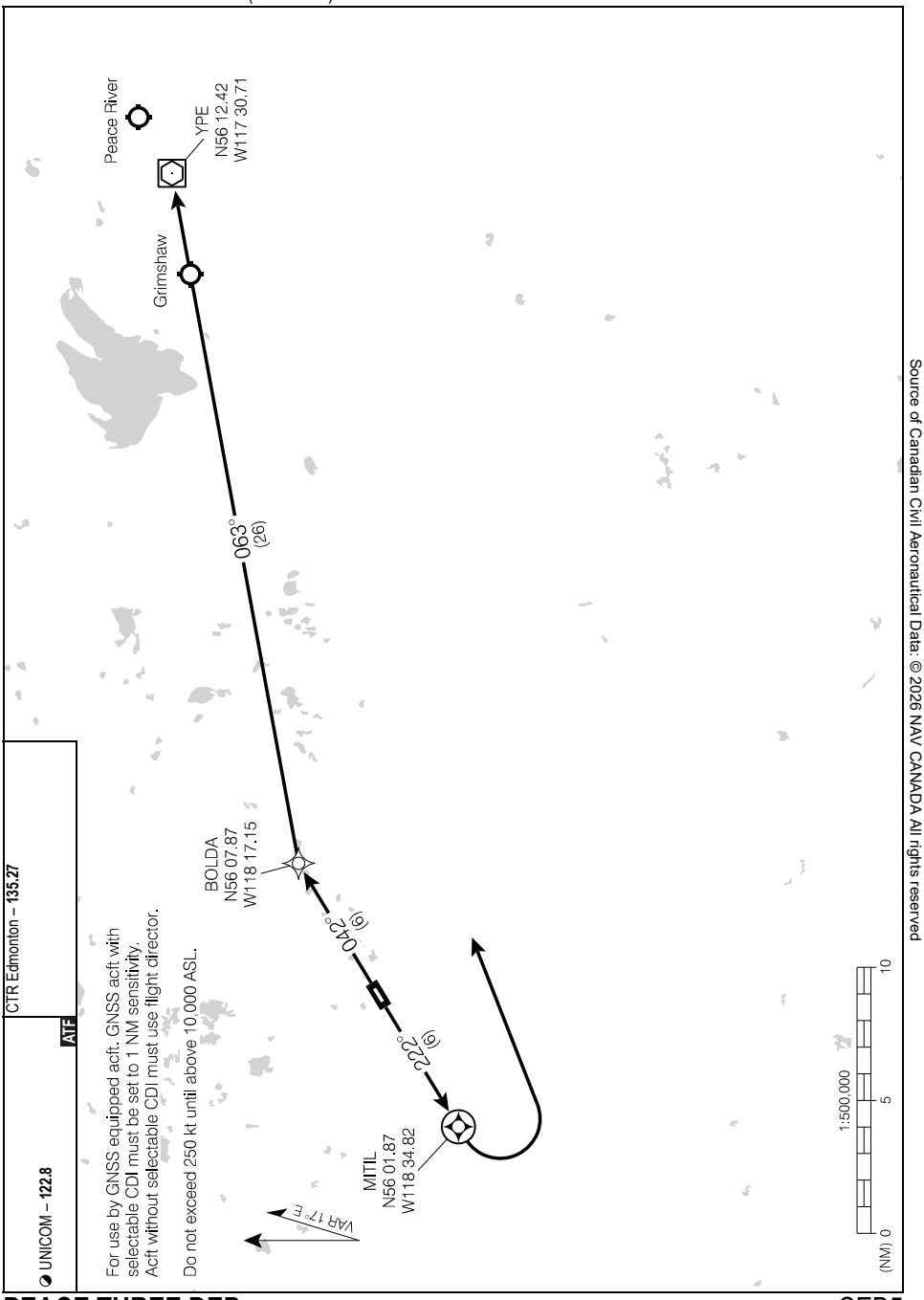
DEPARTURE PROCEDURE (RNAV)

# PEACE THREE DEP (PEACE3.)

FAIRVIEW, AB

CEB5

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PEACE THREE DEP (PEACE3.)

EFF 5 OCT 23

CEB5



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

## Departure Route Description

**Rwy 04 – ½:** Climb track **042°** to BOLDA then LEFT turn direct YXJ to **8500**.

**Note**: Trees to 2209 ASL aprx 0.2 NM past departure end of rwy, 810' RIGHT of rwy centreline.

**Rwy 22 – ½:** Climb track **222°** to MITIL then RIGHT turn track **265°** to YXJ to **8500**.

**Note**: Hangars to 2176 ASL abeam departure end of rwy, 510' LEFT of rwy centreline. Trees to 2176 ASL aprx 0.1 NM past departure end of rwy, 260' RIGHT of rwy centreline. Trees to 2176 ASL aprx 0.2 NM past departure end of rwy, 710' LEFT of rwy centreline.

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DEPARTURE PROCEDURE (RNAV)

# ST JOHN THREE DEP (SJOHN3.)

FAIRVIEW, AB

CEB5




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ST JOHN THREE DEP (SJOHN3.)

EFF 5 OCT 23

CEB5



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

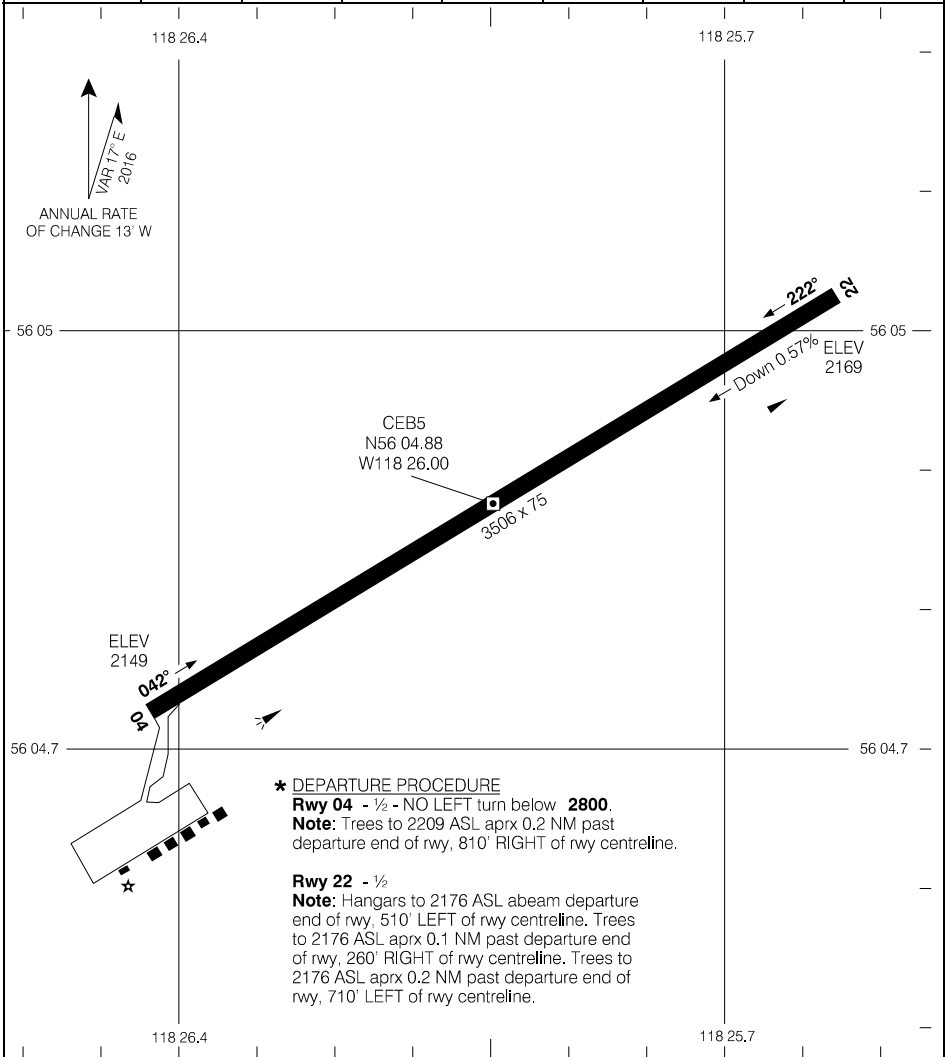
FAIRVIEW, AB

# AERODROME CHART

CEB5

| AUTO – **122.97** | | ◕ UNICOM – **122.8** ATF | CTR Edmonton – **135.27** |
|---|---|---|---|

| DECL DISTS | 04 | 22 |
|---|---|---|
| TORA | 3506 | 3506 |
| TODA | 3506 | 3506 |
| ASDA | 3506 | 3506 |
| LDA | 3506 | 3506 |




✱ DEPARTURE PROCEDURE

**Rwy 04** - ½ - NO LEFT turn below **2800**.
**Note:** Trees to 2209 ASL aprx 0.2 NM past departure end of rwy, 810' RIGHT of rwy centreline.

**Rwy 22** - ½
**Note:** Hangars to 2176 ASL abeam departure end of rwy, 510' LEFT of rwy centreline. Trees to 2176 ASL aprx 0.1 NM past departure end of rwy, 260' RIGHT of rwy centreline. Trees to 2176 ASL aprx 0.2 NM past departure end of rwy, 710' LEFT of rwy centreline.

TAKE-OFF MINIMA

Rwy 04, 22: ✱

SCALE IN FEET
1000 0 1000

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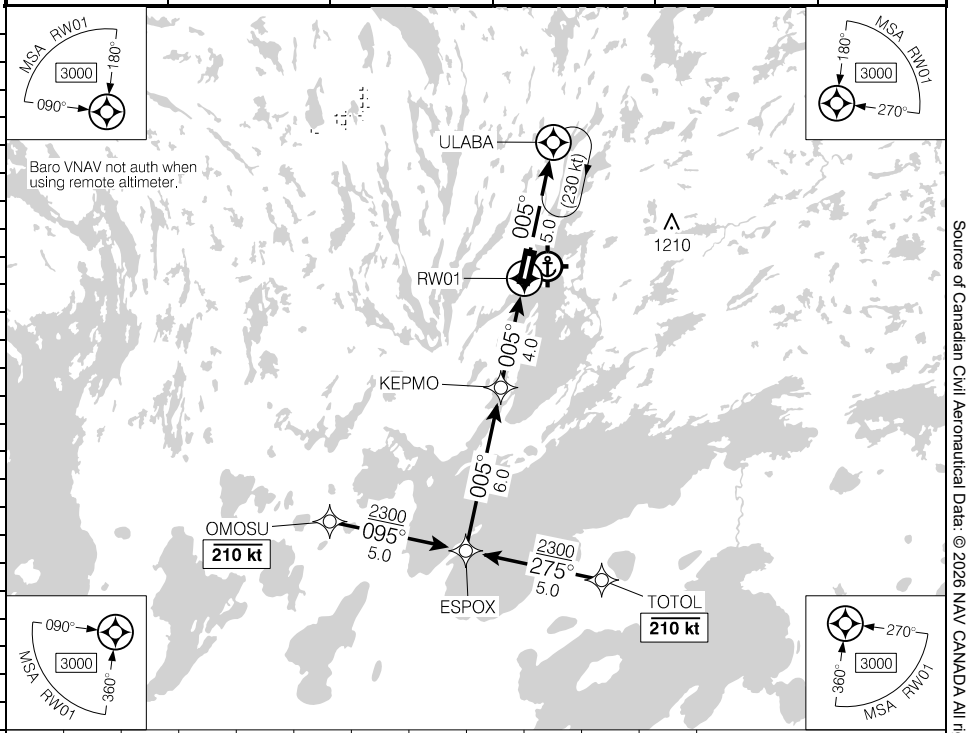
FLIN FLON, MB

# RNAV (GNSS) RWY 01

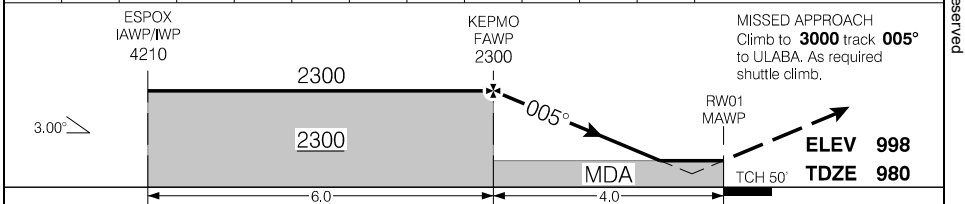
544041N 1014055W VAR 7°E

CYFO

| | | | | |
|---|---|---|---|---|
| | RADIO Edmonton – **123.27** | RADIO Saskatoon – **122.0**<br>TFC – **122.0** MF | | ARCAL 122.0(K)<br>SF · ·<br>P1 |
| SAFE ALT 100 NM<br>**4000** | WAAS<br>**Ch 80279**<br>W01A | APCH<br>CRS<br>**005°** | MIN ALT<br>KEPMO<br>**2300** | LDA<br>**5004** |




| | | 10 | 9 | 8 | 7 | 6 | 5 | **4.0** | 3 | 2 | 1.1 | DIST FROM RW01 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 4210 | 3890 | 3570 | 3250 | 2940 | 2620 | **2300** | 1980 | 1660 | 1380 | ALT (3.00° APCH PATH) |




RASS: When using CYQD add **120'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1223** | (250) | 1 | |
| LNAV/VNAV (min. -20°C, max. 54°C) | **1282** | (309) | 1 | |
| LNAV | **1380** | (407) | 1¼ | |

# RNAV (GNSS) RWY 01

CYFO

EFF 30 NOV 23



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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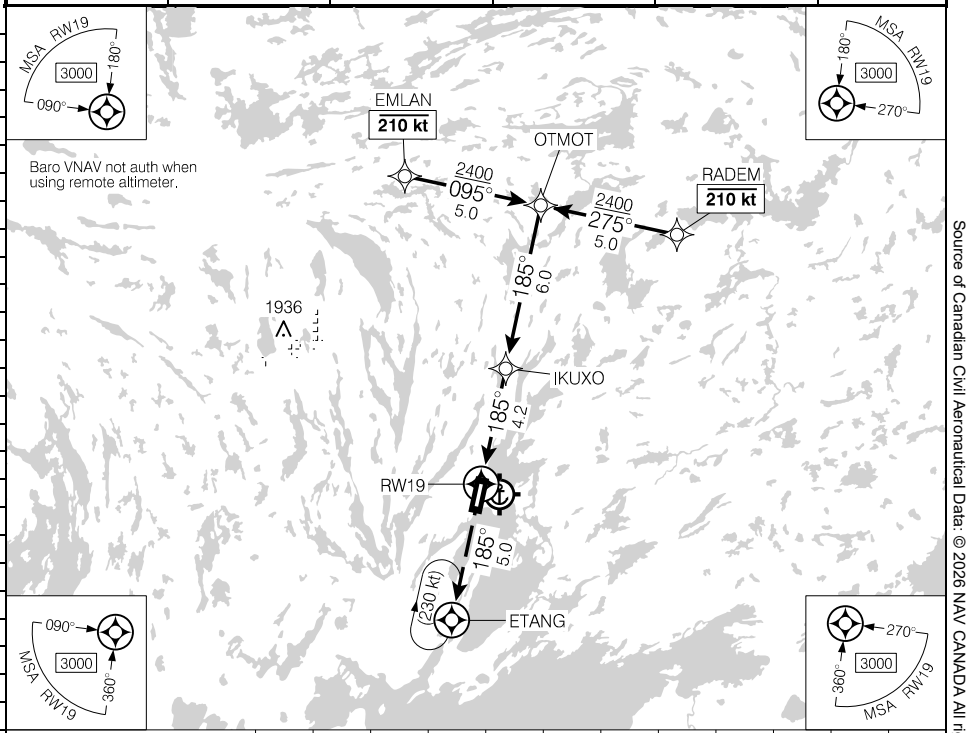
FLIN FLON, MB

# RNAV (GNSS) RWY 19

544041N 1014055W VAR 7°E

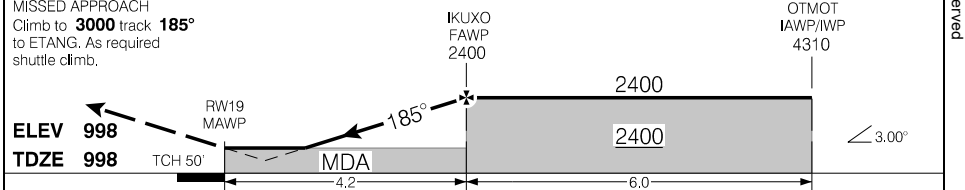
CYFO

| | | | | |
|---|---|---|---|---|
| | RADIO Edmonton – **123.27** | RADIO Saskatoon – **122.0**<br>TFC – **122.0** MF | | ARCAL 122.0(K)<br>A0 |
| SAFE ALT 100 NM<br>**4000** | WAAS<br>**Ch 80278**<br>W19A | APCH<br>CRS<br>**185°** | MIN ALT<br>IKUXO<br>**2400** | LDA<br>**5004** |




| DIST FROM RW19 | 1.4 | 2 | 3 | **4.2** | 5 | 6 | 7 | 8 | 9 | 10.2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 1480 | 1690 | 2000 | **2400** | 2640 | 2960 | 3280 | 3600 | 3920 | 4310 | | |

MISSED APPROACH
Climb to **3000** track **185°** to ETANG. As required shuttle climb.




RASS: When using CYQD add **120°**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1310** | (312) | 1 | |
| LNAV/VNAV (min. -20°C, max. 54°C) | **1260** | (262) | 1 | |
| LNAV | **1480** | (482) | 1½ | |

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Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

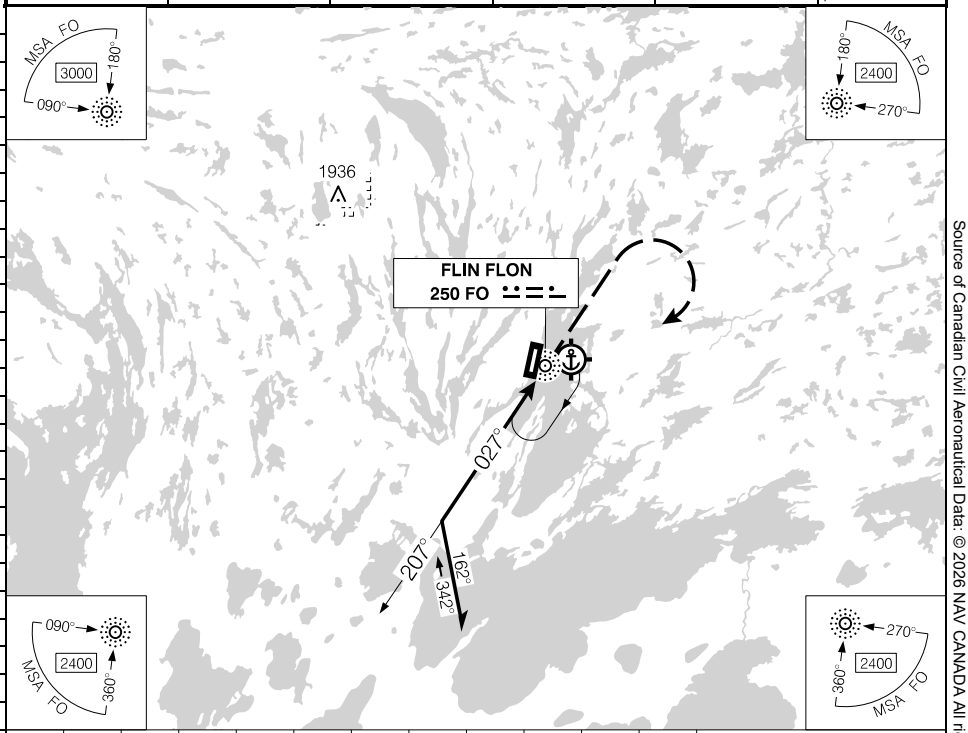
FLIN FLON, MB

# NDB RWY 01

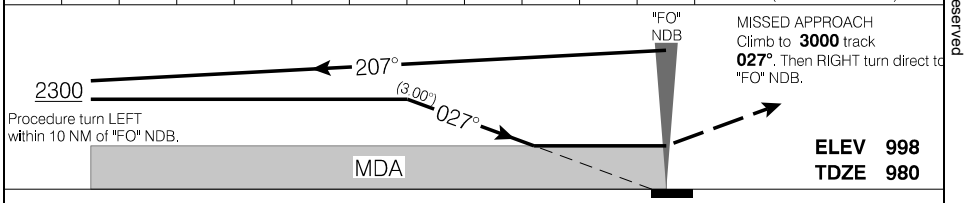
544041N 1014055W VAR 7°E

CYFO

| | | | | |
|---|---|---|---|---|
| | RADIO Edmonton – **123.27** | RADIO Saskatoon – **122.0**<br>TFC – **122.0** MF | | ARCAL 122.0(K)<br>SF<br>P1<br>21.4° |
| SAFE ALT 100 NM<br>**4000** | NDB<br>FO<br>**250** | APCH<br>CRS<br>**027°** | | LDA<br>**5004** |




| | 10 | 9 | 8 | 7 | 6 | 5 | **4.5** | 3 | 2.3 | | | DIST FROM "FO" NDB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 4060 | 3740 | 3420 | 3110 | 2790 | 2470 | **2300** | 1830 | 1620 | | | ALT (3.00° APCH PATH) |




RASS: When using CYQD add **120'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| NDB | **1620** (640) | 2 | NOT AUTHORIZED | |
| CIRCLING | **1620** (622) | 2 | | |

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

NDB RWY 01

CYFO

EFF 30 NOV 23



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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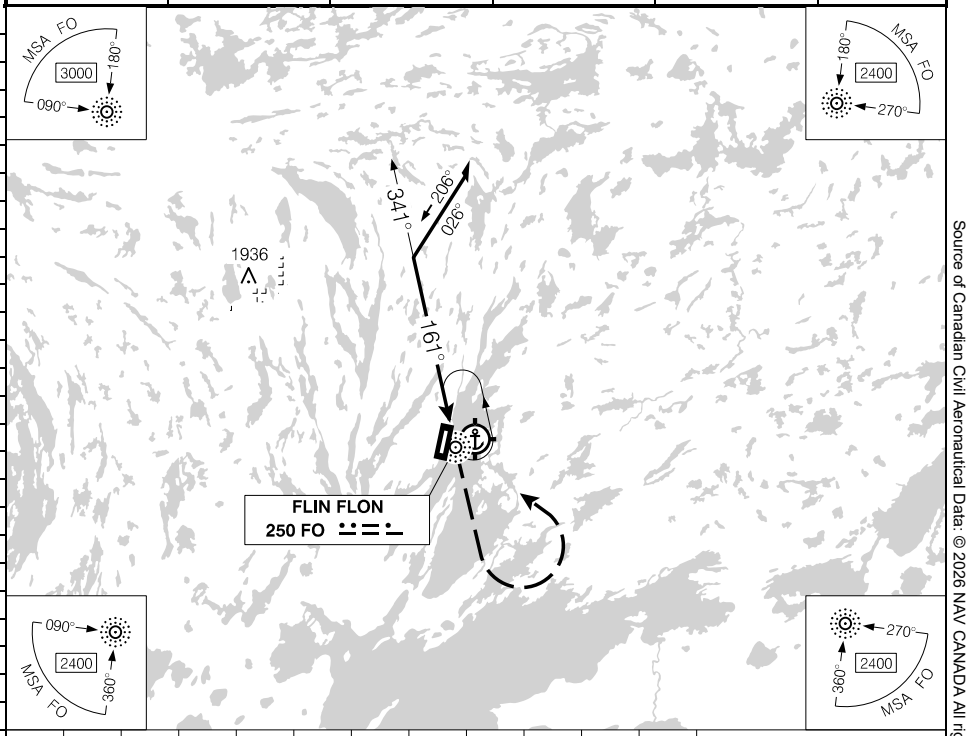
FLIN FLON, MB

# NDB RWY 19

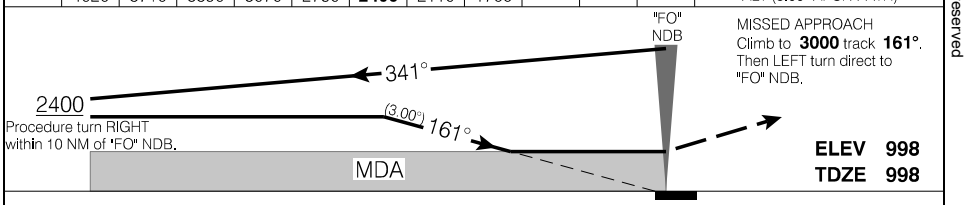
544041N 1014055W VAR 7°E

CYFO

| | | | | |
|---|---|---|---|---|
| | RADIO Edmonton – **123.27** | RADIO Saskatoon – **122.0**<br>TFC – **122.0** MF | | ARCAL 122.0(K) |
| SAFE ALT 100 NM<br>**4000** | NDB<br>FO<br>**250** | APCH<br>CRS<br>**161°** | | LDA<br>**5004** |




| | 10 | 9 | 8 | 7 | 6 | **4.9** | 4 | 2.7 | | | | DIST FROM "FO" NDB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 4020 | 3710 | 3390 | 3070 | 2750 | **2400** | 2110 | 1700 | | | | ALT (3.00° APCH PATH) |




RASS: When using CYQD add **120'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| NDB | **1700** | (702) | 2¼ | NOT AUTHORIZED |

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

# NDB RWY 19

CYFO

EFF 5 SEP 24



Canada Air Pilot
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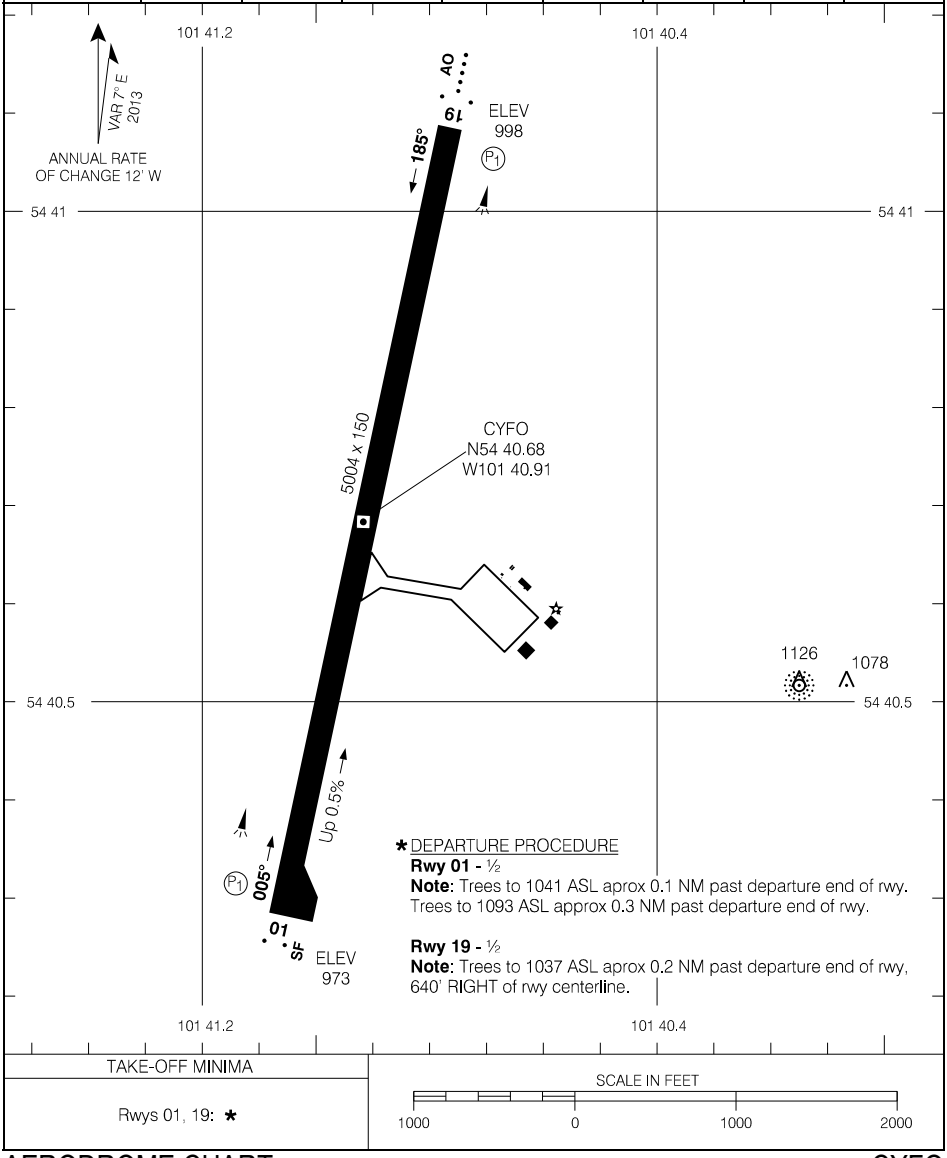
FLIN FLON, MB

# AERODROME CHART

CYFO

| | | | RADIO Saskatoon – **122.0**<br>TFC – **122.0** MF | RADIO Edmonton – **123.27** |
|---|---|---|---|---|

| DECL DISTS | 01 | 19 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 5004 | 5004 | | | | | | |
| TODA | 5988 | 5988 | | | | | | |
| ASDA | 5004 | 5004 | | | | | | |
| LDA | 5004 | 5004 | | | | | | |

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# AERODROME CHART

CYFO

EFF 24 MAR 22

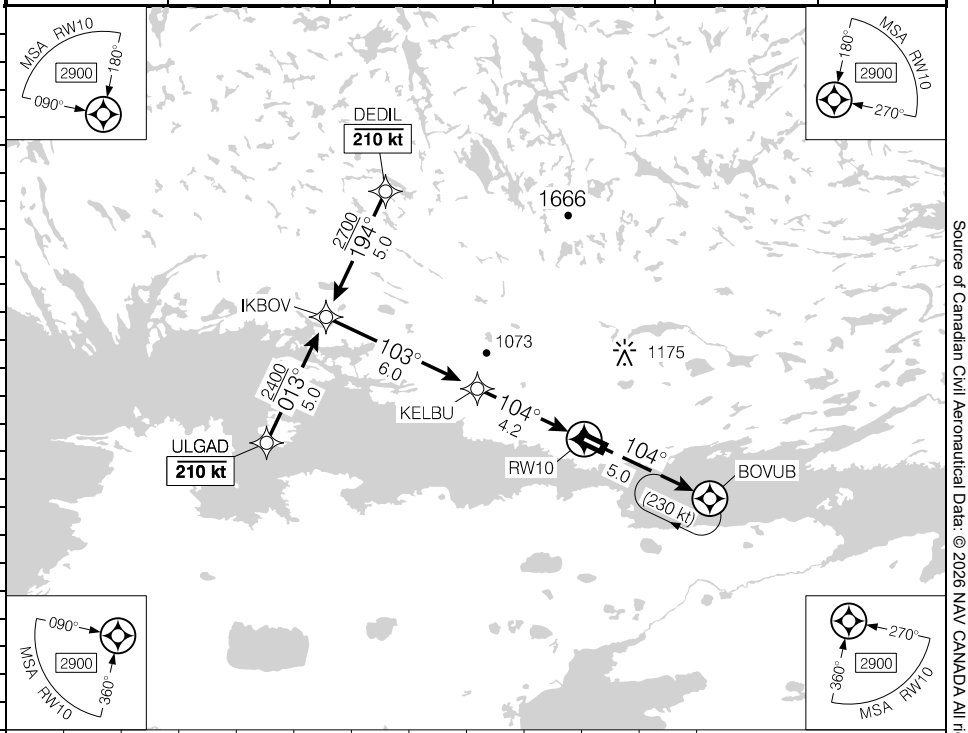
FOND-DU-LAC, SK

# RNAV (GNSS) RWY 10

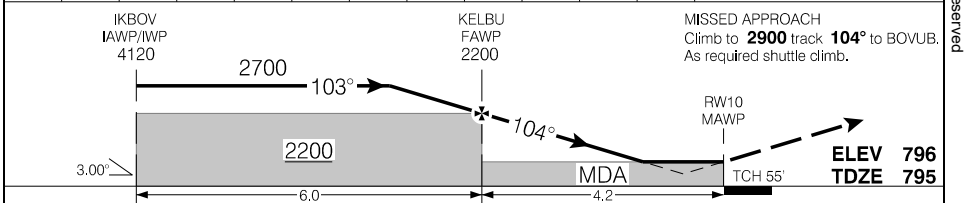
592004N 1071055W VAR 12°E

CZFD

| AUTO – **122.17** | | TFC – **123.2** ATF | | ARCAL 123.2(K) P1 |
|---|---|---|---|---|
| SAFE ALT 100 NM **3400** | WAAS **Ch 80041** W10A | APCH CRS **104°** | MIN ALT KELBU **2200** | LDA **3805** |




| | | 10.2 | 9 | 8 | 7 | **5.8** | 5 | 4 | 3 | 2 | 1.4 | DIST FROM RW10 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 4120 | 3720 | 3400 | 3080 | **2700** | 2440 | 2120 | 1800 | 1490 | 1300 | ALT (3.00° APCH PATH) |




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

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1294** | (500) | 1¾ | |
| LNAV | **1300** | (507) | 1½ | |

# RNAV (GNSS) RWY 10

CZFD

EFF 17 APR 25



Canada Air Pilot
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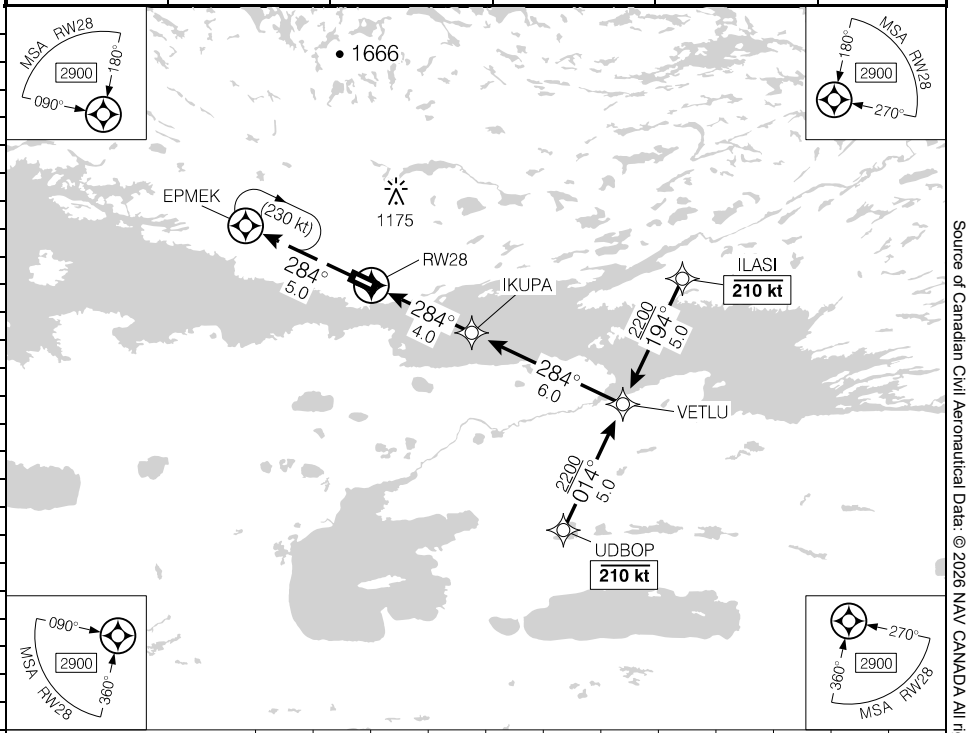
FOND-DU-LAC, SK

# RNAV (GNSS) RWY 28

592004N 1071055W VAR 12°E

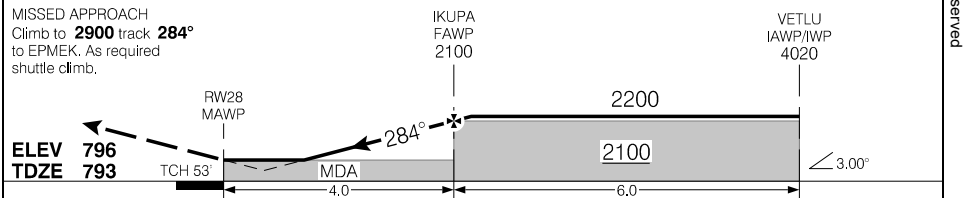
CZFD

| AUTO – **122.17** | | TFC – **123.2** ATF | | ARCAL 123.2(K) |
|---|---|---|---|---|
| SAFE ALT 100 NM **3400** | WAAS **Ch 80851** W28A | APCH CRS **284°** | MIN ALT IKUPA **2100** | LDA **3805** |




| DIST FROM RW28 | 1.4 | 2 | 3 | **4.3** | 5 | 6 | 7 | 8 | 9 | 10 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 1280 | 1470 | 1790 | **2200** | 2420 | 2740 | 3060 | 3380 | 3700 | 4020 | | |

MISSED APPROACH
Climb to **2900** track **284°**
to EPMEK. As required
shuttle climb.




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

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1278** | (500) | 1¾ | |
| LNAV | **1280** | (503) | 1½ | |

RNAV (GNSS) RWY 28

CZFD

EFF 17 APR 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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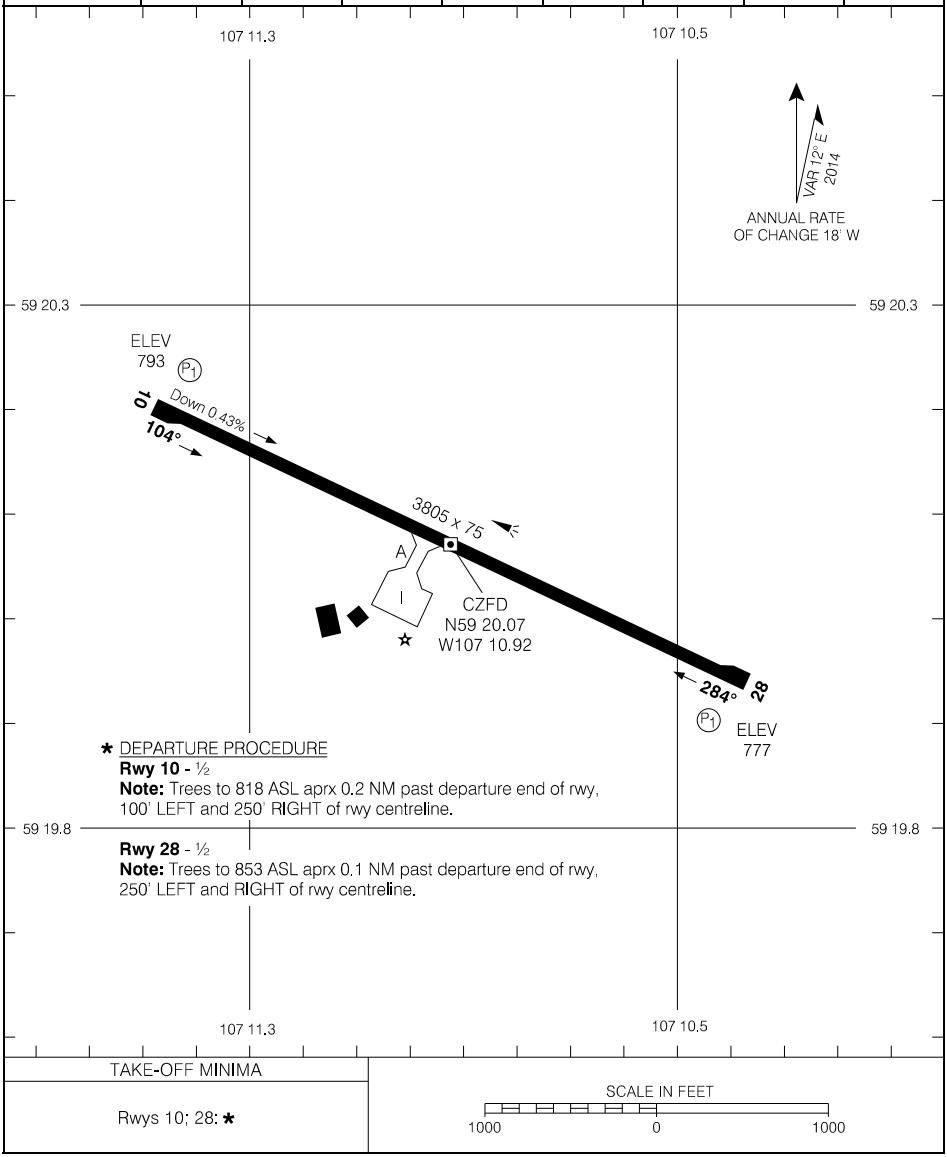
FOND-DU-LAC, SK

# AERODROME CHART — CZFD

AUTO – **122.17**

TFC – **123.2** ATF

| DECL DISTS | 10 | 28 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 3805 | 3805 | | | | | | |
| TODA | 4789 | 4297 | | | | | | |
| ASDA | 3805 | 3805 | | | | | | |
| LDA | 3805 | 3805 | | | | | | |




★ DEPARTURE PROCEDURE

**Rwy 10 -** ½

**Note:** Trees to 818 ASL aprx 0.2 NM past departure end of rwy, 100' LEFT and 250' RIGHT of rwy centreline.

**Rwy 28** - ½

**Note:** Trees to 853 ASL aprx 0.1 NM past departure end of rwy, 250' LEFT and RIGHT of rwy centreline.

TAKE-OFF MINIMA

Rwys 10; 28: ★

SCALE IN FEET

1000 0 1000

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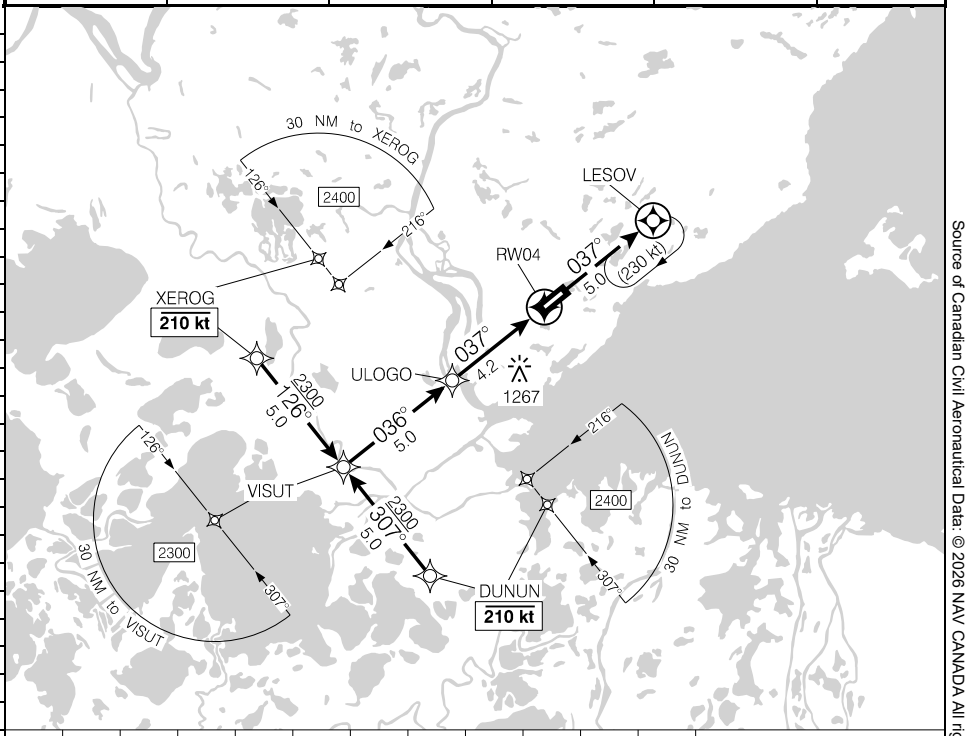
FORT CHIPEWYAN, AB

# RNAV (GNSS) RWY 04

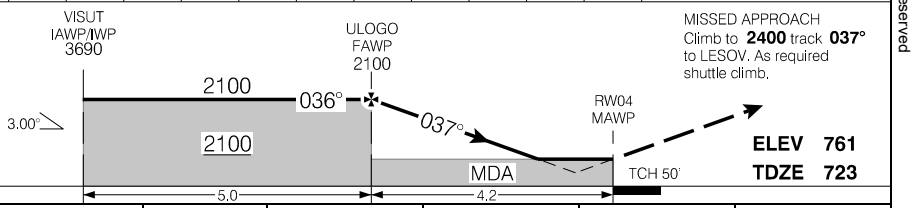
584602N 1110702W VAR 15°E

CYPY

| AWOS – **128.0** | RADIO Edmonton – **123.47** | TFC – **123.2** ATF | | ARCAL 123.2(K) P2 |
|---|---|---|---|---|
| SAFE ALT 100 NM **4200** | WAAS **Ch 80615** W04A | APCH CRS **037°** | MIN ALT ULOGO **2100** | LDA **5000** |




| | | 9.2 | 8 | 7 | 6 | 5 | **4.2** | 3 | 2 | 1.3 | | DIST FROM RW04 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 3690 | 3300 | 2980 | 2660 | 2350 | **2100** | 1710 | 1390 | 1180 | | 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 | **955** | (251) | 1 | |
| LNAV/VNAV (min. -20°C, max. 54°C) | **1078** | (374) | 1¼ | |
| LNAV | **1180** | (476) | 1½ | |

RNAV (GNSS) RWY 04

CYPY

EFF 5 SEP 24



Canada Air Pilot

Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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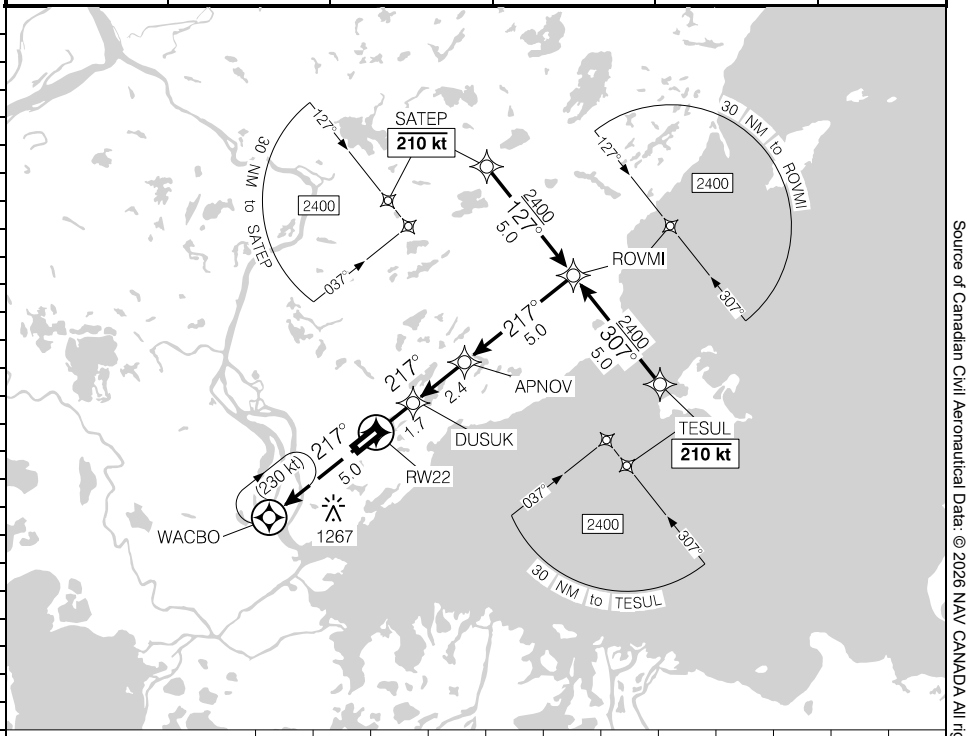
FORT CHIPEWYAN, AB

# RNAV (GNSS) RWY 22

584602N 1110702W VAR 15°E

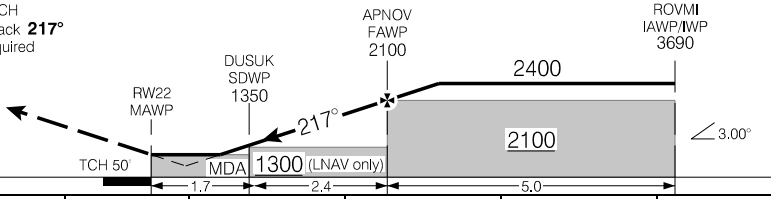
CYPY

| AWOS – **128.0** | RADIO Edmonton – **123.47** | TFC – **123.2** ATF | | ARCAL 123.2(K) P2 |
|---|---|---|---|---|
| SAFE ALT 100 NM **4200** | WAAS **Ch 80616** W22A | APCH CRS **217°** | MIN ALT APNOV **2100** | LDA **5000** |




| DIST FROM RW22 | | 1.2 | 2 | 3 | 4 | **5.0** | 6 | 7 | 8 | 9.1 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | 1180 | 1440 | 1760 | 2080 | **2400** | 2720 | 3040 | 3350 | 3690 | | |

MISSED APPROACH
Climb to **2400** track **217°**
to WACBO. As required
shuttle climb.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1008** | (250) | 1 | |
| LNAV/VNAV (min. -20°C, max. 54°C) | **1091** | (334) | 1¼ | |
| LNAV | **1180** | (423) | 1¼ | |

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

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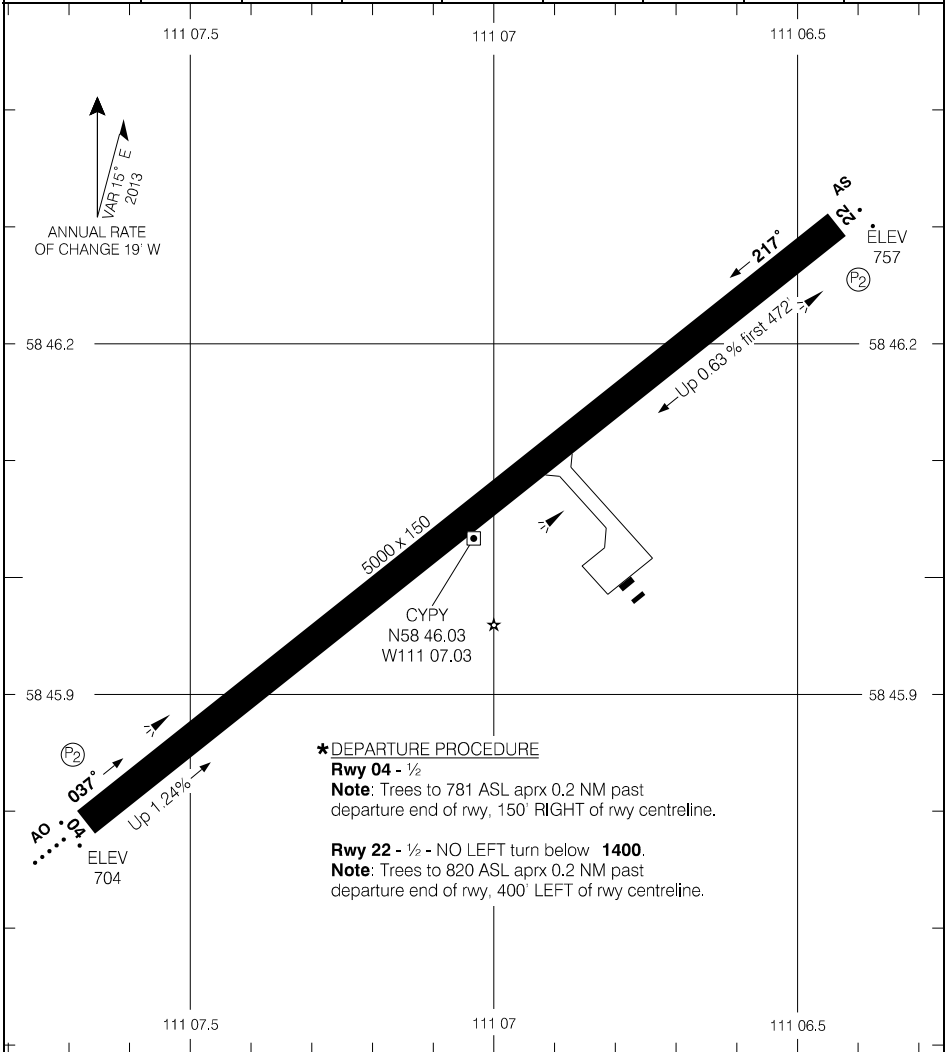
Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

FORT CHIPEWYAN, AB

# AERODROME CHART — CYPY

| AWOS – **128.0** | | TFC – **123.2** ATF | RADIO Edmonton – **123.47** |
|---|---|---|---|

| DECL DISTS | 04 | 22 |
|---|---|---|
| TORA | 5000 | 5000 |
| TODA | 5000 | 5000 |
| ASDA | 5000 | 5000 |
| LDA | 5000 | 5000 |




| TAKE-OFF MINIMA |
|---|
| Rwy 04; 22: * |

SCALE IN FEET
1000 0 1000

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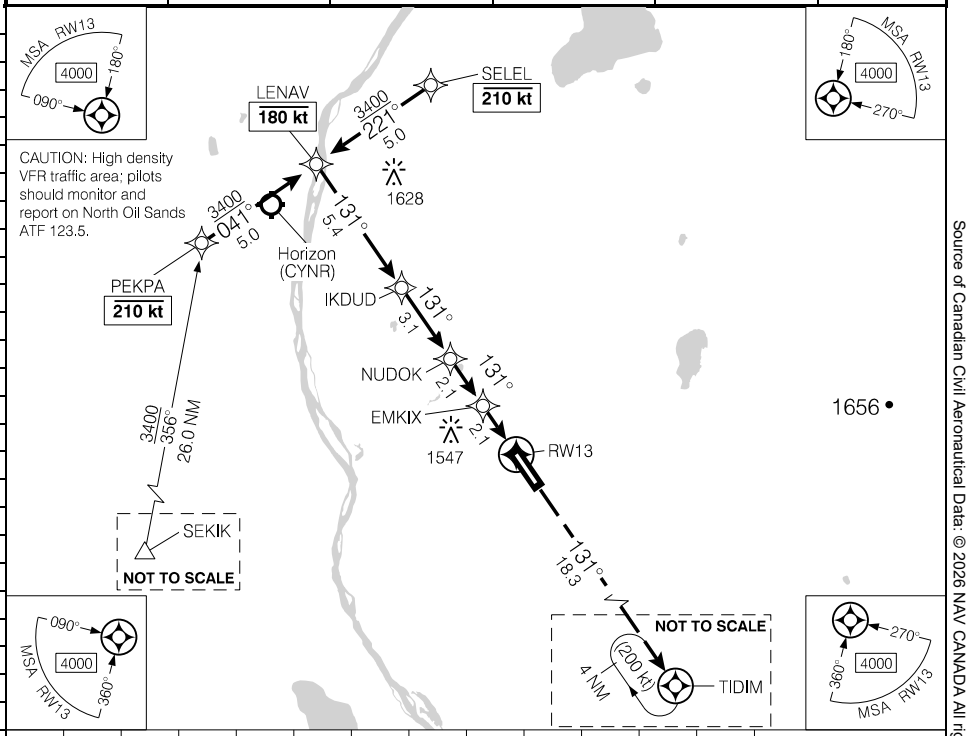
FORT MACKAY/ALBIAN, AB

# RNAV (GNSS) RWY 13

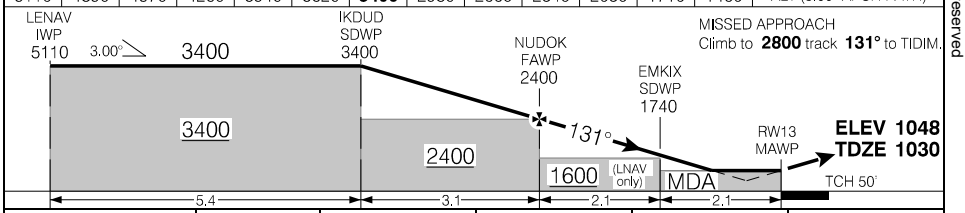
571326N 1112508W VAR 14°E

CAL4

| | | | | | |
|---|---|---|---|---|---|
| AUTO – **122.97** | CTR Edmonton – **134.02** | | ◒ UNICOM – **123.3** (AU)<br>TFC – **123.5** ATF* | | ARCAL 123.3(K) |
| SAFE ALT 100 NM<br>**4000** | WAAS<br>**Ch 80001**<br>W13A | APCH<br>CRS<br>**131°** | MIN ALT<br>NUDOK<br>**2400** | LDA<br>**7549** | |




| 12.7 | 12 | 11 | 10 | 9 | 8 | **7.3** | 6 | 5 | 4 | 3 | 2 | 1.2 | DIST FROM RW13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5110 | 4890 | 4570 | 4260 | 3940 | 3620 | **3400** | 2980 | 2660 | 2340 | 2030 | 1710 | 1460 | 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 | **1271** | (250) | 1 | |
| LNAV/VNAV (min.-20°C, max. 54°C) | **1271** | (250) | 1 | |
| LNAV | **1460** | (439) | 1 | |

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RNAV (GNSS) RWY 13 CAL4

EFF 31 OCT 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

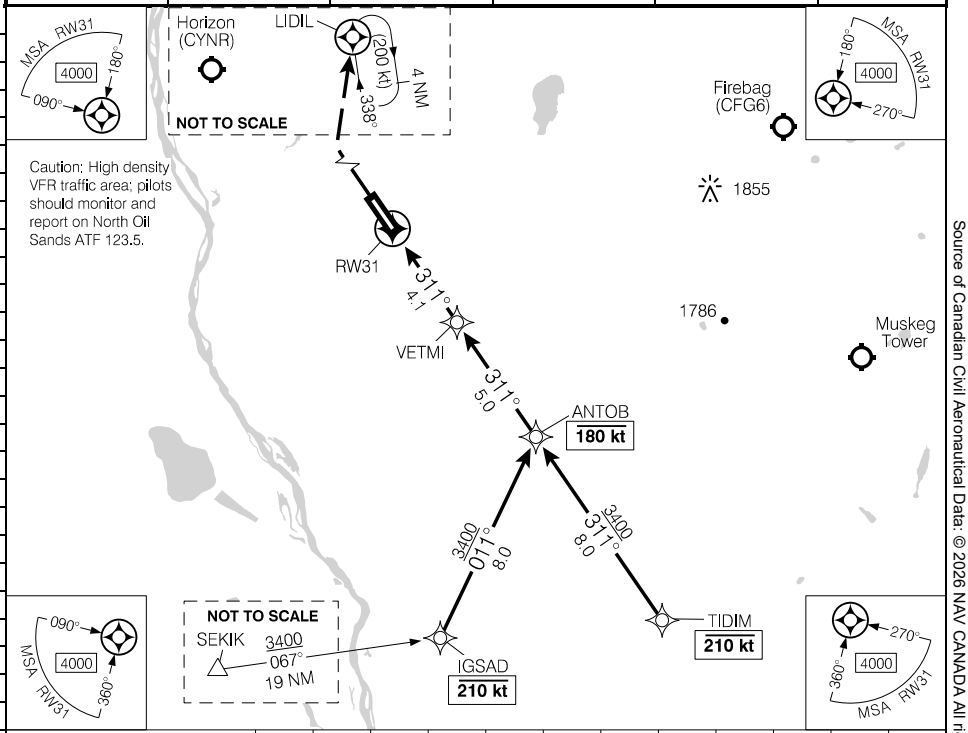
FORT MACKAY/ALBIAN, AB

# RNAV (GNSS) RWY 31

571326N 1112508W VAR 14°E

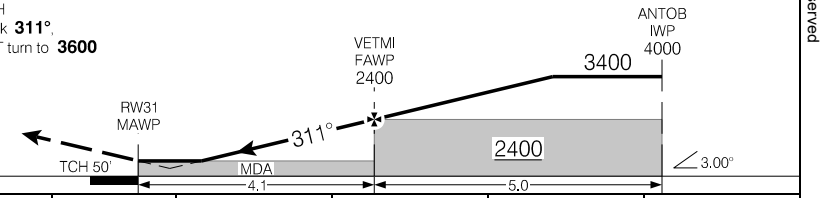
CAL4

| | | | | | |
|---|---|---|---|---|---|
| AUTO – **122.97** | CTR Edmonton – **134.02** | | ◒ UNICOM – **123.3** (AU)<br>TFC – **123.5** ATF* | | ARCAL 123.3(K) |
| SAFE ALT 100 NM<br>**4000** | WAAS<br>**Ch 80002**<br>W31A | APCH<br>CRS<br>**311°** | MIN ALT<br>VETMI<br>**2400** | LDA<br>**7549** | |




| DIST FROM RW31 | | 1.1 | 2 | 3 | 4 | 5 | 6 | **7.2** | 8 | 9.1 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | 1440 | 1740 | 2050 | 2370 | 2690 | 3010 | **3400** | 3650 | 4000 | | |

MISSED APPROACH
Climb to **2000** track **311°**, then climbing RIGHT turn to **3600** direct to LIDIL.




**ELEV 1048**
**TDZE 1048**

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1298** | (250) | 1 | |
| LNAV/VNAV (min. -20°C, max. 54°C) | **1373** | (325) | 1 | |
| LNAV | **1440** | (392) | 1 | |

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

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Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

## Departure Route Description

**Rwy 13 – ½:** Do not exceed 210 kts. Climb hdg **131°** to **1500**, then climbing RIGHT turn direct to TAGIT. Maintain **5000**.

**Rwy 31 – ½:** Do not exceed 210 kts. Climb hdg **311°** to **1600**, then climbing LEFT turn direct to TAGIT. Maintain **5000**.

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DEPARTURE PROCEDURE (RNAV)

# ALBIA ONE DEP (ALBIA1.)






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ALBIA ONE DEP (ALBIA1.)

EFF 19 MAY 22

CAL4



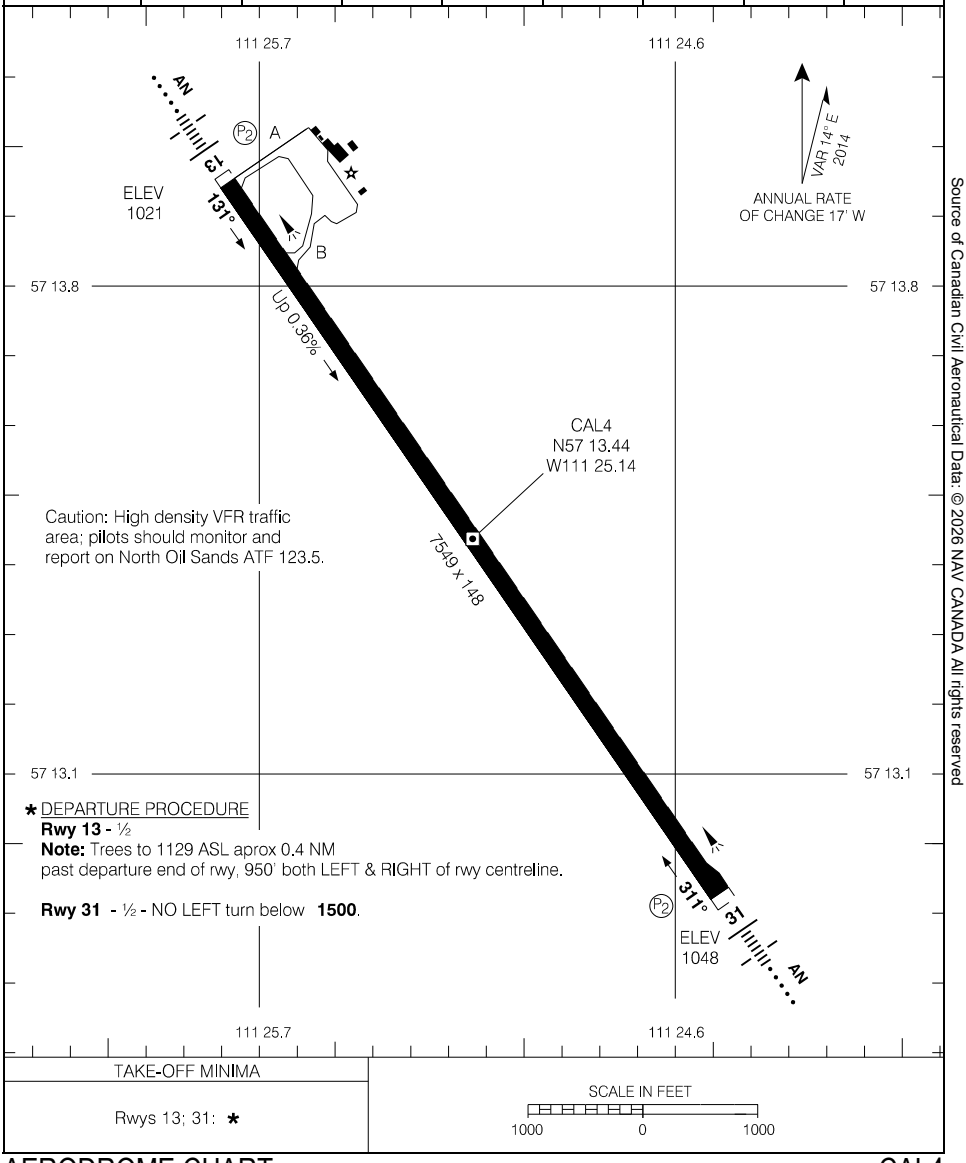
Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

FORT MACKAY/ALBIAN, AB

# AERODROME CHART — CAL4

| AUTO – **122.97** | CLNC DEL Edmonton – **134.02** | ◕ UNICOM – **123.3** (AU)<br>TFC – **123.5**<br>ATF* | CTR Edmonton – **134.02** |
|---|---|---|---|

| DECL DISTS | 13 | 31 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 7549 | 7549 | | | | | | |
| TODA | 8533 | 8533 | | | | | | |
| ASDA | 7549 | 7549 | | | | | | |
| LDA | 7549 | 7549 | | | | | | |




| TAKE-OFF MINIMA |
|---|
| Rwys 13; 31: * |

SCALE IN FEET
1000 0 1000

# AERODROME CHART — CAL4

EFF 29 DEC 22



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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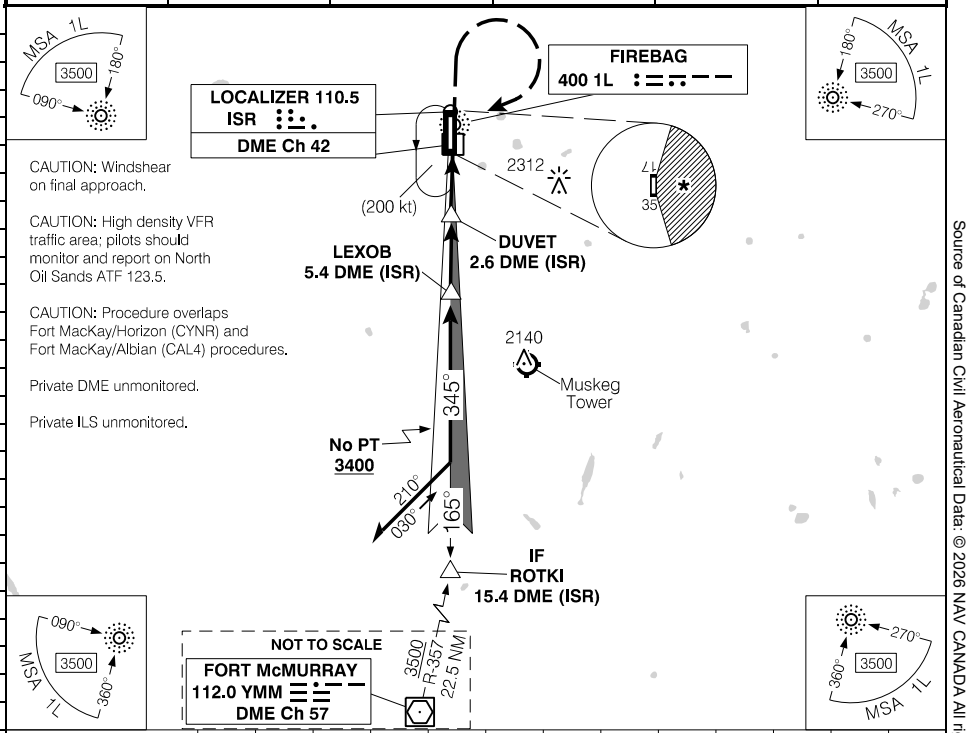
FORT MACKAY/FIREBAG, AB

# ILS RWY 35

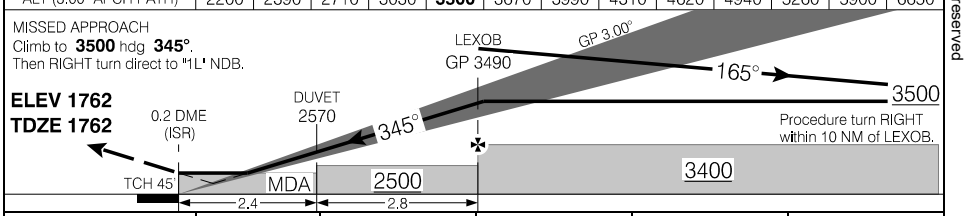
571633N 1105836W VAR 15°E

CYFI

| | | | | |
|---|---|---|---|---|
| AUTO – **129.65** | CTR Edmonton – **134.02** | UNICOM – **122.8** (AU)<br>TFC – **123.5** ATF* | | ARCAL 122.8(K) |
| SAFE ALT 100 NM<br>**4000** | LOC<br>ISR<br>**110.5** | APCH<br>CRS<br>**345°** | GP<br>LEXOB<br>**3490** | LDA<br>**6890** |




| DIST FROM DME (ISR) | 1.4 | 2 | 3 | 4 | **5.5** | 6 | 7 | 8 | 9 | 10 | 11 | 13 | 15.4 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2200 | 2390 | 2710 | 3030 | **3500** | 3670 | 3990 | 4310 | 4620 | 4940 | 5260 | 5900 | 6650 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| ILS/DME | **1962** (200) | | | ¾ |
| LOC/DME | **2200** (438) | | | 1 |
| C CIRCLING | * **2260** (498) | 1½ | * **2260** (498) | 2 | * **2320** (558) | 2 |

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

# ILS RWY 35

CYFI

EFF 29 DEC 22



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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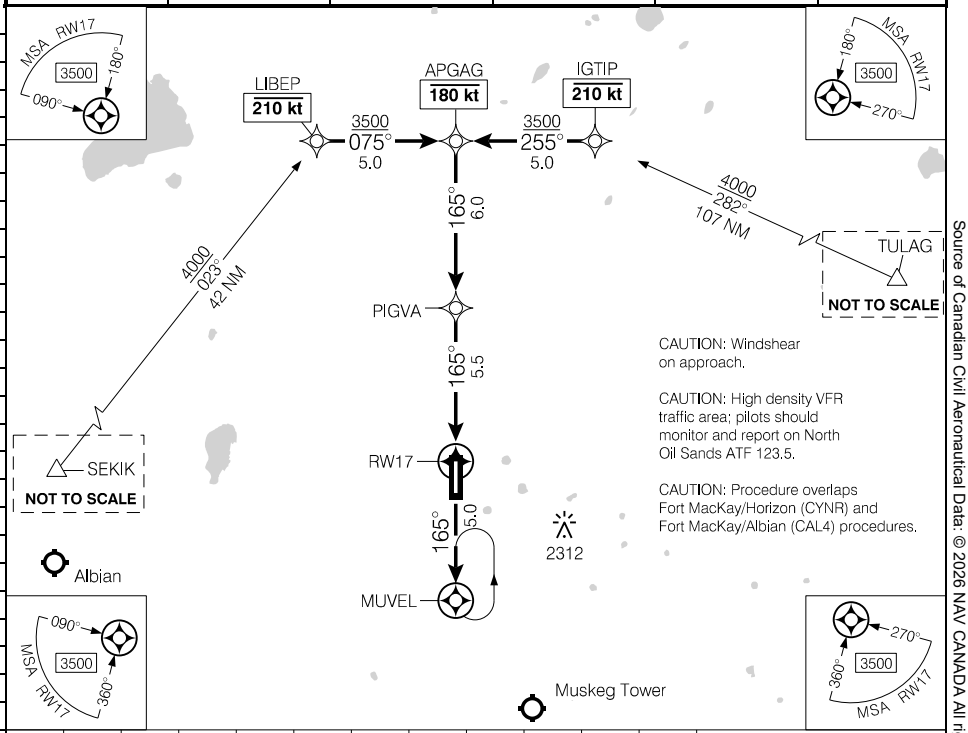
FORT MACKAY/FIREBAG, AB

# RNAV (GNSS) RWY 17

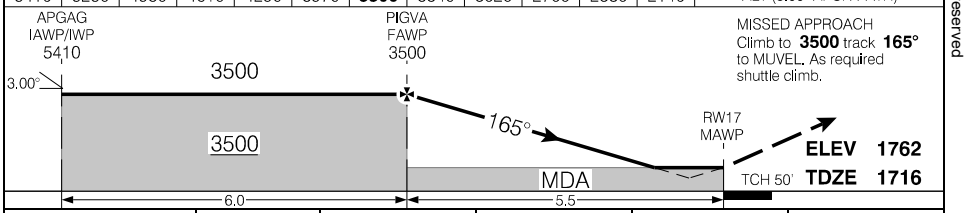
571633N 1105836W VAR 15°E

CYFI

| | | | | | |
|---|---|---|---|---|---|
| AUTO – **129.65** | CTR Edmonton – **134.02** | | ◕ UNICOM – **122.8** (AU)<br>TFC – **123.5** ATF* | | ARCAL 122.8(K) |
| SAFE ALT 100 NM<br>**4000** | WAAS<br>**Ch 80079**<br>W17A | APCH<br>CRS<br>**165°** | MIN ALT<br>PIGVA<br>**3500** | LDA<br>**6890** | |




| (NM) | 11.5 | 11 | 10 | 9 | 8 | 7 | **5.5** | 5 | 4 | 3 | 2 | 1.2 | DIST FROM RW17 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5410 | 5250 | 4930 | 4610 | 4290 | 3970 | **3500** | 3340 | 3020 | 2700 | 2380 | 2140 | 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 | **1944** | (250) | 1 | |
| LNAV/VNAV (min. -22°C, max. 54°C) | **2005** | (311) | 1 | |
| LNAV | **2140** | (446) | 1½ | |

# RNAV (GNSS) RWY 17

CYFI

EFF 29 DEC 22



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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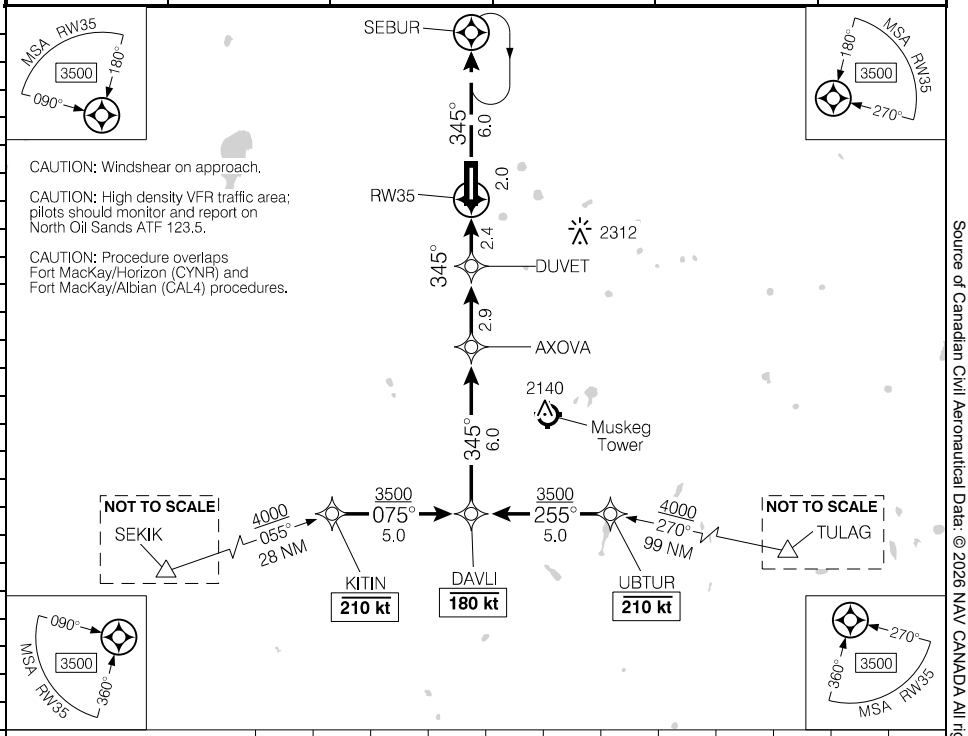
FORT MACKAY/FIREBAG, AB

# RNAV (GNSS) RWY 35

571633N 1105836W VAR 15°E

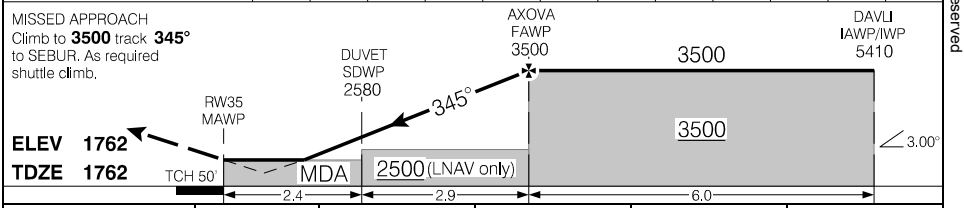
# CYFI

| | | | | |
|---|---|---|---|---|
| AUTO – **129.65** | CTR Edmonton – **134.02** | UNICOM – **122.8** (AU)<br>TFC – **123.5** ATF* | | ARCAL 122.8(K) |
| SAFE ALT 100 NM<br>**4000** | WAAS<br>**Ch 80080**<br>W35A | APCH<br>CRS<br>**345°** | MIN ALT<br>AXOVA<br>**3500** | LDA<br>**6890** |




| DIST FROM RW35 | 1.4 | 2 | 3 | 4 | **5.3** | 6 | 7 | 8 | 9 | 10 | 11.3 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2260 | 2450 | 2770 | 3090 | **3500** | 3720 | 4040 | 4360 | 4680 | 5000 | 5410 |

MISSED APPROACH
Climb to **3500** track **345°**
to SEBUR. As required
shuttle climb.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1962** | (200) | ¾ | |
| LNAV/VNAV (min. -22°C, max. 54°C) | **2136** | (374) | 1¼ | |
| LNAV | **2260** | (498) | 1 | |

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

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# RNAV (GNSS) RWY 35

# CYFI

EFF 29 DEC 22



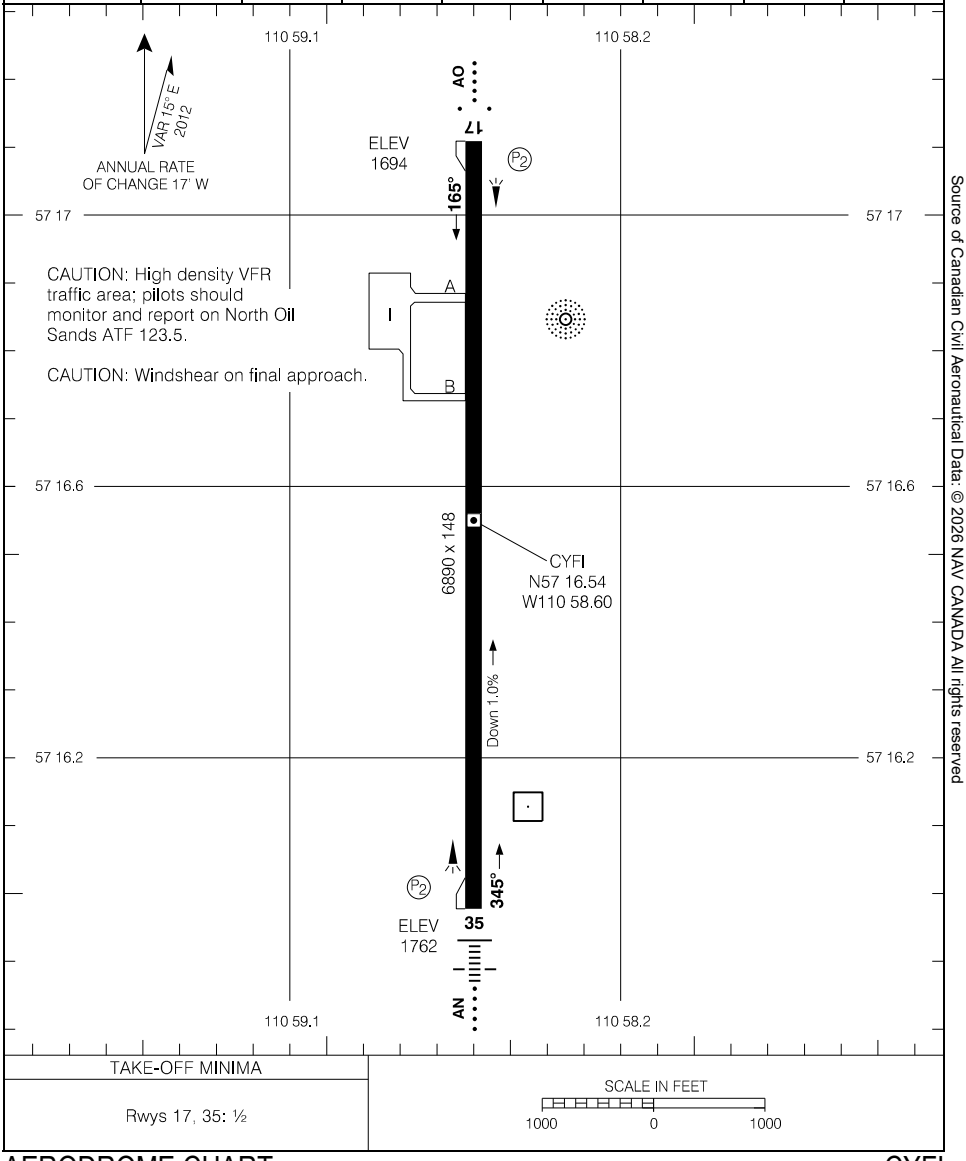
Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

FORT MACKAY/FIREBAG, AB

# AERODROME CHART — CYFI

| AUTO – **129.65** | CLNC DEL Edmonton – **134.02** | UNICOM – **122.8** (AU)<br>TFC – **123.5**<br>ATF* | CTR Edmonton – **134.02** |
|---|---|---|---|

| DECL DISTS | 17 | 35 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 6890 | 6890 | | | | | | |
| TODA | 7874 | 7874 | | | | | | |
| ASDA | 6890 | 6890 | | | | | | |
| LDA | 6890 | 6890 | | | | | | |




| TAKE-OFF MINIMA | SCALE IN FEET |
|---|---|
| Rwys 17, 35: ½ | 1000 0 1000 |

# AERODROME CHART — CYFI

EFF 17 JUN 21



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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FORT MACKAY/HORIZON, AB

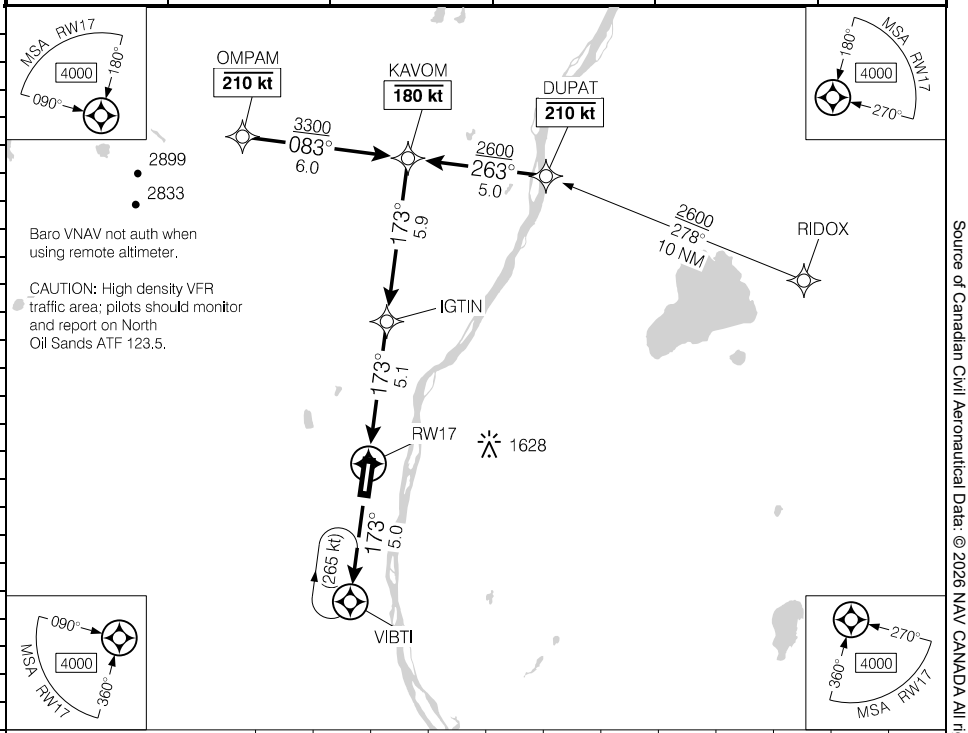
# RNAV (GNSS) RWY 17

572254N 1114204W VAR 15°E

CYNR

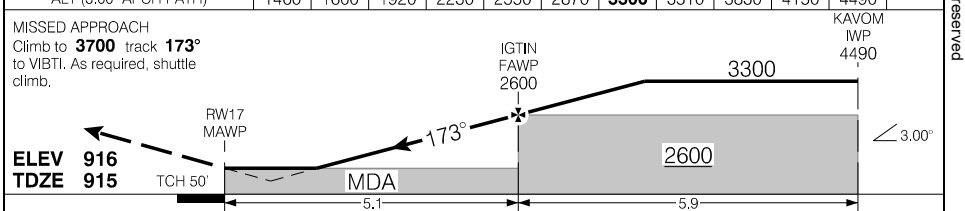
| | | | |
|---|---|---|---|
| AUTO – **122.07** | CTR Edmonton – **134.02** | ◕ UNICOM – **122.7** (AU)<br>TFC – **123.5** ATF* | ARCAL 122.7(K) Ⓟ2 |

| SAFE ALT 100 NM | WAAS | APCH CRS | MIN ALT IGTIN | LDA |
|---|---|---|---|---|
| **4000** | **Ch 80034**<br>W17A | **173°** | **2600** | **6001** |




| DIST FROM RW17 | 1.6 | 2 | 3 | 4 | 5 | 6 | **7.3** | 8 | 9 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 1460 | 1600 | 1920 | 2230 | 2550 | 2870 | **3300** | 3510 | 3830 | 4150 | 4490 |

MISSED APPROACH
Climb to **3700** track **173°** to VIBTI. As required, shuttle climb.




RASS: When using CAL4 add **50'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1161** | (250) | 1 | |
| LNAV/VNAV (min. -20°C, max. 54°C) | **1540** | (629) | 2¼ | |
| LNAV | **1460** | (549) | 1¾ | |

# RNAV (GNSS) RWY 17

CYNR

EFF 19 MAY 22



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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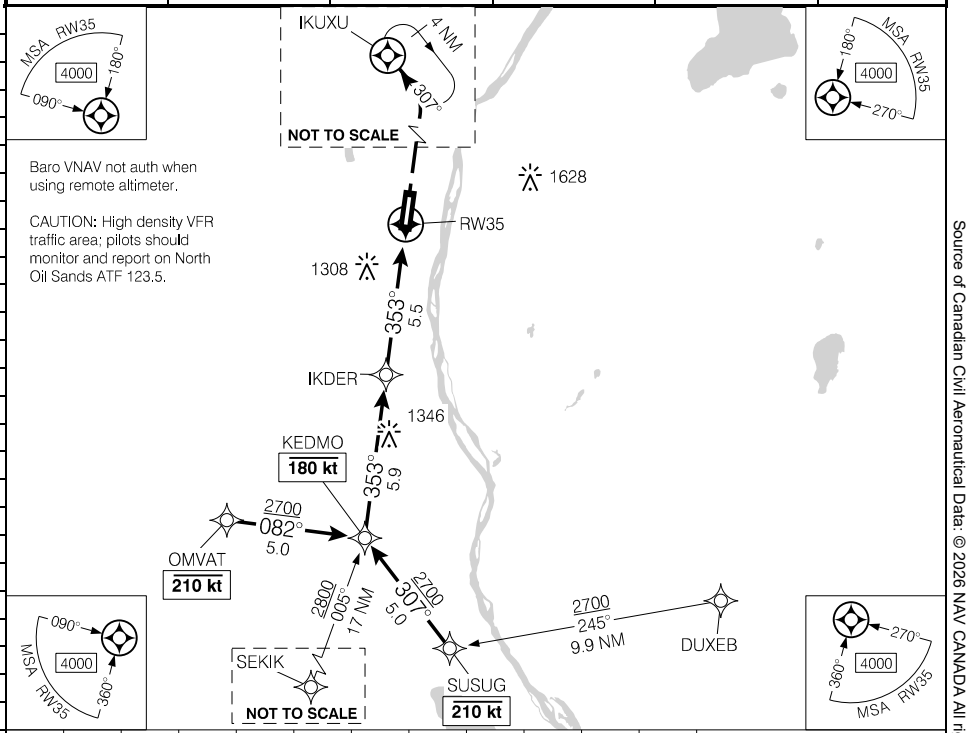
FORT MACKAY/HORIZON, AB

# RNAV (GNSS) RWY 35

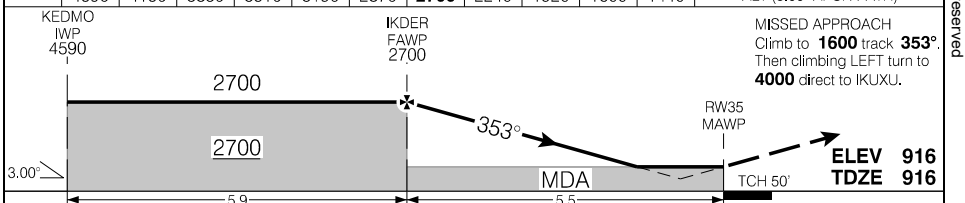
572254N 1114204W VAR 15°E

CYNR

| | | | |
|---|---|---|---|
| AUTO – **122.07** | CTR Edmonton – **134.02** | UNICOM – **122.7** (AU)<br>TFC – **123.5** ATF* | ARCAL 122.7(K) |
| SAFE ALT 100 NM<br>**4000** | WAAS<br>**Ch 80035**<br>W35A | APCH<br>CRS<br>**353°** | MIN ALT<br>IKDER<br>**2700** | LDA<br>**6001** |




| (NM) | 11.4 | 10 | 9 | 8 | 7 | 6 | **5.5** | 4 | 3 | 2 | 1.5 | DIST FROM RW35 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 4590 | 4150 | 3830 | 3510 | 3190 | 2870 | **2700** | 2240 | 1920 | 1600 | 1440 | ALT (3.00° APCH PATH) |




RASS: When using CAL4 add **50'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1163** | (250) | 1 | |
| LNAV/VNAV (min. -20°C, max. 54°C) | **1506** | (593) | 2 | |
| LNAV | **1440** | (527) | 1¾ | |

# RNAV (GNSS) RWY 35

CYNR

EFF 11 JUL 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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## Departure Route Description

**Rwy 17 – ½:** Do not exceed 210 kts. Requires a minimum climb gradient of **370** ft/NM to **1200**. Climb direct OBNAV, then climbing RIGHT turn track **215°** to TAGIT. Maintain **5000**.

**Rwy 35 – ½:** Do not exceed 210 kts. Requires a minimum climb gradient of **250** ft/NM to **1300**. Climb hdg **353°** to **2100**, then climbing LEFT turn direct to TAGIT. Maintain **5000**.

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 |
| 370 FT/NM | 560 | 740 | 870 | 990 | 1110 | 1240 | 1550 | 1850 |

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**Canada Air Pilot**
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DEPARTURE PROCEDURE (RNAV)

# TAGIT FOUR DEP (TAGIT4.)

FORT MACKAY/HORIZON, AB

CYNR




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TAGIT FOUR DEP (TAGIT4.)

EFF 11 JUL 24

CYNR



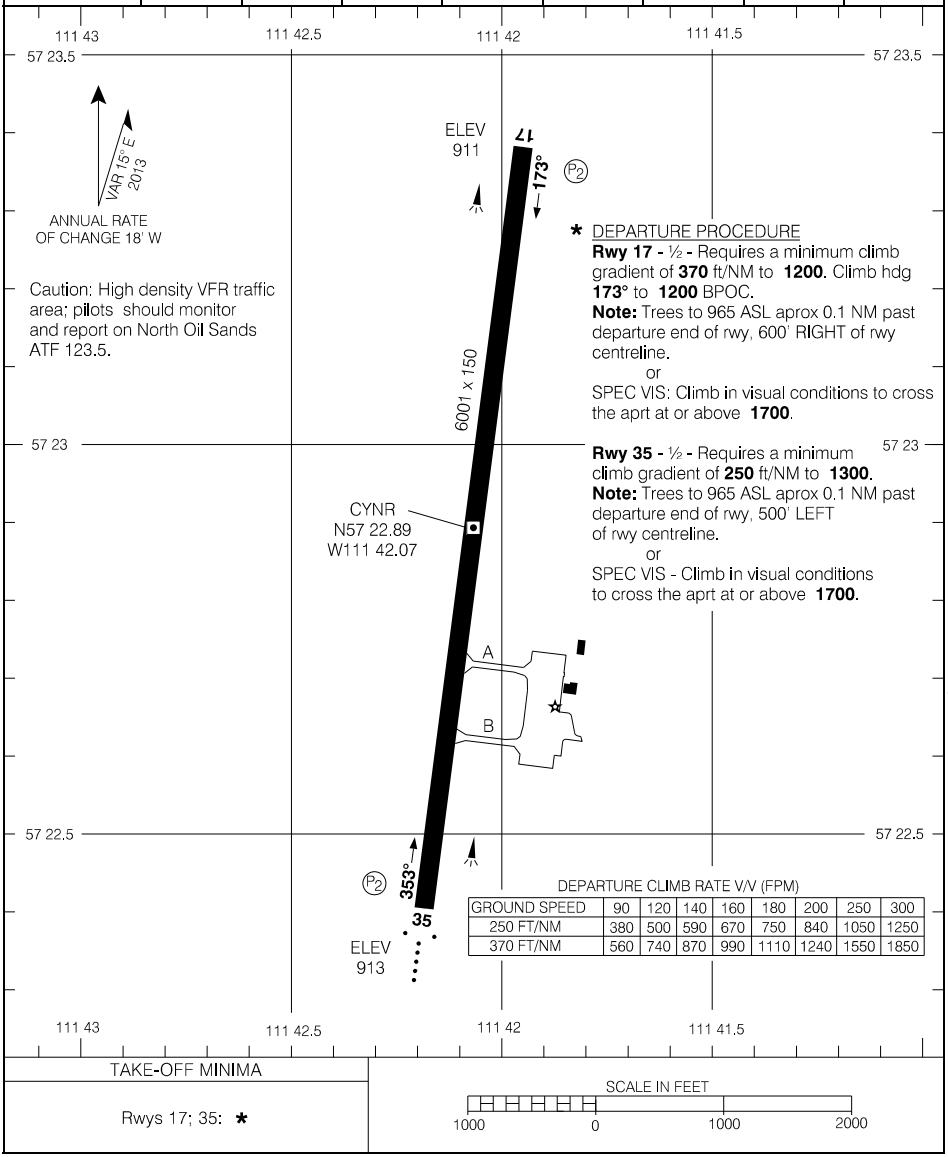
Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

FORT MACKAY/HORIZON, AB

# AERODROME CHART — CYNR

| AUTO – **122.07** | CLNC DEL Edmonton – **134.02** | UNICOM – **122.7** (AU) TFC – **123.5** ATF* | CTR Edmonton – **134.02** |
|---|---|---|---|

| DECL DISTS | 17 | 35 |
|---|---|---|
| TORA | 6001 | 6001 |
| TODA | 6001 | 6001 |
| ASDA | 6001 | 6001 |
| LDA | 6001 | 6001 |




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 |
| 370 FT/NM | 560 | 740 | 870 | 990 | 1110 | 1240 | 1550 | 1850 |

| TAKE-OFF MINIMA | SCALE IN FEET |
|---|---|
| Rwys 17; 35: * | 1000 0 1000 2000 |

# AERODROME CHART — CYNR

EFF 11 JUL 24



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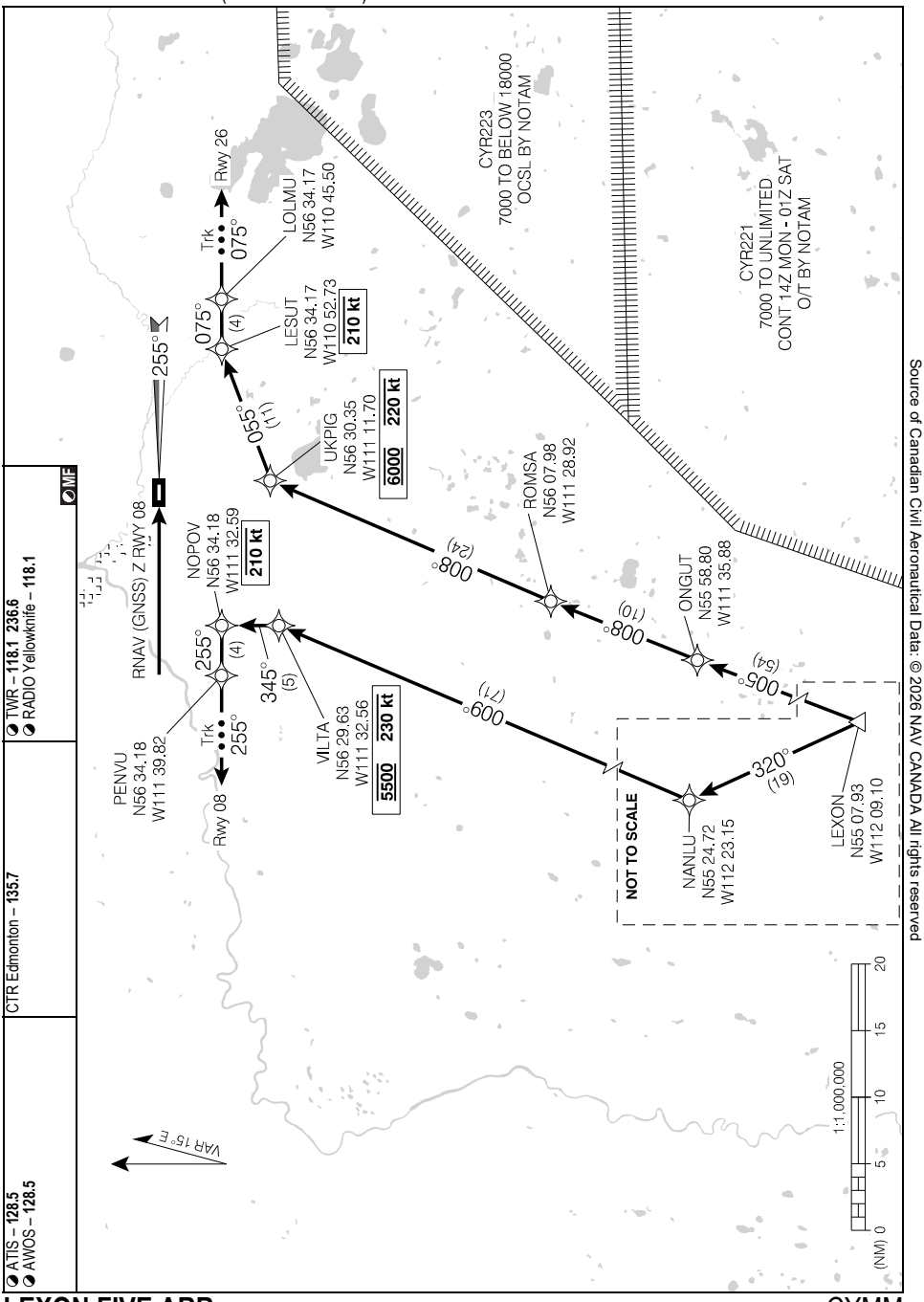
Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

STAR (RNAV)

# LEXON FIVE ARR (LEXON.LEXON5)

FORT MCMURRAY, AB
CYMM

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LEXON FIVE ARR (LEXON.LEXON5)

CYMM

EFF 11 JUL 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

FORT MCMURRAY, AB

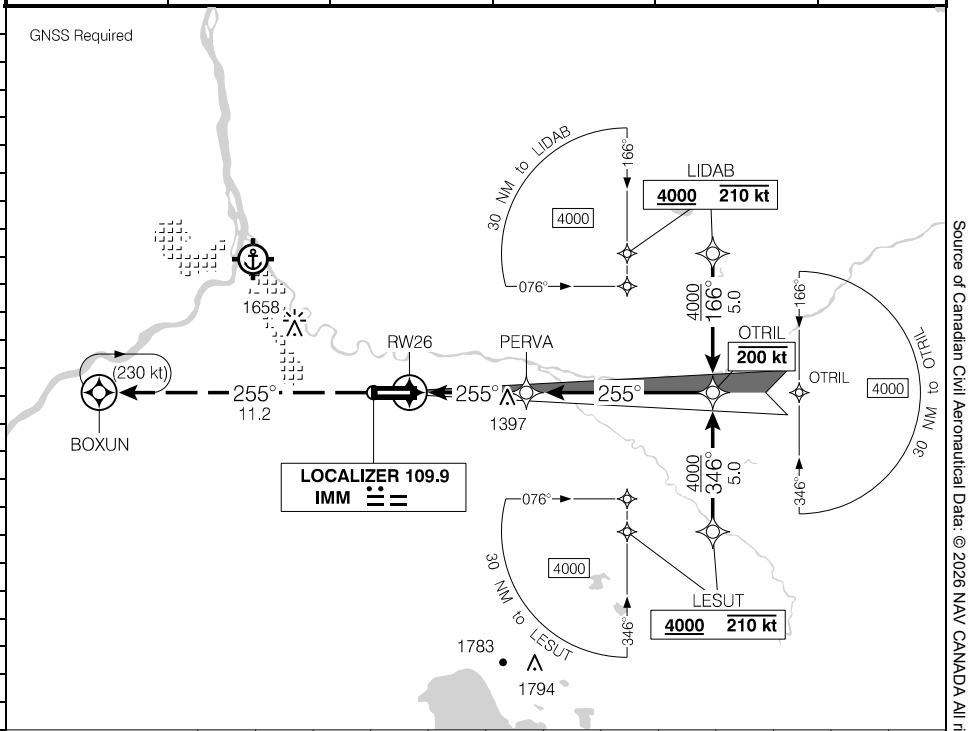
# ILS RWY 26

563912N 1111324W VAR 15°E

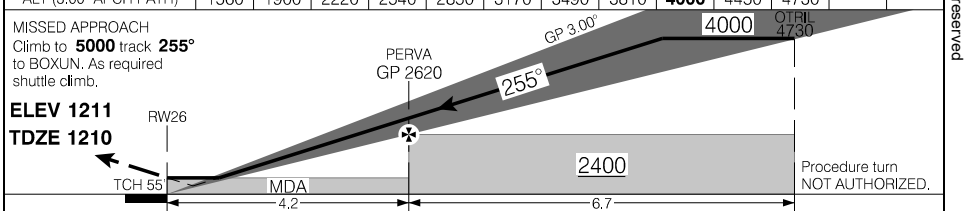
CYMM

| | | | | |
|---|---|---|---|---|
| ATIS – **128.5**<br>AWOS – **128.5** | CTR Edmonton – **135.7** | TWR – **118.1** **236.6**<br>RADIO Yellowknife – **118.1**<br>MF | GND – **121.9** | ARCAL 118.1(K)* |

| SAFE ALT 100 NM | LOC IMM | APCH CRS | GP PERVA | LDA |
|---|---|---|---|---|
| **4300** | **109.9** | **255°** | **2620** | **7003** |




| DIST FROM RW26 | 0.9 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | **8.6** | 10 | 10.9 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 1560 | 1900 | 2220 | 2540 | 2850 | 3170 | 3490 | 3810 | **4000** | 4450 | 4730 | | |




RASS: When using CAL4 add **100'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| ILS | **1410** | (200) | ½ RVR 26 | |
| LOC | **1560** | (350) | 1 RVR 50 | |

# ILS RWY 26

CYMM

EFF 20 FEB 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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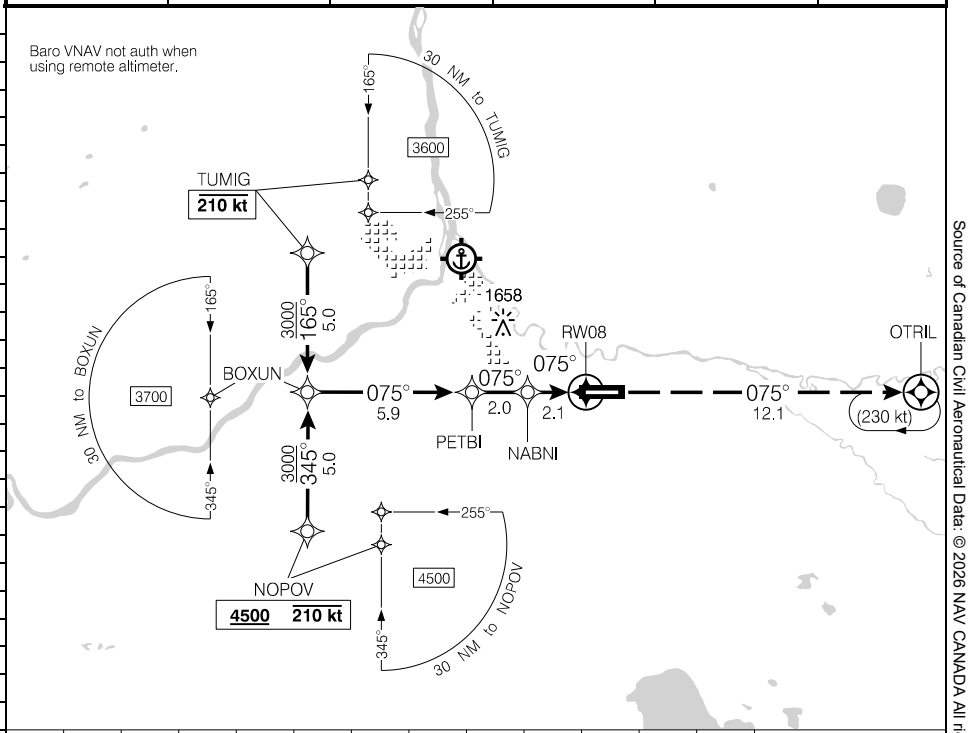
FORT MCMURRAY, AB

# RNAV (GNSS) Z RWY 08

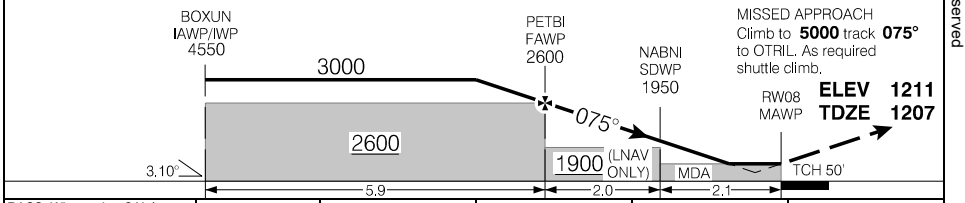
563912N 1111324W VAR 15°E

CYMM

| | | | | | |
|---|---|---|---|---|---|
| ATIS – **128.5**<br>AWOS – **128.5** | CTR Edmonton – **135.7** | TWR – **118.1** **236.6**<br>RADIO Yellowknife – **118.1**<br>MF | GND – **121.9** | ARCAL 118.1(K)* | |
| SAFE ALT 100 NM<br>**4300** | WAAS<br>**Ch 80178**<br>W08A | APCH<br>CRS<br>**075°** | MIN ALT<br>PETBI<br>**2600** | LDA<br>**7503** | |




| | | | 10 | 9 | 8 | 7 | 6 | **5.3** | 4 | 3 | 2 | 0.9 | DIST FROM RW08 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 4550 | 4220 | 3890 | 3560 | 3230 | **3000** | 2570 | 2240 | 1910 | 1560 | ALT (3.10° APCH PATH) |




RASS: When using CAL4 add **100'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1455** | (250) | 1 | |
| LNAV/VNAV (min. -25°C, max. 45°C) | **1481** | (276) | 1 | |
| LNAV | **1560** | (355) | 1 | |

RNAV (GNSS) Z RWY 08 CYMM

EFF 2 OCT 25



Canada Air Pilot
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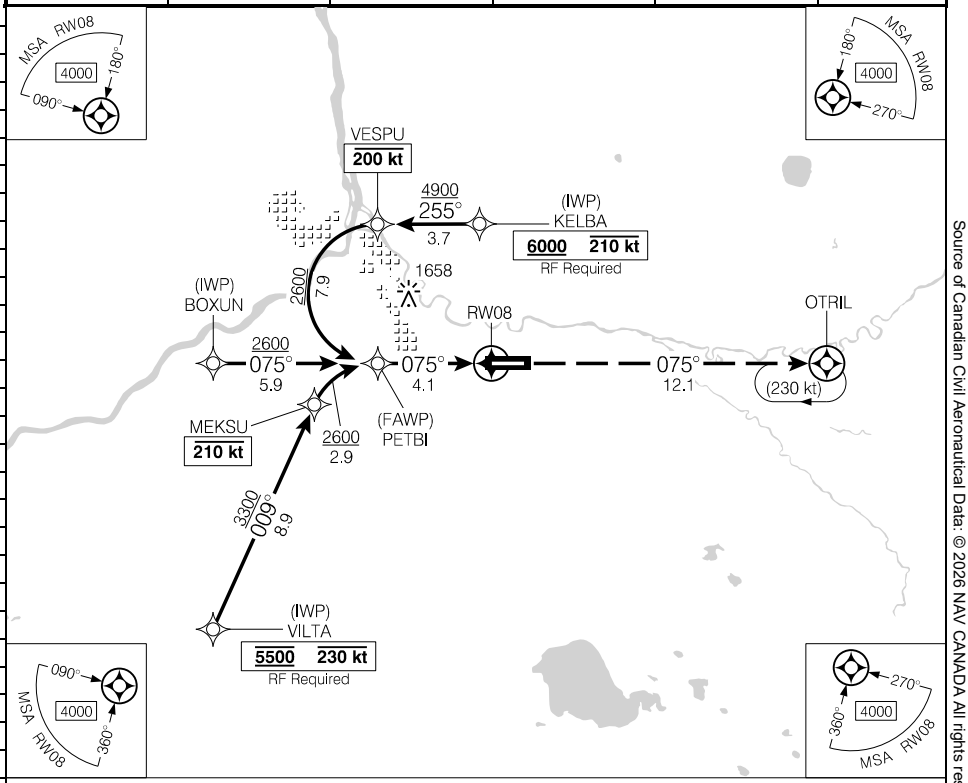
FORT MCMURRAY, AB

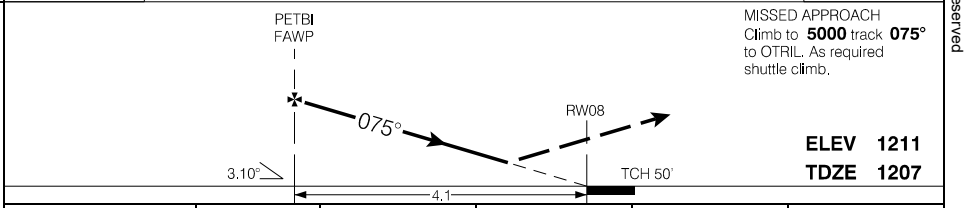
# RNAV (RNP) Y RWY 08

563912N 1111324W VAR 15°E

CYMM

| | | | | | |
|---|---|---|---|---|---|
| ATIS – **128.5**<br>AWOS – **128.5** | CTR Edmonton – **135.7** | TWR – **118.1** **236.6**<br>RADIO Yellowknife – **118.1** MF | GND – **121.9** | ARCAL 118.1(K)* | |
| SAFE ALT 100 NM<br>**4300** | RNAV | APCH CRS<br>**075°** | MIN ALT PETBI<br>**2600** | LDA<br>**7503** | |




| | CATEGORY | A | B | C | D |
|---|---|---|---|---|---|
| | RNP 0.15 | 1538 | (333) | 1 | |
| **AUTHORIZATION REQUIRED**<br>(min. -25° C)<br>(max. 45° C) | RNP 0.30 | 1620 | (415) | 1 | |
| | | | | | |
| | | | | | |

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# RNAV (RNP) Y RWY 08

CYMM

EFF 11 JUL 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

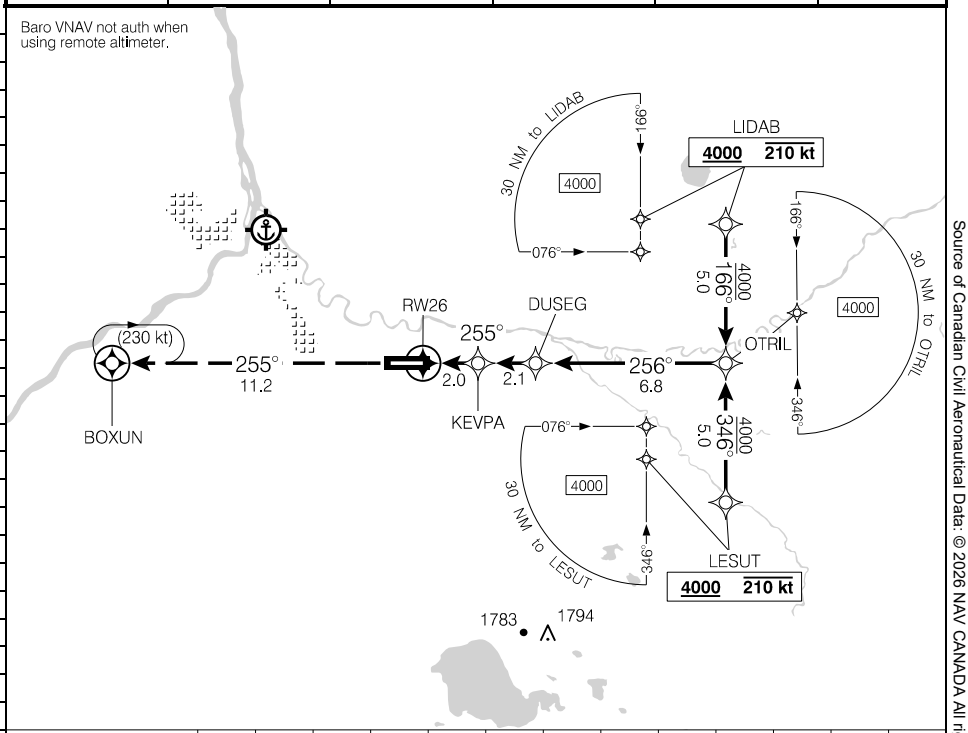
FORT MCMURRAY, AB

# RNAV (GNSS) Z RWY 26

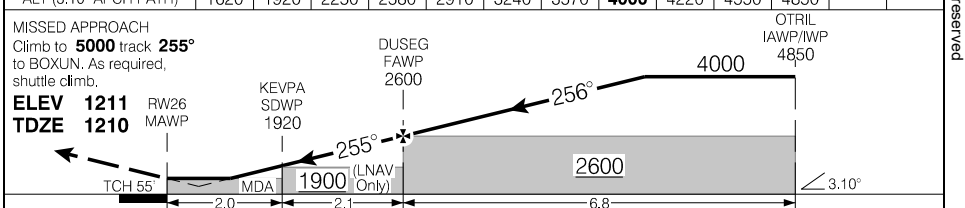
563912N 1111324W VAR 15°E

CYMM

| | | | | | |
|---|---|---|---|---|---|
| ATIS – **128.5**<br>AWOS – **128.5** | CTR Edmonton – **135.7** | TWR – **118.1** **236.6**<br>RADIO Yellowknife – **118.1**<br>MF | | GND – **121.9** | ARCAL 118.1(K)* |
| SAFE ALT 100 NM<br>**4300** | WAAS<br>**Ch 80429**<br>W26A | APCH<br>CRS<br>**255°** | MIN ALT<br>DUSEG<br>**2600** | LDA<br>**7003** | |




| DIST FROM RW26 | 1.1 | 2 | 3 | 4 | 5 | 6 | 7 | **8.3** | 9 | 10 | 10.9 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.10° APCH PATH) | 1620 | 1920 | 2250 | 2580 | 2910 | 3240 | 3570 | **4000** | 4220 | 4550 | 4850 |




RASS: When using CAL4 add **100'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1407** | (200) | ½ RVR 26 | |
| LNAV/VNAV (min. -24°C, max. 44°C) | **1597** | (390) | 1 RVR 50 | |
| LNAV | **1620** | (413) | 1 RVR 50 | |

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Canada Air Pilot
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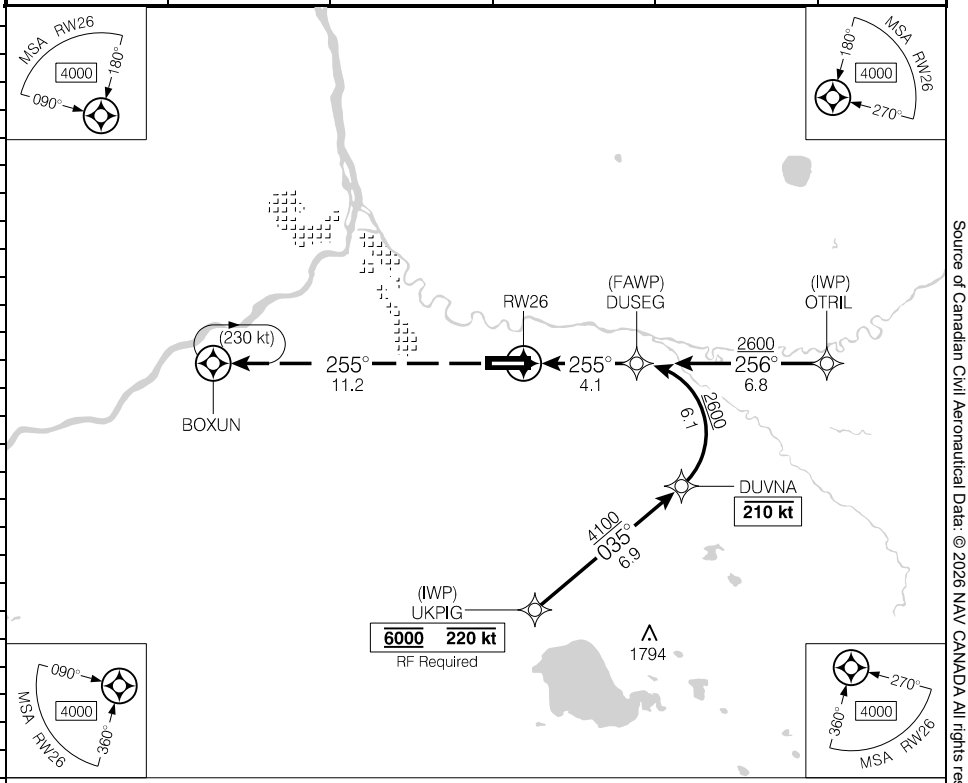
FORT MCMURRAY, AB

# RNAV (RNP) Y RWY 26

563912N 1111324W VAR 15°E

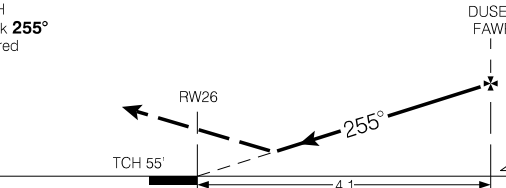
CYMM

| | | | | | |
|---|---|---|---|---|---|
| ATIS – **128.5**<br>AWOS – **128.5** | CTR Edmonton – **135.7** | TWR – **118.1** **236.6**<br>RADIO Yellowknife – **118.1** MF | | GND – **121.9** | ARCAL 118.1(K)* |
| SAFE ALT 100 NM<br>**4300** | RNAV | APCH CRS<br>**255°** | MIN ALT DUSEG<br>**2600** | LDA<br>**7003** | |




MISSED APPROACH
Climb to **5000** track **255°** to BOXUN. As required shuttle climb.

**ELEV** 1211
**TDZE** 1210




| | CATEGORY | A | B | C | D |
|---|---|---|---|---|---|
| | RNP 0.15 | **1570** | (363) | 1 RVR 50 | |
| **AUTHORIZATION REQUIRED**<br>(min. -24° C)<br>(max. 44° C) | RNP 0.30 | **1653** | (446) | 1 RVR 50 | |
| | | | | | |
| | | | | | |

# RNAV (RNP) Y RWY 26

CYMM

EFF 11 JUL 24



Canada Air Pilot
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## Departure Route Description

**All rwys:** Climb rwy hdg or as assigned by ATC. Maintain **5000**. Expect radar vectors to filed/assigned route. Expect clearance to flight planned altitude/flight level within 10 minutes after departure.

**Rwy 08:** Climb hdg **075°** or as assigned by ATC.

**Rwy 26:** Climb hdg **255°** or as assigned by ATC.

## 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. 5 mins 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 procedure for communication failure enroute.

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SID (VECTOR)

# FORT MAC TWO DEP (CYMM2.)

FORT MCMURRAY, AB
CYMM




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FORT MAC TWO DEP (CYMM2.)
CYMM

EFF 11 JUL 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

## Departure Route Description

Unless otherwise assigned by ATC:

**Rwy 08:** Maintain **5000**. Climb track **075°** to TEXAL, then track **075°** for vectors to 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. 5 mins 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 procedure for communication failure enroute.

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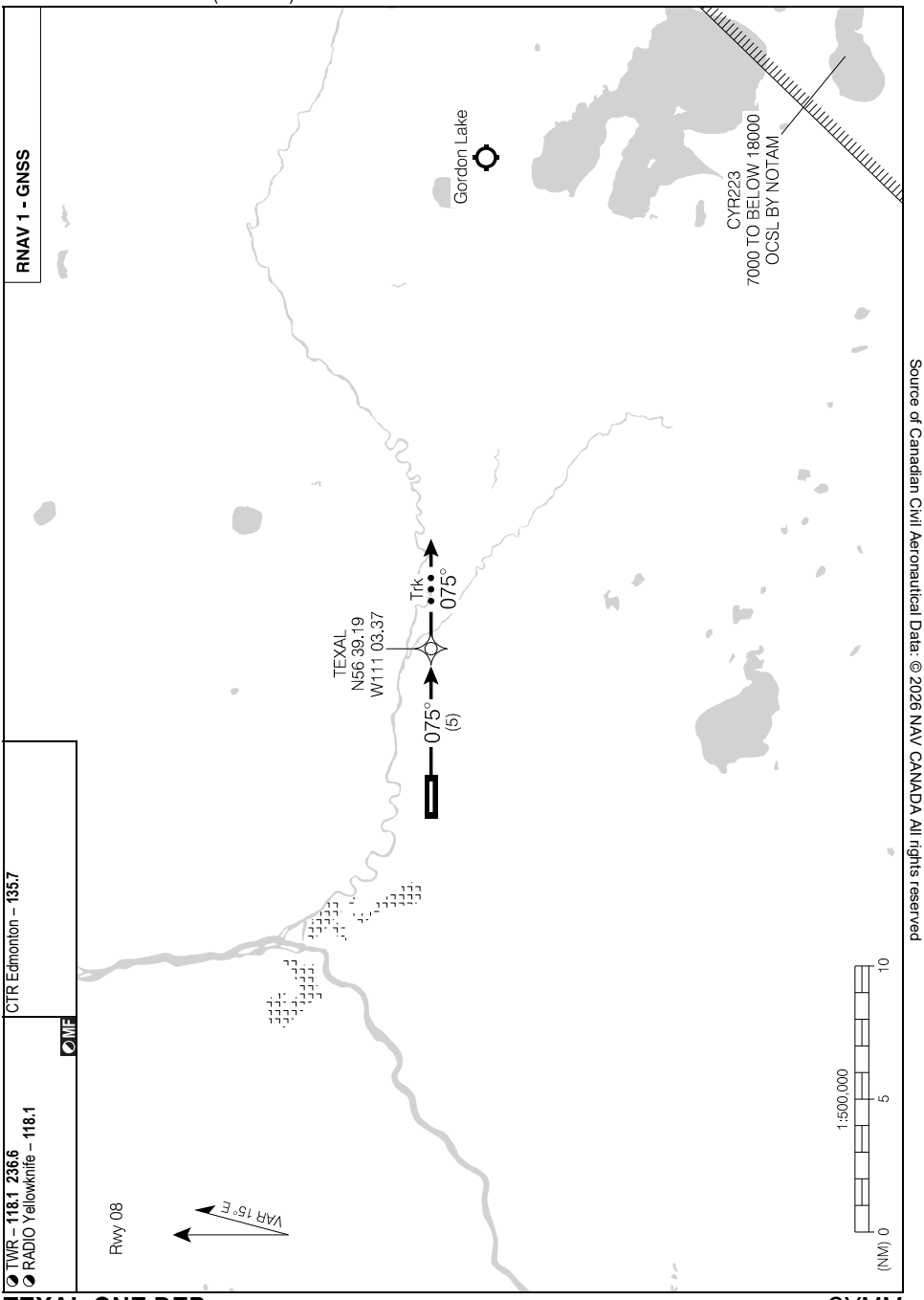
SID (RNAV)

# TEXAL ONE DEP (TEXAL1.)

FORT MCMURRAY, AB
CYMM

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TEXAL ONE DEP (TEXAL1.)

CYMM

EFF 26 DEC 24

## Departure Route Description

Unless otherwise assigned by ATC:

**Rwy 26:** Maintain **5000**. Climb track **255°** to VIKTU, then track **255°** for vectors to 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. 5 mins 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 procedure for communication failure enroute.

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SID (RNAV)

# VIKTU ONE DEP (VIKTU1.)

FORT MCMURRAY, AB

CYMM




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VIKTU ONE DEP (VIKTU1.)

CYMM

EFF 26 DEC 24



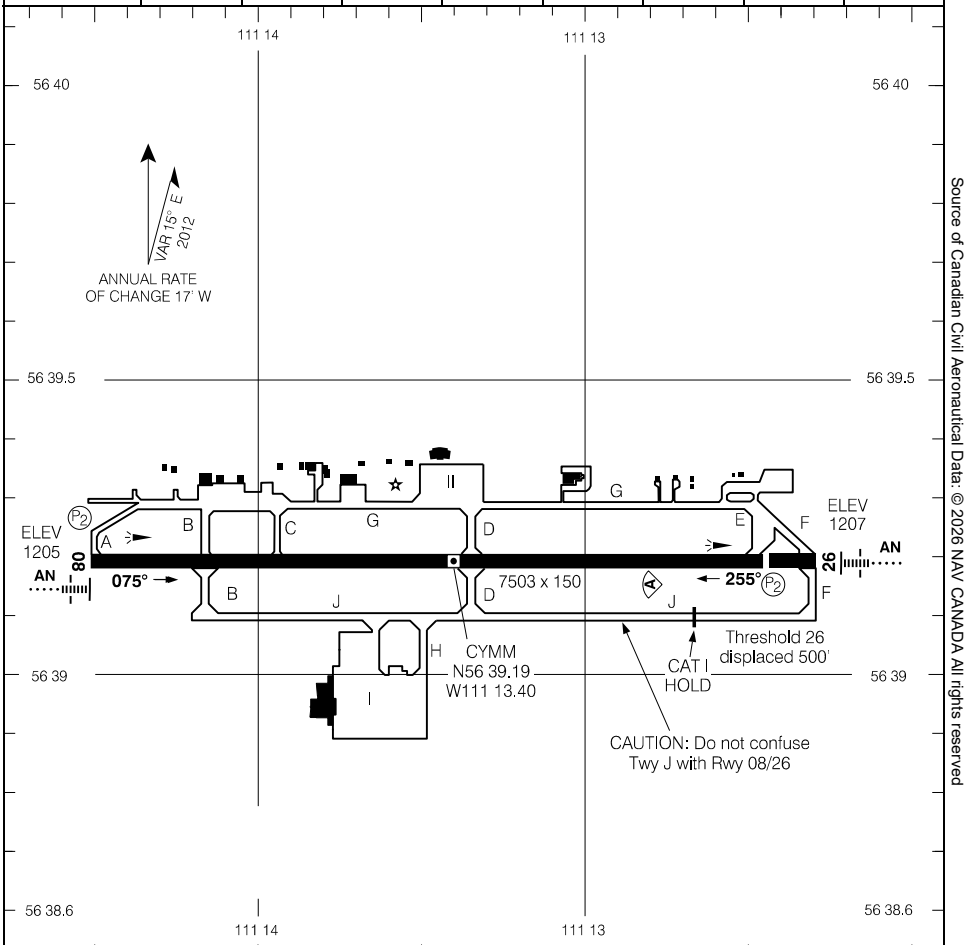
Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

FORT MCMURRAY, AB

# AERODROME CHART — CYMM

| | | | |
|---|---|---|---|
| ATIS – **128.5**<br>AWOS – **128.5** | CLNC DEL – **121.9**<br>GND – **121.9** | TWR – **118.1 236.6**<br>RADIO Yellowknife – **118.1**<br>MF | CTR Edmonton – **135.7**<br>RADIO Edmonton – **123.55** |

| DECL DISTS | 08 | 26 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 7503 | 7503 | | | | | | |
| TODA | 8487 | 8487 | | | | | | |
| ASDA | 7503 | 7503 | | | | | | |
| LDA | 7503 | 7003 | | | | | | |




| RUNWAY LEVEL OF SERVICE | |
|---|---|
| RVO | LVO |
| RWY 08: (1/4sm)<br>RWY 26: RVR 1200 | NOT AUTHORIZED |

| TAKE-OFF MINIMA | SCALE IN FEET |
|---|---|
| Rwys 08; 26: ½ | 1000 0 1000 2000 |

# AERODROME CHART — CYMM

EFF 7 AUG 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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### De-Ice Bay Procedure

Fort McMurray International operates a central de-icing facility which is located on the main/south ramp (Apron I) on the south side of the airport. All bays are capable of both engine on and engine off de-icing operations concurrently. All de-icing is to be accomplished at this facility.

1. De-icing is accomplished by each of the ground handling companies that operate at the Fort McMurray International Airport.
2. Coordinate any special treatment with your Ground Handler prior to taxi to the CDF.
3. Entry point to the CDF, if transitioning from the North, is via taxi-way J to Apron I – use west entrance.
4. If required to hold – the designated holding area is to your immediate right upon entering Apron I.
5. CDF flow is from west to east.
6. Contact YMM Ground on 121.9 (or Yellowknife Radio on 118.1 during the hours of 2245-0615 local) for runway and taxi instructions.
7. Exit is via taxi-way H.

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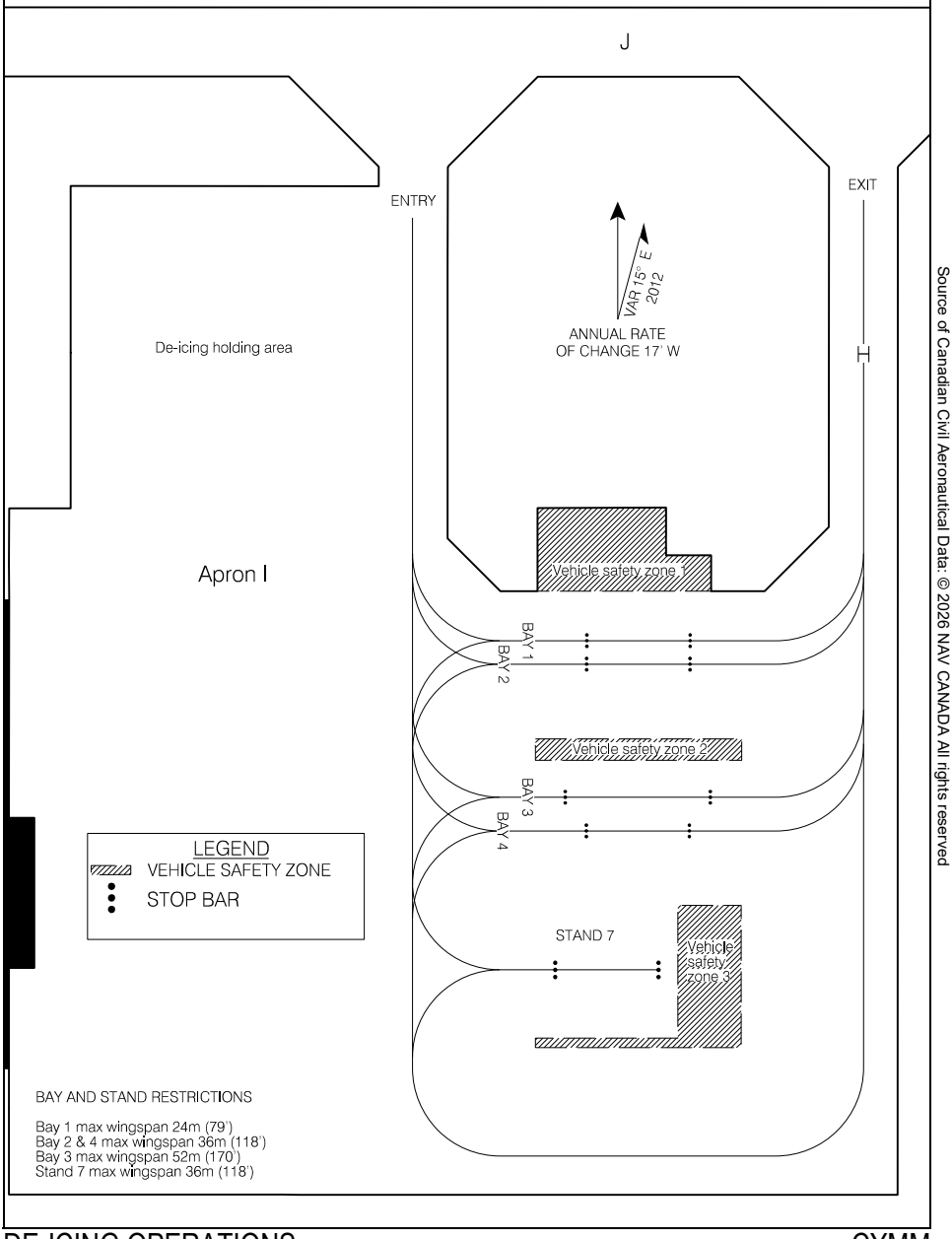
FORT MCMURRAY, AB

# DE-ICING OPERATIONS

CYMM

| | |
|---|---|
| ATIS – **128.5**<br>AWOS – **128.5** | CLNC DEL – **121.9**<br>GND – **121.9** |

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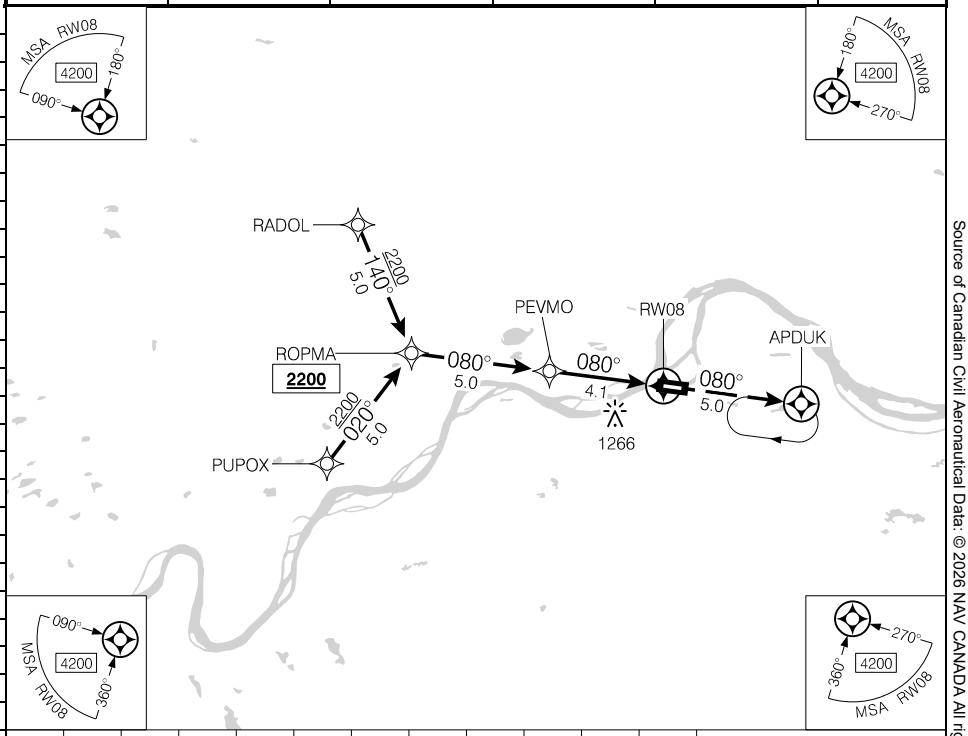
FORT VERMILION (WOP MAY MEMORIAL), AB

# RNAV (GNSS) RWY 08

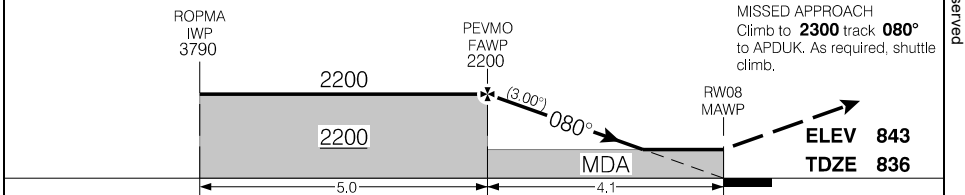
582415N 1155653W VAR 17°E

CEZ4

| | | | | |
|---|---|---|---|---|
| AUTO – **120.22** | CTR Edmonton – **135.1** | TFC – **123.2** ATF | | ARCAL 123.2(K) (P1) |
| SAFE ALT 100 NM **5200** | RNAV | APCH CRS **080°** | MIN ALT PEVMO **2200** | LDA **4000** |




| | | | 9.1 | 8 | 7 | 6 | 5 | **4.1** | 3 | 2 | 1.4 | DIST FROM RW08 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 3790 | 3430 | 3120 | 2800 | 2480 | **2200** | 1840 | 1520 | 1340 | ALT (3.00° APCH PATH) |




MISSED APPROACH
Climb to **2300** track **080°** to APDUK. As required, shuttle climb.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **1340** (504) | 1½ | NOT AUTHORIZED | |

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

RNAV (GNSS) RWY 08 CEZ4

EFF 22 JAN 26



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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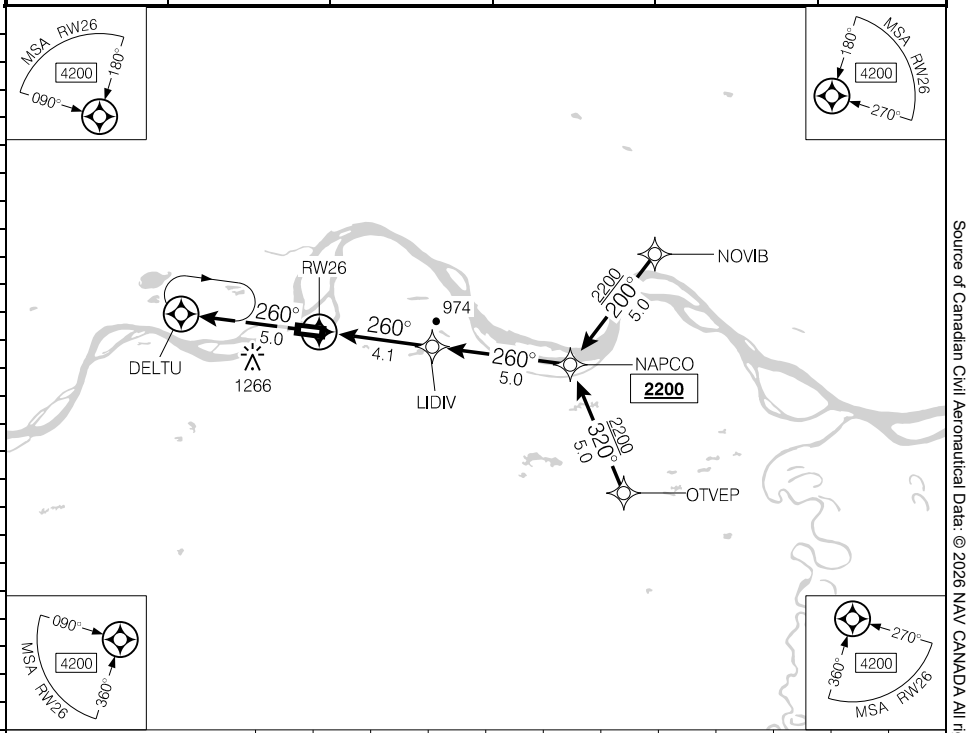
FORT VERMILION (WOP MAY MEMORIAL), AB

# RNAV (GNSS) RWY 26

582415N 1155653W VAR 17°E

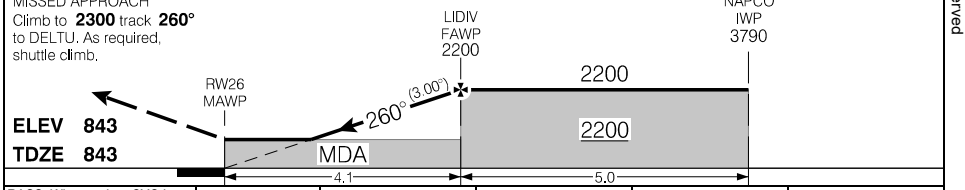
CEZ4

| | | | | |
|---|---|---|---|---|
| AUTO – **120.22** | CTR Edmonton – **135.1** | TFC – **123.2** ATF | | ARCAL 123.2(K) (P1) |
| SAFE ALT 100 NM **5200** | RNAV | APCH CRS **260°** | MIN ALT LIDIV **2200** | LDA **4000** |




| DIST FROM RW26 | 1.5 | 2 | 3 | **4.1** | 5 | 6 | 7 | 8 | 9.1 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 1360 | 1530 | 1850 | **2200** | 2490 | 2800 | 3120 | 3440 | 3790 | | | |

MISSED APPROACH
Climb to **2300** track **260°** to DELTU. As required, shuttle climb.




RASS: Whren using CYOJ add **140'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **1360** (517) | 1½ | NOT AUTHORIZED | |

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

RNAV (GNSS) RWY 26 CEZ4

EFF 22 JAN 26



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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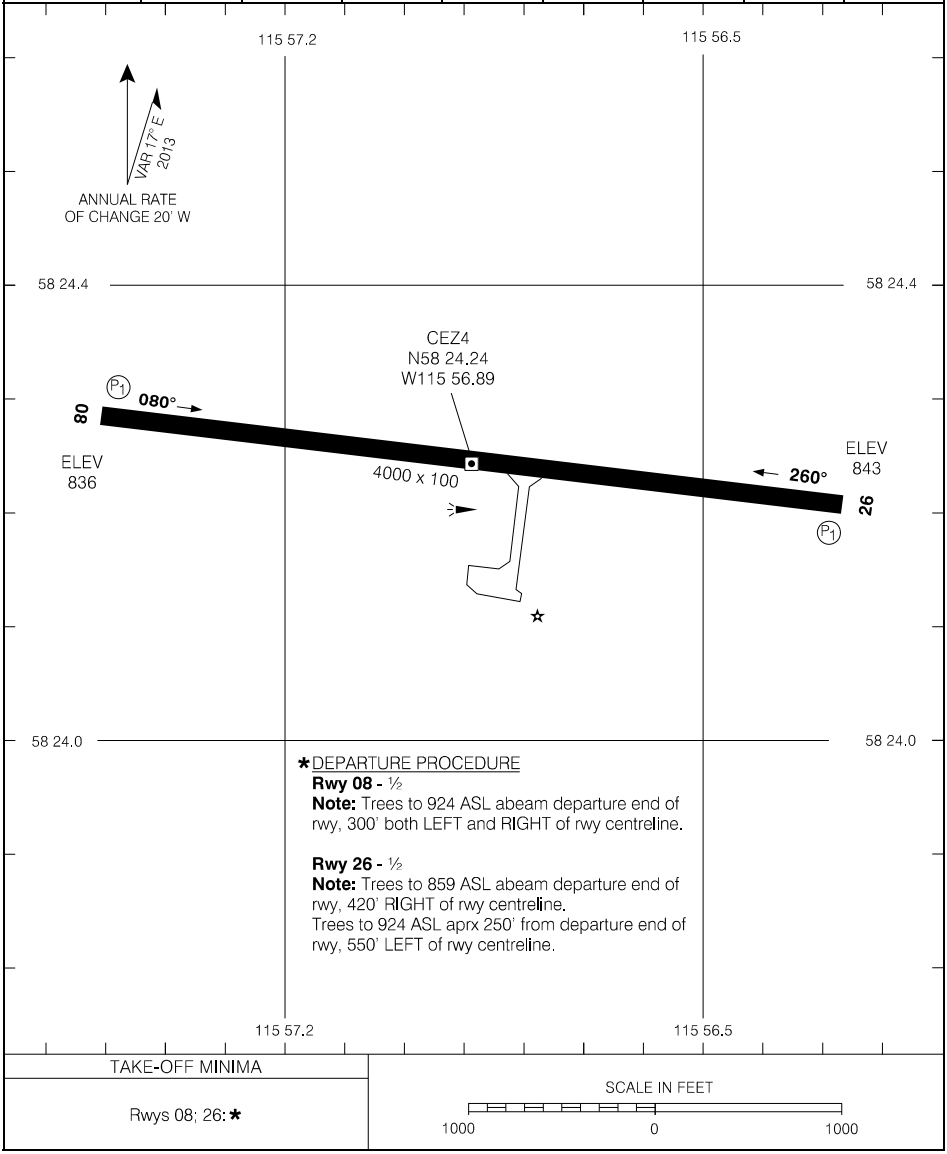
FORT VERMILION (WOP MAY MEMORIAL), AB

# AERODROME CHART CEZ4

| AUTO – **120.22** | | TFC – **123.2** ATF | CTR Edmonton – **135.1** |
|---|---|---|---|

| DECL DISTS | 08 | 26 |
|---|---|---|
| TORA | 4000 | 4000 |
| TODA | 4000 | 4000 |
| ASDA | 4000 | 4000 |
| LDA | 4000 | 4000 |




***** DEPARTURE PROCEDURE

**Rwy 08 -** ½

**Note:** Trees to 924 ASL abeam departure end of rwy, 300' both LEFT and RIGHT of rwy centreline.

**Rwy 26 -** ½

**Note:** Trees to 859 ASL abeam departure end of rwy, 420' RIGHT of rwy centreline.
Trees to 924 ASL aprx 250' from departure end of rwy, 550' LEFT of rwy centreline.

| TAKE-OFF MINIMA |
|---|
| Rwys 08; 26: ***** |

SCALE IN FEET
1000 0 1000

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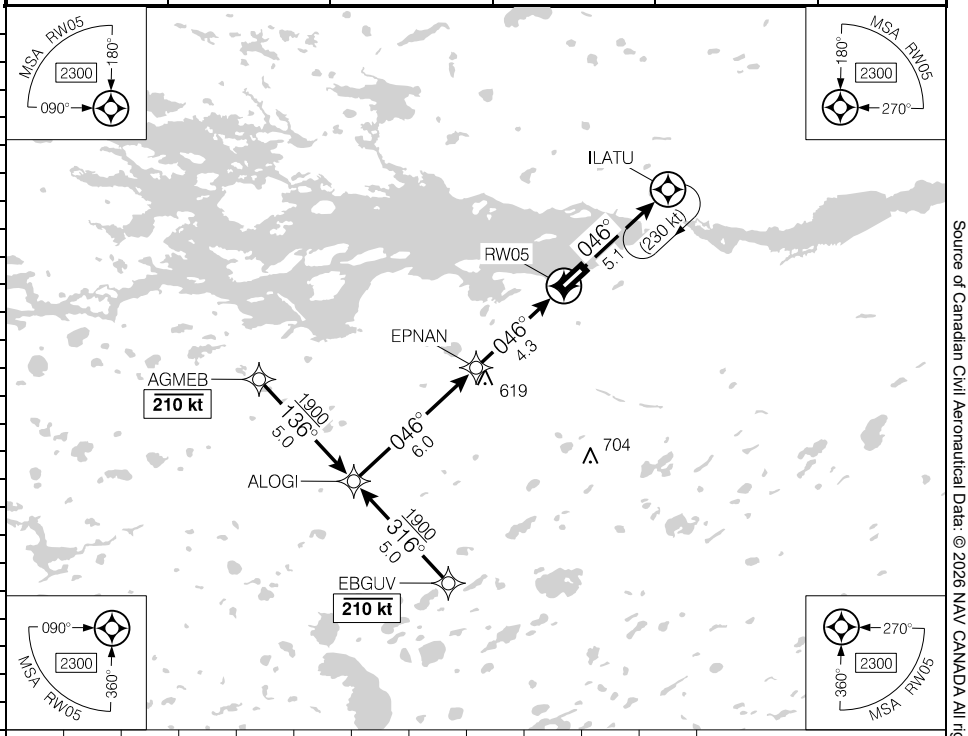
GILLAM, MB

# RNAV (GNSS) Z RWY 05

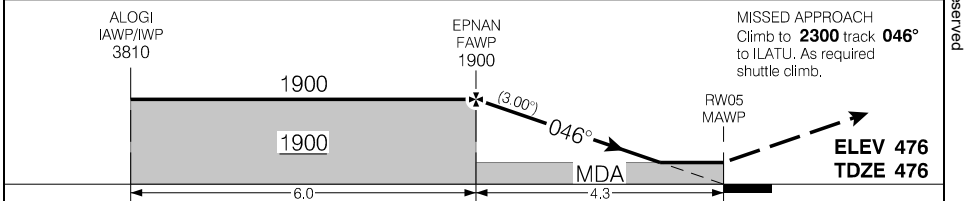
562128N 0944239W VAR 1°E

CYGX

| | | | | |
|---|---|---|---|---|
| | CTR Winnipeg – **134.65** | RADIO Edmonton – **123.37**<br>TFC – **122.1** MF | | ARCAL 122.1(K)<br>P1 AO |
| SAFE ALT 100 NM<br>**2500** | RNAV | APCH CRS<br>**046°** | MIN ALT EPNAN<br>**1900** | LDA<br>**5034** |




| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 10.3 | 9 | 8 | 7 | 6 | 5 | **4.3** | 3 | 2 | 1.1 | DIST FROM RW05 |
| | | 3810 | 3390 | 3080 | 2760 | 2440 | 2120 | **1900** | 1480 | 1160 | 880 | ALT (3.00° APCH PATH) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **880** | (404) | 1¼ | |

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

# RNAV (GNSS) Z RWY 05

CYGX

EFF 30 NOV 23



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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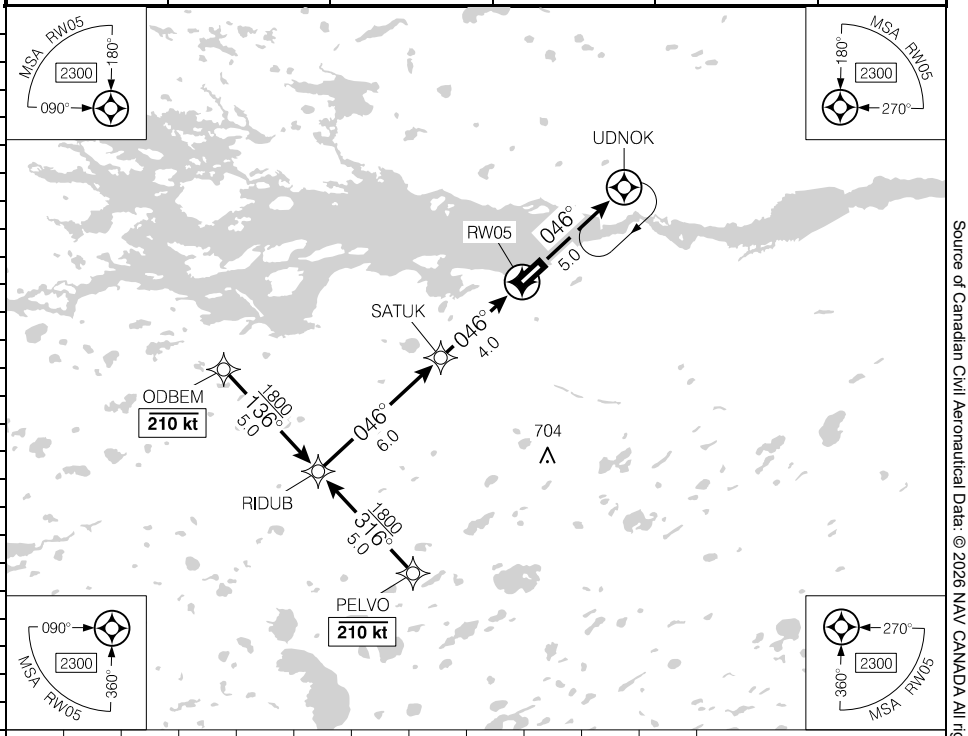
GILLAM, MB

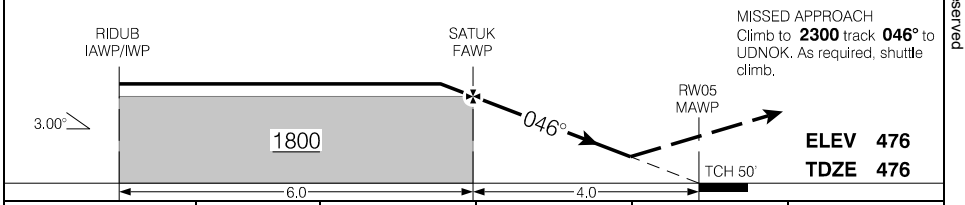
# RNAV (GNSS) Y RWY 05

562128N 0944239W VAR 1°E

CYGX

| | | | | |
|---|---|---|---|---|
| | CTR Winnipeg – **134.65** | RADIO Edmonton – **123.37**<br>TFC – **122.1** MF | | ARCAL 122.1(K) |
| SAFE ALT 100 NM<br>**2500** | WAAS<br>**Ch 80597**<br>W05A | APCH<br>CRS<br>**046°** | MIN ALT<br>SATUK<br>**1800** | LDA<br>**5034** |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **726** | (250) | | 1 |

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

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Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

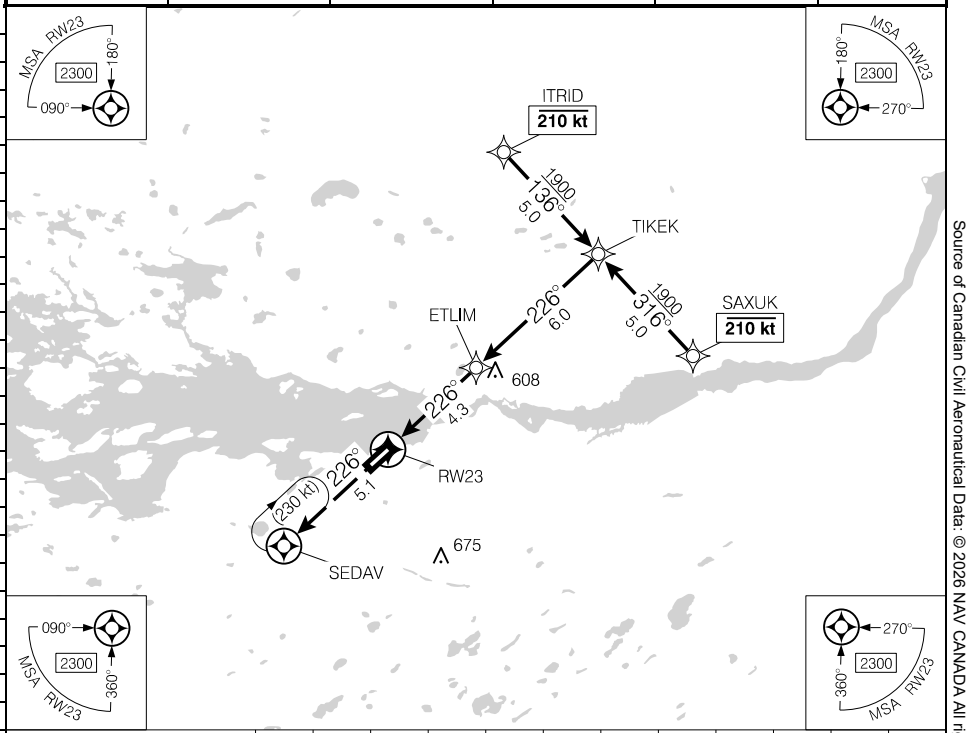
GILLAM, MB

# RNAV (GNSS) Z RWY 23

562128N 0944239W VAR 1°E

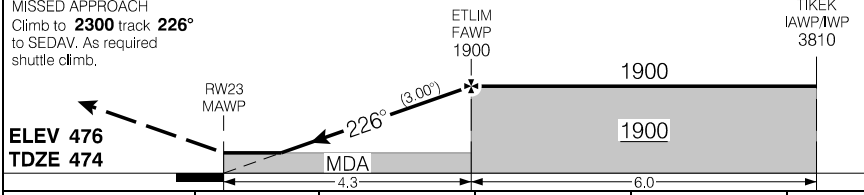
CYGX

| | | | | |
|---|---|---|---|---|
| | CTR Winnipeg – **134.65** | RADIO Edmonton – **123.37**<br>TFC – **122.1** MF | | ARCAL 122.1(K)<br>P1 AS |
| SAFE ALT 100 NM<br>**2500** | RNAV | APCH CRS<br>**226°** | MIN ALT ETLIM<br>**1900** | LDA<br>**5034** |




| DIST FROM RW23 | 1.0 | 2 | 3 | **4.3** | 5 | 6 | 7 | 8 | 9 | 10.3 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 840 | 1160 | 1480 | **1900** | 2120 | 2440 | 2760 | 3070 | 3390 | 3810 | | |

MISSED APPROACH
Climb to **2300** track **226°**
to SEDAV. As required
shuttle climb.




| | CATEGORY | A | B | C | D |
|---|---|---|---|---|---|
| | LNAV | **840** | (366) | 1¼ | |

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

# RNAV (GNSS) Z RWY 23

CYGX

EFF 30 NOV 23



Canada Air Pilot
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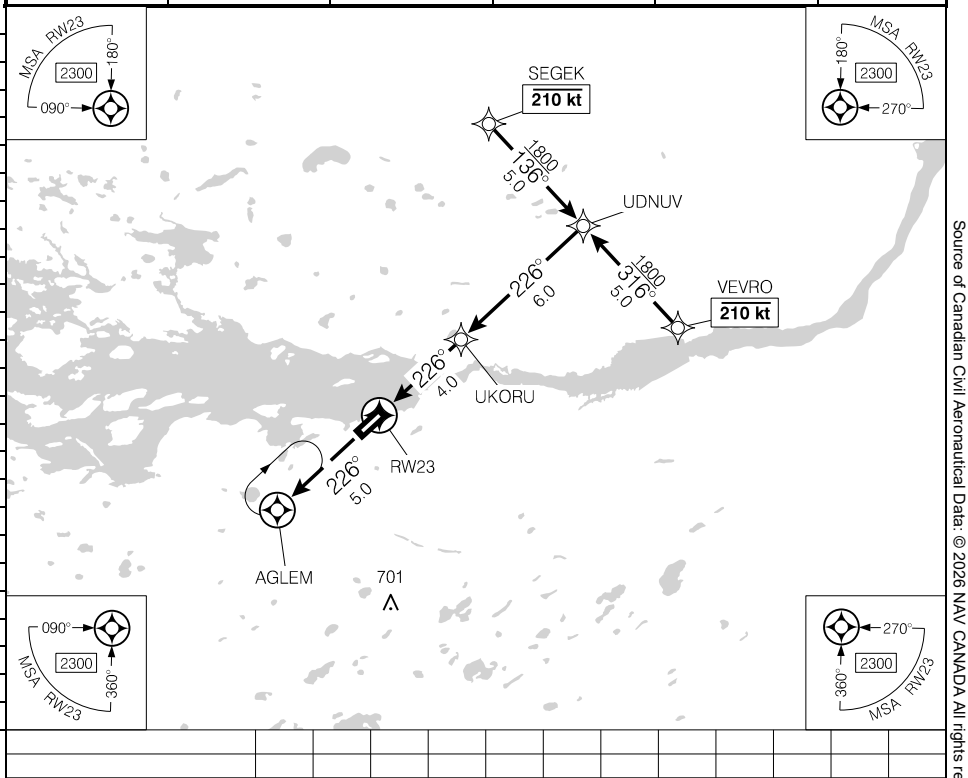
GILLAM, MB

# RNAV (GNSS) Y RWY 23

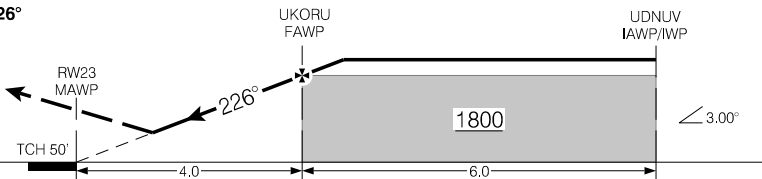
562128N 0944239W VAR 1°E

CYGX

| | | | | |
|---|---|---|---|---|
| | CTR Winnipeg – **134.65** | RADIO Edmonton – **123.37**<br>TFC – **122.1** MF | | ARCAL 122.1(K)<br>P1 AS · · |
| SAFE ALT 100 NM<br>**2500** | WAAS<br>**Ch 80598**<br>W23A | APCH<br>CRS<br>**226°** | MIN ALT<br>UKORU<br>**1800** | LDA<br>**5034** |




MISSED APPROACH
Climb to **2300** track **226°**
to AGLEM. As required,
shuttle climb.




**ELEV 476**
**TDZE 474**

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **724** | (250) | 1 | |

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

RNAV (GNSS) Y RWY 23

CYGX

EFF 30 NOV 23



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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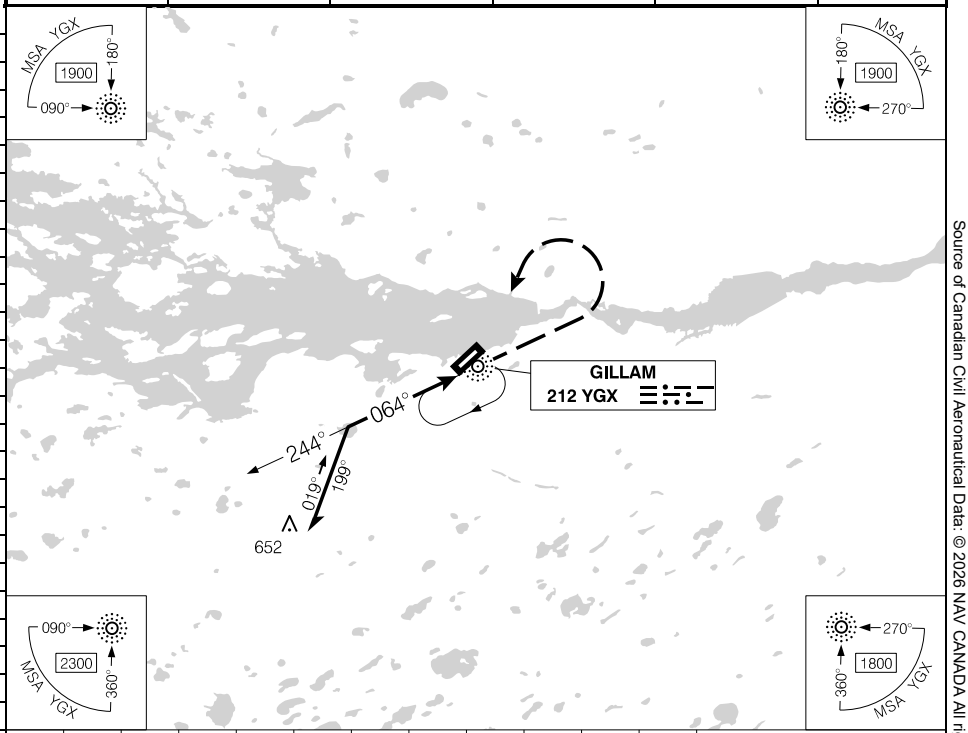
GILLAM, MB

# NDB RWY 05

562128N 0944239W VAR 1°E

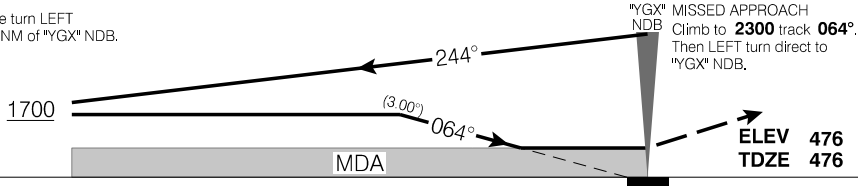
CYGX

| | | | | |
|---|---|---|---|---|
| | CTR Winnipeg – **134.65** | RADIO Edmonton – **123.37**<br>TFC – **122.1** MF | | ARCAL 122.1(K)<br>P1 AO<br>17.9° |
| SAFE ALT 100 NM<br>**2500** | NDB<br>YGX<br>**212** | APCH<br>CRS<br>**064°** | | LDA<br>**5034** |




| | | 10 | 9 | 8 | 7 | 6 | 5 | **4.3** | 3 | 2.2 | | DIST FROM "YGX" NDB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 3520 | 3200 | 2880 | 2560 | 2240 | 1930 | **1700** | 1290 | 1040 | | ALT (3.00° APCH PATH) |

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




| | CATEGORY | A | B | C | D |
|---|---|---|---|---|---|
| | NDB | **1040** (564) | 1¾ | NOT AUTHORIZED | |
| | CIRCLING | **1040** (564) | 1¾ | **1040** (564) 2 | **1080** (604) 2 |

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

NDB RWY 05

CYGX

EFF 25 JAN 24



Canada Air Pilot
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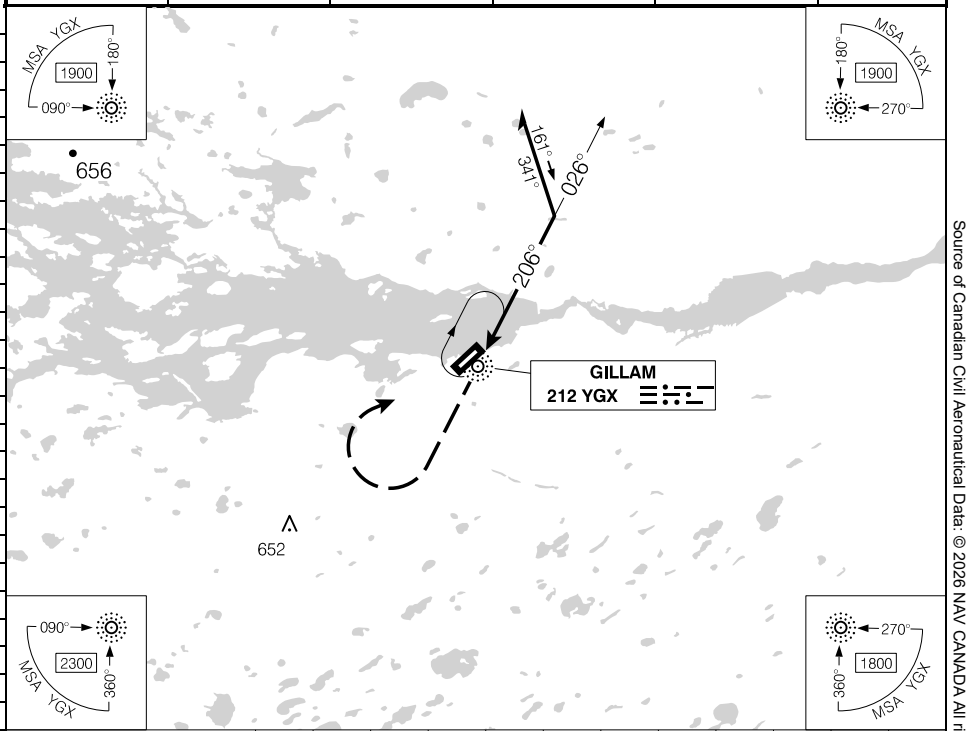
GILLAM, MB

# NDB RWY 23

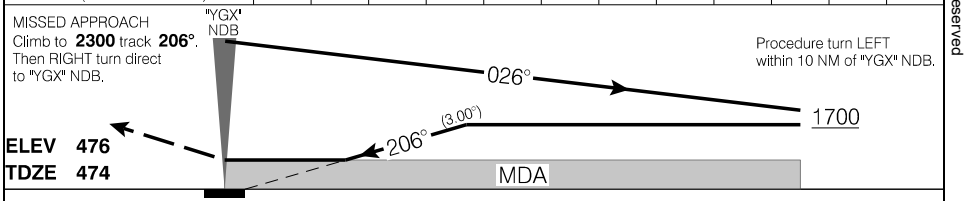
562128N 0944239W VAR 1°E

CYGX

| | | | | |
|---|---|---|---|---|
| | CTR Winnipeg – **134.65** | RADIO Edmonton – **123.37**<br>TFC – **122.1** MF | | ARCAL 122.1(K)<br>P1 AS 20.1° |
| SAFE ALT 100 NM<br>**2500** | NDB<br>YGX<br>**212** | APCH<br>CRS<br>**206°** | | LDA<br>**5034** |




| DIST FROM "YGX" NDB | | 2.1 | 3 | **4.2** | 5 | 6 | 7 | 8 | 9 | 10 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | 1040 | 1330 | **1700** | 1970 | 2290 | 2600 | 2920 | 3240 | 3560 | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| NDB | **1040** (566) | 1¾ | NOT AUTHORIZED | |

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

# NDB RWY 23

CYGX

EFF 30 NOV 23



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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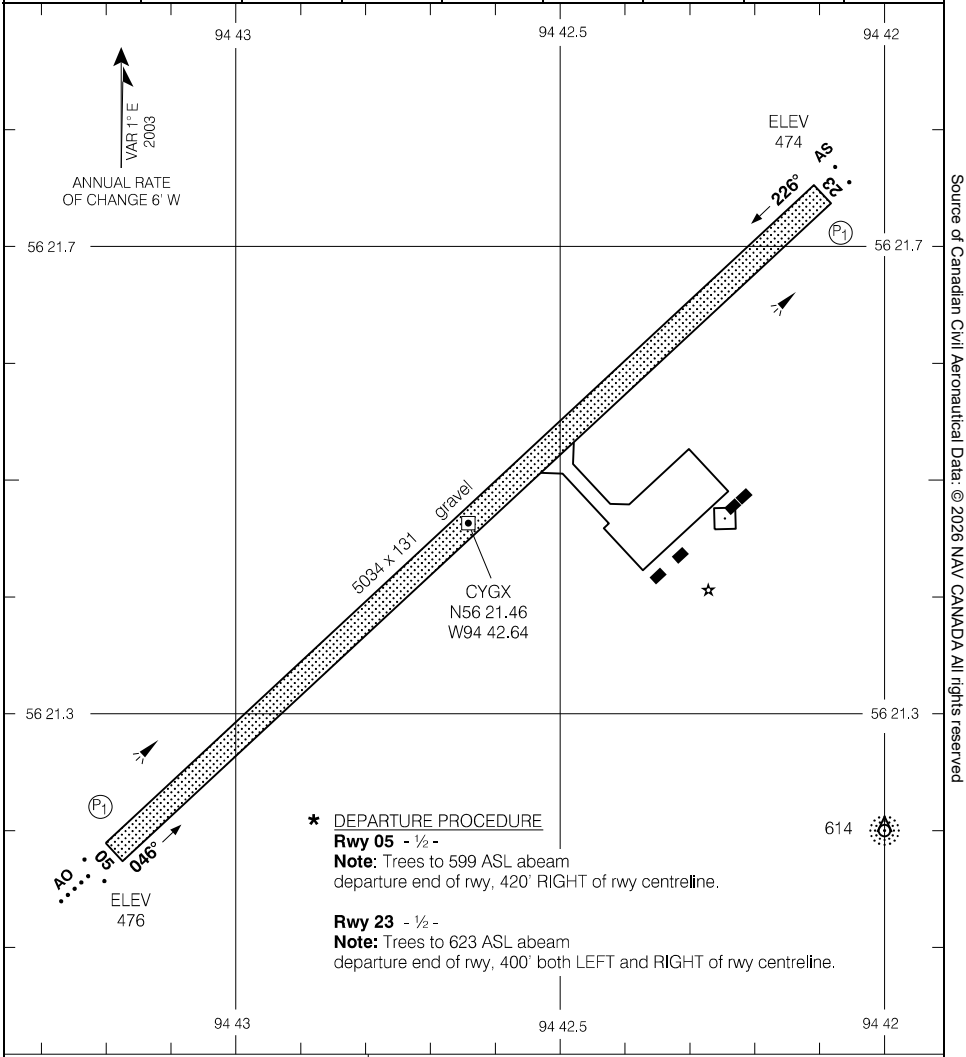
GILLAM, MB

# AERODROME CHART — CYGX

| | | TFC – **122.1** MF | CTR Winnipeg – **134.65**<br>RADIO Edmonton – **123.37** |
|---|---|---|---|

| DECL DISTS | 05 | 23 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 5034 | 5034 | | | | | | |
| TODA | 6018 | 6018 | | | | | | |
| ASDA | 5034 | 5034 | | | | | | |
| LDA | 5034 | 5034 | | | | | | |




| TAKE-OFF MINIMA | SCALE IN FEET |
|---|---|
| Rwys 05, 23: * | 1000 0 1000 |

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GIMLI/GIMLI INDUSTRIAL PARK AIRPORT, MB

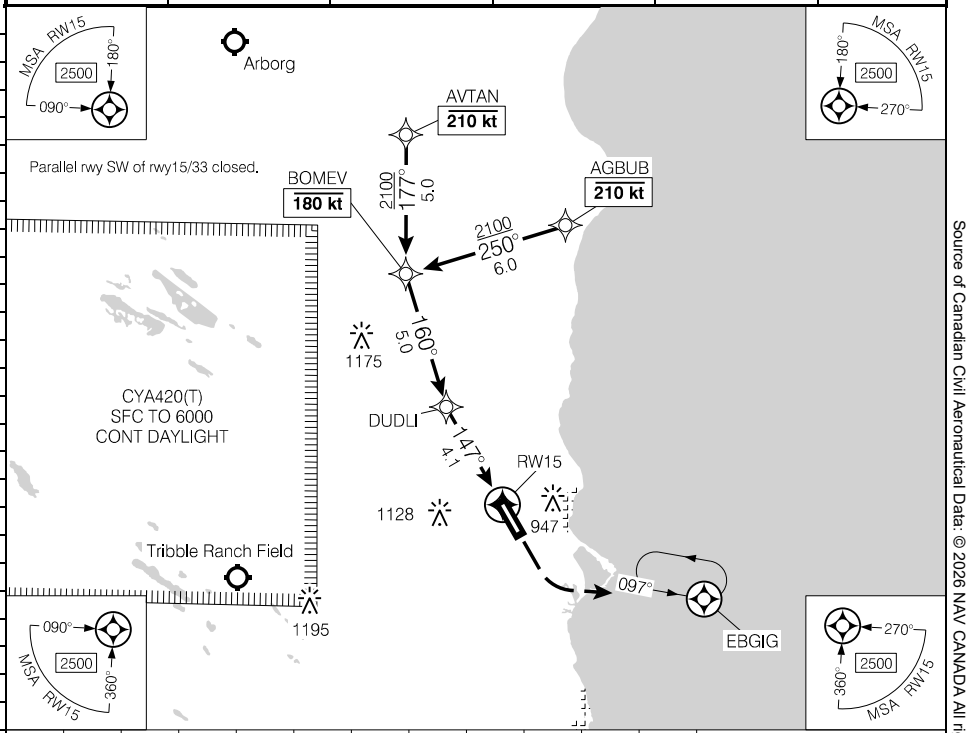
# RNAV (GNSS) RWY 15

503741N 0970236W VAR 3°E

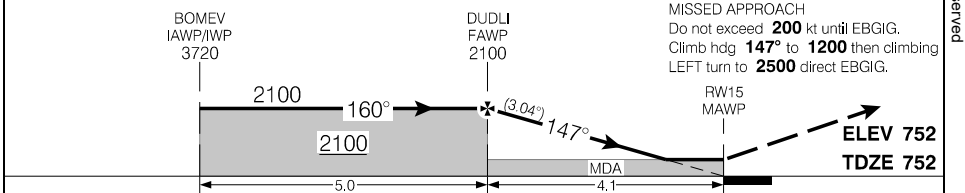
CYGM

| | | | |
|---|---|---|---|
| AUTO – **122.97** | CTR Winnipeg – **118.0** | UNICOM – **122.15** | ARCAL 122.15(K) |

| SAFE ALT 100 NM | RNAV | APCH CRS | MIN ALT DUDLI | LDA |
|---|---|---|---|---|
| **3800** | | **147°** | **2100** | **6800** |




| DIST FROM RW15 | 9.1 | 8 | 7 | 6 | 5 | **4.1** | 3 | 2 | 1.0 |
|---|---|---|---|---|---|---|---|---|---|
| ALT (3.04° APCH PATH) | 3720 | 3380 | 3050 | 2730 | 2410 | **2100** | 1760 | 1440 | 1120 |




RASS: When using CYWG add **120'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **1120** (368) | | 1¼ | |

| Knots | ft/min | Min:Sec |
|---|---|---|
| 70 | 380 | |
| 90 | 480 | |
| 110 | 590 | |
| 130 | 700 | |
| 150 | 810 | |

RNAV (GNSS) RWY 15 CYGM

EFF 12 JUN 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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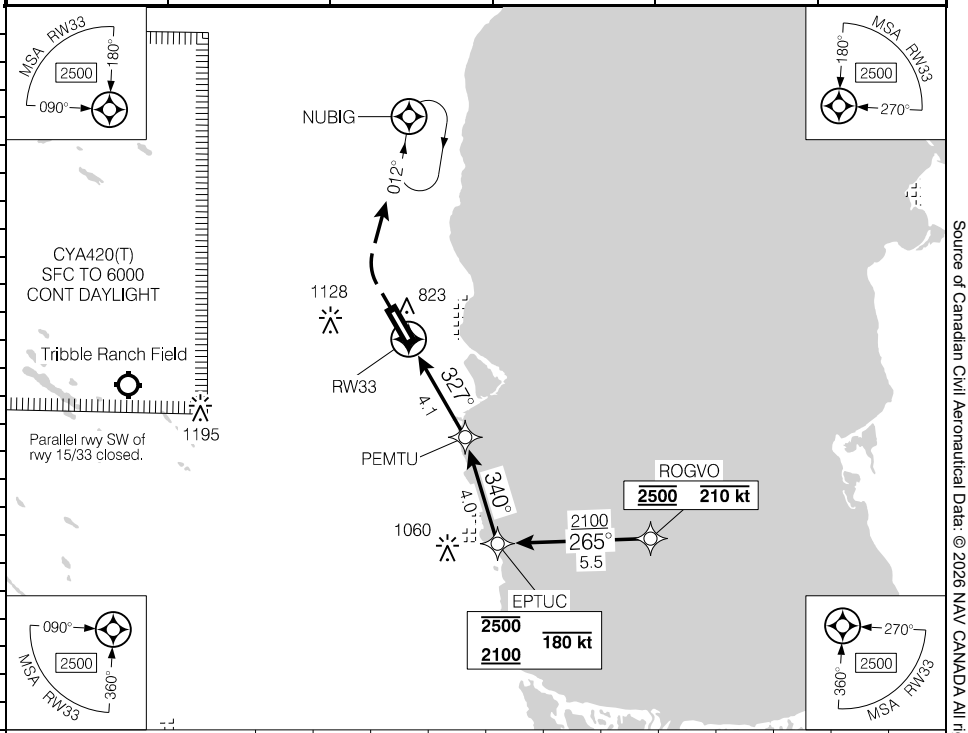
GIMLI/GIMLI INDUSTRIAL PARK AIRPORT, MB

# RNAV (GNSS) RWY 33

503741N 0970236W VAR 3°E

CYGM

| | | | | |
|---|---|---|---|---|
| AUTO – **122.97** | CTR Winnipeg – **118.0** | UNICOM – **122.15** | | ARCAL 122.15(K) |
| SAFE ALT 100 NM **3800** | RNAV | APCH CRS **327°** | MIN ALT PEMTU **2100** | LDA **6800** |

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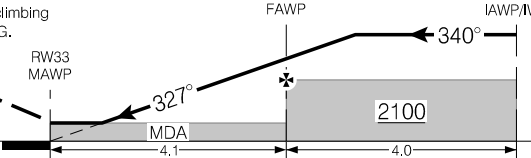
MISSED APPROACH
Do not exceed **200** kt until NUBIG.
Climb hdg **327°** to **1200** then climbing
RIGHT turn to **2500** direct NUBIG.




**ELEV 752**
**TDZE 743**

RASS: When using CYWG add **120'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **1060** | (318) | 1 | |

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

RNAV (GNSS) RWY 33 CYGM

EFF 2 OCT 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

## Departure Procedure

**Rwy 15 – ½**: Climb between hdg **190°** CW to **220°** to remain clear of CYA420(T) and CYA404(T) when active.

**Note:** Trees to 779 ASL 0.2 NM past departure end of rwy, 100' LEFT of rwy centreline. Trees to 767 ASL 0.2 NM past departure end of rwy, 450' LEFT of rwy centreline.

**Rwy 33 – ½**: Climb hdg **327°** to **1900** then climb between hdg **007°** CW to **147°** to remain clear of CYA420(T) and CYA404(T) when active.

**Note:** Trees to 798 ASL 0.3 NM past departure end of rwy, 230' RIGHT of rwy centreline.

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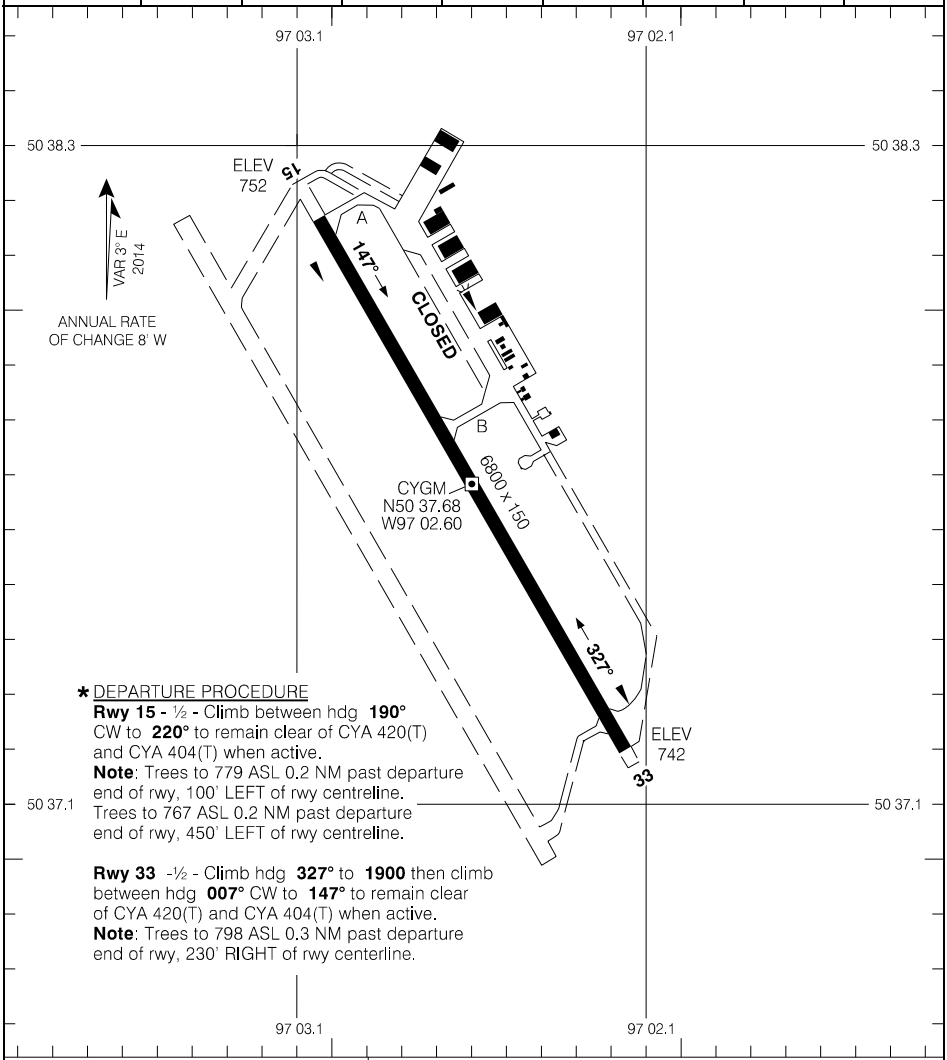
GIMLI/GIMLI INDUSTRIAL PARK AIRPORT, MB

# AERODROME CHART — CYGM

| AUTO– **122.97** | | UNICOM – **122.15** | CTR Winnipeg – **118.0** |
|---|---|---|---|

| DECL DISTS | 15 | 33 |
|---|---|---|
| TORA | 6800 | 6800 |
| TODA | 7784 | 7784 |
| ASDA | 7007 | 7281 |
| LDA | 6800 | 6800 |




***** DEPARTURE PROCEDURE

**Rwy 15 -** ½ - Climb between hdg **190°** CW to **220°** to remain clear of CYA 420(T) and CYA 404(T) when active.
**Note**: Trees to 779 ASL 0.2 NM past departure end of rwy, 100' LEFT of rwy centreline. Trees to 767 ASL 0.2 NM past departure end of rwy, 450' LEFT of rwy centreline.

**Rwy 33** -½ - Climb hdg **327°** to **1900** then climb between hdg **007°** CW to **147°** to remain clear of CYA 420(T) and CYA 404(T) when active.
**Note**: Trees to 798 ASL 0.3 NM past departure end of rwy, 230' RIGHT of rwy centerline.

| TAKE-OFF MINIMA |
|---|
| Rwys 15; 33: ***** |

SCALE IN FEET
2000 0 2000

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GODS LAKE NARROWS, MB

# RNAV (GNSS) RWY 14

543330N 0942927W VAR 0°

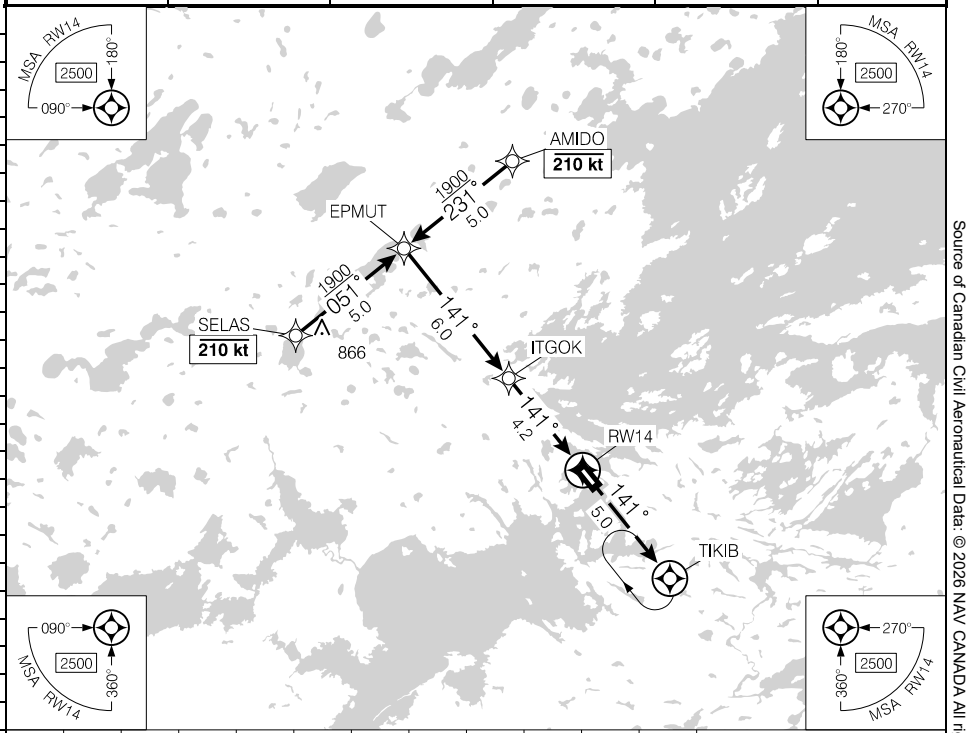
CYGO

UNICOM – **122.8** (AU)

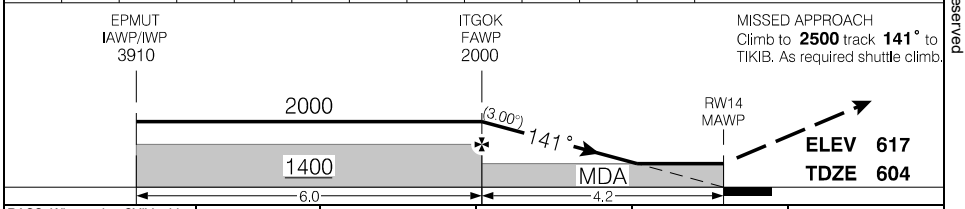
ATF

ARCAL 122.8(K)

| SAFE ALT 100 NM | RNAV | APCH CRS | MIN ALT ITGOK | LDA |
|---|---|---|---|---|
| **2500** | | **141°** | **1400** | **3810** |




| (NM) | | 10.2 | 9 | 8 | 7 | 6 | 5 | **4.2** | 3 | 2 | 1.5 | DIST FROM RW14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 3910 | 3520 | 3200 | 2880 | 2560 | 2240 | **2000** | 1610 | 1290 | 1120 | ALT (3.00° APCH PATH) |




RASS: When using CYIV add **120'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **1120** | (519) | 1½ | |

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

RNAV (GNSS) RWY 14

CYGO

EFF 5 DEC 19



Canada Air Pilot

Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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GODS LAKE NARROWS, MB

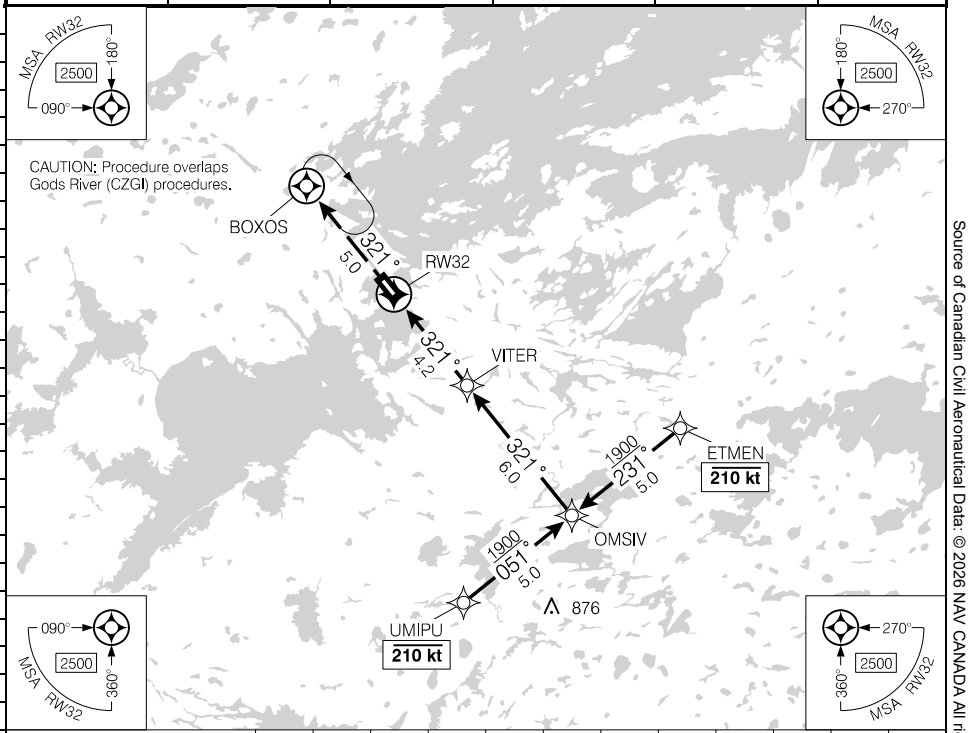
# RNAV (GNSS) RWY 32

543330N 0942927W VAR 0° — CYGO

UNICOM – **122.8** (AU) ATF

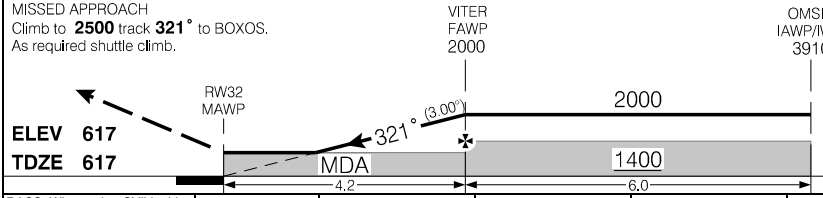
ARCAL 122.8(K)

| SAFE ALT 100 NM | RNAV | APCH CRS | MIN ALT VITER | LDA |
|---|---|---|---|---|
| **2500** | | **321°** | **1400** | **3810** |




| DIST FROM RW32 | | 1.6 | 3 | **4.2** | 5 | 6 | 7 | 8 | 9 | 10.2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | 1180 | 1620 | **2000** | 2250 | 2570 | 2890 | 3210 | 3530 | 3910 | | |

MISSED APPROACH
Climb to **2500** track **321°** to BOXOS.
As required shuttle climb.




RASS: When using CYIV add **120'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **1180** | (568) | 1¾ | |

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

RNAV (GNSS) RWY 32 CYGO

EFF 5 DEC 19



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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GODS LAKE NARROWS, MB

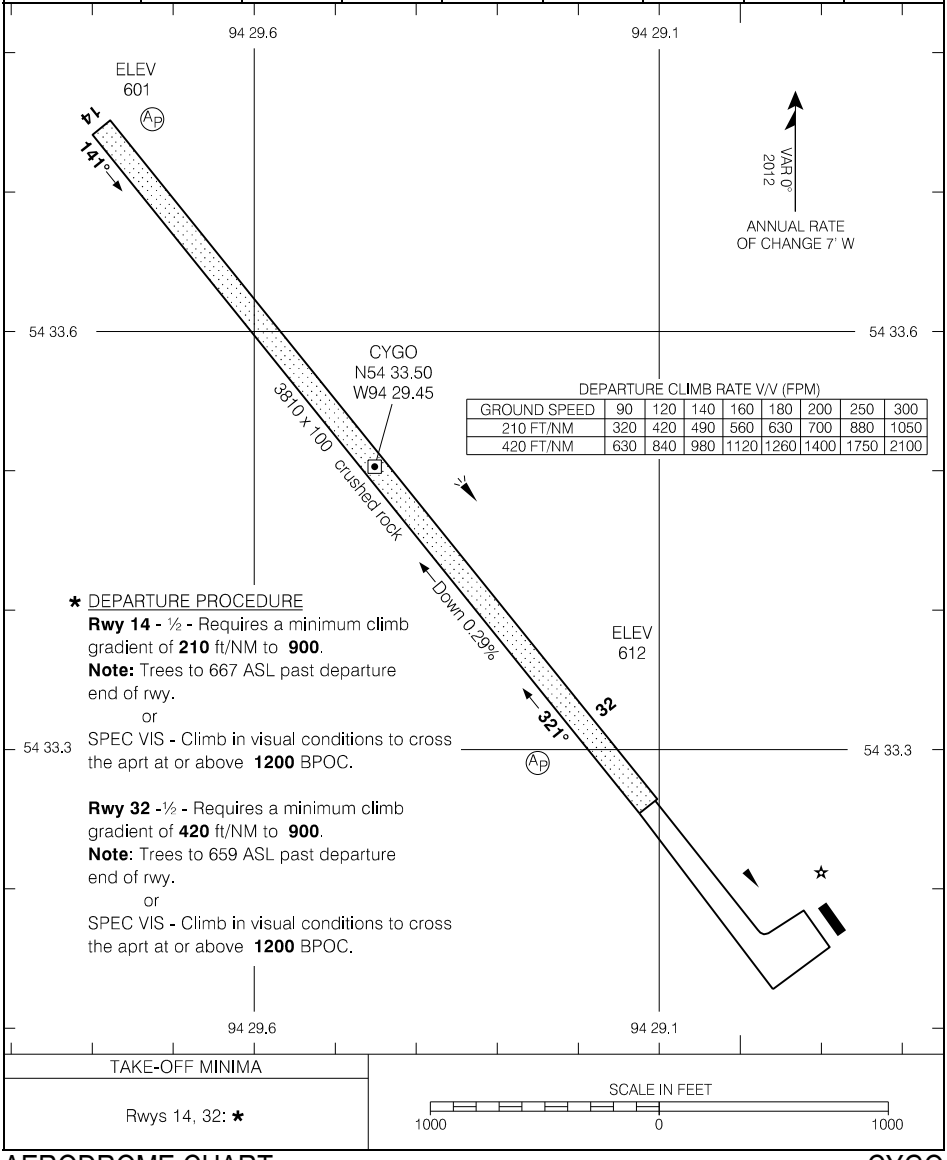
# AERODROME CHART

CYGO

UNICOM – **122.8** (AU)

ATF

| DECL DISTS | 14 | 32 |
|---|---|---|
| TORA | 3810 | 3810 |
| TODA | 3810 | 4210 |
| ASDA | 3810 | 3810 |
| LDA | 3810 | 3810 |




* DEPARTURE PROCEDURE

**Rwy 14** - ½ - Requires a minimum climb gradient of **210** ft/NM to **900**.
**Note:** Trees to 667 ASL past departure end of rwy.
or
SPEC VIS - Climb in visual conditions to cross the aprt at or above **1200** BPOC.

**Rwy 32** -½ - Requires a minimum climb gradient of **420** ft/NM to **900**.
**Note**: Trees to 659 ASL past departure end of rwy.
or
SPEC VIS - Climb in visual conditions to cross the aprt at or above **1200** BPOC.

| TAKE-OFF MINIMA |
|---|
| Rwys 14, 32: * |

SCALE IN FEET
1000 0 1000

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AERODROME CHART CYGO

EFF 21 MAY 20



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

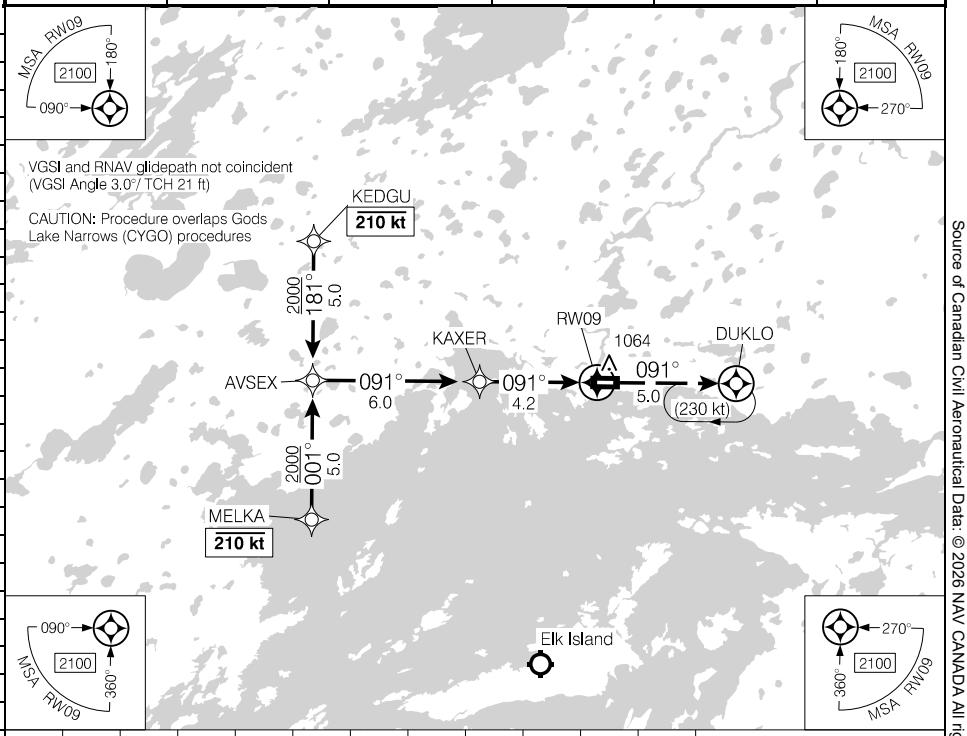
GODS RIVER, MB

# RNAV (GNSS) RWY 09

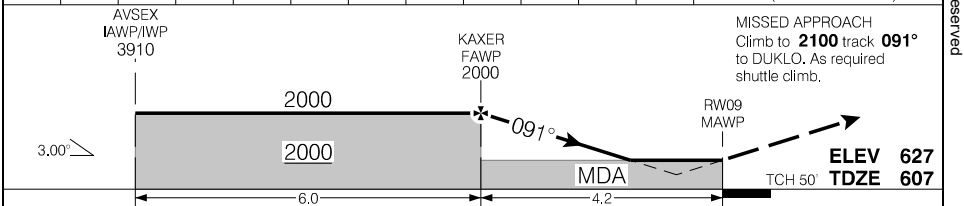
545023N 0940443W VAR 1°W

CZGI

| | | UNICOM – **122.8** (AU) ATF | | ARCAL 122.8(K) P1 |
|---|---|---|---|---|
| SAFE ALT 100 NM **2600** | WAAS **Ch 80184** W09A | APCH CRS **091°** | MIN ALT KAXER **2000** | LDA **3538** |




| | | 10.2 | 9 | 8 | 7 | 6 | 5 | **4.2** | 3 | 1.6 | | DIST FROM RW09 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 3910 | 3520 | 3210 | 2890 | 2570 | 2250 | **2000** | 1610 | 1180 | | ALT (3.00° APCH PATH) |




RASS: When using CYIV add **180'**. When using CYOH add **120'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1106** | (500) | 1¾ | |
| LNAV | **1180** | (574) | 1¾ | |

RNAV (GNSS) RWY 09 CZGI

EFF 20 FEB 25



Canada Air Pilot
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GODS RIVER, MB

# RNAV (GNSS) RWY 27

545023N 0940443W VAR 1°W

CZGI

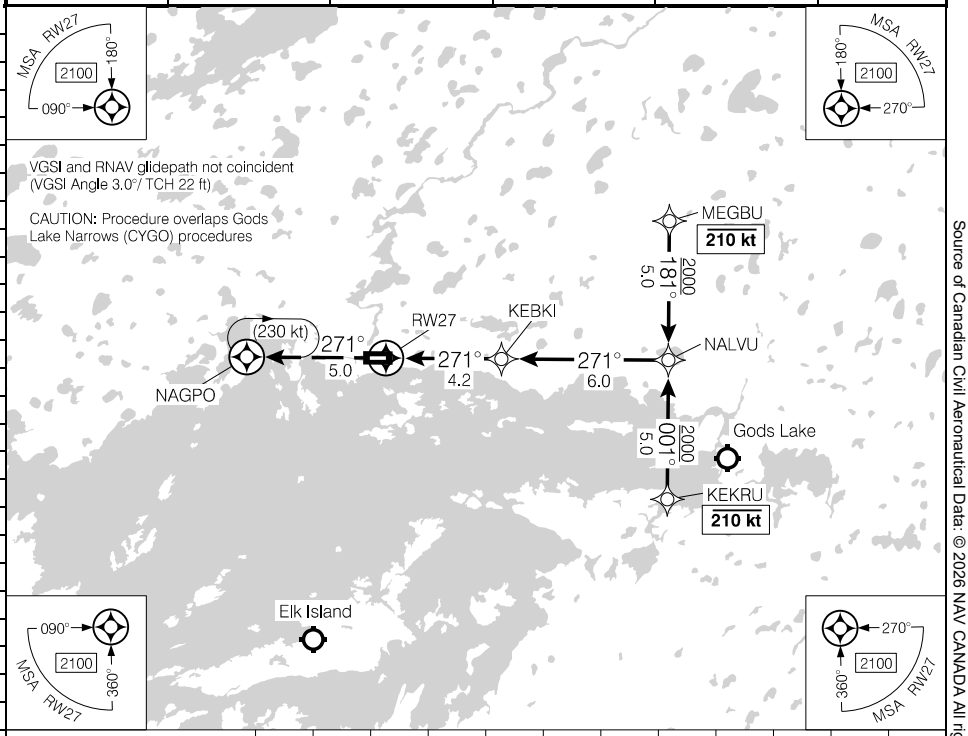
UNICOM – **122.8** (AU)

ATF

ARCAL 122.8(K)

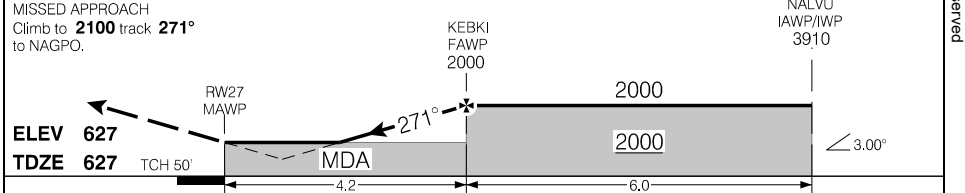
P1

| SAFE ALT 100 NM | WAAS | APCH CRS | MIN ALT KEBKI | LDA |
|---|---|---|---|---|
| **2600** | **Ch 80841** W27A | **271°** | **2000** | **3538** |




| DIST FROM RW27 | | 2.0 | 3 | **4.2** | 5 | 6 | 7 | 8 | 9 | 10.2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | 1320 | 1630 | **2000** | 2270 | 2590 | 2910 | 3230 | 3550 | 3910 | | |

MISSED APPROACH
Climb to **2100** track **271°**
to NAGPO.




RASS: When using CYIV add **180'**. When using CYOH add **120'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1127** | (500) | 1¾ | |
| LNAV | **1320** | (693) | 2 | |

RNAV (GNSS) RWY 27

CZGI

EFF 22 JAN 26



Canada Air Pilot
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GODS RIVER, MB

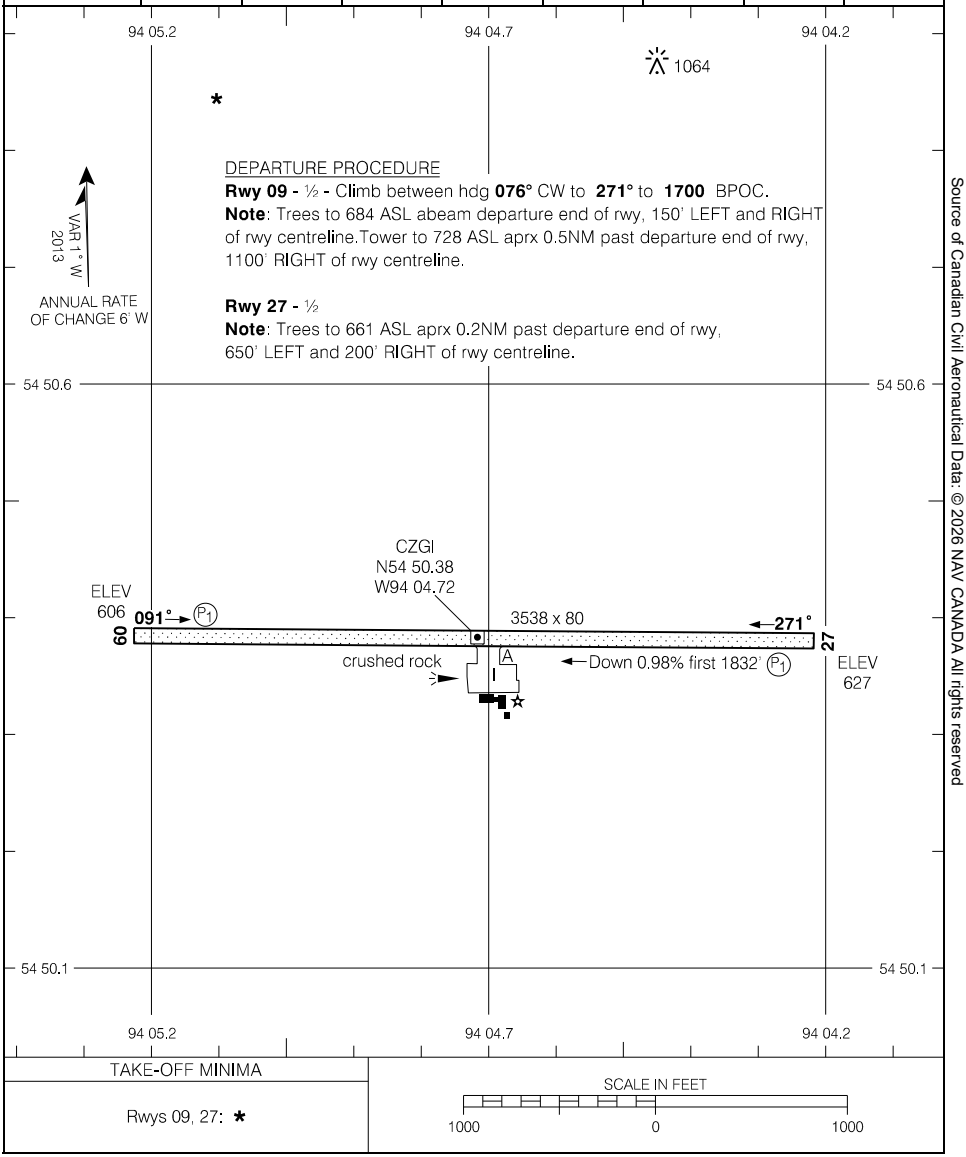
# AERODROME CHART

CZGI

UNICOM – **122.8** (AU)

ATF

| DECL DISTS | 09 | 27 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 3538 | 3538 | | | | | | |
| TODA | 3538 | 4522 | | | | | | |
| ASDA | 3538 | 3538 | | | | | | |
| LDA | 3538 | 3538 | | | | | | |




| TAKE-OFF MINIMA |
|---|
| Rwys 09, 27: * |

SCALE IN FEET

1000 0 1000

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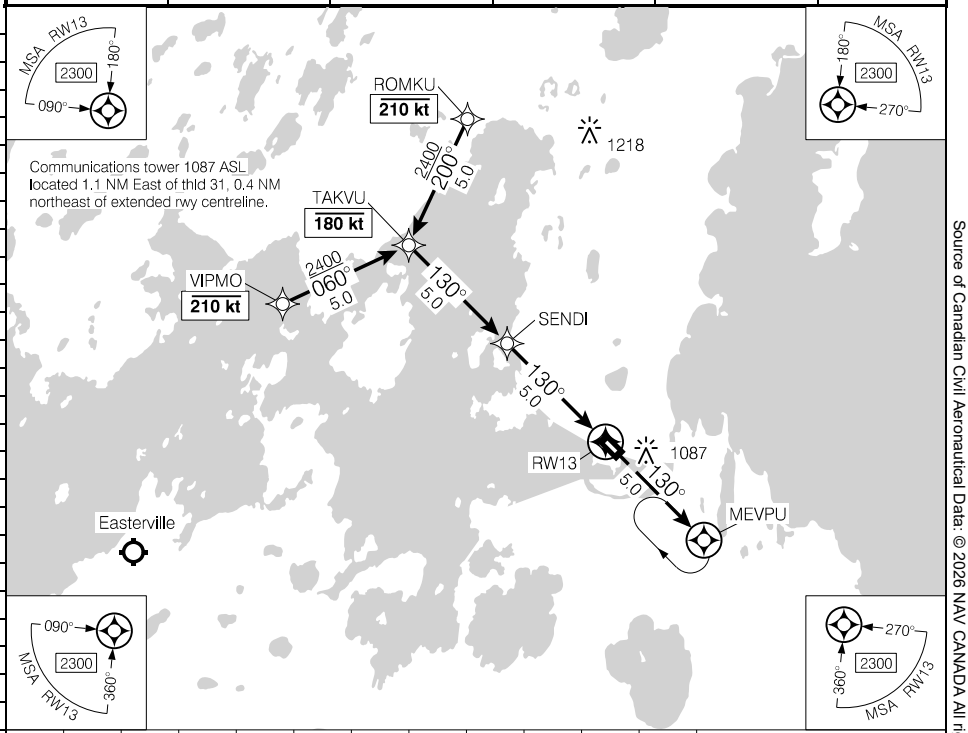
GRAND RAPIDS, MB

# RNAV (GNSS) RWY 13

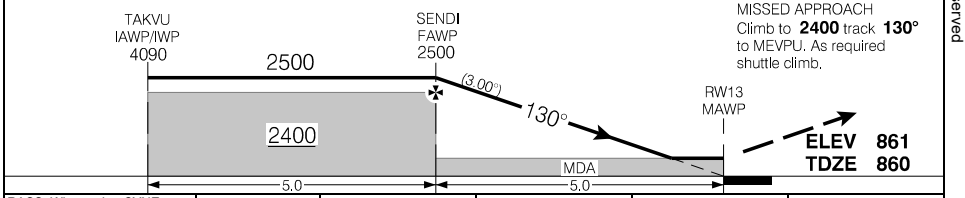
531021N 0991923W VAR 5°E

CJV8

| | | | | | |
|---|---|---|---|---|---|
| AUTO – **129.17** | | UNICOM – **122.8** ATF | | | ARCAL 122.8(K) |
| SAFE ALT 100 NM **3800** | RNAV | APCH CRS **130°** | MIN ALT SENDI **2400** | LDA **3119** | |




| | | 10 | 9 | 8 | 7 | 6 | **5.0** | 4 | 3 | 2 | 0.9 | DIST FROM RW13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 4090 | 3770 | 3460 | 3140 | 2820 | **2500** | 2180 | 1860 | 1540 | 1180 | ALT (3.00° APCH PATH) |




RASS: When using CYNE add **180°**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **1180** | (322) | | 1 |

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

RNAV (GNSS) RWY 13 CJV8

EFF 16 MAY 24



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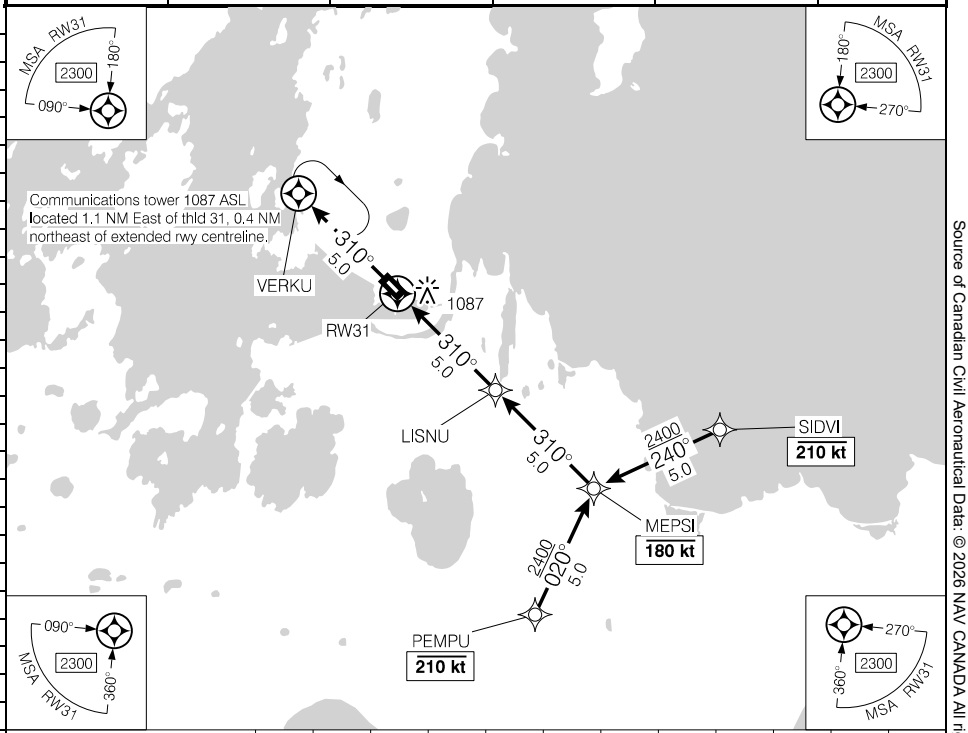
GRAND RAPIDS, MB

# RNAV (GNSS) RWY 31

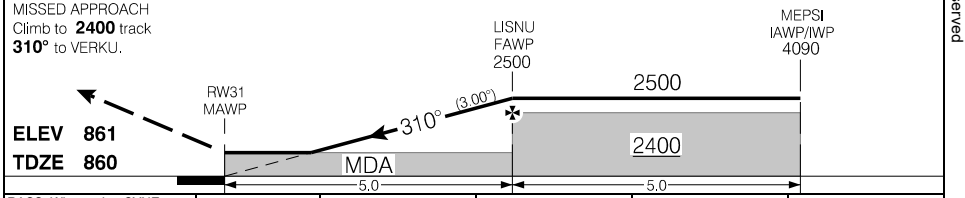
531021N 0991923W VAR 5°E

CJV8

| | | | | |
|---|---|---|---|---|
| AUTO – **129.17** | | UNICOM – **122.8** ATF | | ARCAL 122.8(K) |
| SAFE ALT 100 NM **3800** | RNAV | APCH CRS **310°** | MIN ALT LISNU **2400** | LDA **3119** |




| DIST FROM RW31 | | 1.5 | 3 | 4 | **5.0** | 6 | 7 | 8 | 9 | 10 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | 1380 | 1860 | 2180 | **2500** | 2820 | 3140 | 3450 | 3770 | 4090 | | |




RASS: When using CYNE add **180°**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **1380** | (523) | 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 22 JAN 2026 to 0901Z 19 MAR 2026

GRAND RAPIDS, MB

# AERODROME CHART

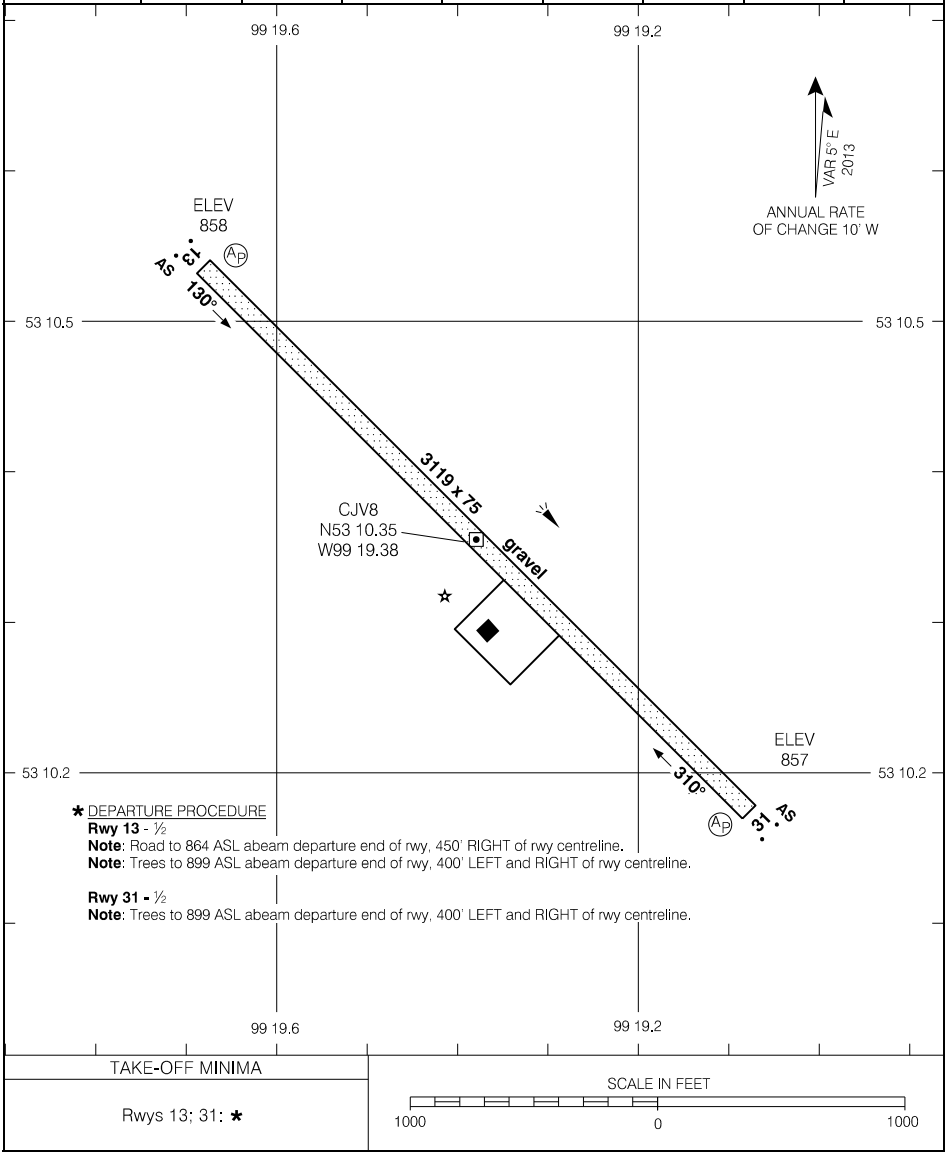
CJV8

AUTO – **129.17**

UNICOM – **122.8**

ATF

| DECL DISTS | 13 | 31 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 3119 | 3119 | | | | | | |
| TODA | 3119 | 3119 | | | | | | |
| ASDA | 3119 | 3119 | | | | | | |
| LDA | 3119 | 3119 | | | | | | |




* DEPARTURE PROCEDURE

**Rwy 13** - ½

**Note**: Road to 864 ASL abeam departure end of rwy, 450' RIGHT of rwy centreline.

**Note**: Trees to 899 ASL abeam departure end of rwy, 400' LEFT and RIGHT of rwy centreline.

**Rwy 31 -** ½

**Note**: Trees to 899 ASL abeam departure end of rwy, 400' LEFT and RIGHT of rwy centreline.

| TAKE-OFF MINIMA |
|---|
| Rwys 13; 31: * |

SCALE IN FEET

1000 0 1000

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# AERODROME CHART

CJV8

EFF 16 MAY 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

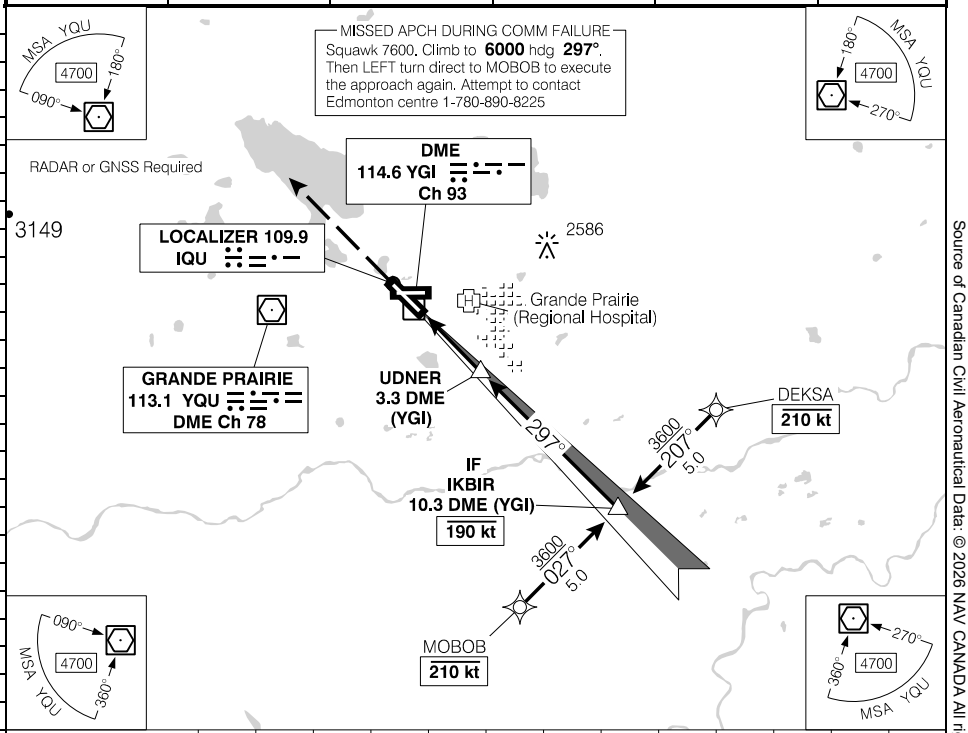
GRANDE PRAIRIE, AB

# ILS Z RWY 30

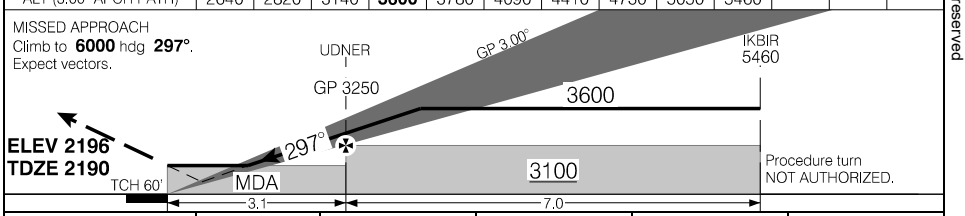
551055N 1185314W VAR 18°E

CYQU

| ATIS – **128.6** | CTR Edmonton – **134.5** | RADIO – **118.1** MF | | |
|---|---|---|---|---|
| SAFE ALT 100 NM **12,800** | LOC IQU **109.9** | APCH CRS **297°** | GP UDNER **3250** | LDA **8502** |




| DIST FROM DME(YGI) | 1.4 | 2 | 3 | **4.4** | 5 | 6 | 7 | 8 | 9 | 10.3 |
|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2640 | 2820 | 3140 | **3600** | 3780 | 4090 | 4410 | 4730 | 5050 | 5460 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| ILS/DME | **2390** | (200) | ½ | |
| LOC/DME | **2640** | (450) | 1 | |

UDNER to MAP 3.1 NM

| Knots | ft/min | Min:Sec |
|---|---|---|
| 70 | 370 | **2:39** |
| 90 | 480 | **2:04** |
| 110 | 580 | **1:41** |
| 130 | 690 | **1:26** |
| 150 | 800 | **1:14** |

# ILS Z RWY 30

CYQU

EFF 2 OCT 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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GRANDE PRAIRIE, AB

# ILS Y RWY 30

551055N 1185314W VAR 18°E

CYQU

| ATIS – **128.6** | CTR Edmonton – **134.5** | RADIO – **118.1** MF | | |
|---|---|---|---|---|
| SAFE ALT 100 NM **12,800** | LOC IQU **109.9** | APCH CRS **297°** | GP UDNER **3250** | LDA **8502** |

P2 AN

MISSED APCH DURING COMM FAILURE
Climb to **6000** hdg **297°**. LEFT turn direct to "YQU" VOR/DME. Hold SW inbound on "YQU" **R-225** for five minutes. Then proceed on the "YQU" **R-089** transition to UDNER to execute the ILS Y RWY 30 approach again.

MSA YQU 4700 090° 180°

MSA YQU 4700 180° 270°

DME 114.6 YGI Ch 93

LOCALIZER 109.9 IQU

GRANDE PRAIRIE 113.1 YQU DME Ch 78

3149

2586

3700

R-089 7.8 NM

(230 kt)

R-225 YQU

UDNER 3.3 DME (YGI)

No PT 3100

297°

072°

252°

IF IKBIR 10.3 DME (YGI)

117°

MSA YQU 4700 090° 360°

MSA YQU 4700 270° 360°

25 20 15 10 5 0 (NM)

| DIST FROM DME(YGI) | 1.4 | 2 | 3 | **4.4** | 5 | 6 | 7 | 8 | 9 | 10.3 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2640 | 2820 | 3140 | **3600** | 3780 | 4090 | 4410 | 4730 | 5050 | 5460 | | | |

MISSED APPROACH
Climb to **6000** hdg **297°**.
Expect vectors.

UDNER 117° GP 3.00° IKBIR 5460

GP 3250 3600

297°

ELEV 2196
TDZE 2190
TCH 60'
MDA
3100
Procedure turn LEFT within 7 NM of UDNER.

3.1 7.0

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| ILS/DME | **2390** | (200) | ½ | |
| LOC/DME | **2640** | (450) | 1 | |

UDNER to MAP 3.1 NM

| Knots | ft/min | Min:Sec |
|---|---|---|
| 70 | 370 | **2:39** |
| 90 | 480 | **2:04** |
| 110 | 580 | **1:41** |
| 130 | 690 | **1:26** |
| 150 | 800 | **1:14** |

# ILS Y RWY 30

CYQU

EFF 17 APR 25

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Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

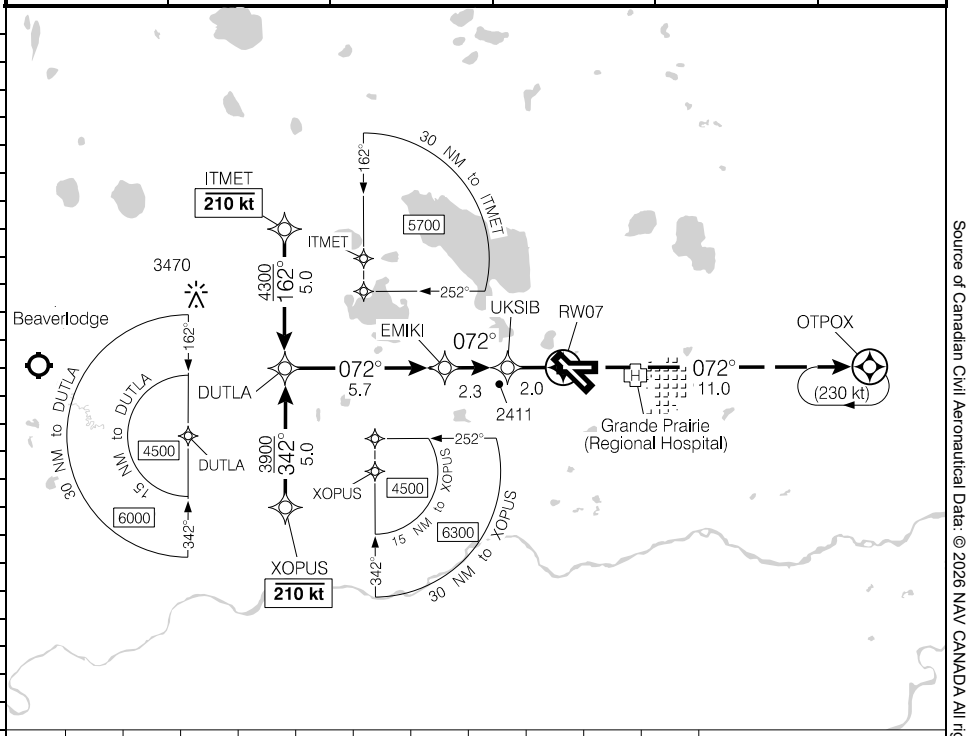
GRANDE PRAIRIE, AB

# RNAV (GNSS) Z RWY 07

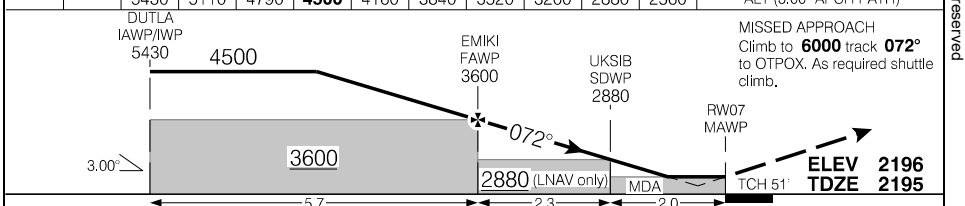
551055N 1185314W VAR 18°E

CYQU

| ATIS – **128.6** | CTR Edmonton – **134.5** | RADIO – **118.1** MF | | AO P2 |
|---|---|---|---|---|
| SAFE ALT 100 NM **12,800** | WAAS **Ch 80313** W07A | APCH CRS **072°** | MIN ALT EMIKI **3600** | LDA **6200** |




| | 10 | 9 | 8 | **7.1** | 6 | 5 | 4 | 3 | 2 | 1.0 | DIST FROM RW07 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5430 | 5110 | 4790 | **4500** | 4160 | 3840 | 3520 | 3200 | 2880 | 2560 | ALT (3.00° APCH PATH) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2444** | (250) | 1 | |
| LNAV/VNAV (min. -22°C, max. 54°C) | **2444** | (250) | 1 | |
| LNAV | **2560** | (366) | 1¼ | |

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

# RNAV (GNSS) Z RWY 07

CYQU

EFF 24 MAR 22



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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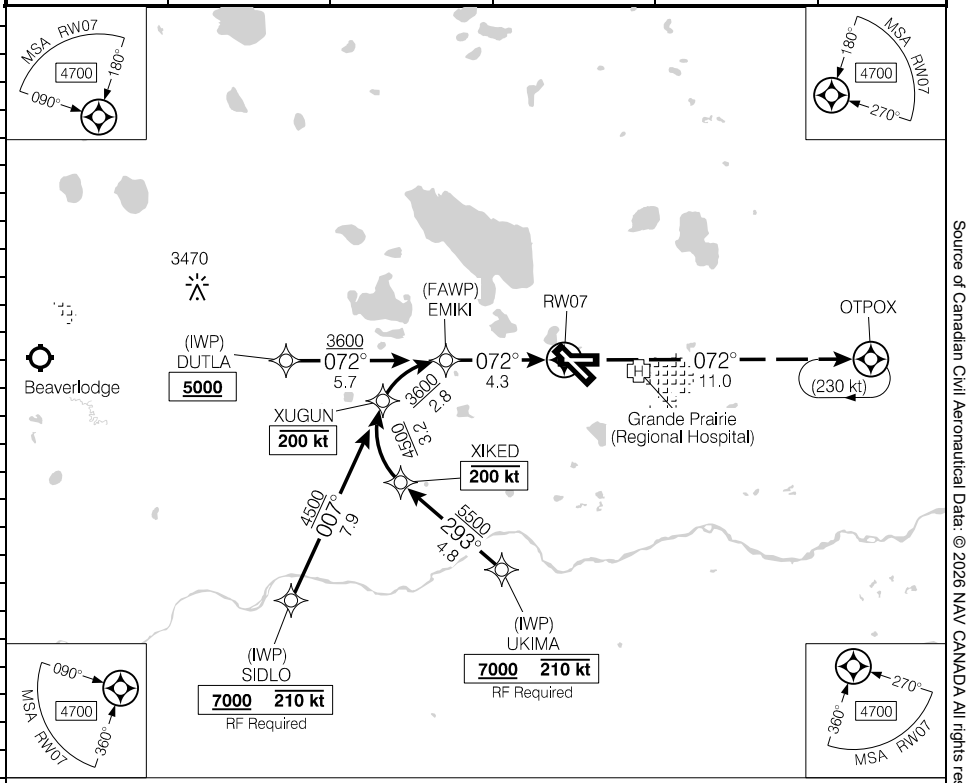
GRANDE PRAIRIE, AB

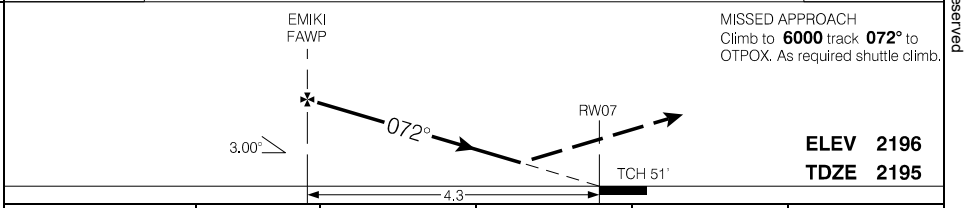
# RNAV (RNP) Y RWY 07

551055N 1185314W VAR 18°E

CYQU

| ATIS – **128.6** | CTR Edmonton – **134.5** | RADIO – **118.1** MF | | |
|---|---|---|---|---|
| SAFE ALT 100 NM **12,800** | RNAV | APCH CRS **072°** | MIN ALT EMIKI **3600** | LDA **6200** |




| | CATEGORY | A | B | C | D |
|---|---|---|---|---|---|
| | RNP 0.10 | **2467** | (273) | 1 | |
| **AUTHORIZATION REQUIRED** (min. -22° C) (max. 54° C) | RNP 0.30 | **2567** | (373) | 1¼ | |
| | | | | | |
| | | | | | |

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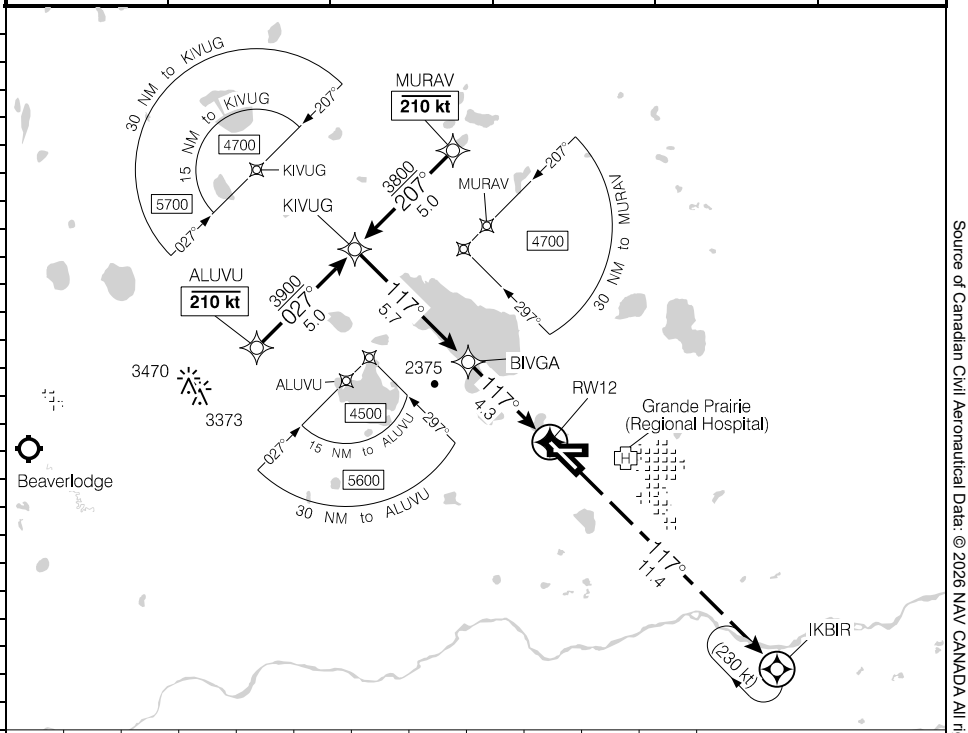
GRANDE PRAIRIE, AB

# RNAV (GNSS) Z RWY 12

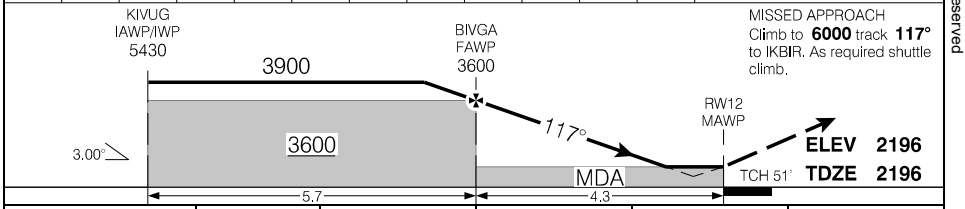
551055N 1185314W VAR 18°E

CYQU

| ATIS – **128.6** | CTR Edmonton – **134.5** | RADIO – **118.1** MF | | P2 AS |
|---|---|---|---|---|
| SAFE ALT 100 NM **12,800** | WAAS **Ch 80181** W12A | APCH CRS **117°** | MIN ALT BIVGA **3600** | LDA **8102** |




| DIST FROM RW12 | 10 | 9 | 8 | 7 | 6 | **5.2** | 4 | 3 | 2 | 1.0 |
|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 5430 | 5110 | 4790 | 4470 | 4160 | **3900** | 3520 | 3200 | 2880 | 2560 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2444** | (250) | 1 | |
| LNAV/VNAV (min. -22°C, max. 54°C) | **2444** | (250) | 1 | |
| LNAV | **2560** | (366) | 1¼ | |

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

# RNAV (GNSS) Z RWY 12

CYQU

EFF 24 MAR 22



Canada Air Pilot
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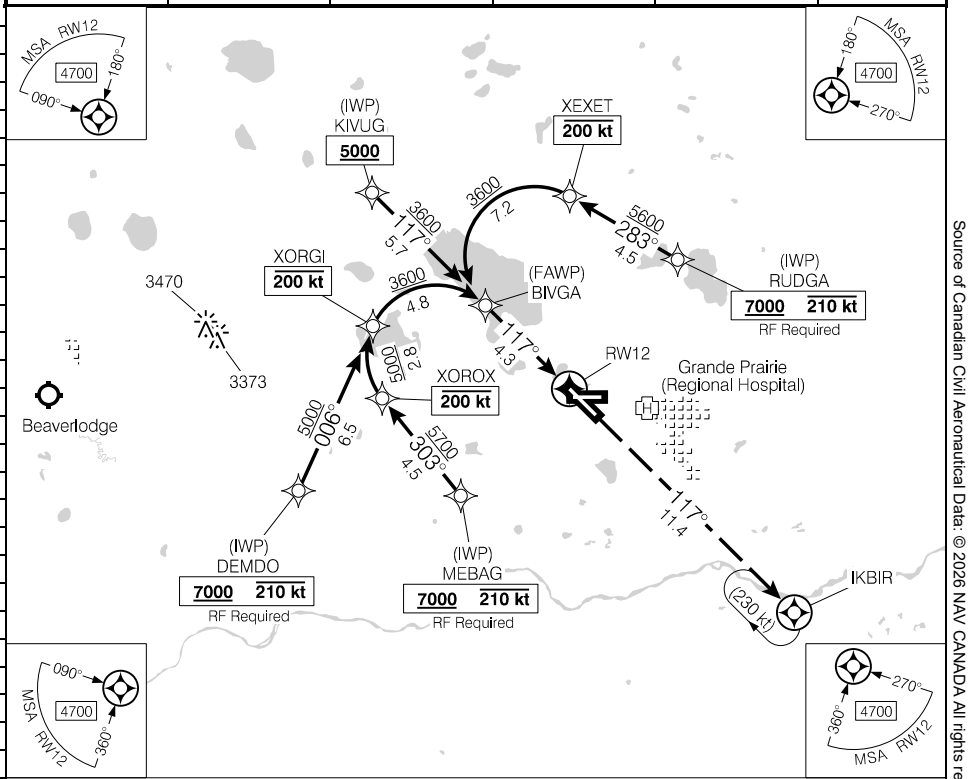
GRANDE PRAIRIE, AB

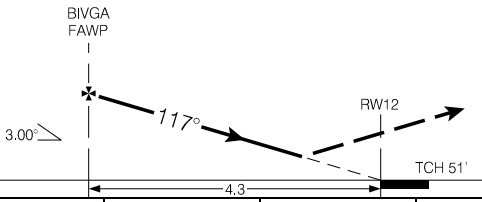
# RNAV (RNP) Y RWY 12

551055N 1185314W VAR 18°E

CYQU

| ATIS – **128.6** | CTR Edmonton – **134.5** | RADIO – **118.1** MF | | |
|---|---|---|---|---|
| SAFE ALT 100 NM **12,800** | RNAV | APCH CRS **117°** | MIN ALT BIVGA **3600** | LDA **8102** |




MISSED APPROACH
Climb to **6000** track **117°** to IKBIR. As required shuttle climb.

