CANADIAN FORCES FLIGHT SUPPLEMENT

22 JANUARY 2026 TO 19 MARCH 2026

CANADIAN FORCES FLIGHT SUPPLEMENT

SELECTED

CANADA AND NORTH ATLANTIC

TERMINAL AND ENROUTE DATA

DND FLIGHT INFORMATION PUBLICATION-GPH 205(S)

EFFECTIVE 0901Z

22 JANUARY 2026

TO 0901Z 19 MARCH 2026

CAUTION

The information in this publication may be superseded by NOTAM or AIP Supplement

PUBLISHED UNDER THE AUTHORITY OF
THE CHIEF OF DEFENCE STAFF

SEE SPECIAL NOTICES ON PAGE A2

Défense nationale National Defence

Canada

CANADIAN FORCES FLIGHT SUPPLEMENT

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SPECIAL NOTICES

This space will be used to direct the attention of subscribers to new or amended procedures. Notices will normally be carried for two issues. In the event that there are no special notices, the word "NONE" will be centered within the SPECIAL NOTICES box. Special notices applicable to the military only will be preceded by the word "MILITARY".

Publication of Private Meteorological Reports and Services Information

Starting October 10, 2019, NAV CANADA will be amending the depiction in the CFS for meteorological reports and services provided by private meteorological service providers.

Users can expect to see changes to the FLT PLN - WX section for individual aerodromes in accordance with the changes outlined in Section A - GENERAL.

As new data continues to be received from each aerodrome that provides private meteorological services, publishing of the new specified format for any given aerodrome may not have occurred yet.

It is recommended that users confirm ahead with the aerodrome operator the type and availability of meteorological reports and services that can be received by UNICOM (AU) while this special notice is in effect.

For more information about these changes, consult the WEATHER SERVICES - OBSERVATIONS in Section A - GENERAL.

This Special Notice will remain in effect until publication changes have been completed for all aerodromes with private meteorological service providers.

GENERAL SECTION

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PREFACE

The Flight Supplement is a military publication issued every 56 days and is used as a reference for the planning and safe conduct of air operations. It contains information on aerodromes that are: a) Military; b) 4000' or greater hard surface and have an instrument approach procedure; and c) north of 60°N having an instrument approach procedure regardless of surface or length. It is published under the authority of the Department of National Defence and produced by NAV CANADA.

CORRECTIONS (MILITARY)

Military commanders are responsible for inspecting entries covering facilities under their jurisdiction. They are to submit corrections by e-mail at: aso@forces.gc.ca.

COMMENTS ON AIR NAVIGATION SYSTEM

To report any concerns about the safety or quality of services provided by NAV CANADA please contact the local NAV CANADA Site Manager or Customer and Stakeholder Services at:

NAV CANADA Customer and Stakeholder Services

Tel: 1-800-876-4693

(within North America)

E-mail: service@navcanada.ca

Regular hours of operation: 0800-1700 (EST/EDT)

PROCUREMENT

CANADIAN MILITARY: Any questions regarding entitlement or demands for specific FLIPs can be addressed to MCE/FP Sqn/ASO at: aso@forces.gc.ca.

U.S. MILITARY: See chapter 11 of DOD FLIP General Planning (G.P.)

ABBREVIATIONS AND ACRONYMS

ABBREVIATIONS AND ACRONYMS

AAE	- Above Aerodrome Elevation
AB	- Alberta
Ab Initio	- elementary
abm	- Abeam
abn	- aerodrome beacon (rotating unless annotated)
abv	- above
ACA	- Arctic Control Area
ACC	- Area Control Centre
acft	- aircraft
ACN	- Aircraft Classification Number
A/D	- Aerodrome
ADCUS	- Advise Customs
addn	- addition, additional
ADF	- Automatic Direction Finding
ADIZ	- Air Defence Identification Zone
adj	- adjacent
ADS-B	- Automatic Dependent Surveillance - Broadcast
ADS-C	- Automatic Dependent Surveillance - Contract
advs	- advised, advise
advsy	- advisory
AFB	- Air Force Base
A/G	- Air/Ground
AGL	- Above Ground Level
AGN	- Aircraft Group Number
AIP	- Aeronautical Information Publication
alt	- altitude
altn	- alternate
AMSCR	- Aircraft Movement Surface Condition Report
AMU	- Air Movements Unit
AOE	- Airport of Entry
APAPI	- Abbreviated Precision Approach Path Indicator
apch	- approach
APM	- Airport Manager
appr	- approval, approve
Apr	- April
aprt	- airport
aprx	- approximate(ly)
ARAF	- Air Reserve Air Force
ARCAL	- Aircraft Radio Control of Aerodrome Lighting
ARFF	- Aircraft Rescue and Fire-Fighting

ABBREVIATIONS AND ACRONYMS

arng	- arrangement, arrange
ARP	- Aerodrome Reference Point
arr	- arrive, arrival
ARTCC	- Air Route Traffic Control Centre (USA)
ASDA	- Accelerate Stop Distance Available
ASDE	- Airport Surface Detection Equipment
ASL	- Above Sea Level
A-SMGCS	- Advanced Surface Movement Guidance and Control System
ASPH	- asphalt
ASR	- Airport Surveillance Radar
assn	- association
ATB	- Airport Terminal Building
ATC	- Air Traffic Control
ATF	- Aerodrome Traffic Frequency
ATIS	- Automatic Terminal Information Service
ATS	- Air Traffic Services
attn	- attention
AU	- Approach Unicom
Aug	- August
auth	- authorized
AUW	- All Up Weight
AVASIS	- Abbreviated Visual Approach Slope Indicator System
avbl	- available
Avn	- Aviation
AWOS	- Automated Weather Observation System
awy	- airway
az	- azimuth
BC	- British Columbia
BC	- Back Course
bcn	- beacon
bcst	- broadcast
bdry	- boundary
Bil	- Bilingual
bldg	- building
blkd	- blocked
BLW	- below
BM	- Back Marker
BPOC	- Before Proceeding on Course
brg	- bearing
btwn	- between

ABBREVIATIONS AND ACRONYMS

CAE - Control Area Extension
CAP - Canada Air Pilot
CAR - Canadian Aviation Regulation
CARS - Community Aerodrome Radio Station
CAT I - Category I
CAT II - Category II
CCTV - Closed Circuit Television
ccw - counter-clockwise
CDA - Canadian Domestic Airspace
CDF - Central De-Icing Facility
Cdn - Canadian
ceil - ceiling
cert - certificate/certified
CF - Canadian Forces
CFA - Common Frequency Area
CFB - Canadian Forces Base
CFS - Canadian Forces Station
CFS - Canada Flight Supplement
ch, chan - channel
chg - charge
civ - civilian
ck - checked, check
clnc - clearance
clsd - closed
CMNPS - Canadian Minimum Navigation Performance Specifications
comm - communication
comsn - commission
CON - Contract fuel
CONC - concrete
cond(s) - condition(s)
const - construction
cont - continuous
convl - conventional
Corp - Corporation
CRFI - Canadian Runway Friction Index
crs - course
CSN - Canadian Switched Network
CTA - Control Area
ctc - contact
CTCSS - Continuous Tone Coded Squelch System
ctl - control, controlled
ctn - caution
ctr - centre
cust - customs

ABBREVIATIONS AND ACRONYMS

CVFR - Controlled VFR flight
cw - clockwise
CWAS - Canada Water Aerodrome Supplement
CWO - Contract Weather Observer
CZ - Control Zone
Dec - December
del - delivery
dep - departure, depart
Dept - Department
DEP CON - Departure Control
destn - destination
DF - Direction Finding
DH - Decision Height
dia - diameter
direc - directional
displ - displaced
dist - distance
dly - daily
DME - Distance Measuring Equipment
DND - Department of National Defence
DRCO - Dial-up Remote Communications Outlet
DSN - Defence Switched Network
DT - Daylight Saving Time
DTW - Downwind Termination Waypoint
DUAT - Direct User Access Terminal
dur - during, duration
DVFR - Defence Visual Flight Rules
DWAN - Defence Wide Area Network
E - East
EAT - Expected Approach Time
EC - Environment Canada
EET - Estimated Elapsed Time
EFC - Expected Further Clearance Time
eff - Effective
Elect - Electrical Starting Units
elev - elevation
ELT - Emergency Locator Transmitter
emerg - emergency
ENE - East North East
eqpt - equipment
ERS - Emergency Response Services (civil airports only)
ESA - Emergency safe altitude
ESE - East South East

ABBREVIATIONS AND ACRONYMS

ETA - Estimated Time of Arrival
ETD - Estimated Time Departure
ETE - Estimate Time Enroute
ev - every
exc - except
Ext - Extension
extv - extensive
FAA - Federal Aviation Administration
fac - facilities
FACF - Final Approach Course Fix
FATO - Final Approach and Take Off Area
Fax - Facsimile
FBO - fixed base operator
fcst - forecast
Feb - February
FIC - Flight Information Centre
FIR - Flight Information Region
FISE - Flight Information Service Enroute
FL - Flight Level
fld - field
FLIP - Flight Information Publication
flt - flight
Flt Pln - Flight Plan
FM - Frequency Modulation
FOD - Foreign Object Damage
freq - frequency
fr - from
Fri - Friday
FSS - Flight Service Station
FSII - Fuel System Icing Inhibitor
G - Grid
gal - gallon
GCA - Ground Controlled Approach
GCI - Ground Control Intercept
Gen - General
gnd - ground
GND ADV - Ground advisory service
gnd con - ground control
GNSS - Global Navigation Satellite System
Govt - Government
GP - Glide Path
GPI - Ground Point of Interception
GRVL - gravel
gr wt - gross weight

ABBREVIATIONS AND ACRONYMS

GS - Glide Slope
GTOW - Gross Take Off Weight
GV - Grivation
H - Hour
H24 - continuous operation
HAA - Height Above Aerodrome
hdlg - handling
HAT - Height Above TDZE
hdg - heading
Heli - Heliport, helicopter
HF - High Frequency
hg - hangar
Hg - Inches of Mercury
hgt - height
hi - high
HIAL - High Intensity Approach Lighting
HIRL - High Intensity Runway Lights
HLA - High Level Airspace
hol(s) - holiday(s)
Hosp - Hospital
HQ - Headquarters
HR - High Level Air Route
hr - hour
hvy - heavy
Hwy - Highway
IAIP - Integrated Aeronautical Information Package
ICAO - International Civil Aviation Organization
ID - Idaho, USA
ident - identification
IFF - Identification Friend or Foe
IFR - Instrument Flight Rules
IFSS - International Flight Service Station
ILS - Instrument Landing System
IMC/imc - Instrument Meteorological Conditions
inbd - inbound
Inc - Incorporated
INF - Inland Navigational Fix
info - information
inop - inoperative
INS - Inertial Navigation System
inst - instrument
intl - international
ints - intensity

ABBREVIATIONS AND ACRONYMS

intsv - intensive
intxn - intersection
IRU - Inertial Reference Unit
ISA - International Standard Atmosphere
J - High Level Airway
Jan - January
JASU - Jet Acft Starting Unit
JB - Jet Barrier
JMC - Joint Meteorological Centre
Jul - July
Jun - June
kHz - Kilohertz
kph - kilometres per hour
kt - knots
kW - Kilowatt
lat - latitude
LAWO - Limited Aviation Weather Observation
lb(s) - pound(s)
lcl - local
lctd - located
lczr - localizer
LDA - Landing Distance Available
ldg - landing
LF - low frequency
lgt - light or lighting
lgtd - lighted
LOC - Localizer for Non-Precision Approach Procedures
loc - located, location
long - longitude
LP - Localizer Performance
ltd - limited
lvl - level
LVOP - Low Visibility Operations Plan
LWIS - Limited Weather Information System
m - metres
M, mag - magnetic
MAG VAR - Magnetic Variation (ICAO)
maint - maintenance
MANOT - Missing Aircraft Notice
Mar - March
max - maximum
MB - Manitoba
mb - millibar

ABBREVIATIONS AND ACRONYMS

MDA - Minimum Descent Altitude
Mdt/Hvy - Moderate/Heavy
ME - Maine, USA
MEDEVAC - Medical Evacuation Flight
MEHT - Minimum Eye Height over Threshold
Mem - Memorial
met - meteorology
METAR - Aerodrome Routine Meteorological Report
METOC - Meteorological and Oceanographic
MF - Mandatory Frequency
MFA - Military Flying Area
MFAU - Military Flight Advisory Unit
mgr - manager
MHz - Megahertz
MI - Michigan, USA
mic - microphone
mil - military
min - minimum
min - minute of time
misd - missed
MN - Minnesota, USA
MNPS - Minimum Navigation Performance Specifications
MNR - Ministry of Natural Resources
Mon - Monday
MOA - Military Operations Area
MOCA - Minimum Obstruction Clearance Altitude
msg - message
MSL - Mean Sea Level
MTCA - Military Terminal Control Area
mtns - mountains
muni - municipal, municipality
MVA - Minimum vectoring altitude
N - North, northern latitude
N/A - Not Applicable
NAT - North Atlantic
NATO - North Atlantic Treaty Organization
nav - navigation
NAVAID - Navigational Aid
NB - New Brunswick
NCA - Northern Control Area
ND - North Dakota, USA
NDA - Northern Domestic Airspace

ABBREVIATIONS AND ACRONYMS

NDB - Non-Directional Beacon
NE - Northeast
ngt - night
NL - Newfoundland & Labrador
NM, nm - nautical miles
NNE - North North East
NNW - North North West
no - number
NORDO - no radio
Nov - November
NS - Nova Scotia
NT - Northwest Territories
NTAS - NORAD Tactical Autovon System
ntc - notice
nu - not usable
NU - Nunavut
NVG - Night Vision Goggles
NVIS - Night Vision Imaging System
NW - Northwest
NWS - North Warning System
obd - outbound
OBS - omni bearing setting
obsn(s) - observation(s)
obst - obstruction
OC - Obstacle Chart
OCA - Oceanic Control Area
OCC - Obstacle Clearance Circle
ocsl - occasional
Oct - October
ODALS - Omni-directional approach lighting system
ON - Ontario
opr - operate, operates, operator
oprg - operating
ops - operations
O/R - on request
O/S - out of service
O/T - other times
PAL - Peripheral Station
PAPI - Precision Approach Path Indicator
PAR - Precision Approach Radar
pax - passenger
PCN - Pavement Classification Number (ICAO)
PCR - Pavement Classification Rating

ABBREVIATIONS AND ACRONYMS

PCT - percent
PE - Prince Edward Island
perm - permanent
perms - permission
P-line(s) - power line(s)
PMSV - Pilot to Metro Service
PN - prior notice required
posn - position
PPR - prior permission required
prkg - parking
pro - procedure
proh - prohibited
psi - pounds per square inch
psp - pierce steel planking
PSR - Primary Surveillance Radar
pt - point
PTC - Pre-Taxi Clearance
ptn - pattern
pub - public
PVT - Private
QC - Quebec
quad - quadrant
RAAS - Remote Aerodrome Advisory Service
rad - radial
RAG - Runway arresting gear
RATCON - Radar Terminal Control
RCAF FOM - Royal Canadian Air Force Flight Operations Manual
RCAP - Restricted Canada Air Pilot
RCMP - Royal Canadian Mounted Police
RCO - Remote Communications Outlet
RCR - Runway Condition Report
rcv - receive
rcvr - receiver
rdo - radio
RESA - Runway End Safety Area
reg - registered
req - request
rgt - right
RIL - Runway Identification Lights
rlcd - relocated
RNAV - Area Navigation
rng - range
RNP - Required Navigation Performance

ABBREVIATIONS AND ACRONYMS

RNPC - Required Navigation Performance Capability (Airspace)
RON - Remain Overnight
RONLY - Receiver Only
RPAS - Remotely Piloted Aircraft System
rpt - report
rqrd - required
RR - Retro-Reflective markers
RSC - Runway Surface Condition
rstd - restricted
rte - route
RTF - Radiotelephone
ruf - rough
RVOP - Reduced Visibility Operations Plan
RVR - Runway Visual Range
RVSM - Reduced Vertical Separation Minimum
rwy - runway
S - South, southern latitude
SAR - Search and Rescue
Sat - Saturday
SATCOM - Satellite Communications
SATVOICE - Satellite Voice Communications
SCA - Southern Control Area
SCON - Contract Servicing
SDA - Southern Domestic Airspace
SE - Southeast
seapl - Seaplane
sec - second(s) of time
SELCAL - Selective Calling System
Sep - September
sfc - surface
SFL - Sequence Flashing Lights
SID - Standard Instrument Departure
SIF - Selective Identification Feature
SIGMET - Significant Meteorological Report
simul - simultaneously
SK - Saskatchewan
sked - schedule
sm - statute miles
SMGCS - Surface Movement Guidance and Control System
SOAP - Spectrometric Oil Analysis Program
SPECI - Aerodrome Special Meteorological Report

ABBREVIATIONS AND ACRONYMS

sqn - squadron
SR - sunrise
SS - sunset
SSB - Single Side Band
SSE - South South East
SSFO - Simultaneous Single Frequency Outlets
SSR - Secondary Surveillance Radar
SSW - South South West
STAR - Standard Terminal Arrival Route
std - standard
stn - station
stor - storage
stu - student
sum - summer
Sun - Sunday
sur - surround
svc(s) - service(s)
svcbl - serviceable
svcg - servicing
SW - Southwest
swy - Stopway
T - Transmits only
T - True (after a bearing)
TA (3000) - Transition Altitude
TACAN - Tactical Air Navigation Equipment
TAF - Aerodrome Forecast
TAS - True Air Speed
TBS - Thin bituminous surface
TC - Transport Canada
TCA - Terminal Control Area
TCAS - Traffic Alert And Collision Avoidance System
TCH - Threshold Crossing Height
TCU - Terminal Control Unit
TDZ - Touchdown Zone
TDZE - Touchdown Zone Elevation
TDZL - Touchdown Zone Lighting
Tel - Telephone
tfc - traffic
thld - threshold
thru - through
Thu - Thursday
til - until
tkof - Take Off
TLOF - Touch Down and Lift Off Area

ABBREVIATIONS AND ACRONYMS

tml	- terminal
tng	- training
TODA	- Take Off Distance Available
TORA	- Take Off Run Available
tran	- transient
trans	- transmit
Tue	- Tuesday
TWR/twr	- Control Tower/tower
twy	- taxiway
UDF	- UHF Direction Finder
UHF	- Ultra High Frequency
unavbl	- unavailable
UNICOM	- Private Advisory Station located at uncontrolled aerodrome
unkn	- unknown
unlgtd	- unlighted
unltd	- unlimited
unrel	- unreliable
unsked	- unscheduled
u/s	- unserviceable
USA	- United States of America
USAF	- United States Air Force
USB	- Upper Side Band
USN	- United States Navy
UTC	- Coordinated Universal Time
VAGS	- Visual Alignment Guidance System (a system of azimuth guidance for approach)
var	- variation
VASIS	- Visual Approach Slope Indicator System
VCS	- Vehicle Control Service
VDF	- VHF Direction Finder
VFR	- Visual Flight Rules
VGM	- Voice generator module
VGSI	- Visual Glide Slope Indicator
VHF	- Very High Frequency
vic	- vicinity
vis	- visible, visibility
VMC/vmc	- Visual Meteorological Conditions
VNC	- VFR Navigation Chart
VOR	- VHF omnidirectional Range
VORTAC	- Combination of VOR and TACAN
VTA	- VFR Terminal Area Chart
VTPC	- VFR Terminal Procedures Chart
W	- West
WA	- Washington, USA

ABBREVIATIONS AND ACRONYMS

Wed	- Wednesday
Wg	- Wing
WI	- Wind direction indicator
win	- winter
wk(s)	- week
wkd	- weekday
wkly	- weekly
wknds	- weekends
wng	- warning
WNW	- West North West
WP	- Way Point
WSW	- West South West
wt	- weight
wx	- weather
xmsn	- transmission
YT	- Yukon Territory
Z	- Coordinated Universal Time, Zulu Time

ABBREVIATIONS AND ACRONYMS USED IN CANADIAN NOTAM

NOTE: When quoting another publication in the text of a NOTAM, quoted text may contain abbreviations and acronyms extracted from the publication which may differ from the list below.

ABBREVIATIONS AND ACRONYMS USED IN CANADIAN NOTAM	
ABN	Aerodrome beacon
ABV	Above
ACC	Area Control Centre or area control
ACFT	Aircraft
ACT	Active or activated or activity
AD	Aerodrome
ADDN	Additional
ADIZ	Air defence identification zone
ADJ	Adjacent
ADS-B	Automatic dependent surveillance - broadcast
ADS-C	Automatic Dependent Surveillance - Contract
ADZ	Advise
AFT	After (time or place)
AGL	Above ground level
AIC	Aeronautical Information Circular
AIP	Aeronautical Information Publication
ALS	Approach lighting system
ALT	Altitude
AMDT	Amendment (AIP Amendment)
AMSL	Above Mean Sea Level
AP	Airport
APAPI	Abbreviated precision approach path indicator
APCH	Approach
APN	Apron
APR	April
APRX	Approximate or approximately
ARR	Arrive or arrival
ASDA	Accelerate stop distance available
ATC	Air traffic control (in general)
ATFM	Air traffic flow management
ATIS	Automatic terminal information service
ATS	Air traffic services
AUG	August
AUTH	Authorized or authorization
AVBL	Available or availability
AVGAS	Aviation gasoline
AWY	Airway
AZM	Azimuth
BCN	Beacon (aeronautical ground light)
BCST	Broadcast
BFR	Before
BLDG	Building
BLW	Below
BRKG	Braking
BTN	Between

ABBREVIATIONS AND ACRONYMS USED IN CANADIAN NOTAM (Cont'd)	
C	Centre (preceded by runway designation number to identify a parallel runway)
C	Degrees Celsius (Centigrade)
CAT	Category
CH	Channel
CHEM	Chemical solution or ice control chemical
CL	Centreline
CLR	Clear(s) or cleared to or clearance
CLRD	Cleared (Runway cleared - as used in SNOWiz)
CLSD	Close or closed or closing
CNL	Cancelled
COM	Communications
COND	Condition
CONST	Construction or constructed
CPDLC	Controller-pilot data link communications
CRFI	Canadian runway friction index
CTA	Control area
CTC	Contact
CTL	Control
CUST	Customs
CYA	Canadian Class F airspace, advisory area
CYD	Canadian Class F airspace, danger area
CYR	Canadian Class F airspace, restricted area
DA	Decision altitude
DEC	December
DEG	Degrees
DEP	Depart or departure
DEST	Destination
DH	Decision height
DIST	Distance
DLA	Delay or delayed
DME	Distance measuring equipment
DOM	Domestic
DRG	During
DTHR	Displaced runway threshold
E	East or eastern longitude
EMERG	Emergency
ENE	East-north-east
ENR	En route
EQPT	Equipment
ESE	East-south-east
EST	Estimated (following date-time group)
ETA	Estimated time of arrival or estimating arrival

ABBREVIATIONS AND ACRONYMS USED IN CANADIAN NOTAM (Cont'd)

ETD	Estimated time of departure or estimating departure
EXC	Except
EXER	Exercises or exercising or to exercise
EXP	Expect or expected or expecting
FAC	Facilities
FAF	Final approach fix
FATO	Final approach and take off area
FAX	Facsimile transmission
FCST	Forecast
FEB	February
FIC	Flight Information Centre
FIR	Flight information region
FL	Flight level
FLR	Flares
FLT	Flight
FLW	Follow(s) or following
FM	From
FMS	Flight management system
FPM	Feet per minute
FREQ	Frequency
FRI	Friday
FSS	Flight Service Station
FT	Foot or feet (dimensional unit)
GLD	Glider
GND	Ground
GNSS	Global navigation satellite system
GP	Glide path
GPS	Global positioning system
GRF	Global reporting format
GRVL	Gravel
H24	Continuous day and night service
HAPI	Helicopter approach path indicator
HBN	Hazard beacon
HDG	Heading
HEL	Helicopter
HELI	Heliport (following heliport name in NOTAM text for heliport with an alpha-numeric location indicator)
HGT	Height or height above
HOL	Holiday
HR	Hours
HYDRO	Water aerodrome (following aerodrome name in French NOTAM text for water aerodrome with an alpha-numeric location indicator)
IAF	Initial approach fix
ID	identify or identifier
IDENT	identification
IFR	Instrument flight rules
ILS	Instrument landing system
IMC	Instrument meteorological condition
INFO	Information
IN	Inch or inches (dimensional unit)

ABBREVIATIONS AND ACRONYMS USED IN CANADIAN NOTAM (Cont'd)

INSTR	Instrument
INT	Intersection
INTL	International
INTST	Intensity
JAN	January
JUL	July
JUN	June
KG	Kilograms
KT	Knots
L	Left (preceded by runway designation number when identifying a parallel runway)
LDA	Landing distance available
LDG	Landing
LGT	Light(s) or lighting
LGTD	Lighted
LNAV	Lateral Navigation
LOC	localizer
LPV	Localizer Performance with Vertical guidance
LTD	Limited
LVL	Level
MAG	Magnetic
MAINT	Maintenance
MAR	March
MAX	Maximum
MDA	Minimum descent altitude
MEA	Minimum Enroute Altitude
MEDEVAC	Medical Evacuation
MEHT	Minimum Eye Height over Threshold (for visual approach slope indicator systems)
MET	Meteorological or meteorology
METAR	Aerodrome routine meteorological report
MIL	Military
MIN	Minutes
MNPS	Minimum Navigation Performance Specifications
MOC	Minimum obstacle clearance (required)
MOCA	Minimum obstacle clearance altitude
MON	Monday
MSA	Minimum sector altitude
MSG	Message
N	North or northern latitude
NAT	North Atlantic
NAV	Navigation
NAVAID	Navigation aid
NDB	Non-directional radio beacon
NE	North-east
NGT	Night
NM	Nautical miles
NNE	North-north-east
NNW	North-north-west
NOV	November
NPA	Non-precision approach

ABBREVIATIONS AND ACRONYMS USED IN CANADIAN NOTAM (Cont'd)

NR	Not reported
NW	North-west
OBS	Observe(d) or observation
OBST	Obstacle or obstruction
OCA	Oceanic control area
OCT	October
OPN	Open or opening or opened
OPR	Operator or operate or operative or operating or operational
OPS	Operations
PAPI	Precision approach path indicator
PAR	Precision approach radar
PCT	Percent
PERM	Permanent
PN	Prior notice required
PPR	Prior permission required
PRKG	Parking
PROC	Procedure
PSR	Primary surveillance radar
PWR	Power
QUAD	Quadrant
R	Right (preceded by runway designation number when identifying a parallel runway)
RAG	Runway arresting gear
RAIM	Receiver autonomous integrity monitoring
RCL	Runway centre line
RCLL	Runway centre line light(s)
RDL	Radial
RDO	Radio
REC	Receive or receiver
REDL	Runway edge light(s)
REF	Reference to… or refer to
RENL	Runway end light(s)
RMK	Remark
RNAV	Area Navigation
RNP	Required navigation performance
RSC	Runway surface condition
RSR	Enroute Surveillance Radar
RTE	Route
RTHL	Runway threshold light(s)
RTZL	Runway touchdown zone light(s)
RVR	Runway visual range
RVSM	Reduced vertical separation minimum (1000 ft between FL290 and FL410)
RWY	Runway
RWYCC	Runway Condition Code
S	South or southern latitude
SAR	Search and rescue
SAT	Saturday
SDBY	Stand by
SE	South-east
SEP	September
SFC	Surface
SID	Standard instrument departure

ABBREVIATIONS AND ACRONYMS USED IN CANADIAN NOTAM (Cont'd)

SKED	Schedule or scheduled
SR	Sunrise
SS	Sunset
SSE	South-south-east
SSR	Secondary Surveillance Radar
SSW	South-south-west
STAR	Standard instrument arrival
SUN	Sunday
SUP	Supplement (AIP Supplement)
SVC	Service message or service
SVCBL	Serviceable
SW	South-west
TACAN	Tactical air navigation aid
TAF	Aerodrome forecast
TALPA	Takeoff and landing performance assessment
TAR	Terminal Area Surveillance Radar
TCH	Threshold crossing height
TDZ	Touchdown zone
TEL	Telephone
TEMPO	Temporary or temporarily
TFC	Traffic
THR	Threshold
THRU	Through
THU	Thursday
TKOF	Take-off
TLOF	Touchdown and lift-off area
TODA	Take-off distance available
TORA	Take-off run available
TRANS	Transmits or transmitter
TUE	Tuesday
TWR	Aerodrome Control Tower or aerodrome control
TWY	Taxiway
UDF	Ultra high frequency direction-finding station
UNL	Unlimited
UNREL	Unreliable
U/S	Unserviceable
VAR	Magnetic variation
VASIS	Visual approach slope indicator system
VCY	Vicinity
VDF	Very high frequency direction-finding station
VFR	Visual flight rules
VIS	Visibility
VMC	Visual meteorological conditions
VNAV	Vertical Navigation
VOR	Very high frequency omnidirectional radio range
VORTAC	VOR and TACAN combination
W	West or western longitude
WAAS	Wide area augmentation system

ABBREVIATIONS AND ACRONYMS USED IN CANADIAN NOTAM (Cont'd)

WATER	Water aerodrome (following aerodrome name in NOTAM text for water aerodrome with an alpha-numeric location indicator)
WDI	Wind direction indicator
WED	Wednesday
WIP	Work in Progress
WNW	West-north-west
WSW	West-south-west
WX	Weather
Z	Co-ordinated Universal Time

FUEL AND OIL WEIGHTS

Fuel and lubricating oil product specifications indicate a density range for each product. The density values shown below are based on maximum density limit for each product. The actual fuel weight for specific conditions can and should be obtained from the dealer supplying the fuel. Consult the certified batch analysis (CBA).

LBS PER LITRE/ **IMP GAL**/U.S. GAL

Fuel \ Temp	– 40°C	– 20°C	0°C	15°C	30°C
Aviation Kerosene CAN/CGSB-3.23 (JET A, JET A-1, JET A-2) and Arctic Diesel	1.93 / **8.80** / 7.32	1.90 / **8.65** / 7.19	1.87 / **8.50** / 7.09	1.85 / **8.39** / 7.00	1.83 / **8.27** / 6.91
Aviation Wide Cut Fuel CAN/CGSB-3.22 (JET B)	1.85 / **8.38** / 6.99	1.82 / **8.24** / 6.88	1.79 / **8.11** / 6.78	1.77 / **8.01** / 6.68	1.74 / **7.92** / 6.60
Aviation Gasoline (AvGas) CAN/CGSB-3.25 Grades 80, 100LL	1.69 / **7.68** / 6.41	1.65 / **7.50** / 6.26	1.62 / **7.33** / 6.12	1.59 / **7.20** / 6.01	1.56 / **7.07** / 5.90

Lubricating oil \ Temp	– 10°C	0°C	10°C	20°C	30°C
Piston Engine 65 Grade	1.98 / **8.98** / 7.46	1.97 / **8.92** / 7.46	1.95 / **8.85** / 7.38	1.94 / **8.78** / 7.33	1.92 / **8.71** / 7.28
120 Grade	2.01 / **9.10** / + 7.59	1.99 / **9.03** / 7.54	1.97 / **8.96** / 7.46	1.96 / **8.88** / 7.41	1.94 / **8.82** / 7.35

Turbine engine lubricating oil densities at 15°C
3cS oils 2.09 lbs/litre; 9.4 lbs/imp gal; 7.92 lbs/U.S. gal.
5cS oils 2.15 lbs/litre; 10.1 lbs/imp gal; 8.14 lbs/U.S. gal.

CONVERSION TABLES

MILLIBARS TO INCHES OF MERCURY

mb	0	1	2	3	4	5	6	7	8	9
	INCHES									
940	27.76	27.79	27.82	27.85	27.88	27.91	27.94	27.96	27.99	28.02
950	28.05	28.08	28.11	28.14	28.17	28.20	28.23	28.26	28.29	28.32
960	28.35	28.38	28.41	28.44	28.47	28.50	28.53	28.56	28.58	28.61
970	28.64	28.67	28.70	28.73	28.76	28.79	28.82	28.85	28.88	28.91
980	28.94	28.97	29.00	29.03	29.06	29.09	29.12	29.15	29.18	29.20
990	29.23	29.26	29.29	29.32	29.35	29.38	29.41	29.44	29.47	29.50
1000	29.53	29.56	29.59	29.62	29.65	29.68	29.71	29.74	29.77	29.80
1010	29.83	29.85	29.88	29.91	29.94	29.97	30.00	30.03	30.06	30.09
1020	30.12	30.15	30.18	30.21	30.24	30.27	30.30	30.33	30.36	30.39
1030	30.42	30.45	30.47	30.50	30.53	30.56	30.59	30.62	30.65	30.68
1040	30.71	30.74	30.77	30.80	30.83	30.86	30.89	30.92	30.95	30.98
1050	31.01	31.04	31.07	31.09	31.12	31.15	31.18	31.21	31.24	31.27

CONVERSION FACTORS

TO CONVERT	INTO	MULTIPLY BY	TO CONVERT	INTO	MULTIPLY BY
Centimetres	Inches	0.394	Lbs/Imp Gal	Kg/Litre	0.0998
Feet	Metres	0.3048	Lbs/U.S. Gal	Kg/Litre	0.120
U.S. Gal	Litres	3.785	Lbs sq. in.	Inches Hg.	2.040
Imp Gal	U.S. Gal	1.201	Litres	U.S. Gal	0.264
Imp Gal	Litres	4.546	Litres	Imp Gal	0.220
Inches	Centimetres	2.540	Metres	Feet	3.281
Inches Hg.	Lbs sq. in.	0.490	N. Miles	Kilometres	1.852
Kg/Litre	Lbs/Imp Gal	10.023	N. Miles	St. Miles	1.151
Kg/Litre	Lbs/U.S. Gal	8.333	Pounds	Kilograms	0.454
Kilograms	Pounds	2.205	St. Miles	Kilometres	1.609
Kilometres	St. Miles	0.621	St. Miles	N. Miles	0.868
Kilometres	N. Miles	0.540	U.S. Gal	Imp Gal	0.833

TEMPERATURE: DEGREES C TO DEGREES F

°C	°F	°C	°F	°C	°F	°C	°F	°C	°F	°C	°F	°C	°F
-45	-49.0	-33	-27.4	-21	-5.8	-9	15.8	3	37.4	15	59.0	27	80.6	39	102.2
-44	-47.2	-32	-25.6	-20	-4.0	-8	17.6	4	39.2	16	60.8	28	82.4	40	104.0
-43	-45.4	-31	-23.8	-19	-2.2	-7	19.4	5	41.0	17	62.6	29	84.2	41	105.8
-42	-43.6	-30	-22.0	-18	-0.4	-6	21.2	6	42.8	18	64.4	30	86.0	42	107.6
-41	-41.8	-29	-20.2	-17	1.4	-5	23.0	7	44.6	19	66.2	31	87.8	43	109.4
-40	-40.0	-28	-18.4	-16	3.2	-4	24.8	8	46.4	20	68.0	32	89.6	44	111.2
-39	-38.2	-27	-16.6	-15	5.0	-3	26.6	9	48.2	21	69.8	33	91.4	45	113.0
-38	-36.4	-26	-14.8	-14	6.8	-2	28.4	10	50.0	22	71.6	34	93.2	46	114.8
-37	-34.6	-25	-13.0	-13	8.6	-1	30.2	11	51.8	23	73.4	35	95.0	47	116.6
-36	-32.8	-24	-11.2	-12	10.4	0	32.0	12	53.6	24	75.2	36	96.8	48	118.4
-35	-31.0	-23	-9.4	-11	12.2	1	33.8	13	55.4	25	77.0	37	98.6	49	120.2
-34	-29.2	-22	-7.6	-10	14.0	2	35.6	14	57.2	26	78.8	38	100.4	50	122.0

TIME CHECKS – HF FREQUENCIES

CANADIAN TIME SIGNALS – Station CHU, Ottawa, Ontario, operates continuously on the following frequencies: 3330 kHz, 7850 kHz and 14670 kHz. The bilingual voice announcement which is heard each minute takes the form: “CHU CANADA – COORDINATED UNIVERSAL TIME-TEMPS UNIVERSEL COORDONNÉ – HOURS – MINUTES – HEURES – MINUTES” (English on even minutes, French on odd) and on the hour: “CHU CANADA – COORDINATED UNIVERSAL TIME - TEMPS UNIVERSEL COORDONNÉ – HOURS EXACTLY – HEURES PRÉCISES”.

AMERICAN TIME SIGNALS – WWV and WWVH continuously broadcast nominal frequencies and time consistent with the internationally agreed upon time scale, Coordinated Universal Time (UTC), on the following frequencies: WWV - 2.5, 5, 10, 15 and 20 MHz, WWVH - 2.5, 5, 10 and 15 MHz. The voice announcement which is heard each minute takes the form: “At the tone - fourteen hours, thirty five minutes Coordinated Universal Time”.

MORSE CODE AND PHONETIC ALPHABET

A	·–	Alfa	AL fah	N	–·	November	no VEM ber
B	–···	Bravo	BRAH VOH	O	–––	Oscar	OSS cah
C	–·–·	Charlie	CHAR lee or SHAR lee	P	·––·	Papa	pah PAH
				Q	––·–	Quebec	keh BECK
D	–··	Delta	DELL tah	R	·–·	Romeo	ROW me oh
E	·	Echo	ECK oh	S	···	Sierra	see AIR rah
F	··–·	Foxtrot	FOKS trot	T	–	Tango	TANG go
G	––·	Golf	GOLF	U	··–	Uniform	YOU nee form or OO nee form
H	····	Hotel	ho TĖLL				
I	··	India	IN dee ah	V	···–	Victor	VIK tah
J	·–––	Juliett	JEW lee ETT	W	·––	Whiskey	WISS key
K	–·–	Kilo	KEY loh	X	–··–	Xray	ECKS RAY
L	·–··	Lima	LEE mah	Y	–·––	Yankee	YANG key
M	––	Mike	MIKE	Z	––··	Zulu	ZOO loo

0	–––––	ZE-RO	6	–····	SIX	Barred letters for marine beacons	
1	·––––	WUN	7	––···	SEV-en		
2	··–––	TOO	8	–––··	AIT	a	·–·–
3	···––	TREE	9	––––·	NIN-er	e	··–··
4	····–	FOW-er	Decimal		DAY-SEE-MAL	o	––––·
5	·····	FIFE	Thousand		TOU-SAND	u	··––

NOTE: The syllables printed in capital letters in the above list are to be stressed; for example, the two syllables in ZE-RO, are given equal emphasis, whereas the first syllable of FOW-er is given emphasis.

AERODROME SKETCH LEGEND

All distances in nautical miles. Runway dimensions in feet. Elevations in feet above sea level. Bearings are magnetic except when labeled G for Grid or T for True. ALL AERODROME SKETCHES ARE ORIENTED ON TRUE NORTH. (If symbols not found, consult VFR chart symbols.Text or symbols will be depicted as white on black where they coincide with buildings or other areas depicted with solid black.

AERODROME SURFACES

Turnaround bay

Hard surface runway

Under construction, closed or abandoned surface

Sand, gravel, turf, etc., runway

Ski, ultra-light, glider strip (activity labelled)

Ski strip

Displaced runway threshold

or

Taxiway, apron or holding bay

Taxiway designator

A

LIGHTS

Aerodrome beacon (rotating or strobe)

Hazard beacon

Obstruction light

Obstructions (heights ASL unless otherwise noted)

3600

lighted group

Landing direction indicator

lighted

Wind direction indicator

lighted

Lighting annotations: F-fixed, Fl-flashing, Occ-occulting, R-red, G-green, Bl-blue
Lights are white unless otherwise annotated

APPROACH LIGHTING

Refer to Section A Lighting

RADIO AIDS

NDB

VOR

VOR/DME

TACAN

VORTAC

Radio aid (labelled)

COMMUNICATIONS-CLASS "C" AIRSPACE

125 — Ceiling in hundreds of feet ASL
ADVSY — Calling agency
125.4 238.3 — Frequencies
30 — Floor in hundreds of feet ASL

AIRSPACE

Class "B" control zone

Class "C" or "D" control zone

Class "E" control zone

Floor Separation

Helicopter routes

Fixed wing VFR routes

or

direction

AIRSPACE (Cont'd)

Class "F" airspace

CYA - Advisory CYD - Danger CYR - Restricted

Advisory Area Activity Codes

(A) Acrobatic
(F) Aircraft Test Area
(H) Hang Gliding
(M) Military Operations
(P) Parachuting
(S) Soaring
(T) Training

CYA 125(A)
to 5000

Altitudes are inclusive unless otherwise indicated
e.g. (above 5000' to 10,000')
(5000' to below 10,000')

MISCELLANEOUS

Unidirectional arrester cable

Bidirectional arrester cable

Arresting barrier

Cliff or depression

Transmission line

Cable span

Trees

Fence

Noise Sensitive Area

Built-up areas

Cemetery

C

Instrument Approach Waypoint

VFR checkpoint

NAME

NOTE: When cleared to orbit the aircraft should remain within 2NM of the Checkpoint. It is recommended that all turns be made to the left.

Heliport (Where FATO & TLOF are embedded or coincidental)

Hospital heliport (Where FATO & TLOF are embedded or coincidental)

FATO (Where TLOF is not coincidental)

Heliport parking pad

Soaring

Hang gliding

Ultra-light aircraft operations

Training

Parachuting

Land Aerodrome

Water Aerodrome

Aerodrome Status Unknown

Abandoned Aerodrome

VFR TERMINAL PROCEDURES CHART (VTPC)

The purpose of the VTPC is to give an overall perspective of Control Zones or any area around aerodromes as specified by the OCC. The VTPC will be published where important information cannot be adequately described by the sketch or text. It is not for the purpose of precise navigation, therefore, the applicable VFR aeronautical chart should be used for air navigation. The VTPC can be interpreted using the appropriate symbology legend in this section. For purposes of clarity, only the highest obstacle within each quadrant of the applicable area is shown on the VTPC. The VTPC may include VFR routes and/or VFR checkpoints to help enhance safety of VFR pilots when transiting busier volumes of airspace. VFR pilots are encouraged to refer to these charts to determine where VFR routes and/or VFR checkpoints are published, and to follow the published recommendations whenever safely possible.

AERODROME SKETCH

The aerodrome sketch, when provided, depicts the aerodrome and its immediate environs as seen from the air and should be used in conjunction with the text. It is intended as a guide for pilots in VFR conditions.

Symbology used on sketches can be interpreted by using the chart legends found in this section. Trees, power lines, obstacles, etc., shown in the sketch in the vicinity of runways should be taken into consideration when assessing an aerodrome. Known obstacles 300 feet AGL or higher, not within the shadow of an adjacent higher obstacle, as well as those lower than 300 feet AGL that are considered significant to VFR flight conditions are shown on the sketch. A significant obstacle is any man-made fixed object which has vertical significance in relation to adjacent surrounding features and which is considered a potential hazard to the safe passage of aircraft. The Obstacle Clearance Circle (OCC) reflects the highest known obstacle and is fully explained in this section. It should be noted that the aerodrome sketch depicts a smaller area than does the OCC. When an aerodrome is preceded by a VFR Terminal Procedures Chart (VTPC), topography will not be depicted on the sketch.

Aerodromes which are certified (see General Section - **OPERATOR**) meet obstacle clearance criteria in the immediate approach and take-off areas of a runway. Registered aerodromes have not been assessed and should be viewed accordingly.

OBSTACLE CLEARANCE CIRCLE (OCC)

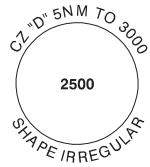
The obstacle clearance circle is a guide for pilots operating VFR within close proximity to aerodromes and should not be construed as providing minimum descent altitudes.

The single altitude associated with OCC, determined by adding 1000' to the highest obstruction (ASL) located within the same geographic area that the circle describes and rounded up to the next 100 foot increment, is shown. An obstacle may be a man-made structure or a topographic height feature.

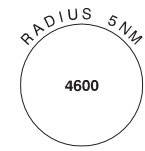
The Control Zone radius is indicated on the upper outer circumference of the circle along with the class of airspace (see Planning Section) that the Control Zone has been designated. The altitude ASL that the zone extends up to will also be shown. Should the zone depart from the standard cylindrical shape, the note “shape irregular” shall be indicated on the lower outer circumference.

The centre of the circle describes the centre of the aerodrome.

The obstacle clearance circle is not applicable to heliports.



ALL HEIGHTS ASL



AERODROMES AND FACILITIES LEGEND - ANNOTATIONS & CODES

CANADIAN AVIATION REGULATIONS (CAR)

With the promulgation of the CAR, some of the information in SECTIONS B, C, E and F of the Canada Flight Supplement has been incorporated by reference. Therefore, whenever there is a reference in the CAR to information that is "specified by the Minister in the Canada Flight Supplement", that information will form part of the regulation and will have the same effect in law.

The following information in SECTION B has been so specified by the Minister:

RUNWAY AND/OR HELI DATA (RWY DATA, HELI DATA):

Operating Restrictions that are specified by the Minister (CAR 602.96) in order to comply with the Airport Certificate issued for the aerodrome/heliport will be indicated, e.g.,

HELI DATA	Parking Pad 4: Ngt use - Rstd to prkg only (CAR 602.96)

COMMUNICATIONS (COMM):

The designation of an MF Area is indicated by the **MF** entry, e.g.,

COMM **MF**	radio 118.7 04-12Z‡ 5NM 3100 ASL (CAR 602.98)

Within MF Areas, MF Reporting Requirements (CAR 602.98) are mandatory.

PROCEDURES (PRO):

Mandatory right hand circuit procedures (CAR 602.96) are indicated, e.g.,

PRO	Rgt hand circuits rwys 22, 28 & 34 (CAR 602.96)

Operating Restrictions that are specified by the Minister (CAR 602.96) in order to comply with the Airport Certificate issued for the aerodrome/heliport will be indicated, e.g.,

PRO **HELI**	Rstd to arr/dep 250° fr heliport only (CAR 602.96)

Mandatory Noise Operating Criteria and/or Noise Restricted Runway (CAR 602.105 or 602.106) are indicated by the NOISE entry, e.g.,

PRO **NOISE**	Noise Operating Criteria (CAR 602.105) Noise Restricted Runway (CAR 602.106)

AERODROMES AND FACILITIES LEGEND - ANNOTATIONS & CODES (Cont'd)

LOCATION

The name of community aerodrome serves when geographic location is not reflected in the aerodrome name, or the name of Canadian Forces aerodrome.

Name of aerodrome when different from community name.

Province if within Canada. State if within U.S.A., Country if outside U.S.A. or Canada.

QUÉBEC / JEAN LESAGE INTL QC **CYQB**

Location indicator

If the aerodrome is for helicopter use only, the word "Heli" will appear in parenthesis following the aerodrome name.

Province/Territory	Two Letter Code
Newfoundland & Labrador	NL
New Brunswick	NB
Nova Scotia	NS
Prince Edward Island	PE
Quebec	QC
Ontario	ON
Manitoba	MB
Saskatchewan	SK
Alberta	AB
British Columbia	BC
Yukon Territory	YT
Northwest Territories	NT
Nunavut	NU

REFERENCE (REF)

Aerodrome Reference Point

Location from community

MAG VAR 2003 unless otherwise indicated

Aeronautical charts on which the aerodrome and/or its Nav Aid are or will be depicted. NOTE: The "Air" in the AIR5000 series visual navigation charts is abbreviated to "A" e.g. AIR5001 will be shown as A5001.

REF N45 28 05 W73 44 30 2.25SW 25°E (2012)
GV10°W UTC-5(4) Elev 00´ A5003
LO1 LO9 T1 CAP RCAP OC

Grivation

Time Zone Factor

Location has an IFR procedure published in the Canada Air Pilot

Location has a Restricted Instrument Procedure published in the Restricted Canada Air Pilot (RCAP)

A/D Elevation (where relief data is unreliable, the term "aprx" will be added). Aerodrome elevation is the highest point on the usable landing surface, expressed in feet ASL. (00) elevation represents sea level.

Obstacle charts when available, Aerodrome Obstacle Charts ICAO Type A provide the data necessary to enable an operator to comply with the operating limitations of ICAO Annex 6 Chapter 5.

TIME ZONE FACTOR

Time zone factors are shown for each aerodrome under the **REF** sub-heading. The Coordinated Universal Time (UTC) zone factor will be given, expressed as a plus or minus value, followed by the Daylight Saving Time value in parenthesis, if applicable, e.g., UTC-6 or UTC-5(4).

Certain portions of Canada operate on “Standard Time” between 0200 hrs local time on the first Sunday in November to 0200 hrs local time on the second Sunday in March, and on “Daylight Saving Time” between 0200 hrs local time on the second Sunday in March to 0200 hrs local time on the first Sunday in November. There is a one hour difference between the two which is indicated by the additional time zone factor in parenthesis. In cases where aerodromes are located in a region where Standard Time or Daylight Saving Time is observed year round, the time zone factor will be indicated without the use of parenthesis.

Canada is divided into six time zones shown below together with their respective time zone factors:

a. Newfoundland	-3 ½	(2 ½)	b. Atlantic	-4	(3)
c. Eastern	-5	(4)	d. Central	-6	(5)
e. Mountain	-7	(6)	f. Pacific	-8	(7)

TIMES OF OPERATION

The Standard Time hours of operation of facilities and services are indicated in UTC, expressed as “Z” time. If applicable, the Daylight Saving Time (DT) hours of operation will be indicated by the symbol “‡” following the UTC hours of operation. The symbol “‡” indicates that during periods of Daylight Saving Time, the operating hours will be one hour earlier than shown, e.g., **ARFF |** 10-04Z‡ means that the DT hours will be 09-03Z.

If for some reason Daylight Saving Time hours of operation were to differ from Standard Time hours of operation, then the actual hours would be listed in parenthesis, e.g., **ARFF |** 10-04Z (DT 08-02Z). When no DT symbol “‡” is listed, or when no DT hours are quoted in parenthesis, it indicates that the facilities or services operate year round on Standard Time only.

To determine the hours of operation of facilities and services in local time subtract the appropriate time zone factor from the UTC times shown.

HOLIDAY

Where a service indicates an exception to hours of operation on holidays “exc hols”, or federal holidays “exc federal observed hols” use the following list to determine applicable days.

Note: If a holiday falls on a day when a service is normally closed, the service may be affected on the working day prior to or after the holiday.

	Date	Holiday	Federal Holiday
New Year	Jan 1	X	X
Good Friday	2 days before Easter Sunday	X	X
Easter Monday	Day after Easter Sunday	X	
Victoria Day	Monday prior to May 25	X	X
Saint-Jean-Baptiste Day (Quebec only)	Jun 24	X	
Canada Day	Jul 1	X	X
Civic Holiday (excluding Quebec)	First Monday of Aug	X	
Labour Day	First Monday of Sept	X	X
National Day of Truth and Reconciliation	Sept 30	X	X
Thanksgiving Day	Second Monday of Oct	X	X
Remembrance Day	Nov 11	X	X
Christmas Day	Dec 25	X	X
Boxing Day	Dec 26	X	X

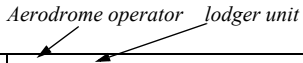
Example:

TORONTO / OSHAWA MUNI ON UTC-5 (4)

COMM	
TWR	120.1 (V) 1130-0330Z‡

During Standard Time period: 1130-0330Z -5 = 0630-2230 local time.
During Daylight Saving Time period, "‡" means (DT 1030-0230Z),
i.e., one hour earlier than shown: 1030-0230Z -4 = 0630-2230 local time.

OPERATOR (OPR)



OPR	TC (DND) 123-456-7890 H24 Cert Ldg fees NVIS OPS AUTH PPR A/D clsd Dec 25 & Jan 1

AERODROME STATUS

Certified (Cert)

An aerodrome for which an airport or heliport certificate is issued, requiring the operator to maintain and operate the site in accordance with applicable Transport Canada standards. Regular inspections are conducted by Transport Canada to confirm compliance. Certified heliports that have met additional global exemption conditions included in their certificate may be published as NVIS OPS AUTH and may be utilized by NVIS authorized helicopters operators. Air operators providing a scheduled passenger service can determine the airport hours of operation (attended hours) which are specified prior to the *Cert* statement.

Registered (Reg)

An aerodrome listed in the Supplement which is not certified as an airport. Registered aerodromes are not subject to an ongoing inspection program. Pilots intending to use these aerodromes should obtain current information from the owner/operator.

Military (Mil)

An aerodrome that is owned and operated by DND and is not certified or inspected by Transport Canada. All military aerodromes require prior permission (PPR) for civilian aircraft. The utilization of any DND aerodrome/heliport, including those listed as abandoned, as well as, DND facilities for the purpose of storing petroleum products (POL), is strictly prohibited without written approval of DND.

Request for utilization of any DND aerodrome/heliport, or, storing POL on DND facilities is to be addressed to:

National Defence Headquarters
Directorate Aerospace Equipment Program Management
Radar and Communication System
101 Colonel By Drive
Ottawa ON
K1A 0K2

NOTES:

Prior Permission Required (PPR)

Where the acronym “PPR” is shown, the aerodrome owner's or operator's permission is required prior to use, excepts in cases of emergency.

Prior Notice Required (PN)

Where the acronym “PN” is shown, the aerodrome owner or operator is to be notified prior to use in order that current information on the aerodrome may be provided.

Landing Fees

Where “Ldg fees” is listed, the aerodrome operator charges a fee to all users for using the aerodrome. The exact fee can be established by contacting the operator.

Closures

Scheduled times or seasons for which an aerodrome/heliport is closed will be published at the end of the OPR section

PUBLIC FACILITIES (PF)

PF	A-1,2,3,4 Avbl 12-23Z B-5

The following codes indicate the availability of public facilities, they may be used singly or in groups, however, the numerals shall always follow the letters.

A These facilities are available in the terminal building (when taxi is shown after this letter it indicates a direct line is available in the terminal building or a taxi stand exists).

B These facilities are on the aerodrome.

C These facilities exist within 5 nm of aerodrome.

D These facilities exist within 30nm of aerodrome.

1 Telephone.

2 Food.

3 Taxi.

4 Medical facilities (minimum available is that provided by a Registered nurse).

5 Hotel(s).

6 Car rental.

7 Public Wi-Fi.

8 Public Internet Access.

CUSTOMS (CUST)

CUST	AOE/24 888-226-7277 excess of 15 pax PN 14-21Z Mon-Fri

CUSTOMS DESIGNATORS

AOE refers to Airport of Entry, and designates all aerodromes where customs and immigration services are available from the Canada Border Services Agency (CBSA).

Aerodromes with capacity limitations are indicated by a number preceded by a forward slash, e.g., AOE/44. Where an aerodrome is indicated to be limited to a capacity of 15, it refers to an authorized CBSA Airport of Entry and exit for general aviation air traffic only, e.g., privately operated or small charter aircraft carrying no more than 15 passengers and crew and their baggage.

AOE/CAN Airport of entry designated for CANPASS private and corporate permit holders only that are from Canada or the USA.

Some airport authorities have entered into cost recovery agreements with the CBSA in order to provide service in certain circumstances, including service during the hours posted in this directory. Please consult airport authorities for more information about how cost recovery may apply to your particular situation.

CBSA (CUSTOMS AND IMMIGRATION) PROCEDURES

(a) Pilots must land at a CBSA authorized Airport of Entry (AOE) and a flight plan must be filed for all trans-border flights with NAV CANADA (CAR 602.73).

(b) Aerodromes which are designated as an AOE with CBSA services available are indicated in the Aerodrome/Facility Directory. “ADCUS” notifications on flight plans will no longer be accepted and pilots of general aviation aircraft are required to make their own arrangements for CBSA clearance by calling 1-888-226-7277 at least 2 hours but not more than 48 hours before flying into Canada. See AIP GEN 1.2.
Pilots are also cautioned that for flight arrivals outside of the established hours, CBSA service may not always be available and, if service is made available, call-out charges may be levied.

(c) **Telephone Reporting Centre program:** Travelers on a Canadian or U.S. registered private, company-owned, or small non-scheduled charter aircraft carrying no more than 15 passengers, arriving directly from the United States, may use a telephone reporting system to receive permission from a border services officer to enter Canada. The pilot must provide advance notification of arrival and information on all passengers and goods onboard to the CBSA at least 2 hours but not more than 48 hours before flying into Canada by calling the Telephone Reporting Centre at 1-888-226-7277. See AIP GEN 1.2.
Pilots are reminded that providing advance notification of arrival in Canada to the CBSA Telephone Reporting Centre does not fulfill their flight planning requirements and that a flight plan must be filed for all trans-border flights with NAV CANADA.

CBSA (CUSTOMS AND IMMIGRATION) PROCEDURES (Cont'd)

(d) For those flights commencing outside the geographical areas covered under the 1-888-226-7277 number (North America), the following number is available:

Hamilton, ON Tel: 905-679-2073 Fax: 905-308-8740

For more information on telephone reporting please refer to the Telephone Reporting for General Aviation and Private Boats Memorandum D2-5-12 publication available at the following web address:
https://www.cbsa-asfc.gc.ca/publications/dm-md/d2/d2-5-12-eng.html

(e) Where, due to weather conditions or other emergency, the aircraft lands at a place which is not designated as a place for CBSA reporting, the pilot shall call 1-888-226-7277 or the nearest office of the Royal Canadian Mounted Police as soon as possible.

(f) Flights should enter Canada via an AOE unless previously arranged with the CBSA. "ADCUS" notification on flight plans will no longer be accepted. Military crews must always make their own arrival and CBSA clearance arrangements with the local CBSA office by telephone, by letter or via HF communication (through a Wing Ops, phone patch, etc.).

Agreements between Wings and local CBSA offices may vary; therefore, contact applicable Wing Ops for local procedures. The telephone number of the nearest local CBSA office may be requested by calling 1-888-226-7277. For those flights commencing outside the geographical areas covered under 1-888-226-7277 number, refer to paragraph. (d), above.

(g) Medical evacuation flights (MEDEVAC) should enter Canada via a staffed AOE or AOE/15 within the hours of operations listed in the CFS. All arrangements for CBSA clearance should be done through the CBSA Telephone Reporting Centre (1-888-226-7277) at least 2 hours prior to landing, or, in cases of medical emergency flights, as soon as the information becomes available.

(h) **U.S. Customs:** U.S. Customs and Border Protection (CBP) requires private aircraft pilots or their designees arriving in the United States from a foreign port or location destined for a U.S. port or location, or departing the United States to a foreign port or location, to transmit electronically to CBP passenger manifest information for each individual traveling onboard the aircraft. The CBP requires private aircraft pilots or their designees to provide additional data elements when submitting a notice of arrival and requires private aircraft pilots or their designees to submit a notice of departure. Private aircraft pilots or their designees will be required to submit the notice of arrival and notice of departure information to CBP in the same transmission as the corresponding arrival or departure passenger manifest information via the Electronic Advance Passenger Information System (eAPIS) or an approved alternate system. Data must be received by CBP no later than 60 minutes before an arriving private aircraft departs from a foreign location destined for the United States and no later than 60 minutes before a private aircraft departs a U.S. airport or location for a foreign port or place. ADCUS and CANPASS notification on flight plans departing the U.S. or Canada will no longer be accepted.

Private pilots or their designees are required to set up an eAPIS account at least five days prior to their first transborder flight. For additional information consult the CBP web site at www.cbp.gov/

FLIGHT PLANNING (FLT PLN)

Bilingual services at this facility

All services bilingual

Hrs of ops, when less than H24, are listed under APRT RDO in COMM

FLT PLN	(bil)
FIC	(bil) Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	IFR Flt Plns 123-456-7890
MIL	123-456-7890 CSN 765-4321
CARS	123-456-7890 ltd hrs (see COMM)
WX	METAR H24. TAF H24, issue times: 05, 11, 17, 23Z. 123-456-7890 CSN 123-4567 full svc 10-24Z; ltd svc 00-10Z (see COMM)
DUAT	Sky High Flying Club

NOTAM:

The term "(bil)" when placed after the term "FLT PLN" indicates that all services listed below are offered bilingually. When bilingual services are limited, the term "(bil)" will precede the appropriate service.

For more information on how to obtain NOTAM, NOTAM Regions and dissemination categories, consult AIP Canada (ICAO).

FLIGHT INFORMATION CENTRE **(FIC):**

Flight Information Centres provide pre-flight and flight information services en-route (FISE). The services include the provision of, or consultation on, pilot weather briefings, meteorological information, aeronautical information, aeronautical broadcasts, flight planning and VFR alerting, flight regularity message service, and other associated information services.

For access to services provided by the FICs, the following telephone numbers are available toll-free within Canada only:

1-866-WXBRIEF (1-866-992-7433). Calls to this number are routed to the FIC that serves the area from where the call originates.

1-866-GOMÉTÉO (1-866-466-3836). All calls to this number are routed to Québec FIC. This number is intended for the provision of bilingual services.

Due to limitations of some telecommunication service providers, cellular and satellite telephone calls may not be connected to 1-866-WXBRIEF/GOMÉTÉO. Should this occur, the following list of unique toll free numbers provides direct toll-free access (from within Canada and the continental United States) to the FICs. If callers are unable to reach the FIC using these toll-free numbers, we have also included in this list the long distance toll numbers that will send the caller directly to the same queue as if they called 1-866-WXBRIEF or 1-866-GOMÉTÉO.

Kamloops FIC:	1-866-541-4101 or 250-376-8392
Edmonton FIC:	1-866-541-4102 or 780-890-8386
London FIC:	1-866-541-4104 or 519-452-4040
Quebec FIC (bilingual service):	1-866-541-4105 or 418-871-8678

AREA CONTROL CENTRE **(ACC):**

At specified locations the ACC provides weather information (hourly and special reports only) and NOTAM, and also accepts flight plans. Collect calls will be accepted from locations not having air traffic services communications facilities. At other locations, the ACC accepts the filing of flight plans directly by Fax, and this is indicated by the following note: “flt pln by Fax 123-456-7890”.

MILITARY **(MIL):**

Military flight planning facility; normally restricted to military use only. Canadian NOTAM information is available on the DWAN at http://met.forces.gc.ca, and online at http://www.flightplanning.navcanada.ca. International NOTAMs are available on the DWAN and online at http://www.notams.jcs.mil and http://www.notams.faa.gov.

COMMUNITY AERODROME RADIO STATION **(CARS):**

Ground stations using the call sign "AIRPORT RADIO" are usually operated by Community Aerodrome Radio Stations (CARS). Airport Radio (APRT RDO) service is provided by Observer/ Communicators (O/Cs) who are certified to conduct aviation weather observations and radio communications to facilitate aircraft departures and arrivals (O/Cs are authorized to provide an altimeter setting for an instrument approach) at uncontrolled aerodromes (see TC AIM RAC).

The frequencies used by APRT RDO/CARS and the hours of operation (if less than H24) are listed under **COMM**, e.g., **APRT RDO I** 122.1 (V) 13-21Z‡ Mon & Wed-Fri, 16-24Z‡ Tue, exc federal observed hols.

Note: When a federal observed holiday falls on a day that a CARS is normally closed, the holiday is moved to the next scheduled working day.

WEATHER **(WX):**

For civil aviation purposes, NAV CANADA is responsible for the dissemination of weather information, observations and forecasts to meet the needs of a safe and efficient air navigation system.

The pilot briefing service is available by telephone.

Online weather is available from the NAV CANADA web site at:
http://www.flightplanning.navcanada.ca.

For military aviation purposes, the Canadian Forces Weather and Oceanographic Service has the same responsibilities. Military weather services are normally restricted to military use only. Military weather services are available on the DWAN at http://met.forces.gc.ca. Military air crew briefing services are available through a toll free telephone number at 1-800-WXMETEO (equates to 1-800-996-3836), CSN 432-2613, or regular phone number at (506) 422-2613.

Observed weather information, observations and forecasts originating from any non-NAV CANADA or non-military weather service are considered to be provided by a private meteorological service provider.

WEATHER SERVICES - OBSERVATIONS

Surface Weather Observations in METAR format, made by human observers or by an Automated Weather Observation System (AWOS), are taken within 1.6 nautical miles of the aerodrome centre.

The AWOS is a vigilant and precise weather observation system. Sky condition, cloud amount, visibility and precipitation are determined from a sampling of a small volume of air at and above the AWOS. As a result the weather must occur in the sampling area to be 'seen' and reported by the system. It may take 15 minutes or more for the weather to actually cross the sensor before it is detected and the algorithms can begin processing the data. This factor and the location of the AWOS itself, can on occasion contribute to the reported weather observation differing from the current weather in the vicinity of the aerodrome.

If a meteorological station location indicator differs from an aerodrome/heliport location indicator or the station is more than 1.6 NM from an aerodrome/heliport, and the services provided are used for air navigation purposes, the distance, direction and/or location indicator of the meteorological station will be provided.

WX METAR H24 (CWAA)
WX METAR H24 4.5SW (CWAB)

The following weather reports and services are listed for the applicable sites in the CFS under “FLT PLN” and “WX”:

METAR	METAR and SPECI weather observation program taken by a qualified human observer that produces an hourly METAR or SPECI coded report that is disseminated beyond local aerodrome area through approved telecommunication network. METAR hours will be included.
METAR AUTO	METAR and SPECI weather observation program taken by a stand-alone Automated Weather Observation System (AWOS) that produces an hourly METAR or SPECI coded report that is disseminated beyond local aerodrome area through approved telecommunication network. (see *NOTE for NC AWOS enhancements). AWOS systems located outside of the Canadian Lightning Detection Network coverage area do not receive lightning data and therefore are unable to report thunderstorm or lightning data and therefore are unable to report thunderstorm or lightning activity.

LWIS	Limited Weather Information System (LWIS) - Automated weather system which produces an hourly LWIS coded report that is disseminated beyond local aerodrome area through approved telecommunication network. The coded LWIS report only contains wind speed, direction, temperature, dew point and altimeter setting. (See *NOTE for NC LWIS enhancements).
AUTO	An Automated weather system that does not meet requirements to produce METAR, SPECI or LWIS coded reports. The reports are not available on the main telecommunications network. These systems can report a variety of observed weather elements. Contact the aerodrome operator (OPR) for further information on the specifics of the system and how its reports may be obtained.
LAWO	Limited Aviation Weather Observation (LAWO) - A visual observation of prevailing tower visibility and tower ceiling made by airport controllers from inside the tower cab in order to provide limited weather information to support local flight operations. These observations are not intended for transmission, distribution, or use outside the control zone. This information is normally included in the local ATIS recording and updated as required or passed verbally to aircraft arriving at, and departing from, the local airport.
ALTIMETER	Altimeter setting report derived from two aircraft altimeters. The private altimeter setting report is a weather service provided in support of an Approach UNICOM (AU). Contact the Aerodrome Operator (OPR) for further information on the specifics of the service.
WIND	Human assessment of wind speed and direction. The private wind speed and direction report is a weather service provided in support of an Approach UNICOM (AU). Contact the Aerodrome (OPR) for further information on the specifics of the service.
WxCam	Indicates that a NAV CANADA Aviation Weather Camera is installed at the site. Still images are transmitted to the NAV CANADA Aviation Weather Web Site at 10-minute intervals.
Webcam	Indicates that one or more cameras not belonging to NAV CANADA have been installed at this location. Contact the Aerodrome Operator (OPR) for further information on the specifics of the camera system.

Stand-alone METAR AUTO and LWIS reports are available during published hours through normal meteorological information systems. At some sites an automated voice broadcast of the latest observation is available via VHF transmitter. In these cases, the VHF frequency is displayed in the **COMM** box (e.g., **COMM AWOS** 124.7, **COMM AUTO** 122.025). In cases where ALTIMETER and/or WIND is broadcast through a UNICOM (AU), the frequency is displayed in the **COMM** box (e.g. **COMM ATF UNICOM** (AU) 122.7).

Hours of Operation

The hours of coverage for METAR, METAR AUTO, AUTO, LWIS, LAWO, ALTIMETER and/or WIND are given (e.g. METAR 09-21Z). At sites where coverage is 24 hours, the coverage is listed as H24 (e.g METAR H24, METAR AUTO H24). At sites where there is a combination of weather programs, the coverage will be listed as METAR xx-xxZ O/T METAR AUTO or LWIS (e.g. METAR 12-20Z O/T LWIS). Sites providing unspecified limited hours of coverage will be listed as ltd hrs (e.g. ALTIMETER ltd hrs). Contact the Aerodrome Operator (OPR) for further information on the specifics of the hours of operation.

***NOTE:**

NAV CANADA's Automated weather system network (NC AWOS and NC LWIS) features include:

- **Thunderstorm Reporting** (NC AWOS) at sites within the domain of the Canadian Lightning Detection Network (CLDN). Thunderstorm activity, based on the proximity of the lightning strike(s) to the site, is to be reported as:
  - TS - Thunderstorm (at site), if lightning detected at 6sm or less;
  - VCTS - Thunderstorm in Vicinity, if lightning detected from > 6-10sm; and
  - LTNG DIST (direction) if lightning detected from >10 - 30sm, Lightning Distant with octant compass cardinal direction shall be reported in “Remarks” e.g. LTNG DIST NE, S, SW
  - LTNG DIST ALL QUADS - Lightning Distant All Quadrants will be reported in “Remarks” if lightning is detected in four or more octants.

- **Ice-Resistant Anemometer** (NC AWOS and NC LWIS) - Ice-resistant technology essentially eliminates anemometer performance degradation due to freezing precipitation, freezing fog or snow contamination.
- **Density Altitude reporting capability** (NC AWOS and NC LWIS) - Density altitude at the site is reported in hundreds of feet in the “Remarks” section of the observation if it is above aerodrome elevation.
- **Laser Ceilometer** (NC AWOS) - NC AWOS is capable of reporting cloud bases up to 25,000 ft.
- **Improved “Obstructions to Vision” reporting capability** (NC AWOS) - NC AWOS is capable of reporting Haze (HZ); Mist (BR); Fog (FG); Freezing Fog (FZFG); and Blowing Snow (BLSN).
- **Voice Generator Sub-System** (VGSS) - VHF transmission of weather report to pilots.
- **Runway Visual Range (RVR) reporting** (NC AWOS) at sites where RVR sensors are installed.
- **Remote Maintenance capability** (NC AWOS and LWIS) enables the remote monitoring, resetting, and upgrading of systems.
- **Updated weather algorithms** reduce the number of 'nuisance' SPECI reports (NC AWOS).
- **Digital aviation weather cameras (WxCam)** are installed at many NC AWOS, NC LWIS sites, and at stand-alone locations.

Sites in the Canada Flight Supplement (CFS) where aviation weather cameras are installed will have this service identified by using the term **“WxCam”** under the **“FLT PLN - WX”** section of the listing.

All METAR, SPECI and WxCam images are available on the NAV CANADA Collaborative Flight Planning Services (CFPS) at https://plan.navcanada.ca/wxrecall.

WEATHER SERVICE - FORECASTS

Aerodrome Forecasts (TAF) are normally issued every 6 hours during periods when observations are being made. They are normally valid for 12 hours; however, the actual TAF validity period is part of the Aerodrome Forecast text.

The hours of coverage for TAF forecasts are given. Not all TAFs are issued at the same time by a Canadian Meteorological Aviation Centre of Environment Canada or Canadian Forces Weather and Oceanographic Service. TAF issue times are therefore given, e.g., TAF 24 hrs, issue times: 00, 06, 12, 18Z.

PILOT TO METRO SERVICE **(PMSV):**

The Canadian Forces operates a PMSV at selected bases to provide military aircrew direct radio contact with local Meteorological (Met) Sections. Details of this service and the actual frequencies to be used are listed under **COMM**, e.g., **PMSV I** 344.6. Where this service is available, the note “(see COMM)” is added to the WX entry.

CANADIAN FORCES OPERATIONAL WEATHER BRIEFING

Military aircrew requiring an operational weather briefing can contact the Joint Meteorological Centre (JMC) using the toll free number 1-800-WXMETEO (equates to 1-800-996-3836), CSN 432-2613 or regular phone number at (506) 422-2613.

Military air crew can also contact the JMC to arrange for a briefing by DWAN e-mail at "+GAG JMC Remote Brief Req@Joint Met Centre@Gagetown" or internet e-mail at "GAGJMCRemoteBriefReq@forces.gc.ca".

These services are intended for military aircrew who have an operational need for weather information and find themselves without access to other weather services. This service may be interrupted by higher priority operations.

FLT PLN/COMM Weather Example (Civilian)

FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
WX	METAR dur FSS hrs of ops O/T METAR AUTO 123-456-7123 (see COMM). TAF 16-10Z, issue times: 16, 22, 04Z.
COMM	
AWOS	124.7

FLT PLN/COMM Weather Example (Military)

FLT PLN	
MIL	123-456-7890 CSN 654-3890
WX	Met brief for mil only. Lcl Met Section CSN 123-4567 O/T JMC 1-800-WXMETEO (996-3836) or CSN 432-2613.(see COMM). METAR H24. TAF H24, issue times: 05, 11, 17 & 23Z
COMM	
PMSV	344.6 ltd svc 22-08Z‡

FLT PLN/COMM Weather Example (Private)

FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
WX	ALTIMETER/WIND ltd hrs (see COMM)
COMM	
ATF	UNICOM (AU) ltd hrs O/T tfc 122.7

DIRECT USER ACCESS TERMINAL **(DUAT):**

Direct User Access Terminals may have graphic/alphanumeric weather or NOTAM information available and may permit the filing of flight plans. The specific installation sites are listed under **FLT PLN**, e.g.,

DUAT	Sky High Flying Club

SERVICES

The information contained under this sub-heading indicates what is usually available to General Aviation within the confines of the aerodrome or airport. If a service/function or item is not listed then in all probability it does not exist. Absence of information indicates non availability. Information on services at an aerodrome is provided by the company or individual offering that service. Transport Canada is not responsible for such information.

Call out charges

Where “Call out chgs” is listed, the aerodrome operator charges a fee to all users who make use of one or more services at the aerodrome. The exact fee can be established by contacting the operator.

SERVICES	Call out chg may be levied for one or more services.
FUEL	100LL, F-44, JB (FSII avbl), HPR
OIL	65, 80, 100
S	2 12-03Z‡ Mon-Fri, 1100-0230Z‡ Sat & Sun, 4,5
ARFF	DESIGNATED CAT 6 (CAT 7 1 hr PN) 1100-0500Z‡, O/T 519-452-4000 call out chg.
SUP FL	D & A ice, LHOX, LOX
JASU	Elect start 10/15 (MIL-CE 13, 14, 16, CA 1,2,3)
MIL ADV	Wing Ops 308.8 1300-2130Z Mon-Fri
PVT ADV	Innotech 122.95 123-456-7890 10-04Z‡
MIL CON	B & W Aviation 705-779-3962 1030-0200Z‡ Mon-Fri, O/T call out fee

FUEL:

CODE	GRADE/DESCRIPTION	SPEC
	aviation gasoline	
100LL	AVGAS 100LL Blue (a)	CAN/CGSB -3.25
	turbine fuel – kerosene type	
JA	Turbine Fuel–Kerosene Type JET A – (No FSII)	CAN/CGSB-3.23 ASTM D 1655 (b)
	Freeze Point Minus 40°C	
JA-1	Turbine Fuel–Kerosene Type – ASTM – JET A-1	CAN/CGSB -3.23

FUEL: (Cont'd)

	(No FSII) NATO F-35-Freeze Point Minus 47°C	
F-34	Turbine Fuel – Kerosene Type – Contains FSII – U.S. Military Designation JP-8	CAN/CGSB-3.24 (c)
F-37	Turbine Fuel - Kerosene Type - Contains FSII, +100(e) - U.S. Military Designation JP-8+100	
F-44	Turbine Fuel – High Flash Kerosene Type Contains FSII U.S. Military Designation JP-5 (NATO symbol without FSII is F-43)	CAN/CGSB-3.24
	FSII U.S. Military Designation JP-5	
	turbine fuel – wide cut type	
JB	Turbine Fuel – Wide cut JET B (No FSII) Freeze Point Minus 51°C	CAN/CGSB -3.22 (Grade JET B)
	diesel fuel – arctic grade	
DFA	Diesel Fuel (No FSII)	CAN/CGSB -3.6 (Type A or B)
	MOGAS unleaded automotive gasoline (d)	CAN/CGSB -3.5
MG-1	AKI of 87.0	(Grade 1)
MG-2	AKI of 89.0	(Grade 2)
MG-3	AKI of 91.0	(Grade 3)
MG-4	AKI of 93.0	(Grade 4)

(D)	Fuel available from drum only.
IP	Into Plane
AP	Along Plane
SP	Single Point Refuelling
HPR	High Pressure Refuelling
FSII	Fuel System Icing Inhibitor: The term (FSII avbl) shall immediately follow the fuel to which it refers (JA, JA-1 or JB). Indicates FSII available at airport and is either: already in the fuel (premixed); or, can be added on request. When delivery method required, contact fuel supplier at airport.

NOTES:

(a) 100LL (Blue) AVGAS, available in all NATO countries and at several locations in Canada. Use at 100/130 (Green) power settings.
(b) ASTM – American Society for Testing and Materials.
(c) U.S. Spec., MIL-DTL-88 133 applies, CAN/CGSB 3.24 grade F-34,F-44.
(d) AKI=Anti-Knock Index.
(e) +100 additive = Thermal Stability Additive, NATO code S-1749.

DND CONTRACT FUEL

When purchasing aviation fuel products in Canada, military aircrew shall make maximum use of DND into-plane contracts. Government of Canada credit cards shall only be used where DND into-plane contracts are not available or in any emergency situation.

DND fuel contract is indicated in brackets e.g. (CON I IP F-44). Details of contractor are under **MIL CON.**

CON	Contract	S	Shell
I	Imperial Oil	SP	Single point refuelling
P	Petro Canada	HPR	High pressure refuelling

Note 1: At civilian locations, the following services, although made available by the contractor, are not covered in the DND's Fuel Contract and shall be paid for by alternate means (e.g. credit card, cash) by the user:
Marshalling, chocking and chock removal.
Refuelling of aircraft by qualified personnel.
Placement and removal of ladder or stairs.
Fluids provided for the replenishment of aircraft Fluid Systems.

Replenishment of gaseous oxygen systems.
Cleaners provided for the cleaning of canopy or windscreen.
Positioning and operating of energizer or air start units for starting.
Towing if tow bar available.
Provide or arrange for de-icing of aircraft surfaces.
Provide or arrange for aircraft storage.

Note 2: Marshalling may not be available immediately, but may be provided on a requested basis, as availability of contractor personnel permits. Pilots must use discretion as to whether to manoeuvre their aircraft unassisted or to wait till a marshaller is available.

OIL:

CIVIL OIL LISTINGS

Oil grades available are shown as **OIL |** 65, 80 etc. **OIL |** All. Indicates all seasonal grades available.

MILITARY OIL LISTINGS

CANADA AND U.S. AVIATION OILS (MIL SPECS)

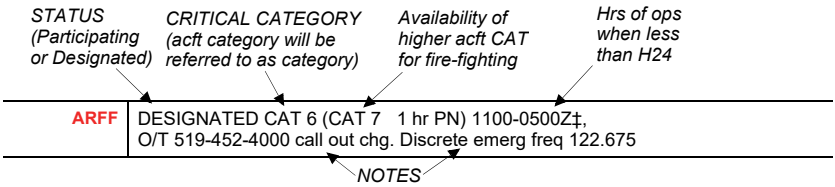
FLIP CODE	NATO CODE	GRADE	TYPE	SPECIFICATIONS
117	0-117	SAE 50	Lubricating Oil, Acft Piston Engine (Non dispersant mineral oil)	SAE SAE J 1966
123	0-123	SAE 40	Lubricating Oil, Acft Piston Engine (Ashless dispersant)	SAE SAE J 1899
128	0-128	SAE 60	Lubricating Oil, Acft Piston Engine (Ashless dispersant)	SAE SAE J 1899
132	0-132	1005	Jet Engine Oil	(MIL-L-6081)
133	0-133	1010	Jet Engine Oil	(MIL-L-6081)
148	0-148	3	Turbine Engine Oil (Synthetic Base)	(MIL-L-7808)
156	0-156	None	Turbo Prop/Turbo Shaft Engine Oil (Synthetic Base)	(MIL-L-23699)
163	0-163	4	Turbine Engine Oil (Synthetic Base)	(MIL-L-7808)

SPECTROMETRIC OIL ANALYSIS PROGRAM (SOAP). Normal operating hours 0800 to 1630 hrs Monday to Friday. Support is provided during non-duty hours on request.

SERVICING **(S)**

1 Storage available
2 Servicing/Minor repairs
3 Major repairs
4 Parking (extended term)
5 Tie-Down facilities
6 Plug-in facilities
7 Pick-up/Drop-off only. No extended term parking

AIRCRAFT RESCUE AND FIRE-FIGHTING (ARFF)



Participating and Designated airport or aerodrome

At a land aerodrome or airport, in order to assist air operators subject to CARs 602.96 (6), the term "DESIGNATED" or "PARTICIPATING" precedes the Critical Category inside the ARFF annotation.

ARFF Critical Category

The operator of an airport or aerodrome providing the aircraft rescue and fire-fighting services publishes a number which corresponds to the critical category for fire-fighting available to respond to an aircraft emergency at the airport or aerodrome. This number is found inside the ARFF annotation.

ARFF Hours of Operation

Airports and aerodromes

The aerodromes or airports providing ARFF publish in this document the hours during which an aircraft rescue and fire-fighting service is operated under the ARFF annotation. The absence of published hours following an ARFF Critical Category number denotes a 24 hour service.

ARFF Discrete Communication

The capability to communicate on a discrete frequency is normally available at airports that provide Aircraft Rescue and Fire-Fighting (ARFF) services, contact ATS.

ARFF Extinguishing Agent and Vehicle Requirements

The following table identifies the critical category for aircraft rescue and fire-fighting as it relates to the aircraft size, the quantities of water and complementary extinguishing agents, the minimum number of aircraft rescue and fire-fighting vehicles and the total discharge capacity. For ease of interpretation, the table is a combination of the two tables found in CAR 303.

Acft Category	Acft Overall Length	Maximum Fuselage Width	Quantity of water (in litres)	Quantity of Complementary agents (in kilograms)	Minimum Number of ARFF Vehicles	Total Discharge Capacity (in litres per minute)
1	less than 9 m	2 m	230	45	1	230
2	at least 9 m but less than 12 m	2 m	670	90	1	550
3	at least 12 m but less than 18 m	3m	1200	135	1	900
4	at least l8 m but less than 24 m	4 m	2400	135	1	1800
5	at least 24 m but less than 28 m	4 m	5400	180	1	3000
6	at least 28 m but less than 39 m	5 m	7900	225	2	4000
7	at least 39 m but less than 49 m	5 m	12 100	225	2	5300
8	at least 49 m but less than 61 m	7 m	18 200	450	3	7200
9	at least 61 m but less than 76 m	7 m	24 300	450	3	9000
10	at least 76 m	8 m	32 300	450	3	11 200

Military Airports

When published in this document, the ARFF services provided by the Department of National Defence (DND) are at least equivalent to those provided at civilian airports. DND ARFF Categories include interior fire-fighting and rescue capabilities whereas the Transport Canada ARFF requirements do not.

SUPPORTING FLUIDS, SYSTEMS AND OXYGEN **(SUP FL)**

ADI	Anti-Detonation Injection Fluid–reciprocating engine
D-Ice	De-icing fluid
A-Ice	Anti-icing fluid
PRESAIR	Air compressors rated 3000 PSI or more
LPOX	Low pressure oxygen servicing
HPOX	High pressure oxygen servicing

LHOX	Low and High pressure oxygen servicing
LOX	Liquid oxygen servicing
OXRB	Oxygen replacement bottles

NOTE: A combination of the above terms is used to indicate complete oxygen servicing available, i.e., LHOX-RB, meaning Low and High pressure oxygen servicing and replacement bottles; and LPOX-RB only, meaning Low pressure oxygen replacement bottles only, etc.

JET AIRCRAFT STARTING UNITS **(JASU)** CANADA

CIVIL JASU

ELECTRICAL STARTING UNITS

10/15	1000/1500 amps

AIR STARTING UNITS

120/350	120 lbs/min at 350 psi

DND JASU

ELECTRICAL STARTING UNITS

FLIP code	output or description
CE 1	AC 115/200V 37.5 KVA 400 Hz 3 phase
CE 2	AC 120/208V 10 KW 400 Hz 3 phase
CE 3	AC 120/208V 15 KW 400 Hz 3 phase
CE 4	AC 120/208V 18 KVA 400 Hz 3 phase
CE 5	AC 120/208V 10 KVA 400 Hz 3 phase
CE 6	AC 120/208V 15 KVA 400 Hz 3 phase
CE 7	AC 115V 5 KVA 400 Hz 1 phase
CE 8	AC 115/200V 40 KVA 400 Hz 3 phase
CE 9	AC 120/208V 37.5 KVA 400 Hz 3 phase
CE 10	AC 115/200V 20 KVA 400 Hz 3 phase
CE 11	AC 120/208V 8.8 KVA 400 Hz 3 phase
CE12	AC 115/200V 140 KVA 400 Hz 3 phase
CE13	AC 115/200V 60 KVA 400 Hz 3 phase
CE 14	AC/DC 115/208V 60 KVA 400 Hz 3 phase 28 VDC 1500 amp
CE 15	DC 26-33V 500 amp CONTINUOUS 1100 amp INTERMITTENT
CE 16	DC 26-32V 500 amp CONTINUOUS 1500 amp INTERMITTENT (SOFT START)

AIR STARTING UNITS

CA 1	MA1A 36-45 PSIG, 82-90 lbs/min.
CA 2	ASA 45.5 PSIG, 116.4 lbs/min.
CA 3	MC11 4000 PSIG, 15 cu.ft. per min.

COMBINATION ELECTRICAL AND AIR STARTING UNITS

CEA1	AC 120/208V 60 KVA 400 HZ 3PH DC 28V 75 AMP AIR 47 PSIG, 112.5 lbs/min.

CEA2	AC 120/208V 75 KVA 400 HZ 3PH AIR 47 PSIG, 116.4 lbs/min.

JET AIRCRAFT STARTING UNITS **(JASU)** USAF/USN

USAF JASU

Absence of JASU designation indicates non-availability. For variations in technical data, refer to USAF T.O. 35-1-7.

ELECTRICAL STARTING UNITS

MD-3	AC:115/208V, 400 cycle, 3 phase, 60 KVA, 0.75 PF, 4 wire DC: 28V, 1500 AMP, 45 KW, split bus
MD-3M	AC: 115/208V, 400 cycle, 3 phase, 60 KVA, 0.75 PF, 4 wire DC: 28V, 500 AMP, 15 KW

AIR STARTING UNITS

MA-1A	82 lbs/min (1123 cfm) at 130° air inlet temp, 45 psia (min) air outlet press
MC-1	15 cfm, 3500 psia
MC-1 Modif	5000 cu in cap, 3500 psia, 15 cfm
MC-1A	15 cfm, 3500 psia
MC-2A	15 cfm, 200 psia

COMBINATION AIR AND ELECTRICAL STARTING UNITS

AM32A-60	AIR: 120+/- 4 lbs/min (1644 +/- 55cfm) at 49+/- 2 psia AC: 120/208V, 400 cycle, 3 phase, 75 KVA, 0.75 PF, 4 wire, 120V, 1 phase, 25 KVA DC: 28V, 500 AMP, 15 KW
AM32A-86	AC: 115/200V, 3 phase, 90 KVA, 0.8 PF, 4 wire DC: 28V, 1500 AMP, 72 KW (with TR pack)

NOTE: During combined air and electrical loads, the pneumatic circuitry takes preference and will limit the amount of electrical power available.

USN JASU

ELECTRICAL STARTING UNITS

AM32A-108	DC:750 amp constant, 1000 amp intermittent, 28V; AC:90 KVA, 115/200V, 3 phase, 400 Hz;
MMG-1/1A	DC:500 amp constant, 1000 amp intermittent, 28V; AC:60 KVA .8 P.F., 115/220V, 3 phase, 400 Hz; Input (AC): 220/400V, 3 phase, 60 Hz
MMG-2	DC:500 amp constant, 28V; AC:30 KVA .8 P.F., 115/200V, 3 phase, 400 Hz; Input (AC): 220/400V, 3 phase, 60 Hz
NC-8A/A1	DC:500 amp constant, 750 amp intermittent, 28V; AC:60 KVA, 115/200V, 3 phase, 400 Hz
NC-10A/A1/B/C	DC:750 amp constant, 1000 amp intermittent, 28V; AC:90 KVA, 115/200V, 3 phase, 400 Hz

AIR STARTING UNITS

GTC/GTE-85	120 lbs per min at 45 psi

COMBINED AIR AND ELECTRICAL STARTING UNITS

AM47A-4	AIR:195 lbs/min. 75+/-5 psia or 120-127 lbs/min. 45 psia; AC:115/208V, 15 KW, 0.75 PF; DC:28V, 100 amp;
NCPP-105/RCPT	180 lbs/min. 75 psi or 120 lbs/min. 45 psi 700 amp, 28V DC. 120/208V, 400 Hz AC, 30 KVA

STARTER PROBES

Starter probes for A4 and F8 acft are available at most, but not all USN/USMC jet air stations.

Probe availability is indicated on JASU line, e.g.,(A4, F8 probes), (A4 probe). Absence of indicates non-availability.

MILITARY ADVISORY **(MIL ADV)**

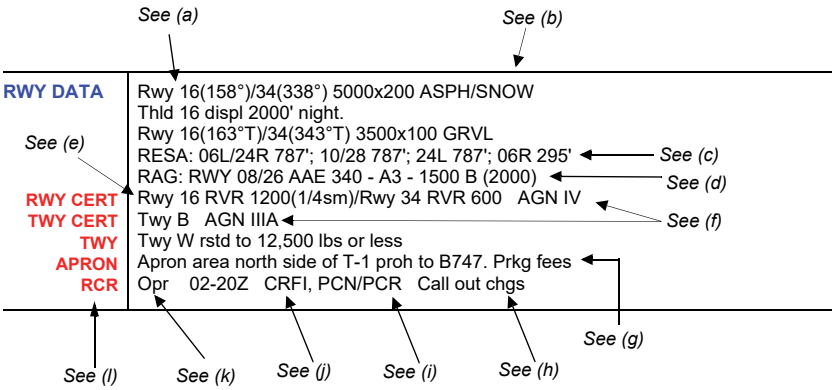
PRIVATE ADVISORY **(PVT ADV)**

RUNWAY AND/OR HELI DATA (RWY DATA, HELI DATA)

For land aerodromes, the **RWY DATA** sub-heading will always be shown; the **HELI DATA** sub-heading may also be shown if applicable. For aerodromes which are exclusively heliports, only the sub-heading **HELI DATA** will be shown.

Operating restrictions that are specified by the Minister in order to comply with Airport Certificate issued for the aerodrome/heliport will be indicated by (CAR 602.96).

In Southern and Northern Domestic Airspace runways are identified by two-digit runway number designators followed by "L" "R" or "C" if required. Runways are listed in pairs and by decreasing order of runway length.



(a) Rwy designation, actual magnetic or true bearing, length & width, type of surface, operational restriction. If only one value for runway slope is provided, it can be assumed that the runway has a constant slope for the length indicated and the slope direction is reversed in the opposing runway direction. If no length is indicated, this means the provided slope applies for the entire runway length. For example, for a published slope of Rwy 04 down 0.36%, it can be assumed that the slope for Rwy 22 is up 0.36% and that this applies for the entire runway length.

(b) Indicates runway is in operation during winter months for ski equipped aircraft.

(c) Dimension of the Runway End Safety Area applicable to the specified runway.

(d) Arrestor cable type.

(e) An entry of "RVR 1200(1/4sm)" indicates that the runway meets the requirements for runway and taxi operations below RVR 2600(1/2sm) down to and including RVR 1200(1/4sm).
An entry of "RVR 600" indicates that the runway meets the requirements for runway and taxi operations below RVR 1200(1/4sm) down to and including RVR 600.
NOTE: For the purpose of aircraft taxiing only, an RVR 600 visibility condition equates to a reported ground visibility of 1/8sm.

An entry of "Day only" indicates that the specified level of service is only approved for day operations.
An entry of "Night only" indicates that the specified level of service is only approved for night operations.
The absence of "Day only" or "Night only" indicates that the level of service is approved for both day and night operations.
If no runway visibility range (RVR) is published for the runway, then the operations are limited to a visibility of 2600(1/2sm) and above.
Where required, special reduced/low visibility restrictions or procedures for pilots will be published in the appropriate aeronautical publication(s). Runways certified for reduced visibility procedures (below RVR 2600(½ sm) down to and including RVR 1200(¼ sm)) do not necessarily require special pilot procedures and may not have special procedures published.
This information only indicates the level of service the aerodrome provides in regards to runway and taxi operations in reduced or low visibility conditions. In order to operate below
RVR 2600(1/2sm) pilots and Air Operators must ensure they meet all other applicable regulatory requirements, including landing minima, take-off minima, published departure and noise abatement procedures.
Military aircraft operations are governed by military flying orders. Civil pilots and civil Aerodrome Operators should therefore be aware that, in reduced/low visibility conditions, military aircraft may be operating below the published level of service when civil aircraft operations may actually be prohibited in such conditions. The preceding applies equally to military as well as civil aerodromes.
An entry of "AGN IV" indicates that the runway meets the requirements with respect to the obstacle free environment to support the airborne and ground operation of aircraft having wingspans less than 52.12m (171 feet). Note: The AGN is only published for airports (certified aerodromes), and registered aerodromes supporting an instrument approach procedure with a valid aerodrome attestation signed by the aerodrome operator.
See the following table for a breakdown of wingspans into AGN groupings. For the runway environment, the determination of the AGN is made with reference to the Vref obtained with the aeroplane at maximum landing weight and configured with the maximum allowable landing flap. It does not include any operational adjustments to Vref due to environmental conditions (steady state wind, gusts or icing, etc.) or aircraft abnormal or emergency configuration (slats or flaps jam, etc.).

Aircraft Group Number Groupings – Runway Environment		
Aircraft Group Number (AGN)	**Critical Aircraft Wingspan**	**Critical Aircraft Reference Landing Speed (V_{REF})**
I	Less than 14.94 m (49')	Less than 121 kts
II	14.94 m up to but not including 24.10 m (79')	Less than 121 kts
IIIA	24.10 m up to but not including 36.00 m (118')	Less than 121 kts
IIIB	up to but not including 36.00 m (118')	121 kts or more
IV	36.00 m up to but not including 52.12 m (171')	N/A
V	52.12 m up to but not including 65.23 m (214')	N/A
VI	65.23 m up to but not including 79.86 m (262')	N/A

For airports, the taxiway environment AGN is made with reference to wingspan only, in accordance with the following table. The AGN will only be published for those taxiways having a lower AGN than of the runway with the highest certification level.
Note: The taxiway AGN is not provided for registered aerodromes.

Aircraft Group Number Groupings - Taxiway Environment	
Aircraft Group Number (AGN)	**Critical Aircraft Wingspan**
I	Less than 14.94 m (49')
II	14.94 m up to but not including 24.10 m (79')
IIIA / IIIB	24.10 m up to but not including 36.00 m (118')
IV	36.00 m up to but not including 52.12 m (171')

Aircraft Group Number Groupings - Taxiway Environment	
V	52.12 m up to but not including 65.23 m (214')
VI	65.23 m up to but not including 79.86 m (262')

(f) An Aircraft Group Number is used to communicate the maximum aircraft wingspan, with consideration of the reference approach speed for the runway environment, for the part of an aerodrome that is assessed.

(g) Where "Prkg fees" is listed, the aerodrome operator charges a fee to all users who park at the aerodrome. The exact fee can be established by contacting the operator.

(h) Where "Call out chgs" is listed, the aerodrome operator charges a fee to all users who make use of one or more services at the aerodrome. The exact fee can be established by contacting the operator.

(i) For civil aerodromes, indicates PCN and/or PCR information is available from the operator. ACN/PCN for military aerodromes; actual PCN/PCR values and/or Mil Rwy Bearing Capacity Codes may be listed. Where PCN/PCR (or ACN/PCN) is not indicated, it means that the aerodrome surfaces have not been assessed. If an aircraft weight restriction is desirable in these cases, a statement restricting runways to aircrafts of certain weights may be listed, e.g., Rwy 28 restricted to aircrafts of a GTOW of under 7000 lbs.

(j) Canadian Runway Friction Index availability (see table).

(k) Agency and telephone number if different from operator.

(l) Runway Condition Report. The organization that is capable of providing the condition of the runway.

CANADIAN ARRESTING SYSTEMS

The following list identifies current operational arresting systems in use by the Canadian DND.

(a) CABLE

(i) Bi-Directional

BAK-12	Rotary Friction Brake
AAE 44B-3H	Water Twister
*AAE 340-A3-1000	Water Squeezer
*AAE 340-A3-1500	Water Squeezer
BLISS 500S	Rotary Friction Brake

*Systems are identical except for runouts which are 1000´ and 1500´ respectively.

(ii) Uni-Directional

E-5	Chain Type

(b) BARRIER

(i) Bi-Directional

NIL

(ii) Uni-Directional

MA-1A	Webb barrier between stanchions attached to a chain energy absorber. Designed primarily for main strut engagement but tests reveal successful hook back-up capability.

(c) BARRIER/CABLE

Combination BARRIER/CABLE arresting systems are not available in Canada.

FOREIGN ARRESTING SYSTEMS

Caution: Canadian evaluation of the systems listed below has not been verified. Where a foreign arresting system is shown as having a Canadian equivalent this information is offered as a guide only and does not indicate that either system meets the technical specifications of the other. The comparison is based on best available data at time of publication but is not to be construed as clearance for use. Obtain clearance from tower prior to landing.

(a) CABLE

System Identification	Nearest Canadian Equivalent Energy Capacity
BAK-6	AAE 340-A3-1000
BAK-9	AAE 340-A3-1000
BAK-13	None
E-14	AAE 340-A3-1000
E-28	None
M-2	None
M-21	UNI 700
AAE-44B-2H	AAE 44B-3H
SAF 21.2	None
SAFH 12.3	None
HKB	None
AAE-44B-2C	BAK-12
AAE-44B-2D	None
BLISS 500 S6	BLISS 500 S
BLISS 500 S8	BAK-12
RHAG Mk 1	None
PUAG Mk 21	None
SPRAG	None
CHAG	E-5
BEFAB 21:2	None
AAE 34B-1C	AAE 340-A3-1000
BEFAB 6:3	Unknown
BEFAB 12:3	Unknown
Jet-Stop	AAE 340-A3-1000

(b) BARRIER

System Identification	Nearest Canadian Equivalent Energy Capacity
AAE-44B-2C/A-30 (Net)	None
F-30 ROLBA (Net)	None
F-30 ROLBATWIN (Net)	None
F-40 BLISS S6 (Net)	None
F-40 BLISS S8 (Net)	None
RAF MK5 (Net)	MA1A
RAF MK6	None
RAF MK12	None
RAF MK12A	None
BEFAB 6:3 (Net)	Unknown
BEFAB 12:3 (Net)	MA1A

(c) BARRIER/CABLE

Nil.

(d) The following devices are used in conjunction with some aircraft arresting system:

BAK-11 Pop-up engaging device with a mechanical energy absorber (BAK-9, BAK-12) to engage main landing struts. BAK-14 A device that raises a hook cable out of a slot in the runway surface and is remotely positioned for engagement by the tower on request.

AIRCRAFT OPERATING FLIGHT MANUAL

Refer to current aircraft operating/flight manuals for specific engagement weight and speed criteria based on aircraft structural restrictions and arresting system limitations. Up to 15 minutes advance

notice may be required for rigging arresting systems for approach end engagement. MA 1A system may not be used for approach end engagements.

LOCATION OF ARRESTING SYSTEMS

Systems which have a bi-directional capability and can be used for emergency approach and engagement are indicated by the letter 'B' which will immediately follow the system type. The value in parenthesis indicates the distance from the end of the runway where the system is located.

Up to 15 minutes advance notice may be required for rigging arresting systems for approach end engagement. MA-1A system may not be used for approach end engagements.

Caution: Taxiing, taking-off or landing over arresting cables may cause damage to certain types of aircraft.

MILITARY RUNWAY WEIGHT BEARING CAPACITY CODES

NOTE: Military aerodromes only.

S	Single-wheel landing gear
T	Twin-wheel landing gear (C9A, etc.)
ST	Single Tandem landing gear (C-130, etc.)
TT	Twin Tandem landing gear (B-52, C-135, etc.)
TDT	Twin Delta Tandem landing gear (C5)
DDT	Double Dual Tandem (E4A, 747)
SWL	Single wheel loading
PSI	Pounds per square inch
AUW	All up weight. Maximum weight bearing capacity irrespective of landing gear configuration.

Runway weight bearing capacity (gross weight of aircraft) is determined by adding "000" to the figure following S, T, ST, TT, TDT, or DDT. Gross weights are given for the principle runway and taxiway system. Unless specifically noted, operations on other paved areas should be cleared on an individual basis. The simplified form expresses the load limit for the most severe aircraft within each undercarriage group and, therefore, may be restrictive for other less severe undercarriages. Decisions to permit repeated operations of a particular aircraft in excess of the stated load limit should be based on a more complete form of runway strength rating such as the PCR system.

THE AIRCRAFT CLASSIFICATION & PAVEMENT CLASSIFICATION RATING SYSTEM (ACR/PCR)

1. The (ACR/PCR) system is the ICAO standard method of reporting pavement strength for pavements with bearing strengths greater than 12,500 lbs (5700 kg).
2. Aircraft Classification Rating (ACR) is an indicator of the load of an aircraft relative to a pavement. ACR values for C.F. aircraft are available in applicable Aircraft Operating Instructions (AOI's). By comparing the ACR to the PCR one can determine if an aircraft of specific mass should operate on a particular section of pavement. When the ACR exceeds the PCR, criteria are established for controlling overload operations.
3. Pavement Classification Rating (PCR) is established by an engineering assessment expressing the load capacity of a pavement for unrestricted operations. For runways that have been evaluated under the ACR/PCR system, the PCR will be shown as a five part code (e.g. PCN 540 R/B/W/T). Details of the coded format are as follows
   (1) The PCR NUMBER – The reported PCR indicates that an aircraft with an ACR equal or less than the reported PCR can operate on the pavement subject to the tire pressure code limitation (para 4).
   (2) The type of pavement:
   R - Rigid
   F - Flexible
   (3) The pavement subgrade category:
   A - High
   B - Medium
   C - Low
   D - Ultra-low

(4) The maximum allowable tire pressure is reported by either:
W – Unlimited, no tire pressure limitation
X – High, limited to 1.75 MPa (254 psi)
Y – Medium, limited to 1.25 MPa (181 psi)
Z – Low, limited to 0.50 MPa (73 psi)

(5) Pavement evaluation method:
T - Technical evaluation
U - By experience of aircraft using the pavement

NOTE: Prior permission from the airport controlling authority is required when the ACR of the aircraft exceeds the published PCR or aircraft tire pressure exceeds the published limits

THE AIRCRAFT CLASSIFICATION & PAVEMENT CLASSIFICATION NUMBER SYSTEM (ACN/PCN)

1. The ACN/PCN system is the former ICAO standard method of reporting pavement strength for pavements with bearing strengths greater than 12,500 lbs (5700 kg).

2. Aircraft Classification Number (ACN) is an indicator of the weight of an aircraft relative to a pavement. ACN values for C.F. aircraft are available in applicable Aircraft Operating Instructions (AOI's). By comparing the ACN to the PCN one can determine if an aircraft of specific mass should operate on a particular section of pavement. Provided the ACN is less than or equal to the PCN of the aircraft, unlimited use is permitted. When the ACN exceeds the PCN, criteria are established for controlling overload operations.

3. Pavement Classification Number (PCN) is established by an engineering assessment expressing the load capacity of a pavement for unrestricted operations. For runways that have been evaluated under the ACN/PCN system, the PCN will be shown as a five part code (i.e. PCN 80 R/B/W/T). Details of the coded format are as follows:

(1) The PCN NUMBER - The reported PCN indicates that an aircraft with an ACN equal or less than the reported PCN can operate on the pavement subject to the tire pressure code limitation (para 4).

(2) The type of pavement:
R - Rigid
F - Flexible

(3) The pavement subgrade category:
A - High
B - Medium
C - Low
D - Ultra-low

(4) The maximum allowable tire pressure is reported by either: W - Unlimited, no tire pressure limitation
X - High, limited to 1.75 MPa 254 psi
Y - Medium, limited to 1.25 MPa 181 psi
Z - Low, limited to 0.50 MPa 73 psi

(5) Pavement evaluation method:
T - Technical evaluation
U - By experience of aircraft using the pavement

NOTE: Prior permission from the airport controlling authority is required when the ACN of the aircraft exceeds the published PCN or aircraft tire pressure exceeds the published limits.

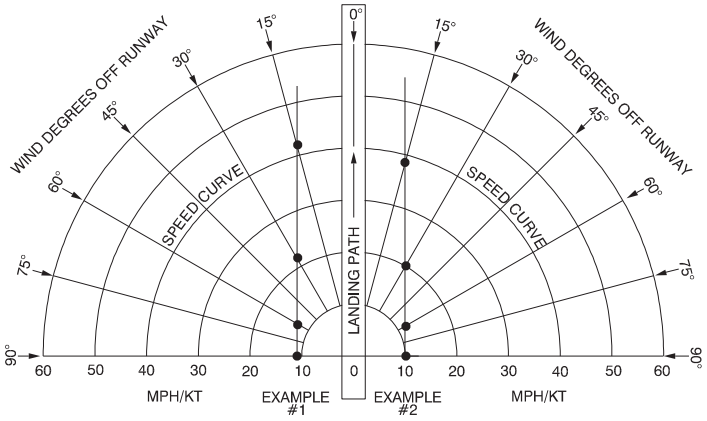
NOTE: ACN/PCN values are depicted in this publication for military aerodromes only. For other aerodromes, contact the operator.

CROSS-WIND LANDING LIMITATIONS – LIGHT AIRCRAFT

Approximately 10% of all aircraft accidents involving light aircraft in Canada are attributed to pilot failure to compensate for cross-wind conditions on landing.

Aircraft of United States manufacture are designed to withstand ground looping tendencies on landing in 90-degree cross-winds up to a velocity equal to 0.2 (20 per cent) of their stalling speed.

This information in conjunction with the known stalling speed of a particular aircraft makes it possible to use the cross-wind component graph printed below to derive a "**general rule**" for most light aircraft manufactured in the United States. Aircraft Owner's Manual may give higher or limiting cross-winds. Examples of the method used in this interpolation are shown below:



EXAMPLE #1 – Aircraft with a stalling speed of 60 MPH.

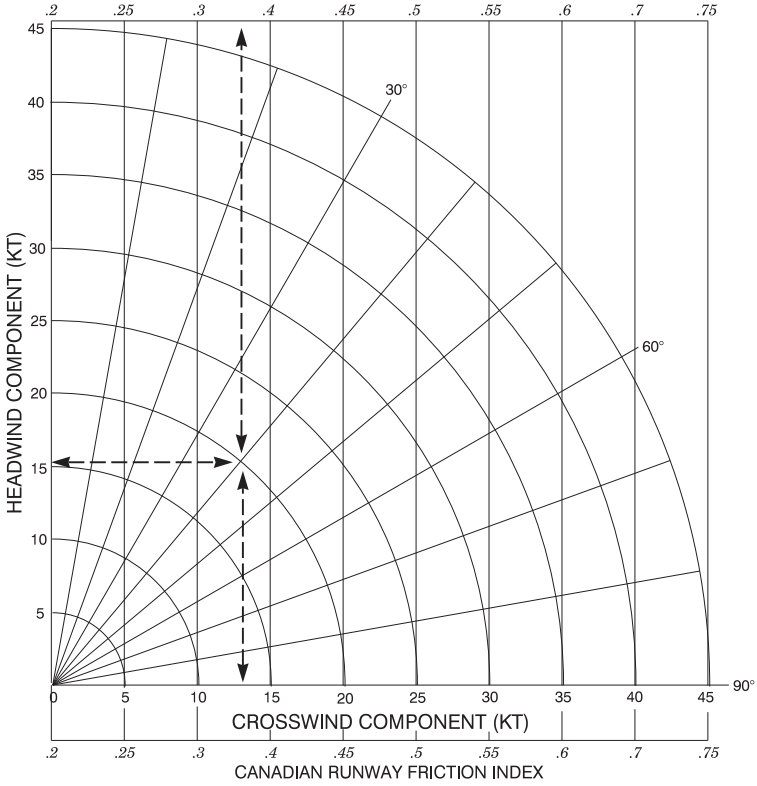
Wind-degree Off Runway		Permissible Wind Speeds
90-degrees	(0.2 x 60 MPH stalling speed)	12 MPH
60-degrees	Using cross-wind component graph	14 MPH
30-degrees	Using cross-wind component graph	24 MPH
15-degrees	Using cross-wind component graph	45 MPH

EXAMPLE #2 – Aircraft with a stalling speed of 50 Kt.

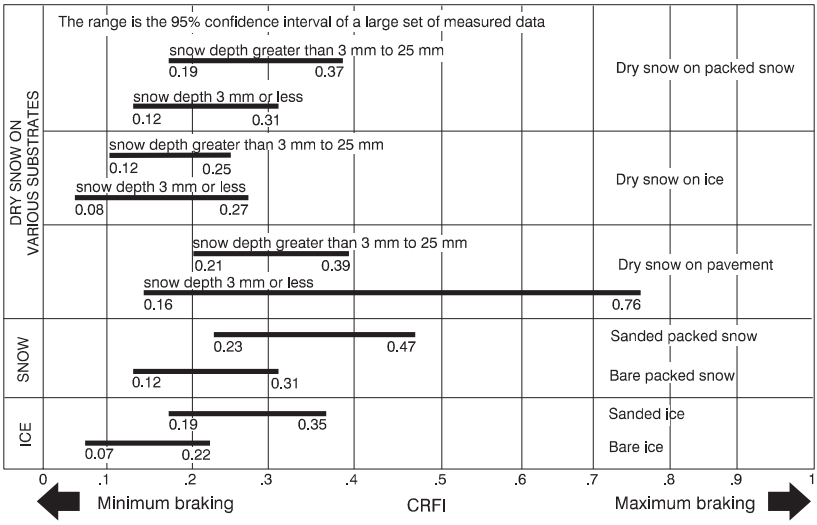
Wind-degree		Permissible Wind Speeds
90-degrees	(0.2 x 50 Kt stalling speed)	10Kt
60-degrees	Using cross-wind component graph	12Kt
30-degrees	Using cross-wind component graph	20Kt
15-degrees	Using cross-wind component graph	38Kt

CROSS WIND LIMITS FOR CRFI

CANADIAN RUNWAY FRICTION INDEX



RUNWAY SURFACE CONDITION (RSC) AND CRFI EQUIVALENT



MINIMUM AND MAXIMUM CRFIs FOR VARIOUS SURFACES

SURFACE	LOWER CRFI LIMIT	UPPER CRFI LIMIT
Bare Ice	No Limit	0.3
Bare Packed Snow	0.1	0.4
Sanded Ice	0.1	0.4
Sanded Packed Snow	0.1	0.5
Dry Snow on Ice (depth 3 mm or less)	No limit	0.4
Dry Snow on Ice (depth 3 mm to 25 mm)	No limit	0.4
Dry Snow on Packed Snow (depth 3 mm or less)	0.1	0.4
Dry Snow on Packed Snow (depth 3mm to 25 mm)	0.1	0.4
Dry Snow on Pavement (depth 3 mm or less)	0.1	Dry Pavement
Dry Snow on Pavement (depth 3 mm to 25 mm)	0.1	Dry Pavement

RUNWAY SURFACE CONDITION (RSC) NOTAM

RSC NOTAM are issued to alert pilots to natural surface contaminants, such as snow, ice or slush, which could affect aircraft braking performance. The RSC section of the report provides runway surface information describing the runway condition in abbreviated plain language, while the CRFI section describes braking action quantitatively using numerical format as described in section TC AIM AIR.

Where runway information is reported in thirds, a runway condition code (RWYCC) is reported for each third. RWYCCs are on a scale of 0 to 6, where 0 represents the most slippery conditions and 6 represents dry runway performance.

RSC NOTAM are issued when contaminants are present on a movement area as follows:

(a) at the commencement of published AMSCR hours;

(b) a minimum of once every eight hours thereafter for certified aerodromes;

(c) when a significant change in a runway surface condition occurs;

(d) following every accident or incident in which winter conditions may have been a factor; and

(e) whenever the cleared width of the runway falls below full width

RUNWAY SURFACE CONDITION (RSC) NOTAM (Cont'd)

When available, a CRFI reading will be issued along with the RSC in order to provide an overall descriptive picture of the runway condition and to quantify braking action.

Due to mechanical and operational limitations, runway friction readings produced by decelerometer devices may result in inaccurate readings under certain surface conditions. As a result, runway friction readings will only be taken and a CRFI will only be provided to air traffic services (ATS) or pilots when any of the following conditions are present:

(a) ice;

(b) wet ice consisting of a thin film of water on ice;

(c) compacted snow;

(d) slush on ice;

(e) dry snow not exceeding 2.5cm (1 inch) in depth;

(f) de-icing chemical solution or sand on ice; or

(g) frost.

When available, a CRFI reading will be issued along with the RSC in order to provide an overall descriptive picture of the runway condition.

An RSC NOTAM is also provided when there is a significant change which includes:

(a) any change in RWYCC (if applicable);

(b) a CRFI change of 0.05 or more;

(c) any change in the contaminant type;

(d) any change of 20% or more in the reportable contaminant coverage;

(e) any change in contaminant depth of 1/8 inch for standing water and slush, 1/4 inch for wet snow and 3/4 inch for dry snow;

and

(f) any other information, which according to assessment techniques, is considered to be significant. For example, following the application or removal of sand or chemicals, following snow removal or sweeping, changes in conditions caused by rapid increases or decreases in temperature.

The depth of a deposit is expressed in inches or feet or both. Whole values are used when the depth is above 2 inches (2IN). When the depth is less than 2 inches, fractions are used.

If provided by the Airport Authorities, conditions of taxiways and aprons are disseminated in the RSC NOTAM.

An RSC NOTAM is valid for a maximum of 8 hours for certified aerodromes or a maximum of 24 hours for non-certified aerodromes after which time it is removed from the database.

RSC/CRFI information may be broadcasted on the ATIS or available as a voice advisory from the control tower at controlled aerodromes and from the FSS at uncontrolled aerodromes where airport advisory service or RAAS is provided.

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TABLE 1
CANADIAN RUNWAY FRICTION INDEX (CRFI)
RECOMMENDED LANDING DISTANCES
(NO DISCING/REVERSE THRUST)

Reported Canadian Runway Friction Index (CRFI)														
Landing Distance (Feet) Dry Unfactored	0.60	0.55	0.50	0.45	0.40	0.35	0.30	0.27	0.25	0.22	0.20	0.18	Landing Field Length (Feet) Dry	
	Recommended Landing Distances (no Discing/Reverse Thrust)												60% Factor	70% Factor
1800	3120	3200	3300	3410	3540	3700	3900	4040	4150	4330	4470	4620	3000	2571
2000	3480	3580	3690	3830	3980	4170	4410	4570	4700	4910	5070	5250	3333	2857
2200	3720	3830	3960	4110	4280	4500	4750	4940	5080	5310	5490	5700	3667	3143
2400	4100	4230	4370	4540	4740	4980	5260	5470	5620	5880	6080	6300	4000	3429
2600	4450	4590	4750	4940	5160	5420	5740	5960	6130	6410	6630	6870	4333	3714
2800	4760	4910	5090	5290	5530	5810	6150	6390	6570	6880	7110	7360	4667	4000
3000	5070	5240	5430	5650	5910	6220	6590	6860	7060	7390	7640	7920	5000	4286
3200	5450	5630	5840	6090	6370	6720	7130	7420	7640	8010	8290	8600	5333	4571
3400	5740	5940	6170	6430	6740	7110	7550	7870	8100	8500	8800	9130	5667	4857
3600	6050	6260	6500	6780	7120	7510	7990	8330	8580	9000	9320	9680	6000	5143
3800	6340	6570	6830	7130	7480	7900	8410	8770	9040	9490	9840	10220	6333	5429
4000	6550	6780	7050	7370	7730	8170	8700	9080	9360	9830	10180	10580	6667	5714

Application of the Canadian Runway Friction Index (CRFI).

1. The recommended landing distances in Table 1 are based on a 95% level of confidence. A 95% level of confidence means that in more than 19 landings out of 20, the stated distance in Table 1 will be conservative for properly executed landings with all systems serviceable on runway surfaces with the reported CRFI.
2. Table 1 will also be conservative for turbojet and turboprop-powered aeroplanes with reverse thrust, and additionally, in the case of turboprop-powered aeroplanes, with the effect obtained from discing.
3. The recommended landing distances in the CRFI Table 1 are based on standard pilot techniques for the minimum distance landings from 50 ft, including a stabilized approach at V_{ref} using a glide slope of 3° to 50 ft or lower, a firm touchdown, minimum delay to nose lowering, minimum delay time to deployment of ground lift dump devices and application of brakes, and sustained maximum anti skid braking until stopped.
4. Landing field length is the landing distance divided by 0.6 (turbojets) or 0.7 (turboprops). If the Aeroplane Flight Manual (AFM) expresses landing performance in terms of landing distance, enter the table from the left-hand column. However, if the AFM expresses landing performance in terms of landing field length, enter the table from one of the right-hand columns, after first verifying which factor has been used in the AFM.

TABLE 2
CANADIAN RUNWAY FRICTION INDEX (CRFI)
RECOMMENDED LANDING DISTANCES
(DISCING/REVERSE THRUST)

eported Canadian Runway Friction Index (CRFI)														
Landing Distance (Feet) Dry Unfactored	0.60	0.55	0.50	0.45	0.40	0.35	0.30	0.27	0.25	0.22	0.20	0.18	Landing Field Length (Feet) Dry	
	Recommended Landing Distances (Discing/Reverse Thrust)												60% Factor	70% Factor
1200	2000	2040	2080	2120	2170	2220	2280	2340	2380	2440	2490	2540	2000	1714
1400	2340	2390	2440	2500	2580	2660	2750	2820	2870	2950	3010	3080	2333	2000
1600	2670	2730	2800	2880	2970	3070	3190	3280	3360	3460	3540	3630	2667	2286
1800	3010	3080	3160	3250	3350	3480	3630	3730	3810	3930	4030	4130	3000	2571
2000	3340	3420	3520	3620	3740	3880	4050	4170	4260	4400	4510	4630	3333	2857
2200	3570	3660	3760	3880	4020	4170	4360	4490	4590	4750	4870	5000	3667	3143
2400	3900	4000	4110	4230	4380	4550	4750	4880	4980	5150	5270	5410	4000	3429
2600	4200	4300	4420	4560	4710	4890	5100	5240	5350	5520	5650	5790	4333	3714
2800	4460	4570	4700	4840	5000	5190	5410	5560	5670	5850	5980	6130	4667	4000
3000	4740	4860	5000	5160	5340	5550	5790	5950	6070	6270	6420	6580	5000	4286
3200	5080	5220	5370	5550	5740	5970	6240	6420	6560	6770	6940	7110	5333	4571
3400	5350	5500	5660	5850	6060	6310	6590	6790	6930	7170	7340	7530	5667	4857
3600	5620	5780	5960	6160	6390	6650	6960	7170	7320	7570	7750	7950	6000	5143
3800	5890	6060	6250	6460	6700	6980	7310	7540	7700	7970	8160	8380	6333	5429
4000	6070	6250	6440	6660	6910	7210	7540	7780	7950	8220	8430	8650	6667	5714

Application of the Canadian Runway Friction Index (CRFI)

1. The recommended landing distances in Table 2 are based on a 95% level of confidence. A 95% level of confidence means that in more than 19 landings out of 20, the stated distance in Table 2 will be conservative for properly executed landings with all systems serviceable on runway surfaces with the reported CRFI.
2. The recommended landing distances in Table 2 take into account the reduction in landing distances obtained with the use of discing and/or reverse thrust capability for a turboprop powered aeroplane and with the use of reverse thrust for a turbojet-powered aeroplane. Table 2 is based on the Table 1 recommended landing distances with additional calculations that give credit for discing and/or reverse thrust. Representative low values of discing and/or reverse thrust effect have been assumed, hence the data will be conservative for properly executed landings by some aeroplanes with highly effective discing and/or thrust reversing systems.
3. The recommended landing distances in CRFI Table 2 are based on standard pilot techniques for the minimum distance landings from 50 ft, including a stabilized approach at V_{ref} using a glide slope of 3° to 50 ft or lower, a firm touchdown, minimum delay to nose lowering, minimum delay time to deployment of ground lift dump devices and application of brakes and discing and/or reverse thrust, and sustained maximum anti skid braking until stopped. In Table 2, the air distance from the screen height of 50 ft to touchdown and the delay distance from touchdown to the application of full braking remain unchanged from Table 1. The effects of discing/reverse thrust were used only to reduce the stopping distance from the application of full braking to a complete stop.
4. Landing field length is the landing distance divided by 0.6 (turbojets) or 0.7 (turboprops). If the AFM expresses landing performance in terms of landing distance, enter the table from the left-hand column. However, if the AFM expresses landing performance in terms of landing field length, enter the table from one of the right-hand columns, after first verifying which factor has been used in the AFM.

LIGHTING

The **LIGHTING** sub-heading describes the types of runway lighting available for individual runways at land aerodromes and for pads at heliports (heliport lighting systems are described at the end of this section).

In Southern and Northern Domestic Airspace runways are identified by two-digit runway number designators followed by "L", "R" or "C" if required. For land aerodrome lighting, the individual runway designator is followed by a short dash and approach lighting, then by threshold and runway lighting within parentheses, and finally by visual approach system types. All of these are in coded form and can be identified by using the legend. Runways are listed in pairs and by increasing order of designators, e.g., 05L-23R, 05R-23L, and 10-28.

At some aerodromes the lighting systems may be left on continuously, however many aerodromes are lighted only on request or by radio (ARCAL). The method and times of operation are therefore described for non-continuous systems.

Aerodrome Beacon: At some aerodromes the aerodrome beacon is also operated by the ARCAL system. At these sites the aerodrome beacon may therefore be selected "ON" by keying the microphone in the sequence specified in this Supplement for activating the type J or type K ARCAL system. The aerodrome beacon will then commence the 15 minute timed operating cycle with the other aerodrome lighting.

Some aerodromes may use retro-reflective markers in place of lights to mark the edges of a runway or helipad. A fixed white light or strobe light will be installed at each end of the runway to assist pilots in locating and aligning the aircraft with the runway, so that the aircraft landing lights will be reflected by the markers. Retro-reflective markers are indicated by the code "RR".

LIGHTING	05-AD(TE ME) V1, 23-AD(TE ME) 09-AD(TE HI), 27-AD AS(TE HI) V2, 13-AD(TE ME), 31-AD(TE ME) P2 2.5° ARCAL-122.8 type J

VASIS & PAPI-Apch angle shown when different than 3°; Operational dist from Thld shown when less than 4NM

Aircraft Radio Control of Aerodrome Lighting

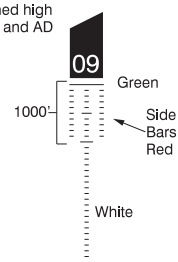
AIRCRAFT RADIO CONTROL OF AERODROME LIGHTING (ARCAL)

Type J	To operate all aerodrome lighting for duration of approximately 15 minutes key microphone 5 times within 5 seconds. The timing cycle may be restarted at anytime by repeating the keying sequence.
NOTE:	Some systems will indicate when the duration period is over by flashing once, then remaining on for a further 2 minutes before extinguishing completely. Other systems offer no indication that the period is ending. The control system may operate H24 or between sunset and sunrise.
Type K	To operate all aerodrome lighting for a duration of approximately 15 minutes, key microphone 7 times initially. This will ensure all lights are on maximum intensity. The intensity may be adjusted up or down to any one of three settings by keying the microphone 7, 5, or 3 times within 5 seconds for high, medium, or low intensity settings respectively. The timing cycle may be restarted at any time by repeating the initial keying sequence. Where Runway Identification Lights (code AS) are available, keying the microphone three times on the appropriate frequency will turn them off.

APPROACH LIGHTING

AC CENTRE ROW

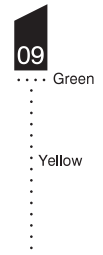
CATEGORY II
HIGH INTENSITY
(Combined high intensity and AD system)



MINIMUM LENGTH 2400'

AD CENTRE ROW

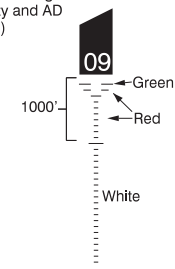
LOW INTENSITY



MINIMUM LENGTH 2400'

AE CENTRE ROW

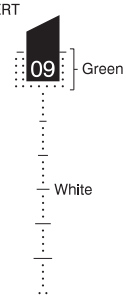
CATEGORY I
HIGH INTENSITY
(Combined high intensity and AD system)



MINIMUM LENGTH 2400'

AF CENTRE ROW

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

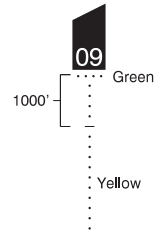


NOTE:
Threshold outline in GREEN at DND Bases only.

MINIMUM LENGTH 2400'
SF lights may or may not be installed in outer 2000'

AJ CENTRE ROW

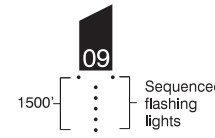
LOW INTENSITY



MINIMUM LENGTH 2400'
SF lights may or may not be installed in outer 2000'

AO ODALS

OMNI-DIRECTIONAL
APPROACH LIGHTING
SYSTEM



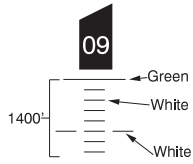
STANDARD LENGTH 1500'

AR MALS

MEDIUM
INTENSITY
APPROACH
LIGHT
SYSTEM

AW SSALS

HIGH INTENSITY



STANDARD LENGTH 1400'

AS RUNWAY THRESHOLD IDENTIFICATION LIGHTS

(UNI-DIRECTIONAL
FLASHING STROBE
LIGHTS)



AZ VISUAL ALIGNMENT GUIDANCE SYSTEM AND RUNWAY IDENTIFICATION LIGHTS

(UNI-DIRECTIONAL ROTATING
BEAMS CREATING FLASHING
EFFECT)

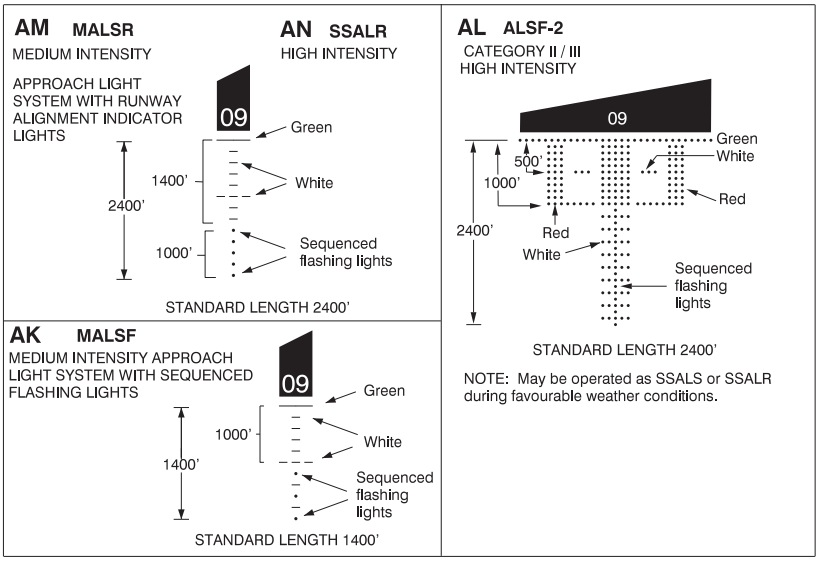


SF

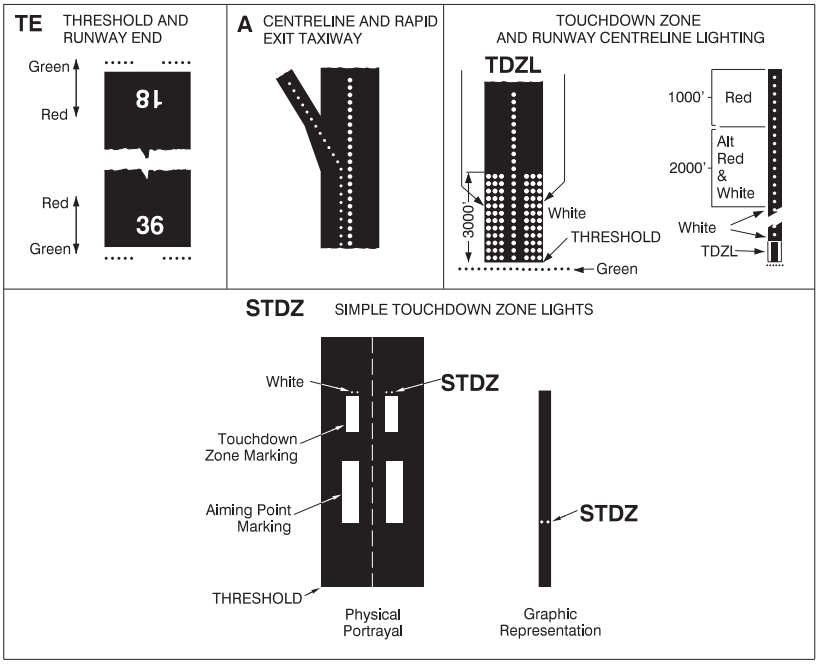
Sequenced flashing strobe lights installed in the approach lighting at some aerodromes. System includes runway identification lights.

LIGHTING SYMBOLS **NOT** SHOWN TO SCALE ON SKETCHES

APPROACH LIGHTING



THRESHOLD AND RUNWAY LIGHTING



RUNWAY LIGHTING CODES

T	By itself indicates green threshold lights.	**TDZL**	Touchdown zone lighting.
LO	Low intensity runway lights.	**STDZ**	Simple touchdown zone lighting.
ME	Medium intensity runway edge lights, variable 3 settings.	**CL**	Centreline lighting. High intensity, variable 5 settings.
HI	High intensity runway edge lights, variable 5 settings.	**RR**	Retro-reflective markers

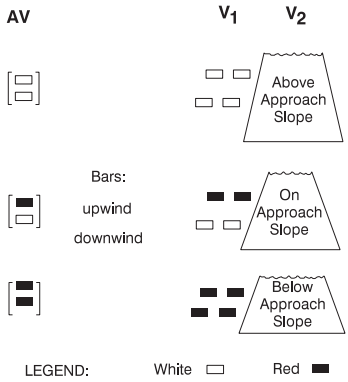
VISUAL GLIDE SLOPE INDICATORS (VGSI)

VISUAL APPROACH SLOPE INDICATOR SYSTEM (VASIS) Ⓥ

BARS MAY BE LOCATED ON EITHER OR BOTH SIDES OF THE RUNWAY (Ref TC AIM AGA).

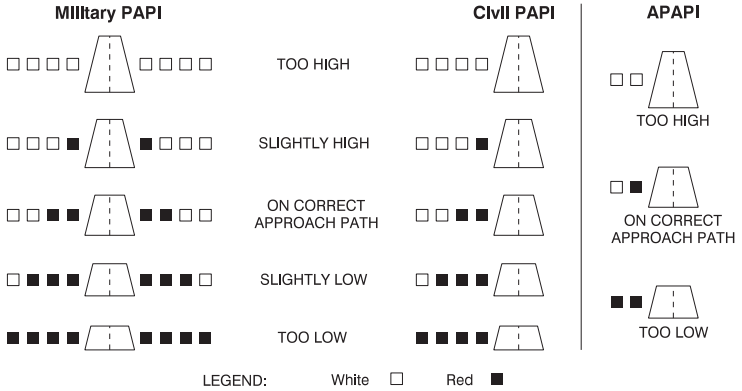
V_1 2 - BAR VASIS for aircraft with eye-to-wheel height up to 10' (DC-3 and smaller).
V_2 2 - BAR VASIS for aircraft with eye-to-wheel height up to 25' (DC-8 and smaller).
AV AVASIS - Abbreviated VASIS for aircraft with eye-to-wheel height up to 10' (shown in brackets, 2 light units).

TWO BAR VASIS

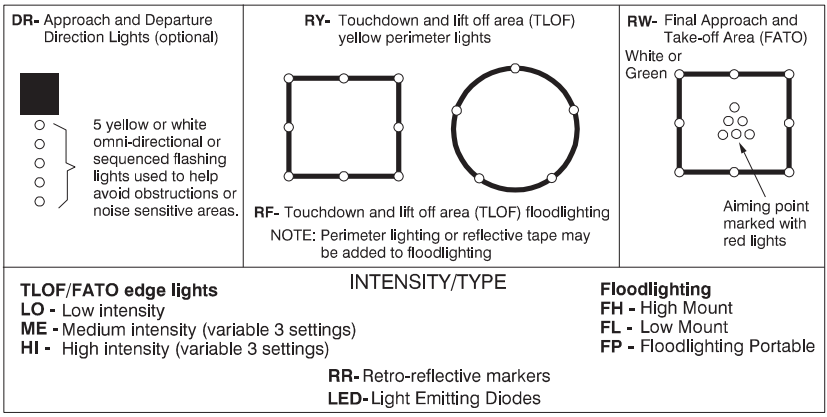


PRECISION APPROACH PATH INDICATOR (PAPI) Ⓟ

P_1 PAPI for aircraft with eye-to wheel height up to 10'.
P_2 PAPI for aircraft with eye-to-wheel height up to 25'.
P_3 PAPI for aircraft with eye-to-wheel height up to 45'.
A_P APAPI - Abbreviated PAPI for aircraft with eye-to-wheel height up to 10'.



HELIPORT LIGHTING



COMMUNICATIONS (COMM)

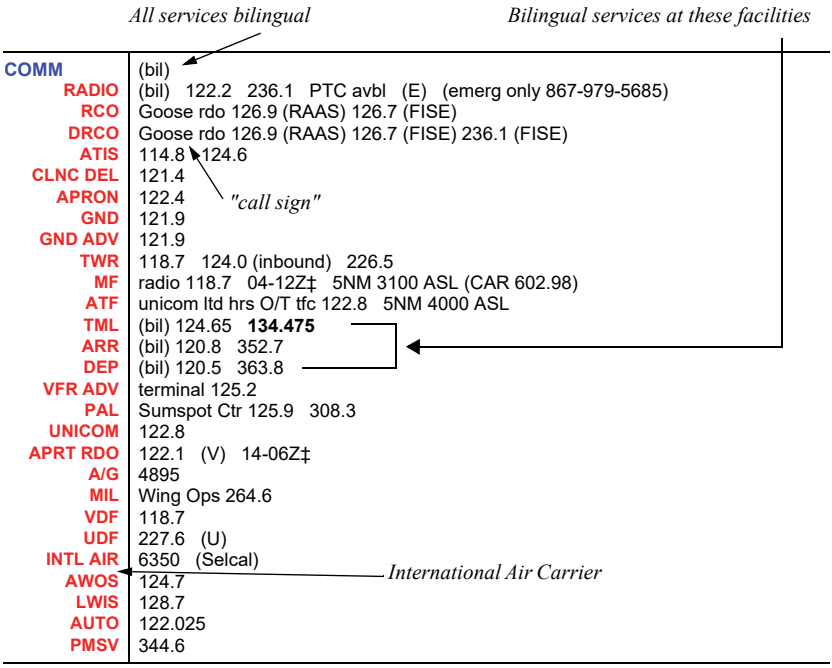
The term "(bil)" when placed after the term "COMM" indicates that all services listed below are offered bilingually. When bilingual services are limited, the term "(bil)" will precede the appropriate service.

FREQUENCIES:

A frequency followed by an "X" means the frequency can be requested through the control agency under which it is listed. If there are other limitations placed upon availability of frequencies, these will be indicated. Frequencies published followed by the letter "T" or "R" indicate that the facility will only transmit or receive respectively on that frequency; when followed by the letter "P" the frequency is a back-up for precision approach radar (see “NAVIGATION” section for this legend). When VHF frequencies are quoted to three places of decimals it indicates 25KHZ separation. HF frequencies used by the Canadian Flight Service Stations are capable of SSB J3E emission only. Frequencies printed in bold type indicate a high altitude frequency (starting at FL180 and above, unless otherwise indicated).

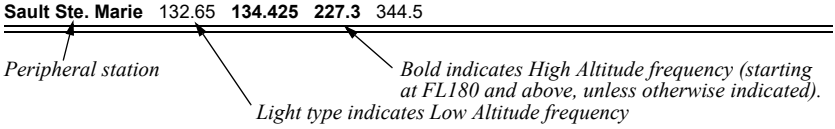
EMERGENCY FREQUENCIES:

Within this Supplement emergency frequencies are listed within this directory as (V) indicating 121.5 (U) indicating 243.0 and (E) indicating 121.5 and 243.0.



SUMSPOT CENTRE

127.0 133.675 **132.175** 132.475 **132.475**
Sault Ste. Marie 132.65 **134.425** **227.3** 344.5



SUMSPOT FSS – RCO

Moosonee 122.5 (RAAS) 12-02Z‡ (N51 17 W80 38)
Muskoka 122.3 (RAAS) (N44 58 W79 18)

PACIFIC RADIO – RCO (KAMLOOPS FIC)

Abbotsford 122.5 (FISE) 126.7 (bcst) (N49 02 W122 22)
Bella Bella (Campbell Island) 126.7 (FISE) (N52 11 W128 09)

CALL SIGN:

The aerodrome name as published in the CFS is used to form the call sign of an associated ground station. When the aerodrome name is different from the community (location) name, it is published following the community name and separated by an oblique (/). For unique cases where the call sign is different from the aerodrome name, the call sign will be added before the frequency.

Where "tfc" (traffic) is indicated (after the call sign in unique cases), a ground station may not necessarily exist. An advisory broadcast transmission should be made in this instance.

FLIGHT ADVISORY AND INFORMATION SERVICE:

NAV CANADA operates flight service stations and flight information centres that provide flight advisory and information services to enhance flight safety and efficiency. These services are obtained by calling the appropriate FSS or FIC followed by the word RADIO. The services provided by FSSs and FICs are listed below. Details concerning these services are presented in TC AIM RAC.

(a) Flight service stations and flight information centres **(RADIO)**

FSSs are located at selected aerodromes across Canada. They provide airport advisory service, vehicle control service and VHF direction finding. These services are primarily intended for the arrival and departure phases of a flight to an aerodrome within an MF area, and for transit through an MF area, served by an FSS.

FICs are established at various locations across Canada. They provide pilot briefing service, flight information service en route (FISE), aeronautical broadcast service, VFR flight plan alerting service and flight regularity message service. These services are intended for pre-flight planning and for the en route phase of flight.

FSSs and FICs provide alerting emergency assistance service and NOTAM information service. Selected units may also provide remote aerodrome advisory service (RAAS), vehicle advisory service and weather observation service.

Pre-Taxi Clearance

Pilots can receive pre-taxi clearance information (PTC) well ahead of their proposed time of departure for the entry of clearance information into their FMS, allowing for “heads-up” operations during taxi operations.

Pilots will receive clearance validation or an amended clearance when ready to taxi. Pilots must ensure that they have received clearance validation prior to take off. Availability of PTC is indicated by “PTC avbl” after the appropriate COMM frequency.

(b) Remote Communications Outlet **(RCO)**

A remote communications outlet (RCO) is a transceiver remotely established from an FSS or FIC for the provision of communications between aircraft and the FSS or FIC. An RCO enables an FSS to provide RAAS for aerodromes located within an MF area and an FIC to provide FISE on a FISE frequency.

At FISE RCO sites where a FISE frequency and 126.7 (bcst) are indicated, the 126.7 MHz frequency is unmonitored and inactive. However, 126.7 MHz communications equipment is available at these RCO sites and flight service specialists at the FIC will selectively activate the 126.7 MHz RCO transceiver when required in order to provide the aeronautical broadcasting service (SIGMET, urgent PIREP safety messages) or to conduct communication searches for overdue aircraft. When the 126.7 MHz transceiver is selected, the FISE transceiver is activated also for simultaneous broadcast on both frequencies.

At aerodromes where RAAS is provided part-time, during the hours that RAAS is not provided, information required to conduct an instrument approach (wind direction/speed, altimeter setting, runway condition), special VFR approvals (for sites within control zones) and IFR departure clearances, may be obtained from the FIC via the FISE RCO frequency or from the ACC via the PAL frequency, as appropriate. In addition, when RAAS is not provided, vehicles operators will be monitoring the MF while on the manoeuvring area of the aerodrome. Pilots will communicate directly with the vehicle operators to obtain the vehicle's position and operator intentions for coordinating the aircraft's arrival or departure. An RCO may also be used to accept position reports and relay ATC clearances.

NOTE: See TC AIM RAC for details.

(c) Dial-up Remote Communications Outlet **(DRCO)**

A DRCO is a standard RCO which has had a dial-up unit installed to connect the pilot with a flight information centre via a commercial telephone line. The line is “opened” or “activated” by the pilot or by the flight information centre.

Activation of the system by the pilot is accomplished via the aircraft radio transmitter by keying the microphone button 4 times with a deliberate and constant action on the published DRCO frequency. The microphone push-to-talk button should be held down a fraction of a second (1/4 is optimum) for each keying action with no more than 1 second between each action. The entire process should take slightly less than 10 seconds. The remote dial-up unit is designed to accept this constant and deliberate action to reduce the possibility of inadvertent activation from other sources. Consequently, if a microphone is keyed more than 4 times or too rapidly (or too slowly), the system will not activate.

Once the communication link has been established, the DRCO equipment will answer the pilot with a pre-recorded voice message: “Link Established”. The link can only be deactivated by the ATS unit.

Activation of the DRCO - Pilot Procedures

(i) Select the published RCO frequency on the aircraft radio transceiver.

(ii) Key the radio microphone distinctly 4 times in a row, with no more than 1 second between each keying. If the keying procedure is successful, the pilot will hear a dial tone, signalling pulses (e.g., touch tones), and finally a ringing signal (see Note).
If the keying procedure has been successful, but the line is not available, the equipment will automatically disconnect, and the message “Try Again” will be broadcast.

(iii) Wait for the DRCO equipment to answer with the pre-recorded voice message “Link Established”. This reply confirms that the phone link with ATS has been established. The pilot must now initiate the radio conversation as per standard radiotelephony practices e.g., “Quebec Radio, this is CESSNA GOLF ALFA DELTA TANGO, over”. It is important to note that the ATS Specialist may be performing other duties (e.g., working on another frequency or taking a weather observation) and may not be able to acknowledge the pilot's radio call right away.

(iv) The RCO line can only be disconnected by the ATS unit.

(v) A “Call Terminated” message indicates that the telephone line has been inadvertently disconnected.

NOTE: If the dial tone, signalling, and ringing are not heard, the pilot can assume that either:

(i) the RCO is not within the radio range of the aircraft's transceiver; or

(ii) the RCO line has already been opened, and there is a pause in the communication between the pilot of another aircraft and the ATS unit. The pilot may assume that the line is open and attempt to initiate communications with ATS.

If no reply is received from ATS within a reasonable time interval, the pilot should attempt the keying procedure when in closer proximity to the RCO site.

MANDATORY FREQUENCY **(MF):**

The designation of an MF Area is indicated by the **MF** entry, e.g.,

COMM	
MF	radio 118.7 04-12Z‡ 5NM 3100 ASL (CAR 602.98)

Within MF Areas, MF Reporting Requirements (CAR 602.98) are mandatory.

Transport Canada has designated a Mandatory Frequency (MF) for use at selected uncontrolled aerodromes or aerodromes that are uncontrolled between certain hours. Aircraft operating within the area in which MF is applicable (MF area), on the ground or in the air, shall be equipped with a functioning radio capable of maintaining two-way communication, and specified reporting procedures shall be followed.

An MF area will be established at an aerodrome if the traffic volume and mix of aircraft traffic at that aerodrome is such that there would be a safety benefit derived from implementing MF procedures. There may or may not be a ground station in operation at the aerodrome for which the MF area has been established. When a ground station is in operation, for example an FSS, an RCO through which RAAS is provided, a CARS or an approach UNICOM (AU) then all aircraft reports that are required for operating within, and prior to entering an MF area, shall be directed to the ground station. However, when the ground station is not in operation, then all aircraft reports that are required for operating within, and prior to entering an MF area, shall be broadcast.

The radius from the aerodrome centre and the vertical limit of the airspace above sea level (ASL) within which the Mandatory Frequency (MF) applies will also be shown in the **MF** entry.

GROUND ADVISORY SERVICE (**GND ADV**)

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

AERODROME TRAFFIC FREQUENCY **(ATF):**

An Aerodrome Traffic Frequency (ATF) is published in the Supplements and is normally designated for active, uncontrolled aerodromes that do not meet the criteria for mandatory frequencies. This is to ensure that all radio equipped aircraft operating on the ground or within the specified (ATF) area, are listening on a common frequency and following a common reporting procedure.

The ATF will normally be the frequency of the ground station (UNICOM or airport radio) where one exists or 123.2 MHz where a ground station does not exist.

The radius from the aerodrome center and the vertical limit of the airspace above sea level (ASL) within which the ATF applies, will be shown in the **COMM** sub-heading.

MF/ATF INITIAL CONTACT ON ARRIVAL:

In accordance with CAR 602.97 (1) and (2), the pilot-in-command of a VFR or IFR radio-equipped aircraft operating within an MF area shall maintain a listening watch on the mandatory frequency specified for use in the MF area.

In accordance with CAR 602.101 (a), the pilot-in-command of a VFR aircraft arriving at an uncontrolled aerodrome that lies within an MF shall report before entering the MF area and, where circumstances permit, shall do so at least five minutes before entering the area, giving the aircraft's position, altitude and estimated time of landing and the pilot-in-command's arrival procedure intentions.

In accordance with CAR 602.104 (2) (a) (i), the pilot-in-command of an IFR aircraft who intends to conduct an approach to or a landing at an uncontrolled aerodrome, shall report the pilot-in-command's intentions regarding the operation of the aircraft five minutes before the estimated time of commencing the approach procedure, stating the estimated time of landing.

These procedures should also apply to aerodromes with ATF frequency.

UNCONTROLLED AERODROMES WITHOUT A PUBLISHED **ATF**:

Where no ATF has been published in the Supplements, the common frequency for the broadcast of aircraft position and pilot intentions when flying in the vicinity of an uncontrolled aerodrome is 123.2 MHz.

UNICOM:

Universal Communications (UNICOM) is an air-ground communications facility operated by a private agency to provide Private Advisory Station (PAS) service at uncontrolled aerodromes. At these locations the choice of frequencies are 122.7, 122.8, 123.0, 123.3, 123.5, 122.35, 122.95, 123.35, 122.725, 122.775 and 122.825 MHz.

The use of all information received from a UNICOM station is entirely at the discretion of the pilot. The frequencies are published in aeronautical information publications as a service to pilots, but Transport Canada takes no responsibility for the use made of a UNICOM frequency.

An approach UNICOM (AU) is an air-ground communications service that can provide approach and landing information to IFR pilots. The meteorological service provider is required to ensure that:

(a) meteorological instruments used to provide the approach and landing information meet the requirements stipulated under CAR 804.01(1)(c) or the applicable exemption; and

(b) UNICOM operators meet the training requirements stipulated under CAR 804.01(1)(c) or the applicable exemption.

Where the above standards are met, the AU operator may provide a station altimeter setting for the conduct of an instrument procedure. The wind speed and direction for the conduct of a straight-in landing from an instrument approach, may or may not be provided at those facilities. Refer to the FLT PLN WX section to determine availability of wind speed and direction as well as altimeter settings from AU services.

Operators providing AU services may also advise pilots of the runway condition and the position of vehicles or aircraft on the manoeuvring area.

An AU will be indicated as "UNICOM (AU)" in the Canada Air Pilot and the Canada Flight Supplement.

AIRPORT RADIO **(APRT RDO):**

Airport Radio service is provided by Observer/Communicators (O/Cs) who are certified to conduct aviation weather observations and radio communications to facilitate aircraft departures and arrivals (O/Cs are authorized to provide an altimeter setting for an instrument approach) at uncontrolled aerodromes (see TC AIM RAC).

SOARING ACTIVITIES:

The frequency 123.4 MHz is allocated to soaring activities which include balloons, gliders, sailplanes, ultralights and hang gliders. It may also be designated as an ATF at aerodromes operated primarily for the purpose of soaring.

MILITARY FLIGHT ADVISORY UNIT (MFAU):

The designation of an MFAU is indicated by the MF entry at MIL A/D's, e.g.:

COMM	
MF	Namao advsy 118.0 ltd hrs O/T tfc 118.0 5 NM 3400 ASL

DND operates MFAU, which provide flight information services that enhance flight safety and efficiency. These services are available by calling the appropriate station, followed by “Advisory” (i.e. “Namao Advisory”). MFAU provide enroute flight information, airport advisory, ground control, field condition reports, flight planning, alerting service, navigation assistance, NOTAMs, PIREPs, and weather reports. An MFAU may be used to accept and relay VFR and IFR position reports and ATC clearances.

NOTE: MFAUs provide positive Ground Control - This is different than vehicle control as it also applies to aircraft on the ground. They also provide visual signals to aircraft in flight. The visual signals carry the same meaning as detailed in the TC AIM; however, they are accepted at pilots discretion. They are not control instructions; they are advisory only.

NAVIGATION (NAV)

Elevation (ASL) of navigational facility antenna when available

Subject to unscheduled outages without NOTAM

Auxiliary code *Non NAV CANADA/DND facility*

NAV	
NDB	X 385 (TL) N43 44 17 W79 34 18 Pvt Unmonitored
	UPLANDS (YUP) 352 (M) N45 13 45 W75 29 36
VOR/DME	YYZ 112.15 Ch 58(Y) N43 39 29 W79 37 54 (541´)
VORTAC	SSM 112.2 Ch 59 N46 24 43 W84 18 53 (1770´)
DME	PLL 110.75 Ch 44(Y) N53 18 37 W110 04 53 (2210')
TACAN	UMJ Ch 36 N50 19 51 W105 33 43
ILS	IOW 109.5 (Rwy 07) RVR
PAR	119.0 134.1 226.3 289.4 304.6 341.3 378.5 352 (E)

Channel paired with DME frequency in “X” mode unless "Y" mode indicated by (Y). Refer to Section D for DME Frequency Pairing Plan.

NOTE: For any NAVAID located within NDA, magnetic variation is not applicable; any VOR or TACAN located within NDA is oriented to True North.

LISTING OF NAVIGATION FACILITIES:

All navigation facilities are listed in Section D, Radio Navigation and Communications, under **RADIO NAVIGATION AIDS BY INDICATOR**.

Navigation facilities that are associated with an aerodrome, in that they serve as instrument approach aids, have the same name, or are within 5NM of the aerodrome, are also listed under the **NAV** sub-heading for that aerodrome. Facilities located farther than 5NM from an aerodrome which provide an operational advantage (i.e., remote aerodrome) may also be listed under the **NAV** sub-heading. However, no navigation facility is listed under the **NAV** sub-heading if it exceeds 25NM from the A/D, unless it is used for an IAP.

Navigation facilities which do not fit into these categories are listed in Section D, Radio Navigation and Communications, under **RADIO NAVIGATION AIDS BY LOCATION**.

NOTE: Pilots wishing to use geographic coordinates in decimal format can refer to Section D under **RADIO NAVIGATION AIDS BY INDICATOR**.

AUXILIARY CODES:

These codes may appear after frequencies of navigation facilities either singly or in multiples and signify the following:

A	ATIS (Automatic Terminal Information Service)
T	An ATC agency (except PAR) can transmit on this navigation frequency but not receive
L	NDB power output less than 50 watts
M	NDB power output 50 to less than 2000 watts
H	NDB power output 2000 watts or more
Z	75MHz station location marker or fan marker

PRECISION APPROACH RADAR **(PAR):**

All military PAR's operate continuously during Instrument Meteorological conditions unless otherwise indicated.

PROCEDURES (PRO)

PRO **HELI** **NOISE**	Arr 2000 ASL, dep 1500 ASL. Ski ops proh. Use Heli routes as depicted on Montréal VTPC or as directed by ATC. Noise Operating Criteria (CAR 602.105): A. Rwy 11 preferential. B. Dep rwy 29: climb on rwy centreline til 1000 ASL. C. Touch & go landings rwy 29 are not permitted btwn 23-06 (lcl time). Noise Restricted Runway (CAR 602.106): Circuits rwy 29, climb on rwy centreline, left turn to follow the P-line & route 337 til abeam shopping centre, then left turn downwind for circuit rwy 29.

Helicopter procedures — *Noise Operating Criteria/ Noise Restricted Runway*

The **PRO** sub-heading deals with circuit patterns and heights, specific VFR routes within zones, restrictions to certain types of traffic, other aerial activities within zones, specific helicopter procedures and Noise Operating Criteria/Noise Restricted Runway.

Operating restrictions that are specified by the Minister in order to comply with Airport Certificate issued for the aerodrome/heliport will be indicated by (CAR 602.96).

Circuits are left hand patterns unless mandatory right hand patterns are specified (CAR 602.96), e.g.,

PRO	Rgt hand circuits rwys 22, 28 & 34 (CAR 602.96)

Regulatory Noise Operating Criteria and/or Noise Restricted Runway are indicated by (CAR 602.105) or (CAR 602.106) respectively. For further information on Mandatory Noise Operating Criteria and/or Noise Restricted Runway, refer to AIP AD 2.21.

This sub-heading is used in conjunction with the Aerodrome Sketch and with the VFR Terminal Procedures Chart (VTPC) when one is provided.

CAUTION

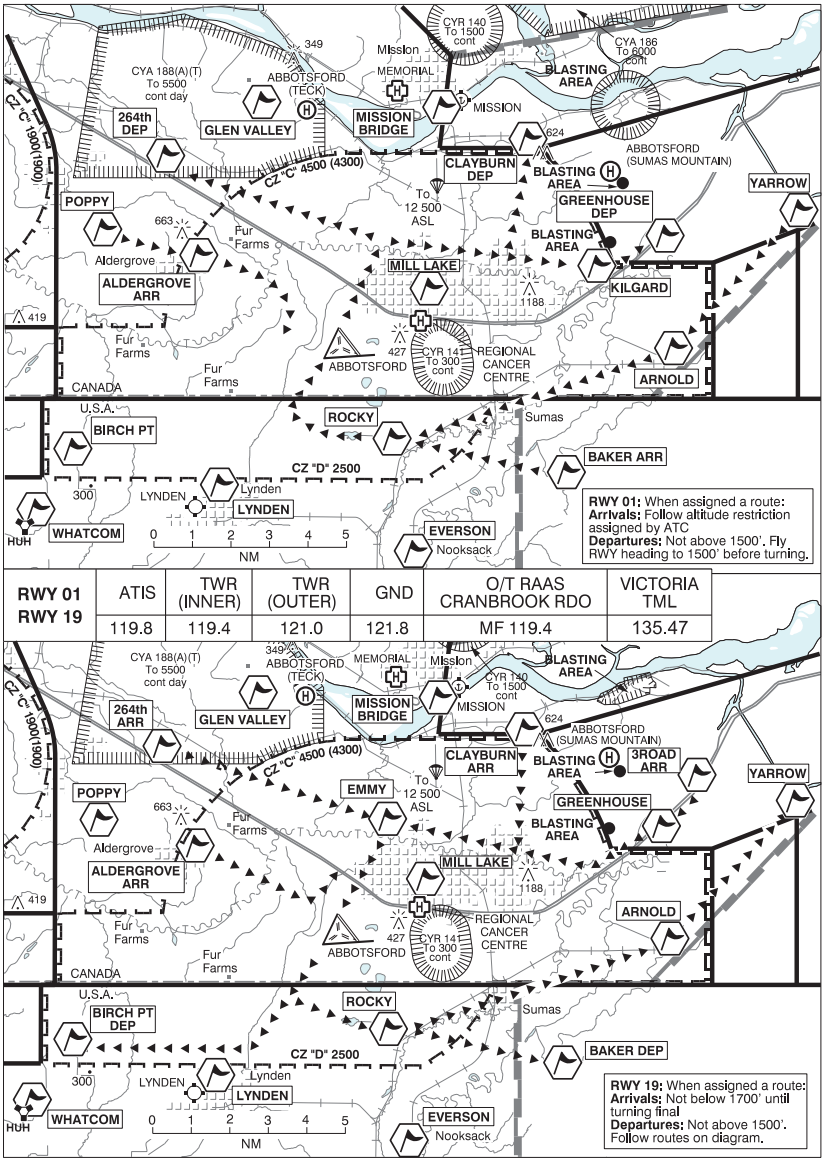
Brief information describing conditions of a permanent (90 days or more) nature, regarding aeronautical facilities or hazards, knowledge of which is essential for the safe operation of aircraft.

INTENTIONALLY

LEFT

BLANK

ABBOTSFORD VFR TERMINAL PROCEDURES CHART RWY 01 & 19



RWY 01 RWY 19	ATIS	TWR (INNER)	TWR (OUTER)	GND	O/T RAAS CRANBROOK RDO	VICTORIA TML
	119.8	119.4	121.0	121.8	MF 119.4	135.47

ABBOTSFORD VFR TERMINAL PROCEDURES CHART RWY 01 & 19 (Cont'd)

NAME	IDENT	LAT/LONG
264th	VCXYZ	N49° 06' 06" W122° 29' 36"
3ROAD	VCTRD	N49° 05' 23" W122° 07' 29"
ALDERGROVE	VCGRV	N49° 03' 30" W122° 28' 12"
ARNOLD	VCARN	N49° 01' 00" W122° 09' 00"
BAKER	VCBKR	N48° 57' 42" W122° 13' 24"
BIRCH POINT	VCBPT	N48° 56' 36" W122° 49' 06"
CLAYBURN	VCCYB	N49° 06' 36" W122° 14' 54"
EMMY	VCEMY	N49° 04' 12" W122° 20' 26"
EVERSON	VCEVR	N48° 55' 48" W122° 19' 24"
GLEN VALLEY	VCGLN	N49° 07' 36" W122° 25' 42"
GREENHOUSE	VCGRE	N49° 04' 00" W122° 09' 18"
KILGARD	VCKLH	N49° 03' 12" W122° 12' 06"
LYNDEN	VCLDN	N48° 57' 24" W122° 27' 24"
MILL LAKE	VCMLK	N49° 02' 36" W122° 18' 54"
MISSION BRIDGE	VCMSB	N49° 07' 24" W122° 18' 24"
POPPY	VCPPY	N49° 04' 12" W122° 32' 12"
ROCKY	VCRKY	N48° 58' 36" W122° 20' 24"
WHATCOM	VCWCM	N48° 56' 43" W122° 34' 45"
YARROW	VCYAR	N49° 04' 50" W122° 03' 53"

ARRIVALS

Obtain ATIS on 119.8 – contact tower on 121.0 when advertised.

RWY 01 - No altitude restriction unless assigned by ATC

ALDERGROVE - Fly direct the airport, join left downwind RWY 01.
BAKER - Fly direct ROCKY. Join right base RWY 01.
YARROW - Fly direct ARNOLD, then ROCKY. Join right base RWY 01.

RWY 19 – All Arrival Routes: Not Below 1700 until turning final.

3ROAD - Fly to GREENHOUSE, follow powerlines westbound. Turn final at EMMY.

Caution: Terrain at KILGARD.

CLAYBURN -Fly southbound to powerlines. Follow powerlines westbound. Turn final at EMMY.
264th - Fly direct EMMY, then turn final. *Do not follow HWY1.
ALDERGROVE - Fly direct airport. Join mid-right downwind RWY 19.

DEPARTURES

All Routes: Not Above 1500 until cleared higher.

RWY 01:

264th - Fly RWY heading to 1500, then turn direct 264th.

CLAYBURN - Fly RWY heading to 1500, then turn eastbound to the Mission Hwy, then direct CLAYBURN.

GREENHOUSE - Fly RWY heading to 1500, then turn direct KILGARD, then GREENHOUSE.

RWY 19:

BIRCH PT - Fly RWY heading until South of US Border. Then direct BIRCH PT.

BAKER - Fly RWY heading until South of US Border. Then direct BAKER.

YARROW - Fly RWY heading until South of US Border, then direct ROCKY, ARNOLD then YARROW.

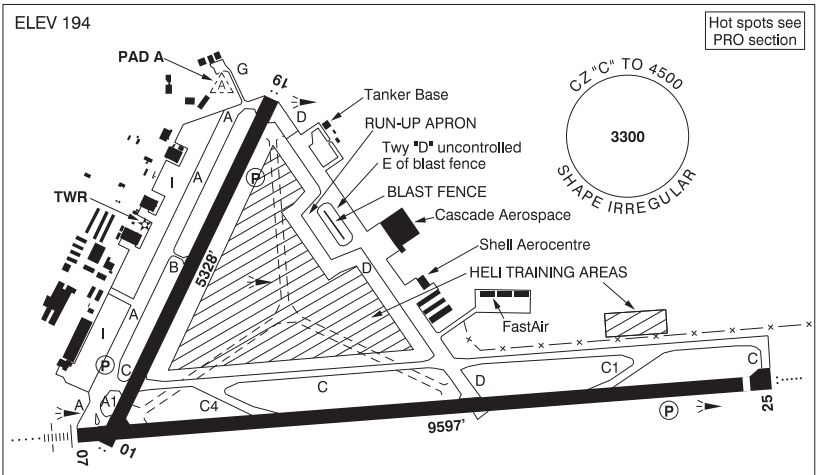
ABBOTSFORD VFR TERMINAL PROCEDURES CHART RWY 01 & 19 (Cont'd)

OBTAINING A TRANSPONDER CODE:
All VFR aircraft arriving/departing/overflying Abbotsford Class C or D airspace require a transponder code. Recommended methods of obtaining transponder code:

- Filing a VFR flight plan
- Contacting Kamloops FIC at 1-866-541-4101
- Contacting Pacific Radio on frequency 122.5 or 126.7
- Via text message through the NAV CANADA Transponder Code Retrieval (TCR) system.

Medium and High-performance aircraft call YXX Tower in advance of requesting VFR training in the area.

ABBOTSFORD BC CYXX



TORA FOR INTERSECTION DEPARTURES		
RWY	INTXN	TORA in ft
01	C	4204

LDA FOR LAND AND HOLD SHORT OPERATIONS (LAHSO CHART)		
FROM	TO	LDA in ft
Thld Rwy 19	Short of Rwy 07-25	4600
Thld Rwy 25	Short of Rwy 01-19	8400

REF	N49 01 31 W122 21 36 2.2SW 17°E (2014) UTC-8(7) Elev 194´ VTA A5004 LO2 HI3 T1 CAP RCAP
OPR	City of Abbotsford 604-855-1001 1230-0830Z‡ Cert
PF	A-1,2,3,6,7 C-4,5
CUST	AOE/15 888-226-7277 16-08Z‡
FLT PLN	Pilots are to open/close VFR Flt Pln with Kamloops FIC via phone or Pacific rdo 122.5 when practicable.
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
ACC	Vancouver IFR 604-586-4590/4591 or 800-668-1333; IFR tng flts, IFR maintenance flts, IFR test flts and IFR planned missed approach flts PPR ctc 604-586-4592 or 800-668-1333.
WX	METAR H24. TAF H24, issue times: 00, 06, 12, 18Z.

ABBOTSFORD BC (Cont'd) CYXX

SERVICES	Call out chg may be levied for one or more services.
FUEL	MG-1, 100LL, JA (CON S IP JA-1, FSII) 604-854-1964 by truck, JA-1 (FSII avbl) 604-425-4380 by truck self-serve VISA & Mastercard only 778-800-0132.
OIL	All
S	1,2,3,4,5
ARFF	DESIGNATED CAT 7 1230-0830Z‡ for sked acft 20 seats and abv, all other acft (incl all diversions) 2 hr PN 604-864-5544.
JASU	AC/DC 28V 400 amp min
PVT ADV	Abbotsford Shell Aerocentre 122.95 604-854-1964 or 877-270-2010, FastAir 122.875 604-425-4380
MIL CON	Carson Air 604-854-1964
RWY DATA	Rwy 07(069°)/25(249°) 9597x200 ASPH Thld 25 displ 295′. Rwy 01(009°)/19(189°) 5328x200 ASPH
RWY CERT	Rwy 07 RVR 1200(1/4sm)/Rwy 25 RVR 1200(1/4sm) AGN V Rwy 01/19 AGN IIIB
TWY CERT	Twy: B, G AGN II Twy D AGN IV
TWY	Twy D uncontrolled E of blast fence. Twy B rstd to acft with wingspans 78' or less. Reverse turns to exit Rwy 07 onto Twy C4 rstd to acft with wingspans 50' or less. Turns onto Twy A from Twy C rstd to acft with wingspans 171' or less. Turns from Twy A onto Twy C rstd to C-130 & smaller (blast issue). Turns west onto Twy C4 and east onto Twy C1 from Twy C rstd to acft with wingspans 133' or less. Twy G uncontrolled.
APRON	Ltd prkg and de-icing dur win ops, all wide body acft 2hr PN ctc ops 604-864-5544. Corporate itinerant prkg ctc Shell Aerocentre.
RCR	Opr Ltd win maint 1400-0730Z‡, O/T 2 hrs PN call out chg. PPR dur win maint exc sked ops, altn or emerg. CRFI, PCN.
LIGHTING	01-AS(TE ME) P2, 19-AS(TE ME) P2, 07-AN(TE HI), 25-AO(TE HI) P3
COMM	
RCO	Cranbrook rdo 119.4 (RAAS) 07-15Z‡ Pacific rdo 122.5 (FISE) 126.7 (bcst)
ATIS	119.8 15-07Z‡
GND	121.8 15-07Z‡
TWR	119.4 (inner) 121.0 (outer) 295.0 (V) 15-07Z‡ (emerg only 604-855-1199)
MF	MF and advsy svcs only provided over Canadian territory. Cranbrook rdo 119.4 295.0 07-15Z‡ CZ shape irregular 4500 ASL (CAR 602.98) (emerg only 250-426-6312)
TML	Victoria 135.47
ARR	Victoria Tml 132.7 (avail on gnd)
DEP	Victoria Tml 132.7 (avail on gnd)
NAV	
DME	YAI 116.1 Ch 108 N49 01 04 W122 22 34 (200')
ILS	IXX 109.7 (Rwy 07) RVR
PRO	Rgt hand circuit rwys 07 & 01 (CAR 602.96). Rwy 01/19, Twy B, C, C1 and C4 not avbl for acft taxiing when visibility below 1/2sm (CAR 602.96) NIGHT RESTRICTIONS: Turbo-jet, turbo-fan and turbo-prop tng not permitted fr 06-15Z‡. All other night tng as authorized by the APM. Procedures for crossing the southern Strait of Georgia within Tml Class C airspace refer to Vancouver Intl, VTPC for Crossing the Southern Strait of Georgia. Pilots should refer to Canadian Airport Charts (CAC) to obtain details on established hot spots, prior to operating on maneuvering areas. CAC are available for free on the NAV CANADA website.

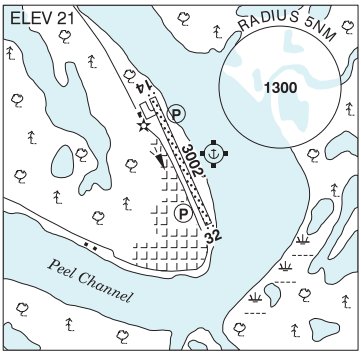
ABBOTSFORD BC (Cont'd) CYXX

PRO (Cont'd)	**ATS REQUIREMENTS:** All VFR acft arriving, departing or transiting the Vancouver or Victoria Tower Class C or D airspace require a transponder code. - All acft departing Vancouver or Victoria Intl (including Water Aerodrome) call Kamloops FIC at 866-541-4101 or PAC RDO 122.5 for code assignment at least 30 min prior to flight or file a VFR Flight Plan/Flight Itinerary. - All acft arriving Vancouver Intl (including Water Aerodrome) or transiting Vancouver or Victoria Control Zones obtain a code from one of the following ATS units: Vancouver Harbour, Nanaimo, Victoria Harbour, Boundary Bay, Langley, Abbotsford or Pitt Meadows,or call Kamloops FIC at 866-541-4101 or PAC RDO 122.5. - All acft arriving Victoria Intl from a non NAV CANADA site call Kamloops FIC at 866-541-4101 or PAC RDO 122.5 for code assignment at least 30 minutes prior to flight or file a VFR Flight Plan/ Flight Itinerary. **VFR ARR/DEP ROUTES:** See VTPC
HELI	When assigned, follow heli routes as depicted on the Heli VTPC. - EAST, MCCALLUM and MARSHALL Routes: not above 700 ASL between airport and McCallum Rd. - MCCALLUM Route: Follow Marshall Rd. for East/West portion. *Do not follow HWY1. - MARSHALL Route: follow Marshall Rd. to FUNPARK then direct GREENHOUSE (reverse for inbound). Dep/Arr S & SW as cleared by ATC. Heli tng areas day use only. Infield heli training area remain at least 200' from all rwys and twys. Infield circuit remain at least 400' from all rwys and north of Twy C, 700 ASL & below, ctc ATC for heli circuit procedures or refer to VTPC Infield Circuit diagram.
CAUTION	Numerous obsts in heli tng areas. Parachute area aprx 5NM NNE of aprt. Tall vehicles on road S Thld 01; Ngt ops must use PAPI.

AIR VICE MARSHAL C.M. McEWEN SK — See MOOSE JAW / AIR VICE MARSHAL C.M. McEWEN

AKLAVIK / FREDDIE CARMICHAEL NT CYKD

REF	N68 13 24 W135 00 20 Adj 19°E (2024) UTC-7(6) Elev 21′ A5034 A5040 LO5 CAP
OPR	Govt of Northwest Territories 867-777-2467 Emerg/Incident rpt ctc 877-989-1400 1705-1755Z‡ 2305-2355Z‡ Mon-Fri, 1805-1855Z‡ 2305-2355Z‡ Sat, exc hols, Apr 30-Dec 15, O/T 1 hr PN, ctc 867-978-2792, 867-678-0388. Call out chg may be levied. Cert
PF	A-1 C-2,3,4
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
CARS	867-978-2309 Ltd hrs (see COMM)
WX	METAR dur CARS hrs (see COMM). O/T LWIS

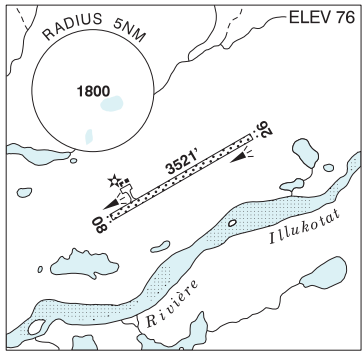


AKLAVIK / FREDDIE CARMICHAEL NT (Cont'd) CYKD

RWY DATA	Rwy 14(137°)/32(317°) 3002x75 gravel
RWY CERT	Rwy 14/32 AGN I
RCR	Opr Win maint avbl 15-24Z‡ Mon-Fri exc hols, O/T 1 hr PN, ctc 867-978-2792, 867-678-0388. Call out chg may be levied. Rwy compacted snow & gravel mix during winter conditions.
LIGHTING	14-AS(TE ME) AP, 32-AS(TE ME) AP ARCAL-122.1 type K, AS lgt avbl on hi intensity only.
COMM	
MF	aprt rdo ltd hrs O/T tfc 122.1 5NM 3100 ASL (CAR 602.98)
APRT RDO	122.1 (V) 14-24Z‡ Mon-Sat, 15-20Z‡ Sun, exc federal observed hols.

AKULIVIK QC CYKO

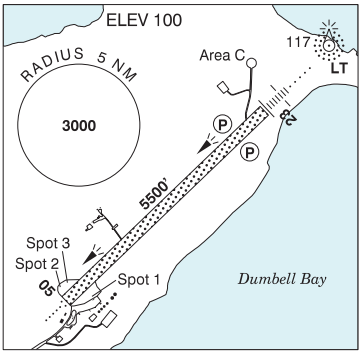
REF	N60 49 07 W78 08 55 1.5SW 19°W (2020) UTC-5(4) Elev 76′ A5032 LO5 CAP
OPR	Administration Régionale Kativik 819-964-2968 14-22Z‡ Mon-Fri O/T 819-964-3434 Ext 154 Fax 819-964-2462 Cert
PF	A-1 C-2,4,5,7
FLT PLN	(bil)
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montréal 800-633-1353
CARS	819-496-1530 ltd hrs (see COMM)
WX	METAR dur CARS hrs (see COMM) O/T LWIS



RWY DATA	Rwy 08(079°)/26(259°) 3521x100 GRVL Rwy 26 down 0.97%
RWY CERT	Rwy 08/26 AGN IIIA
RCR	Opr 13-21Z‡ Mon-Fri exc hols May 1-Sep 30; Win maint avbl 13-21Z‡ exc hols Oct 1-Apr 30, O/T 3hr PN, CRFI; PCN
LIGHTING	08-AS(TE ME), 26-AS(TE ME) ARCAL-122.1 type K
COMM	
MF	aprt rdo (English only) ltd hrs O/T tfc 122.1 15NM 3100 ASL (CAR 602.98)
APRT RDO	122.1 (V) 1230-2230Z‡

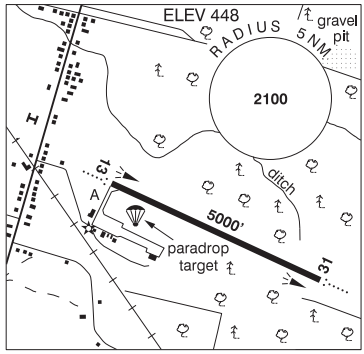
ALERT NU

CYLT



REF	N82 31 02 W62 17 04 44°W (2022) UTC-5(4) Elev 100' A5050 LO9 HI1 CAP
OPR	DND/1CdnAirDiv Alert AMO Ottawa 613-996-7741 CSN 996-7741 Mil PPR (min 7 days ntc) for foreign & civ acft 12-20Z‡ Mon-Fri, closed Sat, Sun & Cdn hols
FLT PLN	
ACC	Edmonton IFR 888-358-7526
MIL	on site IFR clnc for rtes entering Reykjavik airspace can be obtained by contacting +354-424-4264/4141 prior to dep fr Alert.
WX	Met brief for mil auth flt only. Lcl Met Section 613-945-3145/3146 ext 3250 ltd hrs. O/T JMC 1-800-WXMETEO (996-3836) or CSN 432-2613. METAR dur mil auth flt ops. TAF dur mil auth flt ops, issue times depending on mil requirements.
SERVICES	
FUEL	Only as auth on issued PPR
ARFF	CAT 4
SUP FL	D-Ice
RWY DATA	Rwy 05(048°T)/23(228°T) 5500x150 gravel Rwy 05 first 260' up 0.19%, next 660' down 0.83%, next 880' down 0.08%, next 1610' down 0.55%, last 2090' up 0.89%.
RCR	Opr Strip plowed weekly. PCN
LIGHTING	05-AO, 23-AN(non-std 2000') AS(HI) P2 2.7° GPI 733; O/R fr Thule exc win when lgts turned on upon receipt of Flt Pln. AMP3 lgt avbl Rwy 23. AMP3 marker panels avbl Rwys 05 (non-standard ldg zone marker panels, assault ldg zone dimensions 800ft, 300ft underrun included) & 23.
COMM	All flts shall ctc Alert Metro 8816-5243-1431 via satellite phone if avbl 1 hr prior to ldg.
ATF	tfc 126.7 5NM 3100 ASL All acft call Alert Metro within 20 min of ETA with load data
MIL	Alert Metro 126.7 5680 6706 11232
NAV	
NDB	LT 305 (M) N82 31 33 W62 12 41
TACAN	ULT 110.7 Ch 44 N82 31 02 W62 18 42 (72') oriented on True North
PRO	Circling rstd to area NW rwy centreline. Prkg: Follow gnd marshaller's instructions. Ctc 126.7 prior to start up. All acft shall advs SMOKEY on 126.7 prior to engine start in order to guarantee the ramp is free of non-essential gnd vehicles & personnel.
CAUTION	Dly radiosonde balloon launches with an ascent rate of 1000 ft/min btwn the hrs of 1115Z-1345Z & 2315Z-0145Z. Sharp drop-off east of Thld 23. Aprons immediately adjacent rwy at Thld 05. Acft may be parked close proximity to rwy both sides.

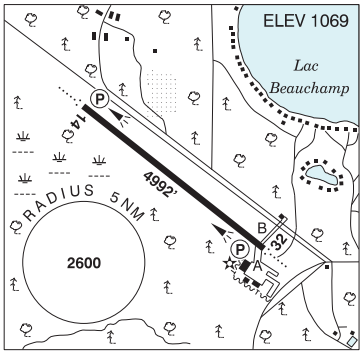
ALMA QC — CYTF



REF	N48 30 31 W71 38 29 2.2S 17°W (2014) UTC-5(4) Elev 448' A5010 LO6 LO7 HI5 HI6 CAP
OPR	Développement Économique Alma Lac Saint-Jean 418-669-5104 13-21Z‡ Mon-Fri Cert Ldg fees, tml fees
PF	A-1,2,7 C-3,4,5,6
FLT PLN	(bil)
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montréal 800-633-1353
WX	AUTO 418-669-5406 (see COMM)
SERVICES	1230-2130Z‡ Mon-Fri exc hols, O/T 1 hr PN 418-480-8686. Call out chg may be levied for one or more svcs.
FUEL	100LL (fuel management tml avbl, ctc opr to receive code), JA-1 (FSII avbl), SP
S	1(Ltd),2,3,4,5,6
JASU	Electric start 10/15
RWY DATA	Rwy 13(131°)/31(311°) 5000x100 asphalt. Rwy 31 down 0.37%.
RWY CERT	Rwy 13/31 AGN IIIA
TWY CERT	Twy A AGN II
RCR	Opr CRFI Win maint O/R 1530-2130Z‡ Mon-Fri exc hols, O/T 3 hrs PN 418-480-8686, call out chg may be levied. PCN
LIGHTING	13-AO(TE ME), 31-AO(TE ME) ARCAL-122.35 type K
COMM	(bil)
CLNC DEL	Prior dep pilots must ctc Bagotville Tml for IFR clnc at 888-813-8508.
MF/ATF	UNICOM 1330-2030 Z‡ Mon-Fri, exc hols (CAR 602.98) O/T tfc 122.35 5NM 3500 ASL
TML	Bagotville 127.2 227.6
VFR ADV	Bagotville Tml 121.2
AUTO	123.175
NAV	
DME	ITF 110.7 Ch 44 N48 30 14 W71 37 47 (458′)
LOC	ITF 110.7 (Rwy 13)
PRO	Several areas of Class F of restricted airspace (CYRs) have been established in the Alma area for flight testing of Remotely Piloted Aircraft (RPA). These CYRs are activated occasionally by NOTAM with 48 hours prior notice. No person shall operate an aircraft within an active CYR unless the flight has been authorized by the User Agency as stated in the Designated Airspace Handbook (DAH). When CYR651 is active and access to the Alma airport is required, to avoid delays pilots should make prior arrangements with the User Agency for authorization to operate within the CYR. Pilots can contact Alma UNICOM MF 122.35 for authorization but unless the flight is essential such as MEDEVAC, police, emergency, etc., access may be delayed. Once authorized, pilots must enter and exit CYR651 from the northeast and operations are restricted to circuit procedures for arrivals and departures from the airport only. See Alma VTPC for a depiction of the CYRs.
CAUTION	Parachute jumps over aprt to 12,500 ASL, (DT 12-24Z) May-Sep. Possible win maint eqpt on rwy outside ops hrs. Migratory bird activity Apr-Nov.

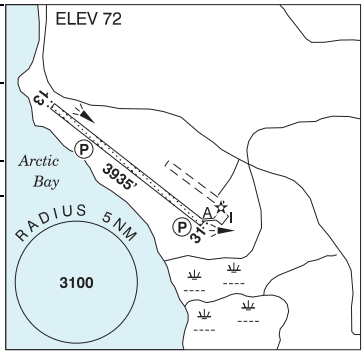
AMOS / MAGNY QC — CYEY

REF	N48 33 54 W78 14 57 5W 13°W (2016) UTC-5 (4) Elev 1069' A5009 LO3 LO4 LO7 HI1 HI5 CAP
OPR	Town 819-732-4828 Ext 1, Director Ext 2 Reg
PF	A-1,2,3,7,8 B-6 C-4,5
FLT PLN	(bil)
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montréal 800-633-1353
SERVICES	11-23Z Mon-Fri, 13-23Z‡ Sat-Sun O/T call out chg 30 min PN
FUEL	100LL, JA-1 (FSII avbl)
OIL	W100, 20W50
S	1,2,3,4,5,6
SUP FL	D & A-Ice
RWY DATA	Rwy 14(141°)/32(321°) 4992x100 asphalt Rwy 14 down 0.4%
TWY	Twy B ltd win maint
RCR	Opr 11-23Z Mon-Fri, 13-23Z‡ Sat-Sun O/T 1 hr PN for CRFI, 2 hrs PN for win maint, call out chg
LIGHTING	14-AO(TE HI) P2, 32-AO(TE HI) P2 ARCAL-123.0 type K
COMM	(bil)
ATF	UNICOM 11-23Z Mon-Fri, 13-23Z‡ Sat-Sun O/T tfc 123.0 5NM 4100 ASL
CAUTION	Seaplane ops Beauchamp Lake adj NE. Common freq 123.0



ARCTIC BAY NU — CYAB

REF	N73 00 23 W85 02 50 3SE 27°W (2023) UTC-5(4) Elev 72' A5046 A5047 LO9 CAP
OPR	Govt of Nunavut 867-645-8200 Emerg/Incident rpt 867-645-6565 13-22Z‡ Mon-Fri exc hols Cert
PF	A-1 C-2,4,5
FLT PLN	
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
CARS	867-439-8171 ltd hrs (see COMM) Fax 867-439-8174
WX	METAR dur CARS hrs (see COMM) O/T LWIS TAF 14-23Z‡ Mon & Thu, issue times: 1340, 1840Z (DT 1240, 1840Z). TAF 14-21Z‡ Tue, Wed & Fri, issue times: 1340Z (DT 1240Z). TAF 20-23Z‡ Sat, issue times: 1940Z (DT 1840Z). WxCam

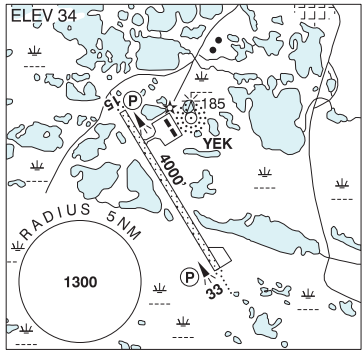


ARCTIC BAY NU (Cont'd) CYAB

SERVICES	Call out chg may be levied for one or more svcs. 1hr PN 867-203-1232.
FUEL	JA-1, HPR ltd supply 13-22Z‡ Mon-Fri 867-439-9934 O/T 867-203-1232. Credit cards not accepted.
S	6
RWY DATA	Rwy 13(128°T)/31(308°T) 3935x98 GRVL Rwy 13 down 1.2% first 1500', up 1% next 1500', and level last 900'
RWY CERT	Rwy 13/31 AGN IIIA
APRON	Apron I: Tails of Dash-8s or ATRs not to extend past south edge of apron when parked due to transitional obstacle limitation surface restrictions.
RCR	Maint contractor 867-439-8227 Fax 867-439-8568. A/D maint avbl 13-22Z‡ Mon-Fri exc hols O/T 12 hrs PN. Call-out chg may be levied.
LIGHTING	13-AS (TE ME) P1, 31-AS (TE ME) P1 ARCAL -122.1 type K
COMM	
MF	aprt rdo ltd hrs O/T tfc 122.1 5NM 3100 ASL (CAR 602.98)
APRT RDO	122.1 (V) 12-23Z‡ Mon & Thu, 12-21Z‡ Tue, Wed & Fri, 18-23Z‡ Sat, exc federal observed hols.
LWIS	128.7
CAUTION	Sharp 10´-15´ drop-off both sides & both ends of rwy. Aprt surrounded by hi terrain to NE. Rapidly rising terrain starts aprx 1000' NE of rwy. Elevation of peak 2NM NE is 1900'. Only pilots with considerable experience in area should plan on using this aprt due to sur terrain & variable lcl cond. Severe turbulence may be encountered. Sur terrain may constitute a hazard to ngt flying. Extv migratory bird activity May-Oct.

ARVIAT NU CYEK

REF	N61 05 38 W94 04 18 Adj 4°W (2012) UTC-6(5) Elev 34´ A5031 LO5 HI1 HI2 HI4 CAP
OPR	Govt of Nunavut 867-645-8200 Emerg/Incident rpt 867-645-6565 13-22Z‡ Mon-Fri exc hols Cert
PF	A-1 C-2,3,4,5,6
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
CARS	867-857-2802 ltd hrs (see COMM).
WX	METAR dur CARS hrs (see COMM) O/T METAR AUTO. TAF H24, issue times: 00, 06, 12, 18Z. WxCam

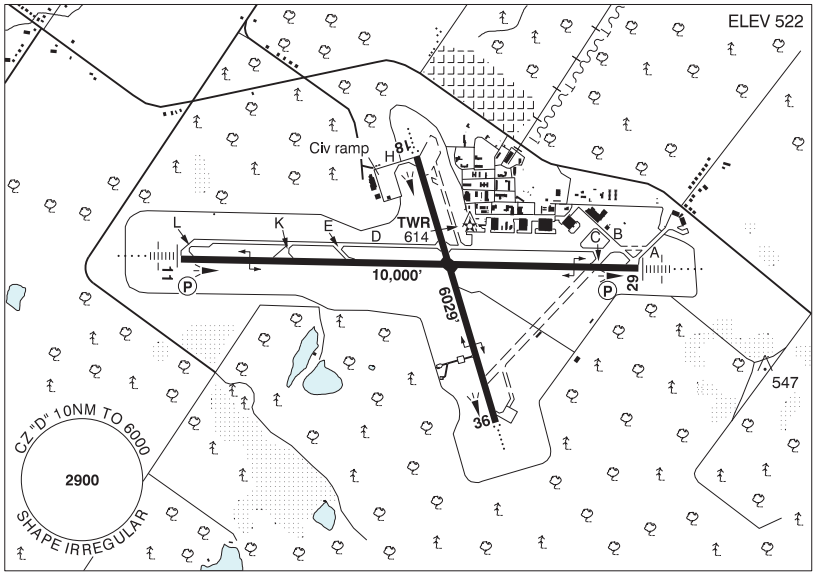


SERVICES	Call out chg may be levied outside oprg hrs.
FUEL	100LL (D) 15-24Z‡ Mon-Sat exc hols 2 hrs PN 867-857-2933/2161/2673/2424. Call out chg after 24Z‡ and Sundays. Credit cards & cash accepted. Credit by prior arng with min 7 working days notice 867-645-8400.
S	6
RWY DATA	Rwy 15(149°T)/33(329°T) 4000x100 GRVL
RWY CERT	Rwy 15/33 AGN IIIA
RCR	Maint contractor 867-341-0066, 204-979-5266 Fax 867-857-2090. A/D maint avbl 14-23Z‡ Mon-Fri exc hols O/T 12 hrs PN. Call-out chg may be levied. PCN
LIGHTING	15-AS(TE ME) P1, 33-AO(TE ME) P1 ARCAL-122.1 type K (see CAUTION)

ARVIAT NU (Cont'd) CYEK

COMM	
MF	aprt rdo ltd hrs O/T tfc 122.1 5NM 3100 ASL (CAR 602.98)
APRT RDO	122.1 (V) 1245-2315Z‡ Mon-Fri, 1445-2115Z‡ Sat & Sun, exc federal observed hols, O/T 2 hrs PN, call out chg.
AWOS	128.7
NAV	
NDB	YEK 329 (M) N61 05 57 W94 04 08
CAUTION	Extv migratory bird activity May-Oct. Rwy edge lgt installed higher than std (aprx 27 inches high loc 5′ outside rwy edge).

BAGOTVILLE QC CYBG



REF	N48 19 50 W70 59 47 4.5W 18°W UTC-5(4) Elev 522' A5010 LO7 HI5 HI6 CAP RCAP
OPR	DND (Aéroport Saguenay-Bagotville) Mil: Airlift msg or PN CSN 319-661-7342 Civ: 48hrs PN ctc both 418-677-7342 & 418-677-2651 ext 6900. Ldg fees, Mandatory hdlg fees
PF	A-1,2,3,6 C-4,5 48 hrs PN by tel for B-5 (Mil only)
CUST	AOE/M 3 Wg Ops PN mandatory CSN 319-661-7342, 418-677-4000 Ext 7342 PN dur opr hrs 12 to 72 hrs prior to ETA; AOE/30 418-698-5732, 888-226-7277 1300-2130Z‡ Mon to Fri exc hols
FLT PLN	(bil)
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
MIL	418-677-7342, CSN 319-661-7342, NTAS 269-5342
WX	METAR H24. TAF H24, issue times: 00, 06, 12 & 18Z (plus 15 and 21Z dur mil flt ops). Met brief for mil only. Lcl Met Section CSN 661-7648. O/T JMC 1-800-WXMETEO (996-3836) or CSN 432-2613. (See COMM).

BAGOTVILLE QC (Cont'd) CYBG

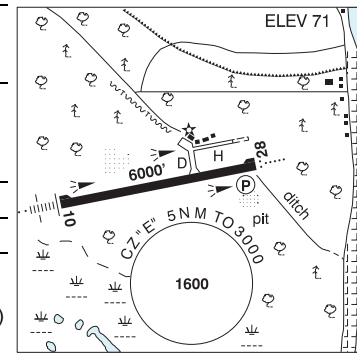
SERVICES	Mil: All tran acft require PPR thru Wg Ops CSN 319-677-7342, NTAS 269-5342, 418-677-7342. Tran svcg 08-17 hrs lcl Mon-Fri exc hols, O/T by special arng. PN or Airlift msg rqrd. Tran svcg ltd to prkg, refuelling & starts. Tran aircrew rqrd to carry out own DI & supervise svcg, refuelling & pin installation. Crews & Pax who wish to exit & re-enter the CYBG GRA must obtain a GRA Visitor Pass from the guard shack on their way out. No access to CYBG GRA solely with a Pass from another base. CYBG GRA Passes must be returned prior to departure. Civ: PPR rqrd for all non CF acft, 48 hrs PN thru Wg Ops 418-677-7342. All civ acft require coord thru Trans-Sol Aviation 418-677-2227.
FUEL	100LL, JA-1 (FSII avbl), F-34, SP
OIL	123, 128, 133, 148, 156, SOAP, (15W50, W80 avbl dly at civ tml thru Avjet 418-677-2555 Page 418-693-7116)
S	1 (ltd),2,3. Fleet svc avbl 48 hrs thru Wg Ops. Civ: Fleet svc via Trans-Sol Aviation 418-677-2227. Civ4 (ltd), 6
ARFF	CAT 5
SUP FL	D & A ice, LHOX, LOX
JASU	CE1,3,13,15,16, CA2, CEA1,2
MIL ADV	Wg Ops 264.6 All tran mil acft call stating requirements 10 min prior to ldg
PVT ADV	Trans-sol 122.9 418-677-2227
RWY DATA	Rwy 11(109°)/29(289°) 10000x150 asphalt/concrete Rwy 18(181°)/36(001°) 6029x150 asphalt RAG: Rwy 11 BAK-12 Smart Arrest, B, (1500'); Rwy 29 BAK-12 Smart Arrest, B, (1500'); Rwy 36 BAK-12 Smart Arrest (1600')
RCR	Opr Hydroplaning may occur on Rwy 11/29 (mostly at intxn Rwy 18/36) dur hvy or prolonged precipitation. CRFI, PCN. Rwy 11/29 PCN 91/F/A/W/T. Rwy 18/36 PCN 54/F/A/W/T.
LIGHTING	11-AN(TE HI) P2 GPI 1000' TCH 52', 29-AN(TE HI) P2 GPI 1000' TCH 55', 18-AO(TE HI), 36-AO(TE HI)
COMM	(bil) Flight Advisory hrs of operation dates & hrs may vary and will be broadcasted on ATIS.
ATIS	124.2 (English) 125.8 (French) 302.5
CLNC DEL	119.0 384.5
GND	121.7 275.8
TWR	126.2 236.6 337.7 (E)
TML	127.2 227.6 (E)
VFR ADV	121.2
PMSV	344.6 ltd hrs.
NAV	
NDB	YBG 356 N48 20 02 W71 08 46
TACAN	UBG 110.0 Ch 37 N48 19 46 W70 59 44 (531') Unrel btwn 030°-080° & 200°-250° beyond 35NM below 6000'. Preventive maint 12-16Z‡ each Thu
ILS	ITV 110.15 (Rwy 11) RVR, IBG 111.5 (Rwy 29) Preventive maint each Wed 17-21Z‡ exc dur IFR & hols.

BAGOTVILLE QC (Cont'd) CYBG

PRO	Rgt hand circuits Rwys 11 & 18 (CAR 602.96). Tfc ptn alts heli 1000 ASL, convl 1500 ASL, jet fighter acft 2000 ASL. In VMC, VFR & IFR acft shall not on dep or on the overshoot exceed 1500 ASL til dep end of rwy. No civ tng flt permitted btwn 2100 & 0700 hrs lcl. Rwy 11, civ acft expect dep fr Twy K to avoid RAG, advise if unable. Rwy length remaining fr Twy K 7800', 6300' before the RAG. Aircraft blast avoidance procedure Rwy 29: When East RAG is in operation, backtrack Rwy 29, conduct 180º turn in front of the RAG, directing engine blast toward the South at all times. Precision approach radar (Mil Only) available only as previously coordinated with CYBG Terminal CSN 319-661-7407, itinerant aircraft should coordinate in advance to ensure availability.
HELI	VFR, arr/dep req Echo, Sierra or Whiskey rtes. See VTPC. Echo, remain N of rwy 11/29. Sierra, remain S of rwy 11/29 til cleared by ATC. Whiskey, remain N of rwy 11/29. Dep maintain 500 AGL within 5NM of aprt or as cleared by ATC. Arr maintain 500 AGL within 1NM of aprt. De-Icing - All aircrew to arrange de-icing through 3 Wg Ops Ctr at 418-677-7283. Terminal Area Surveillance Radar preventive maint 0130-0530Z‡ each Wed. **Aerial/Photo Survey Ops:** CYBG MTCA - 48hrs PN. CYR/CYA - 7 days PN. All req via: coe@forces.gc.ca. For info ctc 3 Wg Flt Planning Ctr at 418-677-4000 ext: 7342.
CAUTION	Extv jet fighter acft tfc in tml area. Extv gliding to 3500 ASL N of Rwy 11/29 W of Rwy 18/36 within 3NM wknds & hols May-Oct, dly Jul-Aug. Avoid St-Honoré CZ 4NM N (to 4000 ASL), Twr 118.4/237.4. Ocsl low lvl NORDO paramotor activities in the vic of Bagotville A/D

BAIE-COMEAU QC CYBC

REF	N49 07 57 W68 12 16 5SSW 18°W (2015) UTC-5(4) Elev 71' A5010 LO7 HI6 CAP
OPR	MRC Manicouagan 418-589-9177 1030-0230Z‡ Mon-Fri; 13-21Z‡ Sun O/T 2 hrs PN 855-295-8585 Cert Tml use fees, Ldg fees
PF	A-1,2,3,6,7 C-5 D-4
CUST	AOE/CAN
FLT PLN	(bil)
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montréal 800-633-1353
WX	METAR AUTO H24 (see COMM) TAF H24, issue times: 02, 08, 14, 20Z WxCam



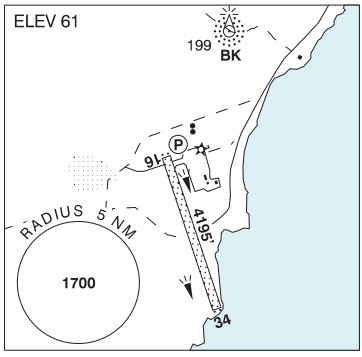
SERVICES	Chg may be levied for svcs
FUEL	100LL, JA-1, HPR
OIL	15W50
S	1,2,3,4,5,6
SUP FL	D-ice Type I, IV 3 hrs PN
JASU	10/15
PVT ADV	AVJET 123.0 13-21Z‡ Mon-Fri O/T 1 hr PN 418-589-8923.

BAIE-COMEAU QC (Cont'd) CYBC

RWY DATA	Rwy 10(098°)/28(278°) 6000x150 ASPH
RWY CERT	Rwy 10/28 AGN IV
TWY CERT	Twy H AGN IIIB
TWY	Twy H 35′ wide uncontrolled
RCR	Opr 09-01Z‡ Mon-Fri exc hols O/T 3 hrs PN 855-295-8585 CRFI, PCN No win maint on Twy H.
LIGHTING	10-AN(TE HI), 28-AO(TE HI) P2 ARCAL-118.3 type K
COMM	(bil)
RCO	Mont-Joli rdo 118.3 PTC avbl (RAAS)
MF	Mont-Joli rdo 118.3 5NM 3000 ASL (CAR 602.98)
AWOS	125.85 (English) 128.15 (French)
NAV	
VOR/DME	YBC 117.7 Ch 124 N49 08 03 W68 13 17 (98')
ILS	IBC 110.3 (Rwy 10) RVR
PRO	Acft prkg S of ramp.
CAUTION	Periodic blasting ops 6.5NM NW & 6NM N of aprt.

BAKER LAKE NU CYBK

REF	N64 17 56 W96 04 40 2SW 3°W (2012) UTC-6(5) Elev 61' A5031 A5037 LO5 HI1 HI2 CAP
OPR	Govt of Nunavut 867-645-8200 Emerg/Incident rpt 867-645-6565 13-22Z‡ Mon-Fri exc hols Cert
PF	A-1 C-2,3,4,5,6
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
CARS	867-793-2931
WX	METAR H24 TAF H24, issue times: 00, 06, 12, 18Z.



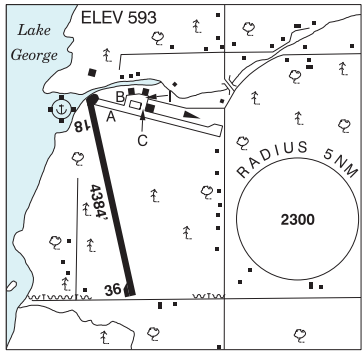
SERVICES	Call out chg may be levied for one or more svcs
FUEL	100LL(D), JB(D), JA thru CARS or 867-793-2234/2928/2905. Visa & Mastercard accepted
S	6
RWY DATA	Rwy 16(162°T)/34(342°T) 4195x100 gravel Rwy 34 up 1.17%
RWY CERT	Rwy 16/34 AGN IIIA
RCR	Maint contractor 867-793-2931. A/D maint avbl 14-23Z‡ Mon-Fri. O/T 12 hrs PN, call out chg. CRFI, PCN.
LIGHTING	16-AS(TE ME) P1, 34-AS(TE ME) P1 ARCAL-122.1 type K (see CAUTION)
COMM	
RCO	Edmonton rdo 122.375 (FISE) 5680 (FISE) 126.7 (bcst)
MF	aprt rdo 122.1 5NM 3100 ASL (CAR 602.98)
APRT RDO	122.1 (V)
NAV	
NDB	BK 224 (M) N64 18 53 W96 03 53
VOR/DME	YBK 114.5 Ch 92 N64 19 17 W96 06 17 (338') VOR oriented on True North

BAKER LAKE NU (Cont'd) CYBK

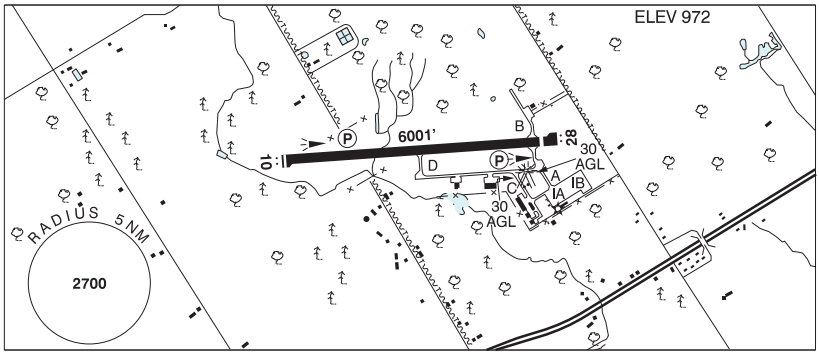
PRO	Terrain rises steeply to aprx 430 ASL 1.5NM NW & aprx 400 ASL 3.5NM N of A/D. Flight below 600 ASL to remain on or E of rwy centreline for apch Rwy 16 & dep Rwy 34.
CAUTION	Dly radiosonde balloon launches with an ascent rate of 1000 ft/min btwn the hrs of 1115Z-1345Z & 2315Z-0145Z. Extv migratory bird activity May-Oct. Rwy edge lgt installed higher than std (aprx 27 inches high loc 5' outside rwy edge).

BAR RIVER ON CPF2

REF	N46 25 08 W84 05 54 3.3WSW 7°W UTC-5(4) Elev 593′ A5001 LO4 CAP
OPR	Springer Aerospace Ltd 1-877-603-6633, 705-822-9463 Reg PPR
PF	B-1 D-2,3,4,5,6
CUST	AOE/CAN
FLT PLN **FIC**	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
SERVICES **FUEL** **OIL**	Avbl Mon-Fri 1230-2100Z‡ 100LL, JA-1 All
RWY DATA **RCR**	Rwy 18(178°)/36(358°) 4384x75 ASPH AGN IIIA Opr Ltd win maint
COMM **RCO** **ATF**	 London rdo (Sault Ste. Marie) 123.475 (FISE) 126.7 (bcst) UNICOM ltd hrs O/T tfc 122.8 5NM 3600 ASL
NAV **VOR/DME**	 SAULT STE. MARIE SSM 112.2 (T) Ch 59 N46 24 43 W84 18 53
CAUTION	Ditch plus road 60′ fr Thld 36 trees on apch to Rwy 18.



BARRIE-ORILLIA / LAKE SIMCOE ON CYLS

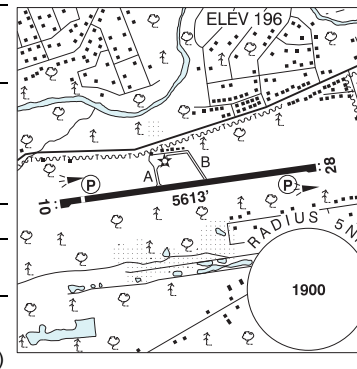


REF	N44 29 10 W79 33 20 2.1NW 11°W UTC-5(4) Elev 972′ A5000 LO6 HI5 CAP RCAP

BARRIE-ORILLIA / LAKE SIMCOE ON (Cont'd) CYLS

OPR	County of Simcoe 705-487-0999 Reg Ldg fees for acft abv 3000 kg max tkof wt.
PF	B-1,2,3,6,7,8 D-4,5
CUST	AOE/24 (cost recovery) 888-226-7277 12-22Z‡, Mon-Fri excess of 15 pax 12-02Z‡
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
WX	AUTO 705-487-6231 (see COMM)
SERVICES	12-02Z‡ Apr-Oct, 12-24Z‡ Nov-Mar, O/T call out chg.
FUEL	100LL Avfuel FBO, JA-1 (FSII avbl) Chartright, SP
OIL	15W/50, W100
S	1,2,4,5,6
SUP FL	D & A-ice Chartright FBO
JASU	CE16
PVT ADV	Avfuel FBO 122.7 705-487-0999, Chartright 129.475 905-672-3016
RWY DATA	Rwy 10(097°)/28(277°) 6001x148 ASPH Thld 28 displ 303' Thld 10 displ 43' Rwy 10 first half down 0.8% AGN IIIB
APRON	Apron IB rstd to 15,000 lbs or less.
RCR	Opr Win maint 12-02Z‡, O/T 3 hrs PN call out chg, PCN.
LIGHTING	10-AS(TE HI) P2, 28-AS (TE HI) P2 ARCAL-122.7 type K AS lgt avbl on ME and HI ints only.
COMM	
ATF	UNICOM ltd hrs O/T tfc 122.7 5NM 4000 ASL
AUTO	122.975
NAV	
DME	MIDLAND YEE 112.8 Ch 75 N44 34 54 W79 47 36 (996′)
PRO	Rgt hand circuits Rwy 10 (CAR 602.96).
CAUTION	Twr 3NM NW of A/D 420 AGL 1634 ASL. Possible win maint eqpt on rwy outside ops hrs. Ocsl wildlife on rwy.

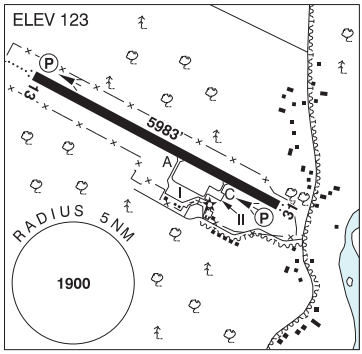
BATHURST NB CZBF



REF	N47 37 46 W65 44 25 3WNW 18°W (2017) UTC-4(3) Elev 196' A5003 LO8 HI6 CAP
OPR	Northern New Brunswick Authority Inc 506-549-5050/9775 1200-2330Z‡ O/T 2 hr PN 506-549-9775, call out chg may apply Cert Ldg fees
PF	A-1,2,3,5,6,7 C-4
CUST	AOE/15 1-888-226-7277 1230-2030Z‡ Mon-Fri exc hols
FLT PLN	
FIC	(bil) Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA). Flt Plns by Fax 418-871-4906 & include phone numbers where pilot can be reached prior to dep.
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200.
WX	METAR AUTO H24 (see COMM) ALTIMETER 1200-2330Z‡ O/T 2 hr PN 506-549-9775 (see COMM) TAF 10-04Z‡, issue times: 10, 14, 20, 02Z‡ WxCam
SERVICES	
FUEL	JA-1, SP
S	4,5,6
SUP FL	D-ice
JASU	10/15
RWY DATA	Rwy 10(100°)/28(280°) 5613x100 ASPH Thld 10 displ 462' Rwy 10 down 0.41% RESA: 10/28 492'
RWY CERT	Rwy 10/28 AGN IIIA
TWY CERT	Twy B AGN I
TWY	Twy B day use only, no win maint, clsd Nov 1 - Apr 30
RCR	Opr CRFI
LIGHTING	10-AS(TE ME) P2, 28-AS(TE ME) P2 ARCAL-122.8 type K
COMM	
RCO	(bil) Québec rdo 123.475 (FISE) 126.7 (bcst)
ATF	UNICOM (AU) 122.8 5NM 3200 ASL 1200-2330Z‡ O/T 2 hr PN 506-549-9775
AWOS	127.925

BILLY BISHOP TORONTO CITY AIRPORT ON — See TORONTO / BILLY BISHOP TORONTO CITY AIRPORT

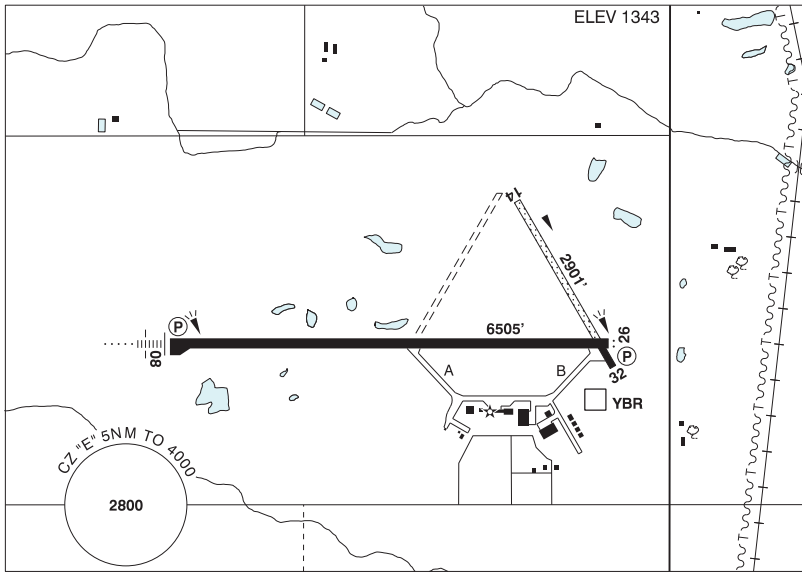
BONAVENTURE QC — CYVB



REF	N48 04 16 W65 27 37 1.6NE 17°W (2025) UTC-5(4) Elev 123′ A5010 LO8 HI6 CAP
OPR	Administration 418-534-2154; Ministère des transports et de la mobilité durable 418-534-2162 Cert
PF	A-6 C-2,3,5
FLT PLN	(bil)
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montréal 800-633-1353
WX	AUTO 418-534-4566 (See COMM) ALTIMETER/WIND 418-534-2162 11-23Z‡ Sun-Fri, ltd hrs Sat (see COMM) WxCam
SERVICES	
FUEL	100LL, JA-1 (FSII avbl) 13-23Z‡ Mon-Fri, 14-17Z‡ Sat-Sun & hols, Oct-Apr; 13-23Z‡ Mon-Fri, 14-20Z‡ Sat-Sun & hols, May-Sep O/T call out chg 1 hr PN Avjet 418-534-2528
OIL	W15W50
S	4,5,6
RWY DATA	Rwy 13(132°)/31(312°) 5983x148 ASPH
RWY CERT	Rwy 13/31 AGN IIIB
TWY CERT	Twy C AGN II
TWY	Twy C avbl for light acfts, May 1-Nov 1.
RCR	Opr 12-23Z‡ Sun-Fri, ltd hrs Sat, O/T MEDEVAC only 3 hr PN. CRFI PCN
LIGHTING	13-AO(TE ME) P2, 31-AS(TE ME) P2 ARCAL-123.0 type K Twy C not lighted.
COMM	(bil)
DRCO	Québec rdo 123.55 (FISE)
MF/ATF	UNICOM (AU) 11-23Z‡ Sun-Fri, ltd hrs Sat O/T tfc 123.0 5NM 3200 ASL (CAR 602.98)
AUTO	122.05
CAUTION	Intensive bird activity May-Nov. Unlgtd p-line 384 ASL (182 AGL) aprx 1.5 to 2.1NM N to NE A/D. Fence aprx 10 AGL crosses apch Rwy 13 aprx 840' fr rwy thld.

BRANDON MUNI MB

CYBR



REF	N49 54 36 W99 57 08 4N 6°E (2013) UTC-6(5) Elev 1343' A5007 LO4 HI4 CAP
OPR	Muni 204-729-2166 12–02Z‡ Mon-Fri, 14–24Z‡ Sat-Sun Cert Ldg fees
PF	A-1 C-2,3,4,5,6
CUST	AOE/15 888-226-7277 15-23Z‡
FLT PLN	Pilots to open/close VFR flt plan with Edmonton rdo, FISE or by phone.
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
WX	METAR 13-04Z‡ O/T METAR AUTO (see COMM). TAF H24, issue times: 00, 06, 12, 18Z. WxCam
SERVICES	Call out chg may be levied for one or more svc
FUEL	100LL, JA-1 (FSII avbl), SP, HPR 14-23Z‡ O/T call out chg
OIL	All
S	1,2,3,4 (ltd),5,6
SUP FL	D-Ice (avbl by truck)
JASU	CE16
PVT ADV	Brandon Flight Centre 122.95 204-728-7691
RWY DATA	Rwy 08(085°)/26(265°) 6505x150 asphalt Rwy 14(145°)/32(325°) 2901x60 treated gravel/asphalt First 438' Rwy 32 asphalt
RWY CERT	Rwy 08/26 AGN IIIB Rwy 14/32 AGN II
APRON	No power turns permitted on tml apron.
RCR	Opr Ltd win maint Rwy 14/32. Rwy 14/32 rstd to acft under 12,000 lbs. A/D maint 12-02Z‡ Mon-Fri, 14-24Z‡ Sat-Sun O/T 1 hr PN for AMSCR and CRFI. Call out charge may be levied. 204-729-7026.
LIGHTING	08-AN(TE HI) P2, 26-AS(TE HI) P2 ARCAL-122.1 type K avbl when FSS clsd

BRANDON MUNI MB (Cont'd) CYBR

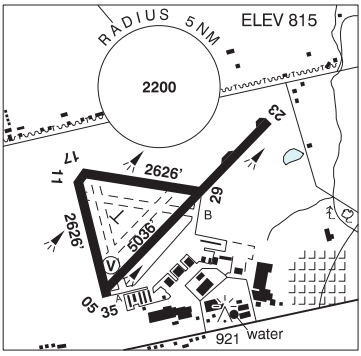
COMM	
RADIO	122.1 (E) 13-04Z‡ (emerg only 204-728-7169)
RCO	Edmonton 123.275 (FISE) 126.7 (bcst)
MF	rdo 13-04Z‡ O/T tfc 122.1 5NM 4000 ASL (CAR 602.98)
ARR	Winnipeg Ctr 132.25
DEP	Winnipeg Ctr 132.25
PAL	Winnipeg Ctr 132.25
AWOS	128.175 04-13Z‡
NAV	
DME	YBR 113.8 Ch 85 N49 54 18 W99 56 22 (1378')
DME	IBR 110.1 Ch 38 N49 54 31 W99 57 43 Pvt
ILS	IBR 110.1 (Rwy 8) Pvt
PRO	Rgt hand circuits Rwy 26 (CAR 602.96). Periodic extv glider ops to 4000 MSL. Gliders & tow acft opr fr infield S of Rwy 08/26. Glider & tow acft circuits S of Rwy 08/26. Rgt hand circuits Rwy 32 (CAR 602.96). Gliders & tow acft opr fr infield W of Rwy 14/32. Glider & tow acft circuits W of Rwy 14/32. Acft inbd fr the S may be requested to rpt crossing the Trans Canada Hwy. **ATS PPR REQUIREMENTS:** Ctc Winnipeg ACC 204-984-5979 for IFR tng and photo survey within Brandon Class E Airspace 12,500' and below.
CAUTION	Hydro P-lines 154 AGL unlgtd 9000´ E of Thld 26. Ocsl parajump activity within 1.5NM of A/D to 14,000 ASL. Hi ints lgt oprg dusk to dawn fr hotel roof at N49 49 56 W99 57 40 (4.7NM S A/D). Beams projecting upward. Hi ints lgt may create temporary effects to vision.

BRANDON FSS – RCO

Dauphin 122.3 (RAAS) 13-02Z‡ (N51 06 W100 04)

BRANTFORD ON CYFD

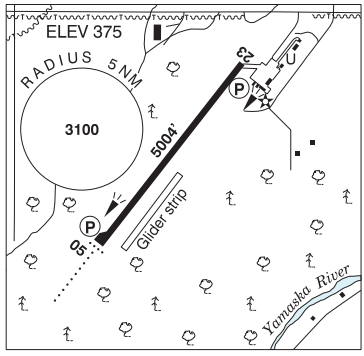
REF	N43 07 57 W80 20 29 4WSW 10°W UTC-5(4) Elev 815' VTA A5000 LO6 HI5 CAP
OPR	City 519-753-2521/1241 Reg
PF	A-1,7,8 13-22Z‡ A-2 13-19Z‡ C-3,4,5,6
CUST	AOE/15 888-226-7277 PN, 14-22Z‡ Mon-Fri exc hols
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
SERVICES	Svc avbl 13-22Z‡ O/T PN, call out chg.
FUEL	100LL, JA-1 (FSII avbl), SP
OIL	All
S	1,2,3,4,5,6
RWY DATA	Rwy 05(053°)/23(233°) 5036x100 ASPH AGN IIIA Rwy 11(108°)/29(288°) 2626x100 ASPH AGN II Rwy 17(174°)/35(354°) 2626x100 ASPH AGN II
RCR	Opr
LIGHTING	05-AS(TE ME) V1, 23-(TE ME), 11-(TE LO), 29-(TE LO), 17-(TE LO), 35-(TE LO) ARCAL-122.825 type K Rwy 05-23 only. Key mic 7 times for RIL Rwy 05.



BRANTFORD ON (Cont'd) CYFD

COMM	
ATF	UNICOM ltd hrs O/T tfc 122.825 5NM 3800 ASL
PAL	Toronto Ctr 119.7 (Hamilton) May not be receivable on ground
CAUTION	Wildlife/birds in vic.