**ELEV 2196**
**TDZE 2196**

| | CATEGORY | A | B | C | D |
|---|---|---|---|---|---|
| | **RNP 0.10** | **2469** | (275) | 1 | |
| **AUTHORIZATION REQUIRED** (min. -22° C) (max. 54° C) | **RNP 0.30** | **2547** | (353) | 1¼ | |
| | | | | | |
| | | | | | |

RNAV (RNP) Y RWY 12

CYQU

EFF 24 MAR 22



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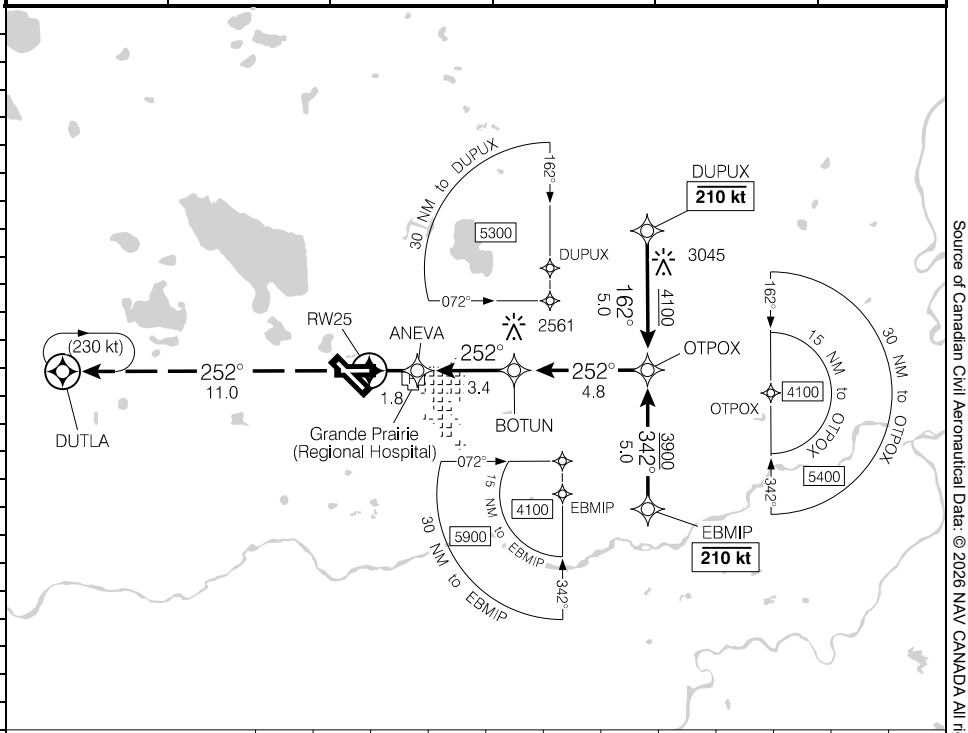
GRANDE PRAIRIE, AB

# RNAV (GNSS) Z RWY 25

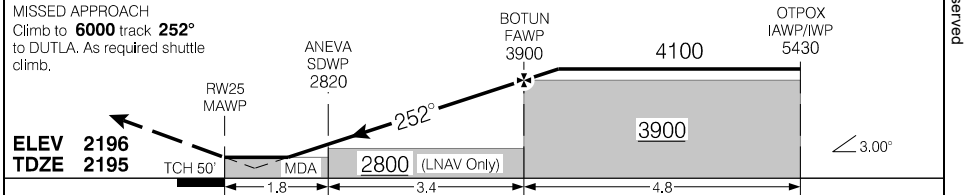
551055N 1185314W VAR 18°E

CYQU

| ATIS – **128.6** | CTR Edmonton – **134.5** | RADIO – **118.1** MF | | |
|---|---|---|---|---|
| SAFE ALT 100 NM **12,800** | WAAS **Ch 80314** W25A | APCH CRS **252°** | MIN ALT BOTUN **3900** | LDA **6200** |




| DIST FROM RW25 | 1.1 | 2 | 3 | 4 | 5 | **5.8** | 7 | 8 | 9 | 10 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2600 | 2880 | 3200 | 3520 | 3830 | **4100** | 4470 | 4790 | 5110 | 5430 | | |




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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2442** | (250) | 1 | |
| LNAV/VNAV (min. -22°C, max. 54°C) | **2461** | (269) | 1 | |
| LNAV | **2600** | (408) | 1¼ | |

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RNAV (GNSS) Z RWY 25 CYQU

EFF 2 OCT 25



Canada Air Pilot
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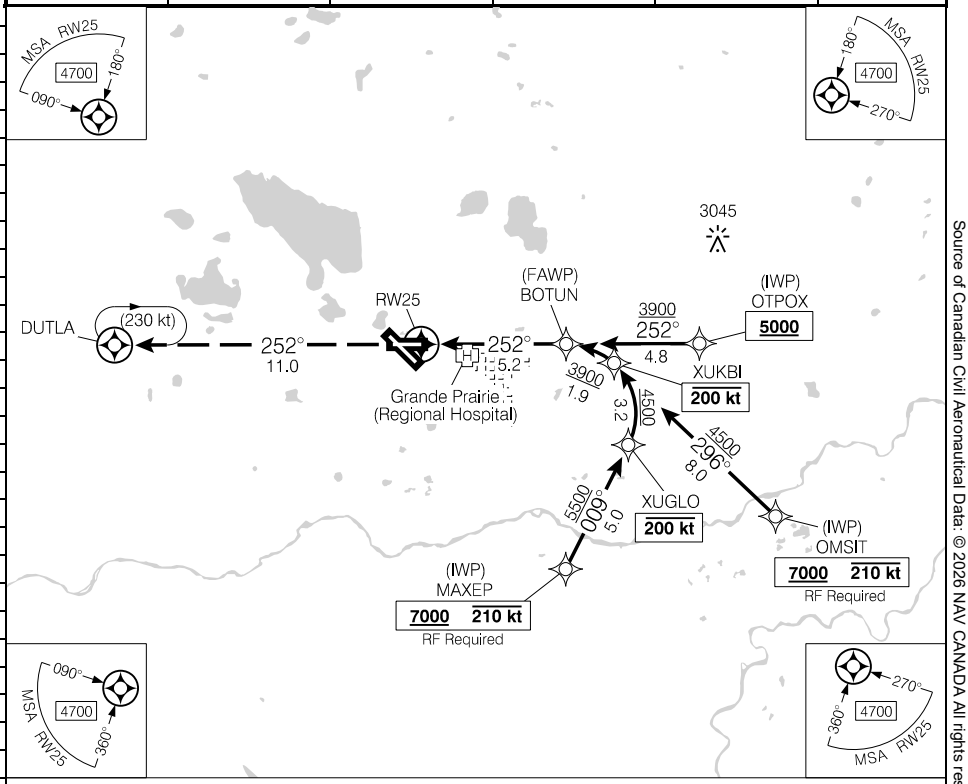
GRANDE PRAIRIE, AB

# RNAV (RNP) Y RWY 25

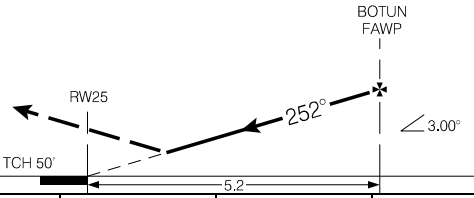
551055N 1185314W VAR 18°E

CYQU

| ATIS – **128.6** | CTR Edmonton – **134.5** | RADIO – **118.1** MF | | AO P2 |
|---|---|---|---|---|
| SAFE ALT 100 NM **12,800** | RNAV | APCH CRS **252°** | MIN ALT BOTUN **3900** | LDA **6200** |




MISSED APPROACH
Climb to **6000** track **252°** to DUTLA. As required shuttle climb.




**ELEV 2196**
**TDZE 2195**

| | CATEGORY | A | B | C | D |
|---|---|---|---|---|---|
| | **RNP 0.20** | **2467** | (275) | 1 | |
| **AUTHORIZATION REQUIRED** (min. -22° C) (max. 54° C) | **RNP 0.30** | **2579** | (387) | 1¼ | |
| | | | | | |
| | | | | | |

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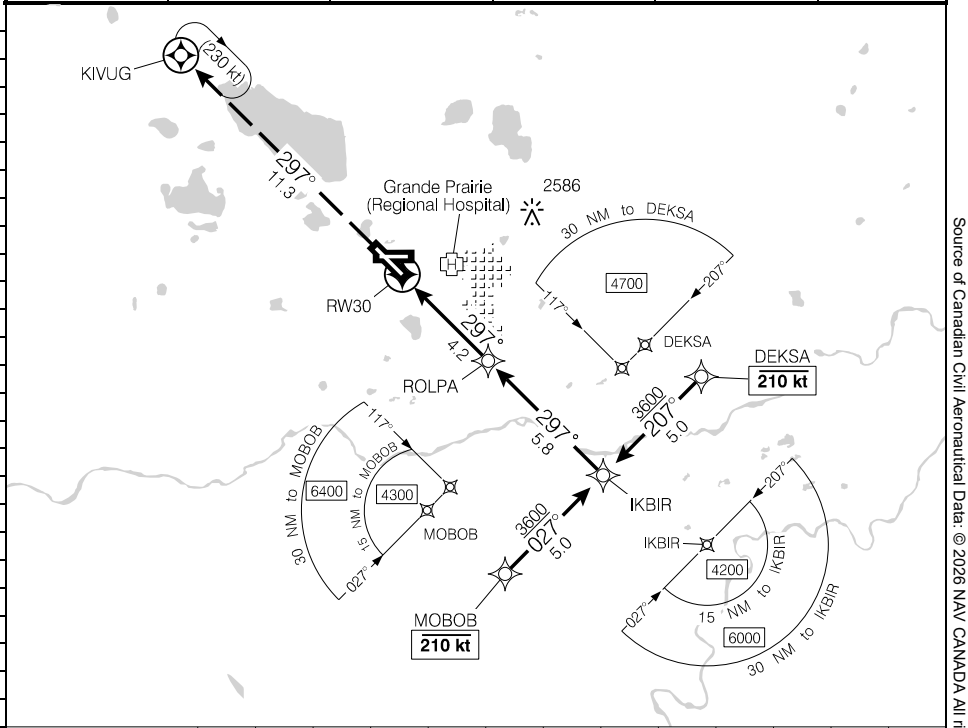
GRANDE PRAIRIE, AB

# RNAV (GNSS) Z RWY 30

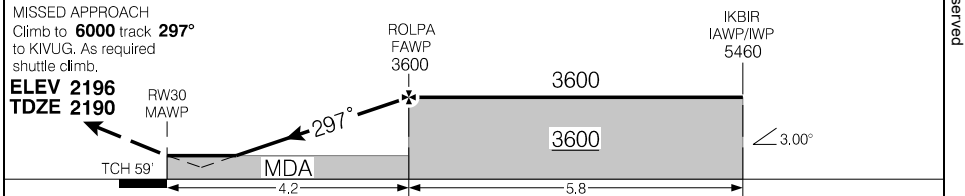
551055N 1185314W VAR 18°E

CYQU

| ATIS – **128.6** | CTR Edmonton – **134.5** | RADIO – **118.1** MF | | |
|---|---|---|---|---|
| SAFE ALT 100 NM **12,800** | WAAS **Ch 80182** W30A | APCH CRS **297°** | MIN ALT ROLPA **3600** | LDA **8502** |




| DIST FROM RW30 | 1.2 | 2 | 3 | **4.2** | 5 | 6 | 7 | 8 | 9 | 10 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2640 | 2890 | 3210 | **3600** | 3840 | 4160 | 4480 | 4800 | 5120 | 5460 | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2390** | (200) | ½ | |
| LNAV/VNAV (min. -21°C, max. 52°C) | **2527** | (337) | 1 | |
| LNAV | **2640** | (450) | 1 | |

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

# RNAV (GNSS) Z RWY 30

CYQU

EFF 11 JUL 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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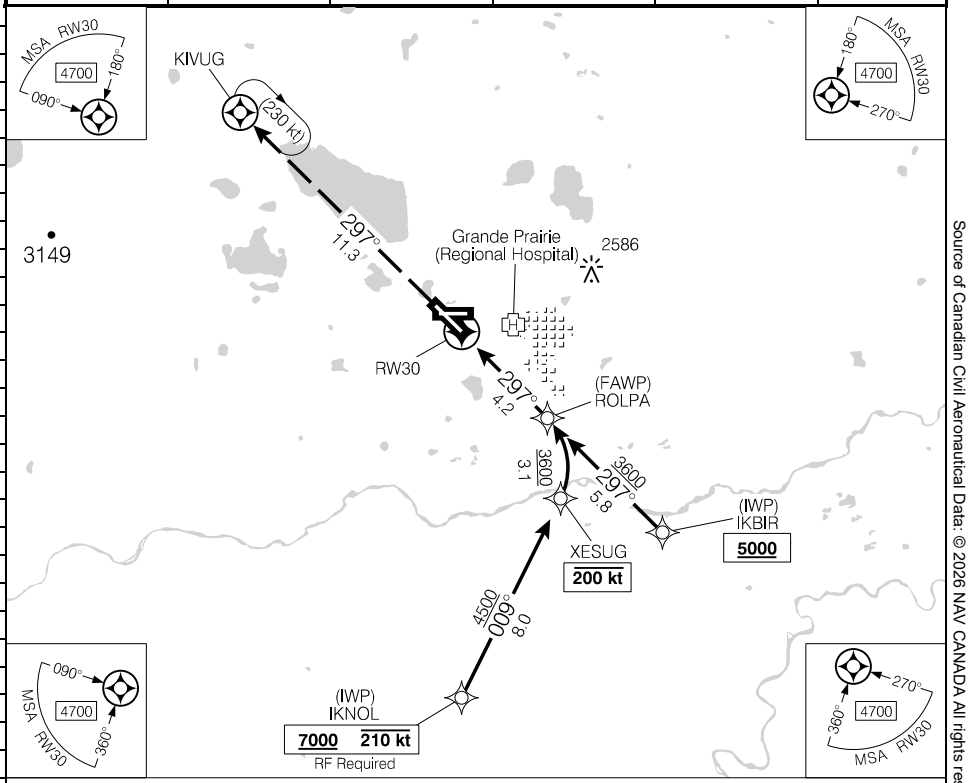
GRANDE PRAIRIE, AB

# RNAV (RNP) Y RWY 30

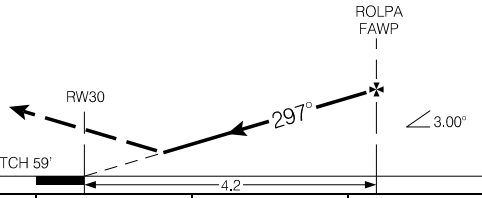
551055N 1185314W VAR 18°E

CYQU

| ATIS – **128.6** | CTR Edmonton – **134.5** | RADIO – **118.1** MF | | |
|---|---|---|---|---|
| SAFE ALT 100 NM **12,800** | RNAV | APCH CRS **297°** | MIN ALT ROLPA **3600** | LDA **8502** |




MISSED APPROACH
Climb to **6000** track **297°**
to KIVUG. As required
shuttle climb.




**ELEV 2196**
**TDZE 2190**

| | CATEGORY | A | B | C | D |
|---|---|---|---|---|---|
| | RNP 0.10 | **2524** | (334) | 1 | |
| **AUTHORIZATION REQUIRED** (min. -21° C) (max. 52° C) | RNP 0.30 | **2575** | (385) | 1 | |
| | | | | | |
| | | | | | |

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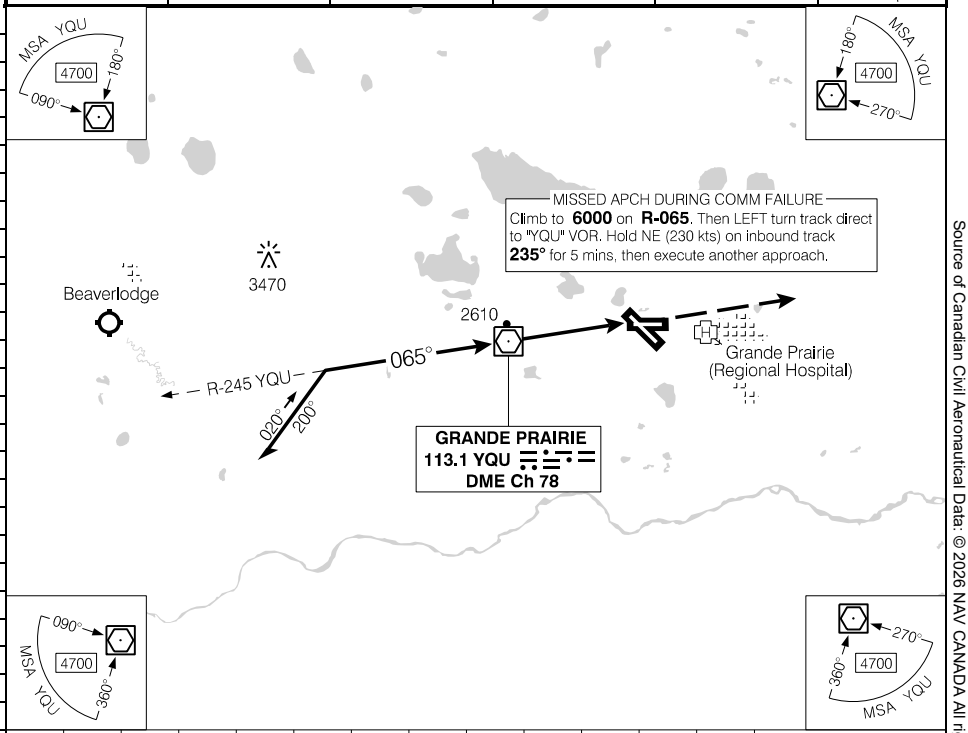
GRANDE PRAIRIE, AB

# VOR RWY 07

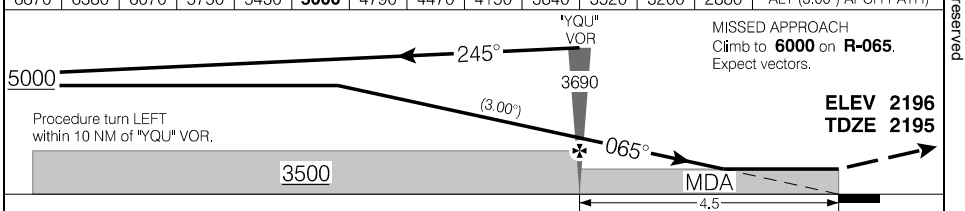
551055N 1185314W VAR 17°E

CYQU

| ATIS – **128.6** | CTR Edmonton – **134.5** | RADIO – **118.1** MF | | AO P2 7.7° |
|---|---|---|---|---|
| SAFE ALT 100 NM **12,800** | VOR YQU **113.1** | APCH CRS **065°** | MIN ALT YQU **3500** | LDA **6200** |




| 14.5 | 13 | 12 | 11 | 10 | **8.7** | 8 | 7 | 6 | 5 | 4 | 3 | 2.0 | DIST FROM MAP |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6870 | 6380 | 6070 | 5750 | 5430 | **5000** | 4790 | 4470 | 4150 | 3840 | 3520 | 3200 | 2880 | ALT (3.00°) APCH PATH) |




| | CATEGORY | A | B | C | D |
|---|---|---|---|---|---|
| | VOR | **2880** | (685) | 2 | |

| VOR to MAP 4.5 NM | | |
|---|---|---|
| Knots | ft/min | Min:Sec |
| 70 | 370 | **3:51** |
| 90 | 480 | **3:00** |
| 110 | 580 | **2:27** |
| 130 | 690 | **2:05** |
| 150 | 800 | **1:48** |

# VOR RWY 07

CYQU

EFF 24 MAR 22



Canada Air Pilot
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## Departure Route Description

**All rwys:** Maintain **6000** or flight planned altitude, whichever is lower. Expect clearance to flight planned altitude/flight level within 10 minutes after departure.

**Rwy 07**: Climb hdg **072°** or as assigned by ATC for vectors.

**Rwy 12**: Climb hdg **117°** or as assigned by ATC for vectors.

**Rwy 25**: Climb hdg **252°** or as assigned by ATC for vectors.

**Rwy 30**: Climb hdg **297°** or as assigned by ATC 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 mode C/3 code 7600;
2. Upon reaching the last assigned altitude proceed directly on course;
3. Maintain last assigned altitude until 10 minutes after take-off, then;
4. Climb to flight planned altitude.

**Note:** If communication failure occurs more than 10 minutes after take-off, comply with appropriate procedure for communication failure enroute.

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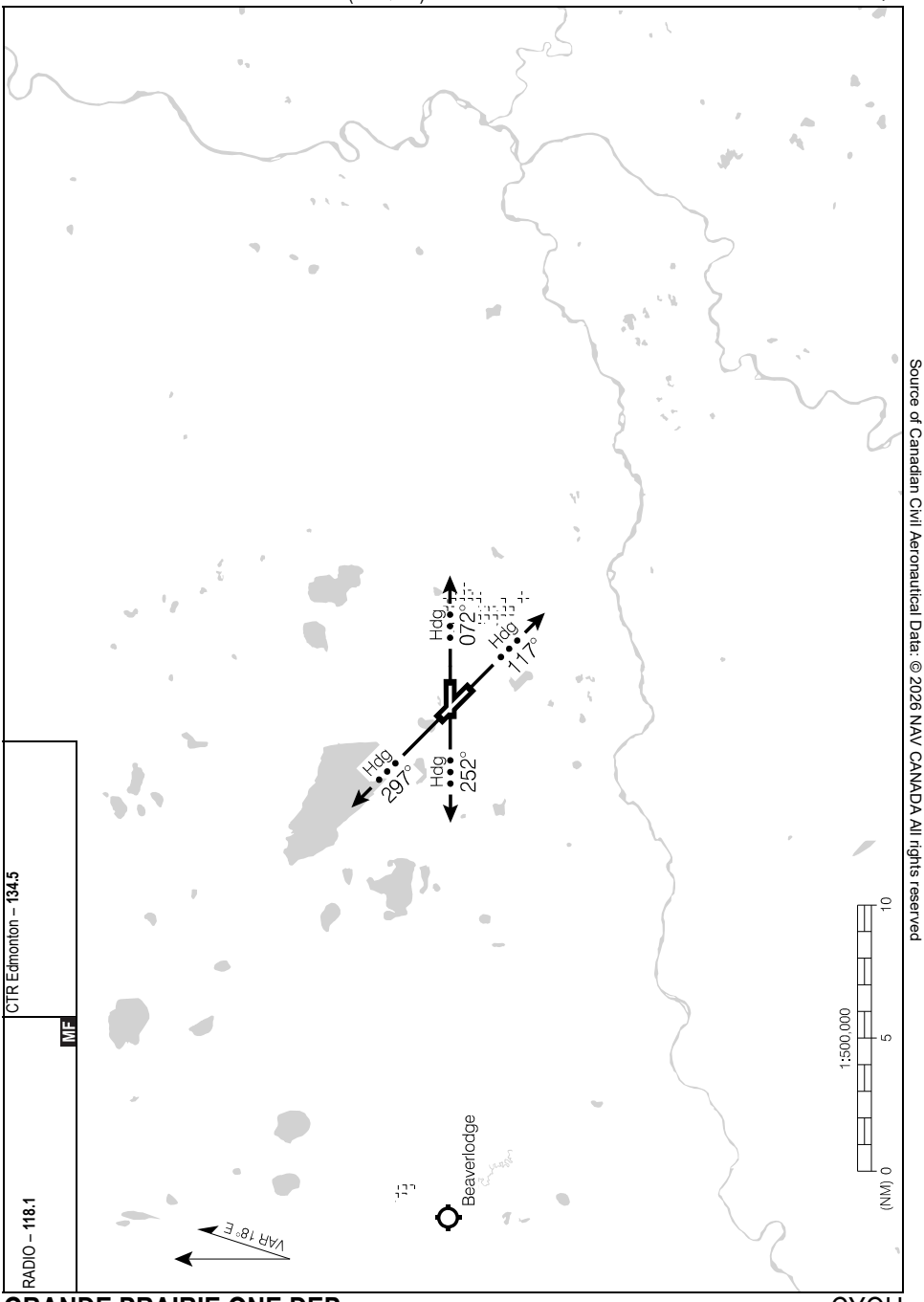
SID (VECTOR)

# GRANDE PRAIRIE ONE DEP (CYQU1.)

GRANDE PRAIRIE, AB
CYQU

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GRANDE PRAIRIE ONE DEP (CYQU1.)

CYQU

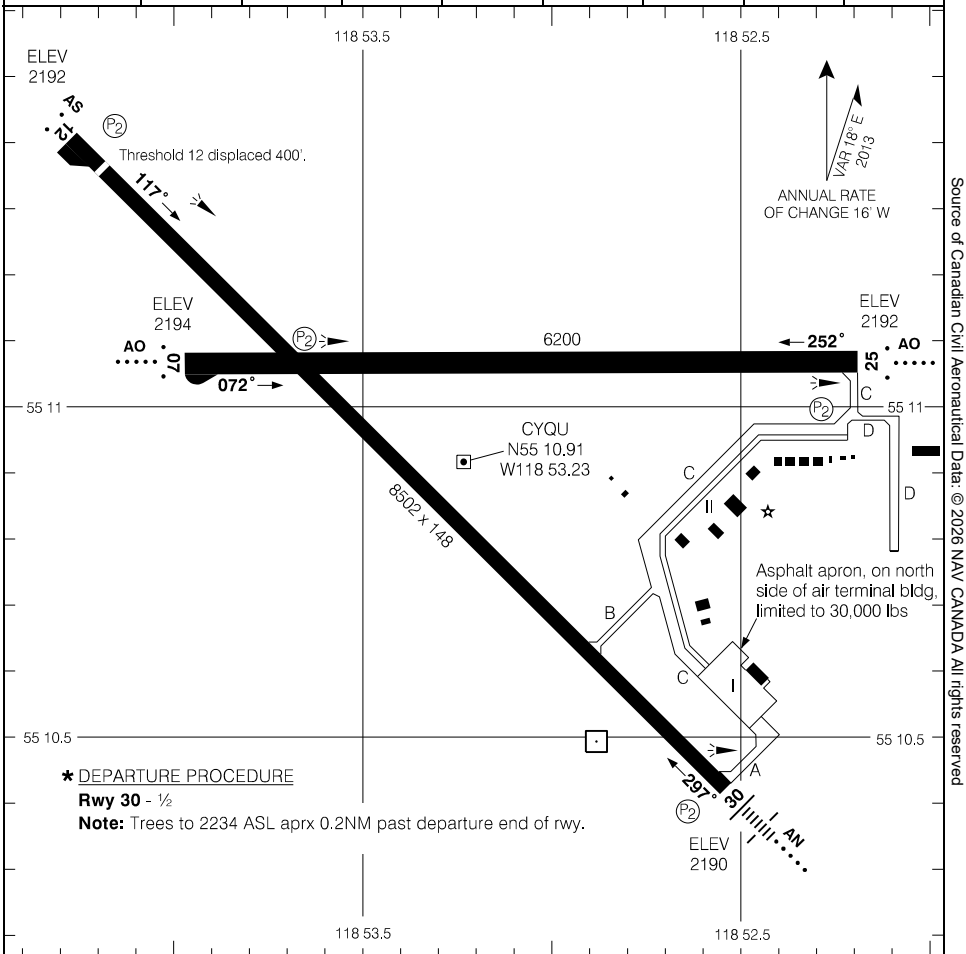
EFF 22 APR 21

GRANDE PRAIRIE, AB

# AERODROME CHART — CYQU

| ATIS – **128.6** | CLNC DEL – **121.9** | RADIO – **118.1** | CTR Edmonton – **134.5**<br>RADIO Edmonton – **123.47** |
|---|---|---|---|
| | | MF | |

| DECL DISTS | 07 | 25 | 12 | 30 | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 6200 | 6200 | 8502 | 8502 | | | | |
| TODA | 7184 | 7184 | 9368 | 9402 | | | | |
| ASDA | 6200 | 6200 | 8502 | 8502 | | | | |
| LDA | 6200 | 6200 | 8102 | 8502 | | | | |




* DEPARTURE PROCEDURE

**Rwy 30** - ½

**Note:** Trees to 2234 ASL aprx 0.2NM past departure end of rwy.

| RUNWAY LEVEL OF SERVICE | |
|---|---|
| RVO | LVO |
| RWY 30: (¼ sm) | NOT AUTHORIZED |

| TAKE-OFF MINIMA | |
|---|---|
| Rwys 07; 12; 25: ½<br>Rwy 30: * | SCALE IN FEET<br>1000 0 1000 |

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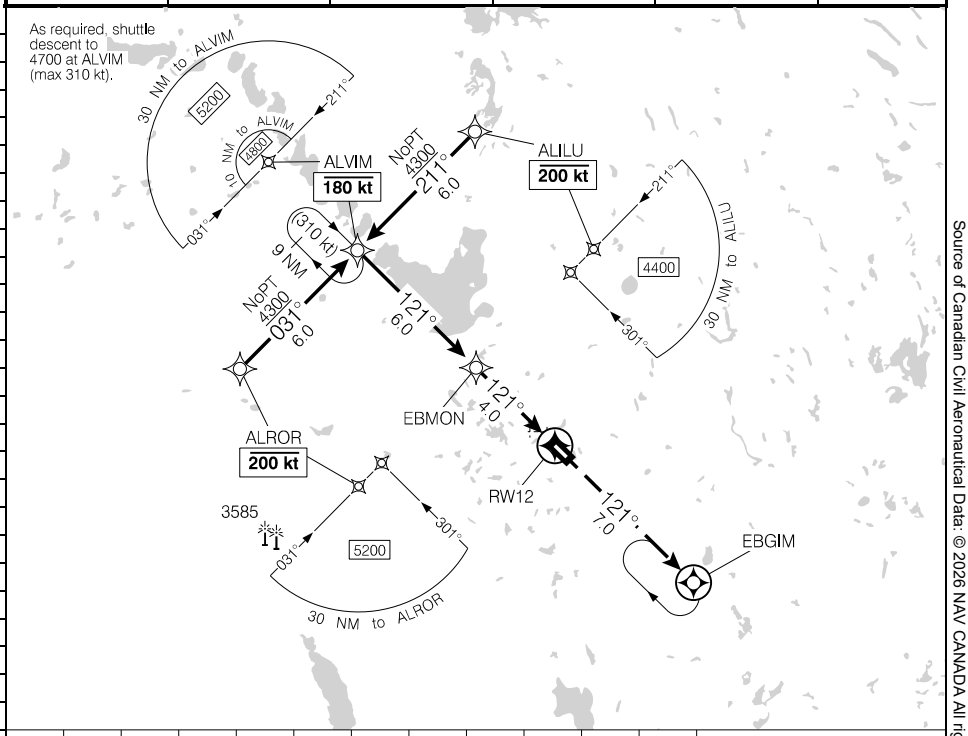
HANNA, AB

# RNAV (GNSS) RWY 12

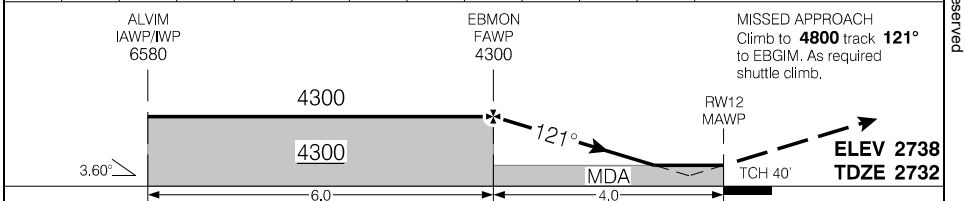
513756N 1115417W VAR 14°E

CEL4

| | | | | | |
|---|---|---|---|---|---|
| | CTR Edmonton – **124.45** | | | | ARCAL 123.2(K) |
| | | TFC – **123.2** ATF | | | |
| SAFE ALT 100 NM **7100** | WAAS **Ch 81085** W12A | APCH CRS **121°** | MIN ALT EBMON **4300** | LDA **3534** | |




| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 10 | 9 | 8 | 7 | 6 | 5 | **4.0** | 3 | 2 | 1.2 | DIST FROM RW12 |
| | | 6580 | 6200 | 5820 | 5440 | 5060 | 4670 | **4300** | 3910 | 3530 | 3240 | ALT (3.60° APCH PATH) |




RASS: Use CEG4.
When using CED3 add **80'**.

| Knots | ft/min | Min:Sec |
|---|---|---|
| 70 | 450 | |
| 90 | 570 | |
| 110 | 700 | |
| 130 | 830 | |
| 150 | 950 | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **3223** | (500) | 1½ | NOT AUTHORIZED |
| LNAV | **3240** | (517) | 1½ | NOT AUTHORIZED |

RNAV (GNSS) RWY 12

CEL4

EFF 20 FEB 25



Canada Air Pilot
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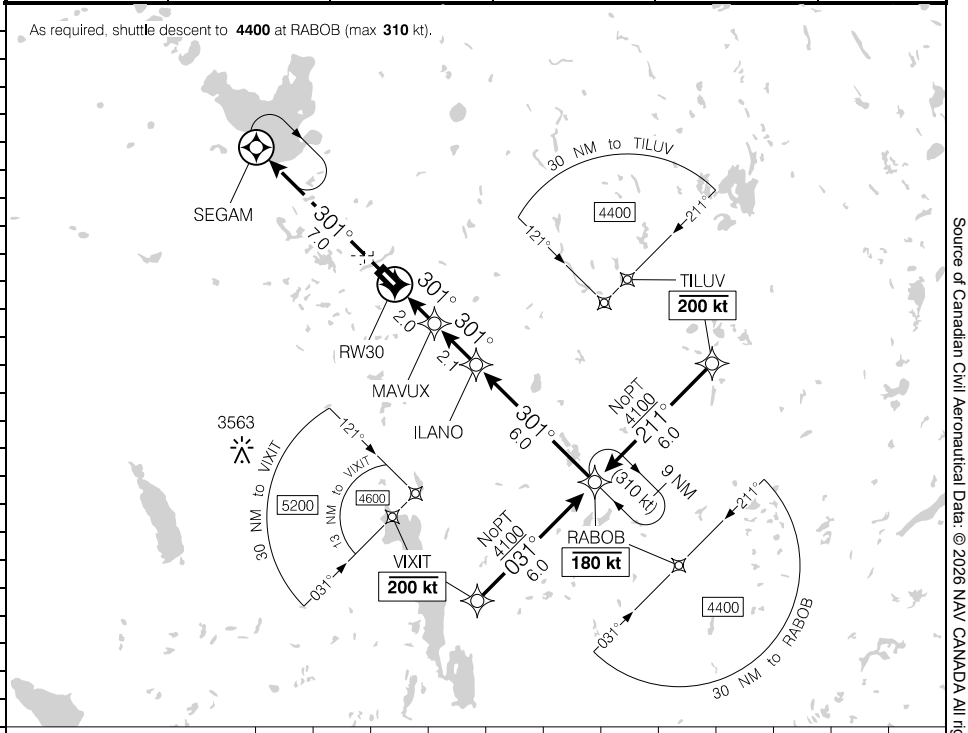
HANNA, AB

# RNAV (GNSS) RWY 30

513756N 1115417W VAR 14°E

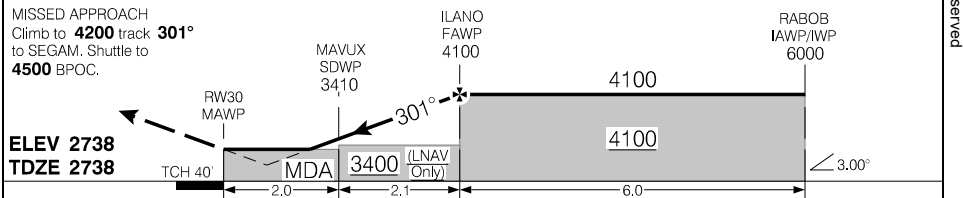
CEL4

| | | | | | |
|---|---|---|---|---|---|
| | CTR Edmonton – **124.45** | | | | ARCAL 123.2(K) |
| | | TFC – **123.2** ATF | | | |
| SAFE ALT 100 NM **7100** | WAAS **Ch 81086** W30A | APCH CRS **301°** | MIN ALT ILANO **4100** | LDA **3534** | |




| DIST FROM RW30 | | 1.5 | 3 | **4.1** | 5 | 6 | 7 | 8 | 9 | 10.1 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | 3240 | 3730 | **4100** | 4370 | 4690 | 5010 | 5330 | 5640 | 6000 | | |

MISSED APPROACH
Climb to **4200** track **301°** to SEGAM. Shuttle to **4500** BPOC.




RASS: Use CEG4.
When using CED3 add **80'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **3238** | (500) | 1½ | NOT AUTHORIZED |
| LNAV | **3240** | (502) | 1½ | NOT AUTHORIZED |

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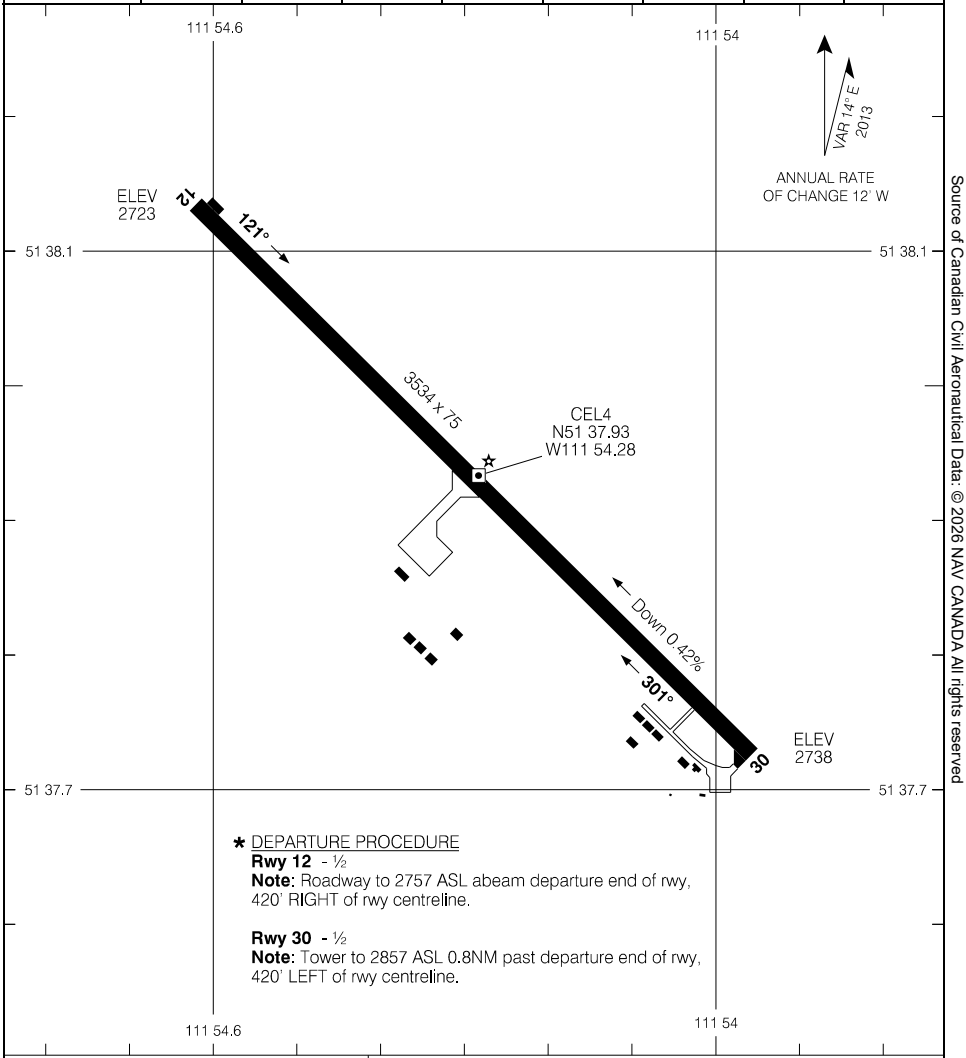
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

HANNA, AB

# AERODROME CHART

CEL4

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | TFC – **123.2** ATF | | | CTR Edmonton – **124.45** | |
| **DECL DISTS** | **12** | **30** | | | | | | |
| TORA | 3534 | 3534 | | | | | | |
| TODA | 3534 | 3534 | | | | | | |
| ASDA | 3534 | 3534 | | | | | | |
| LDA | 3534 | 3534 | | | | | | |




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

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# AERODROME CHART

CEL4

EFF 20 FEB 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

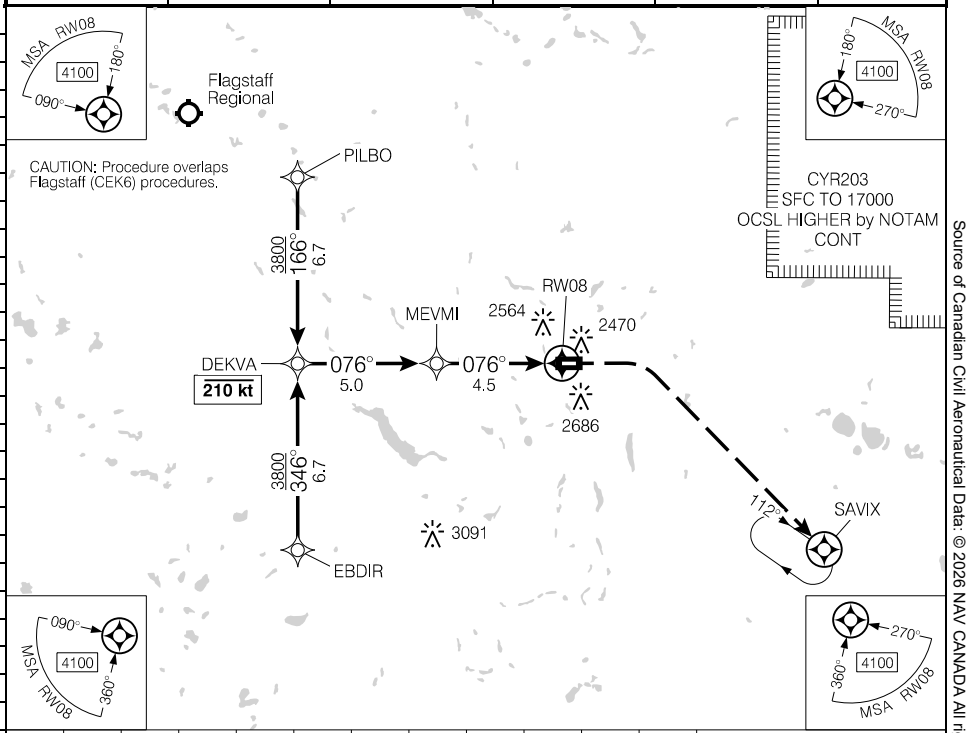
HARDISTY, AB

# RNAV (GNSS) RWY 08

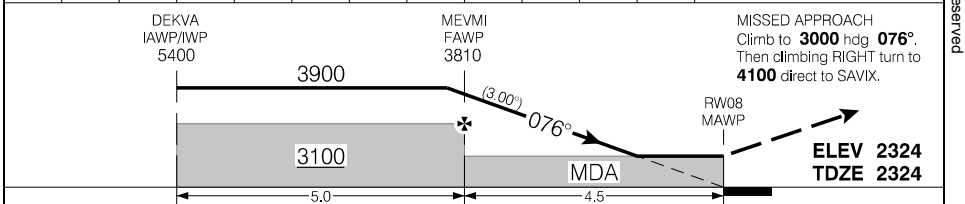
523848N 1112308W VAR 13°E

CEA5

| | | | | | |
|---|---|---|---|---|---|
| | CTR Edmonton – **133.45** | | | | ARCAL 123.2(K) |
| | | TFC – **123.2** ATF | | | |
| SAFE ALT 100 NM **5800** | RNAV | APCH CRS **076°** | MIN ALT MEVMI **3100** | LDA **3006** | |




| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 9.5 | 9 | 8 | 7 | 6 | **4.8** | 4 | 3 | 1.5 | DIST FROM RW08 |
| | | 5400 | 5240 | 4920 | 4600 | 4280 | **3900** | 3650 | 3330 | 2860 | ALT (3.00° APCH PATH) |




RASS: Use CYLL.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **2860** | (536) | 1¾ | NOT AUTHORIZED |

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

# RNAV (GNSS) RWY 08

CEA5

EFF 15 JUN 23



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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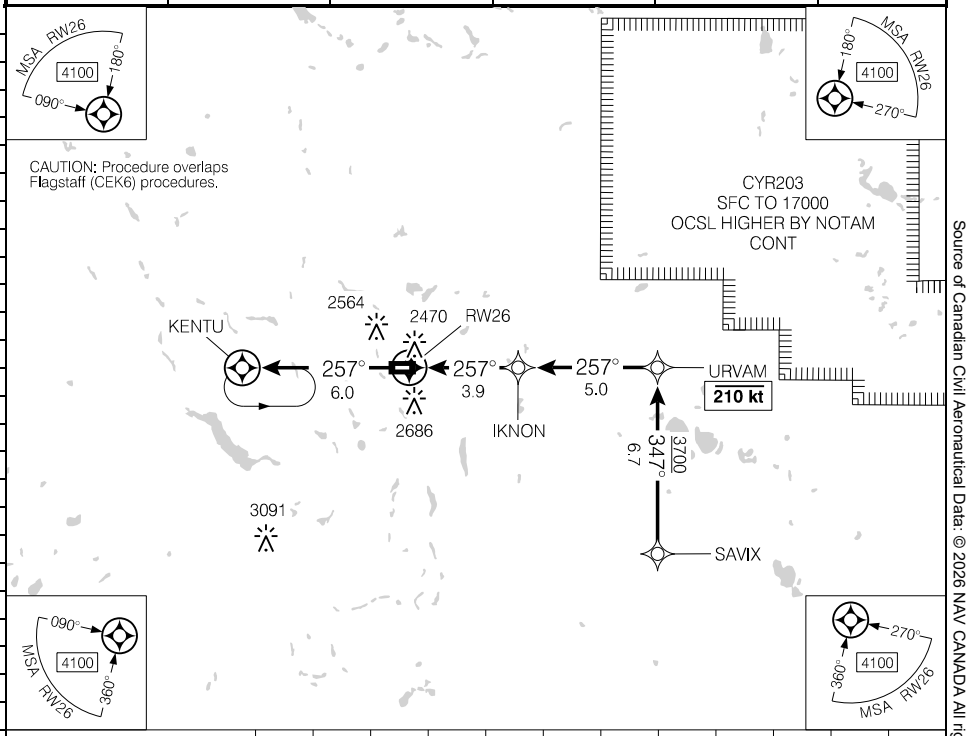
HARDISTY, AB

# RNAV (GNSS) RWY 26

523848N 1112308W VAR 13°E

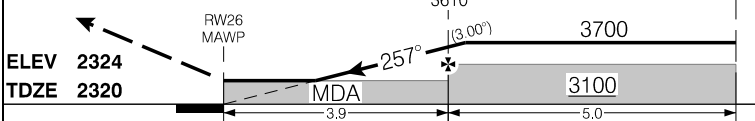
CEA5

| | | | | | |
|---|---|---|---|---|---|
| | CTR Edmonton – **133.45** | | | | ARCAL 123.2(K) |
| | | TFC – **123.2** ATF | | | |
| SAFE ALT 100 NM **5800** | RNAV | APCH CRS **257°** | MIN ALT IKNON **3100** | LDA **3006** | |




| DIST FROM RW26 | | 1.6 | 3 | **4.2** | 5 | 6 | 7 | 8 | 8.9 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | 2880 | 3320 | **3700** | 3950 | 4270 | 4590 | 4910 | 5200 | | | |

MISSED APPROACH
Climb to **4100** track **257°** to KENTU. As required shuttle climb.




RASS: Use CYLL.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **2880** | (568) | 1¾ | NOT AUTHORIZED |

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

RNAV (GNSS) RWY 26

CEA5

EFF 15 JUN 23



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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HARDISTY, AB

# AERODROME CHART

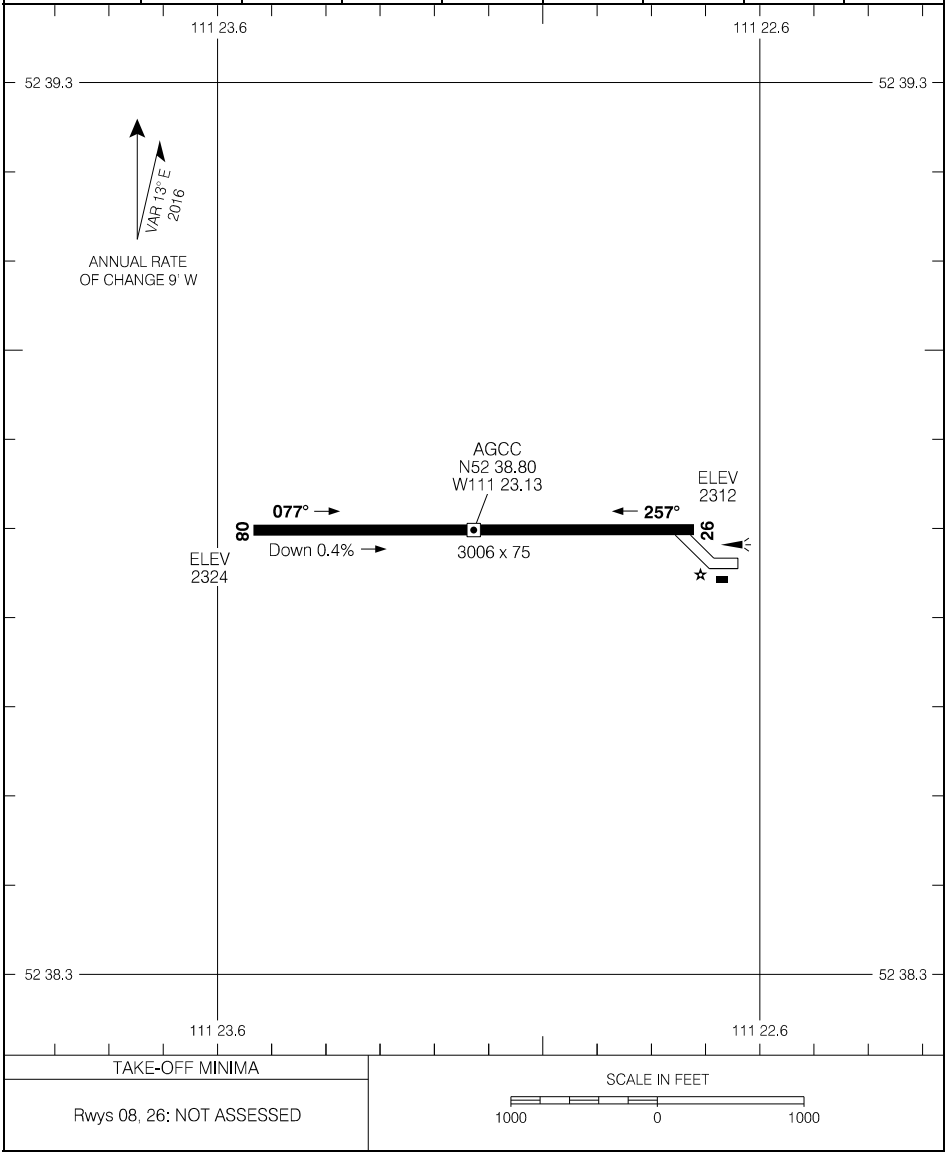
CEA5

CTR Edmonton – **133.45**

TFC – **123.2**

ATF

| DECL DISTS | 08 | 26 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 3006 | 3006 | | | | | | |
| TODA | 3006 | 3006 | | | | | | |
| ASDA | 3006 | 3006 | | | | | | |
| LDA | 3006 | 3006 | | | | | | |




TAKE-OFF MINIMA

Rwys 08, 26: NOT ASSESSED

SCALE IN FEET

1000 0 1000

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HATCHET LAKE, SK

# RNAV (GNSS) RWY 07

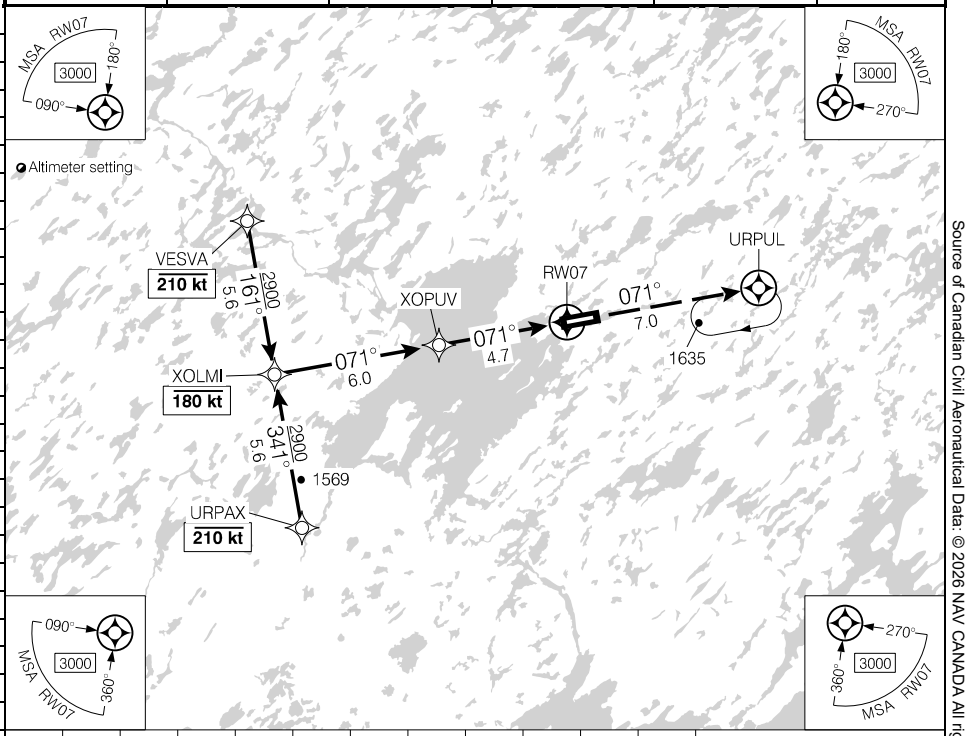
583945N 1033218W VAR 8°E

CJL2

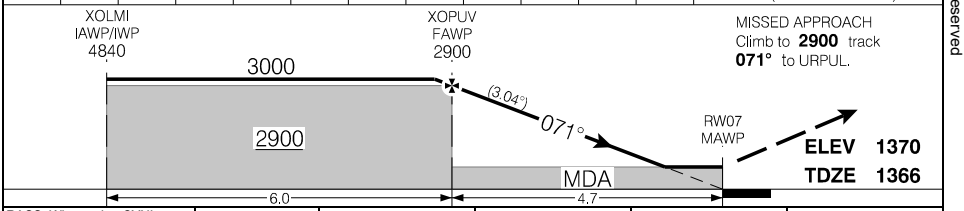
UNICOM – **123.3** (AU)

ATF

| SAFE ALT 100 NM | RNAV | APCH CRS | MIN ALT XOPUV | LDA |
|---|---|---|---|---|
| **3300** | | **071°** | **2900** | **5823** |




| (NM) | 10.7 | 10 | 9 | 8 | 7 | 6 | **5.0** | 4 | 3 | 2 | 1.0 | DIST FROM RW07 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 4840 | 4620 | 4300 | 3970 | 3650 | 3330 | **3000** | 2680 | 2360 | 2040 | 1700 | ALT (3.04° APCH PATH) |




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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **1700** | (348) | 1¼ | |

| Knots | ft/min | Min:Sec |
|---|---|---|
| 70 | 380 | |
| 90 | 480 | |
| 110 | 590 | |
| 130 | 700 | |
| 150 | 810 | |

RNAV (GNSS) RWY 07 CJL2

EFF 21 MAR 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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HATCHET LAKE, SK

# RNAV (GNSS) RWY 25

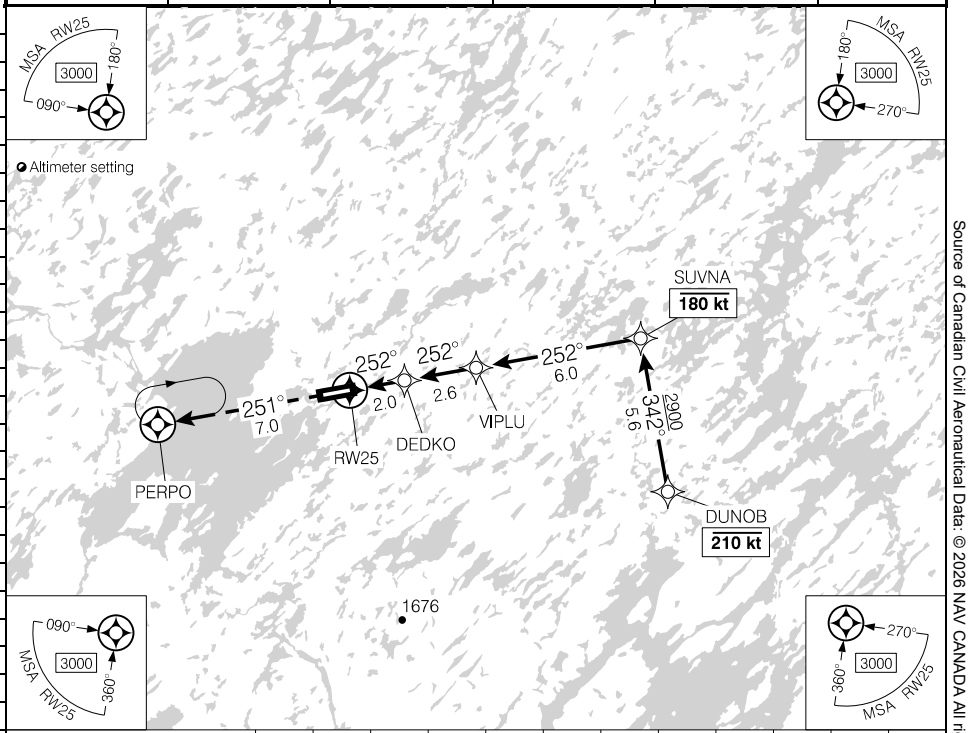
583945N 1033218W VAR 8°E

CJL2

UNICOM – **123.3** (AU)

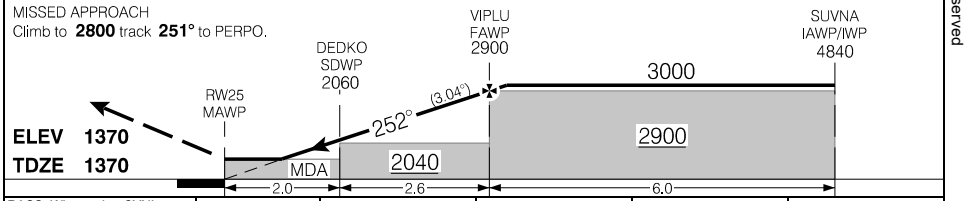
ATF

| SAFE ALT 100 NM | RNAV | APCH CRS | MIN ALT VIPLU | LDA |
|---|---|---|---|---|
| **3300** | | **252°** | **2900** | **5823** |




| DIST FROM RW25 | 1.0 | 2 | 3 | 4 | **4.9** | 6 | 7 | 8 | 9 | 10 | 10.6 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.04° APCH PATH) | 1720 | 2060 | 2380 | 2700 | **3000** | 3350 | 3670 | 3990 | 4310 | 4640 | 4840 |

MISSED APPROACH
Climb to **2800** track **251°** to PERPO.




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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **1720** | (350) | 1¼ | |

| Knots | ft/min | Min:Sec |
|---|---|---|
| 70 | 380 | |
| 90 | 480 | |
| 110 | 590 | |
| 130 | 700 | |
| 150 | 810 | |

RNAV (GNSS) RWY 25

CJL2

EFF 21 MAR 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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HATCHET LAKE, SK

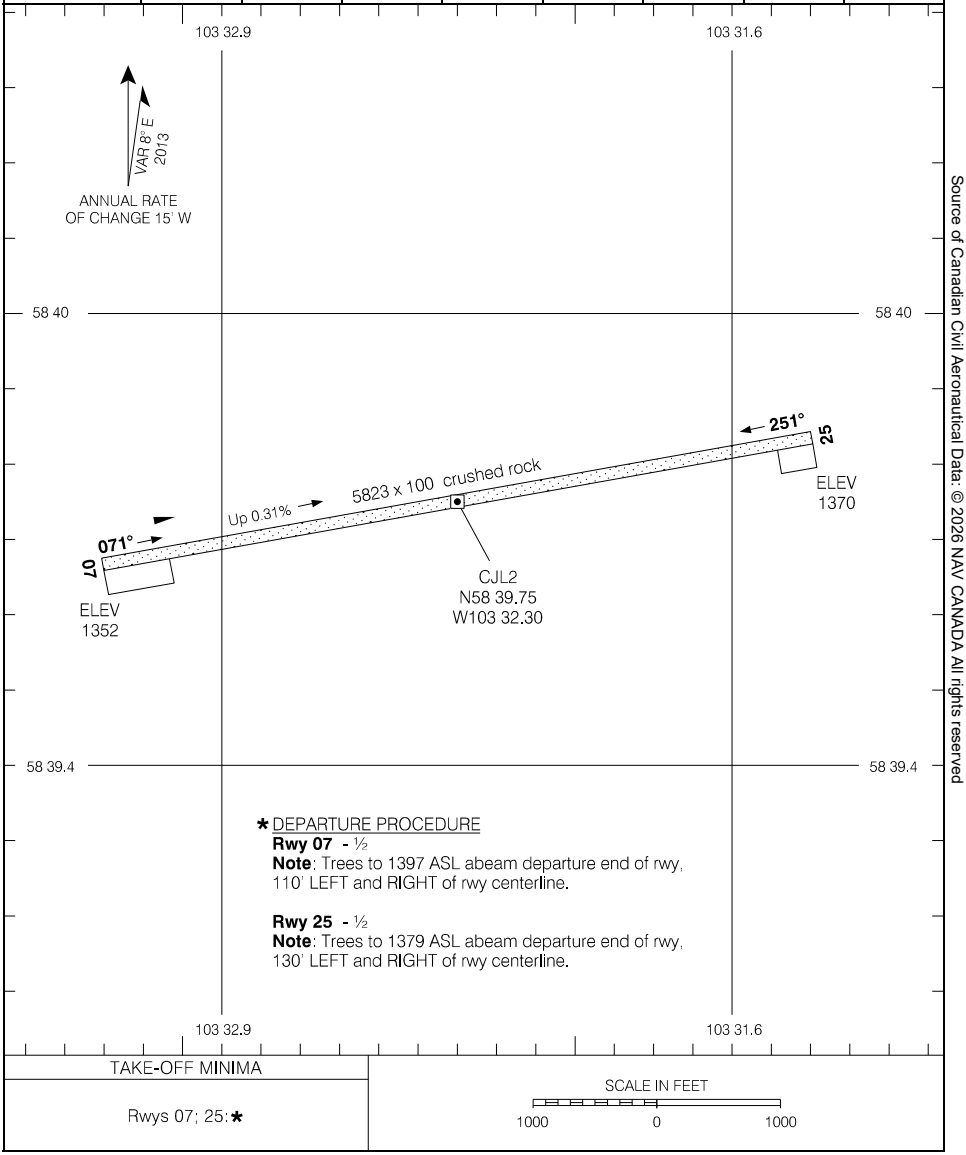
# AERODROME CHART

# CJL2

UNICOM – **123.3** (AU)

ATF

| DECL DISTS | 07 | 25 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 5823 | 5823 | | | | | | |
| TODA | 5823 | 5823 | | | | | | |
| ASDA | 5823 | 5823 | | | | | | |
| LDA | 5823 | 5823 | | | | | | |




* DEPARTURE PROCEDURE

**Rwy 07 -** ½

**Note**: Trees to 1397 ASL abeam departure end of rwy, 110' LEFT and RIGHT of rwy centerline.

**Rwy 25 -** ½

**Note**: Trees to 1379 ASL abeam departure end of rwy, 130' LEFT and RIGHT of rwy centerline.

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

# AERODROME CHART

# CJL2

EFF 24 MAR 22



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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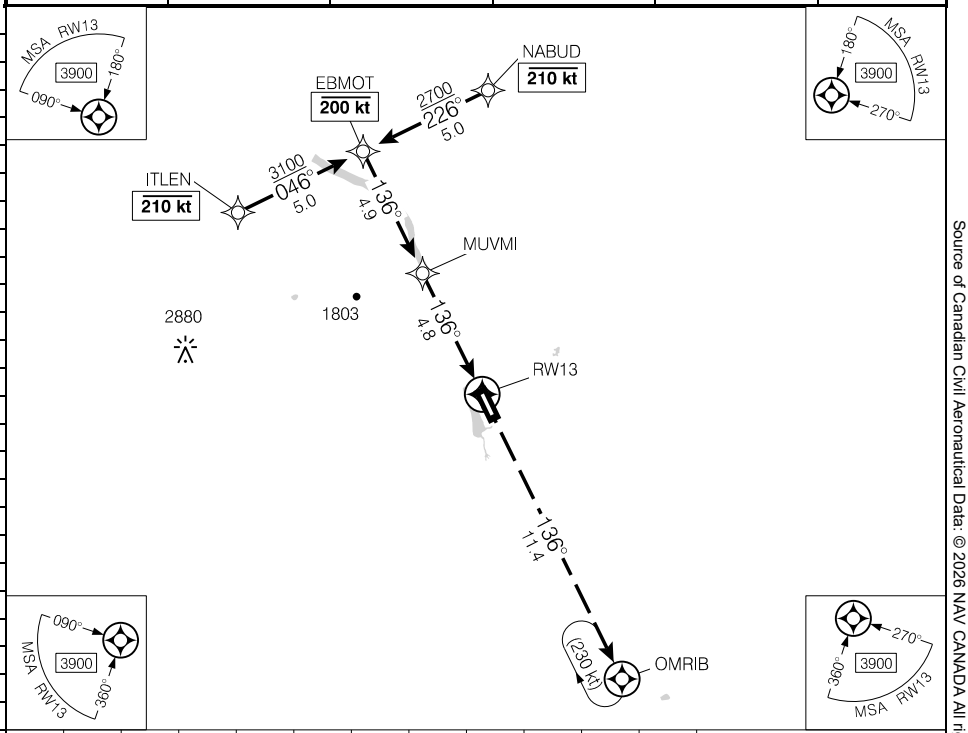
HIGH LEVEL, AB

# RNAV (GNSS) RWY 13

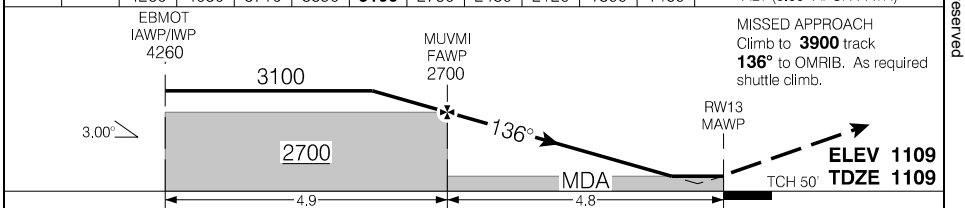
583718N 1170953W VAR 18°E

# CYOJ

| | | | | |
|---|---|---|---|---|
| AWOS – **128.22** | CTR Edmonton – **123.7 135.1** | RADIO – **123.25**<br>TFC – **123.25** MF | | ARCAL 123.25(K) P2 |
| SAFE ALT 100 NM<br>**5700** | WAAS<br>**Ch 80380**<br>W13A | APCH<br>CRS<br>**136°** | MIN ALT<br>MUVMI<br>**2700** | LDA<br>**5002** |




| | | 9.7 | 9 | 8 | 7 | 6.1 | 5 | 4 | 3 | 2 | 0.9 | DIST FROM RW13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 4260 | 4030 | 3710 | 3390 | **3100** | 2750 | 2430 | 2120 | 1800 | 1460 | ALT (3.00° APCH PATH) |




RASS: When using CYOP add **260'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1359** | (250) | 1 | |
| LNAV | **1460** | (351) | 1¼ | |

# RNAV (GNSS) RWY 13

# CYOJ

EFF 11 JUL 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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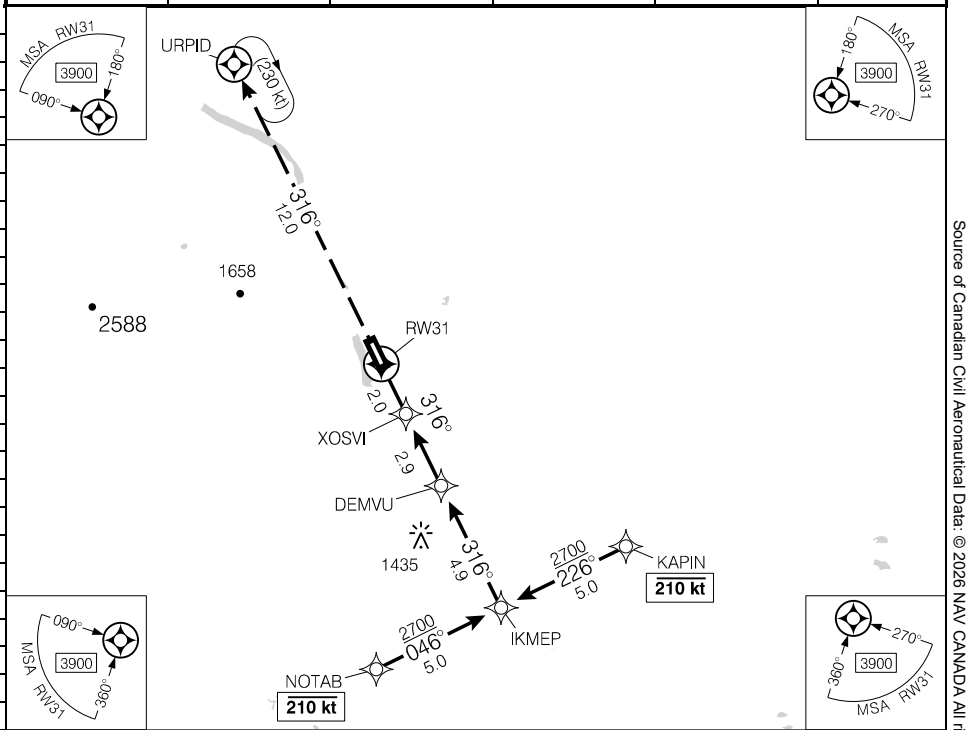
HIGH LEVEL, AB

# RNAV (GNSS) RWY 31

583718N 1170953W VAR 18°E

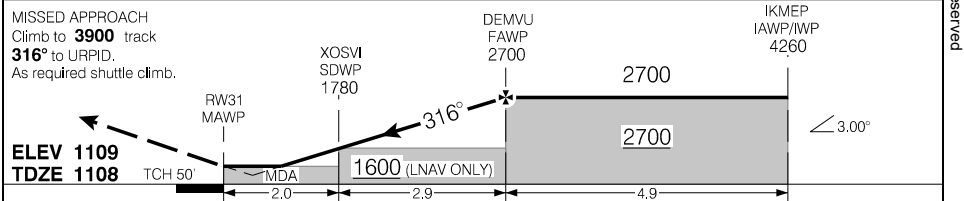
# CYOJ

| | | | | |
|---|---|---|---|---|
| AWOS – **128.22** | CTR Edmonton – **123.7 135.1** | RADIO – **123.25**<br>TFC – **123.25** MF | | ARCAL 123.25(K) P2 |
| SAFE ALT 100 NM<br>**5700** | WAAS<br>**Ch 80381**<br>W31A | APCH<br>CRS<br>**316°** | MIN ALT<br>DEMVU<br>**2700** | LDA<br>**5002** |




| DIST FROM RW31 | 1.0 | 2 | 3 | 4 | **4.9** | 6 | 7 | 8 | 9 | 9.8 |
|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 1460 | 1780 | 2100 | 2420 | **2700** | 3060 | 3380 | 3700 | 4010 | 4260 |

MISSED APPROACH
Climb to **3900** track **316°** to URPID.
As required shuttle climb.




RASS: When using CYOP add **260'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1348** | (250) | 1 | |
| LNAV | **1460** | (362) | 1¼ | |

# RNAV (GNSS) RWY 31

# CYOJ

EFF 11 JUL 24



Canada Air Pilot
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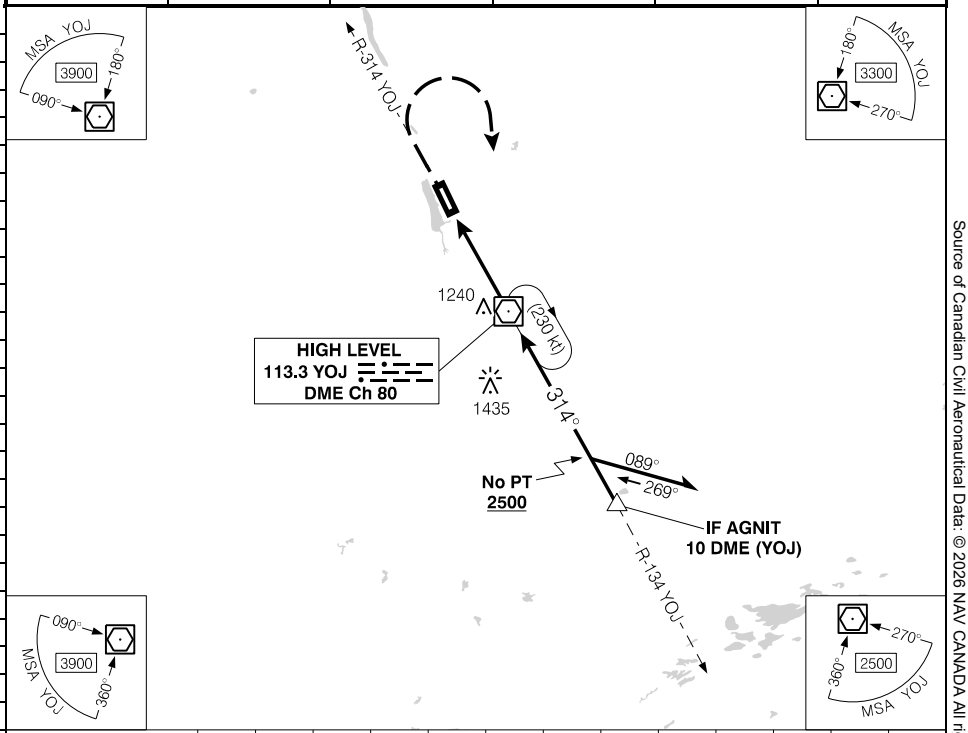
HIGH LEVEL, AB

# VOR RWY 31

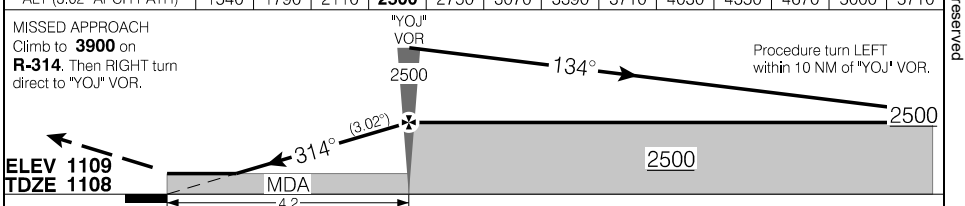
583718N 1170953W VAR 17°E

# CYOJ

| | | | | | |
|---|---|---|---|---|---|
| AWOS – **128.22** | CTR Edmonton – **123.7 135.1** | RADIO – **123.25**<br>TFC – **123.25** MF | | | ARCAL 123.25(K) |
| SAFE ALT 100 NM<br>**5700** | VOR<br>YOJ<br>**113.3** | APCH<br>CRS<br>**314°** | MIN ALT<br>YOJ<br>**2500** | LDA<br>**5002** | P2 3.2° |




| DIST FROM MAP | 1.2 | 2 | 3 | **4.2** | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 14.2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.02° APCH PATH) | 1540 | 1790 | 2110 | **2500** | 2750 | 3070 | 3390 | 3710 | 4030 | 4350 | 4670 | 5000 | 5710 |




RASS: When using CYOP add **260'**.

"YOJ" VOR to MAP 4.2 NM

| Knots | ft/min | Min:Sec |
|---|---|---|
| 70 | 370 | **3:36** |
| 90 | 480 | **2:48** |
| 110 | 580 | **2:17** |
| 130 | 690 | **1:56** |
| 150 | 800 | **1:41** |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| VOR | **1540** (432) 1¼ | | | |
| C CIRCLING | **1580** (471) 1½ | | **1580** (471) 2 | **1660** (551) 2 |

# VOR RWY 31

# CYOJ

EFF 31 OCT 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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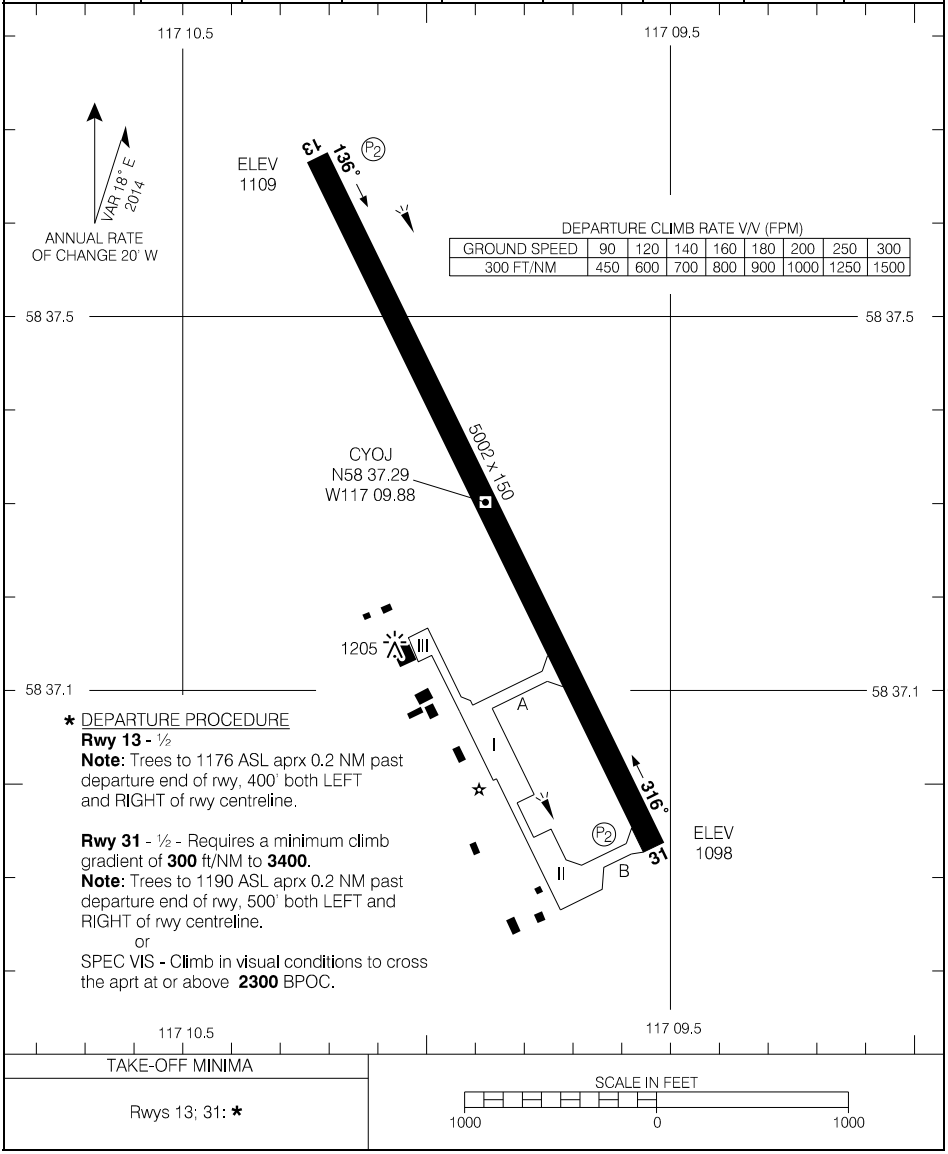
HIGH LEVEL, AB

# AERODROME CHART

CYOJ

| | | | |
|---|---|---|---|
| AWOS – **128.22** | CLNC DEL – **135.1** | RADIO – **123.25**<br>TFC – **123.25** MF | CTR Edmonton – **123.7 135.1**<br>RADIO Edmonton – **123.37** |

| DECL DISTS | 13 | 31 |
|---|---|---|
| TORA | 5002 | 5002 |
| TODA | 5888 | 5986 |
| ASDA | 5002 | 5002 |
| LDA | 5002 | 5002 |




| TAKE-OFF MINIMA |
|---|
| Rwys 13; 31: * |

SCALE IN FEET
1000 0 1000

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Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

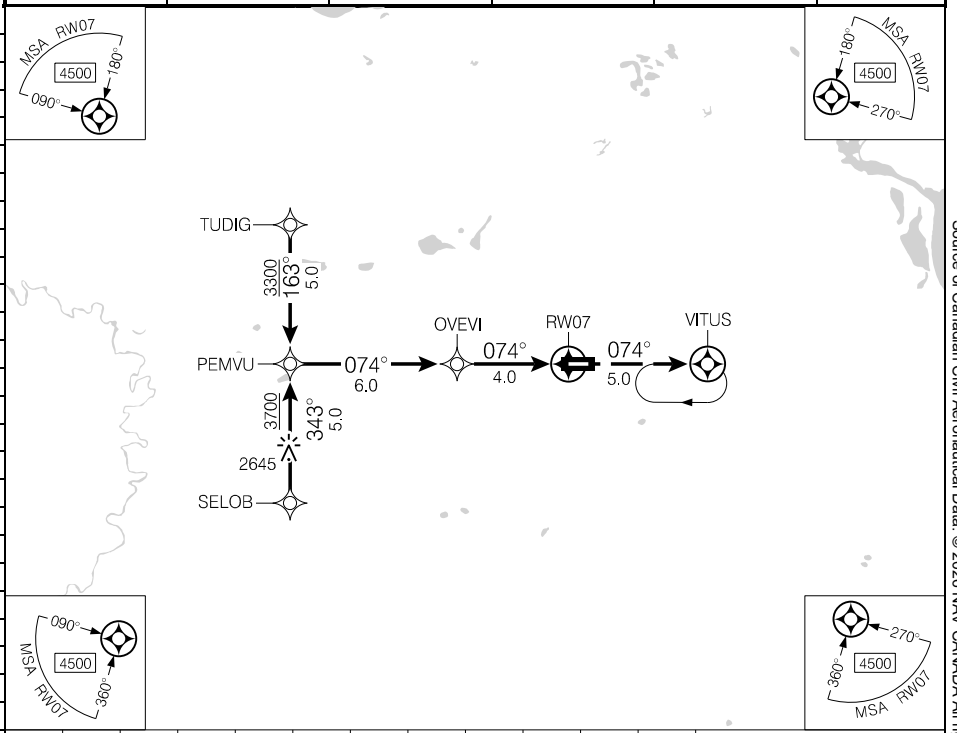
HIGH PRAIRIE, AB

# RNAV (GNSS) RWY 07

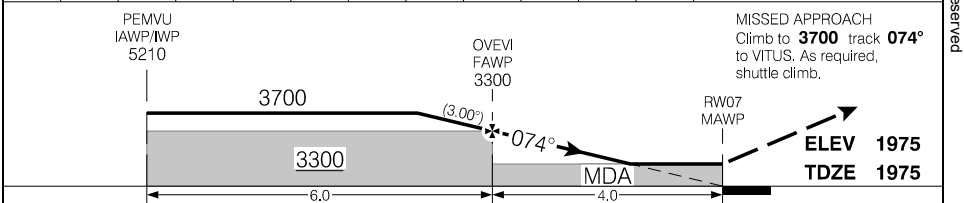
552337N 1162830W VAR 16°E

CZHP

| | | | | |
|---|---|---|---|---|
| | CTR Edmonton – **135.27** | TFC – **122.8** ATF | | ARCAL 122.8(K) |
| SAFE ALT 100 NM **7100** | RNAV | APCH CRS **074°** | MIN ALT OVEVI **3300** | LDA **4332** |




| (NM) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 10 | 9 | 8 | 7 | 6 | **5.3** | 4 | 3 | 1.6 | DIST FROM RW07 |
| | | 5210 | 4890 | 4580 | 4260 | 3940 | **3700** | 3300 | 2980 | 2520 | ALT (3.00° APCH PATH) |




RASS: Use CYZH. When using CYPE add **20'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **2520** | (545) | 1¾ | NOT AUTHORIZED |

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

RNAV (GNSS) RWY 07

CZHP

EFF 7 AUG 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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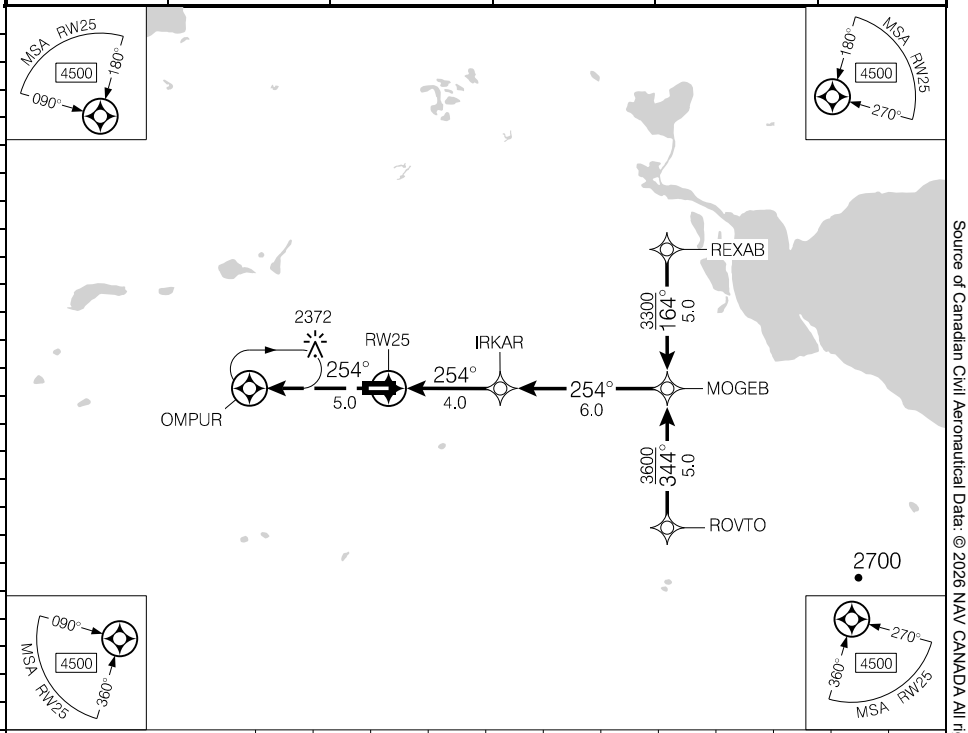
HIGH PRAIRIE, AB

# RNAV (GNSS) RWY 25

552337N 1162830W VAR 16°E

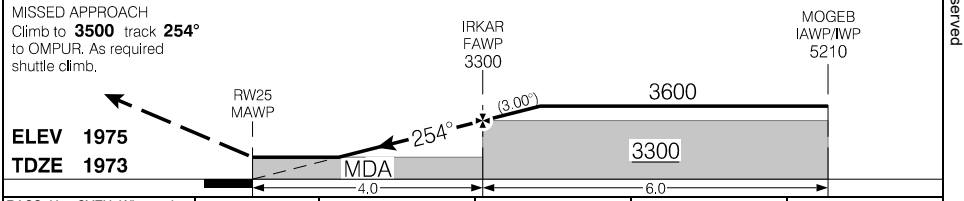
CZHP

| | | | | | |
|---|---|---|---|---|---|
| | CTR Edmonton – **135.27** | | | | ARCAL 122.8(K) |
| | | TFC – **122.8** ATF | | | |
| SAFE ALT 100 NM **7100** | RNAV | APCH CRS **254°** | MIN ALT IRKAR **3300** | LDA **4332** | |




| DIST FROM RW25 | | 1.5 | 2 | 3 | 4 | **5.0** | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | 2500 | 2660 | 2980 | 3300 | **3600** | 3930 | 4250 | 4570 | 4890 | 5210 |

MISSED APPROACH
Climb to **3500** track **254°** to OMPUR. As required shuttle climb.




RASS: Use CYZH. When using CYPE add **20'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **2500** | (529) | 1¾ | NOT AUTHORIZED |

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

RNAV (GNSS) RWY 25

CZHP

EFF 7 AUG 25



Canada Air Pilot
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HIGH PRAIRIE, AB

# AERODROME CHART

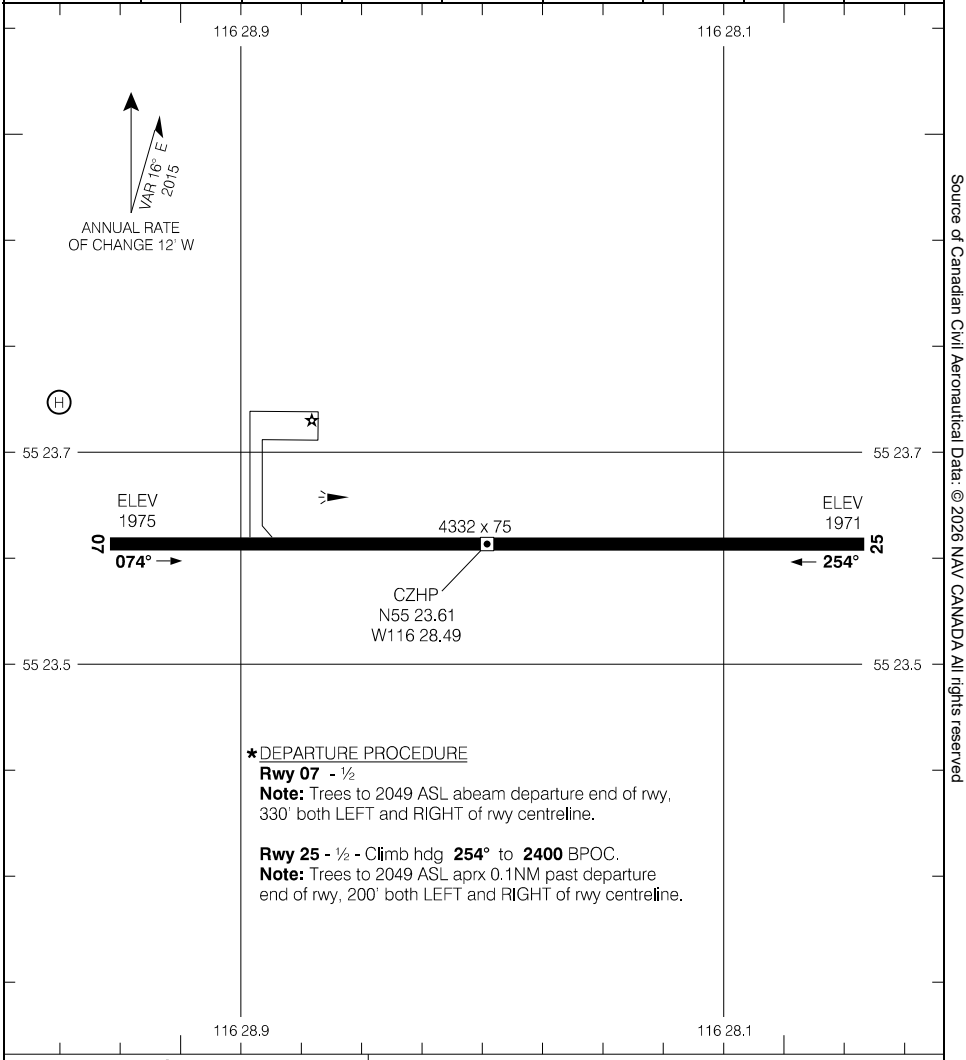
CZHP

CTR Edmonton – **135.27**

TFC – **122.8**

ATF

| DECL DISTS | 07 | 25 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 4332 | 4332 | | | | | | |
| TODA | 4332 | 4332 | | | | | | |
| ASDA | 4332 | 4332 | | | | | | |
| LDA | 4332 | 4332 | | | | | | |




| TAKE-OFF MINIMA |
|---|
| Rwys 07, 25: * |

SCALE IN FEET

1000 0 1000

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HIGH RIVER/FOOTHILLS REGIONAL AIRPORT, AB

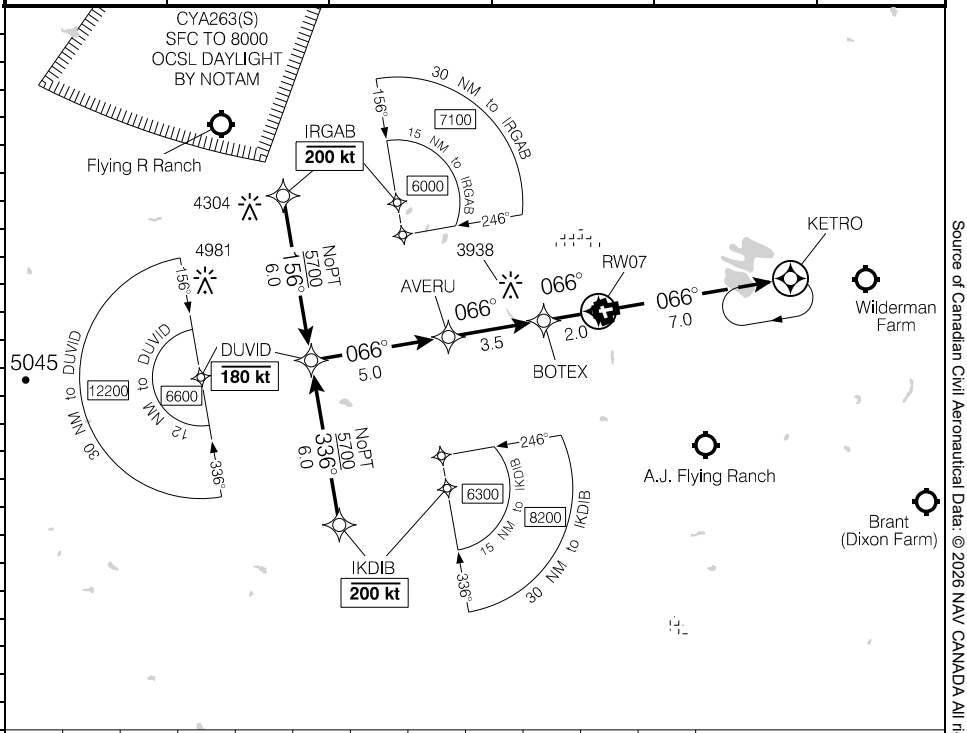
# RNAV (GNSS) RWY 07

503200N 1135029W VAR 14°E

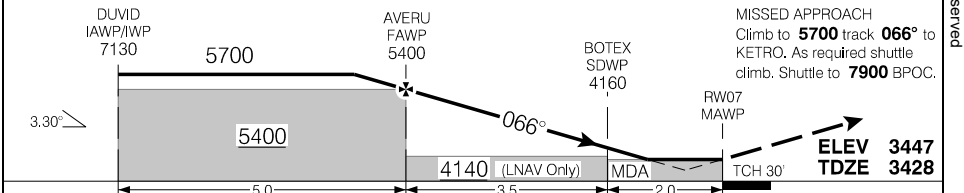
CEN4

| ATIS Calgary Intl – **128.22** | CTR Edmonton – **132.75** | Foothills TFC – **123.0** MF | |
|---|---|---|---|

| SAFE ALT 100 NM | WAAS | APCH CRS | MIN ALT AVERU | LDA |
|---|---|---|---|---|
| **13,900** | **Ch 80993** W07A | **066°** | **5400** | **3558** |




| (NM) | | | 10.5 | 9 | 8 | 7 | **6.4** | 5 | 4 | 3 | 2 | 1.3 | DIST FROM RW07 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 7130 | 6610 | 6260 | 5910 | **5700** | 5210 | 4860 | 4510 | 4160 | 3920 | ALT (3.30° APCH PATH) |




MISSED APPROACH
Climb to **5700** track **066°** to KETRO. As required shuttle climb. Shuttle to **7900** BPOC.

RASS: Use CYYC.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **3779** | (354) | 1¼ | NOT AUTHORIZED |
| LNAV | **3920** | (495) | 1½ | NOT AUTHORIZED |

| Knots | ft/min | Min:Sec |
|---|---|---|
| 70 | 410 | |
| 90 | 520 | |
| 110 | 640 | |
| 130 | 750 | |
| 150 | 870 | |

RNAV (GNSS) RWY 07 CEN4

EFF 27 NOV 25



Canada Air Pilot
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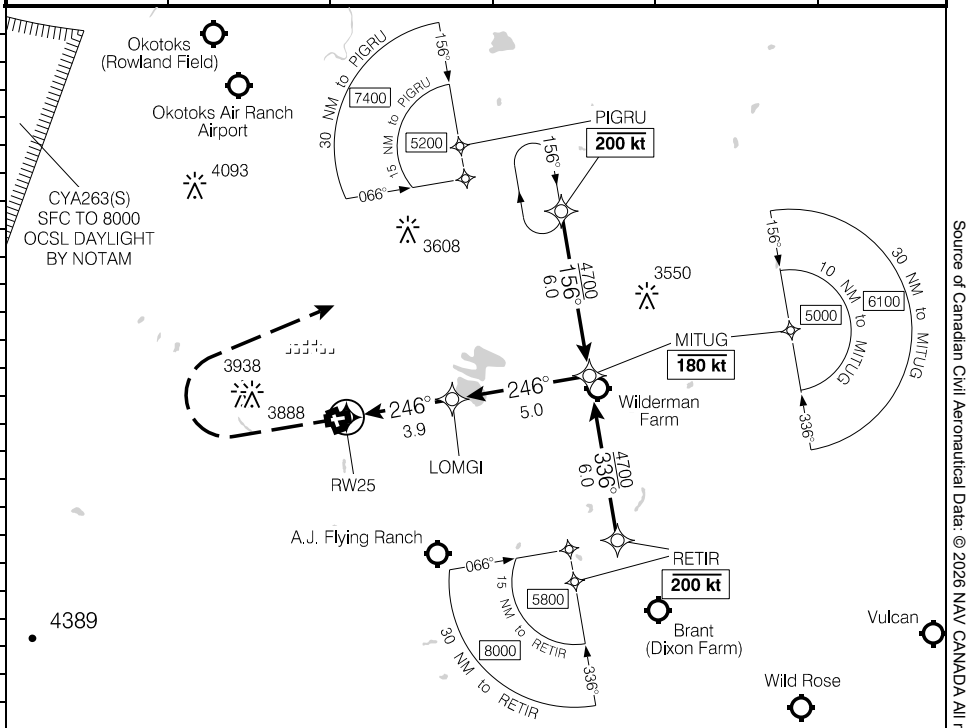
HIGH RIVER/FOOTHILLS REGIONAL AIRPORT, AB

# RNAV (GNSS) RWY 25

503200N 1135029W VAR 14°E

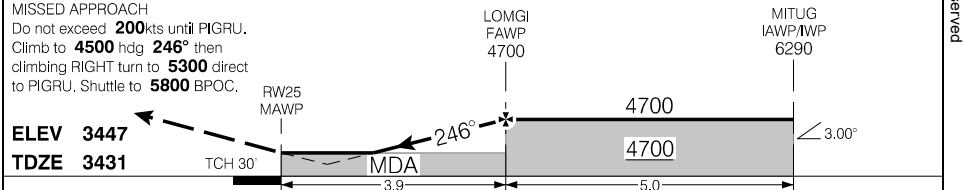
CEN4

| | | | | | |
|---|---|---|---|---|---|
| ATIS Calgary Intl – **128.22** | CTR Edmonton – **132.75** | | Foothills TFC – **123.0** MF | | |
| SAFE ALT 100 NM **13,900** | WAAS **Ch 80994** W25A | APCH CRS **246°** | MIN ALT LOMGI **4700** | LDA **4179** | |




| DIST FROM RW25 | | | 1.6 | 3 | **3.9** | 5 | 6 | 7 | 8 | 8.9 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | | 3960 | 4410 | **4700** | 5050 | 5370 | 5690 | 6010 | 6290 | | |

MISSED APPROACH
Do not exceed **200**kts until PIGRU.
Climb to **4500** hdg **246°** then climbing RIGHT turn to **5300** direct to PIGRU. Shuttle to **5800** BPOC.




RASS: Use CYYC.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **3733** | (304) | 1 | NOT AUTHORIZED |
| LNAV | **3960** | (531) | 1¾ | NOT AUTHORIZED |

RNAV (GNSS) RWY 25 CEN4

EFF 27 NOV 25



Canada Air Pilot
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## Departure Route Description

**Rwy 07 – ½:** Climb track **066°** to ONGUV. Then climbing LEFT turn track **036°** to ITBOT to **5000**. Shuttle to **6100** BPOC.

**Note:** Roads and vehicles to 3454 ASL 0.2 NM past departure end of rwy, LEFT and RIGHT of rwy centreline.

**Rwy 25 – ½:** Do not exceed 210 kt until ITBOT. Climb hdg **246°** to **4200**. Then climbing RIGHT turn direct ITBOT to **5000**. Shuttle to **6100** BPOC.

**Note:** Road and vehicles to 3341 ASL abeam departure end of rwy, LEFT and RIGHT of rwy centreline. Powerline to 3467 ASL abeam departure end of rwy, 520' LEFT of rwy centreline. Trees and terrain to 3485 ASL abeam departure end of rwy, 300' LEFT of rwy centreline.

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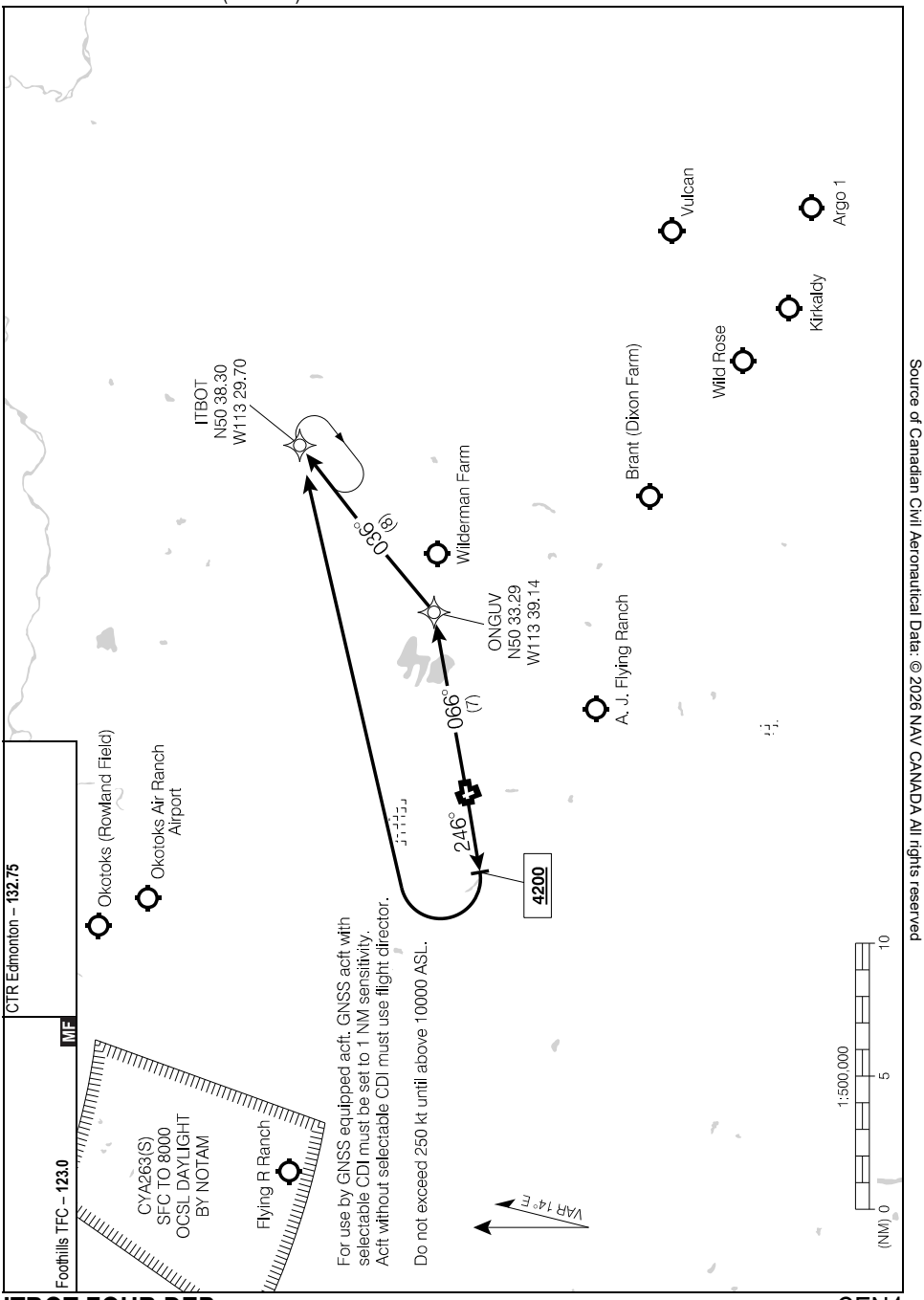


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Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

HIGH RIVER/FOOTHILLS REGIONAL AIRPORT, AB

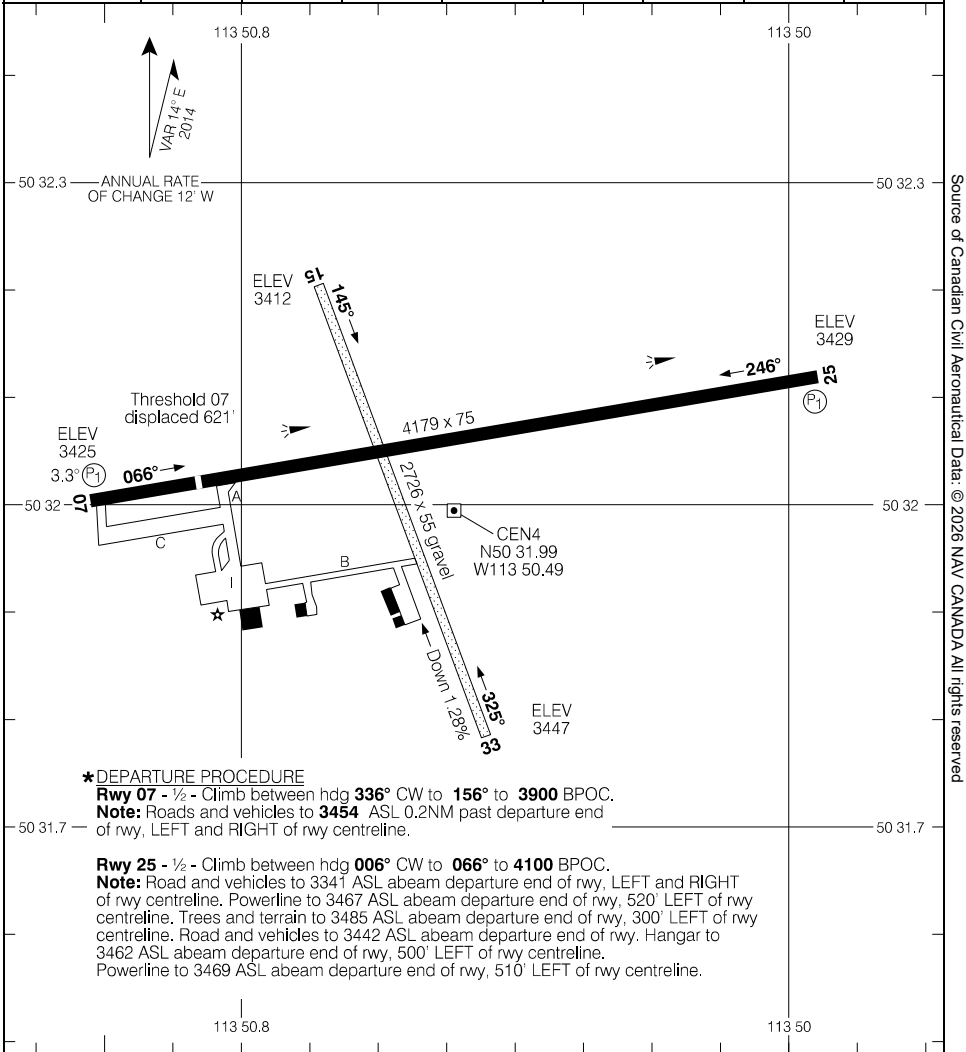
# AERODROME CHART

CEN4

CTR Edmonton – **132.75**

Foothills TFC – **123.0** MF

| DECL DISTS | 07 | 25 | 15 | 33 | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 4179 | 4179 | 2726 | 2726 | | | | |
| TODA | 4179 | 4179 | 2726 | 2726 | | | | |
| ASDA | 4179 | 4179 | 2726 | 2726 | | | | |
| LDA | 3558 | 4179 | 2726 | 2726 | | | | |




✱DEPARTURE PROCEDURE

**Rwy 07 -** ½ - Climb between hdg **336°** CW to **156°** to **3900** BPOC.
**Note:** Roads and vehicles to **3454** ASL 0.2NM past departure end of rwy, LEFT and RIGHT of rwy centreline.

**Rwy 25 -** ½ - Climb between hdg **006°** CW to **066°** to **4100** BPOC.
**Note:** Road and vehicles to 3341 ASL abeam departure end of rwy, LEFT and RIGHT of rwy centreline. Powerline to 3467 ASL abeam departure end of rwy, 520' LEFT of rwy centreline. Trees and terrain to 3485 ASL abeam departure end of rwy, 300' LEFT of rwy centreline. Road and vehicles to 3442 ASL abeam departure end of rwy. Hangar to 3462 ASL abeam departure end of rwy, 500' LEFT of rwy centreline. Powerline to 3469 ASL abeam departure end of rwy, 510' LEFT of rwy centreline.

TAKE-OFF MINIMA

Rwys 07; 25: ✱
Rwys 15; 33: NOT ASSESSED

SCALE IN FEET
1000 0 1000

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AERODROME CHART CEN4

EFF 27 NOV 25



Canada Air Pilot
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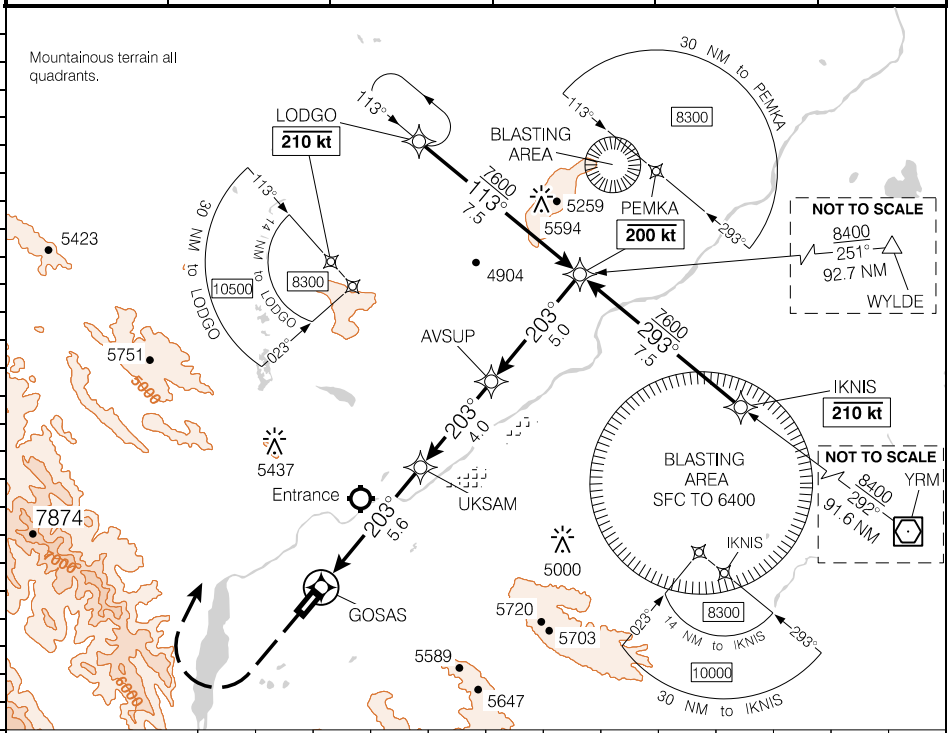
HINTON/JASPER-HINTON, AB

# RNAV (GNSS) Z RWY 20

531908N 1174512W VAR 16°E

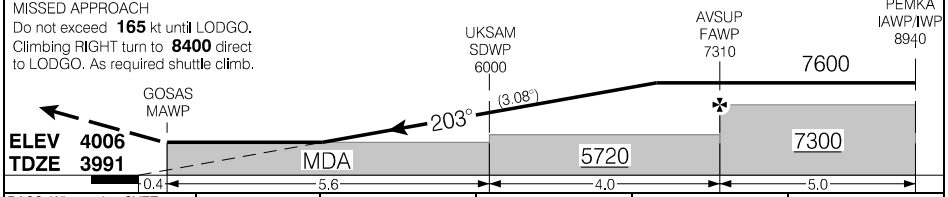
CEC4

| AUTO – **122.55** | | ◕ UNICOM – **123.35** (AU) ATF | | ARCAL 123.2(K) Ⓥ1 |
|---|---|---|---|---|
| SAFE ALT 100 NM **15,000** | RNAV | APCH CRS **203°** | MIN ALT AVSUP **7300** | LDA **4203** |




| DIST FROM GOSAS | 2.7 | 4 | 5 | 6 | 7 | 8 | 9 | **10.5** | 11 | 12 | 13 | 14 | 14.6 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.08° APCH PATH) | 5040 | 5480 | 5800 | 6130 | 6460 | 6780 | 7110 | **7600** | 7760 | 8090 | 8420 | 8740 | 8940 |

MISSED APPROACH
Do not exceed **165** kt until LODGO.
Climbing RIGHT turn to **8400** direct to LODGO. As required shuttle climb.




RASS: When using CYET add **520'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **5040** | (1053) | 3 | NOT AUTHORIZED |
| C CIRCLING | **5040** | (1034) | 3 | NOT AUTHORIZED |

# RNAV (GNSS) Z RWY 20

CEC4

EFF 25 JAN 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

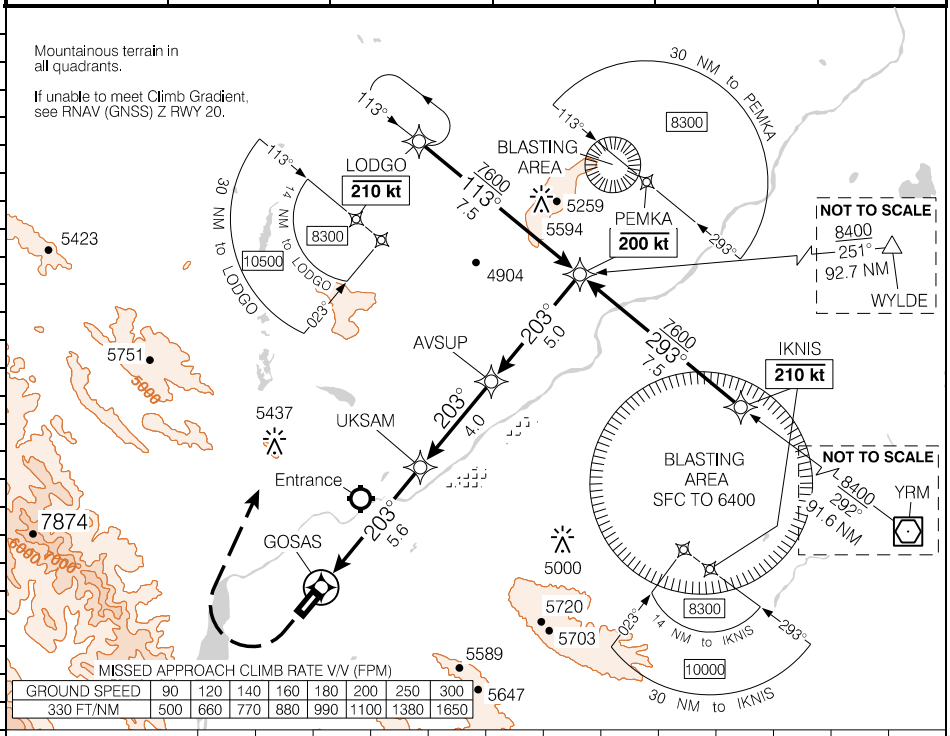
HINTON/JASPER-HINTON, AB

# RNAV (GNSS) Y RWY 20

531908N 1174512W VAR 16°E

CEC4

| AUTO – **122.55** | | ◕ UNICOM – **123.35** (AU) ATF | | ARCAL 123.2(K) Ⓥ1 |
|---|---|---|---|---|
| SAFE ALT 100 NM **15,000** | RNAV | APCH CRS **203°** | MIN ALT AVSUP **7300** | LDA **4203** |



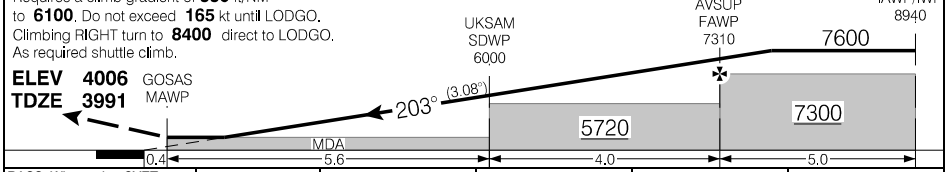

MISSED APPROACH CLIMB RATE V/V (FPM)

| GROUND SPEED | 90 | 120 | 140 | 160 | 180 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|---|---|
| 330 FT/NM | 500 | 660 | 770 | 880 | 990 | 1100 | 1380 | 1650 |

| DIST FROM GOSAS | 1.0 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | **10.5** | 11 | 13 | 14.6 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.08° APCH PATH) | 4500 | 4820 | 5150 | 5480 | 5800 | 6130 | 6460 | 6780 | 7110 | **7600** | 7760 | 8420 | 8940 |

MISSED APPROACH
Requires a climb gradient of **330** ft/NM to **6100**. Do not exceed **165** kt until LODGO.
Climbing RIGHT turn to **8400** direct to LODGO.
As required shuttle climb.

**ELEV 4006** GOSAS MAWP
**TDZE 3991**




RASS: When using CYET add **520'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **4500** | (513) | 1½ | NOT AUTHORIZED |
| C CIRCLING | **4540** | (534) 1½ | **4540** (534) 2 | NOT AUTHORIZED |

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

# RNAV (GNSS) Y RWY 20

CEC4

EFF 25 JAN 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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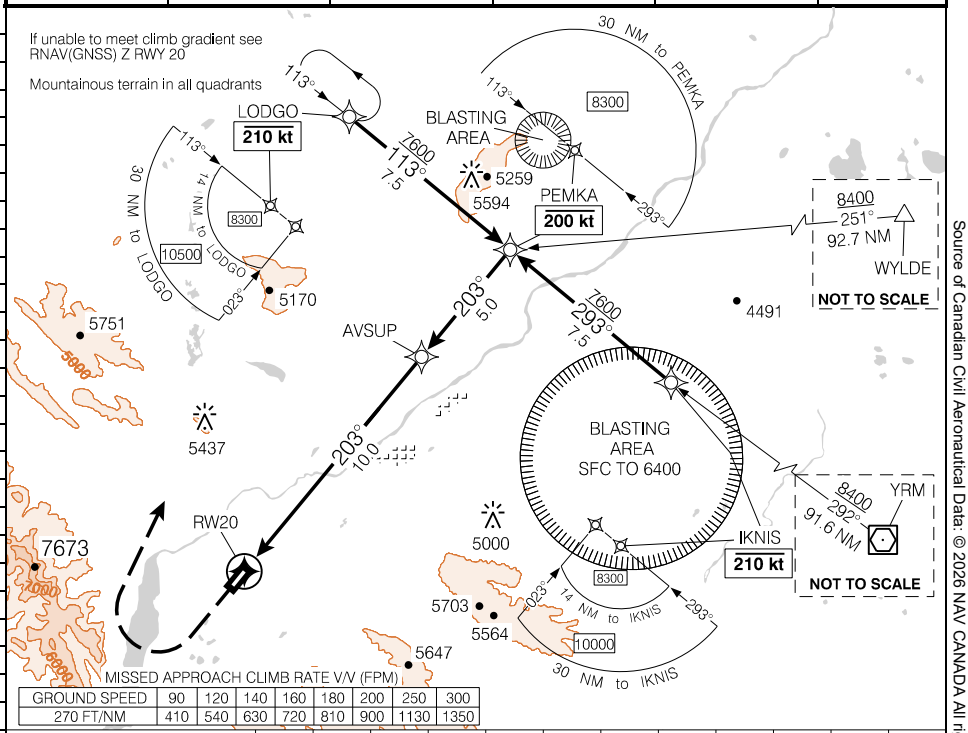
HINTON/JASPER-HINTON, AB

# RNAV (GNSS) X RWY 20

531908N 1174512W VAR 16°E

CEC4

| AUTO – **122.55** | | ◕ UNICOM – **123.35** (AU) ATF | | ARCAL 123.2(K) Ⓥ1 |
|---|---|---|---|---|
| SAFE ALT 100 NM **15,000** | WAAS **Ch 80897** W20A | APCH CRS **203°** | MIN ALT AVSUP **7300** | LDA **4203** |

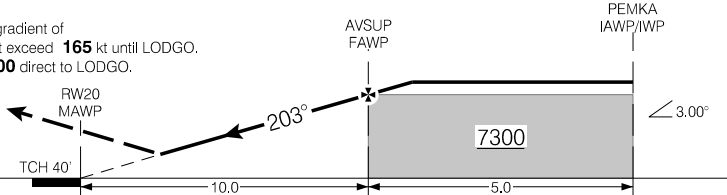



| GROUND SPEED | 90 | 120 | 140 | 160 | 180 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|---|---|
| 270 FT/NM | 410 | 540 | 630 | 720 | 810 | 900 | 1130 | 1350 |

(NM) 25 20 15 10 5 0

MISSED APPROACH
Requires a minimum climb gradient of **270** ft/NM to **6100**. Do not exceed **165** kt until LODGO.
Climbing RIGHT turn to **8400** direct to LODGO.
As required shuttle climb.

**ELEV 4006**
**TDZE 3991**




RASS: When using CYET add **520'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **4489** | (502) | 1¾ | NOT AUTHORIZED |

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

RNAV (GNSS) X RWY 20 CEC4

EFF 25 JAN 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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## Departure Route Description

**All rwys:** Restricted to CAT A, B & C acft only.

**Rwy 02 - ½:** Requires a minimum climb gradient of **260** ft/NM to **4300**. Climb track **023°** to UBTIR, then track **041°** to ANEBA to **8400**.

**Note:** Trees to 4029 ASL abeam departure end of rwy, 350' RIGHT of rwy centreline. Trees to 4128 ASL aprx 0.9 NM past departure end of rwy, 1860' LEFT of rwy centreline.

**Rwy 20 - ½:** Requires a minimum climb gradient of **500** ft/NM to **10300**. Do not exceed 250 kt until ANEBA. Climb track **203°** to AVUPO then LEFT turn to **10300** direct to ANEBA.

**Note:** Trees to 4062 ASL abeam departure end of rwy, 410' LEFT and RIGHT of rwy centreline.

**WYLDE TRANSITION:** Continue climb track **072°** to WYLDE.
**(ANEBA2.WYLDE)**

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 |
| 500 FT/NM | 750 | 1000 | 1170 | 1340 | 1500 | 1670 | 2090 | 2500 |

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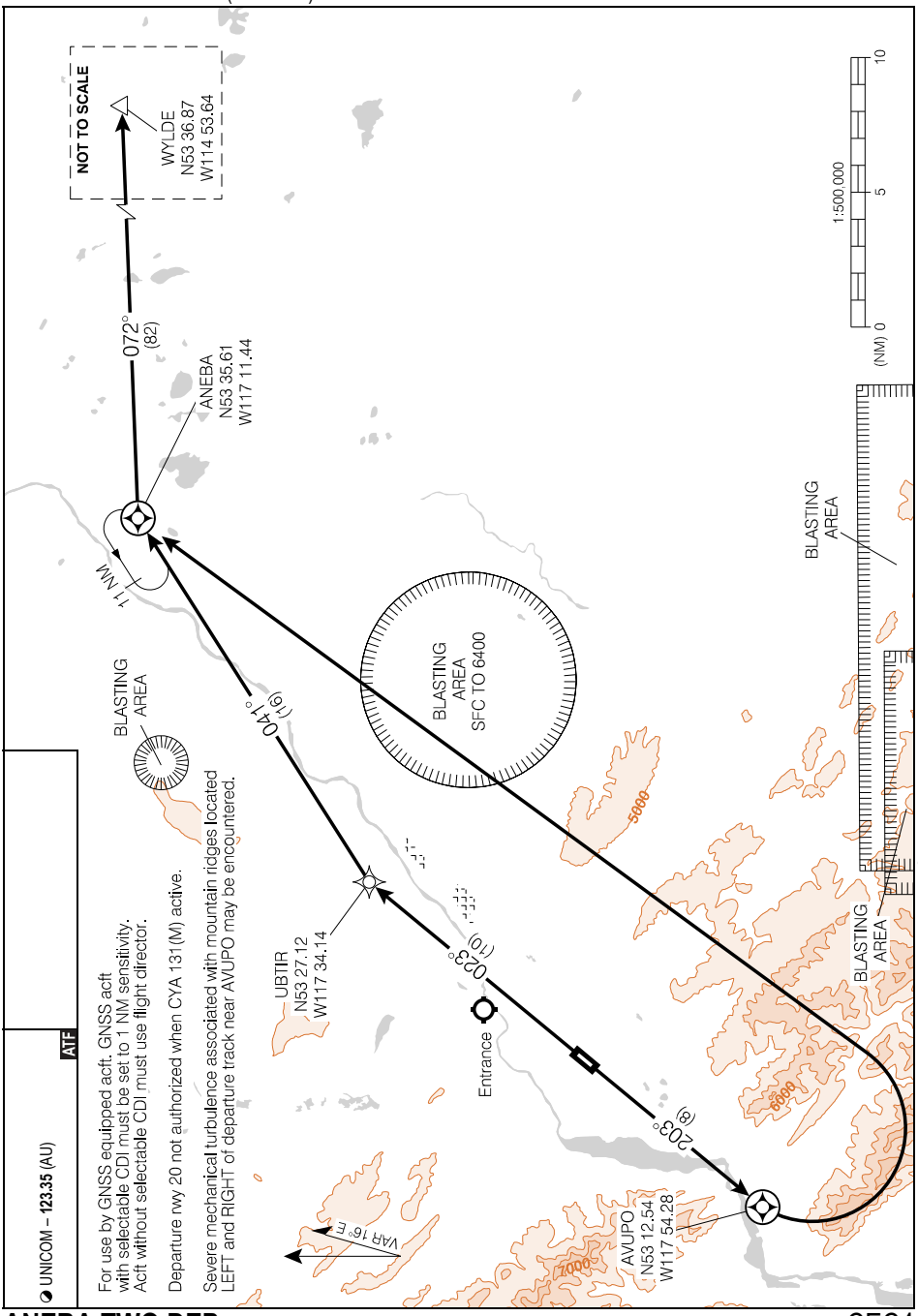
# ANEBA TWO DEP (ANEBA2.)

CEC4

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ANEBA TWO DEP (ANEBA2.)

CEC4

EFF 25 JAN 24



Canada Air Pilot

Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

HINTON/JASPER-HINTON, AB

# AERODROME CHART

CEC4

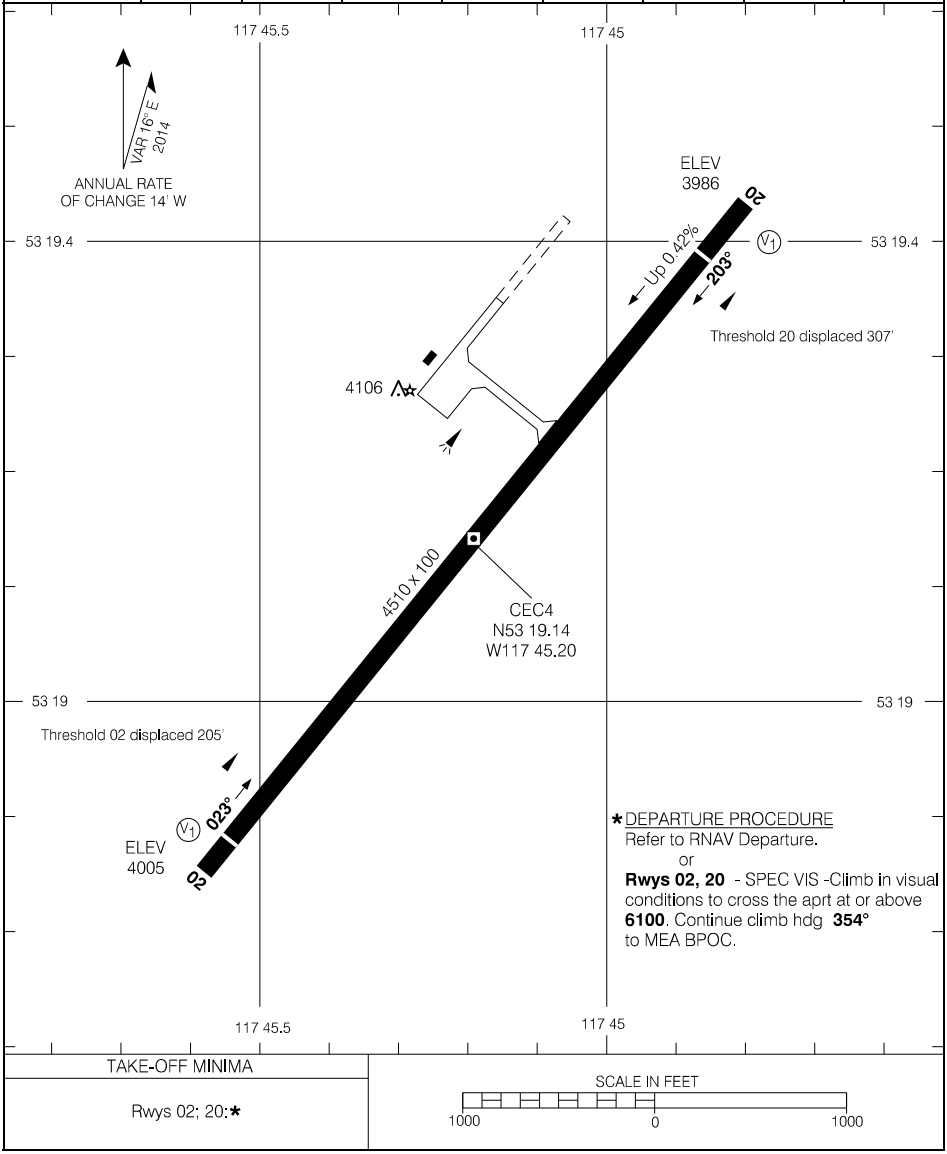
AUTO – **122.55**

UNICOM – **123.35** (AU)

ATF

RADIO Edmonton – **123.55**

| DECL DISTS | 02 | 20 |
|---|---|---|
| TORA | 4510 | 4510 |
| TODA | 4510 | 4510 |
| ASDA | 4510 | 4510 |
| LDA | 4305 | 4203 |




| TAKE-OFF MINIMA |
|---|
| Rwys 02; 20:* |

SCALE IN FEET

1000 0 1000

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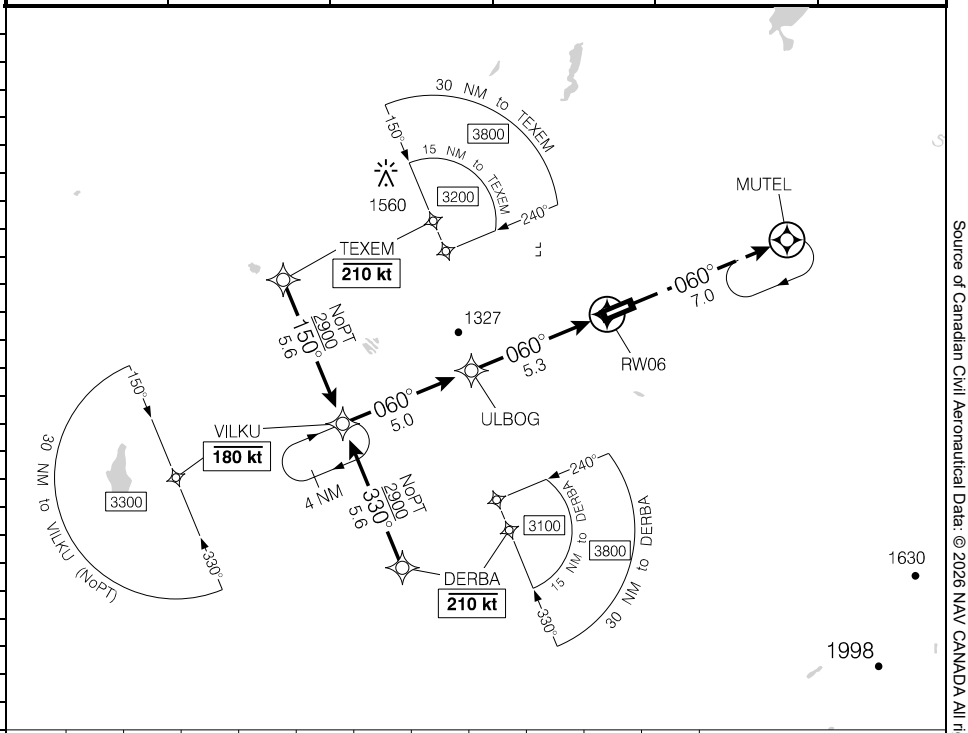
HUDSON BAY, SK

# RNAV (GNSS) RWY 06

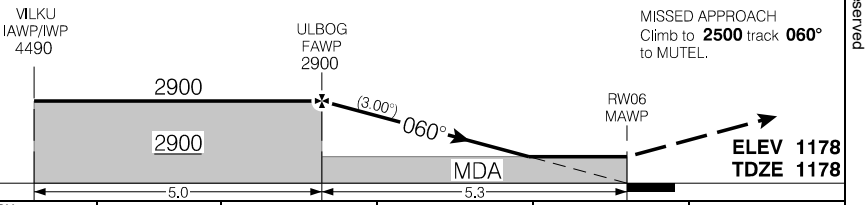
524906N 1021840W VAR 8°E

CYHB

| | | | | | |
|---|---|---|---|---|---|
| | CTR Winnipeg – **135.62** | TFC – **122.8** ATF | | | ARCAL 122.8(K) P2 |
| SAFE ALT 100 NM **4000** | RNAV | APCH CRS **060°** | MIN ALT ULBOG **2900** | LDA **5001** | |




| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 10.3 | 9 | 8 | 7 | 6 | **5.3** | 4 | 3 | 1.7 | DIST FROM RW06 |
| | | 4490 | 4080 | 3770 | 3450 | 3130 | **2900** | 2490 | 2170 | 1760 | ALT (3.00° APCH PATH) |




RASS: Use CYBU.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **1760** | (582) | 1¾ | |

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

RNAV (GNSS) RWY 06 CYHB

EFF 17 APR 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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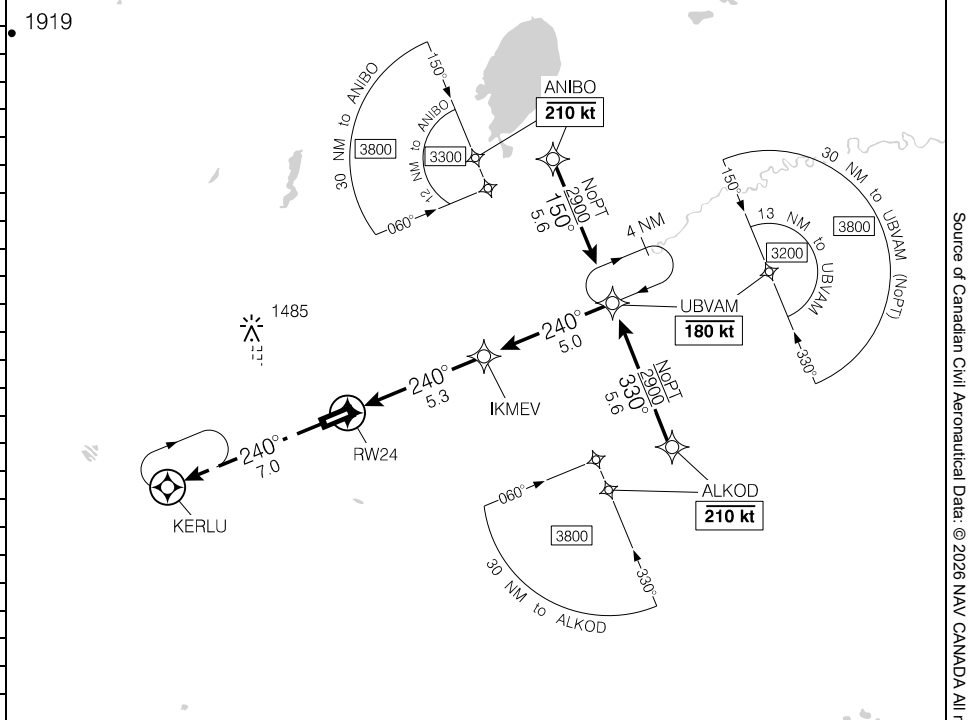
HUDSON BAY, SK

# RNAV (GNSS) RWY 24

524906N 1021840W VAR 8°E

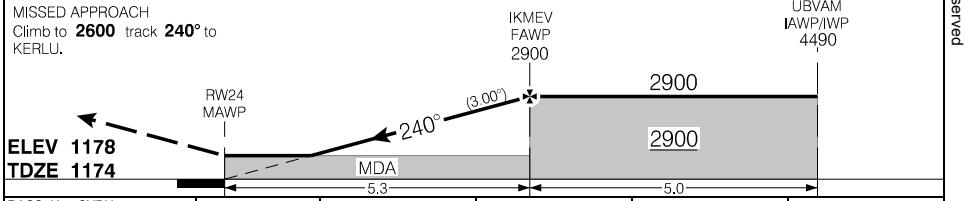
CYHB

| | | | | | |
|---|---|---|---|---|---|
| | CTR Winnipeg – **135.62** | | | | ARCAL 122.8(K) |
| | | TFC – **122.8** ATF | | | P2 |
| SAFE ALT 100 NM **4000** | RNAV | APCH CRS **240°** | MIN ALT IKMEV **2900** | LDA **5001** | |




| DIST FROM RW24 | | 1.5 | 3 | 4 | **5.3** | 6 | 7 | 8 | 9 | 10.3 | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | 1700 | 2170 | 2480 | **2900** | 3120 | 3440 | 3760 | 4080 | 4490 | |

MISSED APPROACH
Climb to **2600** track **240°** to KERLU.




RASS: Use CYBU.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **1700** | (530) | 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 22 JAN 2026 to 0901Z 19 MAR 2026

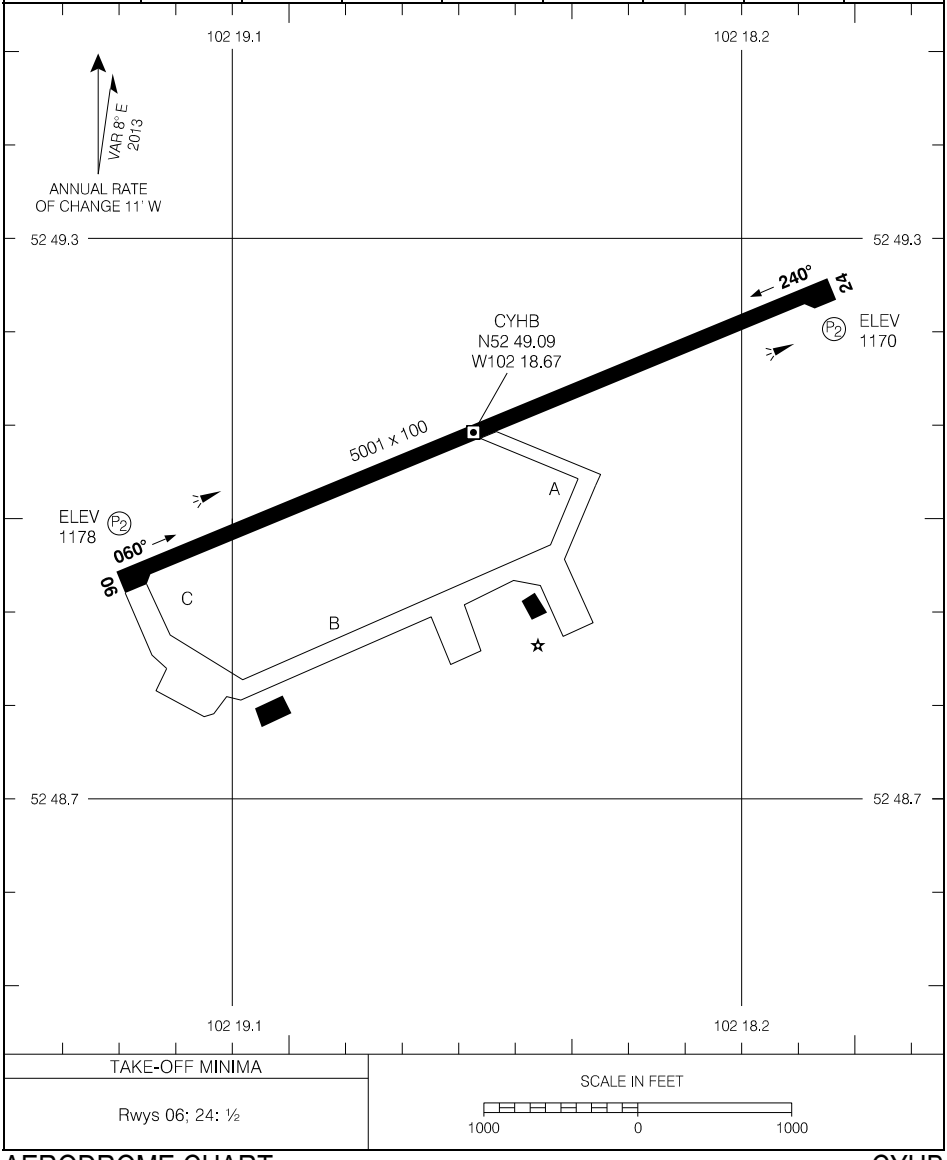
HUDSON BAY, SK

# AERODROME CHART

CYHB

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | TFC – **122.8** | | ATF | CTR Winnipeg – **135.62** | |

| DECL DISTS | 06 | 24 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 5001 | 5001 | | | | | | |
| TODA | 5001 | 5001 | | | | | | |
| ASDA | 5001 | 5001 | | | | | | |
| LDA | 5001 | 5001 | | | | | | |




| TAKE-OFF MINIMA | SCALE IN FEET |
|---|---|
| Rwys 06; 24: ½ | 1000 0 1000 |

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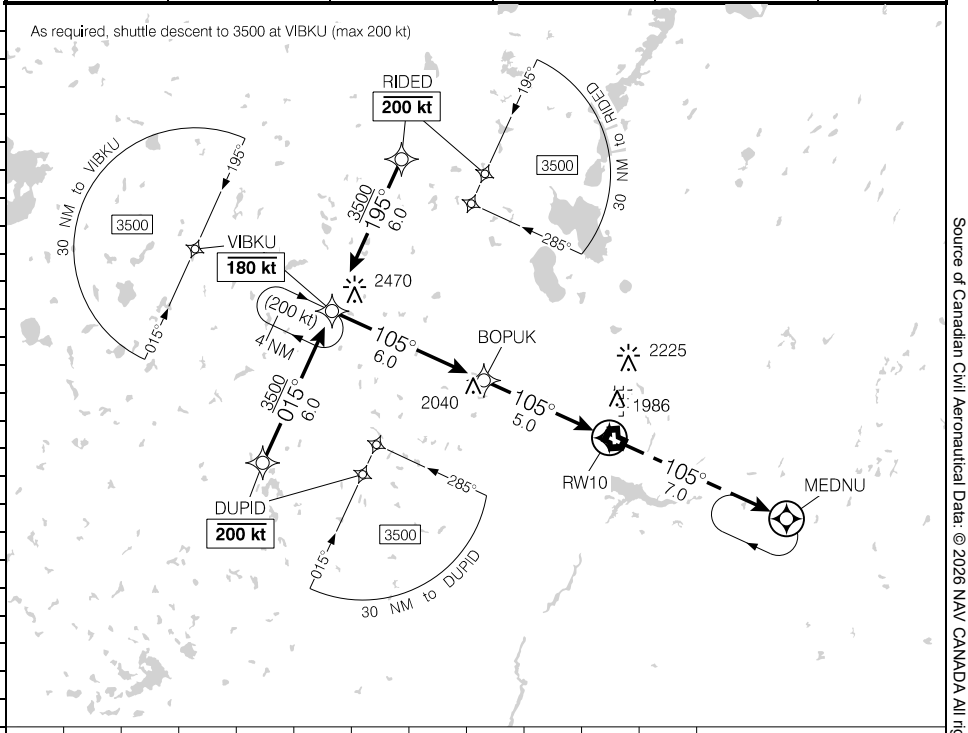
HUMBOLDT, SK

# RNAV (GNSS) RWY 10

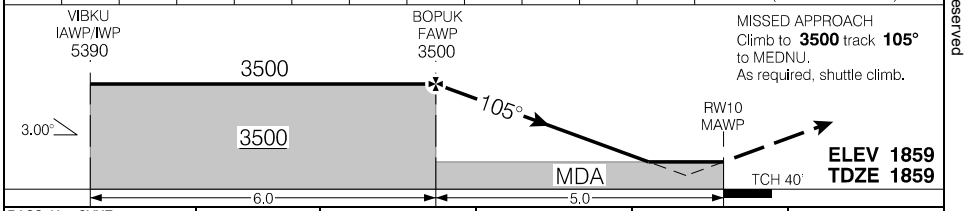
521036N 1050801W VAR 10°E

CJU4

| | | | | | |
|---|---|---|---|---|---|
| | CTR Winnipeg – **133.9** | | | | ARCAL 123.2(J) |
| | | TFC – **123.2** ATF | | | |
| SAFE ALT 100 NM **3900** | WAAS **Ch 80765** W10A | APCH CRS **105°** | MIN ALT BOPUK **3500** | LDA **2506** | |




| (NM) | 11 | 10 | 9 | 8 | 7 | 6 | **5.0** | 4 | 3 | 2 | 1.3 | DIST FROM RW10 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5390 | 5080 | 4770 | 4450 | 4130 | 3810 | **3500** | 3170 | 2850 | 2540 | 2320 | ALT (3.00° APCH PATH) |




RASS: Use CYXE.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2271** | (412) | 1¼ | NOT AUTHORIZED |
| LNAV | **2320** | (461) | 1½ | NOT AUTHORIZED |

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

RNAV (GNSS) RWY 10 CJU4

EFF 16 MAY 24



Canada Air Pilot
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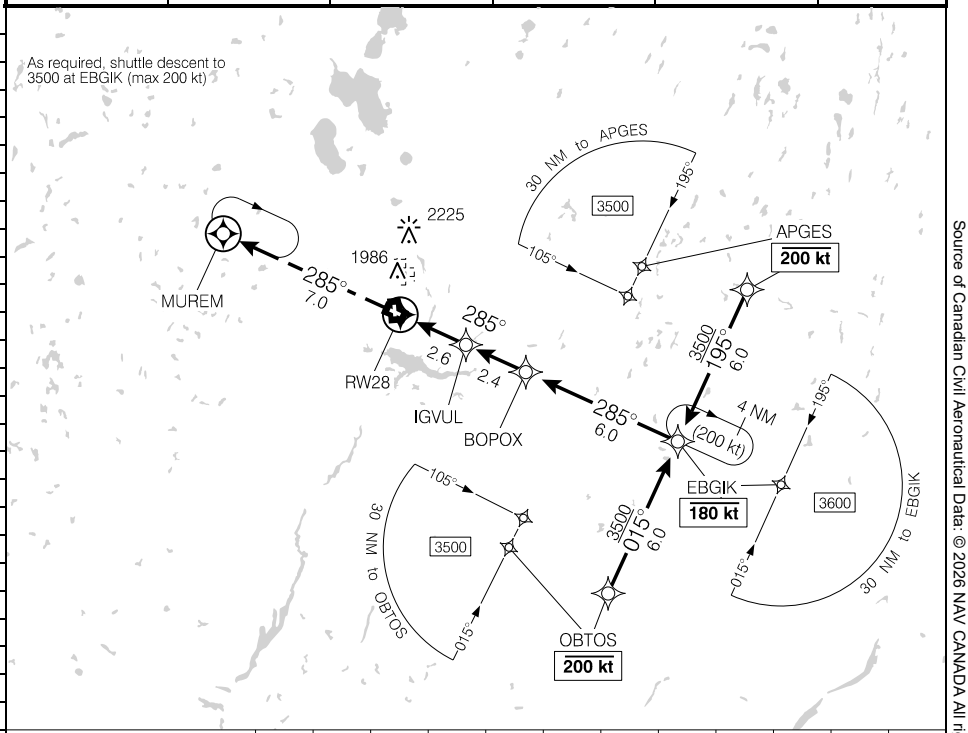
HUMBOLDT, SK

# RNAV (GNSS) RWY 28

521036N 1050801W VAR 10°E

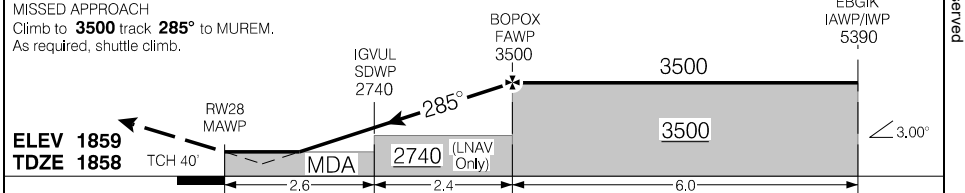
CJU4

| | | | | | |
|---|---|---|---|---|---|
| | CTR Winnipeg – **133.9** | | | | ARCAL 123.2(J) |
| | | TFC – **123.2** ATF | | | |
| SAFE ALT 100 NM **3900** | WAAS **Ch 80766** W28A | APCH CRS **285°** | MIN ALT BOPOX **3500** | LDA **2506** | |




| DIST FROM RW28 | 1.3 | 2 | 3 | 4 | **5.0** | 6 | 7 | 8 | 9 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2320 | 2530 | 2850 | 3170 | **3500** | 3810 | 4130 | 4450 | 4760 | 5080 | 5390 |

MISSED APPROACH
Climb to **3500** track **285°** to MUREM.
As required, shuttle climb.




RASS: Use CYXE.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2270** | (412) | 1¼ | NOT AUTHORIZED |
| LNAV | **2320** | (462) | 1½ | NOT AUTHORIZED |

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Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

HUMBOLDT, SK

# AERODROME CHART

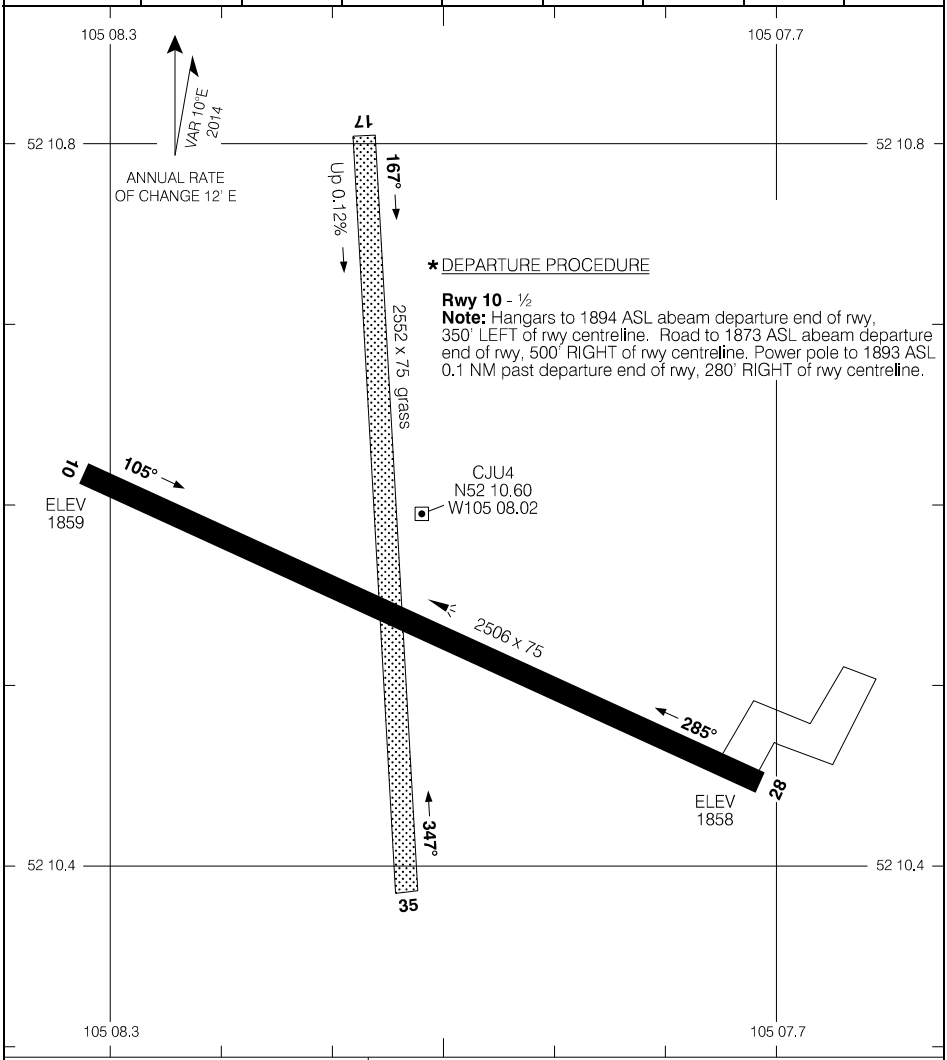
CJU4

CTR Winnipeg – **133.9**

TFC – **123.2**

ATF

| DECL DISTS | 10 | 28 | 17 | 35 | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 2506 | 2506 | 2552 | 2552 | | | | |
| TODA | 2506 | 2506 | 2552 | 2552 | | | | |
| ASDA | 2506 | 2506 | 2552 | 2552 | | | | |
| LDA | 2506 | 2506 | 2552 | 2552 | | | | |




| TAKE-OFF MINIMA | SCALE IN FEET |
|---|---|
| Rwy 10: * | 500 0 500 |
| Rwy 28: ½ | |
| Rwys 17; 35: NOT ASSESSED | |

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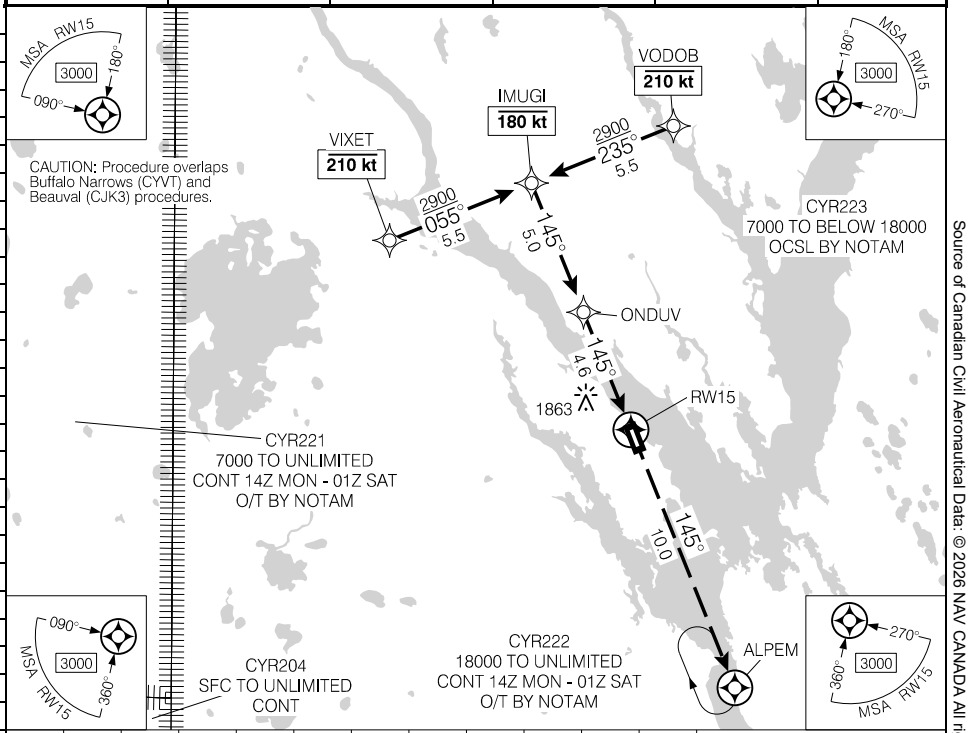
ÎLE-À-LA-CROSSE, SK

# RNAV (GNSS) RWY 15

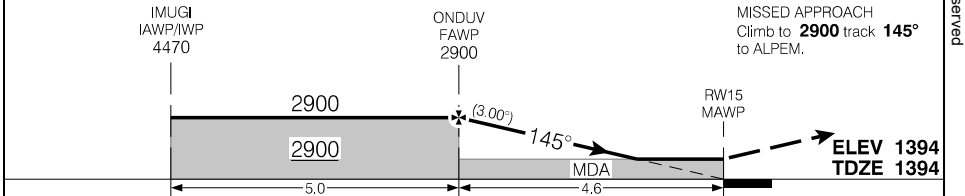
552923N 1075551W VAR 13°E

CJF3

| AUTO – **122.07** | | TFC – **123.2** ATF | | ARCAL 123.2(K) P1 3.5° |
|---|---|---|---|---|
| SAFE ALT 100 NM **4100** | RNAV | APCH CRS **145°** | MIN ALT ONDUV **2900** | LDA **3908** |




| (NM) | 9.6 | 9 | 8 | 7 | 6 | **4.6** | 4 | 3 | 2 | 1.5 | DIST FROM RW15 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 4470 | 4300 | 3980 | 3660 | 3340 | **2900** | 2700 | 2390 | 2070 | 1900 | ALT (3.00° APCH PATH) |




RASS: Use CYVT.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **1900** | (509) | 1½ | |

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

RNAV (GNSS) RWY 15

CJF3

EFF 11 JUL 24



Canada Air Pilot
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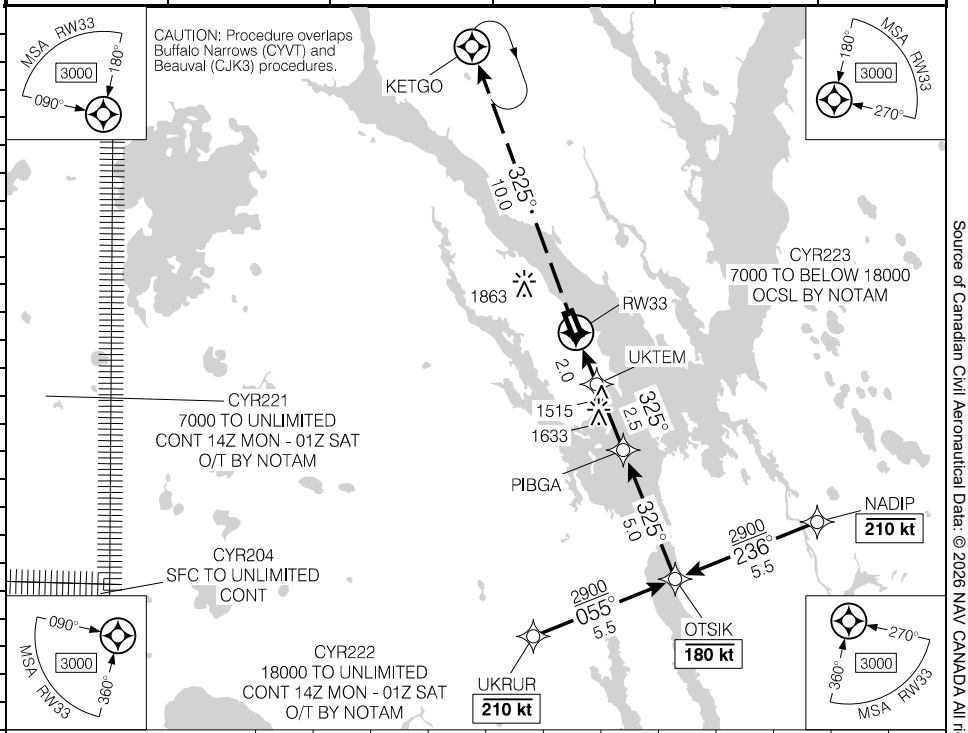
ÎLE-À-LA-CROSSE, SK

# RNAV (GNSS) RWY 33

552923N 1075551W VAR 13°E

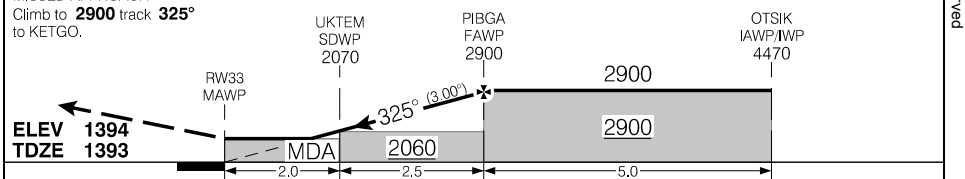
CJF3

| AUTO – **122.07** | | TFC – **123.2** ATF | | ARCAL 123.2(K) |
|---|---|---|---|---|
| SAFE ALT 100 NM **4100** | RNAV | APCH CRS **325°** | MIN ALT PIBGA **2900** | LDA **3908** |




| DIST FROM RW33 | 1.5 | 2 | 3 | 4 | **4.6** | 6 | 7 | 8 | 9 | 9.5 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 1900 | 2070 | 2390 | 2710 | **2900** | 3340 | 3660 | 3980 | 4300 | 4470 | | |

MISSED APPROACH
Climb to **2900** track **325°**
to KETGO.




RASS: Use CYVT.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **1900** | (507) | 1½ | |

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

RNAV (GNSS) RWY 33

CJF3

EFF 11 JUL 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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ÎLE-À-LA-CROSSE, SK

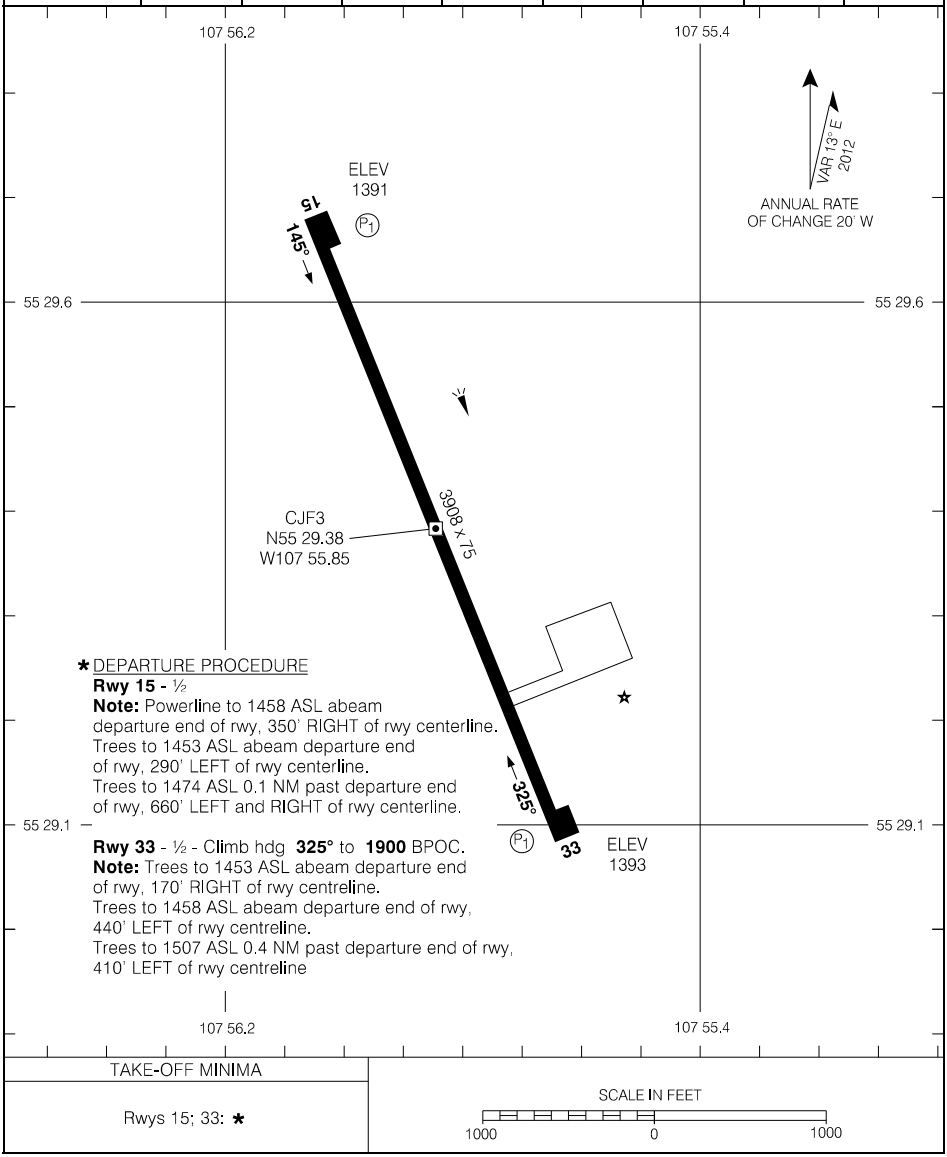
# AERODROME CHART

CJF3

AUTO – **122.07**

TFC – **123.2** ATF

| DECL DISTS | 15 | 33 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 3908 | 3908 | | | | | | |
| TODA | 3908 | 3908 | | | | | | |
| ASDA | 3908 | 3908 | | | | | | |
| LDA | 3908 | 3908 | | | | | | |




★ DEPARTURE PROCEDURE

**Rwy 15 -** ½

**Note:** Powerline to 1458 ASL abeam departure end of rwy, 350' RIGHT of rwy centerline.
Trees to 1453 ASL abeam departure end of rwy, 290' LEFT of rwy centerline.
Trees to 1474 ASL 0.1 NM past departure end of rwy, 660' LEFT and RIGHT of rwy centerline.

**Rwy 33** - ½ - Climb hdg **325°** to **1900** BPOC.
**Note:** Trees to 1453 ASL abeam departure end of rwy, 170' RIGHT of rwy centreline.
Trees to 1458 ASL abeam departure end of rwy, 440' LEFT of rwy centreline.
Trees to 1507 ASL 0.4 NM past departure end of rwy, 410' LEFT of rwy centreline

TAKE-OFF MINIMA

Rwys 15; 33: ★

SCALE IN FEET
1000 0 1000

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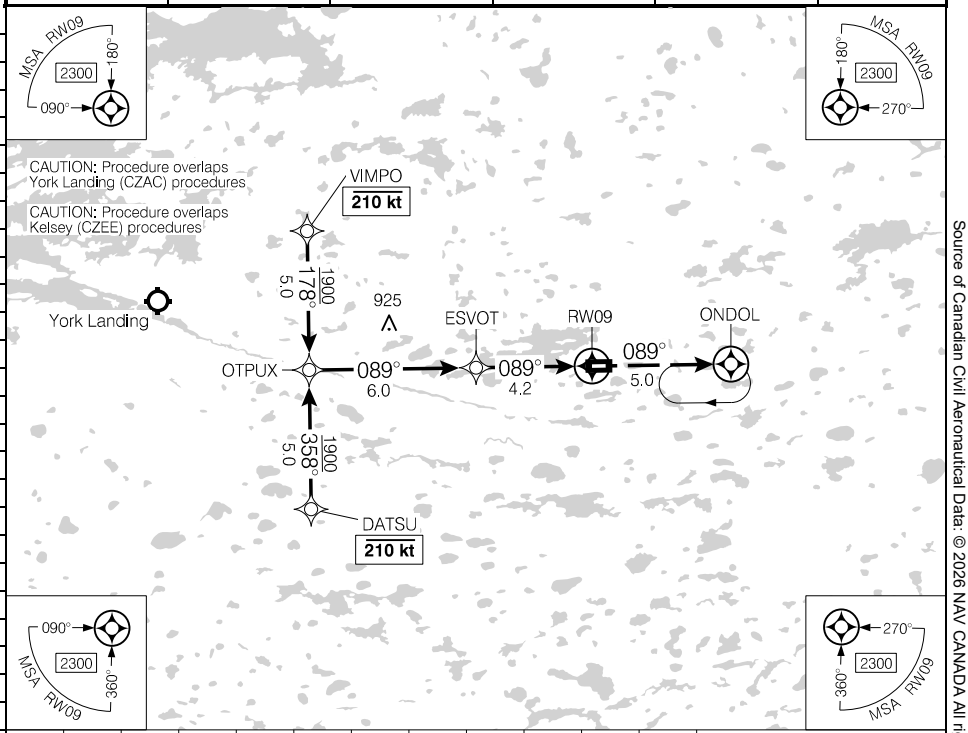
ILFORD, MB

# RNAV (GNSS) RWY 09

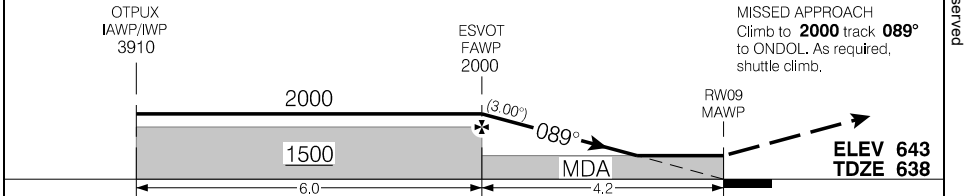
560306N 0953705W VAR 1°E

CZBD

| | | | | |
|---|---|---|---|---|
| | CTR Winnipeg – **133.15** | ◕ UNICOM – **122.8** (AU) ATF | | ARCAL 122.8(J) |
| SAFE ALT 100 NM **2400** | RNAV | APCH CRS **089°** | MIN ALT ESVOT **1500** | LDA **2989** |




| (NM) | | | 10.2 | 9 | 8 | 7 | 6 | 5 | **4.2** | 3 | 2 | 1.5 | DIST FROM RW09 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 3910 | 3540 | 3220 | 2900 | 2590 | 2270 | **2000** | 1630 | 1310 | 1140 | ALT (3.00° APCH PATH) |




RASS: When using CYGX add **110'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **1140** | (505) | 1½ | |

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

RNAV (GNSS) RWY 09 CZBD

EFF 16 JUL 20



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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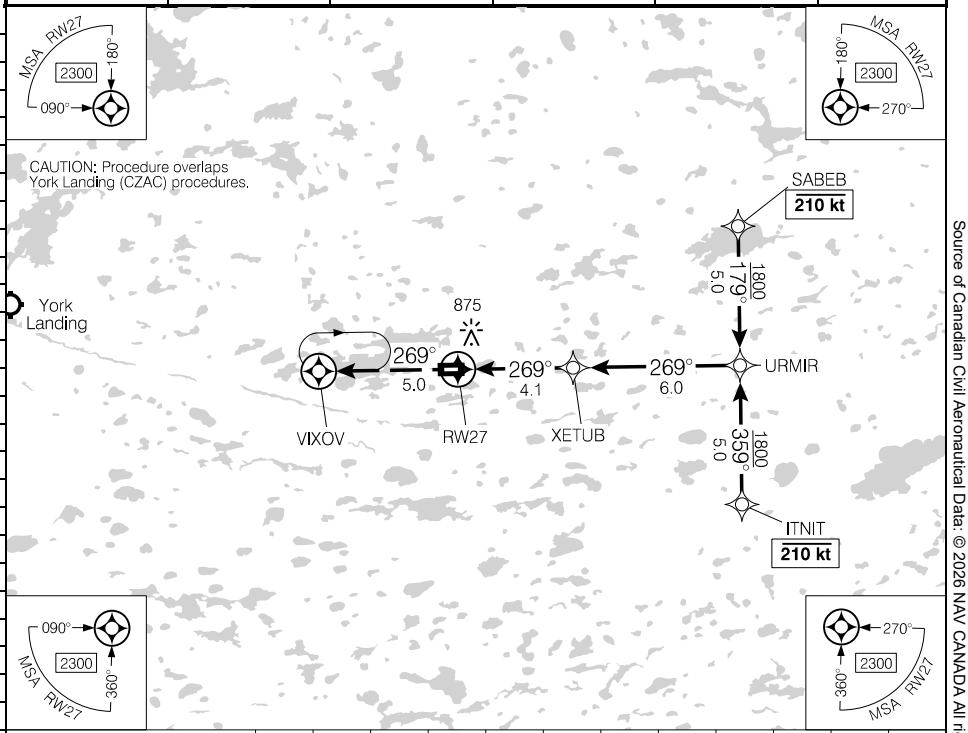
ILFORD, MB

# RNAV (GNSS) RWY 27

560306N 0953705W VAR 1°E

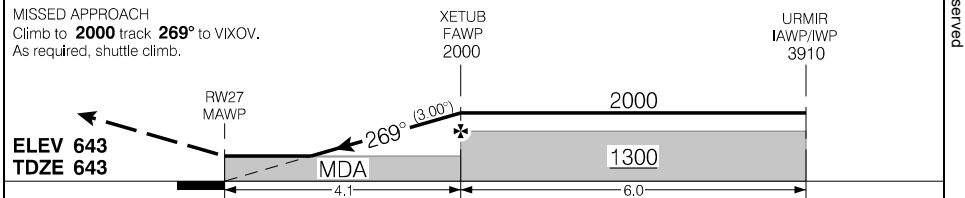
CZBD

| | | | | | |
|---|---|---|---|---|---|
| | CTR Winnipeg – **133.15** | | ◕ UNICOM – **122.8** (AU) ATF | | ARCAL 122.8(J) |
| SAFE ALT 100 NM **2400** | RNAV | APCH CRS **269°** | MIN ALT XETUB **1300** | LDA **2989** | |




| DIST FROM RW27 | | 1.5 | 3 | **4.1** | 5 | 6 | 7 | 8 | 9 | 10.1 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | 1160 | 1640 | **2000** | 2270 | 2590 | 2910 | 3230 | 3550 | 3910 | | |

MISSED APPROACH
Climb to **2000** track **269°** to VIXOV.
As required, shuttle climb.




RASS: When using CYGX add **110'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **1160** | (518) | 1½ | |

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

# RNAV (GNSS) RWY 27

CZBD

EFF 16 JUL 20



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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ILFORD, MB

# AERODROME CHART

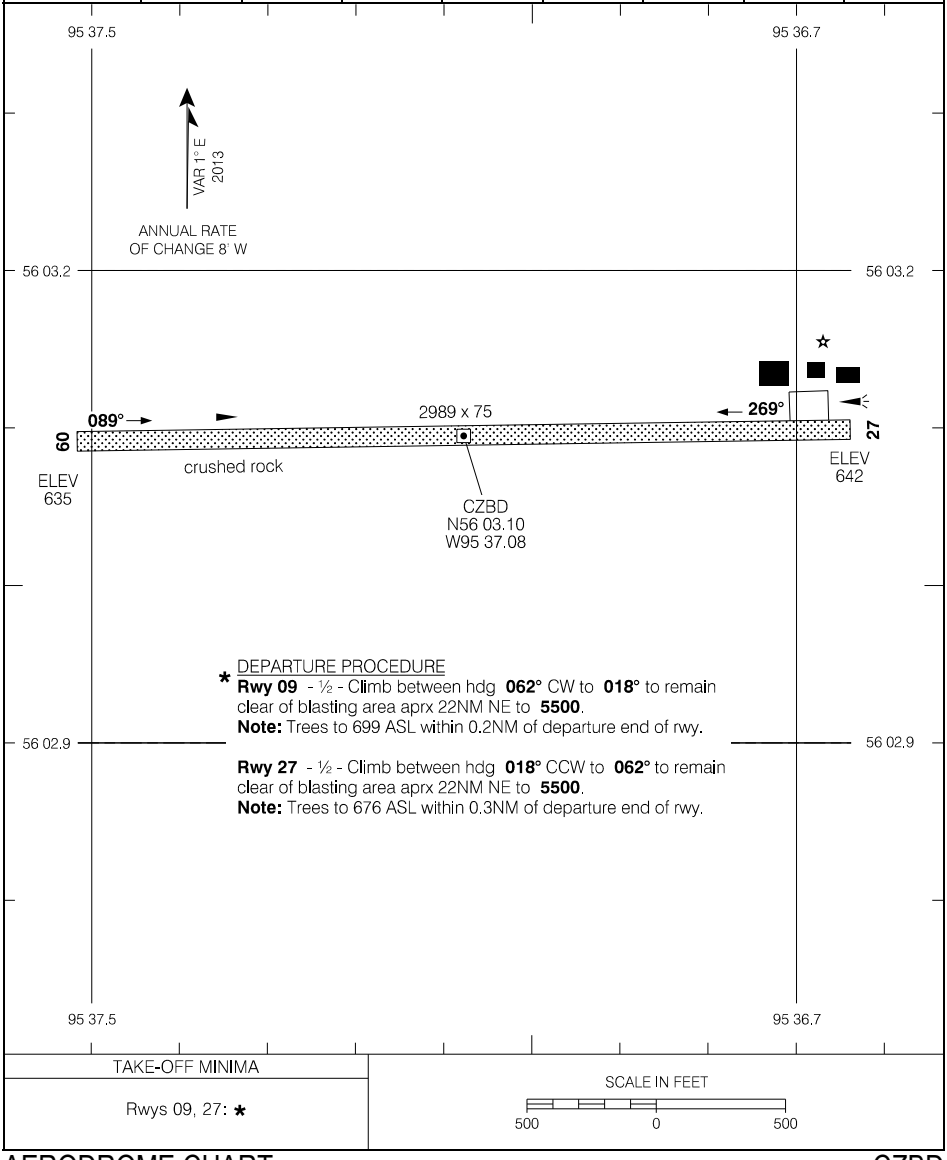
CZBD

UNICOM – **122.8**

ATF

CTR Winnipeg – **133.15**

| DECL DISTS | 09 | 27 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 2989 | 2989 | | | | | | |
| TODA | 2989 | 3973 | | | | | | |
| ASDA | 2989 | 2989 | | | | | | |
| LDA | 2989 | 2989 | | | | | | |




TAKE-OFF MINIMA

Rwys 09, 27: *

SCALE IN FEET

500 0 500

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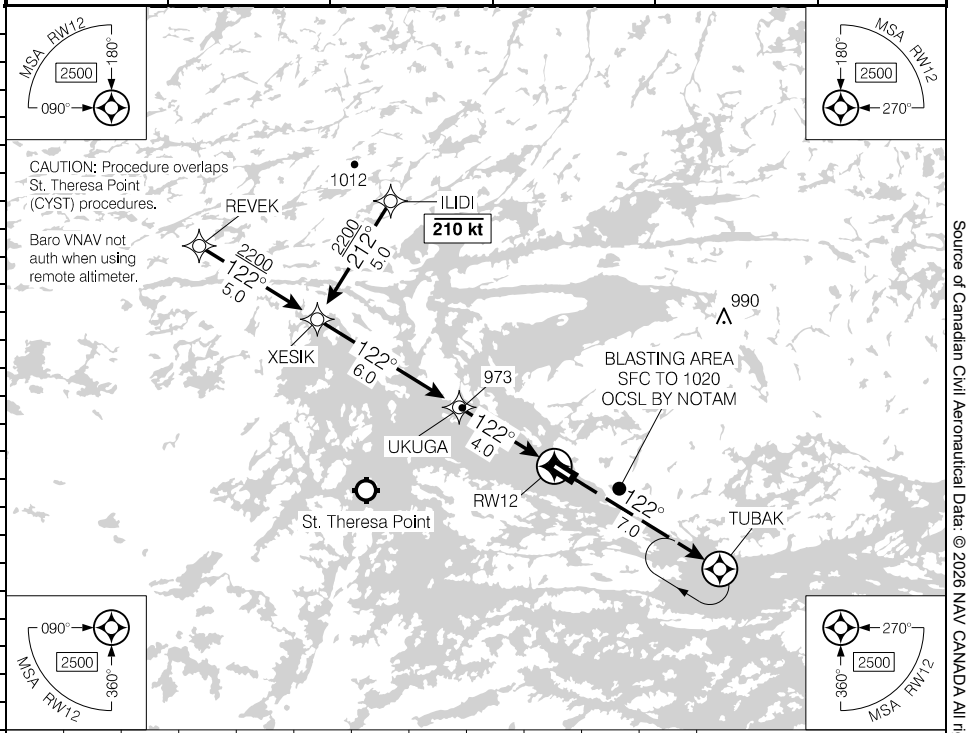
ISLAND LAKE, MB

# RNAV (GNSS) RWY 12

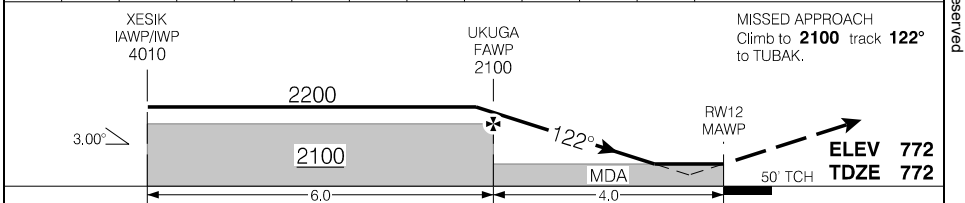
535126N 0943913W VAR 0°

CYIV

| AWOS – **128.1** | | RADIO Thunder Bay – **122.2** MF | | ARCAL 122.2(K) P1 |
|---|---|---|---|---|
| SAFE ALT 100 NM **2600** | WAAS **Ch 80135** W12A | APCH CRS **122°** | MIN ALT UKUGA **2100** | LDA **4000** |




| | 10 | 9 | 8 | 7 | 6 | 5 | **4.3** | 3 | 2 | 1.2 | DIST FROM RW12 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 4010 | 3680 | 3370 | 3050 | 2730 | 2410 | **2200** | 1770 | 1460 | 1200 | ALT (3.00° APCH PATH) |




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

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1074** | (305) | 1 | |
| LNAV/VNAV (min. -20°C, max. 54°C) | **1202** | (433) | 1½ | |
| LNAV | **1200** | (431) | 1¼ | |

RNAV (GNSS) RWY 12

CYIV

EFF 22 JAN 26



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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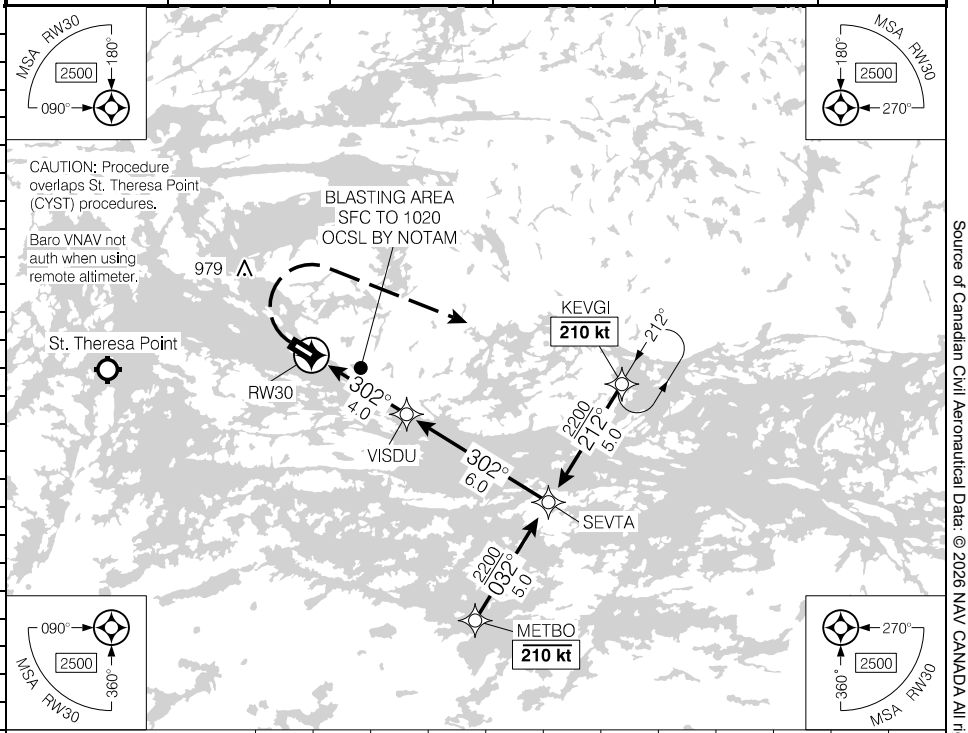
ISLAND LAKE, MB

# RNAV (GNSS) RWY 30

535126N 0943913W VAR 0°

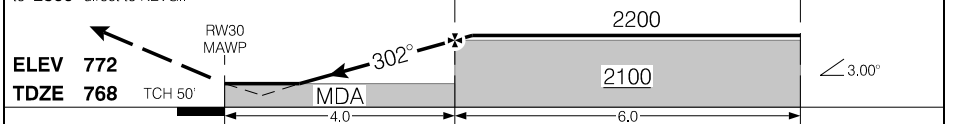
CYIV

| AWOS – **128.1** | | RADIO Thunder Bay – **122.2** MF | | ARCAL 122.2(K) P1 |
|---|---|---|---|---|
| SAFE ALT 100 NM **2600** | WAAS **Ch 80136** W30A | APCH CRS **302°** | MIN ALT VISDU **2100** | LDA **4000** |




| DIST FROM RW30 | 1.3 | 2 | 3 | **4.3** | 5 | 6 | 7 | 8 | 9 | 10 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 1240 | 1460 | 1770 | **2200** | 2410 | 2730 | 3050 | 3370 | 3680 | 4010 | | |

MISSED APPROACH
Climb to **1300** track **302°**.
Then climbing RIGHT turn to **2500** direct to KEVGI.




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

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1019** | (251) | 1 | |
| LNAV/VNAV (min. -20°C, max. 54°C) | **1161** | (393) | 1¼ | |
| LNAV | **1240** | (472) | 1½ | |

RNAV (GNSS) RWY 30

CYIV

EFF 22 JAN 26



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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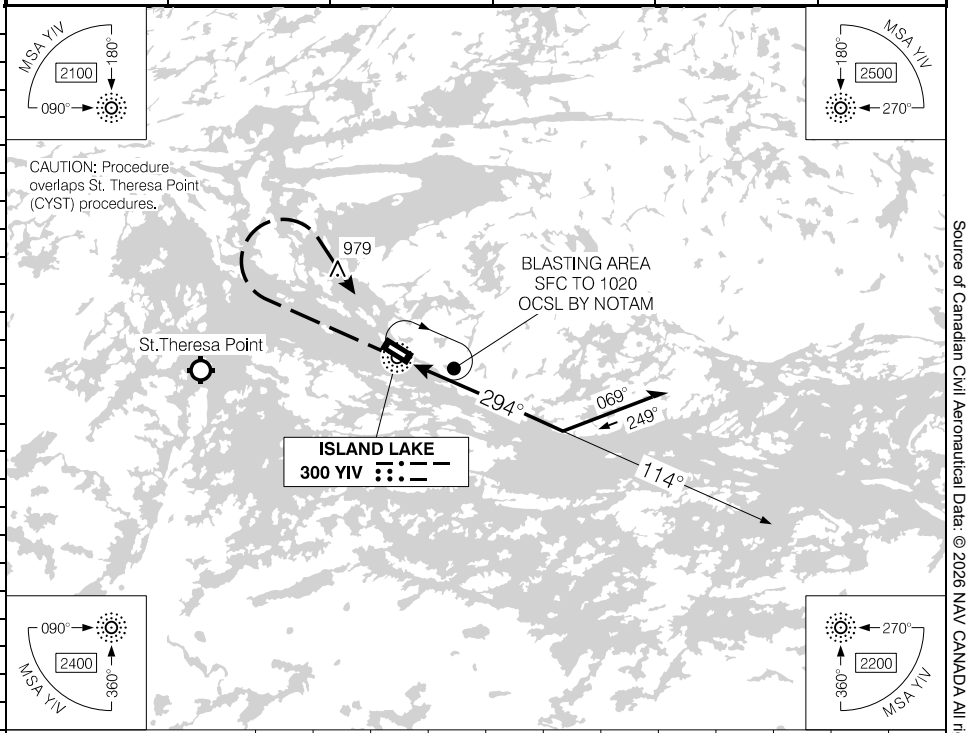
ISLAND LAKE, MB

# NDB RWY 30

535126N 0943913W VAR 0°

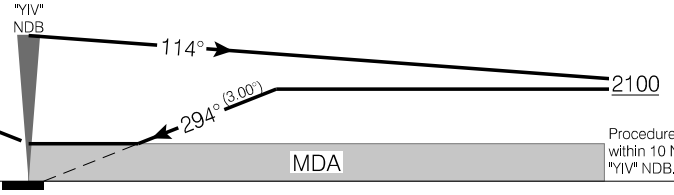
CYIV

| AWOS – **128.1** | | RADIO Thunder Bay – **122.2** MF | | ARCAL 122.2(K) |
|---|---|---|---|---|
| SAFE ALT 100 NM **2600** | NDB YIV **300** | APCH CRS **294°** | | LDA **4000** |




| DIST FROM "YIV" NDB | | 1.9 | 3 | **4.3** | 5 | 6 | 7 | 8 | 9 | 10 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | 1360 | 1700 | **2100** | 2330 | 2650 | 2970 | 3290 | 3610 | 3930 | | |

MISSED APPROACH
Climb to **2500** track **294°**. Then RIGHT turn direct to "YIV" NDB.




**ELEV 772**
**TDZE 768**

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

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

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| NDB | **1360** (592) 1¾ | | | |
| CIRCLING | **1360** (588) 1¾ | | **1360** (588) 2 | **1380** (608) 2 |

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Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

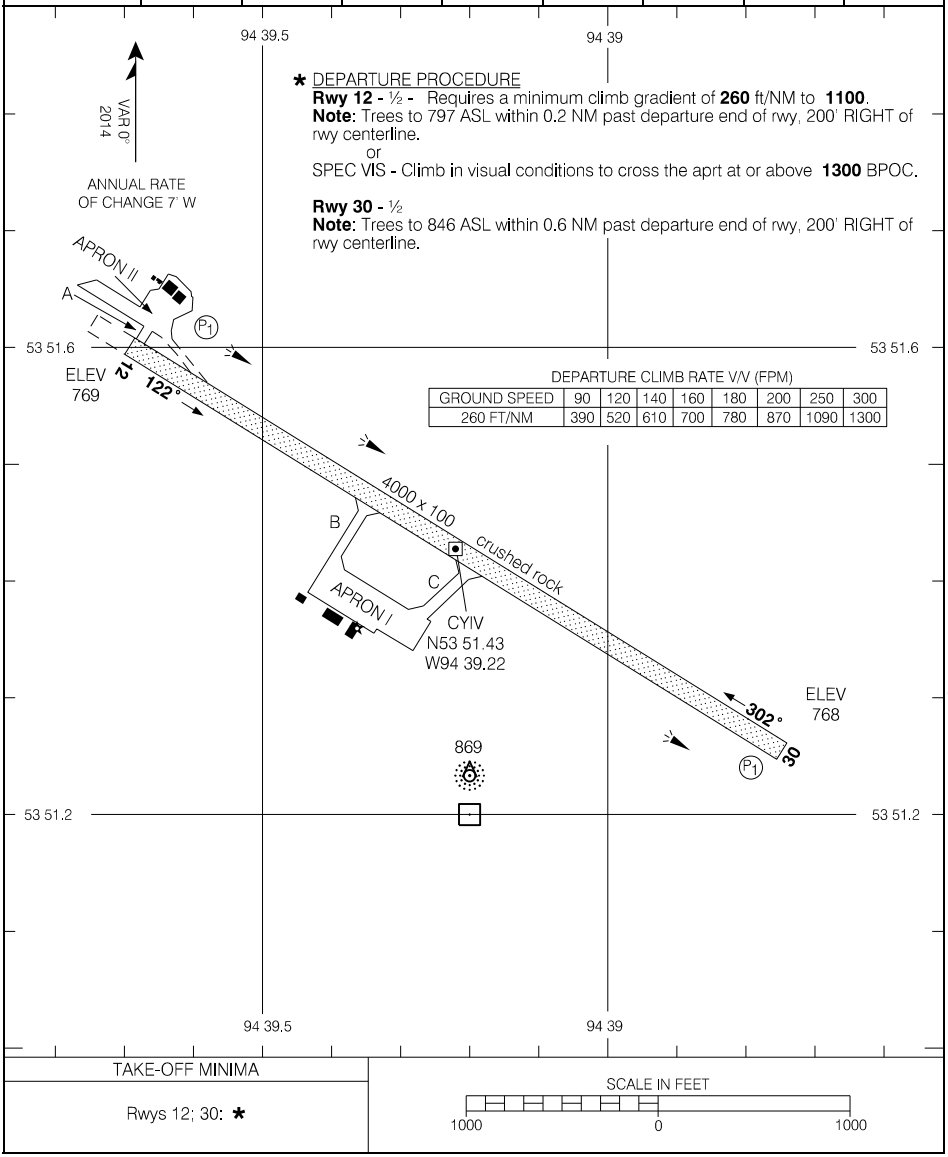
ISLAND LAKE, MB

# AERODROME CHART

CYIV

| AWOS – **128.1** | | RADIO Thunder Bay – **122.2** MF | RADIO Edmonton – **122.37** |
|---|---|---|---|

| DECL DISTS | 12 | 30 |
|---|---|---|
| TORA | 4000 | 4000 |
| TODA | 4984 | 4984 |
| ASDA | 4000 | 4000 |
| LDA | 4000 | 4000 |




| TAKE-OFF MINIMA |
|---|
| Rwys 12; 30: * |

SCALE IN FEET
1000 0 1000

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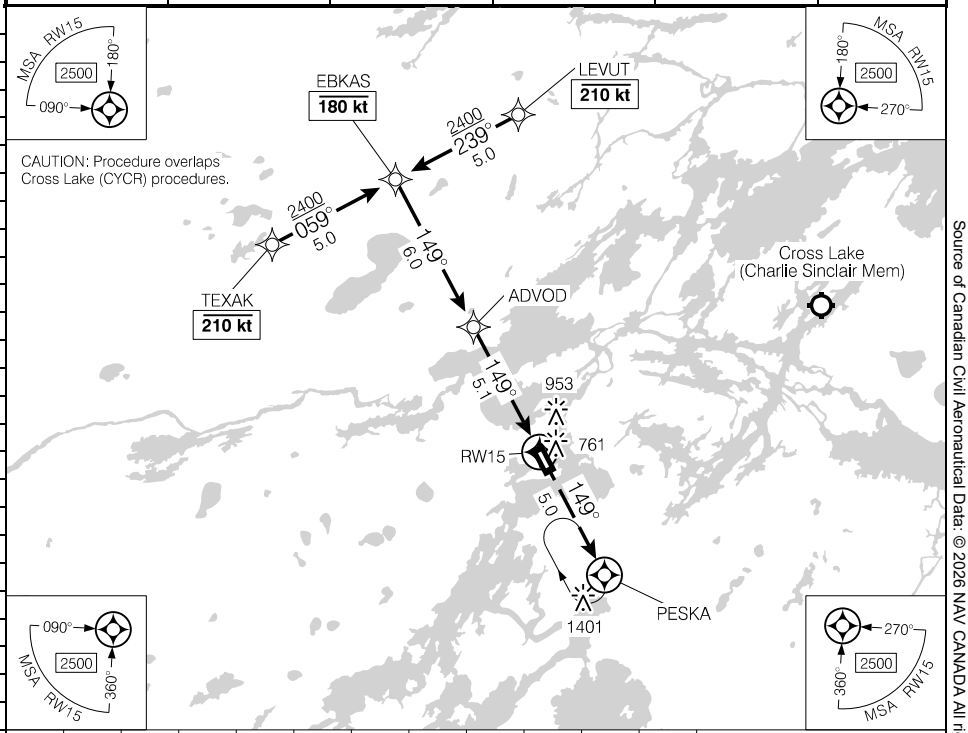
JENPEG, MB

# RNAV (GNSS) RWY 15

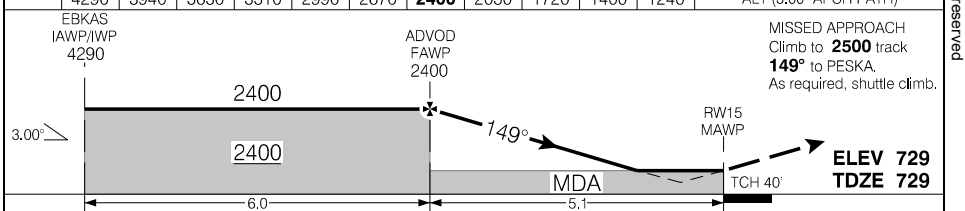
543108N 0980246W VAR 3°E

CZJG

| | | | | | |
|---|---|---|---|---|---|
| | CTR Winnipeg – **135.1** | UNICOM – **122.8** ATF | | | ARCAL 122.8(J) |
| SAFE ALT 100 NM **2600** | WAAS **Ch 80179** W15A | APCH CRS **149°** | MIN ALT ADVOD **2400** | LDA **3796** | |




| (NM) | 11.1 | 10 | 9 | 8 | 7 | 6 | **5.1** | 4 | 3 | 2 | 1.5 | DIST FROM RW15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 4290 | 3940 | 3630 | 3310 | 2990 | 2670 | **2400** | 2030 | 1720 | 1400 | 1240 | ALT (3.00° APCH PATH) |




RASS: Use CYNE.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1070** | (350) | 1¼ | |
| LNAV | **1240** | (520) | 1½ | |

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

# RNAV (GNSS) RWY 15

CZJG

EFF 5 SEP 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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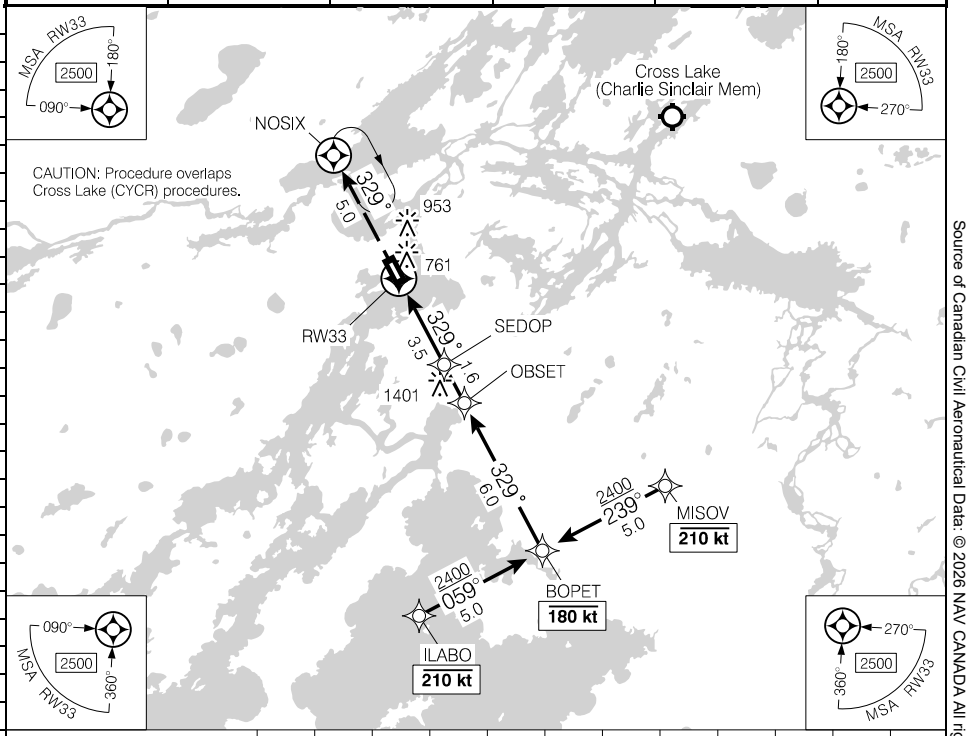
JENPEG, MB

# RNAV (GNSS) RWY 33

543108N 0980246W VAR 3°E

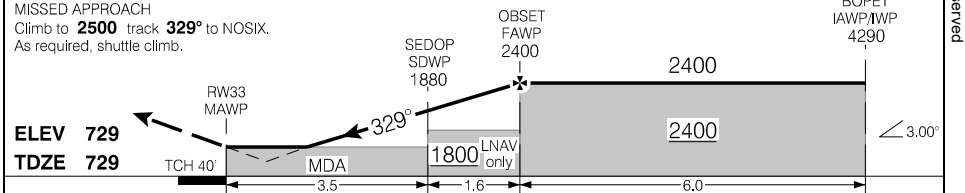
CZJG

| | | | | | |
|---|---|---|---|---|---|
| | CTR Winnipeg – **135.1** | | UNICOM – **122.8** ATF | | ARCAL 122.8(J) |
| SAFE ALT 100 NM **2600** | WAAS **Ch 80180** W33A | APCH CRS **329°** | MIN ALT OBSET **2400** | LDA **3796** | |




| DIST FROM RW33 | 1.4 | 2 | 3 | 4 | **5.1** | 6 | 7 | 8 | 9 | 10 | 11.1 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 1200 | 1400 | 1720 | 2040 | **2400** | 2680 | 3000 | 3310 | 3630 | 3950 | 4290 |

MISSED APPROACH
Climb to **2500** track **329°** to NOSIX.
As required, shuttle climb.




RASS: Use CYNE.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1056** | (330) | 1 | |
| LNAV | **1200** | (474) | 1½ | |

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

RNAV (GNSS) RWY 33

CZJG

EFF 5 SEP 24



Canada Air Pilot
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JENPEG, MB

# AERODROME CHART

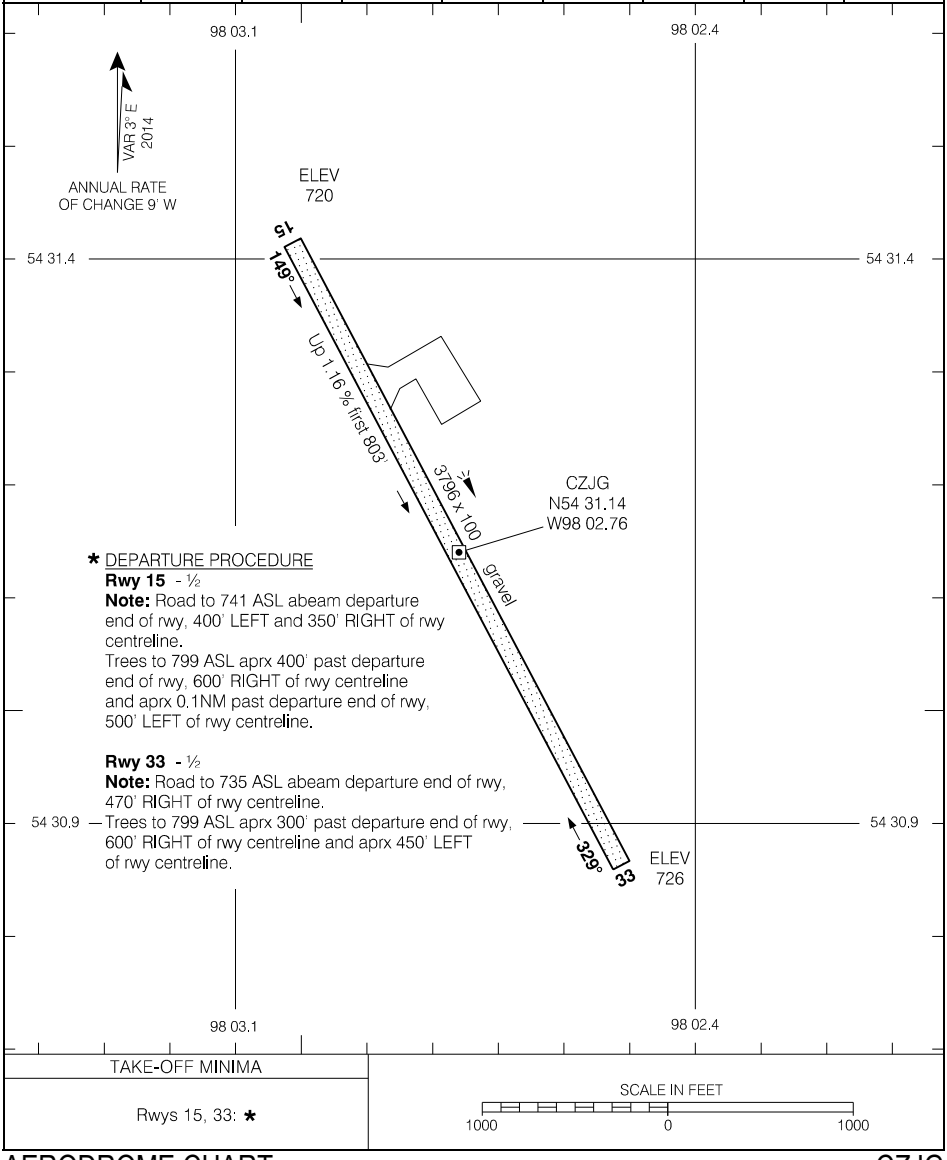
CZJG

UNICOM – **122.8**

ATF

CTR Winnipeg – **135.1**

| DECL DISTS | 15 | 33 |
|---|---|---|
| TORA | 3796 | 3796 |
| TODA | 3796 | 3796 |
| ASDA | 3796 | 3796 |
| LDA | 3796 | 3796 |




| TAKE-OFF MINIMA |
|---|
| Rwys 15, 33: * |

SCALE IN FEET

1000 0 1000

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# AERODROME CHART

CZJG

EFF 5 SEP 24

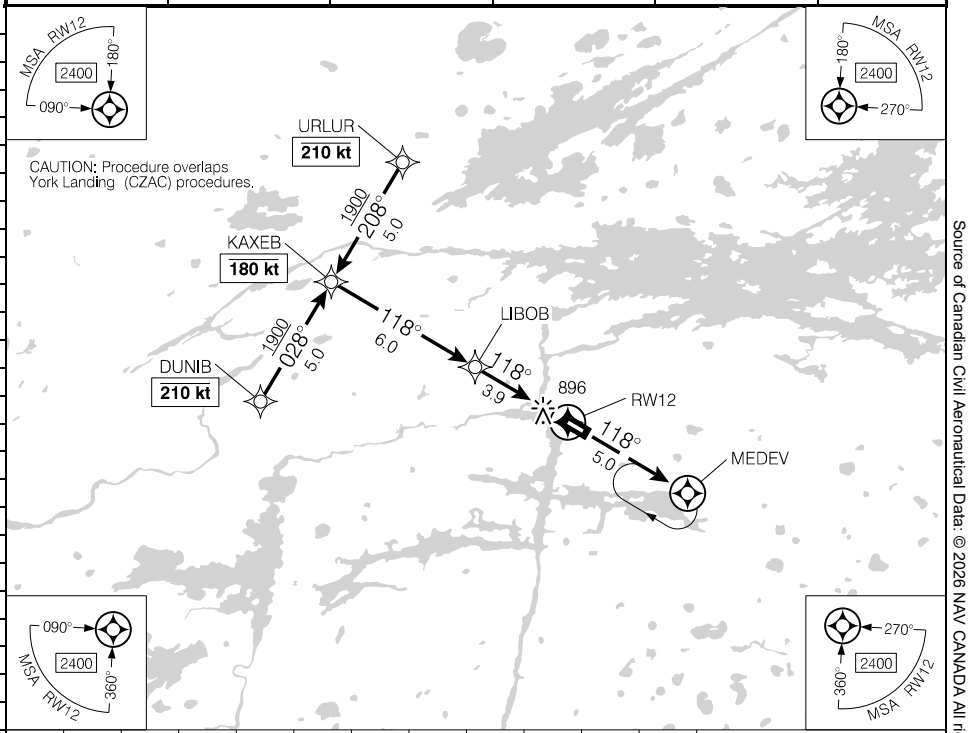
KELSEY, MB

# RNAV (GNSS) RWY 12

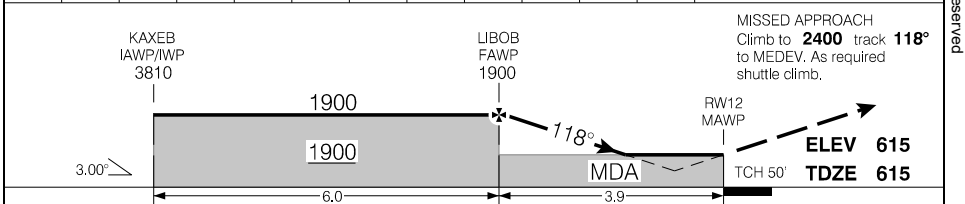
560212N 0963021W VAR 3°E

CZEE

| | | | | |
|---|---|---|---|---|
| AUTO – **122.55** | CTR Winnipeg – **133.15** | ◕ UNICOM – **122.8** ATF | | ARCAL 122.8(K) |
| SAFE ALT 100 NM **2600** | WAAS **Ch 80860** W12A | APCH CRS **118°** | MIN ALT LIBOB **1900** | LDA **3800** |




| (NM) | | | 9.9 | 9 | 8 | 7 | 6 | 5 | **3.9** | 3 | 1.7 | | DIST FROM RW12 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 3810 | 3530 | 3210 | 2890 | 2580 | 2260 | **1900** | 1620 | 1220 | | ALT (3.00° APCH PATH) |




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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **865** | (250) | 1 | |
| LNAV | **1220** | (605) | 1¾ | |

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



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026
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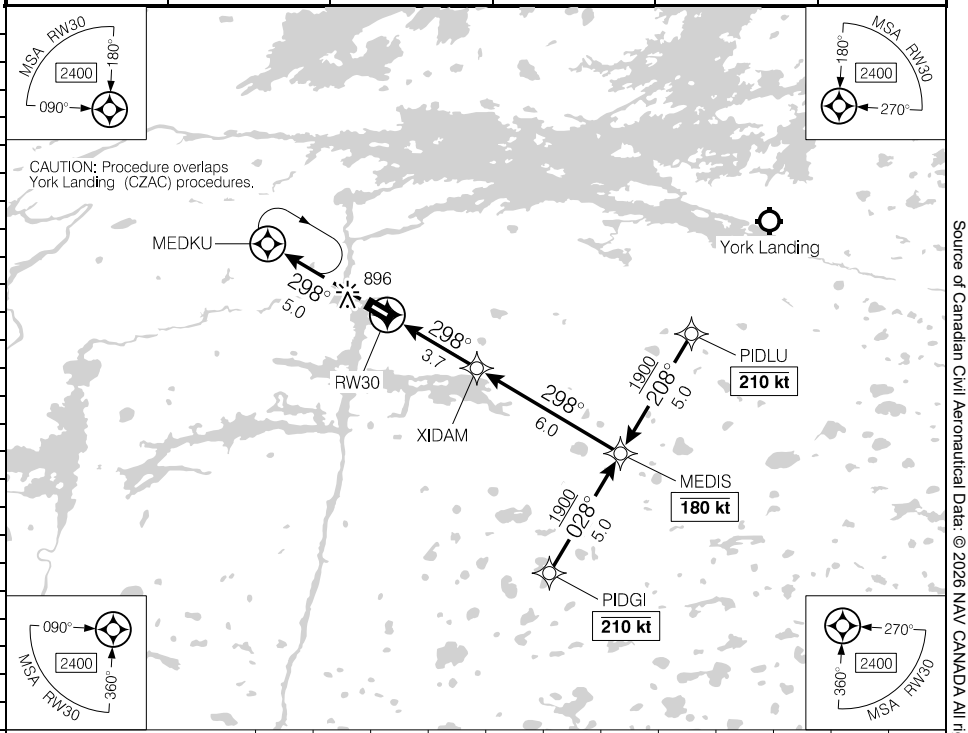
KELSEY, MB

# RNAV (GNSS) RWY 30

560212N 0963021W VAR 3°E

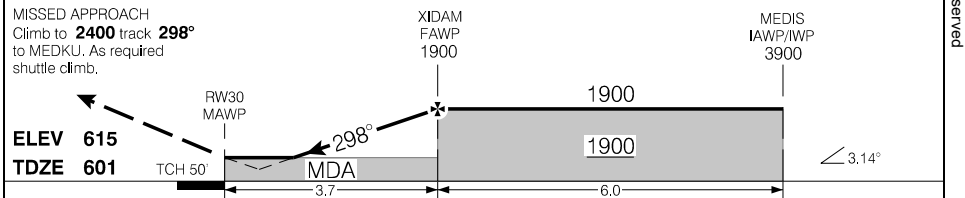
CZEE

| | | | | |
|---|---|---|---|---|
| AUTO – **122.55** | CTR Winnipeg – **133.15** | ◕ UNICOM – **122.8** ATF | | ARCAL 122.8(K) |
| SAFE ALT 100 NM **2600** | WAAS **Ch 80861** W30A | APCH CRS **298°** | MIN ALT XIDAM **1900** | LDA **3800** |




| DIST FROM RW30 | 1.2 | 2 | 3 | **3.7** | 5 | 6 | 7 | 8 | 9 | 9.7 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.14° APCH PATH) | 1060 | 1320 | 1650 | **1900** | 2320 | 2650 | 2980 | 3320 | 3650 | 3900 | | |

MISSED APPROACH
Climb to **2400** track **298°** to MEDKU. As required shuttle climb.




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

| Knots | ft/min | Min:Sec |
|---|---|---|
| 70 | 390 | |
| 90 | 500 | |
| 110 | 610 | |
| 130 | 720 | |
| 150 | 830 | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1009** | (409) | 1¼ | |
| LNAV | **1060** | (460) | 1½ | |

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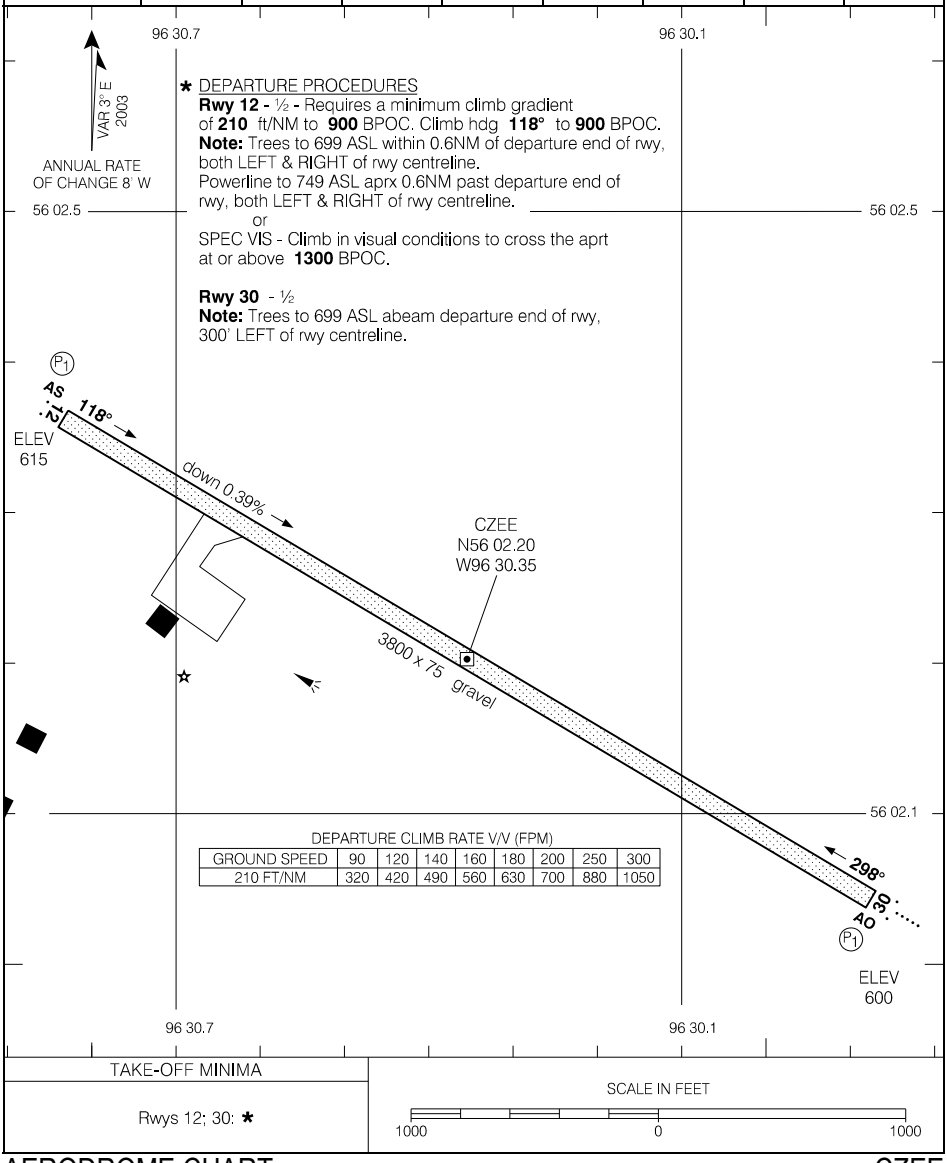
Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

KELSEY, MB

# AERODROME CHART — CZEE

| AUTO – **122.55** | | UNICOM – **122.8** ATF | CTR Winnipeg – **133.15** |
|---|---|---|---|

| DECL DISTS | 12 | 30 |
|---|---|---|
| TORA | 3800 | 3800 |
| TODA | 3800 | 3800 |
| ASDA | 3955 | 3956 |
| LDA | 3800 | 3800 |

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# AERODROME CHART — CZEE

EFF 27 NOV 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

KEY LAKE, SK

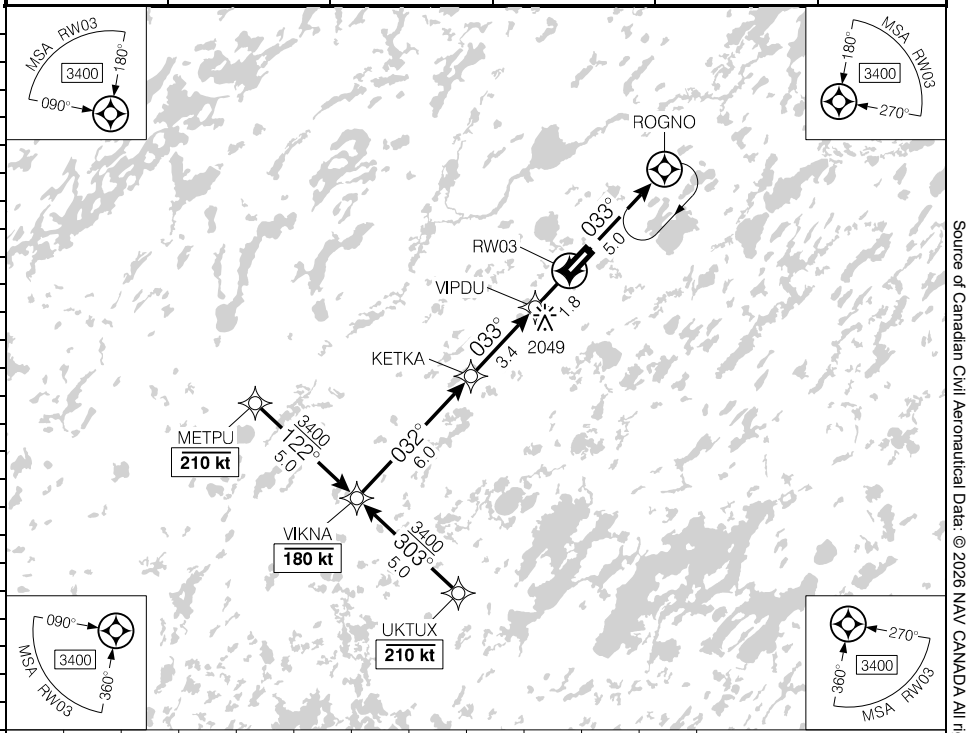
# RNAV (GNSS) RWY 03

571523N 1053703W VAR 10°E

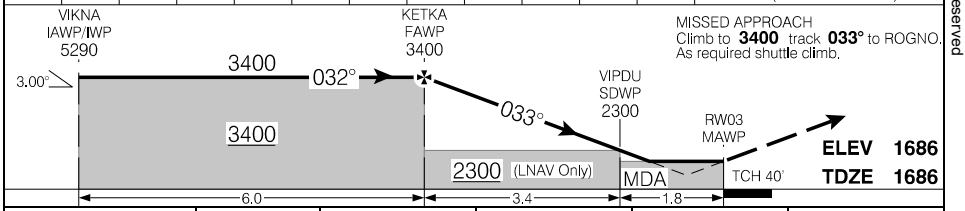
CYKJ

| AUTO – 127.7 | | ◒ UNICOM – 122.7 ATF | | |
|---|---|---|---|---|
| SAFE ALT 100 NM **3400** | WAAS **Ch 80020** W03A | APCH CRS **033°** | MIN ALT KETKA **3400** | LDA **5281** |

AD*-AS




| (NM) | 11.2 | 10 | 9 | 8 | 7 | 6 | 5.2 | 4 | 3 | 2 | 1.3 | DIST FROM RW03 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5290 | 4910 | 4590 | 4270 | 3950 | 3640 | **3400** | 3000 | 2680 | 2360 | 2140 | ALT (3.00° APCH PATH) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1935** | (250) | 1 | |
| LNAV | **2140** | (455) | 1½ | |

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

RNAV (GNSS) RWY 03 CYKJ

EFF 23 FEB 23



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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KEY LAKE, SK

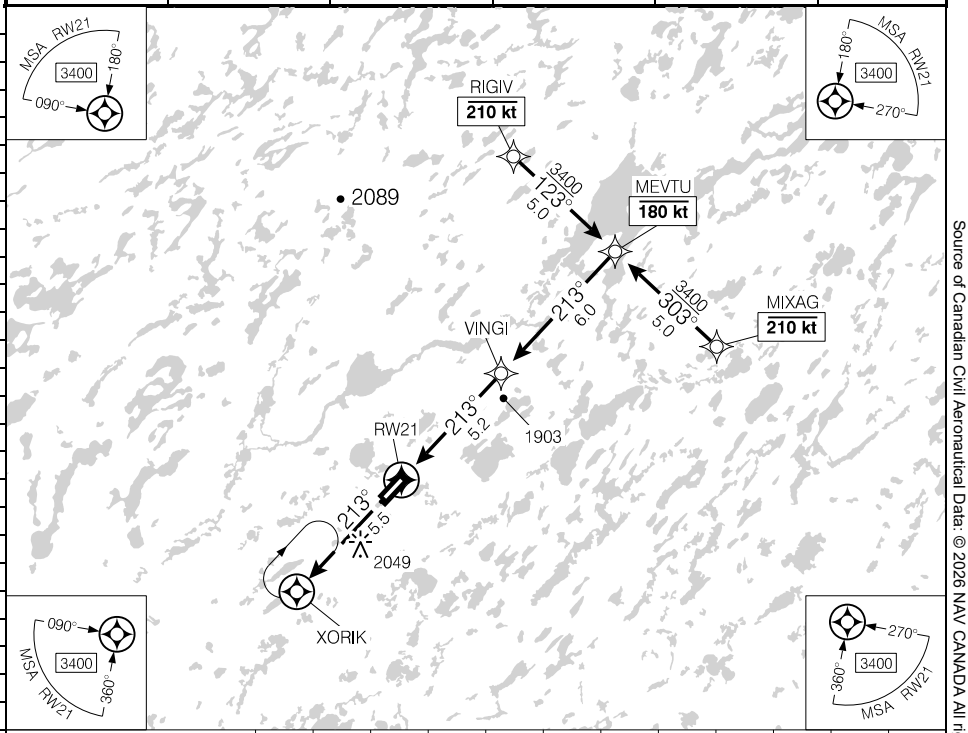
# RNAV (GNSS) RWY 21

571523N 1053703W VAR 10°E

CYKJ

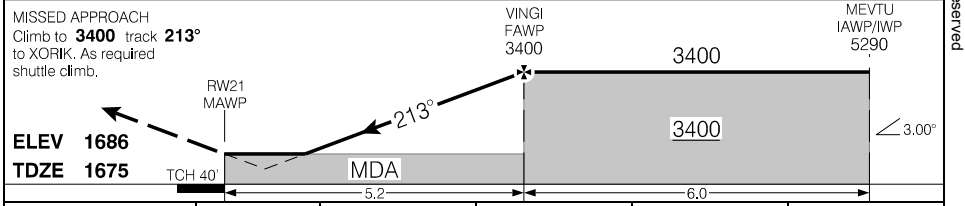
| AUTO – 127.7 | | UNICOM – 122.7 ATF | | |
|---|---|---|---|---|
| SAFE ALT 100 NM **3400** | WAAS **Ch 80021** W21A | APCH CRS **213°** | MIN ALT VINGI **3400** | LDA **5281** |

AD*-AS




| DIST FROM RW21 | 1.4 | 2 | 3 | 4 | **5.2** | 6 | 7 | 8 | 9 | 10 | 11.2 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2160 | 2340 | 2660 | 2980 | **3400** | 3620 | 3940 | 4250 | 4570 | 4890 | 5290 |

MISSED APPROACH
Climb to **3400** track **213°**
to XORIK. As required
shuttle climb.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1917** | (250) | 1 | |
| LNAV | **2160** | (493) | 1½ | |

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

# RNAV (GNSS) RWY 21

CYKJ

EFF 23 FEB 23



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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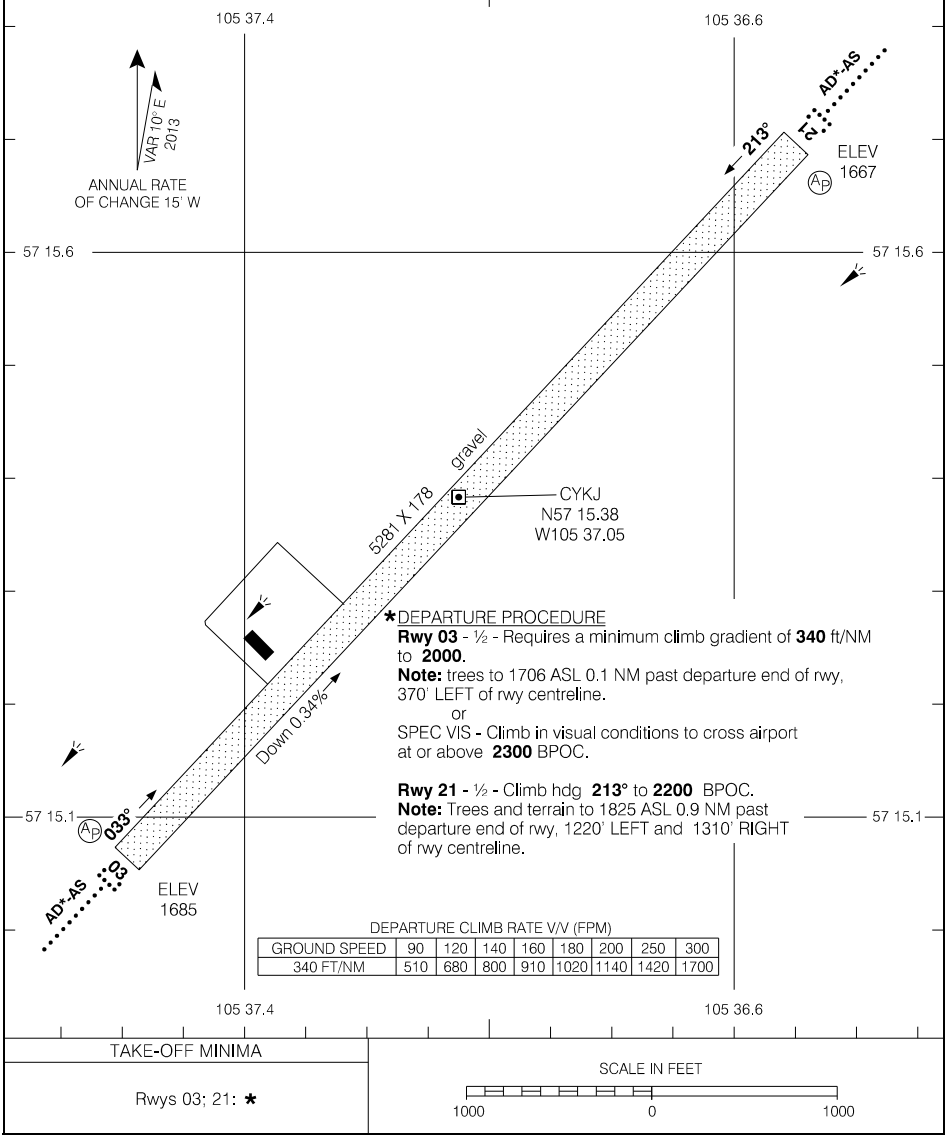
KEY LAKE, SK

# AERODROME CHART

CYKJ

| AUTO – **127.7** | | UNICOM – **122.7** | RADIO Edmonton – **123.37** DRCO ATF |
|---|---|---|---|

| DECL DISTS | 03 | 21 |
|---|---|---|
| TORA | 5281 | 5281 |
| TODA | 5915 | 6116 |
| ASDA | 5281 | 5281 |
| LDA | 5281 | 5281 |




| GROUND SPEED | 90 | 120 | 140 | 160 | 180 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|---|---|
| 340 FT/NM | 510 | 680 | 800 | 910 | 1020 | 1140 | 1420 | 1700 |

| TAKE-OFF MINIMA | SCALE IN FEET |
|---|---|
| Rwys 03; 21: * | 1000 0 1000 |

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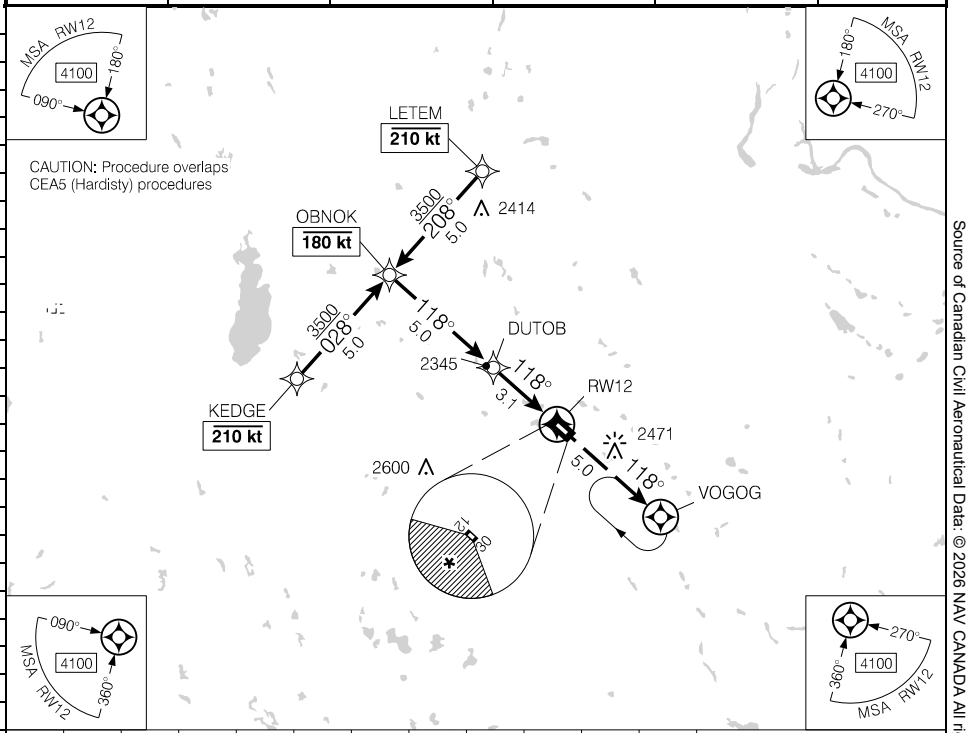
KILLAM-SEDGEWICK/FLAGSTAFF REGIONAL, AB

# RNAV (GNSS) RWY 12

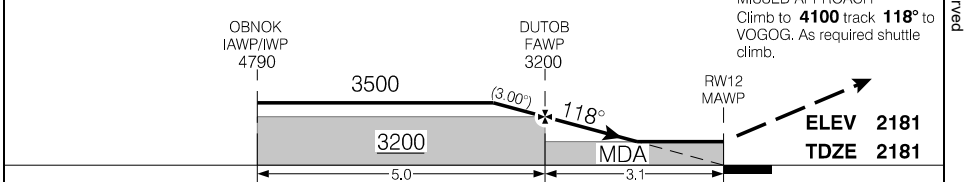
524744N 1114538W VAR 14°E

CEK6

| | | | | |
|---|---|---|---|---|
| | CTR Edmonton – **133.45** | | | ARCAL 123.2(K) |
| | | TFC – **123.2** ATF | | |
| SAFE ALT 100 NM **6100** | RNAV | APCH CRS **118°** | MIN ALT DUTOB **3200** | LDA **2952** |




| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 8.1 | 7 | 6 | 5 | **4.0** | 3 | 2 | 1.5 | DIST FROM RW12 |
| | | | | 4790 | 4460 | 4140 | 3820 | **3500** | 3180 | 2860 | 2700 | ALT (3.00° APCH PATH) |




RASS: Use CYLL.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **2700** (519) 1½ | | | |
| C CIRCLING | * **2740** (559) 1½ | | * **2940** (759) 2¼ | * **2940** (759) 2½ |

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Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

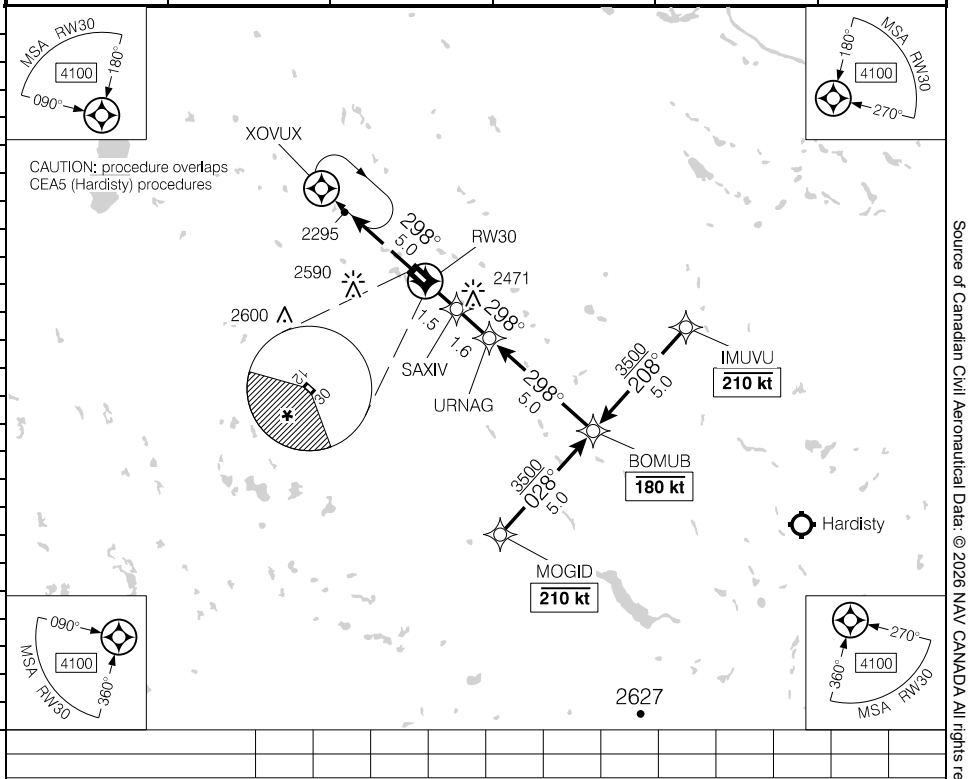
KILLAM-SEDGEWICK/FLAGSTAFF REGIONAL, AB

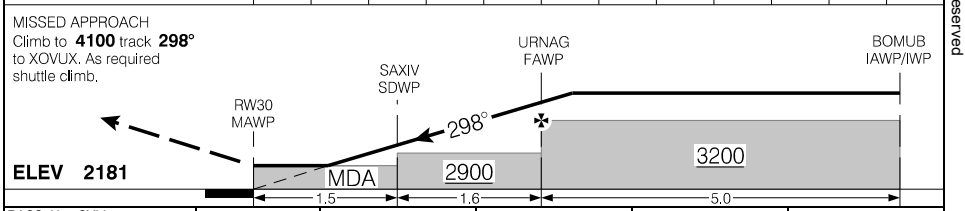
# RNAV (GNSS) A

524744N 1114538W VAR 14°E

CEK6

| | | | | | |
|---|---|---|---|---|---|
| | CTR Edmonton – **133.45** | | TFC – **123.2** ATF | | ARCAL 123.2(K)<br>LIGHTING: REFER TO AD CHART |
| SAFE ALT 100 NM<br>**6100** | RNAV | APCH CRS<br>**298°** | MIN ALT URNAG<br>**3200** | LDA REFER TO AD CHART | |




RASS: Use CYLL.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | * **2740** (559) 1½ | | * **2940** (759) 2¼ | * **2940** (759) 2½ |

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

# RNAV (GNSS) A

CEK6

EFF 5 SEP 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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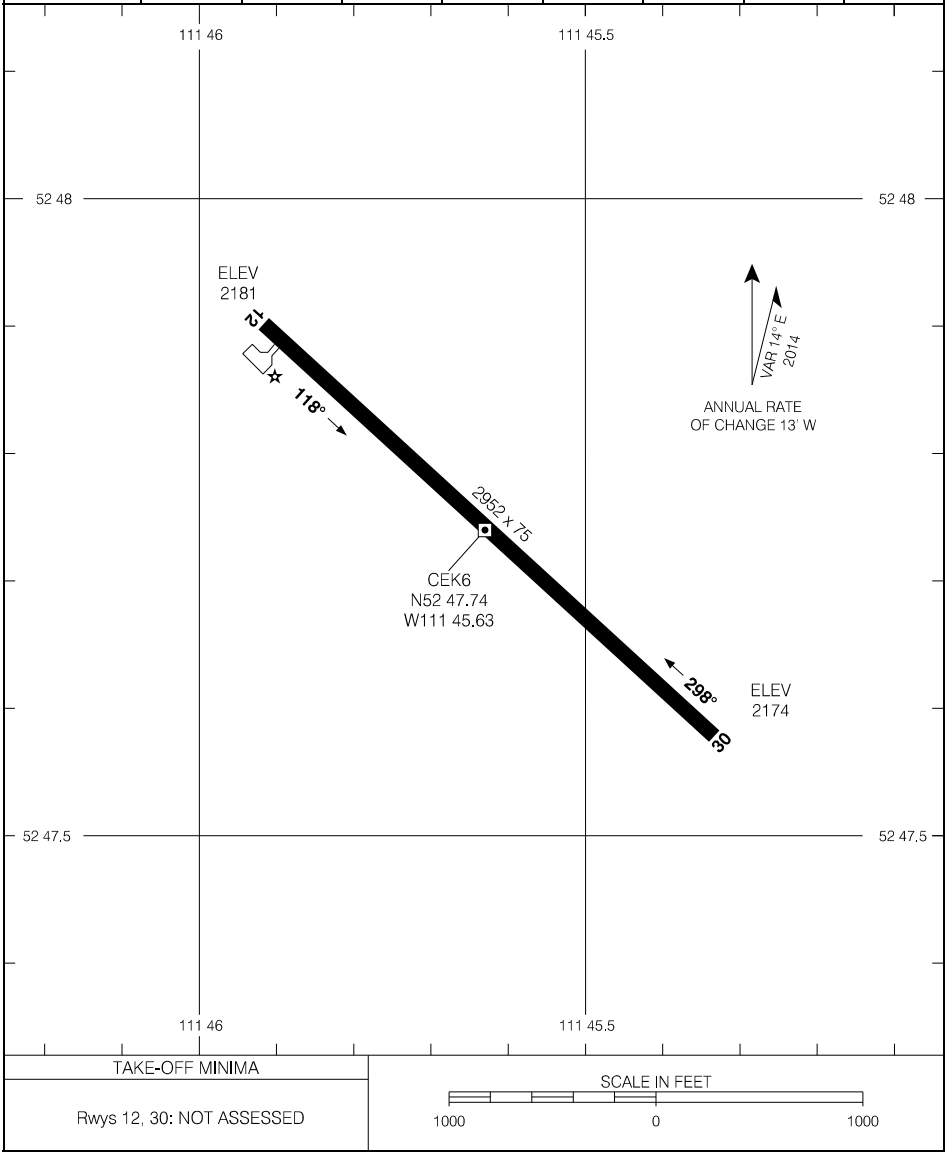
KILLAM-SEDGEWICK/FLAGSTAFF REGIONAL, AB

# AERODROME CHART

CEK6

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | TFC – **123.2** ATF | | | | DEP Edmonton – **133.45** | | |
| **DECL DISTS** | **12** | **30** | | | | | | |
| TORA | 2952 | 2952 | | | | | | |
| TODA | 2952 | 2952 | | | | | | |
| ASDA | 2952 | 2952 | | | | | | |
| LDA | 2952 | 2952 | | | | | | |




| TAKE-OFF MINIMA | SCALE IN FEET |
|---|---|
| Rwys 12, 30: NOT ASSESSED | 1000 0 1000 |

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KILLARNEY MUNI, MB

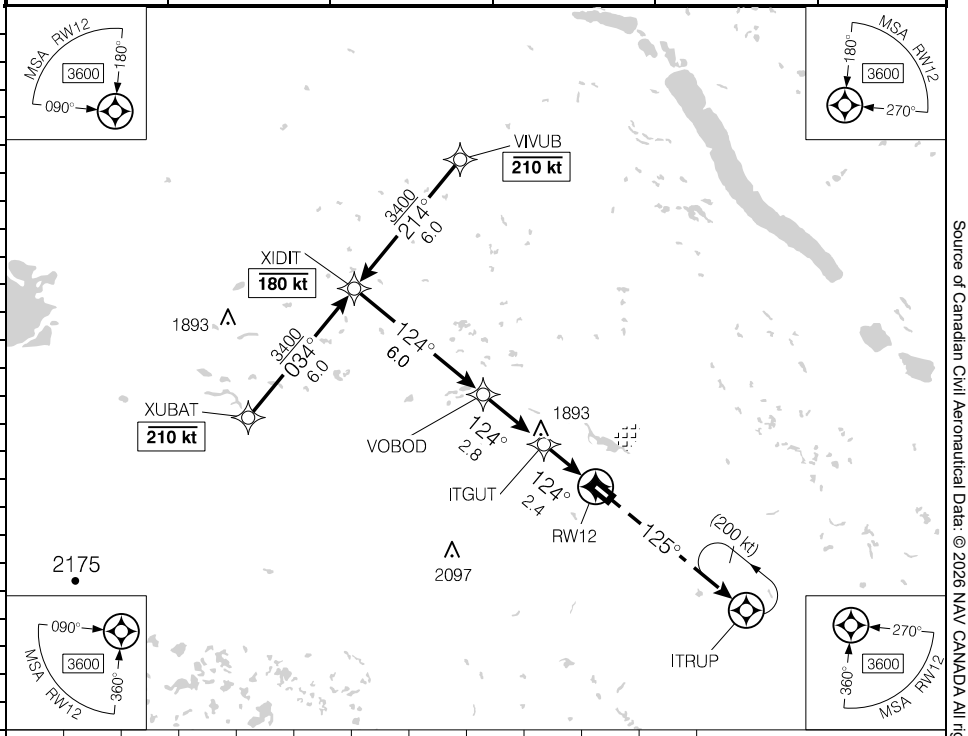
# RNAV (GNSS) RWY 12

490903N 0994120W VAR 5°E

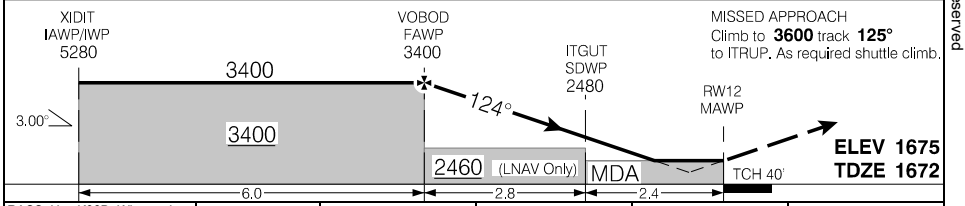
CJS5

TFC – **123.2**

| SAFE ALT 100 NM | WAAS | APCH CRS | MIN ALT VOBOD | LDA |
|---|---|---|---|---|
| **4300** | **Ch 80890** W12A | **124°** | **3400** | **3342** |




| | 11.2 | 10 | 9 | 8 | 7 | 6 | **5.2** | 4 | 3 | 2 | 1.2 | DIST FROM RW12 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| (NM) | 5280 | 4900 | 4580 | 4260 | 3940 | 3620 | **3400** | 2990 | 2670 | 2350 | 2100 | ALT (3.00° APCH PATH) |




RASS: Use K06D. When using CYBR add **100'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1981** | (309) | 1 | |
| LNAV | **2100** | (428) | 1¼ | |

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

RNAV (GNSS) RWY 12

CJS5

EFF 22 JAN 26



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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KILLARNEY MUNI, MB

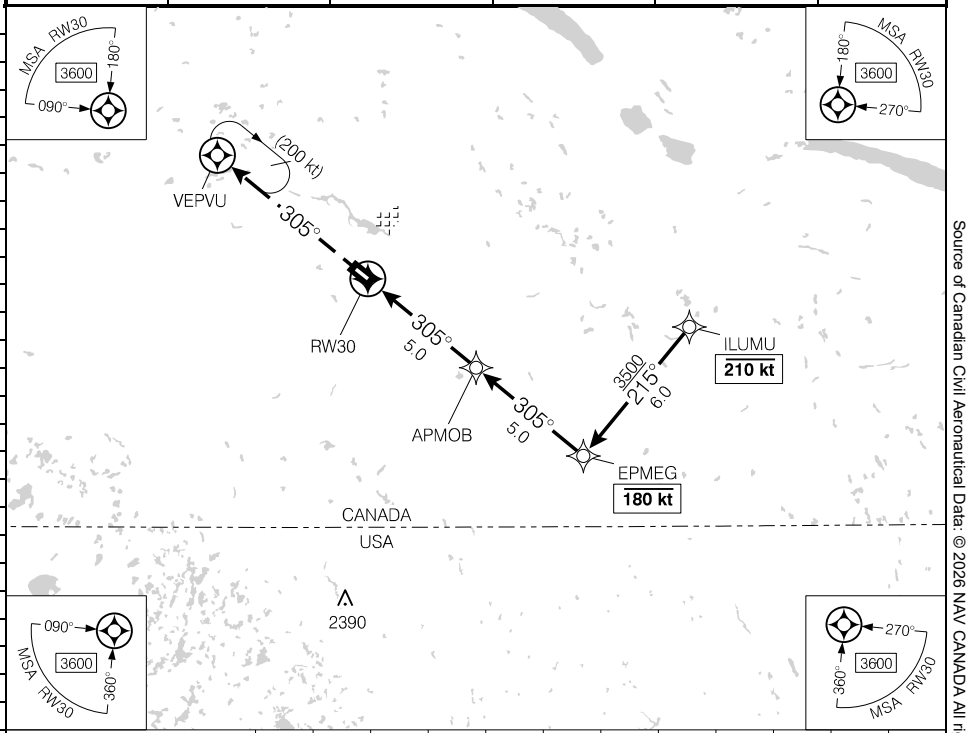
# RNAV (GNSS) RWY 30

490903N 0994120W VAR 5°E

CJS5

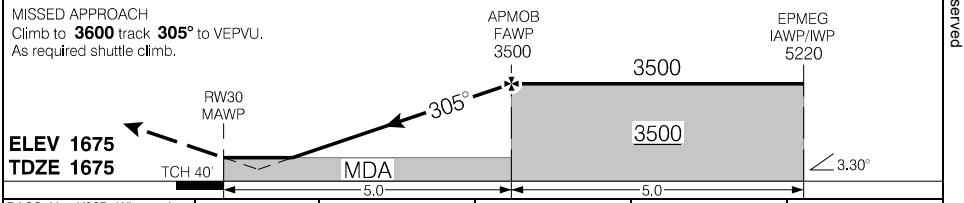
TFC – **123.2**

| SAFE ALT 100 NM | WAAS | APCH CRS | MIN ALT APMOB | LDA |
|---|---|---|---|---|
| **4300** | **Ch 80748** W30A | **305°** | **3500** | **3342** |




| DIST FROM RW30 | 1.2 | 2 | 3 | 4 | **5.0** | 6 | 7 | 8 | 9 | 10 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.30° APCH PATH) | 2120 | 2420 | 2770 | 3120 | **3500** | 3820 | 4170 | 4520 | 4870 | 5220 | | |

MISSED APPROACH
Climb to **3600** track **305°** to VEPVU.
As required shuttle climb.




RASS: Use K06D. When using CYBR add **100'**.

| Knots | ft/min | Min:Sec |
|---|---|---|
| 70 | 410 | |
| 90 | 530 | |
| 110 | 650 | |
| 130 | 760 | |
| 150 | 880 | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2040** | (365) | 1¼ | |
| LNAV | **2120** | (445) | 1½ | |

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Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

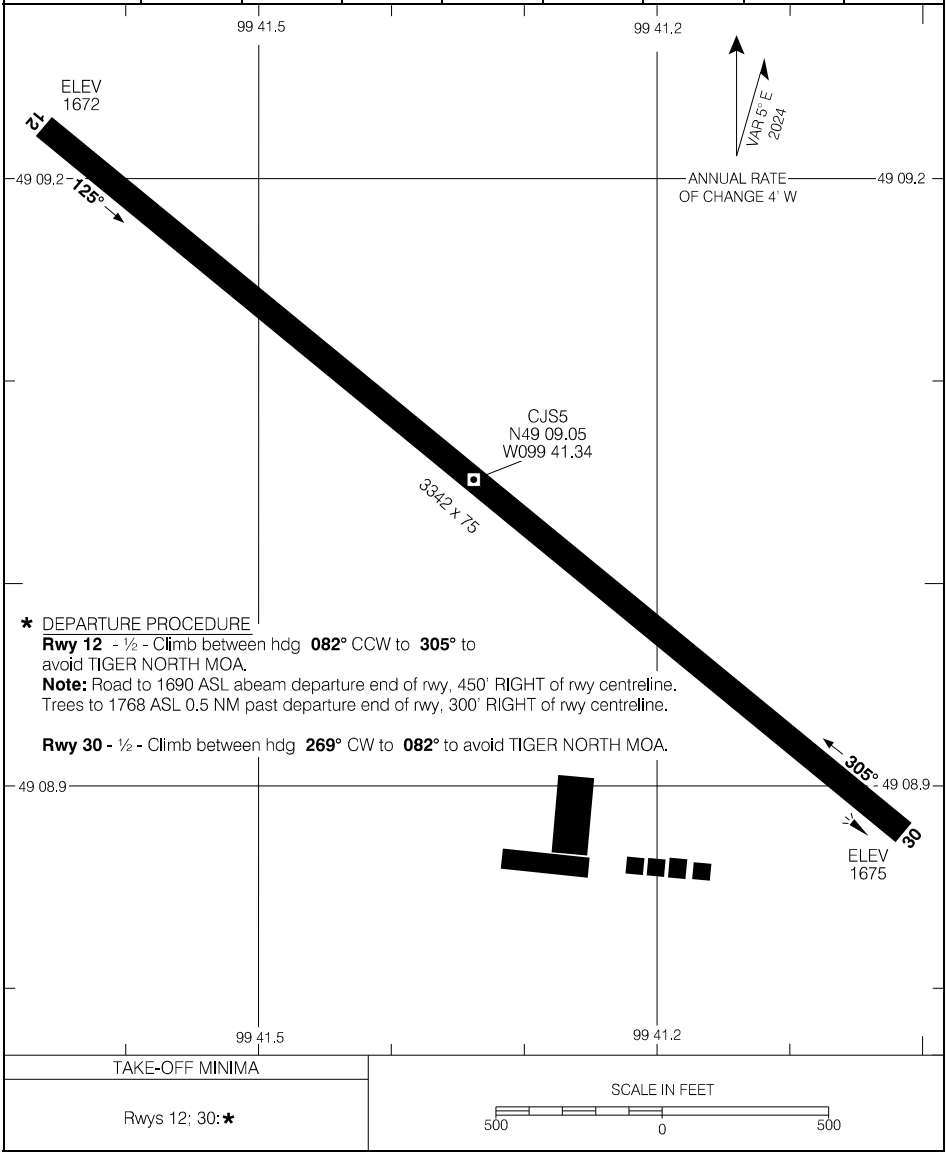
KILLARNEY MUNI, MB

# AERODROME CHART

CJS5

TFC – **123.2**

| DECL DISTS | 12 | 30 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 3342 | 3342 | | | | | | |
| TODA | 3342 | 3342 | | | | | | |
| ASDA | 3342 | 3342 | | | | | | |
| LDA | 3342 | 3342 | | | | | | |




| TAKE-OFF MINIMA | SCALE IN FEET |
|---|---|
| Rwys 12; 30: * | 500 0 500 |

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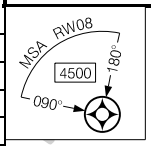
KINDERSLEY REGIONAL, SK

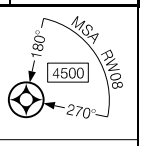
# RNAV (GNSS) RWY 08

513055N 1091050W VAR 12°E

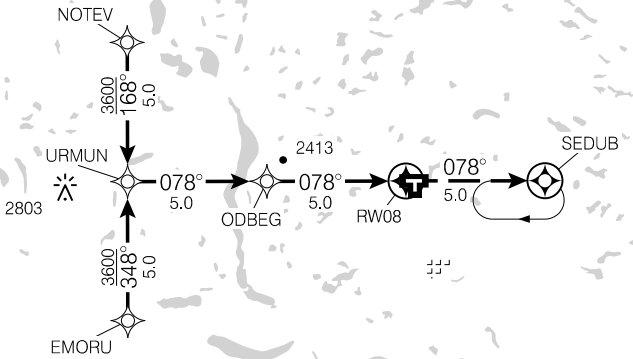
CYKY

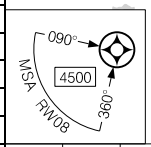
| | RADIO Edmonton – **123.47** | UNICOM – **122.8** ATF | | ARCAL 122.8(J) |
|---|---|---|---|---|
| SAFE ALT 100 NM **4700** | RNAV | APCH CRS **078°** | MIN ALT ODBEG **3500** | LDA **3507** |

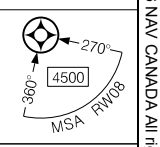


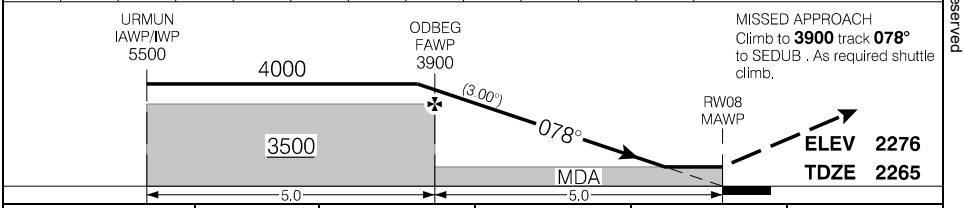

Rwy 08/26 assessed for acft wingspans less than 79'.




| (NM) | | 10 | 9 | 8 | 7 | 6 | **5.3** | 4 | 3 | 2 | 1.0 | DIST FROM RW08 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 5500 | 5180 | 4860 | 4540 | 4220 | **4000** | 3580 | 3270 | 2950 | 2640 | ALT (3.00° APCH PATH) |




MISSED APPROACH
Climb to **3900** track **078°** to SEDUB . As required shuttle climb.

| | CATEGORY | A | B | C | D |
|---|---|---|---|---|---|
| | LNAV | **2640** | (375) | 1¼ | |

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

RNAV (GNSS) RWY 08

CYKY

EFF 12 AUG 21



Canada Air Pilot
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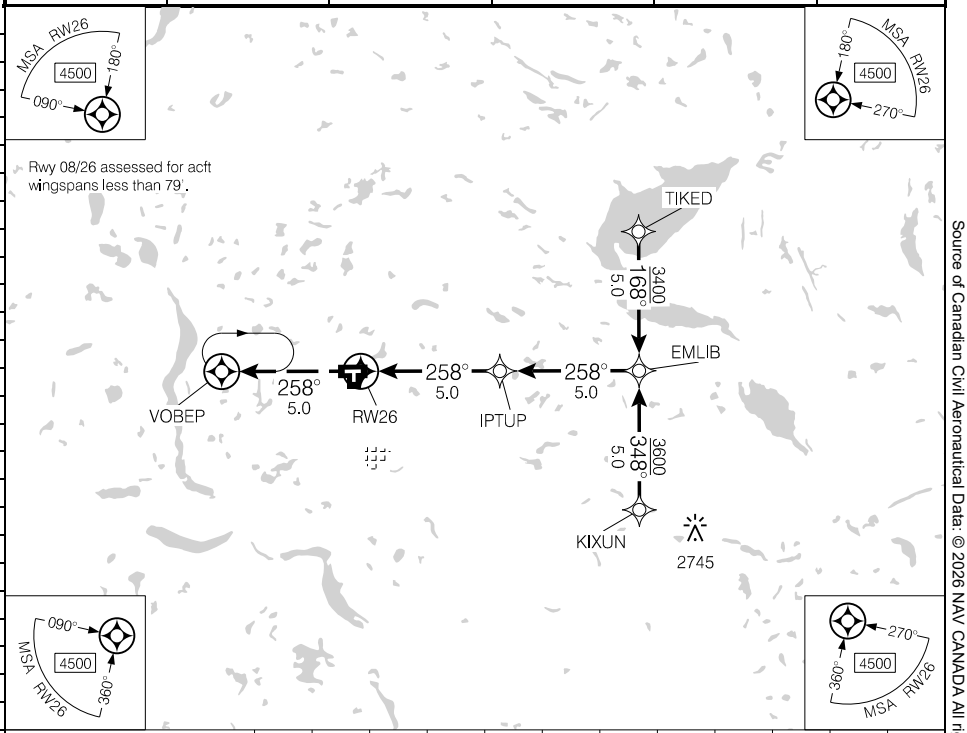
KINDERSLEY REGIONAL, SK

# RNAV (GNSS) RWY 26

513055N 1091050W VAR 12°E

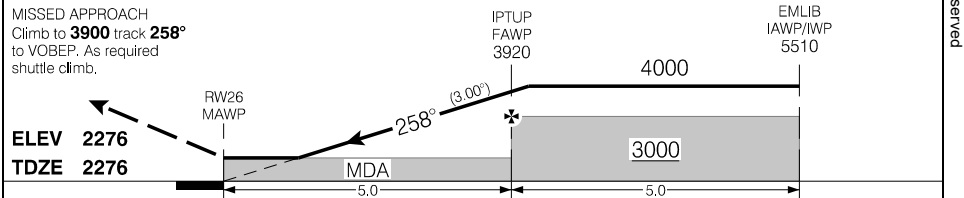
CYKY

| | | | | |
|---|---|---|---|---|
| | RADIO Edmonton – **123.47** | UNICOM – **122.8** ATF | | ARCAL 122.8(J) |
| SAFE ALT 100 NM **4700** | RNAV | APCH CRS **258°** | MIN ALT IPTUP **3000** | LDA **3507** |




| DIST FROM RW26 | 1.3 | 2 | 3 | 4 | **5.3** | 6 | 7 | 8 | 9 | 10 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2740 | 2960 | 3280 | 3600 | **4000** | 4240 | 4560 | 4870 | 5190 | 5510 | | |

MISSED APPROACH
Climb to **3900** track **258°** to VOBEP. As required shuttle climb.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **2740** | (464) | 1½ | |

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

# RNAV (GNSS) RWY 26

CYKY

EFF 12 AUG 21



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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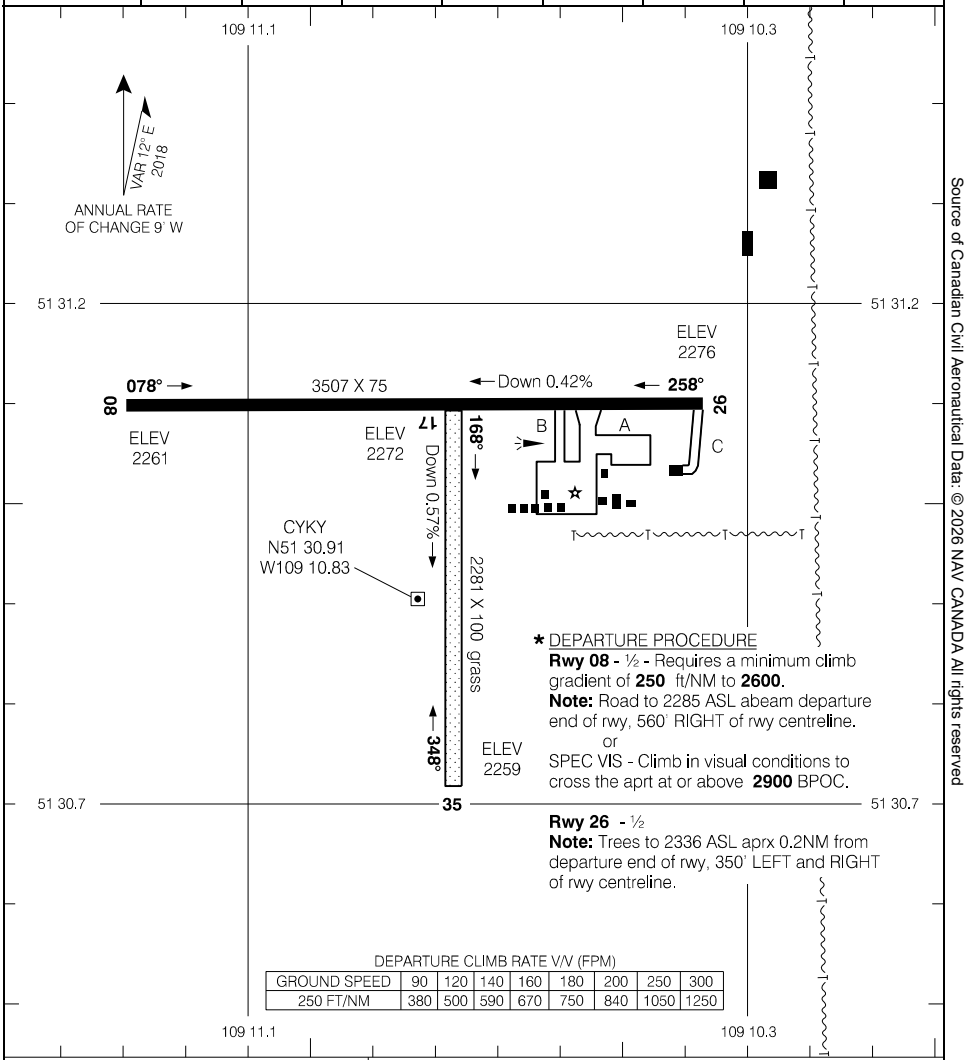
KINDERSLEY REGIONAL, SK

# AERODROME CHART

CYKY

| | | UNICOM – 122.8 | RADIO Edmonton – 123.47 ATF |
|---|---|---|---|

| DECL DISTS | 08 | 26 | 17 | 35 | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 3507 | 3507 | 2281 | 2281 | | | | |
| TODA | 3507 | 3507 | 2281 | 2281 | | | | |
| ASDA | 3507 | 3507 | 2281 | 2281 | | | | |
| LDA | 3507 | 3507 | 2281 | 2281 | | | | |

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# AERODROME CHART

CYKY

EFF 26 DEC 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

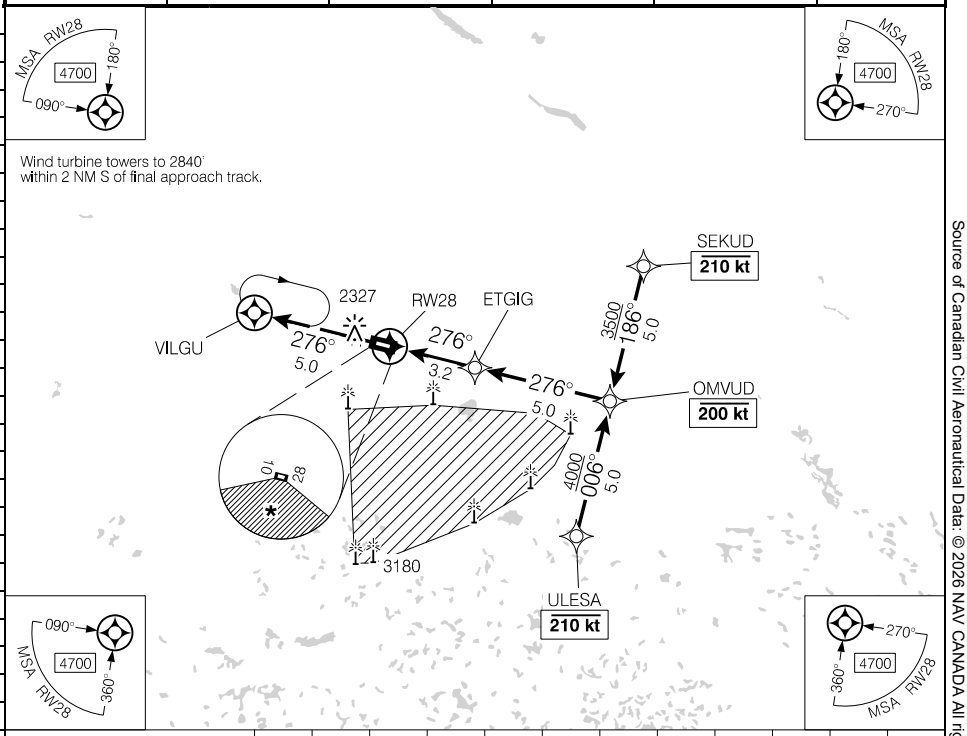
KIPLING, SK

# RNAV (GNSS) RWY 28

500557N 1023625W VAR 8°E

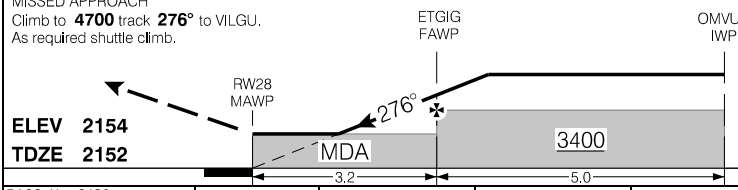
CKD5

| | | | | | |
|---|---|---|---|---|---|
| | | TFC – **123.2** ATF | | | ARCAL 123.2(J) |
| SAFE ALT 100 NM **4700** | RNAV | APCH CRS **276°** | MIN ALT ETGIG **3400** | LDA **3001** | |




| DIST FROM RW28 | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | | | | | | | | | | | | |

MISSED APPROACH
Climb to **4700** track **276°** to VILGU.
As required shuttle climb.




RASS: Use CJQ3.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **2700** | (549) | 1¾ | NOT AUTHORIZED |
| C CIRCLING | * **2740** | (586) 1½ | * **2740** (586) 2 | NOT AUTHORIZED |

# RNAV (GNSS) RWY 28

CKD5

EFF 7 AUG 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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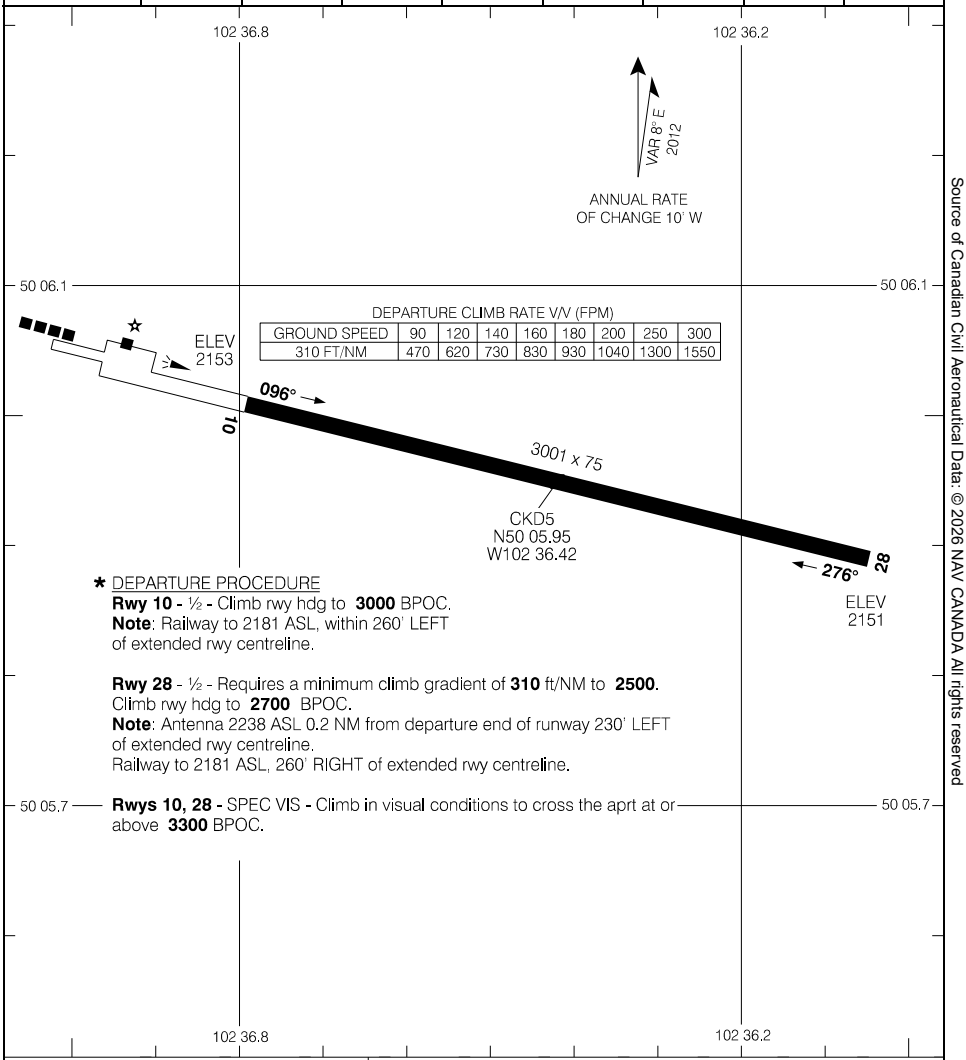
KIPLING, SK

# AERODROME CHART

CKD5

TFC – **123.2** ATF

| DECL DISTS | 10 | 28 |
|---|---|---|
| TORA | 3001 | 3001 |
| TODA | 3001 | 3001 |
| ASDA | 3001 | 3001 |
| LDA | 3001 | 3001 |




* DEPARTURE PROCEDURE

**Rwy 10 -** ½ - Climb rwy hdg to **3000** BPOC.
**Note**: Railway to 2181 ASL, within 260° LEFT of extended rwy centreline.

**Rwy 28** - ½ - Requires a minimum climb gradient of **310** ft/NM to **2500**.
Climb rwy hdg to **2700** BPOC.
**Note**: Antenna 2238 ASL 0.2 NM from departure end of runway 230° LEFT of extended rwy centreline.
Railway to 2181 ASL, 260° RIGHT of extended rwy centreline.

**Rwys 10, 28 -** SPEC VIS - Climb in visual conditions to cross the aprt at or above **3300** BPOC.

| TAKE-OFF MINIMA | SCALE IN FEET |
|---|---|
| Rwys 10, 28: * | 1000 0 1000 |

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Canada Air Pilot
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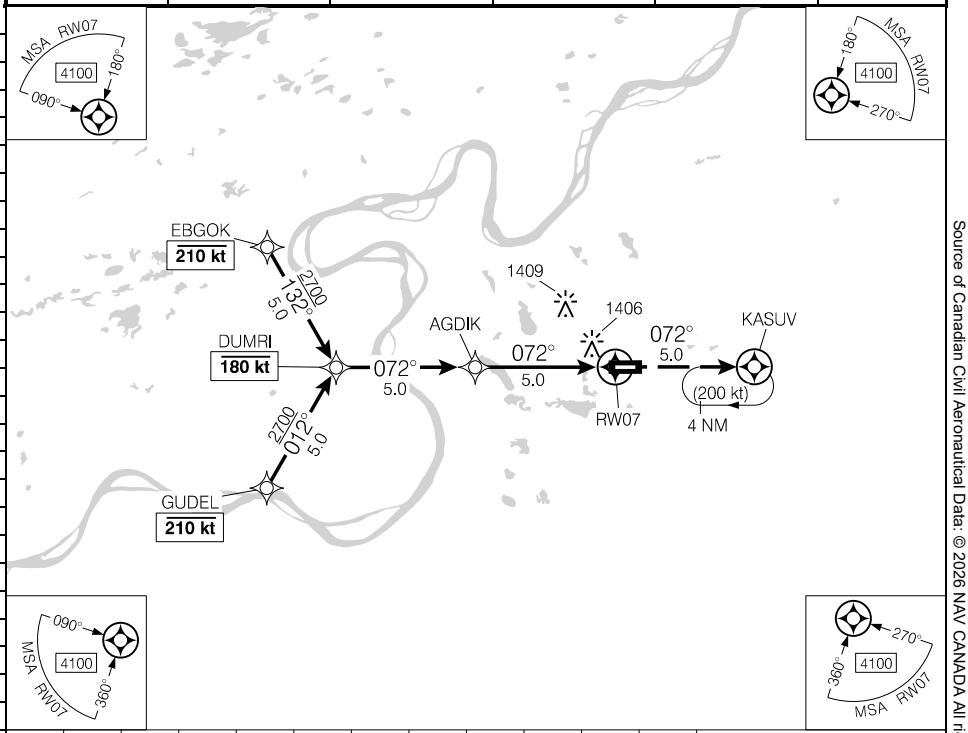
LA CRETE (JAKE FEHR MEMORIAL), AB

# RNAV (GNSS) RWY 07

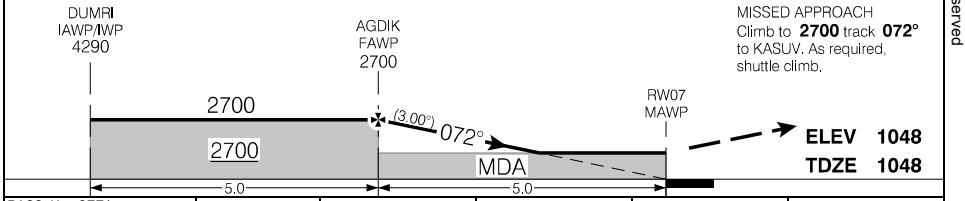
581023N 1162003W VAR 18°E

CFN5

| | | | | |
|---|---|---|---|---|
| | CTR Edmonton – **123.7 135.1**<br>TFC – **123.2** ATF | | | ARCAL 123.2(K) Ⓟ1 |
| SAFE ALT 100 NM<br>**5600** | RNAV | APCH CRS<br>**072°** | MIN ALT AGDIK<br>**2700** | LDA<br>**4403** |




| | 10 | 9 | 8 | 7 | 6 | **5.0** | 4 | 3 | 2.2 | | | DIST FROM RW07 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 4290 | 3960 | 3650 | 3330 | 3010 | **2700** | 2370 | 2050 | 1800 | | | ALT (3.00° APCH PATH) |




MISSED APPROACH
Climb to **2700** track **072°** to KASUV. As required, shuttle climb.

RASS: Use CEZ4. When using CYOJ add **40'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **1800** | (752) | 2¼ | |

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

RNAV (GNSS) RWY 07

CFN5

EFF 7 AUG 25



Canada Air Pilot
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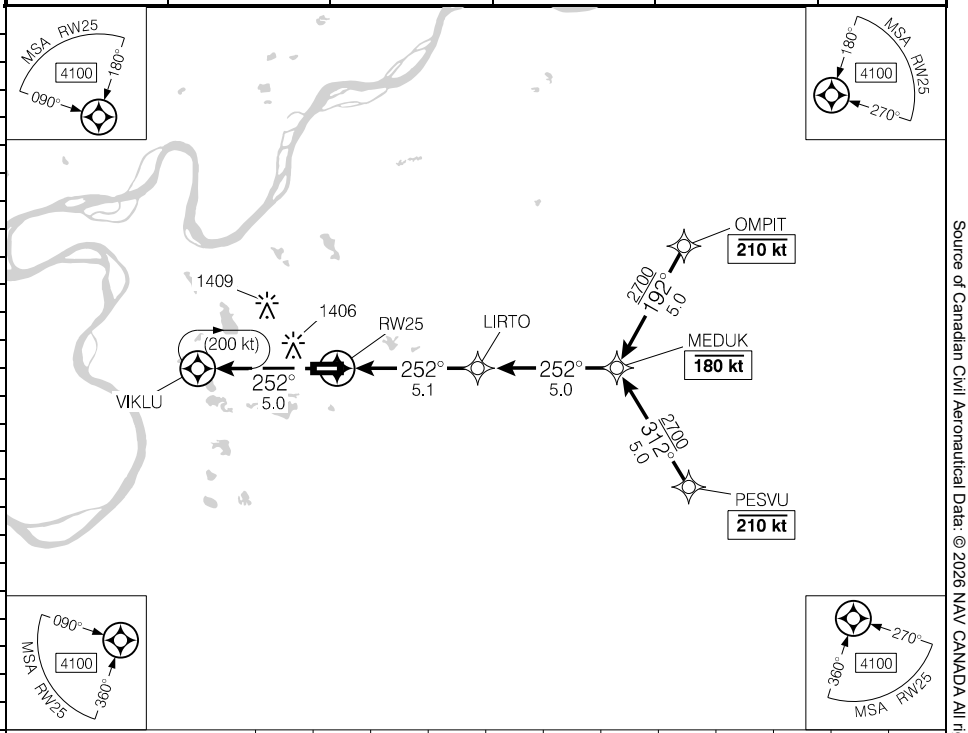
LA CRETE (JAKE FEHR MEMORIAL), AB

# RNAV (GNSS) RWY 25

581023N 1162003W VAR 18°E

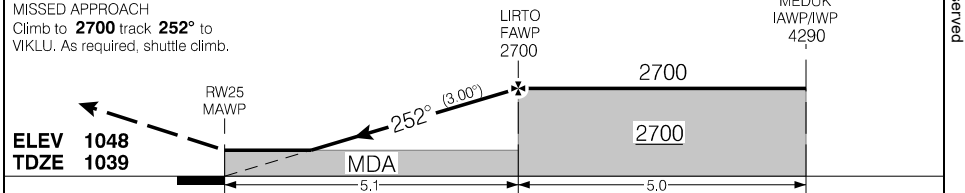
CFN5

| | | | | | |
|---|---|---|---|---|---|
| | CTR Edmonton – **123.7 135.1** | | | | ARCAL 123.2(K) |
| | | TFC – **123.2** ATF | | | |
| SAFE ALT 100 NM **5600** | RNAV | APCH CRS **252°** | MIN ALT LIRTO **2700** | LDA **4403** | |




| DIST FROM RW25 | 1.5 | 2 | 3 | 4 | **5.1** | 6 | 7 | 8 | 9 | 10.1 |
|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 1560 | 1730 | 2040 | 2360 | **2700** | 3000 | 3320 | 3640 | 3960 | 4290 |

MISSED APPROACH
Climb to **2700** track **252°** to VIKLU. As required, shuttle climb.




RASS: Use CEZ4.
When using CYOJ add **40'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **1560** | (521) | 1½ | |

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

RNAV (GNSS) RWY 25

CFN5

EFF 7 AUG 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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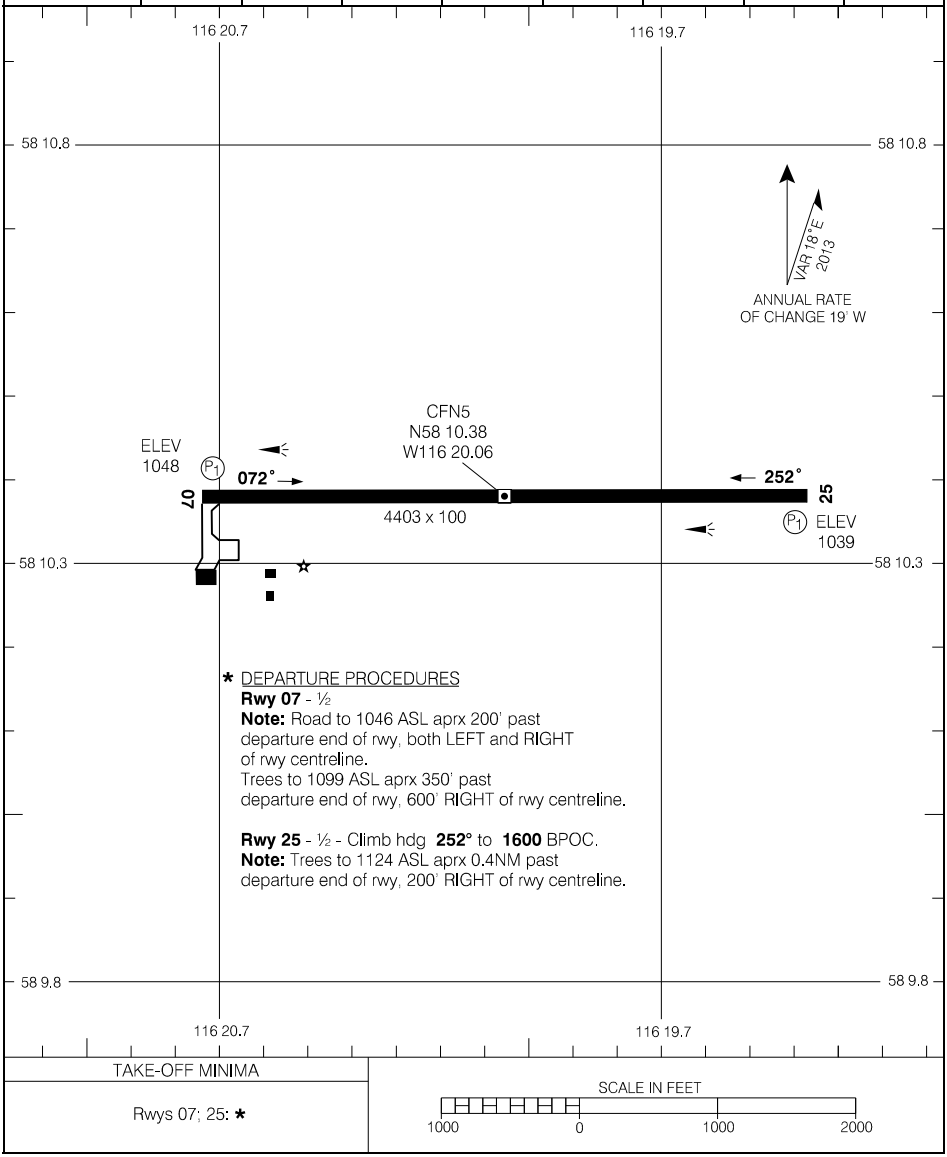
LA CRETE (JAKE FEHR MEMORIAL), AB

# AERODROME CHART — CFN5

CTR Edmonton – **123.7 135.1**

TFC – **123.2** ATF

| DECL DISTS | 07 | 25 |
|---|---|---|
| TORA | 4403 | 4403 |
| TODA | 4403 | 4403 |
| ASDA | 4403 | 4403 |
| LDA | 4403 | 4403 |




* DEPARTURE PROCEDURES

**Rwy 07** - ½
**Note:** Road to 1046 ASL aprx 200' past departure end of rwy, both LEFT and RIGHT of rwy centreline.
Trees to 1099 ASL aprx 350' past departure end of rwy, 600' RIGHT of rwy centreline.

**Rwy 25** - ½ - Climb hdg **252°** to **1600** BPOC.
**Note:** Trees to 1124 ASL aprx 0.4NM past departure end of rwy, 200' RIGHT of rwy centreline.

| TAKE-OFF MINIMA |
|---|
| Rwys 07; 25: * |

SCALE IN FEET
1000 0 1000 2000

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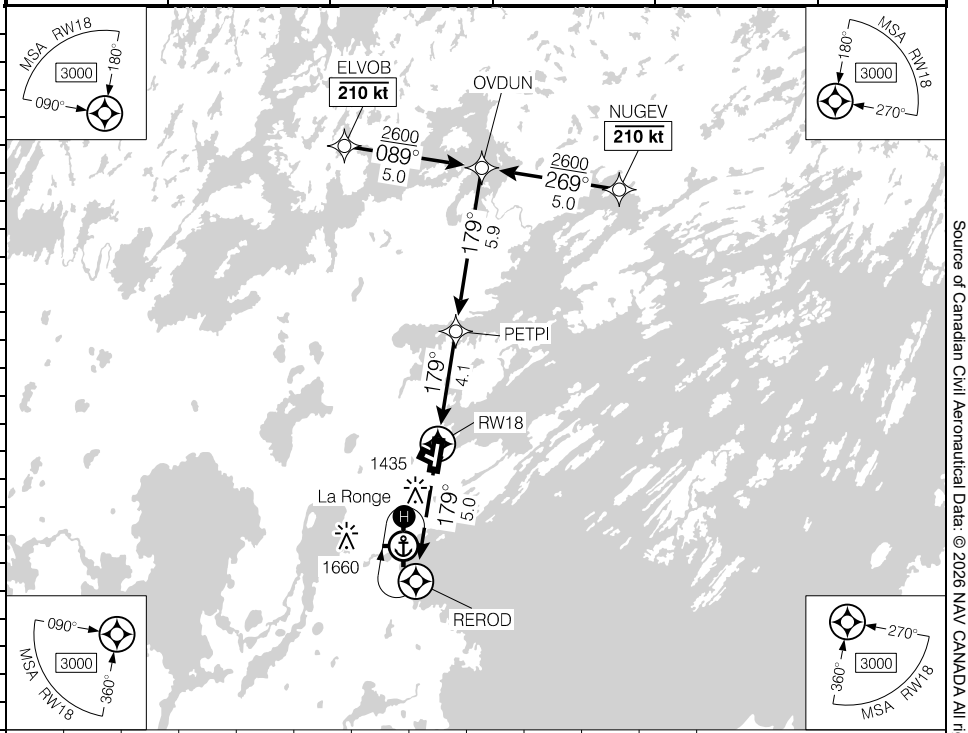
LA RONGE (BARBER FIELD), SK

# RNAV (GNSS) RWY 18

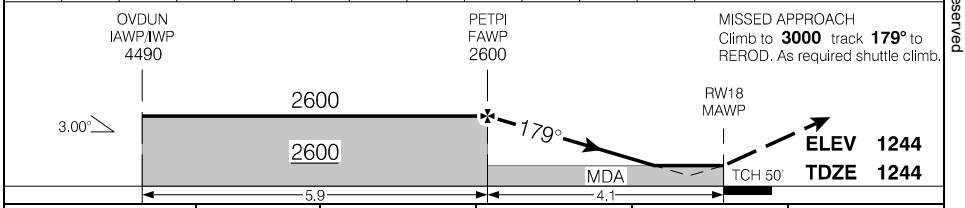
550905N 1051601W VAR 10°E

CYVC

| | | | | | |
|---|---|---|---|---|---|
| | CTR Winnipeg – **126.4** | RADIO – **122.2** MF | | | |
| SAFE ALT 100 NM **3700** | WAAS **Ch 80621** W18A | APCH CRS **179°** | MIN ALT PETPI **2600** | LDA **5002** | |




| | | 10.1 | 9 | 8 | 7 | 6 | 5 | **4.1** | 3 | 2 | 1.2 | DIST FROM RW18 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 4490 | 4160 | 3840 | 3520 | 3200 | 2890 | **2600** | 2250 | 1930 | 1680 | ALT (3.00° APCH PATH) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1494** | (250) | 1 | |
| LNAV/VNAV (min. -21°C, max. 54°C) | **1545** | (301) | 1 | |
| LNAV | **1680** | (436) | 1½ | |

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

RNAV (GNSS) RWY 18 CYVC

EFF 21 MAY 20



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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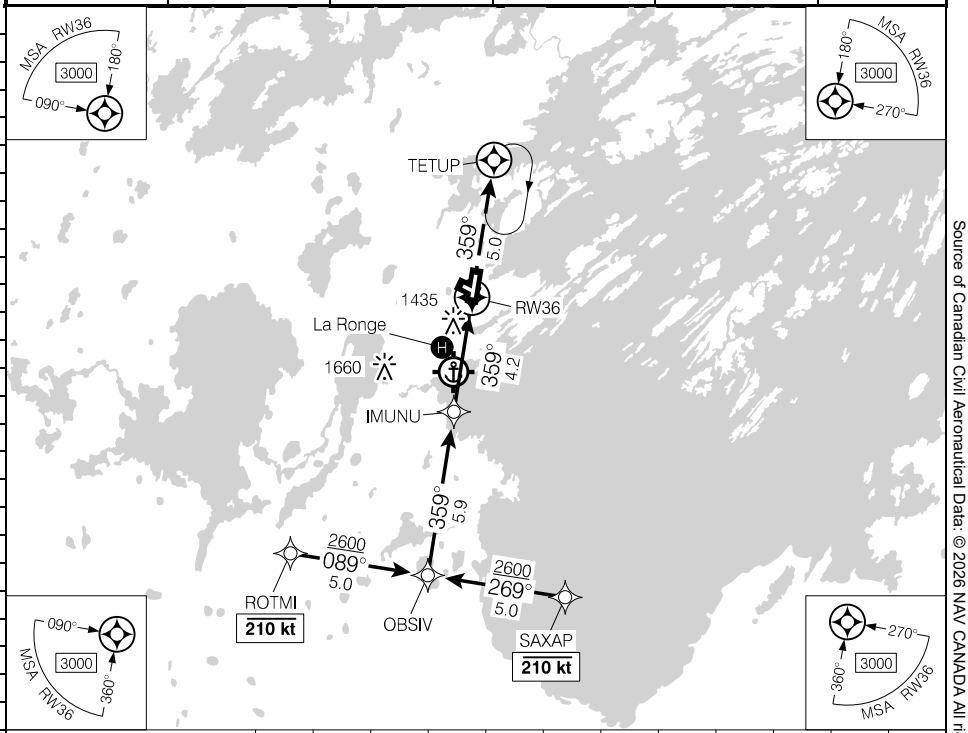
LA RONGE (BARBER FIELD), SK

# RNAV (GNSS) RWY 36

550905N 1051601W VAR 10°E

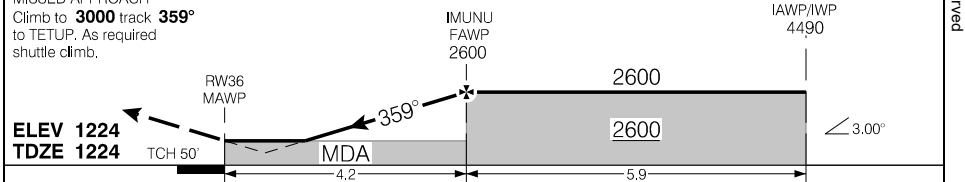
CYVC

| | | | | | |
|---|---|---|---|---|---|
| | CTR Winnipeg – **126.4** | RADIO – **122.2** MF | | | |
| SAFE ALT 100 NM **3700** | WAAS **Ch 80292** W36A | APCH CRS **359°** | MIN ALT IMUNU **2600** | LDA **5002** | AWOS |




| DIST FROM RW36 | 1.4 | 2 | 3 | **4.2** | 5 | 6 | 7 | 8 | 9 | 10.1 |
|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 1720 | 1910 | 2230 | **2600** | 2870 | 3180 | 3500 | 3820 | 4140 | 4490 |

MISSED APPROACH
Climb to **3000** track **359°** to TETUP. 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 | **1474** | (250) | 1 | |
| LNAV/VNAV (min. -21°C, max. 54°C) | **1779** | (555) | 2 | |
| LNAV | **1720** | (496) | 1 | |

RNAV (GNSS) RWY 36 CYVC

EFF 20 FEB 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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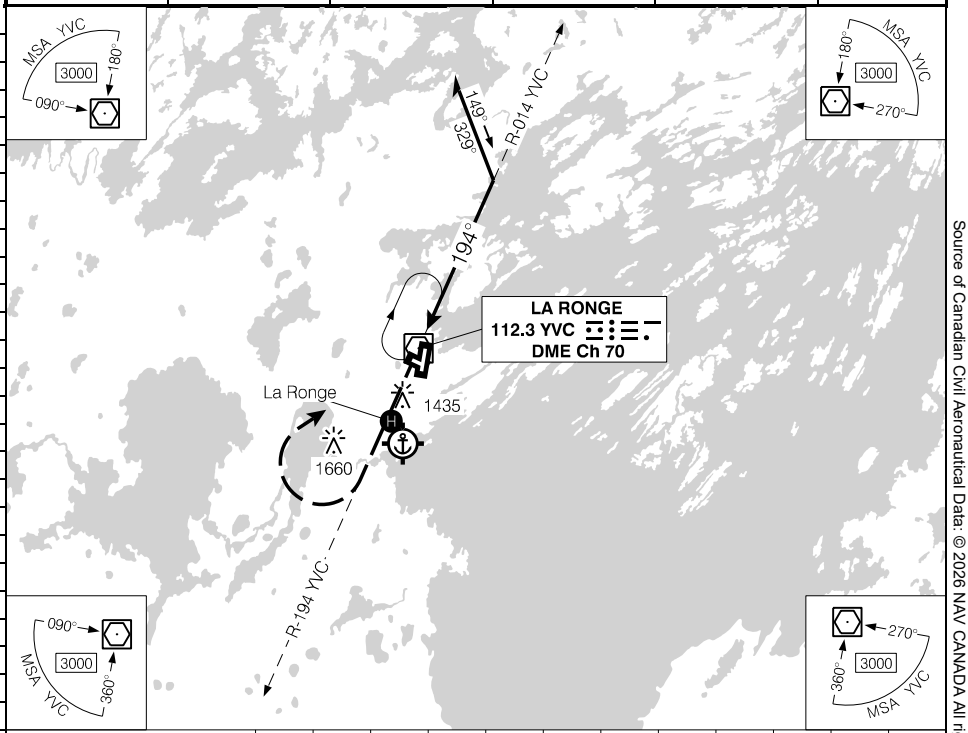
LA RONGE (BARBER FIELD), SK

# VOR RWY 18

550905N 1051601W VAR 10°E

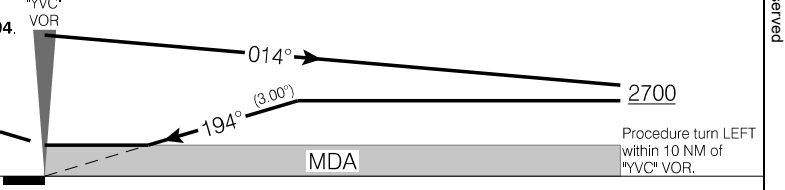
CYVC

| | | | | | |
|---|---|---|---|---|---|
| | CTR Winnipeg – **126.4** | RADIO – **122.2** MF | | | |
| SAFE ALT 100 NM **3700** | VOR YVC **112.3** | APCH CRS **194°** | | LDA **5002** | AQ P1 14.4° |




| DIST FROM "YVC" VOR | | 1.8 | 3 | **4.4** | 5 | 6 | 7 | 8 | 9 | 10 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | 1880 | 2250 | **2700** | 2890 | 3200 | 3520 | 3840 | 4160 | 4480 | | |

MISSED APPROACH
Climb to **3000** on **R-194**.
Then RIGHT turn direct to "YVC" VOR.




**ELEV 1244**
**TDZE 1244**

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| VOR | **1880** | (636) | 2 | |

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

# VOR RWY 18

CYVC

EFF 5 DEC 19



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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## Departure Route Description

**All rwys:** Climb to and maintain **5000** or flight planned altitude, whichever is lower. Anticipate radar vectors to filed/assigned route. Expect clearance to flight planned altitude/flight level within 10 minutes after departure.

**Rwy 11:** Requires a minimum climb gradient of **420** ft/NM to **1600**. Climb hdg **106°** or as assigned by ATC.

**Rwy 18:** Requires a minimum climb gradient of **440** ft/NM to **1500**. Climb hdg **179°** or as assigned by ATC.

**Rwy 29:** Requires a minimum climb gradient of **260** ft/NM to **1500**. Climb hdg **286°** or as assigned by ATC.

**Rwy 36:** Climb hdg **359°** or as assigned by ATC.

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 |
| 420 FT/NM | 630 | 840 | 980 | 1120 | 1260 | 1400 | 1750 | 2100 |
| 440 FT/NM | 660 | 880 | 1030 | 1180 | 1320 | 1470 | 1840 | 2200 |

## 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 directly on course;
3. Maintain last assigned altitude for 10 minutes after take-off, then;
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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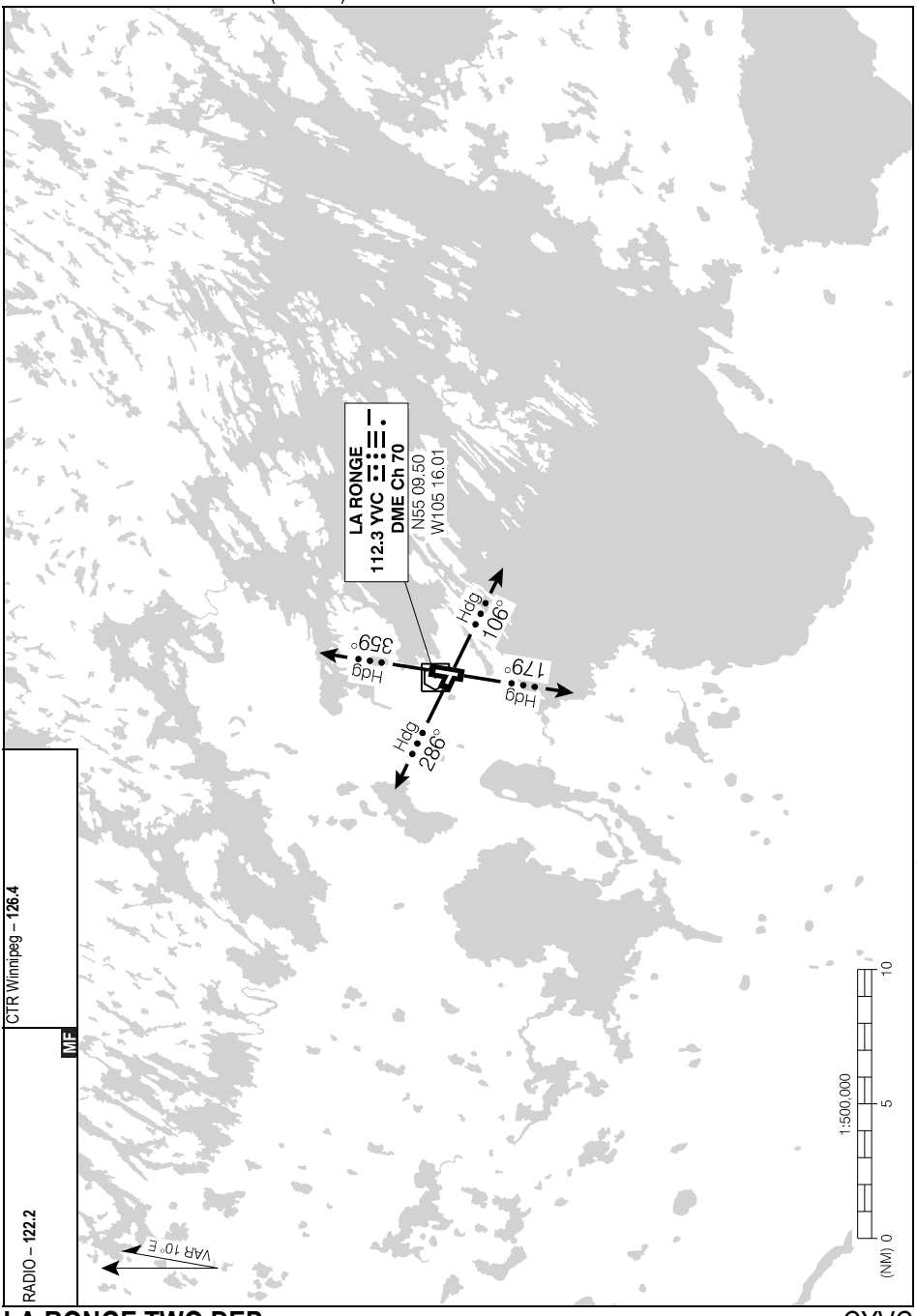
SID (VECTOR)

# LA RONGE TWO DEP (CYVC2.)

LA RONGE (BARBER FIELD), SK
CYVC

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# LA RONGE TWO DEP (CYVC2.)

CYVC

EFF 25 APR 19



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

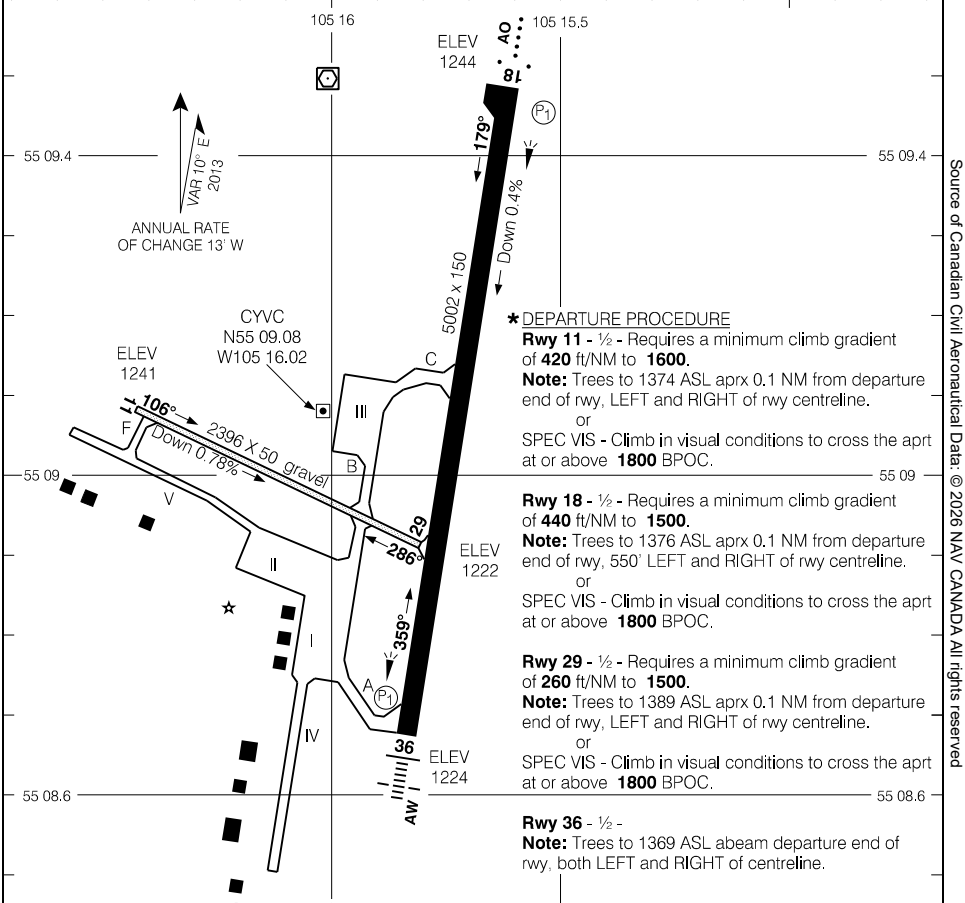
LA RONGE (BARBER FIELD), SK

# AERODROME CHART

CYVC

| | | RADIO – **122.2** | CTR Winnipeg – **126.4**<br>RADIO Edmonton – **123.55**<br>MF |
|---|---|---|---|

| DECL DISTS | 18 | 36 | 11 | 29 | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 5002 | 5002 | 2396 | 2396 | | | | |
| TODA | 5986 | 5986 | 2986 | 2986 | | | | |
| ASDA | 5002 | 5002 | 2396 | 2396 | | | | |
| LDA | 5002 | 5002 | 2396 | 2396 | | | | |




| GROUND SPEED | 90 | 120 | 140 | 160 | 180 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|---|---|
| 260 FT/NM | 390 | 520 | 610 | 700 | 780 | 870 | 1090 | 1300 |
| 420 FT/NM | 630 | 840 | 980 | 1120 | 1260 | 1400 | 1750 | 2100 |
| 440 FT/NM | 660 | 880 | 1030 | 1180 | 1320 | 1470 | 1840 | 2200 |

* DEPARTURE PROCEDURE

**Rwy 11** - ½ - Requires a minimum climb gradient of **420** ft/NM to **1600**.
**Note:** Trees to 1374 ASL aprx 0.1 NM from departure end of rwy, LEFT and RIGHT of rwy centreline.
or
SPEC VIS - Climb in visual conditions to cross the aprt at or above **1800** BPOC.

**Rwy 18** - ½ - Requires a minimum climb gradient of **440** ft/NM to **1500**.
**Note:** Trees to 1376 ASL aprx 0.1 NM from departure end of rwy, 550' LEFT and RIGHT of rwy centreline.
or
SPEC VIS - Climb in visual conditions to cross the aprt at or above **1800** BPOC.

**Rwy 29** - ½ - Requires a minimum climb gradient of **260** ft/NM to **1500**.
**Note:** Trees to 1389 ASL aprx 0.1 NM from departure end of rwy, LEFT and RIGHT of rwy centreline.
or
SPEC VIS - Climb in visual conditions to cross the aprt at or above **1800** BPOC.

**Rwy 36** - ½ -
**Note:** Trees to 1369 ASL abeam departure end of rwy, both LEFT and RIGHT of centreline.

TAKE-OFF MINIMA

Rwys 11, 18, 29, 36: *

SCALE IN FEET

1000 0 1000 2000

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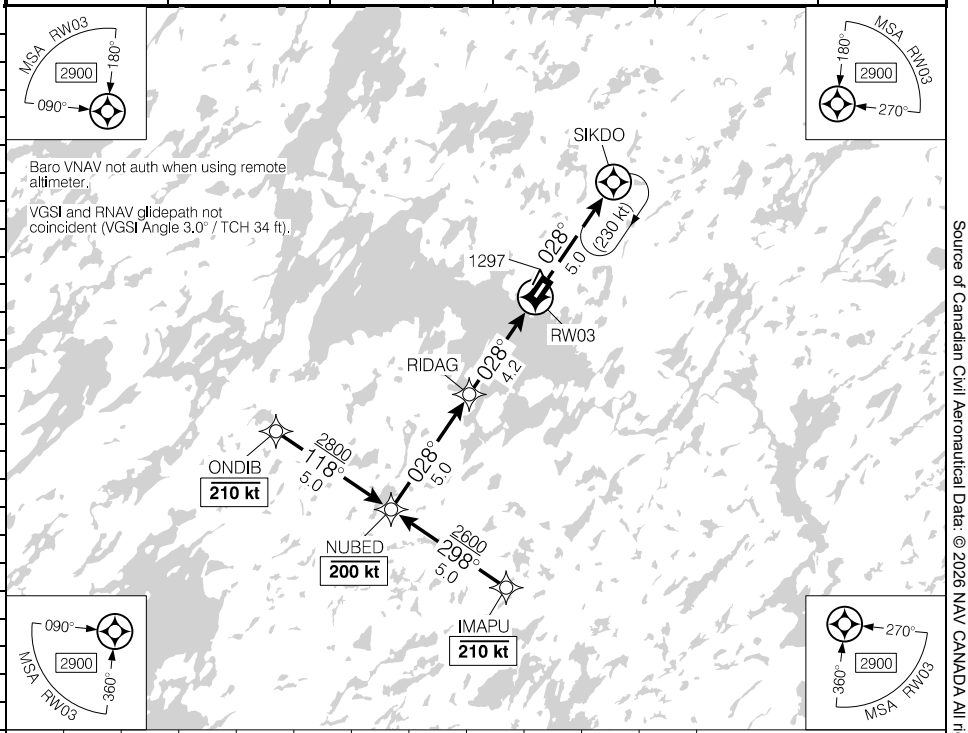
LAC BROCHET, MB

# RNAV (GNSS) RWY 03

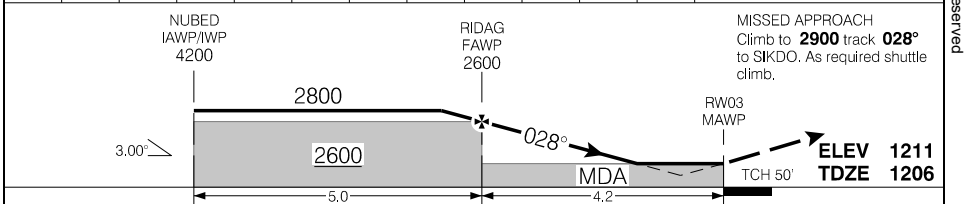
583652N 1012808W VAR 6°E

CZWH

| | | | |
|---|---|---|---|
| AUTO – **122.12** | | UNICOM – **122.8** (AU) ATF | ARCAL 122.8(K) P1 |
| SAFE ALT 100 NM **3100** | WAAS **Ch 80956** W03A | APCH CRS **028°** | MIN ALT RIDAG **2600** | LDA **3514** |




| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 9.2 | 8 | 7 | 6 | **4.9** | 4 | 3 | 1.5 | DIST FROM RW03 |
| | | | 4200 | 3800 | 3480 | 3170 | **2800** | 2530 | 2210 | 1720 | ALT (3.00° APCH PATH) |




RASS: When using CZWL add **180°**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1703** | (500) | 1¾ | |
| LNAV/VNAV (min. -21°C, max. 54°C) | **1703** | (500) | 1¾ | |
| LNAV | **1720** | (517) | 1½ | |

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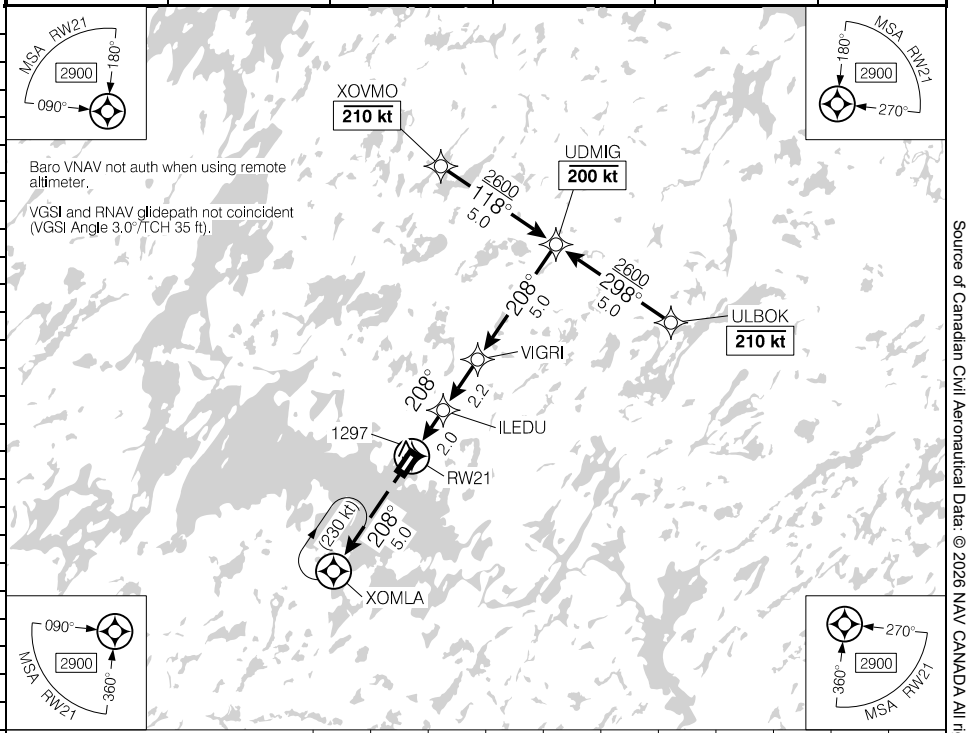
LAC BROCHET, MB

# RNAV (GNSS) RWY 21

583652N 1012808W VAR 6°E

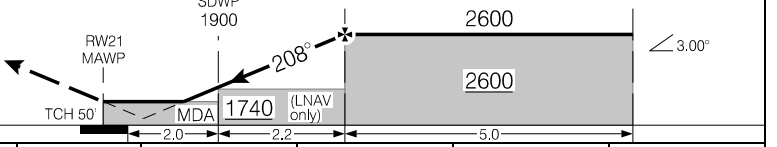
CZWH

| | | | | |
|---|---|---|---|---|
| AUTO – **122.12** | | UNICOM – **122.8** (AU) ATF | | ARCAL 122.8(K) P1 |
| SAFE ALT 100 NM **3100** | WAAS **Ch 80074** W21A | APCH CRS **208°** | MIN ALT VIGRI **2600** | LDA **3514** |




| DIST FROM RW21 | 1.4 | 2 | 3 | **4.2** | 5 | 6 | 7 | 8 | 9.2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 1720 | 1900 | 2220 | **2600** | 2850 | 3170 | 3490 | 3810 | 4200 | | |

MISSED APPROACH
Climb to **2900** track **208°** to XOMLA. As required shuttle climb.




**ELEV 1211**
**TDZE 1211**

RASS: When using CZWL add **180°**

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1711** | (500) | 1¾ | |
| LNAV/VNAV (min. -21°C, max. 54°C) | **1711** | (500) | 1¾ | |
| LNAV | **1720** | (509) | 1½ | |

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LAC BROCHET, MB

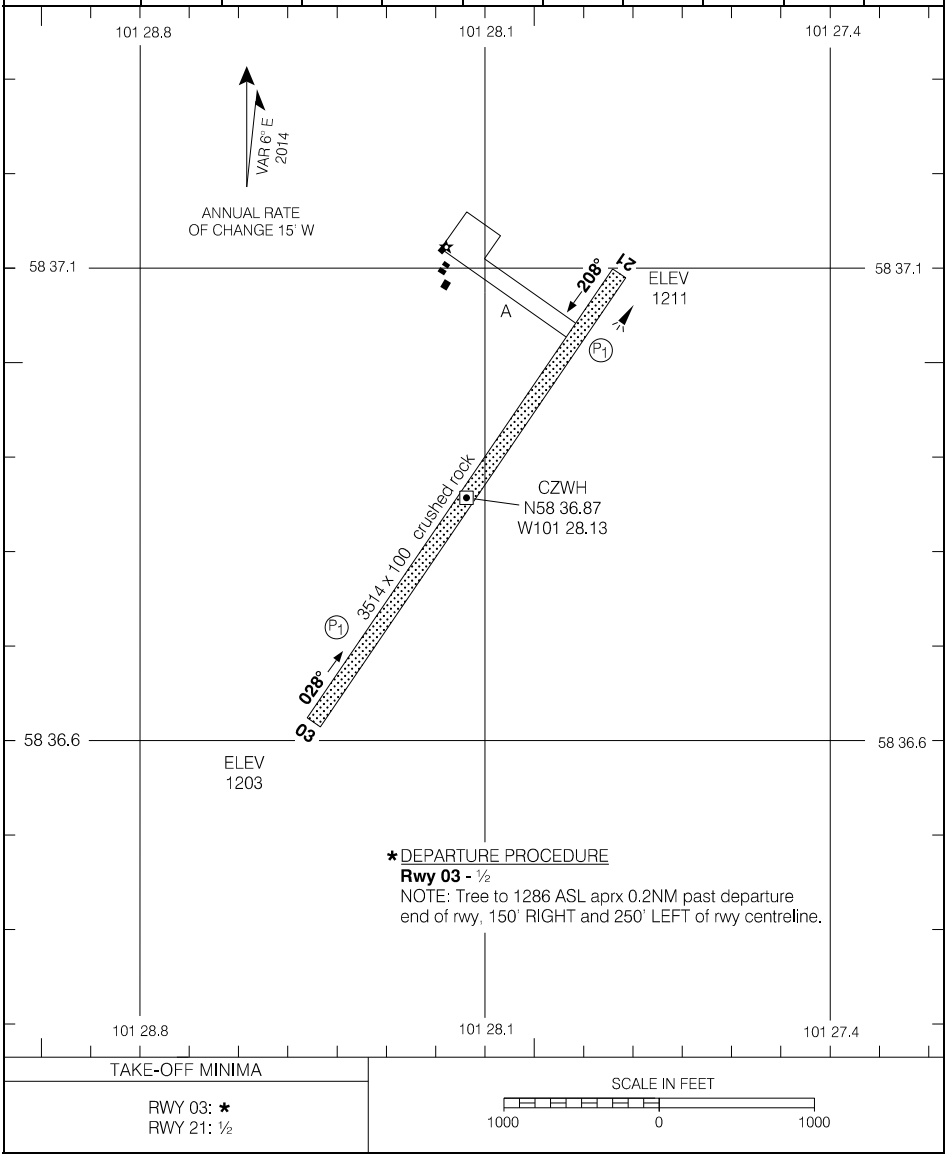
# AERODROME CHART

CZWH

UNICOM – **122.8** (AU)

ATF

| DECL DISTS | 03 | 21 |
|---|---|---|
| TORA | 3514 | 3514 |
| TODA | 4498 | 4498 |
| ASDA | 3514 | 3514 |
| LDA | 3514 | 3514 |




TAKE-OFF MINIMA

RWY 03: *
RWY 21: ½

SCALE IN FEET

1000 0 1000

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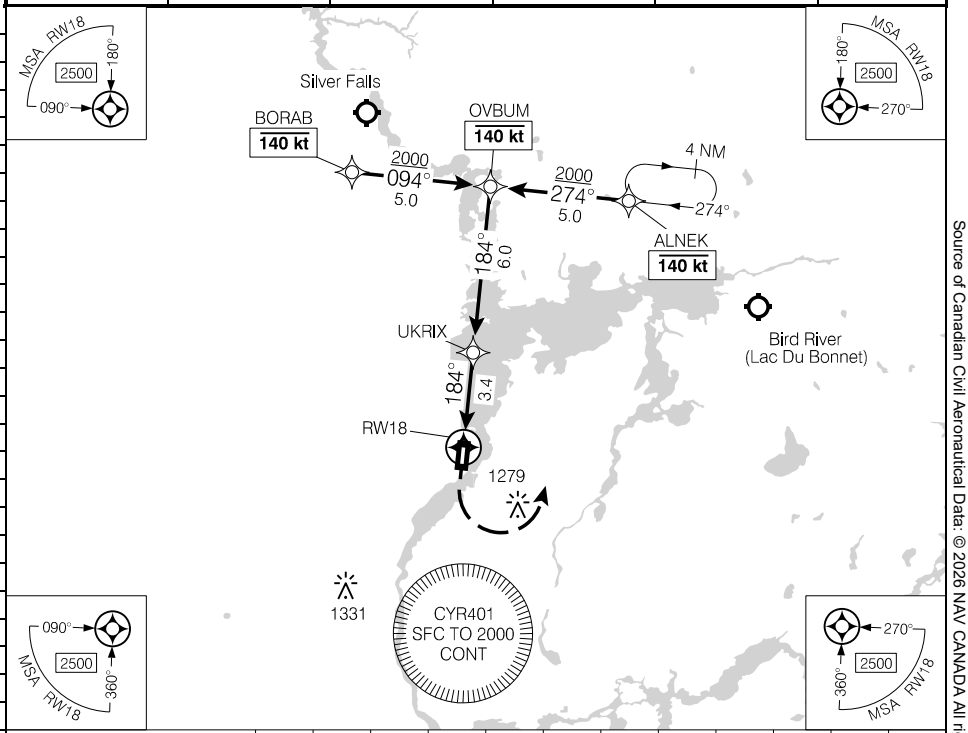
LAC DU BONNET, MB

# RNAV (GNSS) RWY 18

501741N 0960036W VAR 2°E

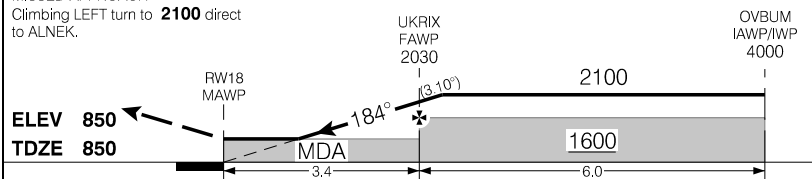
CYAX

| | | | | | |
|---|---|---|---|---|---|
| | | TFC – **122.8** ATF | | | ARCAL 122.8(J) |
| SAFE ALT 100 NM **3300** | RNAV | APCH CRS **184°** | MIN ALT UKRIX **1600** | LDA **3609** | |




| DIST FROM RW18 | 1.3 | 2 | 3 | **3.6** | 5 | 6 | 7 | 8 | 9.4 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.10° APCH PATH) | 1320 | 1560 | 1890 | **2100** | 2550 | 2870 | 3200 | 3530 | 4000 | | | |

MISSED APPROACH
Climbing LEFT turn to **2100** direct to ALNEK.




RASS: ◕ Use CYAV.
When using CYWG add **20'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **1320** (470) | 1½ | NOT AUTHORIZED | |

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

# RNAV (GNSS) RWY 18

CYAX

EFF 16 MAY 24



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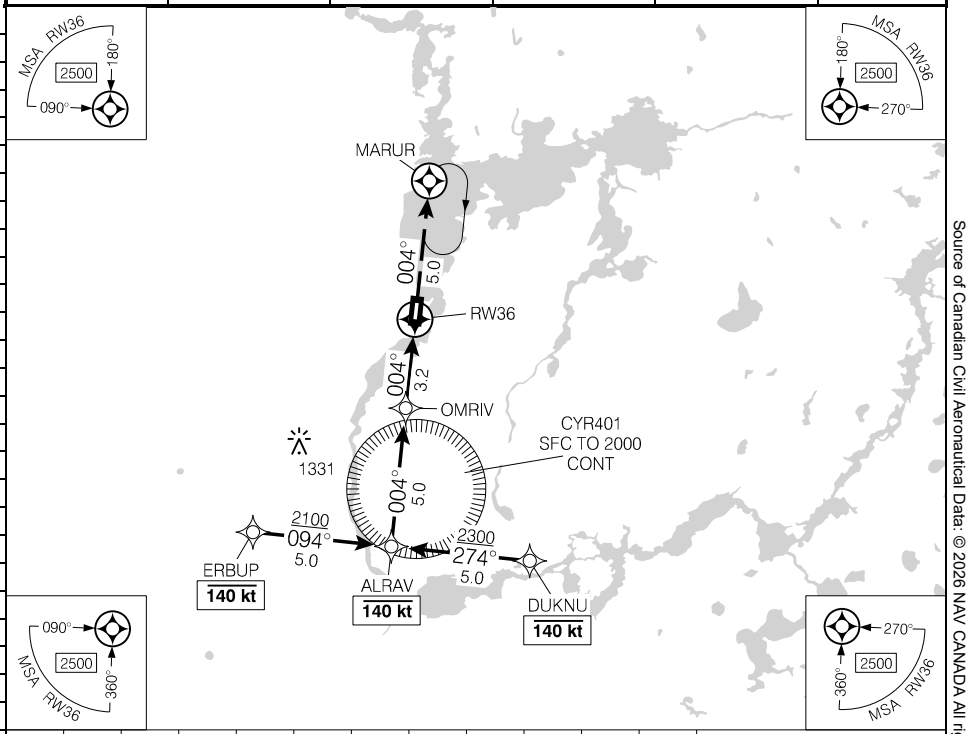
LAC DU BONNET, MB

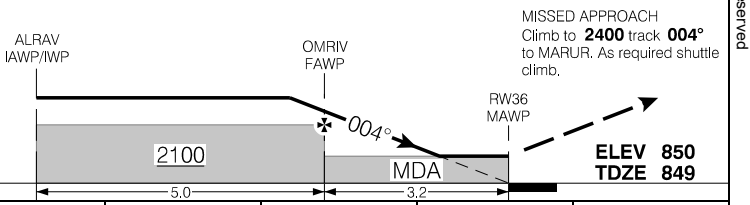
# RNAV (GNSS) RWY 36

501741N 0960036W VAR 2°E

CYAX

| | | | | | |
|---|---|---|---|---|---|
| | | TFC – **122.8** ATF | | | ARCAL 122.8(J) |
| SAFE ALT 100 NM **3300** | RNAV | APCH CRS **004°** | MIN ALT OMRIV **2100** | LDA **3609** | |




RASS: Use CYAV.
When using CYWG add **20'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **1320** (471) | 1½ | NOT AUTHORIZED | |

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

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Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

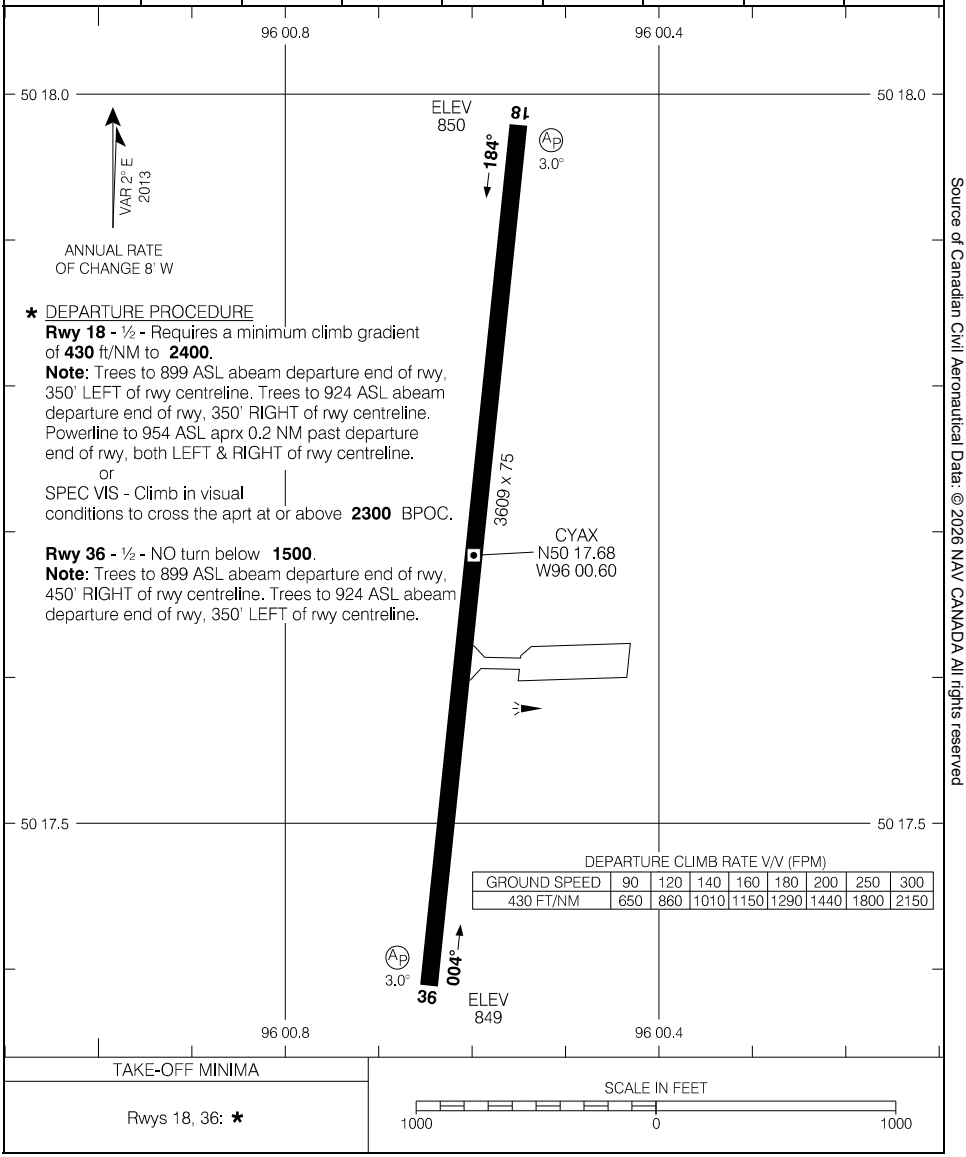
LAC DU BONNET, MB

# AERODROME CHART

CYAX

TFC – **122.8** ATF

| DECL DISTS | 18 | 36 |
|---|---|---|
| TORA | 3609 | 3609 |
| TODA | 3609 | 3609 |
| ASDA | 3609 | 3609 |
| LDA | 3609 | 3609 |




* DEPARTURE PROCEDURE

**Rwy 18 -** ½ **-** Requires a minimum climb gradient of **430** ft/NM to **2400**.
**Note:** Trees to 899 ASL abeam departure end of rwy, 350° LEFT of rwy centreline. Trees to 924 ASL abeam departure end of rwy, 350° RIGHT of rwy centreline. Powerline to 954 ASL aprx 0.2 NM past departure end of rwy, both LEFT & RIGHT of rwy centreline.
or
SPEC VIS - Climb in visual conditions to cross the aprt at or above **2300** BPOC.

**Rwy 36 -** ½ **-** NO turn below **1500**.
**Note:** Trees to 899 ASL abeam departure end of rwy, 450° RIGHT of rwy centreline. Trees to 924 ASL abeam departure end of rwy, 350° LEFT of rwy centreline.

DEPARTURE CLIMB RATE V/V (FPM)

| GROUND SPEED | 90 | 120 | 140 | 160 | 180 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|---|---|
| 430 FT/NM | 650 | 860 | 1010 | 1150 | 1290 | 1440 | 1800 | 2150 |

TAKE-OFF MINIMA

Rwys 18, 36: *

SCALE IN FEET
1000 0 1000

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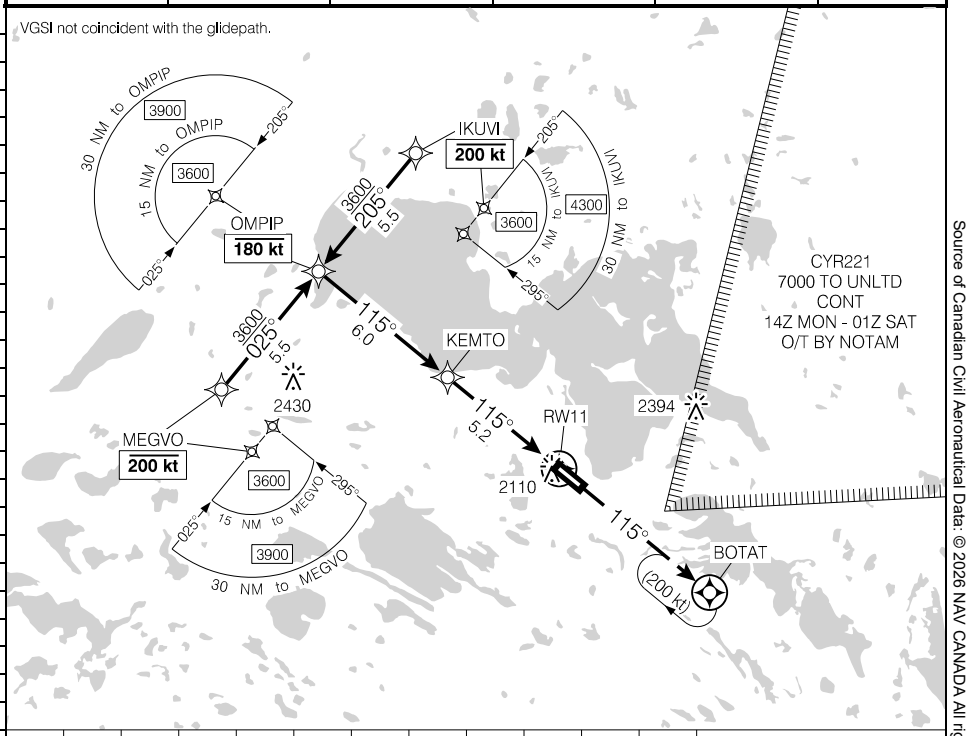
LAC LA BICHE, AB

# RNAV (GNSS) RWY 11

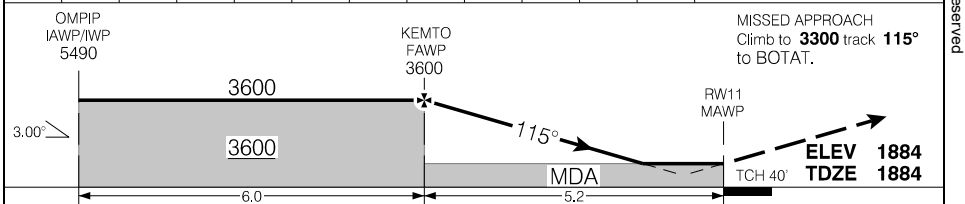
544613N 1120154W VAR 15°E

CYLB

| AUTO – **122.12** | RADIO Edmonton – **123.47** | TFC – **123.2** ATF | | ARCAL 123.2(K) P1 |
|---|---|---|---|---|
| SAFE ALT 100 NM **5600** | WAAS **Ch 80066** W11A | APCH CRS **115°** | MIN ALT KEMTO **3600** | LDA **5704** |




| (NM) | 11.2 | 10 | 9 | 8 | 7 | 6 | **5.2** | 4 | 3 | 2 | 1.4 | DIST FROM RW11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5490 | 5110 | 4790 | 4470 | 4150 | 3830 | **3600** | 3200 | 2880 | 2560 | 2360 | ALT (3.00° APCH PATH) |




RASS: When using CYOD add **180'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2134** | (250) | 1 | NOT AUTHORIZED |
| LNAV | **2360** | (476) | 1½ | NOT AUTHORIZED |

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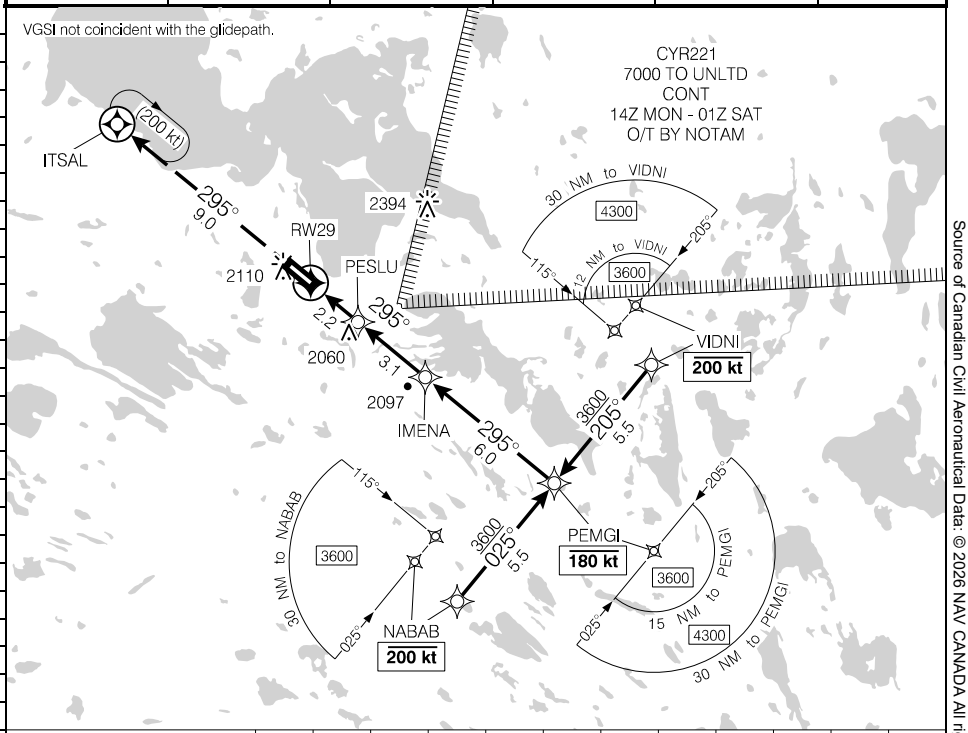
LAC LA BICHE, AB

# RNAV (GNSS) RWY 29

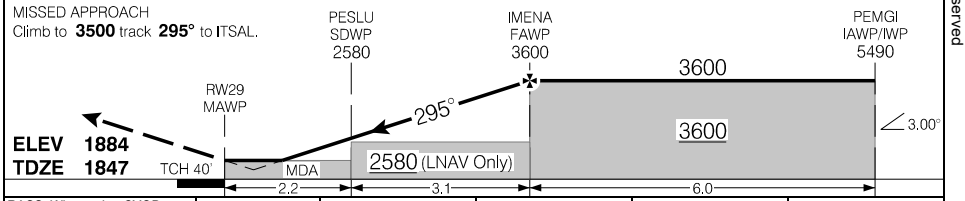
544613N 1120154W VAR 15°E

CYLB

| AUTO – **122.12** | RADIO Edmonton – **123.47** | TFC – **123.2** ATF | | ARCAL 123.2(K) AR P1 |
|---|---|---|---|---|
| SAFE ALT 100 NM **5600** | WAAS **Ch 80959** W29A | APCH CRS **295°** | MIN ALT IMENA **3600** | LDA **5704** |




| DIST FROM RW29 | 1.0 | 2 | 3 | 4 | **5.3** | 6 | 7 | 8 | 9 | 10 | 11.3 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2200 | 2510 | 2830 | 3150 | **3600** | 3790 | 4110 | 4430 | 4740 | 5060 | 5490 |




RASS: When using CYOD add **180'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2088** | (250) | 1 | NOT AUTHORIZED |
| LNAV | **2200** | (362) | 1¼ | NOT AUTHORIZED |

# RNAV (GNSS) RWY 29

CYLB

EFF 22 JAN 26



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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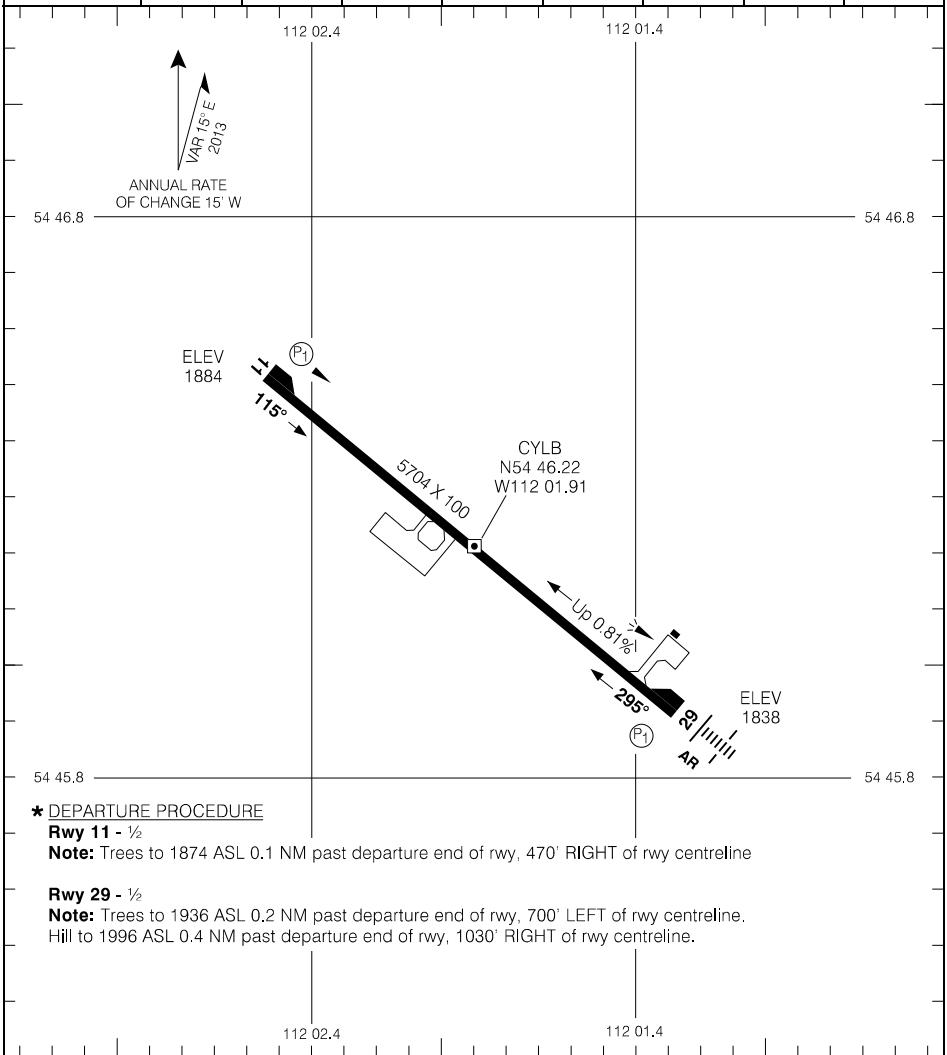
LAC LA BICHE, AB

# AERODROME CHART

CYLB

| AUTO – **122.12** | | TFC – **123.2** ATF | RADIO Edmonton – **123.47** |
|---|---|---|---|

| DECL DISTS | 11 | 29 |
|---|---|---|
| TORA | 5704 | 5704 |
| TODA | 5704 | 5704 |
| ASDA | 5704 | 5704 |
| LDA | 5704 | 5704 |




★ DEPARTURE PROCEDURE

**Rwy 11 -** ½

**Note:** Trees to 1874 ASL 0.1 NM past departure end of rwy, 470' RIGHT of rwy centreline

**Rwy 29 -** ½

**Note:** Trees to 1936 ASL 0.2 NM past departure end of rwy, 700' LEFT of rwy centreline.
Hill to 1996 ASL 0.4 NM past departure end of rwy, 1030' RIGHT of rwy centreline.

| TAKE-OFF MINIMA | SCALE IN FEET |
|---|---|
| Rwys 11; 29: ★ | 1000 0 1000 |

# AERODROME CHART

CYLB

EFF 22 JAN 26





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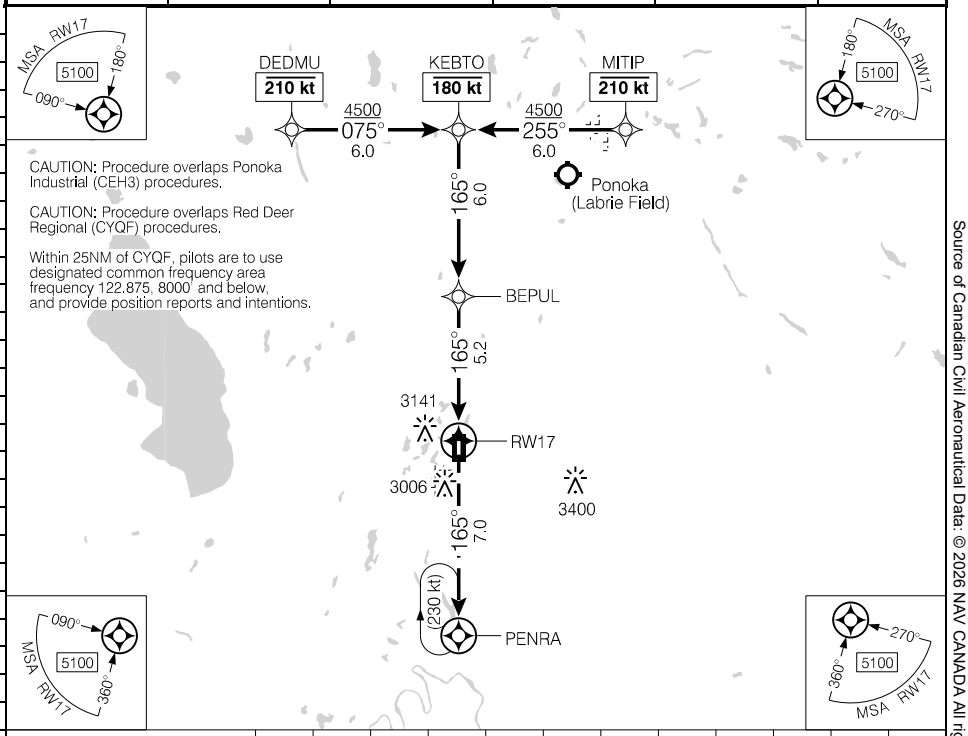
LACOMBE, AB

# RNAV (GNSS) RWY 17

522919N 1134242W VAR 15°E

CEG3

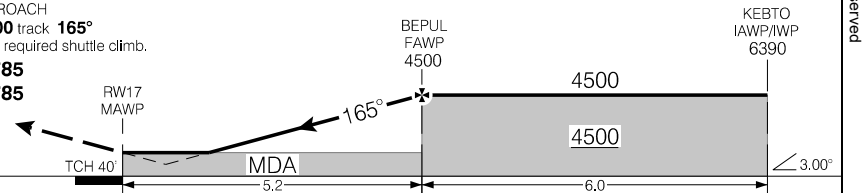
| ATIS Red Deer – **124.0** | CTR Edmonton – **132.85** | UNICOM – **123.3** ATF | | ARCAL 123.3(K) |
|---|---|---|---|---|
| SAFE ALT 100 NM **13,300** | WAAS **Ch 80949** W17A | APCH CRS **165°** | MIN ALT BEPUL **4500** | LDA **3004** |




| DIST FROM RW17 | 1.5 | 2 | 3 | 4 | **5.2** | 6 | 7 | 8 | 9 | 10 | 11.2 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 3300 | 3460 | 3780 | 4100 | **4500** | 4730 | 5050 | 5370 | 5690 | 6010 | 6390 |

MISSED APPROACH
Climb to **5100** track **165°**
to PENRA. As required shuttle climb.

**ELEV 2785**
**TDZE 2785**




RASS: Use CYQF.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **3284** | (500) 1¾ | NOT AUTHORIZED | |
| LNAV | **3300** | (516) 1½ | NOT AUTHORIZED | |

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

RNAV (GNSS) RWY 17

CEG3

EFF 3 NOV 22



Canada Air Pilot
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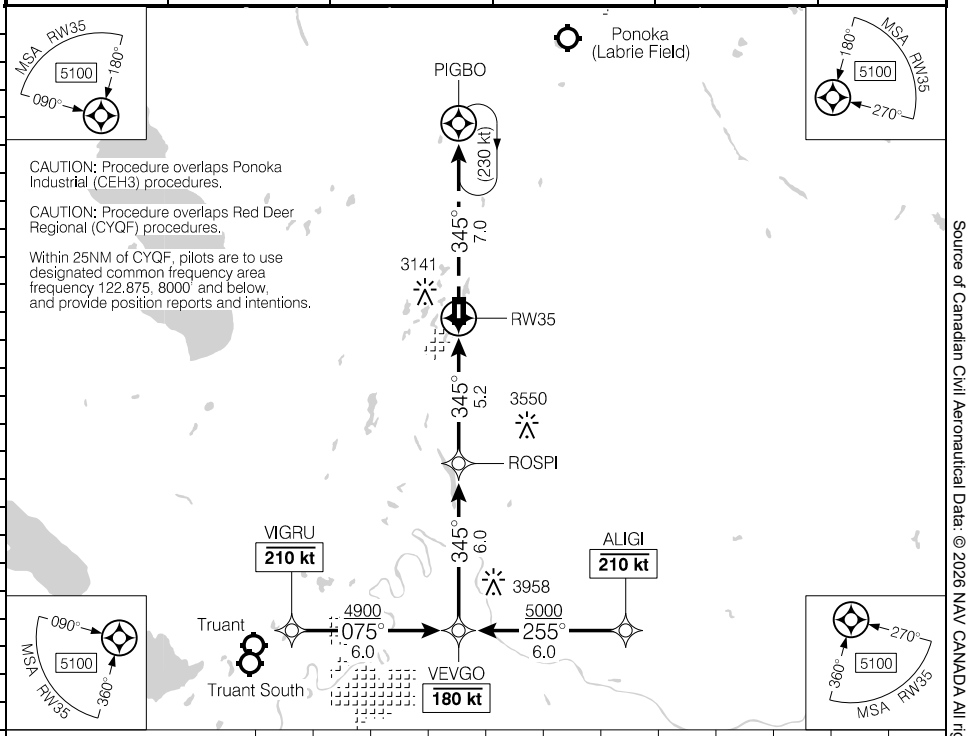
LACOMBE, AB

# RNAV (GNSS) RWY 35

522919N 1134242W VAR 15°E

CEG3

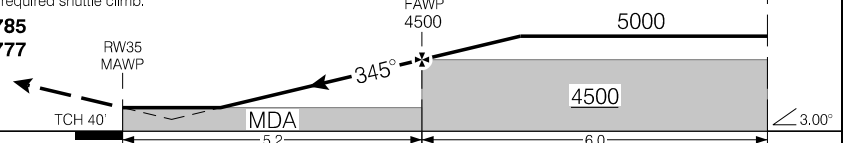
| | | | | |
|---|---|---|---|---|
| ATIS Red Deer – **124.0** | CTR Edmonton – **132.85** | UNICOM – **123.3** ATF | | ARCAL 123.3(K) |
| SAFE ALT 100 NM **13,300** | WAAS **Ch 80950** W35A | APCH CRS **345°** | MIN ALT ROSPI **4500** | LDA **3004** |




| DIST FROM RW35 | | 1.7 | 3 | 4 | 5 | 6 | **6.9** | 8 | 9 | 10 | 11.2 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | 3340 | 3770 | 4090 | 4400 | 4720 | **5000** | 5360 | 5680 | 6000 | 6390 |

MISSED APPROACH
Climb to **5100** track **345°**
to PIGBO. As required shuttle climb.

**ELEV 2785**
**TDZE 2777**




RASS: Use CYQF.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **3272** | (500) 1¾ | NOT AUTHORIZED | |
| LNAV | **3340** | (568) 1¾ | NOT AUTHORIZED | |

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

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Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

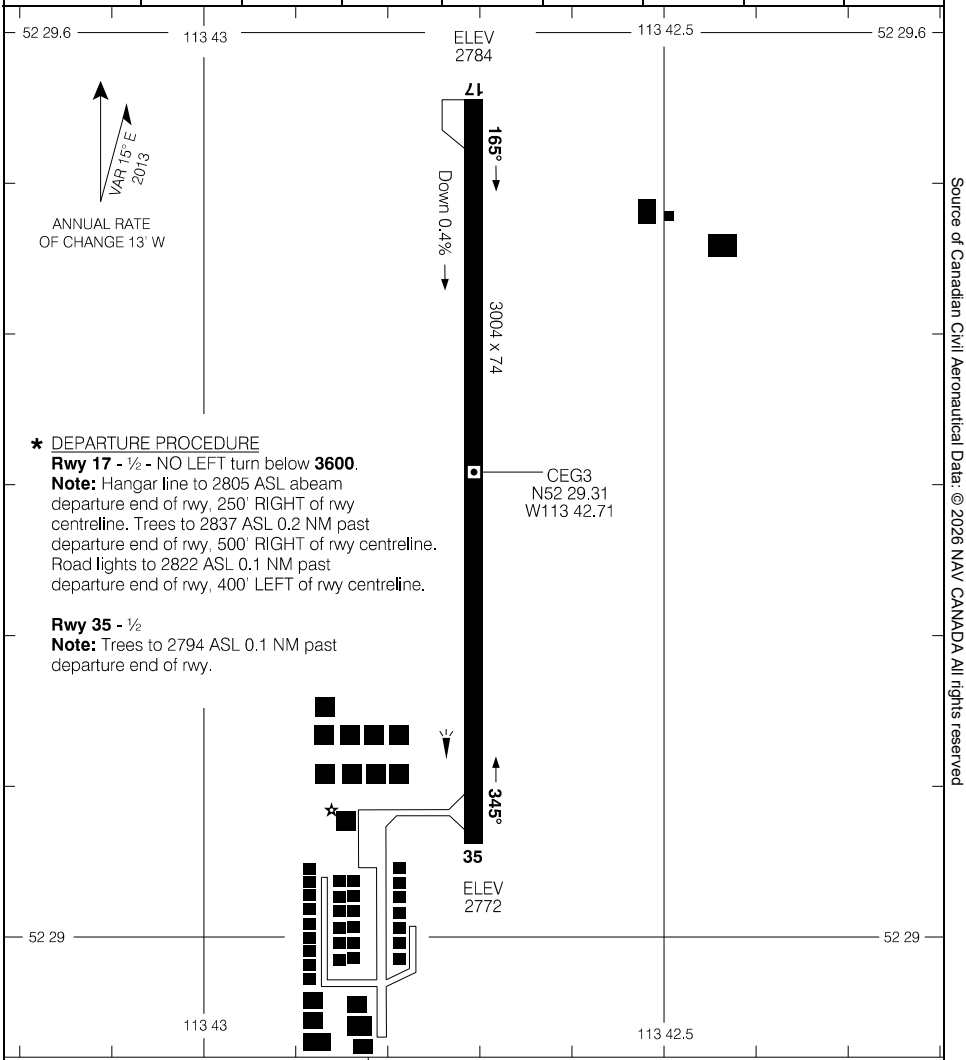
LACOMBE, AB

# AERODROME CHART

CEG3

| ATIS Red Deer – **124.0** | | UNICOM – **123.3** ATF | CTR Edmonton – **132.85** |
|---|---|---|---|

| DECL DISTS | 17 | 35 |
|---|---|---|
| TORA | 3004 | 3004 |
| TODA | 3004 | 3004 |
| ASDA | 3004 | 3004 |
| LDA | 3004 | 3004 |




* DEPARTURE PROCEDURE

**Rwy 17 -** ½ - NO LEFT turn below **3600**.
**Note:** Hangar line to 2805 ASL abeam departure end of rwy, 250' RIGHT of rwy centreline. Trees to 2837 ASL 0.2 NM past departure end of rwy, 500' RIGHT of rwy centreline. Road lights to 2822 ASL 0.1 NM past departure end of rwy, 400' LEFT of rwy centreline.

**Rwy 35 -** ½
**Note:** Trees to 2794 ASL 0.1 NM past departure end of rwy.

TAKE-OFF MINIMA

Rwys 17; 35: *

SCALE IN FEET
1000 0 1000

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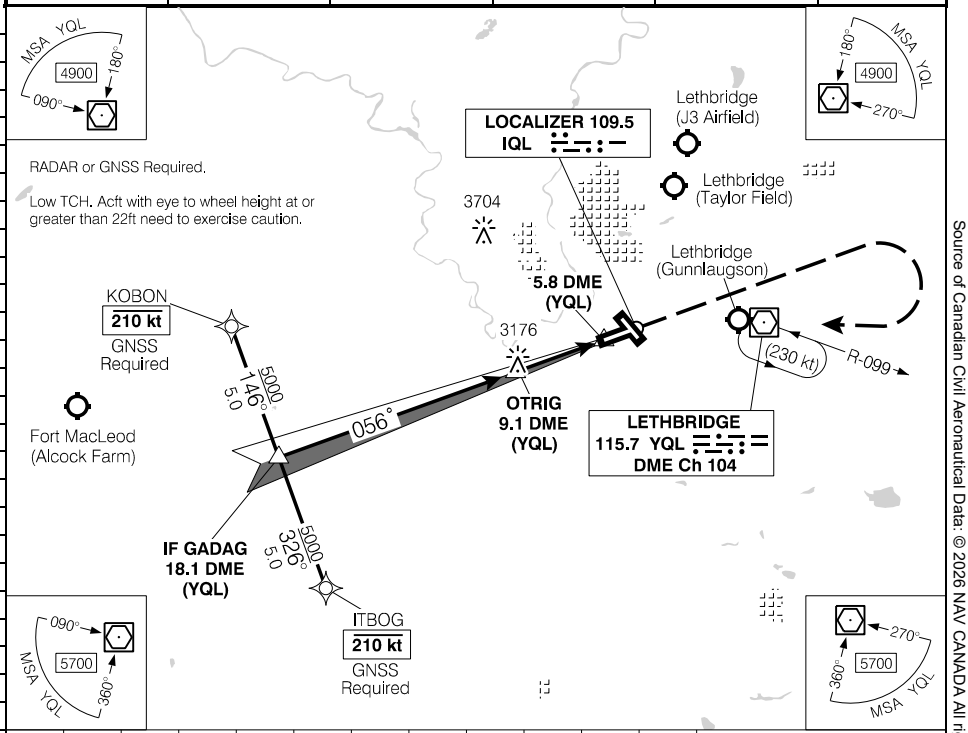
LETHBRIDGE, AB

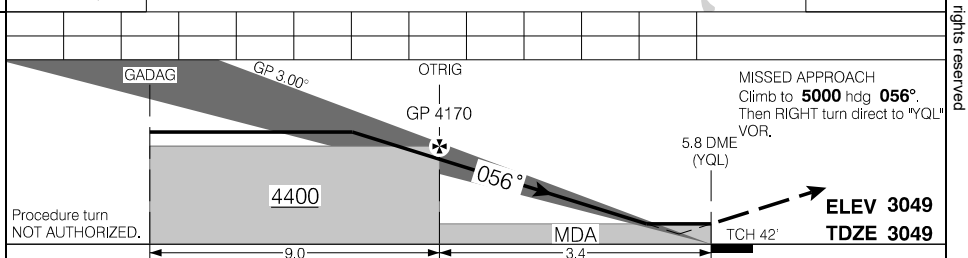
# ILS Z RWY 06

493749N 1124759W VAR 14°E

CYQL

| | | | | |
|---|---|---|---|---|
| ATIS – **124.4**<br>AWOS – **124.4** | CTR Edmonton – **132.75**<br>**265.2** | RADIO – **121.0**<br>TFC – **121.0** MF | | ARCAL 121.0(K)* |
| SAFE ALT 100 NM<br>**13,100** | LOC<br>IQL<br>**109.5** | APCH<br>CRS<br>**056°** | GP<br>OTRIG<br>**4170** | LDA<br>**6500** |




RASS: When using CZPC add **240'**.

OTRIG to MAP 3.4 NM

| Knots | ft/min | Min:Sec |
|---|---|---|
| 70 | | 2:55 |
| 90 | | 2:16 |
| 110 | | 1:51 |
| 130 | | 1:34 |
| 150 | | 1:22 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| ILS/DME | **3249** (200) ½ | | | |
| LOC/DME | **3420** (371) 1 | | | |
| C CIRCLING | **3560** (511) 1½ | | **3580** (531) 2 | **3900** (851) 2¾ |

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ILS Z RWY 06 CYQL

EFF 17 APR 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

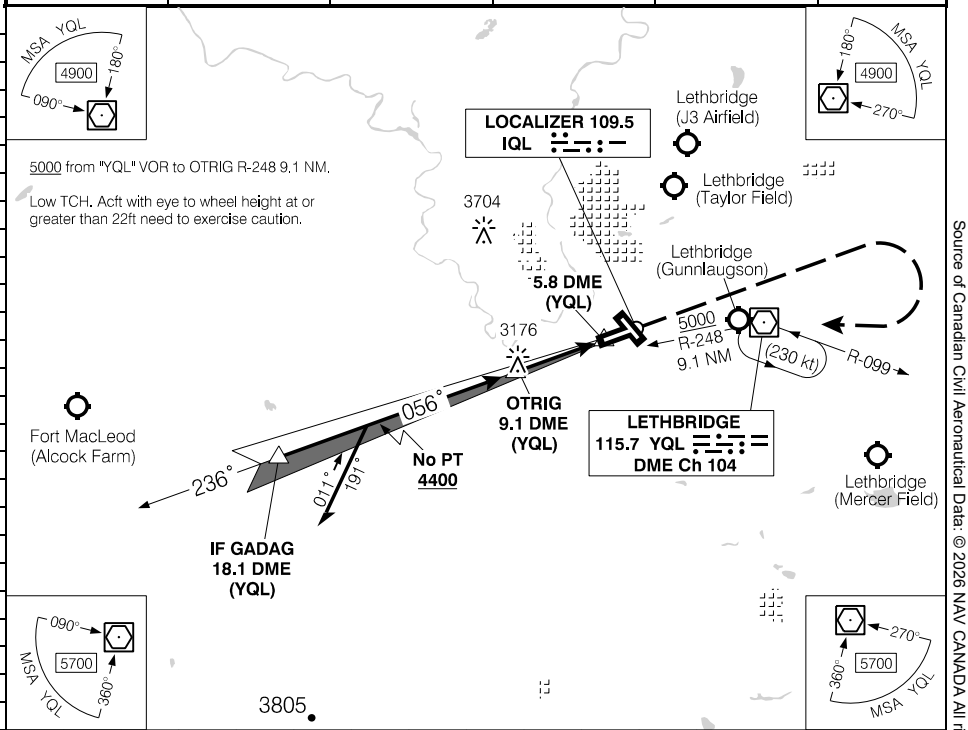
LETHBRIDGE, AB

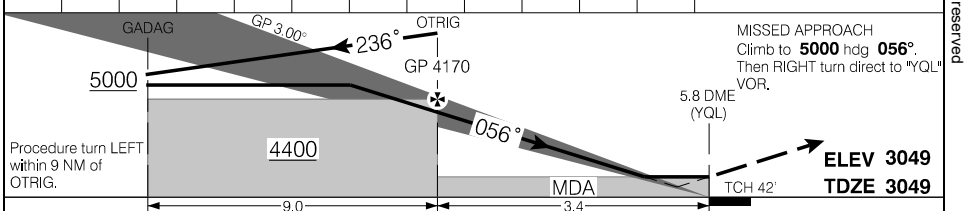
# ILS Y RWY 06

493749N 1124759W VAR 14°E

CYQL

| | | | | |
|---|---|---|---|---|
| ATIS – **124.4**<br>AWOS – **124.4** | CTR Edmonton – **132.75**<br>**265.2** | RADIO – **121.0**<br>TFC – **121.0** MF | | ARCAL 121.0(K)* |
| SAFE ALT 100 NM<br>**13,100** | LOC<br>IQL<br>**109.5** | APCH<br>CRS<br>**056°** | GP<br>OTRIG<br>**4170** | LDA<br>**6500** |




RASS: When using CZPC add **240'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| ILS/DME | **3249** (200) ½ | | | |
| LOC/DME | **3420** (371) 1 | | | |
| C CIRCLING | **3560** (511) 1½ | | **3580** (531) 2 | **3900** (851) 2¾ |

OTRIG to MAP 3.4 NM

| Knots | ft/min | Min:Sec |
|---|---|---|
| 70 | | **2:55** |
| 90 | | **2:16** |
| 110 | | **1:51** |
| 130 | | **1:34** |
| 150 | | **1:22** |

# ILS Y RWY 06

CYQL

EFF 17 APR 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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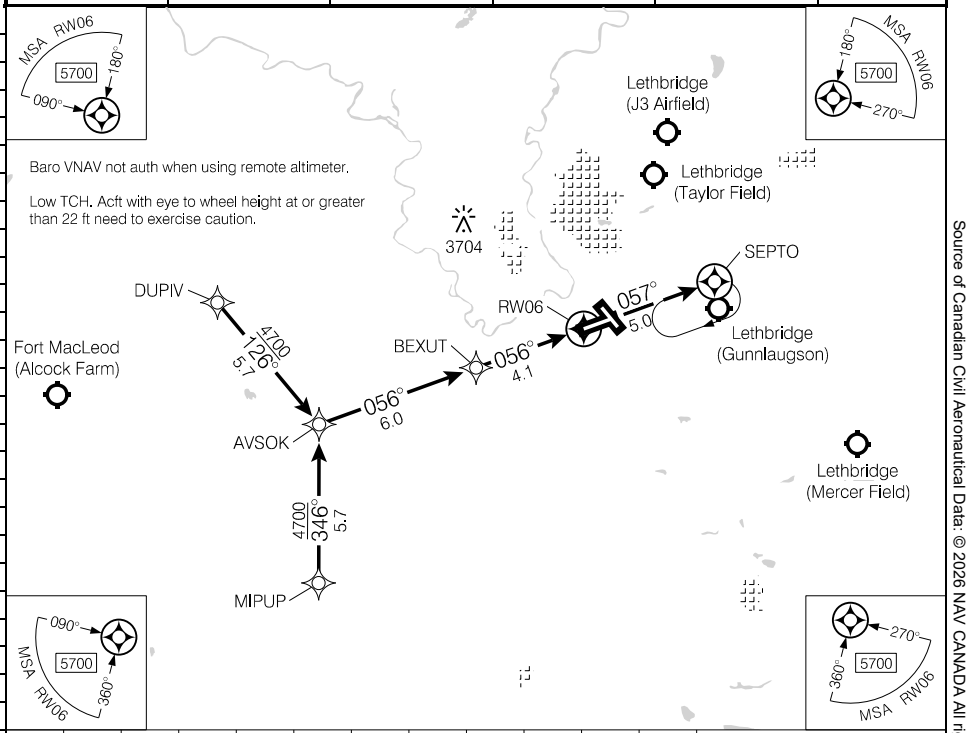
LETHBRIDGE, AB

# RNAV (GNSS) RWY 06

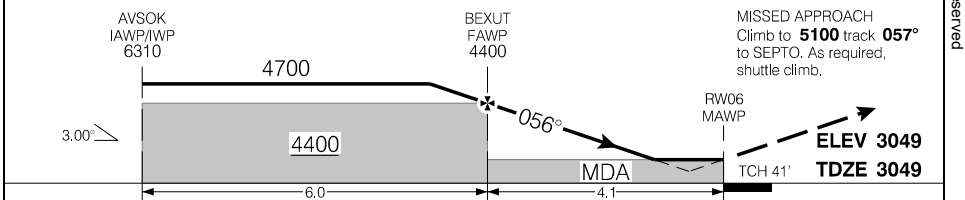
493749N 1124759W VAR 14°E

CYQL

| | | | | |
|---|---|---|---|---|
| ATIS – **124.4**<br>AWOS – **124.4** | CTR Edmonton – **132.75**<br>**265.2** | RADIO – **121.0**<br>TFC – **121.0** MF | | ARCAL 121.0(K)* |
| SAFE ALT 100 NM<br>**13,100** | WAAS<br>**Ch 80349**<br>W06A | APCH<br>CRS<br>**056°** | MIN ALT<br>BEXUT<br>**4400** | LDA<br>**6500** |




| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 10.1 | 9 | 8 | 7 | 6 | **5.1** | 4 | 3 | 2 | 1.2 | DIST FROM RW06 |
| | | 6310 | 5960 | 5640 | 5320 | 5000 | **4700** | 4360 | 4050 | 3730 | 3480 | ALT (3.00° APCH PATH) |




RASS: When using CZPC add **240'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **3249** | (200) | ½ | |
| LNAV/VNAV (min. -38°C, max. 54°C) | **3299** | (250) | 1 | |
| LNAV | **3480** | (431) | 1 | |

RNAV (GNSS) RWY 06 CYQL

EFF 17 APR 25



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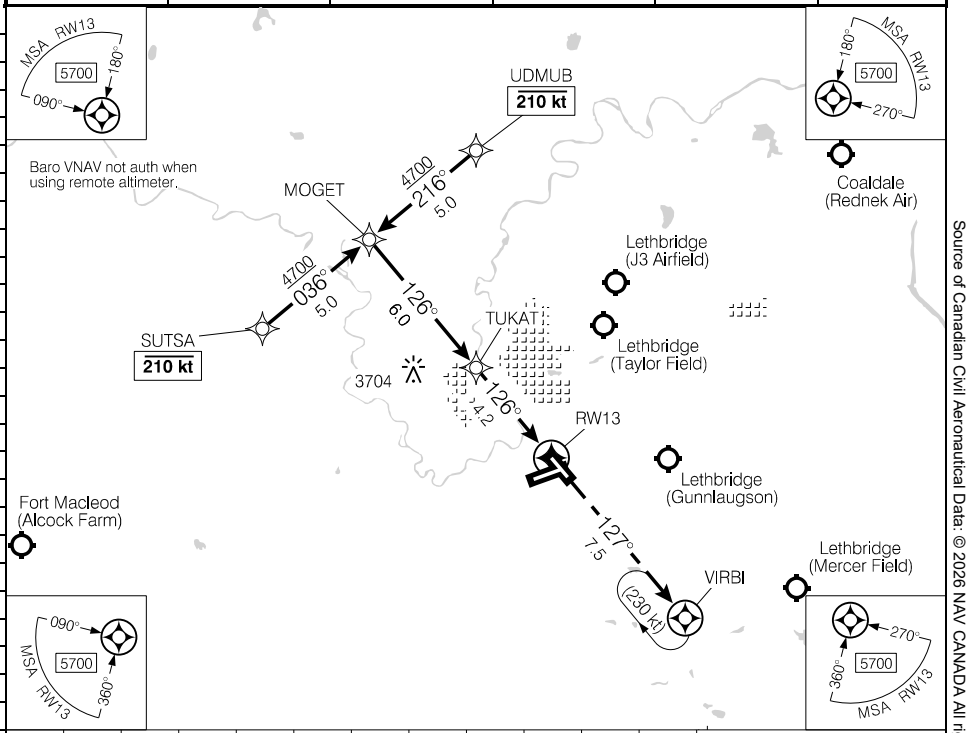
LETHBRIDGE, AB

# RNAV (GNSS) RWY 13

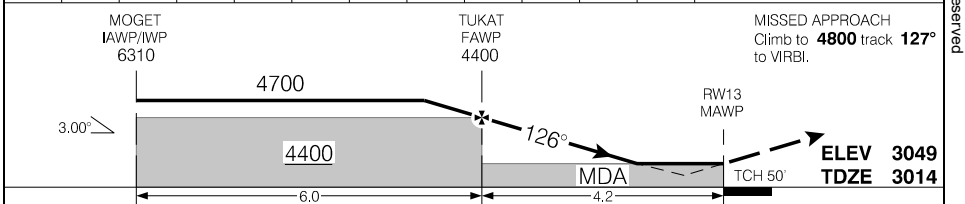
493749N 1124759W VAR 14°E

CYQL

| | | | |
|---|---|---|---|
| ATIS – **124.4**<br>AWOS – **124.4** | CTR Edmonton – **132.75**<br>**265.2** | RADIO – **121.0**<br>TFC – **121.0** MF | ARCAL 121.0(K)* |
| SAFE ALT 100 NM<br>**13,100** | WAAS<br>**Ch 80446**<br>W13A | APCH<br>CRS<br>**126°** | MIN ALT<br>TUKAT<br>**4400** | LDA<br>**5500** |




| (NM) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 10.2 | 9 | 8 | 7 | 6 | **5.2** | 4 | 3 | 2 | 1.5 | DIST FROM RW13 |
| | | 6310 | 5920 | 5600 | 5280 | 4970 | **4700** | 4330 | 4010 | 3690 | 3520 | ALT (3.00° APCH PATH) |




RASS: When using CZPC add **240'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **3505** | (500) | 1¾ | |
| LNAV/VNAV (min. -24°C, max. 53°C) | **3505** | (500) | 1¾ | |
| LNAV | **3520** | (515) | 1½ | |

RNAV (GNSS) RWY 13

CYQL

EFF 17 APR 25



Canada Air Pilot
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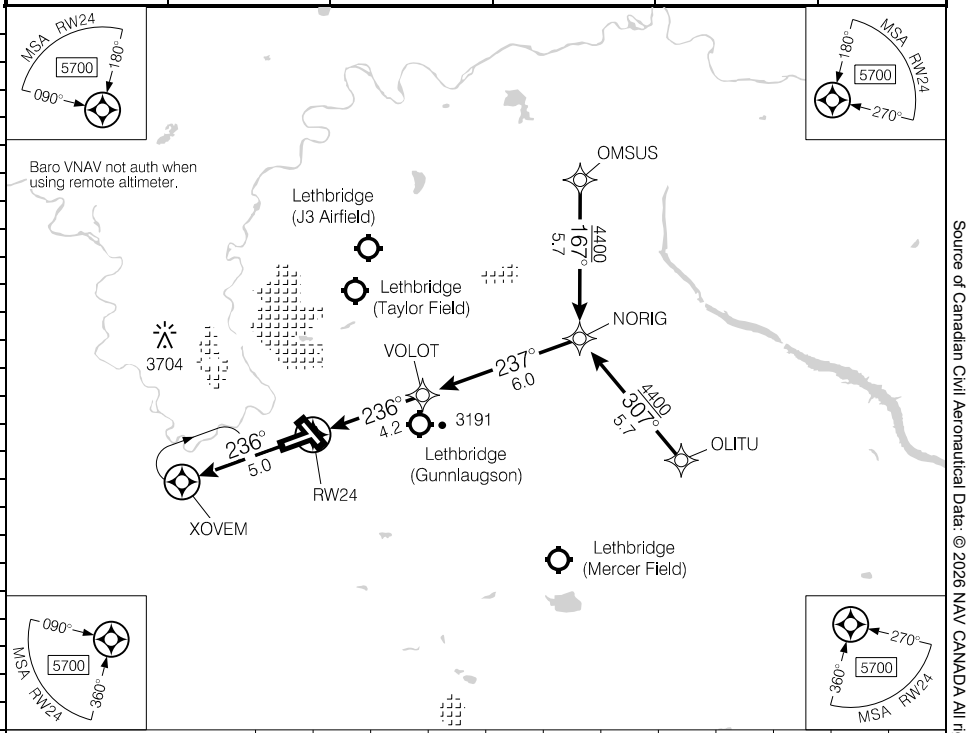
LETHBRIDGE, AB

# RNAV (GNSS) RWY 24

493749N 1124759W VAR 14°E

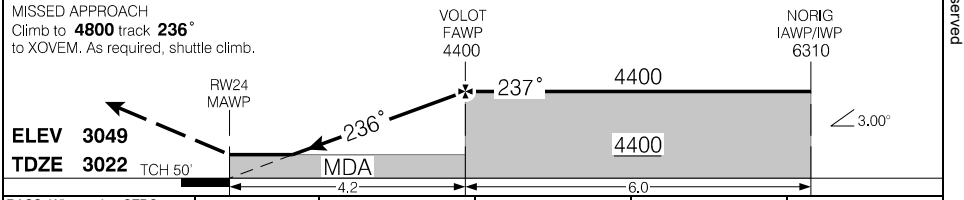
CYQL

| | | | | |
|---|---|---|---|---|
| ATIS – **124.4**<br>AWOS – **124.4** | CTR Edmonton – **132.75**<br>**265.2** | RADIO – **121.0**<br>TFC – **121.0** MF | | ARCAL 121.0(K)*<br>P2 AO |
| SAFE ALT 100 NM<br>**13,100** | WAAS<br>**Ch 80231**<br>W24A | APCH<br>CRS<br>**236°** | MIN ALT<br>VOLOT<br>**4400** | LDA<br>**6500** |




| DIST FROM RW24 | 1.2 | 2 | 3 | **4.2** | 5 | 6 | 7 | 8 | 9 | 10.2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 3440 | 3700 | 4020 | **4400** | 4660 | 4980 | 5290 | 5610 | 5930 | 6310 | | |

MISSED APPROACH
Climb to **4800** track **236°**
to XOVEM. As required, shuttle climb.




RASS: When using CZPC add **240'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **3265** | (250) | 1 | |
| LNAV/VNAV (min. -38°C, max. 53°C) | **3312** | (297) | 1 | |
| LNAV | **3440** | (425) | 1¼ | |

# RNAV (GNSS) RWY 24

CYQL

EFF 17 APR 25



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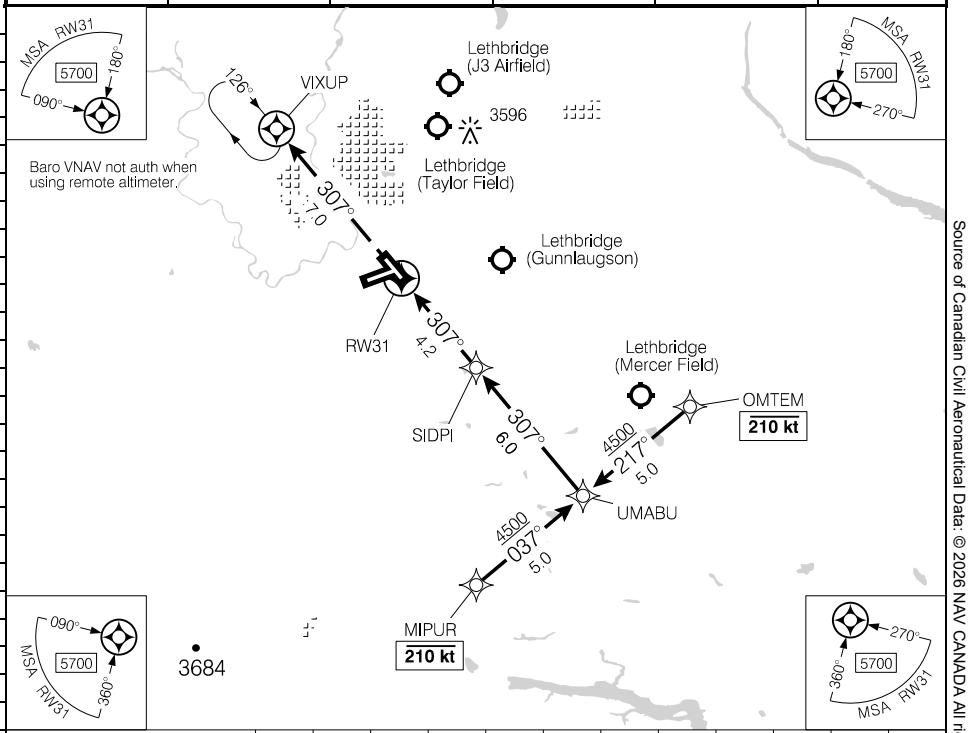
LETHBRIDGE, AB

# RNAV (GNSS) RWY 31

493749N 1124759W VAR 14°E

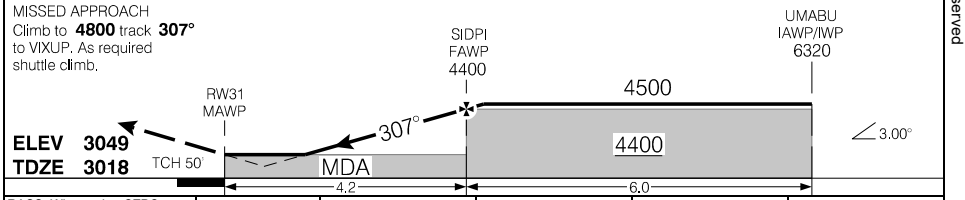
CYQL

| | | | | |
|---|---|---|---|---|
| ATIS – **124.4**<br>AWOS – **124.4** | CTR Edmonton – **132.75**<br>**265.2** | RADIO – **121.0**<br>TFC – **121.0** MF | | ARCAL 121.0(K)* |
| SAFE ALT 100 NM<br>**13,100** | WAAS<br>**Ch 80232**<br>W31A | APCH<br>CRS<br>**307°** | MIN ALT<br>SIDPI<br>**4400** | LDA<br>**5500** |




| DIST FROM RW31 | 1.4 | 2 | 3 | **4.5** | 5 | 6 | 7 | 8 | 9 | 10.2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 3520 | 3700 | 4020 | **4500** | 4660 | 4980 | 5300 | 5620 | 5930 | 6320 | | |

MISSED APPROACH
Climb to **4800** track **307°**
to VIXUP. As required
shuttle climb.




RASS: When using CZPC add **240'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **3518** | (500) | 1¾ | |
| LNAV/VNAV (min. -24°C, max. 53°C) | **3518** | (500) | 1¾ | |
| LNAV | **3520** | (502) | 1½ | |

# RNAV (GNSS) RWY 31

CYQL

EFF 17 APR 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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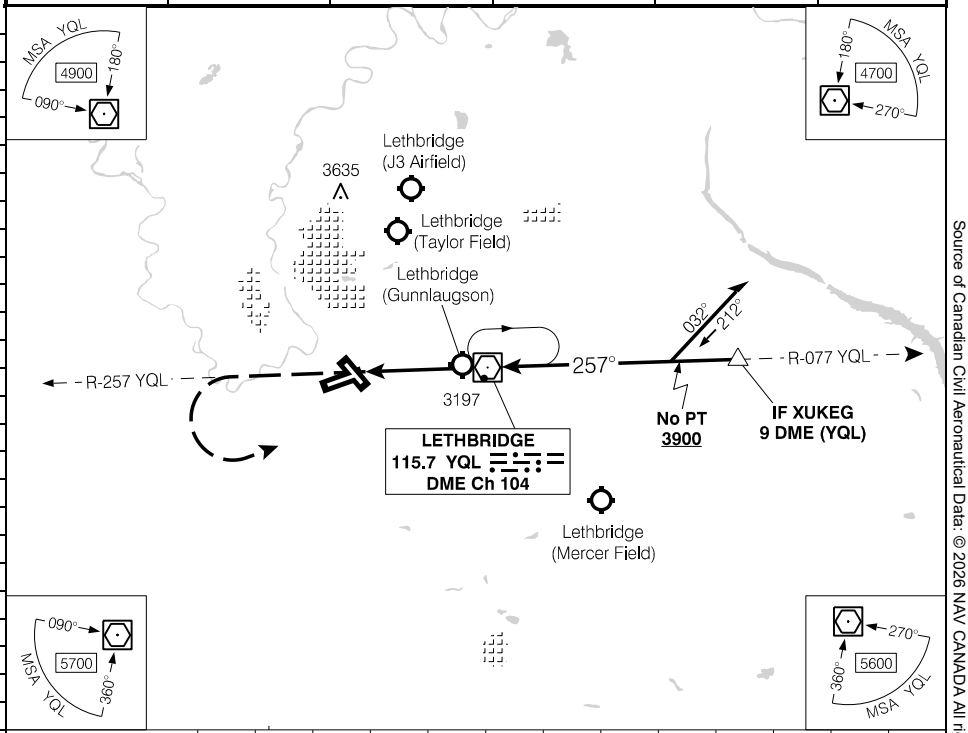
LETHBRIDGE, AB

# VOR RWY 24

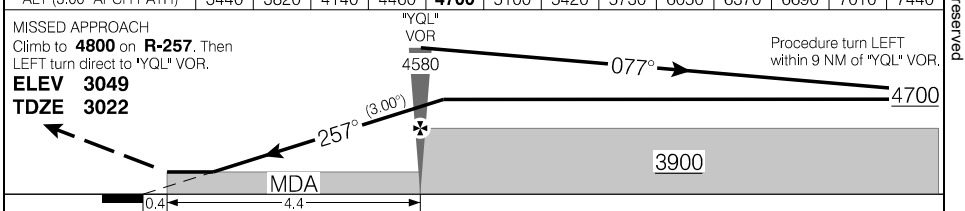
493749N 1124759W VAR 11°E

CYQL

| | | | | |
|---|---|---|---|---|
| ATIS – **124.4**<br>AWOS – **124.4** | CTR Edmonton – **132.75**<br>**265.2** | RADIO – **121.0**<br>TFC – **121.0** MF | | ARCAL 121.0(K)* |
| SAFE ALT 100 NM<br>**13,100** | VOR<br>YQL<br>**115.7** | APCH<br>CRS<br>**257°** | MIN ALT<br>YQL<br>**3900** | LDA<br>**6500** |




| DIST FROM MAP | 0.8 | 2 | 3 | 4 | **4.8** | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13.4 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 3440 | 3820 | 4140 | 4460 | **4700** | 5100 | 5420 | 5730 | 6050 | 6370 | 6690 | 7010 | 7440 |




RASS: When using CZPC add **240'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| VOR | **3440** | (418) | 1¼ | |

VOR 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** |

# VOR RWY 24

CYQL

EFF 17 APR 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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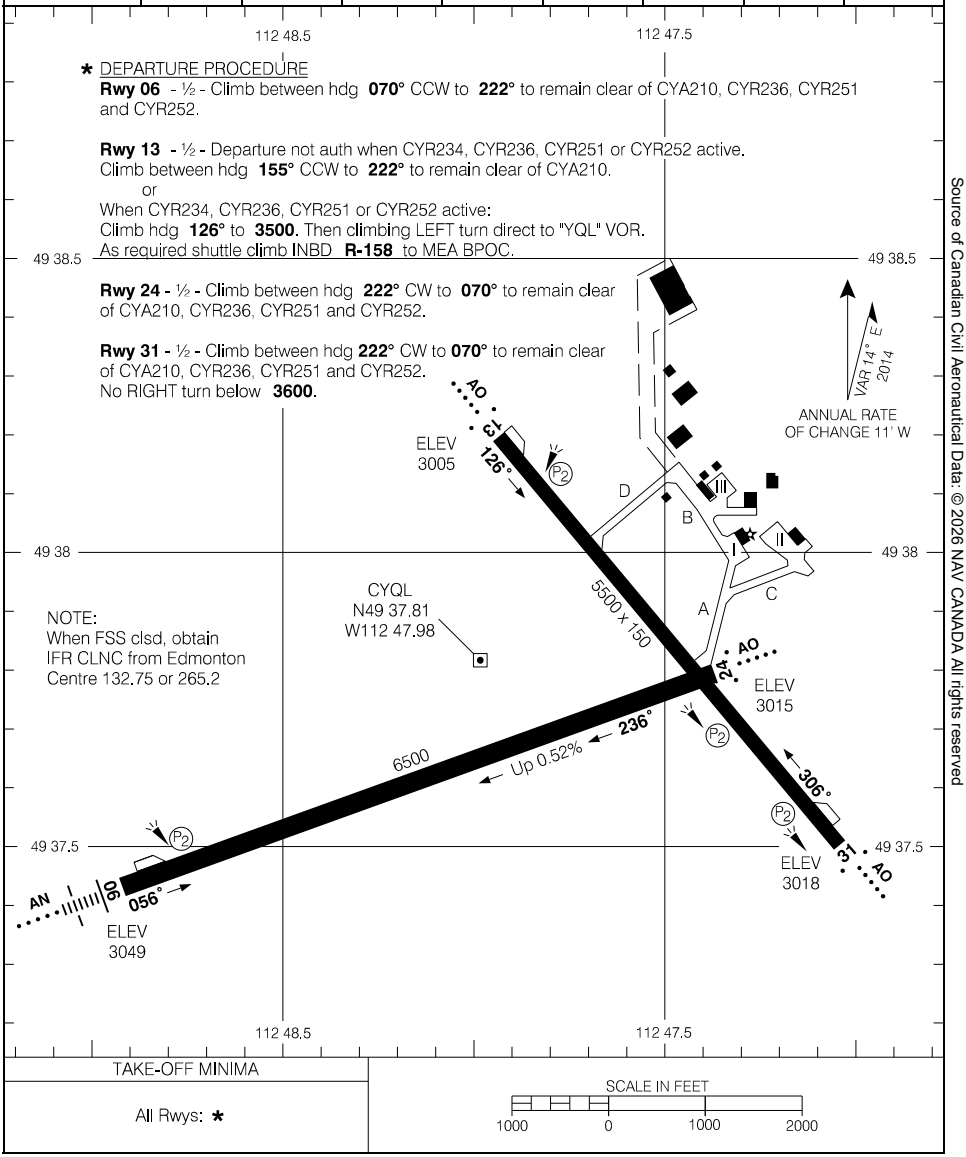
LETHBRIDGE, AB

# AERODROME CHART — CYQL

| | | | |
|---|---|---|---|
| ATIS – **124.4**<br>AWOS – **124.4** | | RADIO – **121.0**<br>TFC – **121.0** MF | CTR Edmonton – **132.75 265.2**<br>RADIO Edmonton – **123.47** |

| DECL DISTS | 06 | 24 | 13 | 31 |
|---|---|---|---|---|
| TORA | 6500 | 6500 | 5500 | 5500 |
| TODA | 7484 | 7484 | 6484 | 6484 |
| ASDA | 6500 | 6500 | 5500 | 5500 |
| LDA | 6500 | 6500 | 5500 | 5500 |




| TAKE-OFF MINIMA | SCALE IN FEET |
|---|---|
| All Rwys: * | 1000 0 1000 2000 |

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# AERODROME CHART — CYQL

EFF 15 JUN 23



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

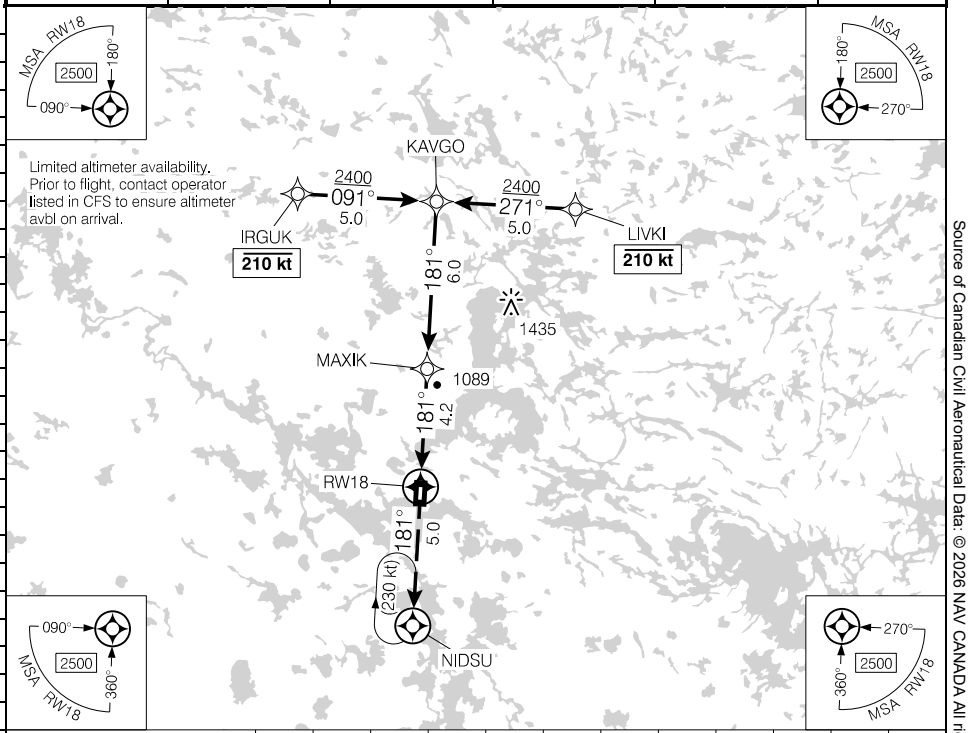
LITTLE GRAND RAPIDS, MB

# RNAV (GNSS) RWY 18

520242N 0952758W VAR 2°E

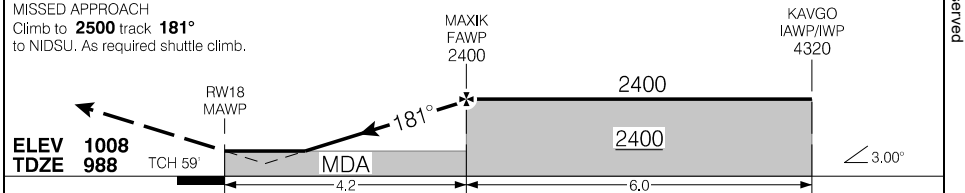
CZGR

| | | | | | |
|---|---|---|---|---|---|
| | | UNICOM – **122.8** (AU) ATF | | | ARCAL 122.8(K) P1 |
| SAFE ALT 100 NM **3000** | WAAS **Ch 80784** W18A | APCH CRS **181°** | MIN ALT MAXIK **2400** | LDA **2800** | |




| DIST FROM RW18 | 1.4 | 2 | 3 | **4.2** | 5 | 6 | 7 | 8 | 9 | 10.2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 1500 | 1680 | 2000 | **2400** | 2640 | 2960 | 3280 | 3590 | 3910 | 4320 | | |

MISSED APPROACH
Climb to **2500** track **181°**
to NIDSU. As required shuttle climb.




RASS: When using CYBV add **180'**. When using CZTA add **160'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1488** | (500) | 1¾ | |
| LNAV | **1500** | (512) | 1½ | |

# RNAV (GNSS) RWY 18

CZGR

EFF 22 JAN 26



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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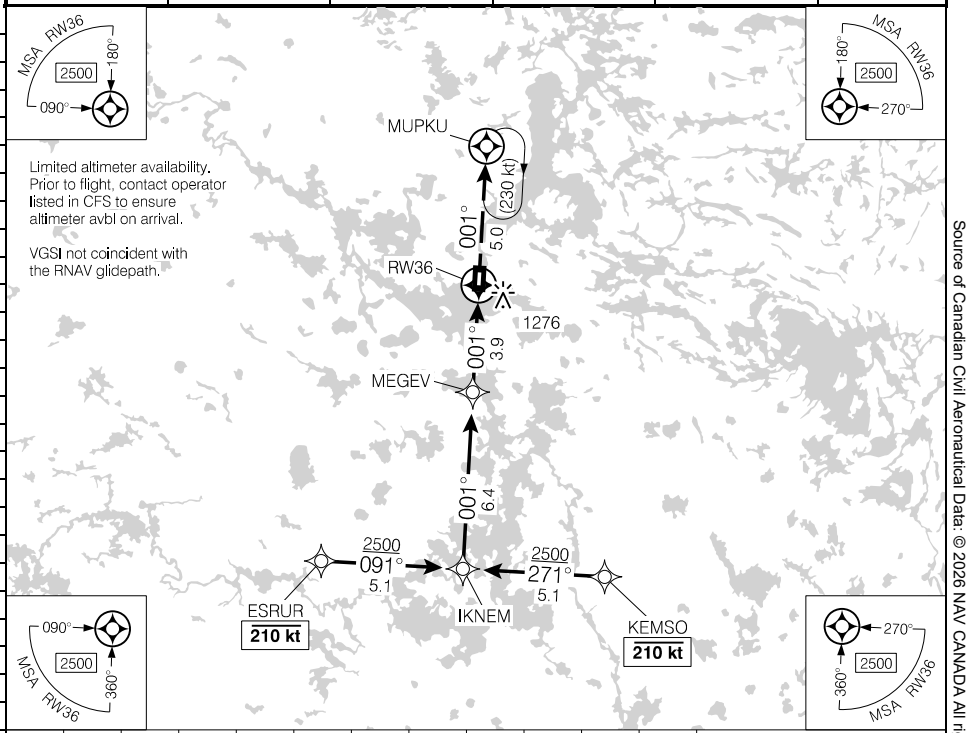
LITTLE GRAND RAPIDS, MB

# RNAV (GNSS) RWY 36

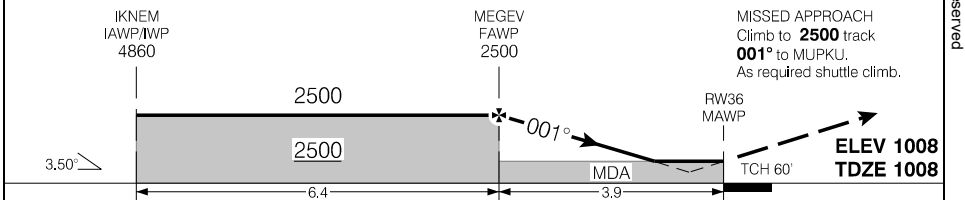
520242N 0952758W VAR 2°E

CZGR

| | | UNICOM – **122.8** (AU) ATF | | ARCAL 122.8(K) P1 |
|---|---|---|---|---|
| SAFE ALT 100 NM **3000** | WAAS **Ch 80836** W36A | APCH CRS **001°** | MIN ALT MEGEV **2500** | LDA **2800** |




| (NM) | 10.2 | 9 | 8 | 7 | 6 | 5 | **3.9** | 3 | 2 | 1.2 | DIST FROM RW36 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 4860 | 4410 | 4040 | 3670 | 3300 | 2930 | **2500** | 2180 | 1810 | 1520 | ALT (3.50° APCH PATH) |




RASS: When using CYBV add **180'**. When using CZTA add **160'**. Circling minima apply for CAT C/D only.

| Knots | ft/min | Min:Sec |
|---|---|---|
| 70 | 440 | |
| 90 | 560 | |
| 110 | 690 | |
| 130 | 810 | |
| 150 | 930 | |

| CATEGORY | A | | B | | C | | D | |
|---|---|---|---|---|---|---|---|---|
| LPV | **1508** | | (500) | | 1½ | | | |
| LNAV | **1520** | | (512) | | 1½ | | | |
| CIRCLING | **1620** | (612) | 1½ | | **1620** | (612) | 2 | |

# RNAV (GNSS) RWY 36

CZGR

EFF 22 JAN 26



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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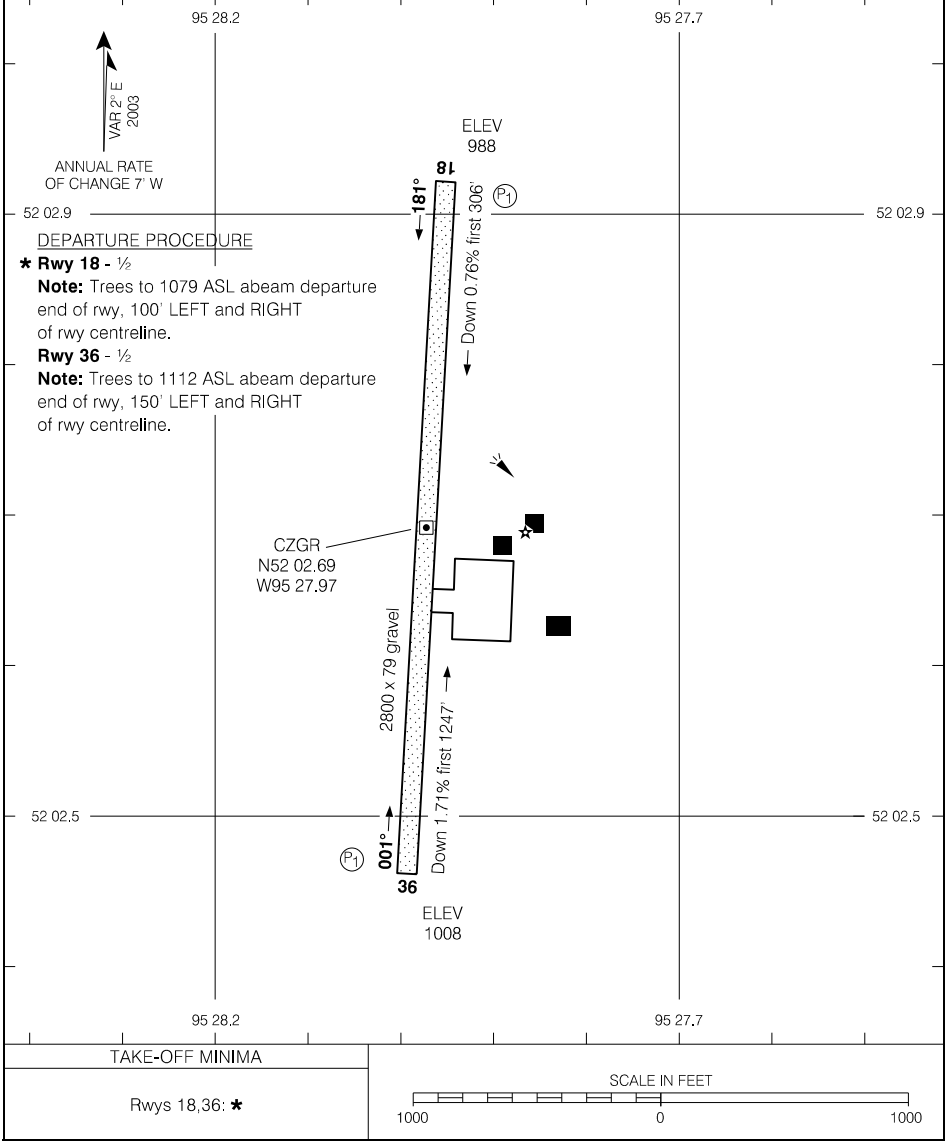
LITTLE GRAND RAPIDS, MB

# AERODROME CHART — CZGR

UNICOM – **122.8** (AU)

ATF

| DECL DISTS | 18 | 36 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 2800 | 2800 | | | | | | |
| TODA | 2836 | 2812 | | | | | | |
| ASDA | 2800 | 2800 | | | | | | |
| LDA | 2800 | 2800 | | | | | | |




TAKE-OFF MINIMA

Rwys 18,36: *

SCALE IN FEET

1000 0 1000

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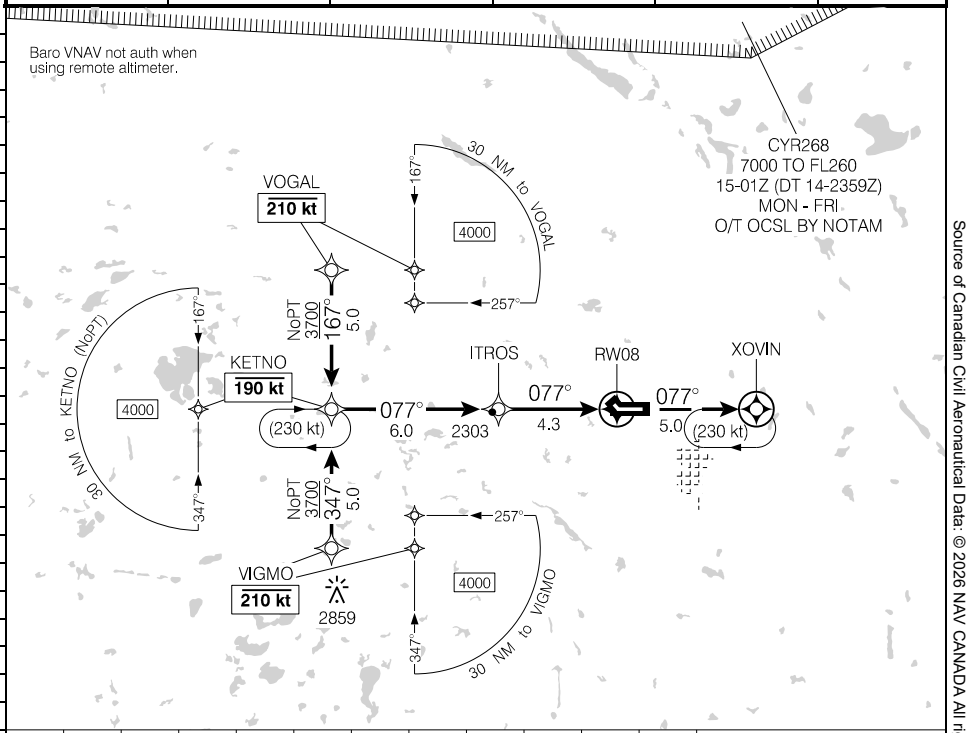
LLOYDMINSTER, AB

# RNAV (GNSS) RWY 08

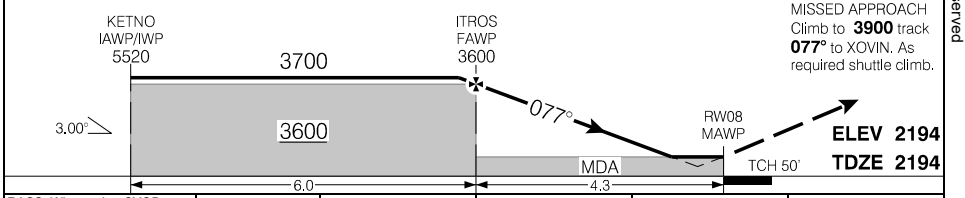
531838N 1100427W VAR 13°E

CYLL

| | | | | |
|---|---|---|---|---|
| AWOS – **128.55** | CTR Edmonton – **133.45** **340.7** | RADIO Lloyd – **122.2** TFC – **122.2** MF | | ARCAL 122.2(K) P1 |
| SAFE ALT 100 NM **4400** | WAAS **Ch 80404** W08A | APCH CRS **077°** | MIN ALT ITROS **3600** | LDA **5577** |




| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 10.3 | 9 | 8 | 7 | 6 | **4.6** | 4 | 3 | 2 | 0.9 | DIST FROM RW08 |
| | | 5520 | 5110 | 4790 | 4480 | 4160 | **3700** | 3520 | 3200 | 2880 | 2540 | ALT (3.00° APCH PATH) |




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

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2444** | (251) | 1 | |
| LNAV/VNAV (min. -22°C, max. 54°C) | **2447** | (254) | 1 | |
| LNAV | **2540** | (347) | 1 | |

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RNAV (GNSS) RWY 08 CYLL

EFF 10 AUG 23



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

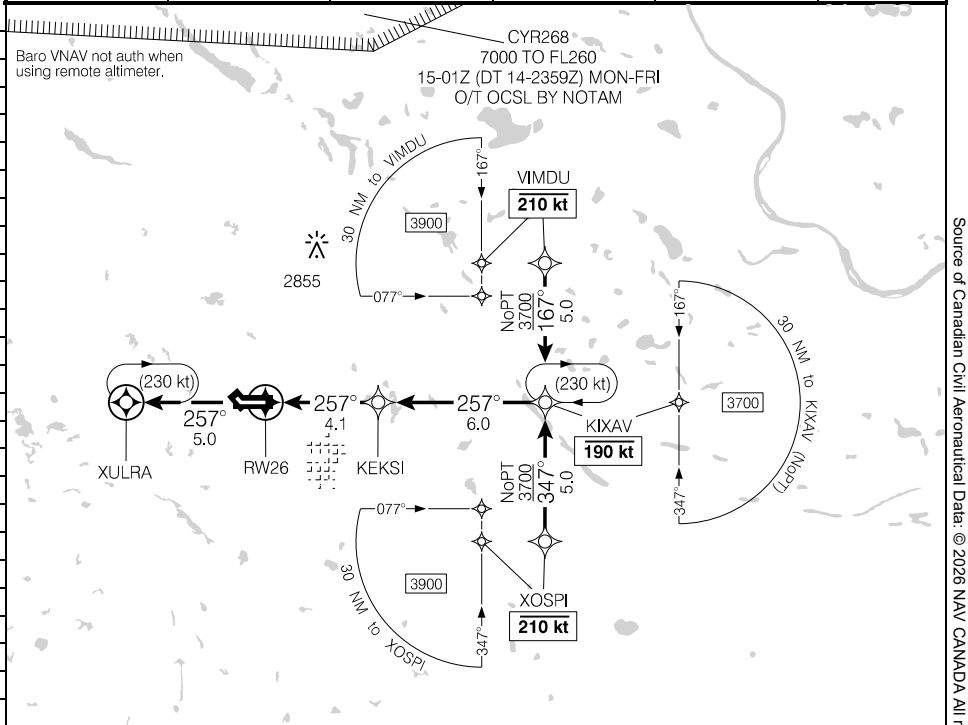
LLOYDMINSTER, AB

# RNAV (GNSS) RWY 26

531838N 1100427W VAR 13°E

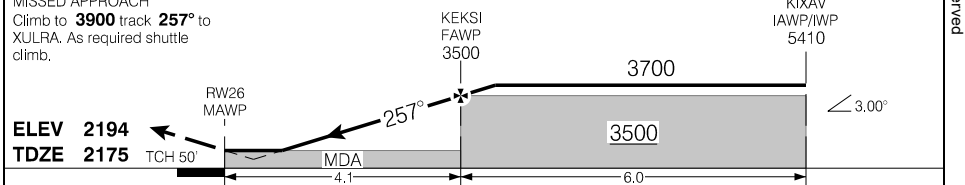
CYLL

| | | | | |
|---|---|---|---|---|
| AWOS – **128.55** | CTR Edmonton – **133.45** **340.7** | RADIO Lloyd – **122.2** TFC – **122.2** MF | | ARCAL 122.2(K) P1 |
| SAFE ALT 100 NM **4400** | WAAS **Ch 80405** W26A | APCH CRS **257°** | MIN ALT KEKSI **3500** | LDA **5577** |




| DIST FROM RW26 | 1.0 | 2 | 3 | 4 | **4.7** | 6 | 7 | 8 | 9 | 10.1 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2540 | 2850 | 3160 | 3480 | **3700** | 4120 | 4440 | 4760 | 5080 | 5410 | | |

MISSED APPROACH
Climb to **3900** track **257°** to XULRA. As required shuttle climb.




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

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2409** | (250) | 1 | |
| LNAV/VNAV (min. -25°C, max. 54°C) | **2555** | (397) | 1½ | |
| LNAV | **2540** | (382) | 1¼ | |

# RNAV (GNSS) RWY 26

CYLL

EFF 10 AUG 23



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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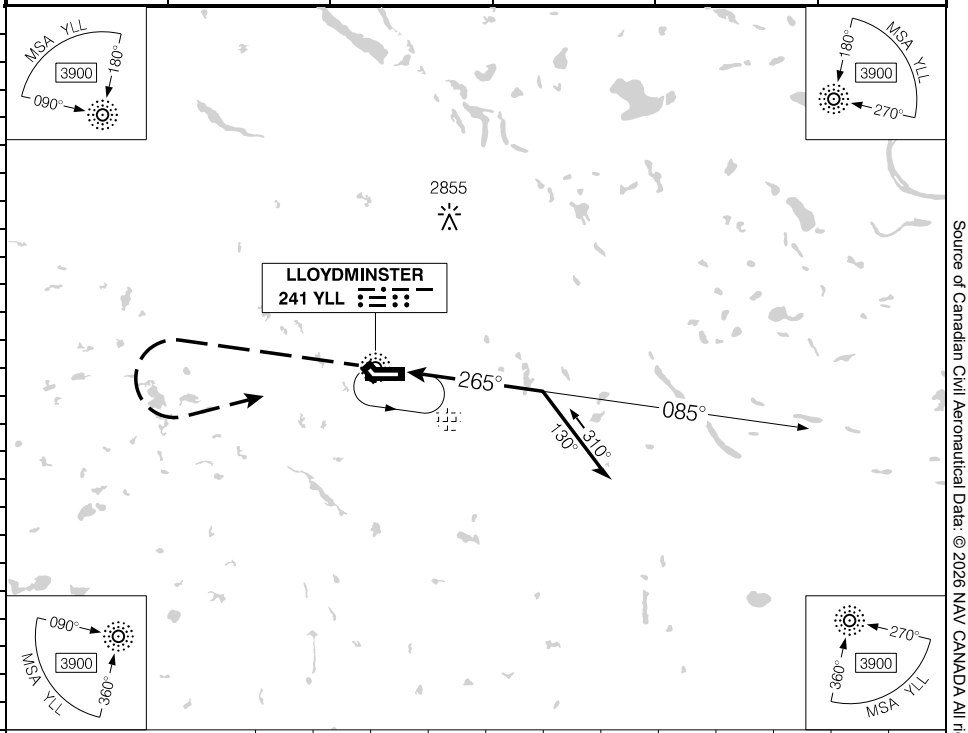
LLOYDMINSTER, AB

# NDB RWY 26

531838N 1100427W VAR 13°E

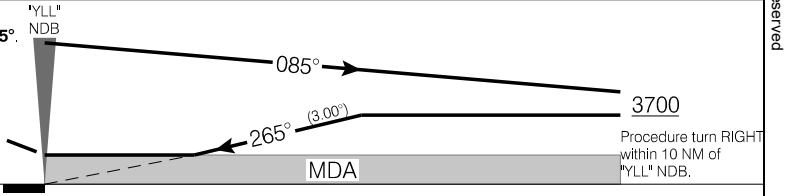
CYLL

| | | | | |
|---|---|---|---|---|
| AWOS – **128.55** | CTR Edmonton – **133.45** **340.7** | RADIO Lloyd – **122.2** TFC – **122.2** MF | | ARCAL 122.2(K) P1 7.7° |
| SAFE ALT 100 NM **4400** | NDB YLL **241** | APCH CRS **265°** | | LDA **5577** |




| DIST FROM "YLL" NDB | | | 2.6 | 4 | 5 | **5.5** | 7 | 8 | 9 | 10 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | | 2780 | 3220 | 3540 | **3700** | 4170 | 4490 | 4810 | 5130 | | |

MISSED APPROACH
Climb to **3900** track **265°**.
Then LEFT turn direct to "YLL" NDB.




**ELEV 2194**
**TDZE 2175**

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

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| NDB | **2780** (605) 1¾ | | | |
| CIRCLING | **2780** (586) 1¾ | | **2780** (586) 2 | **2800** (606) 2 |

# NDB RWY 26

CYLL

EFF 22 JAN 26



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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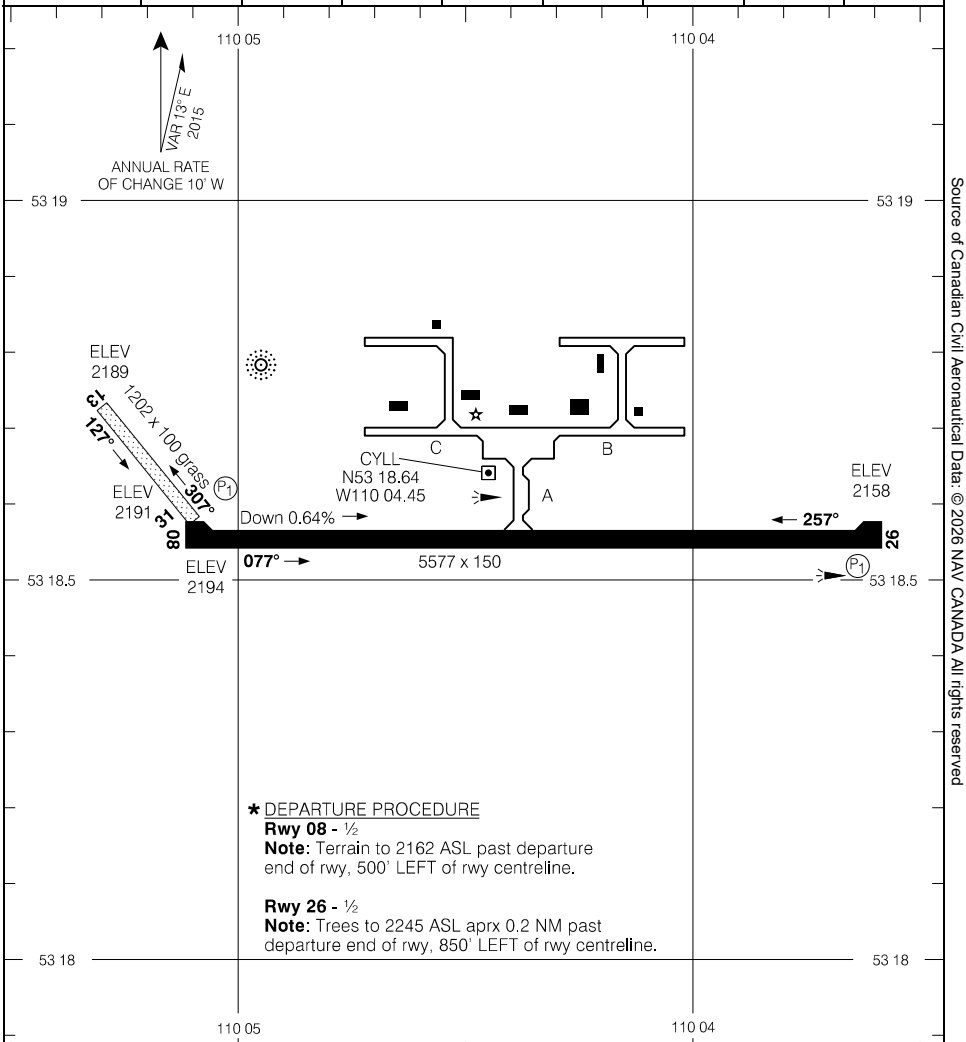
LLOYDMINSTER, AB

# AERODROME CHART — CYLL

| AWOS – **128.55** | | RADIO Lloyd – **122.2**<br>TFC – **122.2** MF | CTR Edmonton – **133.45 340.7**<br>RADIO Edmonton – **123.55** |
|---|---|---|---|

| DECL DISTS | 08 | 26 | 13 | 31 | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 5577 | 5577 | 1202 | 1202 | | | | |
| TODA | 5577 | 5577 | 1202 | 1202 | | | | |
| ASDA | 5577 | 5577 | 1202 | 1202 | | | | |
| LDA | 5577 | 5577 | 1202 | 1202 | | | | |




* DEPARTURE PROCEDURE

**Rwy 08 -** ½

**Note:** Terrain to 2162 ASL past departure end of rwy, 500' LEFT of rwy centreline.

**Rwy 26 -** ½

**Note:** Trees to 2245 ASL aprx 0.2 NM past departure end of rwy, 850' LEFT of rwy centreline.

| TAKE-OFF MINIMA | SCALE IN FEET |
|---|---|
| Rwys 08; 26: *****<br>Rwys 13; 31: NOT ASSESSED | 1000 0 1000 2000 |

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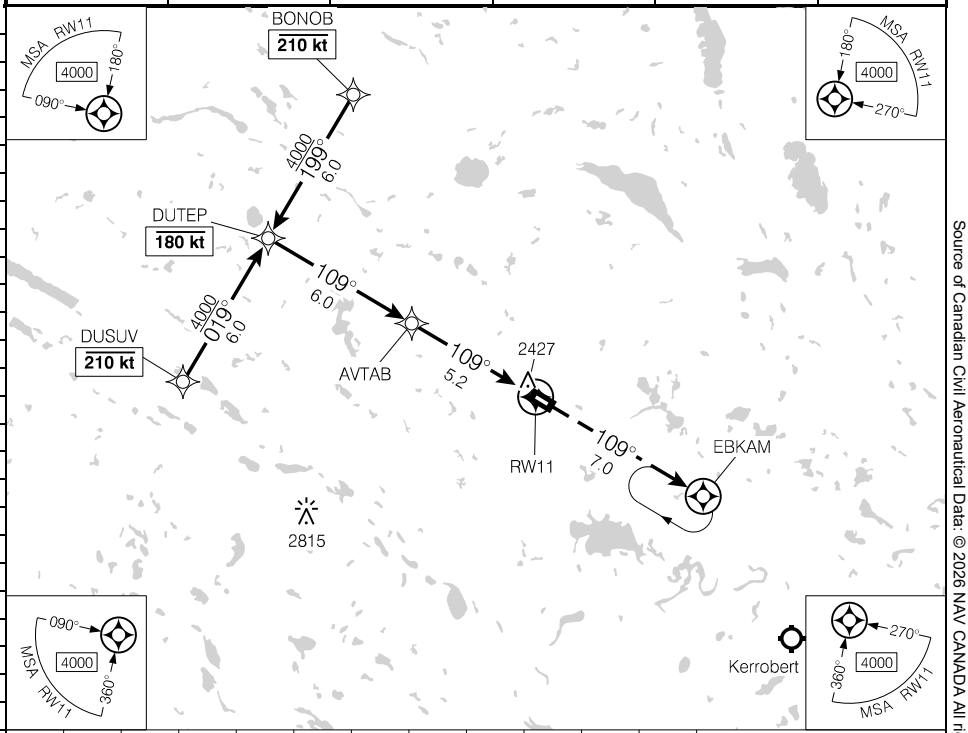
LUSELAND, SK

# RNAV (GNSS) RWY 11

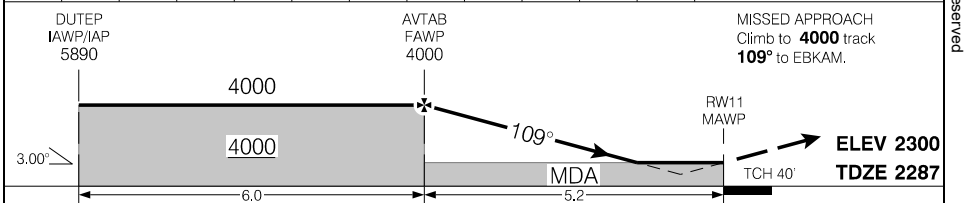
520410N 1092230W VAR 12°E

CJR2

| | RADIO Edmonton – **126.7** | TFC – **123.2** ATF | | ARCAL 123.2(J) |
|---|---|---|---|---|
| SAFE ALT 100 NM **4500** | WAAS **Ch 80954** W11A | APCH CRS **109°** | MIN ALT AVTAB **4000** | LDA **3010** |




| DIST FROM RW11 | 11.2 | 10 | 9 | 8 | 7 | 6 | **5.2** | 4 | 3 | 2 | 1.5 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 5890 | 5510 | 5190 | 4870 | 4560 | 4240 | **4000** | 3600 | 3280 | 2960 | 2800 |




RASS: Use CYKY.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2619** (332) | 1¼ | NOT AUTHORIZED | |
| LNAV | **2800** (513) | 1½ | NOT AUTHORIZED | |

RNAV (GNSS) RWY 11 CJR2

EFF 24 MAR 22



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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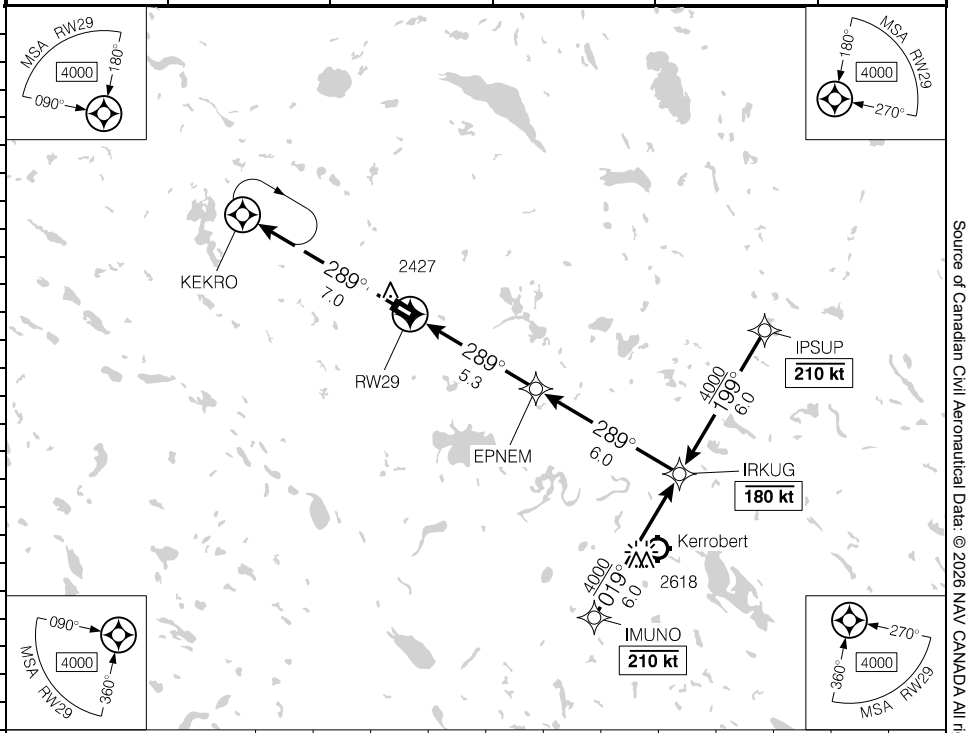
LUSELAND, SK

# RNAV (GNSS) RWY 29

520410N 1092230W VAR 12°E

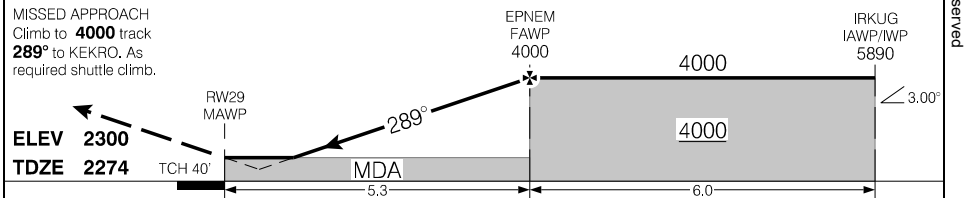
CJR2

| | | | | | |
|---|---|---|---|---|---|
| | RADIO Edmonton – **126.7** | | | | ARCAL 123.2(J) |
| | | TFC – **123.2** ATF | | | |
| SAFE ALT 100 NM **4500** | WAAS **Ch 80955** W29A | APCH CRS **289°** | MIN ALT EPNEM **4000** | LDA **3010** | |




| DIST FROM RW29 | 1.2 | 2 | 3 | 4 | **5.3** | 6 | 7 | 8 | 9 | 10 | 11.3 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2700 | 2940 | 3260 | 3580 | **4000** | 4210 | 4530 | 4850 | 5170 | 5490 | 5890 |

MISSED APPROACH
Climb to **4000** track **289°** to KEKRO. As required shuttle climb.




RASS: Use CYKY.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2594** (332) | 1¼ | NOT AUTHORIZED | |
| LNAV | **2700** (438) | 1½ | NOT AUTHORIZED | |

# RNAV (GNSS) RWY 29

CJR2

EFF 24 MAR 22



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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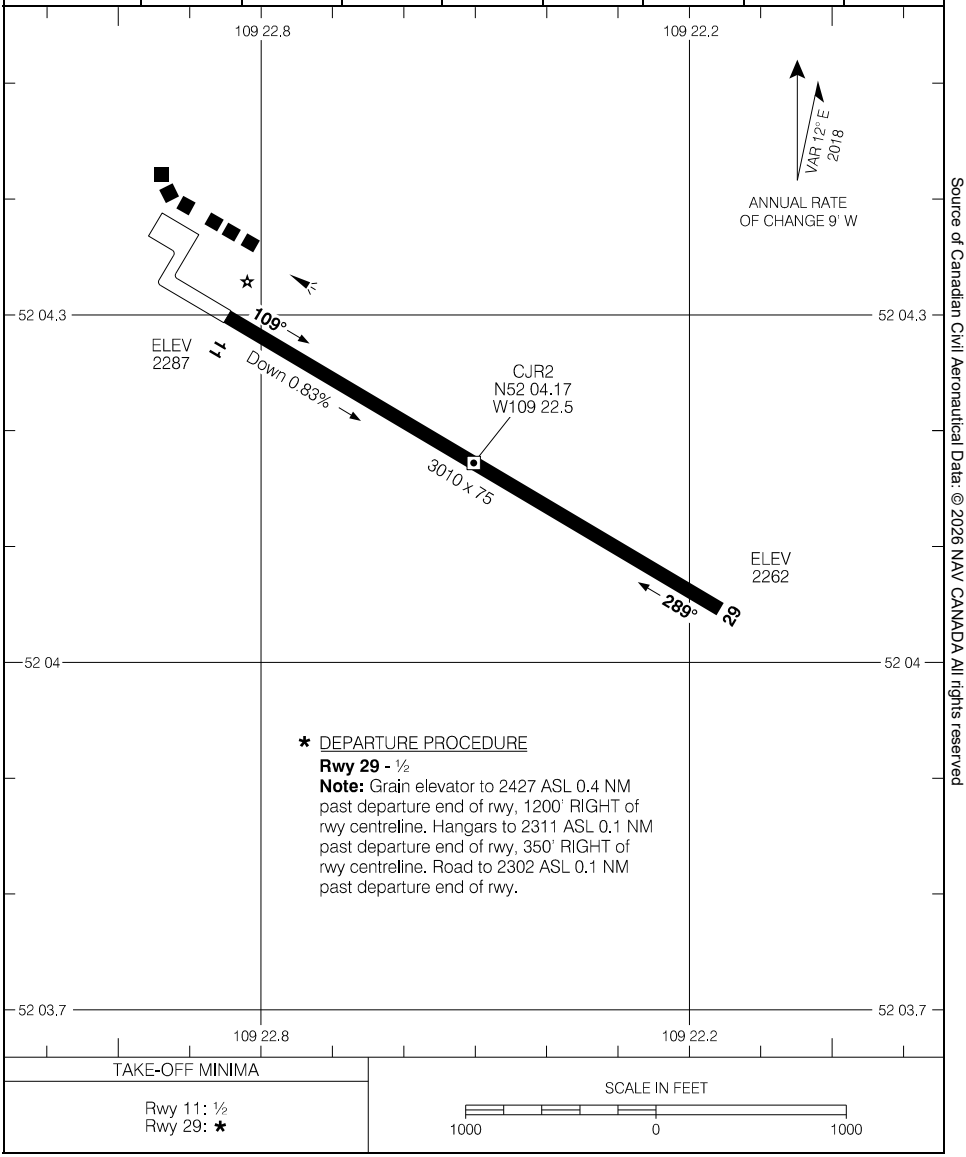
LUSELAND, SK

# AERODROME CHART

CJR2

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | TFC – **123.2** | | | ATF | RADIO Edmonton – **126.7** | |
| **DECL DISTS** | **11** | **29** | | | | | | |
| TORA | 3010 | 3010 | | | | | | |
| TODA | 3010 | 3010 | | | | | | |
| ASDA | 3010 | 3010 | | | | | | |
| LDA | 3010 | 3010 | | | | | | |

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AERODROME CHART CJR2

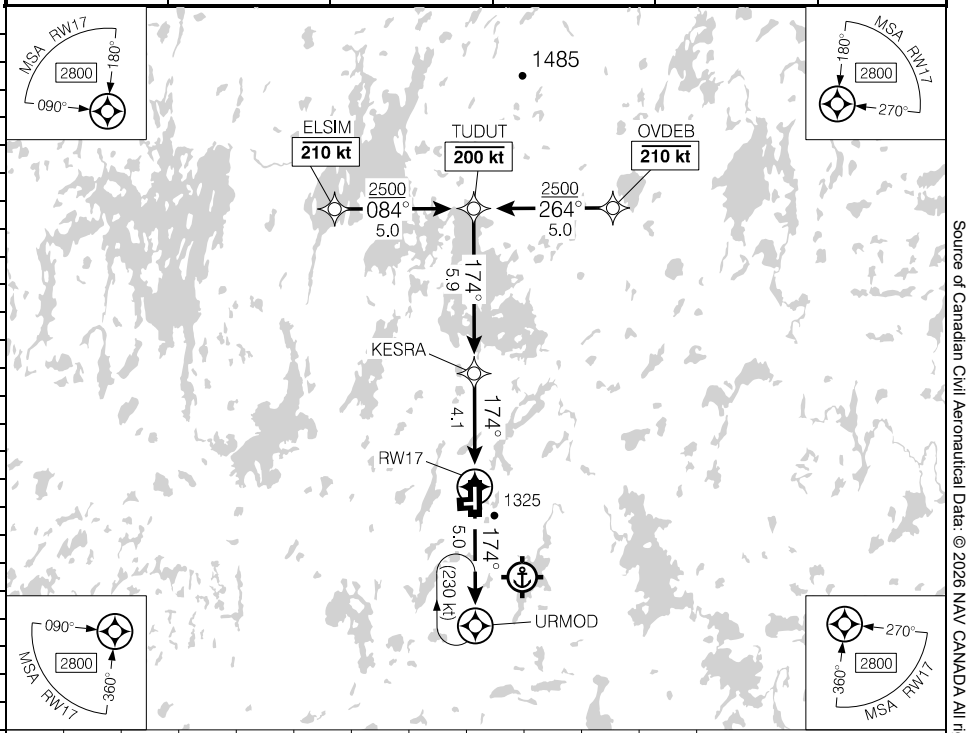
LYNN LAKE, MB

# RNAV (GNSS) RWY 17

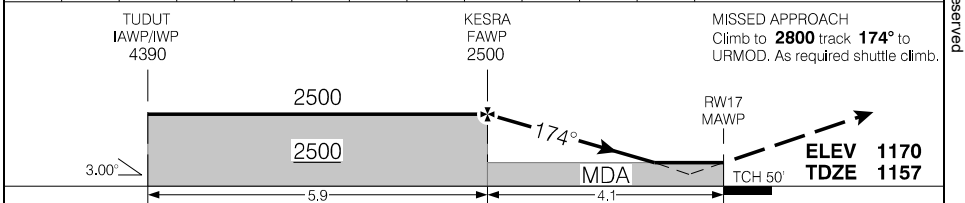
565152N 1010434W VAR 6°E

CYYL

| | | | | | |
|---|---|---|---|---|---|
| AWOS – **128.0** | CTR Winnipeg – **135.05** | | ◒ UNICOM – **122.3**<br>◒ TFC – **122.3** MF | | ARCAL 122.3(K) P1 |
| SAFE ALT 100 NM<br>**3000** | WAAS<br>**Ch 81163**<br>W17A | APCH<br>CRS<br>**174°** | MIN ALT<br>KESRA<br>**2500** | LDA<br>**5004** | |




| | | 10 | 9 | 8 | 7 | 6 | 5 | **4.1** | 3 | 2 | 1.2 | DIST FROM RW17 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 4390 | 4070 | 3750 | 3440 | 3120 | 2800 | **2500** | 2160 | 1840 | 1580 | ALT (3.00° APCH PATH) |




RASS: ◒ When using CYBT add **160'**. ◒ When using CZFG add **200'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1404** | (250) | 1 | |
| LNAV | **1580** | (426) | 1¼ | |

RNAV (GNSS) RWY 17

CYYL

EFF 12 JUN 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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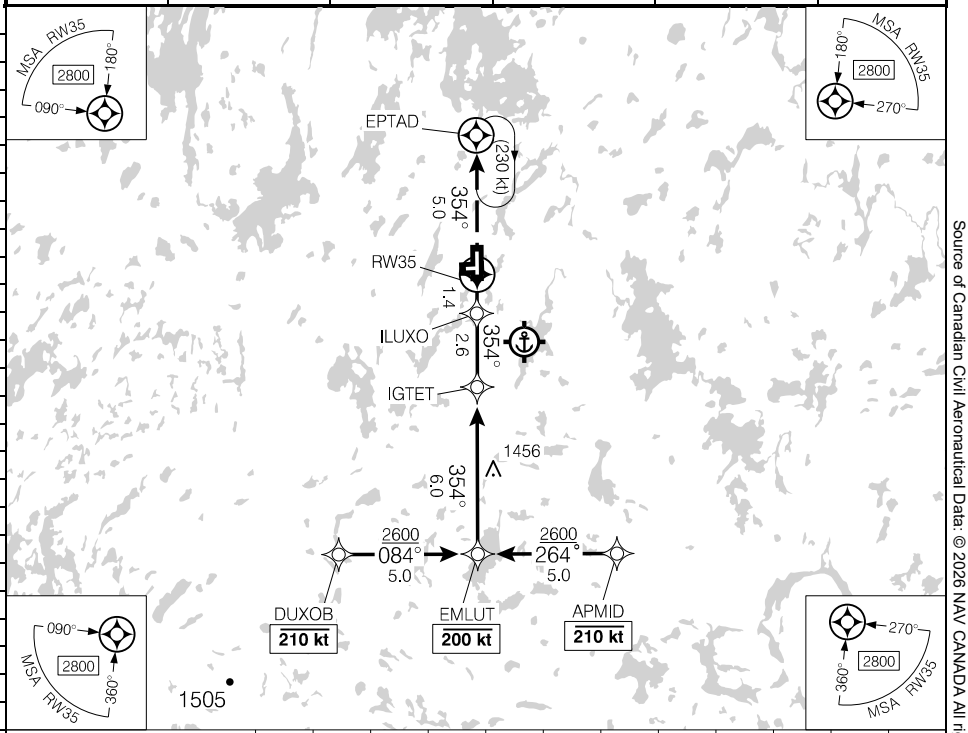
LYNN LAKE, MB

# RNAV (GNSS) RWY 35

565152N 1010434W VAR 6°E

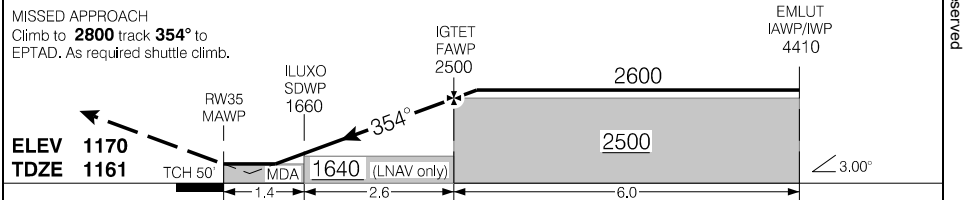
CYYL

| | | | | |
|---|---|---|---|---|
| AWOS – **128.0** | CTR Winnipeg – **135.05** | ◒ UNICOM – **122.3**<br>◒ TFC – **122.3** MF | | ARCAL 122.3(K) P1 |
| SAFE ALT 100 NM<br>**3000** | WAAS<br>**Ch 81164**<br>W35A | APCH<br>CRS<br>**354°** | MIN ALT<br>IGTET<br>**2500** | LDA<br>**5004** |




| DIST FROM RW35 | 0.9 | 2 | 3 | **4.4** | 5 | 6 | 7 | 8 | 9 | 10 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 1500 | 1850 | 2170 | **2600** | 2800 | 3120 | 3440 | 3760 | 4080 | 4410 | | |

MISSED APPROACH
Climb to **2800** track **354°** to EPTAD. As required shuttle climb.




RASS: ◒ When using CYBT add **160'**. ◒ When using CZFG add **200'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1411** | (250) | 1 | |
| LNAV | **1500** | (339) | 1 | |

RNAV (GNSS) RWY 35 CYYL

EFF 12 JUN 25



Canada Air Pilot
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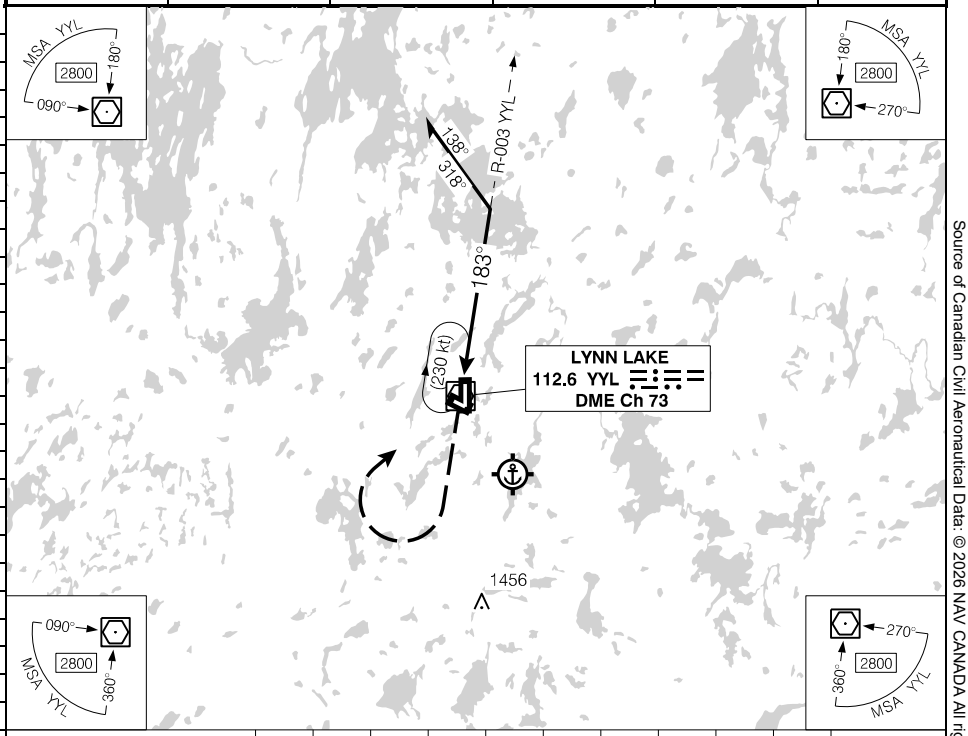
LYNN LAKE, MB

# VOR RWY 17

565152N 1010434W VAR 7°E

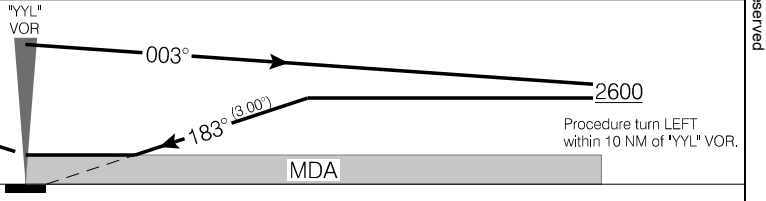
CYYL

| | | | | |
|---|---|---|---|---|
| AWOS – **128.0** | CTR Winnipeg – **135.05** | ◒ UNICOM – **122.3**<br>◒ TFC – **122.3** MF | | ARCAL 122.3(K) |
| SAFE ALT 100 NM<br>**3000** | VOR<br>YYL<br>**112.6** | APCH<br>CRS<br>**183°** | | LDA<br>**5004** |




| DIST FROM YYL | | 1.9 | 3 | 4 | **4.9** | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | 1660 | 2010 | 2330 | **2600** | 2960 | 3280 | 3600 | 3920 | 4240 |

MISSED APPROACH
Climb to **2800** on **R-183**.
Then RIGHT turn direct to "YYL" VOR.




**ELEV 1170**
**TDZE 1157**

RASS: ◒ When using CYBT add **160'**. ◒ When using CZFG add **200'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| VOR | **1660** | (503) | 1½ | |

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

# VOR RWY 17

CYYL

EFF 7 AUG 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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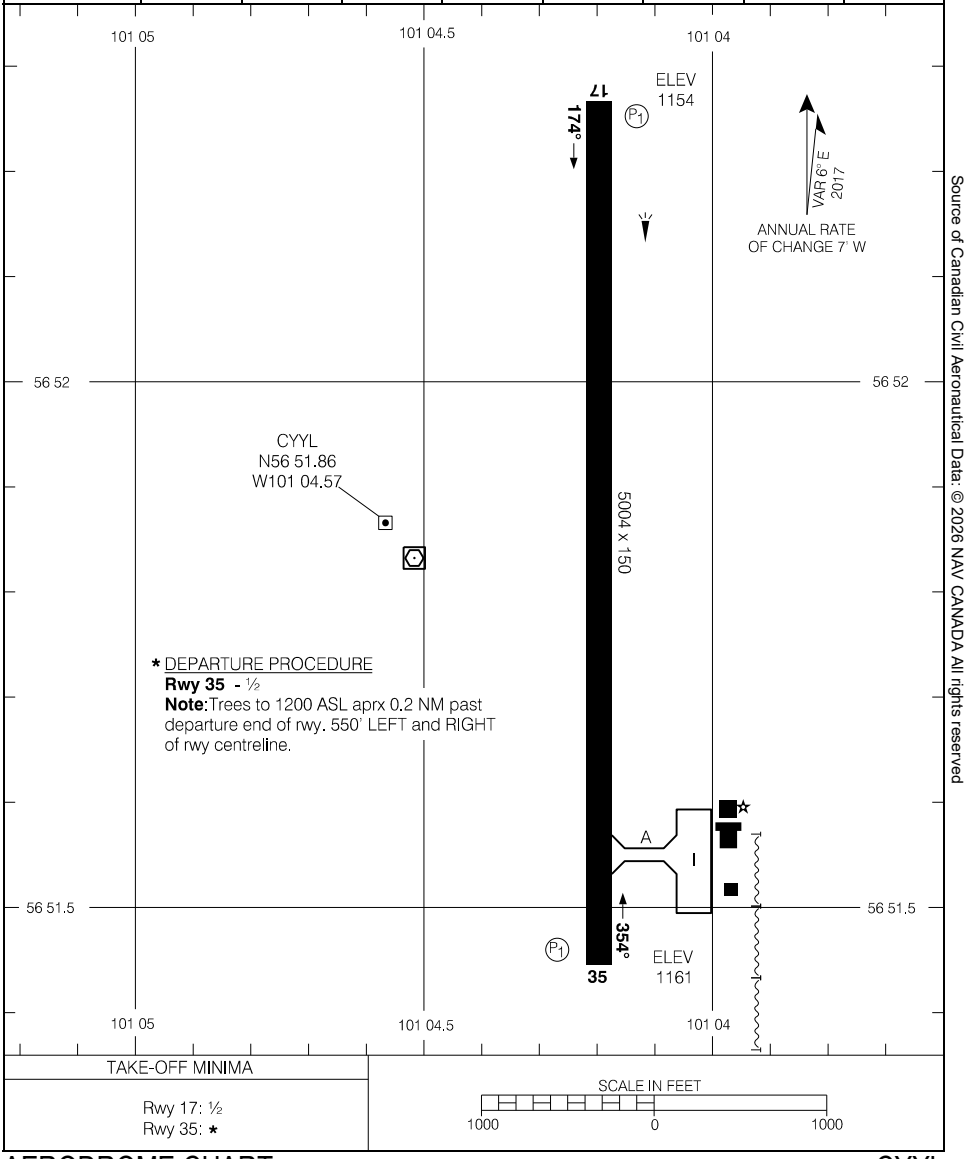
LYNN LAKE, MB

# AERODROME CHART

CYYL

| AWOS – **128.0** | | UNICOM – **122.3**<br>TFC – **122.3** MF | CTR Winnipeg – **135.05**<br>RADIO Edmonton – **123.47** |
|---|---|---|---|

| DECL DISTS | 17 | 35 |
|---|---|---|
| TORA | 5004 | 5004 |
| TODA | 5988 | 5988 |
| ASDA | 5004 | 5004 |
| LDA | 5004 | 5004 |




| TAKE-OFF MINIMA |
|---|
| Rwy 17: ½<br>Rwy 35: * |

SCALE IN FEET
1000 0 1000

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# AERODROME CHART

CYYL

EFF 12 JUN 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

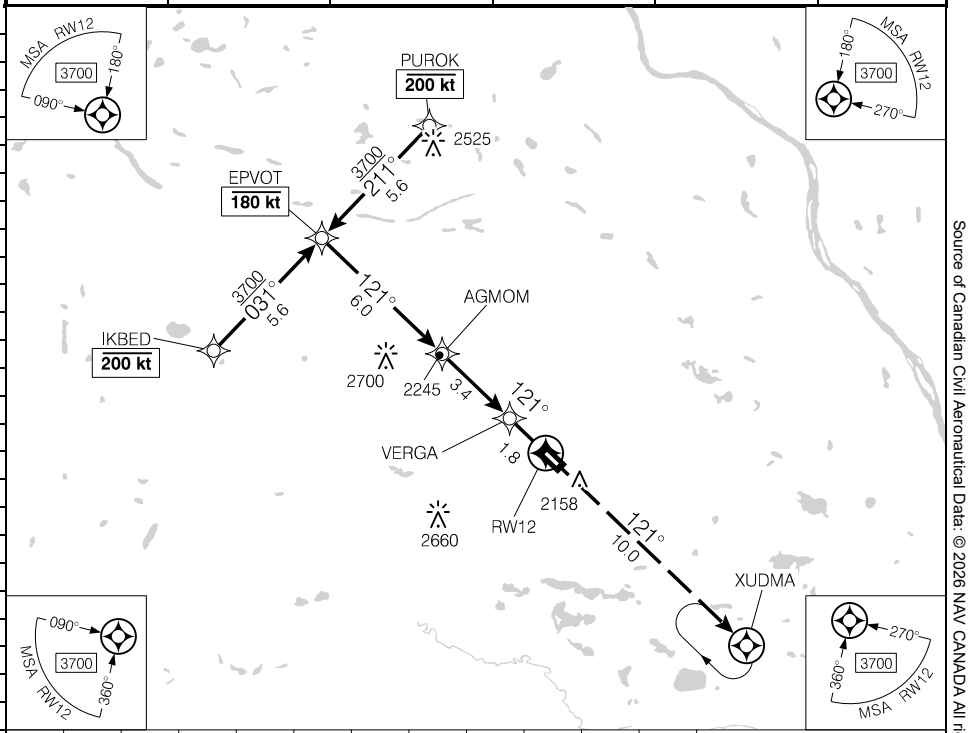
MAIDSTONE, SK

# RNAV (GNSS) RWY 12

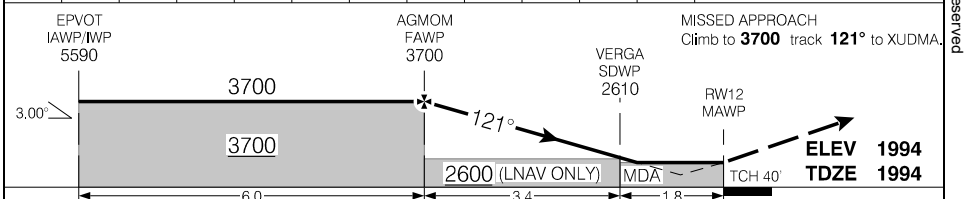
530552N 1091944W VAR 13°E

CJH3

| | | | | |
|---|---|---|---|---|
| AUTO Lloydminster – **128.55** | RADIO Edmonton – **123.37** | TFC – **123.2** ATF | | ARCAL 123.2(K) |
| SAFE ALT 100 NM **4600** | WAAS **Ch 80414** W12A | APCH CRS **121°** | MIN ALT AGMOM **3700** | LDA **3610** |




| (NM) | 11.2 | 10 | 9 | 8 | 7 | 6 | **5.2** | 4 | 3 | 1.5 | | DIST FROM RW12 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5590 | 5220 | 4900 | 4580 | 4260 | 3940 | **3700** | 3310 | 2990 | 2520 | | ALT (3.00° APCH PATH) |




RASS: Use CYLL. When using CYQW add **30'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2494** | (500) | 1¾ | NOT AUTHORIZED |
| LNAV | **2520** | (526) | 1¾ | NOT AUTHORIZED |

RNAV (GNSS) RWY 12 CJH3

EFF 3 NOV 22



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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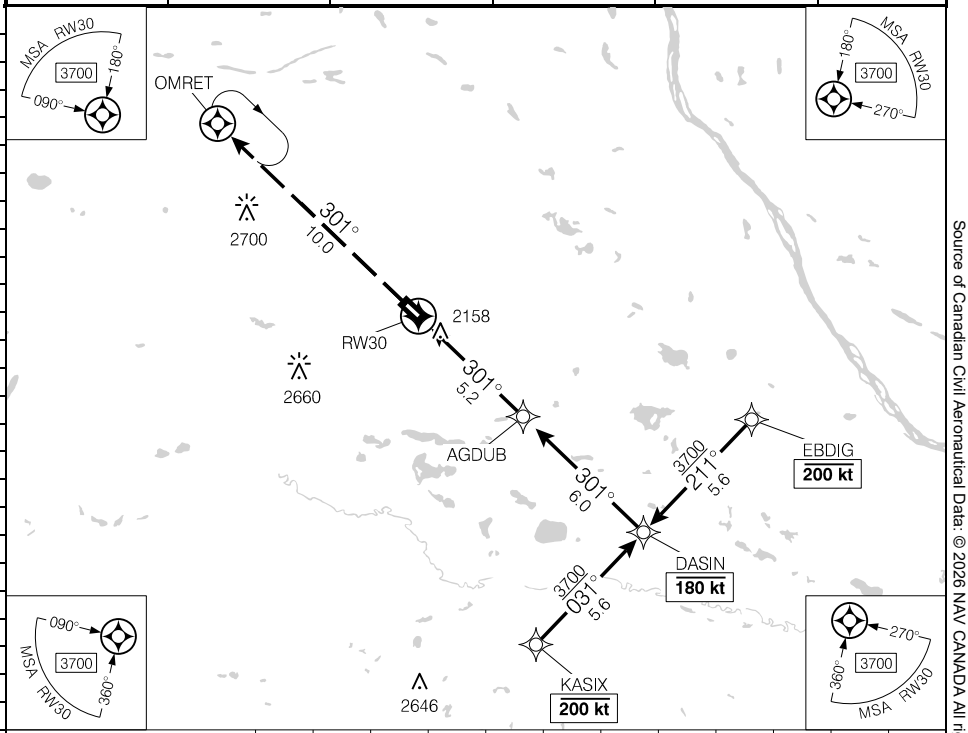
MAIDSTONE, SK

# RNAV (GNSS) RWY 30

530552N 1091944W VAR 13°E

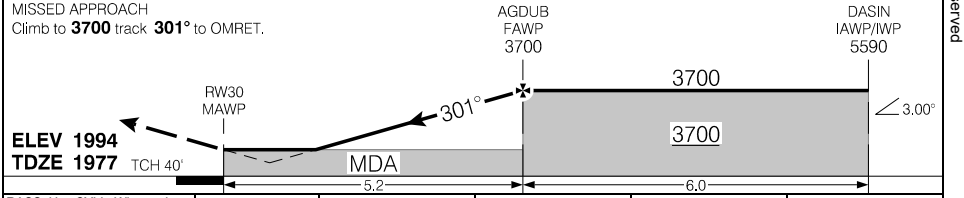
CJH3

| | | | | |
|---|---|---|---|---|
| AUTO Lloydminster – **128.55** | RADIO Edmonton – **123.37** | TFC – **123.2** ATF | | ARCAL 123.2(K) |
| SAFE ALT 100 NM **4600** | WAAS **Ch 80415** W30A | APCH CRS **301°** | MIN ALT AGDUB **3700** | LDA **3610** |




| DIST FROM RW30 | 1.6 | 3 | 4 | **5.2** | 6 | 7 | 8 | 9 | 10 | 11.2 |
|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2540 | 2970 | 3290 | **3700** | 3930 | 4240 | 4560 | 4880 | 5200 | 5590 |

MISSED APPROACH
Climb to **3700** track **301°** to OMRET.




RASS: Use CYLL. When using CYQW add **30'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2475** | (500) | 1¾ | NOT AUTHORIZED |
| LNAV | **2540** | (565) | 1¾ | NOT AUTHORIZED |

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

RNAV (GNSS) RWY 30

CJH3

EFF 3 NOV 22



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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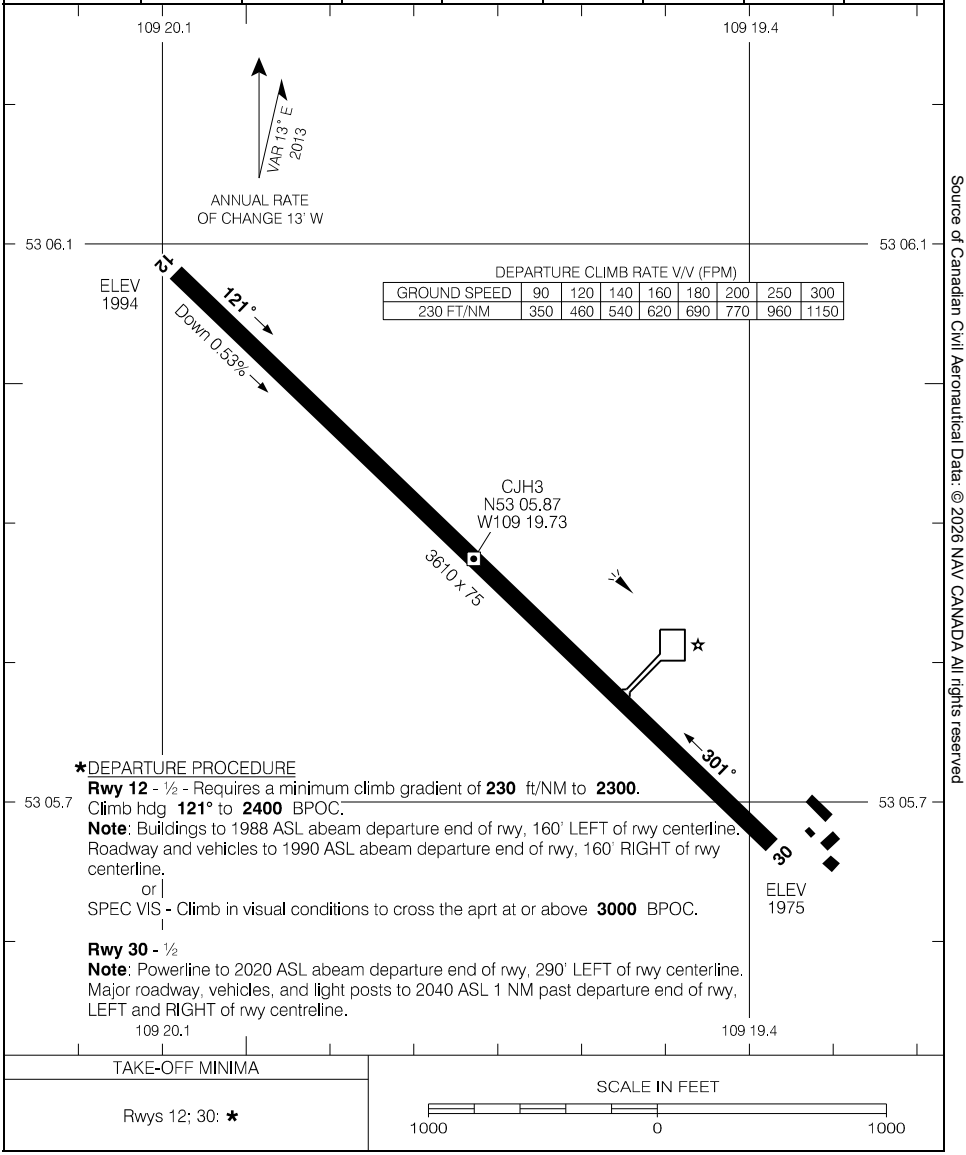
MAIDSTONE, SK

# AERODROME CHART

CJH3

| AUTO Lloydminster – **128.55** | | TFC – **123.2** ATF | RADIO Edmonton – **123.37** |
|---|---|---|---|

| DECL DISTS | 12 | 30 |
|---|---|---|
| TORA | 3610 | 3610 |
| TODA | 3610 | 3807 |
| ASDA | 3610 | 3610 |
| LDA | 3610 | 3610 |




★DEPARTURE PROCEDURE

**Rwy 12** - ½ - Requires a minimum climb gradient of **230** ft/NM to **2300**.
Climb hdg **121°** to **2400** BPOC.
**Note**: Buildings to 1988 ASL abeam departure end of rwy, 160' LEFT of rwy centerline.
Roadway and vehicles to 1990 ASL abeam departure end of rwy, 160' RIGHT of rwy centerline.

or

SPEC VIS - Climb in visual conditions to cross the aprt at or above **3000** BPOC.

**Rwy 30** - ½
**Note**: Powerline to 2020 ASL abeam departure end of rwy, 290' LEFT of rwy centerline.
Major roadway, vehicles, and light posts to 2040 ASL 1 NM past departure end of rwy, LEFT and RIGHT of rwy centreline.

TAKE-OFF MINIMA

Rwys 12; 30: ★

SCALE IN FEET
1000 0 1000

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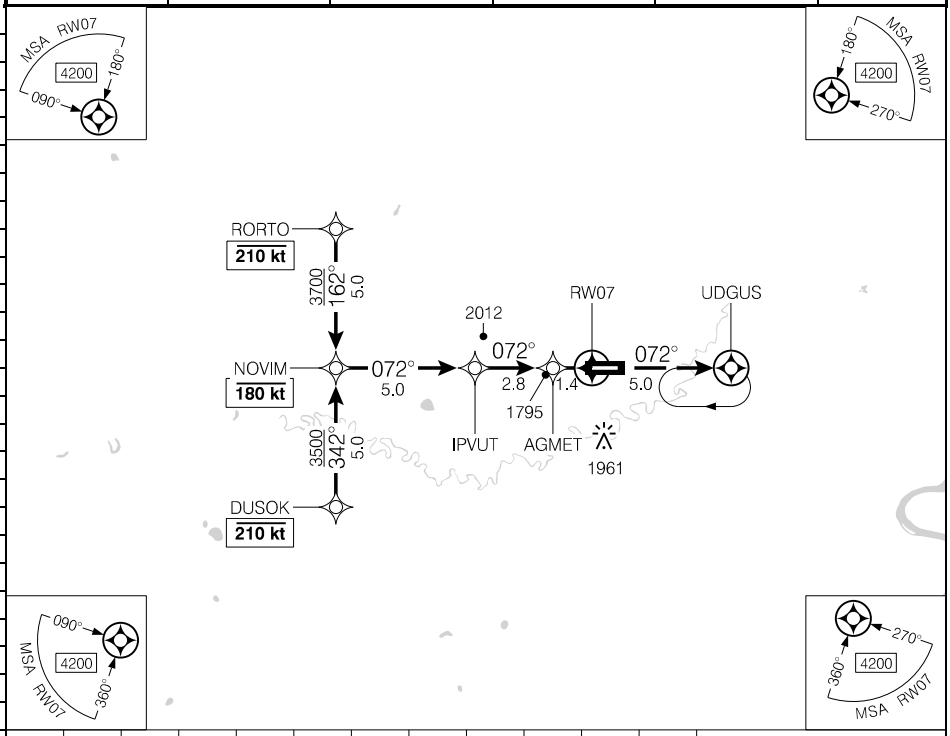
MANNING, AB

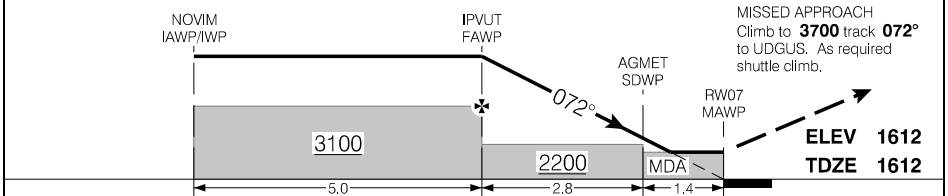
# RNAV (GNSS) RWY 07

565703N 1173839W VAR 18°E

CFX4

| AUTO – **122.55** | CTR Edmonton – **135.27** | TFC – **123.2** ATF | | ARCAL 123.2(K) P1 |
|---|---|---|---|---|
| SAFE ALT 100 NM **5900** | RNAV | APCH CRS **072°** | MIN ALT IPVUT **3100** | LDA **5580** |




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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **2000** | (388) | 1¼ | |

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

RNAV (GNSS) RWY 07

CFX4

EFF 27 JAN 22



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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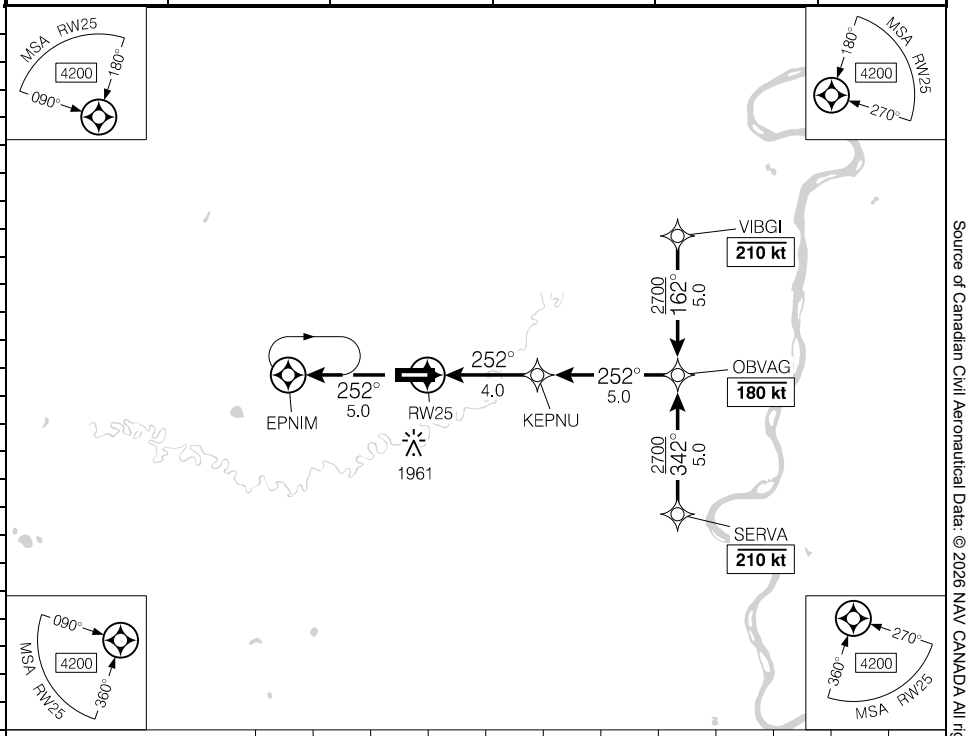
MANNING, AB

# RNAV (GNSS) RWY 25

565703N 1173839W VAR 18°E

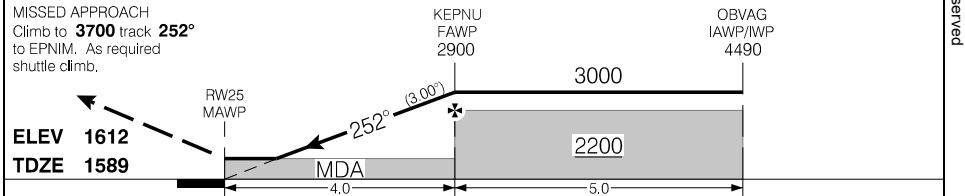
CFX4

| | | | | | |
|---|---|---|---|---|---|
| AUTO – **122.55** | CTR Edmonton – **135.27** | | TFC – **123.2** ATF | | ARCAL 123.2(K) P1 |
| SAFE ALT 100 NM **5900** | RNAV | APCH CRS **252°** | MIN ALT KEPNU **2200** | LDA **5580** | |




| DIST FROM RW25 | 0.9 | 2 | 3 | **4.0** | 5 | 6 | 7 | 8 | 9 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 1920 | 2260 | 2580 | **2900** | 3220 | 3540 | 3860 | 4170 | 4490 | | | |

MISSED APPROACH
Climb to **3700** track **252°**
to EPNIM. As required
shuttle climb.




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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **1920** | (343) | 1 | |

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

RNAV (GNSS) RWY 25

CFX4

EFF 27 JAN 22



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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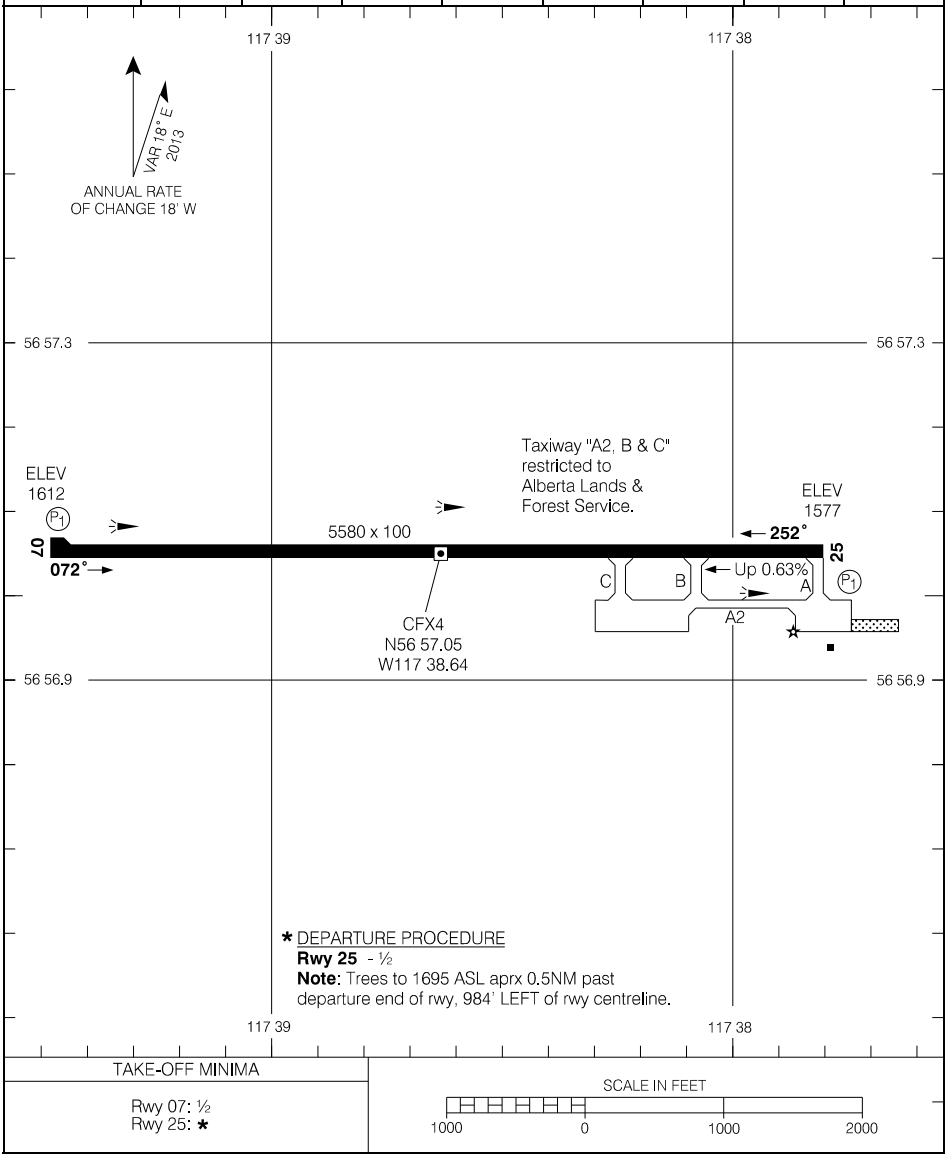
MANNING, AB

# AERODROME CHART

CFX4

| AUTO – **122.55** | | TFC – **123.2** ATF | CTR Edmonton – **135.27** |
|---|---|---|---|

| DECL DISTS | 07 | 25 |
|---|---|---|
| TORA | 5580 | 5580 |
| TODA | 6422 | 6364 |
| ASDA | 5580 | 5580 |
| LDA | 5580 | 5580 |




| TAKE-OFF MINIMA |
|---|
| Rwy 07: ½<br>Rwy 25: * |

SCALE IN FEET

1000 0 1000 2000

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# AERODROME CHART

CFX4

EFF 5 OCT 23



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

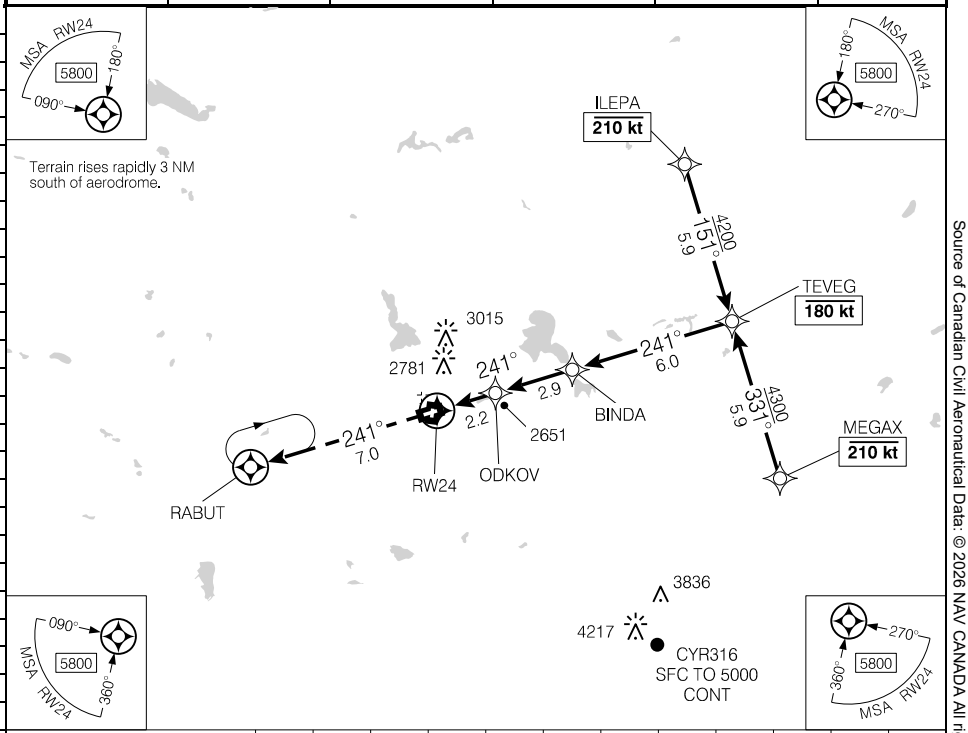
MAPLE CREEK, SK

# RNAV (GNSS) RWY 24

495347N 1092833W VAR 12°E

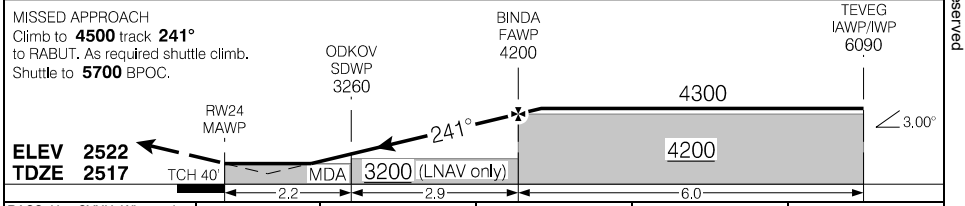
CJQ4

| | RADIO Edmonton – **123.37** | UNICOM – **122.8** ATF | | ARCAL 122.8* |
|---|---|---|---|---|
| SAFE ALT 100 NM **9000** | WAAS **Ch 80165** W24A | APCH CRS **241°** | MIN ALT BINDA **4200** | LDA **3078** |




| DIST FROM RW24 | 1.5 | 3 | 4 | **5.5** | 6 | 7 | 8 | 9 | 10 | 11.1 |
|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 3040 | 3510 | 3830 | **4300** | 4470 | 4790 | 5100 | 5420 | 5740 | 6090 |

MISSED APPROACH
Climb to **4500** track **241°**
to RABUT. As required shuttle climb.
Shuttle to **5700** BPOC.




RASS: Use CYXH. When using CJC5 add **40'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2904** | (387) | 1½ | |
| LNAV | **3040** | (523) | 1¾ | |

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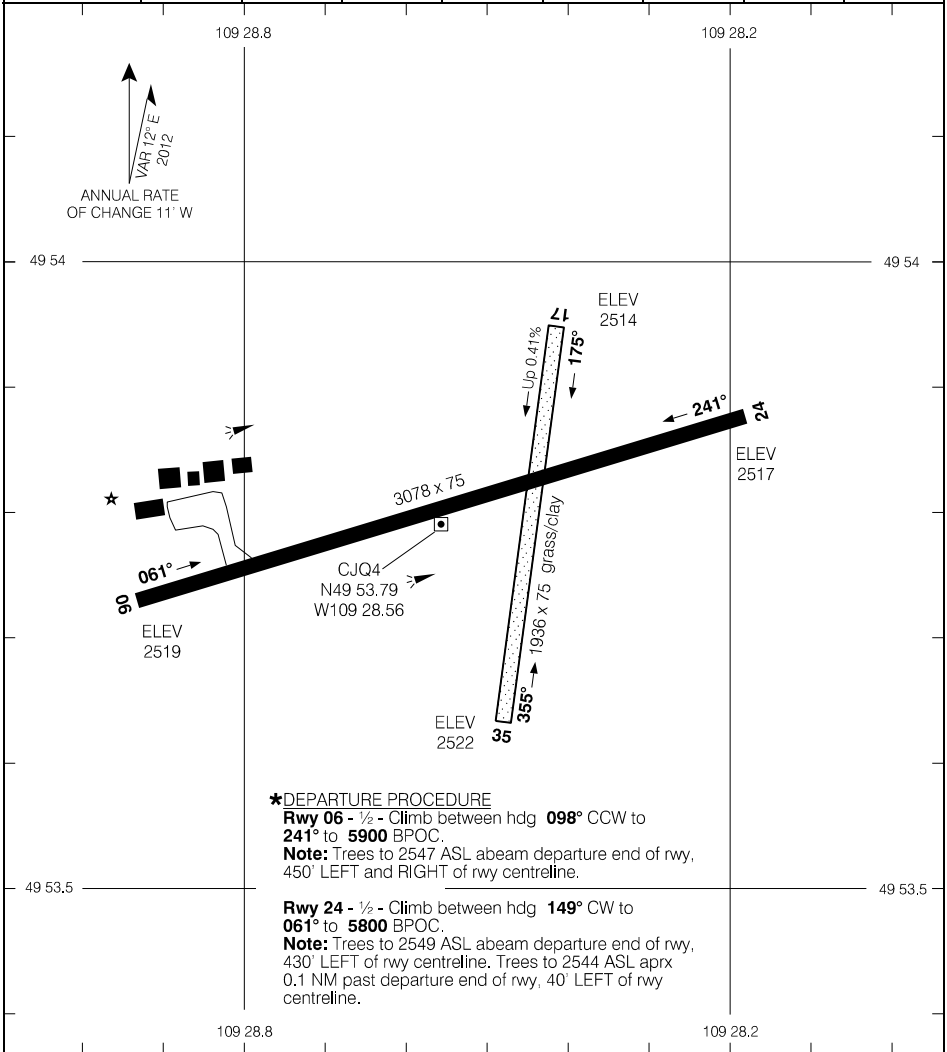
MAPLE CREEK, SK

# AERODROME CHART

CJQ4

| | | UNICOM – **122.8** | ATF | RADIO Edmonton – **123.37** |
|---|---|---|---|---|

| DECL DISTS | 06 | 24 | 17 | 35 | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 3078 | 3078 | 1936 | 1936 | | | | |
| TODA | 3078 | 3078 | 1936 | 1936 | | | | |
| ASDA | 3078 | 3078 | 1936 | 1936 | | | | |
| LDA | 3078 | 3078 | 1936 | 1936 | | | | |




✱DEPARTURE PROCEDURE

**Rwy 06 -** ½ **-** Climb between hdg **098°** CCW to **241°** to **5900** BPOC.
**Note:** Trees to 2547 ASL abeam departure end of rwy, 450' LEFT and RIGHT of rwy centreline.

**Rwy 24 -** ½ **-** Climb between hdg **149°** CW to **061°** to **5800** BPOC.
**Note:** Trees to 2549 ASL abeam departure end of rwy, 430' LEFT of rwy centreline. Trees to 2544 ASL aprx 0.1 NM past departure end of rwy, 40' LEFT of rwy centreline.

| TAKE-OFF MINIMA | SCALE IN FEET |
|---|---|
| Rwys: 06, 24: ✱<br>Rwys: 17, 35: NOT ASSESSED | 1000 0 1000 |

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AERODROME CHART CJQ4

EFF 20 FEB 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

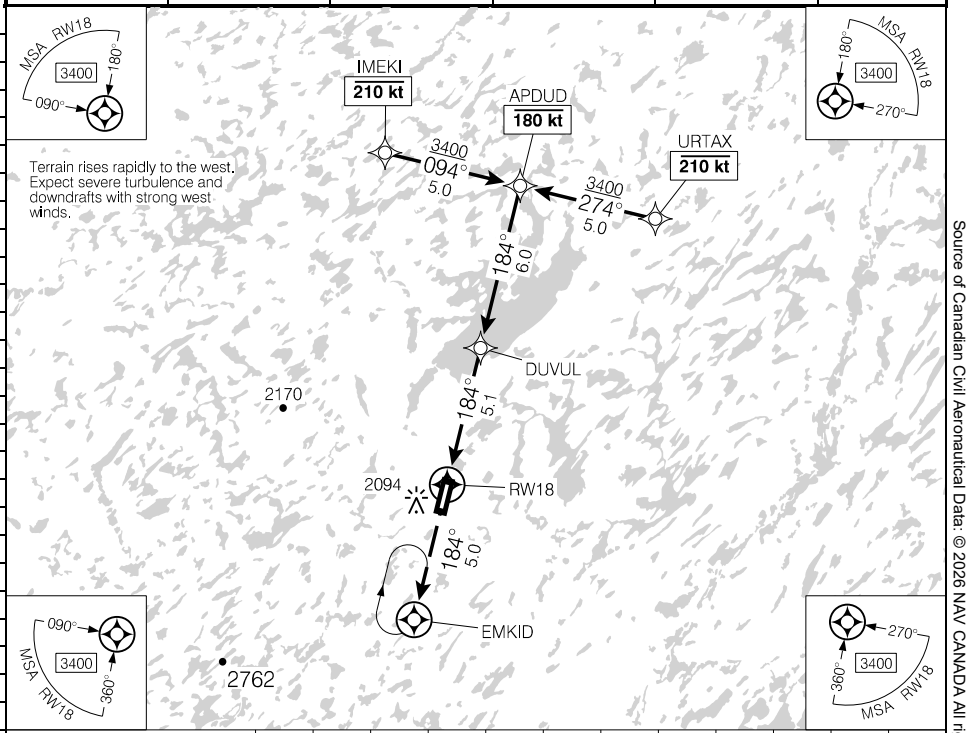
MCARTHUR RIVER, SK

# RNAV (GNSS) RWY 18

574603N 1050127W VAR 10°E

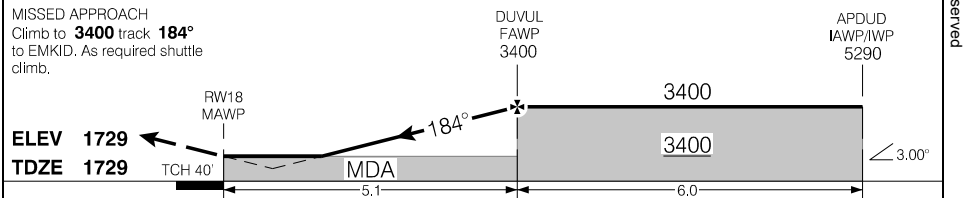
CKQ8

| AUTO – **122.27** | | UNICOM – **123.3** (AU) ATF | | ARCAL 122.7(J) AS |
|---|---|---|---|---|
| SAFE ALT 100 NM **3400** | WAAS **Ch 80022** W18A | APCH CRS **184°** | MIN ALT DUVUL **3400** | LDA **5278** |




| DIST FROM RW18 | | 1.7 | 3 | 4 | **5.1** | 6 | 7 | 8 | 9 | 10 | 11.1 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | 2320 | 2720 | 3040 | **3400** | 3680 | 4000 | 4320 | 4630 | 4950 | 5290 |

MISSED APPROACH
Climb to **3400** track **184°** to EMKID. As required shuttle climb.