BROMONT (ROLAND DÉSOURDY) QC CZBM



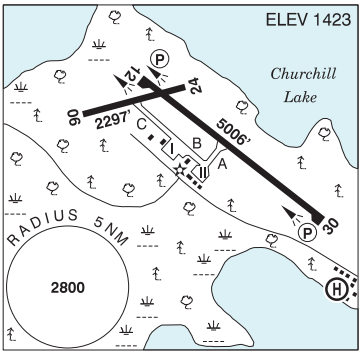
REF	N45 17 27 W72 44 31 3.4WSW 15°W (2012) UTC-5(4) Elev 375' VTA A5002 LO6 LO8 HI5 CAP
OPR	Régie Aéroportuaire Régionale des Cantons de l'Est 450-534-2325 Reg
PF	A-1,2,6 (aprt ops hrs) C-3,4,5
CUST	AOE/15 888-226-7277 1330-0500Z‡ Mon-Sun exc hols
FLT PLN	(bil)
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montréal 514-633-3211 or 800-633-1353, all Flt Plns, IFR tng flts PPR. Flt Plns by Fax at 514-633-2877 & include phone numbers where pilot can be reached prior to dep.
WX	AUTO 450-919-0840 H24 (see COMM) ALTIMETER/WIND 450-534-2325 12-22Z‡ (see COMM) Webcam
SERVICES	Chg may be levied for some svcs
FUEL	100LL, JA-1, SP, HPR
OIL	All
S	1,2,3,4,5,6 12-22Z‡
JASU	CE14
PVT ADV	122.15
RWY DATA	Rwy 05(053°)/23(233°) 5004x100 ASPH Rwy 23 down 0.6% AGN IIIB
TWY	Twy U Pvt
APRON	Access code 2305
RCR	Opr 12-22Z‡ O/T 1 hr PN (Fees) 450-535-2325 or 450-531-7288 / 450-525-0861 PCN
LIGHTING	05-AD(non-std 2600') (T LO) P2, 23-(T LO) P2 ARCAL-122.15 type J
COMM	(bil)
CLNC DEL	Prior dep pilots must ctc Québec FIC for IFR clnc at 866-GOMÉTÉO or 866-WXBRIEF
MF/ATF	UNICOM (AU) 12-22‡ O/T tfc 122.15 5NM 3400 ASL (CAR 602.98)
AUTO	122.975

BROMONT (ROLAND DÉSOURDY) QC (Cont'd) CZBM

PRO	**Circuits:** Rgt hand circuits Rwy 23 (CAR 602.96). Do not overfly airport during glider ops. **Mil Glider Ops (yellow):** Left hand circuits Rwy 23, Rgt hand circuits Rwy 05 (CAR 602.96). All glider ops and tow acft ops conducted parallel to and 300' E of rwy. Give way to gliders on apch (CAR 602.19). **Civil Glider Ops (high performance):** Civil gliders are white, high performance, join normal circuit and ldg/tkof asphalt rwy. P-line lgt must be activated upon entering MF/ATF zone at night by ARCAL (see LIGHTING). **Training:** VFR and IFR training not auth 03-12Z‡ Nov-Apr, 02-12Z‡ May-Oct. Touch and go not auth 03-12Z‡ Nov-Apr, 02-12Z‡ May-Oct.
CAUTION	**Paradrop:** Paradrop activities aprx 10NM W. Lgtd P-lines up to 187 AGL aprx 2NM NE A/D

BUFFALO NARROWS SK CYVT

REF	N55 50 31 W108 25 04 2ESE 12°E (2014) UTC-6 Elev 1423´ A5015 LO1 HI3 CAP
OPR	Ministry of Hwys & Infrastructure 306-953-3263/3269 Cert
PF	A-1 C-2,4,5
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Winnipeg 888-834-3344 or 204-983-8337
WX	METAR AUTO H24 (see COMM). TAF 14-04Z, issue times: 14, 21Z. WxCam

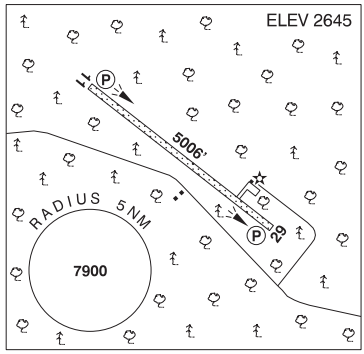


SERVICES	Call out chg may be levied for one or more svcs
FUEL	JA
OIL	80, 100
S	1,2,4,5,6
PVT ADV	Snowbird Petroleum 129.45 306-235-4373
RWY DATA	Rwy 12(116°)/30(296°) 5006x100 asphalt Rwy 12 up 0.33% Rwy 06(064°)/24(244°) 2297x75 asphalt
RWY CERT	Rwy 12/30 AGN IIIA Rwy 06/24 AGN II
RCR	District Office 306-236-7650 or Opr Ltd hrs
LIGHTING	12-(TE ME) P1, 30-(TE ME) P1, 06-(TE ME), 24-(TE ME) ARCAL-118.65 type K
COMM	
RCO	Regina rdo 118.65 (RAAS) 14-02Z Edmonton 123.275 (FISE) 126.7(bcst)
MF	Regina rdo 14-02Z O/T tfc 118.65 5NM 4500 ASL (CAR 602.98)
AWOS	128.600
CAUTION	Extv bird activity Apr-Oct. Heli aprx 1276' SSE fr Thld 30.

BURWASH YT

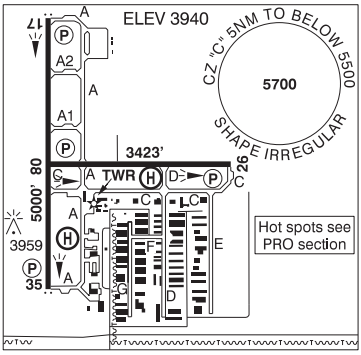
CYDB

REF	N61 22 14 W139 02 24 2NW 19°E (2019) UTC-7 Elev 2645' A5028 A5099 LO5 HI2 CAP
OPR	Govt of Yukon 867-993-7709, 867-634-2046 Reg
PF	A-1 C-2,4,5
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
CARS	867-841-4242 Ltd hrs (see COMM) Fax 867-841-5903
WX	METAR dur CARS hrs O/T METAR AUTO (see COMM). TAF H24, issue times: 00, 06, 12, 18Z. WxCam



SERVICES	Fuel stor by permit only ctc opr
S	4,5
RWY DATA	Rwy 11(109°)/29(289°) 5006x100 GRVL Rwy 11 down 0.66% AGN IIIA
RCR	CARS, dur CARS hrs ops (see COMM) Ltd maint. Compacted snow/GRVL mix during win conds. Sfc may be soft dur freeze & thaw periods.
LIGHTING	11-(TE LO) P2, 29-(TE LO) P2 ARCAL-122.1 type J PAPI may require 3-5 min to activate via ARCAL in cold temperatures.
COMM	
RCO	Whitehorse rdo (Beaver Creek - for use W of A/D) 123.475 (FISE) 126.7 (bcst) Whitehorse rdo (Haines Junction - for use E of A/D) 123.375 (FISE) 126.7 (bcst). Both may not be receivable on ground.
MF	aprt rdo ltd hrs O/T tfc 122.1 5NM 5700 ASL (CAR 602.98)
APRT RDO	122.1 (V) 13-01Z Jun 1-Sep 30; 14-22Z Oct 1-May 31
AWOS	128.7 (not avbl dur CARS hrs ops)
CAUTION	Low level wind shear Rwy 11 may be encountered due strong winds & rising terrain N side of Rwy 11.

CALGARY / SPRINGBANK AB — CYBW

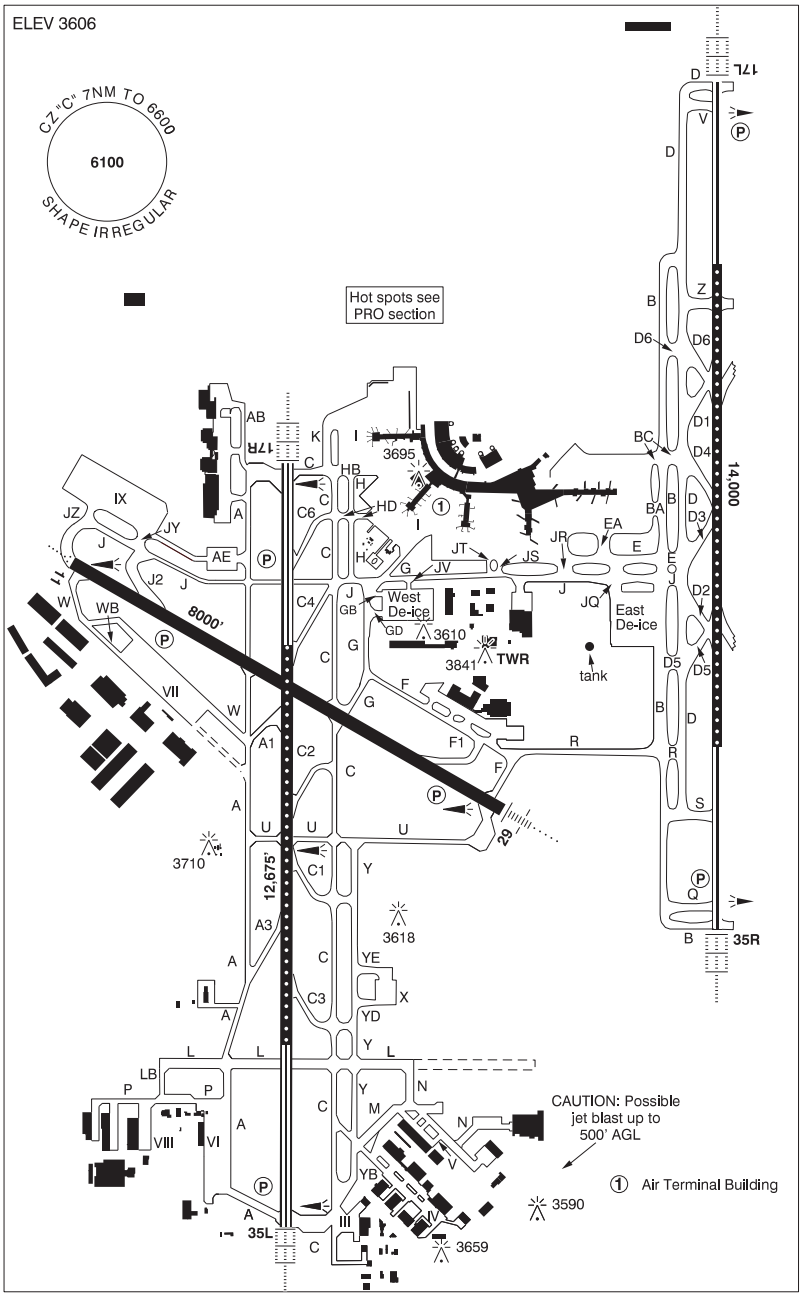


REF	N51 06 11 W114 22 28 8W 15°E (2013) UTC-7(6) Elev 3940´ VTA A5005 LO2 T1 CAP
OPR	Calgary Aprt Authority 403-286-1494 Cert
PF	A-1 avbl 24 hr B-2,5 C-3,5 D-4,6
CUST	AOE/15 888-226-7277 16-04Z‡; AOE/CAN
FLT PLN	Pilots of acft not filing a VFR or IFR Flt Pln within or into Calgary Class "C" airspace, are to ctc ATC 888-882-2254 for transponder code prior to flt.
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
WX	METAR AUTO (see COMM) TAF 13-05Z‡, issue times: 13, 18, 00Z (DT 12, 18, 00Z). WxCam
SERVICES	After hrs chg may be levied for one or more svcs
FUEL	100LL, JA-1 (FSII avbl)
OIL	All
S	1(ltd),2,3,4,5,6
PVT ADV	Springbank Aero Svcs (Executive Flight Centre) 123.4 14-04Z‡ exc hols 403-247-8833 O/T 403-466-8834; Calgary Flying Club 123.5 15-01Z‡ 403-288-8831
RWY DATA	Rwy 08(075°)/26(255°) 3423x100 ASPH Rwy 17(165°)/35(345°) 5000x98 ASPH During ops blw RVR 2600 Rwy 08/26 unavbl exc to cross at Twy A
RWY CERT	Rwy 08/26 AGN II Rwy 17 RVR 1200(1/4sm) Day only/Rwy 35 RVR 1200(1/4sm) Day only AGN II
TWY CERT	Twy C: AGN I fr Twy A to thld Rwy 26, AGN II fr Twy A to Rwy 17/35. Twy: D, F, G AGN I
TWY	Twy D, E, F, G: Uncontrolled south of C. Bcst intentions on 123.45
RCR	Opr 14-23Z‡ Mon-Fri exc hols. CRFI & win maint 14-23Z‡ Mon-Sun. PCN
LIGHTING	08-(TE ME) P1, 17-AS(TE ME) P1, 26-(TE ME) P1, 35-AS(TE ME) P1 ARCAL - 118.2 type K
COMM	
RCO	Edmonton rdo 123.375 (FISE) 126.7 (bcst)
ATIS	127.9 14-06Z‡
GND	121.8 14-06Z‡
TWR	118.2 (outer) 120.7 (inner) (V) 16-24Z‡; 118.2 14-16Z‡ & 00-06Z‡ emerg only 403-216-7132
MF	tfc 118.2 06-14Z‡ O/T TWR 5NM 5500 ASL (CAR 602.98)
VFR ADV	128.7
AWOS	127.9 06-14Z‡
NAV	
DME	IBW 111.7 Ch 54 N51 06 04 W114 22 52 (3959')
ILS	IBW 111.7 (Rwy 35) RVR

CALGARY / SPRINGBANK AB (Cont'd) CYBW

PRO	Preferred Rwy 17/35. Rgt hand circuits Rwys 17 & 26 (CAR 602.96). Fixed-wing circuit alt 5000 ASL; acft climb rwy hdg to 4500´ before turning. Circuit tng flts & maint engine run-ups proh 06-14Z‡. Maint engine run-ups proh on main apron. Aprt ltd to propeller driven acft and chapter 3 jets 40,000 lbs GTOW max wingspan 79'. Ctc opr for noise abatement procedures. See VTA & Planning section for Cremona CFA & Pigeon CFA. Pilots should refer to Canadian Airport Charts (CAC) to obtain details on established hot spots, prior to operating on maneuvering areas. CAC are available for free on the NAV CANADA website. **ATS REQUIREMENTS:** Pilots to close VFR flt plns with Edmonton FIC (phone or FISE freq) when practicable or request closure from ATC. **ARRIVALS:** All arrivals fr north, south or west are to report at 6000 ASL prior to entering Class C airspace in reference to VFR checkpoints. Arrivals from CYA 226/227: For Rwy 08 (South Ghost Route): Report Ghost Lake Village, not below 6000 ASL. From the village fly southeast to Jumpingpound Gas Plant then intercept final approach over Highway 22. For Rwy 17 (North Ghost Route): Report Wildcat Gas Plant, not below 6000 ASL. From the Wildcat Gas Plant, fly southeast along the Bow River to Cochrane. Continue southeast to join right base. For Rwy 26 (North Ghost Route): Report Wildcat Gas Plant, not below 6000 ASL. From the Wildcat Gas Plant fly southeast along the Bow River to Cochrane. Turn towards the control tower to intercept right downwind. For Rwy 35 (South Ghost Route): Report Ghost Lake Village, not below 6000 ASL. From the village fly southeast to Jumpingpound Gas Plant then towards the control tower to intercept left downwind. **DEPARTURES:** All departures to the north, south and west: Expect routings via Lochend Lake, Elbow Springs, Roundabout, Petrocan, Cochrane Lake, or as directed by ATC To Calgary: as directed by ATC. Rwy 08/Rwy 35 (North Ghost Route): Follow the Bow River to Cochrane then to Wildcat Gas Plant. Rwy 17 (South Ghost Route): Fly to the Petrocan Gas Station then northwest to Jumpingpound Gas Plant until over Ghost Lake Village. Rwy 26 (South Ghost Route): Climb straight out to Highway 22 then northwest to Jumpingpound Gas Plant until over Ghost Lake Village. **HELI PRO:** All heli ctc grd control freq 121.8 for dep instructions. No hover tng adj to active rwys. Hover tng & arr/dep not auth on uncontrolled twys. Arr/dep: Pads A&C, Twys A, C & D north of C, Rwy All heli dep to follow published routes unless auth by twr. Heli circuits: Rwy 08 active - use Rwy 08 circuit or use circuit to thld Rwy 35. Rwy 17/35 active - use Rwy 26 circuit or use circuit to active rwy. Rwy 26 active - use Rwy 26 circuit or use circuit to thld Rwy 17 at 4500 ASL or below. Bragg Route I/B - proceed to Elbow Springs remaining south of hwy 8 then direct the tower remaining east of 17/35 centreline, altitude assigned by ATC. Bragg Route O/B - proceed to Elbow Springs remaining east of 17/35 centreline then westbound south of hwy 8, altitude assigned by ATC. **NOISE:** Aircraft to maintain 5500' til commencing final descent. Avoid overflight of noise sensitive areas. **IFR Training Restriction:** IFR tng apchs must align with active rwy. PPR for IFR tng flights. CTC ATC 888-358-7526 no more than 24 hrs prior to ETD.
CAUTION	Narrow twys, high volume fixed-wing acft; heli acft use twys A, C & D north of C for tkof & ldg. Bird activity and wildlife in vic of A/D.

CALGARY / YYC CALGARY INTL AB CYYC



CALGARY / YYC CALGARY INTL AB (Cont'd) CYYC

REF	N51 06 50 W114 01 13 15°E (2013) UTC-7(6) Elev 3606' A1904 A5005 LO2 HI3 T1 CAP OC
OPR	The Calgary Airport Authority 403-735-1300 H24 Cert Ldg fees
PF	A-1,2,3,4,5,6
CUST	AOE 888-226-7277
FLT PLN	Pilots are to open/close VFR Flt Pln with Edmonton FIC via phone or Edmonton rdo 123.375 when practicable.
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
WX	METAR H24. TAF H24, issue times: 00, 03, 06, 09, 12, 15, 18, 21Z.
DUAT	Esso Avitat; Shell Aerocentre
SERVICES	
FUEL	100LL, JA-1 (FSII avbl), HPR
OIL	All
S	1,2,3,4,5,6
ARFF	DESIGNATED CAT 9
SUP FL	LHOX D & A-ice
JASU	CE16, Elect start 15/25
PVT ADV	Esso Avitat/Skyservice 128.85 403-291-4426; Shell AeroCentre/Sunwest Aviation 136.80 403-275-8121; Skyplan dispatch 122.95 403-275-2520; North Cariboo Air 131.25 403-717-1800 866-266-8690; Executive Flight Centre 122.0 403-295-7741 Fax 403-295-7784; Million Air FBO (AvFuel) 128.9 403-718-0447; Landmark Aviation/Signature Flight Support 122.85 403-295-4100
MIL CON	Skyservice Calgary FBO 403-592-3741
RWY DATA	Rwy 17L(165°)/35R(345°) 14,000x200 CONC Rwy 17R(165°)/35L(345°) 12,675x200 ASPH Rwy 11(105°)/29(285°) 8000x200 ASPH
RWY CERT	Rwy 17L RVR 600/Rwy 35R RVR 600 AGN VI Rwy 17R RVR 1200(1/4sm)/Rwy 35L RVR 1200(1/4sm) AGN VI Rwy 11 RVR 1200)1/4sm)/Rwy 29 RVR 1200(1/4sm) AGN VI
TWY CERT	Twy: AB, GB, JT, LB, P, WB AGN IIIB Twy: L, M, N, W, YB AGN IV Twy: A, A1, A3, C, C1, C2, C3, C4, C6, F, F1, G, GD, H, HB, HD, J, J2, K, U, Y, YD, YE AGN V
TWY	Twy GB, GD: rstd to one-way westbound. Twy GB, GD, P: uncontrolled. Twy L: W of Twy A rstd to acft with wingspan of 118' or less. Twy N: Max outer main gear wheel span 29.5'. Twy YD, YE: rstd to acft with wingspan of 118' or less. WIDEBODY AIRCRAFT: Twy C: right turn on YB rstd to acft with wingspan of 118' or less. Twy F: left turn on F1 rstd to acft with wingspan of 79' or less. Left turn on G rstd to acft with wingspan of 118' or less. Twy F1: right turn on F rstd to acft with wingspan of 79' or less. Twy G: right turn on F rstd to acft with wingspan of 118' or less. Twy J (eastbound): right turn on J2 rstd to acft with wingspan of 79' or less. Twy J2: left turn on J rstd to acft with wingspan of 79' or less. Twy Y: right turn on YB rstd to acft with wingspan of 118' or less. Twy YB: left turn on C rstd to acft with wingspan of 118' or less. Left turn on Y rstd to acft with wingspan of 118' or less.
APRON	Apron I: Taxi lane btwn Twy EA and Twy BC rstd to acft with wingspan of 118' or less. Aprons I, VII, IX, X & West De-Ice: PPR Airport Ops is required.
	Aprons I, VII, IX: Power out and power back PPR Airport Ops is required.
RCR	Opr CRFI, PCN

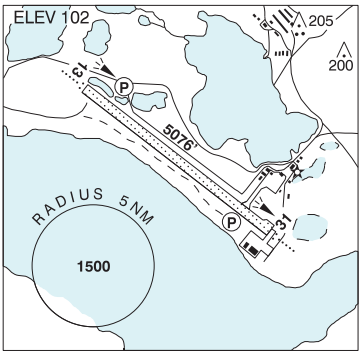
CALGARY / YYC CALGARY INTL AB (Cont'd) CYYC

LIGHTING	11-AO(TE ME) P3, 29-AN(TE ME) P3, 17L-AL(TE HI A TDZL) P3, 35R-AL(TE HI A TDZL) P3, 17R-AL(TE HI CL TDZL) P3, 35L-AL(TE HI CL TDZL) P3
COMM	
RCO	Edmonton rdo 123.375 (FISE) 126.7 (bcst)
ATIS	128.225
CLNC DEL	120.825 all dep acft ctc CLNC DEL
APRON	APRON I: Apron Advisory 121.3 12-07Z‡ O/T bcst intentions
GND	121.9 (West) 125.35 (East) 275.8
TWR	118.4 (West) 118.7 (East) 236.6 (E) (emerg only 403-216-7116)
ARR	126.525 (West) 125.9 (East) 123.85 127.15 294.9
DEP	119.8 (East) 124.52 (West) 255.1
VFR ADV	119.4
PAL	Edmonton Ctr 124.525 127.775 243.5
NAV	
VOR/DME	YYC 116.7 Ch 114 N51 06 55 W113 52 55 (3573')
DME	IYC 111.5 Ch 52 N51 05 57 W114 01 23 (3559') IGY 110.55 Ch 42(Y) N51 07 28 W114 02 00 (3570') ILG 109.15 Ch 28(Y) N51 08 44 W113 59 19 (3628') IRF 110.75 Ch 44(Y) N51 06 46 W113 59 19 (3603')
ILS	IYC 111.5 (Rwy 35L) RVR IEM 109.3 (Rwy 17R) RVR ILG 109.15 (Rwy 17L) RVR IRF 110.75 (Rwy 35R) RVR IAQ 110.9 (Rwy 29) RVR IGY 110.55 (Rwy 11) RVR
PRO	Acft less than 3000 kg not auth for arr or dep 23-05Z‡ exc heli. Pilots should refer to Canadian Airport Charts (CAC) to obtain details on established hot spots, prior to operating on maneuvering areas. CAC are available for free on the NAV CANADA website. **AIRSPACE:** see VTPC for VFR routes & pro. Transponder rqrd in class "C" & "D" airspace & CZ. Pilots to close VFR flt plans with Edmonton FIC (phone) when practicable or request closure fr ATC. Pilots of acft not filing a VFR or IFR flt pln within or into Calgary Class "C" Airspace, are to ctc ATC 888-882-2254 for transponder code prior to flt. PPR for Balloon flt in Calgary CZ. Balloon flt is rqrd to remain min 4NM fr any rwy. Clnc and discrete transponder code rqrd prior to entering CZ. Ctc Edmonton ACC 888-882-2254. VFR city tours in Class C airspace over the Calgary downtown area may be denied when Rwy 17L or 17R are act at CYYC. **AIRPORT:** High intensity rwy ops in effect. **ATC:** IFR Clearance Acknowledgement IFR clearance read back with Calgary Tower clearance delivery shall include the acft call sign, assigned SID name and transponder code. **MULTILATERATION:** Acft transponders must be kept on at all times when manoeuvring on the airport (turned on prior to brake release and on arrival, on until final engine shutdown). Pilots that do not have a transponder code issued by ATC must squawk 1000 when taxiing. **PEAK HOURS:** 23-05Z‡ **CIRCUITS:** No circuits. **TRAINING FLIGHTS:** No ab initio tng. PVT pilot's license min rqrd for ops in CZ. Round-robin, test and tng flts proh during peak hrs. PPR for all round-robin, test or tng flts outside peak hrs: ctc ATC 888-882-2254. Helis exempt. **LOW AND REDUCED OPERATING PROCEDURES (LVOP/RVOP):** See CAP **NOISE:** Noise oprg restriction & noise abatement procedure in effect. See CAP **MILITARY:** Mil jet acft circuits & overhead break pro proh.

CALGARY / YYC CALGARY INTL AB (Cont'd) CYYC

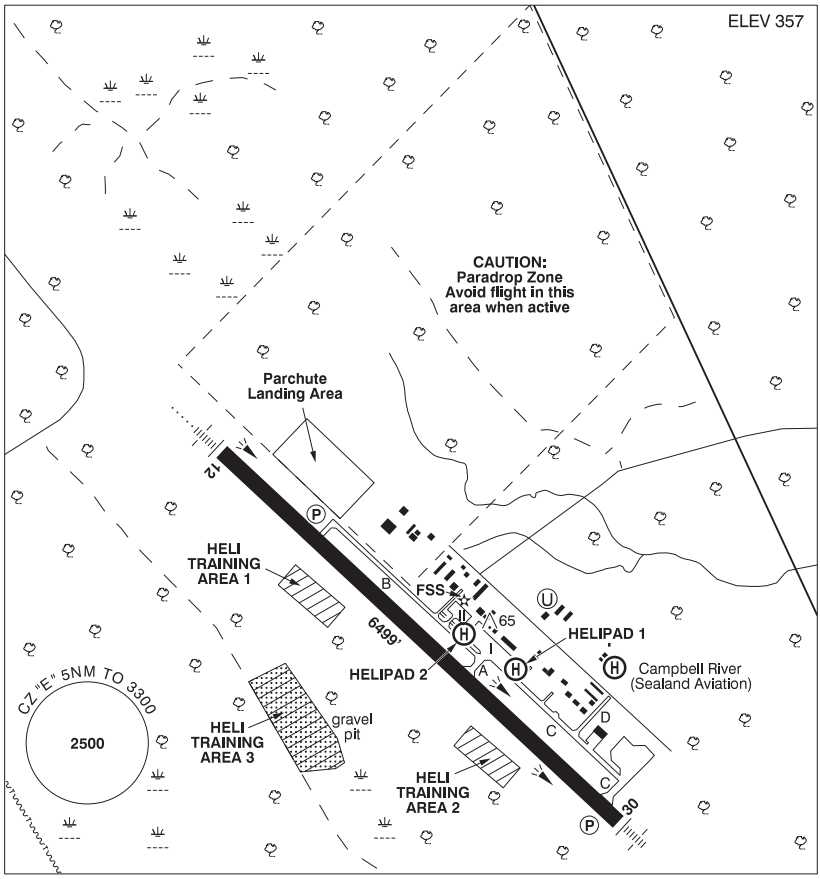
PRO (Cont'd)	**AIRPORT RESERVATION OFFICE (ARO):** Airport Reservation Office (ARO) pro for all general & business aviation acft oprg IFR & VFR flts. Opr must file a dep & arr reservation through the Online Coordination System (OCS): www.online-coordination.com. More info avbl at Airport Reservation Office (ARO) (yyc.com): email aro@yyc.com or call 403-735-1300. **DE-ICING PROCEDURES:** 1. Contact CALGARY DE-ICE on 129.5 30 min prior to push-back with acft type and estimated push-back time. 2. Contact CALGARY DE-ICE on 129.5 5 min prior to push-back to confirm treatment type and DE-ICE pad assignment. 3. Follow normal push-back 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 129.125 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 acft enters the de-icing bay, proximity capturing devices will recognize the acft. The signboards will actively guide the acft 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 acft taxiing in the EAST pad from JQ behind staged acft is only assured when the staged acft nosewheel is on the stopbar. 7. If assigned a staging bay, monitor PAD CONTROL until further instructed. 8. When directed by PAD CONTROL, contact ICEMAN (East 123.35, West 122.725) and confirm "BRAKES SET, AIRCRAFT CONFIGURED FOR DE-ICE." 9. When de-ice is complete, do not move acft. 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. See CAP for additional directions & restrictions. CAUTION: During the de-icing process, thrust setting must not exceed gnd idle and/or propellers must remain feathered at all times. Engine run-ups will only be approved by PAD CONTROL or ICEMAN when ops permit and when it is safe to do so. Engine fan blade ice shedding run-ups are proh on the de-ice pads.
CAUTION	Coyotes at large on aprt. Extv waterfowl activity vic A/D year round.

CAMBRIDGE BAY NU CYCB



REF	N69 06 29 W105 08 14 1.6SW 7°E (2014) UTC-7(6) Elev 102' A5042 LO5 HI1 HI2 CAP
OPR	Govt of Nunavut 867-645-8200 Emerg/Incident rpt 867-645-6565 13-22Z‡ Mon-Fri exc hols Cert
PF	B-1 C-2,3,4,5
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
CARS	867-983-2501
WX	METAR H24. TAF H24, issue times: 01, 07,13,19Z.
SERVICES	For svc, call 867-360-6272. Call out chg may be levied for one or more svcs outside normal oprg hrs.
FUEL	100LL(D), JA-1, HPR. Credit by prior arng only 867-983-5085 O/T 867- 391-1151
S	6
RWY DATA	Rwy 13(127°T)/31(307°T) 5076x150 gravel Rwy 31 up 0.55%.
RWY CERT	Rwy 13/31 AGN IIIB
RCR	Maint contractor 867-360-6272, 867-391-0033 A/D maint avbl 15-24Z‡ exc hols O/T 12 hrs PN. Call-out chg may be levied. CRFI, PCN.
LIGHTING	13-AO (non-std 1000') (TE ME) P2, 31-AO (non-std 1000') (TE ME) P2 ARCAL-122.1 type K
COMM	
RCO	Edmonton rdo 123.25 (FISE) 126.7 (bcst)
MF	aprt rdo 122.1 5NM 3100 ASL (CAR 602.98)
PAL	Edmonton Ctr 134.675
APRT RDO	122.1
MIL	228.9 251.0 270.4 364.2 (E)
INTL AIR	Gander rdo 2971 4675 8891 11279 NAT 'D' (SELCAL)
NAV	
NDB	CB 245 (H) N69 06 53 W105 00 57
VOR/DME	YCB 112.7 Ch 74 N69 07 03 W105 10 22 (127') VOR oriented on True North
CAUTION	Radiosonde balloon launches fr N69 08 W105 04 (2.2NM NNE thld Rwy 31) at 1115Z-1129Z & 2315Z-2329Z dly. Extv migratory bird activity May-Oct.

CAMPBELL RIVER BC — CYBL



REF	N49 57 07 W125 16 23 4.5S 18°E (2013) UTC-8(7) Elev 357′ A5004 LO2 HI3 CAP
OPR	City of Campbell River 250-923-5012 1330-0430Z‡ Cert Ldg fees
PF	A-1,2,3,6,7 ATB ltd hrs C-2,4,5
CUST	AOE/15 888-226-7277 1630-0030Z‡
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
ACC	For IFR clnc outside FSS hrs ctc Comox Tml 250-339-8115 before take-off.
WX	METAR 14-05Z‡ O/T LWIS TAF 16-05Z‡, issue times: 16, 19, 01Z (DT 15, 19, 01Z).
SERVICES	Call-out chg may be levied for one of more svcs
FUEL	100LL Self-serve cardlock, JA-1 15-04Z‡ O/T call out chg 2 hrs PN
OIL	All Sealand Flight 250-895-9089
S	2,4(ltd),5

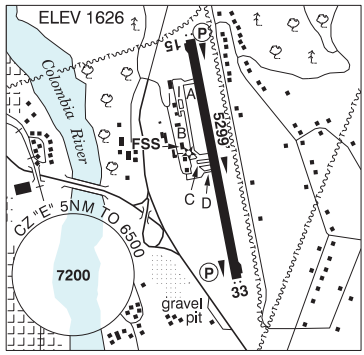
CAMPBELL RIVER BC (Cont'd) CYBL

RWY DATA	Rwy 12(117°)/30(297°) 6499x150 ASPH Rwy 12 down 0.88%
RWY CERT	Rwy 12 RVR 1200(1/4sm) day only/Rwy 30 RVR 1200(1/4sm) day only AGN IIIB
TWY CERT	Twy: B, C, D AGN IIIA
TWY	No vehicle ctl on all twys. Twy C: Pavement width 34', max wt 44,000 lbs. Twy D: Width 49' first 2400' fr Apron I and 75' fr last 250'.
APRON	Prkg plan in effect. Fees after 6 hrs, ctc opr. Apron I: Itinerant prkg NW end of apron. Paved prkg ltd to turbine acft btwn Jun 15-Sep 15. Piston paved prkg PPR btwn Jun 15-Sep 15. No exceptions. See sketch. Apron II: Itinerant prkg. Paved prkg ltd to turbine acft btwn Jun 15-Sep 15. Piston paved prkg PPR btwn Jun 15-Sep 15. No exceptions. See sketch/ No run-ups on North side of Apron II (in front of FSS building).
RCR	Opr Win maint 1500-0400Z‡ dly. To prevent damage to rwy turn in ungrooved areas. CRFI, PCN
HELI DATA	Pad -1 70′ dia CONC Pad -2 50′ dia ASPH
LIGHTING	12-AN(TE HI) P2 3°, 30-AW(TE HI) P2 3° Avbl 1330-0530Z‡ O/T ARCAL-122.0 type K.
COMM	
RADIO	Campbell rdo 122.0 (V) 1330-0530Z‡ (emerg only 250-923-3942)
RCO	Pacific rdo 123.55 (FISE) 126.7 (bcst)
ATIS	128.55 14-05Z‡
MF	Campbell rdo 1330-0530Z‡ O/T tfc 122.0 5NM 3300 ASL excluding the area below 700′ depicted on the Campbell River VTPC (CAR 602.98)
TML	Comox 123.7 227.6
NAV	
NDB	YBL 203 (L) N50 00 23 W125 21 27
DME	YCU 114.9 Ch 96 N49 57 19 W125 16 49 (376′) Accuracy unreliable below 10,000 ASL between azimuth 160° and 280°.
ILS	IBL 109.1 (Rwy 12) RVR
PRO	Rgt hand circuits Rwy 12 (CAR 602.96) **REDUCED VISIBILITY OPERATIONS PLAN (RVOP)** Rwy 12/30 & Twy A ops to vis less than ½sm and greater than or equal to ¼sm. One in, one out. Day use only. Twy B & C are not avbl to access rwy for use during reduced vis ops. All acft must use Twy A to access the rwy. Heli tng in designated tng areas only. Heli circuits remain inside the rwy circuit and blw 500 AGL within the designated area. Helicopters using the rwy follow standard rwy circuit pro. Autorotation tng tfc permitted adv intentions prior.
CAUTION	Deer in vic of rwy. Parachuting to 12,500 ASL on A/D. Heli tng areas not inspected dly and not maintained.

CANADIAN ROCKIES BC — See CRANBROOK / CANADIAN ROCKIES

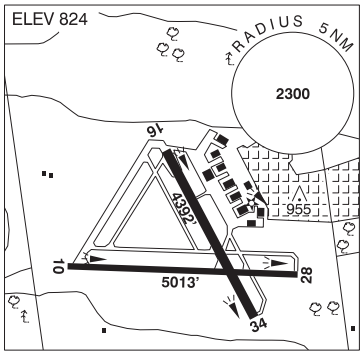
CASTLEGAR / WEST KOOTENAY REGIONAL BC — CYCG

REF	N49 17 47 W117 37 57 2SSE 15°E (2016) UTC-8(7) Elev 1626' A5005 LO2 HI3 CAP
OPR	City 250-365-8970, O/T 250-608-5939 14-24Z‡ Cert day only
PF	A-1,2,3,6 C-4,5
CUST	AOE/CAN 888-226-7277
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
WX	METAR 14-01Z (DT 13-04Z) O/T LWIS TAF 16-01Z (DT 15-04Z), issue times: 16, 21Z (DT 15, 21Z).



SERVICES	
FUEL	100LL, JA, SP 250-365-5935
OIL	All
S	1,2,4,5,6 16Z-SS
RWY DATA	Rwy 15(154°)/33(334°) 5300x150 ASPH
RWY CERT	Rwy 15/33 AGN IIIA
TWY	Twy B: Straight section 49' (15.0m) wide. Twy C, D: Pvt.
RCR	Opr Win maint 14-24Z‡ Nov 1-Mar 31. FSS CRFI, PCN
LIGHTING	15-AS(TE ME) P2, 33-SF(4 lead-in lights and offset 11° left) (TE ME) P2 2.9° (offset 5° West). PAPI will not read correctly unless acft positioned on 11° offset apch flt path. PAPI limitation/restriction. PAPI Rwy 15 to be used only within 3NM of thld; PAPI Rwy 33 to be used only within 2NM of thld.
COMM	Comm at 10NM may not be possible all quads due to terrain
RADIO	122.1 PTC avbl (V) 1330-0130Z (DT 1230-0430Z) (emerg only 250-365-3013)
RCO	Pacific rdo 125.85 (FISE)
MF/ATF	rdo 1330-0130Z (DT 1230-0430Z) O/T tfc 122.1 5NM 6500 ASL (CAR 602.98)
PAL	Vancouver Ctr 134.2 227.3
PRO	**AIRPORT RESTRICTION:** Pursuant to CAR 602.96 (3) (d) aprt use rstd to daylight hrs only exc for emergencies. Rgt hand circuits Rwy 15 (CAR 602.96). When arriving via Kootenay River route, proceed to GOLF COURSE then join rgt hand circuit Rwy 15/left hand circuit Rwy 33 (CAR 602.96).
CAUTION	Mtns sur the aprt & protrude into tkof/apch areas of both rwys. P-line 40 AGL crosses apch to Rwy 33 aprx 1500' fr thld. Acft on inst apchs may use high rates of descent (see hatched area on VTPC). Hi terrain reduces operational lengths of Rwys 15 and 33 PAPI.

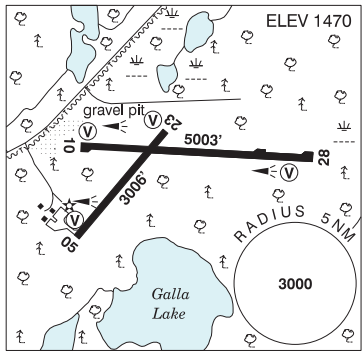
CENTRALIA / JAMES T. FIELD MEMORIAL ON — CYCE



REF	N43 17 09 W81 30 23 1.6W 9°W (2013) UTC-5(4) Elev 824' A5000 LO6 HI5 CAP
OPR	New United Goderich Inc. 519-228-6052 (1300-2130Z‡ Mon-Fri) O/T 226-378-7422 Reg
PF	B-1 C-2,3,4,5,6
CUST	AOE/CAN
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
WX	WxCam
SERVICES	
FUEL	JA-1
OIL	W100, 15W50, 20W50, Mobil Jet II & 254, Turbo Oil 2380
S	2,3,4,5
RWY DATA	Rwy 10(101°)/28(281°) 5013x100 ASPH Rwy 10 up 0.52% AGN IIIA Rwy 16(161°)/34(341°) 4392x150 ASPH Clsd Nov 1-Mar 31 O/T clsd 0100-1300Z‡
RCR	Opr 13-23Z‡ Mon-Fri Snow removal may be delayed 24 hr. Rwy 16/34 no win maint.
LIGHTING	10-(TE ME), 28-(TE ME) ARCAL-122.8 type K
COMM	
ATF	UNICOM ltd hrs O/T tfc 122.8 5NM 3800 ASL
NAV	
VOR/DME	LONDON YXU 117.2 Ch 119 N43 02 16 W81 08 56 (920')
CAUTION	Wind turbines to 1287 ASL W of A/D. Water twr 221 AGL aprx 0.4NM E of Thld 16. Glider activity Apr-May & Sep-Oct. Sports car and rdo ctl acft activity May-Sep.

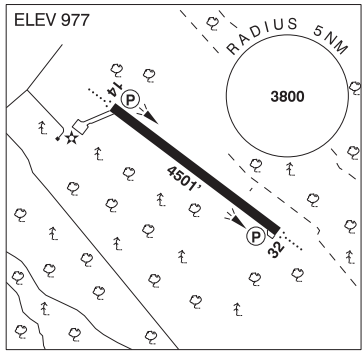
CHAPAIS QC — See CHIBOUGAMAU / CHAPAIS

CHAPLEAU ON — CYLD



REF	N47 49 13 W83 20 49 2.5SE 9°W (2013) UTC-5(4) Elev 1470' A5001 LO4 HI4 CAP
OPR	Township 705-864-1330 Reg
PF	B-1 C-2,3,4,5,7,8
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
WX	METAR 11-02Z‡ O/T LWIS TAF 13-02Z‡, issue times: 13, 20Z (DT 12, 14, 20Z).
SERVICES	13-22Z‡ Mon-Fri, Sep 15-May 15; (DT 13-24Z) Mon-Sun, May 16-Sep 14; Call out chg after hrs 705-870-0066 PN
FUEL	100LL, JA-1 (FSII avbl)
S	4
RWY DATA	Rwy 10(100°)/28(280°) 5003x100 ASPH Rwy 10 down 0.98% AGN IIIA Rwy 05(048°)/23(228°) 3006x75 ASPH AGN II
RCR	Ctc 705-864-1828
LIGHTING	05-(TE LO) V1, 10-(TE ME) V1, 23-(TE LO) V1, 28-(TE ME) V1 ARCAL-122.8 key mic 3 times activates VASIS rwy 10 & all rwy lgts; key mic 5 times activates VASIS Rwy 28 & all rwy lgts; key mic 7 times activates VASIS Rwy 23 & all rwy lgts; VASIS Rwy 05 not avbl on ARCAL. Ctc opr.
COMM	
ATF	tfc 122.8 5NM 4500 ASL
CAUTION	Soft shoulders on all rwys.

CHARLEVOIX QC — CYML



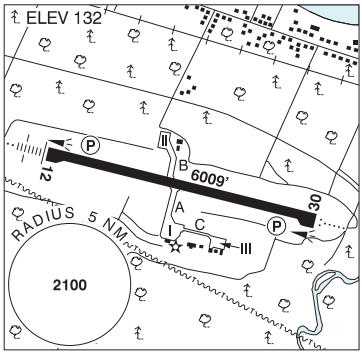
REF	N47 35 51 W70 13 26 16°W (2022) UTC-5(4) Elev 977' A5002 LO7 CAP
OPR	Muni 418-489-2010 Fax 418-452-3247 Reg Ldg fees (acft over 2000 kg only)
PF	A-1 C-2,3 D-4,7
CUST	AOE/CAN
FLT PLN	(bil)
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montréal 800-633-1353
WX	AUTO 418-489-2016 (see COMM) WxCam
SERVICES	PN 13-21Z Mon-Fri May 15-Jun 16 and Oct 9-Oct 13, 13-21Z Jun 17-Oct 8, Call out chg may be levied for one or more svcs
FUEL	100LL, JA-1
OIL	15W50
SUP FL	D & A-ice PPR
JASU	Elect start 10/15

CHARLEVOIX QC (Cont'd) CYML

RWY DATA	Rwy 14(143°)/32(323°) 4501x150 ASPH Rwy 32 up 0.51%.
RCR	Opr 1330-2130Z‡ May 1-Oct 29; No win maint.
LIGHTING	14-AO(TE ME) P2, 32-AO(TE ME) P2 ARCAL-123.0 type K
COMM	(bil)
ATF	UNICOM ltd hrs O/T tfc 123.0 5NM 4000 ASL
AUTO	122.55 (English only)

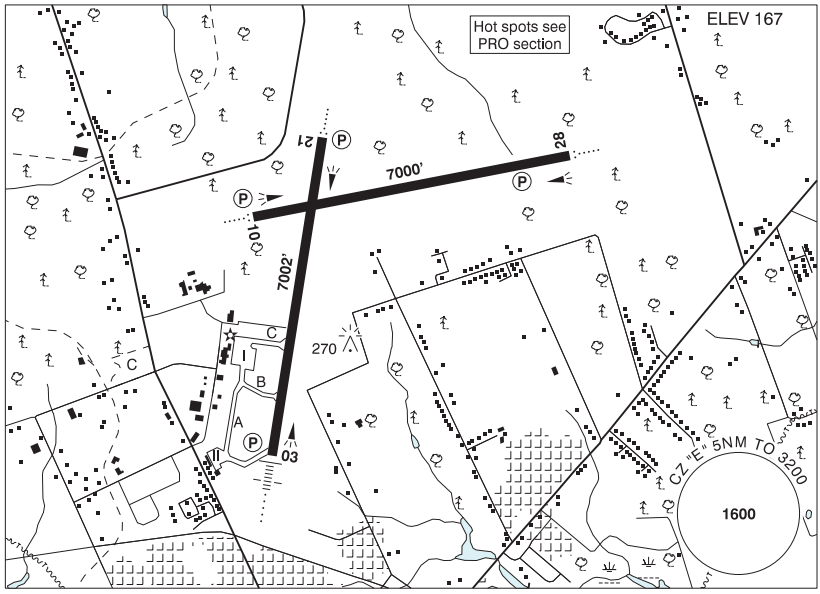
CHARLO NB CYCL

REF	N47 59 27 W66 19 49 4.8SSE 18°W (2017) UTC-4(3) Elev 132′ A5010 LO7 LO8 HI6 CAP
OPR	Charlo Regional Airport Authority Inc 12-23Z‡ Mon-Fri, 12-21Z‡ Sat & Sun O/T PN 506-684-5507 or 506-789-3922 Cert
PF	B-1,6 (PN) C-1,2,3,4,5 D-6
CUST	AOE/CAN; AOE/15 888-226-7277 1230-2030Z‡ Mon-Fri May 1-Oct 31
FLT PLN	
FIC	(bil) Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA). Flt Plns by Fax 418-871-4906 & include phone numbers where pilot can be reached prior to dep.
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200.
WX	ALTIMETER/WIND 506-684-5507 12-23Z‡ Mon-Fri, 12-21Z‡ Sat-Sun or 506-789-3922 (H24) (see COMM). WxCam



SERVICES	
FUEL	100LL, JA-1 (FSII avbl) 12-24Z‡ Mon-Fri, 13-22Z‡ Sat & Sun O/T call out chg.
RWY DATA	Rwy 12(122°)/30(302°) 6009x150 asphalt Rwy 12 down 0.30%
RWY CERT	Rwy 12/30 AGN IIIB
RCR	Opr Ltd hrs, CRFI, PCN. No win maint Twy B, Apron II & Apron III. Ctc opr svc chg will apply.
LIGHTING	12-AN(TE HI) P2, 30-AO (non-std 1210') (TE HI) P2 ARCAL-122.2 type K
COMM	
RCO	Québec rdo (U)
ATF	(bil) UNICOM (AU) 12-23Z‡ Mon-Fri, 12-21Z‡ Sat-Sun O/T tfc 122.2 (English only) 5NM 3100 ASL
PAL	Moncton Ctr 134.25

CHARLOTTETOWN PE — CYYG



REF	N46 17 24 W63 07 16 3N 18°W (2014) UTC-4(3) Elev 167' A5003 LO8 HI6 CAP OC
OPR	Charlottetown Airport Authority Inc. 902-566-7997 1000-0415Z‡ O/T PPR 902-394-4168 Cert
PF	A-1,2,3,6,7,8 C-4,5
CUST	AOE/60 (368 with staged off-loading) 888-226-7277 12-04Z‡
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200.
WX	METAR H24. TAF H24, issue times: 00, 06, 12, 18Z.
SERVICES	Call out chg may be levied for one or more svcs.
FUEL	100LL 11-01Z‡ ctc 902-394-4168, JA-1 (FSII avbl) 09-00Z‡ O/T call out chg will apply. Fax/tel: 902-566-3835. Duty tel: 902-629-0906 aft hr 902-393-1792
OIL	All
S	1,2
ARFF	DESIGNATED CAT 6 (CAT 7, 2 hr PN) 1000-0415Z‡, O/T call out chg.
SUP FL	D & A-ice
MIL CON	Menzies Aviation/ASIG Canada 902-393-1792

CHARLOTTETOWN PE (Cont'd) CYYG

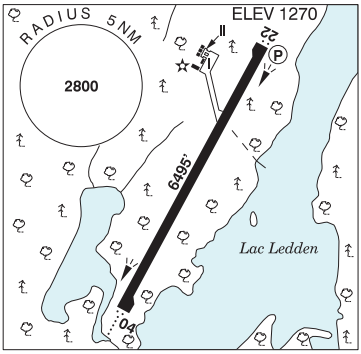
RWY DATA	Rwy 03(027°)/21(207°) 7002x150 ASPH Rwy 10(097°)/28(277°) 7000x150 ASPH RESA: 03/21 492'; 10/28 492'
RWY CERT	Rwy 03 RVR 1200(1/4sm)/Rwy 21 RVR 1200(1/4sm) AGN IV Rwy 10 RVR 1200(1/4sm) Day only/Rwy 28 RVR 1200(1/4sm) Day only AGN IV
APRON	Apron I: Uncontrolled. Avbl to sked pax flt and 705 ops, all other ppr 902-566-7997 for acft parking. Numbered parking stands req marshall in and push-back out (Stands 1,2,3,5 and 7). All acft must yield to acft in push-back from ATB.
RCR	Opr AMSCR 1000-0415Z‡
LIGHTING	03-AN(TE HI) P2, 21-AO(TE HI) P2, 10-AO(TE ME) P2, 28-AO(TE ME) P2
COMM	
RADIO	118.0 PTC avbl (E) (emerg only 902-368-2210)
RCO	London rdo 123.55 (FISE) 126.7 (bcst)
MF	rdo 118.0 5NM 3200 ASL (CAR 602.98)
PAL	Moncton Ctr 135.65
NAV	
DME	YYG 113.8 Ch 85 N46 16 58 W63 07 42 (177′)
ILS	IYG 110.9 (Rwy 03) RVR
PRO	Caution during win ops: Twy C may be the only serviceable twy. Pilots should refer to Canadian Airport Charts (CAC) to obtain details on established hot spots, prior to operating on maneuvering areas. CAC are available for free on the NAV CANADA website.

CHARLOTTETOWN FSS – RCO

Sydney 122.0 (RAAS) (U) (N46 10 W60 03)

CHIBOUGAMAU / CHAPAIS QC CYMT

REF	N49 46 19 W74 31 41 10.7SW 16°W (2013) UTC-5(4) Elev 1270′ A5009 LO3 LO7 HI1 CAP
OPR	Ministère des transports et de la mobilité durable 418-748-2211 ext 5 Cert H24
PF	A-1 C-2 D-3,4,5
FLT PLN	
FIC	(bil) Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	(bil) Montréal 800-633-1353
WX	METAR AUTO H24 (see COMM) WxCam TAF 13-01Z‡, issue times: 13, 18Z (DT 12, 18Z).

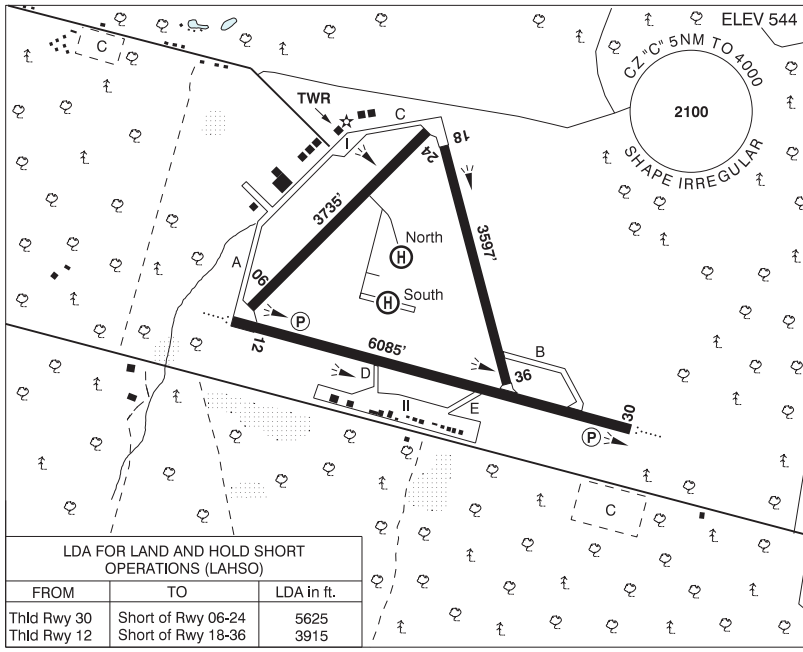


SERVICES	
FUEL	100LL, JA, HPR 418-748-4429 12-03Z‡ May-Oct, 12-22Z‡ Nov-Apr.
OIL	W80, W15W50
S	1,2,4,5,6
RWY DATA	Rwy 04(044°)/22(224°) 6495x148 ASPH
RWY CERT	Rwy 04/22 AGN IIIB
RCR	Opr 1130-0200Z‡ Mon-Fri, 1300-2130Z‡ Sat & Sun O/T 3hrs PN MEDEVAC only ctc Opr CRFI. Win maint 10-03Z‡ Mon-Fri, 10-21Z‡ Sat & Sun for sked flt.

CHIBOUGAMAU / CHAPAIS QC (Cont'd) CYMT

LIGHTING	04-AO(TE ME), 22-AS(TE ME) P2 ARCAL-122.0 type K
COMM	
RCO	(bil) Val d'Or rdo 122.0 (RAAS) 11-01Z‡ Québec rdo 123.375 (FISE) 126.7 (bcst)
MF	Val d'Or rdo 11-01Z‡ O/T tfc 122.0 5NM 4300 ASL (CAR 602.98)
PAL	(bil) Montréal Ctr 127.3
AWOS	126.25 (English) 128.75 (French)
NAV	
NDB	CHIBOO MT 209 (M) N49 47 58 W74 29 43
DME	CHIBOO YMT 112.1 Ch 58 N49 48 00 W74 29 44 (1340′)
CAUTION	Seaplane activity on adjacent Lake Ledden. Possibility of wildlife in vic of rwy. Bird activity Apr-May/Sep-Oct. Trees up to 1355 ASL aprx 1149'-2839' bfr Thld 22 and 418'-745' NW extended rwy centreline. Trees up to 1314 ASL aprx 1026' S bfr Thld 04 and 473' NW extended rwy centreline.

CHICOUTIMI / ST-HONORÉ QC CYRC



LDA FOR LAND AND HOLD SHORT OPERATIONS (LAHSO)

FROM	TO	LDA in ft.
Thld Rwy 30	Short of Rwy 06-24	5625
Thld Rwy 12	Short of Rwy 18-36	3915

REF	N48 31 15 W71 03 02 1.5ESE 17°W (2013) UTC-5(4) Elev 544' A5010 LO7 HI5 HI6 CAP
OPR	Ministère des transports et de la mobilité durable 418-673-4245 (Administration), 418-812-4524 (Maint) Cert
PF	B-1,2,7 D-3,4,5,6

CHICOUTIMI / ST-HONORÉ QC (Cont'd) CYRC

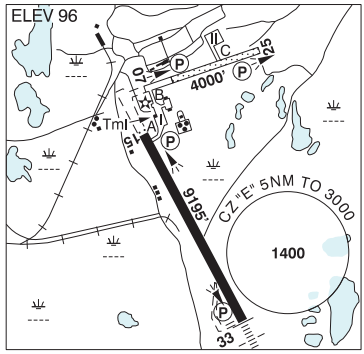
FLT PLN	(bil)
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montréal 800-633-1353
WX	LWIS H24 LAWO 1300-0130Z‡; 13-03Z‡ Mon-Fri 1300-0130Z‡ Sat-Sun Oct 15-Nov 16 and Feb 15-Mar 2. WxCam
SERVICES	
FUEL	100LL, JA
OIL	All
S	1,2,3,4,5,6,7
PVT ADV	Exact Air/Petro T 129.15 418-673-3522; AirMédic 13-22Z‡ 418-673-3838 O/T 418-718-5648 call out chgs
RWY DATA	Rwy 12(122°)/30(302°) 6085x150 ASPH Rwy 06(062°)/24(242°) 3735x148 ASPH Rwy 18(182°)/36(002°) 3597x148 ASPH Poor drainage may cause hydroplaning.
RWY CERT	Rwy 12/30 AGN IIIB Rwy 06/24 AGN II Rwy 18/36 AGN II
RCR	Opr 12-03Z‡ Mon-Fri 12-24Z‡ Sat-Sun CRFI Rwy 06/24 No win maint.
HELI DATA	North: TLOF 65' x 65' ASPH South: TLOF 65' x 820' ASPH
LIGHTING	12-AO(TE ME) P2, 30-AO(TE ME) P2, 18-(TE ME), 36-(TE ME) ARCAL-118.4 type K
COMM	(bil)
ATIS	(English) 134.8; (French) 124.95
CLNC DEL	Prior to dep pilots must ctc Bagotville Tml for IFR clnc at 888-813-8508 when TWR clsd.
GND	St-Honoré 121.9 1300-0130Z‡; 13-03Z‡ Mon-Fri 1300-0130Z‡ Sat-Sun Oct 15-Nov 16 and Feb 15-Mar 2.
TWR	St-Honoré 118.4 (V) 1300-0130Z‡; 13-03Z‡ Mon-Fri 1300-0130Z‡ Sat-Sun Oct 15-Nov 16 and Feb 15-Mar 2. (emerg only 418-673-4353)
ATF	tfc 118.4 0130-1300Z‡; 03-13Z‡ Mon-Fri 0130-1300Z‡ Sat-Sun Oct 15-Nov 16 and Feb 15-Mar 2. 5NM shape irregular 4000 ASL
TML	Bagotville 127.2 227.6
VFR ADV	Bagotville Tml 121.2

CHICOUTIMI / ST-HONORÉ QC (Cont'd) CYRC

PRO	**Itinerant tfc: See Bagotville VTPC.** **Training zone:** Arrival & departure tracks see VTPC. Arrivals: Single engine: Minimum alt 2000 ASL. Helicopters: Maximum alt 1000 ASL within 2.5NM of A/D. (see Heli VTPC). Others: Minimum alt 2500 ASL. Right hand circuits runways 06, 12 and 36 (CAR 602.96)
HELI	**Arrivals & departures:** Maximum alt 1000 ASL btwn A/D & checkpoints. **Departures:** All heli must ctc gnd ctl. **Checkpoints:** JOLI (2NM E) arr/dep hdg 274°/094°. MARTEL (2NM NW) arr/dep hdg 154°/334°. MADOC (1.4NM SW) arr/dep hdg 024°/204°. SILO (2NM N) arr/dep hdg 169°/349°. **HELIPAD RESTRICTIONS:** North and South helipads avbl only with written authorization from Opr (CAR 602.96 (3)(d)). North and South helipads avbl only during TWR hr of ops (CAR 602.96 (3)(d)).
CAUTION	**Training:** Hvy tng W of the aprt fr W bdry of CZ to St-Augustin (freq 123.4). **Blasting:** Blasting area 0.54NM radius N48 28 38 W071 06 46 (aprx 3.6NM SW A/D) sfc to 3800 ASL. Blasting area 0.54NM radius N48 28 41 W071 05 41 (aprx 3.1NM SW A/D) sfc to 3800 ASL.

CHURCHILL MB CYYQ

REF	N58 44 26 W94 04 00 3ESE 2°W (2013) UTC-6(5) Elev 96′ A5024 A5025 LO3 LO5 HI2 CAP
OPR	TC 204-675-2090 Fax 204-675-2523 1400-2230Z‡ Mon-Fri Cert Ldg fees (jet and turboprop acft only), Tml fees
PF	C-2,3,4,5,6
FLT PLN	Pilots to open/close VFR flt plan with Edmonton rdo, FISE or by phone.
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
WX	METAR H24. TAF H24, issue times: 00, 06, 12, 18Z. WxCam



SERVICES	Call out chg.
FUEL	JA-1, HPR 14-22Z‡ Mon-Fri, 15-22Z‡ Sat-Sun, O/T 30 min PN 204-675-2063
S	2 1 hr PN 204-675-2086, 4, 5,6
SUP FL	D & A- ice 14-22Z‡ Mon-Fri, 15-22Z‡ Sat-Sun 1 hr PN 204-675-2063
JASU	Elec Start 10/15
PVT ADV	Exchange Petroleum 14-22Z‡ Mon-Fri, 15-22Z‡ Sat-Sun 204-675-2542 O/T 204-675-2063.

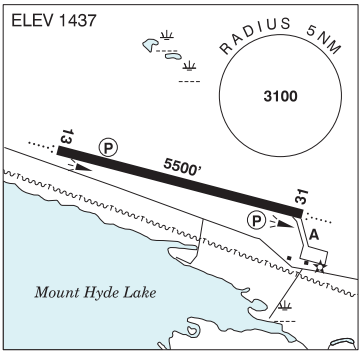
RWY DATA	Rwy 15(155°)/33(335°) 9195x160 ASPH Rwy 15 down 0.33%, Rwy 33 up 0.34% Rwy 07(074°)/25(254°) 4000x100 GRVL
RWY CERT	Rwy 15/33 AGN IIIB Rwy 07/25 AGN IIIA
TWY CERT	Twy B AGN IIIA
TWY	Twy C: Pvt
APRON	Prkg fees
RCR	Opr Win maint Oct 15-May 15 1400-2230Z‡ Mon-Fri exc hols, O/T 2 hr PN 204-675-0057 call out chg. CRFI, PCN

CHURCHILL MB (Cont'd) CYYQ

LIGHTING	07-(TE ME) P2, 15-AS(TE HI) P2, 25-(TE ME) P2, 33-AN(TE HI) P2
COMM	
RADIO	126.9 (V) (emerg only 204-675-2524)
RCO	Edmonton rdo 123.275 (FISE) 126.7 (bcst)
MF	rdo 126.9 5NM 3100 ASL (CAR 602.98)
PAL	Winnipeg Ctr 134.6
NAV	
VOR/DME	YYQ 114.1 Ch 88 N58 44 30 W94 08 07 (51')
DME	IYQ 110.3 Ch 40 N58 44 53 W94 04 54 (115')
ILS	IYQ 110.3 (Rwy 33) RVR
PRO	Rgt hand circuits Rwy 07 & 15 (CAR 602.96).
CAUTION	Dly radiosonde balloon launches with an ascent rate of 1000 ft/min btwn the hrs of 1115Z-1345Z & 2315Z-0145Z. Extv bird activity May-Sep. Comm twr at N58 44 16 W93 49 09 (7.4NM E A/D) 269 ASL 175 AGL, unlgtd Jan 1-Apr 1.

CHURCHILL FALLS NL CZUM

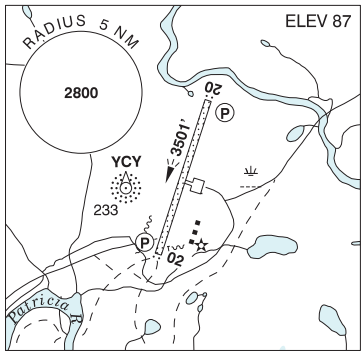
REF	N53 33 45 W64 06 21 4NW 20°W (2021) UTC-4(3) Elev 1437' A5020 LO7 HI1 CAP
OPR	Churchill Falls (Labrador) Corp 709-925-3405 1230-1600Z‡, 1700-2030Z‡ Mon-Fri exc hols, O/T 3 hr PN, call out chg may be levied. Cert Ldg fees
PF	A-1 C-2,4,5
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Gander 709-651-5225 or 888-751-5225.
WX	METAR AUTO H24 (see COMM) WxCam TAF H24, issue times: 02, 08, 14, 20Z.



SERVICES	PN for svcs. Ramp and other fac svc fees may apply.
FUEL	JA-1 12-16Z‡, 17-21Z‡ Mon-Fri; Sat, Sun & hols call 709-925-8280. Call out chg and fuel hook up fee will be levied.
S	5
RWY DATA	Rwy 13(124°)/31(304°) 5500x148 ASPH
RWY CERT	Rwy 13 RVR 1200(1/4sm)/Rwy 31 RVR 1200(1/4sm) AGN IV
RCR	Opr 1230-1600Z‡, 1700-2030Z‡ Mon-Fri exc hols O/T 3 hrs PN, call out chg may apply. Ltd win maint, PCN
LIGHTING	13-AO(TE ME) P2, 31-AO(TE ME) P2 ARCAL-123.5 type K
COMM	
RCO	London rdo 123.25 (FISE) 126.7 (bcst)
ATF	tfc 123.5 5NM 4400 ASL
PAL	Gander Ctr 126.025
AWOS	118.95
CAUTION	Migratory bird activity in vic of aprt spring and win. Ocsl standing water on rwy. Extv heli activity in vic.

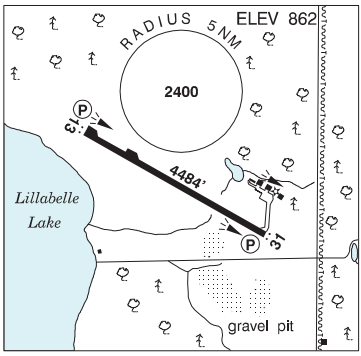
CLYDE RIVER NU

CYCY



REF	N70 29 09 W68 31 01 2.2NE 32°W (2025) UTC-5(4) Elev 87′ A5044 LO9 HI1 HI2 CAP
OPR	Govt of Nunavut 867-645-8200 Emerg/Incident rpt 867-645-6565 13-22Z‡ Mon-Fri exc hols Cert
PF	A-1 C-4,5
FLT PLN	
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
CARS	867-924-6344 ltd hrs (see COMM)
WX	METAR dur CARS hrs O/T METAR AUTO (see COMM). WxCam TAF H24, issue times: 01, 07, 13, 19Z.
SERVICES	
FUEL	JA-1 867-924- 6506/6681 14-23Z‡ Mon-Fri exc hols O/T call out chg PN. Cash only. Credit by prior arng 867-645-8400, allow 7 working days.
S	6
RWY DATA	Rwy 02(018°T)/20(198°T) 3501x100 GRVL
RWY CERT	Rwy 02/20 AGN IIIA
RCR	Maint contractor 867-924-6344, 867-532-0432 A/D maint avbl 13-22Z‡ Mon-Fri exc hols O/T 12 hrs PN. Call-out chg may be levied. PCN.
LIGHTING	02-AS(TE ME) AP, 20-AS(TE ME) AP ARCAL-122.1 type K (see CAUTION)
COMM	
MF	aprt rdo ltd hrs O/T tfc 122.1 5NM 3100 ASL (CAR 602.98)
APRT RDO	122.1 (V) 14-24Z‡ Mon & Wed, 15-24Z‡ Tue, Thu & Fri, 14-23Z‡ Sat, 11-20Z‡ Sun, exc federal observed hols
AWOS	124.6
NAV	
NDB	YCY 256 (M) N70 29 07 W68 31 37
CAUTION	Unlgtd hydro poles aprx 40 AGL (120 ASL) both sides of rwy btwn 02 Thld & vehicle parking area. Rwy edge lgt installed higher than std (aprx 27 inches high loc 5′ outside rwy edge). Old apron rstd to vehicle prkg only. Tails of large acft parked within 30' of western apron edge penetrate transitional sfc. Blasting ops 330' radius N70 28 05 W068 31 44 (aprx 1.1NM SSW of A/D) sfc to 98 AGL (197 ASL). Extv migratory bird activity May-Oct.

COCHRANE ON — CYCN

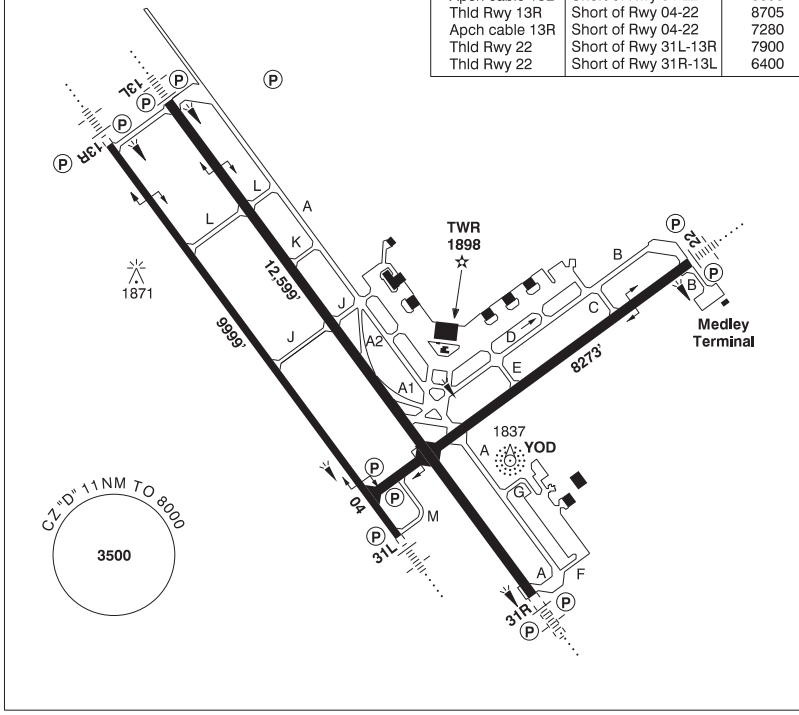


REF	N49 06 24 W81 00 55 2N 11°W (2015) UTC-5(4) Elev 862' A5009 LO4 LO7 CAP
OPR	Town 705-272-6500 Reg
PF	B-1 C-2,3,4,5 D-6
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	Toronto IFR 888-217-1241 or 905-676-4590
WX	AUTO (see COMM)
SERVICES	
FUEL	100LL, JA-1 avbl 1200-2030Z‡ Mon-Fri O/T call out chg may be levied 705-272-6500
OIL	100
S	1
RWY DATA	Rwy 13(131°)/31(311°) 4484x100 asphalt Rwy 13 up 0.49% AGN IIIA
RCR	Aprt 705-272-6500
LIGHTING	13-AS(TE ME) P1, 31-AS(TE ME) P1 ARCAL-122.8 type K
COMM	
ATF	tfc 122.8 5NM 3900 ASL
AUTO	122.55
PRO	Seaplane ops N & S ends Lillabelle Lake.

COLD LAKE / GROUP CAPTAIN R.W. McNAIR AB — CYOD

ELEV 1775

LDA FOR LAND AND HOLD SHORT OPERATIONS		
FROM	TO	LDA in ft
Thld Rwy 13L	Short of Rwy 04-22	8705
Apch cable 13L	Short of Rwy 04-22	6895
Thld Rwy 13R	Short of Rwy 04-22	8705
Apch cable 13R	Short of Rwy 04-22	7280
Thld Rwy 22	Short of Rwy 31L-13R	7900
Thld Rwy 22	Short of Rwy 31R-13L	6400



REF	N54 24 19 W110 16 56 5.5SW 13°E (2022) UTC-7(6) Elev 1775' A5015 LO1 HI3 CAP
OPR	DND 780-840-8000 NTAS 531-8011 CSN 319-690-8000/8011 Mil PPR
PF	B-1 C-2,3,5,6 D-4
CUST	AOE/M Mil acft and personnel ONLY - Avbl thru Mil Police
FLT PLN	PPR 24 hr ntc all mil & civ flts ctc 780-840-8000 Ext 8595, CSN 319-690-8595. Flt Pln Ctr must be notified of arr delays in excess of 1 hr.
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
WX	METAR H24. TAF H24, issue times: 00, 06, 12 & 18Z (plus 15 and 21Z dur mil flt ops). Met brief for mil only. Lcl Met Section CSN 690-7425/8130. O/T JMC 1-800-WXMETEO (996-3836) or CSN 432-2613. (See COMM)

COLD LAKE / GROUP CAPTAIN R.W. McNAIR AB (Cont'd) CYOD

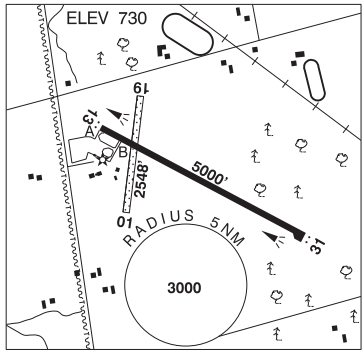
SERVICES	All tran acft require PPR thru 4 Wg Ops 780-840-8000 ext 8595. Mil and Civ tran svcg avbl 06-18 hrs lcl Mon-Fri exc hols. O/T by special arng. Prior coord required for hg space with 4 Wg Ops. Access to Medley Terminal after hours is provided through MP Section 780-840-8000 ext 8180. Acft start & refuelling with aircrew supervision exc for B412. Ltd Mil Type I D-ice. 90 min PN Info 780-840-8000 ext 8595.
FUEL	F-34, SP, HPR
OIL	133, 148, 156
S	1 (ltd),6
ARFF	CAT 5
SUP FL	D-Ice mil use only, Type I only, LHOX, LOX
JASU	CE1, 3, 8, 9, 13, 16, CA 1, CEA1
MIL ADV	Tran acft call Wg Ops 30 min prior to ETA on 340.2
RWY DATA	Rwy 13L(131°)/31R(311°) 12,599x200 ASPH Rwy 13R(131°)/31L(311°) 9999x150 ASPH Rwy 04(041°)/22(221°) 8273x200 ASPH RAG: Rwy 13L BAK 12 Mobile Aircraft Arrest System, B, (1700'); Rwy 13R/31L BAK 12 Smart Arrest System, B, (1360'); Rwy 04 BAK 12 Smart Arrest System, B, (1305'); Rwy 22 BAK 12 Smart Arrest System, B, (1460')
RCR	Opr CRFI Medley Tml ramp wt ltd. S100, T200, ST248, TT325. Rwy 13L/31R PCN 99/F/D/X/T. Rwy 13R/31L PCN 100/R/A/X/T. Rwy 04/22 PCN 77/F/D/X/U.
LIGHTING	04-(TE HI) P2, 13L-AN (non-std 3000´(1600´ SF)) (TE HI) P2 GPI 879´ TCH 46´, 13R-AN (non-std 3000´(1600´ SF)) (TE HI) P2 GPI 850´ TCH 44´, 22-AN (non-std 2200´ (800 SF)) (TE HI) P2 GPI 850´ TCH 44´, 31L-AN (non-std 3000´(1600´ SF)) (TE HI) P2 GPI 850´ TCH 44´ (Wing bar left side only), 31R-AN (non-std 3000´(1600´ SF)) (TE HI) P2 GPI 850´ TCH 44´
COMM	Flight Advisory hrs of operation dates & hrs may vary and will be broadcasted on ATIS.
ATIS	118.25 260.0
CLNC DEL	120.6 230.6
GND	121.9 275.8
TWR	126.2 226.5 236.6 255.7 (E) ltd hrs. O/T Cold Lake advsy 126.2 (E)
TML	124.5 322.8 (E)
ARR	119.4x 120.6x 124.5x 128.2x 134.1x 269.6x 279.8x 294.6x 324.3x 336.0x 350.5x 378.5x (E)
DEP	124.5x 322.8 (U)
MIL	Wg Ops 340.2 Tran svcg 308.7
PMSV	344.6
NAV	
NDB	YOD 398 (L) N54 23 49 W110 16 18 Preventive maint 20-23Z‡ Wed if required
TACAN	UOD 113.5 Ch 82 N54 24 31 W110 17 45 (1806') Preventive maint 01-07Z‡ first and third Fri of each month
ILS	IOD 109.3 (Rwy 31R) (LOC back course Rwy 13L avail mil use only) RVR. Preventive maint 01-07Z‡ first and third Fri of each month.
PAR	119.4x 120.6x 124.5x 128.2x 134.1x 269.6x 279.8x 294.6x 324.3x 336.0x 350.5x 378.5x (E) 14-06Z‡ Mon-Fri, clsd Sat/Sun & Hol, hrs may vary without notice. PAR preventive maint 01-07Z‡ Wed dur VFR hol altn Thu. PSR & SSR preventive maint 01-07Z‡ Tue dur VFR hol altn Wed.

COLD LAKE / GROUP CAPTAIN R.W. McNAIR AB (Cont'd) CYOD

PRO	-Tfc ptns convl 2500 ASL, Jet 3200 ASL -Jet acft in circuit maintain 3200 ASL til commencing base turn. -For straight-in apch (jet acft), maintain 3000 ASL as long as practicable before commencing final descent. -When Rwy 13 in use, remain on or above PAR or PAPI GP to the extent practicable. Consistent with safety of ops, acft should be flown on apch so as to give best possible performance with noise abatement. -In VMC, VFR & IFR acft on dep, overshoot, or missed approach shall not exceed 2500 ASL til dep end of rwy. Noise Abatement Pro: Wkd 0400-1330Z‡,Wknds fr Fri 0400Z‡ to Mon 1330Z‡ & hol All day. Fixed wing jet acft - straight in VFR or IFR recovery only, no overhead breaks (unless prior appr from Wg Ops), rotary wing acft recover via the W, S or SE only.
CAUTION	Model rocket firing at N54 26 43 W110 12 01 (UOD 033/3.5) & N54 19 04 W110 08 20 (UOD 122/7) 1500 AGL ocsl, voice advsy fr twr. Large acft only: twy intxns A1-A & A2-A involve sharp turns of greater than 135 degrees.

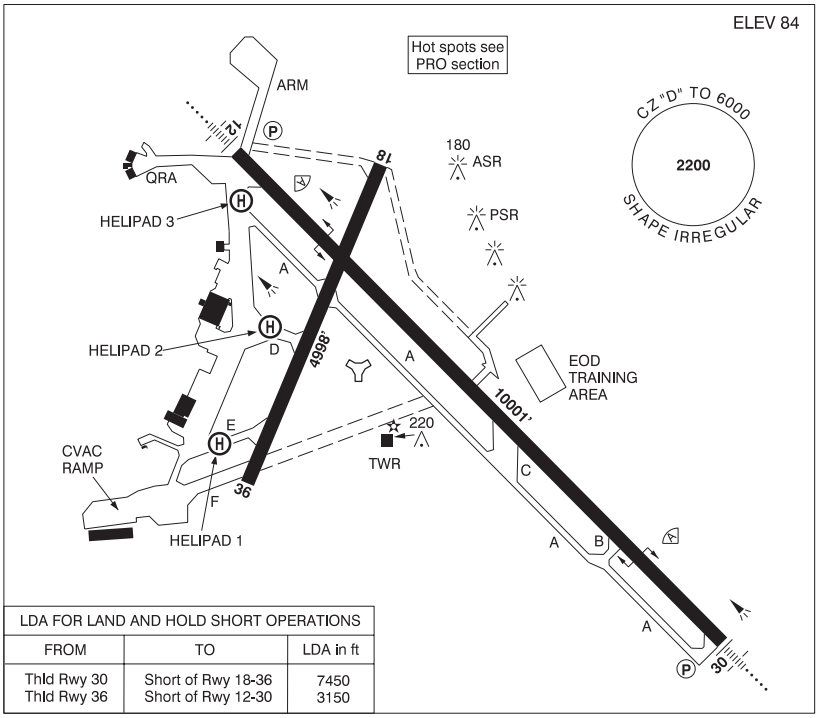
COLLINGWOOD ON CNY3

REF	N44 26 58 W80 09 33 4SE 10°W UTC-5(4) Elev 730' A5000 LO6 HI5 CAP
OPR	Collingwood Regional Airport Inc. 705-445-2663 Reg
PF	A-1,2,7,8 C-3,4,5,6
CUST	AOE/15 888-226-7277 14-22Z‡ Mon-Fri exc hols
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
WX	AUTO 705-441-5258 (see COMM) WxCam



SERVICES	13-22Z‡ After hrs call out chg applies.
FUEL	100LL, JA-1 (FSII avbl), SP (Self-serve, all major credit & debit cards) (Cardlock)
OIL	W80, W100, 15W50, 20W50
S	1,2,4,5,6
SUP FL	D & A-ice Type I & IV
RWY DATA	Rwy 13(128°)/31(308°) 5000x100 ASPH AGN IV Rwy 01(017°)/19(197°) 2548x75 GRASS Rwy 19 up 0.55%
RCR	Opr No win maint Rwy 01/19.
LIGHTING	13-AS(TE ME), 31-AS(TE ME) ARCAL-122.85 type K
COMM	
ATF	UNICOM ltd hrs O/T tfc 122.85 5NM 3700 ASL
AUTO	122.175
CAUTION	Wildlife in vic of rwy.

COMOX BC CYQQ



LDA FOR LAND AND HOLD SHORT OPERATIONS		
FROM	TO	LDA in ft
Thld Rwy 30 Thld Rwy 36	Short of Rwy 18-36 Short of Rwy 12-30	7450 3150

REF	N49 42 39 W124 53 12 2.5NNE 16°E (2022) UTC-8(7) Elev 84′ A5004 LO2 HI3 CAP RCAP
OPR	DND 250-339-8231 CSN 319-252-8231 NTAS 334-8231 Mil PPR
PF	B-1 C-2,3,5,6
CUST	AOE/15 PN civ 888-226-7277 Mil 250-334-3424 fr 1630Z‡ to 0030Z‡ Mon to Fri exc hols; AOE/CAN.
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
MIL	250-339-8211 Ext 8770 CSN 319-252-8770 Fax 250-339-8230, CSN 319-252-8230
WX	METAR H24. TAF H24, issue times: 00, 06, 12 & 18Z. Met brief for mil only. Lcl Met Section CSN 252-8242/8460. O/T JMC 1-800-WXMETEO (996-3836) or CSN 432-2613. (See COMM).

COMOX BC (Cont'd) CYQQ

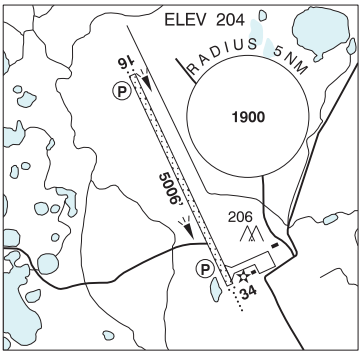
SERVICES	MIL: All trans acft require PPR thru 19 Wg Ops CSN 319-252-8288/8223 NTAS 250-339-8288/8223. Trans svcg 07-22 hrs lcl Mon-Fri exc hols, O/T by special arng. NOVA/Flight Advsy msg rqrd & may be faxed to CSN 319-252-8129 NTAS 250-339-8129. CIV: All civ reg acft rqrd ramp authorization thru civ ops mgr 250-207-1658 prior to PPR req thru Wg Ops 250-339-8231/8288. For MEDEVAC btw 06-23 hrs (local) call civ ops mgr 250-207-1658 btw 23-06 hrs (local) call Wg Ops 250-339-8231/8288, PPR not rqrd. Ltd prkg civ ramp, 24 hrs PN. Ltd overnight prkg on civ ramp.
FUEL	F-34, F-37, SP, HPR
OIL	128, 133, 148, 156, SOAP
ARFF	CAT 6
SUP FL	LHOX, LOX
JASU	CE12,13, 15, 16, CA2, CEA1, MC-11
PVT ADV	Shell 250-207-1658 07-19 (Local) O/T call out chg
MIL ADV	Call Wg Ops for tran svcg CSN 319-252-8288/8223 NTAS 334-8288/8223.
RWY DATA	Rwy 12(119°)/30(299°) 10001x200 CONC Rwy 18(186°)/36(006°) 4998x200 ASPH RAG Rwy 12 BAK 12/14 smart arrest retractable arrestor system (1697'); Rwy 30 BAK 12/14 smart arrest retractable arrestor system (1495').
RWY CERT	Rwy 12 RVR 1200(1/4sm)/Rwy 30 RVR 1200(1/4sm)
TWY	Do not taxi thru Gnd Wash Fac SW corner Twy D.
RCR	Opr CRFI S65, T155, ST192, TT240. Rwy 12/30 PCN 54/R/A/W/T. Rwy 18/36 PCN 80/F/A/W/T. Caution - Rwy 18/36 - Rise at intxn of Rwy 12/30 approx 5 inch (14 cm) over 100 ft (31 m).
HELI DATA	Helipad 1 and 2: 100′ x 100′ asphalt. Helipad 3: 100' x 100' concrete.
LIGHTING	12-AN (non-std 3000′ (1600′ SF)) (TE HI) P2 GPI 1164′ TCH61′, 18-(TE HI), 30-AN (non-std 3000′ (1600′ SF)) (TE HI) P2 GPI 1157′ TCH55′, 36-(TE HI). Helipad 1, 2 and 3 not lgtd.
COMM	Flight Advisory hrs of operation dates & hrs may vary and will be broadcasted on ATIS.
ATIS	118.6 282.2
CLNC DEL	127.0 227.6
GND	119.75 250.3
TWR	126.2 358.1 236.6x (E)
TML	123.7 227.6 (opr svcs only 250-339-8115)
ARR	123.7 128.1x 134.1x 227.6 289.4x 335.9x 342.9x 378.5x 384.5x
DEP	123.7 227.6
MIL	442 Sqn - call Snake Ops 135.9 363.0; 407 Sqn VP & VS A/C- call Demon Ops 308.6; Base Ops 316.5
NAV	
TACAN	UQQ 110.4 Ch41 N49 42 45 W124 53 40 (78′) Maint 1st & 3rd Thu each month; 16-20Z‡, dur VFR.
ILS	IQQ 111.7 (Rwy 12) RVR. ICX 109.75 (Rwy 30) RVR. Maint 2nd Thu each month; 16-20Z‡.

COMOX BC (Cont'd) CYQQ

PRO	Rgt hand circuits Rwy 30 & 36 (CAR 602.96). Tfc ptns Heli 500 ASL, convl 1000 ASL, Jet 1500 ASL. Reporting points & rtes, as depicted on VTPC, used proceeding to/fr aprt or transitting the Class "D" CZ. Ctc Twr at least 5NM prior to entry. All acft and helis avoid flt over Courtenay Airpark below 2000' ASL. All mil acft shall ctc Comox gnd prior to engine start. Extv glider activity 3NM radius of the aprt, max alt 3500 ASL, Jun to Aug. All mil/civ transient acft requesting approaches require PPR thru Wg Ops CSN 319-252-8288/8223 NTAS 250-339-8288/8223. In VFR cond all IFR & VFR acft on overshoot or dep, not to exceed 1000 ASL until dep end of rwy in use. PSR/SSR maint every Mon; 1830-2359 lcl, dur VFR, hol altn Tue. Pilots should refer to Canadian Airport Charts (CAC) to obtain details on established hot spots, prior to operating on maneuvering areas. CAC are available for free on the NAV CANADA website.
CAUTION	Bump at the main intxn. Parachuting to 12,500 ASL on A/D, monitor CYQQ ATIS freq 118.6 for info. Confusion point due to airfield layout & non-standard hold lines located at the intersection of Twy A, Helipad 3, West Ramp, QRA & Rwy 12/30.

CORAL HARBOUR NU CYZS

REF	N64 11 36 W83 21 34 6NW 17°W (2022) UTC-5 Elev 204' A5032 A5037 A5038 LO5 HI1 HI2 CAP
OPR	Govt of Nunavut 867-645-8200 Emerg/Incident rpt 867-645-6565 13-22Z‡ Mon-Fri exc hols Cert
PF	B-1 D-2,3,4,5,6
FLT PLN	
FIC	Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
CARS	867-925-9711
WX	METAR H24. TAF H24, issue times: 01, 07, 13, 19Z



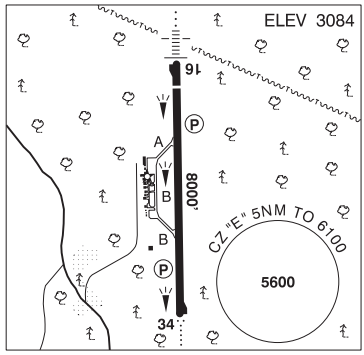
SERVICES	Call out chg may be levied outside oprg hrs.
FUEL	JA-1 14-23Z Mon-Thu & Sat, 14-00Z Fri, 18-22Z Sun & hols PN ctc 867-925-8383/8119. Credit cards not accepted. Credit by prior arng only, ctc 867-645-8400, allow 7 working days.
S	6
RWY DATA	Rwy 16(155°T)/34(335°T) 5006x100 GRVL Rwy 34 up 0.52%
RWY CERT	Rwy 16/34 AGN IIIB
RCR	Maint contractor 867-925-9711 A/D maint avbl 13-22Z Mon-Fri exc hols O/T 12 hrs PN. Call out chg may be levied. PCN
LIGHTING	16-AS(TE ME) P1, 34-AO(TE ME) P1 ARCAL-122.1 type K (See CAUTION)
COMM	
RCO	Winnipeg rdo 123.275 (FISE) 126.7 (bcst)
MF	aprt rdo 122.1 5NM 3200 ASL (CAR 602.98)
PAL	Edmonton Ctr 133.7
APRT RDO	122.1 (V)

CORAL HARBOUR NU (Cont'd) CYZS

NAV	
NDB	YZS 362 (M) N64 08 55 W83 18 17
DME	ZS 109.7 Ch 34 N64 08 57 W83 18 10
CAUTION	Dly radiosonde balloon launches with an ascent rate of 1000 ft/min btwn the hrs of 1115Z-1345Z & 2315Z-0145Z. Rwy edge lgt installed higher than std (aprx 27 inches high loc 5′ outside rwy edge). Extv migratory bird activity May-Oct

CRANBROOK / CANADIAN ROCKIES BC CYXC

REF	N49 36 44 W115 46 55 5N 15°E (2014) UTC-7(6) Elev 3084′ A5005 LO2 HI3 CAP
OPR	Elevate Airports Inc. 250-420-1413, 250-489-9353 1615-0230Z‡ O/T PPR cost recovery Cert Ldg fees
PF	A-1,2,6 C-5 D-3,4
CUST	AOE/15 888-226-7277 15-23Z‡
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
WX	METAR H24. TAF H24, issue times: 01, 07, 13, 19Z.



SERVICES	After hrs call out chg may be levied for one or more svcs.
FUEL	100LL, JA-1 (FSII avbl), SP, HPR
OIL	65, 80, 100, Turbo 274, Multigrade
S	1(ltd), 2,4,5,6
SUP FL	D and A-Ice 1400-0200Z‡ O/T PPR 250-489-1515
JASU	10/15
PVT ADV	Norm Dakin Enterprises 250-489-1515; Streamline Airways 250-420-7690; Bid Air 250-426-8888
RWY DATA	Rwy 16(164°)/34(344°) 8000x150 asphalt Thld 16 displ 780′ Rwy 16 down 0.7% first 760′ then up 0.8% last 7240′
RWY CERT	Rwy 16 RVR 1200(1/4sm)/Rwy 34 RVR 1200(1/4sm) AGN IIIB
TWY	Twy B: uncontrolled first 1473' fr apron
APRON	Tran prkg on S side of main apron. N side of main apron rstd to sked tfc only. Itinerant pilot/pax access via gate adj to FSS bldg. No access/egress via tml bldg facility without prior appr from aprt opr.
RCR	Opr Win maint 1615-0230Z‡ O/T PPR cost recovery. CRFI, PCN
LIGHTING	16-AN(TE HI) P3, 34-AO(TE HI) P3 PAPI limitation/restriction. PAPI Rwy 34 to be used only within 3NM of thld O/R thru FSS
COMM	Comm blind spots all quads
RADIO	122.3 262.7 PTC avbl (E) (emerg only 250-426-6312)
RCO	Pacific rdo 123.275 (FISE) 126.7 (bcst)
MF	rdo 122.3 5NM 6100 ASL (CAR 602.98)
PAL	Vancouver Ctr 133.6

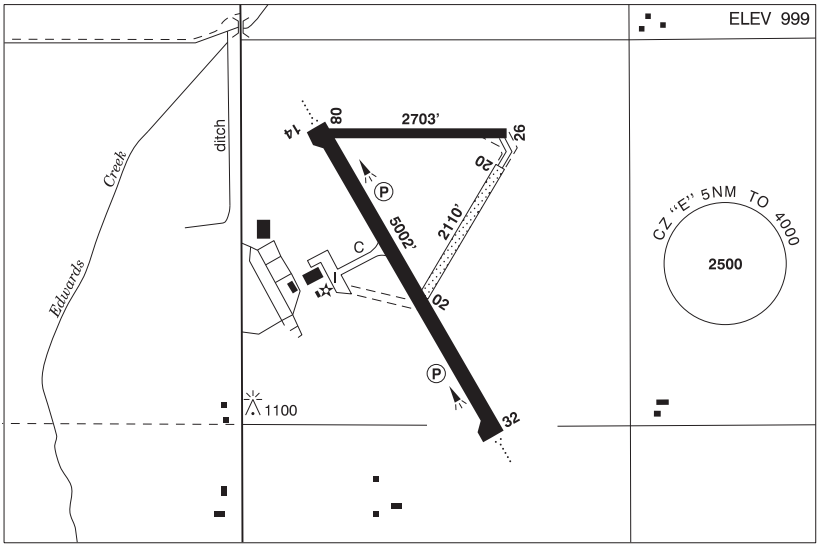
CRANBROOK / CANADIAN ROCKIES BC (Cont'd) CYXC

NAV	
NDB	XC 242 (M) N49 40 57 W115 46 59 SKOOKUM SX 368 (M) N49 57 18 W115 47 32
VOR/DME	YXC 112.1 Ch 58 N49 33 15 W116 05 18 (7558') VOR is subject to severe scalloping within 25NM. R-106 is subject to severe scalloping between 45NM-55NM.
DME	IXC 110.3 Ch 40 N49 37 06 W115 46 51 (3053')
ILS	IXC 110.3 (Rwy 16)
PRO	Rgt hand circuits Rwy 34 (CAR 602.96), left hand circuits Rwy 16. Glider activity left hand circuits Rwy 34, rgt hand circuits Rwy 16 (CAR 602.96).
CAUTION	Numerous trees to 75 AGL E side of the apch to Rwy 16 & to within 450′ either side of rwy. Hi terrain reduces operational length of Rwy 34 PAPI

CRANBROOK FSS – RCO

Abbotsford 119.4 (RAAS) 07-15Z‡ (N49 01 39 W122 22 28)

DAUPHIN (LT. COL W.G. (BILLY) BARKER, VC) MB — CYDN



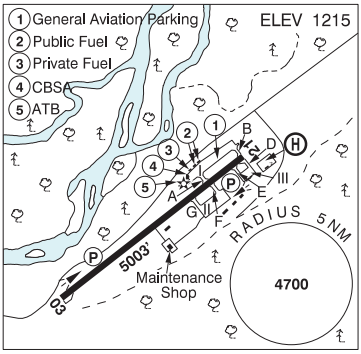
REF	N51 06 05 W100 03 12 3S 6°E (2012) UTC-6(5) Elev 999′ A5007 LO4 HI4 CAP
OPR	Dauphin Regional Aprt Authority 204-648-3297 Fax 204-622-3290 Cert
PF	A-1 C-2,3,4,5,6
FLT PLN	Pilots to open/close VFR flt plan with Edmonton rdo, FISE or by phone.
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
WX	METAR AUTO H24 (see COMM) TAF H24, issue times: 00, 06, 12, 18Z. WxCam
SERVICES	Call out chg may be levied for one or more svcs
FUEL	100LL, JA1 Cardlock H24 Visa/Mastercard. SP avbl PN.
S	1(ltd) 204-648-3297, 2,4,5,6
RWY DATA	Rwy 14(144°)/32(324°) 5002x150 ASPH Rwy 08(084°)/26(264°) 2703x75 ASPH Rwy 02(024°)/20(204°) 2110x60 GRVL Rwy 20 up 0.47%
RWY CERT	Rwy 14/32 AGN IV Rwy 08/26 AGN II Rwy 02/20 AGN I
RCR	Opr 13-21Z‡ Mon-Fri exc hols Rwy 02/20 and Rwy 08/26 no win maint
LIGHTING	08-(TE ME), 14-AO(TE ME) P2, 26-(TE ME), 32-AO(TE ME) P2 ARCAL-122.3 type K
COMM	
RCO	Brandon rdo 122.3 (RAAS) 13-02Z‡ Edmonton rdo 123.375 (FISE) 126.7 (bcst)
MF	Brandon rdo 13-02Z‡ O/T tfc 122.3 5NM 4000 ASL (CAR 602.98)
AWOS	128.6
NAV	
DME	DAUPHIN YDN 116.1 Ch 108 N51 05 55 W100 03 41 (1051')

DAUPHIN (LT. COL W.G. (BILLY) BARKER, VC) MB (Cont'd) CYDN

PRO	**ATS PPR REQUIREMENTS:** Ctc Winnipeg ACC 204-984-5979 for IFR tng and photo survey within Dauphin Class E Airspace 12,500' and below.
CAUTION	Expect mdt to severe turbulence & wind shear with wind fr Riding mtns.

DAWSON CITY YT CYDA

REF	N64 02 32 W139 07 48 8E 19°E (2020) UTC-7 Elev 1215' A5028 A5034 LO5 HI2 CAP
OPR	Govt of Yukon 867-993-7709, 867-634-2046 Cert
PF	A-1 D-2,3,4,5,7,8
CUST	AOE/15 888-226-7277 15-03Z mid-May to mid-Sep, 1500-2330Z Mon-Fri, mid-Sep to mid-May



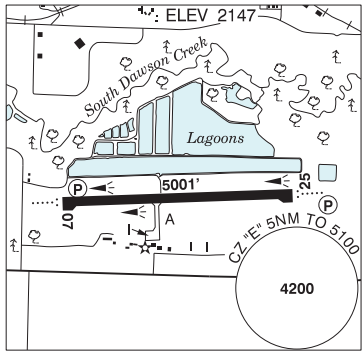
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
CARS	867-993-5338 Ltd hrs (see COMM) Fax 867-993-6481
WX	METAR dur CARS hrs (see COMM) O/T LWIS TAF 17-24Z Dec 1-Jan 31, issue times 17Z, 21Z TAF 16-23Z Feb 1-May 31, issue time 16Z TAF 14-02Z Jun 1-Sep 30, issue times 14Z, 21Z TAF 16-23Z Oct 1-Nov 30, issue time 16Z
SERVICES	Call out charges may be levied for one or more svcs. Fuel stor by permit only ctc opr.
FUEL	100LL, JA-1 Aero Logistics Ltd 15-22Z Mon-Fri May 1-Sep 30, O/T call out chg 867-393-4359, 867-335-5825 24H PN
S	4,5,6
RWY DATA	Rwy 03(032°)/21(212°) 5003x100 ASPH
RWY CERT	Rwy 03/21 AGN IIIA
TWY CERT	Twy: B AGN II
TWY	Twys D, E, F, G: Clsd Sep 15-Mar 31. Twys B: Occasionally clsd dur snow removal ops, rstd to acft with max taxi weight 12,500 lbs or less.
APRON	Apron II: Clsd Sep 15-Mar 31 Apron III: Pvt
RCR	CARS, dur CARS hrs ops (see COMM) Aprt maint avbl 14-23Z ctc 867-993-7719
LIGHTING	03-P2 3.2°, 21-P2 3.3° PAPI limitation/restriction. PAPI Rwy 03 to be used only within 1.8NM of thld; PAPI Rwy 21 to be used only within 2.2NM of thld. PAPI Rwy 03 offset 5° left; PAPI Rwy 21 offset 5° right.
COMM	
RCO	Whitehorse rdo 123.55 (FISE) 126.7 (bcst)
MF	aprt rdo ltd hrs O/T tfc 122.1 5NM 4200 ASL (CAR 602.98)
APRT RDO	122.1 (V) 15-24Z Dec 1-Jan 31, 14-23Z Feb 1-May 31, 12-02Z Jun 1-Sep 30, 14-23Z Oct 1-Nov 30
NAV	
NDB	DA 214 (M) N64 01 44 W139 10 04

DAWSON CITY YT (Cont'd) CYDA

PRO	**AIRPORT RESTRICTION:** Pursuant to CAR 602.96 (3) (d), aprt use rstd to daylight hrs only, exc MEDEVAC and Emergencies. Rgt hand circuits Rwy 21 (CAR 602.96). Obtain IFR dep clnc fr Whitehorse rdo prior to contacting aprt rdo. All non-sked acft with wing span over 60 ft require PN. Ctc opr.
CAUTION	High gnd penetrates tkof/apch slopes aprx 2NM fr Thld 03 and 1NM fr Thld 21. Hang/paragliding activity near Dawson City townsite. Congested apron dur periods of enplaning and deplaning of large commercial acft in vic Twy A, pub fuel facility and ATB. Narrow mountainous valley, terrain rises rapidly southeast of RWY 03/21.

DAWSON CREEK BC CYDQ

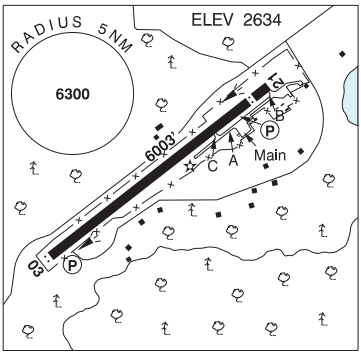
REF	N55 44 30 W120 11 00 2SE 18°E (2013) UTC-7 Elev 2147′ A5014 LO1 HI3 CAP
OPR	City 250-782-3142 1500-2330Z May-Sep; 1400-0130Z Mon-Fri, 1530-2400Z Sat-Sun Oct-Apr Cert
PF	A-1,2,3,6 avbl 1400-0230Z Mon-Fri, 1600-2359Z Sat-Sun C-1,2,3,4,5,6
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
WX	METAR AUTO H24 (see COMM) WxCam TAF 13-05Z, issued: 1230,1830,0030Z



SERVICES	1500-2330Z May-Sep; 1400-0130Z Mon-Fri, 1530-2400Z Sat-Sun Oct-Apr, O/T 1 hr PN call out chg may be levied for one or more svcs.
FUEL	100LL, JA (Full/Self-serve, Visa, Mastercard)
S	1,4,5,6
SUP FL	D-Ice
RWY DATA	Rwy 07(068°)/25(248°) 5001x150 ASPH
RWY CERT	Rwy 07/25 AGN IV
RCR	Opr 1500-2330Z May-Sep; 1400-0130Z Mon-Fri, 1530-2400Z Sat-Sun Oct-Apr, O/T 1 hr PN, call out chg CRFI, PCN
LIGHTING	07-AO (non-std 1450′) (TE ME) P2, 25-AO(TE ME) P2 ARCAL-122.2 type K
COMM	
RCO	Yellowknife rdo 122.2 (RAAS) 1330-0530Z (emerg only 867-873-4049)
MF	Yellowknife rdo 122.2 1330-0530Z O/T tfc 122.2 5NM 5100 ASL (CAR 602.98)
AWOS	128.55
PRO	For IFR clnc outside of RAAS hrs phone Edmonton ACC prior to dep.
CAUTION	Extv migratory bird activity in vic of Rwy 07/25 Apr-Nov.

DEASE LAKE BC

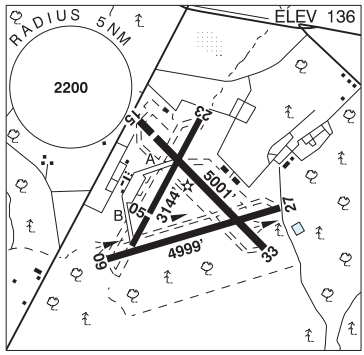
CYDL



REF	N58 25 20 W130 01 53 1.5S 19°E (2020) UTC-8(7) Elev 2634' A5021 LO5 HI2 RCAP
OPR	Stikine Airport Society 778-210-5727, 250-617-1482 Reg
PF	B-1 C-2,4,5
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
WX	METAR AUTO H24 (see COMM) TAF 13-00Z‡, issue times: 13, 19Z (DT 12, 18Z) WxCam
SERVICES	
FUEL	100LL, JA-1 (FSII avbl) 250-617-1482, 250-771-5911 16-02Z‡ O/T call out chg
S	4,6
RWY DATA	Rwy 03(033°)/21(213°) 6003x100 asphalt Thld 21 displ 402'. First 1600' Rwy 03 up 1.5%
APRON	Apron Main: Parking available only at the Main apron with plug-in facilities
RCR	TNDC 250-617-1482, 250-771-5911
LIGHTING	03-AS (TE ME) P2 4°, 21-AS (TE ME) P2 4° ARCAL-123.2 type K exc RILS on high setting only. Ngt ops are not recommended unless all 3 hazard bcns are oprg.
COMM	
RCO	Whitehorse rdo 123.475 (FISE) 126.7 (bcst)
ATF	tfc 123.2 5NM 5600 ASL
AWOS	128.7
NAV	
NDB	YDL 200 (M) N58 27 14 W129 59 46
PRO	Rgt hand circuits Rwy 03 (CAR 602.96). Ngt circuits 3800 ASL (1200 AGL). Ngt circuit pro depicted on VTPC.
CAUTION	Only pilots familiar with lcl terrain should use this aprt dur hrs of darkness.

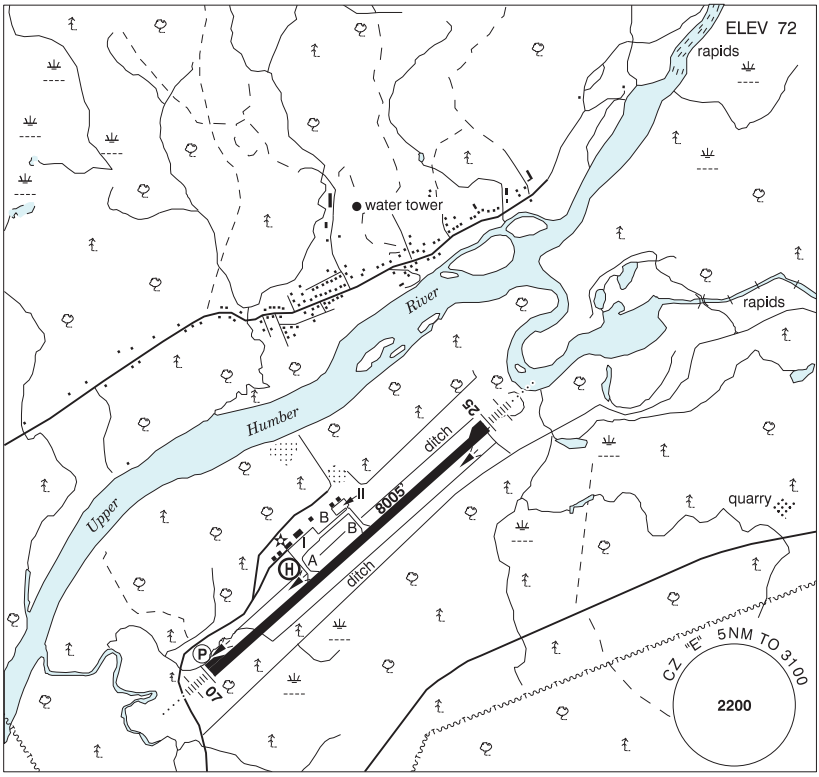
DEBERT NS

CCQ3



REF	N45 25 09 W63 27 41 18°W (2013) UTC-4(3) Elev 136' A5003 LO8 HI6 CAP
OPR	Debert Flight Center 902-662-2228 or 902-897-3175, 902-758-5177 Reg
PF	A-7 B-1 C-2 D-3,4,5,6
CUST	AEO/25 888-226-7277 12-02Z‡; AOE/CAN
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200.
WX	AUTO H24 (see COMM) WxCam
SERVICES	
FUEL	100LL, JA
OIL	15W50
RWY DATA	Rwy 05(048°)/23(228°) 3144x150 asphalt Rwy 23 down 0.53% Rwy 09(091°)/27(271°) 4999x150 asphalt AGN IIIA Rwy 15(153°)/33(333°) 5001x150 asphalt Thld 15 displ 497'.
RCR	Opr Ltd win maint
LIGHTING	09-(TE LO), 27-(TE LO) ARCAL-123.0 type J PN
COMM	
ATF	UNICOM ltd hrs O/T tfc 123.0 5NM 3100 ASL
ARR	Halifax Tml 119.2
DEP	Halifax Tml 119.2
AUTO	122.275
PRO	Refer to Halifax/Stanfield VTPC for info on local tng areas and Class D airspace. Rgt hand circuits auth for gliders & tow planes (CAR 602.96). **DO NOT OVERFLY AERODROME** dur glider ops. Glider ops 123.0 dur glider activity.
CAUTION	**GLIDER:** Glider ops are sporadic throughout the year. Vehicle & acft launching. **TWYS:** All twys ruf. **RWY:** Rwy 05/23 surfaces deteriorating. 2000´ abandoned portion of Rwy 05/23 suitable for taxi only. Lgtd twr 407 ASL (295 AGL) aprx 1.8NM SW.

DEER LAKE NL — CYDF



REF	N49 12 33 W57 23 40 3NNE 18°W (2024) UTC-3**1/2**(2**1/2**) Elev 72′ A5011 A5012 LO8 HI6 CAP
OPR	Deer Lake Regional Airport Authority Inc. 709-635-3601 H24 Cert
PF	A-1,2,3,6,7 C-4,5
CUST	AOE/120 (250 with staged off-loading) 888-226-7277 1830-0230Z‡ Mon-Fri, Feb 1-May 30; 1130-1930Z‡ Mon-Fri, Jun 22-Sep 30; AOE/15 H24
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Gander 709-651-5225 or 888-751-5225.
WX	METAR H24. TAF H24, issue times: 02, 08, 14, 20Z.
SERVICES	
FUEL	100LL, JA-1
OIL	All
ARFF	DESIGNATED CAT 6 (CAT 7 30 min PN 709-635-3840)
SUP FL	D & A-ice
PVT ADV	Nalair 122.85 709-635-3574 Fax 709-635-3901 Woodward Aviation 709-635-3776
MIL CON	Woodward's Oil Limited 709-635-3776

DEER LAKE NL (Cont'd) CYDF

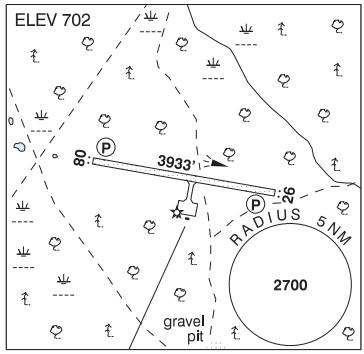
RWY DATA	Rwy 07(064°)/25(244°) 8005x150 ASPH Rwy 07 up 0.35%
RWY CERT	Rwy 07 RVR 1200(1/4sm)/Rwy 25 RVR 1200(1/4sm) AGN IV
APRON	Apron I: Avbl to sked pax flt, all other 2 hr PN 709-635-5543 for acft prkg. Prkg stands req marshall in and out.
HELI DATA	Two 50′ dia pads.
RCR	Opr CRFI, PCN
LIGHTING	07-AN (TE HI) P2, 25-AN (TE HI)
COMM	
RADIO	122.2 239.6 PTC avbl (E) (emerg only 709-635-2848)
RCO	London rdo 123.375 (FISE) 126.7 (bcst)
MF	rdo 122.2 5NM 3100 ASL (CAR 602.98)
PAL	Gander Ctr 134.6
NAV	
VOR/DME	YDF 113.3 Ch 80 N49 13 57 W57 12 48 (465')
DME	IDF 108.3 Ch 20 N49 12 55 W57 23 14 (96')
ILS	IDF 108.3 (Rwy 25)
CAUTION	Water tower 1NM N of threshold Rwy 25, 225 ASL.

DEER LAKE FSS-RCO

St. Anthony 122.3 (RAAS) (N51 23 31 W56 04 59)

DÉLINE NT CYWJ

REF	N65 12 40 W123 26 11 1.4NW 21°E (2017) UTC-7(6) Elev 702' A5035 LO5 CAP
OPR	Govt of Northwest Territories 867-587-2451 Emerg/Incident rpt 877-989-1400 1630-1800Z‡, 19-20Z‡, 2200-0030Z‡ Mon & Fri, 1630-1800Z‡, 2200-0030Z‡ Tue, Wed & Thu, 1715-1815Z‡, 2230-2330Z‡ Sun, ltd maint provided for sked pax flts during statutory hols, O/T 2 hr PN ctc 867-445-0488 or 867-421-7286. Call out chg may be levied. Cert
PF	C-1,2,4,5



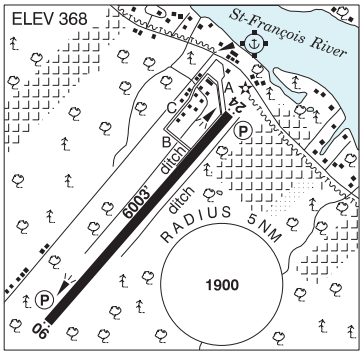
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	867-589-3033 Ltd hrs (see COMM)
WX	METAR dur CARS hrs (see COMM) O/T LWIS TAF 15-00Z‡, Mon-Sat, issue times: 1510, 1740Z (DT 1410, 1740Z). Exc federal observed hols.
SERVICES	
FUEL	JA-1 Mon-Fri 1500-0030Z‡ 867-589-3361 O/T call out chg 204-881-1711
RWY DATA	Rwy 08(080°)/26(260°) 3933x99 GRVL Rwy 08 down 0.49%
RWY CERT	Rwy 08/26 AGN II
RCR	Opr Win maint 1530-0030Z‡ Sun-Fri ltd maint provided for sked pax flts during statutory hols Oct 1-Apr 30, O/T 2 hrs PN ctc 867-445-0488 or 867-421-7286. Call out chg may be levied. Rwy compacted snow & grvl mix during win conds.

DÉLINE NT (Cont'd) CYWJ

LIGHTING	08-AS(TE ME) AP, 26-AS(TE ME) AP ARCAL-122.1 type K Key mic 7 times for AS. APAPI avbl only dur CARS hrs ops.
COMM	
MF	aprt rdo ltd hrs O/T tfc 122.1 5NM 3700 ASL (CAR 602.98)
APRT RDO	122.1 (V) 14-00Z‡ Mon-Sat, 18-23Z‡ Sun, exc federal observed hols
CAUTION	Caribou may be on or in vic rwy. Extv migratory bird activity Apr-Oct.

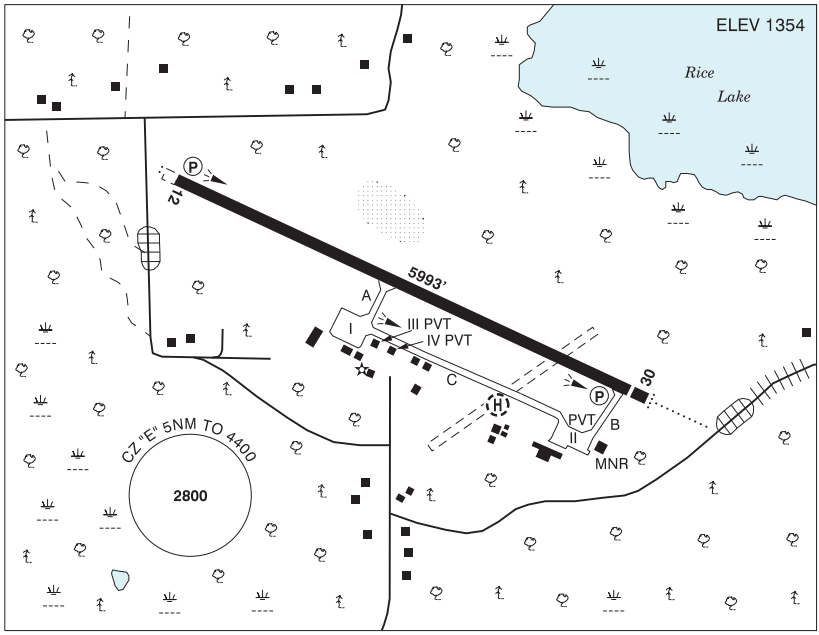
DRUMMONDVILLE QC CSC3

REF	N45 50 37 W72 23 51 4ESE 15°W (2013) UTC-5(4) Elev 368' A5002 LO6 LO7 LO8 CAP
OPR	DE (Drummond Économique) Aéroport Drummondville 819-472-1011 Reg
PF	B-1,7,8 C-2,3,4,5,6
CUST	AOE/15 888-226-7277 1330-2130Z‡ Mon-Fri exc hols
FLT PLN	(bil)
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montréal 800-633-1353
WX	AUTO 819-850-0624 H24 (see COMM)



SERVICES	Call out chgs
FUEL	100LL, JA
OIL	80, 100, 15W50
S	1,2,4,5,6
RWY DATA	Rwy 06(056°)/24(236°) 6003x100 ASPH AGN IIIA RESA: 06/24 197'
TWY	Tran acft to use Twy A. Twy B for lcl tfc. Twy C for pvt tfc.
RCR	Opr Ltd win maint
LIGHTING	06-AS(TE HI) P1, 24-AS(TE HI) P1 ARCAL-122.8 type K
COMM	(bil)
MF	UNICOM ltd hrs O/T tfc 122.8 5NM 3400 ASL (CAR 602.98)
AUTO	122.55
PRO	Glider activity in the vic of A/D sfc up to 3000 ASL Sat-Sun & hols days fr mid-May to mid-Jun & fr mid-Aug to the end of Oct. **Considerations for noise abatement**: a) **Preferential rwy**: Landing and takeoff Rwy 24 when arpt and wind conditions allow (wind speed less than 5 kts). b) **Departure**: Climb rwy hdg to 1000 AGL BPOC or in the circuit. Best rate of climb where possible.
CAUTION	Possibility of deer on rwy at night.

DRYDEN REGIONAL ON — CYHD



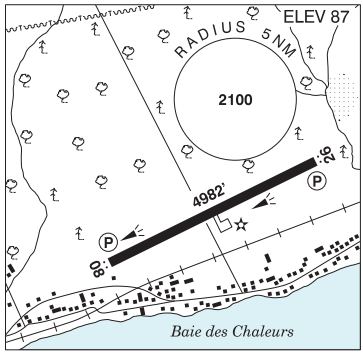
REF	N49 49 53 W92 44 37 4.3NE 1°W (2012) UTC-6(5) Elev 1354' A5007 LO4 HI4 CAP
OPR	City of Dryden/The Loomex Group 807-223-1130 13-23‡ Mon-Sat O/T 1 hr PN. Call out chg Cert Ldg fees
PF	A-1,6,7,8 avbl 12-01Z‡ C-2,3,4,5,6 After hrs groundside access at FBO gate code 351
FLT PLN	Pilots to open/close VFR flt plan with London rdo, FISE or by phone
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
WX	METAR AUTO H24 (See COMM) TAF H24, issue times: 02, 08, 14, 20Z. WxCam
SERVICES	PN and svc chg apply for after hr svc
FUEL	100LL, JA-1 (FSII avbl) May 1-Sep 30 13-01Z‡, Oct 1-Apr 30 14-23‡, ctc 807-221-8032 or 807-937-5122 or Fax 807-937-6222
OIL	20W50 and TURBO 2380 only
S	1(ltd),2,3,4,5,6
MILCON	Morgan Aviation 807-937-5122
RWY DATA	Rwy 12(116°)/30(296°) 5993x150 ASPH Thld 30 displ 197'.
RWY CERT	Rwy 12/30 AGN IV
TWY	Twy C asphalt, 1000' mid-section gravel sfc.
APRON	Apron I public, overnight pkg fees, Apron II pvt PN 807-223-1130, Apron III pvt, Apron IV pvt
RCR	Opr 13-23‡ Mon-Sat O/T 1 hr PN. Call out chg CRFI, PCN 1 hr PN 807-323-1954.
LIGHTING	12-AS(TE HI) P1, 30-AD(TE HI) P1 ARCAL-122.1 type K

DRYDEN REGIONAL ON (Cont'd) CYHD

COMM	
RCO	Sioux Lookout rdo 122.1 (RAAS)
MF	Sioux Lookout rdo 122.1 5NM 4400 ASL (CAR 602.98)
PAL	Winnipeg Ctr 132.2
A/G	MNR Ops 122.9
AWOS	128.7
NAV	
DME	IHD 109.7 Ch 34 N49 50 06 W92 44 59 (1349′)
ILS	IHD 109.7 (Rwy 12) RVR
CAUTION	Rock outcrop 740′ from dep end of Rwy 12, 690′ rgt of centreline 1465 ASL. Possibility of wildlife within aprt perimeter. Aerobatics may be in progress over aprt 4400 ASL & below.

DU ROCHER-PERCÉ (PABOK) QC CTG3

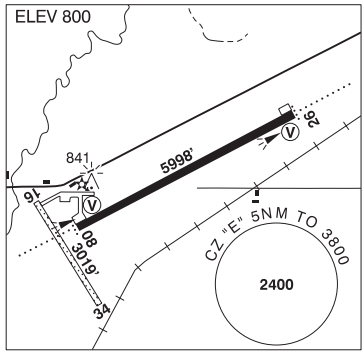
REF	N48 23 02 W64 33 46 4W 19°W (2014) UTC-5(4) Elev 87' A5011 LO8 CAP
OPR	MRC du Rocher-Percé 418-385-3709 Reg
PF	A-1,7 C-2,3,4,5,6
FLT PLN	(bil)
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montréal 800-633-1353
WX	AUTO 418-385-2978 H24 (see COMM)
	ALTIMETER/WIND ltd hrs (see COMM)



SERVICES	
FUEL	100LL, JA-1 13-20Z‡ Mon-Sat, O/T PN call out charge.
S	4,5,6
SUP FL	D & A-ice 1hr PN 13-20Z‡ Mon-Sat, O/T call out charge.
RWY DATA	Rwy 08(083°)/26(263°) 4982x100 asphalt RESA: 08/26 492'
RWY CERT	Rwy 08/26 AGN IIIA
RCR	Opr 13-20Z‡ Mon-Sat, O/T call out charge.
LIGHTING	08-AS(TE ME) P2, 26-AS(TE ME) P2 ARCAL-122.35 type K
COMM	(bil)
ATF	UNICOM (AU) ltd hrs O/T tfc 122.35 5NM 3100 ASL
AUTO	122.975
CAUTION	Extv bird activity May-Oct.

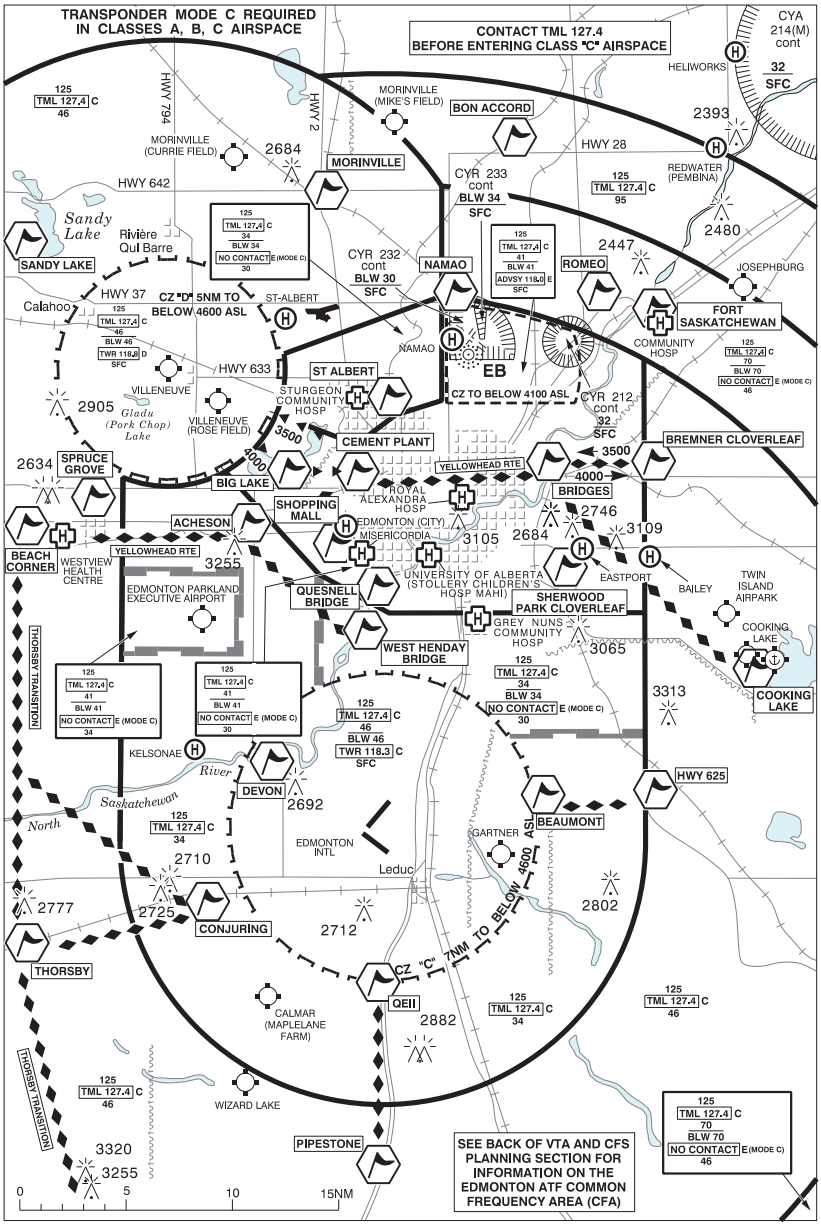
EARLTON (TIMISKAMING REGIONAL) ON — CYXR

REF	N47 41 42 W79 50 56 1SW 12°W UTC-5(4) Elev 800' A5001 LO4 LO7 HI4 HI5 CAP
OPR	Earlton-Timiskaming Regional Airport Authority 705-563-2215 Reg 1200-2030Z‡ Mon-Fri exc hols
PF	B-1 C-2,4, D-3,5,6
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
WX	METAR AUTO H24 (see COMM) TAF 13-01Z‡, issue times: 13, 18Z (DT 12, 18Z). WxCam



SERVICES	
FUEL	100LL, JA-1 1200-2030Z‡ Mon-Fri exc hols, O/T Cardlock (VISA/Mastercard)
OIL	100, 15W50
RWY DATA	Rwy 08(075°)/26(255°) 5998x150 ASPH AGN IIIA Rwy 16(160°)/34(340°) 3019x150 GRVL Rwy 34 up 0.86% AGN I
RCR	London FIC AMSCR/CRFI 1100-2030Z‡ Mon-Fri exc hol Nov 7-Apr 17 O/T 3hr PN call out charge may be levied ctc opr. PCN Rwy 16/34 No win maint Soft in spring & fall
LIGHTING	08-AD(TE ME) V2, 16-(TE ME), 26-AD AS(TE ME) V2, 34-(TE ME) ARCAL-122.0 type K. RILS activated by ARCAL on high ints setting only. Rwy16/34 not avbl Nov 7-Apr 16.
COMM	
RCO	London rdo 123.375 (FISE)
MF	tfc 122.0 5NM 3800 ASL (CAR 602.98)
AWOS	128.6
PRO	Rgt hand circuits Rwy 08 (CAR 602.96).

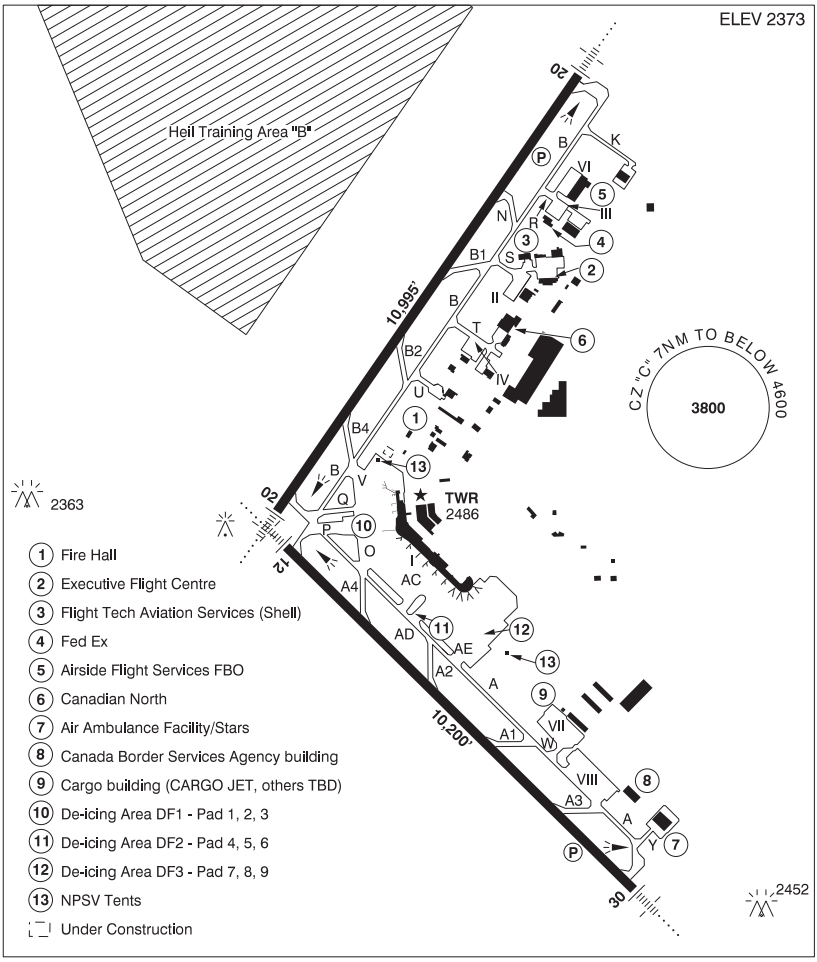
EDMONTON VFR TERMINAL PROCEDURES CHART



EDMONTON VFR TERMINAL PROCEDURES CHART (Cont'd)

NAME	IDENT	LAT/LONG
ACHESON	VCACH	N53° 32' 28" W113° 45' 47"
BEACH CORNER	VCBEA	N53° 32' 28" W114° 03' 11"
BEAUMONT	VCBMN	N53° 20' 07" W113° 23' 21"
BIG LAKE	VCBGL	N53° 35' 00" W113° 46' 00"
BON ACCORD	VCBAC	N53° 50' 30" W113° 24' 25"
BREMNER CLOVERLEAF	VCBCL	N53° 34' 18" W113° 14' 42"
BRIDGES	VCBRG	N53° 34' 18" W113° 22' 18"
CEMENT PLANT	VCCMT	N53° 35' 00" W113° 36' 00"
CONJURING	VCNJR	N53° 15' 14" W113° 48' 05"
COOKING LAKE	VCOOK	N53° 25' 00" W113° 07' 30"
DEVON	VCDVN	N53° 22' 00" W113° 43' 00"
FORT SASKATCHEWAN	VCFSK	N53° 42' 00" W113° 13' 00"
HWY 625	VCXTF	N53° 20' 20" W113° 14' 49"
MORINVILLE	VCMNV	N53° 48' 30" W113° 37' 30"
NAMAO	VCNMO	N53° 42' 56" W113° 29' 48"
PIPESTONE	VCPSN	N53° 03' 30" W113° 35' 30"
QEII	VCQET	N53° 11' 35" W113° 35' 52"
QUESNELL BRIDGE	VCQSN	N53° 30' 15" W113° 34' 00"
ROMEO	VCRMO	N53° 43' 00" W113° 19' 00"
ST ALBERT	VCALB	N53° 38' 12" W113° 34' 42"
SANDY LAKE	VCSNY	N53° 45' 14" W114° 02' 59"
SHERWOOD PARK CLOVERLEAF	VCSWP	N53° 31' 00" W113° 20' 30"
SHOPPING MALL	VCSHP	N53° 31' 30" W113° 37' 00"
SPRUCE GROVE	VCSGR	N53° 33' 00" W113° 53' 30"
THORSBY	VCTBY	N53° 13' 18" W114° 02' 43"
WEST HENDAY BRIDGE	VCHND	N53° 27' 36" W113° 36' 53"

EDMONTON INTL AB — CYEG



REF	N53 18 36 W113 34 46 6SSW 15°E (2013) UTC-7(6) Elev 2373' VTA A5015 LO2 HI3 T1 CAP OC
OPR	Edmonton Regional Airports Authority 780-890-8327 H24 Cert Ldg fees
PF	A-1,2,3,4,5,6
CUST	AOE 888-226-7277 PN
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA) or 780-890-8386
ACC	Edmonton IFR 888-358-7526
WX	METAR H24. TAF H24, issue times: 00, 03, 06, 09, 12, 15, 18, 21Z.
DUAT	Executive Flight Centre; Edmonton Shell Aerocentre

EDMONTON INTL AB (Cont'd) CYEG

SERVICES	
FUEL	100LL, JA-1, JB, FSII, HPR
OIL	All
S	1,2,3,4,5,6
ARFF	DESIGNATED CAT 9 Discrete emerg freq 122.675
SUP FL	D & A-ice
JASU	CE16, Elect 15/25, Air Starter
PVT ADV	Executive Flight Centre 122.95, 780-890-8640; Edmonton Shell Aerocentre 123.0, 780-890-1300 or 888-890-2477; Airside Flight Services 122.725 780-229-0500
MIL CON	YEG FBO Services Inc 780-890-1300
RWY DATA	Rwy 02(020°)/20(200°) 10,995x200 ASPH Rwy 12(120°)/30(300°) 10,200x200 ASPH Rwy 30 down 0.48%. RESA: 12/30 1000'; 02 500'; 20 1000'
RWY CERT	Rwy 02 RVR 1200(1/4sm)/Rwy 20 RVR 1200(1/4sm) AGN VI Rwy 12 RVR 1200(1/4sm)/Rwy 30 RVR 1200(1/4sm) AGN VI
TWY CERT	Twy: A, AC, AD, AE, B, S AGN V Twy: K, Y AGN IIIB
TWY	Twys K, R, S, T, U, W & Y uncontrolled. Twys K, S & U rstd to acft with wingspan 36m (118') or less. T, R, Q, AD, V rstd to acft with wingspan 65m (213') or less. P, AC, O rstd to acft with wingspan 80m (262') or less. Twy A4: Right turns from Twy A4 onto Twy A, and left turns from Twy A onto Twy A4 not auth for acft with wingspan greater than 18.2m (60'). Twy AE: rstd to acft with wingspan 79.75m (262') or less when acft prkg on DF7/8/9 or prkg posn 73-81 are in use. Other acft may be auth with PPR fm OPR. Wide body acft with wingspan greater than 80m (262') Twy A to AE PPR fm OPR.
APRON	General Aviation Itinerant prkg ctc Executive Flight Centre 122.95, 780-890-8640 or Edmonton Shell Aerocentre 123.0, 780-890-1300 or 888-890-2477. Access to Shell Aero Centre II from Apron III rsdt to acft with wingspan of 36m (118') or less. Twy S, Apron II rstd to acft with wingspan 36m (118') or less. Apron I rstd to acft with wingspan 65m (213') or less when prkg positions in effect. Other acft may be auth with PPR fm OPR. Heavy lift heli not permitted on Apron II. Heli ctc OPR for prkg. South Apron: Acft with wingspans less than 36m (118') accessing gates 78 thru 88 use taxilane L. Acft with wingspans less than 65m (213'), greater than 36m (118') access accessing gates 78 thru 88 or parking positions 93 thru 105 use taxilane C. Acft with wingspans less than 36m (118') accessing DF7/8/9 or parking positions 93 thru 105 use taxilane R.
RCR	Opr CRFI, PCN
LIGHTING	02-AN(TE HI), 12-AN(TE HI), 20-AN(TE HI) P3, 30-AN(TE HI) P3
COMM	
RCO	Edmonton rdo 122.375 (FISE) 126.7 (bcst) (E) (emerg only 780-890-8386)
ATIS	128.0
CLNC DEL	124.1
GND	121.7 275.6
TWR	118.3 381.2 (E) (emerg only 780-890-4733)
ARR	Edmonton Tml 120.5 363.8 (E)
DEP	Edmonton Tml 133.65 363.8 (E)
VFR ADV	Twr 118.3 119.5 Edmonton Tml 127.4 (See Edmonton VTPC)
NAV	
DME	YEX 114.1 Ch 88 N53 18 11 W113 35 38 (2356')
DME	YEZ 117.6 Ch 123 N53 11 08 W113 52 01 (2561')
ILS	IEG 110.3 (Rwy 02) RVR IFP 109.9 (Rwy 12) RVR IKB 109.1 (Rwy 30) RVR

EDMONTON INTL AB (Cont'd) CYEG

PRO

Rgt hand circuits Rwy 30 (CAR 602.96). TRANSPONDER MANDATORY - Acft operating in Edmonton Class C require a discrete transponder code which may be obtained by filing a flt plan or itinerary or ctc 888-358-7526 at least 30 min prior to entering. Pilots to close VFR flt plans with Edmonton FIC (phone or FISE freq) when practicable or request closure fr ATC. For VFR routes see Edmonton VTPC or as directed by ATC.

NOISE ABATEMENT:
Turbo jet/Turbo fan acft
DEP: All Rwys NADP 1 or 2 (Noise Abatement Dep Proc). Rwy 12 no rgt turns W of KEKBI.
ARR: Avoid flying over the Town of Leduc below 5000' ASL.

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.

ATS REQUIREMENTS:
PPR for all photo flt or survey work in Class C airspace within 35NM of CYEG. Map of survey/photo flt area rqrd. CTC ATC 1-888-358-7526 at least 2 hrs prior to ETD.

EDMONTON INTL AB (Cont'd) CYEG

PRO (Cont'd)

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.

FLIGHT TRAINING RESTRICTIONS:
Circuits not auth. PPR for IFR and simulated IFR tng flts, ctc ATC 888-358-7526 no more than 24 hrs prior to ETD. Tng flts rstd to medium wt category or greater.

HELI OPS:
All heli ctc gnd ctl for dep instructions.
Heli flt over Twy S and Twy R rstd to 100 AGL & abv. Avoid flt over acft or pedestrians.

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.

CAUTION

RPAS ops 16-00Z‡ E to NE Thld 20 to 150 AGL. Ctc Manager Compliance 587-338-2924 for info.

EDMONTON CENTRE (emerg only 780-890-8397) CZEG

132.775 **132.775** (FL280 and below) 134.9 **134.9** 240.9 **240.9** 294.5 **294.5**
Baker Lake **133.4** (FL290 & above)
Banff 133.75 **133.75**
Big Trout Lake **133.6** (FL290 & above)
Brooks 125.05 **125.05** 132.65 **132.65** 229.3 **229.3**
Calgary 124.525 127.775 **127.775** 243.5 **243.5**
Cambridge Bay **132.225** (FL290 & above) 134.675 **134.675** (FL280 and below)
Cape Dyer **135.5** (FL230 & above)
Chisasibi **134.625** (FL290 & above)
Churchill **123.9** (FL290 & above)
Conklin 133.725 **133.725** (FL280 & below)
Coral Harbour 133.7 **133.7**
Cranbrook **134.875** (FL290 & above)
Dease Lake **134.05** (FL290 & above)

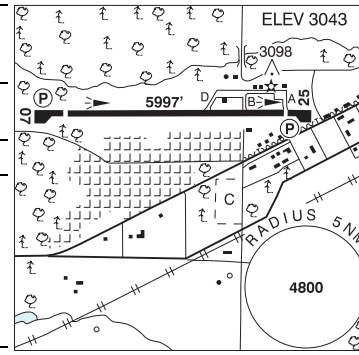
EDMONTON CENTRE (Cont'd) (emerg only 780-890-8397) CZEG

Delia 124.45
Dewar Lake **135.2** (FL230 & above)
Ekati **133.175** (FL290 & above) 135.175 & **135.175** (FL280 & below)
Flatbush 134.7 **134.7**
Fort Good Hope **132.8** (FL290 & above)
Fort Mackay/Albian 134.025 **134.025** (FL280 & below
Fort McMurray **132.7** 135.7 & **135.7** (FL280 & below)
Fort Nelson 132.87 & **132.87** (FL280 & below) 134.85 **134.85**
Fort St. John 132.6 **132.6** 285.4 **285.4** (FL280 & below) **134.425** (FL290 & above)
Fort Severn **135.0** (FL290 to FL450)
Fort Simpson **132.25** (FL290 & above) 135.4 & **135.4** (FL280 & below)
Grande Prairie 134.5 **134.5**
Hay River **124.2** (FL290 & above) 133.85 & **133.85** (FL280 & below)
High Level 123.7 & **123.7** (FL280 & below) 135.1 & **135.1** (FL280 & below) Clnc Del 0230-1500Z‡ O/T High Level FSS **132.15** (FL290 & above)
Holman Island **133.825** (FL290 & above)
Hudson Bay **132.075** (FL290 & above)
Inukjuak **135.3** (FL290 & above)
Iqaluit **118.475** (FL230 & above)
Island Lake **134.35** (FL290 & above)
Kinngait **134.25** (FL230 & above)
Kugluktuk 124.25 **124.25** (FL280 & below) **133.525** (FL290 & above)
Lac La Biche **133.375** (FL290 & above)
La Ronge **132.55** (FL290 & above)
Lethbridge 132.75 **135.75** 265.2
Lloydminster 133.45 **133.45**
Lynn Lake **133.0** (FL290 & above)
Mayo **124.15** (FL290 & above) 134.65 **134.65** (FL280 & below)
Norman Wells **133.325** (FL290 & above) 134.825 & **134.825** (FL280 & below)
Ogoki Post **132.6** (FL290 & above)
Peace River **133.2** (FL290 & above) 135.275 & **135.275** (FL280 & below)
Peawanuck **124.3** (FL290 & above)
Pond Inlet **133.95** (FL230 & above)
Puvirnituq **118.4** (FL290 & above)
Rankin Inlet **124.75** (FL290 & above) 134.0 **134.0** (FL280 & below)
Red Deer 132.85 **132.85** (FL280 & below)
Resolute Bay **135.475** (FL270 & above)
Rocky Mtn House 134.3 **134.3**
Sachs Harbour **132.9** (FL290 & above)
Sanirajak **134.4** (FL230 & above)
Slave Lake 124.85 **124.85** 304.2 **304.2** (FL280 & below)
South Oil Sands 134.45 **134.45** (FL280 & below)
Stony Rapids **133.075** **134.8** (FL290 & above)
Taloyoak **135.025** (FL290 & above)
The Pas **133.5** (FL290 & above)
Thompson **134.5** (FL290 & above)
Vermilion 133.45 **133.45** (FL280 & below)
Watson Lake **132.675** (FL290 & above)
Whitecourt 132.05 **132.05** 135.6 **135.6** 293.7 **293.7**
Whitehorse 132.1 **132.1** 134.15 & **134.15** (FL280 & below)
Yellowknife 135.8 **132.5**

EDMONTON FIC – RCO

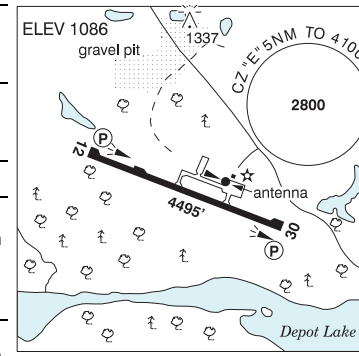
For a list of Edmonton RCOs and map, see Planning Section under FISE RCOs.

EDSON AB — CYET



REF	N53 34 44 W116 27 54 Adj SW 16°E (2013) UTC-7(6) Elev 3043′ A5014 LO1 LO2 HI3 CAP
OPR	Town 780-723-6300/4010 Cert Ldg fees
PF	A-1,3,7,8 C-2,4,5,6
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
WX	METAR AUTO H24 (see COMM) WxCam
SERVICES	
FUEL	100LL, JA (FSII avbl) 780-723-3134
S	4
RWY DATA	Rwy 07(074°)/25(254°) 5997x100 asphalt Rwy 07 down 0.37% Thld 07 displ 594′. Thld 25 displ 484′.
RWY CERT	Rwy 07/25 AGN IIIA
TWY	Twy D rstd to Alta Forestry use only. No win maint.
RCR	Opr Win maint 14-23Z‡ Mon-Fri exc hols
LIGHTING	07-(TE ME) P1, 25-(TE ME) P1 ARCAL-123.2 type K
COMM	
ATF	tfc 123.2 5NM 6100 ASL
AWOS	128.75
CAUTION	Water bomber activity at or in vic of A/D Apr thru Sep. Wildlife in vic of rwy.

ELLIOT LAKE MUNI ON — CYEL



REF	N46 21 06 W82 33 40 4SE 9°W UTC-5(4) Elev 1086′ A5001 LO4 CAP
OPR	City 705-261-0350, 705-461-7222 1130-1930Z‡ Mon-Fri exc hols O/T 705-261-0350, 705-849-6047 Reg
PF	B-1,6 C-2,3,4,5
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
WX	WxCam
SERVICES	1130-1930Z‡ Mon-Fri exc hols. After hrs airside emerg phone on wall of ATB can be used. O/T call out chg.
FUEL	100LL, JA-1 (FSII avbl), HPR 705-261-0350
OIL	15W50, 20W50
RWY DATA	Rwy 12(121°)/30(301°) 4495x100 asphalt Rwy 30 up 0.68%
RCR	Opr
LIGHTING	12-(TE ME) P2, 30-(TE ME) P2 PAPI activated with ARCAL-123.0 type K

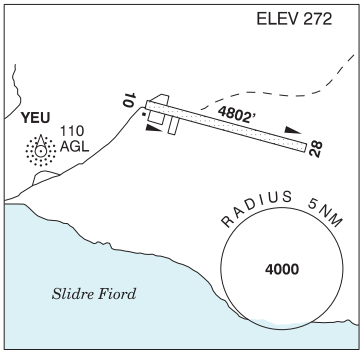
ELLIOT LAKE MUNI ON (Cont'd) CYEL

COMM	
ATF	UNICOM ltd hrs see opr O/T tfc 123.0 5NM 4100 ASL
PAL	Toronto Ctr 135.4
PRO	Rgt hand circuits Rwy 12 (CAR 602.96).

ERIK NIELSEN INTL YT — See WHITEHORSE / ERIK NIELSEN INTL

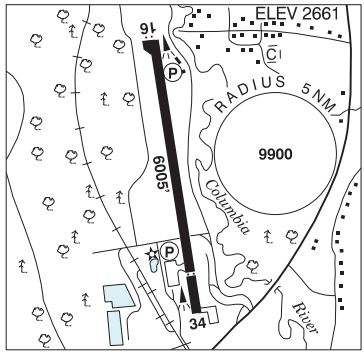
EUREKA NU CYEU

REF	N79 59 40 W85 48 43 42°W (2023) UTC-5 Elev 272' A5049 A5050 LO9 HI1 CAP
OPR	Environment Canada 613-945-3146 wait for dial tone, then dial 4460. Reg PPR
PF	C-1,2,3,5 PN Opr
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
WX	METAR 06-03Z O/T LWIS TAF 11-02Z, issue times: 11, 18, 00Z.
RWY DATA	Rwy 10(104°T)/28(284°T) 4802x150 GRVL AGN IV
RCR	Opr Ltd win maint. Rwy strength & cond subject to seasonal & climatic var. Acft 65,000 lbs and over PPR.
LIGHTING	10-(TE ME), 28-(TE ME) ARCAL-122.8 type K
COMM	
ATF	UNICOM (AU) ltd hrs O/T tfc 122.8 (V) 5NM 3300 ASL
NAV	
NDB	YEU 205 (M) N79 59 28 W85 53 55
CAUTION	Dly radiosonde balloon launches with an ascent rate of 1000 ft/min btwn the hrs of 1115-1345Z & 2315-0145Z.



FAIRMONT HOT SPRINGS BC — CYCZ

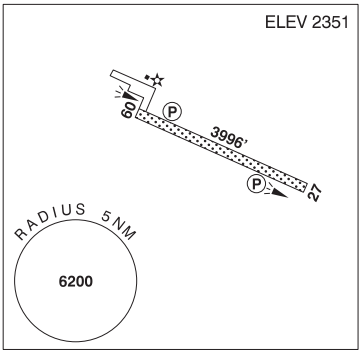
REF	N50 19 49 W115 52 24 15°E (2016) UTC-7(6) Elev 2661' A5005 LO2 HI3 CAP RCAP
OPR	APM 250-341-7150 Columbia Valley Airport Society 250-345-2121 Reg Ldg fees
PF	B-1 C-2,5 D-3,4,6
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
WX	AUTO 250-345-6361 H24 (see COMM)
SERVICES	1530-0430Z‡ Apr 1-Sep 30, 1530-2130Z‡ Oct 1-Mar 31 O/T call out chg levied
FUEL	100LL, JA (FSII avbl), SP
OIL	All
S	4,5,6



RWY DATA	Rwy 16(156°)/34(336°) 6005x100 ASPH Thld 34 displ 821' Rwy 16 up 0.4% AGN II
RCR	Opr Ltd win maint
LIGHTING	16-AS(TE LO) P2, 34-AS(TE LO) P2, PAPI Rwy 16 offset 12° rgt. ARCAL-123.2 type K. ARCAL opr A/D beacon.
COMM	
RCO	Pacific rdo (Invermere) 123.475 (FISE) 126.7 (bcst)
ATF	tfc 123.2 5NM 5700 ASL
AUTO	122.975
PRO	Rgt hand circuits rwy 16 (CAR 602.96). A/D use daylight hrs only exc for emerg and MEDEVAC.
CAUTION	Hwy overpass & p-line aprx 40 AGL crosses apch Rwy 34 aprx 1250´ fr rwy thld. Extensive glider activity over mtns to E of A/D. Extv bird activity in vic of rwy.

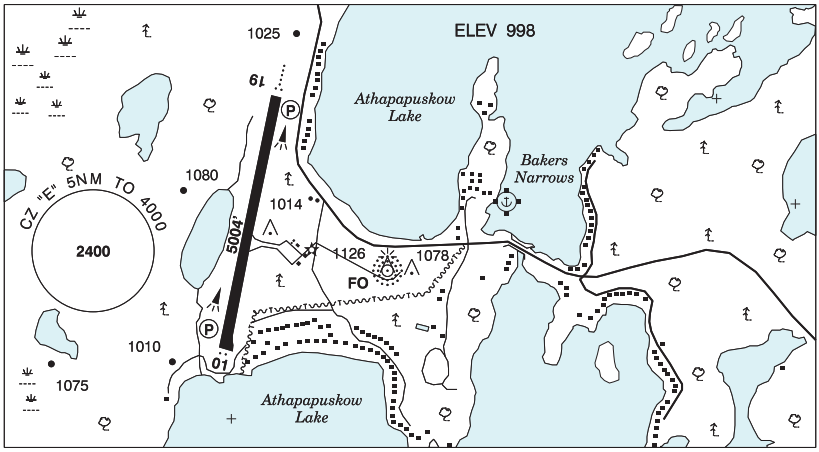
FARO YT

CZFA



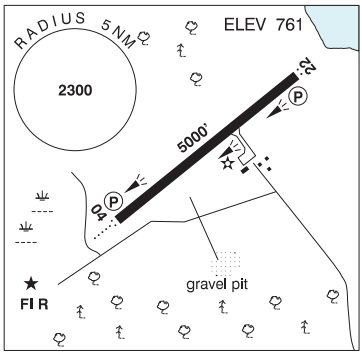
REF	N62 12 25 W133 22 24 1.5S 21°E (2016) UTC-7 Elev 2351' A5028 LO5 CAP
OPR	Govt of Yukon 867-993-7709, 867-634-2046 Reg
PF	A-1 C-2,4,5
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
CARS	867-994-2791 Ltd hrs (see COMM) Fax 867-994-2792
WX	METAR dur CARS hrs (see COMM) O/T LWIS TAF 16-22Z, Oct 1-May 31; 15-01Z Jun 1-Sep 30 issue times: 16, 18Z Oct 1-May 31; 15, 18Z Jun 1-Sep 30 WxCam
SERVICES	Fuel stor by permit only ctc opr
S	4,5,6
RWY DATA	Rwy 09(093°)/27(273°) 3996x100 GRVL Rwy 09 down 0.40% AGN IIIA
RCR	CARS, dur CARS hrs ops (see COMM) Ltd maint. Compacted snow/GRVL mix during win conds. Sfc may be soft dur freeze & thaw periods.
LIGHTING	09-(TE LO) P2, 27-(TE LO) P2 ARCAL-122.1 type J, PAPI may require 3-5 min to activate via ARCAL in cold temperatures
COMM	
RCO	Whitehorse rdo 123.55 (FISE) 126.7 (bcst)
MF	aprt rdo ltd hrs O/T tfc 122.1 5NM 5400 ASL (CAR 602.98)
APRT RDO	122.1 (V) 13-01Z Jun 1-Sep 30; 14-22Z Oct 1-May 31
PRO	Rgt hand circuits Rwy 09 (CAR 602.96).
CAUTION	Ngt ops not recommended unless all 4 hazard beacons are oprg. Only pilots familiar with lcl terrain should use this aprt dur hrs of darkness. Soft sections 200' fr Thld Rwy 27. S & SE hazard bcn. See VTPC

FLIN FLON MB CYFO



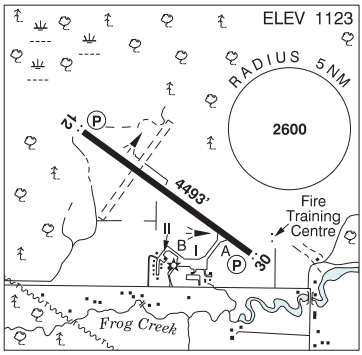
REF	N54 40 41 W101 40 55 8SE 7°E (2013) UTC-6(5) Elev 998′ A5016 LO1 LO3 HI4 CAP
OPR	City 204-687-7447 12-03Z‡ Sun-Fri, 12-24Z‡ Sat Cert
PF	A-1,6 D-2,3,4,5
FLT PLN	Pilots to open/close VFR flt plan with Edmonton rdo, FISE or by phone.
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
WX	METAR 12-24Z‡ O/T LWIS. WxCam
SERVICES	
FUEL	100LL, JA-1 (FSII avbl) 12-03Z‡ Sun-Fri, 12-24Z‡ Sat O/T call out chg
RWY DATA	Rwy 01(005°)/19(185°) 5004x150 ASPH Rwy 01 up 0.5%
RWY CERT	Rwy 01/19 AGN IIIA
RCR	Opr 12-03Z‡ Sun-Fri, 12-24Z‡ Sat O/T call out chg CRFI
LIGHTING	19-AO(TE ME) P1, 01-SF(TE ME) P1 ARCAL-122.0 type K (SF not avbl on LO)
COMM	
RCO	Saskatoon rdo 122.0 (RAAS) 14-02Z‡ (emerg only 306-665-4248) Edmonton rdo 123.275 (FISE) 126.7 (bcst)
MF	Saskatoon rdo 14-02Z‡ O/T tfc 122.0 5NM 4000 ASL (CAR 602.98)
NAV	
NDB	FO 250 (M) N54 40 31 W101 40 09
CAUTION	Extv bird activity Apr-Oct. Expect severe turbulence & downdrafts with strong W winds. Water A/D 0.7NM ENE.

FORT CHIPEWYAN AB — CYPY



REF	N58 46 02 W111 07 02 3NE 15°E (2013) UTC-7(6) Elev 761' A5023 LO1 HI2 CAP
OPR	Muni of Wood Buffalo 780-743-7000 Cert
PF	A-1 15-24Z‡ Mon-Fri exc hols, D-2,3,5
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
WX	METAR AUTO H24 (see COMM) TAF 13-07Z‡, issue times: 1240, 1740, 2340Z (DT 1140, 1740, 2340Z) WxCam
RWY DATA	Rwy 04(037°)/22(217°) 5000x150 asphalt Rwy 22 up 0.63% first 472' then down 1.24%
RWY CERT	Rwy 04/22 AGN IIIA
RCR	Opr ltd hrs O/T 780-881-2079 CRFI, PCN
LIGHTING	04-AO(TE ME) P2, 22-AS(TE ME) P2 ARCAL-123.2 type K
COMM	
RCO	Edmonton rdo 123.475 126.7(bcst)
ATF	tfc 123.2 5NM 3800 ASL
AWOS	128.0
CAUTION	Due to rwy slope, acft at rwy ends may not be visible to pilots on opposite ends of rwy. Wildlife in vic of rwy.

FORT FRANCES MUNI ON — CYAG



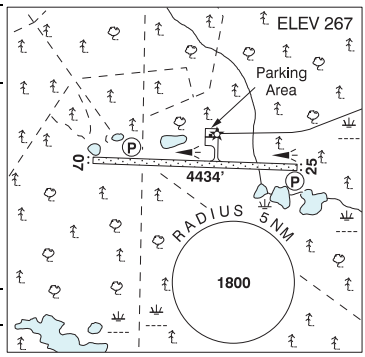
REF	N48 39 16 W93 26 26 2.2NW 1°E UTC-6(5) Elev 1123' A5007 LO4 CAP
OPR	Town 807-274-3930 Cert
PF	A-1,2 C-3,4,5,6 Tml bldg opr 13-03Z‡ Sun-Fri, 12-00Z‡ Sat (May 1-Oct 31); 13-03Z‡ Mon-Fri, 12-00Z‡ Sat, 16-00Z‡ Sun (Nov 1-Apr 30)
CUST	AOE/15 888-226-7277
FLT PLN	Pilots to open/close VFR flt plan with London rdo, FISE or by phone
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
WX	AUTO at Falls International (KINL) 218-285-2996 (see COMM)
SERVICES	13-03Z‡ Sun-Fri, 12-00Z‡ Sat (May 1-Oct 31); 13-03Z‡ Mon-Fri, 12-00Z‡ Sat, 16-00Z‡ Sun (Nov 1-Apr 30) O/T PN 807-274-9841. Call out chg may be levied for one or more svcs.
FUEL	100LL, JA-1
OIL	All exc turbine
S	1,4,6

FORT FRANCES MUNI ON (Cont'd) CYAG

RWY DATA	Rwy 12(125°)/30(305°) 4493x100 ASPH
RWY CERT	Rwy 12/30 AGN IIIA
RCR	Opr Maint. 13-03Z‡ Sun-Fri, 12-00Z‡ Sat (May 1-Oct 31); 13-03Z‡ Mon-Fri, 12-00Z‡ Sat, 16-00Z‡ Sun (Nov 1-Apr 30) PCN
LIGHTING	12-AS(TE ME) P1, 30-AS(TE ME) P1 ARCAL-122.7 type K
COMM	
RCO	London rdo 123.55 (FISE) 126.7 (bcst)
ATF	UNICOM ltd hrs O/T tfc 122.8 5NM 4200 ASL
AUTO	120.0 Falls International (KINL)
NAV	
VOR/DME	INTERNATIONAL FALLS INL 114.9 Ch 96(Y) N48 33 57 W93 24 20
PRO	Acft inbd or on the gnd may req/pass IFR dep clnc, IFR arr and IFR cancellations to LONDON rdo 123.55 for relay to MINNEAPOLIS ctr.
CAUTION	Wildlife in vic of rwy. Traffic using Instrument approaches at KINL (Falls International-Einarson Field), might pass in close proximity of the CYAG tfc patterns.

FORT GOOD HOPE NT CYGH

REF	N66 14 26 W128 38 51 1SW 22°E (2017) UTC-7(6) Elev 267′ A5034 LO5 CAP
OPR	Govt of Northwest Territories 867-587-2451 Emerg/Incident rpt ctc 877-989-1400 1600-1730Z‡, 2230-0030Z‡ Mon-Fri, 1645-1800Z‡, 2230-2330Z‡ Sun, ltd maint provided for sked pax flts during statutory hols, O/T 2 hr PN ctc 867-446-4785 or 403-801-6093. Call out chg may be levied. Cert
PF	C-1,2,4,5

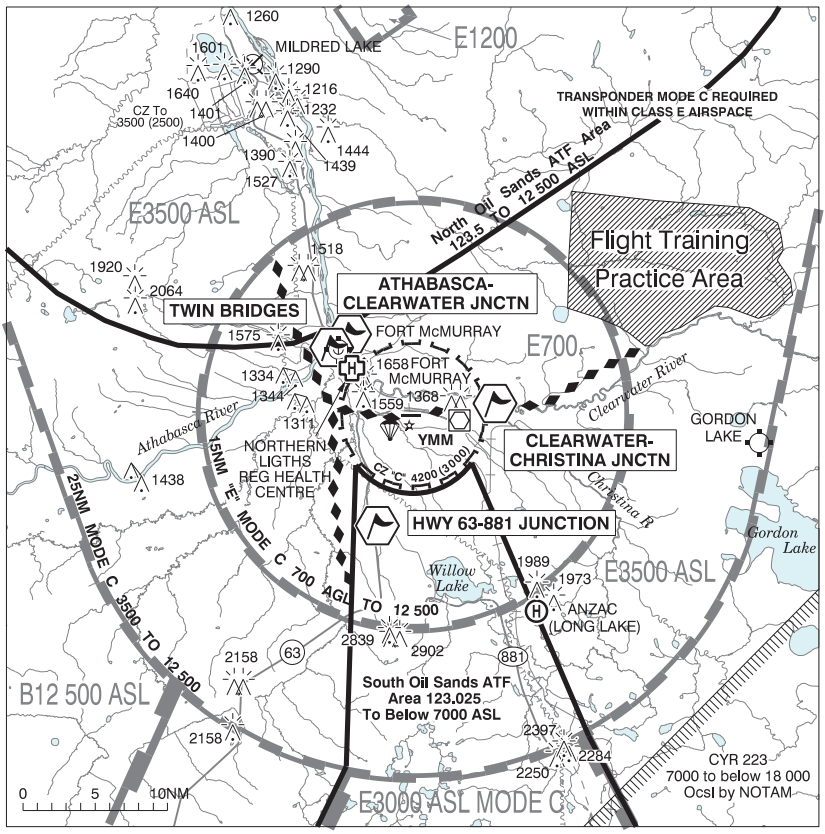


FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
CARS	867-598-2241 Ltd hrs (see COMM)
WX	METAR dur CARS hrs (see COMM) O/T LWIS TAF 15-24Z‡ Mon-Sat, issue times: 1510, 1740Z (DT 1410, 1740Z). Exc federal observed hols.
RWY DATA	Rwy 07(070°)/25(250°) 4434x99 GRVL Rwy 07 up 0.73% first 2853' then down 0.99%
RWY CERT	Rwy 07/25 AGN II
RCR	Opr Win maint 1530-0030Z‡ Sun-Fri ltd maint provided for sked pax flts during statutory hols Oct 1-Apr 30, O/T 2 hr PN ctc 867-446-4785 or 403-801-6093. Call out chg may be levied. Rwy compacted snow & grvl mix during win conds.
LIGHTING	07-AS(TE ME) AP, 25-AS(TE ME) AP ARCAL-122.1 type K key mic 7 times for AS APAPI avbl only dur CARS hrs ops.
COMM	
RCO	Edmonton rdo 123.55 (FISE) 126.7 (bcst)
MF	aprt rdo ltd hrs O/T tfc 122.1 5NM 3300 ASL (CAR 602.98)
APRT RDO	122.1 (V) 14-24Z‡ Mon-Sat, 14-19Z‡ Sun, exc federal observed hols
NAV	
DME	YGH 112.3 Ch 70 N66 14 11 W128 37 23 (274')

FORT GOOD HOPE NT (Cont'd) CYGH

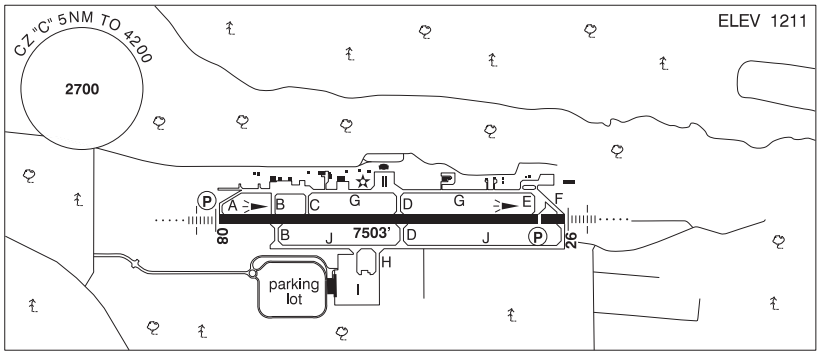
PRO	Airport Restriction: Sked pax svc rstd to acft with max wingspan less than 79' and max outer main gear wheel span less than 20'.
CAUTION	Wildlife may be on or in vic rwy. Extv migratory bird activity Apr-Oct.

FORT McMURRAY VFR TERMINAL PROCEDURES CHART



NAME	IDENT	LAT/LONG
ATHABASCA - CLEARWATER JUNCTION	VCABA	N56° 44' 00" W111° 23' 12"
CLEARWATER - CHRISTINA JUNCTION	VCCLW	N56° 39' 54" W111° 03' 06"
HWY 63 - 881 JUNCTION	VCJCT	N56° 31' 30" W111° 18' 06"
TWIN BRIDGES	VCTWB	N56° 43' 54" W111° 23' 36"

FORT McMURRAY AB — CYMM



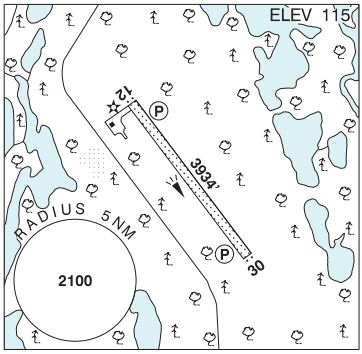
REF	N56 39 12 W111 13 24 7SE 15°E (2012) UTC-7(6) Elev 1211´ A5023 LO1 HI2 HI3 CAP RCAP
OPR	Fort McMurray Aprt Authority 780-793-8970 Cert Ldg fees
PF	A-1,2,3,6,7 C-4,5
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
WX	METAR AUTO H24 (see COMM) WxCam TAF H24, issue times: 01, 07, 13, 19Z.
SERVICES	Call out chg for after hrs svcs. Ramp fees 24 hrs.
FUEL	100LL, JA-1 (FSII avbl)
OIL	All
S	1,2,3,4,5,6,7
ARFF	DESIGNATED CAT 6 1245-0815Z‡, O/T call out chg PN, outside CAT 6 hrs PPR for acft 20 seats & abv, exc for diversions or as an altn A/D
SUP FL	D & A-ice
PVT ADV	Executive Flight Centre 123.0 780-791-5551
MIL CON	Executive Flight Centre Fuel Services Ltd 780-791-5551
RWY DATA	Rwy 08(075°)/26(255°) 7503x150 ASPH Thld 26 displ 500'
RWY CERT	Rwy 08 RVR 1200(1/4sm)/Rwy 26 RVR 1200(1/4sm) AGN IV
TWY CERT	Twy: C, G AGN IIIB
TWY	Twy C and G rstd to acft wingspan 118' or less. Twy H uncontrolled
APRON	ATB Apron I: Ltd prkg. 2hr PN for non-sked acft 780-793-8970. All acft shall enter via the W entrance and exit via Twy H. All acft will be marshalled in and pushback is mandatory. ATB apron II: Ltd prkg. 24 hr PN for non-sked acft 780-793-8970. All acft will be marshalled in and pushback is mandatory.
RCR	Opr Win maint 13-06Z‡ O/T 2hr PN cost recovery. CRFI, PCN
LIGHTING	08-AN(TE HI) P2, 26-AN(TE HI) P2 ARCAL-118.1 type K 0545-1315Z‡

FORT McMURRAY AB (Cont'd) CYMM

COMM	
RCO	Yellowknife rdo 118.1 (RAAS) 0545-1315Z‡ (emerg only 867-873-4049) Edmonton rdo 123.55 (FISE) 126.7 (bcst)
ATIS	128.5 1315-0545Z‡
GND	McMurray 121.9 1315-0545Z‡
TWR	McMurray 118.1 236.6 (E) 1315-0545Z‡ (emerg only 780-743-0988)
MF	Yellowknife rdo 118.1 0545-1315Z‡ 5NM 4200 ASL (CAR 602.98)
PAL	Edmonton Ctr 135.7
AWOS	128.5 0545-1315Z‡
NAV	
VOR/DME	YMM 112.0 Ch 57 N56 38 52 W111 07 21 (1205')
DME	YFF 115.6 Ch 103 N56 39 12 W111 20 08 (1306')
ILS	IMM 109.9 (Rwy 26) RVR
PRO	Rgt hand circuits Rwy 08 (CAR 602.96). Transponder MODE C required within the 25 NM Fort McMurray Class E control area extension, the 15 NM Class E transition area & 5 NM control zone. Flt Pln open and close with Edmonton FIC on 123.55 (FISE). Pilots to close VFR flt plans with Edmonton FIC (phone or FISE freq) when practicable or request closure fr ATC. North Oil Sands ATF Area 123.5 north of local CZ, see Fort Mackay VTPC and CFS Section C – Areas With Discrete Air-To-Air Frequencies. **HELI PRO:** Ctc gnd for repositioning and dep instructions.
CAUTION	Do not confuse Twy J with Rwy 08/26.

FORT McPHERSON NT CZFM

REF	N67 24 25 W134 51 35 2S 19°E (2024) UTC-7(6) Elev 115′ A5034 LO5 CAP
OPR	Govt of Northwest Territories 867-777-2467 Emerg/Incident rpt ctc 877-989-1400 1600-1715Z‡ Mon, Wed, Thu & Fri, 2200-2315Z‡ Mon-Fri exc hols, May & Nov O/T 1 hr PN, ctc 867-952-2901, 867-678-5494. Call out chg may be levied. Cert
PF	C-1,2,3,4,5
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
CARS	867-952-2121 Ltd hrs (see COMM)
WX	METAR dur CARS hrs (see COMM) O/T LWIS TAF 1530-2400Z‡ Mon-Sat, issue times: 16, 19Z (DT 15, 19Z) TAF 1630-2000Z‡ Sun, issue times: 17Z‡
RWY DATA	Rwy 12(124°)/30(304°) 3934x100 GRVL
RWY CERT	Rwy 12/30 AGN II
RCR	Opr Win maint 15-24Z‡ Mon-Fri exc hols O/T 1 hr PN ctc 867-952-2901, 867-678-5494. Call out chg may be levied. Rwy compacted snow & gravel mix during win conds.
LIGHTING	12-AS(TE ME) AP, 30-AS(TE ME) AP ARCAL-122.1 type K

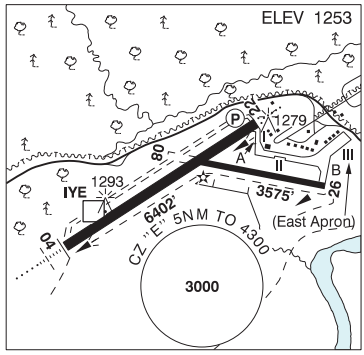


FORT McPHERSON NT (Cont'd) CZFM

COMM	
MF	aprt rdo ltd hrs O/T tfc 122.1 5NM 3100 ASL (CAR 602.98)
APRT RDO	122.1 (V) 14-24Z‡ Mon-Sat, 15-20Z‡ Sun, exc federal observed hols
PRO	**Airport Restriction:** Pursuant to CAR 602.96 (3)(d) aprt use rstd to acft with wingspan of 79' or less May 1-Jun 15 and Sep 1-Nov 1.

FORT NELSON BC CYYE

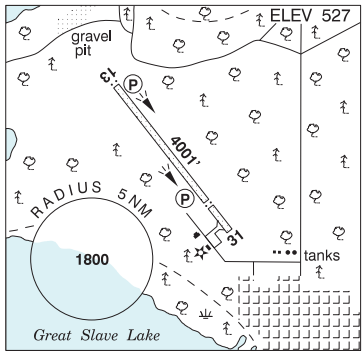
REF	N58 50 14 W122 36 05 3.8ENE 18°E (2020) UTC-7 Elev 1253´ A5022 A5099 LO1 LO5 HI2 CAP
OPR	Northern Rockies Regional Municipality 250-774-6454 H24 Cert Ldg fees
PF	A-1,6 B-2 D-3,4,5
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
WX	METAR H24. TAF H24, issue times: 01, 07, 13, 19Z.



SERVICES	
FUEL	100LL, JA-1 (FSII avbl), HPR Cardlock, Visa, Mastercard. Fuel truck avbl chg will apply.
OIL	All
S	1,2,3,4,5,6
SUP FL	D & A-ice
JASU	Elect start 28V 800 amp, 28V 1500 amp, CE16, 90 KVA
PVT ADV	Sky North Avn Fuels 250-774-2150 122.7
RWY DATA	Rwy 04(039°)/22(219°) 6402x150 ASPH Rwy 08(084°)/26(264°) 3575x77 ASPH Rwy 08 down 0.64%
RWY CERT	Rwy 04/22 AGN IIIB Rwy 08/26 AGN I
TWY CERT	Twy B AGN I
RCR	Opr, ltd hrs Win ops 15-23Z 2hrs PN cost recovery CRFI, PCN
LIGHTING	04-AN (TE HI), 22-AO (non-std) (TE HI) P2
COMM	
RADIO	122.5 PTC avbl (E) (emerg only 250-774-3124)
RCO	Edmonton rdo 123.55 (FISE) 126.7 (bcst)
ATIS	125.65 ltd hrs
MF	rdo 122.5 5NM 4300 ASL (CAR 602.98)
PAL	Edmonton Ctr 132.87 134.85
NAV	
VOR/DME	YYE 112.9 Ch 76 N58 53 31 W123 00 58 (2034')
DME	IYE 110.3 Ch 40 N58 50 04 W122 36 45 (1270')
ILS	IYE 110.3 (Rwy 04)
CAUTION	Radiosonde balloon launches fr N58 50 W122 36 (0.5NM NE Thld Rwy 22) at 1115Z-1129Z & 2315Z-2329Z dly.

FORT RESOLUTION NT — CYFR

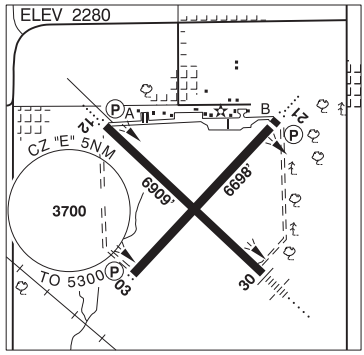
REF	N61 10 51 W113 41 23 17°E (2014) UTC-7(6) Elev 527′ A5030 LO5 CAP
OPR	Govt of Northwest Territories 867-872-2007/0207 Emerg/Incident rpt ctc 877-989-1400 Reg
PF	C-1,2,3,4,5
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
CARS	867-394-4131 Ltd hrs (see COMM)
WX	METAR dur CARS hrs (see COMM) O/T LWIS



RWY DATA	Rwy 13(126°)/31(306°) 4001x98 GRVL Thld 31 displ 655' AGN II
RCR	Opr Win maint 15-16Z‡ Mon-Fri Oct 16-Apr 15 exc hols, O/T 2 hrs PN, ctc 867-875-7642/8366, 867-874-3048. Call out chg may be levied. Sum maint 15-16Z‡ Mon, Wed, Fri, exc hols Apr 16-Oct 15, O/T 2 hr PN ctc 867-875-7642/8366, 867-874-3048. Call out chg may be levied. Rwy compacted snow & gravel mix during win conds.
LIGHTING	13-AS(TE ME) P1, 31-AS(TE ME) P1 ARCAL-122.1 type J. PAPI not avbl outside CARS hrs ops.
COMM	
MF	aprt rdo ltd hrs O/T tfc 122.1 5NM 3500 ASL (CAR 602.98)
APRT RDO	122.1 (V) 15-23Z‡ Mon-Fri, exc federal observed hols.
PRO	For IFR clnc, phone Edmonton FIC prior to dep.
CAUTION	First 200′ Rwy 31 soft May to Sep.

FORT ST. JOHN BC — CYXJ

REF	N56 14 18 W120 44 25 3.8E 17°E (2020) UTC-7 Elev 2280' A5014 A5022 LO1 HI2 HI3 CAP
OPR	North Peace Aprt Svcs Ltd 250-787-0426 1100-0730Z O/T PPR 250-261-8897 Cert Ldg fees
PF	A-1,2,3,6 C-1,2,3,4,5,6
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
WX	METAR H24. TAF H24, issue times: 01, 07, 13, 19Z.

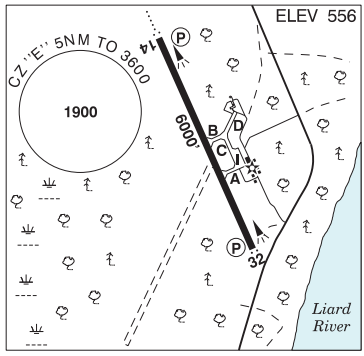


FORT ST. JOHN BC (Cont'd) CYXJ

SERVICES	
FUEL	100LL, JA-1 (FSII avbl), HPR
OIL	All
S	1,2,3,4,5,6
ARFF	DESIGNATED CAT 6 1200-0730Z O/T 2 hr PN. 250-261-8897 cost recovery
SUP FL	D & A-ice
JASU	Elec Start 28v-800 Amp, 28v-1500 amp, CE15
PVT ADV	Executive Flight Centre 122.35 250-785-6174
MIL CON	Executive Flight Centre Aviation Ltd 250-785-6174
RWY DATA	Rwy 12(118°)/30(298°) 6909x150 ASPH Rwy 30 up 0.53% first 1900' Rwy 03(028°)/21(208°) 6698x148 ASPH Thld 21 displ 196' Rwy 03 up 1.50% first 3000' Rwy 21 first 3700' down 0.65%
RWY CERT	Rwy 12 RVR 1200(1/4sm)/Rwy 30 RVR 1200(1/4sm) AGN IIIB Rwy 03/21 not avbl for acft when RVR below 2600(1/2sm) (CAR 602.96) AGN IIIB
RCR	Opr Ltd win maint 1200-0730Z, O/T 2hrs PN, call out chg may be levied. CRFI, PCN.
LIGHTING	03-AS(TE ME) P2, 12-AO(TE HI) P2, 21-AO(TE ME) P2, 30-AN(TE HI)
COMM	
RADIO	118.5 (E) (emerg only 250-787-0434)
RCO	Edmonton rdo 123.55 (FISE) 126.7 (bcst)
ATIS	128.5 ltd hrs
CLNC DEL	121.9 PTC avbl ltd hrs
MF	rdo 118.5 5NM 5300 ASL (CAR 602.98)
PAL	Edmonton Ctr 132.6 285.4
NAV	
VOR/DME	YXJ 114.2 Ch 89 N56 17 03 W120 53 44 (2664')
ILS	IXJ 109.5 (Rwy 30) RVR
CAUTION	Aerobatics may be in progress over aprt 6000 ASL & below.

FORT SIMPSON NT CYFS

REF	N61 45 37 W121 14 12 7.4ESE 19°E (2019) UTC-7(6) Elev 556' A5029 LO5 HI2 CAP
OPR	Govt of Northwest Territories 867-695-2471 Emerg/Incident rpt 877-989-1400 0130-0230Z‡, 1430-2330Z‡ Mon-Fri, 0130-0230Z‡, 1515-1615Z‡ Sat, 1830-1930‡ Sun, ltd maint for sked pax flts dur statutory hols, O/T 2 hr PN, ctc CARS. Call out chg may be levied. Cert
PF	A-1 avbl 1530-2330Z‡ Mon-Fri C-2,3,4,5
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
CARS	867-695-2491
WX	METAR H24. TAF H24, issue times: 00, 06, 12, 18Z.

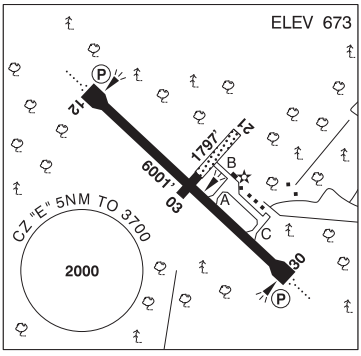


FORT SIMPSON NT (Cont'd) CYFS

SERVICES	
FUEL	100 LL, JA-1, SP, HPR, 15-24Z‡ Mon-Fri (call 20 min prior arr) O/T 1 hr PN. Call out chg will be levied. Nogha Construction Ltd. 867-695-6533.
S	4,6
RWY DATA	Rwy 14(137°)/32(317°) 6000x150 ASPH Rwy 14 up 0.33% first 3000´
RWY CERT	Rwy 14/32 AGN IIIB
APRON	Apron I: Acft with wingspan greater than 92' or tail hgt greater than 26' require PPR. Acft prkg on W portion of apron within 49' of apron edge require PPR. Use caution when taxiing near parked acft due min wingtip clearance.
RCR	Opr CRFI & win maint avbl 0130-0230Z‡, 1430-2330Z‡ Mon-Fri, 0130-0230Z‡, 1515-1615Z‡ Sat, 1830-1930Z‡ Sun, Oct 15-Apr 15, ltd maint for sked pax flts dur statutory hols, O/T 2 hrs PN, ctc CARS. Call out chg may be levied. PCN/PCR Rwy 14/32 ruf sections aprx 2300' to 2900' beyond Thld 14, 26' E of rwy centreline.
LIGHTING	14-AO(TE ME) P2, 32-AS(TE ME) P2 ARCAL-122.2 type K
COMM	
RCO	Edmonton rdo 123.475 (FISE) 296.6 (FISE) 126.7 (bcst) (U)
CLNC DEL	Edmonton Ctr 135.4 (CLNC DEL and closing IFR FLT Plan on gnd)
MF	aprt rdo 122.2 (V) 15NM 3600 ASL (CAR 602.98)
PAL	Edmonton Ctr 135.4
APRT RDO	122.2 (V)
NAV	
VOR/DME	YFS 117.9 Ch 126 N61 46 25 W121 17 53 (588')
PRO	PPR before "hot refuelling" procedures may be used.
CAUTION	Public road right-of-way within apch to Rwy 32. Fort Simpson Island A/D 7.4NM NW of A/D.

FORT SMITH NT CYSM

REF	N60 01 13 W111 57 43 16°E (2013) UTC-7(6) Elev 673´ A5023 A5030 LO5 HI2 CAP
OPR	Govt of Northwest Territories 867-872-2007/0207 Emerg/Incident rpt 877-989-1400 1430-0130Z‡ Mon-Fri, Apr 16-Oct 15, O/T 2 hr PN ctc 867-872-2376, call out chg may be levied. 1400-0130Z‡ Mon-Fri, Oct 16-Apr 15, O/T 2 hr PN ctc 867-872-2376/0208, call out chg may be levied. Ltd maint for sked pax flts dur wknds and stat hols. Cert
PF	A-1 C-2,3,4,5,6



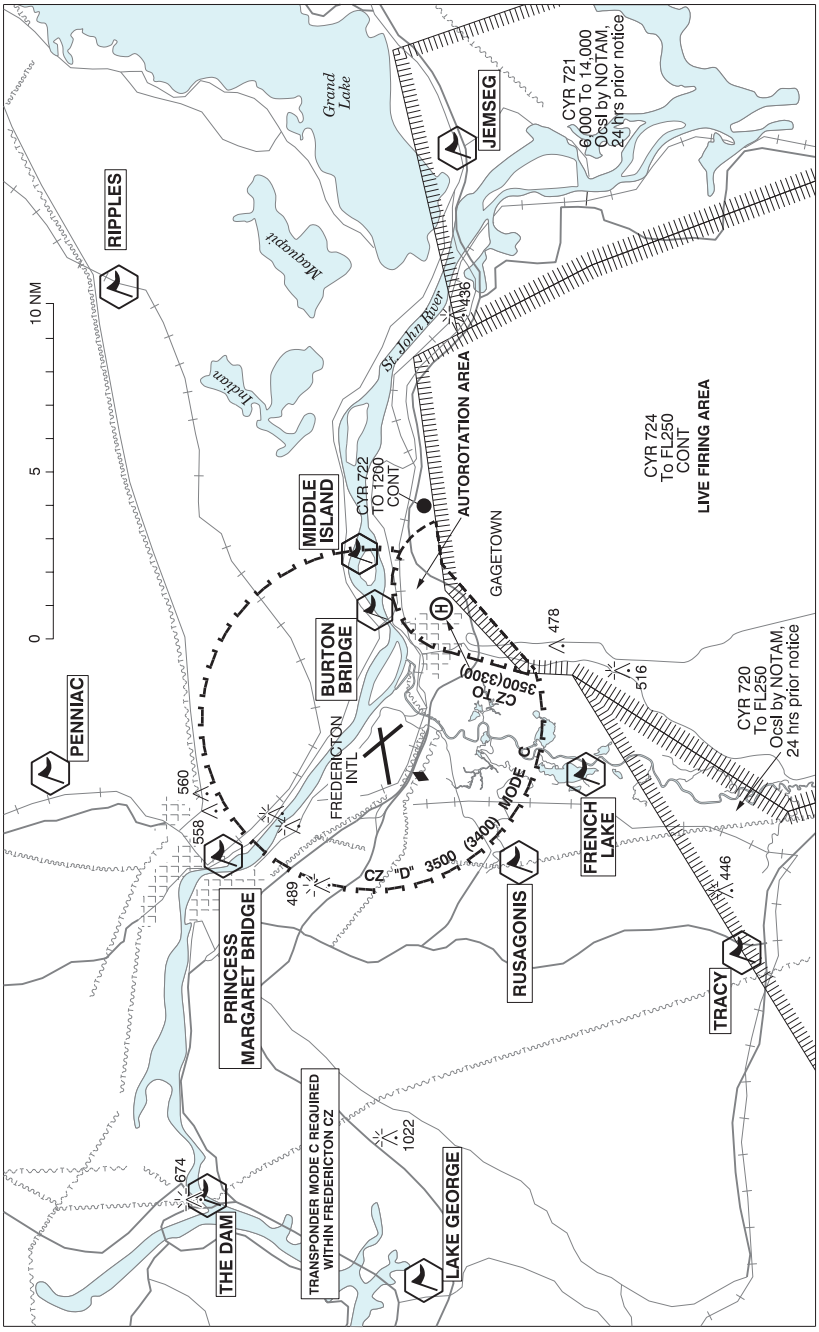
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
CARS	867-872-2376
WX	METAR H24. TAF H24, issue times: 00, 06, 12, 18Z.

FORT SMITH NT (Cont'd) CYSM

SERVICES	Call out chg may be levied after hrs.
FUEL	100LL, JA-1 15-24Z‡ Mon-Fri Northwestern Air Lease 867-872-2216 or 877-872-2216. Self-serve cardlock accepts Visa and Mastercard only.
OIL	Eastman 2380, Mineral 5606, X/C 20W50, W15W50
S	2,4,6
SUP FL	D-ice ltd svc, type 1 only. Ctc Northwestern Air Lease at 867-872-2216 ext 351.
RWY DATA	Rwy 12(117°)/30(297°) 6001x100 ASPH Rwy 03(026°)/21(206°) 1797x99 GRVL/ASPH, 600′ ASPH
RWY CERT	Rwy 12/30 AGN IIIB Rwy 03/21 AGN I
RCR	Opr CRFI & win maint 1400-0130Z‡ Mon-Fri, ltd maint for sked pax flts dur wknds and stat hols Oct 16-Apr 15, O/T 2 hr PN ctc 867-872-2376/0208. Rwy 03/21 clsd Oct 20-Apr 30. PCN/PCR.
LIGHTING	12-AO(TE ME) P2, 30-AO(TE ME) P2 ARCAL-122.2 type K when CARS clsd
COMM	
RCO	Edmonton rdo 123.55 (FISE) 239.8 (FISE) (U)
MF	aprt rdo 122.2 5NM 3700 ASL (CAR 602.98)
APRT RDO	122.2 (V)
NAV	
VOR/DME	YSM 112.4 Ch 71 N60 01 12 W111 58 10 (692')
PRO	PPR fr APM before "hot refuelling" procedures may be used.
CAUTION	Radiosonde balloon launches fr N60 02 W111 56 (1.3NM NE Thld Rwy 12) at 1115Z-1129Z & 2315Z-2329Z dly. Sandhill cranes nesting on A/D May-Sep.

FREDDIE CARMICHAEL NT — See AKLAVIK / FREDDIE CARMICHAEL

FREDERICTON VFR TERMINAL PROCEDURES CHART



FREDERICTON VFR TERMINAL PROCEDURES CHART (Cont'd)

NAME	IDENT	LAT/LONG
BURTON BRIDGE	VCBTB	N45°51.90 W66°27.09
FRENCH LAKE	VCFRL	N45°46.00 W66°33.78
JEMSEG	VCJMS	N45°49.73 W66°07.00
MIDDLE ISLAND	VCMDI	N45°52.75 W66°24.97
LAKE GEORGE	VCLKG	N45°51.32 W66°55.57
PENNIAC	VCPNC	N46°02.00 W66°35.07
PRINCESS MARGARET BRIDGE	VCRMB	N45°56.48 W66°37.55
RIPPLES	VCRPL	N46°00.00 W66°13.00
RUSAGONIS	VCRUS	N45°48.00 W66°37.47
THE DAM	VCDAM	N45°57.38 W66°52.22
TRACY	VCTRC	N45°41.05 W66°41.08

VFR ROUTE PROCEDURES

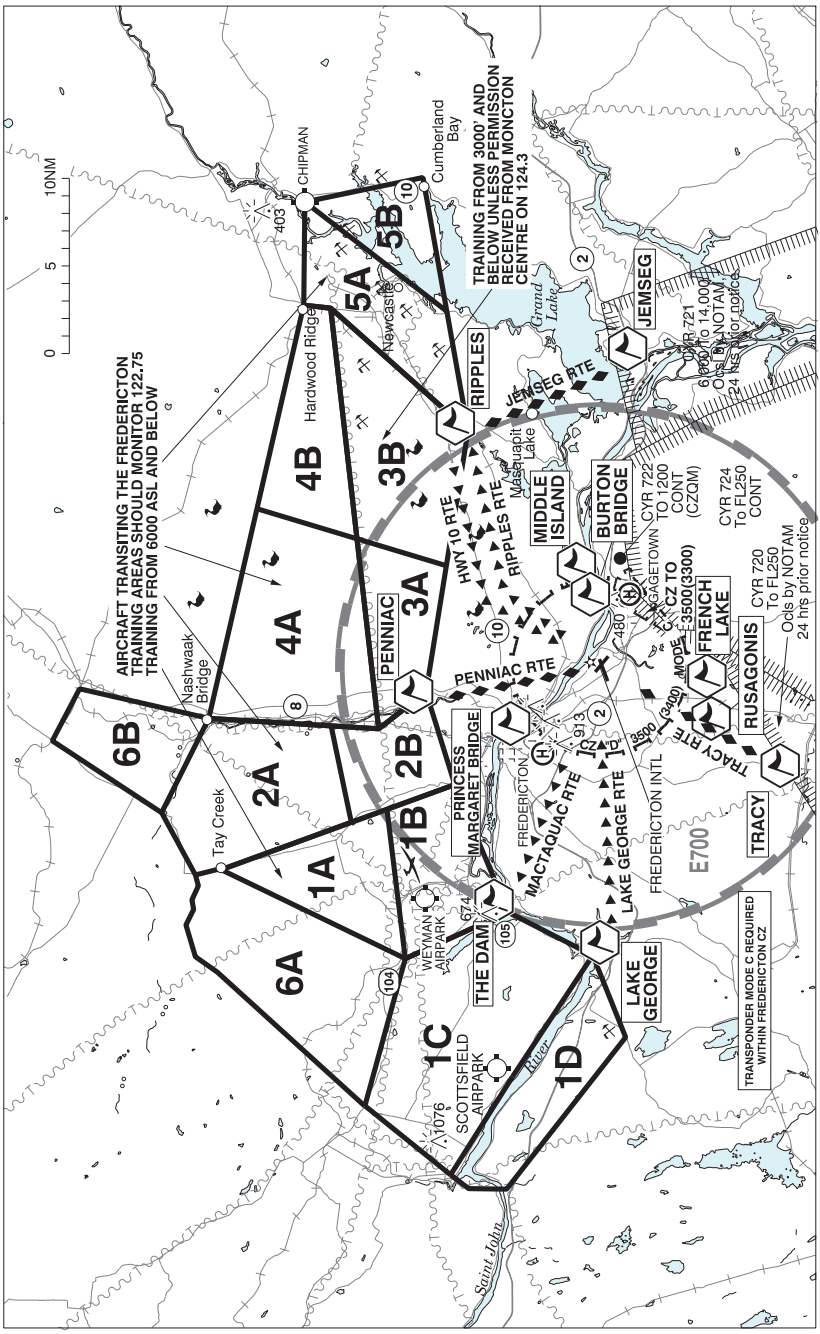
DEPARTURES:
MACTAQUAC (NW): Outbound clear circuit, direct MACTAQUAC Dam enroute. Altitude: Climb to and maintain 2600 ft until clear of CZ.
RIPPLES (ENE): Outbound clear circuit, direct RIPPLES enroute, maintain North of the VOR at all times. Altitude: Climb to and maintain 2600 ft until clear of CZ and then maintain 3000 ft until training area or at/abeam Grand Lake.
PENNIAC DEPARTURE (N): Outbound clear circuit direct PENNIAC enroute. Altitude: Climb to and maintain 2600 ft until clear of CZ.
JEMSEG (SE): Outbound: Follow RIPPLES DEPARTURE, then turn right (south) to JEMSEG enroute. Altitude: Climb to and maintain 3000 ft until at/abeam JEMSEG.
TRACY (SW): Outbound clear circuit, direct TRACY enroute. Altitude: Climb to and maintain 2600 ft until clear of CZ.

Departing aircraft must join the route as soon as practicable after departure (i.e. once clear of the circuit unless instructed by ATC to turn after departure), follow the routes as described and maintain 2,600 feet until they have departed the Fredericton CZ.

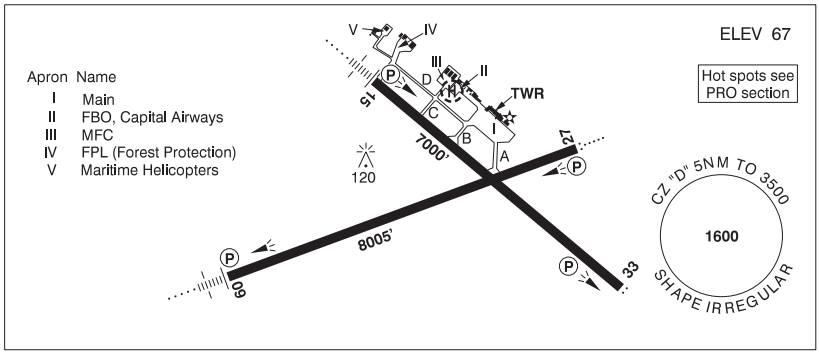
ARRIVALS:
HWY10 (ENE): Inbound direct RIPPLES, follow Hwy 10 until North of airport, then direct CYFC. Maintain North of VOR at all times. Altitude: If inbound from East, descend to 2500 ft before Grand Lake, then descend to and maintain 1600 ft prior to entering CZ.
LAKE GEORGE (NW): Inbound direct Hwy 2 and Hwy 3 intersection, direct CYFC, maintain North of apch Rwy 09 at all times. Altitude: Descend to and maintain 1600 ft prior to entering CZ.
PENNIAC (N): Inbound direct PENNIAC, direct CYFC. Altitude: Descend to and maintain 1600 ft prior to entering CZ.
JEMSEG (SE): Inbound direct JEMSEG, direct RIPPLES, then follow HWY10 ARRIVAL. Altitude: Descend to 2500 ft at/abeam JEMSEG, then descend to and maintain 1600 ft prior to entering CZ.
TRACY: Inbound direct TRACY, direct CYFC. Altitude: Descend to and maintain 1600 ft prior to entering CZ.

Arriving aircraft must enter the Zone at 1,600', once inside CZ, descend at pilot's discretion, unless otherwise instructed, cleared or requested to maintain a specific altitude.

FREDERICTON VFR TERMINAL PROCEDURES CHART - TRAINING AREAS



FREDERICTON INTL NB CYFC

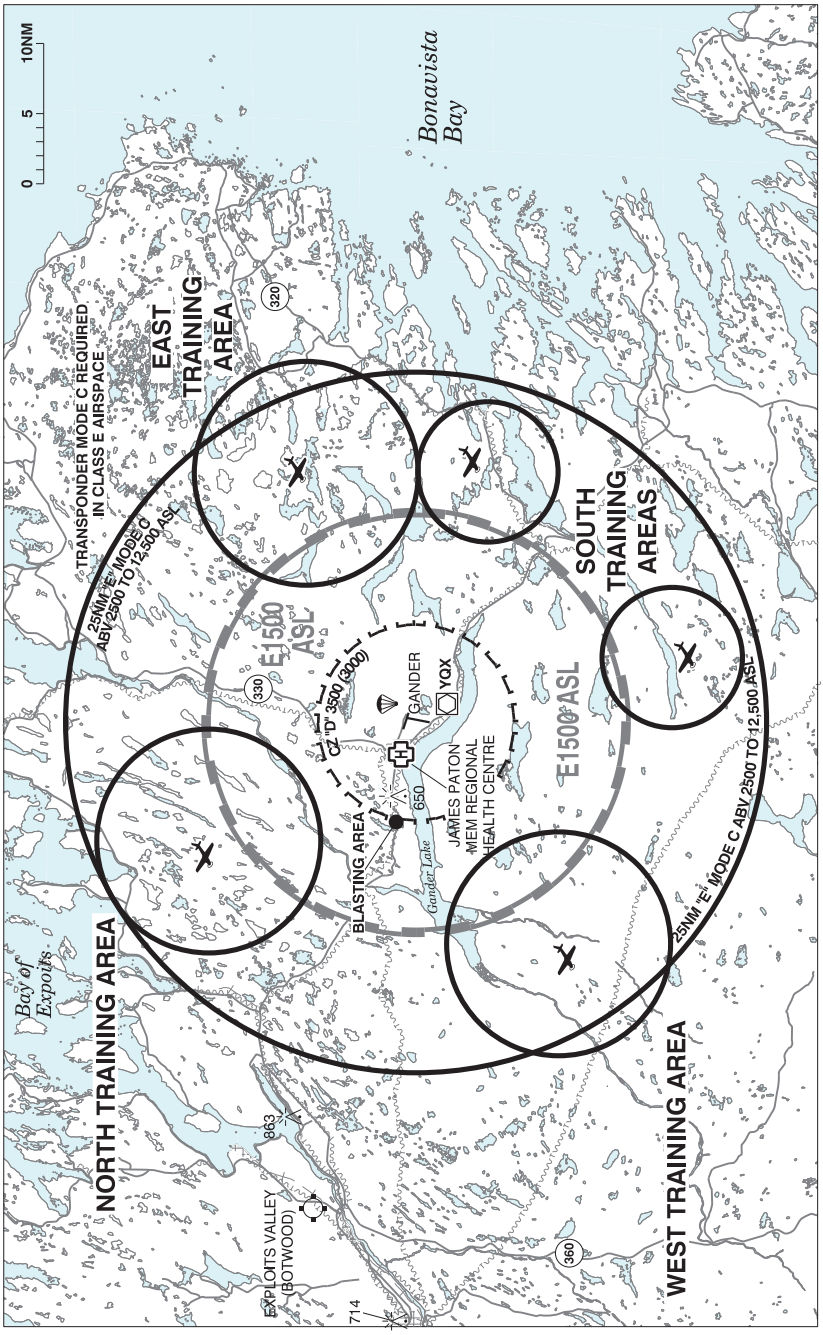


REF	N45 52 08 W66 32 14 7SE 18°W (2014) UTC-4(3) Elev 67′ A5003 LO8 HI6 CAP OC
OPR	Fredericton International Airport Authority Inc. 506-460-0920 0845-0515Z‡ Cert
PF	A-1,2,3,6,7 C-4,5
CUST	AOE/55 (140 with staged off-loading) 12-04Z‡ 888-226-7277
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200.
WX	METAR AUTO H24 WxCam TAF H24, issue times: 00, 06, 12, 18Z.
SERVICES	Call out chg may be levied for one or more svcs
FUEL	100LL, JA-1 (FSII avbl), F-34, IP, HPR
OIL	15W50
S	1,2,4,6 Capital Airways
ARFF	DESIGNATED CAT 6 (CAT 7 4 hr PN) 0845-0515Z‡
JASU	CE16 Capital Airways
PVT ADV	Capital Airways Inc. 122.87 506-446-3588 12-22Z‡ O/T PN 506-238-3653 call out chg. Air Canada Ground Handling 130.375 506-446-6133
MIL CON	Menzies Aviation/ASIG 1-506-470-2320
RWY DATA	Rwy 09(087°)/27(267°) 8005x200 ASPH Rwy 15(148°)/33(328°) 7000x150 ASPH RESA: Rwy 15 492'
RWY CERT	Rwy 09 RVR 1200(1/4 sm)/Rwy 27 RVR 1200(1/4 sm) AGN V Rwy 15 RVR 1200(1/4 sm)/Rwy 33 RVR 1200(1/4 sm) AGN V
TWY CERT	Twy C AGN II Twy D AGN IIIB
TWY	Twy C uncontrolled NE of Twy D
HELI DATA	Parking Pad: 60' dia ASPH Max heli overall length 49'
RCR	Opr CRFI, win maint 0915-0400Z‡ PN for extended svc. PCN
LIGHTING	09-AN(TE HI) P2, 15-AN(TE HI) P2, 27-AO(TE HI) P2, 33-AS(TE HI) P2 ARCAL-119.0 type K (when twr closed)

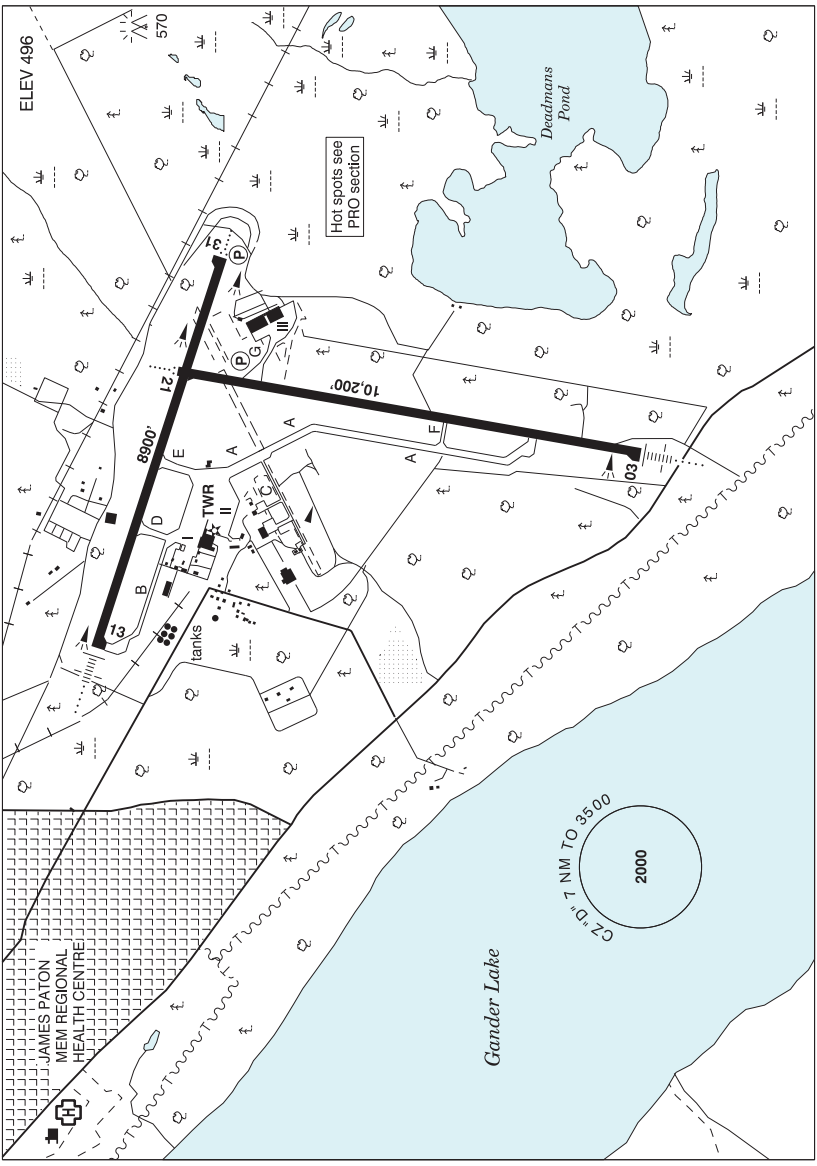
FREDERICTON INTL NB (Cont'd) CYFC

COMM	
RCO	Saint John rdo 119.0 PTC avbl (RAAS) 0345-1045Z‡ (emerg only 506-646-7223)
ATIS	127.55 1045-0345Z‡ (O/T AWOS)
GND	121.7 1045-0345Z‡
TWR	119.0 (E) 1045-0345Z‡ (emerg only 506-446-3420)
MF	Saint John rdo 119.0 0345-1045Z‡ 5NM 3500 ASL (CAR 602.98)
PAL	Moncton Ctr 124.3 135.5 270.8
NAV	
DME	IDC 111.3 Ch 50 N45 51 47 W66 32 52 (86')
ILS	IDC 111.3 (Rwy 09) RVR
PRO	Dep Rwy 15 turn as soon as practicable after tkof to remain clear of CYR724. Transponder MODE C required within the Fredericton CZ. Pilots should refer to Canadian Airport Charts (CAC) to obtain details on established hot spots, prior to operating on maneuvering areas. CAC are available for free on the NAV CANADA website. **VFR ARR/DEP ROUTES**: See FREDERICTON VTPC - TRAINING AREAS
CAUTION	**RESTRICTED AREAS:** Extv live firing in CYR724, 725 4NM SE of aprt. **AIRSPACE:** Gagetown Class "E" CZ 3.5NM SE to 3500 ASL.

GANDER VFR TERMINAL PROCEDURES CHART - TRAINING AREAS



GANDER INTL NL CYQX



REF	N48 56 13 W54 34 05 Adj SE 18°W (2024) UTC-3½ (2½) Elev 496′ A5012 LO8 HI6 T2 CAP OC
OPR	Gander International Airport Authority Inc 709-256-6666 H24 Cert DND CSN 319-622-3342
PF	A-1,2,3,6 C-4,5

GANDER INTL NL (Cont'd) CYQX

CUST	AOE 888-226-7277
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Gander 709-651-5225 or 888-751-5225.
WX	METAR H24. TAF H24, issue times: 00, 06, 12, 18Z.
SERVICES	Mil acft hg space very ltd, PPR for hg space. For emerg, space can be made avbl, ctc Gander Wg Ops CSN 86-622-1213 or 709-256-1703 Ext 1213 1130-2000Z‡ Mon-Fri exc hols. O/T ctc Wg Duty Officer 709-235-0429. Cdn mil tran svcg not avbl 103 Sqn, ctc Allied Aviation 129.10, comm 709-256-3041.
FUEL	F-34, JA-1, JB, HPR
OIL	All
S	1,2
ARFF	PARTICIPATING CAT 5 (CAT 6, CAT 7 30 MIN PN) (CAT 8 1 hr PN) 709-256-6666
SUP FL	ADI, D & A-ice
JASU	10/15, CE13, 14, 15, CA1
MIL ADV	Outcast Ops 128.85 252.8 1030-1900Z‡ Mon-Fri exc hols 709-256-1703 Ext 1342
PVT ADV	Allied Avn 129.1; Woodward Avn 122.7 709-256-4414; Gander Avn 122.55; Irving Avn Svcs 122.9; GFT Avn Svcs 123.35 709-256-7484/709-424-5074
MIL CON	Woodward's Oil 709-256-4414
RWY DATA	Rwy 03(028°)/21(208°) 10,200x200 ASPH Rwy 13(125°)/31(305°) 8900x200 ASPH Rwy 31 up 0.33% RESA: 21 295'
RWY CERT	Rwy 03 RVR 1200(1/4sm)/Rwy 21 RVR 1200(1/4sm) AGN VI Rwy 13 RVR 1200(1/4sm)/Rwy 31 RVR 1200(1/4sm) AGN VI
TWY CERT	Twy C AGN IIIB
RCR	Opr CRFI, PCN. TDT800
LIGHTING	03-AN(TE HI), 13-AN(TE HI), 21-AO(TE HI) P3, 31-AO(TE HI) P3
COMM	
RCO	London rdo 123.475 (FISE) 126.7 (bcst)
ATIS	124.8
GND	121.8 275.8
TWR	118.1 236.6 (E) (emerg only 709-651-5329)
ARR	132.1
DEP	132.1
MIL	Outcast Ops 128.85 252.8
INTL AIR	For a description of HF Aeromobile Operations in the NAT & associated hrs of operation for Gander IFSS, refer to the AIP GEN Section 3.4 Communication Services.
NAV	
VOR/DME	YQX 112.7 Ch 74 N48 53 59 W54 32 06 (597')
DME	IQX 109.5 Ch 32 N48 57 02 W54 33 37 (461´)
ILS	IQX 109.5 (Rwy 03) RVR IGN 109.9 (Rwy 13) RVR
PRO	Parachute ops on the field require 30 minutes PN thru fire hall 709-256-6674. ATS REQUIREMENTS: All acft dep fr inside CZ must ctc TWR on freq 118.1 or 709-651-5329 prior to tkof. Pilots should refer to Canadian Airport Charts (CAC) to obtain details on established hot spots, prior to operating on maneuvering areas. CAC are available for free on the NAV CANADA website.
CAUTION	Snow banks N and S of Apron III Nov-Apr.

GANDER CENTRE (emerg only 709-651-5324) CZQX

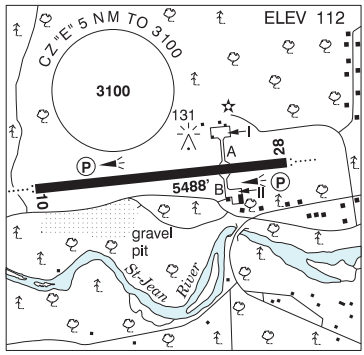
124.175 125.9 (FL290 & above) 128.5 **128.5** 132.1 **132.1** (extended range) (FL280 & below)
132.6 133.9 (FL290 & above) 289.4 **289.4** (FL280 & below)
Allen's Island 124.05 (FL 290 & above)
Brevoort 124.825 128.075 (FL290 & above)
Cape Dyer 132.55 (FL290 & above)
Churchill Falls 121.375 (FL290 & above) 126.025 **126.025** (FL280 & below) **128.7** (FL290 & above) 12-20Z‡ (128.7 **128.7** (FL280 & below) Clnc Del 2330-0730Z‡)
Deer Lake 134.6 **134.6** (FL280 & below)
Goose Bay 120.4 **120.4** (FL280 & below) **125.75 127.675 132.4 133.425** (FL290 & above) 294.5 **294.5** (FL280 & below)
Hibernia 118.25 **118.25** (FL280 & below)
Hopedale 120.55 125.375 128.325 132.65 (FL290 & above) 135.4 **135.4** (FL280 & below)
Natashquan 135.45 (FL180 to FL280 outside Clnc Del hrs) (135.45 **135.45** (FL280 & below) Clnc Del 2330-0730Z‡)
Saglek 119.625 123.75 128.475 135.325 (FL290 & above)
St. Anthony 119.85 124.725 126.45 128.6 134.3 (FL290 & above)
133.0 **133.0** 371.9 **371.9** (FL280 and below)
St. John's (NL) 125.075 128.175 132.05 132.475 (FL290 & above) 133.15 **133.15** (FL280 & below) **134.7** (FL290 & above) 135.35 **135.35** 227.3 **227.3** (FL280 & below)
St. Pierre (Allen's Is) (128.45 **128.45** (FL280 & below) Clnc Del 2330-0730Z‡) 134.9 **134.9** (FL280 & below)
Stephenville 120.325 **120.325** (FL280 & below) (135.05 **135.05** (FL280 & below) Clnc Del 2330-0730Z‡)
Sydney 119.425 **119.425** (FL280 & below) Clnc Del 2330-0730Z‡
Wabush 119.7 134.0 (FL290 & above)

GANDER RADIO-RCO

Cambridge Bay Intl Air 2971 4675 8891 11279 Nat 'D' (SELCAL)
Iqaluit Intl Air 2971 4675 8891 11279 Nat 'D' (SELCAL)
Brevoort 124.825 (shared with Gander ACC FL290 & above)
Frederiksdal, Greenland Intl Air 127.9
Gander Intl Air 126.9 127.1
Hopedale Intl Air 120.55 (shared with Gander ACC FL290 & above)
Iqaluit Intl Air 126.9
Prins Christian Sund, Greenland Intl Air 127.9
Saglek 123.75 (shared with Gander ACC FL290 & above)
St. Anthony Intl Air 119.85 (shared with Gander ACC FL290 & above) 122.375
St. John's Intl Air 122.375 135.35 (shared with Gander ACC FL280 & below)
Gander Radio Intl Air HF
*Nat 'A' 3016 5598 8906 13306 (SELCAL)
Nat 'B' 2899 5616 8864 13291 (SELCAL)
Nat 'C' 2872 5649 8879 11336 13306 (SELCAL)
Nat 'D' 2971 4675 8891 11279 (SELCAL)
Nat 'F' 3476 6622 8831 13291 (SELCAL)
***Note:** The NAT Family A of frequencies is not routinely monitored by Gander IFSS; however, they are available for use in unusual circumstances such as an adjacent ATS Unit evacuation or loss communications.

GANDER RADIO: INTERNATIONAL (NAT AND ANCHORAGE FIR) / DOMESTIC (CANADIAN NORTHERN AIRSPACE)
For hours of operation and a description of HF Radiotelephony Network Operations for the North Atlantic refer to the AIP GEN section 3.4 Communication Services and for Anchorage Arctic Flight FIR refer to TC AIM NAT Section 2.
SATVOICE may be used to contact Gander Radio for non-routine flight safety calls or during periods of poor HF propagation.
Gander Radio is responsible for (ICAO) HF communication in Canadian Northern Airspace and the Anchorage FIR. Aircraft operating within these areas may use SATVOICE as an alternative to HF for routine communications.
During periods of HF unreliability, the use of SATVOICE for all communications is strongly encouraged. INMARSAT Short Code 431613, SATVOICE Long Code 1-709-651-5298.

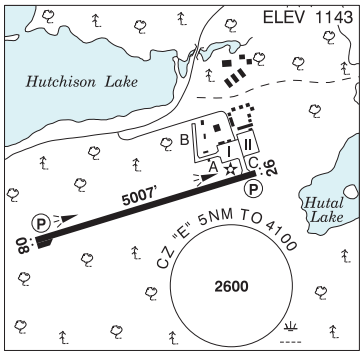
GASPÉ (MICHEL-POULIOT) QC — CYGP



REF	N48 46 30 W64 28 54 3.5W 21°W UTC-5(4) Elev 112' A5011 LO7 LO8 HI6 CAP
OPR	Muni 418-368-2104 Ext 8514/8512 0930-0130Z‡ Oct 01-Apr 30, 12-02Z‡ May 01-Sep 30 Cert
PF	A-2,6,7,8 C-1,3,4,5
CUST	AOE/CAN 888-226-7277
FLT PLN	(bil)
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montréal 800-633-1353
WX	METAR H24. AUTO (see COMM) TAF H24, issue times: 02, 08, 14, 20Z.
SERVICES	Svcs chg may be levied for one or more svcs
FUEL	100LL, JA-1 12-24Z‡ Mon-Fri O/T 30 min PN MEDEVAC only 418-361-2946
S	1 (ctc 418-361-2946),4,5,6
SUP FL	D & A-ice 1hr PN 418-361-2946
JASU	10/15
RWY DATA	Rwy 10(105°)/28(285°) 5488x150 ASPH Rwy 10 down 0.43% RESA: 10/28 492'
RWY CERT	Rwy 10/28 AGN IIIA
RCR	Opr 10-03Z‡ Mon-Fri, 10-21Z‡ Sat, 13-03Z‡ Sun, Oct 1-Apr 30; 13-21Z Mon-Fri, May 1-Sep 30. CRFI, PCN
LIGHTING	10-AO(TE ME) P2, 28-AO(TE ME) P2 ARCAL-122.3 type K
COMM	(bil)
RCO	Mont-Joli rdo 122.3 PTC avbl (RAAS) Québec rdo 123.475 (FISE) 126.7 (bcst)
MF	Mont-Joli rdo 122.3 5NM 3100 ASL (CAR 602.98)
PAL	Montréal Ctr 134.175
A/G	123.025
AUTO	127.8 (English) 124.9 (French)
NAV	
VOR/DME	YGP 115.4 Ch 101 N48 45 47 W64 24 17 (346')
LOC	IGP 110.3 (Rwy 10)
PRO	Tfc ptns 1600 ASL. Pilots oprg btwn CYGR and CYGP A/Ds may req ATC msgs fr Moncton Ctr in French via relay thru Madeleine rdo.