RASS: When using CJW7 add **80'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2170** | (441) | 1½ | |
| LNAV | **2320** | (591) | 1¾ | |

RNAV (GNSS) RWY 18 CKQ8

EFF 23 FEB 23



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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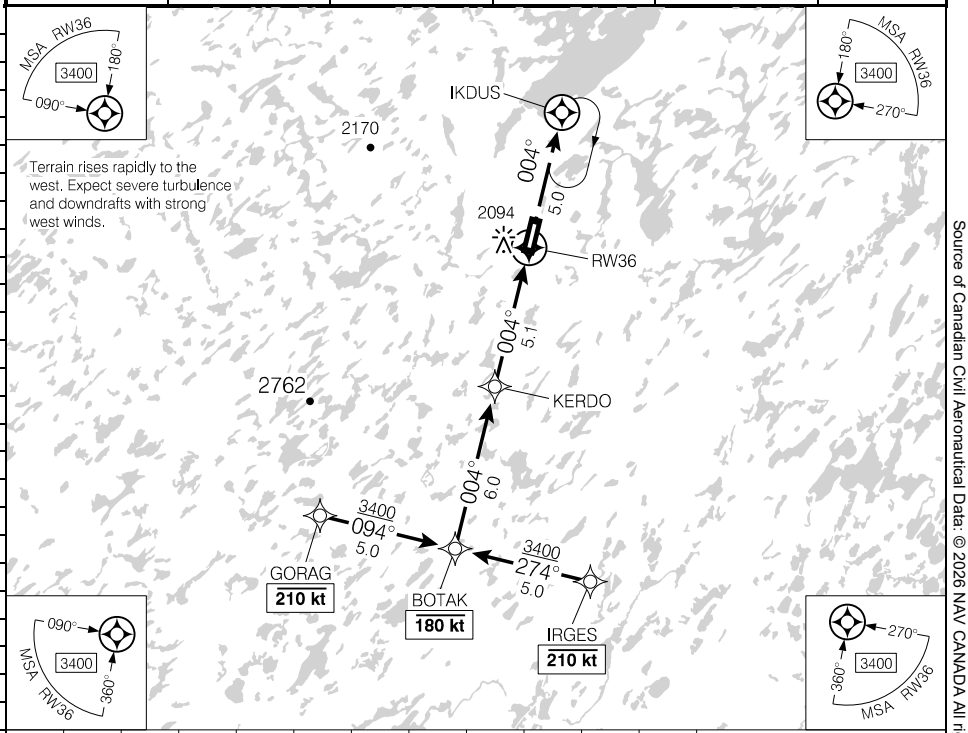
MCARTHUR RIVER, SK

# RNAV (GNSS) RWY 36

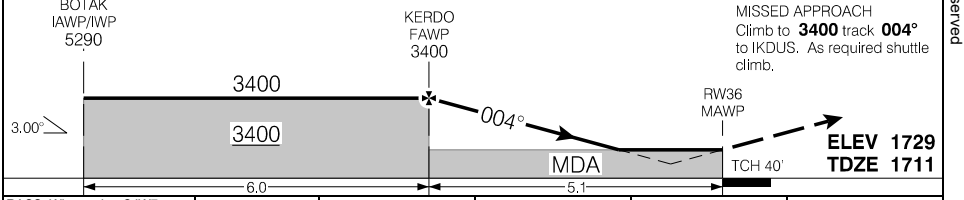
574603N 1050127W VAR 10°E

CKQ8

| AUTO – **122.27** | | ◒ UNICOM – **123.3** (AU) ATF | | ARCAL 122.7(J) |
|---|---|---|---|---|
| SAFE ALT 100 NM **3400** | WAAS **Ch 80023** W36A | APCH CRS **004°** | MIN ALT KERDO **3400** | LDA **5278** |




| (NM) | 11.1 | 10 | 9 | 8 | 7 | 6 | **5.1** | 4 | 3 | 1.8 | | DIST FROM RW36 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5290 | 4920 | 4600 | 4290 | 3970 | 3650 | **3400** | 3010 | 2690 | 2300 | | ALT (3.00° APCH PATH) |




RASS: When using CJW7 add **80'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2010** | (311) | 1 | |
| LNAV | **2300** | (601) | 1¾ | |

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Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

MCARTHUR RIVER, SK

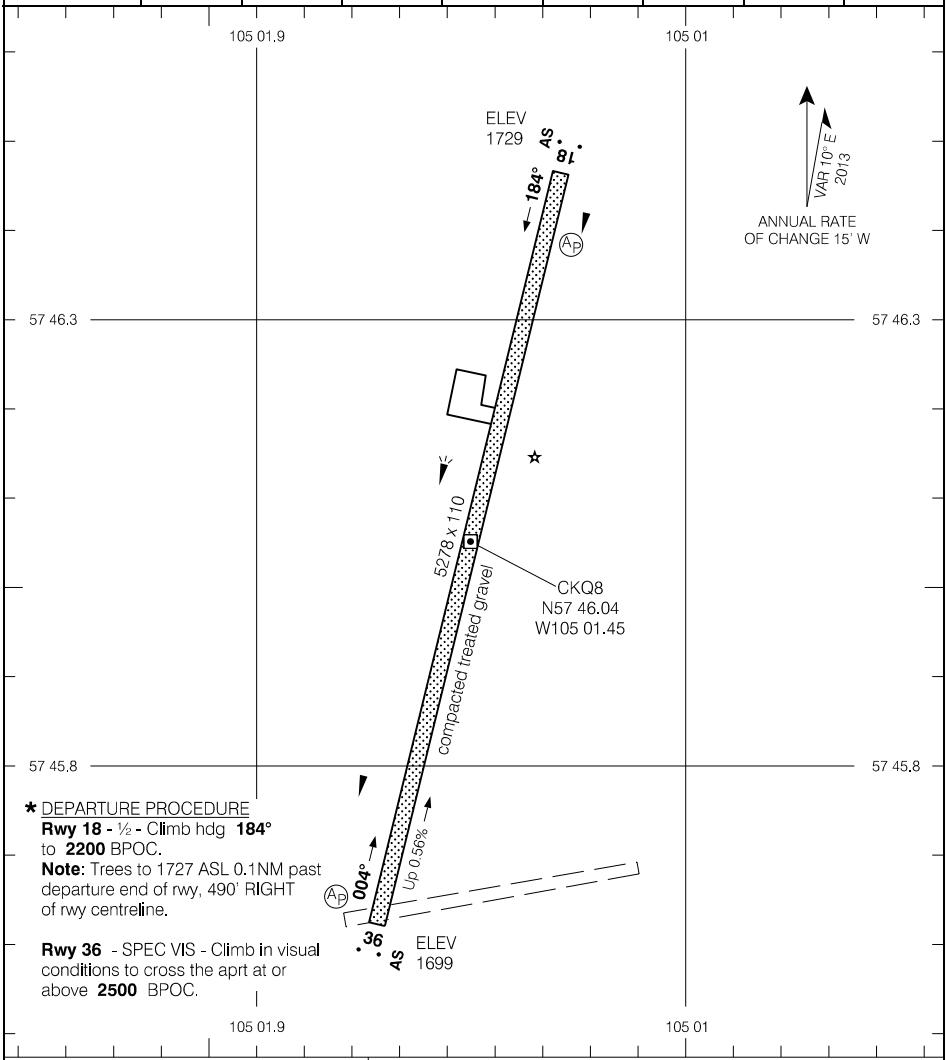
# AERODROME CHART — CKQ8

AUTO – **122.27**

UNICOM – **123.3** (AU)

ATF

| DECL DISTS | 18 | 36 |
|---|---|---|
| TORA | 5278 | 5278 |
| TODA | 5653 | 5558 |
| ASDA | 5278 | 5278 |
| LDA | 5278 | 5278 |

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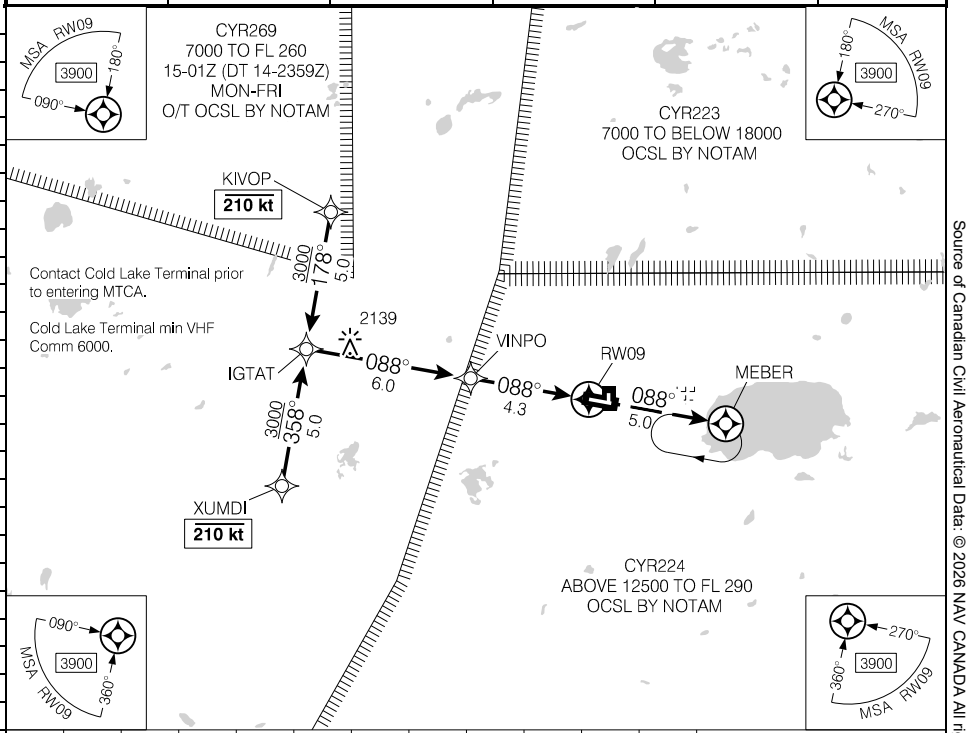
MEADOW LAKE, SK

# RNAV (GNSS) RWY 09

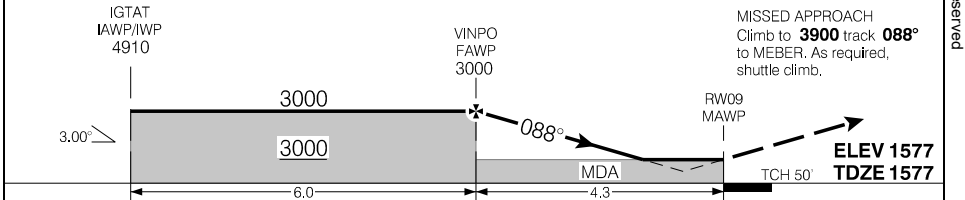
540731N 1083122W VAR 12°E

CYLJ

| | | | | | |
|---|---|---|---|---|---|
| | TML Cold Lake – **124.5** | | | | ARCAL 122.8(K) |
| | | TFC – **122.8** ATF | | | P1 |
| SAFE ALT 100 NM **4100** | WAAS **Ch 80852** W09A | APCH CRS **088°** | MIN ALT VINPO **3000** | LDA **5000** | |




| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 10.3 | 9 | 8 | 7 | 6 | 5 | **4.3** | 3 | 2 | 1.4 | DIST FROM RW09 |
| | | 4910 | 4490 | 4170 | 3860 | 3540 | 3220 | **3000** | 2580 | 2260 | 2080 | ALT (3.00° APCH PATH) |




RASS: When using CYOD add **180°**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2077** | (500) | 1¾ | |
| LNAV | **2080** | (503) | 1½ | |

# RNAV (GNSS) RWY 09

CYLJ

EFF 31 DEC 20



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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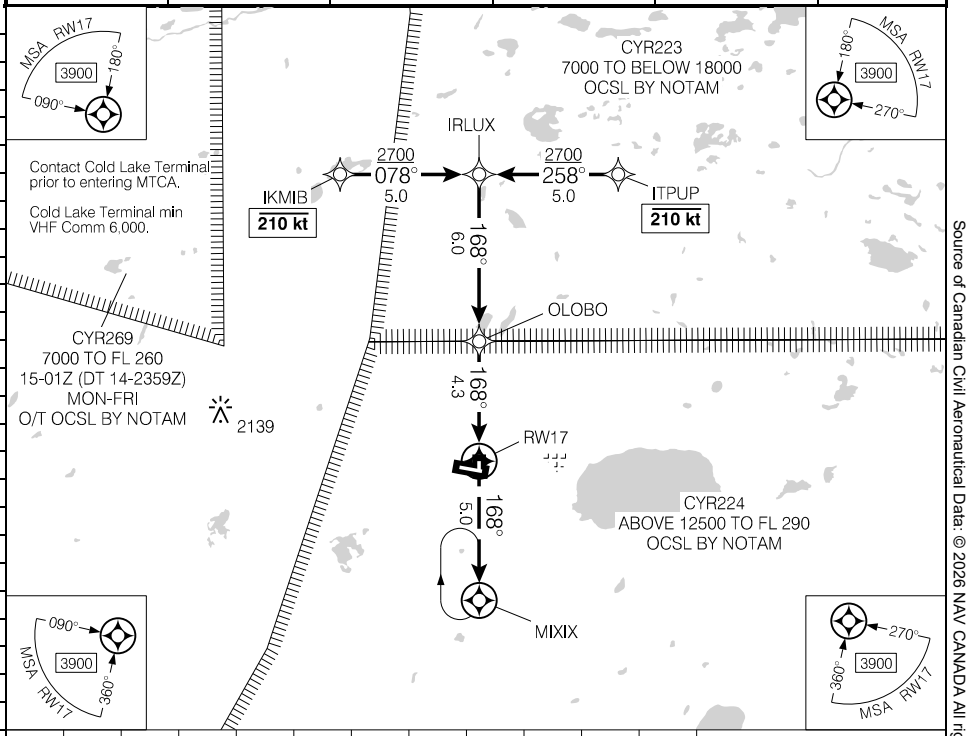
MEADOW LAKE, SK

# RNAV (GNSS) RWY 17

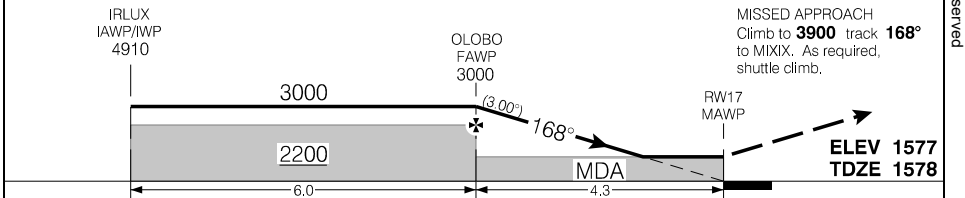
540731N 1083122W VAR 12°E

CYLJ

| | | | | | |
|---|---|---|---|---|---|
| | TML Cold Lake – **124.5** | | | | ARCAL 122.8(K) |
| | | TFC – **122.8** ATF | | | |
| SAFE ALT 100 NM **4100** | RNAV | APCH CRS **168°** | MIN ALT OLOBO **2200** | LDA **2297** | |




| (NM) | | 10.3 | 9 | 8 | 7 | 6 | 5 | **4.3** | 3 | 2 | 1.4 | DIST FROM RW17 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 4910 | 4490 | 4180 | 3860 | 3540 | 3220 | **3000** | 2580 | 2260 | 2080 | ALT (3.00° APCH PATH) |




RASS: When using CYOD add **180°**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **2080** | (502) | 1½ | |

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

# RNAV (GNSS) RWY 17

CYLJ

EFF 31 DEC 20



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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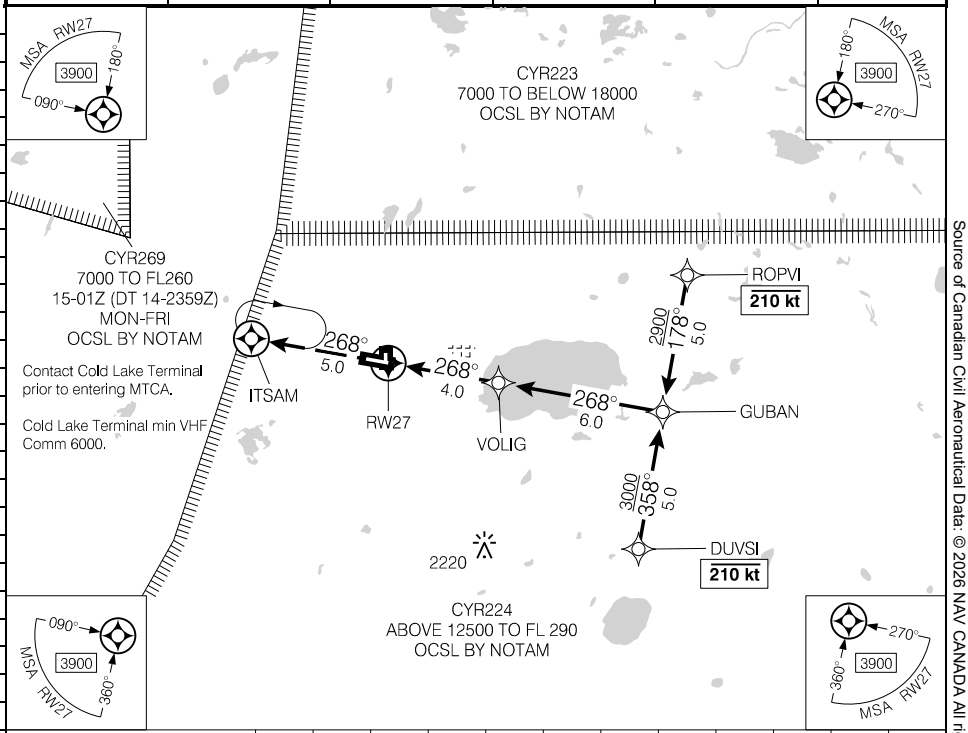
MEADOW LAKE, SK

# RNAV (GNSS) RWY 27

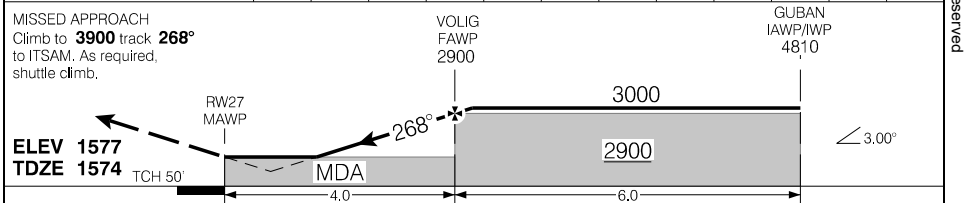
540731N 1083122W VAR 12°E

CYLJ

| | | | | | |
|---|---|---|---|---|---|
| | TML Cold Lake – **124.5** | | | | ARCAL 122.8(K) |
| | | TFC – **122.8** ATF | | | |
| SAFE ALT 100 NM **4100** | WAAS **Ch 80853** W27A | APCH CRS **268°** | MIN ALT VOLIG **2900** | LDA **5000** | |




| DIST FROM RW27 | | 1.6 | 3 | **4.3** | 5 | 6 | 7 | 8 | 9 | 10 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | 2120 | 2570 | **3000** | 3210 | 3530 | 3850 | 4170 | 4480 | 4810 | | |




RASS: When using CYOD add **180°**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2069** | (500) | 1¾ | |
| LNAV | **2120** | (551) | 1¾ | |

# RNAV (GNSS) RWY 27

CYLJ

EFF 31 DEC 20



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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MEADOW LAKE, SK

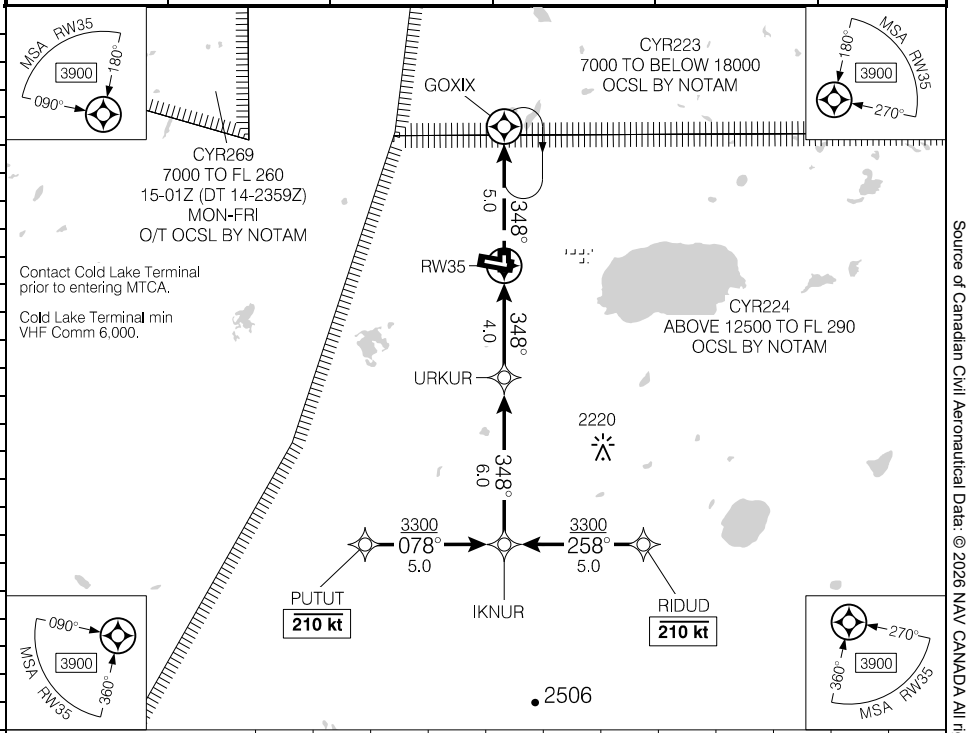
# RNAV (GNSS) RWY 35

540731N 1083122W VAR 12°E

CYLJ

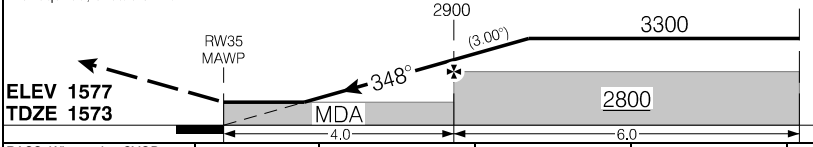
| TML Cold Lake – **124.5** | | ARCAL 122.8(K) |
|---|---|---|
| | TFC – **122.8** ATF | |

| SAFE ALT 100 NM | RNAV | APCH CRS | MIN ALT URKUR | LDA |
|---|---|---|---|---|
| **4100** | | **348°** | **2800** | **2297** |




| DIST FROM RW35 | 1.4 | 2 | 3 | 4 | **5.3** | 6 | 7 | 8 | 9 | 10 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2080 | 2260 | 2580 | 2890 | **3300** | 3530 | 3850 | 4170 | 4490 | 4810 | | |

MISSED APPROACH
Climb to **3900** track **348°** to GOXIX.
As required, shuttle climb.




RASS: When using CYOD add **180'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **2080** | (510) | 1½ | |

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

# RNAV (GNSS) RWY 35

CYLJ

EFF 31 DEC 20



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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MEADOW LAKE, SK

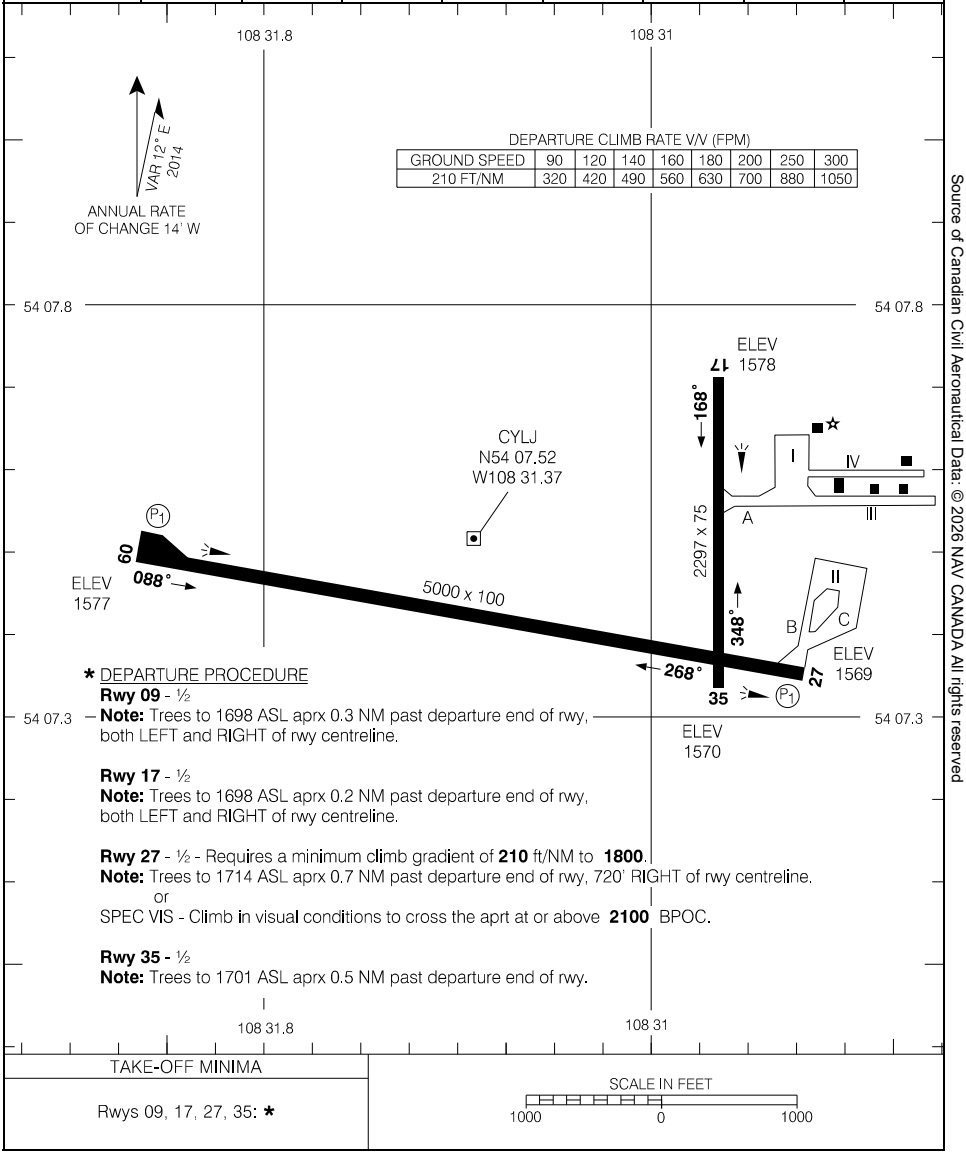
# AERODROME CHART — CYLJ

TFC – **122.8**

ATF

TML Cold Lake – **124.5**

| DECL DISTS | 09 | 27 | 17 | 35 | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 5000 | 5000 | 2297 | 2297 | | | | |
| TODA | 5984 | 5984 | 2297 | 2297 | | | | |
| ASDA | 5000 | 5000 | 2297 | 2297 | | | | |
| LDA | 5000 | 5000 | 2297 | 2297 | | | | |




* DEPARTURE PROCEDURE

**Rwy 09** - ½
**Note:** Trees to 1698 ASL aprx 0.3 NM past departure end of rwy, both LEFT and RIGHT of rwy centreline.

**Rwy 17** - ½
**Note:** Trees to 1698 ASL aprx 0.2 NM past departure end of rwy, both LEFT and RIGHT of rwy centreline.

**Rwy 27** - ½ - Requires a minimum climb gradient of **210** ft/NM to **1800**.
**Note:** Trees to 1714 ASL aprx 0.7 NM past departure end of rwy, 720' RIGHT of rwy centreline.
or
SPEC VIS - Climb in visual conditions to cross the aprt at or above **2100** BPOC.

**Rwy 35** - ½
**Note:** Trees to 1701 ASL aprx 0.5 NM past departure end of rwy.

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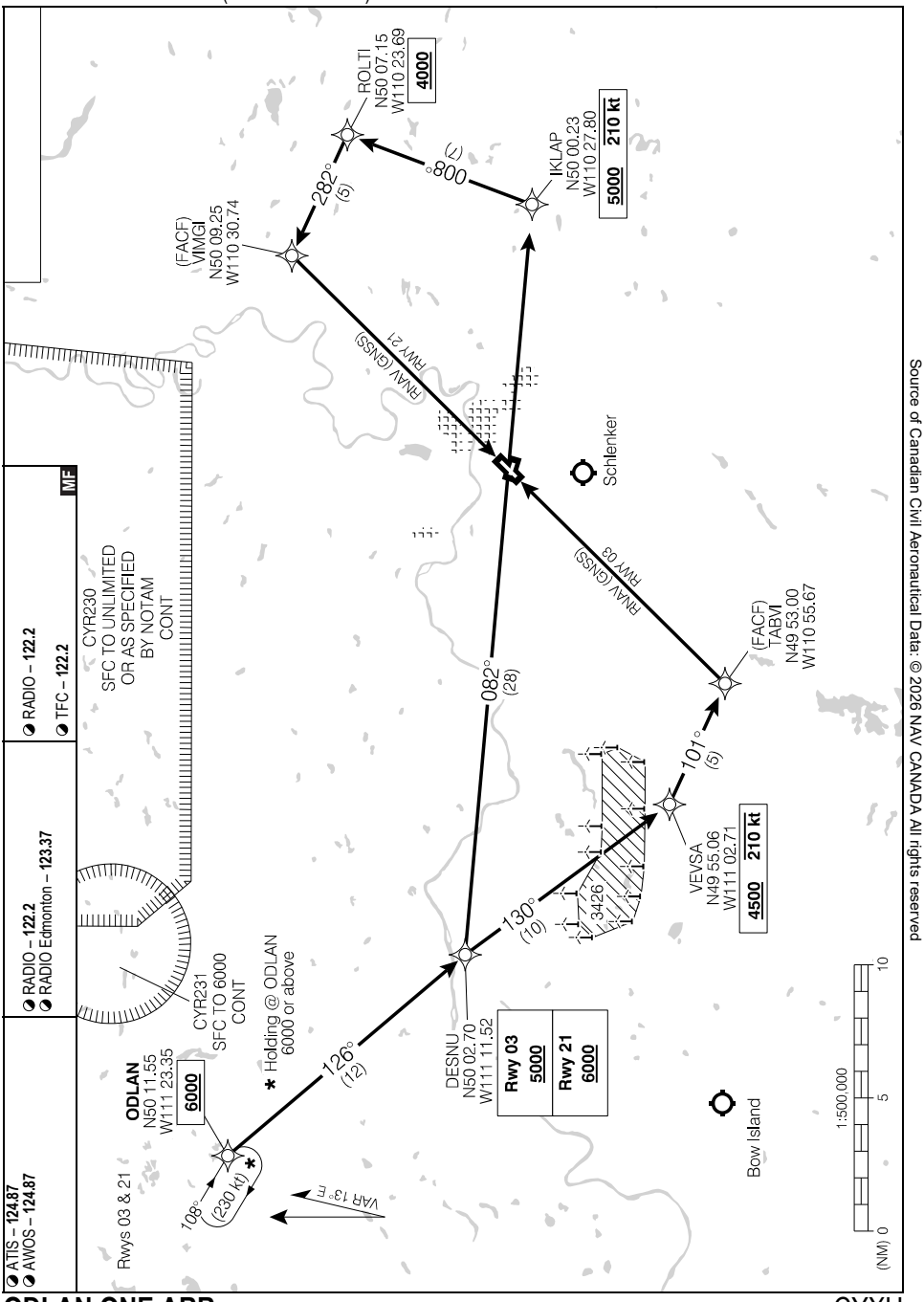
STAR (RNAV)

# ODLAN ONE ARR (ODLAN.ODLAN1)

MEDICINE HAT, AB

CYXH

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ODLAN ONE ARR (ODLAN.ODLAN1)

CYXH

EFF 25 FEB 21



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

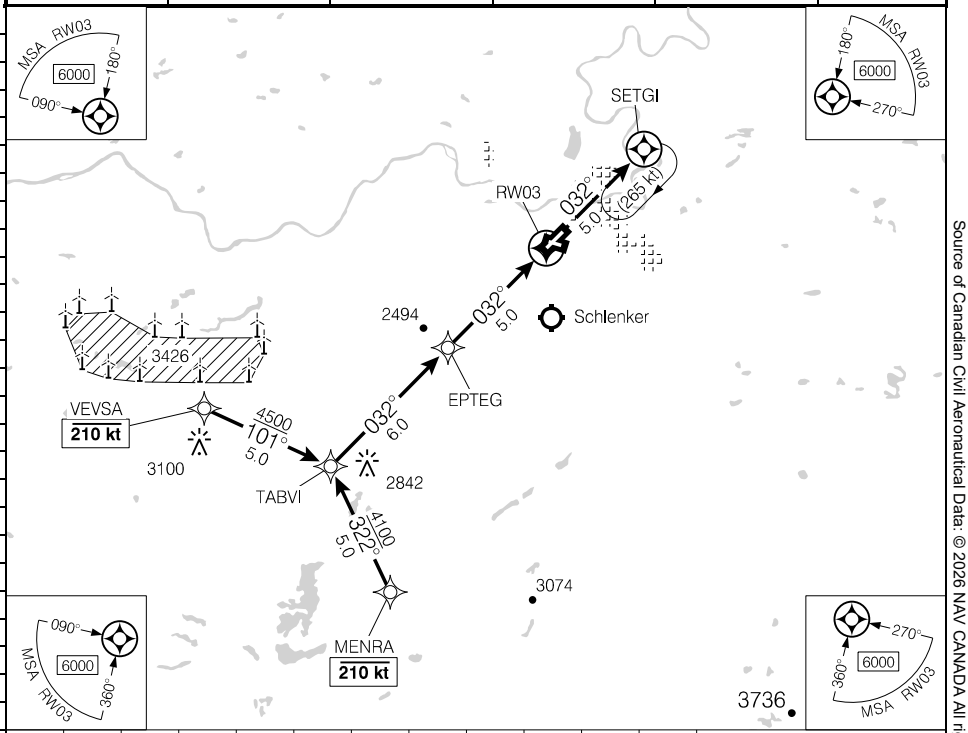
MEDICINE HAT, AB

# RNAV (GNSS) RWY 03

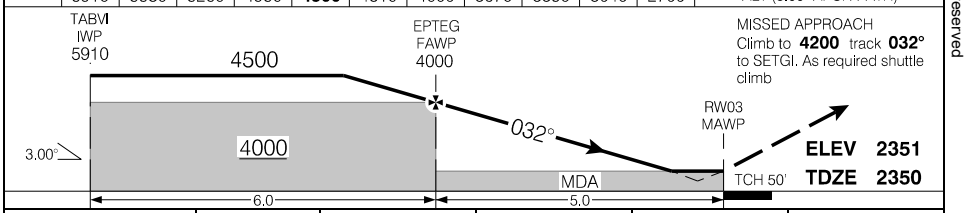
500108N 1104314W VAR 13°E

CYXH

| | | | | |
|---|---|---|---|---|
| ATIS – **124.87**<br>AWOS – **124.87** | RADIO – **122.2**<br>RADIO Edmonton – **123.37** | RADIO – **122.2**<br>TFC – **122.2** MF | | ARCAL 122.2(K)* |
| SAFE ALT 100 NM<br>**9000** | WAAS<br>**Ch 80665**<br>W03A | APCH<br>CRS<br>**032°** | MIN ALT<br>EPTEG<br>**4000** | LDA<br>**5003** |




| (NM) | 11 | 10 | 9 | 8 | **6.6** | 6 | 5 | 4 | 3 | 2 | 0.9 | DIST FROM RW03 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5910 | 5580 | 5260 | 4950 | **4500** | 4310 | 4000 | 3670 | 3350 | 3040 | 2700 | ALT (3.00° APCH PATH) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2599** | (250) | 1 | |
| LNAV/VNAV (min. -23°C, max 54°C) | **2659** | (310) | 1 | |
| LNAV | **2700** | (351) | 1¼ | |

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

# RNAV (GNSS) RWY 03

CYXH

EFF 8 SEP 22



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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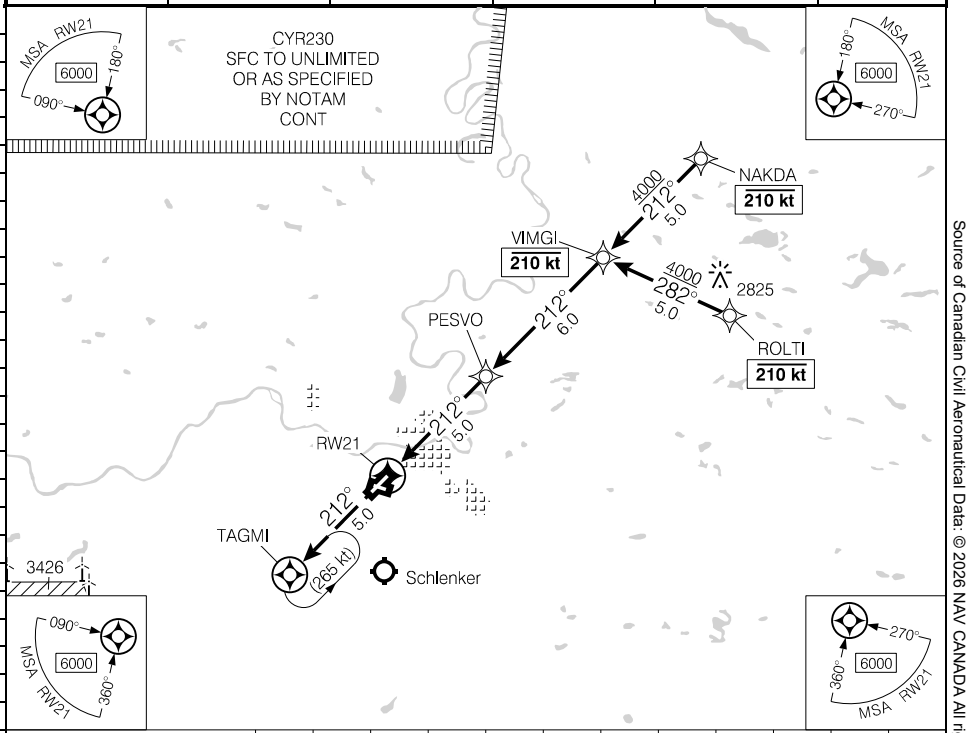
MEDICINE HAT, AB

# RNAV (GNSS) RWY 21

500108N 1104314W VAR 13°E

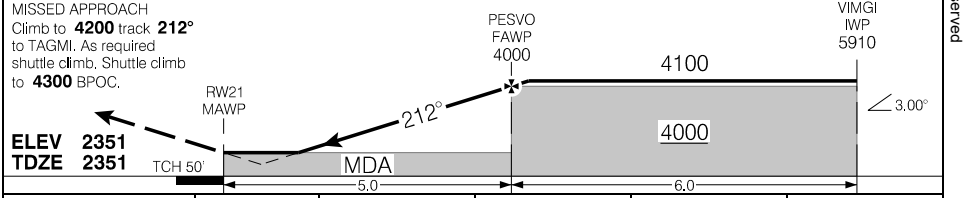
CYXH

| | | | | |
|---|---|---|---|---|
| ATIS – **124.87**<br>AWOS – **124.87** | RADIO – **122.2**<br>RADIO Edmonton – **123.37** | RADIO – **122.2**<br>TFC – **122.2** MF | | ARCAL 122.2(K)*<br>P2 AO |
| SAFE ALT 100 NM<br>**9000** | WAAS<br>**Ch 80666**<br>W21A | APCH<br>CRS<br>**212°** | MIN ALT<br>PESVO<br>**4000** | LDA<br>**5003** |




| DIST FROM RW21 | 1.3 | 2 | 3 | 4 | **5.3** | 6 | 7 | 8 | 9 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2800 | 3040 | 3360 | 3670 | **4100** | 4310 | 4630 | 4950 | 5270 | 5580 | 5910 |

MISSED APPROACH
Climb to **4200** track **212°**
to TAGMI. As required
shuttle climb, Shuttle climb
to **4300** BPOC.




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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2600** | (250) | 1 | |
| LNAV/VNAV (min. -23°C, max 54°C) | **2675** | (325) | 1 | |
| LNAV | **2800** | (450) | 1½ | |

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RNAV (GNSS) RWY 21 CYXH

EFF 8 SEP 22



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

## Departure Route Description

**All rwys**: Maintain **8000** or as assigned.

**Rwy 03 - ½**: Climb hdg **032°** to **2900**, then climbing LEFT turn direct VESDO.

**Rwy 21 - ½**: Climb hdg **212°** to **2900**, then climbing RIGHT turn direct VESDO.

---

## 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 VESDO proceed directly on course;
3. Maintain last assigned altitude until 10 minutes after take-off, then;
4. Climb to flight planned altitude.

**Note:** If communication failure occurs more than 10 minutes after take-off, comply with appropriate procedure for enroute communication failure.

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SID (RNAV)

# VESDO ONE DEP (VESDO1.)

MEDICINE HAT, AB

CYXH




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VESDO ONE DEP (VESDO1.)

EFF 26 DEC 24

CYXH



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

## Departure Procedure

**Rwy 03 – ½:** Requires a minimum climb gradient of **310** ft/NM to **2600**. Climb between hdg **029°** CW to **274°** to remain clear of CYR229, CYR230 and CYR231.

**Note:** Trees to 2375 ASL 0.2 NM past departure end of rwy, 170' left of rwy centreline.

or

SPEC VIS – Climb in visual conditions to cross the aprt at or above **3000**. Then climb between hdg **029°** CW to **274°** to remain clear of CYR229, CYR230 and CYR231 BPOC.

**Rwy 09 – ½:** Requires a minimum climb gradient of **310** ft/NM to **2600**. Climb between hdg **029°** CW to **274°** to remain clear of CYR229, CYR230 and CYR231.

or

SPEC VIS – Climb in visual conditions to cross the aprt at or above **3000**. Then climb between hdg **029°** CW to **274°** to remain clear of CYR229, CYR230 and CYR231 BPOC.

**Rwy 21 – ½:** Climb between hdg **029°** CW to **274°** to remain clear of CYR229, CYR230 and CYR231.

**Note:** Tanks to 2370 ASL 0.2 NM past departure end of rwy, 240' left of rwy centreline.

**Rwy 27 – ½:** Requires a minimum climb gradient of **250** ft/NM to **6800**. Climb between hdg **280°** CCW to **029°** to remain clear of CYR229 and CYR230.

or

SPEC VIS – Climb in visual conditions to cross the aprt at or above **3000**. Then climb between hdg **274°** CCW to **029°** to remain clear of CYR229, CYR230 and CYR231 BPOC.

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 |
| 310 FT/NM | 470 | 620 | 730 | 830 | 930 | 1040 | 1300 | 1550 |

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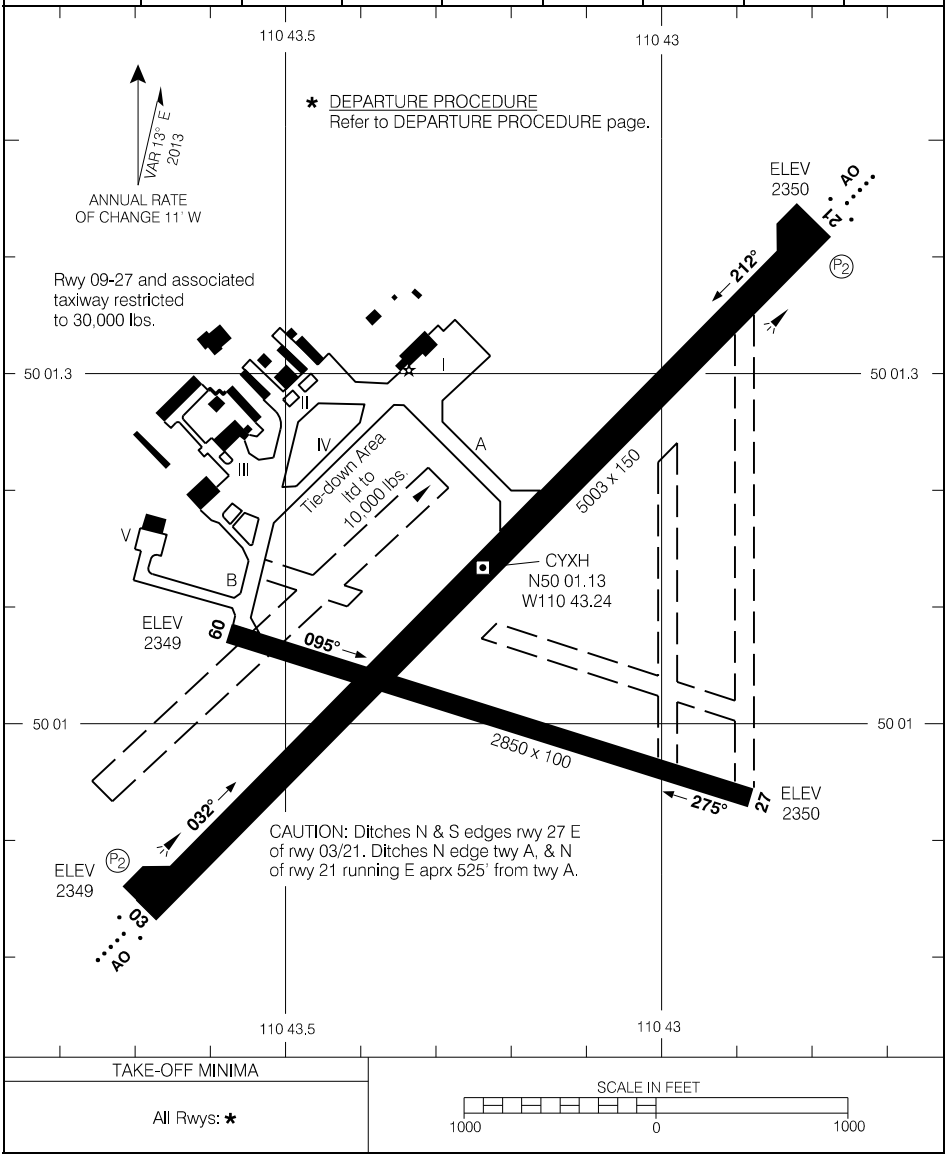
MEDICINE HAT, AB

# AERODROME CHART — CYXH

| | | | |
|---|---|---|---|
| ATIS – **124.87**<br>AWOS – **124.87** | | RADIO – **122.2**<br>TFC – **122.2** MF | RADIO – **122.2**<br>RADIO Edmonton – **123.37** |

| DECL DISTS | 03 | 21 | 09 | 27 | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 5003 | 5003 | 2850 | 2850 | | | | |
| TODA | 5987 | 5987 | 3834 | 3834 | | | | |
| ASDA | 5003 | 5003 | 2850 | 2850 | | | | |
| LDA | 5003 | 5003 | 2850 | 2850 | | | | |




| TAKE-OFF MINIMA |
|---|
| All Rwys: * |

SCALE IN FEET
1000 0 1000

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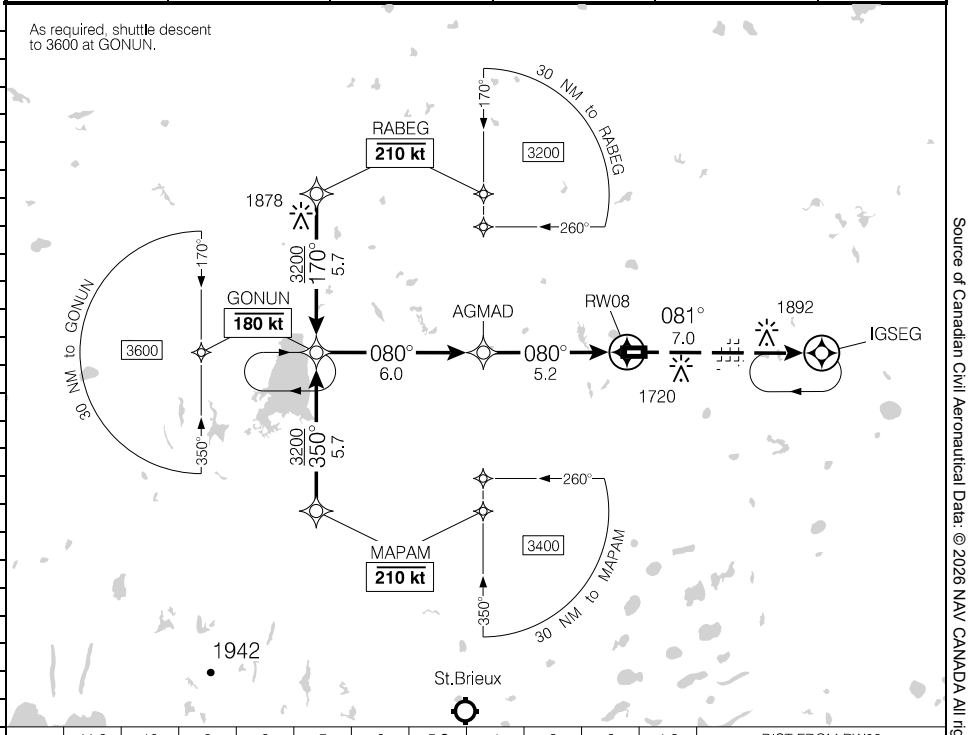
MELFORT (MILLER FIELD), SK

# RNAV (GNSS) RWY 08

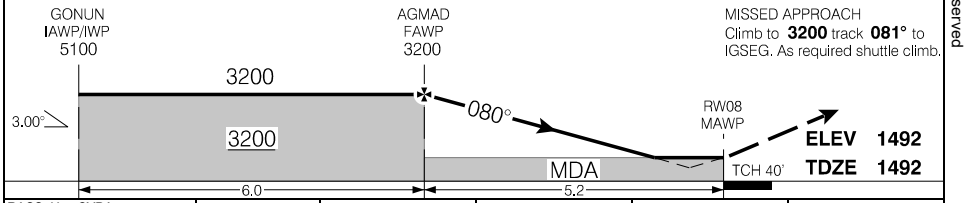
525152N 1044203W VAR 9°E

CJZ3

| | | | | | |
|---|---|---|---|---|---|
| | CTR Winnipeg – **133.9** | ◕ UNICOM – **122.8** ATF | | | ARCAL 122.8(J) |
| SAFE ALT 100 NM **4100** | WAAS **Ch 80246** W08A | APCH CRS **080°** | MIN ALT AGMAD **3200** | LDA **3028** | |




| | 11.2 | 10 | 9 | 8 | 7 | 6 | **5.2** | 4 | 3 | 2 | 1.2 | DIST FROM RW08 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5100 | 4720 | 4400 | 4080 | 3760 | 3440 | **3200** | 2810 | 2490 | 2170 | 1900 | ALT (3.00° APCH PATH) |




RASS: Use CYPA.
When using CYBU add **20'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1849** | (357) | 1¼ | |
| LNAV | **1900** | (408) | 1¼ | |

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# RNAV (GNSS) RWY 08

CJZ3

EFF 16 MAY 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

MELFORT (MILLER FIELD), SK

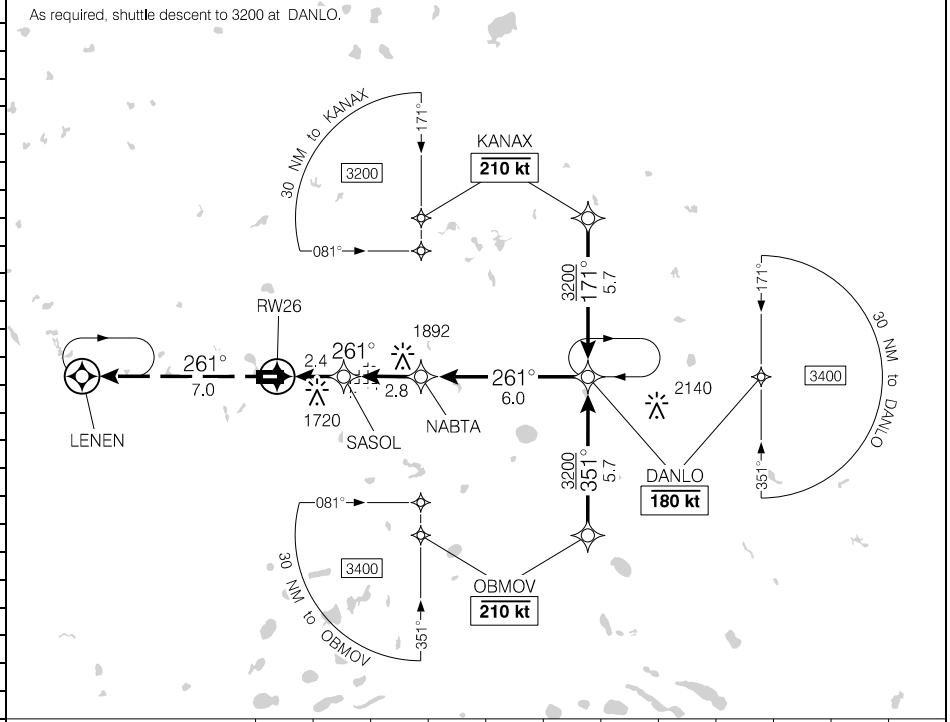
# RNAV (GNSS) RWY 26

525152N 1044203W VAR 9°E

CJZ3

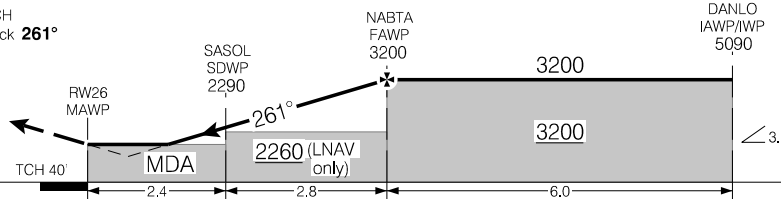
| | CTR Winnipeg – **133.9** | UNICOM – **122.8** ATF | | ARCAL 122.8(J) |
|---|---|---|---|---|
| SAFE ALT 100 NM **4100** | WAAS **Ch 80247** W26A | APCH CRS **261°** | MIN ALT NABTA **3200** | LDA **3028** |

As required, shuttle descent to 3200 at DANLO.




| DIST FROM RW26 | 1.4 | 2 | 3 | 4 | **5.2** | 6 | 7 | 8 | 9 | 10 | 11.2 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 1980 | 2160 | 2480 | 2800 | **3200** | 3440 | 3760 | 4070 | 4390 | 4710 | 5090 |

MISSED APPROACH
Climb to **3000** track **261°**
to LENEN.




RASS: Use CYPA.
When using CYBU add **20'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1844** | (357) | 1¼ | |
| LNAV | **1980** | (493) | 1½ | |

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Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

MELFORT (MILLER FIELD), SK

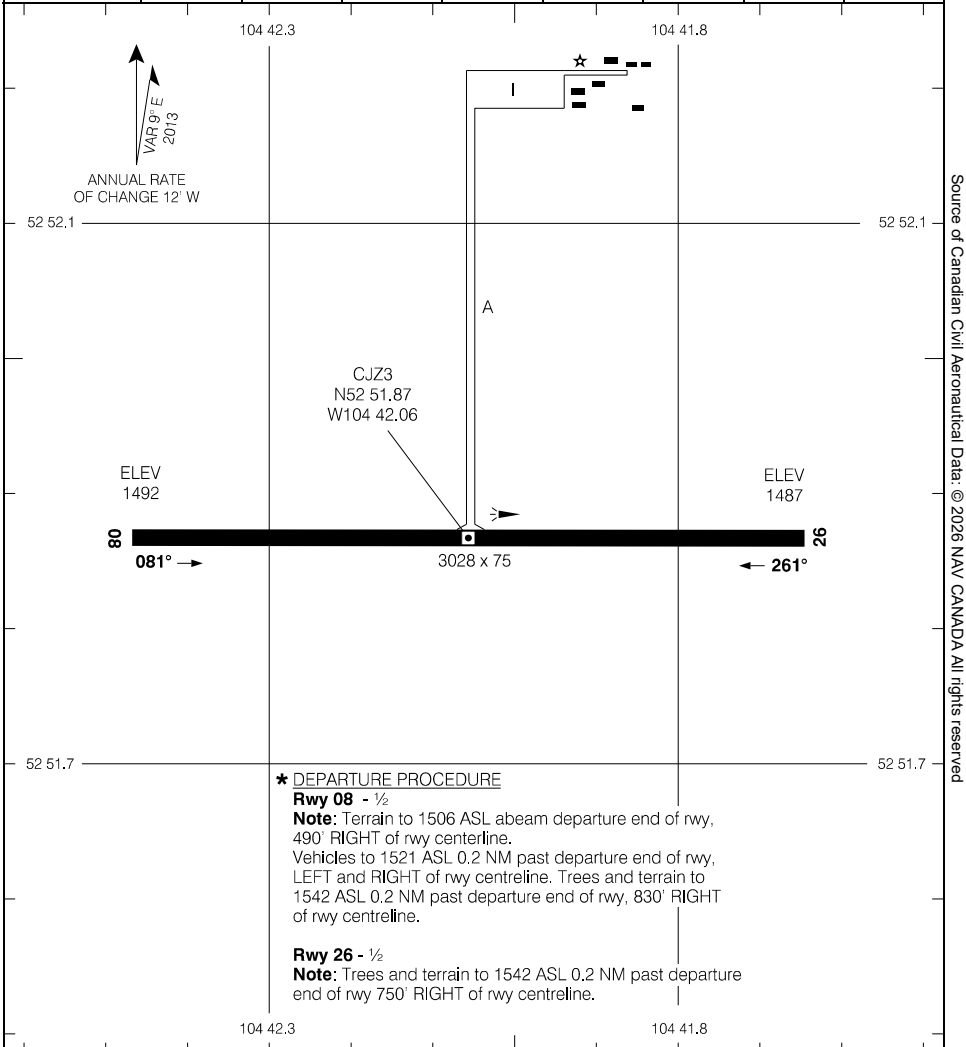
# AERODROME CHART — CJZ3

UNICOM – **122.8**

ATF

CTR Winnipeg – **133.9**

| DECL DISTS | 08 | 26 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 3028 | 3028 | | | | | | |
| TODA | 3028 | 3028 | | | | | | |
| ASDA | 3028 | 3028 | | | | | | |
| LDA | 3028 | 3028 | | | | | | |




✱ DEPARTURE PROCEDURE

**Rwy 08 -** ½

**Note**: Terrain to 1506 ASL abeam departure end of rwy, 490' RIGHT of rwy centerline.
Vehicles to 1521 ASL 0.2 NM past departure end of rwy, LEFT and RIGHT of rwy centreline. Trees and terrain to 1542 ASL 0.2 NM past departure end of rwy, 830' RIGHT of rwy centreline.

**Rwy 26 -** ½

**Note**: Trees and terrain to 1542 ASL 0.2 NM past departure end of rwy 750' RIGHT of rwy centreline.

TAKE-OFF MINIMA

Rwy 08; 26: ✱

SCALE IN FEET

1000 0 1000

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MOOSE JAW/AIR VICE MARSHAL C.M. MCEWEN, SK

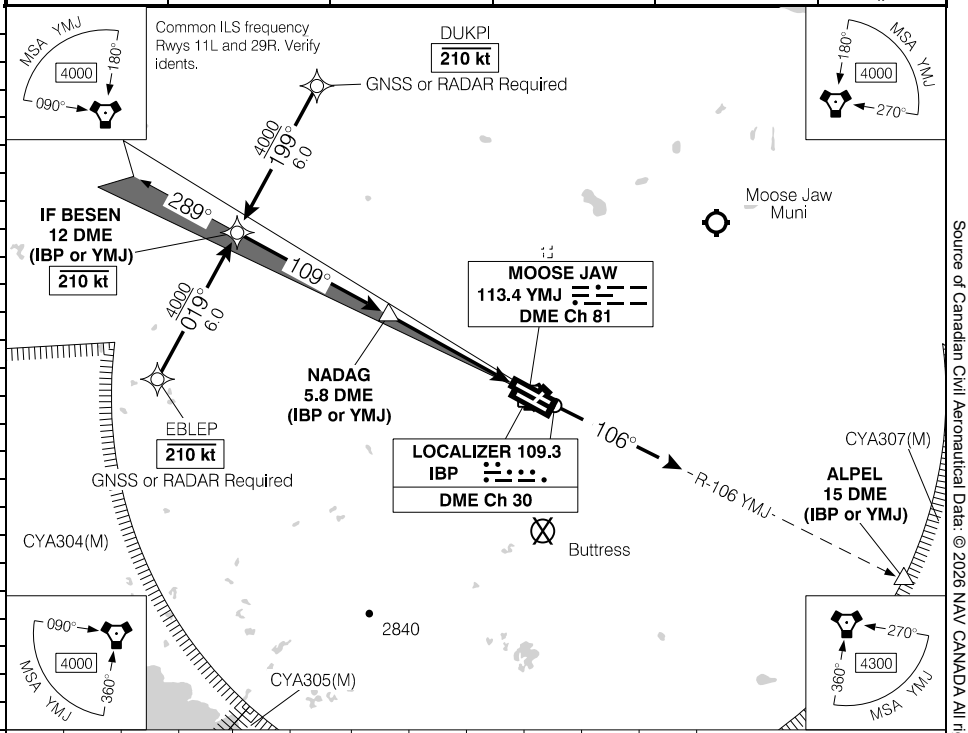
# ILS Z RWY 11L (DND)

501949N 1053333W VAR 9°E

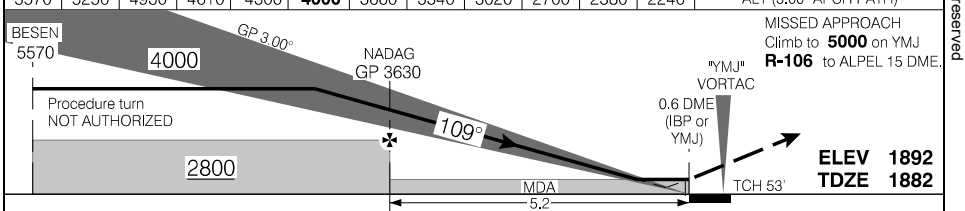
CYMJ

| ATIS – 131.3 257.8 | TML – 119.0 227.6<br>PAR – 119.0 227.6 | TWR – 126.2 295.6 | GND – 121.8 275.8 | AF-SF P2 |
|---|---|---|---|---|

| SAFE ALT 100 NM | LOC IBP | APCH CRS | GP NADAG | LDA |
|---|---|---|---|---|
| 4700 | 109.3 | 109° | 3630 | 8320 |




| 12 | 11 | 10 | 9 | 8 | **7.1** | 6 | 5 | 4 | 3 | 2 | 1.5 | DIST FROM DME (IBP or YMJ) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5570 | 5250 | 4930 | 4610 | 4300 | **4000** | 3660 | 3340 | 3020 | 2700 | 2380 | 2240 | ALT (3.00° APCH PATH) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| ILS/DME | 2082 (200) ½ | | | |
| LOC/DME | 2240 (358) 1 | | | |
| C CIRCLING | 2400 (508) 1½ | | 2420 (528) 2 | 2500 (608) 2 |

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

# ILS Z RWY 11L (DND)

CYMJ

EFF 16 MAY 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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MOOSE JAW/AIR VICE MARSHAL C.M. MCEWEN, SK

# ILS Z RWY 29R (DND)

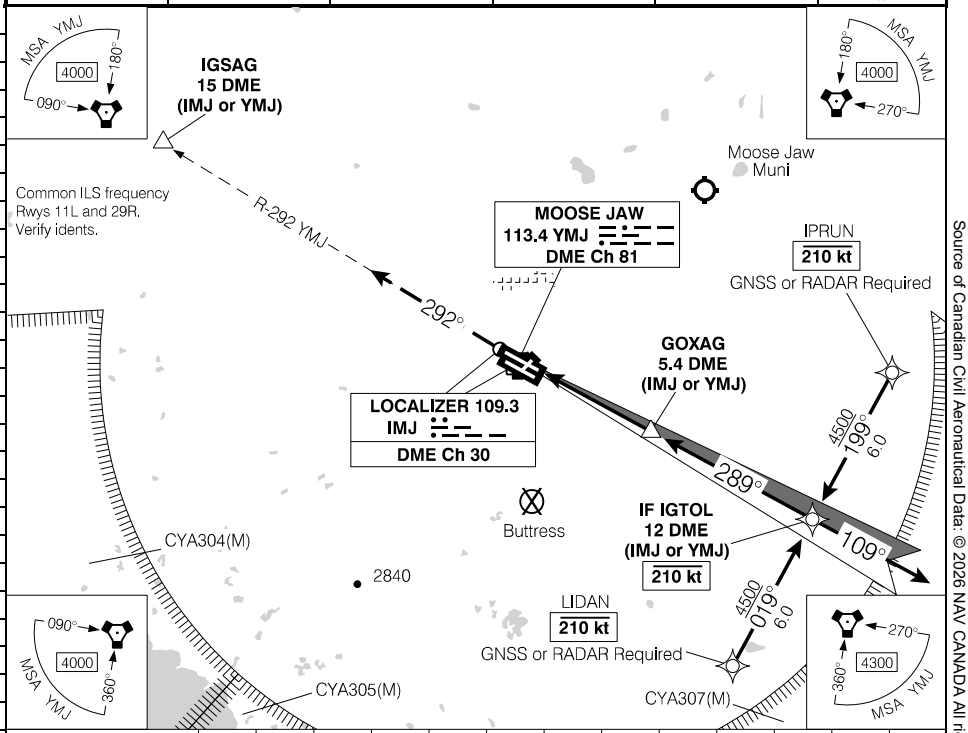
501949N 1053333W VAR 9°E

CYMJ

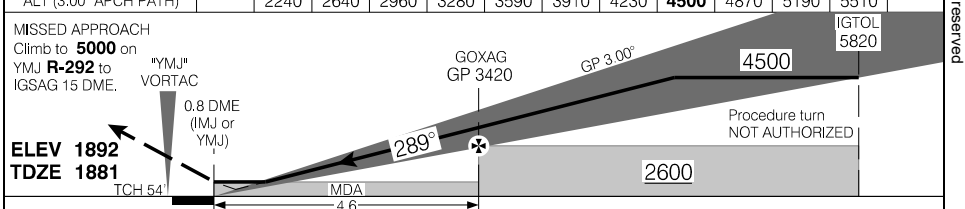
| ATIS | TML | TWR | GND |
|---|---|---|---|
| 131.3<br>257.8 | 119.0 227.6<br>PAR – 119.0 227.6 | 126.2 295.6 | 121.8<br>275.8 |

| SAFE ALT 100 NM | LOC<br>IMJ | APCH<br>CRS | GP<br>GOXAG | LDA |
|---|---|---|---|---|
| 4700 | 109.3 | 289° | 3420 | 8320 |

P2 AF-SF




| DIST FROM DME (IMJ or YMJ) | 1.7 | 3 | 4 | 5 | 6 | 7 | 8 | **8.8** | 10 | 11 | 12 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2240 | 2640 | 2960 | 3280 | 3590 | 3910 | 4230 | **4500** | 4870 | 5190 | 5510 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| ILS/DME | **2081** (200) ½ RVR 26 | | | |
| LOC/DME | **2240** (359) 1 | | | |
| C CIRCLING | **2400** (508) 1½ | | **2420** (528) 2 | **2500** (608) 2 |

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

# ILS Z RWY 29R (DND)

CYMJ

EFF 16 MAY 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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MOOSE JAW/AIR VICE MARSHAL C.M. MCEWEN, SK

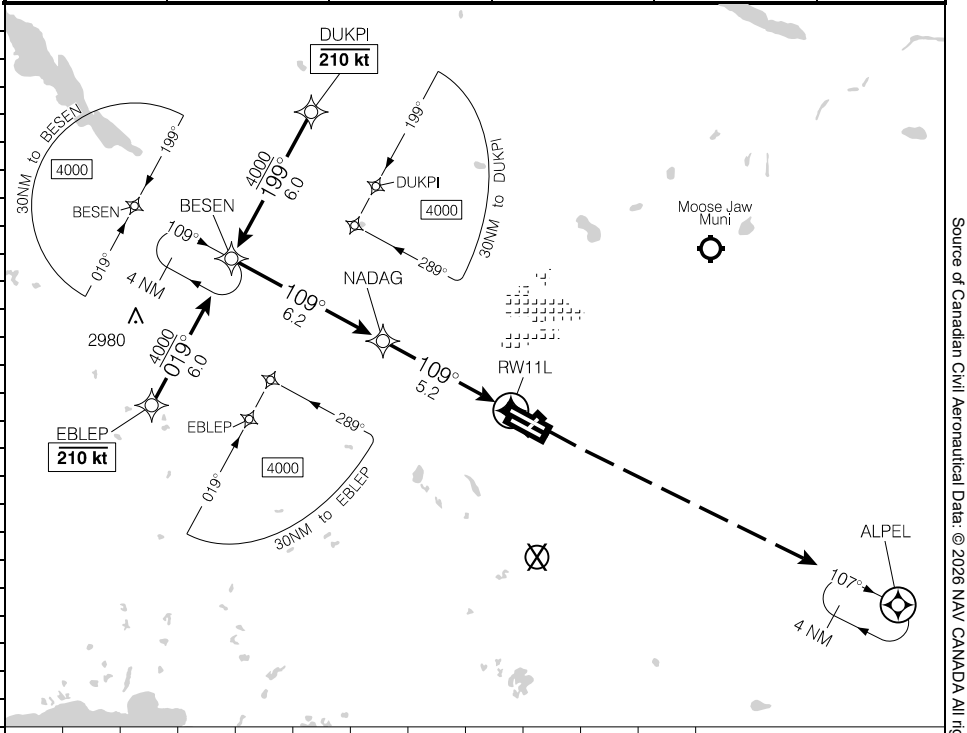
# RNAV (GNSS) RWY 11L (DND)

501949N 1053333W VAR 9°E

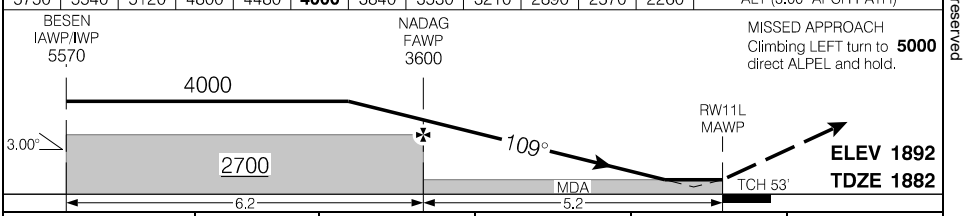
CYMJ

| ATIS – 131.3 257.8 | TML – 119.0 227.6<br>PAR – 119.0 227.6 | TWR – 126.2 295.6 | GND – 121.8 275.8 | AF-SF P2 |
|---|---|---|---|---|

| SAFE ALT 100 NM | WAAS | APCH CRS | MIN ALT NADAG | LDA |
|---|---|---|---|---|
| 4700 | Ch 80723 W11A | 109° | 2700 | 8320 |




| (NM) | 12 | 11 | 10 | 9 | 8 | 6.5 | 6 | 5 | 4 | 3 | 2 | 1.0 | DIST FROM RW11L |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5750 | 5540 | 5120 | 4800 | 4480 | 4000 | 3840 | 3530 | 3210 | 2890 | 2570 | 2260 | 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 | 2082 | (200) | ½ | |
| LNAV/VNAV (min. -12°C, max. 54°C) | 2254 | (372) | 1 | |
| LNAV | 2260 | (378) | 1 | |
| C CIRCLING | 2400 (508) 1½ | | 2400 (508) 2 | 2500 (608) 2 |

RNAV (GNSS) RWY 11L (DND)

CYMJ

EFF 31 OCT 24



Canada Air Pilot

Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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MOOSE JAW/AIR VICE MARSHAL C.M. MCEWEN, SK

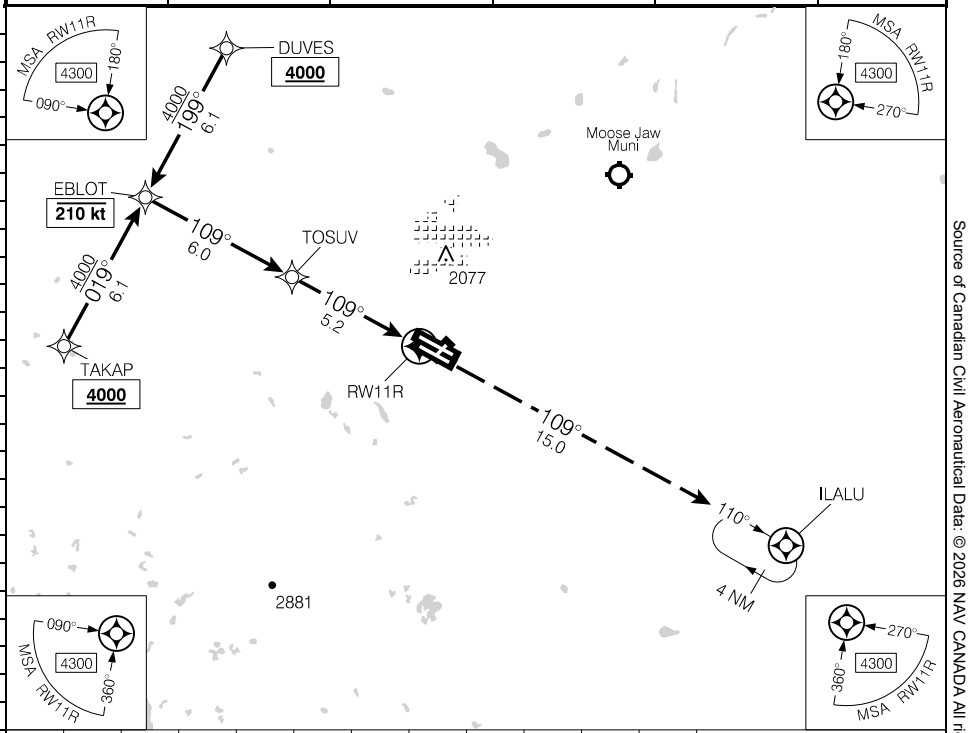
# RNAV (GNSS) RWY 11R (DND)

501949N 1053333W VAR 9°E

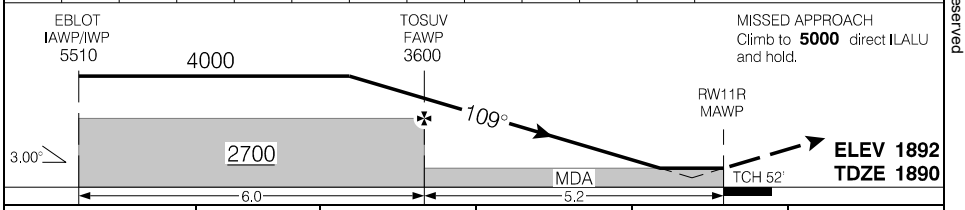
CYMJ

| ATIS – 131.3 257.8 | TML – 119.0 227.6 | TWR – 126.2 295.6 | GND – 121.8 275.8 |
|---|---|---|---|

| SAFE ALT 100 NM | WAAS | APCH CRS | MIN ALT TOSUV | LDA |
|---|---|---|---|---|
| 4700 | Ch 81075 W11B | 109° | 2700 | 7280 |




| 11 | 10 | 9 | 8 | 6.5 | 6 | 5 | 4 | 3 | 2 | 1.1 | DIST FROM RW11R |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 5450 | 5130 | 4810 | 4490 | 4000 | 3850 | 3530 | 3220 | 2900 | 2580 | 2300 | 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 | 2140 | (250) | 1 | |
| LNAV/VNAV (min. -12°C, max. 54°C) | 2256 | (366) | 1¼ | |
| LNAV | 2300 | (410) | 1¼ | |
| C CIRCLING | 2360 (468) 1¼ | | 2420 (528) 2 | 2460 (568) 2 |

RNAV (GNSS) RWY 11R (DND)

CYMJ

EFF 11 JUL 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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MOOSE JAW/AIR VICE MARSHAL C.M. MCEWEN, SK

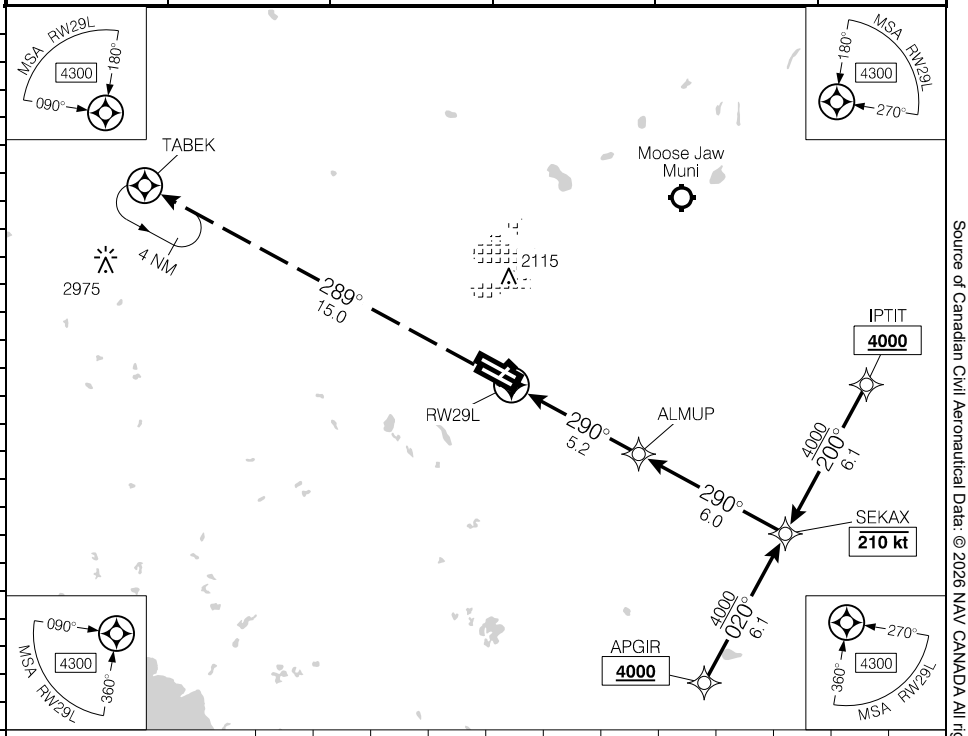
# RNAV (GNSS) RWY 29L (DND)

501949N 1053333W VAR 9°E

CYMJ

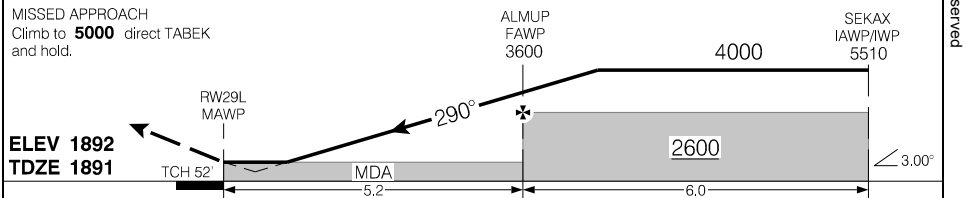
| ATIS – 131.3 257.8 | TML – 119.0 227.6 | TWR – 126.2 295.6 | GND – 121.8 275.8 |
|---|---|---|---|

| SAFE ALT 100 NM | WAAS | APCH CRS | MIN ALT ALMUP | LDA |
|---|---|---|---|---|
| 4700 | Ch 81074 W29B | 290° | 2600 | 7280 |




| DIST FROM RW29L | 1.1 | 2 | 3 | 4 | 5 | 6 | **6.5** | 8 | 9 | 10 | 11 | 12 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2300 | 2580 | 2900 | 3220 | 3540 | 3850 | **4000** | 4490 | 4810 | 5130 | 5450 | 5760 |

MISSED APPROACH
Climb to **5000** direct TABEK and hold.




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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2141** (250) 1 | | | |
| LNAV/VNAV (min. -12°C, max. 54°C) | **2263** (372) 1¼ | | | |
| LNAV | **2300** (409) 1¼ | | | |
| C CIRCLING | **2360** (468) 1½ | | **2420** (528) 2 | **2460** (568) 2 |

# RNAV (GNSS) RWY 29L (DND)

CYMJ

EFF 11 JUL 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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MOOSE JAW/AIR VICE MARSHAL C.M. MCEWEN, SK

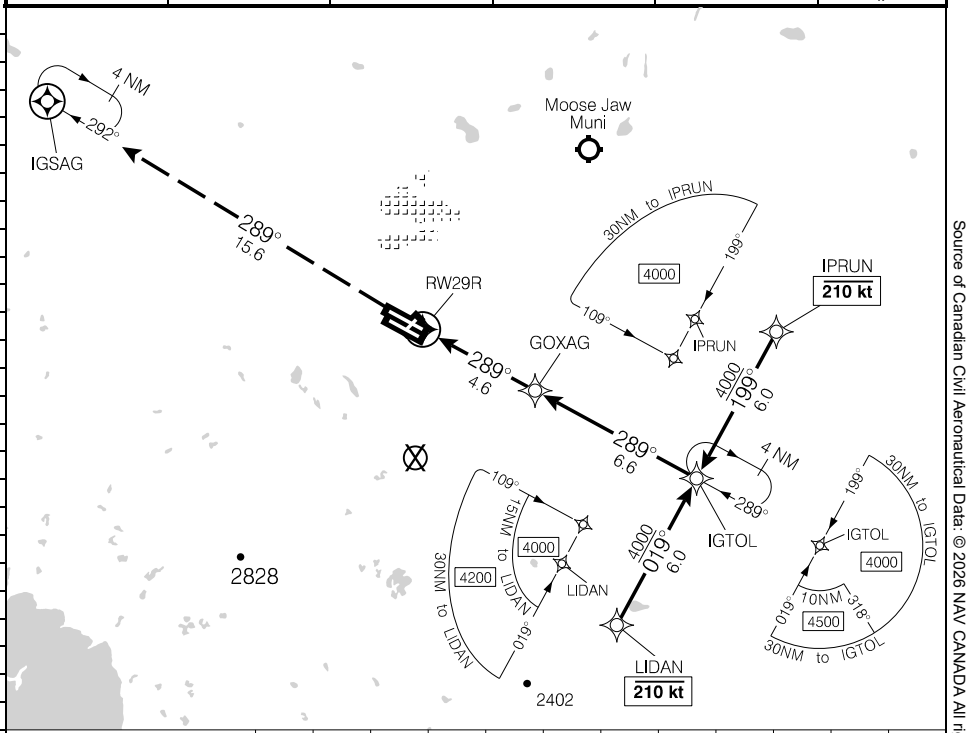
# RNAV (GNSS) RWY 29R (DND)

501949N 1053333W VAR 9°E

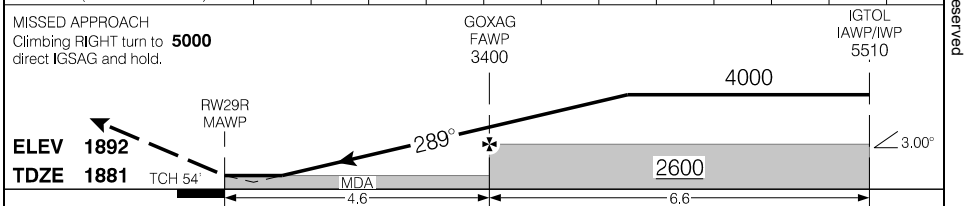
CYMJ

| ATIS – 131.3 257.8 | TML – 119.0 227.6<br>PAR – 119.0 227.6 | TWR – 126.2 295.6 | GND – 121.8 275.8 | |
|---|---|---|---|---|
| SAFE ALT 100 NM<br>**4700** | WAAS<br>**Ch 80724**<br>W29A | APCH CRS<br>**289°** | MIN ALT GOXAG<br>**2600** | LDA<br>**8320** |

P2 AF-SF




| DIST FROM RW29R | 1.0 | 2 | 3 | 4 | 5 | 6 | **6.5** | 8 | 9 | 10 | 11 | 12 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2260 | 2570 | 2890 | 3210 | 3530 | 3850 | **4000** | 4480 | 4800 | 5120 | 5440 | 5760 |




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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2081** (200) ½ | | | |
| LNAV/VNAV (min. -17°C, max. 54°C) | **2140** (259) 1 | | | **2148** (267) 1 |
| LNAV | **2260** (379) 1 | | | |
| C CIRCLING | **2400** (508) 1½ | | **2400** (508) 2 | **2500** (608) 2 |

RNAV (GNSS) RWY 29R (DND)

CYMJ

EFF 11 JUL 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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## Departure Route Description

**Rwy 11L:** Climb to and maintain **5000** on "YMJ" **R-106**. Contact departure control as soon as practicable after take-off. Anticipate radar vectors to filed/assigned route.

**Rwy 11R:** Climb to and maintain **5000** on "YMJ" **R-112**. Contact departure control as soon as practicable after take-off. Anticipate radar vectors to filed/assigned route.

**Rwy 29L:** Climb to and maintain **5000** on "YMJ" **R-286**. Contact departure control as soon as practicable after take-off. Anticipate radar vectors to filed/assigned route.

**Rwy 29R:** Climb to and maintain **5000** on "YMJ" **R-292**. Contact departure control as soon as practicable after take-off. Anticipate radar vectors to filed/assigned route.

## Communication Failure

Transponder mode A/3 code 7600. On recognition of communications failure 3 minutes or less after take-off, and in IFR conditions proceed as follows:

1. Upon reaching **5000** ASL proceed on course.
2. Maintain this altitude for 3 minutes after take-off, then
3. Climb to flight planned altitude.

**NOTE:** If communication failure occurs more than 3 minutes after take-off, comply with the appropriate procedure for communication failure enroute.

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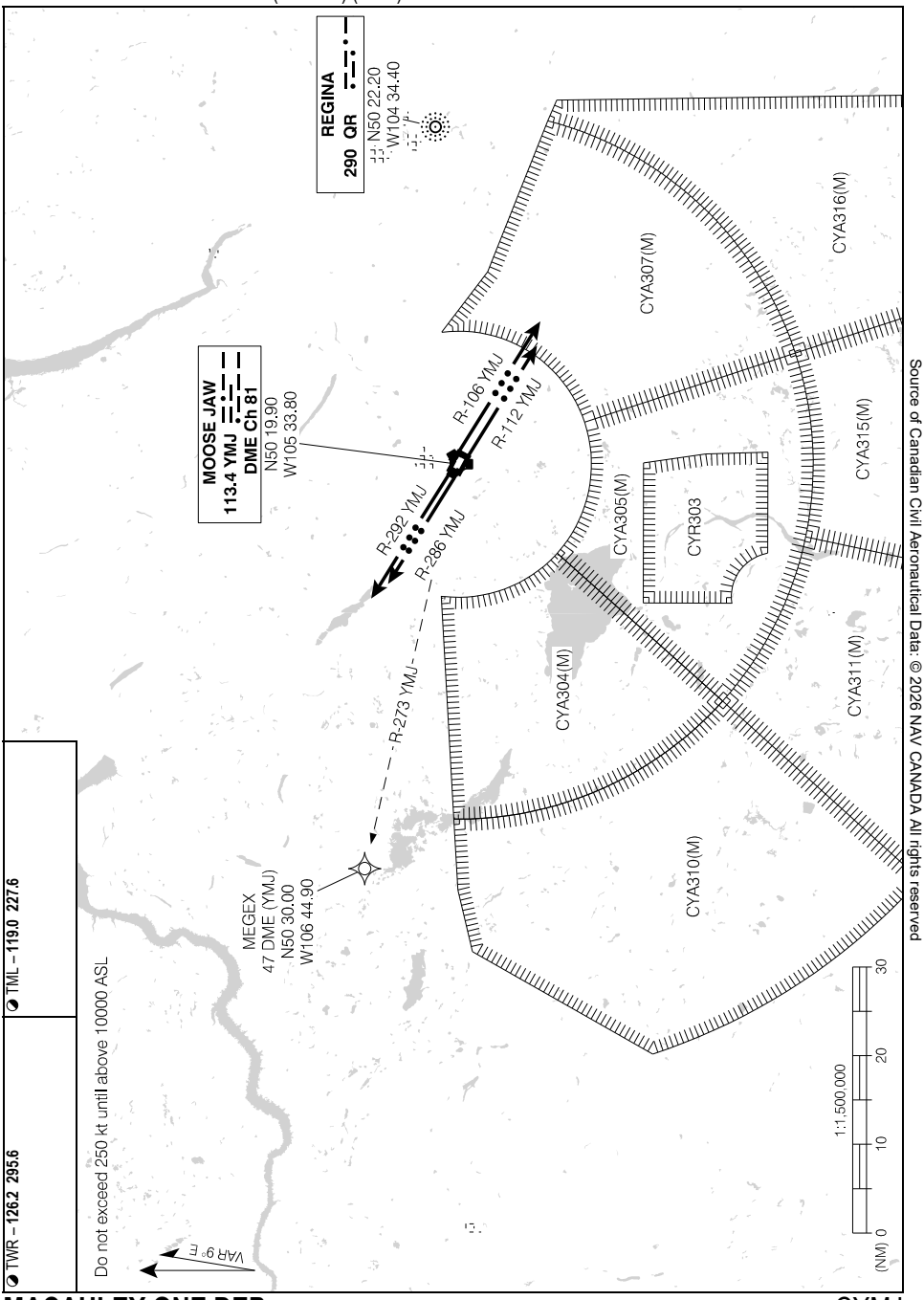
SID (VECTOR)

MOOSE JAW/AIR VICE MARSHAL C.M. MCEWEN, SK

# MACAULEY ONE DEP (CYMJ.1) (DND)

CYMJ

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MACAULEY ONE DEP (CYMJ.1) (DND)

CYMJ

EFF 7 AUG 25



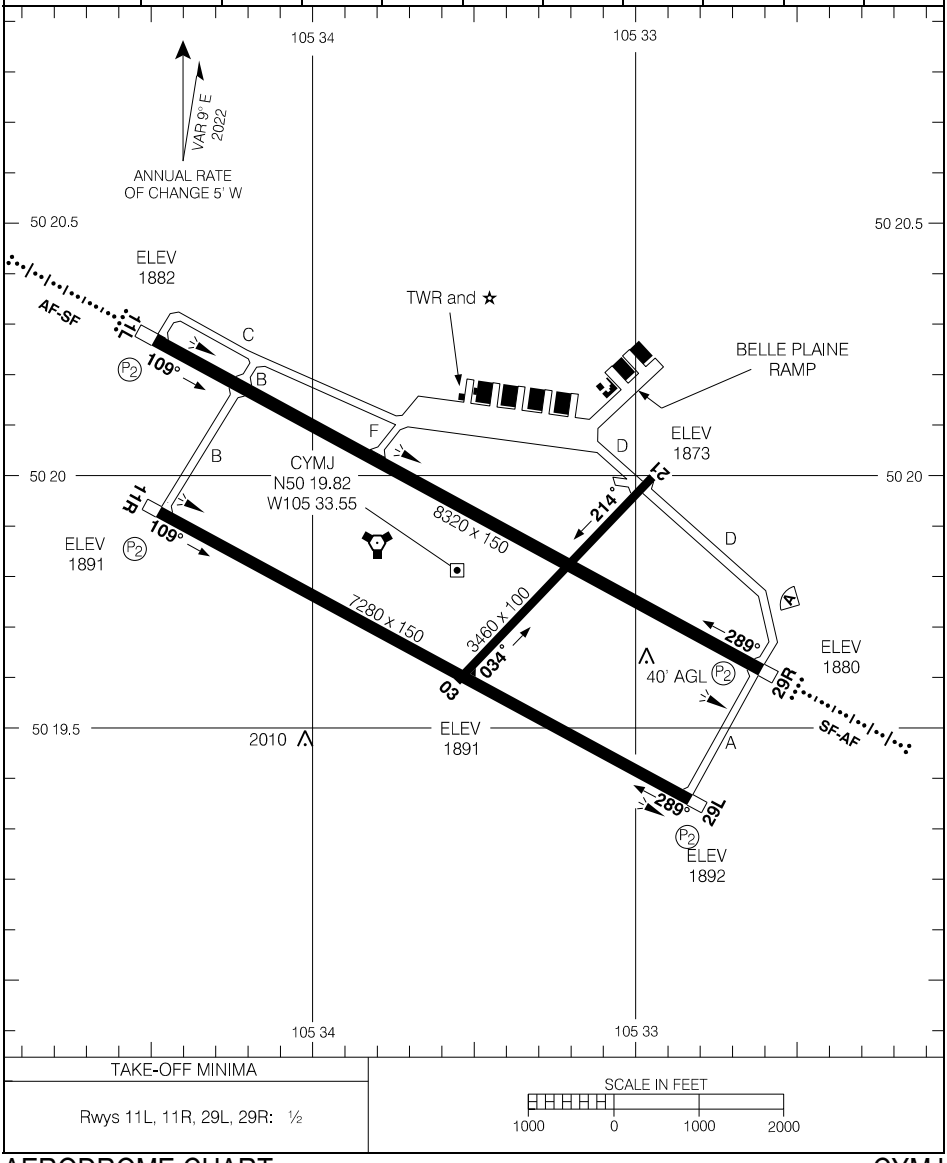
Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

MOOSE JAW/AIR VICE MARSHAL C.M. MCEWEN, SK

# AEROPLANE CHART (DND) CYMJ

| ATIS – 131.3 257.8 | CLNC DEL – 135.3 234.4<br>GND – 121.8 275.8 | TWR – 126.2 295.6 | DEP – 119.0 227.6 |
|---|---|---|---|

| DECL DISTS | 11L | 29R | 11R | 29L | 03 | 21 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| TORA | 8320 | 8320 | 7280 | 7280 | 3460 | 3460 | | | | |
| TODA | 8320 | 8320 | 7280 | 7280 | 3460 | 3460 | | | | |
| ASDA | 8520 | 8520 | 7480 | 7480 | 3720 | 3680 | | | | |
| LDA | 8320 | 8320 | 7280 | 7280 | 3460 | 3460 | | | | |




TAKE-OFF MINIMA

Rwys 11L, 11R, 29L, 29R: ½

SCALE IN FEET

1000 0 1000 2000

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Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

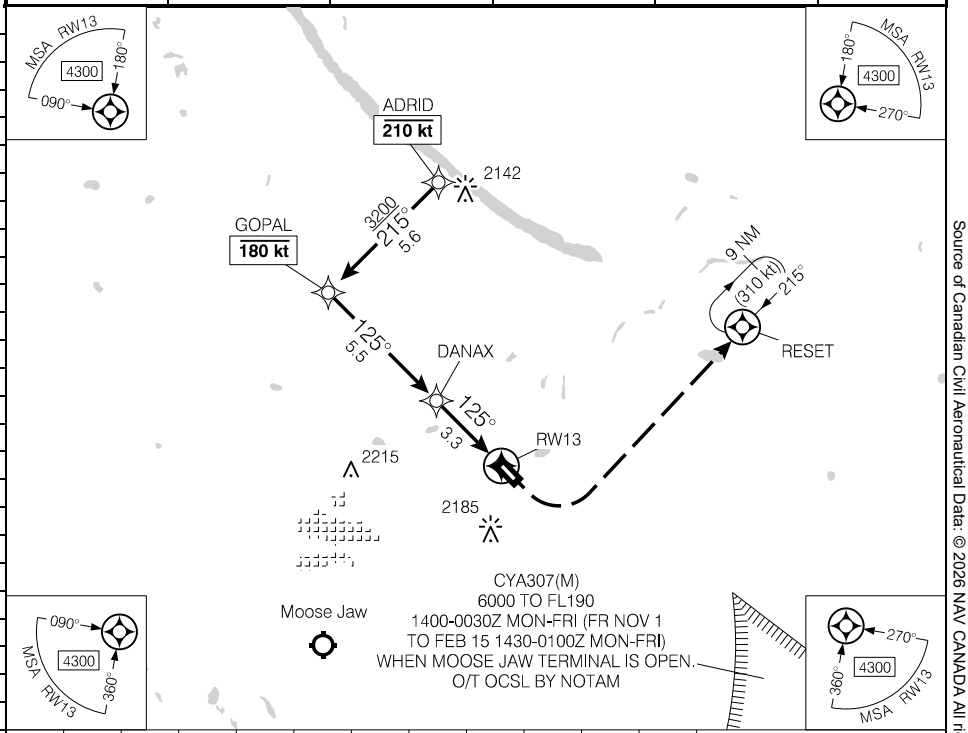
MOOSE JAW MUNI, SK

# RNAV (GNSS) RWY 13

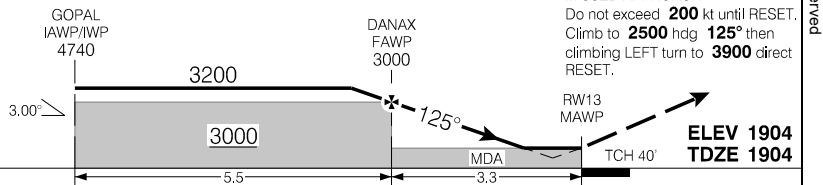
502601N 1052310W VAR 10°E

CJS4

| ATIS Moose Jaw – **131.3** | ARR Regina – **120.1** | UNICOM – **122.8** ATF* | | ARCAL 122.8(J) |
|---|---|---|---|---|
| SAFE ALT 100 NM **4600** | WAAS **Ch 80194** W13A | APCH CRS **125°** | MIN ALT DANAX **3000** | LDA **4000** |




| (NM) | 8.8 | 8 | 7 | 6 | 5 | **4.0** | 3 | 2 | 1.0 | DIST FROM RW13 |
|---|---|---|---|---|---|---|---|---|---|---|
| | 4740 | 4480 | 4170 | 3850 | 3530 | **3200** | 2890 | 2570 | 2260 | ALT (3.00° APCH PATH) |




MISSED APPROACH
Do not exceed **200** kt until RESET.
Climb to **2500** hdg **125°** then climbing LEFT turn to **3900** direct RESET.

RASS: Use CYMJ. When using CYQR add **40'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2170** | (273) | 1 | |
| LNAV | **2260** | (363) | 1¼ | |

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Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

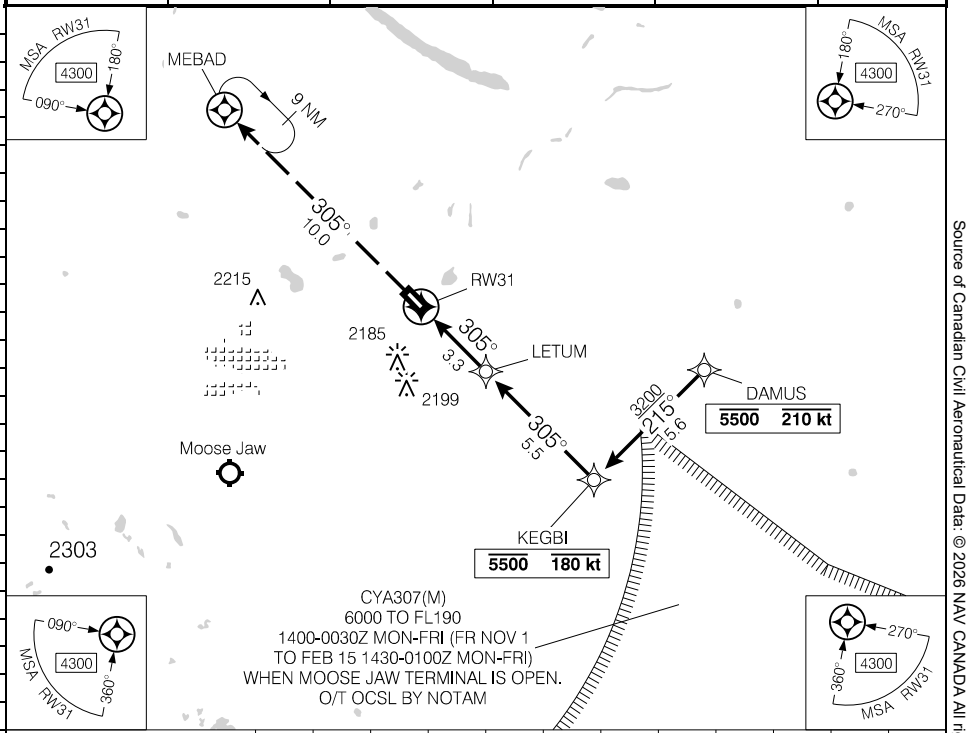
MOOSE JAW MUNI, SK

# RNAV (GNSS) RWY 31

502601N 1052310W VAR 10°E

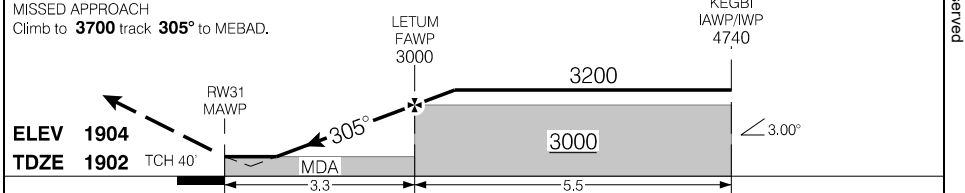
CJS4

| ATIS Moose Jaw – **131.3** | ARR Regina – **120.1** | UNICOM – **122.8** ATF* | | ARCAL 122.8(J) |
|---|---|---|---|---|
| SAFE ALT 100 NM **4600** | WAAS **Ch 80944** W31A | APCH CRS **305°** | MIN ALT LETUM **3000** | LDA **4000** |




| DIST FROM RW31 | 0.9 | 2 | 3 | **4.0** | 5 | 6 | 7 | 8 | 8.8 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2240 | 2580 | 2900 | **3200** | 3530 | 3850 | 4170 | 4490 | 4740 | | | |

MISSED APPROACH
Climb to **3700** track **305°** to MEBAD.




RASS: Use CYMJ. When using CYQR add **40'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2175** | (273) | 1 | |
| LNAV | **2240** | (338) | 1 | |

# RNAV (GNSS) RWY 31

CJS4

EFF 21 MAR 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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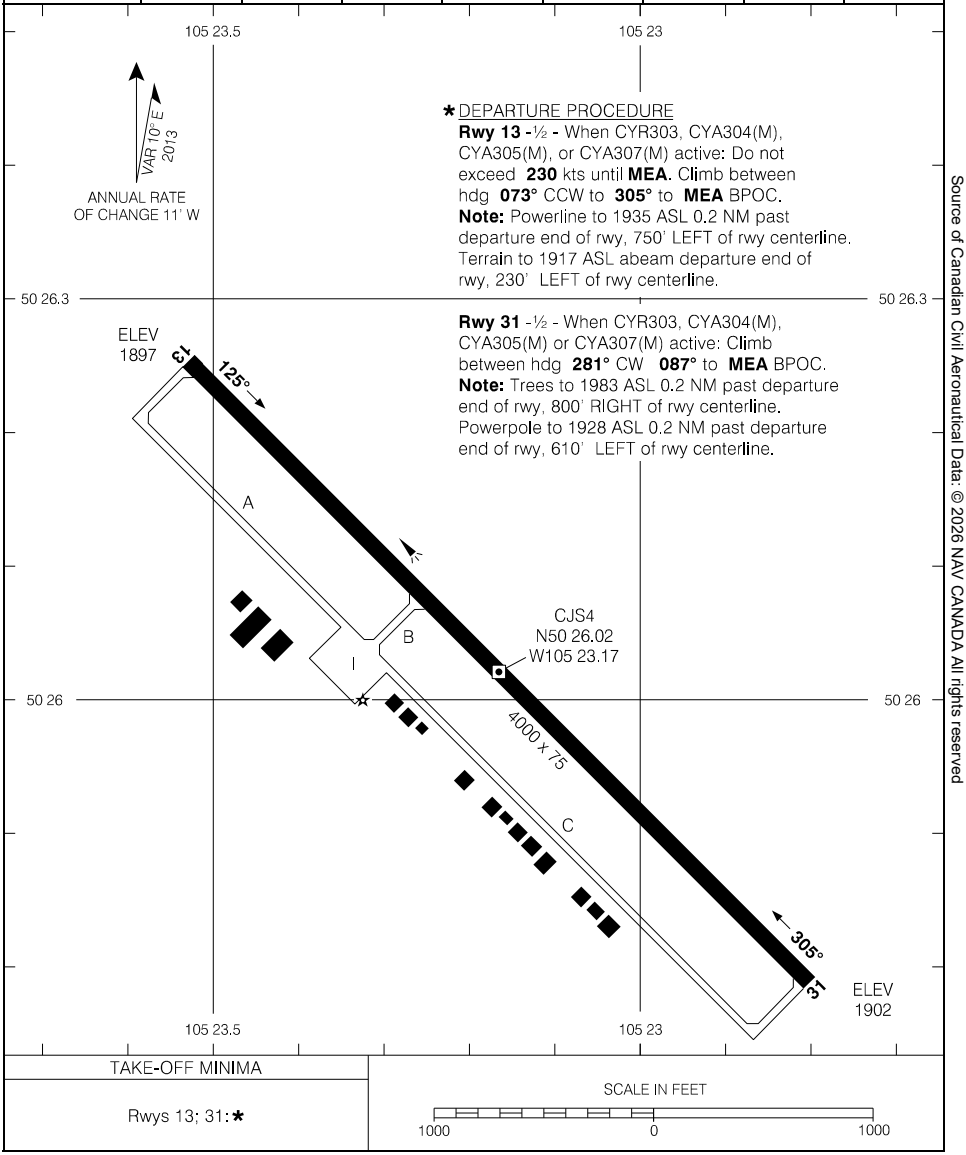
MOOSE JAW MUNI, SK

# AERODROME CHART

CJS4

| ATIS Moose Jaw – **131.3** | | UNICOM – **122.8** | DEP Moose Jaw – **135.3** |
|---|---|---|---|
| | | ATF* | |

| DECL DISTS | 13 | 31 |
|---|---|---|
| TORA | 4000 | 4000 |
| TODA | 4000 | 4000 |
| ASDA | 4000 | 4000 |
| LDA | 4000 | 4000 |




✱ DEPARTURE PROCEDURE

**Rwy 13** -½ - When CYR303, CYA304(M), CYA305(M), or CYA307(M) active: Do not exceed **230** kts until **MEA**. Climb between hdg **073°** CCW to **305°** to **MEA** BPOC. **Note:** Powerline to 1935 ASL 0.2 NM past departure end of rwy, 750' LEFT of rwy centerline. Terrain to 1917 ASL abeam departure end of rwy, 230' LEFT of rwy centerline.

**Rwy 31** -½ - When CYR303, CYA304(M), CYA305(M) or CYA307(M) active: Climb between hdg **281°** CW **087°** to **MEA** BPOC. **Note:** Trees to 1983 ASL 0.2 NM past departure end of rwy, 800' RIGHT of rwy centerline. Powerpole to 1928 ASL 0.2 NM past departure end of rwy, 610' LEFT of rwy centerline.

| TAKE-OFF MINIMA |
|---|
| Rwys 13; 31: ✱ |

SCALE IN FEET

1000 0 1000

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# AERODROME CHART

CJS4

EFF 31 OCT 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

MOOSOMIN/MARSHALL MCLEOD FIELD, SK

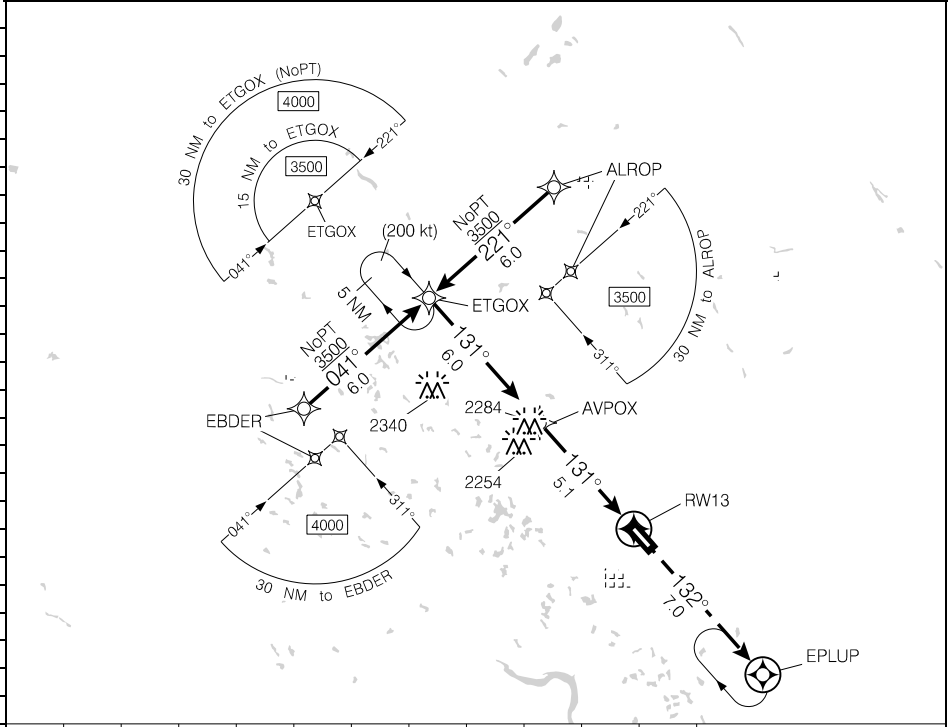
# RNAV (GNSS) RWY 13

501005N 1013832W VAR 7°E

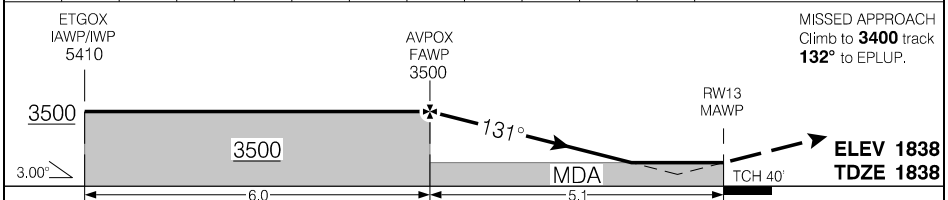
CJB5

| | CTR Winnipeg – **132.25** | UNICOM – **122.8** ATF | |
|---|---|---|---|

| SAFE ALT 100 NM | WAAS | APCH CRS | MIN ALT AVPOX | LDA |
|---|---|---|---|---|
| **4700** | **Ch 81070** W13A | **131°** | **3500** | **5000** |




| (NM) | 11.1 | 10 | 9 | 8 | 7 | 6 | **5.1** | 4 | 3 | 2 | 1.6 | DIST FROM RW13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5410 | 5070 | 4750 | 4430 | 4110 | 3790 | **3500** | 3150 | 2830 | 2520 | 2400 | ALT (3.00° APCH PATH) |




RASS: Use CYQV.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2285** | (447) | 1½ | |
| LNAV | **2400** | (562) | 1¾ | |

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

RNAV (GNSS) RWY 13 CJB5

EFF 12 JUN 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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MOOSOMIN/MARSHALL MCLEOD FIELD, SK

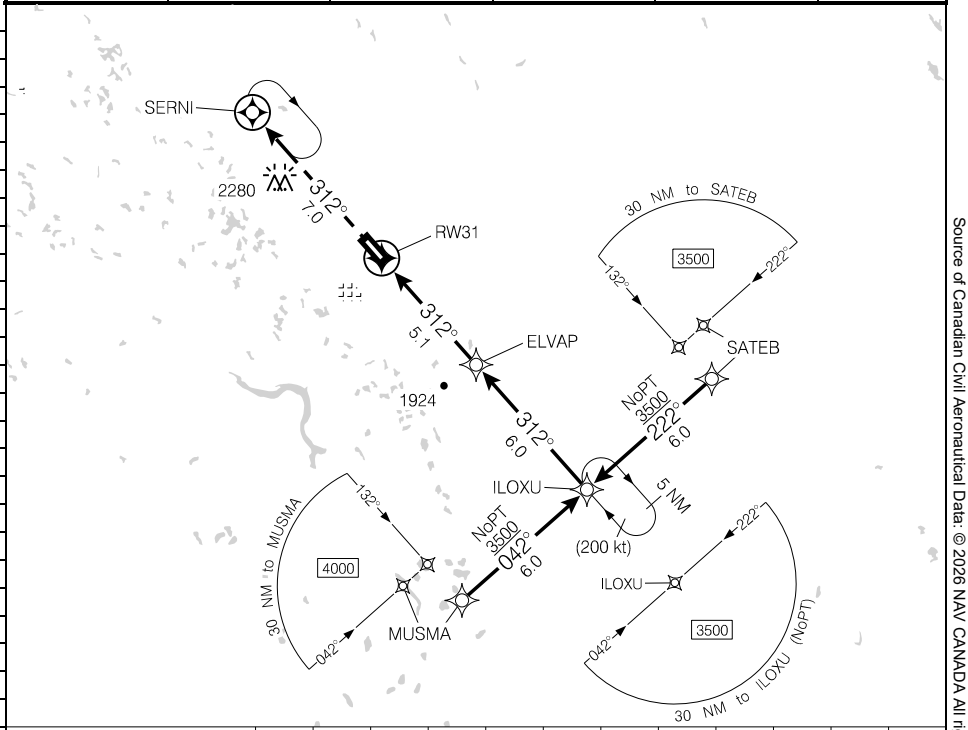
# RNAV (GNSS) RWY 31

501005N 1013832W VAR 7°E

CJB5

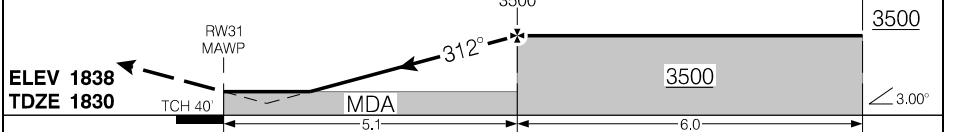
| | CTR Winnipeg – **132.25** | UNICOM – **122.8** ATF | |
|---|---|---|---|

| SAFE ALT 100 NM | WAAS | APCH CRS | MIN ALT ELVAP | LDA |
|---|---|---|---|---|
| **4700** | **Ch 81071** W31A | **312°** | **3500** | **5000** |




| DIST FROM RW31 | 1.5 | 2 | 3 | 4 | **5.1** | 6 | 7 | 8 | 9 | 10 | 11.1 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2360 | 2510 | 2830 | 3150 | **3500** | 3780 | 4100 | 4420 | 4740 | 5060 | 5410 |

MISSED APPROACH
Climb to **3400** track **312°** to SERNI.




RASS: Use CYQV.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2277** | (447) | 1½ | |
| LNAV | **2360** | (530) | 1¾ | |

# RNAV (GNSS) RWY 31

CJB5

EFF 12 JUN 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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MOOSOMIN/MARSHALL MCLEOD FIELD, SK

# AERODROME CHART

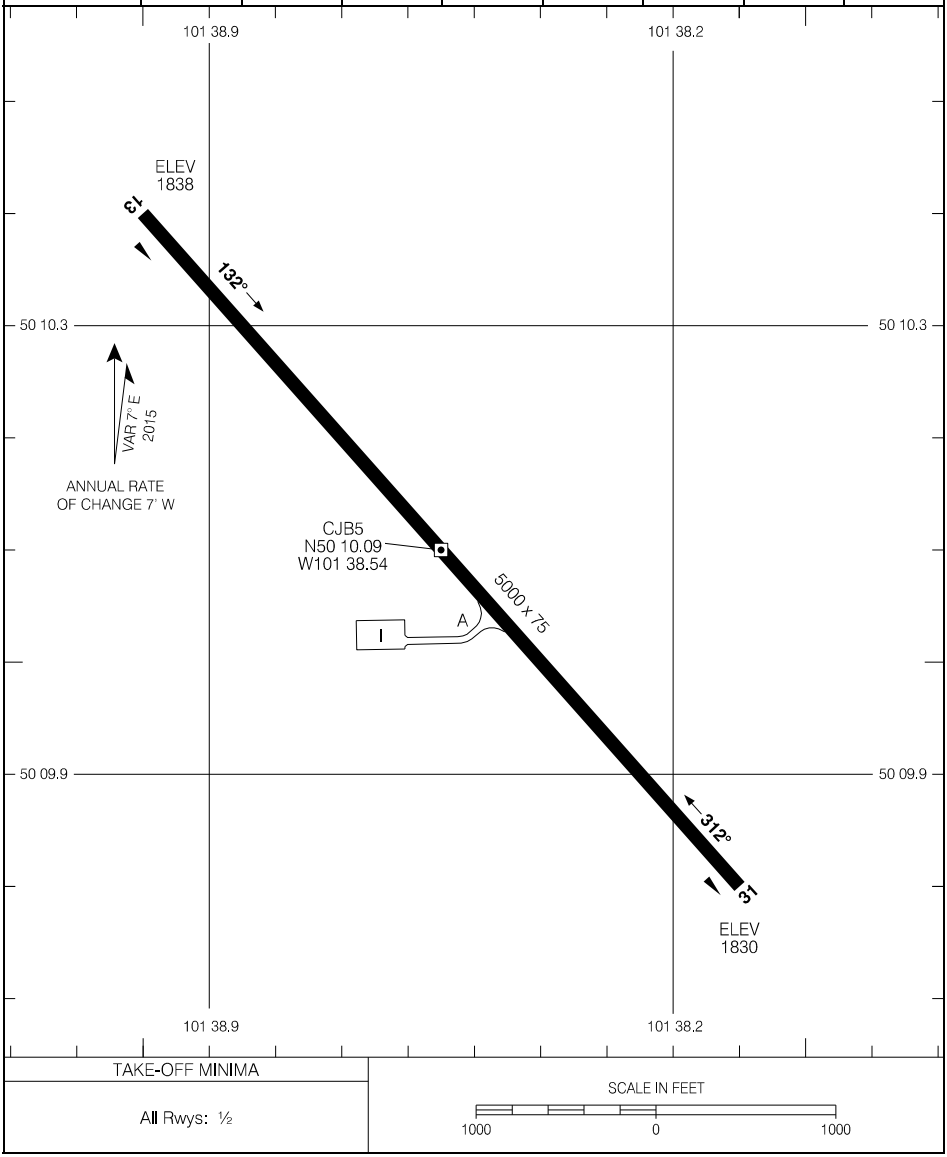
CJB5

UNICOM – **122.8**

ATF

CTR Winnipeg – **132.25**

| DECL DISTS | 13 | 31 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 5000 | 5000 | | | | | | |
| TODA | 5000 | 5000 | | | | | | |
| ASDA | 5000 | 5000 | | | | | | |
| LDA | 5000 | 5000 | | | | | | |




TAKE-OFF MINIMA

All Rwys: ½

SCALE IN FEET

1000 0 1000

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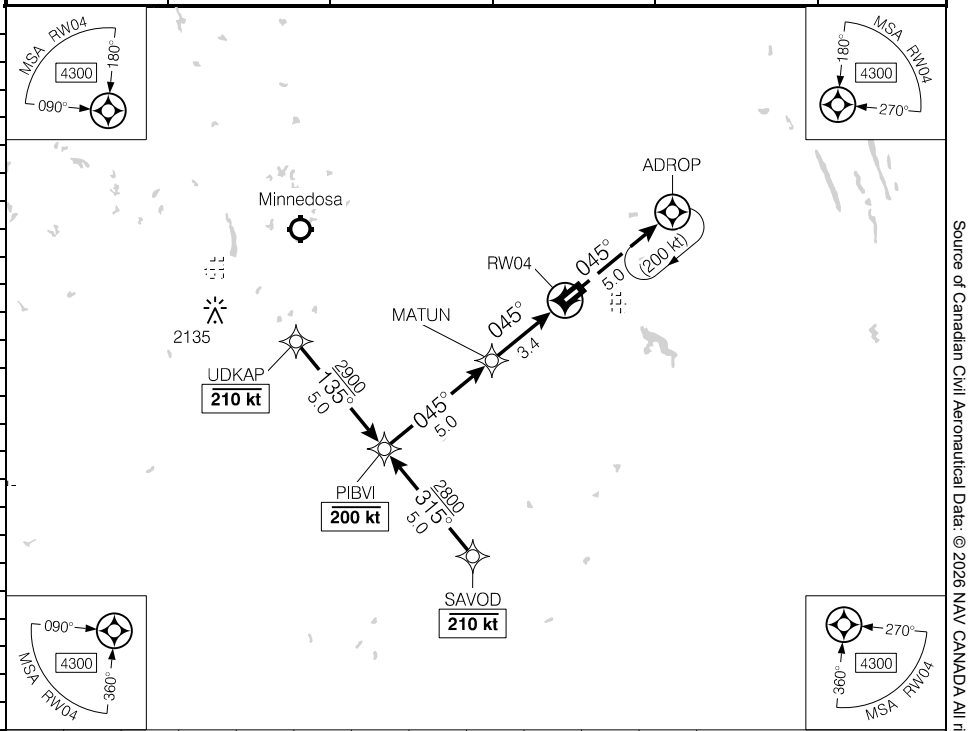
NEEPAWA, MB

# RNAV (GNSS) RWY 04

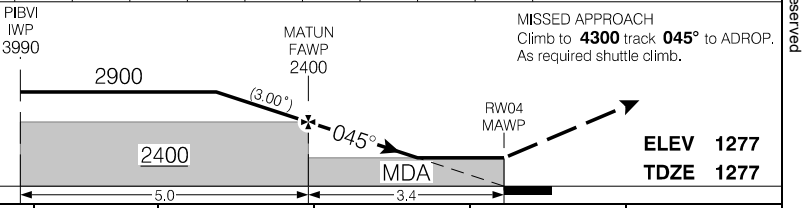
501357N 0993036W VAR 5°E

CJV5

| | | | | |
|---|---|---|---|---|
| | CTR Winnipeg – **132.25** | ◕ UNICOM – **122.8** ATF | | ARCAL 122.8(K) |
| SAFE ALT 100 NM **4400** | RNAV | APCH CRS **045°** | MIN ALT MATUN **2400** | LDA **3507** |




| | | | 8.4 | 7 | 6 | **5.0** | 4 | 3 | 2 | 1.5 | | DIST FROM RW04 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 3990 | 3550 | 3230 | **2900** | 2590 | 2270 | 1950 | 1780 | | ALT (3.00° APCH PATH) |




RASS: Use CYBR.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **1780** | (503) | 1½ | NOT AUTHORIZED |

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

RNAV (GNSS) RWY 04

CJV5

EFF 5 SEP 24



Canada Air Pilot
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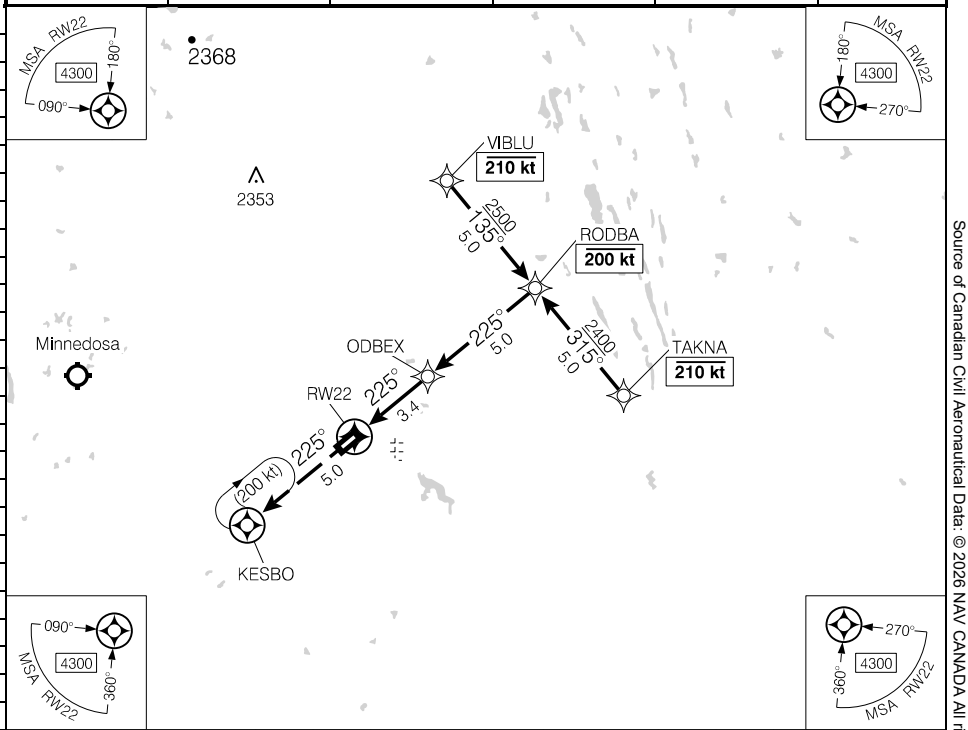
NEEPAWA, MB

# RNAV (GNSS) RWY 22

501357N 0993036W VAR 5°E

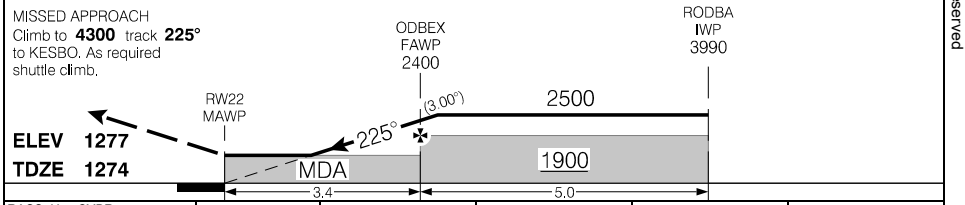
CJV5

| | | | | | |
|---|---|---|---|---|---|
| | CTR Winnipeg – **132.25** | UNICOM – **122.8** ATF | | | ARCAL 122.8(K) |
| SAFE ALT 100 NM **4400** | RNAV | APCH CRS **225°** | MIN ALT ODBEX **1900** | LDA **3507** | |




| DIST FROM RW22 | 1.5 | 2 | 3 | **3.7** | 5 | 6 | 7 | 8.4 |
|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 1780 | 1950 | 2270 | **2500** | 2910 | 3220 | 3540 | 3990 |

MISSED APPROACH
Climb to **4300** track **225°**
to KESBO. As required
shuttle climb.




RASS: Use CYBR.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **1780** | (506) | 1½ | NOT AUTHORIZED |

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

# RNAV (GNSS) RWY 22

CJV5

EFF 29 DEC 22



Canada Air Pilot
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NEEPAWA, MB

# AERODROME CHART

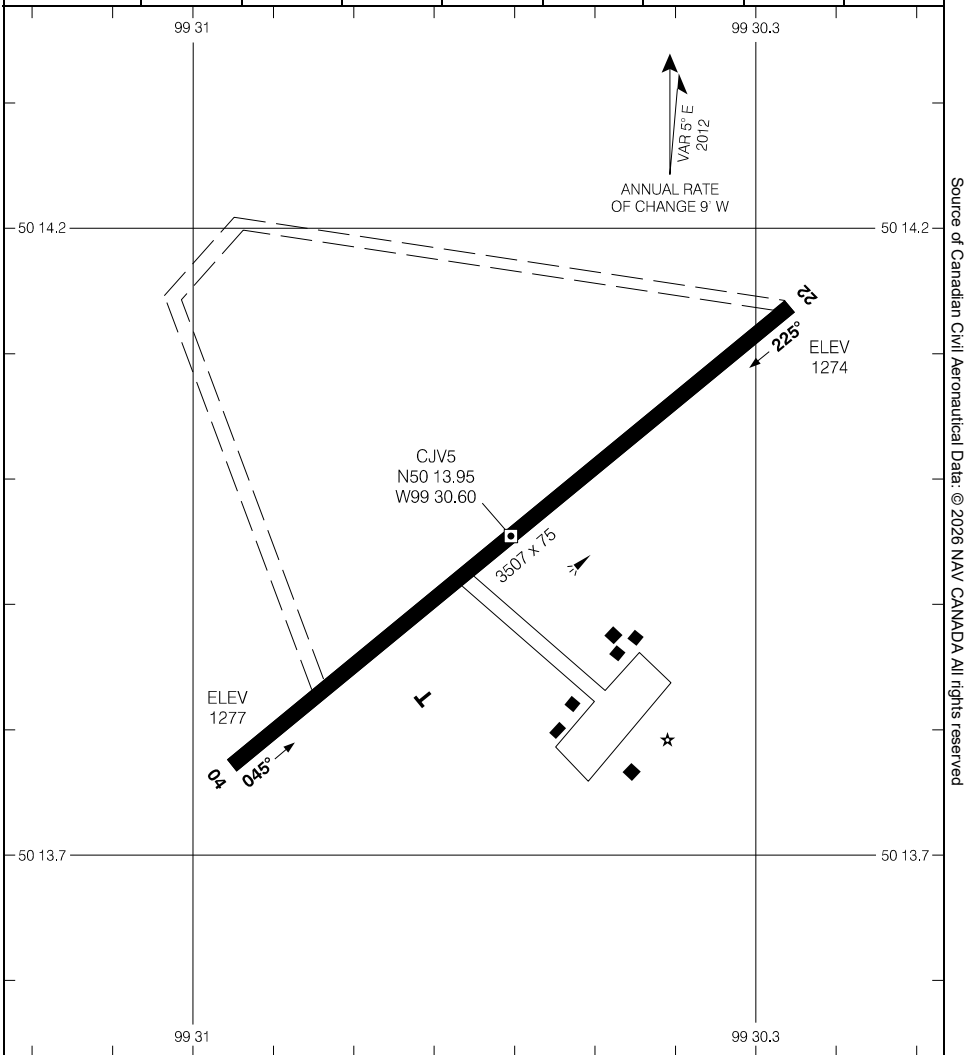
CJV5

UNICOM – **122.8**

ATF

CTR Winnipeg – **132.25**

| DECL DISTS | 04 | 22 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 3507 | 3507 | | | | | | |
| TODA | 3507 | 3507 | | | | | | |
| ASDA | 3507 | 3507 | | | | | | |
| LDA | 3507 | 3507 | | | | | | |




TAKE-OFF MINIMA

All Ryws: NOT ASSESSED

SCALE IN FEET

1000 0 1000

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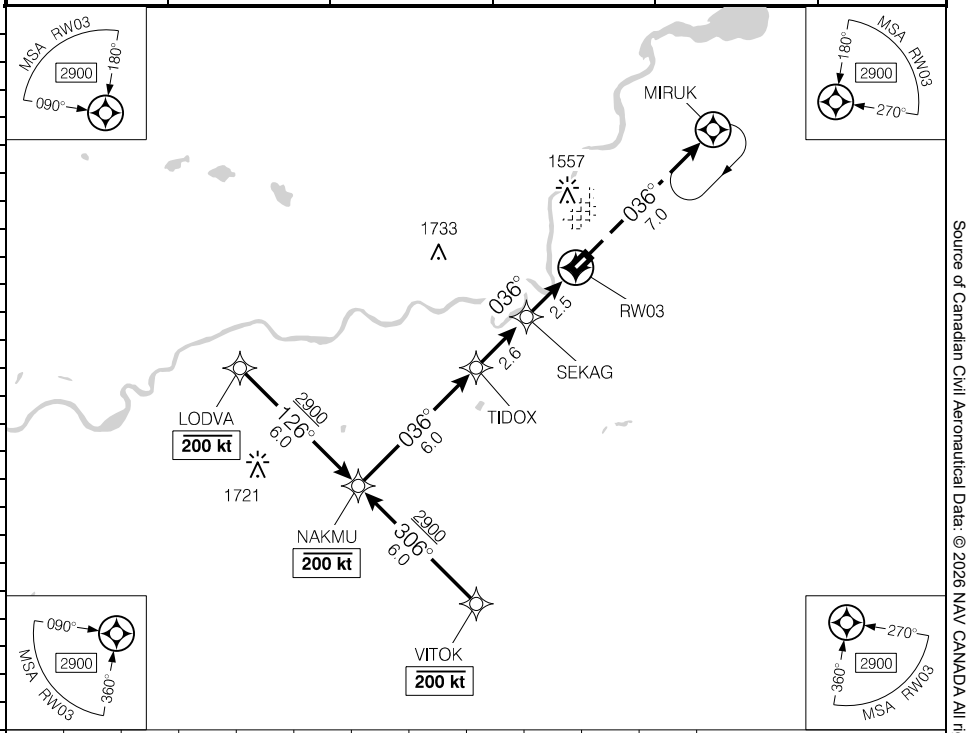
NIPAWIN, SK

# RNAV (GNSS) RWY 03

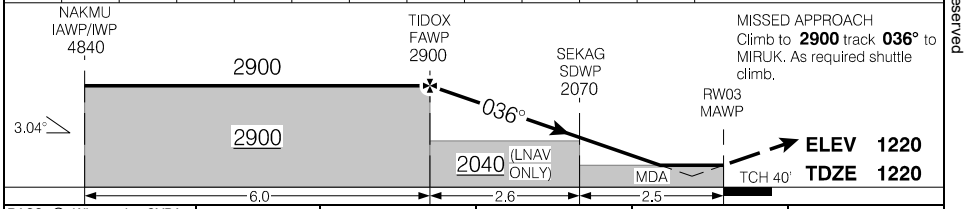
531957N 1040032W VAR 9°E

CYBU

| | | | | |
|---|---|---|---|---|
| AWOS – **128.75** | CTR Winnipeg – **133.9** | UNICOM – **122.8** ATF | | ARCAL 122.8(J) |
| SAFE ALT 100 NM **3900** | WAAS **Ch 80645** W03A | APCH CRS **036°** | MIN ALT TIDOX **2900** | LDA **2933** |




| (NM) | 11.1 | 10 | 9 | 8 | 7 | 6 | **5.1** | 4 | 3 | 2 | 1.1 | DIST FROM RW03 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 4840 | 4490 | 4160 | 3840 | 3520 | 3200 | **2900** | 2550 | 2230 | 1910 | 1620 | ALT (3.04° APCH PATH) |




RASS: When using CYPA add **180°**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1470** | (250) | 1 | NOT AUTHORIZED |
| LNAV | **1620** | (400) | 1¼ | NOT AUTHORIZED |

| Knots | ft/min | Min:Sec |
|---|---|---|
| 70 | 380 | |
| 90 | 490 | |
| 110 | 600 | |
| 130 | 700 | |
| 150 | 810 | |

RNAV (GNSS) RWY 03 CYBU

EFF 22 JAN 26



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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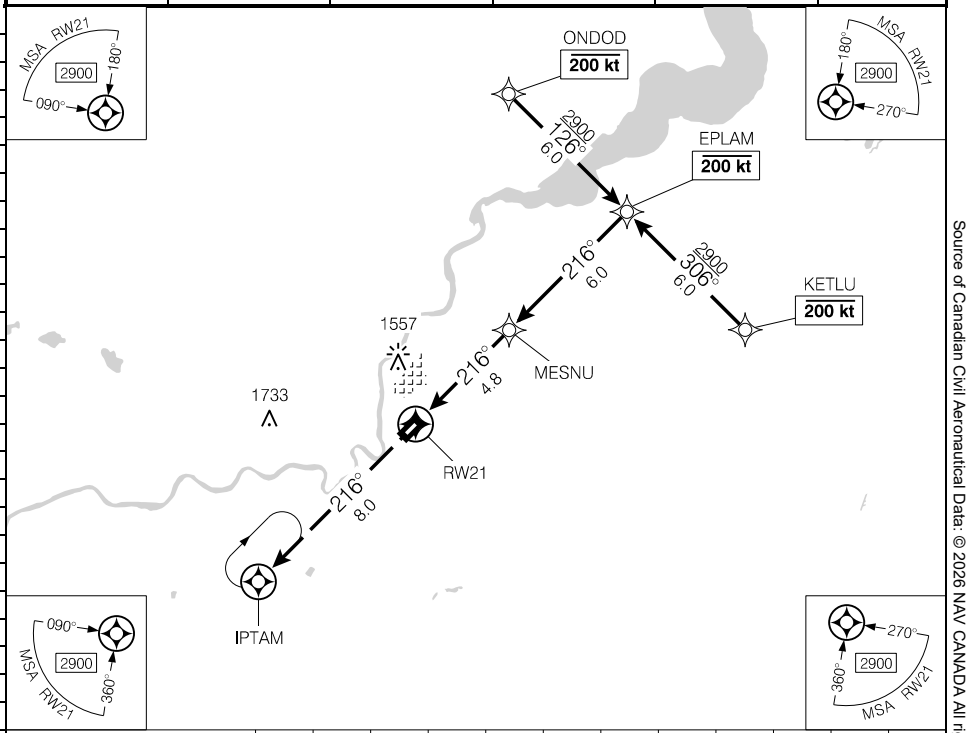
NIPAWIN, SK

# RNAV (GNSS) RWY 21

531957N 1040032W VAR 9°E

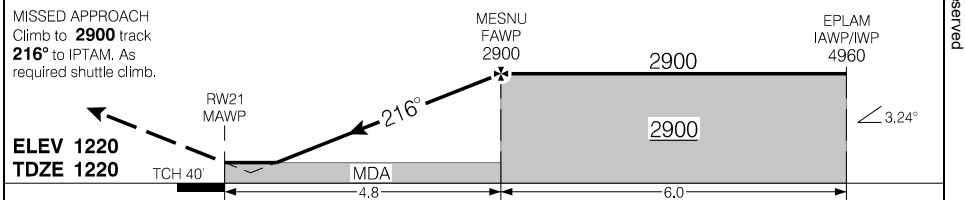
# CYBU

| | | | | |
|---|---|---|---|---|
| AWOS – **128.75** | CTR Winnipeg – **133.9** | ◒ UNICOM – **122.8** ATF | | ARCAL 122.8(J) |
| SAFE ALT 100 NM **3900** | WAAS **Ch 80646** W21A | APCH CRS **216°** | MIN ALT MESNU **2900** | LDA **2933** |




| DIST FROM RW21 | 0.9 | 2 | 3 | 4 | **4.8** | 6 | 7 | 8 | 9 | 10 | 10.8 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.24° APCH PATH) | 1580 | 1950 | 2290 | 2640 | **2900** | 3320 | 3670 | 4010 | 4360 | 4700 | 4960 |

MISSED APPROACH
Climb to **2900** track **216°** to IPTAM. As required shuttle climb.




RASS: ◒ When using CYPA add **180°**.

| Knots | ft/min | Min:Sec |
|---|---|---|
| 70 | 410 | |
| 90 | 520 | |
| 110 | 640 | |
| 130 | 750 | |
| 150 | 860 | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1487** | (267) | 1 | NOT AUTHORIZED |
| LNAV | **1580** | (360) | 1¼ | NOT AUTHORIZED |

# RNAV (GNSS) RWY 21

# CYBU

EFF 22 JAN 26



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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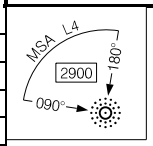
NIPAWIN, SK

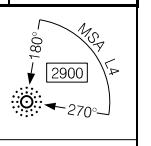
# NDB A

531957N 1040032W VAR 9°E

# CYBU

| | | | | | |
|---|---|---|---|---|---|
| AWOS – **128.75** | CTR Winnipeg – **133.9** | | UNICOM – **122.8** ATF | | ARCAL 122.8(J) |
| SAFE ALT 100 NM **4100** | NDB L4 **402** | APCH CRS **029°** | | LDA REFER TO AD CHART | |

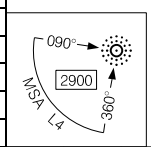


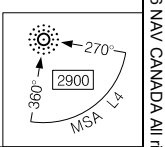



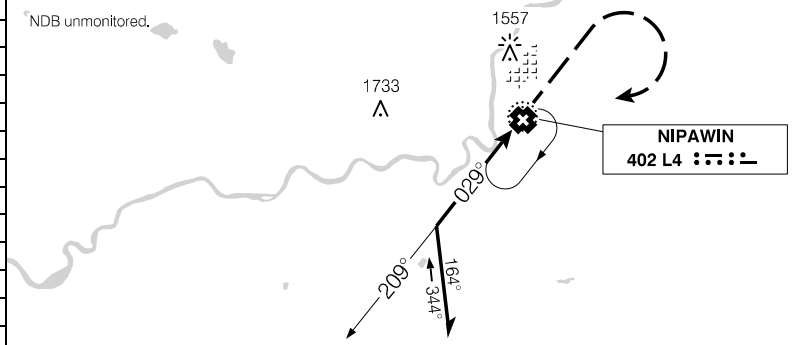

Circling to rwy 12/30 not auth due to visual surfaces not assessed.

CAUTION: Procedure overlaps Tisdale (CJY3) procedures.

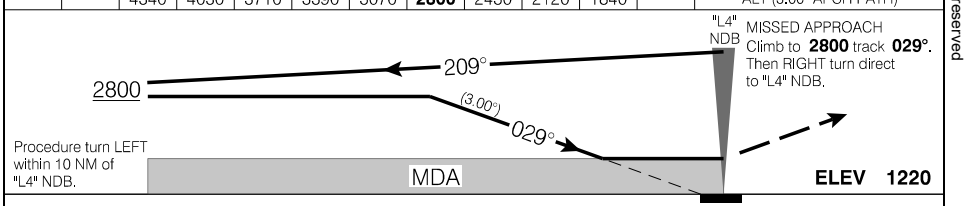
NDB unmonitored.




| (NM) | | | 10 | 9 | 8 | 7 | 6 | **5.1** | 4 | 3 | 2.1 | | DIST FROM "L4" NDB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 4340 | 4030 | 3710 | 3390 | 3070 | **2800** | 2430 | 2120 | 1840 | | ALT (3.00° APCH PATH) |




RASS: When using CYPA add **160'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | **1840** | (620) | 2 | **1900** (680) 2 |

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

# NDB A

EFF 21 MAR 24

# CYBU



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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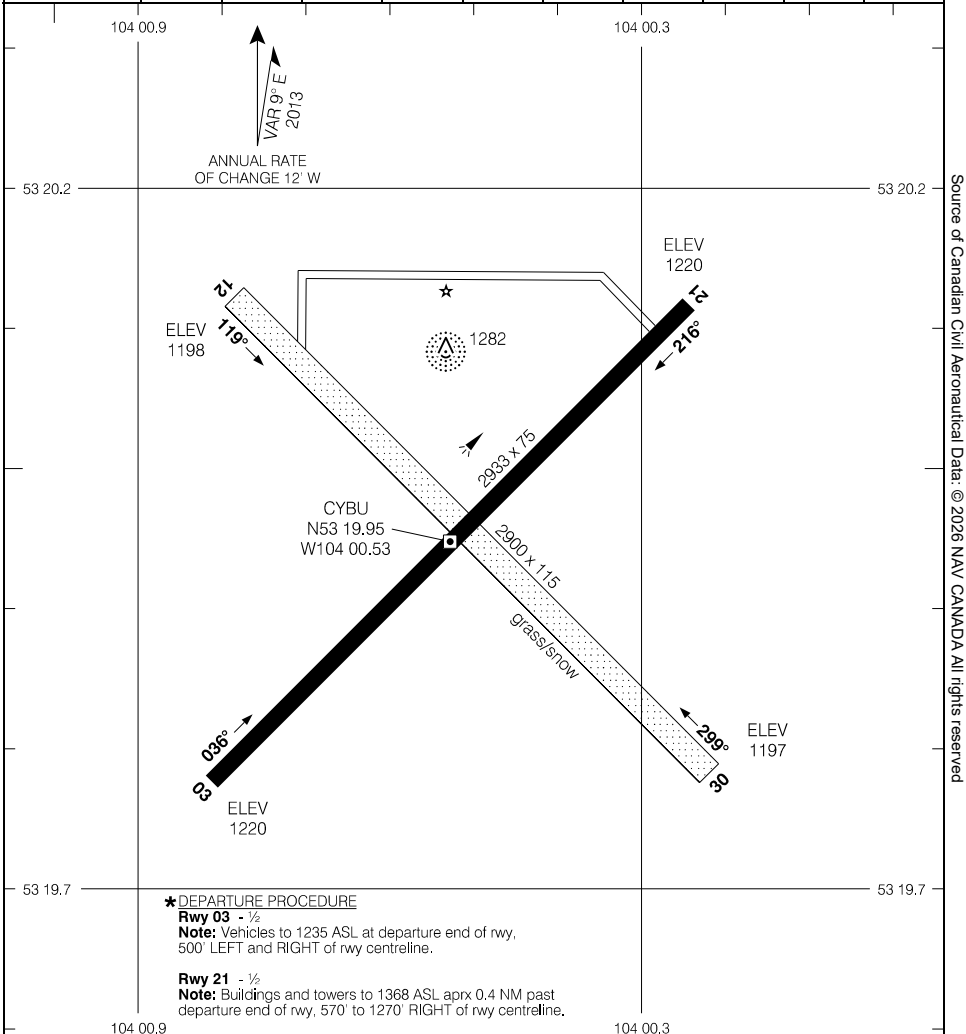
NIPAWIN, SK

# AERODROME CHART — CYBU

| AWOS – **128.75** | | UNICOM – **122.8** ATF | CTR Winnipeg – **133.9** |
|---|---|---|---|

| DECL DISTS | 03 | 21 | 12 | 30 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| TORA | 2933 | 2933 | 2900 | 2900 | | | | | | |
| TODA | 2933 | 2933 | 2900 | 2900 | | | | | | |
| ASDA | 2933 | 2933 | 2900 | 2900 | | | | | | |
| LDA | 2933 | 2933 | 2900 | 2900 | | | | | | |




✱DEPARTURE PROCEDURE

**Rwy 03** - ½
**Note:** Vehicles to 1235 ASL at departure end of rwy, 500' LEFT and RIGHT of rwy centreline.

**Rwy 21** - ½
**Note:** Buildings and towers to 1368 ASL aprx 0.4 NM past departure end of rwy, 570' to 1270' RIGHT of rwy centreline.

| TAKE-OFF MINIMA | SCALE IN FEET |
|---|---|
| Rwys 03; 21: ✱<br>Rwys 12, 30: NOT ASSESSED | 1000 0 1000 |

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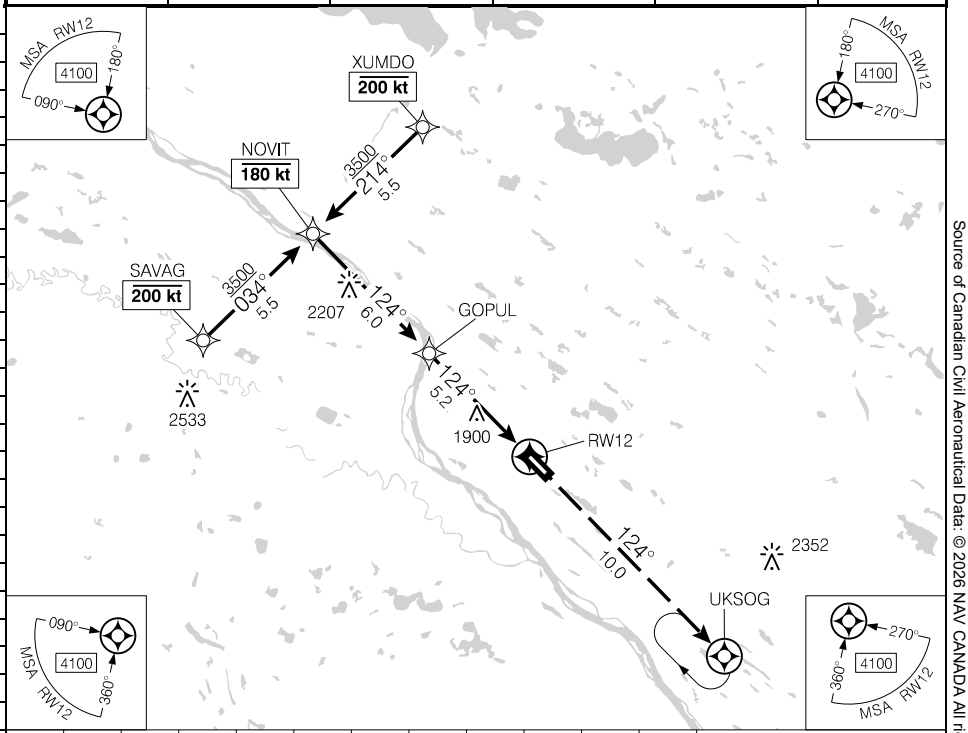
NORTH BATTLEFORD, SK

# RNAV (GNSS) RWY 12

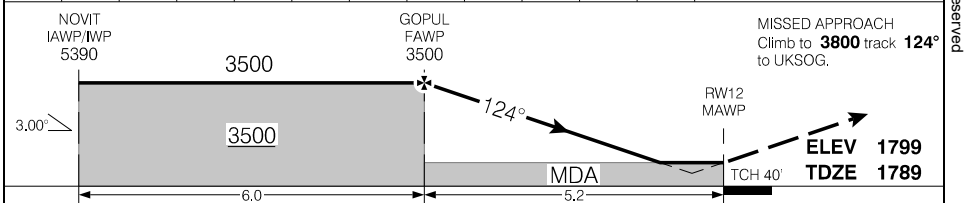
524609N 1081440W VAR 12°E

CYQW

| AWOS – **128.12** | RADIO Edmonton – **123.37** | TFC – **122.1** MF | | ARCAL 122.1(K) |
|---|---|---|---|---|
| SAFE ALT 100 NM **4600** | WAAS **Ch 80412** W12A | APCH CRS **124°** | MIN ALT GOPUL **3500** | LDA **5000** |




| (NM) | 11.2 | 10 | 9 | 8 | 7 | 6 | **5.2** | 4 | 3 | 2 | 1.1 | DIST FROM RW12 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5390 | 5010 | 4690 | 4370 | 4060 | 3740 | **3500** | 3100 | 2780 | 2460 | 2180 | ALT (3.00° APCH PATH) |




MISSED APPROACH
Climb to **3800** track **124°** to UKSOG.

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

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2037** | (250) | 1 | NOT AUTHORIZED |
| LNAV | **2180** | (393) | 1¼ | NOT AUTHORIZED |

RNAV (GNSS) RWY 12 CYQW

EFF 25 JAN 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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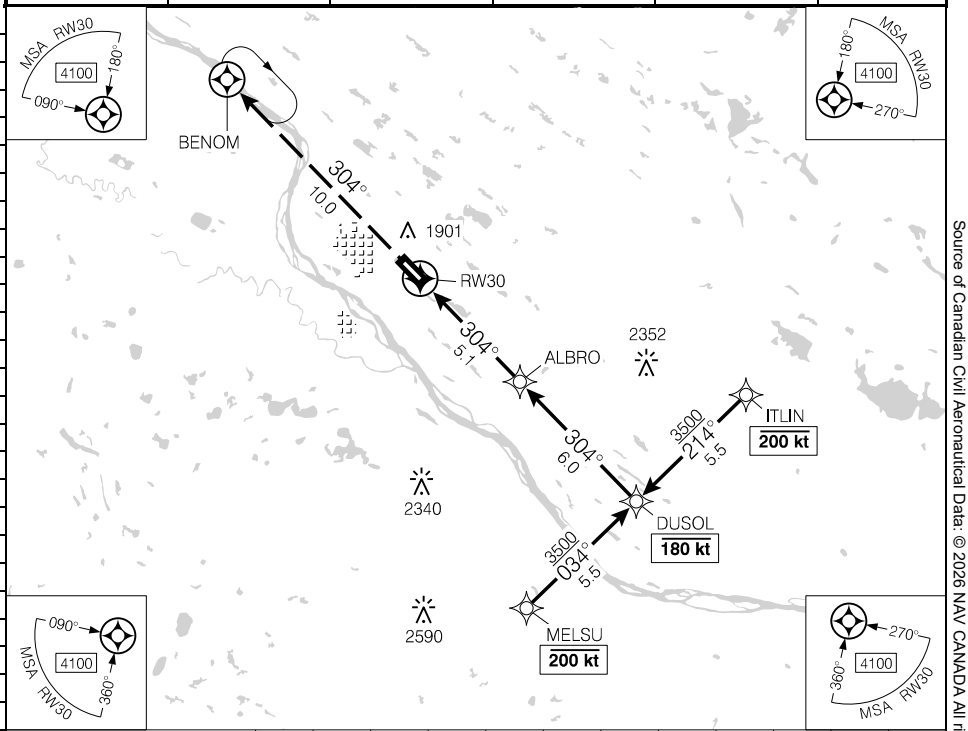
NORTH BATTLEFORD, SK

# RNAV (GNSS) RWY 30

524609N 1081440W VAR 12°E

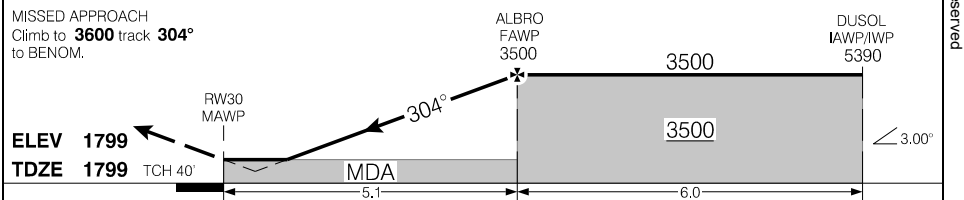
CYQW

| AWOS – **128.12** | RADIO Edmonton – **123.37** | TFC – **122.1** MF | | ARCAL 122.1(K) |
|---|---|---|---|---|
| SAFE ALT 100 NM **4600** | WAAS **Ch 80413** W30A | APCH CRS **304°** | MIN ALT ALBRO **3500** | LDA **5000** |




| DIST FROM RW30 | 1.1 | 2 | 3 | 4 | **5.1** | 6 | 7 | 8 | 9 | 10 | 11.1 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2200 | 2470 | 2790 | 3110 | **3500** | 3750 | 4070 | 4390 | 4700 | 5020 | 5390 |

MISSED APPROACH
Climb to **3600** track **304°**
to BENOM.




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

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2048** | (250) | 1 | NOT AUTHORIZED |
| LNAV | **2200** | (402) | 1¼ | NOT AUTHORIZED |

RNAV (GNSS) RWY 30 CYQW

EFF 25 JAN 24



Canada Air Pilot
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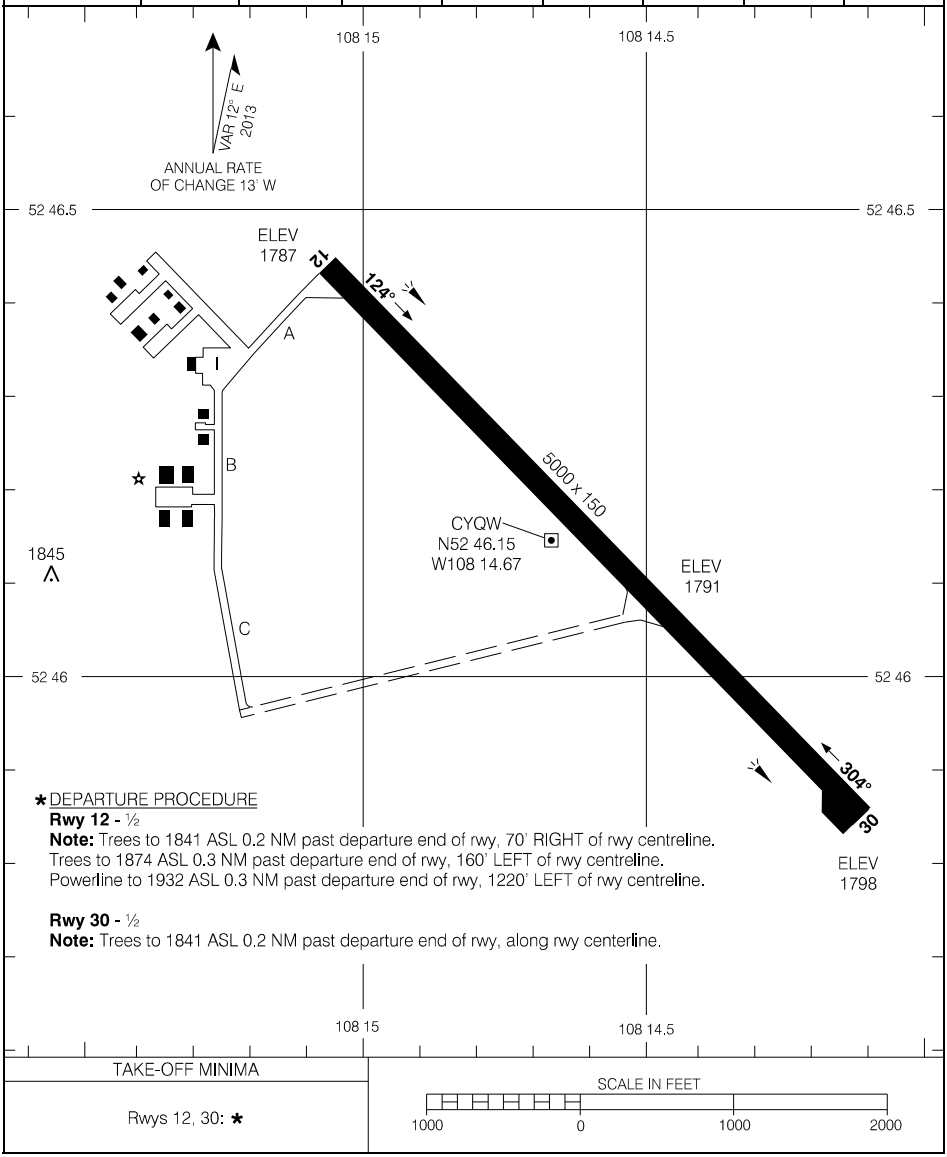
NORTH BATTLEFORD, SK

# AERODROME CHART — CYQW

| AWOS – **128.12** | | TFC – **122.1** MF | RADIO Edmonton – **123.37** |
|---|---|---|---|

| DECL DISTS | 12 | 30 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 5000 | 5000 | | | | | | |
| TODA | 5984 | 5984 | | | | | | |
| ASDA | 5000 | 5000 | | | | | | |
| LDA | 5000 | 5000 | | | | | | |




★DEPARTURE PROCEDURE

**Rwy 12 -** ½

**Note:** Trees to 1841 ASL 0.2 NM past departure end of rwy, 70' RIGHT of rwy centreline.
Trees to 1874 ASL 0.3 NM past departure end of rwy, 160' LEFT of rwy centreline.
Powerline to 1932 ASL 0.3 NM past departure end of rwy, 1220' LEFT of rwy centreline.

**Rwy 30 -** ½

**Note:** Trees to 1841 ASL 0.2 NM past departure end of rwy, along rwy centerline.

| TAKE-OFF MINIMA | SCALE IN FEET |
|---|---|
| Rwys 12, 30: ★ | 1000 0 1000 2000 |

AERODROME CHART — CYQW

EFF 25 JAN 24



Canada Air Pilot
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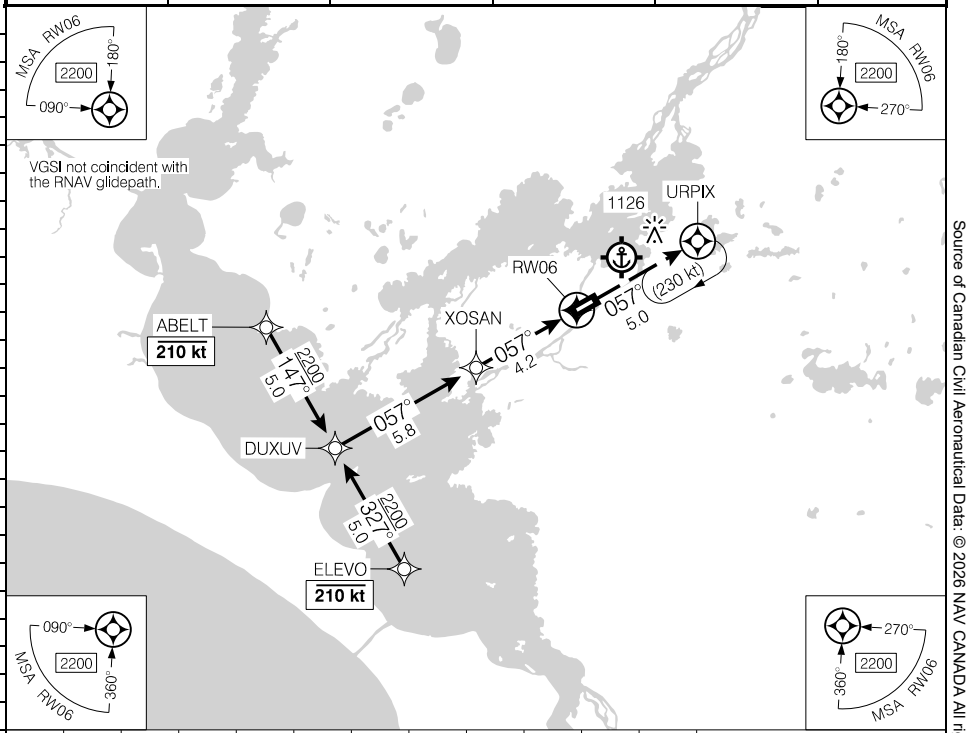
NORWAY HOUSE, MB

# RNAV (GNSS) RWY 06

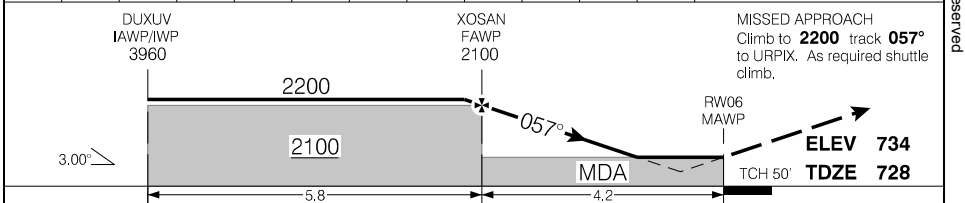
535730N 0975039W VAR 3°E

# CYNE

| | | | | |
|---|---|---|---|---|
| AWOS – **127.7** | CTR Winnipeg – **135.1** | RADIO Kenora – **122.1**<br>TFC – **122.1** MF | | ARCAL 122.1(K) P1 |
| SAFE ALT 100 NM **2500** | WAAS **Ch 81151** W06A | APCH CRS **057°** | MIN ALT XOSAN **2100** | LDA **3903** |




| | | 10 | 9 | 8 | 7 | 6 | 5 | **4.5** | 3 | 2 | 1.5 | DIST FROM RW06 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 3960 | 3640 | 3320 | 3000 | 2690 | 2370 | **2200** | 1730 | 1410 | 1240 | ALT (3.00° APCH PATH) |




RASS: When using CYCR add **100'**. When using CJV8 add **200'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1223** | (500) | 1¾ | |
| LNAV | **1240** | (517) | 1½ | |

# RNAV (GNSS) RWY 06

# CYNE

EFF 17 APR 25



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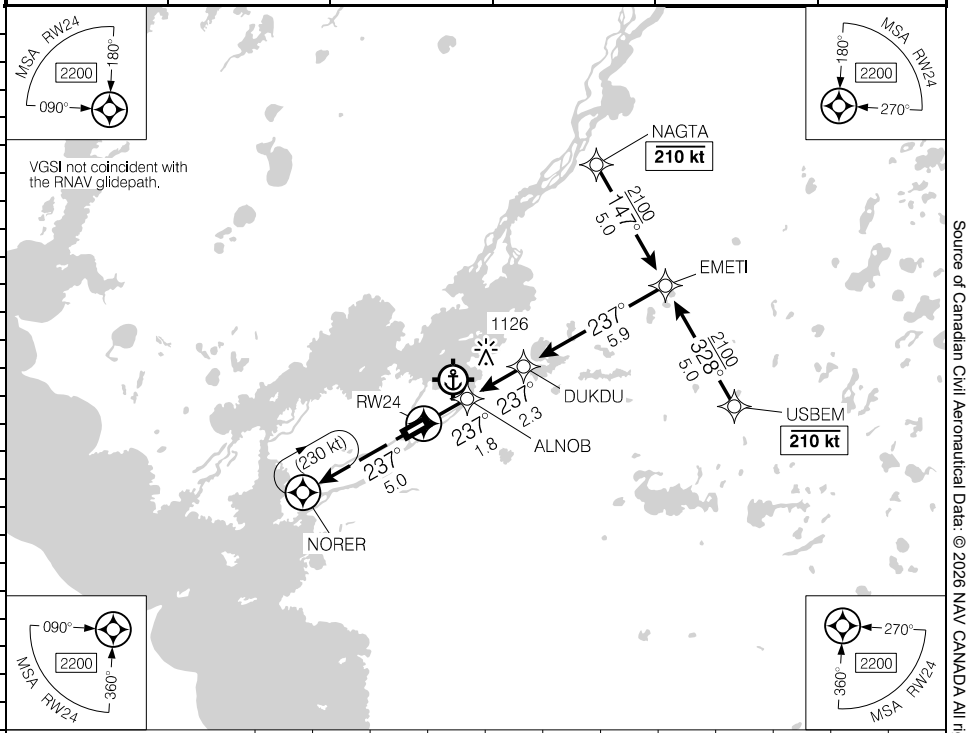
NORWAY HOUSE, MB

# RNAV (GNSS) RWY 24

535730N 0975039W VAR 3°E

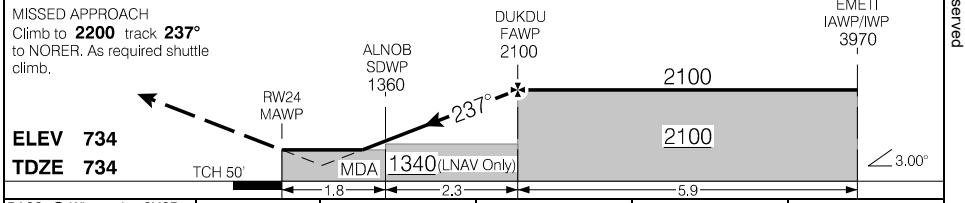
CYNE

| | | | | |
|---|---|---|---|---|
| AWOS – **127.7** | CTR Winnipeg – **135.1** | RADIO Kenora – **122.1**<br>TFC – **122.1** ME | | ARCAL 122.1(K)<br>P1 |
| SAFE ALT 100 NM<br>**2500** | WAAS<br>**Ch 81152**<br>W24A | APCH<br>CRS<br>**237°** | MIN ALT<br>DUKDU<br>**2100** | LDA<br>**3903** |




| DIST FROM RW24 | | 1.4 | 2 | 3 | **4.1** | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | 1240 | 1420 | 1740 | **2100** | 2380 | 2700 | 3020 | 3330 | 3650 | 3970 |

MISSED APPROACH
Climb to **2200** track **237°** to NORER. As required shuttle climb.




RASS: When using CYCR add **100'**. When using CJV8 add **200'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1234** | (500) | 1¾ | |
| LNAV | **1240** | (506) | 1½ | |

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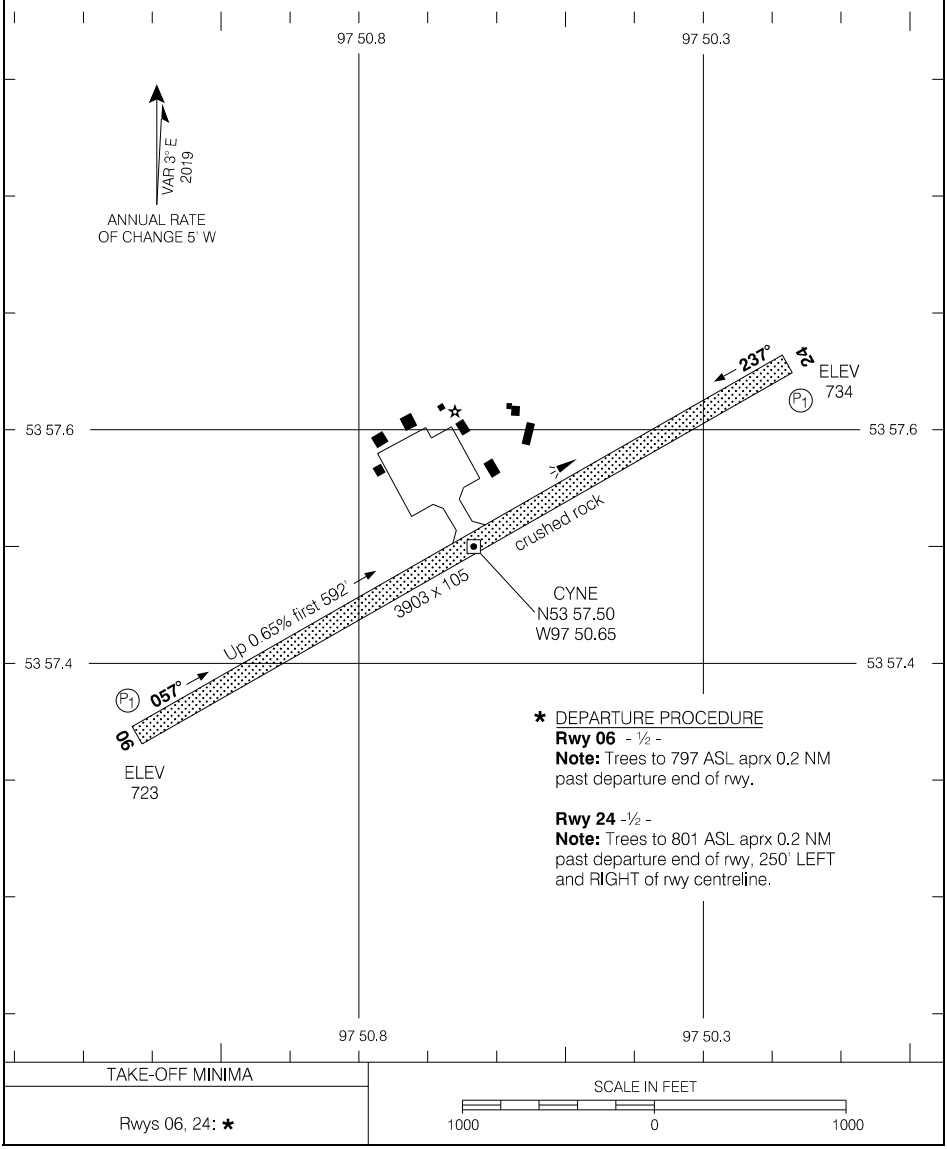
Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

NORWAY HOUSE, MB

# AERODROME CHART — CYNE

| AWOS – **127.7** | | RADIO Kenora – **122.1**<br>TFC – **122.1** MF | DEP Winnipeg – **135.1**<br>RADIO Edmonton – **123.37** |
|---|---|---|---|

| DECL DISTS | 06 | 24 |
|---|---|---|
| TORA | 3903 | 3903 |
| TODA | 4887 | 4887 |
| ASDA | 3903 | 3903 |
| LDA | 3903 | 3903 |




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

# AERODROME CHART — CYNE

EFF 17 APR 25



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Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

OLDS-DIDSBURY, AB

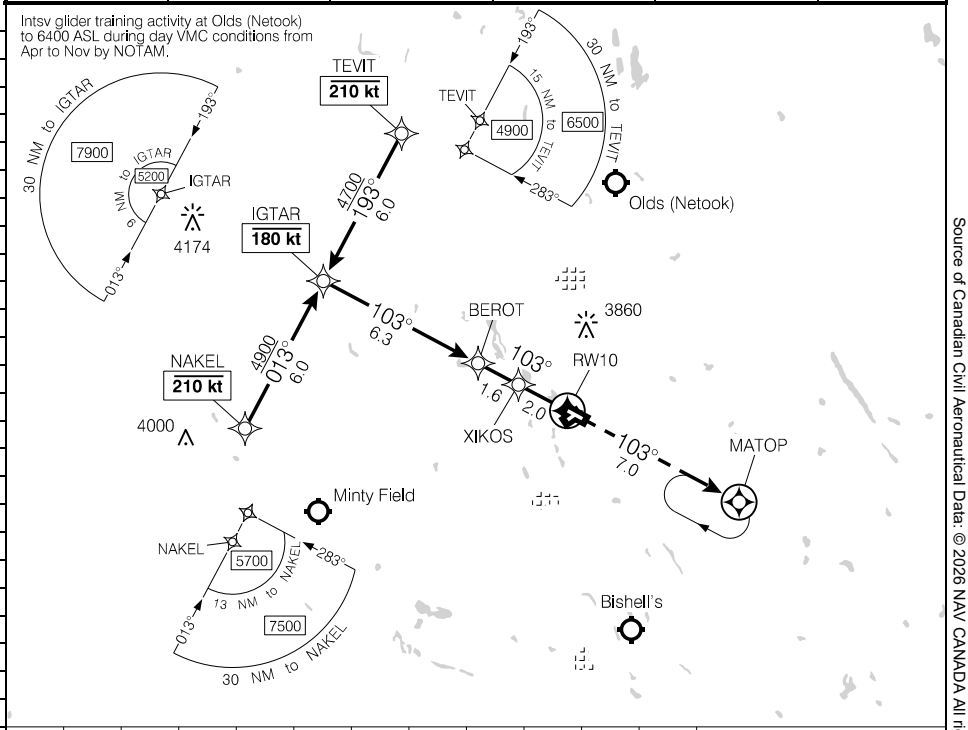
# RNAV (GNSS) RWY 10

514240N 1140624W VAR 15°E

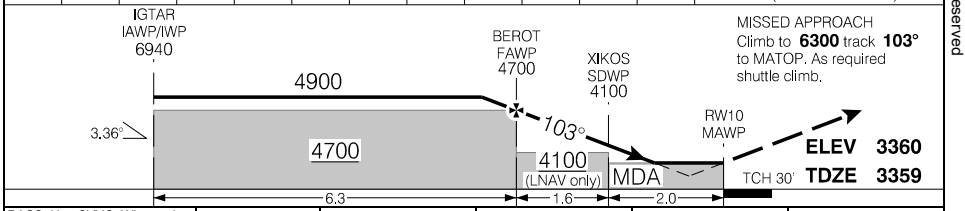
CEA3

| ATIS Calgary Intl – **128.22** | CTR Edmonton – **132.85** | TFC – **123.2** ATF | | ARCAL 123.2(K) |
|---|---|---|---|---|
| | | | | (AP) 3.4° |

| SAFE ALT 100 NM | WAAS | APCH CRS | MIN ALT BEROT | LDA |
|---|---|---|---|---|
| **13,900** | **Ch 80715** W10A | **103°** | **4700** | **4000** |




| | | 9.9 | 9 | 8 | 7 | 6 | 5 | **4.2** | 3 | 2 | 1.2 | DIST FROM RW10 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 6940 | 6600 | 6250 | 5890 | 5530 | 5170 | **4900** | 4460 | 4100 | 3800 | ALT (3.36° APCH PATH) |




RASS: Use CYYC. When using CYQF add **20'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **3727** | (368) | 1¼ | |
| LNAV | **3800** | (441) | 1½ | |

| Knots | ft/min | Min:Sec |
|---|---|---|
| 70 | 420 | |
| 90 | 530 | |
| 110 | 650 | |
| 130 | 770 | |
| 150 | 890 | |

# RNAV (GNSS) RWY 10

CEA3

EFF 2 OCT 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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OLDS-DIDSBURY, AB

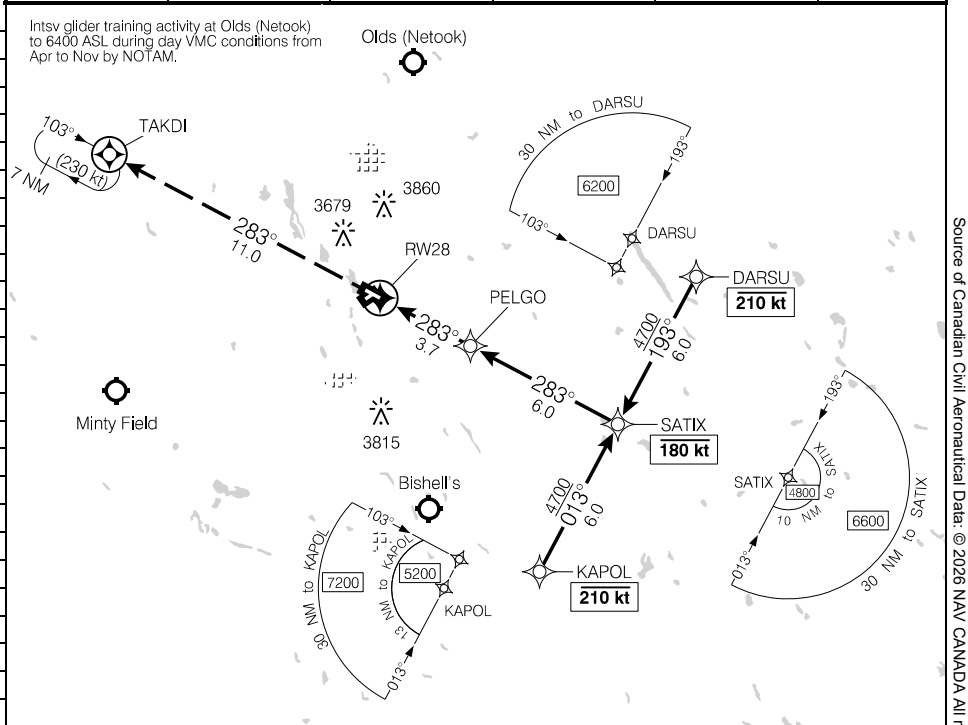
# RNAV (GNSS) RWY 28

514240N 1140624W VAR 15°E

CEA3

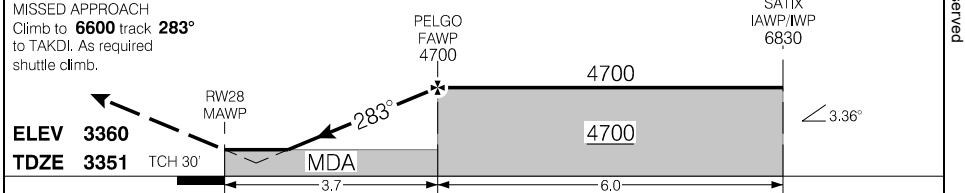
| ATIS Calgary Intl – **128.22** | CTR Edmonton – **132.85** | TFC – **123.2** ATF | | ARCAL 123.2(K) |
|---|---|---|---|---|
| | | | | (AP) 3.4° |

| SAFE ALT 100 NM | WAAS | APCH CRS | MIN ALT PELGO | LDA |
|---|---|---|---|---|
| **13,900** | **Ch 80716** W28A | **283°** | **4700** | **4000** |




| DIST FROM RW28 | 1.1 | 2 | 3 | **3.7** | 5 | 6 | 7 | 8 | 9 | 9.7 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.36° APCH PATH) | 3780 | 4090 | 4450 | **4700** | 5160 | 5520 | 5870 | 6230 | 6590 | 6830 | | |

MISSED APPROACH
Climb to **6600** track **283°** to TAKDI. As required shuttle climb.




RASS: Use CYYC. When using CYQF add **20'**.

| Knots | ft/min | Min:Sec |
|---|---|---|
| 70 | 420 | |
| 90 | 530 | |
| 110 | 650 | |
| 130 | 770 | |
| 150 | 890 | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **3715** | (368) | 1¼ | |
| LNAV | **3780** | (433) | 1¼ | |

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# RNAV (GNSS) RWY 28

CEA3

EFF 7 AUG 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

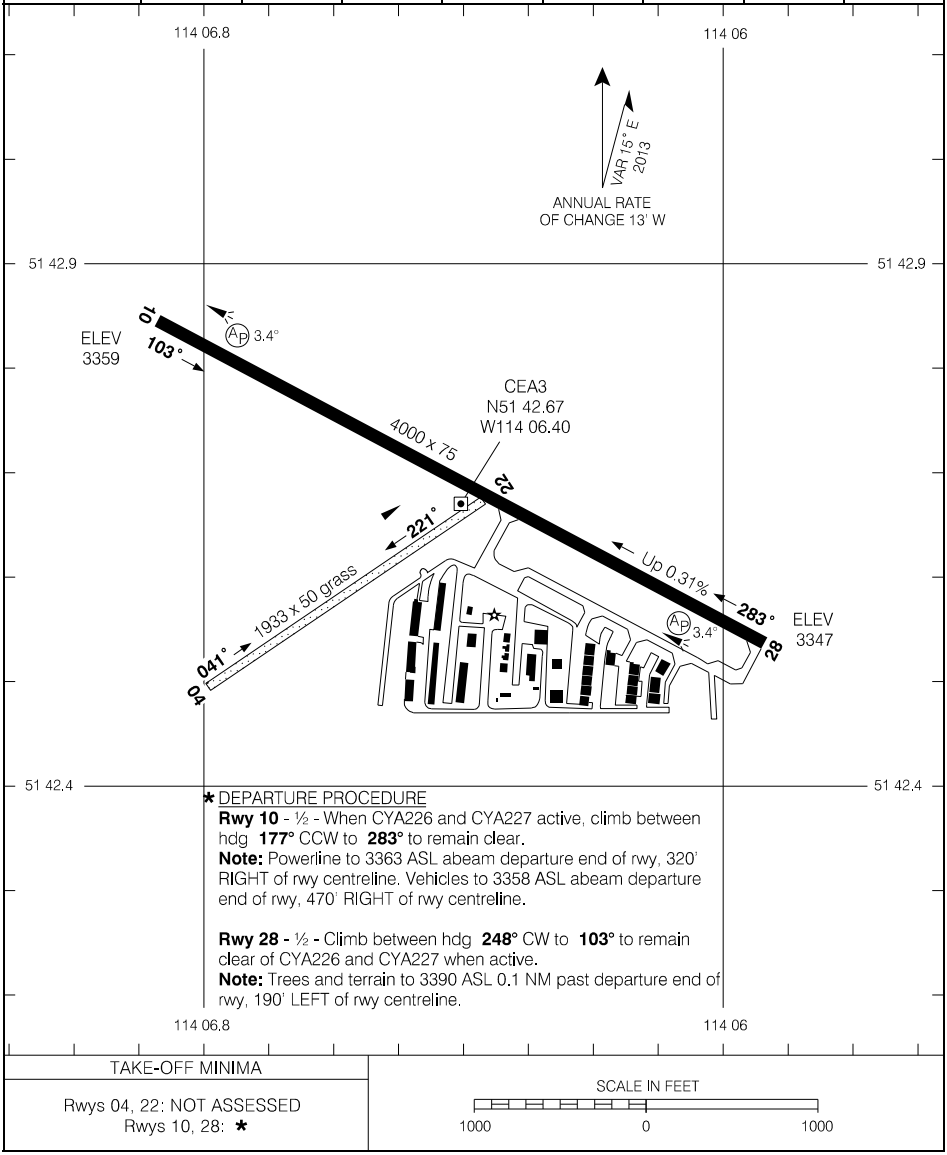
OLDS-DIDSBURY, AB

# AERODROME CHART

CEA3

| | | TFC – **123.2** ATF | CTR Edmonton – **132.85** |
|---|---|---|---|

| DECL DISTS | 04 | 22 | 10 | 28 | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 1933 | 1933 | 4000 | 4000 | | | | |
| TODA | 1933 | 1933 | 4000 | 4000 | | | | |
| ASDA | 1933 | 1933 | 4000 | 4000 | | | | |
| LDA | 1933 | 1933 | 4000 | 4000 | | | | |




* DEPARTURE PROCEDURE

**Rwy 10** - ½ - When CYA226 and CYA227 active, climb between hdg **177°** CCW to **283°** to remain clear.
**Note:** Powerline to 3363 ASL abeam departure end of rwy, 320' RIGHT of rwy centreline. Vehicles to 3358 ASL abeam departure end of rwy, 470' RIGHT of rwy centreline.

**Rwy 28 -** ½ - Climb between hdg **248°** CW to **103°** to remain clear of CYA226 and CYA227 when active.
**Note:** Trees and terrain to 3390 ASL 0.1 NM past departure end of rwy, 190' LEFT of rwy centreline.

| TAKE-OFF MINIMA | SCALE IN FEET |
|---|---|
| Rwys 04, 22: NOT ASSESSED<br>Rwys 10, 28: * | 1000 0 1000 |

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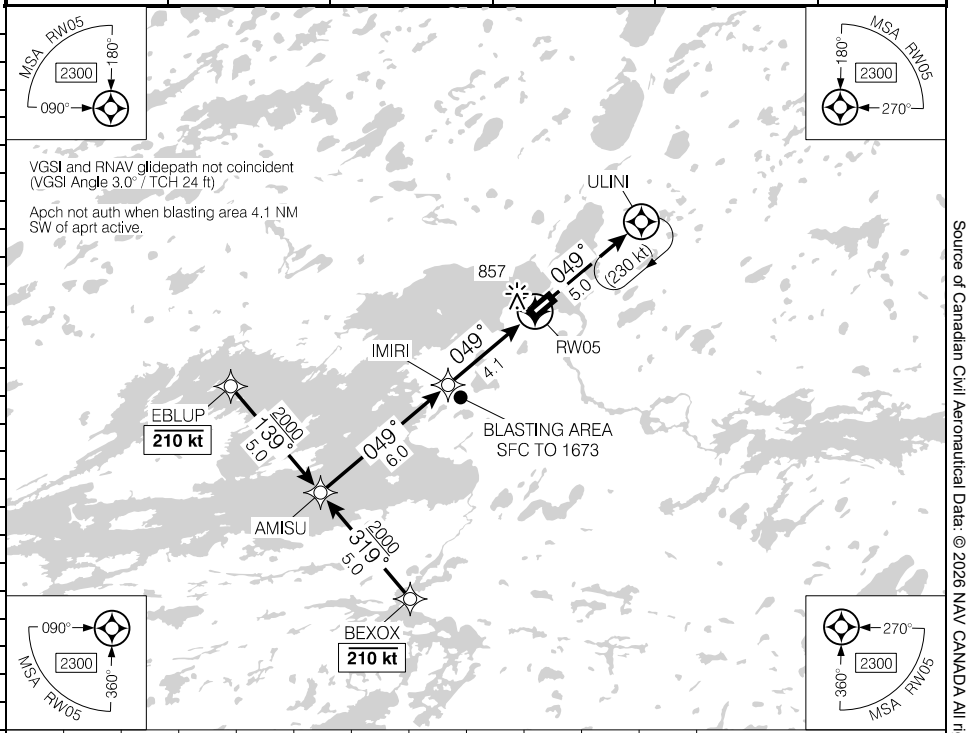
OXFORD HOUSE, MB

# RNAV (GNSS) RWY 05

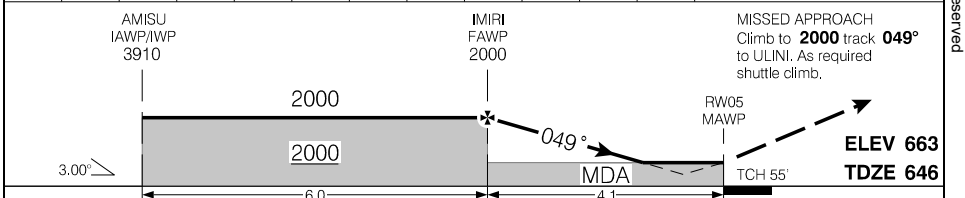
545559N 0951644W VAR 1°E

CYOH

| | | | | |
|---|---|---|---|---|
| AUTO – **122.12** | | UNICOM – **122.8** (AU) ATF | | ARCAL 122.8(K) P1 |
| SAFE ALT 100 NM **2500** | WAAS **Ch 80342** W05A | APCH CRS **049°** | MIN ALT IMIRI **2000** | LDA **3829** |




| (NM) | | | 10.1 | 9 | 8 | 7 | 6 | 5 | **4.1** | 3 | 2 | 1.4 | DIST FROM RW05 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 3910 | 3570 | 3250 | 2930 | 2610 | 2290 | **2000** | 1660 | 1340 | 1160 | ALT (3.00° APCH PATH) |




RASS: When using CYIV add **180°**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1145** | (500) | 1¾ | |
| LNAV | **1160** | (515) | 1½ | |

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

RNAV (GNSS) RWY 05 CYOH

EFF 7 AUG 25



Canada Air Pilot
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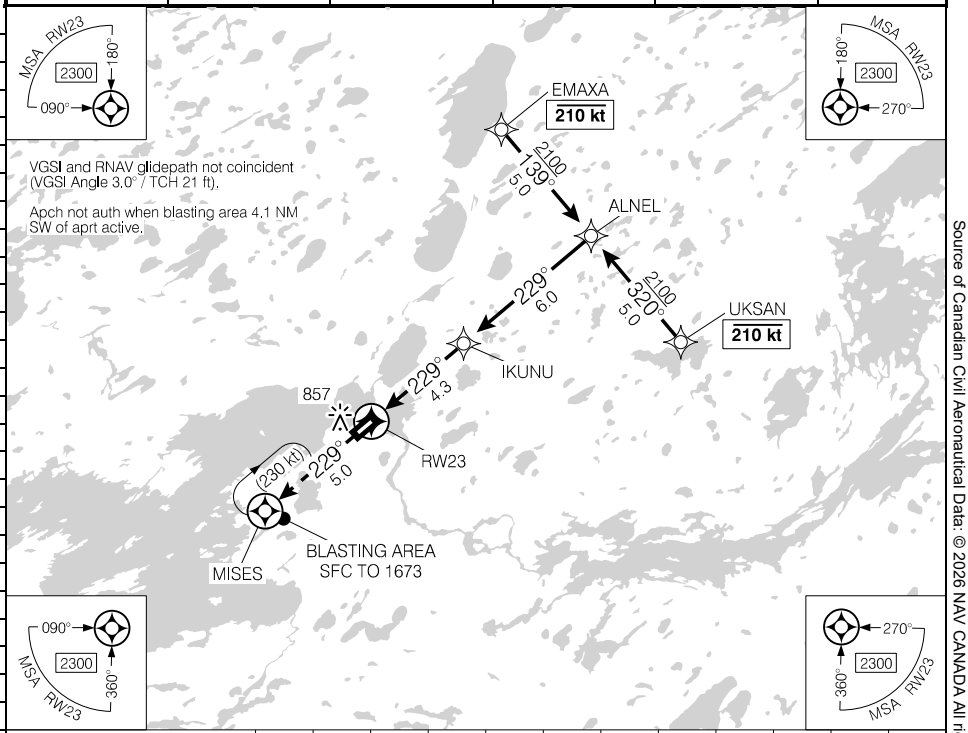
OXFORD HOUSE, MB

# RNAV (GNSS) RWY 23

545559N 0951644W VAR 1°E

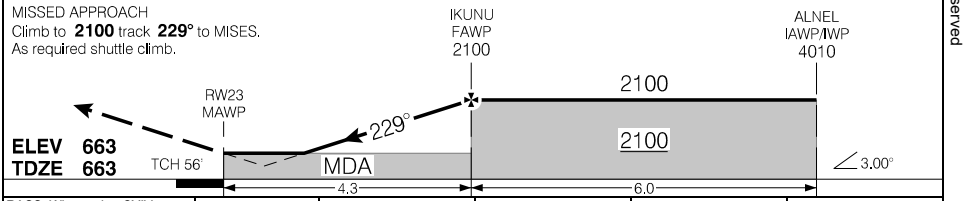
CYOH

| | | | | |
|---|---|---|---|---|
| AUTO – **122.12** | | UNICOM – **122.8** (AU) ATF | | ARCAL 122.8(K) P1 |
| SAFE ALT 100 NM **2500** | WAAS **Ch 80755** W23A | APCH CRS **229°** | MIN ALT IKUNU **2100** | LDA **3829** |




| DIST FROM RW23 | 1.4 | 2 | 3 | **4.3** | 5 | 6 | 7 | 8 | 9 | 10.3 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 1180 | 1360 | 1680 | **2100** | 2310 | 2630 | 2950 | 3270 | 3590 | 4010 | | |

MISSED APPROACH
Climb to **2100** track **229°** to MISES.
As required shuttle climb.




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 |
|---|---|---|---|---|
| LPV | **1163** | (500) | 1¾ | |
| LNAV | **1180** | (517) | 1½ | |

# RNAV (GNSS) RWY 23

CYOH

EFF 7 AUG 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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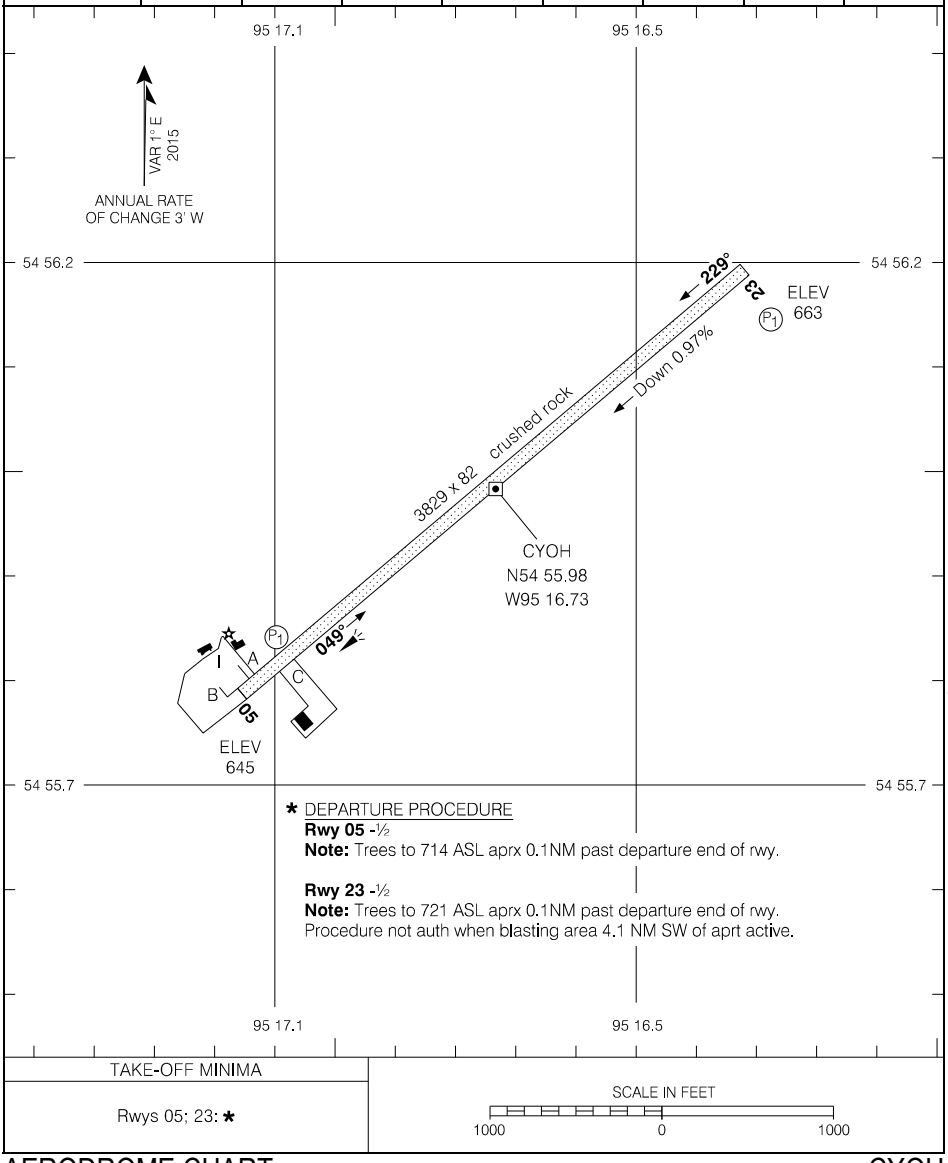
OXFORD HOUSE, MB

# AERODROME CHART

CYOH

| AUTO – **122.12** | | UNICOM – **122.8** (AU) ATF | |
|---|---|---|---|

| DECL DISTS | 05 | 23 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 3829 | 3829 | | | | | | |
| TODA | 4390 | 4203 | | | | | | |
| ASDA | 3829 | 3829 | | | | | | |
| LDA | 3829 | 3829 | | | | | | |




| TAKE-OFF MINIMA | SCALE IN FEET |
|---|---|
| Rwys 05; 23: * | 1000 0 1000 |

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# AERODROME CHART

CYOH

EFF 7 AUG 25

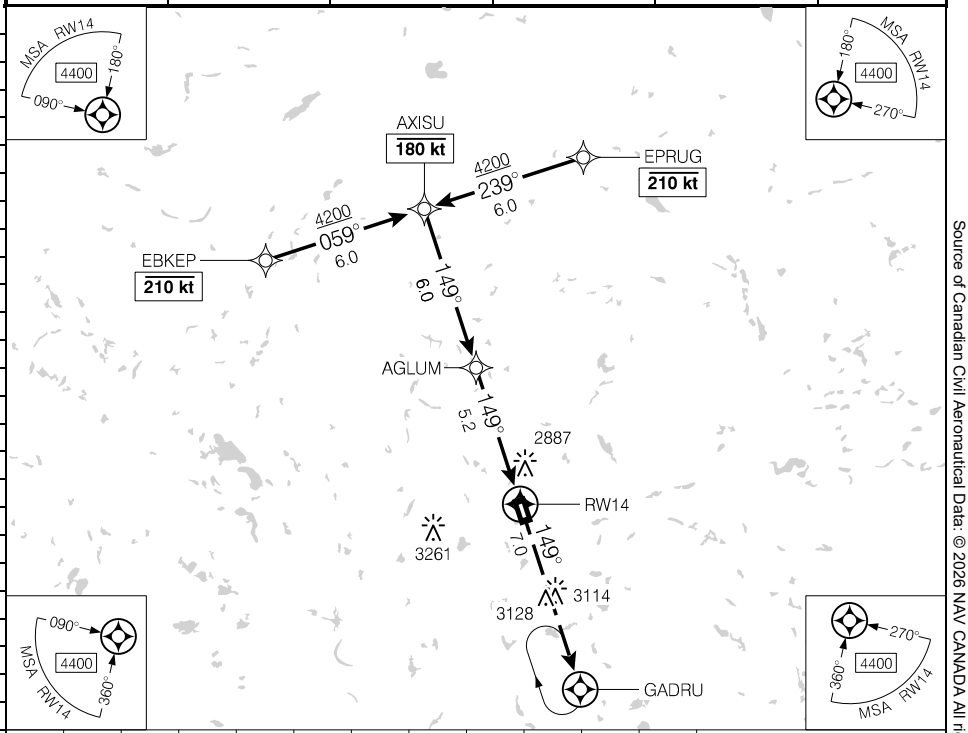
OYEN MUNI, AB

# RNAV (GNSS) RWY 14

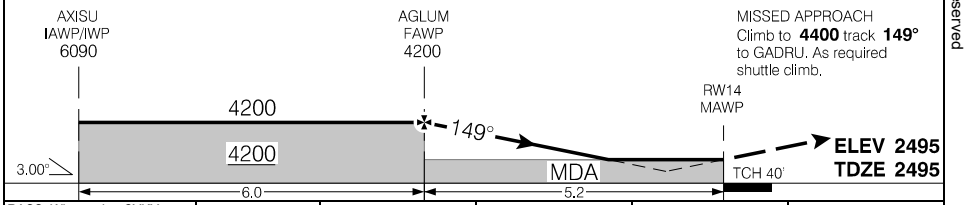
512005N 1102924W VAR 13°E

CED3

| | | | | |
|---|---|---|---|---|
| AUTO – **121.87** | CTR Edmonton – **124.45** | UNICOM – **122.8** ATF | | |
| SAFE ALT 100 NM **6700** | WAAS **Ch 81067** W14A | APCH CRS **149°** | MIN ALT AGLUM **4200** | LDA **3018** |




| | 11.2 | 10 | 9 | 8 | 7 | 6 | **5.2** | 4 | 3 | 2.0 | | DIST FROM RW14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 6090 | 5720 | 5400 | 5080 | 4760 | 4450 | **4200** | 3810 | 3490 | 3180 | | ALT (3.00° APCH PATH) |




RASS: When using CYKY add **160'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2745** | (250) | 1 | |
| LNAV | **3180** | (685) | 2 | |

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

# RNAV (GNSS) RWY 14

CED3

EFF 12 JUN 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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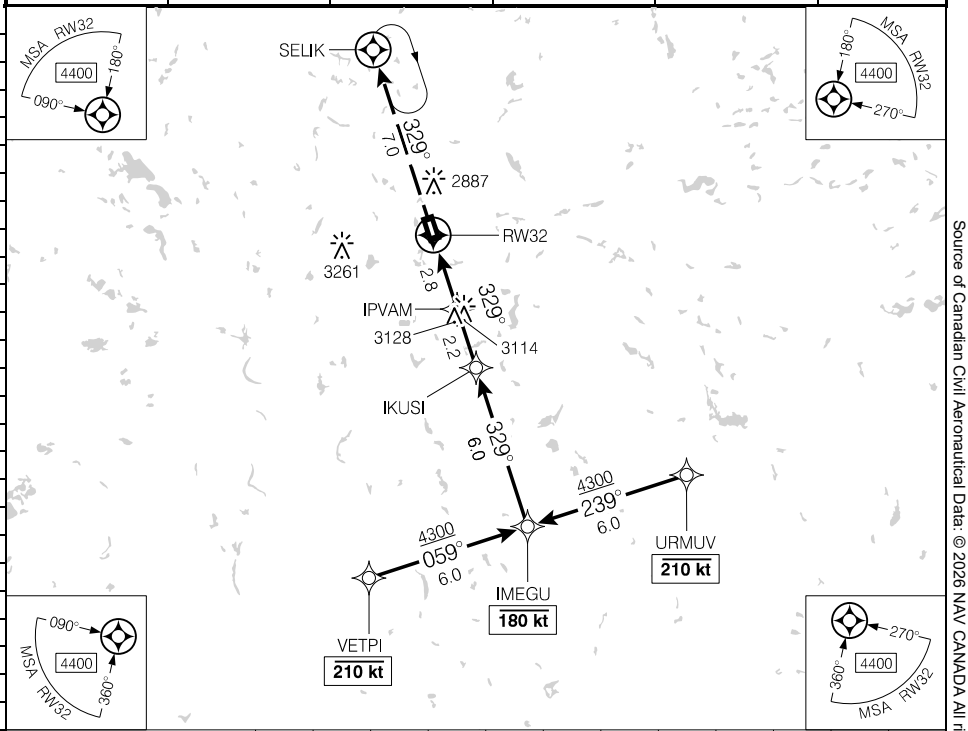
OYEN MUNI, AB

# RNAV (GNSS) RWY 32

512005N 1102924W VAR 13°E

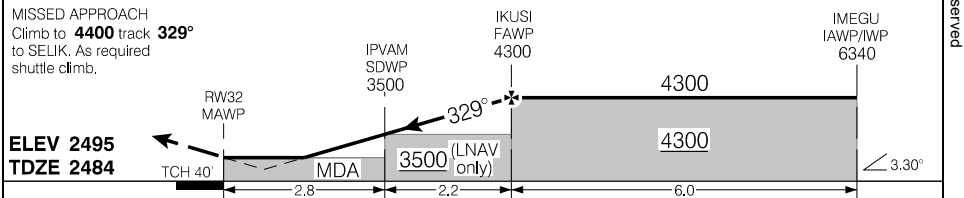
CED3

| | | | |
|---|---|---|---|
| AUTO – **121.87** | CTR Edmonton – **124.45** | UNICOM – **122.8** ATF | |
| SAFE ALT 100 NM **6700** | WAAS **Ch 81068** W32A | APCH CRS **329°** | MIN ALT IKUSI **4300** | LDA **3018** |




| DIST FROM RW32 | 1.4 | 2 | 3 | 4 | **5.0** | 6 | 7 | 8 | 9 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.30° APCH PATH) | 2960 | 3180 | 3530 | 3880 | **4300** | 4580 | 4930 | 5290 | 5640 | 5990 | 6340 |

MISSED APPROACH
Climb to **4400** track **329°** to SELIK. As required shuttle climb.




RASS: When using CYKY add **160'**.

| Knots | ft/min | Min:Sec |
|---|---|---|
| 70 | 410 | |
| 90 | 520 | |
| 110 | 640 | |
| 130 | 760 | |
| 150 | 870 | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2732** | (250) | 1 | |
| LNAV | **2960** | (478) | 1½ | |

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# RNAV (GNSS) RWY 32

CED3

EFF 12 JUN 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

OYEN MUNI, AB

# AERODROME CHART — CED3

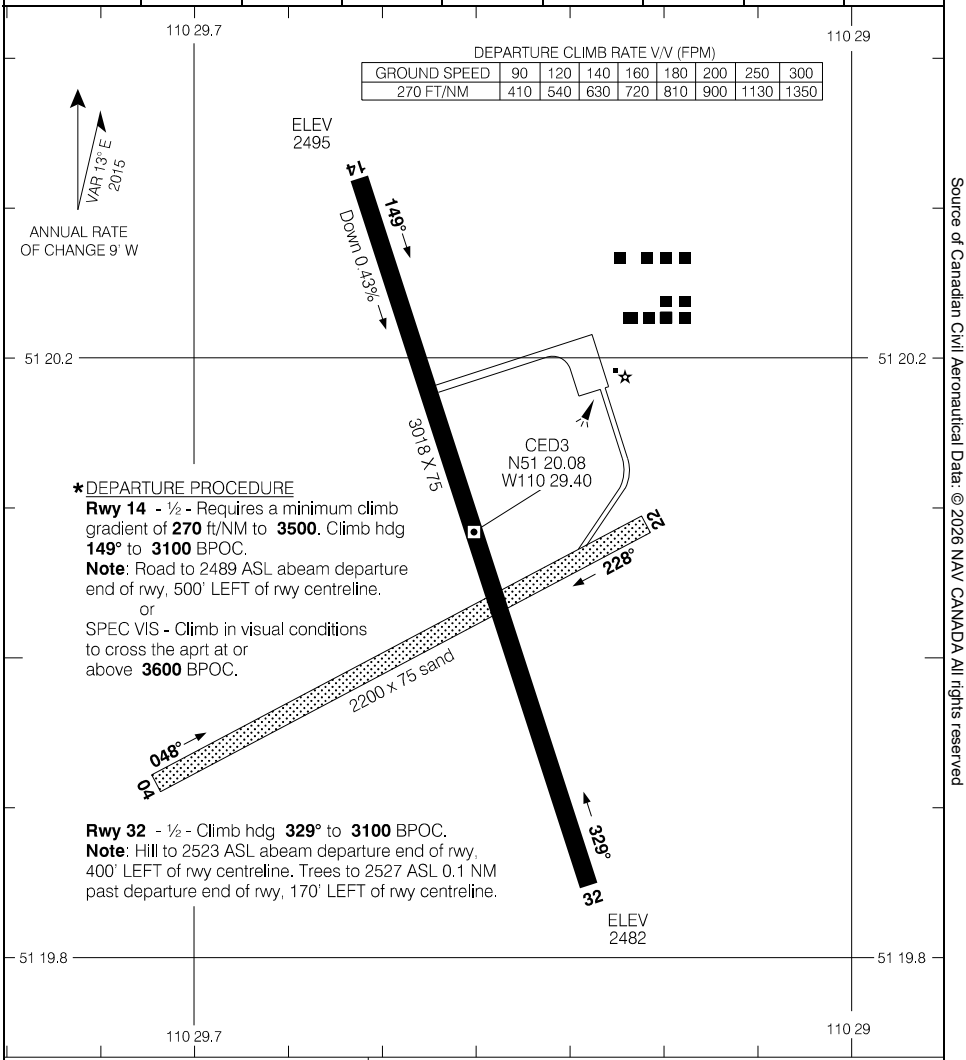
AUTO – **121.87**

UNICOM – **122.8**

ATF

CTR Edmonton – **124.45**

| DECL DISTS | 14 | 32 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 3018 | 3018 | | | | | | |
| TODA | 3018 | 3018 | | | | | | |
| ASDA | 3018 | 3018 | | | | | | |
| LDA | 3018 | 3018 | | | | | | |




TAKE-OFF MINIMA

Rwys 14; 32: *

SCALE IN FEET

1000 0 1000

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Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

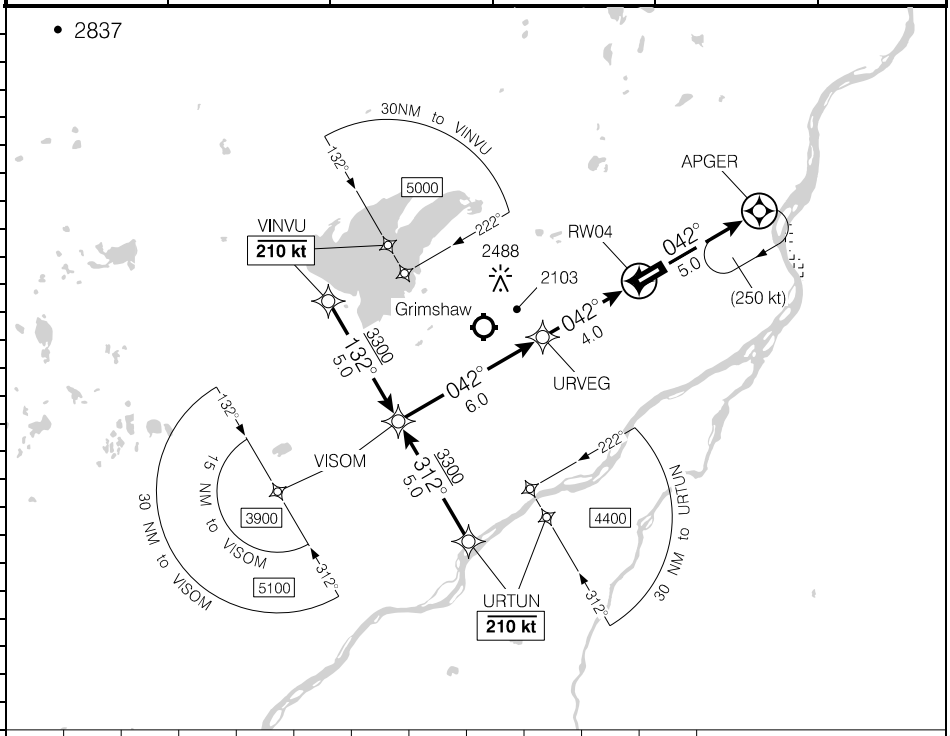
PEACE RIVER, AB

# RNAV (GNSS) RWY 04

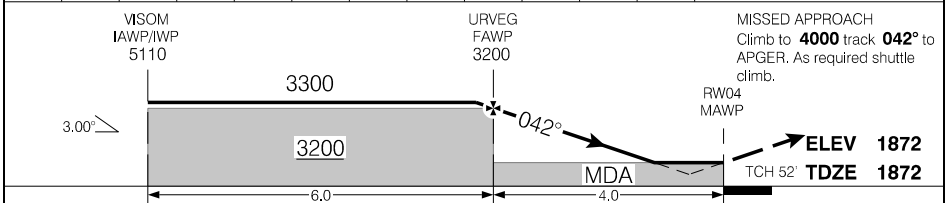
561338N 1172654W VAR 17°E

CYPE

| | | | | | |
|---|---|---|---|---|---|
| AWOS – **128.1** | CTR Edmonton – **135.27** | TFC – **122.0** MF | | | ARCAL 122.0(K) P2 AO |
| SAFE ALT 100 NM **6500** | WAAS **Ch 80593** W04A | APCH CRS **042°** | MIN ALT URVEG **3200** | LDA **5000** | |




| | | 10 | 9 | 8 | 7 | 6 | 5 | **4.3** | 3 | 2 | 1.2 | DIST FROM RW04 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 5110 | 4790 | 4470 | 4150 | 3830 | 3520 | **3300** | 2880 | 2560 | 2300 | ALT (3.00° APCH PATH) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2122** | (250) | 1 | |
| LNAV/VNAV (min. -22°C, max. 54°C) | **2127** | (255) | 1 | |
| LNAV | **2300** | (428) | 1¼ | |

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

RNAV (GNSS) RWY 04

CYPE

EFF 12 JUN 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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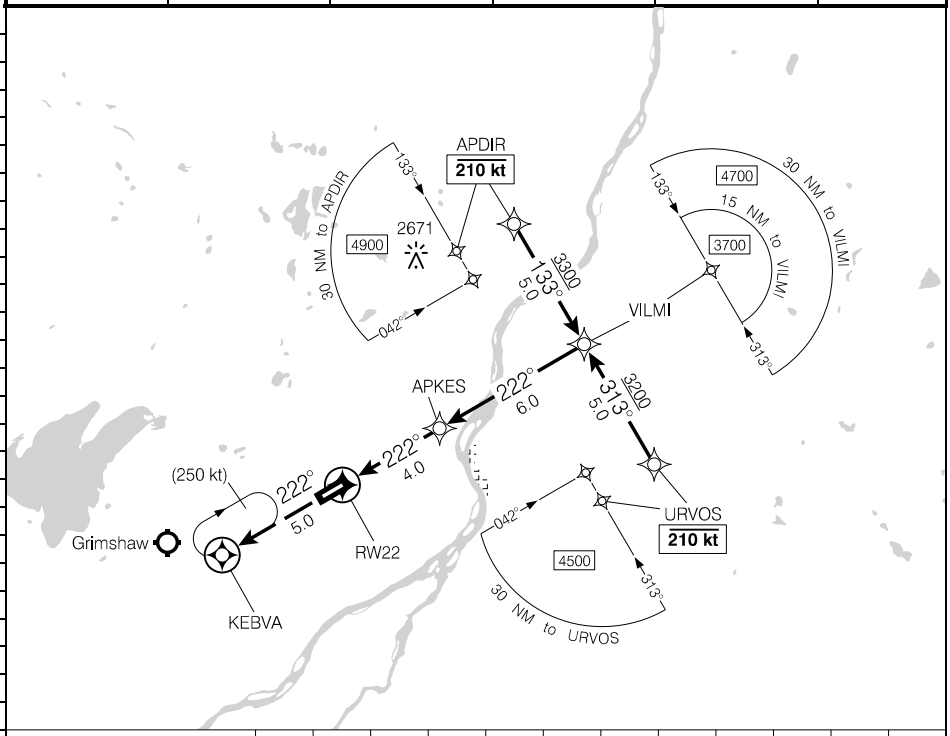
PEACE RIVER, AB

# RNAV (GNSS) RWY 22

561338N 1172654W VAR 17°E

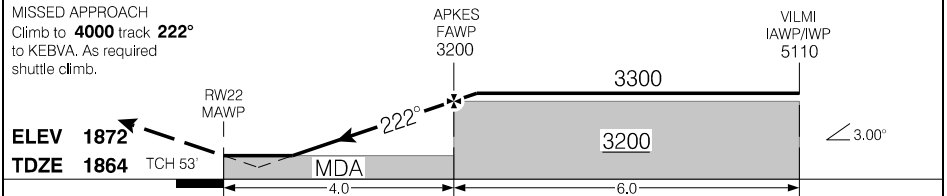
CYPE

| | | | | | |
|---|---|---|---|---|---|
| AWOS – **128.1** | CTR Edmonton – **135.27** | TFC – **122.0** MF | | | ARCAL 122.0(K) P2 AO |
| SAFE ALT 100 NM **6500** | WAAS **Ch 80594** W22A | APCH CRS **222°** | MIN ALT APKES **3200** | LDA **5000** | |




| DIST FROM RW22 | 1.2 | 2 | 3 | **4.4** | 5 | 6 | 7 | 8 | 9 | 10 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2300 | 2550 | 2870 | **3300** | 3510 | 3820 | 4140 | 4460 | 4780 | 5110 | | |

MISSED APPROACH
Climb to **4000** track **222°**
to KEBVA. As required
shuttle climb.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2111** | (250) | 1 | |
| LNAV/VNAV (min. -21°C, max. 54°C) | **2268** | (407) | 1½ | |
| LNAV | **2300** | (439) | 1½ | |

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

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RNAV (GNSS) RWY 22 CYPE

EFF 27 NOV 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

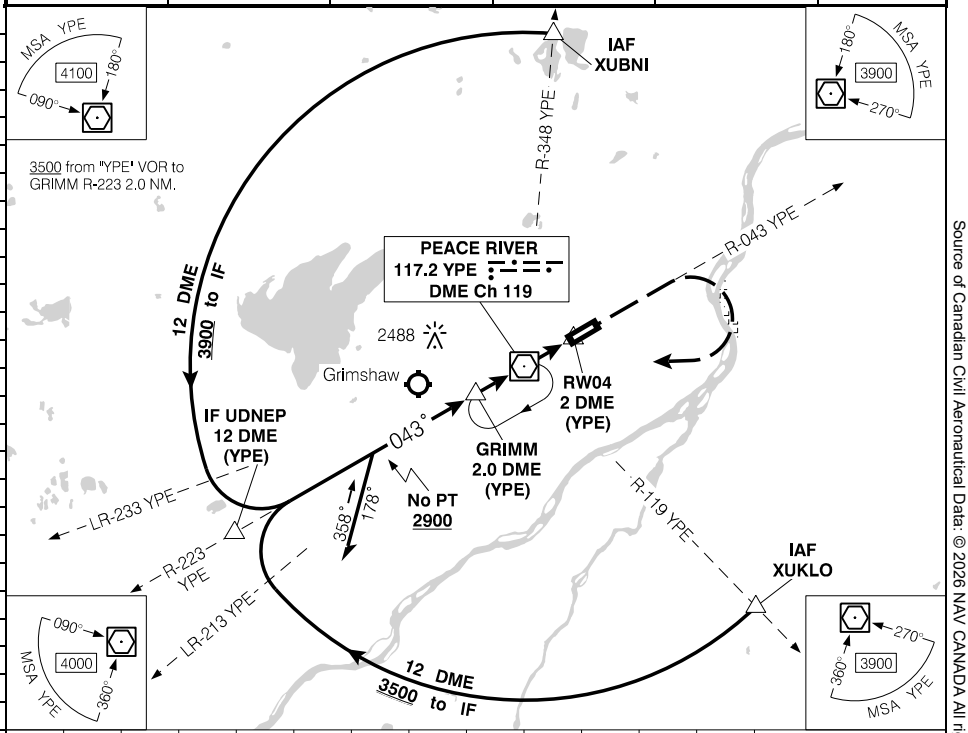
PEACE RIVER, AB

# VOR/DME RWY 04

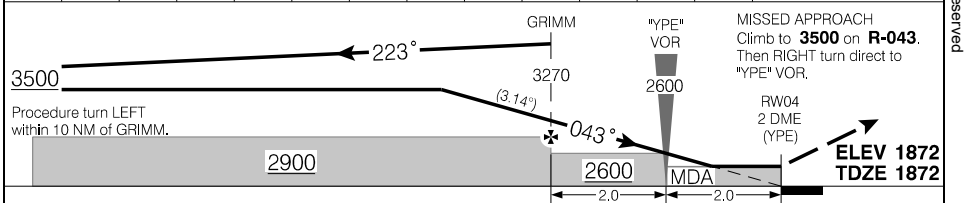
561338N 1172654W VAR 17°E

CYPE

| | | | | | |
|---|---|---|---|---|---|
| AWOS – **128.1** | CTR Edmonton – **135.27** | | TFC – **122.0** MF | | ARCAL 122.0(K) |
| SAFE ALT 100 NM **6500** | VOR YPE **117.2** | APCH CRS **043°** | MIN ALT GRIMM **2900** | LDA **5000** | 0.3° |




| 12 | 10 | 9 | 8 | 7 | 6 | 5 | **3.9** | 3 | 2 | 1 | YPE | 0.8 | DIST FROM DME (YPE) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6620 | 5940 | 5600 | 5270 | 4940 | 4600 | 4270 | **3900** | 3600 | 3270 | 2940 | 2600 | 2340 | ALT (3.14° APCH PATH) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| VOR/DME | **2340** | (468) | 1½ | |

| Knots | ft/min | Min:Sec |
|---|---|---|
| 70 | 390 | |
| 90 | 500 | |
| 110 | 610 | |
| 130 | 720 | |
| 150 | 830 | |

# VOR/DME RWY 04

CYPE

EFF 12 JUN 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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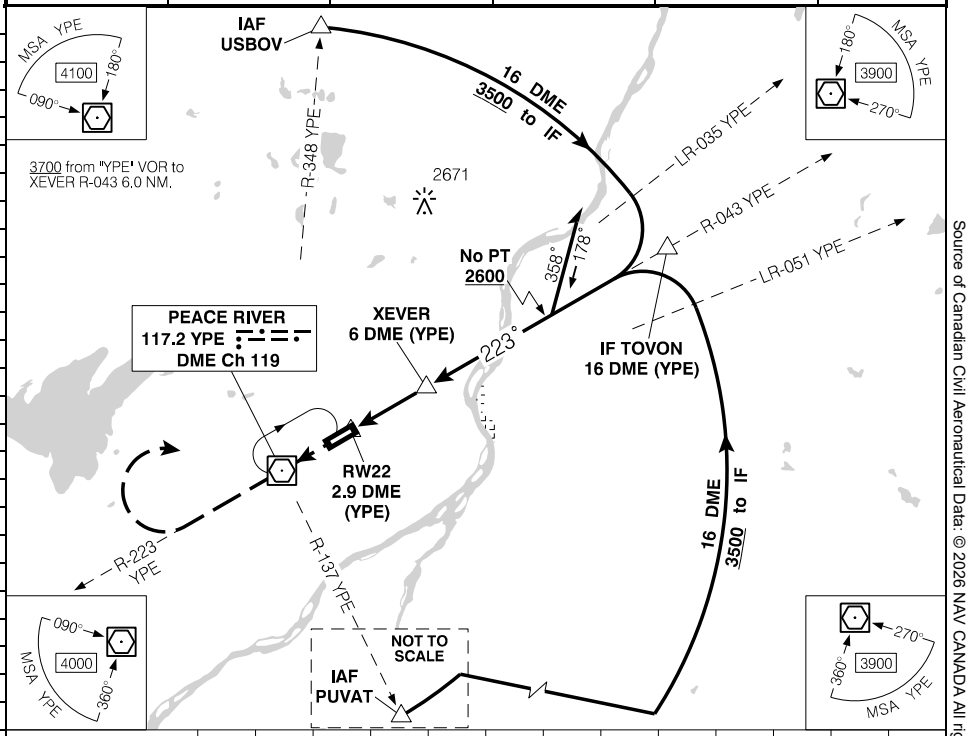
PEACE RIVER, AB

# VOR/DME RWY 22

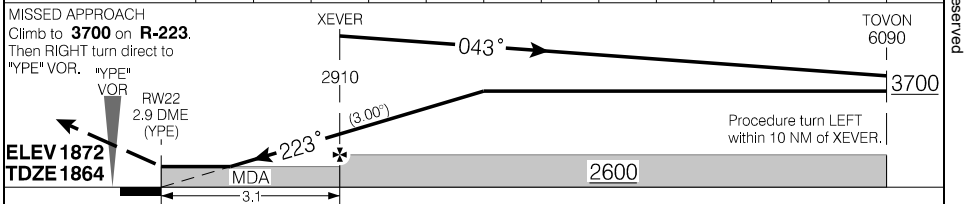
561338N 1172654W VAR 17°E

CYPE

| AWOS – 128.1 | CTR Edmonton – 135.27 | TFC – 122.0 MF | | ARCAL 122.0(K) |
|---|---|---|---|---|
| SAFE ALT 100 NM **6500** | VOR YPE **117.2** | APCH CRS **223°** | MIN ALT XEVER **2600** | LDA **5000** |




| DIST FROM DME (YPE) | 4.1 | 5 | 6 | 7 | **8.5** | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2300 | 2590 | 2910 | 3230 | **3700** | 3870 | 4180 | 4500 | 4820 | 5140 | 5460 | 5780 | 6090 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| VOR/DME | **2300** | (436) | 1½ | |

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

# VOR/DME RWY 22

CYPE

EFF 12 JUN 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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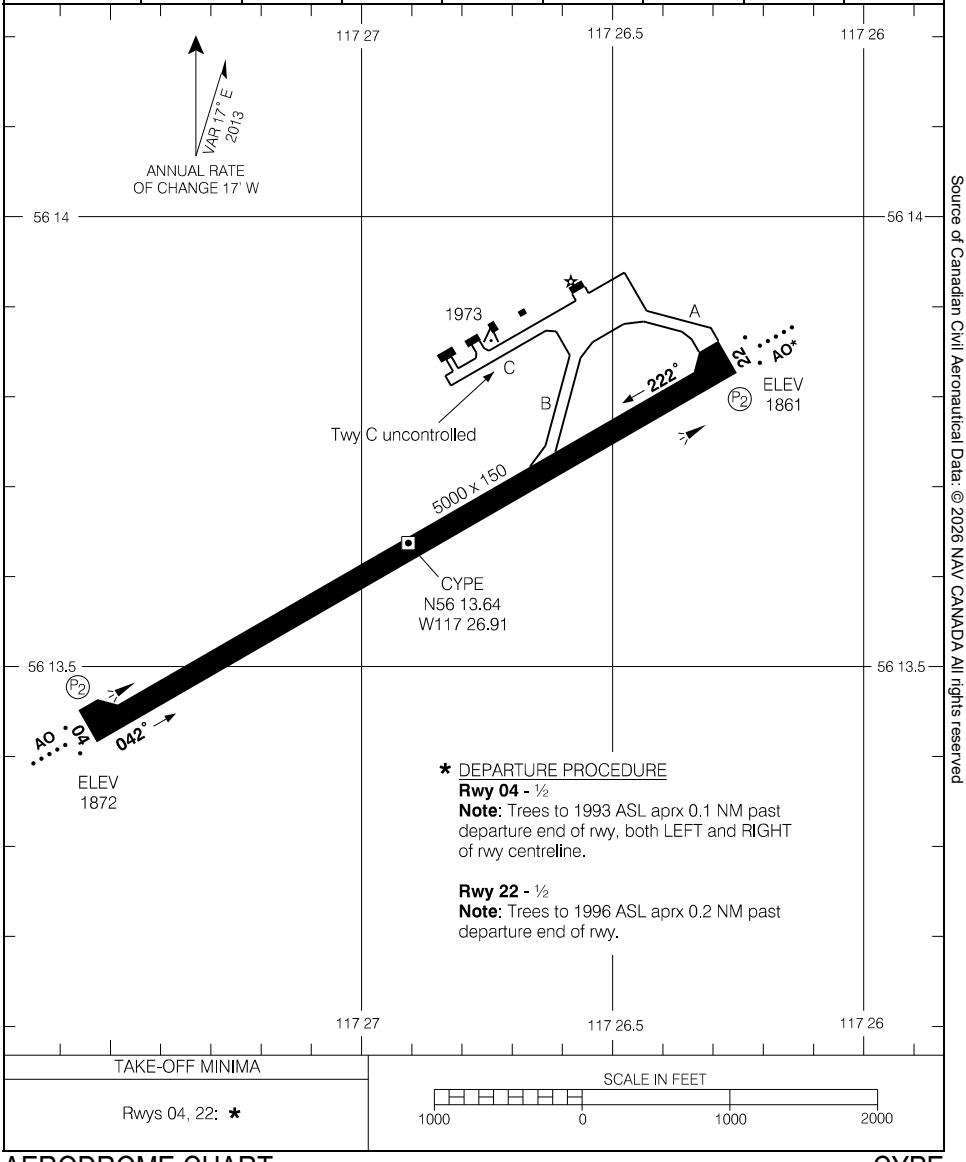
PEACE RIVER, AB

# AERODROME CHART

CYPE

| AWOS – **128.1** | CLNC DEL – **135.27** | TFC – **122.0** MF | CTR Edmonton – **135.27**<br>RADIO Edmonton – **123.27** |
|---|---|---|---|

| DECL DISTS | 04 | 22 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 5000 | 5000 | | | | | | |
| TODA | 5984 | 5984 | | | | | | |
| ASDA | 5000 | 5000 | | | | | | |
| LDA | 5000 | 5000 | | | | | | |




| TAKE-OFF MINIMA |
|---|
| Rwys 04, 22: * |

SCALE IN FEET
1000 0 1000 2000

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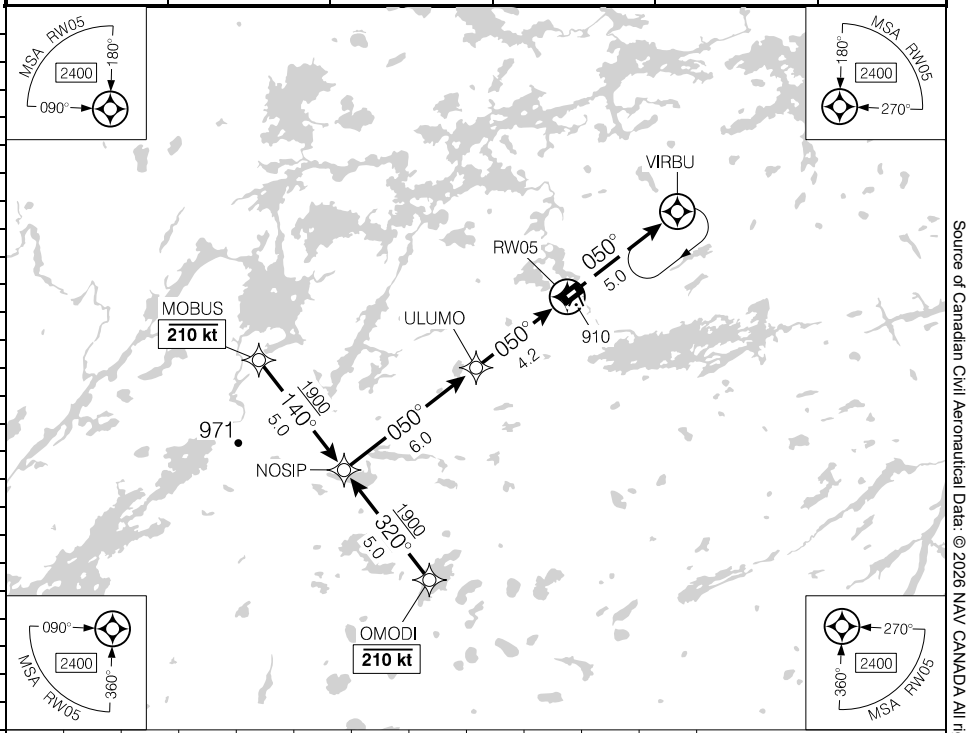
PIKWITONEI, MB

# RNAV (GNSS) RWY 05

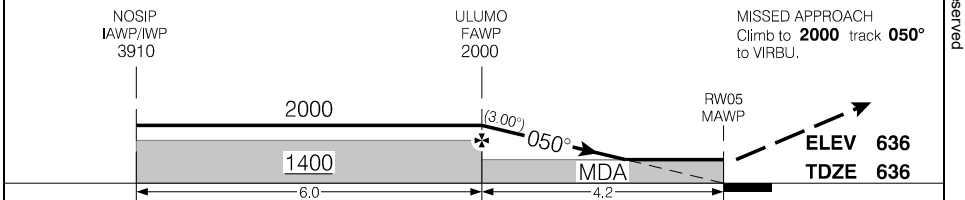
553522N 0970949W VAR 2°E

CZMN

| | | | | | |
|---|---|---|---|---|---|
| | | UNICOM – **122.8** (AU) ATF | | | ARCAL 122.8(J) |
| SAFE ALT 100 NM **2600** | RNAV | APCH CRS **050°** | MIN ALT ULUMO **1400** | LDA **2192** | |




| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 10.2 | 9 | 8 | 7 | 6 | 5 | **4.2** | 3 | 1.7 | | DIST FROM RW05 |
| | | 3910 | 3540 | 3220 | 2910 | 2590 | 2270 | **2000** | 1630 | 1220 | | ALT (3.00° APCH PATH) |




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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **1220** | (584) | 1¾ | |

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

RNAV (GNSS) RWY 05 CZMN

EFF 25 JAN 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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PIKWITONEI, MB

# RNAV (GNSS) RWY 23

553522N 0970949W VAR 2°E

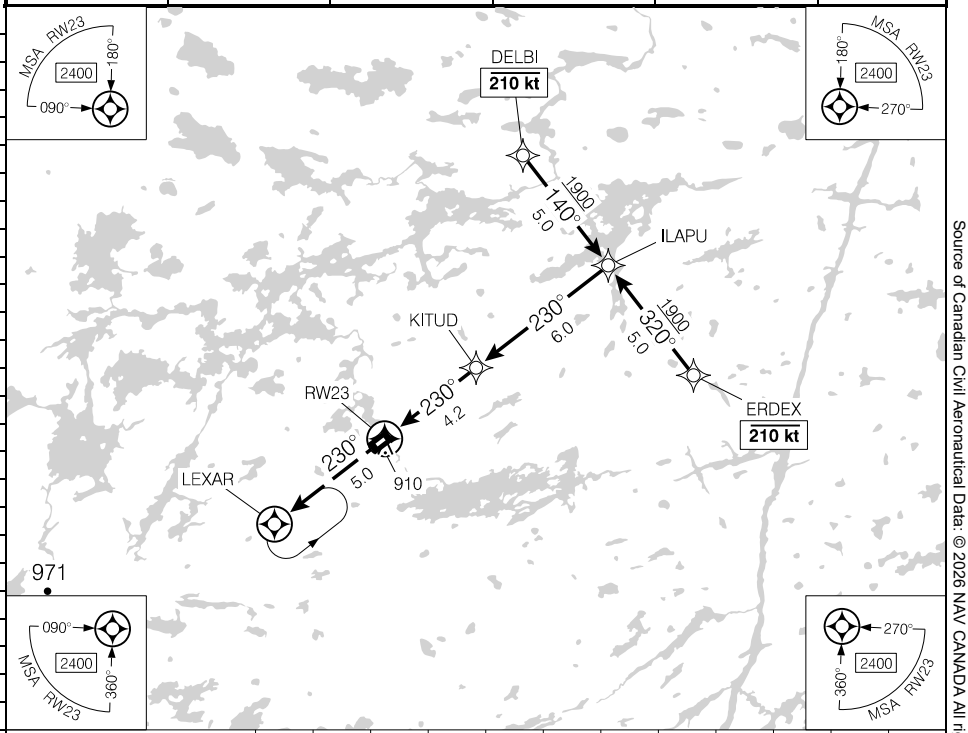
CZMN

UNICOM – **122.8** (AU)

ATF

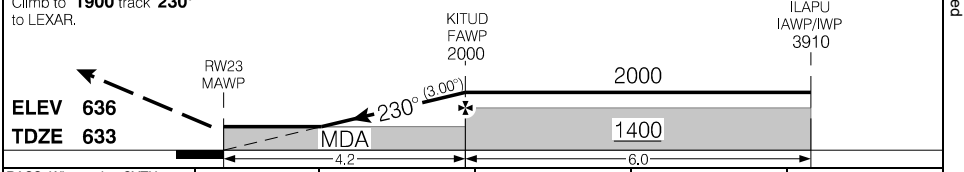
ARCAL 122.8(J)

| SAFE ALT 100 NM | RNAV | APCH CRS | MIN ALT KITUD | LDA |
|---|---|---|---|---|
| **2600** | | **230°** | **1400** | **2192** |




| DIST FROM RW23 | | 1.7 | 3 | **4.2** | 5 | 6 | 7 | 8 | 9 | 10.2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | 1220 | 1630 | **2000** | 2260 | 2580 | 2900 | 3220 | 3540 | 3910 | | |

MISSED APPROACH
Climb to **1900** track **230°**
to LEXAR.




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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **1220** | (588) | 1¾ | |

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

# RNAV (GNSS) RWY 23

CZMN

EFF 25 JAN 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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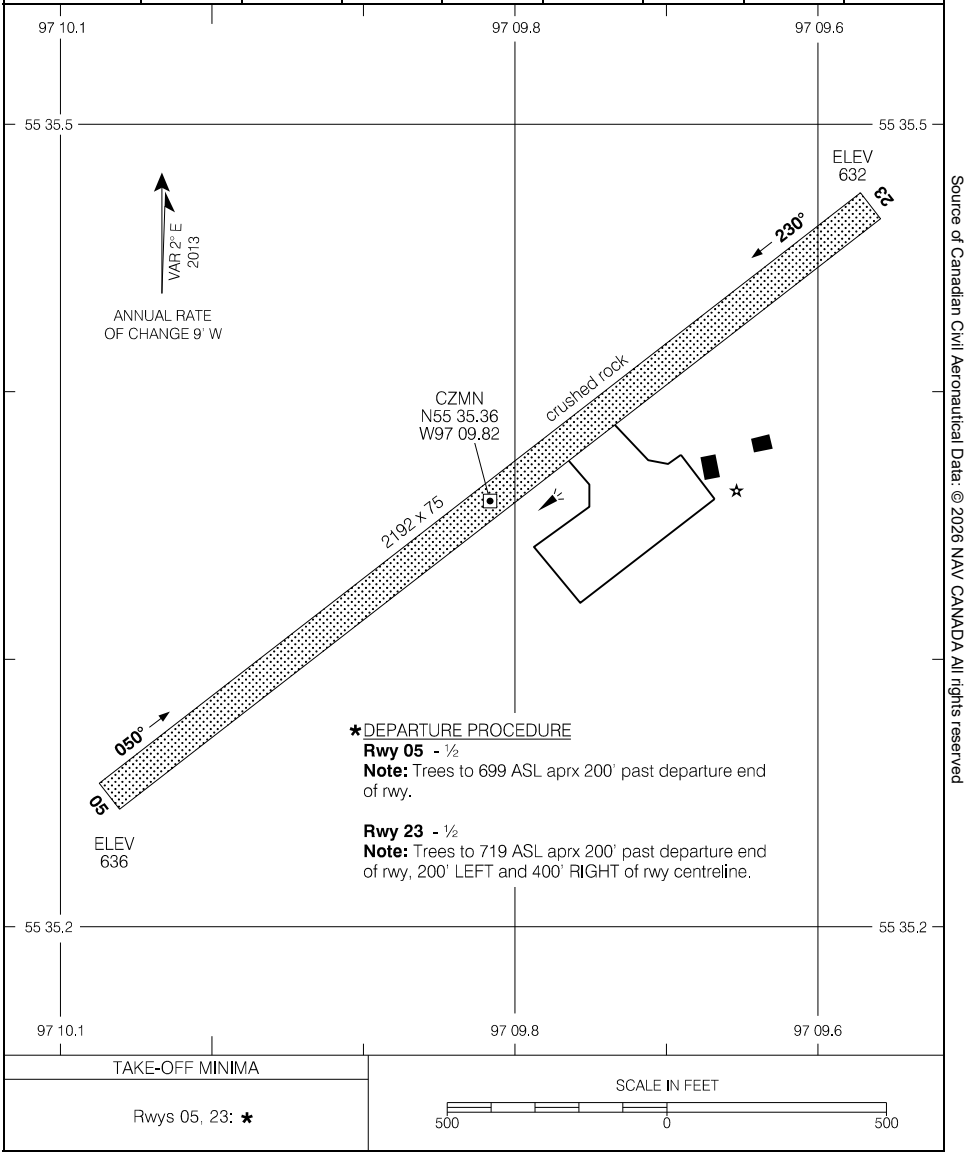
PIKWITONEI, MB

# AERODROME CHART — CZMN

UNICOM – **122.8** (AU)

ATF

| DECL DISTS | 05 | 23 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 2192 | 2192 | | | | | | |
| TODA | 2963 | 3176 | | | | | | |
| ASDA | 2192 | 2192 | | | | | | |
| LDA | 2192 | 2192 | | | | | | |




| TAKE-OFF MINIMA |
|---|
| Rwys 05, 23: * |

SCALE IN FEET

500 0 500

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# AERODROME CHART — CZMN

EFF 10 SEP 20



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

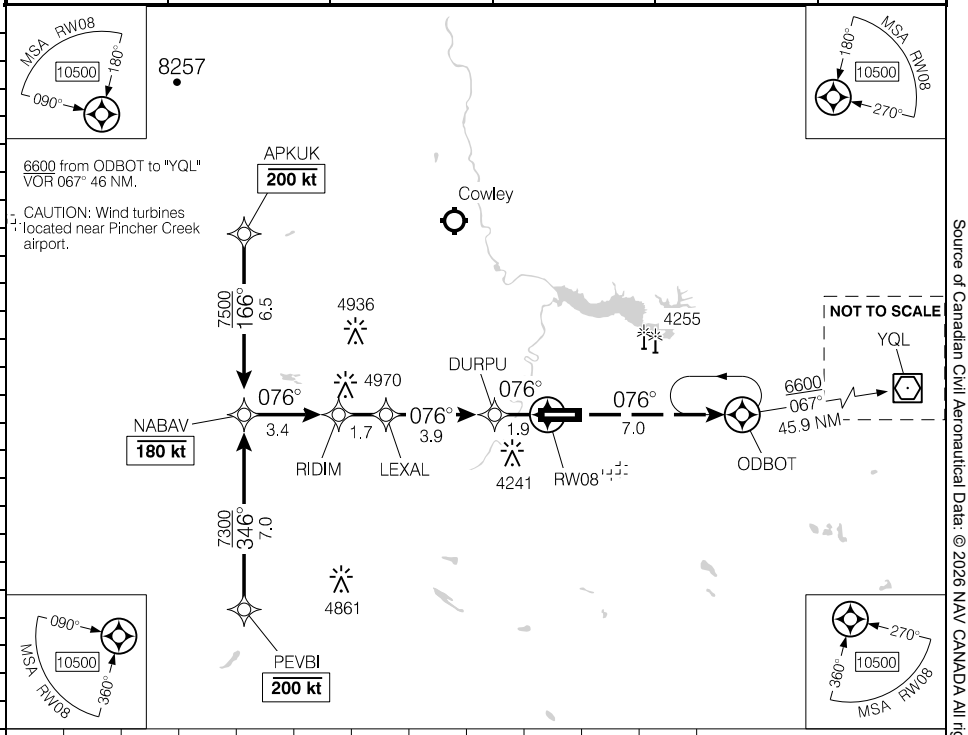
PINCHER CREEK, AB

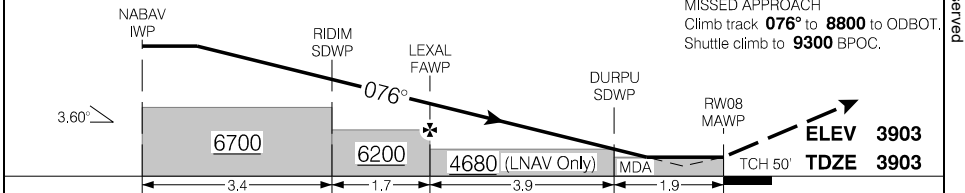
# RNAV (GNSS) RWY 08

493114N 1135946W VAR 14°E

CZPC

| AUTO – **127.65** | CTR Edmonton – **132.75** **265.2** | TFC – **123.2** ATF | | ARCAL 123.2(K) P2 |
|---|---|---|---|---|
| SAFE ALT 100 NM **13,900** | WAAS **Ch 80096** W08A | APCH CRS **076°** | MIN ALT LEXAL **6200** | LDA **6000** |




RASS: When using CYQL add **230'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **4151** | (250) | 1 | NOT AUTHORIZED |
| LNAV | **4480** | (579) | 1¾ | NOT AUTHORIZED |

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

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Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

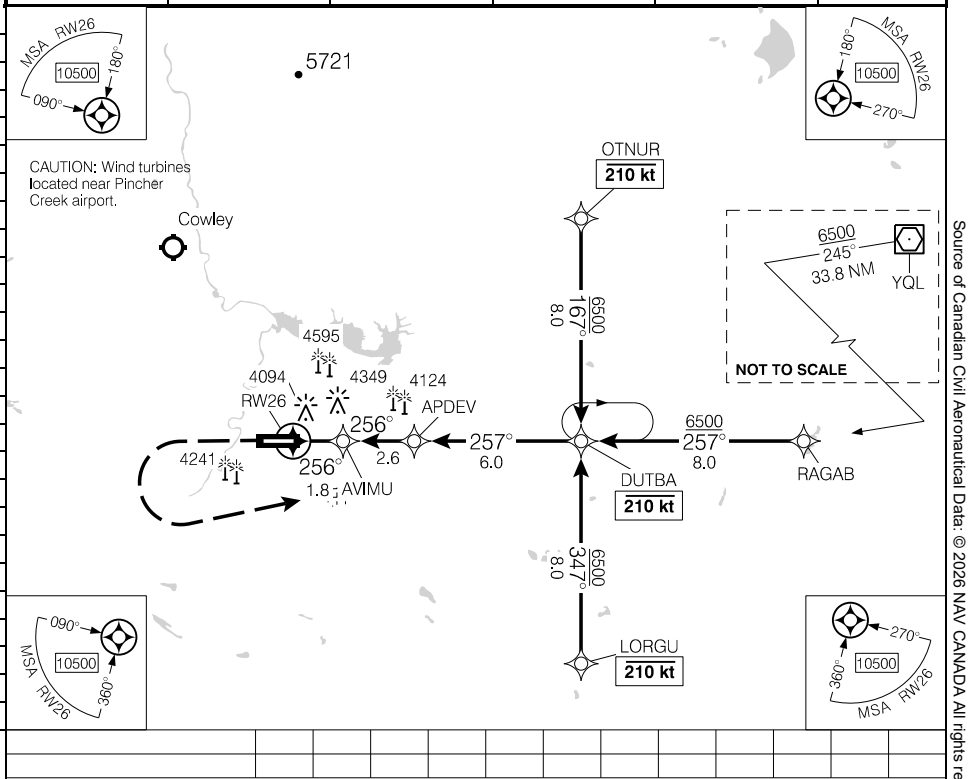
PINCHER CREEK, AB

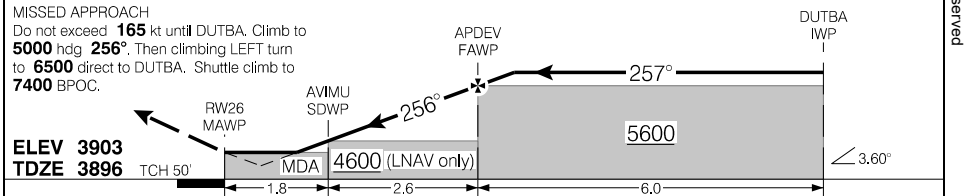
# RNAV (GNSS) RWY 26

493114N 1135946W VAR 14°E

CZPC

| | | | | | |
|---|---|---|---|---|---|
| AUTO – **127.65** | CTR Edmonton – **132.75** **265.2** | TFC – **123.2** ATF | | | ARCAL 123.2(K) (P2) |
| SAFE ALT 100 NM **13,900** | WAAS **Ch 80097** W26A | APCH CRS **256°** | MIN ALT APDEV **5600** | LDA **6448** | |




RASS: When using CYQL add **230'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **4118** (250) | 1 | **4168** (300) | 1 NOT AUTHORIZED |
| LNAV | **4380** | (512) | 1½ | NOT AUTHORIZED |

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

# RNAV (GNSS) RWY 26

CZPC

EFF 25 JAN 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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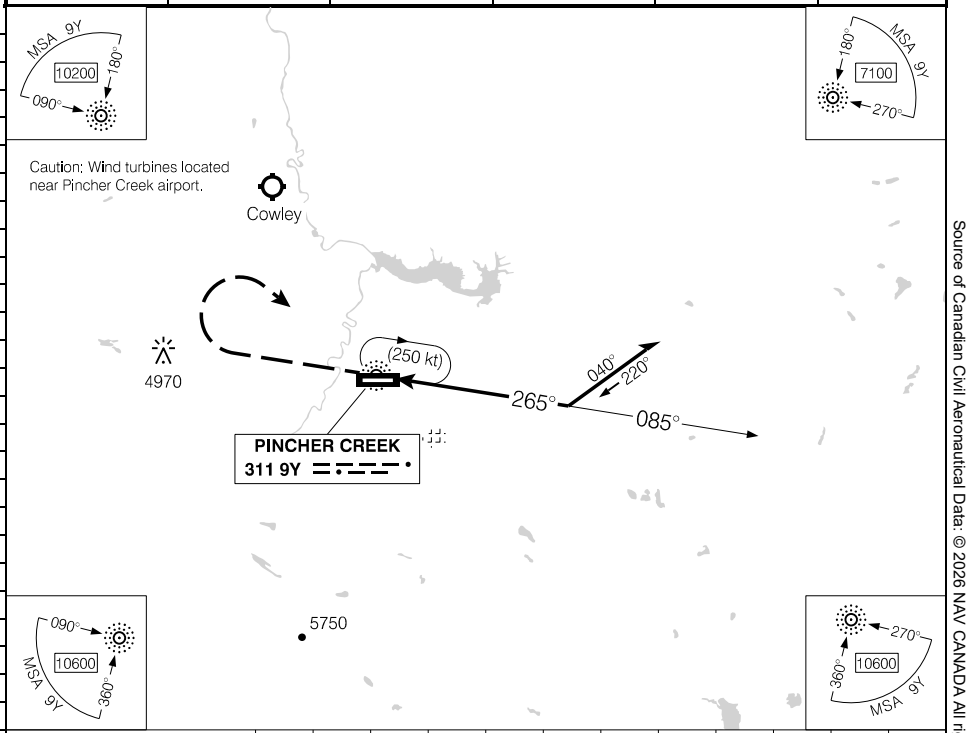
PINCHER CREEK, AB

# NDB RWY 26

493114N 1135946W VAR 14°E

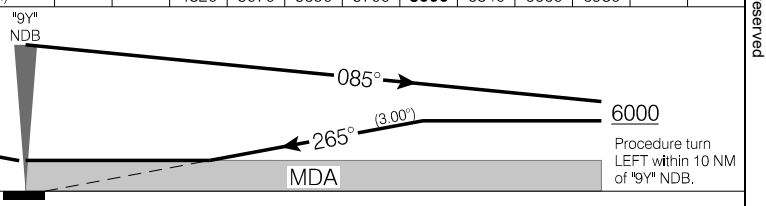
CZPC

| | | | | |
|---|---|---|---|---|
| AWOS – **127.65** | CTR Edmonton – **132.75** **265.2** | TFC – **123.2** ATF | | ARCAL 123.2(K) P2 9.0° |
| SAFE ALT 100 NM **13,900** | NDB 9Y **311** | APCH CRS **265°** | | LDA **6448** |




| DIST FROM "9Y" NDB | | | 3.2 | 4 | 5 | 6 | **6.9** | 8 | 9 | 10 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | | 4820 | 5070 | 5390 | 5700 | **6000** | 6340 | 6660 | 6980 | | |

MISSED APPROACH
Climb to **6100** track **265°**. Then RIGHT turn direct to "9Y" NDB. Shuttle to **8200** BPOC.