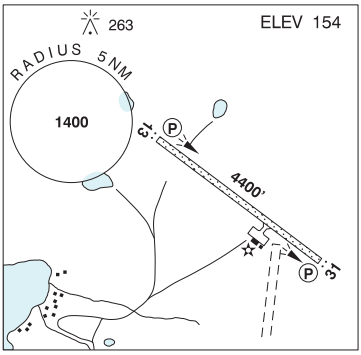
GATINEAU QC — See OTTAWA / GATINEAU

GERALDTON (GREENSTONE REGIONAL) ON — CYGQ



REF	N49 46 43 W86 56 19 3N 6°W UTC-5(4) Elev 1143' A5008 LO4 HI4 CAP
OPR	Town 807-854-1694 13-23Z‡ O/T 1 hr PN, exc 1 hr PPR Jan 1 & Dec 25 Cert
PF	A-1 C-2,3,4,5
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
WX	METAR AUTO H24 (see COMM) TAF H24, issue times: 02, 08, 14, 20Z.
SERVICES	13-23Z‡ O/T 1 hr PN, exc 1 hr PPR Jan 1 & Dec 25. Call out chg after hrs.
FUEL	100LL, JA-1 (FSII avbl) 13-23Z‡ O/T ctc 807-854-6727/8200
S	4,5,6
RWY DATA	Rwy 08(079°)/26(259°) 5007x100 ASPH
RWY CERT	Rwy 08/26 AGN IIIB
APRON	Apron II pvt PN 807-854-1600
RCR	Opr 13-23Z‡ O/T 1 hr PN, exc 1 hr PPR Jan 1 & Dec 25. Call out chg after hrs CRFI
LIGHTING	08-AS(TE ME) P2, 26-AS(TE ME) P2 ARCAL-122.8 type K
COMM	
RCO	London rdo 123.475 (FISE) 126.7 (bcst)
ATF	UNICOM Ltd hrs O/T tfc 122.8 5NM 4100 ASL
AWOS	128.1
NAV	
VOR/DME	YGQ 114.2 Ch 89 N49 46 11 W86 59 04 (1205')

GJOA HAVEN NU — CYHK



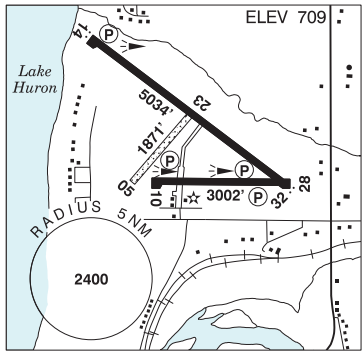
REF	N68 38 08 W95 51 01 1.5SW 6°W (2020) UTC-7(6) Elev 154′ A5042 LO5 HI1 HI2 CAP
OPR	Govt of Nunavut 867-645-8200 Emerg/Incident rpt 867-645-6565 13-22Z‡ Mon-Fri exc hols Cert
PF	C-1,2,3,4,5
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
CARS	867-360-6321 Ltd hrs (see COMM)
WX	METAR dur CARS hrs (see COMM) O/T METAR AUTO WxCam TAF H24 issue times: 00, 06, 12, 18Z.
SERVICES	Call out chg may be levied outside oprg hrs.
FUEL	JA-1 1630-01Z‡ Mon-Fri exc hols, PN 867-360-7271/7616/6321 or 867-983-7259/7285. Credit cards not accepted. Credit by prior arng only, ctc 867-645-8400, allow 7 working days.

GJOA HAVEN NU (Cont'd) CYHK

RWY DATA	Rwy 13(127°T)/31(307°T) 4400x100 GRVL Rwy 31 up 0.59%
RWY CERT	Rwy 13/31 AGN IIIA
RCR	Maint contractor 867-360-6272, 867-391-0033. A/D maint avbl 15-24Z‡ Mon-Fri exc hols O/T 12 hrs PN. Call-out chg may be levied. PCN
LIGHTING	13-AS(TE ME) AP, 31-AS(TE ME) AP ARCAL-122.1 type K (See CAUTION)
COMM	
MF	aprt rdo ltd hrs O/T tfc 122.1 5NM 3200 ASL (CAR 602.98)
APRT RDO	122.1 (V) 13-01Z‡ Mon, Tue, Thu, Fri & Sun, 13-23Z‡ Wed
AWOS	128.7
CAUTION	Rwy edge lgt installed higher than std (aprx 27 inches high loc 5´ outside rwy edge). Extv migratory bird activity May-Oct.

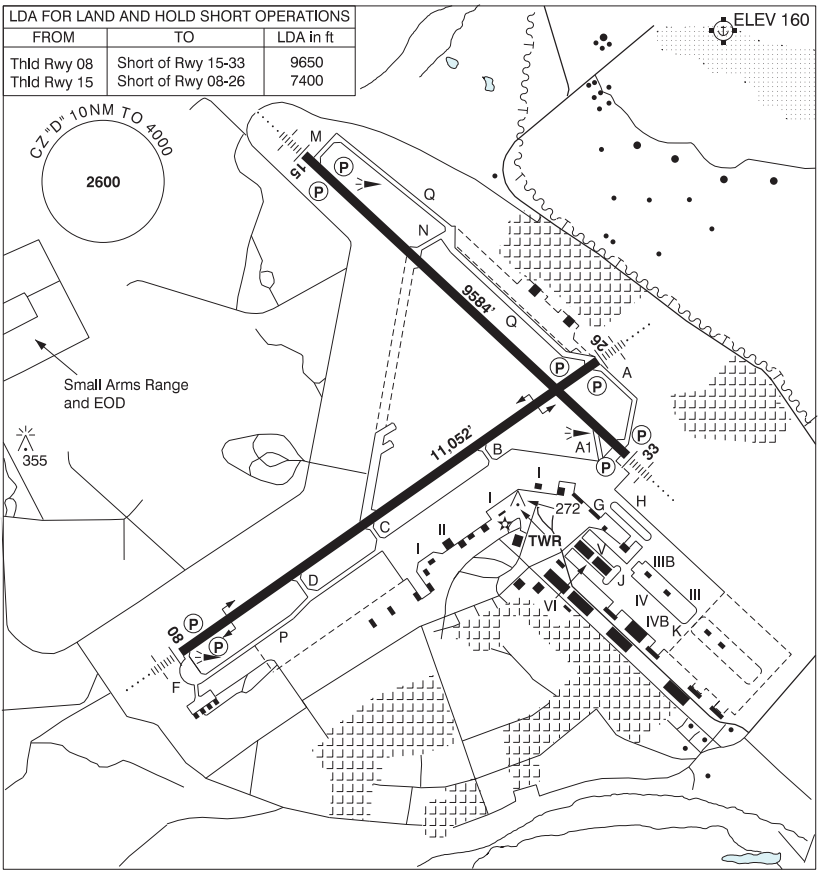
GODERICH ON CYGD

REF	N43 46 04 W81 42 39 1.5N 9°W (2015) UTC-5(4) Elev 709´ A5000 LO6 HI5 CAP
OPR	Muni 519-524-2915 12-21Z‡ Mon-Fri O/T 519-525-2383 (emerg only) Reg
PF	B-2 C-3,4,5,6,7
CUST	AOE/15 888-226-7277 14-22Z‡ Mon-Fri exc hols
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
WX	ALTIMETER/WIND ltd hrs (see COMM)



SERVICES	Call out chg for one or more svcs may be levied after hrs.
FUEL	100LL, JA-1 Cardlock avbl at tml, SP PN 519-525-2383
OIL	15W50
S	4,5,6
RWY DATA	Rwy 14(137°)/32(317°) 5034x100 ASPH Rwy 14 up 0.45% AGN IIIA Rwy 10(099°)/28(279°) 3002x50 ASPH Rwy 05(048°)/23(228°) 1871x80 GRASS
RCR	Opr Rwy 05/23 no win maint.
LIGHTING	10-(TE LO) AP 3.5°, 28-(TE LO) AP, 14-AS(TE LO) AP, 32-AS(TE LO) AP ARCAL-122.7 type J
COMM	
ATF	UNICOM (AU) ltd hrs O/T tfc 122.7 5NM 3700 ASL
PRO	Rgt hand circuits Rwy 05 (CAR 602.96).
CAUTION	Possible wind shear on apch Rwy 14. Ocsl wildlife crossing rwys. Ocsl radio-controlled acft operating on Rwy 10/28.

GOOSE BAY NL CYYR



REF	N53 19 09 W60 25 33 4.5NNW 20°W (2022) UTC-4(3) Elev 160′ A5020 LO7 HI1 CAP
OPR	5 Wing Ops Centre 709-896-6900 ext 555-7331 CSN 319-555-7331 800-563-2390, e-mail 5wgwoc@forces.gc.ca, for civ ctc Goose Bay Airport Corp 709-896-5445, e-mail operations@goosebayairport.com 12-21Z‡ Mon-Fri O/T 709-896-5755 Fax 709-896-2434 Ldg fees thru PVT ADV PPR for all military and state aircraft with stop overs in CYYR. Contact 5 Wing Ops Centre via 5wgwoc@forces.gc.ca or FBO handler for assignment of PPR number.
PF	A-1,6 C-2,3,4,5
CUST	AOE/M 1130-0330Z‡; AOE/15 888-226-7277 H24
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Gander 709-651-5225 or 888-751-5225.
MIL	Flt ops 709-896-6900 ext 555-7331 CSN 319-555-7331 800-563-2390, e-mail 5wgwoc@forces.gc.ca
WX	METAR H24. TAF H24, issue times: 00, 06, 12 & 18Z. O/T JMC 1-800-WXMETEO 996-3836 or CSN 432-2613. (See COMM)

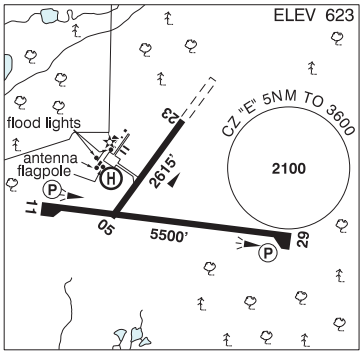
GOOSE BAY NL (Cont'd) CYYR

SERVICES	All acft carrying dangerous goods, Class 1, division 1.1, 1.2, 1.3, 1.4 explosives 24 hr PPR thru 709-896-6900 ext 555-7331 CSN 319-555-7331. Hg space avbl. Civ acft co-ordination thru FBO at PVT ADV. Mil acft co-ordination thru MIL ADV.
FUEL	100LL, JA-1 (FSII avbl), F-34, SP, HPR
OIL	All (128, 133, 156)
S	1,2
ARFF	DESIGNATED CAT 8
SUP FL	LOX, LHOX, D & A-ice (24 hrs PN thru opr).
JASU	CE13, 14, CA1
MIL ADV	Flt Ops 129.85 350.5 709-896-6900 ext 555-7331 CSN 319-555-7331, 800-563-2390, e-mail 5wgwoc@forces.gc.ca. Tran svcg thru Woodward Avn UNICOM 122.9 800-563-5202, 709-896-5036.
PVT ADV	Irving Avn 123.3 709-896-9090 Page 1-553-1092; Woodward Avn 122.9 709-896-5036, 800-563-5202 or 709-899-4660
MIL CON	Woodward Oil (Woodward's Avn 709-896-5036)
RWY DATA	Rwy 08(075°)/26(255°) 11052X200 concrete with asphalt overlay Rwy 15(153°)/33(333°) 9584x200 concrete with asphalt overlay RAG: Rwy 08 BAK-12B(1300′); Rwy 26 BAK-12B(1350′); Nov 1-Mar 31 acft requiring cable 24 hr PN. Apr 1-Oct 31 1 hr PN thru opr.
TWY	Twys G, J, K and H south of J uncontrolled. Twys A1 & K unlit. Uncontrolled vehicle rte on Twy G.
RCR	Opr CRFI No win maint on Twy A1. PCN Rwy 08/26 PCN 86/F/B/W/T Rwy 15/33 PCN 59/R/B/W/T.
LIGHTING	08-AN (non-std 3000′ (1600′ SF)) (TE HI) P2, 15-AN(TE HI) P2, 26-AN(TE HI) P2, 33-AN(TE HI) P2
COMM	
RCO	London rdo 123.475 (FISE) 126.7 (bcst)
ATIS	128.1 340.8
CLNC DEL	118.1 336.5
GND	121.9 275.8
TWR	124.5 236.6 (E)
TML	119.5 267.1 257T (E) 11-03Z‡ Mon-Sat O/T Gander Ctr
PAL	Gander Ctr 120.4 294.5
PMSV	344.6
NAV	
NDB	GOOSE YR 257 (M) N53 20 16 W60 21 57
VOR/DME	GOOSE YYR 112.9 Ch 76 N53 19 11 W60 17 38 (83')
TACAN	GOOSE UYR 110.3 Ch 40 N53 19 11 W60 25 00 (200′) Preventive maint 12-16Z‡ Tue exc dur IFR. Unrel btwn 096°-036° beyond 30NM below 3500′; 356°-036° beyond 35NM below 4100′; 106°-136° beyond 35NM below 4100′; 136°-356° beyond 35NM below 5000′.
ILS	IYR 110.3 (Rwy 08) (LOC back course Rwy 26 avail mil use only) RVR. Maint 12-16Z‡ Thu exc dur IFR.

GOOSE BAY NL (Cont'd) CYYR

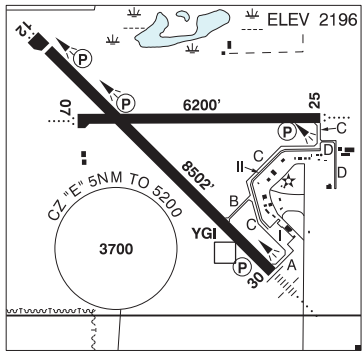
PRO	Rgt hand circuits Rwy 26 (CAR 602.96). Tfc ptns: jets 1500 ASL, convl 1000 ASL. Mil jet tfc VFR recovery points; N – Hill (051° R/10NM); E – East of Lake (124° R/13NM); W – Falls (276° R/14NM); S – Lake (241° R/13NM). Acft should land beyond apch end arrestor cable when in up posn. Noise abatement Rwy 08 climb rwy hdg to 2000 ASL before turning. Noise abatement pro for sensitive area in vicinity of Northwest River/Sheshatshui N53 31.5 W60 09 (aprx YYR 046° R/14NM) & Mud Lake N53 18 W60 10 (aprx YYR 116° R/4.5 NM). All mil acft avoid flt below 2000 ASL within 2NM radius. Helo reporting pts - Helo will report over pts at 500 AGL: Helo 1 - CN Wharf; Helo 2 - Newfoundland Tel Twr; Helo 3 - Pumping Station; Helo 4 - Alexander Lake; Helo 5 - Abm Little Muskrat Lake. Unmarked fur farm loc N53 18.0 W60 22.0: Acft requested to avoid overflight of this farm below 1000 ASL within 0.5NM. All acft arriving or departing Goose (Otter Creek) ctc TWR prior to ldg or tkof.
CAUTION	Lgtd & painted twr 257 ASL (100 AGL) 1300' SE Thld 08. Multiple lgtd & painted twrs 260 ASL (100 AGL) 4.3NM W of A/D, 160' radius. Snow bank on apron btwn twy B & C Nov-May. Daily radiosonde balloon launches with an ascent rate of 1000 ft/min between the hrs of 1115-1345Z and 2315-0145Z Water Aerodrome, Goose (Otter Creek), 2.5NM N. Small Arms Range lctd 1.5NM NW of AD. Times of activation via ATIS, NOTAM or Goose Bay twr. Ammo compound located 0.3NM SE of thld Rwy 08, no overflight below 1700 ASL.

GORE BAY-MANITOULIN ON CYZE



REF	N45 53 03 W82 34 06 5WSW 9°W (2013) UTC-5(4) Elev 623' A5000 A5001 LO4 HI4 HI5 CAP
OPR	Gore Bay-Manitoulin Aprt Comsn Tel/Fax 705-282-2101 APM after hrs 705-282-0882/7281/4522 Cert
PF	A-1 C-2,3,4,5,6
CUST	AOE/15 888-226-7277 15-00Z‡ May-Oct
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
WX	METAR AUTO H24 (see COMM) WxCam TAF 11-23‡, issue times: 11, 14, 20Z (DT 10, 14, 20Z)
SERVICES	13-23Z‡ dly exc 25 Dec & 1 Jan O/T call out chg may be levied for one or more svcs. Courtesy car avbl.
FUEL	100LL, JA-1, SP
OIL	100, 15W50, 20W50
S	1,2,4,5,6
RWY DATA	Rwy 11(106°)/29(286°) 5500x100 ASPH Rwy 05(047°)/23(227°) 2615x50 ASPH Rwy 23 down 0.61%
RWY CERT	Rwy 11/29 AGN IIIB
RCR	Opr Ltd win maint. Rwy 05/23 No win maint. PCN
HELI DATA	FATO/TLOF 66' x 66' ASPH
LIGHTING	11-(TE ME) P1, 29-(TE ME) P1 ARCAL-122.8 type K
COMM	
RCO	London rdo 126.7 (FISE)
ATF	UNICOM ltd hrs O/T tfc 122.8 5NM 3600 ASL
AWOS	128.725

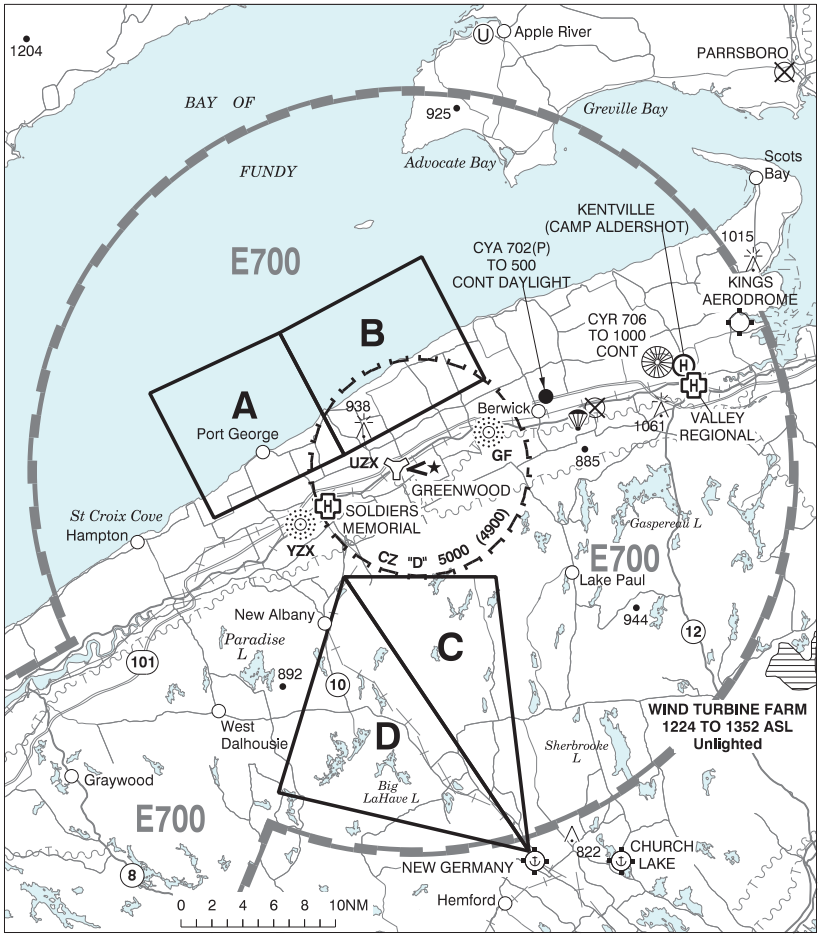
GRANDE PRAIRIE AB — CYQU



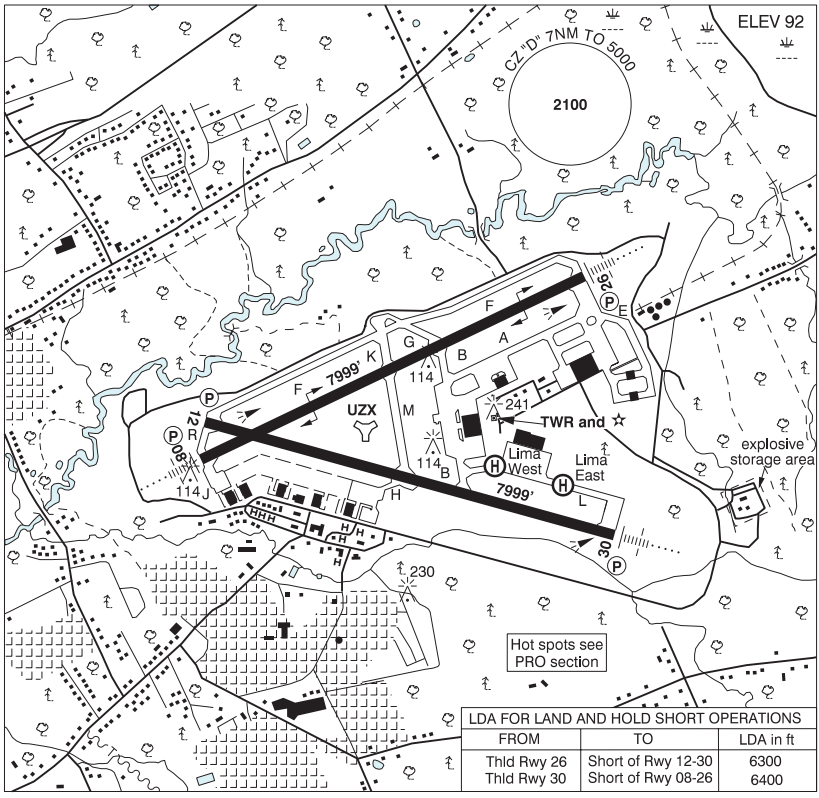
REF	N55 10 55 W118 53 14 3WNW 18°E (2013) UTC-7(6) Elev 2196' A5014 LO1 HI3 CAP
OPR	Grande Prairie aprt comsn 780-539-5270 Cert Ldg fees
PF	A-1,2,3,6 avbl 13-05Z‡ C-1,2,3,4,5,6
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
WX	METAR H24. TAF H24, issue times: 01, 07, 13, 19Z.
SERVICES	
FUEL	100LL, JA, JA-1(FSII avbl), JB, SP
OIL	All
S	1,2,3,4,5,6
ARFF	DESIGNATED CAT 6 1200-0530‡ for sked pax flt that provide 30 day advance sked only. All other flt 3 hr PN, cost recovery.
SUP FL	D & A - ice
PVT ADV	Happy Gas 122.7 780-532-2878
MIL CON	Happy Gas 780-532-2878
RWY DATA	Rwy 12(117°)/30(297°) 8502x148 ASPH Thld 12 displ 400' Rwy 07(072°)/25(252°) 6200x200 ASPH
RWY CERT	Rwy 30 RVR 1200(1/4sm) Rwy 12/30 AGN IV Rwy 07/25 AGN IV
TWY	Twy D AGN II No vehicle ctl on all twys.
APRON	ATB Apron: Aircraft parking stands with painted numbers require marshall in and pushback out. No exceptions. Heli not permitted on main apron. PPR pvt acft.
RCR	Opr Win maint AMSCR/CRFI avbl 1200-0530‡ Nov 1-Mar 31 O/T 2hr PN call out chg. PCN
LIGHTING	07-AO(TE ME) P2, 25-AO(TE ME) P2, 12-AS(TE HI) P2, 30-AN(TE HI) P2
COMM	
RADIO	118.1 (V) (emerg only 780-539-5185)
RCO	Edmonton rdo 123.475 (FISE) 126.7 (bcst)
ATIS	128.6
CLNC DEL	121.9 PTC avbl ltd hrs
MF	rdo 118.1 5NM 5200 ASL (CAR 602.98)
PAL	Edmonton Ctr 134.5
NAV	
VOR/DME	YQU 113.1 Ch 78 N55 10 27 W119 01 46 (2500′)
DME	YGI 114.6 Ch 93 N55 10 30 W118 52 53 (2215')
ILS	IQU 109.9 (Rwy 30)
CAUTION	Acft to avoid overflying Flyingshot Lake aprx 2NM SSE Thld 30. Trumpeter Swan nesting area.

GREATER MONCTON ROMÉO LEBLANC INTL NB — See MONCTON / GREATER MONCTON ROMÉO LEBLANC INTL

GREENWOOD VFR TERMINAL PROCEDURES CHART - TRAINING AREAS



GREENWOOD NS CYZX



LDA FOR LAND AND HOLD SHORT OPERATIONS

FROM	TO	LDA in ft
Thld Rwy 26	Short of Rwy 12-30	6300
Thld Rwy 30	Short of Rwy 08-26	6400

REF	N44 59 03 W64 55 03 1.5E 17°W (2022) UTC-4(3) Elev 92' A5003 LO8 HI6 CAP
OPR	DND PPR rqrd for non CF acft, 24 hrs PN thru Wg Ops, 902-765-1494 Ext 5457 CSN 319-568-5457/5469 Mil Fax DND 902-765-5492, CSN 319-568-5492 Ldg & hdlg Fees
PF	B-1 D-2,3,4,5,6
CUST	AOE/M Ctc Wg Ops for forms & further info rqrd duty-ops-officer@forces.gc.ca PN Mandatory. Completed cust forms must be rcvd by Wg Ops min 4 hrs prior to arr.
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200.
MIL	902-765-1494 Ext 5457
WX	Met brief for mil only. Lcl Met Section CSN 568-3249 ltd hrs. O/T JMC 1-800-WXMETEO (996-3836) or CSN 432-2613. (See COMM). METAR H24. TAF dur mil flt ops, issue times depending on mil requirements.

GREENWOOD NS (Cont'd) CYZX

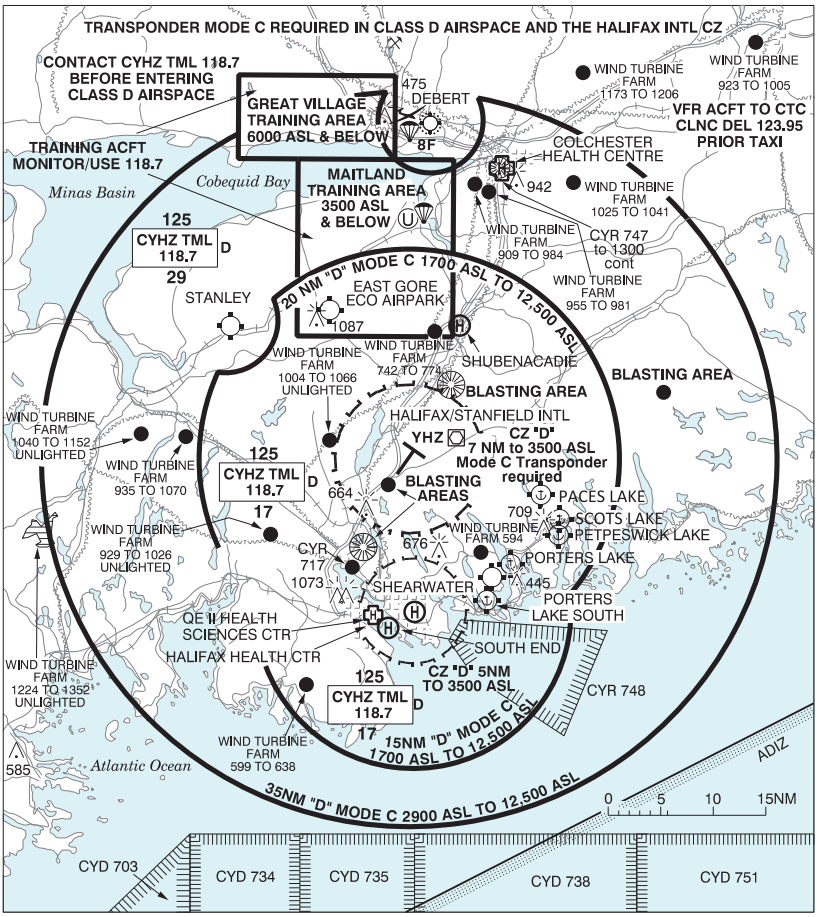
SERVICES	PPR rqrd for non CF acft, 24 hr PN for all acft thru Wg Ops. 902-765-1494 Ext 5457 or CSN 319-568-5457/5469. Tran svcg very ltd (mil acft only).
FUEL	F-34
OIL	All 128, 148, 156 ltd supply
ARFF	CAT 6
SUP FL	LHOX, LOX, D-Ice PRESAIR, D-Ice Type I & IV avail 0900-0200Z if prior arng thru Wg Ops duty-ops-officer@forces.gc.ca Min 2 hrs notice rqrd.
JASU	CE12, 13, 16 MA-1A
MIL ADV	Greenwood Wg Ops 308.6 all mil acft advs ramp time, requirements 20 min prior ldg. Acft requiring gnd wash fac advise line servicing freq 308.6 dur taxi. Tusker Ops 129.775 1130-2000Z‡ Mon-Fri exc hol. Eagle ops 308.6 11-20Z‡ Mon-Fri exc hol.
RWY DATA	Rwy 08(081°)/26(261°) 7999x200 grooved ASPH Rwy 12(122°)/30(302°) 7999x200 ASPH RAG Rwy 08 BAK 12/14 smart arrest retractable arrestor system (2739'); Rwy 26 BAK 12/14 smart arrest retractable arrestor system (1473'). All acft requiring cable 1 hr PN CSN 319-568-5457, 902-765-1494 Ext 5457. ABV 15°C, no acft with more than 100 pax or over 85,000 lbs is auth to perform 180° turn on asphalt portions of Rwy 08/26 without perms 902-765-1494 ext 3205.
RCR	Opr CRFI Expect water on E half of Rwy 08/26 dur rain or melting snow. S100, T200, ST248, TT325. Rwy 08/26 PCN 120/F/A/X/T. Rwy 12/30 PCN 120/F/A/X/T.
HELI DATA	Lima West: 98' x 98' ASPH 100,000 lbs. Lima East: 98' x 98' ASPH 100,000 lbs
LIGHTING	08-AN (non-std 3000' (1600' SF)) (TE HI) P2 rgt side only GPI 954′ TCH 50′, 12-(TE HI) P2 left side only GPI 954′ TCH 50′, 26-AN (non-std 3000' (1600' SF)) (TE HI) P2 GPI 1000' TCH 52′, 30-AN (non-std 3000' (1600' SF)) (TE HI) P2 3.5° GPI 895′ TCH 55′
COMM	Flight Advisory hrs of operation dates & hrs may vary and will be broadcasted on ATIS.
ATIS	128.85 244.3 11-24Z‡
CLNC DEL	128.025 283.9
GND	133.75 289.4
TWR	119.5 236.6 324.3 (E)
TML	120.6 335.9 (E)
PMSV	344.6 ltd hrs
NAV	
NDB	YZX 266 (M) N44 55 22 W65 06 07 AYLESFORD GF 341 (L) N45 01 26 W64 48 37
TACAN	UZX 117.6 Ch 123 N44 59 00 W64 55 11 (117') Preventive maint first Wed every month 12-20Z‡
ILS	IZX 110.7 (Rwy 26) (LOC back course Rwy 08 avail mil use only) RVR. Preventive maint second Wed every month 12-20Z‡
PAR	118.1 258.6 283.9 378.5 (E) 12-24Z‡ Radar svcs only avbl to transponder equipped acft. Preventive maint third Wed every month 12-20Z‡.

GREENWOOD NS (Cont'd) CYZX

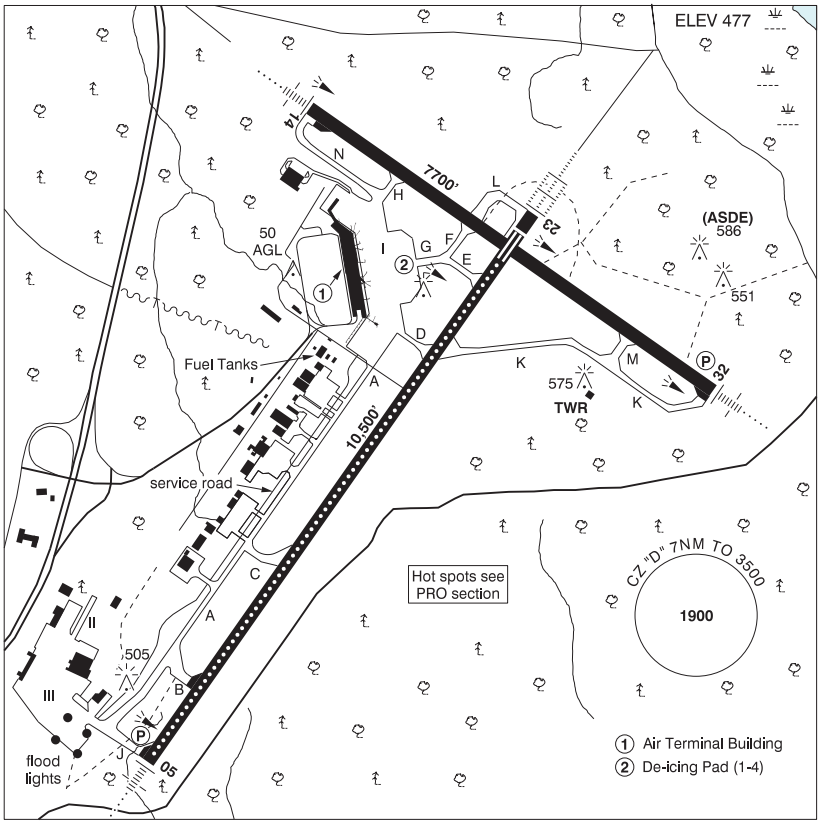
PRO	Tfc Ptns; convl 1500 ASL exc lgt acft 1100 ASL (Daylight hrs only), Jet 2000 ASL overhead breaks-away fr the TWR for all rwys, max 300 kt at initial. Glider activity to 3000 A/D north to Hwy 101. Moderate to severe turbulence & wind shear may be experienced to apch to Rwys 12 & 30 dur cond of high sfc winds. Unmarked fur farm lctd N44 51 24 W65 10 18 (UZX 252R/13.1 DME), elev 580 ASL. Acft requested to remain outside 2NM and/or overfly min 2000 ASL. CYZX Radar Square Pro (issued by ATC as a dep or missed apch clnc) Square 08 - Climb 3000, clnc limit XESOX, after completion of the dep or published missed apch RWY 08, LEFT Turn Hdg 360° expect vectors. Square 26 - Climb 3000, clnc limit GOXID, after completion of the dep or published missed apch RWY 26, RIGHT Turn Hdg 360° expect vectors. Square 12 - Climb 3000, clnc limit KEPKA, after completion of the dep or published missed apch RWY 12, RIGHT turn Hdg 180° expect vectors. Square 30 - Climb 3000, clnc limit ILEVU, after completion of the dep or published missed apch RWY 30, LEFT turn Hdg 180° expect vectors. Pilots are advised to listen to CYZX ATIS prior to contacting CYZX Twr for status of Twr / Advsy svcs. Pilots should refer to Canadian Airport Charts (CAC) to obtain details on established hot spots, prior to operating on maneuvering areas. CAC are available for free on the NAV CANADA website. 1500 AGL min overflight over explosive storage area E of A/D.
NOISE ABATEMENT	Arr Rwy 12 rstd unless operationally necessary. Dep/low apch Rwy 30 rstd for high performance acft unless operationally necessary. Pilots must obtain start clnc from twr/gnd ctl before commencing engine start.
CAUTION	Painted & lgtd twr 895 ASL (325 AGL) 2.7NM S; loc in VFR tfc ptn of Rwy 30. During periods of hvy rain, Twy Foxtrot west of Kilo south of centerline and Rwys 08/26 on both side of centerline experience excessive pooling. Pooling areas are as deep as 1/4 inch. Extensive bird activity direction S to N dawn / N to S dusk, on western half of A/D, Oct-Mar.

GROUP CAPTAIN R.W. McNAIR AB — See COLD LAKE / GROUP CAPTAIN R.W. McNAIR

HALIFAX / STANFIELD VFR TERMINAL PROCEDURES CHART



HALIFAX / STANFIELD INTL NS — CYHZ

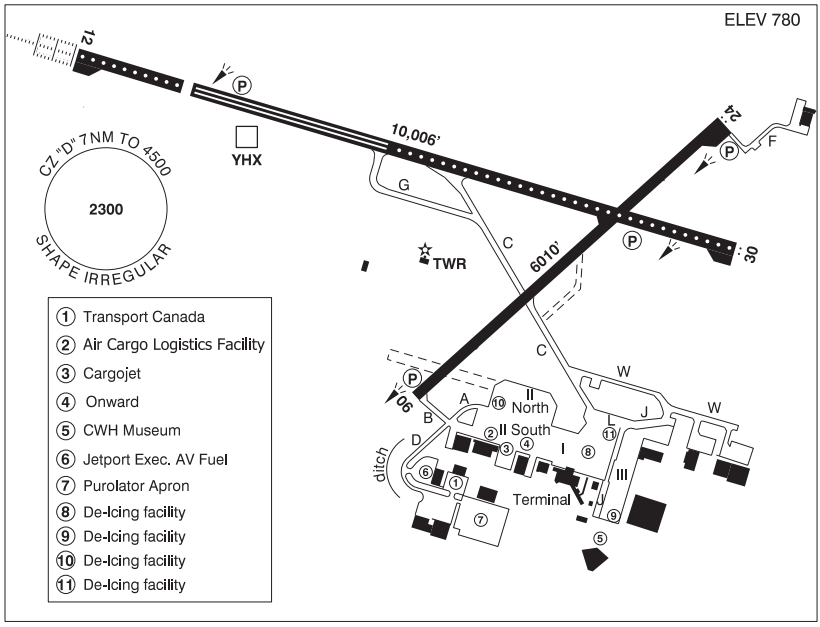


REF	N44 52 47 W63 30 37 14NNE 18°W (2012) UTC-4(3) Elev 477′ A5003 LO8 HI6 T2 CAP OC
OPR	Halifax International Airport Authority 902-873-2578 Cert
PF	A-1,2,3,5,6,7
CUST	AOE 888-226-7277
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200.
WX	METAR H24. TAF H24, issue times: 00, 03, 06, 09, 12, 15, 18, 21Z. WxCam

HALIFAX / STANFIELD INTL NS (Cont'd) CYHZ

SERVICES	
FUEL	100LL, JA-1 (FSII avbl)
OIL	All
S	1,2,3
ARFF	DESIGNATED CAT 8
SUP FL	ADI, D & A-ice
JASU	Elect Start Stewart-Stevenson 2650 Air Start
PVT ADV	Shell Aerocentre 123.4; PAL Aviation Services 129.3; Gateway Fac ULC 129.1 902-873-1900
MIL CON	Innotech Aviation Services (Shell) 902-873-3737
RWY DATA	Rwy 05(053°)/23(233°) 10500x200 ASPH/CONC Thld 23 displ 361' Rwy 14(143°)/32(323°) 7700x200 ASPH Rwy 32 down 0.54% RESA: All Rwys 492'
RWY CERT	Rwy 05 RVR 1200(1/4sm)/Rwy 23 RVR 600 AGN V Rwy 14 RVR 1200(1/4sm)/Rwy 32 RVR 1200(1/4sm) AGN V
RCR	Opr CRFI, PCN
LIGHTING	05-AN(TE HI CL) P3, 14-AN(TE HI), 23-AL(TE HI CL TDZL), 32-AN(TE HI) P3
COMM	
RCO	London rdo 123.275 (FISE) 126.7 (bcst) (emerg only 519-452-4049)
ATIS	121.0
CLNC DEL	123.95
GND	121.9 275.8
TWR	118.4 236.6 (E) (emerg only 902-873-1364)
TML	119.2 118.7 128.55 363.8
PAL	Moncton Ctr 135.3
NAV	
VOR/DME	YHZ 115.1 Ch 98 N44 55 23 W63 24 07 (599')
DME	IHZ 109.1 Ch 28 N44 53 35 W63 30 48 (449')
ILS	IJG 109.9 (Rwy 23) RVR IHZ 109.1 (Rwy 14) RVR
LOC	IGX 109.9 (Rwy 05)
PRO	Pilots should refer to Canadian Airport Charts (CAC) to obtain details on established hot spots, prior to operating on maneuvering areas. CAC are available for free on the NAV CANADA website. **DE-ICING OPERATIONS** 1. Ctc de-icing provider 30 min prior to dep if de-icing is rqrd. Notify de-icing provider of parking location, planned runway for dep and any special treatments prior to pushback: ICEMAN 122.950 OR 902-410-7748. 2. De-icing provider will assign de-ice pad and advise when ready. 3. DO NOT PUSH prior to assigned de-ice pad being ready. 4. To mitigate congestion on the APN, QUEUING for de-icing is NOT ACCEPTABLE. 5. Monitor Halifax GND 121.9 for all APN movement. 6. Follow instructions to designated de-ice pad. 7. Advise ICEMAN immediately once brakes set, acft configured and engines at idle. 8. After de-icing, configure acft for taxi, however, DO NOT MOVE ACFT. 9. Once instructed, ctc Halifax GND 121.9 for taxi.
CAUTION	Extensive bird activity in vic of rwys Oct-Mar.

HAMILTON ON — CYHM

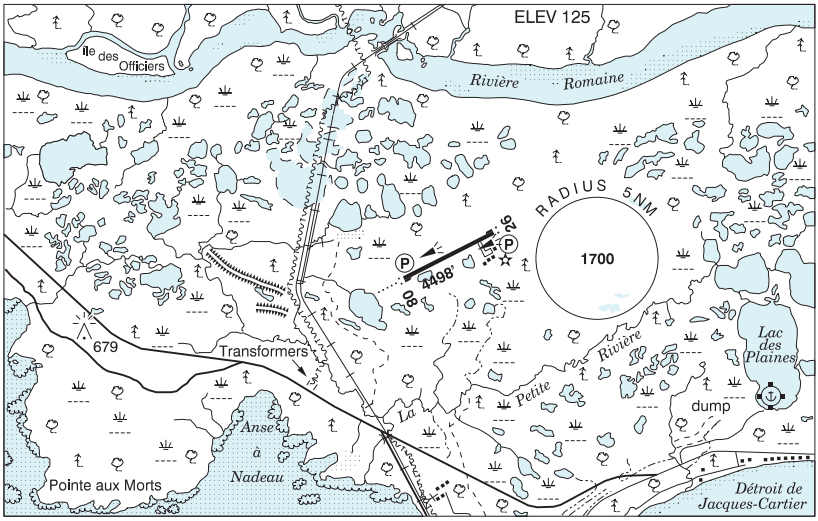


REF	N43 10 25 W79 56 06 6SW 10°W UTC-5(4) Elev 780′ VTA A5000 LO6 HI5 CAP OC
OPR	Aprt Ops Ctr 905-679-4908 / Tradeport Intl Corp 905-679-1999 H24 Cert Ldg fees
PF	A-1,2,3,6,7 C-4,5
CUST	AOE/220 (400 with staged off-loading) 888-226-7277 12-04Z‡ May 1-Oct 31; H24 Nov 1-Apr 30 svc chg PN
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
WX	METAR H24. TAF H24, issue times: 00, 06, 12, 18Z.
SERVICES	
FUEL	JA-1 (FSII avbl)
OIL	All
S	1,2,3,4
ARFF	DESIGNATED CAT 7 for sked pax flt (CAT 5 non-sked). CAT 7 for non-sked 30 min PN ctc 905-679-4908. PPR for acft 20 seats and abv, exc for diversions or as an altn.
SUP FL	A-ice, D-ice, HPOX
JASU	CE13, CE15, CA1
PVT ADV	Cargojet 131.575 905-679-3558; Onward Avn 130.5 905-679-4127; Hamilton Jetport 122.35 905-679-2400; Executive Aviation 289-440-1579
MIL CON	Onward Aviation 905-679-4127

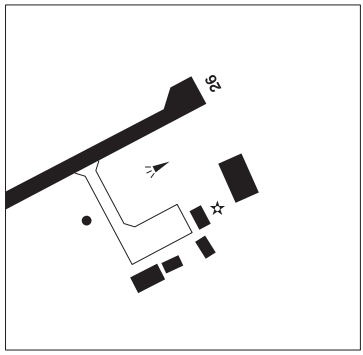
HAMILTON ON (Cont'd) CYHM

RWY DATA	Rwy 06(059°)/24(239°) 6010x150 asphalt Rwy 12(117°)/30(297°) 10,006x197 asphalt Thld 12 displ 1608´ RESA: 12/30 492'
RWY CERT	Rwy 06/24 AGN IV Rwy 12 RVR 600/Rwy 30 RVR 1200(1/4sm) AGN V
TWY CERT	Twy: D, W AGN IV Twy: F AGN IIIB Twy J: AGN IV & AGN IIIB fr Twy L to Twy W
TWY	Twy D, J, L, W uncontrolled. Twy C: Right turn fm Rwy 06 to Twy C and left turn fm Twy C to Rwy 24 rstd to acft with wingspans of 52.1m/171' or less. Left turn fm Rwy 30 to Twy C and right turn fm Twy C to Rwy 12 requires a discretionary oversteer for acft with wingspans of 52.1m/171ft or greater. Twy F: Rstd to acft with wingspans of 35.9m/118' or less. Twy J: Btwn Twy L and Twy W rstd to acft with wingspans of 35.9m/118ft or less.
APRON	Aprons I, II & III rstd to power-in/pushback for fixed wing acft only unless otherwise auth by opr. Aprons I, II & III uncontrolled. Taxiing aircraft to remain on taxilane centre lines. Apron II North: Taxiing aircraft to remain on taxilane centre lines. Aircraft shall not taxi between the ATB, Onward or the ACLF and pushed back aircraft.
RCR	Aprt Ops Ctr CRFI/RSC avbl H24 Nov 15 - Apr 15. PCN
LIGHTING	06(TE ME) P2, 24-AS(TE ME) P2, 12-AL(TE HI CL TDZL) P2, 30-AS(TE HI CL) P3
COMM	
ATIS	128.1
GND	121.6
TWR	125.0 (E) (emerg only 905-679-3220)
ARR	Toronto Tml 119.7
DEP	Toronto Tml 119.7
PAL	Toronto Ctr 119.7
NAV	
DME	YHX 113.35 Ch 80(Y) N43 10 38 W79 56 39 (797')
ILS	IAB 110.9 (Rwy 12) RVR
LOC	IER 110.9 (Rwy 30)
PRO	IFR tng flts are to ctc National Traffic Management Unit (FLOW CTL) 800-268-4831 2 hrs prior to ETD for possible delays. VFR tfc outside CZ watch for IFR practice apch acft oprg in vic of all extended rwy ctr lines.
NOISE ABATEMENT	RESTRICTIONS Pursuant to CAR 602.105, the following restrictions are in effect. 1. Tng flts PPR fr APM btwn 23-07 hrs lcl. 2. Dep Rwy 06 PPR fr APM btwn 23-07 hrs lcl. 3. Arr & apch Rwy 24 PPR fr APM btwn 23-07 hrs lcl. PROCEDURES Pursuant to CAR 602.105, the following procedures are in effect. 1. Circuit alt 2500 ASL for turbo-prop & turbo-jet acft. 2. Rgt hand circuits Rwy 12 btwn 23-07 hrs lcl (CAR 602.96). 3. The min alt for the ops of an acft 26,000 Kg & over (max cert gross tkof wt) is 3000 ASL over the Minimum Altitude Area (depicted on VTPC) exc on final apch to Rwy 24, after tkof fr Rwy 6, or circling to land after conducting an inst apch pro. 4. IFR Departures at all times (VFR acft between 04-12Z‡ wx permitting) Rwy 12-Climb on rwy hdg to 3000 ASL before proceeding on course, (wx permitting). Rwy 30-Climb on rwy hdg to 1300 ASL. Turn left hdg 260°. No rgt turn below 4000 ASL (wx permitting). Rwys 06, 24-Climb on rwy hdg to 3000 ASL (wx permitting) before proceeding on course.
CAUTION	Large ditch 131' fr edge of Twy D along the W side.

HAVRE ST-PIERRE QC — CYGV



REF	N50 16 55 W63 36 40 3N 18°W (2024) UTC-5(4) Elev 125' A5011 LO7 CAP
OPR	Transport Canada (Opr), OPSIS Services Aéroportuaires Inc (APM) 418-473-8761 1230-1700Z‡ & 1800-2130Z‡ Mon-Fri O/T 3 hrs PN call out chgs Cert Ldg fees (jet and turboprop acft only), Tml fees
PF	B-1 C-2,3,4,5,6
FLT PLN	(bil)
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montréal 800-633-1353
WX	METAR AUTO H24 (see COMM) TAF H24, issue times: 02, 08, 14, 20Z. WxCam



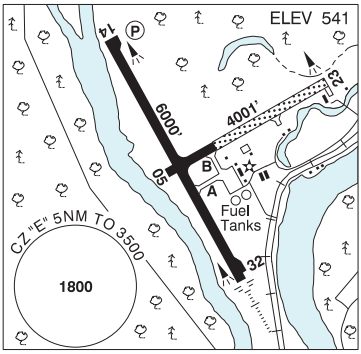
SERVICES	13-21‡ Mon-Fri O/T 1 hr PN. After hrs call out chg.
FUEL	100LL, JA-1
OIL	15W50
S	2,5,6
SUP FL	D-Ice
JASU	10/15
PVT ADV	Avjet/TSAS 418-355-8760
RWY DATA	Rwy 08(081°)/26(261°) 4498x100 asphalt Rwy 08 up 0.33%
RWY CERT	Rwy08/26 AGN IIIA
APRON	Prkg fees
RCR	APM 1230-1700Z‡ & 1800-2130Z‡ Mon-Fri O/T 3 hr PN, call out chg. H24 for Medevac 3 hr PN. CRFI 1 hr PN, PCN.

HAVRE ST-PIERRE QC (Cont'd) CYGV

LIGHTING	08-AO (non-std 1400′) (TE ME) P1, 26-AS(TE ME) P1 ARCAL-122.0 type K
COMM	(bil)
RCO	Madeleine rdo 122.0 (RAAS) 11-03Z‡
MF	Madeleine rdo 11-03Z‡ O/T tfc 122.0 15NM 3200 ASL (CAR 602.98) See PRO section
AWOS	125.95 (English) 128.3 (French)
PRO	Circuit altitude 1500 ASL. ATF corridor outside MF (frequency 123.5), see Section C – Areas with Discrete Air-To-Air Frequencies. **HELICOPTERS:** Overflying runway with sling load is prohibited.
CAUTION	**OBST:** Lgtd antenna 640 ASL (584 AGL) 2.3NM W. Lgtd Twr 486 ASL (427 AGL) aprx 4NM SE. **A/D:** Seaplane ops on Lac des Plaines 2.4NM SE. Intsv bird activity Jun-Sep. **HELI:** Helicopters should not overfly AWOS stn area, aprx 300' S of rwy, W of twy, in order to not induce false data to sensors thus generating erroneous weather reports (METARS). **BLASTING:** Periodic blasting ops 18NM NE of aprt sfc to 4265 ASL within a 1.1NM radius of the quarry 13-23Z‡.

HAY RIVER / MERLYN CARTER AIRPORT NT CYHY

REF	N60 50 23 W115 46 58 1.5N 16°E (2020) UTC-7(6) Elev 541' A5030 LO5 HI2 CAP
OPR	Govt of Northwest Territories 867-874-2353 Emerg/Incident rpt 877-989-1400 1330-0100Z‡ Mon-Fri, 1330-2200Z‡ 23-24‡ Sun Oct 15-Apr 15, 1300-2230Z‡ 23-24Z‡ Mon-Fri, 14-15Z‡ 2030-2330Z‡ Sun Apr 16-Oct 14, O/T 1 hr PN ctc 867-874-2441 or 867-875-7316. Call out chg may be levied. Cert
PF	A-1,3 A-6 avbl 15-01Z‡ Mon-Fri, 21-01Z‡ Sun C-2,4,5



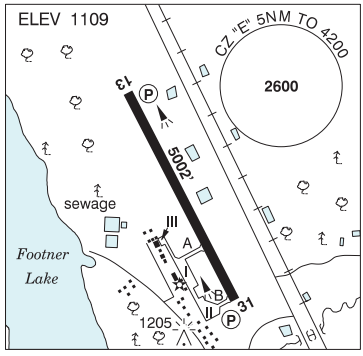
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
CARS	867-874-2441
WX	METAR H24. TAF H24, issue times: 00, 06, 12, 18Z.
SERVICES	Call out chg may be levied.
FUEL	100LL, JA-1 15-24Z‡ Mon-Fri 867-874-8500 O/T 867-874-1004
OIL	All
S	2,3,4,5,6
RWY DATA	Rwy 14(139°)/32(319°) 6000x150 ASPH Rwy 05(049°)/23(229°) 4001x150 GRVL/ASPH, 2950' GRVL
RWY CERT	Rwy 14/32 AGN IIIB Rwy 05/23 AGN II
RCR	Opr CRFI & win maint 1330-0100Z‡ Mon-Fri, 1330-2200Z‡ 23-24Z‡ Sun Oct 15-Apr 15, O/T 1 hr PN ctc 867-874-2441 or 867-875-7316. Call out chg may be levied. PCN/PCR. Rwy 05/23 compacted snow & grvl mix during win conds. Rwy 14/32 ruf sections aprx 115' to 211' beyond Thld 14, 20' E of rwy centreline, aprx 1030' to 1122' beyond Thld 14, 56' E of rwy centreline and aprx 1411' to 1657' beyond Thld 14, 49' E of rwy centreline.

HAY RIVER / MERLYN CARTER AIRPORT NT (Cont'd) CYHY

LIGHTING	05-(TE ME), 14-(TE HI) P2, 23-(TE ME), 32-AE(non-std 1561′) (TE HI) ARCAL-122.3 type K
COMM	
RCO	Edmonton rdo 123.275 (FISE) (U) 126.7 (bcst)
CLNC DEL	Edmonton Ctr 133.85 (CLNC DEL and closing IFR FLT Plan on gnd)
MF	aprt rdo 122.3 5NM 3600 ASL (CAR 602.98)
PAL	Edmonton Ctr 133.85
APRT RDO	122.3 (V)
NAV	
VOR/DME	YHY 113.9 Ch 86 N60 50 10 W115 48 11 (561′)
ILS	IHY 110.3 (Rwy 32)
PRO	Rgt hand circuits Rwys 14 & 23 (CAR 602.96). PPR fr APM before "hot refuelling" procedures may be used.
CAUTION	Sandhill cranes nesting on A/D, May-Sep. Lgtd twr 636 ASL (108 AGL) aprx 1.3NM NE of A/D. Cable crossing 1 NM S. Trains crossing and parking within Obstacle Limitation Surface zone Rwy 32.

HIGH LEVEL AB CYOJ

REF	N58 37 18 W117 09 53 6NNW 18°E (2014) UTC-7(6) Elev 1109' A5022 A5023 LO1 HI2 CAP
OPR	Town 780-926-3659 15-24Z‡ exc hols O/T 780-285-9959 15-24Z‡ exc hols O/T call out chg Cert Fees apply
PF	A-1,2,6 C-3,4,5
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
WX	METAR 1500-0230Z‡ O/T METAR AUTO (see COMM) TAF H24, issue times: 01, 07, 13, 19Z. WxCam



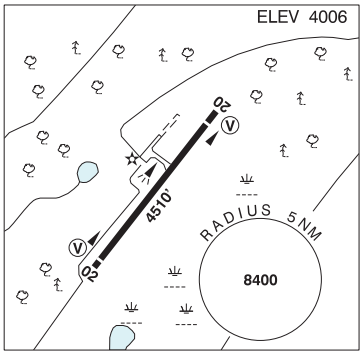
SERVICES	
FUEL	100LL, JA-1 (FSII avbl)
OIL	All
S	1,2,3,4,6 Prkg fees, ctc Opr
PVT ADV	Flight Fuels 780-926-3700/6716
RWY DATA	Rwy 13(136°)/31(316°) 5002x150 ASPH
RWY CERT	Rwy 13/31 AGN IV
TWY	Twy B & apron II rstd to Agriculture and Forestry, Apr 1-Sep 30.
RCR	Opr Win & sum maint ltd hrs (see OPR) O/T 1 hr PN, call out fees apply. CRFI
LIGHTING	13-(TE ME) P2, 31-(TE ME) P2 ARCAL 05-14Z‡ 123.25 type K

HIGH LEVEL AB (Cont'd) CYOJ

COMM	
RADIO	123.25 PTC avbl (V) 1500-0230Z‡ (emerg only 780-926-3606)
RCO	Edmonton rdo 123.375 (FISE) 126.7 (bcst)
CLNC DEL	Edmonton Ctr 135.1 0230-1500Z‡ O/T High Level FSS (CLNC DEL and closing IFR FLT Plan on gnd)
MF	rdo ltd hrs O/T tfc 123.25 5NM 4200 ASL (CAR 602.98)
PAL	Edmonton Ctr 123.7 135.1
AWOS	128.225 0230-1500Z‡
NAV	
VOR/DME	YOJ 113.3 Ch 80 N58 33 15 W117 05 33 (1118')
CAUTION	Extv bird activity in vic of aprt Mar -Oct. Drainage ditch 90' fr rwy edge, full length, both sides.

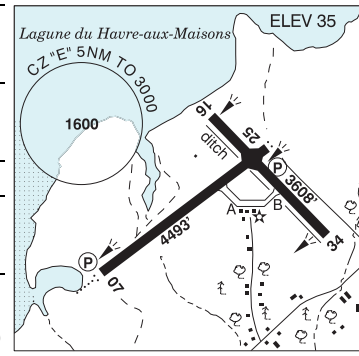
HINTON / JASPER-HINTON AB CEC4

REF	N53 19 08 W117 45 12 9.5SW 16°E (2014) UTC-7(6) Elev 4006´ A5014 LO2 CAP RCAP
OPR	Yellowhead County 780-865-4474/712-1870 Reg
PF	A-1 D-1,2,3,4,5,6
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
WX	AUTO 780-865-5394 (see COMM) ALTIMETER/WIND 780-865-4474 or 780-712-1870 ltd hrs (see COMM) WxCam



SERVICES	Call out chg may be levied for svcs.
FUEL	JA-1 888-778-8765
OIL	80, 100
RWY DATA	Rwy 02(023°)/20(203°) 4510x100 asphalt Thld 02 displ 205' Thld 20 displ 307´ Rwy 20 up 0.42% AGN II
RCR	Opr
LIGHTING	02-(TE ME) V1, 20-(TE ME) V1 ARCAL-123.2 type K
COMM	
RCO	Edmonton rdo 123.55 (FISE) 126.7 (bcst)
ATF	UNICOM (AU) ltd hrs O/T tfc 123.35 5NM 7000 ASL
AUTO	122.55
CAUTION	Hinton/Entrance A/D 4.2NM N.

ÎLES-DE-LA-MADELEINE QC — CYGR



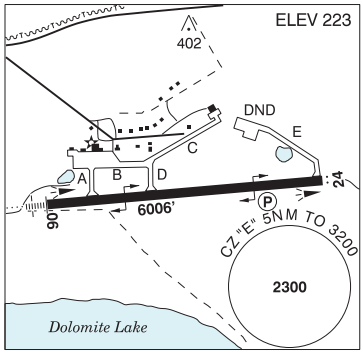
REF	N47 25 30 W61 46 41 1.7NE 19°W (2012) UTC-4(3) Elev 35' A5003 LO8 HI6 CAP
OPR	TC (OPR) Aéropro (APM) 418-969-2180 Cert 09-03Z‡, Ldg fees (jet and turboprop acft only). Tml fees
PF	A-1,6,7 C-2,3,4,5
CUST	AOE/15 418-986-3480 or 1-888-226-7277 1200-2030Z‡ Mon-Fri exc hols
FLT PLN	(bil)
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montréal 800-633-1353
WX	METAR 1000-0330Z‡ O/T LWIS TAF 12-03Z‡, issue times: 12, 14, 20Z (DT 11, 14, 20Z).
SERVICES	
FUEL	JA-1 12-21Z‡ Mon-Fri exc hols, Voice Pager 418-937-3027 or 418-986-2135 O/T call out chg PN ctc svcs before dep fr origin.
S	4,6
SUP FL	D-ice 418-956-8087, 418-590-0577
JASU	ELECT START 10/15 581-232-9970 or 418-360-3886
RWY DATA	Rwy 07(072°)/25(252°) 4493x150 ASPH Rwy 25 up 0.75% first 700′ Rwy 16(155°)/34(335°) 3608x150 ASPH Rwy 16 up 0.7%
RWY CERT	Rwy 07 RVR 1200(1/4sm)/Rwy 25 RVR 1200(1/4sm) AGN IIIA Rwy 16 RVR 1200(1/4sm) Day only/Rwy 34 RVR 1200(1/4sm) Day only AGN IIIA
APRON	Acft prkg fees
RCR	APM Win maint 09-03Z‡ O/T 3 hrs PN 418-937-4210. H24 for Medevac 3 hrs PN. CRFI 1 hr PN, PCN
LIGHTING	07-AO (non-std lgt spacing every 394') (TE ME) P2, 16-(TE ME), 25-AS(TE ME) P2, 34-(TE ME) ARCAL 123.15 type K
COMM	(bil)
RADIO	Madeleine rdo 123.15 (V) 1000-0330Z‡ (emerg only 418-969-4332)
RCO	Mont-Joli rdo 123.15 (RAAS) 0330-1000Z‡ Quebec rdo 123.55 (FISE) 126.7 (bcst)
MF	rdo 1000-0330Z‡ O/T Mont-Joli 123.15 25NM 3000 ASL (CAR 602.98)
PAL	(Grindstone) Moncton Ctr 134.35 (English only)
NAV	
LOC	IGR 109.9 (Rwy 07)
PRO	Pilots oprg btwn CYGR and CYGP A/Ds may req ATC msgs fr Moncton Ctr in French via relay thru Madeleine rdo.
CAUTION	Bird Activity. Waste Management Centre in proximity of AD.

ÎLES-DE-LA-MADELEINE FSS - RCO

Cross reference to MADELEINE RADIO - RCO

INUVIK (MIKE ZUBKO) NT — CYEV

REF	N68 18 14 W133 28 59 6.5ESE 20°E (2021) UTC-7(6) Elev 223' A5034 A5040 LO5 HI2 CAP
OPR	Govt of Northwest Territories 867-777-2467 Emerg/Incident rpt 877-989-1400 1500-0130Z‡ Mon, Wed-Fri, 1500-0230Z‡ Tue, ltd maint provided for sked pax flts during statutory hols and wknds Sep 1-May 31. O/T 1 hr PN ctc 867-678-0794, 877-989-1400 Cert
PF	A-1,3,6 avbl 1300-0400Z‡ A-2 avbl 1600-2200Z‡ Mon-Fri, 1900-2200Z‡ Sat, Sun & hols D-1,2,3,4,5,6

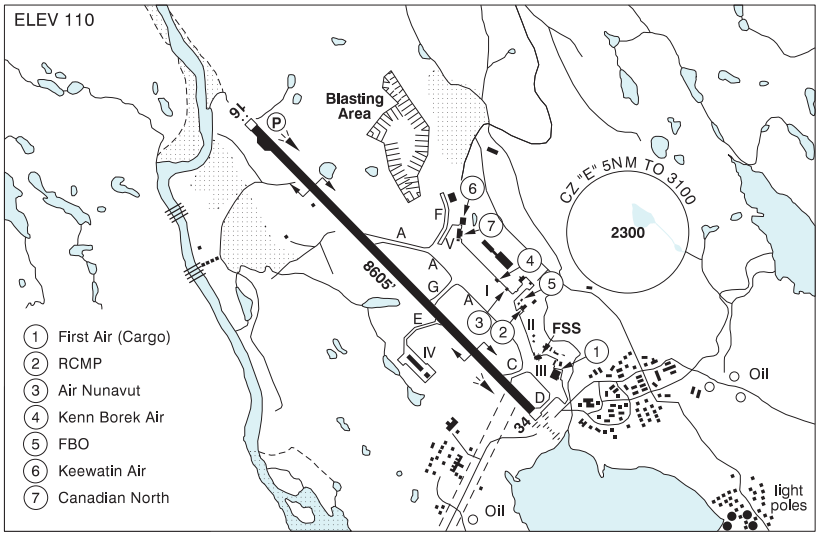


CUST	AOE/15 888-226-7277 16-24Z‡ dly exc hols
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
WX	METAR H24. TAF H24, issue times: 01, 07, 13, 19Z.
SERVICES	
FUEL	100LL, JA-1 (FSII avbl), HPR
OIL	Aeroshell 15W50
S	1,2,4,6
MIL CON	Arctic Petroleum Services 867-777-2682 Oprg hrs change frequently. Call stating requirements.
RWY DATA	Rwy 06(065°)/24(245°) 6006x150 ASPH Rwy 24 down 0.45% RAG: Rwy 06/24 BAK-12, B, (1500') NOTAM issued when cable is up
RWY CERT	Rwy 06/24 AGN IIIB
TWY CERT	Twy C AGN IIIA
TWY	Twy B, C - no VCS, Twy E - PVT, no VCS
RCR	Opr CRFI & win maint 1500-0130Z‡ Mon, Wed-Fri, 1500-0230Z‡ Tue, Nov 1-Apr 30, ltd maint provided for sked pax flt during statutory hols and wknds Sep 1-May 31. O/T 1 hr PN ctc 867-678-0794, 877-989-1400. Rwy 06/24 ruf sections aprx 919' to 1017' beyond Thld 24, 30' N rwy centreline. PCN/PCR
LIGHTING	06-AN(TE HI), 24-AS(TE HI) P2
COMM	
RADIO	122.3 262.7 PTC avbl (E) (emerg only 867-777-2522)
RCO	Edmonton rdo 123.375 (FISE) 126.7 (bcst) 5680 (FISE)
ATIS	128.5 ltd hrs
MF	rdo 122.3 5NM 3200 ASL (CAR 602.98)
PAL	Edmonton Ctr 132.4
NAV	
NDB	INUVIK EV 254 (M) N68 19 34 W133 35 34
VOR/DME	INUVIK YEV 112.5 Ch 72 N68 18 29 W133 32 53 (259')
DME	INUVIK IEV 110.3 Ch 40 N68 18 09 W133 29 54 (224')
ILS	IEV 110.3 (Rwy 06) RVR

INUVIK (MIKE ZUBKO) NT (Cont'd) CYEV

PRO	Due to jet blast concerns, acft proh turnaround near arrestor system located 1500' fr thresholds.
CAUTION	Radiosonde balloon launches fr N68 19 00 W133 31 00 (0.8NM NW Thld 06) at 1115Z-1129Z & 2315Z-2329Z dly. INUVIK/Shell Lake water A/D 3NM W. When pilots advs DND is on site, acft requested to remain clear of DND hg. Ltd graded areas outside rwy edge.

IQALUIT NU CYFB

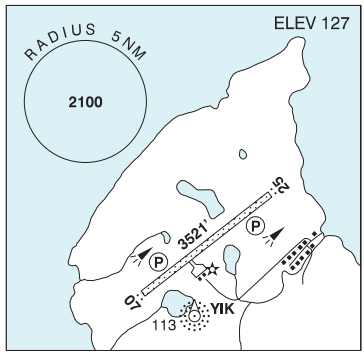


REF	N63 45 24 W68 33 22 25°W (2022) UTC-5(4) Elev 110′ A5033 LO5 HI1 CAP
OPR	Nunavut Airport Services Ltd 867-877-6060 Cert
PF	A-1,2 (ltd hrs), 3,6 C-4,5
CUST	AOE/15 general aviation 888-226-7277 14-22Z‡ Mon-Fri exc hols O/T 1 hr PN. Thru flts should carry onward documentation to final destn in Europe or North America.
FLT PLN	
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montréal 800-633-1353
WX	METAR H24. TAF H24, issue times: 00, 06, 12, 18Z.

IQALUIT NU (Cont'd) CYFB

SERVICES	
FUEL	100LL ltd quantity, prior arrangements thru Uqsuq Corp 867-979-1620 or 867-979-2855 JA-1 (CON I IP JA-1)
OIL	All
S	1,2,4,5, O/R, 6
ARFF	PARTICIPATING CAT 5 1300-2200Z‡ Mon-Fri, O/T call out chg 12 hr PN. Cat 7 avbl with Operational Agreement in place, call out chg applies.
SUP FL	D & A-ice
JASU	Hobart 28V
PVT ADV	Frobisher Bay Touchdown Svcs FBO 123.35 867-979-6226 13-23Z‡ Mon-Fri, 14-22Z‡ Sat-Sun O/T 867-222-1202 1hr PN
MIL CON	Uqsuq Corp 867-979-2855 11-03Z‡ O/T call 867-222-2855. Call out chg.
RWY DATA	Rwy 16(161°)/34(341°) 8605x200 asphalt Rwy 16 down 0.45% RAG: Rwy 16 BAK-12 (1800'); Rwy 34 BAK-12 (1600') NOTAM issued when cable is up.
RWY CERT	Rwy 16 RVR 1200(1/4sm)/Rwy 34 RVR 1200(1/4sm) AGN IV
TWY CERT	Twy E AGN IIIB
TWY	No vehicle control on twys C, D, & E. Twy E mil use only. PPR for Twy F
APRON	Apron I, III: Follow taxi lines. Apron II: De-icing area. No acft prkg. Follow taxi lines. Apron IV: Mil use only. Follow taxi lines. Apron V: Prkg plan in effect. Follow taxi lines.
RCR	Opr 11-02Z‡ O/T 1.5 hrs PN Nunavut Airport Services 867-222-1037, call out chg. CRFI. Win maint 11-02Z‡ Mon-Fri, 12-24Z‡ Sat-Sun, O/T call out chg.
LIGHTING	16-AS(TE HI) P3, 34-AE(non std 700´) AS(TE HI) O/R Iqaluit FSS.
COMM	
RADIO	Iqaluit 122.2 296.2 PTC avbl (E) (emerg only 867-979-5865)
RCO	Québec rdo 123.275 (FISE) 5680 (FISE) 126.7 (bcst)
MF	Iqaluit rdo 122.2 within 5NM to 3100 ASL (CAR 602.98)
PAL	Montréal Ctr 134.55
INTL AIR	Gander rdo 126.9 2971 4675 8891 11279 NAT 'D' (SELCAL)
NAV	
NDB	FROBAY YFY 204 (H) N63 44 00 W68 32 53
VOR	FROBAY YFB 117.4 N63 44 30 W68 28 24 (394´)
DME	IFB 109.9 Ch 36 N63 45 00 W68 32 39 (112´)
ILS	IFB 109.9 (Rwy 34) RVR
PRO	Rgt hand circuits Rwy 16 (CAR 602.96).
HELI	Heli refuelling should land on apron.
CAUTION	Stationary vertical green laser lgt beam projection from facility at N63 44 49.7 W068 32 41.7 (aprx 1250' W of thld Rwy 34). Beam diverges by factor of 10 with beam dia aprx 10' at 2000 AGL and aprx 30' at 6000 AGL abv lgt source. Laser lgt beam may be injurious to eyes within 3370' vertically of lgt source. Flash blindness could occur to 5400 ASL and cockpit illumination beyond this dist. Laser beam will be deactivated in precipitation conds. Blasting 0.5NM N sfc to 446 ASL ocsl by NOTAM. **Terrain:** Prominent terrain bordering rwy. **Windsocks:** Due to surrounding terrain, sfc winds may cause windsocks on aprt to show different wind directions. **Wildlife:** Possible presence of large animals within aprt perimeter. **Radiosonde:** Daily radiosonde balloon launches at 0.25NM W of Thld Rwy 34, with an ascent rate of 1000 ft/min between the hrs of 1115-1345Z and 2315-0145Z.

IVUJIVIK QC — CYIK



REF	N62 25 02 W77 55 31 20°W (2023) UTC-5(4) Elev 127' A5032 LO5 CAP
OPR	Administration Régionale Kativik 819-964-2968 14-22Z‡ Mon-Fri O/T 819-964-3434 Ext 154 Fax 819-964-2462 Cert
PF	A-1 C-2,4,5
FLT PLN	
FIC	(bil) Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montréal 800-633-1353
CARS	819-254-1530 ltd hrs (see COMM)
WX	METAR dur CARS hrs (see COMM) O/T LWIS TAF 15-22Z‡, issue times: 15Z‡.
SERVICES	
FUEL	JA-1, 100LL(D) ltd. Pilots must supply own pump for 100LL(D). PPR. FCNQ Petro 819-922-9923 13-22Z‡ Mon-Fri O/T COOP 819-922-9922 svc chg. Visa and Master Card accepted. Credit by prior arng only, ctc 800-363-7610 Ext 312/425, allow 7 working days.
RWY DATA	Rwy 07(069°)/25(249°) 3521x100 GRVL Rwy 07 up 1.4% first 2100´. Rwy 25 up 0.4% first 1411´.
RWY CERT	Rwy 17/35 AGN IIIA
RCR	Opr 13-21Z‡ Mon-Fri exc hols May 1-Sep 30; Win maint 13-21Z‡ exc hols, O/T 3 hr PN Oct 1-Apr 30. CRFI, PCN
LIGHTING	07-AS(TE ME) P2, 25-AS(TE ME) P2 ARCAL-122.1 type K
COMM	
MF	aprt rdo (English only) ltd hrs O/T tfc 122.1 15NM 3200 ASL (CAR 602.98)
APRT RDO	122.1 (V) 1230-2230Z‡
NAV	
NDB	YIK 225 (M) N62 24 51 W77 55 28 Unmonitored when CARS clsd
CAUTION	Discrepancy btwn reported wind & actual wind fr Southern quadrant due to surrounding terrain.

J. A. DOUGLAS McCURDY NS — See SYDNEY / J.A. DOUGLAS McCURDY

JAMES ARMSTRONG RICHARDSON INTL MB — See WINNIPEG / JAMES ARMSTRONG RICHARDSON INTL

JAMES GRUBEN NT — See TUKTOYAKTUK / JAMES GRUBEN

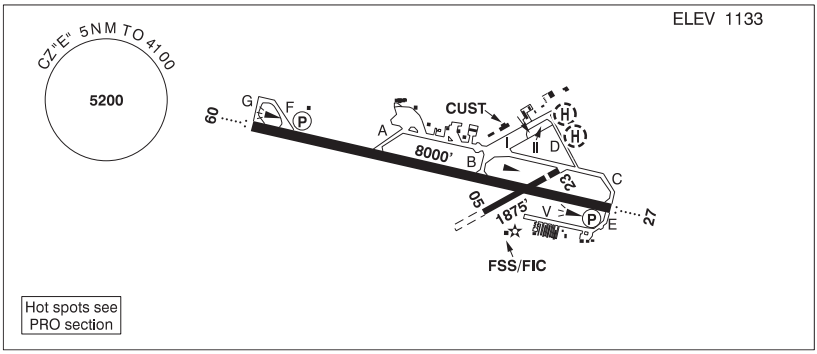
JAMES T. FIELD MEMORIAL ON — See CENTRALIA / JAMES T. FIELD MEMORIAL

JASPER-HINTON AB — See HINTON / JASPER-HINTON

JEAN LESAGE INTL QC — See QUÉBEC / JEAN LESAGE INTL

JOHN G. DIEFENBAKER INTL SK — See SASKATOON / JOHN G. DIEFENBAKER INTL

KAMLOOPS BC CYKA



REF	N50 42 09 W120 26 55 5WNW 16°E (2016) UTC-8(7) Elev 1133´ A5004 LO2 HI3 CAP RCAP
OPR	Kamloops Aprt Ltd 250-376-3613 Cert
PF	A-1,2,3,6 C-4,5
CUST	AOE/30 1630-0030Z‡ Mon-Fri exc hols 888-226-7277
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA) or 250-376-8392
WX	METAR H24. TAF H24, issue times:01, 07, 13, 19Z.
SERVICES	Call out chg may be levied for one or more svcs
FUEL	100LL, JA-1 (FSII avbl)
OIL	80, 100, 120
S	1 (ltd), 2,3,4,5,6 (ltd)
ARFF	DESIGNATED CAT 6 14-08Z‡, O/T 2 hr PN 250-376-3233 call out chg
PVT ADV	Shell 123.0 250-376-7633; Executive Flight Centre 122.85 250-376-9069
MIL CON	Executive Flight Centre Fuel 250-376-9069
RWY DATA	Rwy 09(087°)/27(267°) 8000x148 ASPH Rwy 05(045°)/23(225°) 1875x49 ASPH Thld 23 displ 249'.
RWY CERT	Rwy 05/23 AGN I Rwy 09/27 AGN IIIB
TWY CERT	Twy: D, E AGN II
TWY	Twy A, no vehicle ctl first 600' W of Apron I. Twy E: Unlgtd
APRON	Apron I: Uncontrolled, avbl to sked pax flt only. All acft must yield to acft in pushback from ATB. Prkg fees. Apron II: Uncontrolled, avbl for transient and itinerant prkg. All acft must yield to acft in pushback from ATB. Pilot/pax access via groundside Gate 10 only; no access/egress permitted via ATB. Prkg fees. Apron V: Uncontrolled, PPR for prkg on or within 25' of apn.
RCR	FSS Win maint 13-08Z‡ O/T 2 hrs PN cost recovery. CRFI, PCN.
LIGHTING	09-AO(TE ME) P2, 27-AO(TE ME) P2 ARCAL-125.7 type K avbl when FSS clsd. PAPI limitation/restriction. PAPI Rwy 09 to be used only within 4NM of thld; PAPI Rwy 27 to be used only within 4NM of thld. Twy D RR.

KAMLOOPS BC (Cont'd) CYKA

COMM	
RADIO	125.7 PTC avbl (V) (emerg only 250-376-7941)
RCO	Pacific rdo 123.375 (FISE) 126.7 (bcst)
CLNC DEL	121.9 PTC avbl ltd hrs
MF	rdo 125.7 5NM 4100 ASL (CAR 602.98)
PAL	Vancouver Ctr 132.35 133.5 134.4 236.0
NAV	
DME	IKA 109.3 Ch 30 N50 42 14 W120 27 41 (1136') MT LOLO YKB 117.5 Ch 122 N50 48 03 W120 07 39 (5757')
ILS	IKA 109.3 (Rwy 09)
LOC	IPP 109.9 (Rwy 27)
PRO	Pilots should refer to Canadian Airport Charts (CAC) to obtain details on established hot spots, prior to operating on maneuvering areas. CAC are available for free on the NAV CANADA website. Day: rgt hand circuits Rwys 05, 23 & 27 (CAR 602.96). Night: follow VTPC night circuit pro. Tkof and ldg in grass adj rwys by fixed-wing acft not auth.
CAUTION	Migratory bird activity in vic of A/D. Only pilots familiar with lcl terrain should use this aprt dur hrs of darkness. Ngt ops not recommended unless all 6 hazard beacons are oprg. Hi terrain reduces operational length of Rwys 09 and 27 PAPI. Painted & lgtd twr 1253 ASL (128 AGL) aprx 250' beyond Thld 05 and aprox 2710' NW rwy centreline. Fuel facility (tanks 80 AGL) aprx 0.5NM NE A/D; no low alt heli ops.

KAMLOOPS FIC – RCO

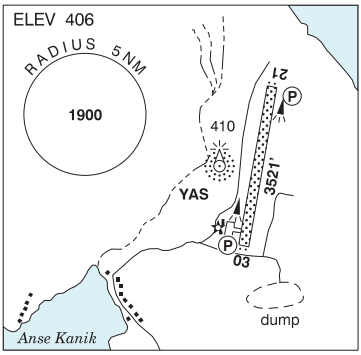
Cross reference to PACIFIC RADIO – RCO

KAMLOOPS FSS – RCO

Victoria 119.7 (RAAS) 08-14Z‡ (N48 38 W123 25)

KANGIRSUK QC CYAS

REF	N60 01 38 W69 59 57 0.5E 22°W (2023) UTC-5(4) Elev 406′ A5027 A5033 LO5 HI1 CAP
OPR	Administration Régionale Kativik 819-964-2968 14-22Z‡ Mon-Fri O/T 819-964-3434 Ext 154 Fax 819-964-2462 Cert
PF	A-1 C-2,4,5,7
FLT PLN	
FIC	(bil) Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montréal 800-633-1353
CARS	819-935-4056 ltd hrs (see COMM)
WX	METAR dur CARS hrs (see COMM) O/T LWIS TAF 15-22Z‡, issue times: 1440Z (DT 1340Z)



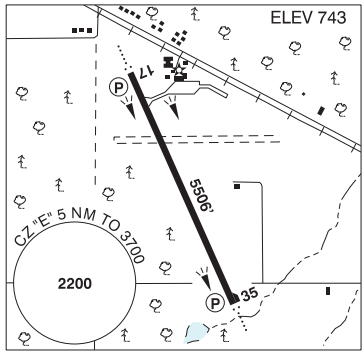
SERVICES	
FUEL	JA-1, 100LL(D) ltd. Pilots must supply own pump for 100LL(D). PPR. FCNQ Petro 819-935-4686 13-22Z‡ Mon-Fri O/T COOP 819-935-4382 svc chg. VISA and Master Card accepted. Credit by prior arng only, ctc 800-363-7610 Ext 312/425, allow 7 working days.

KANGIRSUK QC (Cont'd) CYAS

RWY DATA	Rwy 03(032°)/21(212°) 3521x100 GRVL Rwy 21 down 1.82%
RWY CERT	Rwy 03/21 AGN IIIA
RCR	Opr 13-21Z‡ Mon-Fri exc hols May 1-Sep 30; Win maint avbl 13-21Z‡ exc hols Oct 1-Apr 30, O/T 3hr PN, CRFI, PCN.
LIGHTING	03-AS(TE ME) P2, 21-AS(TE ME) P2 ARCAL-122.1 type K, RIL lctd 20' outside of rwy edge.
COMM	
DRCO	(bil) Québec rdo 126.7 (FISE)
MF/ATF	aprt rdo (English only) ltd hrs O/T tfc 122.1 5NM 3500 ASL (CAR 602.98)
APRT RDO	122.1 (V) 1230-2230Z‡
NAV	
NDB	YAS 221 (M) N60 01 32 W70 00 17
CAUTION	**Winds:** Possible discrepancy btwn reported & actual wind due to surrounding terrain. **Approach:** Road, 400′ fr Thld 03, crosses apch to Rwy 03.

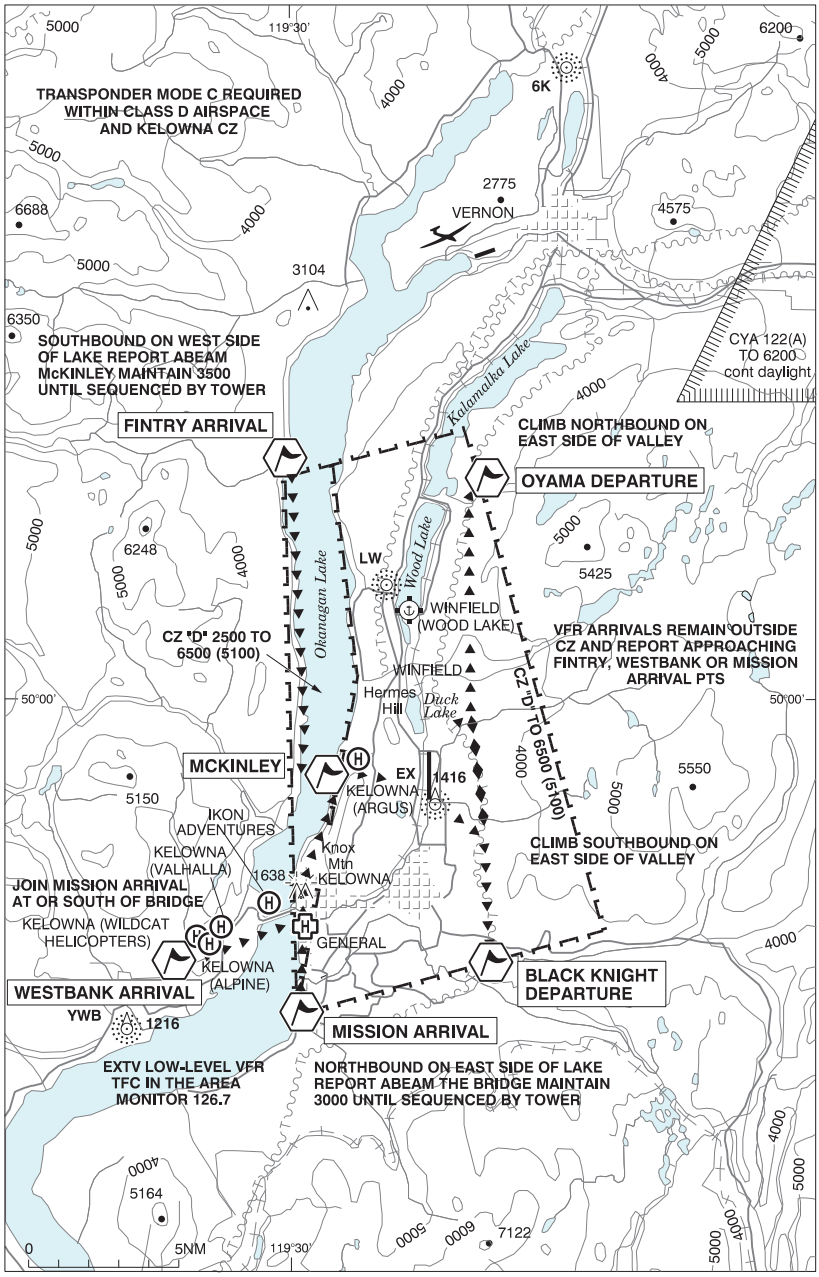
KAPUSKASING ON CYYU

REF	N49 24 42 W82 28 10 2W 10°W UTC-5(4) Elev 743′ A5009 LO4 HI4 CAP
OPR	The Corporation of the Town of Kapuskasing 705-335-2611 Aprt 705-335-2341 Town Fax 705-335-5985 (airport) Reg Ldg fees
PF	B-1,6 C-2,3,4,5
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
WX	METAR H24. TAF H24, issue times: 02, 08, 14, 20Z.



SERVICES	1300-2130Z‡ Mon-Fri exc hols O/T call out chg.
FUEL	100LL, JA-1 705-347-2156 PN
RWY DATA	Rwy 17(166°)/35(346°) 5506x100 ASPH AGN IIIB
RCR	London FIC CRFI/RSC avbl ltd hrs. PCN A/D maint avbl 1300-2130Z‡ Mon-Fri exc hols, O/T 1 hr PN 705-347-2156
LIGHTING	17-AO(TE ME) P2, 35-AO(TE ME) P2 ARCAL-122.2 type K
COMM	
RCO	London rdo 123.275 (FISE) 126.7 (bcst)
MF	tfc 122.2 5NM 3700 ASL (CAR 602.98)
PAL	Toronto Ctr 132.7
CAUTION	Dly radiosonde balloon launches fr N49 24 19 W82 26 34 (aprx 0.9 NM E Thld 35) with an ascent rate of 1000 ft/min btwn the hours of 1115-1130Z & 2315-2330Z

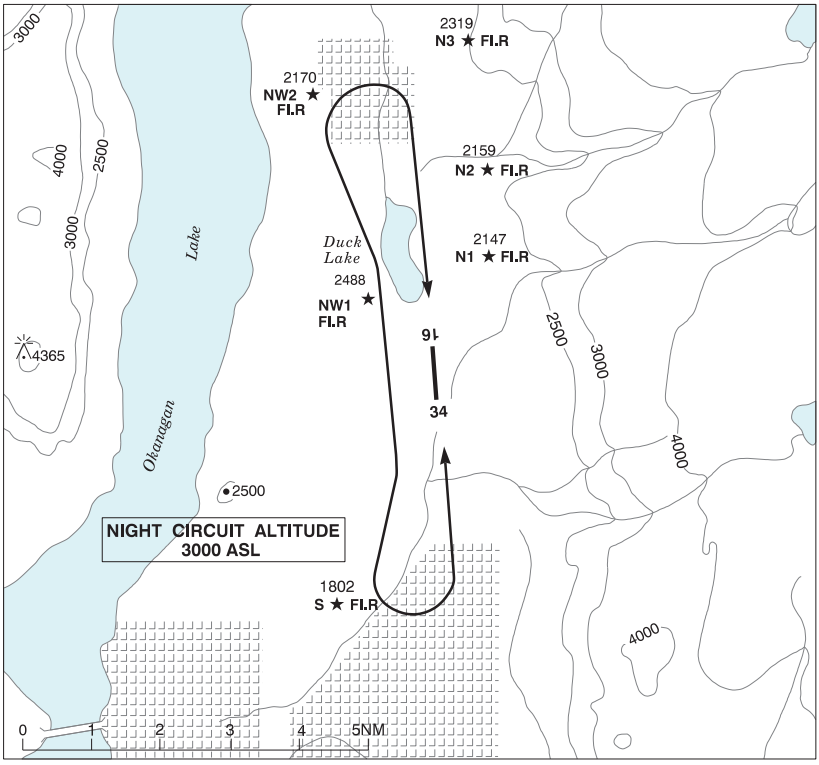
KELOWNA VFR TERMINAL PROCEDURES CHART



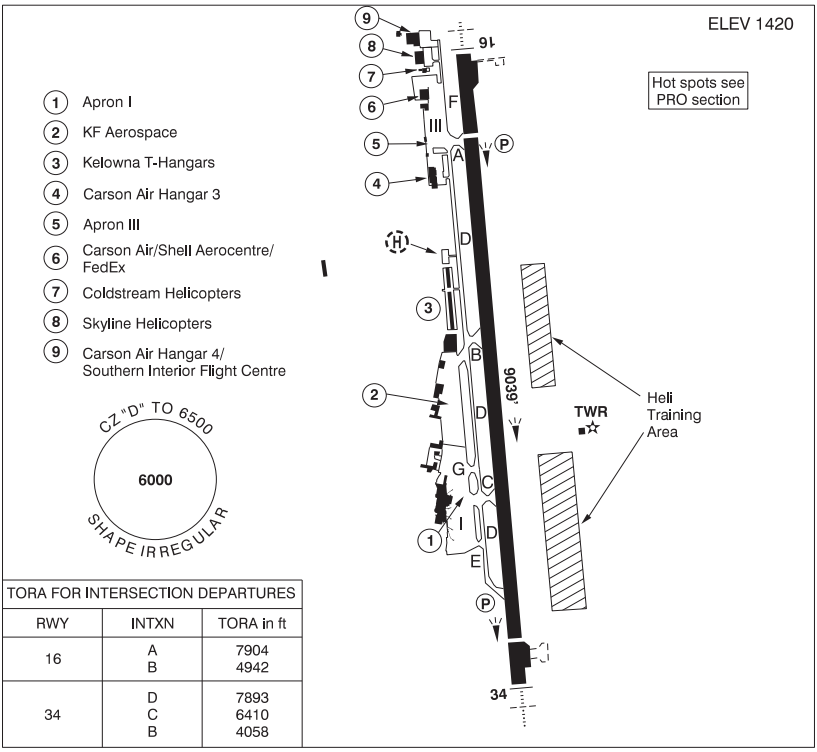
KELOWNA VFR TERMINAL PROCEDURES CHART (Cont'd)

NAME	IDENT	LAT/LONG
BLACK KNIGHT	VCBLK	N49° 51' 00" W119° 20' 00"
FINTRY	VCFIN	N50° 08' 17" W119° 29' 46"
MCKINLEY	VCMCK	N49° 57' 39" W119° 27' 36"
MISSION	VCMSA	N49° 49' 25" W119° 29' 19"
OYAMA	VCOYA	N50° 06' 36" W119° 22' 02"
WESTBANK	VCWHB	N49° 49' 55" W119° 37' 44"

KELOWNA VFR TERMINAL PROCEDURES CHART - NIGHT CIRCUIT PROCEDURE



KELOWNA BC CYLW



TORA FOR INTERSECTION DEPARTURES		
RWY	INTXN	TORA in ft
16	A B	7904 4942
34	D C B	7893 6410 4058

REF	N49 57 22 W119 22 40 6.2NE 15°E (2024) UTC-8(7) Elev 1420´ A5005 LO2 HI3 CAP RCAP
OPR	City of Kelowna 250-807-4350 H24 Cert
PF	A-1,2,3,6,7 C-4,5
CUST	AOE/215 888-226-7277
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
WX	METAR AUTO H24 (see COMM) WxCam TAF H24, issue times: 01, 07, 13, 19Z.
SERVICES	Kelowna Shell Aerocentre
FUEL	100LL, JA-1 (FSII avbl)
OIL	All
S	1,2,3,4,5,6
ARFF	DESIGNATED CAT 7 1330-0830Z‡, O/T 2 hr PN, aprt clsd to acft 20 seats & abv, exc for diversions or as an altn A/D without PPR. Discrete emerg freq 122.675.
SUP FL	LHOX, D-Ice, ADI
JASU	CEA2, CE3, CE14
PVT ADV	Kelowna Shell Aerocentre 123.0 250-765-8155
MIL CON	Kelowna Shell Aerocentre (Shell) 250-765-8155

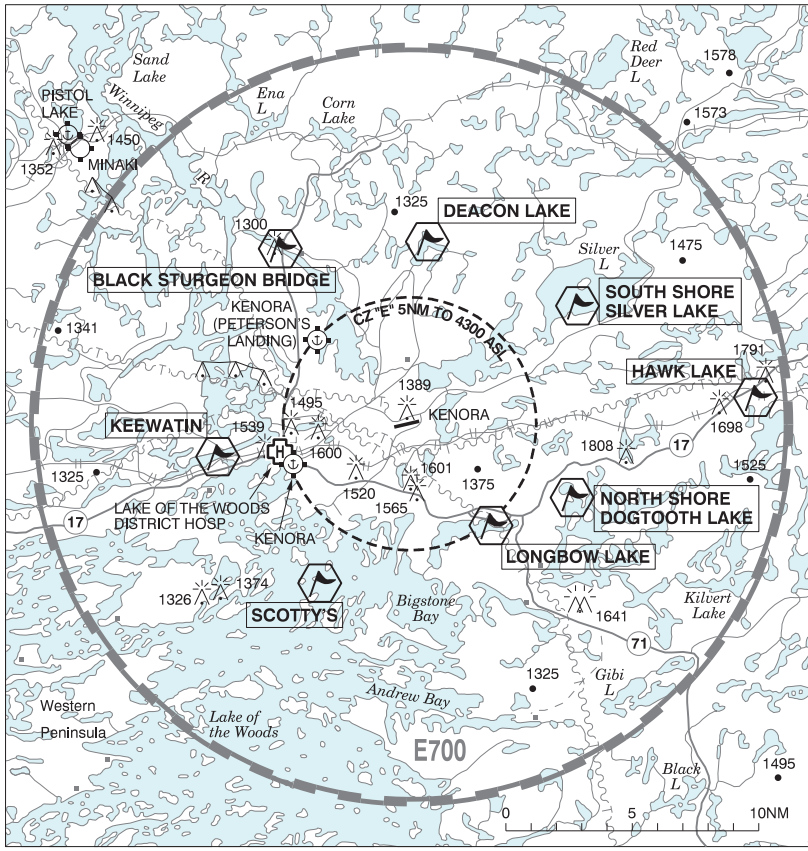
KELOWNA BC (Cont'd) CYLW

HELI DATA	North Parking Pad: 90' dia ASPH South Parking Pad: 90' dia ASPH Max heli overall length 75'. Heli prkg area to be accessed via rwy/twy. PN, ctc OPR.
RWY DATA	Rwy 16(160°)/34(340°) 9039x200 ASPH Thld 16 displ 1200' Thld 34 displ 539' Rwy 16 down 0.9% first 7237' Rwy 34 down 0.6% first 1802' RESA: 16/34 492'
RWY CERT	Rwy 16 RVR 1200(1/4sm)/Rwy 34 RVR 1200(1/4sm) AGN V
TWY CERT	Twy: A, B, C, E AGN IV Twy: D, G AGN IIIB Twy F AGN I
TWY	Twy F rstd to acft with wingspans less than 79´. Twy D & twy E rstd to acft with wingspans less than 125´.
APRON	Apron I: Fixed wing acft only; heli prkg not auth. Prkg rstd to scheduled and non-scheduled airline tfc. Acft not auth to perform 180° turns. Jet acft pushback all prkg positions. Turbo-prop acft cw turn for power out or pushback only. All acft ctc ATC and advs intentions prior to push-back or turn out fr the gate. Apron III: Fixed wing acft only; heli prkg not auth. Prkg for commercial opr and acft over 12,500 lbs 3 hr PPR. Lgt acft must remain in designated areas at all times. KF Aerospace apron: PPR Shell Aerocentre: Heli prkg PPR.
RCR	Twr 250-765-3426 CRFI, PCN RSC issued 1200-0801Z‡ O/T 1hr PN When CRFI falls blw 0.25, rwy avbl for take-off only, PN. Ctc Opr.
LIGHTING	16-AR(TE ME) P2 3.2°, 34-AK(TE ME) P2 PAPI limitation/restriction. PAPI Rwy 16 to be used only within 3NM of thld; PAPI Rwy 34 to be used only within 2NM of thld Twy F RR
COMM	
RCO	Penticton rdo 119.6 (RAAS) 0630-1330Z‡ Pacific rdo 122.5 (FISE) 126.7 (bcst)
ATIS	127.5 1330-0630Z‡
GND	121.7 1330-0630Z‡
TWR	119.6 292.2 (V) 1330-0630Z‡ (emerg only 250-765-3426)
MF	Penticton rdo 119.6 0630-1330Z‡ CZ shape irregular 6500 ASL, comm blind spots all quads (CAR 602.98)
AWOS	127.5
NAV	
NDB	LW 257 (M) N50 03 39 W119 24 59 RUTLAND EX 374 (L) N49 56 23 W119 22 32 WESTBANK YWB 389 (M) N49 48 38 W119 37 50
DME	ILW 111.3 Ch 50 N49 57 46 W119 22 37 (1415´)
ILS	ILW 111.3 (Rwy 16)

KELOWNA BC (Cont'd) CYLW

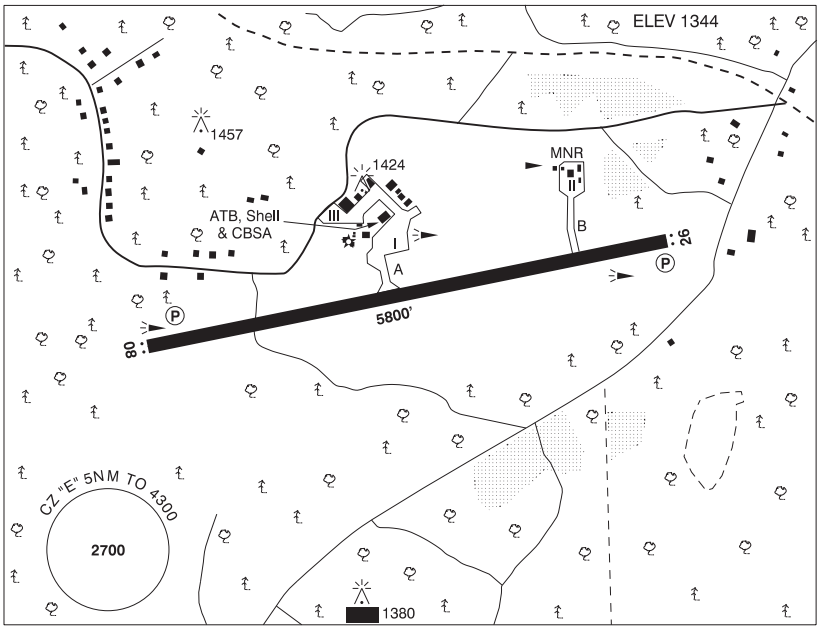
PRO	Pilots should refer to Canadian Airport Charts (CAC) to obtain details on established hot spots, prior to operating on maneuvering areas. CAC are available for free on the NAV CANADA website. See VTPC for arr/dep rtes & pro. Day: circuit hgt 2500 ASL rgt hand circuits Rwy 34 (CAR 602.96). Night: circuit hgt 3000 ASL, follow VTPC night circuit pro. See VTPC. Multilateration: Leave transponders in transmit mode at all times while airborne or on rwy. Keep transponders off or in standby mode on aprons and while taxiing. Due to jet blast concerns acft using the turnaround bays shall turn counter-clockwise at Thld 16 and clockwise at Thld 34. Obtaining a transponder code: All VFR aircraft arriving/departing/transiting Kelowna Class D airspace require a transponder code, obtained by: - Filing a VFR flight plan; or - Contacting Kamloops FIC at 866-541-4101; or - Contacting Pacific rdo on 122.5. PPR for non-transponder ops within Kelowna Class D airspace, ctc 250-765-3426.
CAUTION	Under Visual Flight Rules it is recommended that only pilots familiar with the lcl area use this A/D dur hrs of darkness. Ngt ops not recommended for VFR Operations unless all 6 hazard beacons oprg. All turns to be completed within the perimeter of the hazard bcns. Ocsl glider activity to 12,500′ vic Vernon A/D. Heli Training Areas: uneven terrain, numerous obstacles Blast fence 360' fr Thld 16 on extended rwy centreline, 1438' ASL (14 AGL), lgtd not marked. Hi terrain reduces operational length of Rwys 34 and 16 PAPI.

KENORA VFR TERMINAL PROCEDURES CHART



NAME	IDENT	LAT/LONG
BLACK STURGEON BRIDGE	VCBSF	N49° 54' 05" W094° 29' 19"
DEACON LAKE	VCDNL	N49° 54' 22" W094° 20' 27"
HAWK LAKE	VCHKL	N49° 48' 32" W094° 00' 31"
KEEWATIN	VCKWN	N49° 46' 00" W094° 33' 31"
LONGBOW LAKE	VCLLK	N49° 43' 13" W094° 16' 46"
NORTH SHORE DOGTOOTH LAKE	VCNSD	N49° 44' 34" W094° 11' 40"
SCOTTY'S	VCTTY	N49° 40' 31" W094° 27' 41"
SOUTH SHORE SILVER LAKE	VCSSL	N49° 51' 55" W094° 11' 26"

KENORA ON — CYQK



REF	N49 47 18 W94 21 47 5ENE 1°E (2012) UTC-6(5) Elev 1344′ A5007 LO4 HI4 CAP
OPR	Kenora Airport Authority Inc. 807-548-5377 11-24Z‡ Cert Ldg fees
PF	B-1,3,6 D-4 avbl 1400-0030Z (DT 12-02Z) O/T D-1,2,3,4,5,6
CUST	AOE/15 888-226-7277 14-02Z‡ May 15-Oct 15
FLT PLN	Pilots to open/close VFR flt plan with London rdo, FISE or by phone
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
WX	METAR H24. TAF H24, issue times: 02, 08, 14, 20Z.
SERVICES	11-24Z‡ O/T call out chg
FUEL	100LL, JA-1 (FSII avbl) 807-548-9907 O/T 807-467-1396
JASU	Hobart 28V 300-1500 amps. Elec start 28VDC 200-2000A.
PVT ADV	Kenora Aprt Shell 122.85, MNR Ops 122.9
RWY DATA	Rwy 08(077°)/26(257°) 5800x150 ASPH Rwy 08 first 456' up 0.77% Rwy 26 first 504' up 0.87%
RWY CERT	Rwy 08/26 AGN IV
TWY	Twy B clsd dur win.
APRON	Apron II clsd dur win.
RCR	Opr 11-24Z‡ O/T and emerg 2 hr PN 807-467-1396. CRFI, PCN
LIGHTING	08-AS(TE ME) P2, 26-AS(TE ME) P2
COMM	
RADIO	122.2 (E) (emerg only 807-548-5076)
RCO	London rdo 123.375 (FISE) 126.7 (bcst)
MF	rdo 122.2 5NM 4300 ASL (CAR 602.98)

KENORA ON (Cont'd) CYQK

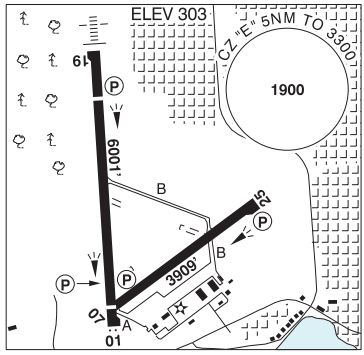
NAV	
DME	SIOUX NARROWS YIX 115.2 Ch 99 N49 28 37 W94 02 48 (1307′)
CAUTION	Aerobatics may be in progress over aprt 4300 ASL & below. Gen avn tie down & prkg area unlgtd.

KENORA FSS – RCO

Norway House 122.1 (RAAS) 13-02Z‡ (N53 57 W97 51)
Red Lake 122.3 (RAAS) 12-04Z‡ (N51 04 W93 48)

KINGSTON ON CYGK

REF	N44 13 35 W76 35 48 4.3W 13°W UTC-5(4) Elev 303′ A5000 LO6 LO7 HI5 CAP
OPR	City of Kingston 613-546-4291 11-03Z‡ Mon-Fri, 13-21Z‡ Sat-Sun Apr 1-Nov 30; 10-04Z‡ Mon-Fri, 13-21Z‡ Sat-Sun Dec 1-Mar 31 O/T PN Cert
PF	B-1,2 C-3,4,5,6
CUST	AOE/30 888-226-7277 14-21Z‡ Mon-Fri exc hols
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
WX	METAR 11-04Z‡ O/T LWIS TAF 13-04Z‡; issue times: 13, 20, 02Z (DT 12, 14, 20Z).



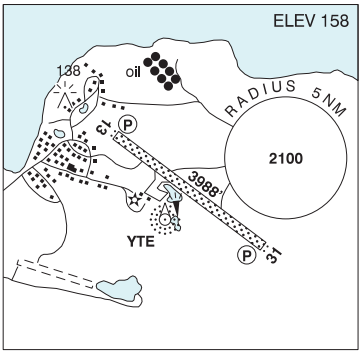
SERVICES	
FUEL	100LL, JA-1 (FSII avbl)
OIL	65, 80, 100, 120
S	1,2,3,4,5
SUP FL	D-Ice
JASU	CE15
PVT ADV	Central Airways Ltd (World Fuel Services) 123.35 613-389-9300 11-02Z‡ Mon-Fri, 12-02Z‡ Sat-Sun O/T call out chg. Kingston Flying Club 122.8 13-21Z‡ O/T PN 613-389-0954
MIL CON	Central Airways Ltd (World Fuel Services) 613-389-9300
RWY DATA	Rwy 01(009°)/19(189°) 6001x100 ASPH Thld 01 displ 379'. Thld 19 displ 1001' Rwy 07(066°)/25(246°) 3909x100 ASPH RESA: 01/19 492'
RWY CERT	Rwy 01/19 AGN IIIA Rwy 07/25 AGN IIIA
APRON	Prkg area E of main apron rstd to acft less than 12,500 GTOW.
RCR	FSS CRFI/RSC Ltd win maint hrs Mon-Fri exc hols O/T 3 hrs PN. Fees will be levied PCN
LIGHTING	01-AS(TE HI) P2, 19-AW AS(TE HI) P2, 07-(TE ME) AP, 25-(TE ME) AP ARCAL-122.5 type K when FSS clsd

KINGSTON ON (Cont'd) CYGK

COMM	
RADIO	122.5 PTC avbl (V) 1115-0400Z‡ (emerg only 613-389-7558)
RCO	London rdo 123.55 (FISE) 126.7 (bcst)
ATIS	135.55 1115-0400Z‡
MF	rdo 122.5 1115-0400Z‡ 5NM 3300 ASL (CAR 602.98)
ATF	tfc 122.5 0400-1115Z‡ 5NM 3300 ASL
NAV	
ILS	IGK 111.3 (Rwy 19)
PRO	Due to rwy slope on 01/19 acft on rwy ends may not be vis to pilots at opposite ends of rwy. VFR tfc outside CZ watch for IFR practice apch acft oprg in vic of Rwy 01/19 extended ctr lines.
CAUTION	Crane 106 AGL (355 ASL) 0.5NM N thld Rwy 19 cont days Apr-Dec. Wildlife frequently on rwys. Blasting ops aprx 4NM N of A/D to 705 ASL.

KINNGAIT AIRPORT NU CYTE

REF	N64 13 49 W76 31 30 22°W (2023) UTC-5(4) Elev 158′ A5032 A5033 A5038 LO5 HI1 HI2 CAP
OPR	Govt of Nunavut 867-645-8200 Emerg/Incident rpt 867-645-6565 13-22Z‡ Mon-Fri exc hols Cert
PF	A-1 C-2,4,5
FLT PLN	
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
CARS	867-897-8330 ltd hrs (see COMM)
WX	METAR dur CARS hrs O/T METAR AUTO (see COMM) TAF H24, issue times: 01, 07, 13, 19Z. WxCam

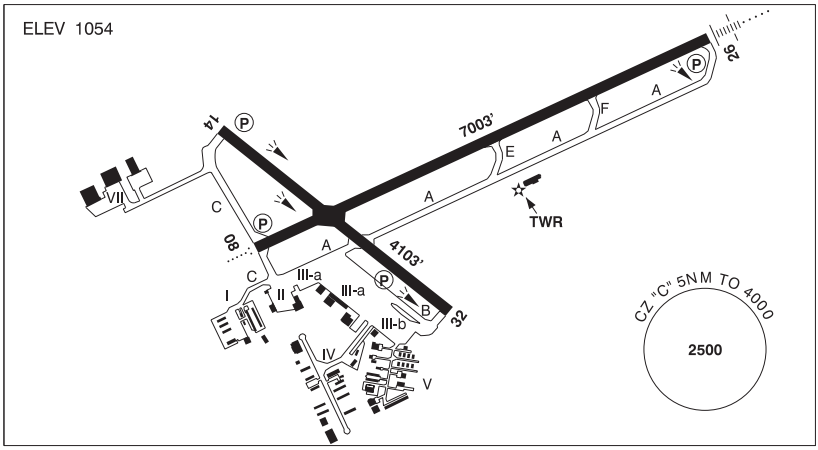


SERVICES	
FUEL	JA-1 867-897-8862/8965 15-22Z‡ Mon-Fri exc hols O/T call out chg PN 867-897-8997. Credit by prior arng allowing 7 working days. 867-897-8400 Credit 867-897-8322 Credit after hours
RWY DATA	Rwy 13(127°T)/31(307°T) 3988x100 gravel
RWY CERT	Rwy 13/31 AGN IIIA
RCR	Maint contractor 867-209-3002. A/D maint avbl 13-22Z‡ Mon-Fri exc hols O/T 12 hrs PN. Call-out chg may be levied. PCN
LIGHTING	13-AS(TE ME) AP, 31-AS(TE ME) AP ARCAL-122.1 type K (see CAUTION)
COMM	
RCO	Québec rdo 123.375 (FISE) 126.7 (bcst)
MF	aprt rdo 122.1 5NM 3200 ASL (CAR 602.98)
APRT RDO	122.1 (V) 13-22Z‡ Mon & Wed, 14-21Z‡ Tue, 12-17Z‡ Thu, 12-22Z‡ Fri, exc federal observed hols
AWOS	128.7

KINNGAIT AIRPORT NU (Cont'd) CYTE

NAV	
NDB	CAPE DORSET YTE 332 (M) N64 13 43 W76 31 41
CAUTION	High terrain both sides of rwy. Steeper than normal apch to Rwy 31 & dep fr Rwy 13. Rwy edge lgt installed higher than std (aprx 27 inches high loc 5′ outside rwy edge). Lgtd tower 138 ASL (66 AGL) 1040' WNW Thld 13. Extv migratory bird activity May-Oct.

KITCHENER / WATERLOO ON CYKF

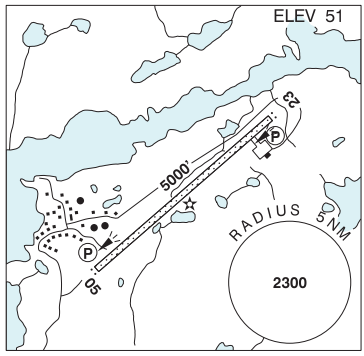


REF	N43 27 39 W80 22 43 1E 10°W UTC-5(4) Elev 1054′ VTA A5000 LO6 HI5 CAP OC
OPR	Regional Muni of Waterloo 519-648-2256 H24 Cert Ldg fees are applied to all acft above 2500 Kg max tkof wt
PF	A-1,3,6,7,8 B-2 avbl 13-20Z‡ Mon-Sat C-4,5
CUST	AOE/15 888-226-7277 Gen Avn only AOE/180 12-04Z‡ 519-648-3858 2hrs PN
FLT PLN	Pilots to open/close VFR flt pln with London rdo 126.7 or by phone.
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
WX	METAR AUTO H24 (see COMM) WxCam TAF H24, issue times: 0140, 0740, 1340, 1940Z.
SERVICES	
FUEL	100LL, JA (FSII avbl), JA-1 (FSII avbl)
OIL	80, 100
S	1,2,3,4,5,6
ARFF	DESIGNATED CAT 7 for sked pax flt. CAT 7 for non-sked 45 min PN 519-648-3370. PPR for acft 20 seats and abv, exc for diversions or as an altn.
JASU	Air Start
PVT ADV	Chartright 129.475 905-671-4674 ext 125 1100-0130Z‡ O/T call out chg. Flite Line svc 130.5 519-514-0530 11-01Z‡ O/T call out chg. Summit Fuel Services 123.5 519-497-8091 12-02Z‡ O/T call out chg.
MIL CON	Chartright FBO 800-595-9395

KITCHENER / WATERLOO ON (Cont'd) CYKF

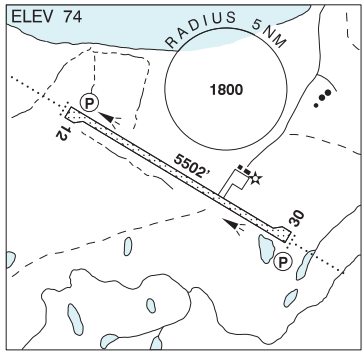
RWY DATA	Rwy 14(138°)/32(318°) 4103x148 asphalt Rwy 08(075°)/26(255°) 7003x148 asphalt Rwy 26 down 0.44% RESA: 08 197'; 26 295'
RWY CERT	Rwy 14/32 AGN IIIA Rwy 08 RVR 1200(1/4sm)/Rwy 26 RVR 1200(1/4sm) AGN IIIB
TWY CERT	Twy B AGN IIIA
APRON	Apron I max wingspan 50'. Apron II max wingspan 55'. Turbine acft PPR. Apron IIIA tml apron for air carriers only. Max wingspan 118', larger acft PPR. Apron IIIB GA freight max wingspan 118', larger acft PPR. Apron IV max wingspan 118'. Apron V max wingspan 79'. Apron VII max wingspan 170'.
RCR	Aprt Ops 519-648-3370 CRFI/RSC avbl H24. PCN
LIGHTING	08-AO(TE HI) P2, 14-(TE HI) P1, 26-AN(TE HI) P2, 32-(TE HI) P1 ARCAL-126.0 type K when twr clsd. PAPI Rwy 14, 32 and 26 not avbl on ARCAL, on continuously: low ints at SS minus 30 min to SR minus 30 min, high ints at SR minus 30 min to SS minus 30 min.
COMM	
ATIS	125.1 12-04Z‡
GND	Waterloo 121.8 12-04Z‡
TWR	Waterloo 126.0 118.55 (V) 12-04Z‡ (emerg only 519-648-3055)
MF	tfc 126.0 04-12Z‡ 5NM 4000 ASL (CAR 602.98)
ARR	Toronto Tml 128.275
DEP	Toronto Tml 128.275
PAL	Toronto Ctr 128.275
AWOS	125.1 04-12Z‡
NAV	
DME	WATERLOO YWT 115.0 Ch 97 N43 27 31 W80 22 46 (1047')
ILS	IKF 110.7 (Rwy 26) .
PRO	Pursuant to CAR 602.105, the following procedures are in effect. Noise Abatement pro in effect for all acft. See CAP or VTPC. Pilots flying an inst apch pro to Rwy 26 take note: The pro turn overflies Guelph Aprt (circuit hgt 2100 ASL). Pilots flying an inst apch pro to Rwy 26 can anticipate delays and/or restrictions when Rwys 05 & 06R are in use at Toronto/Lester B. Pearson. IFR tng flts are to ctc National Traffic Management Unit (FLOW CTL) 800-268-4831 2 hrs prior to ETD or possible delays. VFR tfc outside CZ watch for apch acft oprg in vic of extended Rwy 26 centreline. VFR dep avoid noise sensitive areas at an operationally safe alt. Pursuant to CAR 602.105, the following procedures are in effect. Rgt hand circuits Rwy 32 (CAR 602.96). No VFR or IFR tng on Rwy 08 btwn 02-12Z‡ **REDUCED VISIBILITY OPERATIONS PLAN (RVOP):** One acft permitted on manoeuvring area at a time dur RVOP. RVOP avbl 12-04Z‡ only. For VFR ARR/DEP rtes see Kitchener/Waterloo VTPC.
CAUTION	Winch-launched hang gliders, cable to 2000 AGL N43 33 18 W080 31 31 near St. Jacobs aprx 8.5NM NW of A/D.

KUGAARUK NU — CYBB



REF	N68 32 09 W89 48 19 14°W (2022) UTC-7(6) Elev 51′ A5043 LO5 HI1 HI2 CAP
OPR	Govt of Nunavut 867-645-8200 Emerg/Incident rpt 867-645-6565 13-22Z‡ Mon-Fri exc hols Cert
PF	C-1,2,4,5
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
CARS	867-769-6567 ltd hrs (see COMM)
WX	METAR dur CARS hrs (see COMM) O/T LWIS TAF 15-24Z‡ Mon-Fri, issue times: 15, 19Z (DT 14, 19Z) TAF 18-01Z‡ Sat, issue times: 18Z‡ TAF 20-24Z‡ Sun, issue times: 20Z‡ exc hols.
SERVICES	Call out chg may be levied.
FUEL	JA-1 1430-2400Z‡ Mon-Fri exc hols. PN ctc 867-769-6231/6236. Credit cards not accepted. Credit by prior arng only, ctc 867-645-8400, allow 7 working days.
RWY DATA	Rwy 05(049°T)/23(229°T) 5000x100 gravel Rwy 23 up 0.62%
RWY CERT	Rwy 05/23 AGN IIIA
RCR	Maint Contractor 867-360-6272, 867-391-0033. A/D maint avbl 15-24Z‡ Mon-Fri exc hols, O/T 12 hrs PN. Call out chg. PCN
LIGHTING	05-AS(TE ME) P1, 23-AS(TE ME) P1 ARCAL-122.1 type K (See CAUTION)
COMM	
MF	aprt rdo ltd hrs O/T tfc 122.1 5NM 3100 ASL (CAR 602.98)
APRT RDO	122.1 (V) 13-24Z‡ Mon-Fri, 16-01Z‡ Sat, 18-24Z‡ Sun, exc federal observed hols.
CAUTION	Rwy edge lgt installed higher than std (aprx 27 inches high loc 5′ outside rwy edge). Extv migratory bird activity May-Oct.

KUGLUKTUK NU — CYCO

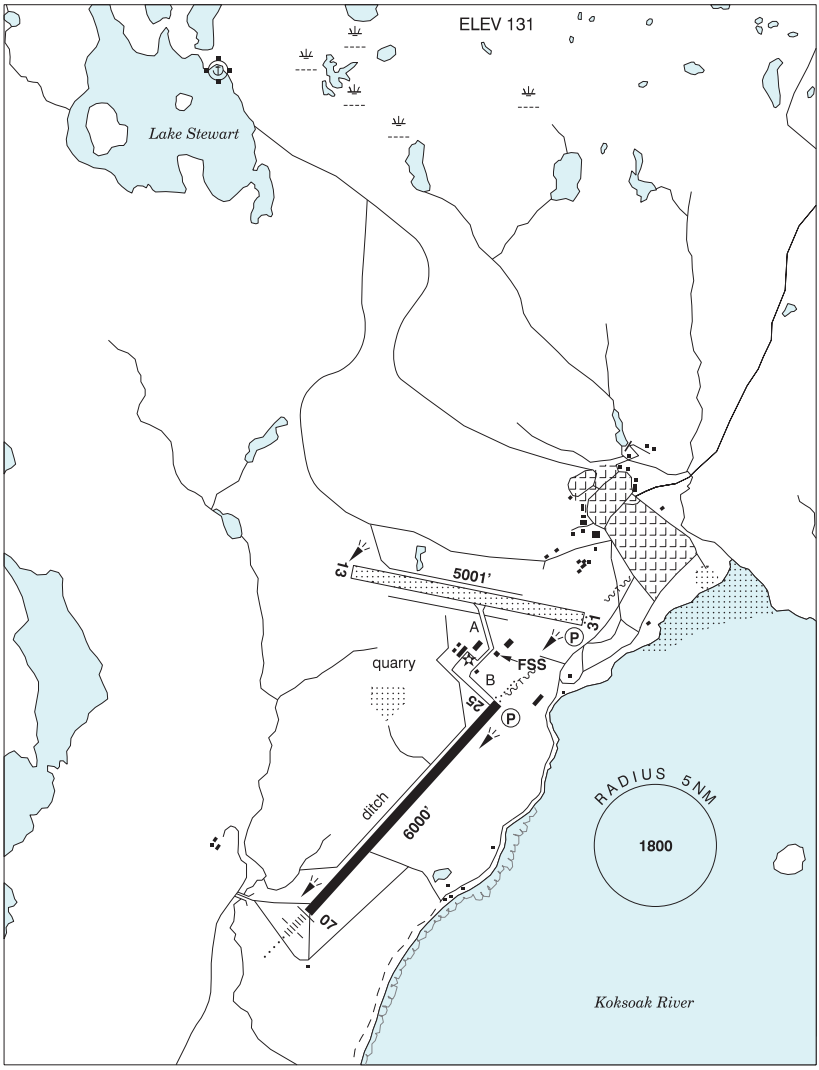


REF	N67 49 00 W115 08 38 16°E (2020) UTC-7(6) Elev 74' A5035 LO5 HI2 CAP
OPR	Govt of Nunavut 867-645-8200 Emerg/Incident rpt 867-645-6565 13-22Z‡ Mon-Fri exc hols Cert
PF	A-1 C-2,3,4,5
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
CARS	867-982-4131
WX	METAR H24. TAF H24, issue times: 01, 07, 13, 19Z.

KUGLUKTUK NU (Cont'd) CYCO

SERVICES	For svc, call 867-982-3400/4231 or 867-983-7259/7285. Call out chg may be levied for one or more svcs outside normal oprg hrs.
FUEL	100LL(D), JA-1 16-24Z‡ Mon-Fri exc hols. PN 867-982-4231 or 867-445-0932. Credit cards not accepted. Credit by prior arng only, ctc 867-645-8400.
RWY DATA	Rwy 12(121°T)/30(301°T) 5502x100 GRVL Rwy 12 up 0.58%
RWY CERT	Rwy 12/30 AGN IIIB
RCR	Maint contractor 867-360-6272, 867-391-0033. A/D maint avbl 14-23Z‡ Mon-Fri exc hols O/T 12 hrs PN. Call out chg. CRFI, PCN.
LIGHTING	12-AO(TE ME) P2, 30-AO(non-std 540') (TE ME) P2 ARCAL-122.1 type K avbl if CARS stn clsd. (See CAUTION)
COMM	
RCO	Edmonton rdo 123.15 (FISE) 126.7 (bcst)
MF	aprt rdo 122.1 5NM 3100 ASL (CAR 602.98)
PAL	Edmonton Ctr 124.25
APRT RDO	122.1 (V)
NAV	
NDB	COPPERMINE YCO 372 (M) N67 49 16 W115 05 53
CAUTION	Rwy edge lgt installed higher than std (aprx 27 inches high loc 5´ outside rwy edge). Extv migratory bird activity May-Oct.

KUUJJUAQ QC CYVP

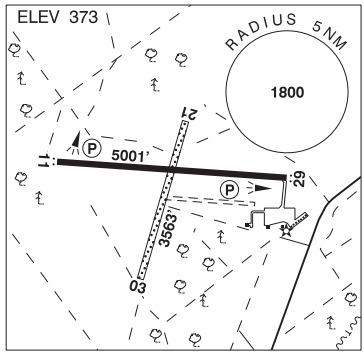


REF	N58 05 42 W68 25 20 1.5SW 22°W (2020) UTC-5(4) Elev 131′ A5027 LO5 HI1 CAP
OPR	Administration Régionale Kativik 819-964-2968 14-22Z‡ Mon-Fri O/T 819-964-3434 Ext 154 Fax 819-964-2462 Cert
PF	A-1 C-2,3,4,5,7

KUUJJUAQ QC (Cont'd) CYVP

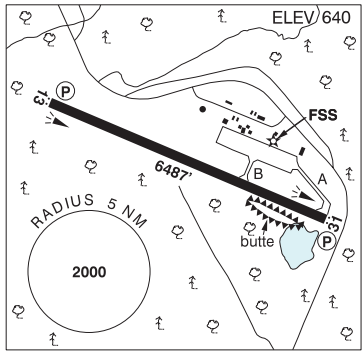
FLT PLN	(bil)
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montréal 800-633-1353
WX	METAR H24. TAF H24, issue times: 00, 06, 12, 18Z.
SERVICES	Halutik Fuel Inc 819-964-6413/2978 1330-22Z‡ Mon-Fri O/T Call out chg may be levied for one or more svcs Fax 819-964-0230
FUEL	JA-1, 100LL(D) ltd. Pilots must supply own pump for 100LL(D). PPR. Halutik Fuel Inc 819-964-2978/2585 or CELL 819-964-6413 13-22Z‡ Mon-Fri O/T svc chg. VISA, Master Card and American Express accepted. Credit by prior arng only, ctc 800-363-7610 Ext 312/425, allow 7 working days.
OIL	15W50
S	2
RWY DATA	Rwy 07(064°)/25(244°) 6000x150 ASPH Rwy 25 down 0.55% Rwy 13(124°)/31(304°) 5001x100 GRVL Rwy 13 down 1.34%. Rwy 13/31 not recommended for high performance acft or with wingspans greater than 24m (79'). Ctc opr.
RWY CERT	Rwy 07/25 AGN IV Rwy 13/31 AGN IIIA
TWY CERT	Twy A AGN IIIA
RCR	Opr 13-21Z‡ Mon-Fri exc hols May 1-Sep 30; Win maint avbl 13-21Z‡ exc hols Oct 1-Apr 30, O/T 3hr PN, CRFI, PCN.
LIGHTING	07-AN(TE HI), 25-AO(TE HI) P2, 13-(TE ME), 31-AS(TE ME) P2 O/R thru FSS.
COMM	(bil)
RADIO	122.3 296.6 (E) (emerg only 819-964-2841)
RCO	Québec rdo 123.275 (FISE) 126.7 (bcst) 5680
MF	rdo 122.3 15NM 3200 ASL (CAR 602.98)
PAL	Montréal Ctr 135.1
NAV	
VOR/DME	KUJACK YVP 112.5 Ch 72 N58 05 46 W68 25 38 (152')
ILS	IVP 110.3 (Rwy 07) RVR
PRO	Flts requiring an IFR Oceanic clnc must ctc the FSS 10 min prior to starting engine, to avoid any delay in the clnc delivery.
CAUTION	Lgtd twr 643 ASL (197 AGL) 3.8NM NNE A/D. **Runway:** Poor drainage Rwy 07/25. Risk of hydroplaning **Wildlife:** Possible presence of large animals within aprt perimeter. **Seaplane:** Seaplane activities Stewart Lake (2.5NM N of aprt). **Radiosonde:** Daily radiosonde balloon launches with an ascent rate of 1000 ft/min between the hrs of 1115-1345Z and 2315-0145Z.

LAC-SAINT-JEAN QC — CYDO



REF	N48 46 36 W72 22 30 7.8NE St-Félicien 16°W (2020) UTC-5(4) Elev 373′ A5010 LO7 HI1 HI5 HI6 CAP
OPR	Aérodrome Lac-Saint-Jean 418-679-3543/7621, 418-637-0188 Reg Ldg fees (commercial acft)
PF	A-1,7 (ltd hrs) C-3,4,5,6 D-2
FLT PLN **FIC** **ACC**	(bil) Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA) Montréal 800-633-1353
SERVICES **FUEL** **OIL** **S**	13-21Z‡ 100LL, JA-1 418-637-0188, 418-679-3543 O/T call out chg. All 1,2,3,4,5,6
RWY DATA **RCR**	Rwy 11(110°)/29(290°) 5001x100 ASPH AGN IIIB Rwy 03(032°)/21(212°) 3563x72 GRVL Clsd Nov 01-Apr 30 Opr Win maint 12-23Z O/T MEDEVAC only 3 hrs PN 418-637-0188, 514-607-8080
LIGHTING	11-AS(TE ME) P1, 29-AS(TE ME) P1 ARCAL-122.7 type K
COMM **ATF**	(bil) tfc 122.7 5NM 3400 ASL

LA GRANDE RIVIÈRE QC — CYGL



REF	N53 37 31 W77 42 15 16°W (2013) UTC-5(4) Elev 640′ A5018 LO3 HI1 HI4 CAP
OPR	Société de Développement de la Baie James 819-638-8847, 819-638-8333 (Emerg/MEDEVAC) 11-23Z‡ O/T 1 hr PN for MEDEVAC, call out chg. Cert Ldg fees
PF	A-1,2 D-3,4 ATB hrs 11-05Z‡
FLT PLN **FIC** **ACC** **WX**	(bil) Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA) Montréal 800-633-1353 METAR H24. TAF H24, issue times: 00, 06, 12, 18Z.
SERVICES **FUEL** **S**	Call out chg may be levied for one or more svcs 100LL, JA-1 (FSII avbl) 11-23Z‡ O/T 1 hr PN Pétronor Inc. 819-638-9104 1,4,6 1330-2100Z‡ 24 hrs PN 819-638-8847

LA GRANDE RIVIÈRE QC (Cont'd) CYGL

RWY DATA	Rwy 13(129°)/31(309°) 6487x150 ASPH Rwy 31 down 0.69%
RWY CERT	Rwy 13/31 AGN IIIB
APRON	Prkg fees after 3 hrs, ctc Opr. See CAP PARKING AREAS chart.
RCR	Opr RCR/CRFI, 10-24Z‡ O/T 2 hr PN RCR MEDEVAC only 819-638-8333, Win maint 10-21Z‡ Mon-Fri, 11-20Z‡ Sat-Sun and hols O/T 3 hr PN for win maint MEDEVAC only 873-995-0041.
LIGHTING	13-AS(TE ME) P2, 31-AS(TE ME) P2
COMM	(bil)
RADIO	LA GRANDE 122.3 (V) (emerg only 819-638-8513)
RCO	Québec rdo 123.375 (FISE) 126.7 (bcst)
MF	rdo 122.3 within 15NM to 3600 ASL (CAR 602.98)
PAL	Montréal Ctr 132.1
NAV	
VOR/DME	YGL 112.2 Ch 59 (M) N53 37 32 W77 42 58 (626′)
CAUTION	Rock butte along S side of rwy. Possibility of wildlife in the vic and on the rwy primarily caribou during migration period Oct-Mar. Possibility of migratory birds, mainly seagulls, partridges and sandhill cranes.

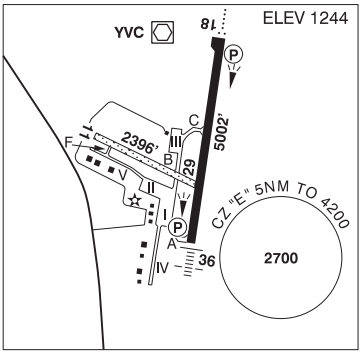
LA GRANDE FSS - RCO

Kuujjuarapik 122.2 (RAAS) (N55 16 55 W77 45 55)

LAKE SIMCOE ON — See BARRIE-ORILLIA / LAKE SIMCOE

LA RONGE (BARBER FIELD) SK CYVC

REF	N55 09 05 W105 16 01 2NE 10°E (2013) UTC-6 Elev 1244' A5015 A5016 LO1 HI3 HI4 CAP
OPR	Town of La Ronge 306-425-2066 Cert
PF	A-1 C-2,3,4,5,6
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
WX	METAR H24. TAF H24, issue times: 01, 07, 13, 19Z.
SERVICES	Call out chg may be levied for one or more svcs
FUEL	100LL, JA-1
OIL	All
S	1,2,3,4,5,6
PVT ADV	Shell 122.8 306-425-0528/6845 14-23Z; Snowbird Petroleum 129.45 306-425-2382



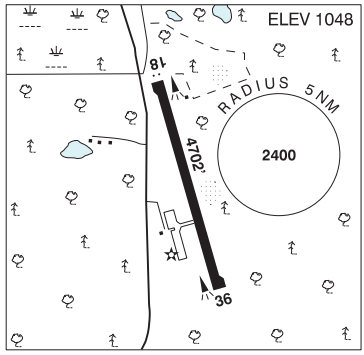
RWY DATA	Rwy 18(179°)/36(359°) 5002x150 ASPH Rwy 18 down 0.4% Rwy 11(106°)/29(286°) 2396x50 treated GRVL Rwy 11 down 0.78%
RWT CERT	Rwy 18/36 AGN IIIA Rwy 11/29 AGN II
TWY CERT	Twy F AGN II
RCR	APM 306-425-4530/8289 or Opr 1300-0030Z Mon-Fri April 15-Oct 14; 1230-0030Z Mon-Fri Oct 15-Apr 14. Ltd win maint Sat, Sun & hols O/T 2hr PN cost recovery. CRFI, PCN

LA RONGE (BARBER FIELD) SK (Cont'd) CYVC

LIGHTING	18-AO(TE HI) P1, 36-AW(TE HI) P1
COMM	
RADIO	122.2 (V) (emerg only 306-425-2368)
RCO	Edmonton rdo 123.55 (FISE) 126.7 (bcst)
MF	rdo 122.2 5NM 4200 ASL (CAR 602.98)
PAL	Winnipeg ctr 126.4
NAV	
VOR/DME	LA RONGE YVC 112.3 Ch 70 N55 09 30 W105 16 01 (1331')
PRO	VTPC - Fixed Wing VFR Routes to/fr water/ski A/D, Info: Float or ski acft transiting to/fr the water/ski A/D should be avoiding the land A/D by 2NM. Northbound or westbound departing float/ski acft should be exiting CZ via W or E route. Float/ski acft inbound fr N or W should be entering CZ via W or E route.
CAUTION	Extv float/ski ops within CZ. VFR routes to/fr float/ski A/D intersect apch to Rwy 36. Extv bird activity Apr-Oct. Possibility of deer or wildlife within airport perimeter.

LA SARRE QC CSR8

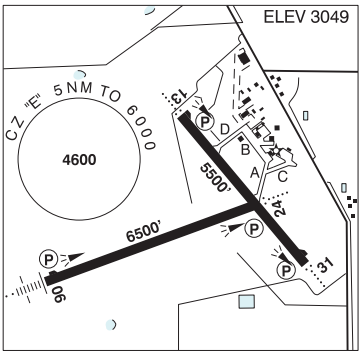
REF	N48 55 00 W79 10 45 7.5NE 13°W UTC-5(4) Elev 1048′ A5009 LO3 LO4 LO7 CAP RCAP
OPR	City 819-333-7506 Reg A/D clsd Nov 1 - Apr 30
PF	A-1 D-2,3,4,5,6
FLT PLN	(bil)
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Toronto 888-217-1241
SERVICES	
FUEL	100LL, JA-1 13-21Z‡ Mon-Fri O/R 819-333-7506, O/T & hols 1 hr PN call out chg. Credit/debit card only.



RWY DATA	Rwy 18(177°)/36(357°) 4702x100 ASPH AGN IIIA
RCR	Opr No win maint
LIGHTING	18-AS(TE ME), 36-(TE ME) ARCAL-123.2 type K
COMM	
ATF	tfc 122.8 5NM 4100 ASL

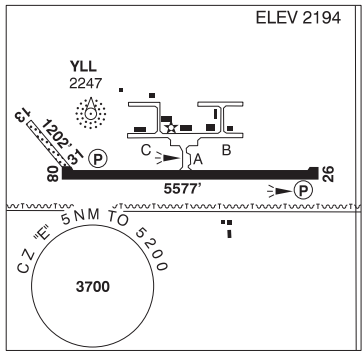
LESTER B. PEARSON INTL ON — See TORONTO / LESTER B. PEARSON INTL

LETHBRIDGE AB — CYQL



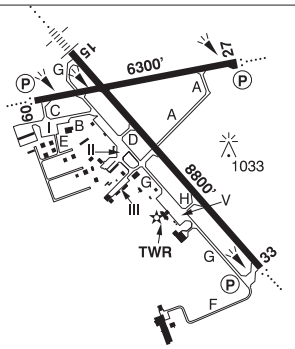
REF	N49 37 49 W112 47 59 4SSE 14°E (2014) UTC-7(6) Elev 3049' A5005 LO2 HI3 CAP
OPR	City of Lethbridge 403-329-4466 12-08Z‡ Cert Ldg fees
PF	A-1,3,6 C-2,4,5
CUST	AOE/CAN
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
WX	METAR 1245-0545Z‡ O/T METAR AUTO (See COMM). TAF H24, issue times: 00, 06, 12, 18Z. WxCam
SERVICES	Call out chg may be levied for one or more svcs
FUEL	100LL, JA-1 (FSII avbl), SP 14-04Z‡ O/T PN
OIL	All
S	1,3,4,5,6
SUP FL	D & A-ice, HPOX
JASU	Elect start 10/15
PVT ADV	World Fuel (Southern Aero) 123.4 403-328-7879; Airwest 130.75 403-328-4488
MIL CON	Air West Flight Support 403-328-4488
RWY DATA	Rwy 06(056°)/24(236°) 6500x200 ASPH Rwy 24 up 0.52% Rwy 13(126°)/31(306°) 5500x150 ASPH
RWY CERT	Rwy 06/24 AGN IIIB Rwy 13/31 AGN IIIA
APRON	Apron I: Rstd to sked commercial tfc only. Prkg stands require marshalling. PPR for exceptions.
RCR	Opr 12-08Z‡ O/T 2 hr PN ctc 403-330-8247 CRFI, PCN. Call out chgs may apply to non-sked tfc.
LIGHTING	06-AN(TE HI) P2, 24-AO(TE HI) P2, 13-AO(TE ME) P2, 31-AO(TE ME) P2 ARCAL-121.0 type K when FSS clsd
COMM	
RADIO	121.0 PTC avbl (E) 1245-0545Z‡ (emerg only 403-317-4540)
RCO	Edmonton rdo 123.475 (FISE) 126.7 (bcst)
ATIS	124.4 1245-0545Z‡
MF	rdo ltd hrs O/T tfc 121.0 5NM 6000 ASL (CAR 602.98)
PAL	Edmonton Ctr 132.75 265.2
AWOS	124.4 0545-1245Z‡
NAV	
VOR/DME	YQL 115.7 Ch 104 N49 38 04 W112 40 04 (3071')
ILS	IQL 109.5 (Rwy 06)

LLOYDMINSTER AB — CYLL



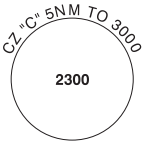
REF	N53 18 38 W110 04 27 2NW 13°E (2015) UTC-7(6) Elev 2194´ A5015 LO2 HI3 CAP
OPR	City 780-875-9215, 780-214-5181 (on call) 15-24Z‡ Mon-Fri exc hols Cert
PF	A-1,3 C-2,4,5,6
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526.
WX	METAR 14-05Z‡ O/T METAR AUTO (see COMM) TAF H24, issue times: 00, 06, 12, 18Z. WxCam
DUAT	Border City Aviation 15-00Z‡
SERVICES	Call out chg may be levied for one or more svcs
FUEL	100LL, JA-1(IP SP) Self serve Full serve O/R 780-214-5181
OIL	All
S	1,2,3,4,5,6
SUP FL	D & A-ice 122.825
PVT ADV	Border City Aviation 122.825 780-875-5834
RWY DATA	Rwy 08(077°)/26(257°) 5577 x150 ASPH Rwy 08 down 0.64% Rwy 13(127°)/31(307°) 1202x100 GRASS
RWY CERT	Rwy 08/26 AGN IIIB
TWY	Twy A, B and C no vehicle ctl svc
RCR	Opr Rwy 13/31 no win maint. Rwy 08/26 ltd win maint Sat-Sun and hols Nov 01-Apr 30 O/T 2hr PN cost recovery, CRFI, PCN.
LIGHTING	08-(TE ME) P1, 26-(TE ME) P1 Avbl 0500-1400Z‡ ARCAL-122.2 type K
COMM	
RADIO	Lloyd rdo 122.2 PTC avbl (V) 1400-0500Z‡ (emerg only 780-875-3318)
RCO	Edmonton rdo 123.55 (FISE) 126.7 (bcst)
MF	Lloyd rdo 122.2 1400-0500Z‡ O/T tfc 5NM 5200 ASL (CAR 602.98)
PAL	Edmonton Ctr 133.45
AWOS	128.55 05-14Z‡
NAV	
NDB	YLL 241 (L) N53 18 48 W110 04 56

LONDON ON — CYXU



LDA FOR LAND AND HOLD SHORT OPERATIONS (LAHSO)

FROM	TO	LDA in ft
Thld Rwy 09	Short of Rwy 15-33	1584
Thld Rwy 27	Short of Rwy 15-33	3656
Thld Rwy 15	Short of Rwy 09-27	910
Thld Rwy 33	Short of Rwy 09-27	6859



REF	N43 01 59 W81 09 04 5NE 9°W UTC-5(4) Elev 912′ A5000 LO6 HI5 CAP
OPR	Greater London International Airport Authority 519-452-4015 Cert
PF	A-1,2,3,6 avbl 11-04Z‡ B-1,2,3 C-4,5,6
CUST	AOE/180 888-226-7277 13-05Z‡ May 01-Oct 31; H24 Nov 1-Apr 30 PN prior to 2145Z‡ MEDEVAC & organ transplants, pilots call 519-451-6079 on ldg.
FLT PLN	Pilots to open/close VFR flt pln with London rdo 123.55 or by phone
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) or 519-452-4040
WX	METAR H24 TAF H24, issue times: 00, 06, 12, 18Z.
SERVICES	
FUEL	100LL, JA-1 (FSII avbl), F-34
OIL	65, 80, 100
S	1,2,3,4,5
ARFF	DESIGNATED CAT 7 (CAT 5 non-sked) 0930-0330Z‡, O/T call out chg. PPR for acft 20 seats & abv, exc for diversions or as an altn A/D, ctc 519-452-4000 for current ops.
SUP FL	LHOX, D & A-ice
JASU	CE13,15
PVT ADV	Executive Aviation Fuels Ltd 122.95 519-453-5370 12-24Z‡ O/T call out chg apply; Flite Line Services 130.5 519-451-0210 11-01Z‡ O/T call out chg apply
MIL CON	Flite Line Services London 519-451-0210
RWY DATA	Rwy 15(148°)/33(328°) 8800x200 ASPH Rwy 09(088°)/27(268°) 6300x200 ASPH
RWY CERT	Rwy 15 RVR 1200(1/4sm)/Rwy 33 RVR 1200(1/4sm) AGN V Rwy 09/27 AGN V
TWY CERT	Twy: B, D, G, H AGN IIIB Twy: E, F AGN II
TWY	Twys B, C, E & F uncontrolled
RCR	Opr 10-04Z‡ O/T 2 hrs PN CRFI, PCN
LIGHTING	09-AO(TE ME) P2, 27-AO(TE ME) P2, 15-AN(TE HI), 33-AO(TE HI) P2 ARCAL-119.4 type K (when twr closed)

LONDON ON (Cont'd) CYXU

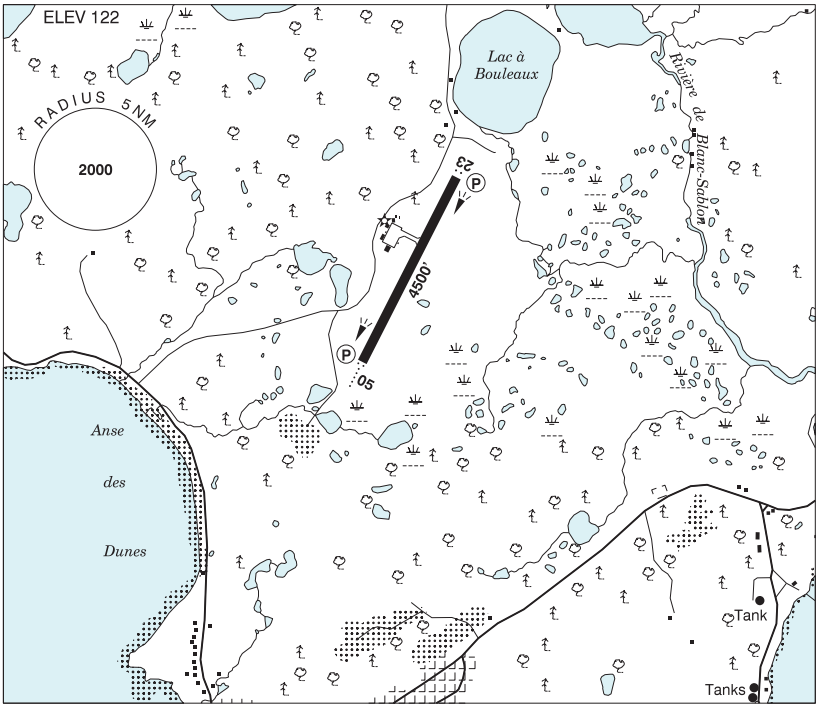
COMM	
RCO	Sudbury rdo 119.4 PTC avbl (RAAS) 0345-1120‡ London rdo 123.55 (FISE) 126.7 (bsct) (E)
ATIS	127.8 1120-0345Z‡
GND	121.9 1120-0345Z‡
TWR	119.4 125.65 (E) 1120-0345Z‡ (emerg only 519-451-9610)
MF	Sudbury rdo 119.4 0345-1120Z‡ 5NM 3000 ASL (CAR 602.98)
PAL	Toronto Ctr 135.3 135.625
NAV	
VOR/DME	YXU 117.2 Ch 119 N43 02 16 W81 08 56 (920′)
ILS	IXU 109.5 (Rwy 15) RVR
PRO	Rgt hand circuits Rwys 33 & 09 (CAR 602.96). Circuit hgt 1900 ASL all rwys. IFR training flts are to ctc National Traffic Management Unit (FLOW CTL) 800-268-4831 within 2 hrs of ETD for possible delays. Acft on Apron V ctc GND prior to pushback. During RAAS ops, bcst intentions on MF prior to pushback.
CAUTION	Migratory birds in vic of aprt Sep-May. Glider activity in the vic of London Soaring Club (aprx 11NM ENE of A/D) and of London (Pioneer Airpark) (aprx 5NM NNW of A/D), 6000 ASL and below.

LONDON FIC – RCO

For a list of London RCOs and map, see Planning Section under FISE RCOs.

LONG BEACH BC — See TOFINO / LONG BEACH

LOURDES-DE-BLANC-SABLON QC CYBX



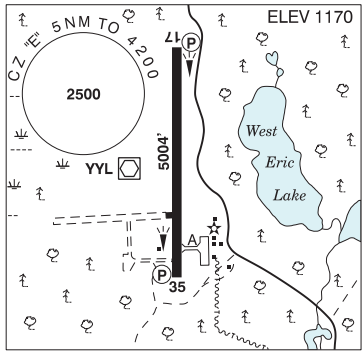
REF	N51 26 31 W57 11 10 2N 19°W (2024) UTC-4 Elev 122′ A5011 LO7 HI1 HI6 CAP
OPR	TC 418-461-2514, 418-997-2089 Cert Ldg fees (jet and turboprop acft only) Tml fees
PF	A-1,2 C-3,4,5,6
FLT PLN	(bil)
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montréal 800-633-1353
WX	METAR H24, AUTO (see COMM) TAF H24, issue times: 02, 08, 14, 20Z
SERVICES	
FUEL	100LL, JA (by truck), JA-1
OIL	All
S	1
SUP FL	D-ice
PVT ADV	BX Flight Services 418-461-2619, 709-931-2196 or Pager 418-461-3115
RWY DATA	Rwy 05(046°)/23(226°) 4500x150 ASPH Rwy 05 up 0.96%
RWY CERT	Rwy 05/23 AGN IIIA
APRON	Prkg fees
RCR	Opr 11-01Z Sun-Fri O/T 3 hrs PN PCN
LIGHTING	05-AO(TE ME) P2, 23-AS(TE ME) P2 ARCAL-122.0 type K

LOURDES-DE-BLANC-SABLON QC (Cont'd) CYBX

COMM	(bil)
RCO	Mont-Joli rdo 122.0 (RAAS)
MF	Mont-Joli rdo 122.0 15NM 3100 ASL (CAR 602.98) See PRO section
AUTO	128.15 (English) 124.35 (French)
NAV	
DME	IBX 109.1 Ch 28 N51 26 57 W57 10 53 (132′)
LOC	IBX 109.1 (Rwy 05)
PRO	ATF corridor outside MF, see CFS Section C – Areas With Discrete Air-To-Air Frequencies.
CAUTION	Extv bird activity Jun-Oct.

LYNN LAKE MB CYYL

REF	N56 51 52 W101 04 34 Adj NW 6°E (2017) UTC-6(5) Elev 1170′ A5024 LO1 LO3 HI2 HI4 CAP
OPR	YYL Airport Inc 204-356-2900 Reg Ldg fees
PF	A-1 C-2,4,5
FLT PLN	Pilots to open/close VFR flt plan with Edmonton rdo, FISE or by phone.
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
WX	METAR AUTO H24 (see COMM) WxCam TAF H24, issue times: 01, 07, 13, 19Z.
SERVICES	14-23Z‡ Mon-Fri exc hols, call out chg after hrs. Tml access 24 hr PN
FUEL	100LL, JA Self-serve 24 hr PN



RWY DATA	Rwy 17(174°)/35(354°) 5004x150 ASPH AGN IIIB
RCR	Opr RSC 14-23Z‡ Mon-Fri exc hols
LIGHTING	17-(TE ME) P1, 35-(TE ME) P1 ARCAL-122.3 type K
COMM	
RCO	Edmonton rdo 123.475 (FISE) 126.7 (bcst)
MF	UNICOM (ltd hrs) O/T tfc 122.3 5NM 4200 ASL (CAR 602.98)
PAL	Winnipeg Ctr 135.05
AWOS	128.0
NAV	
VOR/DME	YYL 112.6 Ch 73 N56 51 50 W101 04 32 (1217')

MACDONALD-CARTIER INTL ON — See OTTAWA / MACDONALD-CARTIER INTL

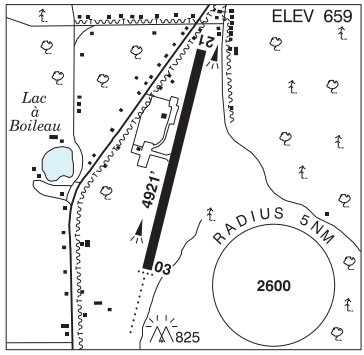
MADELEINE RADIO - RCO (ÎLES-DE-LA-MADELEINE FSS)

Havre St-Pierre 122.0 (RAAS) 11-03Z‡ (N50 16 W63 40)
Natashquan 122.2 (RAAS) 13-23Z‡ (N50 11 W61 49)

MAGNY QC — See AMOS / MAGNY

MANIWAKI QC

CYMW

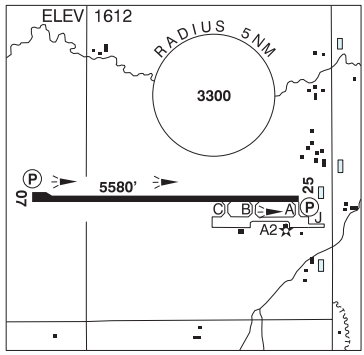


REF	N46 16 22 W75 59 26 5.3S 14°W (2012) UTC-5(4) Elev 659' A5000 A5001 A5002 LO6 LO7 HI5 CAP RCAP
OPR	Régie Intermunicipale de l'aprt Maniwaki 819-449-6103, 819-441-4567/6184 or 819-334-1911 Reg
PF	C-1,2,3,4,5,6,7,8
FLT PLN	(bil)
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montréal 800-633-1353
WX	WxCam
SERVICES	13-22Z‡ O/T call out chg 819-449-6103 or 819-441-4567/6184
FUEL	100LL, JA-1 (FSII avbl)
OIL	All
S	1,2,4,5,6
RWY DATA	Rwy 03(030°)/21(210°) 4921x150 ASPH Rwy 03 up 0.85% AGN II
RCR	Opr Ltd win maint. 13-22Z‡ Apr-Nov O/T 819-441-4567/6184 PCN
LIGHTING	03-AD(TE ME), 21-(TE ME) ARCAL-122.8 type J
COMM	(bil)
RCO	(bil) Québec rdo (Mont-Laurier) 123.475 (FISE)
ATF	UNICOM ltd hrs O/T tfc 122.8 5NM 3700 ASL
CAUTION	**LAND:** Lgtd prominent hill 825 ASL 0.5NM fr thld & E of Rwy 03 centreline. **WILDLIFE:** Possibility of wild animals on rwy.

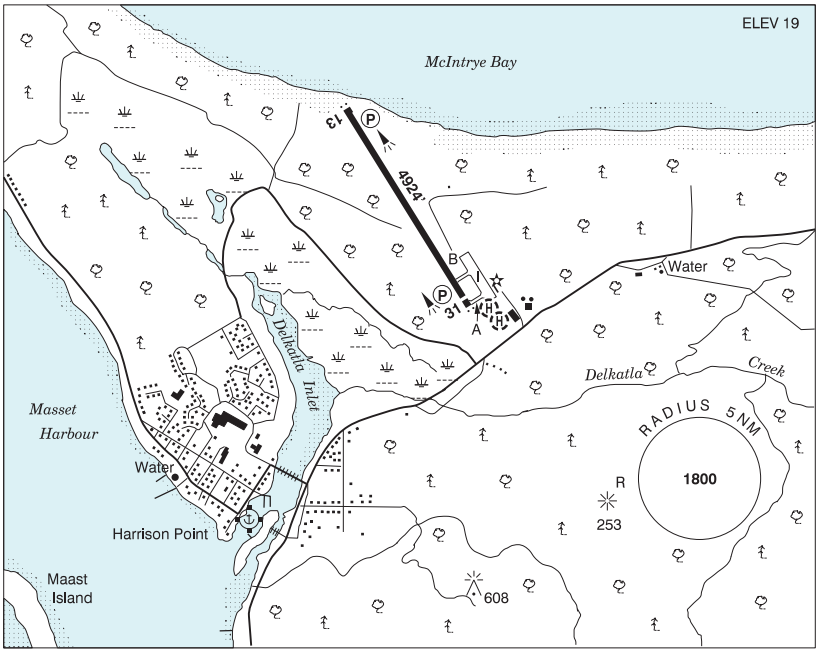
MANNING AB

CFX4

REF	N56 57 03 W117 38 39 1.8NW 18°E (2013) UTC-7(6) Elev 1612′ A5022 LO1 HI2 HI3 CAP
OPR	County of Northern Lights 780-836-6586 Reg Ldg fees
PF	A-1 C-2,4,5,6
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
WX	AUTO 780-836-3442 (see COMM)
SERVICES	
FUEL	100LL, JA-1 (FSII avbl) (Rotaiva 888-778-8765)
S	4,5,6
RWY DATA	Rwy 07(072°)/25(252°) 5580x100 ASPH Rwy 25 up 0.63% AGN IV
TWY	Twy A2, B & C rstd to Alberta Lands & Forest Service
RCR	Opr win maint 1500-2330Z‡ Oct-Apr Mon-Fri exc hols O/T 4 hrs PN, Medevac flt 2 hrs PN for centreline 60'
LIGHTING	07-(TE ME) P1, 25-(TE ME) P1 ARCAL-123.2 type K
COMM	
ATF	tfc 123.2 5NM 4700 ASL
AUTO	122.55
CAUTION	Water bomber activity at or in vic of A/D Apr thru Sep.



MASSET BC CZMT



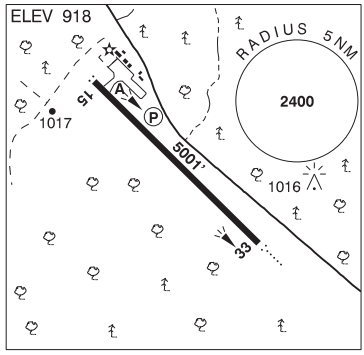
REF	N54 01 38 W132 07 30 1.5SW 19°E (2014) UTC-8(7) Elev 19′ A5013 LO1 CAP
OPR	Airport 250-626-5100, Village Office 250-626-3995, APM after hrs 250-626-7458 16-24Z‡ exc statutory hols May 1-Sep 30; 16-20Z‡ and 21-24Z‡ Sun-Fri exc statutory hols Oct 1-Apr 30. O/T call out chg. Cert Ldg fees
PF	A-1,7 C-2,3,4,5,6
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
WX	METAR 15-02Z‡ Oct 1-Apr 30, 13-00Z May 1-Sep 30 O/T LWIS TAF 16-02Z‡ Oct 1-Apr 30, issue times: 16, 19Z (DT 15, 19Z), 14-00Z May 1-Sep 30, issue times: 14, 19Z.
SERVICES	
FUEL	JA-1 16-24Z‡ exc statutory hols May 1-Sep 30; 16-20Z‡ and 21-24Z‡ Sun-Fri exc statutory hols Oct 1-Apr 30, O/T 2hrs PN cost recovery.
S	4,5
RWY DATA	Rwy 13(129°)/31(309°) 4924x100 asphalt Thld 31 displ 250′
RWY CERT	Rwy 13/31 AGN IIIA
TWY	Twy B
APRON	Overnight parking on W end of apron past Twy B. Parking fees.
RCR	Opr win maint 16-20Z‡ and 21-24Z‡ Sun-Fri Nov 1-Mar 31, exc statutory hols, O/T 2 hrs PN cost recovery CRFI
HELI DATA	Parking Pad 1: 69'x69' CONC Parking Pad 2: 69'x69' CONC
LIGHTING	13-AS(TE ME) P1, 31-AS(TE ME) P1 3.5° ARCAL-122.7 type K exc RIL on high and medium settings only.

MASSET BC (Cont'd) CZMT

COMM	
MF	UNICOM ltd hrs O/T tfc 122.7 5NM 3000 ASL (CAR 602.98) See PRO section
PRO	Rgt hand circuits Rwy 31 (CAR 602.96). Special VFR tfc advsy procedures apply outside MF zone, see CFS Section C – Areas With Discrete Air-To-Air Frequencies. **Aprt Restriction:** pursuant to CARs 602.96(3)(d) ngt ops Rwy 31 proh unless PAPI and obst bcn serviceable. **Heli:** Arr/dep on rwy, hover taxi to prkg pads.
CAUTION	Ridge of high gnd rises 243′ above aprt elev aprx 1NM SE of aprt. 100′ trees within 600′ of rwy edge. Only pilots familiar with lcl terrain should use this A/D dur hrs of darkness. Extv deer and geese activity in vic of rwy. Verify rwy unobstructed. Bird Sanctuary W of Rwy 13/31. Extv bird activity May-Nov. Sandhill crane activity Jun-Sep. Water A/D 1.4NM S.

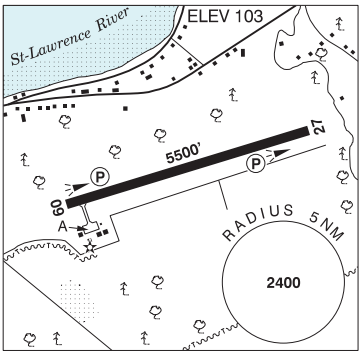
MATAGAMI QC CYNM

REF	N49 45 42 W77 48 10 6W 14°W (2013) UTC-5(4) Elev 918′ A5009 LO3 LO7 HI1 HI4 CAP
OPR	Ministère des transports et de la mobilité durable 819-739-2926/8141 Reg
PF	A-1 D-2,3,4,5,6
FLT PLN	(bil)
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montréal 800-633-1353
WX	METAR AUTO H24 (see COMM) WxCam



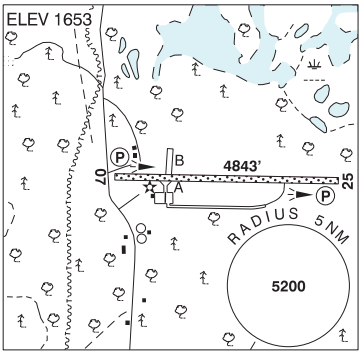
SERVICES	O/T call out chgs
FUEL	100LL, JA-1 1130-2100Z‡ ctc 819-739-2926 O/T 819-739-8141
RWY DATA	Rwy 15(148°)/33(328°) 5001x100 ASPH Rwy 15 down 0.5% first half Rwy 33 down 0.84% first half AGN IIIA
RCR	Opr 12-23Z‡. O/T 2 hrs PN (MEDEVAC only) 819-739-8141 CRFI
LIGHTING	15-AS(TE ME) P2, 33-AO(TE ME) ARCAL-122.8 type K
COMM	
DRCO	(bil) Québec rdo 123.55 (FISE) 126.7 (bcst)
ATF	tfc 122.8 5NM 4000 ASL
AWOS	127.45 (English), 125.3 (French)
CAUTION	Wildlife and migrating birds in vic of rwy. Ctc opr.

MATANE / RUSSELL-BURNETT QC — CYME



REF	N48 51 23 W67 27 08 2.5E 19°W (2013) UTC-5(4) Elev 103' A5010 LO7 HI6 CAP
OPR	Ville 418-562-2333 or 418-560-2271 (Supervisor) Reg Ldg fees
PF	A-7,8 C-1,2,3,4,5,6
FLT PLN	(bil)
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montréal 800-633-1353
SERVICES	1 hr PN Avjet 418-560-2271. Call out chg.
FUEL	100LL, JA-1 (FSII avbl) SP
OIL	15W50
S	4,5,6
RWY DATA	Rwy 09(090°)/27(270°) 5500x150 ASPH AGN IIIA
APRON	Prkg fees.
RCR	Opr (Supervisor) Ltd win maint PCN
LIGHTING	09-(TE ME) P2, 27-(TE ME) P2 ARCAL-122.8 type K
COMM	(bil)
ATF	UNICOM ltd hrs O/T tfc 122.8 5NM 3200 ASL
CAUTION	**Wind Turbines:** Wind turbine group 5NM SW of A/D, max alt 998 ASL. **Paramotors:** Activities between St-Fabien, Rimouski, Mont-Joli and Matane, sfc up to 500 ASL ocsl 1200 ASL.

MAYO YT — CYMA



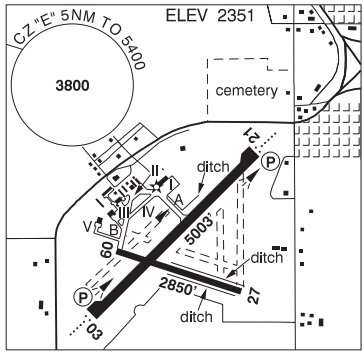
REF	N63 37 00 W135 52 08 1.5N 20°E (2018) UTC-7 Elev 1653′ A5028 LO5 HI2 CAP
OPR	Govt of Yukon 867-993-7709 or 867-634-2046 Cert
PF	A-1 C-2,4,5
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
CARS	867-996-2334 Fax 867-996-2134
WX	METAR H24. TAF H24, issue times: 00, 06, 12, 18Z.
SERVICES	Call out chg may be levied for one or more svcs. Fuel stor by permit only ctc opr
FUEL	100LL, JA-1 Aero Logistics Ltd 15-22Z Mon-Fri May 1-Sep 30, O/T call out chg 867-393-4359, 867-335-5825 24 hr PN
S	4,5,6

MAYO YT (Cont'd) CYMA

RWY DATA	Rwy 07(071°)/25(251°) 4843x100 GRVL Rwy 07 down 0.34%
RWY CERT	Rwy 07/25 AGN IIIA
TWY	Twy B pvt
RCR	CARS A/D Maint avbl 1400-2230Z Mon-Fri ctc 867-383-0004. Compacted snow/GRVL mix during win conds. Sfc may be soft dur freeze & thaw periods.
LIGHTING	07-(TE ME) P2, 25-(TE ME) P2 Lgt avbl to non-sked acft only.
COMM	
RCO	Whitehorse rdo 122.375 (FISE) 126.7 (bcst)
MF	aprt rdo 122.1 5NM 4700 ASL (CAR 602.98)
PAL	Edmonton Ctr 134.65
APRT RDO	122.1 (V)
NAV	
NDB	MA 365 (M) N63 37 40 W135 53 42
PRO	All non sked acft with wing span over 60 ft require min 3 days PN. Ctc opr.
CAUTION	P-lines in vic of Rwy 07 apch.

MEDICINE HAT AB CYXH

REF	N50 01 08 W110 43 14 2SW 13°E (2013) UTC-7(6) Elev 2351' A5005 A5006 LO2 HI3 CAP
OPR	Muni 403-525-6115 Cert Ldg fees
PF	A-1,2,3,6,7 C-4,5
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
WX	METAR 1245-0345Z O/T METAR AUTO (See COMM). TAF H24, issue times: 00, 06, 12, 18Z. WxCam



SERVICES	O/T call out chg
FUEL	100LL, JA-1 1130-0400Z‡ Super T Aviation, O/T call out chg may apply
OIL	All
S	1,2,4,5,6
PVT ADV	Super T Aviation 122.75, 888-541-6636 or 403-548-6636, O/T 403-928-7133.
RWY DATA	Rwy 03(032°)/21(212°) 5003x150 ASPH Rwy 09(095°)/27(275°) 2850x100 ASPH
RWY CERT	Rwy 03/21 AGN IIIA Rwy 09/27 AGN I
TWY CERT	Twy B AGN I
TWY	Twy B ltd to 30,000 lbs; Twy A ltd to 150,000 lbs.
APRON	Apron I Ltd to 150,000 lbs, Apron II & III Ltd to 30,000 lbs, Apron IV tie-down area ltd to 10,000 lbs
RCR	Opr Win maint 15-23Z‡ Mon-Fri exc hols O/T 1 hr PN ctc 403-581-7200. CRFI, PCN. Call-out fees may be levied.
LIGHTING	03-AO(TE ME) P2, 21-AO(TE ME) P2, 09-(TE ME), 27-(TE ME) O/R thru FSS ARCAL 122.2 type K when FSS clsd

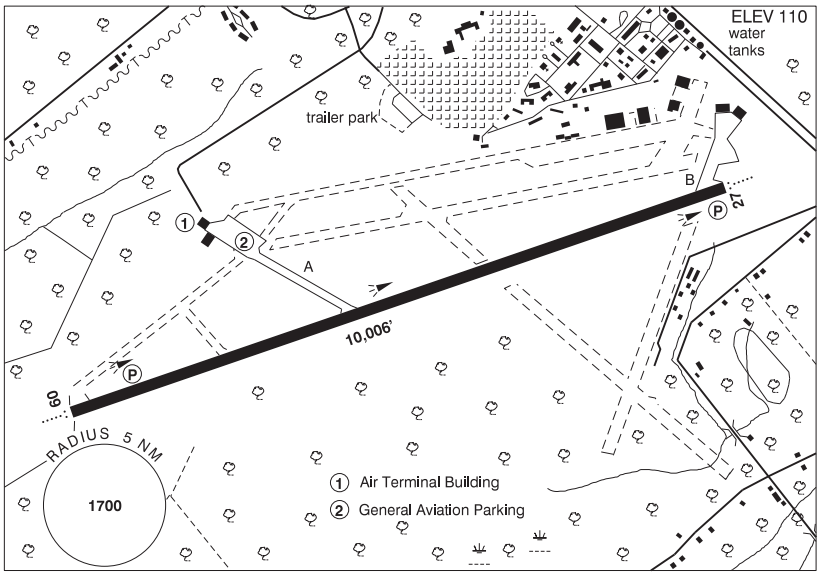
MEDICINE HAT AB (Cont'd) CYXH

COMM	
RADIO	122.2 PTC avbl (V) 1245-0345Z (emerg only 403-526-3040)
RCO	Edmonton rdo 123.375 (FISE) 126.7 (bcst)
ATIS	124.875 1245-0345Z
MF	rdo 122.2 1245-0345Z O/T tfc 5NM 5400 ASL (CAR 602.98)
AWOS	124.875 0345-1245Z
PRO	Arr/dep reports & IFR clearances 0345-1245Z ctc Edmonton rdo 123.375.
CAUTION	Non-registered A/D (Harrison Field) 4.5NM SW CYXH aprt. Frequent light/ultralight acft activity. Grass rwy, orientation 17/35. Ditches N & S edges Rwy 27 E of Rwy 03/21. Ditches N edge twy A & along N of Rwy 21 running E aprx 525' from Twy A. Migratory bird activity in vic of aprt Oct-Mar.

MERLYN CARTER AIRPORT NT — See HAY RIVER / MERLYN CARTER AIRPORT

MET (AÉROPORT MÉTROPOLITAIN DE MONTRÉAL) QC — See MONTRÉAL / MET (AÉROPORT MÉTROPOLITAIN DE MONTRÉAL)

MIRAMICHI NB CYCH



REF	N47 00 21 W65 27 25 1.6S 18°W (2017) UTC-4(3) Elev 110′ A5003 LO8 HI6 CAP
OPR	Miramichi Aprt Comsn 506-778-1031/9189 Reg
PF	A-1 (ltd hrs) C-2,3,4,5,6

MIRAMICHI NB (Cont'd) CYCH

FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	Moncton 506-867-7176 or 866-480-8200 Flt Plns by Fax 506-867-7180 & include phone numbers where pilot can be reached prior to dep
WX	ALTIMETER/WIND 506-778-1031 11-23Z‡ (see COMM) WxCam
SUP FL	D-ice PN
JASU	10/15 PN
SERVICES	Call out chg may be levied for one or more svcs
FUEL	100LL, JA-1
S	1,2,4,5
MILCON	Miramichi Airport Commission (Irving Oil) 506-778-1031
RWY DATA	Rwy 09(089°)/27(269°) 10006x150 ASPH AGN IIIA
TWY	Twy B avbl daytime only Twy B ltd win maint
RCR	Opr CRFI Ltd win maint, PN
LIGHTING	09-AO(TE ME) P2, 27-AO(TE ME) P2 ARCAL-122.7 type K
COMM	
ATF	UNICOM (AU) 11-23Z‡ O/T tfc 122.7 5NM 3100 ASL
PAL	Moncton Ctr 123.7
PRO	Rgt hand circuits Rwy 09 (CAR 602.96). Do not overfly A/D during glider ops.
CAUTION	Glider operations on active runway and abandoned area N of Rwy 09/27 weekends May-Jun & Sep-Nov, vehicle & acft launching. Ctc glider ops 122.7 during activity.

MONCTON VFR TERMINAL PROCEDURES CHART



NAME	IDENT	LAT/LONG
HILLSBUROUGH	VCHLH	N45° 55' 30" W064° 37' 19"
MAGNETIC HILL	VCHLL	N46° 08' 00" W064° 56' 45"
MEMRAMCOOK	VCMMC	N45° 55' 19" W064° 30' 56"
NOTRE DAME	VCCND	N46° 18' 55" W064° 43' 42"
ROBICHAUD	VCCHD	N46° 12' 30" W064° 22' 42"
SALISBURY	VCSBY	N46° 01' 41" W065° 02' 24"
SCOUDOUC	VCSDC	N46° 09' 42" W064° 33' 38"

MONCTON VFR TERMINAL PROCEDURES CHART (Cont'd)

VFR FLIGHT PROCEDURES

NOTRE DAME
Dep – Fly direct NOTRE DAME. Maintain 1500 feet until cleared higher or leaving the control zone.
Arr – From NOTRE DAME fly direct to clearance limit. Maintain 2500 feet until cleared lower or turning final.

ROBICHAUD
Dep – Fly direct to SCOUDOUC then direct to ROBICHAUD. Maintain 1500 feet until cleared higher or leaving the control zone.
Arr – Fly direct to SCOUDOUC and then to clearance limit. Maintain 2500 feet until cleared lower or turning final.

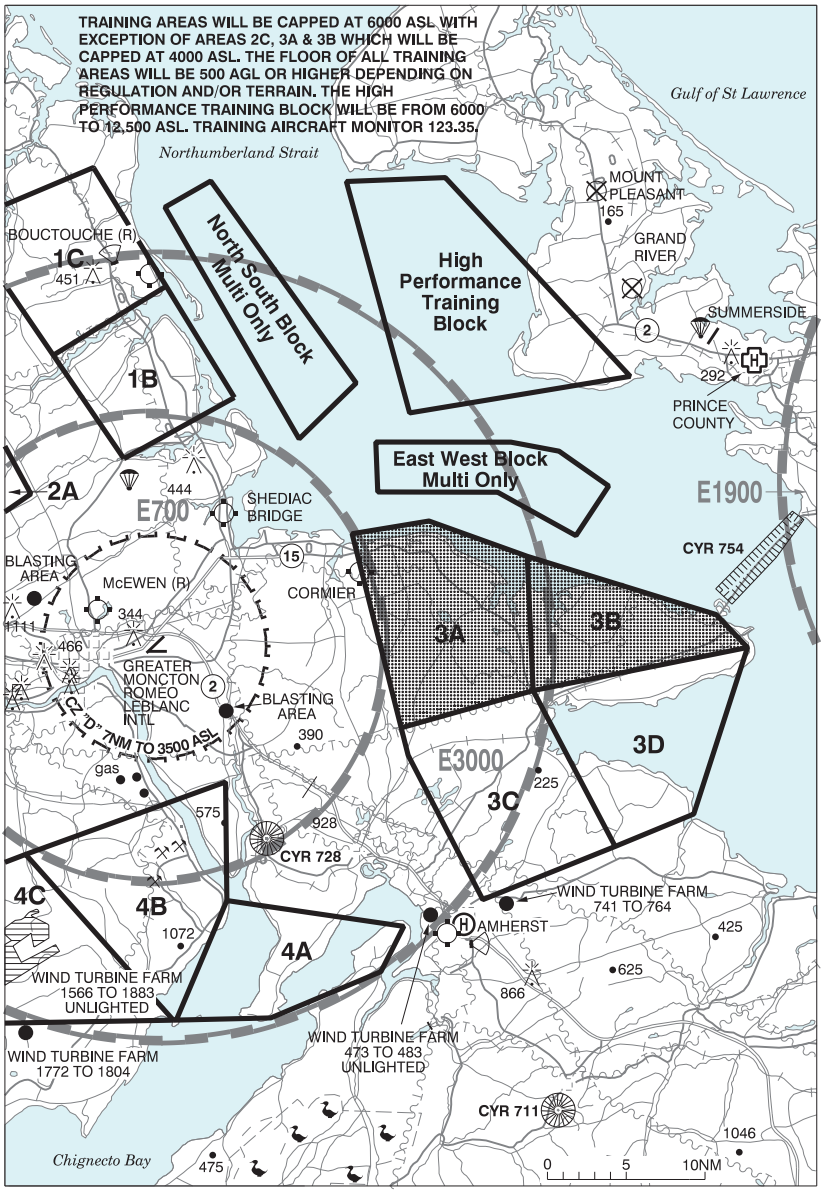
MEMRAMCOOK
Dep – Fly over the Trans Canada Hwy south to MEMRAMCOOK. Maintain 1500 feet until cleared higher or leaving the control zone.
Arr – From MEMRAMCOOK, fly over the Trans Canada Hwy north to clearance limit. Maintain 2500 feet until cleared lower or turning final.

HILLSBUROUGH
Dep – Fly over the Petitcodiac River south to HILLSBUROUGH. Maintain 1500 feet until cleared higher or leaving the control zone.
Arr – From HILLSBUROUGH, fly over the Petitcodiac River north to clearance limit. Maintain 2500 feet until cleared lower or turning final.

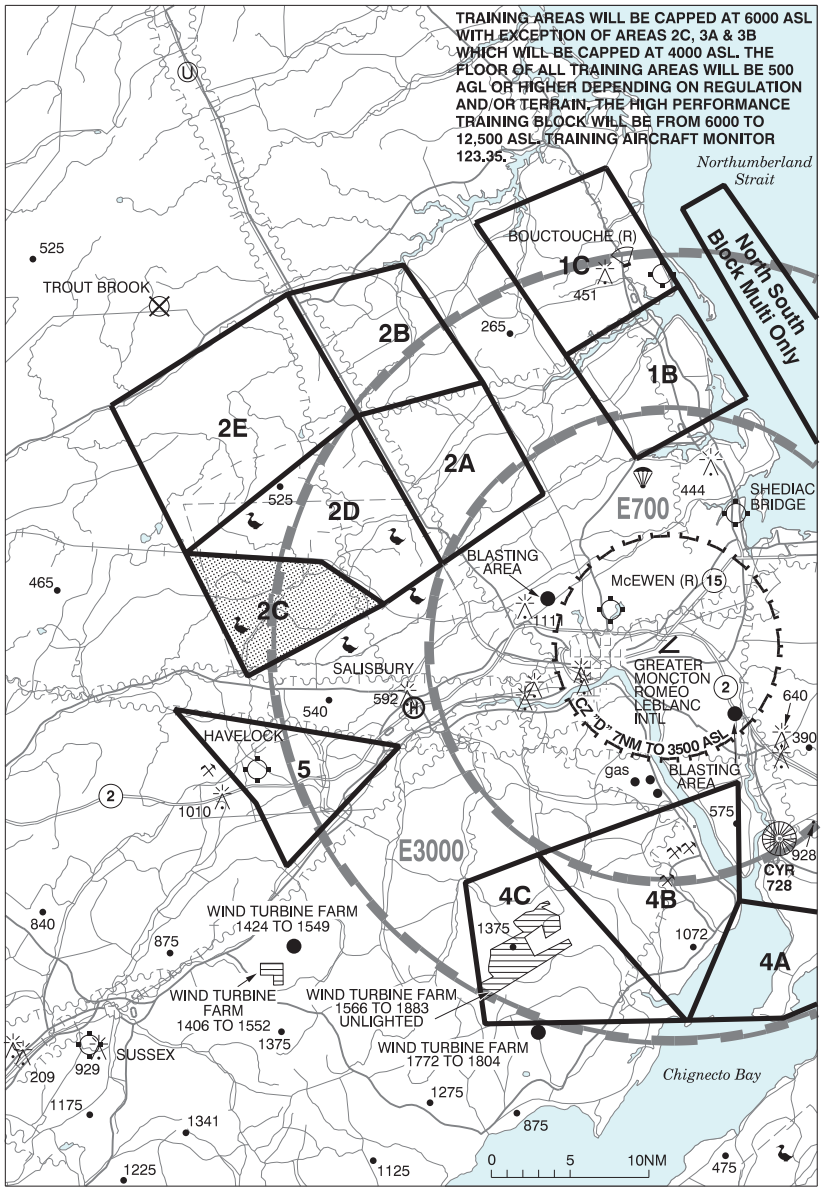
SALISBURY
Dep – Fly over the Petitcodiac River west to SALISBURY. Maintain 1500 feet until cleared higher or leaving the control zone.
Arr – From SALISBURY, fly over the Petitcodiac River east to clearance limit. Maintain 2500 feet until cleared lower or turning final.

MAGNETIC HILL
Dep – Fly over the Trans Canada Hwy west to MAGNETIC HILL. Maintain 1500 feet until cleared higher or leaving the control zone.
Arr – From MAGNETIC HILL, fly over the Trans Canada Hwy east to clearance limit. Maintain 2500 feet until cleared lower or turning final.

MONCTON VFR TERMINAL PROCEDURES CHART - TRAINING AREAS
MONCTON FLIGHT COLLEGE - EAST PORTION

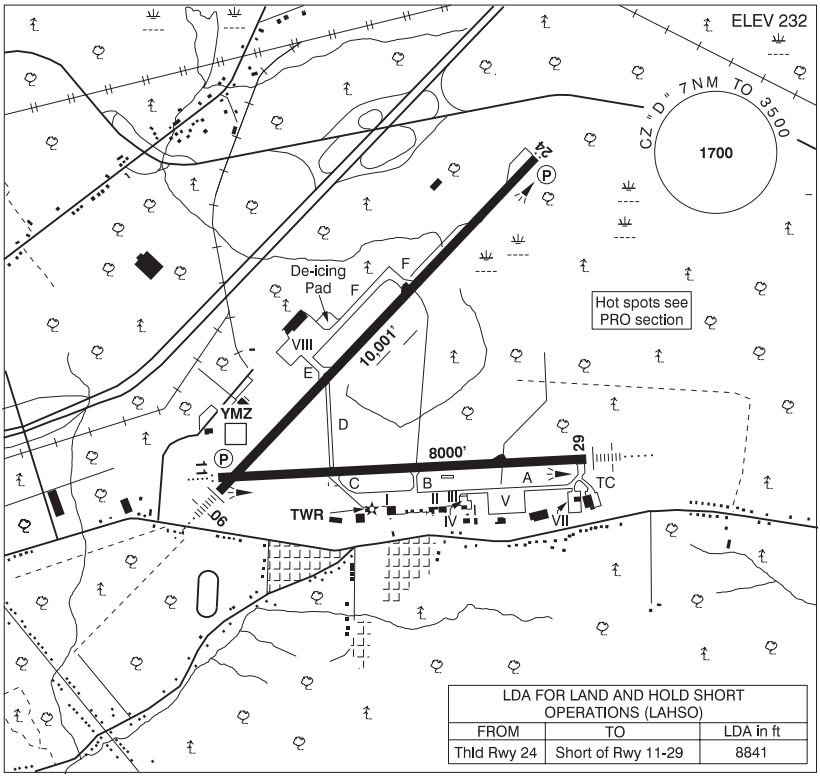


MONCTON VFR TERMINAL PROCEDURES CHART - TRAINING AREAS
MONCTON FLIGHT COLLEGE - WEST PORTION



MONCTON NB — See MONCTON / GREATER MONCTON ROMÉO LEBLANC INTL

MONCTON / GREATER MONCTON ROMÉO LEBLANC INTL NB CYQM



REF	N46 06 58 W64 40 43 4ENE 18°W (2013) UTC-4(3) Elev 232′ A5003 LO8 HI6 T2 CAP OC
OPR	Greater Moncton International Airport Authority Inc 506-856-5444 0845-0415‡ O/T 2 hr PN call out charge Cert
PF	A-1,2,6 C-3,4,5
CUST	AOE/300 888-226-7277 12-04Z‡
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200.
WX	METAR H24 TAF H24, issue times: 00, 06, 12, 18Z

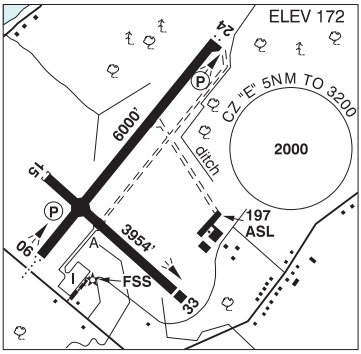
MONCTON / GREATER MONCTON ROMÉO LEBLANC INTL NB (Cont'd) CYQM

SERVICES	Call out chg may be levied for one or more svcs.
FUEL	100LL, JA-1 (FSII avbl) PN ASIG 506-857-9140
OIL	All
S	1,2
ARFF	DESIGNATED CAT 6 (CAT 7 2 hr PN) 0845-0415‡ O/T 2 hr PN call out chg.
SUP FL	O & D-ice
JASU	(Hobart 1400 amp 30-40 volts), Elect Start 10/25, GTC/GTE-85 & NC-10A/A1/B/C
PVT ADV	Shell Aerocentre 122.15, ATS 131.75 Moncton Flight College 123.5 (Ltd hrs) Air Canada gnd hldg 130.37 506-857-1065 Skylink Express 131.37, ltd hangarage avbl
MIL CON	ASIG Canada 506-857-9140
RWY DATA	Rwy 06(061°)/24(241°) 10,001x200 ASPH Rwy 11(106°)/29(286°) 8000x200 ASPH RESA: All Rwys 492'
RWY CERT	Rwy 06 RVR 1200(1/4sm)/Rwy 24 RVR 1200(1/4sm) AGN V Rwy 11 RVR 1200(1/4sm)/Rwy 29 RVR 1200(1/4sm) AGN V
TWY CERT	Twy: A, B, C, D AGN IV
APRON	Acft manoeuvring on apron VIII must maintain a listening watch & are to broadcast their movement intentions on Apron VIII Advisory 122.075. Itinerant acft wishing to use Apron VIII ctc Airport Security 506-856-5429 - 2 hr PN. Apron IV (Moncton Flight College) restricted to acft 8,000 lbs or less.
RCR	Opr 506-850-8430 11-19Z‡ Mon-Fri exc hols O/T 2 hrs PN, call out charge. CRFI/RSC, PCN
LIGHTING	06-AN(TE HI), 24-AS(TE HI) P3 3.1°, 11-AO(TE HI) P3 3.1°, 29-AN(TE HI)
COMM	
RCO	London rdo 122.5 (FISE) 126.7 (bcst)
ATIS	128.65
APRON ADV	Apron VIII 122.075
GND	121.8 275.8
TWR	120.8 236.6 (E) (emerg only 506-867-7220)
ARR	124.4
DEP	124.4
PAL	124.4 127.125 132.2
NAV	
DME	YMZ 117.0 Ch 117 N46 06 33 W64 41 33 (233')
ILS	IQM 109.3 (Rwy 29) RVR IFG 109.7 (Rwy 06) RVR
PRO	De-icing apron VIII - Prior to pushback, broadcast intentions & monitor all movements on Apron Advisory 122.075. Proceed to de-icing pad. Pilots should refer to Canadian Airport Charts (CAC) to obtain details on established hot spots, prior to operating on maneuvering areas. CAC are available for free on the NAV CANADA website.
CAUTION	Training areas around CZ, see Moncton VTPC - Training areas.

MONCTON CENTRE (emerg only 506-867-7173) CZQM

124.4 **124.4** 127.125 **127.125** 132.2 **132.2**
132.7 **133.875** (FL 290 & above) 294.5
Caledonia Mtn 132.5
Charlo 134.25
Charlottetown 135.65
Churchill Falls **132.95** (FL 290 & above)
Fredericton 124.3 135.5 270.8
Grindstone **132.8** (FL 290 & above) 134.35
Halifax **133.95** (FL 290 & above) 135.3
Miramichi 123.7
Natashquan **118.875** **124.975** (FL 290 & above) **132.525**
Port Hawkesbury 135.1 **135.1** (Below FL 290)
Saint John 124.3 135.5 270.8
Sept-Îles **126.325** **133.35** **368.5** (FL 290 & above)
Stephenville **133.55** **135.775** (FL 290 & above)
Sydney 118.6 (**125.25** **132.75** **133.3** **133.7** FL 290 & above) 266.3
Trenton 135.3 135.65
Yarmouth 123.9 **128.375** **132.975** **135.2** 368.5

MONT-JOLI QC CYYY



REF	N48 36 32 W68 12 29 1.5NNW 18°W (2012) UTC-5(4) Elev 172' A5010 LO7 HI6 CAP
OPR	Régie Intermunicipale 418-775-3347 Emerg 418-318-5740 1130-0130Z‡ Mon-Fri, 13-22Z‡ Sat-Sun, exc hols, O/T 2 hr PN, call out chg. Cert Ldg fees, tml fees.
PF	A-1,2,3,6,7,8
FLT PLN	(bil)
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montréal 800-633-1353
WX	METAR H24. TAF H24, issue times: 02, 08, 14, 20Z.
SERVICES	418-775-4020
FUEL	100LL, JA Avjet 418-775-4020 12-22Z‡ Mon-Fri, 13-22Z‡ Sat-Sun O/T call out chg.
OIL	All
S	4,5,6
SUP FL	D-Ice Type 1 & 4, 12-22Z‡ Mon-Fri, 13-22Z‡ Sat-Sun, call out chg.
RWY DATA	Rwy 06(057°)/24(237°) 6000x150 ASPH Rwy 06 down 0.38%. Rwy 15(150°)/33(330°) 3954x150 ASPH Rwy 15 up 1.03% Thld 33 displ 230´.
RWY CERT	Rwy 06/24 AGN IV Rwy 15/33 AGN IIIA
RCR	OPR CRFI Win maint 1230-2300Z‡ Mon, 1130-2400Z‡ Tue-Wed, 1130-0200Z‡ Thu, 1230-2400Z‡ Fri, PN ONLY Sat-Sun exc hols, Nov 15-Apr 15 O/T 2 hr PN 418-732-8231, call out chg. Rwy 15/33 clsd fr Nov 1 to May 1, avbl as twy btn Rwy 06/24 and Twy A. PCR
LIGHTING	06-AO (TE HI) P2, 24-AS (TE HI) P2, 15-(TE ME), 33-(TE ME)

MONT-JOLI QC (Cont'd) CYYY

COMM	(bil)
RADIO	122.1 PTC avbl (V) (emerg only 418-775-0055)
RCO	Québec 123.375 (FISE) 126.7 (bcst)
MF	rdo 122.1 5NM joined to Rimouski MF circle by a corridor equal to the width of their diameter 3200 ASL, see Mont-Joli - Rimouski VTPC. (CAR 602.98)
PAL	Montréal Ctr 134.65 227.2
NAV	
DME	YYY 115.9 Ch 106 N48 36 44 W68 12 32 (168')
LOC	IYY 109.7 (Rwy 06) RVR
PRO	Rgt hand circuits Rwy 24 (CAR 602.96).
CAUTION	Paramotors activities between St-Fabien, Rimouski, Mont-Joli and Matane, sfc up to 500 ASL ocsl 1200 ASL. Ultra-light activities 2.0NM SW, max alt 700 ASL. Extv migratory bird activity in vic of A/D Sep 21 - Nov 21.

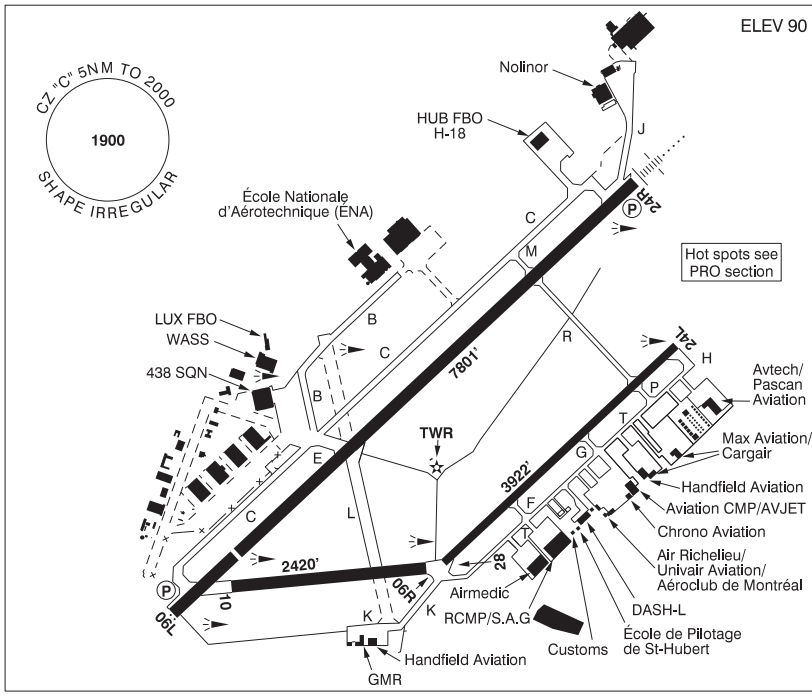
MONT-JOLI FSS – RCO

Baie-Comeau 118.3 (RAAS) (N49 08 W68 12)
Gaspé 122.3 (RAAS) (N48 47 W64 29)
Îles-de-la-Madeleine 123.15 (RAAS) 0330-10Z‡ (N47 22 W61 54)
Lourdes-de-Blanc-Sablon 122.0 (RAAS) (N51 27 W57 11)

MONTRÉAL CENTRE (emerg only 514-633-3365) CZUL

118.9 **118.9** 120.42 **120.42** (Below FL230) 124.65 **124.65** (Below FL240) 125.15 **125.15** (Below FL290) 126.9 **126.9** & 132.85 **132.85** (Below FL240) 134.15 **134.15** (Below FL290) 134.4 **134.4** (Below FL290) **135.6** (FL290 & above) 245.0 **245.0** (Below FL290) 268.3 **268.3** (Below FL240) **287.2** (FL290 & above) 294.0 **294.0** (Below FL290)
Brevoort 132.025 **132.025** (below FL290) **134.85** (FL290 & above)
Brisay **119.4** & **134.325** (FL290 & above) 132.775 **132.775** (Below FL290)
Brockville Regional Tackaberry Aprt 134.675 **134.675** (Below FL240)
Campbellford 135.05 **135.05** (Below FL240)
Chibougamau 127.3 **127.3** (Below FL290) **133.025** & **253.2** (FL290 & above)
Chisasibi 132.325 (FL290 & above)
Gaspé 134.175 **134.175** (Below FL290)
Iqaluit **132.8** (FL290 & above) 134.55 **134.55** (Below FL290)
Inukjuak 119.15 **119.15** (Below FL290) **132.675** (FL290 & above)
Kapuskasing 133.975 (FL290 & above)
Kuujjuaq **132.45** & **133.2** (FL290 & above) **134.2** (FL290 & above) 135.1 **135.1** (Below FL290) **135.8** (FL290 & above)
La Grande Rivière (LG-2) 132.1 **132.1** (Below FL290) **133.775** (FL290 & above)
La Tuque 134.5 **134.5** (Below FL290)
Lac Levesque **134.225** (FL290 & above)
Mont-Joli **132.625** (FL290 & above) 134.65 **134.65** & 227.2 **227.2** (Below FL290)
Mont-Laurier 126.575 **126.575** (Below FL290) **127.875** (FL290 & above)
Mont Tremblant 133.9 (15,000 & below)
Moosonee 118.975 (FL290 & above)
Natashquan 134.825 **134.825** (Below FL290)
Ottawa 124.275 **124.275** (Below FL290) 127.7 **127.7** (Below FL290) 128.175 (Below 14,000) 128.775 **128.775** (Below FL240) 134.975 **134.975** (Below FL290) 135.15 (Below 14,000) 266.8 **266.8** (Below FL290)
Pembroke 135.2 **135.2** (Below FL240)
Puvirnituq 132.275 **132.275** (Below FL290) 134.725 (FL290 & above)
Quaqtaq 128.25 **128.25** (Below FL290) **134.8** (FL290 & above)
Québec 124.0 & 127.85 (Below 14,000) 135.025 **135.025** & 270.9 **270.9** (Below FL290) 322.8 (Below 14,000)
Rivière-du-Loup 125.1 **125.1** & 299.6 **299.6** (Below FL290)
Rouyn **120.725** (FL290 & above)
St-Adrien 123.925 (FL290 & above) 132.35 **132.35** (Below FL290) **133.225** (FL290 & above)
Schefferville 132.9 **132.9** (Below FL290) 312.7 **312.7** (Below FL290)
Sept-Îles 135.55 **135.55** & 381.9 **381.9** (Below FL290)
Sherbrooke 132.55 **132.55** (Below FL290)
Timmins **133.975** (FL290 & above)
Trois-Rivières 128.225 **128.225** (Below FL290)
Val-d'Or 125.9 **125.9** & 308.3 **308.3** (Below FL290)
Wabush 132.25 **132.25** (Below FL290)

MONTRÉAL / MET (AÉROPORT MÉTROPOLITAIN DE MONTRÉAL) QC — CYHU



REF	N45 31 05 W73 25 01 3E 15°W (2010) UTC-5(4) Elev 90' VTA A5002 LO6 LO7 LO8 HI5 T2 CAP
OPR	MET (Aéroport métropolitain de Montréal) 450-678-6030 Cert Ldg fees
PF	B-1,2,3,6 C-4,5
CUST	AOE/15 888-226-7277 1330-0300Z‡ Mon-Fri exc hols
FLT PLN	(bil)
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montréal 514-633-3211 or 800-633-1353. All Flt Plns, IFR tng flts PPR. Flt Plns by Fax at 514-633-2877 & include phone numbers where pilot can be reached prior to dep.
WX	METAR AUTO H24 (see COMM) TAF H24, issue times: 00, 06, 12, 18Z. WxCam

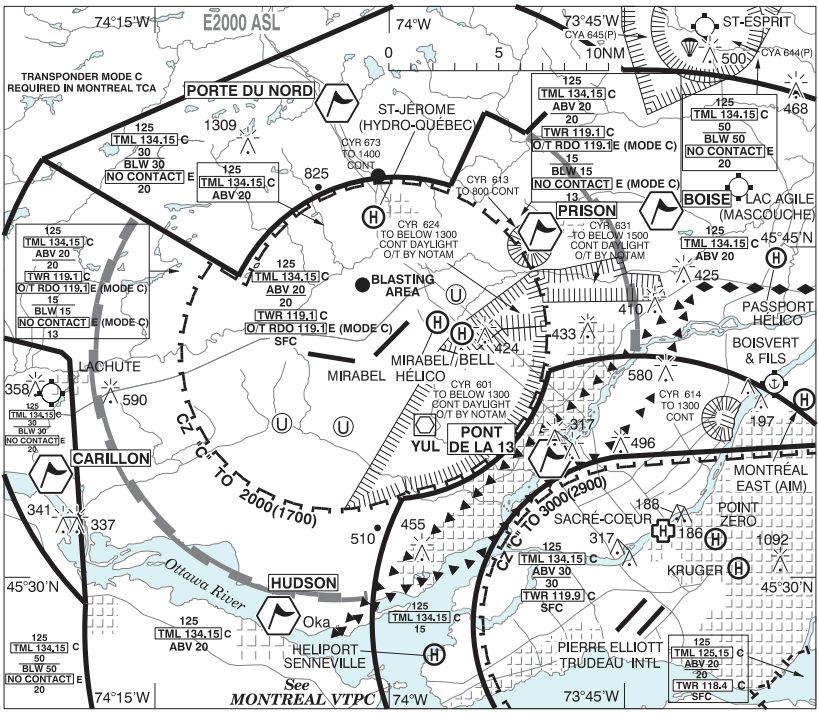
MONTRÉAL / MET (AÉROPORT MÉTROPOLITAIN DE MONTRÉAL) QC (Cont'd) CYHU

SERVICES	
FUEL	100LL, JA-1 (FSII avbl), JP-4 F-34
OIL	All (Mil 123, 128, 133, 148, 156)
S	1 (ltd), 2,4,5,7
SUP FL	D & A-Ice, LHOX 13-21Z‡ Tue-Fri exc hols
JASU	Mil CE15, 16, CA2
MIL ADV	438 Sqn Ops - Call "WILDCAT OPS" 322.1 135.9 450-462-8777 ext 7216 CSN 472-7216 13-21Z‡ Mon-Fri. Ltd trans svcg. 24 hrs PN.
PVT ADV	AvJet Distribution 123.025 450-678-4440; Pascan 131.17 888-313-8777, 450-443-0500; HUB FBO H-18 122.8 450-468-4400; LUX FBO 122.470 514-312-1885
MIL CON	Avjet Holding Inc 450-678-4440
RWY DATA	Rwy 06L(062°)/24R(242°) 7801x150 ASPH Thld 06L displ 1105′. Rwy 06R(062°)/24L(242°) 3922x100 ASPH Rwy 10(100°)/28(280°) 2420x150 ASPH
RWY CERT	Rwy 06L/24R AGN IIIB Rwy 06R/24L AGN IIIA Rwy 10/28 AGN II
TWY CERT	Twy: F, G, H, J, K, P, T AGN IIIA
TWY	Twy B: First 500' fm ENA uncontrolled.
RCR	Opr 1200-2030Z‡ Apr 01-Nov 30, 0330-2030Z‡ Mon-Fri O/T 3 hrs PN Dec 1-Mar 31. Rwy 06R/24L clsd 0400-1045Z‡ Mon-Fri, 0100-1045Z‡ Sat-Sun Dec-Mar; avbl as twy btwn Twy P and Twy R. Rwy 10/28 clsd 0400-1045Z‡ Mon-Fri, 0100-1045Z‡ Sat-Sun Dec-Mar. Hydroplaning may occur on Rwy 06L/24R (especially at intxn of twy L) dur heavy precipitation. CRFI, PCN
MIL	S50, T75, ST140, TT198.
LIGHTING	06R-(TE ME), 24L-(TE ME), 06L-AS(TE HI) P2, 24R-AN(TE HI) P2, 10-(TE HI), 28-(TE HI) ARCAL-118.4 type K for Rwy 06L/24R, PAPI & twy lgt B, C, E, J, K, M, P, R, T
COMM	(bil)
RCO	Rouyn rdo 118.4 (RAAS) 0500-1045Z‡ Tue-Sat, 0300-1045Z‡ Sun-Mon Apr-Oct; 0400-1045Z‡ Tue-Sat, 0100-1045Z‡ Sun-Mon Nov-Mar
ATIS	(English) 124.9 (French) 124.1 1045-0500Z‡ Mon-Fri, 1045-0300Z‡ Sat-Sun Apr-Oct; 1045-0400Z‡ Mon-Fri, 1045-0100Z‡ Sat-Sun Nov-Mar
GND	St-Hubert 126.4 1045-0500Z‡ Mon-Fri, 1045-0300Z‡ Sat-Sun Apr-Oct; 1045-0400Z‡ Mon-Fri, 1045-0100Z‡ Sat-Sun Nov-Mar
TWR	St-Hubert 118.4 (VFR ARR North) 121.3 (VFR ARR South and East) (V) 1045-0500Z‡ Mon-Fri, 1045-0300Z‡ Sat-Sun Apr-Oct; 1045-0400Z‡ Mon-Fri, 1045-0100Z‡ Sat-Sun Nov-Mar (emerg only 450-926-6458)
MF	Rouyn rdo 118.4 0500-1045Z‡ Tue-Sat, 0300-1045Z‡ Sun-Mon Apr-Oct; 0400-1045Z‡ Tue-Sat, 0100-1045Z‡ Sun-Mon Nov-Mar 5NM shape irregular 2000 ASL (CAR 602.98)
ARR	Montréal 125.15 268.3
DEP	Montréal 125.15 268.3
VFR ADV	Montreal Tml 125.15
MIL	438 Sqn Ops 322.1 135.9
AWOS	124.9 (English) 124.1 (French) 0500-1045Z‡ Tue-Sat, 0300-1045Z‡ Sun-Mon Apr-Oct; 0400-1045Z‡ Tue-Sat, 0100-1045Z‡ Sun-Mon Nov-Mar
NAV	
DME	IHU 111.1 Ch 48 N45 31 21 W73 24 30 (113')
ILS	IHU 111.1 (Rwy 24R) RVR

MONTRÉAL / MET (AÉROPORT MÉTROPOLITAIN DE MONTRÉAL) QC (Cont'd) CYHU

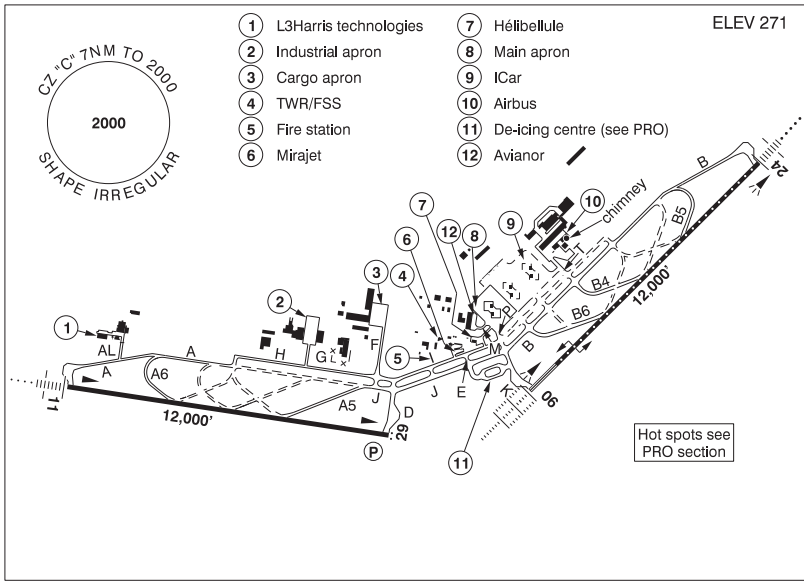
PRO	Pilots should refer to Canadian Airport Charts (CAC) to obtain details on established hot spots, prior to operating on maneuvering areas. CAC are available for free on the NAV CANADA website. Pilots are requested to avoid flight below 2000 AGL when flying over the Mont-Saint-Hilaire Migratory Bird Sanctuary (Saint-Hilaire, QC N45 33 00 W73 09 00) **Circuits:** Rgt hand circuits Rwys 06R, 24R & 28 (CAR 602.96). **Preferential rwy:** Btwn 04-12Z‡, all acft shall, when aprt and wx conditions permitting, land on Rwy 24R and take-off Rwy 06L. **Departure:** 24L rstd to single engine acft having a GTOW of less than 5000 lbs. Rwy 24L and 24R climb rwy hdg to 1100 ASL BPOC or in the circuit. All VFR acft leaving the CZ, climb to not above 1100 ASL or as assigned by ATC. **VFR Codes:** Refer to MONTRÉAL VTPC section VFR FLIGHTS IN MONTRÉAL/TRUDEAU, MONTRÉAL/**MET (AÉROPORT MÉTROPOLITAIN DE MONTRÉAL)**, MONTRÉAL (MIRABEL) AND MONTRÉAL TERMINAL CLASS C AIRSPACE. **VFR acft towards Montréal/Trudeau:** Outside TWR oprg hours, VFR acft proceeding towards Montreal CZ are required to proceed via Lafontaine Tunnel at 2000 ASL or lower if necessary due wx. **Mil ramp:** PPR 48 hrs 438 Sqn Ops CSN 472-7216. **Airspace:** Standardized use of common freq 122.1 (north) and 122.575 (south) in Class G airspace around the CZ. CYA 627(S) aprx 20NM NE of aprt up to 3000 ASL cont daylight. **Training:** VFR circuits PPR 1-800-633-1353 **Training areas:** See Montréal Terminal VTPC. **MONTREAL/MET (AÉROPORT MÉTROPOLITAIN DE MONTRÉAL) CZ AIRSPACE SPLIT FOR VFR FLIGHTS** During the hours of operation of the control tower, CYHU CZ is divided into two sectors for VFR arrivals with separate frequencies: - All VFR arrivals from VARENNES QUARRY ctc St-Hubert TWR on 118.4 (ARR VFR North). - All VFR arrivals from CHAMBLY and ST-PHILIPPE ctc St-Hubert TWR on 121.3 (ARR VFR South and East). **VFR ARR/DEP ROUTES** All VFR aircraft should follow arrival and departure routes, unless otherwise specified by ATC. See "VFR TERMINAL PROCEDURES CHART - ARR/DEP" for additional details.
CIV HELI	Ctc gnd 126.4 prior to dep. Dep & arr req Marina, Tunnel, North or Tower rtes or as cleared by ATC. See HELI VTPC for rtes & alts.
MIL HELI	Ctc gnd 126.4 prior to dep. Holding bay Rwy 06L designated as ldg/tkof pad. See HELI VTPC or rtes & alts.
NOISE	**Touch and go:** Pursuant to CAR 602.105, the following noise control requirements apply at Montreal/Met (Aéroport Métropolitain de Montréal) airport. Rwy 24L & 24R not auth Oct 1-Apr 30 24-08 hr lcl Mon-Fri, 19-08 hr lcl Sat-Sun. Rwy 24L & 24R not auth May 1-Sep 30 23-08 hr lcl Mon-Fri, 15-08 hr lcl Sat, Nil Sun & hol(s). Noise oprg restrictions & noise abatement procedures in effect. See CAP.
CAUTION	**Blasting ops:** 9.5NM NE. **Beloeil A/D:** lctd 8NM NE of Rwys 24. (Circuits ht 1000 ASL). **Taxiway:** Due to aprt layout twy "T" may be mistaken for Rwy 24L. **Firing range:** lctd 4.9NM NE of Rwys 24. **Mil Ramp:** Large mag anomaly in front of the 438 Sqn hg causing mag compasses to deviate as much as 90°.

MONTRÉAL (MIRABEL) VFR TERMINAL PROCEDURES CHART



NAME	IDENT	LAT/LONG
BOISE	VCBOI	N45° 46' 11" W073° 42' 59"
CARILLON	VCCAR	N45° 34' 05" W074° 23' 01"
HUDSON	VCHYC	N45° 27' 45" W074° 08' 25"
PONT DE LA 13	VCPDT	N45° 34' 59" W073° 50' 24"
PORTE DU NORD	VCPDN	N45° 50' 31" W074° 04' 09"
PRISON	VCARC	N45° 45' 00" W073° 51' 25"

MONTRÉAL (MIRABEL) QC — CYMX



REF	N45 40 47 W74 02 19 21NW 15°W UTC-5(4) Elev 271' VTA A5002 LO6 LO7 LO8 HI5 T2 CAP OC
OPR	Aéroports de Montréal 514-633-3223 H24 Cert Ldg fees
PF	C-1,2,3,5,6 D-4
CUST	AOE/15 13-01Z‡ PAX and crew only Hélibellule FBO 24 hrs PN 450-476-1000 Fax 450-476-1002 cargo 13-22Z‡ Mon-Fri (exc hols) 450-476-3168.
FLT PLN	(bil)
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montréal 514-633-3211 or 800-633-1353. All Flt Plns, IFR tng flts PPR. Flt Plns by Fax at 514-633-2877 & include phone numbers where pilot can be reached prior to dep.
WX	METAR H24. TAF H24, issue times: 00, 06, 12, 18Z.
SERVICES	
FUEL	JA-1, 100LL. JA-1 avbl with Swissport Canada Fuel Services Inc 514-601-8403 or Hélibellule FBO. 100LL avbl with Hélibellule FBO.
S	2
SUP FL	D & A-ice 122.25 Sun from 07Z‡, avbl O/R only 1 hr PN
MIL ADV	Tran acft to L3Harris Technologies Inc. ctc svcg (123.25)
PVT ADV	Aeromag 2000 122.25 450-476-1850 Hélibellule FBO 122.325 450-476-1000 12-22Z‡ Mon-Fri, 13-22Z‡ Sat-Sun. O/T call out chg.

MONTRÉAL (MIRABEL) QC (Cont'd) CYMX

RWY DATA	Rwy 06(060°)/24(240°) 12,000x200 CONC Rwy 11(113º)/29(293º) 12,000x200 concrete Rwy 29 down 0.65% first 3412' RAG: Rwy 06/24 (Thld 06) BAK 12 (1358'). NOTAM issued when cable is up. Cable availability 12-21Z‡ Mon-Fri (exc hols), 24 hrs PN. Fees applicable, 450-476-4490 or 514-883-6989. All acft requiring cable 2 hrs PN to L3Harris Technologies Inc. 450-476-4455.
RWY CERT	Rwy 06 RVR 600/Rwy 24 RVR 1200(1/4sm) AGN V Rwy 11/29 AGN V
TWY CERT	Twy M AGN IIIB
TWY	All twys are 23m with 13m shoulders. Twy AL, G, P & T: Uncontrolled Twy M: Uncontrolled. Must be towed btwn stopping point and hangar.
APRON	All Aprons: Uncontrolled; broadcast intention on 122.4 before maneuvering. Apron Airbus, Avianor, Mirajet, Helibellule, L3Harris Technologies: Pvt
RCR	Opr 07-17Z‡ Mon-Fri, 08-17Z‡ Sat-Sun. AMSCR/CRFI O/T call out chg.
LIGHTING	06-AL(TE HI CL TDZL), 24-AN(TE HI CL), 11-AN(TE HI), 29-AS(TE HI) P3
COMM	(bil)
RADIO	Mirabel 119.1 (E) 03-11Z‡ (emerg only 450-476-3141)
ATIS	(English) 125.7; (French) 126.1
APRON ADV	tfc 122.4
GND	121.8 11-03Z‡
GND ADV	121.8 PTC avbl 03-11Z‡ (emerg only 450-476-3141)
TWR	119.1 (E) 11-03Z‡ (emerg only 450-476-3141)
MF	rdo 119.1 03-11Z‡ (emerg only 450-476-3141) Shape irregular (see Mirabel VTPC) 7 NM 2000 ASL and fr 7-11NM btwn 1500-2000 ASL (CAR 602.98)
ARR	Montréal 124.65 268.3
DEP	Montréal 124.65 268.3
VFR ADV	Montréal 134.15
NAV	
ILS	IKP 111.3 (Rwy 06) RVR IIT 111.7 (Rwy 24) RVR

MONTRÉAL (MIRABEL) QC (Cont'd) CYMX

PRO

CZ and Terminal Control Areas Class C when TWR in operation O/T Class E.

Transponder Mode C rqrd within Class E CZ, within Class E Terminal Control Areas and within Transition Areas - See MONTRÉAL (MIRABEL) VFR TERMINAL PROCEDURES CHART.

Right hand circuits Rwys 24 and 11 (CAR 602.96)

In accordance with CAR 602.96(3)(d), the pilot in command of an aircraft taxiing for departure during ILS CAT II ops shall not taxi further than the ILS CAT II holding point without a valid ATC IFR clearance.

The Minister has authorized specific operating restrictions regarding communications intended for the MF, as well as the introduction of a Ground Advisory frequency (GND ADV) pursuant to CARs 602.97 (2), 602.98 (1) and 602.99.

Departure procedure: Prior to taxi for departure; contact GROUND ADV on 121.8 for clearance and initial advisory information. After receiving initial advisory information, GND ADV will initiate communication transfer to RADIO on 119.1 prior to entering the runway/departure surface. Pilots are required to ascertain that there is no likelihood of collision with another aircraft or a vehicle prior to departure as stated in CAR 602.96 2a) and b).

Arrival procedure: After exiting the runway/arrival surface and reporting clear on the radio frequency, pilots will be directed to contact GROUND ADV on 121.8 for ground traffic and taxiing information before entering the taxiway.

TWR and RADIO 24hrs

After landing Rwy 06, left turns on Twy B6 or B4 not authorised for jet acft 24m (79') wingspan or more.

Acft with wingspan of 65m (213') or over must park at gates 111 or 116 and de-ice at gate 116 only.

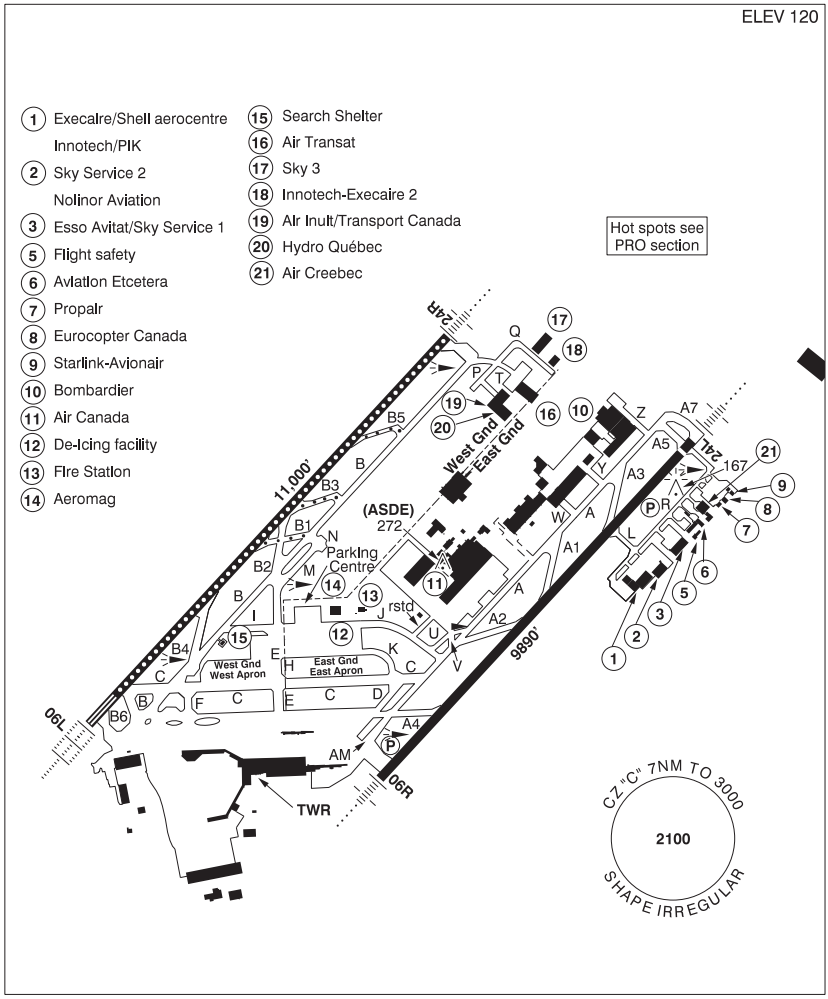
De-icing guiding lights procedure: Direction lgts panel; when red, hold posn. When green, follow direction of arrows. Prkg lgts panel; when green taxi straight ahead til turns red.

De-icing centre procedure:
1. **1 hr prior to push back**, ctc AEROMAG on 122.25 or 450-476-1850, with de-icing type.
2. **Immediately prior to push back**, check waiting time.
3. On Twys J or K, hold short of the de-icing pad and ctc AEROMAG 122.25.
4. Follow AEROMAG instructions and guidelines to the South de-icing bay and confirm **"brakes set"**, acft configured and engines at idle.
5. When de-icing is completed, **before moving acft** wait for AEROMAG instructions.
6. Exiting de-icing pad, on AEROMAG instructions, ctc Mirabel twr/rdo on 119.1.

MONTRÉAL (MIRABEL) QC (Cont'd) CYMX

PRO (Cont'd)	**Distance between parking centreline and obstacles:** - With lamp post on right side: 40m - With bldg on left side: 40.5m **Low Visibility Procedures:** See CAP **Airspace:** Standardized use of common freq 122.1 in Class G airspace around the CZ. **Training:** VFR circuits PPR 1-800-633-1353 during TWR hrs of ops. **Apron:** All acft clockwise except acft with wingspan of 65m (213') and over counterclockwise to access gates 111 & 116. Mirabel aprt is intended for scheduled cargo and gen avn. For gen avn svcs PN with Hélibellule (see PVT ADV). **Fighter aircraft only:** To reduce the risk of debris ingestion for ops on Rwys 06 & 24, always use the following twys: On departure: Twys A, H, I, K (backtrack rwy if departing Rwy 24). On arrival: Twys K, J, F, H and A (backtrack rwy if landing Rwy 06). For ops on Rwy 11/29 for tkof Rwy 29 always taxi via: Twy A and backtrack rwy to Thld 29. **VFR Codes:** Refer to MONTRÉAL VTPC section VFR FLIGHTS IN MONTRÉAL/TRUDEAU, MONTRÉAL/**MET (AÉROPORT MÉTROPOLITAIN DE MONTRÉAL)**, MONTRÉAL (MIRABEL) AND MONTRÉAL TERMINAL CLASS C AIRSPACE. Pilots should refer to Canadian Airport Charts (CAC) to obtain details on established hot spots, prior to operating on maneuvering areas. CAC are available for free on the NAV CANADA website.
CAUTION	Bell Helicopter testing from 1300 to 2000 ASL above CYR601 and CYR624

MONTRÉAL / PIERRE ELLIOTT TRUDEAU INTL QC — CYUL



REF	N45 28 14 W73 44 27 Adj SW 15°W (2013) UTC-5(4) Elev 120' VTA A5002 LO6 LO7 LO8 HI5 T2 CAP OC
OPR	Aéroports de Montréal 514-633-3223 H24 Cert Ldg fees
PF	A-1,2,3,4,5,6,7
CUST	AOE 888-226-7277

MONTRÉAL / PIERRE ELLIOTT TRUDEAU INTL QC (Cont'd) CYUL

FLT PLN	(bil)
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montréal 514-633-3211 or 800-633-1353. All Flt Plns, IFR tng flts PPR. Flt Plns by Fax at 514-633-2877 & include phone numbers where pilot can be reached prior to dep.
WX	METAR H24. TAF H24, issue times: 00, 03, 06, 09, 12, 15, 18, 21Z.
SERVICES	
FUEL	100LL, JA-1 (FSII avbl), F-34, JB
OIL	All
S	1,2,3
ARFF	DESIGNATED CAT 9
SUP FL	ADI, D & A-ice 514-636-1850, LHOX
JASU	Elect Start 10/15
PVT ADV	Esso Avitat 122.85; Shell Aerocentre 129.3; Aeromag 122.525 Oct 1-Apr 30; Iceman 123.125 514-636-1850; Starlink-Avionair 123.075 514-631-7500; Aviation Etcetera 122.725 800-319-7849 or 514-633-7000; MONTRÉAL DE-ICE 123.425. Air Inuit 129.05 514-905-9413 Fax 514-905-9881
MIL CON	Sky Service 514-420-2351

MONTRÉAL / PIERRE ELLIOTT TRUDEAU INTL QC (Cont'd) CYUL

RWY DATA	Rwy 06L(057°)/24R(237°) 11,000x 200 CONC Rwy 06R(057°)/24L(237°) 9890x200 CONC Thld 24L displaced 286'. RESA: 06R/24L 492'; 06L 984'; 24R 886' Departures from inner centerline of holding bay Rwy 06R subtract 276' from declared distances.
RWY CERT	Rwy 06L RVR 600/Rwy 24R RVR 1200(1/4sm) AGN V Rwy 06R RVR 1200(1/4sm)/Rwy 24L RVR 1200(1/4sm) AGN V
TWY CERT	Twy: L, Q, R AGN IIIB
TWY	Twy A5: 10.5m shoulder. Twy C: 61m (200'). All other taxiways 23m (75'). Holding bays capacity: 2 acft with wingspans of less than 36m (118') Acft with wingspans of 36m (118') or greater: Holding bay 06L: use North line Holding bay 24R: use centre line Holding bay 06R: 2 acft simultaneously: acft with wingspans of less than 65m (213') use South line and acft with wingspans of 65m (213') or greater use North line. Twy B3, B5: Left turns onto Twy B prohibited for acft with wingspans 36m (118') or more. Twys L & R ltd to acft with less than 36m (118') of wingspan and 95,500kg or less. Twy U: One-way tfc NE-bound. Twy Q uncontrolled, rstd to acft wingspans less than 36m (118'). A380, A124, A346, B748 & B773: Right turn prohibited from A4 or A2 to A. A380, A124, A346, B748 & B773: Left turn difficult from A1 to A. Use of A3 or A7 recommended. A380, A340-500/600, A350-1000 & B777: Right turn prohibited from A4 to D. Turns fr A4 right (North) on A not recommended for acft with wingspans less than 36m (118') oversteer rqrd, and proh to acft with wingspans 36m (118') or more. A380, AN124, A346, B748: Caution for wingtip clearance when circulating on Twy A behind departing traffic on Twy A5.
APRON	Acft with wingspans of 36m (118') or more proh from using south ramp btwn the tml bldg and the aeroquay. Guide line btwn gates 73A and 85: prohibited to acft with a wingspan of 36m (118') or more. Apron Air Canada: Apron extension: Rstd to acft under tow only. De-icing Bays:1 & 3: max wingspan 36m (118') 2: max wingspan 80m (262') 4, 5 & 9: max wingspan 65m (213') 6 & 8: max wingspan 36m (118') 7: max wingspan 45.8m (150')
RCR	Opr AMSCR/CRFI, PCN Operational Plan for A380 available on request at 514-633-3363
LIGHTING	06R-AN(TE HI) P3, 06L-AL(TE HI A TDZL), 24R-AN(TE HI CL), 24L-AN(TE HI) P3
COMM	(bil)
RCO	Québec 123.55 (FISE) 126.7 (bcst)
ATIS	(English) 133.7; (French) 127.5
CLNC DEL	Montréal 125.6 all dep acft ctc clnc del
APRON	Montréal 122.275 (West) 122.075 (East)
GND	Montréal 121.0 (West) 121.9 (East) 275.8
TWR	Montréal 119.3 119.9 124.3 (old port) 267.1 (E) (emerg only 514-633-3311)
ARR	Montréal Tml 118.9 126.9 132.85 268.3
DEP	Montréal Tml 120.42 124.65 268.3
VFR ADV	Montréal Tml 134.15

MONTRÉAL / PIERRE ELLIOTT TRUDEAU INTL QC (Cont'd) CYUL

NAV

VOR/DME
YUL 116.3 Ch 110 N45 36 57 W73 58 15 (178´)

DME
IUL 109.3 Ch 30 N45 27 51 W73 45 48 (143')
IOA 110.5 Ch 42 N45 27 33 W73 44 15 (125´)

ILS
IZZ 111.9 (Rwy 24R) RVR
IMQ 110.5 (Rwy 24L) RVR
IUL 109.3 (Rwy 06L) RVR
IOA 110.5 (Rwy 06R) RVR

RESTRICTIONS

OPERATING RESTRICTIONS
The following restrictions are in effect:
1. Operator may implement a Dep Tfc Management Initiative (D-TMI) due to capacity reduction on rwys, deicing facility, or other constraint. Existing slots and reservations may be reallocated to balance hourly demande with capacity. When D-TMI in effect, scheduled operators to verify slot reallocation through Operator working documents communicated via email.
2. All maintenance runs/runups must be conducted in accordance with the APRON & MAINTENANCE RUN PROCEDURE (avbl from opr-tel 514-633-3488).
3. Procedure for General Aviation: All movement must be filed in the Online Coordination System: www.online-coordination.com/frontend/index.html#/. Note that some frequent flyers (250 flights+ per year) have designated access to the portal. If you are not a frequent flyer, the FBO will book the slots (arrival and departure) on your behalf. The normal window of the reservation is 10 days. For emergency only, call the apron control supervisor. 1-514-633-3488
4. All airlines filing YUL as a diversion airport must have a pre-established contract with a ground handler to service the aircraft in case of a diverted flight.

PRO

Pilots should refer to Canadian Airport Charts (CAC) to obtain details on established hot spots, prior to operating on maneuvering areas. CAC are available for free on the NAV CANADA website.
Slots: General aviation acft must obtain authorization fr YUL Slots Reservations Online Coordination System (OCS) H24 exc for helicopters and MEDEVAC. For info CTC 514-633-3488.
Circuits: Rgt hand circuits Rwys 06R & 24R (CAR 602.96).
Transponder: Transponder with mode "C" required in CZ.
Multilateration: Pilots must keep their transponder on at all times when manoeuvring on the airport (turned on prior to brake release and on arrival, on until final engine shutdown). Pilots that do not have a transponder code issued by ATC must squawk 1000 when taxiing.
Peak tfc period: 1100-1330Z‡ & 20-0030Z‡ dly.
Taxi: Prior to taxiing, obtain IFR clnc, then ctc apron ctl & specify your position & rwy cleared for.
Code F aircraft: Standard routes. Follow ATC and Apron Control instructions.
A380: see CAP
Airspace: Standardized use of common freq 122.1 (north) and 122.575 (south) in Class G airspace around the CZ.
Training: No Ab Initio tng.

MONTRÉAL / PIERRE ELLIOTT TRUDEAU INTL QC (Cont'd) CYUL

PRO (Cont'd)

De-icing: Oct 1–Apr 30

1. Contact MONTREAL DE-ICE on 123,425, no later than 30 min prior push-back, with de-icing type.
2. On Twys J or K, hold short of the de-icing pad and contact AEROMAG PAD CONTROL 122.525.
3. On Twy E hold short of H or I and contact AEROMAG PAD CONTROL on 122.525.
4. Follow AEROMAG PAD CONTROL instructions and guiding lines to the assigned de-icing bay and confirm "brakes set" when in position.
5. On AEROMAG PAD CONTROL instructions, contact ICEMAN on 123.125 & confirm aircraft configured for de-icing and engines at idle.
6. When de-icing is completed and on ICEMAN instructions only, contact AEROMAG PAD CONTROL on 122.525 before moving aircraft.
7. Exiting de-icing pad on AEROMAG PAD CONTROL instructions contact ground control:
   - on Twy J, holding short of Twy U,
   - on Twy K, holding short of Twy C,
   - on Twy H or I holding short of Twy E.

Note: May 1–Sep 30 ctc APRON 122.075

ATC:

IFR Clearance Acknowledgement

IFR clearance read back with Montreal tower clearance delivery shall include acft call sign, assigned SID name and transponder code.

VFR Codes: In order to minimize delays, ATC frequency congestion and for better airspace management, as well as to improve safety, a mandatory procedure applies requesting to ctc the Montréal ACC at 877-YUL-CODE (877-985-2633) to provide ATC with information pertaining to your flight to obtain your transponder code at least 30 min prior to a flight into Montréal Class C airspace.

SIGHTSEEING (See VTPC)

Ville-Marie Circuit:

a) Fr Lafontaine Tunnel, proceed towards Olympic Stadium, skirting it closely on the N side, then to St. Joseph's Oratory, passing around Mount Royal counterclockwise while staying E of Décarie Autoroute, then to Concorde Bridge and follow W shore of St. Lawrence River to Lafontaine Tunnel.

b) Fr Mercier Bridge, proceed to Concorde Bridge along Highway 20 and follow W shore of St. Lawrence River, then cross Pie-IX Boulevard and proceed to Olympic Stadium skirting it closely on the N side, and finally to St. Joseph's Oratory to Mercier bridge.

Procedures:

1. Maintain alt assigned by the Montréal Control Tower.
2. Inform Montréal Control Tower of intention to leave this circuit when near Mount Royal.
3. Leave the circuit at following points:
   A) Victoria Bridge for fixed-wing acft to exit to St-Hubert,
   B) Marina Longueuil for heli to exit to St-Hubert,
   C) Lafontaine Tunnel to exit to N,
   D) Mercier Bridge to exit to S or SW.
4. To stay in the circuit after crossing Concorde Bridge, follow W shore of St. Lawrence River, then cross Pie-IX Boulevard and proceed to Olympic Stadium skirting it closely on the N side, then resume circuit towards St. Joseph's Oratory.

Banner Towing & Aerial Photography: Specific VFR flight such as banner towing & aerial photography should be coordinated with Montréal Control Tower supervisor at 514-633-3311 with at least 1 hr prior notice.

Low Visibility Procedures: See CAP

MONTRÉAL / PIERRE ELLIOTT TRUDEAU INTL QC (Cont'd) CYUL

PRO (Cont'd)

Plan of operations in the absence of apron control

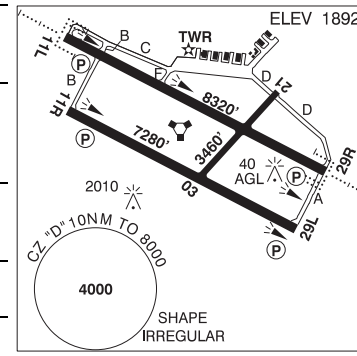
1. General
   - 1.1 Aircraft must comply to one way traffic flows shown on the figure published in CAP. Caution: Between Gates 47 and 49 prohibited to acft with wingspan of 36m (118') or more.
   - 1.2 Prior to any movement, broadcast your intentions on frequency 122.075 Mhz.
   - 1.3 A moving aircraft has the right of way over all other aircraft. When preparing to push back an aircraft must not interfere with an aircraft already in motion.
   - 1.4 If part of the apron becomes unserviceable because of an incident, escort services with "Follow Me" vehicles are implemented in the affected area.
   - 1.5 For "Follow me" vehicle assistance contact ADM Call Centre at 514-420-5000.
2. Push Backs
   - 2.1 From gate 85, push back facing North on start box 1.
   - 2.2 From gates 56, 58, 60, 64, 66, 73 and 73A, B737 and aircraft with wingspan of 36m (118') or greater tow to start box B facing West.
   - 2.3 From gate 11B, aircraft with a wingspan of 36m (118') or greater push back to start box 10 and taxi to Alpha Mike for all rwys except 06R.
   - 2.4 From gates 67 and 68 push back facing North on the East lane.
3. Exiting the apron
   - 3.1 Exit points from the apron are associated with the departure runway assigned by ATC. They are shown on the map in CAP 5. Comply with one ways.
   - 3.2 Contact ground control on frequency 121.0 or 121.9 MHz **before** entering any taxiway or runway.
4. Arrivals
   - 4.1 For all domestic gates: Entry point on the apron via TWY A4 and stop at start box 10 and broadcast your intentions clearly to avoid face to face.
   - 4.2 For gates 80, 82, 84, 86: stop abeam stand W2B on the West lane and broadcast your intentions clearly to avoid face to face.
   - 4.3 South ramp westbound: stop abeam gate 65 and broadcast your intentions clearly before proceeding on the West lane.
   - 4.4 For international and transborder gates (47 to 89) enter apron via "B" only.

HELI Use Heli routes as depicted on VTPC or as directed by ATC.

NOISE Noise oprg restriction & noise abatement procedure in effect. See CAP

CAUTION Hazardous high speed wind tunnel heat exhaust N45 28 07 W73 42 38 (aprx 0.5 NM SSE Thld 24L) may cause mechanical turbulence. SFC to 1000 AGL.

MOOSE JAW / AIR VICE MARSHAL C.M. McEWEN SK — CYMJ



REF N50 19 49 W105 33 33 4S
9°E (2022) UTC-6 Elev 1892′
A5006 LO2 HI3 HI4 CAP

OPR DND Aeronautical Information Services 306-694-2222 Ext 5263
CSN 319-826-5263 All non-NFTC / CYMJ based acft PPR 48 hrs rqrd

PF B-1 D-2,3,4,5,6 no pax fac avbl. Nova msg rqrd stating ETA, stop-over duration & no of pax

CUST 15 Wing acft only call 306-780-6223/6218

FLT PLN

FIC Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)

MIL CSN 319-826-5263

WX Met brief for mil only.
CSN 826-5260 ltd hrs. O/T JMC 1-800-WXMETEO (996-3836) or CSN 432-2613. (See COMM). METAR dur flt ops. TAF dur flt ops, issue times depending on mil requirements.

SERVICES All tran arr & dep 48 hrs PPR thru 15 Wg AIS 306-694-2222 Ext 5263 CSN 319-826-5263. Mil tran svcg ltd 14-0030Z Mon-Fri (fr 1st Mon Nov to 3rd Mon Feb 1430-01Z Mon-Fri), 48 hrs PN or no svc avbl. All visiting acft rpt to 15 Wg AIS at 4 hg or ctc 694-2222 Ext 5263, upon arr & prior to dep.

FUEL F-34, SP, Avbl 14-0030Z Mon-Fri (fr 1st Mon Nov to 3rd Mon Feb 1430-01Z Mon-Fri) O/T 48 hrs PN.

OIL 128, 133, 148, SOAP

ARFF CAT 3

SUP FL LHOX

JASU CE13, 15, 16, CEA1

RWY DATA Rwy 11L(109°)/29R(289°) 8320x150 ASPH
Rwy 11R(109°)/29L(289°) 7280x150 ASPH
Rwy 03(034°)/21(214°) 3460x100 ASPH

TWY Twy B: Btwn Rwy 11L & Rwy 11R rstd to acft with wingspan of 75' or less.

RCR Opr CRFI 14-0030Z Mon-Fri (fr 1st Mon Nov to 3rd Mon Feb 1430-01Z Mon-Fri) clsd Sat & Sun. Hrs may vary without ntc.
Rwy 11R/29L PCN 62 F/D/X/T. Rwy 11L/29R PCN 139 F/D/X/T. Rwy 03/21 light acft only. Depression aprx 700' to 900' from thld 03, 15' rgt of centreline Rwy 03, aprx 4 inches wide and 1.5 inches deep. Twy F max wt 35000lbs. Ramp W of TWR PCN 62 R/A/X/T. Ramp E of TWR PCN 34 R/A/X/T.

LIGHTING 03-(T ME), 21-(T ME), 11L-AF SF(TE HI) P2 GPI 979′ TCH 51′, 29R-AF SF(TE HI) P2 GPI 1033′ TCH 54′, 11R-(TE HI) P2 GPI 1000′ TCH 52′, 29L-(TE HI) P2 GPI 1000′ TCH 52′

COMM Avbl 14-0030Z Mon-Fri (fr 1st Mon Nov to 3rd Mon Feb 1430-01Z Mon-Fri), A/D frequently clsd Sat & Sun. Opr dates & hrs may vary without notice.

ATIS 131.3 257.8

CLNC DEL 135.3 234.4

GND 121.8 275.8

TWR 126.2 295.6 310.8 322.6 (E)

TML 119.0 227.6 342.9 (E)

ARR 119.0 129.1 134.1x 227.6 289.4x 308.3x 318.8x 374.1x 378.5x 381.3x (E)

DEP 119.0 227.6 342.9 (E)

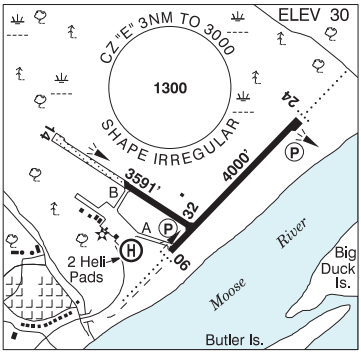
PMSV 344.6 ltd hrs.

MOOSE JAW / AIR VICE MARSHAL C.M. McEWEN SK (Cont'd) CYMJ

NAV	
VORTAC	YMJ 113.4 Ch 81 N50 19 52 W105 33 48 (1898') VOR maint 2nd Mon of the month 13-14Z. TACAN maint 3rd Thu of the month 13-15Z.
DME	IBP or IMJ 109.3 Ch 30 N50 19 52 W105 33 48 Maint 2nd Mon of the month 12-14Z
ILS	IMJ 109.3 (Rwy 29R) RVR or IBP 109.3 (Rwy 11L) Maint 2nd Mon of the month 12-14Z
PAR	119.0 227.6 (E) 14-0030Z Mon-Fri (fr 1st Mon Nov to 3rd Mon Feb 1430-01Z Mon-Fri) clsd Sat & Sun. Hrs may vary without notice. PAR maint 1st Tue of the month 13-16Z. PSR/SSR maint 1st Fri of the month 12-14Z
PRO	A/D clsd to unauthorized acft outside of twr opr hrs 14-0030Z Mon-Fri (fr Nov 1 to Feb 15 1430-01Z Mon-Fri). Acft unable to establish two-way comm with CYMJ ATC are proh fr taxi, tkof or ldg at the A/D exc in an emerg. All RCAF acft requesting enroute apch during twr ops hrs do not require PPR. Apch req appr at the discretion of CYMJ ATS subj to tfc density. All tran acft must ctc CYMJ gnd on 121.8/275.8 prior to engine start. On climb out in VFR wx, all acft to not exceed 2500 ASL until beyond dep end of rwy. Acft on IFR misd apchs in VMC should fly from the misd apch point to the rwy thld and track rwy centerline by best means until interception of the misd apch radial, where applicable. Rgt hand circuits Rwy 11R and 29R (CAR 602.96). Tfc Ptn - Convl 3000 ASL, Jet/High-perf turboprop 3500 MSL. CZ may be active outside published hrs. Glider activity wknds & hols within 3 NM of AD max alt 10,000 ASL Paradrop activity to 12,000 ASL within 1.5NM of Moose Jaw Muni. **Civilian training areas:** See MOOSE JAW / AIR VICE MARSHAL C.M. McEWEN VFR TERMINAL PROCEDURES CHART
HELI	Dep & arr Helo 1 & 2 see VTPC. Arriving acft must ctc twr 295.6 or 126.2 prior to entering CZ & req Helo 1 or Helo 2 arr. Intercept inbound track within 10NM. Heli parking positions as directed by ATC (normally west side of control tower).
NOISE	All mil acft shall avoid flying over the city of Moose Jaw below 5000 ft ASL.
CAUTION	Rwy 21 - PSR twr 2010 ASL loc 2034' along & 767' rgt of dep end centreline. RPAS area (Hamilton Flats), 3.5NM NW of aerodrome YMJ R333 3.5 DME posn (N50 23 18 W105 35 12) max alt 400 AGL.

MOOSONEE ON CYMO

REF	N51 17 31 W80 36 30 2N 13°W UTC-5(4) Elev 30' A5009 LO3 HI1 HI4 CAP
OPR	Corporation of the Town of Moosonee 705-336-2731/2681 Cert
PF	A-1,2 C-3,4,5,6
FLT PLN	Pilots to open/close VFR flt plan with London rdo, FISE or by phone.
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
WX	METAR AUTO H24 (see COMM) TAF H24, issue times: 0540, 1140, 1740, 2340Z. WxCam



SERVICES	Call out chg may be levied for one or more svcs. 12-02Z‡ Sun-Fri, 12-23Z‡ Sat, O/T 705-336-3517.
FUEL	JA-1
OIL	100

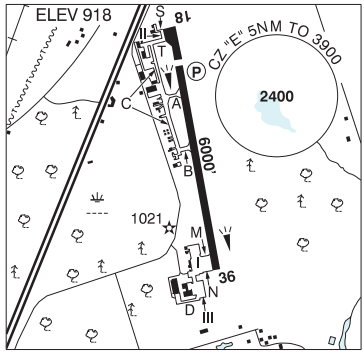
MOOSONEE ON (Cont'd) CYMO

RWY DATA	Rwy 06(057°)/24(237°) 4000x100 ASPH Rwy 14(136°)/32(316°) 3591x100 GRVL/ASPH (1682' asphalt, 1872' gravel)
RWY CERT	Rwy 06/24 AGN IIIA Rwy 14/32 AGN IIIA
RCR	Opr CRFI/RSC avbl ltd hrs. PCN
LIGHTING	06-AO(TE HI) AP, 24-AO(TE HI) AP, 14-(TE HI), 32-(TE HI) ARCAL-122.5 Type K, system sensitive avoid rapid keying.
COMM	
RCO	Timmins rdo 122.5 PTC avbl (RAAS) 12-02Z‡ London rdo 123.475 (FISE) 126.7 (bcst)
MF	Timmins rdo ltd hrs O/T tfc 122.5 3NM 3000 ASL (CAR 602.98)
PAL	Toronto Ctr 133.725
AWOS	124.8
NAV	
VOR/DME	YMO 112.9 Ch 76 N51 17 29 W80 36 26
PRO	For heli ops btwn Moosonee & Moose Factory see Moosonee VTPC. That portion of CZ excluded within brg 180° clockwise to 225° fr Moose Factory heli, sfc to 190 ASL. See DAH. Rgt hand circuits Rwys 24 & 32 (CAR 602.96).
CAUTION	Extv heli activity final apch area Rwy 06. Extv bird activity Apr-Jun and Aug-Nov.

MOUNTAIN VIEW ON — See TRENTON / MOUNTAIN VIEW

MUSKOKA ON CYQA

REF	N44 58 35 W79 18 24 4S 11°W UTC-5(4) 918' A5000 LO6 HI5 CAP
OPR	District Municipality of Muskoka 705-687-2194 Cert
PF	A-1 C-2,3,4,5,6
CUST	AOE/15 888-226-7277 14-22Z‡ dly, Jun 15-Sep 17; 14-22Z‡ Mon-Fri exc hols, Sep 18-Jun 14
FLT PLN	Pilots to open/close VFR flt plan with London rdo, FISE or by phone.
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
WX	METAR AUTO H24 (see COMM) TAF 13-03Z‡, issue times: 13, 20Z (DT 12, 14 & 20Z). WxCam



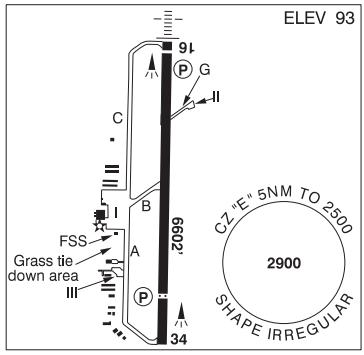
SERVICES	11-02Z‡. After hrs call out chg.
FUEL	100LL, JA-1 (FSII avbl), SP
OIL	All
S	1,2,3,4,5,6
JASU	10/15
MILCON	District Municipality of Muskoka 705-645-6764

MUSKOKA ON (Cont'd) CYQA

RWY DATA	Rwy 18(181°)/36(001°) 6000x150 ASPH Thld 18 displ 800′.
RWY CERT	Rwy 18/36 AGN IIIB
TWY CERT	Twy: A, B, C, D, M, S, T AGN II
TWY	Twy A, B, C: Rstd to acft with a wingspan of less than 24M/79′. Twy A, B, C, D: Uncontrolled. Twy C, D: PVT Twy M, S, T: No designators on hold signs.
APRON	Apron I, III: Prkg fees ctc opr. Apron III: Rstd to 3600 lbs or less.
RCR	Opr CRFI/RSC & win maint 11-02Z‡. PCN
LIGHTING	18-(TE ME) P1, 36-(TE ME) ARCAL-122.3 type K
COMM	
RCO	Timmins rdo 122.3 (RAAS) London 123.475 (FISE) 126.7(bcst)
MF	Timmins rdo 122.3 5NM 3900 ASL (CAR 602.98)
AWOS	124.575
CAUTION	100 AGL trees aprx 2000' beyond Thld 36, 600' W RCL.

NANAIMO BC — CYCD

REF	N49 03 16 W123 52 12 7SSE 17°E (2015) UTC-8(7) Elev 93' A1901 A5004 LO2 HI3 T1 CAP
OPR	Commission 250-245-2157 Cert Ldg fees
PF	A-1,2,3,6 C-5 D-4
CUST	AOE/20 888-226-7277
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
ACC	Vancouver IFR 604-586-4590/4591 or 800-668-1333; IFR tng flts PPR ctc 604-586-4592 or 800-668-1333
WX	METAR 1400-0500‡ O/T LWIS AUTO (see COMM) TAF 16-05Z‡, issue times: 16, 18, 24Z (DT 15, 18, 24Z).



SERVICES	Call-out chg may be levied for one or more svcs
FUEL	100LL, JA-1 (FSII avbl) Enex Aviation Self serve H24, full svc 17-01Z‡ Mon-Fri, O/T call out avbl PN 250-924-3639; Nanaimo Flying Club 604-227-9274 (100LL only) Self serve H24 cardlock
OIL	All
S	2,3,4,5
ARFF	DESIGNATED CAT 6 1330-0800Z‡ for sked acft 20 seats and abv, O/T 2 hr PN cost recovery
RWY DATA	Rwy 16(164°)/34(344°) 6602x150 grooved ASPH Thld 16 displ 197' Thld 34 displ 1002' RESA: Rwy 16/34 295'
RWY CERT	Rwy 34 RVR 1200(1/4sm) Rwy 16/34 AGN IIIB
TWY CERT	Twy G AGN I
TWY	Twy G unlighted, rstd day time use only, max wt 5000 lbs Twy G wt greater than 5000 lbs PPR 250-618-0875.
APRON	Prkg plan in effect. CBSA and corporate turbine acft must park along N edge of Apron I PPR 250-618-0875. No exceptions. Corp turbine acft access groundside via Gate 19A only. PPR for access/egress via tml bldg. Remaining Apron I rstd to sked tfc only. Piston acft not permitted to use Apron I due apron congestion. No exceptions. Altn prkg avbl on Apron III at Nanaimo Flying Club (NFC) PPR for commercial acft ctc 604-227-9274.
RCR	Opr Win maint 1330-0700Z‡ dly, O/T 2 hrs PN CRFI, PCN
LIGHTING	16-AW(TE HI) P2, 34-AS(TE HI) P2 3.5° PAPI limitation/restriction. PAPI Rwy 34 offset 8° rgt. PAPI 34 to be used only within 3NM of thld. Lgts O/R FSS dur hrs of ops, O/T ARCAL-122.1 type K.
COMM	
RADIO	122.1 291.8 (V) 1330-0530Z‡ (emerg only 250-245-4032)
RCO	Pacific rdo 126.0 (FISE)
ATIS	128.425 14-05Z‡
GND ADV	122.6 PTC avbl 1330-0530Z‡ (emerg only 250-245-4032)
MF/ATF	rdo 122.1 1330-0530Z‡ O/T tfc 122.1 CZ shape irregular 5NM 2500 ASL (CAR 602.98)
TML	Victoria 120.8
ARR	Victoria Tml 121.075 252.3
DEP	Victoria Tml 121.075 252.3
AUTO	128.425 05-14Z‡

NANAIMO BC (Cont'd) CYCD

NAV

NDB	YCD 251 (M) N49 07 40 W123 52 18
DME	ICD 110.350 Ch 40(Y) N49 03 38 W123 52 07 (108')
ILS	ICD 110.350 (Rwy 16)

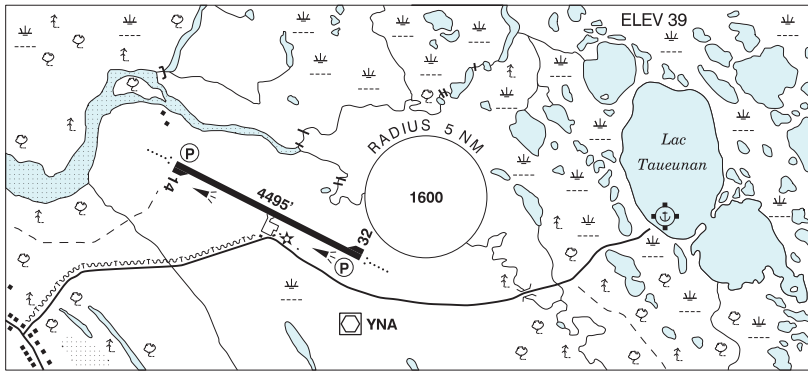
PRO

AIRPORT RESTRICTION:
Pursuant to CAR 602.96 (3)(d) aprt use rstd to acft with a wingspan of less than 118'.
CIRCUITS:
See NANAIMO VTPC - CIRCUIT PROCEDURES
Circuit alt 1200 ASL. Avoid flt over built-up areas below 1000 ASL.
RWY 34: Rgt hand circuits (CAR 602.96). Maintain 1200 ASL til over Ladysmith Harbour.
RWY 16: Climb to safe alt. Left turn hdg 142° til over Ladysmith Harbour. Climb over Harbour to 1000 ASL BPOC.
ARRIVAL PROCEDURES:
Obtain ATIS message on 128.425 prior to establishing contact on MF 122.10. Establish contact 5 min prior to entering CZ.
VFR INBOUND from SW-W-NW-N: Follow VFR transit routes to GRAVEL PIT cross overhead midfield to join into downwind.
VFR INBOUND from E-SE-S: Follow VFR transit routes. Rwy 16 via YELLOW PT to join into downwind. Rwy 34 via Ladysmith Harbour to join offset final.
VFR DEPARTURE PROCEDURES:
To reduce the risk of conflict with IFR aircraft, VFR aircraft are expected to fly the following:
Departing SE-S: Fly outbound over Ladysmith Harbour at 1000 ASL or below until clear CZ.
Departing N-NW: Fly outbound over WESTWOOD LAKE, not above 2500 ASL until WESTWOOD LAKE.
VFR TRANSIT PROCEDURES:
N and W bound traffic expected to transit CZ at 2000 ASL or above following VFR transit route via YELLOW PT-GRAVEL PIT.
S and E bound traffic expected to transit CZ at 2000 ASL or above following VFR transit route via GRAVEL PIT-YELLOW PT.
NOISE ABATEMENT PROCEDURES:
Recommended minimum altitude over built up areas and Gulf Islands is 2000 ASL.
PROCEDURES FOR CROSSING SOUTHERN STRAIT OF GEORGIA:
Within TML Class C airspace refer to VTA and Vancouver Intl VTPC for Crossing the Southern Strait of Georgia.
ATS REQUIREMENTS:
All VFR acft arriving, departing or transiting the Vancouver or Victoria Tower Class C or D airspace require a transponder code.
- All acft departing Vancouver or Victoria Intl (including Water Aerodrome) call Kamloops FIC at 866-541-4101 or PAC RDO 126.0 for code assignment at least 30 min prior to flight or file a VFR Flight Plan/Flight Itinerary.
- All acft arriving Vancouver, Victoria Intl (including Water Aerodrome) or transiting Vancouver or Victoria Control Zones obtain a code from one of the following ATS units: Vancouver Harbour, Nanaimo, Victoria Harbour, Boundary Bay, Langley, Abbotsford or Pitt Meadows, or call Kamloops FIC at 866-541-4101 or PAC RDO 126.0.
- All acft arriving Victoria Intl from a non NAV CANADA site call Kamloops FIC at 866-541-4101 or PAC RDO 126.0 for code assignment at least 30 minutes prior to flight or file a VFR Flight Plan/ Flight Itinerary.

NANAIMO BC (Cont'd) CYCD

PRO (Cont'd)	**GROUND ADVISORY**: The Minister has authorized specific operating restrictions regarding communications intended for the MF, as well as the introduction of a Ground Advisory frequency (GND ADV) pursuant to CARs 602.97(2), 602.98(1) and 602.99. **Departure procedure**: Prior to taxi for departure; contact GND ADV on 122.6 for clearance and initial advisory information. After receiving initial advisory information, GND ADV will initiate communication transfer to RADIO on 122.1 prior to entering the runway/departure surface. Pilots are required to ascertain that there is no likelihood of collision with another aircraft or a vehicle prior to departure as stated in CAR 602.96 2a) and b). **Arrival procedure**: After exiting the runway/arrival surface and reporting clear on the radio frequency, pilots will be directed to contact GND ADV on 122.6 for ground traffic and taxiing information before entering the taxiway.
CAUTION	Recommend that only pilots familiar with the lcl area use this aprt dur hrs of darkness. Night ops not recommended unless the PAPI and all five hazard beacons are oprg. Hi terrain reduces operational length of Rwy 34 PAPI. Extv bird activity. Deer in vic of rwy. Rising terrain immediately S of thld Rwy 34 (see VTPC).

NATASHQUAN QC CYNA



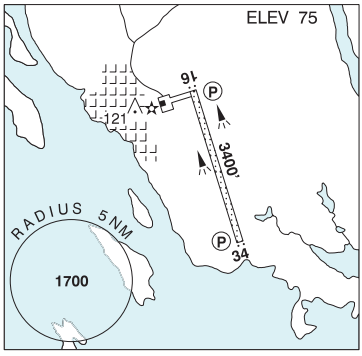
REF	N50 11 24 W61 47 20 Adj NE 18°W (2024) UTC-5(4) Elev 39′ A5011 LO7 LO8 HI6 CAP
OPR	Municipalité du Canton de Natashquan 418-726-3273/3362 Cert
PF	B-1 C-2,3,4,5
FLT PLN	(bil)
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montréal 800-633-1353
WX	418-726-3249 METAR AUTO H24 (see COMM) TAF H24, issue times: 02, 08, 14, 20Z. WxCam
SERVICES	
FUEL	100LL, JA-1 PN
PVT ADV	Avjet/TSAS PN Mon-Fri 13-22Z‡ O/T call out chg 418-355-9003
RWY DATA	Rwy 14(136°)/32(316°) 4495x100 ASPH
RWY CERT	Rwy 14/32 AGN IIIA
RCR	Opr 418-726-3273 or 581-622-0059 1230-2130Z‡ Mon-Fri O/T 3 hrs PN CRFI, PCN

NATASHQUAN QC (Cont'd) CYNA

LIGHTING	14-AO(TE ME) P2, 32-AO(TE ME) P2 ARCAL-122.2 type K
COMM	(bil)
RCO	Madeleine rdo 122.2 (RAAS) 13-23Z‡ Québec rdo 123.85 (FISE) 126.7 (bcst)
MF	Madeleine rdo 13-23Z‡ O/T tfc 122.2 15NM 3000 ASL (CAR 602.98) See PRO section
PAL	Montreal Ctr 134.825
AWOS	126.25 (English) 125.3 (French)
NAV	
VOR/DME	NATASH YNA 113.6 Ch 83 N50 11 01 W61 46 51 (63')
PRO	Seaplane activities Aguanus River sector (13NM W of aprt). ATF corridor outside MF, see CFS Section C – Areas With Discrete Air-To-Air Frequencies.
CAUTION	Bird activity Aug-Sep.

NAUJAAT NU CYUT

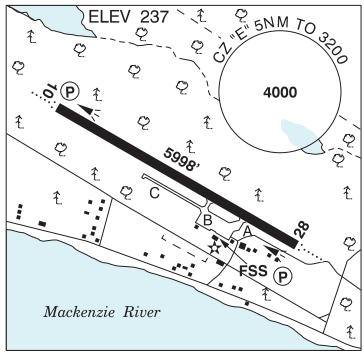
REF	N66 31 14 W86 13 29 Adj E 17°W (2021) UTC-6(5) Elev 75' A5037 CAP
OPR	Govt of Nunavut 867-645-8200 Emerg/Incident rpt 867-645-6565 13-22Z‡ Mon-Fri exc hols Cert
PF	A-1 C-2,4,5,6
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
CARS	867-462-9973 ltd hrs (see COMM)
WX	METAR dur CARS hrs (see COMM) O/T LWIS TAF 14-23Z‡ Mon-Fri, issue times: 15, 19Z (DT 14, 19Z); TAF 17-21Z‡ Sat & Sun, issue times: 17Z‡ exc federal observed hols.
SERVICES	Call out chg may be levied outside oprg hrs.
FUEL	DFA 16-01Z‡ Mon-Fri exc hols PN ctc 867-462-9943/9921 or 867-462-4113. Credit cards accepted. Credit by prior arng only ctc 867-645-8400, allow 7 working days.
RWY DATA	Rwy 16(161°T)/34(341°T) 3400x100 GRVL Rwy 34 up 1.08%
RWY CERT	Rwy 16/34 AGN IIIA
RCR	Maint contractor 867-462-9973, 867-645-6916 Fax 867-462-4411. A/D maint avbl 14-23Z‡ Mon-Fri exc hols O/T 12 hrs PN. Call-out chg may be levied. PCN
LIGHTING	16-AS(TE ME) AP, 34-AS(TE ME) AP ARCAL-122.1 type K (see CAUTION)
COMM	
MF	aprt rdo ltd hrs O/T tfc 122.1 5NM 3100 ASL (CAR 602.98)
APRT RDO	122.1 (V) 1245-2315Z‡ Mon-Fri, 1445-2115Z‡ Sat & Sun, exc federal observed hols, O/T 2 hrs PN, call out chg
CAUTION	Extv migratory bird activity May-Oct. Rwy edge lgt installed higher than std (aprx 27 inches high loc 5' outside rwy edge).



NIAGARA DISTRICT ON — See ST. CATHARINES / NIAGARA DISTRICT

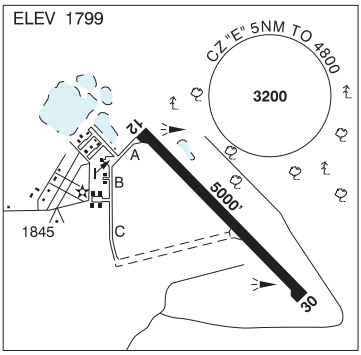
NORMAN WELLS NT — CYVQ

REF	N65 16 53 W126 47 55 Adj NE 20°E (2019) UTC-7(6) Elev 237′ A5034 A5035 LO5 HI2 CAP
OPR	Govt of Northwest Territories 867-587-2451 Emerg/Incident rpt 877-989-1400 1430-0100Z‡ O/T 2 hr PN ctc 867-587-2555. Call out chg may be levied. Cert
PF	A-1,7 C-2,3,4,5
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
WX	METAR H24. TAF H24, issue times: 00, 06, 12, 18Z.



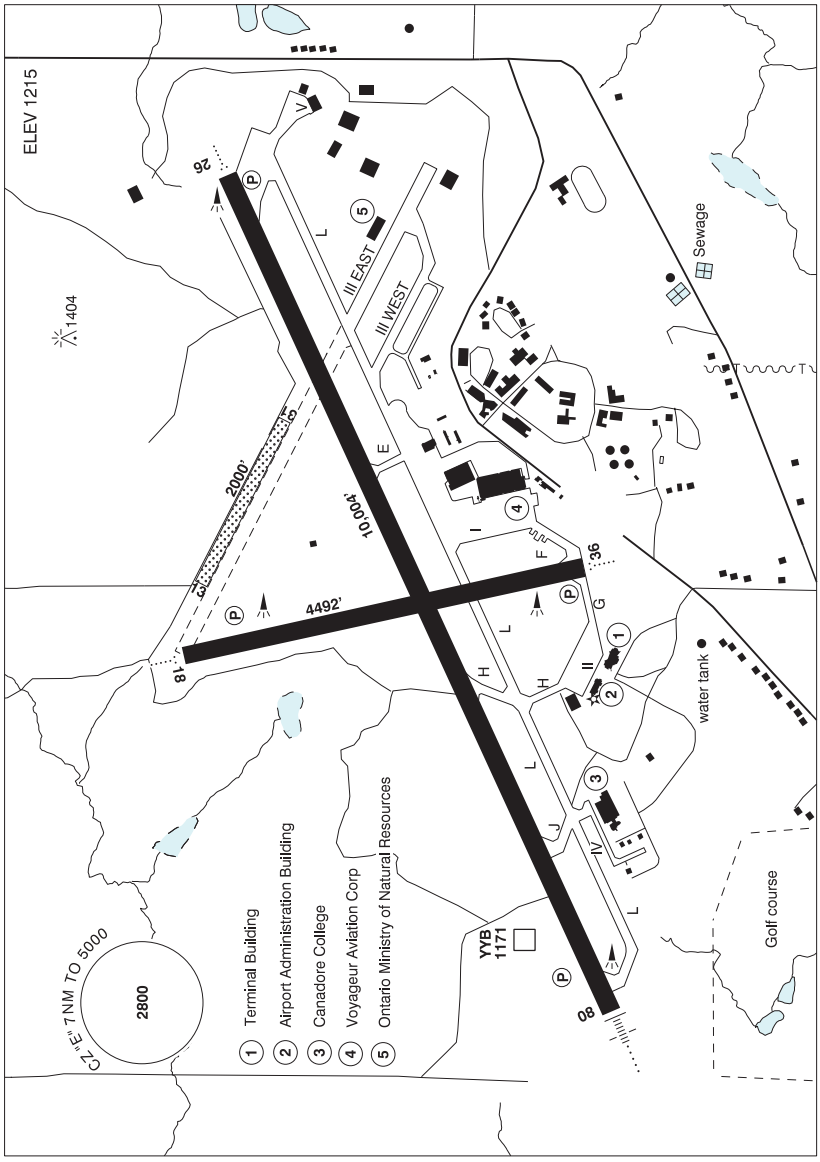
SERVICES	Call out chg may be levied for one or more svcs
FUEL	100LL, JA-1, HPR 14-23Z‡ O/T call out chg will be levied.
OIL	All
S	4,6
PVT ADV	SRP Petroleum (Imperial Oil) 123.0 867-587-2746/2587
MILCON	SRP Petroleum 867-587-2587
RWY DATA	Rwy 10(097°)/28(277°) 5998x150 CONC/ASPH
RWY CERT	Rwy 10/28 AGN IIIB
TWY	Twy C uncontrolled
RCR	Opr CRFI & win maint avbl 1430-0100Z‡ Oct 1-Apr 30 O/T 2 hr PN 867-587-2555. Call out chg may be levied. PCN/PCR
LIGHTING	10-AO(TE ME) P2, 28-AO(TE ME) P2
COMM	
RADIO	122.2 282.3 PTC avbl (E) (emerg only 867-587-2555)
RCO	Edmonton rdo 123.275 (FISE) 126.7(bcst)
MF	rdo 122.2 5NM 3200 ASL (CAR 602.98)
PAL	Edmonton Ctr 134.825
NAV	
NDB	VQ 326 (M) N65 15 11 W126 40 11
VOR/DME	YVQ 112.7 Ch 74 N65 15 54 W126 43 26 (242′)
CAUTION	Radiosonde balloon launches fr N65 17 W126 45 (0.86NM NE Thld Rwy 28) at 1115-1129Z & 2315-2329Z dly. Extv bird activity Apr-Oct.

NORTH BATTLEFORD SK — CYQW



REF	N52 46 09 W108 14 40 1.5E 12°E (2013) UTC-6 Elev 1799' A5015 LO2 HI3 CAP
OPR	City of North Battleford 306-445-6606/ 306-441-5807/306-445-1730 Cert
PF	A-1 C-1,2,3,4,5,6
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
WX	METAR AUTO H24 (see COMM) TAF H24, issue times: 00, 06, 12, 18Z. WxCam
SERVICES	For svcg 306-445-6606 or 306-441-5807 13-22Z Mon-Fri exc hols
FUEL	100LL, JA-1 (self-serve Visa, Mastercard & Amex)
S	1,4,6
RWY DATA	Rwy 12(124°)/30(304°) 5000x150 ASPH
RWY CERT	Rwy 12/30 AGN IIIB
TWY CERT	Twy: B, C AGN I
RCR	Opr Ltd win maint. PCN
LIGHTING	12-(TE ME), 30-(TE ME) ARCAL-122.1 type K
COMM	
RCO	Edmonton rdo 123.375 (FISE) 126.7 (bcst)
MF	tfc 122.1 (no ground station) 5NM 4800 ASL (CAR 602.98)
AWOS	128.125
PRO	Rgt hand circuits Rwy 30 (CAR 602.96). Glider tng wknds Apr-Jun, Sep-Oct.
CAUTION	Wildlife frequently on rwy.

NORTH BAY ON CYYB

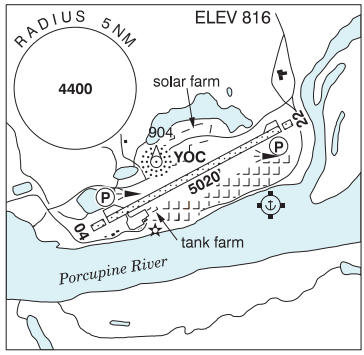


REF	N46 21 50 W79 25 27 4NNE 11°W (2015) UTC-5(4) Elev 1215' A5001 LO4 LO6 LO7 HI5 CAP
OPR	North Bay Jack Garland Airport Corporation 705-474-3026 11-02Z‡ O/T 3 hrs PN Cert Ldg fees
PF	A-1,2,3,6,7 C-4,5,8

NORTH BAY ON (Cont'd) CYYB

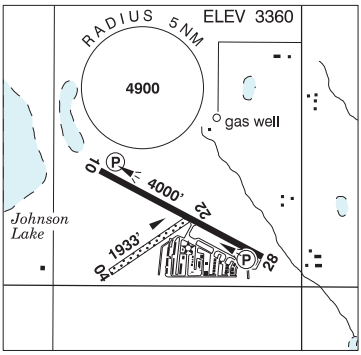
CUST	AOE/15 888-226-7277 13-21Z‡ Mon-Fri exc hols PN
FLT PLN	When FSS closed, pilots to open/close VFR flt pln with London rdo 123.55 or by phone. Pilots to open/close VFR flt plan with London rdo, FISE or by phone.
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA).
WX	METAR 1130-0330Z‡ O/T METAR AUTO (see COMM). TAF H24, issue times: 02, 08, 14 & 20Z. Met brief for mil only. Lcl Met Section CSN 628-6648 ltd hrs. O/T JMC 1-800-WXMETEO (996-3836) or CSN 432-2613 (see COMM). WxCam
SERVICES	Call out chg may be levied for one or more svcs
FUEL	100LL (Northern Heights Aviation), JA-1 (FSII avbl), HPR (CON I IP JA-1 (FSII avbl)) (World Fuels)
OIL	All
S	1,2,3,4,5,6
SUP FL	D & A-ice De-icing rstd to Apron II
JASU	10/15
PVT ADV	Voyageur Airport Svcs/World Fuel Services 131.75 705-482-7435 11-02Z‡ Mon-Fri O/T 1 hr PN; Northern Heights Aviation 705-477-4356 14-22Z‡ Mon-Fri O/T PN
MIL CON	Voyageur Airport Services 705-495-4184
RWY DATA	Rwy 08(077°)/26(257°) 10004x150 ASPH Rwy 08 up 0.66% Rwy 18(179°)/36(359°) 4492x148 ASPH Rwy 13(128°)/31(308°) 2000x75 GRASS Rwy 31 down 0.85% rstd to North Bay glider ops May 15-Oct 30 RESA: 18/36 492'
RWY CERT	Rwy 08 RVR 1200(1/4sm)/Rwy 26 RVR 1200(1/4sm) AGN V Rwy 18/36 AGN IV Rwy 13/31 AGN I
TWY	Twy E, F & J no win maint
APRON	Apron I no win maint. Apron I PPR, Voyageur Aviation 705-476-1750 ext 261. Apron II: Main prkg
RCR	Opr CRFI Win maint 1030-0200Z‡ O/T 3 hr PN 705-840-9964 call out chg Nov 12-Apr 11. PCN
LIGHTING	08-AN(TE HI) P1, 26-AO(TE HI) P1, 18-AO(TE HI) P1, 36-AO(TE HI) P1 ARCAL-118.3 type K all lgt. Apron III West partial RR and apron IV and V RR.
COMM	
RADIO	118.3 PTC avbl (E) 1130-0330Z‡ (emerg only 705-472-3270)
RCO	London rdo 123.55 (FISE) 126.7 (bcst)
ATIS	124.9 1130-0330Z‡
MF	rdo 118.3 1130-0330Z‡ O/T tfc 7NM 5000 ASL (CAR 602.98)
PAL	Toronto Ctr 127.250
AWOS	124.9 0330-1130Z‡
NAV	
DME	YYB 115.4 Ch 101 N46 21 35 W79 26 22 (1171′)
ILS	IYB 110.9 (Rwy 08) RVR Unmonitored when FSS clsd.
PRO	Rgt hand circuits Rwy 18 & 26 (CAR 602.96).
CAUTION	Twr 1400′ 1.8NM SE of thld Rwy 26. Pilots should avoid overflight of Natural gas pumping stn lctd 2.1NM NW. Glider activity at & in vic of aprt Sat, Sun, hols Apr-Jun & Sep-Nov. During win months when FSS closed, aprt maint & snow removal vehicles may be operating on the rwy surface. Ctc all ground vehicles on airport radio when FSS is clsd. During win months ski hill snow making activity 1.5NM SSW of aprt may produce local obscuring & icing phenomena on apch to Rwy 36 or dep from Rwy 18. Extv heli tng activity. Firing range aprx 1NM SSE of Thld 36.

OLD CROW YT — CYOC



REF	N67 34 12 W139 50 24 Adj 19°E (2020) UTC-8(7) Elev 816' A5034 LO5 HI2 CAP
OPR	Govt of Yukon 867-993-7709, 867-634-2046 Cert
PF	A-1 C-2,4,5
CUST	AOE/15 888-226-7277 16-04Z
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
CARS	867-966-3511 Ltd hrs (see COMM) Fax 867-966-3425
WX	METAR dur CARS hrs (see COMM) O/T LWIS TAF 15-01Z, issue times: 15, 19Z.
SERVICES	Call out chg may be levied for one or more svcs. Fuel stor by permit only ctc opr
FUEL	100LL, JA (Card lock) Vuntut Gwitchin First Nation 867-966-4610 or 867-966-3261 Ext 242
S	4,6
RWY DATA	Rwy 04(043°)/22(223°) 5020x100 GRVL Thld 04 displ 304´ Thld 22 displ 207´.
RWY CERT	Rwy 04/22 AGN IIIA
RCR	CARS, dur CARS hrs ops (see COMM), Aprt maint avbl 13-21Z ctc 867-966-3165. Compacted snow/GRVL mix during win conds. Sfc may be soft dur freeze & thaw periods.
LIGHTING	04-(TE LO) P2, 22-(TE LO) P2 ARCAL-122.1 type J
COMM	
DRCO	Whitehorse rdo 123.475 (FISE) 126.7 (bcst)
MF	aprt rdo ltd hrs O/T tfc 122.1 5NM 3900 ASL (CAR 602.98)
APRT RDO	122.1 (V) 13-01Z
NAV	
NDB	YOC 284 (M) N67 34 17 W139 50 41
PRO	PN for non-sked acft with wing span over 60 ft, ctc opr
CAUTION	P-line up to 45 AGL fr aprx 518' to 1291' N of rwy centerline. Unmarked P-lines 44 AGL 858 ASL from 0.1 NW to 0.2 WNW of A/D. WINDS: Winds rpt SE-SW unrel due nearby bldg.

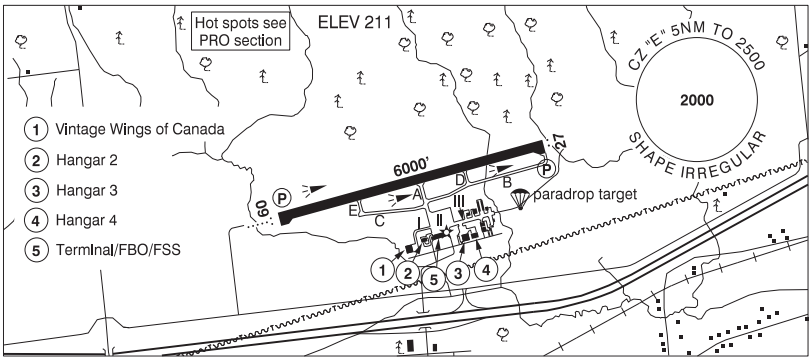
OLDS-DIDSBURY AB — CEA3



REF	N51 42 40 W114 06 24 4.3S 15°E (2013) UTC-7(6) Elev 3360′ VTA A5005 LO2 CAP
OPR	KS2 Management Ltd. 825-994-4815, 403-829-8105 Reg
PF	A-1 C-2,3,4,5,6
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
SERVICES	
FUEL	100LL, JA Self-serve H24, VISA, MasterCard
OIL	65, 80, Turbo
S	1,2,3,4,5,6,
RWY DATA	Rwy 10(103°)/28(283°) 4000x75 ASPH Rwy 28 up 0.31% AGN IIIA Rwy 04(041°)/22(221°) 1933x50 GRASS
RCR	Opr Ltd maint. Rwy 04/22 ltd win maint.
LIGHTING	10-(TE ME) AP 3.36°, 28-(TE ME) AP 3.36° ARCAL-123.2 type K
COMM	
ATF	tfc 123.2 5NM 6400 ASL
DEP	Edmonton Ctr 132.85
CAUTION	Intsv gliding activity to 6400 ASL vic Olds (Netook) A/D 8.5NM N check for NOTAM. CAUTION winch cable may extend from sfc to 5800 ASL (2500 AGL).

108 MILE BC — See SOUTH CARIBOO / 108 MILE

OTTAWA / GATINEAU QC — CYND



REF	N45 31 18 W75 33 49 Adj E 14°W UTC-5(4) Elev 211′ A1905 A5000 A5002 LO6 LO7 HI5 T2 CAP
OPR	La Corp de l'Aéroport Exécutif Gatineau-Ottawa 819-743-8883 Cert
PF	A-1,2,7 12-01Z‡ B-3,6 C-4,5

OTTAWA / GATINEAU QC (Cont'd) CYND

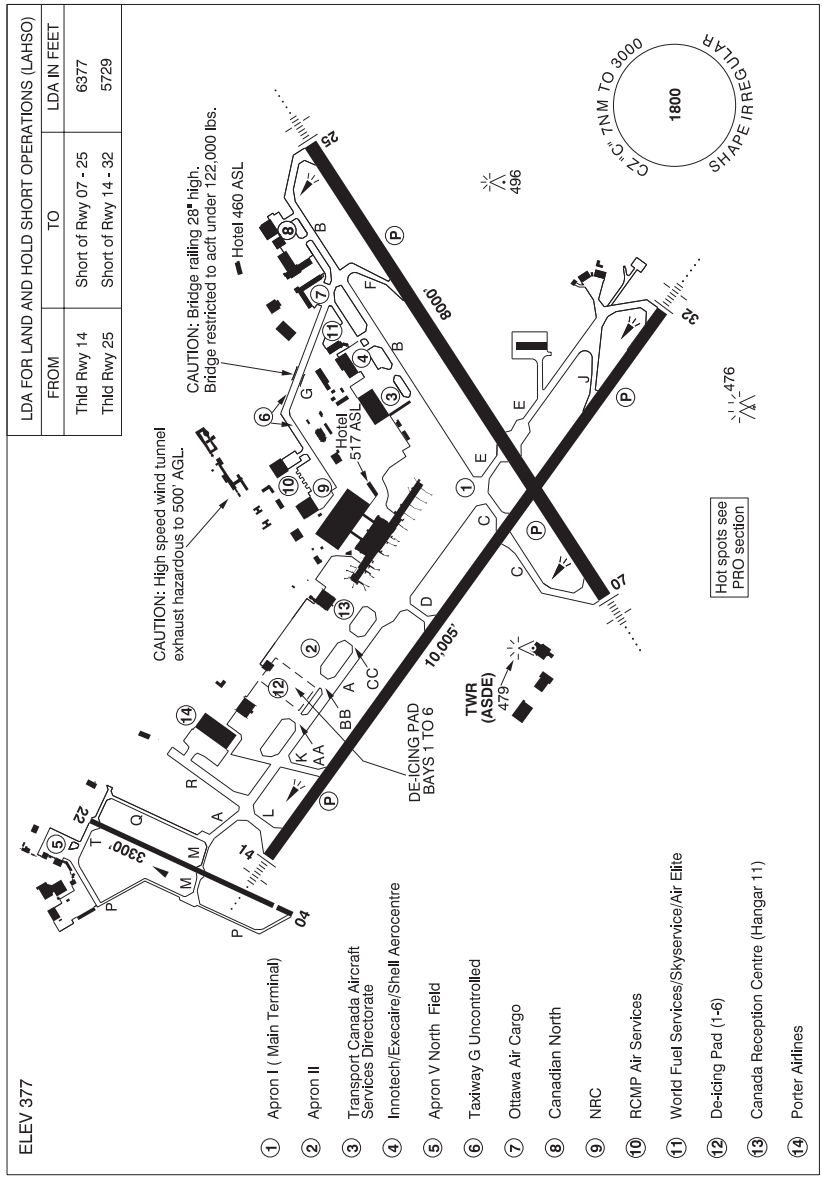
CUST	AOE/15 888-226-7277 13-21Z‡ Mon-Fri
FLT PLN	(bil)
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montréal 514-633-3211 or 800-633-1353, all Flt Plns, IFR tng PPR
WX	METAR 12-02Z‡ O/T LWIS TAF 14-02Z‡, issue times: 00, 14, 18Z (DT 00, 13, 18Z).
DUAT	ATB access during ATB hrs of ops
SERVICES	
FUEL	100LL, JA-1 (FSII avbl), SP, HPR 12-01Z‡ O/T call out chg 2 hr PN 819-665-7024, 819-743-8883
OIL	All
S	1,2,4,5,6
SUP FL	D & A-ice
PVT ADV	Opr 123.4
MIL CON	Aéroport Exécutif Gatineau-Ottawa 123.4 819-665-7024
RWY DATA	Rwy 09(089°)/27(269°) 6000x150 ASPH
RWY CERT	Rwy 09/27 AGN IIIB
TWY	Apron I and III rstd to less than 26,000 kg
RCR	Aprt 819-598-8407 CRFI avbl 11-02Z‡ Mon-Fri, 13-00Z‡ Sat-Sun Opr Snow removal 11-02Z‡ O/T 3 hr PN. PCN
LIGHTING	09-AO(TE ME) P2, 27-AS(TE ME) P2 ARCAL-122.3 type K 0215-1130Z‡
COMM	(bil)
RADIO	Gatineau 122.3 PTC avbl (V) 1130-0215Z‡ (emerg only 819-643-2961)
RCO	Québec rdo 123.375 (FISE)
GND ADV	122.6 1130-0215Z‡ (emerg only 819-643-2961)
MF/ATF	Gatineau rdo tfc 122.3 5NM shape irregular 2500 ASL (CAR 602.98) 1130-0215Z‡ O/T ATF 122.3
TML	Ottawa 127.7 128.175
VFR ADV	Ottawa Tml 127.7

OTTAWA / GATINEAU QC (Cont'd) CYND

PRO	Rgt hand circuits Rwy 27 (CAR 602.96). Possible turbulence on apch Rwy 27 with N wind. VFR FLIGHTS IN OTTAWA CLASS C AND TERMINAL CLASS C AIRSPACE SEE OTTAWA / MACDONALD-CARTIER INTL FOR PROCEDURES. **GROUND ADVISORY**: The Minister has authorized specific operating restrictions regarding communications intended for the MF, as well as the introduction of a Ground Advisory frequency (GND ADV) pursuant to CARs 602.97(2), 602.98(1) and 602.99. **Departure procedure**: Prior to taxi for departure; contact GND ADV on 122.6 for clearance and initial advisory information. After receiving initial advisory information, GND ADV will initiate communication transfer to RADIO on 122.3 prior to entering the runway/departure surface. Pilots are required to ascertain that there is no likelihood of collision with another aircraft or a vehicle prior to departure as stated in CAR 602.96 2a) and b). **Arrival procedure**: After exiting the runway/arrival surface and reporting clear on the radio frequency, pilots will be directed to contact GND ADV on 122.6 for ground traffic and taxiing information before entering the taxiway. Pilots should refer to Canadian Airport Charts (CAC) to obtain details on established hot spots, prior to operating on maneuvering areas. CAC are available for free on the NAV CANADA website. Due to obstructed vis from the FSS, all acft taxiing to Thld 27 via Twy B must advs Gatineau rdo upon arr at hold short line and again when entering Rwy 27 (see CAUTION).
CAUTION	**FSS Visibility:** First 670' Twy B fr Thld 27 not visible fr FSS **Maintenance:** Possible NORDO win maint eqpt on rwy outside FSS ops hrs. **Parajumps:** Over aprt max alt ocsl 15,000 ASL, 11-05Z‡. **Airspace:** Inbd tfc ctc Gatineau rdo 5 min prior to entering MF zone. **Firing range:** Aprx 0.5NM NW of Thld 09, active May 15-Nov 1 daylight. **Wildlife:** Possibility of animals on rwy, bird activity May-Oct. **Aerobatics:** Possible acrobatic activity over A/D btwn gnd and 8500 ASL.

OTTAWA / MACDONALD-CARTIER INTL ON

CYOW



REF	N45 19 21 W75 40 02 Adj S 14°W UTC-5(4) Elev 377′ A1905 A5000 A5002 LO6 LO7 HI5 T2 CAP OC
OPR	Ottawa Macdonald-Cartier Intl Aprt Authority 613-248-2200 H24 Cert
PF	A-1,2,3,6,7 C-4,5

OTTAWA / MACDONALD-CARTIER INTL ON (Cont'd) CYOW

CUST	AOE 888-226-7277 Pilots to call appropriate fixed base opr (FBO) prior to ldg on pvt adv freq & request cust be advised of intended location for clnc. Cust clnc at Apron II 12-05Z‡ 1 hr PN.
FLT PLN	
FIC	(bil) Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montreal 514-633-3211 or 800-633-1353, all Flt Plns, IFR tng PPR
WX	METAR H24 TAF H24, issue times: 00, 03, 06, 09, 12, 15, 18 & 21Z.
DUAT	Ottawa Flying Club; World Fuel Services/Skyservice/Air Elite; Innotech/Execaire/Shell Aerocentre
SERVICES	
FUEL	100LL, JA-1
OIL	All
S	1(ltd), 2,3,4(ltd)
ARFF	DESIGNATED CAT 8
SUP FL	LHOX PN, D & A-ice
PVT ADV	Ottawa Flying Club (North Field) 123.35 12-02Z‡; Innotech/Execaire/Shell Aerocentre (South Field) 123.0 11-03Z‡; World Fuel Services/Skyservice/Air Elite 129.85 10-05Z‡, O/T 613-739-3776
MIL CON	Sky Service FBO Inc. 613-739-3776
RWY DATA	Rwy 14(140°)/32(320°) 10,005x197 grooved ASPH Rwy 07(071°)/25(251°) 8000x197 grooved ASPH Rwy 04(039°)/22(219°) 3300x75 ASPH Thld 04 displ 250´ Rwy 04 down 0.36%. Rstd to acft not exceeding 60,000 lbs. Sked pax svc not auth. RESA: 07/25 984'; 14/32 1000' Abv 15°C, no acft with more than 100 pax or over 85,000 lbs is auth to perform 180° turns on any rwy without perms 613-248-2013
RWY CERT	Rwy 14 RVR 1200(1/4sm)/Rwy 32 RVR 1200(1/4sm) AGN V Rwy 07 RVR 1200(1/4sm)/Rwy 25 RVR 1200(1/4sm) AGN V Rwy 04/22 AGN II
TWY CERT	Twy A: AGN V fr Apron I to Twy L & AGN II fr Twy L to Twy M Twy G AGN IIIB Twy: M, P, Q, T AGN II
TWY	Twy G: Uncontrolled. Bridge max weight 122,000 lbs. Twy M, P, Q and T rstd to acft not exceeding 60,000 lbs Twy R: Uncontrolled.
APRON	**De-icing Bays** Bay 1, 3, 4, 6 - May be used by acft with wingspans 36m (118') or less Bay 2 - May be used by acft with the wingspans 65m (213') or less. If CC used, the Taxi must be on the East taxi line only to/from Bay 2. If K used, the taxi must be on the West taxi line only to/from Bay 2. Bay 5 - May be used by acft with the wingspan 65m (213') or less. If CC used, taxi must be on the East taxi line only to/from Bay 5. If K used, the taxi must be on the West taxi line only to/from Bay 5.
RCR	Opr CRFI. PCN
LIGHTING	07-AN(TE HI) P3, 25-AN(TE HI) P3, 14-AN(TE HI) P3, 32-AN(TE HI) P3

OTTAWA / MACDONALD-CARTIER INTL ON (Cont'd) CYOW

COMM	(bil)
RCO	Québec rdo 123.15 (FISE) 126.7 (bcst)
ATIS	(English) 121.15 (French) 132.95
CLNC DEL	Ottawa 119.4 **all dep acft to ctc clnc del**
GND	Ottawa 121.9
TWR	Ottawa 118.8 (VFR South) 120.1 (VFR North) 118.8 341.3 (V) (emerg only 613-248-3814)
TML	Ottawa 127.7
ARR	Ottawa ARR 135.15
DEP	Ottawa DEP 128.175
NAV	
DME	YOW 114.6 Ch 93 N45 26 30 W75 53 49 (482´)
DME	IOW 109.5 Ch 32 N45 18 50 W75 40 01 (398´)
ILS	IOW 109.5 (Rwy 07) RVR IRP 110.3 (Rwy 32) RVR
PRO	Pilots should refer to Canadian Airport Charts (CAC) to obtain details on established hot spots, prior to operating on maneuvering areas. CAC are available for free on the NAV CANADA website. **ATC:** IFR CLNC ACKNOWLEDGEMENT: IFR clnc read back with Ottawa twr clnc del shall include acft call sign, assigned SID name and transponder code. **CIRCUITS**: Rgt hand circuits Rwys 07, 14 & 22 (CAR 602.96). **FOD:** The grade of sand which is used extensively on the aprt dur win may pose a FOD hazard to some acft. Formations and other line astern flt ops should adopt pro to avoid ingestion. **NOISE ABATEMENT PROCEDURES:** Turbojet and turbofan acft; refer to CAP; propeller acft: dep Rwy 32 to 1500 ASL before proceeding on crs. Circuit hgt 1500 ASL Rwys 04-14 to maintain 1500 ASL, wx permitting, until established on final apch. Tng flt permitted 0815-2359 lcl time, no VFR tng circuits on Rwy 14/32 below 1500 ASL, no practice rwy pro to Rwy 14. For practice IFR apchs to active IFR rwys dur peak hrs 1315-1400Z‡ & 1930-2400Z‡ Mon-Fri, ctc Montreal Flight Planning 514-633-3211 or 800-633-1353, for possible delays & rwy info. Turbo-jet take-off and landing not permitted Rwy 04/22. **VFR ARR/DEP ROUTES:** All VFR acft should follow arr/dep routes, unless otherwise specified by ATC. See OTTAWA M.-C.I. VFR DEPARTURE PROCEDURES CHART and OTTAWA M.-C.I. VFR ARRIVAL PROCEDURES CHART for additional details.

OTTAWA / MACDONALD-CARTIER INTL ON (Cont'd) CYOW

PRO (Cont'd)

DE-ICING OPERATIONS

1. Ctc PAD CONTROL on 122.925 30 min prior to dep if de-icing is rqrd. Notify of any special treatments prior to taxi to CDF.
2. Ctc Ottawa GND after pushback for taxi to CDF.
3. Hold short of the CDF on K, AA, BB or CC and ctc PAD CONTROL for further taxi.
4. Follow instructions and electronic sign boards to de-icing bays.
5. Stop on the 2nd (illuminated) yellow stop bar, immediately set brakes and advise PAD CONTROL. DO NOT MOVE ACFT. This will allow positioning of trucks while you configure your aircraft.
6. Once instructed switch to ICEMAN on 122.350, confirm brakes are set, confirm treatment and that acft is configured for treatment (engines at idle/props feathered/pacs off). If you can't reduce engines to idle ICEMAN must know, de-icing may not be possible with running engines.
7. After de-icing, configure acft for taxi, however, DO NOT MOVE ACFT.
8. Once instructed, ctc PAD CONTROL for taxi.
9. Follow instructions to designated exit point. Holding short of Twy A, ctc GND 121.9

VFR FLIGHTS IN OTTAWA MACDONALD-CARTIER CLASS C CZ AND TCA TERMINAL.

In order to minimize delays, ATC frequency congestion and for better airspace management, as well as to improve safety, a procedure is available allowing VFR aircraft to obtain a transponder code prior to take off. This mandatory procedure applies to VFR aircraft that did not file a flight plan or flight itinerary with Nav Canada and wishing to penetrate or operate in the Ottawa/MacDonald-Cartier Class C and terminal Class C airspace. All acft not respecting mandatory transponder code procedure will not be accepted in Ottawa/MacDonald-Cartier Class C CZ and TCA C airspace.

To obtain a transponder code:

A discrete transponder code shall be obtained at least 30 minutes prior to the flight taking off toward Ottawa/MacDonald-Cartier Class C CZ and TCA airspace, by contacting the Montreal ACC at 866-VFR-CODE (866-837-2633), or the FIC at 1-866-GOMETEO or 1-866-WX BRIEF, and providing ATC with flight information. Aircraft departing CYUL, CYJN, CYHU, CYOW, CYMX or CYND will obtain their transponder code from the Control Tower or FSS.

Flight procedure:

1.Set your transponder to the assigned code prior to your first communication with ATC.

2.To the extent possible, ctc ATC at least 5NM prior to entering Ottawa/MacDonald-Cartier Class C and terminal Class C airspace.

OTTAWA CZ AIRSPACE SPLIT FOR VFR FLIGHTS

YOW CZ is divided into two sectors with separate frequencies.

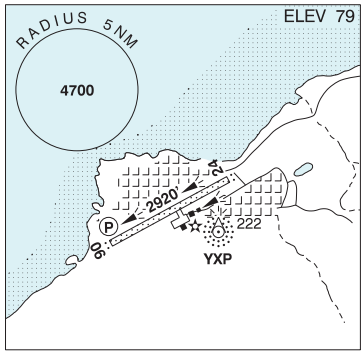
Contact OTTAWA TWR on 120.1 when North of Rwy 07/25 extended centreline and OTTAWA TWR on 118.8 when South of Rwy 07/25 extended centreline or on final for Rwy 07/25. Holding short of Rwy 04/22, contact OTTAWA TWR on 120.1 when ready for take-off.

CAUTION Migratory birds in vic of aprt Mar-Apr, Sep-Oct.

PACIFIC RADIO – RCO (KAMLOOPS FIC)

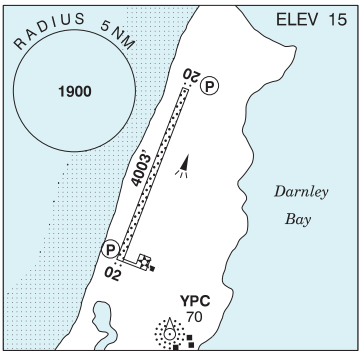
For a list of Pacific RCOs and map, see Planning Section under FISE RCOs.

PANGNIRTUNG NU CYXP



REF	N66 08 42 W65 42 49 29°W (2021) UTC-5(4) Elev 79´ A5039 LO5 HI1 CAP
OPR	Govt of Nunavut 867-645-8200 Emerg/Incident rpt 867-645-6565 13-22Z‡ Mon-Fri exc hols Cert
PF	A-1 CARS ops hrs O/T PN C-2,4,5
FLT PLN **FIC** **CARS** **WX**	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA) 867-473-8907 ltd hrs (see COMM) METAR dur CARS hrs O/T LWIS (see COMM) TAF 14-23Z‡, Mon-Fri, issue times: 1340Z‡, 18Z‡; 17-20Z‡ Sat, issue time: 1640Z‡; 18-20Z‡ Sun, issue time: 1740Z‡ WxCam
SERVICES **FUEL**	JA-1 13-23Z‡ Mon-Fri, 14-22Z‡ Sat exc hols O/T PN 867-473-4603 or 867-222-8364 or Fax 867-473-8845, call out chg. Credit by prior arng only ctc 867-645-8400, allow 7 working days. Credit card accepted.
RWY DATA **RWY CERT** **RCR**	Rwy 06(062°T)/24(242°T) 2920x98 gravel First 600´ Rwy 06 up 1.45%, first 800´ Rwy 24 up 1.14%. Rwy 06/24 AGN IIIA Maint contractor 867-473-8982/8953. A/D maint avbl 13-22Z‡ Mon-Fri exc hols O/T 12 hrs PN. Call-out chg may be levied.
LIGHTING	06-AS(TE ME) AP, 24-AS(TE ME) ARCAL-122.1 type K (see CAUTION)
COMM **MF** **APRT RDO** **LWIS**	aprt rdo ltd hrs O/T tfc 122.1 5NM 3100 ASL (CAR 602.98) 122.1 (V) 12-23Z‡ Mon-Fri, 15-20Z‡ Sat, 17-21Z‡ Sun 125.1
NAV **NDB**	YXP 218 (M) N66 08 38 W65 42 22 Unmonitored when CARS clsd
CAUTION	Only pilots with considerable experience in area should plan on using this aprt due to sur terrain & variable lcl cond. Severe turbulence may be encountered. Sur terrain may constitute a hazard to ngt flying. Rwy edge lgt installed higher than std (aprx 27 inches high loc 5´ outside rwy edge). 50' twrs either side of Thld 24. Extv migratory bird activity May-Oct.

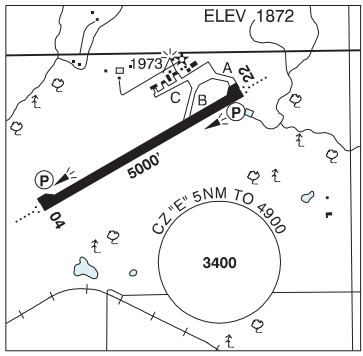
PAULATUK (NORA ALIQATCHIALUK RUBEN) NT — CYPC



REF	N69 21 38 W124 04 33 19°E (2026) UTC-7(6) Elev 15′ A5041 LO5 CAP
OPR	Govt of Northwest Territories 867-777-2467 Emerg/Incident rpt 877-989-1400 1630-1745Z‡ Tue, 2200-2315Z‡ Wed & Fri, exc hols, O/T 1 hr PN ctc 867-580-3037/3310 or 867-788-0119/0143/1066. Call out chg may be levied. Cert
PF	C-1,4,5
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
CARS	867-580-3111 Ltd hrs
WX	METAR dur CARS hrs (see COMM) O/T LWIS TAF 16-24Z‡ Mon-Sat, issue times: 16,19Z (DT 15, 19Z). TAF 16-19Z‡ Sun, issue times: 16Z‡.
SERVICES	Call out chg may be levied for svcs
FUEL	JA ctc aprt rdo dur CARS hrs (see COMM). O/T 2 hr PN ATBA VAN CAN 867-788-0908/0255.
RWY DATA	Rwy 02(021°T)/20(201°T) 4003x99 GRVL
RWY CERT	Rwy 02/20 AGN IIIA
TWY CERT	Twy A AGN II
APRON	Acft with tail hgt greater than 15' but less than 23' not auth to park within 62' fr W edge of apron. Acft with tail hgt 23' or greater not auth to park within 112' fr W edge of apron.
RCR	Opr Win maint 15-24Z‡ Mon-Fri exc hols, O/T 1 hr PN ctc 867-580-3037/3310 or 867-788-0119/0143/1066. Call out chg may be levied. Rwy compacted snow & grvl mix during win conds.
LIGHTING	02-AS(TE ME) AP, 20-AS(TE ME) AP ARCAL-122.1 type K key mic 7 times for AS
COMM	
MF	aprt rdo ltd hrs O/T tfc 122.1 5NM 3100 ASL (CAR 602.98)
APRT RDO	122.1 (V) 14-24Z‡ Mon-Sat, 14-19Z‡ Sun.
NAV	
NDB	YPC 276 (M) N69 21 03 W124 04 32 Unmonitored when CARS clsd.
CAUTION	Subsidence, turbulence, and adverse cross-wind cond may be encountered.

PEACE RIVER AB — CYPE

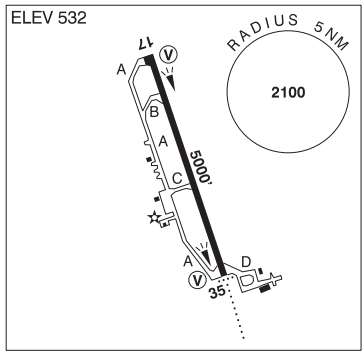
REF	N56 13 38 W117 26 54 5W 17°E (2013) UTC-7(6) Elev 1872' A5014 A5022 A5023 LO1 HI2 HI3 CAP
OPR	Peace River Regional Airport Authority 780-618-6531 Reg Ldg fees
PF	A-1,3,6 D-1,2,3,4,5,6
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
WX	METAR AUTO H24 (see COMM) TAF H24, issue times: 01, 07, 13, 19Z.



SERVICES	Call out chg may be levied for one or more svcs.
FUEL	100LL, JA, HPR
OIL	14W50, 2380
S	1,2,3,4,5,6
SUP FL	D-ice, HPOX (Northern Air 780-624-1911)
PVT ADV	Northern Air Charter 129.25
RWY DATA	Rwy 04(042°)/22(222°) 5000x150 ASPH
TWY	Twy C uncontrolled
RCR	Opr Win maint 13-21Z‡ Mon-Fri exc hols, O/T 1 hr PN call out charge may apply 780-625-8664, PCN
LIGHTING	04-AO(TE ME) P2, 22-AO (non-std 2600') (TE ME) P2 ARCAL-122.0 type K
COMM	
RCO	Edmonton rdo 123.275 (FISE) 126.7 (bcst)
CLNC DEL	Edmonton Ctr 135.27 (CLNC DEL and closing IFR FLT Plan on gnd.)
MF	tfc 122.0 5NM 4900 ASL (CAR 602.98)
PAL	Edmonton Ctr 135.275
AWOS	128.1
NAV	
VOR/DME	YPE 117.2 Ch 119 N56 12 25 W117 30 42 (1919′)
CAUTION	Extensive bird activity vic rwys. Helicopter operations in vicinity.

PEMBROKE ON — CYTA

REF	N45 51 52 W77 15 05 5.2NW 13°W UTC-5(4) Elev 532' A5000 A5001 LO6 LO7 HI5 CAP
OPR	Pembroke & Area Aprt Comsn 613-687-5300/4910 maint or 855-539-3019 11-21Z‡ Mon-Fri, 13-21Z‡ Sat, Sun & hol. APM after hrs Cert Ldg fees apply to commercial acft.
PF	A-1,2 ltd hrs, 6,7
CUST	AOE/M Mil flt only
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)

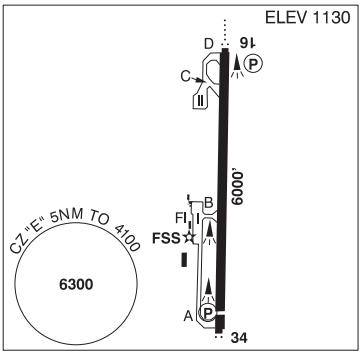


PEMBROKE ON (Cont'd) CYTA

SERVICES	Call out chg may be levied for one or more svcs.
FUEL	100LL, JA-1 11-21Z‡ Mon-Fri, 13-21Z‡ Sat, Sun & hol
OIL	80, 100, 100W, 15W50
S	1,2,3,4,5,6,7
SUP FL	D-ice
JASU	CE14
RWY DATA	Rwy 17(172°)/35(352°) 5000x100 ASPH
RWY CERT	Rwy 17/35 AGN IIIB
TWY	Twy B seasonal use, May 1-Oct 31, no win maint.
RCR	Opr 11-21Z‡ Mon-Fri, 13-21Z‡ Sat, Sun & hol. CRFI/RSC avbl ltd hrs. PCN
LIGHTING	17-(TE ME) V1, 35-AD AS(TE ME) V1 ARCAL-122.8 type K
COMM	
ATF	UNICOM (AU) ltd hrs O/T tfc 122.8 5NM 3500 ASL
PAL	Montréal Ctr 135.2
A/G	Petawawa Advsy 126.4 or 250.1 1300-2130Z‡ Mon-Fri, O/T PPR, DND 613-588-5789
NAV	
NDB	YTA 409 (L) N45 48 12 W77 13 06
PRO	
MIL	Crash response for mil a/c provided by GRN Petawawa, 30 min deployment time rqrd. Mil call CSN 677-5555, com 613-588-5555. Airborne diversions thru Petawawa advsy 1300-2130Z‡ Mon-Fri on 126.4 250.1 or thru Québec FIC 126.7 123.15. Emerg crew monitors 122.8R when in posn at CYTA.
CAUTION	Parachuting over aprt 12,500 ASL & below, ocsl daylight by NOTAM. HELI TRAFFIC: Extv low-level mil Heli activity W, E & NE of A/D.

PENTICTON BC CYYF

REF	N49 27 45 W119 36 08 1.8SW 16°E (2015) UTC-8(7) Elev 1130′ A5004 A5005 LO2 HI3 CAP RCAP
OPR	TC APM 250-809-4596 Admin 250-770-4422 1600-0030Z‡ Mon-Fri exc hols H24 Cert
PF	A-2,3,6,7,8 B-5 C-4
CUST	AOE/30 (120 with staged off-loading) CANPASS 1-888-226-7277 1630-0030Z‡ Mon-Fri
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
WX	METAR H24. TAF H24, issue times: 01, 07, 13, 19Z.



SERVICES	
FUEL	100LL, JA-1 14-05Z‡ Mon-Fri 15-04Z‡ Sat-Sun
OIL	80, 100, 120, 15W50
S	1,2,
JASU	CE15 Executive Aviation 250-715-5345
MILCON	Executive Flight Centre Fuel 250-493-5323

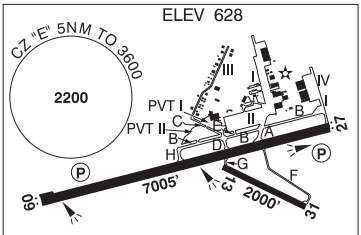
PENTICTON BC (Cont'd) CYYF

RWY DATA	Rwy 16(165°)/34(345°) 6000x149 ASPH Thld 34 displ 300′.
RWY CERT	Rwy 16/34 AGN IIIB
APRON	GA prkg on apron N of tml only. Park on N and NE edges. Non-wheeled heli prkg avbl on grass N of main apron. Itinerant pilot and pax access via Gate 88. Lgt acft prkg avbl off Twy A, S end. PPR required for all prkg - request via yyf.vortexcms.com/ppr. Prkg fees. Wildfire Heli Ops: Staging and extended prkg on grass N of tml and maint fac, and S of Air Tanker Base along W fence. Apron II: Pvt
RCR	Opr Ltd win maint 15-01Z‡ Mon-Fri, 17Z‡ & 23Z‡ Sat-Sun & hols Nov 1-Mar 31, O/T 2 hr PN call out chg may be levied. CRFI, PCN
LIGHTING	16-AO(TE ME) P2, 34-AS(TE ME) P2 PAPI limitation/restriction. PAPI Rwy 34 to be used only within 2NM of thld. ARCAL-118.5 type K avbl when FSS clsd.
COMM	
RADIO	118.5 PTC avbl (V) (emerg only 250-492-3001)
GND ADV	121.9 (emerg only 250-492-3001)
MF	rdo 118.5 5NM 4100 ASL (CAR 602.98)
NAV	
DME	IYF 110.3 Ch 40 N49 27 09 W119 36 14 (1134′)
LOC	IYF 110.3 (Rwy 16)
PRO	Inbd tfc see VTPC; for night circuit pro see Night Circuit VTPC. Circuit hgt 2300 ASL. Rgt hand circuits Rwy 34 (CAR 602.96). Heli tng all quadrants, circuits E & W of A/D at 2300 ASL. **GROUND ADVISORY:** The Minister has authorized specific operating restrictions regarding communications intended for the MF, as well as the introduction of a Ground Advisory frequency (GND ADV) pursuant to CARs 602.97(2), 602.98(1) and 602.99. **Departure procedure:** Prior to taxi for departure; contact GND ADV on 121.9 for clearance and initial advisory information. After receiving initial advisory information, GND ADV will initiate communication transfer to RADIO on 118.5 prior to entering the runway/departure surface. Pilots are required to ascertain that there is no likelihood of collision with another aircraft or a vehicle prior to departure as stated in CAR 602.96 2a) and b). **Arrival procedure:** After exiting the runway/arrival surface and reporting clear on the radio frequency, pilots will be directed to contact GND ADV on 121.9 for ground traffic and taxiing information before entering the taxiway
CAUTION	Only pilots familiar with local terrain should use this aprt dur hrs of darkness. Ngt ops not recommended unless all 7 hazard beacons oprg. Extv heli activity at A/D dur daylight hrs all quads. Due to high terrain, it is recommended pilots proceeding E or W under VFR, attain an alt of 5,000' (ASL) min before leaving the Okanagan Valley. Hi terrain reduces operational length of Rwy 34 PAPI. Extv bird activity in vic.

PENTICTON FSS – RCO

Kelowna 119.6 (RAAS) 0630-1330Z‡ (N49 56 W119 22)

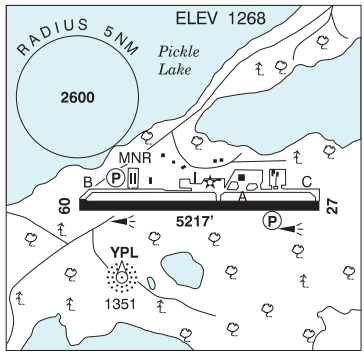
PETERBOROUGH ON — CYPQ



TORA FOR INTERSECTION DEPARTURES		
RWY	INTXN	TORA in ft
09	H	3500
27	H	3500

REF	N44 13 50 W78 21 47 3SSW 12°W UTC-5(4) Elev 628' A5000 LO6 HI5 CAP
OPR	City of Peterborough 705-743-6708 12-23Z‡ Oct 01-Mar 31, 12-01Z‡ Apr 01-Sep 30 Cert
PF	A-1,7 After hrs airside tml access code 2977*. After hrs groundside tml access code 2977#. A-2 01-20Z‡ Tue-Sun B-8 C-2,3,4,5,6
CUST	AOE/15 1330-2130Z‡ Mon-Fri exc hols 888-226-7277 PN
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
WX	METAR AUTO H24 (see COMM). TAF 11-03Z‡, issue times: 11,14, 20Z (DT 10, 14, 20Z) WxCam
SERVICES	12-01Z‡ Apr-Sep, 12-23Z‡ Oct-Mar. Stay late or call out on request. After hrs call out chg may apply. Call 705-745-8626
FUEL	100LL, JA-1 (FSII avbl)
OIL	All
S	1,2,3,4,5,6
SUP FL	D & A-ice
JASU	CE13
MILCON	Stewart Aviation (World Fuel Services) 705-745-8626
RWY DATA	Rwy 09(088°)/27(268°) 7005x100 ASPH Rwy 13(128°)/31(308°) 2000x49 ASPH Day use only
RWY CERT	Rwy 09/27 AGN IIIB Rwy 13/31 AGN I
TWY CERT	Twy: C, F, G AGN I
TWY	Twy B holding bay rstd to acft wingspans less than 79'. Twy C rstd to 11,800 lbs or less. Twy F & G day use only.
APRON	Pvt Apron II (Adj B & C) rstd to 3000 lbs or less
RCR	Opr Win maint 12-23Z‡ O/T 3 hrs PN CRFI/RSC avbl ltd hrs PCN
LIGHTING	09-AS(TE ME) P2, 27-AS(TE ME) P2 ARCAL-123.0 type K
COMM	
MF	UNICOM ltd hrs O/T tfc 123.0 5NM 3600 ASL
PAL	Toronto Ctr 134.25
AWOS	126.925 (YPQ)
NAV	
NDB	YPQ 379 (L) N44 12 45 W78 27 47
PRO	PPR for cont circuits on Rwy 13/31. Extv flt tng within 25NM of A/D, all quadrants to 6000' ASL. (See VTPC).
NOISE	Noise Operating Criteria (CAR 602.105): Rwy 09/27 VFR tkof/climb, no turns below 1000 AAE. Avoid overflight of noise sensitive areas while joining/departing circuit ctc opr for details.
CAUTION	Wildlife frequently on rwys. Lgtd twr 775 ASL (122 AGL) aprx 0.75NM WNW of Thld 09. Trees 42 AGL 807´ before Thld 31. Extv bird activity at landfill 3NM ESE of Thld 27. Trees 85 AGL 3900' before Thld 27 and 450' N of extended rwy centreline.

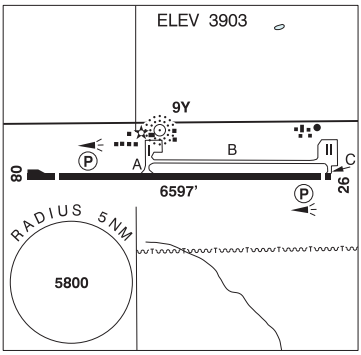
PICKLE LAKE ON — CYPL



REF	N51 26 47 W90 12 49 0.7SW 4°W (2020) UTC-5 Elev 1268' A5008 LO4 HI4 CAP
OPR	Govt of Ontario - MTO 807-928-2342 13-22Z Mon-Fri exc hols Cert
PF	A-1 C-2,3,4,5
FLT PLN	Pilots to open/close VFR flt plan with London rdo, FISE or by phone
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
WX	METAR AUTO H24 (see COMM) TAF H24, issue times: 02, 08, 14, 20Z WxCam
SERVICES	Call out chg may be levied for one or more svcs
FUEL	100LL, JA-1 (FSII avbl), SP, HPR
OIL	All
S	1,2,4,5,6
SUP FL	D-ice
PVT ADV	North Star Air Ltd. 129.65 844-633-6294 ext 518 11-23Z O/T 807-621-0156 Wasaya Air 129.45
RWY DATA	Rwy 09(094°)/27(274°) 5217x100 ASPH Rwy 09 down 0.80%
RWY CERT	Rwy 09/27 AGN IIIA
APRON	Apron II pvt PN 807-937-7218
RCR	Aprt Foreperson 807-456-3521 13-22Z Mon-Fri exc hols.
LIGHTING	09-(TE ME) P1, 27-(TE ME) P1 ARCAL-122.2 type K
COMM	
RCO	Thunder Bay rdo 122.2 (RAAS) 11-02Z London rdo 123.475 (FISE) 126.7 (bcst)
MF	Thunder Bay rdo 11-02Z O/T tfc 122.2 5NM 4300 ASL (CAR 602.98)
AWOS	127.675
NAV	
NDB	YPL 382 (M) N51 26 31 W90 13 20
DME	YLZ 113.7 Ch 84 N51 26 37 W90 13 22 (1261')
CAUTION	Dly radiosonde balloon launches with an ascent rate of 1000 ft/min btwn the hrs of 1115-1345Z & 2315-0145Z. Lgtd twr 1351 ASL (117 AGL) 0.4NM SW of A/D. Lgtd water twr 1443 ASL (150 AGL) 1.1NM NE of A/D. Unlgtd p-line up to 1427 ASL (113 AGL) aprx 0.9NM SE, aprx 3NM NE and aprx 5NM WSW of A/D.

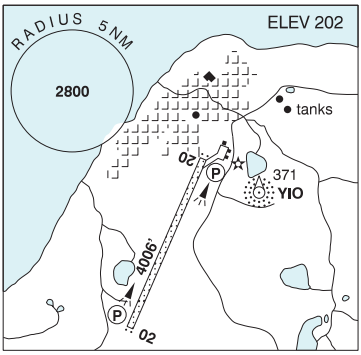
PIERRE ELLIOTT TRUDEAU INTL QC — See MONTRÉAL / PIERRE ELLIOTT TRUDEAU INTL

PINCHER CREEK AB — CZPC



REF	N49 31 14 W113 59 46 3NW 14°E (2018) UTC-7(6) Elev 3903′ A5005 LO2 HI3 CAP
OPR	Muni District of Pincher Creek 403-627-3130 Reg
PF	A-1 C-2,3,4,5,6
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
WX	METAR AUTO H24 (see COMM) WxCam
SERVICES	Call out chg may be levied after hrs
FUEL	100LL, JA Pincher Creek Aviation Svc 403-627-4173 or 403-632-6814
OIL	15W-50
RWY DATA	Rwy 08(076°)/26(256°) 6597x100 ASPH Thld 08 displ 597' Thld 26 displ 149' Rwy 26 up 0.53% AGN IIIA
APRON	Apron II: pvt
RCR	Opr 1500-2300Z‡ Mon-Fri, exc hols Ltd win maint O/T 2 hr PN 403-627-3484 Call out chg may be levied.
LIGHTING	08-(TE ME) P2, 26-(TE ME) P2 ARCAL-123.2 type K
COMM	
ATF	tfc 123.2 5NM 7000 ASL
AWOS	127.65
NAV	
NDB	9Y 311 (L) N49 31 24 W113 59 55 Pvt
CAUTION	Acft on rwy not visible from all areas. Water bomber activity at or in vic of A/D Apr thru Sep. Numerous wind turbines in vic.

POND INLET NU — CYIO

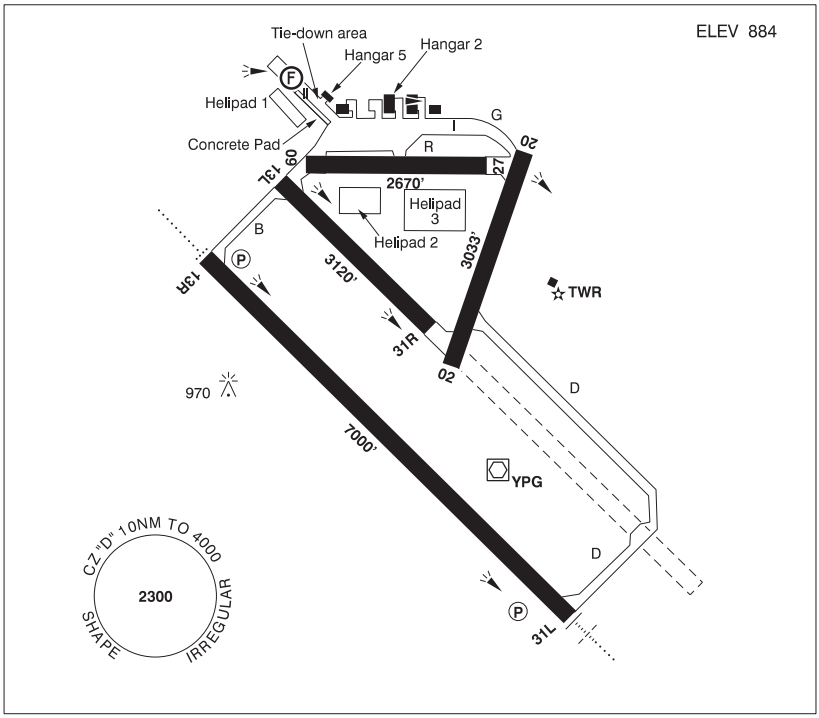


REF	N72 41 22 W77 58 08 32°W (2023) UTC-5(4) Elev 202′ A5047 LO9 HI1 HI2 CAP
OPR	Govt of Nunavut 867-645-8200 Emerg/Incident rpt 867-645-6565 13-22Z‡ Mon-Fri exc hols Cert
PF	A-1 C-2,4,5,6
FLT PLN	
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
CARS	867-899-8976 ltd hrs (see COMM)
WX	METAR dur CARS hrs O/T METAR AUTO (see COMM) TAF H24, issue times: 01, 07, 13, 19Z. WxCam

POND INLET NU (Cont'd) CYIO

SERVICES	
FUEL	JA-1 867-899-5100 14-22Z‡ Mon-Fri exc hols O/T call out chg PN 867-899-8976/5122. Credit card not accepted. Credit by prior arng 867-645-8400, allow 7 working days.
S	6
RWY DATA	Rwy 02(022°)/20(202°) 4006x98 GRVL Rwy 20 up 0.32%
RWY CERT	Rwy 02/20 AGN IIIA
RCR	Maint contractor 867-899-1643/8934 A/D maint avbl 13-22‡ Mon-Fri exc hols O/T 12 hrs PN. Call-out chg may be levied. PCN
LIGHTING	02-AS(TE ME) AP, 20-AS(TE ME) AP ARCAL-122.1 type K (see CAUTION)
COMM	
RCO	Québec rdo 123.275 (FISE) 126.7 (bcst)
MF	aprt rdo ltd hrs O/T tfc 122.1 5NM 3200 ASL (CAR 602.98)
APRT RDO	122.1 (V) 16-23Z‡ Mon, 16-24Z‡ Tue, Thu & Fri, 16-22Z‡ Wed, 19-22Z‡ Sat, exc federal observed hols
AWOS	128.3
NAV	
NDB	YIO 214 (H) N72 41 35 W77 57 04
CAUTION	Possible presence of large animal within aprt perimeter. Rwy edge lgt installed higher than std (aprx 27 inches high loc 5´ outside rwy edge). Extv migratory bird activity May-Oct.

PORTAGE LA PRAIRIE / SOUTHPORT MB — CYPG



REF	N49 54 11 W98 16 26 4S 4°E (2016) UTC-6(5) Elev 884′ VTA A5007 LO4 HI4 CAP
OPR	Southport Aerospace Centre Inc 204-428-6030 14-24Z‡ exc hols, O/T by NOTAM. Mil flt ops 866-315-2069 Cert
PF	B-1,2 (ltd hrs), 5,7, C-2,3,4,6
FLT PLN	Pilots to open/close VFR flt plan with Edmonton rdo, FISE or by phone.
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
WX	204-428-2444 ltd hrs (see opr). O/T for mil only JMC 1-800-WXMETEO (996-3836). METAR dur flt ops. TAF dur flt ops, issue times depending on mil requirements. AUTO (see COMM).
SERVICES	Call out chg may be levied for one or more svcs
FUEL	100LL, JA-1 (FSII avbl), SP 14-04Z‡ Mon-Fri exc hols. Ctc Tran Svcg 204-428-2435 O/T PN 204-872-0570
OIL	80, 100, Turbo Oil 2380
ARFF	PARTICIPATING CAT 2 14-24Z‡ Mon-Fri exc hols
S	1,4,5,6
PVT ADV	Tran Svcg 123.0

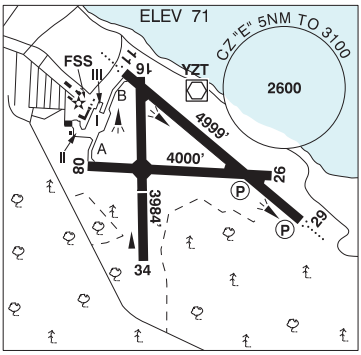
PORTAGE LA PRAIRIE / SOUTHPORT MB (Cont'd) CYPG

RWY DATA	Rwy 13R(130°)/31L(310°) 7000x148 ASPH Rwy 13L(130°)/31R(310°) 3120x98 ASPH Rwy 09(085°)/27(265°) 2670x98 ASPH Rwy 02(015°)/20(195°) 3033x150 ASPH Rwy 20 up 0.3% RESA: 13R/31L 984'
RWY CERT	Rwy 13R/31L AGN IIIA Rwy 13L/31R AGN II Rwy 09/27 AGN II Rwy 02/20 AGN IIIA
TWY CERT	Twy R AGN II
HELI DATA	FATO 87' x 87' CONC Helipad 1: 607x148 GRASS/SNOW Helipad 2: 492x197 GRASS/SNOW Helipad 3: 656x328 GRASS/SNOW
APRON	No itinerant acft on Apron I. Itinerant acft prkg S of hg 5 on Apron II. Jet and large acft prkg on concrete pad on S side of Apron II. Heli FATO on S side of Apron II. Light acft use tie-downs on N side of Apron II. Parking Fees.
RCR	Opr CRFI, Mil Flt Ops 204-428-2444, 14-24Z‡ exc hols O/T by NOTAM. PCN ctc Opr. Rwy 09/27 wt rstd to 15,500 lbs. Call out chgs.
LIGHTING	02-(TE ME), 20-(TE ME), 13R-AO(TE HI) P2, 31L-AN(TE HI) P2 ARCAL-126.2 type K
COMM	
ATIS	120.85 14-24Z‡ Mon-Fri exc hols
GND	121.7 14-24Z‡ Mon-Fri exc hols
TWR	126.2 (V) 14-24Z‡ Mon-Fri exc hols
ATF	tfc 126.2 00-14Z‡ Mon-Fri, H24 Sat, Sun & hols 10NM 4000 ASL
ARR	Winnipeg Tml 121.0
DEP	Winnipeg Tml 121.0
VFR ADV	Winnipeg Tml 121.0
MIL	3 CFFTS Ops 204-428-4139
AUTO	123.175
NAV	All Navaids Unmonitored when Twr clsd.
NDB	PORTAGE PG 353 (L) N49 50 30 W98 10 47 Pvt
VOR/DME	PORTAGE YPG 114.6 Ch 93 N49 53 59 W98 16 02 (902') Pvt
ILS	IPG 109.7 (Rwy 31L) Pvt
PRO	Rgt hand circuits Rwys 13R, 20, 27 & 31R (CAR 602.96). Circuit alt 02/20, 09/27 & 13L/31R 1900 ASL, 13R/31L 2500 ASL. Arr ctc twr 126.2 prior to "D" CZ. VFR circuits & multiple IFR apch for tng by itinerant acft may be rstd due lcl tfc. Extv heli tng NE quad CZ within 5NM. Avoid satellite fld (Grabber Green) N49 54 52 W98 09 38, 4NM NE (see VTPC) or cross at 2500 ASL or above.
HELI	Dep & arr FATO 1 on Apron II as directed by twr depicted rtes (see VTPC). Not above 1400 ASL til clear of circuits.
CAUTION	Extv flt tng in the lcl area. Hrs of ops may be extended by NOTAM. Ocsl extv ngt flt tng activity. Attempt ctc with Southport twr 126.2 prior to entering CZ. Lgtd twr 1010 ASL (150 AGL) aprx 0.9NM N of A/D.

PORT HARDY FSS – RCO

Tofino 123.25 (RAAS) 1330-0530Z‡ (N49 05 W125 51)

PORT HARDY BC CYZT



REF	N50 40 50 W127 22 00 5.2SE 18°E (2014) UTC-8(7) Elev 71′ A5004 LO2 HI3 CAP
OPR	TC 250-949-6424 O/T Duty 250-902-8281 Fax 250-949-9013 16-24Z‡ Mon-Fri, Sat-Sun and hols O/R. Call out chg may apply, ctc opr. Cert Ldg fees (jet and turboprop acft only) Tml fees
PF	A-1,2,3,6 C-5 D-4 ATB 1530-0030Z‡ Mon-Fri, Sat-Sun & hols O/R
CUST	AOE/15 888-226-7277 16-08Z‡
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
WX	METAR H24. TAF H24, issue times: 01, 07, 13, 19Z.

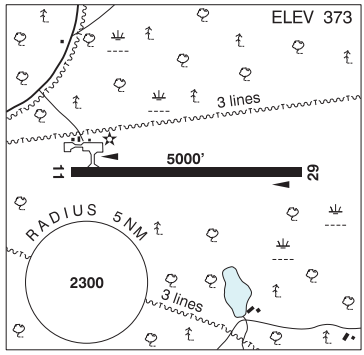
SERVICES	
FUEL	100LL, JA-1 (FSII avbl), HPR Wilderness Seaplanes (World Fuel) 250-949-1037 16-01Z‡ Mon-Fri, 17-24‡ Sat-Sun exc hols, O/T call out chg apply.
OIL	All
S	1,2,4,5,6
PVT ADV	Wilderness Seaplanes 131.05 250-949-1037 or 250-949-6353
MIL CON	Wilderness Seaplanes Ltd 250-949-5153
RWY DATA	Rwy 11(113°)/29(293°) 4999x150 grooved ASPH Rwy 08(076°)/26(256°) 4000x150 ASPH Rwy 26 up 0.98% Rwy 16(162°)/34(342°) 3984x150 ASPH Rwy 16 up 0.75% Thld 34 displ 1491′
RWY CERT	Rwy 29 RVR 1200(1/4sm) Rwy 11/29 AGN IIIA Rwy 08/26 AGN I Rwy 16/34 AGN I
TWY CERT	Twy: A, B AGN II
TWY	No vehicle control
APRON	Prkg fees Pvt pilot access ATB/airside via pilot gate, entry code attached. Apron III: Prkg only for heli on skids with max gr wt 13,000 lbs
RCR	Opr CRFI, Win maint 1430-2300Z‡ Mon-Fri exc hols O/T PN, call out chgs apply. No win maint Rwy 16/34. Rwy 16/34 rstd to acft gr wt of 12,500 lbs or less. PCN
LIGHTING	08-(TE ME), 26-(TE ME) P2, 11-AO(TE ME), 29-AO(TE ME) P2
COMM	
RADIO	Hardy 122.2 PTC avbl (E) (emerg only 250-949-6331)
RCO	Pacific rdo 123.375 (FISE) 126.7 (bcst)
MF	Hardy rdo 122.2 5NM 3100 ASL excluding class G ATF (CAR 602.98). Refer to Port Hardy VTPC.
PAL	Vancouver Ctr 132.2 266.3
NAV	
VOR/DME	YZT 112.0 Ch 57 N50 41 04 W127 21 57 (67′)
ILS	IZT 109.5 (Rwy 11)

PORT HARDY BC (Cont'd) CYZT

PRO	Rgt hand circuits Rwys 26 & 29 (CAR 602.96). **Reduced Visibility Operations Plan (RVOP):** Rwy 08/26, Rwy 16/34 and Twy A not available for acft taxi when vis below RVR 2600 (1/2sm) (CAR 602.96). Pilots preparing to depart the ramp in vis less than RVR 2600 (1/2sm) must ensure that no other acft are on the maneuvering areas (CAR 602.96).
CAUTION	Extv eagle activity in the vic of Thlds 26 & 29. Radiosonde balloon launches with an ascent rate of 1000 ft/min daily between the hours of 1115-1345Z and 2315-0145Z.

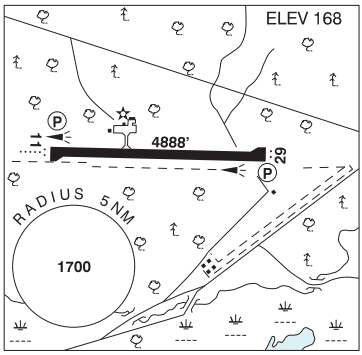
PORT HAWKESBURY NS CYPD

REF	N45 39 23 W61 22 06 2.1N 19°W (2013) UTC-4(3) Elev 373′ A5003 LO8 HI6 CAP
OPR	Celtic Air Services Ltd 902-625-2206 After hrs 902-631-1808 Fax 902-625-2031 Reg
PF	A-1 12-22Z‡ C-2,3,4,5,6
CUST	AOE/15 888-226-7277
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200.
WX	METAR AUTO H24 (see COMM) WxCam



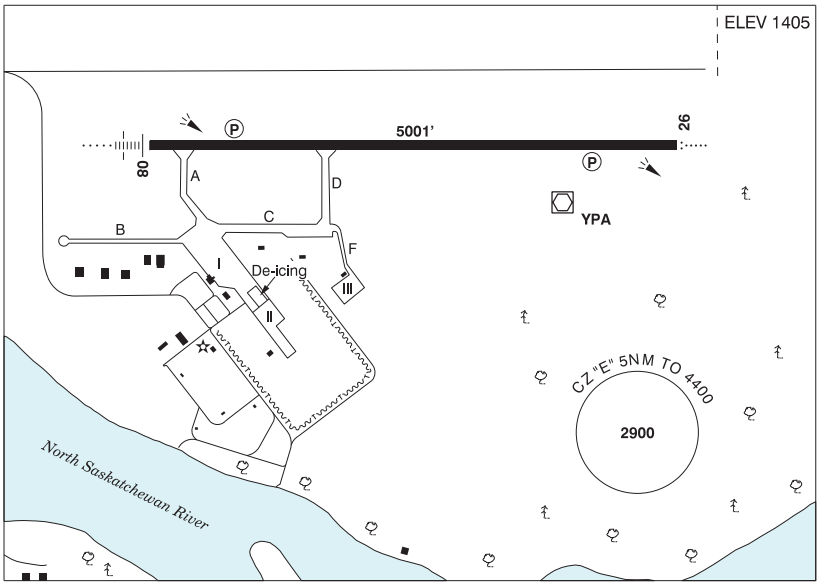
SERVICES	12-22Z‡ O/T PN, call out chg
FUEL	100LL, JA-1
OIL	15W50
S	1,2,3,4,5,6
RWY DATA	Rwy 11(109°)/29(289°) 5000x150 ASPH Rwy 29 down 0.82% AGN IIIA
RCR	Opr Ltd win maint
LIGHTING	11-(TE ME), 29-(TE ME) ARCAL-122.8 type J
COMM	
RCO	London rdo 123.375 (FISE) 126.7 (bcst)
ATF	UNICOM 122.8 1230-2130Z‡, O/T tfc 122.8 5NM 3400 ASL
PAL	Moncton Ctr 135.1
AWOS	128.3
CAUTION	Ocsl blasting by NOTAM to 1600 ASL 2NM SW airport.

PORT-MENIER QC — CYPN



REF	N49 50 11 W64 17 19 2.7E 20°W (2014) UTC-5(4) Elev 168′ A5011 LO7 CAP
OPR	Ministère des transports et de la mobilité durable 418-535-0327 Cert
PF	A-1,6 C-2,4,5
FLT PLN	(bil)
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montréal 800-633-1353
WX	AUTO 418-535-0056 (see COMM) ALTIMETER/WIND 11-23Z‡ Sun-Fri, ltd hrs Sat (see COMM) WxCam
RWY DATA	Rwy 11(111°)/29(291°) 4888x148 ASPH Rwys 11 & 29 up 0.5% first 1800′
RWY CERT	Rwy 11/29 AGN IIIA
RCR	Opr 12-23Z‡ Sun-Fri, ltd hrs Sat, O/T 3 hr PN MEDEVAC only CRFI PCN
LIGHTING	11-AO(TE ME) P2, 29-AS(TE ME) P2 ARCAL-123.5 type K
COMM	
ATF	UNICOM (AU) 11-23Z‡ Sun-Fri, ltd hrs Sat French only 123.5 O/T corridor tfc see PRO section
AUTO	(bil) 122.175
PRO	O/T corridor tfc 123.5 aprx 55NM wide along Jacques Cartier Strait, up to and including 12,500 ASL, see CFS Section C – Areas With Discrete Air-To-Air Frequencies.
CAUTION	Possibility of deer and bird activity in vic of rwys.

PRINCE ALBERT (GLASS FIELD) SK — CYPA

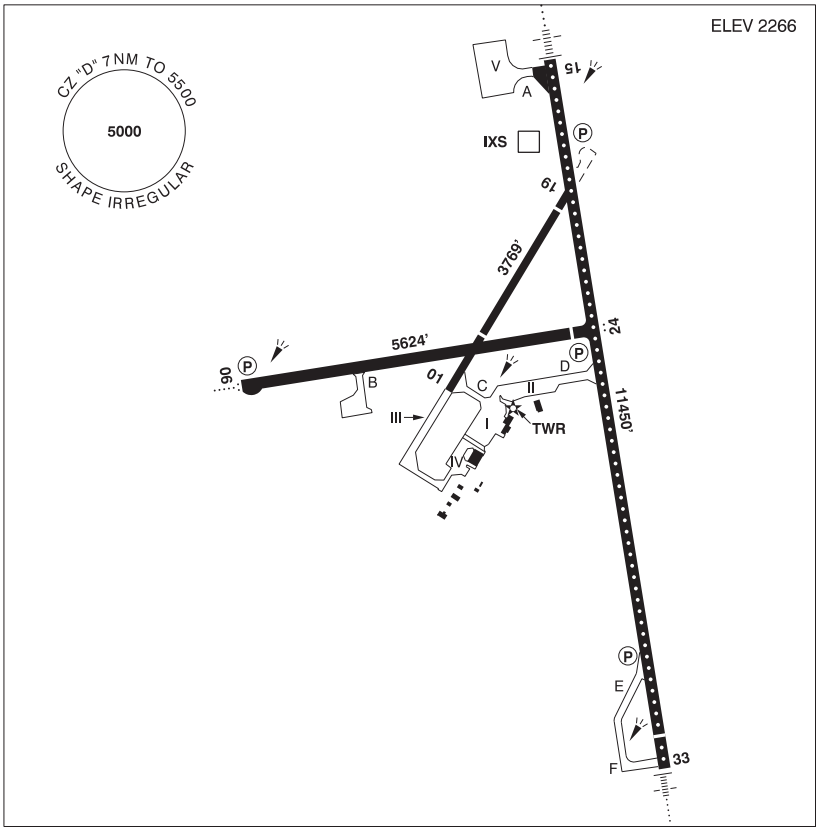


REF	N53 12 52 W105 40 23 1NE 10°E (2012) UTC-6 Elev 1405' A5015 LO2 HI3 CAP
OPR	City 306-953-4884 12-04Z Sun-Fri Apr 1-Aug 30 exc hols; 11-04Z Sun-Fri Sep 1- Mar 31 exc hols; O/T 2hr PN, cost recovery Cert Ldg fees
PF	A-1,2,3,7 avbl 12-02Z C-4,5,6
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
WX	METAR 12-03Z O/T METAR AUTO (see COMM) TAF H24, issue times: 01, 07, 13, 19Z. WxCam
SERVICES	Call out chg may be levied for one or more svcs
FUEL	JA-1
S	4,5,6
PVT ADV	Snowbird Aviation Services LP 129.45 306-764-4931 15-24Z Mon-Fri
RWY DATA	Rwy 08(080°)/26(260°) 5001x148 ASPH
RWY CERT	Rwy 08 RVR 1200(1/4sm)/26 RVR 1200(1/4sm) AGN IIIB
TWY CERT	Twy: B, F AGN II Twy: C, D AGN IIIA
TWY	Twy B, F no vehicle control. Twy F day use only.
APRON	Apron I prkg rstd for sked tfc only. Apron III cable tie-down area.
RCR	Opr ltd win maint 12-04Z Sun-Fri Apr 1-Aug 30 exc hols; 11-04Z Sun-Fri 1 Sep-31 Mar exc hols; O/T 2hr PN cost recovery. CRFI, PCN.
LIGHTING	08-AN(TE HI) P2, 26-AO(TE HI) P2 ARCAL-122.3 type K when FSS clsd.

PRINCE ALBERT (GLASS FIELD) SK (Cont'd) CYPA

COMM	
RADIO	122.3 (V) 12-03Z (emerg only 306-765-8801)
RCO	Edmonton rdo 123.475 (FISE) 126.7 (bcst)
MF	rdo 12-03Z O/T tfc 122.3 5NM 4400 ASL (CAR 602.98)
ARR	Winnipeg Ctr 133.9
DEP	Winnipeg Ctr 133.9
AWOS	128.05 03-12Z
NAV	
VOR/DME	PRINCE ALBERT YPA 113.0 Ch 77 N53 12 59 W105 40 00 (1414')
ILS	IPA 110.3 (Rwy 08) RVR
PRO	Reduced Visibility Procedures (RVR less than 2600 to 1200 ft): See CAP Rgt hand circuits Rwy 26 (CAR 602.96). **ATS PPR REQUIREMENTS:** Ctc Winnipeg ACC 204-984-5979 for IFR tng and photo survey within Prince Albert Class E Airspace 12,500' and below.

PRINCE GEORGE BC CYXS

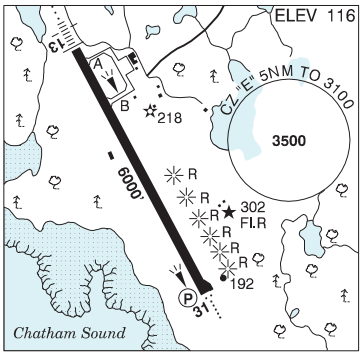


REF	N53 53 03 W122 40 39 2.8SE 18°E (2014) UTC-8(7) Elev 2266' A5014 LO1 HI3 CAP
OPR	Prince George Airport Authority 250-963-2400 Cert

PRINCE GEORGE BC (Cont'd) CYXS

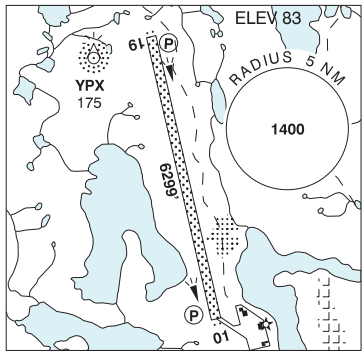
PF	A-1,2,3,6 C-4,5
CUST	AOE/30 (120 with staged off-loading) 888-226-7277 1630-0030Z‡
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
WX	METAR AUTO H24 (see COMM). TAF H24, issue times: 01, 07, 13, 19Z. WxCam
SERVICES	
FUEL	100LL, JA-1 (FSII avbl), F-34, JB, HPR
OIL	All
S	1,2,3,4
ARFF	DESIGNATED CAT 7 1400-0730Z‡ sked pax flt only, O/T call out chg, 2 hr PN, aprt clsd to acft 20 seats & abv, exc for diversions or as an altn A/D without PPR.
PVT ADV	Jetmark 129.4 250-961-8124
MIL CON	Executive Aviation 250-961-8124
RWY DATA	Rwy 15(153°)/33(333°) 11450x150 ASPH Thld 33 displ 500' Rwy 15 down 0.3% Rwy 06(063°)/24(243°) 5624x150 ASPH Thld 24 displ 401′ Rwy 24 up 0.87% Rwy 01(013°)/19(193°) 3769x75 ASPH Thld 01 displ 984′ Thld 19 displ 373′
RWY CERT	Rwy 15 RVR 1200(1/4sm)/Rwy 33 RVR 1200(1/4sm) AGN V Rwy 06/24 AGN IIIB Rwy 01/19 AGN II
TWY CERT	Twy: B AGN IIIB Twy: C, D AGN IV
RCR	Opr 1300-0730Z‡. Rwy 01/19 rstd to 12,500 lbs for ldg & tkof day only. Win maint 1300-0730Z‡ O/T 2hr PN cost recovery. CRFI, PCN.
LIGHTING	06-AO(TE ME) P2, 24-AS(TE ME) P2, 15-AN(TE HI CL) P3, 33-AN (TE HI CL) P2 PAPI limitation/restriction. PAPI Rwy 24 to be used only within 5NM of thld ARCAL-118.3 type K when twr clsd Rwys 01/19 lit as twy
COMM	
RCO	Williams Lake rdo 118.3 (RAAS) 05-14Z‡ Pacific rdo 123.55 (FISE) 126.7 (bcst)
ATIS	128.725 14-05Z‡
GND	121.9 14-05Z‡
TWR	118.3 (V) 14 -05Z‡ (emerg only 250-963-9177)
MF	Williams Lake rdo 118.3 05-14Z‡ CZ shape irregular 7NM 5500 ASL (CAR 602.98) (emerg only 250-989-4415)
PAL	Vancouver Ctr 133.8
AWOS	128.725 05-14Z‡
NAV	
VOR/DME	YXS 112.3 Ch 70 N53 53 39 W122 27 20 (4076')
DME	IXS 109.5 Ch 32 N53 53 46 W122 40 19 (2260')
ILS	IXS 109.5 (Rwy 15) RVR
PRO	Rgt hand circuits Rwys 19, 24 & 33 (CAR 602.96).
CAUTION	Tall vehicles crossing 910′ N thld Rwy 15. Extv bird activity dur spring & fall. Parajumping activity vic Beaverley A/D 8NM SW to 12,500 ASL by NOTAM, monitor 122.1. Radiosonde balloon launches with an ascent rate of 1000 ft/min daily between the hours of 1115-1345Z & 2315-0145Z. Hi terrain reduces operational length of Rwy 24 PAPI

PRINCE RUPERT BC — CYPR



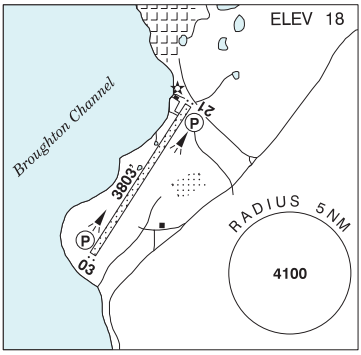
REF	N54 17 09 W130 26 41 5WSW 19°E (2013) UTC-8(7) Elev 116′ A5013 LO1 HI2 HI3 CAP
OPR	Prince Rupert Aprt Authority 250-624-6274 17-24Z‡ Cert
PF	A-1,7 C-2,4,5,6 Sked ferry svc to city found online, sked subject to change without ntc.
CUST	AOE/15 888-226-7277
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
WX	METAR AUTO H24 (see COMM) TAF H24, issue times: 01, 07, 13, 19Z. WxCam
SERVICES	
FUEL	JA-1 17-24Z‡, O/T 250-975-1362, call out chg plus cost of water taxi. Hrs subject to change, ctc supplier for current sked 778-645-0401
RWY DATA	Rwy 13(132°)/31(312°) 6000x150 ASPH Rwy 31 down 0.56% first 3531'
RWY CERT	Rwy 13 RVR 1200(1/4sm)/Rwy 31 RVR 1200(1/4sm) AGN IV
APRON	Apron I: NW apron area for sched acft prkg only. Charter & Gen Avn prkg SE apron area.
RCR	Opr Win maint 17-24Z‡ Nov 1-Mar 31. O/T 4 hrs PN cost recovery. CRFI, PCN
LIGHTING	13-AN (TE HI), 31-AO (TE HI) P2 ARCAL-122.5 type K
COMM	
RCO	Pacific rdo 123.275 (FISE) 126.7 (bcst)
MF	tfc 122.5 irregular shape see Prince Rupert VTPC 3100 ASL (CAR 602.98)
PAL	Vancouver Ctr 133.675
AWOS	128.575
NAV	
NDB	PR 218 (M) N54 15 48 W130 25 26
DME	IPR 109.7 Ch 34 N54 17 26 W130 27 02 (91′)
ILS	IPR 109.7 (Rwy 13)
PRO	Rgt hand circuits Rwy 13 (CAR 602.96). See VTPC.
CAUTION	Hi gnd to 295 ASL adj to eastern edge of rwy 1200 fr centreline. Trees to 100 ASL 300′ W of rwy centreline.

PUVIRNITUQ QC — CYPX



REF	N60 03 08 W77 17 15 1N 19°W (2021) UTC-5(4) Elev 83´ A5026 A5032 A5033 LO5 HI1 HI2 CAP
OPR	Administration Régionale Kativik 819-964-2968 14-22Z‡ Mon-Fri O/T 819-964-3434 Ext 154 Fax 819-964-2462 Cert
PF	Ctc Opr
FLT PLN	(bil)
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montréal 800-633-1353
WX	METAR AUTO (see COMM) TAF H24, issue times: 0540, 1140, 1740, 2340Z WxCam
SERVICES	
FUEL	JA-1, 100LL(D) ltd. Pilots must supply own pump for 100LL(D). PPR. FCNQ Petro 819-988-2525 or CELL 819-988-9234 13-22Z‡ Mon-Fri O/T COOP 819-988-2972 svc chg. VISA and Master Card accepted. Credit by prior arng only, ctc 800-363-7610 Ext 312/425, allow 7 working days.
RWY DATA	Rwy 01(006°)/19(186°) 6299x148 GRVL Rwy 19 down 0.46%
RWY CERT	Rwy 01/19 AGN IIIB
RCR	Opr 13-21Z‡ Mon-Fri exc hols May 1-Sep 30. Win maint 13-21Z‡ exc hols O/T 3 hr PN Oct 1-Apr 30. CRFI, PCN.
LIGHTING	01-AS (TE HI) P2, 19-AS (TE HI) P2 ARCAL-123.5 type K
COMM	
RCO	(bil) Québec rdo 123.275 (FISE) 126.7 (bcst)
MF	UNICOM (English only) ltd hrs O/T tfc 123.5 15NM 3100 ASL (CAR 602.98)
PAL	Montréal Ctr 132.275
UNICOM	123.5 (V) 1230-2230Z‡
AWOS	128.65 (English) 120.45 (French)
NAV	
NDB	YPX 338 (M) N60 03 30 W77 17 51
DME	YPX 113.5 Ch 82 N60 03 32 W77 17 48 (129´)
CAUTION	Graded area non-standard dimension. Permafrost ventilation pipes within rwy strip. Rough terrain NE of Rwy 01/19. Possibility of caribou on rwy May-Nov.

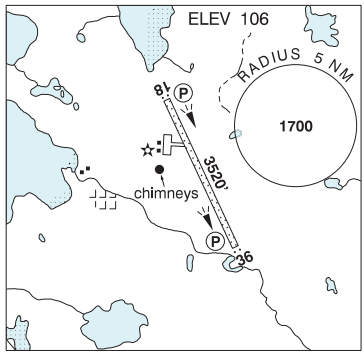
QIKIQTARJUAQ NU — CYVM



REF	N67 32 48 W64 01 54 30°W (2022) UTC-5(4) Elev 18′ A5039 LO9 HI1 CAP
OPR	Govt of Nunavut 867-645-8200 Emerg/Incident rpt 867-645-6565 13-22Z‡ Mon-Fri exc hols Cert
PF	A-1 CARS ops hrs O/T PN C-2,4,5
FLT PLN **FIC** **CARS** **WX**	 Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA) 867-927-8792 ltd hrs (see COMM) METAR dur CARS hrs O/T METAR AUTO (see COMM) TAF H24, issue times: 01, 07, 13, 19Z WxCam
SERVICES **FUEL**	 JA-1 867-927-8061 or Fax 867-927-8044 14-01Z‡ Mon-Fri exc hols O/T PN 867-927-8736, call out chg. Credit cards accepted. Credit by prior arng 867-645-8400, allow 7 working days.
RWY DATA **RWY CERT** **RCR**	Rwy 03(033°T)/21(213°T) 3803x100 GRVL Rwy 03/21 AGN IIIA Maint contractor 867-927-8744/8832. A/D maint avbl 13-22‡ Mon-Fri exc hols O/T 12 hrs PN. Call-out chg may be levied. PCN
LIGHTING	03-AS(TE ME) AP, 21-AS(TE ME) AP ARCAL-122.1 type K Rising terrain penetrates APAPI approach slope aprx 1.5NM from thlds Rwy 03 & Rwy 21. (see CAUTION)
COMM **MF** **APRT RDO** **AWOS**	 aprt rdo ltd hrs O/T tfc 122.1 5NM 3000 ASL (CAR 602.98) Broughton 122.1 (V) 11-21Z‡ Mon & Wed; 13-23Z‡ Tue; 14-23Z‡ Thu; 13-22Z‡ Fri & Sat; 11-18Z‡ Sun 122.550
NAV **NDB**	 BROUGHTON YJI 237 (M) N67 33 44 W64 01 06 Unmonitored when CARS clsd.
CAUTION	NW edge of Northern apron bordered by water. Rwy edge lgt installed higher than std (aprx 27 inches high loc 5′ outside rwy edge). High ground penetrates take-off & approach slopes aprx 1.5NM from each end of rwy. Extv migratory bird activity May-Oct.

QUAQTAQ QC

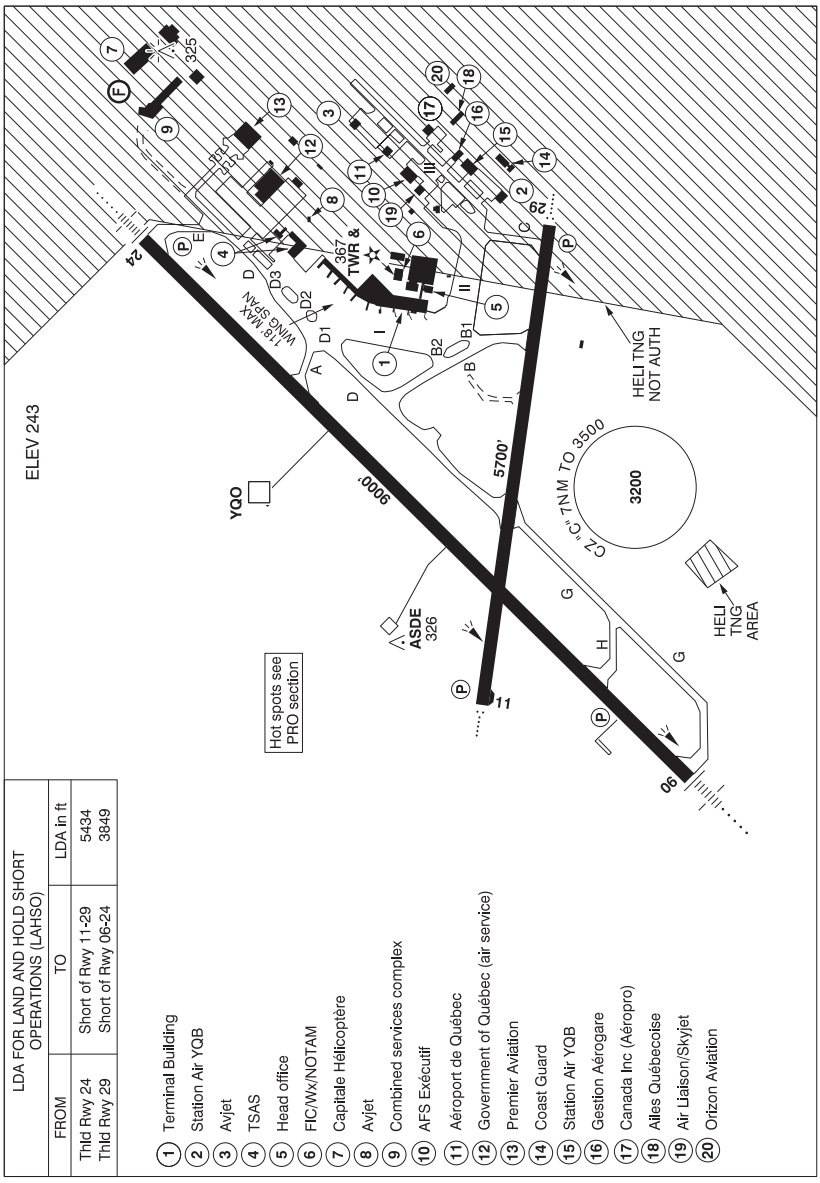
CYHA



REF	N61 02 47 W69 37 04 24°W (2019) UTC-5(4) Elev 106´ A5033 LO5 CAP
OPR	Administration Régionale Kativik 819-964-2968 14-22Z‡ Mon-Fri O/T 819-964-3434 Ext 154 Fax 819-964-2462 Cert
PF	Ctc Opr A-1 C-2,4,5,7
FLT PLN	
FIC	(bil) Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montréal 800-633-1353
CARS	819-492-1530 ltd hrs (see COMM)
WX	METAR dur CARS hrs (see COMM) O/T LWIS TAF 15-22Z‡, issue time: 15Z‡.
RWY DATA	Rwy 18(179°)/36(359°) 3520x100 GRVL Rwy 18 up 1.3% first 820´
RWY CERT	Rwy 18/36 AGN IIIA
RCR	Opr 13-21Z‡ Mon-Fri exc hols May 1-Sep 30; Win maint 13-21Z‡ exc hols, O/T 3 hr PN Oct 1-Apr 30. CRFI, PCN
LIGHTING	18-AS(TE ME) P2, 36-AS(TE ME) P2 ARCAL-122.1 type K, RIL lctd 20' outside of rwy edge.
COMM	
MF	aprt rdo (English only) ltd hrs O/T tfc 122.1 15NM 3200 ASL (CAR 602.98)
PAL	Montréal Ctr 128.25
APRT RDO	122.1 (V) 122.1 (V) 1230-2230Z‡
CAUTION	Birds activity at garbage dump, located aprx 800′ NE of Thld 18.

QUÉBEC / JEAN LESAGE INTL QC

CYQB



REF	N46 47 28 W71 23 36 6WSW 16°W (2013) UTC-5(4) Elev 243′ A5002 LO6 LO7 LO8 HI5 HI6 T2 CAP OC
OPR	Aéroport de Québec Inc 418-640-0707 H24 Cert Mil (Mil PN 72 hrs)
PF	A-2,3,6 10-05Z‡ A-1 C-4,5

QUÉBEC / JEAN LESAGE INTL QC (Cont'd) CYQB

CUST	AOE 888-226-7277 H24 Dec 1-Apr 30, 13-05Z‡ May 1-Nov 30
FLT PLN	(bil)
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA) or 418-871-8678
ACC	Montréal 514-633-3211 or 800-633-1353, all Flt Plns, IFR tng PPR
WX	METAR H24. TAF H24, issue times: 00, 06, 12, 18Z.
SERVICES	Call out chg may be levied for one or more svcs
FUEL	100LL, JA-1
OIL	All
S	1,2,4,5,6
ARFF	DESIGNATED CAT 7
SUP FL	D & A-ice
JASU	Elect Start 10/15
PVT ADV	Avjet 123.0/122.95 10-02Z‡ 418-871-1958; TSAS 122.9 10-03Z‡ Mon-Fri, 1000-0230Z‡ Sat-Sun 418-877-6708, 888-592-3835; Services Aériens du Québec ctc dispatch 129.625 prior to arr and dep 20 min PPR; Air Liaison/Skyjet 129.17 11-15Z‡ 2030-2300Z‡ Mon-Fri 418-872-0999; AFS Exécutif 123.525 10-02Z‡ 418-877-4419; Les Ailes Québécoises Inc. 129.85; Lux FBO 122.825 10-03Z‡ 418-649-8999
MIL CON	Avjet Distribution Inc. 418-871-1958
RWY DATA	Rwy 06(061°)/24(241°) 9000x150 ASPH Rwy 24 up 0.3% Rwy 11(114°)/29(294°) 5700x150 ASPH
RWY CERT	Rwy 06 RVR 1200(1/4sm)/Rwy 24 RVR 1200(1/4sm) AGN V Rwy 11/29 AGN IIIB
TWY CERT	Twy A AGN IV Twy C AGN IIIB
APRON	Apron I: Btwn stand 33-37 rstd to taxiing acft with wingspan less than 118'. Apron II and III rstd to taxiing acft with wingspan less than 118'. Acft with wingspan 118' or greater must be towed. No parking on apron III Parking proh without perms 418-640-0707.
RCR	Opr 13-21Z‡ Mon-Fri May 1-Oct 31, H24 Nov 1-Apr 30. CRFI, PCN
LIGHTING	06-AN(TE HI) P3, 24-AN(TE HI) P3, 11-AO(TE ME) P2 offset 12° to the S, 29-AO(TE ME) P2
COMM	(bil)
RCO	Québec rdo 123.275 (FISE) 126.7 (bcst)
ATIS	(English) 134.6; (French) 128.3
GND	Québec 121.9 250.0
TWR	Québec 118.65 236.6 (E) (emerg only 418-871-7691)
TML	Québec 124.0 VFR 127.85 IFR 322.8
PAL	Montréal Ctr 135.025 270.9
NAV	
DME	YQO 113.2 Ch 79 N46 47 49 W71 23 34 (312')
ILS	IQB 109.5 (Rwy 06) RVR
PRO	Certain acft code AGN IIIB, AGN IV and higher, are not auth to perform 180° turns on any rwy without perms 418-640-0707. Trng flts dep to CYA616T, as per VTPC: **Dep Rwys 24 and 29:** Cross Lac St-Augustin at 2000 ASL & maintain 2000 ASL until ST-GILLES. **Dep Rwys 06 and 11:** Proceed to PONT DE QUEBEC BRIDGE, maintain 2000 ASL until ST-GILLES.

QUÉBEC / JEAN LESAGE INTL QC (Cont'd) CYQB

PRO (Cont'd)

Arr: Ctc tml leaving CYA616T & continue SAINT LAMBERT to PONT DE QUEBEC BRIDGE as per VTPC, maintain 2500 ASL.

Pilots should refer to Canadian Airport Charts (CAC) to obtain details on established hot spots, prior to operating on maneuvering areas. CAC are available for free on the NAV CANADA website.

Paragliding: Paragliding activities in the region of Mont-Ste-Anne refer to QUÉBEC VTPC - GLIDER OPERATIONS.

Circuits: Rgt hand circuit Rwy 24 (CAR 602.96).

REDUCED VISIBILITY PROCEDURES (RVR less than 2600 to 1200 ft)

Reduced Visibility operations - 24 hours

Reduced Visibility Operations on Rwy 06-24: these are operations when reported visibility is less than RVR 2600 feet or ½ statute mile and greater than or equal to RVR 1200 feet or ¼ statute mile, per advisory circular CI 302-001.

Low visibility operations (LVOP) (below RVR 1200') are not permitted.

DEPARTURES & ARRIVALS

"Follow-me" car

A Follow-me car will be available at all times, under any circumstances, upon a pilot's request. This service is available for one aircraft at a time based on first come, first served principles; some exceptions may apply.

During RVOP conditions, run-ups and towing will not be authorized on the maneuvering areas. Furthermore, vehicle access to the maneuver area during reduced visibility operations is restricted to essential operational functions only.

Operation Terms

20 minutes prior to a flight's departure or arrival, the pilot shall contact Nav Canada's ground controller to request a "Follow-me" car escort for taxiing on the manoeuvring area.

The pilot shall provide the following information:
- Exact position on the airfield (gate or FBO);
- Type of aircraft and airline;
- Flight departure time (if available);
- Runway used for take-off;

The "Follow-me" car will position itself 30m in front of the aircraft. Hazard lights will be activated when ready for taxiing and for the duration of the escort procedure.

Upon receiving authorization to proceed, the "Follow-me" car will follow the guide lines at no more than 30kph (16 knots) up to the desired destination.

Night Only: When reported visibility is less than RVR 1800 or 3/8 SM, a "Follow-me" car is mandatory per advisory circular AC 302-004.

DEPARTURE: Dep within CZ outside of QUÉBEC / JEAN LESAGE INTL aprt bdry, ctc Québec gnd prior tkof. If unable, call Québec twr at 418-871-7814.

RUNWAY LEVEL OF SERVICE
Rwy 06 RVR 1200
Rwy 24 (1/4 sm)

Preferential rwy: Anticipate Rwy 06/24 in crosswinds up to 25 kt at 090° instead of Rwy 11.

NOISE: Unless otherwise instructed by ATC, all helicopters climbing over populated areas to have best rate of climb and avoid low flying over populated areas.

ATC:

IFR Clnc Acknowledgement:

IFR clnc read back with Québec Twr gnd shall include acft call sign, assigned SID name and transponder code.

QUÉBEC / JEAN LESAGE INTL QC (Cont'd) CYQB

PRO (Cont'd)	**MULTILATERATION:** Pilots must keep their transponder on at all times when maneuvering on the aprt (turned on prior to brake release and on arrival, on until final engine shutdown).
HELI	All heli must ctc Ground Ctl. Avoid overflying north shore of Lac St-Augustin. ROUTES: (See Québec Heli VTPC) - Église: For arr & dep via Église, proceed to a point 1.5NM E, heading 264°/084°. - Montagne: For arr & dep via Montagne, proceed to a point 1NM NW, heading 150°/330° not above 750 ASL. - Chemin de fer: For dep via Chemin de fer, fly heading 104° to a point 1.7NM SE, then follow the railway to Robert-Bourassa highway. For arr via Chemin de fer, follow the railway from Robert-Bourassa highway to a point 1.7NM SE and then fly heading 284°. - Ste-Foy: Starting at highway Henry IV, follow highway Charest heading west until the intercepting Rwy 29 final at 1000 ft ASL or higher. Then proceed to the airport following the Rwy 29 final approach. Avoid flying over Rwy 29. Capitale Hélicoptère arr/dep proc: refer to QUÉBEC / CAPITALE HÉLICOPTÈRE QC (Heli) PRO. Release and banner towing prohibited PPR Opr 418-640-0707 Heli tng area avbl 3hr PPR 418-640-2700 ext 3333
CAUTION	Twin antennas aprx 2035´ N of thld of Rwy 24, 140 AGL, 336 ASL, only one antenna painted & lighted.

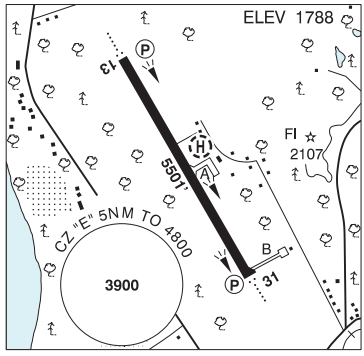
QUÉBEC FIC – RCO

For a list of Québec RCOs and map, see Planning Section under FISE RCOs.

QUÉBEC TERMINAL (emerg only 514-633-3365)

QUESNEL BC CYQZ

REF	N53 01 34 W122 30 37 2N 17°E (2020) UTC-8(7) Elev 1788' A5014 LO2 HI3 CAP
OPR	City 250-992-2208 15-01Z‡ Mon-Fri, 17-01Z‡ Sun exc hols onsite coverage for sked commercial flts only. O/T 2 hr PN Cert
PF	A-1,6 C-2,3,4,5
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
WX	METAR AUTO H24 (See COMM) TAF 12-06Z, issue times: 12, 19, 01Z. WxCam

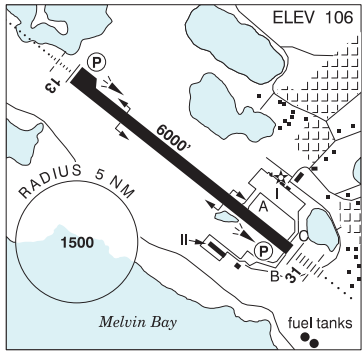


SERVICES	
FUEL	100LL, JA-1 (FSII avbl), SP 250-992-2208 (Self-serve, Visa, Mastercard & pvt accounts only). Heli refueling at heli touchdown pad NW of apron.
S	2,4,5,6
RWY DATA	Rwy 13(133°)/31(313°) 5501x150 CONC/ASPH
RWY CERT	Rwy 13/31 AGN IIIB
TWY	Twy B pvt use only
RCR	Opr CRFI, Win maint 14-03Z‡ Mon-Fri Nov-Mar, 1600-0230Z‡ Sat-Sun, exc hols O/T 2 hr PN, call out chg may be levied. PCN

QUESNEL BC (Cont'd) CYQZ

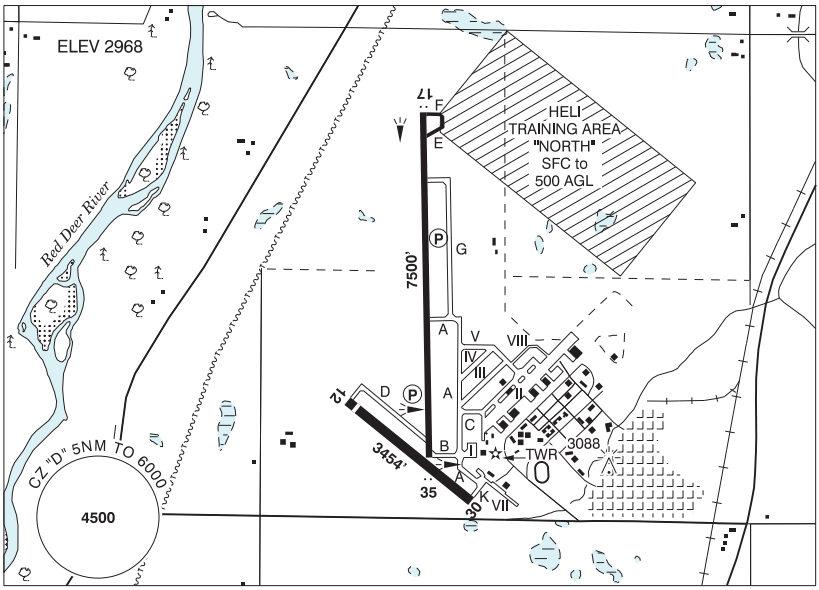
HELI DATA	Parking Pad: 70' x 60' CONC/ASPH Max heli overall length 55.8'
LIGHTING	13-AO(TE ME) P2, 31-AO(TE ME) P2 ARCAL-122.2 type K
COMM	
RCO	Williams Lake rdo 122.2 PTC avbl (RAAS) 14-06Z‡
MF	Williams Lake rdo 14-06Z‡ O/T tfc 122.2 5NM 4800 ASL (CAR 602.98)
AWOS	124.4
PRO	Rgt hand circuits rwy 13 (CAR 602.96). Ngt circuit pro see VTPC.
CAUTION	Adj to and E of both apchs are hills marked by hazard bcns. 100 AGL trees along W side of rwy 500′ fr rwy edge. Only pilots familiar with local terrain should use this aprt dur hrs of darkness. Ngt ops not recommended unles all 3 hazard bcns are oprg. Extv smoke from pulp mills frequently obscures apch to Rwy 31. Reported winds may not be representative of landing area winds. Extv bird activity Apr-Oct. Possibility of wildlife on rwy.

RANKIN INLET NU — CYRT



REF	N62 48 38 W92 06 53 Adj 6°W (2022) UTC-6(5) Elev 106′ A5031 LO5 HI1 HI2 CAP
OPR	Govt of Nunavut 867-645-8200 Emerg/Incident rpt 867-645-6565 13-22Z‡ Mon-Fri exc hols May 1-Sep 30; 13-03Z‡ Mon-Fri, 14-23Z‡ Sat-Sun exc hols Oct 1-Apr 30 Cert
PF	A-1,7 C-2,4,5,6,8
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
WX	METAR H24. TAF H24, issue times: 00, 06, 12, 18Z.
SERVICES	Call out chg may be levied outside oprg hrs and hol(s).
FUEL	100LL(D), JA-1, HPR 1430-24Z‡ Mon-Sat exc hols PN ctc 867-645-1699/3150/6920. VISA credit card only Mon-Fri, other credit by prior arng only, ctc 867-645-8400, allow 7 working days.
S	2,6
RWY DATA	Rwy 13(129°T)/31(309°T) 6000x150 asphalt RAG: Rwy 13 BLISS 500S, (1500′) NOTAM issued when cable is up. Rwy 31 BLISS 500S, (1500′) Rwy 13 first half up 0.62%, last half down 0.34%
RWY CERT	Rwy 13/31 AGN IIIB
TWY	Twy B Mil use only, unlgtd.
APRON	Apron II Mil use only.
RCR	Maint contractor 867-645-3403 or 204-599-9147. A/D maint avbl 13-22Z‡ Mon-Fri May 1-Sep 30; 11-02Z‡ Mon-Fri, 12-22Z‡ Sat-Sun Oct 1-Apr 30, O/T 12 hrs PN. Call-out chg may be levied. CRFI, PCN
LIGHTING	13-AN(TE HI) P2, 31-AN(TE HI) P2
COMM	
RADIO	Rankin rdo 122.2 (V) (emerg only 867-645-2672)
RCO	Edmonton rdo 123.55 (FISE) 126.7 (bcst)
MF	Rankin rdo 122.2 (V) 5NM 3100 ASL (CAR 602.98)
PAL	Edmonton Ctr 134.0
NAV	
NDB	RT 284 (M) N62 49 31 W92 06 34
VOR/DME	YRT 112.4 Ch 71 N62 48 50 W92 07 02 (121') VOR oriented on True North
PRO	Rgt hand circuits Rwy 13 (CAR 602.96).
CAUTION	Extv migratory bird activity May-Oct.

RED DEER REGIONAL AB — CYQF

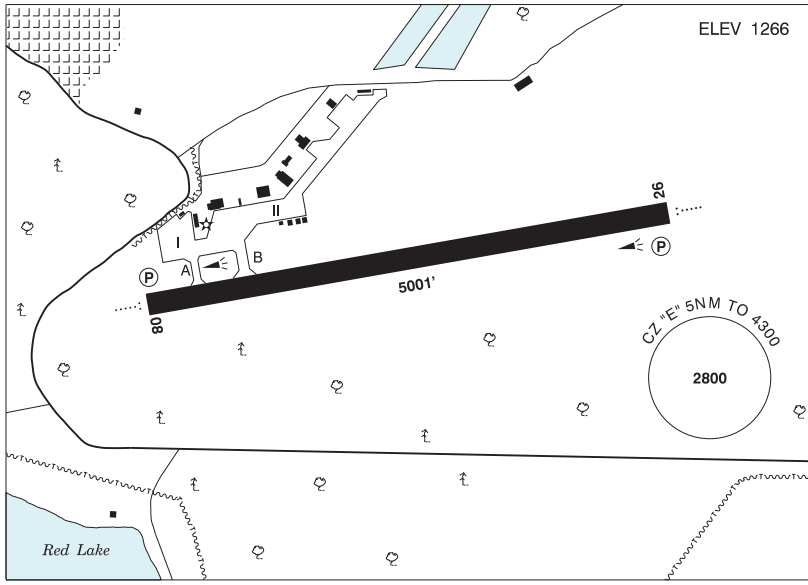


REF	N52 11 06 W113 53 40 6SSW 14°E (2016) UTC-7(6) Elev 2968′ A5005 A5015 LO2 HI3 CAP
OPR	Red Deer Regional Aprt Authority 403-886-4388 Cert Ldg fees
PF	A-1,2,3,7 C-2,3,4,5,6
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
WX	METAR AUTO H24 (see COMM) WxCam TAF H24, issue times: 00, 06, 12, 18Z.
SERVICES	Call out chg may be levied for one or more svcs
FUEL	100LL, JA, JA-1 (FSII avbl) Hillman Air (100LL only, self serve); Sky Wings Avn (Executive Flt Centre) 15-04Z‡; Tucana Avn
OIL	All
S	1,2,3,5 Tucana Avn
SUP FL	D & A-ice 2 hr PN Tucana Avn, LPOX
JASU	10/15
PVT ADV	Hillman Air 403-886-4187; Sky Wings Avn (Executive Flt Centre) 123.4 403-886-5191 15-04Z‡; Tucana Avn 403-596-6320.
MIL CON	Flight Fuels Limited Partnership 403-596-6320
RWY DATA	Rwy 17(165°)/35(345°) 7500x150 ASPH Rwy 12(115°)/30(295°) 3454x100 ASPH Thld 12 displ 200' Rwy 30 up 0.52% RESA: 17/35 492'
RWY CERT	Rwy 17/35 AGN IIIB Rwy 12/30 AGN II
TWY CERT	Twy D AGN II
RCR	Opr CRFI & Win maint 1330-2200Z‡ Mon-Fri exc hols, O/T 2 hrs PN ctc 403-318-7842. Call out charge may be levied.

RED DEER REGIONAL AB (Cont'd) CYQF

LIGHTING	12-(TE ME), 30-(TE ME), 17-AS(TE HI) P2, 35-AS(TE HI) P2 ARCAL-118.5 type K when TWR clsd
COMM	
RCO	Edmonton rdo 123.475 (FISE) 126.7 (bcst)
ATIS	124.0 13-05Z‡
GND	121.9 13-05Z‡
TWR	118.5 (V) 13-05Z‡ (emerg only 403-886-4547)
MF	tfc 118.5 05-13Z‡ 5NM 6000 ASL (CAR 602.98)
PAL	Edmonton Ctr 132.85
AWOS	124.0 05-13Z‡
NAV	
NDB	Red Deer YQF 320 (L) N52 07 42 W113 53 58
DME	Red Deer 6G 113.8 Ch 85 N52 10 52 W113 52 58 (2974') Pvt
PRO	Rgt hand circuits Rwys 12 & 17 (CAR 602.96).
HELI	Use Heli Training Area "NORTH" sfc to 500 AGL.
CAUTION	Wildlife in vic of rwys. Acft at opposite ends of Rwy 17/35 may not be vis to each other. Twy D sfc ruf. Practice IFR approaches in vic Rwy 17/35 extended ctr lines beyond CZ. Extv flt tng within 20NM of A/D, all quadrants to 6500 ASL. Parajumps activity in vic Innisfail A/D 8NM SSW check for NOTAM. Intsv gliding activity to 6400 ASL in vic Olds (Netook) A/D 21NM S by NOTAM. Winch cable may extend from sfc to 5800 ASL (2500 AGL).

RED LAKE ON CYRL

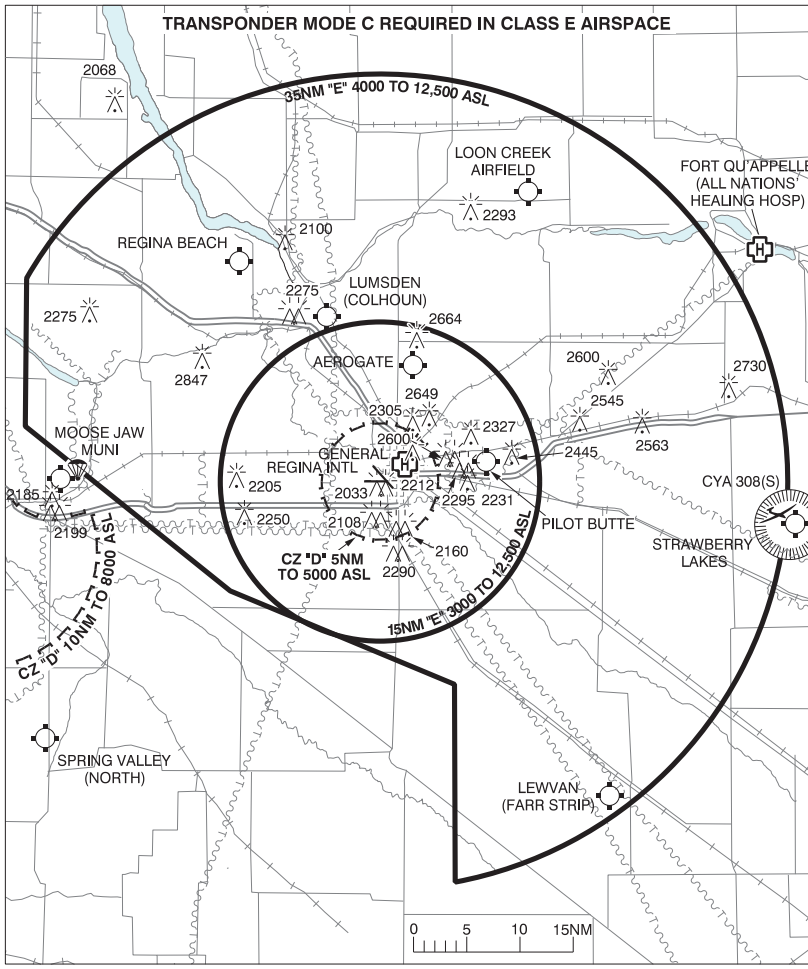


REF	N51 03 54 W93 47 41 3N 0° (2015) UTC-6(5) Elev 1266' A5007 LO4 HI4 CAP
OPR	Muni of Red Lake/Thunder Bay Airport Services Inc 807-662-2581 11-03Z‡ Cert
PF	A-1,3,6 avbl H24 C-2,5 D-4

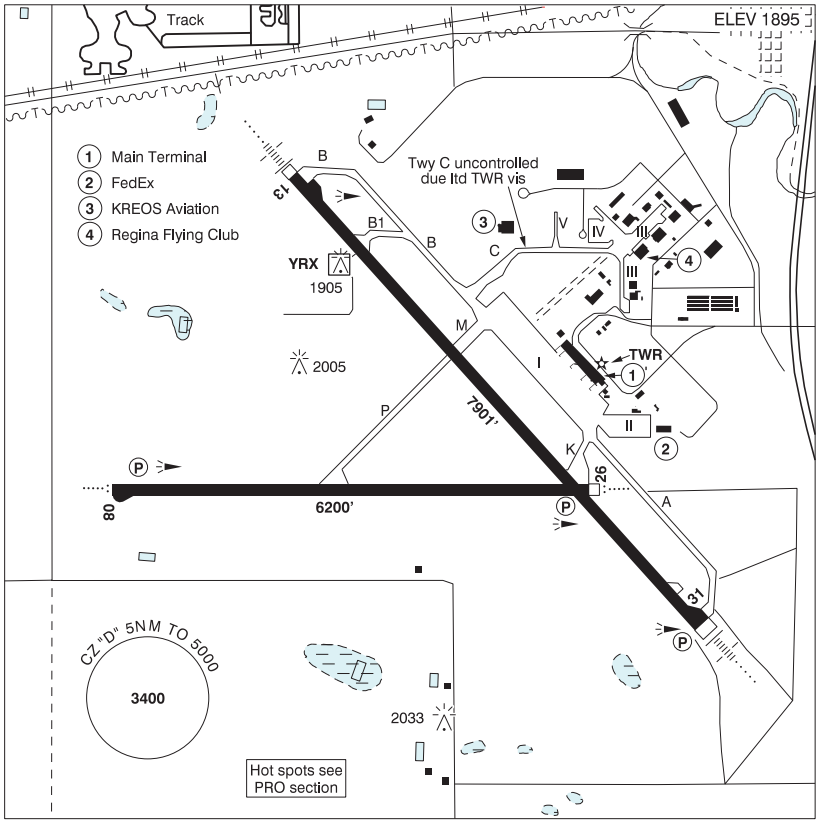
RED LAKE ON (Cont'd) CYRL

FLT PLN	Pilots to open/close VFR flt plan with London rdo, FISE or by phone
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
WX	METAR 10-03Z‡ O/T LWIS TAF 11-03Z‡, issue times: 12, 14, 20Z (DT 11, 14, 20Z).
SERVICES	Call out chg may be levied for one or more svcs
FUEL	100LL, JA-1 (FSII avbl), SP, HPR
OIL	All
S	1,2,3,4,5,6
JASU	CE16, 807-662-7241 or 807-728-2049
PVT ADV	Esso 807-662-7241/807-728-2049
MIL CON	Fastair Jet Centre 807-662-7241
RWY DATA	Rwy 08(080°)/26(260°) 5001x150 asphalt Rwy 26 first 3552' down 0.79%
RWY CERT	Rwy 08/26 AGN IIIA
TWY CERT	Twy A AGN II
RCR	APM 807-662-2581 11-03Z‡ O/T & emerg 807-727-0262 2 hr PN CRFI, PCN
LIGHTING	08-AO(TE ME) P1, 26-AO(TE ME) P1 ARCAL-122.3 type K
COMM	
RCO	Kenora rdo 122.3 (RAAS) 12-04Z‡ London rdo 123.55 (FISE) 126.7 (bcst)
MF	Kenora rdo 12-04Z‡ O/T tfc 122.3 5NM 4300 ASL (CAR 602.98)
PAL	Winnipeg Ctr 135.325
NAV	
VOR/DME	YRL 114.0 Ch 87 N51 04 18 W93 45 43 (1278´)
PRO	Rgt hand circuits Rwy 26 (CAR 602.96).
CAUTION	Extv float/ski tfc in vic. Aerobatics may be in progress over aprt 4300 ASL & below. Possibility of wildlife within aprt perimeter.

REGINA VFR TERMINAL PROCEDURES CHART



REGINA INTL SK CYQR



REF	N50 25 56 W104 39 58 2SW 10°E (2011) UTC-6 Elev 1895′ A5006 LO2 HI4 T1 CAP OC
OPR	Regina Aprt Authority (RAA) 306-761-7550 H24 Cert
PF	A-1,2,3,6,7 Tml opr 12-05Z C-4,5
CUST	AOE/200 (300 with staged off-loading) 888-226-7277 14-06Z May 3-Nov 6, H24 Nov 7-May 2
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
WX	METAR H24. TAF H24, issue times: 00, 06, 12, 18Z.

REGINA INTL SK (Cont'd) CYQR

SERVICES	Call out chg may be levied for one or more svcs
FUEL	100LL, JA-1 (FSII avbl), SP, HPR 12-04Z
OIL	All
S	1,2,3,4,5,6
ARFF	DESIGNATED CAT 7
SUP FL	D & A-ice, LPOX
JASU	CE16, Air start
PVT ADV	KREOS Aviation 122.725 306-924-8910 12-04Z O/T 1 hr PN, call out chg. Regina Flying Club 306-525-6194 14-24Z Sep 1-May 31, 14-03Z Mon-Fri 14-24Z Sat-Sun Jun 1- Aug 31, Cardlock H24.
MIL CON	Executive Flight Centre 306-517-5223
RWY DATA	Rwy 13(128°)/31(308°) 7901x150 ASPH Rwy 08(080°)/26(260°) 6200x150 ASPH RESA: All Rwys 492'
RWY CERT	Rwy 13 RVR 1200(1/4sm)/Rwy 31 RVR 1200(1/4sm) AGN IV Rwy 08/26 AGN IV
TWY CERT	Twy C: AGN IIIB fr Twy B to Apron V & AGN II fr Apron V to Apron III
TWY	Twy C uncontrolled due to ltd TWR vis. Twy C btwn Apron V and Apron III rstd to acft less than 24m (78')
APRON	Apron I rstd to sked commercial tfc only. Exceptions require prior appr of aprt opr. Apron II posn 1 rstd to commercial tfc only. Exceptions require prior appr of aprt opr. Apron III single row prkg only. Apron IV rstd to acft under 5,000lbs.
RCR	Opr 306-761-7550 AMSCR/CFRI avbl H24 Nov 1-Mar 31, 1300-2130Z Mon-Fri exc hols Apr 1-Oct 31 O/T 2 hr PN PCN
LIGHTING	08-AO(TE HI) P2, 26-AO(TE HI) P2, 13-AN(TE HI), 31-AN(TE HI) P2
COMM	
RADIO	118.6 PTC avbl (E) 04-12Z (emerg only 306-359-5018)
RCO	Edmonton rdo 123.55 (FISE) 126.7 (bcst)
ATIS	127.0
GND	121.9 12-04Z
TWR	118.6 (E) 12-04Z (emerg only 306-359-5013)
MF	rdo 118.6 5NM 5000 ASL (CAR 602.98) 04-12Z
PAL	Winnipeg Ctr 120.1 123.8
NAV	
DME	YRX 115.0 Ch 97 N50 26 14 W104 40 15 (1916´)
ILS	IQR 109.5 (Rwy 13) RVR

REGINA INTL SK (Cont'd) CYQR

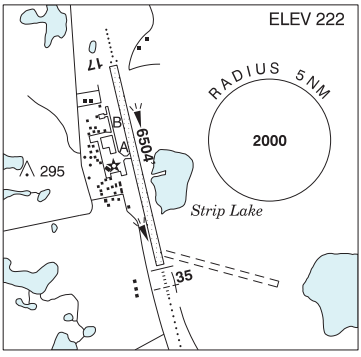
PRO	Pilots should refer to Canadian Airport Charts (CAC) to obtain details on established hot spots, prior to operating on maneuvering areas. CAC are available for free on the NAV CANADA website. Rgt hand circuits Rwy 08 & 13 (CAR 602.96). RVO for Rwy 13/31: During ATC hours of ops, when vis is below 1/4sm and RVR is 1200 or above, one in/one out ops will be provided. Hi power run-up other than engine-clearing after de-icing to be conducted on a rwy CL during ATC HR of ops only, subject to ATC appr. Avoid jet-blast to bldg adj to Apron II.
NOISE	NOISE ABATEMENT PROCEDURE: All acft. ATC assigned rwys will divert arr & dep from noise sensitive areas. When twr clsd & operational conds permit, arr on Rwys 08 or 13, dep on Rwys 26 or 31. See CAP. **ATS PPR REQUIREMENTS:** Ctc Winnipeg ACC 204-984-5979 for IFR tng and photo survey within Regina Class E Transponder Airspace.
CAUTION	Ozone research radiosonde balloon flt fr N50 12 10 W104 42 45 (13.9NM S airport), max alt 115,000 MSL. Launches at 1715Z every Wed wx permitting, otherwise launches Thu or Fri at 1715Z. High sfc winds will delay release to 2315Z Wed, Thu or Fri. Inst package measures 20x20x26 cm, wt 1.2 kg, off-white 2 m dia balloon. Ascent rate 1000´ per min, aprx ascent matrix: 10,000 MSL, launch + 8 min, 20,000 MSL, launch + 18 min, 30,000 MSL, launch + 28 min, 40,000 MSL, launch + 38 min, 50,000 MSL, launch + 48 min. Stationary vertical green laser lgt beam projection from Observatory at N50 12 14 W104 42 47 (aprx 14NM S A/D). Beam diverges by factor of 10 with beam dia aprx 15' at 3280 AGL and aprx 30' at 6560 AGL abv lgt source. Laser lgt beam may be injurious to eyes within 5200' vertically of lgt source. Flash blindness could occur to 8600' ASL and cockpit illumination beyond this dist. Laser beam will be activated periodically in non-precipitation conds only. Extv bird & wildlife activity in vic A/D.

REGINA FSS – RCO

Buffalo Narrows 118.65 (RAAS) 14-02Z (N55 51 W108 29)
Stony Rapids 122.1 (RAAS) 13-04Z (N59 11 W105 55)
Yorkton 119.65 296.6 (RAAS) 12-04Z (N51 15 W102 27)

RESOLUTE BAY NU CYRB

REF	N74 43 01 W94 58 10 17°W (2023) UTC-6(5) Elev 222´ A5046 A5047 LO9 HI1 CAP
OPR	Govt of Nunavut 867-645-8200 Emerg/Incident rpt 867-645-6565 13-22Z‡ Mon-Fri exc hols Cert
PF	A-1 C-2,3,4,5,6
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
CARS	867-252-3840
WX	METAR H24. TAF H24, issue times: 00, 06, 12, 18Z.

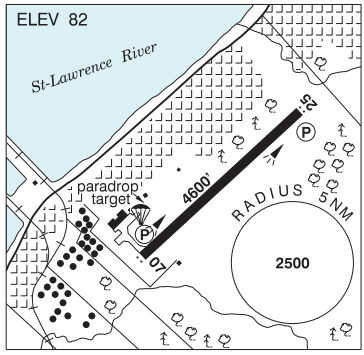


RESOLUTE BAY NU (Cont'd) CYRB

SERVICES	Call out chg may be levied outside oprg hrs.
FUEL	JA-1 14-23Z‡ Mon-Fri exc hols O/T call out chg PN 867-252-3737/3925 Fax 867-252-3205. VISA/MasterCard/AMEX accepted. Credit by prior arng only 867-645-8400, allow 7 working days.
S	1,2,4,6
RWY DATA	Rwy 17(167°T)/35(347°T) 6504x197 gravel Rwy 35 up 0.93% first 4700' and down 0.40% last 1800
RWY CERT	Rwy 17/35 AGN IV
TWY CERT	Twy: A, B AGN IIIB
TWY	Twy B rstd to acft with wingspans 118' or less.
RCR	Maint contractor 867-252-3302/3616 A/D maint avbl 14-23Z‡ Mon-Fri Jun 1-Sep 30 & Mon-Sat Oct 1-May 31 O/T 12 hrs PN. Call-out chg may be levied. CRFI O/R PN 24 hrs.
LIGHTING	17-AO(TE HI), 35-AN(TE HI)
COMM	
RCO	Edmonton rdo 126.7 (FISE) 5680
MF	arpt rdo 122.1 25NM 5300 ASL (CAR 602.98)
APRT RDO	122.1 (V)
NAV	
NDB	RB 350 (H) N74 44 49 W94 59 42
VOR/DME	YRB 112.1 Ch 58 N74 43 41 W94 55 22 (587') VOR oriented on True North
DME	IRB 110.3 Ch 40 N74 42 40 W94 57 35
ILS	IRB 110.3 (Rwy 35) RVR N74 43 59 W94 59 02
CAUTION	Severe turbulence may occur on apch with gusty easterly winds. Dly radiosonde balloon launches with an ascent rate of 1000 ft/min btwn the hrs of 1115-1345Z & 2315-0145Z. Extv migratory bird activity May-Oct.

RIMOUSKI QC CYXK

REF	N48 28 40 W68 29 47 1.8NE 18°W (2012) UTC-5(4) Elev 82' A5010 LO7 CAP
OPR	Muni 418-724-3177 Reg
PF	A-1 B-2 C-3,4,5,6
FLT PLN	(bil)
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montréal 800-633-1353
SERVICES	13-22Z‡ Call out chg may be levied for one or more svcs.
FUEL	100LL, JA-1
OIL	All
S	1,4,6 Pilot lounge O/R 418-750-5103
RWY DATA	Rwy 07(066°)/25(246°) 4600x150 ASPH AGN IV
RCR	Opr 2 hrs PN outside normal business hrs PCN
LIGHTING	07-AS(TE LO) P1, 25-AS(TE LO) P1 ARCAL-122.1 type J
COMM	(bil)
RADIO	Mont-Joli 122.1 (V) (emerg only 418-775-0055)
MF	Mont-Joli rdo 122.1 PTC avbl 5NM joined to Mont-Joli MF circle by a corridor equal to the width of their diameter 3200 ASL (CAR 602.98), see Mont-Joli-Rimouski VTPC.

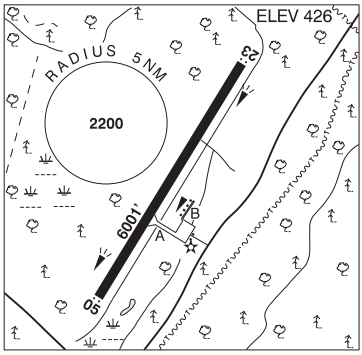


RIMOUSKI QC (Cont'd) CYXK

NAV	
DME	MONT-JOLI YYY 115.9 Ch 106 N48 36 44 W68 12 32 (168')
PRO	Rgt hand circuits Rwy 07 (CAR 602.96).
CAUTION	**Paramotors:** Activities between St-Fabien, Rimouski, Mont-Joli and Matane, sfc up to 500 ASL ocsl 1200 ASL.

RIVIÈRE-DU-LOUP QC CYRI

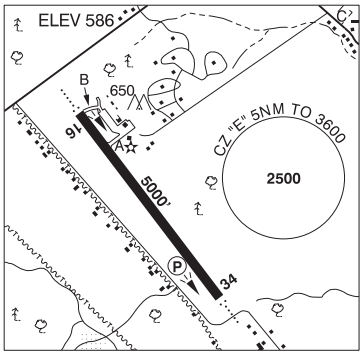
REF	N47 45 52 W69 35 05 4.5SSW 17°W (2013) UTC-5(4) Elev 426' A5002 A5010 LO7 LO8 HI5 HI6 CAP
OPR	Aéropro 418-867-5001 Reg
PF	A-1,2,7,8 C-3,4,5,6
FLT PLN	(bil)
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montréal 800-633-1353
WX	AUTO (see COMM) WxCam Webcam



SERVICES	13-22Z‡ Mar 1-May 31 & Sep 1-Nov 30; 13-23Z‡ Jun 1-Aug 31; 13-21Z Dec 1-Feb 28 O/T call out chg possible 418-867-5001/868-9338
FUEL	100LL, JA-1
OIL	15W50
S	4,5,6
RWY DATA	Rwy 05(049°)/23(229°) 6001x150 ASPH AGN IV
RCR	Opr or 418-868-9338 CRFI, PCN Call out chg
LIGHTING	05-AS(TE ME), 23-AS(TE ME) ARCAL-122.775 type K
COMM	(bil)
ATF	UNICOM ltd hrs O/T tfc 122.775 5NM 3500 ASL
PAL	Montréal Ctr 125.1 299.6
AUTO	122.025

ROBERVAL QC CYRJ

REF	N48 31 12 W72 15 57 2W 17°W (2013) UTC-5(4) Elev 586' A5010 LO6 LO7 HI5 HI6 CAP
OPR	Services ADR Inc 418-275-2344 Cert
PF	A-6,7,8 C-1,2,3,4,5
FLT PLN	(bil)
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montréal 800-633-1353
WX	METAR H24. TAF 13-03Z‡, issue times: 13, 20Z (DT 12, 14, 20Z).

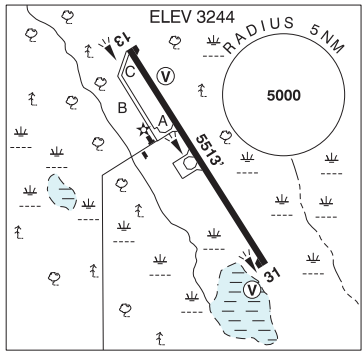


ROBERVAL QC (Cont'd) CYRJ

SERVICES	
FUEL	100LL, JA-1
OIL	15W50, W100, W100+, Turbine Oil
S	1,4,5,6
PVT ADV	Services ADR Inc 130.3 1200-2200Z‡ Mon-Fri, 1300-2100Z‡ Sat-Sun ltd availability.
RWY DATA	Rwy 16(160°)/34(340°) 5000x150 asphalt Rwy 16 down 0.52%
RWY CERT	Rwy 16/34 AGN IIIA
APRON	Advs Services ADR Inc on 130.3 for prkg. Ltd availability.
RCR	Opr 1200-2200Z‡ Mon-Fri 1300-2100Z‡ Sat-Sun. O/T for MEDEVAC 2 hr PN for RSC/CRFI, 3 hr PN for win maint. O/T for other acft 6 hr PN for RSC/CRFI and win maint. Call out chg 418-275-2344 PCN
LIGHTING	16-AO(TE ME), 34-AO(TE ME) P2 ARCAL-122.2 type K
COMM	(bil)
RCO	Rouyn rdo 122.2 PTC avbl (RAAS) 11-03Z‡ Québec rdo 123.55 5680 (FISE) 126.7 (bcst)
MF	Rouyn rdo 11-03Z‡ O/T tfc 122.2 5NM 3600 ASL (CAR 602.98)
NAV	
NDB	RJ 378 (M) N48 32 41 W72 17 40
CAUTION	P-line W of Thld 34.

ROCKY MOUNTAIN HOUSE AB CYRM

REF	N52 25 47 W114 54 15 3NNE 15°E (2014) UTC-7(6) Elev 3244′ A5015 LO2 HI3 CAP
OPR	Town 403-845-4742 Reg
PF	B-7,8 C-1,2,3,4,5,6
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
WX	AUTO (see COMM) WxCam

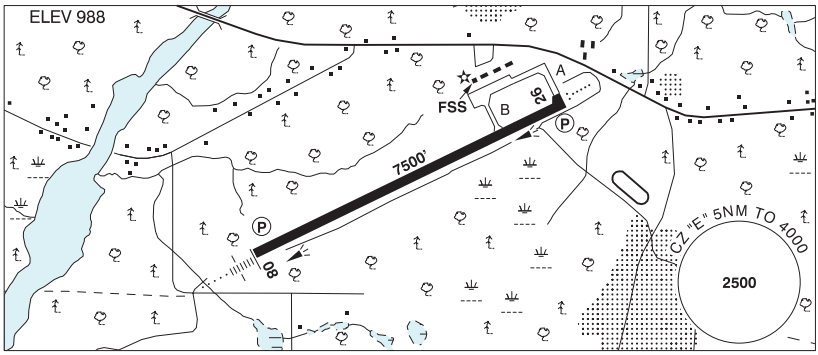


SERVICES	
FUEL	100LL, JA (FSII avbl) Vertical Extreme Fuels 403-819-7285
S	1,4,5,6
RWY DATA	Rwy 13(132°)/31(312°) 5513x100 ASPH AGN IIIA
RCR	Opr CRFI Maint avbl 15-23Z‡ Mon-Fri exc hols O/T 2 hrs PN, call out chg may apply.
LIGHTING	13-(TE ME) V2, 31-(TE ME) V2 ARCAL-122.8 type K
COMM	
MF	tfc 122.8 5NM 6300 ASL (CAR 602.98)
PAL	Edmonton Ctr 134.3
AUTO	131.975

ROCKY MOUNTAIN HOUSE AB (Cont'd) CYRM

NAV **VOR/DME**	YRM 114.3 Ch 90 N52 30 08 W115 19 25 (3543′)
CAUTION	Extv aerobatic activity overhead the aprt extending to 1NM E of rwy, sfc to 8000 ASL. Wildlife may be on or in vic rwy. Water bomber activity at or in vic of A/D Apr thru Sep. No line of sight btwn opposing rwy thlds

ROUYN-NORANDA QC CYUY



REF	N48 12 22 W78 50 08 7.5ESE 13°W UTC-5(4) Elev 988′ A5009 LO4 LO7 HI1 HI4 HI5 CAP
OPR	Muni 819-762-8171 (administration), 819-797-7141 (operation) Cert
PF	A-1,2,3,6 C-5 D-4
FLT PLN **FIC** **ACC** **WX**	(bil) Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA) Montréal 800-633-1353 METAR H24. TAF H24, issue times: 00, 06, 12, 18Z.
SERVICES **FUEL** **OIL** **S** **SUP FL**	11-02Z‡ Mon-Fri, 13-21Z‡ Sat-Sun exc hols 819-277-5925, O/T call out chg 1 hr PN 819-762-0811 100LL, JA-1 All 1,2,4,5 D-Ice
RWY DATA **RWY CERT** **RCR**	Rwy 08(077°)/26(257°) 7500x150 asphalt Rwy 08 RVR 1200(1/4sm)/Rwy 26 RVR 1200(1/4sm) AGN IV Opr 10-04Z‡, O/T 1 hr PN for CRFI & 2 hrs PN for win maint call out chg 888-333-0273 PCN
LIGHTING	08-AN(TE HI) P2, 26-AO(TE HI) P2
COMM **RADIO** **RCO** **MF**	(bil) Rouyn 122.2 PTC avbl (V) (emerg only 819-764-4664) Québec 123.475 (FISE) 126.7 (bcst) rdo 122.2 5NM 4000 ASL (CAR 602.98)

ROUYN-NORANDA QC (Cont'd) CYUY

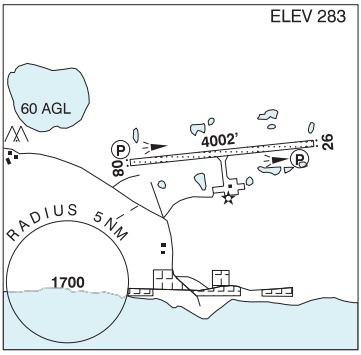
NAV	
NDB	Rouyn YUY 218 (M) N48 10 22 W78 56 19
DME	Rouyn IUY 109.9 Ch 36 N48 12 40 W78 49 05 (1004´)
LOC	IUY 109.9 (Rwy 08)
PRO	Reduced Visibility Operations Plan (RVOP) No limitation.

ROUYN FSS – RCO

Roberval 122.2 (RAAS) 11-03Z‡ (N48 31 W72 15)
St-Hubert 118.4 (RAAS) 05-1045Z‡ Tue-Sat, 03-1045Z‡ Sun-Mon Apr-Oct; 04-1045Z‡ Tue-Sat, 01-1045Z‡ Sun-Mon Nov-Mar (N45 31 W73 25)
Val-d'Or 118.5 (RAAS) 0325-1030Z‡ (N48 03 W77 47)

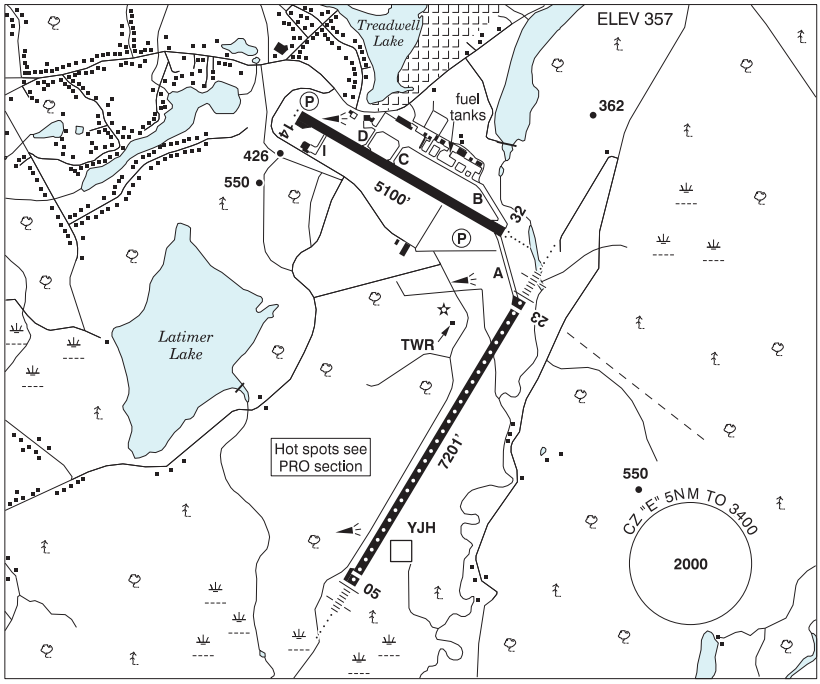
RUSSELL-BURNETT QC — See MATANE / RUSSELL-BURNETT

SACHS HARBOUR (DAVID NASOGALUAK JR. SAARYUAQ) NT — CYSY



REF	N71 59 37 W125 14 29 Adj N 20°E (2020) UTC-7(6) Elev 283' A5040 A5041 A5045 LO5 CAP
OPR	Govt of Northwest Territories 867-777-2467 Emerg/Incident rpt 877-989-1400 1700-1815Z‡ Mon, 2230-2345Z‡ Tue & Thu, exc hols, O/T 1 hr PN ctc 867-690-4351/3010, 867-786-0157. Call out chg may be levied. Cert
PF	A-1 C-2,4,5
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
CARS	867-690-4261 Ltd hrs (see COMM)
WX	METAR dur CARS hrs (see COMM) O/T LWIS TAF 16-24Z‡ Mon-Sat, issue times: 16, 19Z (DT 15,19Z). TAF 16-19Z‡ Sun, issue times: 16Z‡.
SERVICES	Call out chg may be levied
FUEL	JA Mon-Fri 18-01Z‡, Sat 20-22Z‡ 867-690-4222 O/T 867-688-9749, 867-689-7714 PN
RWY DATA	Rwy 08(084°T)/26(264°T) 4002x98 GRVL Rwy 08 down 0.33%
RWY CERT	Rwy 08/26 AGN IIIA
TWY CERT	Twy A AGN II
APRON	Apron I: Acft with tail hgt of 23' or greater not auth to park within 43' fr N edge of apron.
RCR	Opr Win maint 16-24Z‡ Mon-Fri exc hols, O/T 1 hr PN, 867-690-4351/3010, 867-786-0157. Call out chg may be levied. Rwy compacted snow & grvl mix during win conds.
LIGHTING	08-AS(TE ME) P1, 26-AS(TE ME) P1 ARCAL-122.1 type K AS lgt avbl on hi ints only.
COMM	
RCO	Edmonton rdo 123.55 (FISE) 126.7 (bcst)
MF	aprt rdo ltd hrs O/T tfc 122.1 5NM 3300 ASL (CAR 602.98)
APRT RDO	122.1 (V) 14-24Z‡ Mon-Sat, 14-19Z‡ Sun.
NAV	
NDB	YSY 321 (M) N71 59 29 W125 18 52

SAINT JOHN NB CYSJ



REF	N45 18 57 W65 53 24 8ENE 18°W (2014) UTC-4(3) Elev 357' A5003 LO8 HI6 CAP OC
OPR	Saint John Airport Inc 506-638-5555 0930-0359Z‡ Cert
PF	A-1,2,3,6,7 09-04Z‡ C-4,5
CUST	AOE/120 (140 with staged off-loading) 888-226-7277 12-04Z‡
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200.
WX	METAR H24 TAF H24, issue times: 00, 06, 12, 18Z
SERVICES	Call out chg may be levied for one or more svcs
FUEL	100LL H24 self-serve, JA (FSII avbl) 12-21Z‡ Mon-Fri, JA-1 (FSII avbl) 08-24Z‡
OIL	All
S	1(ltd, for lgt acft),2,4,5,6
ARFF	PARTICIPATING CAT 5 10-04Z‡, O/T call out chg.
JASU	CE8, CA2
PVT ADV	Atlantic Flt Centre 123.3 12-21Z‡ Mon-Fri 506-634-5565 O/T 506-650-8402, exc hols; Air Canada Ground Handling 130.37 506-632-1524
MIL CON	ASIG Canada (Irving Oil) 506-653-7409

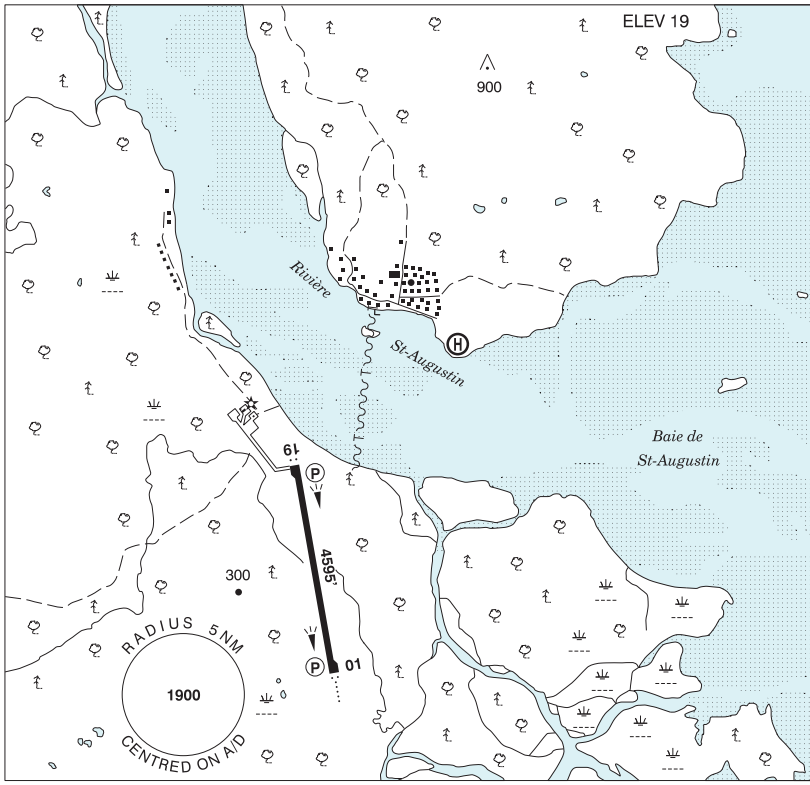
SAINT JOHN NB (Cont'd) CYSJ

RWY DATA	Rwy 05(049°)/23(229°) 7201x148 ASPH Thlds 05 & 23 displ 197' Rwy 14(138°)/32(318°) 5100x148 ASPH Rwy 14 down 0.84% Rwy 14/32 avbl as twy dur night when Rwy 05/23 RVR 1200(1/4sm) down to 600(1/8sm) RESA: All Rwys 492'
RWY CERT	Rwy 05 RVR 600(1/8sm)/Rwy 23 RVR 600(1/8sm) AGN IV Rwy 14 RVR 1200(1/4 sm)/Rwy 32 RVR 1200(1/4 sm) AGN IV
TWY CERT	Twy I AGN IIIB
TWY	Twy I Pvt
RCR	Opr CRFI and win maint avbl ltd hrs. PCN
LIGHTING	05-AN(TE HI CL), 23-AN(TE HI CL), 14-AS(TE ME) P2, 32-AO(TE ME) P2
COMM	
RADIO	118.5 236.6 PTC avbl (E) (emerg only 506-646-7225)
RCO	London rdo 123.475 (FISE) 126.7 (bcst)
MF	rdo 118.5 5NM 3400 ASL (CAR 602.98)
PAL	Moncton Ctr 124.3 135.5 270.8
NAV	
DME	YJH 112.2 Ch 59 N45 18 15 W65 53 28 (312')
ILS	ISJ 110.5 (Rwy 23) RVR IDM 108.3 (Rwy 05) RVR
PRO	Pursuant to CAR 602.96, in vis conds blw 1/8sm with an RVR of 600 or greater, an IFR clnc must be obtained prior to taxiing for dep and acft are not auth to taxi when another acft is on the manoeuvring area, or on apch to any rwy. Ctc CYSJ FSS for tfc status. Pilots should refer to Canadian Airport Charts (CAC) to obtain details on established hot spots, prior to operating on maneuvering areas. CAC are available for free on the NAV CANADA website. **Reduced/Low Visibility Procedures:** See CAP Tkof and ldg in grass adj rwys or twys by fixed-wing acft not auth.

SAINT JOHN FSS -RCO

Fredericton 119.0 (RAAS) 0345-1045Z‡ (N45 52 W66 32)

ST-AUGUSTIN QC CYIF



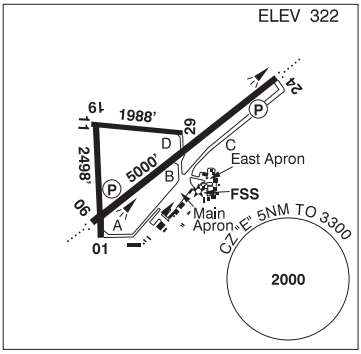
REF	N51 12 36 W58 39 27 19°W (2020) UTC-4 Elev 19' A5011 LO7 CAP
OPR	Ministère des transports et de la mobilité durable 418-947-2766 1045-2400Z Mon-Fri, 1230-2045Z Sun O/T 3 hr PN for MEDEVAC. Cert
PF	C-1,3,4,5 ctc Opr for info, access to St-Augustin by hovercraft.
FLT PLN	(bil)
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montréal 800-633-1353
WX	ALTIMETER/WIND 418-947-2766 11-23Z Mon-Fri, 13-19Z Sun (see COMM)
RWY DATA	Rwy 01(010°)/19(190°) 4595x100 ASPH
RWY CERT	Rwy 01/19 AGN IIIA
RCR	Opr Snow removal 10-24Z Sun-Fri Oct 15-May 15 O/T PN PCN
LIGHTING	01-AO(TE ME) P2, 19-AS(TE ME) P2 ARCAL-123.5 type K
COMM	
RCO	(bil) Québec rdo 119.575 (FISE) 126.7 (bcst)
ATF	(bil) UNICOM (AU) 1145-1600Z 11-23Z Mon-Fri, 13-19Z Sun O/T tfc 123.5 corridor see PRO section

ST-AUGUSTIN QC (Cont'd) CYIF

NAV	
DME	IIF 108.7 Ch 24 N51 12 09 W58 39 15 (32´)
LOC	IIF 108.7 (Rwy 19)
PRO	Rgt hand circuits Rwy 19 (CAR 602.96). O/T corridor tfc 123.5 aprx 30NM wide along shore up to and including 12,500 ASL, see CFS Section C – Areas With Discrete Air-To-Air Frequencies.
CAUTION	Antenna 900 ASL 1.6NM NE.

ST. CATHARINES / NIAGARA DISTRICT ON CYSN

REF	N43 11 30 W79 10 16 11°W UTC-5(4) Elev 322' VTA A5000 LO6 HI5 CAP
OPR	Niagara District Aprt Comsn 905-684-7447 11-24Z‡ Mon-Fri, 1230-2000Z‡ Sat-Sun, exc hols. O/T 2hrs PN, call out chg may be levied ctc opr Cert Ldg fees
PF	A-1,7 C-2,3,4,5,6
CUST	AOE/15 888-226-7277 13-05Z‡
FLT PLN	When FSS clsd pilots to open/close VFR flt plan and obtain IFR clnc fr London rdo FISE or by phone. To file an IFR arr rpt ctc Toronto Centre 888-217-1241 if unable via rdo.
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
WX	METAR 12-02Z‡ O/T LWIS TAF 14-02Z‡, issue times: 14, 20Z.



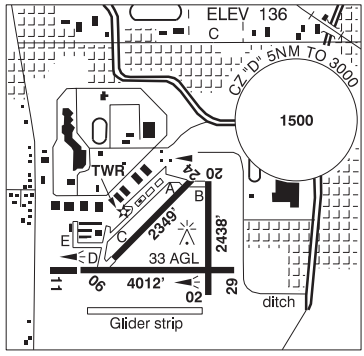
SERVICES	Svcs avbl 13-23Z‡ O/T call out chg applies 905-684-3600
FUEL	100LL, JA-1
OIL	Aeroshell W100, 15W50
S	1,2,3,4,5,6
RWY DATA	Rwy 06(064°)/24(244°) 5000x100 ASPH Rwy 01(009°)/19(189°) 2498x75 ASPH Rwy 11(107°)/29(287°) 1988x75 ASPH
RWY CERT	Rwy 06/24 AGN IIIA Rwy 01/19 AGN I Rwy 11/29 AGN I
TWY CERT	Twy D AGN I
RCR	Opr CRFI Win maint 11-24Z‡ Mon-Fri, 1230-2000Z‡ Sat-Sun, Oct 16-Apr 16, exc hols. O/T 2hrs PN, call out chg may be levied ctc opr.
LIGHTING	06-AO(TE ME) P2, 24-AO(TE ME) P2 Opr 1215-02Z‡ O/T ARCAL-123.25 type K
COMM	
RADIO	123.25 PTC avbl (V) 1215-0200Z‡ (emerg only 905-688-8367)
RCO	London rdo 123.475 (FISE) 126.7 (bcst)
ATIS	128.525 1215-0200Z‡
MF	rdo 123.25 1215-0200Z‡ 5NM 3300 ASL (CAR 602.98)
ATF	tfc 123.25 0200-1215Z‡ 5NM 3300 ASL
ARR	Toronto Tml 133.4
DEP	Toronto Tml 133.4
PAL	133.3

ST. CATHARINES / NIAGARA DISTRICT ON (Cont'd) CYSN

PRO	For flt over Niagara Falls, see Niagara Falls VTPC. Heli ops proh on E apron. NOISE MITIGATION: After tkof from Rwy 24, track on or N of the extended rwy centreline, no turns below 1000 ASL.
CAUTION	Hold position on Twy A is for both Rwy 01 and 06. Pilots intending to depart Rwy 06 must verify correct orientation on Rwy 06 prior to departure. Hold position on Twy B is for Rwy 06/24 and Rwy 29.

ST-HONORÉ QC — See CHICOUTIMI / ST-HONORÉ

ST-JEAN QC CYJN



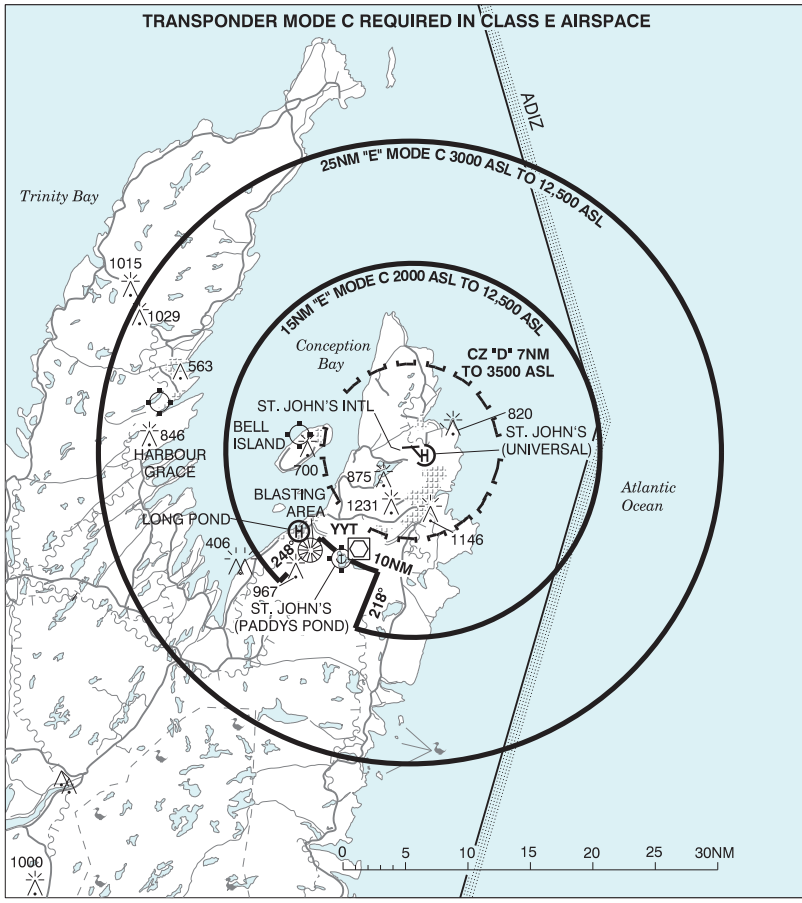
REF	N45 17 40 W73 16 54 Adj SW 15°W (2012) UTC-5(4) Elev 136' VTA A5002 LO6 LO7 LO8 T2 CAP
OPR	Muni 450-359-2010 Ext 2068 Cert
PF	A-7,8 FBO/Apron Password: 1182 B-1 C-2,3,4,5,6
FLT PLN	(bil)
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montréal 514-633-3211 or 800-633-1353. All Flt Plns, IFR tng flts PPR. Flt Plns by Fax at 514-633-2877 & include phone numbers where pilot can be reached prior to dep. When twr closed IFR clearance or activation 514-633-3014.
WX	LWIS H24 LAWO 1230-0230Z‡ Apr-Oct; 13-02Z‡ Nov-Mar
SERVICES	
FUEL	100LL, JA-1 (FSII avbl) 14-21Z‡ Dec-Mar, 13-21Z Apr-May, 13-21Z Mon-Fri, 13-22Z Sat-Sun Jun-Sep; 14-22Z‡ Oct-Nov
OIL	W100, 15W30
S	4,5,6
PVT ADV	FBO 123.35 450-741-6799
RWY DATA	Rwy 11(105°)/29(285°) 4012x100 ASPH Thld 11 displ 600´. Rwy 02(015°)/20(195°) 2438x100 ASPH Rwy 06(060°)/24(240°) 2349x100 ASPH
RWY CERT	Rwy 11/29 AGN IIIA Rwy 02/20 AGN II Rwy 06/24 AGN II
TWY CERT	Twy: A, B, E AGN II
TWY	Twy C, E: uncontrolled.
RCR	Opr or Twr 450-347-4233 15-21Z‡ O/T PN during business hrs Rwy 06/24 no win maint. CRFI, PCN
LIGHTING	11-(T ME), 29-(TE ME) ARCAL-118.2 type J

ST-JEAN QC (Cont'd) CYJN

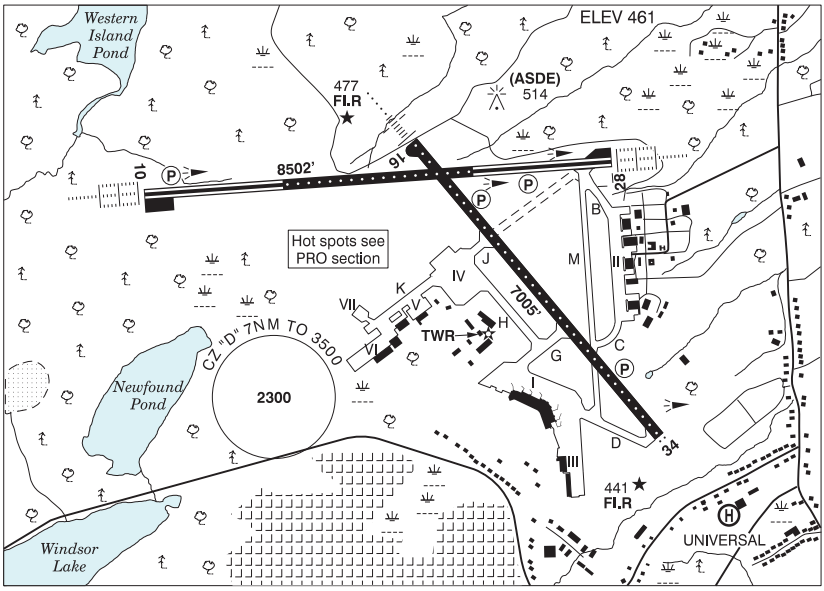
COMM	(bil)
GND	121.7 1230-0230Z‡ Apr-Oct; 13-02Z‡ Nov-Mar
TWR	118.2 (V) 1230-0230Z‡ Apr-Oct; 13-02Z‡ Nov-Mar (emerg only 450-347-4233)
ATF	tfc 118.2 0230-1230Z‡ Apr-Oct; 02-13Z‡ Nov-Mar 5NM 3000 ASL
ARR	Montréal 125.15 268.3
DEP	Montréal 125.15 268.3
VFR ADV	Montréal Tml 125.15
PRO	Rgt hand circuits Rwy 11 (CAR 602.96). Intsv glider tng fr aprt to 3NM S dly fr mid-Apr to mid-Aug & wknds Sep-Nov. VFR training not auth 0230-1230Z‡. **VFR Codes:** Refer to MONTRÉAL VTPC section VFR FLIGHTS IN MONTRÉAL/TRUDEAU, MONTRÉAL/MET (AÉROPORT MÉTROPOLITAIN DE MONTRÉAL), MONTRÉAL/MIRABEL AND MONTRÉAL TERMINAL CLASS C AIRSPACE. **Training:** VFR circuits PPR 1-800-633-1353.
CAUTION	Periodic blasting ops 1NM W of aprt, ctc TWR. Possible uncontrolled win maint eqpt on rwy. Increased bird activity Jul-Dec.

ST. JOHN NB — See SAINT JOHN

ST. JOHN'S INTL VFR TERMINAL PROCEDURES CHART



ST. JOHN'S INTL NL CYYT



REF	N47 37 07 W52 45 09 3NW 17°W (2023) UTC-31/2(21/2) Elev 461' A5012 LO8 HI6 CAP OC
OPR	St. John's International Airport Authority Inc 709-757-4444 H24 Cert
PF	A-1,2,3,6 C-4,5
CUST	AOE/165 (450 with staged off-loading) 1130-0330Z‡ General aviation 888-226-7277
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Gander 709-651-5225 or 888-751-5225.
WX	METAR H24 TAF H24, issue times: 00, 06, 12, 18Z
SERVICES	
FUEL	100LL, JA-1 (FSII avbl) O/R
OIL	All
S	1,2,4
ARFF	DESIGNATED CAT 7
SUP FL	LPOX, D & A-ice
JASU	CAN-A, Elect Start 10/15
MIL ADV	Transient svcs avbl to RCAF and NATO acft thru Air Reserve Torbay Ops 709-570-4791 or 709-685-0243. Trans svcg avbl 1030-0230Z‡, aft hrs with 4 hr PN. Tow bars avbl for C130, P3, EH101, S61, C144
PVT ADV	Woodward Aviation 123.5 709-579-3776 Fax 709-579-8513; Shell Aerocentre 123.0 709-576-4615 Fax 709-576-0768; Irving Aviation Svcs 122.9 709-758-3200 Fax 709-758-3201
MIL CON	Woodward's Oil Ltd 709-579-3776

ST. JOHN'S INTL NL (Cont'd) CYYT

RWY DATA	Rwy 10(103°)/28(283°) 8502x200 ASPH Rwy 16(156°)/34(336°) 7005x200 ASPH RESA: 16/34 492'; 10/28 492'
RWY CERT	Rwy 10 RVR 600/Rwy 28 RVR 600 AGN V Rwy 16 RVR 1200(1/4sm)/Rwy 34 RVR 1200(1/4sm) AGN V
TWY	Twy K uncontrolled bcst intentions on 121.9
APRON	All Aprons uncontrolled. Taxiing acft to remain on taxilanes. Acft shall not taxi btwn tml and pushed back acft. Apron I: Acft with a wingspan greater than 52m (170.6') but less than 65m (213.3') to access/exit Apron I via Twy G only, rstd to Gate 1. Dedicated cargo ops proh. Widebody acft using Bridge 1 must dock at L1 door. Apron II rstd to acft with wingspan 52m (170.6') or less. All turbine acft engine runs above idle power prohibited on Apron II. Apron II Helicopter FATO operations prohibited. Apron VII: Rstd to B767 acft and smaller.
RCR	Opr CRFI Win field cond reports 709-757-4444. PCN
LIGHTING	10-AL(TE HI CL TDZL) P3, 28-AL(TE HI CL TDZL) P3, 16-AN(TE HI CL) P3, 34-AS(TE HI CL) P3
COMM	
RCO	London rdo 123.275 (FISE) 126.7 (bcst)
ATIS	128.0
GND	121.9 275.8
TWR	120.6 236.6 (E) (emerg only 709-724-1055)
PAL	Gander Ctr 133.15 135.35 227.3
MIL	Air Reserve Torbay Ops 131.02
INTL AIR	Gander rdo 122.375 135.35
NAV	
VOR/DME	TORBAY YYT 113.5 Ch 82 N47 29 07 W52 51 08 (839')
DME	ISO 110.3 Ch 40 N47 37 26 W52 44 27 (474')
ILS	IYT 110.7 (Rwy 16) RVR ISO 110.3 (Rwy 28) RVR IMP 109.1 (Rwy 10) RVR

ST. JOHN'S INTL NL (Cont'd) CYYT

PRO

Pilots should refer to Canadian Airport Charts (CAC) to obtain details on established hot spots, prior to operating on maneuvering areas. CAC are available for free on the NAV CANADA website.

DE-ICING PROCEDURES

1. Ctc ICEMAN thirty minutes prior to push back on 129.2.
2. Ctc ST JOHN'S GND after pushback for taxi to CDF.
3. Hold short of CDF on H.
4. ST JOHN'S GND will advs the flt crew to ctc ICEMAN on 129.2 when the acft has taxied to the proper entry point.
5. ICEMAN will then delegate bay assignment & entry instructions. Expect freq change to de-icing bay frequencies.
6. De-icing bay frequencies;
   Bay 1 – Contact IDS on 122.950 MHz
   Bay 2 – Contact IDS on 130.125 MHz
   Bay 3/4 – Contact IDS on 128.950 MHz
7. Flt crews are advised to exercise discretion at all times while on the CDF. Directional signage and taxi lines on the CDF must be followed by flt crews at all times.
8. After de-icing is complete, return to 129.2 MHz for pad exit instructions. Flt crews must advs ICEMAN that all equipment and de-icing personnel are away from the acft and have returned to their designated safety zones.
9. ICEMAN will instruct the acft to hold its position on the CDF and ctc ST JOHN'S GND on 121.9 MHz.
10. Acft to hold its position until ST JOHN'S GND issues further taxi instructions from the CDF.

NOTES:
1. Acft intending on returning to any apron after de-icing must drip dry for 25min on CDF.
2. Single engine taxi not permitted from CDF.
3. Engine run-ups are not permitted on CDF.
4. Contact 709-753-9742 for de-icing if Icehouse unavailable.

DE-ICING OPERATIONS

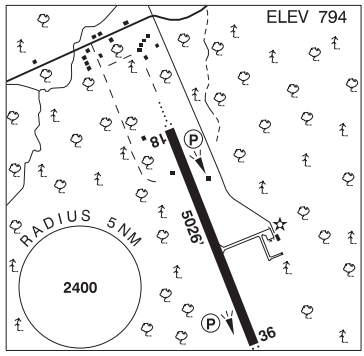
DE-ICING BAYS RESTRICTIONS
1. Bay 1 - Max wingspan for de-icing ops 35.8m (117')
2. Bay 2 - Max wingspan for de-icing ops 35.8m (117'). Note: Bay 3 is closed/unusable when Bay 2 is occupied.
3. Bay 3 - Max wingspan for de-icing ops 79.75m (262'). Note: Bays 2 and 4 are closed/unusable when Bay 3 is occupied.
4. Bay 4 - Max wingspan for de-icing ops is 35.8m (117'). Note: Bay 3 is closed/unusable when Bay 4 is occupied.

NOTE: The above noted max wingspans are intended to protect adj de-icing bays, safety zones and the apron twy. Exceedances of these values are permitted but must be evaluated and approved by the Aprt Authority to ensure special op procedures are communicated and implemented.

CAUTION

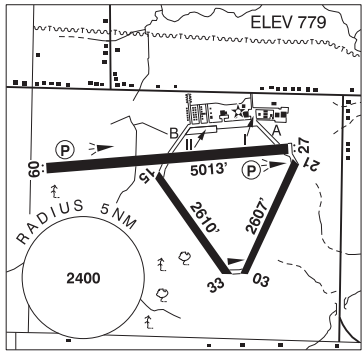
Open pit blasting ops 11NM SW to 1000 ASL 200 AGL, 1NM radius of N47 29 08 W52 57 11.
Weather condition: No landing auth without electronic GP or vertical guidance capability when moderate to severe turbulence/windshear/downdrafts being reported.
Daily radiosonde balloon launches with an ascent rate of 1000 ft/min btwn hrs of 1115-1345Z and 2315-0145Z.
Extv bird activity May-Nov. Poles & houses 646 ASL (42 AGL) aprx 2 NM NW of A/D.

ST. LEONARD NB — CYSL



REF	N47 09 26 W67 50 11 4SE 18°W (2012) UTC-4(3) Elev 794' A5002 A5003 LO8 HI6 CAP
OPR	JD Irving Ltd 506-632-7777 Reg PPR
PF	A-1 C-2,3,4,5,6
FLT PLN	
FIC	(bil) Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA). Flt Plns by Fax 418-871-4906 & include phone numbers where pilot can be reached prior to dep.
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200.
RWY DATA	Rwy 18(174°)/36(354°) 5026x100 ASPH AGN IIIA
RCR	Opr CRFI, Ltd win maint. PCN
LIGHTING	18-AO(TE ME) AP, 36-AS(TE ME) AP ARCAL-122.7 type K
COMM	
DRCO	(bil) Québec rdo 126.7 (FISE)
ATF	tfc 122.7 5NM 3800 ASL

ST. THOMAS MUNI ON — CYQS

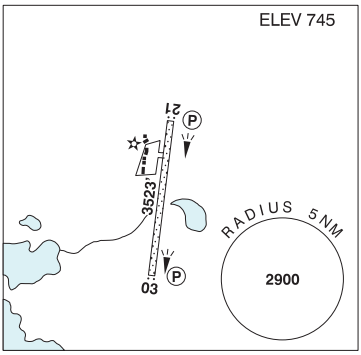


REF	N42 46 12 W81 06 35 3.5E 9°W (2012) UTC-5(4) Elev 779´ A5000 LO6 HI5 CAP
OPR	Muni 519-633-5866 or 519-631-1680 Cert
PF	B-1,2 C-3,4,5,6
CUST	AOE/15 888-226-7277 14-20‡ Mon-Fri exc hols
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
WX	AUTO 844-992-2977 (see COMM) WxCam
SERVICES	13-21Z‡ O/T call out chg may be levied
FUEL	100LL, JA-1 (FSII avbl) Self-serve, Debit, Visa, Mastercard and Amex accepted.
OIL	80, W80, 100, W100, W100plus, 15W50, 20W50, 20W50M, 25W60, Turbo Oil 2380
S	1,2,3,4,5,6
SUP FL	D & A-ice
RWY DATA	Rwy 09(094°)/27(274°) 5013x100 ASPH Rwy 03(033°)/21(213°) 2607x75 ASPH Rwy 15(152°)/33(332°) 2610x75 ASPH
RWY CERT	Rwy 03/21 AGN I Rwy 09/27 AGN IIIA Rwy 15/33 AGN I
RCR	Opr Snow removal 13-21Z‡ O/T O/R.
LIGHTING	09-AS(TE ME) P1, 27-AS(TE ME) P1 ARCAL-122.7 type K

ST. THOMAS MUNI ON (Cont'd) CYQS

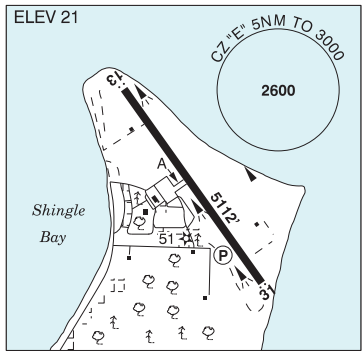
COMM	
ATF	UNICOM ltd hrs O/T tfc 122.7 5NM 3800 ASL
AUTO	122.550
CAUTION	Ocsl deer crossing rwys.

SALLUIT QC CYZG



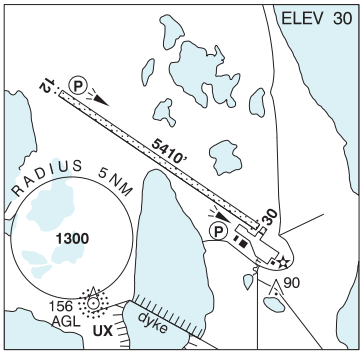
REF	N62 10 46 W75 40 02 1.5SW 20°W (2025) UTC-5(4) Elev 745' A5033 LO5 CAP RCAP
OPR	Administration Régionale Kativik 819-964-2968 14-22Z‡ Mon-Fri O/T 819-964-3434 ext 154 Fax 819-964-2462 Cert
PF	A-1 C-2,4,5,7
FLT PLN	
FIC	(bil) Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montréal 800-633-1353
CARS	819-255-1530 ltd hrs (see COMM)
WX	METAR dur CARS hrs (see COMM) O/T LWIS TAF 15-22Z‡, issue times: 1440Z (DT 1340Z)
SERVICES	
FUEL	JA-1, 100LL(D) ltd. Pilots must supply own pump for 100LL(D). PPR. FCNQ Petro 819-255-8335/8100 13-22Z‡ Mon-Fri O/T COOP 819-255-8950, svc chg. Visa and Master Card accepted. Credit by prior arng only, ctc 800-363-7610 Ext 312/425, allow 7 working days.
RWY DATA	Rwy 03(027°)/21(207°) 3523x100 GRVL Rwy 03 down 0.4% first 790´ Rwy 21 down 0.9% first 2720´
RWY CERT	Rwy 03/21 AGN IIIA
RCR	Opr 1230-2030Z‡ Mon-Fri exc hols May 1-Sep 30; Win maint avbl 1230-2030Z‡ exc hols Oct 1-Apr 30, O/T 3hr PN, CRFI; PCN
LIGHTING	03-AS(TE HI) P2 4.8°, 21-AS(TE HI) P2 ARCAL-122.1 type K
COMM	
DRCO	(bil) Québec rdo 126.7 (FISE)
MF	aprt rdo (English only) ltd hrs O/T tfc 122.1 15NM 3800 ASL (CAR 602.98)
APRT RDO	122.1 (V) 1230-2230Z‡
CAUTION	**Night ops:** Only pilots familiar with local area should use this A/D during hrs of darkness due to terrain & optical illusions **Turbulence:** Severe turbulence may be encountered when wind exceeds 20 kt **Wildlife:** Possibility of caribou on rwy May 1-Sep 30 aprx

SANDSPIT BC CYZP



REF	N53 15 15 W131 48 50 1.5NE 19°E (2013) UTC-8(7) Elev 21' A5013 LO1 HI3 CAP
OPR	TC 250-637-1149 Fax 250-637-5661 1600-0030Z‡ O/T 2 hrs PN, cost recovery Cert Ldg fees (jet and turboprop acft only) Tml fees
PF	A-2,3,6,7 C-4,5
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
WX	METAR AUTO H24 (see COMM) TAF H24, issue times: 01, 07, 13, 19Z. WxCam
SERVICES	
FUEL	JA-1 (FSII avbl), SP, HPR 15 min PN 16-01Z‡, 250-637-2431, O/T call out chg.
S	4,5
SUP FL	D-ice 519-949-2543 call out chg
RWY DATA	Rwy 13(125°)/31(305°) 5112x150 asphalt Rwy 13 up 0.40% first 328'
RWY CERT	Rwy 13/31 AGN IIIB
APRON	Prkg fees
RCR	Opr Win maint 1600-0030Z‡, O/T 2 hrs PN cost recovery. CRFI, PCN
LIGHTING	13-AS(T HI) enhanced pre-thld lgts, 31-AS(T HI) P2 O/R Terrace FSS ARCAL-122.3 type J avbl when Terrace FSS clsd.
COMM	
RCO	Terrace rdo 122.3 PTC avbl (RAAS) 296.2 (RAAS) Pacific rdo (Prince Rupert) 123.275 (FISE) 126.7(bcst) (May not be receivable on gnd)
MF	Terrace rdo 122.3 296.2 5NM 3000 ASL (CAR 602.98) See PRO section
PAL	Vancouver Ctr 227.2
AWOS	128.75
NAV	
VOR/DME	YZP 114.1 Ch 88 N53 15 08 W131 48 26 (46')
ILS	IZP 109.5 (Rwy 13)
PRO	Special VFR tfc advsy procedures apply outside MF zone, see CFS Section C – Areas With Discrete Air-To-Air Frequencies.
CAUTION	Numerous blasting ops in logging areas, ctc Kamloops FIC for info. Extv bird activity year-round.