**ELEV 3903**
**TDZE 3896**

RASS: When using CYQL add **230'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| NDB | **4820** | (924) | 2¾ | |
| CIRCLING | **4820** | (917) | 2¾ | **4920** (1017) 3 |

NDB RWY 26 CZPC

EFF 25 JAN 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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## Departure Route Description

**Rwy 08 - ½:** Requires a minimum climb gradient of **300** ft/ NM to **4500**. Do not exceed 250 kt until SEKOM. Climb track **076°** to SAXUL, then LEFT turn track **043°** to SEKOM at **6500**. As required shuttle climb to **6500** BPOC.

**Note**: Machinery to 3878 ASL approx 0.1 NM past departure end of rwy.

**Rwy 26 - ½:** Requires a minimum climb gradient of **250** ft/NM to **4500**. Do not exceed 250 kt until SEKOM. Climb hdg **256°** to **4500** then climbing RIGHT turn to **6500** direct to SEKOM.

**Note**: Machinery to 3926 ASL approx 0.1 NM past departure end of rwy.

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 |
| 300 FT/NM | 450 | 600 | 700 | 800 | 900 | 1000 | 1250 | 1500 |

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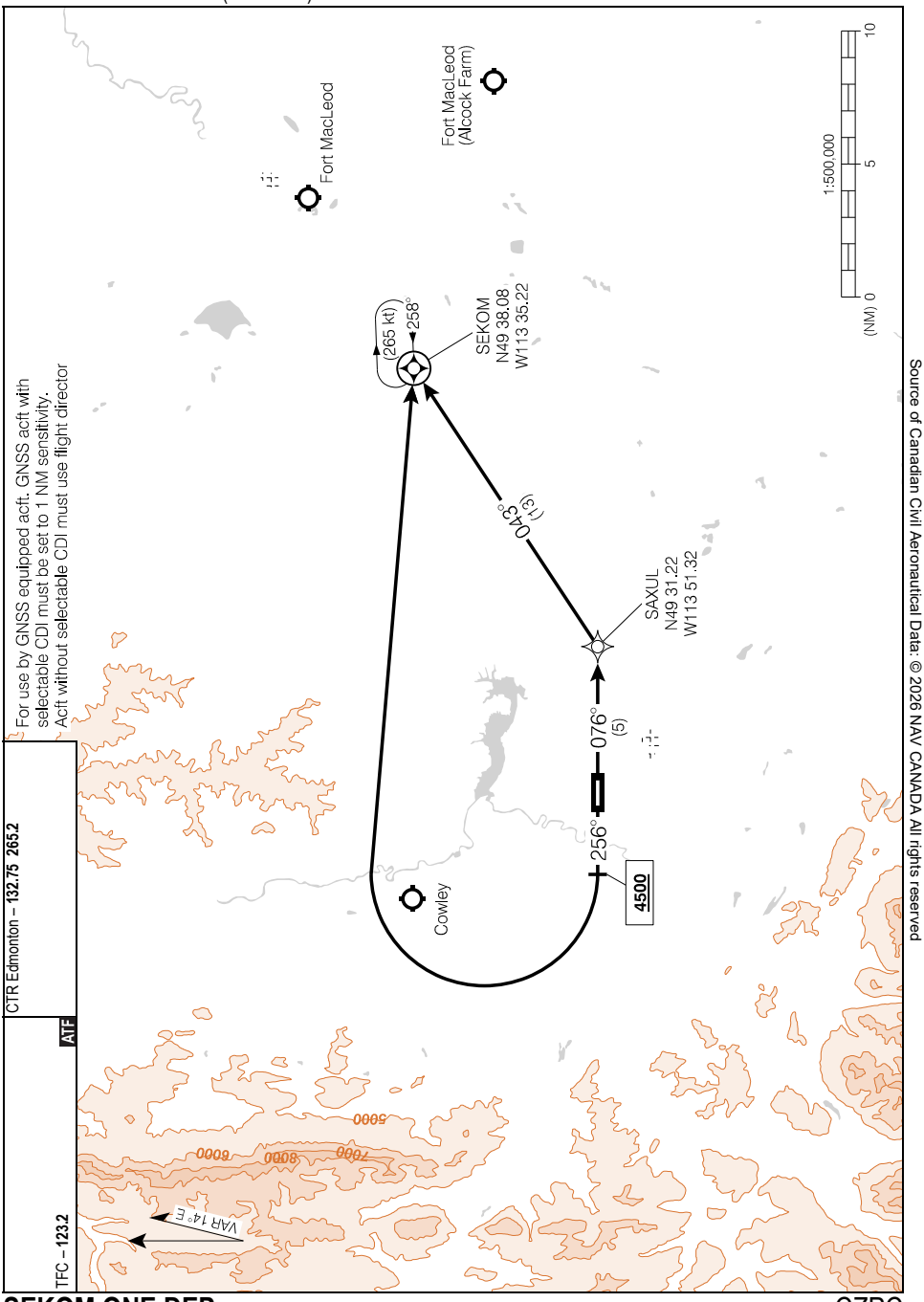
DEPARTURE PROCEDURE (RNAV)

# SEKOM ONE DEP (SEKOM1.)

PINCHER CREEK, AB
CZPC

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# SEKOM ONE DEP (SEKOM1.)

CZPC

EFF 5 OCT 23



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

PINCHER CREEK, AB

# AERODROME CHART

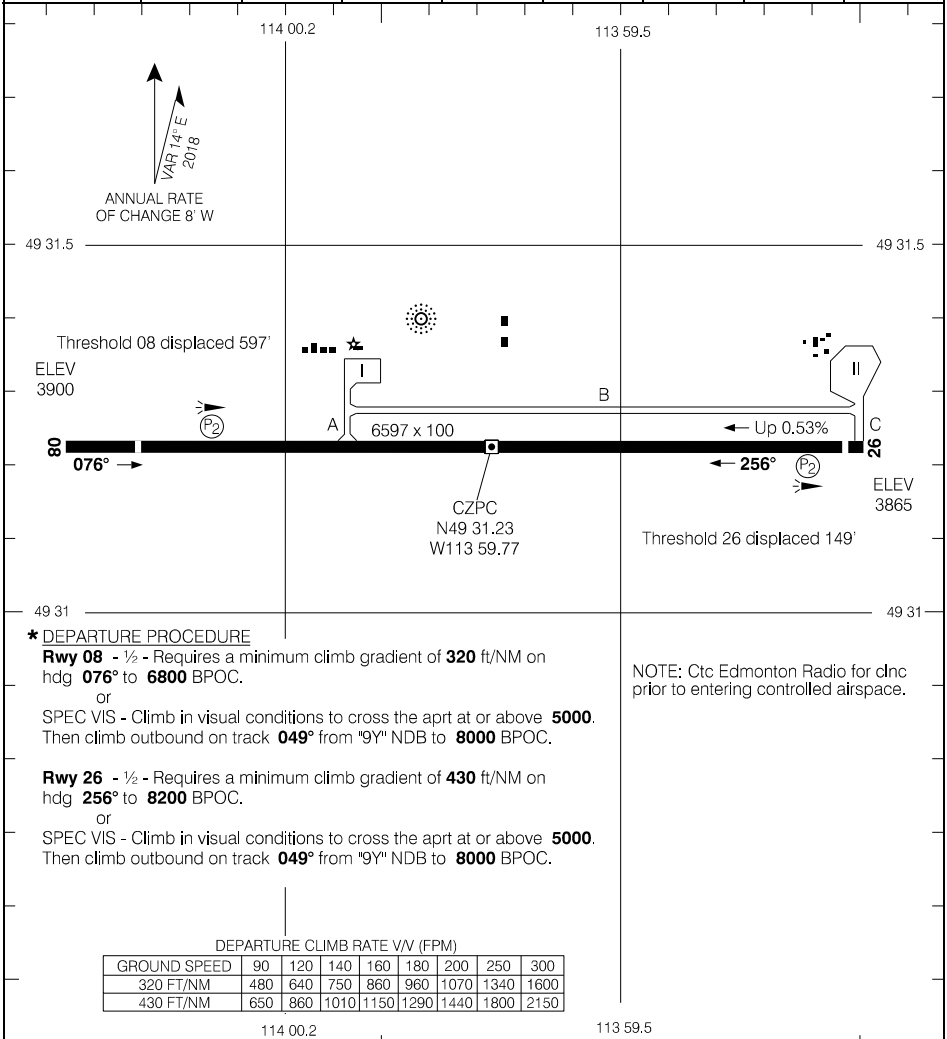
CZPC

AWOS – **127.65**

TFC – **123.2** ATF

CTR Edmonton – **132.75 265.2**

| DECL DISTS | 08 | 26 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 6597 | 6597 | | | | | | |
| TODA | 6597 | 6597 | | | | | | |
| ASDA | 6597 | 6597 | | | | | | |
| LDA | 6000 | 6448 | | | | | | |




* DEPARTURE PROCEDURE

**Rwy 08** - ½ - Requires a minimum climb gradient of **320** ft/NM on hdg **076°** to **6800** BPOC.
or
SPEC VIS - Climb in visual conditions to cross the aprt at or above **5000**. Then climb outbound on track **049°** from "9Y" NDB to **8000** BPOC.

**Rwy 26** - ½ - Requires a minimum climb gradient of **430** ft/NM on hdg **256°** to **8200** BPOC.
or
SPEC VIS - Climb in visual conditions to cross the aprt at or above **5000**. Then climb outbound on track **049°** from "9Y" NDB to **8000** BPOC.

NOTE: Ctc Edmonton Radio for clnc prior to entering controlled airspace.

DEPARTURE CLIMB RATE V/V (FPM)

| GROUND SPEED | 90 | 120 | 140 | 160 | 180 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|---|---|
| 320 FT/NM | 480 | 640 | 750 | 860 | 960 | 1070 | 1340 | 1600 |
| 430 FT/NM | 650 | 860 | 1010 | 1150 | 1290 | 1440 | 1800 | 2150 |

TAKE-OFF MINIMA

Rwys 08; 26: *

SCALE IN FEET

1000 0 1000 2000

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Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

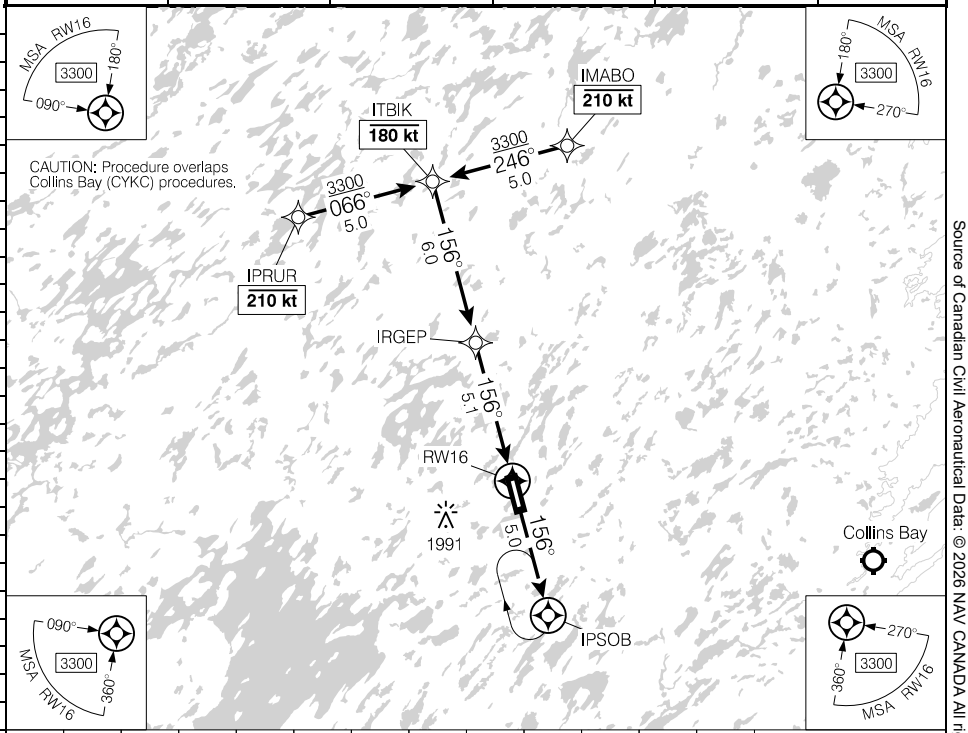
POINTS NORTH LANDING, SK

# RNAV (GNSS) RWY 16

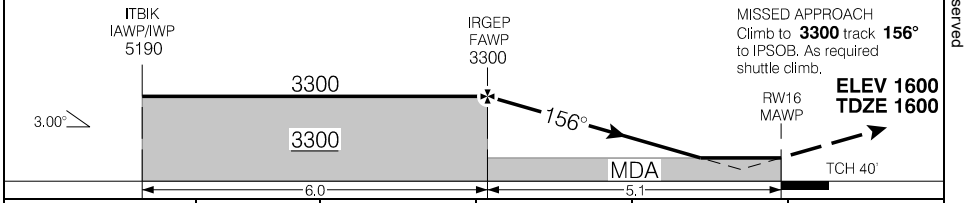
581636N 1040457W VAR 9°E

CYNL

| | | | | | |
|---|---|---|---|---|---|
| AWOS – **122.55** | | ◕ 68 Points North UNICOM – **123.3** (AU) ATF | | | ARCAL 123.3(K) (P1) |
| SAFE ALT 100 NM **3300** | WAAS **Ch 80024** W16A | APCH CRS **156°** | MIN ALT IRGEP **3300** | LDA **5848** | |




| | | 11.1 | 10 | 9 | 8 | 7 | 6 | **5.1** | 4 | 3 | 2 | 1.4 | DIST FROM RW16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 5190 | 4820 | 4510 | 4190 | 3870 | 3550 | **3300** | 2910 | 2600 | 2280 | 2100 | ALT (3.00° APCH PATH) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2100** | (500) | 1¾ | |
| LNAV | **2100** | (500) | 1½ | |

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

RNAV (GNSS) RWY 16 CYNL

EFF 23 FEB 23



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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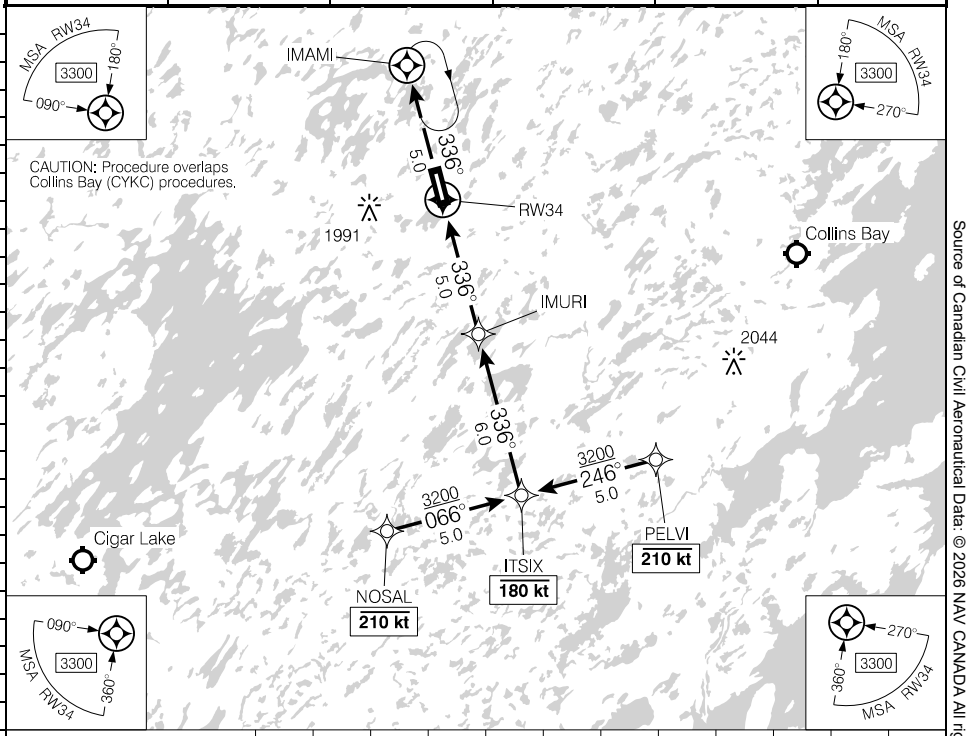
POINTS NORTH LANDING, SK

# RNAV (GNSS) RWY 34

581636N 1040457W VAR 9°E

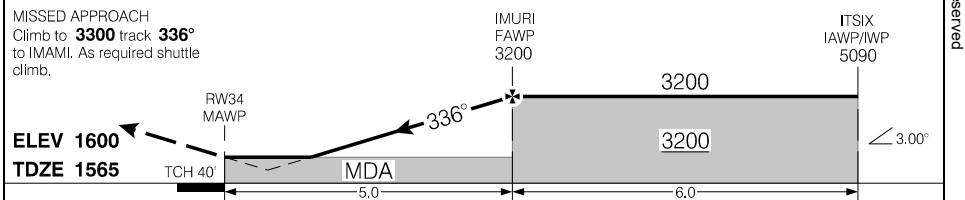
CYNL

| | | | | | |
|---|---|---|---|---|---|
| AWOS – **122.55** | | ◕ 68 Points North UNICOM – **123.3** (AU) ATF | | | ARCAL 123.3(K) P1 |
| SAFE ALT 100 NM **3300** | WAAS **Ch 80025** W34A | APCH CRS **336°** | MIN ALT IMURI **3200** | LDA **5848** | |




| DIST FROM RW34 | | 1.5 | 3 | 4 | **5.0** | 6 | 7 | 8 | 9 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | 2080 | 2540 | 2860 | **3200** | 3500 | 3820 | 4140 | 4450 | 4770 | 5090 |

MISSED APPROACH
Climb to **3300** track **336°** to IMAMI. 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 | **2048** | (500) | 1¾ | |
| LNAV | **2080** | (532) | 1¾ | |

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Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

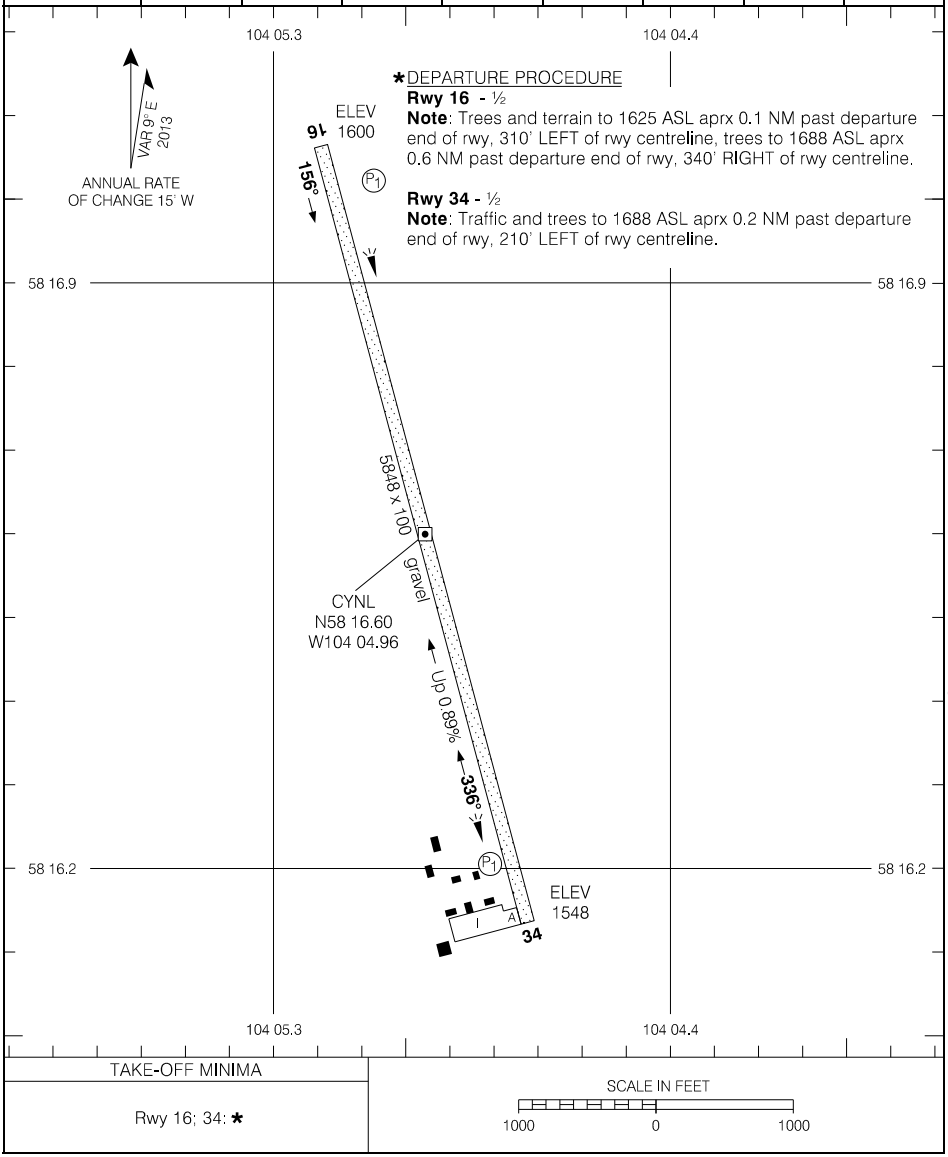
POINTS NORTH LANDING, SK

# AERODROME CHART — CYNL

AWOS – **122.55**

68 Points North UNICOM – **123.3** (AU) ATF

| DECL DISTS | 16 | 34 |
|---|---|---|
| TORA | 5848 | 5848 |
| TODA | 6832 | 6832 |
| ASDA | 6048 | 6048 |
| LDA | 5848 | 5848 |




TAKE-OFF MINIMA

Rwy 16; 34: *

SCALE IN FEET

1000 0 1000

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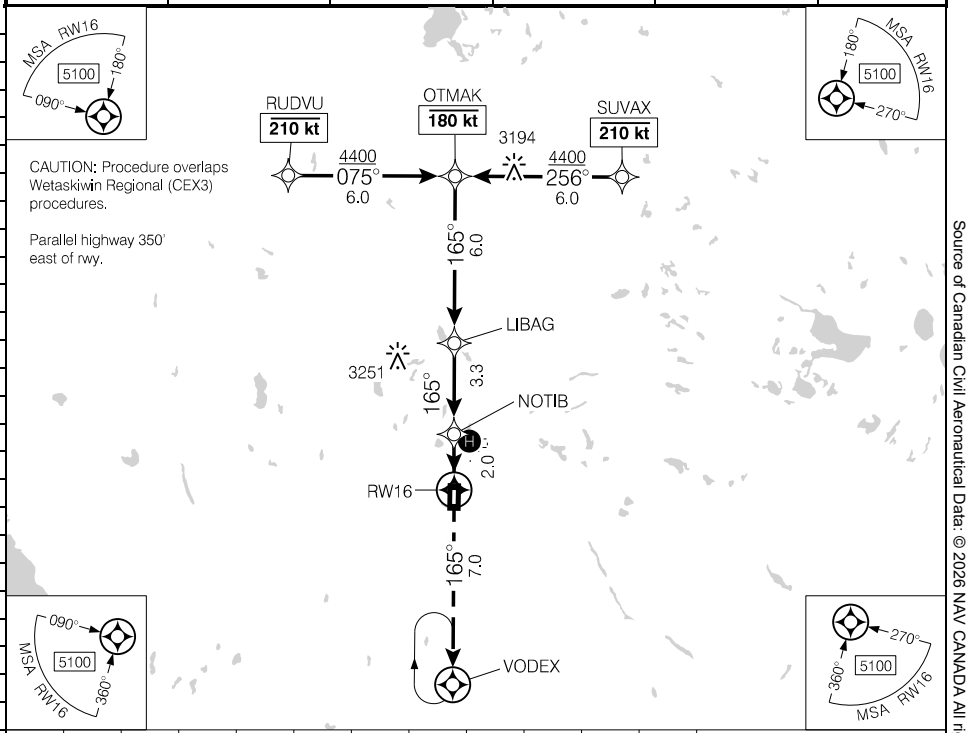
PONOKA (LABRIE FIELD), AB

# RNAV (GNSS) Z RWY 16

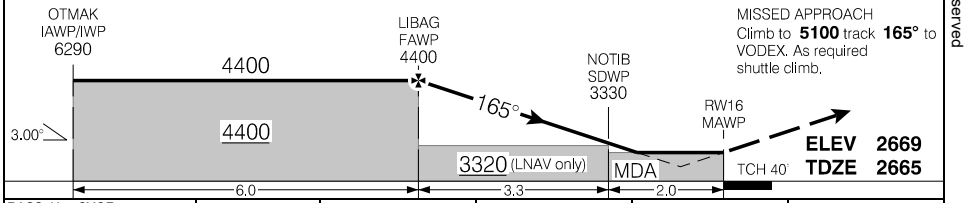
523907N 1133616W VAR 15°E

CEH3

| | | | | | |
|---|---|---|---|---|---|
| | CTR Edmonton – **132.85** | | UNICOM – **123.3** ATF | | ARCAL 123.3(K) |
| SAFE ALT 100 NM **11,900** | WAAS **Ch 80669** W16A | APCH CRS **165°** | MIN ALT LIBAG **4400** | LDA **3089** | |




| | 11.3 | 10 | 9 | 8 | 7 | 6 | **5.3** | 4 | 3 | 1.5 | | DIST FROM RW16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 6290 | 5880 | 5560 | 5240 | 4930 | 4610 | **4400** | 3970 | 3650 | 3180 | | ALT (3.00° APCH PATH) |




RASS: Use CYQF.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **3156** (500) | 1¾ | NOT AUTHORIZED | |
| LNAV | **3180** (524) | 1¾ | NOT AUTHORIZED | |

RNAV (GNSS) Z RWY 16 CEH3

EFF 14 JUL 22



Canada Air Pilot
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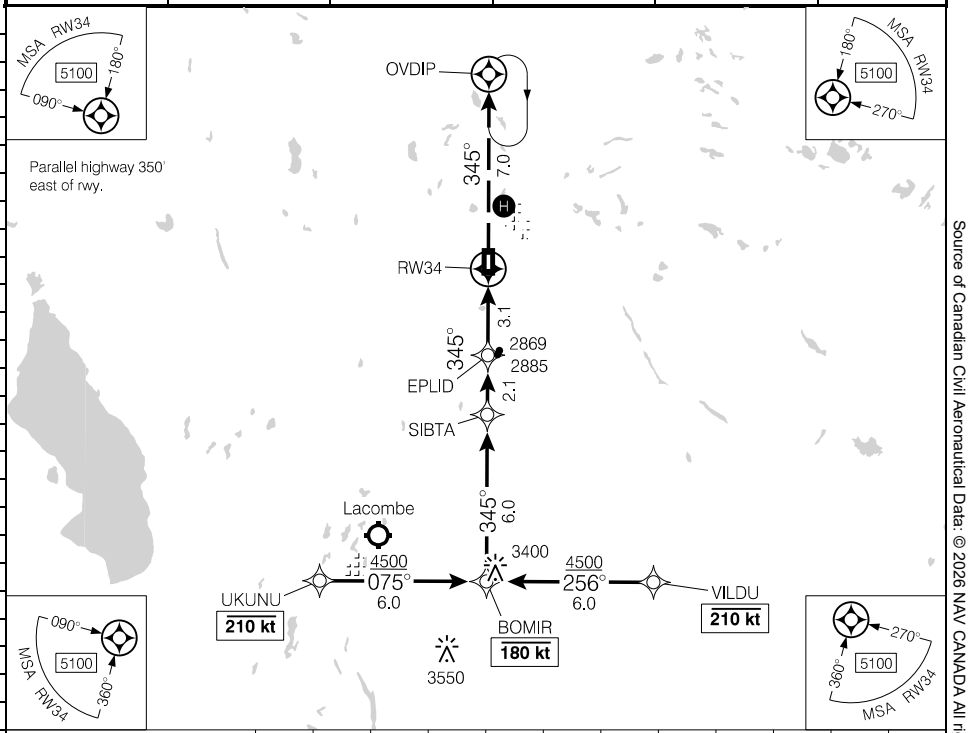
PONOKA (LABRIE FIELD), AB

# RNAV (GNSS) Z RWY 34

523907N 1133616W VAR 15°E

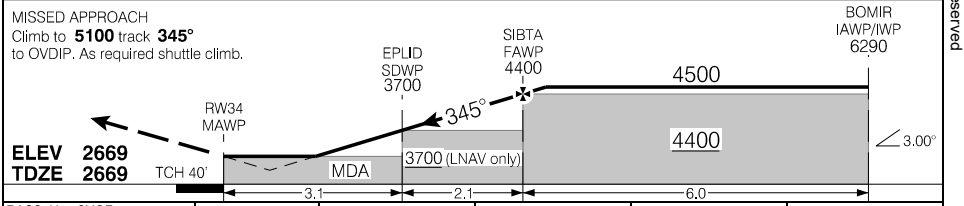
CEH3

| | | | | | |
|---|---|---|---|---|---|
| | CTR Edmonton – **132.85** | | UNICOM – **123.3** ATF | | ARCAL 123.3(K) |
| SAFE ALT 100 NM **11,900** | WAAS **Ch 80670** W34A | APCH CRS **345°** | MIN ALT SIBTA **4400** | LDA **3089** | |




| DIST FROM RW34 | | 1.6 | 3 | 4 | 5 | **5.6** | 7 | 8 | 9 | 10 | 11.2 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | 3220 | 3660 | 3980 | 4300 | **4500** | 4940 | 5260 | 5570 | 5890 | 6290 |

MISSED APPROACH
Climb to **5100** track **345°**
to OVDIP. As required shuttle climb.




RASS: Use CYQF.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **3169** (500) | 1¾ | NOT AUTHORIZED | |
| LNAV | **3220** (551) | 1¾ | NOT AUTHORIZED | |

RNAV (GNSS) Z RWY 34 CEH3

EFF 14 JUL 22



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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PONOKA (LABRIE FIELD), AB

# AERODROME CHART

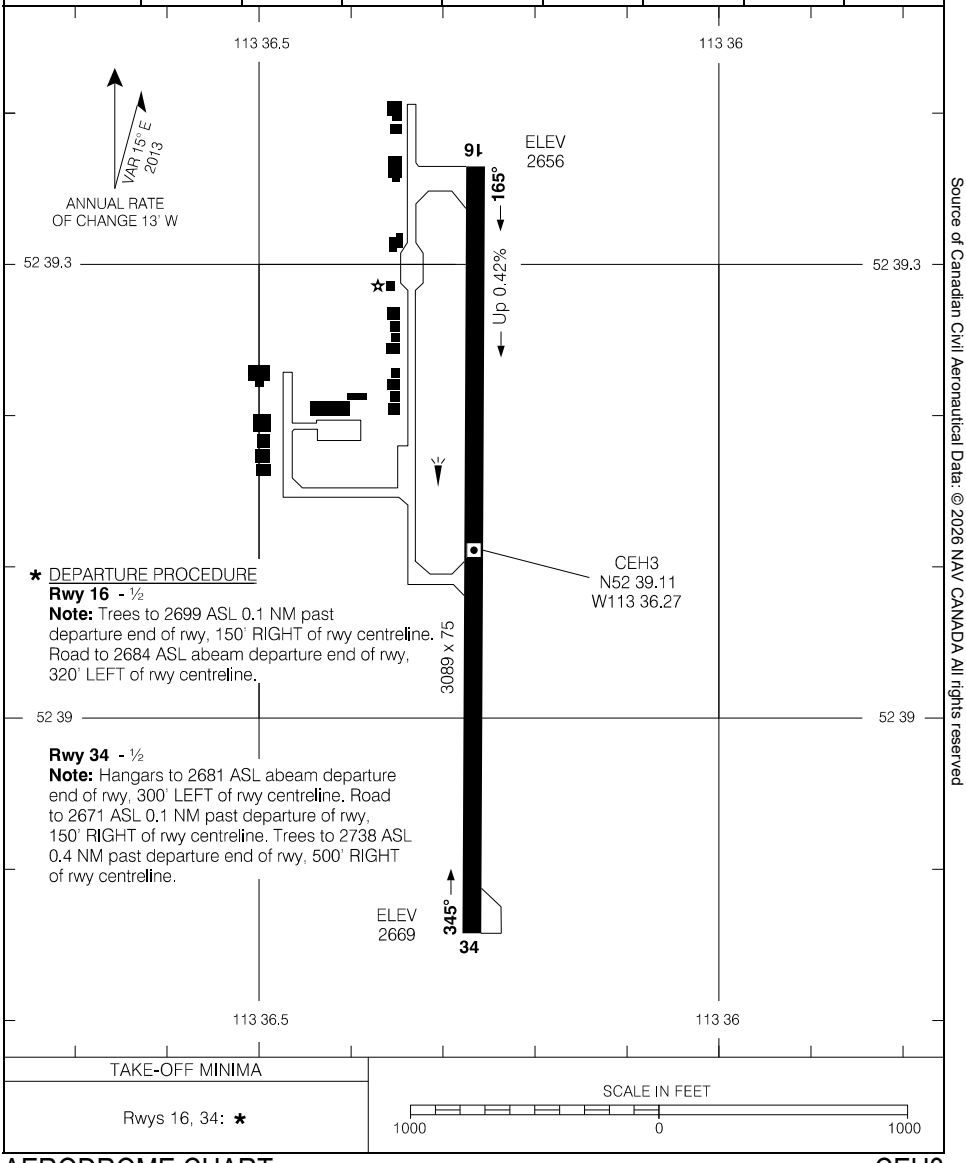
CEH3

UNICOM – **123.3**

ATF

CTR Edmonton – **132.85**

| DECL DISTS | 16 | 34 |
|---|---|---|
| TORA | 3089 | 3089 |
| TODA | 3089 | 3089 |
| ASDA | 3089 | 3089 |
| LDA | 3089 | 3089 |




TAKE-OFF MINIMA

Rwys 16, 34: *

SCALE IN FEET

1000 0 1000

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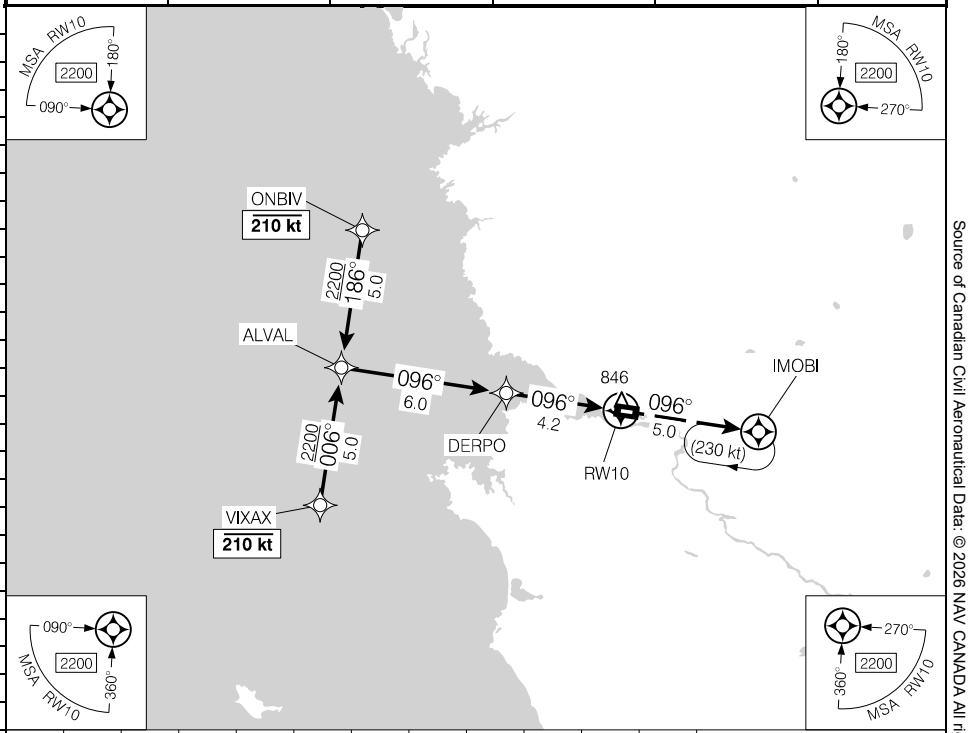
POPLAR RIVER, MB

# RNAV (GNSS) RWY 10

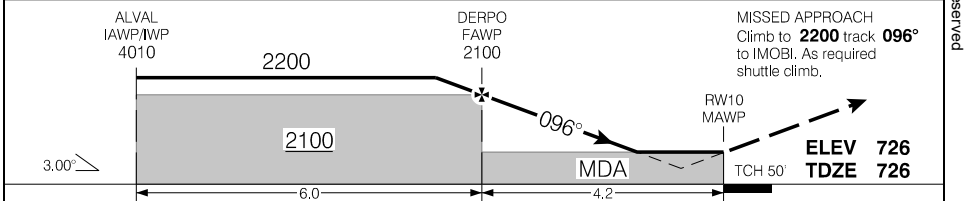
525947N 0971625W VAR 3°E

CZNG

| | | | | | |
|---|---|---|---|---|---|
| | CTR Winnipeg – **135.1** | ◒ UNICOM – **122.8**<br>◒ TFC – **122.8** ATF | | | ARCAL 122.8(J) |
| SAFE ALT 100 NM<br>**2500** | WAAS<br>**Ch 81155**<br>W10A | APCH<br>CRS<br>**096°** | MIN ALT<br>DERPO<br>**2100** | LDA<br>**2500** | |




| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 10.2 | 9 | 8 | 7 | 6 | **4.5** | 4 | 3 | 1.5 | | DIST FROM RW10 |
| | | 4010 | 3640 | 3320 | 3000 | 2680 | **2200** | 2050 | 1730 | 1240 | | ALT (3.00° APCH PATH) |




RASS: ◒ Use CYBV.
When using CYNE add **60'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1221** | (500) | 1¾ | |
| LNAV | **1240** | (519) | 1½ | |

# RNAV (GNSS) RWY 10

CZNG

EFF 17 APR 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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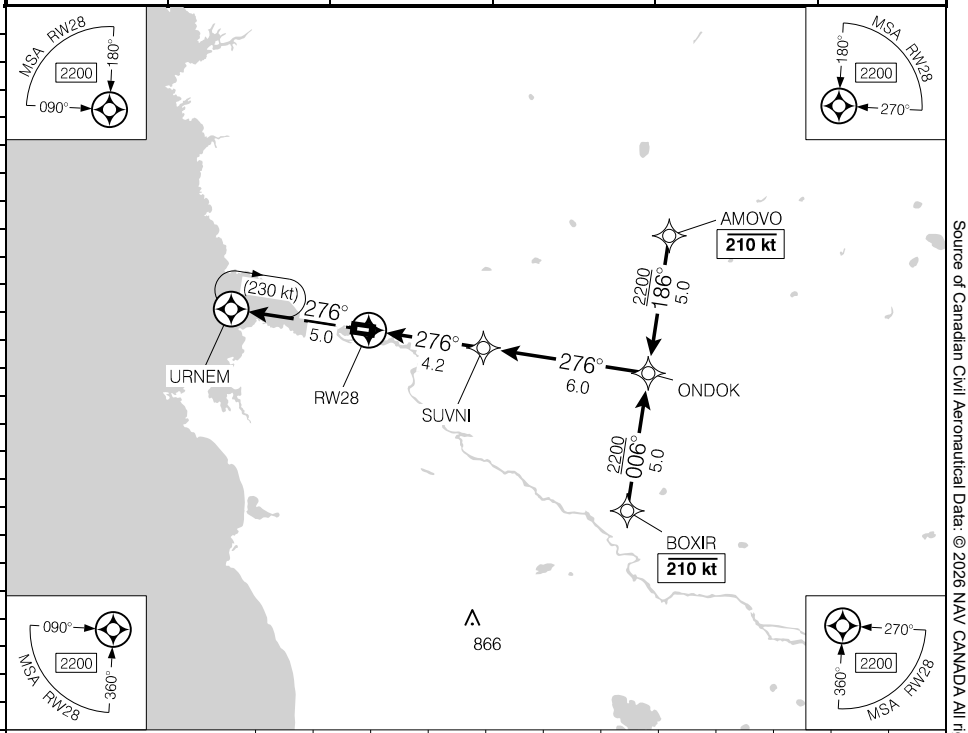
POPLAR RIVER, MB

# RNAV (GNSS) A

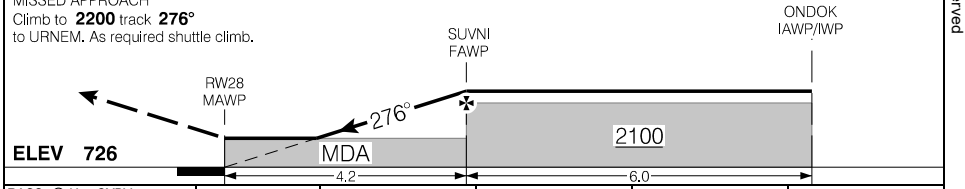
525947N 0971625W VAR 3°E

CZNG

| | | | | | |
|---|---|---|---|---|---|
| | CTR Winnipeg – **135.1** | ◒ UNICOM – **122.8**<br>◒ TFC – **122.8** ATF | | | ARCAL 122.8(J) |
| SAFE ALT 100 NM<br>**2500** | RNAV | APCH CRS<br>**276°** | MIN ALT SUVNI<br>**2100** | LDA<br>REFER TO AD CHART | |




MISSED APPROACH
Climb to **2200** track **276°**
to URNEM. As required shuttle climb.




RASS: ◒ Use CYBV.
When using CYNE add **60'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | **1240** (514) | 1½ | **1240** (514) | 2 **1280** (554) 2 |

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

RNAV (GNSS) A

CZNG

EFF 7 AUG 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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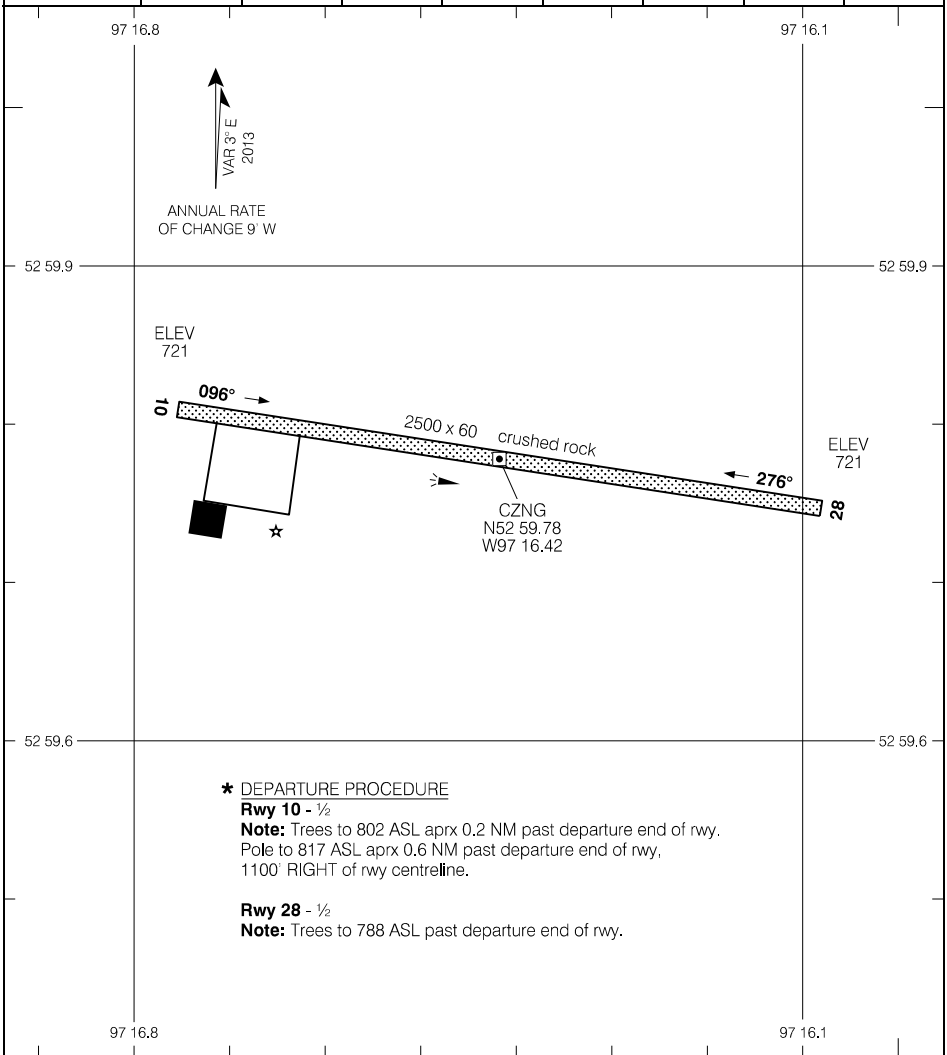
POPLAR RIVER, MB

# AERODROME CHART — CZNG

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | ◕ UNICOM – **122.8**<br>◕ TFC – **122.8** ATF | | | CTR Winnipeg – **135.1** | |

| DECL DISTS | 10 | 28 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 2500 | 2500 | | | | | | |
| TODA | 3484 | 2500 | | | | | | |
| ASDA | 2500 | 2500 | | | | | | |
| LDA | 2500 | 2500 | | | | | | |




***** DEPARTURE PROCEDURE

**Rwy 10** - ½

**Note:** Trees to 802 ASL aprx 0.2 NM past departure end of rwy.
Pole to 817 ASL aprx 0.6 NM past departure end of rwy,
1100' RIGHT of rwy centreline.

**Rwy 28** - ½

**Note:** Trees to 788 ASL past departure end of rwy.

| TAKE-OFF MINIMA | SCALE IN FEET |
|---|---|
| Rwys 10, 28: ***** | 500 0 500 |

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PORTAGE LA PRAIRIE/SOUTHPORT, MB

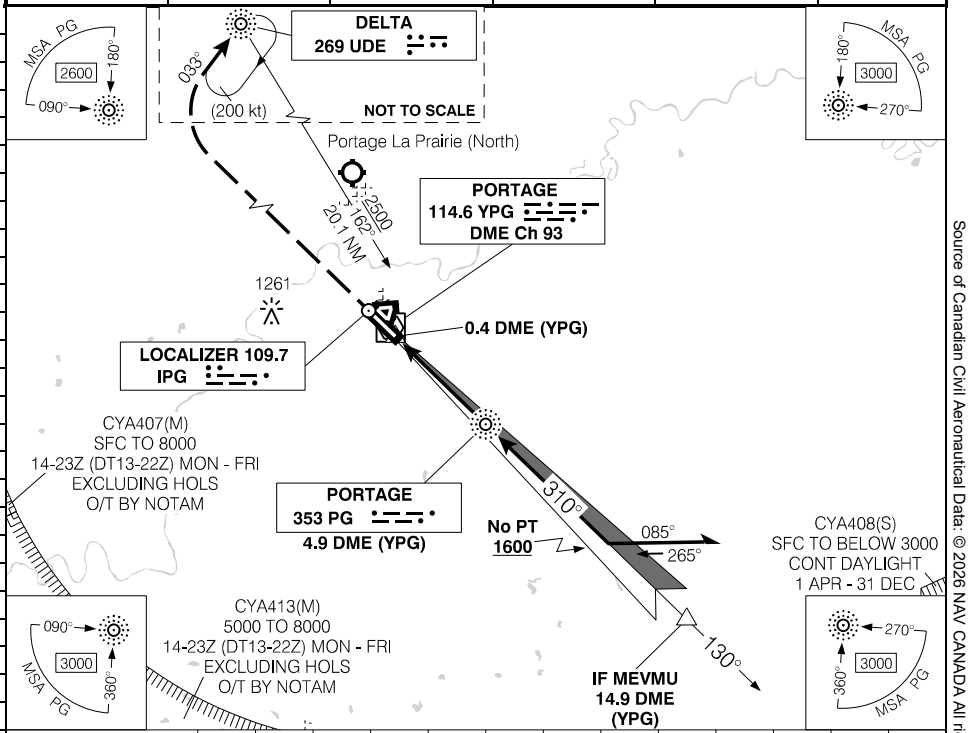
# ILS RWY 31L

495411N 0981626W VAR 4°E

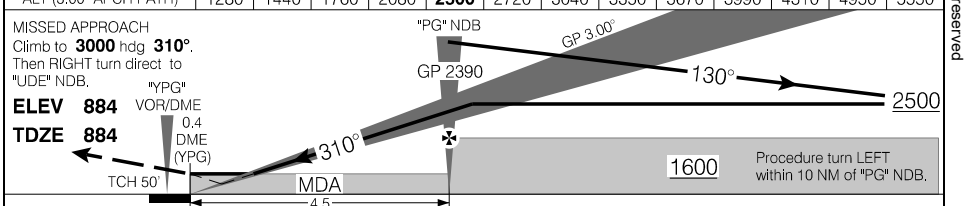
CYPG

| ATIS – 120.85 | TML Winnipeg – 121.0 | TWR – 126.2<br>TFC – 126.2 ATF* | GND – 121.7 | ARCAL 126.2(K) |
|---|---|---|---|---|

| SAFE ALT 100 NM | LOC<br>IPG | APCH<br>CRS | GP<br>PG | LDA |
|---|---|---|---|---|
| 4300 | 109.7 | 310° | 2390 | 7000 |




| DIST FROM DME (YPG) | 1.5 | 2 | 3 | 4 | **5.3** | 6 | 7 | 8 | 9 | 10 | 11 | 13 | 14.9 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 1280 | 1440 | 1760 | 2080 | **2500** | 2720 | 3040 | 3350 | 3670 | 3990 | 4310 | 4950 | 5550 |




RASS: When using CYWG add **110°**.

"PG" NDB to MAP 4.5 NM

| Knots | ft/min | Min:Sec |
|---|---|---|
| 70 | 370 | **3:51** |
| 90 | 480 | **3:00** |
| 110 | 580 | **2:27** |
| 130 | 690 | **2:05** |
| 150 | 800 | **1:48** |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| ILS | **1087** (203) ¾ | | | |
| LOC | **1280** (396) 1 | | | |
| C CIRCLING | **1360** (476) 1½ | | **1400** (516) 2 | **1580** (696) 2 |

# ILS RWY 31L

CYPG

EFF 27 NOV 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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PORTAGE LA PRAIRIE/SOUTHPORT, MB

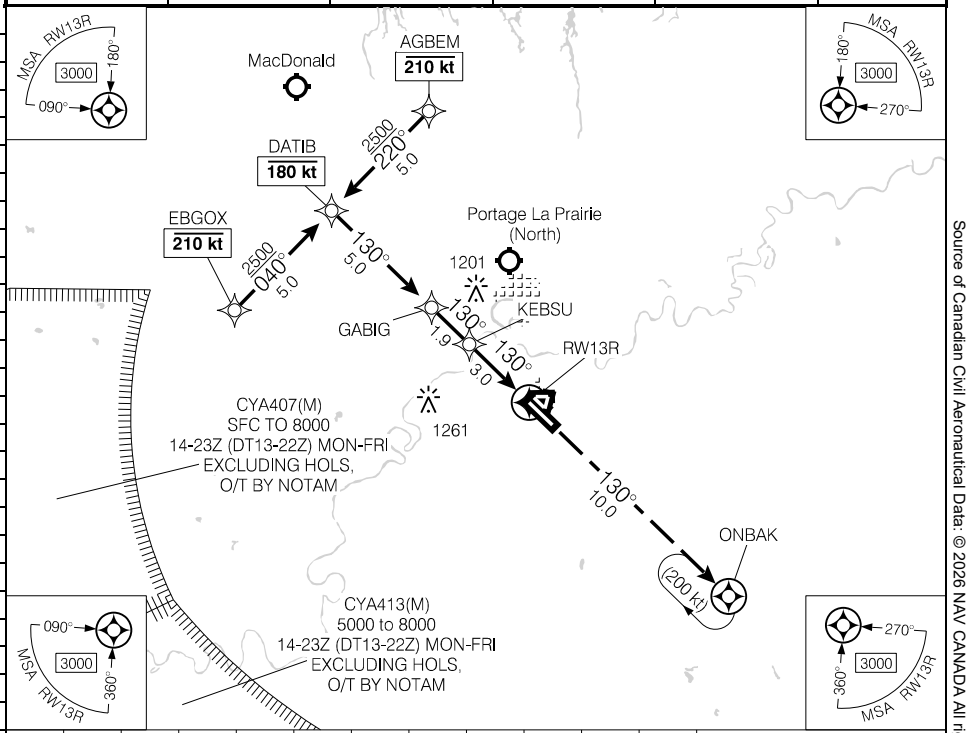
# RNAV (GNSS) RWY 13R

495411N 0981626W VAR 4°E

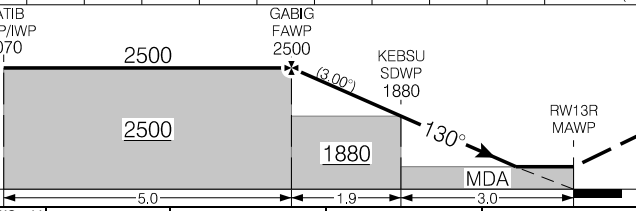
CYPG

| ATIS – 120.85 | TML Winnipeg – 121.0 | TWR – 126.2<br>TFC – 126.2 ATF* | GND – 121.7 | ARCAL 126.2(K) |
|---|---|---|---|---|

| SAFE ALT 100 NM | RNAV | APCH CRS | MIN ALT GABIG | LDA |
|---|---|---|---|---|
| 4300 | | 130° | 2500 | 7000 |




| | | 9.9 | 9 | 8 | 7 | 6 | 4.9 | 4 | 3 | 2 | 1.0 | DIST FROM RW13R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 4070 | 3780 | 3470 | 3150 | 2830 | 2500 | 2190 | 1880 | 1560 | 1240 | ALT (3.00° APCH PATH) |




RASS: When using CYWG add 110'.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | 1240 | (362) | 1¼ | |

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

# RNAV (GNSS) RWY 13R

CYPG

EFF 29 DEC 22



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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PORTAGE LA PRAIRIE/SOUTHPORT, MB

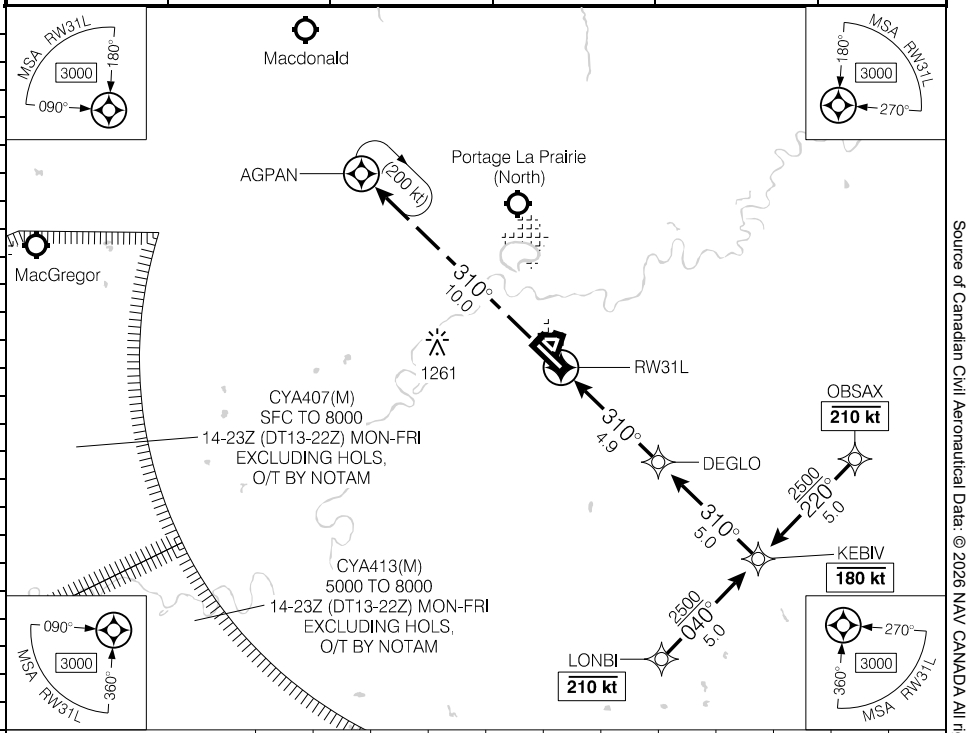
# RNAV (GNSS) RWY 31L

495411N 0981626W VAR 4°E

CYPG

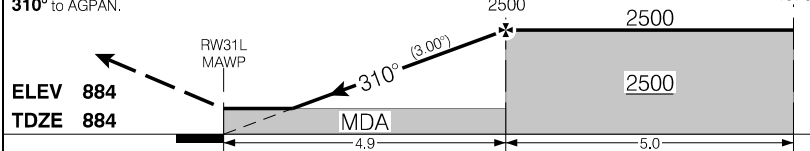
| ATIS – 120.85 | TML Winnipeg – 121.0 | TWR – 126.2<br>TFC – 126.2 ATF* | GND – 121.7 | ARCAL 126.2(K) |
|---|---|---|---|---|

| SAFE ALT 100 NM | RNAV | APCH CRS | MIN ALT DEGLO | LDA |
|---|---|---|---|---|
| 4300 | | 310° | 2500 | 7000 |




| DIST FROM RW31L | 1.2 | 2 | 3 | 4 | **4.9** | 6 | 7 | 8 | 9 | 9.9 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 1300 | 1560 | 1880 | 2200 | **2500** | 2830 | 3150 | 3470 | 3790 | 4070 | | |

MISSED APPROACH
Climb to **3000** track **310°** to AGPAN.




RASS: When using CYWG add **110'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **1300** | (416) | | 1 |

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

RNAV (GNSS) RWY 31L CYPG

EFF 29 DEC 22



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Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

PORTAGE LA PRAIRIE/SOUTHPORT, MB

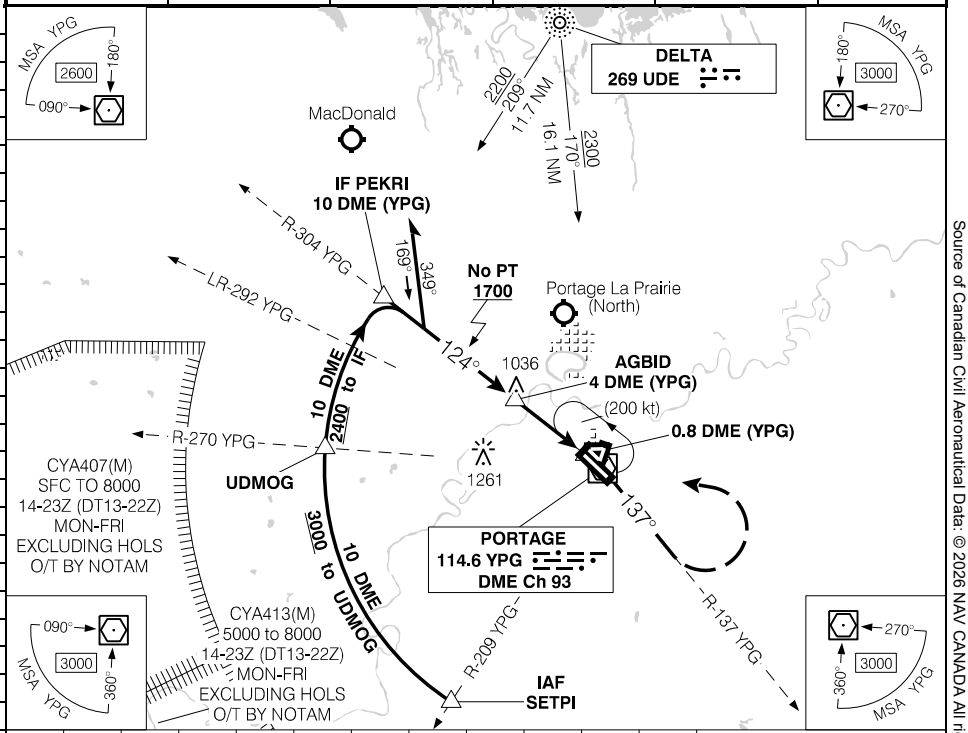
# VOR/DME RWY 13R

495411N 0981626W VAR 4°E

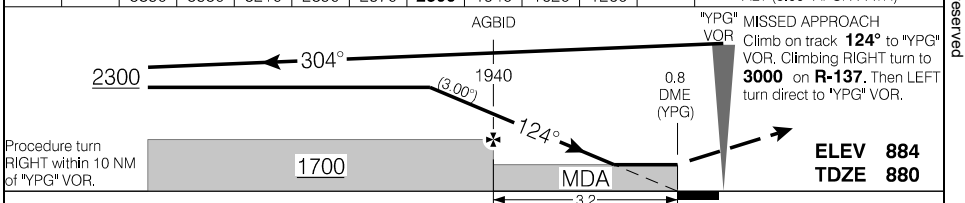
CYPG

| ATIS – 120.85 | TML Winnipeg – 121.0 | TWR – 126.2<br>TFC – 126.2 ATF* | GND – 121.7 | ARCAL 126.2(K) |
|---|---|---|---|---|

| SAFE ALT 100 NM | VOR | APCH | MIN ALT | LDA |
|---|---|---|---|---|
| 4300 | YPG<br>114.6 | CRS<br>124° | AGBID<br>1700 | 7000 |




| | | 10 | 9 | 8 | 7 | 6 | 5.1 | 4 | 3 | 1.9 | | DIST FROM DME (YPG) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 3850 | 3530 | 3210 | 2890 | 2570 | **2300** | 1940 | 1620 | 1260 | | ALT (3.00° APCH PATH) |




RASS: When using CYWG add **110'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| VOR/DME | **1260** | (380) | 1¼ | |

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

VOR/DME RWY 13R CYPG

EFF 15 JUN 23



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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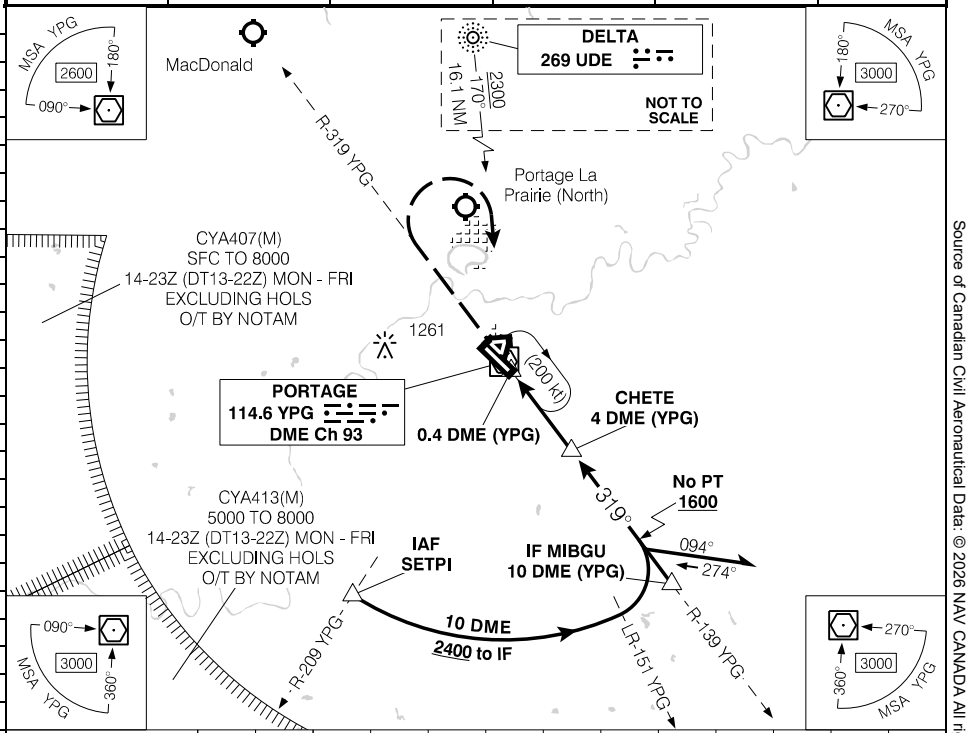
PORTAGE LA PRAIRIE/SOUTHPORT, MB

# VOR/DME RWY 31L

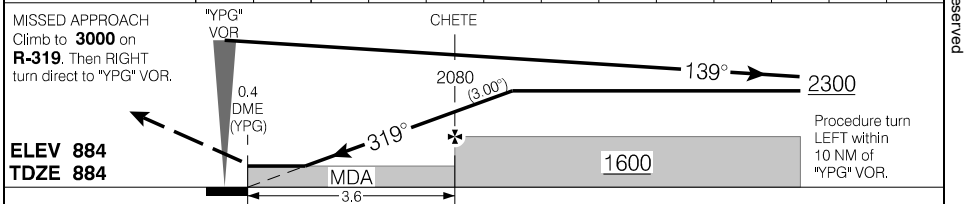
495411N 0981626W VAR 4°E

CYPG

| ATIS – 120.85 | TML Winnipeg – 121.0 | TWR – 126.2<br>TFC – 126.2 ATF* | GND – 121.7 | ARCAL 126.2(K) |
|---|---|---|---|---|
| SAFE ALT 100 NM<br>4300 | VOR<br>YPG<br>114.6 | APCH<br>CRS<br>319° | MIN ALT<br>CHETE<br>1600 | LDA<br>7000 |




| DIST FROM DME (YPG) | | 1.4 | 2 | 3 | 4 | **5.0** | 6 | 7 | 8 | 9 | 10 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | 1260 | 1440 | 1760 | 2080 | **2400** | 2720 | 3040 | 3350 | 3670 | 3990 | | |




RASS: When using CYWG add **110'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| VOR/DME | **1300** | (416) | 1 | |

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

VOR/DME RWY 31L CYPG

EFF 29 DEC 22



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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PORTAGE LA PRAIRIE/SOUTHPORT, MB

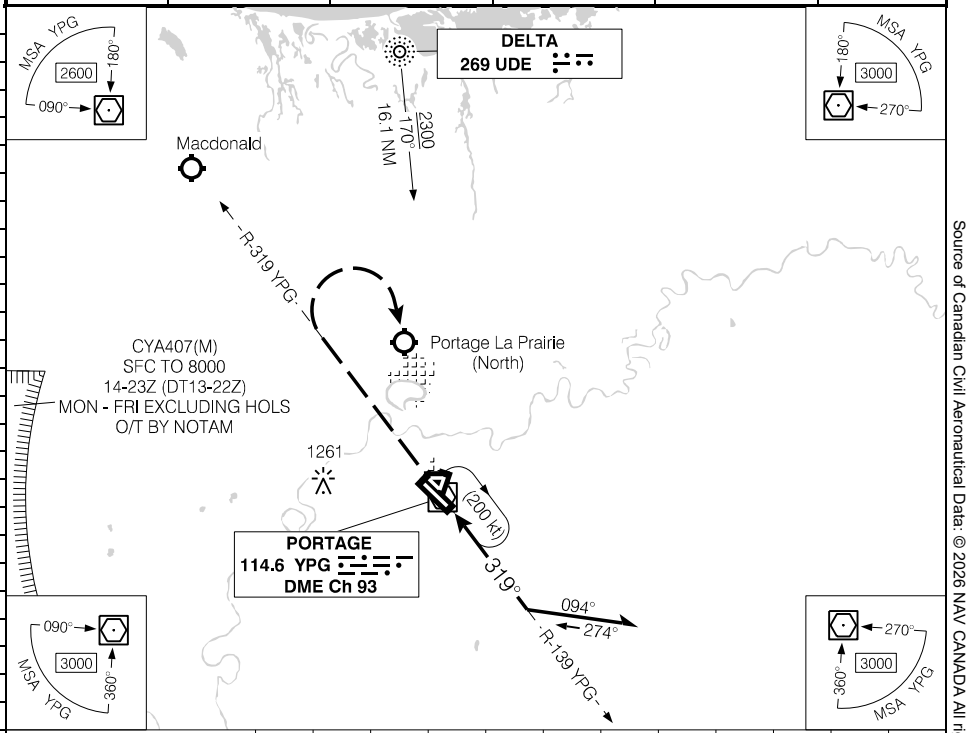
# VOR RWY 31L

495411N 0981626W VAR 4°E

CYPG

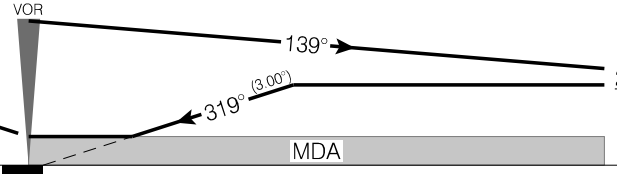
| ATIS – 120.85 | TML Winnipeg – 121.0 | TWR – 126.2<br>TFC – 126.2 ATF* | GND – 121.7 | ARCAL 126.2(K) |
|---|---|---|---|---|

| SAFE ALT 100 NM | VOR | APCH | | LDA |
|---|---|---|---|---|
| 4300 | YPG<br>114.6 | CRS<br>319° | | 7000 |




| DIST FROM "YPG" VOR | | 1.8 | 3 | 4 | **4.6** | 6 | 7 | 8 | 9 | 10 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | 1400 | 1780 | 2100 | **2300** | 2740 | 3060 | 3380 | 3690 | 4010 | | |

MISSED APPROACH
Climb to **3000** on **R-319**.
Then RIGHT turn direct to "YPG" VOR.




**ELEV 884**
**TDZE 884**

Procedure turn
LEFT within 10 NM
of "YPG" VOR.

RASS: When using CYWG add **110'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| VOR | **1400** | (516) | 1 | |

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

# VOR RWY 31L

CYPG

EFF 29 DEC 22



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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PORTAGE LA PRAIRIE/SOUTHPORT, MB

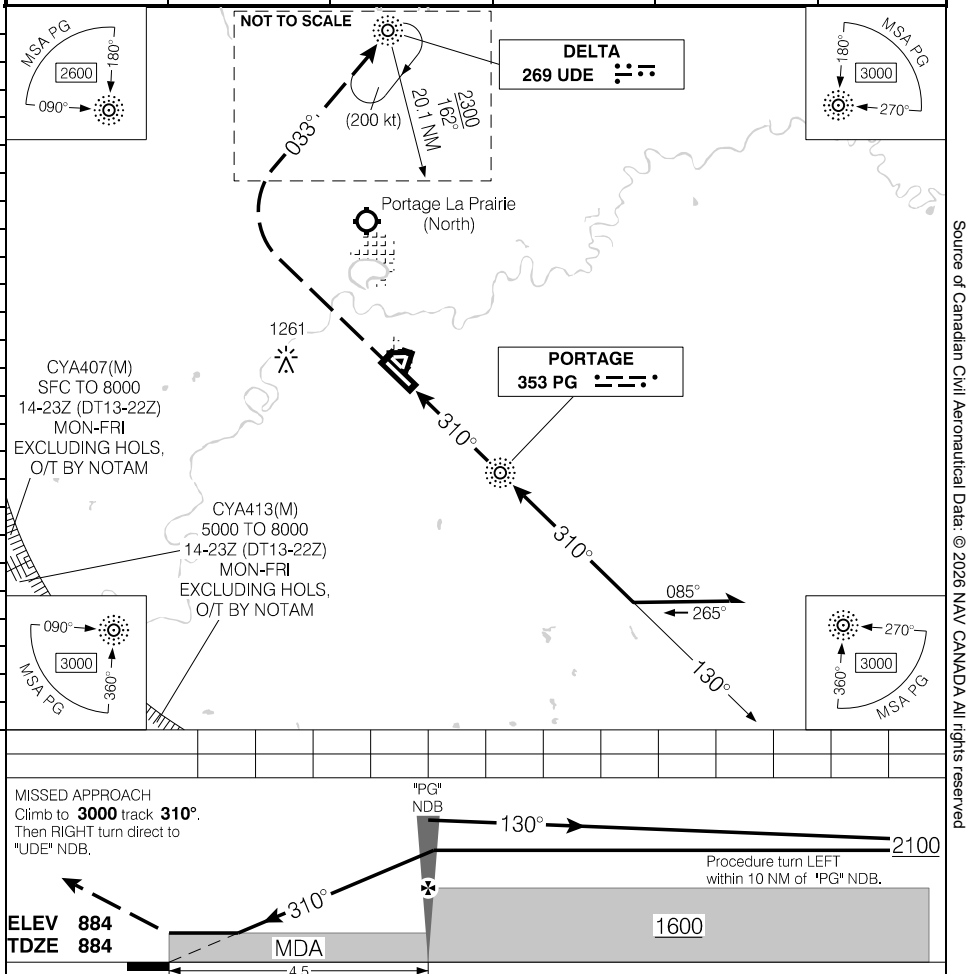
# NDB RWY 31L

495411N 0981626W VAR 4°E

CYPG

| ATIS – 120.85 | TML Winnipeg – 121.0 | TWR – 126.2<br>TFC – 126.2 ATF* | GND – 121.7 | ARCAL 126.2(K) |
|---|---|---|---|---|

| SAFE ALT 100 NM | NDB PG | APCH CRS | MIN ALT PG | LDA |
|---|---|---|---|---|
| 4300 | 353 | 310° | 1600 | 7000 |







RASS: When using CYWG add **110°**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| NDB | **1360** | (476) | 1 | |

"PG" NDB to MAP 4.5 NM

| Knots | ft/min | Min:Sec |
|---|---|---|
| 70 | | **3:51** |
| 90 | | **3:00** |
| 110 | | **2:27** |
| 130 | | **2:05** |
| 150 | | **1:48** |

# NDB RWY 31L

CYPG

EFF 27 NOV 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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## Departure Route Description

**Rwys 02, 09, 13L, 13R, 31L & 31R:** Climb rwy hdg or as assigned for vectors to assigned route. Maintain **4000** or flight planned altitude, whichever is lower.

When TWR is closed, contact Winnipeg Terminal 121.0 as soon as practicable after take-off.

## Communication Failure

On recognition of a failure 10 minutes or less after takeoff and in IFR weather conditions proceed as follows:

1. Select transponder code 7600;
2. Fly last assigned hdg until 10 NM from YPG, and then proceed directly on course;
3. Maintain last assigned altitude until 10 minutes after takeoff, then;
4. Climb to flight planned altitude.

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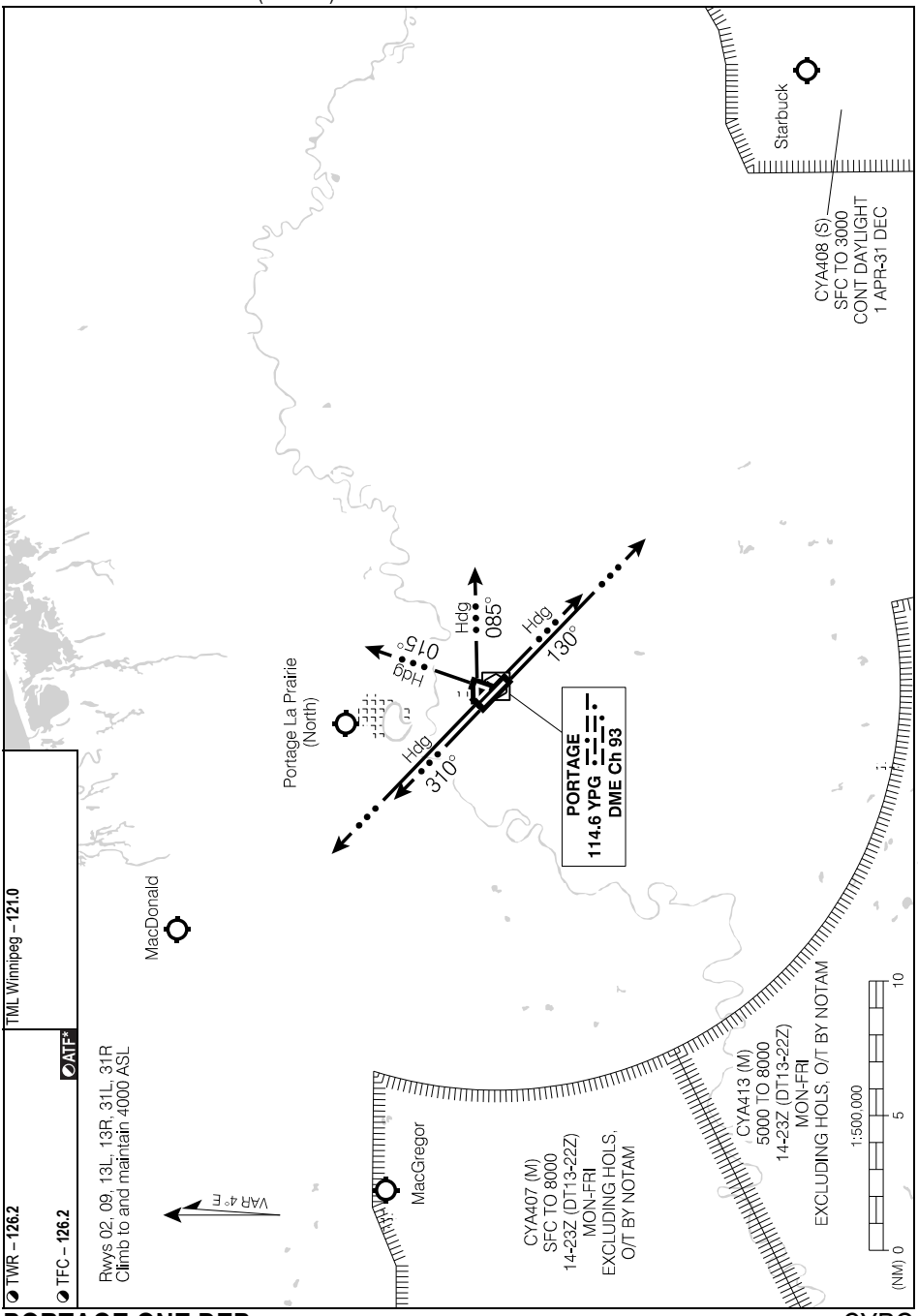
SID (VECTOR)

# PORTAGE ONE DEP (CYPG1.)

PORTAGE LA PRAIRIE/SOUTHPORT, MB

CYPG

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PORTAGE ONE DEP (CYPG1.)

EFF 20 JUN 19

CYPG



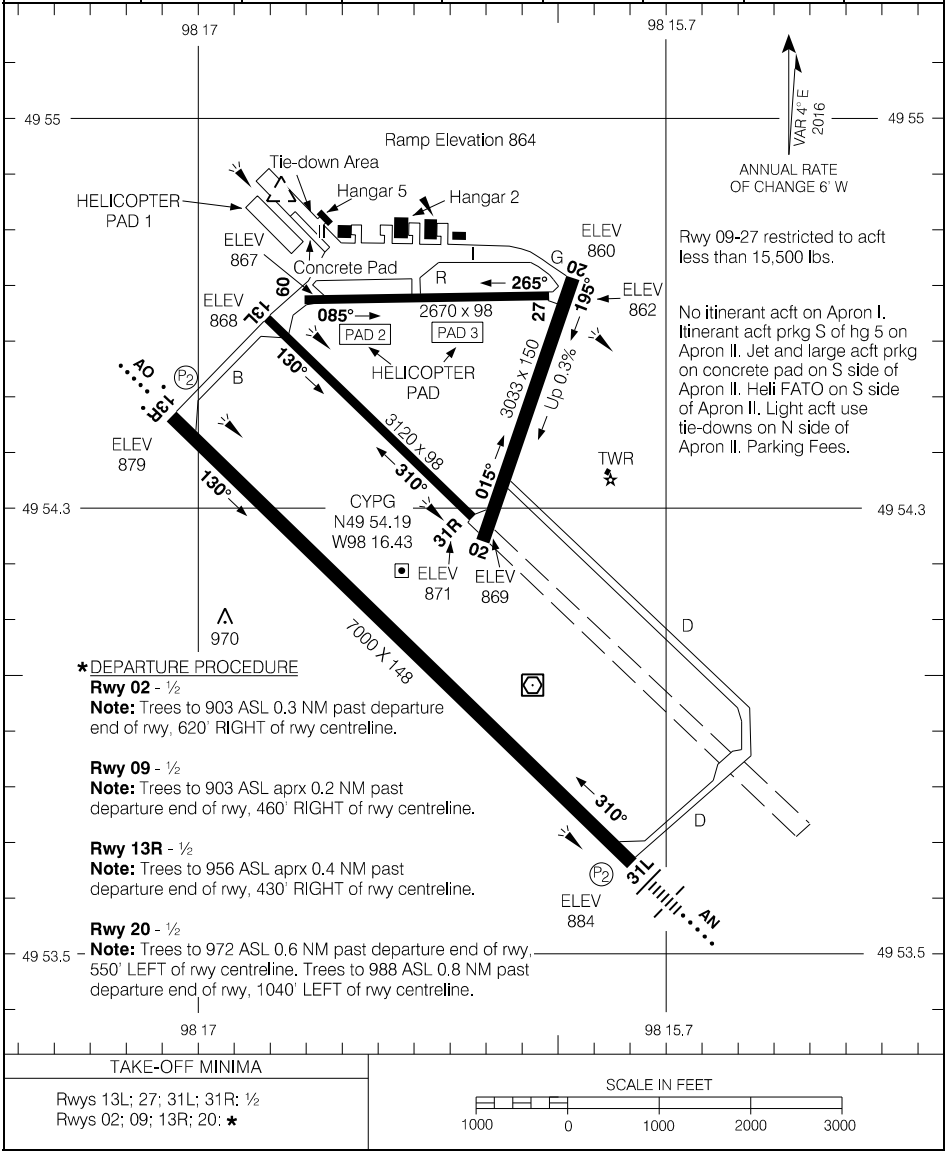
Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

PORTAGE LA PRAIRIE/SOUTHPORT, MB

# AERODROME CHART — CYPG

| ATIS – **120.85** | GND – **121.7** | TWR – **126.2** | TML Winnipeg – **121.0** |
|---|---|---|---|
| | | TFC – **126.2** ATF* | |

| DECL DISTS | 13R | 31L | 13L | 31R | 02 | 20 | 09 | 27 |
|---|---|---|---|---|---|---|---|---|
| TORA | 7000 | 7000 | 3120 | 3120 | 3033 | 3033 | 2670 | 2670 |
| TODA | 7984 | 7984 | 4120 | 4120 | 4033 | 4033 | 3654 | 3654 |
| ASDA | 7000 | 7000 | 3120 | 3120 | 3033 | 3033 | 2670 | 2670 |
| LDA | 7000 | 7000 | 3120 | 3120 | 3033 | 3033 | 2670 | 2670 |




**TAKE-OFF MINIMA**

Rwys 13L; 27; 31L; 31R: ½
Rwys 02; 09; 13R; 20: *

SCALE IN FEET
1000 0 1000 2000 3000

AERODROME CHART — CYPG

EFF 2 OCT 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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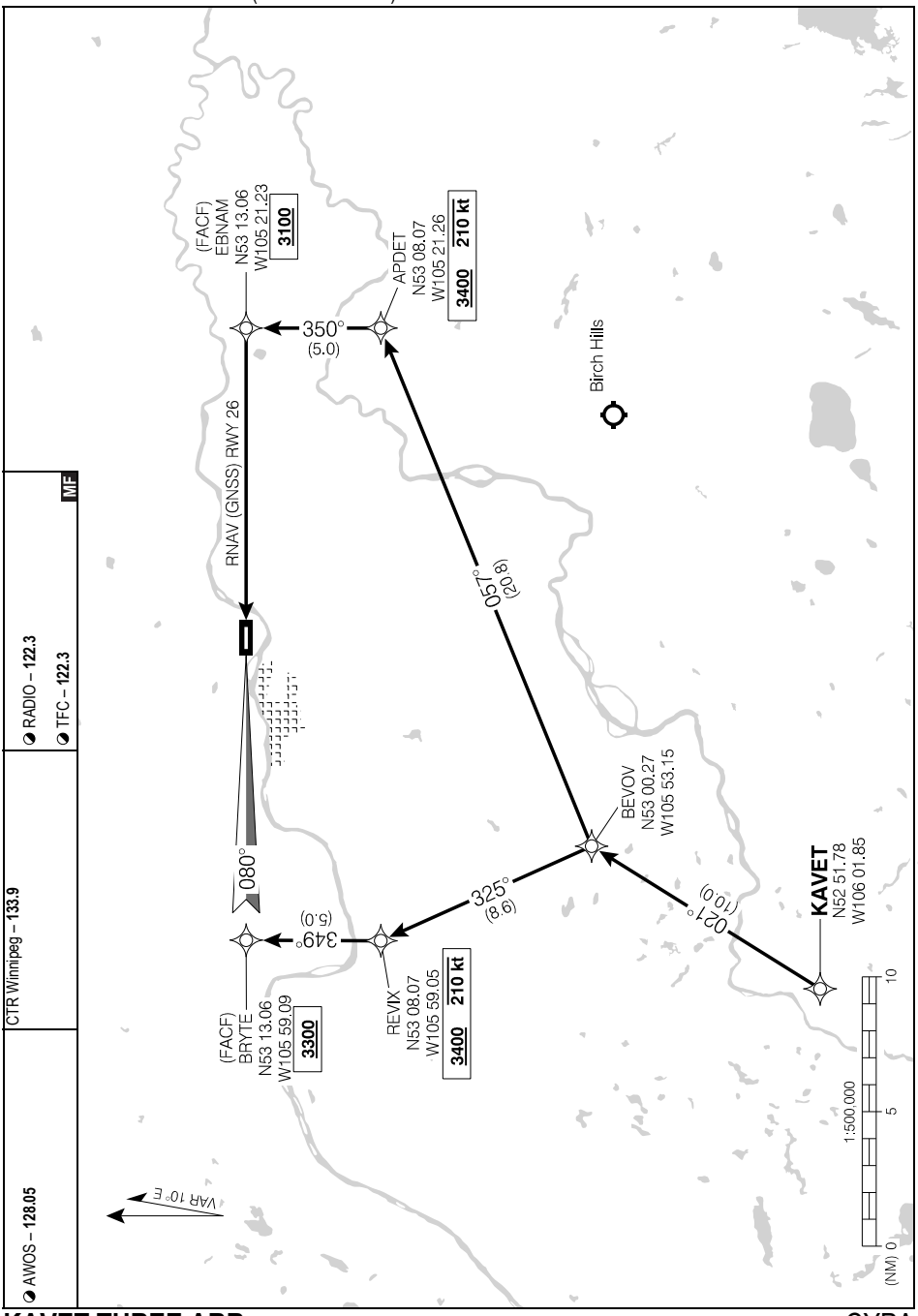
STAR (RNAV)

# KAVET THREE ARR (KAVET.KAVET3)

PRINCE ALBERT (GLASS FIELD), SK

CYPA

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KAVET THREE ARR (KAVET.KAVET3)

CYPA

EFF 27 NOV 25



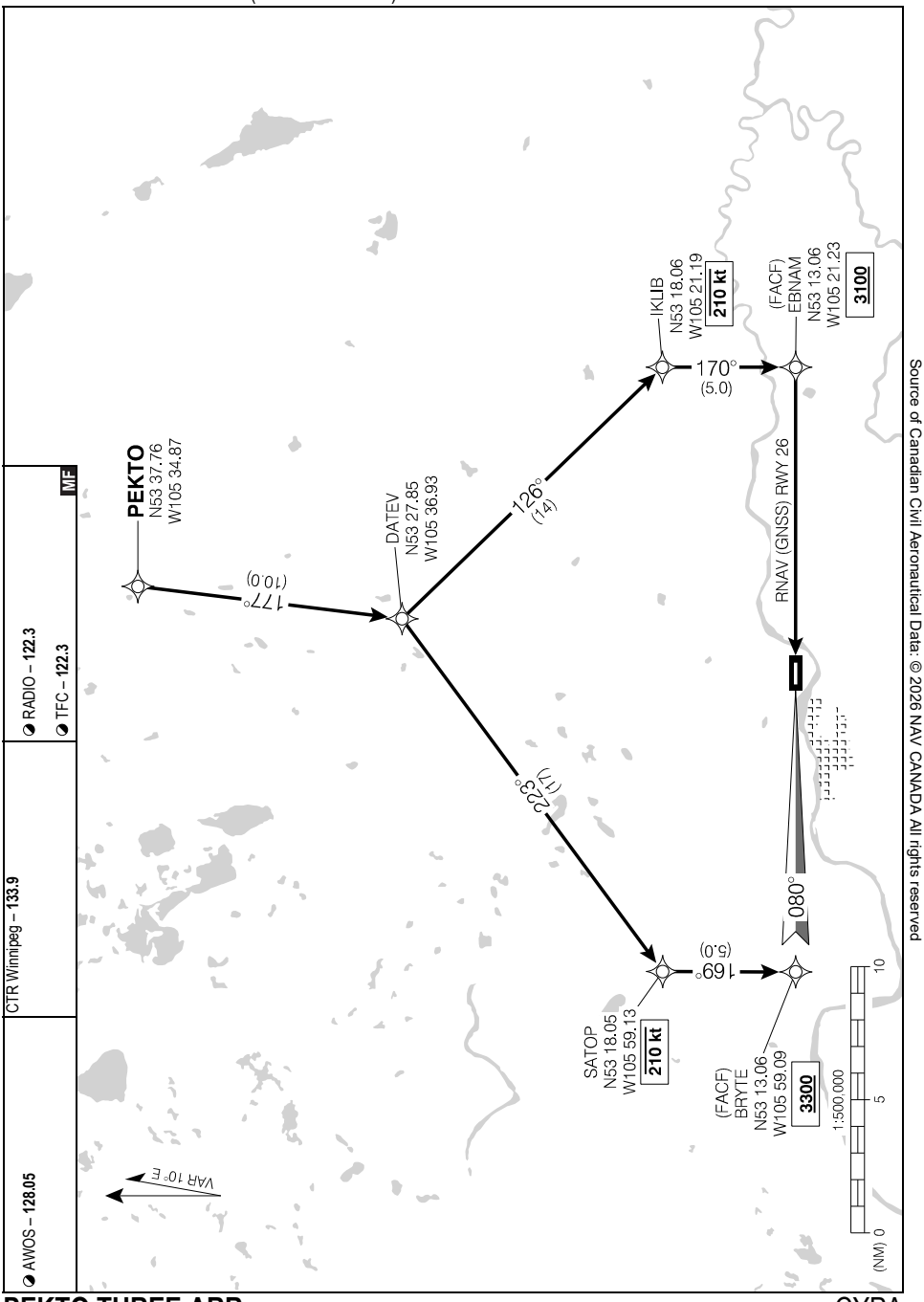
Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

STAR (RNAV)

# PEKTO THREE ARR (PEKTO.PEKTO3)

PRINCE ALBERT (GLASS FIELD), SK

CYPA

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PEKTO THREE ARR (PEKTO.PEKTO3)

CYPA

EFF 27 NOV 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

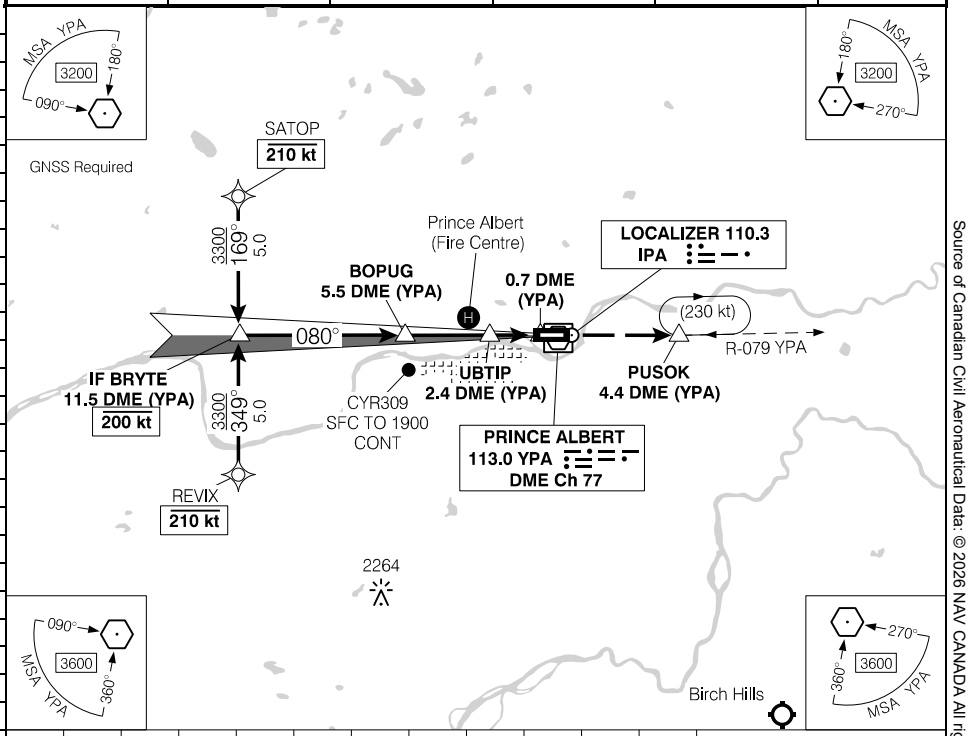
PRINCE ALBERT (GLASS FIELD), SK

# ILS Z RWY 08

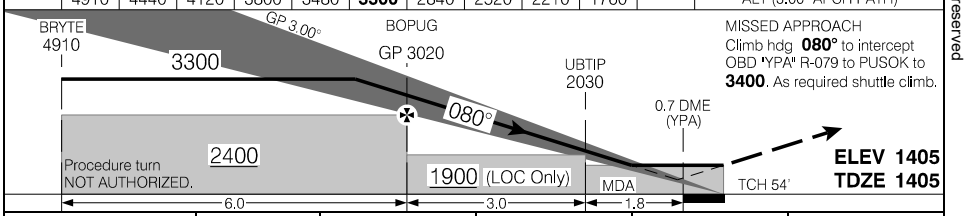
531252N 1054023W VAR 10°E

CYPA

| | | | | |
|---|---|---|---|---|
| AWOS – **128.05** | CTR Winnipeg – **133.9** | RADIO – **122.3**<br>TFC – **122.3** MF | | ARCAL 122.3(K)* |
| SAFE ALT 100 NM<br>**4000** | LOC<br>IPA<br>**110.3** | APCH<br>CRS<br>**080°** | GP<br>BOPUG<br>**3020** | LDA<br>**5001** |




| (NM) | 11.5 | 10 | 9 | 8 | 7 | **6.4** | 5 | 4 | 3 | 1.6 | | DIST FROM DME (YPA) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 4910 | 4440 | 4120 | 3800 | 3480 | **3300** | 2840 | 2520 | 2210 | 1760 | | ALT (3.00° APCH PATH) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| ILS/DME | **1605** (200) ½ RVR 26 | | | |
| LOC/DME | **1760** (355) 1 RVR 50 | | | |
| C CIRCLING | **2020** (615) 1½ | | **2180** (775) 2¼ | **2180** (775) 2½ |

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

# ILS Z RWY 08

CYPA

EFF 27 NOV 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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PRINCE ALBERT (GLASS FIELD), SK

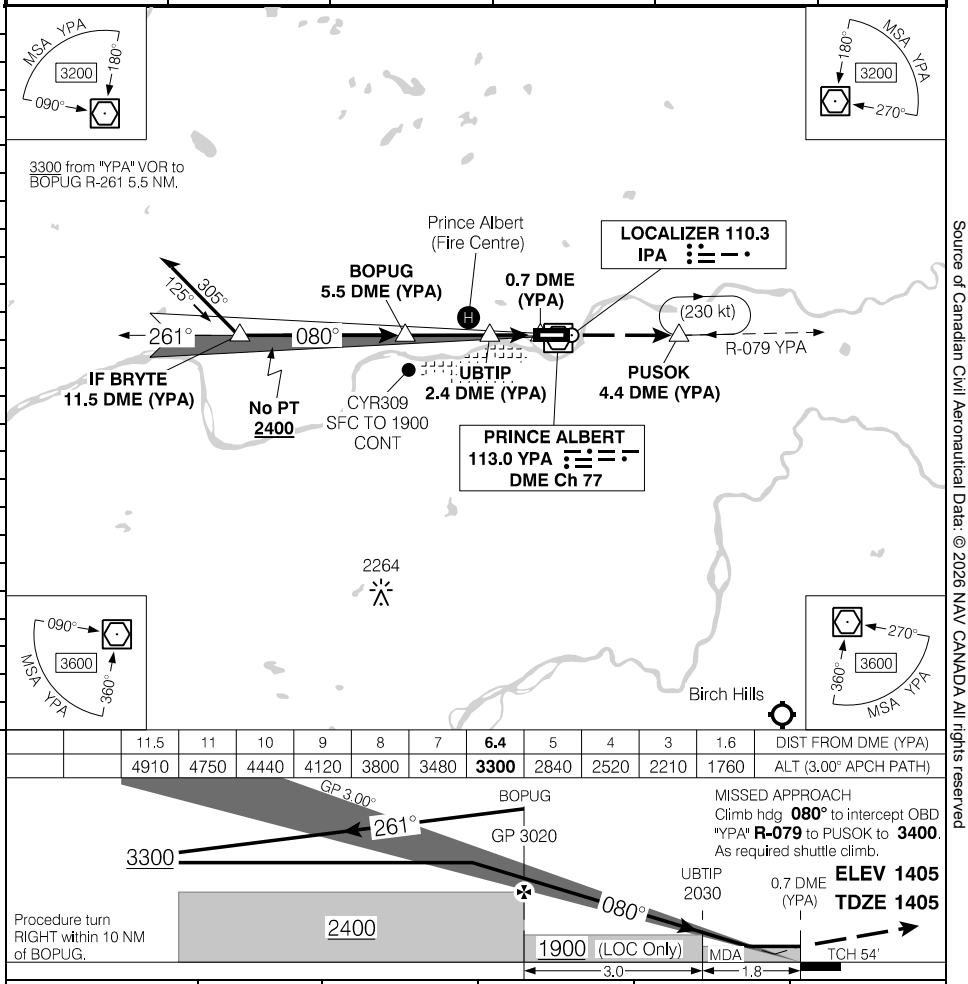
# ILS Y RWY 08

531252N 1054023W VAR 10°E

CYPA

| | | | |
|---|---|---|---|
| AWOS – **128.05** | CTR Winnipeg – **133.9** | RADIO – **122.3**<br>TFC – **122.3** MF | ARCAL 122.3(K)* |

| SAFE ALT 100 NM | LOC<br>IPA | APCH<br>CRS | GP<br>BOPUG | LDA |
|---|---|---|---|---|
| **4000** | **110.3** | **080°** | **3020** | **5001** |




| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 11.5 | 11 | 10 | 9 | 8 | 7 | **6.4** | 5 | 4 | 3 | 1.6 | DIST FROM DME (YPA) |
| | | 4910 | 4750 | 4440 | 4120 | 3800 | 3480 | **3300** | 2840 | 2520 | 2210 | 1760 | ALT (3.00° APCH PATH) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| ILS/DME | **1605** (200) ½ RVR 26 | | | |
| LOC/DME | **1760** (355) 1 RVR 50 | | | |
| C CIRCLING | **2020** (615) 1½ | | **2180** (775) 2¼ | **2180** (775) 2½ |

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

# ILS Y RWY 08

CYPA

EFF 27 NOV 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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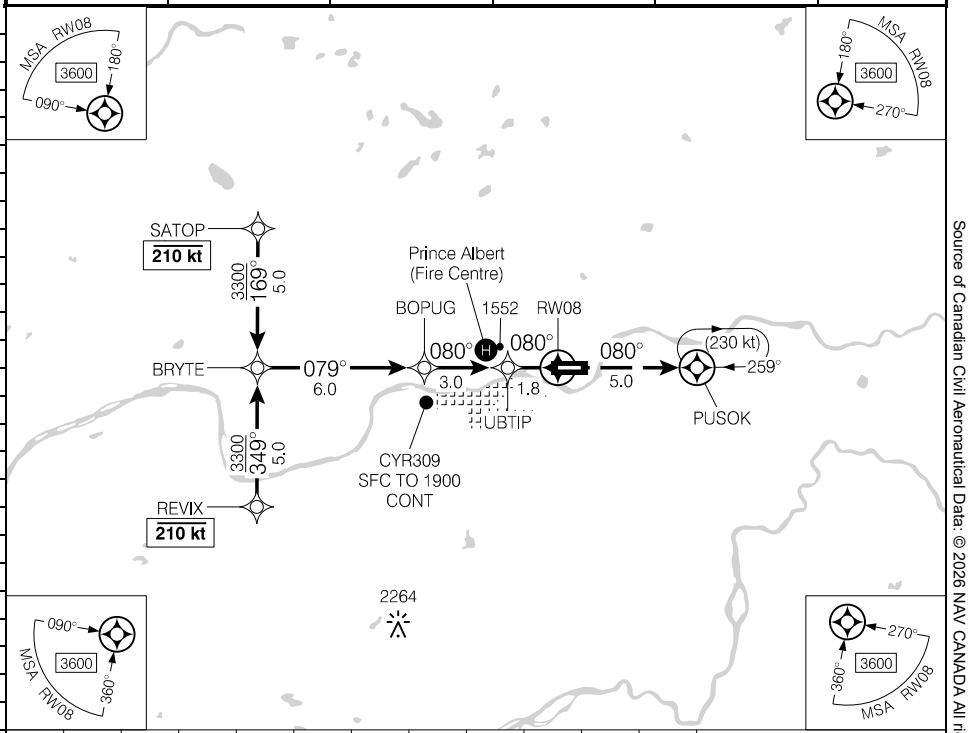
PRINCE ALBERT (GLASS FIELD), SK

# RNAV (GNSS) RWY 08

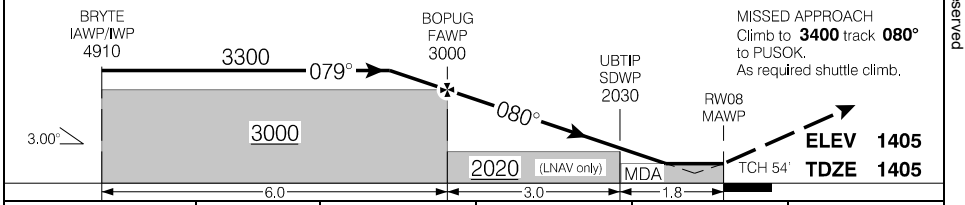
531252N 1054023W VAR 10°E

CYPA

| | | | | |
|---|---|---|---|---|
| AWOS – **128.05** | CTR Winnipeg – **133.9** | RADIO – **122.3**<br>TFC – **122.3** MF | | ARCAL 122.3(K)* |
| SAFE ALT 100 NM<br>**4000** | WAAS<br>**Ch 80478**<br>W08A | APCH<br>CRS<br>**080°** | MIN ALT<br>BOPUG<br>**3000** | LDA<br>**5001** |




| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 10.8 | 10 | 9 | 8 | 7 | **5.8** | 5 | 4 | 3 | 2 | 1.0 | DIST FROM RW08 |
| (NM) | 4910 | 4640 | 4330 | 4010 | 3690 | **3300** | 3050 | 2730 | 2410 | 2100 | 1780 | 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 | **1605** | (200) | ½ RVR 26 | |
| LNAV/VNAV (min. -20°C, max. 54°C) | **1805** | (400) | 1 RVR 50 | |
| LNAV | **1780** | (375) | 1 RVR 50 | |

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Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

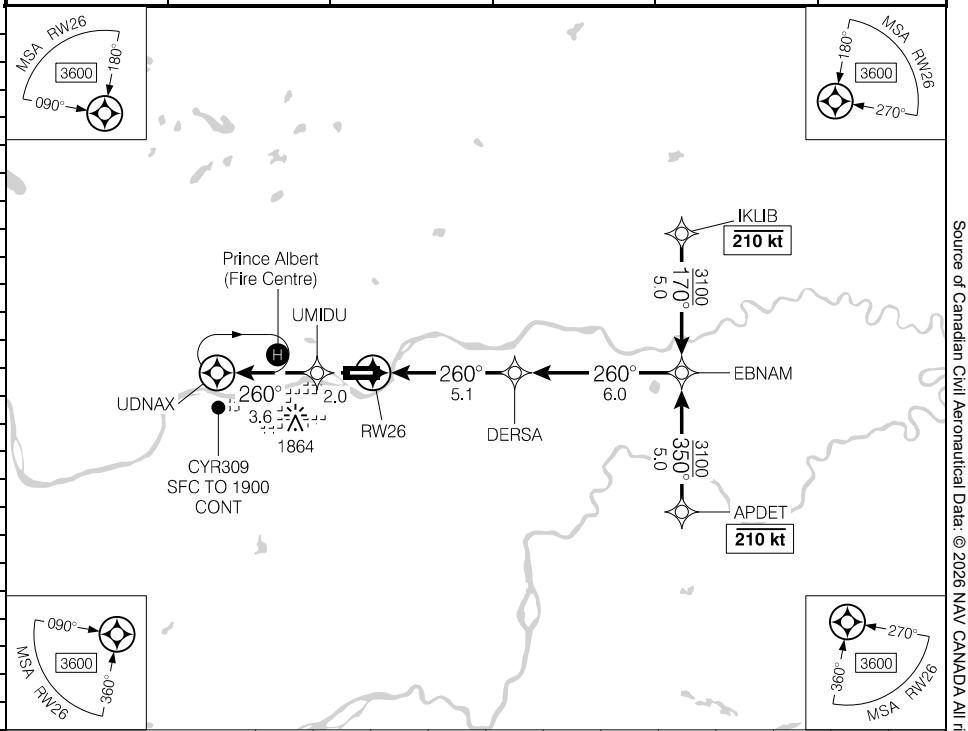
PRINCE ALBERT (GLASS FIELD), SK

# RNAV (GNSS) RWY 26

531252N 1054023W VAR 10°E

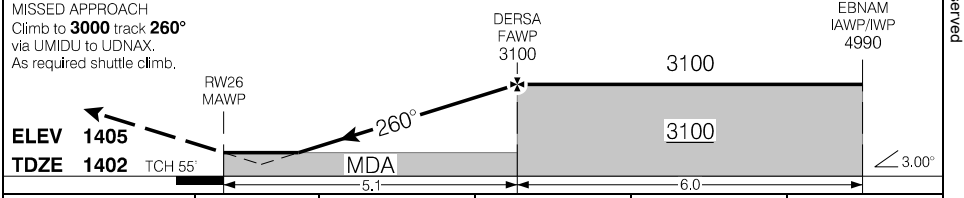
CYPA

| | | | | |
|---|---|---|---|---|
| AWOS – **128.05** | CTR Winnipeg – **133.9** | RADIO – **122.3**<br>TFC – **122.3** MF | | ARCAL 122.3(K)* |
| SAFE ALT 100 NM<br>**4000** | WAAS<br>**Ch 80479**<br>W26A | APCH<br>CRS<br>**260°** | MIN ALT<br>DERSA<br>**3100** | LDA<br>**5001** |




| DIST FROM RW26 | 1.3 | 2 | 3 | 4 | **5.1** | 6 | 7 | 8 | 9 | 10 | 11.1 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 1860 | 2090 | 2410 | 2730 | **3100** | 3370 | 3690 | 4000 | 4320 | 4640 | 4990 |

MISSED APPROACH
Climb to **3000** track **260°**
via UMIDU to UDNAX.
As required shuttle climb.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1710** | (308) | 1 RVR 50 | |
| LNAV/VNAV (min.-35°C) | **1920** | (518) | 1¾ | |
| LNAV | **1860** | (458) | 1½ | |

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

RNAV (GNSS) RWY 26

CYPA

EFF 27 NOV 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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PRINCE ALBERT (GLASS FIELD), SK

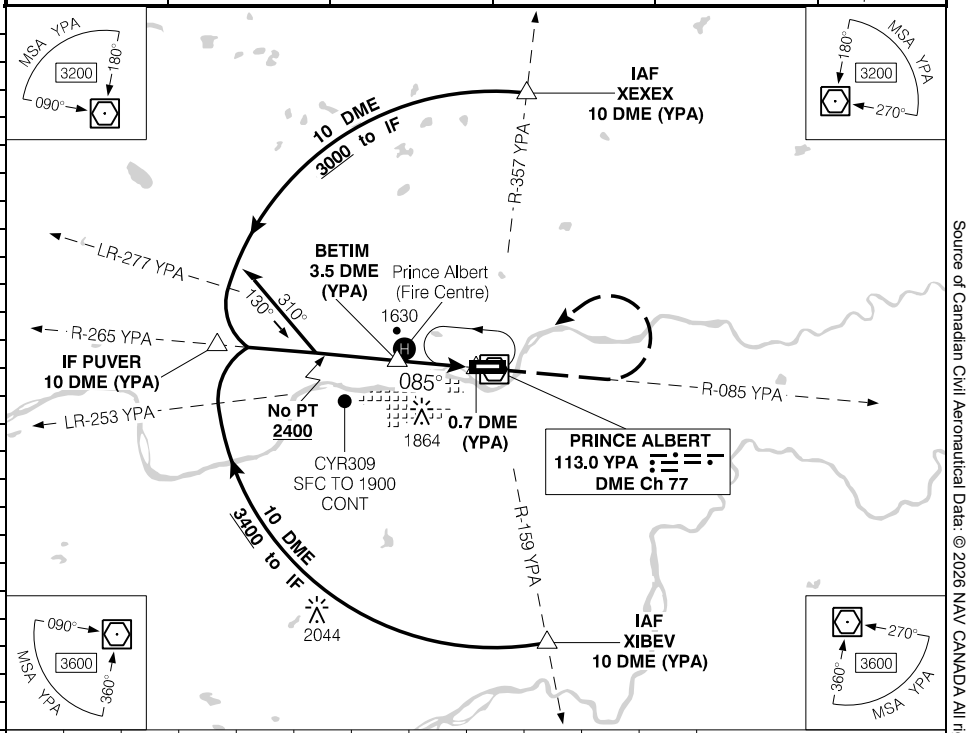
# VOR/DME RWY 08

531252N 1054023W VAR 10°E

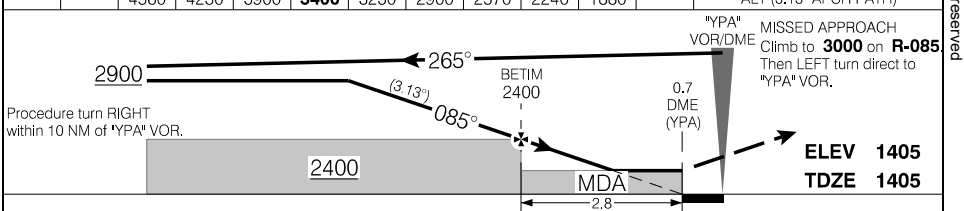
CYPA

| | | | |
|---|---|---|---|
| AWOS – **128.05** | CTR Winnipeg – **133.9** | RADIO – **122.3**<br>TFC – **122.3** MF | ARCAL 122.3(K)* |

| SAFE ALT 100 NM | VOR<br>YPA | APCH<br>CRS | MIN ALT<br>BETIM | LDA |
|---|---|---|---|---|
| **4000** | **113.0** | **085°** | **2400** | **5001** |




| (NM) | | 10 | 9 | 8 | **6.5** | 6 | 5 | 4 | 3 | 1.9 | | DIST FROM DME (YPA) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 4560 | 4230 | 3900 | **3400** | 3230 | 2900 | 2570 | 2240 | 1880 | | ALT (3.13° APCH PATH) |




| | CATEGORY | A | B | C | D |
|---|---|---|---|---|---|
| | VOR/DME | **1880** | (475) | 1 RVR 50 | |

| Knots | ft/min | Min:Sec |
|---|---|---|
| 70 | 390 | |
| 90 | 500 | |
| 110 | 610 | |
| 130 | 720 | |
| 150 | 830 | |

# VOR/DME RWY 08

CYPA

EFF 27 NOV 25



Canada Air Pilot
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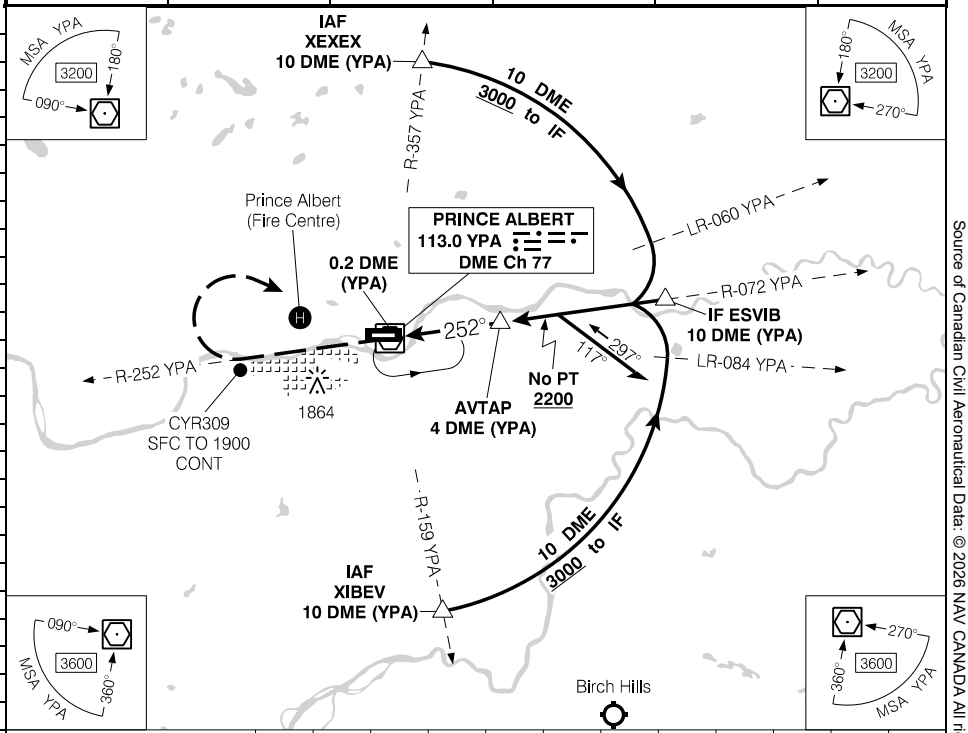
PRINCE ALBERT (GLASS FIELD), SK

# VOR/DME RWY 26

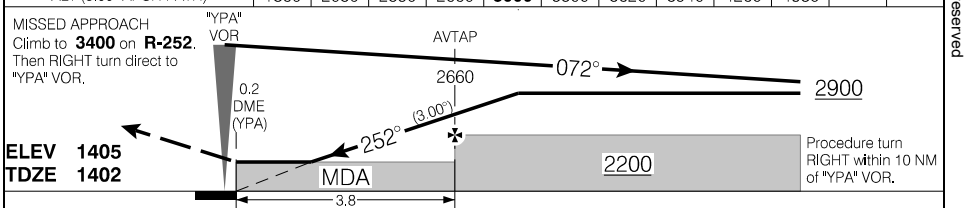
531252N 1054023W VAR 10°E

CYPA

| | | | | |
|---|---|---|---|---|
| AWOS – **128.05** | CTR Winnipeg – **133.9** | RADIO – **122.3**<br>TFC – **122.3** MF | | ARCAL 122.3(K)* |
| SAFE ALT 100 NM<br>**4000** | VOR<br>YPA<br>**113.0** | APCH<br>CRS<br>**252°** | MIN ALT<br>AVTAP<br>**2200** | LDA<br>**5001** |




| DIST FROM DME (YPA) | 1.5 | 2 | 3 | 4 | **5.1** | 6 | 7 | 8 | 9 | 10 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 1860 | 2030 | 2350 | 2660 | **3000** | 3300 | 3620 | 3940 | 4260 | 4580 | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| VOR/DME | **1860** | (458) | 1½ | |

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

# VOR/DME RWY 26

CYPA

EFF 27 NOV 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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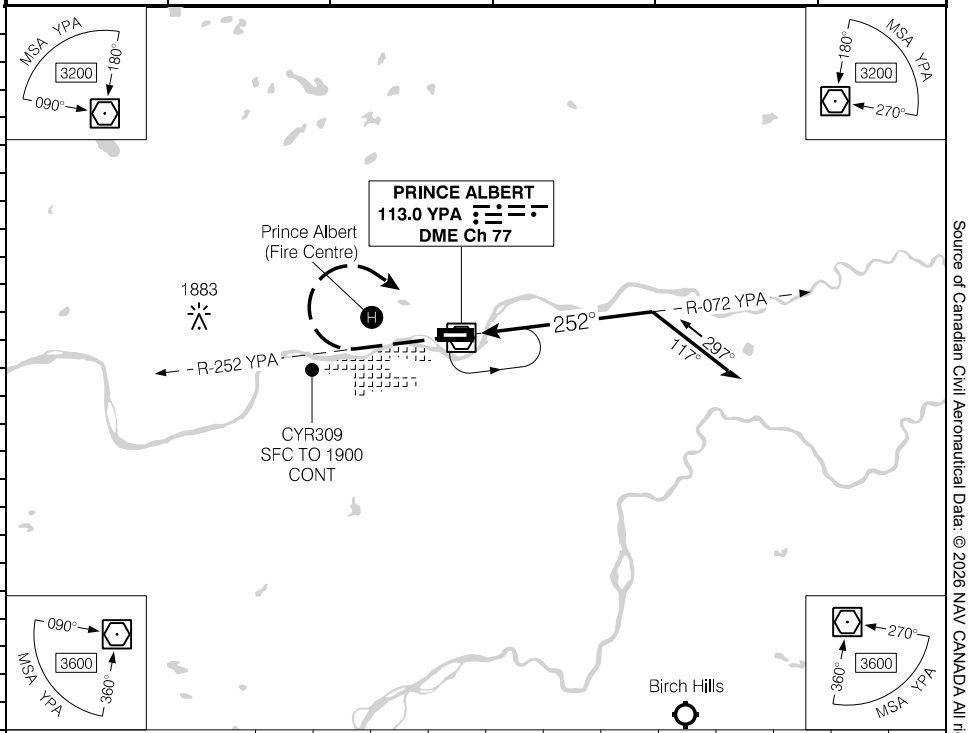
PRINCE ALBERT (GLASS FIELD), SK

# VOR RWY 26

531252N 1054023W VAR 10°E

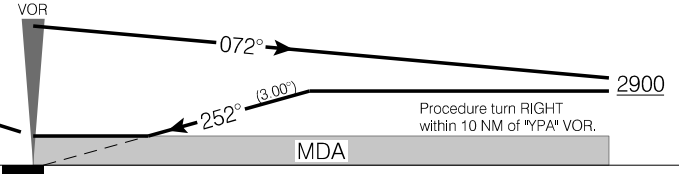
CYPA

| | | | | |
|---|---|---|---|---|
| AWOS – **128.05** | CTR Winnipeg – **133.9** | RADIO – **122.3**<br>TFC – **122.3** MF | | ARCAL 122.3(K)* |
| SAFE ALT 100 NM<br>**4000** | VOR<br>YPA<br>**113.0** | APCH<br>CRS<br>**252°** | | LDA<br>**5001** |




| DIST FROM "YPA" VOR | | | 2.0 | 3 | 4 | **4.8** | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | | 2040 | 2340 | 2660 | **2900** | 3300 | 3620 | 3930 | 4250 | 4570 |

MISSED APPROACH
Climb to **3400** on **R-252**.
Then RIGHT turn direct
to "YPA" VOR.




**ELEV 1405**
**TDZE 1402**

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| VOR | **2040** | (638) | 2 | |

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

# VOR RWY 26

CYPA

EFF 27 NOV 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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## Departure Route Description

Climb to and maintain **6000** or as assigned.

**Rwy 26:** Climb on track of **260°** to IKDAP, then to OBNOX on track of **226°**, then to ALOKA on track of **201°** to the assigned route.

## Communication Failure

On recognition of a failure 10 minutes or less after take-off and in IFR weather conditions, proceed as follows:

1. Select mode C/3 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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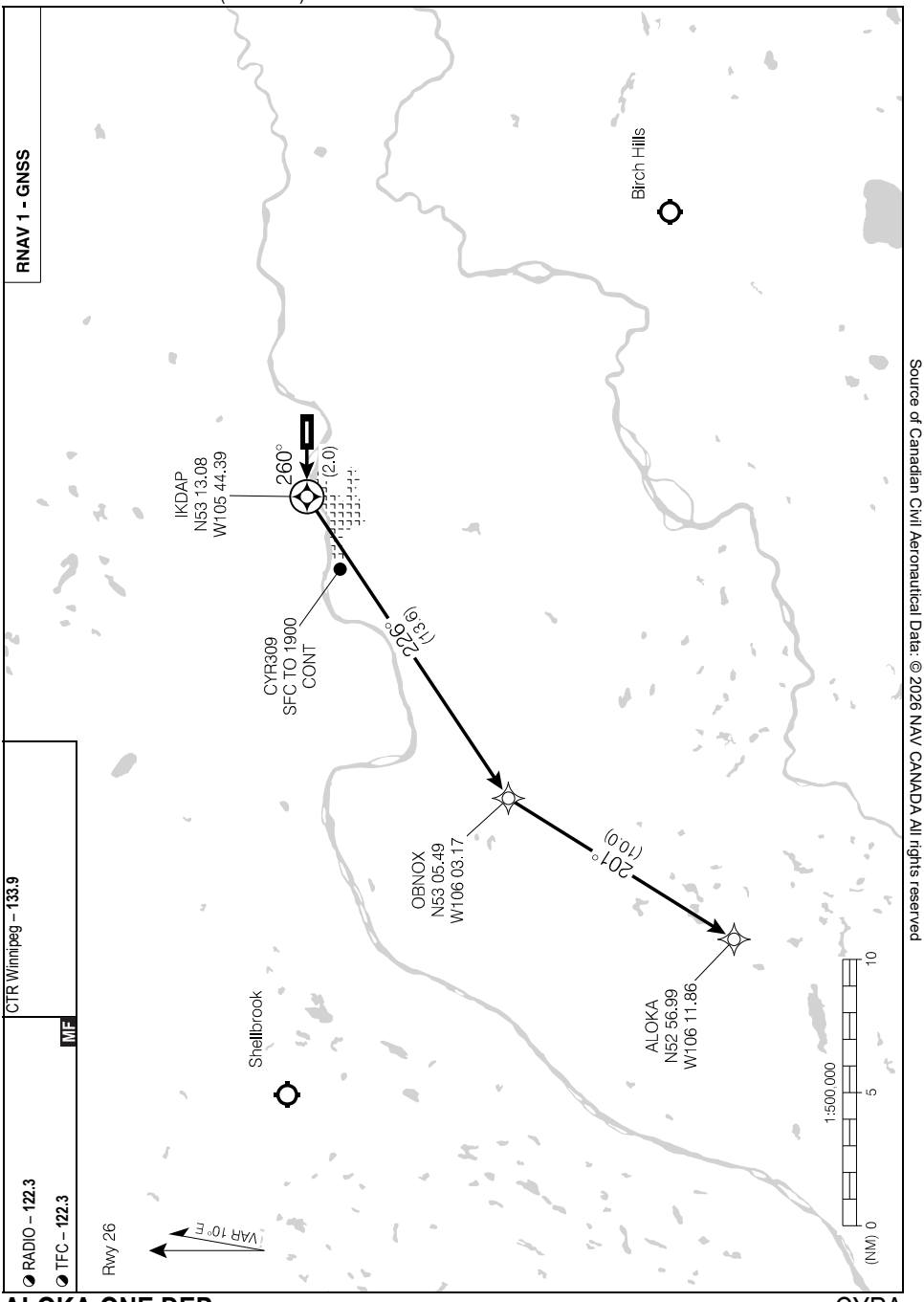
SID (RNAV)

# ALOKA ONE DEP (ALOKA1.)

PRINCE ALBERT (GLASS FIELD), SK

CYPA

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ALOKA ONE DEP (ALOKA1.)

EFF 7 AUG 25

CYPA



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

## Departure Route Description

Climb to and maintain **8000** or as assigned.

**Rwy 08:** Requires a minimum climb gradient of **250** ft/NM to **8000**. Climb on track of **080°** to AGDUD, then to NADIT on track of **021°** then to DEDID on track of **357°** to the assigned 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 |

## Communication Failure

On recognition of a failure 10 minutes or less after take-off and in IFR weather conditions, proceed as follows:

1. Select Mode C/3 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)

# DEDID TWO DEP (DEDID2.)

PRINCE ALBERT (GLASS FIELD), SK

CYPA




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DEDID TWO DEP (DEDID2.)

EFF 7 AUG 25

CYPA



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

## Departure Route Description

Climb to and maintain **8000** or as assigned.

**Rwy 26:** Requires a minimum climb gradient of **250** ft/NM to **8000**. Climb on track of **260°** to IKDAP, then to KASEG on track of **335°** then to MEMGI on track of **356°** to the assigned 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 |

## Communication Failure

On recognition of failure 10 minutes or less after take-off and in IFR weather conditions, proceed as follows:

1. Select mode C/3 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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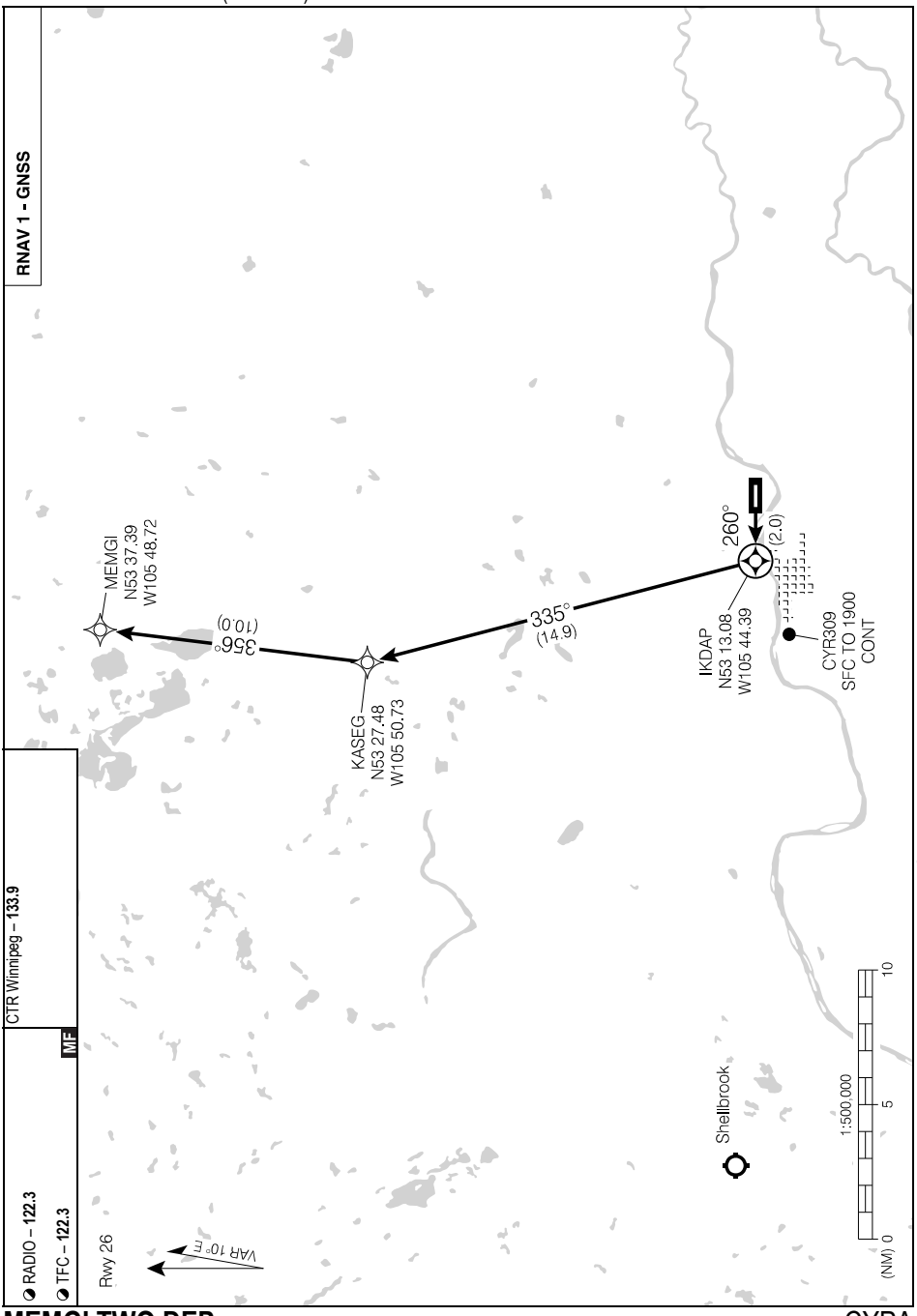
SID (RNAV)

# MEMGI TWO DEP (MEMGI2.)

PRINCE ALBERT (GLASS FIELD), SK

CYPA

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MEMGI TWO DEP (MEMGI2.)

EFF 7 AUG 25

CYPA



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

## Departure Route Description

Climb to and maintain **6000** or as assigned.

**Rwy 08:** Climb on hdg of **080°** to **2200**, then to TETEX on track of **186°**, then to VEPRI on track of **202°**, 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 mode C/3 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)

# VEPRI ONE DEP (VEPRI1.)

PRINCE ALBERT (GLASS FIELD), SK

CYPA




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VEPRI ONE DEP (VEPRI1.)

CYPA

EFF 7 AUG 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

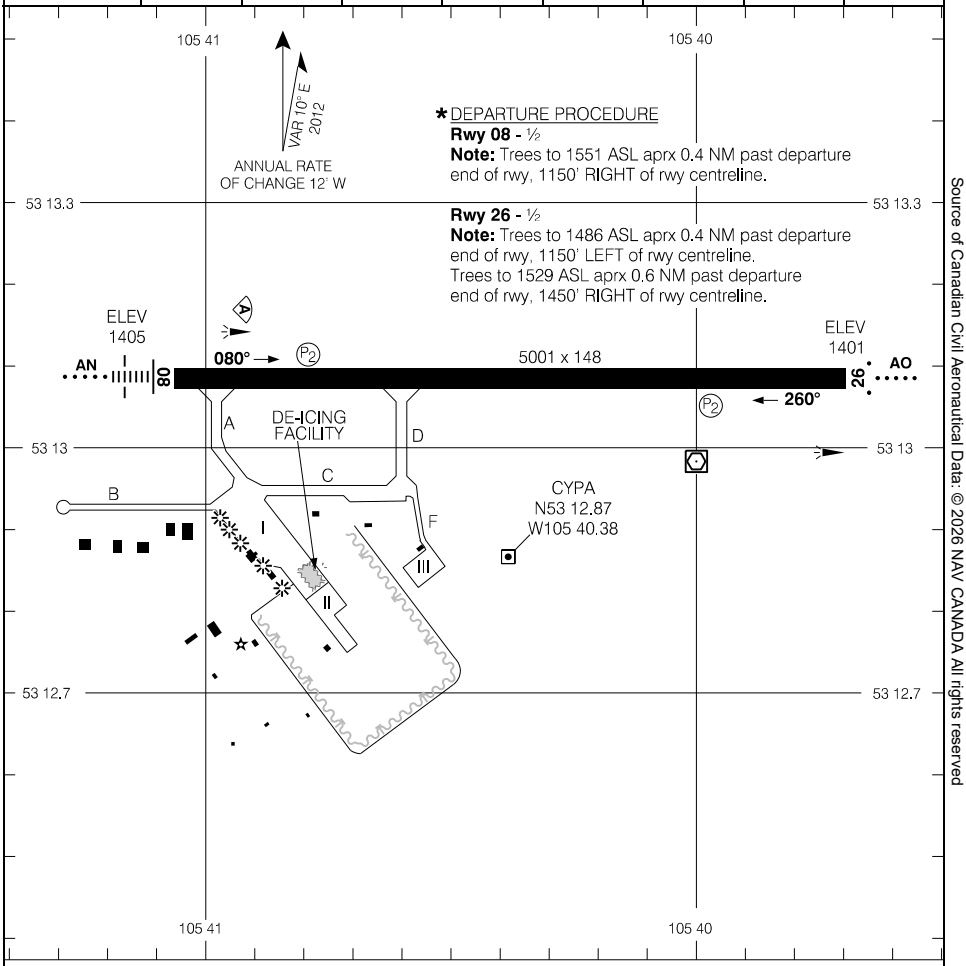
PRINCE ALBERT (GLASS FIELD), SK

# AERODROME CHART

CYPA

| | | | |
|---|---|---|---|
| AWOS– **128.05** | | RADIO – **122.3**<br>TFC – **122.3** MF | CTR Winnipeg – **133.9**<br>RADIO Edmonton – **123.47** |

| DECL DISTS | 08 | 26 |
|---|---|---|
| TORA | 5001 | 5001 |
| TODA | 5968 | 5985 |
| ASDA | 5001 | 5001 |
| LDA | 5001 | 5001 |




| RVO | LVO |
|---|---|
| RWY 08: RVR 1200<br>RWY 26: (¼ sm) | |

| TAKE-OFF MINIMA | SCALE IN FEET |
|---|---|
| Rwys 08; 26: * | 1000 0 1000 2000 |

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Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

### Reduced Visibility Procedures (RVR less than 2600 to 1200 ft)

During published hours of operations, if any portion of the airport is:

- Below RVR 2600 (or ½ SM) visibility, Reduced Visibility Operations will be activated.
- Below RVR 1200 (or ¼ SM) visibility, aircraft operations are not authorized.
  - RVOP will not be activated if an aircraft has commenced an approach. RVOP will only be activated after the aircraft has landed or diverted.
  - RVOP will not be deactivated if an aircraft has commenced an approach. RVOP will only be deactivated after the aircraft has landed or diverted.

### Arrival and Departure Rate

One aircraft shall be permitted on the manoeuvring area at a time (one-in/one-out). Departing aircraft shall hold on the apron until critical vehicles and taxiing aircraft have vacated the runway.

### Vehicles

One vehicle shall be permitted on the manoeuvring area at a time (one-in/one-out).

Emergency vehicles responding to emergency situations are exempt from RVOP limitations.

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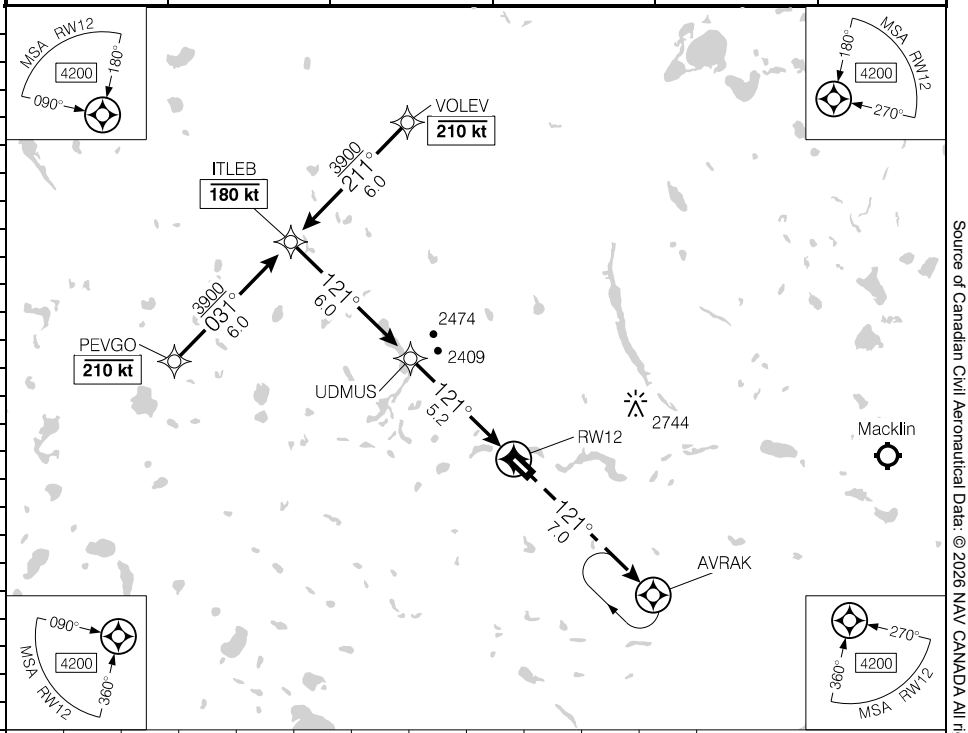
PROVOST, AB

# RNAV (GNSS) RWY 12

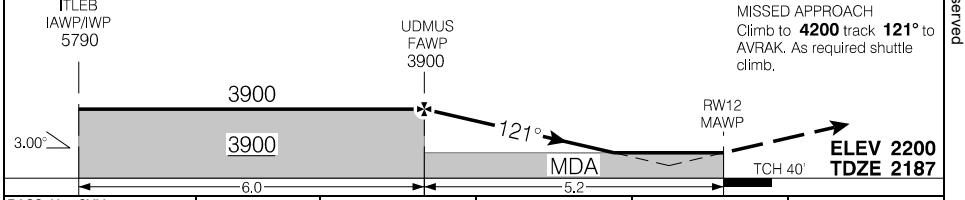
522015N 1101640W VAR 13°E

CEH6

| | | | | | |
|---|---|---|---|---|---|
| | CTR Edmonton – **133.45** | | UNICOM – **122.8** ATF | | ARCAL 122.8(K) |
| SAFE ALT 100 NM **5200** | WAAS **Ch 80734** W12A | APCH CRS **121°** | MIN ALT UDMUS **3900** | LDA **4328** | |




| (NM) | 11.2 | 10 | 9 | 8 | 7 | 6 | **5.2** | 4 | 3 | 1.9 | | DIST FROM RW12 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5790 | 5410 | 5090 | 4770 | 4450 | 4130 | **3900** | 3500 | 3180 | 2840 | | ALT (3.00° APCH PATH) |




MISSED APPROACH
Climb to **4200** track **121°** to AVRAK. As required shuttle climb.

RASS: Use CYLL.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2571** | (387) | 1½ | |
| LNAV | **2840** | (656) | 2 | |

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

RNAV (GNSS) RWY 12

CEH6

EFF 5 OCT 23

CEH6-IAP-3A

Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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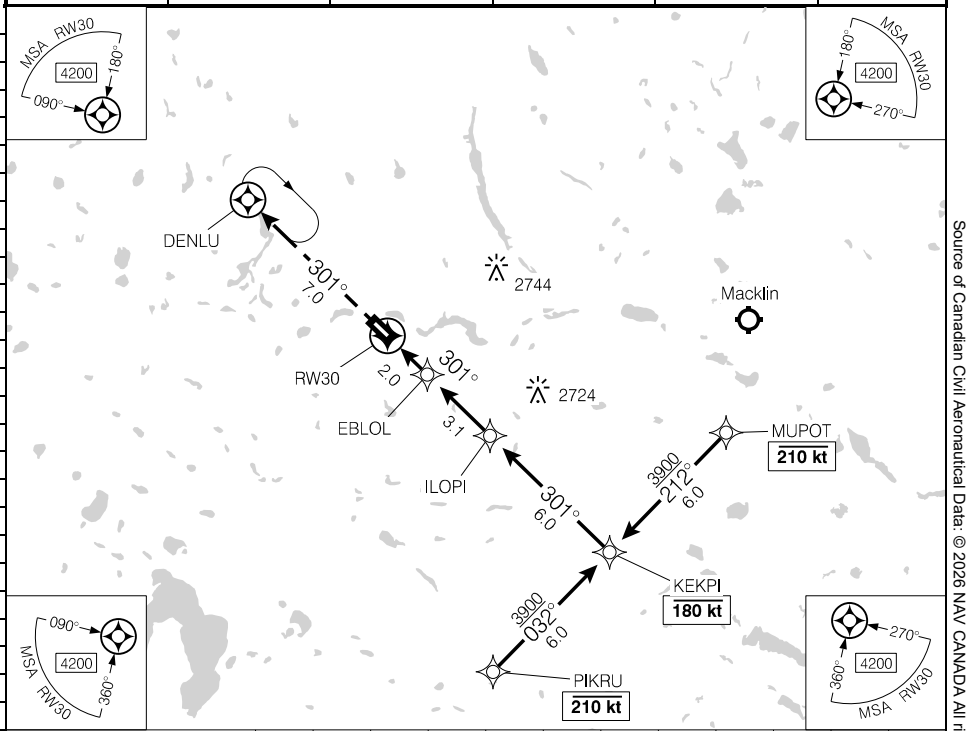
PROVOST, AB

# RNAV (GNSS) RWY 30

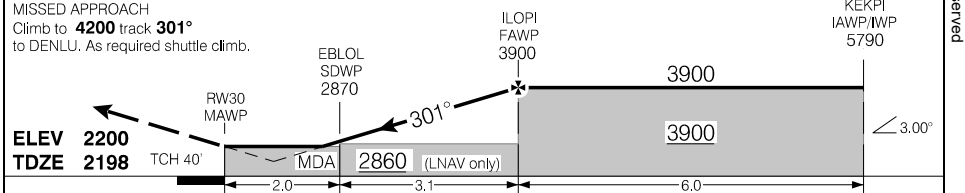
522015N 1101640W VAR 13°E

CEH6

| | | | | |
|---|---|---|---|---|
| | CTR Edmonton – **133.45** | UNICOM – **122.8** ATF | | ARCAL 122.8(K) |
| SAFE ALT 100 NM **5200** | WAAS **Ch 80735** W30A | APCH CRS **301°** | MIN ALT ILOPI **3900** | LDA **4818** |




| DIST FROM RW30 | | 1.7 | 3 | 4 | **5.1** | 6 | 7 | 8 | 9 | 10 | 11.1 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | 2780 | 3190 | 3510 | **3900** | 4150 | 4470 | 4790 | 5100 | 5420 | 5790 |




RASS: Use CYLL.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2585** | (387) | 1½ | |
| LNAV | **2780** | (582) | 1¾ | |

| 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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PROVOST, AB

# AERODROME CHART

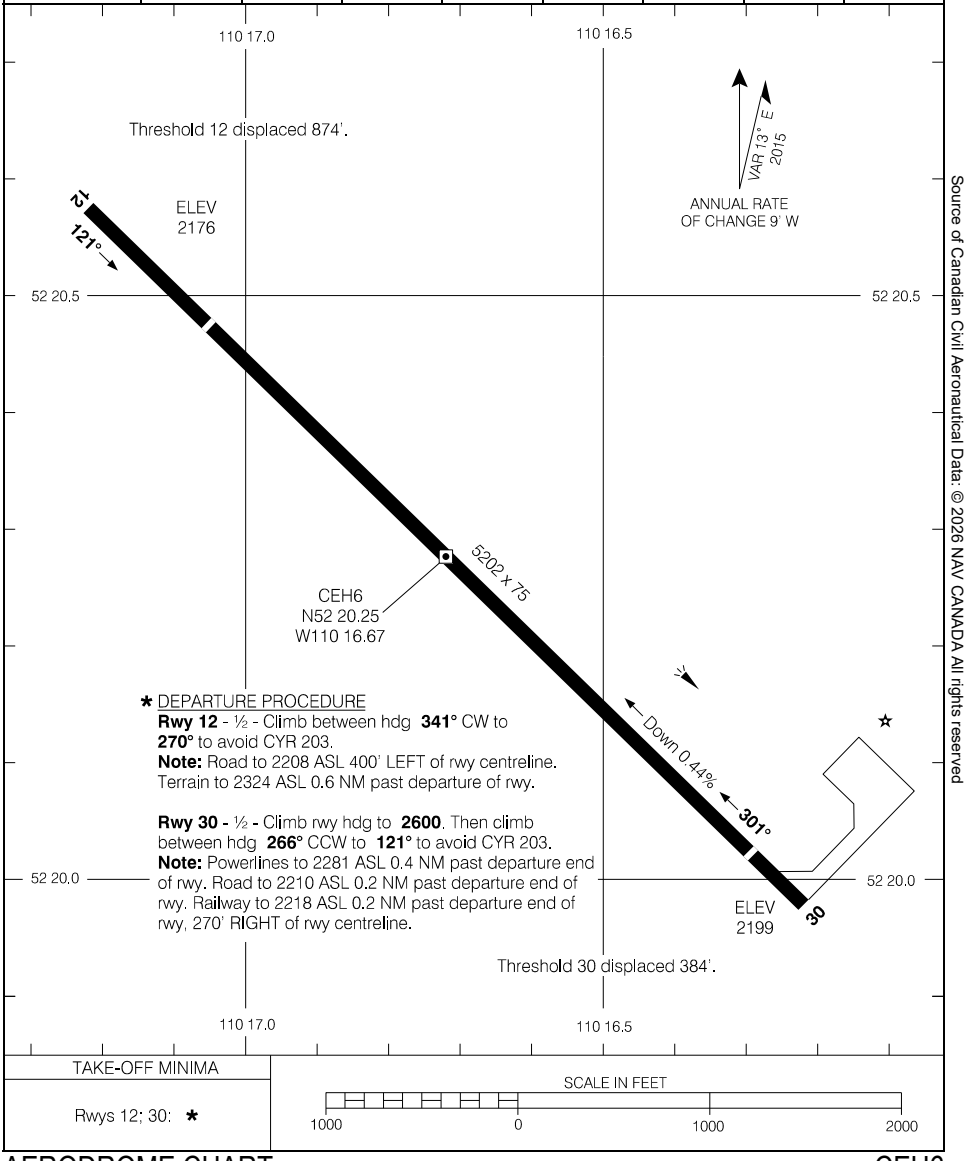
CEH6

UNICOM – **122.8**

ATF

CTR Edmonton – **133.45**

| DECL DISTS | 12 | 30 |
|---|---|---|
| TORA | 5202 | 5202 |
| TODA | 5202 | 5202 |
| ASDA | 5202 | 5202 |
| LDA | 4328 | 4818 |




★ DEPARTURE PROCEDURE

**Rwy 12** - ½ - Climb between hdg **341°** CW to **270°** to avoid CYR 203.
**Note:** Road to 2208 ASL 400' LEFT of rwy centreline. Terrain to 2324 ASL 0.6 NM past departure of rwy.

**Rwy 30** - ½ - Climb rwy hdg to **2600**. Then climb between hdg **266°** CCW to **121°** to avoid CYR 203.
**Note:** Powerlines to 2281 ASL 0.4 NM past departure end of rwy. Road to 2210 ASL 0.2 NM past departure end of rwy. Railway to 2218 ASL 0.2 NM past departure end of rwy, 270' RIGHT of rwy centreline.

| TAKE-OFF MINIMA |
|---|
| Rwys 12; 30: ★ |

SCALE IN FEET

1000 0 1000 2000

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AERODROME CHART CEH6

EFF 25 JAN 24



**Canada Air Pilot**
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

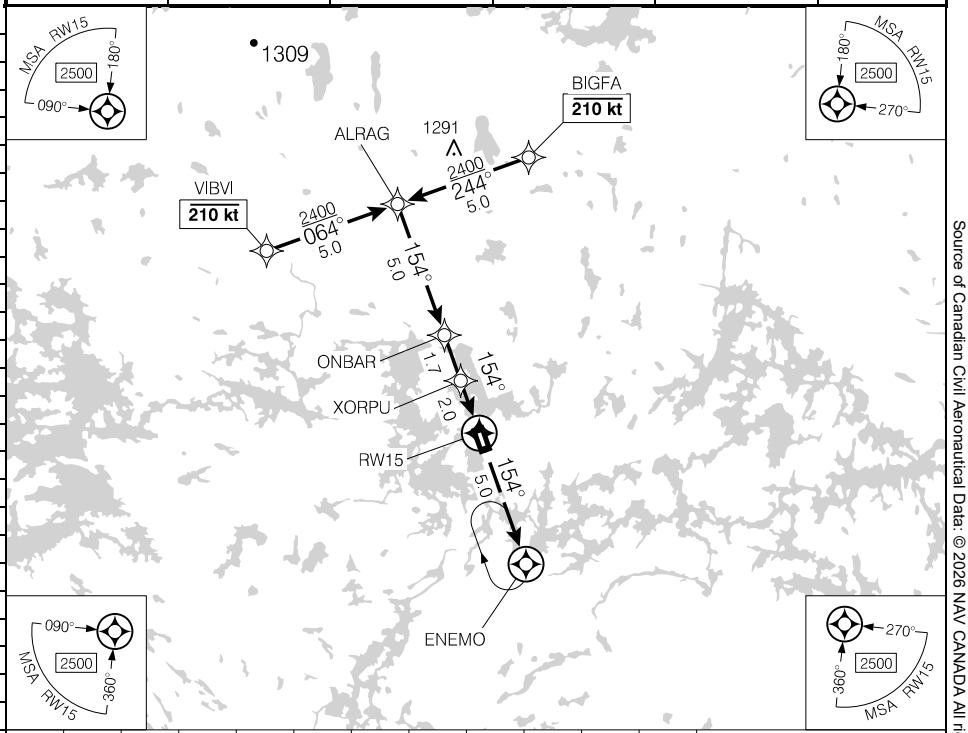
PUKATAWAGAN, MB

# RNAV (GNSS) RWY 15

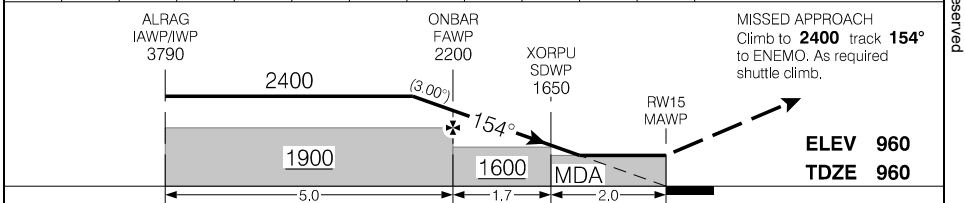
554457N 1011558W VAR 6°E

CZFG

| | | | | | |
|---|---|---|---|---|---|
| | CTR Winnipeg – **135.05** | | UNICOM – **122.8** (AU) ATF | | ARCAL 122.8(K) P1 |
| SAFE ALT 100 NM **3000** | RNAV | APCH CRS **154°** | MIN ALT ONBAR **1900** | LDA **2998** | |




| (NM) | | | 8.7 | 8 | 7 | 6 | 5 | **4.4** | 3 | 2 | 1.5 | | DIST FROM RW15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 3790 | 3560 | 3240 | 2920 | 2600 | **2400** | 1970 | 1650 | 1480 | | ALT (3.00° APCH PATH) |




RASS: When using CYFO add **160'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **1480** | (521) | 1½ | |

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

RNAV (GNSS) RWY 15 CZFG

EFF 5 DEC 19



Canada Air Pilot
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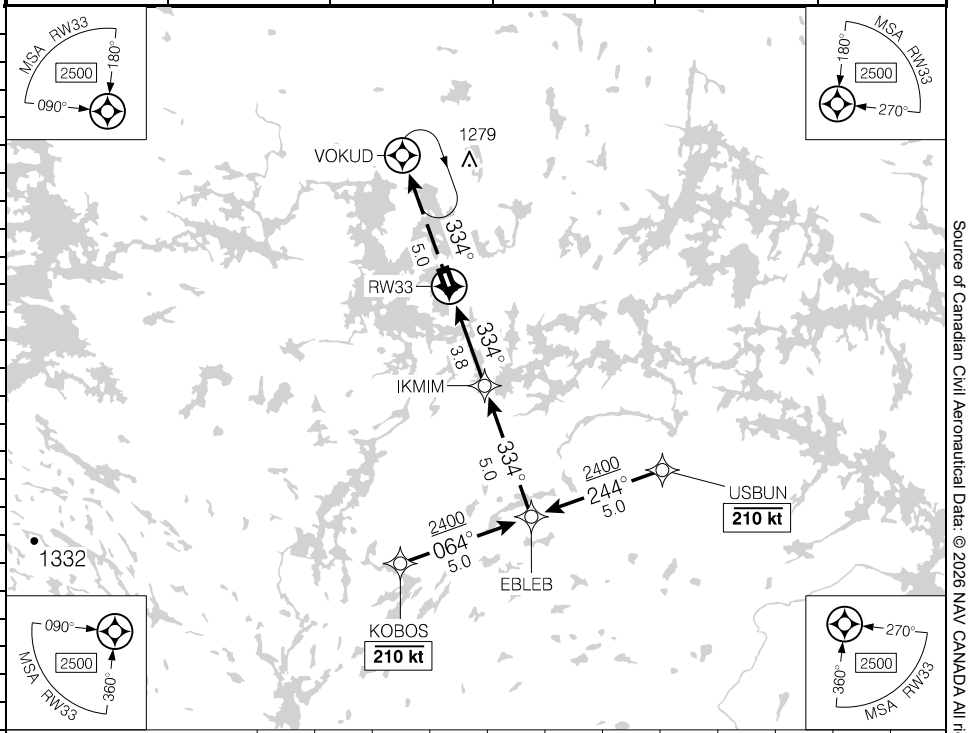
PUKATAWAGAN, MB

# RNAV (GNSS) RWY 33

554457N 1011558W VAR 6°E

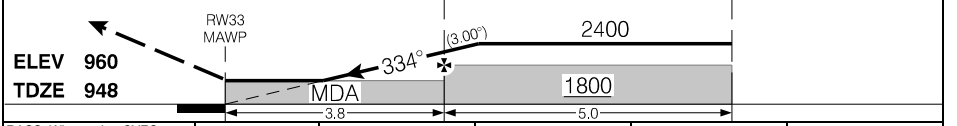
CZFG

| | | | | | |
|---|---|---|---|---|---|
| | CTR Winnipeg – **135.05** | | UNICOM – **122.8** (AU) ATF | | ARCAL 122.8(K) P1 3.5° |
| SAFE ALT 100 NM **3000** | RNAV | APCH CRS **334°** | MIN ALT IKMIM **1800** | LDA **2998** | |




| DIST FROM RW33 | | 1.7 | 3 | **4.4** | 5 | 6 | 7 | 8 | 8.8 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | 1520 | 1950 | **2400** | 2590 | 2900 | 3220 | 3540 | 3790 | | | |

MISSED APPROACH
Climb to **2400** track **334°** to VOKUD. As required shuttle climb.




RASS: When using CYFO add **160'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **1520** (577) | | | 1¾ |

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

# RNAV (GNSS) RWY 33

CZFG

EFF 5 DEC 19



Canada Air Pilot
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PUKATAWAGAN, MB

# AERODROME CHART

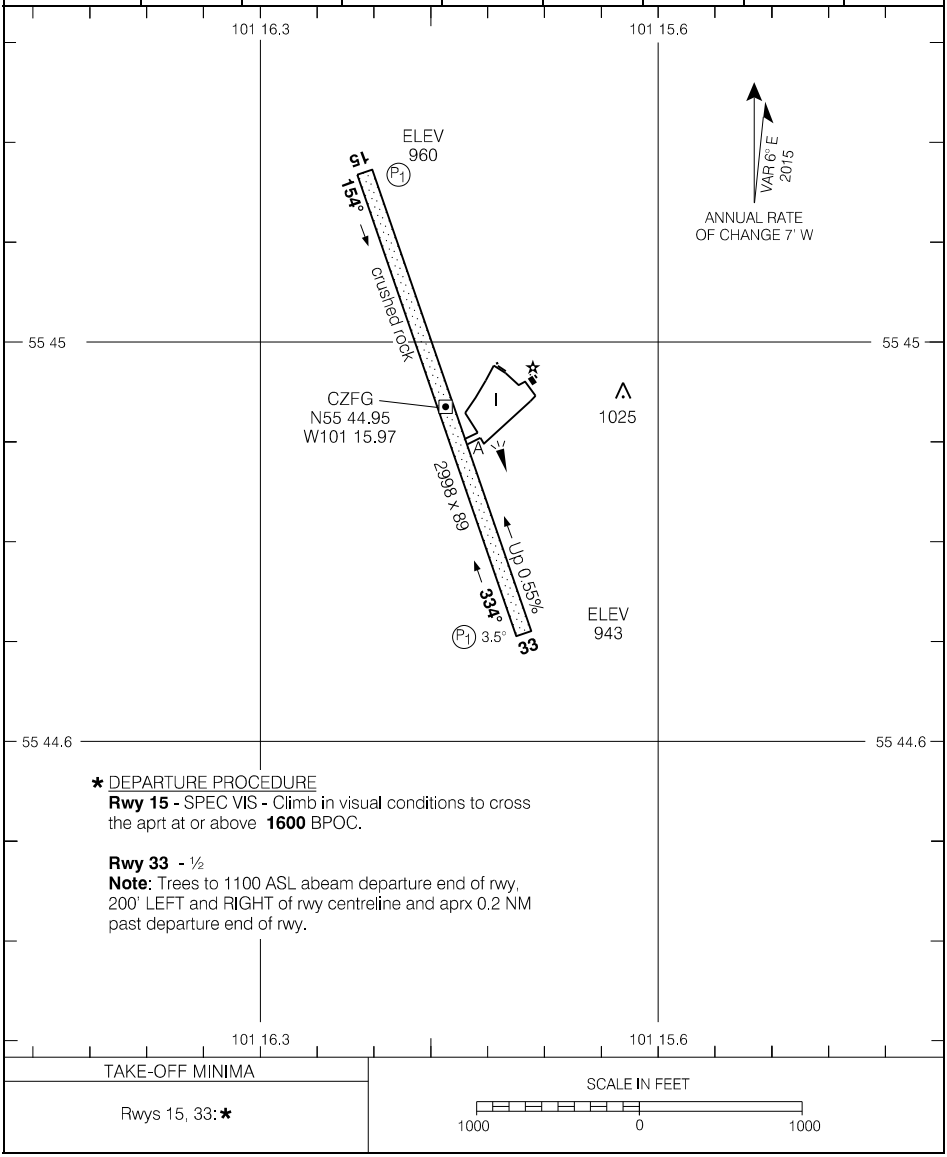
CZFG

UNICOM – **122.8** (AU)

ATF

CTR Winnipeg – **135.05**

| DECL DISTS | 15 | 33 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 2998 | 2998 | | | | | | |
| TODA | 3982 | 3982 | | | | | | |
| ASDA | 2998 | 2998 | | | | | | |
| LDA | 2998 | 2998 | | | | | | |




* DEPARTURE PROCEDURE

**Rwy 15 -** SPEC VIS - Climb in visual conditions to cross the aprt at or above **1600** BPOC.

**Rwy 33 -** ½

**Note:** Trees to 1100 ASL abeam departure end of rwy, 200' LEFT and RIGHT of rwy centreline and aprx 0.2 NM past departure end of rwy.

| TAKE-OFF MINIMA |
|---|
| Rwys 15, 33: * |

SCALE IN FEET

1000 0 1000

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# AERODROME CHART

CZFG

EFF 30 JAN 20

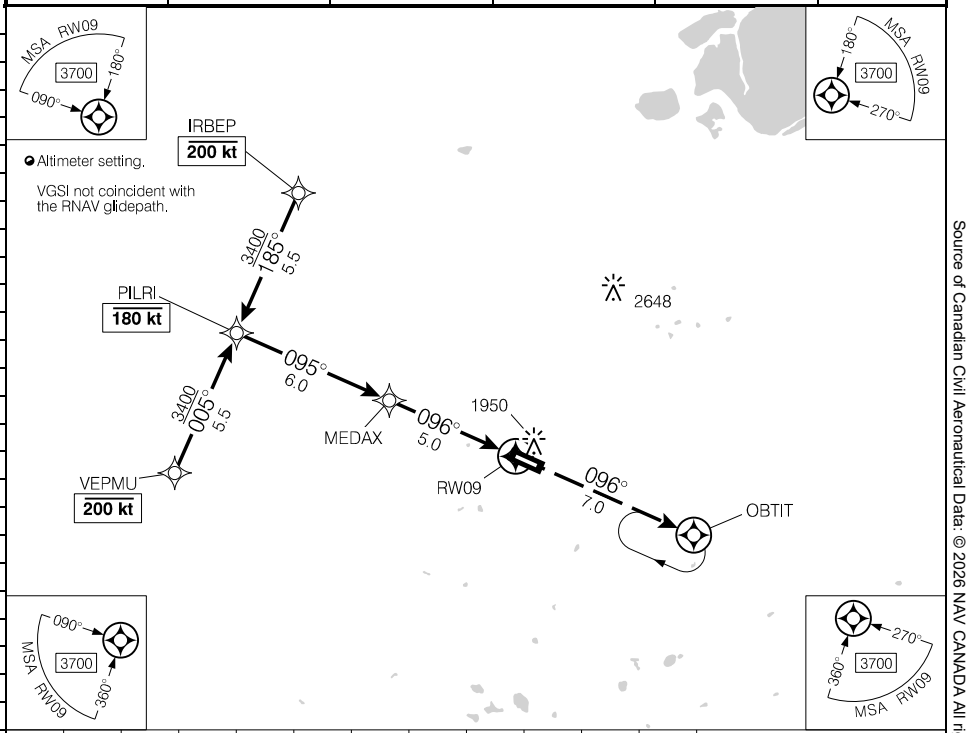
RAINBOW LAKE, AB

# RNAV (GNSS) RWY 09

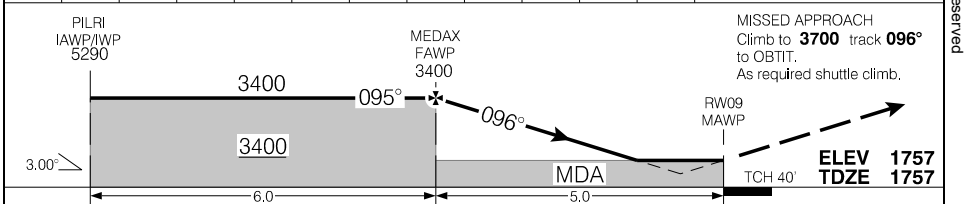
582928N 1192424W VAR 18°E

CYOP

| | | UNICOM – **122.8** (AU) ATF | | ARCAL 122.8(J) P1 |
|---|---|---|---|---|
| SAFE ALT 100 NM **5700** | WAAS **Ch 80072** W09A | APCH CRS **096°** | MIN ALT MEDAX **3400** | LDA **5002** |




| (NM) | 11 | 10 | 9 | 8 | 7 | 6 | **5.0** | 4 | 3 | 2 | 1.5 | DIST FROM RW09 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5290 | 4990 | 4670 | 4350 | 4030 | 3710 | **3400** | 3070 | 2750 | 2430 | 2280 | ALT (3.00° APCH PATH) |




RASS: When using CYOJ add **260°**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2064** | (307) | 1 | NOT AUTHORIZED |
| LNAV | **2280** | (523) | 1¾ | NOT AUTHORIZED |

# RNAV (GNSS) RWY 09

CYOP

EFF 12 JUN 25



Canada Air Pilot
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RAINBOW LAKE, AB

# RNAV (GNSS) RWY 27

582928N 1192424W VAR 18°E

CYOP

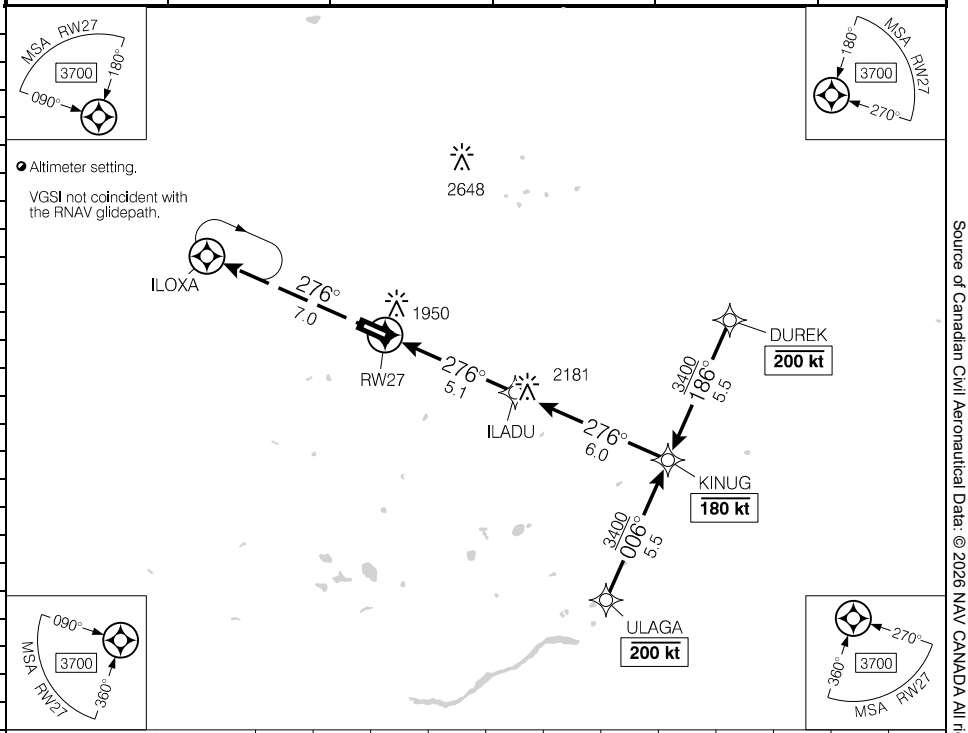
UNICOM – **122.8** (AU)

ATF

ARCAL 122.8(J)

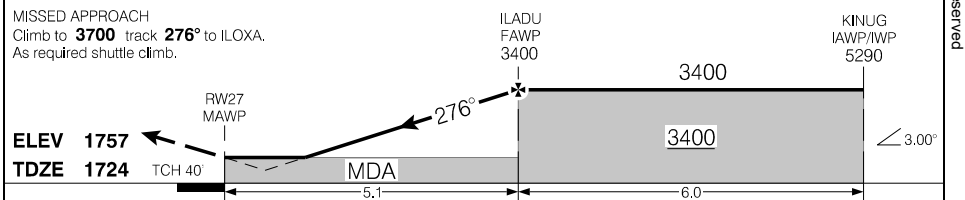
P1

| SAFE ALT 100 NM | WAAS | APCH CRS | MIN ALT ILADU | LDA |
|---|---|---|---|---|
| **5700** | **Ch 80073** W27A | **276°** | **3400** | **5002** |




| DIST FROM RW27 | 1.4 | 2 | 3 | 4 | **5.1** | 6 | 7 | 8 | 9 | 10 | 11.1 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2200 | 2390 | 2700 | 3020 | **3400** | 3660 | 3980 | 4300 | 4620 | 4940 | 5290 |

MISSED APPROACH
Climb to **3700** track **276°** to ILOXA.
As required shuttle climb.




RASS: When using CYOJ add **260'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1958** | (250) | 1 | NOT AUTHORIZED |
| LNAV | **2200** | (492) | 1½ | NOT AUTHORIZED |

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

RNAV (GNSS) RWY 27

CYOP

EFF 12 JUN 25



Canada Air Pilot
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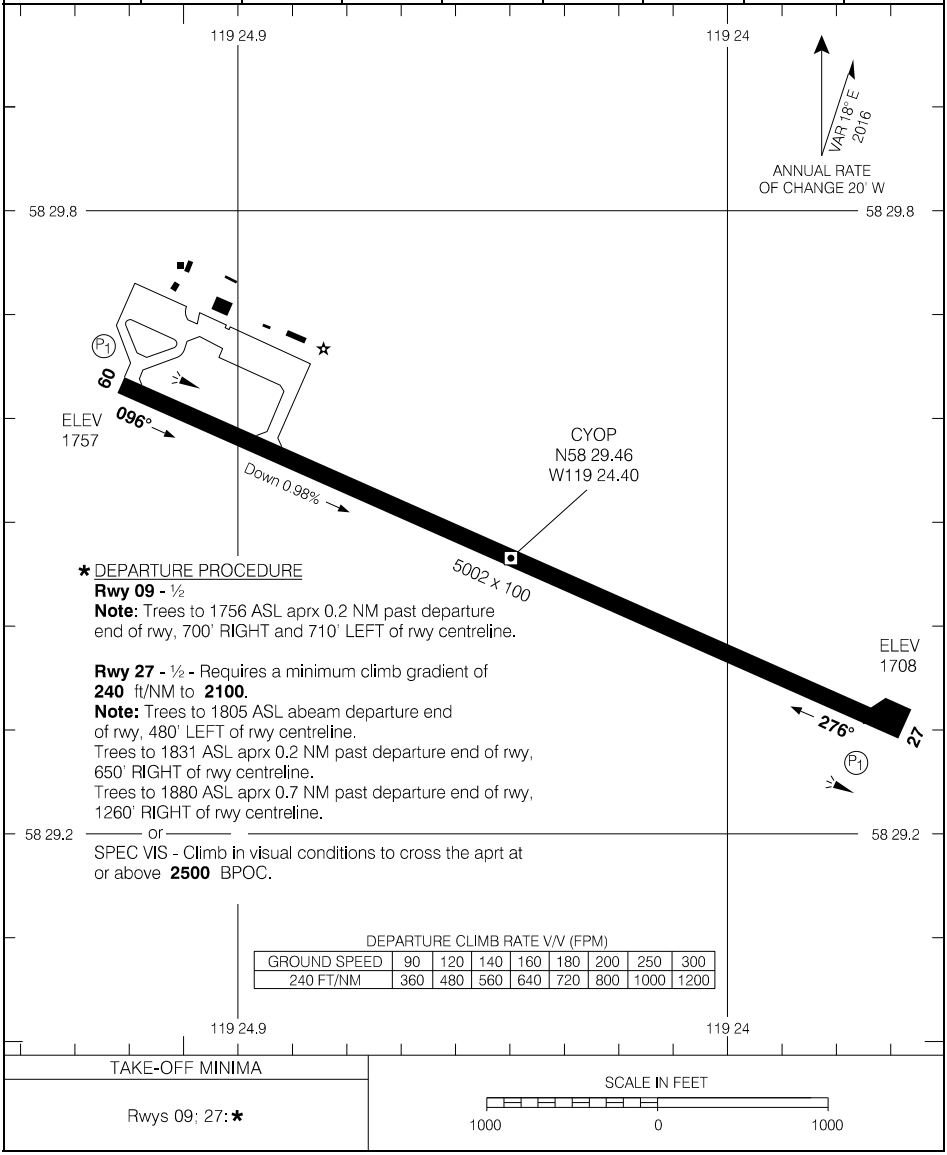
RAINBOW LAKE, AB

# AERODROME CHART — CYOP

UNICOM – **122.8** (AU)

ATF

| DECL DISTS | 09 | 27 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 5002 | 5002 | | | | | | |
| TODA | 5002 | 5002 | | | | | | |
| ASDA | 5002 | 5002 | | | | | | |
| LDA | 5002 | 5002 | | | | | | |




✱ DEPARTURE PROCEDURE

**Rwy 09 -** ½
**Note**: Trees to 1756 ASL aprx 0.2 NM past departure end of rwy, 700' RIGHT and 710' LEFT of rwy centreline.

**Rwy 27 -** ½ - Requires a minimum climb gradient of **240** ft/NM to **2100**.
**Note:** Trees to 1805 ASL abeam departure end of rwy, 480' LEFT of rwy centreline.
Trees to 1831 ASL aprx 0.2 NM past departure end of rwy, 650' RIGHT of rwy centreline.
Trees to 1880 ASL aprx 0.7 NM past departure end of rwy, 1260' RIGHT of rwy centreline.

or

SPEC VIS - Climb in visual conditions to cross the aprt at or above **2500** BPOC.

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 |

TAKE-OFF MINIMA

Rwys 09; 27: ✱

SCALE IN FEET

1000 0 1000

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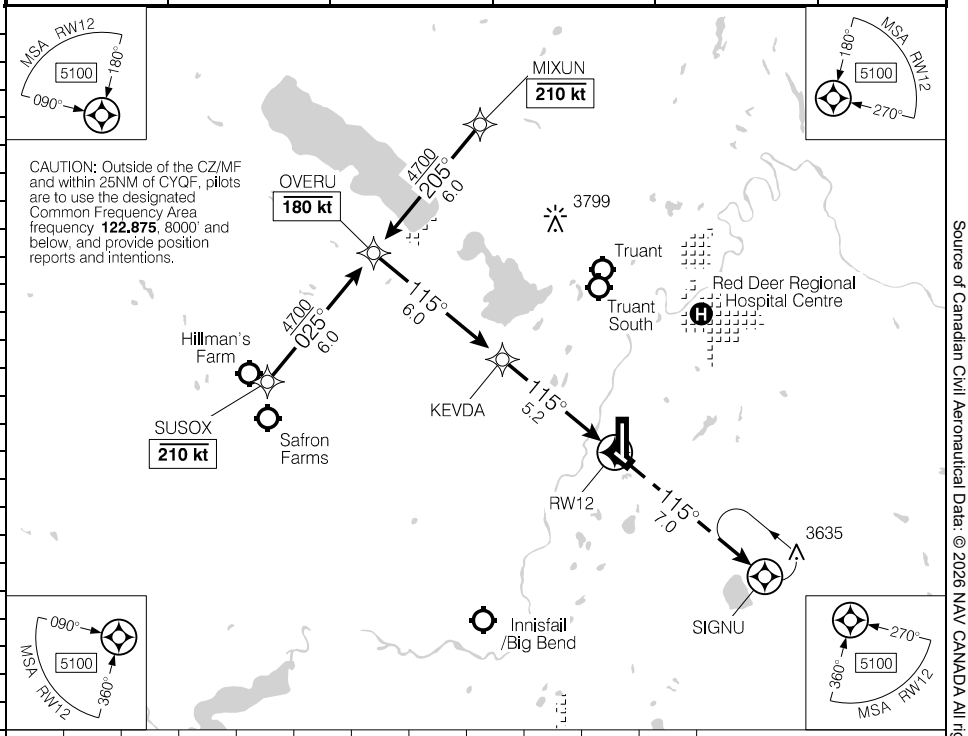
RED DEER REGIONAL, AB

# RNAV (GNSS) RWY 12

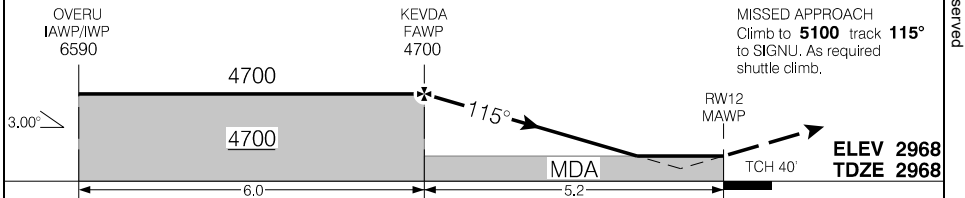
521106N 1135340W VAR 14°E

# CYQF

| | | | | |
|---|---|---|---|---|
| ATIS – **124.0**<br>AWOS – **124.0** | CTR Edmonton – **132.85** | TWR – **118.5**<br>TFC – **118.5** MF | GND – **121.9** | ARCAL 118.5(K)* |
| SAFE ALT 100 NM<br>**13,800** | WAAS<br>**Ch 80827**<br>W12A | APCH<br>CRS<br>**115°** | MIN ALT<br>KEVDA<br>**4700** | LDA<br>**3254** |




| | 11.2 | 10 | 9 | 8 | 7 | 6 | **5.2** | 4 | 3 | 1.5 | | DIST FROM RW12 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 6590 | 6190 | 5870 | 5550 | 5230 | 4920 | **4700** | 4280 | 3960 | 3480 | | ALT (3.00° APCH PATH) |




RASS: When using CYYC add **240'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **3215** | (250) | 1 | |
| LNAV | **3480** | (515) | 1½ | |

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

# RNAV (GNSS) RWY 12

# CYQF

EFF 17 APR 25



Canada Air Pilot
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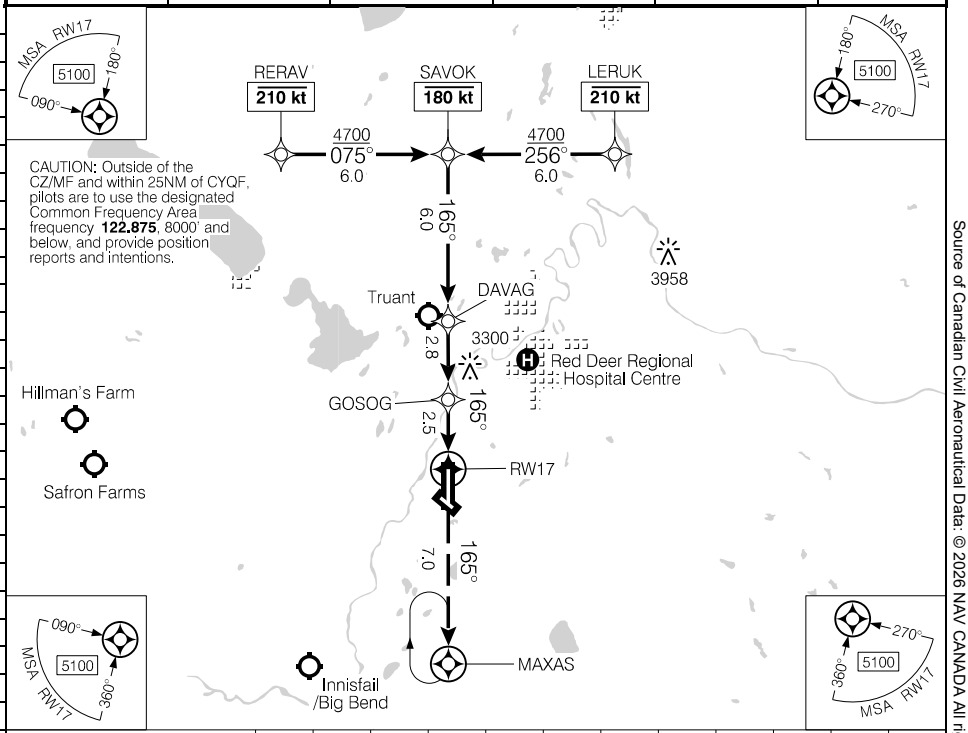
RED DEER REGIONAL, AB

# RNAV (GNSS) RWY 17

521106N 1135340W VAR 14°E

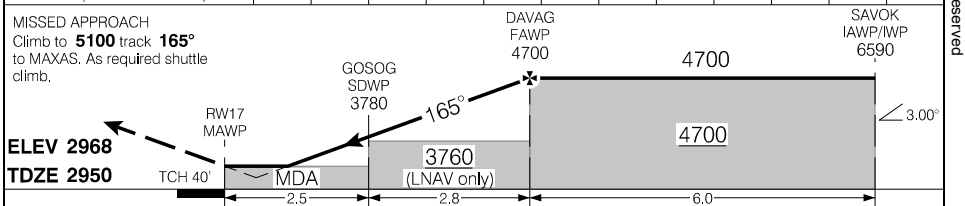
CYQF

| | | | | |
|---|---|---|---|---|
| ATIS – **124.0**<br>AWOS – **124.0** | CTR Edmonton – **132.85** | TWR – **118.5**<br>TFC – **118.5** MF | GND – **121.9** | ARCAL 118.5(K)*<br>P2 AS |
| SAFE ALT 100 NM<br>**13,800** | WAAS<br>**Ch 80240**<br>W17A | APCH<br>CRS<br>**165°** | MIN ALT<br>DAVAG<br>**4700** | LDA<br>**7500** |




| DIST FROM RW17 | 1.1 | 2 | 3 | 4 | **5.3** | 6 | 7 | 8 | 9 | 10 | 11.3 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 3320 | 3620 | 3940 | 4260 | **4700** | 4890 | 5210 | 5530 | 5850 | 6170 | 6590 |

MISSED APPROACH
Climb to **5100** track **165°** to MAXAS. As required shuttle climb.




RASS: When using CYYC add **240'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **3192** | (250) | 1 | |
| LNAV | **3320** | (378) | 1¼ | |

RNAV (GNSS) RWY 17 CYQF

EFF 17 APR 25



Canada Air Pilot
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RED DEER REGIONAL, AB

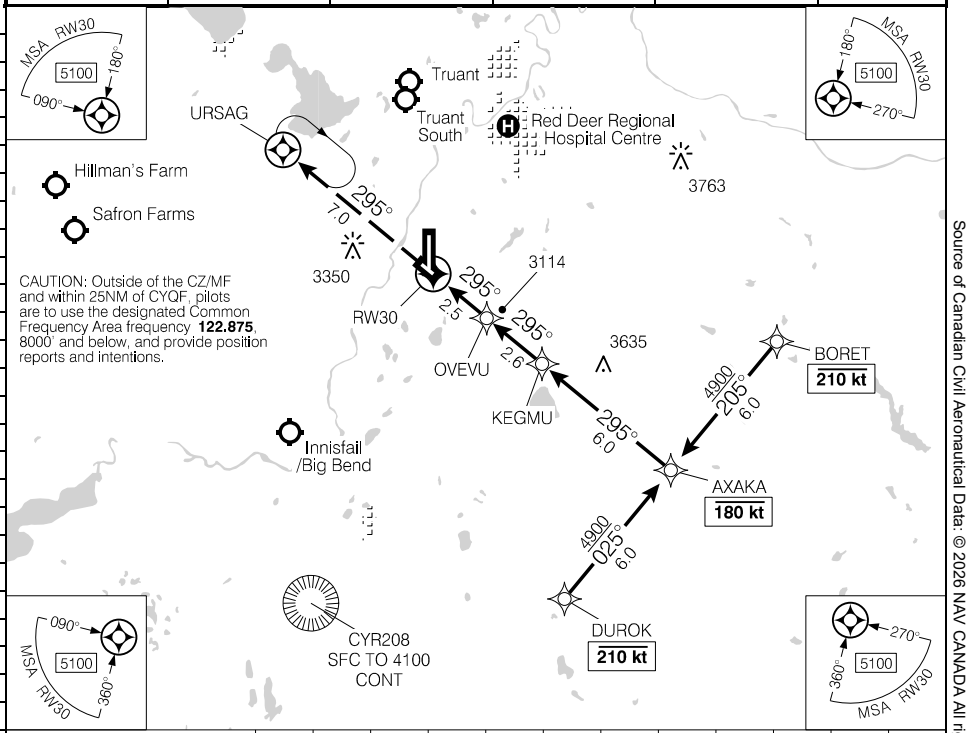
# RNAV (GNSS) RWY 30

521106N 1135340W VAR 14°E

CYQF

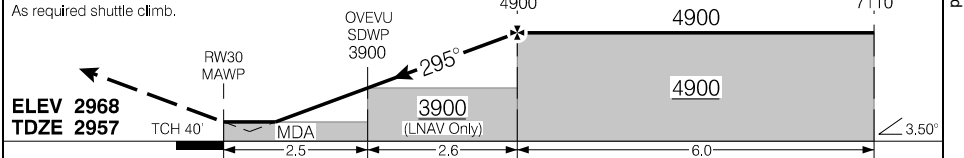
| ATIS – **124.0**<br>AWOS – **124.0** | CTR Edmonton – **132.85** | TWR – **118.5**<br>TFC – **118.5** MF | GND – **121.9** | ARCAL 118.5(K)* |
|---|---|---|---|---|

| SAFE ALT 100 NM | WAAS | APCH | MIN ALT | LDA |
|---|---|---|---|---|
| **13,800** | **Ch 80785**<br>W30A | CRS<br>**295°** | KEGMU<br>**4900** | **3454** |




| DIST FROM RW30 | 0.9 | 2 | 3 | 4 | **5.1** | 6 | 7 | 8 | 9 | 10 | 11.1 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.50° APCH PATH) | 3340 | 3730 | 4100 | 4480 | **4900** | 5220 | 5590 | 5960 | 6330 | 6710 | 7110 |

MISSED APPROACH
Climb to **5100** track **295°** to URSAG.
As required shuttle climb.




RASS: When using CYYC add **240'**.

| Knots | ft/min | Min:Sec |
|---|---|---|
| 70 | 430 | |
| 90 | 560 | |
| 110 | 680 | |
| 130 | 800 | |
| 150 | 930 | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **3199** (250) | 1 | **3219** (270) | 1 |
| LNAV | **3340** (391) | 1¼ | | |

# RNAV (GNSS) RWY 30

CYQF

EFF 12 JUN 25



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RED DEER REGIONAL, AB

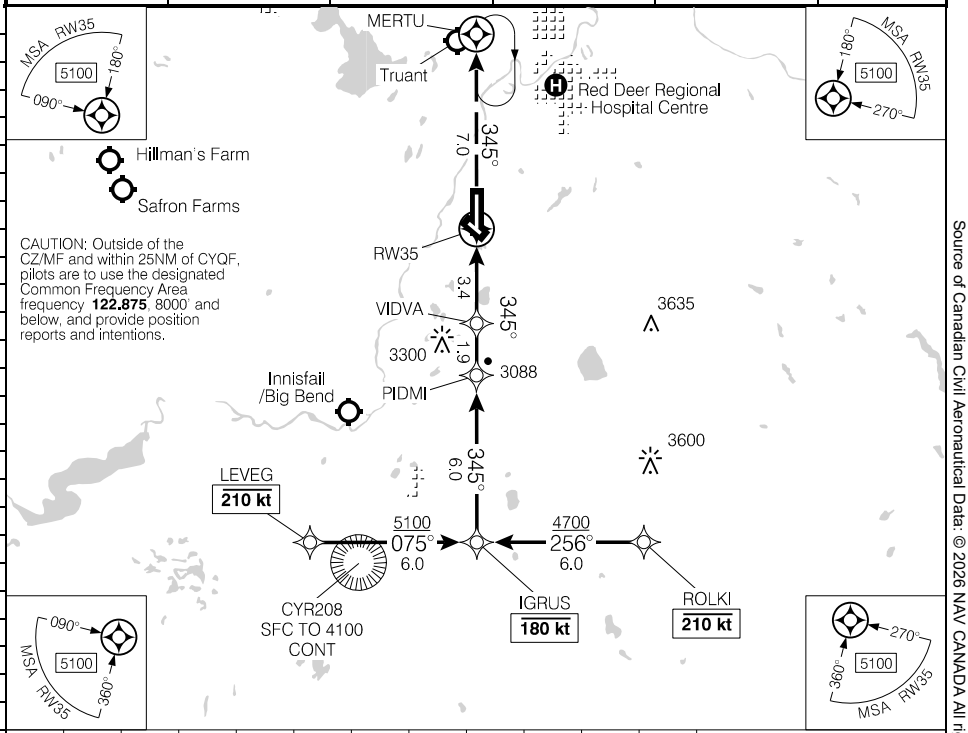
# RNAV (GNSS) RWY 35

521106N 1135340W VAR 14°E

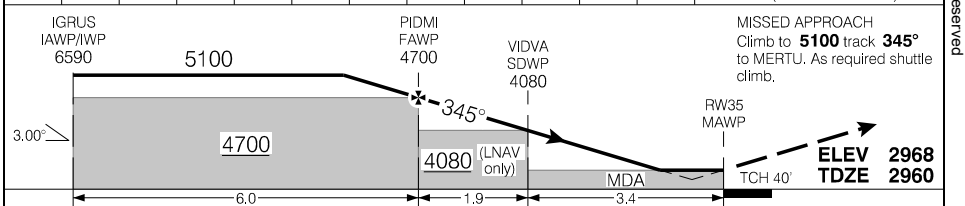
CYQF

| ATIS – **124.0**<br>AWOS – **124.0** | CTR Edmonton – **132.85** | TWR – **118.5**<br>TFC – **118.5** MF | GND – **121.9** | ARCAL 118.5(K)*<br>P2 AS |
|---|---|---|---|---|

| SAFE ALT 100 NM | WAAS | APCH | MIN ALT | LDA |
|---|---|---|---|---|
| **13,800** | **Ch 80241**<br>W35A | CRS<br>**345°** | PIDMI<br>**4700** | **7500** |




| (NM) | 11.3 | 10 | 9 | 8 | **6.6** | 6 | 5 | 4 | 3 | 2 | 1.1 | DIST FROM RW35 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 6590 | 6180 | 5870 | 5550 | **5100** | 4910 | 4590 | 4270 | 3950 | 3640 | 3340 | ALT (3.00° APCH PATH) |




MISSED APPROACH
Climb to **5100** track **345°** to MERTU. As required shuttle climb.

RASS: When using CYYC add **240'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **3209** | (250) | 1 | |
| LNAV | **3340** | (381) | 1¼ | |

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

# RNAV (GNSS) RWY 35

CYQF

EFF 17 APR 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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RED DEER REGIONAL, AB

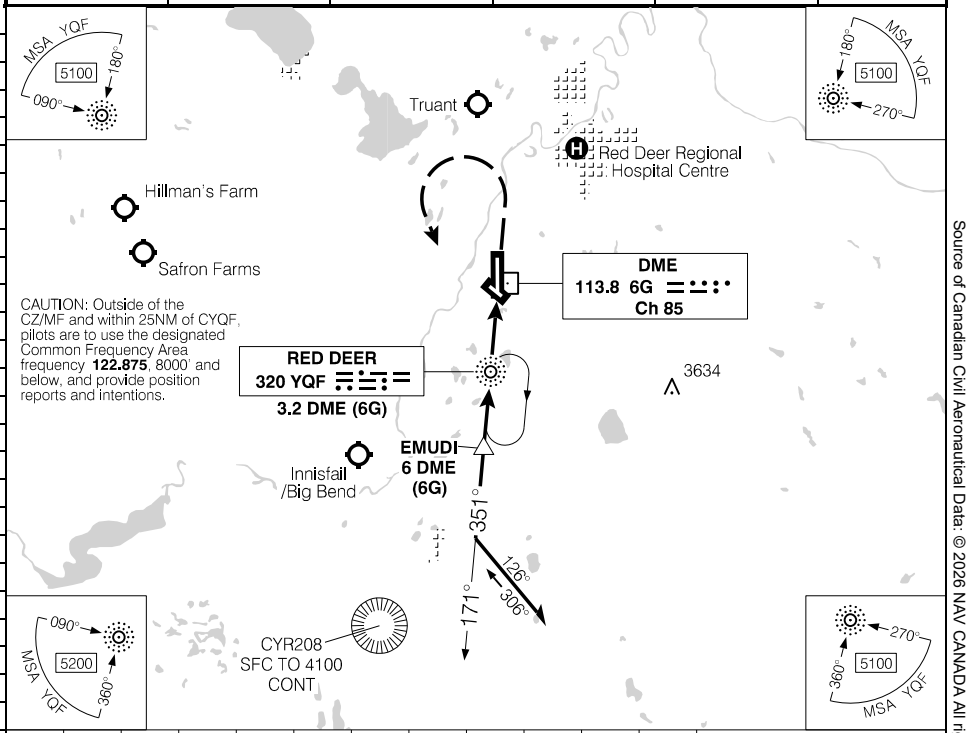
# NDB/DME RWY 35

521106N 1135340W VAR 14°E

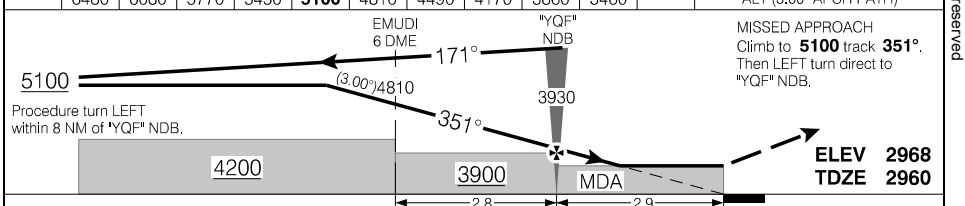
CYQF

| ATIS – 124.0<br>AWOS – 124.0 | CTR Edmonton – 132.85 | TWR – 118.5<br>TFC – 118.5 MF | GND – 121.9 | ARCAL 118.5(K)* |
|---|---|---|---|---|

| SAFE ALT 100 NM | NDB YQF | APCH CRS | MIN ALT YQF | LDA |
|---|---|---|---|---|
| 13,800 | 320 | 351° | 3900 | 7500 |




| | 11.2 | 10 | 9 | 8 | 6.9 | 6 | 5 | 4 | 3 | 1.8 | | DIST FROM DME (6G) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 6480 | 6080 | 5770 | 5450 | 5100 | 4810 | 4490 | 4170 | 3860 | 3460 | | ALT (3.00° APCH PATH) |




RASS: When using CYYC add **240'**.

"YQF" NDB to MAP 2.9 NM

| Knots | ft/min | Min:Sec |
|---|---|---|
| 70 | 370 | 2:29 |
| 90 | 480 | 1:56 |
| 110 | 580 | 1:35 |
| 130 | 690 | 1:20 |
| 150 | 800 | 1:10 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| NDB/DME | 3460 (501) 1½ | | | |
| CIRCLING | 3480 (512) 1½ | | 3480 (512) 2 | 3580 (612) 2 |

# NDB/DME RWY 35

CYQF

EFF 12 JUN 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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## Departure Route Description

**All rwys:** Maintain **6000** or as assigned. Expect radar vectors to filed/assigned route.

**Rwy 12:** Climb hdg **115°** or as assigned.

**Rwy 17:** Climb hdg **165°** or as assigned.

**Rwy 30:** Climb hdg **295°** or as assigned.

**Rwy 35:** Climb hdg **345°** or as assigned.

## 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. 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 the appropriate procedure for communication failure enroute.

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SID (VECTOR)

# RED DEER TWO DEP (CYQF2.)

RED DEER REGIONAL, AB
CYQF




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RED DEER TWO DEP (CYQF2.)
CYQF

EFF 23 FEB 23



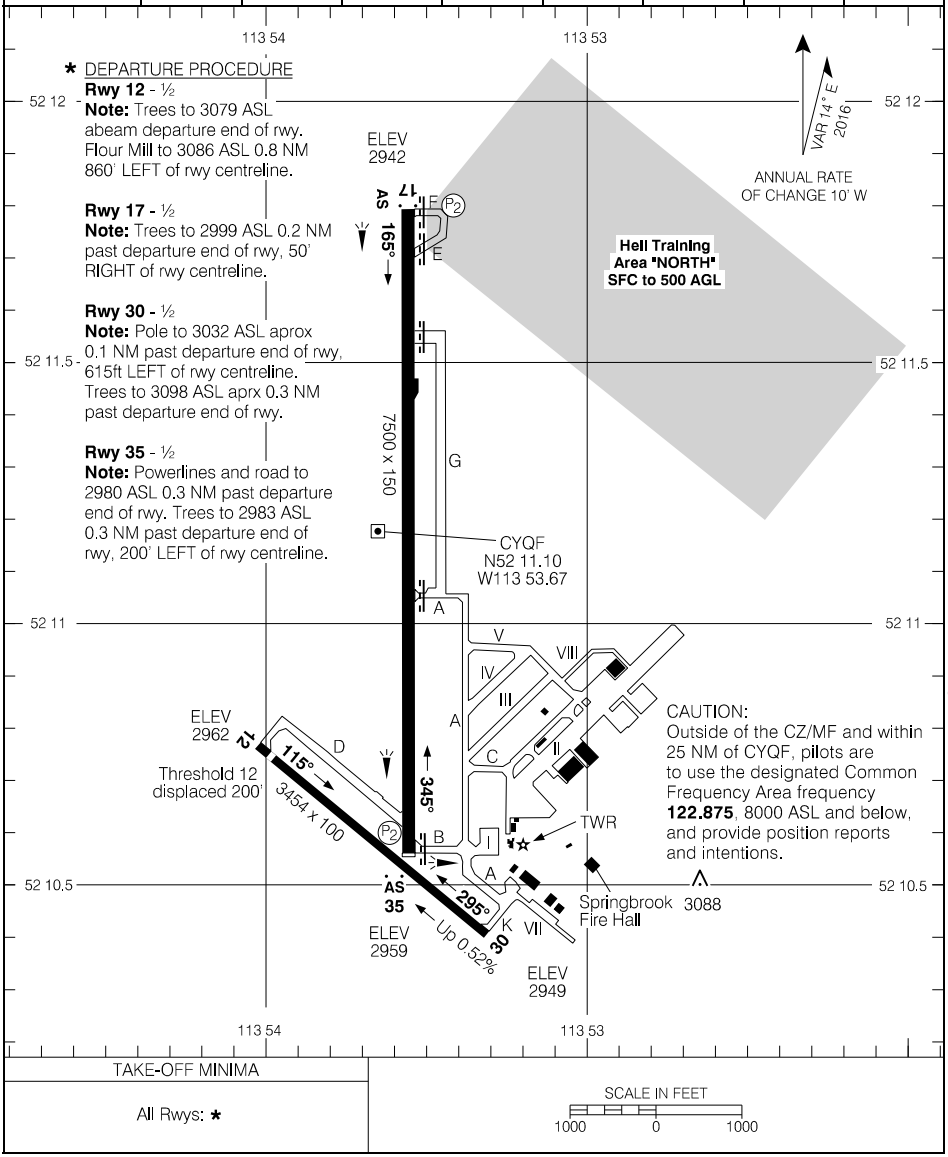
Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

RED DEER REGIONAL, AB

# AERODROME CHART — CYQF

| | | | |
|---|---|---|---|
| ATIS – **124.0**<br>AWOS – **124.0** | GND – **121.9** | TWR – **118.5**<br>TFC – **118.5** MF | CTR Edmonton – **132.85**<br>RADIO Edmonton – **123.47** |

| DECL DISTS | 12 | 30 | 17 | 35 | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 3454 | 3254 | 7500 | 7500 | | | | |
| TODA | 3454 | 3254 | 8484 | 8484 | | | | |
| ASDA | 3454 | 3454 | 7500 | 7500 | | | | |
| LDA | 3254 | 3454 | 7500 | 7500 | | | | |




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

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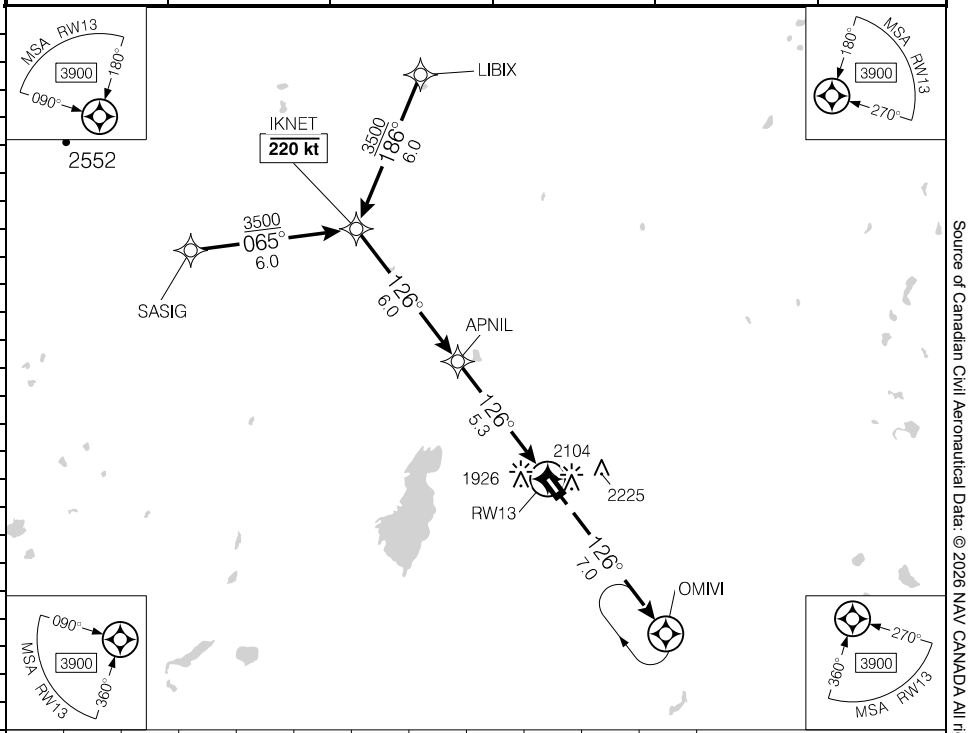
RED EARTH CREEK, AB

# RNAV (GNSS) RWY 13

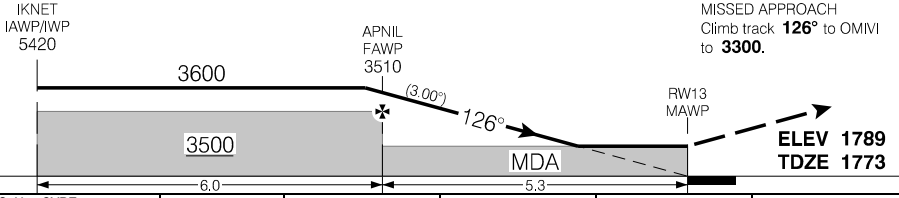
563246N 1151632W VAR 17°E

CEH5

| | | | | | |
|---|---|---|---|---|---|
| | CTR Edmonton – **135.27** | TFC – **123.2** ATF | | | ARCAL 123.2(K) |
| SAFE ALT 100 NM **6400** | WAAS **Ch 80887** W13A | APCH CRS **126°** | MIN ALT APNIL **3500** | LDA **3542** | |




| (NM) | 11.3 | 10 | 9 | 8 | 7 | **5.6** | 5 | 4 | 3 | 1.9 | | DIST FROM RW13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5420 | 5000 | 4680 | 4360 | 4040 | **3600** | 3400 | 3080 | 2760 | 2420 | | ALT (3.00° APCH PATH) |




MISSED APPROACH
Climb track **126°** to OMIVI
to **3300**.

| RASS: Use CYPE. | CATEGORY | A | B | C | D |
|---|---|---|---|---|---|
| | LP | **2320** | (554) | 1¾ | |
| | LNAV | **2420** | (654) | 2 | |

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

RNAV (GNSS) RWY 13

CEH5

EFF 27 NOV 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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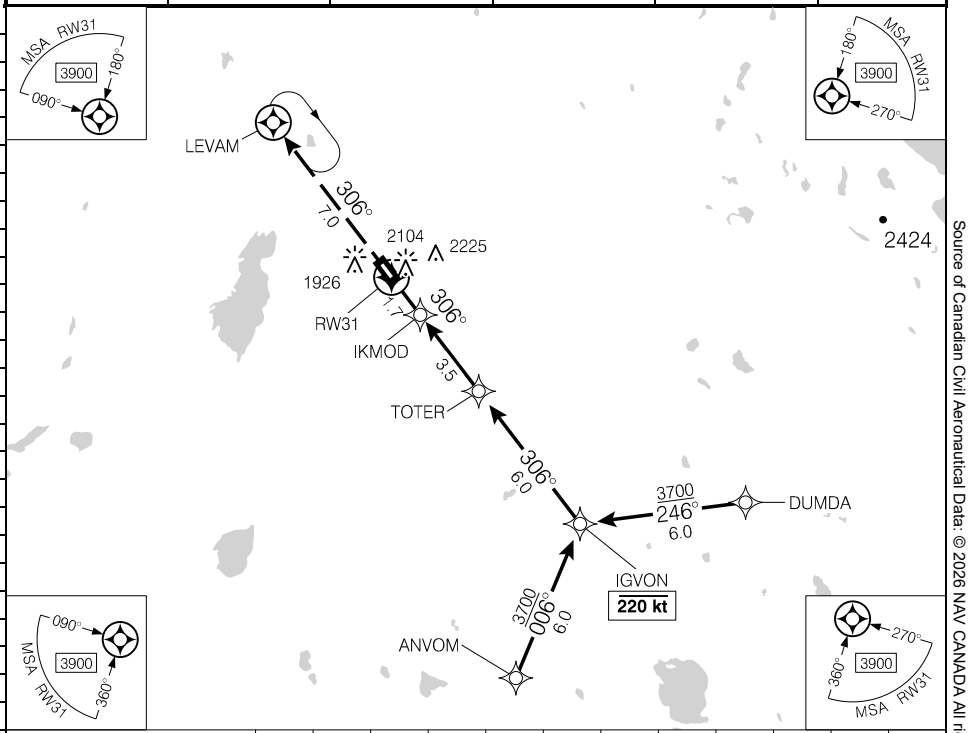
RED EARTH CREEK, AB

# RNAV (GNSS) RWY 31

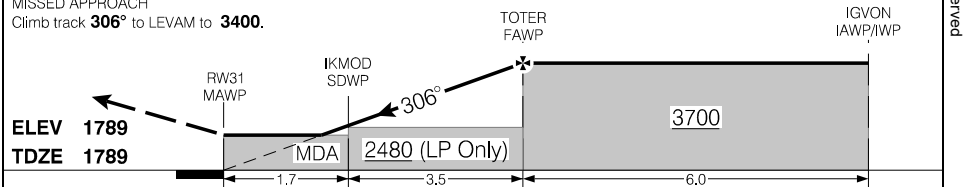
563246N 1151632W VAR 17°E

CEH5

| | | | | | |
|---|---|---|---|---|---|
| | CTR Edmonton – **135.27** | | TFC – **123.2** ATF | | ARCAL 123.2(K) |
| SAFE ALT 100 NM **6400** | WAAS **Ch 80888** W31A | APCH CRS **306°** | MIN ALT TOTER **3700** | LDA **3542** | |




MISSED APPROACH
Climb track **306°** to LEVAM to **3400**.




RASS: Use CYPE.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP | **2380** | (591) | 1¾ | |
| LNAV | **2580** | (791) | 2½ | |

RNAV (GNSS) RWY 31 CEH5

EFF 27 NOV 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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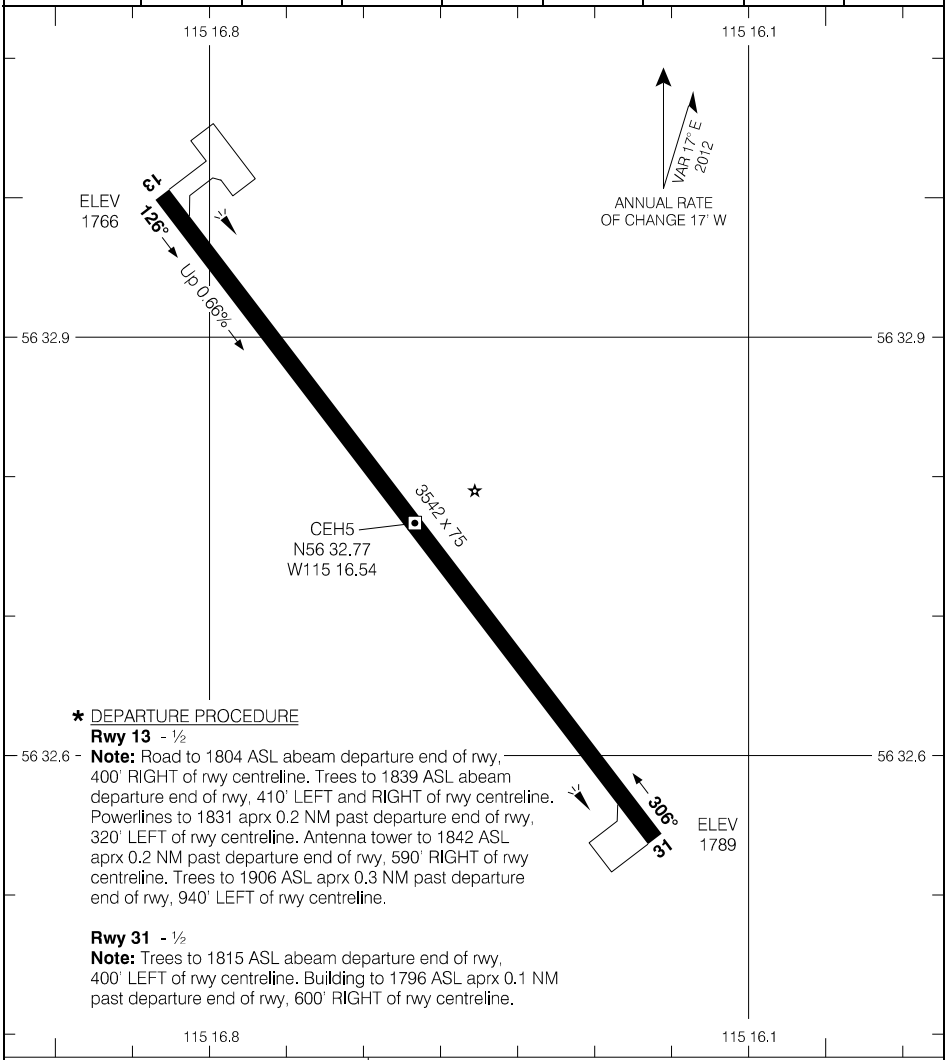
RED EARTH CREEK, AB

# AERODROME CHART

CEH5

| | | | TFC – **123.2** ATF | CTR Edmonton – **135.27** |
|---|---|---|---|---|

| DECL DISTS | 13 | 31 |
|---|---|---|
| TORA | 3542 | 3542 |
| TODA | 3542 | 3542 |
| ASDA | 3542 | 3542 |
| LDA | 3542 | 3542 |




* DEPARTURE PROCEDURE

**Rwy 13** - ½

**Note:** Road to 1804 ASL abeam departure end of rwy, 400' RIGHT of rwy centreline. Trees to 1839 ASL abeam departure end of rwy, 410' LEFT and RIGHT of rwy centreline. Powerlines to 1831 aprx 0.2 NM past departure end of rwy, 320' LEFT of rwy centreline. Antenna tower to 1842 ASL aprx 0.2 NM past departure end of rwy, 590' RIGHT of rwy centreline. Trees to 1906 ASL aprx 0.3 NM past departure end of rwy, 940' LEFT of rwy centreline.

**Rwy 31** - ½

**Note:** Trees to 1815 ASL abeam departure end of rwy, 400' LEFT of rwy centreline. Building to 1796 ASL aprx 0.1 NM past departure end of rwy, 600' RIGHT of rwy centreline.

TAKE-OFF MINIMA

Rwys 13; 31: *

SCALE IN FEET

1000 0 1000

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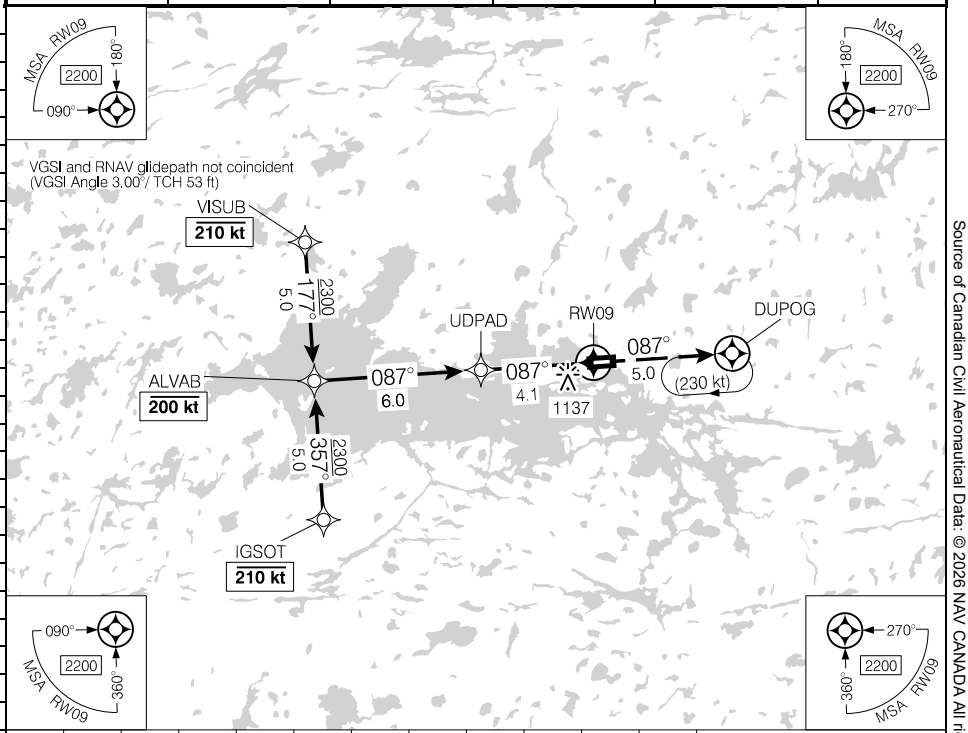
RED SUCKER LAKE, MB

# RNAV (GNSS) RWY 09

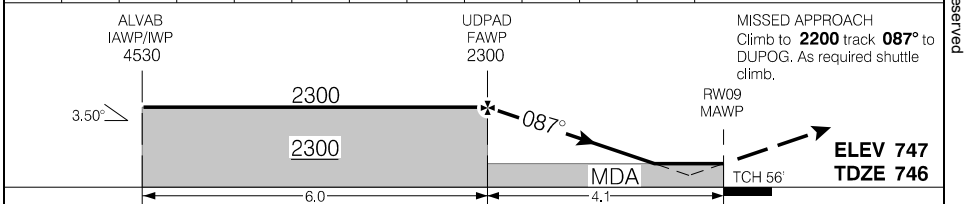
541003N 0933327W VAR 1°W

CYRS

| | | | | |
|---|---|---|---|---|
| AUTO – **122.07** | | ◕ UNICOM – **122.8** (AU) ATF | | ARCAL 122.8(K) |
| SAFE ALT 100 NM **2600** | WAAS **Ch 80840** W09A | APCH CRS **087°** | MIN ALT UDPAD **2300** | LDA **3552** |




| | | 10.1 | 9 | 8 | 7 | 6 | 5 | **4.1** | 3 | 2 | 1.2 | DIST FROM RW09 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 4530 | 4140 | 3770 | 3390 | 3020 | 2650 | **2300** | 1910 | 1540 | 1240 | ALT (3.50° APCH PATH) |




RASS: When using CYIV add **120°**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1237** | (500) | 1½ | |
| LNAV | **1240** | (503) | 1½ | |

| Knots | ft/min | Min:Sec |
|---|---|---|
| 70 | 430 | |
| 90 | 560 | |
| 110 | 680 | |
| 130 | 800 | |
| 150 | 930 | |

# RNAV (GNSS) RWY 09

CYRS

EFF 12 JUN 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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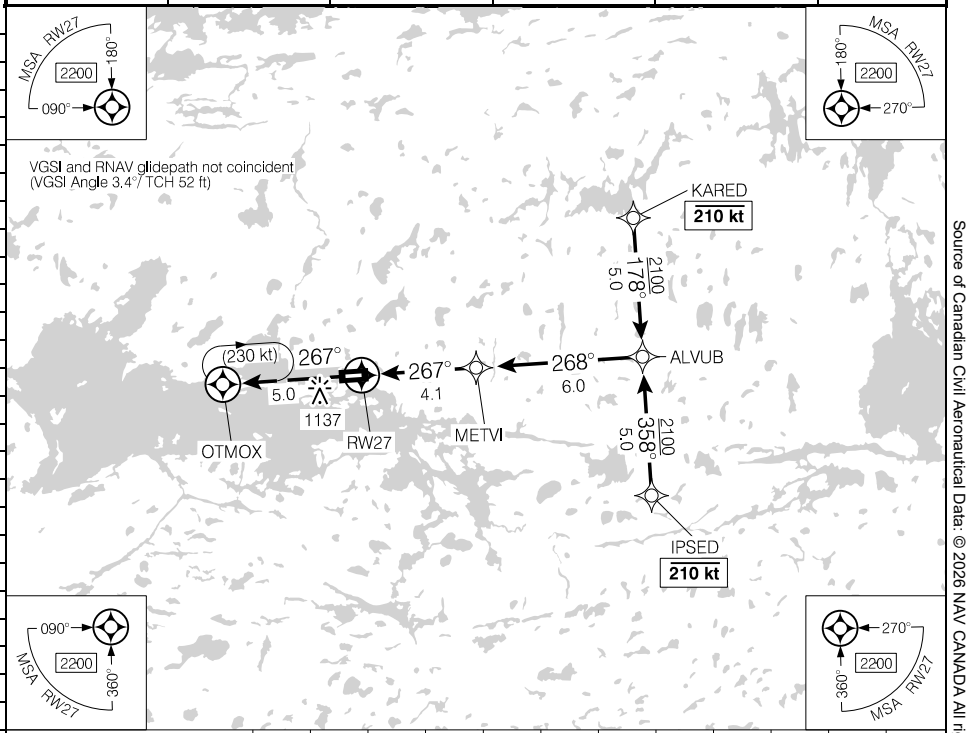
RED SUCKER LAKE, MB

# RNAV (GNSS) RWY 27

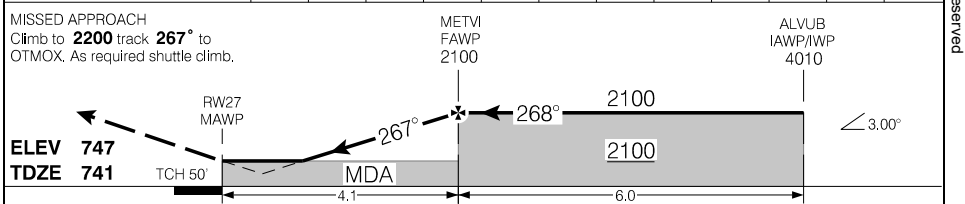
541003N 0933327W VAR 1°W

CYRS

| | | | | | |
|---|---|---|---|---|---|
| AUTO – **122.07** | | ◕ UNICOM – **122.8** (AU) ATF | | | ARCAL 122.8(K) (P2) 3.4° |
| SAFE ALT 100 NM **2600** | WAAS **Ch 80144** W27A | APCH CRS **267°** | MIN ALT METVI **2100** | LDA **3552** | |




| DIST FROM RW27 | 1.4 | 2 | 3 | **4.1** | 5 | 6 | 7 | 8 | 9 | 10.1 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 1240 | 1430 | 1750 | **2100** | 2380 | 2700 | 3020 | 3340 | 3660 | 4010 | | |




RASS: When using CYIV add **120°**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1240** | (500) | 1¾ | |
| LNAV | **1240** | (500) | 1½ | |

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

RNAV (GNSS) RWY 27 CYRS

EFF 12 JUN 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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RED SUCKER LAKE, MB

# AERODROME CHART

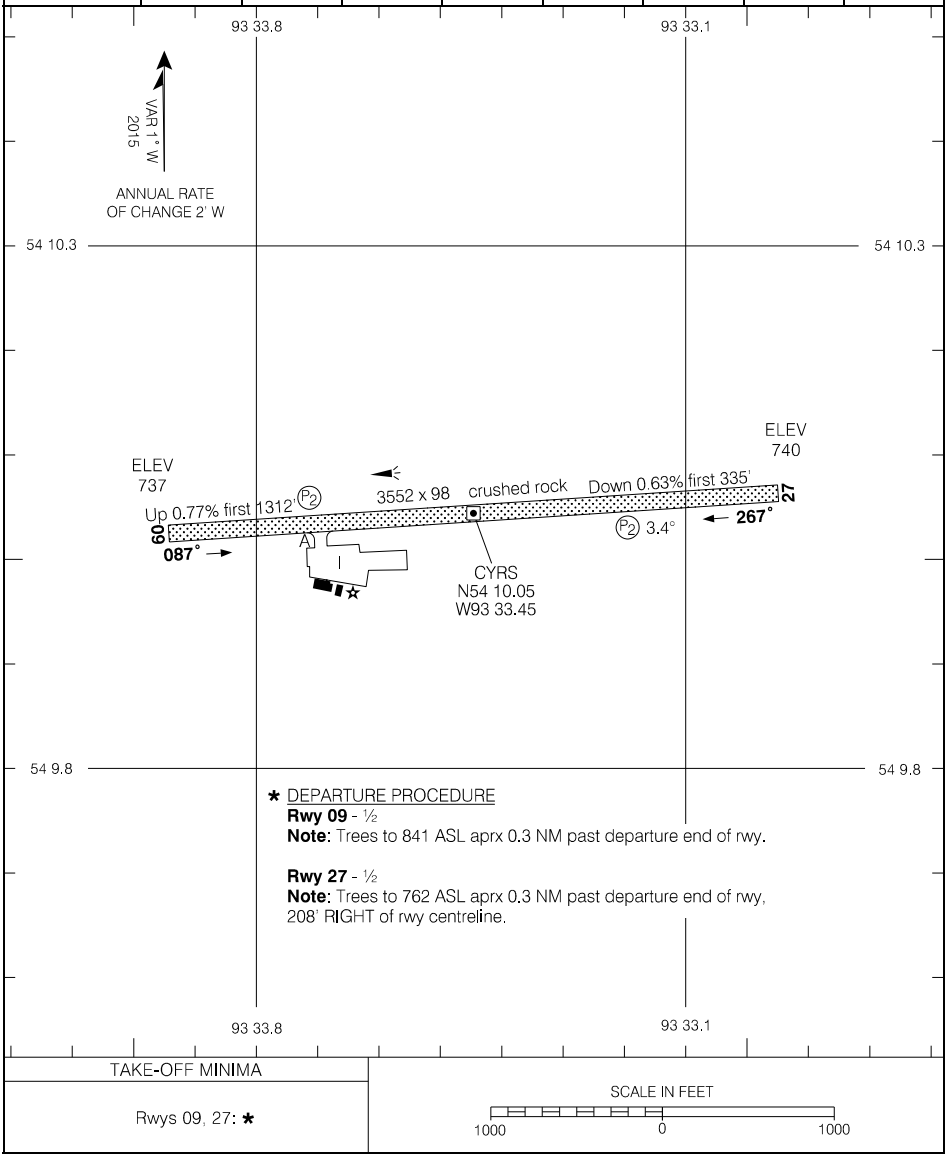
CYRS

AUTO – **122.07**

UNICOM – **122.8** (AU)

ATF

| DECL DISTS | 09 | 27 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 3552 | 3552 | | | | | | |
| TODA | 5328 | 5328 | | | | | | |
| ASDA | 3552 | 3552 | | | | | | |
| LDA | 3552 | 3552 | | | | | | |




| TAKE-OFF MINIMA |
|---|
| Rwys 09, 27: * |

SCALE IN FEET

1000 0 1000

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# AERODROME CHART

CYRS

EFF 12 JUN 25



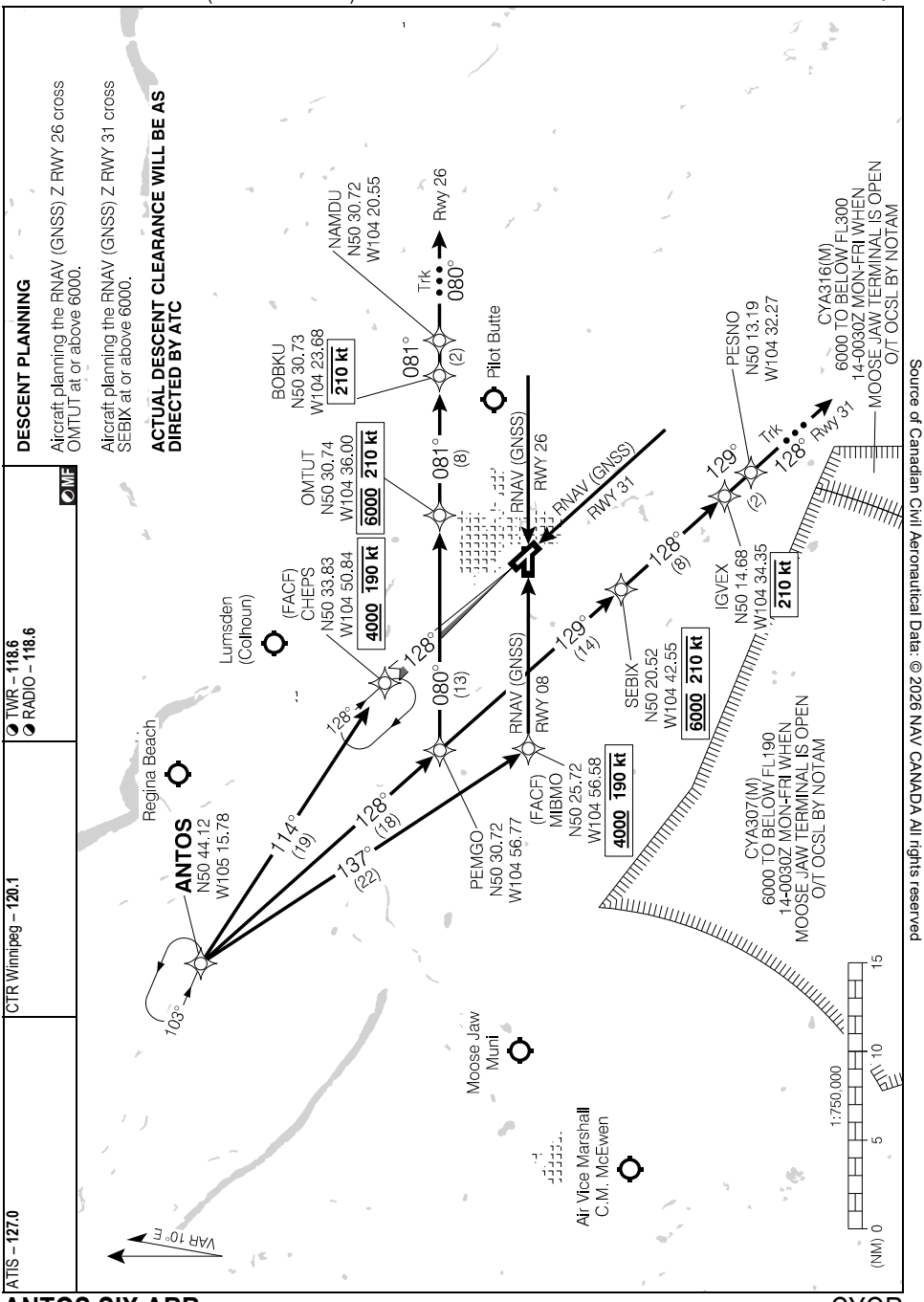
Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

STAR (RNAV)

# ANTOS SIX ARR (ANTOS.ANTOS6)

REGINA INTL, SK

CYQR

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ANTOS SIX ARR (ANTOS.ANTOS6)

EFF 25 JAN 24

CYQR



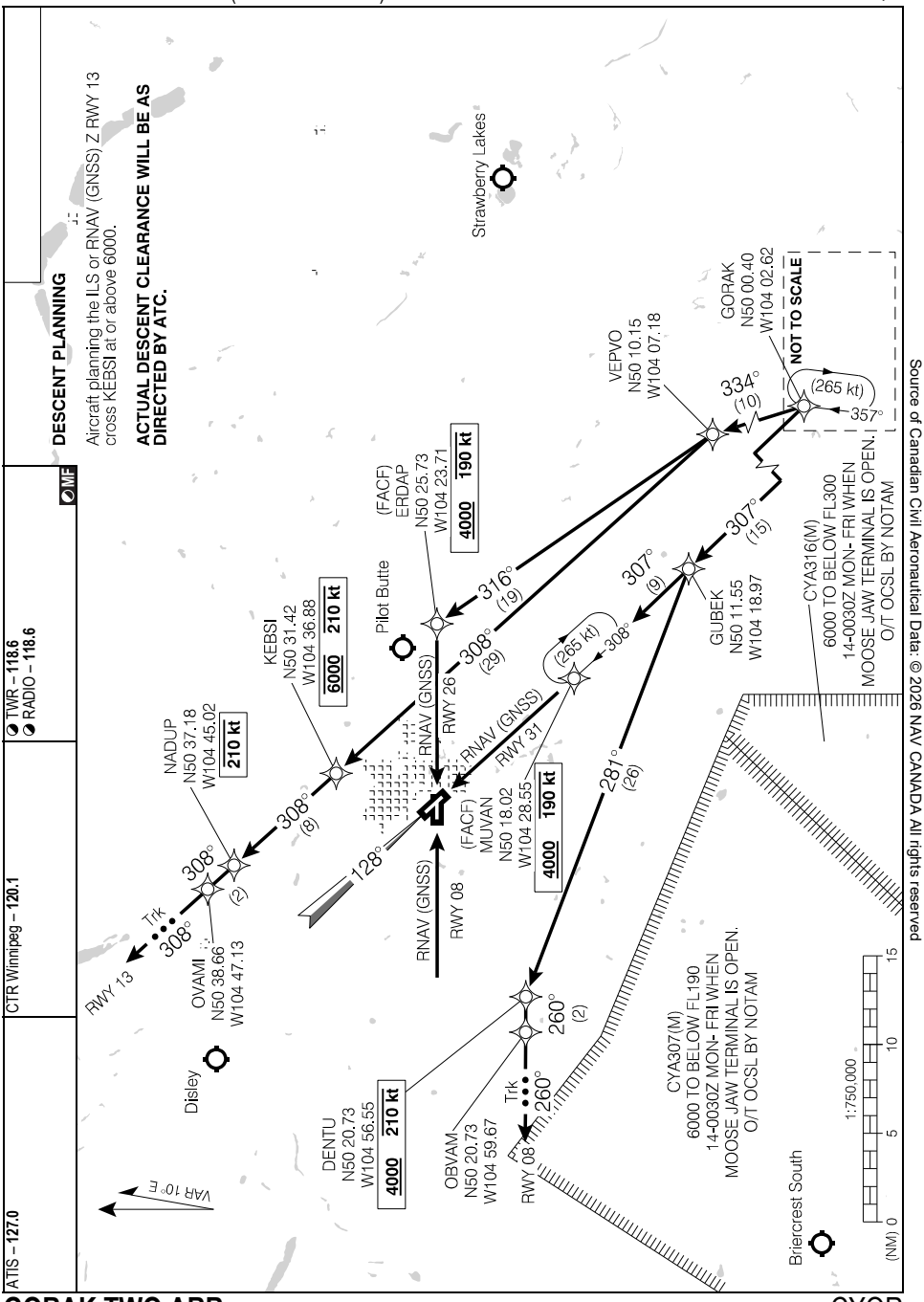
Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

STAR (RNAV)

# GORAK TWO ARR (GORAK.GORAK2)

REGINA INTL, SK

CYQR

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GORAK TWO ARR (GORAK.GORAK2)

EFF 24 MAR 22

CYQR



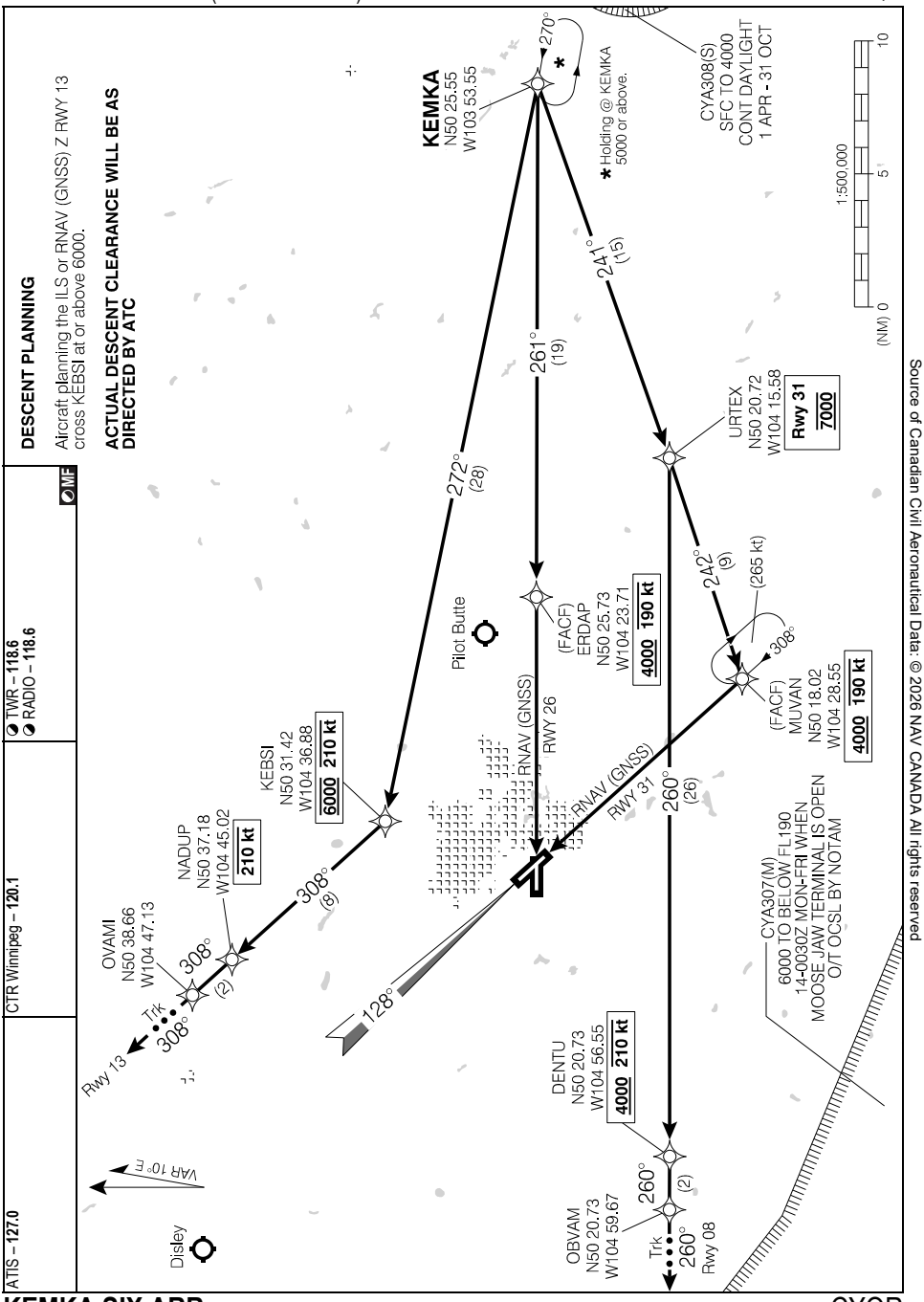
Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

STAR (RNAV)

# KEMKA SIX ARR (KEMKA.KEMKA6)

REGINA INTL, SK

CYQR

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KEMKA SIX ARR (KEMKA.KEMKA6)

EFF 24 MAR 22

CYQR



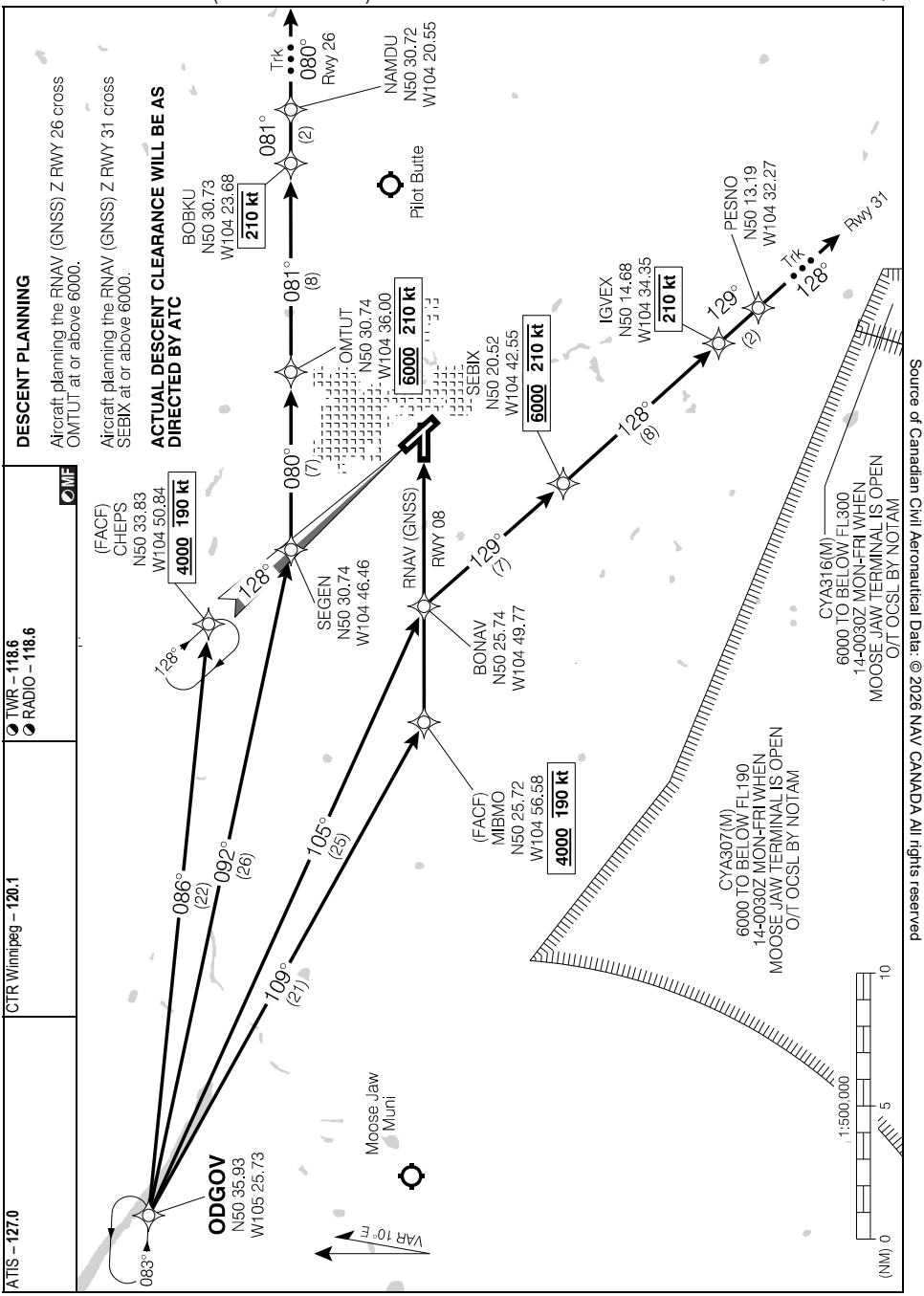
Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

STAR (RNAV)

# ODGOV SIX ARR (ODGOV.ODGOV6)

REGINA INTL, SK

CYQR

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ODGOV SIX ARR (ODGOV.ODGOV6)

EFF 17 APR 25

CYQR



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

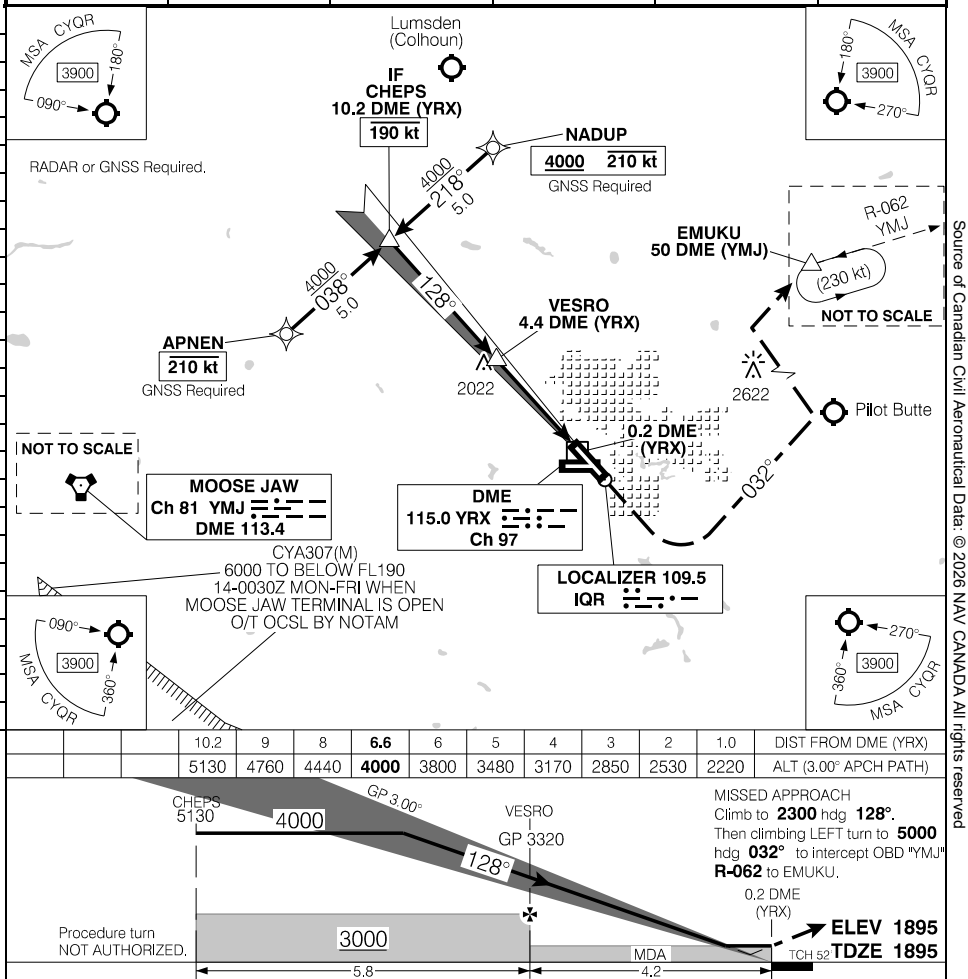
REGINA INTL, SK

# ILS RWY 13

502556N 1043958W VAR 10°E

CYQR

| ATIS – **127.0** | CTR Winnipeg – **120.1** | TWR – **118.6**<br>RADIO – **118.6**<br>MF | GND – **121.9** | |
|---|---|---|---|---|
| SAFE ALT 100 NM<br>**4800** | LOC<br>IQR<br>**109.5** | APCH<br>CRS<br>**128°** | GP<br>VESRO<br>**3320** | LDA<br>**7901** |




| | 10.2 | 9 | 8 | **6.6** | 6 | 5 | 4 | 3 | 2 | 1.0 | DIST FROM DME (YRX) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5130 | 4760 | 4440 | **4000** | 3800 | 3480 | 3170 | 2850 | 2530 | 2220 | ALT (3.00° APCH PATH) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| ILS/DME | **2095** (200) ½ RVR 26 | | | |
| LOC/DME | **2220** (325) 1 RVR 50 | | | |
| C CIRCLING | **2360** (465) 1½ | **2440** (545) 1½ | **2520** (625) 2 | |

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

# ILS RWY 13

CYQR

EFF 7 AUG 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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REGINA INTL, SK

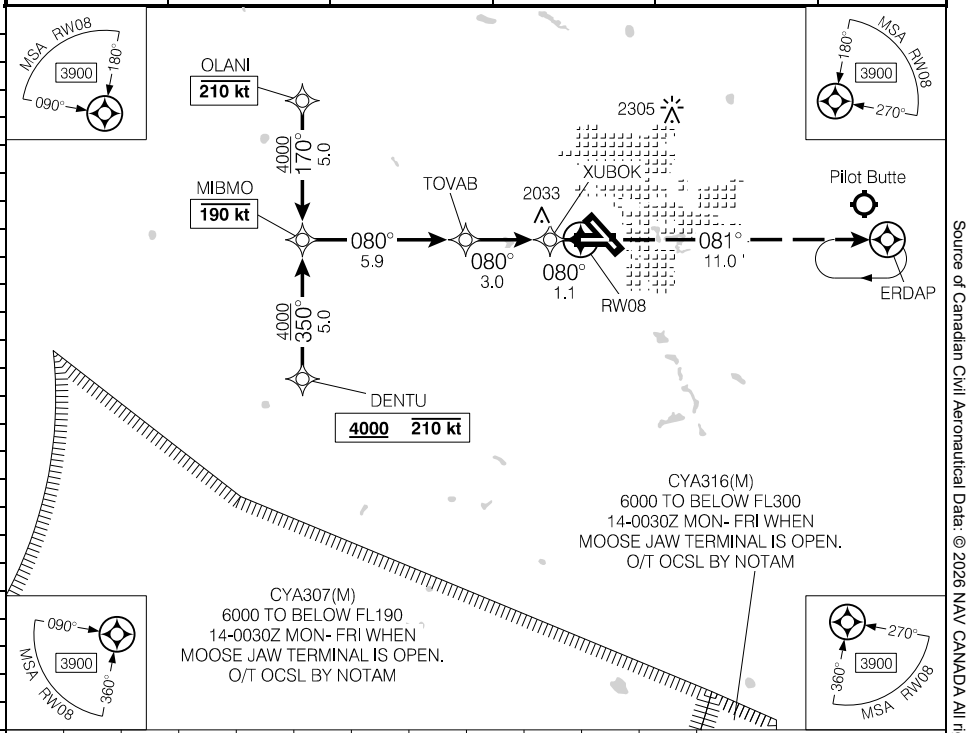
# RNAV (GNSS) Z RWY 08

502556N 1043958W VAR 10°E

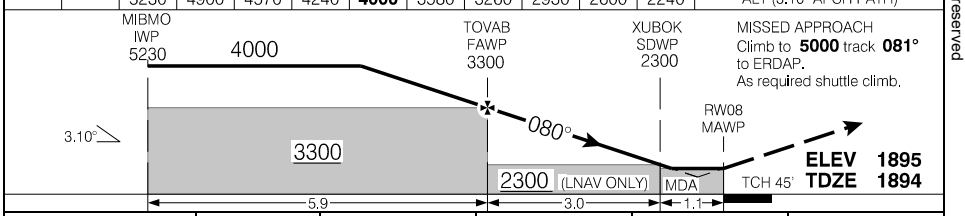
CYQR

| ATIS – **127.0** | CTR Winnipeg – **120.1** | TWR – **118.6**<br>RADIO – **118.6**<br>MF | GND – **121.9** | |
|---|---|---|---|---|

| SAFE ALT 100 NM | WAAS | APCH CRS | MIN ALT TOVAB | LDA |
|---|---|---|---|---|
| **4800** | **Ch 80583**<br>W08A | **080°** | **3300** | **6200** |




| | 10 | 9 | 8 | 7 | **6.3** | 5 | 4 | 3 | 2 | 0.9 | DIST FROM RW08 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5230 | 4900 | 4570 | 4240 | **4000** | 3580 | 3260 | 2930 | 2600 | 2240 | ALT (3.10° APCH PATH) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2144** | (250) | 1 | |
| LNAV/VNAV (min. -27°C, max. 45°C) | **2144** | (250) | 1 | |
| LNAV | **2240** | (346) | 1 | |

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

# RNAV (GNSS) Z RWY 08

CYQR

EFF 19 MAY 22



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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REGINA INTL, SK

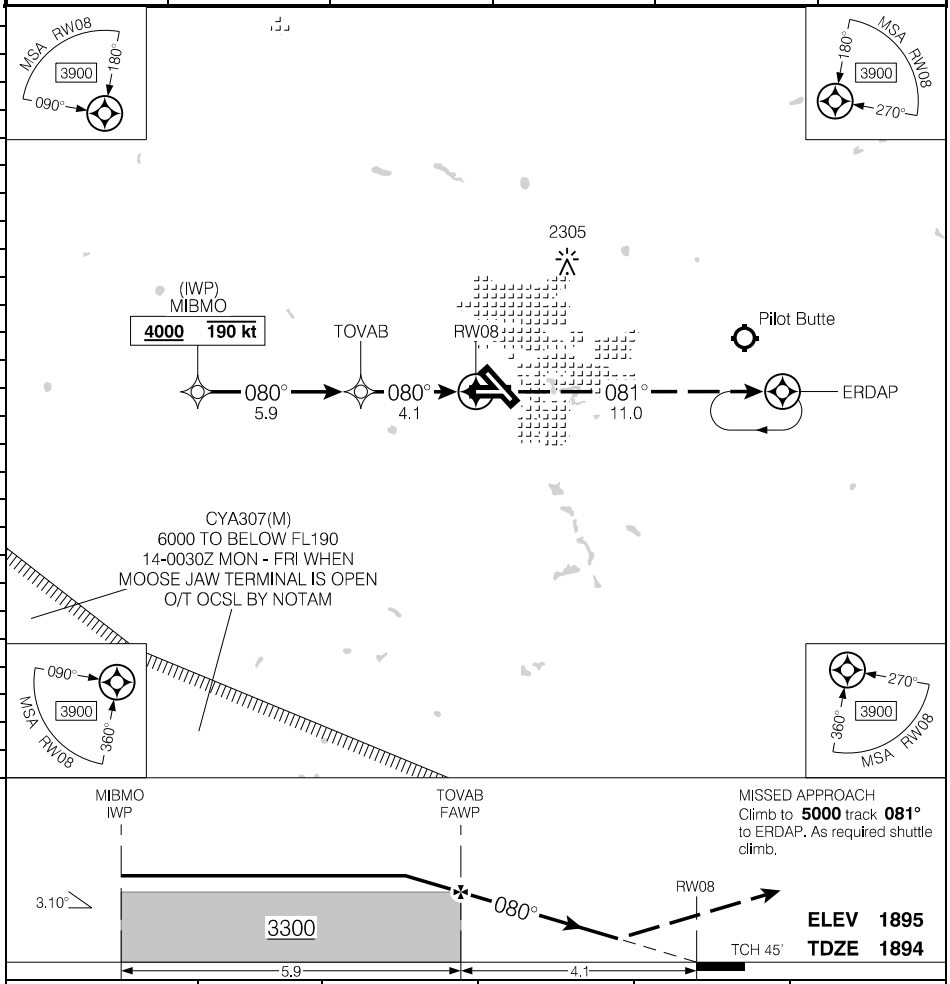
# RNAV (RNP) Y RWY 08

502556N 1043958W VAR 10°E

CYQR

| ATIS – **127.0** | CTR Winnipeg – **120.1** | TWR – **118.6**<br>RADIO – **118.6**<br>MF | GND – **121.9** | P2<br>AO |
|---|---|---|---|---|

| SAFE ALT 100 NM | RNAV | APCH CRS | MIN ALT TOVAB | LDA |
|---|---|---|---|---|
| **4800** | | **080°** | **3300** | **6200** |







| | CATEGORY | A | B | C | D |
|---|---|---|---|---|---|
| | **RNP 0.10** | **2189** | (295) | 1 | |
| **AUTHORIZATION REQUIRED**<br>(min. -27° C)<br>(max. 45° C) | **RNP 0.30** | **2250** | (356) | 1¼ | |
| | | | | | |
| | | | | | |

# RNAV (RNP) Y RWY 08

CYQR

EFF 24 MAR 22



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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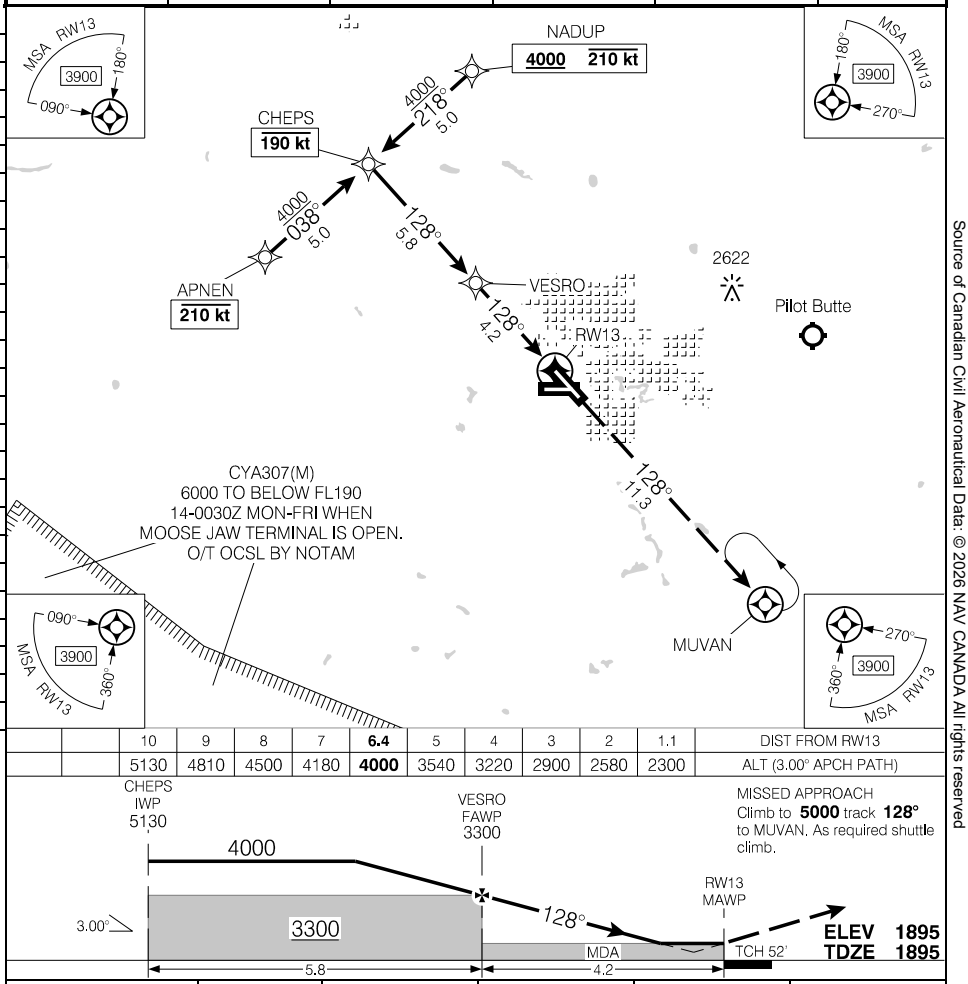
REGINA INTL, SK

# RNAV (GNSS) Z RWY 13

502556N 1043958W VAR 10°E

CYQR

| ATIS – **127.0** | CTR Winnipeg – **120.1** | TWR – **118.6**<br>RADIO – **118.6**<br>MF | GND – **121.9** | |
|---|---|---|---|---|
| SAFE ALT 100 NM<br>**4800** | WAAS<br>**Ch 80130**<br>W13A | APCH<br>CRS<br>**128°** | MIN ALT<br>VESRO<br>**3300** | LDA<br>**7901** |




| | | 10 | 9 | 8 | 7 | 6.4 | 5 | 4 | 3 | 2 | 1.1 | DIST FROM RW13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 5130 | 4810 | 4500 | 4180 | **4000** | 3540 | 3220 | 2900 | 2580 | 2300 | ALT (3.00° APCH PATH) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2095** | (200) | ½ RVR 26 | |
| LNAV/VNAV (min. -22°C, max. 54°C) | **2224** | (329) | 1 RVR 50 | |
| LNAV | **2300** | (405) | 1 RVR 50 | |

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

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Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

REGINA INTL, SK

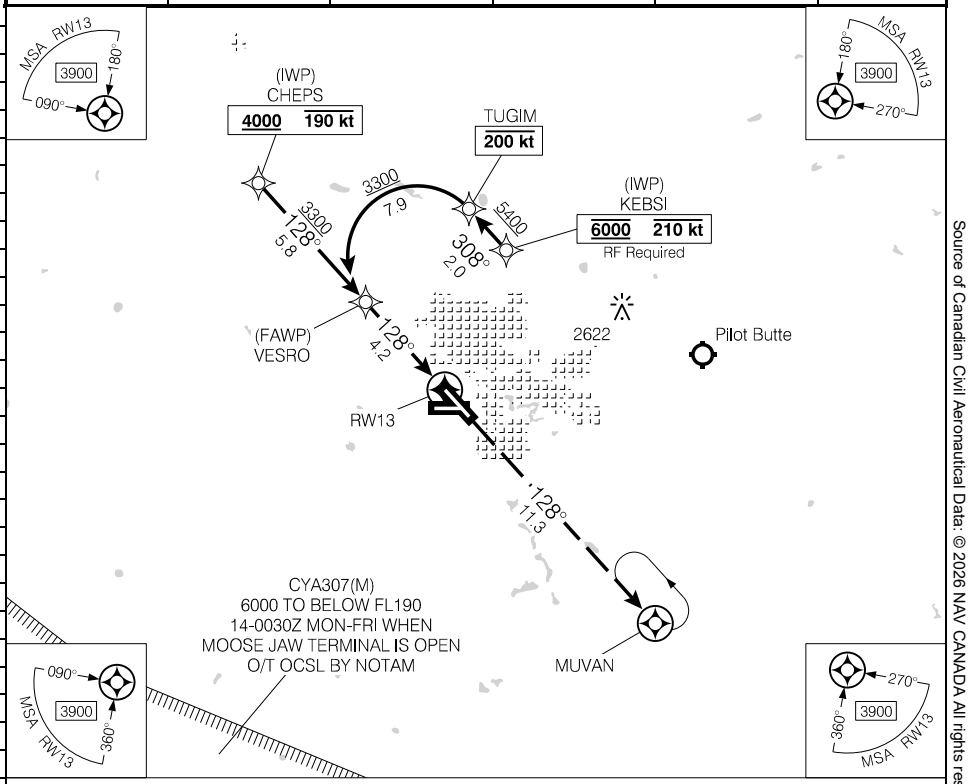
# RNAV (RNP) Y RWY 13

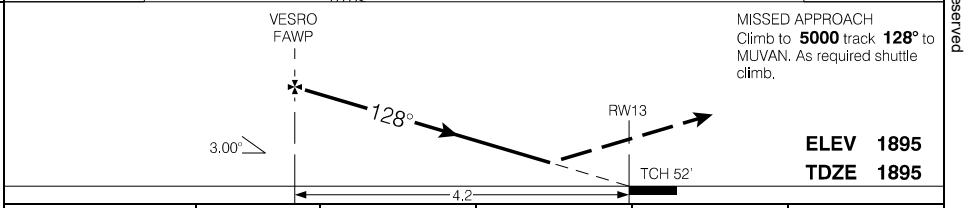
502556N 1043958W VAR 10°E

CYQR

| ATIS – **127.0** | CTR Winnipeg – **120.1** | TWR – **118.6**<br>RADIO – **118.6**<br>MF | GND – **121.9** | AN |
|---|---|---|---|---|

| SAFE ALT 100 NM | RNAV | APCH CRS | MIN ALT VESRO | LDA |
|---|---|---|---|---|
| **4800** | | **128°** | **3300** | **7901** |




| | CATEGORY | A | B | C | D |
|---|---|---|---|---|---|
| | **RNP 0.15** | **2250** | (355) | 1 RVR 50 | |
| **AUTHORIZATION REQUIRED**<br>(min. -22° C)<br>(max. 54° C) | **RNP 0.30** | **2308** | (413) | 1 RVR 50 | |
| | | | | | |
| | | | | | |

# RNAV (RNP) Y RWY 13

CYQR

EFF 30 NOV 23



Canada Air Pilot
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REGINA INTL, SK

# RNAV (GNSS) Z RWY 26

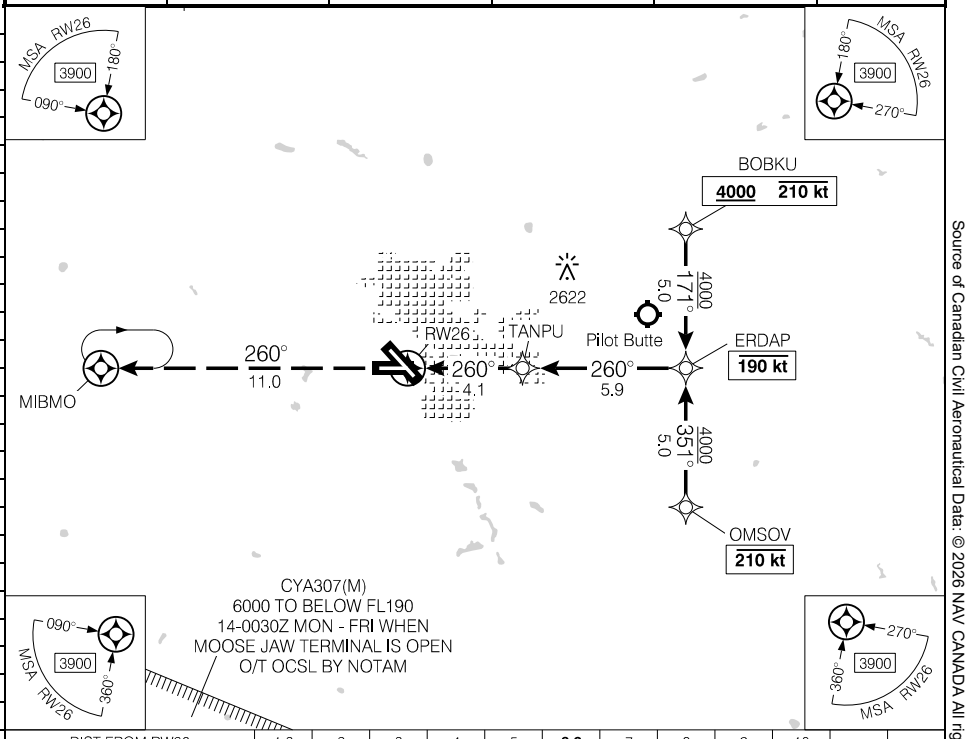
502556N 1043958W VAR 10°E

CYQR

| ATIS – **127.0** | CTR Winnipeg – **120.1** | TWR – **118.6**<br>RADIO – **118.6**<br>MF | GND – **121.9** | |
|---|---|---|---|---|

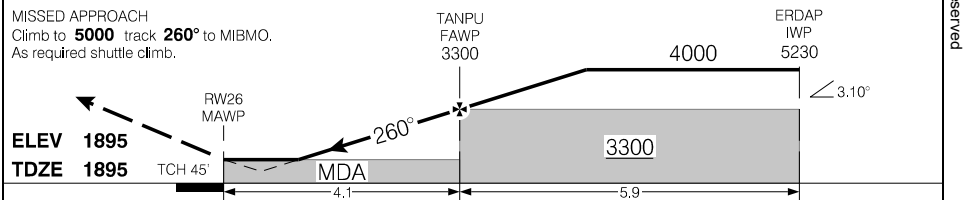
| SAFE ALT 100 NM | WAAS | APCH CRS | MIN ALT TANPU | LDA |
|---|---|---|---|---|
| **4800** | **Ch 80584**<br>W26A | **260°** | **3300** | **6200** |

P2 AO




| DIST FROM RW26 | 1.3 | 2 | 3 | 4 | 5 | **6.3** | 7 | 8 | 9 | 10 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.10° APCH PATH) | 2380 | 2600 | 2930 | 3260 | 3590 | **4000** | 4240 | 4570 | 4900 | 5230 | | |

MISSED APPROACH
Climb to **5000** track **260°** to MIBMO.
As required shuttle climb.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2145** | (250) | 1 | |
| LNAV/VNAV (min. -27°C, max. 45°C) | **2172** | (277) | 1 | |
| LNAV | **2380** | (485) | 1½ | |

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

RNAV (GNSS) Z RWY 26 CYQR

EFF 30 NOV 23



Canada Air Pilot
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REGINA INTL, SK

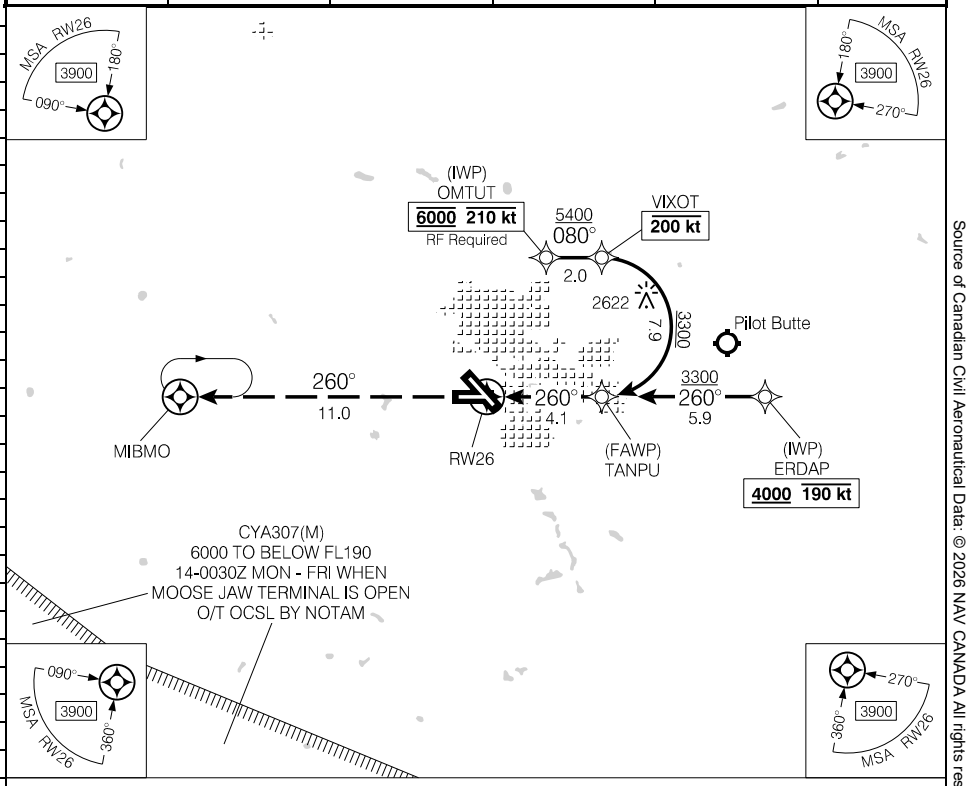
# RNAV (RNP) Y RWY 26

502556N 1043958W VAR 10°E

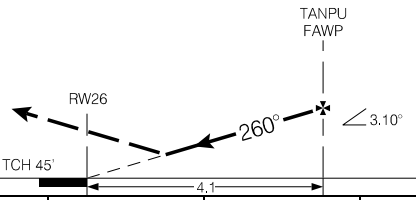
CYQR

| ATIS – **127.0** | CTR Winnipeg – **120.1** | TWR – **118.6**<br>RADIO – **118.6**<br>MF | GND – **121.9** | P2<br>AO |
|---|---|---|---|---|

| SAFE ALT 100 NM | RNAV | APCH CRS | MIN ALT TANPU | LDA |
|---|---|---|---|---|
| **4800** | | **260°** | **3300** | **6200** |




MISSED APPROACH
Climb to **5000** track **260°** to MIBMO.
As required shuttle climb




**ELEV 1895**
**TDZE 1895**

| | CATEGORY | A | B | C | D |
|---|---|---|---|---|---|
| | **RNP 0.15** | **2255** | (360) | 1¼ | |
| **AUTHORIZATION REQUIRED**<br>(min. -27° C)<br>(max. 45° C) | **RNP 0.30** | **2366** | (471) | 1½ | |
| | | | | | |
| | | | | | |

RNAV (RNP) Y RWY 26 CYQR

EFF 30 NOV 23



Canada Air Pilot
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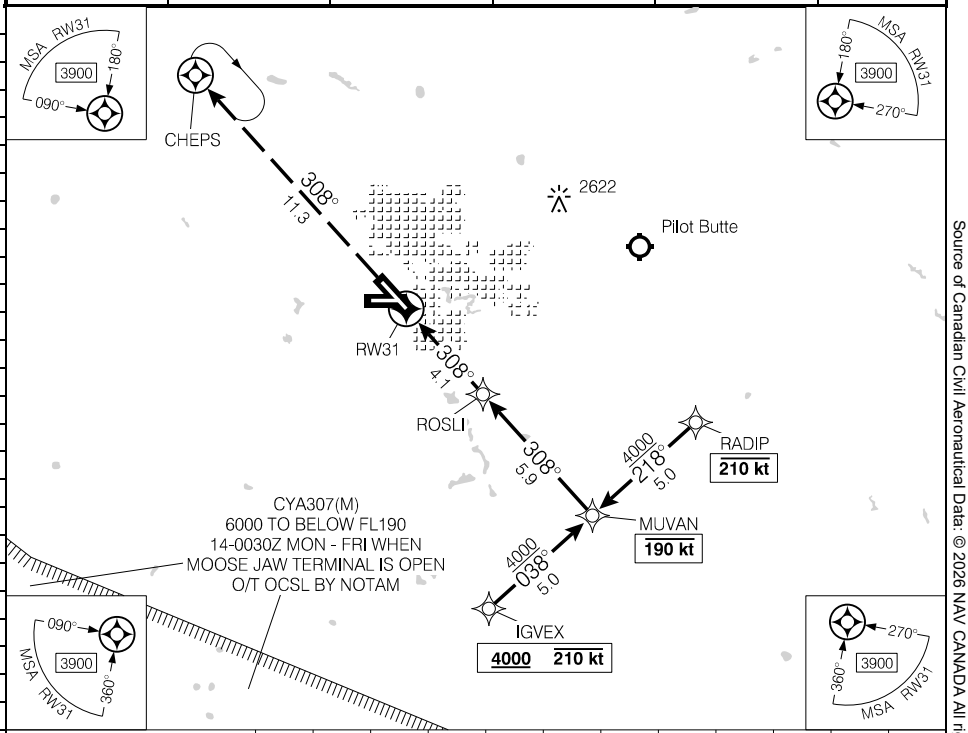
REGINA INTL, SK

# RNAV (GNSS) Z RWY 31

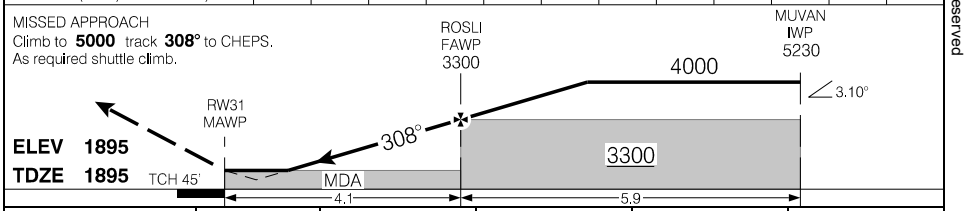
502556N 1043958W VAR 10°E

CYQR

| ATIS – **127.0** | CTR Winnipeg – **120.1** | TWR – **118.6**<br>RADIO – **118.6**<br>MF | GND – **121.9** | |
|---|---|---|---|---|
| SAFE ALT 100 NM<br>**4800** | WAAS<br>**Ch 80131**<br>W31A | APCH<br>CRS<br>**308°** | MIN ALT<br>ROSLI<br>**3300** | LDA<br>**7901** |




| DIST FROM RW31 | 1.1 | 2 | 3 | 4 | 5 | **6.3** | 7 | 8 | 9 | 10 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.10°) APCH PATH) | 2300 | 2600 | 2930 | 3260 | 3590 | **4000** | 4240 | 4570 | 4900 | 5230 | | |




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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2145** | (250) | 1 | |
| LNAV/VNAV (min. -27°C, max. 45°C) | **2211** | (316) | 1 | |
| LNAV | **2300** | (405) | 1 | |

# RNAV (GNSS) Z RWY 31

CYQR

EFF 11 JUL 24



Canada Air Pilot
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REGINA INTL, SK

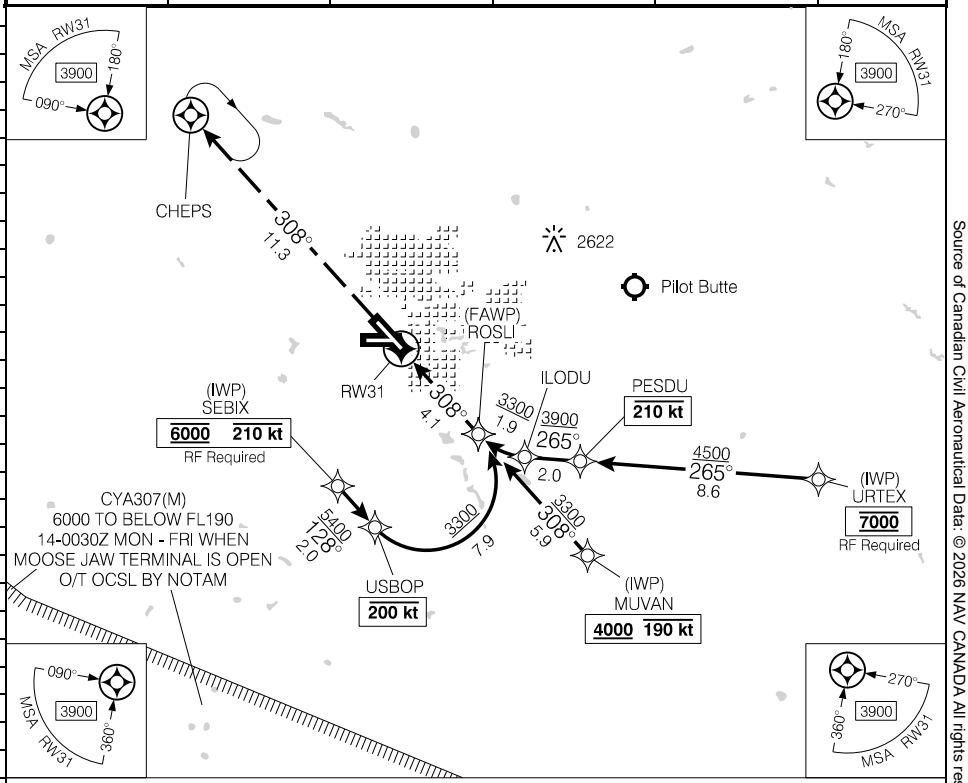
# RNAV (RNP) Y RWY 31

502556N 1043958W VAR 10°E

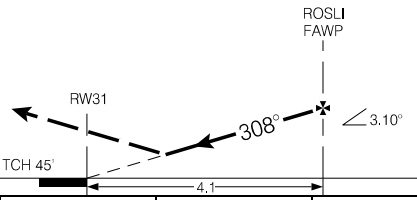
CYQR

| ATIS – **127.0** | CTR Winnipeg – **120.1** | TWR – **118.6**<br>RADIO – **118.6**<br>MF | GND – **121.9** | |
|---|---|---|---|---|

| SAFE ALT 100 NM | RNAV | APCH CRS | MIN ALT ROSLI | LDA |
|---|---|---|---|---|
| **4800** | | **308°** | **3300** | **7901** |




MISSED APPROACH
Climb to **5000** track **308°** to CHEPS.
As required shuttle climb.