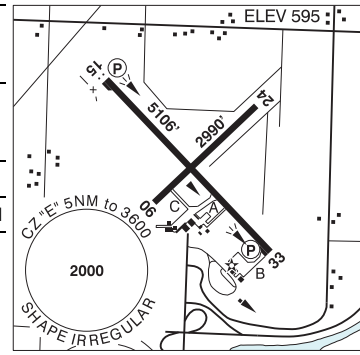
SANIRAJAK AIRPORT NU CYUX



REF	N68 46 33 W81 14 33 23°W (2025) UTC-5(4) Elev 30´ A5043 LO5 HI1 HI2 CAP
OPR	Govt of Nunavut 867-645-8200 Emerg/Incident rpt 867-645-6565 13-22Z‡ Mon-Fri exc hols Cert
PF	A-1 C-2,3,4,5,6 Tml bldg avbl 1230-22Z‡ Mon-Sat.
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
CARS	867-928-8807 ltd hrs (see COMM)
WX	METAR dur CARS hrs (see COMM) O/T METAR AUTO (see COMM). TAF H24, issue times: 01, 07, 13, 19Z. WxCam
SERVICES	Call out chg may be levied outside oprg hrs.
FUEL	JA-1 1400-2330Z‡ Mon-Fri 1800-2200Z‡ Sat & Sun exc hols 30 min PN 867-928-8123 or 867-928-8124 or thru CARS. O/T 867-928-8762 or 867-928-8409 VISA credit card only. Other credit by prior arng only.
RWY DATA	Rwy 12(124°T)/30(304°T) 5410x150 gravel Thld 30 displ 192'.
RWY CERT	Rwy 12/30 AGN IIIA
RCR	Maint contractor 867-928-8919/8850. A/D maint avbl 13-22Z‡ Mon-Fri exc hols O/T 12 hrs PN. Call-out chg may be levied. PCN
LIGHTING	12-AS(TE ME) P2, 30-AS(TE ME) P2 ARCAL-122.2 type K. Rwy 30 AS lgts loc 216' NW and in line with Rwy 30 thld. (See CAUTION).
COMM	
RCO	Edmonton rdo 123.275 (FISE) 126.7 (bcst)
MF	aprt rdo ltd hrs O/T tfc 122.2 5NM 3100 ASL (CAR 602.98)
APRT RDO	122.2 (V) 12-24Z (see PRO)
MIL	228.9 256.6 263.2 364.2 (E)
AWOS	128.7
NAV	
NDB	HALL BEACH UX 378 (M) N68 46 03 W81 15 23
VOR/DME	HALL BEACH YUX 117.3 Ch 120 N68 46 42 W81 14 22 (23') VOR oriented on True North
PRO	Aprt rdo unavbl dur radiosonde balloon inflation 2235-2255Z. Wx info avbl fr AWOS (128.7). Bcst intentions on MF.
CAUTION	Dly radiosonde balloon launches with an ascent rate of 1000 ft/min btwn the hrs of 1115-1345Z & 2315-0145Z. Rwy edge lgt installed higher than std (aprx 27 inches high loc 5´ outside rwy edge). Extv migratory bird activity May-Oct.

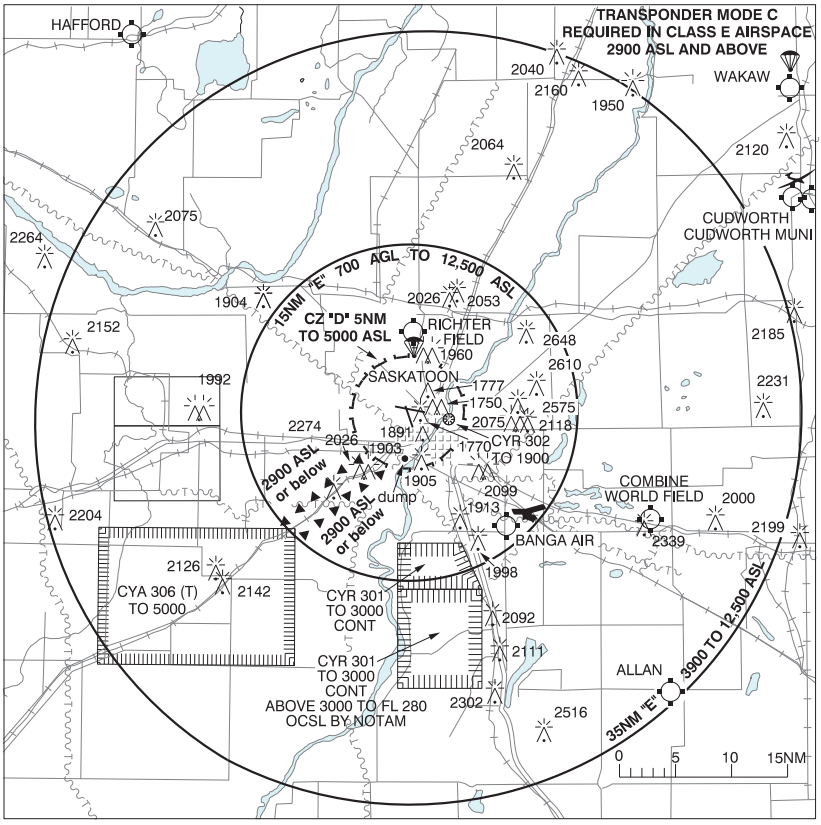
SARNIA (CHRIS HADFIELD) ON — CYZR

REF	N42 59 59 W82 18 34 4ENE 8°W UTC-5(4) Elev 595' A5000 LO6 HI5 CAP
OPR	City 519-542-7767 13-22Z‡ Mon-Fri, 13-20Z‡ Sat-Sun & hols Cert
PF	B-1,2,6 C-3,4,5
CUST	AOE/30 888-226-7277 13-04Z‡ PN
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
WX	METAR AUTO H24 (see COMM) TAF 10-03Z‡, issue times: 0840, 1340, 1940Z (DT 0740, 1340, 1940Z) WxCam

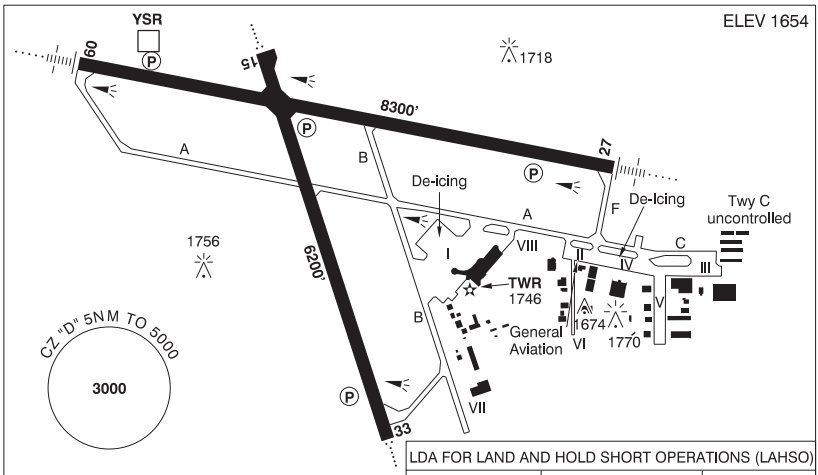


SERVICES	Corporate & Commercial after hrs call out 519-381-3444. Chgs may apply.
FUEL	100LL 13-01Z‡, JA-1 HPR 13-23Z‡
OIL	65, 80, 100 13-01Z‡
S	1,4,5,6 Ltd stor
PVT ADV	Piston FBO 519-542-6599, after hrs call out 519-402-2199. Chgs may apply. Jet/Turbine FBO 519-542-7767 PN.
RWY DATA	Rwy 15(145°)/33(325°) 5106x100 ASPH Rwy 06(055°)/24(235°) 2990x75 ASPH
RWY CERT	Rwy 15/33 AGN IIIA Rwy 06/24 AGN I
TWY CERT	Twy C AGN I
TWY	Twy C rstd day use only.
RCR	Opr 13-22Z‡ Mon-Fri, 13-20Z‡ Sat-Sun and hols, O/T 2hr PN call out chg.
LIGHTING	15-AS(TE HI) P1, 33-(TE HI) P1 ARCAL-123.0 type K
COMM	
RCO	London rdo 123.475 (FISE)
ATF	tfc 123.0 5NM 3600 ASL
PAL	Toronto Ctr 134.375
AWOS	119.125
PRO	Rgt hand circuits Rwy 24 (CAR 602.96).
CAUTION	5' bdry fence aprx 380' SW Thld 15. Snowy Owl presence Nov 1 - Mar 31.

SASKATOON VFR TERMINAL PROCEDURES CHART



SASKATOON / JOHN G. DIEFENBAKER INTL SK — CYXE



TORA FOR INTERSECTION DEPARTURES

RWY	INTXN	TORA in ft
33	B	5998

LDA FOR LAND AND HOLD SHORT OPERATIONS (LAHSO)

FROM	TO	LDA in ft
Thld Rwy 27	Short of Rwy 15-33	4715
Thld Rwy 33	Short of Rwy 09-27	4873

REF	N52 10 15 W106 42 00 3NW 11°E (2013) UTC-6 Elev 1654' A5006 A5015 LO2 HI3 T1 CAP
OPR	Saskatoon Aprt Authority 306-975-4013 H24 Cert
PF	A-1,2,3,6,7 avbl 1230-0630Z C-4,5
CUST	AOE/200 (300 with staged off-loading) 888-226-7277 14-06Z May 6-Nov 5, 14-06Z Nov 6-Dec 3 O/T O/R, H24 Dec 4-May 5
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
WX	METAR H24. TAF H24, issue times: 00, 06, 12, 18Z.
DUAT	Saskatoon Aerocentre
SERVICES	Call out chg may be levied for one or more svcs.
FUEL	100LL, JA-1
OIL	All
S	1,2,3,4,5,6
ARFF	DESIGNATED CAT 6 (CAT 7 30 min PN). Discrete emerg freq 122.675
SUP FL	LHOX, D & A-ice
JASU	CE16
PVT ADV	Kreos Aviation/Shell 122.95 12-04Z; Lockhart Aviation/World Fuel 122.85 12-04Z
MIL CON	Depmar Flight Holdings Inc (Shell) 306-931-8552

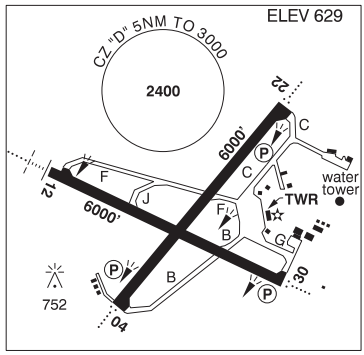
SASKATOON / JOHN G. DIEFENBAKER INTL SK (Cont'd) CYXE

RWY DATA	Rwy 09(090°)/27(270°) 8300x148 ASPH Rwy 15(150°)/33(330°) 6200x148 ASPH RESA: All Rwys 492'
RWY CERT	Rwy 09 RVR 1200(1/4sm)/Rwy 27 RVR 1200(1/4sm) AGN IIIB Rwy 15 RVR 1200(1/4sm)/Rwy 33 RVR 1200(1/4sm) AGN IIIB
TWY	Twy A and Twy C discretionary oversteer rqrd for all acft at intxn of Twy A and Apron II, intxn of Twy A/C and Apron IV, intxn of Twy C and Apron III.Twy C uncontrolled. Twy B adj to Apron I uncontrolled. A310, A330, B757 & B767: 120° turns at intxn Twy B & A proh.
APRON	Prkg Apron I rstd to scheduled & non-scheduled airline tfc. 2 hr PN for gate assignment on Apron I, ctc opr. All other itinerant acft must park on Apron II. Apron VIII rstd to scheduled & non-scheduled airline tfc. 2 hr PN for gate assignment on Apron VIII, ctc opr. No taxiing btwn Apron I and Apron VIII. Apron I, VI, VIII: Heli ops proh. Apron V: Max heli wt 2500lbs.
RCR	Opr or 306-975-4328 CRFI, PCN
LIGHTING	09-AN(TE HI) P3, 27-AN(TE HI) P3, 15-AO(TE HI) P2, 33-AO(TE HI) P2. Nominal touchdown pt P2 Rwy 15 aprx 1200' S of thld Rwy 15.
COMM	
RADIO	Saskatoon 118.3 PTC avbl (E) 0445-1200Z Mon-Fri Mar 09-Oct 31, 0445-1245Z Sat-Sun Mar 09-Oct 31, 0445-1245Z Nov 1- Mar 8 (emerg only 306-665-4248)
RCO	Edmonton rdo 122.375 (FISE) 126.7 (bcst)
ATIS	128.4
GND	Saskatoon 121.9 1200-0445Z Mon-Fri Mar 09-Oct 31, 1245-0445Z Sat-Sun Mar 09-Oct 31, 1245-0445Z Nov 1- Mar 8
TWR	Saskatoon 118.3 (E) 1200-0445Z Mon-Fri Mar 09-Oct 31, 1245-0445Z Sat-Sun Mar 09-Oct 31, 1245-0445Z Nov 1- Mar 8 (emerg only 306-665-4249)
MF	rdo 118.3 0445-1200Z Mon-Fri Mar 09-Oct 31, 0445-1245Z Sat-Sun Mar 09-Oct 31, 0445-1245Z Nov 1- Mar 8 5NM 5000 ASL (CAR 602.98)
ARR	Winnipeg Ctr 119.9
DEP	Winnipeg Ctr 119.9
PAL	Winnipeg Ctr 134.325
NAV	
DME	SASKATOON YSR 114.7 Ch 94 N52 10 45 W106 42 49 (1673')
ILS	IST 109.9 (Rwy 09) RVR
PRO	Rgt hand circuits Rwys 15 & 27 (CAR 602.96). Arr/dep as depicted on VTPC to/fr CYA 306T. Reduced Visibility Procedures (RVR less than 2600 to 1200 ft): See CAP. **ATS PPR REQUIREMENTS:** Ctc Winnipeg ACC 204-984-5979 for the following; - IFR tng and photo survey within Saskatoon Class E Transponder Airspace **HELI PRO:** Aprons II, III, IV and V - heli tkof/ldg not auth. Ground and hover taxi only.
CAUTION	Random radiosonde &/or heavy balloon launches aprx 15 NM SW, at abandoned A/D Vanscoy. Ocsl parajump activity within 1NM of Martensville (N52 16 50 W106 41 08, 6.6NM N aprt), daylight hrs activated by NOTAM. Max alt 11,600 ASL.

SASKATOON FSS-RCO

Flin Flon 122.0 (RAAS) 14-02Z‡ (N54 41 W101 41)
The Pas 122.2 (RAAS) 14-02Z‡ (N53 58 W101 06)

SAULT STE. MARIE ON — CYAM



REF	N46 29 07 W84 30 34 8WSW 7°W (2012) UTC-5(4) Elev 629' A5001 LO4 HI4 HI5 CAP
OPR	Sault Ste. Marie Airport Development Corporation 705-779-3031 1045-0345Z‡ Cert Ldg fees
PF	B-1,2,3,6,7 D-4,5
CUST	AOE/30 888-226-7277
FLT PLN	Pilots to open/ close VFR flt plan with London rdo 123.475 or by phone.
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
WX	METAR H24. TAF H24, issue times: 02, 08, 14 & 20Z

SERVICES	Call out chg may be levied for one or more svcs
FUEL	100LL, JA-1 (FSII avbl)
OIL	100, 15W50
S	1,2,3,4,5,6
SUP FL	LHOX, D & A-ice PN
JASU	Mil-CE14, CA2, GTC/GTE85
PVT ADV	Executive Aviation (World Fuel Services) 122.45 11-24Z‡ O/T call out chg 249-889-1244 JD Aero (Avjet Fuels) 128.875 10-22Z‡ 705-779-3977 Ext 200 O/T call out chg apply 705-779-3977 Ext 213/215 or 705-541-8153 (FBO mgr)
MIL CON	Executive Aviation Fuels 249-889-1244

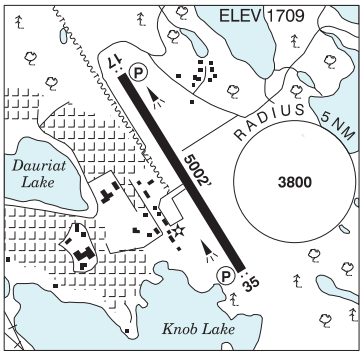
RWY DATA	Rwy 04(040°)/22(220°) 6000x148 ASPH Rwy 04 up 0.72% last third Rwy 12(115°)/30(295°) 6000x200 ASPH RESA: 04/22 493'
RWY CERT	Rwy 04/22 AGN IV Rwy 12 RVR 1200(1/4sm)/Rwy 30 RVR 1200(1/4sm) AGN IV
RCR	Opr Win maint CRFI/RSC 1030-0230Z‡ Nov 15-Mar 31 O/T call out chg, 3 hrs PN. PCN
LIGHTING	04-AO(TE ME) P2, 22-AO(TE ME) P2, 12-AN(TE HI), 30-AO(TE HI) P1 ARCAL-118.8 type K when twr clsd.

COMM	
RCO	London rdo 123.475 (FISE) 126.7 (bcst)
ATIS	133.05 1130-0330Z‡
GND	121.7 1130-0330Z‡
TWR	Sault 118.8 (E) 1130-0330Z‡ (emerg only 705-779-3707)
MF	tfc 118.8 0330-1130Z‡ 5NM shape irregular 3000 ASL (CAR 602.98) MF only applicable over Cdn territory
PAL	Toronto Ctr 132.65 344.5

NAV	
VOR/DME	SSM 112.2 (T) Ch 59 N46 24 44 W84 18 54
ILS	IAM 109.5 (Rwy 12) RVR .

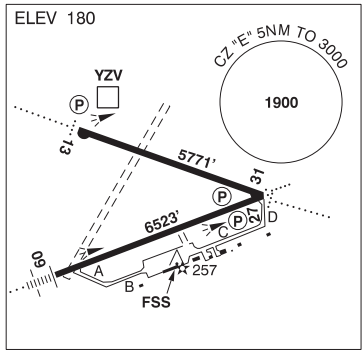
PRO	Heli arr/dep E as indicated on VTPC. Heli arr/dep N & S at Twr discretion. Hi lvl of tfc in the vic Sault, Michigan aprt, also on 122.7. Twy G run-ups: only south of the svc road intxn and facing west.
CAUTION	Dur win months btwn 0330-1130Z (when ATC clsd), aprt maint & snow removal vehicles may be oprg on the rwy surface. Ctc all gnd vehicles on MF when ATC clsd

SCHEFFERVILLE QC — CYKL



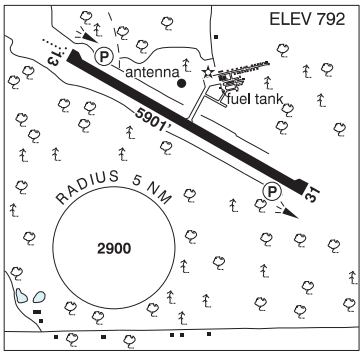
REF	N54 48 19 W66 48 19 Adj 20°W (2021) UTC-5(4) Elev 1709´ A5019 LO5 HI1 CAP
OPR	Société aéroportuaire de Schefferville 418-585-3544 Cert
PF	B-1 C-2,3,4,5,6
FLT PLN	(bil)
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montréal 800-633-1353
WX	METAR AUTO H24 (see COMM) TAF H24, issue times: 02, 08, 14, 20Z. WxCam
SERVICES	Call out chg will be levied after ops hrs PN 13-22Z‡ All major credit cards accepted.
FUEL	100LL, JA-1 (FSII avbl) (also avbl (D)), 1 hr PN
OIL	ALL
SUP FL	D-ice
JASU	Elect start 28.5 VDC 800 amp
PVT ADV	Pétroles Naskinnuk L.P. 418-585-2349 (emerg only 877-705-7798)
RWY DATA	Rwy 17(169°)/35(349°) 5002x150 ASPH
RWY CERT	Rwy 17/35 AGN IIIA
RCR	Opr Snow removal 12-20Z Mon-Fri O/T 3 hrs PN call out chg 418-585-2797. CRFI, PCN
LIGHTING	17-AS(TE ME) P2, 35-AS(TE ME) P2 ARCAL-122.2 type K
COMM	(bil)
RCO	Québec rdo 123.475 (FISE) 126.7 (bcst)
MF	tfc 122.2 (without ground station) 15NM 4800 ASL (CAR 602.98)
PAL	Montréal Ctr 132.9 312.7
AWOS	124.6 (English) 127.5 (French)
PRO	Rgt hand circuits Rwy 17 (Jul 1-Sep 30) (CAR 602.96). Acft oprg within MF zone should have their ldg lights on.
CAUTION	P-line (30' pylons) & road west of rwy strip 17. Dense tfc in the region of Squaw Lake water A/D Jul-Sep.

SEPT-ÎLES QC — CYZV



REF	N50 13 24 W66 15 56 4.5E 18°W (2024) UTC-5(4) Elev 180' A5010 LO7 HI1 HI6 CAP
OPR	TC 418-962-8211 Cert Ldg fees (jet and turboprop acft only) Tml fees
PF	A-1,2,3,6,7 C-4,5 Tml bldg hrs of ops 11-02Z‡ Mon-Wed & Fri, 1100-0430Z‡ Thu, 12-23Z‡ Sat & Sun
CUST	AOE/15 888-226-7277 1300-2130Z‡ Mon-Fri exc hols
FLT PLN	(bil)
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montréal 800-633-1353
WX	METAR H24. TAF H24, issue times: 00, 06, 12, 18Z.
SERVICES	Call out chg may be levied for one or more svcs
FUEL	100LL, JA, JA-1, JB, HPR (CON I IP JA-1, FSII)
OIL	All
S	1,2,4,5,6
SUP FL	D & A-ice
JASU	Elect Start 10/15, CE13, CEA2 (Trans-Sol 12 hrs PN)
PVT ADV	Avjet/TSAS 122.9 fuel 418-962-3143 gnd hdlg 418-968-8095 11-02Z‡ Mon-Fri, 11-01‡ Sat-Sun O/T call out chg; Pétro Air Services 122.85 10-03Z‡ Mon-Fri, 11-23Z‡ Sat, 1300-2330Z‡ Sun O/T call out chg 418-968-3636 hg avbl; Avtech Fuel 11-21Z‡ O/T call out chg 855-678-4470/450-678-4470/418-350-1702
MIL CON	Avjet Holding Inc (418) 968-8095
RWY DATA	Rwy 09(086°)/27(266°) 6523x150 ASPH Rwy 13(127°)/31(307°) 5771x200 ASPH No win maint.
RWY CERT	Rwy 09 RVR 1200(1/4sm)/Rwy 27 RVR 1200(1/4sm) AGN IIIB Rwy 13/31 AGN IIIA
APRON	Prkg fees
RCR	Opr CRFI, 10-03Z‡ Mon-Fri, 10-02Z‡ Sat-Sun Dec 1-Mar 31 O/T 3 hrs PN PCN
LIGHTING	09-AN(TE HI), 27-AO (TE HI) P2, 13-AD(TE ME) P2, 31-AD(TE ME) P2
COMM	(bil)
RADIO	118.1 PTC avbl (E) (emerg only 418-962-8242)
RCO	Québec rdo 123.275 (FISE) 126.7 (bcst)
ATIS	(English) 124.8 (French) 134.9 11-03Z‡
MF	rdo 118.1 5NM 3000 ASL (CAR 602.98)
PAL	Montréal Ctr 135.55 381.9
NAV	
DME	YZV 114.5 Ch 92 N50 13 56 W66 16 25 (213')
ILS	IZV 109.5 (Rwy 09) RVR
PRO	Paved surface between Thlds 09 & 13 & paved road midway between Thlds 09 & 27 between the rwy & the apron not authorized for acft movements (CAR 602.96).
CAUTION	Daily radiosonde balloon launches with an ascent rate of 1000 ft/min btwn the hrs of 1115-1345Z and 2315-0145Z.

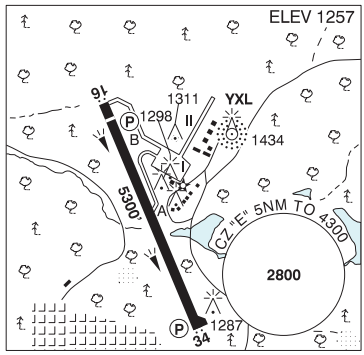
SHERBROOKE QC — CYSC



REF	N45 26 19 W71 41 29 9ENE 16°W (2013) UTC-5(4) Elev 792' A5002 LO6 LO8 HI5 HI6 CAP
OPR	Corporation de Développement de l'Aéroport de Sherbrooke 819-832-4314 Fax 819-832-1379 Reg 12-24Z‡ May-Sep, 12-22Z‡ Oct-Apr Ldg fees (jet and turboprop acft 3500 kg and greater)
PF	A-1,2,8 avbl 12-24Z‡ May-Sep, 12-22Z‡ Oct-Apr A-7 C-4,5 D-3,6
CUST	AOE/30 888-226-7277 1300-2130Z‡ Mon-Fri exc hols
FLT PLN	(bil)
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montréal 800-633-1353
WX	METAR AUTO H24 (see COMM) TAF 11-03Z‡, issue times: 11, 18, 00Z. WxCam
SERVICES	12-24Z‡ May-Sep, 12-22Z‡ Oct-Apr O/T call out chg 1 hr PN.
FUEL	100LL, JA-1(FSII avbl), AP, SP, HPR
OIL	100, W15W50, 20W50, Sport Plus 4
S	1,4,5,6 Opr
SUP FL	D & A-ice 1 hr PN
JASU	10/15
RWY DATA	Rwy 13(134°)/31(314°) 5901x150 ASPH Rwy 13 up 0.64%
RCR	Opr Win maint 12-22Z‡, O/T 3 hrs PN. Call out chg may apply.
APRON	Access code 2222
LIGHTING	13-AO(TE ME) P2, 31-(TE ME) P2 ARCAL-123.5 type K
COMM	(bil)
RCO	Québec rdo (Mont-Mégantic) 123.25 (FISE) 126.7 (bcst) May not be receivable on gnd
MF/ATF	UNICOM 12-24Z‡ May-Sep, 12-22Z‡ Oct-Apr; O/T tfc 123.5 5NM 3800 ASL (CAR 602.98)
PAL	Montréal Ctr 132.55
AWOS	126.25 (English), 128.15 (French)
CAUTION	A/D status unkn aprx 3.8NM NW. Possibility of wildlife in vic of rwy. Unlgtd tower lctd at N45 23 48 W71 49 52 (6.4NM W of A/D), 1419 ASL, 419 AGL. Due upward rwy slope, acft or vehicles positioned at Thld 13 may not be visible to other acft.

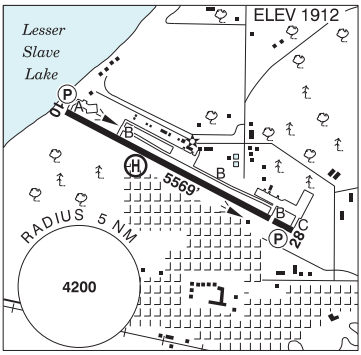
SIOUX LOOKOUT ON — CYXL

REF	N50 06 49 W91 54 20 Adj NE 1°W UTC-6(5) Elev 1257´ A5008 LO4 HI4 CAP
OPR	Municipality 807-737-2829 Cert Ldg fees
PF	A-1,2,3,6 C-4,5
FLT PLN	Pilots to open/close VFR flt plan with London rdo, FISE or by phone
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
WX	METAR H24. TAF H24, issue times: 02, 08, 14, 20Z.



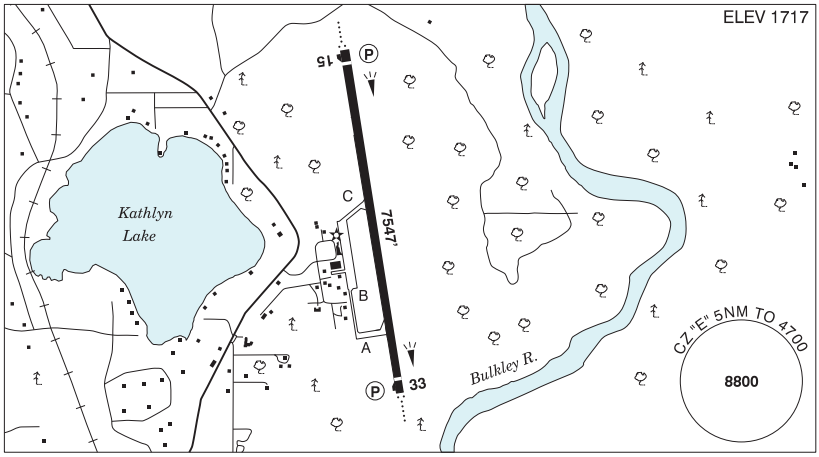
SERVICES	Call out chg may be levied for one or more svcs
FUEL	100LL, JA-1 807-737-0323 1230-0500Z‡ Sun-Fri, 1230-0400Z‡ Sat
OIL	All
S	1,2,3,4,5,6
RWY DATA	Rwy 16(160°)/34(340°) 5300x100 ASPH Thld 16 displ 298´ Rwy 34 down 0.51% RESA: 16/34 200'
RWY CERT	Rwy 16 RVR 1200(1/4sm)/Rwy 34 RVR 1200(1/4sm) AGN IIIA
RCR	Opr CRFI
LIGHTING	16-AS(TE ME) P2, 34-AS(TE ME) P2
COMM	
RADIO	122.0 (V) (emerg only 807-737-2819)
RCO	London rdo 126.0 (FISE) 126.7 (bcst)
ATIS	124.75
MF	rdo 122.0 5NM 4300 ASL (CAR 602.98)
PAL	Winnipeg Ctr 132.2 (Dryden) (may not be receivable on the ground)
NAV	
NDB	YXL 346 (M) N50 07 06 W91 53 52
DME	YLO 113.1 Ch 78 N50 07 04 W91 53 55 (1302')
PRO	Rgt hand circuits Rwy 34 (CAR 602.96). Transponder Mode C required within CZ 3000 ASL and abv.
CAUTION	Actual wind may vary significantly fr reported winds due to anemometer loc & lcl topography. Possibility of deer or wildlife within aprt perimeter. Model acft activity 6.0NM SW of A/D (N50 03 17 W92 01 55) max alt 500 AGL. Sioux Lookout/Pelican Lake water A/D 1.4NM SSW. Seaplane tfc following VFR routes - see VTPC.

SLAVE LAKE AB — CYZH



REF	N55 17 35 W114 46 38 Adj N 16°E (2014) UTC-7(6) Elev 1912' A5014 A5015 LO1 HI3 CAP
OPR	Slave Lake Airport Services Commission 780-849-0864 or 780-805-9670 1430-2330Z‡ Cert Ldg fees
PF	B-1 C-2,3,4,5,6
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
WX	METAR AUTO H24 (see COMM) TAF H24, issue times: 01, 07, 13, 19Z. WxCam
SERVICES	Call out chg may be levied for one or more svcs
FUEL	100LL, JA-1 (FSII avbl) self-serve cardlock all major credit & debit cards accepted 780-849-5353
S	4,5,6
JASU	Elect start 10/15
PVT ADV	CAN-WEST 122.8 780-849-5353
RWY DATA	Rwy 10(100°)/28(280°) 5569x100 asphalt Thld 28 displ 557´.
RWY CERT	Rwy 10/28 AGN IIIA
TWY CERT	Twy D AGN II
TWY	Twys A & C and adj aprons rstd to Forest Service use only. No win maint.
RCR	Opr Win maint 1430-2330Z‡ Oct 15-Apr 15 Mon-Fri exc hols O/T 2 hrs PN CRFI Call out chg may apply. PCN
LIGHTING	10-(TE ME) P1, 28-(TE ME) P1 ARCAL-123.2 type K
COMM	
RCO	Edmonton rdo 123.375 (FISE) 126.7 (bcst)
MF	tfc 123.2 5NM 5000 ASL (CAR 602.98)
PAL	Edmonton Ctr 124.85 304.2
AWOS	127.0
PRO	Rgt hand circuits Rwy 28 (CAR 602.96). Avoid flying over town.
CAUTION	Water bomber activity at or in vic of A/D Apr thru Sep. Wildlife may be on or in vic rwy.

SMITHERS BC CYYD



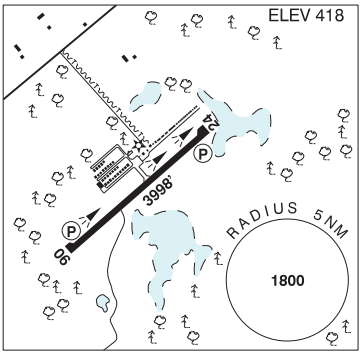
REF	N54 49 31 W127 10 58 2N 17°E (2024) UTC-8(7) Elev 1717' A5013 LO1 HI2 HI3 CAP
OPR	Smithers Regional Airport 250-847-3664/0534 O/T 250-877-1858 Fax 250-847-2605 Cert 1500-0100Z‡ Apr-Oct 1500-0330Z‡ Nov-Mar
PF	A-1,2 (ltd hrs),3,6 C-2,4,5
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
WX	METAR 15-04Z‡ Oct 1-May 31 14-06Z‡ Jun 1-Sep 30 O/T METAR AUTO (see COMM). TAF 14-06Z, issue times: 14, 19, 01Z. WxCam
SERVICES	Call out chg may be levied for one or more svcs
FUEL	100LL, JA-1 (FSII avbl), SP (JA-1 only) 250-847-3414 or 643-1755
OIL	W100 Aeroshell
S	1,2,3,4,5 (ltd), 6 (ltd)
SUP FL	D-ice, HPOX (ltd) (DJ Airside 250-877-1084)
JASU	Elect 28V up to 1500 amps (DJ Airside 250-877-1084)
PVT ADV	Shell Smithers 122.9
RWY DATA	Rwy 15(153°)/33(333°) 7547x150 ASPH Thld 15 displ 260' Thld 33 displ 264'
RWY CERT	Rwy 15/33 AGN IV
TWY CERT	Twy: A, B AGN IIIA
TWY	Twy B no vehicle control.
RCR	Opr Ltd win maint Nov-Mar, ctc opr for hrs of ops O/T 3 hrs PN call out chg may be levied. CRFI, PCN
LIGHTING	15-AO(TE ME) P2, 33-AO(non-std 1411') (TE ME) P2 PAPI limitation/restriction. PAPI Rwy 15 to be used only within 2NM of thld; PAPI Rwy 33 to be used only within 2NM of thld ARCAL-122.3 type K when FSS clsd

SMITHERS BC (Cont'd) CYYD

COMM	
RADIO	122.3 PTC avbl (V) 15-04Z‡ Oct 1-May 31, 14-06Z‡ Jun 1-Sep 30 (emerg only 250-847-2035)
RCO	Pacific rdo 123.375 (FISE)
MF	rdo 122.3 15-04Z‡ Oct 1-May 31, 14-06Z‡ Jun 1-Sep 30 O/T tfc 5NM 4700 ASL (CAR 602.98)
AWOS	128.65 04-15Z‡ Oct 1-May 31, 06-14Z‡ Jun 1-Sep 30
NAV	
VOR/DME	HOUSTON YYD 114.7 Ch 94 N54 27 08 W126 39 02 (4184')
PRO	Rgt hand circuits Rwy 33 (CAR 602.96). De-icing/anti-icing activity to be carried out on E edge of apron only. Ngt circuit alt 2800 ASL (1100 AGL) see VTPC.
CAUTION	Soaring activity W of aprt Apr-Oct. Ocsl parachuting aprx 5NM S. Smithers/Tyhee Lake water A/D: MF 122.3 aprx 9NM SE. Ngt ops are not recommended unless all 3 hazard bcns are oprg. Only pilots familiar with lcl terrain should use this aprt dur hrs of darkness. Extv bird activity Apr-Oct. Hi terrain reduces operational length of Rwys 15 and 33 PAPI.

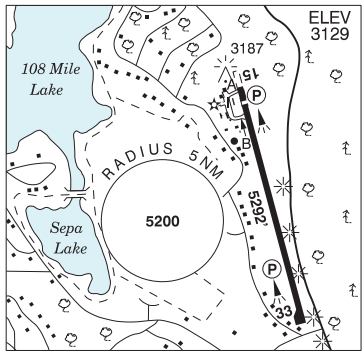
SMITHS FALLS-MONTAGUE (RUSS BEACH) ON CYSH

REF	N44 56 45 W75 56 25 3.5NE 14°W UTC-5(4) Elev 418' A5000 A5002 LO6 LO7 T2 RCAP
OPR	Smiths Falls Flying Club 613-430-5060 Reg
PF	A-1,7,8 C-2,3,4,5 D-6
CUST	AOE/CAN
FLT PLN	(bil)
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)



SERVICES	
FUEL	100LL (self-serve H24)
S	2,5
RWY DATA	Rwy 06(064°)/24(244°) 3998x75 asphalt Rwy 24 up 0.7% first third
RCR	Opr Ltd win maint
LIGHTING	06-(TE ME) AP 3.5°, 24-(TE ME) AP 3.5° ARCAL-122.9 type K
COMM	
ATF	UNICOM ltd hrs O/T tfc 122.7 5NM 3400 ASL excluding the airspace that lies within Ottawa TCA class C airspace.
PRO	VFR flights in Ottawa class "C" and terminal class "C" airspace see Ottawa/Macdonald-Cartier Intl for procedures. **VFR Codes:** In order to minimize delays, ATC freq congestion and for better airspace management, as well as to improve safety, ctc the Montreal ACC at 866-VFR-CODE (866-837-2633), or the FIC at 1-866-GOMETEO or 1-866-WX BRIEF, to provide ATC with info pertaining to your flt to obtain your transponder code at least 30 min prior to a flight into Ottawa Class C airspace.
CAUTION	Wildlife frequently on rwy. Right hand glider ops wknds Apr-Jun and Sep-Nov to 3000 MSL within 5NM. Trees on apch Rwy 24 aprx 90 AGL 2200'-1200' fr thld 150-250' right of centreline and aprx 50 AGL 600' fr thld aprx 200' right of centreline. Trees on apch Rwy 06 90 AGL aprx 1400' fr thld and 45 AGL aprx 600-400' fr thld. Occasional medium heli tng on or near rwy. Caution rotorwash.

SOUTH CARIBOO / 108 MILE BC — CZML

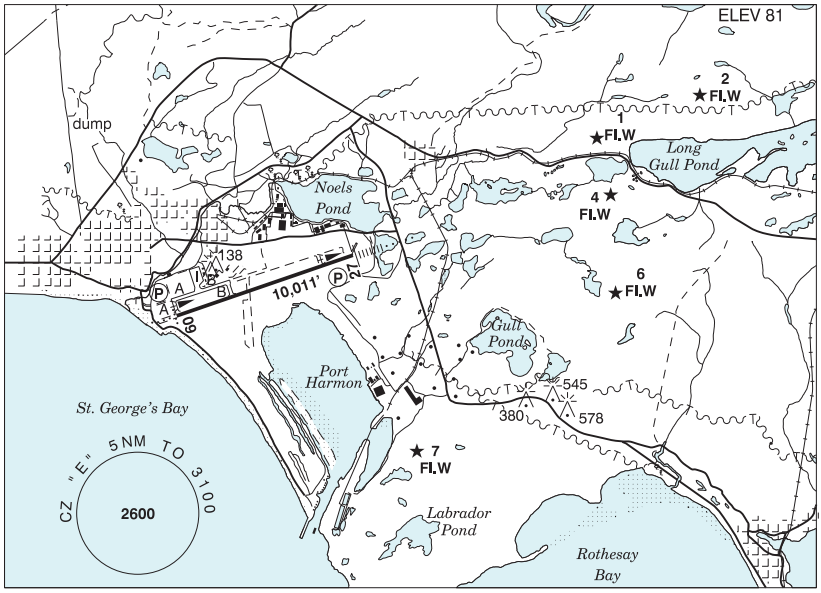


REF	N51 44 10 W121 19 58 5.3NW 17°E (2014) UTC-8(7) Elev 3129' A5004 LO2 HI3 CAP RCAP
OPR	Cariboo Regional District APM 250-791-1908 Reg Ldg fees apply to all turbine and twin engine acft
PF	A-1,3,6 C-2,4,5
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
WX	AUTO 250-791-9262 (See COMM)
SERVICES	
FUEL	100LL, JA Self-serve Visa & Mastercard
OIL	All
S	1,2,4,5,6
RWY DATA	Rwy 15(148°)/33(328°) 5292x75 asphalt Thld 15 displ 415' Rwy 15 down 0.51%
RCR	Opr
LIGHTING	15-(TE ME) P1, 33-(TE ME) P1 ARCAL-123.2 key mic 3 times to turn on low intensity, 5 times for medium intensity, 7 times for high intensity.
COMM	
ATF	tfc 123.2 5NM 6100 ASL
AUTO	122.55
PRO	Day: Rgt hand circuits Rwy 33 (CAR 602.96). Night: Rgt hand circuits Rwy 15 (CAR 602.96).
CAUTION	South end of rwy is not vis fr Thld 15. P-line across apch to Rwy 33 marked by ball markers.

SOUTHPORT MB — See PORTAGE LA PRAIRIE / SOUTHPORT

STANFIELD INTL NS — See HALIFAX / STANFIELD INTL

STEPHENVILLE DYMOND AIRPORT NL CYJT



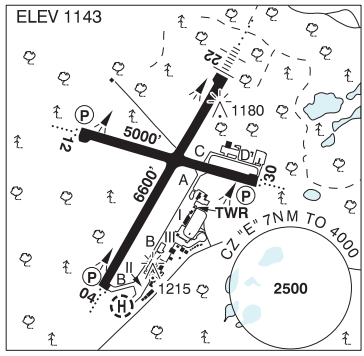
REF	N48 32 40 W58 33 00 1.5SE 20°W (2014) UTC-31/2(21/2) Elev 81' A5011 A5012 LO8 HI6 CAP
OPR	Stephenville Dymond Airport 709-643-8440/8445/8446, 877-663-8440 Fax 709-643-1295 H24 Cert
PF	A-1,2,3,5,6 C-4
CUST	AOE/30 12-20Z‡ Mon-Fri, AOE/15 Gen Avn only H24 exc hols 888-226-7277
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Gander 709-651-5225 or 888-751-5225.
WX	METAR H24 TAF H24, issue times: 00, 06, 12, 18Z
SERVICES	Call out chg, dependent on supplier, may be levied for one or more svcs.
FUEL	JA-1 (FSII avbl)
OIL	Turbo 2380, Aviation EE80
S	1,2,3,6
ARFF	PARTICIPATING CAT 5 (CAT 6 30 min PN)
SUP FL	D-Ice
JASU	Hobart 28/115V
PVT ADV	Stephenville Aviation Svcs 122.725 YJT Ramp Svcs 122.725
RWY DATA	Rwy 09(091°)/27(271°) 10,011x200 asphalt Rwy 27 down 0.69%
RWY CERT	Rwy 09 RVR 1200(1/4sm)/Rwy 27 RVR 1200(1/4sm) AGN V
RCR	Opr CRFI, PCN
LIGHTING	09-AD(non-std 1000') (TE HI) P3, 27-AN(TE HI) P3

STEPHENVILLE DYMOND AIRPORT NL (Cont'd) CYJT

COMM	
RCO	London rdo 123.475 (FISE) 126.7 (bcst)
MF	aprt rdo 122.1 5NM 3100 ASL (CAR 602.98)
PAL	Gander Ctr 120.325
NAV	
ILS	IJT 109.5 (Rwy 27) RVR
PRO	Rgt hand circuits for gliders conducting westerly departures from abandoned area N of Rwy 09/27 (CAR 602.96).
CAUTION	Daily radiosonde balloon launches with an ascent rate of 1000 ft/min btwn hrs of 1115-1345Z and 2315-0145Z. Glider activity Apr-Oct in abandoned area N of Rwy 09/27. Vehicle launching.

SUDBURY ON CYSB

REF	N46 37 32 W80 47 52 11NE 10°W (2012) UTC-5(4) Elev 1143´ A5000 A5001 LO4 HI4 HI5 CAP
OPR	Muni 705-693-2514 Cert
PF	A-1,2,3,6,7 C-4,5
CUST	AOE/15 888-226-7277 1330-2130Z‡ Mon-Fri exc hols
FLT PLN	Pilots to open/close VFR flt plan with London rdo, FISE or by phone.
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
WX	METAR H24. TAF H24, issue times: 02, 08, 14 & 20Z



SERVICES	Call out chg may be levied for one or more svcs.
FUEL	100LL, JA-1 (FSII avbl), HPR
OIL	All
S	1,2,3
ARFF	PARTICIPATING CAT 5 (CAT 7 3 hrs PN) 1100-0400Z‡ O/T PN call out chg.
SUP FL	D & A-ice
PVT ADV	Northern Aviation Services/Shell 122.95 705-693-2972 12-02Z‡ Mon-Fri, 13-01Z‡ Sat-Sun Page 24 hrs 705-671-6945; Executive Aviation Fuels Ltd/World Fuels Service 122.35 0900-0100Z‡ O/T 705-699-0079 or 705-822-6585
MIL CON	Executive Aviation 519-453-5370
RWY DATA	Rwy 04(040°)/22(220°) 6600x150 ASPH Rwy 12(116°)/30(296°) 5000x150 ASPH Rwy 12 Up 0.3%
RWY CERT	Rwy 04 RVR 1200(1/4sm)/Rwy 22 RVR 1200(1/4sm) AGN IV Rwy 12/30 AGN IV
TWY CERT	Twy D AGN IIIB
APRON	Apron I rstd to sked commercial air carrier by stand assignment only fr Greater Sudbury Airport. Apron III itinerant acft parking to be arranged through PVT ADV.
RCR	Opr RSC/CRFI & win maint avbl 11-04Z‡ O/T 8 hrs PN, call out chg. PCN
LIGHTING	04-AO(TE HI) P2, 22-AN(TE HI), 12-AO(TE ME) P2, 30-AO(TE ME) P2

SUDBURY ON (Cont'd) CYSB

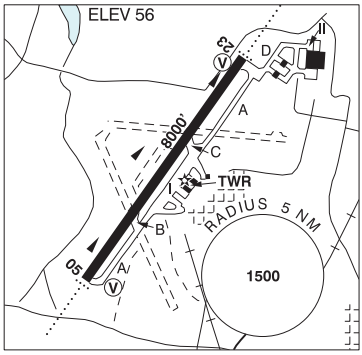
COMM	
RADIO	125.5 (V) (emerg only 705-693-3661)
RCO	London rdo 123.475 (FISE) 126.7(bcst)
ATIS	127.4
CLNC DEL	121.8 PTC avbl
MF	rdo 125.5 7NM 4000 ASL (CAR 602.98)
PAL	Toronto Ctr 135.5
NAV	
DME	YSB 112.3 Ch 70 N46 37 45 W80 47 54 (1171')
ILS	ISB 110.3 (Rwy 22) RVR
PRO	Rgt hand circuits Rwys 22 & 30 (CAR 602.96).
CAUTION	Extv float/ski/helicopter tfc in vic Azilda, ATF 122.8 and Coniston A/D 8NM S, ATF 123.0.

SUDBURY FSS-RCO

London 119.4 (RAAS) 0345-1120Z‡ (N43 01 W81 09)

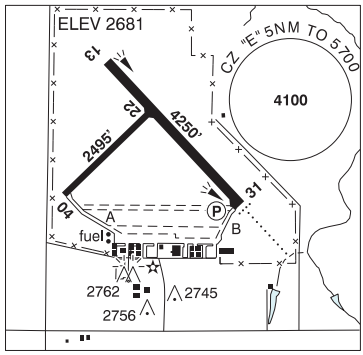
SUMMERSIDE PE CYSU

REF	N46 26 26 W63 50 01 3.5NNW 18°W (2013) UTC-4(3) Elev 56' A5003 LO8 HI6 CAP
OPR	Slemon Park Corp 902-432-1760 Reg
PF	B-1,2,3,5 C-1,2,3,4,5,6
CUST	AOE/CAN 888-226-7277
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200.
WX	AUTO 866-436-6059 (see COMM) ALTIMETER/WIND 902-432-1760 ltd hrs (see COMM)



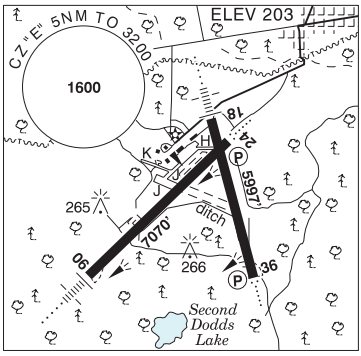
SERVICES	Call out chg may be levied for one or more svcs.
FUEL	100LL, JA-1 (FSII avbl) Ltd hrs contact Opr
MILCON	Slemon Park Corp (Irving Oil) 902-432-1760 Ltd hrs contact Opr.
RWY DATA	Rwy 05(054°)/23(234°) 8000x200 ASPH
TWY	Twy B & D not lighted. No win maint Twy A & B.
RCR	Opr
LIGHTING	05-AD AS(TE LO) V2 2.5°, 23-AD AS(TE LO) V2 2.5° all lighting O/R 1 hr PN
COMM	
ATF	UNICOM (AU) ltd hrs O/T tfc 122.95 5NM 3100 ASL
AUTO	122.55
PRO	Rgt hand circuits Rwy 23 (CAR 602.96)
CAUTION	Parajumps at A/D to 12,500'. Training areas west & south of A/D, see Moncton VTPC - Training areas. Migratory bird activity spring/fall. Small arms firing range 820m NE Thld 23 and 300m left of centreline. Wind turbines aprx 1.3NM SE Thld 23 410 AGL.

SWIFT CURRENT SK — CYYN



REF	N50 17 31 W107 41 24 4E 11°E (2013) UTC-6 Elev 2681´ A5006 LO2 HI3 CAP
OPR	City of Swift Current 306-778-4803 Cert Ldg fees exc for single-engine piston acft
PF	A-1 C-2,3,4,5,6
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
WX	METAR AUTO H24 (see COMM) TAF H24, issue times: 00, 06, 12, 18Z. WxCam
SERVICES	Cardlock H24, VISA, Mastercard and American Express accepted. Ctc 306-741-0132
FUEL	100LL, JA-1 (FSII avbl)
OIL	All
S	2,3,4,5,6
RWY DATA	Rwy 13(124°)/31(304°) 4250x150 ASPH Rwy 13 up 0.4% Rwy 04(034°)/22(214°) 2495x50 ASPH Rwy 22 up 0.72%
RWY CERT	Rwy 04/22 AGN IIIA Rwy 13/31 AGN IIIA
TWY	Twy B width 35'
RCR	Opr 14-23Z Mon-Fri exc hols O/T 1 hr PN AMSCR CRFI PCN.
LIGHTING	04-(TE ME), 22-(TE ME), 13-(TE ME), 31-AD(TE ME) P1 ARCAL-122.3 type K
COMM	
RCO	Edmonton rdo 123.275 (FISE) 351.3 (FISE) 126.7 (bcst)
MF	tfc 122.3 (no ground station) 5NM 5700 ASL (CAR 602.98)
PAL	Winnipeg Ctr 132.8
AWOS	124.7
PRO	**ATS PPR REQUIREMENTS:** Ctc Winnipeg ACC 204-984-5979 for IFR tng and photo survey within Swift Current Class E Airspace 12,500' and below excluding the airspace within the Moose Jaw MTCA.
CAUTION	Migratory birds in vic of A/D

SYDNEY / J. A. DOUGLAS McCURDY NS — CYQY

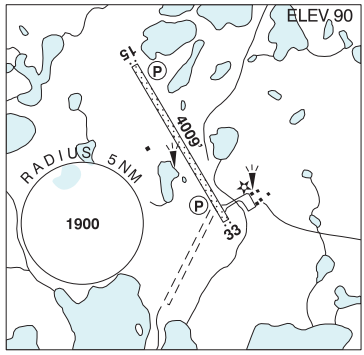


REF	N46 09 41 W60 02 53 5ENE 17°W (2025) UTC-4(3) Elev 203' A5003 A5012 LO8 HI6 CAP
OPR	Sydney Airport Authority 902-564-7720 1100-1930Z‡ Mon-Fri Commissionaire 902-564-7723 or 902-565-0388 09-05Z‡ Cert
PF	A-1,2,6 ATB access PPR for Air Charter flt ctc 902-564-7723 C-3,4,5
CUST	AOE/44 (200 stage off-loading), 12-21Z‡ Mon-Fri exc hols, 12-20Z‡ Sat-Sun. Gen Avn call 888-226-7277 to rpt arr. CANPASS
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200.
WX	METAR H24. TAF H24, issue times: 00, 06, 12, 18Z
SERVICES	Call out chg may be levied for one or more svcs.
FUEL	100LL 902-564-7723, JA-1 (FSII avbl) 0730-2230Z‡ dly O/T PN (Menzies Aviation 902-564-8101)
S	1,2
ARFF	PARTICIPATING CAT 5 (CAT 7 4 hr PN) 08-01Z‡, O/T 902-565-0388 call out chg.
SUP FL	D & A ice
PVT ADV	Kitpu Aviation FBO 130.075 902-789-2169
MIL CON	Menzies Aviation/ASIG 902-565-6577
RWY DATA	Rwy 06(063°)/24(243°) 7070x200 ASPH Rwy 36(002°)/18(182°) 5997x150 ASPH
RWY CERT	Rwy 06RVR 1200(1/4sm)/Rwy 24 RVR 1200(1/4sm) AGN IV Rwy 36 RVR 1200(1/4sm)/Rwy 18 RVR 1200(1/4sm) AGN IV
TWY CERT	Twy K AGN IIIB
RCR	Opr CRFI, PCN AMSCR 09-05Z‡
LIGHTING	36-AO(TE HI) P2, 18-AN(TE HI), 06-AN(TE HI), 24-AO(TE HI) P2 Rwy 36/18 and associated lighting ARCAL-123.2 type K. Rwy 06/24 and associated lighting ARCAL-122.0 type K. Rotating beacon, taxi and apron lights activated with either selection.
COMM	
RCO	Charlottetown rdo 122.0 (RAAS) (U) London rdo 123.475 (FISE) 126.7 (bcst)
MF	Charlottetown rdo 122.0 5NM 3200 ASL (CAR 602.98)
PAL	Moncton Ctr 118.6 266.3
NAV	
DME	YQY 114.9 Ch 96 N46 09 23 W60 03 33 (213')
ILS	IQY 110.3 (Rwy 06) RVR
CAUTION	Migratory bird act in vic of A/D May-Oct.

TALOYOAK NU

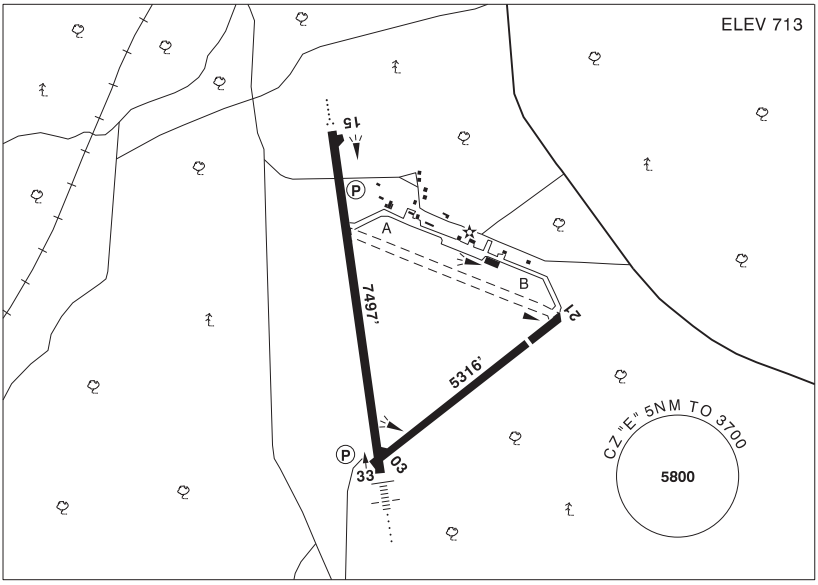
CYYH

REF	N69 32 48 W93 34 37 0.75W 9°W (2024) UTC-7(6) Elev 90´ A5043 LO5 HI1 HI2 CAP
OPR	Govt of Nunavut 867-645-8200 Emerg/Incident rpt 867-645-6565 13-22Z‡ Mon-Fri exc hols Cert
PF	C-1,2,4,5
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
CARS	867-561-6241
WX	METAR H24. TAF H24, issue times: 00, 06, 12, 18Z.



SERVICES	Call out chg may be levied outside oprg hrs.
FUEL	JA-1 16-24Z‡ Mon-Fri exc hols PN ctc 867-561-5221 O/T 867-561-5757/5772. Credit cards not accepted. Credit by prior arng only, ctc 867-645-8400, allow 7 working days.
OIL	All
RWY DATA	Rwy 15(151°T)/33(331°T) 4009x100 gravel Rwy 33 up 0.87%
RWY CERT	Rwy 15/33 AGN IIIA
RCR	Maint contractor 867-360-6272, 867-391-0033. A/D maint avbl 15-24Z‡ Mon-Fri exc hols, O/T 12 hrs PN. Call out chg. PCN
LIGHTING	15-AS(TE ME) P1, 33-AS(TE ME) P1 ARCAL-122.1 type K (see CAUTION)
COMM	
RCO	Edmonton rdo 123.55 (FISE) 126.7 (bcst)
MF	aprt rdo 122.1 5NM 3100 ASL (CAR 602.98)
APRT RDO	122.1 (V)
NAV	
NDB	YYH 290 (M) N69 32 29 W93 31 32 Unmonitored
CAUTION	Extv migratory bird activity May-Oct. Rwy edge lgt installed higher than std (aprx 27 inches high loc 5' outside rwy edge).

TERRACE BC CYXT



REF	N54 28 07 W128 34 42 3S 19°E (2014) UTC-8(7) Elev 713′ A5013 LO1 HI3 CAP
OPR	Terrace-Kitimat Aprt Society 250-635-2659 13-08Z‡ Cert
PF	A-1,2,3,6,7 C-4,5
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
WX	METAR H24. TAF H24, issue times: 01, 07, 13, 19Z.
SERVICES	
FUEL	100LL, JA-1 (FSII avbl) 1230-0400Z‡, 250-638-1564, O/T call out chg may be levied.
OIL	All
S	5 May 01-Oct 31
ARFF	DESIGNATED CAT 6 1330-0740Z‡ for scheduled commercial acft 20 seats & abv, other acft 2 hr PN 250-615-7636. Call out chg.
PVT ADV	Executive Flight Centre 250-638-1564 Fax 250-638-1589
MILCON	Executive Flight Centre Fuel 250-638-1564

TERRACE BC (Cont'd) CYXT

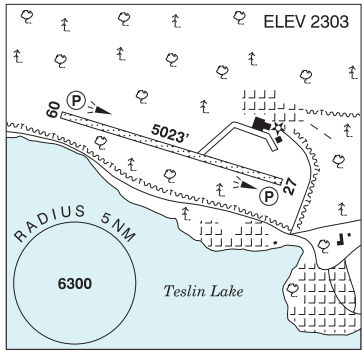
RWY DATA	Rwy 15(153°)/33(333°) 7497x148 ASPH Rwy 03(033°)/21(213°) 5316x148 ASPH Thld 21 displ 797' Rwy 21 down 0.69%
RWY CERT	Rwy 15 RVR 1200(1/4sm) Day only/Rwy 33 RVR 1200(1/4sm) Day only AGN IV Rwy 03/21 AGN IIIA
TWY CERT	Twy: A, B AGN IIIB
TWY	Twy B no vehicle control
APRON	Tran acft must park in SE corner of Apron. Itinerant parking with tiedowns on grass May to Oct. N side main apron stands 1-3 are rstd to sked tfc only. All stands PPR. Itinerant pilot/pax access via pilot access door on E end of tml bldg. No access/egress via tml bldg facility is permitted. Exceptions require prior approval of aprt opr. Corporate itinerant prkg ctc Executive Flight Centre.
RCR	Opr Win maint 13-08Z‡ O/T 2 hrs PN 250-615-7636, cost recovery. Rwy 03/21 no win maint. Ltd hrs CRFI, PCN
LIGHTING	15-AO(TE HI) P2 3.5°, 33-AN(TE HI) P2 3.5° ARCAL-122.0 type K PAPI limitation/restriction. PAPI Rwy 33 to be used only within 2NM of thld.
COMM	
RADIO	122.0 PTC avbl (E) (emerg only 250-635-2110)
RCO	Pacific rdo 123.375(FISE) 126.7 (bcst)
MF	rdo 122.0 5NM 3700 ASL (CAR 602.98)
PAL	Vancouver Ctr 128.4 269.1
NAV	
NDB	XT 332 (M) N54 22 27 W128 35 04 KITIMAT ZKI 203 (M) N54 03 15 W128 40 12
DME	IXT 110.1 Ch 38 N54 27 39 W128 35 16
ILS	IXT 110.1 (Rwy 33)
PRO	Rgt hand circuits Rwy 33 (CAR 602.96). Ngt circuit pro, see VTPC.
CAUTION	Ngt ops not recommended unless all hazard bcns are oprg. Recommend that only pilots familiar with the local area use the aprt dur the hrs of darkness. Hi terrain reduces operational length of Rwy 33 PAPI. Displ thld 21 marked by hi vis barrels

TERRACE FSS – RCO

Sandspit 122.3 (RAAS) 296.2 (RAAS) (N53 15 W131 48)

TESLIN YT CYZW

REF	N60 10 22 W132 44 38 Adj NW 19°E (2023) UTC-7 Elev 2303' A5028 A5099 LO5 HI2 CAP RCAP
OPR	Govt of Yukon 867-634-2046 or 867-993-7709 Reg
PF	A-1 C-2,4,5
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
CARS	867-390-2525 Ltd hrs (see COMM) Fax 867-390-2528
WX	METAR dur CARS hrs (see COMM) O/T LWIS TAF 18-24Z Oct 1-May 31; 15-01Z Jun 1-Sep 30; issue times:18Z Oct 1-May 31; 15, 18Z Jun 1-Sep 30.
SERVICES	Fuel stor by permit only ctc opr
S	4,5,6

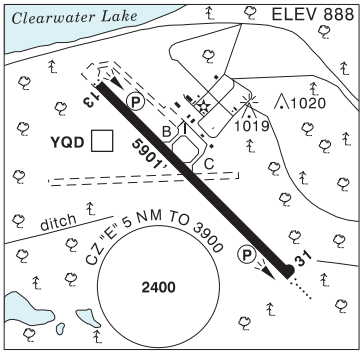


TESLIN YT (Cont'd) CYZW

RWY DATA	Rwy 09(088°)/27(268°) 5023x100 GRVL Rwy 27 down 0.52% AGN IIIA
RCR	CARS, dur CARS hrs ops (see COMM), ltd maint. Compacted snow/GRVL mix during win conds. Sfc may be soft dur freeze & thaw periods.
LIGHTING	09-(TE LO) P2, 27-(TE LO) P2 4° ARCAL-122.1 type J PAPI may require 3-5 min to activate via ARCAL in cold temperatures.
COMM	
MF	aprt rdo ltd hrs O/T tfc 122.1 5NM 5400 ASL (CAR 602.98)
APRT RDO	122.1 (V) 13-01Z Jun 1-Sep 30; 16-24Z Oct 1-May 31
PRO	Rgt hand circuits Rwy 09 (CAR 602.96).
CAUTION	Rwy sfc soft in spring & when wet. Frost heaves may occur in area 600´ fr thld Rwy 27.

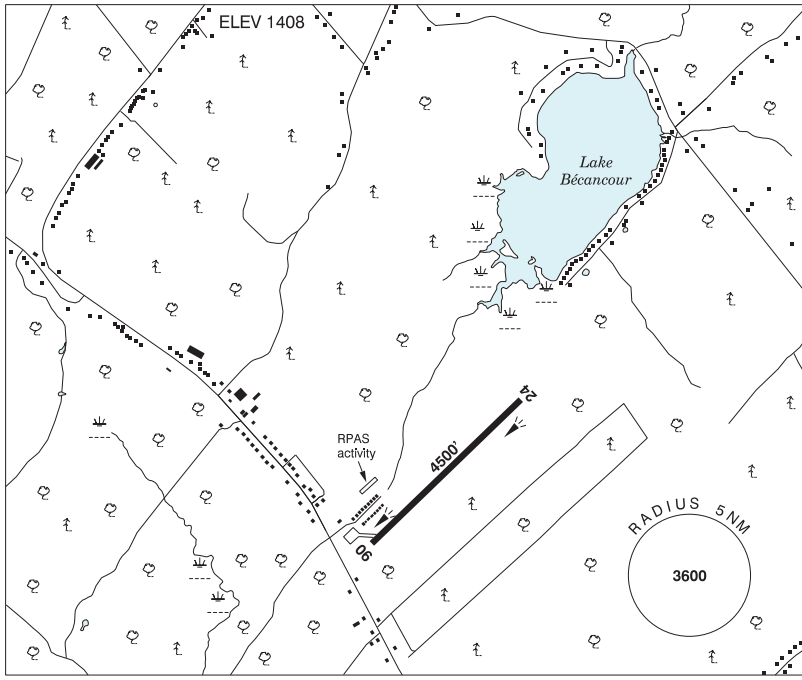
THE PAS MB CYQD

REF	N53 58 17 W101 05 28 10NE 6°E (2017) UTC-6(5) Elev 888′ A5016 LO1 LO3 HI4 CAP
OPR	Town of The Pas 204-624-5233 14-02Z‡ Mon-Fri, 14-24Z‡ Sat-Sun Cert
PF	A-1,6,7 D-2,3,4,5 Tml bldg opr 12-02Z‡ Mon-Fri, 14-00Z‡ Sat-Sun
FLT PLN	Pilots to open/close VFR flt plan with Edmonton rdo, FISE or by phone.
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
WX	METAR AUTO H24 (see COMM). TAF H24, issue times: 01, 07, 13, 19Z. WxCAM



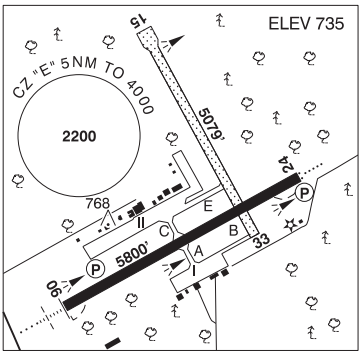
SERVICES	Call out chg may be levied for one or more svcs
FUEL	100LL, JA-1 (FSII avbl), SP Cardlock. 204-624-5233 or 204-627-9114
OIL	All
SUP FL	D-ice Type 1
JASU	10/15 28 VDC 1400 amps only
RWY DATA	Rwy 13(129°)/31(309°) 5901x150 asphalt
RWY CERT	Rwy 13/31 AGN IIIB
RCR	Opr 14-02Z‡ Mon-Fri, 14-24Z‡ Sat-Sun CRFI, PCN
LIGHTING	13-AS(TE ME) P2, 31-AO(TE ME) P2 ARCAL-122.2 type K
COMM	
RCO	Saskatoon rdo 122.2 (RAAS) 14-02Z‡ (emerg only 306-665-4248) Edmonton rdo 126.7 (FISE)
MF	Saskatoon rdo 14-02Z‡ O/T tfc 122.2 5NM 3900 ASL (CAR 602.98)
PAL	Winnipeg Ctr 135.625
AWOS	124.7
NAV	
DME	YQD 113.6 Ch 83 N53 58 25 W101 06 00 (910′)
CAUTION	Daily radiosonde balloon launches with an ascent rate of 1000 ft/min btwn the hrs of 1115Z-1345Z and 2315Z-0145Z.

THETFORD MINES QC CSM3



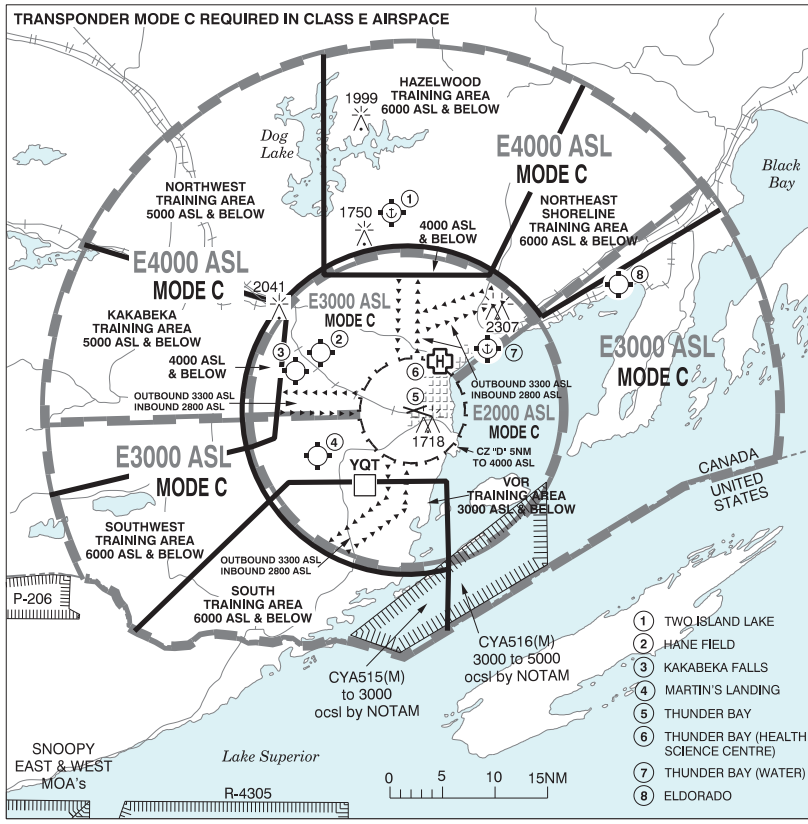
REF	N46 03 08 W71 15 27 3.5SE 16°W (2012) UTC-5(4) Elev 1408′ A5002 LO6 LO8 CAP
OPR	Grondair Aviation 418-335-3121 Reg
PF	A-1,7,8 C-2,3,4,5,6
FLT PLN	(bil)
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montréal 800-633-1353
SERVICES	14-22Z O/T Call out chg
FUEL	100LL, JA-1
OIL	W100, 15W50
S	4,6
RWY DATA	Rwy 06(062°)/24(242°) 4500x100 ASPH Rwy 06 down 0.49% AGN IIIA
RCR	Opr Ltd win maint
LIGHTING	06-(TE LO), 24-(TE LO) ARCAL-122.5 type J
COMM	
ATF	UNICOM ltd hrs O/T tfc 122.8 5NM 4500 ASL
PRO	Rgt hand circuits Rwy 06 (CAR 602.96).
CAUTION	**Circuit patterns:** Rwy 06 tfc ptn, twr 2075 ASL (300 AGL) 1.1NM NW of A/D. **Wildlife:** Fur farm aprx 9NM NNE of A/D Feb 1-Jun 15 (see TC AIM RAC 1.10.1). **NORDO:** Possible NORDO win maint equip on rwy. Seaplane ops Lake Bécancour 1.2NM NE May-Nov. RPAS ops N of hgs.

THOMPSON MB — CYTH



REF	N55 48 17 W97 51 45 3N 3°E (2014) UTC-6(5) Elev 735′ A5016 LO3 HI4 CAP
OPR	Thompson Regional Aprt Authority APM 204-677-0724 O/T 204-679-0295 12-02Z‡ Sun-Fri, 14-23Z‡ Sat exc hols Cert Ldg fees
PF	A-1,2,3,6 C-4,5
FLT PLN	Pilots to open/close VFR flt plan with Edmonton rdo, FISE or by phone.
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
WX	METAR H24. TAF H24, issue times: 01, 07, 13, 19Z.
SERVICES	Call out chg may be levied for one or more svcs
FUEL	100LL, JA-1, JB
OIL	All
S	1,2,3,4,5,6 O/T 1 hr PN for all call outs
SUP FL	D & A-ice
PVT ADV	Shell 122.95 call sign VXH74 204-677-2337, 1330-0030Z‡ Mon-Fri, 16-24Z‡ Sat & Sun O/T 204-679-1311
RWY DATA	Rwy 06(058°)/24(238°) 5800x150 ASPH Rwy 15(148°)/33(328°) 5079x100 GRVL Rwy 33 up 0.67%
RWY CERT	Rwy 06/24 AGN IV Rwy 15/33 AGN IIIB
TWY CERT	Twy B AGN IIIB
APRON	Apron I: General Avn acft to park in designated locations on NW edge, W of twy A (no exceptions). Medevac and commercial charter acft to park on E portion, adj to aprt maint shop. De-icing, runups and eqpt staging to take place on E edge. Prkg fees applicable after 2 hrs. Acft parked in non-designated areas will be subject to extra fees.
RCR	Opr 204-677-0726 Mon-Fri O/T 204-679-0295 CRFI, Rwys maint 12-02Z‡ Sun-Fri, 14-23Z‡ Sat exc hols. O/T 1 hr PN for AMSCR and CRFI PCN. Call out chg.
LIGHTING	06-AN(TE HI) P2, 24-AO(TE HI) P2, 15-(TE ME), 33-(TE ME)
COMM	
RADIO	122.5 (V) (emerg only 204-677-6979)
RCO	Edmonton rdo 123.55 (FISE) 126.7 (bcst)
ATIS	127.65
MF	rdo 122.5 5NM 4000 ASL (CAR 602.98)
PAL	Winnipeg Ctr 133.15
NAV	
VOR/DME	YTH 112.9 Ch 76 N55 48 40 W97 49 31 (791′)
ILS	ITH 110.3 (Rwy 06) RVR
PRO	Rgt hand circuits Rwys 15 & 24 (CAR 602.96).
CAUTION	Extv frost heaves on Apron I, on Rwy 06/24 at Twy A and Rwy 15/33 intxn & on Rwy 15/33 570 ft to 710 ft N of rwy intxns. Rwy 15/33 & Twy B not recommended for jet acft due to loose gravel.

THUNDER BAY VFR TERMINAL PROCEDURES CHART

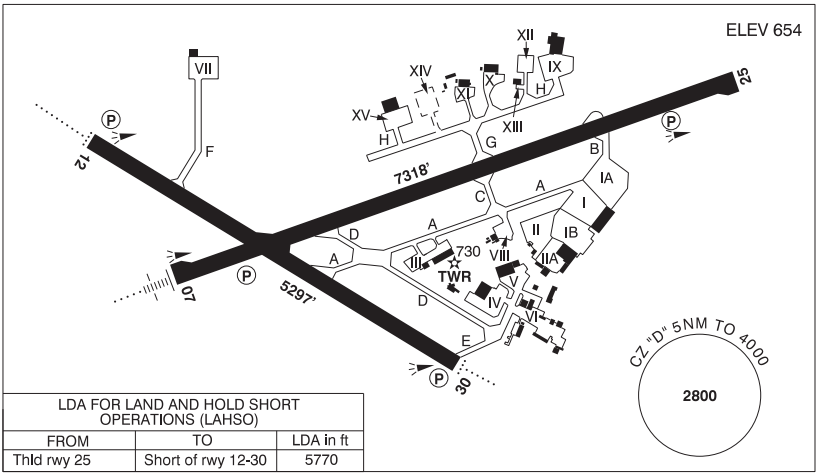


TRAINING AREA ARRIVALS
- Join arrival route as close as possible to starting point.
- Fly the route on the depicted track and altitude until advised by Thunder Bay Tower.

TRAINING AREA DEPARTURES
- Join departure route as close as possible to starting point.
- Fly the route on the depicted track and altitude.

CAUTION TO NON-PARTICIPATING PILOTS: FREQUENT USE OF DEPICTED VFR ROUTES

THUNDER BAY ON CYQT



LDA FOR LAND AND HOLD SHORT OPERATIONS (LAHSO)		
FROM	TO	LDA in ft
Thld rwy 25	Short of rwy 12-30	5770

REF	N48 22 19 W89 19 18 Adj SW 4°W (2014) UTC-5(4) Elev 654′ A5001 A5008 LO4 HI4 T2 CAP
OPR	Thunder Bay Intl Aprts Authority Inc (TBIAAI) 807-473-2600 1000-0430Z‡ Cert Ldg fees
PF	A-1,2,3,6,7 C-4,5
CUST	AOE/40 888-226-7277 13-05Z‡
FLT PLN	Pilots to open/close VFR flt plan with London rdo, FISE or by phone
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
WX	METAR H24. TAF H24, issue times: 02, 08, 14, 20Z. WxCam
SERVICES	
FUEL	100LL, JA-1 (FSII avbl), HPR 1030-0330Z‡
OIL	All & Turbo 35
S	1,2,3,4,5,6,7
ARFF	DESIGNATED CAT 7 1000-0430Z‡ O/T call out chg, ctc Duty Mgr 807-625-0595, aprt clsd to acft 20 seats & abv, exc for diversions or as an altn A/D without PPR.
SUP FL	LHOX
JASU	CE14
PVT ADV	Thunder Bay Flight Refuelling (World Fuel Services) 123.2 1030-0330Z‡ O/T 807-577-1178; SkyFill Aviation Refuelling Inc (Shell) 122.85 0930-0130Z‡ O/T 807-475-5915
MIL CON	SkyFill Aviation Refuelling Inc (Shell) 122.85 807-475-5915

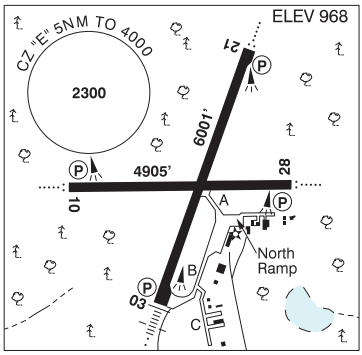
THUNDER BAY ON (Cont'd) CYQT

RWY DATA	Rwy 07(074°)/25(254°) 7318x148 ASPH Rwy 12(125°)/30(305°) 5297x150 ASPH RESA: 07/25 492' RESA: 12 321'; 30 492'
RWY CERT	Rwy 07 RVR 1200(1/4sm)/Rwy 25 RVR 1200(1/4sm) AGN IV Rwy 12 RVR 1200(1/4sm)/Rwy 30 RVR 1200(1/4sm) AGN IIIB
TWY CERT	Twy: A, C, D AGN IIIB
TWY	Twy E (NE of D) uncontrolled. Twy F extends for 225´ then changes to apron VII. Private, uncontrolled beyond hold line. Twy H: Private.
APRON	Apron I rstd to sked commercial air carrier by stand assignment only fr TBIAAI. Acft shall not taxi between ATB and pushed back acft. All sked acft shall be directed into prkg posn by Marshalling Services. Taxiing acft to remain on taxilanes. Uncontrolled. Apron II: Itinerant acft prkg. Uncontrolled. Apron III: E entrance ltd to gnd tfc. Aprons III, IV, V, VII, VIII, IX, X, XI, XII, XIII, XV: Private and uncontrolled. Aprons VI: Uncontrolled.
RCR	Opr 1030-0500Z‡ Nov 15-Apr 15, O/T 2 hr PN, call out chg. CRFI PCN Win maint 1030-0500Z‡.
LIGHTING	07-AN(TE HI) P2, 25-(TE HI) P2, 12-AD AS(TE ME) P2, 30-AD(non-std 1700´) AS(TE ME) P2
COMM	
RADIO	118.1 PTC avbl (E) 04-11Z‡ (emerg only 807-473-4311)
RCO	London rdo 122.375 (FISE) 126.7 (bcst)
ATIS	128.8
GND	121.9 11-04Z‡
TWR	118.1 (E) 11-04Z‡ (emerg only 807-473-5252) Admin/Supervisor 807-474-4245
MF	rdo 118.1 04-11Z‡ 5NM 4000 ASL (CAR 602.98)
ARR	Winnipeg Ctr 119.2
DEP	Winnipeg Ctr 119.2
PAL	Winnipeg Ctr 132.125
NAV	
DME	YQT 114.1 Ch 88 N48 15 14 W89 26 15 (1641′)
DME	YTV 117.8 Ch 125 N48 22 11 W89 19 48 (676')
ILS	IQT 109.5 (Rwy 07) RVR
PRO	Rgt hand circuits Rwys 25 & 30 (CAR 602.96). See CAP for NOISE & NIGHT restrictions. **ATS PPR REQUIREMENTS:** Ctc Winnipeg ACC 204-984-5979 for the following; - IFR tng and Photo Survey within Thunder Bay Class E Transponder Airspace - VFR tng conducting simulated holds and inst apch **VFR TRAINING PROCEDURES** - See VTPC
CAUTION	Heli flood lgts 30 AGL N side of apron II. Lgtd obst 746 ASL 0.5NM NE Thld 25 (intxn Thunder Bay Express Way & Arthur street). Terrain rises abruptly to 1600 ASL 2NM SE of A/D. Extv flt tng within 35NM W & N of CYQT CZ to 6000 ASL. Extv bird and wildlife activity in vic of A/D. Railroad tracks SW of A/D in close proximity.

THUNDER BAY FSS – RCO

Island Lake 122.2 (RAAS) (N53 51 W94 39)
Pickle Lake 122.2 (RAAS) 11-02Z (N51 27 W90 13)

TIMMINS (VICTOR M. POWER) ON — CYTS

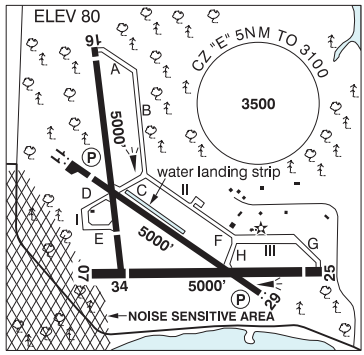


REF	N48 34 09 W81 22 39 6NNW 11°W UTC-5(4) Elev 968´ A5009 LO4 LO7 HI4 CAP
OPR	City of Timmins 705-360-2636 10-03Z‡ Nov 1-Apr 30 1100-2130Z‡ Mon-Fri exc hols, 13-16Z‡ Sat-Sun & hols May 1-Oct 31 Cert Ldg fees
PF	B-1,2,3,6 C-4,5
FLT PLN	Pilots to open/close VFR flt plan with London rdo FISE or by phone.
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
WX	METAR H24. TAF H24, issue times: 02, 08, 14, 20Z.
SERVICES	
FUEL	100LL, JA-1 (FSII avbl), HPR 10-01Z‡ Mon-Fri, 1130-2400Z‡ Sat-Sun O/T 1 hr PN 705-360-8888
OIL	All
S	1,2,3
SUP FL	D-Ice Type I & IV Air Creebec 705-264-9521. D-Ice Type I & A-Ice Type III Maintair Aviation Services Ltd. 705-262-4849
JASU	10/15
PVT ADV	Esso 129.05 705-268-7212
MIL CON	Air Creebec Inc. 705-264-9521
RWY DATA	Rwy 03(031°)/21(211°) 6001x150 ASPH Rwy 10(101°)/28(281°) 4905x150 ASPH
RWY CERT	Rwy 03/21 AGN IV Rwy 10/28 AGN IV
TWY CERT	Twy C AGN II
RCR	Opr RSC/CRFI & Win maint avbl 10-03Z‡ O/T 4 hrs PN, call out chg. PCN
LIGHTING	03-AN(TE HI) P2, 21-AO(TE HI) P2, 10-AO(TE ME) P2, 28-AO(TE ME) P2
COMM	
RADIO	122.3 PTC avbl (E) (emerg only 705-264-6009)
RCO	London rdo 123.55 (FISE) 126.7 (bcst)
ATIS	124.95
MF	rdo 122.3 5NM 4000 ASL (CAR 602.98)
PAL	Toronto Ctr 128.3
NAV	
VOR/DME	YTS 113.0 Ch 77 N48 34 20 W81 22 12 (989')
ILS	ITS 109.7 (Rwy 03) RVR
PRO	Turn around bay on Thld 21 not to be used for holding. Non-sked and tran acft park on N Ramp.
CAUTION	Blasting ops SE of A/D up to 1486 MSL refer to VTPC, ctc London rdo. Porcupine Lake ATF area adj SE (ltd hrs 123.3 O/T 122.8 5NM 2000 ASL). Extv bird & wildlife activity in vic A/D.

TIMMINS FSS – RCO

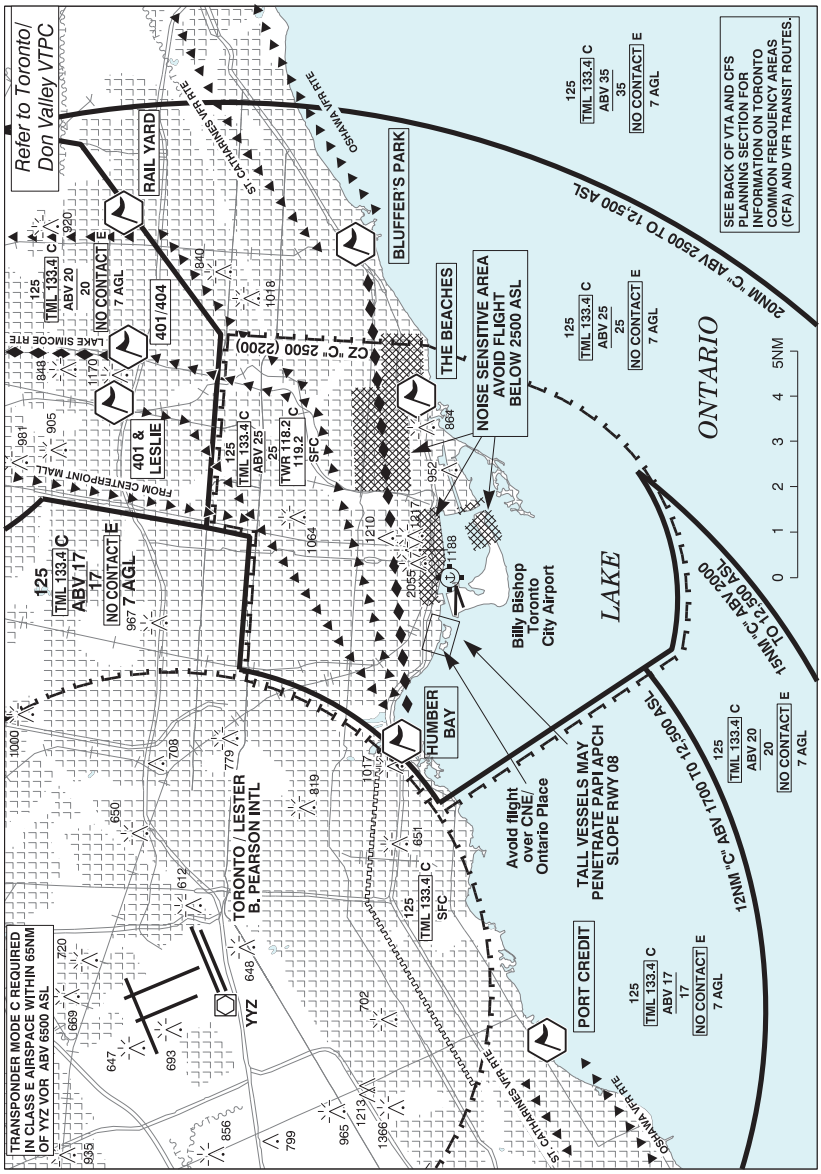
Moosonee 122.5 (RAAS) 12-02Z‡ (N51 17 W80 38)
Muskoka 122.3 (RAAS) (N44 58 W79 18)

TOFINO / LONG BEACH BC — CYAZ



REF	N49 04 55 W125 46 21 6SE 17°E (2015) UTC-8(7) Elev 80′ A5004 LO2 HI3 CAP
OPR	Alberni-Clayoquot Regional District Airport 250-720-2700, 250-725-3751 1600-0030Z‡ Mon-Fri exc hol Cert Ldg fees
PF	B-1,6 D-2,3,4,5
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
WX	METAR 15-01Z (DT 13-01Z) O/T LWIS TAF 17-01Z (DT 15-01Z), issue times: 17, 19Z (DT 15, 19Z).
SERVICES	
FUEL	100LL, JA-1 Cardlock 24 hr emerg phone 250-266-1449
RWY DATA	Rwy 16(158°)/34(338°) 5000x100 CONC Thld 16 displ 208′ Thld 34 displ 887′ Rwy 11(109°)/29(289°) 5000x100 ASPH Thld 11 displ 500′ Rwy 07(073°)/25(253°) 5000x150 CONC Thld 07 displ 735′ Thld 25 displ 358′
RWY CERT	Rwy 16/34 AGN IIIB Rwy 11/29 AGN IIIB Rwy 07/25 AGN IIIB
APRON	Apron III: NW end of Apron for fixed wing and helicopter refuelling.
RCR	Aprt ops 250-725-3751 Ltd win maint. PCN
LIGHTING	11-AS(TE ME) P1, 29-AS(TE ME) P1 ARCAL-123.25 type K
COMM	For IFR clnc ctc Hardy rdo 1330-0530Z‡ O/T Pacific rdo
RCO	Hardy rdo 123.25 PTC avbl (RAAS) 1330-0530Z‡ Pacific rdo 125.85 (FISE) 126.7 (bcst)
MF	Hardy rdo 123.25 1330-0530Z‡ O/T tfc 5NM 3100 ASL (CAR 602.98)
PAL	Vancouver Ctr 132.9 134.925 254.9
PRO	PVT Water landing strip PPR Avoid overflight of noise sensitive area at less than 1000 AGL, see A/D sketch & VTPC

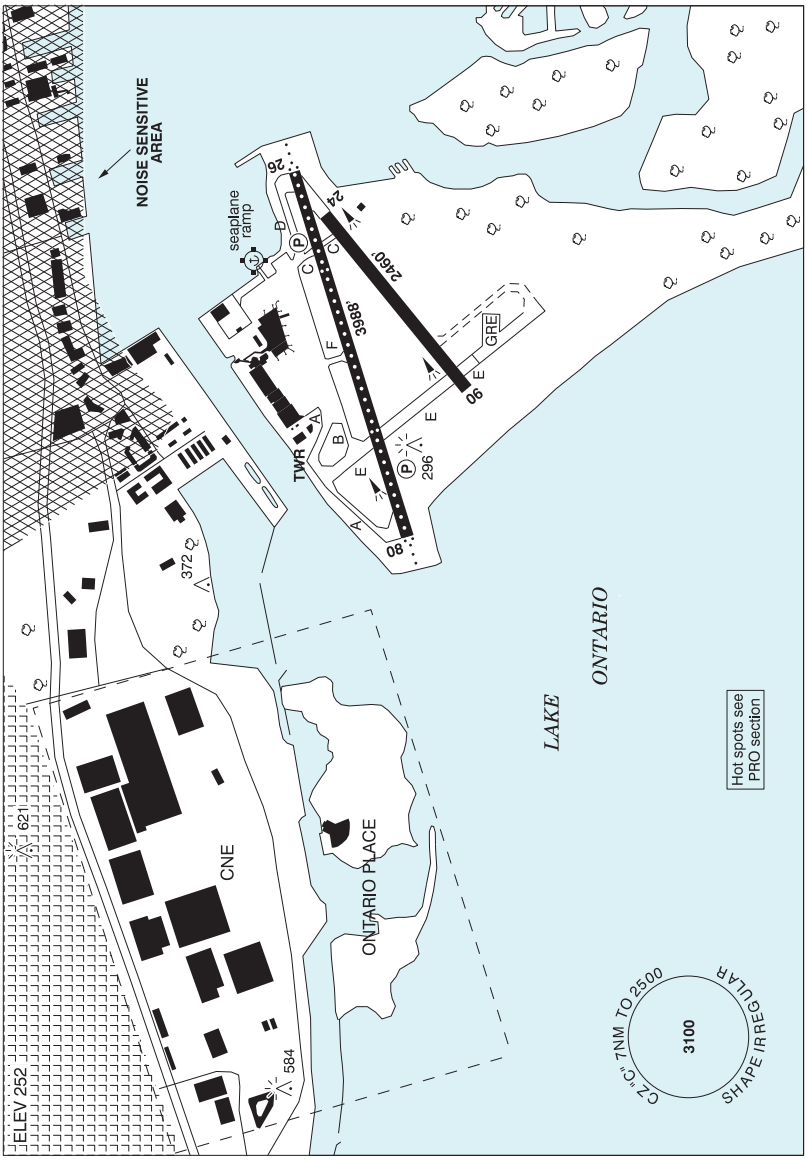
TORONTO / BILLY BISHOP TORONTO CITY AIRPORT VFR TERMINAL PROCEDURES CHART



TORONTO / BILLY BISHOP TORONTO CITY AIRPORT VFR TERMINAL PROCEDURES CHART (Cont'd)

NAME	IDENT	LAT/LONG
401 / 404	VCFOF	N43° 46' 04" W79° 20' 00"
401 & LESLIE	VCLES	N43° 45' 58" W79° 21' 55"
BLUFFER'S PARK	VCBLF	N43° 42' 30" W79° 14' 00"
HUMBER BAY	VCHUB	N43° 37' 32" W79° 28' 34"
PORT CREDIT	VCPCR	N43° 33' 00" W79° 35' 00"
RAIL YARD	VCRYD	N43° 48' 10" W79° 15' 04"
THE BEACHES	VCBCH	N43° 39' 48" W79° 18' 24"

TORONTO / BILLY BISHOP TORONTO CITY AIRPORT ON — CYTZ



REF	N43 37 42 W79 23 46 Adj S 11°W UTC-5(4) Elev 252′ VTA A5000 LO6 T2 CAP RCAP
OPR	Toronto Port Authority 416-203-6942 Cert Ldg fees
PF	A-1,6 B-2,3 C-4,5
CUST	AOE/90 888-226-7277 13-05Z‡

TORONTO / BILLY BISHOP TORONTO CITY AIRPORT ON (Cont'd) CYTZ

FLT PLN	Pilots to open/ close VFR flt plan with London rdo 123.15 or by phone.
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	Toronto 905-676-4590/4591/4592 or 888-217-1241
WX	METAR AUTO H24 (see COMM). TAF H24, issue times: 02, 08, 14, 20Z. WxCam
DUAT	Porter FBO
SERVICES	1145-0400Z‡ dly Ferry and pedestrian tunnel ltd hrs - no other access to aprt.
FUEL	100LL, JA-1 (FSII avbl)
OIL	All
S	1,3
ARFF	DESIGNATED CAT 6 1145-0400Z‡, O/T call out chg 2 hr PN
PVT ADV	Stolport FBO 416-203-1144 130.57 1145-0400Z‡ Porter FBO 416-203-2424 123.35 1145-0400Z‡
RWY DATA	Rwy 08(082°)/26(262°) 3988x150 grooved ASPH Rwy 06(061°)/24(241°) 2460x100 ASPH
RWY CERT	Rwy 08 RVR 1200(1/4sm)/Rwy26 RVR 1200(1/4sm) AGN IIIA Rwy 06/24 AGN I
RCR	Opr 1145-0345Z‡ CRFI/RSC avbl ltd hrs. PCN
LIGHTING	06-(TE ME), 24-(TE ME) 08-AS(TE HI CL) P1 3.9°, 26-AZ(TE HI CL) AP 4.25° MEHT 63´ See CAUTION PAPI P1 apch Rwy 08 and APAPI apch Rwy 26. Rwys 08 & 26 - three white inset pre-thld centerline lgts. Two pairs of inset white lgts 1099' upwind of each thld mark. Yellow rwy edge lgts for final 1305' Rwy 26 and Rwy 08.
COMM	
ATIS	133.6 1130-0400Z‡
GND	121.7 1130-0400Z‡
TWR	City 118.2 119.2 (V) 1130-0400Z‡ (emerg only 416-973-9240)
ATF	tfc 118.2 0400-1130Z‡ within CZ 7NM shape irregular 2500 ASL
ARR	Toronto 133.4
DEP	Toronto 133.4
AWOS	133.6 0400-1130Z‡
NAV	
DME	TORONTO CITY ITZ 110.15 Ch 38(Y) N43 37 38 W79 23 58 (296'). ITZ DME unmonitored when twr clsd. DME not usable within 1.0 DME.
ILS	ITZ 110.15 (Rwy 08) Ch 38(Y) RVR. ITZ ILS unmonitored when twr clsd.
LOC	ICR 110.15 (Rwy 26) RVR. ICR ILS unmonitored when twr clsd.
PRO	Pilots should refer to Canadian Airport Charts (CAC) to obtain details on established hot spots, prior to operating on maneuvering areas. CAC are available for free on the NAV CANADA website. VFR Arrivals: Final apch Rwy 24 offset 10° S due bdgs to 625 ASL along lakeshore. Final apch Rwy 24 to be flown over water parallel to lakeshore til intercept of Rwy 24 centreline. Abv 15°C, no acft with more than 100 pax or over 85,000 lbs is auth to perform 180° turns on Rwy 08/26 without perms 416-293-6942 Ext 17

TORONTO / BILLY BISHOP TORONTO CITY AIRPORT ON (Cont'd) CYTZ

PRO (Cont'd)

VFR FLIGHTS
All VFR acft should anticipate arr and dep instructions fr ATC.

ARRIVALS
- Acft entering CZ from over Lake Ontario to the S ctc Billy Bishop Toronto City **TWR 119.2**.
- Acft entering CZ via designated VFR routes ctc Billy Bishop Toronto City **TWR 118.2** when crossing Hwy 401 fr Centerpoint Mall, or at Leslie & 401, Humber Bay, or Bluffers Park VFR checkpoints.

DEPARTURES
- Acft departing the CZ to the northeast, not above 2000 ASL unless cleared to enter Class C airspace.
- Acft departing the CZ at Humber Bay not above 1700 ASL unless cleared to enter Class C airspace.
- Acft departing the CZ via Bluffer's Park not above 2500 ASL unless cleared to enter Class C airspace.

NOISE ABATEMENT

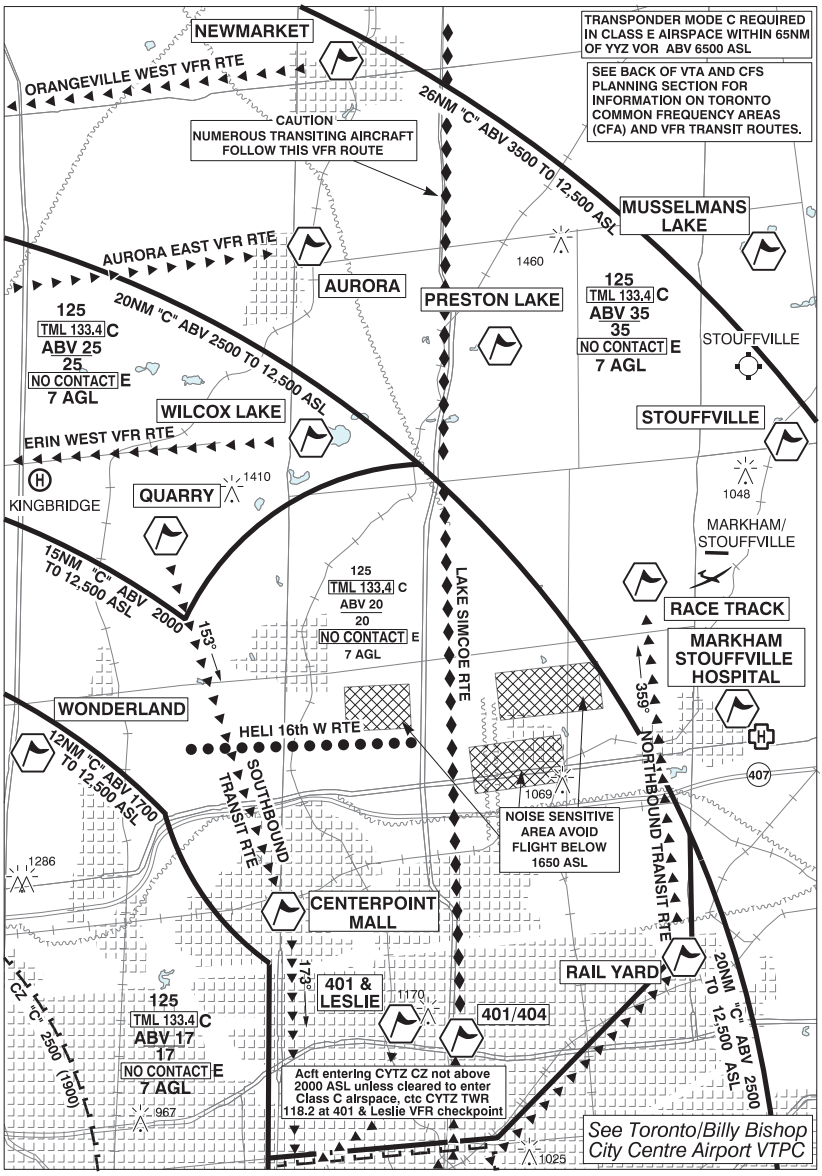
RESTRICTIONS
Pursuant to CAR 602.105, the following restrictions are in effect.
1. No arr/dep btwn 0400-1145Z‡ dly exc MEDEVAC & emerg.
2. All jet acft (exc MEDEVAC flts) and certain types of propeller acft are proh fr utilizing the aprt. Pilots should check with aprt ops prior to arr.
3. Rgt hand circuits Rwys 06, 08
4. Rotary wing acft are to conform to established circuit pattern, unless auth by ATC.
5. All pilots are rqrd to check with the Aprt Duty Mgr (ADM) prior to conducting any engine maint run-ups.
6. All pilots are encouraged to minimize the use of "reverse thrust" upon ldg, as long as flt safety is not jeopardised in any way.

PROCEDURES
Pursuant to CAR 602.105, the following procedures are in effect.
1. Pilots are requested to maintain 2000 ASL or above over Metropolitan Toronto Zoo (N43 49 05 W79 11 15).
2. Avoid overflight of noise sensitive areas, see Toronto/Billy Bishop Toronto City Airport VTPC for east VFR routing.
3. All arr/dep acft to avoid flt over CNE/Ontario Place. For details see Toronto/Billy Bishop Toronto City Airport VTPC and Toronto/Billy Bishop Toronto City Airport sketch.

CAUTION

Frequent banner towing activity over CNE in fixed pattern 1500 ASL and below.
Vessels up to 116' (362 ASL) in vic of final apch to all rwys.
PAPI P1 apch slope Rwy 08 will ensure clearance over tall vessels. DME/glide path antenna 296 ASL (45 AGL) at A/D, see sketch. APAPI Rwy 26 apch slope 4.25°. APAPI apch slope Rwy 26 will ensure clearance over vessels and chimney (N43 38 45 W79 19 59), 952 ASL (700 AGL) 2.6NM fr Thld 26. Secondary ERS subject to availability of ferry ops.
Wind turbine aprx 1NM W of aprt at CNE 584 ASL (323 AGL) N43 37 52 W79 25 29.
Extv bird activity on A/D.
Seapl ramp rstd to acft with max wt of 4000 lbs.
Flagpole 372 ASL (121 AGL) located 0.4NM N of Thld Rwy 08.

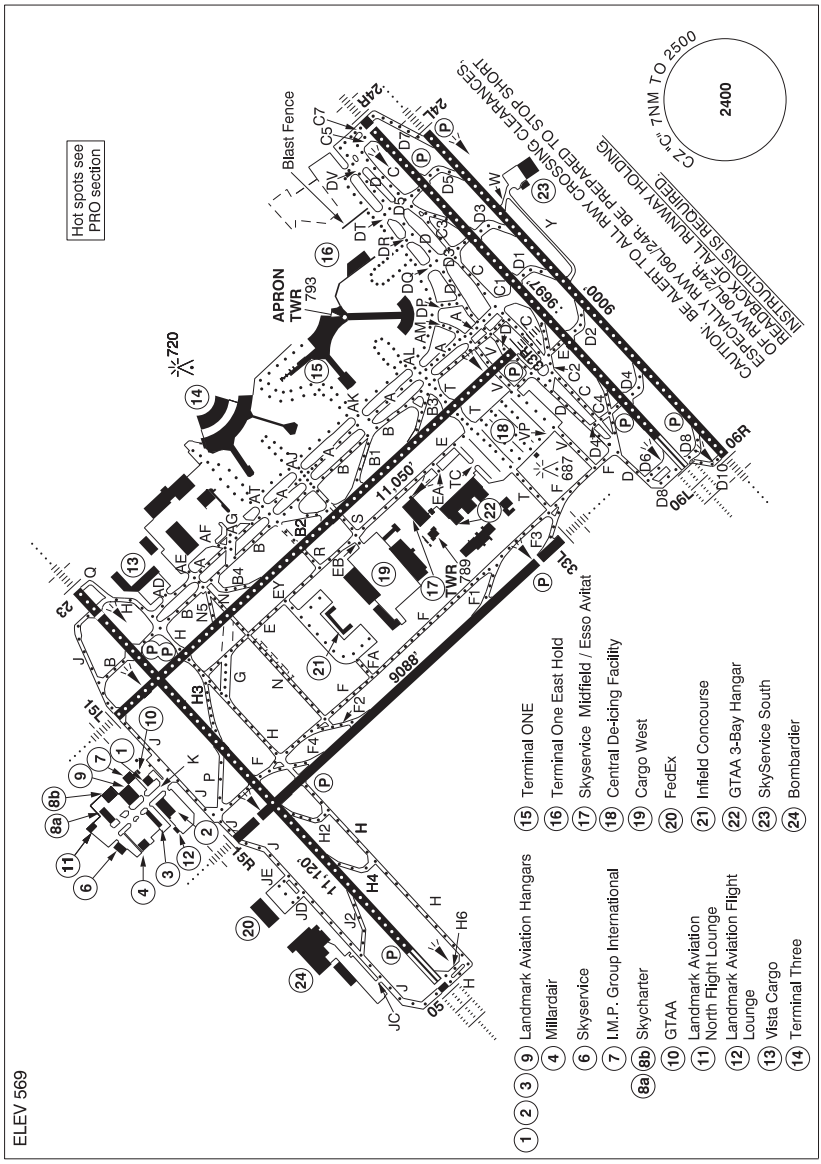
TORONTO / DON VALLEY VFR TERMINAL PROCEDURES CHART



TORONTO / DON VALLEY VFR TERMINAL PROCEDURES CHART (Cont'd)

NAME	IDENT	LAT/LONG
401/404	VCFOF	N43° 46' 04" W79° 20' 00"
401 & LESLIE	VCLES	N43° 45' 58" W79° 21' 55"
AURORA	VCAUR	N44° 00' 00" W79° 28' 00"
CENTERPOINT MALL	VCCPM	N43° 47' 44" W79° 25' 18"
MARKHAM STOUFFVILLE HOSPITAL	VCWTR	N43° 53' 12" W79° 14' 42"
MUSSELMANS LAKE	VCMUS	N44° 02' 00" W79° 16' 42"
NEWMARKET	VCNMT	N44° 03' 00" W79° 28' 00"
PRESTON LAKE	VCPRT	N43° 59' 12" W79° 22' 48"
QUARRY	VCQAR	N43° 53' 50" W79° 29' 26"
RACE TRACK	VCRTK	N43° 55' 26" W79° 17' 39"
RAIL YARD	VCRYD	N43° 48' 10" W79° 15' 04"
STOUFFVILLE	VCSTF	N43° 58' 00" W79° 15' 00"
WILCOX LAKE	VCWLZ	N43° 56' 54" W79° 26' 06"
WONDERLAND	VCWND	N43° 50' 30" W79° 32' 30"

TORONTO / LESTER B. PEARSON INTL ON — CYYZ



REF	N43 40 34 W79 37 50 Adj W 10°W UTC-5(4) Elev 569' VTA A5000 LO6 HI5 T2 CAP OC
OPR	Greater Toronto Airports Authority 416-776-3056 www.torontopearson.com/en H24 Cert Ldg fees
PF	A-1,2,3,5,6,7 C-4

TORONTO / LESTER B. PEARSON INTL ON (Cont'd) CYYZ

CUST	AOE 888-226-7277 General aviation aircraft must clear customs at the fixed base opr of their choice. Ramp charges may apply.
FLT PLN	Pilots to open/close VFR Flt Pln with London FIC via phone or London rdo 123.275 when practicable.
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
WX	METAR H24. TAF H24, issue times: 00, 03, 06, 09, 12, 15, 18 & 21Z.
ACC	Toronto 905-676-4590/4591/4592 or 888-217-1241. Flt pln by Fax at 905-676-5044 & include phone numbers where pilot can be reached prior to dep.
DUAT	Esso Avitat; Landmark Aviation; Skycharter
SERVICES	
FUEL	JA, JA-1(FSII avbl), JB, HPR
OIL	All
S	1,2,3
ARFF	DESIGNATED CAT 9
SUP FL	D & A-ice, LHOX
JASU	CE16
PVT ADV	Landmark Aviation 122.95 H24; Skycharter Ltd 129.75 1130-08Z‡ Skyservice/Esso Avitat 128.95 H24
MIL CON	Signature Flight Support (Shell) 905-677-5777

TORONTO / LESTER B. PEARSON INTL ON (Cont'd) CYYZ

RWY DATA	Rwy 15L(147°)/33R(327°) 11,050x200 ASPH Rwy 15R(147°)/33L(327°) 9088x197 ASPH Thlds 15R & 33L displ 588′ Rwy 05(057°)/23(237°) 11,120x200 ASPH Thld 05 displ 135′ Thld 23 displ 686′ Rwy 06L(057°)/24R(237°) 9697x197 ASPH Thld 24R displ 197′ Rwy 06R(057°)/24L(237°) 9000x197 ASPH RESA: All Rwys 492' Departures from holding bay inner centerlines Rwy 06L/D6, 24R/C5 and 05/H6 subtract 263′ from declared distances.
RWY CERT	Rwy 15L RVR 1200(1/4sm)/Rwy 33R RVR 600 AGN V Rwy 15R RVR 1200(1/4sm)/Rwy 33L RVR 1200(1/4sm) AGN V Rwy 05 RVR 600/Rwy 23 RVR 1200(1/4sm) AGN V Rwy 06L RVR 600/Rwy 24R RVR 1200(1/4sm) AGN V Rwy 06R RVR 1200(1/4sm)/Rwy 24L RVR 1200(1/4sm) AGN V
TWY CERT	Twy JC AGN II Twy K AGN IV Twy: W, Y AGN IIIB
TWY	Twy D4, D5 south of rwy 06L/24R: Angled rwy hold positions in effect. Twy K is uncontrolled & is rstd to acft with wingspans 41.15m/135′(B757W) or less & an Aircraft Load Rating of 9.0 or less. Other acft may be auth with prior appr from opr. Design spd for C2, B2, H3, D1, D2, D3, D4, D5, D7 & D8 is 50 kt (93 kph). Design spd for J2, F1, F2, F3 & F4 is 45 kt (85 kph). All other rapid exits designed for an exit speed of 35 kt (65kph). Normal Rwy 23 deps are from Twy "H". Rwy 23 deps do not enter Twy "Q" without specific clnc from ATC. Acft requiring full length must notify gnd ctl on initial contact. During CAT II/III arrivals 05 departures shall be from H6 Twys W & Y rstd to acft with wingspans less than 36m.
APRON	At all T1, T1 East Hold, T3, Infield & FedEx Apron/Parking areas, all acft must contact the applicable Apron Advisory prior to engine start at gate, pushback or taxi. Fedex Apron rstd to acft with wingspans 51.9m/170' or less. Taxilane btwn 3C and 4C rstd to acft with wingspans less than 36m. Wingspans of 64.9m/213' permitted to Gate C27 Code E. Asphalt apron sfc E of positions 5G and 6F to 101A rstd to acft with wingspans 28.4m/93′ (DH8-400) or less & an acft load rating of 9.0 or less. Outer/East loop btwn 7E-8E rstd to acft with wingspans less than 36m and Inner/East loop btwn 7D-8D rstd to acft with wingspans 79.9m/262' or less. Simultaneous use of lane 7 & 8 max wingspan 64.9m/213' Code E. Outer/North loop btwn 9C-9D-10D-10C rstd to acft with wingspans less than 36m. Strict adherence to Taxilane centreline required btwn DR and DV and on Taxilanes 10 through 12. Taxilane 10 rstd to acft with wingspans 36m/118' or less. Refer to CAP parking areas (Terminal 1 and Terminal 1 East Hold) for details. Proceed only to gates assigned by Apron Advisory. Bombardier Apron: Pvt SkyService South Apron: Heli ops not auth. Pvt.
RCR	Opr CRFI, PCN
LIGHTING	05-AL(TE HI A TDZL) P3, 23-AN(TE HI A) P3 06L-AL(TE HI A TDZL) P3, 24R-AW AS(TE HI A) P3 06R-AN(TE HI A) P3, 24L-AN(TE HI A) P3 15R-AN(TE HI) P3, 33L-AN(TE HI) P3 15L-AN(TE HI A) P3, 33R-AN(TE HI A) P3

TORONTO / LESTER B. PEARSON INTL ON (Cont'd) CYYZ

COMM

RCO	London rdo 123.275 (FISE)
ATIS	120.825
CLNC DEL	121.3 all dep acft ctc clnc del dur 12-04Z‡
APRON ADV	North apron 122.275 (122.825) South apron 122.075 (122.825) A-CDM Coordinator 122.875 (122.825) Apron Tow Coordinator 136.525 FedEx, Infield Concourse, Cargo West 122.275 (North apron). Skyservice/Avitat, 3 Bay Hgr Aprons 122.075 (South apron).
GND	119.1 121.65 121.9
TWR	Toronto 118.35 118.7 (E) (emerg only 905-676-3588)
ARR	124.475 125.4 132.8 134.175
DEP	127.575 128.8
VFR ADV	119.3 133.4

NAV

VOR/DME	YYZ 112.15 Ch 58(Y) N43 39 29 W79 37 53 (561′) PEARSON YTP 116.55 Ch 112(Y) N43 40 18 W79 39 50 (595′)
DME	IDP 111.95 Ch 56(Y) N43 39 41 W79 37 12 (552') IJS 109.1 Ch 28 N43 39 44 W79 37 10 (551′) INV 109.3 Ch 30 N43 40 33 W79 35 58 (565′) ITO 110.95 Ch 46(Y) N43 40 13 W79 38 03 (572′)
ILS	ICV 111.95 (Rwy 06R) RVR IDP 111.95 (Rwy 24L) RVR IJS 109.1 (Rwy 06L) RVR ILP 110.95 (Rwy 15R) RVR INV 109.3 (Rwy 24R) RVR ITO 110.95 (Rwy 33L) RVR ITX 109.7 (Rwy 05) RVR ILE 110.3 (Rwy 33R) RVR IRW 110.5 (Rwy 15L) RVR IYZ 111.5 (Rwy 23) RVR

TORONTO / LESTER B. PEARSON INTL ON (Cont'd) CYYZ

RESTRICTIONS

OPERATING RESTRICTIONS
The following restrictions are in effect:
1. All acft oprg to/fr the A/D are rqrd to obtain a slot for all ops.
2. Training flights are not permitted in the Toronto Control Zone from 0000-0700 local time. For other times, prior permission is required from National Traffic Management Unit (FLOW CTL) 800-268-4831 or 905-676-3528.
3. All maintenance runs/runups must be conducted in accordance with GTAA APRON & MAINTENANCE RUN PROCEDURES (avbl from opr-tel 416-776-3056). Upon approval contact Apron Coordinator frequency.
4. Airport Reservation Office (ARO) procedure for all General Aviation and Business Aviation acft oprg IFR & VFR flights. Operators must file a dep and arr reservation through an online coordination system; more info avbl on www.torontopearson.com/aro. Ctc ARO at 416-776-7568 or 1-800-267-7568.
5. Opr may implement a Dep Tfc Management Initiative (D-TMI) due capacity reduction on rwys, deicing facility, or other constraint. Existing slots and reservations may be reallocated to balance hourly demand with capacity. When D-TMI in effect, scheduled operators to verify slot reallocation through Airport Collaborative Decision Making (A-CDM) and General & Business Aviation to verify reservations through their FBO.

NOISE ABATEMENT RESTRICTIONS
Pursuant to CAR 602.105 and CAR 602.106, the following restrictions are in effect:
1. Noise abatement pro apply to all acft, (VFR & IFR) wx permitting 04-12Z‡.
2. Arrivals and departures of acft are rstd as per the table below:

Aircraft	Restricted Hours - local time
Noise Certification or Type	**Arrivals & Departures**
I All non-noise certificated jet aircraft	2000 - 0800
II All ICAO annex 16, vol 1 Chapter 2 & equivalent aircraft	0000 - 0700
III All ICAO annex 16, vol 1 Chapter 3 & equivalent aircraft (subject to paragraph 4 or 5)	0030 - 0630
IV All other aircraft (subject to paragraph 4 or 5)	0030 - 0630

a) Non-noise certificated jet powered acft are prohibited from departing on Runways 05, 06L, 06R, 15L, 15R and 33L.
b) Between 0000 and 0630 local time, departures are prohibited on Rwys 05, 06L, 06R, 15L and 15R and arrivals are prohibited on Rwys 24R, 24L, 23, 33R, 33L and 15R unless assigned by ATC.
c) All acft operating on a scheduled and repetitive basis are rqrd to obtain an extension or an exemption to opr dur the rstd hrs. Submit req for oprg ext on the day of ops to the GTAA with justification at 416-776-3480 or 1-800-267-SLOT (7568), (fax 416-776-5552). For advance exemption requests or information, make submission in writing to the Manager, Slots & Capacity Allocation, Greater Toronto Airports Authority, Toronto Pearson International Airport, P.O. Box 6031, Toronto AMF, Ontario, L5P 1B2 (fax 416-776-3483).
d) **All other oprs are rqrd to obtain permission to opr dur the rstd hrs** by contacting the GTAA on the day of operation at 416-776-3480 or 1-800-267-SLOT (7568), (fax 416-776-5552).

3. VFR acft 04-12Z‡: climb rwy hdg to 3600 ASL. When wx does not permit climbing to 3600 ASL, climb rwy hdg to max alt allowed by rules for VFR flt in controlled airspace.

TORONTO / LESTER B. PEARSON INTL ON (Cont'd) CYYZ

PRO

Pilots should refer to Canadian Airport Charts (CAC) to obtain details on established hot spots, prior to operating on maneuvering areas. CAC are available for free on the NAV CANADA website.

IFR CLEARANCE ACKNOWLEDGEMENT

Acknowledgement of IFR clncs with Toronto twr clnc del shall include the acft call sign, transponder code & name of SID pro that was assigned in the IFR clnc.

When informed by ATIS or by the arr controller that simultaneous ILS apchs are in progress, pilots shall advise the arr controller immediately of any avionics unsvc or if unable to comply. In VFR wx acft may be vectored to intercept the lczr at a point above the GP.

Clnc to opr within the Toronto class C airspace will only be given to acft equipped with functioning transponder & mode C unless prior approval obtained from ATC 905-676-4509 (IFR acft) or 3589 (VFR acft).

Multilateration: Pilots must keep their transponder on at all times when maneuvering on the aprt, turned on prior to brake release and on arrival, on until final engine shutdown. Pilots that do not have a transponder code issued by ATC must squawk 1000 when taxiing.

CROSSWIND CONDITIONS

Anticipate landing 05/23 & 06L/24R in crosswinds up to 30 kt at 90°.

DURING SNOW CLEARING OPERATIONS

Acft should be prepared to dep from any rwy (incl 06L & 06R).

DE-ICING OPERATIONS

CENTRAL DE-ICING FACILITY (CDF)

OVERVIEW

All de-icing ops are performed with acft engines oprg, unless otherwise advised by Pad Control or ICEMAN.

Pad 1 & 5

- Centre lane will accommodate all acft.
- Acft with wingspans less than 36m may use North/South lanes.

Pad 2, 3, 4 & 6

- Centre lanes will accommodate acft with wingspans 64.9m/213ft and smaller.
- Acft with wingspans less than 36m may use North/South lanes.

1. Prior to departing Parking Position, ctc CLNC DEL/APRON/GND (as applicable) and advise, "ACFT DE-ICING REQUIRED".
2. On Twys T,V and E, hold short of ICE# and when directed by Ground Control monitor Pad Control on 131.17. Follow Pad Control taxi instructions to the entrance of the de-icing pad.
3. When directed by Pad Control ctc ICEMAN on the assigned freq (129.62 or 131.37).
4. Follow verbal instructions, guidance displays and lights (as applicable) into staging and/or de-icing bays.
5. Once acft is in final stop position, brakes are set and acft configured for de-icing, ctc ICEMAN and advise, "BRAKES SET, ACFT CONFIGURED, READY TO DE-ICE". At this time, pass along any specific fluid and/or treatment requirements.
6. After de-icing, do not move acft. Ctc Pad Control on 131.17 when instructed by ICEMAN to obtain taxi instruction.
7. Follow Pad Control instruction to designated exit points. When instructed by Pad Control ctc Ground Control on assigned freq.
8. Specific acft operations plan in effect for acft with wingspans 65m/214ft up to 79.9m/262ft. Restrictions in place include:

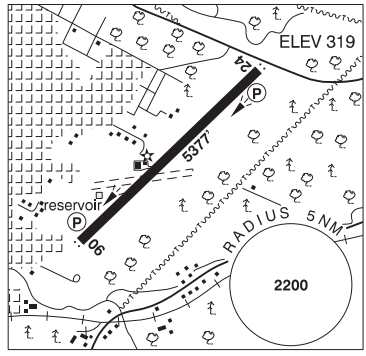
- For Central De-icing Facility (CDF) operations, no turns from Twy E into any of the de-icing pads are permitted. The only taxi routes permitted for de-icing are via Twy T into Pad 5 and via Twy V into Pad 1.

TORONTO CENTRE (emerg only 905-676-4509) CZYZ

124.925 **124.925** **125.775** 127.0 132.475 **132.475** 132.8 **134.575** **134.925** **344.3**
Campbellford **124.675**
Elliot Lake 135.4
Hamilton 119.7
Kapuskasing 132.7 **132.7** (FL280 & Below)
Kitchener / Waterloo 128.275
London 135.3 135.625 **135.825**
Midland 124.025
Moosonee 133.725 **133.725** (Below FL290)
North Bay **121.225** 127.250
Peterborough 134.25
St. Catharines 133.3
Sarnia 134.375
Sault Ste. Marie 132.65 **134.425** 344.5
Sudbury 135.5 **135.5**
Timmins 128.3 **128.3** (Below FL290)
Wawa 124.075
Wiarton 132.575 **124.375**

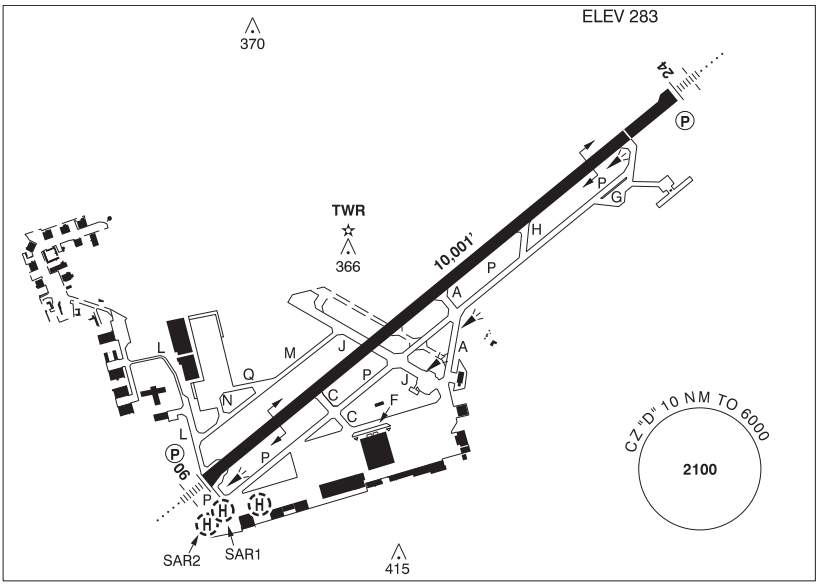
TRENTON NS CYTN

REF	N45 36 43 W62 37 16 Adj E 18°W (2013) UTC-4(3) Elev 319′ A5003 LO8 HI6 CAP
OPR	Trenton Airport Ltd 902-752-9348/754-9385 Reg Ldg fees
PF	B-1 C-2,3,4,5,6
CUST	AOE/CAN
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200.
WX	WxCam



SERVICES	Call out chg may be levied.
FUEL	100LL, JA-1 12-21Z‡ Mon-Fri O/T ctc opr
RWY DATA	Rwy 06(064°)/24(244°) 5377x145 asphalt Rwy 06 up 0.58% first 1400' Rwy 24 up 1.79% first 3978' AGN IIIA
RCR	Opr Ltd win maint PN
LIGHTING	06-AS(ME) AP, 24-AS(ME) P1 ARCAL-122.8 type K
COMM	
ATF	UNICOM (AU) 122.8 12-21Z‡ Mon-Fri O/T tfc 122.8 5NM 3300 ASL
PAL	Moncton Ctr 135.3 135.65 May not be receivable on ground

TRENTON ON CYTR

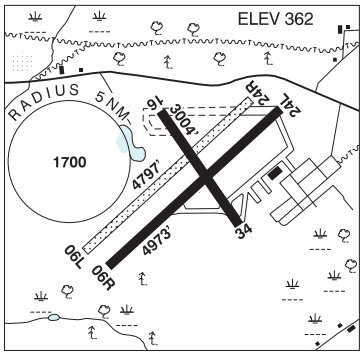


REF	N44 07 09 W77 31 42 2.3NE 12°W (2022) UTC-5(4) Elev 283' A5000 LO6 LO7 HI5 CAP
OPR	DND. All flts require PPR. Req PPR at least 2 business days prior to arr exc emerg or MEDEVAC. Ldg & hdlg fees. Call Wing Ops for PPR processing 613-392-2811 ext 2232.
PF	B-1 D-2,3,5
CUST	AOE/M 8 Wg Duty Ops Mil: 13-21Z‡ Mon-Fri exc hols 21-01Z‡ Mon-Fri & Sat-Sun on request; Civ 13-01Z‡ Mon-Fri exc hols (with prior MP auth) Flts arr fm outside CDA: orig ETA provided in PPR may not guarantee CBSA will meet acft on arr. Acft must update ETA with 8 Wg Duty Ops min 2 hrs prior to orig ETA to ensure Customs upon arr. Failure to update ETA may result in 2 hr wait for CBSA agents.
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) (Note: Wg Ops/ATC will not accept telephone/air filing)
WX	Met brief for mil only. Lcl Met Section CSN 827-2761 ltd hrs. O/T JMC 1-800-WXMETEO (996-3836) or CSN 432-2613. (See COMM). METAR 24H. TAF H24, issue times: 00, 06, 12, & 18Z.
SERVICES	No civ or foreign mil arr/dep without PPR exc emerg or MEDEVAC btwn 23-07 lcl time, ctc W Ops Duty Watch. No civil svcg. Mil acft:Tran svcg ltd to prkg refuelling & starts.Trans aircrew rqrd to carry out own DI & supervise svcg, fuelling & pin install. Arr with max PI valid.
FUEL	F-34, SP
OIL	123, 128, 133, 148, 156, SOAP
ARFF	CAT 8
SUP FL	D & A-ice, LHOX, LOX
JASU	CE1, 6, 8, 12, 13, 15, 16, CA1, 3, CEA1
MIL ADV	Wings Ops 122.35 or 268.0 Inbd mil acft advise ramp time & requirements at least 20 min prior to ldg.

TRENTON ON (Cont'd) CYTR

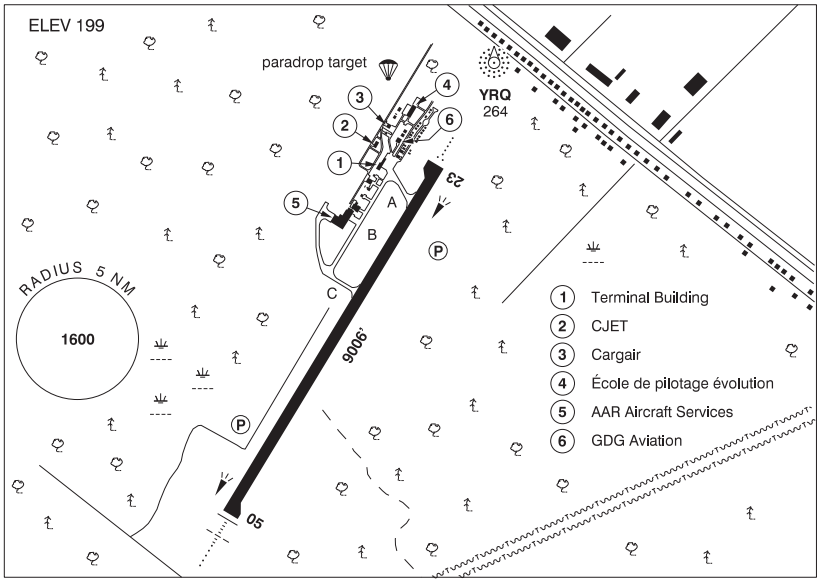
RWY DATA	Rwy 06(062°)/24(242°) 10,001x200 asphalt Thld 24 displ 1000′. RAG: Rwy 06 BAK 12/14 smart arrest retractable arrestor system (1500`); Rwy 24 BAK 12/14 smart arrest retractable arrestor system (1676`)
RCR	Opr CRFI S100, T200, ST248, TT400. Rwy 24 PCN for 1000' displ thld 91/R/A/W/T PCN for remainder of Rwy 06/24 71/F/C/W/U.
LIGHTING	Rwy 06/24 overt/covert AMP3 lgt avbl on req. 06-AN (TE HI) P2 GPI 992′ TCH 52′, 24-AN (TE HI) P2 GPI 986′ TCH 51′
COMM	Flight Advisory hrs of operation dates & hrs may vary and will be broadcasted on ATIS.
ATIS	135.45 257.7
CLNC DEL	124.35 286.4 all itinerant IFR dep acft to ctc clnc del prior to engine start if able
GND	121.9 275.8
TWR	128.7 236.6 (E)
TML	128.4 324.3
MIL	H24. Inbd acft call Wg Ops 122.35 or 268.0, 20 min out with load & svc data. Obd acft call prior to engine start. Tiger (SAR) Ops 232.1 opr 13-2130Z‡
PMSV	344.6 ltd hrs.
NAV	
NDB	YTR 215 (L) N44 11 37 W77 24 12 SEVERN ZZR 317 (L) N44 03 10 W77 37 36 Preventive maint 1st Tues of month 13-17Z‡
TACAN	UTR 109.7 Ch 34 N44 07 16 W77 31 44 (285′) Preventive maint every Thu of month 13-17Z‡
ILS	INT 110.75 (Rwy 06) ITR 109.7 (Rwy 24) RVR Preventive maint first Wed of ev month 13-17Z‡
PRO	Visiting aircrew report to Wg Ops. Pilots must contact Wg Ops on MIL 268.0 or 122.35, prior to contacting GND for start clnc. Rgt hand circuits Rwy 06 (CAR 602.96). Tfc ptn; convl 1500 ASL, Jet 2000 ASL overhead breaks to the south for all rwys, max 300 kt at initial located on the rwy extended centreline at 3-5NM or as directed by ATC. Extensive paradrop and glider activity at Trenton and Mountain View (CPZ3) to 3500 ASL, ocsl to 12,500 ASL. Increased mil tfc within 35NM of CYTR. Pilots are advised to listen to CYTR ATIS prior to contacting CYTR Twr for entry into the CZ. All VFR acft & IFR acft in VMC cond on overshoot, missed approach, or dep shall not exceed 1500 ASL until dep end of rwy. PSR & SSR preventive maint every Mon 23-06Z‡ dur VFR. Mon hol alternate Tue.
HELI	VFR, arr/dep req Whiskey or Echo rtes. See VTPC. Whiskey - Remain S of Twys F & P. Echo - Direct Twy G remain S of Rwy 06/24. Dep maintain 500 AGL within 5NM aprt or as cleared by ATC. Arr maintain 500 AGL within 1NM aprt De-icing: All aircrew to arrange de-icing through Wg Ops. All de-icing will normally be performed on the de-icing pad on Juliet taxiway located at N44 06.9 W077 31.7. The de-icing pad can be entered via Alpha and/or Papa taxiway. Aircrew to contact ICEMAN on 130.775 prior to entering the de-icing pad. Acft to follow taxi line (taxi line offset to west) to marked yellow square and stop with the nose wheel on the spot as directed by ICEMAN, configure the aircraft for spraying, set PARK BRAKE. Do not exit acft at the de-icing pad. Before contacting ground control for taxi clearance, aircrew shall confirm with ICEMAN that men and equipment are clear of danger area.

TRENTON / MOUNTAIN VIEW ON CPZ3



REF	N44 04 12 W77 20 22 5.2SE 12°W (2022) UTC-5(4) Elev 362' A5000 LO6 LO7 HI5
OPR	DND – Mil Use Only. 24 hr PPR through Trenton Ops 613-965-3316, CSN 319-827-3316 Fax 613-965-7093. Regardless of PPR all users check in with Wg Ops via phone or radio 122.35, 268.0 prior to using Mountain View aprt.
PF	B-1 D-2,3,5
FLT PLN **FIC**	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) (Note: Wg Ops/ATC will not accept telephone/air filing).
SERVICES **MIL ADV**	Trenton 268.0 or 122.35 20 min prior to ldg
RWY DATA	Rwy 06R(059°)/24L(239°) 4973x90 asphalt usable (with unstressed 15ft asphalt either side) Rwy 06L(060°)/24R(240°) 4797x60 gravel Rwy 16(158°)/34(338°) 3004x150 crushed concrete/asphalt
RCR	Opr Rwy 06R/24L TT585, PCN 86/F/A/X/T. Ltd sked win maint. Rwy 16/34 - sfc rough, no maint, use with caution
LIGHTING	Rwy 06R/24L, 06L/24R AMP3 marker panels avbl. Overt/covert AMP3 lgt avbl Rwy 06R/24L ARCAL 122.85 and Rwy 06L/24R ARCAL 123.3, both type J; overt lgt avbl min 3 days PNR
COMM **ATF**	tfc 122.85 4NM 2500 ASL Area underlies the SE quadrant of the CYTR Mil CZ. Acft to contact Trenton Twr on 128.7 prior to entering the Mountain View ATF area.
PRO	Rwy 06R/24L Medium and Heavy acft shall only turn around on the first 300ft of each end of the rwy. Acft on apch for Rwy 24L & 24R must maintain 3° GP due to hwy, if less than 3° initiate go around before overflight of hwy exc Gliders and tow acft. Increased mil tfc within 35NM of CYTR. Pilots are advised to listen to CYTR ATIS (135.45) prior to contacting CYTR Twr for entry into ATF area. Extensive paradrop & glider activity at Trenton (CYTR) & Mountain View to 3500 ASL, ocsl to 12,500 ASL. Timing and alt will be bcst on ATIS. Non-std circuit pro for mil acft. All users external to 8 Wing intending to conduct training at Mountain View must request permission and a procedures briefing. Request permission from 8 Wing Ops at 613-392-2811 ext 4560/2559/2766 a minimum of 24 hours in advance.
CAUTION	Possible NORDO vehicles on rwy/twy, verify rwy unobstructed prior to ldg.

TROIS-RIVIÈRES QC CYRQ



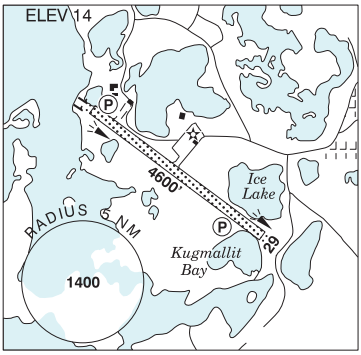
REF	N46 21 06 W72 40 50 16°W (2013) UTC-5(4) Elev 199´ A5002 LO6 LO7 LO8 HI5 CAP
OPR	Airport 819-377-4382 www.idetr.com/cyrq 12-01Z‡ Mon-Fri, 13-24Z‡ Sat-Sun Mar 16 - May 15; 12-02Z‡ Mon-Fri, 13-01Z‡ Sat-Sun May 16 - Aug 15; 12-01Z‡ Mon-Fri, 13-24Z‡ Sat-Sun Aug 16 - Nov 15; 12-24Z‡ Mon-Fri, 13-23Z‡ Sat-Sun Nov 16 - Mar 15; O/T 819-244-0699; hols ltd hrs (check NOTAM) Cert Ldg fees
PF	A-1,2,7,8 C-3,4,5,6
CUST	AOE/15 888-226-7277 1330-2130Z‡ Mon-Fri exc hols
FLT PLN	(bil)
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montréal 800-633-1353
WX	METAR AUTO H24 (see COMM) TAF H24, issue times: 02, 08, 14, 20Z. WxCam
SERVICES	
FUEL	100LL, JA-1 (FSII avbl), SP, HPR ltd hrs (see OPR) O/T 1 hr PN 819-244-0699 call out chg
OIL	W100, W15W50
S	1,2,3,4,5,6
SUP FL	D & A-ice
JASU	Electric start 10/15
PVT ADV	Cjet Aviation 819-330-2538

TROIS-RIVIÈRES QC (Cont'd) CYRQ

RWY DATA	Rwy 05(047°)/23(227°) 9006x150 ASPH
RWY CERT	Rwy 05/23 AGN IV
TWY CERT	Twy B AGN IIIB
RCR	Opr 1 hr PN 12-01Z‡, O/T 2 hr PN, call out chg. CRFI. Win maint 3 hr PN 12-23Z‡, O/T 4 hr PN, call out chg. PCN
LIGHTING	05-AN(TE HI) P3, 23-AO(TE HI) P3 ARCAL-122.35 type K
COMM	(bil)
MF	UNICOM 12-01Z‡ O/T tfc 122.35 5NM 3200 ASL (CAR 602.98)
ARR	(bil) Montréal Ctr 128.225
DEP	(bil) Montréal Ctr 128.225
PAL	(bil) Montréal Ctr 128.225
AWOS	120.275 (English) 124.825 (French)
NAV	
NDB	YRQ 205 (L) N46 22 10 W72 39 53
DME	YTO 115.65 Ch 103(Y) N46 22 08 W72 39 53 (253')
PRO	Rwy 05 rgt hand circuits (CAR 602.96). Mauricie Common Frequency Area aprx 9 NM N, see Section C Planning. **Drones:** Pilots wishing to operate a Remotely Piloted Acft within 3 NM of A/D centre should ctc opr for the established pro.
CAUTION	**Parachute:** Paradrops to 16,000 ASL, May 1-Oct 31. Avoid area NNW of Thld 23 (see sketch). **Wildlife:** Migratory bird act Apr-Oct. **Heli:** Piston heli should apch 100LL fuelling station with caution, due ltd space, nearby bldg, and possible turbulence. **Blasting:** Blasting ops, 0.4NM radius from N46 34 53 W72 43 44 (13.9NM N of A/D), max alt 2200 ASL.

TUKTOYAKTUK / JAMES GRUBEN NT CYUB

REF	N69 26 00 W133 01 35 19°E (2025) UTC-7(6) Elev 14′ A5040 LO5 CAP
OPR	Govt of Northwest Territories 867-777-2467 Emerg/Incident rpt ctc 877-989-1400 1500-1530Z‡ Mon-Fri exc hols, O/T 1 hr PN, ctc 867-620-2624, 867-977-2624. Call out chg may be levied. Cert
PF	A-1 avbl 14-06Z‡ dly C-1,2,3,4,5,6
CUST	AOE/15 888-226-7277 16-24Z‡ Mon-Fri
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
CARS	867-977-2469 Ltd hrs (see COMM)
WX	METAR dur CARS hrs (see COMM) O/T LWIS TAF 16-06Z‡, issue times: 16, 19, 01Z (DT 15, 19, 01Z)
SERVICES	
S	4

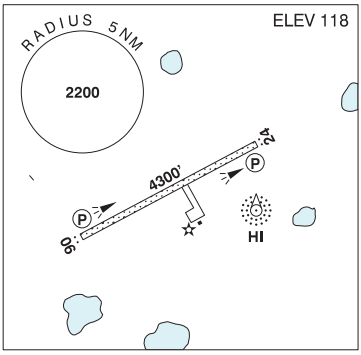


TUKTOYAKTUK / JAMES GRUBEN NT (Cont'd) CYUB

RWY DATA **RWY CERT** **RCR**	Rwy 11(107°)/29(287°) 4600x100 GRVL Rwy 11/29 AGN II Opr Win maint avbl 1530-2400Z‡ Mon-Fri exc hols, O/T 1 hr PN 867-620-2624, 867-977-2624. Call out chg may be levied. Rwy compacted snow & gravel mix dur win conds.
LIGHTING	11-AS(TE ME) P1, 29-AS(TE ME) P1 ARCAL-122.1 type K
COMM **MF** **APRT RDO**	 aprt rdo ltd hrs O/T tfc 122.1 5NM 3100 ASL (CAR 602.98) TUK aprt rdo 122.1 (V) 14-06Z‡
PRO	Rgt hand circuits Rwy 11 (CAR 602.96).
CAUTION	4-6' drop offs beyond graded areas at aprx 20' outside rwy edges.

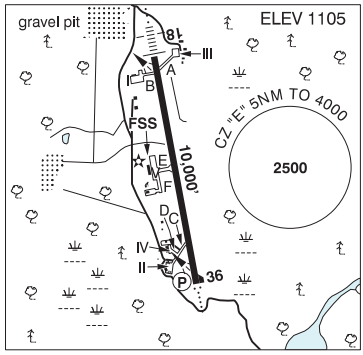
ULUKHAKTOK NT

CYHI



REF	N70 45 46 W117 48 22 2N 18°E (2018) UTC-7(6) Elev 118′ A5041 LO5 CAP
OPR	Govt of Northwest Territories 867-777-2467 Emerg/Incident rpt 877-989-1400 2245-2400Z‡ Mon, 2345-0100Z‡ Tue, 1715-1830Z‡ & 1945-2100Z‡ Thu, 2015-2130Z‡ Sun, exc hols, O/T 1 hr PN ctc 709-725-6014, 780-271-7283. Call out chg may be levied. Cert
PF	A-1 C-2,3,4,5
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
CARS	867-396-3141 Ltd hrs (see COMM).
WX	METAR dur CARS hrs (see COMM) O/T LWIS TAF 1700-0100Z Mon-Sat, 1700-2000Z Sun, issue times: 17, 19Z (DT 16, 19Z) Mon-Sat, 1700Z‡ Sun. Exc federal observed hols.
SERVICES	Call out chg may be levied for svcs
FUEL	JA Holman Eskimo Co-op 867-396-3531, 587-357-0105
RWY DATA	Rwy 06(062°T)/24(242°T) 4300x99 GRVL Rwy 24 up 0.63% first 953' then down 0.36%
RWY CERT	Rwy 06/24 AGN IIIB
RCR	Opr Win maint 15-24Z‡ Mon-Fri exc hols, O/T 1 hr PN ctc 709-725-6014, 780-271-7283. Call out chg may be levied. Rwy compacted snow & grvl mix during win conds.
LIGHTING	06-AS(TE ME) P1, 24-AS(TE ME) P1 ARCAL-122.1 type K. AS lgt avbl on hi ints only.
COMM	
RCO	Edmonton rdo 123.475 (FISE) 126.7 (bcst)
MF	aprt rdo ltd hrs O/T tfc 122.1 5NM 3100 ASL (CAR 602.98)
APRT RDO	122.1 (V) 15-01Z‡ Mon-Sat,15-20Z‡ Sun, exc federal observed hols
NAV	
NDB	HOLMAN HI 361 (M) N70 45 44 W117 47 24 Unmonitored when CARS clsd
PRO	Pilots ctc CARS prior to dep IFR enroute to ensure Holman NDB is oprg normally.

VAL-D'OR QC — CYVO

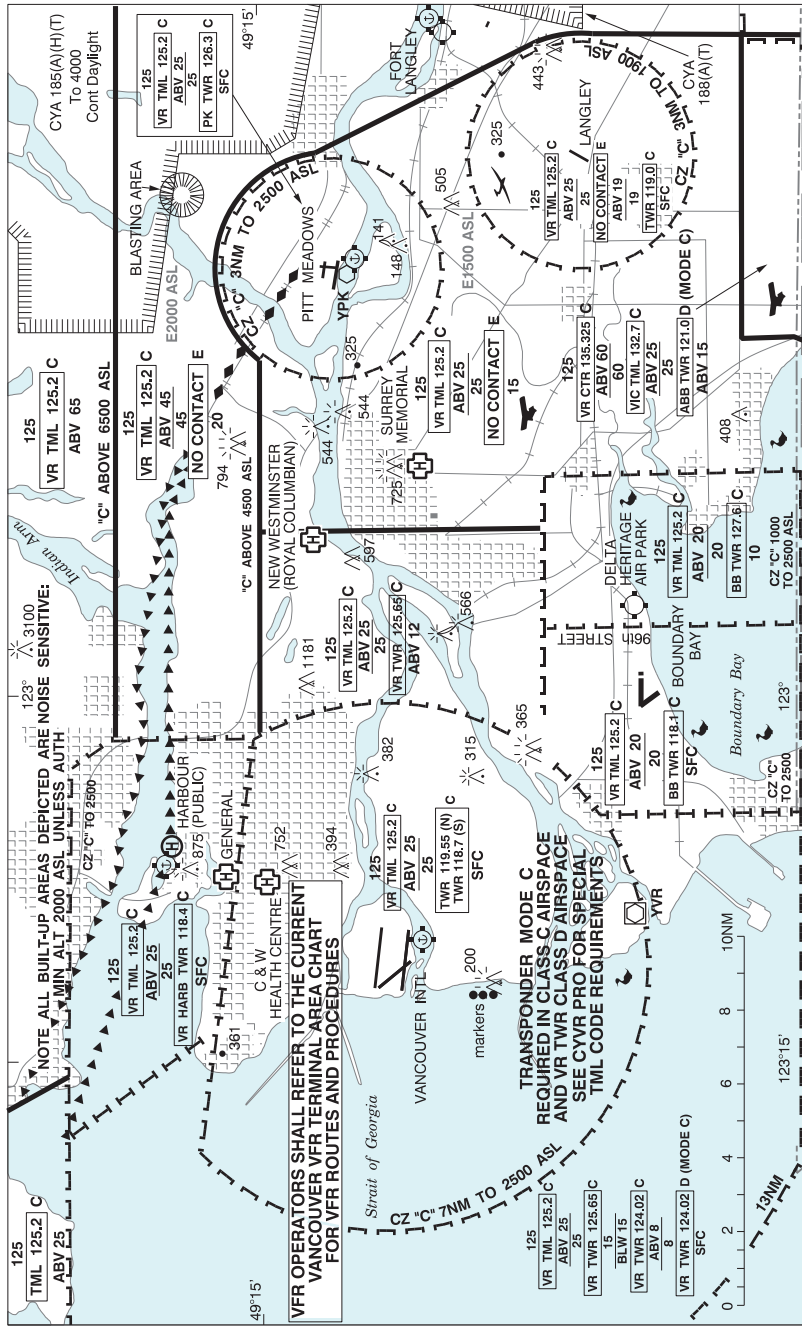


REF	N48 03 12 W77 46 58 2.5S 13°W (2013) UTC-5(4) Elev 1105' A5001 A5009 LO3 LO4 LO7 HI1 HI5 CAP
OPR	Aéroport régional de Val-d'Or 819-825-6963 Cert Ldg fees
PF	A-1,2,3,6,7,8 C-4,5
FLT PLN	(bil)
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montréal 800-633-1353
WX	METAR 1030-0325Z‡ O/T METAR AUTO (see COMM) TAF H24, issue times: 00, 06, 12, 18Z. WxCam
SERVICES	Call out chg may be levied for one or more svcs
FUEL	100LL, JA-1 (FSII avbl), F-34
OIL	All
S	1,2,3,4,5,6
JASU	10/15
SUP FL	D & A-Ice 1 hr PN 819-856-8750
PVT ADV	Avjet Q-60 (Shell) 122.85 819-874-7000 (dly Apr 1-Dec 31, Mon-Fri Jan 1-Mar 31) or 819-856-8750 (Sat-Sun Jan 1-Mar 31) 11-22Z‡ Mon-Fri, 12-22Z‡ Sat-Sun; Valpiro Inc (World Fuel Services) 129.175 819-825-3312 1200-2330Z‡ Sun-Fri, 1330-1900Z‡ Sat O/T Page 819-355-4167
MIL CON	Avjet Holding Inc 819-874-7000
RWY DATA	Rwy 18(182°)/36(002°) 10,000x150 ASPH
RWY CERT	Rwy 18 RVR 1200(1/4sm)/Rwy 36 RVR 1200(1/4sm) AGN IV
TWY CERT	Twy: A, B, C, D, F AGN IIIB
APRON	Apron I, II, IV, V: Prkg fees
RCR	Opr 10-07Z‡ Mon-Fri, 10-2030Z‡ Sat-Sun CRFI (O/T 1 hr PN exc hols 819-825-4193), Win maint (O/T 3 hrs PN exc hols 819-825-4193), call out chg. Twy A, Apron III no win maint. S100, T200, ST248, TT325. PCN
LIGHTING	18-AN(TE HI), 36-AO(TE HI) P2 ARCAL-118.5 type K 0325-1030Z‡
COMM	(bil)
RADIO	118.5 PTC avbl (E) 1030-0325Z‡ (emerg only 819-825-7211)
RCO	Rouyn rdo 118.5 PTC avbl (RAAS) 0325-1030Z‡ Québec rdo 122.375 (FISE) 126.7 (bcst)
MF	rdo 1030-0325Z‡ O/T Rouyn rdo 118.5 5NM 4000 ASL (CAR 602.98)
PAL	Montréal Ctr 125.9 308.3
AWOS	128.15 (English) 120.55 (French) 0325-1030Z‡
NAV	
VOR/DME	YVO 113.7 Ch 84 N48 10 31 W77 49 15 (1020´)
ILS	IVO 110.3 (Rwy 18) RVR
PRO	Rgt hand circuits Rwy 36 (CAR 602.96). **REDUCED VISIBILITY OPERATING PROCEDURES (RVOP):** Taxiing avbl only on Twy E and Twy F during RVOP.
CAUTION	Blasting ops 0.5NM radius N48 07 41 W78 06 04 (aprx 13NM WNW A/D) sfc to 2000 AGL (3083 ASL).

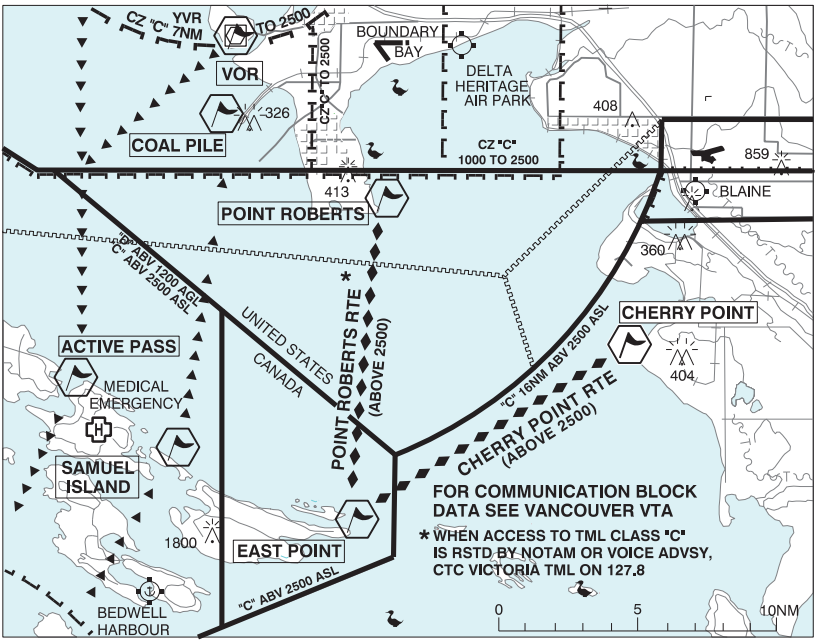
VAL-D'OR FSS - RCO

Chibougamau 122.0 (RAAS) 11-01Z‡ (N49 47 W74 32)

VANCOUVER VFR TERMINAL PROCEDURES CHART



VTPC FOR CROSSING THE SOUTHERN STRAIT OF GEORGIA ABOVE 2500 FT



NAME	IDENT	LAT/LONG
ACTIVE PASS	VCACT	N48° 52' 24" W123° 18' 18"
CHERRY POINT	VCCHY	N48° 53' 36" W122° 47' 24"
COAL PILE	VCPYL	N49° 01' 12" W123° 09' 36"
EAST POINT	VCEST	N48° 47' 00" W123° 02' 48"
POINT ROBERTS	VCPTT	N48° 58' 30" W123° 01' 30"
SAMUEL ISLAND	VCSAM	N48° 49' 30" W123° 12' 54"
VOR	VCVOR	N49° 04' 36" W123° 08' 54"

VTPC FOR CROSSING THE SOUTHERN STRAIT OF GEORGIA ABOVE 2500 FT (Cont'd)

1. Obtain discrete transponder code prior to departure directly from 866-541-4101 or PAC RDO 123.15 or 122.375.
2. Tfc departing all other locations in the Lower Mainland/southern Vancouver Island areas:

(a) Approaching Point Roberts or White Rock (south or westbound), select discrete transponder code. Ctc Vancouver Tml 125.2. Approaching East Point (north or eastbound) select discrete transponder code and ctc Victoria Tml 127.8

(b) Pilots will be assigned their choice of route from either: i) the eastern tip of Point Roberts to East Point, Saturna Island, or the reverse (Point Roberts Route), or ii) Cherry Point to East Point or the reverse (Cherry Point Route). Pilots may not be cleared immediately. Cleared route may include stepped climb instructions but will have a final altitude of at least 4,500 ft.

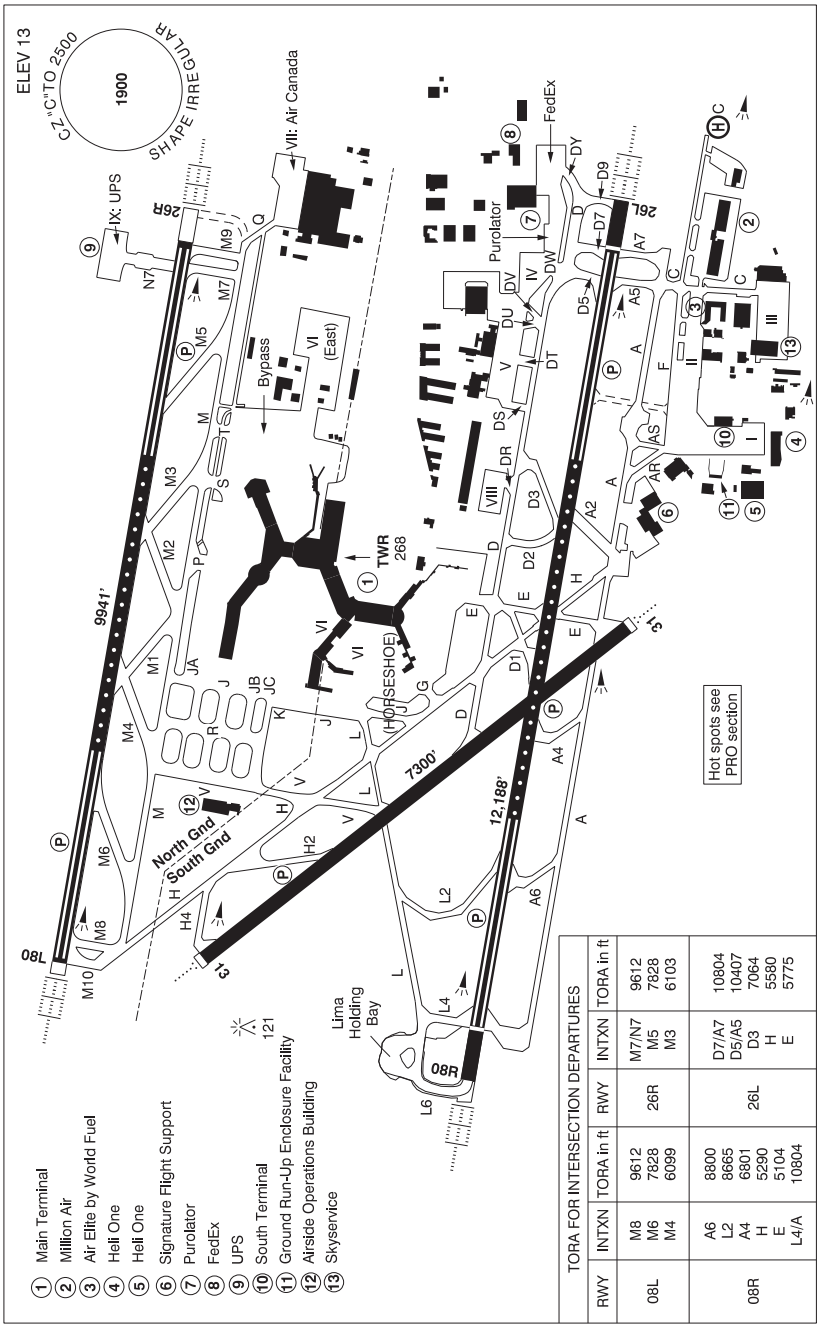
(c) ATC will to the extent possible, clear acft more direct rte to destn.

Note 1:Items a), b), and c) apply to flts arriving/departing CYVR at times when access to the Tml Class "C" Airspace (i.e. above 2500 ft) rstd by NOTAM or voice advsy.

Pilots may still elect to cross the Strait of Georgia by remaining at or below 2500 ft and clear of the Tml Class "C" Airspace.

VANCOUVER INTL BC

CYVR



TORA FOR INTERSECTION DEPARTURES						
RWY	INTXN	TORA in ft	RWY	INTXN	TORA in ft
08L	M8	9612	26R	M7/N7	9612
	M6	7828		M5	7828
	M4	6099		M3	6103
08R	A6	8800	26L	D7/A7	10804
	L2	8665		D5/A5	10407
	A4	6801		D3	7064
	H	5290		H	5580
	E	5104		E	5775
	L4/A	10804			

VANCOUVER INTL BC (Cont'd) CYVR

REF	N49 11 41 W123 10 57 Adj SW 17°E (2015) UTC-8(7) Elev 13' VTA A5004 LO2 HI3 T1 CAP OC
OPR	Vancouver International Airport Authority 604-207-7022 H24 Cert Ldg fees
PF	Main tml bldg A-1,2,3,4,5,6; South side tml bldg A-1,2,3,6 B-5
CUST	AOE 888-226-7277
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
ACC	IFR 604-586-4590/4591 or 800-668-1333; IFR tng flts PPR ctc 604-586-4592 (collect calls accepted)
WX	METAR H24. TAF H24, issue times: 00, 03, 06, 09, 12, 15, 18, 21Z. WxCam
DUAT	Esso Avitat, Landmark (Shell Aerocentre)
SERVICES	
FUEL	100LL, JA (FSII avbl), JA-1 (FSII avbl), HPR
S	1,2,3
ARFF	DESIGNATED CAT 10
SUP FL	LHOX D & A-ice
JASU	CE16, Air Start
PVT ADV	Air Elite by World Fuel 122.85 604-270-2222; Million Air 122.95 604-273-6688; Signature Flight Support 123.325 604-279-9922; Seair Seaplanes 122.85 1-800-447-3247 604-273-8900 at adj water A/D.
MIL CON	Sky Service 523-720-4882
RWY DATA	Rwy 08R(083°)/26L(263°) 12188x200 ASPH/CONC Thld 08R displ 696'. Thld 26L displ 689'. Rwy 08L(083°)/26R(263°) 9941x200 ASPH/CONC Rwy 08L first 2027' down 0.3% Rwy 13(125°)/31(305°) 7300x200 ASPH/CONC RESA: 08R/26L 984'; 08L 984'; 26R 492'; 13/31 492'
RWY CERT	Rwy 08R RVR 600/Rwy 26L RVR 600 AGN VI Rwy 08L RVR 600/Rwy 26R RVR 600 AGN VI Rwy 13/31 AGN V
TWY CERT	Twy A AGN IV East of Twy E & AGN V West of Rwy 13/31 & btwn Twy E and Rwy 13/31. Twy AS AGN IIIB Twy: A2, D2 AGN IIIA Twy: A4, A6, D1, D3, DU, DV, E, H4, JB, JC, L2, M1, M2, M3, M4, M8, N7, P, Q, T AGN V Twy: A5, A7, AR, DR, DS, DW, DY, G, H2, S AGN IV Twy C AGN IIIB South of Twy F & AGN IV North of Twy F. Twy F AGN IIIA East of Twy C & AGN IV West of Twy C. Twy H AGN IV South of Rwy 08R/26L Twy J AGN V South of parking position W2 Twy K AGN V East of Twy R Twy L AGN V East of Rwy 13/31
TWY	**Rwy 08L Arrivals** Use of reverse thrust is to be avoided or reduced when conditions permit. M1, M3, M5 (rapid exit): Design speed in wet conditions is 50 kt (93 km/h). Reverse turns NOT AUTHORIZED without clearance. **Rwy 08R Arrivals** Acft exiting onto D1, turn north on E, do not stop in Rwy area (See HOT SPOT 4). D1, D3 (rapid exit): Design speed in wet conditions is 50 kt (93 km/h). Reverse turns NOT AUTHORIZED without clearance.

VANCOUVER INTL BC (Cont'd) CYVR

RWY DATA (cont'd)
TWY (cont'd)

Rwy 13 Departures
Not avbl for acft with wingspan greater than 65.0m/213.3' (A380/B747-8/AN124). Not auth for A340-600, A350-900/-1000, B777-300/-300ER, B787-10.

Rwy 26R Arrivals
Use of reverse thrust is to be avoided or reduced when conditions permit. M2, M4, M6 (rapid exit): Design speed in wet conditions is 50 kt (93 km/h). Reverse turns NOT AUTHORIZED without clearance.

Rwy 26L Arrivals
Turns onto Rwy 31 NOT AUTHORIZED without clearance. Acft exiting onto Rwy 13/31: RIGHT turns onto D avbl to acft with wingspan 52.0m/170.6' (A310/B767) & smaller only. Acft exiting onto H, hold short of D, do not stop in Rwy area (See HOT SPOT 4). Reverse turns NOT AUTHORIZED without clearance.

Rwy 31 Arrivals
Not avbl for acft with wingspan greater than 65.0m/213.3' (A380/B747-8/AN124). Not auth for A340-600, A350-900/-1000, B777-300/-300ER, B787-10

Uncontrolled twys: C (south of F), F, J (btwn L & K), Q, DR, DS, DT, DU, DV & DW.
Uncontrolled vehicle crossings: DS, DT, DU, DV, DY, F, H (north of H4), J, JA, JB, JC, K, N7, P, Q, R, S, T, V.
All Twys: Discretionary oversteer is required at every intersection for all acft types.
Twy A (W of Rwy 13/31): Not avbl for A340-600, A350-900/-1000, B777-300/-300ER, B787-10 only, due acft wheelbase.
Twy A Compass Rose: Not avbl SS-SR. Avbl to acft with wingspan 24.1m/79' (SF34) & smaller only.
Twy A (westbound): RIGHT turns onto E avbl to acft with wingspan 24.1m/79.0' & smaller only.
Twy AS: Avbl to acft with wingspan 36.0m/118.1' (A321/B737) & smaller only.
Twy A2: Avbl to acft with MTOW 50,000lbs (DHC-8 300/Lear 60) & less.
Twy A4, A6, D1, DU, H4, L2, M1, M2, M3: Not avbl for A340-600, A350-900/-1000, B777-300/-300ER, B787-10 only, due acft wheelbase.
Twy C (south of F): Avbl to acft with wingspan 36.0m/118.1' (A321/B737) & smaller only. Follow me required below RVR 1200, ctc Aprt Ops.
Twy D: CAUTION: Acft cannot safely taxi via Twy D east or west past acft at the Twy D5 or Twy D7 runway holding positions. Acft cannot safely taxi onto Twy D7 behind an acft with wingspan greater than 52.0m/170.6' holding short of Rwy 26L at the runway holding position on Twy D.
Twy D (eastbound): LEFT turns onto H avbl to acft with wingspan 36.0m/118.1' (A321/B737) & smaller only.
Twy D (westbound): No left turns onto H. No left turns onto D7.
Twy D1, D3, M1-M6 (rapid exit): Design speed in wet conditions is 50 kt (93 km/h).
Twy D2: Avbl to acft with MTOW 100,000lbs (CRJ-900) & less.
Twy D7: No RIGHT turns onto D.
Twy E: Entry & exit at Apron VI avbl to acft with wingspan 60.4m/198.2' (A330-300/B787-9) & smaller only.
Twy E (N of Rwy 08R/26L): Not avbl for A340-600, A350-900/-1000, B777-300/-300ER, B787-10 only, due acft wheelbase.
Twy E (southbound): LEFT turns onto A avbl to acft with wingspan 24.1m/79.0' & smaller only.
Twy F (east of C): Avbl to acft with wingspan 24.9m/81.7' (CRJ-900) & smaller only. Follow me required below RVR 1200, ctc Aprt Ops.
Twy H (southbound): No RIGHT turns onto A, L, or H4. RIGHT turns onto D avbl to acft with wingspan 36.0m/118.1' (A321/B737) & smaller only. No LEFT turns onto D1.
Twy H (northbound): No LEFT turns onto V or D1. No RIGHT turns onto D. RIGHT turns onto L avbl to acft with wingspan 36.0m/118.1' (A321/B737) & smaller only.

VANCOUVER INTL BC (Cont'd) CYVR

RWY DATA (cont'd)	Twy J (southbound): A340, B747 not auth south of Twy K due jet blast (avbl for acft under tow). All acft use min thrust when turning due jet blast. Twy J (northbound): LEFT turns onto K avbl to acft with wingspan 41.1m/134.8' (B757) & smaller only, due jet blast (avbl for acft under tow). Twy L (eastbound): Entry & exit at Apron VI avbl to acft with wingspan 36.0m/118.1' (A321/B737) & smaller only. No LEFT turns onto H. Twy L (westbound): No RIGHT turns onto V. LEFT turns onto H avbl to acft with wingspan 36.0m/118.1' (A321/B737) & smaller only. Twy L4 (northbound): Only acft with a max wingspan of 52.0m/170.6' (e.g. A310/B767) can hold short of L while exiting/crossing Rwy 08R/26L due to acft tail height. Twy M: When acft with wingspan greater than 65.0m/213.3' (A380/B747-8) is on the taxilane btwn Gate 66 & Gate 72, Twy M btwn Twy J and Twy T is avbl to acft with wingspan 52.0m/170.6' (A310/B767) & smaller only. Twy M4: LEFT and RIGHT turns onto M not avbl for A340-600, A350-900/-1000, B777-300/-300ER, B787-10 only, due acft wheelbase. M11: Clsd. Twy P: RIGHT turns onto M avbl to acft with wingspan 52.0m/170.6' (A310/B767) & smaller only, due jet blast (avbl for acft under tow). Twy Q: Follow me required below RVR 1200, ctc Aprt Ops. Twy V (northbound): No RIGHT turns onto H. Twy V (southbound): No LEFT turns onto L.
APRON	Apron I, II, III, IV, V, VI, VIII: PPR Airport Ops is required. PPR for all engine airstarts or crossbleed starts. Advise ATC if ground crew not present at gate. Acft pushing back from Gates 40 thru 43 ctc 127.15 (North). Apron I, II, III: Hover taxi not auth, heli must ground taxi or be towed. Apron I: Avbl to acft with wingspan 28.5m/93.5' (DHC-8 Q400) & smaller only. Apron II, VIII: Avbl to acft with wingspan 52.0m/170.6' (A310/B767) & smaller only. Apron III: Avbl to acft with wingspan 36.0m/118.1' (A321/B737) & smaller only. Jets tow in & out. Apron IV: Avbl to acft with wingspan 52.0m/170.6' (A310/B767) & smaller only. Taxilane east of DW avbl to acft with wingspan 32.1m/105.3' (CV-580) & smaller only. Btwn DW & FedEx not auth for taxi below RVR 1200, follow me required, ctc Aprt Ops. Apron VI (Horseshoe): Taxilanes avbl to acft with wingspan 36.0m/118.1' (A321/B737) & smaller only. Apron VI (South): Taxilane btwn G & parking position S1 avbl to acft with wingspan 52.0m/170.6' (A310/B767) & smaller only. Apron VI (South): Taxilane east of parking position S1 avbl to acft with wingspan 60.4m/198.2' (A330-300/B787-9) & smaller only. Apron VI (North): Travelling eastbound, turns onto P avbl to acft with wingspan 52.0m/170.6' (A310/B767) & smaller only due jet blast (avbl for acft under tow). Apron VI (North): When acft with wingspan greater than 65.0m/213.3' (A380/B747-8) is on M btwn J & T, the taxilane between Gate 66 & T is avbl to acft with wingspan 52.0m/170.6' (A310/B767) & smaller only. Apron VI (East): Bypass taxilane (amber inset lighting) avbl to acft with wingspan 36.0m/118.1' (A321/B737) & smaller only. Apron VI (East): Simultaneous use of dual taxilanes avbl to acft with wingspan 36.0m/118.1' (A321/B737) & smaller only. Apron VI (East): Pushbacks from parking positions E1-E3 to west taxilane. Pushbacks from parking positions E10-E19 to south taxilane. Apron FedEx, Purolator: Btwn Purolator & FedEx Aprons: Avbl to acft with wingspan 17.4m/57.1' (Metro III) & smaller only.
RCR	Opr CRFI, PCN
HELI DATA	Pad C: FATO 108' dia CONC/ASPH TLOF 33' x 33' CONC Safety Area 148' dia Max heli overall length 73'
LIGHTING	08R-AL(TE HI A TDZL) P3, 26L-AL(TE HI A TDZL) P3, 08L-AL(TE HI A TDZL) P3, 26R-AL(TE HI A TDZL) P3, 13-AO(TE ME) P3, 31-AO(TE ME) P3 Pad C: RY(HI)

VANCOUVER INTL BC (Cont'd) CYVR

COMM

RCO	Pacific rdo 123.15 (FISE)
ATIS	124.6 restrictions are bcst on ATIS
CLNC DEL	121.4 all dep acft ctc clnc del
GND	121.7 (South) 127.15 (North) 275.8
TWR	118.7 (South) 119.55 (North) VFR 124.02 125.65 226.5 236.6 (E) (emerg 604-775-9531)
TML	125.2
ARR	128.6/128.17 (Outer) 133.1 (Inner) 134.225 (Inner) 352.7
DEP	126.125 (North) 132.3 (South) 363.8

NAV

VOR/DME	YVR 115.9 Ch 106 N49 04 38 W123 08 57 (37')
DME	IVR 109.5 Ch 32 N49 11 18 W123 12 03 (18') IFZ 110.7 Ch 44 N49 11 02 W123 09 55 IMK 111.1 Ch 48 N49 11 48 W123 11 59 (21') IRD 111.95 Ch 56(Y) N49 12 07 W123 09 51 (24') ITL 110.55 Ch 42(Y) N49 12 20 W123 11 47 (23')
ILS	IFZ 110.7 (Rwy 26L) RVR IVR 109.5 (Rwy 08R) RVR IMK 111.1 (Rwy 13) ITL 110.55 (Rwy 08L) RVR IRD 111.95 (Rwy 26R) RVR

VANCOUVER INTL BC (Cont'd) CYVR

PRO

Pilots should refer to Canadian Airport Charts (CAC) to obtain details on established hot spots, prior to operating on manoeuvring areas. CAC are available for free on the NAV CANADA website.

AIRSPACE: See VTA chart for VFR rtes & pro. Procedures for crossing the southern Straight of Georgia within Tml Class C airspace refer to VTPC. Transponder mode C rqrd in class C airspace and CZ. CARS Part VII operators must ensure routes flown at night meet minimum altitude requirements for commercial operations.

MULTILATERATION: All fixed wing aircraft and rotorcraft must keep their transponder on at all times when manoeuvring on the airport (turn on prior to contacting Ground Control for pushback and on arrival, remain on until final engine shutdown).

Pilots that do not have transponder code issued by ATC squawk 1000 when taxiing.

AIRPORT: Peak tfc 14-02Z‡. Noise abatement see Canada Air Pilot & VTA chart. Run-ups, crossbleed starts, airstarts & jet engine starts on gate (Aprons I, II, III, IV, V, VI, VIII): PPR Airport Ops. No ab initio tng. For water A/D info refer to CWAS.

APU SHUTDOWN PROCEDURE: Acft Auxiliary Power Unit (APU) use shall be limited to 15 min or less in total between on-block time and departure of acft from stands supplied with gnd power unit (GPU) and/or preconditioned air, for environmental reasons. Acft on stands not equipped with svcbl GPU and/or preconditioned air need not comply with above limitation.

DE-ICING GENERAL:

Overview

West Pads is the Central De-Icing Facility (CDF) and handles de-icing for all aircraft excluding South Terminal aircraft capable of utilizing the Ground Run-Up Enclosure (GRE) which is the South De-Icing Facility.

West Pads (CDF)

1. Thirty (30) min prior to pushback or taxi, advise "VANCOUVER DE-ICE" on 129.95 and advise, "ACFT DE-ICING REQUIRED".
2. When requesting pushback, ctc Ground Control on assigned frequency and advise, "ACFT DE-ICING REQUIRED". Ground Control will issue taxi instructions to the West Pads (CDF).
3. Aircraft queuing into CDF is on W12 via Twy V or on Twy R via Twy M/Twy K. When instructed by Ground Control, ctc "PAD CONTROL" 131.975.
4. Follow "PAD CONTROL" instructions to de-icing bay, stop with nose gear positioned on the yellow STOP BAR with brakes set. Confirm brakes set to "PAD CONTROL".
5. Once aircraft is in final stop position, brakes are set and aircraft configured for de-icing, ctc "ICEMAN" on 130.700 and advise, "BRAKES SET, ACFT CONFIGURED, READY TO DE-ICE". At this time, pass along any specific fluid and/or treatment requirements.
6. After de-icing is completed and the aircraft has been inspected, "ICEMAN" will provide post-treatment information.
7. When advised by "ICEMAN", ctc "PAD CONTROL" on 131.975 for exit instructions.
8. When advised by "PAD CONTROL", ctc Ground Control on assigned frequency for taxi instructions.

UNDER NO CIRCUMSTANCES MAY THE AIRCRAFT BE MOVED BEFORE PAD CONTROL ADVISES THAT THE AIRCRAFT IS CLEARED TO TAXI OUT OF THE BAY.

VANCOUVER INTL BC (Cont'd) CYVR

PRO (Cont'd)

West Pads (CDF) De-Icing Bay Capacity:

W1 & W3: Maximum wingspan 36.0m (118.1'), AMBER inset lighting;
W2: Maximum wingspan 65.0m (213.3'), GREEN inset lighting;
W4: Maximum wingspan 36.0m (118.1'), AMBER inset lighting;
W5: Maximum wingspan 65.0m (213.3'), GREEN inset lighting;
W6: Maximum wingspan 24.9m (81.7'), AMBER inset lighting;
W7 & W9: Maximum wingspan 36.0m (118.1'), AMBER inset lighting;
W8: Maximum wingspan 65.0m (213.3'), GREEN inset lighting;
W11 & W13: Maximum wingspan 36.0m (118.1'), AMBER inset lighting;
W12: Maximum wingspan 79.9m (262.1'), GREEN inset lighting;
W15: Maximum wingspan 65.0m (213.3'), GREEN inset lighting;
W17 & W19: Maximum wingspan 36.0m (118.1'), AMBER inset lighting;
W18: Maximum wingspan 79.9m (262.1'), GREEN inset lighting.

Ground Run-up Enclosure (GRE)
Operators must receive an orientation for the GRE facility prior to use.

Crews may contact the "VANCOUVER DE-ICE" or call Aeromag Operations at (604) 278-1901 to schedule de-icing up to 120 minutes prior to departure. Information required: aircraft type, flight number/call sign, and the type(s) of fluids required. Parking position 2A, on Apron I, is the only staging position for the facility. Aircraft waiting to use the GRE must remain on their aprons until 2A becomes available.

"ICEMAN" will advise if engines should be running during de-icing.

Entry Procedure

1. Before contacting Ground Control for taxi, contact "ICEMAN" 130.925 for position in de-icing queue.
2. When "ICEMAN" approves access to the GRE, contact Ground Control on assigned frequency for taxi.
3. Proceed into the GRE as instructed by "ICEMAN". CAUTION: DO NOT enter GRE until instructed by "ICEMAN".
4. Advise "ICEMAN" 130.925 when stopped with brakes set in the GRE.

De-Icing Procedure

5. Contact "ICEMAN" 130.925 to confirm brakes set, aircraft configured, engines idle, and provide fluid requirements.
6. After de-icing is complete and the aircraft has been inspected, ICEMAN will provide posttreatment information.

Exit Procedure

7. When ready to taxi, contact "ICEMAN" 130.925 for instructions.
8. When advised by "ICEMAN", ctc Ground Control on assigned frequency for taxi instructions.

GRE De-Icing Capacity:
The largest aircraft that can access the GRE via taxilane on Apron I are:
Propellers (power in/out): Maximum wingspan: 28.5m (93.5') (DHC-8 Q400 and smaller)
Jets (power in/out): Maximum wingspan: 21.6m (70.9') (Dassault Falcon 900 with winglets and smaller)
Jets (tow in, power out)*: Maximum wingspan: 28.5m (93.5') (Gulfstream V)
***Note:** Tow in may be unavailable when snow cannot be fully cleared from the GRE.

VANCOUVER INTL BC (Cont'd) CYVR

PRO (Cont'd)

ATC:
IFR Clearance Acknowledgment
IFR clearance read back with Vancouver Tower clearance delivery shall include the acft call sign, assigned SID name and transponder code.
Ground Control Procedure
YVR GND is divided into two sectors with separate freq. Ctc the next GND sector crossing the N/S boundary unless otherwise instructed by ATC.
Apron VI Users: See Standard Taxi Arrival/departure Procedures.

PARKING: W1-19 power in and out; E1-E19 power in & tow out.

ARRIVALS:
Flow Times - IFR
Acft planning IFR flt (including round-robin tng & test flt) into CYVR should ctc ATS prior to dep to determine flow status. If unable to determine thru ATS, ctc National Traffic Management Unit (FLOW CTL) 877-987-2055.
Slots
In support of CYVR available arrival slots, IFR acft dep from KBLI or from within the Vancouver FIR exc CYQQ, CYPW, CAT4, CBS8 or CSR6 destined for CYVR are required to ctc TWR, FSS or FIC 30-90 min prior to dep for an approved dep time.

IFR acft dep CYQQ, CYPW, CAT4, CBS8 and CSR6 destined for CYVR are required to ctc CYQQ Terminal 250-339-8115 30-45 min prior to dep for an approved dep time.

IFR acft dep CYYJ, ctc CLNC DEL on freq 126.4 30-90 min prior to dep for an approved dep time.

MEDEVAC IFR acft dep from all locations destined for CYVR shall contact the appropriate agency as soon as possible and advise of their proposed dep time.
ATS REQUIREMENTS:
- All VFR acft arriving, departing or transiting the Vancouver or Victoria Tower Class C or D airspace require a transponder code.
- All acft departing Vancouver or Victoria Intl (including Water Aerodrome) call Kamloops FIC at 866-541-4101 or PAC RDO 123.15 for code assignment at least 30 min prior to flight or file a VFR Flight Plan/Flight Itinerary.
- All acft arriving Vancouver, Victoria Intl (including Water Aerodrome) or transiting Vancouver or Victoria Control Zones obtain a code from one of the following ATS units: Vancouver Harbour, Nanaimo, Victoria Harbour, Boundary Bay, Langley, Abbotsford or Pitt Meadows or call Kamloops FIC at 866-541-4101 or PAC RDO 123.15.
-All acft arriving Victoria Intl from a non NAV CANADA site call Kamloops FIC at 866-541-4101 or PAC RDO 123.15 for code assignment at least 30 minutes prior to flight or file a VFR Flight Plan/ Flight Itinerary.
DEPARTURES:
Coded Taxi Routes
READ BACK: "CODE ROUTE (code) & ASSIGNED RWY"
Monitor TWR freq approaching the hold line of the assigned rwy, unless otherwise instructed by ATC.
Rwy 08R/26L - TWR 118.7 Rwy 08L/26R -TWR 119.55

VANCOUVER INTL BC (Cont'd) CYVR

PRO (Cont'd)

CODE	TAXI ROUTE	
Echo	Rwy 08R	- E, D, H, hold short L.
	Rwy 08L	- E, D, H, hold short V, ctc gnd 127.15 (expect taxi via H, M, M10).
	Rwy 26R	- E, D, H, hold short V, ctc gnd 127.15 (expect taxi via V, M, M9).
	Rwy 26L	- E, D.
Golf	Rwy 08R	- G, H, hold short L.
	Rwy 08L	- G, H, hold short V, ctc gnd 127.15 (expect taxi via H, M, M10).
	Rwy 26R	- G, H, hold short V, ctc gnd 127.15 (expect taxi via V, M, M9).
	Rwy 26L	- G, H, D.
Juliet-Alpha*	Rwy 08R	- JA, J, K, V, hold short H, ctc gnd 121.7 (expect taxi via V, L, L6).
	Rwy 08L	- JA, J, M, M10
	Rwy 26R	- JA, J, M, M9
	Rwy 26L	- JA, J, K, V, hold short H, ctc gnd 121.7 (expect taxi via H, D).
Juliet-Bravo*	Rwy 08R	- JB, J, K, V, hold short H, ctc gnd 121.7 (expect taxi via V, L, L6).
	Rwy 08L	- JB, J, M, M10
	Rwy 26R	- JB, J, M, M9
	Rwy 26L	- JB, J, K, V, hold short H, ctc gnd 121.7 (expect taxi via H, D).
Juliet-Charlie*	Rwy 08R	- JC, K, V, hold short H, ctc gnd 121.7 (expect taxi via V, L, L6).
	Rwy 08L	- JC, J, M, M10
	Rwy 26R	- JC, J, M, M9
	Rwy 26L	- JC, K, V, hold short H, ctc gnd 121.7 (expect taxi via H, D).
Lima	Rwy 08L	- L, H, hold short V, ctc gnd 127.15 (expect taxi via H, M, M10).
	Rwy 26R	- L, H, hold short V, ctc gnd 127.15 (expect taxi via V, M, M9).
	Rwy 26L	- L, J, H, D
Papa*	Rwy 08R	- P, M, V, hold short H, ctc gnd 121.7 (expect taxi via V, L, L6).
	Rwy 08L	- P, M, M10
	Rwy 26R	- P, M, M9 (avbl to acft with wingspan 52.0m (170.6') & smaller only).
	Rwy 26L	- P, M, V, hold short H, ctc gnd 121.7 (expect taxi via H, D).
Sierra	Rwy 08R	- S, M, V, hold short H, ctc gnd 121.7 (expect taxi via V, L, L6).
	Rwy 08L	- S, M, M10
	Rwy 26R	- S, M, M9
	Rwy 26L	- S, M, V, hold short H, ctc gnd 121.7 (expect taxi via H, D).
Tango*	Rwy 08R	- T, M, V, hold short H, ctc gnd 121.7 (expect taxi via V, L, L6).
	Rwy 08L	- T, M, M10
	Rwy 26R	- T, M, M9
	Rwy 26L	- T, M, V, hold short H, ctc gnd 121.7 (expect taxi via H, D).

*A340-600, A350-900/-1000, B777-300/-300ER, B787-10 Taxi Routes

VANCOUVER INTL BC (Cont'd) CYVR

PRO (Cont'd)
HELI

Heli with max heli overall length greater than 73': Tkof/ldg from rwy thld only.
Heli arr/dep permitted from Pad C or destination FBO (PPR).

NOISE

NOISE ABATEMENT PROCEDURES:
These procedures apply to JET ACFT unless noted otherwise.
DEP PROCEDURES
JET ACFT
1. NADP 1 or 2 (Noise Abatement Dep Proc) required for all runways. Advise ATC CLNC DEL if using NADP 1. Follow SID to 3000' BPOC.
2. Rwy 08R btn 2300-0600 local; acft on westerly routes follow assigned SID to 2000' BPOC.
3. ICAO Annex 16 Chapter 2 or FAA part 36 Stage 2 cert acft; departures on runways 08L and 26R not permitted.

ARR PROCEDURES
IFR APPROACHES & PUBLISHED VISUAL APPROACHES
Use low power/drag profiles consistent with safe oprg procedures, conforming to published visual approaches and as directed by ATC.
VFR APPROACHES
Conform to published VTA routes and as directed by ATC.
REVERSE THRUST - LDG
All runways: Use of reverse thrust is to be avoided or reduced when conditions permit.
NIGHT RESTRICTIONS
LOCAL TIME PROCEDURE
1. **0001- 0600: Dep** of ICAO Annex 16 Chapter 2 or FAA FAR Part 36 Stage 2 cert JET ACFT 34,000 kg and over not permitted.
2. **0001- 0600: Dep** of JET AIRCRAFT rated over 34,000 kg (MTOW), regardless of actual take-off weight, require prior approval from YVRAA OPERATIONS.
3. **2200- 0700: Dep/Arr** of all acft on runways 08L & 26R not permitted*.
4. **2200- 0700: Local Tng Flights** not permitted.

*** See CONTACT & APPROVALS Section below.**

ALL AIRCRAFT (Priority Flights Exempt)

LOCAL TIME	PREFERENTIAL RUNWAY USAGE
1. 0600-2300	Defer to westerly flow
One direction flow	Minimize departures on Rwy 13 and arrivals on Rwy 31
2. 2300-0600	Westerly flow for departures and easterly flow for arrivals
Two direction flow	Minimize departures on Rwy 13 and arrivals on Rwy 31

Subject to limiting factors including: physical condition of surfaces; irregular airfield operations; crosswind and tailwind conditions; and traffic volume. (MEDEVACS EXEMPT)

ENGINE RUN-UP RESTRICTIONS
Maint engine run-ups for all ACFT require prior approval from YVRAA OPS. Guidelines are contained in the Aprt Ops Directive, Acft Engine Run-ups.

ENGINE START RESTRICTIONS
PPR YVR OPS for all engine airstarts or crossbleed starts on Aprons I, II, III, IV, V, VI, VIII.

ALT RESTRICTIONS
1. Exclusive of the dep & arr procedures, no departing or arriving acft shall opr over the City at less than 5000' ASL (8000' btn 2300-0700 local time - except acft oprg on published RNAV STAR).
2. The City is defined as that area lying btn the S arm of the Fraser River and the N Shore Burrard Inlet and from Point Gray to the eastern bdry of the Vancouver Control Zone.

VANCOUVER INTL BC (Cont'd) CYVR

PRO (Cont'd) NOISE (Cont'd)	**CONTACT & APPROVALS** Night Restrictions #3: YVRAA OPS may permit exemptions for emergencies and airfield maint. For planning purposes, Rwy 08L/26R will be the operational runway whenever Rwy 08R/26L is unavailable due to emergencies or airfield maintenance. **Tel: 604-207-7022, Airport_Operations@yvr.ca** **IT IS THE PILOT'S RESPONSIBILITY TO ADHERE TO PUBLISHED NOISE ABATEMENT PROCEDURES.** **Airport Reservation Office (ARO)** Airport Reservation Office (ARO) pro for all General and Business Aviation acft operating IFR & VFR flt. Operators must file a dep and arr reservation through the Online Coordination. System (OCS): https://www.online-coordination.com/. For more information contact ARO at 604-303-3193.
CAUTION	Oct-Apr Migratory birds in vic of aprt; resident Snow Goose population, Significant hazard at and BLW 400 AGL W of the thld of Rwy 08R and Rwy 08L out to 1.9NM. ALL JET ACFT: Light acft susceptible to jet blast when turning fr twy F on to C. Frequent VFR float acft activity on river S side of aprt.

VANCOUVER CENTRE (emerg only 604-586-4500) CZVR

124.075 **124.075** 127.925 **127.925** 133.7 **133.7** 134.4 134.8 **134.8** 135.325 245.0 **245.0** 350.7 **350.7**
Burns Lake 123.875 **123.875** 132.525 **132.525**
Castlegar 134.2 **134.2** 227.3 **227.3**
Cranbrook 133.6
Enderby 134.55 **134.55** 381.9 **381.9**
Kains Mountain 133.775 **133.775**
Kamloops 132.35 133.5 134.4 **134.4** **135.5** 236.0 **236.0**
Port Hardy 132.2 **134.6** 266.3 **266.3**
Prince George 133.8 **133.8**
Prince Rupert 133.675 **133.675**
Princeton 135.0 **135.0** 351.3 **351.3**
Puntzi 135.05 **135.05**
Sandspit **133.4** 227.2 **227.2**
Terrace 128.4 **128.4** 269.1 **269.1**
Tofino 132.9 **132.9** 134.925 **134.925** 254.9 **254.9**
Williams Lake 134.0 **134.0** 381.4 **381.4**

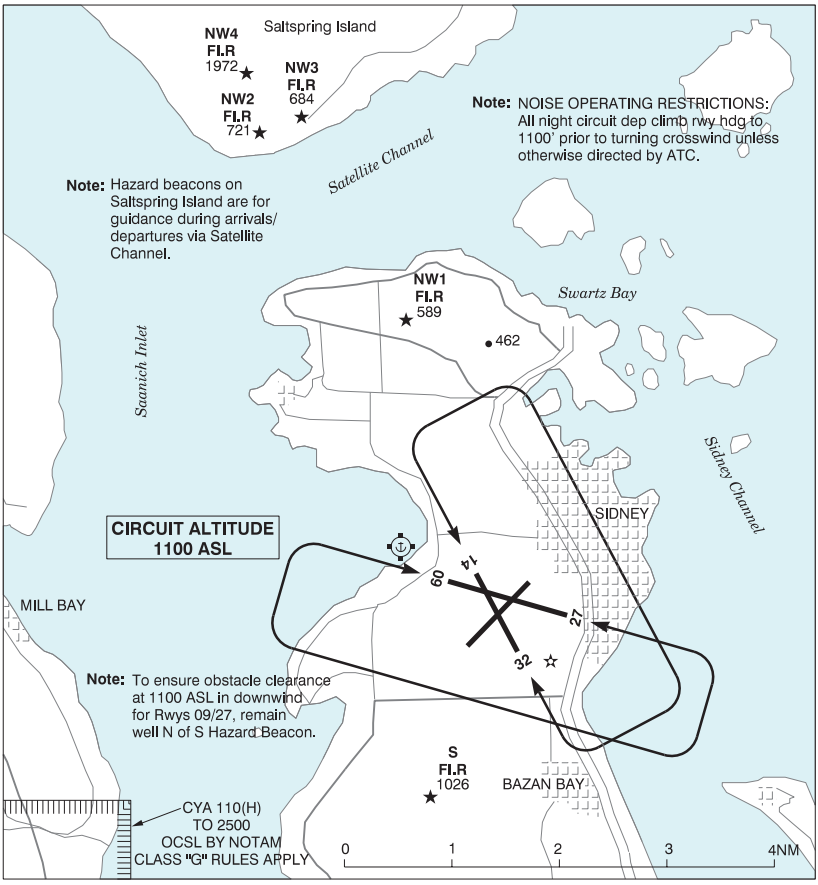
VICTORIA INTL VFR TERMINAL PROCEDURES CHARTS

VICTORIA INTL VFR TERMINAL PROCEDURES CHARTS (Cont'd)

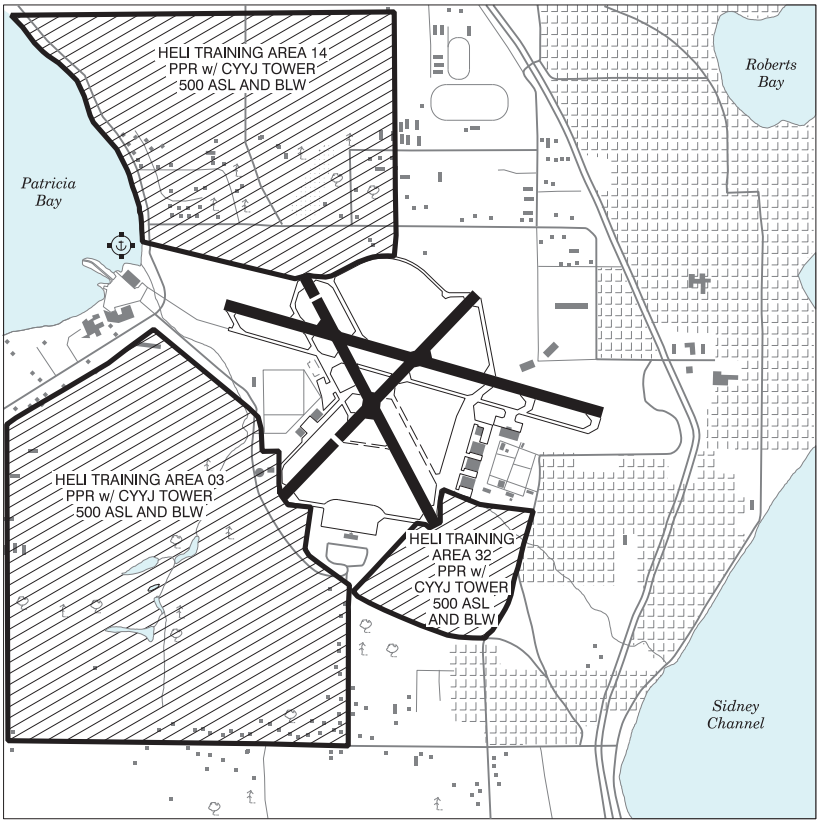
VICTORIA INTL VFR TERMINAL PROCEDURES CHARTS (Cont'd)

LOCATION	IDENT	LAT/LONG
ACTIVE PASS	VCACT	N48° 52' 24" W123° 18' 18"
BEAVER POINT	VCBVR	N48° 46' 18" W123° 22' 18"
BRENTWOOD BAY	VCBWB	N48° 34' 48" W123° 29' 12"
CORDOVA BAY	VCCOR	N48° 31' 12" W123° 20' 36"
COWICHAN BAY	VCCOW	N48° 44' 30" W123° 36' 18"
D'ARCY ISLAND	VCDRC	N48° 34' 00" W123° 16' 42"
EAST POINT	VCEST	N48° 47' 00" W123° 02' 48"
FINLAYSON	VCFNL	N48° 30' 24" W123° 31' 54"
GANGES	VCGAN	N48° 50' 30" W123° 27' 54"
MORESBY ISLAND	VCMOR	N48° 42' 42" W123° 18' 00"
SAMUEL ISLAND	VCSAM	N48° 49' 30" W123° 12' 54"
SHAWNIGAN LAKE	VCSHW	N48° 38' 30" W123° 38' 30"
SOMENOS LAKE	VCSOM	N48° 48' 12" W123° 42' 18"
SOOKE LAKE	VCSOO	N48° 34' 24" W123° 40' 54"
STUART ISLAND	VCSRT	N48° 41' 12" W123° 13' 54"
VESUSIUS BAY	VCVES	N48° 52' 00" W123° 33' 24"

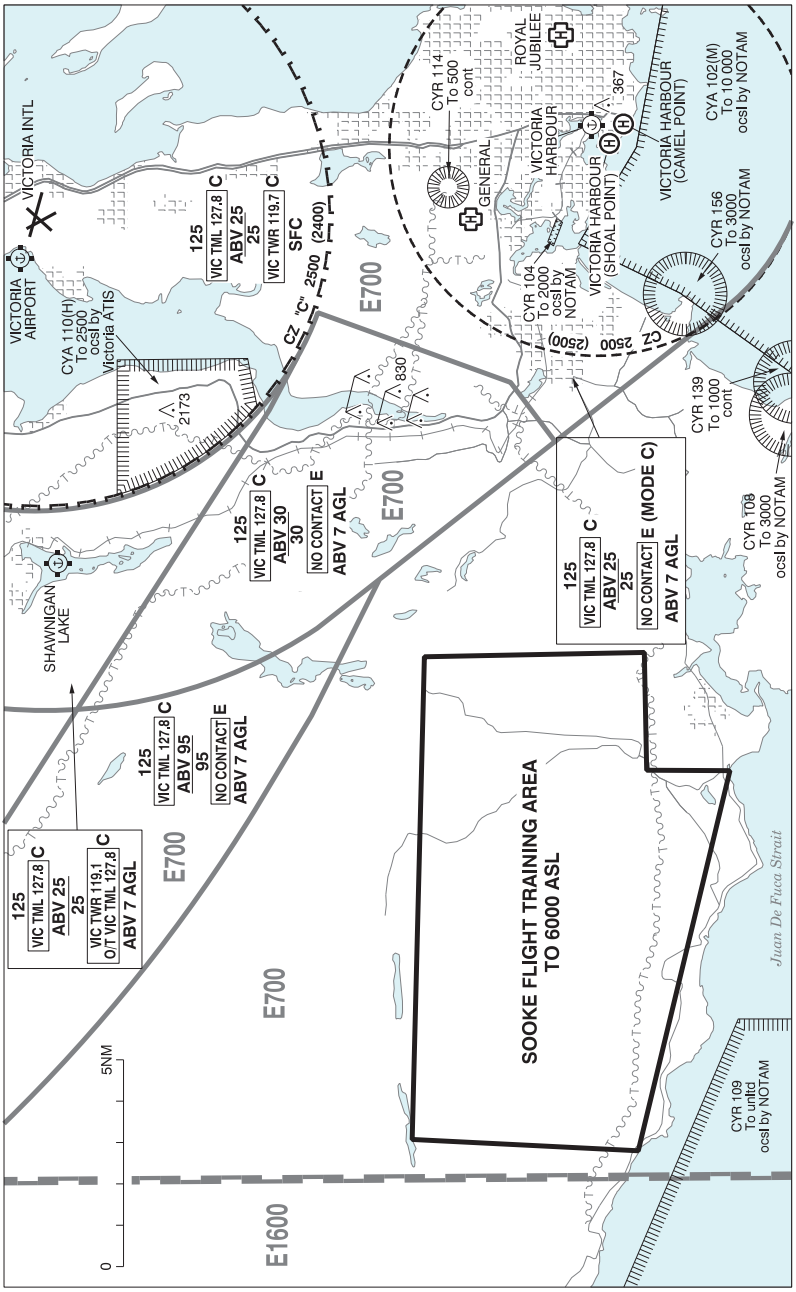
VICTORIA INTL VFR TERMINAL PROCEDURES CHART - NIGHT CIRCUIT PROCEDURES



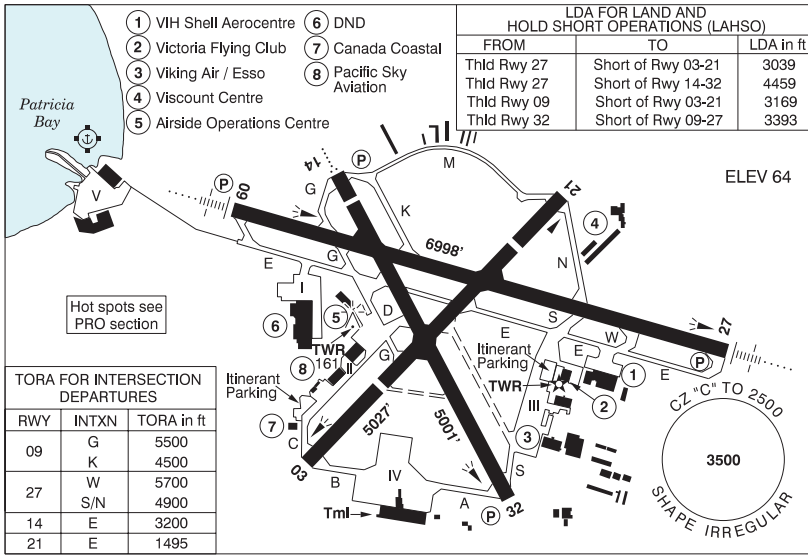
VICTORIA INTL VFR TERMINAL PROCEDURES CHART - TRAINING AREAS



VICTORIA INTL VFR TERMINAL PROCEDURES CHART - SOOKE TRAINING AREA



VICTORIA INTL BC CYYJ



LDA FOR LAND AND HOLD SHORT OPERATIONS (LAHSO)

FROM	TO	LDA in ft
Thld Rwy 27	Short of Rwy 03-21	3039
Thld Rwy 27	Short of Rwy 14-32	4459
Thld Rwy 09	Short of Rwy 03-21	3169
Thld Rwy 32	Short of Rwy 09-27	3393

TORA FOR INTERSECTION DEPARTURES

RWY	INTXN	TORA in ft
09	G	5500
	K	4500
27	W	5700
	S/N	4900
14	E	3200
21	E	1495

REF	N48 38 50 W123 25 33 12NNW 17°E UTC-8(7) Elev 64′ VTA A5004 LO2 HI3 T1 CAP
OPR	Victoria Intl Aprt Authority 250-953-7536 Ext 4 H24 Cert Ldg fees
PF	A-1,2,3,6 C-4,5
CUST	AOE/120 (450 with staged off loading) 888-226-7277
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
ACC	Vancouver IFR 604-586-4590/4591, 800-668-1333; IFR tng flts, IFR maintenance flts, IFR test flts, and IFR planned missed approach flts PPR ctc 604-586-4592, 800-668-1333.
WX	METAR H24. AUTO (See COMM) TAF H24, issue times: 00, 06, 12, 18Z.
SERVICES	Call out chg may be levied for one or more svcs
FUEL	100LL, JB, F-34, JA-1 (FSII avbl), HPR
OIL	All
S	1,3
ARFF	DESIGNATED CAT 7 1330-0800Z‡ O/T call out chg
SUP FL	D & A-ICE CANWEST 250-883-6864 15-03Z‡, 250-882-4271 1200-2030Z‡ or AC OPS 250-656-0764
JASU	CE16
MIL ADV	24hrs PN 443 Sqn ramp, ctc ops 250-363-5443 ext 51164. No svc avbl 443 Sqn. Call AC Gnd Handling for tran svcg 250-656-1171/0764
PVT ADV	World Fuel/Viking Air 122.95 250-656-3231; Shell 122.85 250-655-5346 13-02Z‡ O/T call out chg; Victoria Flying Club 129.05 250-656-2833
MIL CON	Viking Air Ltd 250-656-3231 1300-0200Z‡

VICTORIA INTL BC (Cont'd) CYYJ

RWY DATA	Rwy 09(089°)/27(269°) 6998x200 grooved ASPH Rwy 03(027°)/21(207°) 5027x200 ASPH Thld 03 displ 1405´ Thld 21 displ 886´ Rwy 14(135°)/32(315°) 5001x200 grooved ASPH Thld 14 displ 427′ Rwy 32 up 0.39%
RWY CERT	Rwy 09 RVR 1200(1/4sm)/Rwy 27 RVR 1200(1/4sm) AGN V Rwy 03/21 AGN IIIA Rwy 14/32 AGN IIIA
TWY CERT	Twy: C, N AGN IIIB Twy K AGN II Twy M AGN I
TWY	Twy M rstd to 12,500 lbs; Twy C rstd to 50,000 lbs.
APRON	Apron II rstd to 50,000 lbs. Apron IV restricted to scheduled commercial tfc only. Exceptions require prior approval of aprt operator. Acft engine runs abv idle power prohibited, PPR fr OPR for idle power engine runs.
RCR	Twr 250-655-2866 1330-0730Z‡ Apr 1-Oct 31, 1230-0730Z‡ Nov 1-Mar 31 CRFI, Rwy 03/21 restricted to max 65,000 lbs for tkof and ldg. No weight restriction for taxiing acft Rwy 03/21 S of Rwy 14/32. PCN
LIGHTING	03-(TE ME), 21-(TE ME), 09-AN(TE HI) P2, 27-AN(TE HI) P2, 14-AO(TE ME) P2 3.37°, 32-(TE ME) P2 3.37° PAPI limitation/restriction. PAPI Rwy 14 to be used only within 2NM of thld, PAPI Rwy 14 & PAPI Rwy 32 on all rwy lgt settings. ARCAL-119.7 type K 08-14Z‡ Dur hrs of twr closure, one ILS will remain on.
COMM	
RCO	Kamloops rdo 119.7 (RAAS) 08-14Z‡ Pacific rdo 122.375 (FISE) 126.7 (bcst)
ATIS	118.8 14-08Z‡
CLNC DEL	126.4 14-08Z‡
GND	121.9 361.4 14-08Z‡ O/T IFR clnc prior to tkof ctc Kamloops rdo 119.7
TWR	119.7 inner 119.1 outer 239.6 (E) 14-08Z‡ (emerg only 250-655-2866)
MF	Kamloops rdo 119.7 08-14Z‡ 7NM 2500 ASL (CAR 602.98)
TML	127.8
ARR	125.45
DEP	125.95
MIL	443 Sqn-call Stinger ops 349.3
AUTO	118.8 08-14Z‡
NAV	
DME	IKH 108.7 Ch 24 N48 39 10 W123 26 08 (80′) YVH 117.0 Ch 117 N48 35 42 W123 32 38 (1880')
ILS	IKH 108.7 (Rwy 09) RVR IYJ 109.95 (Rwy 27) RVR

VICTORIA INTL BC (Cont'd) CYYJ

PRO

Pilots should refer to Canadian Airport Charts (CAC) to obtain details on established hot spots, prior to operating on maneuvering areas. CAC are available for free on the NAV CANADA website.

VFR DEP/ARR ROUTES

DEPARTURES:
Beaver Point, Brentwood, Cordova, Cowichan, D'Arcy Island, Moresby Island, Shawnigan Lake, Stuart Island
ALL ROUTES - Obtain Transponder code (see below);
Ctc Clearance Delivery (126.4);
Fly direct to assigned departure point;
Ctc Outer Twr (119.1) leaving 1000'.
Maintain 1500' until cleared higher by Outer Twr;

ARRIVALS:
Beaver Point, Brentwood, Cordova, Cowichan, D'Arcy Island, Shawnigan Lake, Stuart Island
ALL ROUTES - Obtain transponder code (see below);
Ctc Outer Twr 119.1;
Fly assigned route;
Maintain 2000' until cleared lower by Inner Twr (or turning final);
Ctc Inner Twr (119.7) at arrival point for landing instructions.

ARR NOTES:
High performance VFR turboprop and jet tfc (in Victoria tml airspace) ldg CYYJ can expect radar vectors to 8NM final at or above 3000';
Beaver Point arrival restricted to 160kt or less in Victoria Twr airspace (2500' or blw).

OBTAINING A TRANSPONDER CODE:

All VFR aircraft arriving/departing/overflying Victoria Class C or D airspace require a transponder code, obtained by:
-Filing a VFR flight plan;
-Contacting Kamloops FIC at 866-541-4101;
-Contacting Pacific rdo on 122.375; or
-Contacting one of the following ATS units enroute: CYHC, CYCD, CYWH, CZBB, CYXX, CYNJ or CYPK.

PPR for non-transponder ops within Victoria Class C or D airspace, ctc 250-655-2869.

TAXI ROUTES FOR WIDEBODY ACFT:

Rwy 09 Dep: Twy B, Rwy 03/21, Twy G, Twy E.
Rwy 09 Arr: Twy E westbound, Twy S, Twy A.
Rwy 27 Dep: Twy A, Twy S, Twy E eastbound.
Rwy 27 Arr: Twy E, Twy G, Rwy 03/21, Twy B.

VICTORIA INTL BC (Cont'd) CYYJ

PRO (Cont'd)

DE-ICING
GENERAL:
1. De-icing at gates is not permitted without authorization from airport operator.
2. North de-icing pad access is controlled by DE-ICE CONTROL. ALL Aircraft must have an approved assignment time prior to pushback or taxi.
3. Assignment times will be provided to de-icing providers only and are provided at 20-minute intervals. De-icing provider contact information and times are detailed in the Services section.
4. ATC does not have oversight of de-icing assignments; all inquires must be directed to de-icing providers or Snow Desk when open (250-953-7595). If the Snow Desk is not open, all inquiries should be directed to de-icing providers or Airport Operations, Manager, Integrated Operations Centre.

SCHEDULED COMMERCIAL AIRCRAFT:
1. De-icing assignments will be communicated to commercial aircraft via de-icing providers and individual company processes.
2. **NO de-icing will occur until an assignment has been issued.**

NON-SCHEDULED AIRCRAFT:
1. Aircraft requiring an assignment shall contact a de-icing provider, who will request the assignment.
2. De-ice control will issue the assignment between scheduled commercial movements and notify the de-icing provider. The de-icing provider will provide the assignment to the aircraft.
3. If the non-scheduled aircraft misses their assignment, a new assignment must be obtained.
4. **NO de-icing will occur until an assignment has been issued.**

NOISE

NOISE OPERATING RESTRICTIONS:
All night circuit and VFR dep climb rwy hdg to 1100' prior to turning crosswind or to dep pt, unless otherwise directed by ATC.
Consistent with limiting factors, all acft shall use Rwy 09/27 fr 04-15Z‡.
Limiting Factors:
-Physical cond of sfc (dry, wet, icy);
-Max effective crosswind component of 15kt;
-Max effective tailwind component of 5kt;
-Visual restrictions due to position of the sun.
Local turbo-jet tng not permitted fr 06-15Z‡.

GENERAL:
Night ops Rwy 03/21 not auth, except tkof Rwy 03.
Rgt hand circuits Rwy 09, 21 & 32 (CAR 602.96)
AIRSPACE:
CAR Part VII opr must ensure routes flown at night meet minimum alt requirements for commercial ops.

MIL

Apron 1 DND - PPR req via 443 MH Sqn Ops: (250) 363-5443 ext. 51081. Transient aircraft to park on SW portion of apron. NW section of apron has max loading of 51/R/A. No taxiing permitted E of hangar.

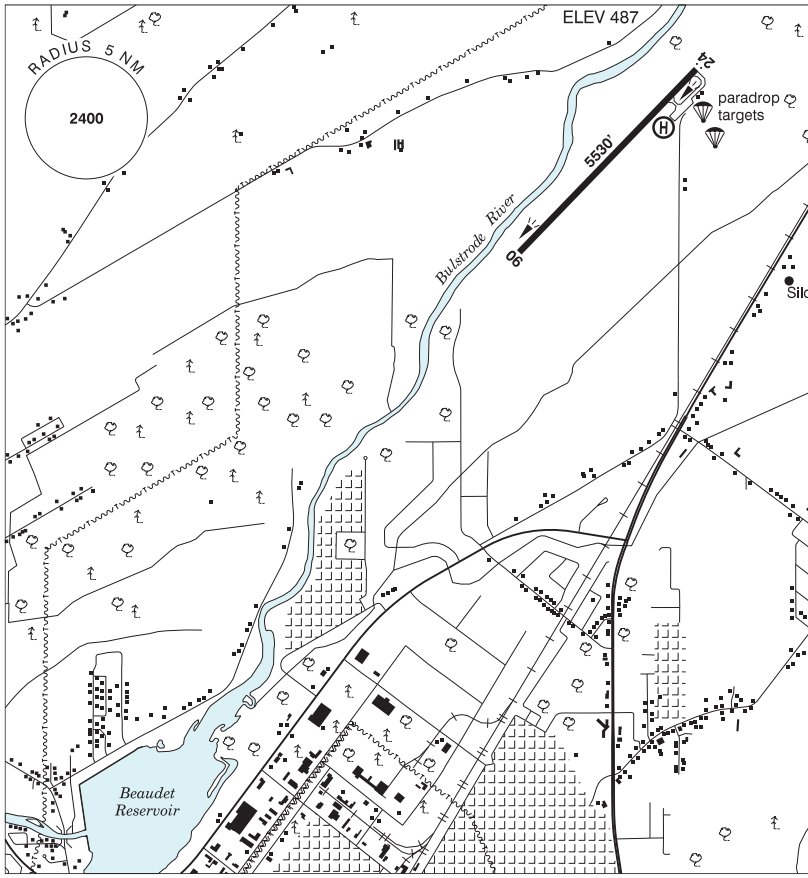
CAUTION

Hwy crosses apch to Rwy 14. Aprx 750′ fr thld mobile obst to 30′ above thld elev. Only pilots familiar with local terrain should use this apch dur hrs of darkness. Hi terrain reduces operational length of Rwy 14 PAPI.
Resident Canada Goose population significant hazard at or blw 400 AGL west of thld Rwy 09 out to 1.5 NM. Migratory birds in vic of aprt Oct-Apr.

VICTORIA TERMINAL (emerg only 604-586-4500)

VICTORIAVILLE (ANDRÉ FORTIN) QC

CSR3

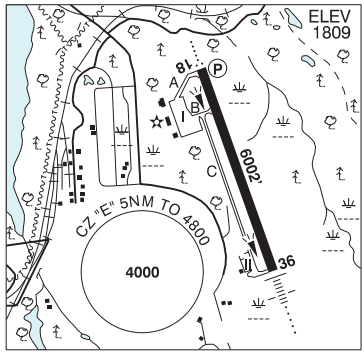


REF	N46 06 39 W71 55 54 16°W (2012) UTC-5(4) Elev 487´ A5002 LO6 LO7 LO8 HI5 HI6 CAP RCAP
OPR	Corporation Initiative Industrielle 819-752-6560 Reg
PF	A-1,2 (ltd hrs) C-3,4,5,6
CUST	AOE/CAN 888-226-7277 clsd Dec 25, 26 & Jan 1
FLT PLN	(bil)
FIC	Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA)
ACC	Montréal 800-633-1353
WX	AUTO 819-752-5666 H24 (see COMM)
SERVICES	Call out chg may be levied for one or more svcs
FUEL	100LL, JA-1 14-22Z‡ 819-752-6560
OIL	15W50
S	4,5,6
RWY DATA	Rwy 06(060°)/24(240°) 5530x75 ASPH Rwy 24 down 0.3% AGN II
RCR	Opr 14-22Z‡ Ltd win maint

VICTORIAVILLE (ANDRÉ FORTIN) QC (Cont'd) CSR3

LIGHTING	06-(TE ME), 24-AS(TE ME) ARCAL-123.35 type K
COMM	
ATF	UNICOM (French only) ltd hrs O/T tfc 123.35 5NM 3500 ASL
AUTO	AUTO 122.175 (bil)
PRO	Pilots are encouraged to broadcast intentions on 123.35 well before overflying the rwy. It is recommended to helicopters to apch on the rwy centreline before proceeding to the designated landing pad to prevent overflying the paradrop target.
CAUTION	Heavy para-drop activities, 1130-0400Z‡, May 1-Oct 31 up to 16,000 ASL. Possible deer on rwy. **Migratory Bird Activity:** Extv migratory bird activity (Canada geese & Snow geese/White geese) at Beaudet Reservoir aprx 3NM SW A/D, mid-Sept to end of Nov. Flt in proximity of reservoir may cause hazardous mass movement of geese. Avoid flt in proximity of reservoir blw 2000 AGL, and fly no lower than alt required for tkof/ldg at A/D.

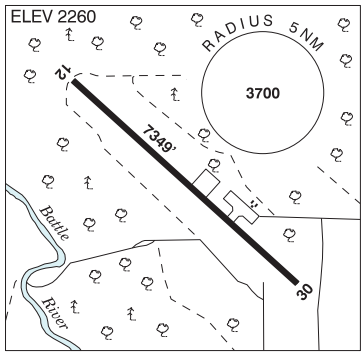
WABUSH NL — CYWK



REF	N52 55 22 W66 51 53 1NE 19°W (2021) UTC-4(3) Elev 1809´ A5019 LO5 LO7 HI1 CAP
OPR	TC 709-282-5412 1200-0030Z‡ Mon-Fri, 15-21Z‡ Sat, 1400-2330Z‡ Sun Cert Ldg fees (jet and turboprop acft only), Tml fees
PF	A-1,3,6 C-2,4,5
FLT PLN	
FIC	(bil) Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA). Flt Plns by Fax 418-871-4906 & include phone numbers where pilot can be reached prior to dep.
ACC	(IFR only) Montreal 514-633-3211 or 800-633-1353
WX	METAR 1100-0330Z‡ O/T METAR AUTO (see COMM) TAF H24, issue times: 02, 08, 14, 20Z WxCam
SERVICES	Call out chg may be levied for one or more svcs.
FUEL	JA-1 (FSII avbl) Avjet 709-217-1314 Harnois 709-987-9871/9732
S	4,5,6
SUP FL	D-Ice 2 hr PN 709-282-3333
JASU	10/15 2 hr PN 709-282-3333
RWY DATA	Rwy 18(179°)/36(359°) 6002x150 ASPH
RWY CERT	Rwy 18 RVR 1200(1/4sm)/Rwy 36 RVR 1200(1/4sm) AGN IIIB
APRON	Prkg stand are reserved for sked acft. Prkg fees.
RCR	Opr CRFI 13-01Z‡ Sun-Fri, 13-21Z‡ Sat, avbl 3 hr PPR 01-03Z‡ Sun-Fri call out chg. O/T MEDEVAC only 2 hr PN. PCN.
LIGHTING	18-AO(TE HI) P2, 36-AN(TE HI) ARCAL-122.0 type K 0300-1100Z‡
COMM	
RADIO	122.0 296.2 PTC avbl (E) 1100-0330Z‡ (emerg only 709-282-6224)
RCO	Québec rdo 123.375 (FISE) 126.7 (bcst)
ATIS	128.125 1100-0330Z‡
CLNC DEL	122.6 PTC avbl ltd hrs
MF	rdo 122.0 1100-0330Z‡ O/T tfc 5NM 4800 ASL (CAR 602.98)
PAL	Montréal Ctr 132.25
AWOS	128.125 0330-1100Z‡
NAV	
VOR/DME	YWK 112.3 Ch 70 N52 57 36 W66 51 13 (2212′)
DME	IWK 110.1 Ch 38 N52 55 07 W66 51 37 (1815')
ILS	IWK 110.1 (Rwy 36)
CAUTION	**BLASTING:** Mine blasting ops within 1.8NM radius N53 03 01 W066 57 31 (aprx 8.3NM N of A/D) to 5000 ASL, within 1.2NM radius N53 01 30 W066 49 16 (aprx 6.4NM NE of A/D) to 5000 ASL, within 1.6NM radius N52 54 29 W066 56 19 (aprx 2.8 NM W of A/D) to 2703 ASL, within 2.3NM radius N52 59 46 W066 56 44 (aprx 5.3NM NNW of A/D) to 5000 ASL, within 1.5NM radius N52 50 12 W067 18 16 (aprx 17NM W of A/D) to 6923 ASL and within 3.2NM radius N52 45 35 W67 18 46 (aprx 19NM WSW of A/D-Mont Wright Area) to 8000 ASL. **WINDS:** Winds reports E to SE unrel due terrain. **APCH LIGHTING:** Roadway lights similar to apch lighting 3NM from Thld 18, left of centreline.

WAINWRIGHT (FIELD 21) AB — See WAINWRIGHT / WAINWRIGHT (FIELD 21)

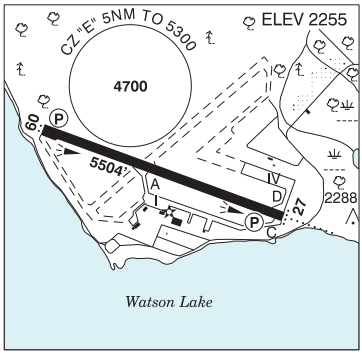
WAINWRIGHT / WAINWRIGHT (FIELD 21) AB CYWN



REF	N52 49 51 W111 06 04 9W 13°E (2022) UTC-7(6) Elev 2260′ A5015 LO2 HI3
OPR	DND 780-842-1363 Ext 1610 CSN 319-530-1610 Mil PPR
PF	D-1,2,3,4,5
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
RWY DATA	Rwy 12(119°)/30(299°) 7349x82 ASPH
RCR	Opr Ltd win maint. Rwy 12/30 PCN 39/F/D/W/T
LIGHTING	12-(TE ME), 30-(TE ME)
COMM	
MIL	Range ctl 49.9 FM 122.8 229.8 780-842-1363 Ext 1610, CSN 319-530-1610
PRO	Rgt hand circuits Rwy 12 (CAR 602.96). Lctd within CYR 203, cont intsv jet, transport & heli tfc & live firing surface to 17,000 ASL without advanced ntc.

WATERLOO ON — See KITCHENER / WATERLOO

WATSON LAKE YT CYQH



REF	N60 06 59 W128 49 21 5W 20°E (2018) UTC-7 Elev 2255′ A5021 A5022 A5029 A5099 LO5 HI2 CAP
OPR	Govt of Yukon 867-634-2046 or 867-993-7709 Cert
PF	A-1 D-2,3,4,5
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
CARS	867-536-2905 Fax 867-536-7803
WX	METAR H24 TAF H24, issue times: 00, 06, 12, 18Z.
SERVICES	Fuel stor by permit only ctc opr
FUEL	100LL, JA Eagle Fuels, credit card accepted. 867-536-2905 or 15-00Z Mon-Fri 888-869-5414 ext 1, 867-633-5908 ext 1 O/T 867-334-4724, 867-333-9914
S	2,4,5

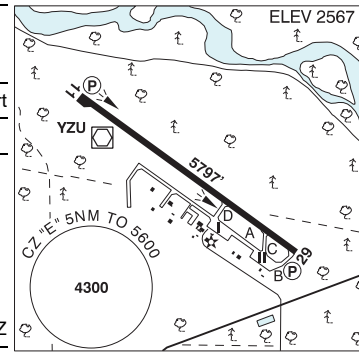
WATSON LAKE YT (Cont'd) CYQH

RWY DATA	Rwy 09(090°)/27(270°) 5504x150 ASPH
RWY CERT	Rwy 09/27 AGN IIIB
TWY	Twy D no win maint. Day use only.
APRON	Apron IV no win maint. Day use only.
RCR	CARS CRFI ltd hrs. Win ops 15-23Z. RCR/snow removal ltd avail. CTC CARS. Call out chg applicable.
LIGHTING	09-AS(TE ME) P2, 27-AD(non-std 1800´) AS(TE ME) P2
COMM	
RCO	Whitehorse rdo 123.375 (FISE) 126.7 (bcst)
MF	aprt rdo 122.1 5NM 5300 ASL (CAR 602.98)
APRT RDO	122.1 (V)
NAV	
VOR/DME	YQH 114.9 Ch 96 N60 05 11 W128 51 27 (2509′)
DME	IQH 110.3 Ch 40 N60 07 08 W128 49 50 (2297′)
ILS	IQH 110.3 (Rwy 09) RVR
PRO	All non-sked acft with wingspan over 60' require PN, ctc Opr.

WEST KOOTENAY REGIONAL AB — See CASTLEGAR / WEST KOOTENAY REGIONAL

WHITECOURT AB CYZU

REF	N54 08 38 W115 47 12 3.5W 16°E (2013) UTC-7(6) Elev 2567′ A5014 LO1 HI3 CAP
OPR	Woodlands County 780-779-9948 Cert
PF	A-1 C-2,3,4,5,6
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
WX	METAR 13-05Z‡ (see COMM) O/T LWIS TAF 14-23Z‡; issue times: 1410, 1840Z

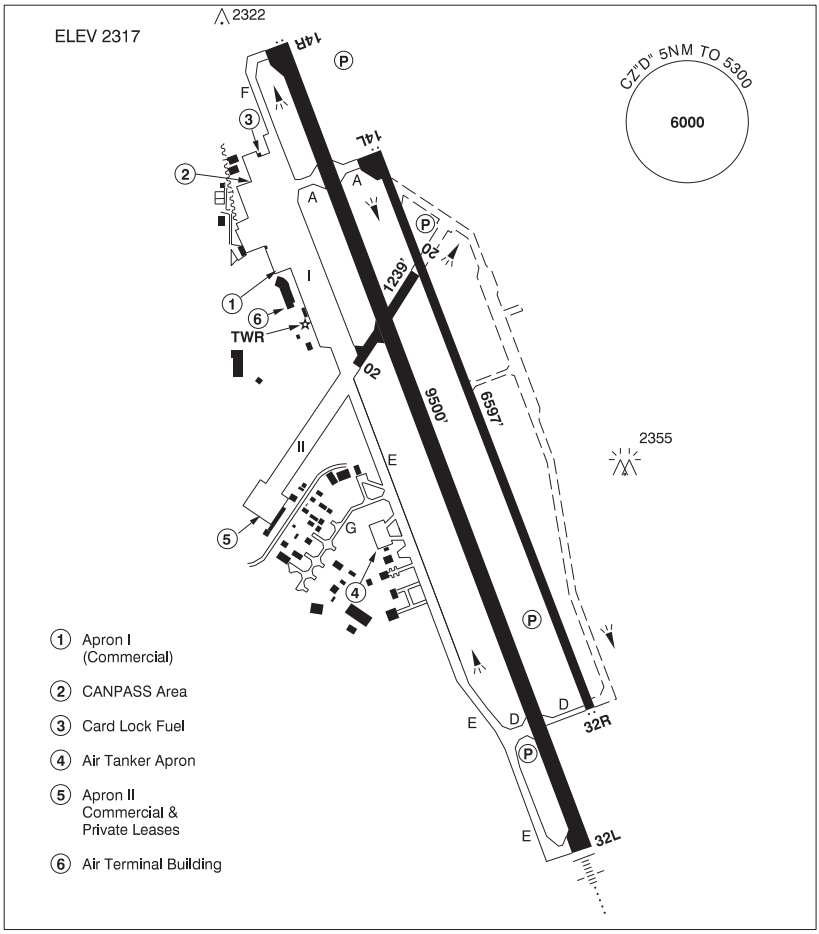


SERVICES	
FUEL	100LL, JA-1 (FSII avbl) 13-01Z‡ Apr 15-Sep 15, O/T call out chgs apply. Sep 16-Apr 14 2 hr PN 780-778-1764 or 780-706-0578.
S	2,4,5,6
RWY DATA	Rwy 11(110°)/29(290°) 5797x100 ASPH Rwy 11 first third up 0.50%
RWY CERT	Rwy 11/29 AGN IIIA
RCR	Opr CRFI Win maint 1400-2230Z‡ exc hols Nov 1-Apr 15, O/T 2 hrs PN 780-706-1393, call out chg apply. PCN
LIGHTING	11-(TE ME) P3, 29-(TE ME) P3 ARCAL-122.3 type K 05-13Z‡
COMM	
RADIO	122.3 PTC avbl (E) 13-05Z‡ (emerg only 780-778-5333)
RCO	Edmonton rdo 123.275 (FISE) 126.7 (bcst)
MF	rdo ltd hrs O/T tfc 122.3 5NM 5600 ASL (CAR 602.98)
PAL	Edmonton Ctr 132.05 135.6 293.7
NAV	
VOR/DME	YZU 112.5 Ch 72 N54 08 44 W115 47 50 (2584′)

WHITECOURT AB (Cont'd) CYZU

PRO	Rgt hand circuits Rwy 29 (CAR 602.96). Avoid flying over built-up areas
CAUTION	Wildlife possible on or vic rwy. Water bomber ops at or vic A/D Apr-Sep. Extv heli tng at A/D and all quads. Ditch along sides of Rwy 11 aprx 131' fr rwy edge.

WHITEHORSE / ERIK NIELSEN INTL YT CYXY



REF	N60 42 34 W135 04 02 Adj SE 19°E (2020) UTC-7 Elev 2317' A5028 A5099 LO5 HI2 CAP OC
OPR	Govt of Yukon 867-667-8440 Cert
PF	A-1,2,3,6 avbl 14-04Z C-2,3,4,5,6
CUST	AOE/50 (225 with staged off loading) 888-226-7277 H24 2 hrs PN

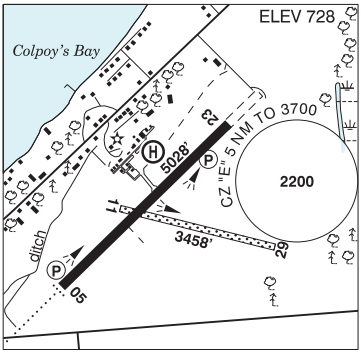
WHITEHORSE / ERIK NIELSEN INTL YT (Cont'd) CYXY

FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
WX	METAR H24. TAF H24, issue times: 00, 06, 12, 18Z.
SERVICES	Call out chg may be levied for one or more svcs
FUEL	100LL, JA, JA-1 (FSII avbl)
S	1,2,4,5,6
ARFF	DESIGNATED CAT 7
SUP FL	D & A-ice
PVT ADV	Air North Yukon's Airline 123.5 867-668-2228 Ext 748 14-04Z, Aero Logistics Ltd. 867-393-4359, 867-335-5825 (cardlock – VISA, Mastercard)
MIL CON	Air North Partnership Air 867-668-2228 ext 748
RWY DATA	Rwy 14R(140°)/32L(320°) 9500x150 ASPH Rwy 14R up 0.43% (last 1400' up 0.79%). Rwy 14L(140°)/32R(320°) 6597x100 grooved ASPH Rwy 32R down 0.35%. Rwy 02(015°)/20(195°) 1239x75 ASPH
RWY CERT	Rwy 14R RVR 1200(1/4sm)/Rwy 32L RVR 1200(1/4sm) AGN IV Rwy 14L/32R AGN IIIB Rwy 02/20 AGN I
TWY CERT	Twy E AGN IIIB Twy F AGN V Twy G AGN II
TWY	Twy G uncontrolled.
RCR	Opr Rwy 14R/32L 1300-2330Z Apr 15-Oct 1, 1200-0830Z Oct 2-Apr 14; O/T 2 1/2hrs PN for snow removal. Rwy 02/20 & 14L/32R ltd win maint. CRFI, PCN.
LIGHTING	14R-AS(TE HI) P2, 32L-AN(TE HI) P2 14L-AS(TE ME) P2, 32R-AS(TE ME) P2
COMM	
RCO	123.275 (FISE) 126.7 (bcst) (E) (emerg only 867-393-6758)
ATIS	125.25
GND	121.9 14-04Z
TWR	118.3 236.6 (E) 14-04Z (emerg only 867-667-8426)
MF	rdo 118.3 04-14Z 5NM 5300 ASL (CAR 602.98)
PAL	Edmonton Ctr 132.1 134.15
NAV	
VOR/DME	YXY 116.6 Ch 113 N60 37 08 W135 08 20 (5285′) R-079 is occasionally subject to severe scalloping
DME	IXY 109.5 Ch 32 N60 42 03 W135 03 30 (2328')
ILS	IXY 109.5 (Rwy 32L) RVR
PRO	Rgt hand circuits Rwy 32L & 32R (CAR 602.96). PPR for fixed wing acft tkof and ldg off movement area. Tkof Rwy 20 not auth. Ldg Rwy 02 not auth.
CAUTION	Flying tng NW edge of CZ at Cousins aprt to 3200 ASL. Radiosonde balloon launches fr N60 44 19 W135 05 24 (aprx 1.25NM NW thld Rwy 14R on extended rwy ctr line) 1115-1130Z & 2315-2330Z dly with an ascent rate of 1000 ft/min. Power line parallel to Rwy 14R final apch area, aprx 550′ W of extended rwy centreline. Hang/paragliding activity within 7NM of A/D.

WHITEHORSE FIC – RCO

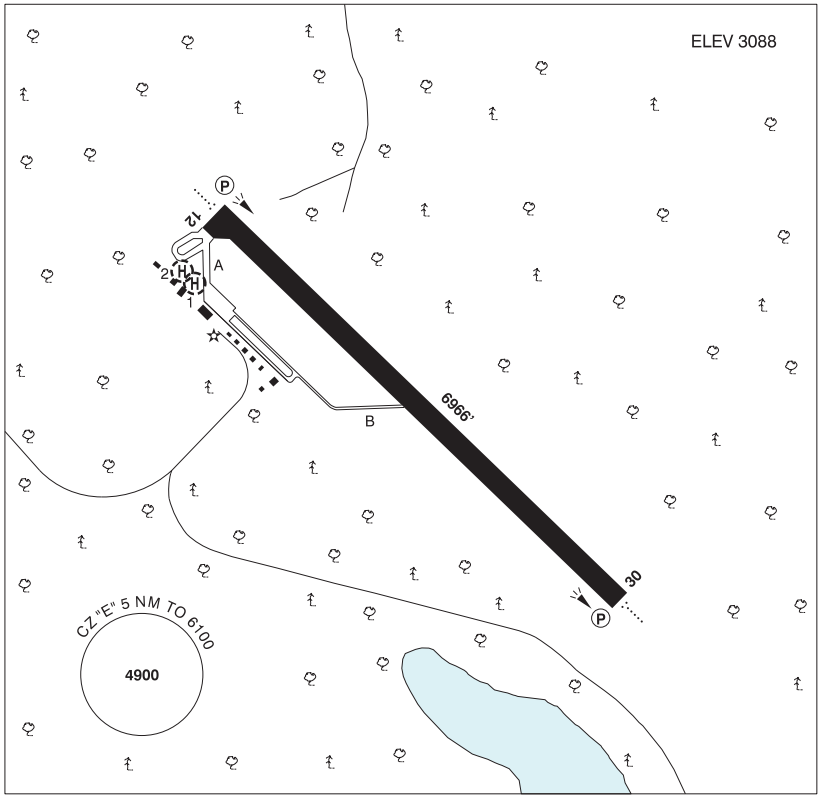
For a list of Whitehorse RCOs and map, see Planning Section under FISE RCOs.

WIARTON ON — CYVV



REF	N44 44 39 W81 06 31 1.5E 10°W (2012) UTC-5(4) Elev 728' A5000 LO4 LO6 HI5 CAP
OPR	WIA Acquireco Ltd. 519-534-0140 O/T 905-243-9376 13-22Z‡ Apr 1-Oct 31, 12-21Z‡ Nov 1-Mar 31 Cert
PF	A-1,7,8 B-2,6 C-3,4,5
CUST	AOE/15 888-226-7277 2 hrs PN 14-22Z‡ Mon-Fri exc hol, seasonal May1-Oct 31.
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
WX	METAR H24. TAF 12-24Z‡, issue times: 12, 14, 20Z (DT 11, 14, 20Z).
SERVICES	1330-2200Z‡ O/T call out chg 2 hrs PN
FUEL	100LL, JA-1 (FSII avbl), SP (H24 cardlock on apron)
OIL	80, W80, 100, W100, 15W50
S	2,4,5,6
RWY DATA	Rwy 05(054°)/23(234°) 5028x150 ASPH Rwy 11(114°)/29(294°) 3458x100 GRVL
RWY CERT	Rwy 05/23 AGN IIIB Rwy 11/29 AGN II
RCR	Opr RSC 12-21Z‡ Nov 1-Mar 31 O/T 2 hrs PN
HELI DATA	TLOF 57' dia CONC Max heli overall length 47.7'
LIGHTING	05-AD(TE ME) P2, 23-(TE ME) P2 ARCAL-122.2 type K.
COMM	
RCO	London rdo 123.375 (FISE) 126.7 (bcst)
MF	tfc 122.2 5NM 3700 ASL (CAR 602.98)
PAL	Toronto Ctr 132.575
NAV	
VOR/DME	YVV 114.8 Ch 95 N44 44 41 W81 06 20 (760')
CAUTION	Wildlife frequently on rwy. Extv bird act Mar-Nov.

WILLIAMS LAKE BC CYWL



REF	N52 11 00 W122 03 16 4.2NE 17°E (2015) UTC-8(7) Elev 3088′ A5004 A5014 LO2 HI3 CAP
OPR	City 250-989-4713, 250-305-9676 15-01Z‡ Mon-Fri, 17-01Z‡ Sat-Sun exc hols onsite coverage for sked commercial flts only. O/T 2 hr PN, cost recovery. Cert Ldg fees apply to heli and fixed wing over 2500 kg.
PF	A-1,6 C-2,3,4,5
FLT PLN	
FIC	Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA)
WX	METAR H24. TAF H24, issue times: 01, 07, 13, 19Z
SERVICES	Call out chg may be levied for one or more svcs
FUEL	100LL, JA (FSII avbl), SP (Self-serve Visa & Mastercard payment only)
OIL	All
S	2,4,5,6

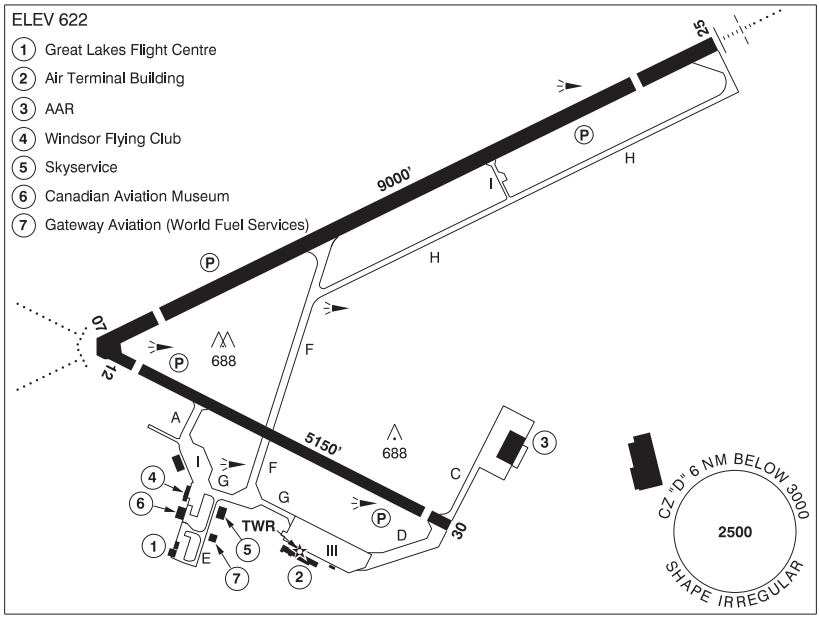
WILLIAMS LAKE BC (Cont'd) CYWL

RWY DATA	Rwy 12(116°)/30(296°) 6966x150 ASPH
RWY CERT	Rwy 12/30 AGN IIIA
TWY CERT	Twy B AGN I
TWY	Twy B rstd to 4500 lbs. Day use only.
RCR	Opr Twy B no win maint. CRFI, PCN
HELI DATA	Parking Pad 1: 46' dia CONC Max heli overall length 38.3'. For refueling only. Day use only. Parking Pad 2: 57' dia CONC Max heli overall length 47.5'. For refueling only.Day use only.
LIGHTING	12-AO(TE ME) P2, 30-AO(TE ME) P2 O/R FSS. Twy B unlgtd.
COMM	
RADIO	122.3 PTC avbl (V) (emerg only 250-989-4415)
RCO	Pacific rdo 123.275 (FISE) 126.7 (bcst)
MF	rdo 122.3 5NM 6100 ASL excluding the area below 2800 ASL depicted on the Williams Lake VTPC (CAR 602.98)
PAL	Vancouver Ctr 134.0 381.4
NAV	
VOR/DME	YWL 113.6 Ch 83 N52 14 14 W122 10 07 (3686')
CAUTION	Lgtd twr 3219 ASL (197 AGL) aprx 1.4NM SW A/D.

WILLIAMS LAKE FSS – RCO

Quesnel 122.2 (RAAS) 14-06Z‡ (N52 58 W122 29)
Prince George 118.3 (RAAS) 05-14Z‡ (N53 52 W122 39)

WINDSOR ON — CYQG

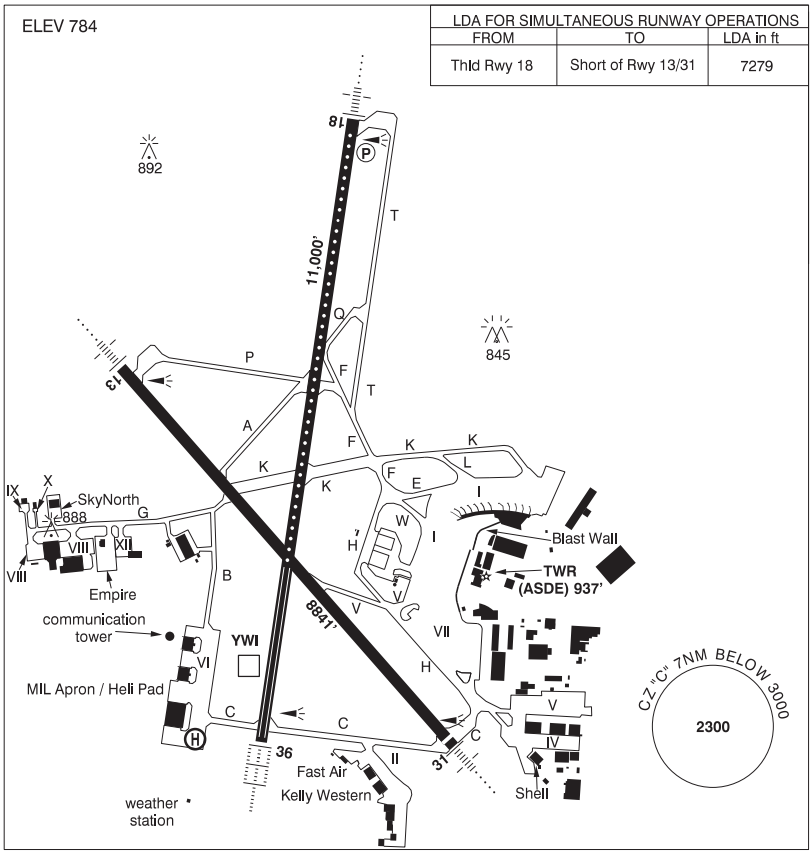


REF	N42 16 34 W82 57 19 Adj SE 7°W UTC-5(4) Elev 622′ A5000 LO6 HI5 T2 CAP
OPR	Your Quick Gateway (Windsor) Inc. 519-969-2430 10-02Z‡ Cert
PF	A-2,3,6,7,8 C-4,5
CUST	AOE/325 (450 with staged off loading) 888-226-7277 13-05Z‡
FLT PLN	Pilots to open/ close VFR flt plan with London rdo 123.375 or by phone. For altn method to file, close & rcv IFR Flt Pln/clnc see PRO.
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
WX	METAR (AUTO) H24 (See COMM). TAF H24, issue times: 00, 06, 12, 18Z, WxCam
SERVICES	Call out chg may be levied for one or more svcs.
FUEL	100LL, JA-1 FSII (avbl), HPR
OIL	All
S	1,2,3,4,5,6
ARFF	PARTICIPATING CAT 5 1030-0315Z‡, O/T call out chgs may be levied.
SUP FL	D-ice
JASU	NC-10A/A1/B/C; DC:2000 AMP, 45kW, 28V; AC:90 KVA, 115/200V, 3 phase, 400 Hz.
PVT ADV	Great Lakes Flight Centre 122.95 519-969-7052 and 866-817-5266 Fax 519-969-3205 Air-Way Aviation 129.55 519-972-7244 Fax 519-972-7744 Gateway Aviation (World Aviation Services) 123.5 226-782-3581
MIL CON	Gateway Aviation Windsor 226-782-3581

WINDSOR ON (Cont'd) CYQG

RWY DATA	Rwy 07(070°)/25(250°) 9000x200 ASPH Thld 07 displ 902′ Thld 25 displ 1143′ Rwy 12(123°)/30(303°) 5150x150 ASPH Thld 12 displ 570′ Thld 30 displ 321′
RWY CERT	Rwy 07 RVR 1200(1/4sm)/Rwy 25 RVR 1200(1/4sm) AGN IV Rwy 12/30 AGN IIIB
TWY CERT	Twy: E AGN II Twy: I AGN IIIA
TWY	Twy E uncontrolled. Twy I width 50'.
RCR	519-791-1663 10-05Z‡ CRFI Hrs extended as conds or usage warrant. PCN
LIGHTING	07-AD AS(TE HI) P2, 25-AN(TE HI) P2, 12-AD(TE ME) P2, 30-(TE ME) P2 ARCAL-124.7 type K when TWR clsd
COMM	
RCO	London rdo 123.375 (FISE) 126.7(bcst)
ATIS	134.5 12-03Z‡
GND	121.7 12-03Z‡
TWR	124.7 (E) 12-03Z‡ (emerg only 519-969-3751)
MF	tfc 124.7 03-12Z‡ 6NM shape irregular to below 3000 ASL (CAR 602.98)
ARR/DEP	Detroit 118.95 132.35 134.3 284.0 (E)
VFR ADV	Windsor Area-Detroit Apch Ctl 134.3
AWOS	134.5 03-12Z‡
NAV	
DME	IQG 110.3 Ch 40 N42 16 52 W82 56 49 (633')
ILS	IQG 110.3 (Rwy 25)
PRO	When oprg VFR over Canadian Territory within the Detroit TCA (see VTPC) ctc Detroit apch ctl 134.3. Avoid Riverside descent area unless authorized by ATC. (Acft departing the Windsor area northbound or enroute to Detroit should remain W of Belle Isle or E of the Windsor class E airspace.) IFR tfc inbound Detroit City Airport Rwy 33 descending within the Riverside Descent Area from 3000 ASL. To file, close & rcv IFR Flt Pln/clnc when oprg in the Detroit TCA, ctc London FIC on 123.375 or by phone 1-866-541-4104. Pilots are requested to avoid flight below 2000 ASL when flying over the Jack Miner Bird Sanctuary (Kingsville Ontario, N42 04 00 W82 45 00) & over Point Pelee National Park.
CAUTION	Blasting areas may be active Mon-Fri 13-22Z‡ 1NM radius of N42 09 19 W83 00 21 and N42 05 21 W83 05 06 to 500 AGL. Migratory birds in vic of aprt Mar-May & Oct-Nov.

WINNIPEG / JAMES ARMSTRONG RICHARDSON INTL MB CYWG



REF	N49 54 36 W97 14 24 Adj W 3°E (2014) UTC-6(5) Elev 784′ VTA A5007 LO4 HI4 T1 CAP OC
OPR	Winnipeg Airports Authority 204-987-9798, DND Ops 877-283-6827 H24 Cert Ldg fees
PF	A-1,2,3,6,7,8 B-4 C-5 Mil on Base Transport avbl 1330-2130Z ‡ Mon-Fri, 6 days advance notice required.
CUST	AOE 888-226-7277
FLT PLN	Pilots to open/close VFR flt plan with Edmonton rdo, FISE or by phone.
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA) (file 30 min prior ETD, see PRO)
ACC	IFR, 204-983-8337 or 888-834-3344 or flt pln by Fax at 204-983-2823 & include phone numbers where pilot can be reached prior to dep.
WX	METAR H24. TAF H24, issue times: 00, 06, 12, 18Z. Met brief for mil only. JMC 1-800-WXMETEO (996-3836) or CSN 432-2613. (See COMM)
DUAT	Fast Air; Kelly Western; Shell Aviation Winnipeg

WINNIPEG / JAMES ARMSTRONG RICHARDSON INTL MB (Cont'd) CYWG

SERVICES	
FUEL	100LL, F-34, JA-1 FSII (avbl), HPR
OIL	All (Mil 123, 128, 133, 148, 156)
S	1,2,3,4,5,6
ARFF	DESIGNATED CAT 7 (CAT 8 avbl with prior arrangement, ctc WAA 204-987-9798 O/T call out chg may apply) Discrete emerg freq 122.675
SUP FL	LHOX, D & A-ice H24 Oct 1-May 31, O/R 2 hr PN Jun 1-Aug 31, O/R Sep 1-30. Mil LOX, Nitrogen avbl PN via NOVA msg only.
JASU	CE12, 13, 14, 16, CA2, CEA1
MIL ADV	All tran acft require PPR thru 17 Wg Ops CSN 319-257-2700 204-833-2700 Toll Free 877-283-6827. PPR valid for ± 1 hr ETA. Tran svcg avbl 14-02Z‡ Mon-Fri, wknds & hols 14-21Z‡. 24 hr PN wkds, 48 hr PN for wknds or hol. Non-compliance could result in delays for Mil svcg & prkg or svcg being referred to civ contractor. Mil acft emerg hg space only.17 Wg ops will arrange D & A-ice with CDF contractor when req by aircrew. All applicable costs will be the responsibility of the aircrew home unit. Mil svcg rstd to park, start & refuelling with Aircrew Supervision exc for CC130 acft. No tow bar for CP140, CT155 & CT156 acft. Ctc Wg Ops (131.4 or 308.8) 20 min prior to ETA & before entering or exiting Mil ramp.
PVT ADV	Fast Air 123.0 204-831-7714; Kelly Western 122.85 204-948-9500; Shell Aviation Winnipeg 123.35 204-956-6172
MIL CON	Exchange Petroleum (Shell) 204-956-6172
RWY DATA	Rwy 18(185°)/36(005°) 11000x200 ASPH Rwy 13(135°)/31(315°) 8841x200 ASPH Thld 31 displ 140' RESA: 13 738'; 31 492'; 18/36 1000'
RWY CERT	Rwy 18 RVR 1200(1/4sm)/Rwy 36 RVR 600 AGN VI Rwy 13 RVR 1200(1/4sm)/Rwy 31 RVR 1200(1/4sm) AGN VI
TWY CERT	Twy A AGN IV Twy: B, G AGN V
TWY	Twy A: not avbl to acft 160,000 lbs or heavier, exc B757 & B767. Twy E, W: simultaneous use by acft with wingspan 171' or greater not auth. Twy G: Uncontrolled, ctc gnd prior to taxi fr Apron. Discretionary oversteer rqrd for acft with wingspan 171' to less than 214'.
APRON	Apron I: Ctc aprt for stand assignment. Acft shall be pushed back straight fr all bridge locations on Apron I unless otherwise auth. Acft taxiing or being towed to or fr Apron I ctc gnd ctl prior to manoeuvring. Apron II: not avbl to acft with wingspan 118' or greater. Apron IV: not avbl to acft with wingspan 171' or greater. Pvt. Apron V: Ctc aprt for stand assignment. Ctc gnd ctl prior to taxi or tow. Not avbl to acft with wingspan 171' or greater. Apron VI: Pvt Apron VII: Ctc aprt for stand assignment. Ctc gnd ctl prior to taxi or tow. Apron VIII: acft with wingspan 171' to less than 214' discretionary oversteer rqrd. Pvt. Apron IX, X, XII: Pvt Apron Empire, SkyNorth: Pvt
RCR	Opr CRFI, PCN
LIGHTING	13-AN(TE HI), 31-AN(TE HI), 18-AN(TE HI CL) P3, 36-AL(TE HI TDZL)
COMM	
RCO	Edmonton rdo 123.25 (FISE) 126.7 (bcst)
ATIS	120.2
CLNC DEL	121.3 all dep acft to ctc clnc del
GND	121.9
TWR	118.3 125.4 (V) (emerg only 204-983-6705)
ARR	119.5
DEP	121.0 (West) 119.9 (East)
VFR ADV	121.0 (West) 119.9 (East)
MIL	Base Ops 131.4 308.8

WINNIPEG / JAMES ARMSTRONG RICHARDSON INTL MB (Cont'd) CYWG

NAV

DME YWI 116.7 Ch 114 N49 53 54 W97 14 35 (801')

ILS INP 109.5 (Rwy 13) RVR
IWG 109.9 (Rwy 36) RVR
IHV 110.3 (Rwy 31) RVR

PRO

AIRPORT: Rgt hand circuits Rwy 13 & 18 (CAR 602.96). Circuit hgt all rwys 2000 ASL.

Arrival Requirements
1. On apch, cross the FAF at 170 kt or less.
2. On visual apch, intercept final at or outside the final apch FAF for landing rwy unless otherwise authorized by ATC.

Note: Refer to NOISE ABATEMENT PROCEDURES for additional requirements.

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.

ATS VFR REQUIREMENTS:
1. **Mode C Transponder Mandatory** - Acft operating in Winnipeg Class C CZ or TCA require a discrete transponder code which must be obtained by filing a flt plan, flt itinerary or by ctc Winnipeg ACC 204-984-5979 at least 15 min prior to entering. Acft departing CYAV may ctc CYAV Tower to obtain a discrete transponder code. Set transponder to discrete code prior to ctc ATC.
2. **VFR Circuits:** PPR. Single engine piston acft repetitive circuits not auth. Single engine piston acft single circuits not auth on weekdays, unless on a simulated IFR trng flt with approved Winnipeg TCA trng slot. Ctc Winnipeg ACC 204-984-5979

DE-ICING OPERATIONS
De-icing bays 1, 3, 4, 6 not avbl to acft with wingspan 118' or greater.
De-icing bay 2 avbl to acft with wingspan 214' or greater with discretionary oversteer at entrance.
De-icing bay 5 not avbl to acft with wingspan 214' or greater.
See CAP Central De-icing Facility chart.
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 can not be utilized, the CDF will deploy a "Follow Me" vehicle.
3. All deicing operations are performed with acft engines running, unless otherwise advised by PAD CONTROL.
CAUTION: all oprg engines must be maintained at gnd idle thrust settings.
De-icing operation limited to maximum wind gusts of 40kts

WINNIPEG / JAMES ARMSTRONG RICHARDSON INTL MB (Cont'd) CYWG

PRO (Cont'd)	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.
NOISE	Maint engine run-ups & lcl flt tng PPR, ctc 204-987-9798. Noise oprg restrictions & noise abatement procedures in effect, see current CAP.
HELI	Use extreme caution at apron II due to lgt acft & 10' high security fence S of apron. Air taxi along aprons IV & V proh. Caution: 7' high security fence 50' S of Mil ramp 6.
MIL	All VFR Flt Plns within Winnipeg TCA shall include an alt. MIL De-icing All Mil aircrew to arrange de-icing through Wg Ops Ctr.
CAUTION	Radiosonde balloon launches with an ascent rate of 1000 ft/min btwn the hrs of 1715Z-1730Z fr U of M (N49 48 09 W97 08 34, 7.5NM SE aprt, aprx 1.2NM SW fr extended rwy centreline 13/31). Ocsl parajumps by 435 Sqn 15-21Z‡ Mon-Fri. Max alt 3000 ASL. Drop zone 1.5NM radius N49 52 42 W97 29 48 (10NM WSW A/D) at Beaudry Provincial Park. Hi ints lgt oprg dusk-09Z‡ from hotel roof at N49 49 19 W97 09 10 (aprx 5.3NM SE thld Rwy 31). Beams projecting upward. Hi ints lgt may create tempo effects to vision.

WINNIPEG CENTRE (204-983-8338) CZWG

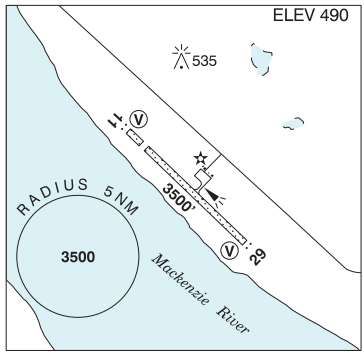
118.0 **118.0** (FL280 & below) 119.5 **119.5** (FL230 & below) **119.7** (FL290 to FL350) 119.9 **119.9** (FL230 & below) **120.5** (FL360 & above) 121.0 **121.0** (FL230 & below) 134.4 **134.4** (FL280 & below) 349.6 **349.6** (FL280 & below)
Big Trout Lake 135.15 **135.15** (FL280 & below)
Brandon 132.25 **132.25** (FL280 & below)
Broadview **132.9** (FL290 to FL360)
Churchill 134.6 **134.6** (FL280 & below)
Dryden 132.2 **132.2** (FL280 & below)
Gillam 134.650 **134.650** (FL280 & below)
Horn **133.7** (FL290 to FL360)
Island Lake 132.825 **132.825** (FL280 & below)
Kenora **124.0** (FL360 & above) **225.2** (FL360 & above)
La Ronge 126.4 **126.4** (FL280 & below)
Lloydminster 132.375 **132.375** (FL280 & below)
Lynn Lake 135.05 **135.05** (FL280 & below)
Marathon 134.075 **134.075** (FL280 & below)
Norway House 135.1 **135.1** (FL280 & below)
Ogoki Post 135.475 **135.475** (FL280 & below)
Peawanuck 133.95 **133.95** (FL280 & below)
Prince Albert 133.9 **133.9** (FL280 & below)
Red Lake **134.175** (FL290 to FL360) 135.325 **135.325** (FL280 & below)
Regina 120.1 **120.1** (FL280 & below) 123.8 **123.8** (FL280 & below) **124.3** (FL290 & above)
Saskatoon **133.1** (FL290 to FL360) **135.775** (FL370 & above) 134.325 **134.325** (FL280 & below)
Stony Rapids 124.475 **124.475** (FL280 & below)
Swift Current 132.8 **132.8** (FL280 & below) **134.975** (FL290 to FL360)
The Pas 135.625 **135.625** (FL280 & below)
Thompson 133.15 **133.15** (FL280 & below)
Thunder Bay 132.125 **132.125** (FL280 & below) **133.25** (FL370 & above)
135.225 (FL290 to FL360) **297.6** (FL370 & above)
Yorkton 132.525 **132.525** (FL280 & below)

WINNIPEG FIC – RCO

For a list of Winnipeg RCOs and map, see Planning Section under FISE RCOs.

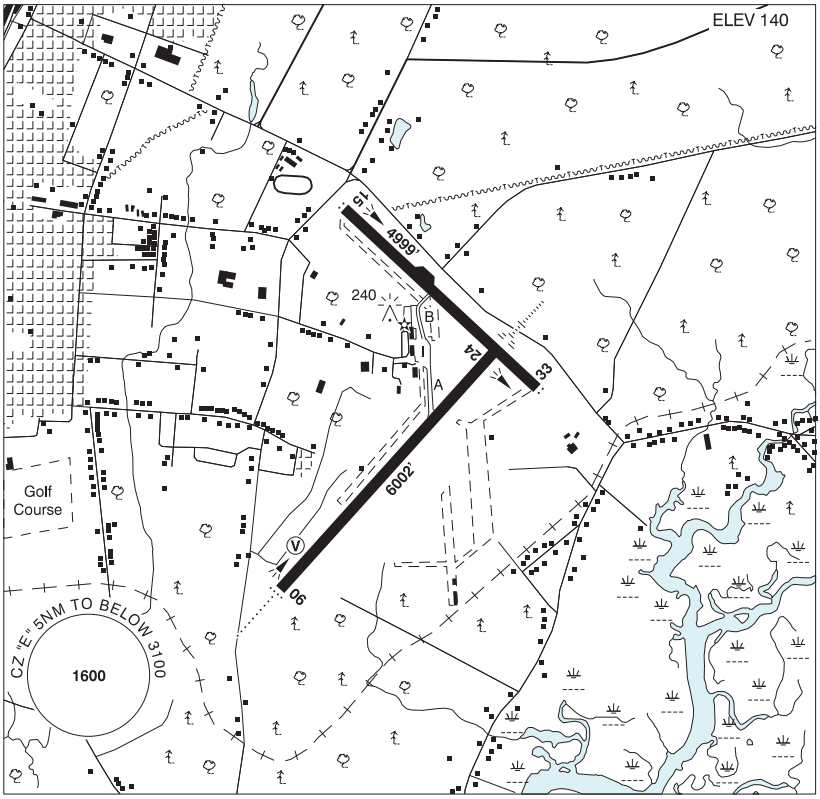
WRIGLEY NT

CYWY



REF	N63 12 35 W123 26 12 20°E (2018) UTC-7(6) Elev 490′ A5029 LO5 CAP
OPR	Govt of Northwest Territories 867-695-2471 Emerg/Incident rpt ctc 877-989-1400 Reg
PF	C-1,2,4,5
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
CARS	867-581-3501 ltd hrs (see COMM)
WX	METAR dur CARS hrs (see COMM) O/T LWIS WxCam
RWY DATA	Rwy 11(114°)/29(294°) 3500x98 GRVL Thld 11 displ 495' Rwy 29 down 0.43% AGN II
RCR	Opr Win maint 1430-2330Z‡ Mon-Fri exc hols Oct 1-May 31, O/T 2 hrs PN, ctc 867-688-3848 or 867-581-3321. Call out chg may be levied. Rwy compacted snow & gravel mix dur win conds.
LIGHTING	11-AS(TE LO) V1, 29-AS(TE LO) V1 ARCAL-122.1 type J
COMM	
MF	aprt rdo ltd hrs O/T tfc 122.1 5NM 3500 ASL (CAR 602.98)
APRT RDO	122.1 (V) 15-23Z‡ Mon-Fri exc federal observed hols
NAV	
DME	YWY 113.1 Ch 78 N63 11 08 W123 21 49 (494′)

YARMOUTH NS CYQI



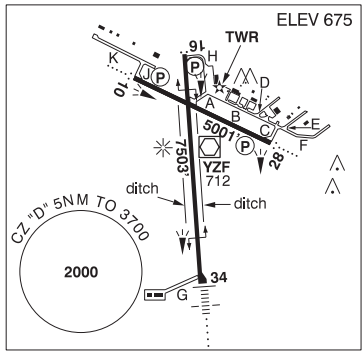
REF	N43 49 38 W66 05 18 Adj E 17°W (2013) UTC-4(3) Elev 140′ A5003 LO8 HI6 CAP
OPR	Yarmouth Airport Commission 902-742-6466 11-20Z‡ O/T PN 30 mins exc SAR & MEDEVAC Reg
PF	A-1 C-2,3,4,5,6
CUST	AOE/110 (225 with staged off-loading) 888-226-7277 12-21Z‡ May 1-Oct 31; 12-21Z‡ Mon-Fri including hols Nov 1-Apr 30
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
ACC	(IFR only) Moncton 506-867-7177 or 866-480-8200. Flt Plns by Fax 506-867-7180 & include phone numbers where pilot can be reached prior to dep.
WX	METAR H24 ALTIMETER/WIND 902-742-6466 H24 (see COMM) TAF H24 issue times: 00, 06, 12, 18Z

YARMOUTH NS (Cont'd) CYQI

SERVICES	Call out chg may be levied for one or more svcs.
FUEL	100LL, JA-1 (FSII avbl), HPR ltd hrs, ctc aprt opr
OIL	65, 100
S	1,2
SUP FL	D-ice
MIL CON	Yarmouth Intl Airport Corp 902-746-4532
RWY DATA	Rwy 06(059°)/24(239°) 6002x150 ASPH Rwy 06 down 0.42% AGN IIIA Rwy 15(150°)/33(330°) 4999x150 ASPH Rwy 15 down 0.35% AGN IIIA
TWY	B: Acft over 50,000 lbs not auth.
RCR	Opr CRFI & win maint avbl ltd hrs, PCN
LIGHTING	06-AD(non-std 2000') (TE HI) V2, 24-AE(TE HI), 15-AS(TE ME), 33-AS(TE ME)
COMM	
RCO	London rdo 123.55 (FISE)
MF	UNICOM (AU) 123.0 5NM 3100 ASL (CAR 602.98)
PAL	Moncton Ctr 123.9 368.5
CAUTION	Daily radiosonde balloon launches with an ascent rate of 1000 ft/min btwn hrs of 1115-1345Z and 2315-0145Z. Deer in vic of aprt.

YELLOWKNIFE NT CYZF

REF	N62 27 47 W114 26 25 16°E (2018) UTC-7(6) Elev 675′ A5030 LO5 HI2 CAP
OPR	Govt of Northwest Territories 867-767-9091 1100-0754Z‡ O/T 2 hr PN, ctc 867-445-5518. Call out chg may be levied. Cert
PF	A-1,2,3,6,7 14-06Z‡ C-3,4,5
CUST	AOE/15 888-226-7277 16-24Z‡ Mon-Fri exc hols
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
ACC	Edmonton IFR 888-358-7526
WX	METAR H24. TAF H24, issue times: 00, 03, 06, 09, 12, 15, 18, 21Z.



SERVICES	Tran acft prkg ltd. PPR for prkg 867-445-5518.
FUEL	JA-1 (FSII avbl), F-34, HPR
OIL	All
S	1,2, Mil 4 ltd, PPR
ARFF	DESIGNATED CAT 6 1200-0754Z‡, O/T call out chg 2 hr PN, O/T aprt clsd to acft 20 seats & abv, exc for diversions or use as an altn A/D without PPR.
SUP FL	D & A ice ctc Strategic Aviation 867-766-2090 or 867-446-0600
JASU	CE16, Elect 10/15
MIL ADV	440 Ops 134.1 867-873-0700 Ext 6440, CSN 766-6440 No trans svcg avbl.
PVT ADV	Midnight Petroleum (World Fuel Services) 122.9 867-766-4000 1200-2359Z‡ Mon-Fri O/T call out chg. Det'on Cho Logistics (Shell) 128.95 867-669-2180 or 867-446-2224 1200-2359Z‡ Mon-Fri O/T call out chg.
MIL CON	Det'on Cho Logistics 867-873-6970

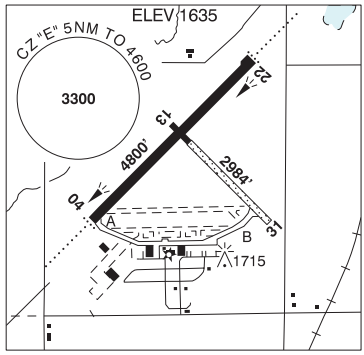
YELLOWKNIFE NT (Cont'd) CYZF

RWY DATA	Rwy 16(160°)/34(340°) 7503x150 ASPH Rwy 10(100°)/28(280°) 5001x150 ASPH RAG: Rwy 16/34 BAK 12, B (1500') NOTAM issued when cable is up.
RWY CERT	Rwy 16 RVR 1200(1/4sm)/Rwy 34 RVR 1200(1/4sm) AGN V Rwy 10/28 AGN IIIB
TWY CERT	Twy: B, C, D, E, F, G, H, J, K AGN IIIB
TWY	Twys D, E, F, G & K uncontrolled.
RCR	Opr CRFI & Win maint avbl 1100-0754Z‡ Oct 15-Apr 15 O/T 2 hrs PN 867-445-5518. Call out chg may be levied Rwy 10/28 ruf sections aprx 2400' to 2495' beyond Thld 10, 39' N rwy centreline PCN/PCR
LIGHTING	10-AO(TE ME) P2, 28-AO(TE ME) P2, 16-AS(TE HI) P2, 34-AN(TE HI)
COMM	
RADIO	rdo 118.5 PTC avbl (E) 05-14Z‡ (emerg only 867-873-4049)
RCO	Edmonton rdo 5680 (FISE) 262.0 (FISE) 123.375 (FISE) 126.7 (bcst)
ATIS	128.4
GND	121.9 14-05Z‡
TWR	118.5 340.8 (E) 14-05Z‡ (emerg only 867-873-3121)
MF	rdo 118.5 05-14Z‡ 5NM 3700 ASL (CAR 602.98)
PAL	Edmonton Ctr 135.8
NAV	
NDB	ZF 356 (M) N62 24 39 W114 26 04
VOR/DME	YZF 115.5 Ch 102 N62 27 51 W114 26 12 (712′)
ILS	IZF 109.5 (Rwy 34) RVR
PRO	**REDUCED VISIBILITY OPERATIONS PLAN (RVOP)** Rwy 10/28 avbl as twy west of Rwy 16/34. Acft towing requires ATC/FSS clnc. Access Rwy 16/34 only by Twy A, H or G.
CAUTION	Extv migratory bird activity Apr-Oct. Drainage ditches parallel Rwy 16/34 310′ W & 260′ E centreline respectively, commencing 2000′ fr thld Rwy 34 to intxn with Rwy 10/28. Rock outcrop 3445' N of Thld 34, 410' left of rwy centerline, aprx 984' long, 696 ASL, marked by red obst lgt.

YELLOWKNIFE FSS - RCO

Dawson Creek 122.2 (RAAS) 1330-0530Z (N55 44 W120 11)
Fort McMurray 118.1 (RAAS) 0545-1315Z‡ (N56 39 W111 14)

YORKTON REGIONAL SK — CYQV



REF	N51 15 53 W102 27 42 2.8N 7°E (2018) UTC-6 Elev 1635´ A5006 LO2 HI4 CAP
OPR	City 306-786-1730 Cert
PF	A-1 C-2,3,4,5,6
FLT PLN	
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)
WX	METAR AUTO H24 (See COMM) TAF 12-06Z, issue times: 12, 18, 00Z. WxCam
SERVICES	Call out chg may be levied for one or more svcs
FUEL	100LL, JA-1 (FSII avbl)
OIL	All
S	1,2,3,4,5,6
PVT ADV	Leading Edge Aviation 122.8 306-786-1863 Good Spirit Air Service 123.3 306-786-3352 14-23Z Mon-Fri
RWY DATA	Rwy 04(038°)/22(218°) 4800x148 ASPH Rwy 04 down 0.79% Rwy 13(128°)/31(308°) 2984x98 GRVL/ASPH, first 600' Rwy 13 ASPH
RWY CERT	Rwy 04/22 AGN IIIB Rwy 13/31 AGN II
TWY CERT	Twy B II
RCR	Opr 14-24Z Mon-Fri exc hols O/T 306-786-3345 3hr PN cost recovery Rwy 13/31 rstd to acft less than 15,000 lbs PCN
LIGHTING	04-AD(TE ME), 22-AD(TE ME), 13-(TE ME), 31-(TE ME) ARCAL-119.65 type K
COMM	
RCO	Regina rdo 119.65 296.6 (RAAS) 12-04Z Edmonton rdo 123.475 (FISE) 126.7 (bcst)
MF	Regina rdo 12-04Z O/T tfc 119.65 296.6 5NM 4600 ASL (CAR 602.98)
PAL	Winnipeg Ctr 132.525
AWOS	128.725
PRO	**ATS PPR REQUIREMENTS:** Ctc Winnipeg ACC 204-984-5979 for IFR tng and photo survey within Yorkton Class E Airspace 12,500' and below.

YYC CALGARY INTL AB — See CALGARY / YYC CALGARY INTL

AERODROME/FACILITY DIRECTORY NORTH ATLANTIC

PITUFFIK SPACE BASE GNLD BGTL

REF	N76 32 W68 42 46°W (2015) UTC-4(3) Elev 251′ A5049 LO9 HI1
OPR	USAF PPR except AMC flts. Req thru 821 ABG Pituffik SB, GL/AMO/DSN 312-629-2717 for Base Ops. Commercial phone 719-474-3840, ask for 2717. Civ acft thru HQ USAF/XOO-CA 703-697-5967, DSN 312-227-5967. Foreign Govt acft thru HQ USAF/XOO-CA 703-697-1738, DSN 312-227-1738. Aprt oprg hrs 12-20Z‡ Mon-Fri, clsd Sat, Sun & US hols. Aircraft are required to land/depart 15 minutes prior to closure to allow proper ATC handling. Base OPS opr 10-21Z‡ Mon-Thu, 10-20Z‡ Fri, clsd Sat, Sun & US hols.
FLT PLN	AFTN BGTLYWYX
WX	Full svc avbl aprt oprg hrs.
SERVICES	No flt line maint. No fleet svc avbl. Trans Alert, svcs avbl 1000Z‡-2100Z‡ Mon-Thu, 1000Z‡-2000Z‡ Fri. Oil & lubrications (POL)/Fuels svcs avbl 1100Z‡-2030Z‡ Mon-Thu, 1100Z‡-1930Z‡ Fri.
FUEL	F-34, SP, valid Identaplate DD form 1896, or cash only. Credit cards not accepted. Alternate means of payment must be arranged prior to arrival. Ctc Fuels ext 2553/2810.
S	1 (ltd), 2
ARFF	CAT 6, US INDEX B
SUP FL	D-ice Type 1
JASU	MA-1A, MC-1A, AM32A-86
RWY DATA	Rwy 08T/26T 9997x140 asphalt
RCR	Opr T172, ST175, TT323, 2D416, SBTT551, TDT840, TRT585, PCN values, Summer (Jun-Sep) 41 F/A/W/T, Winter (Oct-May) 50 F/A/W/T
TWY	Twy C rstd to acft group index 4/C-130 or smaller. Natural feature (Lake) situated btwn twy B & twy C may constitute a possible hazard to moving acft.
APRON	Parking spots 1-4 closed. Cluster Pits 1-6 closed
LIGHTING	08T-A1 SF(T HI) P 3.0° Rotating bcn opr H24. Airfield lgt remains on H24 from Sep-May. The ALSF-1 is not properly configured, making it a non-std Approach Lgt System. The ALSF-1 has two extra lights (10 instead of std 8) on the 300m (1,000ft) crossbar.
COMM	ctc Pituffik APP con prior to 100NM for entry clnc
GND	119.9 275.8
TWR	126.2 255.6 (E) oprg hrs as per opr
ARR	134.1 363.8 (E) oprg hrs as per opr
A/G	8364R emerg CW freqs
BASE OPS	131.1
NAV	All NAVAIDS oriented to true, magnetic variation not applied.
VORTAC	THT 111.0 Ch 47 N76 32 32 W68 14 21 264° 6.5NM to A/D VOR unusable 134°T-164°T beyond 25NM below 9000 MSL. TACAN unusable 003°T-069°T beyond 34NM below 7000 MSL, 069°T-182°T beyond 24NM below 11,000 MSL. VORTAC unusable 182°T-225°T beyond 30NM below 6000 MSL. Preventive maint: TACAN 18-21Z‡ Mon, VOR 18-21Z‡ Mon-Fri
ILS	I-TL 109.5 332.6 back crs unusable ltd hrs. Preventive maint 109.5Mhz 17-19Z‡ Tue & 332.6 Mhz 13-15Z‡ Fri (LOC & GS). Localizer unusable beyond 10 NM 31° right of course.
ASR	See latest DOD terminal Flip for minima. Preventive maint 10-12Z‡ Mon-Fri.

PITUFFIK SPACE BASE GNLD (Cont'd) BGTL

PRO	All acft ctc Base Ops prior to engine start. All acft ctc Pituffik ATC O/T Base ops when TWR closed to request engine start. Rgt tfc rwy 08T. Normal procedure land rwy 08T, depart rwy 26T. Explosive hazardous cargo proh. Hgr space extremely ltd, min 72 hr PN. All acft must be winterized. Quarters confirmation thru Base Ops rqrd prior to PPR issue. Expect RCR 08 or lower Sep 15-May 15. O/T use caution when rwy wet. Sfc winds greater than 30 kt fr 125°T-185°T expect moderate turbulence sfc to 5000′ & low level wind shear (LLWS) on final/missed apch rwy 08T, severity greater with wind speed. Rwy 08T ILS GS unusable for coupled apch BLW 600 MSL.
CAUTION	Instrument procedures are oriented to True North, magnetic variation is not applied. All vectors and wind information will be in reference to True North. Wind speed and direction will be issued as estimated. Pituffik SB is considered mountainous terrain, 2000′ of obstacle clearance provided in ESA & MVA. The MSA provides 1000′ of obstacle clearance. Far Field monitor Non-Frangible system mounted on utility poles ILS LOC Transmitter support structure Non-Frangible Approach Light System (ASFL-1) support structure Non-Frangible Lczr - surrounding topography is rolling glacial till bordered by bedrock, terrain is irregular with gradual swells combined with glacial rock. Lczr - Natural geographic features drainage ditches/trenches located throughout the lateral clearance zone. ATC only assigns temperature-corrected alt at the lowest MVA when temperature reach -10°C/14°F or lower. IAP alt are not temperature corrected. All pilots/aircrew must inform ATC if flying temperature-corrected alt, or at an alt other than that assigned by ATC, in Pituffik airspace. Intermittent Class 4 laser operations located at N76 32 18.76 W68 45 01.92. Operations pose a hazard to aircraft operations within a one mile radius. Migrating birds mid Apr thru mid May & mid Aug thru mid Sep. Possible arctic foxes on rwy, twys & apron. Aerodrome wildlife hazard increased, muskox activity on and near the airfield.

PLANNING

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FLIGHT PLAN / FLIGHT ITINERARY

The following lists the order of filing:

1. Aircraft identification (aircraft registration mark, flight number or radio call sign)
2. Flight rules
3. Type of flight
4. Number (if more than one)
5. Type of aircraft
6. Wake turbulence category
7. Equipment (see page C3)
8. Departure aerodrome
9. Time of departure (UTC) proposed/actual
10. Cruising speed
11. Altitude / Level
12. Route
13. Destination aerodromeZ
14. Estimated elapsed time enroute (hrs & min)
15. SAR time*
16. Alternate aerodrome(s) (if required)
17. Other information
18. Endurance (hrs & min)
19. Total no of persons on board
20. Type of emergency locator transmitter*
21. Survival equipment (type, jackets, dinghies)
22. Aircraft colour and markings
23. Remarks (regarding other survival equipment)
24. Arrival report - where it will be filed*
25. Name and number or address of person or company to be notified if SAR action initiated*
26. Pilot's name
27. Pilot's licence no (Canadian pilot licence only)*

* Not required in an ICAO flight plan/flight itinerary.

MIL: Flights originating from locations where no DND flight planning facilities are available will file the NAV CANADA Canadian Flight Plan and Flight Itinerary form as described herein. See TC AIM RAC Flight Planning for detailed instructions in completing the NAV CANADA form.

VFR POSITION REPORTS

Reports not required (except ADIZ reports) but will assist search and rescue if needed. Report to a Flight Information Centre or a Flight Service Station. In uncontrolled airspace report on the published FISE frequency and also broadcast on 126.7.

1. Identification
2. Position
3. Time over
4. Altitude
5. VFR Flight Plan
6. Destination

IFR POSITION REPORTS

1. Identification
2. Position
3. Time
4. Altitude
5. Type of flight plan or flight itinerary*
6. Next reporting point and ETA**
7. Name only of the next succeeding reporting point
8. Remarks

* If providing position reports via Automatic Dependant Surveillance (ADS) it is not necessary to indicate the type of flight plan.

** If the time estimate for the next applicable reporting point differs from the previously reported estimate by three minutes or more, a revised estimated time should be notified as soon as possible to the appropriate Air Traffic Services (ATS) unit.

CONTENTS OF AN ARRIVAL REPORT

1. The aircraft registration mark, flight number or radio call sign
2. The type of flight plan or flight itinerary
3. The departure aerodrome
4. The arrival aerodrome
5. The date and time of arrival

MF PROCEDURE

MF (VFR) arrival calls. 1. Report position, altitude arrival proc intents and ETL 5 min before entering area. 2. Maintain listening watch. 3. Report joining circuit and present position. 4. Report downwind leg (if applic). 5. Report on final App. 6. report clear of active Rwy after ldg.

MF (IFR) arrival calls. 1. 5 min before est time to commence IP your approach intentions and ETL. 2. Passing the fix outbound with intent to do PT or if no PT upon intercept of final approach track. 3. Upon passing FAF during final approach or 3 min before ETL where no FAF exists. 4. Upon commencing circling procedure advise intents. 5. When turning onto final app leg advise position. 6. If missed app, as soon as practical after commencing MAP incl intents

EQUIPMENT PREFIXES AND SUFFIXES

AIRCRAFT

/H – HEAVY, to indicate an aircraft type with a maximum certificated takeoff mass of 136,000 kg (300,000 lbs) or more.

/M – MEDIUM, to indicate an aircraft type with a maximum certificated takeoff mass of less than 136,000 kg (300,000 lbs) but more than 7,000 kg (15,500 lbs).

/L – LIGHT, to indicate an aircraft type with a maximum certificated takeoff mass of 7,000 kg (15,500 lbs) or less.

Separate the type of aircraft and wake turbulence category from the COM/NAV equipment by a hyphen (-), then, following the COM/NAV suffixes add a forward slash (/) and denote the SSR equipment.

(a) **COM/NAV equipment**

INSERT one letter as follows:

N – if no COM/NAV approach aid equipment for the route to be flown is carried, or the equipment is unserviceable

or

S – if standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable (see Note 1),

and/or

INSERT one or more of the following letters to indicate the serviceable COM/NAV/approach aid equipment and capabilities available (see Note 6):

A	GBAS landing system	L	ILS
B	LPV (APV with SBAS)	M1	ATC SATVOICE (INMARSAT)
C	LORAN C	M2	ATC SATVOICE (MTSAT)
D	DME	M3	ATC SATVOICE (Iridium)
E1	FMC WPR ACARS	O	VOR
E2	D-FIS ACARS	P1	CPDLC RCP 400
E3	PDC ACARS	P2	CPDLC RCP 240
F	ADF	P3	SATVOICE RCP 400
G	(GNSS) (see Note 2)	P4-P9	Reserved for RCP
H	HF RTF	R	PBN approved (see Note 4)
I	Inertial Navigation	S	Standard Equipment (see Note 1)
J1	CPDLC ATN VDL Mode 2 (see Note 3)	T	TACAN
J2	CPDLC FANS 1/A HFDL	U	UHF RTF
J3	CPDLC FANS 1/A VDL Mode 4	V	VHF RTF
J4	CPDLC FANS 1/A VDL Mode 2	W	RVSM approved
J5	CPDLC FANS 1/A SATCOM (INMARSAT)	X	MNPS approved
J6	CPDLC FANS 1/A SATCOM (MTSAT)	Y	VHF with 8.33 kHz channel spacing capability
J7	CPDLC FANS 1/A SATCOM (Iridium)	Z	Other equipment carried or other capabilities (see Note 5)
K	(MLS)		

Any alphanumeric characters not indicated above are reserved.

EQUIPMENT PREFIXES AND SUFFIXES (Cont'd)

NOTES:

1. If the letter S is used standard equipment is considered to be VHF RTF, VOR and ILS, unless another combination is prescribed by the appropriate ATS authority.
2. ICAO: If the letter "G" is used, the types of external GNSS augmentation, if any, are specified in "Other Information" following the indicator NAV/ and separated by a space.

   Canadian: When using the letter "G" on an IFR flight plan, the GNSS receiver must be approved in accordance with the requirements specified in AIP Canada (ICAO) ENR 4.3. IFR-certified receivers are not mandatory for VFR flights. Pilots are encouraged to use the letter "G" on VFR flight plans when using any type of GNSS to assist VFR navigation.
3. See RTCA/EUROCAE Interoperability Requirements Standard For ATN Baseline 1 (ATN B1 INTEROP Standard - DO-280B/ED-110B) for data link services air traffic control clearance and information/air traffic control communications management/air traffic control microphone check.
4. If the letter R is used, the performance based navigation levels that can be met are specified in "Other Information" following the indicator PBN/. Guidance material on the application of performance based navigation to a specific route segment, route or area is contained in the Performance-Based Navigation Manual (Doc 9613).
5. If the letter "Z" is used, specify in "Other Information" the other equipment carried, or other capabilities, preceded by COM/, NAV/ and/or DAT, as appropriate.
6. Capabilities comprise the presence of relevant serviceable equipment on board the aircraft; equipment and capabilities commensurate with flight crew qualifications and, where applicable, authorization from the appropriate authority.

Surveillance equipment and capabilities

INSERT N if no surveillance equipment for the route to be flown is carried, or the equipment is unserviceable, OR

INSERT one or more of the following descriptors, to a maximum of 20 characters, to describe the serviceable surveillance equipment and/or capabilities on board:

SSR Modes A and C

A Transponder - Mode A (4 digits-4096 codes)

C Transponder - Mode A (4 digits-4096 codes) and Mode C

SSR Mode S without ADS-B

H Transponder - Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability

I Transponder - Mode S, including aircraft identification, but no pressure-altitude capability

P Transponder - Mode S, including pressure-altitude transmission, but not aircraft identification capability

S Transponder - Mode S, including both pressure-altitude and aircraft identification capability

X Transponder - Mode S with neither aircraft identification nor pressure-altitude capability

NOTE: Enhanced surveillance capability is the ability of the aircraft to down-link aircraft derived data via a Mode S transponder.

SSR Mode S with ADS-B

E Transponder - Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability.

L Transponder - Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability.

EQUIPMENT PREFIXES AND SUFFIXES (Cont'd)

ADS-B suffix

B1 ADS-B with dedicated 1090 MHz ADS-B "out" capability
B2 ADB-B with dedicated 1090 MHz ADS-B "out" and "in" capability
U1 ADS-B "out" capability using UAT
U2 ADS-B "out" and "in" capability using UAT
V1 ADS-B "out" capability using VDL Mode 4
V2 ADS-B "out" and "in" capability using VDL Mode 4

In addition to the ADS-B alphanumeric characters listed above, aircraft equipped in accordance with the Canadian ADS-B mandate must also include CANMANDATE in "Other Information" following the SUR/ indicator.

Example: SUR/CANMANDATE
Example: SUR/260B RSP180 A2 CANMANDATE

ADS-C suffix

D1 ADS-C with FANS 1/A capabilities
G1 ADS-C with ATN capabilities

Alphanumeric characters not indicated above are reserved.

Example: ADE3RV/LB2U2V2G1

NOTE: Additional surveillance application should be listed in "Other Information" following the indicator SUR/.

Any other necessary information in the sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder, followed by an oblique stroke and the information to be recorded.

STS/ Reason for special handling by ATS, e.g. a SAR mission, as follows.

ALTRV: for a flight operated in accordance with an altitude reservation.
ATFMX: for a flight approved for exemption from ATFM measures by the appropriate ATS authority.
FFR: for fire-fighting.
FLTCK: for a flight check for calibration of NAVAIDs.
HAZMAT: for a flight carrying hazardous material.
HEAD: for a flight with Head of State status.
HOSP: for a medical flight declared by medical authorities.
HUM: for a flight operating on a humanitarian mission.
MARSA: for a flight for which a military entity assumes responsibility for separation of military aircraft.
MEDEVAC: for a life critical medical emergency evacuation.
NONRVSM: for a non-RVSM capable flight intending to operate in RVSM airspace.
SAR: for a flight engaged in a search and rescue mission.
STATE: for a flight engaged in military, customs or police services.

Other reasons for special handling by ATS shall be denoted under the designator "RMK/".

PBN/ Indication of RNAV and/or RNP capabilities: Include as many of the descriptors below as possible that apply to the flight, up to a maximum of eight entries, i.e. no more than 16 characters.

RNAV Specifications to be Indicated in Flight Plan Item 18: Other Information

A1	RNAV 10 (RNP 10)
B1	RNAV 5 all permitted sensors
B2	RNAV 5 GNSS
B3	RNAV 5 DME/DME
B4	RNAV 5 VOR/DME
B5	RNAV 5 INS or IRS
B6	RNAV 5 LORAN C
C1	RNAV 2 all permitted sensors
C2	RNAV 2 GNSS
C3	RNAV 2 DME/DME
C4	RNAV 2 DME/DME/IRU
D1	RNAV 1 all permitted sensors
D2	RNAV 1 GNSS
D3	RNAV 1 DME/DME
D4	RNAV 1 DME/DME/IRU

RNP Specifications to be Indicated in Flight Plan Item 18: Other Information

L1	RNP 4
O1	Basic RNP 1 all permitted sensors
O2	Basic RNP 1 GNSS
O3	Basic RNP 1 DME/DME
O4	Basic RNP 1 DME/DME/IRU
S1	RNP APCH
S2	RNP APCH with baro VNAV
T1	RNP AR APCH with RF (special authorization required)
T2	RNP AR APCH without RF (special authorization required)

ICAO has not yet allocated a two-digit alphanumeric character to describe RNP 2 under the PBN/ indicator. For an RNP 2 capable flight, enter a Z in item 10 and spell out "RNP2" after NAV/ in "Other Information (item 18)": NAV/RNP2

USE OF TRANSPONDER CODES

IFR:

Controlled High Level Airspace	–	Mode A, Code 2000 plus Mode C, if no direction is given by ATC.
Uncontrolled High Level Airspace	–	Mode A, Code 2000 plus Mode C if available, if no direction is given by ATC.
Controlled Low Level Airspace above 12,500 ASL	–	Mode A, Code 1000 plus Mode C, if no direction is given by ATC.
All Other Low Level Airspace	–	Mode A, Code 1000 plus Mode C if available, if no direction is given by ATC.

VFR:

Code 1200, for operation at or below 12,500 ASL.

Code 1400, for operation above 12,500 ASL.

NOTE: If an aircraft leaves confines of an airspace in which a specific code was assigned, the pilot is responsible for changing to the applicable code above.

Emergencies	–	COMM Failure	–	Mode A, Code 7600
		Emergency	–	Mode A, Code 7700
		Hijack	–	Mode A, Code 7500

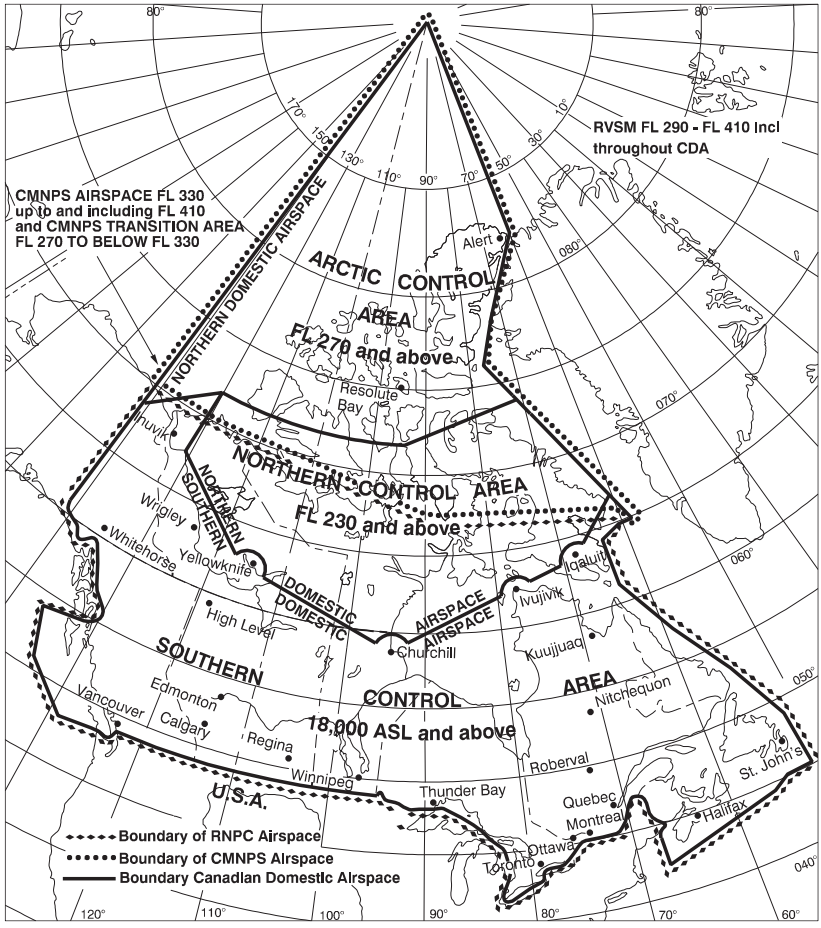
CAUTION: Pilots should select transponder codes with care so as to avoid inadvertent selection of emergency codes.

Flight crews of aircraft equipped with transponders capable of Mode C automatic altitude reporting capability are requested to adjust their transponders to transmit Mode C when operating in Canadian Airspace unless deactivation is requested by ATC.

EMERGENCY SECURITY CONTROL OF AIR TRAFFIC (ESCAT) PLAN

1. The ESCAT rules will only be implemented in times of crisis and war, and restrictions to aircraft movements will not be imposed for any greater time or degree than is necessary to meet the military tactical requirements. When the plan is implemented it applies to all Canadian airspace. The total plan including wartime air traffic priority numbers and ESCAT zones are contained in a joint DND/TC publication.
2. When notified that ESCAT is in effect, pilots of aircraft operation into or over Canada or planning to operate into or over Canada shall:
   (a) comply with instructions from ATC units to change course or altitude, or to land;
   (b) include the appropriate Wartime Air Traffic priority number when filing flight plans and obtain approval from an appropriate ATC unit prior to take-off; and
   (c) make position reports as required by the instrument flight rules and/or as directed in applicable Command/Group Squadron Orders.

CANADIAN AIRSPACE BOUNDARIES



NOTE: Only aircraft certified by state of registry as meeting Minimum Navigation Performance Specifications (MNPS) of either the North Atlantic (NAT) or Canada will be permitted to operate within the designated CMNPS airspace, unless the appropriate Air Traffic Control Unit indicates that the aircraft in question can be accommodated without penalizing CMNPS certified aircraft.
See TC AIM RAC for details.
– Reduced Vertical Separation Minimum (RVSM)
See TC AIM RAC for details.

ALTIMETER SETTING AND DESIGNATED MOUNTAINOUS REGIONS



Aircraft flying IFR in Designated Mountainous Regions outside of designated airways/air routes shall be flown at an altitude of at least 2000 feet above the highest obstacle within 5NM of the aircraft when in areas 1 & 5, or 1500 feet in areas 2, 3 & 4. Refer to Designated Airspace Handbook for the official area definitions.

CHARACTERISTICS OF AIRSPACE

CLASSIFICATION OF AIRSPACE

For further information regarding Canadian Airspace see the Transport Canada publication, the *Designated Airspace Handbook (DAH), TP 1820E*.

Class "A" Airspace (IFR)

Controlled high level airspace within which only IFR flight is permitted. ATC separation is provided to all aircraft. The vertical dimensions of Class A airspace are as follows:

Southern Control Area–18,000 ASL to FL600 inclusive
Northern Control Area–FL230 to FL600 inclusive
Arctic Control Area–FL270 to FL600 inclusive

Class "B" Airspace (IFR and VFR)

Controlled airspace within which both IFR and VFR flights are permitted. All controlled low level airspace above 12,500 ASL or at and above the MEA, whichever is higher, up to but not including 18,000 ASL. ATC separation is provided to all aircraft.

Control zones and associated terminal areas may also be classified as Class B airspace.

Class "C" Airspace (IFR and VFR)

Controlled airspace within which both IFR and VFR flights are permitted, but VFR flights require a clearance to enter. ATC separation is provided for all IFR aircraft and, as necessary to resolve possible conflicts, between IFR and VFR aircraft.

Control zones and associated terminal areas may also be classified as Class C airspace.

Class "D" Airspace (IFR and VFR)

Controlled airspace within which both IFR and VFR flights are permitted, but VFR flights must establish two-way communication with the appropriate ATC agency prior to entering the airspace. ATC separation is provided only to IFR aircraft.

Control zones and associated terminal areas may also be classified as Class D airspace.

Class "E" Airspace (IFR and VFR)

All high level controlled airspace above FL600. Also, low level airways, low level fixed RNAV routes, control area extensions, transition areas or control zones established without an operating control tower may be classified Class E airspace.

Class "F" Airspace (IFR and VFR)

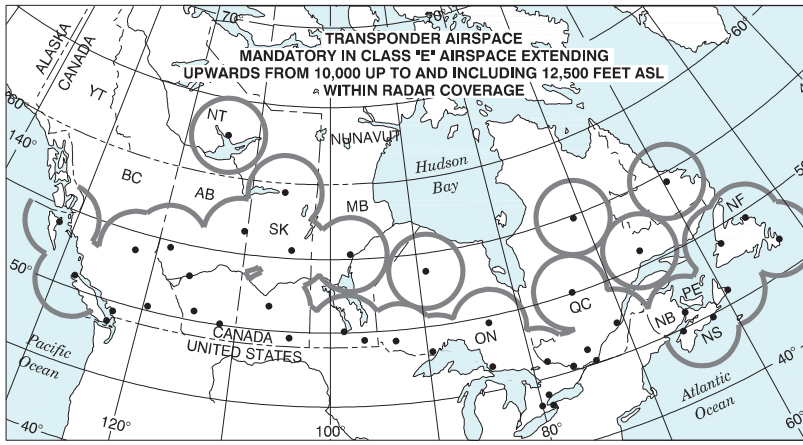
Class F airspace may be restricted airspace or advisory airspace or danger areas, and can be controlled airspace, uncontrolled airspace, or a combination of both.

Class "G" Airspace (IFR and VFR)

Airspace within which IFR and VFR flights are not subject to control. Airspace not designated A, B, C, D, E, or F is classified G.

CHARACTERISTICS OF AIRSPACE – Cont'd

TRANSPONDER AIRSPACE



TRANSPONDER REQUIREMENTS

Aircraft are required to be equipped with a functioning transponder incorporating an automatic pressure altitude reporting device when operating in the following airspace:

(a) all Class A airspace;
(b) all Class B airspace;
(c) all Class C airspace; and
(d) all Class D and Class E airspace that is specified as "Transponder Airspace" in the *Designated Airspace Handbook (DAH TP 1820E)*, as follows:

I. Class D TCAs and/or Class D CZs at the following aerodromes:
   i. Vancouver, BC CZ
   ii. Abbotsford, BC TCA
   iii. Kelowna, BC Class D CAE,
   iv. Fredericton, NB CZ, and
   v. Halifax/Stanfield Intl, NS TCA and CZ;

II. Class E airspace of defined dimensions at the following aerodromes:
   i. Victoria, BC
   ii. Vancouver, BC
   iii. Abbotsford, BC
   iv. Christina Lake, AB
   v. Conklin, AB
   vi. Fort MacKay/Albian, AB
   vii. Fort MacKay/Firebag, AB
   viii. Fort MacKay/Horizon, AB
   x. Kirby Lake, AB
   xi. Primrose, AB
   xii. Regina, SK
   xiii. Saskatoon/John G. Diefenbaker, SK
   xiv. Thunder Bay, ON
   xv. Toronto, ON
   xvi. Montréal (Mirabel), QC
   xvii. Moncton, NB
   xviii. Gander, NL

xix. St. John's, NL

(e) All Class E airspace extending upwards from 10,000 ASL up to and including 12,500 ASL within radar coverage.

Pilots of IFR aircraft within controlled high level airspace shall adjust their transponder to reply on Mode A, Code 2000 and on Mode C unless otherwise instructed by ATC.

NOTE: To enhance the safety of IFR flight in uncontrolled high level airspace, pilots are urged to adjust their transponders to reply on Mode A, Code 2000, plus Mode C, unless otherwise instructed by ATC.

CONTROLLED LOW LEVEL AIRSPACE

Airway - 2200 AGL up to but not including 18,000 ASL - (for airway width see TC AIM, RAC).

Control Area Extension - Controlled airspace of defined dimensions within the Low Level Airspace extending upwards 2,200 AGL and above, unless otherwise specified.

Control Zone - Controlled airspace of defined dimensions extending vertically from the surface of the earth up to and including 3,000 feet above aerodrome elevation, unless otherwise specified.

Terminal Control Area - Controlled airspace of defined dimensions designated to serve arriving, departing and enroute aircraft.

Military Terminal Control Areas - Controlled airspace of defined dimensions normally established in the vicinity of a military aerodrome and within which special procedures and exemptions exist for military aircaft. The terminology "(Class B, C, D, or E equivalent)" used for the designation of MTCAs describes the equivalent level of service and operating rules for civilian aircraft operating within the MTCA and under military control.

Transition Area - Controlled airspace of defined dimensions extending upwards from 700 AGL unless otherwise specified, to the base of overlying controlled airspace.

CRUISING ALTITUDES & FLIGHT LEVELS APPROPRIATE TO AIRCRAFT TRACK

1. The appropriate altitude or flight level for aircraft in level cruising flight is determined in accordance with:
   (a) the magnetic track in the Southern Domestic Airspace
   (b) the true track in Northern Domestic Airspace.
2. Unless otherwise authorized by ATC the following VFR, CVFR or IFR cruising altitudes apply.
3. RVSM cruising flight levels appropriate to aircraft track are applicable in Designated RVSM Airspace.

ALTITUDES OR FLIGHT LEVELS	AIRCRAFT TRACK	
	000° - 179°	180° - 359°
ABOVE FLIGHT LEVEL 290 FLY 4000´ INTERVALS:	BEGINNING AT FLIGHT LEVEL 290 (FL 290, 330, 370, 410, 450)	BEGINNING AT FLIGHT LEVEL 310 (FL 310, 350, 390, 430, 470)
RVSM	FL 290, 310, 330, 350, 370, 390, 410	FL 300, 320, 340, 360, 380, 400
AT OR ABOVE 18,000 ASL BUT BELOW FL 290 FLY 2000´ INTERVALS:	ODD FLIGHT LEVELS (FL 190, 210, 230, ETC.)	EVEN FLIGHT LEVELS (FL 180, 200, 220, ETC.)
BELOW 18,000 ASL: (FLY CORRESPONDING FLIGHT LEVELS IN STANDARD PRESSURE REGION) FLY 2000´ INTERVALS:	IFR and CVFR	IFR and CVFR
	ODD THOUSANDS, ASL (1000, 3000, 5000, ETC.)	EVEN THOUSANDS, ASL (2000, 4000, 6000, ETC.)
	VFR	VFR
	ODD THOUSANDS plus 500 FT ASL (3500, 5500, 7500, ETC.)	EVEN THOUSANDS plus 500 FT ASL (4500, 6500, 8500, ETC.)

CHARACTERISTICS OF AIRSPACE – Cont'd
WEATHER MINIMA VFR FLIGHT

AIRSPACE	VFR WEATHER MINIMA	
CONTROL ZONES	- FLIGHT VIS AND GROUND VIS WHEN REPORTED: NOT LESS THAN 3 MILES - DISTANCE FROM CLOUD: 1 MILE HORIZONTALLY AND 500´ VERTICALLY - DISTANCE FROM GROUND OR WATER: 500´ VERTICALLY	
CONTROL AREAS	- FLIGHT VIS AND GROUND VIS WHEN REPORTED: NOT LESS THAN 3 MILES - DISTANCE FROM CLOUD: 1 MILE HORIZONTALLY AND 500´ VERTICALLY	
UNCONTROLLED AIRSPACE	1000 AGL OR ABOVE	- FLIGHT VIS: NOT LESS THAN 1 MILE DAY, 3 MILES NIGHT - DISTANCE FROM CLOUD: 2000´ HORIZONTALLY AND 500´ VERTICALLY
	BELOW 1000 AGL	- FLIGHT VIS: 2 MILES DAY (AEROPLANES), 1 MILE DAY (HELICOPTERS) (SEE NOTE), 3 MILES NIGHT - CLEAR OF CLOUD

NOTE: Aircraft may be operated below 1000 AGL in uncontrolled airspace during the day, in visibilities less than 2 miles for aeroplanes and 1 mile for helicopters, where they are authorized to do so in an air operator certificate, a private operator certificate or a flight training unit operator certificate - helicopter, as applicable.

SPECIAL VFR (Control zones only)

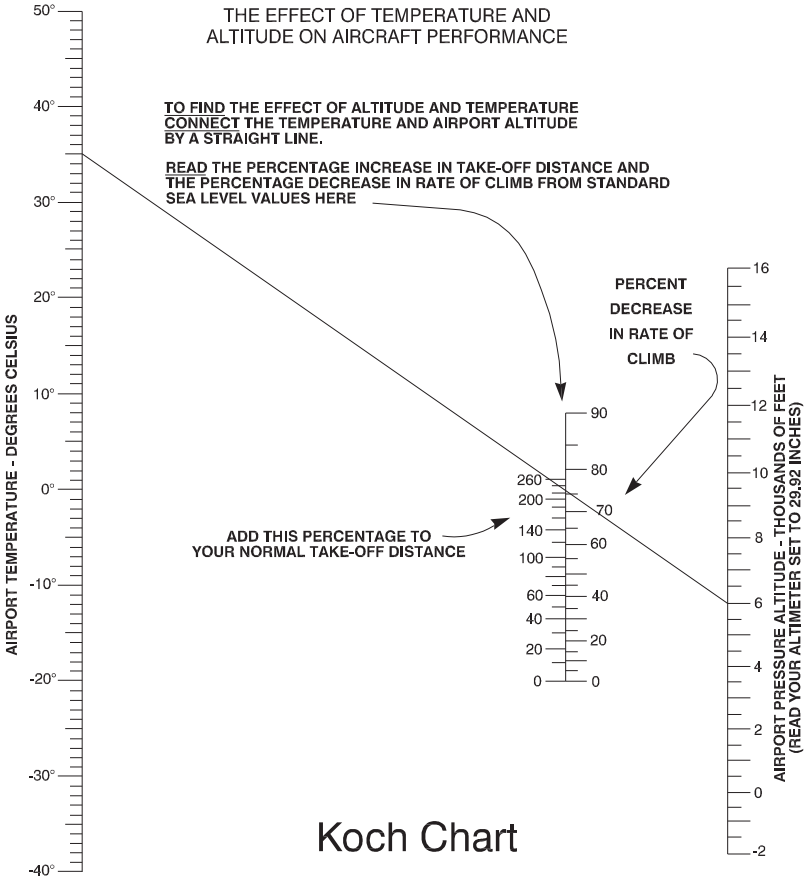
	Flight visibility and ground visibility when reported
All aircraft except rotorcraft	1 mile
Rotorcraft	1/2 mile

NOTES
1. All aircraft including helicopters, must be equipped with a radio capable of communicating with the ATC unit and maintain a listening watch with the ATC unit.
2. Aircraft must operate clear of cloud and within sight of the ground at all times.
3. Helicopters should operate at such reduced airspeeds so as to give the pilot-in-command adequate opportunity to see other air traffic or obstructions in time to avoid a collision.
4. When the aircraft is not a helicopter and is being operated at night, ATC will only authorize special VFR where the authorization is for the purpose of allowing the aircraft to land at the destination aerodrome.

CHARACTERISTICS OF AIRSPACE – Cont'd
VFR FLIGHT PLANS / ITINERARIES

All persons intending to operate VFR within Canadian airspace must file a VFR flight plan or flight itinerary unless the flight will be conducted within 25NM of the departure aerodrome.

KOCH CHART

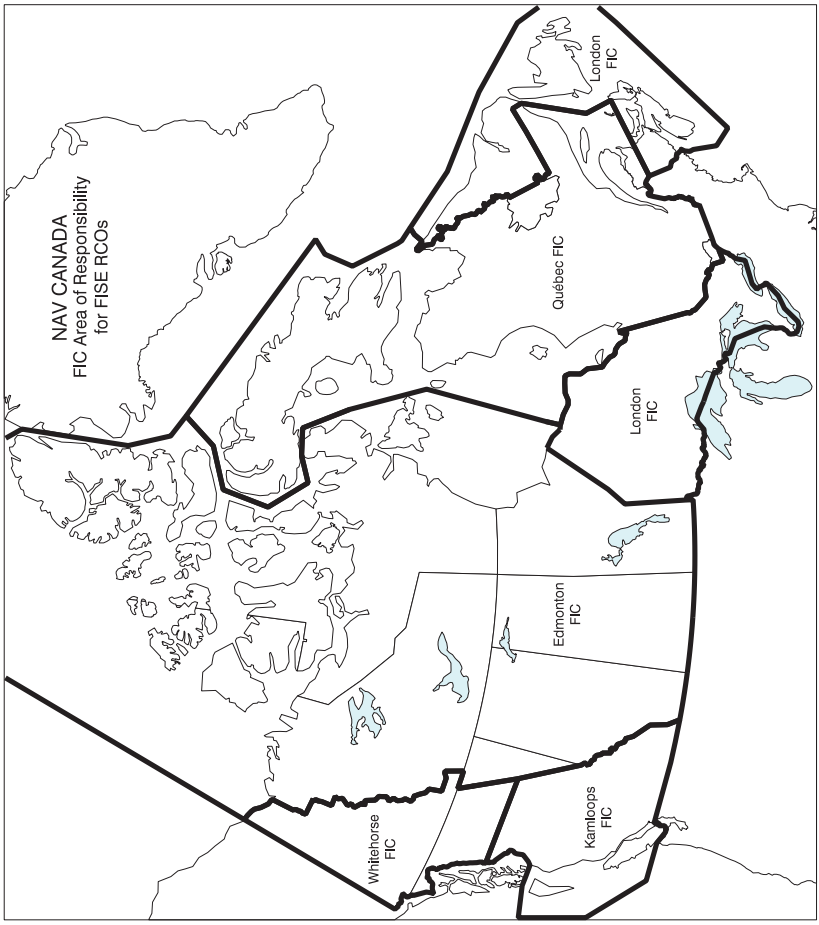


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NAV CANADA FIC AREA OF RESPONSIBILITY FOR FISE RCOs



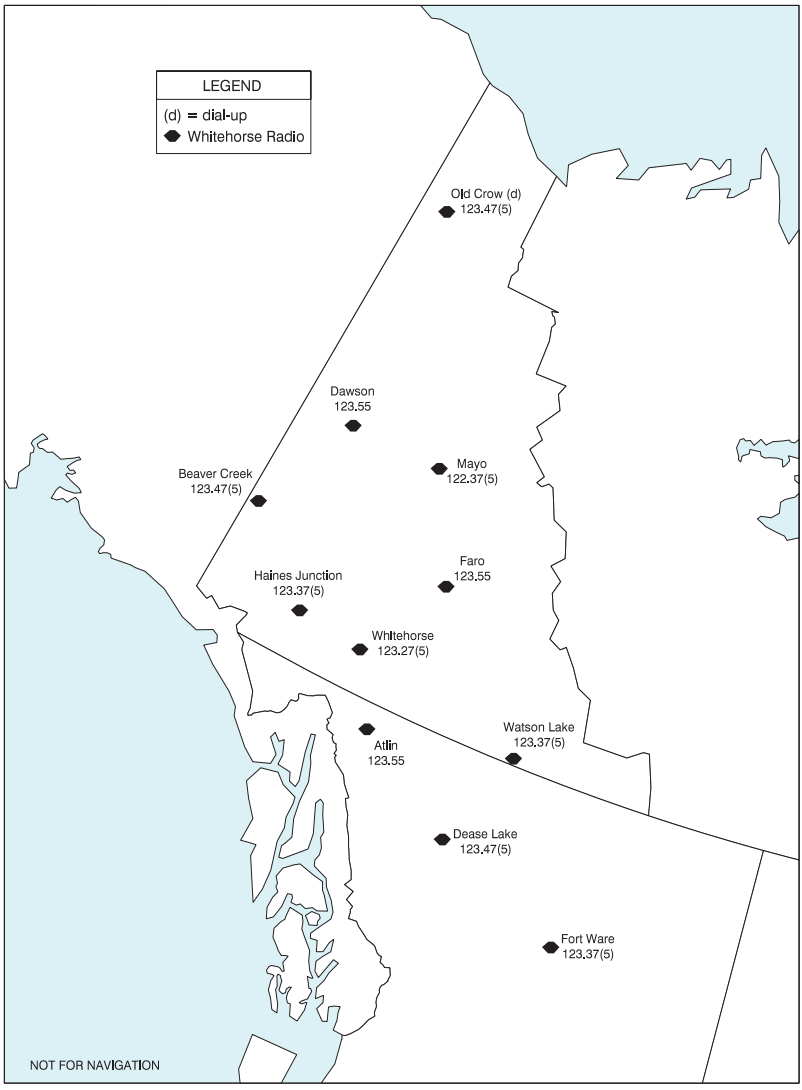
WHITEHORSE FIC FISE RCOs

(Call-Sign WHITEHORSE RADIO)

Atlin 123.55 (FISE) 126.7 (bcst) (N59 35 W133 43)
Beaver Creek 123.475 (FISE) 126.7 (bcst) (N62 03 W140 35)
Dawson 123.55 (FISE) 126.7 (bcst) (N63 52 W138 57)
Dease Lake 123.475 (FISE) 126.7 (bcst) (N58 26 W130 02)
Faro 123.55 (FISE) 126.7 (bcst) (N62 15 W133 19)
Fort Ware 123.375 (FISE) 126.7 (bcst) (N57 25 W125 38)
Haines Junction 123.375 (FISE) 126.7 (bcst) (N60 50 W137 30)
Mayo 122.375 (FISE) 126.7 (bcst) (N63 55 W135 23)
Old Crow 123.475 (FISE) 126.7 (bcst) DRCO (N67 34 W139 50)
Watson Lake 123.375 (FISE) 126.7 (bcst) (N60 05 W128 51)
Whitehorse 123.275 (FISE) 126.7 (bcst) (E) (N60 43 W135 04)

WHITEHORSE FIC FISE RCOs (Cont'd)

(Call-Sign WHITEHORSE RADIO)



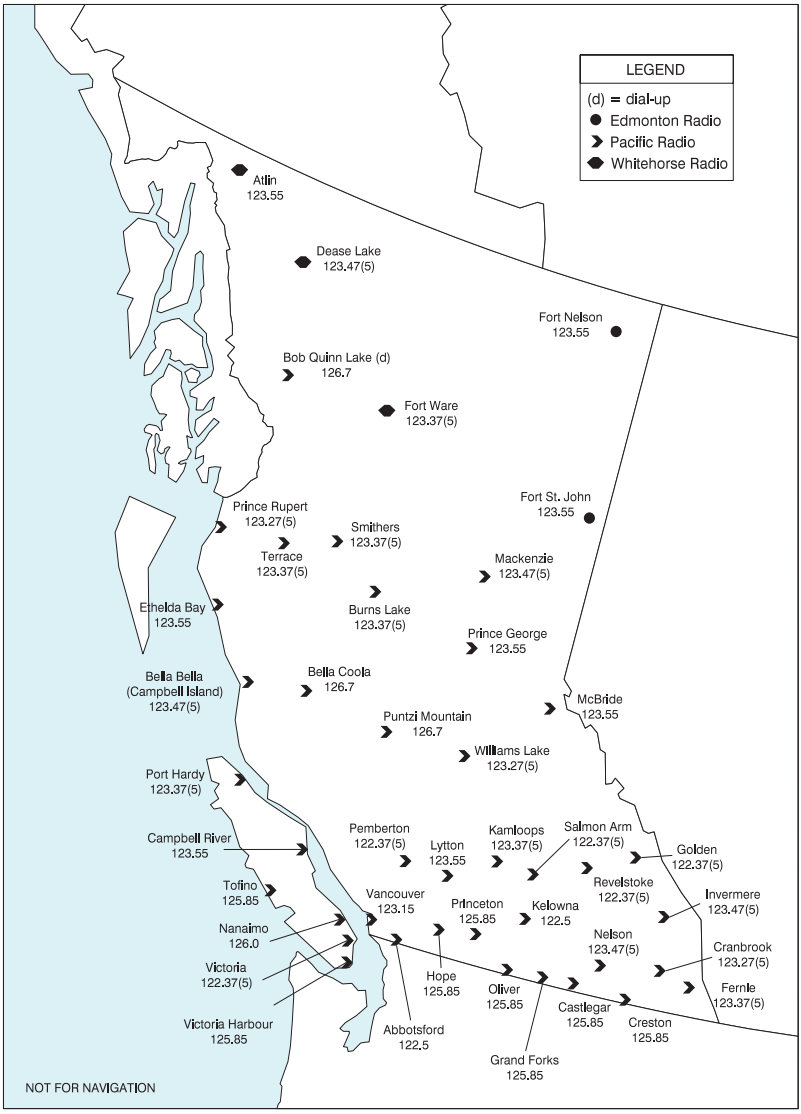
KAMLOOPS FIC FISE RCOs

(Call-Sign PACIFIC RADIO)

Abbotsford 122.5 (FISE) 126.7 (bcst) (N49 02 W122 22)
Bella Bella (Campbell Island) 123.475 (FISE) 126.7 (bcst) (N52 11 W128 09)
Bella Coola 126.7 (FISE) (N52 23 W126 35)
Bob Quinn Lake 126.7 (FISE) DRCO (N56 58 W130 14)
Burns Lake 123.375 (FISE) 126.7 (bcst) (N54 15 W125 43)
Campbell River 123.55 (FISE) 126.7 (bcst) (N49 57 W125 16)
Castlegar 125.85 (FISE) (N49 06 W117 51)
Cranbrook 123.275 (FISE) 126.7 (bcst) (N49 37 W115 47)
Creston 125.85 (FISE) 126.7 (bcst) (N49 02 W116 29)
Ethelda Bay 123.55 (FISE) 126.7 (bcst) (N53 05 W129 40)
Fernie 123.375 (FISE) (N49 27 W114 59)
Golden 122.375 (FISE) 126.7 (bcst) (N51 18 W116 59)
Grand Forks 125.85 (FISE) 126.7 (bcst) (N49 05 W118 37)
Hope 125.85 (FISE) 126.7 (bcst) (N49 23 W121 25)
Invermere 123.475 (FISE) RCO 126.7 (bcst) (N50 29 W115 57)
Kamloops 123.375 (FISE) 126.7 (bcst) (N50 42 W120 27)
Kelowna 122.5 (FISE) 126.7 (bcst) (N49 56 W119 22)
Lytton 123.55 (FISE) 126.7 (bcst) (N50 15 W121 35)
Mackenzie 123.475 (FISE) 126.7 (bcst) (N55 02 W122 54)
McBride 123.55 (FISE) 126.7 (bcst) (N53 18 W120 10)
Nanaimo 126.0 (FISE) (N49 03 W123 52)
Nelson 123.475 (FISE) 126.7 (bcst) (N49 29 W117 17)
Oliver 125.85 (FISE) 126.7 (bcst) (N49 03 W119 31)
Pemberton 122.375 (FISE) 126.7 (bcst) (N50 18 W122 44)
Port Hardy 123.375 (FISE) 126.7 (bcst) (N50 41 W127 22)
Prince George 123.55 (FISE) 126.7 (bcst) (N53 53 W122 41)
Prince Rupert 123.275 (FISE) 126.7 (bcst) (N54 17 W130 27)
Princeton 125.85 (FISE) 126.7 (bcst) (N49 28 W120 30)
Puntzi Mountain 126.7 (FISE) (N52 10 W124 12)
Revelstoke 122.375 (FISE) 126.7 (bcst) (N50 58 W118 11)
Salmon Arm 122.375 (FISE) 126.7 (bcst) (N50 39 W119 29)
Smithers 123.375 (FISE) (N54 49 W127 11)
Terrace 123.375 (FISE) 126.7 (bcst) (N54 28 W128 35)
Tofino 125.85 (FISE) 126.7 (bcst) (N49 05 W125 51)
Vancouver 123.15 (FISE) (N49 12 W123 11)
Victoria Harbour 125.85 (FISE) (N48 25 W123 23)
Victoria 122.375 (FISE) 126.7 (bcst) (N48 46 W123 31)
Williams Lake 123.275 (FISE) 126.7 (bcst) (N52 11 W122 03)

KAMLOOPS FIC FISE RCOs (Cont'd)

(Call-Sign PACIFIC RADIO)



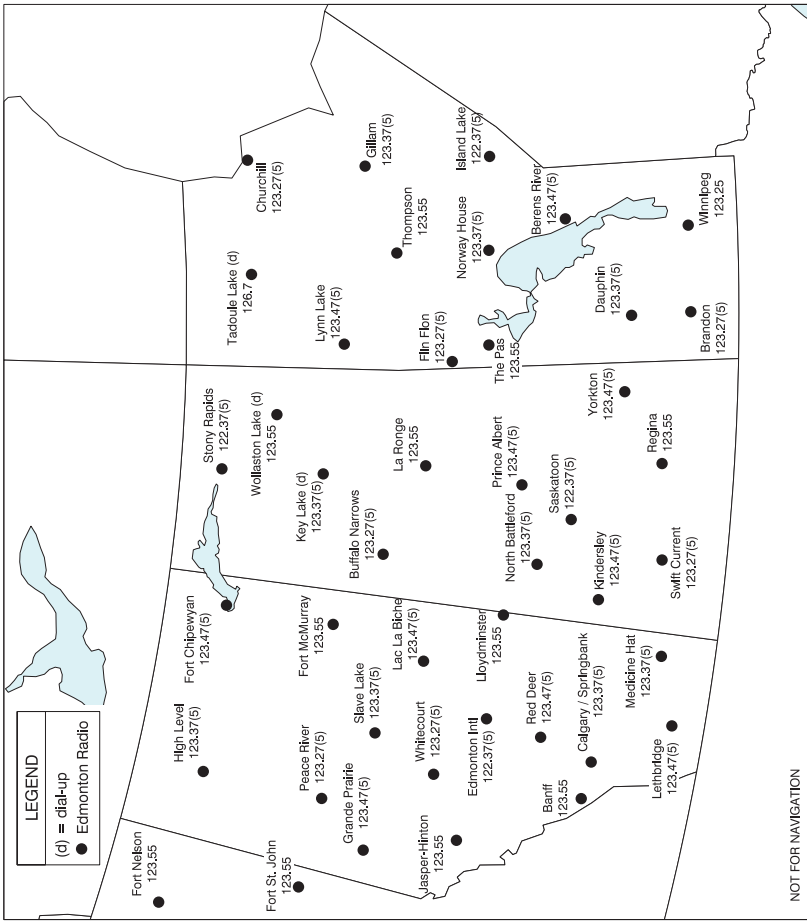
EDMONTON FIC FISE RCOs SOUTH OF 60°N

(Call-Sign EDMONTON RADIO)

Banff 123.55 (FISE) 126.7 (bcst) (N51 09 W115 35)
Berens River 123.475 (FISE) 126.7 (bcst) (N52 21 W97 02)
Brandon 123.275 (FISE) 126.7 (bcst) (N49 54 W99 57)
Buffalo Narrows 123.275 (FISE) 126.7 (bcst) (N55 51 W108 29)
Churchill 123.275 (FISE) 126.7 (bcst) (N58 46 W94 08)
Dauphin 123.375 (FISE) 126.7 (bcst) (N51 06 W100 04)
Edmonton 122.375 (FISE) 126.7 (bcst) (E) (N53 19 W113 35)
Flin Flon 123.275 (FISE) 126.7 (bcst) (N54 41 W101 41)
Fort Chipewyan 123.475 (FISE) 126.7 (bcst) (N58 46 W111 06)
Fort McMurray 123.55 (FISE) 126.7 (bcst) (N56 39 W111 14)
Fort Nelson 123.55 (FISE) 126.7 (bcst) (N58 49 W122 42)
Fort St. John 123.55 (FISE) 126.7 (bcst) (N56 14 W120 44)
Gillam 123.375 (FISE) 126.7 (bcst) (N56 21 W94 42)
Grande Prairie 123.475 (FISE) 126.7 (bcst) (N55 11 W118 52)
High Level 123.375 (FISE) 126.7 (bcst) (N58 39 W117 29)
Island Lake 122.375 (FISE) 126.7 (bcst) (N53 51 W94 39)
Jasper-Hinton 123.55 (FISE) 126.7 (bcst) (N53 25 W117 47)
Key Lake 123.375 (FISE) 126.7 (bcst) DRCO (N57 10 W105 50)
Kindersley 123.475 (FISE) 126.7 (bcst) (N51 28 W109 11)
Lac La Biche 123.475 (FISE) 126.7 (bcst) (N54 46 W112 01)
La Ronge 123.55 (FISE) 126.7 (bcst) (N55 09 W105 16)
Lethbridge 123.475 (FISE) 126.7 (bcst) (N49 38 W112 48)
Lloydminster 123.55 (FISE) 126.7 (bcst) (N53 19 W110 05)
Lynn Lake 123.475 (FISE) 126.7 (bcst) (N56 52 W101 06)
Medicine Hat 123.375 (FISE) 126.7 (bcst) (N50 01 W110 43)
North Battleford 123.375 (FISE) 126.7 (bcst) (N52 46 W108 15)
Norway House 123.375 (FISE) 126.7 (bcst) (N53 57 W97 51)
Peace River 123.275 (FISE) 126.7 (bcst) (N56 14 W117 27)
Prince Albert 123.475 (FISE) 126.7 (bcst) (N53 13 W105 41)
Red Deer 123.475 (FISE) 126.7 (bcst) (N52 11 W113 53)
Regina 123.55 (FISE) 126.7 (bcst) (N50 26 W104 40)
Saskatoon 122.375 (FISE) 126.7 (bcst) (N52 11 W106 41)
Slave Lake 123.375 (FISE) 126.7 (bcst) (N55 28 W114 47)
Springbank 123.375 (FISE) 126.7 (bcst) (N51 06 W114 22)
Stony Rapids 122.375 (FISE) 126.7 (bcst) (N59 11 W105 55)
Swift Current 123.275 (FISE) 351.3 (FISE) 126.7 (bcst) (N50 17 W107 41)
Tadoule Lake 126.7 (FISE) DRCO (N58 42 W98 30)
The Pas 123.55 (FISE) 126.7 (bcst) (N53 58 W101 05)
Thompson 123.55 (FISE) 126.7 (bcst) (N55 48 W97 51)
Whitecourt 123.275 (FISE) 126.7 (bcst) (N54 09 W115 47)
Winnipeg 123.25 (FISE) 126.7 (bcst) (N49 55 W97 14)
Wollaston Lake 123.55 (FISE) DRCO (N58 10 W103 45)
Yorkton 123.475 (FISE) 126.7 (bcst) (N51 15 W102 27)

EDMONTON FIC FISE RCOs SOUTH OF 60°N (Cont'd)

(Call-Sign EDMONTON RADIO)



EDMONTON FIC FISE RCOs NORTH OF 60°N

(Call-Sign EDMONTON RADIO)

Baker Lake 122.375 (FISE) 5680 (FISE) 126.7 (bcst) (N64 18 W96 04)
Cambridge Bay 123.25 (FISE) 126.7 (bcst) (N69 07 00 W105 04 40)
Coral Harbour 123.275 (FISE) 126.7 (bcst) (N64 09 W83 18)
Ekati 123.275 (FISE) 126.7 (bcst) (N64 43 W110 37)
Fort Good Hope 123.55 (FISE) 126.7 (bcst) (N66 14 W128 39)
Fort Simpson 123.475 (FISE) 296.6 (FISE) 126.7 (bcst) (U) (N61 47 W121 16)
Fort Smith 123.55 (FISE) 239.8 (FISE) (U) (N60 01 W111 57)
Hay River 123.275 (FISE) 126.7 (bcst) (U) (N60 50 W115 47)
Inuvik 123.375 (FISE) 5680 (FISE) 126.7 (bcst) (N68 19 W133 29)
Kugluktuk (Coppermine) 123.15 (FISE) 126.7 (bcst) (N67 49 17 W115 05 33)
Norman Wells 123.275 (FISE) 126.7 (bcst) (N65 15 W126 41)
Rankin Inlet 123.55 (FISE) 126.7 (bcst) (N62 48 W92 07)
Resolute Bay 126.7 (FISE) 5680 (FISE) (N74 44 W94 59)
Sachs Harbour 123.55 (FISE) 126.7 (bcst) (N71 59 31 W125 14 28)
Sanirajak 123.275 (FISE) 126.7 (bcst) (N68 46 00 W81 13 26
Taloyoak 123.55 (FISE) 126.7 (bcst) (N69 32 23 W093 31 30)
Ulukhaktok 123.475 (FISE) 126.7 (bcst) (N70 45 34 W117 48 26)
Yellowknife 123.375 (FISE) 5680 (FISE) 262.0 (FISE) 126.7 (bcst) (N62 28 W114 26)

EDMONTON FIC FISE RCOs NORTH OF 60°N (Cont'd)

(Call-Sign EDMONTON RADIO)

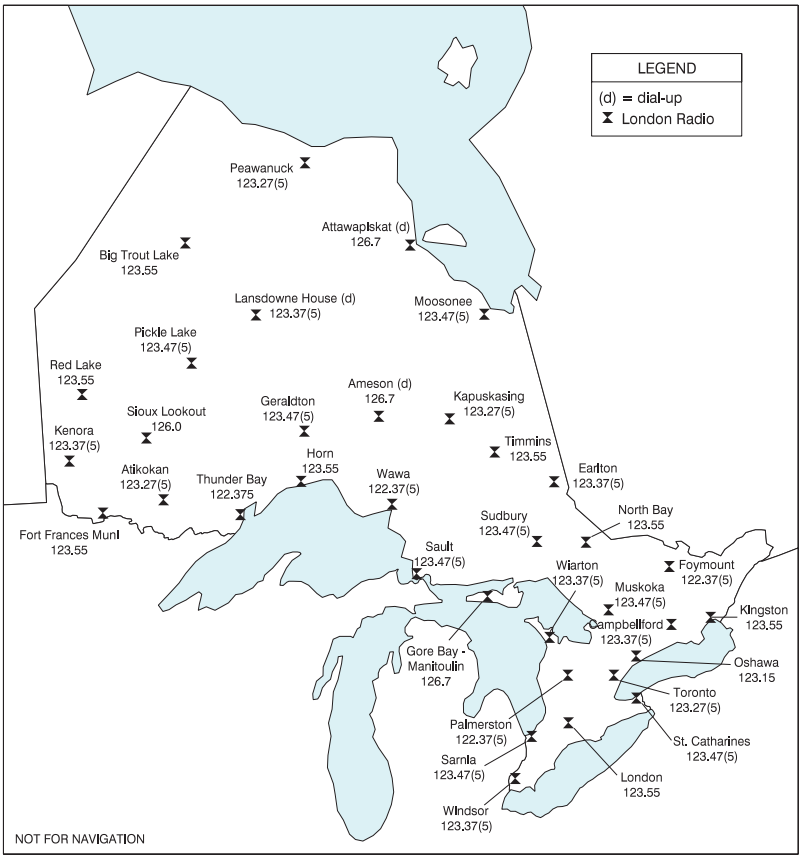


LONDON FIC FISE RCOs - ONTARIO

(Call-Sign LONDON RADIO)
(emerg only 519-452-4049)
Ameson 126.7 (FISE) DRCO (N49 47 W84 36)
Atikokan 123.275 (FISE) 126.7 (bcst) (N48 50 W91 35)
Attawapiskat 126.7 (FISE) DRCO (N52 56 W82 25)
Big Trout Lake 123.55 (FISE) 126.7 (bcst) (N53 49 W89 55)
Campbellford 123.375 (FISE) 126.7 (bcst) (N44 20 W77 42)
Earlton 123.375 (FISE) (N47 42 W79 51)
Fort Frances Muni 123.55 (FISE) 126.7 (bcst) (N48 39 W93 26)
Foymount 122.375 (FISE) 126.7 (bcst) (N45 26 W77 18)
Geraldton 123.475 (FISE) 126.7 (bcst) (N49 46 W86 59)
Gore Bay-Manitoulin 126.7 (FISE) (N45 53 W82 34)
Horn 123.55 (FISE) (N48 49 W87 21)
Kapuskasing 123.275 (FISE) 126.7 (bcst) (N49 25 W82 28)
Kenora 123.375 (FISE) 126.7 (bcst) (N49 47 W94 22)
Kingston 123.55 (FISE) 126.7 (bcst) (N44 14 W76 36)
Lansdowne House 123.375 (FISE) 126.7 (bcst) DRCO (N52 12 W87 56)
London 123.55 (FISE) 126.7 (bcst) (E) (N43 02 W81 09)
Moosonee 123.475 (FISE) 126.7 (bcst) (N51 17 W80 36)
Muskoka 123.475 (FISE) 126.7 (bcst) (N44 58 W79 18)
Oshawa 123.15 (FISE) (N43 55 W78 54)
North Bay 123.55 (FISE) 126.7 (bcst) (N46 22 W79 25)
Palmerston 122.375 (FISE) 126.7 (bcst) (N43 55 W80 52)
Peawanuck 123.275 (FISE) 126.7 (bcst) (N54 59 W85 26)
Pickle Lake 123.475 (FISE) 126.7 (bcst) (N51 27 W90 13)
Red Lake 123.55 (FISE) 126.7 (bcst) (N51 04 W93 48)
St. Catharines 123.475 (FISE) 126.7 (bcst) (N43 11 W79 10)
Sarnia 123.475 (FISE) (N43 00 W82 18)
Sault 123.475 (FISE) 126.7 (bcst) (N46 29 W84 31)
Sioux Lookout 126.0 (FISE) 126.7 (bcst) (N50 06 W91 54)
Sudbury 123.475 (FISE) 126.7(bcst) (N46 38 W80 48)
Thunder Bay 122.375 (FISE) 126.7 (bcst) (N48 22 W89 19)
Timmins 123.55 (FISE) 126.7 (bcst) (N48 34 W81 23)
Toronto 123.275 (FISE) (N43 42 W79 37)
Wawa 122.375 (FISE) 126.7 (bcst) (N47 58 W84 47)
Wiarton 123.375 (FISE) 126.7 (bcst) (N44 45 W81 06)
Windsor 123.375 (FISE) 126.7(bcst) (N42 17 W82 57)

LONDON FIC FISE RCOs - ONTARIO (Cont'd)

(Call-Sign LONDON RADIO)

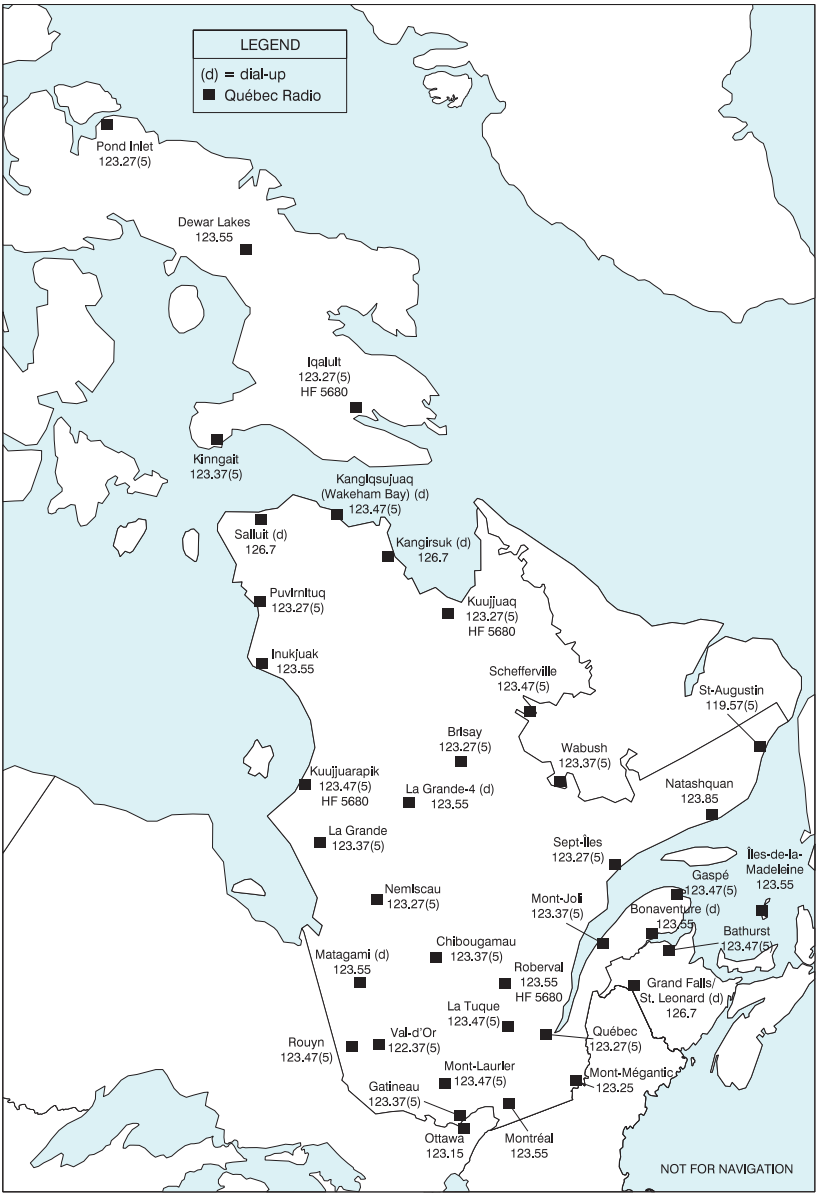


QUÉBEC FIC FISE RCOs

(Call-Sign QUÉBEC RADIO)
(emerg only 418-871-7464)
Bathurst 123.475 (FISE) 126.7 (bcst) RCO (N47 37 W65 44)
Bonaventure 123.55 (FISE) DRCO (N48 08 W66 07)
Brisay 123.275 (FISE) 126.7 (bcst) RCO (N54 23 W70 35)
Charlo (U) (N47 59 W66 20)
Chibougamau 123.375 (FISE) 126.7 (bcst) (N49 47 W74 32)
Dewar Lakes 123.55 (FISE) 126.7 (bcst) (N68 39 W71 14)
Gaspé 123.475 (FISE) 126.7 (bcst) (N48 47 W64 29)
Gatineau 123.375 (FISE) (N45 31 W75 34)
Grand Falls/St. Leonard 126.7 (FISE) DRCO (N47 05 W67 46)
Îles-de-la-Madeleine 123.55 (FISE) 126.7 (bcst) (N47 22 W61 54)
Inukjuak 123.55 (FISE) 126.7 (bcst) (N58 27 W78 07)
Iqaluit 123.275 (FISE) 5680 (FISE) 126.7 (bcst) (N63 45 W68 33)
Kangiqsujuaq (Wakeham Bay) 123.475 (FISE) 126.7 (bcst) DRCO (N61 35 W71 56)
Kangirsuk 126.7 (FISE) DRCO (N60 01 W70 00)
Kinngait 123.375 (FISE) 126.7 (bcst) (N64 14 W76 32)
Kuujjuaq 123.275 (FISE) 126.7 (bcst) 5680 (N58 06 W68 26)
Kuujjuarapik 123.475 5680 (FISE) 126.7 (bcst) (N55 17 W77 46)
La Grande 123.375 (FISE) 126.7 (bcst) (N53 38 W77 42)
La Grande-4 123.55 (FISE) 126.7 (bcst) DRCO (N53 52 W73 25)
La Tuque 123.475 (FISE) 126.7 (bcst) (N47 25 W72 46)
Matagami 123.55 (FISE) 126.7 (bcst) DRCO (N49 46 W77 48)
Mont-Joli 123.375 (FISE) 126.7 (bcst) (N48 37 W68 12)
Mont-Laurier 123.475 (FISE) (N46 32 W75 49)
Mont-Mégantic 123.25 (FISE) RCO 126.7 (bcst) (N45 27 W71 07)
Montréal 123.55 (FISE) 126.7 (bcst) (N45 29 W73 46)
Natashquan 123.85 (FISE) 126.7 (bcst) (N50 11 W61 49)
Nemiscau 123.275 (FISE) 126.7 (bcst) (N51 44 W76 06)
Ottawa 123.15 (FISE) 126.7 (bcst) (N45 19 W75 40)
Pond Inlet 123.275 (FISE) 126.7 (bcst) (N72 42 W77 57)
Puvirnituq 123.275 (FISE) 126.7 (bcst) RCO (N60 03 W77 17)
Québec 123.275 (FISE) 126.7 (bcst) (N46 47 W71 23)
Roberval 123.55 5680 (FISE) 126.7 (bcst) (N48 31 W72 16)
Rouyn 123.475 (FISE) 126.7 (bcst) (N48 12 W78 50)
St-Augustin 119.575 (FISE) 126.7 (bcst) (N51 13 W58 40)
Salluit 126.7 (FISE) DRCO (N62 11 W75 40)
Schefferville 123.475 (FISE) 126.7 (bcst) (N54 49 W66 46)
Sept-Îles 123.275 (FISE) 126.7 (bcst) (N50 13 W66 16)
Val-d'Or 122.375 (FISE) 126.7 (bcst) (N48 03 W77 47)
Wabush 123.375 (FISE) 126.7 (bcst) (N52 55 W66 52)

QUÉBEC FIC FISE RCOs (Cont'd)

(Call-Sign QUÉBEC RADIO)

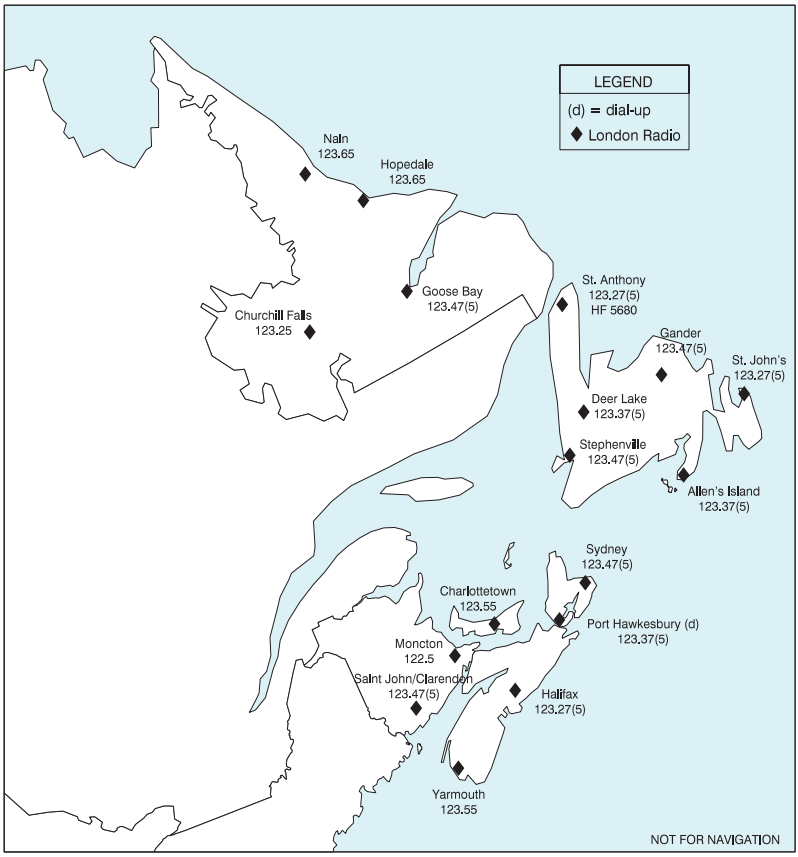


LONDON FIC FISE RCOs - ATLANTIC REGION

(Call-Sign LONDON RADIO)
(emerg only 519-452-4049)
Allen's Island 123.375 (FISE) 126.7 (bcst) (N46 51 W55 48)
Charlottetown 123.55 (FISE) 126.7 (bcst) (N46 18 W63 09)
Churchill Falls 123.25 (FISE) 126.7 (bcst) (N53 35 W64 12)
Deer Lake 123.375 (FISE) 126.7 (bcst) (N49 13 W57 24)
Gander 123.475 (FISE) 126.7 (bcst) (N48 58 W54 36)
Goose Bay 123.475 (FISE) 126.7 (bcst) (N53 20 W60 25)
Halifax 123.275 (FISE) 126.7 (bcst) (N44 52 W63 30)
Hopedale 123.65 (FISE) 126.7 (bcst) (N55 28 W60 13)
Moncton 122.5 (FISE) 126.7 (bcst) (N46 06 W64 39)
Nain 123.65 (FISE) (N56 32 W61 41)
Port Hawkesbury 123.375 (FISE) 126.7 (bcst) (N45 39 W61 23)
Saint John/Clarendon 123.475 (FISE) 126.7 (bcst) (N45 28 W66 24)
St. Anthony 123.275 & 5680 (FISE) 126.7 (bcst) (N51 23 W56 05)
St. John's 123.275 (FISE) 126.7 (bcst) (N47 37 W52 45)
Stephenville 123.475 (FISE) 126.7 (bcst) (N48 33 W58 34)
Sydney 123.475 (FISE) 126.7 (bcst) (N46 09 W60 03)
Yarmouth 123.55 (FISE) RCO (N43 55 W66 06)

LONDON FIC FISE RCOs - ATLANTIC REGION (Cont'd)

(Call-Sign LONDON RADIO)



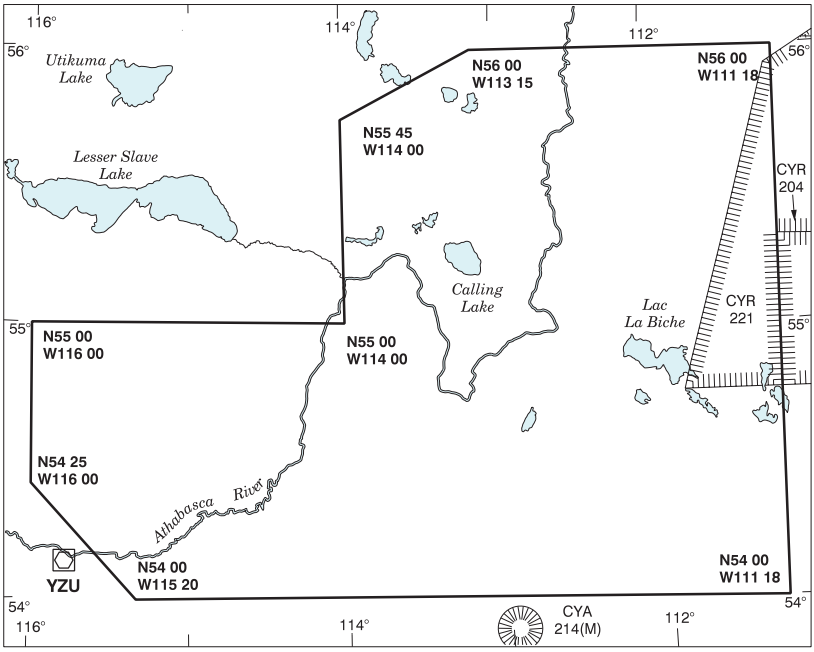
MILITARY TRAINING ROUTES AND AREAS
ALBERTA

LAC LA BICHE LOW LEVEL TACTICAL FLYING AREA

The LAC LA BICHE LOW LEVEL TACTICAL FLYING AREA depicted on the following map contains military flying activity from the surface to 500 feet AGL. The flying area is located within the area bounded by a line drawn from N54 00 W115 20 to N54 25 W116 00, to N55 00 W116 00, to N55 00 W114 00, to N55 45 W114 00, to N56 00 W113 15, to N56 00 W111 18, to N54 00 W111 18 to the point of beginning.

Military TAC Heli aircraft conduct low level flights in this area under visual conditions, both day and night.

LAC LA BICHE LOW LEVEL TACTICAL FLYING AREA

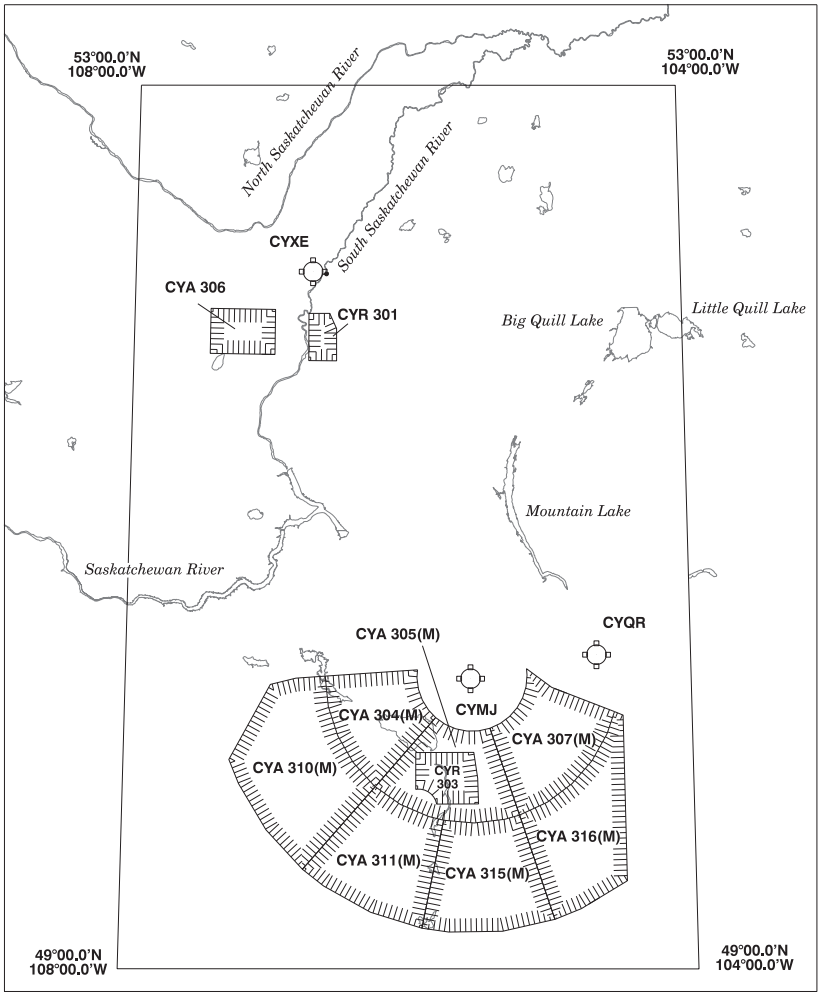


SASKATCHEWAN

SASKATCHEWAN - HAZARDS TO AIRCRAFT OPERATIONS

The MOOSE JAW MILITARY LOW LEVEL FLYING AREA depicted on the following map contains military flying activity from the surface up to 10,000 feet ASL. The Flying Area is located within the area bounded by a line drawn from N49 00 W104 00 to N49 00 W108 00 to N53 00 W108 00 to N53 00 W104 00 to origin.

Military aircraft conduct low level high speed exercises in the area under visual flight rules. The area is used normally Mon - Fri 1400Z - 0030Z but may be used at other times during daylight hours without notice. Details of use may be obtained by calling 15 Wing Operations at (306) 694-2888 or if enroute by contacting Moose Jaw Tower on 126.2 when tower is in operation.



ONTARIO

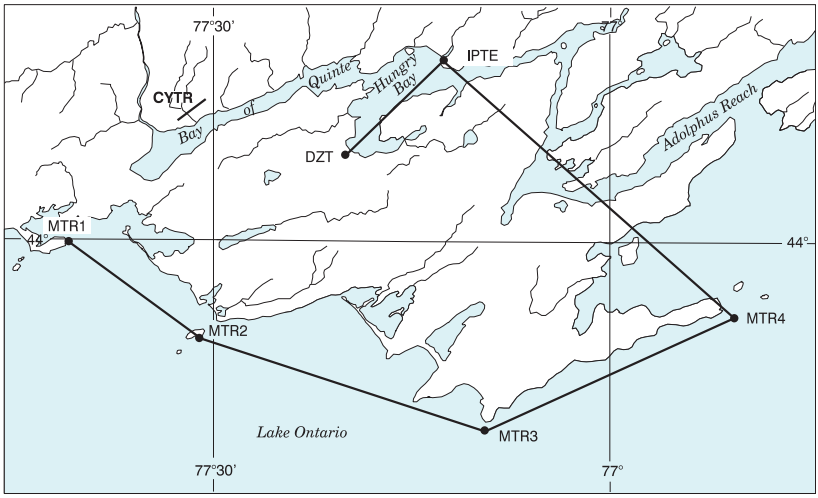
ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS

Military Training Route (MTR) 601

The area identified as MTR 601 contains military training activity from 500 feet AGL to 3000 feet ASL, within 4 NM of the centreline in IFR or VFR conditions. Non-participating pilots are urged to exercise caution in the vicinity of this route. Activation of this route will be advertised on CYTR ATIS frequency 135.45 or 257.7 MHz.

Routing - MTR1, MTR2, MTR3, MTR4, IPTE, DZT

MTR1	N43 59.90	W077 40.50	Presqu'ile Point
MTR2	N43 54.90	W077 31.80	Nicholson Island
MTR3	N43 49.50	W077 09.20	Point Petre
MTR4	N43 55.60	W076 51.00	False Duck Island
IPTE	N44 09.40	W077 12.70	IP DZ Terreau East
DZT	N44 04.11	W077 20.61	DZ Terreau



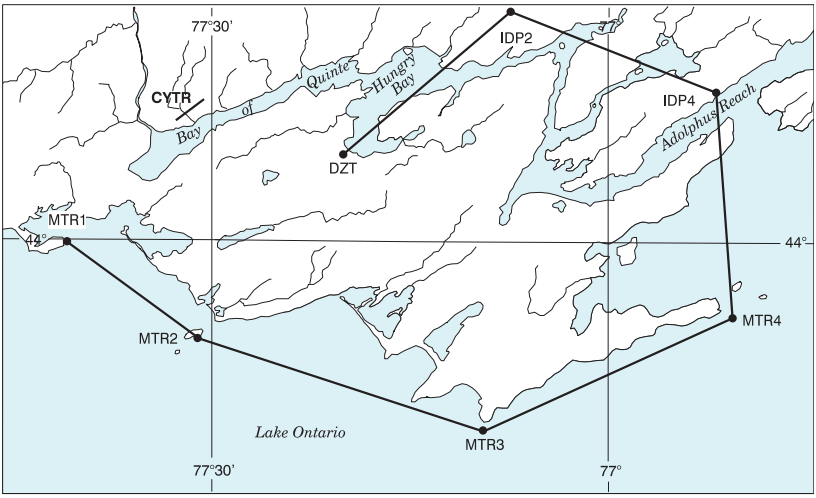
Military Training Route (MTR) 601A - IFR Airdrop with 15 NM run-in to DZ Terreau

The area identified as MTR 601A contains military training activity from 500 feet AGL to 3000 feet ASL, within 4 NM of the centreline in IFR or VFR conditions. Non-participating pilots are urged to exercise caution in the vicinity of this route. Activation of this route will be advertised on CYTR ATIS frequency 135.45 or 257.7 MHz.

Routing - MTR1, MTR2, MTR3, MTR4, IDP4, IDP2, DZT

MTR1	N43 59.90	W077 40.50	Presqu'ile Point
MTR2	N43 54.90	W077 31.80	Nicholson Island
MTR3	N43 49.50	W077 09.20	Point Petre
MTR4	N43 55.60	W076 51.00	False Duck Island
IDP4	N44 07.83	W076 52.43	Waypoint
IDP2	N44 14.46	W077 05.48	Waypoint
DZT	N44 04.11	W077 20.61	DZ Terreau

.

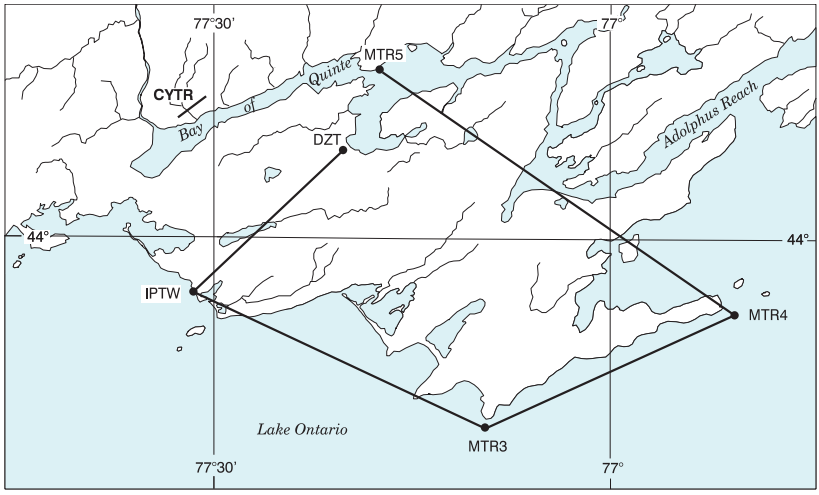


Military Training Route (MTR) 602

The area identified as MTR 602 contains military training activity from 500 feet AGL to 3000 feet ASL, within 4 NM of the centreline in IFR or VFR conditions. Non-participating pilots are urged to exercise caution in the vicinity of this route. Activation of this route will be advertised on CYTR ATIS frequency 135.45 or 257.7 MHz.

Routing - MTR5, MTR4, MTR3, IPTW, DZT

MTR5	N44 09.40	W077 17.80	Waypoint
MTR4	N43 55.60	W076 51.00	False Duck Island
MTR3	N43 49.50	W077 09.20	Point Petre
IPTW	N43 57.07	W077 31.42	IP DZ Terreau West
DZT	N44 04.11	W077 20.61	DZ Terreau

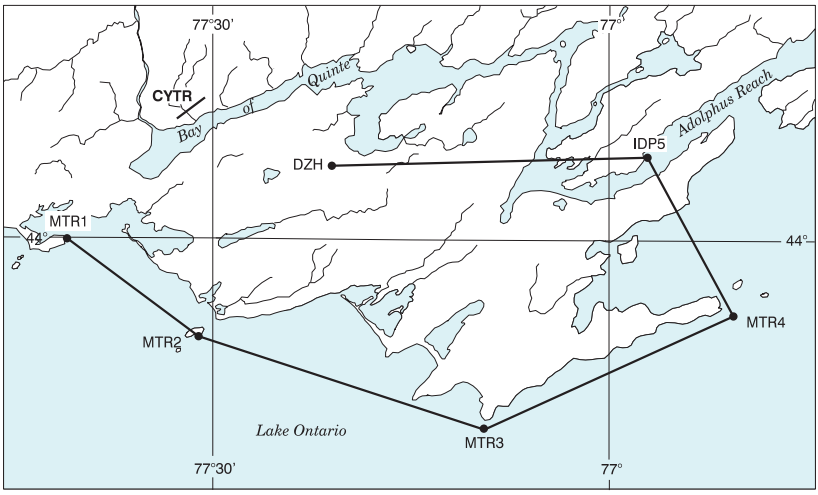


Military Training Route (MTR) 603

The area identified as MTR 603 contains military training activity from 500 feet AGL to 3000 feet ASL, within 4 NM of the centreline in IFR or VFR conditions. Non-participating pilots are urged to exercise caution in the vicinity of this route. Activation of this route will be advertised on CYTR ATIS frequency 135.45 or 257.7 MHz.

Routing - MTR1, MTR2, MTR3, MTR4, IDP5, DZH

MTR1	N43 59.90	W077 40.50	Presqu'ile Point
MTR2	N43 54.90	W077 31.80	Nicholson Island
MTR3	N43 49.50	W077 09.20	Point Petre
MTR4	N43 55.60	W076 51.00	False Duck Island
IDP5	N44 04.54	W076 57.22	Waypoint
DZH	N44 04.26	W077 21.16	DZ Hodgson

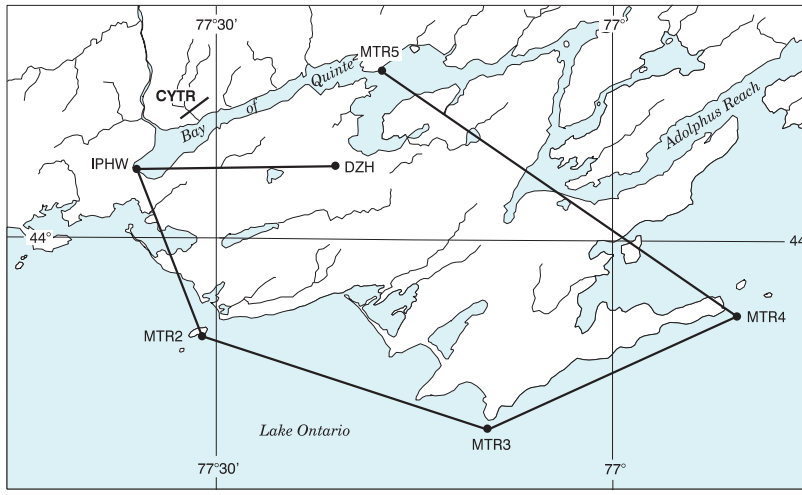


Military Training Route (MTR) 604

The area identified as MTR 604 contains military training activity from 500 feet AGL to 3000 feet ASL, within 4 NM of the centreline in IFR or VFR conditions. Non-participating pilots are urged to exercise caution in the vicinity of this route. Activation of this route will be advertised on CYTR ATIS frequency 135.45 or 257.7 MHz.

Routing - MTR5, MTR4, MTR3, MTR2, IPHW, DZH

MTR5	N44 09.40	W077 17.80	Waypoint
MTR4	N43 55.60	W076 51.00	False Duck Island
MTR3	N43 49.50	W077 09.20	Point Petre
MTR2	N43 54.90	W077 31.80	Nicholson Island
IPHW	N44 03.70	W077 35.60	IP DZ Hodgson West
DZH	N44 04.26	W077 21.16	DZ Hodgson

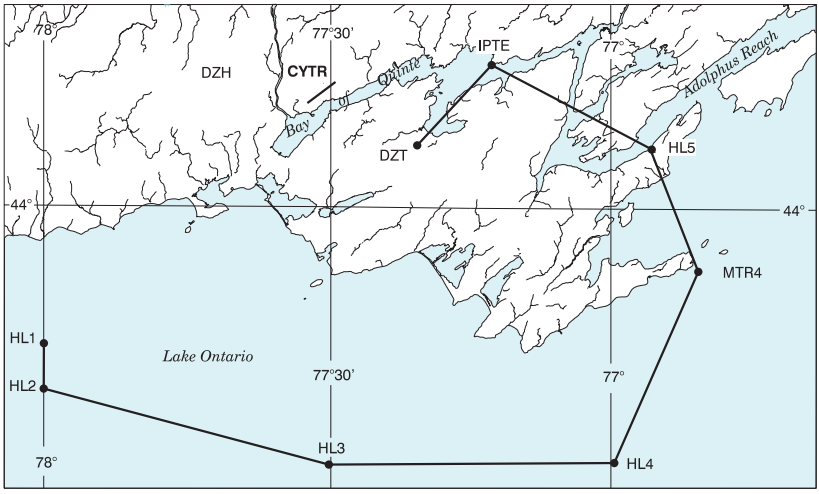


Military Training Route (MTR) 605 - Hi-Low Transition Route - Visual Airdrop

The area identified as MTR 605 contains military training activity from 500 feet AGL to 13,000 feet ASL, within 2 NM of the centreline in IFR or VFR conditions. This route shall only be planned with weather that will permit a visual drop Descent commences between MTR4 and HL5 to minimum altitudes (500'/1000' AGL) for subsequent legs. If continuing VMC is anticipated, IFR may be cancelled and the drop conducted visually. Activation of this route will be advertised on CYTR ATIS frequency 135.45 or 257.7 MHz.

Routing - HL1, HL2, HL3, HL4, MTR4, HL5, IPTE, DZT

HL1	N43 51.00	W078 00.00	Waypoint
HL2	N43 48.00	W078 00.00	Waypoint
HL3	N43 43.00	W077 30.00	Waypoint
HL4	N43 43.00	W077 00.00	Waypoint
MTR4	N43 55.60	W076 51.00	False Duck Island
HL5	N44 03.80	W076 56.00	Waypoint
IPTE	N44 09.40	W077 12.70	IP DZ Terreau East
DZT	N44 04.11	W077 20.61	DZ Terreau

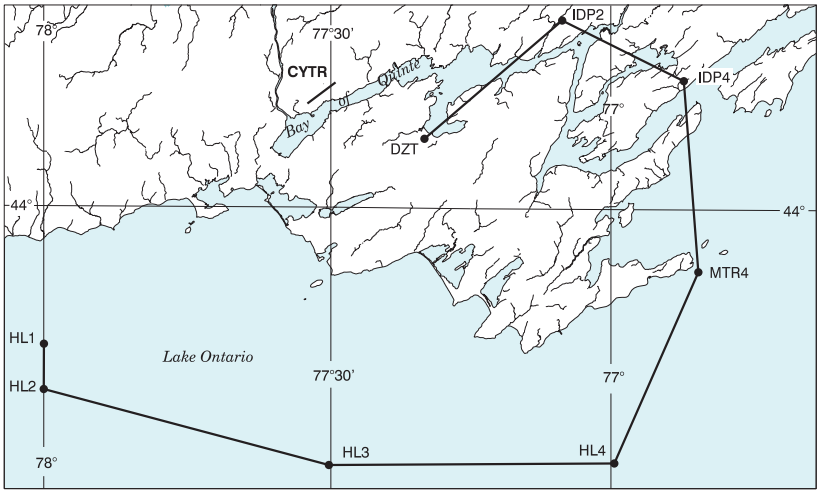


Military Training Route (MTR) 605A - Hi-Low Transition Route (HLTR) - IMC Airdrop

The area identified as MTR 605A contains military training activity from 500 feet AGL to 13,000 feet ASL, within 2 NM of the centreline in IFR or VFR conditions. This route shall only be planned when IMC conditions exist. Descent commences past HL4 to 2500 ASL UNTIL West of the Tyendinaga ROZ (2 NM). Aircraft will descend to min IFR (1700' ASL) for airdrop once 8 NM from DZ Terreau. If continuing VMC is anticipated, IFR may be cancelled and the drop conducted visually. Activation of this route will be advertised on CYTR ATIS frequency 135.45 or 257.7 MHz.

Routing - HL1, HL2, HL3, HL4, MTR4, IDP4, IDP2, DZT

HL1	N43 51.00	W078 00.00	Waypoint
HL2	N43 48.00	W078 00.00	Waypoint
HL3	N43 43.00	W077 30.00	Waypoint
HL4	N43 43.00	W077 00.00	Waypoint
MTR4	N43 55.60	W076 51.00	False Duck Island
IDP4	N44 07.83	W076 52.43	Waypoint
IDP2	N44 14.46	W077 05.48	Waypoint
DZT	N44 04.11	W077 20.61	DZ Terreau



FLIGHT RESTRICTIONS

FOREST FIRES

No person shall operate an aircraft in the airspace below 3,000 feet above ground level within five nautical miles of the limits of a forest fire area or as described in a NOTAM (CAR 601.15, 601.16, 601.17).

FLIGHT RESTRICTIONS INTO NATIONAL, PROVINCIAL AND MUNICIPAL PARKS

Access to National, Provincial and Municipal Parks is governed by regulations enacted by the respective parks authorities.

All National, Provincial and Municipal Parks are closed to aircraft unless otherwise specified in the AIP ENR 5.6.9 and/or the Supplements. On a prior permission basis, some parks will permit access to private flights, while others may authorize commercially registered aircrafts.

To help pilots obtain the required permission, Nav Canada publishes the name and telephone number of applicable park authorities, in the "Aerodrome/Facility Directory" of the Canada Flight Supplement/Canada Water Aerodrome Supplement, for any aerodrome/heliport located within park boundaries.

IFR FLIGHT TRAINING WITHIN THE TORONTO FIR

All IFR training, test flights, check-rides, and maintenance flights between 0630 and 2130 local:

- Within Toronto FIR must be coordinated with Toronto ACC prior to flight planning. For coordination, ctc National Traffic Management Unit (FLOW CTL) 800-268-4831 or 905-676-3528.

- Within Montreal FIR departing Toronto FIR to conduct training (including Kingston) should ctc the Montreal Flight Planning at 514-633-3211 or 800-633-1353.

- Within FAA FIRs departing Toronto FIR to conduct training should ctc the appropriate FAA unit for prior approval.

RESTRICTIONS AFFECTING SEAPLANES

The **Canada Shipping Act, 2001**, through the **Vessel Operation Restriction Regulations** prohibits or imposes restrictions on the operation of vessels on certain lakes and waterways within Canada.

As a seaplane is considered a vessel while operating on the surface of a body of water, the **Vessel Operation Restriction Regulations** apply. The bodies of water affected and applicable restrictions may be found in the Schedules to the **Vessel Operation Restriction Regulations** -

https://laws.justice.gc.ca/eng/regulations/SOR-2008-120/index.html

MANDATORY IFR ROUTES

A system of mandatory IFR routes has been established to:

(a) guide pilots in planning their route of flight;
(b) minimize route changes during the operational phase of flight; and
(c) to aid in the efficient and orderly management of the air traffic.

The mandatory IFR routes are designed to serve the needs of the airspace user and to provide for a systematic flow of air traffic in the major terminal and enroute phases. Cooperation by all pilots in filing mandatory IFR routes will result in fewer traffic delays in clearance delivery and will better provide for efficient departure, enroute, and arrival air traffic service.

The following explains the terms and abbreviations used in the listing.

Mandatory Route structure principles:

- Each route includes a start or end waypoint/navigation aid (pitch/catch concept)
- Does not contain MOCA or MEA
- Does not start with AIRWAY
- Only routes with less than 250NM between city pairs are designated (otherwise default to pitch/catch as in 1).
- Route to/from a cardinal point is also acceptable (N,S,E,W,NE,NW,SE,SW).
- Each route is compliant with ARINC 424 coding (machine-readable for flight planning/flight management systems).
- By default, mandatory routes are applicable for all route types unless specified otherwise (i.e. RNAV)
- Mandatory routes are shown in table format, one route per record, with up to 3 sections per FIR:
- general information/message, location-to-location/Cardinal point enter/exit route and overflights.
- ICAO idents and abbreviations applied throughout.
- Mandatory IFR routes are published for the airports under Canadian ATS control.

When filing routes between two navigational facilities or fixes, pilots are responsible for ensuring that the filed altitude will meet the minimum obstacle clearance requirements, that the navigational signal coverage is adequate and that the route will not penetrate Class F airspace.

In Controlled Airspace between Edmonton and Calgary, altitudes and flight levels which are not appropriate for the direction of flight may be assigned by ATC at any time to an aircraft at FL280 and below on the mandatory IFR route.

CZVR VANCOUVER FIR

FROM LOCATION TO LOCATION OR DIRECTION						CZVR
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CAE2	L	ARR FR NE				OMSIK SX
CBQ2	H&L	ARR FR E			RNAV	SENSA T645 PUDGE
CBQ2	H&L	ARR FR N			RNAV	SENSA T645 PUDGE
CBQ2	H&L	ARR FR NE			RNAV	SENSA T645 PUDGE
CYAZ	H&L	ARR FR E			RNAV	DASMU T609 ROLBU
CYCD	H&L	ARR FR E		A17000 & ABV	RNAV	BOOTH LANNE YVR AMEBO VIXOR YCD
CYCD	L	ARR FR E		A16000 & BLW	RNAV	SENSA T645 PIBSI
CYCD	H&L	ARR FR N			RNAV	KEINN FASBO YVR AMEBO VIXOR YCD
CYCD	H&L	ARR FR NE		A17000 & ABV	RNAV	BOOTH LANNE YVR AMEBO VIXOR YCD
CYCD	L	ARR FR NE		A16000 & BLW	RNAV	SENSA T645 PIBSI
CYCD	H&L	ARR FR NW				UQQ YCD
CYCD	H&L	ARR FR NW			RNAV	UQQ ROVNA NANOO
CYCD	H&L	ARR FR S			RNAV	VIXOR YCD
CYCD	H&L	ARR FR W			RNAV	GOVAD YCD
CYCD	L	ARR FR W		A9000 & BLW	RNAV	FOCHE NANOO PESGU
CYCD	H	DEP TO E			RNAV	VIXOR SQURL ALNOD IKNIX

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZVR
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYCD	H	DEP TO E			RNAV	VIXOR SQURL VIBTA DURVU FINBO
CYCD	L	DEP TO E			RNAV	VIXOR SQURL YDC
CYCD	H	DEP TO N			RNAV	UQQ YWL
CYCD	L	DEP TO N		A14000 & ABV	RNAV	UQQ YWL
CYCD	L	DEP TO N		A13000 & BLW	RNAV	VIXOR OMINO SENSA
CYCD	H	DEP TO NE			RNAV	VIXOR SQURL DAPED PETLI
CYCD	L	DEP TO NE		A13000 & BLW	RNAV	VIXOR OMINO YDC
CYCD	H	DEP TO NW				UQQ
CYCD	L	DEP TO NW				YCD UQQ
CYCD	H	DEP TO SE			RNAV	VIXOR SQURL VIBTA NOSOM
CYCD	H&L	DEP TO SE			RNAV	VIXOR SEA
CYCD	H&L	DEP TO	CYLW		RNAV	VIXOR SQURL YDC PIGLU ARR
CYCD	H	DEP TO	CYYC		RNAV	VIXOR SQURL DAPED PETLI
CYCD	L	DEP TO	CYYJ		RNAV	AMEBO APASS ARR
CYCW	H&L	ARR FR E			RNAV	SENSA T645 PUDGE
CYCW	H&L	ARR FR N			RNAV	SENSA T645 PUDGE
CYCW	H&L	ARR FR NE			RNAV	SENSA T645 PUDGE
CYLW	H&L	ARR FR E				ROBTI NORIP NORIP ARR
CYLW	H&L	ARR FR E				TAGBA NORIP NORIP ARR
CYLW	H&L	ARR FR S				IKNER NORIP NORIP ARR
CYLW	H&L	ARR FR S				YDC PIGLU PIGLU ARR
CYLW	H&L	ARR FR W				SEKAB SEKAB ARR
CYLW	H&L	DEP TO E				WHATS
CYLW	H&L	DEP TO W				MERYT
CYLW	L	DEP TO W				LW B18 AMBRO
CYLW	H&L	ARR FR	CYCD		RNAV	VIXOR SQURL YDC PIGLU ARR
CYLW	H&L	ARR FR	CYYJ		RNAV	SQURL YDC PIGLU ARR
CYNJ	H&L	ARR FR E			RNAV	SENSA T645 PUDGE MIXAX
CYNJ	H&L	ARR FR N			RNAV	SENSA T645 PUDGE MIXAX
CYNJ	H&L	ARR FR NE			RNAV	SENSA T645 PUDGE MIXAX
CYNJ	L	ARR FR S			RNAV	SEA MADEE MIXAX
CYNJ	H&L	ARR FR W			RNAV	VIXOR HOLES
CYNJ	H	DEP TO E			RNAV	OMINO DEP ALNOD IKNIX
CYNJ	L	DEP TO E			RNAV	OMINO DEP YDC
CYNJ	H	DEP TO N			RNAV	OMINO DEP DAPED PETLI
CYNJ	L	DEP TO N			RNAV	OMINO DEP SENSA
CYNJ	H	DEP TO NE			RNAV	OMINO DEP DAPED PETLI
CYNJ	H&L	DEP TO NW			RNAV	OMINO DEP VIXOR UQQ
CYNJ	L	DEP TO S			RNAV	OMINO DEP CVV
CYNJ	H&L	DEP TO W			RNAV	OMINO DEP VIXOR
CYQQ	H&L	ARR FR NE			RNAV	TEXIB
CYQQ	H&L	DEP TO NE			RNAV	PILSA LYTON
CYQQ	H&L	DEP TO SE			RNAV	VIXOR SEA
CYVR	H&L	ARR FR E		NONJET	RNAV	BOOTH LIONN ARR
CYVR	H&L	ARR FR E		JET & DH8D	RNAV	BOOTH CANUC ARR
CYVR	H	ARR FR N		NONJET	RNAV	MERYT BOOTH LIONN ARR
CYVR	H	ARR FR N		JET & DH8D	RNAV	MERYT BOOTH CANUC ARR
CYVR	H&L	ARR FR N		JET & DH8D	RNAV	ELIDI WHSLR ARR
CYVR	H&L	ARR FR N		NONJET	RNAV	ELIDI CYPRS ARR
CYVR	L	ARR FR N		A13000 & BLW	RNAV	SPUZZ BOOTH LIONN ARR

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZVR
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYVR	H	ARR FR NE		JET	RNAV	MERYT BOOTH CANUC ARR
CYVR	H&L	ARR FR NW		JET & DH8D	RNAV	TRENA WHSLR ARR
CYVR	H&L	ARR FR NW		NONJET	RNAV	TRENA CYPRS ARR
CYVR	H&L	ARR FR S			RNAV	EGRET GRIZZ ARR
CYVR	L	ARR FR S			RNAV	ILAND ARR
CYVR	H	ARR FR SW		JET	RNAV	PEKAA SHARK ARR
CYVR	H	ARR FR SW		JET	RNAV	KANUA PITUT GOVAD SHARK ARR
CYVR	H	ARR FR W		JET	RNAV	GOVAD SHARK ARR
CYVR	H	ARR FR W		JET & DH8D	RNAV	POWOL WHSLR ARR
CYVR	H	ARR FR W		NONJET	RNAV	POWOL CYPRS ARR
CYVR	L	ARR FR W		A10000 & BLW	RNAV	VIGSO SOUND ARR
CYVR	H	DEP TO E			RNAV	ALNOD IKNIX
CYVR	H	DEP TO E			RNAV	VIBTA DURVU FINBO
CYVR	L	DEP TO E				SAFOL V342 YDC
CYVR	H	DEP TO N			RNAV	DOLLR GARRE
CYVR	L	DEP TO N		A14000 & ABV		DOLLR V347 GARRE
CYVR	L	DEP TO N		A13000 & BLW	RNAV	SAFOL DURLO SENSA
CYVR	H	DEP TO NE				VIDRI
CYVR	L	DEP TO NE		A14000 & ABV		VIDRI
CYVR	H	DEP TO NW				FASBO TRENA
CYVR	L	DEP TO NW		A14000 & ABV		FASBO V330 TRENA
CYVR	H	DEP TO S				YVR J5 SEA
CYVR	H	DEP TO SE			RNAV	VIBTA NOSOM
CYVR	H	DEP TO SE				YVR J52 GEG
CYVR	H	DEP TO SW			RNAV	VIXOR ELMAA
CYVR	H	DEP TO SW				TOU
CYVR	H	DEP TO SW			RNAV	PITUT
CYVR	H&L	DEP TO W			RNAV	TREEL UQQ
CYVR	H&L	DEP TO	CYKA		RNAV	JANEK YAROW
CYVR	H&L	DEP TO	CYLW		RNAV	JANEK SEKAB SEKAB ARR
CYVR	H	DEP TO	CYXS		RNAV	DOLLR GARRE
CYVR	L	DEP TO	CYXS	A14000 & ABV		DOLLR V347 GARRE
CYVR	H	DEP TO	CYYC		RNAV	DAPED PETLI
CYVR	L	DEP TO	CYYJ		RNAV	AMEBO APASS ARR
CYVR	H&L	DEP TO	KBFI			JAWBN JAWBN ARR
CYVR	H&L	DEP TO	KSEA	JET & DH8D	RNAV	MARNR MARNR ARR
CYVR	H&L	DEP TO	KSEA			JAWBN JAWBN ARR
CYVR	H&L	DEP TO	KTCM			JAWBN JAWBN ARR
CYXX	H&L	ARR FR E			RNAV	SENSA HOPE ARR
CYXX	H&L	ARR FR N			RNAV	SENSA HOPE ARR
CYXX	H&L	ARR FR NE			RNAV	SENSA HOPE ARR
CYXX	H&L	ARR FR NW			RNAV	UQQ VIXOR OMINO
CYXX	H&L	ARR FR S			RNAV	MADEE ARR
CYXX	H&L	ARR FR W			RNAV	VIXOR OMINO
CYXX	H	DEP TO E			RNAV	GABVO ALNOD IKNIX
CYXX	H	DEP TO E			RNAV	GABVO VIBTA DURVU FINBO
CYXX	L	DEP TO E				ANTLR V342 YDC
CYXX	H	DEP TO N			RNAV	GABVO DAPED PETLI
CYXX	L	DEP TO N			RNAV	SENSA
CYXX	H&L	DEP TO NW			RNAV	SQURL VIXOR UQQ

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZVR
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYXX	H&L	DEP TO S			RNAV	SQURL CVV
CYXX	H&L	DEP TO W			RNAV	SQURL VIXOR
CYXX	L	DEP TO	CYVR		RNAV	ILAND ARR
CYXX	H	DEP TO	CYYC		RNAV	GABVO DAPED PETLI
CYXX	H&L	DEP TO	KBFI	A10000 & ABV		JAWBN ARR
CYXX	H&L	DEP TO	KSEA	JET & DH8D	RNAV	MARNR ARR
CYXX	H&L	DEP TO	KSEA	A10000 & ABV		JAWBN ARR
CYYJ	H&L	ARR FR E		A17000 & ABV	RNAV	BOOTH APASS ARR
CYYJ	L	ARR FR E		A16000 & BLW	RNAV	SENSA T645 BUICK
CYYJ	H&L	ARR FR N		A17000 & ABV	RNAV	KEINN APASS ARR
CYYJ	L	ARR FR N		A16000 & BLW	RNAV	SENSA T645 BUICK
CYYJ	L	ARR FR NE		A16000 & BLW	RNAV	SENSA T645 BUICK
CYYJ	H&L	ARR FR NW			RNAV	UQQ VIXOR
CYYJ	H&L	ARR FR S			RNAV	DISCO ARR
CYYJ	H&L	ARR FR W			RNAV	VIXOR
CYYJ	H	DEP TO E			RNAV	SQURL ALNOD IKNIX
CYYJ	H	DEP TO E			RNAV	SQURL VIBTA DURVU FINBO
CYYJ	L	DEP TO E			RNAV	SQURL ANTLR V342 YDC
CYYJ	H	DEP TO N				CASDY
CYYJ	H	DEP TO NE			RNAV	SQURL DAPED PETLI
CYYJ	L	DEP TO NE		A16000 & BLW	RNAV	SQURL YDC
CYYJ	H&L	DEP TO NW			RNAV	VIXOR UQQ
CYYJ	H	DEP TO SE			RNAV	SQURL VIBTA NOSOM
CYYJ	H&L	DEP TO SE			RNAV	VIXOR SEA
CYYJ	H&L	DEP TO	CYLW		RNAV	SQURL YDC PIGLU ARR
CYYJ	L	ARR FR	CYVR		RNAV	AMEBO APASS ARR
CYYJ	H	DEP TO	CYYC		RNAV	SQURL DAPED PETLI
CYYJ	H&L	DEP TO	KBFI	A10000 & ABV		JAWBN ARR
CYYJ	H&L	DEP TO	KSEA	JET & DH8D	RNAV	JIGEB MARNR ARR
CYYJ	H&L	DEP TO	KSEA	A10000 & ABV		JAWBN ARR
CZBB	H&L	ARR FR E			RNAV	SENSA T645 PUDGE PENIN
CZBB	H&L	ARR FR N			RNAV	SENSA T645 PUDGE PENIN
CZBB	H&L	ARR FR NE			RNAV	SENSA T645 PUDGE PENIN
CZBB	H&L	ARR FR NW			RNAV	UQQ VIXOR ESVEM
CZBB	H	ARR FR S			RNAV	SEA MADEE PENIN
CZBB	H&L	ARR FR SE			RNAV	MADEE PENIN
CZBB	H&L	ARR FR SW			RNAV	VIXOR ESVEM
CZBB	H&L	ARR FR W			RNAV	VIXOR ESVEM
CZBB	H	DEP TO E			RNAV	KEPVI SQURL ALNOD IKNIX
CZBB	H	DEP TO E			RNAV	KEPVI SQURL VIBTA DURVU FINBO
CZBB	L	DEP TO E			RNAV	KEPVI SQURL YDC
CZBB	H	DEP TO N			RNAV	KEPVI SQURL DAPED PETLI
CZBB	L	DEP TO N			RNAV	KEPVI SQURL SENSA
CZBB	L	DEP TO NE			RNAV	KEPVI SQURL YDC
CZBB	H&L	DEP TO NW			RNAV	KEPVI SQURL VIXOR UQQ
CZBB	H&L	DEP TO S			RNAV	KEPVI SQURL CVV
CZBB	H&L	DEP TO W			RNAV	KEPVI SQURL VIXOR
CZBB	H	DEP TO	CYYC		RNAV	KEPVI SQURL DAPED PETLI
KBLI	H&L	ARR FR E			RNAV	SENSA T645 PUDGE
KBLI	H&L	ARR FR N			RNAV	SENSA T645 PUDGE

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZVR
AD	**ALT**	**DIRECTION**	**AD**	**LIMITATIONS**	**PROC**	**ROUTE OF FLIGHT**
KBLI	H&L	ARR FR NE			RNAV	SENSA T645 PUDGE
KBLI	H&L	ARR FR NW			RNAV	UQQ VIXOR SQURL
KBLI	H&L	ARR FR S			RNAV	MADEE ARR
KBLI	H&L	ARR FR W			RNAV	VIXOR SQURL
KBLI	H	DEP TO E			RNAV	SQURL ALNOD IKNIX
KBLI	H	DEP TO E			RNAV	SQURL VIBTA DURVU FINBO
KBLI	L	DEP TO E			RNAV	SQURL YDC
KBLI	H	DEP TO N			RNAV	SQURL DAPED PETLI
KBLI	L	DEP TO N			RNAV	SQURL SENSA
KBLI	H	DEP TO NE			RNAV	SQURL DAPED PETLI
KBLI	H&L	DEP TO NW			RNAV	VIXOR UQQ
KBLI	H&L	DEP TO S			RNAV	KLSHN SID
KBLI	H&L	DEP TO W			RNAV	VIXOR
KBLI	L	DEP TO	CYVR		RNAV	ILAND ARR
KBLI	H&L	DEP TO	KBFI	A10000 & ABV		JAWBN ARR
KBLI	H&L	DEP TO	KSEA	JET & DH8D	RNAV	MARNR ARR
KBLI	H&L	DEP TO	KSEA	A10000 & ABV		JAWBN ARR

CZEG EDMONTON FIR

In Controlled Airspace between Edmonton and Calgary, altitudes and flight levels which are not appropriate for the direction of flight may be assigned by ATC at any time to an aircraft operating to a maximum of FL280 on the mandatory IFR routes.

CYBW ARRIVALS

In addition to the mandatory routes listed, the following arrival routes are available.

LOW LEVEL
- From the EAST or NORTHEAST, arrivals between BOMIP and SHAWI are permitted via BIRKO MADYN ARR

HIGH LEVEL
- From the EAST or NORTHEAST, arrivals between IGVUX and SHAWI are permitted via BIRKO MADYN ARR

LOW or HIGH LEVEL
- From the SOUTH or SOUTHEAST, arrivals between VESDO and TOVUM are permitted via EBGAL ELBOW ARR
- From the SOUTHWEST, arrivals between ANTAK and MENBO are permitted via TULOB T707 IGVEP BRAGG ARR or via SEDEL T703 IGVEP BRAGG ARR

CYEG ARRIVALS

From the WEST, CYEG arrivals are permitted between ROMRA and YZU via ELLKS ELLKS ARR

CYYC ARRIVALS

Pilots should be aware that STAR Arrivals for CYYC are segregated between JETS and NON-JETS and are required to file the appropriate STAR for type of aircraft. In addition to the mandatory routes listed, the following arrival routes are available.

NON JETS
- From the SOUTH or SOUTHEAST, arrivals are permitted between VESDO and TOVUM via EBGAL TIDUK ARR
- From the SOUTHWEST arrivals are permitted between ANTAK and MENBO via TULOB T707 IGVEP VESGA ARR or via SEDEL T703 IGVEP VESGA ARR

LOW LEVEL
- From the EAST or NORTHEAST, arrivals are permitted between BOMIP and SHAWI via BIRKO TOTUB ARR

HIGH LEVEL
- From the EAST or NORTHEAST, arrivals are permitted between IGVUX and SHAWI via BIRKO TOTUB ARR

JETS
- From the SOUTH or SOUTHEAST, arrivals are permitted between VESDO and TOVUM via EBGAL EBGAL ARR
- From the SOUTHWEST arrivals are permitted between ANTAK and MENBO via TULOB T707 IGVEP IGVEP ARR or via SEDEL T703 IGVEP IGVEP ARR

LOW LEVEL
- From the EAST or NORTHEAST, arrivals are permitted between BOMIP and SHAWI via BIRKO BIRKO ARR

HIGH LEVEL
- From the EAST or NORTHEAST, arrivals are permitted between IGVUX and SHAWI via BIRKO BIRKO ARR

FROM LOCATION TO LOCATION OR DIRECTION — **CZEG**

AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CAL4	H&L	ARR FR S			RNAV	LISVA GONUK PEPSA SEKIK
CAL4	H&L	DEP TO S		JET	RNAV	TAGIT ETMAR KERBO SELUM
CAL4	H&L	DEP TO S		NONJET	RNAV	TAGIT PIBLI OBTAG SEVMO
CAL4	H&L	DEP TO	CYEG		RNAV	TAGIT PIBLI OBTAG SEVMO TETAG TETAG ARR
CAL4	H	DEP TO	CYYC	NONJET	RNAV	TAGIT PIBLI OBTAG SEVMO TETAG ANTID Q826 ADVOX FLAAM ARR
CAL4	H	DEP TO	CYYC	JET	RNAV	TAGIT ETMAR KERBO SELUM OLIMI Q814 ADVOX ADVOX ARR
CAL4	L	DEP TO	CYYC	NONJET	RNAV	TAGIT PIBLI OBTAG SEVMO TETAG ANTID T652 ADVOX FLAAM ARR
CAL4	L	DEP TO	CYYC	JET	RNAV	TAGIT ETMAR KERBO SELUM OLIMI T686 ADVOX ADVOX ARR
CCL3	H&L	ARR FR S			RNAV	KAVDA SUXEG PENTA
CCL3	H&L	DEP TO S			RNAV	METMO KEGRU CACHO
CCL3	H&L	DEP TO W			RNAV	METMO KEGRU CACHO
CCL3	H	DEP TO	CYEG		RNAV	METMO KEGRU CACHO RESAX RESAX ARR
CCL3	L	DEP TO	CYEG		RNAV	METMO KEGRU CACHO RESAX RESAX ARR

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZEG
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CCL3	H	DEP TO	CYYC	NONJET	RNAV	METMO KEGRU CACHO RUBSU ANTID Q826 ADVOX FLAAM ARR
CCL3	H	DEP TO	CYYC	JET	RNAV	METMO KEGRU CACHO RUBSU OLIMI Q814 ADVOX ADVOX ARR
CCL3	L	DEP TO	CYYC	NONJET	RNAV	METMO KEGRU CACHO RUBSU ANTID T652 ADVOX FLAAM ARR
CCL3	L	DEP TO	CYYC	JET	RNAV	METMO KEGRU CACHO RUBSU OLIMI T686 ADVOX ADVOX ARR
CER4	H&L	ARR FR S			RNAV	LISVA GONUK PEPSA SEKIK
CET2	H&L	ARR FR S			RNAV	KAVDA SUXEG MUVUD
CET2	H&L	DEP TO S			RNAV	VIVUG PUVAX CACHO
CET2	H&L	DEP TO W			RNAV	VIVUG PUVAX CACHO
CET2	H	DEP TO	CYEG		RNAV	VIVUG PUVAX CACHO RESAX ARR
CET2	L	DEP TO	CYEG		RNAV	VIVUG PUVAX CACHO RESAX ARR
CET2	H	DEP TO	CYYC	NONJET	RNAV	VIVUG PUVAX CACHO RUBSU ANTID Q826 ADVOX FLAAM ARR
CET2	H	DEP TO	CYYC	JET	RNAV	VIVUG PUVAX CACHO RUBSU OLIMI Q814 ADVOX ADVOX ARR
CET2	L	DEP TO	CYYC	NONJET	RNAV	VIVUG PUVAX CACHO RUBSU ANTID T652 ADVOX FLAAM ARR
CET2	L	DEP TO	CYYC	JET	RNAV	VIVUG PUVAX CACHO RUBSU OLIMI T686 ADVOX ADVOX ARR
CFN6	H&L	ARR FR S			RNAV	KAVDA SUXEG PENTA
CFN6	H&L	DEP TO S			RNAV	VETPA DEP METMO KEGRU CACHO
CFN6	H&L	DEP TO W			RNAV	VETPA DEP METMO KEGRU CACHO
CFN6	H	DEP TO	CYEG		RNAV	VETPA DEP METMO KEGRU CACHO RESAX RESAX ARR
CFN6	L	DEP TO	CYEG		RNAV	VETPA DEP METMO KEGRU CACHO RESAX RESAX ARR
CFN6	H	DEP TO	CYYC	NONJET	RNAV	VETPA DEP METMO KEGRU CACHO RUBSU ANTID Q826 ADVOX FLAAM ARR
CFN6	H	DEP TO	CYYC	JET	RNAV	VETPA DEP METMO KEGRU CACHO RUBSU OLIMI Q814 ADVOX ADVOX ARR
CFN6	L	DEP TO	CYYC	NONJET	RNAV	VETPA DEP METMO KEGRU CACHO RUBSU ANTID T652 ADVOX FLAAM ARR
CFN6	L	DEP TO	CYYC	JET	RNAV	VETPA DEP METMO KEGRU CACHO RUBSU OLIMI T686 ADVOX ADVOX ARR
CRL4	H&L	ARR FR S			RNAV	KAVDA SUXEG PENTA
CRL4	H&L	DEP TO S			RNAV	KIRBY DEP METMO KEGRU CACHO
CRL4	H&L	DEP TO W			RNAV	KIRBY DEP METMO KEGRU CACHO
CRL4	H	DEP TO	CYEG		RNAV	KIRBY DEP METMO KEGRU CACHO RESAX RESAX ARR
CRL4	L	DEP TO	CYEG		RNAV	KIRBY DEP METMO KEGRU CACHO RESAX RESAX ARR
CRL4	H	DEP TO	CYYC	NONJET	RNAV	KIRBY DEP METMO KEGRU CACHO RUBSU ANTID Q826 ADVOX FLAAM ARR
CRL4	H	DEP TO	CYYC	JET	RNAV	KIRBY DEP METMO KEGRU CACHO RUBSU OLIMI Q814 ADVOX ADVOX ARR
CRL4	L	DEP TO	CYYC	NONJET	RNAV	KIRBY DEP METMO KEGRU CACHO RUBSU ANTID T652 ADVOX FLAAM ARR
CRL4	L	DEP TO	CYYC	JET	RNAV	KIRBY DEP METMO KEGRU CACHO RUBSU OLIMI T686 ADVOX ADVOX ARR
CYBW	H	ARR FR E			RNAV	IGVUX Q882 BIRKO MADYN ARR
CYBW	H	ARR FR E			RNAV	GUDOG BIRKO MADYN ARR
CYBW	L	ARR FR E			RNAV	BOMIP BIRKO MADYN ARR

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZEG
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYBW	L	ARR FR E			RNAV	BORIX T622 BIRKO MADYN ARR
CYBW	L	ARR FR E			RNAV	SHAWI T644 BIRKO MADYN ARR
CYBW	H	ARR FR N		NONJET	RNAV	ANTID Q826 ADVOX KIPEV ARR
CYBW	H	ARR FR N			RNAV	MATIR Q925 ADVOX KIPEV ARR
CYBW	H	ARR FR N		JET	RNAV	OLIMI Q814 ADVOX KIPEV ARR
CYBW	L	ARR FR N		NONJET	RNAV	ANTID T652 ADVOX KIPEV ARR
CYBW	L	ARR FR N			RNAV	MATIR T743 ADVOX KIPEV ARR
CYBW	L	ARR FR N		JET	RNAV	OLIMI T686 ADVOX KIPEV ARR
CYBW	H	ARR FR NE			RNAV	IGVUX Q882 BIRKO MADYN ARR
CYBW	H	ARR FR NE			RNAV	BORIX BIRKO MADYN ARR
CYBW	L	ARR FR NE			RNAV	BOMIP BIRKO MADYN ARR
CYBW	L	ARR FR NE			RNAV	BORIX T622 BIRKO MADYN ARR
CYBW	L	ARR FR NE			RNAV	SHAWI T644 BIRKO MADYN ARR
CYBW	H	ARR FR NW			RNAV	MATIR Q925 ADVOX KIPEV ARR
CYBW	L	ARR FR NW		NONJET	RNAV	ANTID T652 ADVOX KIPEV ARR
CYBW	L	ARR FR NW			RNAV	MATIR T743 ADVOX KIPEV ARR
CYBW	L	ARR FR NW		JET	RNAV	OLIMI T686 ADVOX KIPEV ARR
CYBW	H	ARR FR S			RNAV	COUTS EBGAL ELBOW ARR
CYBW	L	ARR FR S			RNAV	VESDO T690 EBGAL ELBOW ARR
CYBW	L	ARR FR S			RNAV	TOVUM T688 EBGAL ELBOW ARR
CYBW	H	ARR FR SE			RNAV	BEVEL VESDO EBGAL ELBOW ARR
CYBW	L	ARR FR SE			RNAV	VESDO T690 EBGAL ELBOW ARR
CYBW	L	ARR FR SE			RNAV	TOVUM T688 EBGAL ELBOW ARR
CYBW	H	ARR FR SW			RNAV	ANTAK Q953 IGVEP BRAGG ARR
CYBW	H	ARR FR SW			RNAV	MENBO Q983 IGVEP BRAGG ARR
CYBW	L	ARR FR SW			RNAV	ANTAK T707 IGVEP BRAGG ARR
CYBW	L	ARR FR SW			RNAV	MENBO T703 IGVEP BRAGG ARR
CYBW	H	DEP TO E		NONJET	RNAV	VETBI Q991 LIBOS
CYBW	H	DEP TO E			RNAV	NOSIV Q909 DESNU
CYBW	H	DEP TO E		JET	RNAV	LOMLO Q961 DAPOP
CYBW	L	DEP TO E		NONJET	RNAV	VETBI T797 LIBOS
CYBW	L	DEP TO E		JET	RNAV	LOMLO TULOV DAPOP
CYBW	L	DEP TO E			RNAV	NOSIV DESNU
CYBW	H	DEP TO N		NONJET	RNAV	SAXOL Q965 ALKIK MOOTO
CYBW	H	DEP TO N		NONJET	RNAV	SAXOL Q965 ALKIK LISVA GONUK
CYBW	H	DEP TO N		NONJET	RNAV	SAXOL Q965 ALKIK EBLAR
CYBW	H&L	DEP TO N		JET	RNAV	AVROM Q933 MAPUX MOOTO
CYBW	H&L	DEP TO N		JET	RNAV	AVROM Q933 MAPUX LISVA GONUK
CYBW	H&L	DEP TO N		JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON
CYBW	L	DEP TO N		NONJET	RNAV	SAXOL T761 ALKIK MOOTO
CYBW	L	DEP TO N		NONJET	RNAV	SAXOL T761 ALKIK LISVA GONUK
CYBW	L	DEP TO N		NONJET	RNAV	SAXOL T761 ALKIK EBLAR
CYBW	H	DEP TO NE		NONJET	RNAV	VETBI Q967 GUDOG
CYBW	H	DEP TO NE		JET	RNAV	LOMLO Q979 TULOV IMOTA
CYBW	H	DEP TO NE		JET	RNAV	LOMLO TULOV MEETO
CYBW	L	DEP TO NE		NONJET	RNAV	VETBI T715 GUDOG
CYBW	L	DEP TO NE		JET	RNAV	LOMLO TULOV IMOTA
CYBW	H	DEP TO NW		NONJET	RNAV	AGMAK TAMVU VOKIM OBNAP
CYBW	H	DEP TO NW		JET	RNAV	IPSIT Q810 SETGA
CYBW	L	DEP TO NW		NONJET	RNAV	AGMAK T694 OBNAP

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZEG
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYBW	L	DEP TO NW		JET	RNAV	IPSIT DAXIR TOXAB SETGA
CYBW	H	DEP TO S			RNAV	GADKI Q957 VOBUK
CYBW	H	DEP TO S			RNAV	UBVAL Q927 SEKOM
CYBW	H	DEP TO S			RNAV	OTARA Q931 IPTAN
CYBW	H	DEP TO S			RNAV	DUMRA Q890 ROPLA
CYBW	L	DEP TO S			RNAV	GADKI T727 VOBUK
CYBW	L	DEP TO S			RNAV	UBVAL SEKOM
CYBW	L	DEP TO S			RNAV	OTARA IPTAN
CYBW	L	DEP TO S			RNAV	DUMRA T620 MEKPI
CYBW	H	DEP TO SE		NONJET	RNAV	VETBI Q991 LIBOS
CYBW	H	DEP TO SE			RNAV	NOSIV Q909 DESNU
CYBW	H	DEP TO SE		JET	RNAV	LOMLO Q961 DAPOP
CYBW	L	DEP TO SE		NONJET	RNAV	VETBI T797 LIBOS
CYBW	L	DEP TO SE		JET	RNAV	LOMLO TULOV DAPOP
CYBW	L	DEP TO SE			RNAV	NOSIV DESNU
CYBW	H	DEP TO SW			RNAV	DUMRA Q890 MEKPI OMSIK
CYBW	H	DEP TO SW		NONJET	RNAV	ROVMA UKSAP NOVAR
CYBW	H	DEP TO SW		JET	RNAV	BOTAG Q894 BINVO
CYBW	L	DEP TO SW		NONJET	RNAV	ROVMA T602 NOVAR
CYBW	L	DEP TO SW			RNAV	DUMRA T620 OMSIK
CYBW	L	DEP TO SW		JET	RNAV	BOTAG SIMTA BINVO
CYBW	H	DEP TO W			RNAV	DUMRA Q890 MEKPI OMSIK
CYBW	H	DEP TO W		NONJET	RNAV	ROVMA UKSAP NOVAR
CYBW	H	DEP TO W		JET	RNAV	BOTAG Q894 BINVO
CYBW	L	DEP TO W		NONJET	RNAV	ROVMA T602 NOVAR
CYBW	L	DEP TO W			RNAV	DUMRA T620 OMSIK
CYBW	L	DEP TO W		JET	RNAV	BOTAG SIMTA BINVO
CYBW	H	DEP TO	CAL4	NONJET	RNAV	SAXOL Q965 ALKIK LISVA GONUK PEPSA SEKIK
CYBW	H	DEP TO	CAL4	JET	RNAV	AVROM Q933 MAPUX LISVA GONUK PEPSA SEKIK
CYBW	L	DEP TO	CAL4	NONJET	RNAV	SAXOL T761 ALKIK LISVA GONUK PEPSA SEKIK
CYBW	L	DEP TO	CAL4	JET	RNAV	AVROM MAPUX LISVA GONUK PEPSA SEKIK
CYBW	H	DEP TO	CCL3	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR KAVDA SUXEG
CYBW	H	DEP TO	CCL3	JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON SUXEG
CYBW	L	DEP TO	CCL3	NONJET	RNAV	SAXOL T761 ALKIK EBLAR KAVDA SUXEG
CYBW	L	DEP TO	CCL3	JET	RNAV	AVROM MAPUX DAVEL LEXON SUXEG
CYBW	H	DEP TO	CET2	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR KAVDA MUVUD
CYBW	H	DEP TO	CET2	JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON MUVUD
CYBW	L	DEP TO	CET2	NONJET	RNAV	SAXOL T761 ALKIK EBLAR KAVDA MUVUD
CYBW	L	DEP TO	CET2	JET	RNAV	AVROM MAPUX DAVEL LEXON MUVUD
CYBW	H	DEP TO	CFN6	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR KAVDA SUXEG
CYBW	H	DEP TO	CFN6	JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON SUXEG
CYBW	L	DEP TO	CFN6	NONJET	RNAV	SAXOL T761 ALKIK EBLAR KAVDA SUXEG
CYBW	L	DEP TO	CFN6	JET	RNAV	AVROM MAPUX DAVEL LEXON SUXEG
CYBW	H	DEP TO	CRL4	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR KAVDA SUXEG
CYBW	H	DEP TO	CRL4	JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON SUXEG
CYBW	L	DEP TO	CRL4	NONJET	RNAV	SAXOL T761 ALKIK EBLAR KAVDA SUXEG
CYBW	L	DEP TO	CRL4	JET	RNAV	AVROM MAPUX DAVEL LEXON SUXEG
CYBW	H	DEP TO	CYEG	NONJET	RNAV	PEVLU BISNO OILRS OILRS ARR

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZEG
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYBW	H	DEP TO	CYEG	JET	RNAV	BITGA Q995 OILRS OILRS ARR
CYBW	L	DEP TO	CYEG	NONJET	RNAV	PEVLU T759 OILRS OILRS ARR
CYBW	L	DEP TO	CYEG	JET	RNAV	BITGA T753 OILRS OILRS ARR
CYBW	H	DEP TO	CYFI	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR KAVDA LEXON NANLU YMM
CYBW	H	DEP TO	CYFI	JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON NANLU YMM
CYBW	L	DEP TO	CYFI	NONJET	RNAV	SAXOL T761 ALKIK EBLAR KAVDA LEXON NANLU YMM
CYBW	L	DEP TO	CYFI	JET	RNAV	AVROM MAPUX DAVEL LEXON NANLU YMM
CYBW	H	DEP TO	CYLB	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR
CYBW	H	DEP TO	CYLB	JET	RNAV	AVROM Q933 MAPUX DAVEL
CYBW	L	DEP TO	CYLB	NONJET	RNAV	SAXOL T761 ALKIK EBLAR
CYBW	L	DEP TO	CYLB	JET	RNAV	AVROM MAPUX DAVEL
CYBW	H	DEP TO	CYMM	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR KAVDA LEXON LEXON ARR
CYBW	H	DEP TO	CYMM	JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON LEXON ARR
CYBW	L	DEP TO	CYMM	NONJET	RNAV	SAXOL T761 ALKIK EBLAR KAVDA LEXON LEXON ARR
CYBW	L	DEP TO	CYMM	JET	RNAV	AVROM MAPUX DAVEL LEXON LEXON ARR
CYBW	H	DEP TO	CYNR	JET	RNAV	AVROM Q933 MAPUX LISVA GONUK PEPSA SEKIK
CYBW	H	DEP TO	CYNR	NONJET	RNAV	SAXOL Q965 ALKIK LISVA GONUK PEPSA SEKIK
CYBW	L	DEP TO	CYNR	NONJET	RNAV	SAXOL T761 ALKIK LISVA GONUK PEPSA SEKIK
CYBW	L	DEP TO	CYNR	JET	RNAV	AVROM MAPUX LISVA GONUK PEPSA SEKIK
CYBW	H&L	DEP TO	CYXH		RNAV	NOSIV ODLAN TUDOX
CYBW	H&L	DEP TO	CYXH		RNAV	NOSIV ODLAN ODLAN ARR
CYBW	H&L	DEP TO	CZVL	NONJET	RNAV	PEVLU BISNO OILRS MASUD
CYBW	H&L	DEP TO	CZVL	JET	RNAV	BITGA OILRS MASUD
CYBW	H	DEP TO	KBFI	JET	RNAV	BOTAG Q894 BINVO YDC JAKSN GLASR ARR
CYBW	H	DEP TO	KBFI	NONJET	RNAV	ROVMA UKSAP NOVAR YDC JAKSN GLASR ARR
CYBW	H&L	DEP TO	KBFI		RNAV	DUMRA MEKPI TWIGY GEG GLASR ARR
CYBW	L	DEP TO	KBFI	JET	RNAV	BOTAG SIMTA BINVO YDC JAKSN GLASR ARR
CYBW	L	DEP TO	KBFI	NONJET	RNAV	ROVMA T602 NOVAR YDC JAKSN GLASR ARR
CYBW	H	DEP TO	KSEA	JET	RNAV	BOTAG Q894 BINVO YDC JAKSN GLASR ARR
CYBW	H	DEP TO	KSEA	NONJET	RNAV	ROVMA UKSAP NOVAR YDC JAKSN GLASR ARR
CYBW	H&L	DEP TO	KSEA		RNAV	DUMRA MEKPI TWIGY GEG GLASR ARR
CYBW	L	DEP TO	KSEA	JET	RNAV	BOTAG SIMTA BINVO YDC JAKSN GLASR ARR
CYBW	L	DEP TO	KSEA	NONJET	RNAV	ROVMA T602 NOVAR YDC JAKSN GLASR ARR
CYEG	H	ARR FR E			RNAV	REFEX CAMRA IGSOX ARR
CYEG	L	ARR FR E			RNAV	WAINN T755 CAMRA IGSOX ARR
CYEG	H	ARR FR N			RNAV	CACHO RESAX RESAX ARR
CYEG	H&L	ARR FR N			RNAV	TETAG TETAG ARR
CYEG	L	ARR FR N			RNAV	CACHO RESAX RESAX ARR
CYEG	H	ARR FR S		NONJET	RNAV	KERSA BISNO OILRS OILRS ARR
CYEG	H	ARR FR S		JET	RNAV	MIREK Q995 OILRS OILRS ARR
CYEG	L	ARR FR S		NONJET	RNAV	KERSA T759 OILRS OILRS ARR
CYEG	L	ARR FR S		JET	RNAV	MIREK T753 OILRS OILRS ARR

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZEG
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYEG	H	ARR FR W			RNAV	ROMRA Q949 ELLKS ELLKS ARR
CYEG	L	ARR FR W			RNAV	ROMRA T789 ELLKS ELLKS ARR
CYEG	H&L	DEP TO E			RNAV	RYLEY
CYEG	H&L	DEP TO E			RNAV	OMROD IGVUX FUDGY
CYEG	H&L	DEP TO N		NONJET	RNAV	EBLAR
CYEG	H&L	DEP TO N		JET	RNAV	DAVEL LEXON
CYEG	H&L	DEP TO N			RNAV	MOOTO
CYEG	H&L	DEP TO N			RNAV	LISVA GONUK
CYEG	H&L	DEP TO NW			RNAV	MOOTO
CYEG	H&L	DEP TO NW			RNAV	PELVA
CYEG	H	DEP TO S			RNAV	UKRAM Q957 RIGAD GADKI Q957 VOBUK
CYEG	H	DEP TO S			RNAV	UKRAM Q957 RIGAD UBVAL Q927 SEKOM
CYEG	H	DEP TO S			RNAV	UKRAM Q957 RIGAD OTARA Q931 IPTAN
CYEG	H	DEP TO S			RNAV	UKRAM Q957 RIGAD DUMRA Q890 MEKPI
CYEG	L	DEP TO S			RNAV	UKRAM T727 RIGAD GADKI T727 VOBUK
CYEG	L	DEP TO S			RNAV	UKRAM T727 RIGAD UBVAL SEKOM
CYEG	L	DEP TO S			RNAV	UKRAM T727 RIGAD OTARA IPTAN
CYEG	L	DEP TO S			RNAV	UKRAM T727 RIGAD DUMRA T620 MEKPI
CYEG	H&L	DEP TO SE		NONJET	RNAV	OMROD IGVUX
CYEG	H&L	DEP TO SE			RNAV	OMROD IGVUX TOVIS DAPOP
CYEG	H	DEP TO SW			RNAV	ANDIE Q860 NADPI
CYEG	L	DEP TO SW			RNAV	ANDIE T676 NADPI
CYEG	H&L	DEP TO W			RNAV	YZU
CYEG	H&L	DEP TO W			RNAV	WYLDE
CYEG	H&L	DEP TO	CAL4		RNAV	LISVA GONUK PEPSA SEKIK
CYEG	H&L	DEP TO	CCL3	NONJET	RNAV	EBLAR KAVDA SUXEG
CYEG	H&L	DEP TO	CCL3	JET	RNAV	DAVEL LEXON SUXEG
CYEG	H&L	DEP TO	CEE5		RNAV	MOOTO
CYEG	H&L	DEP TO	CET2	NONJET	RNAV	EBLAR KAVDA MUVUD
CYEG	H&L	DEP TO	CET2	JET	RNAV	DAVEL LEXON MUVUD
CYEG	H&L	DEP TO	CFN6	NONJET	RNAV	EBLAR KAVDA SUXEG
CYEG	H&L	DEP TO	CFN6	JET	RNAV	DAVEL LEXON SUXEG
CYEG	H&L	DEP TO	CFN7		RNAV	UKRAM RIGAD
CYEG	H&L	DEP TO	CFT8		RNAV	MOOTO
CYEG	H&L	DEP TO	CRL4	NONJET	RNAV	EBLAR KAVDA SUXEG
CYEG	H&L	DEP TO	CRL4	JET	RNAV	DAVEL LEXON SUXEG
CYEG	H&L	DEP TO	CYFI	NONJET	RNAV	EBLAR KAVDA LEXON NANLU YMM
CYEG	H&L	DEP TO	CYFI	JET	RNAV	DAVEL LEXON NANLU YMM
CYEG	H&L	DEP TO	CYLB	NONJET	RNAV	EBLAR
CYEG	H&L	DEP TO	CYLB	JET	RNAV	DAVEL
CYEG	H&L	DEP TO	CYMM	NONJET	RNAV	EBLAR KAVDA LEXON LEXON ARR
CYEG	H&L	DEP TO	CYMM	JET	RNAV	DAVEL LEXON LEXON ARR
CYEG	H&L	DEP TO	CYNR		RNAV	LISVA GONUK PEPSA SEKIK
CYEG	H&L	DEP TO	CYOJ		RNAV	PELVA
CYEG	H&L	DEP TO	CYOP		RNAV	PELVA
CYEG	H&L	DEP TO	CYPE		RNAV	PELVA
CYEG	H&L	DEP TO	CYPY		RNAV	LISVA GONUK PEPSA SEKIK
CYEG	H&L	DEP TO	CYQF		RNAV	UKRAM ELTUR
CYEG	H&L	DEP TO	CYQL		RNAV	UKRAM RIGAD GADKI VOBUK
CYEG	H&L	DEP TO	CYSM		RNAV	MOOTO

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZEG
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYEG	H&L	DEP TO	CYXC		RNAV	UKRAM RIGAD
CYEG	H&L	DEP TO	CYXH		RNAV	OMROD IGVUX ODLAN ODLAN ARR
CYEG	H	DEP TO	CYYC	JET	RNAV	OLIMI Q814 ADVOX ADVOX ARR
CYEG	H	DEP TO	CYYC	NONJET	RNAV	ANTID Q826 ADVOX FLAAM ARR
CYEG	L	DEP TO	CYYC	JET	RNAV	OLIMI T686 ADVOX ADVOX ARR
CYEG	L	DEP TO	CYYC	NONJET	RNAV	ANTID T652 ADVOX FLAAM ARR
CYEG	H&L	DEP TO	CYZF		RNAV	MOOTO
CYEG	H	DEP TO	KBFI		RNAV	ANDIE Q860 NADPI YDC JAKSN GLASR ARR
CYEG	L	DEP TO	KBFI		RNAV	ANDIE T676 NADPI YDC JAKSN GLASR ARR
CYEG	H	DEP TO	KSEA		RNAV	ANDIE Q860 NADPI YDC JAKSN GLASR ARR
CYEG	L	DEP TO	KSEA		RNAV	ANDIE T676 NADPI YDC JAKSN GLASR ARR
CYFI	H&L	DEP TO S			RNAV	YMM CACHO
CYMM	H&L	ARR FR S		NONJET	RNAV	KAVDA LEXON LEXON ARR
CYMM	H&L	ARR FR S		JET	RNAV	LEXON LEXON ARR
CYMM	H&L	DEP TO S			RNAV	YMM CACHO
CYMM	H	DEP TO	CYYC	JET	RNAV	YMM CACHO IGVUX DUDNI BIRKO BIRKO ARR
CYNR	H&L	ARR FR S			RNAV	LISVA GONUK PEPSA SEKIK
CYNR	H&L	DEP TO S		JET	RNAV	TAGIT ETMAR KERBO SELUM
CYNR	H&L	DEP TO S		NONJET	RNAV	TAGIT PIBLI OBTAG SEVMO
CYNR	H&L	DEP TO	CYEG		RNAV	TAGIT PIBLI OBTAG SEVMO TETAG TETAG ARR
CYNR	H	DEP TO	CYYC	NONJET	RNAV	TAGIT PIBLI OBTAG SEVMO TETAG ANTID Q826 ADVOX FLAAM ARR
CYNR	H	DEP TO	CYYC	JET	RNAV	TAGIT ETMAR KERBO SELUM OLIMI Q814 ADVOX ADVOX ARR
CYNR	L	DEP TO	CYYC	NONJET	RNAV	TAGIT PIBLI OBTAG SEVMO TETAG ANTID T652 ADVOX FLAAM ARR
CYNR	L	DEP TO	CYYC	JET	RNAV	TAGIT ETMAR KERBO SELUM OLIMI T686 ADVOX ADVOX ARR
CYQF	H&L	DEP TO W				YRM
CYQU	H&L	ARR FR E			RNAV	MESBO
CYQU	H&L	ARR FR S			RNAV	ONDET
CYXY	H&L	ARR FR	CYEG		RNAV	DAPAL ARR
CYXY	H&L	ARR FR	CYVR		RNAV	GOROV ARR
CYXY	H&L	ARR FR	CYYC		RNAV	DAPAL ARR
CYXY	H&L	ARR FR	CYYJ		RNAV	GOROV ARR
CYYC	H	ARR FR E		NONJET	RNAV	IGVUX Q882 BIRKO TOTUB ARR
CYYC	H	ARR FR E		NONJET	RNAV	BORIX BIRKO TOTUB ARR
CYYC	H	ARR FR E		NONJET	RNAV	SHAWI Q874 BIRKO TOTUB ARR
CYYC	H	ARR FR E		JET	RNAV	IGVUX Q882 BIRKO BIRKO ARR
CYYC	H	ARR FR E		NONJET	RNAV	VESDO Q832 EBGAL TIDUK ARR
CYYC	H	ARR FR E		NONJET	RNAV	TOVUM Q842 EBGAL TIDUK ARR
CYYC	H	ARR FR E		JET	RNAV	GUDOG BIRKO BIRKO ARR
CYYC	L	ARR FR E		NONJET	RNAV	BOMIP BIRKO TOTUB ARR
CYYC	L	ARR FR E		NONJET	RNAV	BORIX T622 BIRKO TOTUB ARR
CYYC	L	ARR FR E		NONJET	RNAV	SHAWI T644 BIRKO TOTUB ARR
CYYC	L	ARR FR E		JET	RNAV	BOMIP BIRKO BIRKO ARR
CYYC	L	ARR FR E		JET	RNAV	BORIX T622 BIRKO BIRKO ARR
CYYC	L	ARR FR E		JET	RNAV	SHAWI T644 BIRKO BIRKO ARR
CYYC	L	ARR FR E		NONJET	RNAV	VESDO T690 EBGAL TIDUK ARR
CYYC	L	ARR FR E		NONJET	RNAV	TOVUM T688 EBGAL TIDUK ARR

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZEG
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYYC	L	ARR FR E		JET	RNAV	VESDO T690 EBGAL EBGAL ARR
CYYC	L	ARR FR E		JET	RNAV	TOVUM T688 EBGAL EBGAL ARR
CYYC	H	ARR FR N		NONJET	RNAV	ANTID Q826 ADVOX FLAAM ARR
CYYC	H	ARR FR N		NONJET	RNAV	MATIR Q925 ADVOX FLAAM ARR
CYYC	H	ARR FR N		JET	RNAV	OLIMI Q814 ADVOX ADVOX ARR
CYYC	H	ARR FR N		JET	RNAV	MATIR Q925 ADVOX ADVOX ARR
CYYC	L	ARR FR N		NONJET	RNAV	ANTID T652 ADVOX FLAAM ARR
CYYC	L	ARR FR N		NONJET	RNAV	MATIR T743 ADVOX FLAAM ARR
CYYC	L	ARR FR N		JET	RNAV	OLIMI T686 ADVOX ADVOX ARR
CYYC	L	ARR FR N		JET	RNAV	MATIR T743 ADVOX ADVOX ARR
CYYC	H	ARR FR NE		NONJET	RNAV	IGVUX Q882 BIRKO TOTUB ARR
CYYC	H	ARR FR NE		NONJET	RNAV	BORIX BIRKO TOTUB ARR
CYYC	H	ARR FR NE		NONJET	RNAV	SHAWI Q874 BIRKO TOTUB ARR
CYYC	H	ARR FR NE		JET	RNAV	IGVUX Q882 BIRKO BIRKO ARR
CYYC	L	ARR FR NE		NONJET	RNAV	BOMIP BIRKO TOTUB ARR
CYYC	L	ARR FR NE		NONJET	RNAV	BORIX T622 BIRKO TOTUB ARR
CYYC	L	ARR FR NE		NONJET	RNAV	SHAWI T644 BIRKO TOTUB ARR
CYYC	L	ARR FR NE		JET	RNAV	BOMIP BIRKO BIRKO ARR
CYYC	L	ARR FR NE		JET	RNAV	BORIX T622 BIRKO BIRKO ARR
CYYC	L	ARR FR NE		JET	RNAV	SHAWI T644 BIRKO BIRKO ARR
CYYC	H	ARR FR NW		NONJET	RNAV	ANTID Q826 ADVOX FLAAM ARR
CYYC	H	ARR FR NW		NONJET	RNAV	MATIR Q925 ADVOX FLAAM ARR
CYYC	H	ARR FR NW		JET	RNAV	OLIMI Q814 ADVOX ADVOX ARR
CYYC	H	ARR FR NW		JET	RNAV	MATIR Q925 ADVOX ADVOX ARR
CYYC	L	ARR FR NW		NONJET	RNAV	ANTID T652 ADVOX FLAAM ARR
CYYC	L	ARR FR NW		NONJET	RNAV	MATIR T743 ADVOX FLAAM ARR
CYYC	L	ARR FR NW		JET	RNAV	OLIMI T686 ADVOX ADVOX ARR
CYYC	L	ARR FR NW		JET	RNAV	MATIR T743 ADVOX ADVOX ARR
CYYC	H	ARR FR S		NONJET	RNAV	VESDO Q832 EBGAL TIDUK ARR
CYYC	H	ARR FR S		NONJET	RNAV	TOVUM Q842 EBGAL TIDUK ARR
CYYC	H	ARR FR S		JET	RNAV	COUTS EBGAL EBGAL ARR
CYYC	L	ARR FR S		NONJET	RNAV	VESDO T690 EBGAL TIDUK ARR
CYYC	L	ARR FR S		NONJET	RNAV	TOVUM T688 EBGAL TIDUK ARR
CYYC	L	ARR FR S		JET	RNAV	VESDO T690 EBGAL EBGAL ARR
CYYC	L	ARR FR S		JET	RNAV	TOVUM T688 EBGAL EBGAL ARR
CYYC	H	ARR FR SE		JET	RNAV	BEVEL VESDO EBGAL EBGAL ARR
CYYC	H	ARR FR SW		NONJET	RNAV	ANTAK Q953 IGVEP VESGA ARR
CYYC	H	ARR FR SW		NONJET	RNAV	MENBO Q983 IGVEP VESGA ARR
CYYC	H	ARR FR SW		JET	RNAV	ANTAK Q953 IGVEP IGVEP ARR
CYYC	H	ARR FR SW		JET	RNAV	MENBO Q983 IGVEP IGVEP
CYYC	L	ARR FR SW		NONJET	RNAV	ANTAK T707 IGVEP VESGA ARR
CYYC	L	ARR FR SW		NONJET	RNAV	MENBO T703 IGVEP VESGA ARR
CYYC	L	ARR FR SW		JET	RNAV	ANTAK T707 IGVEP IGVEP ARR
CYYC	L	ARR FR SW		JET	RNAV	MENBO T703 IGVEP IGVEP ARR
CYYC	H	DEP TO E		NONJET	RNAV	VETBI Q991 LIBOS
CYYC	H	DEP TO E		JET	RNAV	LOMLO Q961 DAPOP
CYYC	H	DEP TO E			RNAV	NOSIV Q909 DESNU
CYYC	L	DEP TO E		NONJET	RNAV	VETBI T797 LIBOS
CYYC	L	DEP TO E		JET	RNAV	LOMLO TULOV DAPOP
CYYC	L	DEP TO E			RNAV	NOSIV DESNU

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZEG
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYYC	H	DEP TO N		NONJET	RNAV	SAXOL Q965 ALKIK MOOTO
CYYC	H	DEP TO N		NONJET	RNAV	SAXOL Q965 ALKIK LISVA GONUK
CYYC	H	DEP TO N		NONJET	RNAV	SAXOL Q965 ALKIK EBLAR
CYYC	H&L	DEP TO N		JET	RNAV	AVROM Q933 MAPUX MOOTO
CYYC	H&L	DEP TO N		JET	RNAV	AVROM Q933 MAPUX LISVA GONUK
CYYC	H&L	DEP TO N		JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON
CYYC	L	DEP TO N		NONJET	RNAV	SAXOL T761 ALKIK MOOTO
CYYC	L	DEP TO N		NONJET	RNAV	SAXOL T761 ALKIK LISVA GONUK
CYYC	L	DEP TO N		NONJET	RNAV	SAXOL T761 ALKIK EBLAR
CYYC	H	DEP TO NE		NONJET	RNAV	VETBI Q967 GUDOG
CYYC	H	DEP TO NE		JET	RNAV	LOMLO Q979 TULOV IMOTA
CYYC	H	DEP TO NE		JET	RNAV	LOMLO TULOV MEETO
CYYC	L	DEP TO NE		NONJET	RNAV	VETBI T715 GUDOG
CYYC	L	DEP TO NE		JET	RNAV	LOMLO TULOV IMOTA
CYYC	H	DEP TO NW		NONJET	RNAV	AGMAK TAMVU VOKIM OBNAP
CYYC	H	DEP TO NW		JET	RNAV	IPSIT Q810 SETGA
CYYC	L	DEP TO NW		NONJET	RNAV	AGMAK T694 OBNAP
CYYC	L	DEP TO NW		JET	RNAV	IPSIT DAXIR TOXAB SETGA
CYYC	H	DEP TO S			RNAV	GADKI Q957 VOBUK
CYYC	H	DEP TO S			RNAV	UBVAL Q927 SEKOM
CYYC	H	DEP TO S			RNAV	OTARA Q931 IPTAN
CYYC	H	DEP TO S			RNAV	DUMRA Q890 ROPLA
CYYC	L	DEP TO S			RNAV	GADKI T727 VOBUK
CYYC	L	DEP TO S			RNAV	UBVAL SEKOM
CYYC	L	DEP TO S			RNAV	OTARA IPTAN
CYYC	L	DEP TO S			RNAV	DUMRA T620 MEKPI
CYYC	H	DEP TO SE		NONJET	RNAV	VETBI Q991 LIBOS
CYYC	H	DEP TO SE		JET	RNAV	LOMLO Q961 DAPOP
CYYC	H	DEP TO SE			RNAV	NOSIV Q909 DESNU
CYYC	L	DEP TO SE		NONJET	RNAV	VETBI T797 LIBOS
CYYC	L	DEP TO SE		JET	RNAV	LOMLO TULOV DAPOP
CYYC	L	DEP TO SE			RNAV	NOSIV DESNU
CYYC	H	DEP TO SW		NONJET	RNAV	DUMRA Q890 MEKPI OMSIK
CYYC	H	DEP TO SW		NONJET	RNAV	ROVMA UKSAP NOVAR
CYYC	H	DEP TO SW		JET	RNAV	DUMRA Q890 MEKPI OMSIK
CYYC	H	DEP TO SW		JET	RNAV	BOTAG Q894 BINVO
CYYC	L	DEP TO SW			RNAV	DUMRA T620 OMSIK
CYYC	L	DEP TO SW		NONJET	RNAV	ROVMA T602 NOVAR
CYYC	L	DEP TO SW		JET	RNAV	BOTAG SIMTA BINVO
CYYC	H	DEP TO W		NONJET	RNAV	DUMRA Q890 MEKPI OMSIK
CYYC	H	DEP TO W		NONJET	RNAV	ROVMA UKSAP NOVAR
CYYC	H	DEP TO W		JET	RNAV	DUMRA Q890 MEKPI OMSIK
CYYC	H	DEP TO W		JET	RNAV	BOTAG Q894 BINVO
CYYC	L	DEP TO W			RNAV	DUMRA T620 OMSIK
CYYC	L	DEP TO W		NONJET	RNAV	ROVMA T602 NOVAR
CYYC	L	DEP TO W		JET	RNAV	BOTAG SIMTA BINVO
CYYC	H	DEP TO	CAL4	NONJET	RNAV	SAXOL Q965 ALKIK LISVA GONUK PEPSA SEKIK
CYYC	H	DEP TO	CAL4	JET	RNAV	AVROM Q933 MAPUX LISVA GONUK PEPSA SEKIK

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZEG
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYYC	L	DEP TO	CAL4	NONJET	RNAV	SAXOL T761 ALKIK LISVA GONUK PEPSA SEKIK
CYYC	L	DEP TO	CAL4	JET	RNAV	AVROM MAPUX LISVA GONUK PEPSA SEKIK
CYYC	H	DEP TO	CCL3	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR KAVDA SUXEG
CYYC	H	DEP TO	CCL3	JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON SUXEG
CYYC	L	DEP TO	CCL3	NONJET	RNAV	SAXOL T761 ALKIK EBLAR KAVDA SUXEG
CYYC	L	DEP TO	CCL3	JET	RNAV	AVROM MAPUX DAVEL LEXON SUXEG
CYYC	H	DEP TO	CET2	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR KAVDA MUVUD
CYYC	H	DEP TO	CET2	JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON MUVUD
CYYC	L	DEP TO	CET2	NONJET	RNAV	SAXOL T761 ALKIK EBLAR KAVDA MUVUD
CYYC	L	DEP TO	CET2	JET	RNAV	AVROM MAPUX DAVEL LEXON MUVUD
CYYC	H	DEP TO	CFN6	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR KAVDA SUXEG
CYYC	H	DEP TO	CFN6	JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON SUXEG
CYYC	L	DEP TO	CFN6	NONJET	RNAV	SAXOL T761 ALKIK EBLAR KAVDA SUXEG
CYYC	L	DEP TO	CFN6	JET	RNAV	AVROM MAPUX DAVEL LEXON SUXEG
CYYC	H	DEP TO	CRL4	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR KAVDA SUXEG
CYYC	H	DEP TO	CRL4	JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON SUXEG
CYYC	L	DEP TO	CRL4	NONJET	RNAV	SAXOL T761 ALKIK EBLAR KAVDA SUXEG
CYYC	L	DEP TO	CRL4	JET	RNAV	AVROM MAPUX DAVEL LEXON SUXEG
CYYC	H	DEP TO	CYEG	NONJET	RNAV	PEVLU BISNO OILRS OILRS ARR
CYYC	H	DEP TO	CYEG	JET	RNAV	BITGA Q995 OILRS OILRS ARR
CYYC	L	DEP TO	CYEG	NONJET	RNAV	PEVLU T759 OILRS OILRS ARR
CYYC	L	DEP TO	CYEG	JET	RNAV	BITGA T753 OILRS OILRS ARR
CYYC	H	DEP TO	CYFI	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR KAVDA LEXON NANLU YMM
CYYC	H	DEP TO	CYFI	JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON NANLU YMM
CYYC	L	DEP TO	CYFI	NONJET	RNAV	SAXOL T761 ALKIK EBLAR KAVDA LEXON NANLU YMM
CYYC	L	DEP TO	CYFI	JET	RNAV	AVROM MAPUX DAVEL LEXON NANLU YMM
CYYC	H	DEP TO	CYLB	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR
CYYC	H	DEP TO	CYLB	JET	RNAV	AVROM Q933 MAPUX DAVEL
CYYC	L	DEP TO	CYLB	NONJET	RNAV	SAXOL T761 ALKIK EBLAR
CYYC	L	DEP TO	CYLB	JET	RNAV	AVROM MAPUX DAVEL
CYYC	H	DEP TO	CYMM	NONJET	RNAV	SAXOL Q965 ALKIK EBLAR KAVDA LEXON LEXON ARR
CYYC	H	DEP TO	CYMM	JET	RNAV	AVROM Q933 MAPUX DAVEL LEXON LEXON ARR
CYYC	L	DEP TO	CYMM	NONJET	RNAV	SAXOL T761 ALKIK EBLAR KAVDA LEXON LEXON ARR
CYYC	L	DEP TO	CYMM	JET	RNAV	AVROM MAPUX DAVEL LEXON LEXON ARR
CYYC	H	DEP TO	CYNR	NONJET	RNAV	SAXOL Q965 ALKIK LISVA GONUK PEPSA SEKIK
CYYC	H	DEP TO	CYNR	JET	RNAV	AVROM Q933 MAPUX LISVA GONUK PEPSA SEKIK
CYYC	L	DEP TO	CYNR	NONJET	RNAV	SAXOL T761 ALKIK LISVA GONUK PEPSA SEKIK
CYYC	L	DEP TO	CYNR	JET	RNAV	AVROM MAPUX LISVA GONUK PEPSA SEKIK
CYYC	H&L	DEP TO	CYXH		RNAV	NOSIV ODLAN TUDOX
CYYC	H&L	DEP TO	CYXH		RNAV	NOSIV ODLAN ODLAN ARR
CYYC	H&L	DEP TO	CZVL	NONJET	RNAV	PEVLU BISNO OILRS MASUD
CYYC	H&L	DEP TO	CZVL	JET	RNAV	BITGA OILRS MASUD
CYYC	H	DEP TO	KBFI	JET	RNAV	BOTAG Q894 BINVO YDC JAKSN GLASR ARR

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZEG
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYYC	H&L	DEP TO	KBFI		RNAV	DUMRA MEKPI TWIGY GEG GLASR ARR
CYYC	L	DEP TO	KBFI	JET	RNAV	BOTAG SIMTA BINVO YDC JAKSN GLASR ARR
CYYC	L	DEP TO	KBFI	NONJET	RNAV	ROVMA T602 NOVAR YDC JAKSN GLASR ARR
CYYC	H	DEP TO	KFBI	NONJET	RNAV	ROVMA UKSAP NOVAR YDC JAKSN GLASR ARR
CYYC	H	DEP TO	KSEA	JET	RNAV	BOTAG Q894 BINVO YDC JAKSN GLASR ARR
CYYC	H	DEP TO	KSEA	NONJET	RNAV	ROVMA UKSAP NOVAR YDC JAKSN GLASR ARR
CYYC	H&L	DEP TO	KSEA		RNAV	DUMRA MEKPI TWIGY GEG GLASR ARR
CYYC	L	DEP TO	KSEA	JET	RNAV	BOTAG SIMTA BINVO YDC JAKSN GLASR ARR
CYYC	L	DEP TO	KSEA	NONJET	RNAV	ROVMA T602 NOVAR YDC JAKSN GLASR ARR
CYYE	H&L	ARR FR SE		YYE100 CW YYE140	RNAV	BOMON YYE
CZVL	H&L	ARR FR E			RNAV	CAMRA IGSOX
CZVL	H&L	ARR FR N			RNAV	RESAX RUBSU
CZVL	H&L	ARR FR N			RNAV	TETAG PESGO
CZVL	H&L	ARR FR S		NONJET	RNAV	PEVLU BISNO OILRS MASUD
CZVL	H&L	ARR FR S		JET	RNAV	BITGA OILRS MASUD
CZVL	H&L	ARR FR W			RNAV	ELLKS APKIT
CZVL	H&L	DEP TO	CYMM		RNAV	LISVA GONUK LEXON LEXON ARR

OVERFLIGHTS						CZEG
DIRECTION	ALT	NAVAID	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
S-bound	H	YMM	CYYC	JET	RNAV	YMM CACHO IGVUX DUDNI BIRKO BIRKO ARR

CZWG WINNIPEG FIR

Pilots, when applicable, should file the appropriate departure route and connect it to an Arrival route that best matches their desired route of flight.