**ELEV 1895**
**TDZE 1895**

| | CATEGORY | A | B | C | D |
|---|---|---|---|---|---|
| | **RNP 0.15** | **2254** | (359) | 1 | |
| **AUTHORIZATION REQUIRED** (min. -27° C) (max. 45° C) | **RNP 0.30** | **2318** | (423) | 1 | |
| | | | | | |
| | | | | | |

RNAV (RNP) Y RWY 31 CYQR

EFF 11 JUL 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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## Departure Route Description

**All rwys:** Maintain **5000** or flight planned altitude, whichever is lower. Anticipate radar vectors to filed/assigned route. Expect clearance to flight planned altitude/flight level within 10 minutes after departure.

**Note**: Refer to Noise Abatement Procedures for additional requirements.

**Rwy 08 :** Climb hdg **080°** or as assigned by ATC.

**Rwy 13 :** Climb hdg **128°** or as assigned by ATC.

**Rwy 26 :** Climb hdg **260°** or as assigned by ATC.

**Rwy 31 :** Climb hdg **308°** or as assigned by ATC.

## 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 directly on course;
3. Maintain last assigned altitude until 10 minutes after take-off, then;
4. Climb to flight planned altitude.

**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)

# REGINA TWO DEP (CYQR2.)

REGINA INTL, SK
CYQR




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REGINA TWO DEP (CYQR2.)
CYQR

EFF 29 MAR 18



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

## Turbo Jet

### Departure Procedures

| Rwy | NADP |
|---|---|
| 08, 13, 31 | 1 or 2 |

**Rwys 08 and 13:**
Maximum allowable rate of climb on runway heading to **4000'** ASL before proceeding on course.

**Rwy 26:**
No restrictions.

**Rwy 31:**
On right turn out, climb on runway heading to **4000'** ASL before proceeding on course. Other directions unrestricted.

### All Aircraft

Consistent with safe operating procedures, controllers will assign runways to divert as many departures and arrivals as possible from flight over noise sensitive areas.

During periods when the tower is not in operation, pilots will be expected to use rwy 08 or 13 for landing and rwy 26 or 31 for take-off when operational conditions permit.

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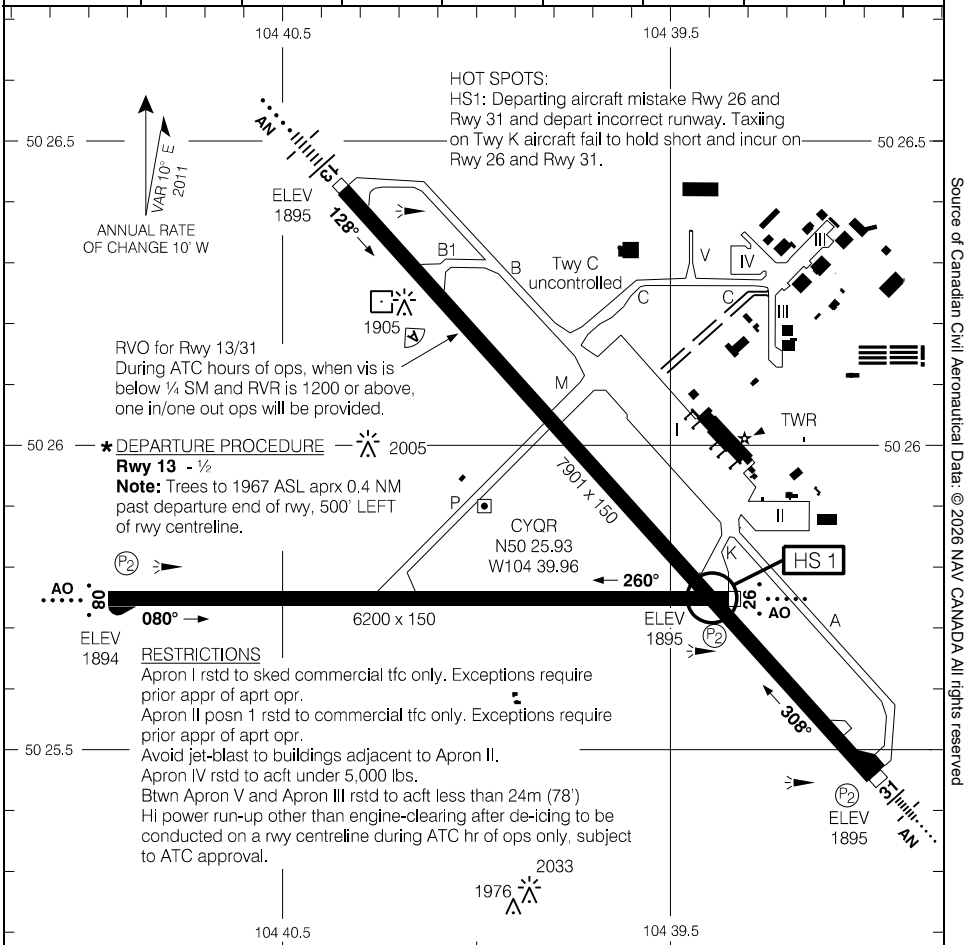
REGINA INTL, SK

# AERODROME CHART — CYQR

| ATIS – **127.0** | GND – **121.9** | TWR – **118.6**<br>RADIO – **118.6**<br>MF | CTR Winnipeg – **120.1**<br>RADIO Edmonton – **123.55** |
|---|---|---|---|

| DECL DISTS | 08 | 26 | 13 | 31 | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 6200 | 6200 | 7901 | 7901 | | | | |
| TODA | 7184 | 7184 | 8885 | 8885 | | | | |
| ASDA | 6200 | 6200 | 7901 | 7901 | | | | |
| LDA | 6200 | 6200 | 7901 | 7901 | | | | |




| RUNWAY LEVEL OF SERVICE | |
|---|---|
| RVO | LVO |
| RWY 13: RVR 1200<br>RWY 31: (¼sm) | NOT AUTHORIZED |

| TAKE-OFF MINIMA | SCALE IN FEET |
|---|---|
| Rwys 08, 26, 31: ½<br>Rwy 13: * | 1000 0 1000 2000 |

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AERODROME CHART — CYQR

EFF 22 JAN 26

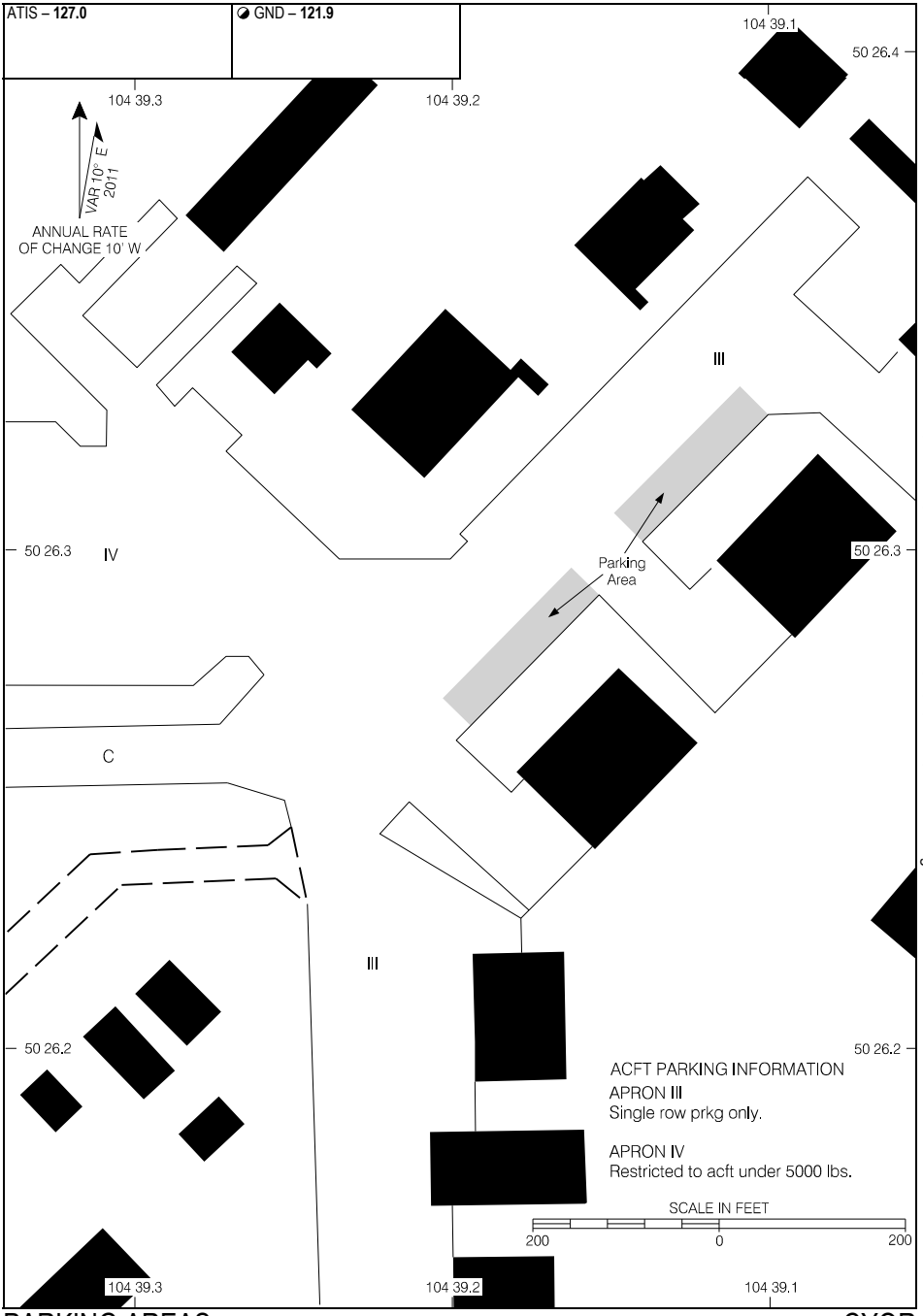


Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

REGINA INTL, SK

# PARKING AREAS

CYQR

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# PARKING AREAS

CYQR

EFF 24 MAR 22

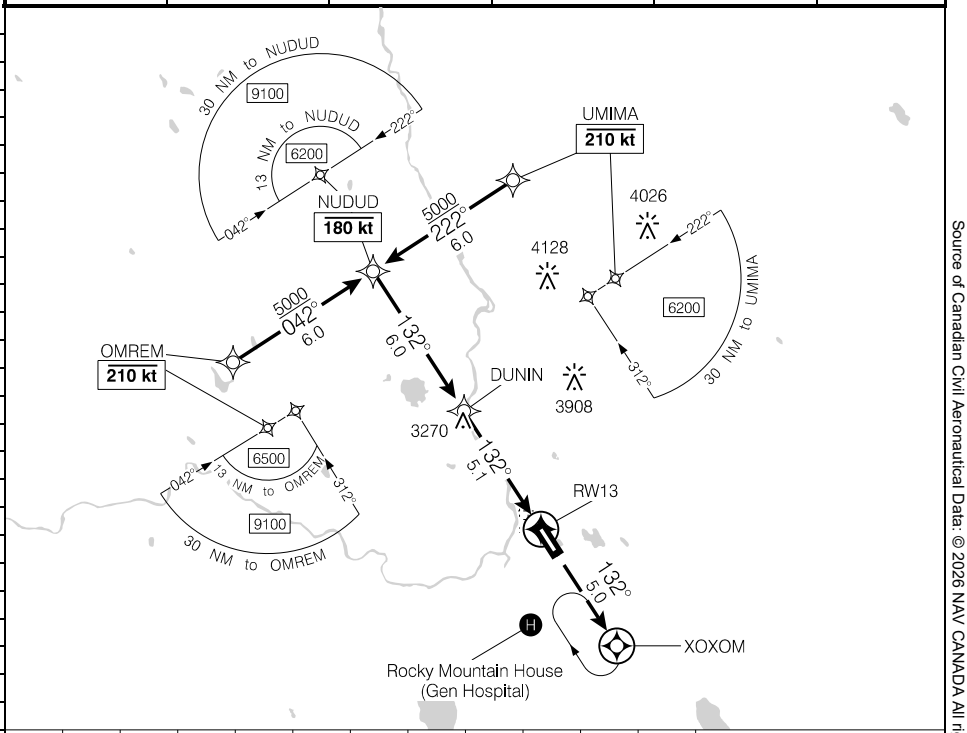
ROCKY MOUNTAIN HOUSE, AB

# RNAV (GNSS) RWY 13

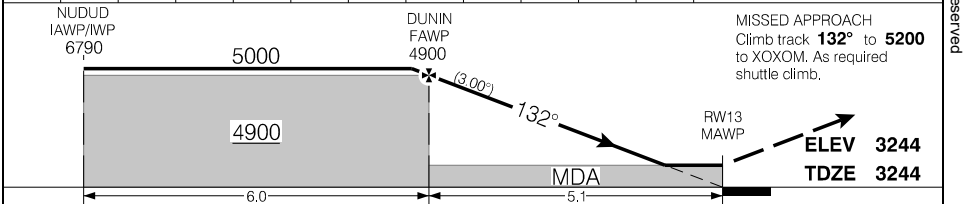
522547N 1145415W VAR 15°E

CYRM

| | | | | |
|---|---|---|---|---|
| AUTO – **131.97** | CTR Edmonton – **134.3** | TFC – **122.8** MF | | ARCAL 122.8(K) V2 |
| SAFE ALT 100 NM **14,200** | RNAV | APCH CRS **132°** | MIN ALT DUNIN **4900** | LDA **5513** |




| (NM) | 11.1 | 10 | 9 | 8 | 7 | 6 | **5.4** | 4 | 3 | 2 | 1.0 | DIST FROM RW13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 6790 | 6450 | 6130 | 5810 | 5500 | 5180 | **5000** | 4540 | 4220 | 3900 | 3580 | ALT (3.00° APCH PATH) |




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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **3580** | (354) | 1¼ | |

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

RNAV (GNSS) RWY 13 CYRM

EFF 23 FEB 23



Canada Air Pilot
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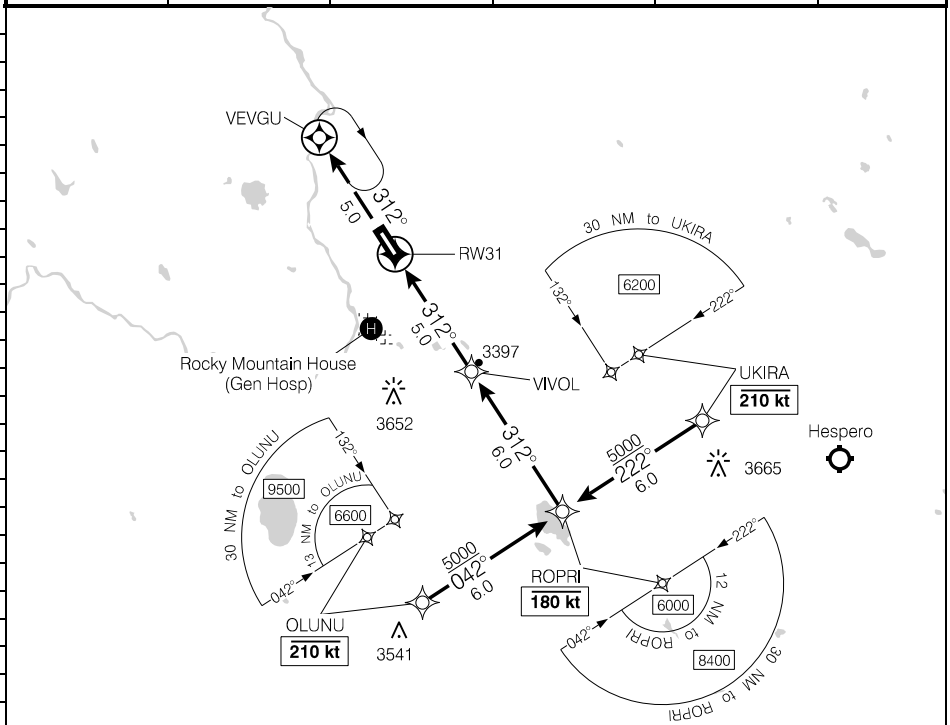
ROCKY MOUNTAIN HOUSE, AB

# RNAV (GNSS) RWY 31

522547N 1145415W VAR 15°E

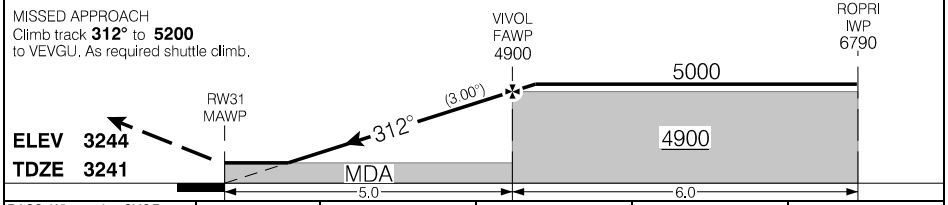
CYRM

| | | | | |
|---|---|---|---|---|
| AUTO – **131.97** | CTR Edmonton – **134.3** | TFC – **122.8** MF | | ARCAL 122.8(K) V2 |
| SAFE ALT 100 NM **14,200** | RNAV | APCH CRS **312°** | MIN ALT VIVOL **4900** | LDA **5513** |




| DIST FROM RW31 | 1.1 | 2 | 3 | 4 | **5.4** | 6 | 7 | 8 | 9 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 3640 | 3910 | 4230 | 4550 | **5000** | 5180 | 5500 | 5820 | 6140 | 6460 | 6790 |

MISSED APPROACH
Climb track **312°** to **5200**
to VEVGU. As required shuttle climb.




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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **3640** | | (406) | 1¼ |

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

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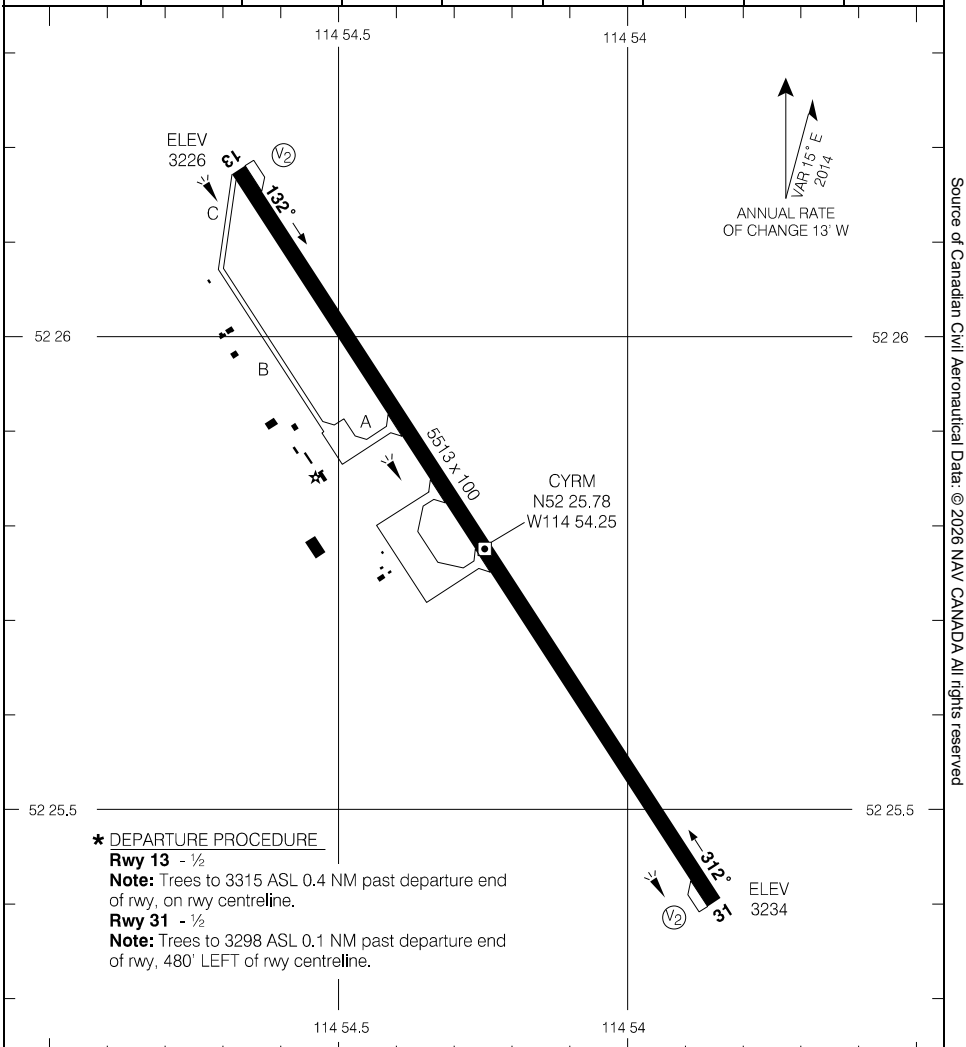
Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

ROCKY MOUNTAIN HOUSE, AB

# AERODROME CHART — CYRM

| AUTO – **131.97** | | TFC – **122.8** | CTR Edmonton – **134.3** MF |
|---|---|---|---|

| DECL DISTS | 13 | 31 |
|---|---|---|
| TORA | 5513 | 5513 |
| TODA | 6303 | 6213 |
| ASDA | 5513 | 5513 |
| LDA | 5513 | 5513 |




* DEPARTURE PROCEDURE

**Rwy 13** - ½
**Note:** Trees to 3315 ASL 0.4 NM past departure end of rwy, on rwy centreline.
**Rwy 31** - ½
**Note:** Trees to 3298 ASL 0.1 NM past departure end of rwy, 480' LEFT of rwy centreline.

| TAKE-OFF MINIMA | SCALE IN FEET |
|---|---|
| Rwys 13; 31: * | 1000 0 1000 2000 |

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# AERODROME CHART — CYRM

EFF 23 FEB 23



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

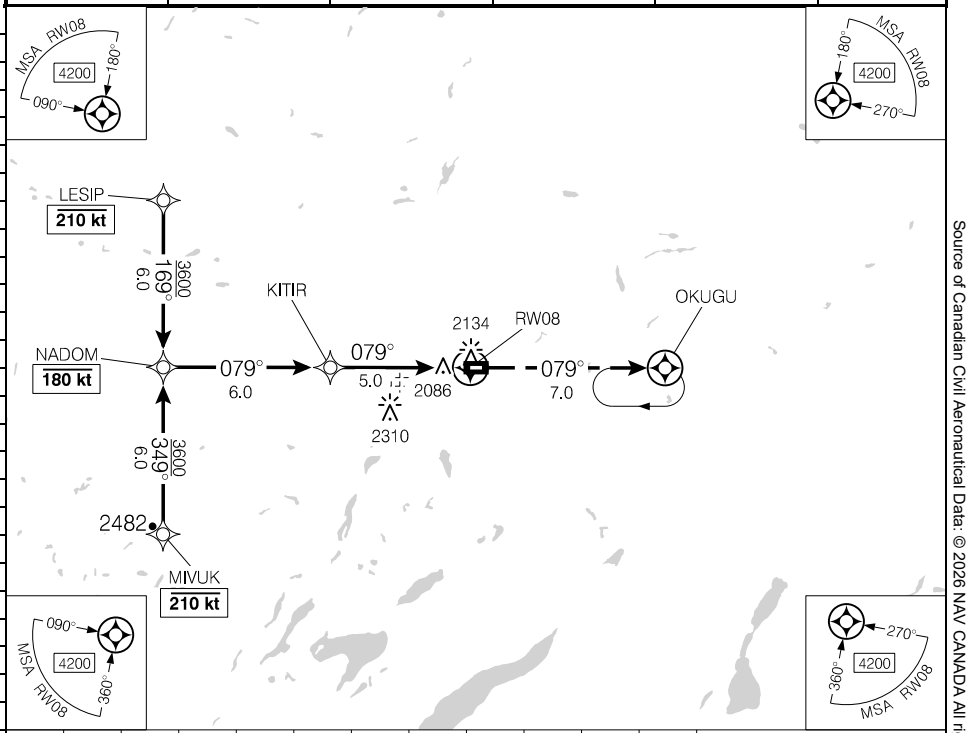
ROSETOWN, SK

# RNAV (GNSS) RWY 08

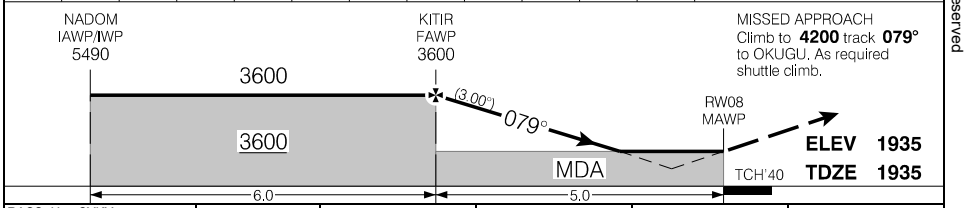
513352N 1075500W VAR 11°E

CJX4

| | | | | | |
|---|---|---|---|---|---|
| | CTR Winnipeg – **134.32** | | | | ARCAL 122.8(J)* |
| | | TFC – **122.8** | | | |
| SAFE ALT 100 NM **4500** | WAAS **Ch 80957** W08A | APCH CRS **079°** | MIN ALT KITIR **3600** | LDA **2529** | |




| | 11 | 10 | 9 | 8 | 7 | 6 | **5.0** | 4 | 3 | 1.8 | | DIST FROM RW08 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5490 | 5160 | 4840 | 4520 | 4200 | 3890 | **3600** | 3250 | 2930 | 2560 | | ALT (3.00° APCH PATH) |




RASS: Use CYKY.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2435** (500) | 1¾ | NOT AUTHORIZED | |
| LNAV | **2560** (625) | 2 | NOT AUTHORIZED | |

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

RNAV (GNSS) RWY 08 CJX4

EFF 24 MAR 22



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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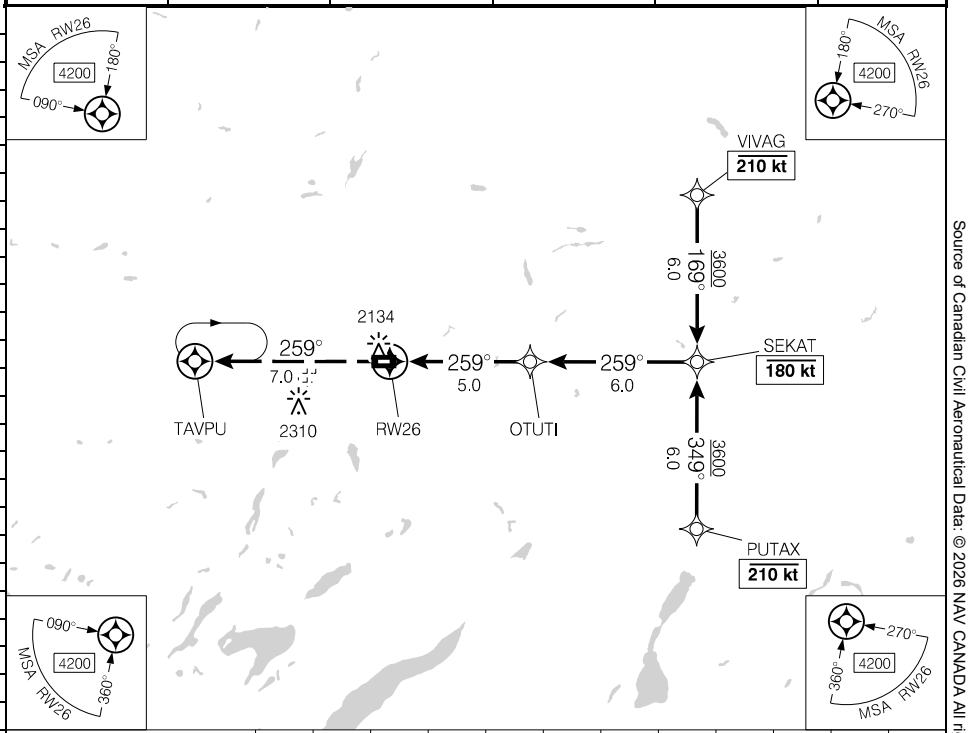
ROSETOWN, SK

# RNAV (GNSS) RWY 26

513352N 1075500W VAR 11°E

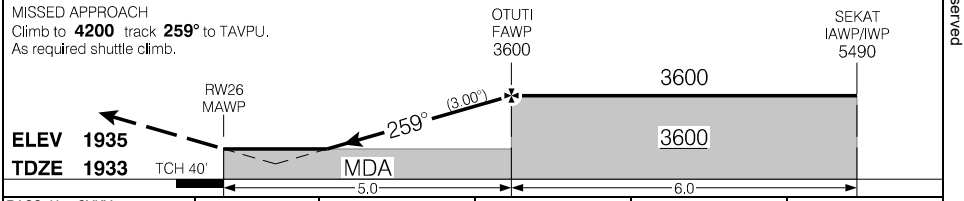
CJX4

| | | | | | |
|---|---|---|---|---|---|
| | CTR Winnipeg – **134.32** | | | | ARCAL 122.8(J)* |
| | | TFC – **122.8** | | | |
| SAFE ALT 100 NM **4500** | WAAS **Ch 80958** W26A | APCH CRS **259°** | MIN ALT OTUTI **3600** | LDA **2529** | |




| DIST FROM RW26 | | 1.8 | 3 | 4 | **5.0** | 6 | 7 | 8 | 9 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | 2560 | 2930 | 3250 | **3600** | 3880 | 4200 | 4520 | 4840 | 5160 | 5490 |

MISSED APPROACH
Climb to **4200** track **259°** to TAVPU.
As required shuttle climb.




RASS: Use CYKY.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2432** | (500) 1¾ | NOT AUTHORIZED | |
| LNAV | **2560** | (628) 2 | NOT AUTHORIZED | |

# RNAV (GNSS) RWY 26

CJX4

EFF 24 MAR 22



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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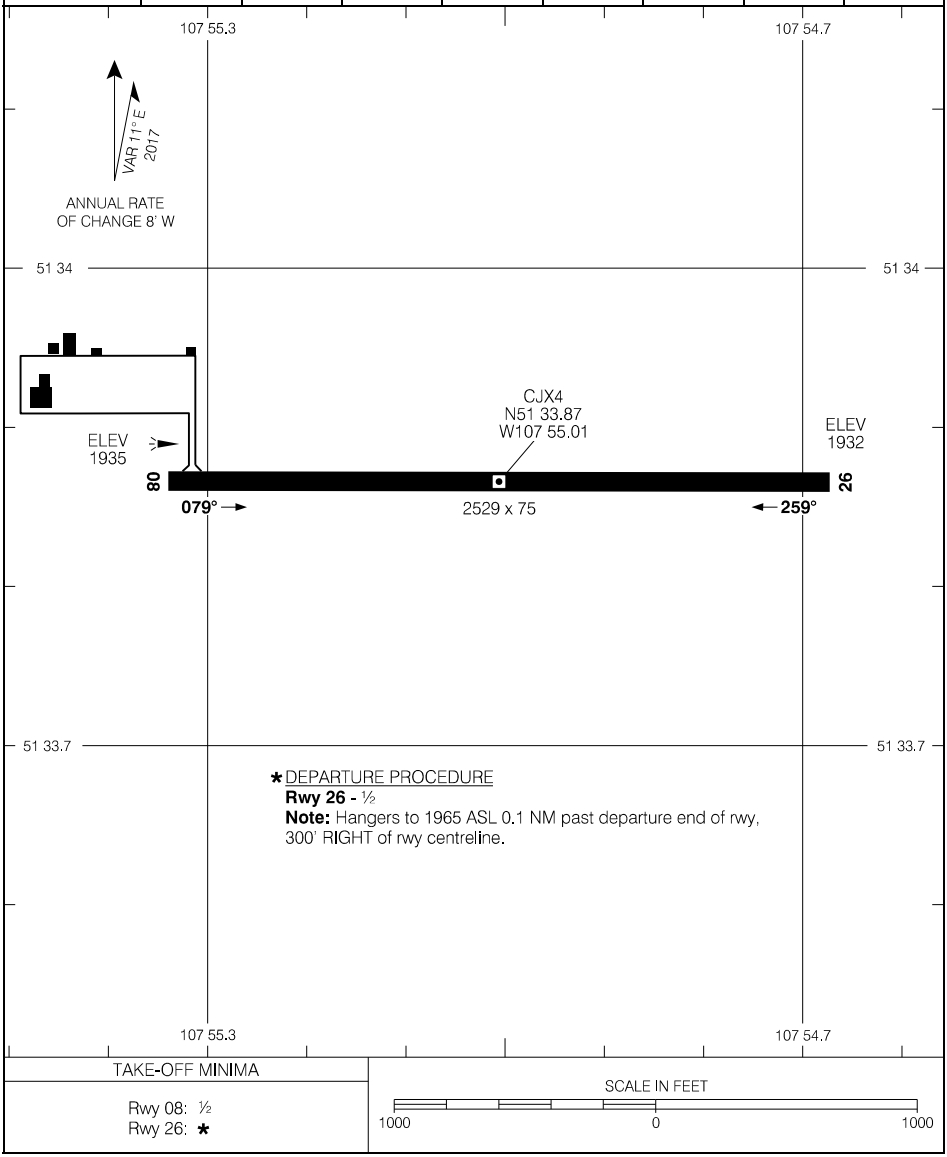
ROSETOWN, SK

# AERODROME CHART

CJX4

| | | CTR Winnipeg – **134.32** |
|---|---|---|
| | TFC – **122.8** | |

| DECL DISTS | 08 | 26 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 2529 | 2529 | | | | | | |
| TODA | 2529 | 2529 | | | | | | |
| ASDA | 2529 | 2529 | | | | | | |
| LDA | 2529 | 2529 | | | | | | |




✱ DEPARTURE PROCEDURE

**Rwy 26 -** ½

**Note:** Hangers to 1965 ASL 0.1 NM past departure end of rwy, 300' RIGHT of rwy centreline.

| TAKE-OFF MINIMA | SCALE IN FEET |
|---|---|
| Rwy 08: ½<br>Rwy 26: ✱ | 1000 0 1000 |

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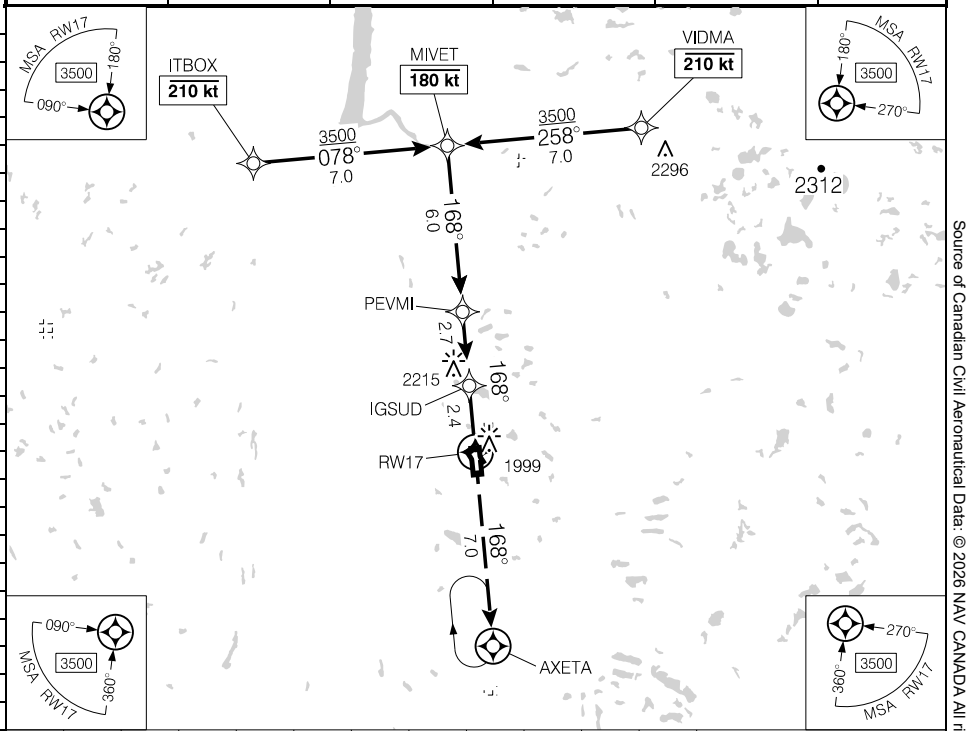
RUSSELL, MB

# RNAV (GNSS) RWY 17

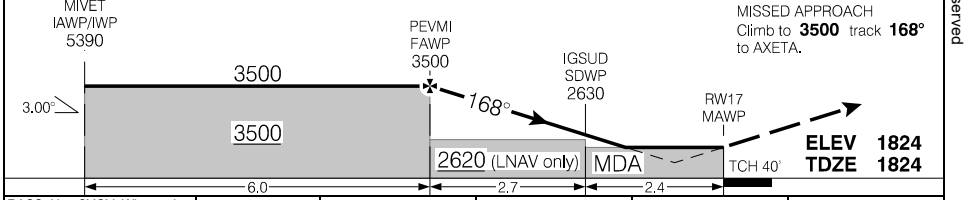
504551N 1011739W VAR 7°E

CJW5

| | | | | | |
|---|---|---|---|---|---|
| | CTR Winnipeg – **132.52** | | UNICOM – **122.8** ATF | | |
| SAFE ALT 100 NM **4700** | WAAS **Ch 80858** W17A | APCH CRS **168°** | MIN ALT PEVMI **3500** | LDA **4003** | |




| | 11.1 | 10 | 9 | 8 | 7 | 6 | **5.1** | 4 | 3 | 1.7 | | DIST FROM RW17 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5390 | 5050 | 4730 | 4410 | 4090 | 3770 | **3500** | 3140 | 2820 | 2400 | | ALT (3.00° APCH PATH) |




RASS: Use CYQV. When using CYBR add **90'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2324** | (500) | 1¾ | |
| LNAV | **2400** | (576) | 1¾ | |

RNAV (GNSS) RWY 17

CJW5

EFF 11 JUL 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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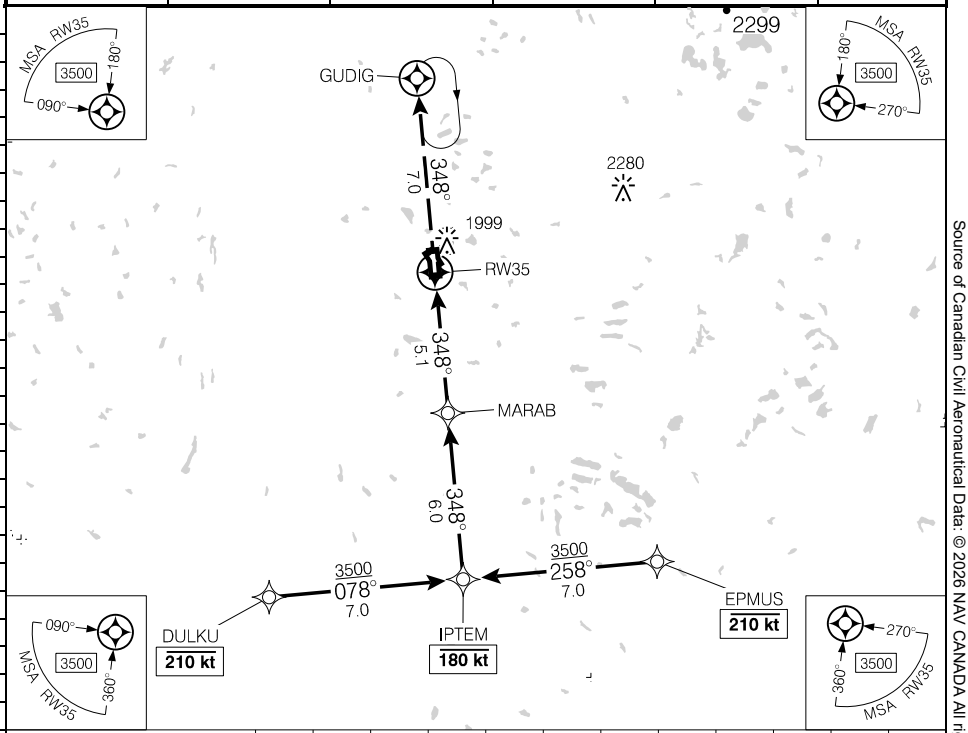
RUSSELL, MB

# RNAV (GNSS) RWY 35

504551N 1011739W VAR 7°E

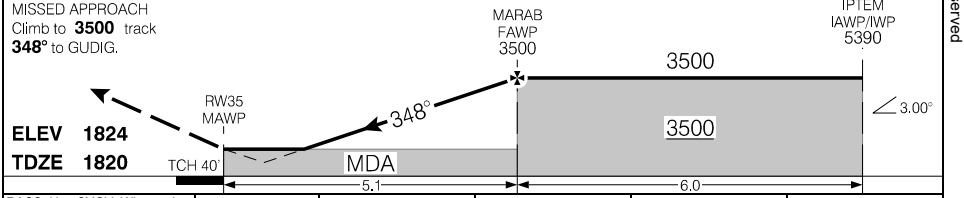
CJW5

| | | | | |
|---|---|---|---|---|
| | CTR Winnipeg – **132.52** | UNICOM – **122.8** ATF | | |
| SAFE ALT 100 NM **4700** | WAAS **Ch 80859** W35A | APCH CRS **348°** | MIN ALT MARAB **3500** | LDA **4003** |




| DIST FROM RW35 | 1.4 | 2 | 3 | 4 | **5.1** | 6 | 7 | 8 | 9 | 10 | 11.1 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2320 | 2500 | 2810 | 3130 | **3500** | 3770 | 4090 | 4410 | 4720 | 5040 | 5390 |

MISSED APPROACH
Climb to **3500** track **348°** to GUDIG.




RASS: Use CYQV. When using CYBR add **90'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2319** | (500) | 1¾ | |
| LNAV | **2320** | (501) | 1½ | |

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

# RNAV (GNSS) RWY 35

CJW5

EFF 11 JUL 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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RUSSELL, MB

# AERODROME CHART

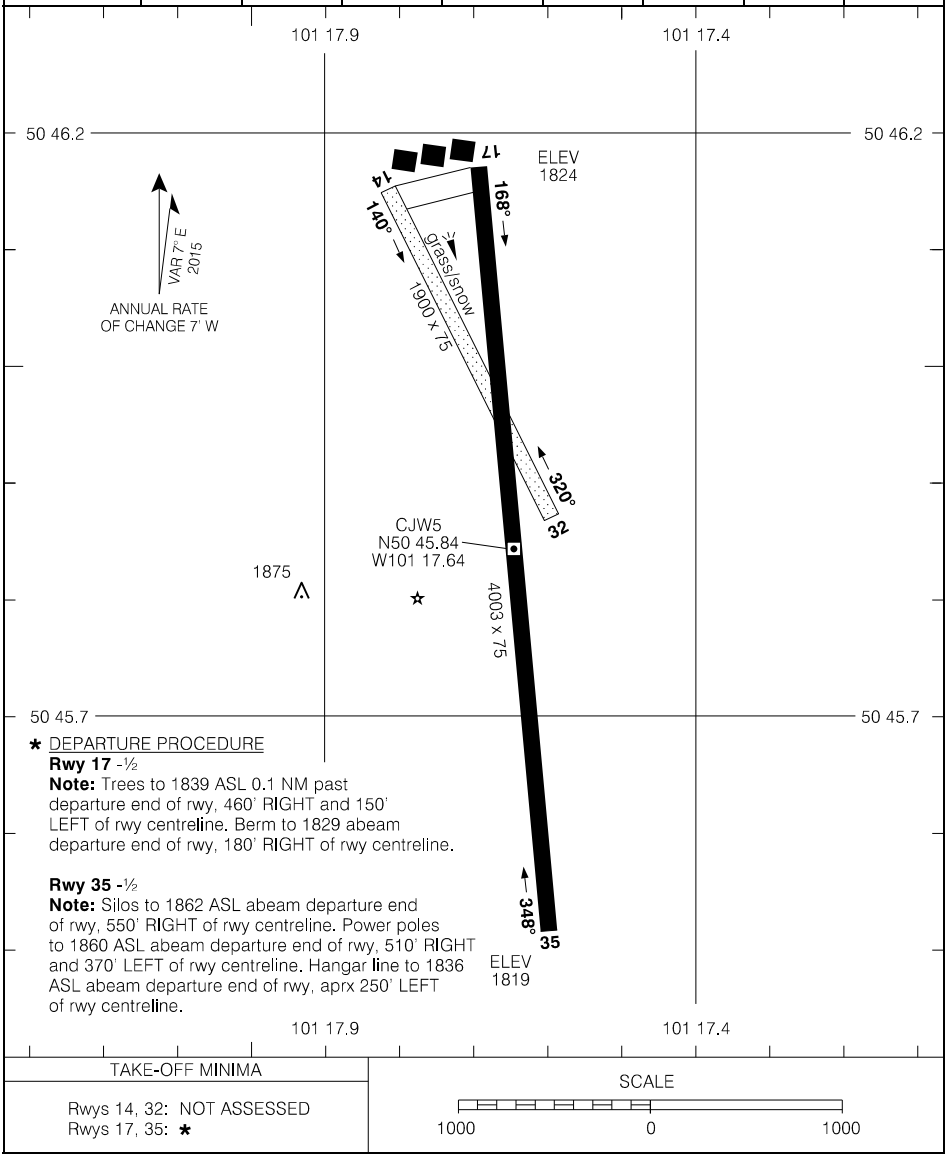
CJW5

UNICOM – **122.8**

ATF

CTR Winnipeg – **132.52**

| DECL DISTS | 14 | 32 | 17 | 35 | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 1900 | 1900 | 4003 | 4003 | | | | |
| TODA | 1900 | 1900 | 4003 | 4003 | | | | |
| ASDA | 1900 | 1900 | 4003 | 4003 | | | | |
| LDA | 1900 | 1900 | 4003 | 4003 | | | | |




★ DEPARTURE PROCEDURE

**Rwy 17** -½

**Note:** Trees to 1839 ASL 0.1 NM past departure end of rwy, 460' RIGHT and 150' LEFT of rwy centreline. Berm to 1829 abeam departure end of rwy, 180' RIGHT of rwy centreline.

**Rwy 35** -½

**Note:** Silos to 1862 ASL abeam departure end of rwy, 550' RIGHT of rwy centreline. Power poles to 1860 ASL abeam departure end of rwy, 510' RIGHT and 370' LEFT of rwy centreline. Hangar line to 1836 ASL abeam departure end of rwy, aprx 250' LEFT of rwy centreline.

TAKE-OFF MINIMA

Rwys 14, 32: NOT ASSESSED
Rwys 17, 35: ★

SCALE

1000 0 1000

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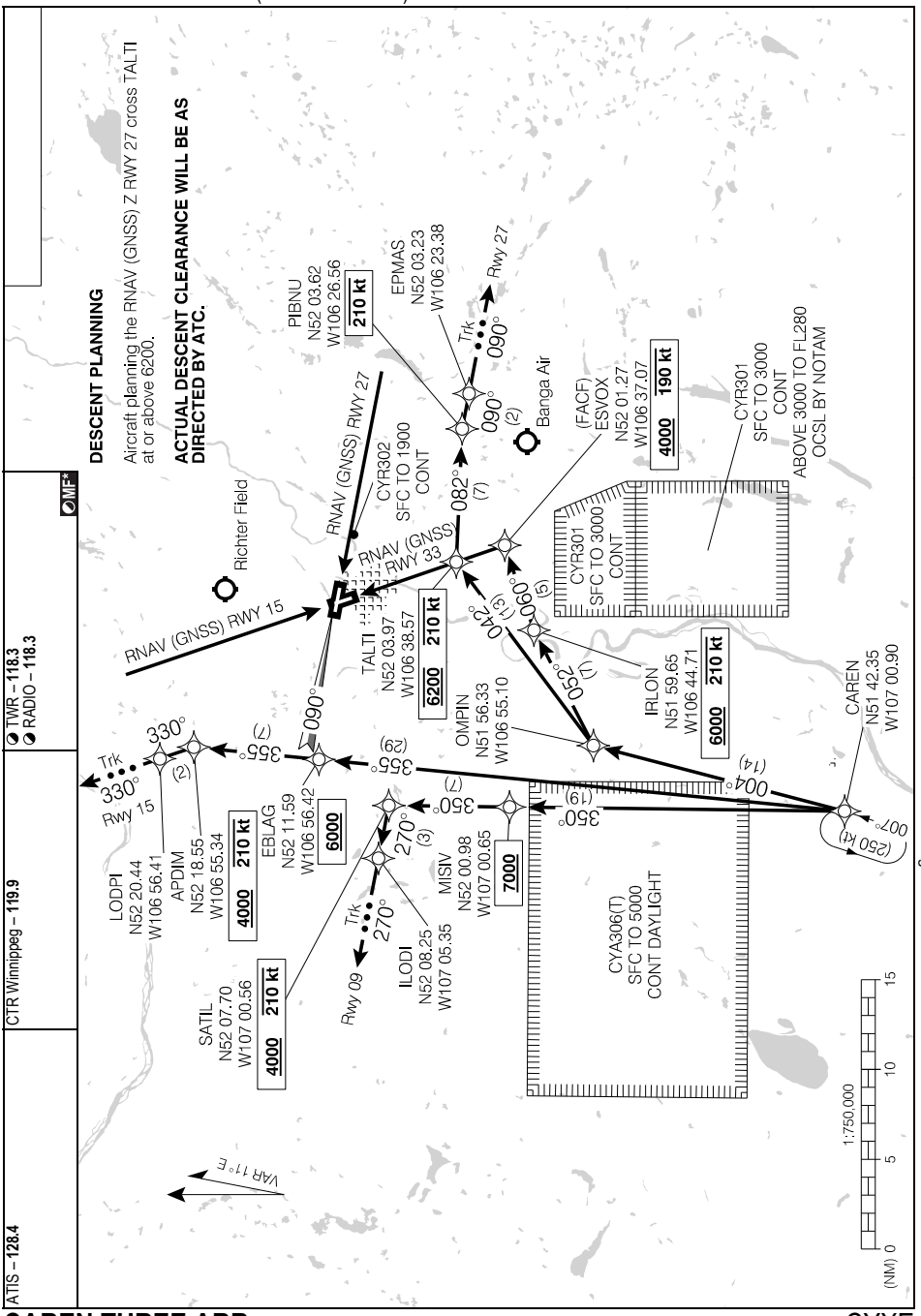
# CAREN THREE ARR (CAREN.CAREN3)

CYXE

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# CAREN THREE ARR (CAREN.CAREN3)

CYXE

EFF 11 JUL 24



Canada Air Pilot

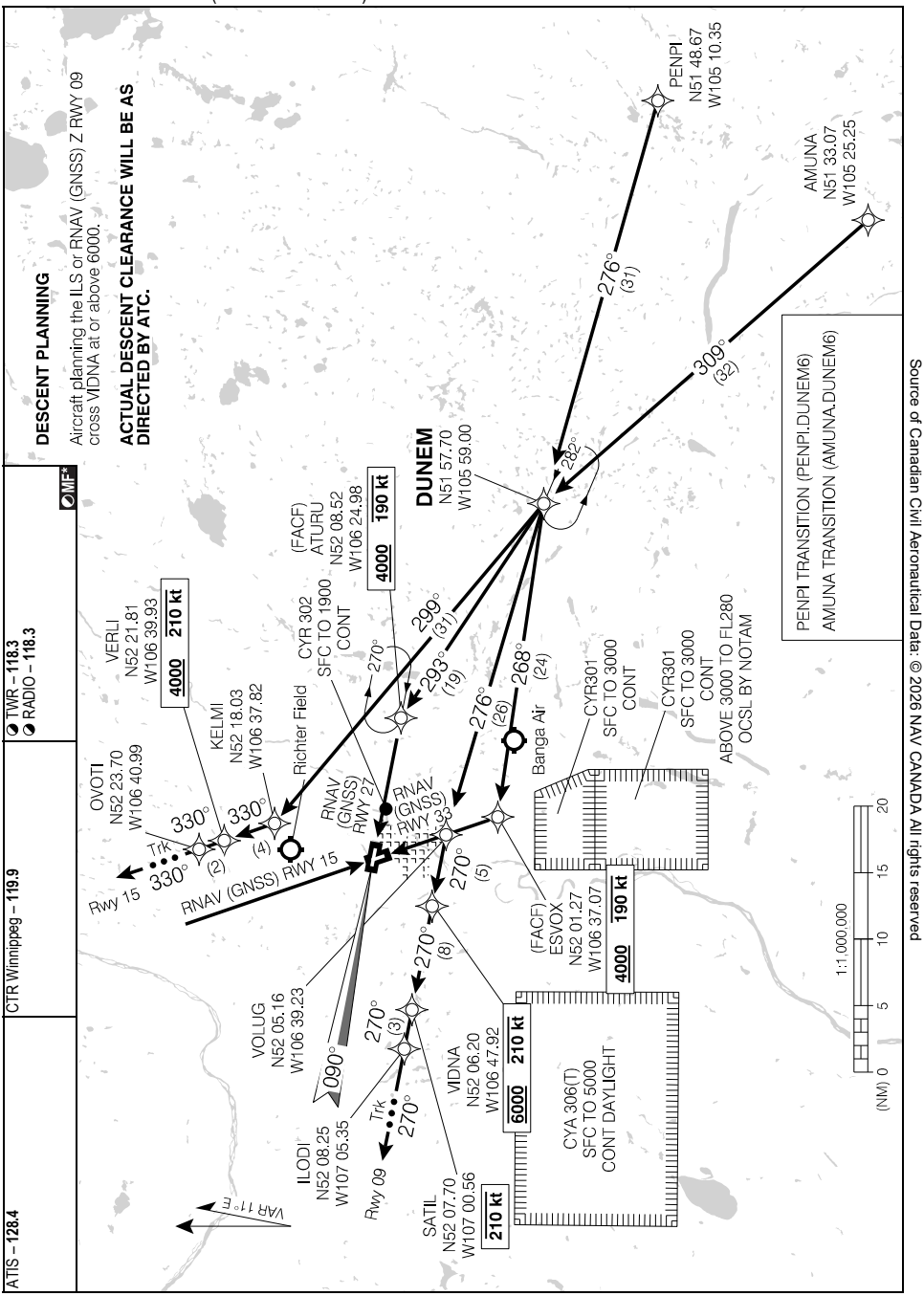
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

STAR (RNAV)

# DUNEM SIX ARR (DUNEM.DUNEM6)

SASKATOON/JOHN G. DIEFENBAKER INTL, SK

CYXE

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DUNEM SIX ARR (DUNEM.DUNEM6)

EFF 11 JUL 24

CYXE



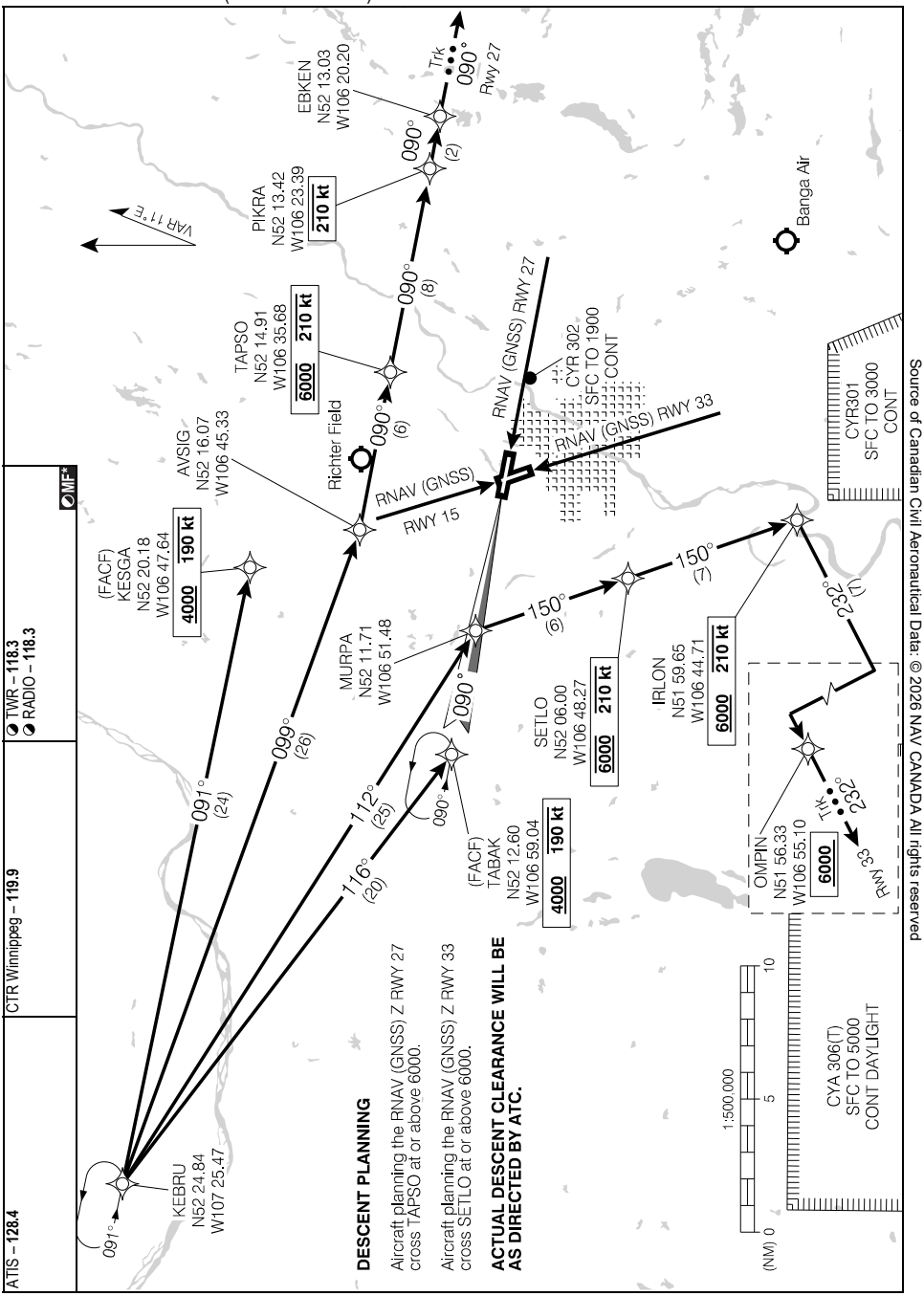
Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

STAR (RNAV)

# KEBRU FIVE ARR (KEBRU.KEBRU5)

SASKATOON/JOHN G. DIEFENBAKER INTL, SK

CYXE

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KEBRU FIVE ARR (KEBRU.KEBRU5)

CYXE

EFF 11 JUL 24



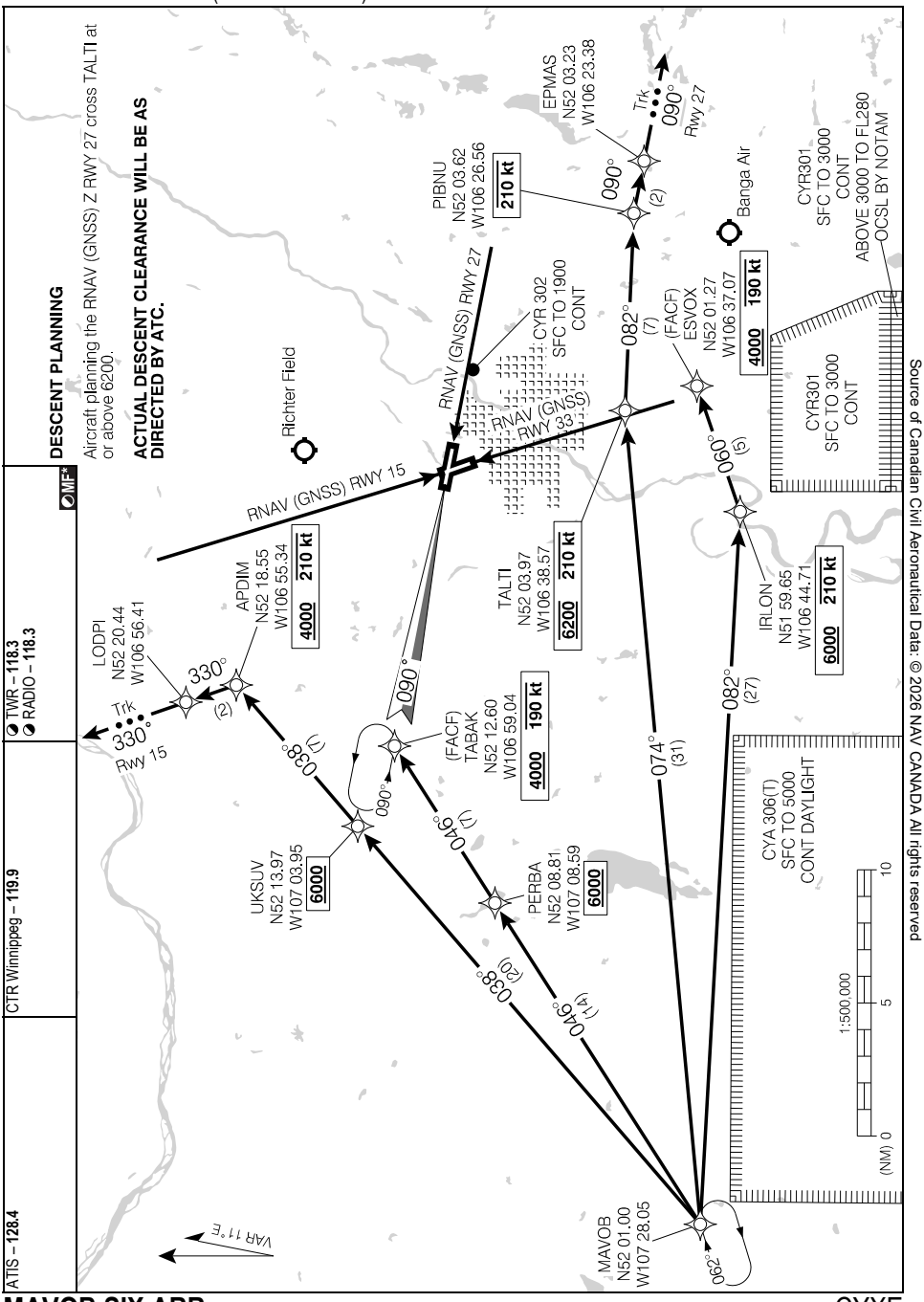
Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

STAR (RNAV)

SASKATOON/JOHN G. DIEFENBAKER INTL, SK

# MAVOB SIX ARR (MAVOB.MAVOB6)

CYXE

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MAVOB SIX ARR (MAVOB.MAVOB6)

CYXE

EFF 11 JUL 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

SASKATOON/JOHN G. DIEFENBAKER INTL, SK

# ILS RWY 09

521015N 1064200W VAR 11°E

CYXE

| ATIS – **128.4** | CTR Winnipeg – **119.9** | TWR – **118.3**<br>RADIO – **118.3** | GND – **121.9** | |
|---|---|---|---|---|
| | | MF* | | |

| SAFE ALT 100 NM | LOC<br>IST | APCH<br>CRS | GP<br>ERDED | LDA |
|---|---|---|---|---|
| **4500** | **109.9** | **090°** | **3010** | **8300** |

AN

MISSED APCH DURING COMM FAILURE
Squawk 7600.
Climb to **5000** hdg **090°**. No sooner than 12 ""YSR"" DME, LEFT turn direct to KAXUG to conduct another approach.
Attempt to contact Winnipeg Centre 204-983-8338.

MSA YSR 3700 180° 090°

MSA YSR 3700 180° 270°

RADAR or GNSS Required.

**KAXUG**
**210 kt**

4000 180° 5.0

Richter Field

**DME**
**114.7 YSR**
**Ch 94**

**LOCALIZER 109.9**
**IST**

090°

1801

**IF**
**TABAK**
**10.1 DME (YSR)**
**190 kt**

4000 360° 5.0

**ERDED**
**4.2 DME (YSR)**

**0.2 DME**
**(YSR)**

CYR302
SFC TO 1900
CONT

**SATIL**
**4000 210 kt**

2274

090° 3700 MSA YSR 360°

CYA306(T)
SFC TO 5000
CONT DAYLIGHT

CYR301
SFC TO 3000
CONT

Banga Air

270° 3700 360° MSA YSR

| (NM) | 10.1 | 9 | 8 | **7.4** | 6 | 5 | 4 | 3 | 2 | 0.9 | DIST FROM DME (YSR) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 4890 | 4520 | 4200 | **4000** | 3570 | 3250 | 2930 | 2610 | 2290 | 1940 | ALT (3.00° APCH PATH) |

TABAK 4890
4000
GP 3.00°
ERDED
GP 3010

MISSED APPROACH
Climb to **5000** hdg **090°**.
Expect vectors.

0.2 DME (YSR)

090°

Procedure turn NOT AUTHORIZED.

2800

MDA

TCH 53'

**ELEV 1654**
**TDZE 1654**

5.9 4.1

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| ILS/DME | **1854** (200) ½ RVR 26 | | | |
| LOC/DME | **1940** (286) 1 RVR 50 | | | |
| C CIRCLING | **2100** (446) 1½ | **2120** (466) 1½ | **2220** (566) | 2 |

ERDED 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** |

ILS RWY 09

CYXE

EFF 20 FEB 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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SASKATOON/JOHN G. DIEFENBAKER INTL, SK

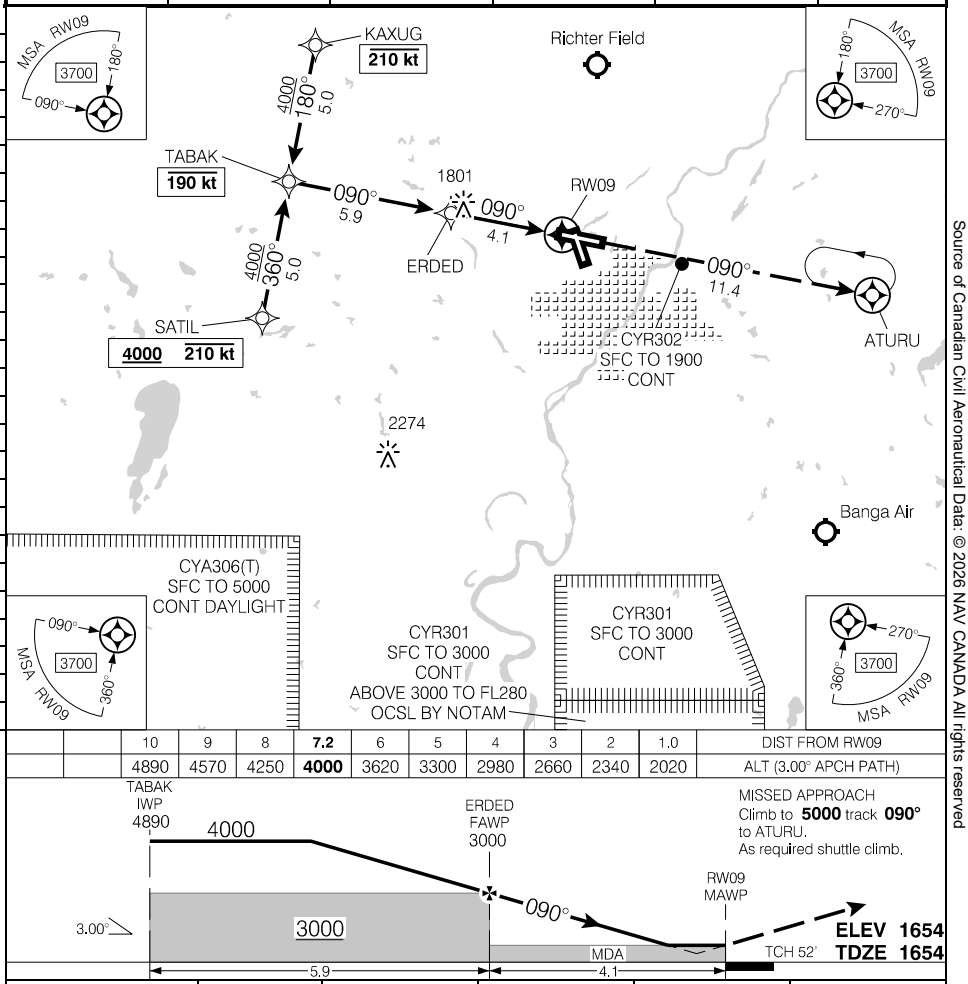
# RNAV (GNSS) Z RWY 09

521015N 1064200W VAR 11°E

CYXE

| ATIS – **128.4** | CTR Winnipeg – **119.9** | TWR – **118.3**<br>RADIO – **118.3** | GND – **121.9** | |
|---|---|---|---|---|
| | | MF* | | |

| SAFE ALT 100 NM | WAAS | APCH CRS | MIN ALT ERDED | LDA |
|---|---|---|---|---|
| **4500** | **Ch 80293**<br>W09A | **090°** | **3000** | **8300** |




| | 10 | 9 | 8 | **7.2** | 6 | 5 | 4 | 3 | 2 | 1.0 | DIST FROM RW09 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 4890 | 4570 | 4250 | **4000** | 3620 | 3300 | 2980 | 2660 | 2340 | 2020 | 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 | **1853** | (200) | ½ RVR 26 | |
| LNAV/VNAV (min. -21°C, max. 54°C) | **1903** | (250) | 1 RVR 50 | |
| LNAV | **2020** | (367) | 1 RVR 50 | |

RNAV (GNSS) Z RWY 09

CYXE

EFF 11 JUL 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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SASKATOON/JOHN G. DIEFENBAKER INTL, SK

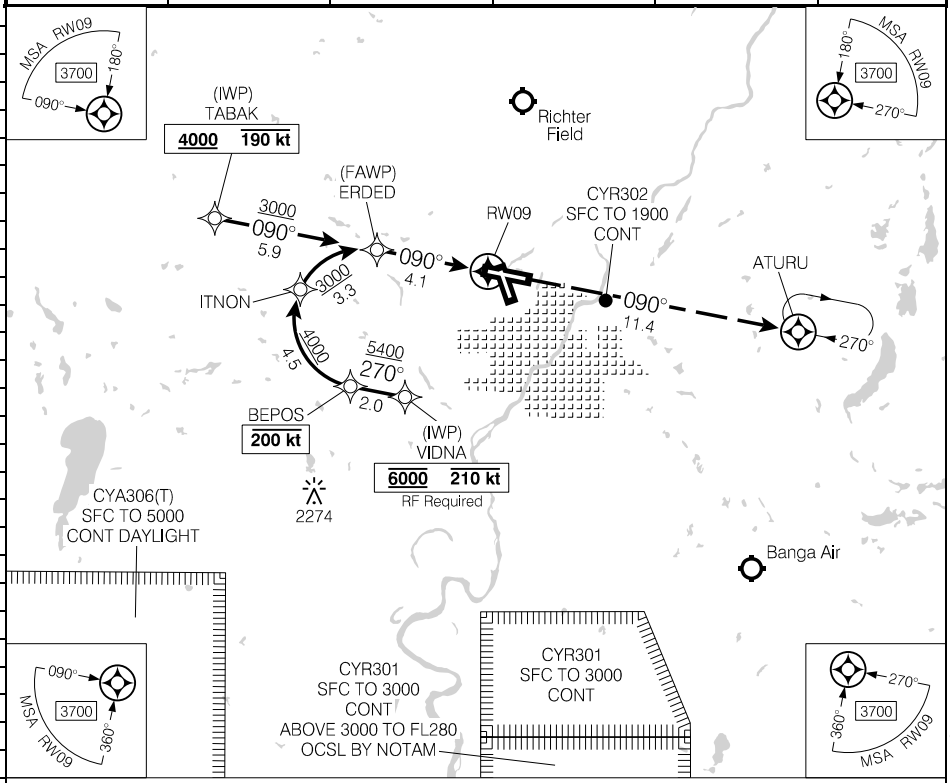
# RNAV (RNP) Y RWY 09

521015N 1064200W VAR 11°E

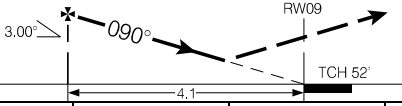
CYXE

| ATIS – **128.4** | CTR Winnipeg – **119.9** | TWR – **118.3**<br>RADIO – **118.3** | GND – **121.9** | |
|---|---|---|---|---|
| | | MF* | | P3 AN |

| SAFE ALT 100 NM | RNAV | APCH CRS | MIN ALT ERDED | LDA |
|---|---|---|---|---|
| **4500** | | **090°** | **3000** | **8300** |




MISSED APPROACH
Climb to **5000** track **090°** to ATURU.
As required shuttle climb.




**ELEV 1654**
**TDZE 1654**

| | CATEGORY | A | B | C | D |
|---|---|---|---|---|---|
| | **RNP 0.15** | **1951** | (298) | 1 RVR 50 | |
| **AUTHORIZATION REQUIRED**<br>(min. -21° C)<br>(max. 54° C) | **RNP 0.30** | **2040** | (387) | 1 RVR 50 | |
| | | | | | |
| | | | | | |

RNAV (RNP) Y RWY 09 CYXE

EFF 11 JUL 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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SASKATOON/JOHN G. DIEFENBAKER INTL, SK

# RNAV (GNSS) Z RWY 15

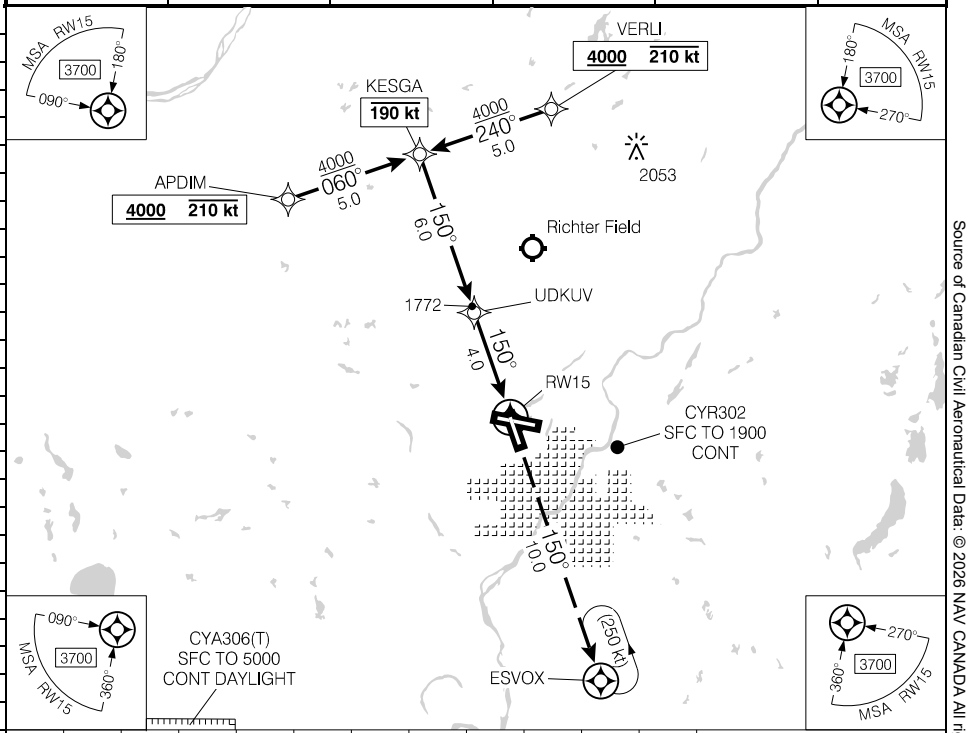
521015N 1064200W VAR 11°E

CYXE

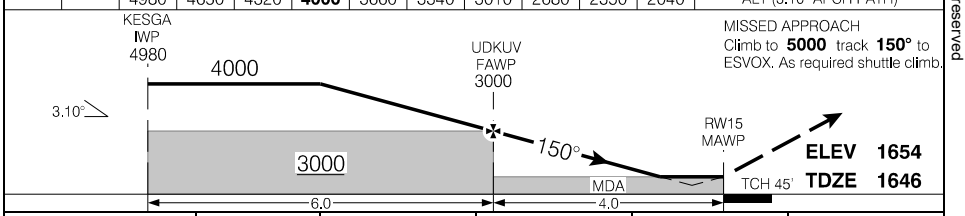
| ATIS – **128.4** | CTR Winnipeg – **119.9** | TWR – **118.3**<br>RADIO – **118.3** | GND – **121.9** |
|---|---|---|---|
| | | MF* | |

| SAFE ALT 100 NM | WAAS | APCH | MIN ALT | LDA |
|---|---|---|---|---|
| **4500** | **Ch 80295**<br>W15A | CRS<br>**150°** | UDKUV<br>**3000** | **6200** |

P2 AO




| (NM) | 10 | 9 | 8 | **7.0** | 6 | 5 | 4 | 3 | 2 | 1.1 | DIST FROM RW15 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 4980 | 4650 | 4320 | **4000** | 3660 | 3340 | 3010 | 2680 | 2350 | 2040 | ALT (3.10° APCH PATH) |




MISSED APPROACH
Climb to **5000** track **150°** to ESVOX. As required shuttle climb.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1895** | (250) | 1 | |
| LNAV/VNAV (min. -27°C, max. 45°C) | **1943** | (298) | 1 | |
| LNAV | **2040** | (395) | 1¼ | |

RNAV (GNSS) Z RWY 15 CYXE

EFF 11 JUL 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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SASKATOON/JOHN G. DIEFENBAKER INTL, SK

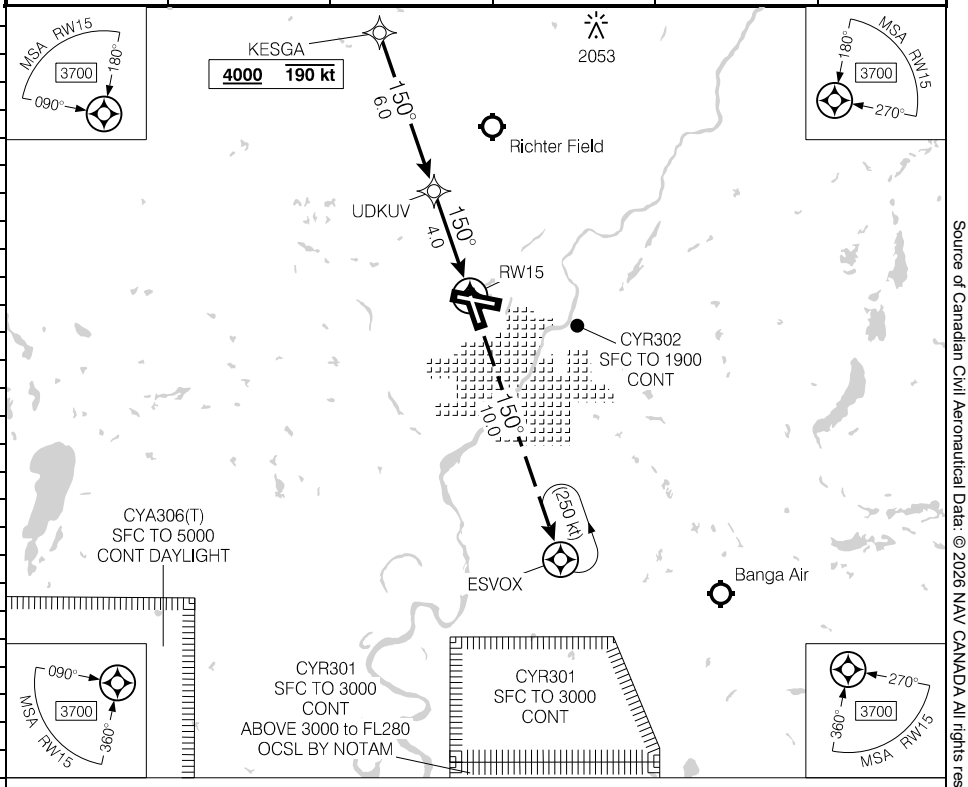
# RNAV (RNP) Y RWY 15

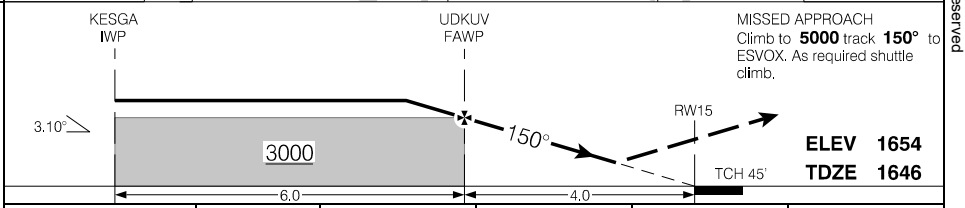
521015N 1064200W VAR 11°E

CYXE

| ATIS – **128.4** | CTR Winnipeg – **119.9** | TWR – **118.3**<br>RADIO – **118.3** | GND – **121.9** | |
|---|---|---|---|---|
| | | MF* | | P2 AO |

| SAFE ALT 100 NM | RNAV | APCH CRS | MIN ALT UDKUV | LDA |
|---|---|---|---|---|
| **4500** | | **150°** | **3000** | **6200** |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 | **2103** | (458) | 1½ | |

**AUTHORIZATION REQUIRED**
(min. -27° C)
(max. 45° C)

# RNAV (RNP) Y RWY 15

CYXE

EFF 11 JUL 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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SASKATOON/JOHN G. DIEFENBAKER INTL, SK

# RNAV (GNSS) Z RWY 27

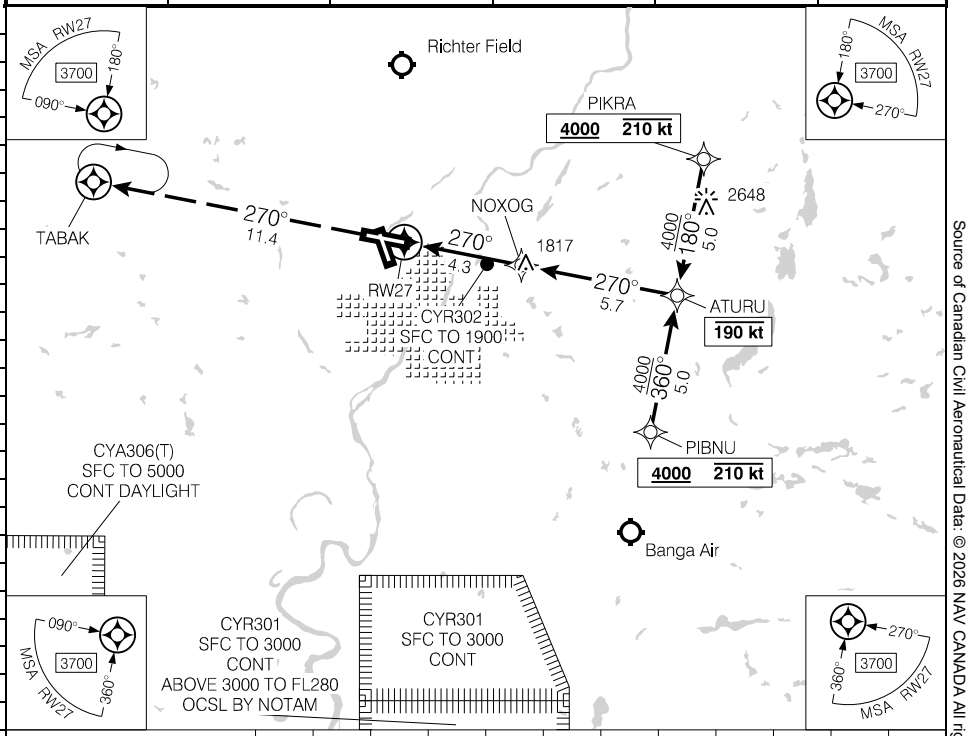
521015N 1064200W VAR 11°E

CYXE

| ATIS – **128.4** | CTR Winnipeg – **119.9** | TWR – **118.3**<br>RADIO – **118.3** | GND – **121.9** |
|---|---|---|---|
| | | MF* | |

| SAFE ALT 100 NM | WAAS | APCH | MIN ALT | LDA |
|---|---|---|---|---|
| **4500** | **Ch 80294**<br>W27A | CRS<br>**270°** | NOXOG<br>**3100** | **8300** |

P3 AN




| DIST FROM RW27 | | 1.1 | 2 | 3 | 4 | 5 | 6 | **7.0** | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.10° APCH PATH) | | 2060 | 2340 | 2670 | 3000 | 3330 | 3660 | **4000** | 4320 | 4650 | 4980 |

(NM) 0 5 10 15 20 25

MISSED APPROACH
Climb to **5000** track **270°**
to TABAK. As required
shuttle climb.

ATURU
IWP
4980

NOXOG
FAWP
3100

(3.10°)

4000

RW27
MAWP

270°

3100

**ELEV 1654**
**TDZE 1644**

TCH 45'

MDA

4.3

5.7

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1891** | (250) | 1 | |
| LNAV/VNAV (min. -27°C, max. 45°C) | **2041** | (400) | 1 | |
| LNAV | **2060** | (419) | 1 | |

RNAV (GNSS) Z RWY 27 CYXE

EFF 11 JUL 24



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SASKATOON/JOHN G. DIEFENBAKER INTL, SK

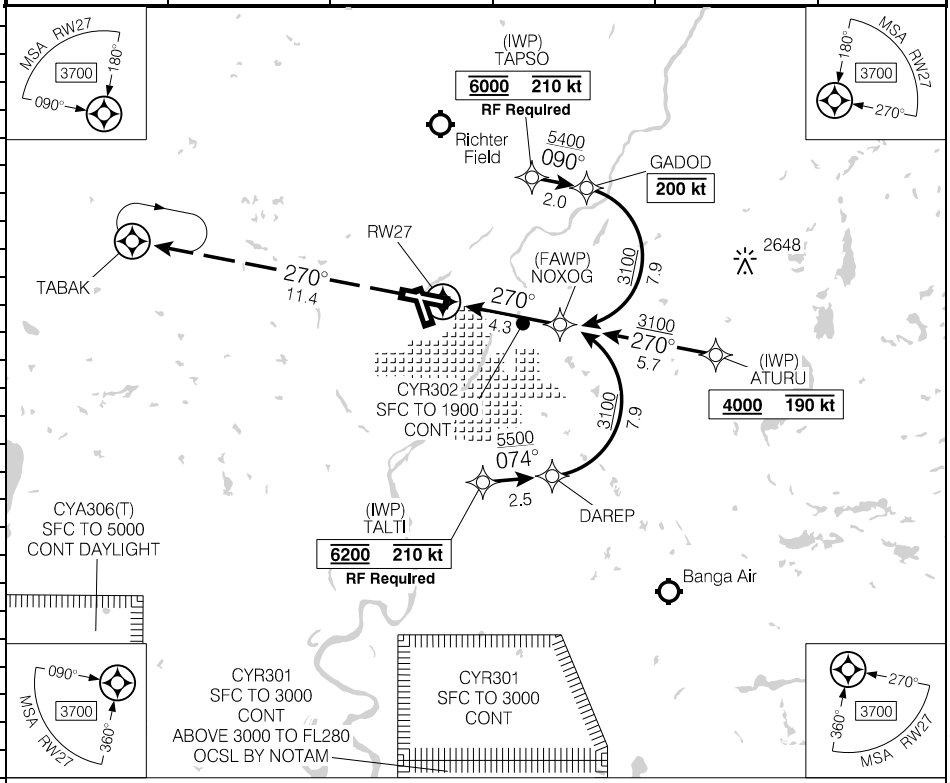
# RNAV (RNP) Y RWY 27

521015N 1064200W VAR 11°E

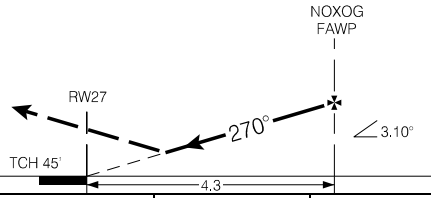
CYXE

| ATIS – **128.4** | CTR Winnipeg – **119.9** | TWR – **118.3**<br>RADIO – **118.3** | GND – **121.9** | |
|---|---|---|---|---|
| | | MF* | | P3 AN |

| SAFE ALT 100 NM | RNAV | APCH CRS | MIN ALT NOXOG | LDA |
|---|---|---|---|---|
| **4500** | | **270°** | **3100** | **8300** |




MISSED APPROACH
Climb to **5000** track **270°** to TABAK.
As required shuttle climb.




**ELEV 1654**
**TDZE 1644**

| | CATEGORY | A | B | C | D |
|---|---|---|---|---|---|
| | **RNP 0.10** | **1961** | (320) | 1 | |
| **AUTHORIZATION REQUIRED** (min. -27° C) (max. 45° C) | **RNP 0.15** | **1973** | (332) | 1 | |
| | **RNP 0.30** | **2145** | (504) | 1¼ | |

RNAV (RNP) Y RWY 27 CYXE

EFF 11 JUL 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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SASKATOON/JOHN G. DIEFENBAKER INTL, SK

# RNAV (GNSS) Z RWY 33

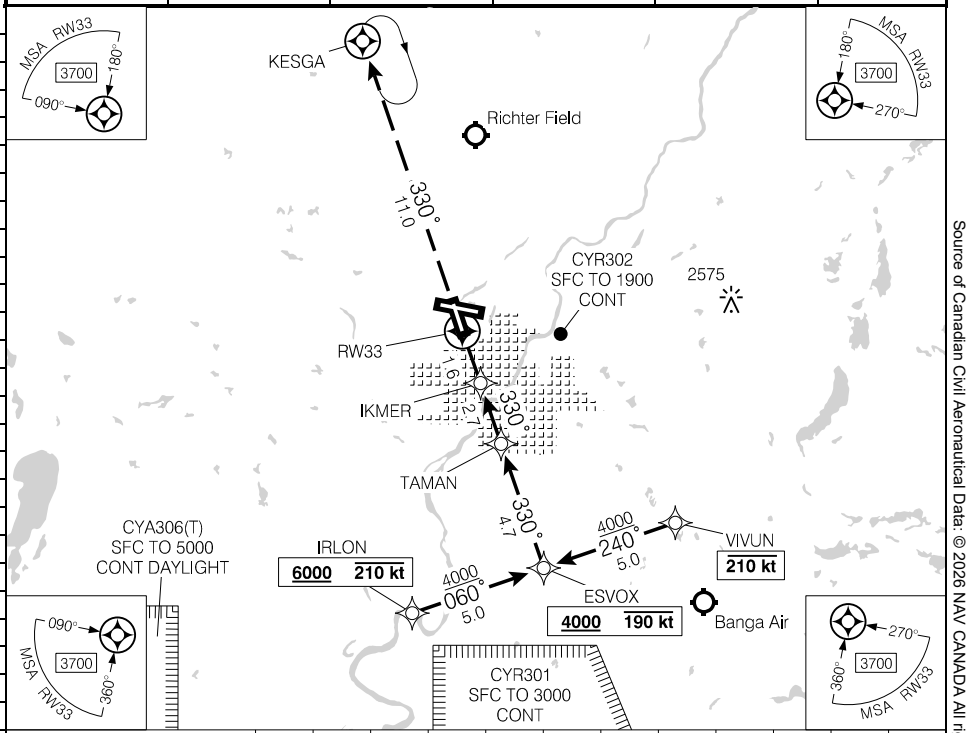
521015N 1064200W VAR 11°E

CYXE

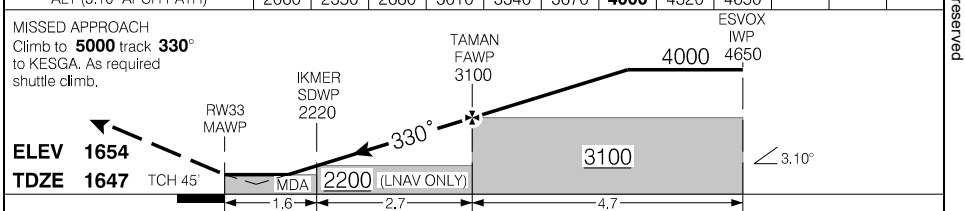
| ATIS – **128.4** | CTR Winnipeg – **119.9** | TWR – **118.3**<br>RADIO – **118.3** | GND – **121.9** |
|---|---|---|---|
| | | MF* | |

| SAFE ALT 100 NM | WAAS | APCH CRS | MIN ALT TAMAN | LDA |
|---|---|---|---|---|
| **4500** | **Ch 80296**<br>W33A | **330°** | **3100** | **6200** |

P2 AO




| DIST FROM RW33 | 1.1 | 2 | 3 | 4 | 5 | 6 | **7.0** | 8 | 9 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.10° APCH PATH) | 2060 | 2350 | 2680 | 3010 | 3340 | 3670 | **4000** | 4320 | 4650 | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1896** | (250) | 1 | |
| LNAV/VNAV (min. -27°C, max. 45°C) | **1948** | (302) | 1 | |
| LNAV | **2060** | (414) | 1¼ | |

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

RNAV (GNSS) Z RWY 33 CYXE

EFF 11 JUL 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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SASKATOON/JOHN G. DIEFENBAKER INTL, SK

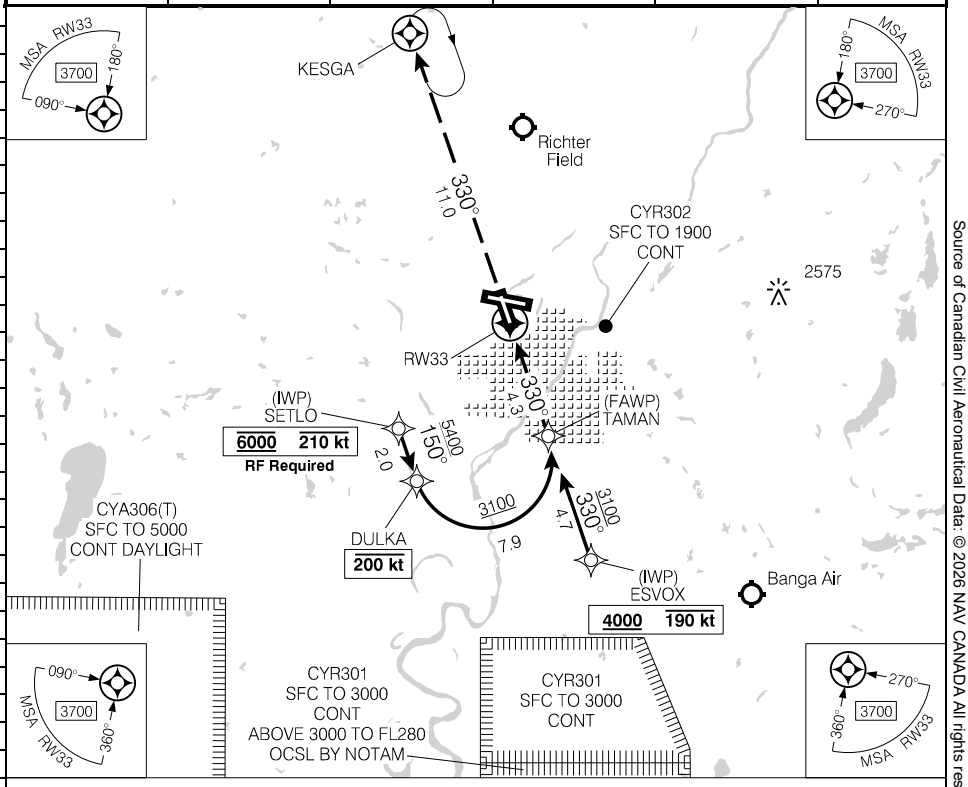
# RNAV (RNP) Y RWY 33

521015N 1064200W VAR 11°E

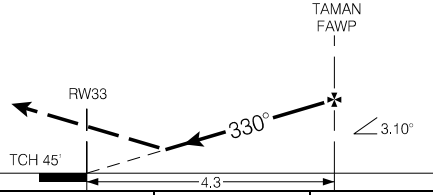
CYXE

| ATIS – **128.4** | CTR Winnipeg – **119.9** | TWR – **118.3**<br>RADIO – **118.3** | GND – **121.9** | |
|---|---|---|---|---|
| | | MF* | | P2 AO |

| SAFE ALT 100 NM | RNAV | APCH CRS | MIN ALT TAMAN | LDA |
|---|---|---|---|---|
| **4500** | | **330°** | **3100** | **6200** |




MISSED APPROACH
Climb to **5000** track **330°** to KESGA.
As required shuttle climb.




**ELEV 1654**
**TDZE 1647**

| | CATEGORY | A | B | C | D |
|---|---|---|---|---|---|
| | RNP 0.15 | **2012** | (366) | 1¼ | |
| **AUTHORIZATION REQUIRED** (min. -27° C) (max. 45° C) | RNP 0.30 | **2081** | (435) | 1½ | |
| | | | | | |
| | | | | | |

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Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

## Departure Route Description

**Rwy 27:** Climb track **270°** to ERDED, then track **270°** to TABAK, then track **270°** for vectors to assigned route. Maintain **5000** or flight planned altitude, whichever is lower.

## 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 TABAK proceed directly on course;
3. Maintain last assigned altitude until 10 minutes after take-off, then;
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)

# ERDED ONE DEP (ERDED1.)

SASKATOON/JOHN G. DIEFENBAKER INTL, SK

CYXE




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ERDED ONE DEP (ERDED1.)

CYXE

EFF 26 DEC 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

## Departure Route Description

**Rwy 15:** Not auth when CYR301 active above **3000**. Requires a minimum climb gradient of **270** ft/NM to **4000**. Climb track **150°** to MOVOT, then track **150°** to ESVOX, then track **150°** for vectors to assigned route. Expect clearance to flight planned altitude/flight level within 10 minutes after take-off. Maintain **5000** or flight planned altitude, whichever is lower.

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 |

## 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 the end of the depicted route proceed directly on course;
3. Maintain last assigned altitude until 10 minutes after take-off, then;
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)

# ESVOX ONE DEP (ESVOX1.)

SASKATOON/JOHN G. DIEFENBAKER INTL, SK

CYXE




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ESVOX ONE DEP (ESVOX1.)

CYXE

EFF 26 DEC 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

## Departure Route Description

**Rwy 15:** Anticipate radar vectors to filed/assigned route. Expect clearance to flight planned altitude/flight level within 10 minutes after take-off. Maintain **5000** or flight planned altitude, whichever is lower.

**LEXEV TRANSITION:** Do not exceed 240 kt prior to VITEB.
**(MOVOT1.LEXEV)** Climb track **150°** to MOVOT, then track **240°** to VITEB, then track **265°** to LEXEV.

**OMLUV TRANSITION:** Do not exceed 240 kt prior to MOVOT.
**(MOVOT1.OMLUV)** Climb track **150°** to MOVOT, then track **114°** to OMLUV.

## 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 the end of the depicted route proceed directly on course;
3. Maintain last assigned altitude until 10 minutes after take-off, then;
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)

# MOVOT ONE DEP (MOVOT1.)

SASKATOON/JOHN G. DIEFENBAKER INTL, SK

CYXE




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MOVOT ONE DEP (MOVOT1.)

CYXE

EFF 26 DEC 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

## Departure Route Description

**Rwy 09:** Climb track **090°** to NOXOG, then track **090°** to ATURU, then track **090°** for vectors to assigned route. Maintain **5000** or flight planned altitude, whichever is lower.

## 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 ATURU proceed directly on course;
3. Maintain last assigned altitude until 10 minutes after take-off, then;
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)

# NOXOG ONE DEP (NOXOG1.)

SASKATOON/JOHN G. DIEFENBAKER INTL, SK

CYXE




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NOXOG ONE DEP (NOXOG1.)

CYXE

EFF 26 DEC 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

## Departure Route Description

**All rwys:** Maintain **5000** 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 09:** Climb hdg **090**° for vectors.

**Rwy 15:** Departure NOT AUTHORIZED when CYR 301 active above **3000** to FL280. Climb hdg **150°** for vectors.

**Rwy 27:** Climb hdg **270°** for vectors.

**Rwy 33:** Climb hdg **330°** for vectors.

## 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 directly on course;
3. Maintain last assigned altitude for 10 minutes after take-off, then;
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 (VECTOR)

SASKATOON/JOHN G. DIEFENBAKER INTL, SK

# SASKATOON EIGHT DEP (CYXE8.)

CYXE




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SASKATOON EIGHT DEP (CYXE8.)

CYXE

EFF 11 JUL 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

## Departure Route Description

**Rwy 33:** Climb track **330°** to UDKUV, then track **330°** to KESGA, then track **330°** for vectors to assigned route. Maintain **5000** or flight planned altitude, whichever is lower.

## 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 KESGA proceed directly on course;
3. Maintain last assigned altitude until 10 minutes after take-off, then;
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)

# UDKUV ONE DEP (UDKUV1.)

SASKATOON/JOHN G. DIEFENBAKER INTL, SK

CYXE




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UDKUV ONE DEP (UDKUV1.)

EFF 26 DEC 24

CYXE



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

## Departure Procedure

**Rwy 09 – ½:**

**Note:** Trees to 1713 ASL aprx 0.4 NM past departure end of rwy, 300' RIGHT of rwy centreline.

**Rwy 15 – ½:**

**Note:** Trees to 1726 ASL aprx 0.3 NM past departure end of rwy, 600' RIGHT of rwy centreline.

**Rwy 27 – ½:**

**Note:** Trees to 1736 ASL aprx 200' past departure end of rwy, 450' RIGHT of rwy centreline and aprx 0.2 NM past departure end of rwy, 700' LEFT of rwy centreline.

**Rwy 33 – ½:**

**Note:** Crane to 1782 ASL aprx 0.8 NM past departure end of rwy, 1200' RIGHT of rwy centreline. Trees to 1716 ASL aprx 0.1 NM past departure end of rwy, 700' RIGHT of rwy centreline.

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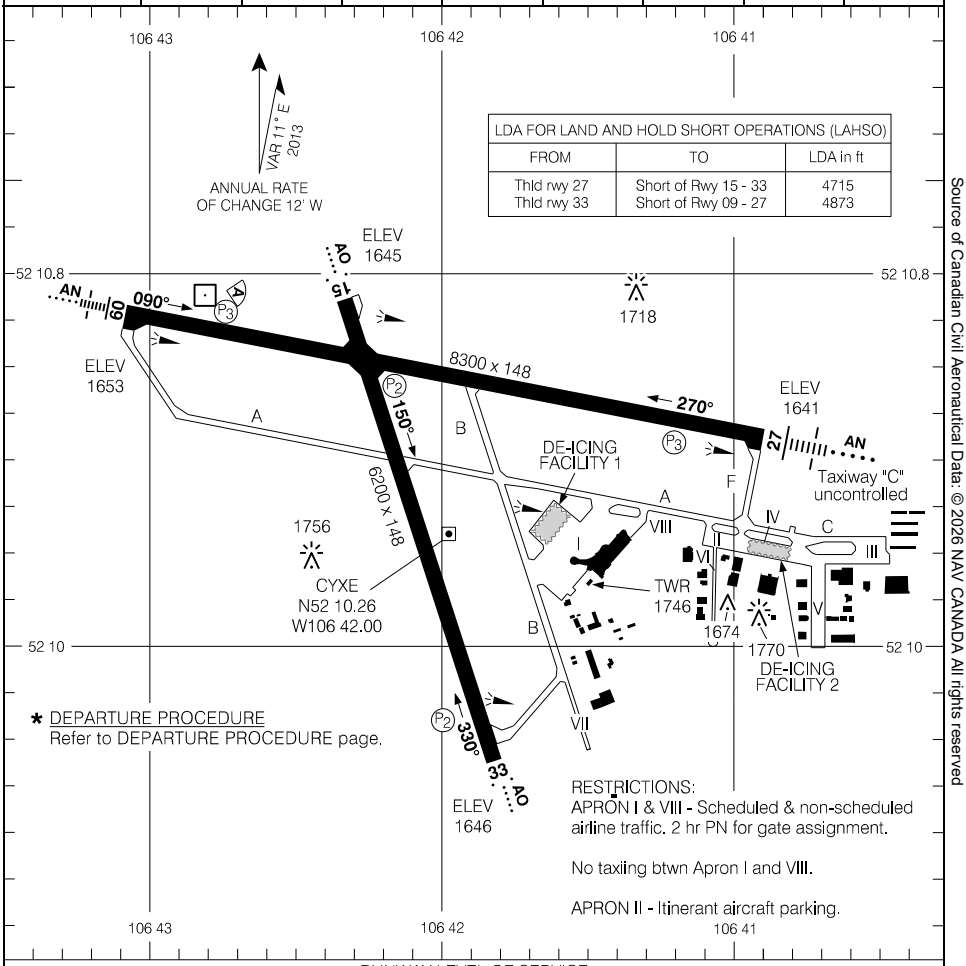
SASKATOON/JOHN G. DIEFENBAKER INTL, SK

# AERODROME CHART — CYXE

| ATIS – **128.4** | GND – **121.9** | TWR – **118.3**<br>RADIO – **118.3**<br>MF* | CTR Winnipeg – **119.9**<br>RADIO Edmonton – **122.37** |
|---|---|---|---|

| DECL DISTS | 09 | 27 | 15 | 33 |
|---|---|---|---|---|
| TORA | 8300 | 8300 | 6200 | 6200 |
| TODA | 9284 | 9284 | 7184 | 7184 |
| ASDA | 8300 | 8300 | 6200 | 6200 |
| LDA | 8300 | 8300 | 6200 | 6200 |




| RUNWAY LEVEL OF SERVICE | |
|---|---|
| RVO | LVO |
| RWY 09: RVR 1200<br>RWY 15, 27, 33: (¼sm) | NOT AUTHORIZED |
| TAKE-OFF MINIMA | |
| All Rwys: * | SCALE IN FEET 2000 0 2000 |

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## Reduced Visibility Procedures (RVR less than 2600 to 1200 ft)

If any portion of the airport drops below ½ SM or 2600 RVR but is at or above ¼ SM or 1200 RVR, the airport is considered to be operating in RVOP with no restrictions to aircraft or vehicles.

If any portion of the airport drops below ¼ SM or 1200 RVR, provided the runway of intended use is at or above ¼ SM or 1200 RVR, the following procedures shall be implemented:

- Any runway that is below ¼ SM or 1200 RVR will not be used for arrivals or departures.
- Restrictions apply to vehicles and aircraft on the manoeuvring area. Only one aircraft, helicopter or vehicle will be given permission to operate on the manoeuvring area at any given time (except as permitted below under Vehicle Exceptions).
- Towing of aircraft on the manoeuvring area is not permitted.

### Departures

An aircraft may be taxied for departure if the runway of intended use is at or above ¼ SM or 1200 RVR provided no other aircraft or vehicle is on the manoeuvring area.

If the visibility drops below ¼ SM or 1200 RVR after taxi clearance was issued, the aircraft may continue to taxi.

An aircraft may depart during RVOP operations provided the RVR serving the departure runway is at or above ¼ SM or 1200 RVR.

### Arrivals

An aircraft may land and taxi if the runway of intended use is at or above ¼ SM or 1200 RVR provided no other aircraft or vehicle is on the manoeuvring area.

Arrivals will be in accordance with applicable approach minima or approach ban considerations. After landing, the aircraft may taxi provided no other aircraft or vehicle is on the manoeuvring area.

If the visibility for the runway of intended use drops below ¼ SM or 1200 RVR after an arriving aircraft crosses the final approach fix (FAF), the aircraft may land and taxi in.

### Vehicle Exceptions

A group of vehicles may be considered one movement provided they are traveling together and use a single call sign.

Vehicles are permitted to operate on an inactive runway. Once vehicles are established and restricted to remain on the inactive runway, RVOP may resume on the remaining manoeuvring area.

Emergency vehicles responding to emergency situations are exempt.

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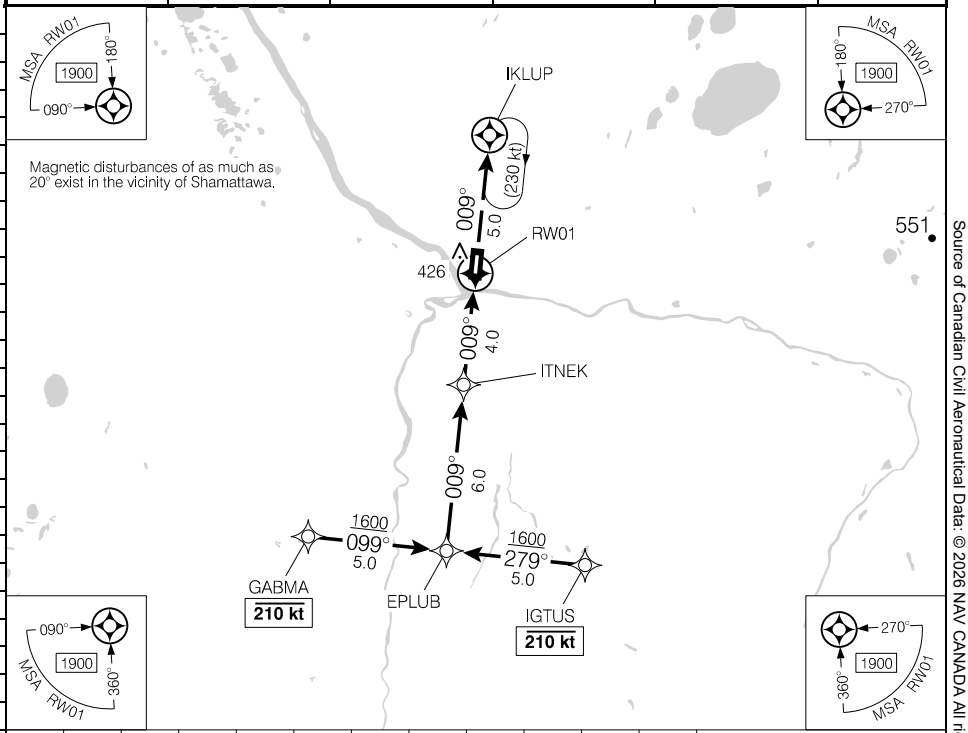
SHAMATTAWA, MB

# RNAV (GNSS) RWY 01

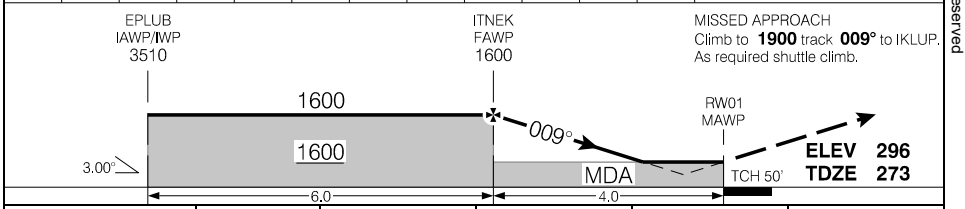
555147N 0920453W VAR 3°W

CZTM

| AUTO – **122.17** | | ◒ UNICOM – **122.8** (AU) ATF | | ARCAL 122.8(K) P1 |
|---|---|---|---|---|
| SAFE ALT 100 NM **2300** | WAAS **Ch 81139** W01A | APCH CRS **009°** | MIN ALT ITNEK **1600** | LDA **4006** |




| | | 10 | 9 | 8 | 7 | 6 | 5 | **4.0** | 3 | 2 | 1.4 | DIST FROM RW01 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 3510 | 3190 | 2870 | 2550 | 2230 | 1910 | **1600** | 1280 | 960 | 780 | ALT (3.00° APCH PATH) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **769** | (500) | 1¾ | |
| LNAV | **780** | (512) | 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 22 JAN 2026 to 0901Z 19 MAR 2026

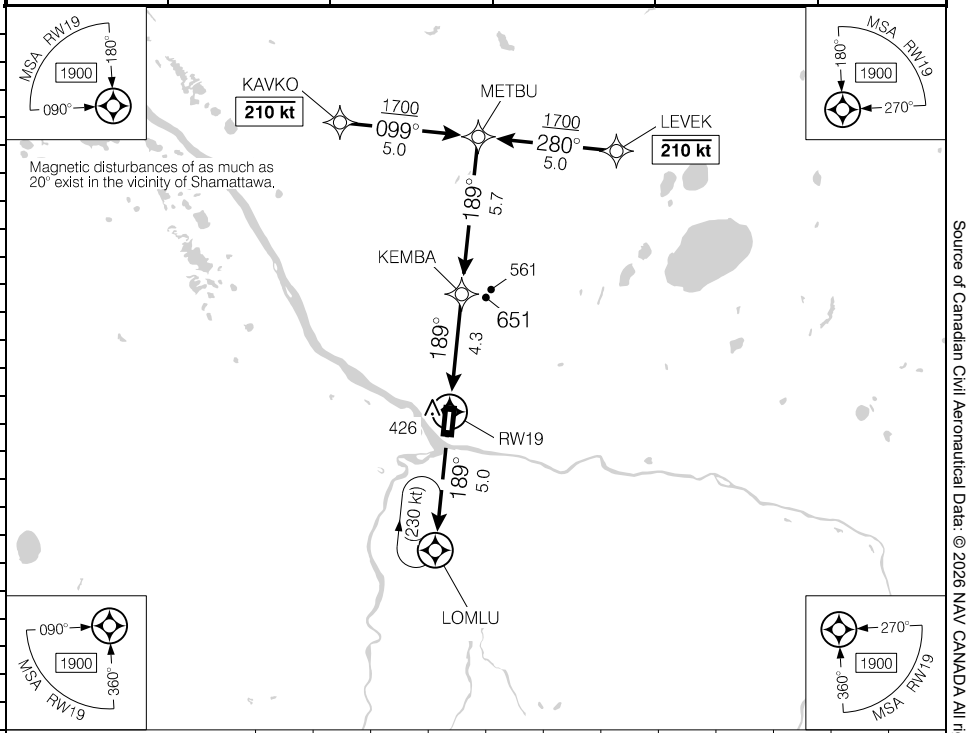
SHAMATTAWA, MB

# RNAV (GNSS) RWY 19

555147N 0920453W VAR 3°W

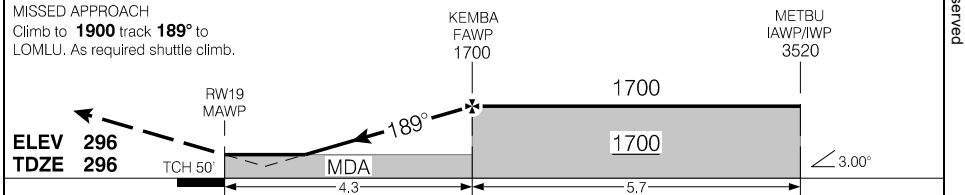
CZTM

| AUTO – **122.17** | | ◕ UNICOM – **122.8** (AU) ATF | | ARCAL 122.8 (K) P1 |
|---|---|---|---|---|
| SAFE ALT 100 NM **2300** | WAAS **Ch 81140** W19A | APCH CRS **189°** | MIN ALT KEMBA **1700** | LDA **4006** |




| DIST FROM RW19 | 1.4 | 2 | 3 | **4.3** | 5 | 6 | 7 | 8 | 9 | 10 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 800 | 980 | 1300 | **1700** | 1940 | 2260 | 2580 | 2890 | 3210 | 3520 | | |

MISSED APPROACH
Climb to **1900** track **189°** to LOMLU. As required shuttle climb.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **796** | (500) | 1¾ | |
| LNAV | **800** | (504) | 1½ | |

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

RNAV (GNSS) RWY 19 CZTM

EFF 20 FEB 25



Canada Air Pilot
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SHAMATTAWA, MB

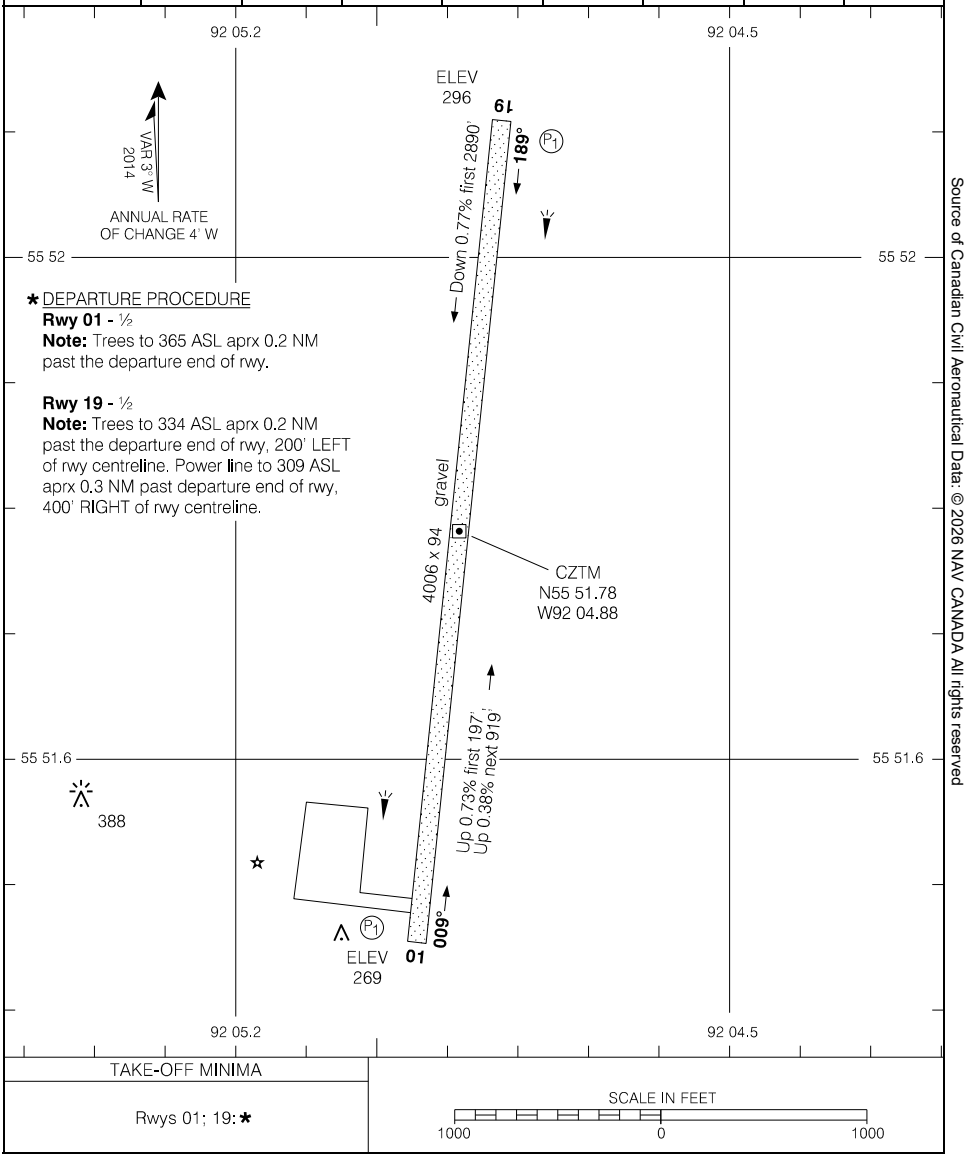
# AERODROME CHART

CZTM

UNICOM – **122.8** (AU)

ATF

| DECL DISTS | 01 | 19 |
|---|---|---|
| TORA | 4006 | 4006 |
| TODA | 4990 | 4990 |
| ASDA | 4006 | 4006 |
| LDA | 4006 | 4006 |




| TAKE-OFF MINIMA |
|---|
| Rwys 01; 19: ★ |

SCALE IN FEET

1000 0 1000

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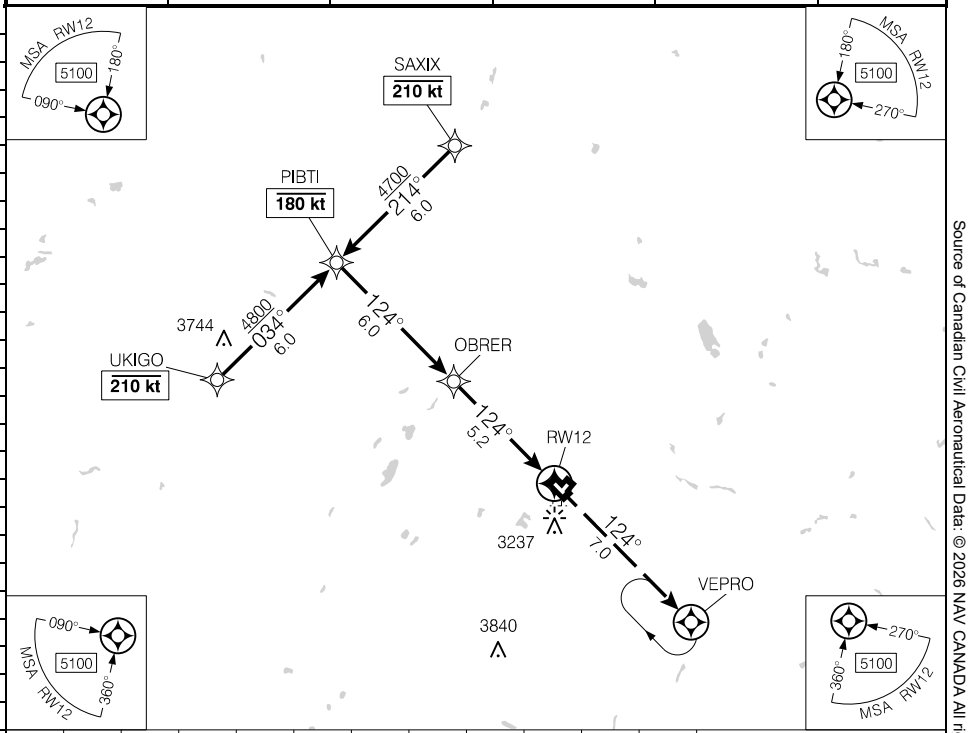
SHAUNAVON, SK

# RNAV (GNSS) RWY 12

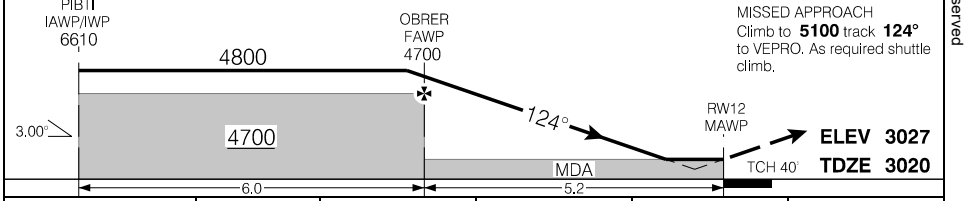
493932N 1082423W VAR 12°E

CJC5

| | | | | |
|---|---|---|---|---|
| LWIS – **122.55** | CTR Winnipeg – **132.8** | UNICOM – **122.8** ATF | | |
| SAFE ALT 100 NM **8000** | WAAS **Ch 80661** W12A | APCH CRS **124°** | MIN ALT OBRER **4700** | LDA **2969** |




| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| (NM) | 11.2 | 10 | 9 | 8 | 7 | 6 | **5.5** | 4 | 3 | 2 | 1.0 | DIST FROM RW12 |
| | 6610 | 6240 | 5920 | 5610 | 5290 | 4970 | **4800** | 4330 | 4010 | 3700 | 3380 | ALT (3.00° APCH PATH) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **3269** | (250) | 1 | |
| LNAV/VNAV (min.-25°C, max. 54°C | **3269** | (250) | 1 | |
| LNAV | **3380** | (361) | 1¼ | |

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

RNAV (GNSS) RWY 12

CJC5

EFF 31 OCT 24



Canada Air Pilot
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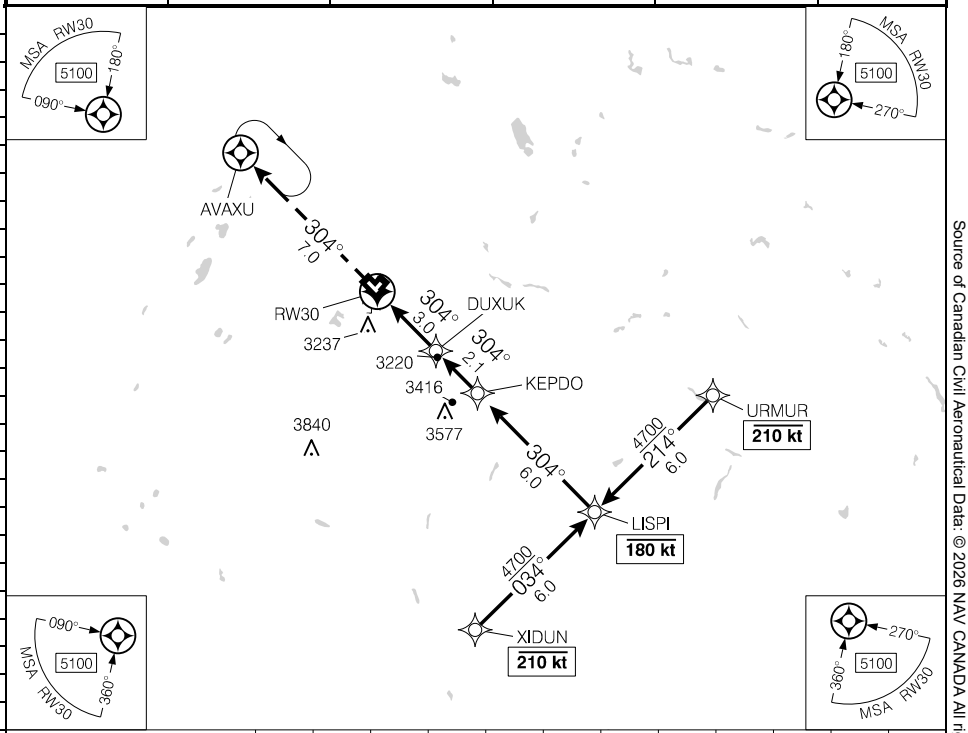
SHAUNAVON, SK

# RNAV (GNSS) RWY 30

493932N 1082423W VAR 12°E

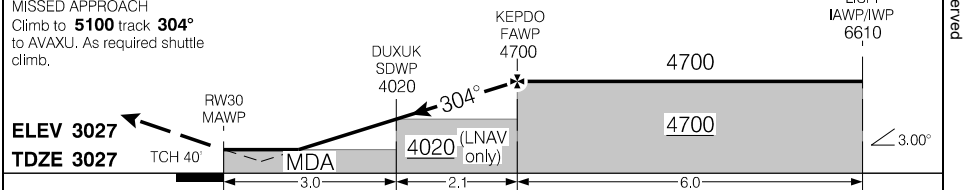
CJC5

| | | | |
|---|---|---|---|
| LWIS – **122.55** | CTR Winnipeg – **132.8** | UNICOM – **122.8** ATF | |
| SAFE ALT 100 NM **8000** | WAAS **Ch 80662** W30A | APCH CRS **304°** | MIN ALT KEPDO **4700** | LDA **2969** |




| DIST FROM RW30 | 1.3 | 2 | 3 | 4 | **5.1** | 6 | 7 | 8 | 9 | 10 | 11.1 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 3480 | 3700 | 4020 | 4340 | **4700** | 4980 | 5300 | 5610 | 5930 | 6250 | 6610 |

MISSED APPROACH
Climb to **5100** track **304°**
to AVAXU. As required shuttle climb.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **3277** | (250) | 1 | |
| LNAV/VNAV (min.-25°C, max. 54°C) | **3440** | (413) | 1½ | |
| LNAV | **3480** | (453) | 1½ | |

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

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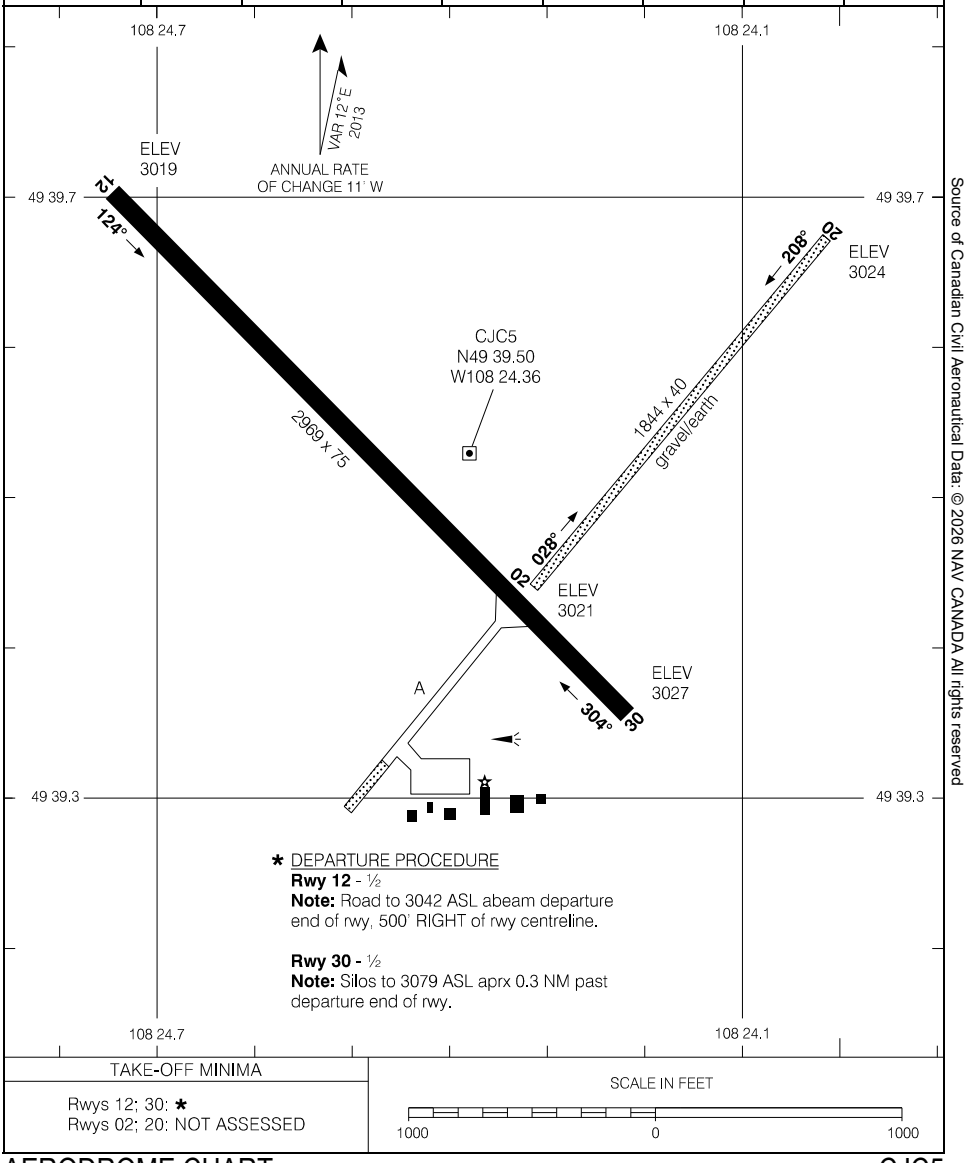
SHAUNAVON, SK

# AERODROME CHART

CJC5

| LWIS – **122.55** | | ◒ UNICOM – **122.8** ATF | CTR Winnipeg – **132.8** |
|---|---|---|---|

| DECL DISTS | 12 | 30 | 02 | 20 | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 2969 | 2969 | 1844 | 1844 | | | | |
| TODA | 2969 | 2969 | 1844 | 1844 | | | | |
| ASDA | 2969 | 2969 | 1844 | 1844 | | | | |
| LDA | 2969 | 2969 | 1844 | 1844 | | | | |




* DEPARTURE PROCEDURE

**Rwy 12** - ½

**Note:** Road to 3042 ASL abeam departure end of rwy, 500' RIGHT of rwy centreline.

**Rwy 30** - ½

**Note:** Silos to 3079 ASL aprx 0.3 NM past departure end of rwy.

| TAKE-OFF MINIMA | SCALE IN FEET |
|---|---|
| Rwys 12; 30: *<br>Rwys 02; 20: NOT ASSESSED | 1000 0 1000 |

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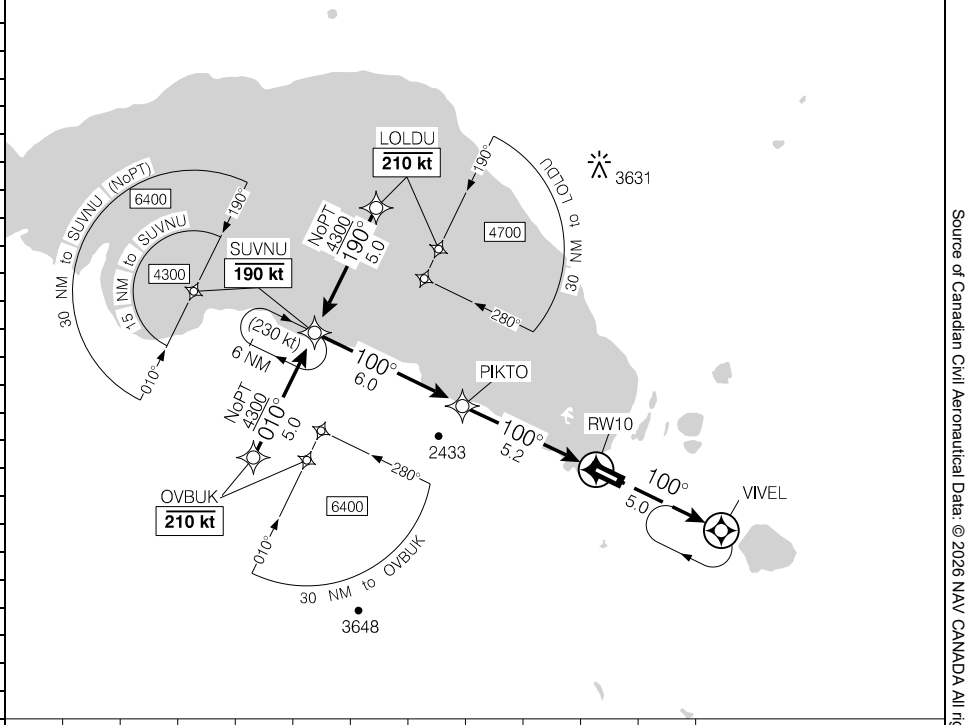
SLAVE LAKE, AB

# RNAV (GNSS) RWY 10

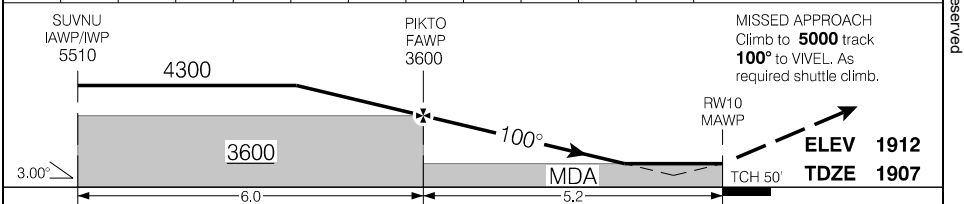
551735N 1144638W VAR 16°E

# CYZH

| AWOS – **127.0** | CTR Edmonton – **124.85** **304.2** | TFC – **123.2** MF | | ARCAL 123.2(K) P1 |
|---|---|---|---|---|
| SAFE ALT 100 NM **6800** | WAAS **Ch 81165** W10A | APCH CRS **100°** | MIN ALT PIKTO **3600** | LDA **5569** |




| | 11.2 | 10 | 9 | 8 | **7.4** | 6 | 5 | 4 | 3 | 1.7 | | DIST FROM RW10 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5510 | 5140 | 4820 | 4500 | **4300** | 3870 | 3550 | 3230 | 2910 | 2500 | | ALT (3.00° APCH PATH) |




RASS: When using CEP3 add **200'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2404** | (500) | 1¾ | |
| LNAV | **2500** | (596) | 1¾ | |

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

# RNAV (GNSS) RWY 10

# CYZH

EFF 5 SEP 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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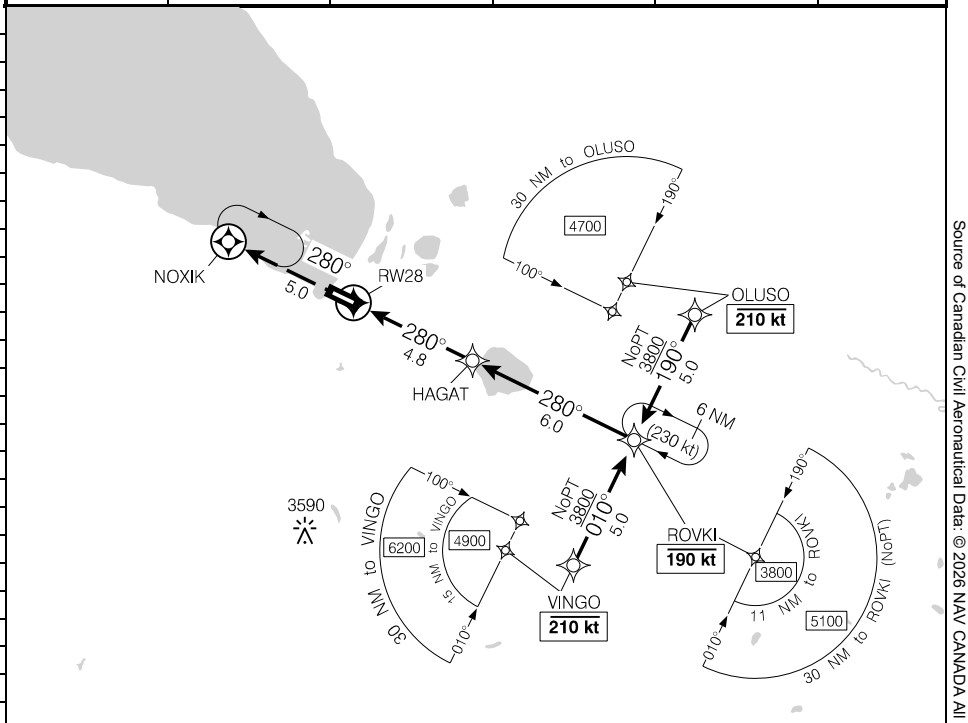
SLAVE LAKE, AB

# RNAV (GNSS) RWY 28

551735N 1144638W VAR 16°E

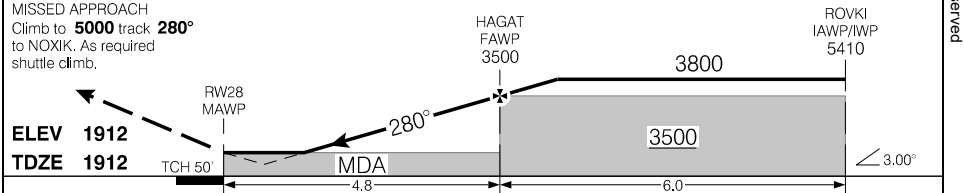
CYZH

| AWOS – **127.0** | CTR Edmonton – **124.85** **304.2** | TFC – **123.2** MF | | ARCAL 123.2(K) P1 |
|---|---|---|---|---|
| SAFE ALT 100 NM **6800** | WAAS **Ch 81148** W28A | APCH CRS **280°** | MIN ALT HAGAT **3500** | LDA **5012** |




| DIST FROM RW28 | 1.4 | 2 | 3 | 4 | 5 | **5.8** | 7 | 8 | 9 | 10 | 10.8 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2420 | 2600 | 2920 | 3240 | 3560 | **3800** | 4190 | 4510 | 4830 | 5150 | 5410 |

MISSED APPROACH
Climb to **5000** track **280°**
to NOXIK. As required
shuttle climb.




RASS: When using CEP3 add **200'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2412** | (500) | 1¾ | |
| LNAV | **2420** | (508) | 1½ | |

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

RNAV (GNSS) RWY 28 CYZH

EFF 5 SEP 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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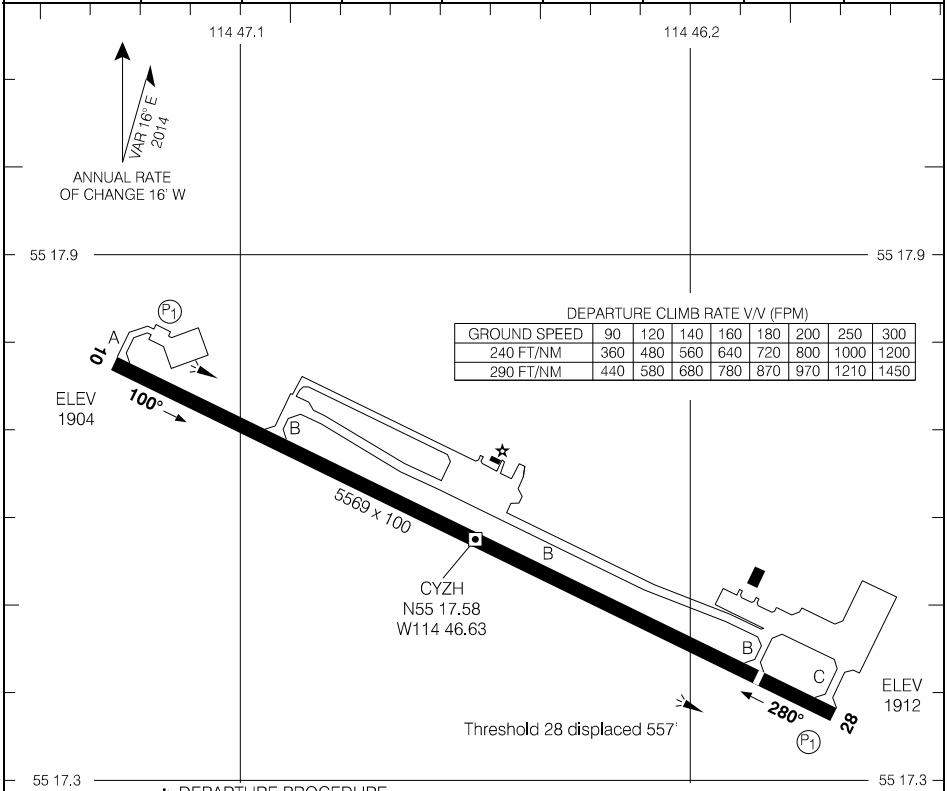
SLAVE LAKE, AB

# AERODROME CHART

# CYZH

| AWOS – **127.0** | | TFC – **123.2** MF | CTR Edmonton – **124.85 304.2**<br>RADIO Edmonton – **123.37** |
|---|---|---|---|

| DECL DISTS | 10 | 28 |
|---|---|---|
| TORA | 5569 | 5569 |
| TODA | 6068 | 5897 |
| ASDA | 5569 | 5569 |
| LDA | 5569 | 5012 |




* DEPARTURE PROCEDURE

**Rwy 10** -½ - Requires a minimum climb gradient of **240** ft/NM to **4300**.
**Note:** Trees to 2022 ASL aprx 0.1NM past departure end of rwy, 500' LEFT and RIGHT of rwy centreline, and aprx 0.2NM past departure end of rwy.
or
SPEC VIS - Climb in visual conditions to cross aprt at or above **3300** BPOC.

**Rwy 28** -½ - Requires a minimum climb gradient of **290** ft/NM to **4100**.
**Note:** Trees to 1967 ASL aprx 350' past departure end of rwy, 290' LEFT of rwy centreline.
or
SPEC VIS - Climb in visual conditions to cross aprt at or above **3300** BPOC.

| TAKE-OFF MINIMA | SCALE IN FEET |
|---|---|
| Rwys 10; 28: * | 1000 0 1000 |

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Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

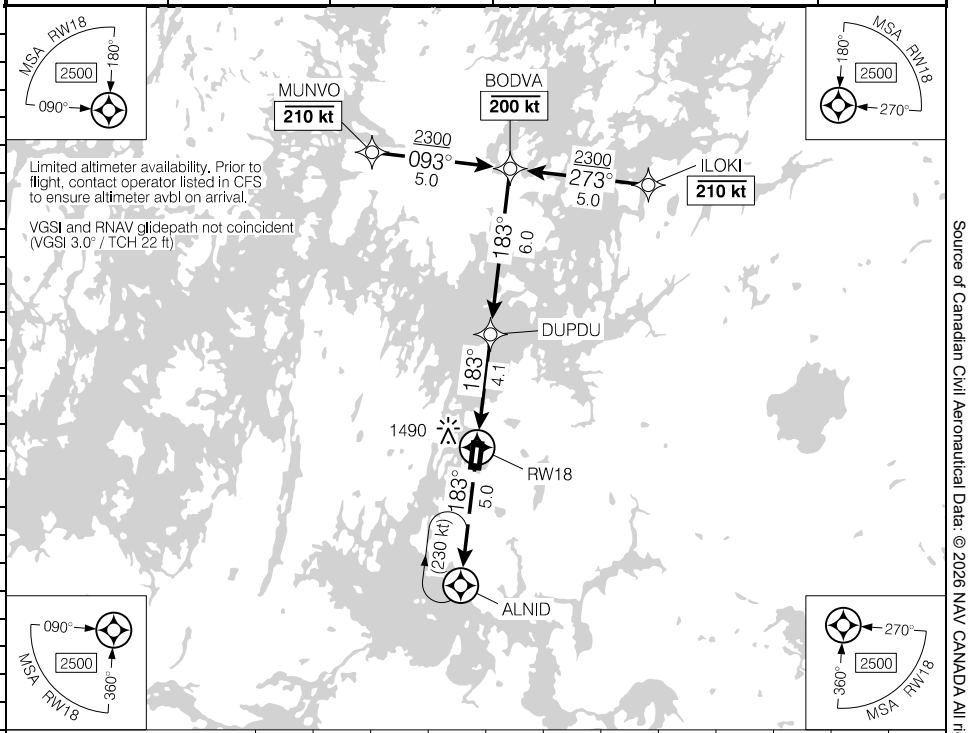
SOUTH INDIAN LAKE, MB

# RNAV (GNSS) RWY 18

564734N 0985426W VAR 4°E

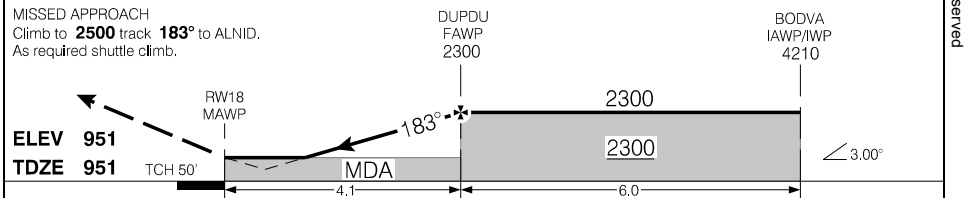
CZSN

| | | | | | |
|---|---|---|---|---|---|
| | CTR Winnipeg – **133.15** | | UNICOM – **122.8** (AU) ATF | | ARCAL 122.8(K) P1 |
| SAFE ALT 100 NM **2800** | WAAS **Ch 80990** W18A | APCH CRS **183°** | MIN ALT DUPDU **2300** | LDA **3510** | |




| DIST FROM RW18 | 1.4 | 2 | 3 | **4.1** | 5 | 6 | 7 | 8 | 9 | 10.1 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 1460 | 1640 | 1950 | **2300** | 2590 | 2910 | 3230 | 3550 | 3870 | 4210 | | |

MISSED APPROACH
Climb to **2500** track **183°** to ALNID.
As required shuttle climb.




RASS: When using CYTH add **200'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1448** | (500) | 1¾ | |
| LNAV | **1460** | (512) | 1½ | |

# RNAV (GNSS) RWY 18

CZSN

EFF 17 APR 25



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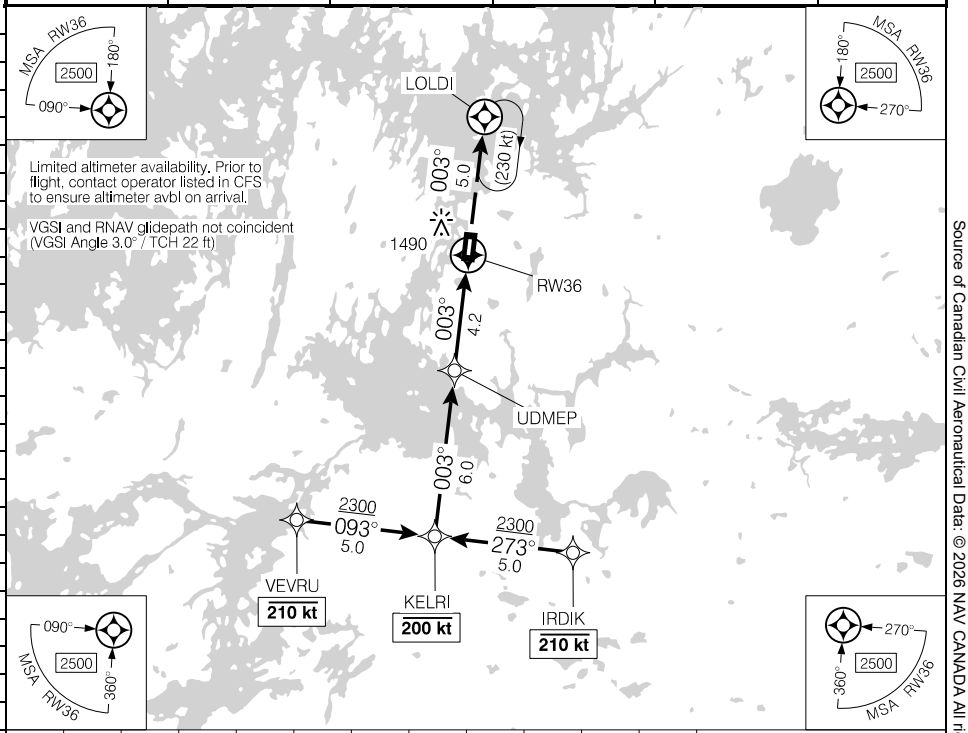
SOUTH INDIAN LAKE, MB

# RNAV (GNSS) RWY 36

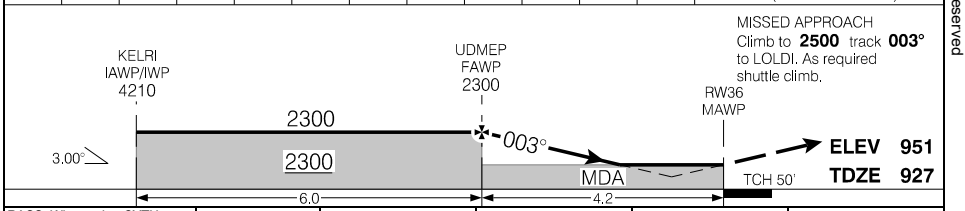
564734N 0985426W VAR 4°E

CZSN

| | | | | |
|---|---|---|---|---|
| | CTR Winnipeg – **133.15** | ◕ UNICOM – **122.8** (AU) ATF | | ARCAL 122.8(K) Ⓟ1 |
| SAFE ALT 100 NM **2800** | WAAS **Ch 81158** W36A | APCH CRS **003°** | MIN ALT UDMEP **2300** | LDA **3510** |




| (NM) | | | 10.2 | 9 | 8 | 7 | 6 | 5 | **4.2** | 3 | 1.8 | | DIST FROM RW36 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 4210 | 3840 | 3520 | 3200 | 2880 | 2560 | **2300** | 1930 | 1540 | | ALT (3.00° APCH PATH) |




RASS: When using CYTH add **200'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1419** | (500) | 1¾ | |
| LNAV | **1540** | (621) | 2 | |

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SOUTH INDIAN LAKE, MB

# AERODROME CHART

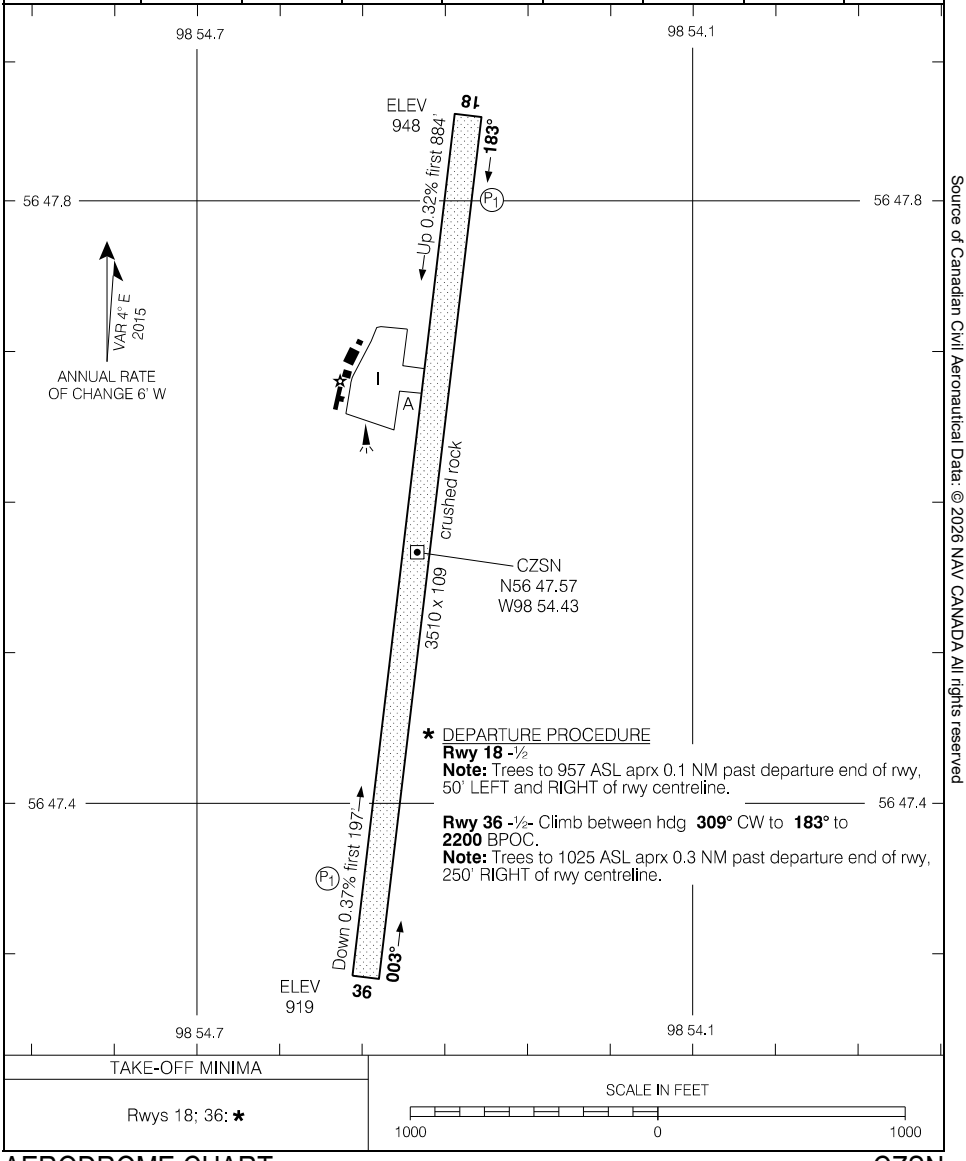
CZSN

UNICOM – **122.8** (AU)

ATF

CTR Winnipeg – **133.15**

| DECL DISTS | 18 | 36 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 3510 | 3510 | | | | | | |
| TODA | 4494 | 4494 | | | | | | |
| ASDA | 3510 | 3510 | | | | | | |
| LDA | 3510 | 3510 | | | | | | |




TAKE-OFF MINIMA

Rwys 18; 36: *

SCALE IN FEET

1000 0 1000

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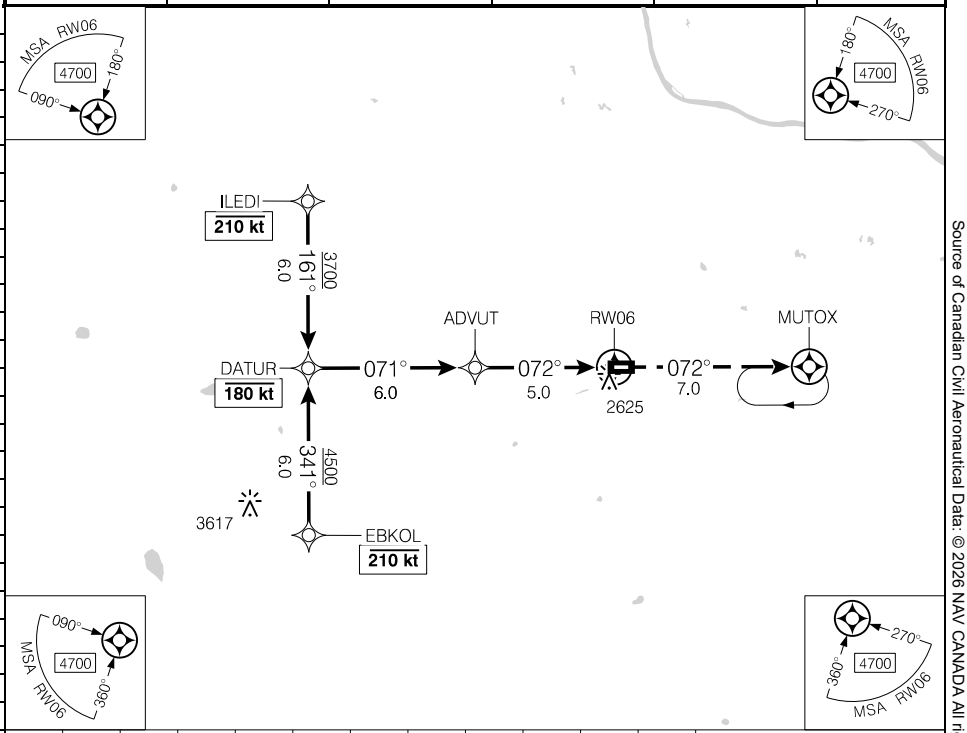
SPIRIT RIVER, AB

# RNAV (GNSS) RWY 06

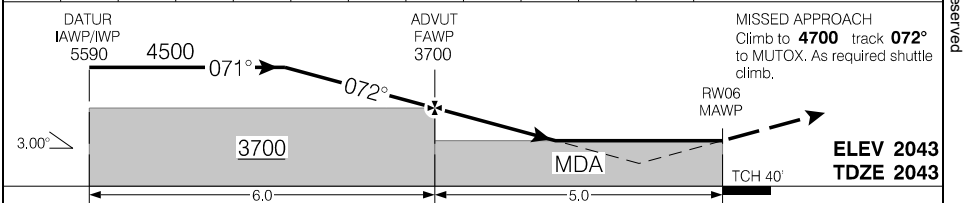
554702N 1185027W VAR 18°E

CFS5

| | | | | | |
|---|---|---|---|---|---|
| | CTR Edmonton – **134.5** | | | | ARCAL 123.2(K) |
| | | TFC – **123.2** ATF | | | |
| SAFE ALT 100 NM **9600** | WAAS **Ch 81049** W06A | APCH CRS **072°** | MIN ALT ADVUT **3700** | LDA **3003** | |




| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 11 | 10 | 9 | **7.6** | 7 | 6 | 5 | 4 | 2.9 | | | DIST FROM RW06 |
| 5590 | 5270 | 4950 | **4500** | 4310 | 3990 | 3700 | 3360 | 3000 | | | ALT (3.00° APCH PATH) |




RASS: Use CYQU.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2412** | (369) | 1¼ | |
| LNAV | **3000** | (957) | 3 | |

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

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Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

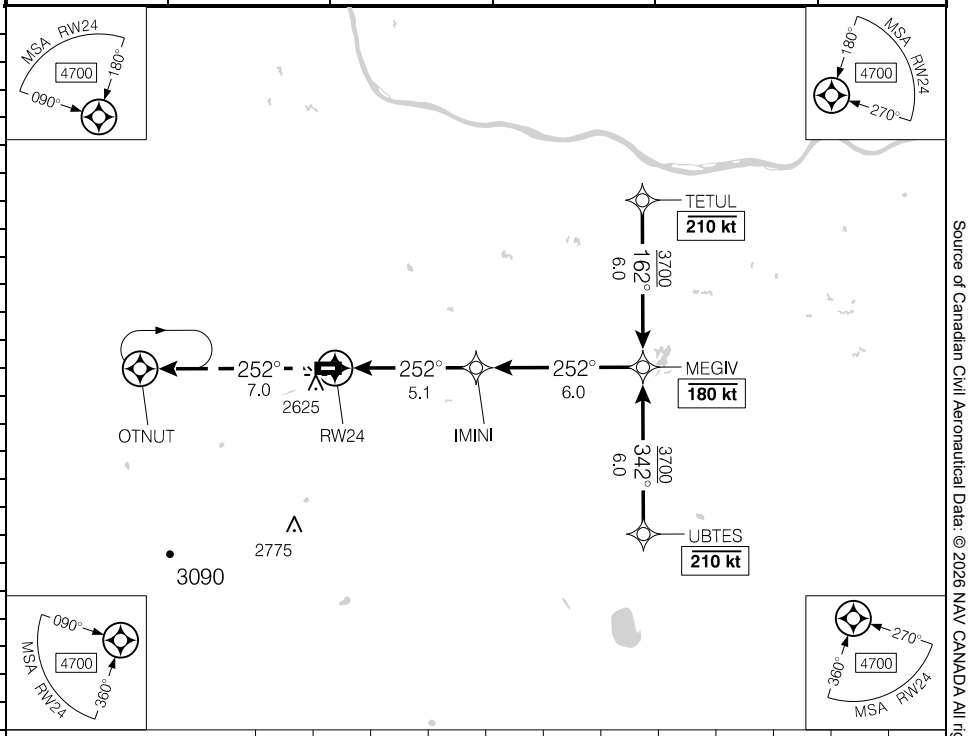
SPIRIT RIVER, AB

# RNAV (GNSS) RWY 24

554702N 1185027W VAR 18°E

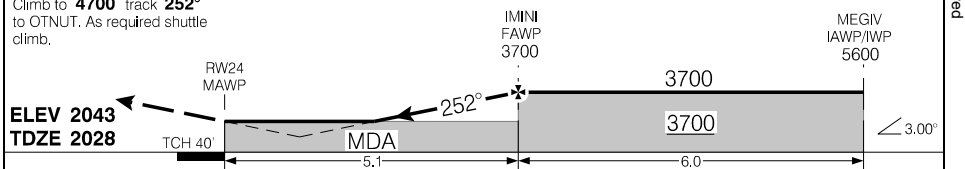
CFS5

| | | | | | |
|---|---|---|---|---|---|
| | CTR Edmonton – **134.5** | | | | ARCAL 123.2(K) |
| | | TFC – **123.2** ATF | | | |
| SAFE ALT 100 NM **9600** | WAAS **Ch 81050** W24A | APCH CRS **252°** | MIN ALT IMINI **3700** | LDA **3003** | |




| DIST FROM RW24 | | | 2.6 | 4 | **5.1** | 6 | 7 | 8 | 9 | 10 | 11.1 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | | 2880 | 3340 | **3700** | 3970 | 4290 | 4610 | 4930 | 5250 | 5600 |

MISSED APPROACH
Climb to **4700** track **252°**
to OTNUT. As required shuttle climb.




RASS: Use CYQU.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2378** | (355) | 1¼ | |
| LNAV | **2880** | (857) | 2½ | |

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

RNAV (GNSS) RWY 24

CFS5

EFF 16 MAY 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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SPIRIT RIVER, AB

# AERODROME CHART

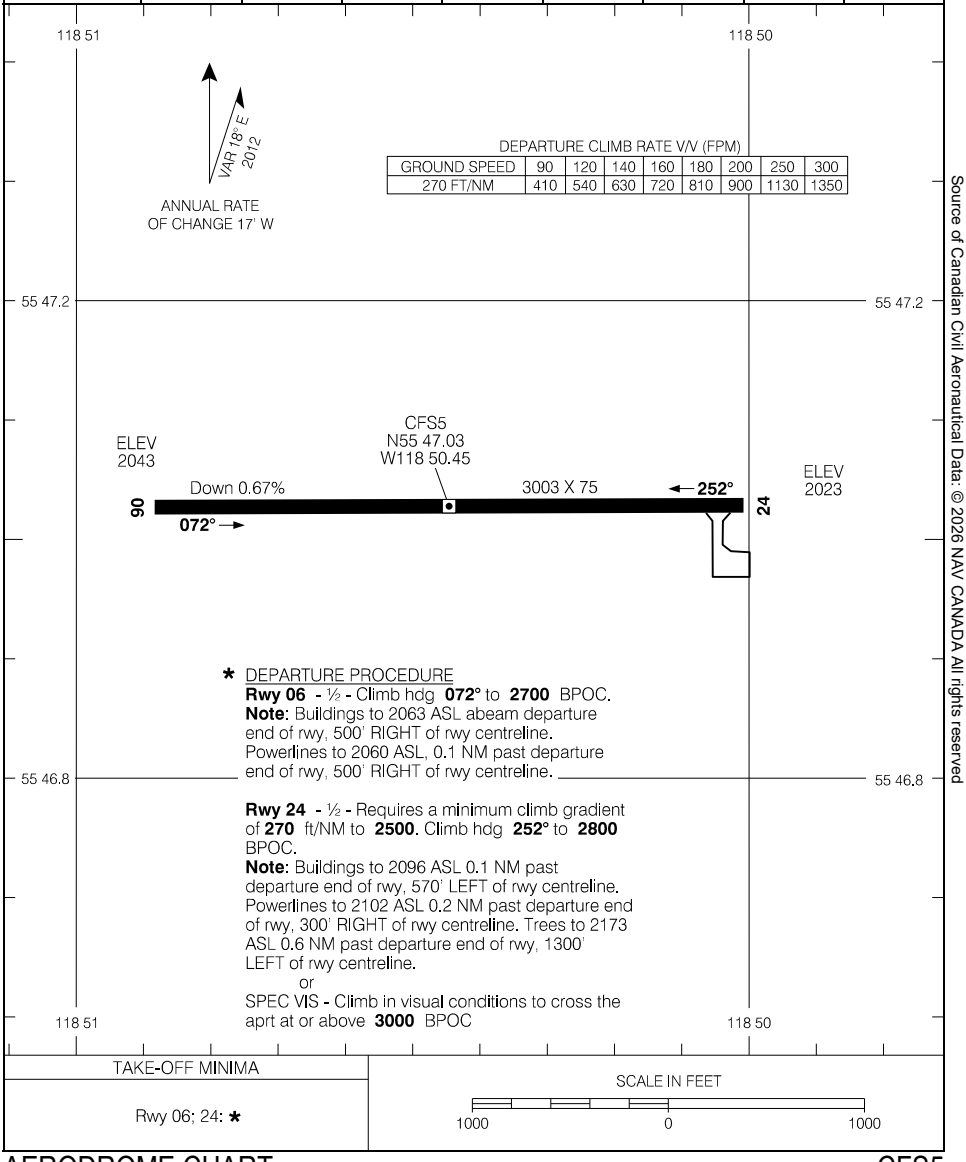
CFS5

TFC – **123.2**

ATF

CTR Edmonton – **134.5**

| DECL DISTS | 06 | 24 |
|---|---|---|
| TORA | 3003 | 3003 |
| TODA | 3003 | 3003 |
| ASDA | 3003 | 3003 |
| LDA | 3003 | 3003 |




| TAKE-OFF MINIMA |
|---|
| Rwy 06; 24: * |

SCALE IN FEET

1000 0 1000

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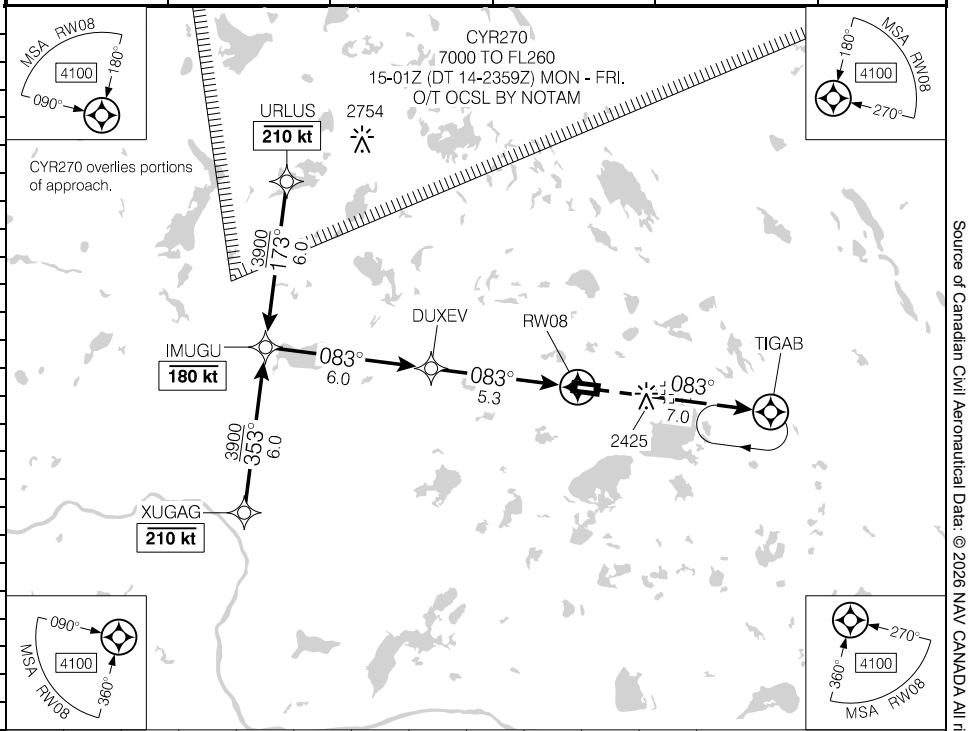
ST. PAUL, AB

# RNAV (GNSS) RWY 08

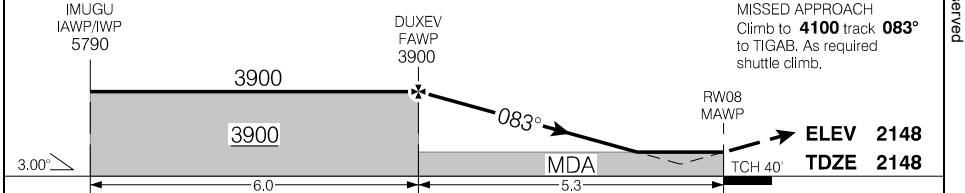
535937N 1112241W VAR 14°E

CEW3

| | | | | |
|---|---|---|---|---|
| | TML Cold Lake – **124.5** | ◕ UNICOM – **122.8** ATF | | ARCAL 122.8(K) |
| SAFE ALT 100 NM **5300** | WAAS **Ch 80058** W08A | APCH CRS **083°** | MIN ALT DUXEV **3900** | LDA **3498** |




| (NM) | 11.3 | 10 | 9 | 8 | 7 | 6 | **5.3** | 4 | 3 | 1.5 | | DIST FROM RW08 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5790 | 5370 | 5050 | 4740 | 4420 | 4100 | **3900** | 3460 | 3140 | 2680 | | ALT (3.00° APCH PATH) |




MISSED APPROACH
Climb to **4100** track **083°** to TIGAB. As required shuttle climb.

RASS: Use CYLL. When using CYLB add **10'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2648** (500) | 1¾ | NOT AUTHORIZED | |
| LNAV | **2680** (532) | 1¾ | NOT AUTHORIZED | |

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

RNAV (GNSS) RWY 08 CEW3

EFF 24 MAR 22



Canada Air Pilot
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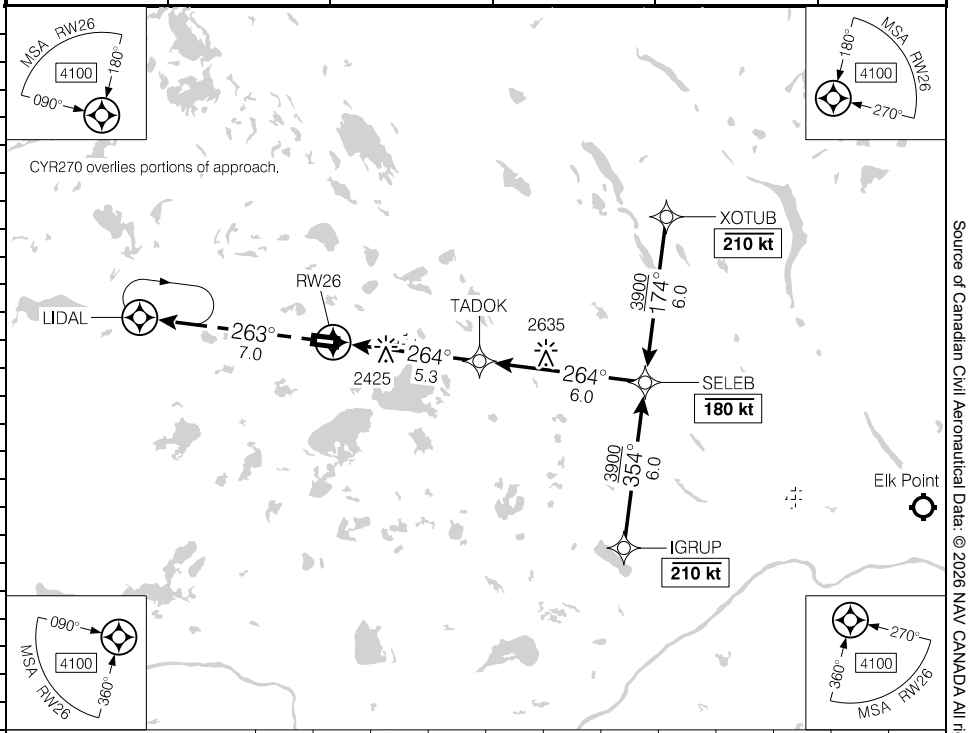
ST. PAUL, AB

# RNAV (GNSS) RWY 26

535937N 1112241W VAR 14°E

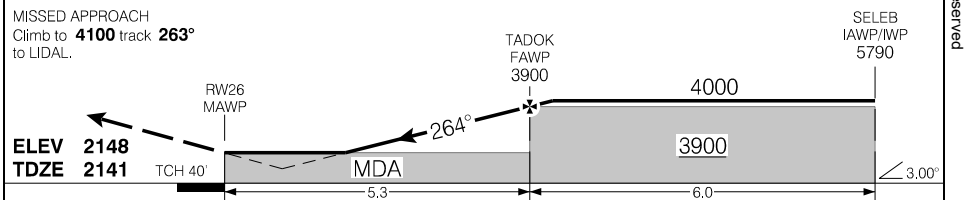
CEW3

| | | | | | |
|---|---|---|---|---|---|
| | TML Cold Lake – **124.5** | | UNICOM – **122.8** ATF | | ARCAL 122.8(K) |
| SAFE ALT 100 NM **5300** | WAAS **Ch 80059** W26A | APCH CRS **264°** | MIN ALT TADOK **3900** | LDA **3498** | |




| DIST FROM RW26 | | 2.1 | 3 | 4 | 5 | **5.7** | 7 | 8 | 9 | 10 | 11.3 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | 2860 | 3140 | 3450 | 3770 | **4000** | 4410 | 4730 | 5050 | 5370 | 5790 |

MISSED APPROACH
Climb to **4100** track **263°**
to LIDAL.




RASS: Use CYLL. When using CYLB add **10'**.

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

| CATEGORY | A | | B | C | D |
|---|---|---|---|---|---|
| LPV | **2641** | (500) | 1¾ | NOT AUTHORIZED | |
| LNAV | **2860** | (719) | 2¼ | NOT AUTHORIZED | |

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Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

ST. PAUL, AB

# AERODROME CHART

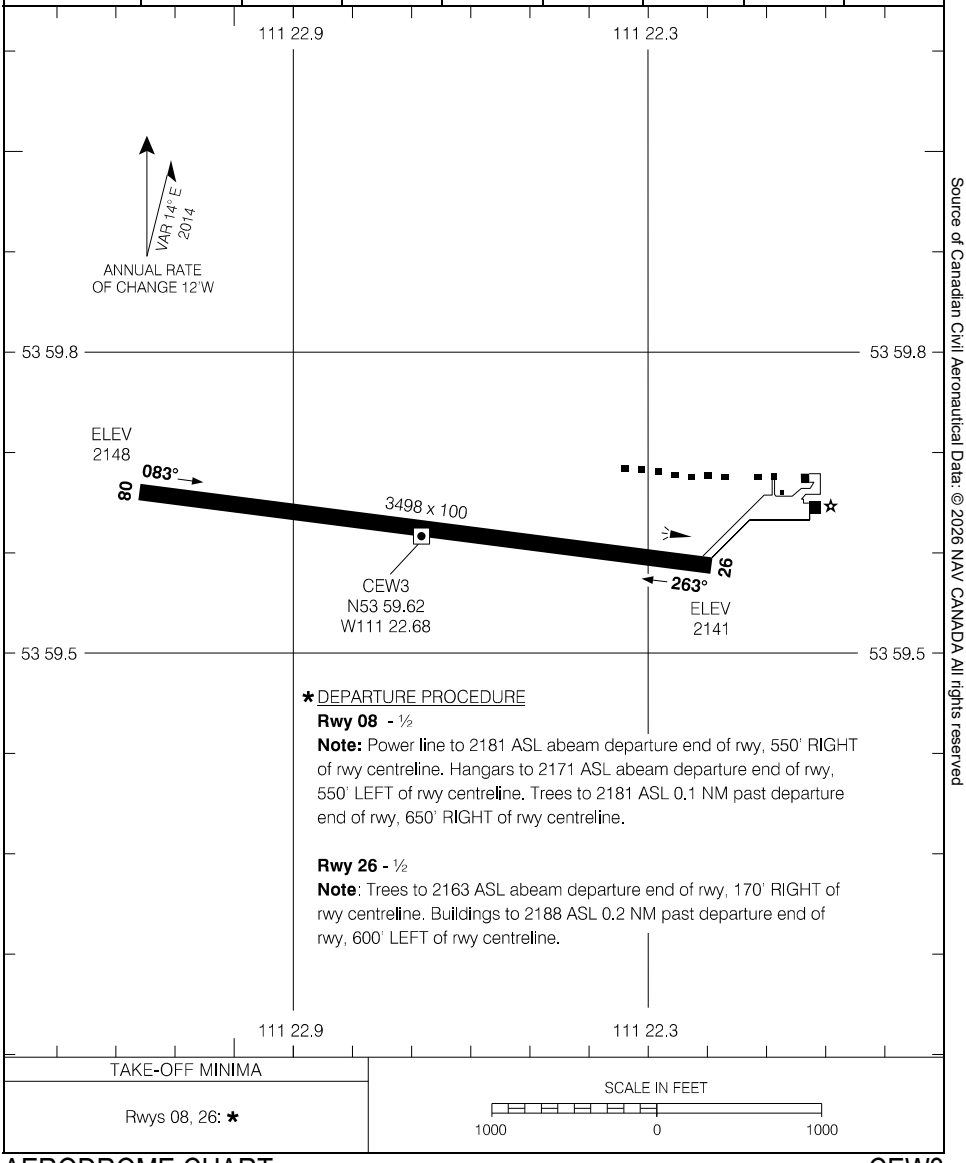
CEW3

UNICOM – **122.8**

TML Cold Lake – **124.5**

ATF

| DECL DISTS | 08 | 26 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 3498 | 3498 | | | | | | |
| TODA | 3498 | 3498 | | | | | | |
| ASDA | 3498 | 3498 | | | | | | |
| LDA | 3498 | 3498 | | | | | | |




✱ DEPARTURE PROCEDURE

**Rwy 08 -** ½

**Note:** Power line to 2181 ASL abeam departure end of rwy, 550' RIGHT of rwy centreline. Hangars to 2171 ASL abeam departure end of rwy, 550' LEFT of rwy centreline. Trees to 2181 ASL 0.1 NM past departure end of rwy, 650' RIGHT of rwy centreline.

**Rwy 26 -** ½

**Note**: Trees to 2163 ASL abeam departure end of rwy, 170' RIGHT of rwy centreline. Buildings to 2188 ASL 0.2 NM past departure end of rwy, 600' LEFT of rwy centreline.

| TAKE-OFF MINIMA |
|---|
| Rwys 08, 26: ✱ |

SCALE IN FEET

1000 0 1000

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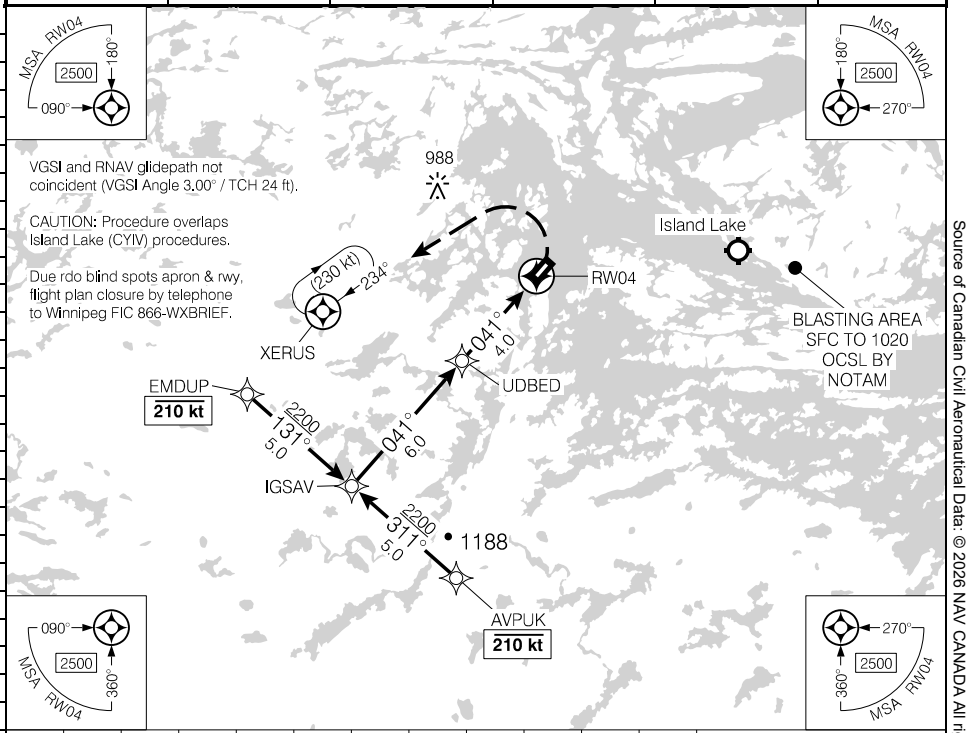
ST. THERESA POINT, MB

# RNAV (GNSS) RWY 04

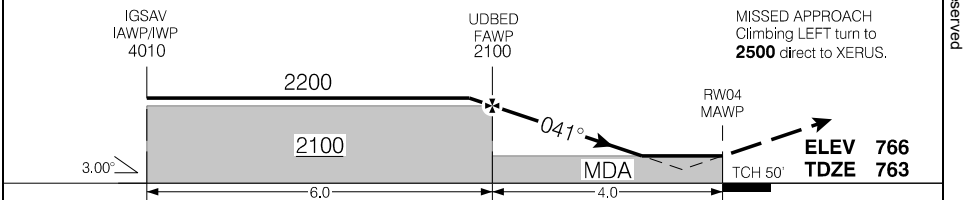
535044N 0945108W VAR 0°

CYST

| | | | | |
|---|---|---|---|---|
| AWOS Island Lake – **128.1** | | RADIO Thunder Bay – **122.2** MF | | ARCAL 122.2(K) P1 |
| SAFE ALT 100 NM **2600** | WAAS **Ch 80714** W04A | APCH CRS **041°** | MIN ALT UDBED **2100** | LDA **3393** |




| | | 10 | 9 | 8 | 7 | 6 | 5 | **4.4** | 3 | 2 | 1.4 | DIST FROM RW04 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 4010 | 3680 | 3360 | 3040 | 2720 | 2400 | **2200** | 1770 | 1450 | 1260 | ALT (3.00° APCH PATH) |




RASS: Use CYIV. When using CZSJ add **180°**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1259** | (500) | 1¾ | |
| LNAV | **1260** | (501) | 1½ | |

# RNAV (GNSS) RWY 04

CYST

EFF 22 JAN 26



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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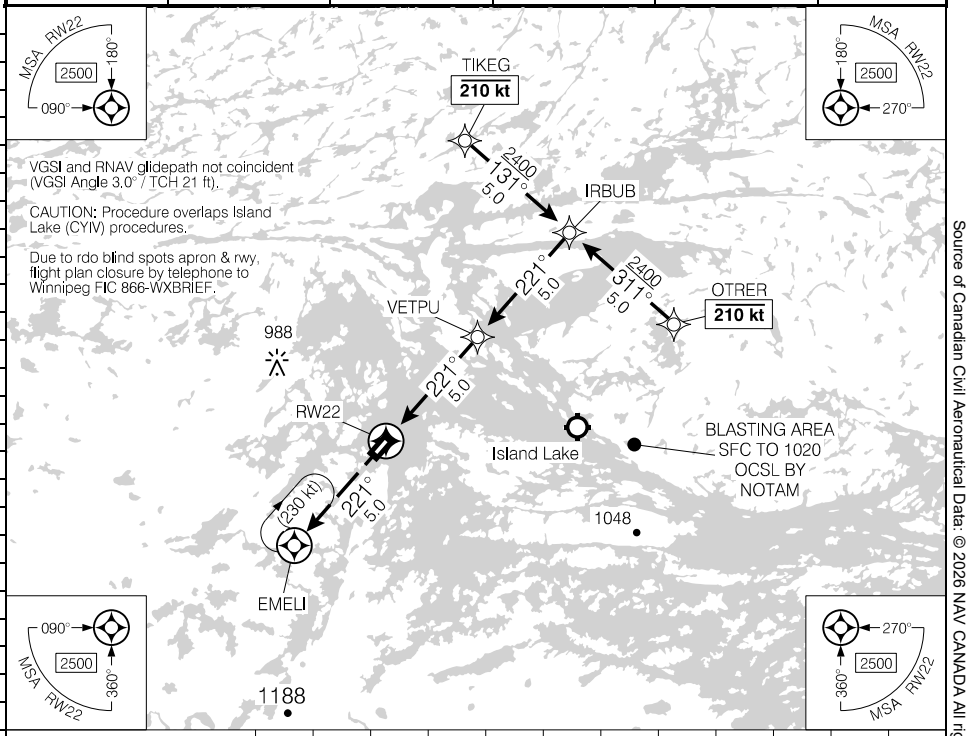
ST. THERESA POINT, MB

# RNAV (GNSS) RWY 22

535044N 0945108W VAR 0°

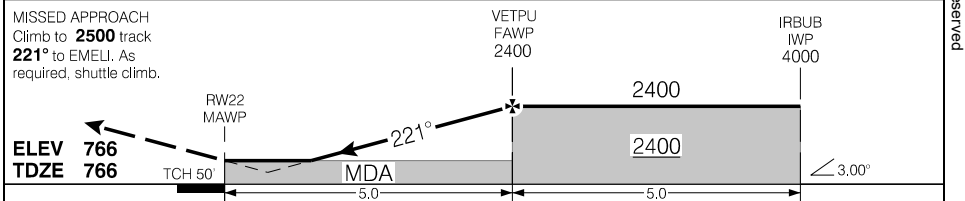
CYST

| AWOS Island Lake – **128.1** | | RADIO Thunder Bay – **122.2** MF | | ARCAL 122.2(K) P1 |
|---|---|---|---|---|
| SAFE ALT 100 NM **2600** | WAAS **Ch 80781** W22A | APCH CRS **221°** | MIN ALT VETPU **2400** | LDA **3393** |




| DIST FROM RW22 | 1.5 | 2 | 3 | 4 | **5.0** | 6 | 7 | 8 | 9 | 10 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 1280 | 1450 | 1770 | 2090 | **2400** | 2730 | 3050 | 3370 | 3680 | 4000 | | |

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




RASS: Use CYIV. When using CZSJ add **180°**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1265** | (500) | 1¾ | |
| LNAV | **1280** | (515) | 1½ | |

# RNAV (GNSS) RWY 22

CYST

EFF 22 JAN 26



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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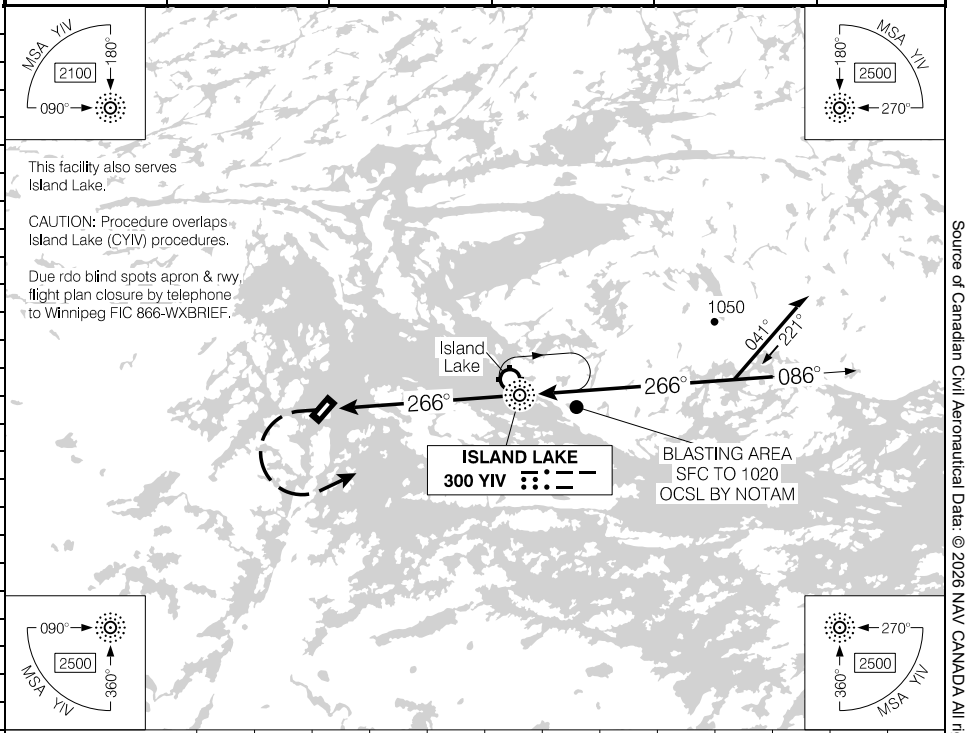
ST. THERESA POINT, MB

# NDB A

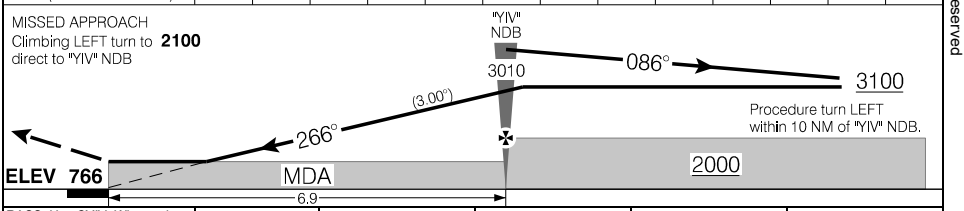
535044N 0945108W VAR 0°

CYST

| AWOS Island Lake – **128.1** | | RADIO Thunder Bay – **122.2** MF | | ARCAL 122.2(K) P1 |
|---|---|---|---|---|
| SAFE ALT 100 NM **2600** | NDB YIV **300** | APCH CRS **266°** | MIN ALT YIV **2000** | LDA REFER TO AD CHART |




| DIST FROM MAP | 1.7 | 3 | 4 | 5 | 6 | **7.2** | 8 | 9 | 10 | 11 | 12 | 14 | 16.9 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 1360 | 1770 | 2090 | 2410 | 2730 | **3100** | 3360 | 3680 | 4000 | 4320 | 4640 | 5280 | 6190 |




RASS: Use CYIV. When using CZSJ add **180°**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | **1360** (593) | 1¾ | **1360** (593) | 2 **1380** (613) 2 |

"YIV" NDB to MAP 6.9 NM

| Knots | ft/min | Min:Sec |
|---|---|---|
| 70 | 370 | **5:55** |
| 90 | 480 | **4:36** |
| 110 | 580 | **3:46** |
| 130 | 690 | **3:11** |
| 150 | 800 | **2:46** |

NDB A

CYST

EFF 22 JAN 26



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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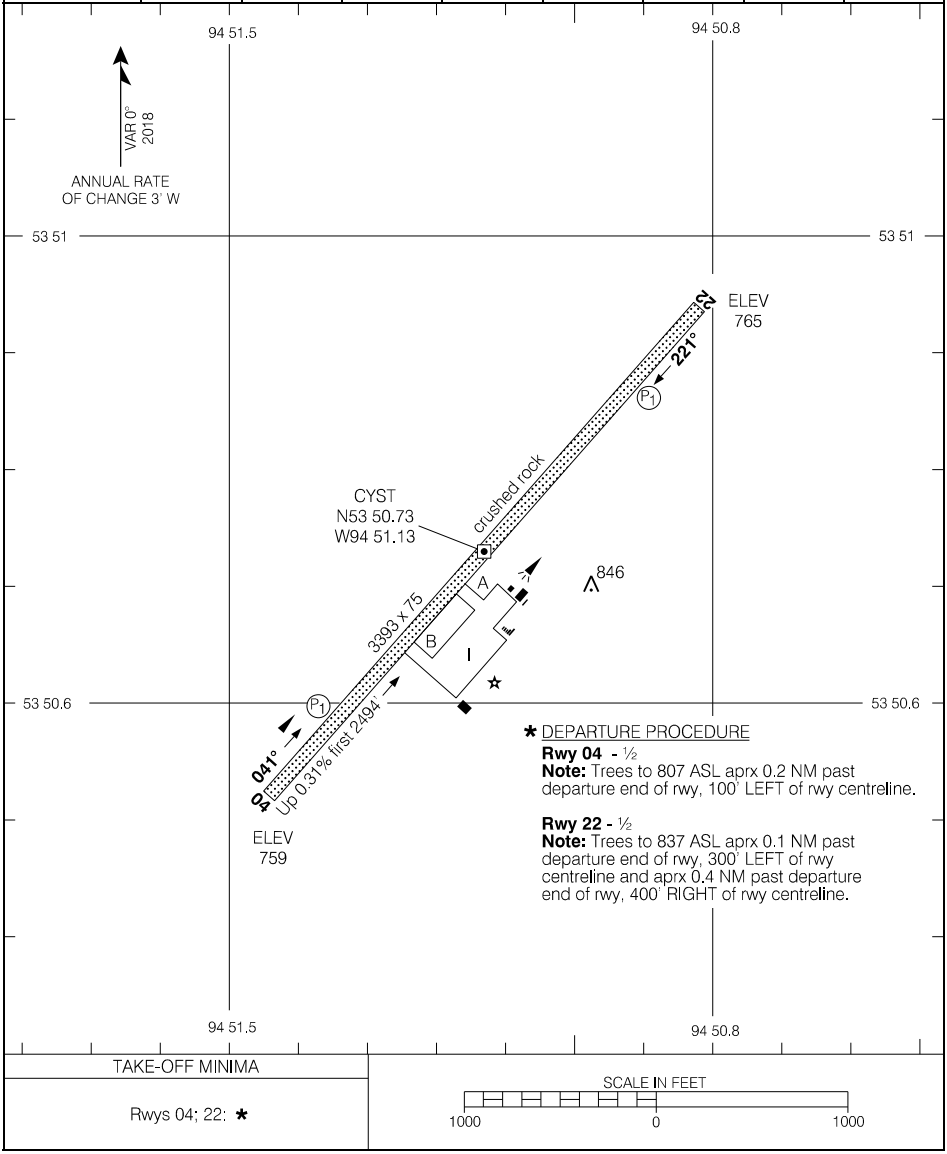
ST. THERESA POINT, MB

# AERODROME CHART

CYST

| AWOS Island Lake – **128.1** | | RADIO Thunder Bay – **122.2** MF | |
|---|---|---|---|

| DECL DISTS | 04 | 22 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 3393 | 3393 | | | | | | |
| TODA | 4377 | 4377 | | | | | | |
| ASDA | 3393 | 3393 | | | | | | |
| LDA | 3393 | 3393 | | | | | | |




| TAKE-OFF MINIMA | SCALE IN FEET |
|---|---|
| Rwys 04; 22: * | 1000 0 1000 |

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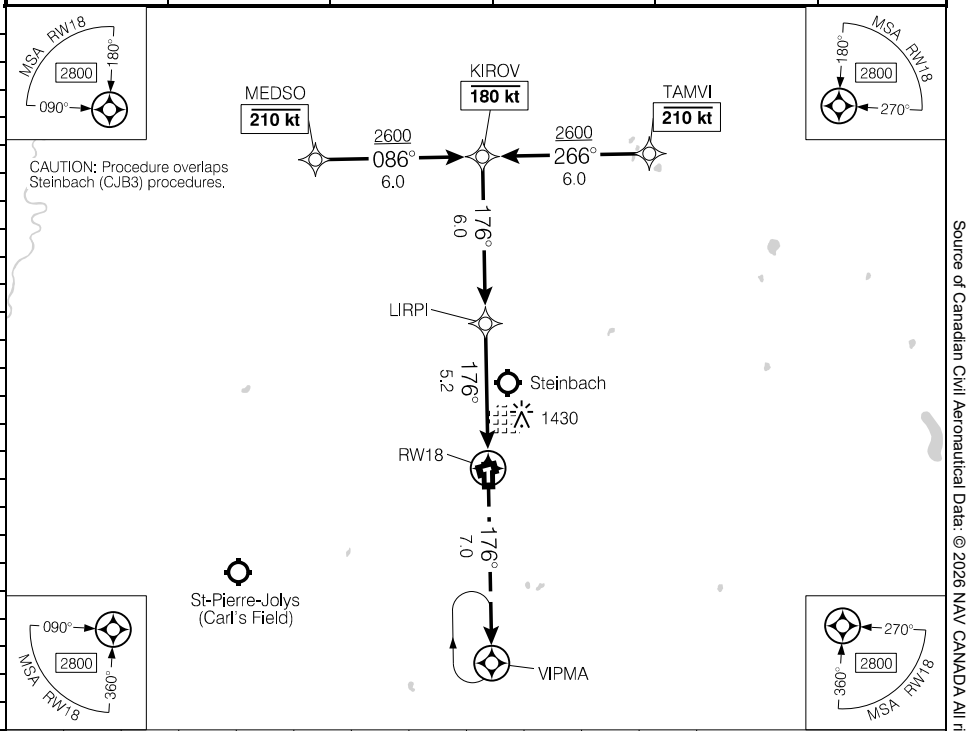
STEINBACH (SOUTH), MB

# RNAV (GNSS) RWY 18

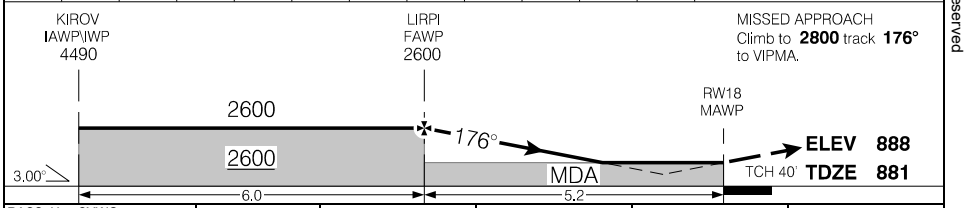
492938N 0964156W VAR 3°E

CKK7

| | | | | | |
|---|---|---|---|---|---|
| | TML Winnipeg – **119.9** | | UNICOM – **122.7** ATF | | ARCAL 122.7(J) |
| SAFE ALT 100 NM **4000** | WAAS **Ch 80679** W18A | APCH CRS **176°** | MIN ALT LIRPI **2600** | LDA **3112** | |




| (NM) | 11.2 | 10 | 9 | 8 | 7 | 6 | **5.2** | 4 | 3 | 2.1 | | DIST FROM RW18 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 4490 | 4100 | 3780 | 3470 | 3150 | 2830 | **2600** | 2190 | 1870 | 1580 | | ALT (3.00° APCH PATH) |




RASS: Use CYWG.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1378** (500) | 1¾ | NOT AUTHORIZED | |
| LNAV | **1580** (702) | 2¼ | NOT AUTHORIZED | |

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

RNAV (GNSS) RWY 18 CKK7

EFF 29 DEC 22



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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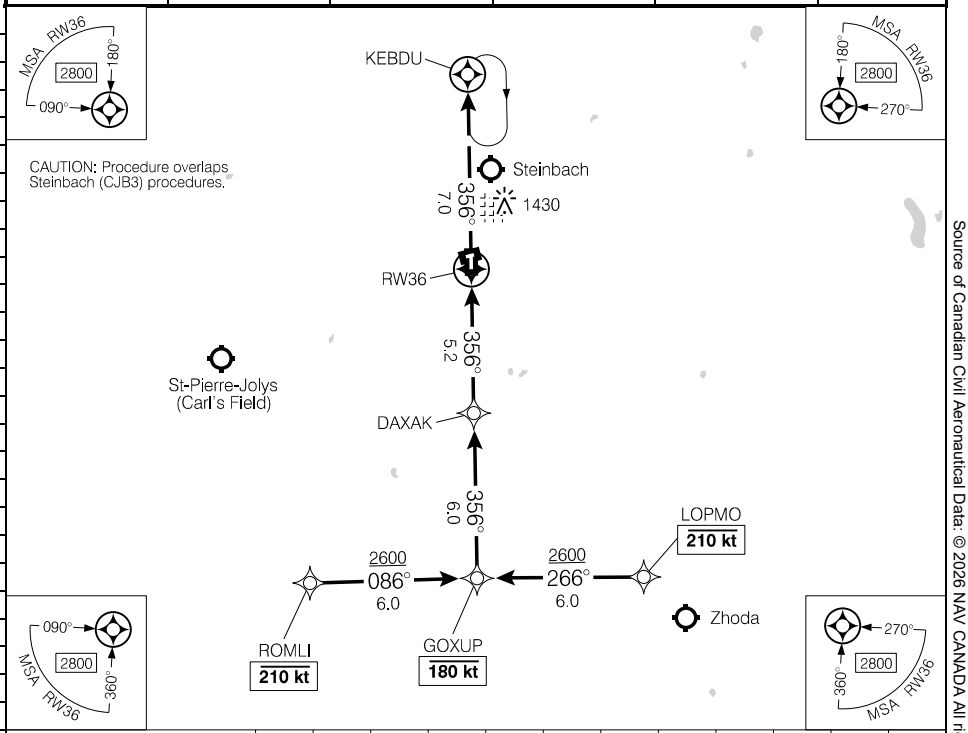
STEINBACH (SOUTH), MB

# RNAV (GNSS) RWY 36

492938N 0964156W VAR 3°E

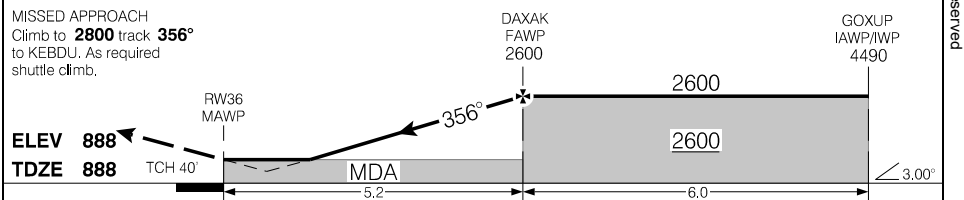
CKK7

| | | | | | |
|---|---|---|---|---|---|
| | TML Winnipeg – **119.9** | | ◕ UNICOM – **122.7** ATF | | ARCAL 122.7(J) |
| SAFE ALT 100 NM **4000** | WAAS **Ch 80680** W36A | APCH CRS **356°** | MIN ALT DAXAK **2600** | LDA **3112** | |




| DIST FROM RW36 | 1.5 | 2 | 3 | 4 | **5.2** | 6 | 7 | 8 | 9 | 10 | 11.2 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 1400 | 1560 | 1880 | 2200 | **2600** | 2840 | 3160 | 3480 | 3790 | 4110 | 4490 |

MISSED APPROACH
Climb to **2800** track **356°** to KEBDU. As required shuttle climb.




RASS: Use CYWG.

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

| CATEGORY | A | | B | C | D |
|---|---|---|---|---|---|
| LPV | **1388** | (500) | 1¾ | NOT AUTHORIZED | |
| LNAV | **1400** | (512) | 1½ | NOT AUTHORIZED | |

RNAV (GNSS) RWY 36 CKK7

EFF 29 DEC 22



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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STEINBACH (SOUTH), MB

# AERODROME CHART

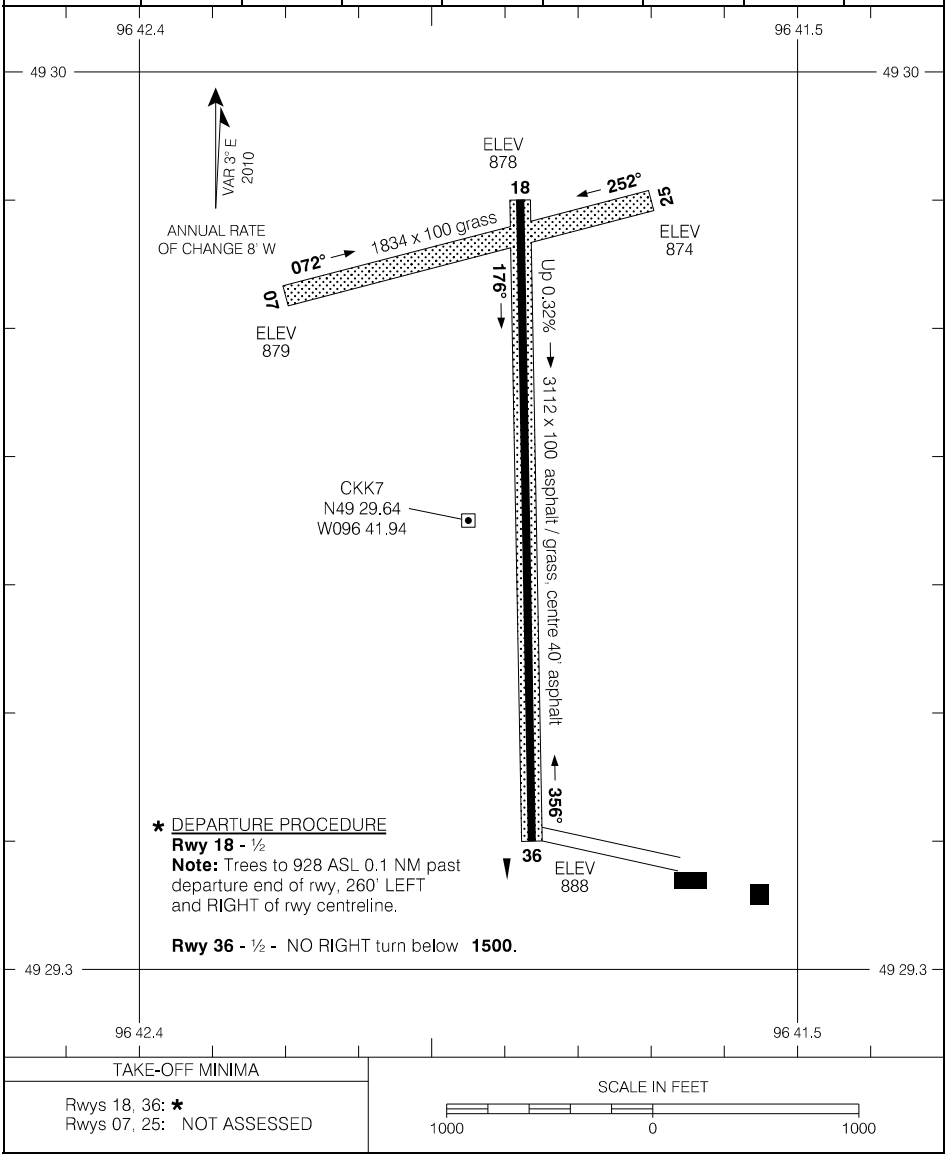
CKK7

UNICOM – **122.7**

ATF

TML Winnipeg – **119.9**

| DECL DISTS | 07 | 25 | 18 | 36 | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 1834 | 1834 | 3112 | 3112 | | | | |
| TODA | 1834 | 1834 | 3112 | 3112 | | | | |
| ASDA | 1834 | 1834 | 3112 | 3112 | | | | |
| LDA | 1834 | 1834 | 3112 | 3112 | | | | |




| TAKE-OFF MINIMA | SCALE IN FEET |
|---|---|
| Rwys 18, 36: *<br>Rwys 07, 25: NOT ASSESSED | 1000 0 1000 |

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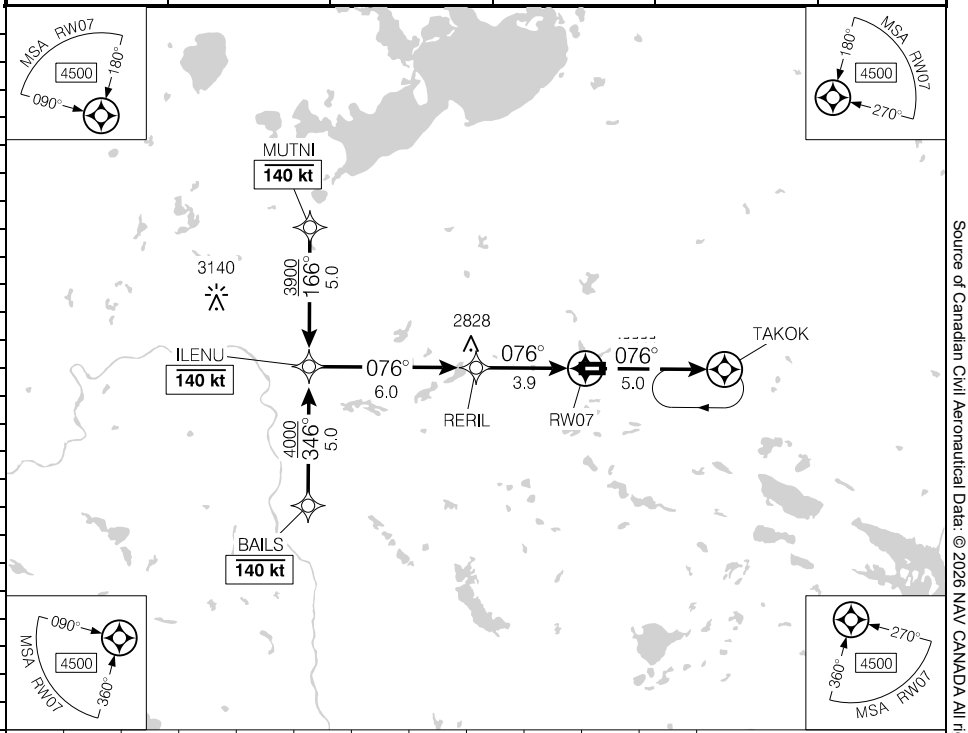
STETTLER, AB

# RNAV (GNSS) RWY 07

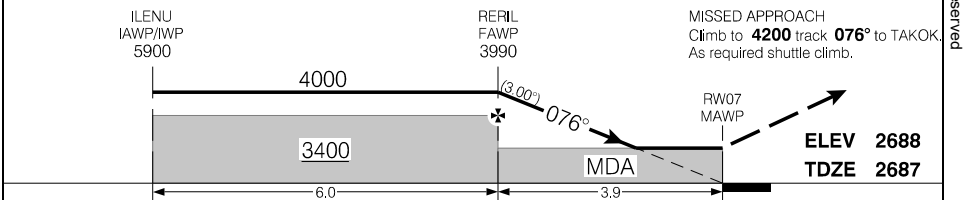
521836N 1124516W VAR 15°E

CEJ3

| | | | | | |
|---|---|---|---|---|---|
| | CTR Edmonton – **132.85** | | UNICOM – **123.0** ATF | | ARCAL 123.0(K) |
| SAFE ALT 100 NM **8800** | RNAV | APCH CRS **076°** | MIN ALT RERIL **3400** | LDA **3000** | |




| | | 9.9 | 9 | 8 | 7 | 6 | 5 | **4.0** | 3 | 2 | 1.5 | DIST FROM RW07 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 5900 | 5600 | 5280 | 4970 | 4650 | 4330 | **4000** | 3690 | 3370 | 3200 | ALT (3.00° APCH PATH) |




RASS: Use CYQF.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **3200** | (514) | 1½ | NOT AUTHORIZED |

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

RNAV (GNSS) RWY 07 CEJ3

EFF 5 OCT 23



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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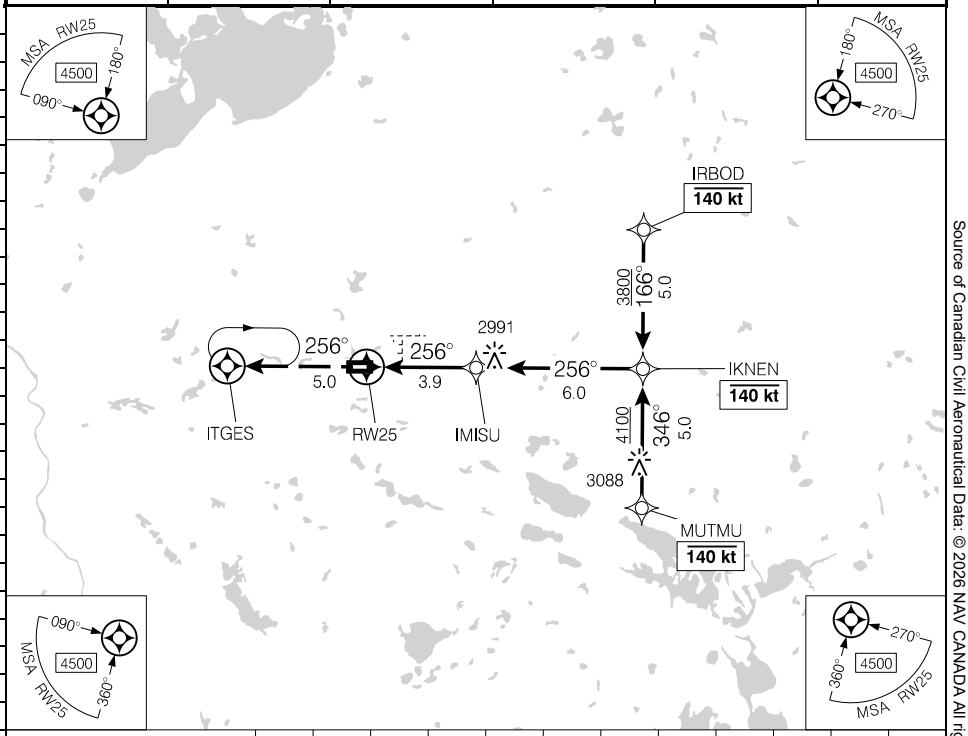
STETTLER, AB

# RNAV (GNSS) RWY 25

521836N 1124516W VAR 15°E

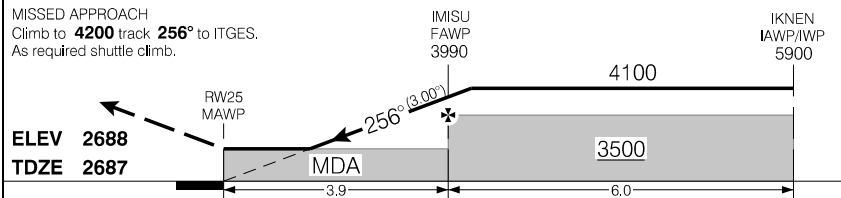
CEJ3

| | | | | | |
|---|---|---|---|---|---|
| | CTR Edmonton – **132.85** | | UNICOM – **123.0** ATF | | ARCAL 123.0(K) |
| SAFE ALT 100 NM **8800** | RNAV | APCH CRS **256°** | MIN ALT IMISU **3500** | LDA **3000** | |




| DIST FROM RW25 | 1.5 | 2 | 3 | **4.3** | 5 | 6 | 7 | 8 | 9 | 9.9 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 3220 | 3370 | 3690 | **4100** | 4330 | 4640 | 4960 | 5280 | 5600 | 5900 | | |

MISSED APPROACH
Climb to **4200** track **256°** to ITGES.
As required shuttle climb.




RASS: Use CYQF.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **3220** (536) | 1¾ | NOT AUTHORIZED | |

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

RNAV (GNSS) RWY 25

CEJ3

EFF 5 OCT 23



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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STETTLER, AB

# AERODROME CHART

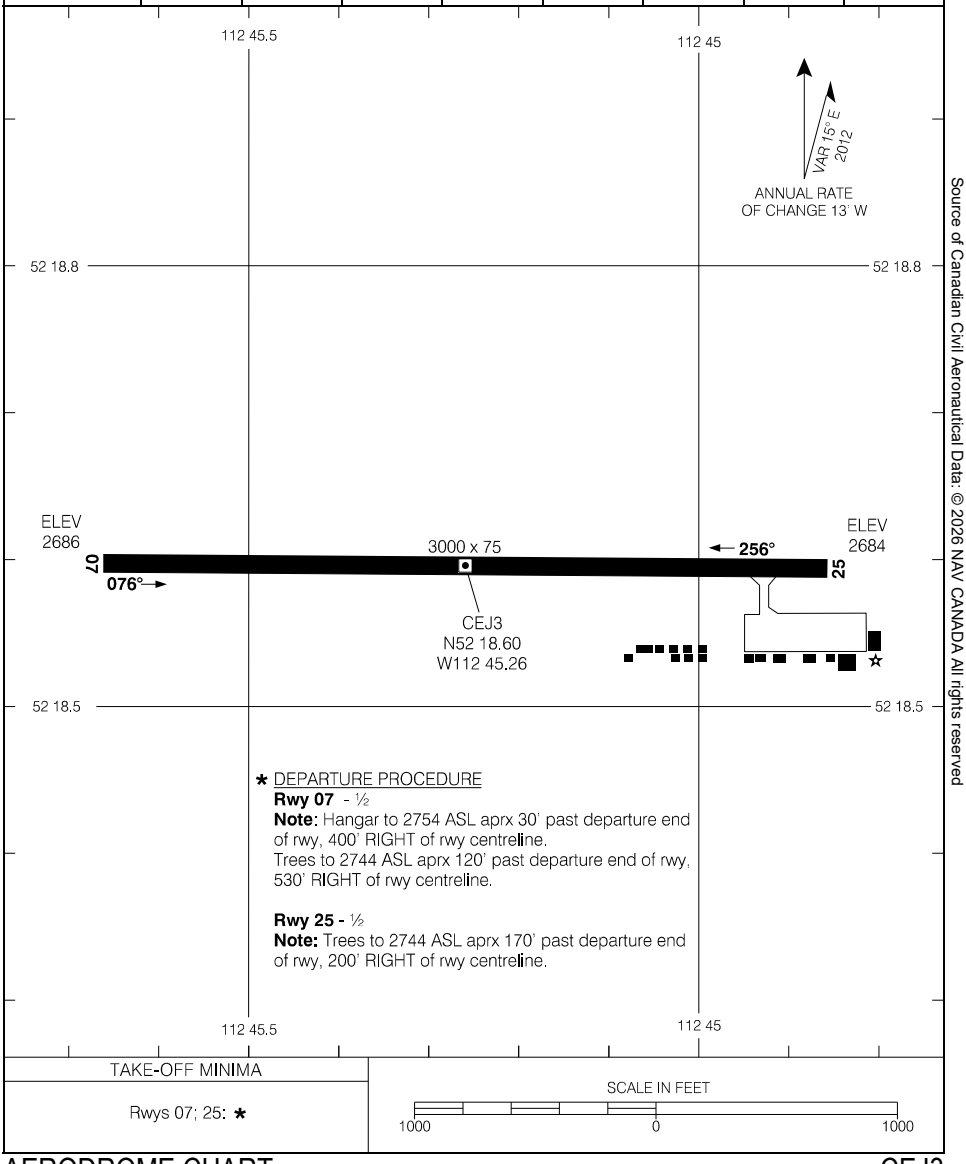
CEJ3

UNICOM – **123.0**

ATF

CTR Edmonton – **132.85**

| DECL DISTS | 07 | 25 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 3000 | 3000 | | | | | | |
| TODA | 3000 | 3000 | | | | | | |
| ASDA | 3000 | 3000 | | | | | | |
| LDA | 3000 | 3000 | | | | | | |




* DEPARTURE PROCEDURE

**Rwy 07** - ½

**Note:** Hangar to 2754 ASL aprx 30' past departure end of rwy, 400' RIGHT of rwy centreline.
Trees to 2744 ASL aprx 120' past departure end of rwy, 530' RIGHT of rwy centreline.

**Rwy 25 -** ½

**Note:** Trees to 2744 ASL aprx 170' past departure end of rwy, 200' RIGHT of rwy centreline.

TAKE-OFF MINIMA

Rwys 07; 25: *

SCALE IN FEET

1000 0 1000

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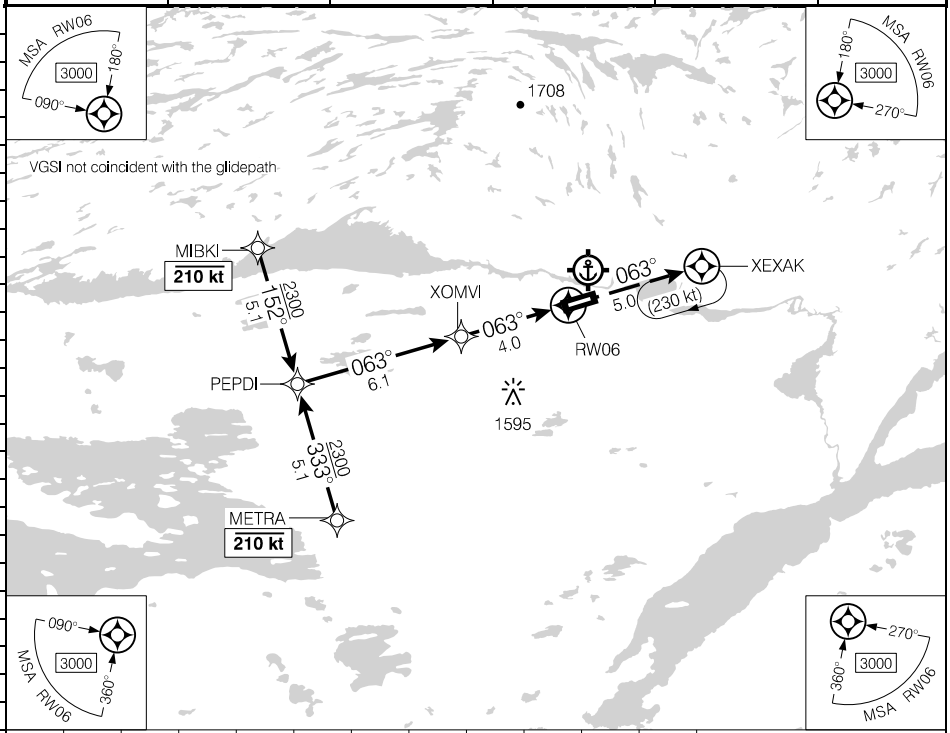
STONY RAPIDS, SK

# RNAV (GNSS) RWY 06

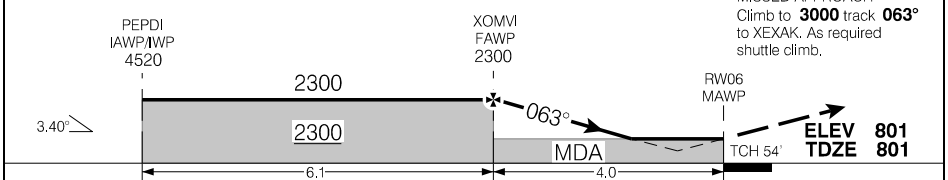
591501N 1055029W VAR 11°E

CYSF

| | | | | |
|---|---|---|---|---|
| AWOS – **128.75** | | RADIO Regina – **122.1**<br>TFC – **122.1** MF | | ARCAL 122.1(K) P1 |
| SAFE ALT 100 NM<br>**3400** | WAAS<br>**Ch 80776**<br>W06A | APCH<br>CRS<br>**063°** | MIN ALT<br>XOMVI<br>**2300** | LDA<br>**5052** |




| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 10.1 | 9 | 8 | 7 | 6 | 5 | **4.0** | 3 | 1.6 | | DIST FROM RW06 |
| | | 4520 | 4110 | 3750 | 3390 | 3020 | 2660 | **2300** | 1940 | 1420 | | ALT (3.40° APCH PATH) |




MISSED APPROACH
Climb to **3000** track **063°** to XEXAK. As required shuttle climb.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1301** | (500) | 1½ | |
| LNAV | **1420** | (619) | 2 | |

| Knots | ft/min | Min:Sec |
|---|---|---|
| 70 | 420 | |
| 90 | 540 | |
| 110 | 660 | |
| 130 | 780 | |
| 150 | 900 | |

RNAV (GNSS) RWY 06 CYSF

EFF 17 APR 25



Canada Air Pilot
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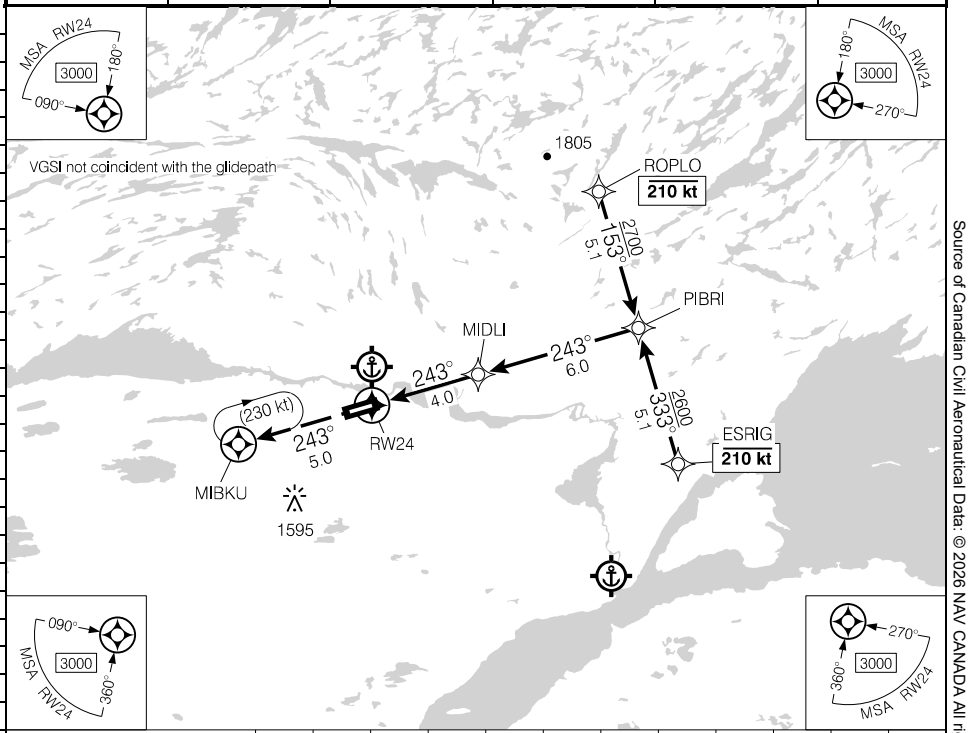
STONY RAPIDS, SK

# RNAV (GNSS) RWY 24

591501N 1055029W VAR 11°E

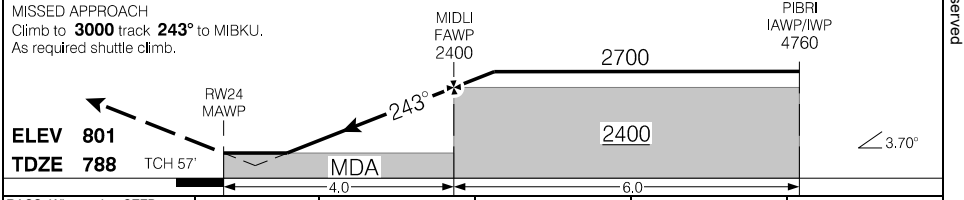
CYSF

| | | | | |
|---|---|---|---|---|
| AWOS – **128.75** | | RADIO Regina – **122.1**<br>TFC – **122.1** MF | | ARCAL 122.1(K) P1 |
| SAFE ALT 100 NM<br>**3400** | WAAS<br>**Ch 80921**<br>W24A | APCH<br>CRS<br>**243°** | MIN ALT<br>MIDLI<br>**2400** | LDA<br>**5052** |




| DIST FROM RW24 | 1.1 | 2 | 3 | 4 | **4.7** | 6 | 7 | 8 | 9 | 10 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.70° APCH PATH) | 1280 | 1620 | 2010 | 2410 | **2700** | 3190 | 3590 | 3980 | 4370 | 4760 | | |

MISSED APPROACH
Climb to **3000** track **243°** to MIBKU.
As required shuttle climb.




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

| Knots | ft/min | Min:Sec |
|---|---|---|
| 70 | 460 | |
| 90 | 590 | |
| 110 | 720 | |
| 130 | 850 | |
| 150 | 980 | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1279** | (500) | 1½ | NOT AUTHORIZED |
| LNAV | **1280** | (501) | 1½ | NOT AUTHORIZED |

RNAV (GNSS) RWY 24 CYSF

EFF 17 APR 25



Canada Air Pilot
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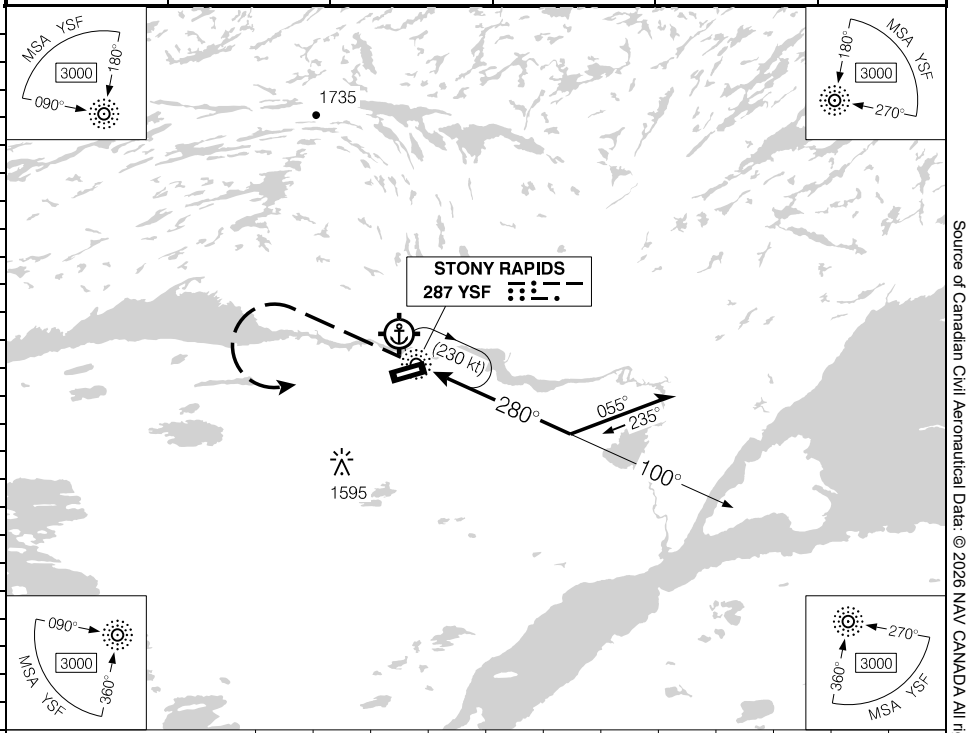
STONY RAPIDS, SK

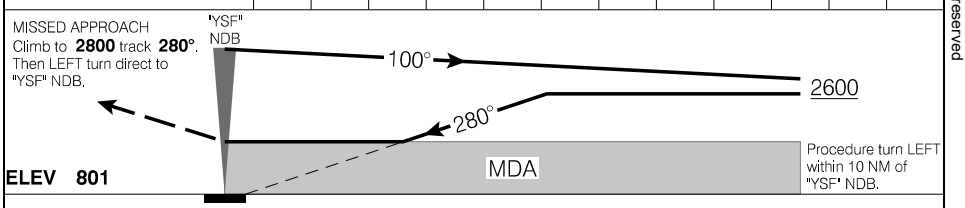
# NDB A

591501N 1055029W VAR 11°E

CYSF

| | | | | |
|---|---|---|---|---|
| AWOS – **128.75** | | RADIO Regina – **122.1**<br>TFC – **122.1** MF | | ARCAL 122.1(K)<br>LIGHTING: REFER TO AD CHART |
| SAFE ALT 100 NM<br>**3400** | NDB<br>YSF<br>**287** | APCH<br>CRS<br>**280°** | | LDA<br>REFER TO AD CHART |




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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | **1560** (759) 1½ | | **1640** (839) 2½ | **1640** (839) 2¾ |

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

NDB A

CYSF

EFF 17 APR 25



Canada Air Pilot
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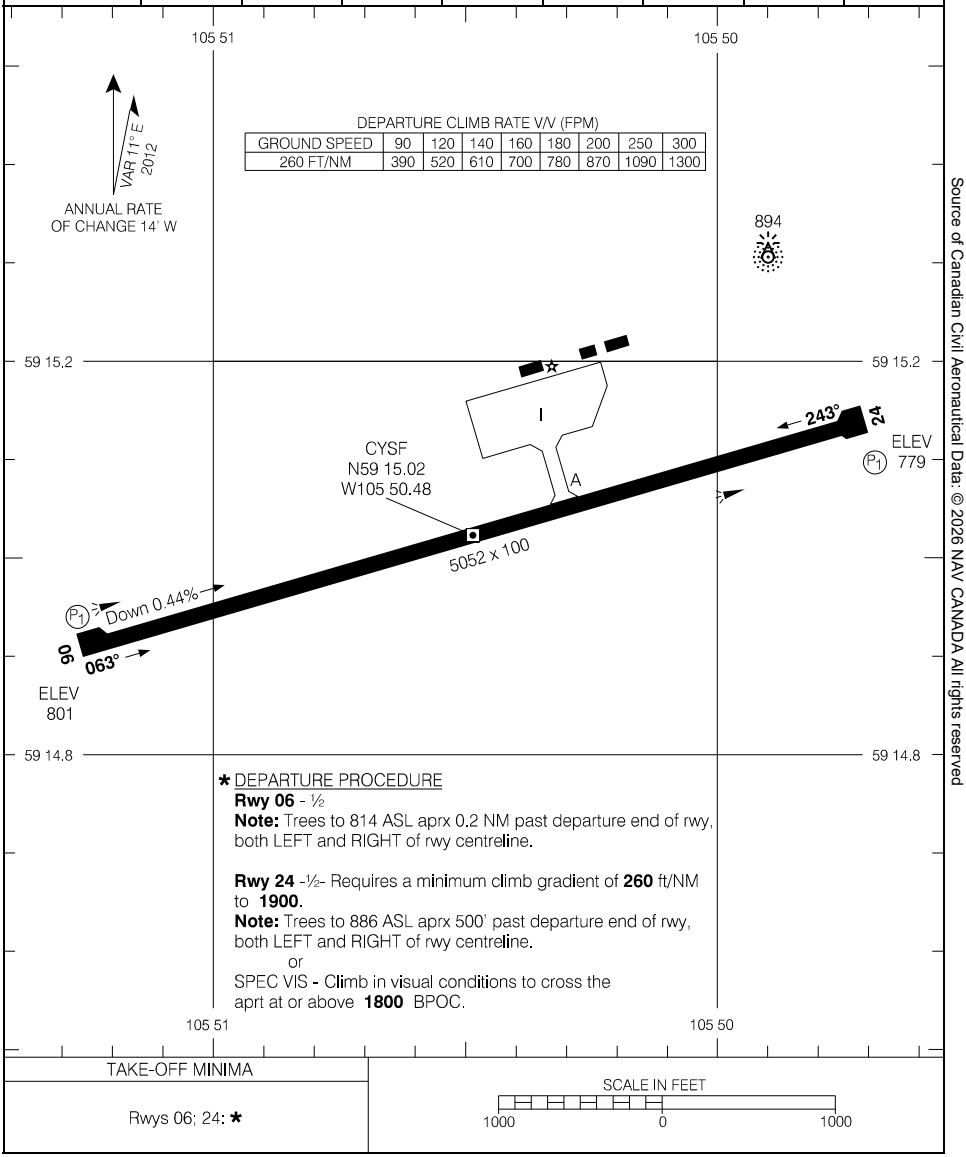
STONY RAPIDS, SK

# AERODROME CHART — CYSF

| AWOS – **128.75** | | RADIO Regina – **122.1**<br>TFC – **122.1** MF | RADIO Edmonton – **122.37** |
|---|---|---|---|

| DECL DISTS | 06 | 24 |
|---|---|---|
| TORA | 5052 | 5052 |
| TODA | 6036 | 5551 |
| ASDA | 5052 | 5052 |
| LDA | 5052 | 5052 |




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

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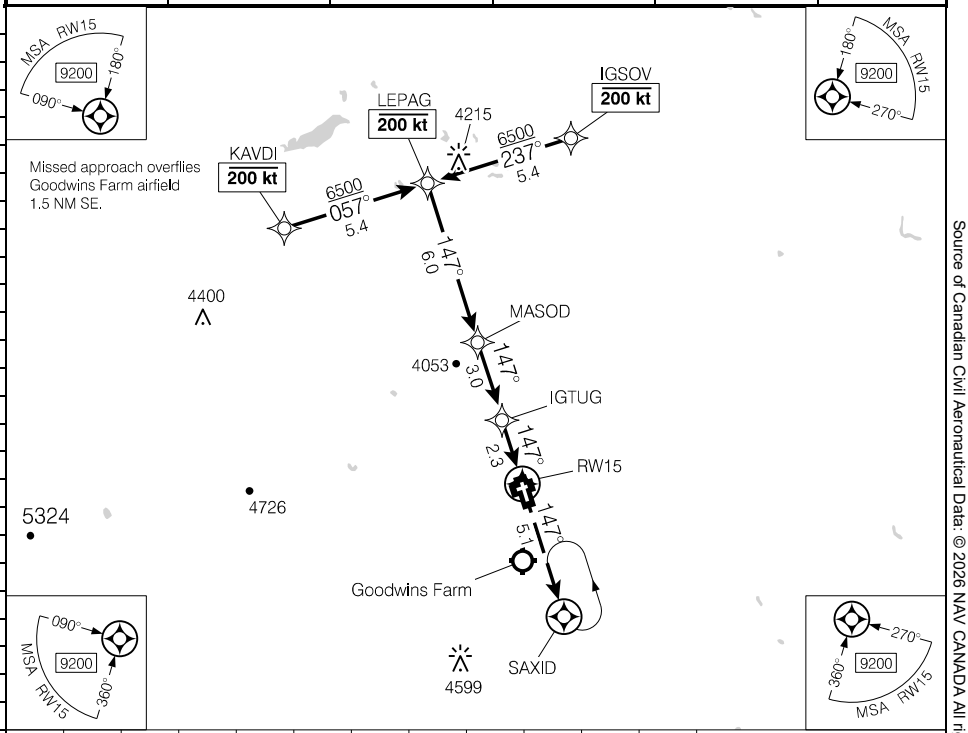
SUNDRE, AB

# RNAV (GNSS) RWY 15

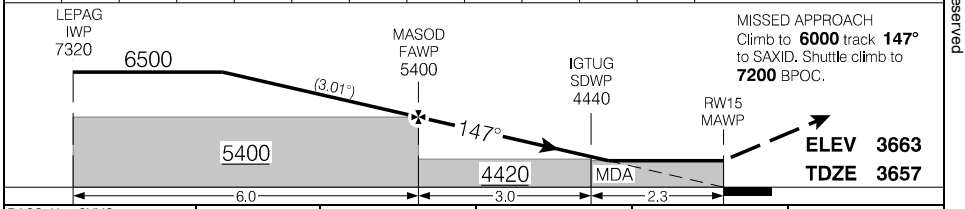
514629N 1144051W VAR 15°E

CFN7

| | | | | | |
|---|---|---|---|---|---|
| | CTR Edmonton – **134.3** | | | | ARCAL 123.2(K) |
| | | TFC – **123.2** ATF | | | |
| SAFE ALT 100 NM **13,900** | RNAV | APCH CRS **147°** | MIN ALT MASOD **5400** | LDA **4346** | |




| (NM) | 11.3 | 10 | **8.7** | 8 | 7 | 6 | 5 | 4 | 3 | 2.0 | | DIST FROM RW15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 7320 | 6900 | **6500** | 6260 | 5940 | 5620 | 5300 | 4980 | 4670 | 4340 | | ALT (3.01° APCH PATH) |




RASS: Use CYYC.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **4340** | (683) | 2 | NOT AUTHORIZED |

| 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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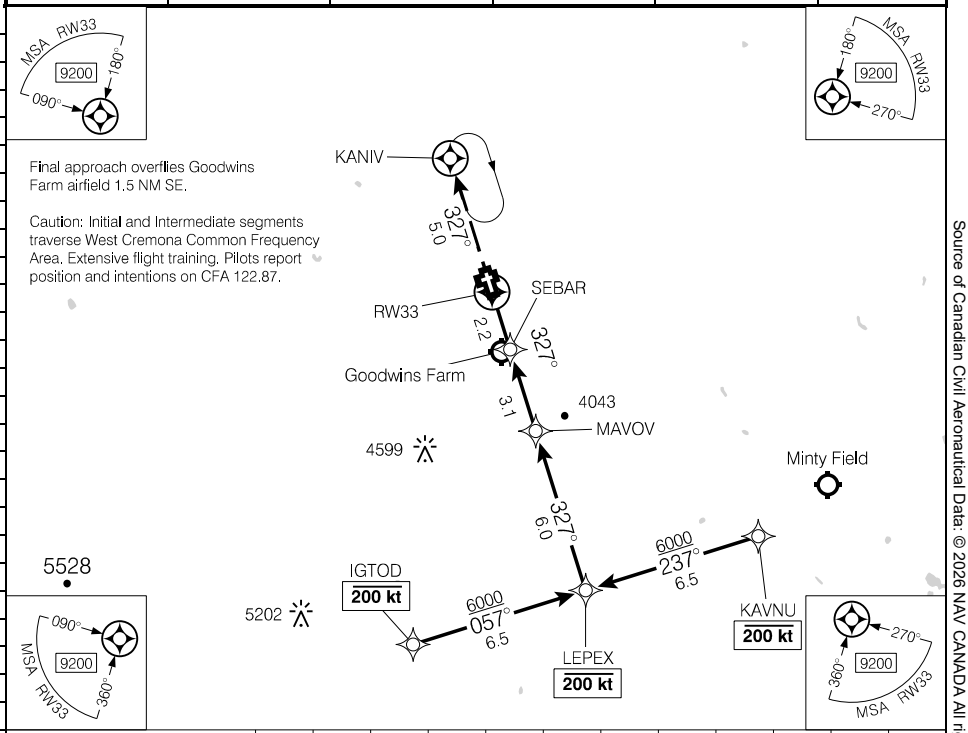
SUNDRE, AB

# RNAV (GNSS) RWY 33

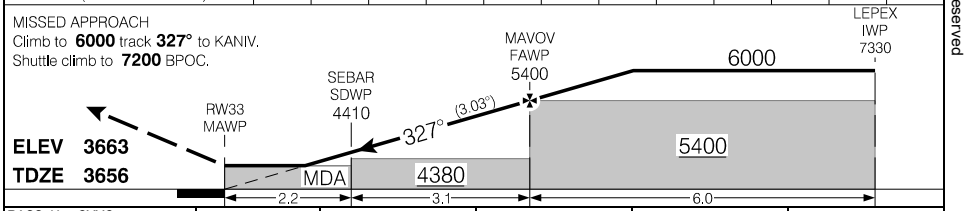
514629N 1144051W VAR 15°E

CFN7

| | | | | | |
|---|---|---|---|---|---|
| | CTR Edmonton – **134.3** | | TFC – **123.2** ATF | | ARCAL 123.2(K) |
| SAFE ALT 100 NM **13,900** | RNAV | APCH CRS **327°** | MIN ALT MAVOV **5400** | LDA **4346** | |




| DIST FROM RW33 | 1.4 | 2 | 3 | 4 | 5 | 6 | **7.1** | 8 | 9 | 10 | 11.3 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.03° APCH PATH) | 4160 | 4350 | 4670 | 4990 | 5310 | 5630 | **6000** | 6280 | 6600 | 6920 | 7330 |




RASS: Use CYYC.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **4160** | (506) | 1½ | NOT AUTHORIZED |

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

RNAV (GNSS) RWY 33

CFN7

EFF 15 JUN 23



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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SUNDRE, AB

# AERODROME CHART

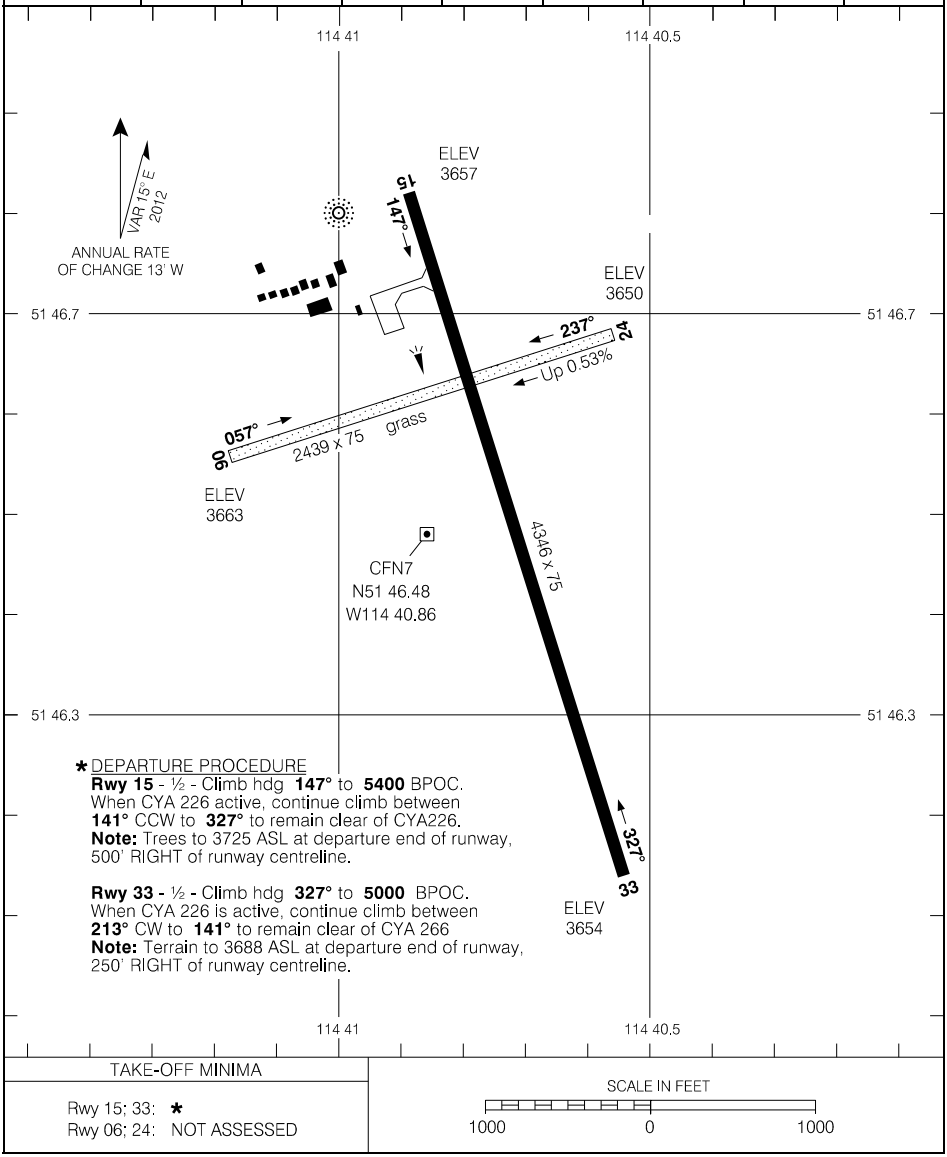
CFN7

TFC – **123.2**

ATF

CTR Edmonton – **134.3**

| DECL DISTS | 06 | 24 | 15 | 33 | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 2439 | 2439 | 4346 | 4346 | | | | |
| TODA | 2439 | 2439 | 4346 | 4346 | | | | |
| ASDA | 2439 | 2439 | 4346 | 4346 | | | | |
| LDA | 2439 | 2439 | 4346 | 4346 | | | | |




✱ DEPARTURE PROCEDURE

**Rwy 15** - ½ - Climb hdg **147°** to **5400** BPOC.
When CYA 226 active, continue climb between **141°** CCW to **327°** to remain clear of CYA226.
**Note:** Trees to 3725 ASL at departure end of runway, 500' RIGHT of runway centreline.

**Rwy 33 -** ½ **-** Climb hdg **327°** to **5000** BPOC.
When CYA 226 is active, continue climb between **213°** CW to **141°** to remain clear of CYA 266
**Note:** Terrain to 3688 ASL at departure end of runway, 250' RIGHT of runway centreline.

TAKE-OFF MINIMA

Rwy 15; 33: ✱
Rwy 06; 24: NOT ASSESSED

SCALE IN FEET

1000 0 1000

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# AERODROME CHART

CFN7

EFF 15 JUN 23



Canada Air Pilot
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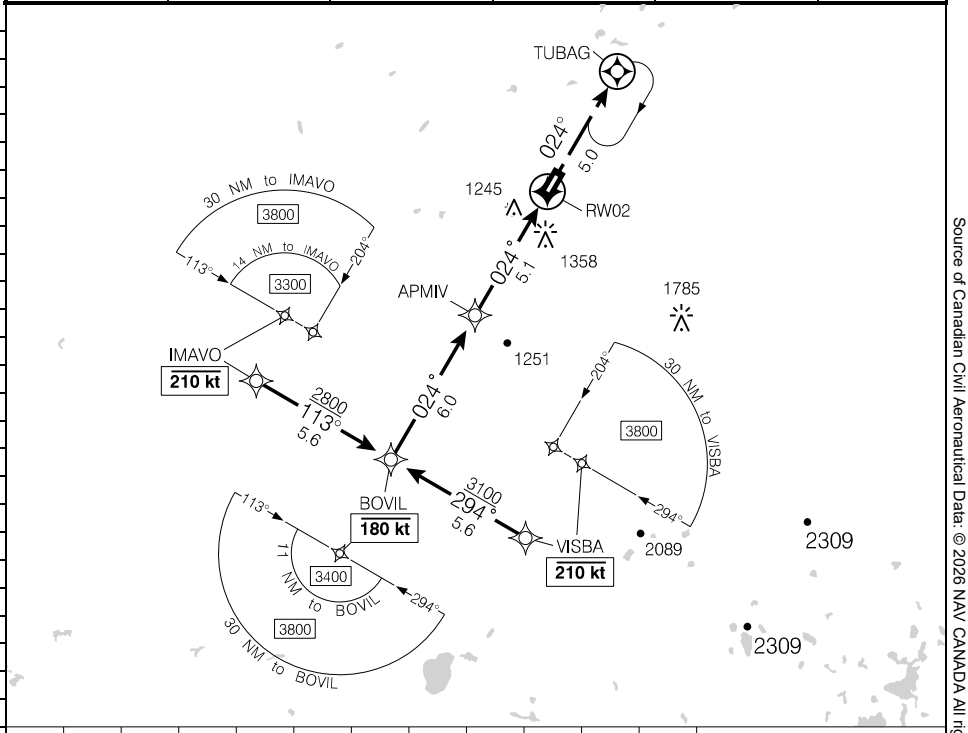
SWAN RIVER, MB

# RNAV (GNSS) RWY 02

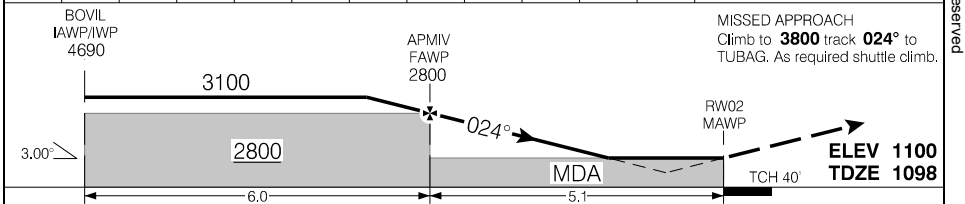
520717N 1011404W VAR 7°E

CZJN

| | | | | |
|---|---|---|---|---|
| | CTR Winnipeg – **132.52** | TFC – **122.8** ATF | | ARCAL 122.8(K) |
| SAFE ALT 100 NM **4400** | WAAS **Ch 81024** W02A | APCH CRS **024°** | MIN ALT APMIV **2800** | LDA **3935** |




| | 11.1 | 10 | 9 | 8 | 7 | **6.2** | 5 | 4 | 3 | 2.0 | | DIST FROM RW02 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 4690 | 4320 | 4000 | 3690 | 3370 | **3100** | 2730 | 2410 | 2090 | 1760 | | ALT (3.00° APCH PATH) |




MISSED APPROACH
Climb to **3800** track **024°** to TUBAG. As required shuttle climb.

RASS: Use CYQV.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1598** | (500) | 1¾ | |
| LNAV | **1760** | (662) | 2 | |

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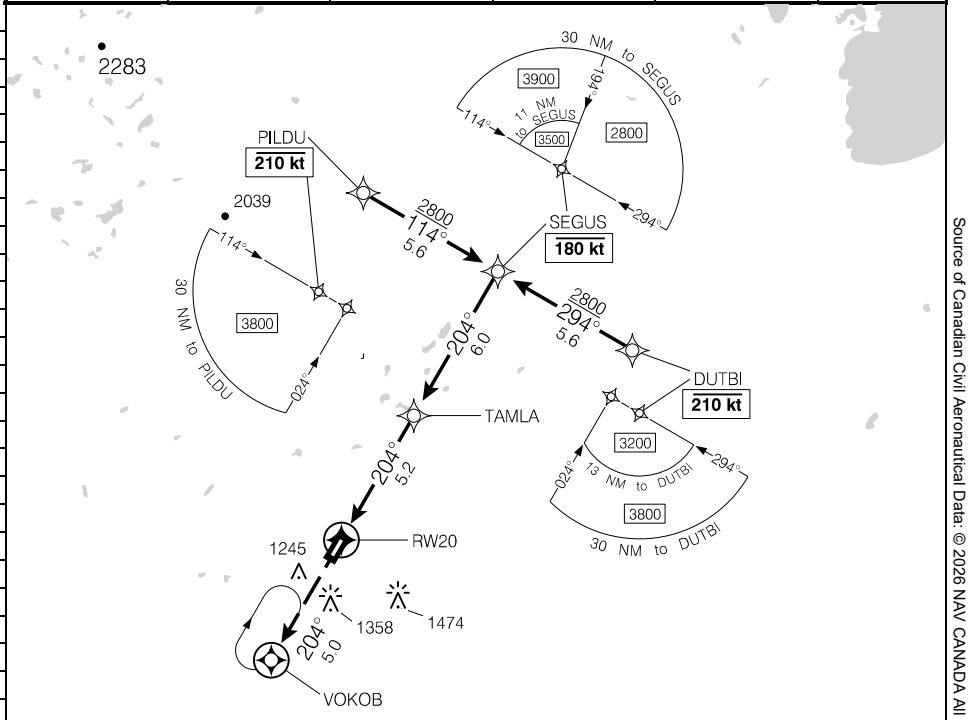
SWAN RIVER, MB

# RNAV (GNSS) RWY 20

520717N 1011404W VAR 7°E

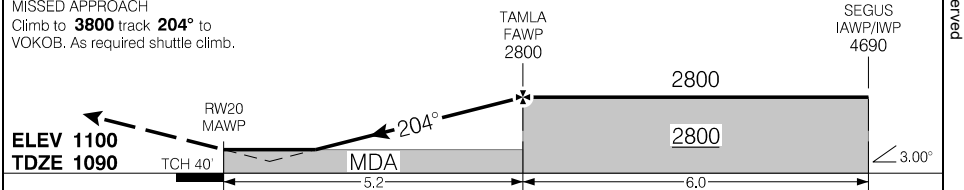
CZJN

| | | | | | |
|---|---|---|---|---|---|
| | CTR Winnipeg – **132.52** | | | | ARCAL 122.8(K) |
| | | TFC – **122.8** ATF | | | P1 AS |
| SAFE ALT 100 NM **4400** | WAAS **Ch 81025** W20A | APCH CRS **204°** | MIN ALT TAMLA **2800** | LDA **3935** | |




| DIST FROM RW20 | | 1.6 | 3 | 4 | **5.2** | 6 | 7 | 8 | 9 | 10 | 11.2 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | 1640 | 2080 | 2400 | **2800** | 3040 | 3360 | 3680 | 3990 | 4310 | 4690 | |

MISSED APPROACH
Climb to **3800** track **204°** to VOKOB. As required shuttle climb.




RASS: Use CYQV.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1589** | (500) | 1¾ | |
| LNAV | **1640** | (551) | 1¾ | |

# RNAV (GNSS) RWY 20

CZJN

EFF 12 JUN 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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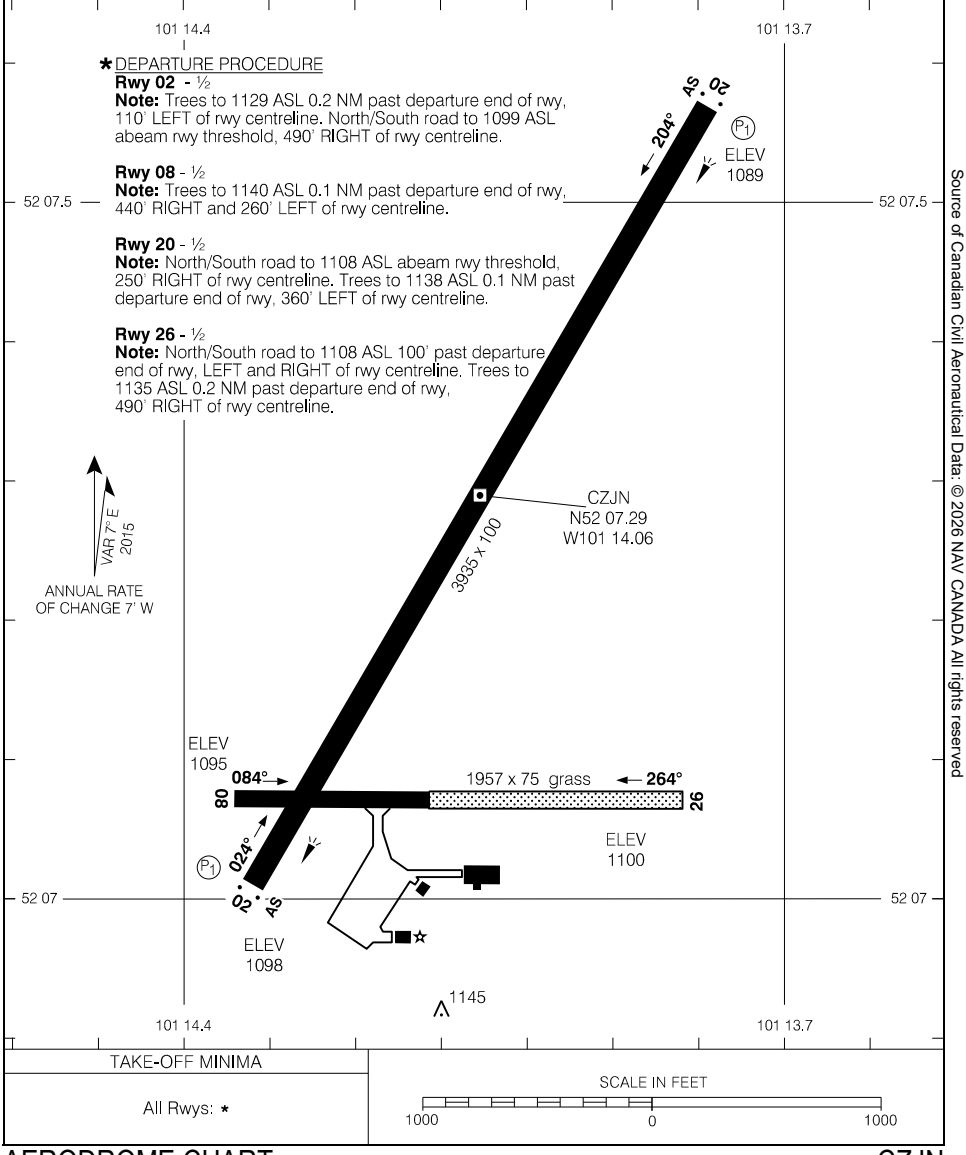
SWAN RIVER, MB

# AERODROME CHART — CZJN

| | | | CTR Winnipeg – **132.52** |
|---|---|---|---|
| | | TFC – **122.8** ATF | |

| DECL DISTS | 02 | 20 | 08 | 26 | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 3935 | 3935 | 1957 | 1957 | | | | |
| TODA | 3935 | 3935 | 1957 | 1957 | | | | |
| ASDA | 3935 | 3935 | 1957 | 1957 | | | | |
| LDA | 3935 | 3935 | 1957 | 1957 | | | | |




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

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Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

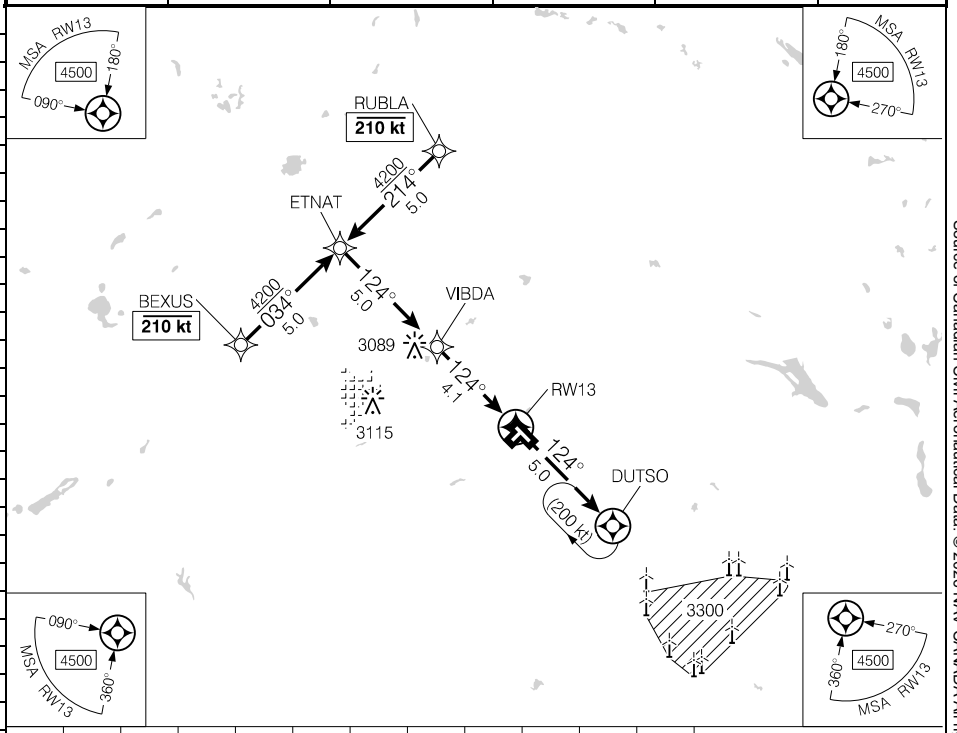
SWIFT CURRENT, SK

# RNAV (GNSS) RWY 13

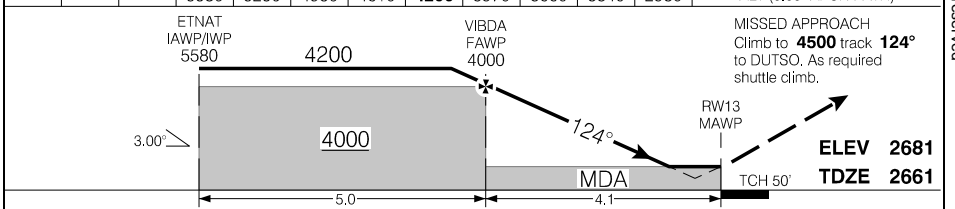
501731N 1074124W VAR 11°E

CYYN

| | | | | |
|---|---|---|---|---|
| AWOS – **124.7** | CTR Winnipeg – **132.8**<br>TFC – **122.3** MF | | | ARCAL 122.3(K) |
| SAFE ALT 100 NM<br>**6800** | WAAS<br>**Ch 80623**<br>W13A | APCH<br>CRS<br>**124°** | MIN ALT<br>VIBDA<br>**4000** | LDA<br>**4250** |




| | | | 9.1 | 8 | 7 | 6 | **4.7** | 4 | 3 | 2 | 0.9 | DIST FROM RW13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 5580 | 5250 | 4930 | 4610 | **4200** | 3970 | 3660 | 3340 | 2980 | ALT (3.00° APCH PATH) |




RASS: When using CJC5 add **160°**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2901** | (250) | 1 | |
| LNAV | **2980** | (329) | 1 | |

RNAV (GNSS) RWY 13 CYYN

EFF 11 JUL 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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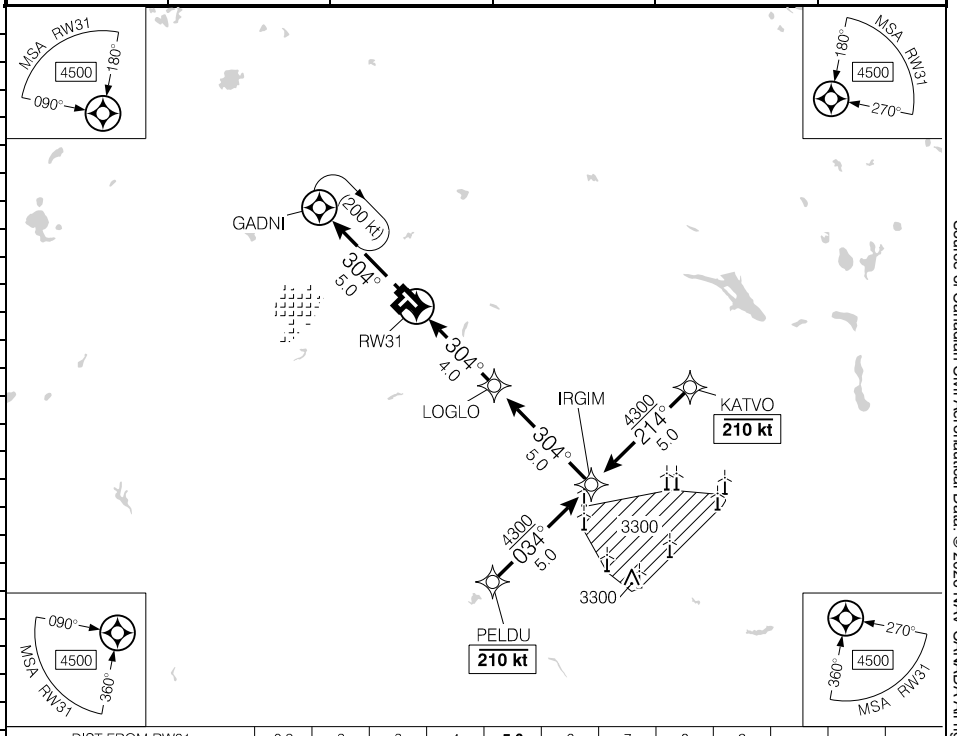
SWIFT CURRENT, SK

# RNAV (GNSS) RWY 31

501731N 1074124W VAR 11°E

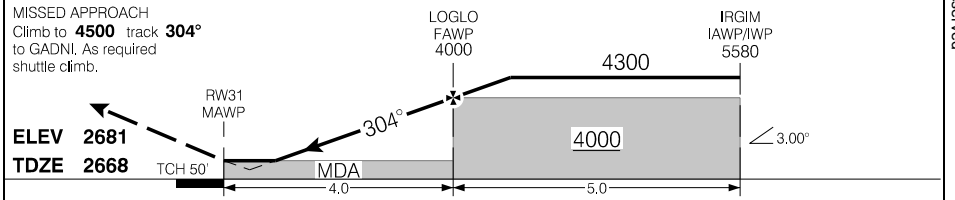
CYYN

| AWOS – **124.7** | CTR Winnipeg – **132.8** | TFC – **122.3** MF | | ARCAL 122.3(K) P1 AD |
|---|---|---|---|---|
| SAFE ALT 100 NM **6800** | WAAS **Ch 80625** W31A | APCH CRS **304°** | MIN ALT LOGLO **4000** | LDA **4250** |




| DIST FROM RW31 | 0.9 | 2 | 3 | 4 | **5.0** | 6 | 7 | 8 | 9 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 3020 | 3350 | 3670 | 4000 | **4300** | 4630 | 4950 | 5270 | 5580 | | | |

MISSED APPROACH
Climb to **4500** track **304°** to GADNI. As required shuttle climb.




RASS: When using CJC5 add **160'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2918** | (250) | 1 | |
| LNAV | **3020** | (352) | 1¼ | |

RNAV (GNSS) RWY 31

CYYN

EFF 11 JUL 24



Canada Air Pilot
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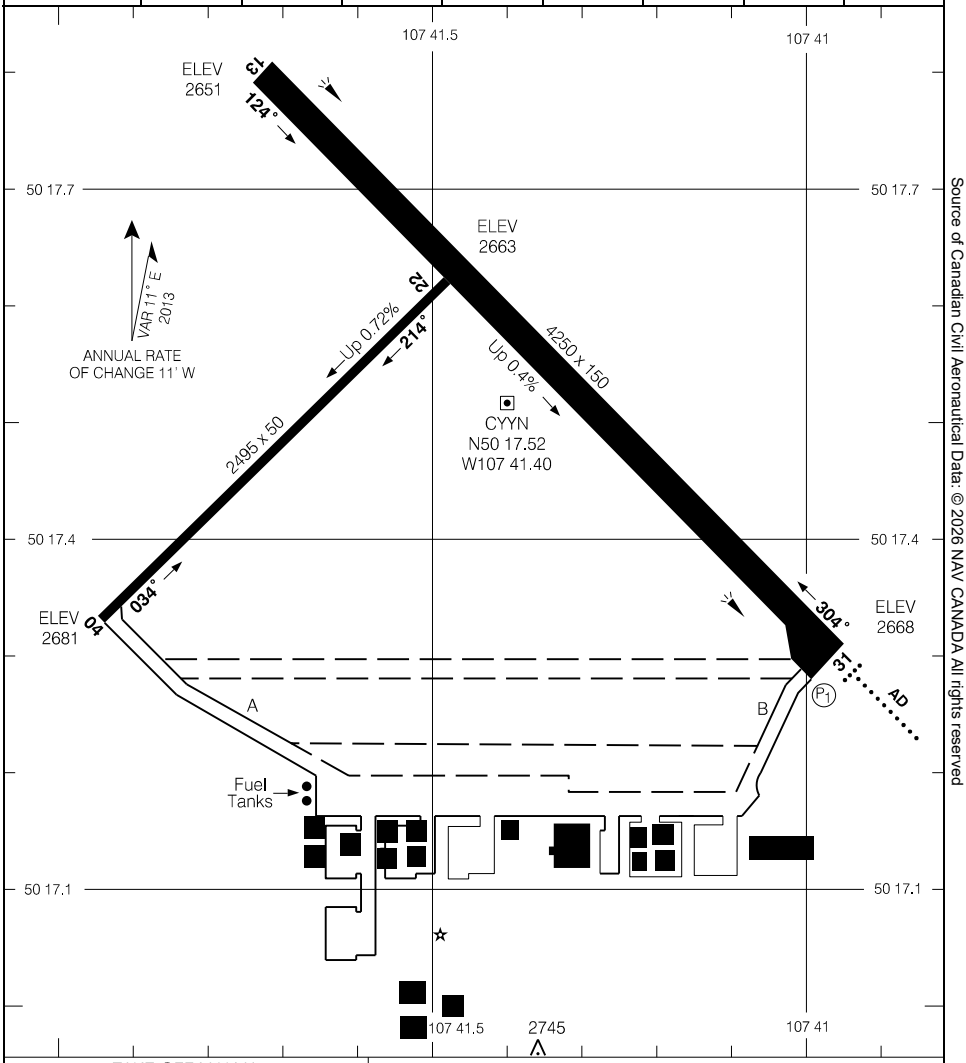
SWIFT CURRENT, SK

# AERODROME CHART

CYYN

| AWOS – **124.7** | | TFC – **122.3** MF | CTR Winnipeg – **132.8**<br>RADIO Edmonton – **123.27 351.3** |
|---|---|---|---|

| DECL DISTS | 04 | 22 | 13 | 31 | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 2495 | 2495 | 4250 | 4250 | | | | |
| TODA | 2495 | 2495 | 4250 | 4250 | | | | |
| ASDA | 2495 | 2495 | 4250 | 4250 | | | | |
| LDA | 2495 | 2495 | 4250 | 4250 | | | | |




| TAKE-OFF MINIMA |
|---|
| Rwys 13, 31: ½<br>Rwys 04, 22: NOT ASSESSED |

SCALE IN FEET

1000 0 1000

# AERODROME CHART

CYYN

EFF 17 APR 25



Canada Air Pilot
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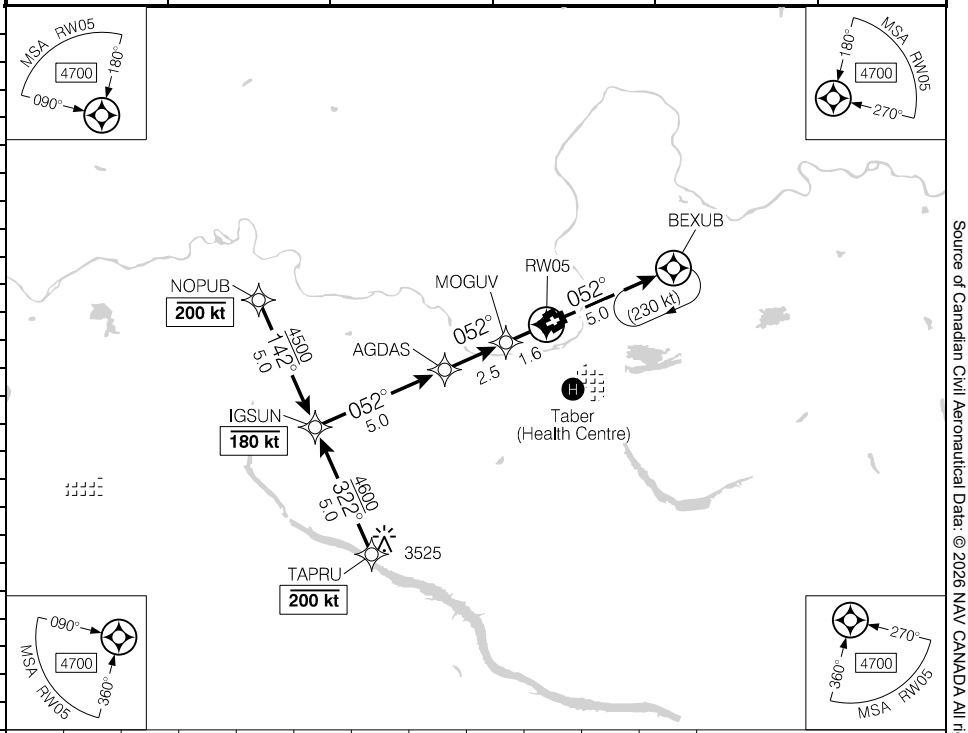
TABER, AB

# RNAV (GNSS) RWY 05

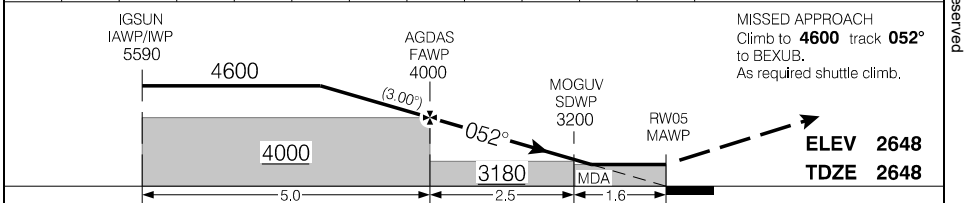
494935N 1121105W VAR 14°E

CED5

| | | | | |
|---|---|---|---|---|
| | CTR Edmonton – **132.75** **265.2** | TFC – **122.8** ATF | | ARCAL 122.8(K) P1 |
| SAFE ALT 100 NM **12,500** | RNAV | APCH CRS **052°** | MIN ALT AGDAS **4000** | LDA **3005** |




| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 9.1 | 8 | 7 | **6.0** | 5 | 4 | 3 | 2 | 1.3 | DIST FROM RW05 |
| | | 5590 | 5250 | 4930 | **4600** | 4290 | 3970 | 3650 | 3330 | 3100 | ALT (3.00° APCH PATH) |




RASS: Use CYQL.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **3100** | (452) | 1½ | NOT AUTHORIZED |

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

RNAV (GNSS) RWY 05

CED5

EFF 22 JAN 26



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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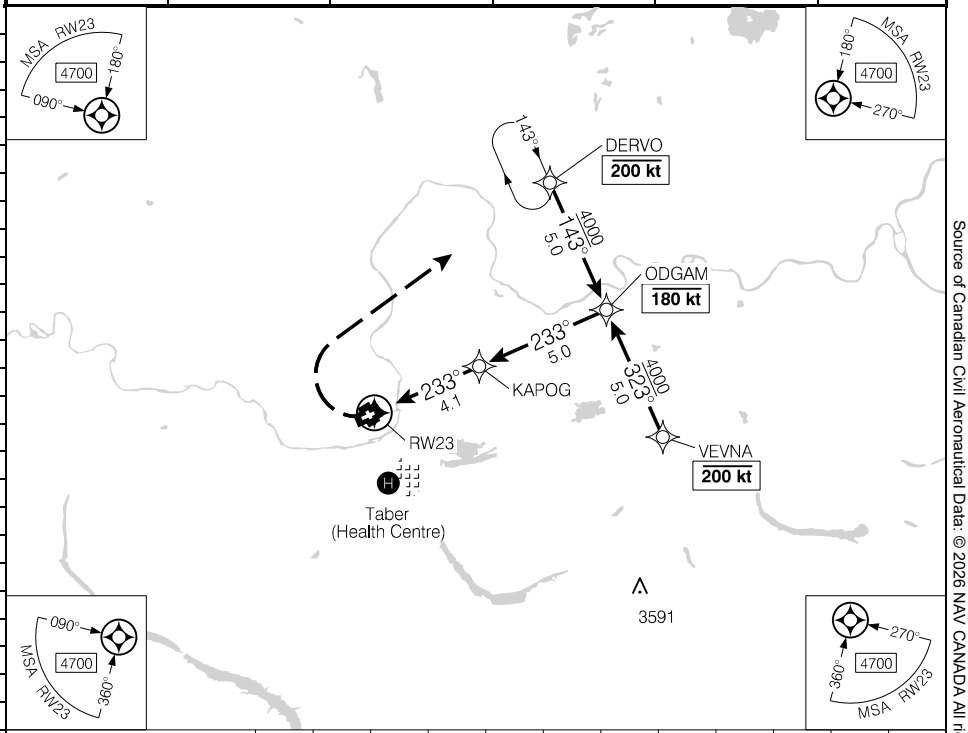
TABER, AB

# RNAV (GNSS) RWY 23

494935N 1121105W VAR 14°E

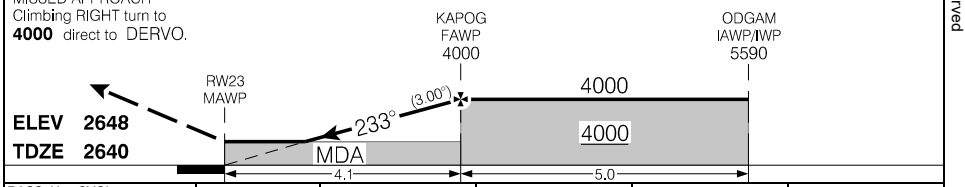
CED5

| | | | | | |
|---|---|---|---|---|---|
| | CTR Edmonton – **132.75**<br>**265.2** | | TFC – **122.8** ATF | | ARCAL 122.8(K) P1 |
| SAFE ALT 100 NM<br>**12,500** | RNAV | APCH CRS<br>**233°** | MIN ALT<br>KAPOG<br>**4000** | LDA<br>**3005** | |




| DIST FROM RW23 | 1.4 | 2 | 3 | **4.1** | 5 | 6 | 7 | 8 | 9.1 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 3120 | 3320 | 3640 | **4000** | 4280 | 4600 | 4920 | 5230 | 5590 | | | |

MISSED APPROACH
Climbing RIGHT turn to
**4000** direct to DERVO.




RASS: Use CYQL.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **3120** | (483) | 1½ | NOT AUTHORIZED |

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

RNAV (GNSS) RWY 23

CED5

EFF 22 JAN 26



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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TABER, AB

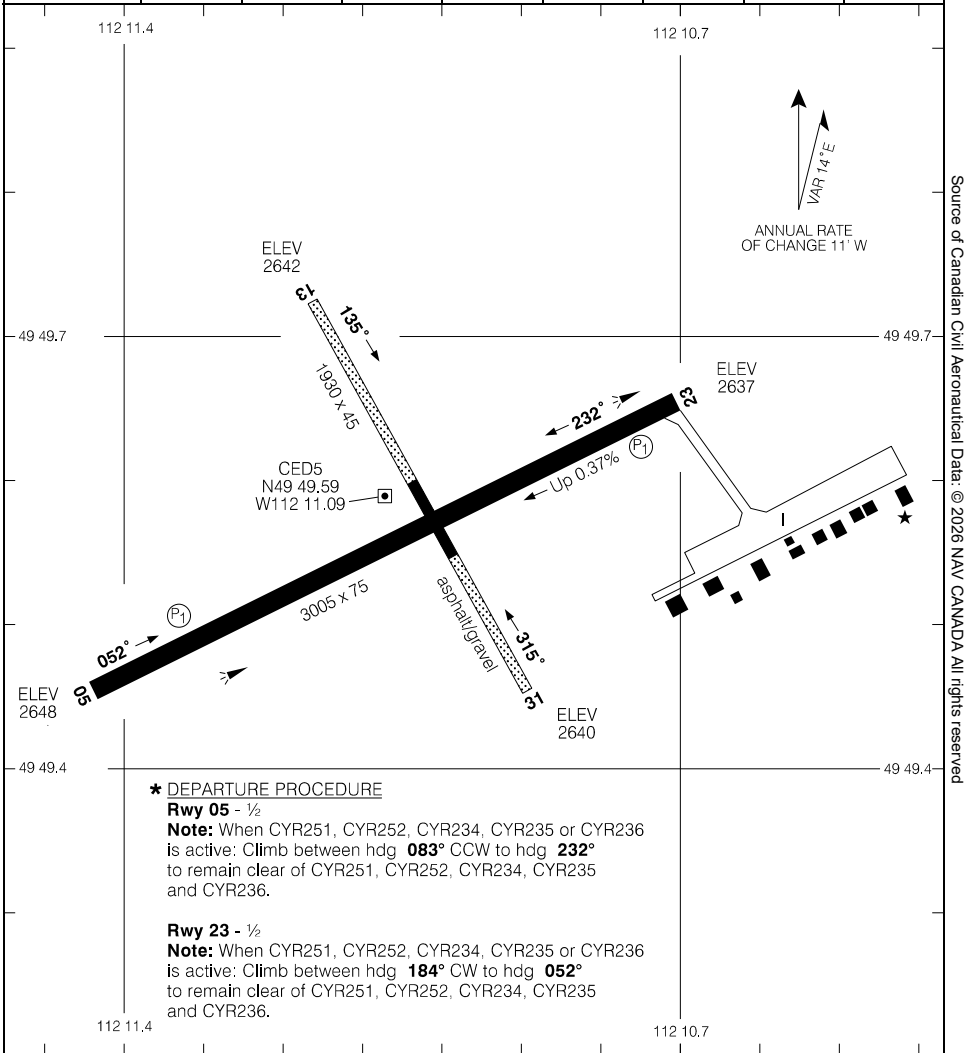
# AERODROME CHART

CED5

CTR Edmonton – **132.75 265.2**

TFC – **122.8** ATF

| DECL DISTS | 05 | 23 | 13 | 31 | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 3005 | 3005 | 1930 | 1930 | | | | |
| TODA | 3005 | 3005 | 1930 | 1930 | | | | |
| ASDA | 3005 | 3005 | 1930 | 1930 | | | | |
| LDA | 3005 | 3005 | 1930 | 1930 | | | | |




TAKE-OFF MINIMA

Rwys 05; 23: *
Rwys 13; 31: NOT ASSESSED

SCALE IN FEET
1000 0 1000

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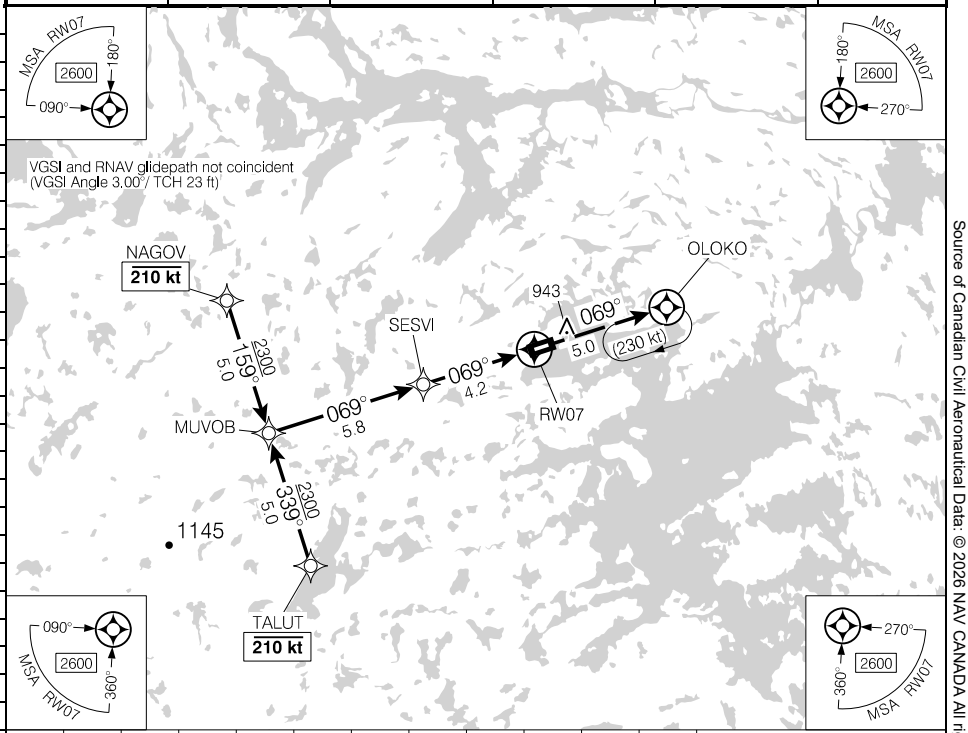
TADOULE LAKE, MB

# RNAV (GNSS) RWY 07

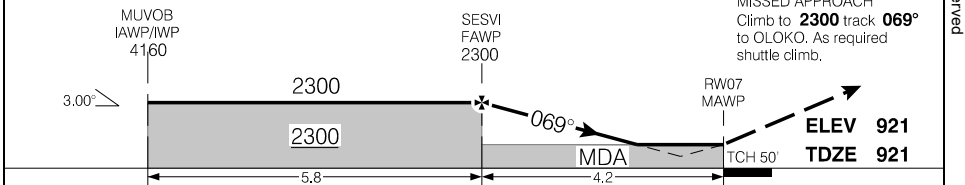
584222N 0983044W VAR 3°E

CYBQ

| | | | | |
|---|---|---|---|---|
| AWOS – **128.62** | | ◒ UNICOM – **122.8** (AU) ATF | | ARCAL 122.8(K) Ⓟ1 |
| SAFE ALT 100 NM **2900** | WAAS **Ch 81149** W07A | APCH CRS **069°** | MIN ALT SESVI **2300** | LDA **3202** |




| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 10 | 9 | 8 | 7 | 6 | 5 | **4.2** | 3 | 1.5 | | DIST FROM RW07 |
| | | 4160 | 3840 | 3520 | 3200 | 2880 | 2560 | **2300** | 1930 | 1440 | | ALT (3.00° APCH PATH) |




RASS: ◒ When using CEG8 add **120'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1421** | (500) | 1¾ | |
| LNAV | **1440** | (519) | 1½ | |

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

# RNAV (GNSS) RWY 07

CYBQ

EFF 12 JUN 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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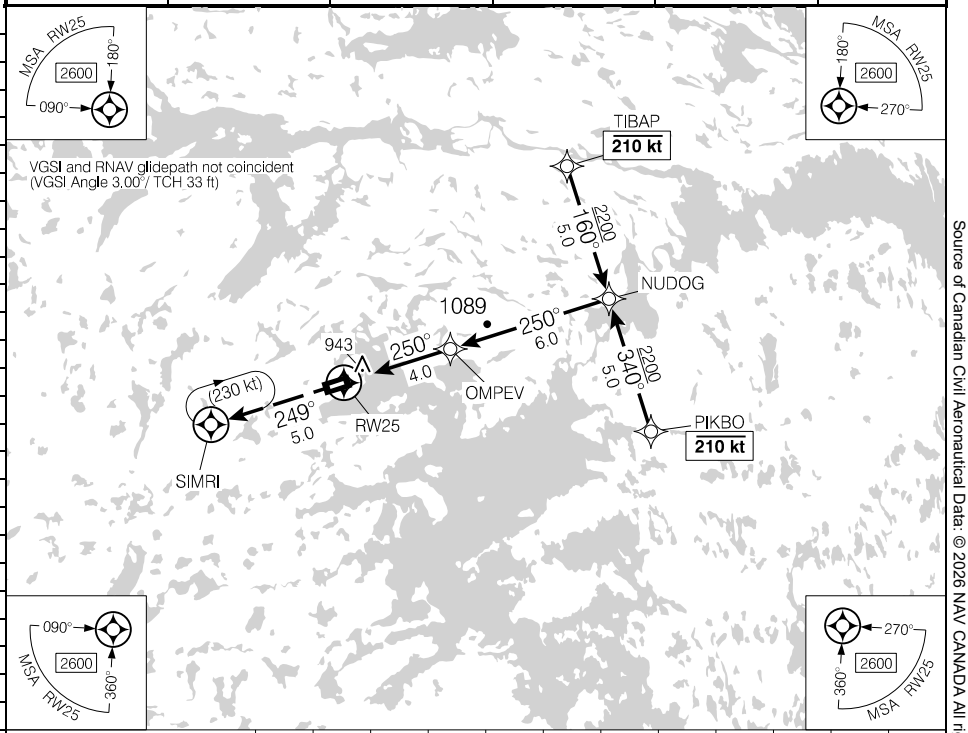
TADOULE LAKE, MB

# RNAV (GNSS) RWY 25

584222N 0983044W VAR 3°E

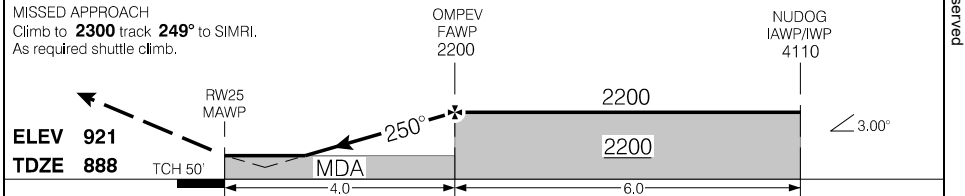
CYBQ

| | | | | | |
|---|---|---|---|---|---|
| AWOS – **128.62** | | ◒ UNICOM – **122.8** (AU) ATF | | | ARCAL 122.8(K) P1 |
| SAFE ALT 100 NM **2900** | WAAS **Ch 81150** W25A | APCH CRS **250°** | MIN ALT OMPEV **2200** | LDA **3202** | |




| DIST FROM RW25 | 1.4 | 2 | 3 | **4.0** | 5 | 6 | 7 | 8 | 9 | 10 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 1380 | 1560 | 1880 | **2200** | 2510 | 2830 | 3150 | 3470 | 3790 | 4110 | | |

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




RASS: ◒ When using CEG8 add **120'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1370** | (500) | 1¾ | |
| LNAV | **1380** | (510) | 1½ | |

# RNAV (GNSS) RWY 25

CYBQ

EFF 12 JUN 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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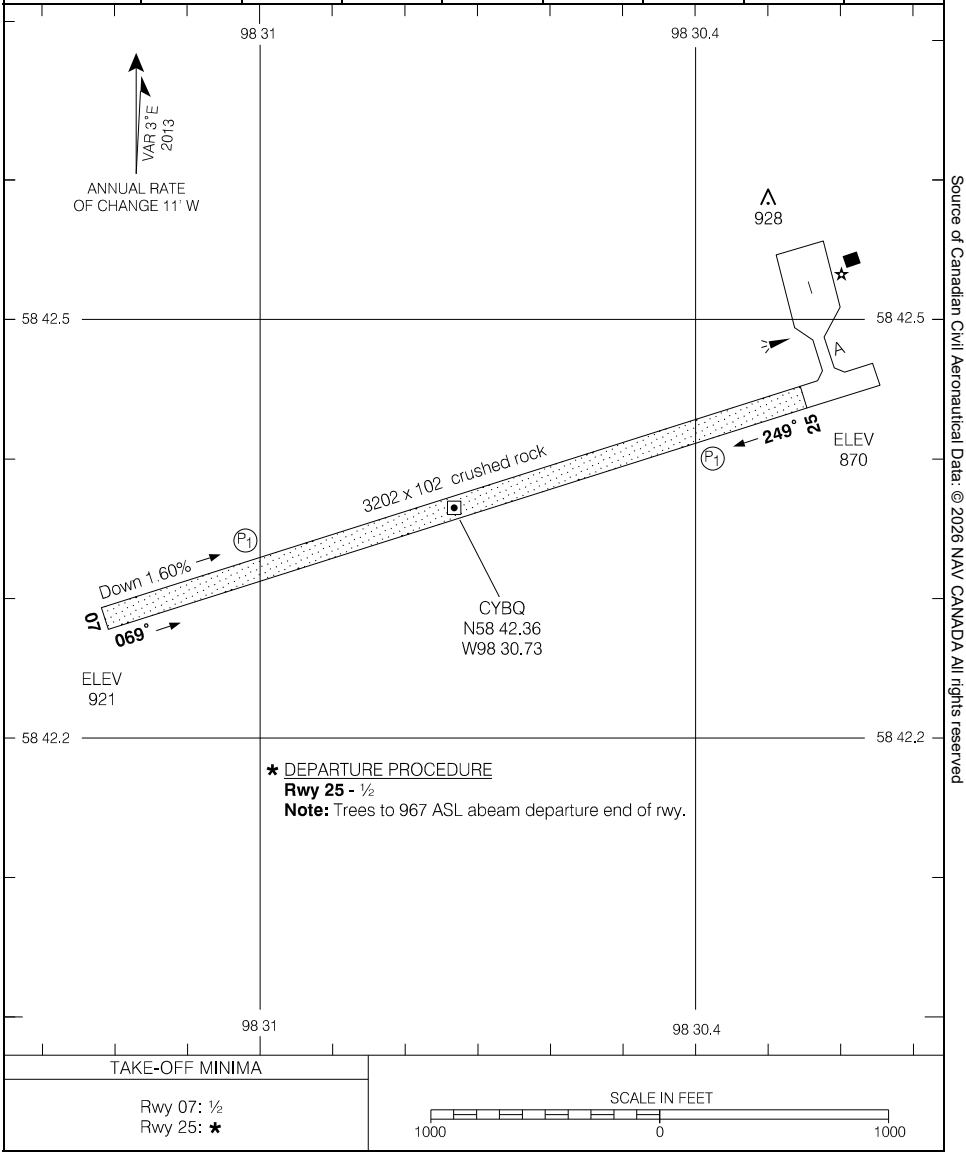
TADOULE LAKE, MB

# AERODROME CHART

CYBQ

| AWOS – **128.62** | | UNICOM – **122.8** (AU) ATF | RADIO Edmonton – **126.7** DRCO |
|---|---|---|---|

| DECL DISTS | 07 | 25 |
|---|---|---|
| TORA | 3202 | 3202 |
| TODA | 4186 | 3227 |
| ASDA | 3202 | 3202 |
| LDA | 3202 | 3202 |




✱ DEPARTURE PROCEDURE

**Rwy 25 -** ½

**Note:** Trees to 967 ASL abeam departure end of rwy.

TAKE-OFF MINIMA

Rwy 07: ½
Rwy 25: ✱

SCALE IN FEET
1000 0 1000

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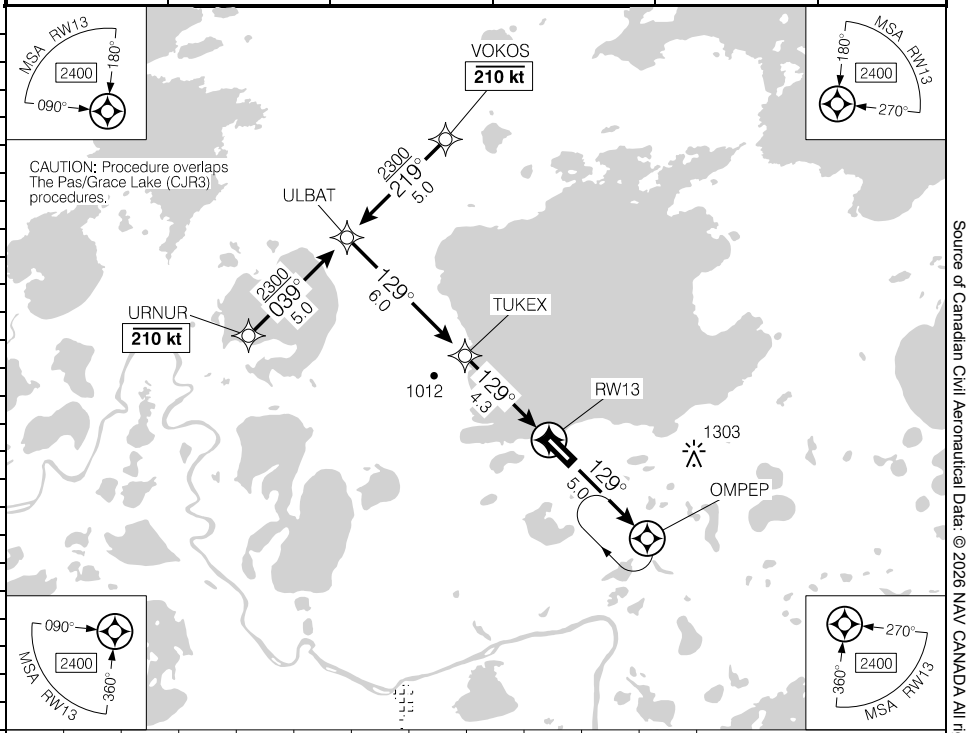
THE PAS, MB

# RNAV (GNSS) RWY 13

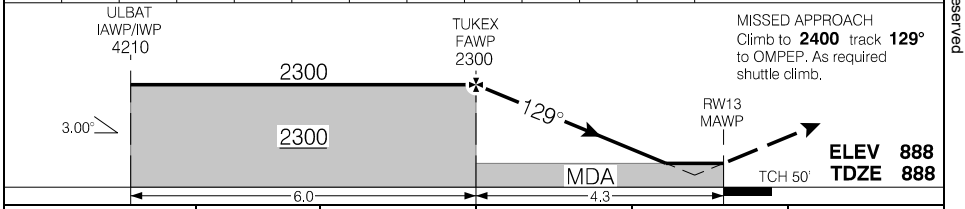
535817N 1010528W VAR 6°E

# CYQD

| | | | | |
|---|---|---|---|---|
| MET – **124.7** | RADIO Edmonton – **123.55** | RADIO Saskatoon – **122.2**<br>TFC – **122.2** MF | | ARCAL 122.2(K) |
| SAFE ALT 100 NM<br>**3900** | WAAS<br>**Ch 80142**<br>W13A | APCH<br>CRS<br>**129°** | MIN ALT<br>TUKEX<br>**2300** | LDA<br>**5901** |




| | | 10.3 | 9 | 8 | 7 | 6 | 5 | **4.3** | 3 | 2 | 1 | DIST FROM RW13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 4210 | 3800 | 3490 | 3170 | 2850 | 2530 | **2300** | 1890 | 1570 | 1260 | ALT (3.00° APCH PATH) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1138** | (250) | 1 | |
| LNAV/VNAV (min. -20°C, max. 54°C) | **1184** | (296) | 1 | |
| LNAV | **1260** | (372) | 1¼ | |

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

RNAV (GNSS) RWY 13

CYQD

EFF 24 MAR 22



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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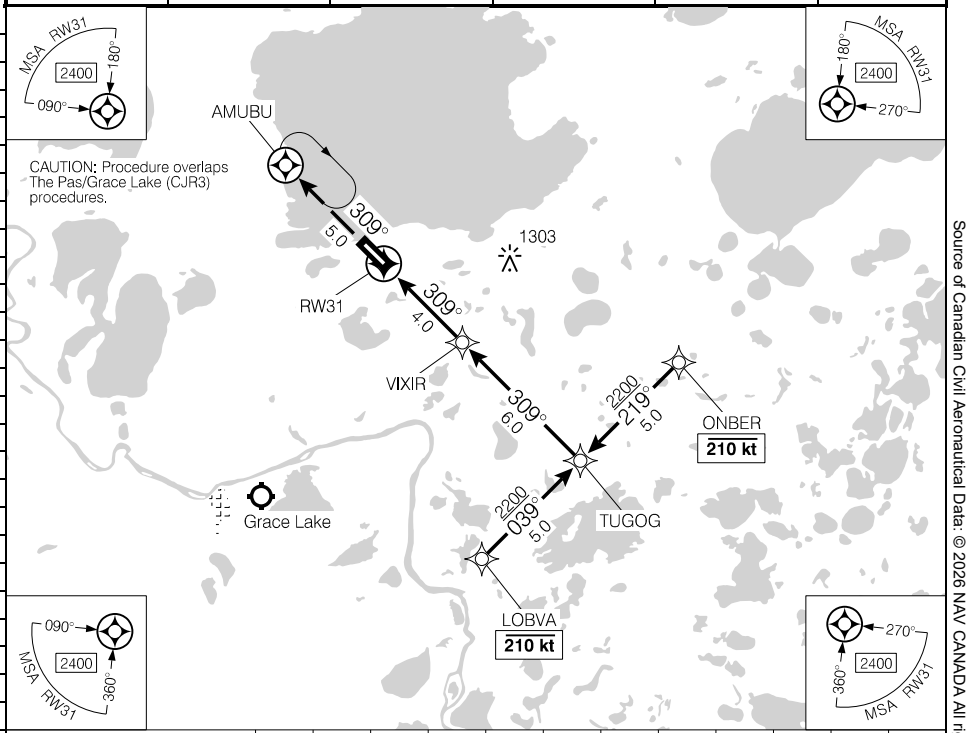
THE PAS, MB

# RNAV (GNSS) RWY 31

535817N 1010528W VAR 6°E

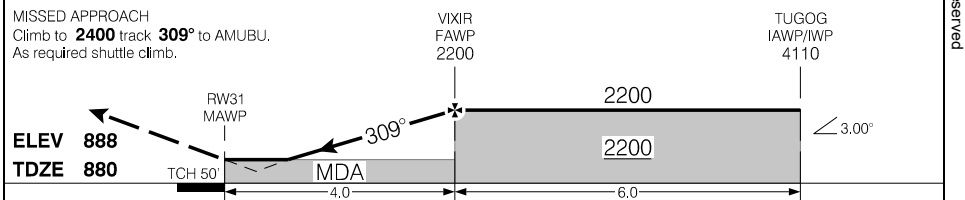
CYQD

| | | | | |
|---|---|---|---|---|
| MET – **124.7** | RADIO Edmonton – **123.55** | RADIO Saskatoon – **122.2**<br>TFC – **122.2** MF | | ARCAL 122.2(K) |
| SAFE ALT 100 NM<br>**3900** | WAAS<br>**Ch 80143**<br>W31A | APCH<br>CRS<br>**309°** | MIN ALT<br>VIXIR<br>**2200** | LDA<br>**5901** |




| DIST FROM RW31 | 1.1 | 2 | 3 | **4.0** | 5 | 6 | 7 | 8 | 9 | 10 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 1280 | 1560 | 1880 | **2200** | 2520 | 2840 | 3160 | 3470 | 3790 | 4110 | | |

MISSED APPROACH
Climb to **2400** track **309°** to AMUBU.
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 | **1153** | (277) | 1 | |
| LNAV/VNAV (min. -20°C, max. 54°C) | **1332** | (456) | 1½ | |
| LNAV | **1280** | (404) | 1¼ | |

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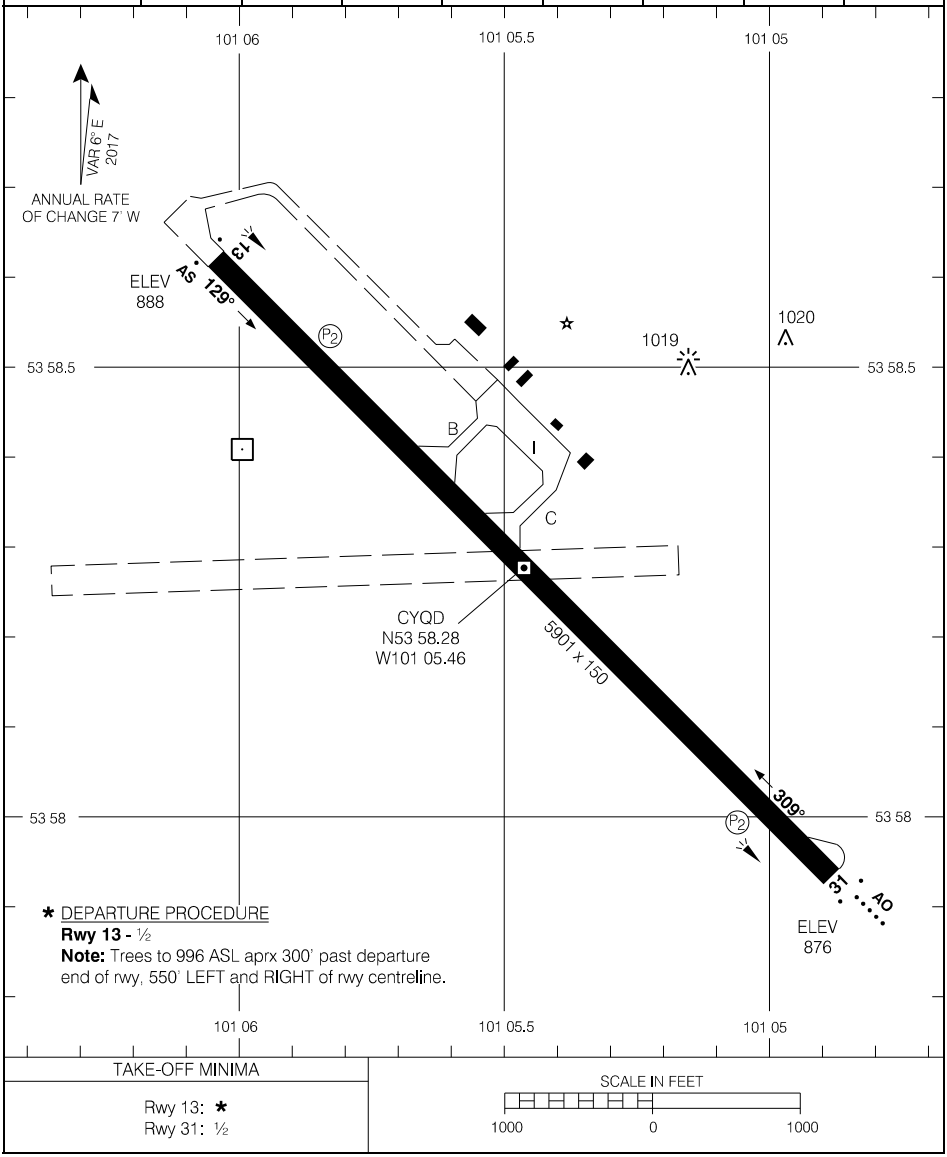
Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

THE PAS, MB

# AERODROME CHART

CYQD

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| MET – **124.7** | | | ◕ RADIO Saskatoon – **122.2**<br>◕ TFC – **122.2** MF | | | RADIO Edmonton – **123.55** | | |
| **DECL DISTS** | **13** | **31** | | | | | | |
| TORA | 5901 | 5901 | | | | | | |
| TODA | 6885 | 6669 | | | | | | |
| ASDA | 5901 | 5901 | | | | | | |
| LDA | 5901 | 5901 | | | | | | |




| TAKE-OFF MINIMA |
|---|
| Rwy 13: * |
| Rwy 31: ½ |

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# AERODROME CHART

CYQD

EFF 15 JUN 23



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

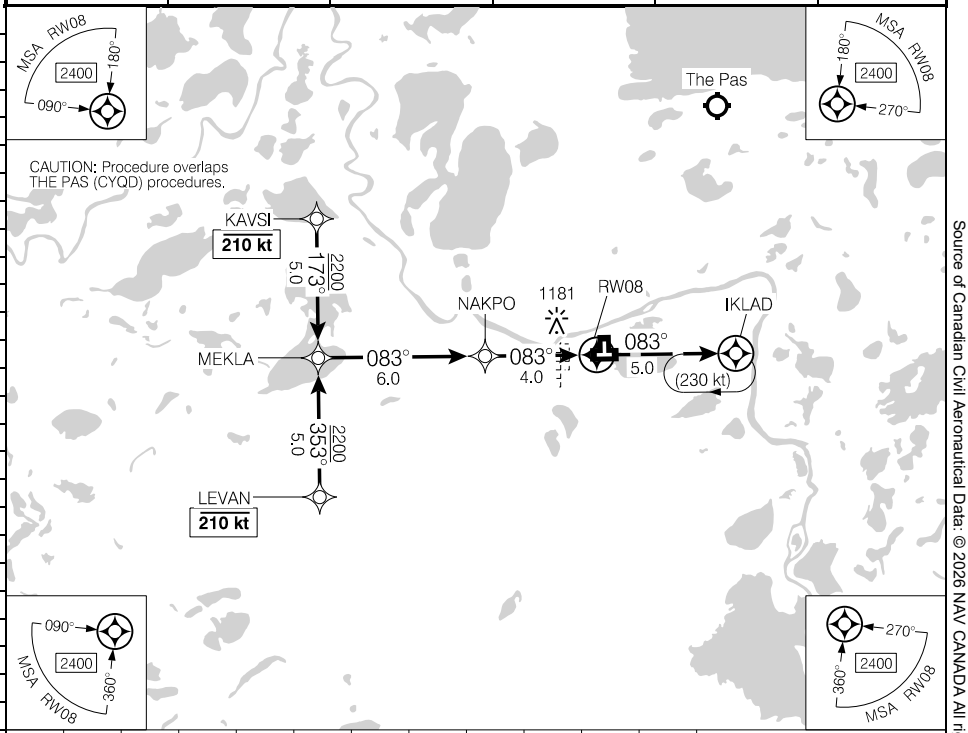
THE PAS/GRACE LAKE, MB

# RNAV (GNSS) RWY 08

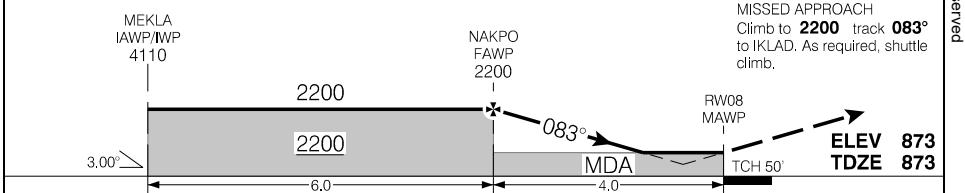
534935N 1011219W VAR 6°E

CJR3

| | | | | | |
|---|---|---|---|---|---|
| | RADIO Edmonton – **123.55** | TFC – **122.2** ATF | | | ARCAL 122.8(J) |
| SAFE ALT 100 NM **4000** | WAAS **Ch 81132** W08A | APCH CRS **083°** | MIN ALT NAKPO **2200** | LDA **3265** | |




| | | 10 | 9 | 8 | 7 | 6 | 5 | **4.0** | 3 | 2 | 1.4 | DIST FROM RW08 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 4110 | 3790 | 3470 | 3150 | 2840 | 2520 | **2200** | 1880 | 1560 | 1380 | ALT (3.00° APCH PATH) |




MISSED APPROACH
Climb to **2200** track **083°** to IKLAD. As required, shuttle climb.

RASS: Use CYQD. When using CYFO add **120'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1373** | (500) | 1¾ | |
| LNAV | **1380** | (507) | 1½ | |

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# RNAV (GNSS) RWY 08

CJR3

EFF 5 SEP 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

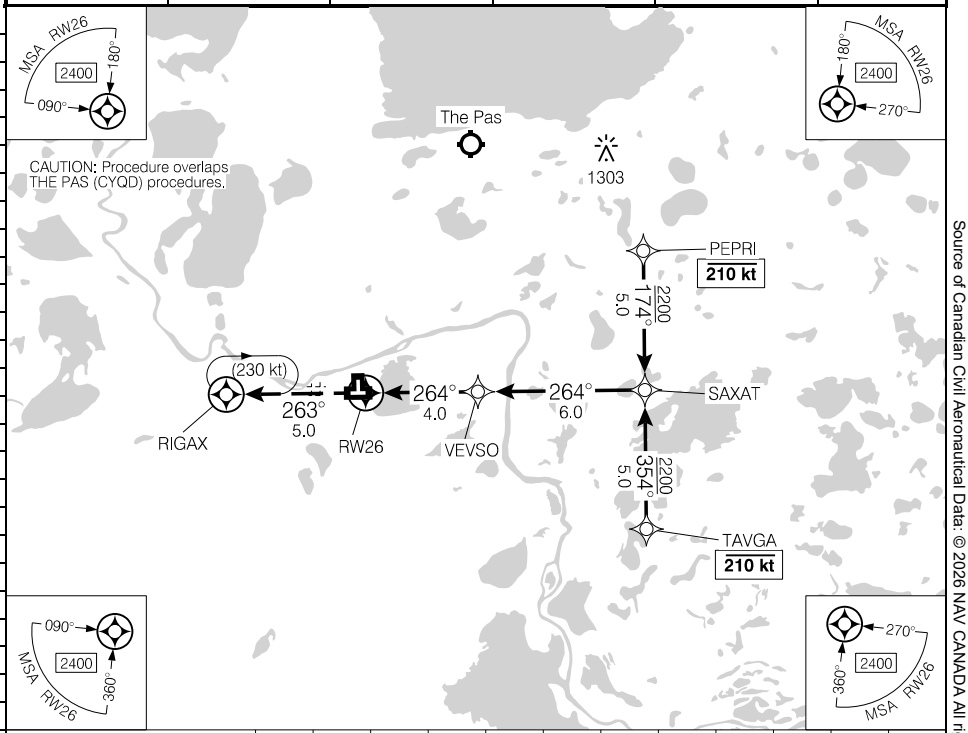
THE PAS/GRACE LAKE, MB

# RNAV (GNSS) RWY 26

534935N 1011219W VAR 6°E

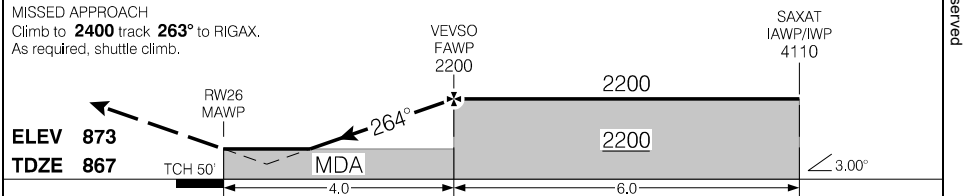
CJR3

| | RADIO Edmonton – **123.55** | TFC – **122.2** ATF | | ARCAL 122.8(J) |
|---|---|---|---|---|
| SAFE ALT 100 NM **4000** | WAAS **Ch 81135** W26A | APCH CRS **264°** | MIN ALT VEVSO **2200** | LDA **3265** |




| DIST FROM RW26 | | 1.5 | 3 | **4.0** | 5 | 6 | 7 | 8 | 9 | 10 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | 1380 | 1870 | **2200** | 2510 | 2820 | 3140 | 3460 | 3780 | 4110 | | |

MISSED APPROACH
Climb to **2400** track **263°** to RIGAX.
As required, shuttle climb.




RASS: Use CYQD. When using CYFO add **120'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1362** | (500) | 1¾ | |
| LNAV | **1380** | (518) | 1½ | |

# RNAV (GNSS) RWY 26

CJR3

EFF 5 SEP 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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THE PAS/GRACE LAKE, MB

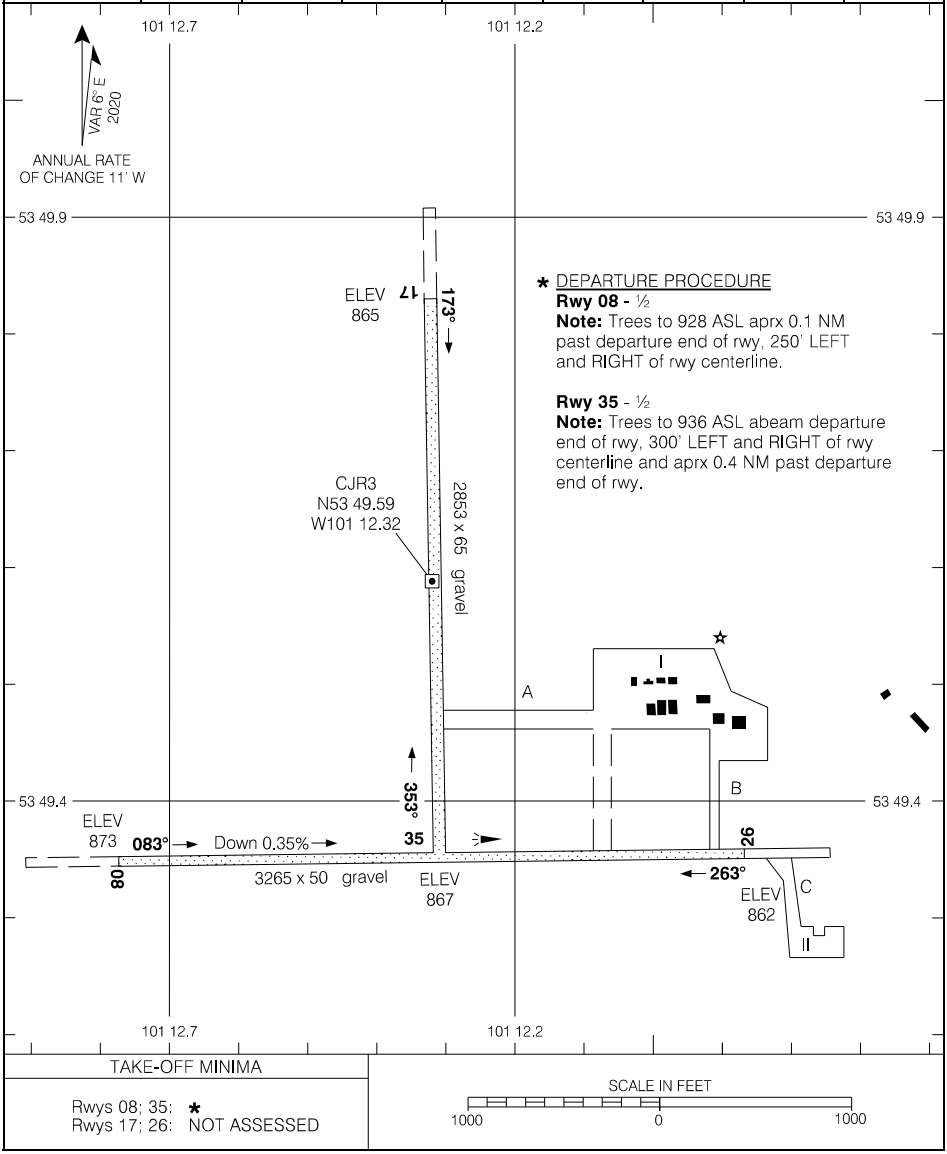
# AERODROME CHART

CJR3

TFC – **122.2** ATF

RADIO Edmonton – **123.55**

| DECL DISTS | 08 | 26 | 17 | 35 | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 3265 | 3265 | 2853 | 2853 | | | | |
| TODA | 3465 | 3465 | 3053 | 3053 | | | | |
| ASDA | 3265 | 3265 | 2853 | 2853 | | | | |
| LDA | 3265 | 3265 | 2853 | 2853 | | | | |




TAKE-OFF MINIMA

Rwys 08; 35: *
Rwys 17; 26: NOT ASSESSED

SCALE IN FEET
1000 0 1000

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AERODROME CHART CJR3

EFF 20 FEB 25

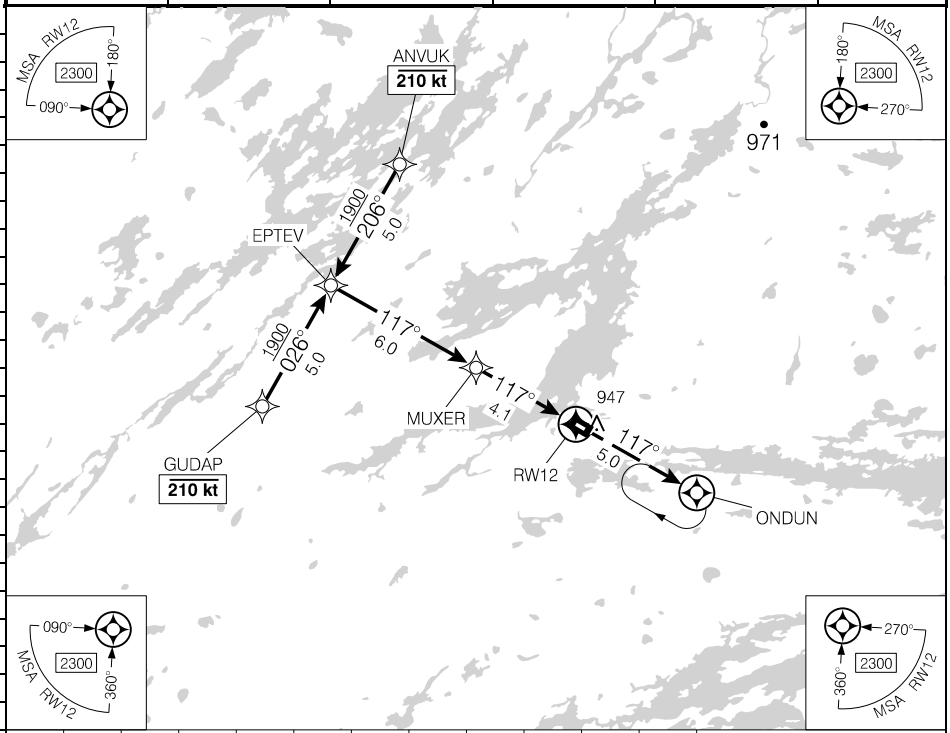
THICKET PORTAGE, MB

# RNAV (GNSS) RWY 12

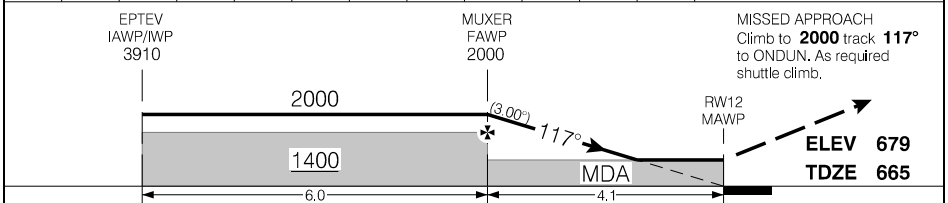
551908N 0974228W VAR 3°E

CZLQ

| | | | | | |
|---|---|---|---|---|---|
| | | UNICOM – **122.8** (AU) ATF | | | ARCAL 122.8(J) |
| SAFE ALT 100 NM **2600** | RNAV | APCH CRS **117°** | MIN ALT MUXER **1400** | LDA **2211** | |




| | | 10.1 | 9 | 8 | 7 | 6 | 5 | **4.1** | 3 | 2 | 1.5 | DIST FROM RW12 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 3910 | 3550 | 3240 | 2920 | 2600 | 2280 | **2000** | 1640 | 1320 | 1160 | ALT (3.00° APCH PATH) |




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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **1160** | (513) | 1½ | |

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

RNAV (GNSS) RWY 12 CZLQ

EFF 25 JAN 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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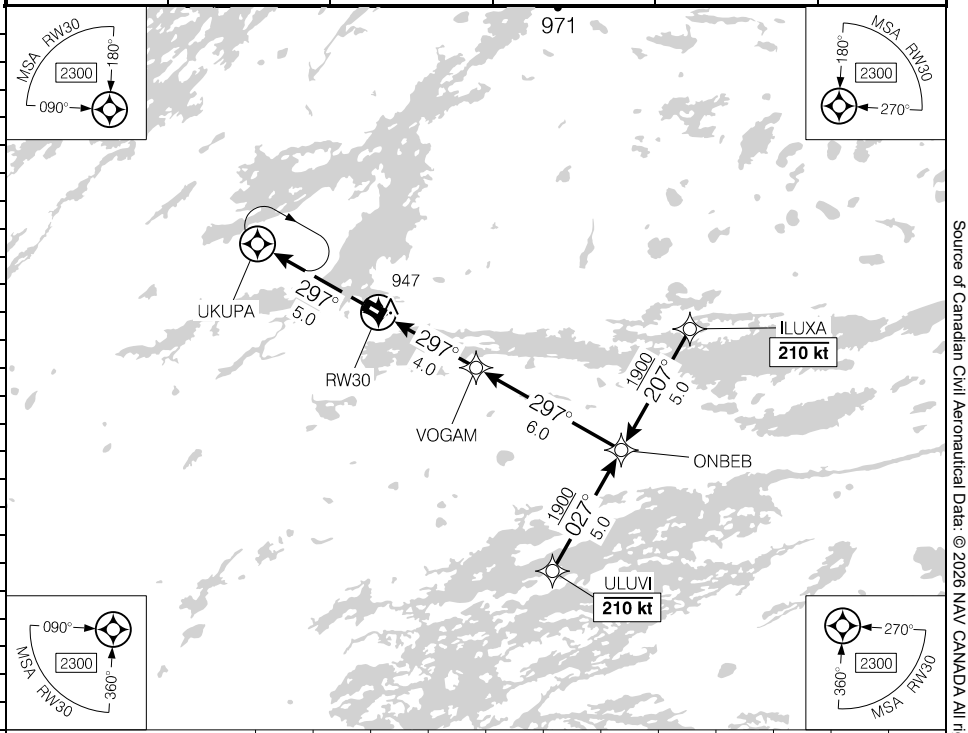
THICKET PORTAGE, MB

# RNAV (GNSS) RWY 30

551908N 0974228W VAR 3°E

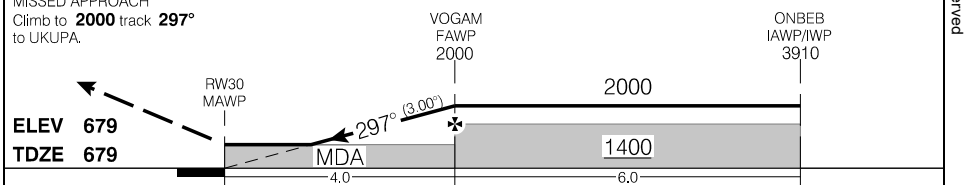
CZLQ

| | | | | | |
|---|---|---|---|---|---|
| | | UNICOM – **122.8** (AU) ATF | | | ARCAL 122.8(J) |
| SAFE ALT 100 NM **2600** | RNAV | APCH CRS **297°** | MIN ALT VOGAM **1400** | LDA **2211** | |




| DIST FROM RW30 | 1.5 | 2 | 3 | **4.0** | 5 | 6 | 7 | 8 | 9 | 10 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 1200 | 1350 | 1670 | **2000** | 2310 | 2630 | 2950 | 3270 | 3580 | 3910 | | |

MISSED APPROACH
Climb to **2000** track **297°**
to UKUPA.




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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **1200** | (522) | 1¾ | |

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

RNAV (GNSS) RWY 30 CZLQ

EFF 25 JAN 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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THICKET PORTAGE, MB

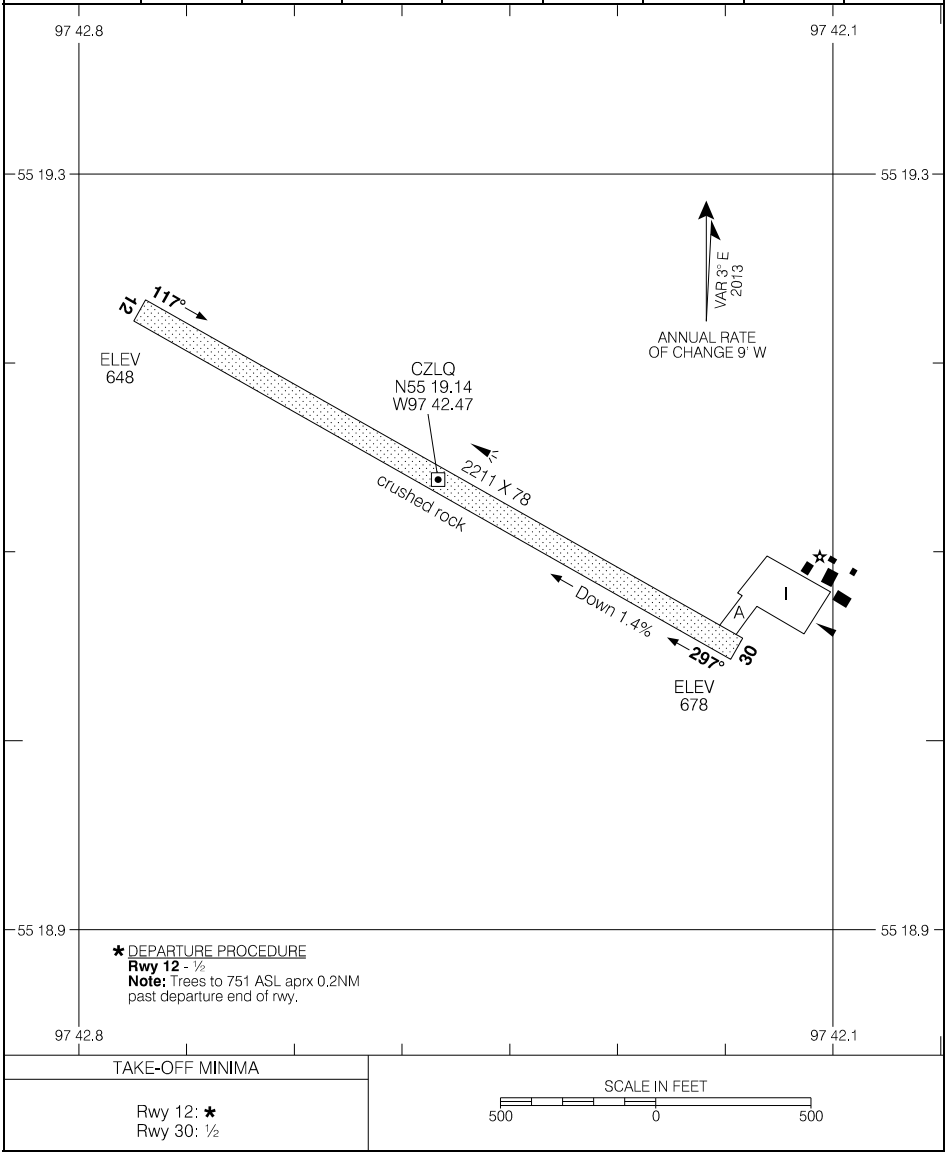
# AERODROME CHART

# CZLQ

UNICOM – **122.8** (AU)

ATF

| DECL DISTS | 12 | 30 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 2211 | 2211 | | | | | | |
| TODA | 3195 | 3195 | | | | | | |
| ASDA | 2211 | 2211 | | | | | | |
| LDA | 2211 | 2211 | | | | | | |




TAKE-OFF MINIMA

Rwy 12: *
Rwy 30: ½

SCALE IN FEET

500 0 500

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# AERODROME CHART

# CZLQ

EFF 16 JUL 20



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

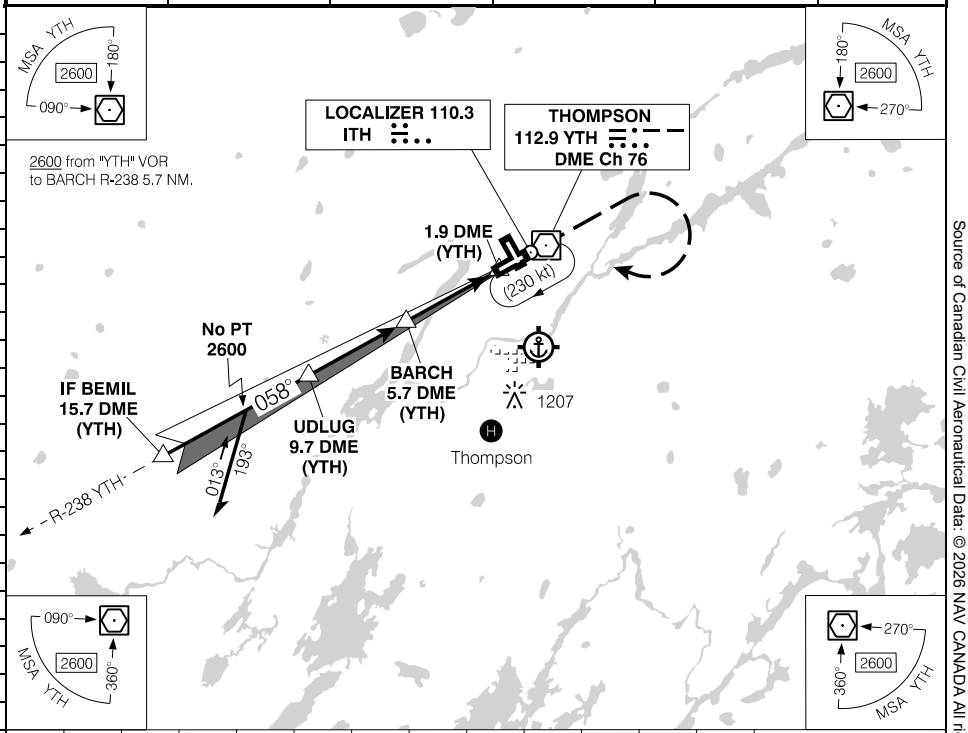
THOMPSON, MB

# ILS RWY 06

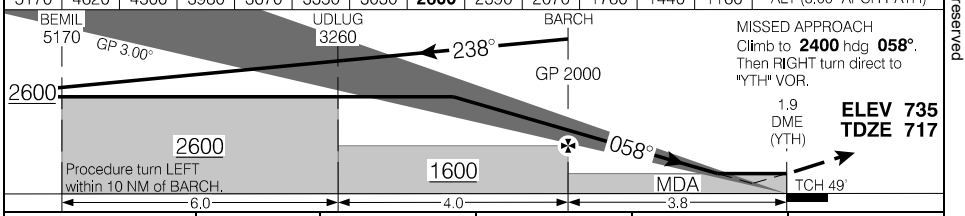
554817N 0975145W VAR 3°E

CYTH

| ATIS – **127.65** | CTR Winnipeg – **133.15** | RADIO – **122.5** MF* | | |
|---|---|---|---|---|
| SAFE ALT 100 NM **2600** | LOC ITH **110.3** | APCH CRS **058°** | GP BARCH **2000** | LDA **5800** |




| 15.7 | 14 | 13 | 12 | 11 | 10 | 9 | **7.7** | 7 | 6 | 5 | 4 | 3.1 | DIST FROM DME (YTH) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5170 | 4620 | 4300 | 3980 | 3670 | 3350 | 3030 | **2600** | 2390 | 2070 | 1760 | 1440 | 1160 | ALT (3.00° APCH PATH) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| ILS/DME | **917** (200) ½ RVR 26 | | | |
| LOC/DME | **1160** (443) 1 RVR 50 | | | |
| C CIRCLING | **1240** (505) 1½ | | **1240** (505) 2 | **1300** (565) 2 |

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

# ILS RWY 06

CYTH

EFF 20 FEB 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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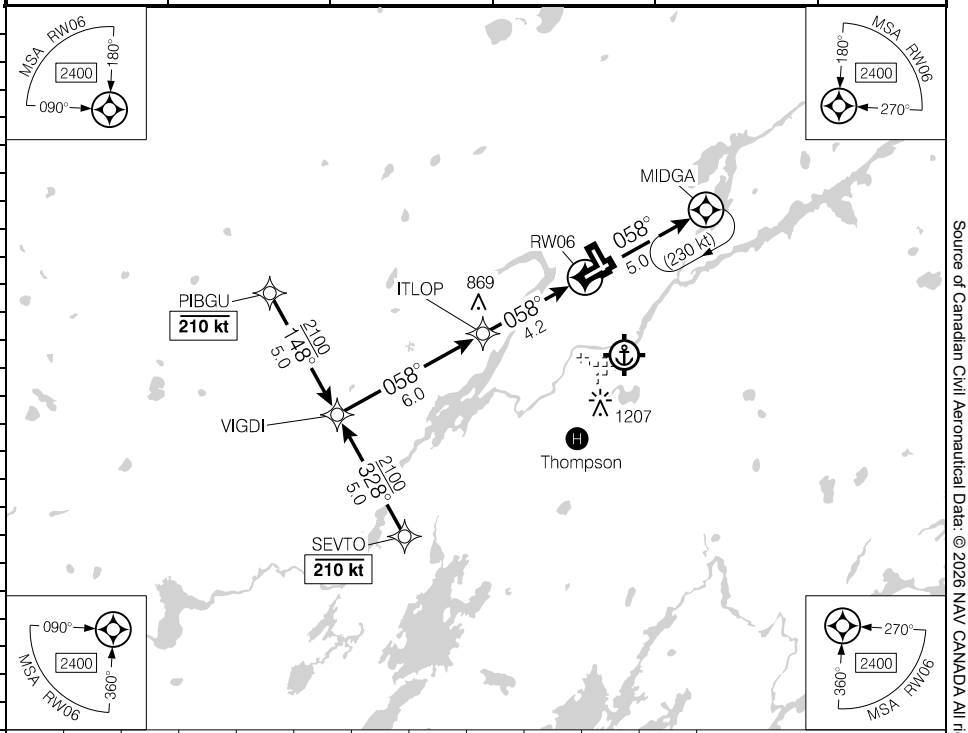
THOMPSON, MB

# RNAV (GNSS) RWY 06

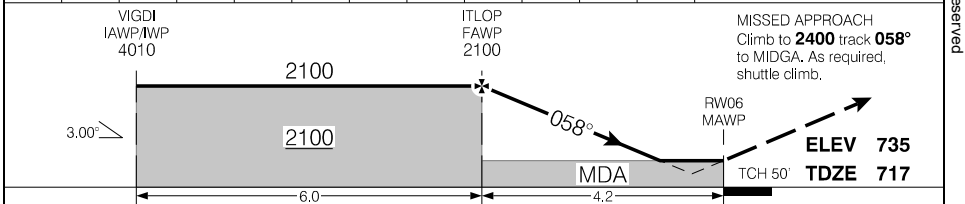
554817N 0975145W VAR 3°E

CYTH

| ATIS – **127.65** | CTR Winnipeg – **133.15** | RADIO – **122.5** MF* | | |
|---|---|---|---|---|
| SAFE ALT 100 NM **2600** | WAAS **Ch 80371** W06A | APCH CRS **058°** | MIN ALT ITLOP **2100** | LDA **5800** |




| (NM) | | | 10.2 | 9 | 8 | 7 | 6 | 5 | **4.2** | 3 | 2 | 1.1 | DIST FROM RW06 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 4010 | 3630 | 3310 | 3000 | 2680 | 2360 | **2100** | 1720 | 1400 | 1120 | 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 | **917** | (200) | ½ RVR 26 | |
| LNAV/VNAV (min. -20°C, max. 54°C) | **1014** | (297) | 1 RVR 50 | |
| LNAV | **1120** | (403) | 1 RVR 50 | |

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Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

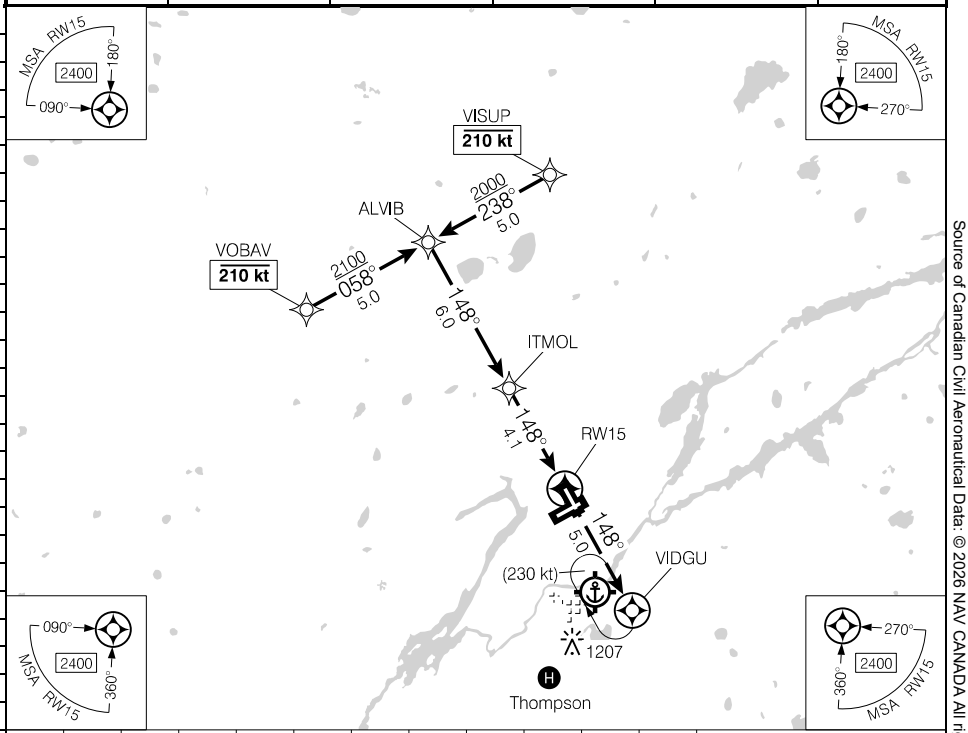
THOMPSON, MB

# RNAV (GNSS) RWY 15

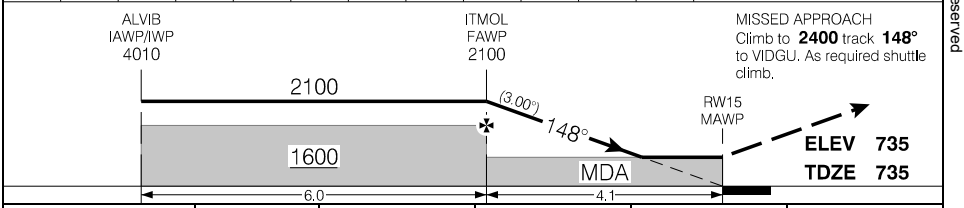
554817N 0975145W VAR 3°E

CYTH

| ATIS – **127.65** | CTR Winnipeg – **133.15** | RADIO – **122.5** MF* | | |
|---|---|---|---|---|
| SAFE ALT 100 NM **2600** | RNAV | APCH CRS **148°** | MIN ALT ITMOL **1600** | LDA **5079** |




| (NM) | | | 10.1 | 9 | 8 | 7 | 6 | 5 | **4.1** | 3 | 2 | 1.4 | DIST FROM RW15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 4010 | 3650 | 3330 | 3010 | 2700 | 2380 | **2100** | 1740 | 1420 | 1240 | ALT (3.00° APCH PATH) |




| | CATEGORY | A | B | C | D |
|---|---|---|---|---|---|
| | LNAV | **1240** | (505) | 1½ | |

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

RNAV (GNSS) RWY 15

CYTH

EFF 5 NOV 20



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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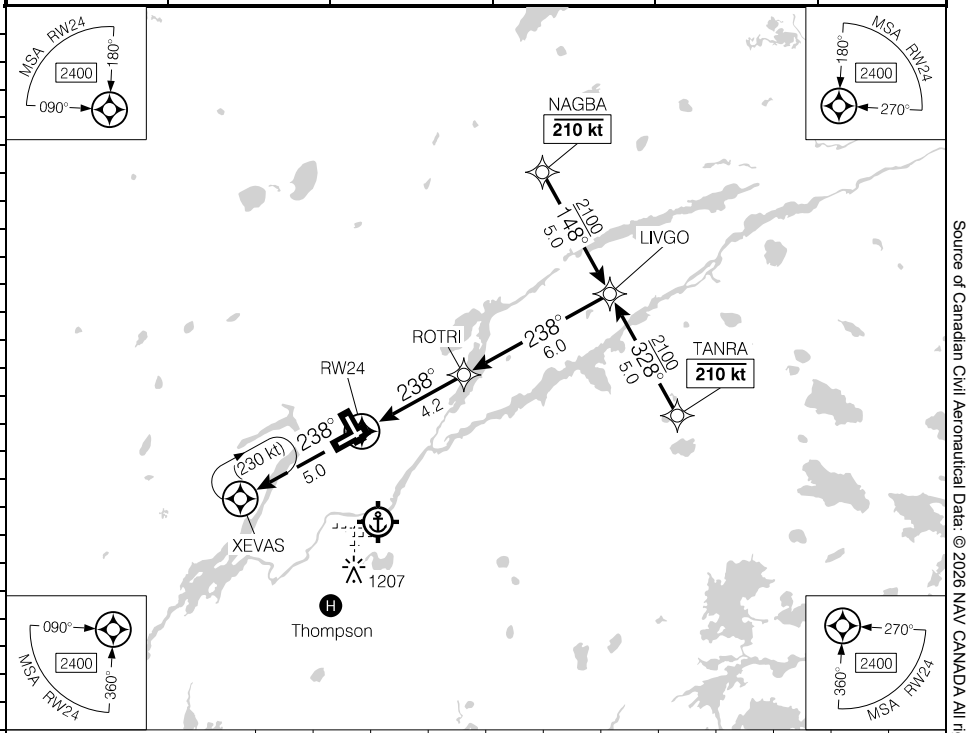
THOMPSON, MB

# RNAV (GNSS) RWY 24

554817N 0975145W VAR 3°E

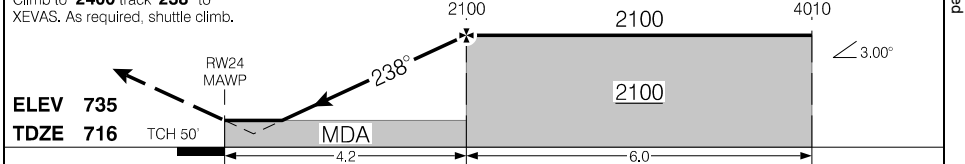
CYTH

| ATIS – **127.65** | CTR Winnipeg – **133.15** | RADIO – **122.5** MF* | | |
|---|---|---|---|---|
| SAFE ALT 100 NM **2600** | WAAS **Ch 80150** W24A | APCH CRS **238°** | MIN ALT ROTRI **2100** | LDA **5800** |




| DIST FROM RW24 | 1.0 | 2 | 3 | **4.2** | 5 | 6 | 7 | 8 | 9 | 10.2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 1100 | 1400 | 1720 | **2100** | 2360 | 2680 | 3000 | 3310 | 3630 | 4010 | | |

MISSED APPROACH
Climb to **2400** track **238°** to XEVAS. As required, shuttle climb.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **966** | (250) | 1 | |
| LNAV/VNAV (min. -20°C, max. 54°C) | **966** | (250) | 1 | |
| LNAV | **1100** | (384) | 1¼ | |

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

RNAV (GNSS) RWY 24 CYTH

EFF 5 NOV 20



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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THOMPSON, MB

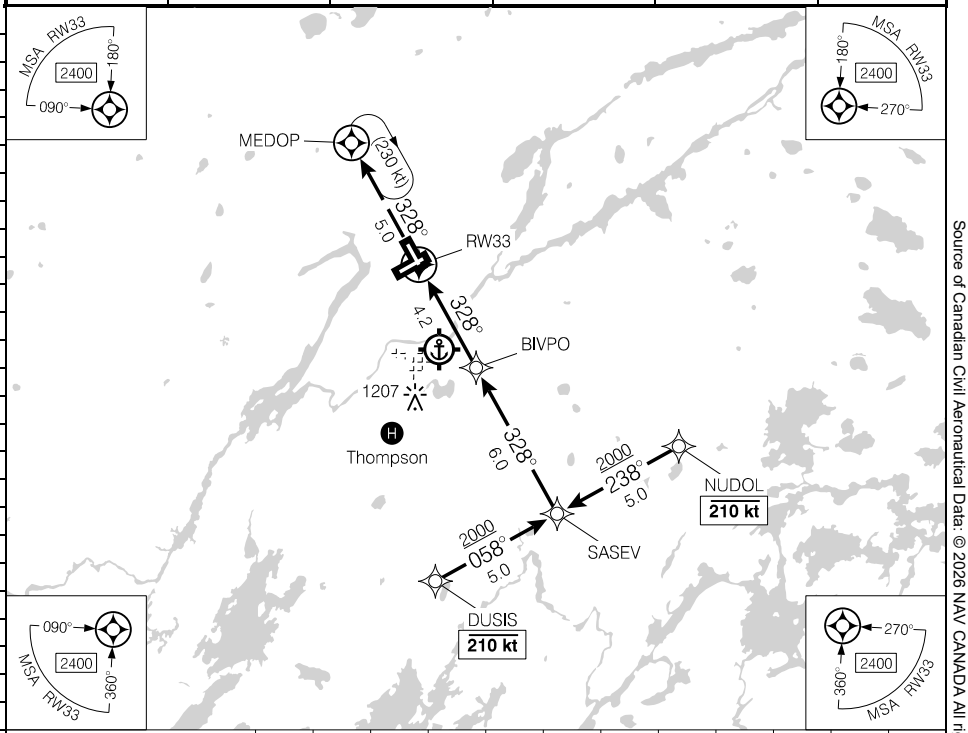
# RNAV (GNSS) RWY 33

554817N 0975145W VAR 3°E

# CYTH

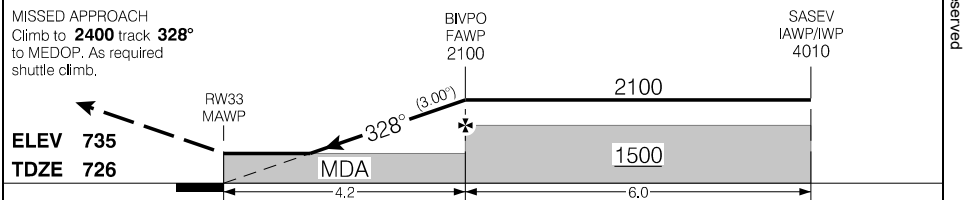
| ATIS – **127.65** | CTR Winnipeg – **133.15** | RADIO – **122.5** MF* | |
|---|---|---|---|

| SAFE ALT 100 NM | RNAV | APCH CRS | MIN ALT BIVPO | LDA |
|---|---|---|---|---|
| **2600** | | **328°** | **1500** | **5079** |




| DIST FROM RW33 | 1.5 | 2 | 3 | **4.2** | 5 | 6 | 7 | 8 | 9 | 10.2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 1220 | 1390 | 1710 | **2100** | 2340 | 2660 | 2980 | 3300 | 3620 | 4010 | | |

MISSED APPROACH
Climb to **2400** track **328°**
to MEDOP. As required
shuttle climb.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **1220** | (519) | 1½ | |

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

# RNAV (GNSS) RWY 33

# CYTH

EFF 5 NOV 20



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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## Departure Route Description

**All rwys**: Maintain **5000** 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 06**: Climb hdg **058°** or as assigned by ATC for radar vectors.

**Rwy 24:** Climb hdg **238°** or as assigned by ATC for radar vectors.

**Rwy 15:** Climb hdg **148°** or as assigned by ATC for radar vectors.

**Rwy 33:** Climb hdg **328°** or as assigned by ATC for radar vectors.

## 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 directly on course;
3. Maintain last assigned altitude until 10 minutes after take-off, then;
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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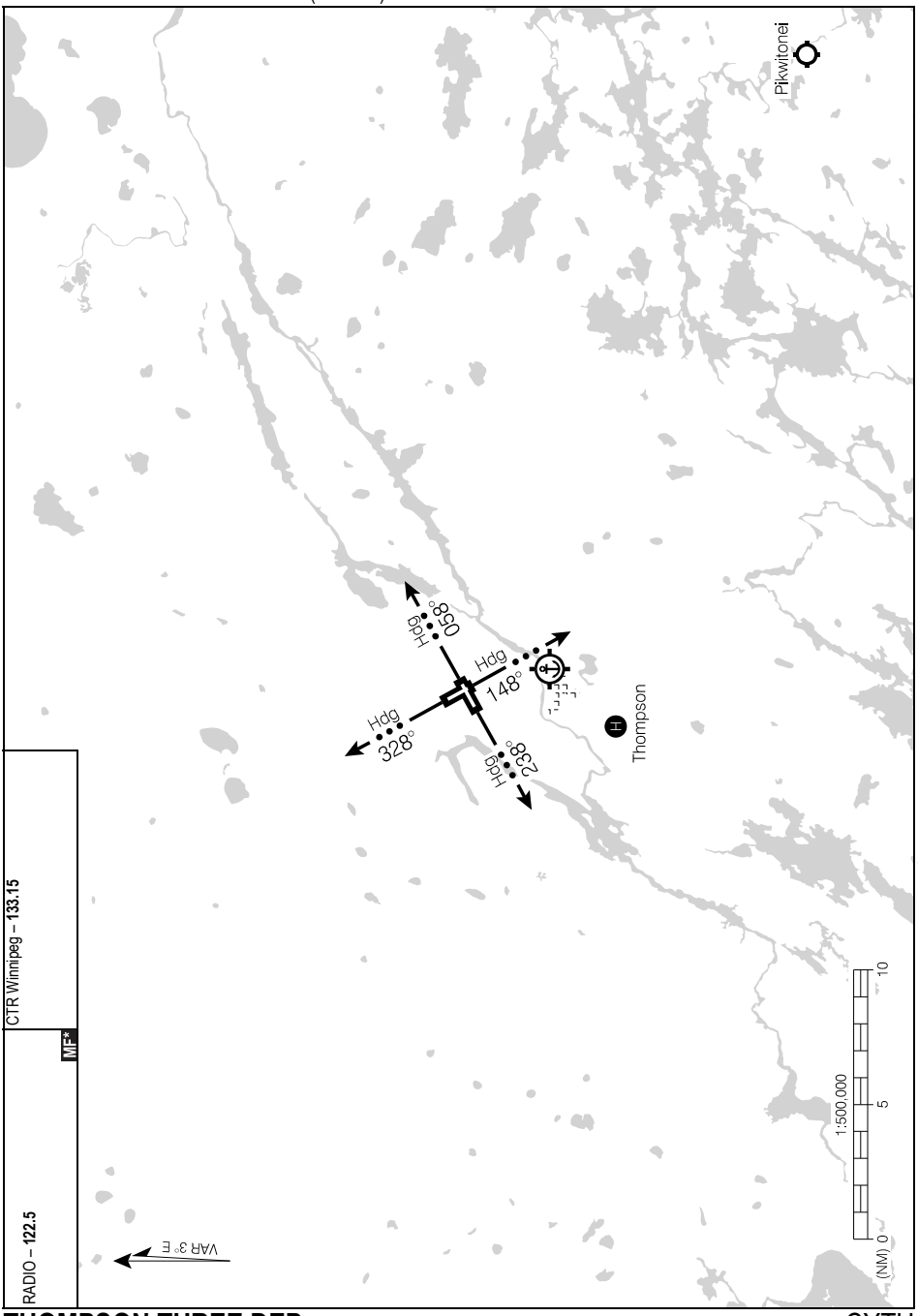
SID (VECTOR)

# THOMPSON THREE DEP (CYTH3.)

THOMPSON, MB
CYTH

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THOMPSON THREE DEP (CYTH3.)

EFF 10 OCT 19

CYTH

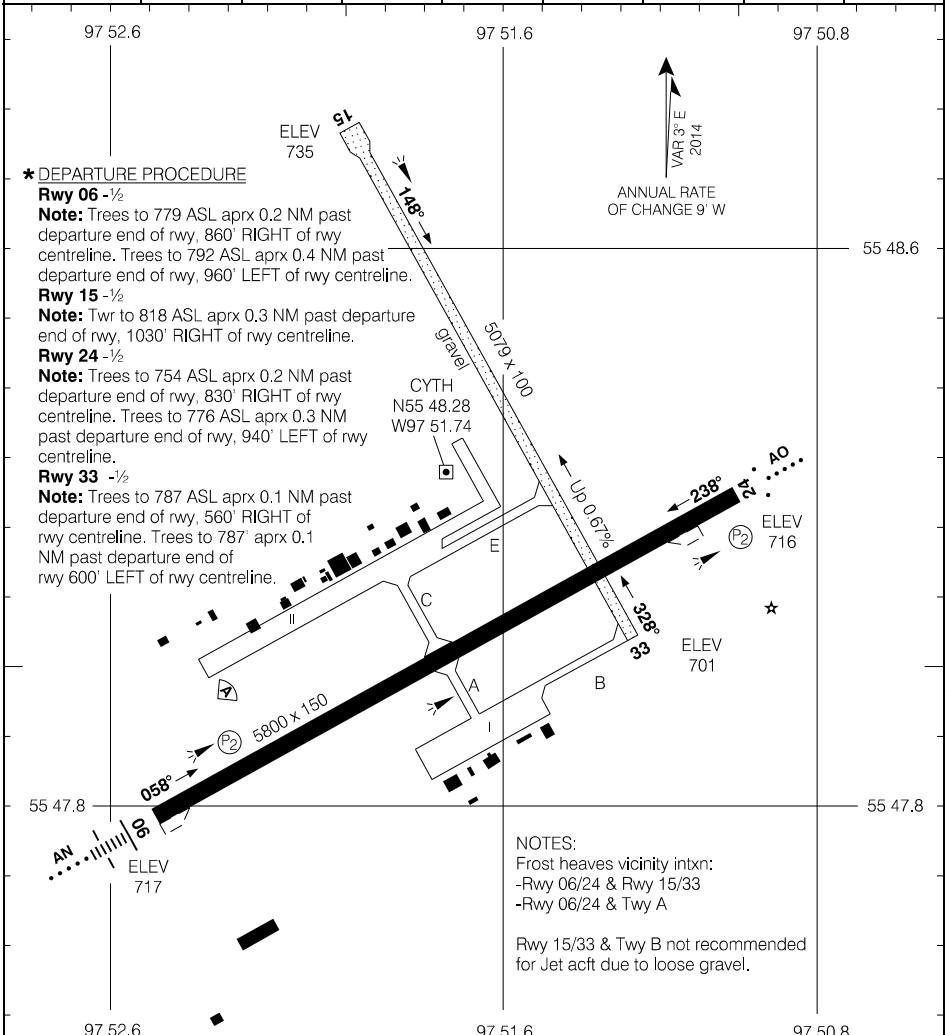
THOMPSON, MB

# AERODROME CHART

CYTH

| ATIS – **127.65** | | RADIO – **122.5** | CTR Winnipeg – **133.15**<br>RADIO Edmonton – **123.55** |
|---|---|---|---|
| | | MF* | |

| DECL DISTS | 06 | 24 | 15 | 33 | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 5800 | 5800 | 5079 | 5079 | | | | |
| TODA | 6784 | 6784 | 5279 | 5279 | | | | |
| ASDA | 5800 | 5800 | 5079 | 5079 | | | | |
| LDA | 5800 | 5800 | 5079 | 5079 | | | | |




* DEPARTURE PROCEDURE

**Rwy 06** -½

**Note:** Trees to 779 ASL aprx 0.2 NM past departure end of rwy, 860' RIGHT of rwy centreline. Trees to 792 ASL aprx 0.4 NM past departure end of rwy, 960' LEFT of rwy centreline.

**Rwy 15** -½

**Note:** Twr to 818 ASL aprx 0.3 NM past departure end of rwy, 1030' RIGHT of rwy centreline.

**Rwy 24** -½

**Note:** Trees to 754 ASL aprx 0.2 NM past departure end of rwy, 830' RIGHT of rwy centreline. Trees to 776 ASL aprx 0.3 NM past departure end of rwy, 940' LEFT of rwy centreline.

**Rwy 33** -½

**Note:** Trees to 787 ASL aprx 0.1 NM past departure end of rwy, 560' RIGHT of rwy centreline. Trees to 787' aprx 0.1 NM past departure end of rwy 600' LEFT of rwy centreline.

| TAKE-OFF MINIMA | SCALE IN FEET |
|---|---|
| Rwys 06; 15; 24; 33: * | 1000 0 1000 |

# AERODROME CHART

CYTH

EFF 26 DEC 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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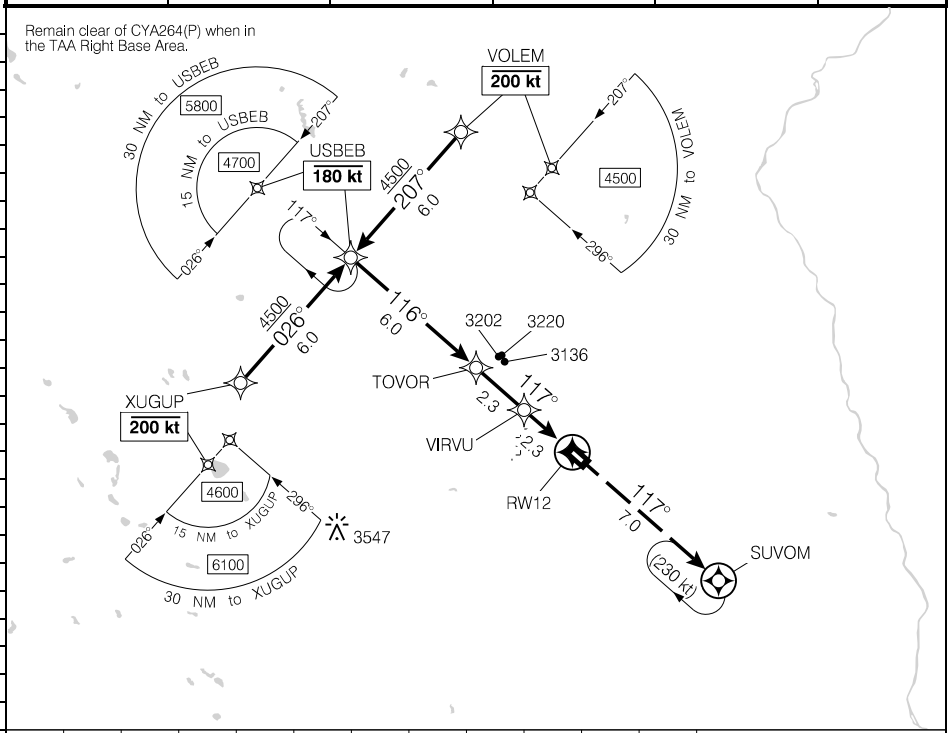
THREE HILLS, AB

# RNAV (GNSS) RWY 12

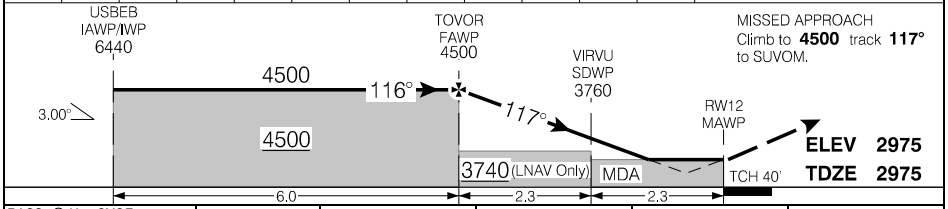
514147N 1131234W VAR 15°E

CEN3

| | | | | |
|---|---|---|---|---|
| AWOS Red Deer Regional – **124.0** | CTR Edmonton – **124.45** **132.85** | TFC – **123.2** ATF | | ARCAL 123.2(K)* |
| SAFE ALT 100 NM **13,200** | WAAS **Ch 80806** W12A | APCH CRS **117°** | MIN ALT TOVOR **4500** | LDA **3000** |




| (NM) | 10.6 | 10 | 9 | 8 | 7 | 6 | **4.6** | 4 | 3 | 2 | 1.3 | DIST FROM RW12 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 6440 | 6240 | 5920 | 5600 | 5270 | 4950 | **4500** | 4310 | 3980 | 3660 | 3420 | ALT (3.00° APCH PATH) |




RASS: Use CYQF. When using CYYC add **120'**.

| Knots | ft/min | Min:Sec |
|---|---|---|
| 70 | 380 | |
| 90 | 480 | |
| 110 | 590 | |
| 130 | 700 | |
| 150 | 810 | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **3316** | (341) | 1¼ | NOT AUTHORIZED |
| LNAV | **3420** | (445) | 1½ | NOT AUTHORIZED |

RNAV (GNSS) RWY 12 CEN3

EFF 26 DEC 24



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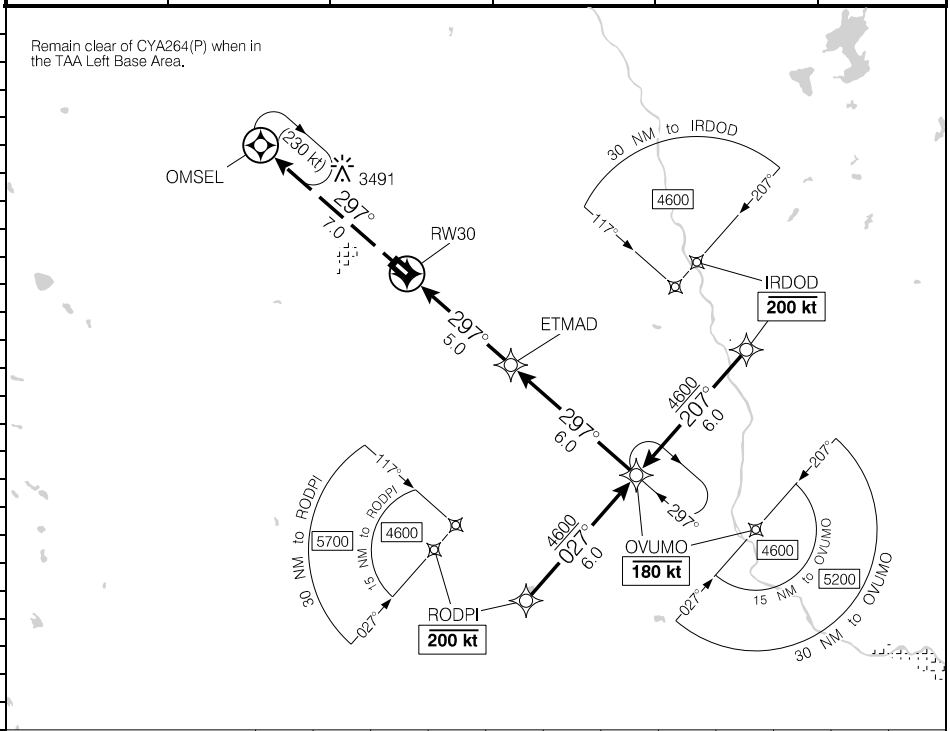
THREE HILLS, AB

# RNAV (GNSS) RWY 30

514147N 1131234W VAR 15°E

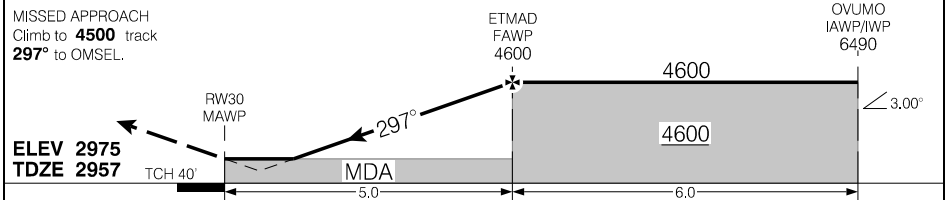
CEN3

| | | | | | |
|---|---|---|---|---|---|
| AWOS Red Deer Regional – **124.0** | CTR Edmonton – **124.45** **132.85** | TFC – **123.2** ATF | | | ARCAL 123.2(K)* |
| SAFE ALT 100 NM **13,200** | WAAS **Ch 80807** W30A | APCH CRS **297°** | MIN ALT ETMAD **4600** | LDA **3000** | |




| DIST FROM RW30 | 1.2 | 2 | 3 | 4 | **5.0** | 6 | 7 | 8 | 9 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 3380 | 3630 | 3950 | 4270 | **4600** | 4910 | 5230 | 5550 | 5860 | 6180 | 6490 |

MISSED APPROACH
Climb to **4500** track **297°** to OMSEL.




RASS: Use CYQF.
When using CYYC add **120'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **3298** | (341) | 1 | NOT AUTHORIZED |
| LNAV | **3380** | (423) | 1¼ | NOT AUTHORIZED |

RNAV (GNSS) RWY 30 CEN3

EFF 17 APR 25



Canada Air Pilot
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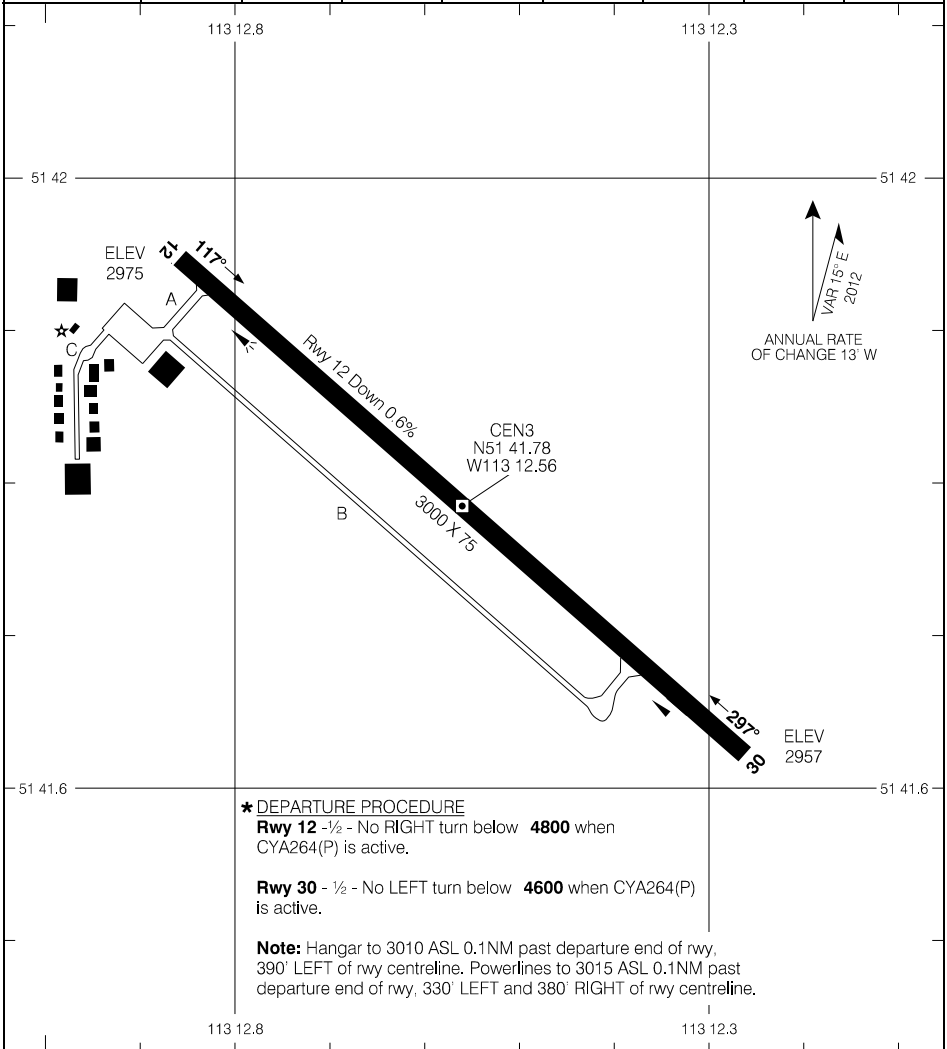
THREE HILLS, AB

# AERODROME CHART

CEN3

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | TFC – **123.2** ATF | | | CTR Edmonton – **124.45 132.85** | | |
| **DECL DISTS** | **12** | **30** | | | | | | |
| TORA | 3000 | 3000 | | | | | | |
| TODA | 3000 | 3000 | | | | | | |
| ASDA | 3000 | 3000 | | | | | | |
| LDA | 3000 | 3000 | | | | | | |




★ DEPARTURE PROCEDURE

**Rwy 12** -½ - No RIGHT turn below **4800** when CYA264(P) is active.

**Rwy 30** - ½ - No LEFT turn below **4600** when CYA264(P) is active.

**Note:** Hangar to 3010 ASL 0.1NM past departure end of rwy, 390' LEFT of rwy centreline. Powerlines to 3015 ASL 0.1NM past departure end of rwy, 330' LEFT and 380' RIGHT of rwy centreline.

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

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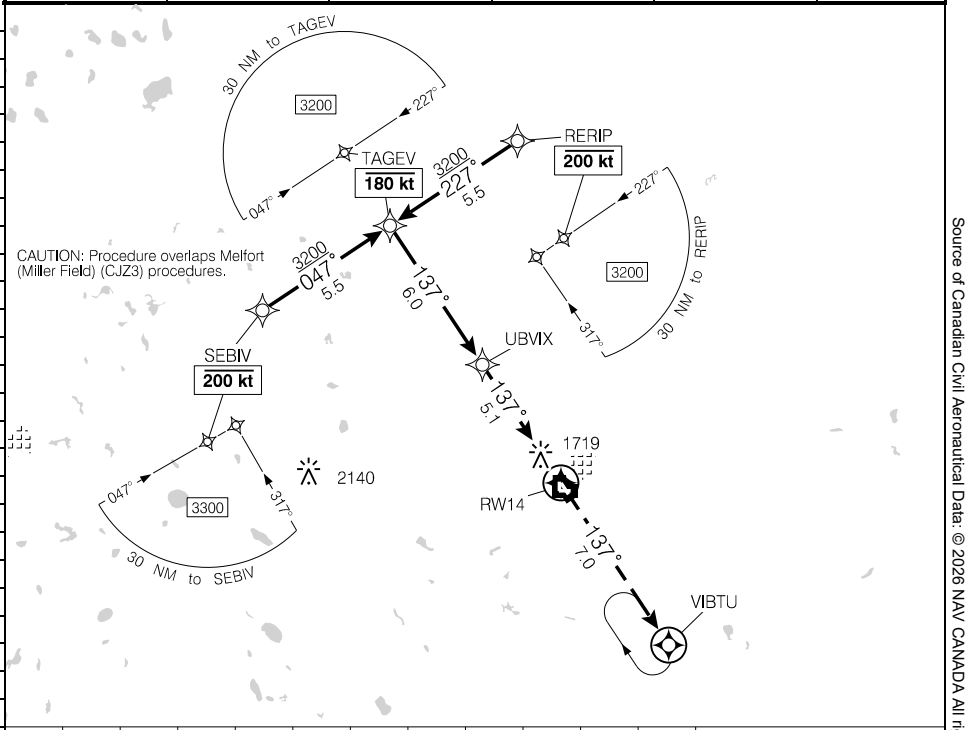
TISDALE, SK

# RNAV (GNSS) RWY 14

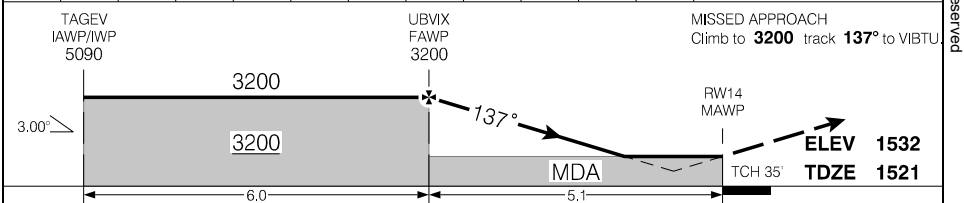
525012N 1040358W VAR 9°E

CJY3

| | | | | |
|---|---|---|---|---|
| | CTR Winnipeg – **133.9** | TFC – **122.8** ATF | | ARCAL 122.8(J) |
| SAFE ALT 100 NM **4000** | WAAS **Ch 80337** W14A | APCH CRS **137°** | MIN ALT UBVIX **3200** | LDA **3013** |




| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 11.1 | 10 | 9 | 8 | 7 | 6 | **5.1** | 4 | 3 | 1.7 | | DIST FROM RW14 |
| | 5090 | 4740 | 4420 | 4100 | 3780 | 3460 | **3200** | 2830 | 2510 | 2100 | | ALT (3.00° APCH PATH) |




RASS: Use CYBU. When using CYPA add **60'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1881** | (363) | 1¼ | NOT AUTHORIZED |
| LNAV | **2100** | (582) | 1¾ | NOT AUTHORIZED |

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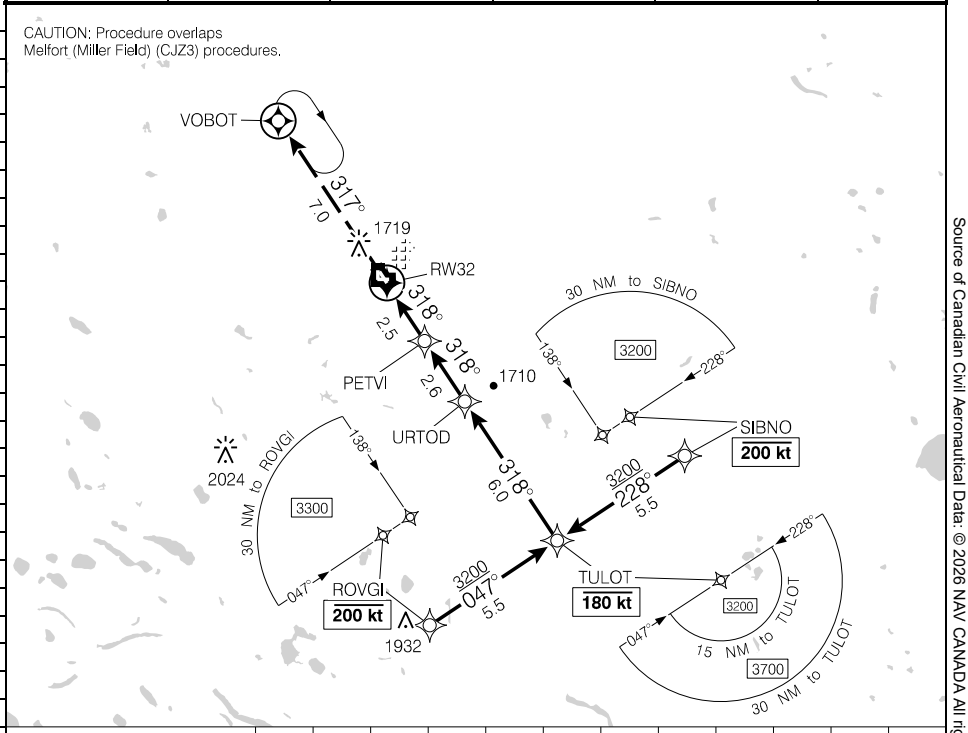
TISDALE, SK

# RNAV (GNSS) RWY 32

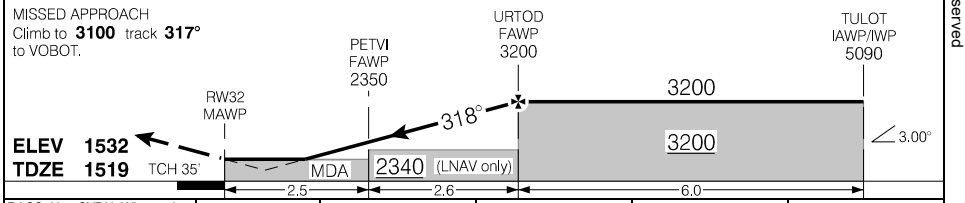
525012N 1040358W VAR 9°E

CJY3

| | | | | | |
|---|---|---|---|---|---|
| | CTR Winnipeg – **133.9** | | | | ARCAL 122.8(J) |
| | | TFC – **122.8** ATF | | | |
| SAFE ALT 100 NM **4000** | WAAS **Ch 80338** W32A | APCH CRS **318°** | MIN ALT URTOD **3200** | LDA **3013** | |




| DIST FROM RW32 | 1.4 | 2 | 3 | 4 | **5.1** | 6 | 7 | 8 | 9 | 10 | 11.1 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2000 | 2190 | 2510 | 2820 | **3200** | 3460 | 3780 | 4100 | 4420 | 4730 | 5090 |




RASS: Use CYBU. When using CYPA add **60'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1878** | (363) | 1¼ | NOT AUTHORIZED |
| LNAV | **2000** | (485) | 1½ | NOT AUTHORIZED |

RNAV (GNSS) RWY 32 CJY3

EFF 22 JAN 26



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TISDALE, SK

# AERODROME CHART

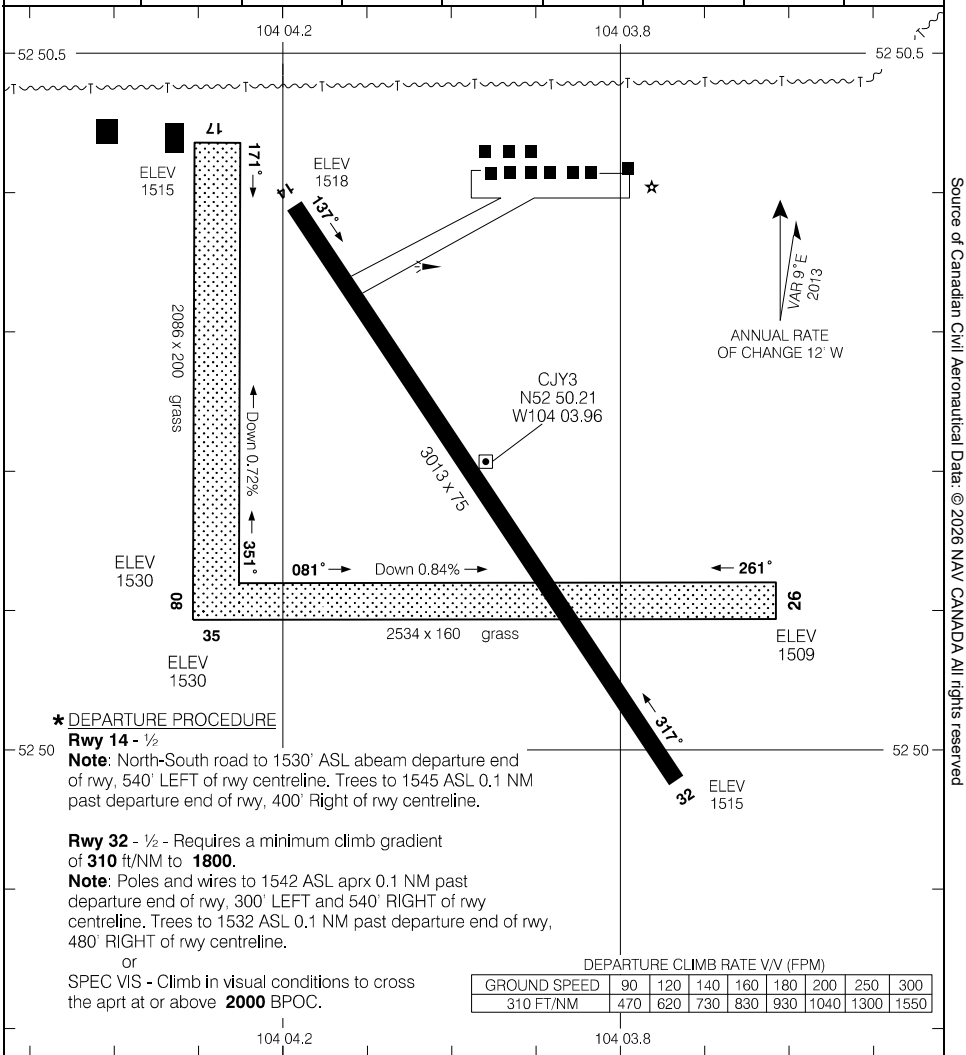
CJY3

CTR Winnipeg – **133.9**

TFC – **122.8**

ATF

| DECL DISTS | 08 | 26 | 14 | 32 | 17 | 35 | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 2534 | 2534 | 3013 | 3013 | 2086 | 2086 | | |
| TODA | 2534 | 2534 | 3013 | 3013 | 2086 | 2086 | | |
| ASDA | 2534 | 2534 | 3013 | 3013 | 2086 | 2086 | | |
| LDA | 2534 | 2534 | 3013 | 3013 | 2086 | 2086 | | |




✱ DEPARTURE PROCEDURE

**Rwy 14 -** ½

**Note**: North-South road to 1530' ASL abeam departure end of rwy, 540' LEFT of rwy centreline. Trees to 1545 ASL 0.1 NM past departure end of rwy, 400' Right of rwy centreline.

**Rwy 32** - ½ - Requires a minimum climb gradient of **310** ft/NM to **1800**.

**Note**: Poles and wires to 1542 ASL aprx 0.1 NM past departure end of rwy, 300' LEFT and 540' RIGHT of rwy centreline. Trees to 1532 ASL 0.1 NM past departure end of rwy, 480' RIGHT of rwy centreline.

or

SPEC VIS - Climb in visual conditions to cross the aprt at or above **2000** BPOC.

DEPARTURE CLIMB RATE V/V (FPM)

| GROUND SPEED | 90 | 120 | 140 | 160 | 180 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|---|---|
| 310 FT/NM | 470 | 620 | 730 | 830 | 930 | 1040 | 1300 | 1550 |

TAKE-OFF MINIMA

Rwys 14; 32: ✱

Rwys 08, 17, 26, 35: NOT ASSESSED

SCALE IN FEET

1000 0 1000

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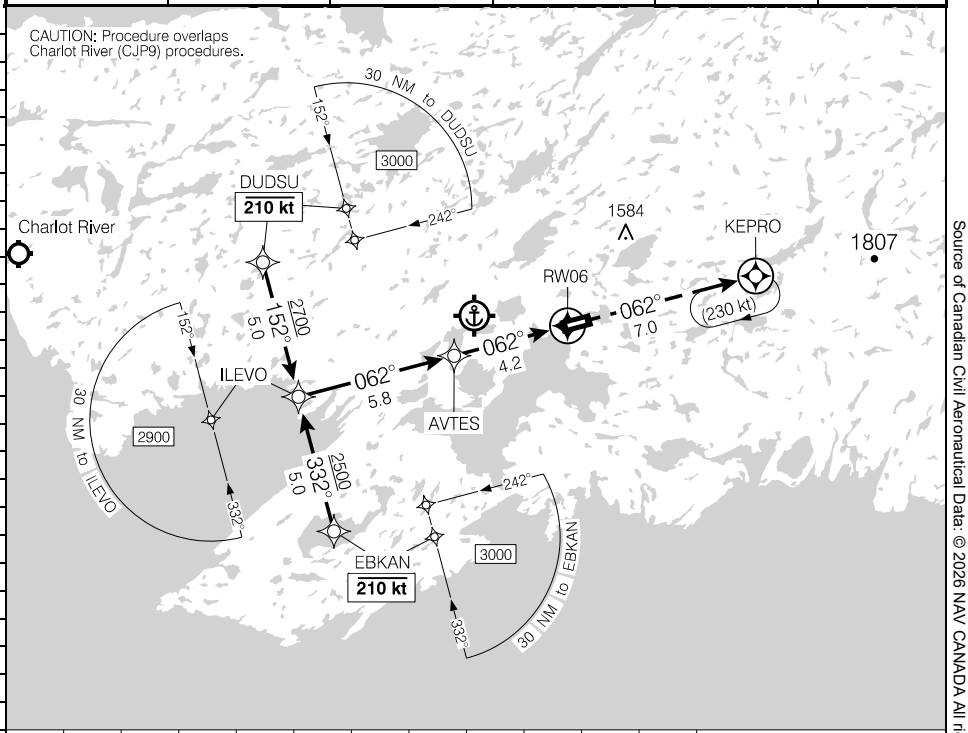
URANIUM CITY, SK

# RNAV (GNSS) RWY 06

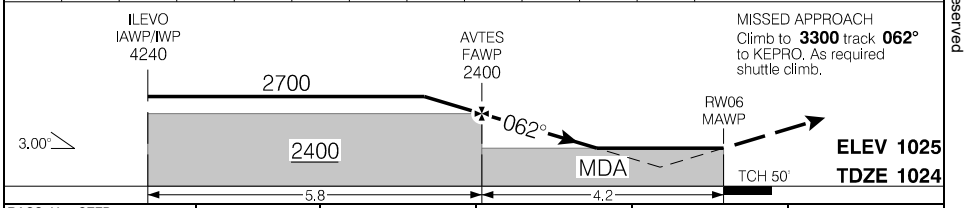
593341N 1082853W VAR 13°E

CYBE

| | | TFC – 123.2 ATF | | ARCAL 123.2(K) |
|---|---|---|---|---|
| SAFE ALT 100 NM **3300** | WAAS **Ch 80647** W06A | APCH CRS **062°** | MIN ALT AVTES **2400** | LDA **3935** |




| | | 10 | 9 | 8 | 7 | 6 | **5.2** | 4 | 3 | 2.2 | | DIST FROM RW06 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 4240 | 3930 | 3610 | 3290 | 2970 | **2700** | 2330 | 2010 | 1760 | | ALT (3.00° APCH PATH) |




MISSED APPROACH
Climb to **3300** track **062°** to KEPRO. As required shuttle climb.

RASS: Use CZFD.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1510** | (500) | 1¾ | |
| LNAV | **1760** | (751) | 2¼ | |

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

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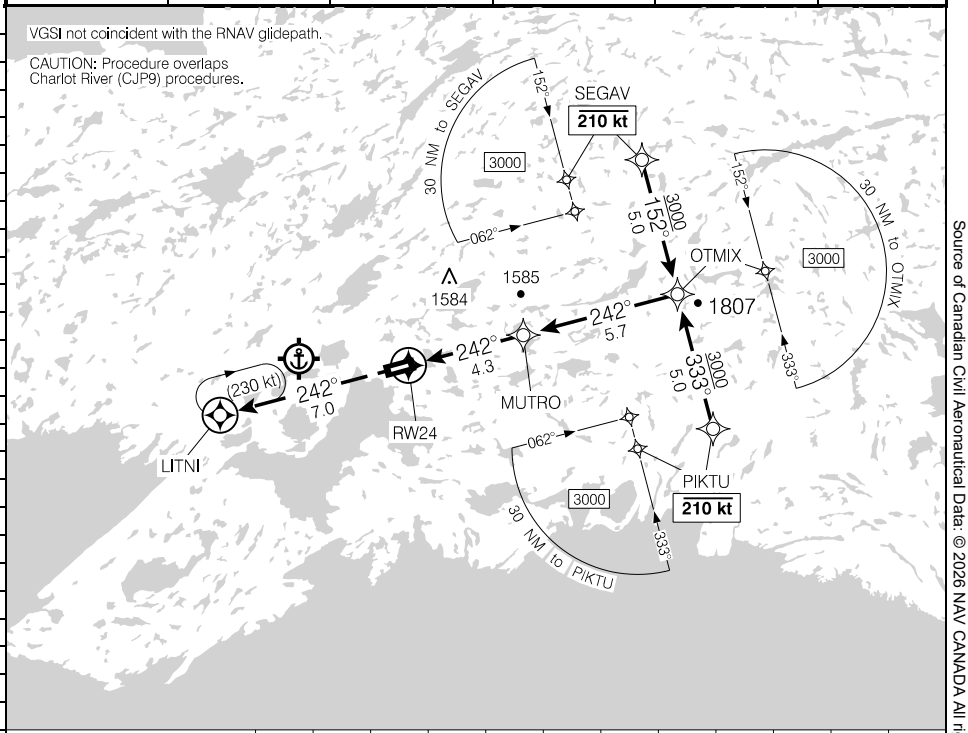
URANIUM CITY, SK

# RNAV (GNSS) RWY 24

593341N 1082853W VAR 13°E

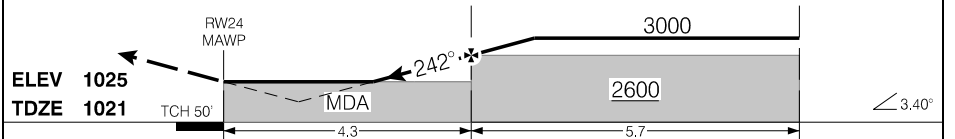
CYBE

| | | TFC – 123.2 ATF | | ARCAL 123.2(K) P1 AS |
|---|---|---|---|---|
| SAFE ALT 100 NM **3300** | WAAS **Ch 80648** W24A | APCH CRS **242°** | MIN ALT MUTRO **2600** | LDA **3935** |




| DIST FROM RW24 | | | 2.6 | 4 | **5.4** | 6 | 7 | 8 | 9 | 10 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.40° APCH PATH) | | | 2000 | 2500 | **3000** | 3230 | 3590 | 3950 | 4310 | 4670 | | |

MISSED APPROACH
Climb to **3300** track **242°** to LITNI.
As required shuttle climb.




RASS: Use CZFD.

| Knots | ft/min | Min:Sec |
|---|---|---|
| 70 | 420 | |
| 90 | 540 | |
| 110 | 660 | |
| 130 | 780 | |
| 150 | 900 | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1510** | (500) | 1½ | |
| LNAV | **2000** | (991) | 3 | |

RNAV (GNSS) RWY 24 CYBE

EFF 14 JUL 22



Canada Air Pilot
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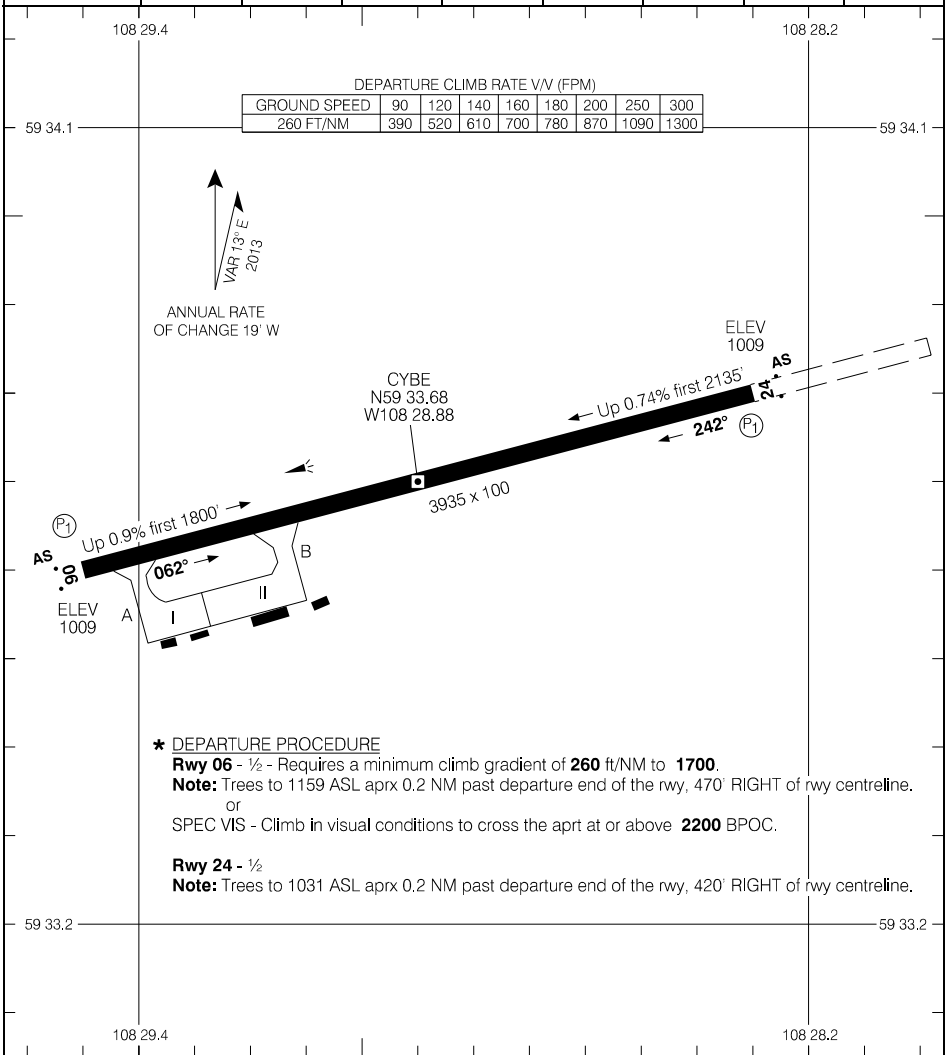
URANIUM CITY, SK

# AERODROME CHART

CYBE

TFC – **123.2** ATF

| DECL DISTS | 06 | 24 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 3935 | 3935 | | | | | | |
| TODA | 4919 | 4919 | | | | | | |
| ASDA | 3935 | 3935 | | | | | | |
| LDA | 3935 | 3935 | | | | | | |




* DEPARTURE PROCEDURE

**Rwy 06** - ½ - Requires a minimum climb gradient of **260** ft/NM to **1700**.
**Note:** Trees to 1159 ASL aprx 0.2 NM past departure end of the rwy, 470' RIGHT of rwy centreline.
or
SPEC VIS - Climb in visual conditions to cross the aprt at or above **2200** BPOC.

**Rwy 24** - ½
**Note:** Trees to 1031 ASL aprx 0.2 NM past departure end of the rwy, 420' RIGHT of rwy centreline.

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

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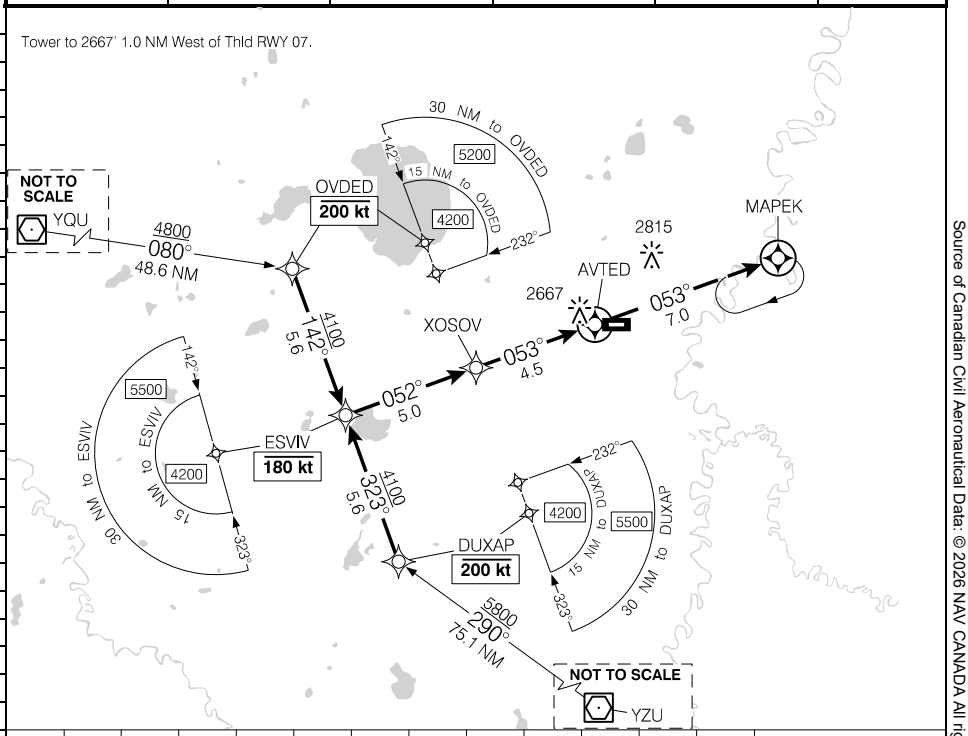
VALLEYVIEW, AB

# RNAV (GNSS) Z RWY 07

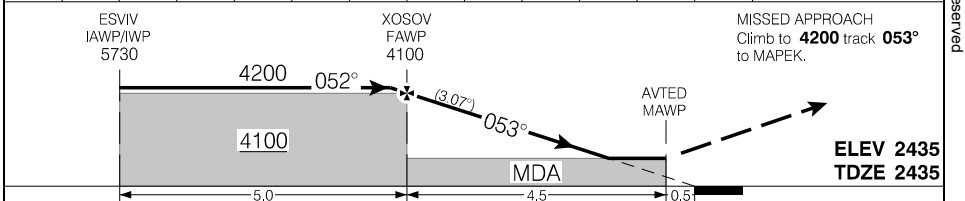
550159N 1171740W VAR 17°E

CEL5

| | CTR Edmonton – **134.5** | TFC – **123.2** ATF | | ARCAL 123.2(K) 20.0° |
|---|---|---|---|---|
| SAFE ALT 100 NM **10,600** | WAAS **Ch 80979** W07A | APCH CRS **053°** | MIN ALT XOSOV **4100** | LDA **3335** |




| | 9.5 | 9 | 8 | 7 | 6 | **4.8** | 4 | 3 | 2 | 1.0 | | | DIST FROM AVTED |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5730 | 5560 | 5230 | 4910 | 4580 | **4200** | 3930 | 3600 | 3280 | 2960 | | | ALT (3.07° APCH PATH) |




RASS: Use CYQU.

| Knots | ft/min | Min:Sec |
|---|---|---|
| 70 | 380 | |
| 90 | 490 | |
| 110 | 600 | |
| 130 | 710 | |
| 150 | 810 | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP | **2960** | (526) | 1¾ | NOT AUTHORIZED |
| LNAV | **3080** | (646) | 2 | NOT AUTHORIZED |

RNAV (GNSS) Z RWY 07 CEL5

EFF 11 JUL 24



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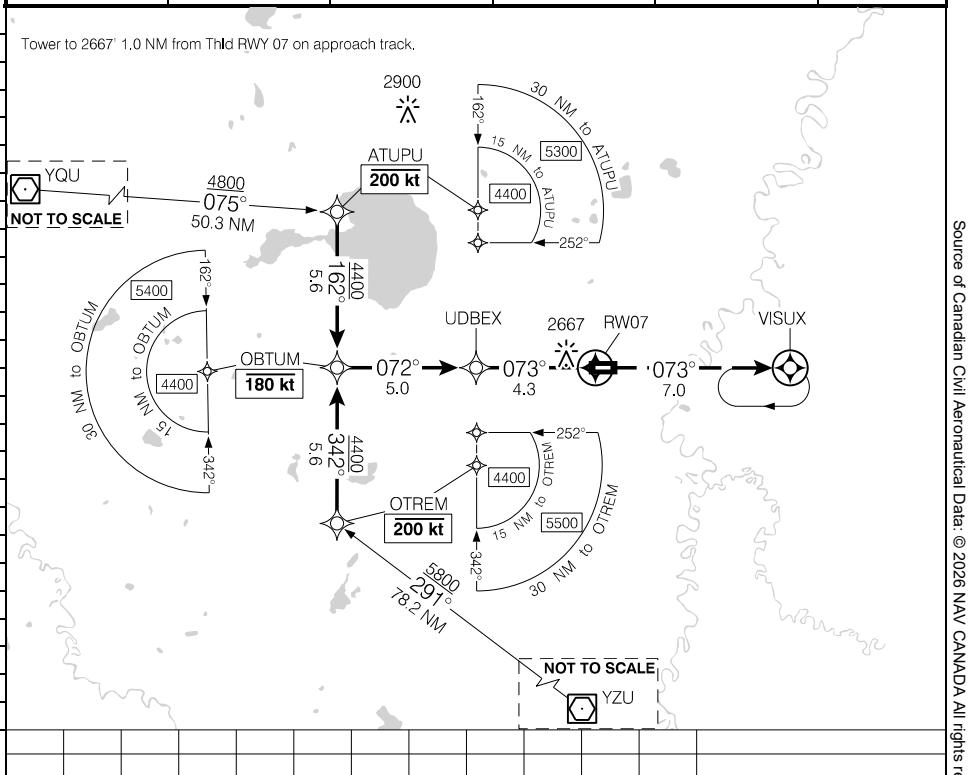
VALLEYVIEW, AB

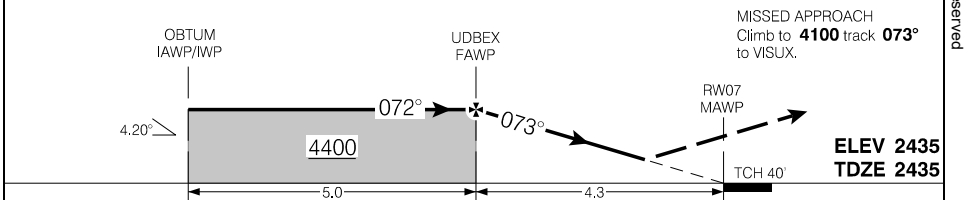
# RNAV (GNSS) Y RWY 07

550159N 1171740W VAR 17°E

CEL5

| | CTR Edmonton – **134.5** | TFC – **123.2** ATF | | ARCAL 123.2(K) |
|---|---|---|---|---|
| SAFE ALT 100 NM **10,600** | WAAS **Ch 81010** W07B | APCH CRS **073°** | MIN ALT UDBEX **4400** | LDA **3335** |




RASS: Use CYQU.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2846** | (412) | 1¼ | NOT AUTHORIZED |

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

# RNAV (GNSS) Y RWY 07

CEL5

EFF 15 JUN 23



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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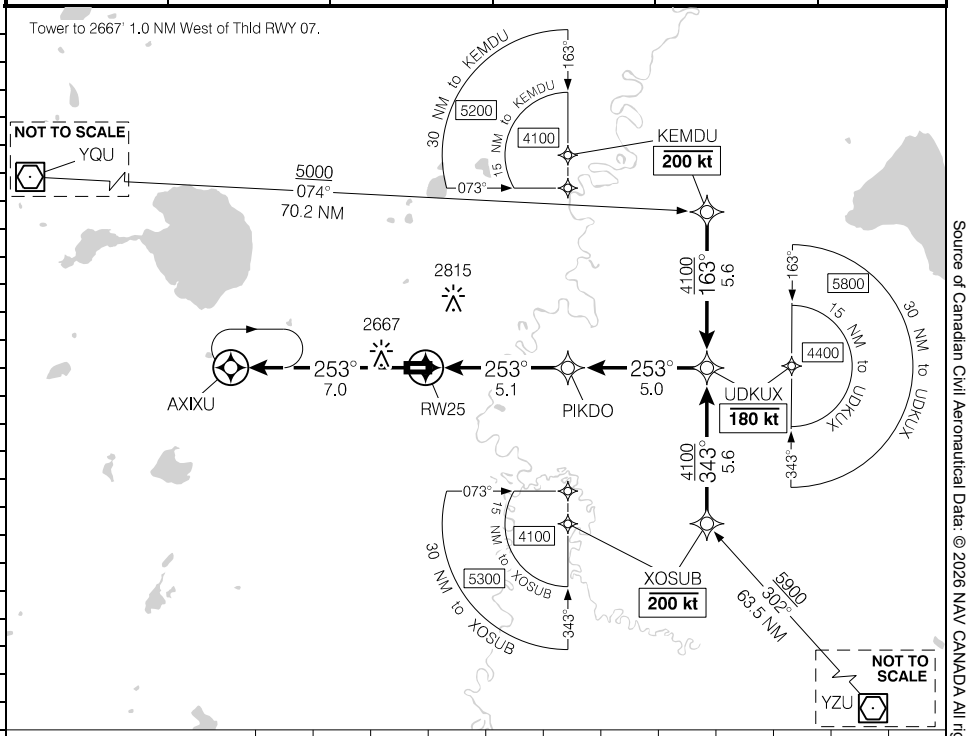
VALLEYVIEW, AB

# RNAV (GNSS) RWY 25

550159N 1171740W VAR 17°E

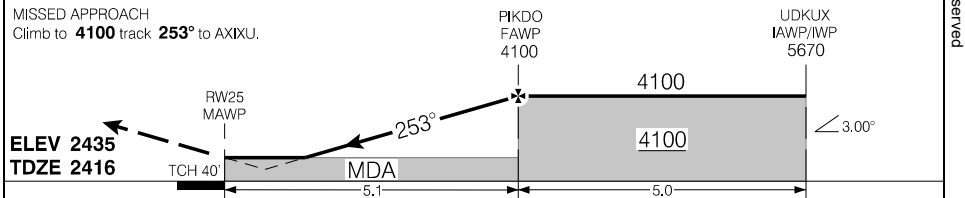
CEL5

| | | | | | |
|---|---|---|---|---|---|
| | CTR Edmonton – **134.5** | | | | ARCAL 123.2(K) |
| | | TFC – **123.2** ATF | | | |
| SAFE ALT 100 NM **10,600** | WAAS **Ch 80980** W25A | APCH CRS **253°** | MIN ALT PIKDO **4100** | LDA **3335** | |




| DIST FROM RW25 | 1.4 | 2 | 3 | 4 | **5.1** | 6 | 7 | 8 | 9 | 10.1 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2900 | 3090 | 3400 | 3720 | **4100** | 4360 | 4680 | 5000 | 5310 | 5670 | | |

MISSED APPROACH
Climb to **4100** track **253°** to AXIXU.




RASS: Use CYQU.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2821** | (412) | 1½ | NOT AUTHORIZED |
| LNAV | **2900** | (491) | 1½ | NOT AUTHORIZED |

# RNAV (GNSS) RWY 25

CEL5

EFF 15 JUN 23



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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VALLEYVIEW, AB

# AERODROME CHART

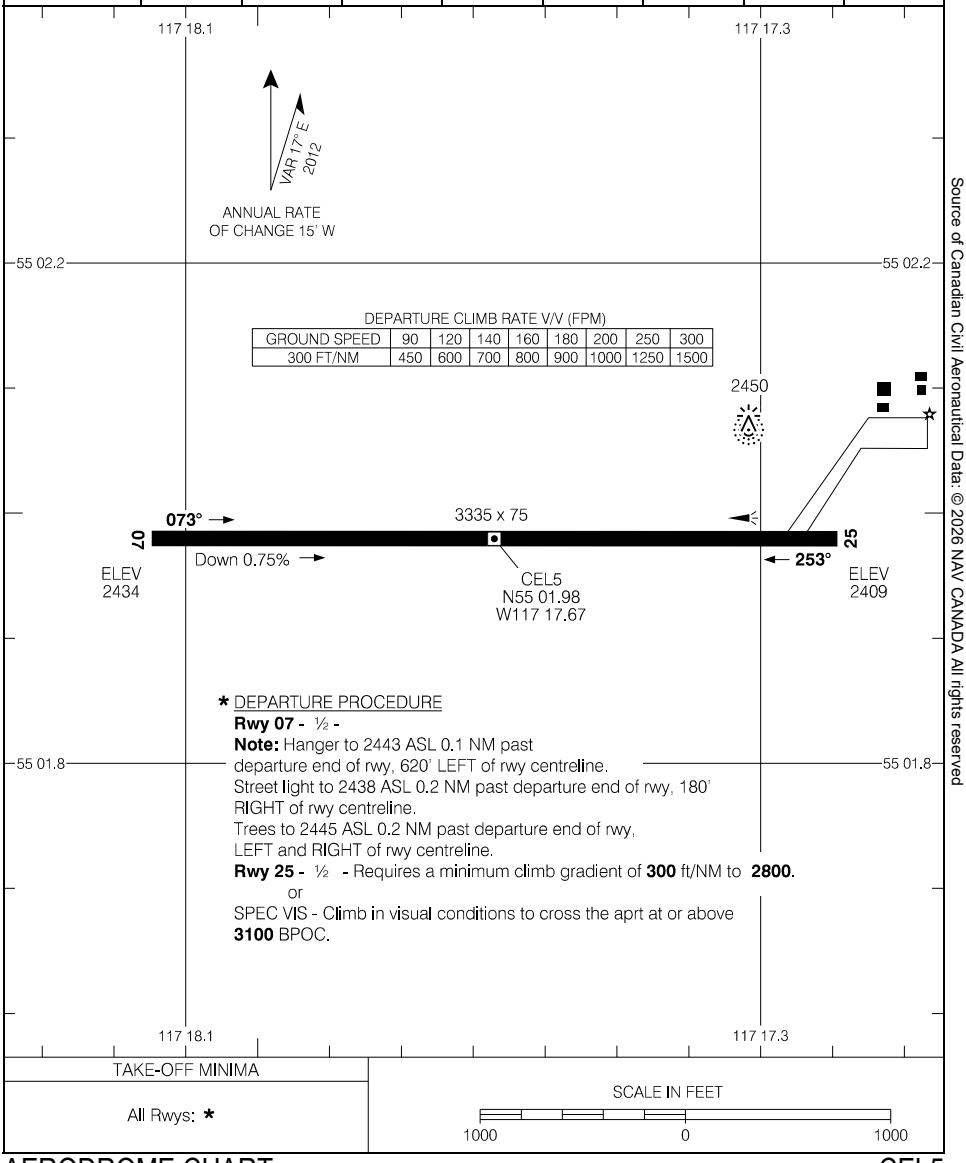
CEL5

CTR Edmonton – **134.5**

TFC – **123.2**

ATF

| DECL DISTS | 07 | 25 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 3335 | 3335 | | | | | | |
| TODA | 3335 | 3335 | | | | | | |
| ASDA | 3335 | 3335 | | | | | | |
| LDA | 3335 | 3335 | | | | | | |




| TAKE-OFF MINIMA |
|---|
| All Rwys: * |

SCALE IN FEET

1000 0 1000

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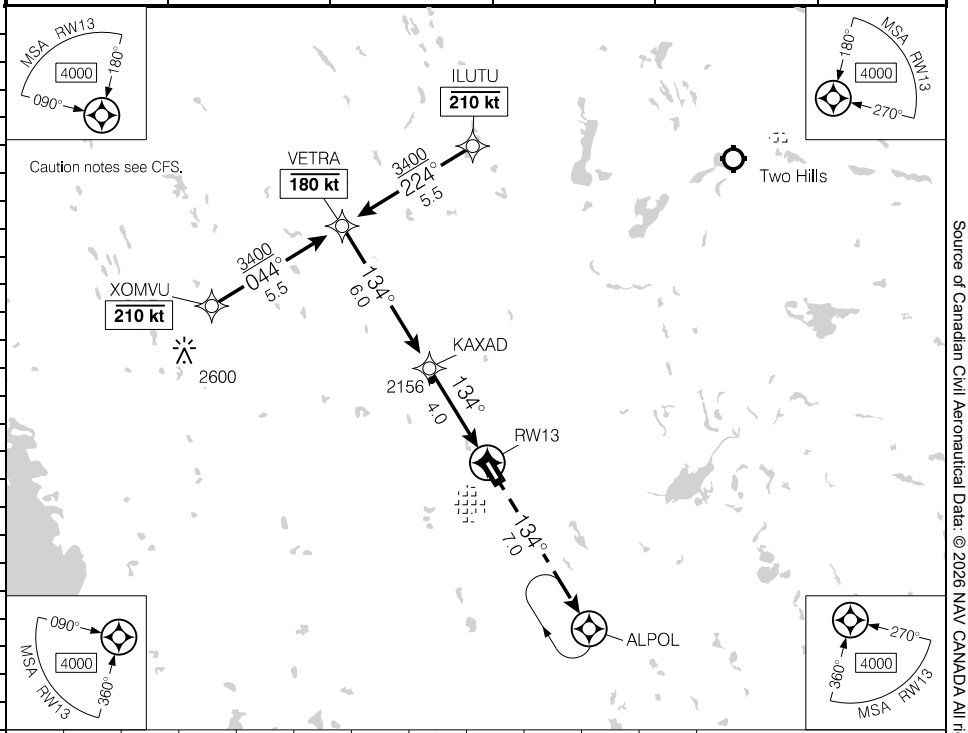
VEGREVILLE, AB

# RNAV (GNSS) RWY 13

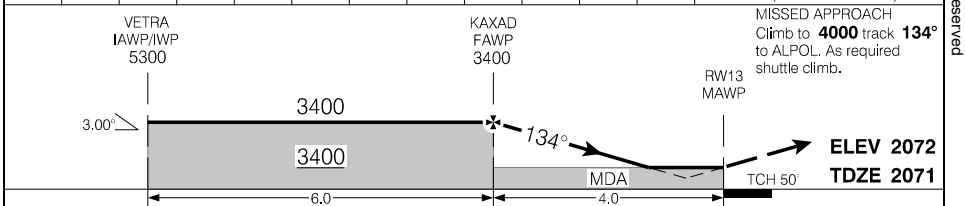
533050N 1120139W VAR 14°E

CEV3

| | | | | |
|---|---|---|---|---|
| | CTR Edmonton – **133.45** **340.7** | UNICOM – **122.8** ATF | | ARCAL 122.8(K)* P1 |
| SAFE ALT 100 NM **5800** | WAAS **Ch 80003** W13A | APCH CRS **134°** | MIN ALT KAXAD **3400** | LDA **4001** |




| (NM) | 10 | 9 | 8 | 7 | 6 | 5 | **4.0** | 3 | 2 | 1.3 | DIST FROM RW13 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5300 | 4980 | 4670 | 4350 | 4030 | 3710 | **3400** | 3070 | 2760 | 2540 | ALT (3.00° APCH PATH) |




RASS: Use CYEG.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2492** | (423) | 1¼ | |
| LNAV | **2540** | (471) | 1½ | |

# RNAV (GNSS) RWY 13

CEV3

EFF 20 APR 23



Canada Air Pilot
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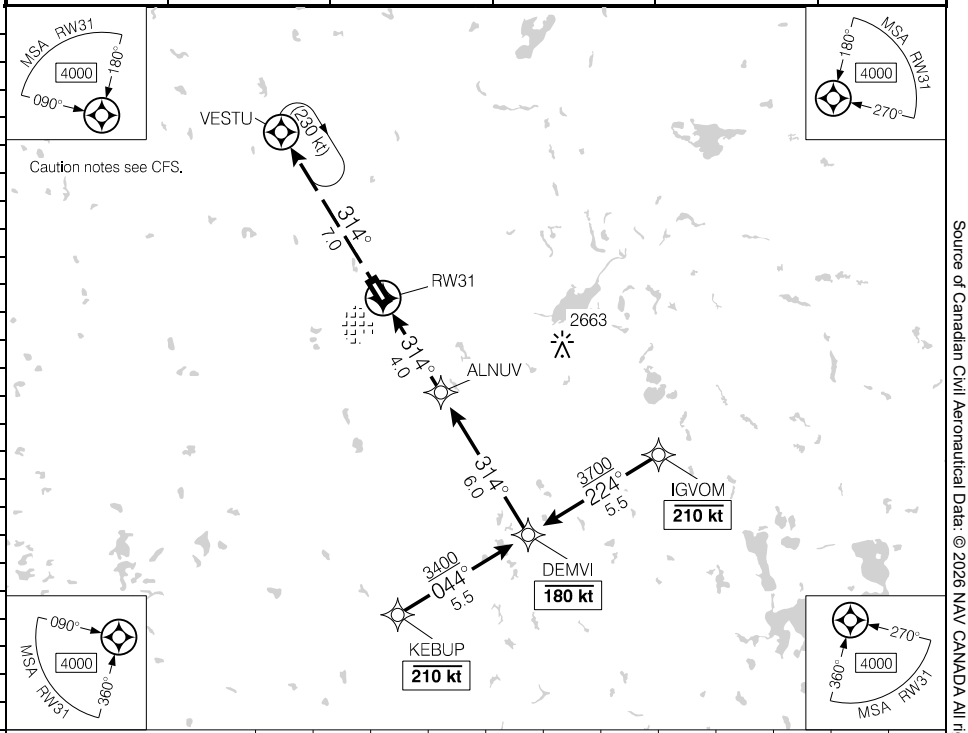
VEGREVILLE, AB

# RNAV (GNSS) RWY 31

533050N 1120139W VAR 14°E

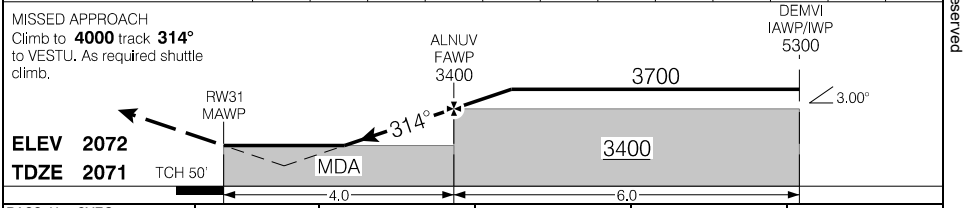
CEV3

| | | | | | |
|---|---|---|---|---|---|
| | CTR Edmonton – **133.45** **340.7** | | ◕ UNICOM – **122.8** ATF | | ARCAL 122.8(K)* Ⓟ1 |
| SAFE ALT 100 NM **5800** | WAAS **Ch 80004** W31A | APCH CRS **314°** | MIN ALT ALNUV **3400** | LDA **4001** | |




| DIST FROM RW31 | | 2.1 | 3 | 4 | **5.0** | 6 | 7 | 8 | 9 | 10 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | 2800 | 3080 | 3400 | **3700** | 4030 | 4350 | 4670 | 4990 | 5300 | | |

MISSED APPROACH
Climb to **4000** track **314°** to VESTU. As required shuttle climb.




RASS: Use CYEG.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2493** | (423) | 1¼ | |
| LNAV | **2800** | (730) | 2¼ | |

# RNAV (GNSS) RWY 31

CEV3

EFF 10 AUG 23



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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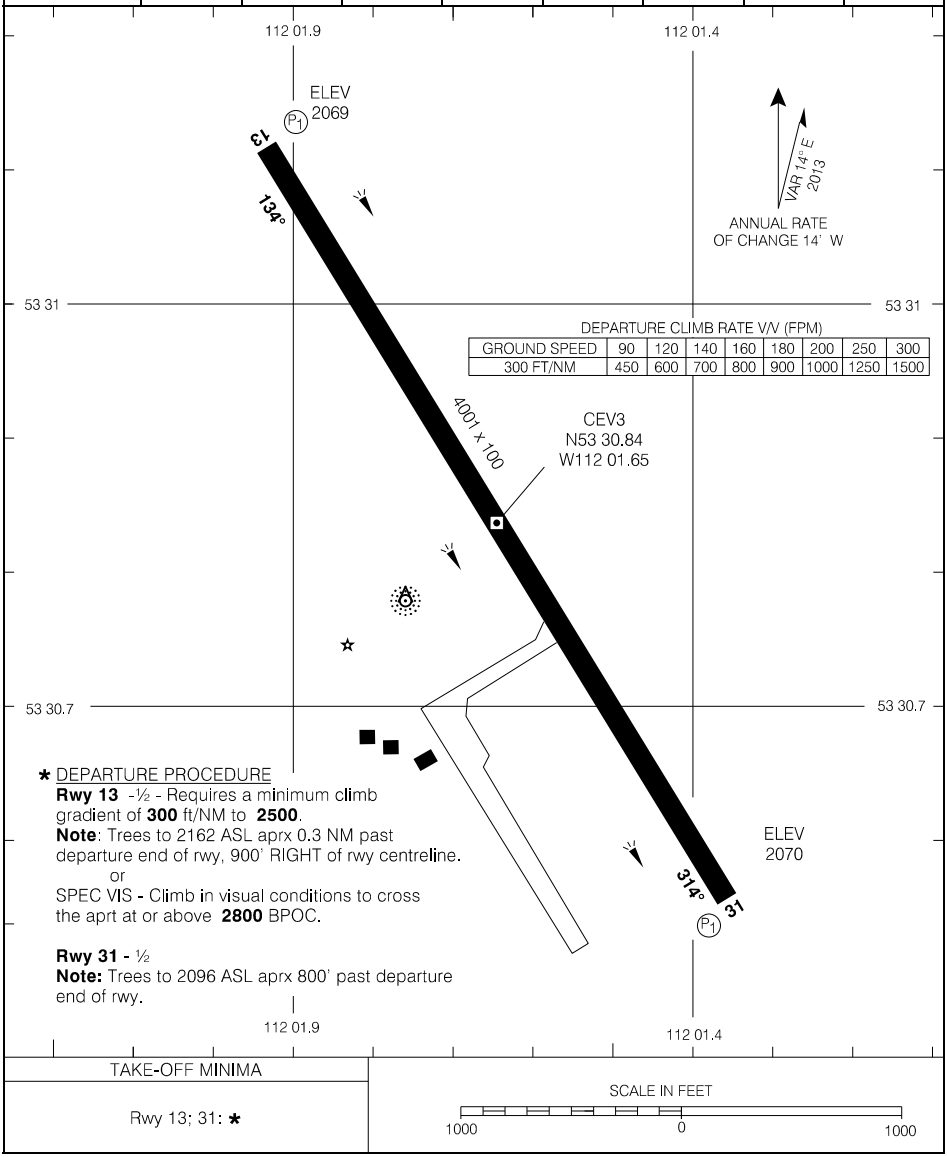
VEGREVILLE, AB

# AERODROME CHART — CEV3

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | UNICOM – **122.8** | | ATF | CTR Edmonton – **133.45** **340.7** | |

| DECL DISTS | 13 | 31 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 4001 | 4001 | | | | | | |
| TODA | 4001 | 4001 | | | | | | |
| ASDA | 4001 | 4001 | | | | | | |
| LDA | 4001 | 4001 | | | | | | |




✱ DEPARTURE PROCEDURE

**Rwy 13** -½ - Requires a minimum climb gradient of **300** ft/NM to **2500**.
**Note**: Trees to 2162 ASL aprx 0.3 NM past departure end of rwy, 900' RIGHT of rwy centreline.
or
SPEC VIS - Climb in visual conditions to cross the aprt at or above **2800** BPOC.

**Rwy 31** - ½
**Note:** Trees to 2096 ASL aprx 800' past departure end of rwy.

| TAKE-OFF MINIMA |
|---|
| Rwy 13; 31: ✱ |

SCALE IN FEET
1000 0 1000

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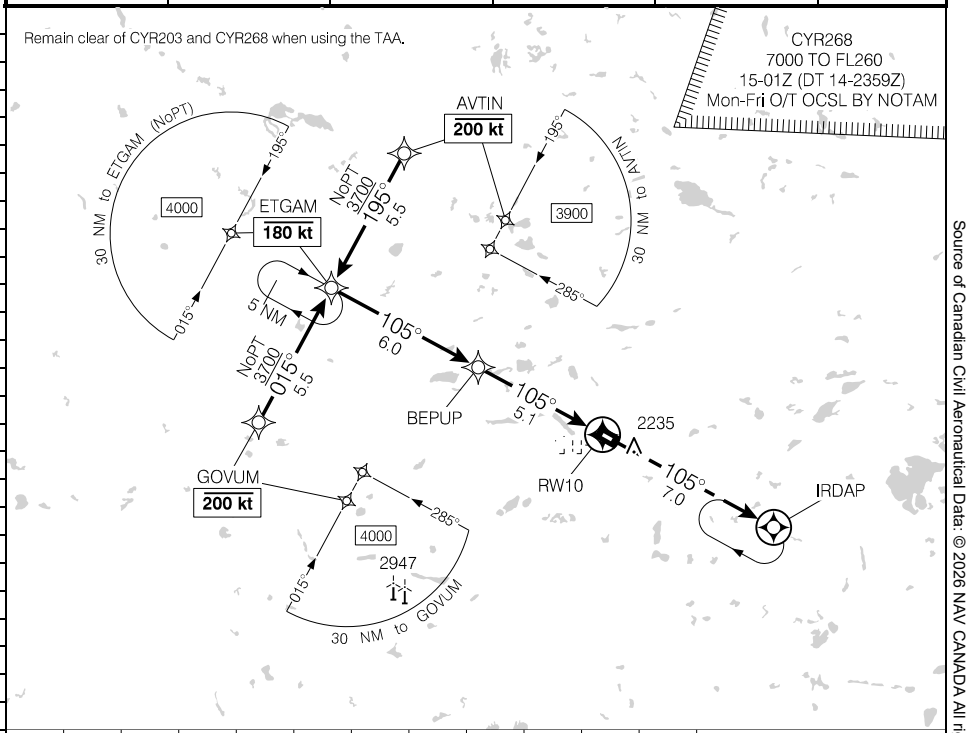
VERMILION, AB

# RNAV (GNSS) RWY 10

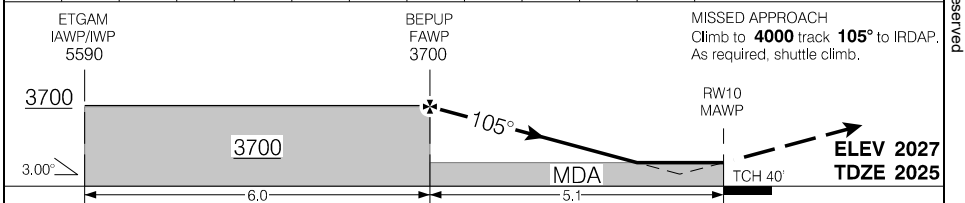
532125N 1104929W VAR 14°E

CYVG

| | | | | | |
|---|---|---|---|---|---|
| | CTR Edmonton – **133.45** | | | | ARCAL 122.8(K) |
| | | TFC – **122.8** ATF | | | |
| SAFE ALT 100 NM **4700** | WAAS **Ch 80820** W10A | APCH CRS **105°** | MIN ALT BEPUP **3700** | LDA **3382** | |




| (NM) | 11.1 | 10 | 9 | 8 | 7 | 6 | **5.1** | 4 | 3 | 2 | 1.5 | DIST FROM RW10 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5590 | 5250 | 4930 | 4610 | 4290 | 3970 | **3700** | 3340 | 3020 | 2700 | 2540 | ALT (3.00° APCH PATH) |




RASS: Use CYLL. When using CYOD add **120'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2520** | (500) | 1½ | NOT AUTHORIZED |
| LNAV | **2540** | (520) | 1½ | NOT AUTHORIZED |

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# RNAV (GNSS) RWY 10

CYVG

EFF 17 APR 25



Canada Air Pilot
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VERMILION, AB

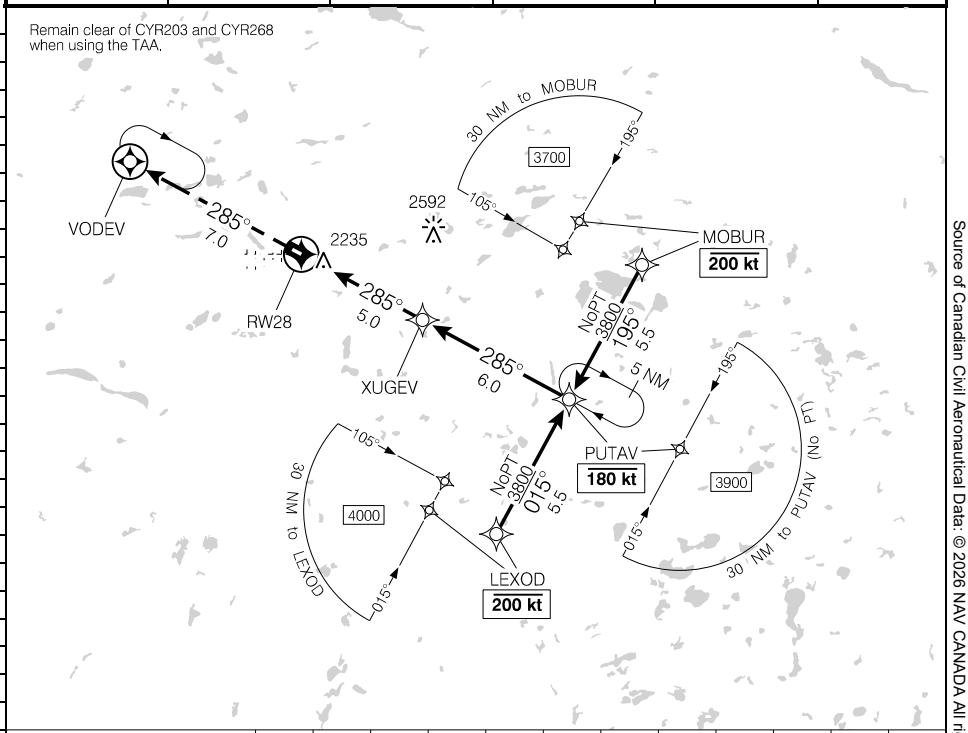
# RNAV (GNSS) RWY 28

532125N 1104929W VAR 14°E

CYVG

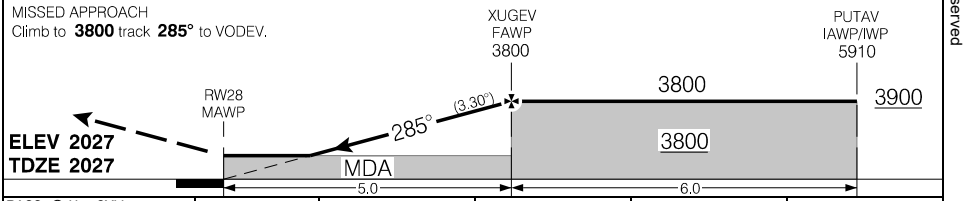
| | | | | | |
|---|---|---|---|---|---|
| | CTR Edmonton – **133.45** | | | | ARCAL 122.8(K) |
| | | TFC – **122.8** ATF | | | |
| SAFE ALT 100 NM **4700** | RNAV | APCH CRS **285°** | MIN ALT XUGEV **3800** | LDA **2287** | |

Remain clear of CYR203 and CYR268 when using the TAA.




| DIST FROM RW28 | 1.5 | 2 | 3 | 4 | **5.0** | 6 | 7 | 8 | 9 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.30° APCH PATH) | 2580 | 2770 | 3120 | 3470 | **3800** | 4170 | 4520 | 4870 | 5220 | 5570 | 5910 |

MISSED APPROACH
Climb to **3800** track **285°** to VODEV.




RASS: Use CYLL.
When using CYOD add **120'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **2580** | (556) | 1¾ | NOT AUTHORIZED |

| Knots | ft/min | Min:Sec |
|---|---|---|
| 70 | 410 | |
| 90 | 530 | |
| 110 | 640 | |
| 130 | 760 | |
| 150 | 880 | |

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# RNAV (GNSS) RWY 28

CYVG

EFF 17 APR 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

VERMILION, AB

# AERODROME CHART

CYVG

TFC – **122.8**

ATF

CTR Edmonton – **133.45**

| DECL DISTS | 10 | 28 |
|---|---|---|
| TORA | 3382 | 3382 |
| TODA | 3382 | 3382 |
| ASDA | 3382 | 3382 |
| LDA | 3382 | 2287 |

110 49.8 110 49.2

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 |

VAR 14° E 2013

ANNUAL RATE OF CHANGE 14' W

ELEV 2020

10 105°

53 21.5 53 21.5

CYVG N53 21.41 W110 49.49

3382 x 75

Threshold 28 displaced 1095'

285° 28

ELEV 2022

53 21.2 53 21.2

✱ DEPARTURE PROCEDURE

**Rwy 10** - ½ - Requires a minimum climb gradient of **380** ft/NM to 2400.
**Note:** Trees to 2045 ASL abeam departure end of rwy, 270' LEFT of rwy centreline.
or
SPEC VIS - Climb in visual conditions to cross the aprt at or above **2800** BPOC.

**Rwy 28** - ½ - Trees to 2027 ASL abeam departure end of rwy, 330' RIGHT of rwy centreline.
Trees to 2037 ASL 0.1 NM past departure end of rwy.
Fence to 2044 ASL abeam departure end of rwy, 140' LEFT of rwy centreline.

**Note:** Departing aircraft to remain below 6000' until clear of CYR268, or otherwise authorized by ATC.

110 49.8 110 49.2

TAKE-OFF MINIMA

Rwys 10, 28: ✱

SCALE IN FEET

1000 0 1000

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AERODROME CHART CYVG

EFF 17 APR 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

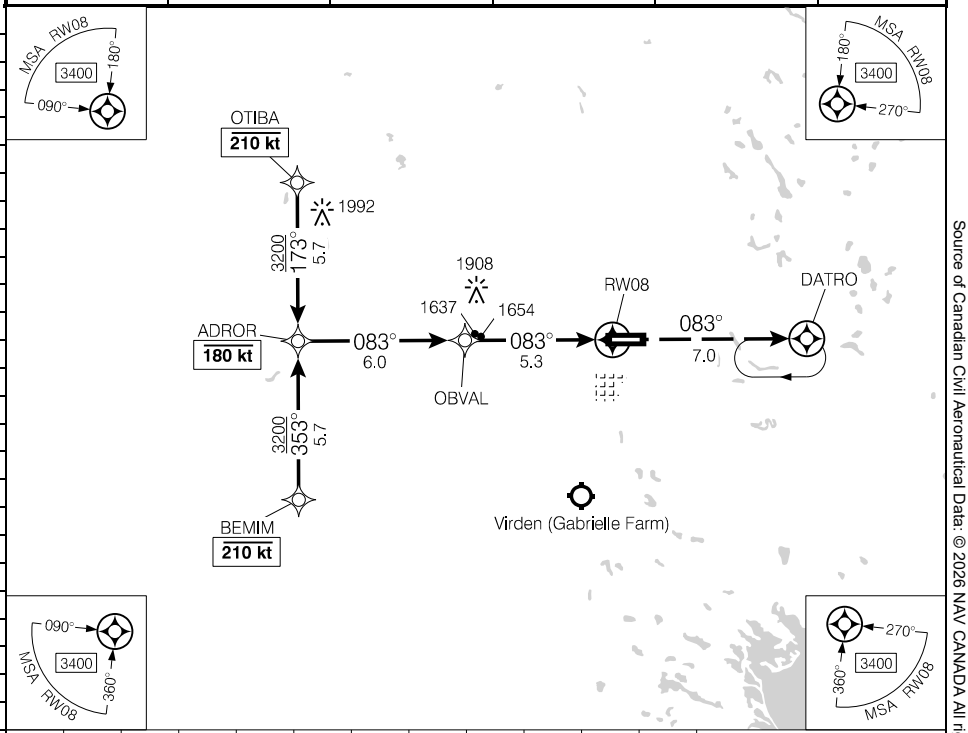
VIRDEN/R.J. (BOB) ANDREW FIELD REGIONAL, MB

# RNAV (GNSS) RWY 08

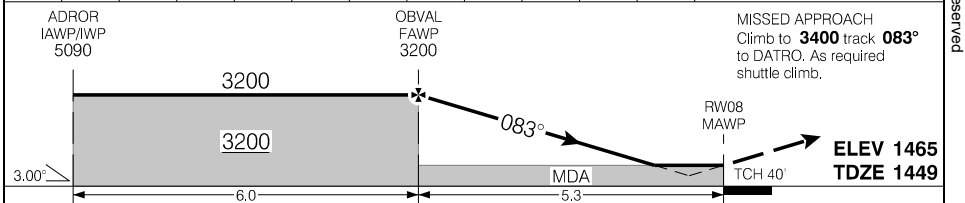
495242N 1005453W VAR 6°E

CYVD

| | | | | |
|---|---|---|---|---|
| AUTO – **122.17** | CTR Winnipeg – **132.25** | TFC – **123.0** ATF | | |
| SAFE ALT 100 NM **4700** | WAAS **Ch 80681** W08A | APCH CRS **083°** | MIN ALT OBVAL **3200** | LDA **6001** |




| | 11.3 | 10 | 9 | 8 | 7 | 6 | **5.3** | 4 | 3 | 2 | 1.2 | DIST FROM RW08 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5090 | 4670 | 4360 | 4040 | 3720 | 3400 | **3200** | 2760 | 2440 | 2130 | 1880 | ALT (3.00° APCH PATH) |




RASS: When using CYBR add **120°**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1699** | (250) | 1 | |
| LNAV | **1880** | (431) | 1¼ | |

RNAV (GNSS) RWY 08

CYVD

EFF 12 JUN 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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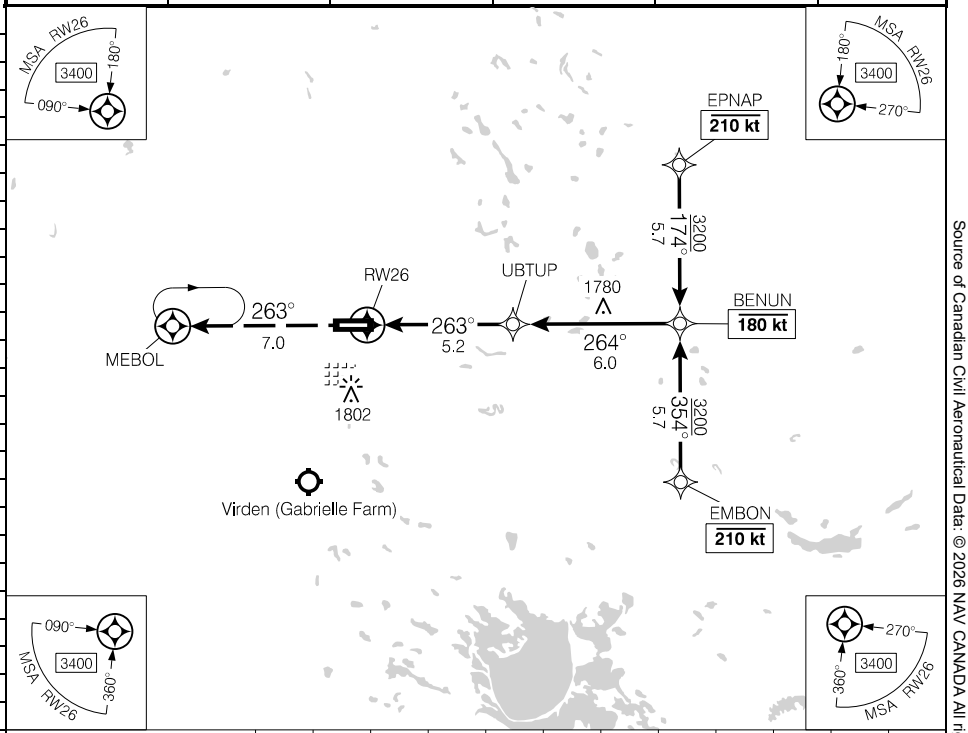
VIRDEN/R.J. (BOB) ANDREW FIELD REGIONAL, MB

# RNAV (GNSS) RWY 26

495242N 1005453W VAR 6°E

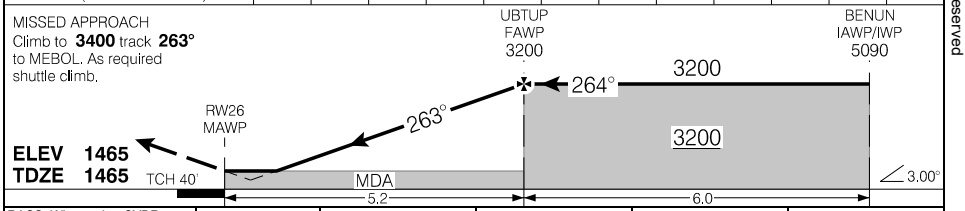
CYVD

| | | | | |
|---|---|---|---|---|
| AUTO – **122.17** | CTR Winnipeg – **132.25** | TFC – **123.0** ATF | | |
| SAFE ALT 100 NM **4700** | WAAS **Ch 80682** W26A | APCH CRS **263°** | MIN ALT UBTUP **3200** | LDA **6001** |




| DIST FROM RW26 | 0.9 | 2 | 3 | 4 | **5.2** | 6 | 7 | 8 | 9 | 10 | 11.2 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 1800 | 2140 | 2460 | 2780 | **3200** | 3420 | 3730 | 4050 | 4370 | 4690 | 5090 |

MISSED APPROACH
Climb to **3400** track **263°** to MEBOL. As required shuttle climb.




RASS: When using CYBR add **120'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1715** | (250) | 1 | |
| LNAV | **1800** | (335) | 1 | |

RNAV (GNSS) RWY 26 CYVD

EFF 12 JUN 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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VIRDEN/R.J. (BOB) ANDREW FIELD REGIONAL, MB

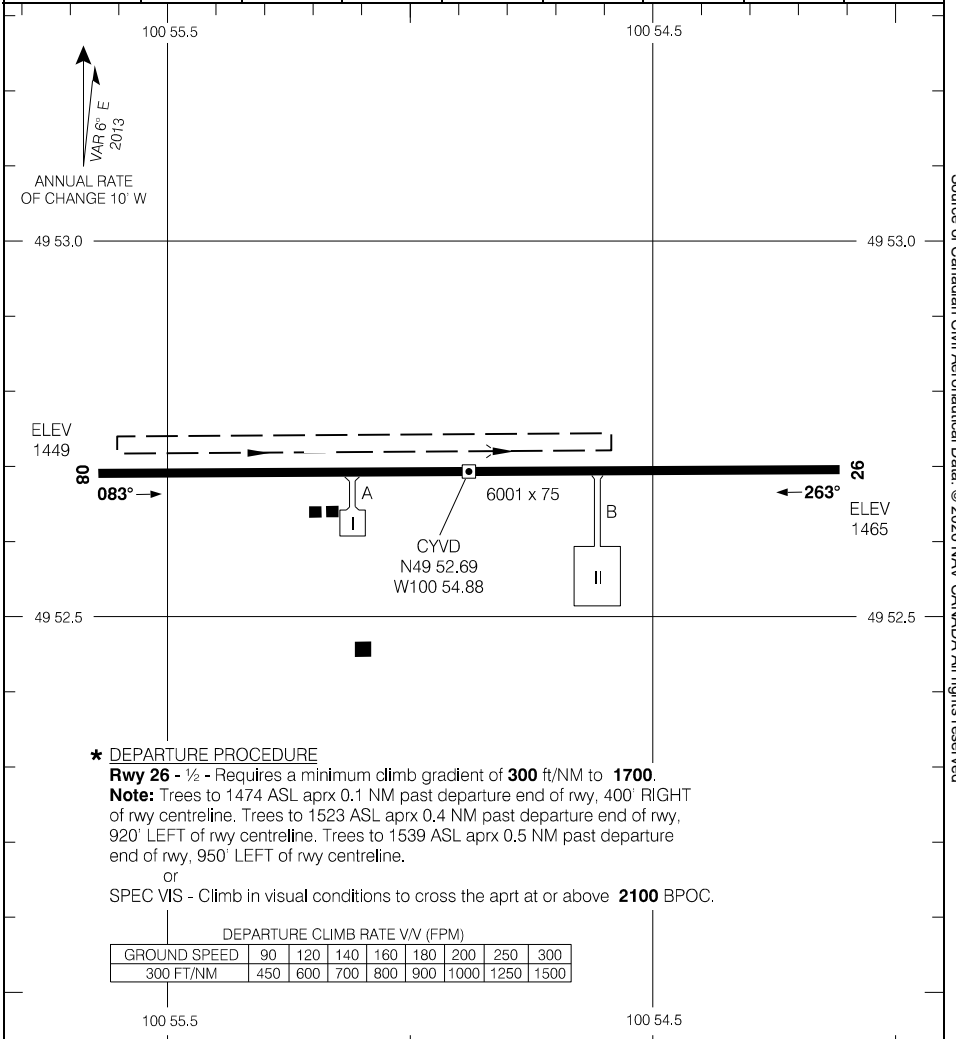
# AERODROME CHART CYVD

AUTO – **122.17**

TFC – **123.0** ATF

CTR Winnipeg – **132.25**

| DECL DISTS | 08 | 26 |
|---|---|---|
| TORA | 6001 | 6001 |
| TODA | 6001 | 6001 |
| ASDA | 6001 | 6001 |
| LDA | 6001 | 6001 |




* DEPARTURE PROCEDURE

**Rwy 26 -** ½ **-** Requires a minimum climb gradient of **300** ft/NM to **1700**.

**Note:** Trees to 1474 ASL aprx 0.1 NM past departure end of rwy, 400' RIGHT of rwy centreline. Trees to 1523 ASL aprx 0.4 NM past departure end of rwy, 920' LEFT of rwy centreline. Trees to 1539 ASL aprx 0.5 NM past departure end of rwy, 950' LEFT of rwy centreline.

or

SPEC VIS - Climb in visual conditions to cross the aprt at or above **2100** BPOC.

DEPARTURE CLIMB RATE V/V (FPM)

| GROUND SPEED | 90 | 120 | 140 | 160 | 180 | 200 | 250 | 300 |
|---|---|---|---|---|---|---|---|---|
| 300 FT/NM | 450 | 600 | 700 | 800 | 900 | 1000 | 1250 | 1500 |

TAKE-OFF MINIMA

Rwy 08: ½
Rwy 26: *

SCALE IN FEET
1000 0 1000

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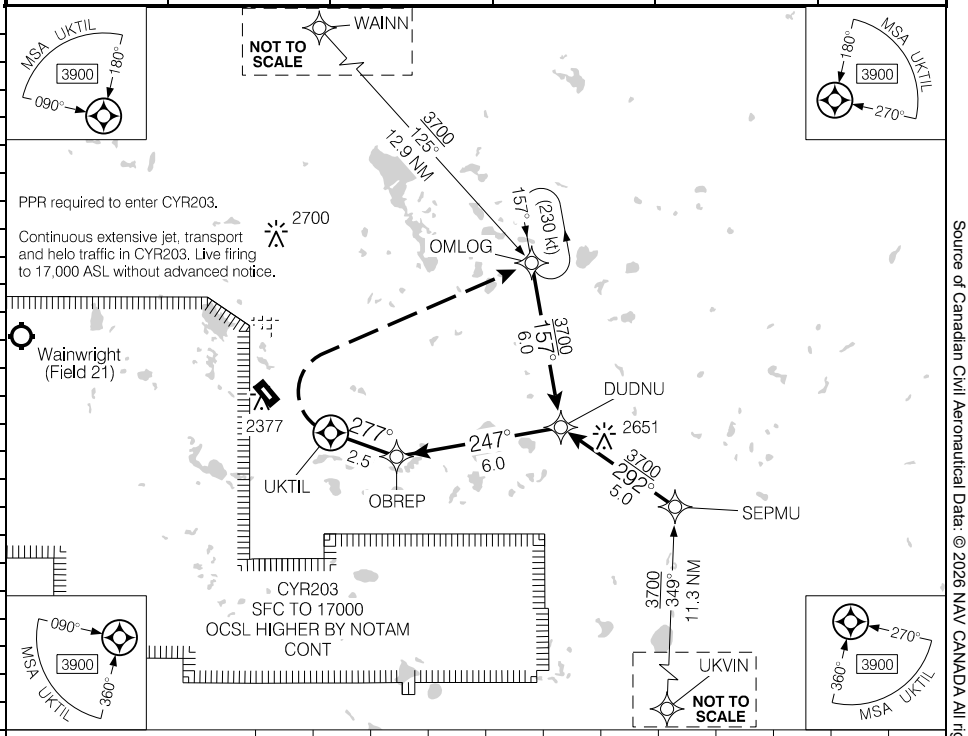
WAINWRIGHT, AB

# RNAV (GNSS) RWY 31

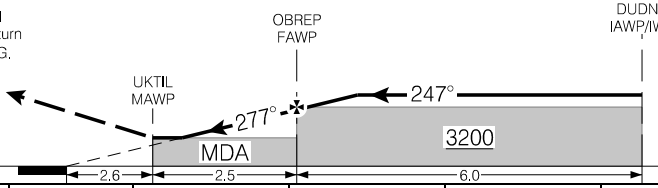
524748N 1105131W VAR 13°E

CYWV

| | | | | | |
|---|---|---|---|---|---|
| | CTR Edmonton – **133.45** | | | | ARCAL 122.8(K) |
| | | TFC – **122.8** ATF* | | | |
| SAFE ALT 100 NM **5200** | RNAV | APCH CRS **277°** | MIN ALT OBREP **3200** | LDA **3000** | |




MISSED APPROACH
Do not exceed 130 kts until OMLOG. Climbing RIGHT turn to **3800** direct to OMLOG.




**ELEV 2230**
**TDZE 2230**

RASS: Use CYLL.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | **2740** (510) | 3 | NOT AUTHORIZED | |

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

RNAV (GNSS) RWY 31 CYWV

EFF 15 JUN 23



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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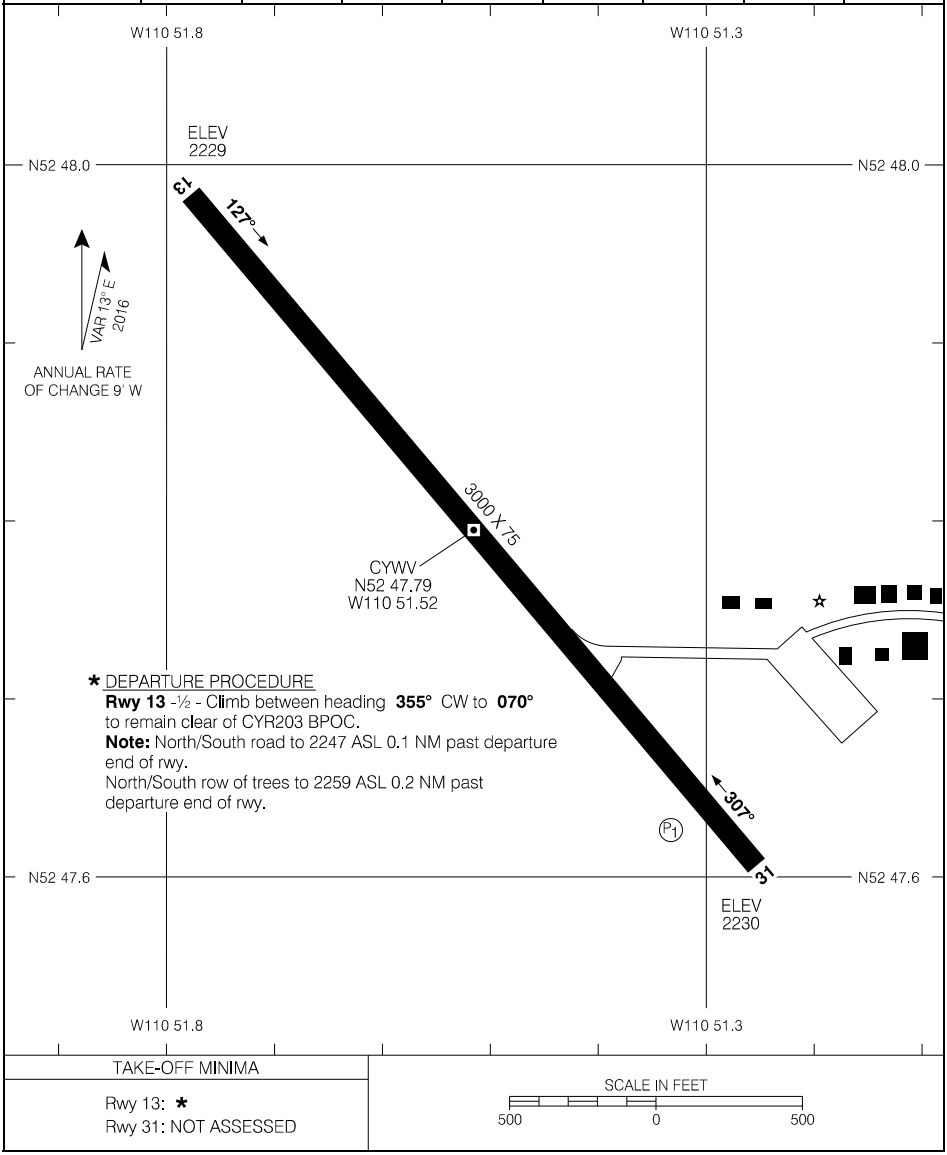
WAINWRIGHT, AB

# AERODROME CHART

CYWV

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | TFC – **122.8** | | ATF* | CTR Edmonton – **133.45** | |

| DECL DISTS | 13 | 31 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 3000 | 3000 | | | | | | |
| TODA | 3000 | 3000 | | | | | | |
| ASDA | 3000 | 3000 | | | | | | |
| LDA | 3000 | 3000 | | | | | | |




| TAKE-OFF MINIMA | SCALE IN FEET |
|---|---|
| Rwy 13: *<br>Rwy 31: NOT ASSESSED | 500 0 500 |

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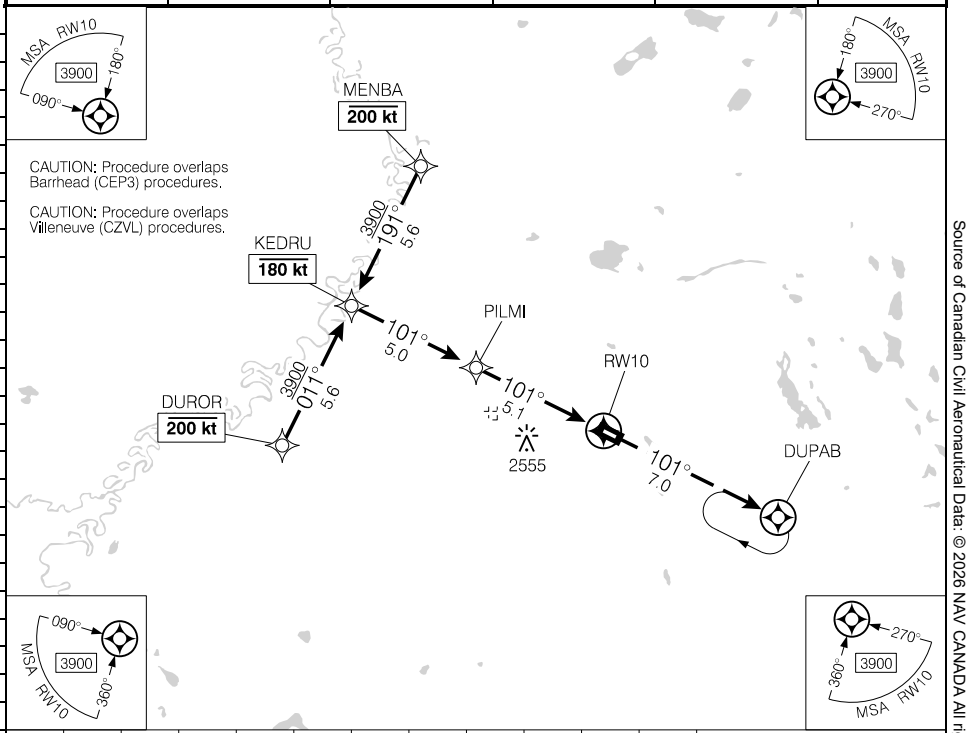
WESTLOCK, AB

# RNAV (GNSS) RWY 10

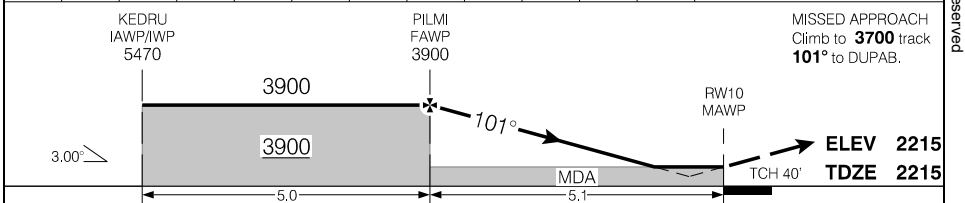
540830N 1134424W VAR 16°E

CES4

| | | | | |
|---|---|---|---|---|
| | CTR Edmonton – **134.7** | ◕ UNICOM – **122.8** ATF | | ARCAL 122.8(K) |
| SAFE ALT 100 NM **6800** | WAAS **Ch 80916** W10A | APCH CRS **101°** | MIN ALT PILMI **3900** | LDA **3200** |




| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 10.1 | 9 | 8 | 7 | 6 | **5.1** | 4 | 3 | 2 | 1.2 | DIST FROM RW10 |
| | | 5470 | 5120 | 4800 | 4480 | 4160 | **3900** | 3520 | 3210 | 2890 | 2620 | ALT (3.00° APCH PATH) |




RASS: Use CZVL. When using CYEG add **70'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2532** | (322) | 1¼ | NOT AUTHORIZED |
| LNAV | **2620** | (410) | 1¼ | NOT AUTHORIZED |

RNAV (GNSS) RWY 10

CES4

EFF 17 APR 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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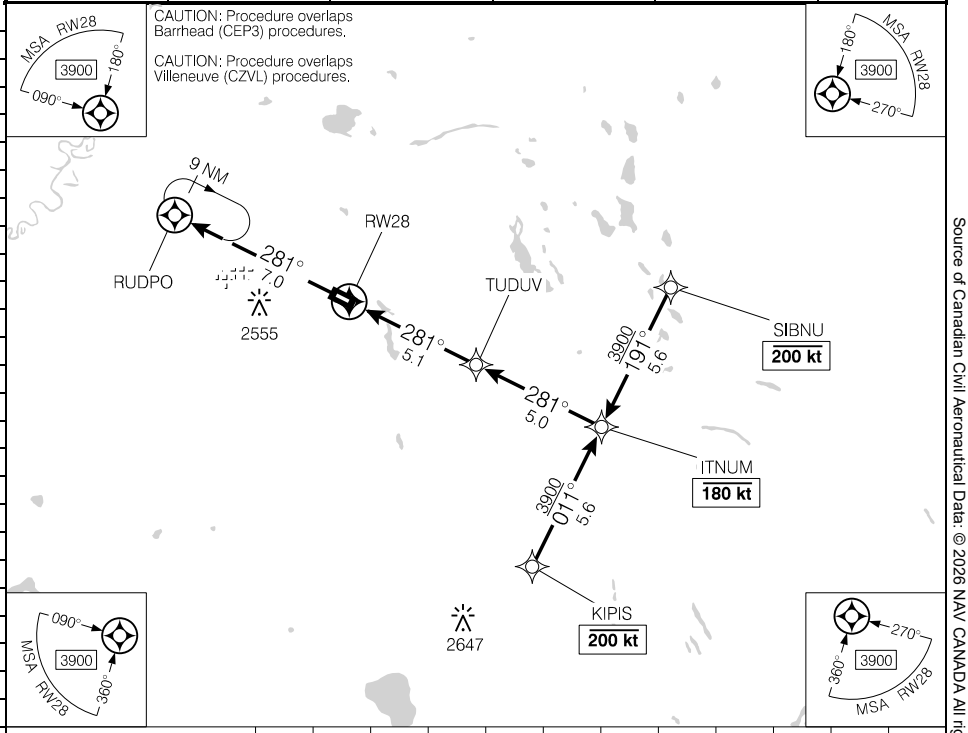
WESTLOCK, AB

# RNAV (GNSS) RWY 28

540830N 1134424W VAR 16°E

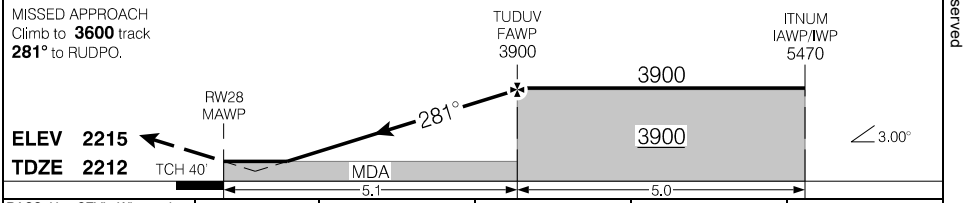
CES4

| | | | | |
|---|---|---|---|---|
| | CTR Edmonton – **134.7** | UNICOM – **122.8** ATF | | ARCAL 122.8(K) |
| SAFE ALT 100 NM **6800** | WAAS **Ch 80917** W28A | APCH CRS **281°** | MIN ALT TUDUV **3900** | LDA **3397** |




| DIST FROM RW28 | 1.1 | 2 | 3 | 4 | **5.2** | 6 | 7 | 8 | 9 | 10.1 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2600 | 2880 | 3200 | 3520 | **3900** | 4160 | 4470 | 4790 | 5110 | 5470 | | |

MISSED APPROACH
Climb to **3600** track **281°** to RUDPO.