If no mandatory departure route is published, file direct to the first enroute point.

STARs where published are the mandatory routes into airports. Pilots are expected to file the appropriate STAR. If no mandatory Arrival route or STAR is published, file direct to the airport.

If the route of flight is to extend outside of Winnipeg FIR, connect the routes published herein to the external route at the most logical point.

Routings through Cold Lake MTCA, Moose Jaw MTCA below FL320, and all CYRs and CYAs within the Winnipeg FIR, when active, are to be avoided.

FROM LOCATION TO LOCATION OR DIRECTION						CZWG
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYAV	H&L	ARR FR E		A9000 & ABV	RNAV	NORAK
CYAV	H&L	ARR FR N		A9000 & ABV	RNAV	PELMU APNIX
CYAV	H&L	ARR FR N		A9000 & ABV	RNAV	SAVAK APNIX
CYAV	H&L	ARR FR NE		A9000 & ABV	RNAV	NORUN
CYAV	H&L	ARR FR NW		A9000 & ABV	RNAV	AMBIL
CYAV	H&L	DEP TO E		A9000 & ABV	RNAV	AXOMA SIDPO DEGVA
CYAV	H&L	DEP TO N		A9000 & ABV, CYWG011 CCW WEST	RNAV	KERBI SEDIB

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZWG
AD	**ALT**	**DIRECTION**	**AD**	**LIMITATIONS**	**PROC**	**ROUTE OF FLIGHT**
CYAV	H&L	DEP TO N		A9000 & ABV, CYWG012 CW EAST	RNAV	VODAX ITLOG
CYAV	H&L	DEP TO NE		A9000 & ABV	RNAV	VILPA PIDVI
CYAV	H&L	DEP TO NW		A9000 & ABV, CYWG336 CCW SOUTH	RNAV	MODUL IKLIN
CYAV	H&L	DEP TO S		A9000 & ABV, CYWG166 CW WEST	RNAV	KAVKI IKLUG
CYAV	H&L	DEP TO SE		A9000 & ABV, CYWG135 CCW NORTH	RNAV	OMLOT TUKAD
CYAV	H&L	DEP TO SE		A9000 & ABV, CYWG136 CW CYWG165	RNAV	ELETO GROLE
CYAV	H&L	DEP TO SW		A9000 & ABV	RNAV	GOSAR DEBMA
CYAV	H&L	DEP TO W		A9000 & ABV, CYWG280 CCW SOUTH	RNAV	LIVBI DUKPO FAREN
CYAV	H&L	DEP TO W		A9000 & ABV, CYWG281 CW NORTH	RNAV	ALKOG DEPMI MUSKK
CYBR	H&L	ARR FR E			RNAV	TALOP TALOP ARR
CYBR	H&L	DEP TO	CYWG		RNAV	BEFAN BEFAN ARR
CYQR	H&L	ARR FR E			RNAV	EMLIK KEMKA KEMKA ARR
CYQR	H&L	ARR FR NW			RNAV	ANTOS ANTOS ARR
CYQR	H&L	ARR FR S			RNAV	MERSU GORAK GORAK ARR
CYQR	H&L	ARR FR SE			RNAV	MOT GORAK GORAK ARR
CYQR	H&L	ARR FR SW			RNAV	ITREK ODGOV ODGOV ARR
CYQR	H&L	ARR FR W			RNAV	ODGOV ODGOV ARR
CYQR	H&L	ARR FR W			RNAV	MEDAK ODGOV ODGOV ARR
CYQR	H&L	ARR FR W			RNAV	ITREK VINBI MEGEX ODGOV ODGOV ARR
CYQR	H&L	DEP TO S			RNAV	GUBEK VINBU
CYQR	H&L	DEP TO W			RNAV	ODGOV
CYQR	H&L	DEP TO W			RNAV	DURUR
CYQT	H&L	ARR FR E			RNAV	URSUM NOTER ARR
CYQT	H&L	ARR FR NW			RNAV	LIBUK LIBUK ARR
CYQT	H&L	ARR FR SE			RNAV	DUPUL NOTER ARR
CYQT	H&L	ARR FR W			RNAV	TIGAG TIGAG ARR
CYVZ	H&L	DEP TO	CYAV	A9000 & ABV	RNAV	DUVIS SAVAK APNIX
CYVZ	H&L	DEP TO	CYWG	A9000 & ABV	RNAV	DUVIS VITAG KELTO ARR
CYWG	H&L	ARR FR E		A9000 & ABV, CYWG091 CW SOUTH	RNAV	GOVIT NORAK ARR
CYWG	H&L	ARR FR E		A9000 & ABV, CYWG090 CCW NORTH	RNAV	EMIVA NORAK ARR
CYWG	H&L	ARR FR N		A9000 & ABV	RNAV	GOREL KELTO ARR
CYWG	H&L	ARR FR N		A9000 & ABV	RNAV	TULUP KELTO ARR
CYWG	H&L	ARR FR NE		A9000 & ABV	RNAV	VITAG KELTO ARR
CYWG	H&L	ARR FR NW		A9000 & ABV	RNAV	MEVDU AMBIL ARR
CYWG	H&L	ARR FR S		A9000 & ABV	RNAV	LITNA PEPNO ARR
CYWG	H&L	ARR FR SE		A9000 & ABV	RNAV	BIPKU NORAK ARR
CYWG	H&L	ARR FR SW		A9000 & ABV	RNAV	DUVLA BEFAN ARR
CYWG	H&L	ARR FR W		A9000 & ABV NONJET	RNAV	KOBID AMBIL ARR

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZWG
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYWG	H&L	ARR FR W		DH8D & JET	RNAV	SEGAP BEFAN ARR
CYWG	H&L	DEP TO E		A9000 & ABV	RNAV	RORMA AXOMA SIDPO DEGVA
CYWG	H&L	DEP TO N		A9000 & ABV, CYWG011 CCW WEST	RNAV	KERBI SEDIB
CYWG	H&L	DEP TO N		A9000 & ABV, CYWG012 CW EAST	RNAV	ELVUX METPI NOVEG
CYWG	H&L	DEP TO NE		A9000 & ABV	RNAV	VILPA PIDVI
CYWG	H&L	DEP TO NW		A9000 & ABV	RNAV	MODUL IKLIN
CYWG	H&L	DEP TO S		A9000 & ABV, CYWG166 CW WEST	RNAV	KAVKI IKLUG
CYWG	H&L	DEP TO SE		A9000 & ABV, CYWG135 CCW NORTH	RNAV	OMLOT TUKAD
CYWG	H&L	DEP TO SE		A9000 & ABV, CYWG136 CW CYWG165	RNAV	ELETO GROLE
CYWG	H&L	DEP TO SW		A9000 & ABV	RNAV	GOSAR DEBMA
CYWG	H&L	DEP TO W		A9000 & ABV, CYWG280 CCW SOUTH	RNAV	LIVBI DUKPO FAREN
CYWG	H&L	DEP TO W		A9000 & ABV, CYWG281 CW NORTH	RNAV	ALKOG DEPMI MUSKK
CYWG	H&L	ARR FR	CYAC		RNAV	NORUN
CYWG	H&L	ARR FR	CYDN	A9000 & ABV	RNAV	KOBID AMBIL ARR
CYWG	H&L	ARR FR	CYEG	DH8D & JET	RNAV	TAGOT SEGAP BEFAN ARR
CYWG	H&L	ARR FR	CYRL		RNAV	NORUN
CYXE	H&L	ARR FR E			RNAV	PENPI DUNEM ARR
CYXE	H&L	ARR FR E			RNAV	AMUNA DUNEM ARR
CYXE	H&L	ARR FR S			RNAV	CAREN CAREN ARR
CYXE	H&L	ARR FR S			RNAV	DURUR
CYXE	H&L	ARR FR SW			RNAV	GUDOG IMOTA MAVOB MAVOB ARR
CYXE	H&L	ARR FR W			RNAV	KEBRU KEBRU ARR
CYXE	H&L	DEP TO SW			RNAV	OVATA BORIX
CZPB	H&L	DEP TO	CYAV	A9000 & ABV	RNAV	DUVIS SAVAK APNIX
CZPB	H&L	DEP TO	CYWG	A9000 & ABV	RNAV	DUVIS VITAG KELTO ARR
CZSJ	H&L	DEP TO	CYAV	A9000 & ABV	RNAV	DUVIS SAVAK APNIX
CZSJ	H&L	DEP TO	CYWG	A9000 & ABV	RNAV	DUVIS VITAG KELTO ARR

CZYZ TORONTO FIR

LEAD-IN INFORMATION:

- Pilots shall first verify if their point of departure has a mandatory routing. If no route is published, file direct to the first enroute point.
- Pilots arriving at an airport within Toronto FIR should verify if that airport has a mandatory route for arrival. If none exists, file direct.
- If the route is to include a significant portion of "overflight" or enroute cruise through Toronto FIR, verify if an overflight route is published.
- If the route of flight is to extend outside of Toronto FIR, connect the routes published herein to the external route at the most logical point. Refer to Montréal or Winnipeg FIR as appropriate after the last given point.
- CYQG departures and arrivals are within the Toronto FIR, however are controlled by the FAA. Listed routings must be connected to the appropriate Toronto FIR overflight or arrival route.

RNAV Routes

- If unable to fly the listed RNAV routing, file an alternate routing via navaids and/or airway, adhering as closely as possible to the mandatory route and include RMK/NON RNAV.
- If unable to fly an RNAV SID and/or an RNAV STAR, file via the RNAV fixes within the procedure and include: RMK/NO RNAV SID and/or RMK/NO RNAV STAR.
- For U.S. destinations, a conventional STAR may be filed; no remark is required.

Single engine aircraft wishing to stay close to land, file RMK/NO OVER WATER.

Eastbound Routes:

- Routings via MIGLO are valid only for flights landing within the Montreal TCU.
- Routings via ELSUB are valid only for flights landing within the Ottawa TCU.
- Routings via MIVOK are valid only for flights landing with the Ottawa TCU or CYFJ or for NONJETS at 13,000 & BLW continuing towards PESAC.

DEPARTURES FROM THE FIR

Pilots departing the airports listed below should file the appropriate departure route, and connect it to the overflight or arrival route that best matches their desired route of flight. Where SIDs and STARs are filed, ensure a published transition point is used.

FAA airports: FAA agreement dictates that aircraft departing CYYZ and area, and arriving at airports contained within this document must file the mandatory routing listed. Aircraft departing CYYZ satellite airports for these destinations should join the mandatory route listed under CYYZ departures.

ARRIVALS WITHIN THE FIR

Pilots arriving at the airports listed below should file the appropriate arrival route, and connect it to the departure route or overflight route that best matches their desired route of flight. Refer to the adjacent FIR as required. Where STARs are filed, ensure a published transition point is used.

EASTBOUND OVERFLIGHTS (refer to Montreal FIR after last listed waypoint)

No eastbound flights will be permitted via MENKO, KENLU or ILUSI.
Routes entering via FNT, HOCKE, a track DAYYY-RUBKI or north of DAYYY-RUBKI: random routing over or north of ROSVO to INF or coastal fix.
Routes entering from SVM or DJB: join via DERLO SIKBO towards IPTOS, LORKA, OLABA, MIGLO or MIVOK.
Routes entering from FNT or HOCKE: join via NUBER SIKBO towards IPTOS, LORKA, OLABA, RAKAM, TULEG, MIGLO or MIVOK.

WESTBOUND OVERFLIGHTS (refer to Montreal FIR prior to the first listed waypoint)

No westbound overflights will be permitted via IPTOS, LORKA, MIGLO, or OLABA.
Excluding KORD arrivals, random routing is acceptable for flights entering:

- North of ROSVO to SSM, ASP, or HOCKE
- North of a track LETAK Q824 TAGUM or LETAK-TVC
- North of a track YEE-DERLO

Flights landing at airports listed below must file an appropriate routing through the Toronto FIR to join the arrival route listed.

FROM LOCATION TO LOCATION OR DIRECTION						CZYZ
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CNC3	L	ARR FR E			RNAV	LETAK T616 KENLU
CNC3	L	ARR FR S			RNAV	OLAMO
CYEE	L	DEP TO	CYYZ	JET	RNAV	BOXUM BOXUM ARR

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZYZ
AD	**ALT**	**DIRECTION**	**AD**	**LIMITATIONS**	**PROC**	**ROUTE OF FLIGHT**
CYEE	L	DEP TO	CYYZ	NONJET	RNAV	BOXUM DUVOS ARR
CYFD	H	ARR FR E			RNAV	LETAK PEVNI Q806 ILUSI OLAMO
CYFD	L	ARR FR E		A160	RNAV	TUKIR T614 ILUSI OLAMO
CYFD	L	ARR FR E		A140 & BLW	RNAV	ILIXU LINNG
CYFD	H&L	ARR FR N		JET	RNAV	SSM MUSIT TETOS
CYFD	H&L	ARR FR N			RNAV	YVV NUBER
CYFD	H&L	ARR FR N		NONJET	RNAV	YVV TETOS
CYFD	L	ARR FR N		NONJET, A060 & BLW	RNAV	NUGOP
CYFD	H&L	ARR FR S			RNAV	TIKUM
CYFD	L	ARR FR S			RNAV	WOZEE T608 BIMRO
CYFD	H	ARR FR W			RNAV	HOCKE DERLO
CYFD	H	DEP TO E		JET	RNAV	DUROT UKPAG MIVOK
CYFD	H	DEP TO E		JET	RNAV	DUROT UKPAG SANIN MIGLO
CYFD	H	DEP TO E		JET	RNAV	DUROT UKPAG AGNOB IPTOS
CYFD	H	DEP TO E		JET	RNAV	DUROT UKPAG AGNOB Q907 LORKA
CYFD	H	DEP TO E		JET	RNAV	DUROT UKPAG SANIN Q951 OLABA
CYFD	H	DEP TO E		NONJET	RNAV	DUROT TESUK T781 BOMET Q921 TIGET MIGLO
CYFD	H	DEP TO E		NONJET	RNAV	DUROT TESUK T781 BOMET Q921 TIGET OLABA
CYFD	H	DEP TO E		NONJET	RNAV	DUROT TESUK T781 BOMET Q921 IPTOS
CYFD	H&L	DEP TO E		NONJET	RNAV	DUROT TESUK T781 BOMET MIVOK
CYFD	L	DEP TO E		NONJET	RNAV	DUROT TESUK T781 TIGET MIGLO
CYFD	L	DEP TO E		NONJET	RNAV	DUROT TESUK T781 TIGET OLABA
CYFD	L	DEP TO E		NONJET, A150 & ABV	RNAV	DUROT TESUK T781 IPTOS
CYFD	H&L	DEP TO N			RNAV	NUBER NUGOP
CYFD	H	DEP TO NE			RNAV	SEDOG Q901 ROSVO
CYFD	H	DEP TO NW		JET	RNAV	MUSIT SSM
CYFD	H&L	DEP TO S				ERI
CYFD	H&L	DEP TO S				EWC
CYFD	H&L	DEP TO SW				GGUCE
CYFD	H&L	DEP TO W			RNAV	DERLO
CYHM	H	ARR FR E		A160 & ABV	RNAV	TUKIR Q806 ILUSI TICAT ARR
CYHM	H	ARR FR E		JET, A160 & ABV	RNAV	ILUSI TICAT ARR
CYHM	L	ARR FR E		A140 & BLW	RNAV	DUGBU T616 AGDUT
CYHM	L	ARR FR E		A140 & BLW	RNAV	ILIXU LINNG
CYHM	L	ARR FR E		A160 & ABV	RNAV	TUKIR T614 ILUSI TICAT ARR
CYHM	H	ARR FR N		JET	RNAV	SSM MUSIT TETOS TETOS ARR
CYHM	H&L	ARR FR N		NONJET	RNAV	TETOS TETOS ARR
CYHM	L	ARR FR N		A140 & BLW	RNAV	KENLU T616 AGDUT
CYHM	L	ARR FR N		A060 & BLW	RNAV	NUGOP
CYHM	H&L	ARR FR S			RNAV	TIKUM
CYHM	L	ARR FR S			RNAV	WOZEE COLTS COLTS ARR
CYHM	H&L	ARR FR SW			RNAV	GGUCE TIKUM TIKUM ARR
CYHM	H	ARR FR W			RNAV	HOCKE AVSOX AVSOX ARR
CYHM	H	DEP TO E		JET	RNAV	DUROT UKPAG MIVOK
CYHM	H	DEP TO E		JET	RNAV	DUROT UKPAG SANIN MIGLO
CYHM	H	DEP TO E		JET	RNAV	DUROT UKPAG AGNOB IPTOS
CYHM	H	DEP TO E		JET	RNAV	DUROT UKPAG AGNOB Q907 LORKA
CYHM	H	DEP TO E		JET	RNAV	DUROT UKPAG SANIN Q951 OLABA

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZYZ
AD	**ALT**	**DIRECTION**	**AD**	**LIMITATIONS**	**PROC**	**ROUTE OF FLIGHT**
CYHM	H	DEP TO E		NONJET	RNAV	DUROT TESUK T781 BOMET Q921 TIGET MIGLO
CYHM	H	DEP TO E		NONJET	RNAV	DUROT TESUK T781 BOMET Q921 TIGET OLABA
CYHM	H	DEP TO E		NONJET	RNAV	DUROT TESUK T781 BOMET Q921 IPTOS
CYHM	H&L	DEP TO E		NONJET	RNAV	DUROT TESUK T781 BOMET MIVOK
CYHM	H&L	DEP TO E				DUROT ART
CYHM	L	DEP TO E		NONJET	RNAV	DUROT TESUK T781 TIGET MIGLO
CYHM	L	DEP TO E		NONJET	RNAV	DUROT TESUK T781 TIGET OLABA
CYHM	L	DEP TO E		NONJET, A150 & ABV	RNAV	DUROT TESUK T781 IPTOS
CYHM	H&L	DEP TO N			RNAV	NUBER YVV
CYHM	H	DEP TO NE			RNAV	SEDOG Q901 ROSVO
CYHM	H&L	DEP TO NE			RNAV	NUBER NUGOP
CYHM	H	DEP TO NW			RNAV	NUBER MUSIT SSM
CYHM	H&L	DEP TO S				ERI
CYHM	H&L	DEP TO S				EWC
CYHM	H&L	DEP TO SW				GGUCE
CYHM	H&L	DEP TO W			RNAV	DERLO
CYKF	H&L	ARR FR E		JET, A160 & ABV	RNAV	TUKIR Q806 ILUSI ERBAL MAPEM
CYKF	H&L	ARR FR E		NONJET	RNAV	DUGBU T616 REVUD
CYKF	L	ARR FR E		A150 & BLW	RNAV	DUGBU T616 REVUD
CYKF	H&L	ARR FR N			RNAV	REVUD
CYKF	L	ARR FR N		N0200 & BLW	RNAV	YVV REVUD
CYKF	H	DEP TO E		JET	RNAV	SIKBO Q905 BOMET Q921 IPTOS
CYKF	H	DEP TO E		JET	RNAV	SIKBO Q907 LORKA
CYKF	H	DEP TO E		JET	RNAV	SIKBO Q951 OLABA
CYKF	H	DEP TO E		JET	RNAV	SIKBO Q905 BOMET MIVOK
CYKF	H	DEP TO E		JET	RNAV	SIKBO Q951 SANIN MIGLO
CYKF	H&L	DEP TO E		NONJET, A120 & ABV	RNAV	DAVSI T781 IPTOS
CYKF	H&L	DEP TO E		NONJET, A120 & ABV	RNAV	DAVSI T781 BOMET Q921 IPTOS
CYKF	H&L	DEP TO E		NONJET, A120 & ABV	RNAV	DAVSI T781 TIGET OLABA
CYKF	H&L	DEP TO E		NONJET, A120 & ABV	RNAV	DAVSI T781 BOMET Q921 OLABA
CYKF	H&L	DEP TO E		NONJET, A120 & ABV	RNAV	DAVSI T781 BOMET MIVOK
CYKF	H&L	DEP TO E		NONJET, A120 & ABV	RNAV	DAVSI T781 TIGET MIGLO
CYKF	H&L	DEP TO E		NONJET, A120 & ABV	RNAV	DAVSI T781 BOMET Q921 TIGET MIGLO
CYKF	L	DEP TO E		NONJET, A110 & BLW	RNAV	AGDUT T616 KENLU IPTOS
CYKF	L	DEP TO E		NONJET, A110 & BLW	RNAV	AGDUT T616 KENLU OLABA
CYKF	L	DEP TO E		NONJET, A110 & BLW	RNAV	AGDUT T616 KENLU MIVOK
CYKF	L	DEP TO E		NONJET, A110 & BLW	RNAV	AGDUT T616 KENLU MIGLO
CYKF	H&L	DEP TO N				YVV
CYKF	H&L	DEP TO NE			RNAV	NUGOP
CYKF	H	DEP TO NW			RNAV	MUSIT SSM
CYKF	L	DEP TO	CYOO		RNAV	NUBER T614 ILUSI
CYKF	L	DEP TO	CYPQ	A050 & BLW	RNAV	NUBER T614 ILUSI
CYKF	L	DEP TO	CYPQ	A070 & ABV	RNAV	AGDUT T616 KENLU
CYLS	H	DEP TO	CYOW	FL200 & ABV	RNAV	MENKO ONDOB MEECH ARR
CYLS	H&L	DEP TO	CYOW	FL190 & BLW	RNAV	MENKO KANIK CAPTL ARR
CYLS	L	DEP TO	CYYZ	JET	RNAV	BOXUM BOXUM ARR
CYLS	L	DEP TO	CYYZ	JET	RNAV	IMEBA IMEBA ARR
CYLS	L	DEP TO	CYYZ	NONJET	RNAV	BOXUM NUGOP ARR

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZYZ
AD	**ALT**	**DIRECTION**	**AD**	**LIMITATIONS**	**PROC**	**ROUTE OF FLIGHT**
CYLS	L	DEP TO	CYYZ	NONJET, N0191 & ABV	RNAV	IMEBA VIBLI ARR
CYLS	L	DEP TO	CYYZ	NONJET, N0190 & BLW	RNAV	IMEBA YYZ
CYOO	H	ARR FR E			RNAV	TUKIR Q806 ILUSI
CYOO	L	ARR FR E			RNAV	PEVNI T614 ILUSI
CYOO	H&L	ARR FR N				KENLU
CYOO	H&L	ARR FR S				DUROT
CYOO	H&L	ARR FR W			RNAV	DERLO DUROT
CYOO	H	DEP TO E		JET, F250 & ABV	RNAV	TALEB Q905 IPTOS
CYOO	H	DEP TO E			RNAV	TALEB T781 BOMET Q921 IPTOS
CYOO	H	DEP TO E			RNAV	TALEB T781 BOMET Q921 TIGET OLABA
CYOO	H	DEP TO E			RNAV	TALEB T781 BOMET Q921 TIGET MIGLO
CYOO	H&L	DEP TO E			RNAV	TALEB T781 BOMET MIVOK
CYOO	L	DEP TO E		A150 & ABV	RNAV	TALEB T781 IPTOS
CYOO	L	DEP TO E			RNAV	TALEB T781 TIGET OLABA
CYOO	L	DEP TO E			RNAV	TALEB T781 TIGET MIGLO
CYOO	H&L	DEP TO N			RNAV	TONNY YEE
CYOO	H&L	DEP TO NW			RNAV	TONNY YEE SILVU
CYOO	H&L	DEP TO S			RNAV	DUROT
CYOO	H&L	DEP TO SE			RNAV	MEDAV
CYOO	H&L	DEP TO W			RNAV	KENLU T616 HOCKE
CYOO	L	DEP TO	CYKF		RNAV	MENTI T614 NUBER
CYPQ	H&L	ARR FR W		A070 & ABV	RNAV	AGDUT T616 KENLU
CYPQ	L	ARR FR W		A050 & BLW	RNAV	NUBER T614 ILUSI
CYPQ	L	DEP TO	CYYZ	JET	RNAV	RAGID RAGID ARR
CYPQ	L	DEP TO	CYYZ	NONJET	RNAV	RAGID UDNOX ARR
CYPQ	L	DEP TO	CYYZ	NONJET, N0190 & BLW	RNAV	IMEBA YYZ
CYQA	H&L	DEP TO	CYOW		RNAV	ONDOB MEECH ARR
CYQG	H&L	ARR FR E			RNAV	DERLO PICUP GIGGY ARR
CYQG	H&L	ARR FR E			RNAV	COLTS GIGGY ARR
CYQG	H	DEP TO E			RNAV	MALTB SID BROKK
CYQG	H&L	DEP TO E		JET	RNAV	FLOKA SID
CYQG	H&L	DEP TO E		NONJET	RNAV	MALTB SID BROKK FINGL DERLO
CYQG	H&L	DEP TO N			RNAV	FLOKA SID
CYQG	H&L	DEP TO NW			RNAV	JAXII MONEE
CYQG	H&L	DEP TO	CYYZ	JET	RNAV	FLOKA SID TANKO APDAX NUBER ARR
CYQG	H&L	DEP TO	CYYZ	NONJET	RNAV	FLOKA SID TANKO APDAX NAKBO ARR
CYSN	H&L	ARR FR E			RNAV	ILIXU
CYSN	H&L	ARR FR N			RNAV	ILUSI
CYSN	H&L	ARR FR NE			RNAV	ILUSI
CYSN	H	DEP TO E		JET	RNAV	UKPAG AGNOB IPTOS
CYSN	H	DEP TO E		NONJET	RNAV	TESUK T781 BOMET Q921 IPTOS
CYSN	H	DEP TO E		JET	RNAV	UKPAG SANIN Q951 OLABA
CYSN	H	DEP TO E		NONJET	RNAV	TESUK T781 BOMET Q921 TIGET OLABA
CYSN	H	DEP TO E		JET	RNAV	UKPAG AGNOB KANIK
CYSN	H	DEP TO E			RNAV	TESUK T781 BOMET Q921 TIGET MIGLO
CYSN	H&L	DEP TO E		NONJET	RNAV	TESUK T781 BOMET MIVOK
CYSN	L	DEP TO E		NONJET, A150 & ABV	RNAV	TESUK T781 IPTOS
CYSN	L	DEP TO E		NONJET	RNAV	TESUK T781 TIGET OLABA

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZYZ
AD	**ALT**	**DIRECTION**	**AD**	**LIMITATIONS**	**PROC**	**ROUTE OF FLIGHT**
CYSN	L	DEP TO E			RNAV	TESUK T781 TIGET MIGLO
CYSN	H&L	DEP TO N			RNAV	YEE
CYSN	H&L	DEP TO NW		N0210 & ABV	RNAV	TONNY SILVU
CYSN	H&L	DEP TO NW		N0210 & ABV	RNAV	AGDUT SSM
CYSN	H&L	DEP TO NW			RNAV	OLAMO NUBER YVV
CYSN	H&L	DEP TO S				JHW
CYSN	H&L	DEP TO SE			RNAV	AIRCO
CYSN	H&L	DEP TO SW				GGUCE
CYSN	H&L	DEP TO W			RNAV	DERLO
CYSN	H&L	DEP TO W			RNAV	BOSEP HOCKE
CYSN	L	DEP TO	CYLS		RNAV	SEDOG TANGI
CYSN	L	DEP TO	CYQA		RNAV	SEDOG TANGI
CYTZ	H&L	ARR FR E			RNAV	KEMVI ILIXU ARR
CYTZ	H&L	ARR FR E			RNAV	ILIXU ILIXU ARR
CYTZ	H&L	ARR FR N			RNAV	KENLU KIVUN UKROX
CYTZ	H&L	ARR FR NW			RNAV	WALPP KICKS IKLUX KIVUN UKROX
CYTZ	H&L	ARR FR S				LINNG
CYTZ	H&L	ARR FR W			RNAV	GGUCE KEDBU LINNG
CYTZ	H&L	DEP TO E		A150 & ABV	RNAV	BOMET DEP IPTOS
CYTZ	H&L	DEP TO E			RNAV	BOMET DEP OLABA
CYTZ	H&L	DEP TO E			RNAV	BOMET DEP MIGLO
CYTZ	H&L	DEP TO E			RNAV	BOMET DEP MIVOK
CYTZ	H&L	DEP TO N			RNAV	IKLEN TONNY
CYTZ	H&L	DEP TO NW			RNAV	AGDUT KASED
CYTZ	H&L	DEP TO NW			RNAV	IKLEN TONNY YEE SILVU
CYTZ	H&L	DEP TO S			RNAV	OAKVL DEP ERI
CYTZ	H&L	DEP TO S			RNAV	OAKVL DEP AIRRA
CYTZ	H&L	DEP TO S			RNAV	OAKVL DEP FOXEE
CYTZ	H&L	DEP TO SE			RNAV	MAVAN DEP BMPAH AEVON
CYTZ	H&L	DEP TO SE		N0320 & ABV	RNAV	TEVAD DEP AHPAH
CYTZ	H&L	DEP TO SE			RNAV	DUSOM DEP PSB
CYTZ	H&L	DEP TO SW		F260 & ABV	RNAV	PERLO DEP GNTRY
CYTZ	H&L	DEP TO SW			RNAV	PERLO DEP DERLO
CYTZ	H&L	DEP TO SW		F240 & BLW	RNAV	PERLO DEP GGUCE
CYTZ	H	DEP TO W			RNAV	PERLO DEP DERLO Q935 HOCKE
CYTZ	L	DEP TO W			RNAV	PERLO DEP DERLO T608 HOCKE
CYTZ	H&L	DEP TO	CYGK		RNAV	DAVSI TESUK YTR
CYTZ	L	DEP TO	CYLS		RNAV	SEDOG TANGI
CYTZ	L	DEP TO	CYLS		RNAV	IKLEN TONNY
CYTZ	L	DEP TO	CYQA		RNAV	SEDOG TANGI
CYTZ	H&L	DEP TO	CYTR		RNAV	DAVSI TESUK YTR
CYVV	L	DEP TO	CYYZ	NONJET	RNAV	BOXUM DUVOS ARR
CYVV	L	DEP TO	CYYZ	JET	RNAV	BOXUM BOXUM ARR
CYXU	H	ARR FR E		ABV A16000	RNAV	TUKIR Q806 ILUSI ERBAL YYZ LETOR
CYXU	L	ARR FR E		A14000 & BLW	RNAV	LETAK T616 REVUD
CYXU	H	ARR FR NE			RNAV	ROSVO Q802 KENLU TONNY AGDUT REVUD
CYXU	H	DEP TO E		JET	RNAV	NUBER SIKBO Q905 IPTOS
CYXU	H	DEP TO E		NONJET	RNAV	NUBER DAVSI T781 BOMET Q921 IPTOS
CYXU	H	DEP TO E		JET	RNAV	NUBER SIKBO Q907 LORKA
CYXU	H	DEP TO E		JET	RNAV	NUBER SIKBO Q951 OLABA

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZYZ
AD	**ALT**	**DIRECTION**	**AD**	**LIMITATIONS**	**PROC**	**ROUTE OF FLIGHT**
CYXU	H	DEP TO E		NONJET	RNAV	NUBER DAVSI T781 BOMET Q921 TIGET OLABA
CYXU	H	DEP TO E		JET	RNAV	NUBER SIKBO Q905 BOMET MIVOK
CYXU	H	DEP TO E		NONJET	RNAV	NUBER DAVSI T781 BOMET MIVOK
CYXU	H	DEP TO E		JET	RNAV	NUBER SIKBO Q951 SANIN MIGLO
CYXU	H	DEP TO E		NONJET	RNAV	NUBER DAVSI T781 BOMET Q921 TIGET MIGLO
CYXU	L	DEP TO E		NONJET, A170	RNAV	NUBER DAVSI T781 IPTOS
CYXU	L	DEP TO E		NONJET, A150	RNAV	DUROT TESUK T781 IPTOS
CYXU	L	DEP TO E		NONJET, A170	RNAV	NUBER DAVSI T781 TIGET OLABA
CYXU	L	DEP TO E		NONJET, A150 & BLW	RNAV	DUROT TESUK T781 TIGET OLABA
CYXU	L	DEP TO E		NONJET, A170	RNAV	NUBER DAVSI T781 BOMET MIVOK
CYXU	L	DEP TO E		NONJET, A150 & BLW	RNAV	DUROT TESUK T781 BOMET MIVOK
CYXU	L	DEP TO E		NONJET, A170	RNAV	NUBER DAVSI T781 BOMET Q921 TIGET MIGLO
CYXU	L	DEP TO E		NONJET, A150 & BLW	RNAV	DUROT TESUK T781 TIGET MIGLO
CYXU	H&L	DEP TO N				YVV
CYXU	H&L	DEP TO NE			RNAV	NUGOP
CYXU	H&L	DEP TO NW			RNAV	MUSIT SSM
CYXU	H	DEP TO W			RNAV	KARIT
CYXU	H&L	DEP TO W			RNAV	HOCKE
CYXU	H&L	DEP TO W				HOCKE FNT
CYXU	H&L	DEP TO	CYYZ	JET	RNAV	NUBER NUBER ARR
CYXU	H&L	DEP TO	CYYZ	NONJET	RNAV	NUBER NAKBO ARR
CYYZ	H	ARR FR E		JET	RNAV	TUKIR RAGID ARR
CYYZ	H&L	ARR FR E		NONJET	RNAV	TUKIR UDNOX ARR
CYYZ	H&L	ARR FR N		JET, WEST OF YYB	RNAV	IRKIM BOXUM ARR
CYYZ	H&L	ARR FR N		NONJET, WEST OF YYB	RNAV	IRKIM DUVOS ARR
CYYZ	H&L	ARR FR N		NONJET, N0191 & ABV	RNAV	OXASA IMEBA VILBI ARR
CYYZ	L	ARR FR N		NONJET, N0190 & BLW	RNAV	OXASA IMEBA YYZ
CYYZ	H	ARR FR NE		JET	RNAV	YVO IMEBA IMEBA ARR
CYYZ	H	ARR FR NE		JET	RNAV	POLTY IMEBA ARR
CYYZ	H	ARR FR NE		JET	RNAV	LETAK IMEBA ARR
CYYZ	H	ARR FR NE		JET	RNAV	ROSVO IMEBA ARR
CYYZ	H&L	ARR FR NE		NONJET, N0191 & ABV	RNAV	LETAK VIBLI ARR
CYYZ	H&L	ARR FR NE		NONJET	RNAV	ROSVO BETUL VIBLI ARR
CYYZ	L	ARR FR NE		NONJET, N0190 & BLW	RNAV	LETAK IMEBA YYZ
CYYZ	H&L	ARR FR NW		JET	RNAV	OTNIK BOXUM ARR
CYYZ	H&L	ARR FR NW		JET	RNAV	TUDAN BOXUM ARR
CYYZ	H&L	ARR FR NW		NONJET	RNAV	OTNIK DUVOS ARR
CYYZ	H&L	ARR FR NW		NONJET	RNAV	TUDAN DUVOS ARR
CYYZ	H&L	ARR FR NW		NONJET	RNAV	SSM DUVOS ARR
CYYZ	H&L	ARR FR S		JET	RNAV	WOZEE LINNG ARR
CYYZ	H&L	ARR FR S		NONJET	RNAV	WOZEE VERKO ARR
CYYZ	H&L	ARR FR S		JET	RNAV	LOKPU LINNG ARR
CYYZ	H&L	ARR FR S		NONJET	RNAV	LOKPU VERKO ARR
CYYZ	H	ARR FR SW		JET	RNAV	QWERI NUBER ARR

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZYZ
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYYZ	H	ARR FR SW		JET	RNAV	FINGL NUBER ARR
CYYZ	H&L	ARR FR SW		JET	RNAV	OXMAN LINNG ARR
CYYZ	H&L	ARR FR SW		NONJET	RNAV	OXMAN VERKO ARR
CYYZ	H&L	ARR FR SW		NONJET	RNAV	QWERI NAKBO ARR
CYYZ	H&L	ARR FR SW		NONJET	RNAV	FINGL NAKBO ARR
CYYZ	H&L	ARR FR W		JET	RNAV	MONEE NUBER ARR
CYYZ	H&L	ARR FR W		JET	RNAV	YZEMN NUBER ARR
CYYZ	H&L	ARR FR W		JET	RNAV	APDAX NUBER ARR
CYYZ	H&L	ARR FR W		JET	RNAV	NUBER NUBER ARR
CYYZ	H&L	ARR FR W		NONJET	RNAV	MONEE NAKBO ARR
CYYZ	H&L	ARR FR W		NONJET	RNAV	YZEMN NAKBO ARR
CYYZ	H&L	ARR FR W		NONJET	RNAV	APDAX NAKBO ARR
CYYZ	H&L	ARR FR W		NONJET	RNAV	NUBER NAKBO ARR
CYYZ	H&L	DEP TO E		JET	RNAV	VERDO DEP IPTOS
CYYZ	H&L	DEP TO E		JET	RNAV	VERDO DEP LORKA
CYYZ	H&L	DEP TO E		JET	RNAV	VERDO DEP ELSUB
CYYZ	H&L	DEP TO E		JET	RNAV	DEDKI DEP MIGLO
CYYZ	H&L	DEP TO E		JET	RNAV	DEDKI DEP OLABA
CYYZ	H&L	DEP TO E		JET	RNAV	DEDKI DEP TULEG
CYYZ	H&L	DEP TO E		NONJET, A150 & ABV	RNAV	BOMET DEP IPTOS
CYYZ	H&L	DEP TO E		NONJET	RNAV	BOMET DEP MIVOK
CYYZ	H&L	DEP TO E		NONJET	RNAV	BOMET DEP MIGLO
CYYZ	H&L	DEP TO E		NONJET	RNAV	BOMET DEP OLABA
CYYZ	H&L	DEP TO E		JET	RNAV	DEDKI DEP RAKAM
CYYZ	H&L	DEP TO N		JET	RNAV	KISEP DEP SILVU
CYYZ	H&L	DEP TO N		JET	RNAV	IKLEN DEP TONNY
CYYZ	H&L	DEP TO N		NONJET	RNAV	EBKIN DEP SILVU
CYYZ	H&L	DEP TO N		NONJET	RNAV	MATES DEP TONNY
CYYZ	H&L	DEP TO NE		JET	RNAV	SEDOG DEP BOBSU
CYYZ	H&L	DEP TO NE		NONJET	RNAV	LAKES DEP TANGI
CYYZ	H&L	DEP TO NW		JET	RNAV	URSAL DEP KASED
CYYZ	H&L	DEP TO NW		NONJET	RNAV	NOSIK DEP KASED
CYYZ	H&L	DEP TO NW		JET	RNAV	AVSEP DEP MUSIT SSM
CYYZ	H&L	DEP TO NW		NONJET	RNAV	NUGOP DEP MUSIT SSM
CYYZ	H&L	DEP TO NW		JET	RNAV	URSAL DEP ZOHAN
CYYZ	H&L	DEP TO NW		NONJET	RNAV	NOSIK DEP ZOHAN
CYYZ	H&L	DEP TO S		JET	RNAV	BETES DEP FOXEE
CYYZ	H&L	DEP TO S		JET	RNAV	BETES DEP AIRRA
CYYZ	H&L	DEP TO S		JET	RNAV	BETES DEP ERI
CYYZ	H&L	DEP TO S		NONJET	RNAV	OAKVL DEP FOXEE
CYYZ	H&L	DEP TO S		NONJET	RNAV	OAKVL DEP AIRRA
CYYZ	H&L	DEP TO S		NONJET	RNAV	OAKVL DEP ERI
CYYZ	H	DEP TO SE		JET	RNAV	KEPTA DEP BMPAH AEVON EXTOL Q140 ARRKK
CYYZ	H	DEP TO SE		NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH Q140 ARRKK
CYYZ	H	DEP TO SE		JET	RNAV	KEPTA DEP BMPAH AEVON HANKK PONCT
CYYZ	H	DEP TO SE		NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH HANKK PONCT
CYYZ	H&L	DEP TO SE		JET	RNAV	KEPTA DEP BMPAH
CYYZ	H&L	DEP TO SE		JET	RNAV	KEPTA DEP BMPAH AEVON EXTOL

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZYZ
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYYZ	H&L	DEP TO SE		NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH
CYYZ	H&L	DEP TO SE		NONJET, N0319 & BLW	RNAV	MAVAN DEP BMPAH
CYYZ	H&L	DEP TO SE		NONJET, N0319 & BLW	RNAV	MAVAN DEP BMPAH AEVON HANKK PONCT
CYYZ	H&L	DEP TO SE		JET	RNAV	RIGUS DEP PSB
CYYZ	H&L	DEP TO SE		NONJET	RNAV	DUSOM DEP PSB
CYYZ	H&L	DEP TO SE		NONJET, N0319 & BLW	RNAV	MAVAN DEP BMPAH AEVON EXTOL ARRKK
CYYZ	H	DEP TO SW		JET, F260 & ABV	RNAV	MIXUT DEP GNTRY
CYYZ	H	DEP TO SW		NONJET, F260 & ABV	RNAV	PEMBA DEP GNTRY
CYYZ	H&L	DEP TO SW		JET, F240 & BLW	RNAV	ANCOL DEP GGUCE
CYYZ	H&L	DEP TO SW		NONJET, F240 & BLW	RNAV	PERLO DEP GGUCE
CYYZ	H&L	DEP TO W		JET	RNAV	GOPUP DEP HOCKE
CYYZ	H&L	DEP TO W		NONJET	RNAV	TULEK DEP HOCKE
CYYZ	H&L	DEP TO W		JET	RNAV	GOPUP DEP SLLAP
CYYZ	H&L	DEP TO W		NONJET	RNAV	TULEK DEP SLLAP
CYYZ	H&L	DEP TO W		NONJET, A120 & BLW	RNAV	TULEK DEP IKMOK
CYYZ	H&L	DEP TO	CYCK	JET	RNAV	ANCOL DEP GGUCE
CYYZ	H&L	DEP TO	CYCK	NONJET	RNAV	PERLO DEP GGUCE
CYYZ	H&L	DEP TO	CYGD	JET	RNAV	TULEK
CYYZ	H&L	DEP TO	CYGD	NONJET	RNAV	TULEK DEP IKMOK
CYYZ	H	ARR FR	CYGK	JET	RNAV	AGNOB UDNOX RAGID ARR
CYYZ	H&L	ARR FR	CYGK	NONJET	RNAV	AGNOB UDNOX UDNOX ARR
CYYZ	H&L	DEP TO	CYGK	NONJET	RNAV	BOMET DEP OLABA
CYYZ	L	DEP TO	CYHM		RNAV	OLAMO
CYYZ	L	DEP TO	CYLS	JET	RNAV	SEDOG TANGI
CYYZ	L	DEP TO	CYLS	NONJET	RNAV	LAKES DEP TANGI
CYYZ	L	DEP TO	CYLS	JET	RNAV	IKLEN DEP TONNY
CYYZ	L	DEP TO	CYLS	NONJET	RNAV	MATES DEP TONNY
CYYZ	H	ARR FR	CYOW	JET	RNAV	TUKIR IMEBA ARR
CYYZ	H&L	ARR FR	CYOW	NONJET, N0191 & ABV	RNAV	TUKIR VIBLI ARR
CYYZ	L	ARR FR	CYOW	NONJET, N0190 & BLW	RNAV	TUKIR TADMO IMEBA YYZ
CYYZ	L	DEP TO	CYPQ		RNAV	DAVSI T781 TALEB
CYYZ	L	DEP TO	CYQA	JET	RNAV	SEDOG TANGI
CYYZ	L	DEP TO	CYQA	NONJET	RNAV	LAKES DEP TANGI
CYYZ	H&L	DEP TO	CYQG	JET, MAX F220	RNAV	MIXUT DEP DERLO PICUP GIGGY ARR
CYYZ	H&L	DEP TO	CYQG	NONJET, MAX F220	RNAV	PEMBA DEP DERLO PICUP GIGGY ARR
CYYZ	H	ARR FR	CYTR	JET	RNAV	AGNOB UDNOX RAGID ARR
CYYZ	H&L	ARR FR	CYTR	NONJET	RNAV	AGNOB UDNOX UDNOX ARR
CYYZ	H&L	DEP TO	CYTR		RNAV	DAVSI TESUK YTR
CYYZ	L	DEP TO	CYXU	JET	RNAV	MIXUT DEP DERLO
CYYZ	L	DEP TO	CYXU	NONJET	RNAV	PEMBA DEP DERLO
CYYZ	H&L	DEP TO	CYZR	JET	RNAV	TULEK
CYYZ	H&L	DEP TO	CYZR	NONJET	RNAV	TULEK DEP IKMOK
CYYZ	H&L	DEP TO	KABE	JET	RNAV	RIGUS DEP PSB MIP
CYYZ	H&L	DEP TO	KABE	NONJET	RNAV	DUSOM DEP PSB MIP
CYYZ	H&L	DEP TO	KACY	JET	RNAV	RIGUS DEP PSB HAR DQO ENO SIE
CYYZ	H&L	DEP TO	KACY	NONJET	RNAV	DUSOM DEP PSB HAR DQO ENO SIE

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZYZ
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYYZ	H	DEP TO	KBDL	JET	RNAV	KEPTA DEP BMPAH AEVON AUDIL STELA ARR
CYYZ	H	DEP TO	KBDL	NONJET, N0319 & BLW	RNAV	MAVAN DEP BMPAH AEVON AUDIL STELA ARR
CYYZ	L	DEP TO	KBDL	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH HANKK AUDIL STELA ARR
CYYZ	H	DEP TO	KBOS	JET	RNAV	KEPTA DEP BMPAH AEVON HANKK PONCT JFUND ARR
CYYZ	H	DEP TO	KBOS	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH HANKK FABEN ALB GDM T608 REVER
CYYZ	H&L	DEP TO	KBOS	NONJET, N0319 & BLW	RNAV	MAVAN DEP BMPAH AEVON HANKK FABEN ALB GDM T608 REVER
CYYZ	L	DEP TO	KBUF	JET, MAX A090	RNAV	KEPTA DEP WOZEE
CYYZ	L	DEP TO	KBUF	NONJET, MAX A090	RNAV	MAVAN DEP WOZEE
CYYZ	L	DEP TO	KBUF	SINGLE ENGINE	RNAV	OLAMO
CYYZ	H	DEP TO	KBWI	JET	RNAV	KEPTA DEP BMPAH DDUBS IZZEE TRISH ARR
CYYZ	H&L	DEP TO	KBWI	NONJET	RNAV	DUSOM DEP PSB SEG RAV V170 KERYN V499 TRISH
CYYZ	H&L	DEP TO	KCLE	JET, MAX F220	RNAV	BETES DEP ERI LFTON TRYBE STAR
CYYZ	H&L	DEP TO	KCLE	JET, MAX F220	RNAV	BETES DEP ERI TRYBE TRYBE STAR
CYYZ	H&L	DEP TO	KCLE	NONJET, MAX F220	RNAV	OAKVL DEP ERI LFTON TRYBE STAR
CYYZ	H&L	DEP TO	KCLE	NONJET, MAX F220	RNAV	OAKVL DEP ERI TRYBE TRYBE STAR
CYYZ	H	DEP TO	KCMH	JET, F260 & ABV	RNAV	MIXUT DEP GNTRY APE
CYYZ	H	DEP TO	KCMH	JET, F240 & BLW	RNAV	ANCOL DEP GGUCE APE
CYYZ	H	DEP TO	KCMH	NONJET, F260 & ABV	RNAV	PEMBA DEP GNTRY APE
CYYZ	H&L	DEP TO	KCMH	NONJET, F240 & BLW	RNAV	PERLO DEP GGUCE APE
CYYZ	H	DEP TO	KCVG	JET, F260 & ABV	RNAV	MIXUT DEP GNTRY UKATS TIGRR ARR
CYYZ	H	DEP TO	KCVG	NONJET, F260 & ABV	RNAV	PEMBA DEP GNTRY UKATS TIGRR ARR
CYYZ	H&L	DEP TO	KCVG	JET, F240 & BLW	RNAV	ANCOL DEP GGUCE UKATS TIGRR ARR
CYYZ	H&L	DEP TO	KCVG	NONJET, F240 & BLW	RNAV	PERLO DEP GGUCE UKATS TIGRR ARR
CYYZ	H	DEP TO	KDAY	JET, F260 & ABV	RNAV	MIXUT DEP GNTRY ROD
CYYZ	H	DEP TO	KDAY	NONJET, F260 & ABV	RNAV	PEMBA DEP GNTRY ROD
CYYZ	H&L	DEP TO	KDAY	JET, F240 & BLW	RNAV	ANCOL DEP GGUCE ROD
CYYZ	H&L	DEP TO	KDAY	NONJET, F240 & BLW	RNAV	PERLO DEP GGUCE ROD
CYYZ	H	DEP TO	KDCA	JET	RNAV	RIGUS DEP PSB SKILS ARR
CYYZ	H&L	DEP TO	KDCA	NONJET	RNAV	DUSOM DEP PSB HAR V265 KRANT
CYYZ	H	DEP TO	KDET	JET, MAX F220	RNAV	MIXUT DEP DERLO PICUP GIGGY ARR
CYYZ	H&L	DEP TO	KDET	NONJET, MAX F220	RNAV	PEMBA DEP DERLO PICUP GIGGY ARR
CYYZ	H&L	DEP TO	KDTW	JET, MAX F220	RNAV	ANCOL DEP GGUCE TPGUN ARR
CYYZ	H&L	DEP TO	KDTW	NONJET, MAX F220	RNAV	PERLO DEP GGUCE TPGUN ARR
CYYZ	H&L	DEP TO	KDTW	JET, MAX F220	RNAV	ANCOL DEP GGUCE CUUGR ARR
CYYZ	H&L	DEP TO	KDTW	NONJET, MAX F220	RNAV	PERLO DEP GGUCE CUUGR ARR
CYYZ	H&L	DEP TO	KERI	JET	RNAV	BETES DEP ERI
CYYZ	H&L	DEP TO	KERI	NONJET	RNAV	OAKVL DEP ERI
CYYZ	H	DEP TO	KEWR	JET	RNAV	KEPTA DEP BMPAH AEVON GEE FLOSI ARR
CYYZ	H&L	DEP TO	KEWR	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH Q140 KODEY HNK FLOSI ARR
CYYZ	H&L	DEP TO	KEWR	NONJET, N0250 - N0319	RNAV	MAVAN DEP BMPAH AEVON GEE FLOSI ARR
CYYZ	L	DEP TO	KEWR	NONJET, N0249 & BLW	RNAV	MAVAN DEP BMPAH AEVON EXTOL HNK V167 WEARD V489 COATE
CYYZ	H	DEP TO	KGRR	JET	RNAV	GOPUP DEP HOCKE
CYYZ	H&L	DEP TO	KGRR	NONJET	RNAV	TULEK DEP HOCKE

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZYZ
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYYZ	H	DEP TO	KHPN	JET	RNAV	KEPTA DEP BMPAH AEVON EXTOL DANZI VALRE ARR
CYYZ	H&L	DEP TO	KHPN	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH EXTOL DANZI VALRE ARR
CYYZ	H&L	DEP TO	KHPN	NONJET, N0250 - N0319	RNAV	MAVAN DEP BMPAH AEVON EXTOL DANZI VALRE ARR
CYYZ	H&L	DEP TO	KHPN	NONJET, N0250 & BLW	RNAV	MAVAN DEP BMPAH AEVON EXTOL RAHKS NOBBI ARR
CYYZ	H	DEP TO	KIAD	JET	RNAV	RIGUS DEP PSB WAYNZ ARR
CYYZ	H	DEP TO	KIAD	NONJET, N0319 & BLW	RNAV	MAVAN DEP BMPAH AEVON SEG PRTZL ARR
CYYZ	H	DEP TO	KIAD	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH SEG PRTZL ARR
CYYZ	L	DEP TO	KIAG	JET, MAX A090	RNAV	KEPTA DEP WOZEE
CYYZ	L	DEP TO	KIAG	NONJET, MAX A090	RNAV	MAVAN DEP WOZEE
CYYZ	H	DEP TO	KILG	JET	RNAV	RIGUS DEP PSB BUNTS ARR
CYYZ	H	DEP TO	KILG	NONJET	RNAV	DUSOM DEP PSB BUNTS ARR
CYYZ	L	DEP TO	KILG	NONJET, N0249 & BLW	RNAV	DUSOM DEP PSB HAR V210 BUNTS
CYYZ	H	DEP TO	KIND	JET, F260 & ABV	RNAV	MIXUT DEP GNTRY RINTE SNKPT ARR
CYYZ	H	DEP TO	KIND	JET, F240 & BLW	RNAV	ANCOL DEP GGUCE RINTE SNKPT ARR
CYYZ	H	DEP TO	KIND	NONJET, F260 & ABV	RNAV	PEMBA DEP GNTRY RINTE SNKPT ARR
CYYZ	H&L	DEP TO	KIND	NONJET, F240 & BLW	RNAV	PERLO DEP GGUCE RINTE SNKPT ARR
CYYZ	H	DEP TO	KISP	JET	RNAV	KEPTA DEP BMPAH AEVON HANKK FABEN ALB NELIE ARR
CYYZ	H	DEP TO	KISP	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH HANKK FABEN ALB NELIE ARR
CYYZ	H	DEP TO	KISP	JET	RNAV	KEPTA DEP BMPAH AEVON EXTOL MEMMS NELIE ARR
CYYZ	H	DEP TO	KISP	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH Q140 MEMMS NELIE ARR
CYYZ	H&L	DEP TO	KISP	NONJET, N0319 & BLW	RNAV	MAVAN DEP BMPAH AEVON HANKK FABEN ALB NELIE ARR
CYYZ	H&L	DEP TO	KISP	NONJET, N0319 & BLW	RNAV	MAVAN DEP BMPAH AEVON EXTOL MEMMS NELIE ARR
CYYZ	H	DEP TO	KJFK	JET	RNAV	KEPTA DEP BMPAH AEVON EXTOL MEMMS PUCKY ARR
CYYZ	H	DEP TO	KJFK	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH Q140 MEMMS PUCKY ARR
CYYZ	H	DEP TO	KJFK	NONJET, N0250- N0319	RNAV	MAVAN DEP BMPAH AEVON EXTOL MEMMS PUCKY ARR
CYYZ	H&L	DEP TO	KJFK	NONJET, N0250 & BLW	RNAV	MAVAN DEP BMPAH AEVON EXTOL DANZI PAWLN ARR
CYYZ	H	DEP TO	KLGA	JET	RNAV	KEPTA DEP BMPAH AEVON AUDIL RAHKS VADDR ARR
CYYZ	H	DEP TO	KLGA	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH AUDIL RAHKS VADDR ARR
CYYZ	H&L	DEP TO	KLGA	NONJET, N0250- N0319	RNAV	MAVAN DEP BMPAH AEVON AUDIL RAHKS VADDR ARR
CYYZ	L	DEP TO	KLGA	NONJET, N0250 & BLW	RNAV	MAVAN DEP BMPAH AEVON AUDIL RAHKS NOBBI ARR
CYYZ	H	DEP TO	KMDW	JET, F260 & ABV	RNAV	MIXUT DEP GNTRY ASHEN BAGEL PANGG ARR
CYYZ	H	DEP TO	KMDW	JET, F240 & BLW	RNAV	MIXUT DEP DERLO QWERI BAGEL PANGG ARR

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZYZ
AD	**ALT**	**DIRECTION**	**AD**	**LIMITATIONS**	**PROC**	**ROUTE OF FLIGHT**
CYYZ	H	DEP TO	KMDW	NONJET, F260 & ABV	RNAV	PEMBA DEP GNTRY ASHEN BAGEL PANGG ARR
CYYZ	H&L	DEP TO	KMDW	NONJET, F240 & BLW	RNAV	PEMBA DEP DERLO QWERI BAGEL PANGG ARR
CYYZ	H	DEP TO	KMHT	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH HANKK ALB KEYNN
CYYZ	H	DEP TO	KMHT	JET	RNAV	KEPTA DEP BMPAH AEVON HANKK PONCT ROZZE ARR
CYYZ	H&L	DEP TO	KMHT	NONJET, N0319 & BLW	RNAV	MAVAN DEP BMPAH AEVON HANKK ALB KEYNN
CYYZ	H	DEP TO	KMKE	JET	RNAV	GOPUP DEP SLLAP GETCH LYSTR SUDDS
CYYZ	H&L	DEP TO	KMKE	NONJET	RNAV	TULEK DEP SLLAP GETCH LYSTR SUDDS
CYYZ	H	DEP TO	KMSP	JET	RNAV	URSAL DEP KASED IDIOM MUSCL ARR
CYYZ	H&L	DEP TO	KMSP	NONJET	RNAV	NOSIK DEP KASED GRB EAUCLAIRE ARR
CYYZ	H&L	DEP TO	KORD	JET	RNAV	GOPUP DEP HOCKE FNT WYNDE ARR
CYYZ	H&L	DEP TO	KORD	NONJET	RNAV	TULEK DEP HOCKE FNT WYNDE ARR
CYYZ	H	DEP TO	KPHL	JET	RNAV	RIGUS DEP PSB BOJID ARR
CYYZ	H&L	DEP TO	KPHL	NONJET	RNAV	DUSOM DEP PSB BOJID ARR
CYYZ	L	DEP TO	KPHL	NONJET, N0249 & BLW	RNAV	DUSOM DEP PSB HAR V210 BUNTS
CYYZ	H&L	DEP TO	KPHN	JET, MAX F220	RNAV	MIXUT DEP DERLO MARGN
CYYZ	H&L	DEP TO	KPHN	NONJET, MAX F220	RNAV	PEMBA DEP DERLO MARGN
CYYZ	H&L	DEP TO	KPIT	JET	RNAV	BETES DEP ERI YTOWN JESEY ARR
CYYZ	H&L	DEP TO	KPIT	NONJET	RNAV	OAKVL DEP ERI YTOWN JESEY ARR
CYYZ	H&L	DEP TO	KPTK	JET, MAX F220	RNAV	MIXUT DEP DERLO PICUP OKLND ARR
CYYZ	H&L	DEP TO	KPTK	NONJET, MAX F220	RNAV	PEMBA DEP DERLO PICUP OKLND ARR
CYYZ	H	DEP TO	KPVD	JET	RNAV	KEPTA DEP BMPAH AEVON FABEN ALB WIPOR ARR
CYYZ	H	DEP TO	KPVD	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH HANKK FABEN ALB WIPOR ARR
CYYZ	H	DEP TO	KPVD	JET	RNAV	KEPTA DEP BMPAH AEVON EXTOL MEMMS WIPOR ARR
CYYZ	H	DEP TO	KPVD	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH Q140 MEMMS WIPOR ARR
CYYZ	H&L	DEP TO	KPVD	NONJET, N0319 & BLW	RNAV	MAVAN DEP BMPAH AEVON HANKK FABEN ALB WIPOR ARR
CYYZ	H&L	DEP TO	KPVD	NONJET, N0319 & BLW	RNAV	MAVAN DEP BMPAH AEVON EXTOL MEMMS WIPOR ARR
CYYZ	H&L	DEP TO	KRIC	JET	RNAV	BETES DEP AIRRA MOL SPIDR ARR
CYYZ	H&L	DEP TO	KRIC	NONJET	RNAV	OAKVL DEP AIRRA MOL
CYYZ	H	DEP TO	KSDF	JET, F260 & ABV	RNAV	MIXUT DEP GNTRY RINTE DLAMP ARR
CYYZ	H	DEP TO	KSDF	NONJET, F260 & ABV	RNAV	PEMBA DEP GNTRY RINTE ZIDHI ANCHR DLAMP KSDF
CYYZ	H&L	DEP TO	KSDF	JET, F240 & BLW	RNAV	ANCOL DEP GGUCE RINTE DLAMP ARR
CYYZ	H&L	DEP TO	KSDF	NONJET, F240 & BLW	RNAV	PERLO DEP GGUCE RINTE ZIDHI ANCHR DLAMP KSDF
CYYZ	H&L	DEP TO	KSWF	JET	RNAV	KEPTA DEP BMPAH AEVON EXTOL DNY V483 FILPS
CYYZ	H&L	DEP TO	KSWF	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH EXTOL DNY V483 FILPS
CYYZ	L	DEP TO	KSWF	NONJET, N0319 & BLW	RNAV	MAVAN DEP BMPAH AEVON EXTOL DNY V483 FILPS
CYYZ	H&L	DEP TO	KSYR	JET	RNAV	KEPTA DEP BMPAH SYR
CYYZ	H&L	DEP TO	KSYR	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH SYR

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZYZ
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYYZ	L	DEP TO	KSYR	NONJET, N0319 & BLW	RNAV	MAVAN DEP BMPAH SYR
CYYZ	H	DEP TO	KTEB	JET	RNAV	KEPTA DEP BMPAH AEVON EXTOL HNK V167 WEARD V489 COATE
CYYZ	H	DEP TO	KTEB	NONJET, N0320 & ABV	RNAV	TEVAD DEP AHPAH Q140 KODEY HNK V167 WEARD V489 COATE
CYYZ	H&L	DEP TO	KTEB	NONJET	RNAV	MAVAN DEP BMPAH AEVON EXTOL HNK V167 WEARD V489 COATE
CYYZ	H&L	DEP TO	KTOL	JET	RNAV	ANCOL DEP GGUCE
CYYZ	H&L	DEP TO	KTOL	NONJET	RNAV	PERLO DEP GGUCE
CYYZ	H&L	DEP TO	KYIP	JET, MAX F220	RNAV	MIXUT DEP DERLO PICUP OKLND STAR
CYYZ	H&L	DEP TO	KYIP	NONJET, MAX F220	RNAV	PEMBA DEP DERLO PICUP OKLND STAR
CZBA	L	ARR FR E		A160 & ABV	RNAV	TUKIR T614 ILUSI
CZBA	L	ARR FR E		A140 & BLW	RNAV	ILIXU LINNG
CZBA	L	ARR FR E		A080 & BLW	RNAV	TUKIR T614 BOLMO
CZBA	L	ARR FR N		A060 & BLW	RNAV	AGDUT
CZBA	L	ARR FR N			RNAV	YVV NUBER
CZBA	L	ARR FR N			RNAV	YVV TETOS
CZBA	L	ARR FR S			RNAV	WOZEE COLTS
CZBA	L	ARR FR S			RNAV	TIKUM
CZBA	L	ARR FR W			RNAV	HAVOK T608 BIMRO
CZBA	L	DEP TO E			RNAV	DAVSI T781 TIGET
CZBA	L	DEP TO S			RNAV	OAKVL DEP ERI
CZBA	L	DEP TO S			RNAV	OAKVL DEP FOXEE
CZBA	L	DEP TO S			RNAV	OAKVL DEP AIRRA
CZBA	L	DEP TO SE			RNAV	DUSOM DEP PSB
CZBA	L	DEP TO SE			RNAV	MAVAN DEP BMPAH
CZBA	L	DEP TO SE			RNAV	MAVAN DEP WOZEE
CZBA	H	DEP TO SW		F260 & ABV	RNAV	PEMBA DEP GNTRY
CZBA	H&L	DEP TO SW		F240 & BLW	RNAV	PEMBA DEP GGUCE
CZBA	L	DEP TO SW			RNAV	PEMBA DEP DERLO

OVERFLIGHTS						CZYZ
DIRECTION	ALT	NAVAID	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
E-BOUND	H	DAVSI		NONJET	RNAV	DAVSI T781 BOMET Q921 TIGET MIGLO
E-BOUND	H&L	DAVSI		NONJET	RNAV	DAVSI T781 BOMET MIVOK
E-BOUND	L	DAVSI		NONJET	RNAV	DAVSI T781 TIGET MIGLO
E-BOUND	H	DAYYY			RNAV	DAYYY Q140 AHPAH
E-BOUND	H	DAYYY			RNAV	DAYYY Q140 SIKBO
E-BOUND	H&L	DAYYY			RNAV	DAYYY BEMOG
E-BOUND	H&L	DAYYY			RNAV	DAYYY ROSVO
E-BOUND	H	DERLO			RNAV	DERLO Q935 WOZEE
E-BOUND	H	DERLO			RNAV	DERLO Q913 RAKAM
E-BOUND	H	DERLO			RNAV	DERLO Q913 DEDKI Q937 TULEG
E-BOUND	H	DERLO			RNAV	DERLO ROSVO
E-BOUND	L	DERLO			RNAV	DERLO SEDOG T723 ROSVO
E-BOUND	H&L	HOCKE				HOCKE ROSVO
E-BOUND	H	OVORA			RNAV	OVORA Q919 BEMOG
E-BOUND	H	SIKBO		JET	RNAV	SIKBO Q905 IPTOS
E-BOUND	H	SIKBO		NONJET	RNAV	DAVSI T781 BOMET Q921 IPTOS

OVERFLIGHTS (Cont'd)						CZYZ
DIRECTION	ALT	NAVAID	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
E-BOUND	H	SIKBO		JET	RNAV	SIKBO Q907 LORKA
E-BOUND	H	SIKBO		JET	RNAV	SIKBO Q951 SANIN MIGLO
E-BOUND	H	SIKBO		JET	RNAV	SIKBO Q905 BOMET MIVOK
E-BOUND	H	SIKBO		JET	RNAV	SIKBO Q951 OLABA
E-BOUND	H	SIKBO		NONJET	RNAV	SIKBO DAVSI T781 BOMET Q921 TIGET OLABA
E-BOUND	L	SIKBO		NONJET	RNAV	DAVSI T781 IPTOS
E-BOUND	L	SIKBO		NONJET	RNAV	SIKBO DAVSI T781 TIGET OLABA
E-BOUND	H	SSM			RNAV	SSM YTS
E-BOUND	H&L	SSM			RNAV	SSM BEMOG
E-BOUND	H&L	TVC			RNAV	TVC BEMOG
E-BOUND	H&L	WOZEE			RNAV	WOZEE KANIK
E-BOUND	H&L	WOZEE			RNAV	WOZEE MIGLO
E-BOUND	H&L	DERLO	KROC		RNAV	DERLO ROC
E-BOUND	H&L	SIKBO	KROC		RNAV	SIKBO ROC
W-BOUND	H	ALMOP			RNAV	ALMOP ASP
W-BOUND	H	LETAK			RNAV	LETAK Q824 HOCKE
W-BOUND	H	LETAK			RNAV	LETAK Q824 MENKO KASED
W-BOUND	H	LETAK			RNAV	LETAK TVC
W-BOUND	H	LETAK			RNAV	LETAK PEVNI Q806 BOBTA DERLO
W-BOUND	H	LETAK			RNAV	LETAK PEVNI Q806 ILUSI HOCKE
W-BOUND	L	LETAK			RNAV	LETAK T616 REVUD DERLO
W-BOUND	L	LETAK			RNAV	LETAK T616 HOCKE
W-BOUND	L	LETAK			RNAV	LETAK T616 DUGBU KASED
W-BOUND	H&L	OXASA				OXASA SSM
W-BOUND	H	POLTY			RNAV	POLTY Q804 DERLO
W-BOUND	H	ROSVO			RNAV	ROSVO Q802 KENLU Q804 DERLO
W-BOUND	H	ROSVO			RNAV	ROSVO Q802 KENLU
W-BOUND	H&L	ROSVO				ROSVO ASP
W-BOUND	H&L	ROSVO				ROSVO SSM
W-BOUND	H	TUKIR		F240 & ABV	RNAV	TUKIR Q806 BOBTA DERLO
W-BOUND	H	TUKIR		F180 - F220	RNAV	TUKIR Q806 BOBTA OLAMO DERLO
W-BOUND	L	TUKIR		A160	RNAV	TUKIR T614 ILUSI BOBTA OLAMO DERLO
W-BOUND	L	TUKIR		A140 & BLW	RNAV	TUKIR T614 PEVNI KENLU T616 REVUD DERLO
W-BOUND	H	WOZEE			RNAV	WOZEE YRL
W-BOUND	H&L	YEE				YEE DERLO
W-BOUND	L	ILUSI	CYQG	A160- F220	RNAV	ILUSI YYZ LETOR PICUP GIGGY ARR
W-BOUND	H&L	DERLO	KCLE		RNAV	DERLO DOZRR BRWNZ ARR
W-BOUND	H&L	KENLU	KCLE		RNAV	KENLU GGUCE DOZRR BRWNZ ARR
W-BOUND	H	TUKIR	KCLE		RNAV	TUKIR Q806 GGUCE DOZRR BRWNZ ARR
W-BOUND	H&L	COLTS	KDET		RNAV	COLTS GIGGY ARR
W-BOUND	H	DERLO	KDET		RNAV	DERLO PICUP GIGGY ARR
W-BOUND	L	ILUSI	KDET	A160- F220	RNAV	ILUSI YYZ LETOR PICUP GIGGY ARR
W-BOUND	H	ALONI	KDTW		RNAV	ALONI ILUSI BOBTA TPGUN ARR
W-BOUND	H	ALONI	KDTW		RNAV	ALONI ILUSI BOBTA CUUGR ARR
W-BOUND	H	ART	KDTW		RNAV	ART ILUSI Q806 BOBTA TPGUN ARR
W-BOUND	H	ART	KDTW		RNAV	ART ILUSI Q806 BOBTA CUUGR ARR
W-BOUND	H&L	KAPUX	KDTW		RNAV	KAPUX GGUCE TPGUN ARR
W-BOUND	H&L	KAPUX	KDTW		RNAV	KAPUX GGUCE CUUGR ARR
W-BOUND	H&L	ROSVO	KDTW		RNAV	ROSVO BOBTA TPGUN ARR

OVERFLIGHTS (Cont'd)						CZYZ
DIRECTION	ALT	NAVAID	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
W-BOUND	H&L	ROSVO	KDTW		RNAV	ROSVO BOBTA CUUGR ARR
W-BOUND	H	TUKIR	KDTW		RNAV	TUKIR Q806 BOBTA TPGUN ARR
W-BOUND	H	TUKIR	KDTW		RNAV	TUKIR Q806 BOBTA CUUGR ARR
W-BOUND	H	DERLO	KMDW		RNAV	DERLO MAYZE BAGEL PANGG ARR
W-BOUND	H	ALMOP	KORD		RNAV	ALMOP ODAXY WYNDE ARR
W-BOUND	H	ALONI	KORD		RNAV	ALONI SANIN DEDKI HOCKE FNT WYNDE ARR
W-BOUND	H	ART	KORD		RNAV	ART DEDKI HOCKE FNT WYNDE ARR
W-BOUND	H	KAPUX	KORD		RNAV	KAPUX HOCKE FNT WYNDE ARR
W-BOUND	H	MENKO	KORD		RNAV	MENKO Q824 FNT WYNDE ARR
W-BOUND	H	SSM	KORD		RNAV	SSM WYNDE ARR
W-BOUND	H&L	LEPOS	KPHN		RNAV	LEPOS MARGN
W-BOUND	H&L	COLTS	KPTK		RNAV	COLTS OKLND ARR
W-BOUND	H	DERLO	KPTK		RNAV	DERLO PICUP OKLND ARR
W-BOUND	H&L	COLTS	KYIP		RNAV	COLTS OKLND ARR
W-BOUND	H	DERLO	KYIP		RNAV	DERLO PICUP OKLND ARR
W-BOUND	L	ILUSI	KYIP	A160 - F220	RNAV	ILUSI YYZ LETOR PICUP OKLND ARR

CZUL MONTREAL FIR

Pilots shall first verify if their point of departure has a mandatory departure routing. If no route is published, file direct to the first enroute point. If the route is to include a significant portion of enroute cruise through Montreal FIR, verify if an overflight route is published.

Pilots arriving at an airport within Montreal FIR shall verify if that airport has a mandatory route for arrival. If none exists, file direct.

If the route of flight extends outside of Montreal FIR, refer to the adjacent FIR mandatory route section for instructions. If none exists, connect the routes published herein to the external route at the most logical point.

Pilots departing from an airport within the Montreal Terminal airspace and filing a below listed routing over BOBKI MELTI must maintain an IAS of 240kts or greater until 16000 feet. If unable they must advise ATC.

Routings through the Bagotville (CYBG) Military Restricted areas CYR628, CYR629, CYR630, CYR664, CYR665 and CYR666 are to be avoided when areas are in operation.

Except for polar flights, westbound overflights transiting from Edmonton FIR to Montreal FIR north of 63N shall file over or west of AYROU.

Note for non-RNAV equipped aircraft:
The airspace route structure is based on unidirectional flows. In order to facilitate the flight, non-RNAV route planning shall be done by choosing NAVAID defined airways closest to the listed mandatory RNAV routes.
Where NAVAID based airways are not available, NAVAID direct NAVAID navigation can be used.

FROM LOCATION TO LOCATION OR DIRECTION						CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYBC	H	ARR FR W			RNAV	KESLU Q910 YBC
CYBC	L	ARR FR W			RNAV	KESLU T603 YBC
CYBC	H&L	DEP TO W		A120 & ABV	RNAV	MIVAX
CYBC	L	DEP TO W		A100 & BLW	RNAV	YBC V316 MIVAX
CYBC	H	ARR FR	CYZV		RNAV	TABRU Q910 YBC
CYBC	L	ARR FR	CYZV		RNAV	TABRU T603 YBC
CYBG	H&L	DEP TO	CYQB		RNAV	IGSAS TADES KAROT ARR
CYBG	H&L	DEP TO	CYUL		RNAV	OBTEK TIBOS ROCKT ARR
CYEY	H&L	DEP TO SE				YVO

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZUL
AD	**ALT**	**DIRECTION**	**AD**	**LIMITATIONS**	**PROC**	**ROUTE OF FLIGHT**
CYFJ	H	ARR FR S			RNAV	DUNUP Q903 NOSUT
CYFJ	L	ARR FR S			RNAV	DUNUP T705 NOSUT
CYFJ	H&L	ARR FR W		A150 & ABV	RNAV	ROSVO BEMOG
CYFJ	H&L	ARR FR W		A150 & ABV	RNAV	IPTOS EBNYR
CYFJ	L	ARR FR W		A130 & BLW	RNAV	MIVOK LANRK TAKOL
CYGK	H&L	DEP TO	CYMO	FL200 & BLW	RNAV	OTONA SMARE
CYGK	H&L	DEP TO	CYOW		RNAV	PERTH CAPITAL ARR
CYGL	H&L	DEP TO	CYUL		RNAV	OBRET
CYGP	H&L	ARR FR W			RNAV	FLEUR VODIX OMPOG YGP
CYGP	H	DEP TO W			RNAV	MIVAX
CYGW	H	DEP TO	CYUL		RNAV	OBRET
CYHH	H	DEP TO	CYUL		RNAV	OBRET LAFLEUR ARR
CYHU	H&L	ARR FR E			RNAV	MUSDU DURED REXIP KIPAD OKOPO MAIRE
CYHU	H	ARR FR N			RNAV	OBRET Q816 VIDGO Q911 PIGNA TILUB VIVIP MAIRE
CYHU	H	ARR FR N			RNAV	OBRET Q816 VIDGO T709 PIGNA TILUB VIVIP MAIRE
CYHU	L	ARR FR N			RNAV	OBRET T624 VIDGO T709 PIGNA TILUB VIVIP MAIRE
CYHU	H&L	ARR FR NE			RNAV	MIVAX IKMIK ROGSA VIKBU DURED REXIP KIPAD OKOPO MAIRE
CYHU	H	ARR FR NW			RNAV	BEMOG Q919 VIDGO Q911 PIGNA TILUB VIVIP MAIRE
CYHU	H	ARR FR NW			RNAV	TAGET Q911 PIGNA TILUB VIVIP MAIRE
CYHU	H	ARR FR NW			RNAV	BEMOG Q919 VIDGO T709 PIGNA TILUB VIVIP MAIRE
CYHU	L	ARR FR NW			RNAV	BEMOG T717 VIDGO T709 PIGNA TILUB VIVIP MAIRE
CYHU	L	ARR FR NW			RNAV	TAGET T709 PIGNA TILUB VIVIP MAIRE
CYHU	H&L	ARR FR S			RNAV	CAM BEEHS PLUMS OWLHD VOGIV KEBGO VOBOK
CYHU	H&L	ARR FR SW			RNAV	ART CURDS DAVDA SSENA TALNO VISIX EBDOT KEBGO VOBOK
CYHU	H	ARR FR W			RNAV	MIGLO Q955 EPMOK TALNO VISIX EBDOT KEBGO VOBOK
CYHU	L	ARR FR W			RNAV	MIGLO T725 EPMOK TALNO VISIX EBDOT KEBGO VOBOK
CYHU	H	DEP TO E		NONJET	RNAV	SINRO LOKBU SOKYE Q921 IMORI Q910 KESLU
CYHU	H	DEP TO E		FL290 & ABV	RNAV	ANTEG OBRON MOBUB EBMOS IMORI KITOP ANCER
CYHU	H	DEP TO E		FL290 & ABV	RNAV	ANTEG OBRON MOBUB EBMOS IMORI KITOP BAREE
CYHU	H	DEP TO E		FL290 & ABV	RNAV	ANTEG OBRON MOBUB EBMOS IMORI KITOP CEFOU
CYHU	H	DEP TO E		JET, FL270 & BLW	RNAV	ANTEG OBRON MOBUB EBMOS IMORI Q910 KESLU
CYHU	H	DEP TO E		JET	RNAV	ANTEG OBRON MOBUB EBMOS IMORI KITOP FLEUR
CYHU	H	DEP TO E		JET	RNAV	SUXET NOVUN ESRAM RABIK Q951 ANTOV
CYHU	H	DEP TO E		NONJET	RNAV	AVUKA PUXER Q947 REVEN
CYHU	H&L	DEP TO E		NONJET, FL270 & BLW, TRACK NORTH OF VODIX	RNAV	SINRO LOKBU SOKYE KETRU PESAC IMORI KITOP FLEUR

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYHU	H&L	DEP TO E		NONJET, FL270 & BLW, TRACK VIA VODIX OR SOUTH OF VODIX	RNAV	SINRO LOKBU SOKYE KETRU PESAC IMORI KITOP FLEUR VODIX
CYHU	L	DEP TO E		NONJET	RNAV	SINRO LOKBU SOKYE T781 IMORI T603 KESLU
CYHU	L	DEP TO E		JET	RNAV	SUXET NOVUN ESRAM RABIK T739 ANTOV
CYHU	L	DEP TO E		NONJET	RNAV	AVUKA PUXER T737 REVEN
CYHU	H	DEP TO N			RNAV	TAMKO Q903 IKNAR
CYHU	L	DEP TO N			RNAV	TAMKO T705 IKNAR
CYHU	H	DEP TO NE		JET	RNAV	TAMKO IGSAS
CYHU	H&L	DEP TO NE		NONJET	RNAV	SINRO LOKBU NOVID BERUT IGSAS
CYHU	H&L	DEP TO NE			RNAV	TAMKO ULDON
CYHU	H	DEP TO NW		NONJET	RNAV	KESKA BIPKO Q997 SASID
CYHU	H&L	DEP TO NW		JET	RNAV	KESKA BIPKO IPSAK OMEGI RADEN
CYHU	L	DEP TO NW		NONJET	RNAV	KESKA BIPKO T649 SASID
CYHU	H&L	DEP TO S			RNAV	FAWNS BUGSY
CYHU	H&L	DEP TO SE			RNAV	OVAXO VIRKA
CYHU	H&L	DEP TO SW			RNAV	FAWNS BUGSY SYR
CYHU	H	DEP TO W			RNAV	KESKA SAVEX Q806 TUKIR
CYHU	H&L	DEP TO W			RNAV	KESKA SAVEX KANUR LETAK
CYHU	L	DEP TO W			RNAV	KESKA SAVEX T614 TUKIR
CYHU	H&L	ARR FR	CYBC		RNAV	MIVAX IKMIK ROGSA VIKBU DURED REXIP KIPAD OKOPO MAIRE
CYHU	H	DEP TO	CYBC	NONJET	RNAV	SINRO LOKBU SOKYE Q921 IMORI Q910 YBC
CYHU	H	DEP TO	CYBC	JET	RNAV	ANTEG OBRON MOBUB EBMOS IMORI Q910 YBC
CYHU	L	DEP TO	CYBC	NONJET	RNAV	SINRO LOKBU SOKYE T781 IMORI T603 YBC
CYHU	H	DEP TO	CYBG	JET	RNAV	TAMKO IGSAS
CYHU	H&L	DEP TO	CYBG	NON JET	RNAV	SINRO LOKBU NOVID BERUT IGSAS
CYHU	H	DEP TO	CYFJ		RNAV	KESKA BIPKO Q997 BOKLU
CYHU	L	DEP TO	CYFJ		RNAV	KESKA BIPKO T649 BOKLU
CYHU	H&L	DEP TO	CYGK	A140 & ABV	RNAV	KESKA SAVEX KANUR KEMVI LORKA
CYHU	L	DEP TO	CYGK	A120 & BLW	RNAV	TALNO SSENA ALONI OLABA URMUM
CYHU	H	DEP TO	CYHM		RNAV	KESKA SAVEX Q806 ILUSI TICAT ARR
CYHU	L	DEP TO	CYHM	A140 & BLW	RNAV	TALNO SSENA ALONI OLABA ILIXU LINNG
CYHU	L	DEP TO	CYHM	A160	RNAV	KESKA SAVEX T614 ILUSI TICAT ARR
CYHU	H&L	ARR FR	CYML		RNAV	MIVAX IKMIK ROGSA VIKBU DURED REXIP KIPAD OKOPO MAIRE
CYHU	H	DEP TO	CYML	NONJET	RNAV	SINRO LOKBU SOKYE Q921 IMORI Q910 KESLU
CYHU	H	DEP TO	CYML	JET	RNAV	ANTEG OBRON MOBUB EBMOS IMORI Q910 KESLU
CYHU	L	DEP TO	CYML	NONJET	RNAV	SINRO LOKBU SOKYE T781 IMORI T603 KESLU
CYHU	L	ARR FR	CYND		RNAV	TAKOL T731 EMPEK T709 PIGNA TILUB VIVIP MAIRE
CYHU	H&L	DEP TO	CYND		RNAV	KESKA ALSET THURO
CYHU	H&L	ARR FR	CYOW		RNAV	KODEX EPMOK TALNO VISIX EBDOT KEBGO VOBOK
CYHU	H&L	DEP TO	CYOW		RNAV	KESKA ALSET RIVER ARR
CYHU	H&L	ARR FR	CYQB		RNAV	IKMIK ROGSA VIKBU DURED REXIP KIPAD OKOPO MAIRE
CYHU	H&L	DEP TO	CYQB		RNAV	ADVEM OMVAR ARR

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYHU	H&L	ARR FR	CYRJ		RNAV	LOKBU MAIRE
CYHU	H&L	DEP TO	CYSN	DH8D TYPE OR FASTER, A140 & ABV	RNAV	BOBKI MELTI KEMVI LORKA ILIXU
CYHU	L	DEP TO	CYSN	A120 & BLW	RNAV	TALNO SSENA ALONI OLABA ILIXU
CYHU	L	DEP TO	CYSN	NON JET, A140 & ABV	RNAV	KESKA SAVEX KANUR KEMVI LORKA ILIXU
CYHU	H&L	DEP TO	CYTR	A140 & ABV	RNAV	KESKA SAVEX KANUR KEMVI LORKA YTR
CYHU	L	DEP TO	CYTR	A120 & BLW	RNAV	TALNO SSENA ALONI YTR
CYHU	H&L	DEP TO	CYTZ	DH8D TYPE OR FASTER	RNAV	BOBKI MELTI KEMVI ILIXU ARR
CYHU	H&L	DEP TO	CYTZ	SLOWER THAN DH8D TYPE, A140 & ABV	RNAV	KESKA SAVEX KANUR KEMVI ILIXU ARR
CYHU	L	DEP TO	CYTZ	A120 & BLW	RNAV	TALNO SSENA ALONI OLABA ILIXU
CYHU	L	DEP TO	CYTZ	SINGLE ENGINE A120 & BLW	RNAV	TALNO SSENA ALONI TESUK
CYHU	H	ARR FR	CYUY		RNAV	YUY B7 REZIN Q997 EPRES BEMOG Q919 VIDGO Q911 PIGNA TILUB VIVIP MAIRE
CYHU	L	ARR FR	CYUY		RNAV	YUY B7 REZIN T649 EPRES T717 VIDGO T709 PIGNA TILUB VIVIP MAIRE
CYHU	H	ARR FR	CYVO		RNAV	YVO J567 TAGET Q911 PIGNA TILUB VIVIP MAIRE
CYHU	H	ARR FR	CYVO		RNAV	TAGET Q911 PIGNA TILUB VIVIP MAIRE
CYHU	L	ARR FR	CYVO		RNAV	TAGET T709 PIGNA TILUB VIVIP MAIRE
CYHU	H	DEP TO	CYXU		RNAV	KESKA SAVEX Q806 ILUSI ERBAL YYZ LETOR
CYHU	L	DEP TO	CYXU	A160	RNAV	KESKA SAVEX T614 ILUSI YYZ LETOR
CYHU	L	DEP TO	CYXU	A140 & BLW	RNAV	KESKA SAVEX KANUR LETAK T616 REVUD
CYHU	H&L	ARR FR	CYYY		RNAV	MIVAX IKMIK ROGSA VIKBU DURED REXIP KIPAD OKOPO MAIRE
CYHU	H	DEP TO	CYYY	NONJET	RNAV	SINRO LOKBU SOKYE Q921 IMORI KITOP FLEUR
CYHU	H&L	DEP TO	CYYY	JET	RNAV	ANTEG OBRON MOBUB EBMOS IMORI KITOP FLEUR
CYHU	L	DEP TO	CYYY	NONJET	RNAV	SINRO LOKBU SOKYE T781 IMORI KITOP FLEUR
CYHU	H&L	DEP TO	CYYZ	NONJET	RNAV	KESKA SAVEX KANUR TUKIR
CYHU	H&L	DEP TO	CYYZ	JET	RNAV	BOBKI MELTI TORNI RAGID ARR
CYHU	H&L	ARR FR	CYZV		RNAV	MIVAX IKMIK ROGSA VIKBU DURED REXIP KIPAD OKOPO MAIRE
CYHU	H	DEP TO	CYZV	NONJET	RNAV	SINRO LOKBU SOKYE Q921 IMORI Q910 TABRU
CYHU	H	DEP TO	CYZV	JET	RNAV	ANTEG OBRON MOBUB EBMOS IMORI Q910 TABRU
CYHU	L	DEP TO	CYZV	NONJET	RNAV	SINRO LOKBU SOKYE T781 IMORI T603 KESLU
CYHU	H&L	DEP TO	KALB		RNAV	FAWNS BUGSY ALB
CYHU	H&L	DEP TO	KBDL		RNAV	OVAXO VIRKA BRATS
CYHU	H	DEP TO	KBOS	JET	RNAV	OVAXO VIRKA TEMPR ENE OOSHN ARR
CYHU	H&L	DEP TO	KBTV		RNAV	BTV
CYHU	H&L	DEP TO	KBUF		RNAV	FAWNS BUGSY SYR ROC V510 EHMAN
CYHU	H	DEP TO	KCLE		RNAV	KESKA SAVEX Q806 GGUCE DOZRR BRWNZ ARR
CYHU	H&L	DEP TO	KCVG		RNAV	FAWNS BUGSY SYR JOSSY MAULL KODIE CTW TIGRR ARR
CYHU	H	DEP TO	KDET		RNAV	FAWNS BUGSY SYR COLTS GIGGY ARR

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYHU	H	DEP TO	KDET	FL240 & ABV	RNAV	KESKA SAVEX Q806 BOBTA DERLO PICUP GIGGY ARR
CYHU	H	DEP TO	KDET	FL180 TO FL220	RNAV	KESKA SAVEX Q806 ILUSI YYZ LETOR PICUP GIGGY ARR
CYHU	L	DEP TO	KDET	A140 & BLW	RNAV	KESKA SAVEX T614 PEVNI KENLU T616 REVUD DERLO PICUP GIGGY ARR
CYHU	L	DEP TO	KDET	A160	RNAV	KESKA SAVEX T614 ILUSI YYZ LETOR PICUP GIGGY ARR
CYHU	H	DEP TO	KDTW		RNAV	KESKA SAVEX Q806 BOBTA TPGUN ARR
CYHU	H	DEP TO	KDTW		RNAV	KESKA SAVEX Q806 BOBTA CUUGR ARR
CYHU	H	DEP TO	KDTW		RNAV	FAWNS BUGSY GONZZ DONEO TPGUN ARR
CYHU	H	DEP TO	KDTW		RNAV	FAWNS BUGSY GONZZ DONEO CUUGR ARR
CYHU	H&L	DEP TO	KEWR		RNAV	FAWNS BUGSY HANAA FLOSI ARR
CYHU	H&L	DEP TO	KHPN	N0250 & ABV	RNAV	FAWNS BUGSY NIPPY RIVVR VALRE ARR
CYHU	H&L	DEP TO	KJFK		RNAV	FAWNS BUGSY NIPPY PONCT PUCKY ARR
CYHU	H&L	DEP TO	KLGA		RNAV	FAWNS BUGSY NIPPY ALB VADDR ARR
CYHU	H	DEP TO	KORD		RNAV	KESKA SAVEX KANUR LETAK Q824 FNT WYNDE ARR
CYHU	H&L	DEP TO	KPHL		RNAV	FAWNS BUGSY NIPPY ALB DNY SPUDS ARR
CYHU	H&L	DEP TO	KPHN	NONJET, N0250 & BLW	RNAV	FAWNS BUGSY NIPPY ALB NOBBI ARR
CYHU	H&L	DEP TO	KTEB		RNAV	FAWNS BUGSY HANAA ALB V489 COATE
CYML	H&L	DEP TO W			RNAV	MIVAX
CYMX	H	ARR FR E			RNAV	OBTEK PENTU Q824 URVAS DAXES VIBNU
CYMX	H&L	ARR FR E			RNAV	VIVIL ROGSA URVAS DAXES VIBNU
CYMX	H	ARR FR N			RNAV	OBRET Q816 VIDGO Q911 PIGNA
CYMX	H	ARR FR N			RNAV	OBRET Q816 VIDGO T709 PIGNA
CYMX	L	ARR FR N			RNAV	OBRET T624 VIDGO T709 PIGNA
CYMX	L	ARR FR NE			RNAV	OBTEK PENTU T616 URVAS DAXES VIBNU
CYMX	H	ARR FR NW			RNAV	BEMOG Q919 VIDGO Q911 PIGNA
CYMX	H	ARR FR NW			RNAV	BEMOG Q919 VIDGO T709 PIGNA
CYMX	L	ARR FR NW			RNAV	BEMOG T717 VIDGO T709 PIGNA
CYMX	L	ARR FR NW			RNAV	TAGET T709 PIGNA
CYMX	H&L	ARR FR S			RNAV	PBERG LATTS EBDOT DUNUP
CYMX	H	ARR FR SW			RNAV	ART CURDS DAVDA EPMOK Q955 MITIG
CYMX	L	ARR FR SW			RNAV	ART CURDS DAVDA EPMOK T725 MITIG
CYMX	H	ARR FR W			RNAV	MIGLO Q955 MITIG
CYMX	L	ARR FR W			RNAV	MIGLO T725 MITIG
CYMX	H	DEP TO E		NONJET, FL270 & BLW	RNAV	SINRO LOKBU SOKYE Q921 IMORI Q910 KESLU
CYMX	H	DEP TO E		JET	RNAV	ANTEG OBRON MOBUB EBMOS IMORI KITOP ANCER
CYMX	H	DEP TO E		JET	RNAV	ANTEG OBRON MOBUB EBMOS IMORI KITOP BAREE
CYMX	H	DEP TO E		JET	RNAV	ANTEG OBRON MOBUB EBMOS IMORI KITOP CEFOU
CYMX	H	DEP TO E		JET	RNAV	ANTEG OBRON MOBUB EBMOS IMORI Q910 KESLU
CYMX	H&L	DEP TO E		NONJET	RNAV	SINRO LOKBU NOVID BERUT IGSAS
CYMX	H&L	DEP TO E		JET	RNAV	ANTEG OBRON MOBUB EBMOS IMORI KITOP FLEUR
CYMX	H&L	DEP TO E		NONJET, FL270 & BLW, TRACK NORTH OF VODIX	RNAV	SINRO LOKBU SOKYE KETRU PESAC IMORI KITOP FLEUR

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZUL
AD	**ALT**	**DIRECTION**	**AD**	**LIMITATIONS**	**PROC**	**ROUTE OF FLIGHT**
CYMX	H&L	DEP TO E		NONJET, FL270 & BLW, TRACK VIA VODIX OR SOUTH OF VODIX	RNAV	SINRO LOKBU SOKYE KETRU PESAC IMORI KITOP FLEUR
CYMX	L	DEP TO E		NONJET	RNAV	SINRO LOKBU SOKYE T781 IMORI T603 KESLU
CYMX	H	DEP TO N			RNAV	TAMKO Q903 IKNAR
CYMX	L	DEP TO N			RNAV	TAMKO T705 IKNAR
CYMX	H	DEP TO NE		JET	RNAV	TAMKO IGSAS
CYMX	H&L	DEP TO NE			RNAV	TAMKO ULDON
CYMX	H	DEP TO NW		NONJET	RNAV	KESKA BIPKO Q997 SASID
CYMX	H&L	DEP TO NW		JET	RNAV	KESKA BIPKO IPSAK OMEGI RADEN
CYMX	L	DEP TO NW		NONJET	RNAV	KESKA BIPKO T649 SASID
CYMX	H&L	DEP TO S			RNAV	FAWNS BUGSY
CYMX	H&L	DEP TO SE			RNAV	OVAXO VIRKA
CYMX	H&L	DEP TO SW			RNAV	FAWNS BUGSY SYR
CYMX	H	DEP TO W			RNAV	KESKA SAVEX Q806 TUKIR
CYMX	L	DEP TO W			RNAV	KESKA SAVEX KANUR LETAK
CYMX	L	DEP TO W			RNAV	KESKA SAVEX T614 TUKIR
CYMX	H	DEP TO	CYHM		RNAV	KESKA SAVEX Q806 ILUSI TICAT ARR
CYMX	L	DEP TO	CYHM	A140 & BLW	RNAV	TALNO SSENA ALONI OLABA ILIXU LINNG
CYMX	L	DEP TO	CYHM	A160	RNAV	KESKA SAVEX T614 ILUSI TICAT ARR
CYMX	H	ARR FR	CYOW		RNAV	TAKOL Q941 EMPEK Q911 PIGNA
CYMX	L	ARR FR	CYOW		RNAV	TAKOL T731 EMPEK T709 PIGNA
CYMX	H&L	DEP TO	CYOW		RNAV	KESKA ALSET RIVER ARR
CYMX	H	ARR FR	CYQB		RNAV	PENTU Q824 URVAS DAXES VIBNU
CYMX	L	ARR FR	CYQB		RNAV	PENTU T616 URVAS DAXES VIBNU
CYMX	H&L	DEP TO	CYQB	NONJET	RNAV	SINRO PESAC ARR
CYMX	H&L	DEP TO	CYQB	JET	RNAV	ANTEG OBRON MOBUB PESAC PESAC ARR
CYMX	H&L	DEP TO	CYSN	NON JET, A140 & ABV	RNAV	KESKA SAVEX KANUR KEMVI LORKA ILIXU
CYMX	L	DEP TO	CYSN	A120 & BLW	RNAV	TALNO SSENA ALONI OLABA ILIXU
CYMX	L	DEP TO	CYSN	DH8D TYPE OR FASTER, A140 & ABV	RNAV	BOBKI MELTI KEMVI LORKA ILIXU
CYMX	H&L	DEP TO	CYTZ	DH8D TYPE OR FASTER	RNAV	BOBKI MELTI KEMVI ILIXU ARR
CYMX	H&L	DEP TO	CYTZ	SLOWER THAN DH8D TYPE, A140 & ABV	RNAV	KESKA SAVEX KANUR KEMVI ILIXU ARR
CYMX	H	ARR FR	CYUY		RNAV	YUY B7 REZIN Q997 EPRES BEMOG Q919 VIDGO Q911 PIGNA
CYMX	L	ARR FR	CYUY		RNAV	YUY B7 REZIN T649 EPRES T717 VIDGO T709 PIGNA
CYMX	H	ARR FR	CYVO		RNAV	TAGET Q911 PIGNA
CYMX	L	ARR FR	CYVO		RNAV	TAGET T709 PIGNA
CYMX	H	DEP TO	CYXU		RNAV	KESKA SAVEX Q806 ILUSI ERBAL YYZ LETOR
CYMX	L	DEP TO	CYXU	A160	RNAV	KESKA SAVEX T614 ILUSI YYZ LETOR
CYMX	L	DEP TO	CYXU	A140 & BLW	RNAV	KESKA SAVEX KANUR LETAK T616 REVUD
CYMX	H&L	DEP TO	CYYZ	JET	RNAV	BOBKI MELTI TORNI RAGID ARR
CYMX	L	DEP TO	CYYZ	NONJET	RNAV	KESKA SAVEX T614 TUKIR
CYMX	H	DEP TO	CYZV	NONJET	RNAV	SINRO LOKBU SOKYE Q921 IMORI Q910 TABRU
CYMX	H	DEP TO	CYZV	JET	RNAV	ANTEG OBRON MOBUB EBMOS IMORI Q910 TABRU

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYMX	L	DEP TO	CYZV	NONJET	RNAV	SINRO LOKBU SOKYE T781 IMORI T603 KESLU
CYMX	H&L	DEP TO	KBDL		RNAV	OVAXO VIRKA BRATS
CYMX	H	DEP TO	KBOS	JET	RNAV	OVAXO VIRKA TEMPR ENE OOSHN ARR
CYMX	H&L	DEP TO	KBTV		RNAV	BTV
CYMX	H&L	DEP TO	KBUF		RNAV	FAWNS BUGSY SYR ROC EHMAN
CYMX	H	DEP TO	KCLE		RNAV	KESKA SAVEX Q806 GGUCE DOZRR BRWNZ ARR
CYMX	H&L	DEP TO	KCVG		RNAV	FAWNS BUGSY SYR JOSSY MAULL KODIE CTW TIGRR ARR
CYMX	H	DEP TO	KDET		RNAV	FAWNS BUGSY SYR COLTS GIGGY ARR
CYMX	H	DEP TO	KDET	FL240 & ABV	RNAV	KESKA SAVEX Q806 BOBTA DERLO PICUP GIGGY ARR
CYMX	H	DEP TO	KDET	FL180 TO FL220	RNAV	KESKA SAVEX Q806 ILUSI YYZ LETOR PICUP GIGGY ARR
CYMX	L	DEP TO	KDET	A140 & BLW	RNAV	KESKA SAVEX T614 PEVNI KENLU T616 REVUD DERLO PICUP GIGGY ARR
CYMX	L	DEP TO	KDET	A160	RNAV	KESKA SAVEX T614 ILUSI YYZ LETOR PICUP GIGGY ARR
CYMX	H	DEP TO	KDTW		RNAV	KESKA SAVEX Q806 BOBTA TPGUN ARR
CYMX	H	DEP TO	KDTW		RNAV	KESKA SAVEX Q806 BOBTA CUUGR ARR
CYMX	H&L	DEP TO	KEWR		RNAV	FAWNS BUGSY HANAA FLOSI ARR
CYMX	H&L	DEP TO	KHPN	N0250 & ABV	RNAV	FAWNS BUGSY NIPPY RIVVR VALRE ARR
CYMX	H&L	DEP TO	KHPN	NONJET, N0250 & BLW	RNAV	FAWNS BUGSY NIPPY ALB NOBBI ARR
CYMX	H&L	DEP TO	KJFK		RNAV	FAWNS BUGSY NIPPY PONCT PUCKY ARR
CYMX	H&L	DEP TO	KLGA		RNAV	FAWNS BUGSY NIPPY ALB VADDR ARR
CYMX	H	DEP TO	KORD		RNAV	KESKA SAVEX KANUR LETAK Q824 FNT WYNDE ARR
CYMX	H&L	DEP TO	KPHL		RNAV	FAWNS BUGSY NIPPY ALB DNY SPUDS ARR
CYMX	H&L	DEP TO	KTEB		RNAV	FAWNS BUGSY HANAA ALB V489 COATE
CYND	L	ARR FR E			RNAV	YUL ALSET THURO
CYND	H	ARR FR NE		JET	RNAV	MIVAX PENTU CATOG OBTAX YUL ALSET THURO
CYND	H&L	ARR FR NE		NON JET	RNAV	KESLU BERUT NOSUT ALIDO
CYND	H	ARR FR NW			RNAV	SMARE ONDOB
CYND	L	ARR FR NW			RNAV	ROSVO ONDOB
CYND	L	ARR FR SE			RNAV	BUGSY SSENA TAPVO CYRIL
CYND	L	ARR FR W			RNAV	MIVOK KANIK LANRK VISOL
CYND	H	DEP TO E		JET	RNAV	AVVON Q947 LAFIT RABIK Q951 ANTOV
CYND	H	DEP TO E		NONJET	RNAV	AVVON Q947 REVEN
CYND	L	DEP TO E			RNAV	TAKOL T731 ESTEL
CYND	L	DEP TO E		JET	RNAV	AVVON T737 LAFIT RABIK T739 ANTOV
CYND	L	DEP TO E		NONJET	RNAV	AVVON T737 REVEN
CYND	L	DEP TO N			RNAV	RADEN
CYND	H	DEP TO NW			RNAV	SELES OLIGO Q904 OTONA
CYND	L	DEP TO NW			RNAV	SELES OLIGO T744 OTONA
CYND	L	DEP TO S			RNAV	IKLAX T634 VIBRU ART
CYND	L	DEP TO SE			RNAV	KODEX EPMOK SSENA BUGSY
CYND	L	DEP TO	CYHU		RNAV	TAKOL T731 EMPEK T709 PIGNA TILUB VIVIP MAIRE
CYND	L	DEP TO	CYMX		RNAV	TAKOL T731 EMPEK T709 PIGNA
CYND	H	DEP TO	CYQB		RNAV	TAKOL Q941 AGLUK PESAC ARR

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYND	L	DEP TO	CYQB		RNAV	TAKOL T731 AGLUK PESAC ARR
CYND	H&L	DEP TO	CYUL		RNAV	AVVON ALOET ARR
CYND	H&L	DEP TO	CYYZ	JET	RNAV	TUKIR IMEBA ARR
CYND	H&L	DEP TO	CYYZ	NONJET	RNAV	TUKIR VIBLI ARR
CYOW	H	ARR FR E			RNAV	DERDO Q806 PUPOV VILRO RIVER ARR
CYOW	L	ARR FR E			RNAV	DERDO T614 PUPOV VILRO RIVER ARR
CYOW	H&L	ARR FR N			RNAV	BEMOG LEAMY ARR
CYOW	H	ARR FR NE		JET	RNAV	MIVAX PENTU CATOG RIVER ARR
CYOW	H&L	ARR FR NE		NON JET	RNAV	KESLU BERUT NOSUT ALIDO LEAMY ARR
CYOW	H	ARR FR NW			RNAV	SMARE MEECH ARR
CYOW	L	ARR FR NW			RNAV	ROSVO ONDOB MEECH ARR
CYOW	H&L	ARR FR SE			RNAV	BUGSY DEANS ARR
CYOW	H&L	ARR FR W		NONJET	RNAV	MIVOK CAPITAL ARR
CYOW	H&L	ARR FR W		JET	RNAV	ELSUB CAPITAL ARR
CYOW	H	DEP TO E		FL290 & ABV	RNAV	TAKOL Q941 ESTEL BAREE
CYOW	H	DEP TO E		FL290 & ABV	RNAV	TAKOL Q941 ESTEL CEFOU
CYOW	H	DEP TO E		FL290 & ABV	RNAV	TAKOL Q941 ESTEL MIILS
CYOW	H	DEP TO E		FL290 & ABV	RNAV	TAKOL Q941 ESTEL ANCER
CYOW	H	DEP TO E		JET	RNAV	AVVON Q947 LAFIT RABIK Q951 ANTOV
CYOW	H	DEP TO E		NONJET	RNAV	AVVON Q947 REVEN
CYOW	L	DEP TO E		JET	RNAV	AVVON T737 LAFIT RABIK T739 ANTOV
CYOW	L	DEP TO E		NONJET	RNAV	AVVON T737 REVEN
CYOW	H&L	DEP TO N			RNAV	RADEN
CYOW	H	DEP TO NW			RNAV	SELES OLIGO Q904 ROSVO
CYOW	L	DEP TO NW			RNAV	SELES OLIGO T744 ROSVO
CYOW	H	DEP TO S			RNAV	IKLAX Q844 SYR
CYOW	L	DEP TO S			RNAV	IKLAX T634 VIBRU ART
CYOW	H&L	DEP TO SE			RNAV	KODEX EPMOK SSENA BUGSY
CYOW	H	DEP TO	CYGK		RNAV	LORKA URMUM
CYOW	H	DEP TO	CYHM		RNAV	TUKIR Q806 ILUSI TICAT ARR
CYOW	L	DEP TO	CYHM	A140 & BLW	RNAV	LORKA ILIXU LINNG
CYOW	L	DEP TO	CYHM	A160	RNAV	TUKIR T614 ILUSI TICAT ARR
CYOW	H&L	ARR FR	CYHU		RNAV	ALSET RIVER ARR
CYOW	H&L	DEP TO	CYHU		RNAV	KODEX EPMOK TALNO VISIX EBDOT KEBGO VOBOK
CYOW	H&L	ARR FR	CYMX		RNAV	ALSET RIVER ARR
CYOW	L	DEP TO	CYMX		RNAV	TAKOL T731 EMPEK T709 PIGNA
CYOW	H	DEP TO	CYQA		RNAV	LETAK Q824 DESKI
CYOW	L	DEP TO	CYQA		RNAV	LETAK T616 DESKI
CYOW	H	ARR FR	CYQB		RNAV	IMORI UDBAM DICEN Q878 ALIDO LEAMY ARR
CYOW	L	ARR FR	CYQB		RNAV	IMORI UDBAM DICEN T660 ALIDO LEAMY ARR
CYOW	H	DEP TO	CYQB		RNAV	TAKOL Q941 AGLUK PESAC ARR
CYOW	L	DEP TO	CYQB		RNAV	TAKOL T731 AGLUK PESAC ARR
CYOW	H	DEP TO	CYSN	JET	RNAV	TUKIR Q806 PEVNI
CYOW	H	DEP TO	CYSN	NONJET	RNAV	LORKA ILIXU
CYOW	H&L	ARR FR	CYTR		RNAV	ELSUB CAPITAL ARR
CYOW	H&L	DEP TO	CYTR		RNAV	LORKA YTR
CYOW	H&L	DEP TO	CYTZ	FL220 & BLW	RNAV	APLOV LORKA ILIXU ARR
CYOW	H&L	DEP TO	CYTZ	SINGLE ENGINE	RNAV	APLOV LORKA TESUK
CYOW	H&L	DEP TO	CYUL		RNAV	TAKOL EMPEK LAFLEUR ARR

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYOW	H	DEP TO	CYXU		RNAV	TUKIR Q806 ILUSI YYZ LETOR
CYOW	L	DEP TO	CYXU	A160	RNAV	TUKIR T614 ILUSI YYZ LETOR
CYOW	L	DEP TO	CYXU	A140 & BLW	RNAV	LETAK T616 REVUD
CYOW	H&L	DEP TO	CYYZ	JET	RNAV	TUKIR IMEBA ARR
CYOW	H&L	DEP TO	CYYZ	NONJET	RNAV	TUKIR VIBLI ARR
CYOW	H	DEP TO	KBOS	JET	RNAV	KODEX EPMOK SSENA BUGSY TEMPR ENE OOSHN ARR
CYOW	H	DEP TO	KCLE	FL180 TO FL220	RNAV	TUKIR Q806 BOBTA OLAMO DERLO DOZRR BRWNZ ARR
CYOW	H	DEP TO	KCLE	FL240 & ABV	RNAV	TUKIR Q806 BOBTA DERLO DOZRR BRWNZ ARR
CYOW	L	DEP TO	KCLE	A140 & BLW	RNAV	TUKIR T614 PEVNI KENLU T616 REVUD DERLO DOZRR BRWNZ ARR
CYOW	L	DEP TO	KCLE	A160	RNAV	TUKIR T614 ILUSI BOBTA OLAMO DERLO DOZRR BRWNZ ARR
CYOW	H	DEP TO	KDET	FL180 TO FL220	RNAV	TUKIR Q806 ILUSI YYZ LETOR PICUP GIGGY ARR
CYOW	H	DEP TO	KDET	FL240 & ABV	RNAV	TUKIR Q806 BOBTA DERLO PICUP GIGGY ARR
CYOW	L	DEP TO	KDET	A140 & BLW	RNAV	TUKIR T614 PEVNI KENLU T616 REVUD DERLO PICUP GIGGY ARR
CYOW	L	DEP TO	KDET	A160	RNAV	TUKIR T614 ILUSI YYZ LETOR PICUP GIGGY ARR
CYOW	H	DEP TO	KDTW		RNAV	TUKIR Q806 BOBTA TPGUN ARR
CYOW	H	DEP TO	KDTW		RNAV	TUKIR Q806 BOBTA CUUGR ARR
CYOW	H	DEP TO	KEWR		RNAV	IKLAX Q844 SYR HNK FLOSI ARR
CYOW	H&L	DEP TO	KEWR		RNAV	KODEX EPMOK SSENA BUGSY HANAA ALB V213 SAX
CYOW	L	DEP TO	KEWR		RNAV	IKLAX T634 VIBRU ART SYR HNK V167 HELON V213 SAX
CYOW	H	DEP TO	KORD		RNAV	LETAK Q824 FNT WYNDE ARR
CYOW	H	DEP TO	KPHL		RNAV	IKLAX Q844 SYR CFB SLATT ARR
CYQB	H&L	ARR FR E			RNAV	MIVAX SIMTO SIMTO ARR
CYQB	H&L	ARR FR N			RNAV	IGSAS TADES KAROT ARR
CYQB	H&L	ARR FR NW			RNAV	OLAVO OLAVO ARR
CYQB	H&L	ARR FR S			RNAV	GUBID OMVAR ARR
CYQB	H	ARR FR SW			RNAV	SINRO PESAC ARR
CYQB	H	ARR FR W			RNAV	IPTOS Q921 AGLUK PESAC ARR
CYQB	L	ARR FR W			RNAV	IPTOS T781 AGLUK PESAC ARR
CYQB	H&L	DEP TO E		NONJET, TRACK NORTH OF VODIX	RNAV	FLEUR
CYQB	H&L	DEP TO E		NONJET, TRACK VIA VODIX OR SOUTH OF VODIX	RNAV	FLEUR VODIX
CYQB	H&L	DEP TO N			RNAV	OTPUT IGSAS
CYQB	H	DEP TO NE			RNAV	GADAL Q910 KESLU
CYQB	L	DEP TO NE			RNAV	GADAL T603 KESLU
CYQB	H&L	DEP TO NW			RNAV	IMORI UDBAM DICEN BERUT
CYQB	H	DEP TO S		JET	RNAV	PENTU Q824 CATOG
CYQB	H&L	DEP TO S		NONJET	RNAV	ROGSA MOBAL
CYQB	H&L	DEP TO SE			RNAV	PINTE
CYQB	H&L	DEP TO W			RNAV	IMORI UDBAM DICEN
CYQB	H	DEP TO	CYBC		RNAV	GADAL Q910 YBC
CYQB	L	DEP TO	CYBC		RNAV	GADAL T603 YBC

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYQB	H&L	ARR FR	CYFC		RNAV	OMVAR OMVAR ARR
CYQB	H&L	DEP TO	CYGP		RNAV	FLEUR VODIX OMPOG
CYQB	H&L	ARR FR	CYHU		RNAV	ADVEM OMVAR ARR
CYQB	H&L	DEP TO	CYHU		RNAV	IKMIK ROGSA VIKBU DURED REXIP KIPAD OKOPO MAIRE
CYQB	H	DEP TO	CYML		RNAV	GADAL Q910 KESLU
CYQB	L	DEP TO	CYML		RNAV	GADAL T603 KESLU
CYQB	H&L	ARR FR	CYMX	NONJET	RNAV	SINRO PESAC ARR
CYQB	H&L	ARR FR	CYMX	JET	RNAV	ANTEG OBRON MOBUB PESAC PESAC ARR
CYQB	H	DEP TO	CYMX		RNAV	PENTU T616 URVAS DAXES VIBNU
CYQB	H	DEP TO	CYMX		RNAV	PENTU Q824 URVAS DAXES VIBNU
CYQB	H	ARR FR	CYND		RNAV	TAKOL Q941 AGLUK PESAC ARR
CYQB	L	ARR FR	CYND		RNAV	TAKOL T731 AGLUK PESAC ARR
CYQB	H	DEP TO	CYND		RNAV	IMORI UDBAM DICEN Q878 ALIDO
CYQB	L	DEP TO	CYND		RNAV	IMORI UDBAM DICEN T660 ALIDO
CYQB	H	ARR FR	CYOW		RNAV	TAKOL Q941 AGLUK PESAC ARR
CYQB	L	ARR FR	CYOW		RNAV	TAKOL T731 AGLUK PESAC ARR
CYQB	H	DEP TO	CYOW		RNAV	IMORI UDBAM DICEN Q878 ALIDO LEAMY ARR
CYQB	L	DEP TO	CYOW		RNAV	IMORI UDBAM DICEN T660 ALIDO LEAMY ARR
CYQB	H	DEP TO	CYTZ		RNAV	IMORI UDBAM DICEN Q852 KEMVI ILIXU ARR
CYQB	L	DEP TO	CYTZ		RNAV	IMORI UDBAM DICEN T636 KEMVI ILIXU ARR
CYQB	H&L	ARR FR	CYUL	NONJET	RNAV	SINRO PESAC ARR
CYQB	H&L	ARR FR	CYUL	JET	RNAV	ANTEG OBRON MOBUB PESAC PESAC ARR
CYQB	H&L	DEP TO	CYUL		RNAV	TIBOS ROCKT ARR
CYQB	H&L	DEP TO	CYYY		RNAV	FLEUR
CYQB	H	DEP TO	CYYZ		RNAV	IMORI UDBAM DICEN Q848 LETAK
CYQB	L	DEP TO	CYYZ		RNAV	IMORI UDBAM DICEN T680 LETAK
CYQB	H	DEP TO	CYZV		RNAV	GADAL Q910 TABRU
CYQB	L	DEP TO	CYZV		RNAV	GADAL T603 TABRU
CYQB	H	DEP TO	KBOS	JET	RNAV	PINTE AJJAY OOSHN ARR
CYQB	H&L	DEP TO	KBOS	NONJET	RNAV	ROGSA MOBAL CON TOMIE LWRNC KBOS
CYQB	H	DEP TO	KEWR	JET	RNAV	PENTU Q824 CATOG HANAA FLOSI ARR
CYQB	H&L	DEP TO	KEWR	NONJET	RNAV	ROGSA MOBAL HANAA ALB V213 SAX
CYQB	H	DEP TO	KJFK	JET	RNAV	PENTU Q824 CATOG PONCT PUCKY ARR
CYQB	H&L	DEP TO	KJFK	NONJET	RNAV	ROGSA MOBAL PONCT PUCKY ARR
CYQB	H	DEP TO	KLGA	JET	RNAV	PENTU Q824 CATOG ALB VADDR ARR
CYQB	H&L	DEP TO	KLGA	NONJET, N0250 & BLW	RNAV	ROGSA MOBAL ALB NOBBI ARR
CYQB	H&L	DEP TO	KLGA	NONJET, N0251 & ABV	RNAV	ROGSA MOBAL ALB VADDR ARR
CYQB	H	DEP TO	KORD		RNAV	IMORI UDBAM DICEN Q848 LETAK
CYQB	L	DEP TO	KORD		RNAV	IMORI UDBAM DICEN T680 LETAK
CYRI	L	DEP TO W			RNAV	MIVAX
CYRQ	H&L	DEP TO E			RNAV	PESAC
CYRQ	H&L	DEP TO W			RNAV	NOVID
CYRQ	L	DEP TO	CYHU		RNAV	NOVID LOKBU MAIRE
CYRQ	L	DEP TO	CYMX		RNAV	NOVID LOKBU
CYRQ	L	DEP TO	CYUL		RNAV	PESAC VIVOG ROCKT ARR
CYUL	H&L	ARR FR E		NONJET	RNAV	KEBIG ROCKT ARR
CYUL	H&L	ARR FR E		JET	RNAV	KEBIG ROCKT ARR

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYUL	H&L	ARR FR N			RNAV	OBRET LAFLEUR ARR
CYUL	H	ARR FR NE		JET	RNAV	TIBOS ROCKT ARR
CYUL	H&L	ARR FR NE		NONJET	RNAV	IGSAS OBTEK TIBOS ROCKT ARR
CYUL	H&L	ARR FR NW			RNAV	BEMOG LAFLEUR ARR
CYUL	H&L	ARR FR S			RNAV	PBERG CARTER ARR
CYUL	H&L	ARR FR SW			RNAV	ART IMPACT ARR
CYUL	H&L	ARR FR W			RNAV	MIGLO HABBS ARR
CYUL	H	DEP TO E		FL290 & ABV	RNAV	ANTEG OBRON MOBUB EBMOS IMORI KITOP ANCER
CYUL	H	DEP TO E		FL290 & ABV	RNAV	ANTEG OBRON MOBUB EBMOS IMORI KITOP BAREE
CYUL	H	DEP TO E		FL290 & ABV	RNAV	ANTEG OBRON MOBUB EBMOS IMORI KITOP CEFOU
CYUL	H	DEP TO E		JET	RNAV	ANTEG OBRON MOBUB EBMOS IMORI Q910 KESLU
CYUL	H	DEP TO E		NONJET, FL270 & BLW	RNAV	SINRO LOKBU SOKYE Q921 IMORI Q910 KESLU
CYUL	H	DEP TO E		NONJET, FL270 & BLW, TRACK NORTH OF VODIX	RNAV	SINRO LOKBU SOKYE Q921 IMORI KITOP FLEUR
CYUL	H	DEP TO E		NONJET, FL270 & BLW, TRACK VIA VODIX OR SOUTH OF VODIX	RNAV	SINRO LOKBU SOKYE Q921 IMORI KITOP FLEUR VODIX
CYUL	H	DEP TO E		JET	RNAV	SUXET NOVUN ESRAM RABIK Q951 ANTOV
CYUL	H	DEP TO E		NONJET	RNAV	AVUKA PUXER Q947 REVEN
CYUL	H&L	DEP TO E		JET	RNAV	ANTEG OBRON MOBUB EBMOS IMORI KITOP FLEUR
CYUL	L	DEP TO E		NONJET	RNAV	SINRO LOKBU SOKYE T781 IMORI T603 KESLU
CYUL	L	DEP TO E		NONJET, FL270 & BLW	RNAV	SINRO LOKBU SOKYE T781 IMORI T603 KESLU
CYUL	L	DEP TO E		NONJET, TRACK NORTH OF VODIX	RNAV	SINRO LOKBU SOKYE T781 IMORI KITOP FLEUR
CYUL	L	DEP TO E		NONJET, TRACK VIA VODIX OR SOUTH OF VODIX	RNAV	SINRO LOKBU SOKYE T781 IMORI KITOP FLEUR VODIX
CYUL	L	DEP TO E		JET	RNAV	SUXET NOVUN ESRAM RABIK T739 ANTOV
CYUL	L	DEP TO E		NONJET	RNAV	AVUKA PUXER T737 REVEN
CYUL	H	DEP TO N			RNAV	TAMKO Q903 IKNAR
CYUL	L	DEP TO N			RNAV	TAMKO T705 IKNAR
CYUL	H	DEP TO NE		JET	RNAV	TAMKO IGSAS
CYUL	H&L	DEP TO NE		NONJET	RNAV	SINRO LOKBU NOVID BERUT IGSAS
CYUL	H&L	DEP TO NE			RNAV	TAMKO ULDON
CYUL	H	DEP TO NW		NONJET	RNAV	KESKA BIPKO Q997 SASID
CYUL	H&L	DEP TO NW		JET	RNAV	KESKA BIPKO IPSAK OMEGI RADEN
CYUL	L	DEP TO NW		NONJET	RNAV	KESKA BIPKO T649 SASID
CYUL	H&L	DEP TO S			RNAV	FAWNS BUGSY
CYUL	H&L	DEP TO SE			RNAV	OVAXO VIRKA
CYUL	H&L	DEP TO SW			RNAV	FAWNS BUGSY SYR
CYUL	H	DEP TO W			RNAV	KESKA SAVEX Q806 TUKIR
CYUL	H&L	DEP TO W			RNAV	KESKA SAVEX KANUR LETAK
CYUL	L	DEP TO W			RNAV	KESKA SAVEX T614 TUKIR
CYUL	H&L	ARR FR	CYBC		RNAV	MIVAX OBTEK TIBOS ROCKT ARR

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYUL	H	DEP TO	CYBC	NONJET	RNAV	SINRO LOKBU SOKYE Q921 IMORI Q910 KESLU
CYUL	H	DEP TO	CYBC	JET	RNAV	ANTEG OBRON MOBUB EBMOS IMORI Q910 KESLU
CYUL	L	DEP TO	CYBC	NONJET	RNAV	SINRO LOKBU SOKYE T781 IMORI T603 KESLU
CYUL	H	DEP TO	CYBG	JET	RNAV	TAMKO IGSAS
CYUL	H&L	DEP TO	CYBG	NON JET	RNAV	SINRO LOKBU NOVID BERUT IGSAS
CYUL	H&L	ARR FR	CYDO	JET	RNAV	OBRET LAFLEUR ARR
CYUL	H&L	ARR FR	CYDO	NONJET	RNAV	BERUT VIVOG ROCKT ARR
CYUL	H	DEP TO	CYFJ		RNAV	KESKA BIPKO Q997 BOKLU
CYUL	L	DEP TO	CYFJ		RNAV	KESKA BIPKO T649 BOKLU
CYUL	H&L	DEP TO	CYGK	A140 & ABV	RNAV	KESKA SAVEX KANUR KEMVI LORKA
CYUL	L	DEP TO	CYGK	A120 & BLW	RNAV	TALNO SSENA ALONI OLABA URMUM
CYUL	H&L	ARR FR	CYGP		RNAV	MIVAX OBTEK TIBOS ROCKT ARR
CYUL	H	DEP TO	CYGP	NONJET	RNAV	SINRO LOKBU SOKYE Q921 IMORI KITOP FLEUR VODIX OMPOG
CYUL	H&L	DEP TO	CYGP	JET	RNAV	ANTEG OBRON MOBUB EBMOS IMORI KITOP FLEUR VODIX OMPOG
CYUL	L	DEP TO	CYGP	NONJET	RNAV	SINRO LOKBU SOKYE T781 IMORI KITOP FLEUR VODIX OMPOG
CYUL	H	DEP TO	CYHM		RNAV	KESKA SAVEX Q806 ILUSI TICAT ARR
CYUL	L	DEP TO	CYHM	A140 & BLW	RNAV	TALNO SSENA ALONI OLABA ILIXU LINNG
CYUL	L	DEP TO	CYHM	A160	RNAV	KESKA SAVEX T614 ILUSI TICAT ARR
CYUL	H&L	ARR FR	CYLQ	NONJET	RNAV	VIVOG ROCKT ARR
CYUL	H&L	ARR FR	CYML		RNAV	MIVAX OBTEK TIBOS ROCKT ARR
CYUL	H	DEP TO	CYML	NONJET	RNAV	SINRO LOKBU SOKYE Q921 IMORI Q910 KESLU
CYUL	H	DEP TO	CYML	JET	RNAV	ANTEG OBRON MOBUB EBMOS IMORI Q910 KESLU
CYUL	L	DEP TO	CYML	NONJET	RNAV	SINRO LOKBU SOKYE T781 IMORI T603 KESLU
CYUL	L	DEP TO	CYML	JET	RNAV	ANTEG OBRON MOBUB EBMOS IMORI T603 KESLU
CYUL	H&L	ARR FR	CYND		RNAV	AVVON ALOET ARR
CYUL	H&L	DEP TO	CYND		RNAV	KESKA ALSET THURO
CYUL	H&L	DEP TO	CYOW		RNAV	KESKA ALSET RIVER ARR
CYUL	H&L	ARR FR	CYQB		RNAV	IGTER ROCKT ARR
CYUL	H&L	DEP TO	CYQB	NONJET	RNAV	SINRO PESAC ARR
CYUL	H&L	DEP TO	CYQB	JET	RNAV	ANTEG OBRON MOBUB PESAC PESAC ARR
CYUL	H&L	ARR FR	CYRJ	JET	RNAV	OBRET LAFLEUR ARR
CYUL	H&L	ARR FR	CYRJ	NONJET	RNAV	BERUT VIVOG ROCKT ARR
CYUL	H&L	DEP TO	CYSN	DH8D TYPE OR FASTER, A140 & ABV	RNAV	BOBKI MELTI KEMVI LORKA ILIXU
CYUL	H&L	DEP TO	CYSN	NON JET, A140 & ABV	RNAV	KESKA SAVEX KANUR KEMVI LORKA ILIXU
CYUL	L	DEP TO	CYSN	A120 & BLW	RNAV	TALNO SSENA ALONI OLABA ILIXU
CYUL	H&L	ARR FR	CYTF		RNAV	IGSAS OBTEK TIBOS ROCKT ARR
CYUL	H&L	DEP TO	CYTR	A140 & ABV	RNAV	KESKA SAVEX KANUR KEMVI LORKA YTR
CYUL	L	DEP TO	CYTR	A120 & BLW	RNAV	TALNO SSENA ALONI YTR
CYUL	H&L	DEP TO	CYTZ	DH8D TYPE OR FASTER	RNAV	BOBKI MELTI KEMVI ILIXU ARR
CYUL	H&L	DEP TO	CYTZ	SLOWER THAN DH8D TYPE, A140 & ABV	RNAV	KESKA SAVEX KANUR KEMVI ILIXU ARR

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYUL	L	DEP TO	CYTZ	A120 & BLW	RNAV	TALNO SSENA ALONI OLABA ILIXU
CYUL	L	DEP TO	CYTZ	SINGLE ENGINE A120 & BLW	RNAV	TALNO SSENA ALONI TESUK
CYUL	H	ARR FR	CYUY		RNAV	YUY B7 REZIN Q997 EPRES BEMOG LAFLEUR ARR
CYUL	L	ARR FR	CYUY		RNAV	YUY B7 REZIN T649 EPRES BEMOG LAFLEUR ARR
CYUL	H&L	ARR FR	CYVO		RNAV	TAGET IKMOL LAFLEUR ARR
CYUL	H	DEP TO	CYXU		RNAV	KESKA SAVEX Q806 ILUSI ERBAL YYZ LETOR
CYUL	L	DEP TO	CYXU	A160	RNAV	KESKA SAVEX T614 ILUSI YYZ LETOR
CYUL	L	DEP TO	CYXU	A140 & BLW	RNAV	KESKA SAVEX KANUR LETAK T616 REVUD
CYUL	H&L	ARR FR	CYYY		RNAV	MIVAX OBTEK TIBOS ROCKT ARR
CYUL	H	DEP TO	CYYY	NONJET	RNAV	SINRO LOKBU SOKYE Q921 IMORI KITOP FLEUR
CYUL	H&L	DEP TO	CYYY	JET	RNAV	ANTEG OBRON MOBUB EBMOS IMORI KITOP FLEUR
CYUL	L	DEP TO	CYYY	NONJET	RNAV	SINRO LOKBU SOKYE T781 IMORI KITOP FLEUR
CYUL	H&L	DEP TO	CYYZ	JET	RNAV	BOBKI MELTI TORNI RAGID ARR
CYUL	H&L	DEP TO	CYYZ	NONJET	RNAV	KESKA SAVEX KANUR TUKIR UDNOX ARR
CYUL	H&L	ARR FR	CYZV		RNAV	MIVAX OBTEK TIBOS ROCKT ARR
CYUL	H	DEP TO	CYZV	NONJET	RNAV	SINRO LOKBU SOKYE Q921 IMORI Q910 KESLU
CYUL	H	DEP TO	CYZV	JET	RNAV	ANTEG OBRON MOBUB EBMOS IMORI Q910 KESLU
CYUL	L	DEP TO	CYZV	NONJET	RNAV	SINRO LOKBU SOKYE T781 IMORI T603 KESLU
CYUL	H&L	ARR FR	CZBF	NONJET	RNAV	TIBOS ROCKT ARR
CYUL	H&L	DEP TO	KALB		RNAV	FAWNS BUGSY ALB
CYUL	H&L	DEP TO	KBDL		RNAV	OVAXO VIRKA BRATS
CYUL	H	DEP TO	KBOS	JET	RNAV	OVAXO VIRKA TEMPR ENE OOSHN ARR
CYUL	H&L	DEP TO	KBTV		RNAV	BTV
CYUL	H&L	DEP TO	KBUF		RNAV	FAWNS BUGSY SYR ROC EHMAN
CYUL	H	DEP TO	KCLE		RNAV	KESKA SAVEX Q806 GGUCE DOZRR BRWNZ ARR
CYUL	H&L	DEP TO	KCVG		RNAV	FAWNS BUGSY SYR JOSSY MAULL KODIE CTW TIGRR ARR
CYUL	H	DEP TO	KDET		RNAV	FAWNS BUGSY SYR COLTS GIGGY ARR
CYUL	H	DEP TO	KDET	FL240 & ABV	RNAV	KESKA SAVEX Q806 BOBTA DERLO PICUP GIGGY ARR
CYUL	H	DEP TO	KDET	FL180 TO FL220	RNAV	KESKA SAVEX Q806 ILUSI YYZ LETOR PICUP GIGGY ARR
CYUL	L	DEP TO	KDET	A140 & BLW	RNAV	KESKA SAVEX T614 PEVNI KENLU T616 REVUD DERLO PICUP GIGGY ARR
CYUL	L	DEP TO	KDET	A160	RNAV	KESKA SAVEX T614 ILUSI YYZ LETOR PICUP GIGGY ARR
CYUL	H	DEP TO	KDTW		RNAV	KESKA SAVEX Q806 BOBTA TPGUN ARR
CYUL	H	DEP TO	KDTW		RNAV	KESKA SAVEX Q806 BOBTA CUUGR ARR
CYUL	H	DEP TO	KDTW		RNAV	FAWNS BUGSY GONZZ DONEO TPGUN ARR
CYUL	H	DEP TO	KDTW		RNAV	FAWNS BUGSY GONZZ DONEO CUUGR ARR
CYUL	H&L	DEP TO	KEWR		RNAV	FAWNS BUGSY HANAA FLOSI ARR
CYUL	H&L	DEP TO	KHPN	N0250 & ABV	RNAV	FAWNS BUGSY NIPPY RIVVR VALRE ARR
CYUL	H&L	DEP TO	KHPN	NONJET, N0250 & BLW	RNAV	FAWNS BUGSY NIPPY ALB NOBBI ARR

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZUL
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYUL	H&L	DEP TO	KJFK		RNAV	FAWNS BUGSY NIPPY PONCT PUCKY ARR
CYUL	H&L	DEP TO	KLGA		RNAV	FAWNS BUGSY NIPPY ALB VADDR ARR
CYUL	H	DEP TO	KORD		RNAV	KESKA SAVEX KANUR LETAK Q824 FNT WYNDE ARR
CYUL	H&L	DEP TO	KPHL		RNAV	FAWNS BUGSY NIPPY ALB DNY SPUDS ARR
CYUL	H&L	DEP TO	KTEB		RNAV	FAWNS BUGSY HANAA ALB V489 COATE
CYUY	H&L	ARR FR E			RNAV	YVO V372 YUY
CYUY	H&L	ARR FR SE			RNAV	REZIN B7 YUY
CYUY	H&L	DEP TO E			RNAV	YUY YVO
CYUY	H&L	DEP TO SE			RNAV	YUY B7 REZIN
CYUY	H&L	ARR FR	CYQB		RNAV	IMORI UDBAM DICEN BERUT YVO V372 YUY
CYVB	H	DEP TO W			RNAV	MIVAX
CYVO	H&L	DEP TO	CYQB		RNAV	OLAVO OLAVO ARR
CYVO	H&L	DEP TO	CYUL		RNAV	TAGET IKMOL LAFLEUR ARR
CYYY	H&L	ARR FR W			RNAV	FLEUR T660 KISUV
CYYY	H&L	DEP TO W		A120 & ABV	RNAV	MIVAX
CYYY	L	DEP TO W		A100 & BLW		KISUV T660 ANATI MIVAX
CYZV	H	ARR FR W			RNAV	KESLU Q910 TABRU
CYZV	L	ARR FR W			RNAV	KESLU T603 TABRU
CYZV	H&L	DEP TO SW		A120 & ABV	RNAV	MIVAX
CYZV	L	DEP TO SW		A100 & BLW		TABRU T603 YBC T677 MIVAX
CYZV	L	DEP TO	CYBC		RNAV	TABRU T603 YBC
CYZV	L	DEP TO	CYBG		RNAV	TABRU T603 YBC KAVMU
CYZV	L	DEP TO	CYRC		RNAV	TABRU T603 YBC KAVMU
CZBM	H	DEP TO W			RNAV	RABIK VILRO SAVEX Q806 TUKIR
CZBM	L	DEP TO W			RNAV	RABIK VILRO SAVEX T614 TUKIR
CZBM	H&L	DEP TO	CYHU		RNAV	RABIK REXIP KIPAD IKLUK MAIRE
CZBM	H&L	DEP TO	CYUL		RNAV	RABIK XOVOL ROCKT ARR

OVERFLIGHTS						CZUL
DIRECTION	ALT	NAVAID	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
E-BOUND	H	IPTOS			RNAV	IPTOS Q921 AGLUK ANCER
E-BOUND	H	IPTOS			RNAV	IPTOS Q921 AGLUK BAREE
E-BOUND	H	IPTOS			RNAV	IPTOS Q921 AGLUK CEFOU
E-BOUND	H	IPTOS		FL270 & BLW, TRACK VIA VODIX OR SOUTH OF VODIX	RNAV	IPTOS Q921 IMORI KITOP FLEUR VODIX
E-BOUND	H	IPTOS		FL270 & BLW, TRACK NORTH OF VODIX	RNAV	IPTOS Q921 IMORI KITOP FLEUR
E-BOUND	H	IPTOS		FL270 & BLW	RNAV	IPTOS Q921 IMORI Q910 KESLU
E-BOUND	H	LORKA			RNAV	LORKA Q907 MIILS
E-BOUND	L	MIVOK		A130 & BLW	RNAV	MIVOK T749 SOKYE T781 IMORI T603 YBC
E-BOUND	L	MIVOK		A130 & BLW, TRACK VIA VODIX OR SOUTH OF VODIX	RNAV	MIVOK T749 SOKYE T781 IMORI T660 FLEUR VODIX
E-BOUND	L	MIVOK		A130 & BLW, TRACK NORTH OF VODIX	RNAV	MIVOK T749 SOKYE T781 IMORI T660 FLEUR
E-BOUND	L	NOPOT		A110 & BLW	RNAV	NOPOT TALNO RABIK ANTOV
E-BOUND	H	OLABA			RNAV	OLABA Q951 TALNO Q929 TOXAL
E-BOUND	L	OLABA			RNAV	OLABA T739 EPTUL T721 TOXAL
E-BOUND	H	ROSVO		FL290 & ABV	RNAV	ROSVO ANCER

OVERFLIGHTS (Cont'd)						CZUL
DIRECTION	ALT	NAVAID	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
E-BOUND	H	ROSVO		FL290 & ABV	RNAV	ROSVO BAREE
E-BOUND	H	ROSVO		FL290 & ABV	RNAV	ROSVO CEFOU
W-BOUND	H	ANATI		FL290 & ABV	RNAV	ANATI POLTY
W-BOUND	H	ANATI		FL290 & ABV	RNAV	ANATI ROSVO
W-BOUND	H	ANATI		FL290 & ABV	RNAV	ANATI KAPUX
W-BOUND	L	ANTOV		A120 & BLW	RNAV	ANTOV TOXAL T721 TALNO T739 OLABA
W-BOUND	H&L	ART			RNAV	ART IGSAP
W-BOUND	H&L	BTV			RNAV	BUGSY SSENA ALONI OLABA IGSAP RAGID ARRIVAL
W-BOUND	H&L	CYGK		OVERFLYING YYZ AREA	RNAV	AGNOB
W-BOUND	H	DERDO			RNAV	DERDO Q806 TUKIR
W-BOUND	H	DERDO			RNAV	DERDO Q806 KANUR LETAK
W-BOUND	H	DERDO			RNAV	DERDO Q806 KANUR Q852 KEMVI ILIXU ARR
W-BOUND	L	DERDO			RNAV	DERDO T614 TUKIR
W-BOUND	L	DERDO			RNAV	DERDO T614 KANUR LETAK
W-BOUND	L	DERDO			RNAV	DERDO T614 KANUR T636 KEMVI ILIXU ARR
W-BOUND	H&L	KBTV			RNAV	BUGSY SSENA ALONI SANIN DEDKI
W-BOUND	H&L	KPLB			RNAV	BUGSY SSENA ALONI SANIN DEDKI
W-BOUND	H	MIILS		F290 & ABV	RNAV	MIILS LETAK
W-BOUND	H&L	PBERG			RNAV	BUGSY SSENA ALONI OLABA IGSAP RAGID ARRIVAL
W-BOUND	H	YBC		FL290 & ABV	RNAV	YBC POLTY
W-BOUND	H	YBC		FL290 & ABV	RNAV	YBC ROSVO
W-BOUND	H	YBC		FL290 & ABV	RNAV	YBC IGSAS KAPUX
W-BOUND	H		CYTR		RNAV	MATOR Q852 KEMVI LORKA YTR
W-BOUND	L		CYTR		RNAV	MATOR T636 KEMVI LORKA YTR

CZQM MONCTON FIR

FROM LOCATION TO LOCATION OR DIRECTION						CZQM
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYHZ	H&L	ARR FR E		N OF CYQY/SASUG	RNAV	CAYLY CABOT ARR
CYHZ	H&L	ARR FR E		CYQY/SASUG OR S	RNAV	AGMIR LIRLA ARR
CYHZ	H&L	ARR FR NE			RNAV	CAYLY CABOT ARR
CYHZ	H&L	ARR FR NW			RNAV	EBONY FUNDY ARR
CYHZ	H&L	ARR FR NW		JET	RNAV	OMVEV MINAS ARR
CYHZ	L	ARR FR NW			RNAV	OMVEV MINAS ARR
CYHZ	H&L	ARR FR S			RNAV	ELERI PEGGY ARR
CYHZ	H&L	ARR FR SE			RNAV	AGMIR LIRLA ARR
CYHZ	H&L	ARR FR W			RNAV	ALLEX FUNDY ARR
CYHZ	H&L	ARR FR W			RNAV	TUSKY PEGGY ARR
CYHZ	H&L	DEP TO E			RNAV	IGTAS NOTOP
CYHZ	H&L	DEP TO NE			RNAV	KATLO
CYHZ	H&L	DEP TO NW		JET	RNAV	KELNO MOWND
CYHZ	H&L	DEP TO NW		NON-JET	RNAV	DUSEN TOPPS
CYHZ	H&L	DEP TO NW			RNAV	KELNO EMLOB
CYHZ	H&L	DEP TO W		50 NM OF LAND	RNAV	SENVI VIGMA ALLEX
CYHZ	H&L	DEP TO W			RNAV	ACADN DUVIN
CYHZ	H&L	DEP TO	CYMX	JET	RNAV	KELNO Q806 MLT VIVIL

FROM LOCATION TO LOCATION OR DIRECTION (Cont'd)						CZQM
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYHZ	H&L	DEP TO	CYMX	NON-JET	RNAV	DUSEN TOPPS VIVIL
CYHZ	H	DEP TO	CYOW	JET	RNAV	KELNO Q806 MLT DERDO
CYHZ	H&L	DEP TO	CYOW	NON-JET	RNAV	DUSEN TOPPS DERDO
CYHZ	H	DEP TO	CYUL	JET	RNAV	KELNO Q806 MLT KEBIG
CYHZ	H&L	DEP TO	CYUL	NON-JET	RNAV	DUSEN TOPPS KEBIG
CYHZ	H	DEP TO	CYYT	50 NM OF LAND	RNAV	IGTAS NOTOP Q846 TIGOR
CYHZ	H	DEP TO	CYYT		RNAV	IGTAS NOTOP Q806 PERLU
CYHZ	L	DEP TO	CYYT	50 NM OF LAND	RNAV	IGTAS NOTOP T783 TIGOR
CYHZ	L	DEP TO	CYYT		RNAV	IGTAS NOTOP PERLU
CYHZ	H	DEP TO	CYYZ	JET	RNAV	KELNO Q806 MLT DERDO
CYHZ	H&L	DEP TO	CYYZ	NON-JET	RNAV	DUSEN TOPPS DERDO
CYHZ	H&L	DEP TO	KBGR		RNAV	DUSEN KEGRI LEXIV
CYHZ	H	DEP TO	KLGA	FL250 & ABV	RNAV	SENVI Q846 VIGMA ALLEX Q822 ENE ALB VADDR ARR
CYQM	H&L	ARR FR SW			RNAV	VITUX
CYQM	H	ARR FR W			RNAV	DANOL Q951 PUXOP
CYQM	L	ARR FR W			RNAV	DANOL T739 PUXOP
CYQM	H&L	DEP TO	CYMX		RNAV	BEMEK VIVIL
CYQM	H&L	DEP TO	CYUL		RNAV	BEMEK KEBIG
CYQM	H&L	DEP TO	CYYZ		RNAV	BEMEK DERDO
CYQM	H&L	DEP TO	KBGR		RNAV	VITUX
CYSJ	H&L	ARR FR NW				VITUX
CYSJ	H&L	DEP TO N				MUSAD
CYSJ	H&L	DEP TO N				VITUX EPNOG
CYSJ	H&L	DEP TO N		CYR721 ACTIVE		NOROD
CYSJ	H&L	DEP TO NW				VITUX
CYSJ	H&L	DEP TO NW		CYR720 ACTIVE		VITUX MOWND
CYYG	H	ARR FR W			RNAV	DANOL Q951 IKURO
CYYG	L	ARR FR W			RNAV	DANOL T739 ITPAX T698 IKURO
CYYG	H	DEP TO	CYUL		RNAV	IKURO Q858 DULBA KEBIG
CYYG	L	DEP TO	CYUL		RNAV	IKURO T735 DULBA KEBIG
CYYG	H	DEP TO	CYYZ		RNAV	IKURO Q858 DULBA DERDO
CYYG	L	DEP TO	CYYZ		RNAV	IKURO T735 DULBA DERDO
CYYG	H&L	DEP TO	KBGR		RNAV	VITUX

CZQX GANDER FIR

FROM LOCATION TO LOCATION OR DIRECTION						CZQX
AD	ALT	DIRECTION	AD	LIMITATIONS	PROC	ROUTE OF FLIGHT
CYYT	H&L	ARR FR NW			RNAV	MIVAD AVALON ARR
CYYT	H&L	ARR FR W		50NM FROM LAND	RNAV	TIGOR TIGOR ARR
CYYT	H&L	ARR FR W			RNAV	PERLU BURIN ARR
CYYT	H&L	DEP TO W			RNAV	TEXED
CYYT	H&L	DEP TO	CYHZ		RNAV	TEXED SILRO CAYLY
CYYT	H&L	DEP TO	CYHZ		RNAV	TEXED AGMIR

FIXED RNAV ROUTES

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
L600	TABRU, QC, intxn	N50 13.9	W066 16.4			
	To ALKOB, QC, intxn	N51 28.8	W064 01.5		065°	114
	To Goose NL, VOR	N53 19.2	W060 17.6		068°	176
L602	TABRU, QC, intxn	N50 13.9	W066 16.4			
	To PEKRO, NL intxn	N53 09.4	W064 06.2		042°	193
L603	Whitehorse YT, VOR/DME	N60 37.1	W135 08.3			
	To ILUPO, YT intxn	N61 06.9	W135 39.8		314°	34
	Dawson City YT, NDB	N64 01.7	W139 10.1		314°	200
L604	Whitehorse YT, VOR/DME	N60 37.1	W135 08.3			
	To AVTAV, YT intxn	N62 12.7	W133 23.2		005°	108
L605	XULDU, NU intxn	N74 43.0	W094 58.2			
	To EMETO, NU intxn	N73 10.0	W085 48.1		117°T	179
	To NANSA, NU intxn	N73 00.4	W085 02.8		126°T	16
	To ALETU, NU intxn	N72 43.4	W078 30.9		095°T	117
	To SATAX, NU intxn	N72 41.4	W077 58.1		101°T	10
L606	KEMGI, YT intxn	N60 23.6	W134 39.7			
	To LEXUB, YT intxn	N60 24.5	W133 49.8		069°	25
	To CANYO, YT intxn	N60 25.4	W132 24.1		070°	43
L607	IRGIP, YT intxn	N60 02.7	W134 10.5			
	To ANTUT, YT intxn	N60 08.4	W134 18.5		306°	7
	To KEMGI, YT intxn	N60 23.6	W134 39.7		306°	19
L608	ERDIK, QC, intxn	N58 03.4	W068 29.2			
	To NOROL, QC, intxn	N61 02.6	W069 37.6		12°	183
	To OMIVO, NU, intxn	N63 44.0	W068 32.9		34°	165
L619	ERDIK, QC, intxn	N58 03.4	W068 29.2			
	To AGBIX, QC, intxn	N60 03.1	W077 17.3		319°	298
	To PIBRO, QC, intxn	N60 49.1	W078 08.9		351°	53
	To EBLAL, QC, intxn	N62 25.0	W077 55.5		023°	96
L627	OTPAN, QC, intxn	N52 13.8	W078 31.1			
	To MERNU, QC, intxn	N53 00.5	W078 49.5		360°	48
L630	TABRU, QC, intxn	N50 13.9	W066 16.4			
	To KEKNA, QC, intxn	N50 09.5	W065 57.6		128°	13
	To MOBEG, QC, intxn	N49 50.2	W064 17.3		124°	67
L632	IGSAS, QC intxn	N48 01.0	W071 16.2			
	To VUCAN, QC intxn	N49 53.9	W071 15.2		017°	113
	To AGLOL, QC intxn	N53 42.7	W073 42.2		356°	247
L633	Wabush, NL, VOR/DME	N52 57.6	W066 51.2			
	To PUVOK, QC intxn	N54 48.9	W066 45.3		021°	112
	To ERDIK, QC intxn	N58 03.4	W068 29.2		004°	203
L634	NOROL, QC intxn	N61 02.6	W069 37.6			
	To AMILI, QC intxn	N60 01.5	W070 00.3		213°	62
	To DUMRU, QC intxn	N58 40.3	W069 56.8		202°	82
	To ERDIK, QC intxn	N58 03.4	W068 29.2		150°	59
	To IKBIB, QC intxn	N58 42.4	W065 59.4		085°	88

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
L636	MELBI, NT intxn	N66 14.4	W128 38.9			
	To MEKTA, NT intxn	N67 21.6	W134 33.8		278°	156
	To ALTIG, NT intxn	N68 18.2	W133 29.0		002°	62
L638	OMVEG, ON intxn	N50 06.8	W091 54.3			
	To BEXOV, ON intxn	N50 17.6	W088 54.6		085°	116
	To XEXUL, ON intxn	N50 11.0	W086 41.8		098°	85
	To SASOB, ON intxn	N49 24.7	W082 28.2		111°	171
L640	ITBIN, ON intxn	N51 04.0	W093 47.6			
	To MUVUR, ON intxn	N51 49.2	W093 58.4		352°	46
	To AXENO, ON intxn	N52 39.4	W094 03.7		356°	50
	To NOTUG, MB intxn	N53 51.4	W094 39.2		344°	75
L643	TAGIS, QC intxn	N61 35.3	W071 55.8			
	To ULBOD, NU intxn	N62 50.9	W069 52.6		060°	95
	To DAJIM, NU intxn	N63 45.4	W068 33.4		058°	65
L646	EMBES, QC intxn	N48 32.7	W072 17.7			
	To VUCAN, QC intxn	N49 53.9	W071 15.2		042°	91
L647	EPSET, BC intxn	N58 25.3	W130 01.9			
	To Watson Lake, YT VOR/DME	N60 05.2	W128 51.5		360°	106
	To Fort Simpson, NT VOR/DME	N61 46.4	W121 17.9		043°	243
L648	OLARU, YT intxn	N62 28.9	W141 00.0			
	To KEKDO, YT intxn	N62 02.3	W140 11.7		121°	35
	To IGSOM, YT intxn	N61 22.2	W139 02.4		122°	52
	To Whitehorse, YT VOR/DME	N60 37.1	W135 08.3		091°	123
L650	Whitehorse, YT VOR/DME	N60 37.1	W135 08.3			
	To VOBUN, YT intxn	N61 11.9	W135 16.4		335°	35
	To Mayo, YT NDB	N63 37.7	W135 53.7		335°	147
L651	KIROD, MB, intxn	N53 57.5	W097 50.6			
	To Gillam, MB, NDB	N56 21.2	W094 42.0		032°	180
L653	LENUT, QC intxn	N58 28.3	W078 04.6			
	To ERDIK, QC intxn	N58 03.4	W068 29.2		108°	305
L657	NUDOV, QC, intxn	N50 28.1	W059 38.2			
	To SUSUB, NL, intxn	N53 19.2	W060 25.6		010°	174
	To TIGIP, NL, intxn	N55 26.9	W060 13.7		023°	128
L658	ANATI, QC, intxn	N47 45.4	W069 35.3			
	To LEXEN, NB, intxn	N47 59.5	W066 19.8		099°	132
	To OVIXI, NB, intxn	N47 00.3	W065 27.4		166°	69
L659	Baker Lake, NU, NDB	N64 19.3	W096 06.3			
	To SUVDI, NU, intxn	N63 20.8	W090 43.9		110°T	154
	To Coral Harbour, NU, NDB	N64 08.9	W083 18.3		073°T	204
L660	BILII, ON, intxn	N49 01.3	W088 15.7			
	To EPTOS, ON, intxn	N49 46.2	W086 59.1		052°	67
L669	TEXEX, QC intxn	N55 16.9	W077 45.9			
	To ERDIK, QC intxn	N58 03.4	W068 29.2		073°	349

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
L684	Coral Harbour, NU, NDB	N64 08.9	W083 18.3			
	To VIPDI, NU intxn	N66 31.2	W086 13.5		334°T	161
L686	Can/USA bdry	N59 38.4	W136 05.7			
	To IGSOM, YT intxn	N61 22.2	W139 02.4		302°	136
L688	Rouyn, QC, NDB	N48 10.4	W078 56.3			
	To BIPLI, QC, intxn	N49 00.4	W078 18.4		038°	56
	To DUVKI, QC, intxn	N49 43.4	W077 44.5		039°	49
	To BEVIX, QC, intxn	N51 41.3	W076 08.1		040°	133
	To AGLOL, QC, intxn	N53 42.7	W073 42.2		050°	150
	To ERDIK, QC, intxn	N58 03.4	W068 29.2		049°	315
	To MEPNI, QC, intxn	N59 18.2	W069 36.0		358°	83
	To AMILI, QC, intxn	N60 01.5	W070 00.3		007°	45
L694	HELVE, AB intxn	N56 13.6	W117 26.9			
	To OVATU, AB intxn	N58 29.5	W119 24.4		320°	150
	To MEVMA, BC intxn	N58 50.2	W122 35.8		266°	102
L703	IKLIX, SK, intxn	N59 33.3	W108 31.1			
	To Stony Rapids, SK, NDB	N59 15.3	W105 49.9		273°	84
L704	Chiboo (Chapais), QC, NDB	N49 48.0	W074 29.7			
	To AGLOL, QC, intxn	N53 42.7	W073 42.2		022°	237
	To TEXEX, QC, intxn	N55 16.9	W077 45.9		322°	171
	To LENUT, QC, intxn	N58 28.3	W078 04.6		012°	192
L705	EBLAL, QC intxn	N62 25.0	W077 55.5			
	To LEXIG, QC intxn	N62 10.8	W075 40.0		123°	65
	To TAGIS, QC intxn	N61 35.3	W071 55.8		129°	112
	To EMDUN, QC intxn	N61 02.8	W069 37.1		139°	74
L706	KIROD, MB, intxn	N53 57.5	W097 50.6			
	To NOTUG, MB, intxn	N53 51.4	W094 39.2		089°	113
L707	SAVAT, QC intxn	N64 13.8	W076 31.5			
	To LEXIG, QC intxn	N62 10.8	W075 40.0		193°	126
	To IRBUX, QC intxn	N60 01.6	W070 00.0		148°	210
L709	AGBIX, QC intxn	N60 03.1	W077 17.3			
	To LEXIG, QC intxn	N62 10.8	W075 40.0		039°	136
	To DAJIM, QC intxn	N63 45.4	W068 33.4		083°	217
L710	AXENO, ON intxn	N52 39.4	W094 03.7			
	To EPVUM, ON intxn	N53 03.9	W093 20.7		047°	36
L711	EPSET, BC intxn	N58 25.3	W130 01.9			
	To LEXUT, BC intxn	N59 34.6	W133 40.3		284°	133
	To NADGI, YT intxn	N60 42.6	W135 04.0		310°	80
L712	Rankin Inlet, NU, VOR/DME	N62 48.8	W092 07.0			
	To SUVDI, NU, intxn	N63 20.8	W090 43.9		049°T	50
	To VIPDI, NU, intxn	N66 31.2	W086 13.5		029°T	223
	Hall Beach, NU, VOR/DME	N68 46.7	W081 14.4		038°T	177

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
L713	Val-d'Or, QC, VOR/DME	N48 10.5	W077 49.2			
	To NABOG, QC intxn	N48 25.5	W077 48.5		014°	15
	To LIBUT, QC intxn	N49 04.4	W077 46.5		014°	39
	To DUVKI, QC intxn	N49 43.4	W077 44.5		015°	39
	To UKSIL, QC intxn	N53 37.5	W077 42.2		013°	234
	To TEXEX, QC intxn	N55 16.9	W077 45.9		014°	100
	To KIREM, NU intxn	N56 32.2	W079 15.0		343°	91
	To LENUT, QC intxn	N58 28.3	W078 04.6		033°	122
	To LIBEN, QC intxn	N59 48.2	W077 24.3		031°	83
	To AGBIX, QC intxn	N60 03.1	W077 17.3		032°	15
	To TAGIS, QC intxn	N61 35.3	W071 55.8		076°	182
L715	KISUV, QC, intxn	N48 36.7	W068 12.5			
	To LEXEN, NB intxn	N47 59.5	W066 19.8		132°	84
	To Gaspé, QC VOR/DME	N48 45.8	W064 24.3		075°	90
L721	IRKON, NL, intxn	N49 10.8	W057 27.5			
	JIBNA, QC, intxn	N51 26.5	W057 11.2		023°	136
L723	EPSET, BC intxn	N58 25.3	W130 01.9			
	To OMVAN, YT intxn	N60 10.4	W132 44.5		304°	134
L727	TABRU, QC, intxn	N50 13.9	W066 16.4			
	To ROLKO, QC, intxn	N50 16.9	W063 36.7		105°	103
L729	GRINS, QC, intxn	N47 17.3	W068 07.5			
	To KISUV, QC, intxn	N48 36.7	W068 12.5		014°	80
L731	OVATU, AB intxn	N58 29.5	W119 24.4			
	To GRUGG, AB intxn	N58 37.3	W117 09.9		065°	71
L733	KIREM, NU intxn	N56 32.2	W079 15.0			
	To PUSEL, QC intxn	N56 32.2	W076 31.1		105°	91
L737	TEXEX, QC intxn	N55 16.9	W077 45.9			
	To PUSEL, QC intxn	N56 32.2	W076 31.1		044°	86
	To LENUT, QC intxn	N58 28.3	W078 04.6		354°	127
L741	KIPIR, NT intxn	N69 26.0	W133 01.6			
	To EMKEK, NT intxn	N69 21.6	W124 04.5		066°	190
	To IMEVO, NT intxn	N67 49.0	W115 08.6		091°	217
L743	PEVTO, QC intxn	N48 28.7	W068 30.2			
	To LEXEN, NB intxn	N47 59.5	W066 19.8		125°	92
	To MIVIP, NB intxn	N47 37.8	W065 44.4		149°	32
	To OVIXI, NB intxn	N47 00.3	W065 27.4		180°	39
L751	LEXOX, NT intxn	N63 12.8	W123 25.8			
	To Yellowknife, NT NDB	N62 24.7	W114 26.1		077°	252
L755	DUVKI, QC, intxn	N49 43.4	W077 44.5			
	To Chiboo (Chapais), QC, NDB	N49 48.0	W074 29.7		100°	126
L763	Fort McMurray, AB, VOR/DME	N56 38.8	W111 07.3			
	To TULAG, SK, intxn	N56 41.9	W107 53.4		074°	107
	To PETMA, SK, intxn	N56 05.6	W106 03.1		109°	71
	To La Ronge, SK, VOR/DME	N55 09.5	W105 16.0		144°	62

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
L767	To Fort Smith VOR/DME	N60 01.2	W111 58.2			
	To KIXIP, NT intxn	N61 10.8	W113 41.4		310°	86
	To Hay River VOR/DME	N60 50.2	W115 48.2		237°	65
	To VOGOK, NT intxn	N61 47.2	W121 15.7		276°	168
	To LEXOX, NT intxn	N63 12.8	W123 25.8		307°	105
	To Norman Wells, NT NDB	N65 15.2	W126 40.2		307°	149
	To MELBI, NT intxn	N66 14.4	W128 38.9		301°	77
	To ALTIG, NT intxn	N68 18.2	W133 29.0		299°	168
	To KIPIR, NT intxn	N69 26.0	W133 01.6		347°	69
	To EMGAL, NT intxn	N71 59.6	W125 14.5		021°	218
L769	Baker Lake, NU, NDB	N64 18.9	W096 03.9			
	To MITOV, NU, intxn	N68 37.6	W095 51.5		001°T	260
	To Resolute Bay, NU, NDB	N74 44.8	W094 59.7		002°T	369
L783	Cambridge Bay, NU, NDB	N69 06.9	W105 01.0			
	To MITOV, NU, intxn	N68 37.6	W095 51.5		094°T	201
L787	DUMRU, QC, intxn	N58 40.3	W069 56.8			
	To MEPNI, QC, intxn	N59 18.2	W069 36.0		037°	40
Q1	SQUIM, BC, intxn	N48 14.5	W123 27.7			
	To VIXOR, BC, intxn	N48 43.6	W123 29.1		343°	29
Q29	DUNOM, NB, intxn	N44 54.2	W066 58.2			
	To EBKID, NS, intxn	N44 53.4	W065 30.1		106°	63
	To MUVOX, NS, intxn	N44 51.9	W064 12.2		108°	55
	To Halifax, NS, VOR/DME	N44 55.4	W063 24.1		101°	34
Q140	RUBKI, ON, intxn	N44 14.9	W082 16.1			
	To PEPLA, ON, intxn	N43 47.8	W080 00.9		113°	101
	To SIKBO, ON, intxn	N43 39.2	W079 21.0		116°	30
	To RAGIX, ON, intxn	N43 32.4	W078 56.8		121°	19
Q186	STUNK, ON, intxn	N41 41.2	W082 42.0			
	To FOODO, ON, intxn	N41 40.6	W082 36.2		106°	4
Q436	Can/USA bdry	N42 39.5	W082 30.6			
	To YARRK, ON, intxn	N42 31.4	W081 16.1			56
	To CHAAP, ON, intxn	N42 30.3	W080 41.0		101°	26
	To Can/USA bdry	N42 27.7	W079 54.1		103°	35
Q438	Can/USA bdry	N42 48.1	W082 28.8			
	To JAAJA, ON, intxn	N42 40.0	W081 16.0			55
	To ICHOL, ON, intxn	N42 38.5	W080 30.2		101°	34
	To FARGN, ON, intxn	N42 36.7	W079 47.3		103°	32
	To Can/USA bdry	N42 34.3	W079 37.1		118°	8
Q440	Can/USA bdry	N42 48.1	W082 28.8			
	To JAAJA, ON, intxn	N42 40.0	W081 16.0			55
	To ICHOL, ON, intxn	N42 38.5	W080 30.2		101°	34
	To FARGN, ON, intxn	N42 36.7	W079 47.3		103°	32
	To Can/USA bdry	N42 34.3	W079 37.1		118°	8

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
Q475	TUSKY, NS, intxn	N43 33.9	W067 00.0			
	To SCOTS, NS, intxn	N44 30.0	W064 00.0		082°	141
	To BITRA, NS, intxn	N45 06.4	W061 52.7		085°	98
	To PERLU, NL, intxn	N47 17.4	W054 02.8		083°	352
Q616	YEGGA, AB, intxn	N53 11.1	W113 52.0			
	To AROUK AB, intxn	N54 16.7	W114 26.3		329°	69
	To High Level AB VOR/DME	N58 33.3	W117 05.6		328°	272
Q800	Williams Lake BC, VOR	N52 14.2	W122 10.2	NAVAID		
	To HEIRE BC, intxn	N50 54.0	W123 03.9	YWL 180°/87 DME	186°	87
	To ELIDI BC, intxn	N50 00.4	W123 36.9	TOU 359°/110 DME	185°	58
	To KEINN BC, intxn	N49 49.0	W123 43.9	YVR 316° & YWL 180°	185°	12
Q801	CYVIC, BC, intxn	N48 30.0	W124 54.7			
	To GOVAD, BC, intxn	N49 02.8	W125 42.3		301°	46
	To FINGS, BC, intxn	N50 15.0	W127 34.0		300°	102
	To SIMSU, BC, intxn	N50 46.9	W128 25.6		298°	46
	To CAFTA, BC, intxn	N51 17.7	W129 05.3		304°	40
	To Sandspit, BC, VOR/DME	N53 15.1	W131 48.4		304°	154
	To MOCKA, BC, intxn	N54 30.4	W133 01.3		313°	87
	To EEVER, BC, intxn	N54 35.0	W133 05.9		312°	5
Q802	DERLO, ON, intxn	N43 04.0	W081 05.7			
	To PEPLA, ON, intxn	N43 47.8	W080 00.9		056°	64
	To KENLU, ON, intxn	N44 19.3	W079 12.9		058°	47
	To MENKO, ON, intxn	N44 46.6	W078 48.2		044°	32
	To ROSVO, ON, intxn	N45 35.4	W077 28.8		059°	74
Q804	DERLO, ON, intxn	N43 04.0	W081 05.7			
	To PEPLA, ON, intxn	N43 47.8	W080 00.9		056°	64
	To KENLU, ON, intxn	N44 19.3	W079 12.9		058°	47
	To POLTY, QC, intxn	N45 54.0	W075 48.7		066°	173
Q806	GGUCE, ON, intxn	N42 42.4	W080 53.4			
	To BOBTA, ON, intxn	N43 48.9	W079 39.5		048°	86
	To ILUSI, ON, intxn	N44 08.8	W078 55.9		068°	37
	To PEVNI, ON, intxn	N44 38.5	W077 45.3		070°	59
	To GOTIP, ON, intxn	N44 57.9	W076 57.9		072°	39
	To TUKIR, ON, intxn	N45 15.3	W076 14.3		073°	35
	To KANUR, ON intxn	N45 25.9	W075 02.6		090°	52
	To SAVEX, ON intxn	N45 30.8	W074 27.8		092°	25
	To PUPOV, QC, intxn	N45 34.4	W072 20.3		100°	90
	To MUTIB, QC, intxn	N45 36.5	W071 52.1		098°	20
	To DAXUG, QC, intxn	N45 38.3	W071 25.8		099°	19
	To DERDO, QC, intxn	N45 40.8	W070 48.2		099°	26
	To VINDI, USA, intxn	N45 40.3	W070 31.2		108°	12
	To VIGDU, NB, intxn	N45 28.4	W067 29.7			
	To MOWND, NB, intxn	N45 22.6	W066 39.4		115°	36
	To KELNO, NS, intxn	N45 07.9	W064 11.4		113°	106
	To Halifax, NS, VOR/DME	N44 55.4	W063 24.1		127°	36
	To IGTAS, NS, intxn	N45 04.6	W062 56.9		081°	21
	To NOTOP, NS, intxn	N45 27.2	W062 00.7		077°	46
	To PERLU, NL, intxn	N47 17.4	W054 02.8		087°	349

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
Q807	EXDEE, AB, intxn	N53 38.6	W113 30.8			
	To TETAG, AB, intxn	N54 04.3	W114 08.0		306°	34
	To AROUK, AB, intxn	N54 16.7	W114 26.3		305°	16
	To Peace River, AB, VOR/DME	N56 12.4	W117 30.7		304°	157
Q810	EPLAN, AB, intxn	N52 32.8	W115 59.8			
	To SETGA, AB, intxn	N51 51.5	W115 13.4		129°	50
	To TOXAB, AB, intxn	N51 31.7	W114 51.7		130°	24
	To DAXIR, AB, intxn	N51 22.4	W114 41.7		131°	11
	To IPSIT, AB, intxn	N51 18.6	W114 30.6		104°	8
Q811	Can/USA bdry	N61 37.9	W141 00.1			
	To TOVAD, YT, intxn	N61 37.8	W140 58.9		088°	1
	To IGSOM, YT, intxn	N61 22.2	W139 02.4		086°	58
	To Whitehorse, YT, VOR/DME	N60 37.1	W135 08.3		091°	123
Q812	Can/USA bdry	N43 59.0	W082 12.6			
	To NOSIK, ON, intxn	N43 59.0	W082 11.9		098°	1
	To AGDOX, ON, intxn	N43 17.1	W079 06.3		115°	141
	To Can/USA bdry	N43 17.0	W079 05.1		101°	1
	To MAIRE, QC, intxn	N45 42.5	W073 07.4			
	To TAKIN, QC, intxn	N45 50.2	W072 51.1		070°	14
	To UKPAM, QC, intxn	N45 58.5	W072 33.3		070°	15
	To MISOP, QC, intxn	N46 07.7	W072 16.7		066°	15
	To IGTER, QC, intxn	N46 23.5	W071 48.1		066°	25
	To OBTEK, QC, intxn	N46 47.4	W071 17.0		057°	32
	To SIMTO, QC, intxn	N47 03.4	W070 49.8		065°	24
	To MIVAX, QC, intxn	N47 26.4	W070 09.6		065°	36
	To ANATI, QC, intxn	N47 45.4	W069 35.3		066°	30
	To Baie-Comeau, QC, VOR/DME	N49 08.0	W068 13.3		049°	99
Q813	OTLUR, MB, intxn	N49 54.6	W097 14.4			
	To POPLR, MB, intxn	N52 42.6	W097 38.4		352°	169
	To KIROD, MB, intxn	N53 57.5	W097 50.6		351°	75
	To Thompson, MB, VOR/DME	N55 48.7	W097 49.5		357°	111
Q814	ADVOX, AB, intxn	N51 34.7	W114 35.3			
	To AMUNO, AB, intxn	N51 41.3	W114 42.6		310°	8
	To VIMBA, AB, intxn	N52 04.1	W114 30.6		003°	24
	To OLIMI, AB, intxn	N52 48.9	W114 06.6		003°	47
Q816	Can/USA bdry	N43 16.2	W082 17.1			
	To OMRAK, ON, intxn	N43 16.3	W082 15.9		097°	1
	To AGDOX, ON, intxn	N43 17.1	W079 06.3		097°	139
	To Can/USA bdry	N43 17.0	W079 05.1		101°	1
	To VIDGO, QC, intxn	N46 02.8	W074 29.8			
	To DATAB, QC, intxn	N46 27.8	W074 27.5		018°	25
	To OBRET, QC, intxn	N47 00.0	W074 24.5		018°	32
Q817	DURUR, SK, intxn	N50 40.0	W104 53.4			
	To KENRU, MB, intxn	N53 58.3	W101 05.5		025°	243

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
Q818	Can/USA bdry	N43 01.5	W082 24.4			
	To TANKO, ON, intxn	N43 01.5	W082 23.0		095°	1
	To KITOK, ON, intxn	N43 02.5	W081 55.6		095°	20
	To DERLO, ON, intxn	N43 04.0	W081 05.7		096°	37
	To IKNAV, ON, intxn	N42 57.7	W078 58.1		102°	94
	To Can/USA bdry	N42 57.7	W078 58.0		110°	0
Q819	Peace River AB, VOR/DME	N56 12.4	W117 30.7			
	YEGGA, AB, intxn	N53 11.1	W113 52.0		128°	221
	To CAMRA, AB, intxn	N53 01.9	W112 30.5		086°	50
	To REFEX, SK, intxn	N52 42.1	W110 00.0		088°	93
	To TAGOT, SK, intxn	N52 10.9	W106 43.2		091°	124
Q820	DERLO, ON, intxn	N43 04.0	W081 05.7			
	To ETBOX, ON, intxn	N44 31.6	W080 07.8		034°	97
	To KAPUX, ON, intxn	N45 04.8	W079 45.0		036°	37
	To Val-d'Or, QC, VOR/DME	N48 10.5	W077 49.2		033°	202
	To IGSAS, QC, intxn	N48 01.0	W071 16.2		102°	264
Q822	Can/USA bdry	N43 01.5	W082 24.4			
	To TANKO, ON, intxn	N43 01.5	W082 23.0		095°	1
	To KITOK, ON, intxn	N43 02.5	W081 55.6		095°	20
	To DERLO, ON, intxn	N43 04.0	W081 05.7		097°	90
	To DUVEP, ON, intxn	N43 06.0	W079 04.6		097°	89
	To Can/USA bdry	N43 06.0	W079 03.9		100°	1
	Can/USA bdry	N44 24.5	W067 08.3			
	To ALLEX, NB, intxn	N44 25.0	W067 00.0		102°	6
	To EBKID, NS, intxn	N44 53.4	W065 30.1		082°	70
	To SILRO, NL, intxn	N47 00.0	W058 35.0		080°	316
	To TIGOR, NL, intxn	N47 24.9	W054 06.8		099°	185
Q824	Can/USA bdry	N43 28.4	W082 10.9			
	To TAGUM, ON, intxn	N43 28.9	W082 09.8		070°	1
	To GOPUP, ON, intxn	N43 43.8	W081 33.5		069°	30
	To MENKO, ON, intxn	N44 46.6	W078 48.2		070°	134
	To ILEMU, ON, intxn	N45 15.3	W076 52.7		084°	87
	To DESKI, ON, intxn	N45 22.8	W076 20.8		084°	24
	To LETAK, ON, intxn	N45 24.1	W076 14.8		084°	4
	To SELES, ON, intxn	N45 26.5	W075 53.8		093°	15
	To Montreal, QC, VOR/DME	N45 36.9	W073 58.3		095°	82
	To OBTAX, QC, intxn	N45 41.7	W073 16.1		095°	30
	To CATOG, QC, intxn	N45 55.0	W072 53.0		065°	21
	To URVAS, QC, intxn	N46 04.5	W072 36.3		066°	15
	To APLAK, QC, intxn	N46 27.6	W071 54.6		066°	37
	To PENTU, QC, intxn	N46 33.7	W071 43.3		067°	10
Q826	ADVOX, AB, intxn	N51 34.7	W114 35.3			
	To AMUNO, AB, intxn	N51 41.3	W114 42.6		310°	8
	To SEKAN, AB, intxn	N51 47.8	W114 50.0		310°	8
	To ANTID, AB, intxn	N52 53.0	W114 15.3		003°	69

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
Q827	RAWZY, SK, intxn	N49 00.0	W109 27.5			
	To ITREK, SK, intxn	N50 17.8	W107 41.5		030°	104
	To YOUNG, SK, intxn	N51 51.3	W105 06.4		035°	135
	To KENRU, MB, intxn	N53 58.3	W101 05.5		038°	193
	To Thompson, MB, VOR/DME	N55 48.7	W097 49.5		038°	158
	To Churchill, MB, VOR/DME	N58 44.5	W094 08.1		030°	213
Q828	BOOTH, BC, intxn	N49 31.3	W112 02.7			
	To NOVAR, BC, intxn	N50 40.4	W116 23.4		053°	229
	To RABOX, AB, intxn	N51 05.4	W111 55.7		064°	171
	To VINKO, AB, intxn	N50 57.8	W110 00.0		082°	74
	To DURUR, SK, intxn	N50 40.0	W104 53.4		081°	195
	To EMLIK, SK, intxn	N50 21.5	W102 29.9		092°	94
	To GABOV, ON, intxn	N49 28.6	W094 02.8		089°	332
	To FARID, ON, intxn	N48 36.2	W093 25.3		154°	58
Q829	ANATI, QC, intxn	N47 45.4	W069 35.3			
	To Gaspé, QC, VOR/DME	N48 45.8	W064 24.3		088°	216
Q830	AXXIS, ON, intxn	N42 49.8	W81 59.0			
	To LOPVO, ON, intxn	N42 55.0	W80 24.0		094°	70
	To BOREK, ON, intxn	N42 56.3	W79 56.9		096°	20
	To COLTS, ON, intxn	N42 57.8	W79 19.3		096°	28
Q831	ITREK, SK, intxn	N50 17.8	W107 41.5			
	To VINBI, SK, intxn	N50 28.6	W106 59.2		058°	29
	To MEGEX, SK, intxn	N50 30.0	W106 44.9		071°	9
	To DURUR, SK, intxn	N50 40.0	W104 53.4		071°	72
	To KOBID, MB, intxn	N50 25.3	W098 43.4		083°	236
	To GABOV, ON, intxn	N49 28.6	W094 02.8		102°	190
	To AGLIN, ON, intxn	N48 15.2	W089 26.2		110°	197
Q832	EBGAL, AB, intxn	N50 41.8	W113 22.3			
	To VESDO, AB, intxn	N49 58.7	W111 19.1		104°	90
	To PEMDU, SK, intxn	N49 00.2	W108 29.9		104°	125
Q833	SASUG, NS, intxn	N46 09.2	W060 03.3			
	To Gander, NL, VOR/DME	N48 54.0	W054 32.1		069°	278
Q834	Can/USA bdry	N49 00.0	W095 38.2			
	To OTLUR, MB, intnx	N49 54.6	W097 14.4		310°	83
	To Island Lake, MB, NDB	N53 51.2	W094 39.2		18°	256
Q837	EPRES, QC, intxn	N46 11.8	W075 58.4			
	To PELSU, QC, intxn	N46 53.1	W076 34.8		342°	48
	To MIXAK, QC, intxn	N47 14.5	W076 54.9		340°	26
	To Val-d'Or, QC, VOR/DME	N48 10.5	W077 49.2		340°	67
Q838	CAYUS, SK, intxn	N49 00.0	W107 01.0			
	To NOSUN, SK, intxn	N49 54.2	W107 31.7		330°	58
	To ITREK, SK, intxn	N50 17.8	W107 41.5		335°	25
	To SEFFY, SK, intxn	N51 23.4	W107 08.3		007°	69
	To TAGOT, SK, intxn	N52 10.9	W106 43.2		008°	50
	To Prince Albert, SK, VOR/DME	N53 13.0	W105 40.0		021°	73

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
Q842	EBGAL, AB, intxn	N50 41.8	W113 22.3			
	To ETLEM, AB, intxn	N49 26.1	W112 53.2		152°	78
	To TOVUM, AB, intxn	N49 14.5	W112 48.9		152°	12
Q844	VIBRU, ON, intxn	N44 20.4	W076 01.3			
	To REEDO, ON, intxn	N44 42.2	W075 58.9		017°	22
	To IKLAX, ON, intxn	N44 59.6	W075 44.8		043°	20
Q845	KOBID, MB, intxn	N50 25.3	W098 43.4			
	To OTLUR, MB, intxn	N49 54.6	W097 14.4		114°	65
	To DEGVA, ON, intxn	N49 54.9	W094 55.1		086°	90
	To VESRU, ON, intxn	N49 49.9	W092 44.6		092°	85
Q846	ALLEX, NB, intxn	N44 25.0	W067 00.0			
	To VIGMA, NS, intxn	N44 20.5	W066 38.6		123°	16
	To SENVI, NS, intxn	N44 44.0	W064 09.9		093°	109
	To Halifax, NS, VOR/DME	N44 55.4	W063 24.1		088°	35
	To IGTAS, NS, intxn	N45 04.6	W062 56.9		081°	21
	To NOTOP, NS, intxn	N45 27.2	W062 00.7		077°	46
	To SILRO, NL, intxn	N47 00.0	W058 35.0		074°	170
	To TIGOR, NL, intxn	N47 24.9	W054 06.8		099°	185
Q848	Can/USA bdry	N43 43.4	W082 09.1			
	To KARIT, ON, intxn	N43 43.4	W082 08.7		093°	0
	To MENKO, ON, intxn	N44 46.6	W078 48.2		074°	157
	To ILEMU, ON, intxn	N45 15.3	W076 52.7		081°	87
	To DESKI, ON, intxn	N45 22.8	W076 20.8		084°	24
	To LETAK, ON, intxn	N45 24.1	W076 14.8		085°	4
	To KISUK, QC, intxn	N45 53.7	W074 55.1		075°	63
	To VIDGO, QC, intxn	N46 02.8	W074 29.8		076°	20
	To LIVBA, QC, intxn	N46 14.3	W073 57.1		077°	25
	To DICEN, QC, intxn	N46 48.0	W072 17.3		078°	77
Q850	TOXAL, QC, intxn	N45 08.6	W071 34.9			
	To OMALI, QC, intxn	N45 30.7	W071 20.0		040°	25
	To VIVIL, QC, intxn	N46 09.7	W070 53.2		041°	43
	To ANATI, QC, intxn	N47 45.4	W069 35.3		044°	110
	To KISUV, QC, intxn	N48 36.7	W068 12.5		063°	76
	To TABRU, QC, intxn	N50 13.9	W066 16.4		054°	123
	To Wabush, NL, VOR/DME	N52 57.6	W066 51.2		010°	165
Q852	DICEN, QC, intxn	N46 48.0	W072 17.3			
	To MATOR, QC, intxn	N46 21.0	W073 20.3		254°	51
	To TAMKO, QC, intxn	N46 02.9	W073 54.7		248°	30
	To MEBOK, QC, intxn	N45 48.8	W074 21.0		247°	23
	To KANUR, ON, intxn	N45 25.9	W075 02.6		247°	37
	To KEMVI, ON, intxn	N45 15.5	W075 21.6		246°	17
Q856	RUBSU, AB, intxn	N53 36.4	W113 21.3			
	To RESAX, AB, intxn	N53 56.2	W113 09.6		005°	21
	To CACHO, AB, intxn	N54 54.2	W112 34.2		006°	62
	To LETRM, AB, intxn	N55 53.8	W111 45.8		011°	66
	To Fort McMurray, AB, VOR/DME	N56 38.8	W111 07.3		012°	50
	To RIDOK, SK, intxn	N57 25.7	W106 32.2		058°	157
Q855	JARLY, MB, intxn	N48 59.9	W102 06.4			
	To SEGAP, MB, intxn	N49 54.6	W099 56.7		050°	101

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
Q858	DULBA, NB, intxn	N46 13.2	W066 28.0			
	To IRDUV, NB, intxn	N46 16.4	W065 09.5		103°	54
	To IKURO, PE, intxn	N46 17.9	W063 07.2		105°	85
	To SASUG, NS, intxn	N46 09.2	W060 03.3		110°	128
Q860	MERYT, BC, intxn	N49 56.5	W120 57.7			
	To NADPI, BC, intxn	N51 42.9	W117 20.4		034°	174
	To ANDIE, AB, inxtn	N52 59.2	W114 23.2		038°	133
Q862	Grande Prairie, AB, VOR/DME	N53 11.1	W113 52.0			
	To ELLKS, AB, intxn	N53 16.4	W114 41.1		109°	191
	To YEGGA, AB, intxn	N53 11.1	W113 52.0		086°	30
	To OMROD, AB, intxn	N53 00.3	W113 05.6		097°	30
	To FUDGY, AB, intxn	N52 13.1	W110 00.0		098°	123
	To SEFFY, SK, intxn	N51 23.4	W107 08.3		102°	118
	To DURUR, SK, intxn	N50 40.0	W104 53.4		106°	95
Q864	DERDO, QC, intxn	N45 40.8	W070 48.2			
	To EBGIX, QC, intxn	N45 43.5	W070 23.8		096°	17
	TUGUB, NB, intxn	N45 58.7	W067 46.9		097°	113
	To BEMEK, NB, intxn	N46 05.0	W066 27.2		099°	56
	To ITPAX, NB, intxn	N46 06.8	W065 09.6		105°	54
Q874	BIRKO, AB, intxn	N51 28.6	W113 15.8			
	To ILADA, AB, intxn	N51 18.6	W110 53.1		081°	90
	To SHAWI, SK, intxn	N51 14.1	W110 00.0		084°	34
Q878	ALIDO, QC, intxn	N45 44.4	W075 40.8			
	To SEMRO, QC, intxn	N46 16.7	W074 12.6		075°	69
	To NOSUT, QC, intxn	N46 21.6	W073 58.6		077°	11
	To DICEN, QC, intxn	N46 48.0	W072 17.3		083°	75
	To UDBAM, QC, intxn	N46 45.4	W071 58.9		117°	13
	To IMORI, QC, intxn	N46 42.3	W071 37.6		117°	15
Q882	BIRKO, AB, intxn	N51 28.6	W113 15.8			
	To DUDNI, AB, intxn	N52 14.2	W112 56.7		360°	47
	To IGVUX, AB, intxn	N52 46.2	W112 42.8		360°	33
	To CACHO, AB, intxn	N54 54.2	W112 34.2		348°	128
Q883	Val-d'Or, QC, VOR/DME	N48 10.5	W077 49.2			
	To LIBUT, QC, intxn	N49 04.4	W077 46.5		014°	54
	To DUVKI, QC, intxn	N49 43.4	W077 44.5		015°	39
	To UKSIL, QC, intxn	N53 37.5	W077 42.2		013°	234
	To TEXEX, QC, intxn	N55 16.9	W077 45.9		013°	100
Q888	BOOTH, BC, intxn	N49 31.3	W112 02.7			
	To DESNU, AB, intxn	N50 02.7	W111 11.5		065°	423
	To MEDAK, AB, intxn	N50 02.6	W110 37.0		077°	22
Q890	ROPLA, BC, intxn	N49 41.7	W114 43.6			
	To SATOV, AB, intxn	N50 05.5	W114 31.7		003°	25
	To MEKPI, AB, intxn	N50 15.0	W114 26.9		003°	10
	To UKRAL, AB, intxn	N50 24.5	W114 22.0		003°	10
	To DUMRA, AB, intxn	N50 38.7	W114 14.7		003°	15

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
Q894	BOOTH, BC, intxn	N49 31.3	W112 02.7			
	To BINVO, BC, intxn	N50 45.5	W116 28.1		052°	228
	To SIMTA, BC, intxn	N51 02.5	W114 47.4		059°	66
	To BOTAG, AB, intxn	N51 04.2	W114 36.5		061°	7
Q896	Lethbridge, AB, VOR/DME	N49 38.1	W112 40.1			
	To BORIX, SK, intxn	N51 53.6	W110 00.0		023°	169
	To MEETO, SK, intxn	N53 35.6	W107 21.4		030°	140
Q901	SEDOG, ON, intxn	N44 00.6	W079 35.1			
	To TANGI, ON, intxn	N44 23.1	W079 24.1		030°	24
	To UDMUG, ON, intxn	N44 52.9	W078 58.9		042°	35
	To ROSVO, ON, intxn	N45 35.4	W077 28.8		067°	77
Q902	Can/USA bdry	N59 17.5	W136 28.3			
	To IGSOM, YT, intxn	N61 22.2	W139 02.4		311°	147
	To AYZOL, AK, intxn	N62 28.3	W141 00.0		302°	86
	DISCO, BC, intxn	N48 22.6	W123 09.5			
	To VIXOR, BC, intxn	N48 43.6	W123 29.1		313°	25
	To ARRUE, BC, intxn	N49 04.4	W124 07.8		294°	33
	To ROYST, BC, intxn	N49 35.5	W125 07.6		293°	50
	To Port Hardy, BC, VOR/DME	N50 41.1	W127 22.0		292°	109
	To PRYCE, BC, intxn	N52 14.3	W128 45.0		315°	107
	To DUGGS, BC, intxn	N53 02.1	W129 30.2		313°	55
	To HANRY, BC, intxn	N54 37.4	W131 05.3		313°	111
	To HIGHE, BC, intxn	N54 41.8	W131 11.4		304°	6
Q903	IKNAR, QC, intxn	N47 11.6	W074 09.5			
	To NOSUT, QC, intxn	N46 21.6	W073 58.6		186°	51
	To LIVBA, QC, intxn	N46 14.3	W073 57.1		186°	7
	To TAMKO, QC, intxn	N46 02.9	W073 54.7		186°	12
	To DUNUP, QC, intxn	N45 17.6	W073 35.4		178°	47
Q904	OXASA, ON, intxn	N46 21.8	W079 25.5			
	To OTONA, ON, intxn	N45 37.0	W077 50.0		134°	80
	To ROSVO, ON, intxn	N45 35.4	W077 28.8		108°	15
	To AGNEX, ON, intxn	N45 33.6	W077 05.2		108°	17
	To OLIGO, ON, intxn	N45 29.4	W076 15.0		109°	35
Q905	Can/USA bdry	N43 19.2	W082 15.6			
	To DASIR, ON, inxtn	N43 19.3	W082 14.9		088°	1
	To SIKBO, ON, intxn	N43 39.2	W079 21.0		088°	128
	To TALEB, ON, intxn	N44 01.0	W078 23.3		073°	47
	To BOMET, ON, intxn	N44 10.2	W077 59.0		073°	20
	To SENLU, ON, intxn	N44 19.5	W077 34.4		074°	20
Q906	KENRU, MB, intxn	N53 58.3	W101 05.5			
	To OTLUR, MB, intxn	N49 54.6	W097 14.4		142°	283
	To OMVEG, ON, intxn	N50 06.8	W091 54.3		082°	207
	To AGLIN, ON, intxn	N48 15.2	W089 26.2		140°	148

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
Q907	GADAV, ON, intxn	N42 42.5	W082 29.4			
	To DERLO, ON, intxn	N43 04.0	W081 05.7		078°	65
	To SIKBO, ON, intxn	N43 39.2	W079 21.0		074°	84
	To AGNOB, ON, intxn	N44 12.1	W077 30.1		077°	87
	To LORKA, ON, intxn	N44 46.1	W076 13.0		069°	65
	To ADVIK, ON, intxn	N45 08.1	W074 46.6		082°	65
	To ATENE, QC, intxn	N46 14.3	W070 15.5		082°	201
	IMAMA, NB, intxn	N46 44.2	W067 47.3			
	To MIILS, NB, intxn	N46 52.4	W067 02.9		091°	32
	To SATIP, QC intxn	N47 25.5	W061 46.7		096°	218
	To MIVAD, NL, intxn	N47 40.8	W054 09.1		102°	310
Q908	TAGOT, SK, intxn	N52 10.9	W106 43.2			
	To ELTAX, SK, intxn	N51 57.4	W105 35.7		097°	44
	To YOUNG, SK, intxn	N51 51.3	W105 06.4		099°	19
	To MUTUR, SK, intxn	N51 15.9	W102 27.7		100°	105
	To KOBID, MB, intxn	N50 25.3	W098 43.4		101°	151
	To VESRU, ON, intxn	N49 49.9	W092 44.6		092°	233
	To FELTN, ON, intxn	N48 39.9	W089 05.6		116°	160
Q909	NOSIV, AB, intxn	N50 54.4	W113 17.5			
	To DESNU, AB, intxn	N50 02.7	W111 11.5		108°	96
	To PEMDU, SK, intxn	N49 00.2	W108 29.9		107°	122
Q910	IMORI, QC, intxn	N46 42.3	W071 37.6			
	To KITOP, QC, intxn	N46 47.4	W071 29.2		063°	8
	To GADAL, QC, intxn	N47 05.8	W071 04.7		057°	25
	To KESLU, QC, intxn	N47 29.9	W070 29.2		060°	34
	To Baie-Comeau, QC, VOR/DME	N49 08.0	W068 13.3		058°	134
	To TABRU, QC, intxn	N50 13.9	W066 16.4		065°	101
	To Natash, QC, VOR/DME	N50 11.0	W061 46.9		107°	173
Q911	TAGET, QC, intxn	N46 53.0	W075 49.2			
	To IKMOL, QC, intxn	N46 41.6	W075 30.7		146°	17
	To OLASI, QC, intxn	N46 19.8	W074 56.2		146°	32
	To VIDGO, QC, intxn	N46 02.8	W074 29.8		147°	25
	To EMPEK, QC, intxn	N45 55.0	W074 20.7		155°	10
	To SATOT, QC, intxn	N45 50.5	W074 15.5		155°	6
	To PIGNA, QC, intxn	N45 45.2	W074 09.3		155°	7
Q913	DERLO, ON, intxn	N43 04.0	W081 05.7			
	To DEDKI, ON, intxn	N43 41.4	W078 43.1		079°	111
	To IGSEB, ON, intxn	N43 54.3	W077 19.8		089°	62
	To RAKAM, ON, intxn	N44 01.3	W076 29.7		091°	37
Q915	DATNO, BC, intxn	N50 03.9	W116 08.6			
	To SAVEL, AB, intxn	N56 40.0	W111 17.2		007°	433
	To IKLIX, SK, intxn	N59 33.3	W108 31.1		011°	195
Q916	TAGOT, SK, intxn	N52 10.9	W106 43.2			
	To KENRU, MB, intxn	N53 58.3	W101 05.5		050°	230
	To Lynn Lake, MB, VOR/DME	N56 51.8	W101 04.5		354°	174

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
Q917	Can/USA bdry	N46 18.9	W084 07.1			
	To ULUTO, ON, intxn	N46 18.3	W084 05.7		133°	1
	To MUSIT, ON, intxn	N45 23.8	W082 25.2		135°	89
	To DUTEL, ON, intxn	N44 40.0	W081 17.8		141°	65
	To PEPLA, ON, intxn	N43 47.8	W080 00.9		142°	76
	To PIKSA, ON, intxn	N43 07.7	W079 04.4		144°	57
	To Can/USA bdry	N43 07.4	W079 03.9		145°	1
Q919	La Ronge, SK, VOR/DME	N55 09.5	W105 16.0			
	To POLLE, SK, intxn	N54 46.5	W103 50.0		105°	55
	To KENRU, MB, intxn	N53 58.3	W101 05.5		107°	108
	To POPLR, MB, intxn	N52 42.6	W097 38.4		114°	145
	To KAIIN, MB, intxn	N52 20.4	W096 42.7		120°	41
	To KALLU, ON, intxn	N51 35.5	W094 55.8		121°	80
	To Red Lake, ON, VOR/DME	N51 04.3	W093 45.7		124°	54
	To RIONA, ON, intxn	N50 28.0	W092 33.9		128°	58
	To OMVEG, ON, intxn	N50 06.8	W091 54.3		131°	33
	To OVORA, ON, intxn	N48 44.6	W086 19.7		110°	233
	To MEBSI, ON, intxn	N48 35.6	W085 31.9		112°	33
	To DASUG, ON, intxn	N47 34.4	W080 49.3		113°	199
	To NAGNO, QC, intxn	N46 42.2	W077 28.5		120°	147
	To BEMOG, QC, intxn	N46 09.0	W075 34.4		125°	85
	To UDGAK, QC, intxn	N46 06.3	W075 05.4		111°	20
	To VIDGO, QC, intxn	N46 02.8	W074 29.8		112°	25
Q921	TALEB, ON, intxn	N44 01.0	W078 23.3			
	To BOMET, ON, intxn	N44 10.2	W077 59.0		073°	20
	To NOPOT, ON, intxn	N44 17.3	W077 32.9		080°	20
	To TIGET, ON, intxn	N44 23.4	W077 09.7		081°	18
	To IPTOS, ON, intxn	N44 55.3	W076 13.4		063°	51
	To VERTI, ON, intxn	N45 15.0	W074 50.5		083°	62
	To AGLUK, QC, intxn	N46 12.6	W073 22.2		059°	85
	To NOVID, QC, intxn	N46 15.1	W073 13.4		081°	7
	To SOKYE, QC, intxn	N46 21.5	W072 51.1		081°	17
	To KETRU, QC, intxn	N46 27.2	W072 31.3		082°	15
	To PESAC, QC, intxn	N46 32.9	W072 11.2		082°	15
	To IMORI, QC, intxn	N46 42.3	W071 37.6		082°	25
Q922	TAGOT, SK, intxn	N52 10.9	W106 43.2			
	To AMENU, MB, intxn	N51 06.1	W100 03.2		092°	257
	To VESRU, ON, intxn	N49 49.9	W092 44.6		097°	290
	To BESEL, ON, intxn	N47 58.0	W084 47.2		107°	334
Q923	Can/USA bdry	N43 43.1	W082 09.0			
	To KARIT, ON, intxn	N43 43.4	W082 08.7		051°	0
	To DUTEL, ON, intxn	N44 40.0	W081 17.8		041°	67
	To Val-d'Or, QC, VOR/DME	N48 10.5	W077 49.2		043°	255
Q924	BEKRR, ON, intxn	N48 00.4	W089 55.7			
	To AGLIN, ON, intxn	N48 15.2	W089 26.2		056°	25

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
Q925	Grande Prairie, AB, VOR/DME	N55 10.5	W119 01.8			
	To KODIT, AB, intxn	N52 37.8	W115 47.5		124°	191
	To MATIR, AB, intxn	N52 00.9	W115 04.8		129°	45
	To ALSIV, AB, intxn	N51 54.4	W114 57.3		130°	8
	To SEKAN, AB, intxn	N51 47.8	W114 50.0		130°	8
	To AMUNO, AB, intxn	N51 41.3	W114 42.6		130°	8
	To ADVOX, AB, intxn	N51 34.7	W114 35.3		130°	8
Q927	SEKOM, AB, intxn	N49 38.1	W113 35.2			
	To UBVAL, AB, intxn	N50 37.7	W113 53.1		335°	61
Q929	TALNO, QC, intxn	N44 59.6	W074 21.6			
	To EPTUL, QC, intxn	N45 04.6	W073 54.4		088°	20
	To EBDOT, QC, intxn	N45 05.4	W073 34.0		100°	15
	To TOXAL, QC, intxn	N45 08.6	W071 34.9		101°	84
Q931	IPTAN, AB, intxn	N49 37.1	W114 08.4			
	To OTARA, AB, intxn	N50 37.4	W114 03.6		348°	60
Q933	AVROM, AB, intxn	N51 28.9	W113 47.8			
	To OBTAD, AB, intxn	N51 35.8	W113 45.2		359°	7
	To MAPUX, AB, intxn	N52 45.0	W113 18.5		358°	71
Q935	Can/USA bdry	N43 16.2	W082 17.1			
	To OMRAK, ON, intxn	N43 16.3	W082 15.9		097°	1
	To DERLO, ON, intxn	N43 04.0	W081 05.7		111°	53
	To IKNAV, ON, intxn	N42 57.7	W078 58.1		102°	94
	To Can/USA bdry	N42 57.7	W078 58.0		110°	0
Q937	DEDKI, ON, intxn	N43 41.4	W078 43.1			
	To TULEG, ON, intxn	N43 43.9	W076 43.2		099°	87
Q940	KOBID, MB, intxn	N50 25.3	W098 43.4			
	To OMVEG, ON, intxn	N50 06.8	W091 54.3		087°	263
Q941	TAKOL, QC, intxn	N45 39.0	W075 11.9			
	To IPSAK, QC, intxn	N45 45.4	W074 51.5		080°	16
	To BOKLU, QC intxn	N45 50.4	W074 35.7		080°	12
	To EMPEK, QC intxn	N45 55.0	W074 20.7		080°	11
	To ESTEL, QC, intxn	N45 57.9	W074 11.0		081°	7
	To TAMKO, QC, intxn	N46 02.9	W073 54.7		081°	12
	To AGLUK, QC, intxn	N46 12.6	W073 22.2		081°	25
Q945	OSMEE, MB, intxn	N49 00.0	W100 50.0			
	To SEGAP, MB, intxn	N49 54.6	W099 56.7		026°	65
Q947	AVVON, ON, intxn	N45 10.1	W075 02.3			
	To VIKNO, ON, intxn	N45 15.5	W074 36.9		086°	19
	To LAFIT, QC, intxn	N45 18.5	W074 23.0		087°	10
	To PUXER, QC, intxn	N45 24.0	W072 51.3		098°	65
	To PUSOD, QC, intxn	N45 30.1	W071 29.7		098°	58
	To OMALI, QC, intxn	N45 30.7	W071 20.0		100°	7
Q949	VIDRI, BC, intxn	N50 13.6	W121 30.0			
	To ROMRA, BC, intxn	N52 02.8	W117 39.2		035°	182
	To URPUX, AB, intxn	N52 39.9	W116 12.0		038°	65
	To ELLKS, AB, intxn	N53 16.4	W114 41.1		039°	66

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
Q951	GADAV, ON, intxn	N42 42.5	W082 29.4			
	To DERLO, ON, intxn	N43 04.0	W081 05.7		078°	65
	To SIKBO, ON, intxn	N43 39.2	W079 21.0		074°	84
	To SANIN, ON, intxn	N44 04.7	W077 25.9		083°	87
	To OLABA, ON, intxn	N44 28.6	W076 12.2		077°	58
	To ALONI, ON, intxn	N44 38.9	W075 39.2		078°	26
	To KATEK, ON, intxn	N44 40.8	W075 32.4		082°	5
	TALNO, QC, intxn	N44 59.6	W074 21.6			
	To EPTUL, QC, intxn	N45 04.6	W073 54.4		088°	20
	To RABIK, QC, intxn	N45 17.9	W072 36.6		089°	56
	To MOBAL, QC, intxn	N45 20.3	W071 51.8		100°	32
	To ANTOV, QC, intxn	N45 25.7	W071 01.4		096°	36
	To KERVO, QC, intxn	N45 26.7	W070 39.0		101°	16
	DANOL, NB, intxn	N45 41.8	W067 48.2			
	To PUXOP, NB, intxn	N45 56.7	W066 26.4		091°	59
	To EMLOB, NB, intxn	N45 59.0	W066 09.6		095°	12
	To OMVEV, NB, intxn	N46 02.0	W065 47.2		095°	16
	To ITPAX, NB, intxn	N46 06.8	W065 09.6		096°	27
	To NABIN, NB, intxn	N46 10.6	W064 36.1		097°	24
	To IKURO, PE, intxn	N46 17.9	W063 07.2		099°	62
	To SILRO, NL, intxn	N47 00.0	W058 35.0		093°	192
Q953	ANTAK, BC, intxn	N49 21.0	W115 51.5			
	To SIGPA, BC, intxn	N50 07.0	W115 11.4		014°	53
	To TULOB, AB, intxn	N50 35.6	W114 45.8		015°	33
	To IGVEP, AB, intxn	N50 42.5	W114 39.5		015°	8
Q955	MIGLO, ON, intxn	N44 38.2	W076 12.6			
	To REEDO, ON, intxn	N44 42.2	W075 58.9		080°	11
	To IGVUD, ON, intxn	N44 50.4	W075 28.1		082°	23
	To EPMOK, ON, intxn	N44 59.1	W074 57.1		082°	24
	To ARVIE, ON, intxn	N45 07.1	W074 37.1		074°	16
	To HABBS, ON, intxn	N45 12.3	W074 25.0		072°	10
	To COMAU, QC, intxn	N45 21.6	W074 03.4		073°	18
	To MITIG, QC, intxn	N45 27.5	W073 55.8		057°	8
Q957	VOBUK, AB, intxn	N49 43.0	W113 12.0			
	To GADKI, AB, intxn	N50 39.8	W113 41.4		328°	60
	To RIGAD, AB, intxn	N51 43.2	W114 22.9		324°	69
	To UKRAM, AB, intxn	N52 46.1	W113 56.4		360°	65
Q959	WAINN, AB, intxn	N53 02.0	W110 50.0			
	To MEETO, SK, intxn	N53 35.6	W107 21.4		061°	129
	To SEDUR, SK, intxn	N54 06.8	W106 41.1		026°	39
	To La Ronge, SK, VOR/DME	N55 09.5	W105 16.0		027°	80
Q961	LOMLO, AB, intxn	N51 04.2	W113 23.2			
	To PERTU, AB, intxn	N51 03.6	W113 13.1		081°	6
	To TULOV, AB, intxn	N50 55.6	W111 28.5		082°	67
	To DAPOP, AB, intxn	N50 52.5	W110 00.0		079°	56

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
Q963	YEGGA, AB, intxn	N53 11.1	W113 52.0			
	To MOOTO, AB, intxn	N53 52.7	W113 42.1		354°	42
	To LERUP, AB, intxn	N53 57.6	W113 40.9		354°	5
	To CALLY, AB, intxn	N55 07.9	W113 23.4		354°	71
	To SELUM, AB, intxn	N55 31.1	W112 50.1		025°	30
	To ALGAR, AB, intxn	N56 00.9	W112 05.8		026°	39
	Fort McMurray, AB, VOR/DME	N56 38.8	W111 07.3		027°	50
	To TULAG, SK, intxn	N56 41.9	W107 53.4		074°	107
	To PETMA, SK, intxn	N56 05.6	W106 03.1		109°	71
	To La Ronge, SK, VOR/DME	N55 09.5	W105 16.0		144°	62
Q965	SAXOL, AB, intxn	N51 28.0	W113 38.0			
	To PEPGO, AB, intxn	N51 33.5	W113 36.0		358°	6
	To RODKU, AB, intxn	N52 06.7	W113 23.6		358°	34
	To ALKIK, AB, intxn	N52 47.6	W113 07.7		359°	42
Q967	VETBI, AB, intxn	N51 12.1	W113 25.4			
	To SESDA, AB, intxn	N51 11.3	W113 13.1		082°	8
	To RABOX, AB, intxn	N51 05.4	W111 55.7		082°	49
	To GUDOG, AB, intxn	N51 31.0	W110 00.0		056°	77
	To IMOTA, SK, intxn	N51 55.0	W108 0.00		058°	78
Q969	DUXAR, BC, intxn	N56 46.3	W129 25.7			
	To MUXAT, BC, intxn	N57 38.4	W130 34.9		306°	64
	To MITOM, BC, intxn	N58 19.2	W131 32.0		305°	51
	To BOTAD, BC, intxn	N58 38.2	W131 59.6		304°	24
	To AXUBI, BC, intxn	N59 04.3	W132 38.6		304°	33
	To GOROV, BC, intxn	N59 18.4	W133 00.0		303°	18
	To IRGIP, YT, intxn	N60 02.7	W134 10.5		303°	57
	To Whitehorse, YT, VOR/DME	N60 37.1	W135 08.3		302°	45
Q971	NUBEG, AB, intxn	N54 16.9	W113 59.1			
	To WAINN, AB, intxn	N53 02.0	W110 50.0		108°	135
	To TAGOT, SK, intxn	N52 10.9	W106 43.2		095°	159
	To DURUR, SK, intxn	N50 40.0	W104 53.4		132°	114
	To CIPTA, SK, intxn	N48 59.9	W102 20.3		126°	141
Q979	LOMLO, AB, intxn	N51 04.2	W113 23.2			
	To PERTU, AB, intxn	N51 03.6	W113 13.1		081°	6
	To TULOV, AB, intxn	N50 55.6	W111 28.5		082°	67
	To IMOTA, SK, intxn	N51 55.0	W108 00.0		051°	143
Q983	CILLI, BC, intxn	N49 03.8	W121 23.7			
	To MENBO, BC, intxn	N50 23.4	W116 08.4		050°	219
	To NORET, BC, intxn	N50 32.4	W115 27.2		055°	28
	To PIBSO, BC, intxn	N50 34.9	W115 15.3		056°	8
	To AMITO, AB, intxn	N50 37.5	W115 03.4		056°	8
	To SEDEL, AB, intxn	N50 40.0	W114 51.4		057°	8
	To IGVEP, AB, intxn	N50 42.5	W114 39.5		057°	8
Q991	VETBI, AB, intxn	N51 12.1	W113 25.4			
	To SESDA, AB, intxn	N51 11.3	W113 13.1		082°	8
	To RABOX, AB, intxn	N51 05.4	W111 55.7		082°	49
	To LIBOS, SK, intxn	N50 48.8	W109 00.0		084°	112

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
Q995	BITGA, AB, intxn	N51 29.5	W113 58.4			
	To MIREK, AB, intxn	N51 37.2	W113 55.8		357°	8
	To OILRS, AB, intxn	N52 37.5	W113 31.2		359°	62
Q997	KESKA, QC, intxn	N45 36.9	W074 08.8			
	To BIPKO, QC, intxn	N45 43.4	W074 21.7		320°	11
	To BOKLU, QC, intxn	N45 50.4	W074 35.7		319°	12
	To KISUK, QC, intxn	N45 53.7	W074 55.1		298°	14
	To SASID, QC, intxn	N46 02.0	W075 45.0		297°	36
	To EPRES, QC, intxn	N46 11.8	W075 58.4		329°	14
	To JUNIS, QC, intxn	N46 47.3	W076 48.1		329°	49
	To REZIN, QC, intxn	N47 43.6	W078 13.9		327°	81
	To EBDOG, QC, intxn	N47 59.5	W078 38.9		325°	23
	To Rouyn, QC, NDB	N48 10.4	W078 56.3		325°	16
T261	VOKEB, BC, intxn	N49 00.0	W119 26.8			
	To AMEDI, BC, intxn	N49 35.8	W119 36.2		336°	36
	To PIGLU, BC, intxn	N49 50.8	W119 49.6		315°	17
T266	SPUTA, YT, intxn	N59 42.7	W135 16.7			
	To COALE, YT, intxn	N60 27.3	W135 10.5		346°	45
	To Whitehorse, YT, VOR/DME	N60 37.1	W135 08.3		348°	10
T331	BEKRR, ON, intxn	N48 00.4	W089 55.7			
	To AGLIN, ON, intxn	N48 15.2	W089 26.2		056°	25
T407	ZOMTA, MB, intxn	N49 00.0	W097 07.9			
	To OTLUR, MB, intxn	N49 54.6	W097 14.4		353°	55
T601	SASUG, NS, intxn	N46 09.2	W060 03.3			
	To Gander NL, VOR	N48 54.0	W054 32.1		069°	278
T602	BOOTH, BC, intxn	N49 31.3	W112 02.7			
	To ALVOL, BC, intxn	N49 51.0	W120 35.4		053°	60
	To NOVAR, BC, intxn	N50 40.4	W116 23.4		055°	169
	To ITRIT, AB, intxn	N50 51.1	W115 20.1		059°	42
	To OTVAD, AB, intxn	N50 54.8	W114 57.2		060°	15
	To UKSAP, AB, intxn	N50 56.7	W114 44.9		061°	8
	To ROVMA, AB, intxn	N50 58.5	W114 33.5		061°	7
T603	IMORI, QC, intxn	N46 42.3	W071 37.6			
	To KITOP, QC, intxn	N46 47.4	W071 29.2		063°	8
	To GADAL, QC, intxn	N47 05.8	W071 04.7		057°	25
	To KESLU, QC, intxn	N47 29.9	W070 29.2		060°	34
	To Baie-Comeau, QC, VOR/DME	N49 08.0	W068 13.3		058°	134
	To TABRU, QC, intxn	N50 13.9	W066 16.4		065°	101
T604	Wabush, NL VOR	N52 57.6	W066 51.2	NAVAID		
	To PEKRO, NL intxn	N53 09.4	W064 06.2	YZV 044° & YWK 101°	100°	100
	To Goose, NL VOR	N53 19.2	W060 17.6	NAVAID	103°	138

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
T606	KEINN, BC, intxn	N49 49.0	W123 43.9	YVR 316° & YWL 180°		
	To ELIDI, BC, intxn	N50 00.4	W123 36.9	TOU 359°/110 DME	005°	12
	To HEIRE, BC, intxn	N50 54.0	W123 03.9	YWL 180°/87 DME	004°	58
	To Williams Lake, BC, VOR	N52 14.2	W122 10.1		005°	87
	To RUNNY, BC, intxn	N52 50.4	W121 59.8		354°	37
	To HUTON, BC, intxn	N53 51.4	W121 41.4		354°	62
	To RAPID, BC, intxn	N54 14.5	W121 34.2		354°	23
	To STAHL, BC, intxn	N54 43.0	W121 25.2		354°	29
	To MOOZE, BC, intxn	N55 20.5	W121 12.9		354°	38
	To Fort St. John, BC, VOR/DME	N56 17.1	W120 53.7		354°	58
T608	Can/USA bdry	N43 10.6	W082 19.9			
	To KATNO, ON, intxn	N43 10.6	W082 19.5		115°	0
	To BOSEP, ON, intxn	N43 06.3	W082 00.5		115°	15
	To HAVOK, ON, intxn	N43 01.3	W081 36.2		114°	19
	To DERLO, ON, intxn	N43 04.0	W081 05.7		092°	23
	To BIMRO, ON, intxn	N43 01.7	W080 19.0		103°	34
	To UKNIX, ON, intxn	N42 56.7	W078 55.1		104°	62
T609	XUBED, BC, intxn	N49 03.3	W125 56.9			
	To ROLBU, BC, intxn	N48 53.0	W125 21.8		097°	25
	To SEGEX, BC, intxn	N48 55.1	W124 59.3		065°	15
	To VIBGA, BC, intxn	N48 55.8	W124 51.5		066°	5
	To DASMU, BC, intxn	N48 57.3	W124 34.6		066°	11
	To NOXAG, BC, intxn	N49 02.4	W123 34.3		067°	40
T610	BOOPY BC, intxn	N50 06.0	W124 35.5			
	GABIN BC, intxn	N49 56.7	W120 57.9		073°	141
T611	SENSA, BC, intxn	N49 23.2	W121 25.5			
	To VOLOX, BC, intxn	N50 41.0	W120 20.1		012°	89
T612	IKURO, PE, intxn	N46 17.9	W063 07.2			
	To UMETI, NL, intxn	N47 34.8	W059 15.5		080°	176
	To Gander, NL, VOR/DME	N48 54.0	W054 32.1		083°	205
T614	DERLO, ON, intxn	N43 04.0	W081 05.7			
	To NUBER, ON, intxn	N43 27.5	W080 22.7		062°	39
	To BOLMO, ON, intxn	N43 54.6	W080 03.2		037°	31
	To IKLEN, ON, intxn	N44 03.4	W079 40.8		072°	18
	To MENTI, ON, intxn	N44 03.7	W079 35.9		094°	4
	To IKLUX, ON, intxn	N44 04.5	W079 30.0		090°	4
	To ILUSI, ON, intxn	N44 08.8	W078 55.9		090°	25
	To PEVNI, ON, intxn	N44 38.5	W077 45.3		070°	59
	To GOTIP, ON, intxn	N44 57.9	W076 57.9		072°	39
	To TUKIR, ON, intxn	N45 15.1	W076 14.3		073°	35
	To KANUR, ON intxn	N45 25.9	W075 02.6		090°	52
	To SAVEX, ON intxn	N45 30.8	W074 27.8		092°	25
	To PUPOV, QC, intxn	N45 34.4	W072 20.3		101°	90
	To MUTIB, QC, intxn	N45 36.5	W071 52.1		098°	20
	To DAXUG, QC, intxn	N45 38.3	W071 25.8		099°	19
	To DERDO, QC, intxn	N45 40.8	W070 48.2		099°	26
	To VINDI, QC, intxn	N45 40.3	W070 31.2		108°	12

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
T615	DUTEG, ON, intxn	N48 46.4	W091 38.3			
	To VESRU, ON, intxn	N49 49.9	W092 44.6		328°	77
	To ITBIN, ON, intxn	N51 04.0	W093 47.6		333°	84
T616	Can/USA bdry	N43 24.9	W082 12.7			
	To RAKAP, ON, intxn	N43 25.1	W082 12.1		076°	1
	To LEPOS, ON, intxn	N43 35.0	W081 38.8		076°	26
	To REVUD, ON, intxn	N43 49.4	W080 49.6		077°	38
	To VITOV, ON, intxn	N43 55.6	W080 29.2		077°	16
	To AGDUT, ON, intxn	N44 00.5	W080 12.8		077°	13
	To TONNY, ON, intxn	N44 11.1	W079 43.4		073°	24
	To KENLU, ON, intxn	N44 19.3	W079 12.9		080°	23
	To DUGBU, ON, intxn	N45 07.0	W077 03.8		073°	104
	To DESKI, ON, intxn	N45 22.8	W076 20.8		075°	34
	To LETAK, ON, intxn	N45 24.1	W076 14.8		084°	4
	To SELES, ON, intxn	N45 26.5	W075 53.8		093°	15
	To Montreal, QC, VOR/DME	N45 36.9	W073 58.3		095°	82
	To OBTAX, QC, intxn	N45 41.7	W073 16.1		095°	30
	To CATOG, QC, intxn	N45 55.0	W072 53.0		065°	21
	To URVAS, QC, intxn	N46 04.5	W072 36.3		066°	15
	To APLAK, QC, intxn	N46 27.6	W071 54.6		066°	37
	To PENTU, QC, intxn	N46 33.7	W071 43.3		067°	10
T617	KEDEM, SK, intxn	N55 09.1	W105 16.0			
	To DUSMO, MB, intxn	N54 40.7	W101 40.9		092°	127
T618	CANRY, BC, intxn	N49 09.0	W123 20.2			
	To SKYPO, BC, intxn	N49 43.1	W127 07.9		357°	35
	To GABAL, BC, intxn	N50 00.5	W123 01.5		357°	18
	To WIGHT, BC, intxn	N50 42.0	W122 46.2		357°	43
	To RONCH, BC, intxn	N51 30.7	W122 27.5		357°	50
	To Williams Lake, BC, VOR/DME	N52 14.2	W122 10.1		358°	45
T620	OMSIK, BC, intxn	N50 05.6	W115 10.6			
	To NUGAR, BC, intxn	N50 10.3	W114 49.0		056°	15
	To MEKPI, AB, intxn	N50 15.0	W114 26.9		057°	15
	To UKPAL, AB, intxn	N50 24.5	W114 22.0		003°	10
	To DUMRA, AB, intxn	N50 38.7	W114 14.7		003°	15
T622	BIRKO, AB, intxn	N51 28.6	W113 15.8			
	To BORIX, AB, intxn	N51 53.6	W110 00.0		063°	124
	To OVATA, SK, intxn	N52 06.0	W108 00.0		067°	75
T624	VIDGO, QC, intxn	N46 02.8	W074 29.8			
	To DATAB, QC, intxn	N46 27.8	W074 27.5		018°	25
	To OBRET, QC, intxn	N47 00.0	W074 24.5		018°	32
T628	Lethbridge, AB, VOR/DME	N49 38.1	W112 40.1			
	To ITREK, SK, intxn	N50 17.8	W107 41.5		064°	197
	To VINBI, SK, intxn	N50 28.6	W106 59.2		058°	29
	To MEGEX, SK, intxn	N50 30.0	W106 44.9		071°	9
	To DURUR, SK, intxn	N50 40.0	W104 53.4		071°	72