RASS: Use CZVL. When using CYEG add **70'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2528** | (322) | 1¼ | NOT AUTHORIZED |
| LNAV | **2600** | (395) | 1¼ | NOT AUTHORIZED |

# RNAV (GNSS) RWY 28

CES4

EFF 17 APR 25



Canada Air Pilot
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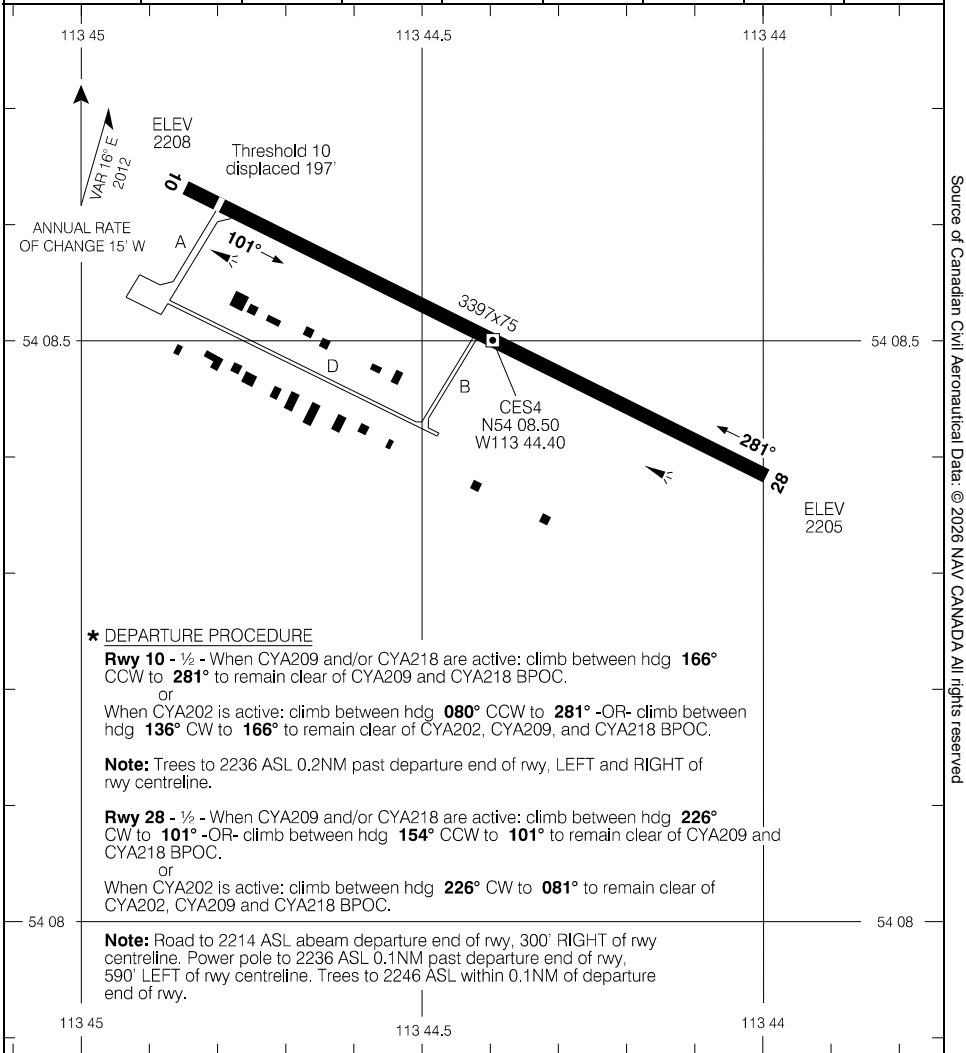
WESTLOCK, AB

# AERODROME CHART

CES4

| | | UNICOM – 122.8 ATF | CTR Edmonton – 134.7 |
|---|---|---|---|

| DECL DISTS | 10 | 28 |
|---|---|---|
| TORA | 3397 | 3397 |
| TODA | 3397 | 3397 |
| ASDA | 3397 | 3397 |
| LDA | 3200 | 3397 |




| TAKE-OFF MINIMA | SCALE IN FEET |
|---|---|
| Rwys 10; 28: * | 1000 0 1000 |

# AERODROME CHART

CES4

EFF 20 FEB 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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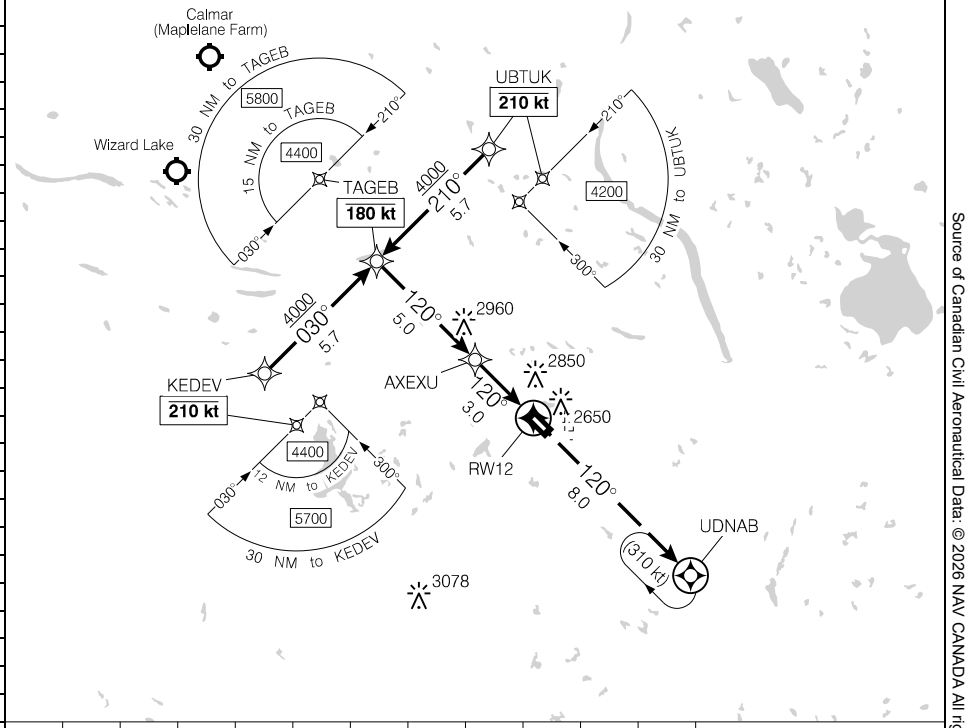
WETASKIWIN REGIONAL, AB

# RNAV (GNSS) RWY 12

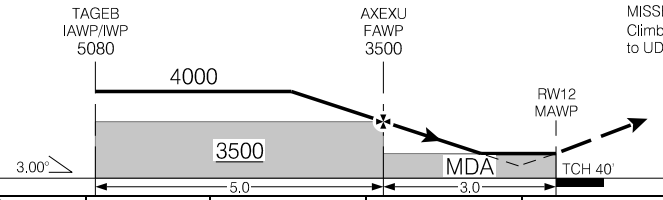
525755N 1132442W VAR 15°E

CEX3

| | | | | |
|---|---|---|---|---|
| AUTO Camrose – **122.97** | TML Edmonton – **119.5** | ◕ UNICOM – **123.5** ATF | | ARCAL 123.5(K) |
| SAFE ALT 100 NM **9700** | WAAS **Ch 80729** W12A | APCH CRS **120°** | MIN ALT AXEXU **3500** | LDA **3888** |




| (NM) | | | | 8 | 7 | 6 | **4.6** | 4 | 3 | 2 | 1.3 | | DIST FROM RW12 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 5080 | 4780 | 4460 | **4000** | 3820 | 3500 | 3180 | 2960 | | ALT (3.00° APCH PATH) |




RASS: Use CEQ3.
When using CYEG add 10'.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2821** | (313) | 1 | |
| LNAV | **2960** | (452) | 1½ | |

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

RNAV (GNSS) RWY 12

CEX3

EFF 12 JUN 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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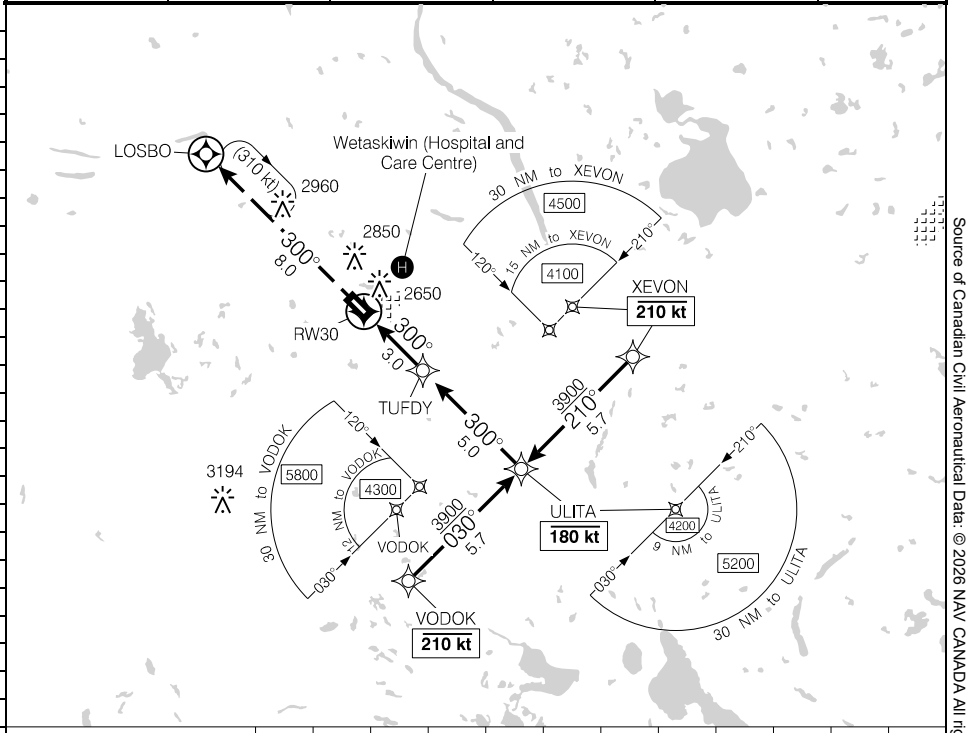
WETASKIWIN REGIONAL, AB

# RNAV (GNSS) RWY 30

525755N 1132442W VAR 15°E

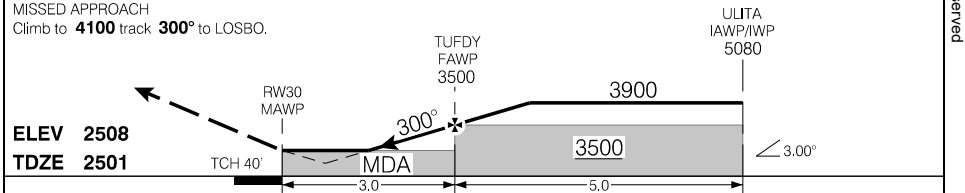
CEX3

| | | | | |
|---|---|---|---|---|
| AUTO Camrose – **122.97** | TML Edmonton – **119.5** | UNICOM – **123.5** ATF | | ARCAL 123.5(K) |
| SAFE ALT 100 NM **9700** | WAAS **Ch 80730** W30A | APCH CRS **300°** | MIN ALT TUFDY **3500** | LDA **3518** |




| DIST FROM RW30 | | 1.5 | 2 | 3 | **4.3** | 5 | 6 | 7 | 8 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | | 3000 | 3170 | 3490 | **3900** | 4130 | 4450 | 4770 | 5090 | | | |

MISSED APPROACH
Climb to **4100** track **300°** to LOSBO.




RASS: Use CEQ3.
When using CYEG add 10'.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2811** | (313) | 1 | |
| LNAV | **3000** | (502) | 1½ | |

RNAV (GNSS) RWY 30

CEX3

EFF 5 OCT 23



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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WETASKIWIN REGIONAL, AB

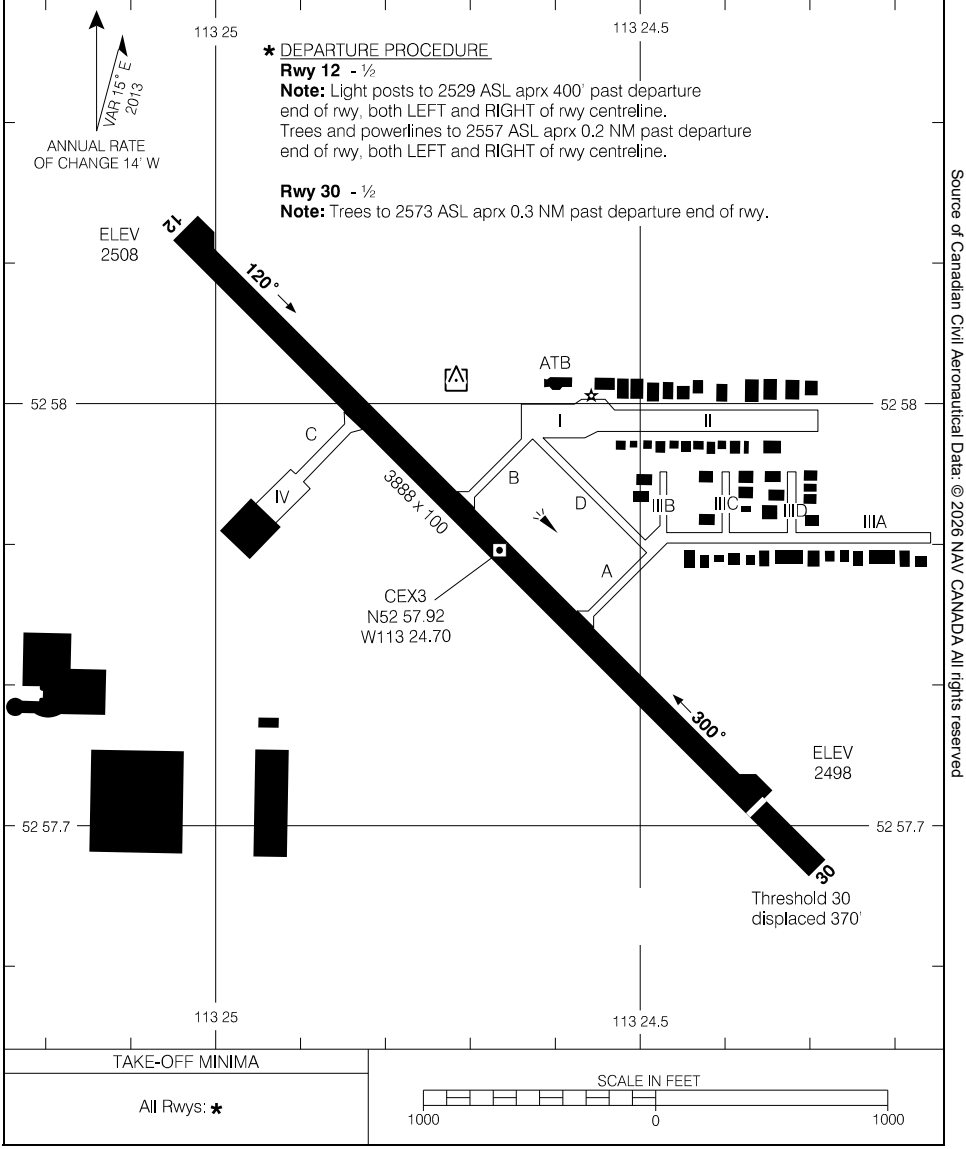
# AERODROME CHART — CEX3

UNICOM – **123.5**

TML Edmonton – **119.5**

ATF

| DECL DISTS | 12 | 30 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 3888 | 3888 | | | | | | |
| TODA | 3888 | 4305 | | | | | | |
| ASDA | 3888 | 3888 | | | | | | |
| LDA | 3888 | 3518 | | | | | | |

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# AERODROME CHART — CEX3

EFF 5 OCT 23

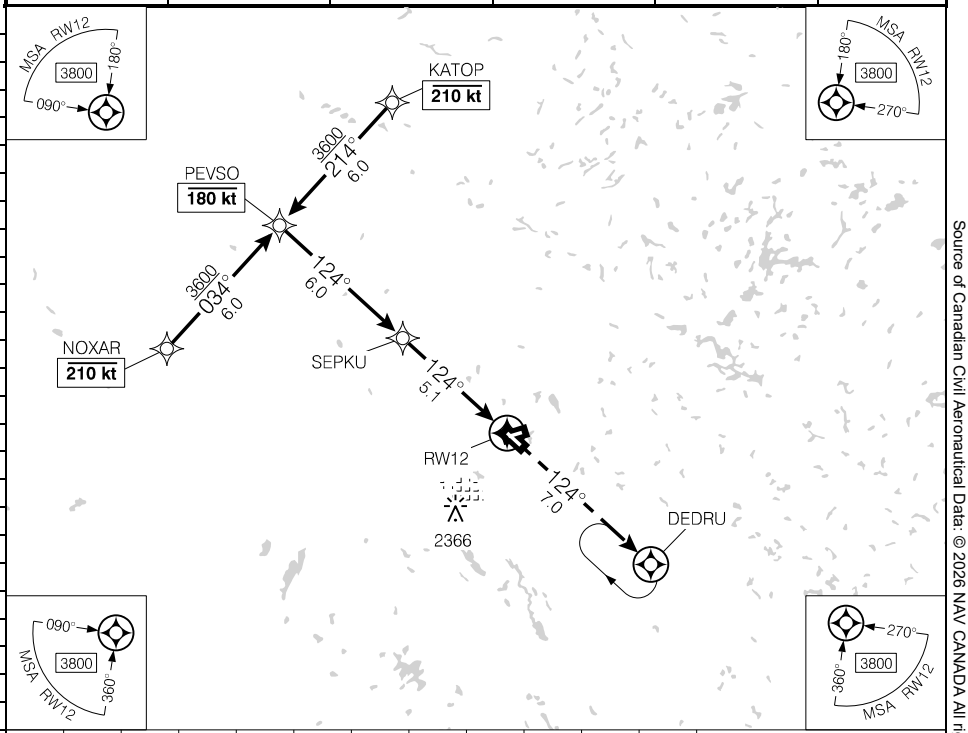
WEYBURN, SK

# RNAV (GNSS) RWY 12

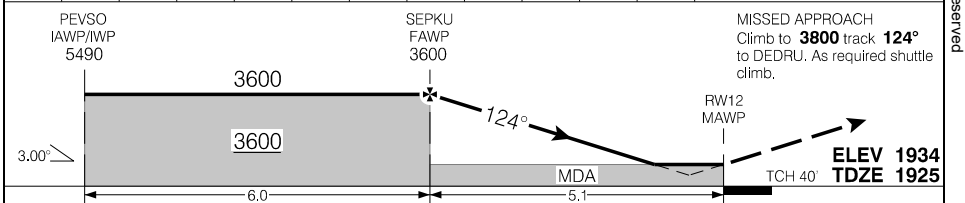
494151N 1034803W VAR 8°E

CJE3

| | | | | | |
|---|---|---|---|---|---|
| | CTR Winnipeg – **123.8** | UNICOM – **122.8** ATF | | ARCAL 122.8(J) |
| SAFE ALT 100 NM **4700** | WAAS **Ch 80353** W12A | APCH CRS **124°** | MIN ALT SEPKU **3600** | LDA **3998** | |




| (NM) | 11.1 | 10 | 9 | 8 | 7 | 6 | 5.1 | 4 | 3 | 2 | 1.2 | DIST FROM RW12 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5490 | 5150 | 4830 | 4510 | 4190 | 3880 | 3600 | 3240 | 2920 | 2600 | 2340 | ALT (3.00° APCH PATH) |




RASS: Use CYEN.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2280** | (355) | 1¼ | |
| LNAV | **2340** | (415) | 1¼ | |

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

RNAV (GNSS) RWY 12

CJE3

EFF 25 JAN 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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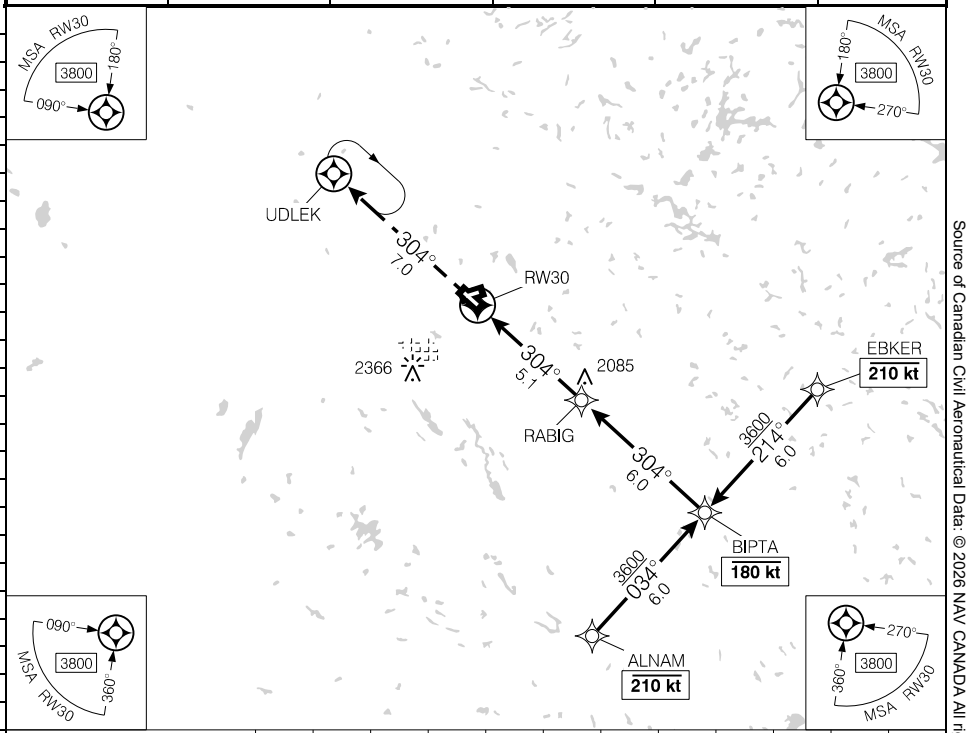
WEYBURN, SK

# RNAV (GNSS) RWY 30

494151N 1034803W VAR 8°E

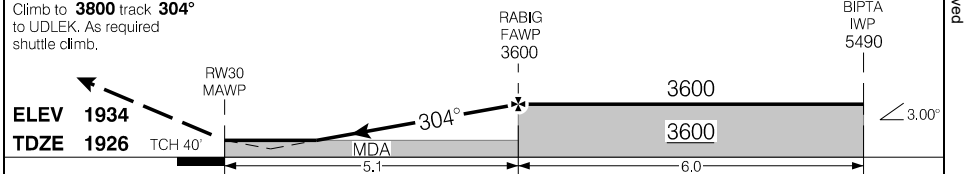
CJE3

| | | | | | |
|---|---|---|---|---|---|
| | CTR Winnipeg – **123.8** | | | | ARCAL 122.8(J) |
| | | UNICOM – **122.8** ATF | | | |
| SAFE ALT 100 NM **4700** | WAAS **Ch 80354** W30A | APCH CRS **304°** | MIN ALT RABIG **3600** | LDA **3998** | |




| DIST FROM RW30 | 1.6 | 2 | 3 | 4 | **5.1** | 6 | 7 | 8 | 9 | 10 | 11.1 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2460 | 2600 | 2920 | 3240 | **3600** | 3880 | 4200 | 4510 | 4830 | 5150 | 5490 |

MISSED APPROACH
Climb to **3800** track **304°**
to UDLEK. As required
shuttle climb.




RASS: Use CYEN.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2281** | (355) | 1¼ | |
| LNAV | **2460** | (534) | 1¾ | |

# RNAV (GNSS) RWY 30

CJE3

EFF 25 JAN 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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WEYBURN, SK

# AERODROME CHART

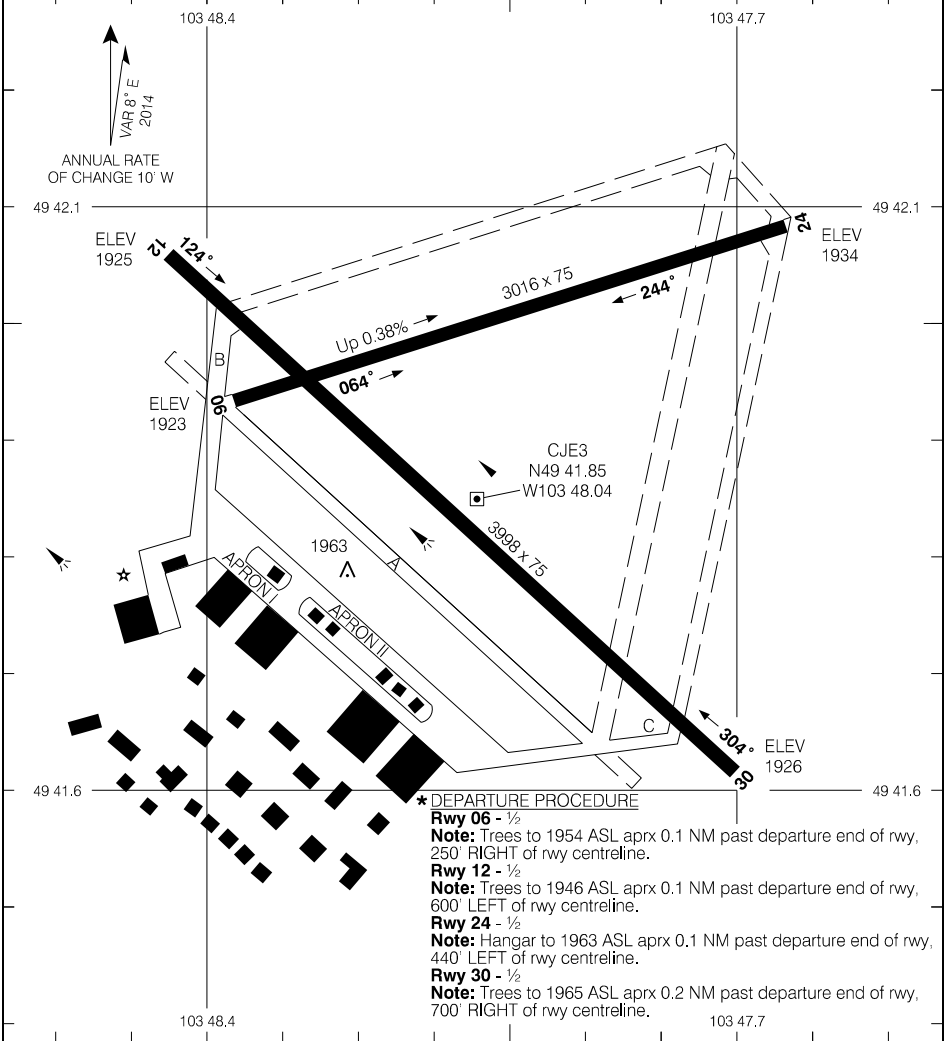
CJE3

UNICOM – **122.8**

ATF

CTR Winnipeg – **123.8**

| DECL DISTS | 06 | 24 | 12 | 30 | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 3016 | 3016 | 3998 | 3998 | | | | |
| TODA | 3016 | 3016 | 3998 | 3998 | | | | |
| ASDA | 3016 | 3016 | 3998 | 3998 | | | | |
| LDA | 3016 | 3016 | 3998 | 3998 | | | | |




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

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WHITECOURT, AB

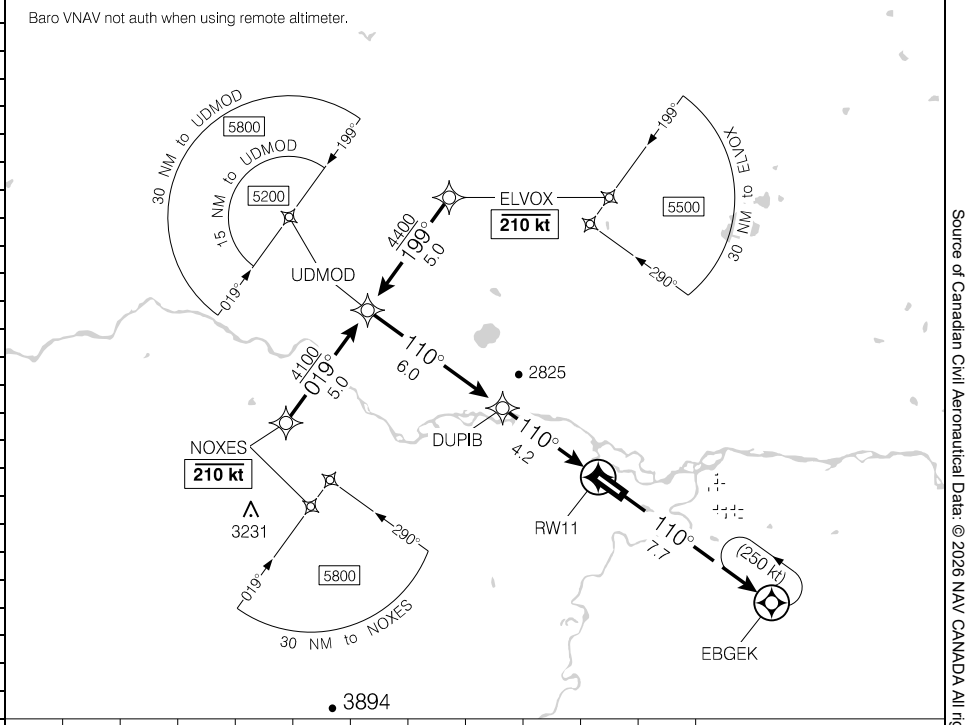
# RNAV (GNSS) RWY 11

540838N 1154712W VAR 16°E

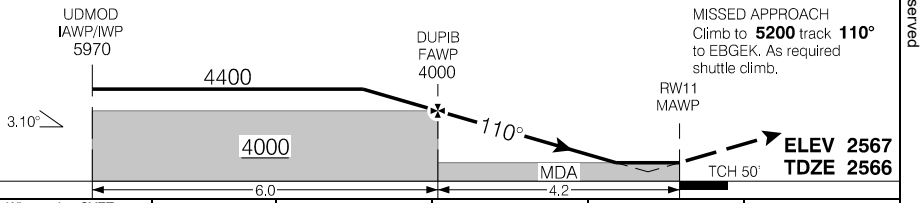
# CYZU

| | | | | |
|---|---|---|---|---|
| | CTR Edmonton – **132.05** | RADIO – **122.3**<br>TFC – **122.3** MF | | ARCAL 122.3(K)* P3 |
| SAFE ALT 100 NM<br>**12,300** | WAAS<br>**Ch 80386**<br>W11A | APCH<br>CRS<br>**110°** | MIN ALT<br>DUPIB<br>**4000** | LDA<br>**5797** |

Baro VNAV not auth when using remote altimeter.




| (NM) | | | 10.2 | 9 | 8 | 7 | 6 | **5.5** | 4 | 3 | 2 | 1.1 | DIST FROM RW11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 5970 | 5570 | 5240 | 4910 | 4580 | **4400** | 3920 | 3590 | 3260 | 2980 | ALT (3.10° APCH PATH) |




RASS: When using CYET add **160'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2806** | (250) | 1 | |
| LNAV/VNAV (min. -28°C, max. 43°C) | **2917** | (361) | 1¼ | |
| LNAV | **2980** | (424) | 1¼ | |

# RNAV (GNSS) RWY 11

# CYZU

EFF 10 AUG 23



Canada Air Pilot
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WHITECOURT, AB

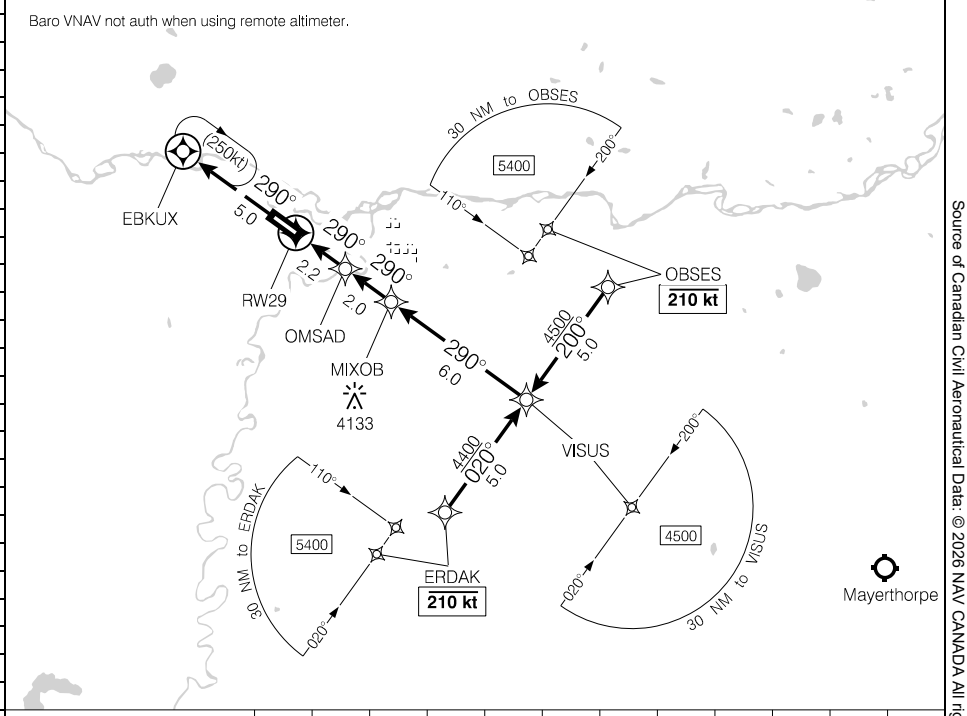
# RNAV (GNSS) RWY 29

540838N 1154712W VAR 16°E

CYZU

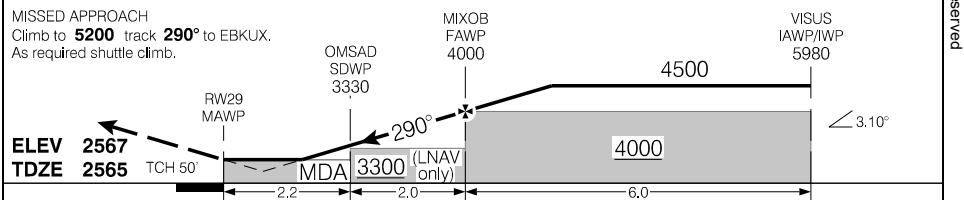
| | CTR Edmonton – **132.05** | RADIO – **122.3**<br>TFC – **122.3** MF | | ARCAL 122.3(K)*<br>P3 |
|---|---|---|---|---|
| SAFE ALT 100 NM<br>**12,300** | WAAS<br>**Ch 80387**<br>W29A | APCH<br>CRS<br>**290°** | MIN ALT<br>MIXOB<br>**4000** | LDA<br>**5797** |

Baro VNAV not auth when using remote altimeter.




| DIST FROM RW29 | 1.0 | 2 | 3 | 4 | 5 | **5.7** | 7 | 8 | 9 | 10.2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.10° APCH PATH) | 2920 | 3270 | 3600 | 3920 | 4250 | **4500** | 4910 | 5240 | 5570 | 5980 | | |

MISSED APPROACH
Climb to **5200** track **290°** to EBKUX.
As required shuttle climb.




RASS: When using CYET add **160'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **2807** | (250) | 1 | |
| LNAV/VNAV (min. -28°C, max. 43°C) | **2816** | (259) | 1 | |
| LNAV | **2920** | (363) | 1¼ | |

# RNAV (GNSS) RWY 29

CYZU

EFF 20 FEB 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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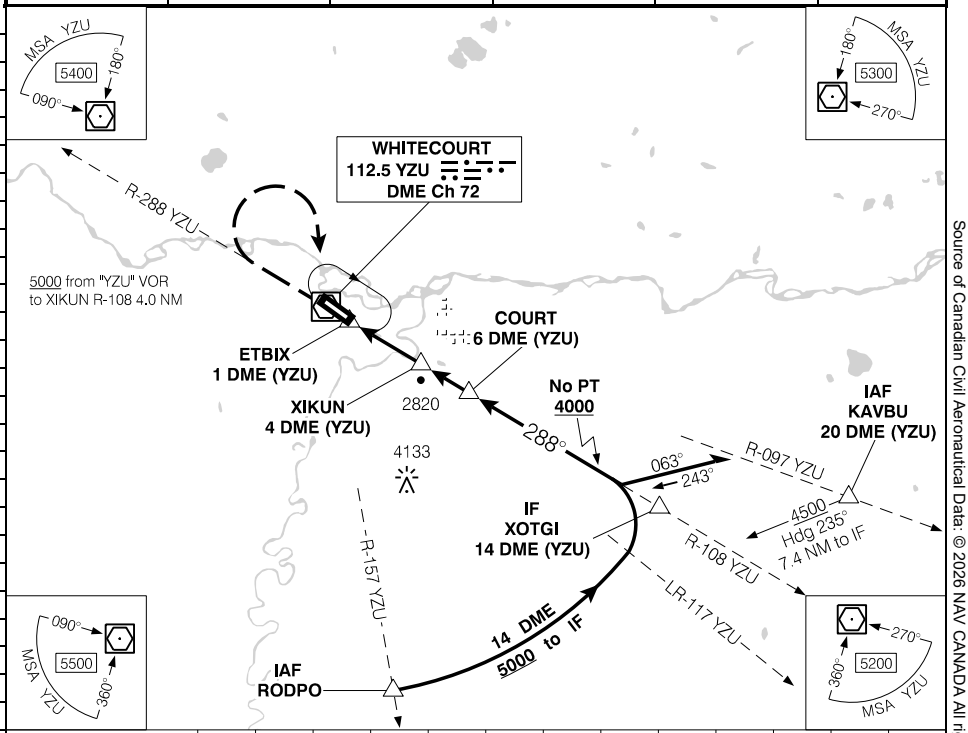
WHITECOURT, AB

# VOR/DME RWY 29

540838N 1154712W VAR 13°E

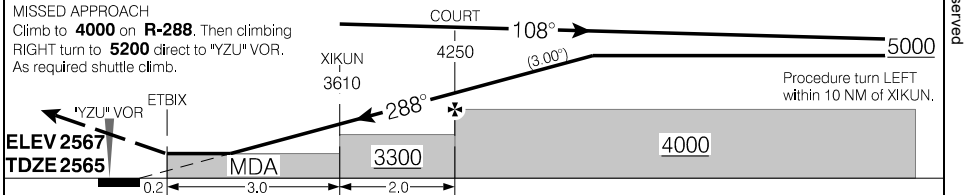
# CYZU

| | | | | | |
|---|---|---|---|---|---|
| | CTR Edmonton – **132.05** | RADIO – **122.3**<br>TFC – **122.3** MF | | | ARCAL 122.3(K) |
| SAFE ALT 100 NM<br>**12,300** | VOR<br>YZU<br>**112.5** | APCH<br>CRS<br>**288°** | MIN ALT<br>COURT<br>**4000** | LDA<br>**5797** | P3 4.8° |




| DIST FROM DME (YZU) | 2.1 | 3 | 4 | 5 | 6 | 7 | **8.4** | 9 | 10 | 11 | 12 | 13 | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 3000 | 3290 | 3610 | 3930 | 4250 | 4570 | **5000** | 5200 | 5520 | 5840 | 6160 | 6480 | 6800 |

MISSED APPROACH
Climb to **4000** on **R-288**. Then climbing RIGHT turn to **5200** direct to "YZU" VOR. As required shuttle climb.




RASS: When using CYET add **160'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| VOR/DME | **3000** (435) 1½ | | | |
| CIRCLING | **3080** (513) 1½ | | **3080** (513) 2 | **3180** (613) 2 |

# VOR/DME RWY 29

# CYZU

EFF 10 AUG 23



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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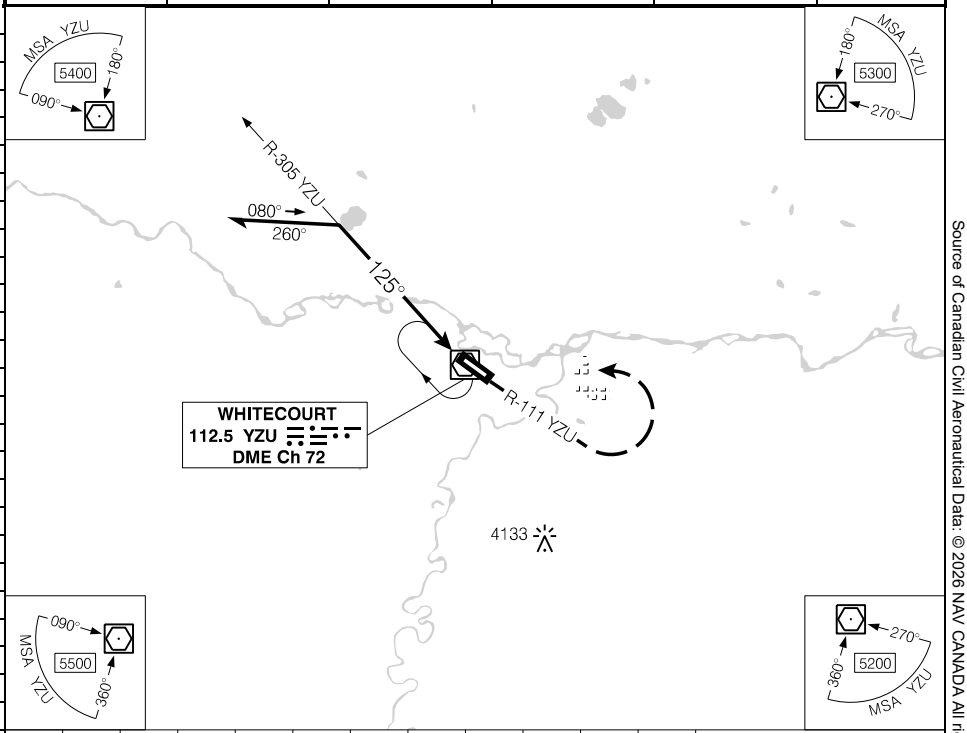
WHITECOURT, AB

# VOR RWY 11

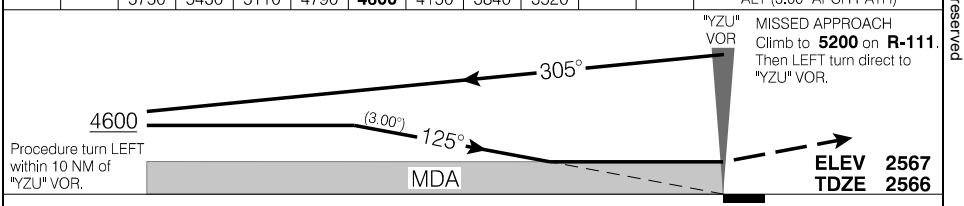
540838N 1154712W VAR 13°E

CYZU

| | | | | | |
|---|---|---|---|---|---|
| | CTR Edmonton – **132.05** | RADIO – **122.3**<br>TFC – **122.3** MF | | | ARCAL 122.3(K)<br>P3<br>11.9° |
| SAFE ALT 100 NM<br>**12,300** | VOR<br>YZU<br>**112.5** | APCH<br>CRS<br>**125°** | | LDA<br>**5797** | |




| | | 10 | 9 | 8 | 7 | 6.4 | 5 | 4 | 3.0 | | | DIST FROM "YZU" VOR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 5750 | 5430 | 5110 | 4790 | **4600** | 4150 | 3840 | 3520 | | | ALT (3.00° APCH PATH) |




RASS: When using CYET add **160'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| VOR | **3520** | (954) | 2¾ | |

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

# VOR RWY 11

CYZU

EFF 10 AUG 23



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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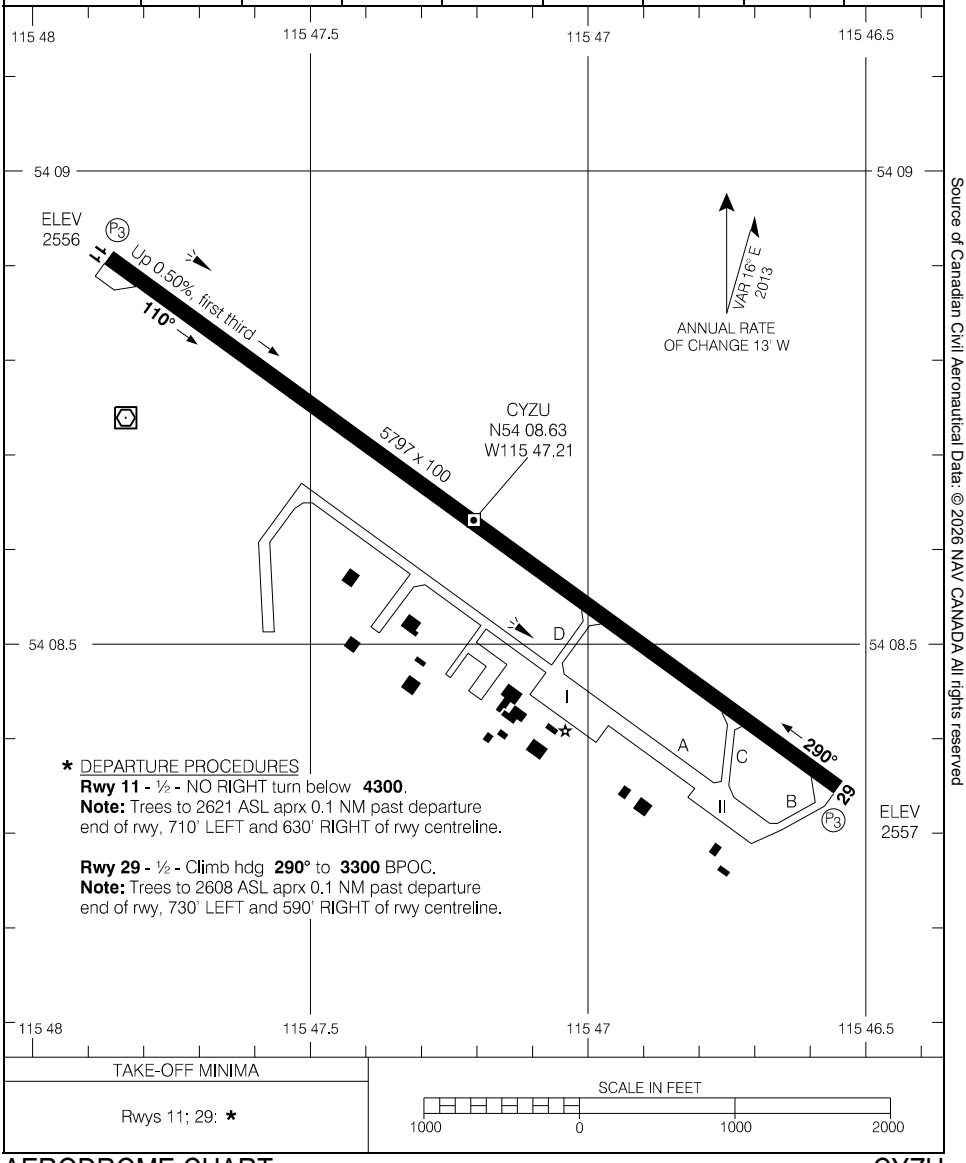
WHITECOURT, AB

# AERODROME CHART

CYZU

| | | RADIO – **122.3**<br>TFC – **122.3** MF | CTR Edmonton – **132.05**<br>RADIO Edmonton – **123.27** |
|---|---|---|---|

| DECL DISTS | 11 | 29 |
|---|---|---|
| TORA | 5797 | 5797 |
| TODA | 5797 | 5797 |
| ASDA | 5797 | 5797 |
| LDA | 5797 | 5797 |




| TAKE-OFF MINIMA |
|---|
| Rwys 11; 29: * |

SCALE IN FEET
1000 0 1000 2000

# AERODROME CHART

CYZU

EFF 11 JUL 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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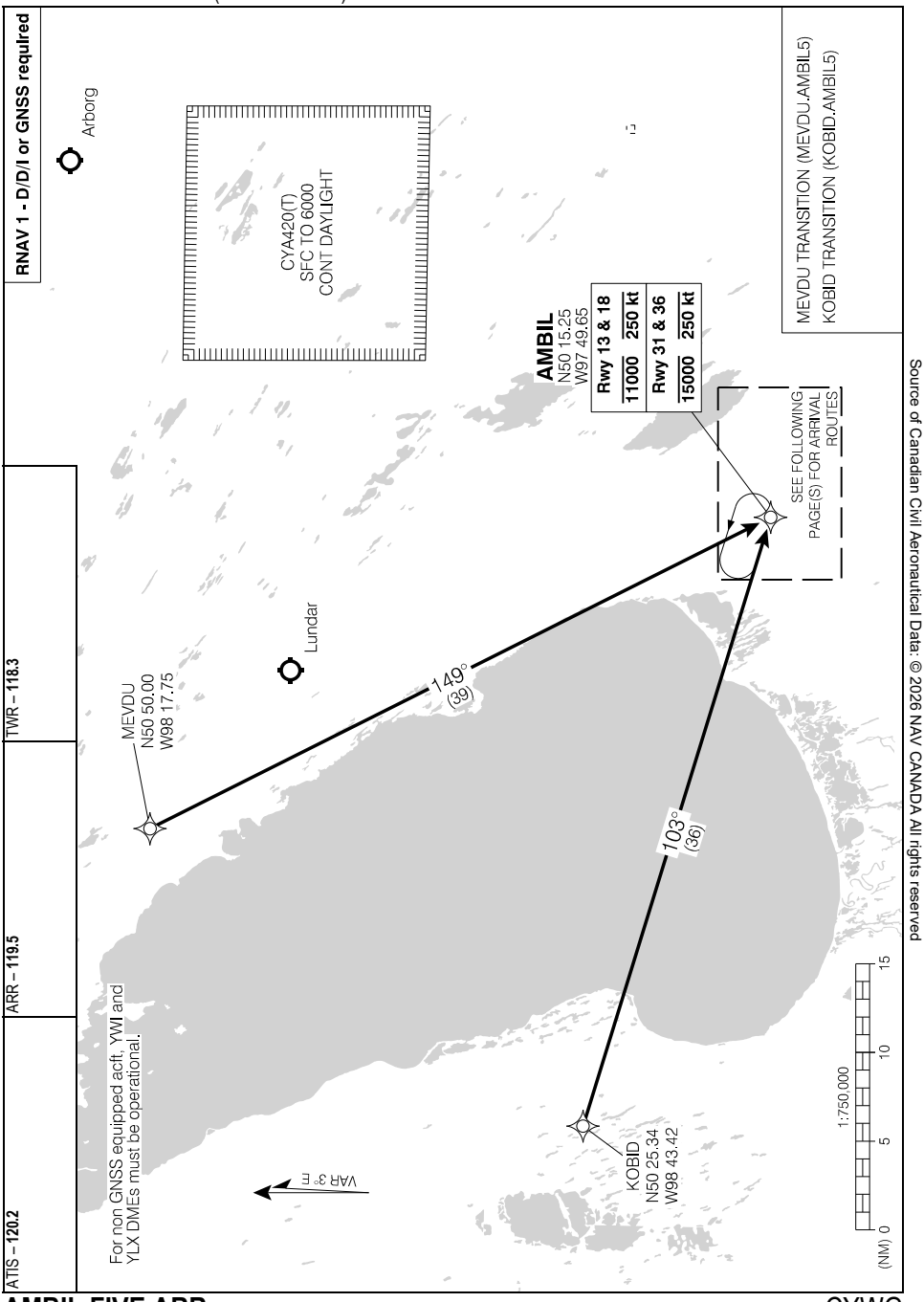
# AMBIL FIVE ARR (AMBIL.AMBIL5) TRANSITION ROUTES

CYWG

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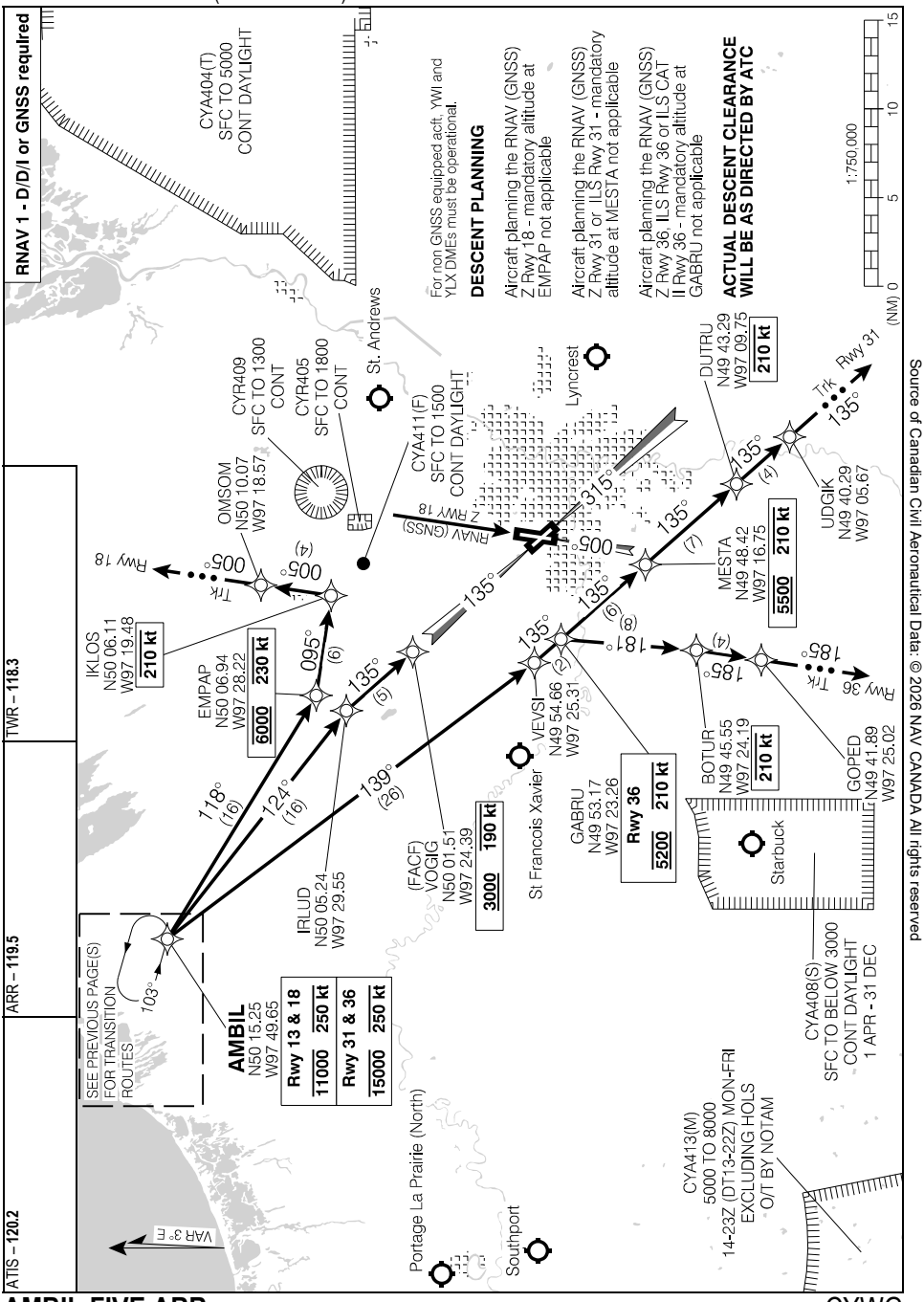
AMBIL FIVE ARR (AMBIL.AMBIL5) TRANSITION ROUTES
CYWG

# AMBIL FIVE ARR (AMBIL.AMBIL5) ARRIVAL ROUTES

CYWG

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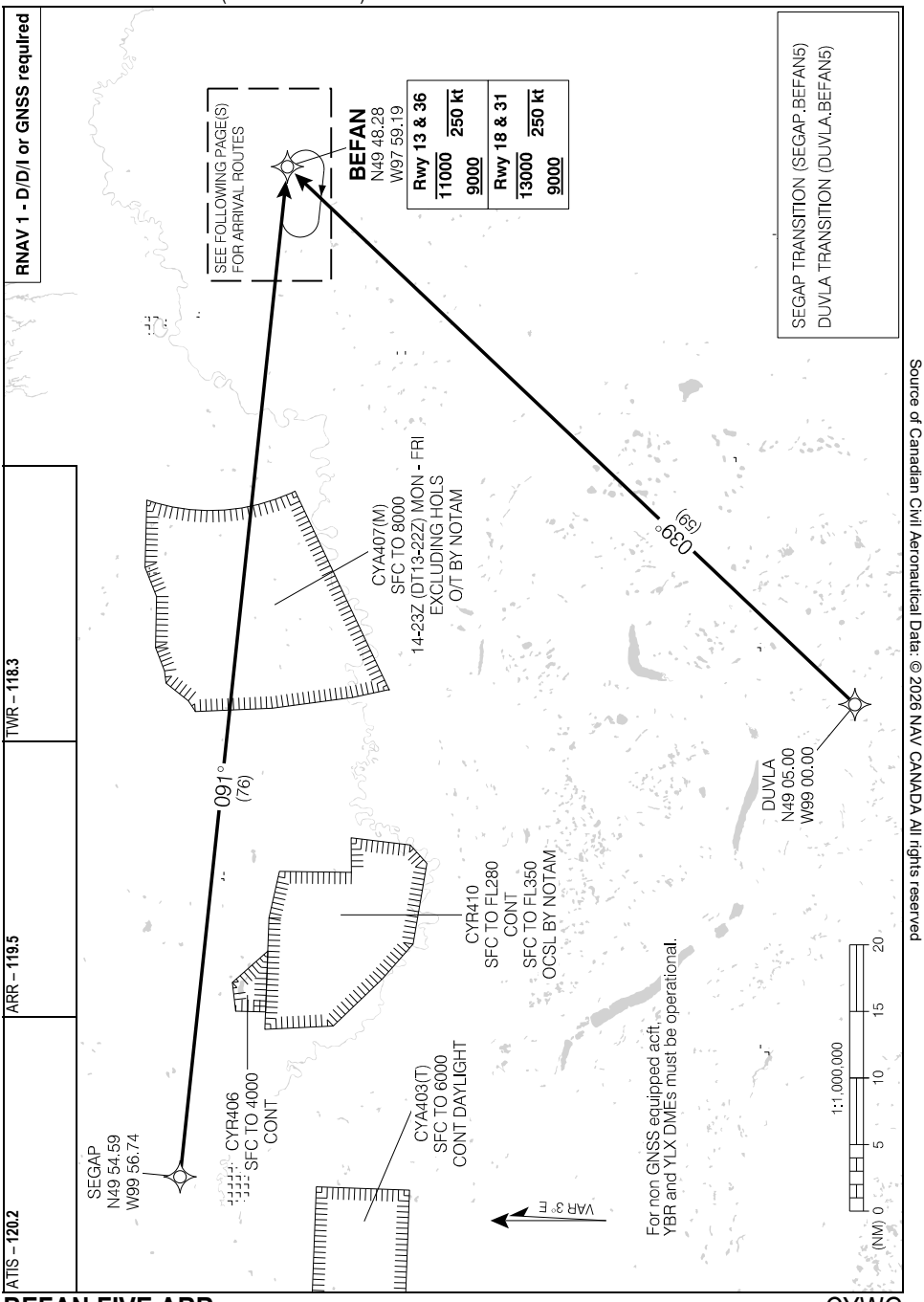
Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

# BEFAN FIVE ARR (BEFAN.BEFAN5) TRANSITION ROUTES

CYWG

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BEFAN FIVE ARR (BEFAN.BEFAN5) TRANSITION ROUTES CYWG

EFF 12 JUN 25

# BEFAN FIVE ARR (BEFAN.BEFAN5) ARRIVAL ROUTES

CYWG




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BEFAN FIVE ARR (BEFAN.BEFAN5) ARRIVAL ROUTES
CYWG

EFF 12 JUN 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

# KELTO FIVE ARR (KELTO.KELTO5) TRANSITION ROUTES CYWG




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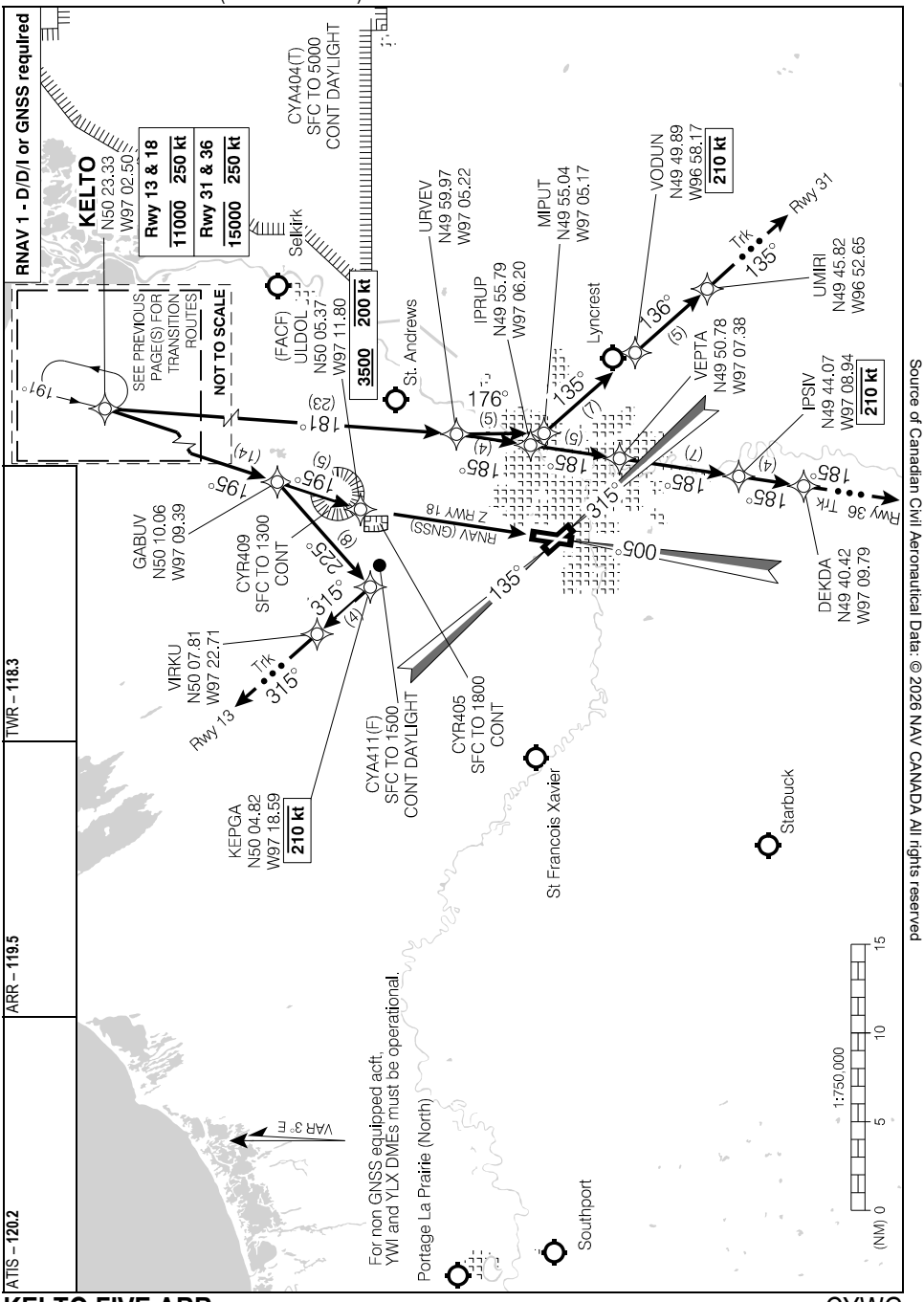
# KELTO FIVE ARR (KELTO.KELTO5) ARRIVAL ROUTES

CYWG

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# NORAK SIX ARR (NORAK.NORAK6) TRANSITION ROUTES CYWG




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NORAK SIX ARR (NORAK.NORAK6) TRANSITION ROUTES CYWG

EFF 27 NOV 25

# NORAK SIX ARR (NORAK.NORAK6) ARRIVAL ROUTES

CYWG




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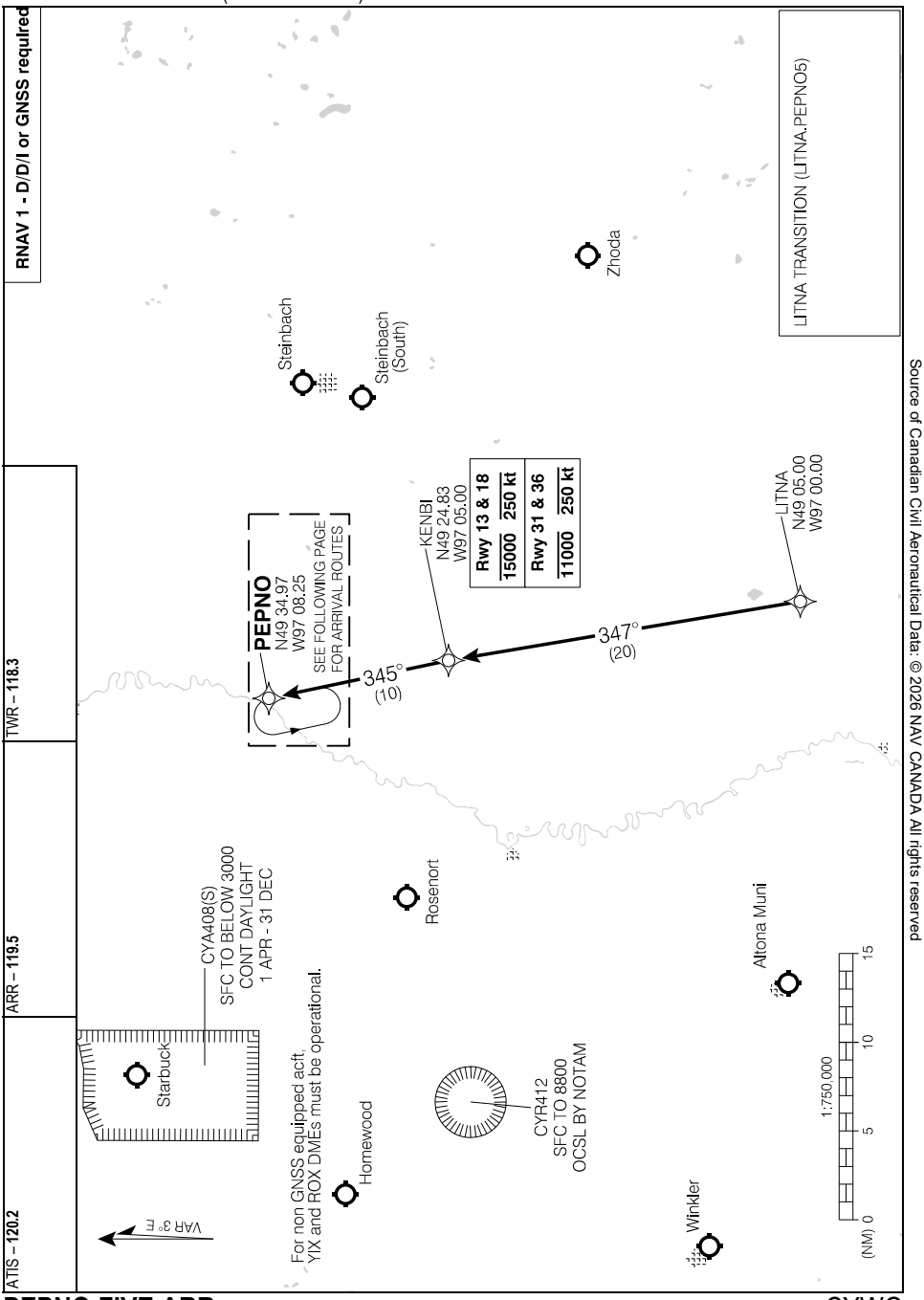
# PEPNO FIVE ARR (KENBI.PEPNO5) TRANSITION ROUTES CYWG

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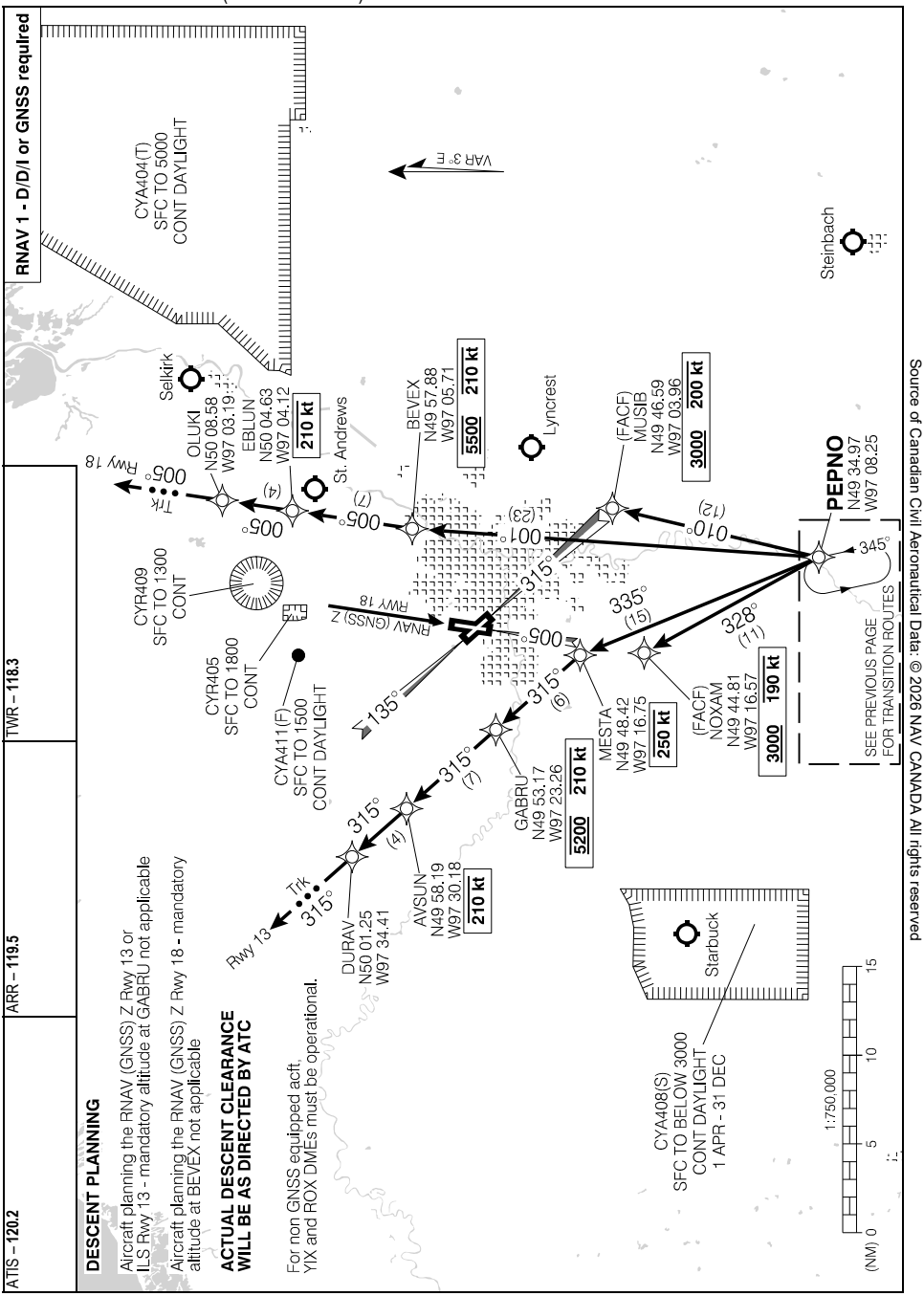
PEPNO FIVE ARR (KENBI.PEPNO5) TRANSITION ROUTES CYWG

# PEPNO FIVE ARR (KENBI.PEPNO5) ARRIVAL ROUTES CYWG

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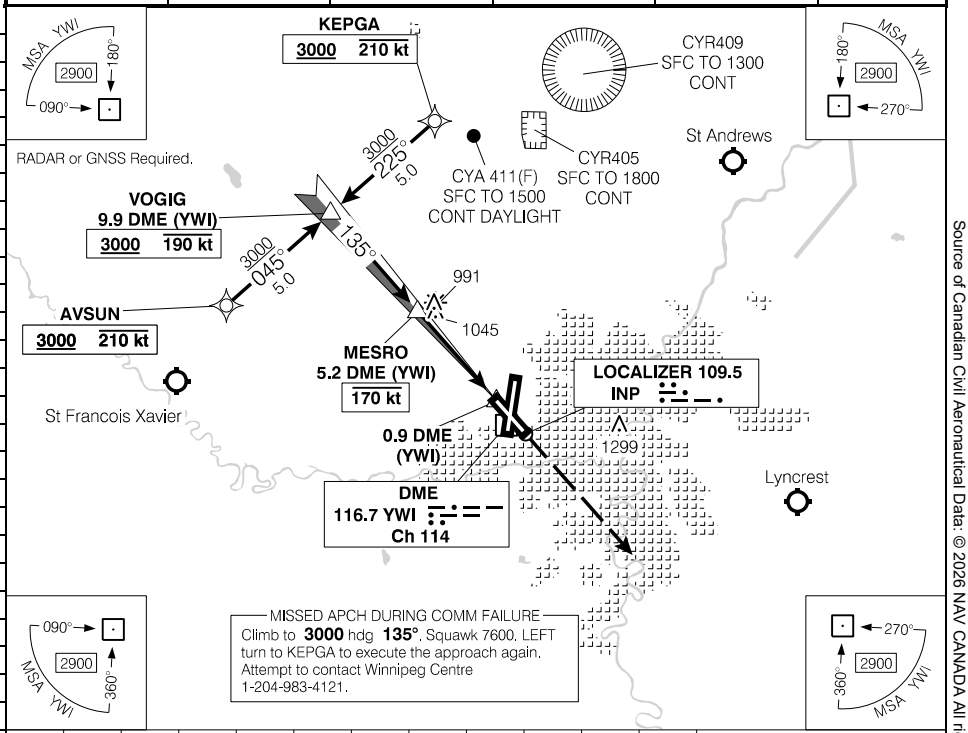
WINNIPEG/JAMES ARMSTRONG RICHARDSON INTL, MB

# ILS RWY 13

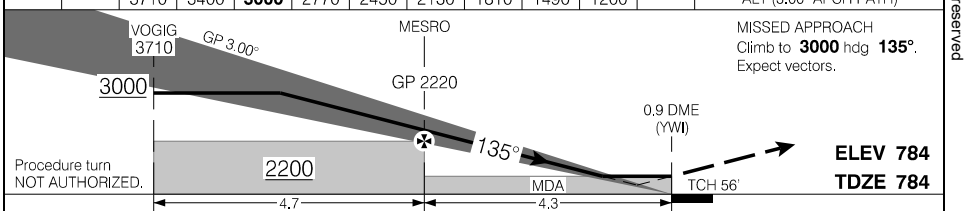
495436N 0971424W VAR 3°E

CYWG

| ATIS – 120.2 | ARR – 119.5 | TWR – 118.3 | GND – 121.9 | |
|---|---|---|---|---|
| SAFE ALT 100 NM **3800** | LOC INP **109.5** | APCH CRS **135°** | GP MESRO **2220** | LDA **8841** |




| (NM) | | | 9.9 | 9 | **7.7** | 7 | 6 | 5 | 4 | 3 | 2.1 | | DIST FROM DME (YWI) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 3710 | 3400 | **3000** | 2770 | 2450 | 2130 | 1810 | 1490 | 1200 | | ALT (3.00° APCH PATH) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| ILS/DME | **984** (200) ½ RVR 26 | | | |
| LOC/DME | **1200** (416) 1 RVR 50 | | | |
| C CIRCLING | **1240** (456) 1½ | **1280** (496) 1½ | **1300** (516) 2 | **1600** (816) 2¾ |

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

ILS RWY 13 CYWG

EFF 20 FEB 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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WINNIPEG/JAMES ARMSTRONG RICHARDSON INTL, MB

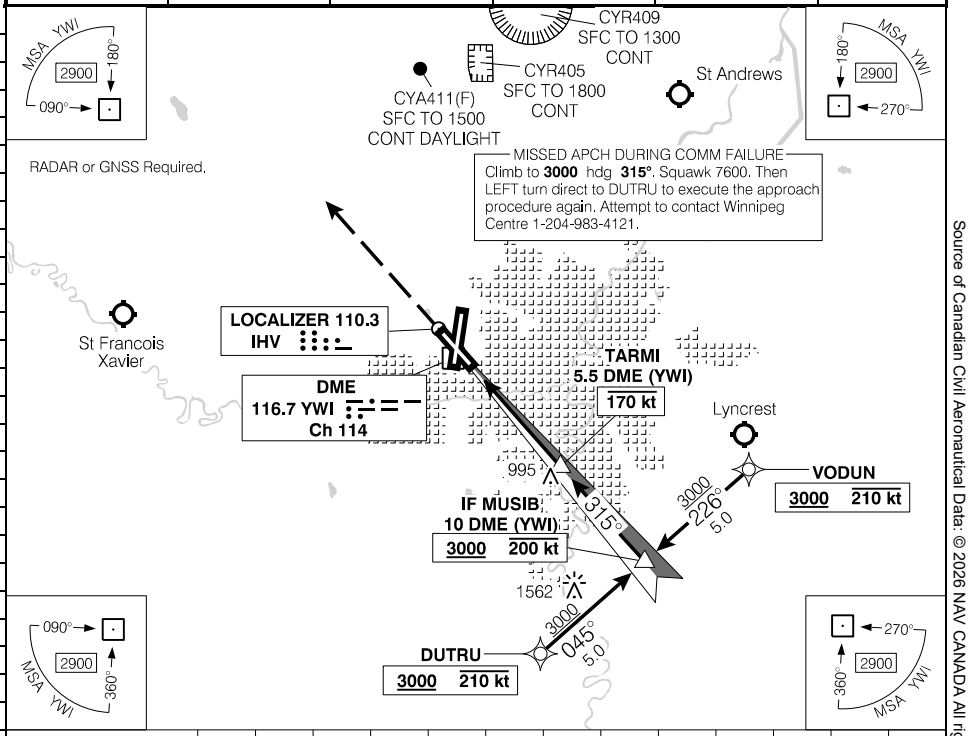
# ILS RWY 31

495436N 0971424W VAR 3°E

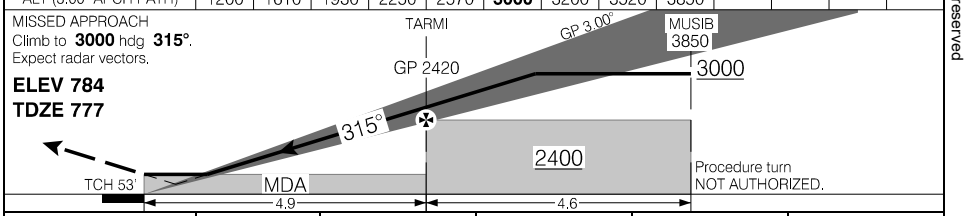
CYWG

| ATIS – **120.2** | ARR – **119.5** | TWR – **118.3** | GND – **121.9** |
|---|---|---|---|

| SAFE ALT 100 NM | LOC | APCH | GP | LDA |
|---|---|---|---|---|
| **3800** | IHV **110.3** | CRS **315°** | TARMI **2420** | **8701** |




| DIST FROM DME (YWI) | 1.7 | 3 | 4 | 5 | 6 | **7.4** | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 1200 | 1610 | 1930 | 2250 | 2570 | **3000** | 3200 | 3520 | 3850 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| ILS/DME | **977** | (200) | ½ RVR 26 | |
| LOC/DME | **1200** | (423) | 1 RVR 50 | |

TARMI to MAP 4.9 NM

| Knots | ft/min | Min:Sec |
|---|---|---|
| 70 | 370 | **4:12** |
| 90 | 480 | **3:16** |
| 110 | 580 | **2:40** |
| 130 | 690 | **2:16** |
| 150 | 800 | **1:58** |

# ILS RWY 31

CYWG

EFF 20 FEB 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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WINNIPEG/JAMES ARMSTRONG RICHARDSON INTL, MB

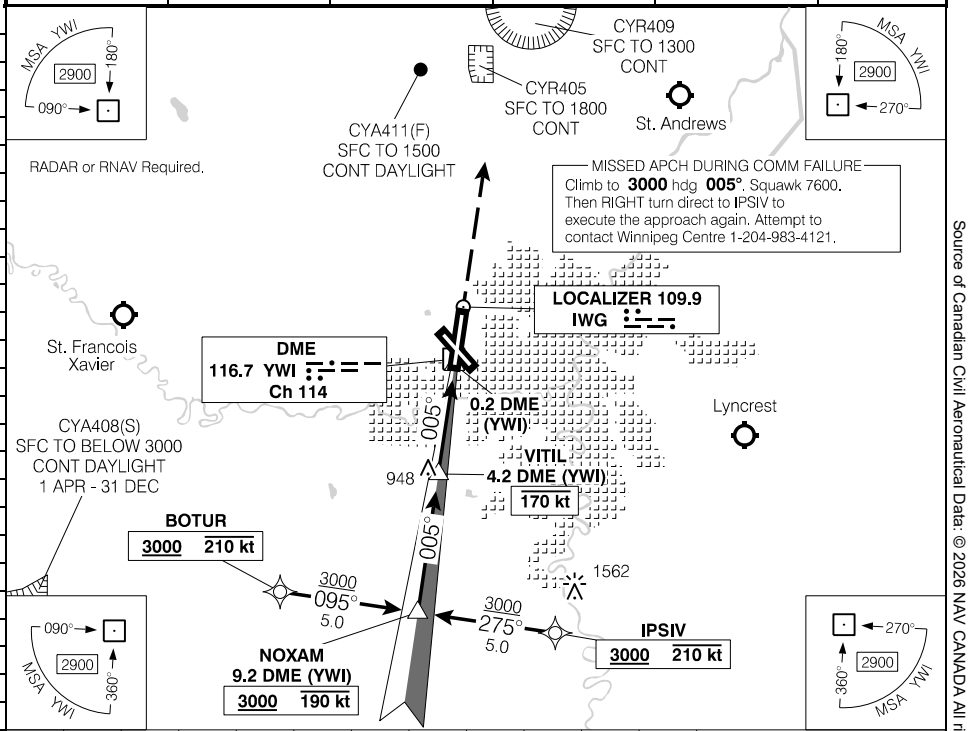
# ILS RWY 36

495436N 0971424W VAR 3°E

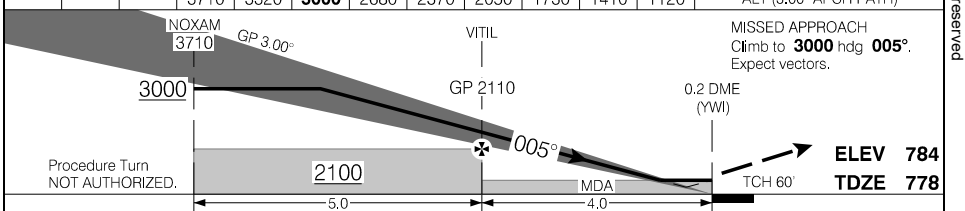
CYWG

| ATIS – 120.2 | ARR – 119.5 | TWR – 118.3 | GND – 121.9 | TDZL |
|---|---|---|---|---|
| | | | | AL |

| SAFE ALT 100 NM | LOC IWG | APCH CRS | GP VITIL | LDA |
|---|---|---|---|---|
| 3800 | 109.9 | 005° | 2110 | 11000 |




| | | | 9.2 | 8 | 7.0 | 6 | 5 | 4 | 3 | 2 | 1.1 | DIST FROM DME (YWI) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 3710 | 3320 | 3000 | 2680 | 2370 | 2050 | 1730 | 1410 | 1120 | ALT (3.00° APCH PATH) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| ILS/DME | 978 | (200) | ½ RVR 26 | |
| LOC/DME | 1120 | (342) | 1 RVR 50 | |

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

# ILS RWY 36

CYWG

EFF 20 FEB 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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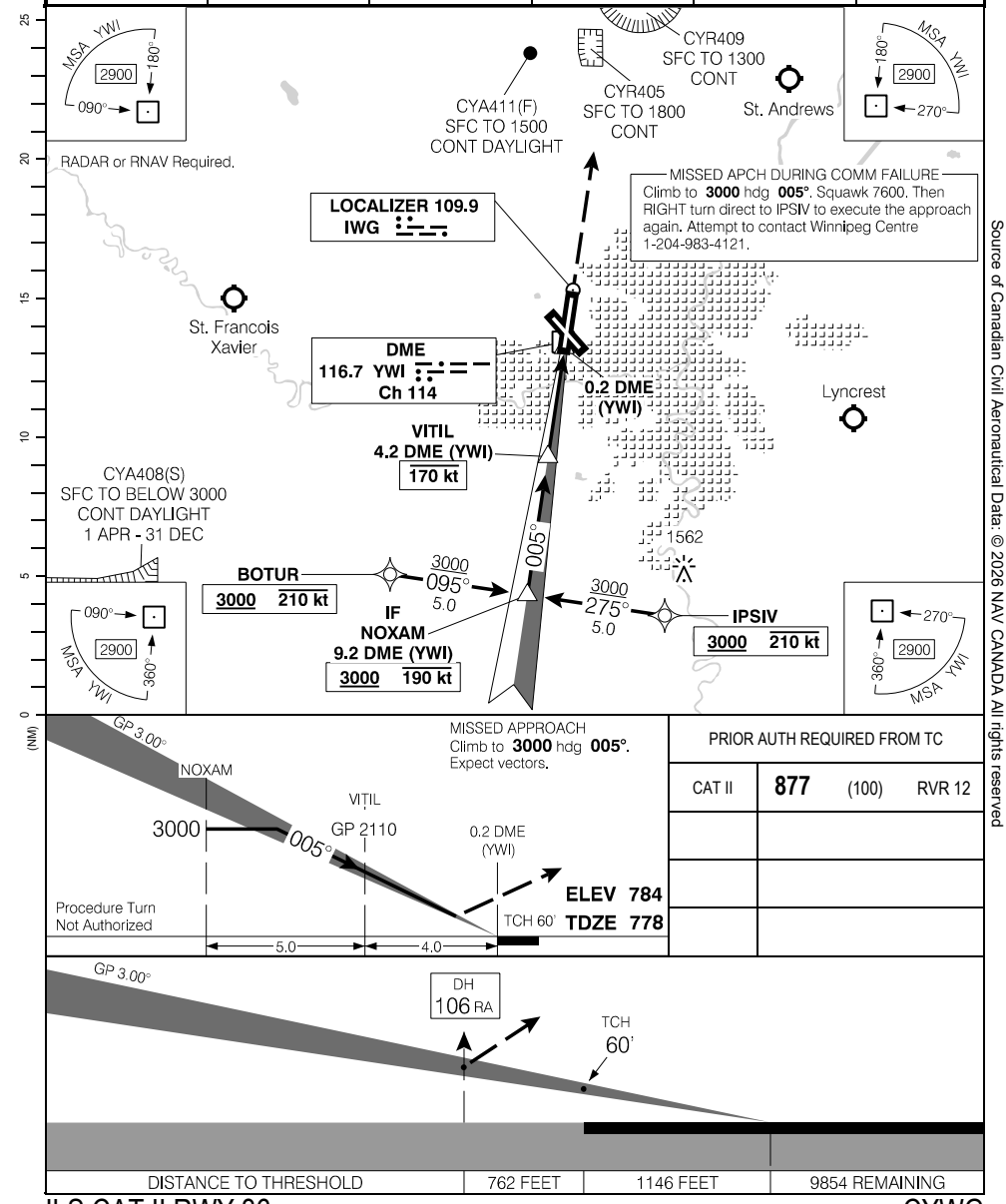
WINNIPEG/JAMES ARMSTRONG RICHARDSON INTL, MB

# ILS CAT II RWY 36

495436N 0971424W VAR 3°E

CYWG

| ATIS – 120.2 | ARR – 119.5 | TWR – 118.3 | GND – 121.9 | TDZL |
|---|---|---|---|---|
| SAFE ALT 100 NM **3800** | LOC IWG **109.9** | APCH CRS **005°** | GP VITIL **2110** | LDA **11000** |







| PRIOR AUTH REQUIRED FROM TC | | | |
|---|---|---|---|
| CAT II | **877** | (100) | RVR 12 |
| | | | |
| | | | |
| | | | |




# ILS CAT II RWY 36

CYWG

EFF 20 FEB 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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WINNIPEG/JAMES ARMSTRONG RICHARDSON INTL, MB

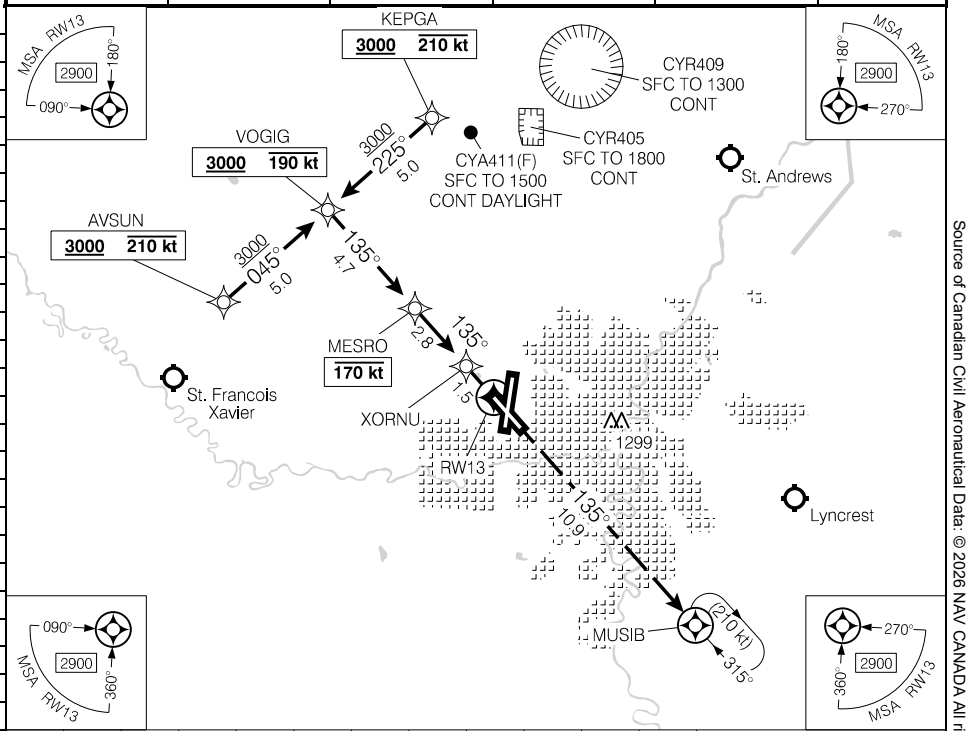
# RNAV (GNSS) Z RWY 13

495436N 0971424W VAR 3°E

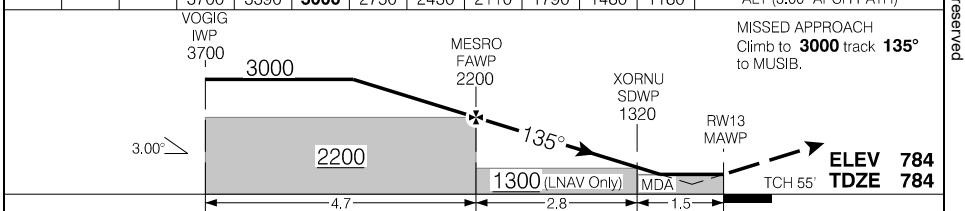
CYWG

| ATIS – **120.2** | ARR – **119.5** | TWR – **118.3** | GND – **121.9** |
|---|---|---|---|

| SAFE ALT 100 NM | WAAS | APCH | MIN ALT | LDA |
|---|---|---|---|---|
| **3800** | **Ch 80654** W13A | CRS **135°** | MESRO **2200** | **8841** |




| (NM) | 9 | 8 | 6.8 | 6 | 5 | 4 | 3 | 2 | 1.1 | DIST FROM RW13 |
|---|---|---|---|---|---|---|---|---|---|---|
| | 3700 | 3390 | **3000** | 2750 | 2430 | 2110 | 1790 | 1480 | 1180 | ALT (3.00° APCH PATH) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **984** | (200) | ½ RVR 26 | |
| LNAV/VNAV (min. -19°C, max. 54°C) | **1060** | (276) | 1 RVR 50 | |
| LNAV | **1180** | (396) | 1 RVR 50 | |

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

RNAV (GNSS) Z RWY 13 CYWG

EFF 5 SEP 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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WINNIPEG/JAMES ARMSTRONG RICHARDSON INTL, MB

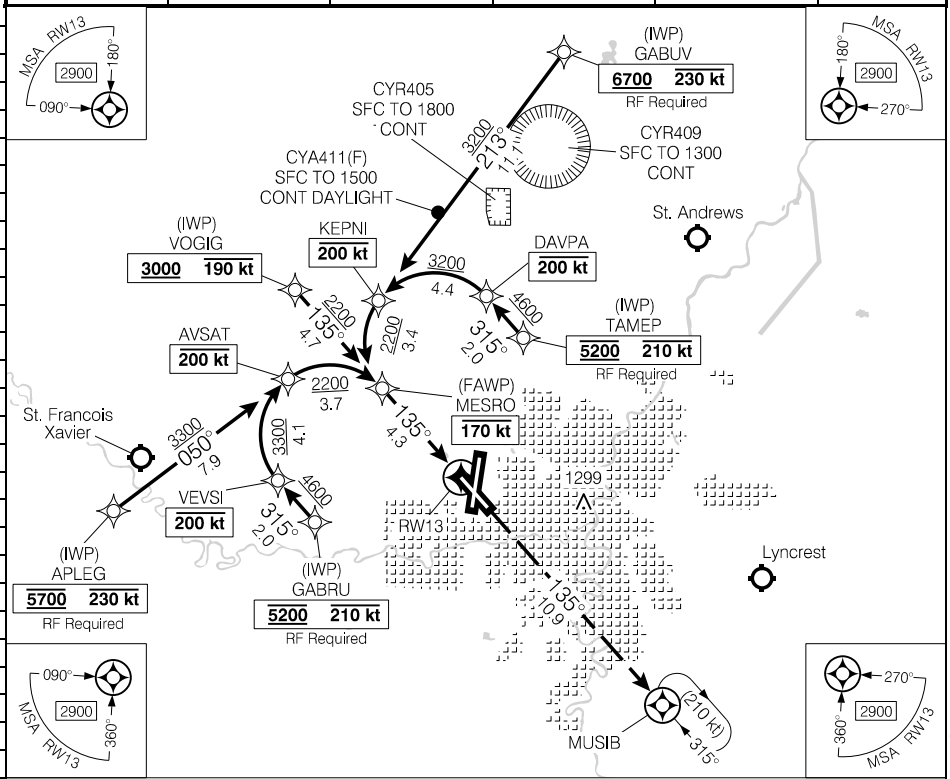
# RNAV (RNP) Y RWY 13

495436N 0971424W VAR 3°E

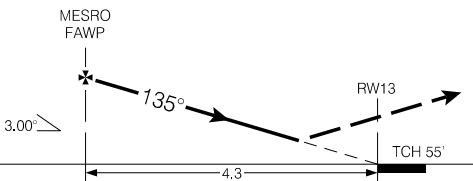
CYWG

| ATIS – **120.2** | ARR – **119.5** | TWR – **118.3** | GND – **121.9** |
|---|---|---|---|

| SAFE ALT 100 NM | RNAV | APCH CRS | MIN ALT MESRO | LDA |
|---|---|---|---|---|
| **3800** | | **135°** | **2200** | **8841** |




MISSED APPROACH
Climb to **3000** track **135°** to MUSIB.




**ELEV 784**
**TDZE 784**

| | CATEGORY | A | B | C | D |
|---|---|---|---|---|---|
| | **RNP 0.30** | **1194** | (410) | 1 RVR 50 | |
| **AUTHORIZATION REQUIRED** (min. -19° C) (max. 54° C) | | | | | |

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WINNIPEG/JAMES ARMSTRONG RICHARDSON INTL, MB

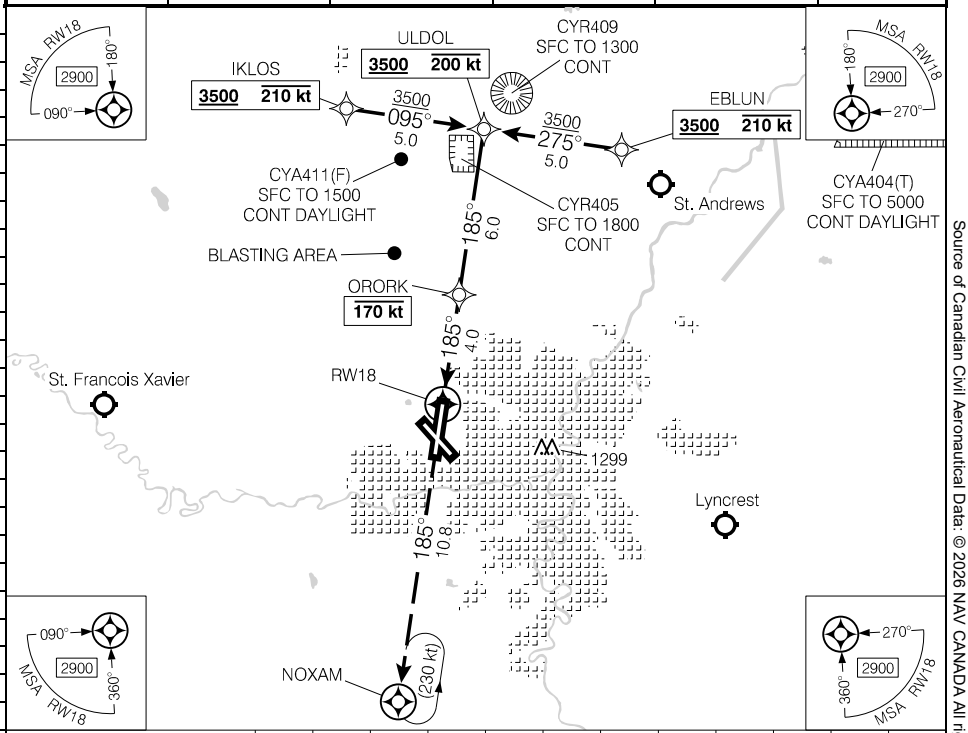
# RNAV (GNSS) Z RWY 18

495436N 0971424W VAR 3°E

CYWG

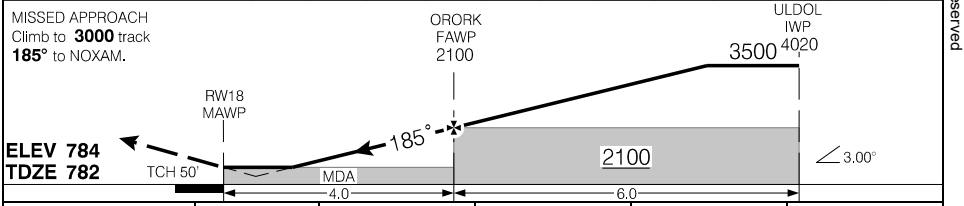
| ATIS – 120.2 | ARR – 119.5 | TWR – 118.3 | GND – 121.9 |
|---|---|---|---|
| | | | |

| SAFE ALT 100 NM | WAAS | APCH | MIN ALT | LDA |
|---|---|---|---|---|
| 3800 | Ch 80308 W18A | CRS 185° | ORORK 2100 | 11000 |




| DIST FROM RW18 | 1.2 | 2 | 3 | 4 | 5 | 6 | 7 | **8.4** | 9 | 10 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 1200 | 1470 | 1790 | 2100 | 2430 | 2740 | 3060 | **3500** | 3700 | 4020 | | |

MISSED APPROACH
Climb to **3000** track
**185°** to NOXAM.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **982** | (201) | ½ | |
| LNAV/VNAV (min. -20°C, max. 54°C) | **1097** | (316) | 1 | |
| LNAV | **1200** | (419) | 1 | |

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

RNAV (GNSS) Z RWY 18 CYWG

EFF 7 AUG 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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WINNIPEG/JAMES ARMSTRONG RICHARDSON INTL, MB

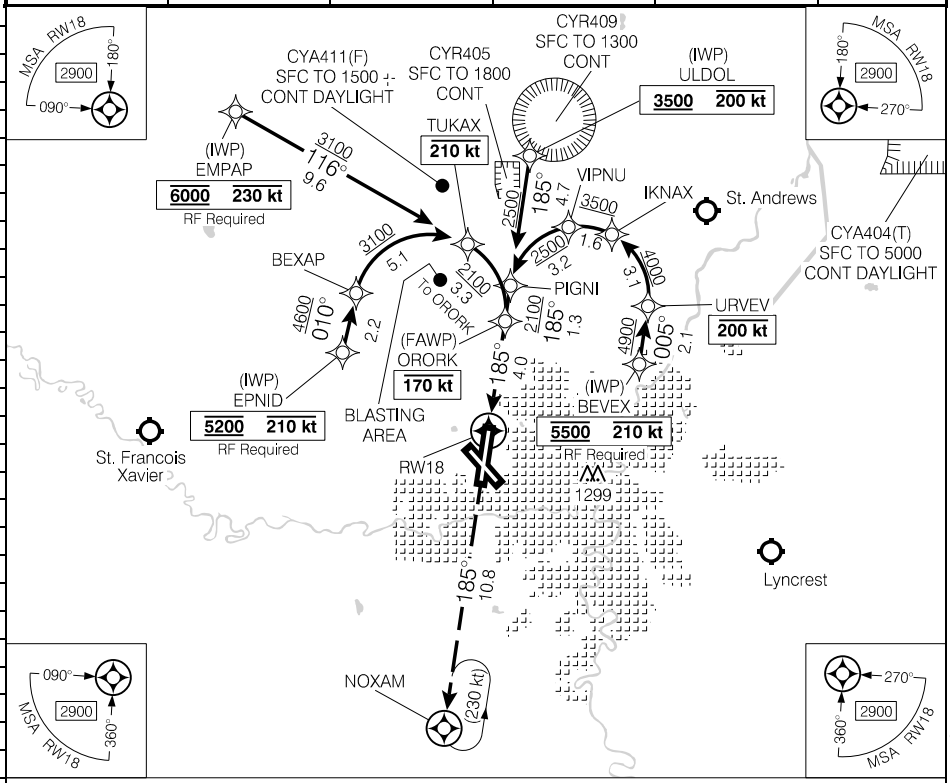
# RNAV (RNP) Y RWY 18

495436N 0971424W VAR 3°E

CYWG

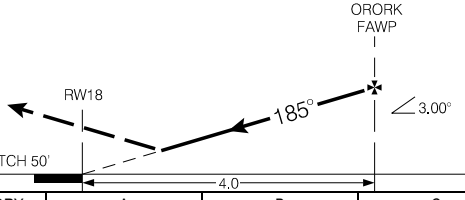
| ATIS – 120.2 | ARR – 119.5 | TWR – 118.3 | GND – 121.9 | |
|---|---|---|---|---|
| | | | | P3 AN |

| SAFE ALT 100 NM | RNAV | APCH CRS | MIN ALT ORORK | LDA |
|---|---|---|---|---|
| 3800 | | 185° | 2100 | 11000 |




(NM) 0 5 10 15 20 25

MISSED APPROACH
Climb to **3000** track **185°** to NOXAM.




**ELEV 784**
**TDZE 782**

| | CATEGORY | A | B | C | D |
|---|---|---|---|---|---|
| | RNP 0.15 | 1034 | (253) | 1 | |
| **AUTHORIZATION REQUIRED** (min. -20° C) (max. 54° C) | RNP 0.30 | 1222 | (441) | 1 | |
| | | | | | |
| | | | | | |

RNAV (RNP) Y RWY 18 CYWG

EFF 7 AUG 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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WINNIPEG/JAMES ARMSTRONG RICHARDSON INTL, MB

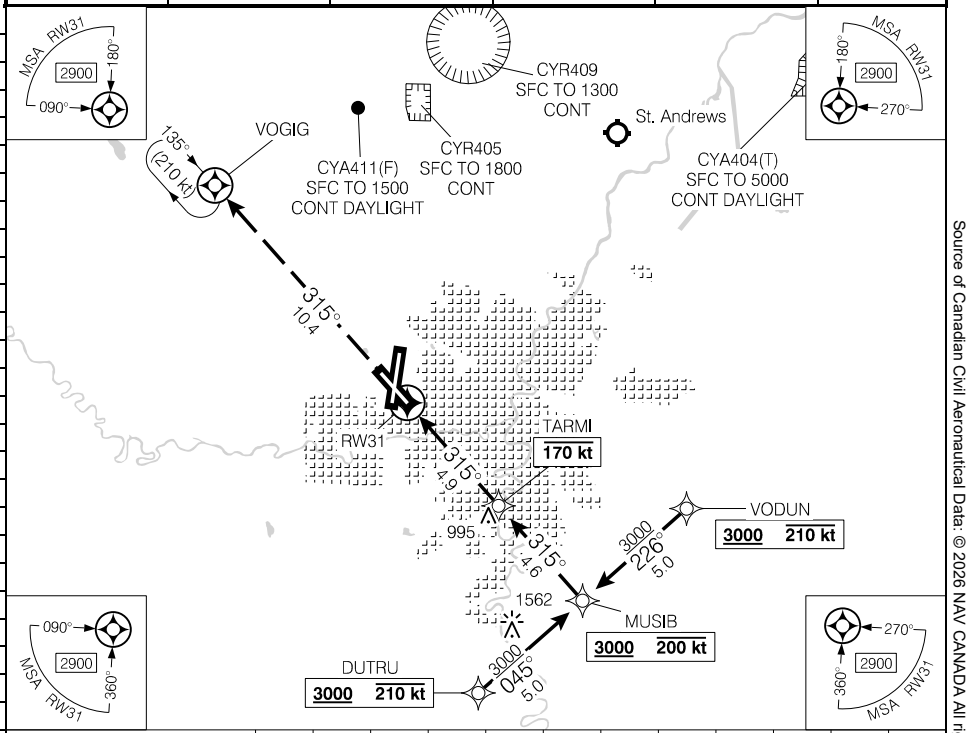
# RNAV (GNSS) Z RWY 31

495436N 0971424W VAR 3°E

CYWG

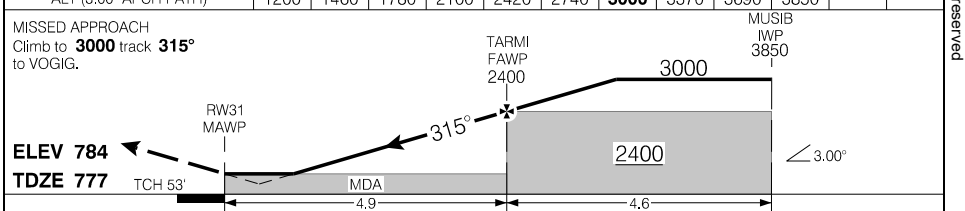
| ATIS – **120.2** | ARR – **119.5** | TWR – **118.3** | GND – **121.9** |
|---|---|---|---|

| SAFE ALT 100 NM | WAAS | APCH CRS | MIN ALT TARMI | LDA |
|---|---|---|---|---|
| **3800** | **Ch 80655** W31A | **315°** | **2400** | **8701** |




| DIST FROM RW31 | 1.2 | 2 | 3 | 4 | 5 | 6 | **6.8** | 8 | 9 | 9.5 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 1200 | 1460 | 1780 | 2100 | 2420 | 2740 | **3000** | 3370 | 3690 | 3850 | | |

MISSED APPROACH
Climb to **3000** track **315°**
to VOGIG.




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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **974** | (200) | ½ RVR 26 | |
| LNAV/VNAV (min. -19°C, max. 54°C) | **1245** | (471) | 1¼ | |
| LNAV | **1200** | (426) | 1 RVR 50 | |

RNAV (GNSS) Z RWY 31 CYWG

EFF 5 SEP 24



Canada Air Pilot
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WINNIPEG/JAMES ARMSTRONG RICHARDSON INTL, MB

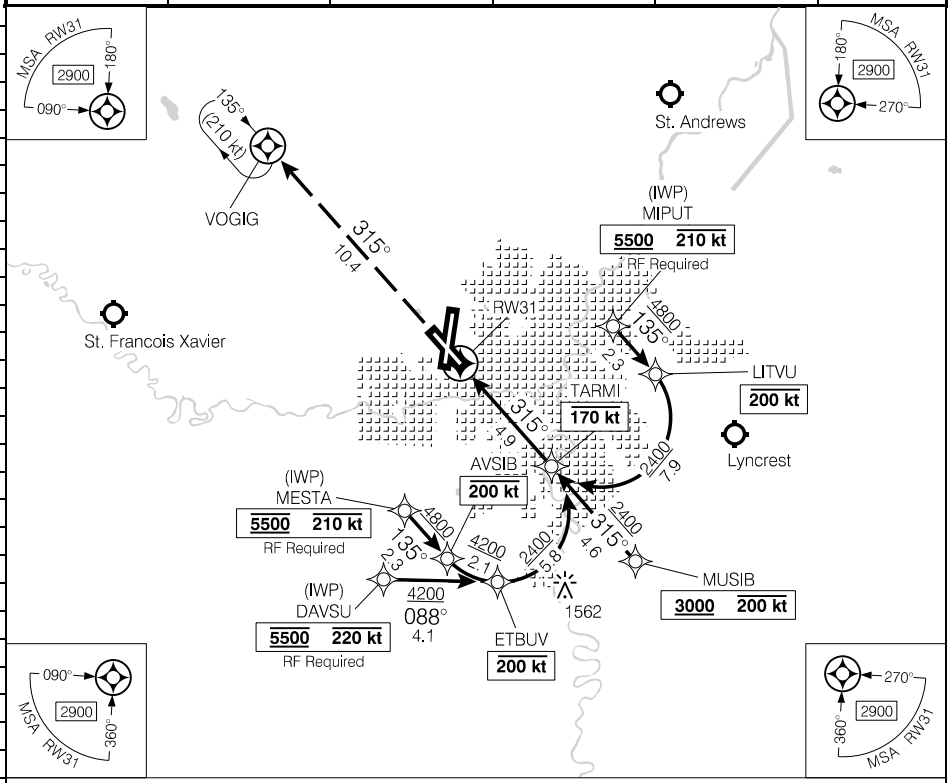
# RNAV (RNP) Y RWY 31

495436N 0971424W VAR 3°E

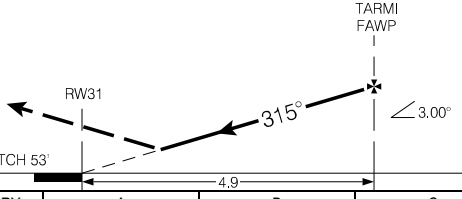
CYWG

| ATIS – **120.2** | ARR – **119.5** | TWR – **118.3** | GND – **121.9** |
|---|---|---|---|

| SAFE ALT 100 NM | RNAV | APCH CRS | MIN ALT TARMI | LDA |
|---|---|---|---|---|
| **3800** | | **315°** | **2400** | **8701** |




MISSED APPROACH
Climb to **3000** track **315°** to VOGIG.




**ELEV 784**
**TDZE 777**

| | CATEGORY | A | B | C | D |
|---|---|---|---|---|---|
| | **RNP 0.15** | **1159** | (385) | 1 RVR 50 | |
| **AUTHORIZATION REQUIRED** (min. -19° C) (max. 54° C) | **RNP 0.30** | **1282** | (508) | 1 RVR 50 | |
| | | | | | |
| | | | | | |

RNAV (RNP) Y RWY 31 CYWG

EFF 5 SEP 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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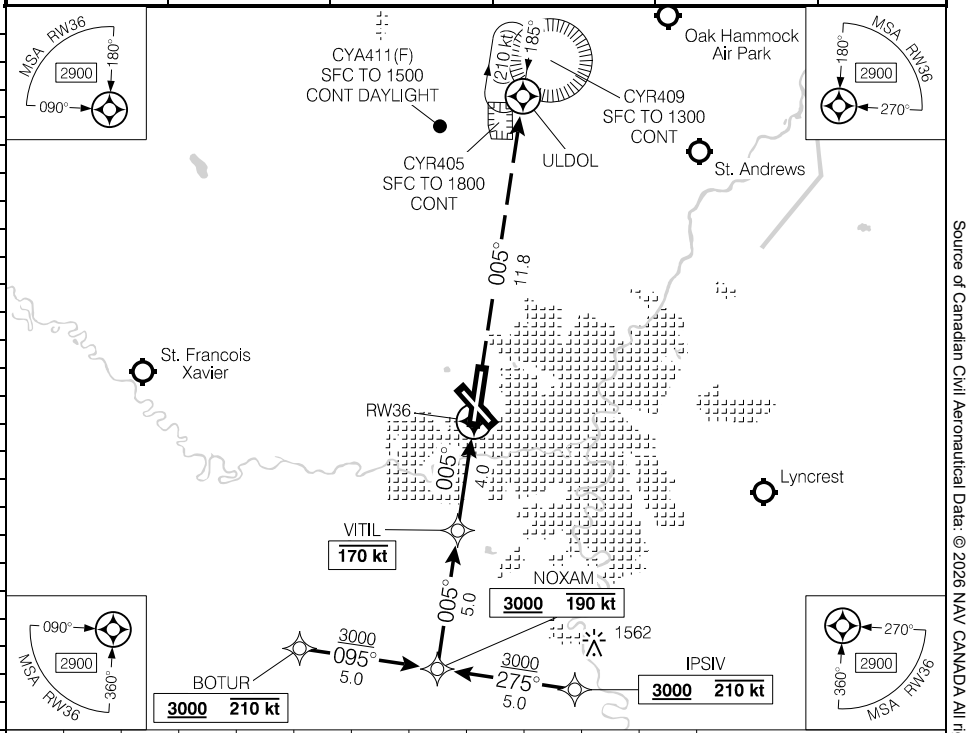
WINNIPEG/JAMES ARMSTRONG RICHARDSON INTL, MB

# RNAV (GNSS) Z RWY 36

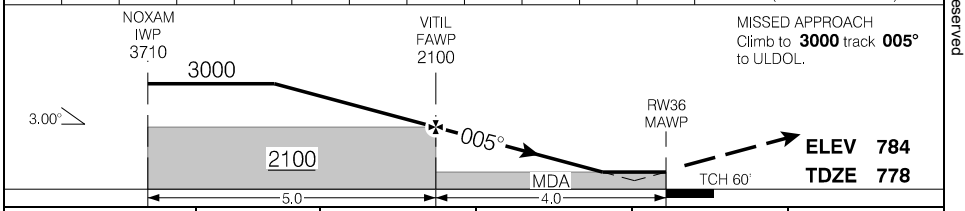
495436N 0971424W VAR 3°E

CYWG

| ATIS – **120.2** | ARR – **119.5** | TWR – **118.3** | GND – **121.9** | TDZL AL |
|---|---|---|---|---|
| SAFE ALT 100 NM **3800** | WAAS **Ch 80656** W36A | APCH CRS **005°** | MIN ALT VITIL **2100** | LDA **11000** |




| (NM) | 9 | 8 | 6.8 | 6 | 5 | 4 | 3 | 2 | 1.1 | | DIST FROM RW36 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 3710 | 3390 | **3000** | 2750 | 2430 | 2100 | 1790 | 1470 | 1200 | | 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 | **977** | (200) | ½ RVR 26 | |
| LNAV/VNAV (min. -18°C, max. 54°C) | **1053** | (276) | 1 RVR 50 | |
| LNAV | **1200** | (423) | 1 RVR 50 | |

RNAV (GNSS) Z RWY 36 CYWG

EFF 26 DEC 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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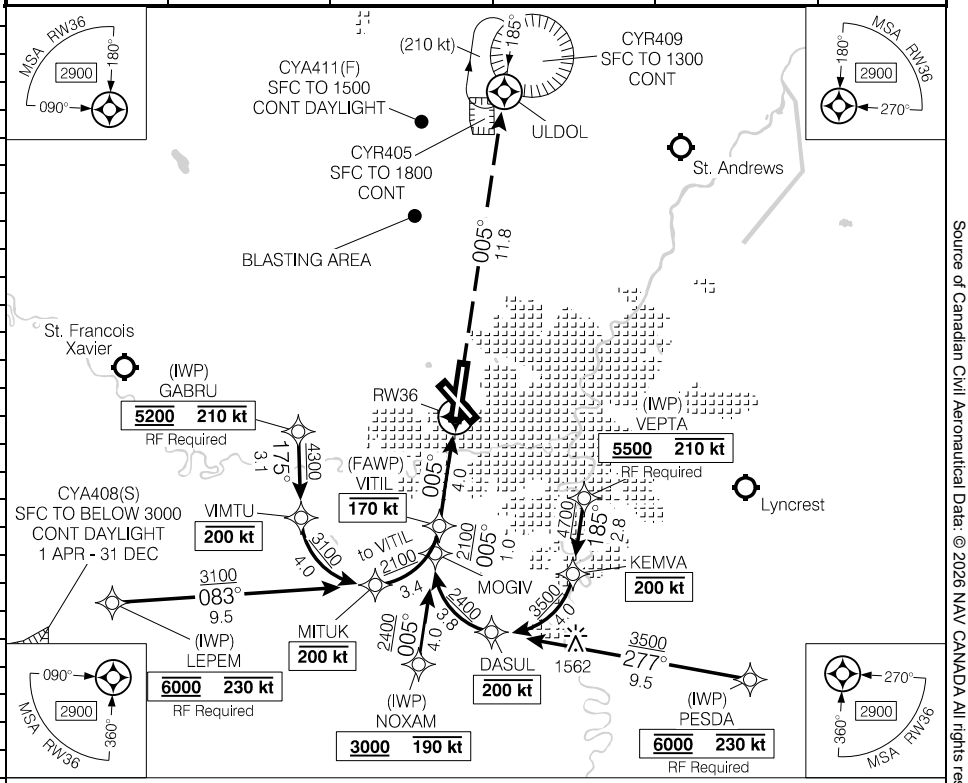
WINNIPEG/JAMES ARMSTRONG RICHARDSON INTL, MB

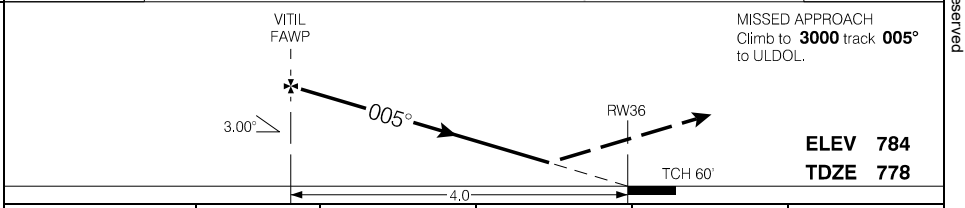
# RNAV (RNP) Y RWY 36

495436N 0971424W VAR 3°E

CYWG

| ATIS – **120.2** | ARR – **119.5** | TWR – **118.3** | GND – **121.9** | TDZL AL |
|---|---|---|---|---|
| SAFE ALT 100 NM **3800** | RNAV | APCH CRS **005°** | MIN ALT VITIL **2100** | LDA **11000** |




| | CATEGORY | A | B | C | D |
|---|---|---|---|---|---|
| | RNP 0.15 | 1100 | (323) | 1 RVR 50 | |
| **AUTHORIZATION REQUIRED** (min. -18° C) (max. 54° C) | RNP 0.30 | 1206 | (429) | 1 RVR 50 | |
| | | | | | |
| | | | | | |

RNAV (RNP) Y RWY 36 CYWG

EFF 5 SEP 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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## Departure Route Description

**Rwy 18:** Climb and maintain **4000**. Requires a minimum climb gradient of **350** ft/NM to **1300**. Climb track **185°** to AVOTU, then climbing LEFT turn track **173°** to DUXUS, then climb track **172°** to PEPKA, continue track **172°** for vectors to assigned route.

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 |

**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 PEPKA, proceed on course;
3. Maintain last assigned altitude for 10 minutes after take-off, then 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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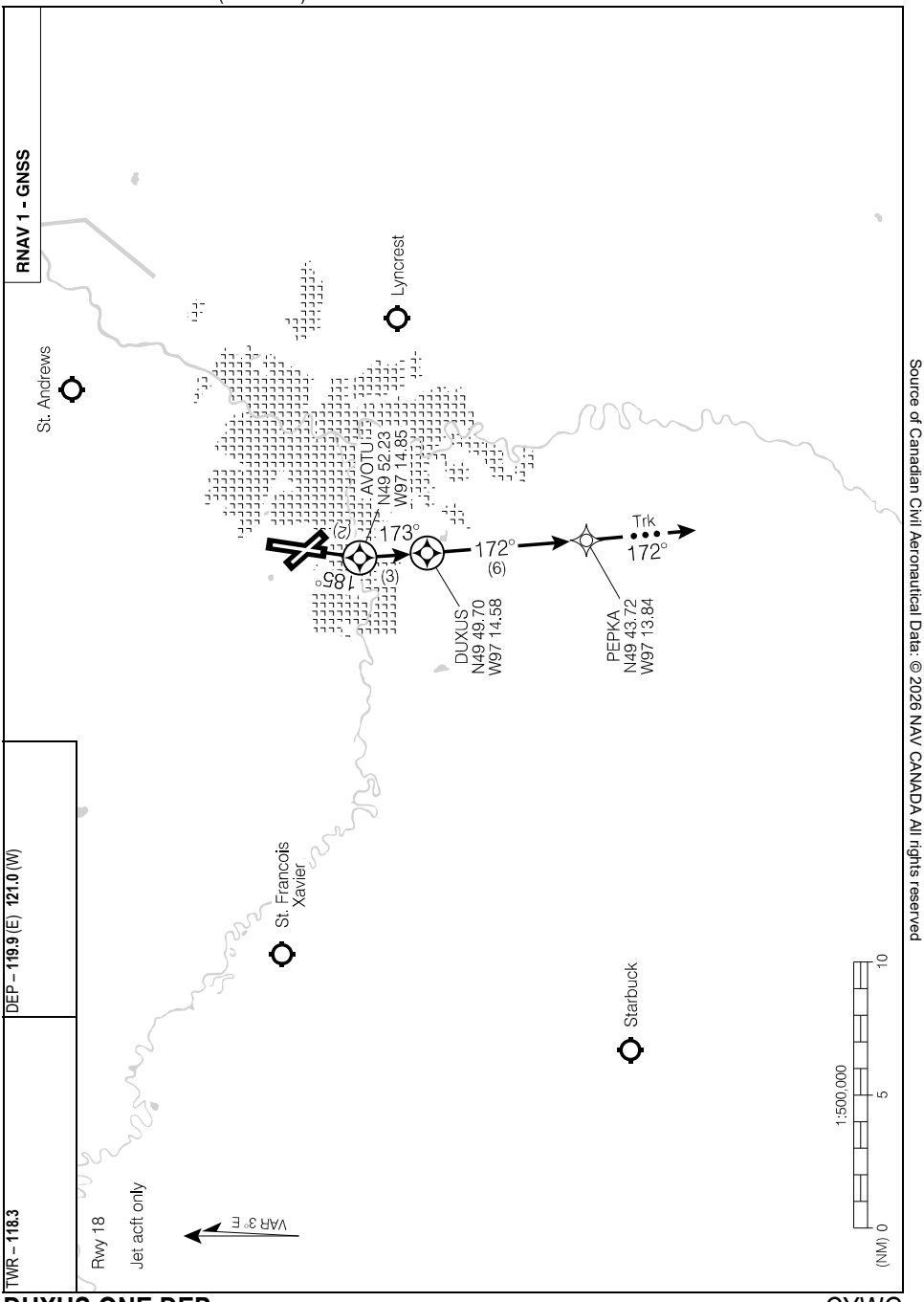


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## Departure Route Description

**All rwys:** Climb to and maintain **4000**.

**Rwy 13:** Climb hdg **135°** or as assigned for vectors to assigned route.

**Rwy 18:** Requires a minimum climb gradient of **300** ft/NM to **1200**. Climb hdg **185°** to 1.7 DME (YWI). Then climbing LEFT turn hdg **172°** for vectors to assigned route.

**Rwy 31:** Climb hdg **315°** or as assigned for vectors to assigned route.

**Rwy 36:** Requires a minimum climb gradient of **290** ft/NM to **4000**. Climb hdg **005°** or as assigned for vectors to assigned route.

DEPARTURE 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 |
| 300 FT/NM | 450 | 600 | 700 | 800 | 900 | 1000 | 1250 | 1500 |

**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. Fly last assigned hdg or track until 15 DME (YWI), and then proceed directly on course;
3. Maintain last assigned altitude until 10 minutes after take-off, then;
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 (VECTOR)

# GRIZZLY FIVE DEP (GRZLY5.)

WINNIPEG/JAMES ARMSTRONG RICHARDSON INTL, MB

CYWG




TWR – **118.3**

DEP – **119.9** (E) **121.0** (W)

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GRIZZLY FIVE DEP (GRZLY5.)

CYWG

EFF 5 SEP 24



Canada Air Pilot

Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

## Departure Route Description

**Rwy 36:** Climb and maintain **4000**. Requires a minimum climb gradient of **360** ft/NM to **4000**. Climb hdg **005°** to **1300**, then climb direct to GABAX, then climb track **005°** to KARIS. Continue track **005°** for vectors to assigned route.

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 |

**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 KARIS, proceed on course;
3. Maintain last assigned altitude for 10 minutes after take-off, then 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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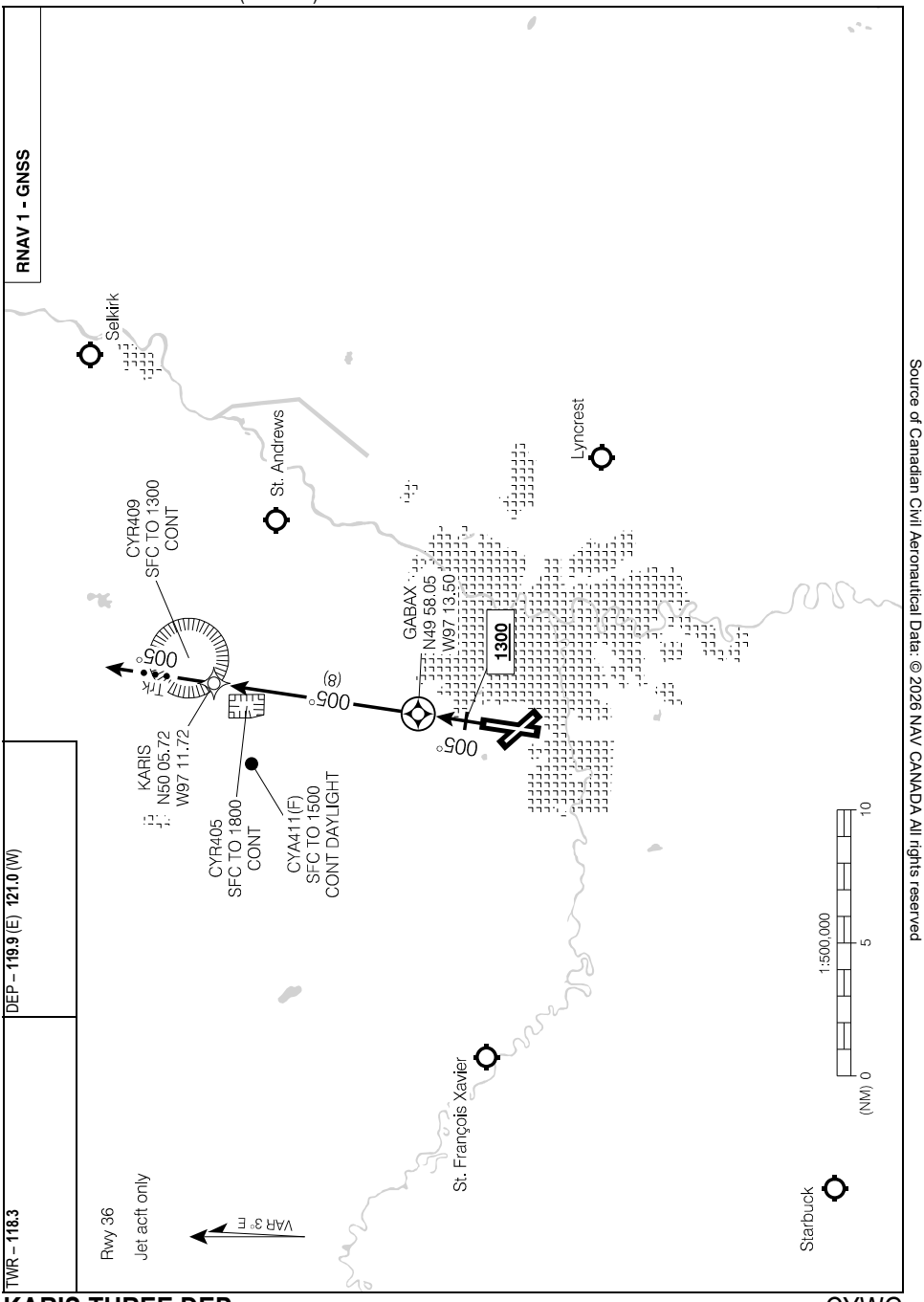
SID (RNAV)

WINNIPEG/JAMES ARMSTRONG RICHARDSON INTL, MB

# KARIS THREE DEP (KARIS3.)

CYWG

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# KARIS THREE DEP (KARIS3.)

CYWG

EFF 26 DEC 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

## Departure Route Description

**Rwy 13:** Climb and maintain **4000**. Climb hdg **135°** to **1300**, then direct to IKNOK, then track **135°** to MUSIB, continue track **135°** for vectors to assigned route.

**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 MUSIB, proceed on course;
3. Maintain last assigned altitude for 10 minutes after take-off, then 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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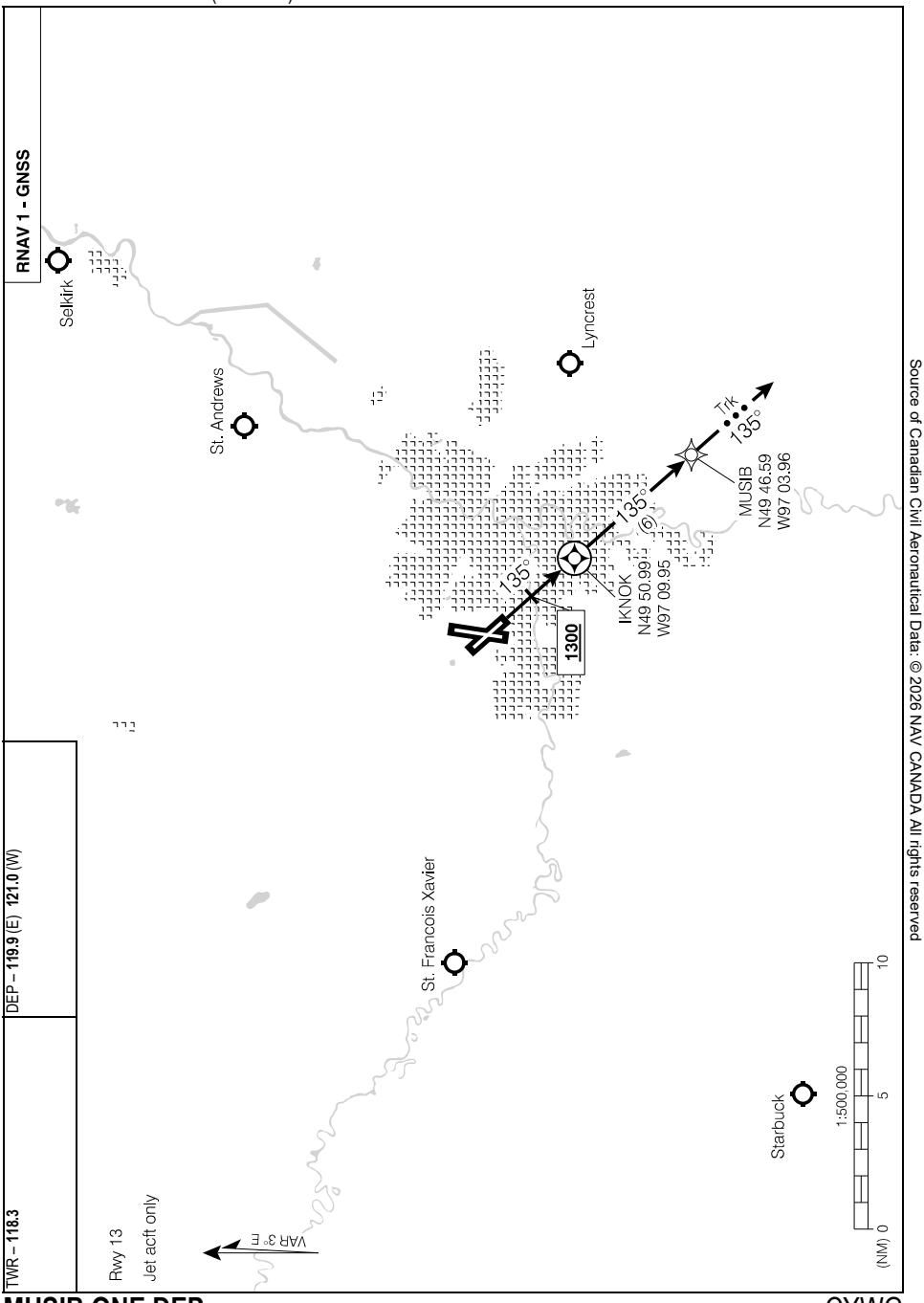
SID (RNAV)

WINNIPEG/JAMES ARMSTRONG RICHARDSON INTL, MB

# MUSIB ONE DEP (MUSIB1.)

CYWG

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MUSIB ONE DEP (MUSIB1.)

CYWG

EFF 26 DEC 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

## Departure Route Description

**Rwy 36:** Requires a minimum climb gradient of **270** ft/NM to **4000**. Climb hdg **005°** to **1300**. Then climbing LEFT turn hdg **360°** for vectors to assigned route. Maintain **4000**.

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.

## 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. Fly last assigned hdg or track until 15 DME (YWI), and then proceed directly on course;
3. Maintain last assigned altitude until 10 minutes after take-off, then;
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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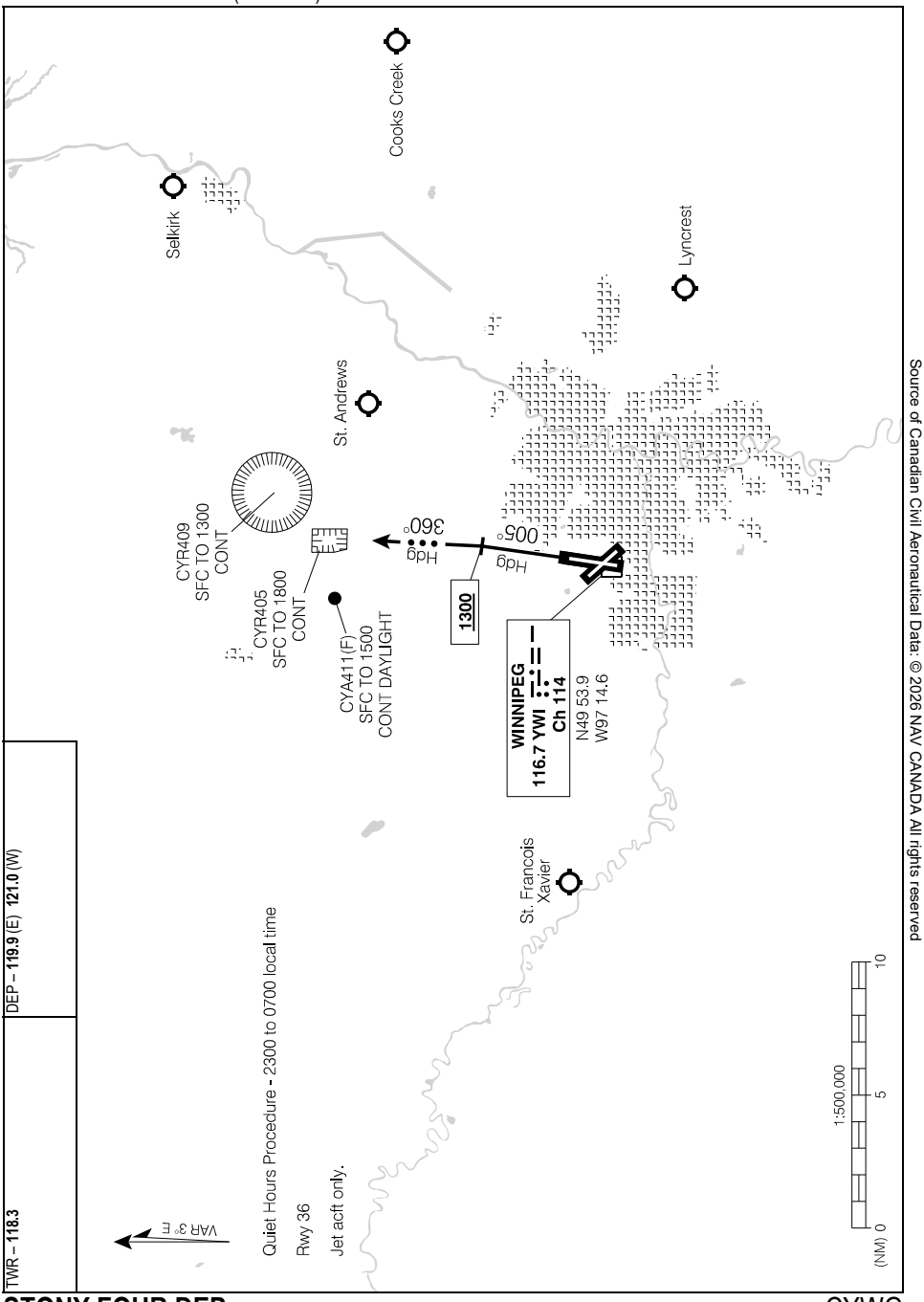


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## Departure Route Description

**Rwy 31:** Climb and maintain **4000**. Climb hdg **315°** to **1300**, then direct to EBKEL, then track **315°** to VOGIG. Continue track **315°** for vectors to assigned route.

**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 VOGIG, proceed on course;
3. Maintain last assigned altitude for 10 minutes after take-off, then 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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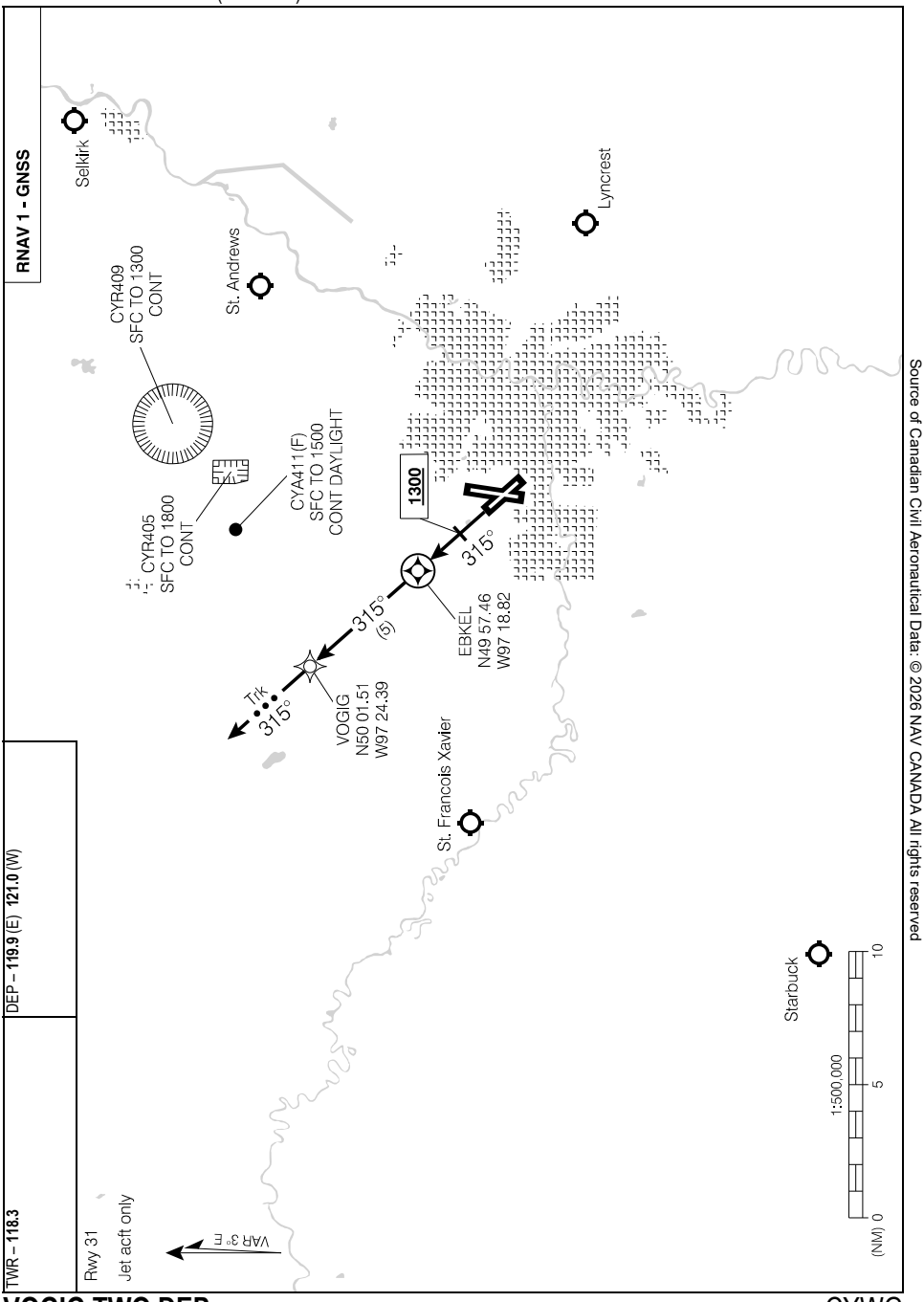


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## Departure Route Description

**Rwy 36:** Requires a minimum climb gradient of **290** ft/NM to **4000**. Climb hdg **005°** or as assigned for vectors to assigned route. Maintain **4000**.

DEPARTURE 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 |

**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. Fly last assigned hdg or track until 15 DME (YWI), and then proceed directly on course;
3. Maintain last assigned altitude until 10 minutes after take-off, then;
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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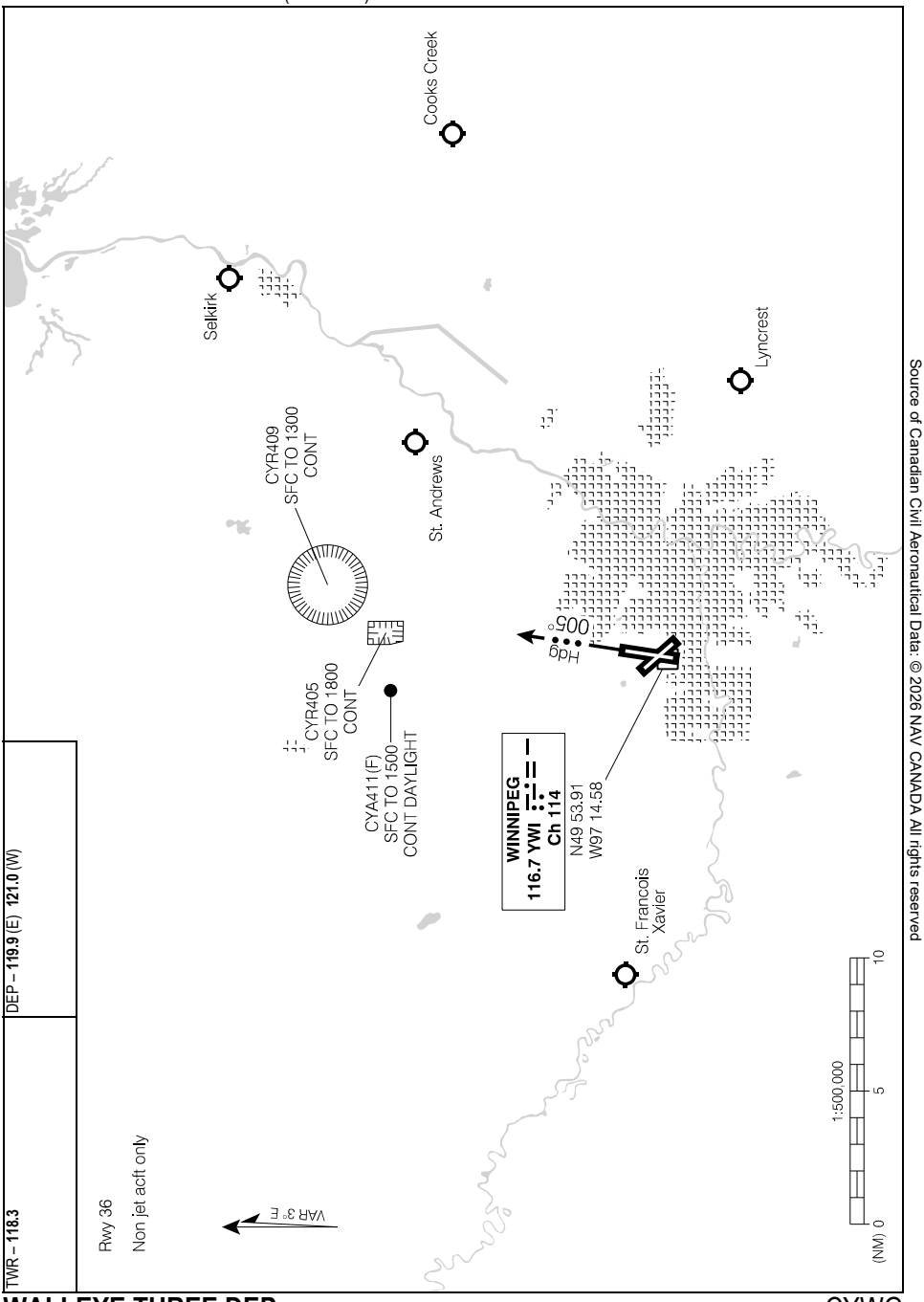
SID (VECTOR)

WINNIPEG/JAMES ARMSTRONG RICHARDSON INTL, MB

# WALLEYE THREE DEP (WLLYE3.)

CYWG

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WALLEYE THREE DEP (WLLYE3.)

CYWG

EFF 5 SEP 24

## Departure Route Description

**All rwys:** Climb to and maintain **3000**.

**Rwy 13:** Climb hdg **135°** or as assigned for vectors to assigned route.

**Rwy 18:** Climb hdg **185°** or as assigned for vectors to assigned route.

**Rwy 31:** Climb hdg **315°** or as assigned for vectors to assigned route.

**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. Fly last assigned hdg or track until 15 DME (YWI), and then proceed directly on course;
3. Maintain last assigned altitude until 10 minutes after take-off, then;
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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# WINNIPEG THREE DEP (YWG3.)




TWR – **118.3**

DEP – **119.9** (E) **121.0** (W)

Rwys 13, 18, & 31.

Non jet acft only.

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WINNIPEG THREE DEP (YWG3.)
CYWG



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

## Turbo Jet/Turbo-Fan

### Departure Procedures

| Rwy | NADP |
|---|---|
| 13, 18, 36 | 1 or 2 |
| 31 | N/A |

**Rwy 13:**
Climb to **4000** before commencing any assigned turn.

**Rwy 18:**
**RNAV:** Do not commence any assigned turn until DUXUS.
**Vector:** Do not commence any assigned turn until **4.3** DME.

**Rwy 36:**
a. Between **0701 - 2259** local time: climb to **4000** before commencing any assigned right turn.
b. Between **2300 - 0700** local time: climb to **4000** before commencing any assigned turn.

### Arrival Procedures

1. Intercept final apch at or outside the NDB final approach fix for the runway in use. (Circuit tfc may turn inside the FAF as required.)
2. Intercept final apch at or above **2000** ASL.

## All Aircraft

### Preferential Runway Determination

Consistent with safe operating procedures, ATC 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.

The preferred order for runway usage is:

Arrivals: 13, 18, 36, 31

Departures: 36, 31, 18, 13

Rwy 36 is the preferred calm wind runway for departure except for:

1. Propeller driven acft, and;
2. Westbound acft may be auth or assigned 31.

### Arrival Procedures

1. Circuit height is **2000** ASL (weather permitting).
2. Maintain **2000** ASL or above as long as practicable before commencing final descent and remain on or above the ILS or PAPI glide slope.
3. Consistent with safety of operations, aircraft should be flown on the approach so as to give the best possible performance with respect to noise abatement (flap and gear selection, power settings).

**NOTE:** For night operations – See **Night Restrictions** on the following page.

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### Night Restrictions 23:00 - 07:00 Local Time

1. Reverse thrust above idle not permitted unless required for the safety of the acft.
2. Powerback ops not permitted.
3. Intersection dep rwy 13 or 18 not permitted.

### General Noise Abatement Considerations

1. Circling procedures to runways 31 and 36 are not permitted.
2. When simulating power loss after take-off or overshoot on runways 13 or 18, power may be reduced on one engine to simulate emergencies provided:
   a. All engines are returned to take-off or overshoot power before the aircraft crosses the departure end of the runway, or
   b. The departure end of the runway is crossed at 300' or more above the ground and “one engine out” rate of climb is **500'** per minute or greater and is maintained to **2000** ASL.
3. PPR for flight training and maintenance engine run ups. Ctc 204-987-9798. (See ATS REQUIREMENTS for additional PPR).

### ATS Requirements (IFR)

#### Arrival Requirements

1. On apch, cross the FAF at **170 kt** or less.
2. On a visual apch, intercept final at or outside the final apch FAF for landing rwy unless otherwise authorized by ATC.

#### Training Flight / Photo Block Requirements

PPR for all block air work, photo flight or training flight operating in Winnipeg TCA. Ctc Winnipeg ACC 204-984-5979 FAX 204-983-2823.

**NOTE:** Refer to NOISE ABATEMENT PROCEDURES for additional requirements.

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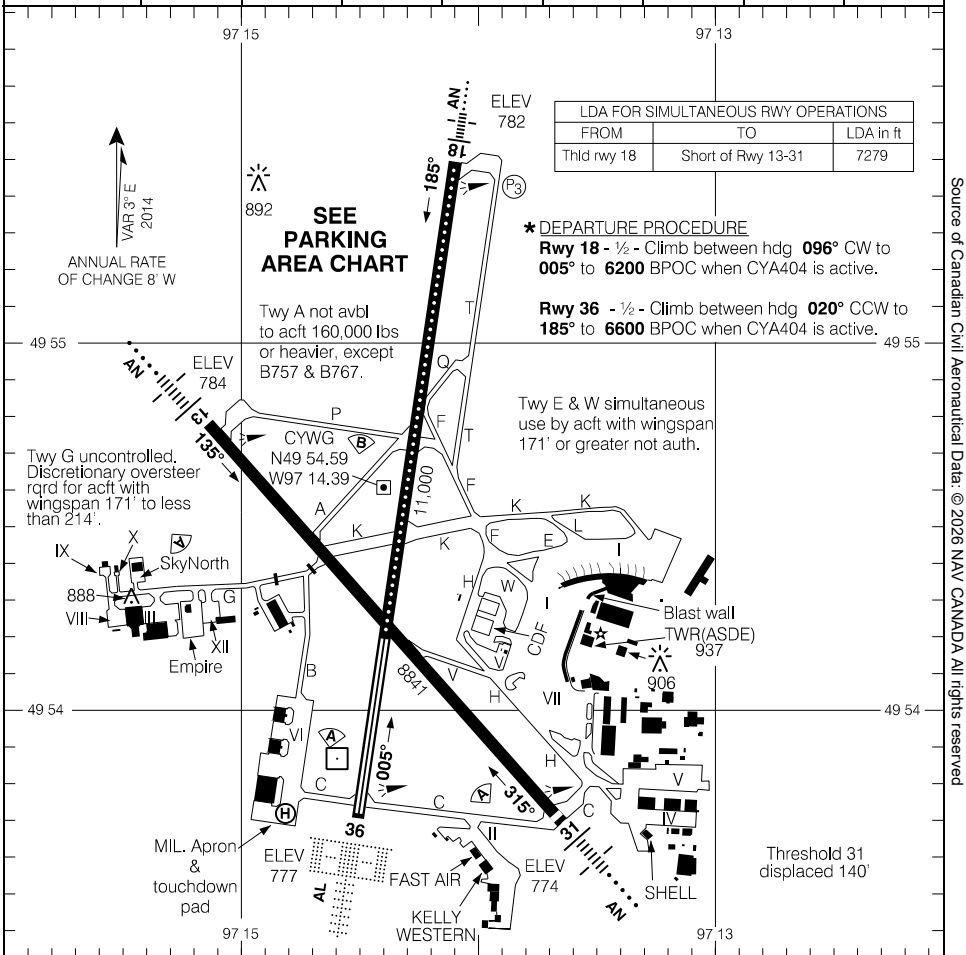
WINNIPEG/JAMES ARMSTRONG RICHARDSON INTL, MB

# AERODROME CHART — CYWG

| ATIS – **120.2** | CLNC DEL – **121.3**<br>GND – **121.9** | TWR – **118.3** | DEP – **119.9** (E) **121.0** (W)<br>RADIO Edmonton – **123.25** |
|---|---|---|---|

| DECL DISTS | 13 | 31 | 18 | 36 | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 8841 | 8841 | 11000 | 11000 | | | | |
| TODA | 9825 | 9825 | 11984 | 11984 | | | | |
| ASDA | 8841 | 8841 | 11000 | 11000 | | | | |
| LDA | 8841 | 8701 | 11000 | 11000 | | | | |




| RUNWAY LEVEL OF SERVICE | |
|---|---|
| RVO | LVO |
| RWY 13, 31, 36: RVR 1200<br>RWY 18: (1/4sm) | RWY 36: RVR 600 |
| TAKE-OFF MINIMA | SCALE IN FEET |
| Rwys 13; 31: ½<br>Rwys 18; 36: * | 2000 0 2000 |

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## Low Visibility Procedures (RVR less than 1200 to 600 ft)

### Expect Delays

When low visibility procedures are in effect, ATC will restrict operations to one aircraft on the maneuvering area at a time (1 departure or 1 arrival at a time).

### Departures

Only departures on Runway 36 or 18 shall be permitted. Intersection departures will not be permitted.

Although Winnipeg Tower does not control aircraft push backs or taxiing on aprons, pilots are recommended to contact Winnipeg Tower before maneuvering on Apron I.

Contact ATC for a start / taxi time.

### Sequencing of Ground Movements for Take-off

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

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

**"AT NO TIME SHALL A PILOT CROSS AN ILLUMINATED RED STOP BAR"**

### Arrivals

When Low Visibility Procedures are in effect the arrival RWY is 36 in accordance with applicable approach minima or approach ban considerations.

Winnipeg Tower will restrict operations to one aircraft on the maneuvering area at a time (1 departure or 1 arrival at a time). Approximately 6 movements per hour.

### Airport Services and Equipment Available Under Low Visibility Operations

Airport Surface Detection Equipment (ASDE).

### Runway Certification

| Rwy | Certification |
|---|---|
| 36 | RVR 600 |
| 13 | RVR 1200 |
| 31 | RVR 1200 |
| 18 | ¼ SM (Based on reported visibility) |

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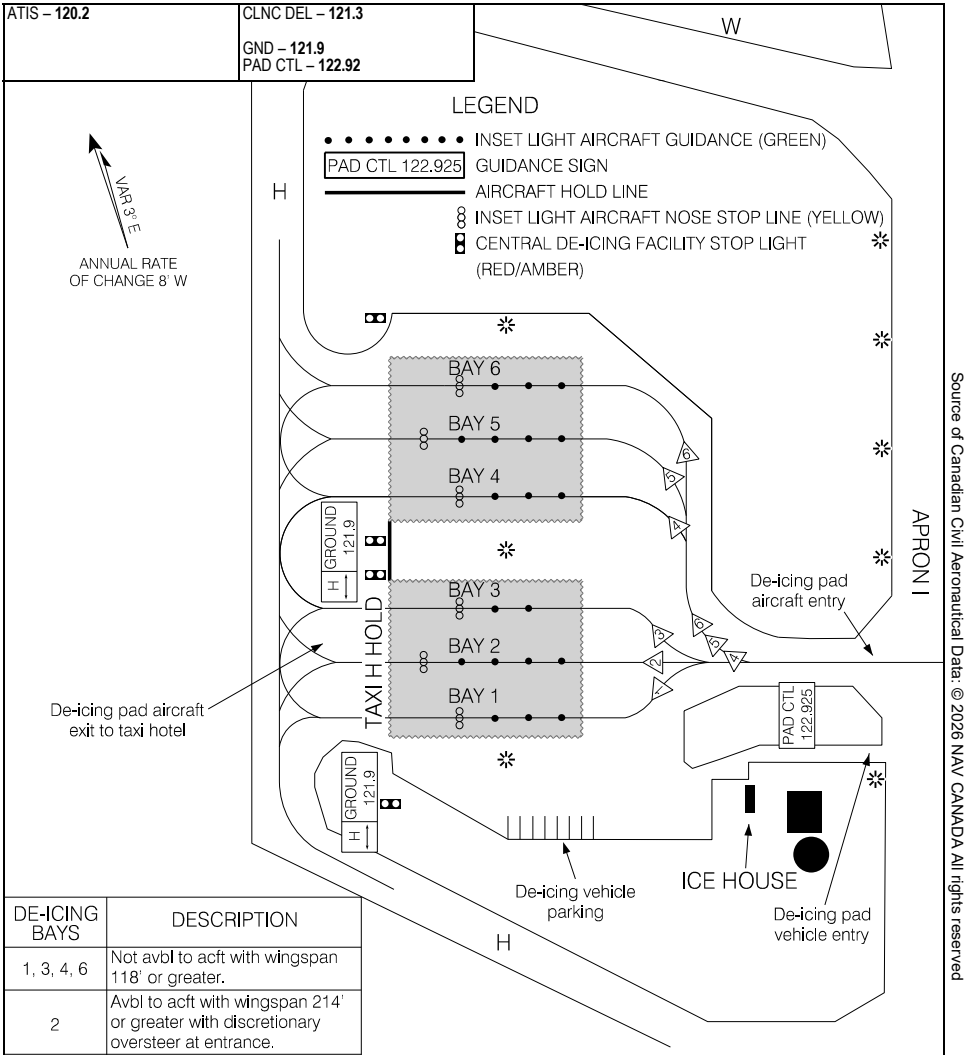
# CENTRAL DE-ICING FACILITY CYWG

ATIS – **120.2**

CLNC DEL – **121.3**

GND – **121.9**
PAD CTL – **122.92**




| DE-ICING BAYS | DESCRIPTION |
|---|---|
| 1, 3, 4, 6 | Not avbl to acft with wingspan 118' or greater. |
| 2 | Avbl to acft with wingspan 214' or greater with discretionary oversteer at entrance. |
| 5 | Not avbl to acft with wingspan 214' or greater. |

DE-ICING OPERATIONS

For more information, ctc Icehouse 204-987-9436.

1. Prior to push back, notify PAD CONTROL (122.925) and WINNIPEG GND when de-icing is required.
2. Hold short of Central De-icing Facility (CDF) and ctc PAD CONTROL on 122.925.
   Note: In the event that the "Hold" light and/or inset lgt cannot be utilized, the CDF will deploy a "Follow Me" vehicle.
3. All de-icing operations are performed with acft engines running, unless otherwise advised by PAD CONTROL.
   CAUTION: all operating engines must be maintained at gnd idle thrust settings. De-icing operation limited to maximum wind gusts of 40kts.
4. Once de-icing is complete, acft will be instructed to ctc WINNIPEG GND for taxi clnc. DO NOT ENTER TWY H WITHOUT ATC CLEARANCE. MINIMUM BREAKAWAY THRUST MUST BE USED.

CENTRAL DE-ICING FACILITY CYWG
EFF 21 MAR 24

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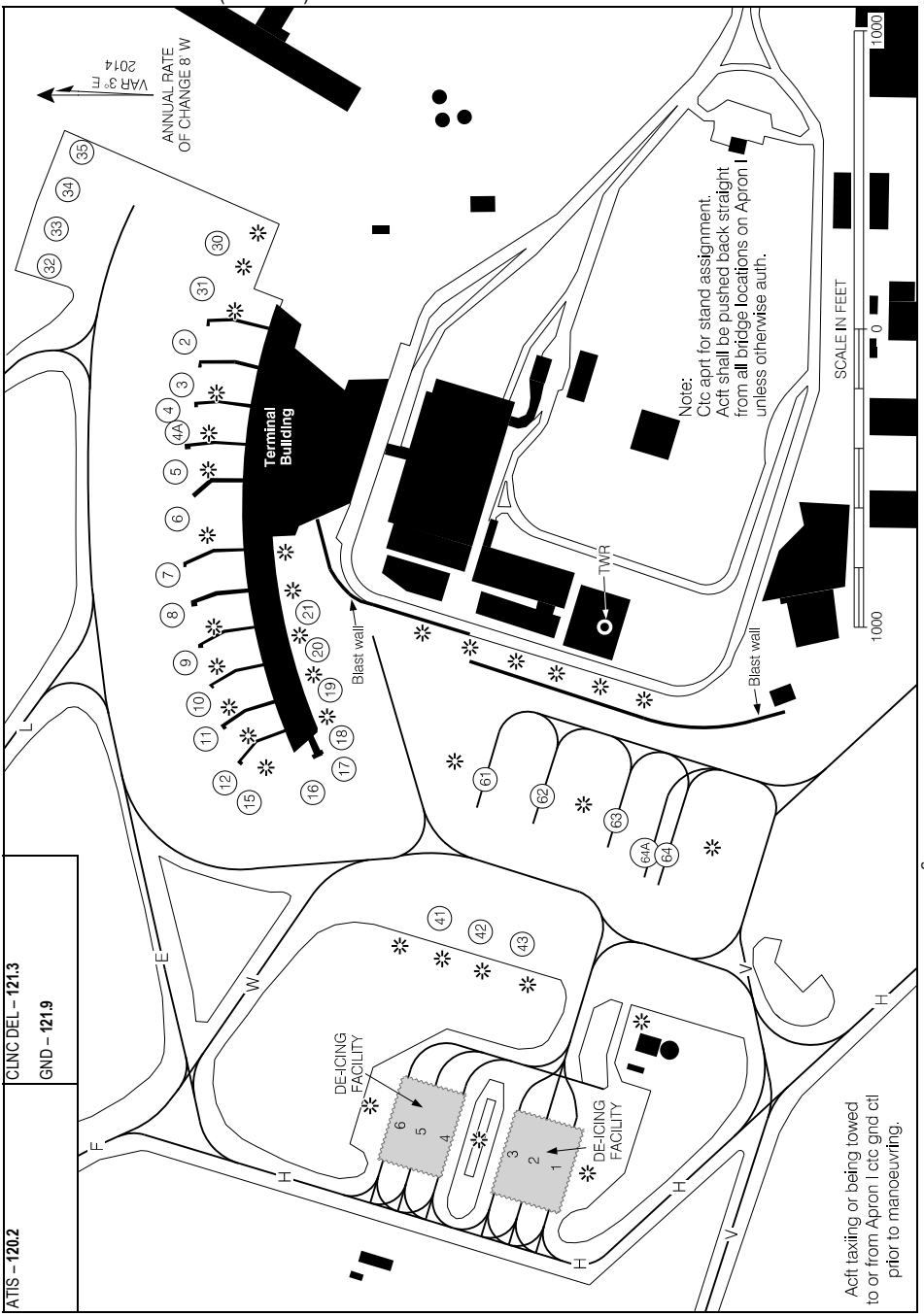
# PARKING AREAS (APRON I) CYWG

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# PARKING AREAS (APRON I) CYWG

EFF 31 OCT 24

# PARKING AREAS (APRON V)

CYWG




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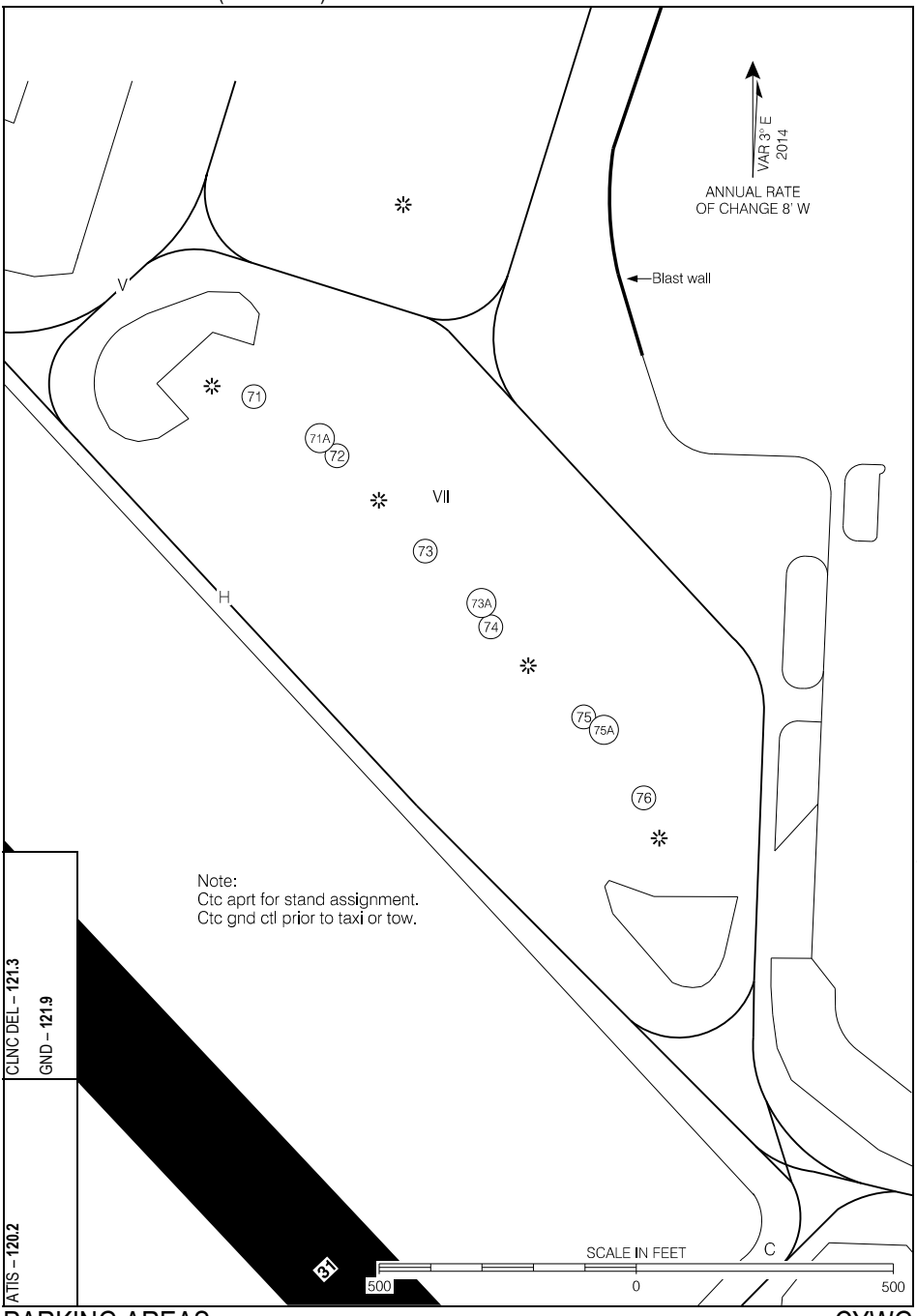
# PARKING AREAS (APRON V)

CYWG

EFF 30 NOV 23

# PARKING AREAS (APRON VII) CYWG

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PARKING AREAS (APRON VII) CYWG

EFF 31 OCT 24

### Aircraft Parking Positions (APRON I, APRON V and APRON VII)

| Position | Coordinates | Position | Coordinates |
|---|---|---|---|
| 2 | 495424.27N 0971317.65W | 35 | 495427.73N 0971309.19W |
| 3 | 495424.57N 0971319.76W | 41 | 495416.13N 0971347.23W |
| 4 | 495424.75N 0971321.91W | 42 | 495414.80N 0971347.92W |
| 4A | 495424.48N 0971322.45W | 43 | 495413.46N 0971348.61W |
| 5 | 495424.96N 0971324.06W | 54 | 495349.26N 0971320.58W |
| 6 | 495424.65N 0971326.94W | 55 | 495349.28N 0971317.01W |
| 7 | 495424.92N 0971329.94W | 56 | 495349.13N 0971313.21W |
| 8 | 495424.76N 0971332.10W | 57 | 495348.99N 0971309.41W |
| 9 | 495424.49N 0971334.23W | 58 | 495348.84N 0971305.60W |
| 10 | 495424.13N 0971336.33W | 59 | 495345.54N 0971321.83W |
| 11 | 495423.71N 0971338.39W | 61 | 495414.82N 0971340.50W |
| 12 | 495423.15N 0971340.41W | 62 | 495413.00N 0971341.45W |
| 15 | 495421.91N 0971341.59W | 63 | 495410.63N 0971342.68W |
| 16 | 495420.51N 0971341.0W | 64 | 495408.97N 0971344.38W |
| 17 | 495419.14N 0971340.74W | 64A | 495409.39N 0971343.72W |
| 18 | 495419.09N 0971338.53W | 71 | 495404.16N 0971348.39W |
| 19 | 495419.48N 0971336.44W | 71A | 495403.31N 0971346.43W |
| 20 | 495419.85N 0971334.38W | 72 | 495402.97N 0971345.97W |
| 21 | 495420.20N 0971332.28W | 73 | 495401.10N 0971343.40W |
| 30 | 495423.42N 0971313.54W | 73A | 495400.08N 0971341.75W |
| 31 | 495423.89N 0971315.57W | 74 | 495359.61N 0971341.50W |
| 32 | 495429.06N 0971314.87W | 75 | 495357.83N 0971338.80W |
| 33 | 495428.67N 0971312.94W | 75A | 495357.56N 0971338.20W |
| 34 | 495428.23N 0971311.05W | 76 | 495356.25N 0971337.06W |

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WINNIPEG/ST. ANDREWS, MB

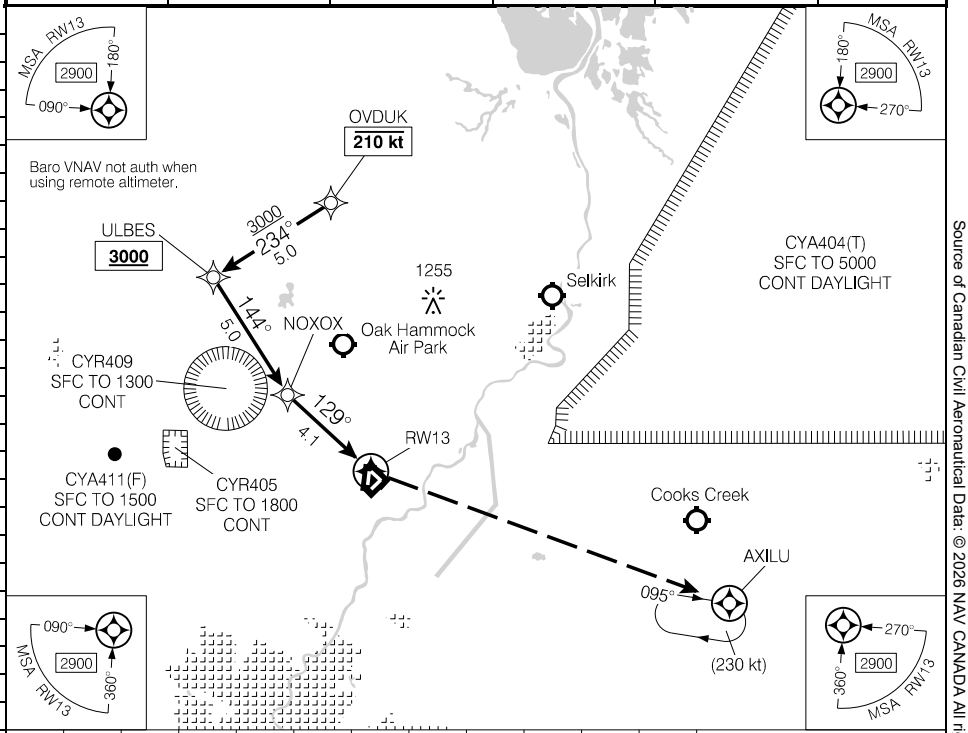
# RNAV (GNSS) RWY 13

500323N 0970157W VAR 4°E

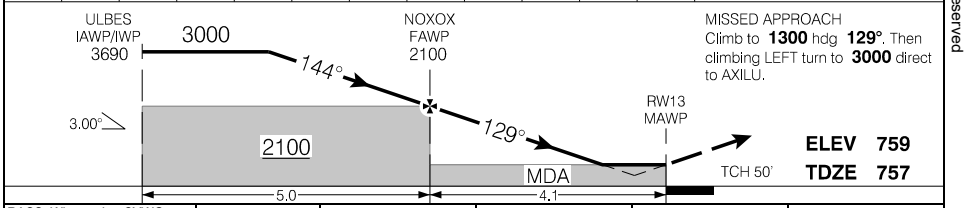
CYAV

| ATIS – 125.8 | TML Winnipeg – 119.9 | TWR – 118.5<br>TFC – 118.5 ATF* | GND – 121.8 | ARCAL 118.5(K) |
|---|---|---|---|---|

| SAFE ALT 100 NM | WAAS | APCH | MIN ALT | LDA |
|---|---|---|---|---|
| 3400 | Ch 80769<br>W13A | CRS<br>129° | NOXOX<br>2100 | 3002 |




| | | 9.1 | 8 | **6.9** | 6 | 5 | 4 | 3 | 2 | 1.1 | | DIST FROM RW13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 3690 | 3350 | **3000** | 2720 | 2400 | 2080 | 1760 | 1440 | 1160 | | ALT (3.00° APCH PATH) |




RASS: When using CYWG add **30'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1007** | (250) | 1 | |
| LNAV/VNAV (min. -20°C, max. 54°C) | **1216** | (459) | 1½ | |
| LNAV | **1160** | (403) | 1¼ | |

RNAV (GNSS) RWY 13

CYAV

EFF 17 APR 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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WINNIPEG/ST. ANDREWS, MB

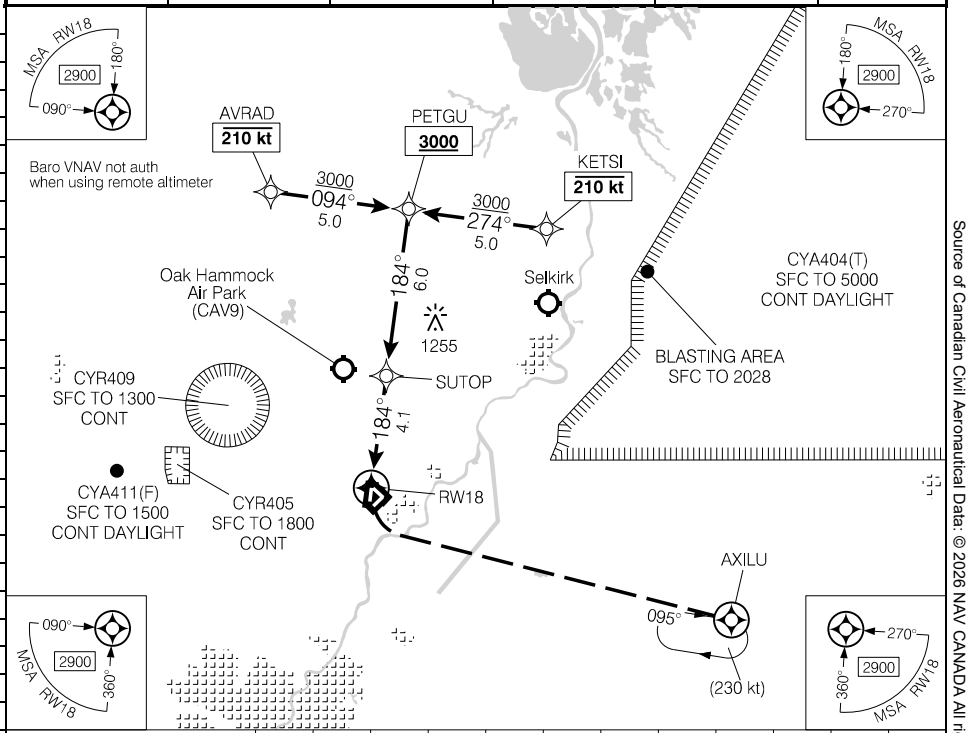
# RNAV (GNSS) RWY 18

500323N 0970157W VAR 4°E

CYAV

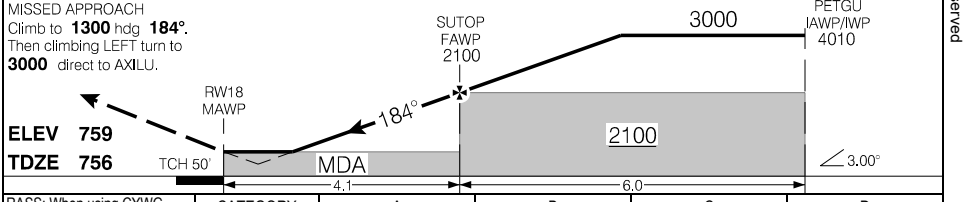
| ATIS – 125.8 | TML Winnipeg – 119.9 | TWR – 118.5<br>TFC – 118.5 ATF* | GND – 121.8 | ARCAL 118.5(K) |
|---|---|---|---|---|

| SAFE ALT 100 NM | WAAS | APCH CRS | MIN ALT SUTOP | LDA |
|---|---|---|---|---|
| 3400 | Ch 80762<br>W18A | 184° | 2100 | 3000 |




| DIST FROM RW18 | 1.2 | 2 | 3 | 4 | 5 | 6 | **6.9** | 8 | 9 | 10.1 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 1180 | 1440 | 1760 | 2080 | 2400 | 2720 | **3000** | 3350 | 3670 | 4010 | | |

MISSED APPROACH
Climb to **1300** hdg **184°**.
Then climbing LEFT turn to
**3000** direct to AXILU.




RASS: When using CYWG add **30'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1051** | (295) | 1 | |
| LNAV/VNAV (min. -20°C, max. 54°C) | **1213** | (457) | 1½ | |
| LNAV | **1180** | (424) | 1¼ | |

# RNAV (GNSS) RWY 18

CYAV

EFF 11 JUL 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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WINNIPEG/ST. ANDREWS, MB

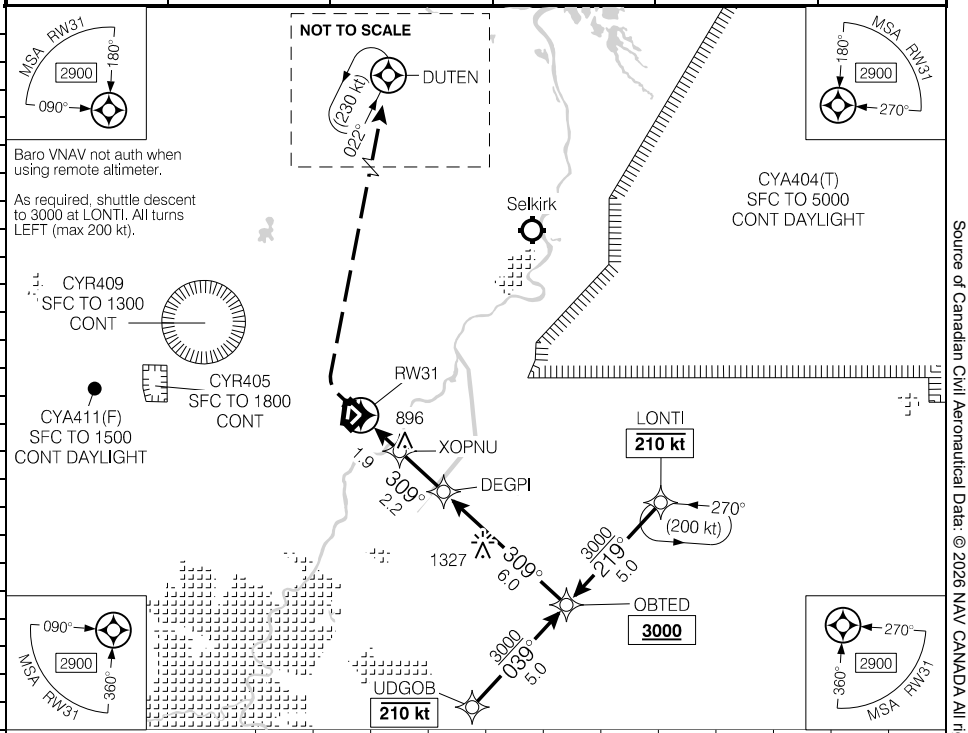
# RNAV (GNSS) RWY 31

500323N 0970157W VAR 4°E

CYAV

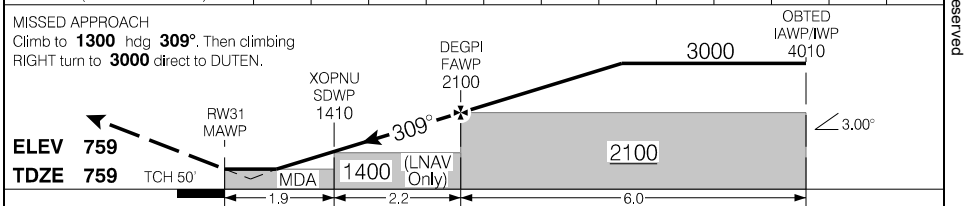
| ATIS – 125.8 | TML Winnipeg – 119.9 | TWR – 118.5 | GND – 121.8 | ARCAL 118.5(K) |
|---|---|---|---|---|
| | | TFC – 118.5 ATF* | | |

| SAFE ALT 100 NM | WAAS | APCH CRS | MIN ALT DEGPI | LDA |
|---|---|---|---|---|
| 3400 | Ch 80763 W31A | 309° | 2100 | 3002 |




| DIST FROM RW31 | 0.9 | 2 | 3 | 4 | 5 | 6 | **6.9** | 8 | 9 | 10.1 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 1080 | 1450 | 1760 | 2080 | 2400 | 2720 | **3000** | 3360 | 3670 | 4010 | | |

MISSED APPROACH
Climb to **1300** hdg **309°**. Then climbing RIGHT turn to **3000** direct to DUTEN.




RASS: When using CYWG add **30'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1009** | (250) | 1 | |
| LNAV/VNAV (min. -20°C, max. 54°C) | **1009** | (250) | 1 | |
| LNAV | **1080** | (321) | 1 | |

RNAV (GNSS) RWY 31 CYAV

EFF 11 JUL 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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WINNIPEG/ST. ANDREWS, MB

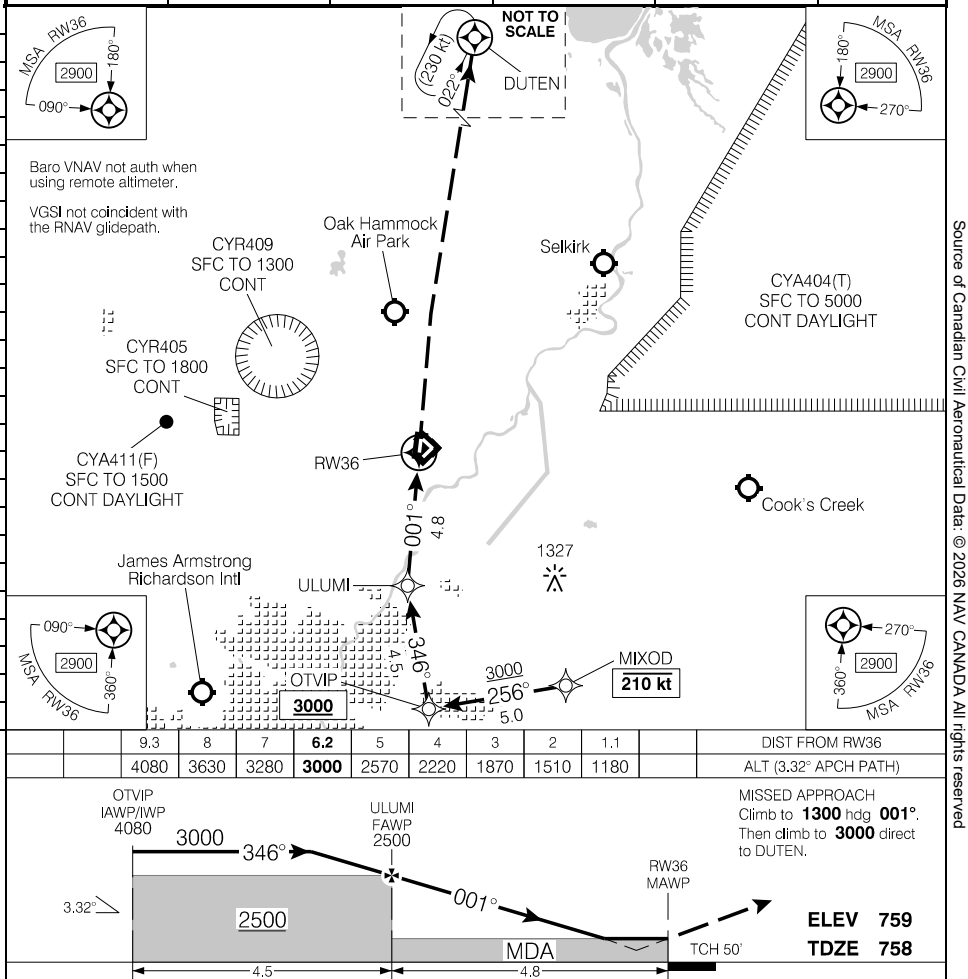
# RNAV (GNSS) Z RWY 36

500323N 0970157W VAR 4°E

CYAV

| ATIS – 125.8 | TML Winnipeg – 119.9 | TWR – 118.5 / TFC – 118.5 ATF* | GND – 121.8 | ARCAL 118.5(K) |
|---|---|---|---|---|

| SAFE ALT 100 NM | RNAV | APCH CRS | MIN ALT ULUMI | LDA |
|---|---|---|---|---|
| 3400 | | 001° | 2500 | 3000 |




| | | 9.3 | 8 | 7 | 6.2 | 5 | 4 | 3 | 2 | 1.1 | | DIST FROM RW36 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 4080 | 3630 | 3280 | 3000 | 2570 | 2220 | 1870 | 1510 | 1180 | | ALT (3.32° APCH PATH) |




RASS: When using CYWG add **30'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV (min. -26°C, max. 26°C) | 1039 | (281) | 1 | |
| LNAV | 1180 | (422) | 1¼ | |

| Knots | ft/min | Min:Sec |
|---|---|---|
| 70 | 410 | |
| 90 | 530 | |
| 110 | 650 | |
| 130 | 760 | |
| 150 | 880 | |

# RNAV (GNSS) Z RWY 36

CYAV

EFF 17 APR 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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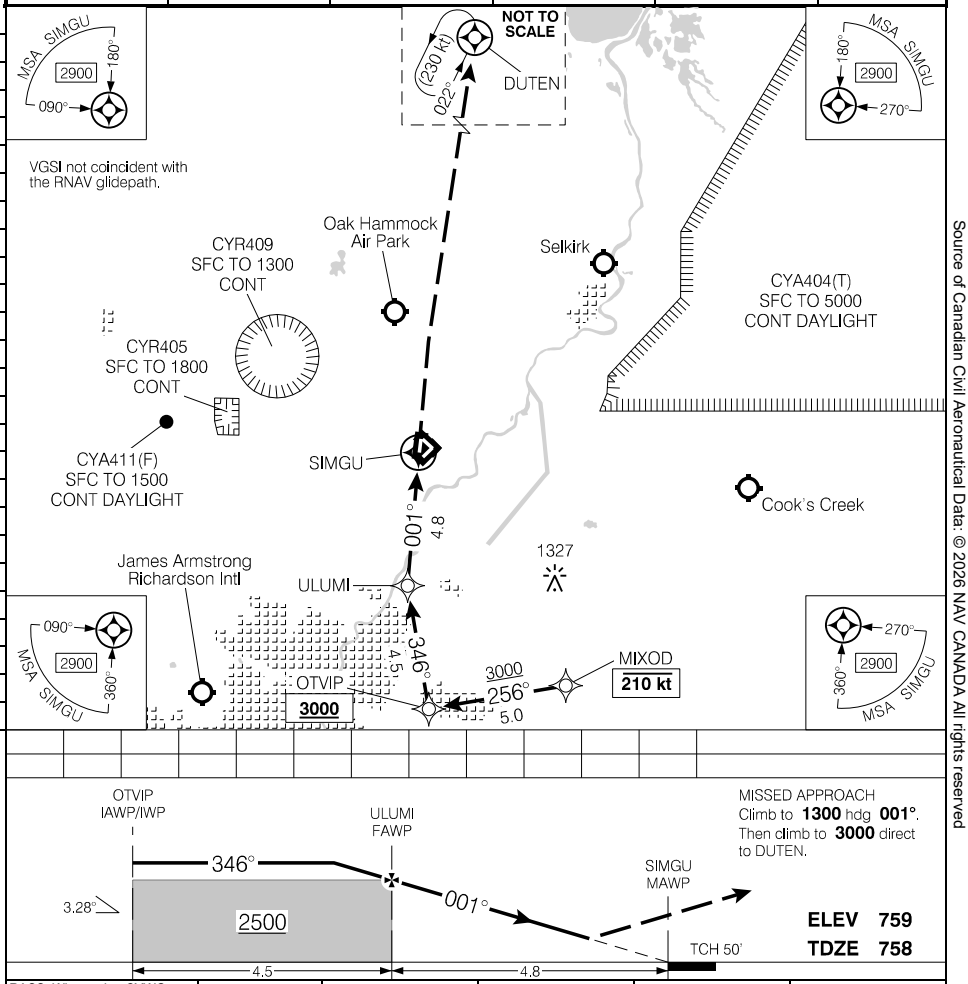
WINNIPEG/ST. ANDREWS, MB

# RNAV (GNSS) X RWY 36

500323N 0970157W VAR 4°E

CYAV

| ATIS – 125.8 | TML Winnipeg – 119.9 | TWR – 118.5<br>TFC – 118.5 ATF* | GND – 121.8 | ARCAL 118.5(K) |
|---|---|---|---|---|
| SAFE ALT 100 NM<br>**3400** | WAAS<br>**Ch 80770**<br>W36A | APCH<br>CRS<br>**001°** | MIN ALT<br>ULUMI<br>**2500** | LDA<br>**3000** |







RASS: When using CYWG add **30'**.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1008** | (250) | | 1 |

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

# RNAV (GNSS) X RWY 36

CYAV

EFF 17 APR 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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## Departure Route Description

**All rwys:** Maintain **3000**. Anticipate radar vector to filed/assigned route. Expect clearance to flight planned altitude/flight level within 10 minutes after departure.

**Rwy 04:** Climb hdg **041°** to **2000**. Then climbing LEFT turn hdg **015°** or as assigned by ATC.

**Rwy 13:** Climb hdg **129°** to **2000**. Then climbing LEFT turn hdg **120°** or as assigned by ATC.

**Rwy 18:** Requires a minimum climb gradient of **250** ft/NM to **2000**. Climb hdg **184°** to **2000**, then climbing LEFT turn hdg **110°** or as assigned by ATC.

**Rwy 22:** Climb hdg **221°** or as assigned by ATC.

**Rwy 31:** Requires a minimun climb gradient of **250** ft/NM to **1200**. Climb hdg **309°** to **1200**. Then climbing RIGHT turn hdg **345°** or as assigned by ATC

**Rwy 36:** Climb hdg **004°** or as assigned by ATC.

**Note:** When TWR CLSD, CLNC may be obtained from WG TML at 204-983-4121.

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 |

## 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. Upon reaching assigned altitude proceed directly on course;
3. Maintain last assigned altitude until 10 minutes after take-off, then;
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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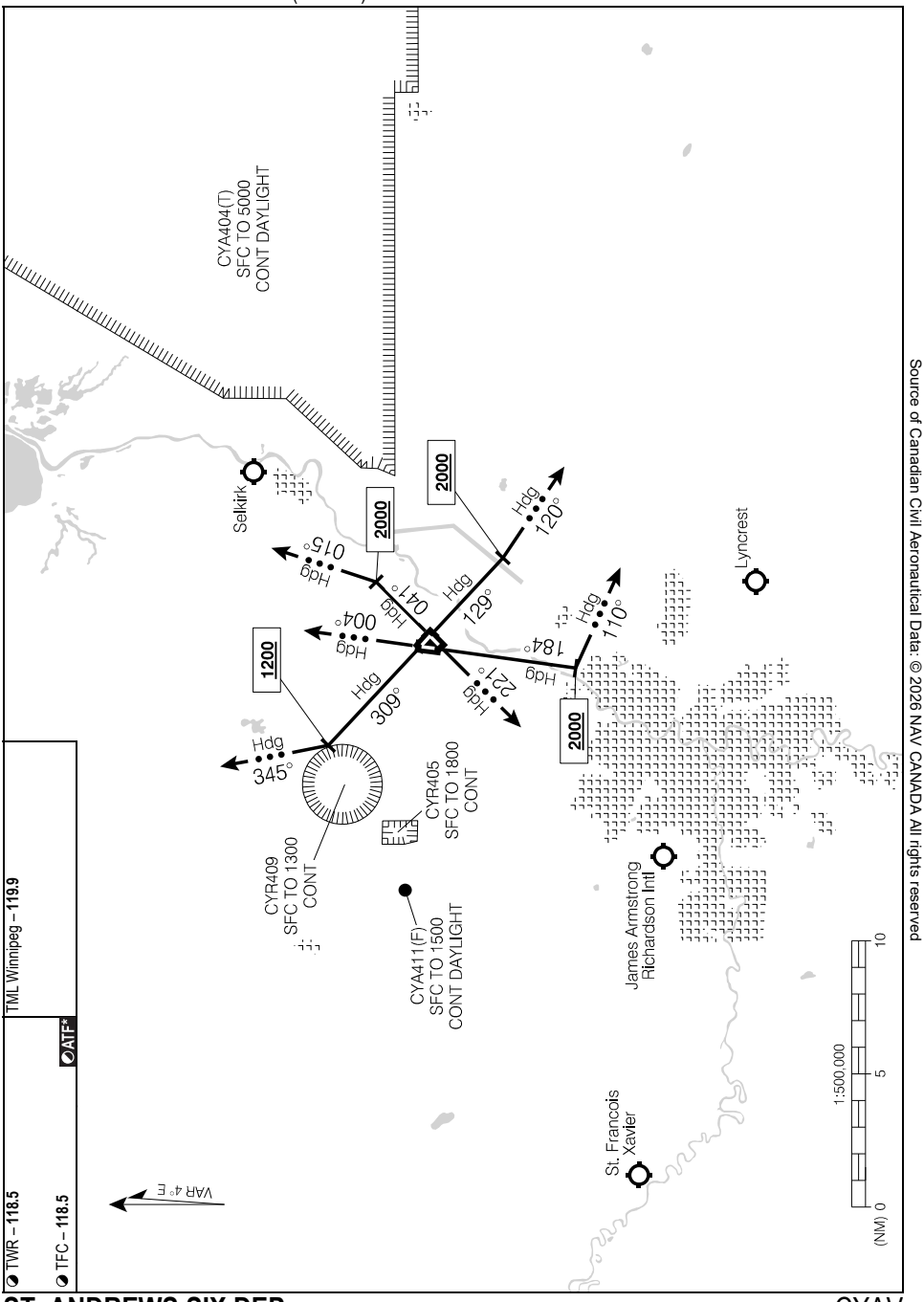
SID (VECTOR)

# ST. ANDREWS SIX DEP (CYAV6.)

WINNIPEG/ST. ANDREWS, MB

CYAV

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ST. ANDREWS SIX DEP (CYAV6.)

CYAV

EFF 11 JUL 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

## Departure Procedure

**Rwy 04 – ½:** Climb between hdg **013°** CCW to **221°** to remain clear of CYA404.

**Note:** Trees to 804 ASL aprx 0.2 NM past departure end of rwy, 500' RIGHT of rwy centreline.

**Rwy 13 – ½:** Climb between hdg **106°** CW to **309°** to remain clear of CYA404

**Note:** Trees to 816 ASL aprx 0.2 NM past departure end of rwy.

**Rwy 18 – ½:** Climb between hdg **105°** CW to **004°** to remain clear of CYA404.

**Rwy 22 – ½:** Climb between hdg **105°** CW to **015°** to remain clear of CYA404.

**Note:** Trees to 806 ASL aprx 0.3 NM past departure end of rwy, 400' LEFT of rwy centreline.

**Rwy 31 – ½:** Climb between hdg **016°** CCW to **129°** to remain clear of CYA404. No LEFT turn below **1800**.

**Note:** Power line to 908 ASL aprx 0.9 NM past departure end of rwy.

**Rwy 36 – ½:** Climb between hdg **343°** CCW to **184°** to remain clear of CYA404.

**Note:** Power line to 843 ASL aprx 0.5 NM past departure end of rwy.

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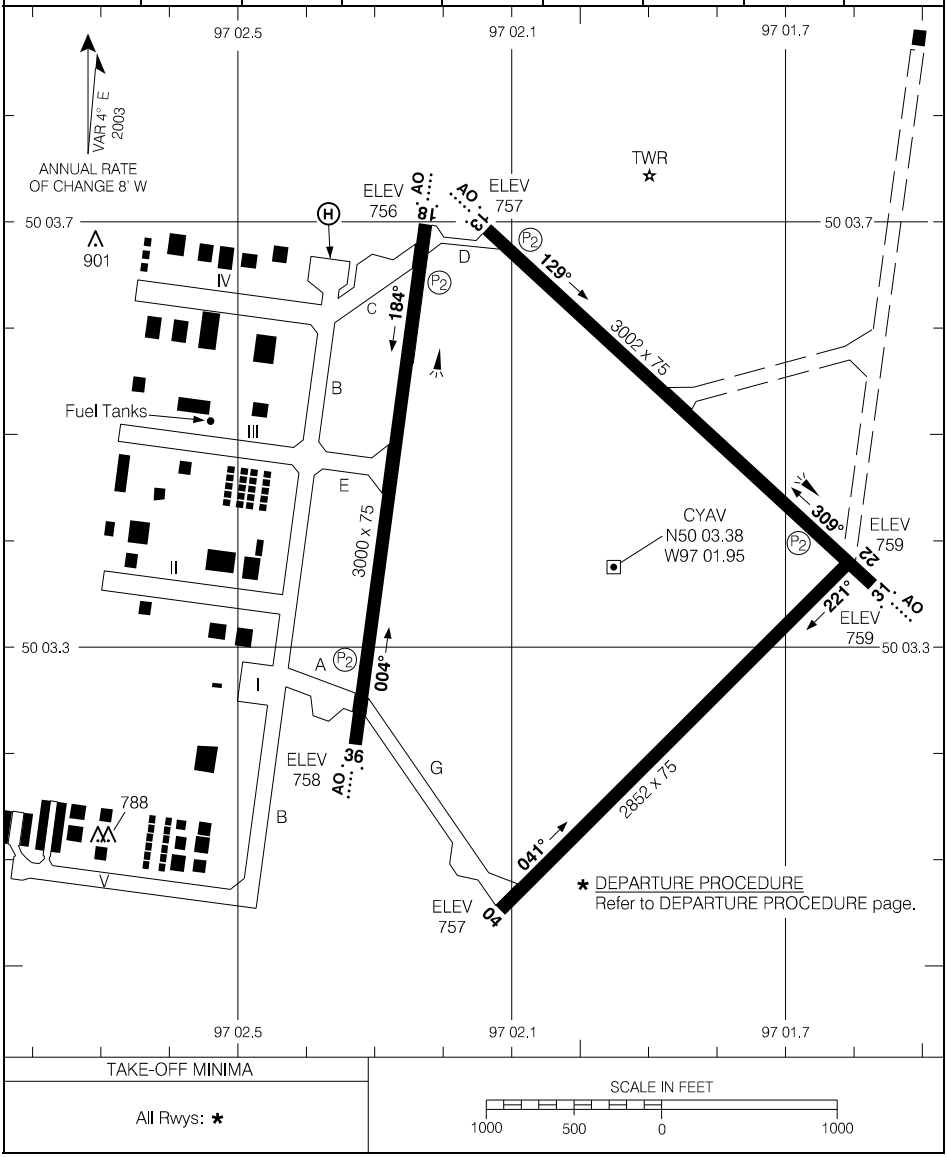
WINNIPEG/ST. ANDREWS, MB

# AERODROME CHART — CYAV

| ATIS – **125.8** | GND – **121.8** | TWR – **118.5** | TML Winnipeg – **119.9** |
|---|---|---|---|
| | | TFC – **118.5** ATF* | |

| DECL DISTS | 04 | 22 | 13 | 31 | 18 | 36 | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 2852 | 2852 | 3002 | 3002 | 3000 | 3000 | | |
| TODA | 3836 | 3836 | 3986 | 3986 | 3984 | 3984 | | |
| ASDA | 2852 | 2852 | 3002 | 3002 | 3000 | 3000 | | |
| LDA | 2852 | 2852 | 3002 | 3002 | 3000 | 3000 | | |

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# AERODROME CHART — CYAV

EFF 17 APR 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

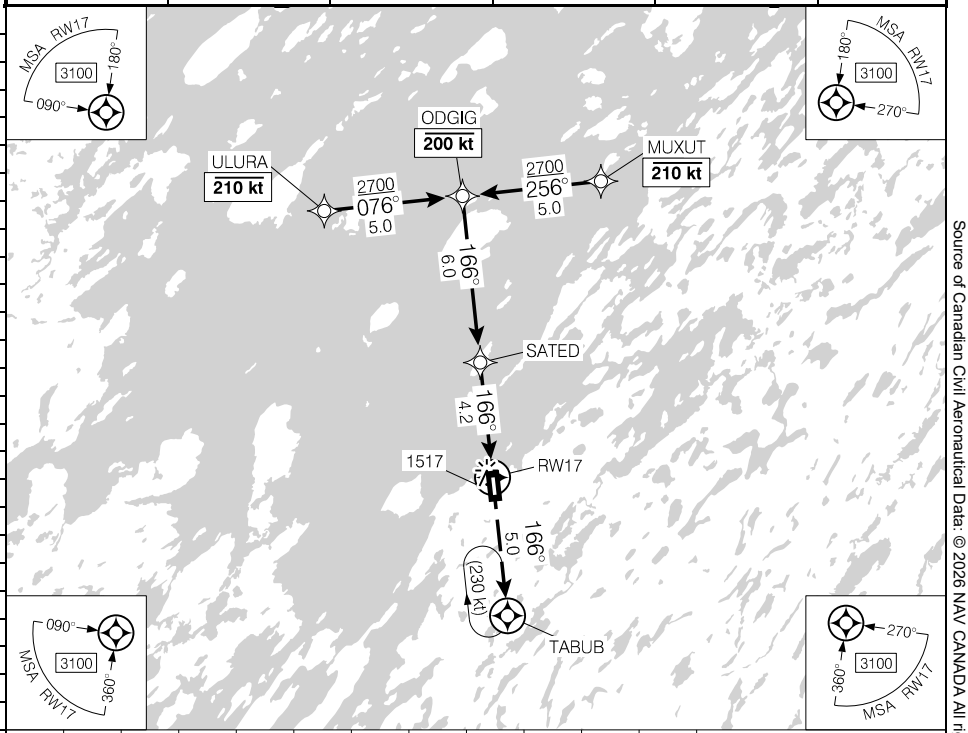
WOLLASTON LAKE, SK

# RNAV (GNSS) RWY 17

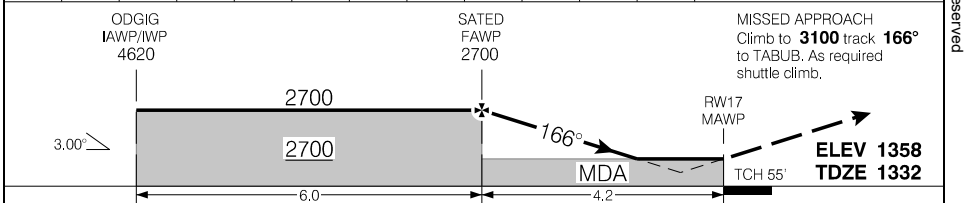
580625N 1031021W VAR 8°E

CZWL

| AUTO – **122.07** | | TFC – **123.3** ATF | | ARCAL 123.3(J) |
|---|---|---|---|---|
| SAFE ALT 100 NM **3400** | WAAS **Ch 80075** W17A | APCH CRS **166°** | MIN ALT SATED **2700** | LDA **3793** |




| | | 10.2 | 9 | 8 | 7 | 6 | 5 | **4.2** | 3 | 1.5 | | DIST FROM RW17 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 4620 | 4250 | 3930 | 3610 | 3290 | 2970 | **2700** | 2330 | 1840 | | ALT (3.00° APCH PATH) |




RASS: When using CYKC add **60'**. When using CZWH add **180'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1822** | (500) | 1¾ | |
| LNAV | **1840** | (518) | 1½ | |

# RNAV (GNSS) RWY 17

CZWL

EFF 17 APR 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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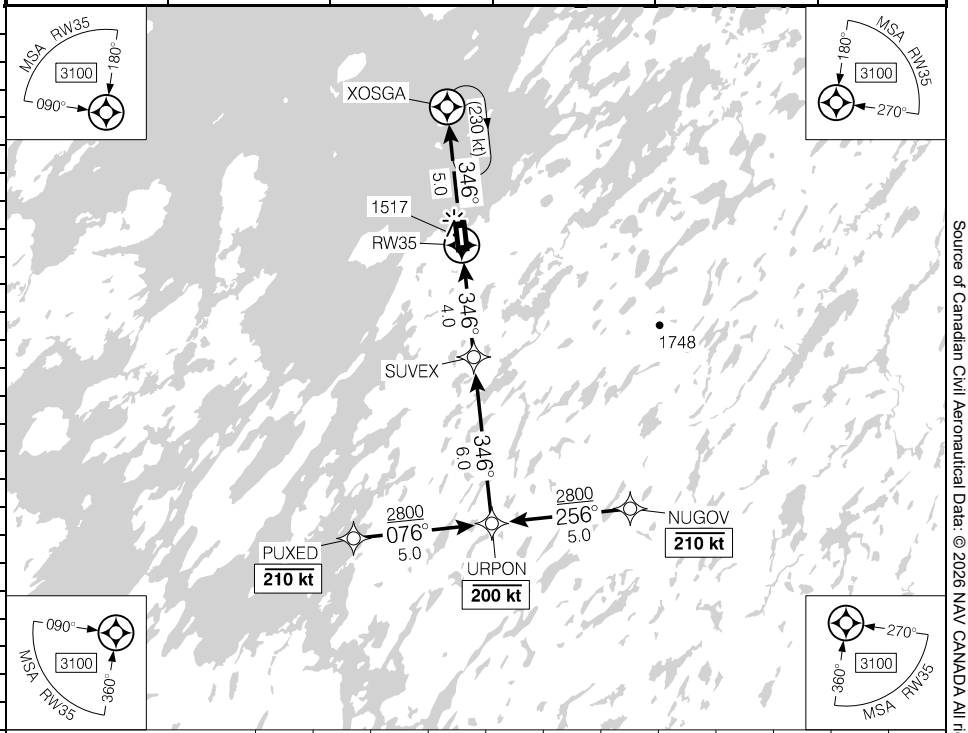
WOLLASTON LAKE, SK

# RNAV (GNSS) RWY 35

580625N 1031021W VAR 8°E

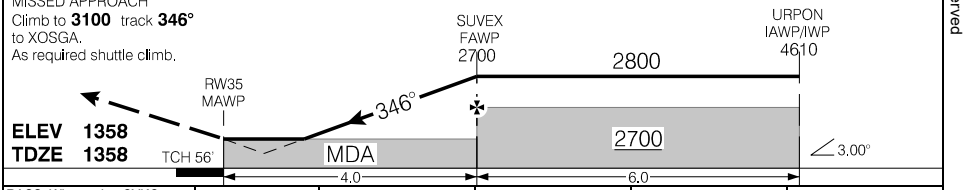
CZWL

| AUTO – **122.07** | | TFC – **123.3** ATF | | ARCAL 123.3(J) |
|---|---|---|---|---|
| SAFE ALT 100 NM **3400** | WAAS **Ch 80884** W35A | APCH CRS **346°** | MIN ALT SUVEX **2700** | LDA **3793** |




| DIST FROM RW35 | 1.4 | 2 | 3 | **4.4** | 5 | 6 | 7 | 8 | 9 | 10 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 1860 | 2050 | 2370 | **2800** | 3010 | 3330 | 3640 | 3960 | 4280 | 4610 | | |

MISSED APPROACH
Climb to **3100** track **346°**
to XOSGA.
As required shuttle climb.




RASS: When using CYKC add **60'**. When using CZWH add **180'**.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1857** | (500) | 1¾ | |
| LNAV | **1860** | (503) | 1½ | |

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Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

WOLLASTON LAKE, SK

# AERODROME CHART

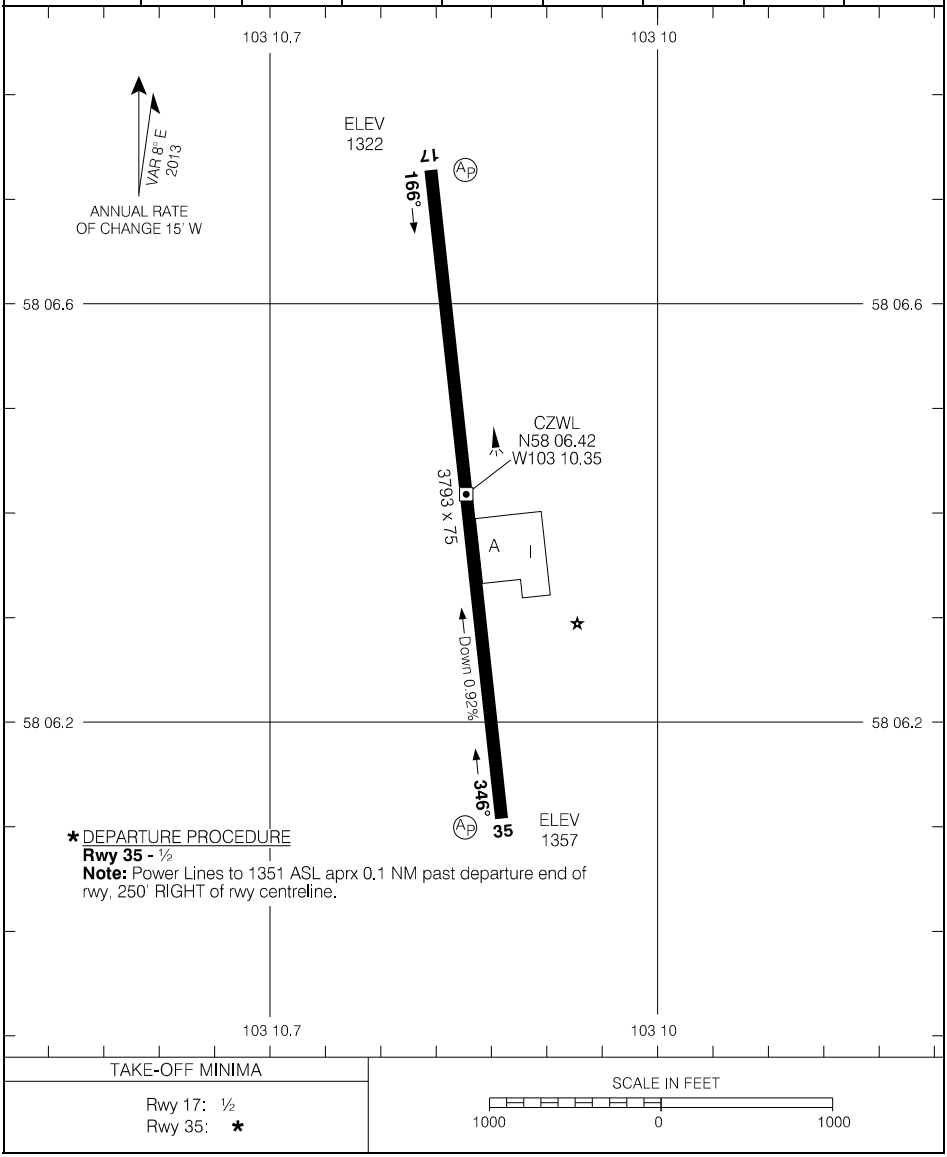
CZWL

AUTO – **122.07**

TFC – **123.3** ATF

RADIO Edmonton – **123.55** DRCO

| DECL DISTS | 17 | 35 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 3793 | 3793 | | | | | | |
| TODA | 4777 | 4777 | | | | | | |
| ASDA | 3793 | 3793 | | | | | | |
| LDA | 3793 | 3793 | | | | | | |

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# AERODROME CHART

CZWL

EFF 17 APR 25



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

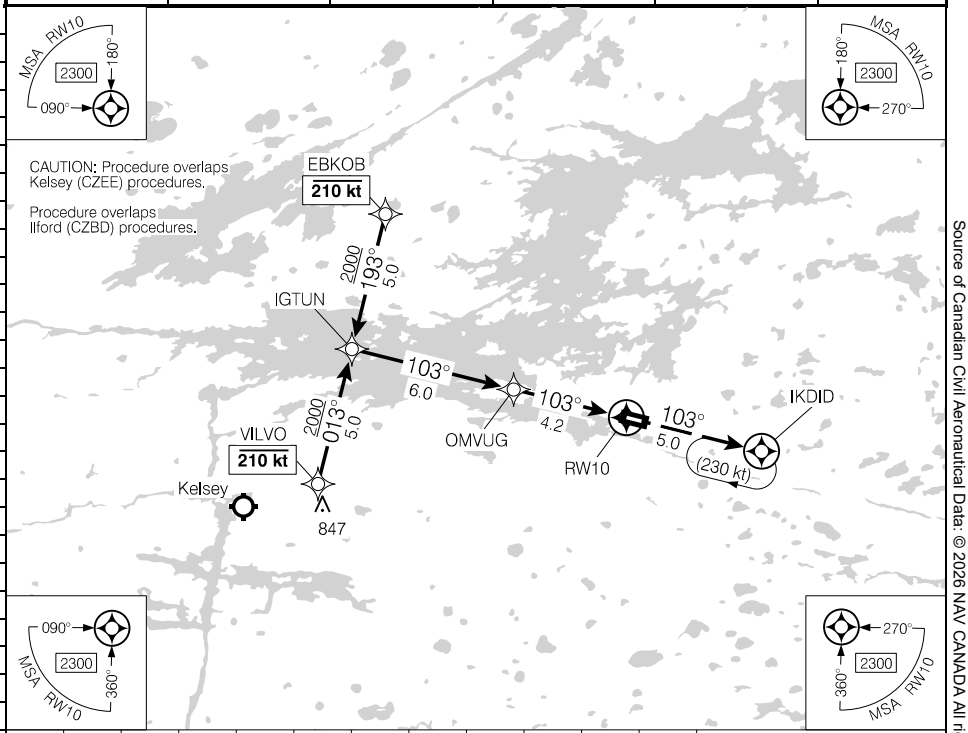
YORK LANDING, MB

# RNAV (GNSS) RWY 10

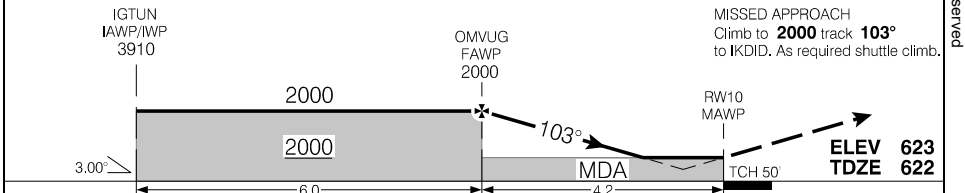
560522N 0960521W VAR 1°E

CZAC

| | | | | |
|---|---|---|---|---|
| | CTR Winnipeg – **133.15** | UNICOM – **122.8** (AU) ATF | | ARCAL 122.8(J) |
| SAFE ALT 100 NM **2500** | WAAS **Ch 81121** W10A | APCH CRS **103°** | MIN ALT OMVUG **2000** | LDA **3397** |




| (NM) | | | 10.2 | 9 | 8 | 7 | 6 | 5 | **4.2** | 3 | 2 | 1.4 | DIST FROM RW10 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 3910 | 3540 | 3220 | 2900 | 2580 | 2260 | **2000** | 1630 | 1310 | 1120 | ALT (3.00° APCH PATH) |




MISSED APPROACH
Climb to **2000** track **103°**
to IKDID. As required shuttle climb.

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1120** | (500) | 1¾ | |
| LNAV | **1120** | (500) | 1½ | |

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

RNAV (GNSS) RWY 10

CZAC

EFF 11 JUL 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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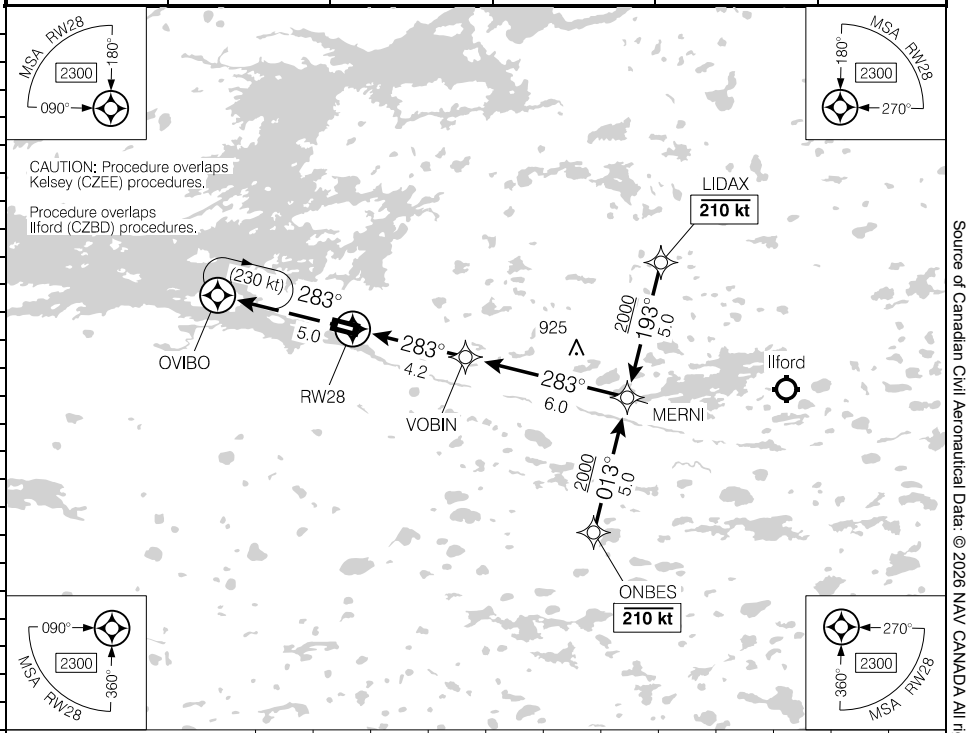
YORK LANDING, MB

# RNAV (GNSS) RWY 28

560522N 0960521W VAR 1°E

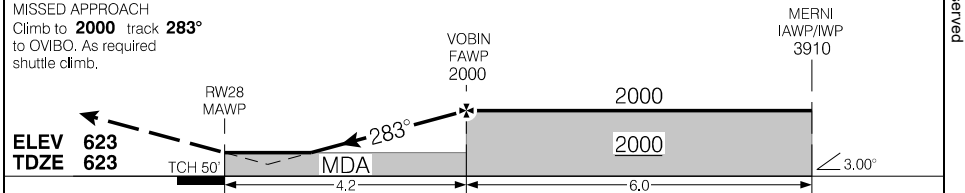
CZAC

| | | | | | |
|---|---|---|---|---|---|
| | CTR Winnipeg – **133.15** | | UNICOM – **122.8** (AU) ATF | | ARCAL 122.8(J) |
| SAFE ALT 100 NM **2500** | WAAS **Ch 81122** W28A | APCH CRS **283°** | MIN ALT VOBIN **2000** | LDA **3397** | |




| DIST FROM RW28 | 1.5 | 2 | 3 | **4.2** | 5 | 6 | 7 | 8 | 9 | 10.2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 1140 | 1310 | 1630 | **2000** | 2270 | 2580 | 2900 | 3220 | 3540 | 3910 | | |

MISSED APPROACH
Climb to **2000** track **283°** to OVIBO. As required shuttle climb.




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

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1122** | (500) | 1¾ | |
| LNAV | **1140** | (518) | 1½ | |

# RNAV (GNSS) RWY 28

CZAC

EFF 11 JUL 24



Canada Air Pilot
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YORK LANDING, MB

# AERODROME CHART

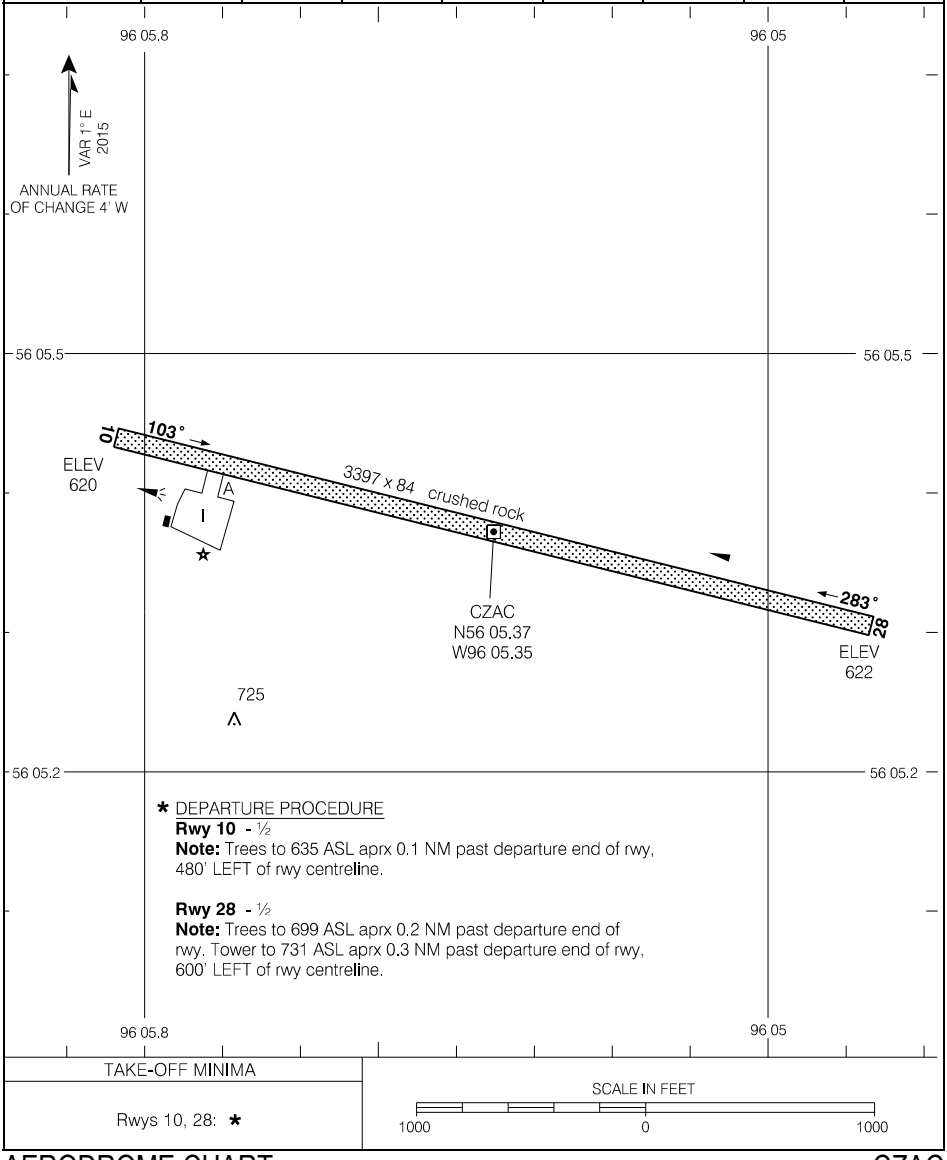
CZAC

UNICOM – **122.8** (AU)

ATF

CTR Winnipeg – **133.15**

| DECL DISTS | 10 | 28 | | | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 3397 | 3397 | | | | | | |
| TODA | 4381 | 4381 | | | | | | |
| ASDA | 3397 | 3397 | | | | | | |
| LDA | 3397 | 3397 | | | | | | |




* DEPARTURE PROCEDURE

**Rwy 10** - ½

**Note:** Trees to 635 ASL aprx 0.1 NM past departure end of rwy, 480' LEFT of rwy centreline.

**Rwy 28** - ½

**Note:** Trees to 699 ASL aprx 0.2 NM past departure end of rwy. Tower to 731 ASL aprx 0.3 NM past departure end of rwy, 600' LEFT of rwy centreline.

| TAKE-OFF MINIMA |
|---|
| Rwys 10, 28: * |

SCALE IN FEET

1000 0 1000

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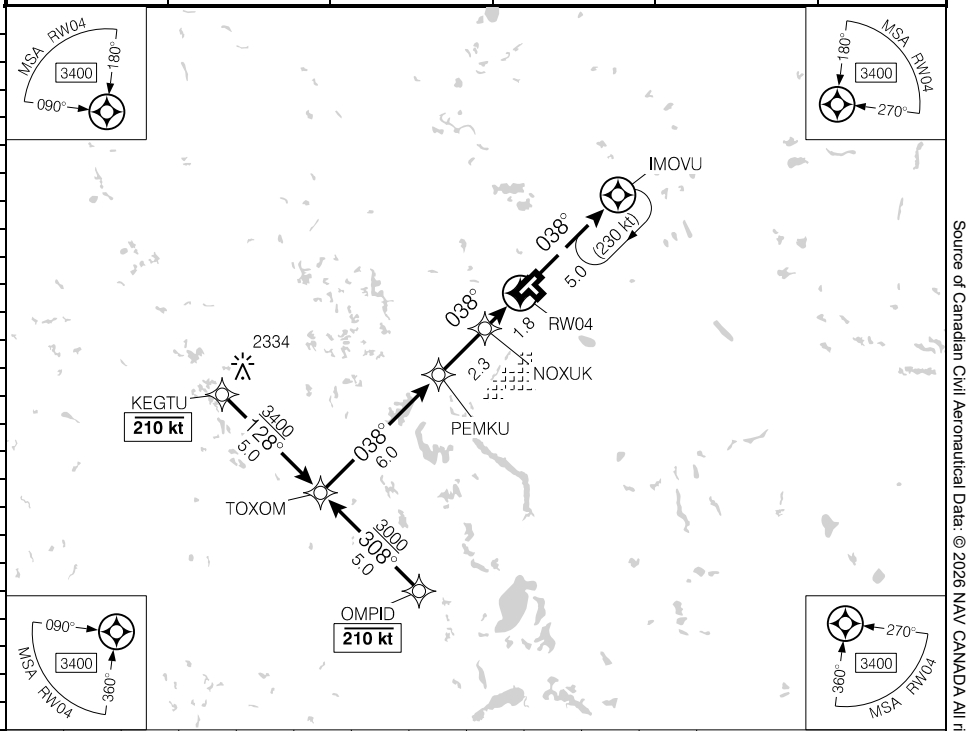
YORKTON REGIONAL, SK

# RNAV (GNSS) RWY 04

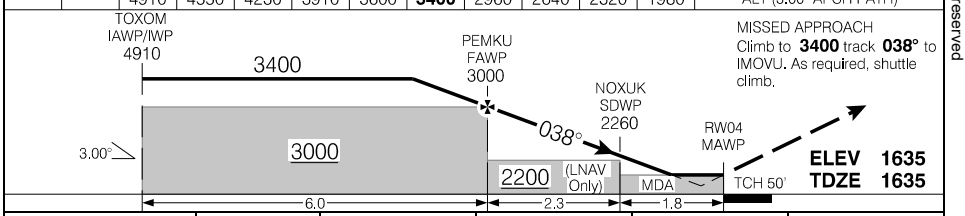
511553N 1022742W VAR 7°E

CYQV

| | | | | |
|---|---|---|---|---|
| AWOS – **128.72** | CTR Winnipeg – **132.52** | RADIO Regina – **119.65** **296.6**<br>TFC – **119.65** **296.6** MF | | ARCAL 119.65(K)<br>AD |
| SAFE ALT 100 NM **4700** | WAAS **Ch 80619** W04A | APCH CRS **038°** | MIN ALT PEMKU **3000** | LDA **4800** |




| | | 10.1 | 9 | 8 | 7 | 6 | **5.4** | 4 | 3 | 2 | 0.9 | DIST FROM RW04 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 4910 | 4550 | 4230 | 3910 | 3600 | **3400** | 2960 | 2640 | 2320 | 1980 | ALT (3.00° APCH PATH) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1885** | (250) | 1 | |
| LNAV | **1980** | (345) | 1 | |

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

RNAV (GNSS) RWY 04 CYQV

EFF 31 OCT 24



Canada Air Pilot
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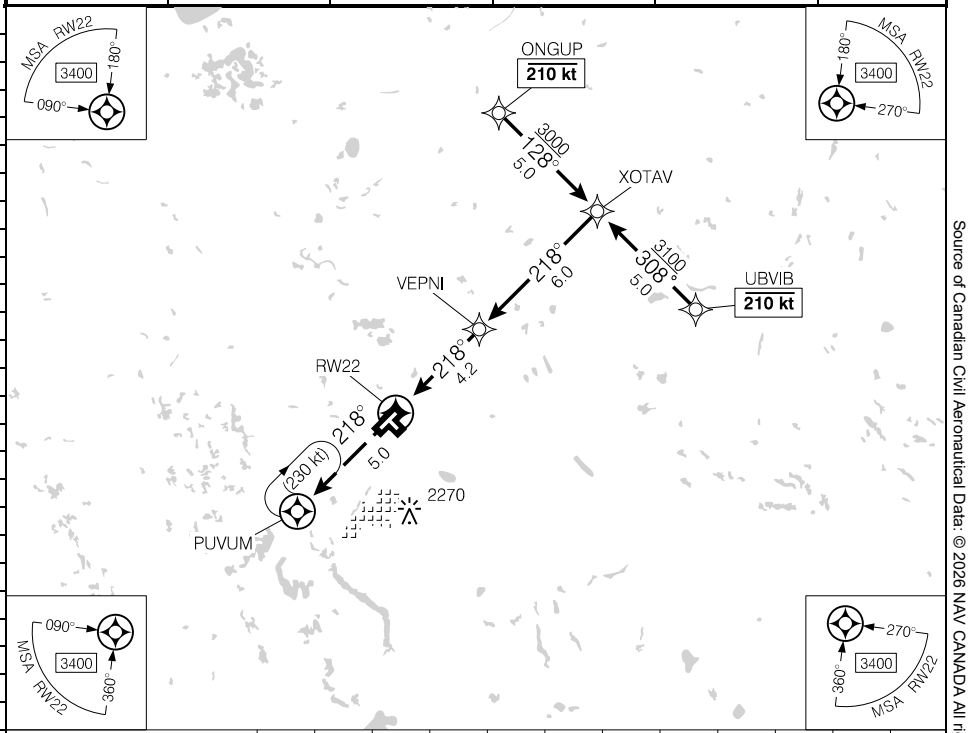
YORKTON REGIONAL, SK

# RNAV (GNSS) RWY 22

511553N 1022742W VAR 7°E

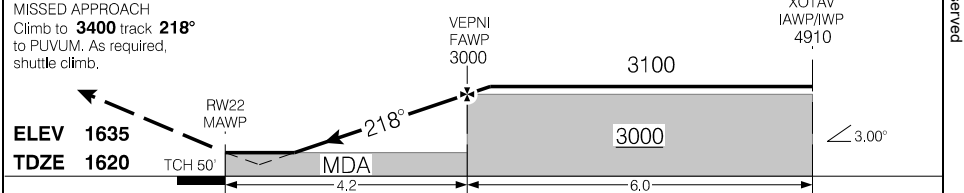
CYQV

| | | | | |
|---|---|---|---|---|
| AWOS – **128.72** | CTR Winnipeg – **132.52** | RADIO Regina – **119.65** **296.6**<br>TFC – **119.65** **296.6** MF | | ARCAL 119.65(K) |
| SAFE ALT 100 NM **4700** | WAAS **Ch 80620** W22A | APCH CRS **218°** | MIN ALT VEPNI **3000** | LDA **4800** |




| DIST FROM RW22 | 1.2 | 2 | 3 | 4 | **4.6** | 6 | 7 | 8 | 9 | 10.2 |
|---|---|---|---|---|---|---|---|---|---|---|
| ALT (3.00° APCH PATH) | 2020 | 2280 | 2600 | 2920 | **3100** | 3560 | 3880 | 4190 | 4510 | 4910 |

MISSED APPROACH
Climb to **3400** track **218°**
to PUVUM. As required,
shuttle climb.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV | **1847** | (250) | 1 | |
| LNAV | **2020** | (423) | 1¼ | |

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

# RNAV (GNSS) RWY 22

CYQV

EFF 31 OCT 24



Canada Air Pilot
Effective 0901Z 22 JAN 2026 to 0901Z 19 MAR 2026

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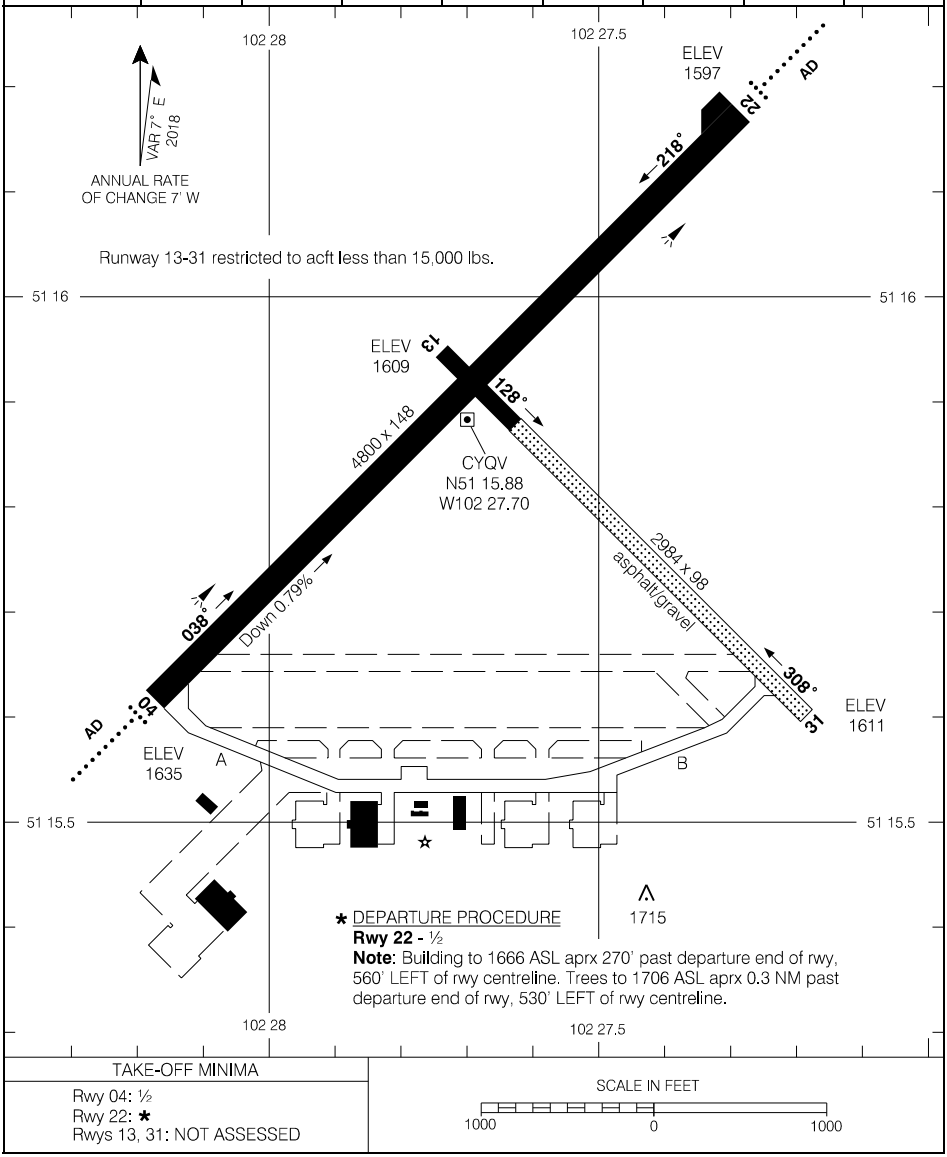
YORKTON REGIONAL, SK

# AERODROME CHART — CYQV

| | | |
|---|---|---|
| AWOS – **128.72** | RADIO Regina – **119.65 296.6**<br>TFC – **119.65 296.6** MF | CTR Winnipeg – **132.52**<br>RADIO Edmonton – **123.47** |

| DECL DISTS | 04 | 22 | 13 | 31 | | | | |
|---|---|---|---|---|---|---|---|---|
| TORA | 4800 | 4800 | 2984 | 2984 | | | | |
| TODA | 5784 | 5784 | 3968 | 3968 | | | | |
| ASDA | 4800 | 4800 | 2984 | 2984 | | | | |
| LDA | 4800 | 4800 | 2984 | 2984 | | | | |




| TAKE-OFF MINIMA |
|---|
| Rwy 04: ½<br>Rwy 22: *<br>Rwys 13, 31: NOT ASSESSED |

SCALE IN FEET
1000 0 1000

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