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
T629	COGLE BC, intxn	N49 04.6	W122 33.9			
	To SHARD BC, intxn	N49 19.4	W122 32.6		348°	15
	To JANEK BC, intxn	N49 40.6	W122 29.6		350°	21
	To GARRE BC, intxn	N49 54.4	W122 28.0		349°	14
	To GLACE BC, intxn	N50 11.4	W122 25.9		349°	17
	To SEATN BC, intxn	N50 42.2	W122 22.1		349°	31
	To KANOO BC, intxn	N51 28.3	W122 16.2		349°	46
	To Williams Lake BC, VOR	N52 14.2	W122 10.1		349°	46
T634	IKLAX, ON, intxn	N44 59.6	W075 44.8			
	To REEDO, ON, intxn	N44 42.2	W075 58.9		223°	20
	To VIBRU, ON, intxn	N44 20.4	W076 01.3		197°	22
T636	DICEN, QC, intxn	N46 48.0	W072 17.3			
	To MATOR, QC, intxn	N46 21.0	W073 20.3		254°	51
	To TAMKO, QC, intxn	N46 02.9	W073 54.7		248°	30
	To KANUR, ON, intxn	N45 25.9	W075 02.6		247°	60
	To KEMVI, ON, intxn	N45 15.5	W075 21.6		246°	17
T639	EXDEE, AB, intxn	N53 38.6	W113 30.8			
	To TETAG, AB, intxn	N54 04.3	W114 08.0		306°	34
	To AROUK, AB, intxn	N54 16.7	W114 26.3		305°	16
	To Peace River, AB, VOR/DME	N56 12.4	W117 30.7		304°	157
T644	BIRKO, AB, intxn	N51 28.6	W113 15.8			
	To ILADA, AB, intxn	N51 18.6	W110 53.1		081°	90
	To SHAWI, SK, intxn	N51 14.1	W110 00.0		084°	34
T645	KELSY, BC, intxn	N50 27.3	W126 04.0			
	To Campbell River, BC, NDB	N50 00.4	W125 21.5		118°	38
	To Comox, BC, TACAN	N49 42.7	W124 53.7		118°	25
	To NANOO, BC, intxn	N49 15.9	W124 14.7		121°	37
	To PIBSI, BC, intxn	N48 56.1	W123 40.4		116°	30
	To OMVEX, BC, intxn	N48 49.2	W123 20.6		102°	15
	To BUICK, BC, intxn	N48 48.7	W123 07.9		078°	8
	To EPSOP, BC, intxn	N48 49.9	W123 00.6		060°	5
	To PUDGE, BC, intxn	N48 55.8	W122 25.6		060°	24
	To ROSSS, BC, intxn	N48 57.4	W122 16.5		061°	6
	To IKLIT, BC, intxn	N49 00.1	W122 12.8		026°	4
	To TASDI, BC, intxn	N49 11.1	W121 58.3		026°	15
	To KEKPO, BC, intxn	N49 19.3	W121 48.1		024°	11
	To SENSA, BC, intxn	N49 23.2	W121 25.5		060°	15
T646	Cranbook, BC, VOR/DME	N49 33.3	W116 05.3			
	To PNASK, BC, intxn	N49 45.4	W119 58.1		019°	28
	To WTMAN, BC, intxn	N50 15.2	W119 25.2		020°	37
	To HUMEK, BC, intxn	N50 21.3	W119 18.3		020°	8
	To ENDBY, BC, intxn	N50 40.7	W118 56.3		020°	24
	To ATHUR, BC, intxn	N50 00.6	W117 12.3		105°	78
	To Princeton, BC, VOR/DME	N49 22.9	W120 22.4		107°	51

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
T647	Can/USA bdry	N48 36.3	W093 23.1			
	To IRKES, ON, intxn	N48 37.3	W093 22.6		019°	1
	To VESRU, ON, intxn	N49 49.9	W092 44.6		019°	77
	To OMVEG, ON, intxn	N50 06.8	W091 54.3		063°	36
T649	KESKA, QC, intxn	N45 36.9	W074 08.8			
	To BIPKO, QC, intxn	N45 43.4	W074 21.7		320°	11
	To BOKLU, QC, intxn	N45 50.4	W074 35.7		319°	12
	To KISUK, QC, intxn	N45 53.7	W074 55.1		298°	14
	To SASID, QC, intxn	N46 02.0	W075 45.0		297°	36
	To EPRES, QC, intxn	N46 11.8	W075 58.4		329°	14
	To JUNIS, QC, intxn	N46 47.3	W076 48.1		329°	49
	To REZIN, QC, intxn	N47 43.6	W078 13.9		327°	81
	To EBDOG, QC, intxn	N47 59.5	W078 38.9		325°	23
	To Rouyn, QC, NDB	N48 10.4	W078 56.3		325°	16
T650	BOOTH, BC, intxn	N49 31.3	W122 02.7			
	To VOLOX, BC, intxn	N50 41.0	W120 20.1		027°	96
	To STUMM, BC, intxn	N50 21.2	W119 50.9		121°	27
	To Kelowna, BC, NDB	N50 03.7	W119 25.0		121°	24
T652	ADVOX, AB, intxn	N51 34.7	W114 35.3			
	To AMUNO, AB, intxn	N51 41.3	W114 42.6		310°	8
	To SEKAN, AB, intxn	N51 47.8	W114 50.0		310°	8
	To ANTID, AB, intxn	N52 53.0	W114 15.3		003°	69
T654	IGSUB, ON, intxn	N47 41.7	W079 50.9			
	To MEPKA, QC, intxn	N48 12.4	W078 50.1		064°	51
T656	SASOB, ON, intxn	N49 24.7	W082 28.2			
	To KEBMA, ON, intxn	N48 34.2	W081 22.6		149°	66
	To FRALK, ON, intxn	N46 55.6	W080 53.0		179°	101
	To BUDAG, ON, intxn	N46 37.5	W080 47.9		179°	18
T660	ALIDO, QC, intxn	N45 44.4	W075 40.8			
	To SEMRO, QC, intxn	N46 16.7	W074 12.6		075°	69
	To NOSUT, QC, intxn	N46 21.6	W073 58.6		077°	11
	To DICEN, QC, intxn	N46 48.0	W072 17.3		083°	75
	To UDBAM, QC, intxn	N46 45.4	W071 58.9		117°	13
	To IMORI, QC, intxn	N46 42.3	W071 37.6		117°	15
	To FLEUR, QC, intxn	N46 59.3	W070 27.8		085°	51
	To ANATI, QC, intxn	N47 45.4	W069 35.3		053°	58
	To MODAS, QC, intxn	N48 17.8	W068 43.6		063°	48
	To EPMAL, QC, intxn	N48 22.6	W068 35.9		064°	7
	To KISUV, QC, intxn	N48 36.7	W068 12.5		064°	21
	To BUBIX, QC, intxn	N49 19.7	W067 22.5		054°	54
	To TABRU, QC, intxn	N50 13.9	W066 16.4		055°	69
	To Wabush, NL, VOR/DME	N52 57.6	W066 51.2		010°	165
T662	Montreal, QC, VOR	N45 36.9	W073 58.3			
	To MAIRE, QC, intxn	N45 42.5	W073 07.4		095°	36
	To OKOPO, QC, intxn	N45 43.5	W072 57.7		096°	7
	To MUVKA, QC, intxn	N45 44.8	W072 45.7		096°	8
	To SILVI, QC, intxn	N45 47.0	W072 22.9		097°	16
	To VIKBU, QC, intxn	N45 49.0	W072 02.5		097°	14
	To ILERO, QC, intxn	N45 52.2	W071 29.0		097°	24
	To ODBOS, QC, intxn	N45 55.5	W070 50.8		098°	27
	To DEPRI, QC, intxn	N45 57.2	W070 15.4		101°	25

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
T663	AGNEX, ON, intxn	N45 33.6	W077 05.2			
	To Pembroke, ON, NDB	N45 48.2	W077 13.1		351°	16
T664	Sandspit, BC, VOR/DME	N53 15.1	W131 48.4			
	To Prince Rupert, BC, NDB	N54 15.8	W130 25.4		021°	78
	To ITKET, BC, intxn	N54 28.1	W128 34.7		060°	66
	To NUGUV, BC, intxn	N54 44.8	W127 06.5		053°	54
T672	Halifax, NS, VOR/DME	N44 55.4	W063 24.1			
	To IGTAS, NS, intxn	N45 04.6	W062 56.9		080°	21
	To NOTOP, NS, intxn	N45 27.2	W062 00.7		077°	46
	To PERLU, NL, intxn	N47 17.4	W054 02.8		086°	349
T674	BOXON, BC, intxn	N49 26.8	W117 34.5			
	WHATS, BC, intxn	N49 58.0	W118 16.3		304°	41
	ENDBY, BC, intxn	N50 40.7	W118 56.3		314°	50
T675	KEBMO, ON, intxn	N49 47.3	W094 21.8			
	VESRU, ON, intxn	N49 49.9	W092 44.6		087°	63
	AGLIN, ON, intxn	N48 15.2	W089 26.2		126°	161
	Can/USA bdry	N48 13.2	W088 44.3		097°	28
	Can/USA bdry	N48 11.0	W088 03.6		099°	27
	NUBAM, ON, intxn	N47 57.0	W084 49.4		100°	131
	Can/USA bdry	N46 30.5	W084 20.7		174°	89
T676	MERYT, BC, intxn	N49 56.5	W120 57.7			
	To NADPI, BC, intxn	N51 42.9	W117 20.4		034°	174
	To ANDIE, AB, intxn	N52 59.2	W114 23.2		038°	133
T677	MAIRE, QC, intxn	N45 42.5	W073 07.4			
	To TAKIN, QC, intxn	N45 50.2	W072 51.1		070°	14
	To UKPAM, QC, intxn	N45 58.5	W072 33.3		070°	15
	To MISOP, QC, intxn	N46 07.7	W072 16.7		066°	15
	To IGTER, QC, intxn	N46 23.5	W071 48.1		066°	25
	To OBTEK, QC, intxn	N46 47.4	W071 17.0		057°	32
	To SIMTO, QC, intxn	N47 03.4	W070 49.8		065°	24
	To MIVAX, QC, intxn	N47 26.4	W070 09.6		065°	36
	To ANATI, QC, intxn	N47 45.4	W069 35.3		066°	30
	To Baie-Comeau, QC, VOR/DME	N49 08.0	W068 13.3		049°	99
T678	ILUKI, SK, intxn	N50 25.9	W104 40.0			
	To MUTUR, SK, intxn	N51 15.9	W102 27.7		050°	98
T679	KIROD, MB, intxn	N53 57.5	W097 50.6			
	To DUXIP, MB, intxn	N55 48.3	W097 51.7		356°	111
T680	DICEN, QC, intxn	N46 48.0	W072 17.3			
	To LIVBA, QC, intxn	N46 14.3	W073 57.1		260°	77
	To VIDGO, QC, intxn	N46 02.8	W074 29.8		258°	25
	To KISUK, QC, intxn	N45 53.7	W074 55.1		257°	20
	To LETAK, ON, intxn	N45 24.1	W076 14.8		257°	63
T681	AGLIN, ON, intxn	N48 15.2	W089 26.2			
	To REVUB, ON, intxn	N48 42.3	W088 45.2		049°	38
	To BILII, ON, intxn	N49 01.3	W088 15.7		050°	27
	To OVORA, ON, intxn	N48 44.6	W086 19.7		106°	78
	To NUBAM, ON, intxn	N47 57.0	W084 49.4		134°	77

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
T682	Whitecourt, AB VOR/DME	N54 08.7	W115 47.8			
	To EXDEE, AB, intxn	N53 38.6	W113 30.8		094°	87
	To RYLEY, AB intxn	N53 16.4	W112 19.2		103°	48
	To WAINN, AB intxn	N53 02.0	W110 50.0		091°	56
	To OMREG, AB intxn	N53 18.6	W110 04.4		046°	32
T683	OVORA, ON, intxn	N48 44.6	W086 19.7			
	To EPTOS, ON, intxn	N49 46.2	W086 59.1		344°	67
T684	LYTON, BC, intxn	N50 15.0	W121 50.7			
	To VIDRI, BC, intxn	N50 13.6	W121 30.0		080°	13
	To DURAK,BC, intxn	N50 08.7	W120 25.0		080°	42
T685	Midland, ON, DME	N44 34.9	W079 47.6			
	To LOYED, ON, intxn	N45 04.8	W079 41.7		018°	30
	To OXASA, ON, intxn	N46 21.8	W079 25.5		019°	78
	To LUNGE, ON, intxn	N47 33.3	W080 27.4		341°	83
	To KEBMA, ON, intxn	N48 34.2	W081 22.6		339°	71
T686	ADVOX, AB, intxn	N51 34.7	W114 35.3			
	To AMUNO, AB, intxn	N51 41.3	W114 42.6		310°	8
	To VIMBA, AB, intxn	N52 04.1	W114 30.6		003°	24
	To OLIMI, AB, intxn	N52 48.9	W114 06.6		003°	47
T687	VOLOX, BC, intxn	N50 41.0	W120 20.1			
	To KEGPI, BC, intxn	N50 41.0	W119 40.3		074°	25
	To ENDBY, BC, intxn	N50 40.7	W118 56.3		075°	28
	To CHITE, BC, intxn	N50 02.6	W116 09.1		093°	114
	To Skookum (Cranbrook), BC, NDB	N49 57.3	W115 47.5		096°	15
T688	TOVUM, AB intxn	N49 14.5	W112 48.9			
	To ETLEM, AB intxn	N49 26.1	W112 53.2		333°	12
	To EBGAL, AB intxn	N50 41.8	W113 22.3		332°	78
	KICKS, ON, intxn	N44 20.7	W080 27.8			
	To WALPP, ON, intxn	N44 32.1	W080 46.7		320°	18
	To Wiarton, ON, VOR/DME	N44 44.7	W081 06.3		322°	19
	To WALAC, ON, intxn	N45 46.7	W082 03.6		336°	74
	To NAKBU, ON, intxn	N46 21.1	W082 33.7		338°	40
T690	EBGAL, AB, intxn	N50 41.8	W113 22.3			
	To VESDO, AB, intxn	N49 58.7	W111 19.1		104°	90
T691	SEGAP, MB, intxn	N49 54.6	W099 56.7			
	To MUTUR, SK, intxn	N51 15.9	W102 27.7		306°	126
	To AMAGU, SK, intxn	N53 12.9	W105 40.4		309°	167
T692	Prince George, BC VOR/DME	N53 53.7	W122 27.3			
	To FIGGI, BC intxn	N54 16.2	W121 59.2		018°	28
	To STAHL, BC intxn	N54 43.0	W121 25.2		019°	33
	To KISKK, BC intxn	N55 12.8	W120 46.0		020°	37
	To ROLLA, BC intxn	N55 45.8	W120 00.1		021°	42
	To Peace River, AB VOR/DME	N56 12.4	W117 30.7		054°	88

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
T693	Montreal, QC, VOR/DME	N45 36.9	W073 58.3			
	To SINRO, QC, intxn	N45 53.9	W073 33.3		059°	24
	To LOKBU, QC, intxn	N46 06.2	W073 14.7		061°	18
	To NOVID, QC, intxn	N46 15.1	W073 13.4		020°	9
	To BERUT, QC, intxn	N46 56.1	W072 29.2		051°	51
	To IGSAS, QC, intxn	N48 01.0	W071 16.2		052°	82
	To IPTAL, QC, intxn	N48 43.8	W069 09.8		078°	95
	To KISUV, QC, intxn	N48 36.7	W068 12.5		117°	38
	To WOPAC, QC, intxn	N48 39.6	W067 18.7		102°	36
	To UBTEV, QC, intxn	N48 44.8	W065 02.0		103°	91
	To Gaspé, QC, VOR/DME	N48 45.8	W064 24.3		105°	25
T694	IGSOD, AB, intxn	N52 29.5	W116 07.7			
	To OBNAP, AB, intxn	N51 45.9	W115 17.7		129°	53
	To VOKIM, AB, intxn	N51 30.9	W115 01.0		130°	18
	To TAMVU, AB, intxn	N51 17.0	W114 45.7		130°	17
	To AGMAK, AB, intxn	N51 13.0	W114 34.7		105°	8
T695	Princeton, BC, VOR/DME	N49 22.9	W120 22.4			
	KEPNA, BC, intxn	N49 44.5	W120 21.8		345°	22
	AMBRO, BC, intxn	N49 59.4	W120 21.4		345°	15
	ICOLA, BC, intxn	N50 10.2	W120 21.1		345°	11
	CHAPT, BC, intxn	N50 28.9	W120 20.5		345°	19
	VOLOX, BC, intxn	N50 41.0	W120 20.1		345°	12
	FLOON, BC, intxn	N51 00.3	W120 42.3		308°	24
	MIBTI, BC, intxn	N51 26.6	W121 12.8		308°	33
	ALTAG, BC, intxn	N51 53.1	W121 44.4		307°	33
	Williams Lake, BC, VOR/DME	N52 14.2	W122 10.1		307°	26
T696	AMEKI, AB, intxn	N50 55.6	W109 59.4			
	To TAGOT, SK, intxn	N52 10.9	W106 43.2		045°	144
	To KENRU, MB, intxn	N53 58.3	W101 05.5		050°	230
	To KIROD, MB, intxn	N53 57.5	W097 50.6		083°	115
T697	Wabush, NL, VOR/DME	N52 57.6	W066 51.2			
	To DENSO, NL, intxn	N53 35.4	W064 14.1		085°	102
	To Goose Bay, NL, VOR/DME	N53 19.2	W060 17.6		114°	142
T698	DERDO, QC, intxn	N45 40.8	W070 48.2			
	To EBGIX, QC, intxn	N45 43.5	W070 23.8		096°	17
	ACTON, USA, intxn	N46 02.6	W067 46.9			
	To BEMEK, NB, intxn	N46 05.0	W066 27.2		103°	56
	To ITPAX, NB, intxn	N46 06.8	W065 09.6		104°	54
	To NABIN, NB, intxn	N46 10.6	W064 36.1		097°	24
	To IKURO, PE, intxn	N46 17.9	W063 07.2		099°	62
T699	OTPUT, QC intxn	N46 52.3	W071 16.9			
	To KAROT, QC intxn	N47 06.7	W071 16.7		016°	14
	To IGSAS, QC intxn	N48 01.0	W071 16.2		016°	54
	To EMBES, QC, intxn	N48 32.7	W072 17.7		324°	52

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
T701	GOVAD, BC, intxn	N49 02.8	W125 42.3			
	To SIGTA, BC, intxn	N49 03.6	W125 09.5		072°	22
	To FOCHE, BC, intxn	N49 03.8	W124 47.8		073°	14
	To ANVAP, BC, intxn	N49 04.2	W124 17.4		073°	20
	To ARRUE, BC, intxn	N49 04.4	W124 07.8		073°	6
	To CASDY, BC, intxn	N49 04.4	W123 58.3		074°	6
	To FAXTO, BC, intxn	N49 04.6	W123 29.6		074°	19
	To Vancouver, BC, VOR/DME	N49 04.6	W123 08.9		074°	14
	Princeton, BC, VOR/DME	N49 22.9	W120 22.4			
	To AMEDI, BC intxn	N49 35.8	W119 36.2		051°	33
	To TENYA, BC intxn	N49 50.4	W118 44.4		051°	37
	To WHATS, BC intxn	N49 58.0	W118 16.3		052°	20
T702	OTLUR, MB, intxn	N49 54.6	W097 14.4			
	To KEBMO, ON, intxn	N49 47.3	W094 21.8		090°	112
	To DUTEG, ON, intxn	N48 46.4	W091 38.3		118°	123
	To AGLIN, ON, intxn	N48 15.2	W089 26.2		110°	93
	To OVORA, ON, intxn	N48 44.6	W086 19.7		079°	128
	To IMIXA, ON, intxn	N49 46.7	W084 35.5		053°	92
	To RABAV, ON, intxn	N51 17.5	W080 36.4		066°	178
T703	CILLI, BC, intxn	N49 03.8	W121 23.7			
	To URVEB, BC, intxn	N49 20.9	W120 21.9		050°	44
	To VOBUD, BC, intxn	N50 07.7	W117 16.6		051°	129
	To MENBO, BC, intxn	N50 23.4	W116 08.4		054°	46
	To NORET, AB, intxn	N50 32.4	W115 27.2		055°	28
	To PIBSO, AB, intxn	N50 34.9	W115 15.3		056°	8
	To AMITO, AB, intxn	N50 37.5	W115 03.4		056°	8
	To SEDEL, AB, intxn	N50 40.0	W114 51.4		057°	8
	To IGVEP, AB, intxn	N50 42.5	W114 39.5		057°	8
T705	IKNAR, QC, intxn	N47 11.6	W074 09.5			
	To NOSUT, QC, intxn	N46 21.6	W073 58.6		186°	51
	To LIVBA, QC, intxn	N46 14.3	W073 57.1		186°	7
	To TAMKO, QC, intxn	N46 02.9	W073 54.7		186°	12
	To DUNUP, QC, intxn	N45 17.6	W073 35.4		178°	47
	To EBDOT, QC, intxn	N45 05.4	W073 34.0		190°	12
	To MUTNA, QC, intxn	N45 00.3	W073 33.5		189°	5
T706	ILUKI, SK, intxn	N50 25.9	W104 40.0			
	To EMLIK, SK, intxn	N50 21.5	W102 29.9		084°	83
	To KEPKO, MB intxn	N50 04.3	W100 49.6		097°	67
	To SEGAP, MB intxn	N49 54.6	W099 56.7		100°	35
	To ETMOM, MB intxn	N50 02.9	W099 37.2		051°	15
	To VOKIG, MB intxn	N50 06.0	W099 30.0		052°	6
	To VIGVO, MB intxn	N50 06.8	W099 16.3		080°	9
	To URSOD, MB intxn	N50 08.5	W098 45.6		080°	20
	To DELTA, MB, NDB	N50 10.0	W098 18.4		081°	18
	To OTLUR, MB, intxn	N49 54.6	W097 14.4		106°	44
	To PRADA, MB, intxn	N49 25.5	W095 45.5		113°	65
	To GABOV, ON, intxn	N49 28.6	W094 02.8		085°	67
	To ITBIN, ON, intxn	N51 04.0	W093 47.6		006°	96

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
T707	ANTAK, BC, intxn	N49 21.0	W115 51.5			
	To SIGPA, BC, intxn	N50 07.0	W115 11.4		014°	53
	To TULOB, AB, intxn	N50 35.6	W114 45.8		015°	33
	To IGVEP, AB, intxn	N50 42.5	W114 39.5		015°	8
T709	Val d'Or, QC, VOR/DME	N48 10.5	W077 49.2			
	TAGET, QC, intxn	N46 53.0	W075 49.2		145°	112
	To IKMOL, QC, intxn	N46 41.6	W075 30.7		146°	17
	To OLASI, QC, intxn	N46 19.8	W074 56.2		146°	32
	To VIDGO, QC, intxn	N46 02.8	W074 29.8		147°	25
	To EMPEK, QC, intxn	N45 55.0	W074 20.7		155°	10
	To SATOT, QC, intxn	N45 50.5	W074 15.5		155°	6
	To PIGNA, QC, intxn	N45 45.2	W074 09.3		155°	7
T713	BOOTH, BC, intxn	N49 31.3	W122 02.7			
	To SPUZZ, BC, intxn	N49 46.5	W121 23.8		043°	30
	To MERYT, BC, intxn	N49 56.5	W120 57.7		043°	20
	To ICOLA, BC, intxn	N50 10.2	W120 21.1		044°	27
	To BULIE, BC, intxn	N50 16.2	W120 04.6		044°	12
	To STUMM, BC, intxn	N50 21.2	W119 50.9		045°	10
	To SUVAK, BC, intxn	N50 34.9	W119 12.9		045°	28
	To ENDBY, BC, intxn	N50 40.7	W118 56.3		046°	12
	To RAGUT, BC, intxn	N50 49.6	W117 29.0		065°	56
	To WELLF, BC, intxn	N50 54.5	W116 36.1		066°	34
T715	VETBI, AB, intxn	N51 12.1	W113 25.4			
	To SESDA, AB, intxn	N51 11.3	W113 13.1		082°	8
	To RABOX, AB, intxn	N51 05.4	W111 55.7		082°	49
	To GUDOG, AB, intxn	N51 31.0	W110 00.0		056°	77
	To IMOTA, SK, intxn	N51 55.0	W108 00.0		058°	78
T717	OXASA, ON, intxn	N46 21.8	W079 25.5			
	To SETVO, QC, intxn	N46 21.5	W077 31.0		100°	79
	To EPRES, QC, intxn	N46 11.8	W075 58.4		110°	65
	To BEMOG, QC, intxn	N46 09.0	W075 34.4		112°	17
	To UDGAK, QC, intxn	N46 06.3	W075 05.4		111°	20
	To VIDGO, QC, intxn	N46 02.8	W074 29.8		111°	25
T719	DISCO, BC, intxn	N48 22.6	W123 09.5			
	To VIXOR, BC, intxn	N48 43.6	W123 29.1		313°	25
	To PIBSI, BC, intxn	N48 56.1	W123 40.4		314°	15
	To KATUB, BC, intxn	N49 07.7	W123 46.9		324°	12
	To KIXET, BC, intxn	N49 11.9	W123 52.0		306°	5
	To SENRI, BC, intxn	N49 19.0	W124 01.1		304°	9
	To ITMAV, BC, intxn	N49 28.6	W124 10.7		311°	12
	To Comox, BC, TACAN	N49 42.7	W124 53.7		281°	31
	To Port Hardy, BC, VOR/DME	N50 41.0	W127 22.0		286°	112
	To Sandspit, BC, VOR/DME	N53 15.1	W131 48.4		298°	226
	To MOCKA, BC, intxn	N54 30.4	W133 01.3		313°	87
	To EEVER, BC, intxn	N54 35.0	W133 05.9		312°	5
T721	TALNO, QC, intxn	N44 59.6	W074 21.6			
	To EPTUL, QC, intxn	N45 04.6	W073 54.4		088°	20
	To EBDOT, QC, intxn	N45 05.4	W073 34.0		100°	15
	To TOXAL, QC, intxn	N45 08.6	W071 34.9		101°	84

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
T722	SASID, QC, intxn	N46 02.0	W075 45.0			
	To EPRES, QC, intxn	N46 11.8	W075 58.4		329°	14
	To PELSU, QC, intxn	N46 53.1	W076 34.8		342°	48
	To MIXAK, QC, intxn	N47 14.5	W076 54.9		340°	26
	To Val-d'Or, QC, VOR/DME	N48 10.5	W077 49.2		340°	67
T723	SEDOG, ON, intxn	N44 00.6	W079 35.1			
	To TANGI, ON, intxn	N44 23.1	W079 24.1		030°	24
	To UDMUG, ON, intxn	N44 52.9	W078 58.9		042°	35
	To ROSVO, ON, intxn	N45 35.4	W077 28.8		067°	77
T725	MIGLO, ON, intxn	N44 38.2	W076 12.6			
	To REEDO, ON, intxn	N44 42.2	W075 58.9		080°	11
	To IGVUD, ON, intxn	N44 50.4	W075 28.1		082°	23
	To EPMOK, ON, intxn	N44 59.1	W074 57.1		082°	24
	To ARVIE, ON, intxn	N45 07.1	W074 37.1		074°	16
	To HABBS, ON, intxn	N45 12.3	W074 25.0		072°	10
	To COMAU, QC, intxn	N45 21.6	W074 03.4		073°	18
	To MITIG, QC, intxn	N45 27.5	W073 55.8		057°	8
T727	VOBUK, AB, intxn	N49 43.0	W113 12.0			
	To GADKI, AB, intxn	N50 39.8	W113 41.4		328°	60
	To RIGAD, AB, intxn	N51 43.2	W114 22.9		324°	69
	To UKRAM, AB, intxn	N52 46.1	W113 56.4		360°	65
T728	SEGAP, MB, intxn	N49 54.6	W099 56.7			
	To IKNAL, MB, intxn	N50 14.5	W099 58.5		352°	20
	To OTRAN, MB, intxn	N50 46.4	W100 01.3		352°	32
	To AMENU, MB, intxn	N51 06.1	W100 03.2		352°	20
	To KENRU, MB, intxn	N53 58.3	W101 05.5		343°	177
	To DUSMO, MB, intxn	N54 40.7	W101 40.9		328°	47
	To MITOB, MB, intxn	N56 51.9	W101 04.6		002°	133
T731	TAKOL, QC, intxn	N45 39.0	W075 11.9			
	To IPSAK, QC, intxn	N45 45.4	W074 51.5		080°	16
	To BOKLU, QC, intxn	N45 50.4	W074 35.7		080°	12
	To EMPEK, QC, intxn	N45 55.0	W074 20.7		080°	11
	To ESTEL, QC, intxn	N45 57.9	W074 11.0		081°	7
	To TAMKO, QC, intxn	N46 02.9	W073 54.7		081°	12
	To AGLUK, QC, intxn	N46 12.6	W073 22.2		081°	25
T735	DULBA, NB, intxn	N46 13.2	W066 28.0			
	To IRDUV, NB, intxn	N46 16.4	W065 09.5		103°	54
	To IKURO, PE, intxn	N46 17.9	W063 07.2		105°	85
	To SASUG, NS, intxn	N46 09.2	W060 03.3		110°	128
T736	MUTUR, SK, intxn	N51 15.9	W102 27.7			
	To KENRU, MB, intxn	N53 58.3	W101 05.5		010°	170
	To MITOB, MB, intxn	N56 51.9	W101 04.6		354°	174
T737	AVVON, ON, intxn	N45 10.1	W075 02.3			
	To VIKNO, ON, intxn	N45 15.5	W074 36.9		086°	19
	To LAFIT, QC, intxn	N45 18.5	W074 23.0		087°	10
	To PUXER, QC, intxn	N45 24.0	W072 51.3		098°	65
	To PUSOD, QC, intxn	N45 30.1	W071 29.7		098°	58
	To OMALI, QC, intxn	N45 30.7	W071 20.0		100°	7
	To REVEN, QC, intxn	N45 33.2	W070 42.0		100°	27

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
T739	OLABA, ON, intxn	N44 28.6	W076 12.2			
	To ALONI, ON intxn	N44 38.9	W075 39.2		078°	26
	To KATEK, ON intxn	N44 40.8	W075 32.4		082°	5
	TALNO, QC, intxn	N44 59.6	W074 21.6			
	To EPTUL, QC, intxn	N45 04.6	W073 54.4		088°	20
	To RABIK, QC, intxn	N45 17.9	W072 36.6		089°	56
	To MOBAL, QC, intxn	N45 20.3	W071 51.8		100°	32
	To ANTOV, QC, intxn	N45 25.7	W071 01.4		096°	36
	To KERVO, QC, Intxn	N45 26.7	W070 39.0		101°	16
	DANOL, NB, intxn	N45 41.8	W067 48.2			
	To PUXOP, NB, intxn	N45 56.7	W066 26.4		091°	59
	To EMLOB, NB, intxn	N45 59.0	W066 09.6		095°	12
	To OMVEV, NB, intxn	N46 02.0	W065 47.2		095°	16
	To ITPAX, NB, intxn	N46 06.8	W065 09.6		096°	27
T740	ITREK, SK, intxn	N50 17.8	W107 41.5			
	To TAGOT, SK, intxn	N52 10.9	W106 43.2		007°	119
	To AMAGU, SK, intxn	N53 12.9	W105 40.4		021°	73
	To KENRU, MB, intxn	N53 58.3	W101 05.5		063°	170
	To DUXIP, MB, intxn	N55 48.3	W097 51.7		038°	157
T741	TABRU, QC, intxn	N50 13.9	W066 16.4			
	To ODKAP, QC, intxn	N50 53.0	W066 03.5		029°	40
	To ELINU, QC, intxn	N51 53.0	W065 43.0		031°	61
T743	KODIT, AB, intxn	N52 37.8	W115 47.5			
	To MATIR, AB, intxn	N52 00.9	W115 04.8		129°	45
	To ALSIV, AB, intxn	N51 54.4	W114 57.3		130°	8
	To SEKAN, AB, intxn	N51 47.8	W114 50.0		130°	8
	To AMUNO, AB, intxn	N51 41.3	W114 42.6		130°	8
	To ADVOX, AB, intxn	N51 34.7	W114 35.3		130°	8
T744	OXASA, ON, intxn	N46 21.8	W079 25.5			
	To OTONA, ON, intxn	N45 37.0	W077 50.0		134°	80
	To ROSVO, ON, intxn	N45 35.4	W077 28.8		108°	15
	To AGNEX, ON, intxn	N45 33.6	W077 05.2		108°	17
	To OLIGO, ON, intxn	N45 29.4	W076 15.0		109°	35
T745	OXASA, ON, intxn	N46 21.8	W079 25.5			
	To IGSUB, ON, intxn	N47 41.7	W079 50.9		359°	82
	To KEBMA, ON, intxn	N48 34.2	W081 22.6		322°	81
	To IMIXA, ON, intxn	N49 46.7	W084 35.5		311°	146
	To EPTOS, ON, intxn	N49 46.2	W086 59.1		279°	93
T747	High Level, AB, VOR/DME	N58 33.3	W117 05.6			
	To BISPO, AB, intxn	N56 56.3	W115 54.0		141°	105
	To OBTUP, AB, intxn	N55 17.6	W114 46.6		143°	106
	To MOOTO, AB, intxn	N53 52.7	W113 42.1		141°	93
	To EXDEE, AB, intxn	N53 38.6	W113 30.8		140°	16
	To OMRIR, AB, intxn	N53 21.4	W110 49.5		085°	98
	To OMREG, AB, intxn	N53 18.6	W110 04.4		083°	27
	To LIBUB, SK, intxn	N52 46.1	W108 14.7		103°	74

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
T749	MIVOK, ON, intxn	N44 21.6	W077 35.3			
	To KANIK, ON, intxn	N44 39.0	W076 57.4		069°	32
	To LANRK, ON, intxn	N44 56.6	W076 23.3		066°	30
	To TAKOL, QC, intxn	N45 39.0	W075 11.9		062°	66
	To KISUK, QC, intxn	N45 53.7	W074 55.1		052°	19
	To VIDGO, QC, intxn	N46 02.8	W074 29.8		076°	20
	To LIVBA, QC, intxn	N46 14.3	W073 57.1		077°	25
	To SOKYE, QC, intxn	N46 21.5	W072 51.1		095°	46
T751	Whitehorse, YT, VOR/DME	N60 37.1	W135 08.3			
	To OMVAN, YT, intxn	N60 10.4	W132 44.5		090°	76
	To Watson Lake, YT, VOR/DME	N60 05.2	W128 51.5		072°	117
T753	BITGA, AB, intxn	N51 29.5	W113 58.4			
	To MIREK, AB, intxn	N51 37.2	W113 55.8		357°	8
	To OILRS, AB, intxn	N52 37.5	W113 31.2		359°	62
T755	Whitecourt, AB, VOR/DME	N53 08.7	W115 47.8			
	To WYLDE, AB, intxn	N53 36.9	W114 53.6		120°	45
	To GRONG, AB, intxn	N53 22.5	W114 19.3		110°	25
	To YEGGA, AB, intxn	N53 11.1	W113 52.0		111°	20
	To JEDII, AB, intxn	N53 05.0	W112 56.5		086°	34
	To CAMRA, AB, intxn	N53 01.9	W112 30.5		088°	16
	To WAINN, AB, intxn	N53 02.0	W110 50.0		076°	61
	To TAGOT, SK, intxn	N52 10.9	W106 43.2		095°	159
	To MUTUR, SK, intxn	N51 15.9	W102 27.7		097°	168
	To KOBID, MB, intxn	N50 25.3	W098 43.4		101°	151
T757	APLIG, BC, intxn	N53 00.0	W134 00.0			
	To KALTS, BC, intxn	N53 37.3	W133 48.3		353°	38
	To FRIED, BC, intxn	N54 13.3	W133 38.0		352°	37
	To MOCKA, BC, intxn	N54 30.4	W133 01.3		033°	27
	To BOKMA, BC, intxn	N54 31.2	W131 38.9		070°	48
	To OMSEB, BC, intxn	N53 29.0	W130 56.7		140°	67
	To ESTIT, BC, intxn	N51 16.1	W128 18.5		125°	165
T759	PEVLU, AB, intxn	N51 30.4	W114 08.5			
	To KERSA, AB, intxn	N51 37.2	W114 06.0		358°	7
	To BISNO, AB, intxn	N52 30.5	W113 45.2		358°	55
	To OILRS, AB, intxn	N52 37.5	W113 31.2		036°	11
T761	SAXOL, AB, intxn	N51 28.0	W113 38.0			
	To PEPGO, AB, intxn	N51 33.5	W113 36.0		358°	6
	To RODKU, AB, intxn	N52 06.7	W113 23.6		358°	34
	To ALKIK, AB, intxn	N52 47.6	W113 07.7		359°	42

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
T765	Whitecourt, AB, VOR/DME	N54 08.7	W115 47.8			
	To OBTUP, AB, intxn	N55 17.6	W114 46.6		011°	78
	PRADA, MB, intxn	N49 25.5	W095 45.5			
	To Can/USA bdry	N49 12.7	W095 09.2		116°	27
	To Can/USA bdry	N49 03.7	W094 44.3		117°	19
	To KRANG, ON, intxn	N48 58.3	W094 29.4		118°	11
	To Can/USA bdry	N48 35.4	W093 28.3		118°	46
	ASIXX, ON, intxn	N48 30.9	W092 37.5			
	To AGLIN, ON, intxn	N48 15.2	W089 26.2		097°	128
	To BBLUE, ON, intxn	N48 01.2	W089 13.7		153°	16
T767	NUBAM, ON, intxn	N47 57.0	W084 49.4			
	To IMIXA, ON, intxn	N49 46.7	W084 35.5		012°	110
T768	ARBBY, ON, intxn	N48 37.5	W093 00.5			
	To DUTEG, ON, intxn	N48 46.4	W091 38.3		081°	55
T769	GOVAD, BC, intxn	N49 02.8	W125 42.3			
	To Comox, BC, TACAN	N49 42.7	W124 53.7		022°	51
T770	KEBMO, ON, intxn	N49 47.3	W094 21.8			
	To ITBIN, ON, intxn	N51 04.0	W093 47.6		015°	80
T771	AMEKI, SK, intxn	N50 55.6	W109 59.4			
	To ITREK, SK, intxn	N50 17.8	W107 41.5		102°	96
T773	NOSIV, AB, intxn	N50 54.4	W113 17.5			
	To ODLAN, AB, intxn	N50 11.6	W111 23.4		105°	84
T774	SENSA, BC, intxn	N49 23.2	W121 25.5			
	To SPUZZ, BC, intxn	N49 46.5	W121 23.8		347°	23
	To KROFT, BC, intxn	N50 42.1	W121 19.2		347°	56
	To Williams Lake, BC, VOR/DME	N52 14.2	W122 10.1		325°	98
T775	TREEL, BC, intxn	N49 21.4	W123 51.9			
	To NUTBE, BC, intxn	N49 19.6	W123 36.5		084°	10
	To BAJOL, BC, intxn	N49 18.6	W123 28.2		084°	6
	To VARSY, BC, intxn	N49 17.2	W123 17.1		084°	7
	To BASRA, BC, intxn	N49 15.2	W123 00.4		084°	11
	To MILLS, BC, intxn	N49 14.4	W122 54.1		085°	4
	To FRASE, BC, intxn	N49 13.5	W122 47.2		085°	5
	To Pitt Meadows, BC, VOR	N49 13.0	W122 42.9		085°	3

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
T776	OTLUR, MB, intxn	N49 54.6	W097 14.4			
	To PIDVI, MB, intxn	N50 28.6	W095 38.4		058°	70
	To ITBIN, ON, intxn	N51 04.0	W093 47.6		061°	79
	To OMVEG, ON, intxn	N50 06.8	W091 54.3		128°	92
	To OTNOX, ON, intxn	N48 41.5	W089 53.7		138°	116
	To AGLIN, ON, intxn	N48 15.2	W089 26.2		148°	32
	To Can/USA bdry	N48 10.2	W088 51.6		106°	24
	To Can/USA bdry	N47 57.2	W087 27.3		106°	58
	To GRIBY, ON, intxn	N47 45.3	W086 15.6		109°	50
	To Can/USA bdry	N47 02.0	W085 11.8		141°	61
	To Can/USA bdry	N46 45.9	W084 48.8		142°	22
	To Can/USA bdry	N46 29.8	W084 25.9		143°	23
	To Sault Ste. Marie, MI, VOR/DME	N46 24.7	W084 18.9		143°	7
T781	Can/USA bdry	N42 56.7	W082 26.3			
	To AXOBU ON, intxn	N42 56.7	W082 23.7		100°	2
	To HAVOK, ON, intxn	N43 01.3	W081 36.2		090°	35
	To DERLO, ON, intxn	N43 04.0	W081 05.7		092°	23
	To OLAMO, ON, intxn	N43 16.0	W079 53.2		086°	54
	To DAVSI, ON, intxn	N43 42.3	W079 13.1		057°	39
	To KIVUN, ON, intxn	N43 44.9	W079 06.0		074°	6
	To TESUK, ON, intxn	N43 51.1	W078 48.9		074°	14
	To TALEB, ON, intxn	N44 01.0	W078 23.3		073°	21
	To BOMET, ON, intxn	N44 10.2	W077 59.0		073°	20
	To NOPOT, ON, intxn	N44 17.3	W077 32.9		081°	20
	To TIGET, ON, intxn	N44 23.4	W077 09.7		081°	18
	To IPTOS, ON, intxn	N44 55.3	W076 13.4		063°	51
	To VERTI, ON, intxn	N45 15.0	W074 50.5		084°	62
	To AGLUK, QC, intxn	N46 12.6	W073 22.2		060°	85
	To NOVID, QC, intxn	N46 15.1	W073 13.4		082°	7
	To SOKYE, QC, intxn	N46 21.5	W072 51.1		082°	17
	To KETRU, QC, intxn	N46 27.2	W072 31.3		082°	15
	To PESAC, QC, intxn	N46 32.9	W072 11.2		083°	15
	To IMORI, QC, intxn	N46 42.3	W071 37.6		082°	25
	To PINTE, QC, intxn	N46 26.7	W070 03.0		118°	67
T783	Halifax, NS, VOR/DME	N44 55.4	W063 24.1			
	To IGTAS, NS, intxn	N45 04.6	W062 56.9		081°	21
	To NOTOP, NS, intxn	N45 27.2	W062 00.7		077°	46
	To SILRO, NL, intxn	N47 00.0	W058 35.0		073°	170
	To TIGOR, NL, intxn	N47 24.9	W054 06.8		098°	184
T785	DAXEX, BC, intxn	N54 14.1	W132 07.4			
	To Prince Rupert, BC, NDB	N54 15.8	W130 25.4		070°	60
T789	VIDRI, BC, intxn	N50 13.6	W121 30.0			
	To ROMRA, BC, intxn	N52 02.8	W117 39.2		035°	182
	To ELLKS, AB, intxn	N53 16.4	W114 41.1		038°	131

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
T797	VETBI, AB, intxn	N51 12.1	W113 25.4			
	To SESDA, AB, intxn	N51 11.3	W113 13.1		082°	8
	To RABOX, AB, intxn	N51 05.4	W111 55.7		082°	49
	To LIBOS, SK, intxn	N50 48.8	W109 00.0		084°	112
	To DURUR, SK, intxn	N50 40.0	W104 53.4		080°	157
	To EMLIK, SK, intxn	N50 21.5	W102 29.9		092°	94
	To KOBID, MB, intxn	N50 25.3	W098 43.4		080°	145
	To GABOV, ON, intxn	N49 28.6	W094 02.8		102°	190
	To WUGOR, ON, intxn	N48 36.0	W093 25.7		155°	58
T798	KEDEM, SK, intxn	N55 09.1	W105 16.0			
	To KENRU, MB, intxn	N53 58.3	W101 05.5		105°	162
	To OTLUR, MB, intxn	N49 54.6	W097 14.4		142°	283
T799	LYTON, BC, intxn	N50 15.0	W121 50.7			
	To GUCHY, BC, intxn	N50 27.2	W120 32.0		060°	52
	To CHAPT, BC, intxn	N50 28.9	W120 20.5		061°	8
	To FELKO, BC, inxtn	N50 34.4	W119 42.0		061°	25
	To ENDBY, BC, intxn	N50 40.7	W118 56.3		062°	30
	To NOVAX, BC, intxn	N50 39.1	W118 21.3		078°	22
	To HOWZR, BC, intxn	N50 32.1	W116 16.1		079°	80
	To FARNS, AB, intxn	N50 45.2	W115 23.7		053°	36
T800	GOVAD, BC, intxn	N49 02.8	W125 42.3			
	To AVUMU, BC, intxn	N48 57.7	W125 05.1		085°	25
	To OMVIN, BC, intxn	N48 49.0	W124 04.4		086°	41
	To DUTOK, BC, intxn	N48 45.9	W123 43.8		087°	14
	To VIXOR, BC, intxn	N48 43.6	W123 29.1		087°	10
	To LIANO, BC, intxn	N48 53.4	W123 19.8		016°	12
	To Vancouver BC, VOR/DME	N49 04.6	W123 08.9		017°	13
	To FERRY, BC, intxn	N49 11.5	W122 31.8		058°	25
	To HARAS, BC, intxn	N49 16.7	W122 02.9		059°	20
	To SENSA, BC, intxn	N49 23.2	W121 25.5		059°	25
	To Princeton, BC, VOR/DME	N49 22.9	W120 22.4		074°	41
	To SKAHA, BC, intxn	N49 25.1	W119 35.1		070°	31
	To GOATE, BC, intxn	N49 26.9	W119 05.6		069°	19
	To LOCAN, BC, intxn	N49 30.7	W117 33.1		071°	60
	To ERVYN, BC, intxn	N49 31.8	W117 02.5		072°	20
	To BOXAT, BC, intxn	N49 32.1	W116 50.8		073°	8
	To ALDDA, BC, intxn	N49 33.0	W116 20.7		073°	20
	To Cranbrook, BC, VOR/DME	N49 33.3	W116 05.3		074°	10
T801	SENSA, BC, intxn	N49 23.2	W121 25.5			
	To Kelowna, BC, NDB	N50 03.7	W119 25.0		046°	88
T802	DURUR, SK, intxn	N50 40.0	W104 53.4			
	To MUTUR, SK, intxn	N51 15.9	W102 27.7		059°	99
	To AMENU, MB, intxn	N51 06.1	W100 03.2		088°	91
	To KOBID, MB, intxn	N50 25.3	W098 43.4		123°	65
T803	OXASA, ON, intxn	N46 21.8	W079 25.5			
	To REZIN, QC, intxn	N47 43.6	W078 13.9		041°	95
	To Val-d'Or, QC, VOR/DME	N48 10.5	W077 49.2		043°	32

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
T804	NOTOP, NS, intxn	N45 27.2	W062 00.7			
	To SASUG, NS, intxn	N46 09.2	W060 03.3		079°	92
	To Torbay, NL, VOR/DME	N47 29.1	W052 51.1		089°	307
T810	OTLUR, MB, intxn	N49 54.6	W097 14.4			
	To GABOV, ON, intxn	N49 28.6	W094 02.8		098°	127
	To ALMEX, ON, intxn	N48 26.2	W090 03.4		110°	170
	To AGLIN, ON, intxn	N48 15.2	W089 26.2		117°	27
	To Can/USA bdry	N48 06.7	W089 00.2		119°	19
	To Can/USA bdry	N46 32.8	W084 39.6		120°	201
	To Can/USA bdry	N46 28.2	W084 27.7		127°	9
	To Sault Ste. Marie, MI, VOR/DME	N46 24.7	W084 18.9		127°	7
T812	RUBSU, AB, intxn	N53 36.4	W113 21.3			
	To RESAX, AB, intxn	N53 56.2	W113 09.6		005°	21
	To CACHO, AB, intxn	N54 54.2	W112 34.2		006°	62
	To LETRM, AB, intxn	N55 53.8	W111 45.8		011°	66
	To Fort McMurray, AB, VOR/DME	N56 38.9	W111 07.3		012°	50
T816	DURUR, SK, intxn	N50 40.0	W104 53.4			
	To AMAGU, SK, intxn	N53 12.9	W105 40.4		341°	156
T818	SASUG, NS, intxn	N46 09.2	W060 03.3			
	To UMETI, NL, intxn	N47 34.8	W059 15.5		038°	92
T820	OXASA, ON, intxn	N46 21.8	W079 25.5			
	To SUXEB, QC, intxn	N47 45.8	W079 03.1		021°	85
	To Rouyn, QC, NDB	N48 10.4	W078 56.3		022°	25
T821	AMAGU, SK, intxn	N53 12.9	W105 40.4			
	To DUSMO, MB, intxn	N54 40.7	W101 40.9		047°	167
T822	DURUR, SK, intxn	N50 40.0	W104 53.4			
	To TAGOT, SK, intxn	N52 10.9	W106 43.2		315°	114
T825	ITMAV, BC, intxn	N49 28.6	W124 10.7			
	To VIGSO, BC, intxn	N49 38.3	W124 19.0		315°	11
	To MOBID, BC, intxn	N49 49.8	W124 28.9		315°	13
	To Comox, BC, TACAN	N49 42.7	W124 53.7		230°	18
T827	Halifax, NS, VOR/DME	N44 55.4	W063 24.1			
	To PAULO, NS, intxn	N45 15.2	W063 20.1		025°	20
	To NUTBY, NS, intxn	N45 41.3	W063 14.8		025°	26
	To IKURO, PE, intxn	N46 17.9	W063 07.2		025°	37
T838	TABRU, QC, intxn	N50 13.9	W066 16.4			
	To MEPNA, QC, intxn	N49 05.2	W064 48.2		157°	90
	To AVRON, QC, intxn	N48 57.4	W064 38.6		158°	10
	To Gaspe, QC, VOR/DME	N48 45.8	W064 24.3		158°	15
T899	ESTIT, BC, intxn	N51 16.1	W128 18.5			
	PUXIN, BC, intxn	N51 20.0	W130 45.0		257°	92
T914	OLAVO, QC, intxn	N47 02.4	W072 10.0			
	To TAVMA, QC, intxn	N46 45.7	W071 43.0		147°	25
	To IMORI, QC, intxn	N46 42.3	W071 37.6		147°	5
	To NALRU, QC, intxn	N46 35.7	W071 18.1		131°	15

FIXED RNAV ROUTES (Cont'd)

Rte	Name	(N)Lat	(W)Long	Waypoint Definition	Mag Brg	Dist
T980	Grande Prairie, AB, VOR/DME	N55 10.5	W119 01.8			
	To ELLKS, AB, intxn	N53 16.4	W114 41.1		109°	191
	To YEGGA, AB, intxn	N53 11.1	W113 52.0		086°	30

NORTH AMERICAN ROUTE PROGRAM (NRP)

General

A flight that originates and terminates within conterminous U.S. and Canada and North Atlantic international flights operating within the North American Route (NAR) System may participate in the NRP under the following procedures and requirements.

FAA/NAV CANADA Common Procedures

The following common FAA and NAV CANADA procedures apply:

(a) Flights to operate at or above FL 290.

(b) For that portion of flight within 200NM of the departure or destination airport, flights shall be filed and operated via Standard Instrument Departures (SIDs), Departure Procedures (DPs), Standard Terminal Arrival Routes (STARs) or published Mandatory IFR Routes. If none of the above are available, airways may be used.

(c) NRP flights are not normally subject to routing restrictions such as published Mandatory IFR Routes or airways, beyond a 200NM radius of both the departure and destination airports.

(d) Flight planning requirements are:
- (i) routes shall contain at least one significant point in each delegated area of airspace jurisdiction for each FAA Air Route Traffic Control Center (ARTCC) or Canadian FIR/CTA;
- (ii) significant points may be a navigational aid or waypoint defined in fix-radial-distance (FRD) format from a navigation aid. Within Canadian airspace a significant point may also be a coordinate described in degrees and minutes of latitude/longitude;
- (iii) for routes that cross the U.S./Canada border, a significant point within 30NM of either side of the border shall be filed;
- (iv) significant points should be filed for all turnpoints;
- (v) route(s) shall avoid active Class F airspace;
- (vi) "NRP" shall be entered in the Remarks section of the flight plan; and
- (vii) flight plans to be filed at least one hour prior to departure.

(e) In the event that a NRP aircraft has to be recleared due to weather or tactical reasons, ATC will attempt to return the aircraft to the original NRP routing as soon as practical. Aircraft that depart from the NRP routing due to a pilot request or an ATC clearance authorizing a direct routing will be considered as a non participant of the NRP.

(f) Unless published routing restrictions are in effect, North Atlantic international flights planning to operate within the North American Route (NAR) System may file NRP routes beyond 200NM of the NAR identified system airport and the published Inland Navigation Fixes (INFs).

Specific NAV CANADA Requirements

The following specific Canadian requirements apply:

(a) When a significant point is defined by latitude and longitude the following applies:
- for flights operating on predominately north or south tracks (315°T clockwise through 045°T or the reciprocals), tracks shall be defined by reference to significant points formed by the intersection of whole degrees on longitude with specified parallels of latitude spaced at 5° of latitude expressed in longitude by degrees and minutes and latitude by degrees;
- for flights operating on predominately east or west tracks (046°T clockwise through 134°T or the reciprocals), tracks shall be defined by reference to significant points formed by the intersection of half or whole degrees of latitude with meridians spaced at intervals of 10° expressed in longitude by degrees and latitude by degrees and minutes.

(b) All flights to remain north of N48°15'00" W90°00'00" or south of N47°30'00" W90°00'00".

(c) Toronto International (CYYZ). For aircraft landing at CYYZ, those aircraft inbound from the northwest are to terminate the NRP portion and join the BOXUM arrival at OTNIK.

(d) Vancouver International (CYVR). For aircraft landing at CYVR, those aircraft arriving from the east and north of the Canada/USA border are to arrange routing to be north of J500 no later than the intersection LOCAN (N49°30.7' W117°33.1').

(e) Ottawa/Macdonald-Cartier International (CYOW). For aircraft landing at CYOW, those aircraft inbound from the west are to terminate the NRP portion and join a mandatory arrival routing no later than the intersection SMARE (N46°19.6' W78°9.8').

NORTH AMERICAN ROUTE PROGRAM (NRP) (Cont'd)

Specific NAV CANADA Requirements (Cont'd)

(f) Montreal/Pierre Elliott Trudeau International (CYUL). For aircraft landing at CYUL, those aircraft inbound from the west-northwest are to terminate the NRP portion and join a mandatory arrival routing no later than BEMOG provided the route proceeds over or north of BEMOG (N46°09.0' W75°34.4'). For routes that do not comply with this requirement terminate the NRP portion and join a mandatory arrival routing no later than BEMOG.

Specific FAA Requirements

Refer to the current FAA Advisory Circular-NRP.

NORTH AMERICAN ROUTES (NARs) FOR NORTH ATLANTIC TRAFFIC

1. The objectives of the NAR System are as follows:
   (a) To expedite flight planning;
   (b) To reduce the complexity of route clearances and thereby minimize the confusion and error potential inherent in lengthy transmissions and readbacks; and;
   (c) To minimize the time spent in the route clearance delivery function.
2. The NAR System is designed to accommodate major airports in North America where the volume of NAT traffic and route complexity dictate a need to meet the above requirements. It is for the use of traffic entering/exiting the NAT and consists of a series of pre-planned routes from/to coastal fixes and identified system airports. Most of the routes are divided into two portions:
   (a) **Common Portion** – That portion of the route between a specified coastal fix or an oceanic entry/exit point and a specified inland navigation fix (INF). Some routes have a common portion only (N598A-N700A); and
   (b) **Non Common Portion**– That portion of the route between a specified INF and a system airport. The routes are within the high level airspace structure with a transition to/from system airports.
3. The routes are prefixed by the abbreviation "N" with the numbering for the common portions orientated geographically from south to north. The ODD numbers have eastbound application while the EVEN numbers apply to westbound. Following a one to three digit number, an alpha character indicates the validation code and forms part of the route identifier. Validation codes are associated to amendments to the common routes only and not to non-common route portions.
4. Since a primary function of the NAR System is to complement the NAT traffic flow, a limited number of NAR routes, appropriate for coastal fixes or oceanic entry/exit points serving the Organized Track System (OTS) and the domestic traffic organization, are included in the NAT/OTS message published by the Gander and Shanwick Oceanic Area Centres.
5. Aircraft can only join the NAR System:
   (a) At the identified coastal fix or oceanic entry/exit point; or
   (b) On departure from one of the identified system airports; or
   (c) At an identified INF.
6. **Flight Planning – GENERAL:**

   WESTBOUND:
   (a) Westbound routes begin at the oceanic exit points, thence along common route portions to an INF and then fan-out along non common routes to selected system airports;
   (b) For aircraft proceeding to an identified system airport and the route of flight is described by a single NAR designator, use the designator; and
   (c) For aircraft proceeding to a non system airport but the route of flight is described by the common route portion to an identified INF, use the designator to the INF followed by a detailed routing to the destination.

NORTH AMERICAN ROUTES (NARs) FOR NORTH ATLANTIC TRAFFIC – Cont'd

EASTBOUND:

(a) Eastbound routes only have a common portion from the INF to a coastal FIX or oceanic entry point;

(b) When the route of flight is described by a single NAR designator, use the designator;

(c) For aircraft departing from a non-system airport, file via an appropriate detailed routing to the applicable INF and thence via the common portion to the coastal fix or oceanic entry point using the NAR designator;

GENERAL:

For those cases not described above, a detailed routing is required.

7. **NAR– Requirement:**

(a) There is no requirement to flight plan and operate using the NAR system with the following exceptions:

i) Eastbound aircraft intending to operate on the NAR OTS and operating wholly on or south of a line between the intersections BAREE and TUDEP shall flight plan and operate using one of the NARs published on the daily OTS message.

ii) Westbound aircraft exiting the ocean via oceanic/coastal fixes JEBBY CARAC, BOBTU JAROM or RAFIN must file via one of the published NAR common portions as specified in the CFS unless re-entering NY oceanic via M201/M202/M203:

- JEBBY CARAC - N26B, N28B, N30B, N32B, N34C, N38A
- BOBTU JAROM - N46G, N48G, N50G, N52G, N54G, N56G, N58E, N60E, N62C, N64A
- RAFIN - N76A, N78A, N80A, N82A, N84B, N86B, N88B, N90B, N94A

(b) NARs may be assigned by air traffic control for the tactical management of air traffic in Canadian Domestic airspace.

(c) For operators who elect not to use the NAR system, the rules of the North American Route Program (NRP) apply.

8. **Route Clearances:**

(a) For aircraft operating within the NAR System, the ATC routing clearance and pilot readback will be indicated by the NAR designator, eg: "North American Route 105C";

(b) For aircraft operating in the NAR System but only using the common route portion, the ATC routing clearance and pilot readback will be indicated by the NAR designator followed by the detailed routing;

(c) For aircraft not operating in the NAR System, the ATC routing clearance and pilot readback will be via a detailed route;

(d) Aircraft cleared to a system airport via a NAR designator are to follow the common and the non common portion of the route to the system airport. If the issued NAR, either the common or non common portion, is incompatible or unacceptable, the pilot is to advise ATC accordingly.

9. **Documentation:**

It is expected that the following documentation will be carried on the flight deck of aircraft operating within the NAR system:

(a) The current publications of NAV Canada, Canadian Flight Supplement, or Federal Aviation Administration, Airport Facility Directory (Northeast) or another product which provides the current NAR; and

(b) Information in the current NAT/OTS message.

NAR OVERVIEW - EASTBOUND ROUTES COMMON PORTION

NAR Designator	Inland Navigation Fix	Route Description	Oceanic Entry Point
N3A	SIE	B24 LYNUS	SLATN
N7A	MANTA	OWENZ LINND R56	SLATN
N11A	SIE	B24 LYNUS	JOBOC
N15B	MANTA	OWENZ LINND R56 KENDA	JOBOC
N21A	VITOL	DIRECT	CARAC
N23A	WHALE	DIRECT	CARAC
N25A	ALLEX	DIRECT	CARAC
N27A	KANNI	DIRECT	CARAC
N29A	KANNI	GAYBL	CARAC
N31G	VITOL	LOMPI	JAROM
N33E	WHALE	LOMPI	JAROM
N35B	WHALE	GAYBL LOMPI	JAROM
N37E	KANNI	LOMPI	JAROM
N39B	KANNI	GAYBL LOMPI	JAROM
N41B	BRADD	LOMPI	JAROM
N43C	TUSKY	LOMPI	JAROM
N45E	ALLEX	LOMPI	JAROM
N47E	EBONY	LOMPI	JAROM
N49E	TOPPS	DIRECT	JAROM
N55B	VITOL	NANSO	RAFIN
N57B	VITOL	CARAC NANSO	RAFIN
N59E	WHALE	NANSO	RAFIN
N61B	WHALE	GAYBL NANSO	RAFIN
N63B	KANNI	NANSO	RAFIN
N65B	KANNI	GAYBL NANSO	RAFIN
N67B	BRADD	DIRECT	RAFIN
N69B	BRADD	SCOTS	RAFIN
N71B	TUSKY	DIRECT	RAFIN
N73B	TUSKY	SCOTS	RAFIN
N75B	ALLEX	DIRECT	RAFIN
N77B	EBONY	DIRECT	RAFIN
N79B	TOPPS	DIRECT	RAFIN
N81B	MIILS	PEPRA	RAFIN
N83B	MIILS	DIRECT	RAFIN
N89B	VITOL	DIRECT	SUPRY
N91B	VITOL	GAYBL	SUPRY
N93B	WHALE	DIRECT	SUPRY
N95B	WHALE	GAYBL	SUPRY
N97B	KANNI	DIRECT	SUPRY
N99B	BRADD	DIRECT	SUPRY
N101B	BRADD	SCOTS	SUPRY
N103B	TUSKY	DIRECT	SUPRY

NAR OVERVIEW - EASTBOUND ROUTES COMMON PORTION (Cont'd)

NAR Designator	Inland Navigation Fix	Route Description	Oceanic Entry Point
N105E	TUSKY	SCOTS	SUPRY
N107E	ALLEX	DIRECT	SUPRY
N109E	EBONY	DIRECT	SUPRY
N111E	TOPPS	DIRECT	SUPRY
N113E	HULTN	DIRECT	SUPRY
N115E	MIILS	PEPRA	SUPRY
N117C	MIILS	RUBDA	SUPRY
N119B	MIILS	DIRECT	SUPRY
N125B	VITOL	DIRECT	RELIC
N127B	VITOL	GAYBL	RELIC
N129B	WHALE	DIRECT	RELIC
N131B	WHALE	GAYBL	RELIC
N133B	KANNI	DIRECT	RELIC
N135B	KANNI	GAYBL	RELIC
N137B	BRADD	DIRECT	RELIC
N139B	BRADD	SCOTS	RELIC
N141E	TUSKY	DIRECT	RELIC
N143C	TUSKY	SCOTS	RELIC
N145C	TUSKY	ACADN	RELIC
N147C	ALLEX	DIRECT	RELIC
N149E	EBONY	DIRECT	RELIC
N151H	TOPPS	DIRECT	RELIC
N153G	DANOL	DIRECT	RELIC
N155B	HULTN	DIRECT	RELIC
N157B	MIILS	DIRECT	RELIC
N163B	VITOL	GAYBL	PORTI
N165B	VITOL	DIRECT	PORTI
N167B	WHALE	DIRECT	PORTI
N169B	WHALE	GAYBL	PORTI
N171E	KANNI	DIRECT	PORTI
N173E	KANNI	GAYBL	PORTI
N175G	BRADD	DIRECT	PORTI
N177G	BRADD	SCOTS	PORTI
N179G	TUSKY	DIRECT	PORTI
N181H	TUSKY	SCOTS	PORTI
N183B	TUSKY	ACADN	PORTI
N185B	ALLEX	DIRECT	PORTI
N187B	EBONY	DIRECT	PORTI
N189B	TOPPS	DIRECT	PORTI
N191B	DANOL	DIRECT	PORTI
N193B	HULTN	DIRECT	PORTI
N195B	MIILS	RUBDA	PORTI
N197B	MIILS	SUTKO	PORTI
N199B	MIILS	DIRECT	PORTI

NAR OVERVIEW - EASTBOUND ROUTES COMMON PORTION (Cont'd)

NAR Designator	Inland Navigation Fix	Route Description	Oceanic Entry Point
N205C	VITOL	DIRECT	OMSAT
N207C	VITOL	GAYBL	OMSAT
N209E	WHALE	DIRECT	OMSAT
N211G	WHALE	GAYBL	OMSAT
N213B	KANNI	DIRECT	OMSAT
N215B	KANNI	GAYBL	OMSAT
N217B	BRADD	DIRECT	OMSAT
N219B	BRADD	SCOTS	OMSAT
N221B	TUSKY	DIRECT	OMSAT
N223B	TUSKY	SCOTS	OMSAT
N225B	TUSKY	ACADN	OMSAT
N227B	ALLEX	DIRECT	OMSAT
N229B	EBONY	DIRECT	OMSAT
N231B	TOPPS	DIRECT	OMSAT
N233B	DANOL	DIRECT	OMSAT
N235B	HULTN	DIRECT	OMSAT
N237B	MIILS	SUTKO	OMSAT
N239B	MIILS	DIRECT	OMSAT
N241B	CEFOU	DIRECT	OMSAT
N247B	VITOL	DIRECT	NICSO
N249B	VITOL	GAYBL	NICSO
N251B	WHALE	DIRECT	NICSO
N253B	WHALE	GAYBL	NICSO
N255B	WHALE	SCOTS	NICSO
N257B	KANNI	DIRECT	NICSO
N259B	KANNI	SCOTS	NICSO
N261B	BRADD	DIRECT	NICSO
N263B	BRADD	SCOTS	NICSO
N265B	TUSKY	DIRECT	NICSO
N267B	TUSKY	SCOTS	NICSO
N269B	TUSKY	ACADN	NICSO
N271B	ALLEX	DIRECT	NICSO
N273B	EBONY	DIRECT	NICSO
N275B	TOPPS	DIRECT	NICSO
N277B	DANOL	DIRECT	NICSO
N279B	HULTN	DIRECT	NICSO
N281B	MIILS	SUTKO	NICSO
N283B	MIILS	TAGRA	NICSO
N285B	MIILS	DIRECT	NICSO
N287B	CEFOU	DIRECT	NICSO
N293B	VITOL	DIRECT	MUSAK
N295B	VITOL	GAYBL	MUSAK
N297B	WHALE	DIRECT	MUSAK

NAR OVERVIEW - EASTBOUND ROUTES COMMON PORTION (Cont'd)

NAR Designator	Inland Navigation Fix	Route Description	Oceanic Entry Point
N299B	WHALE	GAYBL	MUSAK
N301C	WHALE	SCOTS	MUSAK
N303C	KANNI	DIRECT	MUSAK
N305B	KANNI	SCOTS	MUSAK
N307A	BRADD	DIRECT	MUSAK
N309B	BRADD	SCOTS	MUSAK
N311B	TUSKY	DIRECT	MUSAK
N313B	TUSKY	SCOTS	MUSAK
N315B	ALLEX	DIRECT	MUSAK
N317B	EBONY	DIRECT	MUSAK
N319B	TOPPS	DIRECT	MUSAK
N321B	DANOL	DIRECT	MUSAK
N323B	HULTN	DIRECT	MUSAK
N325B	MIILS	TAGRA	MUSAK
N327C	MIILS	DIRECT	MUSAK
N329C	CEFOU	DIRECT	MUSAK
N335B	VITOL	DIRECT	JOOPY
N337B	VITOL	GAYBL	JOOPY
N339B	WHALE	DIRECT	JOOPY
N341B	WHALE	SCOTS	JOOPY
N343B	KANNI	DIRECT	JOOPY
N345B	KANNI	SCOTS	JOOPY
N347B	KANNI	ACADN	JOOPY
N349B	BRADD	DIRECT	JOOPY
N351C	BRADD	SCOTS	JOOPY
N353C	BRADD	ACADN	JOOPY
N355C	TUSKY	DIRECT	JOOPY
N357C	ALLEX	DIRECT	JOOPY
N359C	EBONY	DIRECT	JOOPY
N361C	TOPPS	DIRECT	JOOPY
N363B	DANOL	DIRECT	JOOPY
N365B	HULTN	DIRECT	JOOPY
N367B	MIILS	TAGRA	JOOPY
N369B	MIILS	VINSI	JOOPY
N371B	MIILS	DIRECT	JOOPY
N373B	CEFOU	DIRECT	JOOPY
N379B	WHALE	DIRECT	IBERG
N381C	WHALE	SCOTS	IBERG
N383C	WHALE	ACADN	IBERG
N385C	BRADD	DIRECT	IBERG
N387C	KANNI	DIRECT	IBERG
N389C	KANNI	ACADN	IBERG
N391B	TUSKY	DIRECT	IBERG
N393B	ALLEX	DIRECT	IBERG

NAR OVERVIEW - EASTBOUND ROUTES COMMON PORTION (Cont'd)

NAR Designator	Inland Navigation Fix	Route Description	Oceanic Entry Point
N395B	EBONY	DIRECT	IBERG
N397B	TOPPS	DIRECT	IBERG
N399A	DANOL	DIRECT	IBERG
N401A	HULTN	DIRECT	IBERG
N403B	MIILS	VINSI	IBERG
N405B	MIILS	DIRECT	IBERG
N407B	CEFOU	DIRECT	IBERG
N413C	VITOL	DIRECT	ELSIR
N415C	WHALE	SCOTS	ELSIR
N417C	WHALE	ACADN	ELSIR
N419C	WHALE	DIRECT	ELSIR
N421B	KANNI	DIRECT	ELSIR
N423B	KANNI	SCOTS	ELSIR
N425B	KANNI	ACADN	ELSIR
N427A	BRADD	DIRECT	ELSIR
N429A	TUSKY	DIRECT	ELSIR
N431B	ALLEX	DIRECT	ELSIR
N433B	EBONY	DIRECT	ELSIR
N435B	TOPPS	DIRECT	ELSIR
N437B	DANOL	DIRECT	ELSIR
N439B	HULTN	DIRECT	ELSIR
N441B	MIILS	DIRECT	ELSIR
N443B	CEFOU	LOPRO	ELSIR
N445B	CEFOU	DIRECT	ELSIR
N447B	BAREE	DIRECT	ELSIR
N449B	ANCER	DIRECT	ELSIR
N455A	WHALE	DIRECT	BUDAR
N457A	WHALE	SCOTS	BUDAR
N459A	WHALE	ACADN	BUDAR
N461B	KANNI	DIRECT	BUDAR
N463B	KANNI	ACADN	BUDAR
N465B	BRADD	DIRECT	BUDAR
N467B	TUSKY	DIRECT	BUDAR
N469B	ALLEX	DIRECT	BUDAR
N471B	EBONY	DIRECT	BUDAR
N473B	TOPPS	DIRECT	BUDAR
N475B	DANOL	DIRECT	BUDAR
N477B	HULTN	DIRECT	BUDAR
N479B	MIILS	DIRECT	BUDAR
N481B	MIILS	LOPRO	BUDAR
N483B	CEFOU	MIGLI	BUDAR
N485A	CEFOU	DIRECT	BUDAR
N487A	BAREE	DIRECT	BUDAR
N489A	ANCER	DIRECT	BUDAR

NAR OVERVIEW - EASTBOUND ROUTES COMMON PORTION (Cont'd)

NAR Designator	Inland Navigation Fix	Route Description	Oceanic Entry Point
N495E	WHALE	DIRECT	ALLRY
N497E	KANNI	DIRECT	ALLRY
N499B	BRADD	DIRECT	ALLRY
N501B	TUSKY	DIRECT	ALLRY
N503B	ALLEX	DIRECT	ALLRY
N505B	EBONY	DIRECT	ALLRY
N507B	TOPPS	DIRECT	ALLRY
N509B	DANOL	DIRECT	ALLRY
N511B	HULTN	DIRECT	ALLRY
N513A	MIILS	DIRECT	ALLRY
N515A	TAFFY	DIRECT	ALLRY
N517A	CEFOU	MIGLI	ALLRY
N519A	CEFOU	DIRECT	ALLRY
N521B	BAREE	DIRECT	ALLRY
N523B	ANCER	DIRECT	ALLRY
N529B	KANNI	DIRECT	UMESI
N533B	TUSKY	DIRECT	UMESI
N535B	ALLEX	DIRECT	UMESI
N537B	EBONY	DIRECT	UMESI
N539B	TOPPS	DIRECT	UMESI
N541B	DANOL	DIRECT	UMESI
N543A	HULTN	DIRECT	UMESI
N545A	MIILS	DIRECT	UMESI
N547A	TAFFY	DIRECT	UMESI
N549A	CEFOU	DIRECT	UMESI
N551A	BAREE	DIRECT	UMESI
N553B	ANCER	DIRECT	UMESI
N559B	KANNI	DIRECT	TUDEP
N561B	BRADD	DIRECT	TUDEP
N563B	TUSKY	DIRECT	TUDEP
N565B	ALLEX	DIRECT	TUDEP
N567B	EBONY	DIRECT	TUDEP
N569B	TOPPS	DIRECT	TUDEP
N571B	DANOL	DIRECT	TUDEP
N573B	HULTN	DIRECT	TUDEP
N575A	MIILS	DIRECT	TUDEP
N577A	TAFFY	DIRECT	TUDEP
N579A	CEFOU	DIRECT	TUDEP
N581A	BAREE	DIRECT	TUDEP
N583B	ANCER	DIRECT	TUDEP
N589B	KANNI	DIRECT	SAXAN
N591B	BRADD	DIRECT	SAXAN

NAR OVERVIEW - EASTBOUND ROUTES COMMON PORTION (Cont'd)

NAR Designator	Inland Navigation Fix	Route Description	Oceanic Entry Point
N601B	TUSKY	DIRECT	SAXAN
N603A	ALLEX	DIRECT	SAXAN
N605A	EBONY	DIRECT	SAXAN
N607A	TOPPS	DIRECT	SAXAN
N609A	DANOL	DIRECT	SAXAN
N611A	HULTN	DIRECT	SAXAN
N613B	MIILS	DIRECT	SAXAN
N615B	TAFFY	DIRECT	SAXAN
N617B	CEFOU	DIRECT	SAXAN
N619B	BAREE	DIRECT	SAXAN
N621B	ANCER	DIRECT	SAXAN
N627B	BRADD	DIRECT	RIKAL
N629B	TUSKY	DIRECT	RIKAL
N631B	ALLEX	DIRECT	RIKAL
N633A	EBONY	DIRECT	RIKAL
N635A	TOPPS	DIRECT	RIKAL
N637A	DANOL	DIRECT	RIKAL
N639A	HULTN	DIRECT	RIKAL
N641A	MIILS	DIRECT	RIKAL
N643B	TAFFY	DIRECT	RIKAL
N645B	CEFOU	DIRECT	RIKAL
N647B	BAREE	DIRECT	RIKAL
N649B	ANCER	DIRECT	RIKAL
N655B	BRADD	DIRECT	PELTU
N657B	TUSKY	DIRECT	PELTU
N659B	ALLEX	DIRECT	PELTU
N661B	EBONY	DIRECT	PELTU
N663A	TOPPS	DIRECT	PELTU
N665A	DANOL	DIRECT	PELTU
N667A	MIILS	DIRECT	PELTU
N669A	TAFFY	DIRECT	PELTU
N671A	CEFOU	DIRECT	PELTU
N673B	BAREE	DIRECT	PELTU
N675B	ANCER	DIRECT	PELTU
N681B	TUSKY	DIRECT	NEEKO
N683B	TOPPS	DIRECT	NEEKO
N685B	ALLEX	DIRECT	NEEKO
N687B	EBONY	DIRECT	NEEKO
N689B	DANOL	DIRECT	NEEKO
N691A	MIILS	DIRECT	NEEKO
N693A	TAFFY	DIRECT	NEEKO
N695A	QUBIS	DIRECT	NEEKO
N697A	CEFOU	DIRECT	NEEKO

NAR OVERVIEW - EASTBOUND ROUTES COMMON PORTION (Cont'd)

NAR Designator	Inland Navigation Fix	Route Description	Oceanic Entry Point
N699A	BAREE	DIRECT	NEEKO
N701A	ANCER	DIRECT	NEEKO
N707B	ALLEX	DIRECT	MELDI
N709B	EBONY	DIRECT	MELDI
N711B	TOPPS	DIRECT	MELDI
N713B	DANOL	DIRECT	MELDI
N715B	MIILS	DIRECT	MELDI
N717B	TAFFY	DIRECT	MELDI
N719B	QUBIS	DIRECT	MELDI
N721A	CEFOU	DIRECT	MELDI
N723A	BAREE	DIRECT	MELDI
N725A	ANCER	DIRECT	MELDI
N731A	ALLEX	DIRECT	LOMSI
N733B	EBONY	DIRECT	LOMSI
N735B	TOPPS	DIRECT	LOMSI
N737B	DANOL	DIRECT	LOMSI
N739B	MIILS	DIRECT	LOMSI
N741B	TAFFY	DIRECT	LOMSI
N743B	QUBIS	DIRECT	LOMSI
N745B	CEFOU	DIRECT	LOMSI
N747B	BAREE	DIRECT	LOMSI
N749A	ANCER	DIRECT	LOMSI
N755A	ALLEX	DIRECT	KODIK
N757A	EBONY	DIRECT	KODIK
N759A	TOPPS	DIRECT	KODIK
N761A	DANOL	DIRECT	KODIK
N763B	MIILS	DIRECT	KODIK
N765B	TAFFY	DIRECT	KODIK
N767B	QUBIS	DIRECT	KODIK
N769B	CEFOU	DIRECT	KODIK
N771B	BAREE	DIRECT	KODIK
N773B	ANCER	DIRECT	KODIK
N779A	ALLEX	DIRECT	JANJO
N781A	EBONY	DIRECT	JANJO
N783A	TOPPS	DIRECT	JANJO
N785A	MIILS	DIRECT	JANJO
N787A	TAFFY	DIRECT	JANJO
N789A	QUBIS	DIRECT	JANJO
N791A	CEFOU	DIRECT	JANJO
N793B	BAREE	DIRECT	JANJO
N795B	ANCER	DIRECT	JANJO
N801B	ALLEX	DIRECT	IRLOK

NAR OVERVIEW - EASTBOUND ROUTES COMMON PORTION (Cont'd)

NAR Designator	Inland Navigation Fix	Route Description	Oceanic Entry Point
N803B	EBONY	SERBO	IRLOK
N805B	TOPPS	SERBO	IRLOK
N807A	MIILS	DIRECT	IRLOK
N809A	TAFFY	DIRECT	IRLOK
N811A	QUBIS	DIRECT	IRLOK
N813A	CEFOU	DIRECT	IRLOK
N815B	BAREE	DIRECT	IRLOK
N817A	ANCER	DIRECT	IRLOK
N823B	EBONY	DIRECT	HOIST
N825B	TOPPS	DIRECT	HOIST
N827B	MIILS	DIRECT	HOIST
N829B	TAFFY	DIRECT	HOIST
N831B	QUBIS	DIRECT	HOIST
N833B	CEFOU	DIRECT	HOIST
N835B	BAREE	DIRECT	HOIST
N837B	ANCER	YBC	HOIST
N843B	EBONY	DIRECT	ENNSO
N845B	TOPPS	DIRECT	ENNSO
N847B	MIILS	DIRECT	ENNSO
N849A	TAFFY	DIRECT	ENNSO
N851A	QUBIS	DIRECT	ENNSO
N853A	CEFOU	DIRECT	ENNSO
N855B	BAREE	DIRECT	ENNSO
N857B	ANCER	YBC	ENNSO
N863B	TOPPS	DIRECT	DORYY
N865A	MIILS	DIRECT	DORYY
N867A	TAFFY	DIRECT	DORYY
N869A	QUBIS	DIRECT	DORYY
N871A	CEFOU	DIRECT	DORYY
N873A	BAREE	YBC	DORYY
N875B	ANCER	YBC	DORYY
N879B	BAREE	DIRECT	CUDDY
N883B	TOPPS	DIRECT	BOKTO
N885B	TAFFY	DIRECT	BOKTO
N887B	CEFOU	DIRECT	BOKTO
N889B	BAREE	DIRECT	BOKTO
N891B	ANCER	YBC	BOKTO
N897B	TOPPS	DIRECT	AVUTI
N899B	TAFFY	DIRECT	AVUTI
N901B	QUBIS	DIRECT	AVUTI
N903B	CEFOU	DIRECT	AVUTI

NAR OVERVIEW - EASTBOUND ROUTES COMMON PORTION (Cont'd)

NAR Designator	Inland Navigation Fix	Route Description	Oceanic Entry Point
N905B	BAREE	DUVBI	AVUTI
N907B	BAREE	KISUV TABRU	AVUTI
N909B	BAREE	DIRECT	AVUTI
N911B	ANCER	YBC	AVUTI
N917B	TAFFY	DUVBI	VESMI
N919B	QUBIS	DUVBI	VESMI
N921B	CEFOU	DIRECT	VESMI
N923B	BAREE	DUVBI	VESMI
N925B	ANCER	YBC	VESMI
N931B	TAFFY	YDP	URTAK
N933A	QUBIS	YDP	URTAK
N935A	CEFOU	YDP	URTAK
N937A	BAREE	YDP	URTAK
N939A	ANCER	YBC YDP	URTAK

NAR OVERVIEW - WESTBOUND ROUTES COMMON PORTION

NAR Designator	Oceanic Exit Point	Route Description	Inland Navigation Fix
N4A	SLATN	DIRECT	BERGH
N12E	JOBOC	DIRECT	BERGH
N14C	JOBOC	DIRECT	SAILE
N20B	DOVEY	DIRECT	SAILE
N26B	CARAC	DIRECT	VITOL
N28B	CARAC	DIRECT	WHALE
N30B	CARAC	DIRECT	KANNI
N32B	CARAC	DIRECT	BRADD
N34C	CARAC	DIRECT	TUSKY
N36A	CARAC	DIRECT	TOPPS
N38A	CARAC	DIRECT	MIILS
N46G	JAROM	LOMPI CARAC	VITOL
N48G	JAROM	LOMPI GAYBL	VITOL
N50G	JAROM	LOMPI	WHALE
N52G	JAROM	LOMPI GAYBL	WHALE
N54G	JAROM	LOMPI	KANNI
N56G	JAROM	LOMPI	BRADD
N58E	JAROM	LOMPI	TUSKY
N60E	JAROM	LOMPI SCOTS	TUSKY
N62C	JAROM	LOMPI	TOPPS
N64A	JAROM	LOMPI	MIILS
N76A	RAFIN	NANSO	VITOL
N78A	RAFIN	NANSO GAYBL	VITOL
N80A	RAFIN	NANSO	WHALE
N82A	RAFIN	NANSO	KANNI
N84B	RAFIN	NANSO GAYBL	KANNI
N86B	RAFIN	DIRECT	BRADD
N88B	RAFIN	NANSO SCOTS	BRADD
N90B	RAFIN	DIRECT	TUSKY
N92A	RAFIN	ACADN	TUSKY
N94A	RAFIN	DIRECT	MIILS
N106B	SUPRY	DIRECT	VITOL
N108B	SUPRY	GAYBL	VITOL
N110B	SUPRY	DIRECT	WHALE
N112E	SUPRY	GAYBL	WHALE
N114G	SUPRY	DIRECT	KANNI
N116B	SUPRY	GAYBL	KANNI
N118B	SUPRY	DIRECT	BRADD
N120B	SUPRY	SCOTS	BRADD

NAR OVERVIEW - WESTBOUND ROUTES COMMON PORTION (Cont'd)

NAR Designator	Oceanic Exit Point	Route Description	Inland Navigation Fix
N122A	SUPRY	DIRECT	TUSKY
N124A	SUPRY	ACADN	TUSKY
N126A	SUPRY	DIRECT	MIILS
N136A	RELIC	DIRECT	VITOL
N138A	RELIC	GAYBL	VITOL
N140A	RELIC	DIRECT	WHALE
N142E	RELIC	GAYBL	WHALE
N144E	RELIC	SCOTS	WHALE
N146E	RELIC	DIRECT	KANNI
N148E	RELIC	GAYBL	KANNI
N150C	RELIC	SCOTS	KANNI
N152B	RELIC	DIRECT	BRADD
N154B	RELIC	SCOTS	BRADD
N156A	RELIC	DIRECT	TUSKY
N158A	RELIC	SCOTS	TUSKY
N160A	RELIC	DIRECT	ALLEX
N162A	RELIC	DIRECT	EBONY
N164A	RELIC	DIRECT	TOPPS
N166B	RELIC	DIRECT	MIILS
N174C	PORTI	DIRECT	VITOL
N176C	PORTI	GAYBL	VITOL
N178A	PORTI	DIRECT	WHALE
N180B	PORTI	GAYBL	WHALE
N182B	PORTI	DIRECT	KANNI
N184A	PORTI	GAYBL	KANNI
N186A	PORTI	DIRECT	BRADD
N188A	PORTI	SCOTS	BRADD
N190A	PORTI	DIRECT	TUSKY
N192A	PORTI	ACADN	TUSKY
N194A	PORTI	DIRECT	ALLEX
N196B	PORTI	DIRECT	EBONY
N198B	PORTI	DIRECT	TOPPS
N200E	PORTI	DIRECT	HULTN
N202E	PORTI	DIRECT	MIILS
N210B	OMSAT	DIRECT	VITOL
N212B	OMSAT	GAYBL	VITOL
N214A	OMSAT	DIRECT	WHALE
N216A	OMSAT	GAYBL	WHALE
N218A	OMSAT	DIRECT	KANNI
N220A	OMSAT	SCOTS	KANNI
N222A	OMSAT	DIRECT	BRADD
N224A	OMSAT	SCOTS	BRADD

NAR OVERVIEW - WESTBOUND ROUTES COMMON PORTION (Cont'd)

NAR Designator	Oceanic Exit Point	Route Description	Inland Navigation Fix
N226B	OMSAT	DIRECT	TUSKY
N228B	OMSAT	ACADN	TUSKY
N230B	OMSAT	DIRECT	ALLEX
N232B	OMSAT	DIRECT	EBONY
N234B	OMSAT	DIRECT	TOPPS
N236B	OMSAT	DIRECT	HULTN
N238B	OMSAT	DIRECT	MIILS
N246A	NICSO	DIRECT	VITOL
N248A	NICSO	DIRECT	WHALE
N250A	NICSO	SCOTS	BRADD
N252A	NICSO	ACADN	TUSKY
N254A	NICSO	DIRECT	KANNI
N256B	NICSO	DIRECT	BRADD
N258B	NICSO	DIRECT	TUSKY
N260B	NICSO	DIRECT	ALLEX
N262B	NICSO	DIRECT	EBONY
N264B	NICSO	DIRECT	TOPPS
N266A	NICSO	DIRECT	HULTN
N268A	NICSO	DIRECT	MIILS
N270A	NICSO	DIRECT	ANATI
N278C	MUSAK	GAYBL	VITOL
N280B	MUSAK	DIRECT	VITOL
N282A	MUSAK	SCOTS	WHALE
N284A	MUSAK	DIRECT	WHALE
N286A	MUSAK	SCOTS	KANNI
N288A	MUSAK	DIRECT	KANNI
N292A	MUSAK	DIRECT	BRADD
N294A	MUSAK	SCOTS	BRADD
N296B	MUSAK	DIRECT	TUSKY
N298B	MUSAK	DIRECT	ALLEX
N302G	MUSAK	DIRECT	EBONY
N304C	MUSAK	DIRECT	TOPPS
N306A	MUSAK	DIRECT	HULTN
N308A	MUSAK	DIRECT	MIILS
N310A	MUSAK	DIRECT	ANATI
N318B	JOOPY	DIRECT	VITOL
N322B	JOOPY	DIRECT	WHALE
N324B	JOOPY	DIRECT	KANNI
N326A	JOOPY	DIRECT	BRADD
N328A	JOOPY	DIRECT	TUSKY
N332A	JOOPY	DIRECT	ALLEX
N334A	JOOPY	DIRECT	EBONY

NAR OVERVIEW - WESTBOUND ROUTES COMMON PORTION (Cont'd)

NAR Designator	Oceanic Exit Point	Route Description	Inland Navigation Fix
N336B	JOOPY	DIRECT	TOPPS
N338B	JOOPY	DIRECT	HULTN
N342B	JOOPY	DIRECT	MIILS
N344B	JOOPY	DIRECT	ANATI
N354A	IBERG	DIRECT	VITOL
N356G	IBERG	DIRECT	WHALE
N358B	IBERG	DIRECT	KANNI
N362B	IBERG	DIRECT	BRADD
N364A	IBERG	DIRECT	TUSKY
N366A	IBERG	DIRECT	ALLEX
N368A	IBERG	DIRECT	EBONY
N372A	IBERG	DIRECT	TOPPS
N374A	IBERG	DIRECT	HULTN
N376B	IBERG	DIRECT	MIILS
N378B	IBERG	DIRECT	ANATI
N388A	ELSIR	DIRECT	VITOL
N392A	ELSIR	DIRECT	WHALE
N394A	ELSIR	DIRECT	KANNI
N396B	ELSIR	DIRECT	BRADD
N398B	ELSIR	DIRECT	TUSKY
N402C	ELSIR	DIRECT	ALLEX
N404E	ELSIR	DIRECT	EBONY
N406A	ELSIR	DIRECT	TOPPS
N408A	ELSIR	DIRECT	HULTN
N412A	ELSIR	DIRECT	MIILS
N414A	ELSIR	DIRECT	ANATI
N424K	BUDAR	DIRECT	VITOL
N426A	BUDAR	DIRECT	WHALE
N428A	BUDAR	DIRECT	KANNI
N432A	BUDAR	DIRECT	BRADD
N434A	BUDAR	DIRECT	TUSKY
N436B	BUDAR	DIRECT	ALLEX
N438B	BUDAR	DIRECT	EBONY
N442E	BUDAR	DIRECT	TOPPS
N444A	BUDAR	DIRECT	HULTN
N446A	BUDAR	DIRECT	MIILS
N448A	BUDAR	DIRECT	ANATI
N458B	ALLRY	DIRECT	VITOL
N462C	ALLRY	DIRECT	WHALE
N464E	ALLRY	DIRECT	KANNI
N466A	ALLRY	DIRECT	BRADD

NAR OVERVIEW - WESTBOUND ROUTES COMMON PORTION (Cont'd)

NAR Designator	Oceanic Exit Point	Route Description	Inland Navigation Fix
N468A	ALLRY	DIRECT	TUSKY
N472A	ALLRY	DIRECT	ALLEX
N474A	ALLRY	DIRECT	EBONY
N476B	ALLRY	DIRECT	TOPPS
N478B	ALLRY	DIRECT	HULTN
N482C	ALLRY	DIRECT	MIILS
N484E	ALLRY	DIRECT	ANATI
N492A	UMESI	DIRECT	KANNI
N494A	UMESI	DIRECT	BRADD
N496G	UMESI	DIRECT	TUSKY
N498E	UMESI	DIRECT	ALLEX
N500C	UMESI	DIRECT	EBONY
N502G	UMESI	DIRECT	TOPPS
N504A	UMESI	DIRECT	HULTN
N506A	UMESI	DIRECT	MIILS
N508A	UMESI	DIRECT	ANATI
N510A	UMESI	ANATI OMALI TOXAL	KJOHN
N518B	TUDEP	DIRECT	BRADD
N520C	TUDEP	DIRECT	TUSKY
N522E	TUDEP	DIRECT	ALLEX
N524A	TUDEP	DIRECT	EBONY
N526A	TUDEP	DIRECT	TOPPS
N528A	TUDEP	DIRECT	HULTN
N530A	TUDEP	DIRECT	MIILS
N532A	TUDEP	DIRECT	ANATI
N534A	TUDEP	ANATI OMALI TOXAL	KJOHN
N542C	SAXAN	DIRECT	BRADD
N544E	SAXAN	DIRECT	TUSKY
N546A	SAXAN	DIRECT	ALLEX
N548A	SAXAN	DIRECT	EBONY
N550A	SAXAN	DIRECT	TOPPS
N552A	SAXAN	DIRECT	HULTN
N554A	SAXAN	DIRECT	MIILS
N556B	SAXAN	DIRECT	ANATI
N558B	SAXAN	ANATI OMALI TOXAL	KJOHN
N566A	RIKAL	DIRECT	TUSKY
N568A	RIKAL	DIRECT	ALLEX
N570A	RIKAL	DIRECT	EBONY
N572A	RIKAL	DIRECT	TOPPS
N574A	RIKAL	DIRECT	HULTN
N576B	RIKAL	DIRECT	ANATI

NAR OVERVIEW - WESTBOUND ROUTES COMMON PORTION (Cont'd)

NAR Designator	Oceanic Exit Point	Route Description	Inland Navigation Fix
N578B	RIKAL	ANATI OMALI TOXAL	KJOHN
N586A	PELTU	DIRECT	TUSKY
N588A	PELTU	DIRECT	ALLEX
N590A	PELTU	DIRECT	EBONY
N592A	PELTU	DIRECT	TOPPS
N594A	PELTU	DIRECT	HULTN
N596B	PELTU	DIRECT	MIILS
N598E	PELTU	DIRECT	TAFFY
N600B	PELTU	DIRECT	ANATI
N602E	PELTU	ANATI OMALI TOXAL	KJOHN
N610A	NEEKO	DIRECT	TUSKY
N612A	NEEKO	DIRECT	ALLEX
N614A	NEEKO	DIRECT	EBONY
N616B	NEEKO	DIRECT	TOPPS
N618B	NEEKO	DIRECT	HULTN
N620C	NEEKO	DIRECT	MIILS
N622E	NEEKO	DIRECT	TAFFY
N624C	NEEKO	DIRECT	ANATI
N626A	NEEKO	ANATI OMALI TOXAL	KJOHN
N634A	MELDI	DIRECT	TUSKY
N636C	MELDI	DIRECT	EBONY
N638B	MELDI	DIRECT	TOPPS
N640C	MELDI	DIRECT	HULTN
N642B	MELDI	DIRECT	MIILS
N644E	MELDI	DIRECT	TAFFY
N646A	MELDI	DIRECT	QUBIS
N648A	MELDI	DIRECT	ANATI
N650A	MELDI	ANATI OMALI TOXAL	KJOHN
N658B	LOMSI	DIRECT	TUSKY
N660C	LOMSI	DIRECT	EBONY
N662C	LOMSI	DIRECT	TOPPS
N664A	LOMSI	DIRECT	HULTN
N666A	LOMSI	DIRECT	MIILS
N668A	LOMSI	DIRECT	TAFFY
N670A	LOMSI	DIRECT	QUBIS
N672A	LOMSI	DIRECT	ANATI
N674A	LOMSI	ANATI OMALI TOXAL	KJOHN
N682B	KODIK	DIRECT	TUSKY
N684C	KODIK	DIRECT	TOPPS
N686A	KODIK	DIRECT	MIILS

NAR OVERVIEW - WESTBOUND ROUTES COMMON PORTION (Cont'd)

NAR Designator	Oceanic Exit Point	Route Description	Inland Navigation Fix
N688A	KODIK	DIRECT	TAFFY
N690A	KODIK	DIRECT	QUBIS
N692A	KODIK	DIRECT	YBC
N694A	KODIK	DIRECT	ANATI
N696B	KODIK	ANATI OMALI TOXAL	KJOHN
N704B	JANJO	DIRECT	TUSKY
N706B	JANJO	DIRECT	TOPPS
N708B	JANJO	DIRECT	MIILS
N710B	JANJO	DIRECT	TAFFY
N712B	JANJO	DIRECT	QUBIS
N714B	JANJO	DIRECT	YBC
N716B	JANJO	ANATI OMALI TOXAL	KJOHN
N724A	IRLOK	DIRECT	MIILS
N726B	IRLOK	DIRECT	TAFFY
N728B	IRLOK	DIRECT	QUBIS
N730C	IRLOK	DIRECT	ANATI
N732B	IRLOK	DIRECT	YBC
N734C	IRLOK	ANATI OMALI TOXAL	KJOHN
N736B	IRLOK	OMTOL	MT
N744A	HOIST	DIRECT	MIILS
N746B	HOIST	DIRECT	TAFFY
N748B	HOIST	DIRECT	QUBIS
N750B	HOIST	DIRECT	YBC
N752B	HOIST	ANATI OMALI TOXAL	KJOHN
N754B	HOIST	OMTOL	MT
N756C	HOIST	YYR	ANATI
N764A	ENNSO	DIRECT	MIILS
N766A	ENNSO	DIRECT	TAFFY
N768A	ENNSO	DIRECT	QUBIS
N770A	ENNSO	DIRECT	ANATI
N772A	ENNSO	DIRECT	YBC
N774A	ENNSO	ANATI OMALI TOXAL	KJOHN
N776B	ENNSO	OMTOL	MT
N784B	DORYY	BORUB	TABRU
N786A	DORYY	DIRECT	TAFFY
N788A	DORYY	DIRECT	QUBIS
N790A	DORYY	DIRECT	YBC
N792A	DORYY	ANATI OMALI TOXAL	KJOHN

NAR OVERVIEW - WESTBOUND ROUTES COMMON PORTION (Cont'd)

NAR Designator	Oceanic Exit Point	Route Description	Inland Navigation Fix
N798B	CUDDY	DIRECT	MIILS
N800C	CUDDY	DIRECT	TAFFY
N802C	CUDDY	DIRECT	QUIBIS
N804C	CUDDY	DIRECT	MT
N806C	CUDDY	NOWAA	SSM
N808C	CUDDY	DIRECT	YBC
N810C	CUDDY	DIRECT	ANATI
N812B	CUDDY	ANATI OMALI TOXAL	KJOHN
N818B	BOKTO	DIRECT	DUVBI
N820B	BOKTO	DUVBI	YBC
N822C	BOKTO	DUVBI	QUBIS
N824B	BOKTO	DUVBI	MT
N826B	BOKTO	PUVOK	ROUND
N832A	AVUTI	DIRECT	YDP
N834A	AVUTI	DIRECT	DUVBI
N836B	AVUTI	DUVBI	TAFFY
N838C	AVUTI	DUVBI	QUBIS
N840C	AVUTI	YDP	YBC
N842C	AVUTI	YDP	MT
N844B	AVUTI	YDP MT REEDO ART	SYR
N846C	AVUTI	YDP	ROUND
N848C	AVUTI	YDP JOVIE HENDY SELBO CANSO	SSM
N850C	AVUTI	YDP ROUND	SSM
N852B	AVUTI	ALSOP	TEALS
N858C	VESMI	DIRECT	ALSOP
N860B	VESMI	LOMTA	TEALS
N862B	VESMI	ALSOP PUVOK	ROUND
N864A	VESMI	ALSOP JOVIE	MT
N866C	VESMI	ALSOP	YBC
N868C	VESMI	ALSOP	QUBIS
N870B	VESMI	ALSOP	TAFFY
N876C	URTAK	DIRECT	ALSOP
N878C	URTAK	DIRECT	LOMTA
N880B	URTAK	LOMTA	TAFFY
N882A	URTAK	LOMTA	QUBIS
N884A	URTAK	LOMTA	YBC
N886C	URTAK	LOMTA YBC OMALI TOXAL	KJOHN
N888C	URTAK	LOMTA	VANSI
N890B	URTAK	LOMTA VANSI STAFE	SSM
N892B	URTAK	UDMAR	MCKEE

NAR OVERVIEW - WESTBOUND ROUTES COMMON PORTION (Cont'd)

NAR Designator	Oceanic Exit Point	Route Description	Inland Navigation Fix
N898C	TOXIT	DIRECT	UDMAR
N900B	TOXIT	UDMAR	QUBIS
N902B	TOXIT	LAKES	YBC
N904A	TOXIT	DIRECT	LAKES
N906B	TOXIT	UDMAR	TEALS
N912B	SAVRY	DIRECT	IRBIM
N914B	SAVRY	IRBIM	TAFFY
N916B	SAVRY	IRBIM	YBC
N918B	SAVRY	IRBIM	MT
N920A	SAVRY	IRBIM MT REEDO ART	SYR
N922A	SAVRY	DIRECT	LAKES
N924A	SAVRY	DIRECT	SINGA
N926B	SAVRY	DIRECT	UDMAR
N932B	RADUN	DIRECT	SINGA
N934B	RADUN	SINGA	LAKES
N936B	RADUN	DIRECT	KLIPS
N938B	RADUN	PEPKI	LOPVI
N944A	PIDSO	DIRECT	SINGA
N946A	PIDSO	DIRECT	PEPKI
N948B	PIDSO	PEPKI	LOPVI
N950B	PIDSO	MUSLO	RODBO
N954B	NIFTY	DIRECT	MUSLO
N956A	NIFTY	MUSLO	SEMTO
N958A	NIFTY	MUSLO	LOPVI
N962B	MAXAR	DIRECT	MIBNO
N964B	MAXAR	MIBNO	RODBO
N966B	MAXAR	DIRECT	MUSLO
N968B	MAXAR	MUSLO	LOPVI
N972A	LIBOR	DIRECT	RODBO
N974B	LIBOR	GRIBS	JELCO
N978B	KETLA	DIRECT	GRIBS
N980A	KETLA	GRIBS	JELCO
N982A	KETLA	DIRECT	FEDDY
N986B	EMBOK	IKMAN	FEDDY
N988B	EMBOK	BERUS	TEFFO

NAR OVERVIEW - WESTBOUND ROUTES COMMON PORTION (Cont'd)

NAR Designator	Oceanic Exit Point	Route Description	Inland Navigation Fix
N992A	CLAVY	KAGLY	TEFFO
N994A	CLAVY	DIRECT	MUSVA
N998B	AVPUT	NALDI	DUTUM

WESTBOUND ROUTES NON-COMMON PORTION

VIA ALLEX

ALLEX	LARIE Q220 RIFLE Q167 ZIZZI KNUKK ATR LAFLN SPISY (RNAV)-STAR	Andrews
ALLEX	KAYCC KYLOH BAF Q448 PTW J48 MOL FLASK OZZZI (RNAV)-STAR	Atlanta
ALLEX	KAYCC KYLOH BAF Q406 BWZ J6 HVQ Q68 LITTR TXK BROBB WINDU SEWZY (RNAV)-STAR	Austin
ALLEX	KAYCC KYLOH NELIE Q75 MXE NUGGY TRISH (RNAV)-STAR	Baltimore
ALLEX	SCUPP	Bedford
ALLEX	AJJAY OOSHN (RNAV)-STAR	Boston
ALLEX	ENE KEYNN	Bradley
ALLEX	FOXBO RIFLE HEADI Q97 SAWED DFENC Q109 JOHAR AMYLU AMYLU (RNAV)-STAR	Charleston, SC
ALLEX	KAYCC KYLOH NELIE Q75 GVE AIROW CHSLY (RNAV)-STAR	Charlotte
ALLEX	ALB J49 PSB MAULL KODIE SAVVI TIGRR (RNAV)-STAR	Cincinnati
ALLEX	KAYCC KYLOH BAF Q406 BWZ J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
ALLEX	GONZZ DONEO TPGUN (RNAV)-STAR	Detroit
ALLEX	LARIE Q220 RIFLE Q439 BRIGS SIE	Dover
ALLEX	KAYCC KYLOH BAF HYPER (RNAV)-STAR	Dulles
ALLEX	FOXBO RIFLE HEADI Q97 KALDA Q161 CHIEZ Y291 MAJIK CUUDA (RNAV)-STAR	Ft. Lauderdale
ALLEX	KAYCC KYLOH NELIE Q75 GVE FUBLL JUNNR (RNAV)-STAR	Greer, SC
ALLEX	KAYCC KYLOH BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR	Houston
ALLEX	ENE PARCH Arrival	Kennedy
ALLEX	KAYCC KYLOH BAF Q406 BWZ J6 HVQ Q68 YOCKY LEDDL (RNAV)-STAR	Louisville
ALLEX	LARIE Q220 RIFLE Q439 DRIFT T416 CYN	McGuire
ALLEX	FOXBO RIFLE HEADI Q97 SAWED MOXXY Q85 LPERD OMN BITHO (RNAV)-STAR	Melbourne
ALLEX	KAYCC KYLOH BAF Q406 BWZ J6 HVQ Q68 RAMRD BLUZZ (RNAV)-STAR	Memphis
ALLEX	FOXBO RIFLE HEADI Q97 KALDA Q101 SKARP Y313 HOAGG BNFSH (RNAV)-STAR	Miami
ALLEX	KAYCC KYLOH BAF Q406 BWZ J6 HVQ Q68 YOCKY CUTRR PASLY (RNAV)-STAR	Nashville
ALLEX	HANAA FLOSI (RNAV)-STAR	Newark
ALLEX	KAYCC KYLOH BAF Q448 PTW J48 CSN FANPO Q40 NIOLA MERDN TRSSH (RNAV)-STAR	New Orleans
ALLEX	FOXBO RIFLE HEADI Q97 KALDA Q131 WAALT Y289 BAHAA HIBAC ALYNA (RNAV)-STAR	Orlando
ALLEX	LARIE Q220 RIFLE Q439 BRIGS JIIMS (RNAV)-STAR	Philadelphia
ALLEX	ENE CTR HNK KONJE SLT HAYNZ (RNAV)-STAR	Pittsburgh
ALLEX	FOXBO RIFLE Q167 KALDA COUPN RDU	Pope
ALLEX	FOXBO RIFLE Q167 ZJAAY TAQLE (RNAV)-STAR	Raleigh-Durham
ALLEX	ALB TRESA (RNAV)-STAR	Stewart

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

ALLEX	KAYCC KYLOH NELIE Q75 TEUFL BAAMF DADES (RNAV)-STAR	Tampa
ALLEX	ALB V489 COATE	Teterboro
ALLEX	RIVVR VALRE (RNAV)-STAR	Westchester
ALLEX	LFV SEY ARCAV ORCHA	Westhampton Beach

VIA ANATI (Rivière-du-Loup)

ANATI	POLTY Q804 DERLO DJB Q149 SPAYD HLRRY ONDRE (RNAV)-STAR	Atlanta
ANATI	KKAPUX HOCKE FNT WYNDE ARR	Chicago
ANATI	POLTY Q804 DERLO WWSHR UKATS TIGRR (RNAV)-STAR	Cincinnati
ANATI	POLTY Q804 DERLO WWSHR Q29 KLYNE PXV LIT FEWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
ANATI	BOBTA TPGUN (RNAV)-STAR	Detroit
ANATI	BOBTA CUUGR (RNAV)-STAR	Detroit
ANATI	POLTY Q804 DERLO WWSHR Q29 KLYNE PXV J131 LIT EDWAH Q33 SWEUP ZEEKK (RNAV)-STAR	Houston
ANATI	CATOG DIRECT	Montréal/Mirabel
ANATI	MIVAX OBTEK XORLO ROCKT Arrival	Montréal/Pierre E Trudeau
ANATI	ROSVO ECK GIJ RBS AARCH (RNAV)-STAR	St. Louis
ANATI	POLTY IMEBA Arrival	Toronto

VIA BRADD

BRADD	LARIE Q220 RIFLE Q167 ZIZZI KNUKK ATR LAFLN SPISY (RNAV)-STAR	Andrews
BRADD	BOS BAF Q448 PTW J48 MOL FLASK OZZZI (RNAV)-STAR	Atlanta
BRADD	BOS BAF Q406 BWZ J6 HVQ Q68 LITTR TXK BROBB WINDU SEWZY (RNAV)-STAR	Austin
BRADD	BOS Q75 MXE NUGGY TRISH (RNAV)-STAR	Baltimore
BRADD	SCUPP	Bedford
BRADD	EURRO OOSHN (RNAV)-STAR	Boston
BRADD	BOS T303 GRAYM WITNY	Bradley
BRADD	FOXBO RIFLE HEADI Q97 SAWED DFENC Q109 JOHAR AMYLU AMYLU (RNAV)-STAR	Charleston, SC
BRADD	BOS Q75 GVE AIROW CHSLY (RNAV)-STAR	Charlotte
BRADD	BOS CTR HNK J49 PSB MAULL KODIE SAVVI TIGRR (RNAV)-STAR	Cincinnati
BRADD	BOS BAF Q406 BWZ J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
BRADD	GONZZ DONEO TPGUN (RNAV)-STAR	Detroit
BRADD	LARIE Q220 RIFLE Q439 BRIGS SIE	Dover
BRADD	BOS BAF HYPER Arrival	Dulles
BRADD	FOXBO RIFLE HEADI Q97 KALDA Q161 CHIEZ Y291 MAJIK CUUDA (RNAV)-STAR	Ft. Lauderdale
BRADD	COPLY Q75 GVE FUBLL JUNNR (RNAV)-STAR	Greer, SC
BRADD	BOS BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR	Houston
BRADD	PLYMM PARCH Arrival	Kennedy

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

BRADD	BOS BAF Q406 BWZ J6 HVQ Q68 YOCKY LEDDL (RNAV)-STAR	Louisville
BRADD	LARIE Q220 RIFLE Q439 DRIFT T416 CYN	McGuire
BRADD	FOXBO RIFLE HEADI Q97 SAWED MOXXY Q85 LPERD OMN BITHO (RNAV)-STAR	Melbourne
BRADD	BOS BAF Q406 BWZ J6 HVQ Q68 RAMRD BLUZZ (RNAV)-STAR	Memphis
BRADD	FOXBO RIFLE HEADI Q97 KALDA Q101 SKARP Y313 HOAGG BNFSH (RNAV)-STAR	Miami
BRADD	BOS BAF Q406 BWZ J6 HVQ Q68 YOCKY CUTRR PASLY (RNAV)-STAR	Nashville
BRADD	COPLY BOS NELIE FLOSI (RNAV)-STAR	Newark
BRADD	BOS BAF Q448 PTW J48 CSN FANPO Q40 NIOLA MERDN TRSSH (RNAV)-STAR	New Orleans
BRADD	FOXBO RIFLE HEADI Q97 KALDA Q131 WAALT Y289 BAHAA HIBAC ALYNA (RNAV)-STAR	Orlando
BRADD	LARIE Q220 RIFLE Q439 BRIGS JIIMS (RNAV)-STAR	Philadelphia
BRADD	BOS CTR HNK KONJE SLT HAYNZ (RNAV)-STAR	Pittsburgh
BRADD	FOXBO RIFLE Q167 KALDA COUPN RDU	Pope
BRADD	FOXBO RIFLE Q167 ZJAAY TAQLE (RNAV)-STAR	Raleigh-Durham
BRADD	COPLY BOS NELIE T212 TRESA TRESA (RNAV)-STAR	Stewart
BRADD	BOS Q75 TEUFL BAAMF DADES (RNAV)-STAR	Tampa
BRADD	COPLY BOS BAF MOBBS SAGES V489 COATE	Teterboro
BRADD	COPLY BOS NELIE VALRE (RNAV)-STAR	Westchester
BRADD	LFV SEY ARCAV ORCHA	Westhampton Beach

VIA DOVEY

DOVEY	JAWZZ Q220 RIFLE Q167 ZIZZI KNUKK ATR LAFLN SPISY (RNAV)-STAR	Andrews
DOVEY	ACK Q430 BYRDD J48 MOL FLASK OZZZI (RNAV)-STAR	Atlanta
DOVEY	ACK Q430 SAAME J6 HVQ Q68 LITTR TXK BROBB WINDU SEWZY (RNAV)-STAR	Austin
DOVEY	SCUPP	Bedford
DOVEY	FERNZ OOSHN (RNAV)-STAR	Boston
DOVEY	BOS T303 GRAYM WITNY	Bradley
DOVEY	ACK Q430 RIFLE HEADI Q97 SAWED DFENC Q109 JOHAR AMYLU AMYLU (RNAV)-STAR	Charleston, SC
DOVEY	ACK Q430 COPES Q75 GVE AIROW CHSLY (RNAV)-STAR	Charlotte
DOVEY	BOS CTR HNK J49 PSB MAULL KODIE SAVVI TIGRR (RNAV)-STAR	Cincinnati
DOVEY	ACK Q430 SAAME J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
DOVEY	ACK Q430 SAAME BRNAN Q42 PSYKO KOZAR BONZZ (RNAV)-STAR	Detroit
DOVEY	JAWZZ Q220 RIFLE Q439 BRIGS SIE	Dover
DOVEY	ACK Q430 RBV HYPER (RNAV)-STAR	Dulles
DOVEY	ACK Q430 RIFLE HEADI Q97 KALDA Q161 CHIEZ Y291 MAJIK CUUDA (RNAV)-STAR	Ft. Lauderdale
DOVEY	ACK Q430 COPES Q75 GVE FUBLL JUNNR (RNAV)-STAR	Greer, SC

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

DOVEY	ACK Q430 BYRDD J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR	Houston
DOVEY	PLYMM PARCH (RNAV)-STAR	Kennedy
DOVEY	ACK Q430 SAAME J6 HVQ Q68 YOCKY LEDDL (RNAV)-STAR	Louisville
DOVEY	JAWZZ Q220 RIFLE Q439 DRIFT T416 CYN	McGuire
DOVEY	ACK Q430 RIFLE HEADI Q97 SAWED MOXXY Q85 LPERD OMN BITHO (RNAV)-STAR	Melbourne
DOVEY	ACK Q430 SAAME J6 HVQ Q68 RAMRD BLUZZ (RNAV)-STAR	Memphis
DOVEY	ACK Q430 RIFLE HEADI Q97 KALDA Q101 SKARP Y313 HOAGG BNFSH (RNAV)-STAR	Miami
DOVEY	ACK Q430 SAAME J6 HVQ Q68 YOCKY CUTRR PASLY (RNAV)-STAR	Nashville
DOVEY	COPLY BOS NELIE FLOSI (RNAV)-STAR	Newark
DOVEY	ACK Q430 BYRDD J48 CSN FANPO Q40 NIOLA MERDN TRSSH (RNAV)-STAR	New Orleans
DOVEY	ACK Q430 RIFLE HEADI Q97 KALDA Q131 WAALT Y289 BAHAA HIBAC ALYNA (RNAV)-STAR	Orlando
DOVEY	JAWZZ Q220 RIFLE Q439 BRIGS JIIMS (RNAV)-STAR	Philadelphia
DOVEY	ACK Q430 RIFLE Q167 KALDA COUPN RDU	Pope
DOVEY	ACK Q430 RIFLE Q167 ZJAAY TAQLE (RNAV)-STAR	Raleigh-Durham
DOVEY	COPLY BOS NELIE T212 TRESA TRESA (RNAV)-STAR	Stewart
DOVEY	ACK Q430 COPES Q75 TEUFL BAAMF DADES (RNAV)-STAR	Tampa
DOVEY	COPLY BOS BAF MOBBS SAGES V489 COATE	Teterboro
DOVEY	COPLY BOS NELIE VALRE (RNAV)-STAR	Westchester
DOVEY	SEY ARCAV ORCHA	Westhampton Beach

VIA EBONY

EBONY	LARIE Q220 RIFLE Q167 ZIZZI KNUKK ATR LAFLN SPISY (RNAV)-STAR	Andrews
EBONY	KAYCC KYLOH BAF Q448 PTW J48 MOL FLASK OZZZI (RNAV)-STAR	Atlanta
EBONY	KAYCC KYLOH BAF Q406 BWZ J6 HVQ Q68 LITTR TXK BROBB WINDU SEWZY (RNAV)-STAR	Austin
EBONY	KAYCC KYLOH NELIE Q75 MXE NUGGY TRISH (RNAV)-STAR	Baltimore
EBONY	ENE LWRNC	Bedford
EBONY	AJJAY OOSHN (RNAV)-STAR	Boston
EBONY	ENE KEYNN	Bradley
EBONY	FOXBO RIFLE HEADI Q97 SAWED DFENC Q109 JOHAR AMYLU AMYLU (RNAV)-STAR	Charleston, SC
EBONY	KAYCC KYLOH NELIE Q75 GVE AIROW CHSLY (RNAV)-STAR	Charlotte
EBONY	ALB J49 PSB MAULL KODIE SAVVI TIGRR (RNAV)-STAR	Cincinnati
EBONY	KAYCC KYLOH BAF Q406 BWZ J6 HVQ Q68 LITTR FEWWW SEEVR(RNAV)-STAR	Dallas/Ft. Worth

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

EBONY	GONZZ DONEO TPGUN (RNAV)-STAR	Detroit
EBONY	LARIE Q220 RIFLE Q439 BRIGS SIE	Dover
EBONY	KAYCC KYLOH BAF HYPER (RNAV)-STAR	Dulles
EBONY	FOXBO RIFLE HEADI Q97 KALDA Q161 CHIEZ Y291 MAJIK CUUDA (RNAV)-STAR	Ft. Lauderdale
EBONY	KAYCC KYLOH NELIE Q75 GVE FUBLL JUNNR (RNAV)-STAR	Greer, SC
EBONY	KAYCC KYLOH BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR	Houston
EBONY	ENE PARCH Arrival	Kennedy
EBONY	KAYCC KYLOH BAF Q406 BWZ J6 HVQ Q68 YOCKY LEDDL (RNAV)-STAR	Louisville
EBONY	LARIE Q220 RIFLE Q439 DRIFT T416 CYN	McGuire
EBONY	FOXBO RIFLE HEADI Q97 SAWED MOXXY Q85 LPERD OMN BITHO (RNAV)-STAR	Melbourne
EBONY	KAYCC KYLOH BAF Q406 BWZ J6 HVQ Q68 RAMRD BLUZZ (RNAV)-STAR	Memphis
EBONY	FOXBO RIFLE HEADI Q97 KALDA Q101 SKARP Y313 HOAGG BNFSH (RNAV)-STAR	Miami
EBONY	KAYCC KYLOH BAF Q406 BWZ J6 HVQ Q68 YOCKY CUTRR PASLY (RNAV)-STAR	Nashville
EBONY	HANAA FLOSI (RNAV)-STAR	Newark
EBONY	KAYCC KYLOH BAF Q448 PTW J48 CSN FANPO Q40 NIOLA MERDN TRSSH (RNAV)-STAR	New Orleans
EBONY	FOXBO RIFLE HEADI Q97 KALDA Q131 WAALT Y289 BAHAA HIBAC ALYNA (RNAV)-STAR	Orlando
EBONY	LARIE Q220 RIFLE Q439 BRIGS JIIMS (RNAV)-STAR	Philadelphia
EBONY	ENE CTR HNK KONJE SLT HAYNZ (RNAV)-STAR	Pittsburgh
EBONY	FOXBO RIFLE Q167 KALDA COUPN RDU	Pope
EBONY	BEEKN Q439 RIFLE Q167 ZJAAY TAQLE (RNAV)-STAR	Raleigh-Durham
EBONY	ALB TRESA (RNAV)-STAR	Stewart
EBONY	KAYCC KYLOH NELIE Q75 TEUFL BAAMF DADES (RNAV)-STAR	Tampa
EBONY	ALB V489 COATE	Teterboro
EBONY	RIVVR VALRE (RNAV)-STAR	Westchester
EBONY	LFV SEY ARCAV ORCHA	Westhampton Beach

VIA HULTN

HULTN	CBIRD ALB J49 PSB MAULL KODIE SAVVI TIGRR (RNAV)-STAR	Cincinnati
HULTN	ENE PARCH (RNAV)-STAR	Kennedy
HULTN	CBIRD HANAA FLOSI (RNAV)-STAR	Newark
HULTN	CBIRD ALB J49 HNK KONJE SLT HAYNZ (RNAV)-STAR	Pittsburgh
HULTN	CBIRD ALB TRESA (RNAV)-STAR	Stewart
HULTN	CBIRD ALB V489 COATE	Teterboro
HULTN	CBIRD RIVVR VALRE (RNAV)-STAR	Westchester

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

VIA KANNI

KANNI	LARIE Q220 RIFLE Q167 ZIZZI KNUKK ATR LAFLN SPISY (RNAV)-STAR	Andrews
KANNI	BOS BAF Q448 PTW J48 MOL FLASK OZZZI (RNAV)-STAR	Atlanta
KANNI	BOS BAF Q406 BWZ J6 HVQ Q68 LITTR TXK BROBB WINDU SEWZY (RNAV)-STAR	Austin
KANNI	BOS Q75 MXE NUGGY TRISH (RNAV)-STAR	Baltimore
KANNI	SCUPP	Bedford
KANNI	EURRO OOSHN (RNAV)-STAR	Boston
KANNI	BOS T303 GRAYM WITNY	Bradley
KANNI	FOXBO RIFLE HEADI Q97 SAWED DFENC Q109 JOHAR AMYLU AMYLU (RNAV)-STAR	Charleston, SC
KANNI	BOS Q75 GVE AIROW CHSLY (RNAV)-STAR	Charlotte
KANNI	BOS CTR HNK J49 PSB MAULL KODIE SAVVI TIGRR (RNAV)-STAR	Cincinnati
KANNI	BOS BAF Q406 BWZ J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
KANNI	CAM Q822 GONZZ DONEO TPGUN (RNAV)-STAR	Detroit
KANNI	LARIE Q220 RIFLE Q439 BRIGS SIE	Dover
KANNI	BOS BAF HYPER Arrival	Dulles
KANNI	FOXBO RIFLE HEADI Q97 KALDA Q161 CHIEZ Y291 MAJIK CUUDA (RNAV)-STAR	Ft. Lauderdale
KANNI	COPLY Q75 GVE FUBLL JUNNR (RNAV)-STAR	Greer, SC
KANNI	BOS BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR	Houston
KANNI	PLYMM PARCH Arrival	Kennedy
KANNI	BOS BAF Q406 BWZ J6 HVQ Q68 YOCKY LEDDL (RNAV)-STAR	Louisville
KANNI	LARIE Q220 RIFLE Q439 DRIFT T416 CYN	McGuire
KANNI	FOXBO RIFLE HEADI Q97 SAWED MOXXY Q85 LPERD OMN BITHO (RNAV)-STAR	Melbourne
KANNI	BOS BAF Q406 BWZ J6 HVQ Q68 RAMRD BLUZZ (RNAV)-STAR	Memphis
KANNI	FOXBO RIFLE HEADI Q97 KALDA Q101 SKARP Y313 HOAGG BNFSH (RNAV)-STAR	Miami
KANNI	BOS BAF Q406 BWZ J6 HVQ Q68 YOCKY CUTRR PASLY (RNAV)-STAR	Nashville
KANNI	COPLY BOS NELIE FLOSI (RNAV)-STAR	Newark
KANNI	BOS BAF Q448 PTW J48 CSN FANPO Q40 NIOLA MERDN TRSSH (RNAV)-STAR	New Orleans
KANNI	FOXBO RIFLE HEADI Q97 KALDA Q131 WAALT Y289 BAHAA HIBAC ALYNA (RNAV)-STAR	Orlando
KANNI	LARIE Q220 RIFLE Q439 BRIGS JIIMS (RNAV)-STAR	Philadelphia
KANNI	BOS CTR HNK KONJE SLT HAYNZ (RNAV)-STAR	Pittsburgh
KANNI	FOXBO RIFLE Q167 KALDA COUPN RDU	Pope
KANNI	FOXBO RIFLE Q167 ZJAAY TAQLE (RNAV)-STAR	Raleigh-Durham
KANNI	COPLY BOS NELIE T212 TRESA TRESA (RNAV)-STAR	Stewart
KANNI	BOS Q75 TEUFL BAAMF DADES (RNAV)-STAR	Tampa
KANNI	COPLY BOS BAF MOBBS SAGES V489 COATE	Teterboro

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

KANNI	COPLY BOS NELIE VALRE (RNAV)-STAR	Westchester
KANNI	LFV SEY ARCAV ORCHA	Westhampton Beach

VIA KJOHN

KJOHN	BIZEX Q75 MXE V378 BAL	Andrews
KJOHN	ALB ACOVE DBABE Q448 PTW J48 MOL FLASK OZZZI (RNAV)-STAR	Atlanta
KJOHN	ALB J49 PSB Q71 GEFFS HVQ Q68 LITTR TXK BROBB WINDU SEWZY (RNAV)-STAR	Austin
KJOHN	BIZEX Q75 MXE NUGGY TRISH (RNAV)-STAR	Baltimore
KJOHN	BASUU	Bedford
KJOHN	KEYNN	Bradley
KJOHN	BIZEX Q75 GSO OBNEE OSPRI (RNAV)-STAR	Charleston, SC
KJOHN	BIZEX Q75 GVE AIROW CHSLY (RNAV)-STAR	Charlotte
KJOHN	ALB J49 PSB MAULL KODIE SAVVI TIGRR (RNAV)-STAR	Cincinnati
KJOHN	ALB J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
KJOHN	VENTE CCC MANTA Q439 BRIGS SIE	Dover
KJOHN	ALB HYPER (RNAV)-STAR	Dulles
KJOHN	BIZEX Q75 GSO Q83 JEVED Q97 PRMUS CUUDA (RNAV)-STAR	Ft. Lauderdale
KJOHN	BIZEX Q75 GVE FUBLL JUNNR (RNAV)-STAR	Greer, SC
KJOHN	PONCT PUCKY (RNAV)-STAR	Kennedy
KJOHN	ALB J49 PSB Q71 GEFFS HVQ Q68 YOCKY LEDDL (RNAV)-STAR	Louisville
KJOHN	VENTE CCC MANTA DRIFT T416 CYN	McGuire
KJOHN	ALB BIZEX Q75 SLOJO Q85 LPERD OMN BITHO (RNAV)-STAR	Melbourne
KJOHN	ALB J49 PSB Q71 GEFFS HVQ Q68 RAMRD BLUZZ (RNAV)-STAR	Memphis
KJOHN	BIZEX Q75 GSO Q83 JEVED Q97 DEBRL CSTAL (RNAV)-STAR	Miami
KJOHN	ALB J49 PSB Q71 GEFFS HVQ Q68 YOCKY CUTRR PASLY (RNAV)-STAR	Nashville
KJOHN	HANAA FLOSI (RNAV)-STAR	Newark
KJOHN	ALB J49 PSB Q71 GEFFS HVQ VXV NIOLA MERDN TRSSH (RNAV)-STAR	New Orleans
KJOHN	BIZEX Q75 GSO Q83 ROYCO Q85 LPERD SNFLD (RNAV)-STAR	Orlando
KJOHN	BIZEX Q75 GSO Q83 ROYCO Q85 LPERD GTOUT (RNAV)-STAR	Orlando
KJOHN	ALB DNY SPUDS (RNAV)-STAR	Philadelphia
KJOHN	ALB J49 HNK KONJE SLT HAYNZ (RNAV)-STAR	Pittsburgh
KJOHN	BIZEX Q75 GVE SBV RDU	Pope
KJOHN	BIZEX Q75 TEUFL BAAMF DADES (RNAV)-STAR	Tampa
KJOHN	ALB NELIE (RNAV)-STAR	Westhampton Beach

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

VIA MIILS

MIILS	BEEKN Q439 RIFLE Q167 ZIZZI KNUKK ATR LAFLN SPISY (RNAV)-STAR	Andrews
MIILS	KAYCC KYLOH BAF Q448 PTW J48 MOL FLASK OZZZI (RNAV)-STAR	Atlanta
MIILS	KJOHN ALB J49 PSB Q71 GEFFS HVQ Q68 LITTR TXK BROBB WINDU SEWZY (RNAV)-STAR	Austin
MIILS	KAYCC KYLOH NELIE Q75 MXE NUGGY TRISH (RNAV)-STAR	Baltimore
MIILS	ENE LWRNC	Bedford
MIILS	AJJAY OOSHN (RNAV)-STAR	Boston
MIILS	ENE KEYNN	Bradley
MIILS	BEEKN Q97 SAWED DFENC Q109 JOHAR AMYLU AMYLU (RNAV)-STAR	Charleston, SC
MIILS	KAYCC KYLOH NELIE Q75 GVE AIROW CHSLY (RNAV)-STAR	Charlotte
MIILS	LETAK Q824 TAGUM ECK FNT WYNDE (RNAV)-STAR	Chicago
MIILS	KJOHN ALB J49 PSB MAULL KODIE SAVVI TIGRR (RNAV)-STAR	Cincinnati
MIILS	MILLS LETAK PEVNI Q806 BOBTA DERLO WWSHR Q29 KLYNE PXV J131 LIT FEWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
MIILS	KAYCC KYLOH BAF Q406 BWZ J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
MIILS	MIILS PUPOV Q806 BOBTA TPGUN (RNAV)-STAR	Detroit
MIILS	BGR LARIE Q220 RIFLE Q439 BRIGS SIE	Dover
MIILS	CBIRD KJOHN ALB HYPER (RNAV)-STAR	Dulles
MIILS	BEEKN Q97 KALDA Q161 CHIEZ Y291 MAJIK CUUDA (RNAV)-STAR	Ft. Lauderdale
MIILS	KAYCC KYLOH NELIE Q75 GVE FUBLL JUNNR (RNAV)-STAR	Greer, SC
MIILS	KAYCC KYLOH BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR	Houston
MIILS	LETAK PEVNI Q806 BOBTA DERLO WWSHR Q29 KLYNE PXV J131 LIT EDWAH Q33 SWEUP ZEEKK (RNAV)-STAR	Houston
MIILS	CBIRD KJOHN PONCT PUCKY (RNAV)-STAR	Kennedy
MIILS	ENE PARCH (RNAV)-STAR	Kennedy
MIILS	KJOHN ALB J49 PSB Q71 GEFFS HVQ Q68 YOCKY LEDDL (RNAV)-STAR	Louisville
MIILS	BGR LARIE Q220 RIFLE Q439 DRIFT T416 CYN	McGuire
MIILS	BEEKN Q97 SAWED MOXXY Q85 LPERD OMN BITHO-STAR	Melbourne
MIILS	KJOHN ALB J49 PSB Q71 GEFFS HVQ Q68 RAMRD BLUZZ (RNAV)-STAR	Memphis
MIILS	BEEKN Q97 KALDA Q101 SKARP Y313 HOAGG BNFSH (RNAV)-STAR	Miami
MIILS	VIVIL ROGSA URVAS DAXES VIBNU DIRECT	Montréal/Mirabel
MIILS	XORLO ROCKT Arrival	Montréal/Pierre E Trudeau
MIILS	KJOHN ALB J49 PSB Q71 GEFFS HVQ Q68 YOCKY CUTRR PASLY (RNAV)-STAR	Nashville
MIILS	CBIRD HANAA FLOSI (RNAV)-STAR	Newark

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

MIILS	KJOHN ALB J49 PSB Q71 GEFFS HVQ VXV NIOLA MERDN TRSSH (RNAV)-STAR	New Orleans
MIILS	BEEKN Q97 KALDA Q131 WAALT Y289 BAHAA HIBAC ALYNA (RNAV)-STAR	Orlando
MIILS	BGR LARIE Q220 RIFLE Q439 BRIGS JIIMS (RNAV)-STAR	Philadelphia
MIILS	CBIRD ALB J49 HNK KONJE SLT HAYNZ (RNAV)-STAR	Pittsburgh
MIILS	KAYCC KYLOH NELIE Q75 GVE SBV RDU	Pope
MIILS	BEEKN Q439 RIFLE Q167 ZJAAY TAQLE (RNAV)-STAR	Raleigh-Durham
MIILS	CBIRD KJOHN ALB TRESA (RNAV)-STAR	Stewart
MIILS	ROSVO ECK GIJ RBS AARCH (RNAV)-STAR	St. Louis
MIILS	KAYCC KYLOH NELIE Q75 TEUFL BAAMF DADES (RNAV)-STAR	Tampa
MIILS	CBIRD KJOHN ALB V489 COATE	Teterboro
MIILS	LETAK IMEBA Arrival	Toronto
MIILS	CBIRD RIVVR VALRE (RNAV)-STAR	Westchester
MIILS	LFV SEY ARCAV ORCHA	Westhampton Beach

VIA MOUGH

MOUGH	Y497 DRIFT Q439 BRIGS SIE	Dover
MOUGH	Y486 CREEL Q430 RBV HYPER (RNAV)-STAR	Dulles
MOUGH	Y495 CAMRN	Kennedy
MOUGH	Y495 OWENZ MANTA Q439 DRIFT T416 CYN	McGuire
MOUGH	Y495 OWENZ DRIFT BRIGS JIIMS (RNAV)-STAR	Philadelphia

VIA MT (Chiboo)

MT	REEDO ART SYR J59 PSB SHILO V93 BAL	Andrews
MT	TVC OBK J73 BNA NEWBB IHAVE MTHEW CHPPR (RNAV)–STAR	Atlanta
MT	SYR FQM IZZEE TRISH (RNAV)-STAR	Baltimore
MT	REEDO ART SYR FQM HAR EMI GVE Q75 GSO OBNEE OSPRI (RNAV)-STAR	Charleston, SC
MT	REEDO ART SYR J59 PSB HVQ LNDIZ PARQR (RNAV)-STAR	Charlotte
MT	SSM WYNDE (RNAV)-STAR	Chicago
MT	ROSVO Q802 KENLU Q804 DERLO WWSHR UKATS TIGRR (RNAV)-STAR	Cincinnati
MT	REEDO ART SYR GONZZ Q29 KLYNE PXV J131 LIT FEWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
MT	TVC BAE WELTS SGF RZC FSM RRNET SEEVR (RNAV)-STAR	Dallas/Ft. Worth
MT	BOBTA TPGUN (RNAV)-STAR	Detroit
MT	REEDO ART SYR HAR LRP V210 SPERY	Dover
MT	REEDO ART SYR J59 PSB WAYNZ (RNAV)-STAR	Dulles
MT	REEDO ART SYR J59 PSB Q71 EMNEM Q103 SLOJO EFFAY Q83 JEVED Q97 PRMUS CUUDA (RNAV)-STAR	Ft. Lauderdale

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

MT	REEDO ART SYR JHW Q29 KLYNE PXV J131 LIT EDWAH Q33 SWEUP ZEEKK (RNAV)-STAR	Houston
MT	TVC OBK JOT SPI J101 LIT EDWAH Q33 SWEUP ZEEKK (RNAV)-STAR	Houston
MT	REEDO ART SYR ARRKK PUCKY (RNAV)-STAR	Kennedy
MT	REEDO ART SYR CFB LVZ V147 MAZIE	McGuire
MT	REEDO ART SYR J59 PSB Q71 EMNEM Q103 SLOJO EFFAY Q83 JEVED Q97 DEBRL CSTAL (RNAV)-STAR	Miami
MT	OBRET DATAB VIDGO EMPEK SATOT PIGNA	Montréal/Mirabel
MT	OBRET LAFLEUR Arrival	Montréal/Pierre E Trudeau
MT	REEDO ART SYR HNK FLOSI Arrival	Newark
MT	REEDO ART SYR J59 PSB Q71 EMNEM Q103 SLOJO EFFAY Q83 ROYCO Q85 LPERD SNFLD (RNAV)-STAR	Orlando
MT	REEDO ART SYR J59 PSB Q71 EMNEM Q103 SLOJO EFFAY Q83 ROYCO Q85 LPERD GTOUT (RNAV)-STAR	Orlando
MT	REEDO ART SYR CFB SPUDS (RNAV)-STAR	Philadelphia
MT	REEDO ART SYR JHW YTOWN JESEY (RNAV)-STAR	Pittsburgh
MT	REEDO ART SYR ROD VHP AARCH (RNAV)-STAR	St. Louis
MT	TVC OBK J71 RBS AARCH (RNAV)-STAR	St. Louis
MT	REEDO ART SYR J59 PSB Q71 EMNEM Q103 SLOJO Q75 TEUFL BAAMF DADES (RNAV)-STAR	Tampa
MT	ROSVO IMEBA (RNAV) -STAR	Toronto

VIA QUBIS

QUBIS	BEEKN Q439 RIFLE Q167 ZIZZI KNUKK ATR LAFLN SPISY (RNAV)-STAR	Andrews
QUBIS	KAYCC KYLOH BAF Q448 PTW J48 MOL FLASK OZZZI (RNAV)-STAR	Atlanta
QUBIS	CBIRD KJOHN ALB J49 PSB Q71 GEFFS HVQ Q68 LITTR TXK BROBB WINDU SEWZY (RNAV)-STAR	Austin
QUBIS	KAYCC KYLOH NELIE Q75 MXE NUGGY TRISH (RNAV)-STAR	Baltimore
QUBIS	ENE LWRNC	Bedford
QUBIS	AJJAY OOSHN (RNAV)-STAR	Boston
QUBIS	ENE KEYNN	Bradley
QUBIS	BEEKN Q97 SAWED DFENC Q109 JOHAR AMYLU AMYLU (RNAV)-STAR	Charleston, SC
QUBIS	KAYCC KYLOH NELIE Q75 GVE AIROW CHSLY (RNAV)-STAR	Charlotte
QUBIS	CBIRD KJOHN ALB J49 PSB MAULL KODIE SAVVI TIGRR (RNAV)-STAR	Cincinnati
QUBIS	CBIRD KJOHN ALB J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
QUBIS	QUBIS PUPOV Q806 BOBTA TPGUN (RNAV)-STAR	Detroit
QUBIS	LARIE Q220 RIFLE Q439 BRIGS SIE	Dover
QUBIS	CBIRD KJOHN ALB HYPER (RNAV)-STAR	Dulles
QUBIS	BEEKN Q97 KALDA Q161 CHIEZ Y291 MAJIK CUUDA (RNAV)-STAR	Ft. Lauderdale

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

QUBIS	KAYCC KYLOH NELIE Q75 GVE FUBLL JUNNR(RNAV)-STAR	Greer, SC
QUBIS	KAYCC KYLOH BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR	Houston
QUIBIS	CBIRD KJOHN PONCT PUCKY (RNAV)-STAR	Kennedy
QUBIS	ENE PARCH (RNAV)-STAR	Kennedy
QUBIS	CBIRD KJOHN ALB J49 PSB Q71 GEFFS HVQ Q68 YOCKY LEDDL (RNAV)-STAR	Louisville
QUBIS	LARIE Q220 RIFLE Q439 DRIFT T416 CYN	McGuire
QUBIS	BEEKN Q97 SAWED MOXXY Q85 LPERD OMN BITHO (RNAV)-STAR	Melbourne
QUBIS	CBIRD KJOHN ALB J49 PSB Q71 GEFFS HVQ Q68 RAMRD BLUZZ (RNAV)-STAR	Memphis
QUBIS	BEEKN Q97 KALDA Q101 SKARP Y313 HOAGG BNFSH (RNAV)-STAR	Miami
QUBIS	CBIRD KJOHN ALB J49 PSB Q71 GEFFS HVQ Q68 YOCKY CUTRR PASLY (RNAV)-STAR	Nashville
QUBIS	CBIRD KJOHN HANAA FLOSI (RNAV)-STAR	Newark
QUBIS	CBIRD KJOHN ALB J49 PSB Q71 GEFFS HVQ VXV NIOLA MERDN TRSSH (RNAV)-STAR	New Orleans
QUBIS	BEEKN Q97 KALDA Q131 WAALT Y289 BAHAA HIBAC ALYNA (RNAV)-STAR	Orlando
QUBIS	LARIE Q220 RIFLE Q439 BRIGS JIIMS (RNAV)-STAR	Philadelphia
QUBIS	CBIRD KJOHN ALB J49 HNK KONJE SLT HAYNZ (RNAV)-STAR	Pittsburgh
QUBIS	KAYCC KYLOH NELIE Q75 GVE SBV RDU	Pope
QUBIS	BEEKN Q439 RIFLE Q167 ZJAAY TAQLE (RNAV)-STAR	Raleigh-Durham
QUBIS	CBIRD KJOHN ALB TRESA (RNAV)-STAR	Stewart
QUBIS	KAYCC KYLOH NELIE Q75 TEUFL BAAMF DADES (RNAV)-STAR	Tampa
QUBIS	CBIRD KJOHN ALB V489 COATE	Teterboro
QUBIS	CBIRD KJOHN RIVVR VALRE (RNAV)-STAR	Westchester
QUBIS	LFV SEY ARCAV ORCHA	Westhampton Beach

VIA ROUND

ROUND	TVC OBK J73 BNA NEWBB IHAVE MTHEW CHPPR (RNAV)–STAR	Atlanta
ROUND	SSM WYNDE ARR	Chicago
ROUND	ROSVO Q802 KENLU Q804 DERLO WWSHR UKATS TIGRR (RNAV)-STAR	Cincinnati
ROUND	TVC BAE WELTS SGF RZC FSM RRNET SEEVR (RNAV)-STAR	Dallas/Ft. Worth
ROUND	YVO BOBTA TPGUN (RNAV)-STAR	Detroit
ROUND	TVC OBK JOT SPI J101 LIT EDWAH Q33 SWEUP ZEEKK (RNAV)-STAR	Houston
ROUND	TVC OBK J71 RBS AARCH (RNAV)-STAR	St. Louis
ROUND	ROSVO IMEBA (RNAV) -STAR	Toronto

VIA SAILE

SAILE	JAWZZ Q220 RIFLE Q167 ZIZZI KNUKK ATR LAFLN SPISY (RNAV)-STAR	Andrews

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

SAILE	ACK Q430 BYRDD J48 MOL FLASK OZZZI (RNAV)-STAR	Atlanta
SAILE	ACK Q430 SAAME J6 HVQ Q68 LITTR TXK BROBB WINDU SEWZY (RNAV)-STAR	Austin
SAILE	SCUPP	Bedford
SAILE	FERNZ OOSHN (RNAV)-STAR	Boston
SAILE	ACK Q430 RIFLE HEADI Q97 SAWED DFENC Q109 JOHAR AMYLU AMYLU (RNAV)-STAR	Charleston, SC
SAILE	BOS CTR HNK J49 PSB MAULL KODIE SAVVI TIGRR (RNAV)-STAR	Cincinnati
SAILE	ACK Q430 SAAME BRNAN Q42 PSYKO KOZAR BONZZ (RNAV)-STAR	Detroit
SAILE	JAWZZ Q220 RIFLE Q439 BRIGS SIE	Dover
SAILE	ACK Q430 RBV HYPER (RNAV)-STAR	Dulles
SAILE	ACK Q430 RIFLE HEADI Q97 KALDA Q161 CHIEZ Y291 MAJIK CUUDA (RNAV)-STAR	Ft. Lauderdale
SAILE	ACK Q430 COPES Q75 GVE FUBLL JUNNR (RNAV)-STAR	Greer, SC
SAILE	PLYMM PARCH (RNAV)-STAR	Kennedy
SAILE	ACK Q430 SAAME J6 HVQ Q68 YOCKY LEDDL (RNAV)-STAR	Louisville
SAILE	JAWZZ Q220 RIFLE Q439 DRIFT T416 CYN	Mcguire
SAILE	ACK Q430 RIFLE HEADI Q97 SAWED MOXXY Q85 LPERD OMN BITHO (RNAV)-STAR	Melbourne
SAILE	ACK Q430 SAAME J6 HVQ Q68 RAMRD BLUZZ (RNAV)-STAR	Memphis
SAILE	ACK Q430 RIFLE HEADI Q97 KALDA Q101 SKARP Y313 HOAGG BNFSH (RNAV)-STAR	Miami
SAILE	ACK Q430 SAAME J6 HVQ Q68 YOCKY CUTRR PASLY (RNAV)-STAR	Nashville
SAILE	COPLY BOS NELIE FLOSI (RNAV)-STAR	Newark
SAILE	ACK Q430 BYRDD J48 CSN FANPO Q40 NIOLA MERDN TRSSH (RNAV)-STAR	New Orleans
SAILE	ACK Q430 RIFLE HEADI Q97 KALDA Q131 WAALT Y289 BAHAA HIBAC ALYNA (RNAV)-STAR	Orlando
SAILE	JAWZZ Q220 RIFLE Q439 BRIGS JIIMS (RNAV)-STAR	Philadelphia
SAILE	ACK Q430 RIFLE Q167 KALDA COUPN RDU	Pope
SAILE	ACK Q430 RIFLE Q167 ZJAAY TAQLE (RNAV)-STAR	Raleigh-Durham
SAILE	COPLY BOS NELIE T212 TRESA TRESA (RNAV)-STAR	Stewart
SAILE	ACK Q430 COPES Q75 TEUFL BAAMF DADES (RNAV)-STAR	Tampa
SAILE	COPLY BOS BAF MOBBS SAGES V489 COATE	Teterboro
SAILE	COPLY BOS NELIE VALRE (RNAV)-STAR	Westchester
SAILE	SEY ARCAV ORCHA	Westhampton Beach

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

VIA SSM (Sault Ste Marie)

SSM	GRB J101 BAE J89 OBK J73 BNA NEWBB IHAVE MTHEW CHPPR (RNAV)–STAR	Atlanta
SSM	WYNDE (RNAV)-STAR	Chicago
SSM	J101 BAE WELTS SGF RZC FSM RRNET SEEVR (RNAV)-STAR	Dallas/Ft. Worth
SSM	GEP J114 ONL PORDR AALLE (RNAV)-STAR	Denver
SSM	STL J101 LIT EDWAH Q33 SWEUP ZEEKK (RNAV)-STAR	Houston
SSM	HHOGS BAINY (RNAV)-STAR	Minneapolis/St. Paul
SSM	TVC OBK J71 RBS AARCH (RNAV)-STAR	St. Louis

VIA SYR (Syracuse)

SYR	J59 PSB SHILO V93 BAL	Andrews
SYR	J59 PSB Q71 GEFFS HVQ HLRRY ONDRE (RNAV)-STAR	Atlanta
SYR	SYR J59 PSB Q71 GEFFS HVQ Q68 LITTR TXK BROBB WINDU SEWZY (RNAV)-STAR	Austin
SYR	FQM IZZEE TRISH (RNAV)-STAR	Baltimore
SYR	EEGUL ZELKA (RNAV)-STAR	Bedford
SYR	ALB STELA (RNAV)-STAR	Bradley
SYR	J59 PSB HVQ LNDIZ PARQR (RNAV)-STAR	Charlotte
SYR	JOSSY MAULL KODIE SAVVI TIGRR (RNAV)-STAR	Cincinnati
SYR	GONZZ Q29 KLYNE PXV J131 LIT FEWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
SYR	HAR LRP V210 BUNTS	Dover
SYR	J59 PSB WAYNZ (RNAV)-STAR	Dulles
SYR	J59 PSB Q71 EMNEM Q103 SLOJO EFFAY Q83 JEVED Q97 PRMUS CUUDA (RNAV)-STAR	Ft. Lauderdale
SYR	J59 PSB Q71 GEFFS HVQ DAJPI RCTOR (RNAV)-STAR	Greer, SC
SYR	GONZZ Q29 HARES SWEUP ZEEKK (RNAV)-STAR	Houston
SYR	ARRKK PUCKY (RNAV)-STAR	Kennedy
SYR	J59 PSB Q71 GEFFS HVQ Q68 YOCKY LEDDL (RNAV)-STAR	Louisville
SYR	PSB HAR LRP V210 BUNTS	McGuire
SYR	J59 PSB QUARM AIR HVQ Q147 BURGG QUIWE Q93 GIPPL Q85 LPERD OMN BITHO (RNAV)-STAR	Melbourne
SYR	J59 PSB Q71 GEFFS HVQ Q68 RAMRD BLUZZ (RNAV)-STAR	Memphis
SYR	J59 PSB Q71 EMNEM Q103 SLOJO EFFAY Q83 JEVED Q97 DEBRL CSTAL (RNAV)-STAR	Miami
SYR	J59 PSB Q71 GEFFS HVQ Q68 YOCKY CUTRR PASLY (RNAV)-STAR	Nashville
SYR	HNK FLOSI Arrival	Newark
SYR	J59 PSB Q71 GEFFS HVQ VXV NIOLA MERDN TRSSH (RNAV)-STAR	New Orleans
SYR	J59 PSB Q71 EMNEM Q103 SLOJO EFFAY Q83 ROYCO Q85 LPERD SNFLD (RNAV)-STAR	Orlando
SYR	J59 PSB Q71 EMNEM Q103 SLOJO EFFAY Q83 ROYCO Q85 LPERD GTOUT (RNAV)-STAR	Orlando
SYR	CFB SPUDS (RNAV)-STAR	Philadelphia
SYR	JHW ERI YTOWN JESEY (RNAV)-STAR	Pittsburgh

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

SYR	J59 PSB J61 EMI GVE SBV RDU	Pope
SYR	GONZZ Q29 KLYNE ROD VHP AARCH (RNAV)-STAR	St. Louis
SYR	J59 PSB Q71 EMNEM Q103 SLOJO Q75 TEUFL BAAMF DADES (RNAV)-STAR	Tampa
SYR	ALB NELIE (RNAV)-STAR	Westhampton Beach

VIA TAFFY

TAFFY	PQI Q439 RIFLE Q167 ZIZZI KNUKK ATR LAFLN SPISY (RNAV)-STAR	Andrews
TAFFY	KJOHN ALB ACOVE DBABE Q448 PTW J48 MOL FLASK OZZZI (RNAV)-STAR	Atlanta
TAFFY	KJOHN ALB J49 PSB Q71 GEFFS HVQ Q68 LITTR TXK BROBB WINDU SEWZY (RNAV)-STAR	Austin
TAFFY	KAYCC KYLOH NELIE Q75 MXE NUGGY TRISH (RNAV)-STAR	Baltimore
TAFFY	ENE LWRNC	Bedford
TAFFY	AJJAY OOSHN (RNAV)-STAR	Boston
TAFFY	ENE KEYNN	Bradley
TAFFY	PQI Q439 BEEKN Q97 SAWED DFENC Q109 JOHAR AMYLU AMYLU (RNAV)-STAR	Charleston, SC
TAFFY	KAYCC KYLOH NELIE Q75 GVE AIROW CHSLY (RNAV)-STAR	Charlotte
TAFFY	KJOHN ALB J49 PSB MAULL KODIE SAVVI TIGRR (RNAV)-STAR	Cincinnati
TAFFY	KJOHN ALB J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
TAFFY	TAFFY PUPOV Q806 BOBTA TPGUN (RNAV)-STAR	Detroit
TAFFY	LARIE Q220 RIFLE Q439 BRIGS SIE	Dover
TAFFY	KJOHN ALB HYPER (RNAV)-STAR	Dulles
TAFFY	PQI Q97 KALDA Q161 CHIEZ Y291 MAJIK CUUDA (RNAV)-STAR	Ft. Lauderdale
TAFFY	KAYCC KYLOH NELIE Q75 GVE FUBLL JUNNR (RNAV)-STAR	Greer, SC
TAFFY	KAYCC KYLOH BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR	Houston
TAFFY	CBIRD KJOHN PONCT PUCKY (RNAV)-STAR	Kennedy
TAFFY	ENE PARCH Arrival	Kennedy
TAFFY	KJOHN ALB J49 PSB Q71 GEFFS HVQ Q68 YOCKY LEDDL (RNAV)-STAR	Louisville
TAFFY	LARIE Q220 RIFLE Q439 DRIFT T416 CYN	McGuire
TAFFY	PQI Q97 SAWED MOXXY Q85 LPERD OMN BITHO (RNAV)-STAR	Melbourne
TAFFY	CBIRD KJOHN ALB J49 PSB Q71 GEFFS HVQ Q68 RAMRD BLUZZ (RNAV)-STAR	Memphis
TAFFY	PQI Q97 KALDA Q101 SKARP Y313 HOAGG BNFSH (RNAV)-STAR	Miami
TAFFY	KJOHN ALB J49 PSB Q71 GEFFS HVQ Q68 YOCKY CUTRR PASLY (RNAV)-STAR	Nashville
TAFFY	KJOHN HANAA FLOSI (RNAV)-STAR	Newark

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

TAFFY	CBIRD KJOHN ALB J49 PSB Q71 GEFFS HVQ VXV NIOLA MERDN TRSSH (RNAV)-STAR	New Orleans
TAFFY	PQI Q97 KALDA Q131 WAALT Y289 BAHAA HIBAC ALYNA (RNAV)-STAR	Orlando
TAFFY	LARIE Q220 RIFLE Q439 BRIGS JIIMS (RNAV)-STAR	Philadelphia
TAFFY	CBIRD KJOHN ALB J49 HNK KONJE SLT HAYNZ (RNAV)-STAR	Pittsburgh
TAFFY	KAYCC KYLOH NELIE Q75 GVE SBV RDU	Pope
TAFFY	PQI Q439 RIFLE Q167 ZJAAY TAQLE (RNAV)-STAR	Raleigh-Durham
TAFFY	CBIRD KJOHN ALB TRESA (RNAV)-STAR	Stewart
TAFFY	KAYCC KYLOH NELIE Q75 TEUFL BAAMF DADES (RNAV)-STAR	Tampa
TAFFY	KJOHN ALB V489 COATE	Teterboro
TAFFY	CBIRD KJOHN RIVVR VALRE (RNAV)-STAR	Westchester
TAFFY	LFV SEY ARCAV ORCHA	Westhampton Beach

VIA TOPPS

TOPPS	BEEKN Q439 RIFLE Q167 ZIZZI KNUKK ATR LAFLN SPISY (RNAV)-STAR	Andrews
TOPPS	KAYCC KYLOH BAF Q448 PTW J48 MOL FLASK OZZZI (RNAV)-STAR	Atlanta
TOPPS	KAYCC KYLOH BAF Q406 BWZ J6 HVQ Q68 LITTR TXK BROBB WINDU SEWZY (RNAV)-STAR	Austin
TOPPS	KAYCC KYLOH NELIE Q75 MXE NUGGY TRISH (RNAV)-STAR	Baltimore
TOPPS	ENE LWRNC	Bedford
TOPPS	AJJAY OOSHN (RNAV)-STAR	Boston
TOPPS	ENE KEYNN	Bradley
TOPPS	BEEKN Q97 SAWED DFENC Q109 JOHAR AMYLU AMYLU (RNAV)-STAR	Charleston, SC
TOPPS	KAYCC KYLOH NELIE Q75 GVE AIROW CHSLY (RNAV)-STAR	Charlotte
TOPPS	YUL LETAK Q824 TAGUM ECK FNT WYNDE (RNAV)-STAR	Chicago
TOPPS	KAYCC KYLOH BAF Q406 BWZ J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
TOPPS	TOPPS DERDO Q806 BOBTA TPGUN (RNAV)-STAR	Detroit
TOPPS	LARIE Q220 RIFLE Q439 BRIGS SIE	Dover
TOPPS	KAYCC KYLOH BAF HYPER (RNAV)-STAR	Dulles
TOPPS	BEEKN Q97 KALDA Q161 CHIEZ Y291 MAJIK CUUDA (RNAV)-STAR	Ft. Lauderdale
TOPPS	KAYCC KYLOH NELIE Q75 GVE FUBLL JUNNR (RNAV)-STAR	Greer, SC
TOPPS	KAYCC KYLOH BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR	Houston
TOPPS	ENE PARCH Arrival	Kennedy
TOPPS	KAYCC KYLOH BAF Q406 BWZ J6 HVQ Q68 YOCKY LEDDL (RNAV)-STAR	Louisville
TOPPS	LARIE Q220 RIFLE Q439 DRIFT T416 CYN	McGuire
TOPPS	BEEKN Q97 SAWED MOXXY Q85 LPERD OMN BITHO (RNAV)-STAR	Melbourne

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

TOPPS	KAYCC KYLOH BAF Q406 BWZ J6 HVQ Q68 RAMRD BLUZZ (RNAV)-STAR	Memphis
TOPPS	BEEKN Q97 KALDA Q101 SKARP Y313 HOAGG BNFSH (RNAV)-STAR	Miami
TOPPS	VIVIL ROGSA URVAS DAXES VIBNU Direct	Montréal/Mirabel
TOPPS	KEBIG ROCKT Arrival	Montréal/Pierre E Trudeau
TOPPS	KAYCC KYLOH BAF Q406 BWZ J6 HVQ Q68 YOCKY CUTRR PASLY (RNAV)-STAR	Nashville
TOPPS	KAYCC KYLOH BAF Q448 PTW J48 CSN FANPO Q40 NIOLA MERDN TRSSH (RNAV)-STAR	New Orleans
TOPPS	BEEKN Q97 KALDA Q131 WAALT Y289 BAHAA HIBAC ALYNA (RNAV)-STAR	Orlando
TOPPS	LARIE Q220 RIFLE Q439 BRIGS JIIMS (RNAV)-STAR	Philadelphia
TOPPS	KAYCC KYLOH NELIE Q75 GVE SBV RDU	Pope
TOPPS	BEEKN Q439 RIFLE Q167 ZJAAY TAQLE (RNAV)-STAR	Raleigh-Durham
TOPPS	KAYCC KYLOH NELIE Q75 TEUFL BAAMF DADES (RNAV)-STAR	Tampa
TOPPS	YUL LETAK IMEBA Arrival	Toronto
TOPPS	LFV SEY ARCAV ORCHA	Westhampton Beach

VIA TUSKY

TUSKY	LARIE Q220 RIFLE Q167 ZIZZI KNUKK ATR LAFLN SPISY (RNAV)-STAR	Andrews
TUSKY	BOS BAF Q448 PTW J48 MOL FLASK OZZZI (RNAV)-STAR	Atlanta
TUSKY	BOS BAF Q406 BWZ J6 HVQ Q68 LITTR TXK BROBB WINDU SEWZY (RNAV)-STAR	Austin
TUSKY	Q475 COPLY Q75 MXE NUGGY TRISH (RNAV)-STAR	Baltimore
TUSKY	SCUPP	Bedford
TUSKY	EURRO OOSHN (RNAV)-STAR	Boston
TUSKY	BOS T303 GRAYM WITNY	Bradley
TUSKY	FOXBO RIFLE HEADI Q97 SAWED DFENC Q109 JOHAR AMYLU AMYLU (RNAV)-STAR	Charleston, SC
TUSKY	Q475 COPLY Q75 GVE AIROW CHSLY (RNAV)-STAR	Charlotte
TUSKY	BOS CTR HNK J49 PSB MAULL KODIE SAVVI TIGRR (RNAV)-STAR	Cincinnati
TUSKY	BOS BAF Q406 BWZ J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
TUSKY	GONZZ DONEO TPGUN (RNAV)-STAR	Detroit
TUSKY	LARIE Q220 RIFLE Q439 BRIGS SIE	Dover
TUSKY	BOS BAF HYPER Arrival	Dulles
TUSKY	FOXBO RIFLE HEADI Q97 KALDA Q161 CHIEZ Y291 MAJIK CUUDA (RNAV)-STAR	Ft. Lauderdale
TUSKY	COPLY Q75 GVE FUBLL JUNNR (RNAV)-STAR	Greer, SC
TUSKY	BOS BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR	Houston
TUSKY	PLYMM PARCH Arrival	Kennedy
TUSKY	BOS BAF Q406 BWZ J6 HVQ Q68 YOCKY LEDDL (RNAV)-STAR	Louisville
TUSKY	LARIE Q220 RIFLE Q439 DRIFT T416 CYN	McGuire

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

TUSKY	FOXBO RIFLE HEADI Q97 SAWED MOXXY Q85 LPERD OMN BITHO (RNAV)-STAR	Melbourne
TUSKY	BOS BAF Q406 BWZ J6 HVQ Q68 RAMRD BLUZZ (RNAV)-STAR	Memphis
TUSKY	FOXBO RIFLE HEADI Q97 KALDA Q101 SKARP Y313 HOAGG BNFSH (RNAV)-STAR	Miami
TUSKY	BOS BAF Q406 BWZ J6 HVQ Q68 YOCKY CUTRR PASLY (RNAV)-STAR	Nashville
TUSKY	Q475 COPLY BOS NELIE FLOSI(RNAV)-STAR	Newark
TUSKY	BOS BAF Q448 PTW J48 CSN FANPO Q40 NIOLA MERDN TRSSH (RNAV)-STAR	New Orleans
TUSKY	FOXBO RIFLE HEADI Q97 KALDA Q131 WAALT Y289 BAHAA HIBAC ALYNA (RNAV)-STAR	Orlando
TUSKY	LARIE Q220 RIFLE Q439 BRIGS JIIMS (RNAV)-STAR	Philadelphia
TUSKY	BOS CTR HNK KONJE SLT HAYNZ (RNAV)-STAR	Pittsburgh
TUSKY	FOXBO RIFLE Q167 KALDA COUPN RDU	Pope
TUSKY	FOXBO RIFLE Q167 ZJAAY TAQLE (RNAV)-STAR	Raleigh-Durham
TUSKY	COPLY BOS NELIE T212 TRESA TRESA (RNAV)-STAR	Stewart
TUSKY	Q475 COPLY Q75 TEUFL BAAMF DADES(RNAV)-STAR	Tampa
TUSKY	COPLY BOS BAF MOBBS SAGES V489 COATE	Teterboro
TUSKY	COPLY BOS NELIE VALRE (RNAV)-STAR	Westchester
TUSKY	LFV SEY ARCAV ORCHA	Westhampton Beach

VIA VANSI

VANSI	TVC OBK J73 BNA NEWBB IHAVE MTHEW CHPPR (RNAV)–STARR	Atlanta
VANSI	SSM WYNDE ARR	Chicago
VANSI	ROSVO Q802 KENLU Q804 DERLO WWSHR UKATS TIGRR (RNAV)-STAR	Cincinnati
VANSI	TVC BAE WELTS SGF RZC FSM RRNET SEEVR (RNAV)-STAR	Dallas/Ft. Worth
VANSI	YVO BOBTA TPGUN (RNAV)-STAR	Detroit
VANSI	TVC OBK JOT SPI J101 LIT EDWAH Q33 SWEUP ZEEKK (RNAV)-STAR	Houston
VANSI	TVC OBK J71 RBS AARCH (RNAV)-STAR	St. Louis
VANSI	ROSVO IMEBA (RNAV) -STAR	Toronto

VIA VITOL

VITOL	JAWZZ Q220 RIFLE Q167 ZIZZI KNUKK ATR LAFLN SPISY (RNAV)-STAR	Andrews
VITOL	ACK Q430 BYRDD J48 MOL FLASK OZZZI (RNAV)-STAR	Atlanta
VITOL	ACK Q430 SAAME J6 HVQ Q68 LITTR TXK BROBB WINDU SEWZY (RNAV)-STAR	Austin
VITOL	SCUPP	Bedford
VITOL	EURRO OOSHN (RNAV)- STAR	Boston
VITOL	BOS T303 GRAYM WITNY	Bradley
VITOL	ACK Q430 RIFLE HEADI Q97 SAWED DFENC Q109 JOHAR AMYLU AMYLU (RNAV)-STAR	Charleston, SC
VITOL	ACK Q430 COPES Q75 GVE AIROW CHSLY (RNAV)-STAR	Charlotte

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

VITOL	BOS CTR HNK J49 PSB MAULL KODIE SAVVI TIGRR (RNAV)-STAR	Cincinnati
VITOL	ACK Q430 SAAME J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
VITOL	ACK Q430 SAAME BRNAN Q42 PSYKO KOZAR BONZZ (RNAV)-STAR	Detroit
VITOL	JAWZZ Q220 RIFLE Q439 BRIGS SIE	Dover
VITOL	ACK Q430 RBV HYPER (RNAV)-STAR	Dulles
VITOL	ACK Q430 RIFLE HEADI Q97 KALDA Q161 CHIEZ Y291 MAJIK CUUDA (RNAV)-STAR	Ft. Lauderdale
VITOL	ACK Q430 COPES Q75 GVE FUBLL JUNNR (RNAV)-STAR	Greer, SC
VITOL	ACK Q430 BYRDD J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR	Houston
VITOL	PLYMM PARCH Arrival	Kennedy
VITOL	ACK Q430 SAAME J6 HVQ Q68 YOCKY LEDDL (RNAV)-STAR	Louisville
VITOL	JAWZZ Q220 RIFLE Q439 DRIFT T416 CYN	McGuire
VITOL	ACK Q430 RIFLE HEADI Q97 SAWED MOXXY Q85 LPERD OMN BITHO (RNAV)-STAR	Melbourne
VITOL	ACK Q430 SAAME J6 HVQ Q68 RAMRD BLUZZ (RNAV)-STAR	Memphis
VITOL	ACK Q430 RIFLE HEADI Q97 KALDA Q101 SKARP Y313 HOAGG BNFSH (RNAV)-STAR	Miami
VITOL	ACK Q430 SAAME J6 HVQ Q68 YOCKY CUTRR PASLY (RNAV)-STAR	Nashville
VITOL	COPLY BOS NELIE FLOSI (RNAV)-STAR	Newark
VITOL	ACK Q430 BYRDD J48 CSN FANPO Q40 NIOLA MERDN TRSSH (RNAV)-STAR	New Orleans
VITOL	ACK Q430 RIFLE HEADI Q97 KALDA Q131 WAALT Y289 BAHAA HIBAC ALYNA (RNAV)-STAR	Orlando
VITOL	JAWZZ Q220 RIFLE Q439 BRIGS JIIMS (RNAV)-STAR	Philadelphia
VITOL	ACK Q430 RIFLE Q167 KALDA COUPN RDU	Pope
VITOL	ACK Q430 RIFLE Q167 ZJAAY TAQLE (RNAV)-STAR	Raleigh-Durham
VITOL	COPLY BOS NELIE T212 TRESA TRESA (RNAV)-STAR	Stewart
VITOL	ACK Q430 COPES Q75 TEUFL BAAMF DADES (RNAV)-STAR	Tampa
VITOL	COPLY BOS BAF MOBBS SAGES V489 COATE	Teterboro
VITOL	COPLY BOS NELIE VALRE (RNAV)-STAR	Westchester
VITOL	LFV SEY ARCAV ORCHA	Westhampton Beach

VIA WHALE

WHALE	LARIE Q220 RIFLE Q167 ZIZZI KNUKK ATR LAFLN SPISY (RNAV)-STAR	Andrews
WHALE	BOS BAF Q448 PTW J48 MOL FLASK OZZZI (RNAV)-STAR	Atlanta
WHALE	BOS BAF Q406 BWZ J6 HVQ Q68 LITTR TXK BROBB WINDU SEWZY (RNAV)-STAR	Austin
WHALE	BOS Q75 MXE NUGGY TRISH(RNAV)-STAR	Baltimore
WHALE	SCUPP	Bedford
WHALE	EURRO OOSHN (RNAV)- STAR	Boston

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

WHALE	BOS T303 GRAYM WITNY	Bradley
WHALE	ACK Q430 RIFLE HEADI Q97 SAWED DFENC Q109 JOHAR AMYLU AMYLU (RNAV)-STAR	Charleston, SC
WHALE	ACK Q430 COPES Q75 GVE AIROW CHSLY (RNAV)-STAR	Charlotte
WHALE	BOS CTR HNK J49 PSB MAULL KODIE SAVVI TIGRR (RNAV)-STAR	Cincinnati
WHALE	BOS BAF Q406 BWZ J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)-STAR	Dallas/Ft. Worth
WHALE	CAM Q822 GONZZ DONEO TPGUN (RNAV)-STAR	Detroit
WHALE	LARIE Q220 RIFLE Q439 BRIGS SIE	Dover
WHALE	BOS BAF HYPER Arrival	Dulles
WHALE	ACK Q430 RIFLE HEADI Q97 KALDA Q161 CHIEZ Y291 MAJIK CUUDA (RNAV)-STAR	Ft. Lauderdale
WHALE	ACK Q430 COPES Q75 GVE FUBLL JUNNR (RNAV)-STAR	Greer, SC
WHALE	BOS BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR	Houston
WHALE	PLYMM PARCH Arrival	Kennedy
WHALE	BOS BAF Q406 BWZ J6 HVQ Q68 YOCKY LEDDL (RNAV)-STAR	Louisville
WHALE	LARIE Q220 RIFLE Q439 DRIFT T416 CYN	McGuire
WHALE	ACK Q430 RIFLE HEADI Q97 SAWED MOXXY Q85 LPERD OMN BITHO (RNAV)-STAR	Melbourne
WHALE	BOS BAF Q406 BWZ J6 HVQ Q68 RAMRD BLUZZ (RNAV)-STAR	Memphis
WHALE	ACK Q430 RIFLE HEADI Q97 KALDA Q101 SKARP Y313 HOAGG BNFSH (RNAV)-STAR	Miami
WHALE	BOS BAF Q406 BWZ J6 HVQ Q68 YOCKY CUTRR PASLY (RNAV)-STAR	Nashville
WHALE	COPLY BOS NELIE FLOSI (RNAV)-STAR	Newark
WHALE	BOS BAF Q448 PTW J48 CSN FANPO Q40 NIOLA MERDN TRSSH (RNAV)-STAR	New Orleans
WHALE	ACK Q430 RIFLE HEADI Q97 KALDA Q131 WAALT Y289 BAHAA HIBAC ALYNA (RNAV)-STAR	Orlando
WHALE	LARIE Q220 RIFLE Q439 BRIGS JIIMS (RNAV)-STAR	Philadelphia
WHALE	BOS CTR HNK KONJE SLT HAYNZ (RNAV)-STAR	Pittsburgh
WHALE	ACK Q430 RIFLE Q167 KALDA COUPN RDU	Pope
WHALE	ACK Q430 RIFLE Q167 ZJAAY TAQLE (RNAV)-STAR	Raleigh-Durham
WHALE	COPLY BOS NELIE T212 TRESA TRESA (RNAV)-STAR	Stewart
WHALE	ACK Q430 COPES Q75 TEUFL BAAMF DADES (RNAV)-STAR	Tampa
WHALE	COPLY BOS BAF MOBBS SAGES V489 COATE	Teterboro
WHALE	COPLY BOS NELIE VALRE (RNAV)-STAR	Westchester
WHALE	LFV SEY ARCAV ORCHA	Westhampton Beach

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

VIA YBC (Baie-Comeau)

YBC	POLTY Q804 DERLO DJB Q149 SPAYD HLRRY ONDRE (RNAV)-STAR	Atlanta
YBC	YUC KAPUX HOCKE FNT WYNDE (RNAV)-STAR	Chicago
YBC	POLTY Q804 DERLO WWSHR UKATS TIGRR (RNAV)-STAR	Cincinnati
YBC	POLTY Q804 DERLO WWSHR Q29 KLYNE PXV LIT FEWWW SEEVR (RNAV-STAR	Dallas/Ft. Worth
YBC	YUC KENLU BOBTA TPGUN (RNAV)-STAR	Detroit
YBC	POLTY Q804 DERLO WWSHR Q29 KLYNE PXV J131 LIT EDWAH Q33 SWEUP ZEEKK (RNAV)-STAR	Houston
YBC	CATOG DIRECT	Montréal/Mirabel
YBC	MIVAX OBTEK XORLO ROCKT Arrival	Montréal/Pierre E Trudeau
YBC	ROSVO ECK GIJ RBS AARCH (RNAV)-STAR	St. Louis
YBC	POLTY IMEBA Arrival	Toronto

INTERSECTION AND REPORTING POINT CO-ORDINATES

The following is a list of airway and other intersections and/or reporting points.

A	(N)LAT	(W)LONG
ACADN NS	44 40.0	64 00.0
ACORD WA	48 47.5	122 32.1
ADREW YT	69 10.2	141 00.2
ADROT BC	50 46.0	116 31.0
ADSAM NU	69 55.3	63 13.2
ADSIX BC	49 07.0	122 30.0
ADSUR QC	50 41.3	73 15.1
ADVIK ON	45 08.1	74 46.6
ADVOX AB	51 34.7	114 35.3
AGBIX QC	60 03.1	77 17.3
AGDAN AB	50 53.7	113 41.7
AGDOX ON	43 17.1	79 06.3
AGDUT ON	44 00.5	80 12.8
AGGUA BC	50 15.3	124 59.9
AGLIN ON	48 15.2	89 26.2
AGLOL QC	53 42.7	73 42.2
AGLUK QC	46 12.6	73 22.2
AGMAK AB	51 13.0	114 34.7
AGNEX ON	45 33.6	77 05.2
AGNOB ON	44 12.1	77 30.1
AGPAL BC	54 31.7	130 46.8
AIRIE BC	52 46.8	123 11.8
ALDDA BC	49 33.0	116 20.7
ALETU NU	72 43.4	78 30.9
ALGAR AB	56 00.9	112 05.8
ALIDO QC	45 44.4	75 40.8
ALIVE BC	54 21.8	122 09.9
ALKIK AB	52 47.6	113 07.7
ALKOB QC	51 28.8	64 01.5
ALKOG MB	50 01.8	97 43.9
ALKOK QC	49 00.0	77 23.0
ALLEX NB	44 25.0	67 00.0
ALLRY NL	50 30.0	52 00.0
ALMEX ON	48 26.2	90 03.4
ALMOP ON	45 40.0	81 00.0
ALNOD BC	49 03.1	121 39.3
ALONI ON	44 38.9	75 39.2
ALPAR BC	52 45.0	123 32.0
ALSAK NU	64 00.0	70 00.0
ALSED BC	50 18.0	118 35.0
ALSES SK	54 13.5	105 54.5
ALSET QC	45 36.6	74 30.0
ALSIV AB	51 54.4	114 57.3
ALSOP NL	56 52.0	62 10.0
ALTAG BC	51 53.1	121 44.4
ALTAK QC	49 10.0	71 30.0
ALTIG NT	68 18.2	133 29.0
ALUSO YT	61 20.5	140 14.9
ALVID ON	43 54.3	76 36.1
ALVOL BC	49 51.0	120 35.4
ALVYN BC	49 37.1	122 42.4
AMAGU SK	53 12.9	105 40.4
AMAMA QC	52 52.5	66 38.6
AMBRO BC	49 59.4	120 21.4
AMEBO BC	48 52.4	123 17.4

A (Cont'd)	(N)LAT	(W)LONG
AMEDI BC	49 35.8	119 36.2
AMEKI SK	50 55.6	109 59.4
AMENA AB	49 32.6	111 53.1
AMENU MB	51 06.1	100 03.2
AMILI QC	60 01.5	70 00.3
AMITI ON	43 13.3	79 30.0
AMITO AB	50 37.5	115 03.4
AMUNO AB	51 41.3	114 42.6
ANAKU NS	44 26.9	62 48.8
ANATI QC	47 45.4	69 35.3
ANCER QC	48 33.5	69 25.3
ANCOL ON	43 14.6	79 55.0
ANDIE AB	52 59.2	114 23.2
ANERI BC	49 01.3	119 29.0
ANJER BC	49 27.6	118 05.1
ANTAK BC	49 21.0	115 51.5
ANTEG QC	45 52.0	73 24.0
ANTID AB	52 53.0	114 15.3
ANTLR BC	49 04.4	122 14.1
ANTOV QC	45 25.7	71 01.4
ANTUR ON	49 12.5	84 55.3
ANTUT YT	60 08.4	134 18.5
ANVAP BC	49 04.2	124 17.4
APDIN NL	48 59.2	54 50.0
APLAK QC	46 27.6	71 54.6
APLIG BC	53 00.0	134 00.0
APLOV ON	44 55.7	76 08.5
APNEL ON	45 21.0	82 13.7
APNIX MB	50 21.7	96 54.6
APRIP BC	54 09.9	124 20.1
APSIN NU	81 00.0	65 16.0
ARAME QC	51 20.3	67 27.7
ARBBY ON	48 37.5	93 00.5
ARDEE NS	45 07.4	64 23.2
ARMAC BC	49 11.7	123 49.6
AROUK AB	54 16.7	114 26.3
ARRUE BC	49 04.4	124 07.8
ARVEE NU	62 52.0	74 00.0
ARVIE ON	45 07.1	74 37.1
ASIXX ON	48 30.9	92 37.5
ATENE QC	46 14.3	70 15.5
ATHUR BC	50 00.6	117 12.3
ATUNA BC	50 22.4	126 31.9
AVEDO AB	54 49.5	112 10.4
AVOLA ON	43 30.4	78 59.2
AVPUT NL	65 02.0	60 00.0
AVROM AB	51 28.9	113 47.8
AVRON QC	48 57.4	64 38.6
AVTAV YT	62 12.7	133 23.2
AVTUR NB	45 44.9	66 46.3
AVUKA QC	45 23.1	73 07.9
AVUMU BC	48 57.7	125 05.1
AVUTI NL	57 28.0	58 00.0
AVVON ON	45 10.1	75 02.3
AXENO ON	52 39.4	94 03.7
AXILI AB	50 00.0	110 00.0
AXOBU ON	42 56.7	82 23.7

A (Cont'd)	**(N)LAT**	**(W)LONG**
AXOMA MB	49 56.2	96 23.0
AXUBI BC	59 04.3	132 38.6
AXXIS ON	42 49.8	81 59.0
AYROU NU	65 18.9	64 00.0
AYZOL AK	62 28.3	141 00.0

B	**(N)LAT**	**(W)LONG**
BACMO ON	48 00.0	84 01.0
BAFAL ON	48 55.8	81 54.3
BAJOL BC	49 18.6	123 28.2
BAMPS NT	62 19.3	116 12.0
BAREE QC	48 08.8	69 18.0
BASRA BC	49 15.2	123 00.4
BBLUE ON	48 01.2	89 13.7
BEJAW AB	57 14.4	112 49.5
BEKRR ON	48 00.4	089 55.7
BEMEK NB	46 05.0	66 27.2
BEMOG QC	46 09.0	75 34.4
BEPEG NU	63 00.0	70 00.0
BERIG NS	43 15.1	66 11.0
BERUS NU	63 00.0	63 00.0
BERUT QC	46 56.1	72 29.2
BESEL ON	47 58.0	84 47.2
BEVEL AB	49 30.0	110 00.0
BEVIX QC	51 41.3	76 08.1
BEWEL ON	42 17.3	80 44.7
BEXOV ON	50 17.6	88 54.6
BEZED NU	64 52.0	67 00.0
BIBEM YT	62 40.3	141 00.0
BILII ON	49 01.3	88 15.7
BILKI QC	51 12.6	58 39.4
BILNO MB	49 58.7	97 45.0
BIMRO ON	43 01.7	80 19.0
BINVO BC	50 45.5	116 28.1
BIPKO QC	45 43.4	74 21.7
BIPLI QC	49 00.4	78 18.4
BIRKO AB	51 28.6	113 15.8
BIRLA BC	49 18.4	125 23.5
BISNO AB	52 30.5	113 45.2
BISPO AB	56 56.3	115 54.0
BITGA AB	51 29.5	113 58.4
BITRA NS	45 06.4	61 52.7
BIVBI BC	49 29.3	126 52.7
BOBBS QC	51 00.1	62 00.0
BOBKI QC	45 25.0	74 25.8
BOBTA ON	43 48.9	79 39.5
BOBTU (Oceanic)	44 07.0	52 49.3
BODRA NU	62 17.0	80 00.0
BOGGI BC	49 08.5	122 47.5
BOKLU QC	45 50.4	74 35.7
BOKMA BC	54 31.2	131 38.9
BOKTO NL	56 58.0	58 00.0
BOLMO ON	43 54.6	80 03.2
BOMET ON	44 10.2	77 59.0
BOMIP AB	52 09.7	112 26.0
BOMON BC	57 22.0	121 46.0
BONAB ON	47 50.5	80 42.2
BOOPY BC	50 06.0	124 35.5

B (Cont'd)	(N)LAT	(W)LONG
BOOTH BC	49 31.3	122 02.7
BOPUT NU	68 57.6	61 56.5
BOREK ON	42 56.3	79 56.9
BORIX AB	51 53.6	110 00.0
BORUB NL	52 32.4	63 07.4
BOSAM QC	45 03.0	73 55.0
BOSEP ON	43 06.3	82 00.5
BOSIM AB	53 57.1	112 46.5
BOTAD BC	58 38.2	131 59.6
BOTAG AB	51 04.2	114 36.5
BOTER NT	63 45.3	112 57.6
BOVAN AB	50 46.6	113 15.8
BOVEX ON	42 35.7	81 25.3
BOVOX ON	43 21.6	79 31.5
BOXAT BC	49 32.1	116 50.8
BOXON BC	49 26.8	117 34.5
BRADD NS	43 09.0	67 00.0
BRIDG NB	47 08.8	59 16.3
BRIOL BC	49 06.1	123 29.7
BROKK ON	42 19.9	81 34.9
BROME NL	53 30.0	67 00.0
BRUIN ON	43 39.9	76 06.9
BRWNZ ON	41 51.2	82 12.8
BUBAN ON	44 34.4	79 13.0
BUBIX QC	49 19.7	67 22.5
BUDAG ON	46 37.5	80 47.9
BUDAR NL	50 00.0	52 00.0
BUDUM NU	80 00.0	69 15.0
BUICK BC	48 48.7	123 07.9
BULIE BC	50 16.2	120 04.6
BURWA ON	46 11.4	80 34.6

C	(N)LAT	(W)LONG
CAAPE NB	45 18.0	65 17.8
CACHO AB	54 54.2	112 34.2
CADIL NB	47 44.1	60 25.5
CAFTA BC	51 17.7	129 05.3
CAJEN BC	55 32.3	121 24.2
CALCI NT	60 02.3	116 16.5
CALLY AB	55 07.9	113 23.4
CAMRA AB	53 01.9	112 30.5
CAMRE ON	41 55.5	82 12.7
CAMZO BC	48 47.0	123 32.1
CANEL NU	67 59.0	60 45.8
CANSO ON	48 09.7	80 44.1
CANRY BC	49 09.0	123 20.2
CANYO YT	60 25.5	132 24.1
CARAC (Oceanic)	43 00.0	60 00.0
CASDY BC	49 04.4	123 58.3
CASSL BC	52 32.6	122 44.9
CASTR QC	48 52.0	66 50.0
CATOG QC	45 55.0	72 53.0
CAUGA BC	49 28.2	121 23.1
CAYUS SK	49 00.0	107 01.0
CEESE BC	49 40.2	123 36.9
CEFOU QC	47 44.2	69 00.0
CHAAP ON	42 30.3	80 41.0
CHAPO YT	64 58.4	141 00.0

C (Cont'd)	(N)LAT	(W)LONG
CHAPT BC	50 28.9	120 20.5
CHARN NU	54 53.4	80 00.0
CHICA ON	48 52.0	85 16.2
CHITE BC	50 02.6	116 09.1
CHUBB BC	53 26.4	122 33.1
CILLI BC	49 03.8	121 23.7
CIPTA SK	48 59.9	102 20.3
CITOP AB	50 10.2	114 30.3
CLANK AB	56 34.5	112 37.5
CLAVY NL	64 14.0	59 00.0
COALE YT	60 27.3	135 10.5
COALL NT	80 00.0	141 00.0
COGLE BC	49 04.6	122 33.9
COHIL YT	60 06.5	139 00.0
COHOE BC	49 56.4	125 24.8
COLTS ON	42 57.8	79 19.3
COMAU QC	45 21.6	74 03.4
CONDI BC	48 34.3	123 20.3
CONER BC	50 09.9	115 15.0
COPUR QC	59 42.0	67 00.0
CORMO BC	50 32.6	126 58.8
COUTS AB	49 00.0	112 17.5
COWLE AB	49 36.9	114 02.3
CREEB WA	48 13.0	121 20.4
CUDDY NL	56 42.0	57 00.0
CYRIL ON	44 57.0	75 24.1
CYVIC BC	48 30.0	124 54.7

D	(N)LAT	(W)LONG
DACEY BC	59 33.6	126 04.6
DAFLU ON	42 22.7	82 41.3
DAJIM QC	63 45.4	68 33.4
DAJOR QC	45 20.0	74 05.0
DALDE MB	52 19.1	101 08.8
DANOL NB	45 41.8	67 48.2
DAPAK NU	73 45.0	70 00.0
DAPAL BC	59 55.5	133 07.2
DAPED BC	49 08.9	121 40.6
DAPOP AB	50 52.5	110 00.0
DARUB NU	67 00.0	60 00.0
DARUK SK	50 29.9	102 28.4
DASBI BC	49 29.6	118 03.7
DASIR ON	43 19.3	82 14.9
DASMU BC	48 57.3	124 34.6
DASUG ON	47 34.4	80 49.3
DATAB QC	46 27.8	74 27.5
DATAV AB	51 33.9	112 51.7
DATNO BC	50 03.9	116 08.6
DAVEL AB	53 43.6	113 04.6
DAVII BC	54 38.6	122 28.7
DAVON BC	54 09.1	124 14.4
DAVSI ON	43 42.3	79 13.1
DAXER QC	61 05.0	72 48.0
DAXES QC	45 52.1	73 08.0
DAXEX BC	54 14.1	132 07.4
DAXIR AB	51 22.4	114 41.7
DAXUG QC	45 38.3	71 25.8
DAYSE NB	46 47.7	58 36.4

D (Cont'd)	(N)LAT	(W)LONG
DEBMA MB	49 14.2	98 00.0
DEBUS QC	46 35.1	71 27.0
DEDKI ON	43 41.4	78 43.1
DEGMO QC	48 15.1	78 13.7
DEGVA ON	49 54.9	94 55.1
DEKMO NT	88 52.0	141 00.0
DENSO NL	53 35.4	64 14.1
DEPMA BC	54 03.0	123 30.9
DEPMI MB	50 16.5	98 58.2
DEPRI QC	45 57.2	70 15.4
DERDO QC	45 40.8	70 48.2
DERLO ON	43 04.0	81 05.7
DESDN ON	42 31.4	82 15.4
DESKI ON	45 22.8	76 20.8
DESNU AB	50 02.7	111 11.5
DEXUN NU	79 00.0	72 24.0
DICEN QC	46 48.0	72 17.3
DISCO BC	48 22.6	123 09.5
DOBIE ON	42 25.7	81 02.7
DOGGS ON	42 23.7	81 04.9
DOLFF (Oceanic)	48 20.0	128 00.0
DOLFN ON	42 12.8	81 39.2
DOLLR BC	49 20.2	122 56.3
DOPHN (Oceanic)	44 33.3	55 29.0
DORYY NL	56 02.0	57 00.0
DRAGO BC	52 54.6	122 17.0
DROME ON	42 43.5	82 23.9
DUDNI AB	52 14.2	112 56.7
DUGBU ON	45 07.0	77 03.8
DUGGS BC	53 02.1	129 30.2
DUGNO NU	60 39.7	80 00.0
DUKPO MB	50 04.3	99 01.7
DULBA NB	46 13.2	66 28.0
DUMRA AB	50 38.7	114 14.7
DUMRU QC	58 40.3	69 56.8
DUNCN BC	48 51.0	123 39.4
DUNJY BC	48 37.7	123 18.9
DUNOM NB	44 54.2	66 58.2
DUNUP QC	45 17.6	73 35.4
DUPOD BC	49 37.9	123 55.2
DUPVO QC	48 05.0	77 24.0
DURAK BC	50 08.7	120 25.0
DURED QC	45 41.1	72 21.7
DURIL ON	50 00.0	88 32.0
DURLO BC	49 04.3	122 02.9
DUROT ON	43 08.8	79 15.3
DURUR SK	50 40.0	104 53.4
DURVU BC	49 09.0	119 14.0
DUSEN NS	44 59.8	64 11.8
DUSER QC	46 03.8	73 05.9
DUSMA NU	53 42.0	80 00.0
DUSMO MB	54 40.7	101 40.9
DUTEG ON	48 46.4	91 38.3
DUTEL ON	44 40.0	81 17.8
DUTUD ON	46 53.5	81 03.8
DUTUM NU	63 52.0	67 00.0
DUTAX BC	49 40.7	115 47.0

D (Cont'd)	(N)LAT	(W)LONG
DUTOK BC	48 45.9	123 43.8
DUVBI NL	56 00.0	61 00.0
DUVEP ON	43 06.0	79 04.6
DUVIN NS	43 42.4	67 00.0
DUVIS MB	51 38.0	95 15.0
DUVKI QC	49 43.4	77 44.5
DUXAR BC	56 46.3	129 25.7
DUXIP MB	55 48.3	97 51.7

E	(N)LAT	(W)LONG
EBDOG QC	47 59.5	78 38.9
EBDOT QC	45 05.4	73 34.0
EBGAL AB	50 41.8	113 22.3
EBGIX QC	45 43.5	70 23.8
EBKID NS	44 53.4	65 30.1
EBKOT QC	51 21.7	71 00.0
EBLAL QC	62 25.0	77 55.5
EBLAR AB	53 39.7	112 53.9
EBMOS QC	46 32.9	72 01.0
EBNYR QC	45 45.5	75 23.6
EEVER BC	54 35.0	133 05.9
ELERI (Oceanic)	42 34.5	64 23.4
ELETO MB	49 38.1	96 56.5
ELIDI BC	50 00.4	123 36.9
ELINU QC	51 53.0	65 43.0
ELKIE BC	54 32.7	120 46.5
ELLKS AB	53 16.4	114 41.1
ELNUS NU	78 00.0	75 00.0
ELSIR NL	49 30.0	52 00.0
ELTAX SK	51 57.4	105 35.7
ELTIP AB	54 02.8	112 57.0
ELTUR AB	52 12.4	114 10.8
ELVAK AB	51 19.0	113 08.7
ELVEL ON	51 00.0	90 00.0
ELVUX MB	50 10.7	96 54.4
EMBES QC	48 32.7	72 17.7
EMBOK NL	63 28.0	58 00.0
EMDOM AB	49 54.0	112 52.8
EMDUN QC	61 02.8	69 37.1
EMETO NU	73 10.0	85 48.1
EMGAL NT	71 59.6	125 14.5
EMKEK NT	69 21.6	124 04.5
EMLIK SK	50 21.5	102 29.9
EMLOB NB	45 59.0	66 09.6
EMPEK QC	45 55.0	74 20.7
EMSOW AK	62 57.5	141 00.0
EMUSU QC	48 33.5	68 48.3
ENDBY BC	50 40.7	118 56.3
ENNSO NL	55 32.0	57 00.0
EPINE BC	55 43.5	121 16.7
EPLAN AB	52 32.8	115 59.8
EPMAL QC	48 22.6	68 35.9
EPMAN NU	66 00.0	60 00.0
EPMOK ON	44 59.1	74 57.1
EPNOG NB	45 29.8	66 39.3
EPRES QC	46 11.8	75 58.4
EPSET BC	58 25.3	130 01.9
EPSOP BC	48 49.9	123 00.6

E (Cont'd)	(N)LAT	(W)LONG
EPTOS ON	49 46.2	86 59.1
EPTUL QC	45 04.6	73 54.4
EPVIV MB	49 25.0	99 40.0
EPVUM ON	53 03.9	93 20.7
ERBAL ON	43 53.3	79 18.0
ERDIK QC	58 03.4	68 29.2
ERVYN BC	49 31.8	117 02.5
ESTEL QC	45 57.9	74 11.0
ESTIT BC	51 16.1	128 18.5
ESRAM QC	45 17.5	72 47.2
ETBOG NL	47 38.8	52 17.0
ETBOS NU	63 46.0	74 00.0
ETBOX ON	44 31.6	80 07.8
ETKOL NS	42 52.6	62 49.1
ETLEM AB	49 26.1	112 53.2
ETMAR AB	56 42.6	112 17.2
ETMAT ON	48 51.4	89 07.1
ETMOM MB	50 02.9	99 37.2
EXDEE AB	53 38.6	113 30.8
EXPOS QC	52 00.0	67 00.0

F	(N)LAT	(W)LONG
FADIM NT	60 04.2	116 15.4
FANES YT	64 35.0	141 00.0
FAREN MB	50 10.0	99 52.5
FARGN ON	42 36.7	79 47.3
FARID ON	48 36.2	93 25.3
FARNS AB	50 45.2	115 23.7
FASBO BC	49 22.4	123 22.8
FASSA NU	58 42.0	67 00.0
FAXTO BC	49 04.6	123 29.6
FEDDY NU	61 42.0	67 00.0
FELKO BC	50 34.4	119 42.0
FELTN ON	48 39.9	89 05.6
FERNO ON	51 38.9	92 52.4
FERRL ON	42 25.0	82 36.6
FERRY BC	49 11.5	122 31.8
FIGGI BC	54 16.2	121 59.2
FINBO BC	49 16.5	116 01.5
FINGL ON	42 45.4	81 19.4
FINGS BC	50 15.0	127 34.0
FIORD YT	65 46.2	141 00.0
FIRNI BC	49 35.2	115 08.4
FLEUR QC	46 59.3	70 27.8
FLOON BC	51 00.3	120 42.3
FOCHE BC	49 03.8	124 47.8
FOLDY BC	49 03.1	120 42.7
FOODO ON	41 40.6	82 36.2
FORTE NB	46 16.8	57 39.6
FOWEL ON	42 36.1	80 09.5
FOXXE NL	54 29.2	59 17.3
FRALK ON	46 55.6	80 53.0
FRASE BC	49 13.5	122 47.2
FRAZR NL	51 37.0	62 43.0
FREND BC	55 17.6	122 29.9
FRIED BC	54 13.3	133 38.0
FROSS NL	48 09.2	61 14.5
FUDGY AB	52 13.1	110 00.0

G	(N)LAT	(W)LONG
GABAL BC	50 00.5	123 01.5
GABIN BC	49 56.7	120 57.9
GABOV ON	49 28.6	94 02.8
GABVO BC	49 04.9	121 50.8
GADAL QC	47 05.8	71 04.7
GADAV ON	42 42.5	82 29.4
GADKI AB	50 39.8	113 41.4
GAHAM YT	62 15.0	141 00.0
GARRE BC	49 54.4	122 28.0
GAYBL NS	42 50.0	62 00.0
GELBO NU	74 47.4	72 32.2
GELLS QC	51 20.9	72 30.0
GERTY ON	49 12.0	93 30.0
GGUCE ON	42 42.4	80 53.4
GIBAC BC	49 29.1	123 42.9
GLACE BC	50 11.4	122 25.9
GOATE BC	49 26.9	119 05.6
GOATS YT	66 50.2	141 00.0
GOEFR BC	49 29.1	122 49.0
GOLFE NL	52 15.8	63 26.1
GONUK AB	54 18.6	113 20.0
GOPAK ON	45 50.3	82 30.1
GOPUP ON	43 43.8	81 33.5
GORAK SK	50 00.4	104 02.6
GOREK NT	60 44.2	114 05.6
GOROV BC	59 18.4	133 00.0
GOSAR MB	49 38.7	97 33.2
GOSEP NU	57 58.5	80 00.0
GOSER AB	53 30.0	112 30.0
GOTIP ON	44 57.9	76 57.9
GOVAB MB	49 36.0	99 58.0
GOVAD BC	49 02.8	125 42.3
GOVAT QC	48 32.2	78 46.4
GOVIT MB	49 32.7	95 48.9
GRAMP ON	49 40.0	80 00.0
GRAND NU	55 42.2	80 00.0
GRAVO ON	50 00.0	87 41.0
GRAYY NB	45 44.8	56 42.6
GRIBS NU	61 30.0	63 00.0
GRIBY ON	47 45.3	86 15.6
GRINS QC	47 17.3	68 07.5
GROLE MB	49 04.2	96 25.3
GRONG AB	53 22.5	114 19.3
GRUGG AB	58 37.3	117 09.9
GRUPI (Oceanic)	43 52.0	58 50.3
GUCHY BC	50 27.2	120 32.0
GUDEN BC	59 14.0	130 00.0
GUDOG AB	51 31.0	110 00 .0
GUPEY (Oceanic)	51 42.0	134 15.0

H	(N)LAT	(W)LONG
HABBS ON	45 12.3	74 25.0
HADER BC	49 08.3	123 29.7
HADRI NB	45 36.0	67 05.8
HAGGA ON	42 41.9	81 13.5
HAGLE MB	51 12.6	100 10.0
HANRY BC	54 37.4	131 05.3
HARAS BC	49 16.7	122 02.9

H (Cont'd)	(N)LAT	(W)LONG
HAVOK ON	43 01.3	81 36.2
HAYDN AB	50 28.0	114 12.9
HEGEL ON	42 34.9	81 29.0
HEIRE BC	50 54.0	123 03.9
HELMO QC	56 00.9	75 00.0
HELVE AB	56 13.6	117 26.9
HEMMI NB	45 03.6	55 32.0
HEMPP AB	51 31.5	114 37.0
HENDY QC	51 07.3	74 14.7
HIDIN BC	54 49.5	120 00.9
HIGHE BC	54 41.8	131 11.4
HIMEZ ON	41 51.0	82 12.1
HINGE QC	57 24.5	65 00.0
HITOR QC	49 05.1	61 42.0
HOGAR AB	59 21.3	116 39.7
HOIST NL	55 02.0	57 00.0
HOWSE BC	54 09.8	120 10.2
HOWZR BC	50 32.1	116 16.1
HUMEK BC	50 21.3	119 18.3
HUTON BC	53 51.4	121 41.4

I	(N)LAT	(W)LONG
IBERG NL	49 00.0	52 00.0
ICHOL ON	42 38.5	80 30.2
ICOLA BC	50 10.2	120 21.1
IDNEY BC	48 38.5	123 24.3
IGROL ON	42 44.1	81 34.7
IGSAS QC	48 01.0	71 16.2
IGSEB ON	43 54.3	77 19.8
IGSOD AB	52 29.5	116 07.7
IGSOM YT	61 22.2	139 02.4
IGSUB ON	47 41.7	79 50.9
IGTAS NS	45 04.6	62 56.9
IGTER QC	46 23.5	71 48.1
IGVEP AB	50 42.5	114 39.5
IGVUD ON	44 50.4	75 28.1
IGVUX AB	52 46.2	112 42.8
IILND ON	46 06.7	83 42.6
IKBIB QC	58 42.4	65 59.4
IKBUN NL	48 48.0	56 03.9
IKLAX ON	44 59.6	75 44.8
IKLIN MB	50 56.9	98 08.2
IKLIT BC	49 00.1	122 12.8
IKLIX SK	59 33.3	108 31.1
IKLEN ON	44 03.4	79 40.8
IKLUG MB	49 05.6	97 28.5
IKLUK QC	45 43.2	73 01.0
IKLUX ON	44 04.5	79 30.0
IKMAN NU	62 30.0	63 00.0
IKMAR MB	49 58.3	99 34.2
IKMOL QC	46 41.6	75 30.7
IKMUN QC	45 31.8	72 53.5
IKMUS BC	53 59.1	123 03.9
IKNAL MB	50 14.5	99 58.5
IKNAR QC	47 11.6	74 09.5
IKNAV ON	42 57.7	78 58.1
IKNIX BC	49 15.0	119 14.0
IKNOG NU	65 54.3	58 35.0

I (Cont'd)	(N)LAT	(W)LONG
IKNUK AB	49 25.8	112 07.7
IKURO PE	46 17.9	63 07.2
ILADA AB	51 18.6	110 53.1
ILEMU ON	45 15.3	76 52.7
ILERO QC	45 52.2	71 29.0
ILIXU ON	43 57.4	77 21.5
ILOSA AB	50 36.3	113 13.4
ILUGO QC	50 19.3	73 22.8
ILUKI SK	50 25.9	104 40.0
ILUPO YT	61 06.9	135 39.8
ILUSI ON	44 08.8	78 55.9
IMAMA NB	46 44.2	67 47.3
IMEVO NT	67 49.0	115 08.6
IMIXA ON	49 46.7	84 35.5
IMORI QC	46 42.3	71 37.6
IMOTA SK	51 55.0	108 00.0
IMPOR WA	48 37.7	123 07.2
INGUM NU	71 52.9	66 16.9
INHAM BC	49 03.1	125 27.3
IPSAK QC	45 45.5	74 51.5
IPSIT AB	51 18.6	114 30.6
IPTAL QC	48 43.8	69 09.8
IPTAN AB	49 37.1	114 08.4
IPTOS ON	44 55.3	76 13.4
IRBAS BC	55 49.9	121 12.4
IRBIM NL	58 39.2	60 32.0
IRBUX QC	60 01.6	70 00.0
IRDUV NB	46 16.4	65 09.5
IRGIP YT	60 02.7	134 10.5
IRKES ON	48 37.3	93 22.6
IRKON NL	49 10.8	57 27.5
IRLOK NL	54 32.0	57 00.0
IRMAV MB	49 26.1	97 42.6
ITBOT AB	50 38.3	113 29.7
ITBIN ON	51 04.0	93 47.6
ITKET BC	54 28.1	128 34.7
ITLOG MB	51 18.2	95 48.0
ITMAV BC	49 28.6	124 10.7
ITMAX AB	53 25.2	113 07.2
ITNOT NT	61 43.3	113 38.5
ITPAX NB	46 06.8	65 09.6
ITPEG ON	42 53.6	80 51.7
ITREK SK	50 17.8	107 41.5
ITRIT AB	50 51.1	115 20.1
IWACK WA	48 55.9	120 50.2

J	(N)LAT	(W)LONG
JAAJA ON	42 40.0	81 16.0
JAGIT YT	60 57.6	141 00.0
JAINE BC	49 31.1	124 17.3
JANEK BC	49 40.6	122 29.6
JANJO NL	54 02.0	57 00.0
JARLY, MB	48 59.9	102 06.4
JAROM (Oceanic)	44 10.0	54 53.0
JARRO ON	48 00.0	83 26.0
JARVS ON	42 44.4	80 07.2
JEBBY (Oceanic)	43 04.3	57 52.1
JEDII AB	53 05.0	112 56.5

J (Cont'd)	(N)LAT	(W)LONG
JELCO NU	60 42.0	67 00.0
JESRU NT	74 56.8	141 00.0
JIBNA QC	51 26.5	57 11.2
JIGGS NB	47 25.2	59 48.2
JINNA AB	54 56.5	118 15.6
JISTR ON	42 23.0	82 49.1
JOOPY NL	48 30.0	52 00.0
JORJA BC	49 13.7	123 32.6
JOVIE NL	54 10.0	67 00.0
JOVIN MB	49 11.8	95 22.6
JOWEN (Oceanic)	54 05.0	134 30.0
JULET NU	72 45.7	68 39.5
JUNIS QC	46 47.3	76 48.1

K	(N)LAT	(W)LONG
KAGLY NU	63 30.0	63 00.0
KAIIN MB	52 20.4	96 42.7
KALLU ON	51 35.5	94 55.8
KALTS BC	53 37.3	133 48.3
KANEE BC	49 48.9	117 26.5
KANIK ON	44 39.0	76 57.4
KANNI NS	42 38.0	67 00.0
KANOO BC	51 28.3	122 16.2
KANUA (Oceanic)	47 41.5	129 46.1
KANUR ON	45 25.9	75 02.6
KAPUX ON	45 04.8	79 45.0
KARIT ON	43 43.4	82 08.7
KAROT QC	47 06.7	71 16.7
KASED ON	44 28.3	82 11.9
KATCH (Oceanic)	54 00.0	136 00.0
KATEK ON	44 40.8	75 32.4
KATEN SK	49 00.0	106 00.0
KATLO NS	45 17.8	63 03.1
KATNO ON	43 10.6	82 19.5
KATUB BC	49 07.7	123 46.9
KAVDA AB	54 40.6	112 16.7
KAVKI MB	49 35.0	97 20.4
KAVMU QC	48 31.9	69 54.7
KAVTA AB	50 47.0	114 46.7
KEBEV NS	46 18.2	59 50.3
KEBGO QC	45 16.5	73 12.0
KEBIG QC	45 59.5	70 51.5
KEBMA ON	48 34.2	81 22.6
KEBMO ON	49 47.3	94 21.8
KEDEM SK	55 09.1	105 16.0
KEDVI ON	43 56.0	80 29.0
KEGPI BC	50 41.0	119 40.3
KEGRI NS	45 01.5	65 33.0
KEGRU AB	55 16.7	112 16.2
KEINN BC	49 49.0	123 43.9
KEKDO YT	62 02.3	140 11.7
KEKNA QC	50 09.5	65 57.6
KEKPO BC	49 19.3	121 48.1
KELMU NU	59 10.2	80 00.0
KELNO NS	45 07.9	64 11.4
KELNU AB	51 31.2	113 03.8
KELSY BC	50 27.3	126 04.0
KELVI QC	45 02.4	74 12.9

K (Cont'd)	(N)LAT	(W)LONG
KEMGI YT	60 23.6	134 39.7
KEMSA NU	56 50.3	80 00.0
KEMVI ON	45 15.5	75 21.6
KENDI ON	43 41.8	79 00.3
KENKI NU	65 00.0	63 00.0
KENLU ON	44 19.3	79 12.9
KENPA ON	44 47.7	82 23.6
KENRU MB	53 58.3	101 05.5
KENSU NB	45 58.6	65 56.7
KEPKA QC	45 54.3	73 39.7
KEPKO MB	50 04.3	100 49.6
KEPNA BC	49 44.5	120 21.8
KEPVI BC	49 00.2	122 45.0
KERBI MB	50 14.7	97 16.2
KERBO AB	56 16.0	112 29.7
KERGI BC	49 27.8	124 10.1
KERMU QC	52 29.1	66 41.2
KERNU QC	48 10.5	78 04.2
KERSA AB	51 37.2	114 06.0
KERTI AB	50 00.0	109 30.0
KERVO QC	45 26.7	70 39.0
KESKA QC	45 36.9	74 08.8
KESLU QC	47 29.9	70 29.2
KESTA BC	49 15.0	121 00.0
KESTI NB	45 41.9	67 47.1
KETLA NL	62 28.0	58 00.0
KETRU QC	46 27.2	72 31.3
KETTL BC	49 59.0	118 19.1
KEVBO SK	56 55.3	104 00.0
KEVLU NS	44 25.4	64 11.0
KEVNA BC	51 00.0	126 30.0
KICKS ON	44 20.7	80 27.8
KIPAD QC	45 41.8	72 48.5
KIPIR NT	69 26.0	133 01.6
KIREM NU	56 32.2	79 15.0
KIROD MB	53 57.5	97 50.6
KISKK BC	55 12.8	120 46.0
KISUK QC	45 53.7	74 55.1
KISUV QC	48 36.7	68 12.5
KITOK ON	43 02.5	81 55.6
KITOP QC	46 47.4	71 29.2
KIVAT AB	49 19.3	115 32.4
KIVUN, ON	43 44.9	79 06.0
KIXET BC	49 11.9	123 52.0
KIXIR ON	44 08.9	76 20.7
KIXIP NT	61 10.8	113 41.4
KLIPS QC	57 42.0	67 00.0
KNEIL BC	49 55.6	115 08.6
KOBAK AB	51 33.2	113 22.8
KOBID MB	50 25.3	98 43.4
KODEX ON	45 04.0	75 12.6
KODIK NL	53 28.0	57 12.0
KODIT AB	52 37.8	115 47.5
KONCH NL	51 48.0	60 13.0
KRANG ON	48 58.3	94 29.4
KROFT BC	50 42.1	121 19.2
KURTT (Oceanic)	50 12.0	131 53.1

L	(N)LAT	(W)LONG
LACTO ON	51 13.3	93 42.1
LAFIT ON	45 18.5	74 23.0
LAKES NL	57 59.9	63 16.0
LANNE BC	49 16.8	122 39.1
LANRK ON	44 56.6	76 23.3
LEATS SK	51 42.5	101 25.2
LEFAL BC	49 42.0	116 49.5
LENAP AB	55 26.0	111 30.0
LENUT QC	58 28.3	78 04.6
LEPET BC	56 25.6	120 16.3
LEPOR QC	49 13.2	72 37.5
LEPOS ON	43 35.0	81 38.8
LERUP AB	53 57.6	113 40.9
LESUG ON	48 51.2	89 32.7
LETAK ON	45 24.1	76 14.8
LETIB NS	42 38.1	66 10.8
LETOG BC	50 15.0	128 38.3
LETOR ON	43 11.7	80 15.1
LETRM AB	55 53.8	111 45.8
LEVUM NB	46 14.6	67 31.8
LEXEN NB	47 59.5	66 19.8
LEXIG QC	62 10.8	75 40.0
LEXON AB	55 07.9	112 09.1
LEXOX NT	63 12.8	123 25.8
LEXUB YT	60 24.5	133 49.8
LEXUT BC	59 34.6	133 40.3
LIANO BC	48 53.4	123 19.8
LIBEN QC	59 48.2	77 24.3
LIBOG BC	49 27.8	123 59.0
LIBOR NL	61 58.0	58 00.0
LIBOS SK	50 48.8	109 00.0
LIBUB SK	52 46.1	108 14.7
LIBUT QC	49 04.4	77 46.5
LIDUL BC	53 03.3	122 18.5
LIEKY BC	52 45.2	121 39.3
LINGO (Oceanic)	53 00.0	136 34.4
LINNG ON	43 18.2	79 21.3
LISVA AB	53 42.0	113 32.3
LITGO SK	56 08.3	102 56.8
LIVBA QC	46 14.3	73 57.1
LIVBI MB	49 55.2	97 45.7
LLEEO ON	41 50.5	82 37.4
LOCAN BC	49 30.7	117 33.1
LODBU QC	49 50.4	64 33.4
LOKBO BC	51 00.1	125 21.8
LOKBU QC	46 06.2	73 14.7
LOKRI NS	45 14.5	64 05.0
LOMLO AB	51 04.2	113 23.2
LOMPI (Oceanic)	44 00.0	57 00.0
LOMSI NL	53 06.0	56 47.0
LOMTA NL	57 12.2	62 37.2
LONRO AB	52 37.4	118 09.5
LOONY AB	50 30.1	114 17.4
LOPRO NL	48 43.4	57 42.2
LOPVI QC	59 16.0	64 15.0
LOPVO ON	42 55.0	80 24.0
LORKA ON	44 46.1	76 13.0

L (Cont'd)	(N)LAT	(W)LONG
LORNE ON	48 40.4	81 24.3
LORVO BC	51 29.4	121 44.9
LOYED ON	45 04.8	79 41.7
LUBIC AB	56 22.9	115 30.2
LUMBY BC	50 21.5	115 37.7
LUNGE ON	47 33.3	80 27.4
LYTON BC	50 15.0	121 50.7

M	(N)LAT	(W)LONG
MAARS ON	42 05.3	82 29.2
MACCS ON	42 01.1	83 08.4
MADYN AB	51 29.7	114 16.0
MAGNM AK	59 38.4	136 05.7
MAIRE QC	45 42.5	73 07.4
MALTN ON	43 43.1	79 40.4
MANJO (Oceanic)	52 00.0	135 27.4
MAPEM ON	43 36.5	80 13.0
MAPUX AB	52 45.0	113 18.5
MATIR AB	52 00.9	115 04.8
MATOR QC	46 21.0	73 20.3
MAVUB QC	45 58.5	71 31.9
MAXAR NL	61 28.0	58 00.0
MCKEE QC	56 40.3	67 00.0
MEBOK QC	45 48.8	74 21.0
MEBSI ON	48 35.6	85 31.9
MEDAK AB	50 02.6	110 37.0
MEDPA NU	72 39.7	67 42.8
MEETO SK	53 35.6	107 21.4
MEGEX SK	50 30.0	106 44.9
MEKPI AB	50 15.0	114 26.9
MEKTA NT	67 21.6	134 33.8
MELBI NT	66 14.4	128 38.9
MELDI NL	52 44.0	56 21.0
MELTI ON	45 20.5	74 52.4
MEMSO QC	52 48.0	75 00.0
MENBO BC	50 23.4	116 08.4
MENKO ON	44 46.6	78 48.2
MENTI ON	44 03.7	79 35.9
MEPKA QC	48 12.4	78 50.1
MEPNA QC	49 05.2	64 48.2
MEPNI QC	59 18.2	69 36.0
MERCH AB	57 12.3	119 24.6
MEREE NT	61 05.3	120 19.0
MERNU QC	53 00.5	78 49.5
MERSU SK	49 15.0	104 08.5
MERYT BC	49 56.5	120 57.7
MESBO AB	54 49.0	117 51.2
MESDO QC	46 46.9	74 01.8
METMO AB	55 25.4	111 51.3
METPA (Oceanic)	53 00.4	134 50.3
METPI MB	50 33.3	96 37.7
MEVMA BC	58 50.2	112 35.8
MIBNA NU	60 05.0	80 00.0
MIBNO NL	60 35.0	62 32.0
MIBTI BC	51 26.6	121 12.8
MIGLI NL	49 31.6	58 14.8
MIGLO ON	44 38.2	76 12.6
MIILS NB	46 52.4	67 02.9

M (Cont'd)	(N)LAT	(W)LONG
MILLS BC	49 14.4	122 54.1
MIREK AB	51 37.2	113 55.8
MISAX ON	50 30.0	90 00.0
MISOP QC	46 07.7	72 16.7
MITEK BC	53 46.0	129 50.8
MITIG QC	45 27.5	73 55.8
MITOB MB	56 51.9	101 04.6
MITOM BC	58 19.2	131 32.0
MITOV NU	68 37.6	95 51.5
MIVAD NL	47 40.8	54 09.1
MIVAX QC	47 26.4	70 09.6
MIVIP NB	47 37.8	65 44.4
MIVOK ON	44 21.6	77 35.3
MIXAK QC	47 14.5	76 54.9
MIXOV QC	49 13.0	78 22.0
MIXUT ON	43 18.1	80 06.5
MOATT (Oceanic)	58 01.5	59 55.7
MOAWK ON	42 45.0	79 51.0
MOBAL QC	45 20.3	71 51.8
MOBEG QC	49 50.2	64 17.3
MOBEK AB	50 19.5	112 46.7
MOBID BC	49 49.8	124 28.9
MOBRY BC	55 46.0	121 44.9
MOBUB QC	46 10.5	72 55.6
MOCKA BC	54 30.4	133 01.3
MODAS QC	48 17.8	68 43.6
MODEN QC	48 18.0	69 52.4
MODET NU	75 49.6	75 27.2
MODOK QC	51 53.3	66 37.0
MODUL MB	50 12.3	97 29.2
MOFAT QC	49 10.8	73 00.0
MOGAG ON	51 15.7	82 15.8
MOGEG QC	46 13.3	72 02.1
MOGUS BC	49 17.2	122 32.8
MOONN ON	42 22.2	82 27.1
MOOTO AB	53 52.7	113 42.1
MOOZE BC	55 20.5	121 12.9
MOWND NB	45 22.6	66 39.4
MRUCI ON	45 58.9	83 27.0
MUNBI QC	48 06.6	78 18.5
MUNBO NL	52 07.5	64 48.0
MUPTO AB	50 37.9	114 32.2
MURLO NL	44 05.4	55 55.7
MURNU BC	49 52.6	125 53.8
MUSAD NB	45 33.0	65 53.0
MUSAK NL	48 00.0	52 00.0
MUSCA ON	41 55.0	83 00.4
MUSDU QC	45 49.5	70 49.7
MUSIT ON	45 23.8	82 25.2
MUSKK MB	50 25.9	99 48.1
MUSLO NL	60 10.0	62 00.0
MUSRA SK	49 12.5	106 55.0
MUSVA NU	64 00.0	63 00.0
MUTIB QC	45 36.5	71 52.1
MUTNA QC	45 00.3	73 33.5
MUTUR SK	51 15.9	102 27.7
MUVKA QC	45 44.8	72 45.7

M (Cont'd)	(N)LAT	(W)LONG
MUVOX NS	44 51.9	64 12.2
MUVUD AB	55 39.8	111 38.7
MUVUR ON	51 49.2	93 58.4
MUXAT BC	57 38.4	130 34.9
MUZON BC	49 57.9	123 51.1

N	(N)LAT	(W)LONG
NAAPP BC	53 53.3	125 26.4
NABLO ON	43 40.3	82 01.5
NABIN NB	46 10.6	64 36.1
NABOG QC	48 25.5	77 48.5
NADET NT	62 55.1	112 55.2
NADGI YT	60 42.6	135 04.0
NADMA NU	71 04.0	64 55.6
NADPI BC	51 42.9	117 20.4
NAGLO BC	49 37.8	127 13.7
NAGNO QC	46 42.2	77 28.5
NAKBI (Oceanic)	52 00.3	133 44.0
NAKBU ON	46 21.1	82 33.7
NAKTO NT	61 41.7	115 06.1
NALRU QC	46 35.7	71 18.1
NALDI NU	64 30.0	63 00.0
NAMTI AB	50 30.6	113 04.4
NANOO BC	49 15.9	124 14.7
NANSA NU	73 00.4	85 02.8
NANSO NL	44 29.3	56 04.3
NAPEE QC	45 10.4	73 40.2
NAPLO NL	50 13.6	58 45.9
NARRY AB	54 28.5	119 49.7
NEEKO NL	52 24.0	55 50.0
NEWTN BC	49 09.3	122 46.2
NICSO NL	47 30.0	52 00.0
NIFTY NL	60 58.0	58 00.0
NILTT SK	50 53.0	105 01.5
NOPOT ON	44 17.3	77 32.9
NORAB SK	49 15.0	104 10.0
NORET AB	50 32.4	115 27.2
NOROD NB	45 37.3	65 46.1
NOROL QC	61 02.6	69 37.6
NORUN MB	50 14.4	96 18.5
NOSIK ON	43 59.0	82 11.9
NOSIV AB	50 54.4	113 17.5
NOSUN SK	49 54.2	107 31.7
NOSUT QC	46 21.6	73 58.6
NOTAP ON	45 12.5	82 28.5
NOTEX BC	50 22.7	124 11.4
NOTOP NS	45 27.2	62 00.7
NOTUG MB	53 51.4	94 39.2
NOVAR BC	50 40.4	116 23.4
NOVAX BC	50 39.1	118 21.3
NOVEG MB	51 21.8	95 59.7
NOVID QC	46 15.1	73 13.4
NOVON ON	43 52.6	76 36.4
NOVUN QC	45 12.6	72 59.6
NOWAA QC	50 48.8	73 42.0
NOXAG BC	49 02.4	123 34.3
NUBAM ON	47 57.0	84 49.4
NUBEG AB	54 16.9	113 59.1

N (Cont'd)	(N)LAT	(W)LONG
NUBER ON	43 27.5	80 22.7
NUDET AB	52 55.0	111 22.4
NUDGE (Oceanic)	51 00.0	134 24.0
NUDOV QC	50 28.1	59 38.2
NUGAR BC	50 10.3	114 49.0
NUGIS QC	52 34.0	67 16.0
NUGOP ON	44 08.3	80 29.3
NUGUV BC	54 44.8	127 06.5
NUTBE BC	49 19.6	123 36.5
NUTBY NS	45 41.3	63 14.8
NUVVE AB	50 43.9	114 08.3

O	(N)LAT	(W)LONG
OBNAP AB	51 45.9	115 17.7
OBRET QC	47 00.0	74 24.5
OBRON QC	45 57.3	73 16.0
OBSAT QC	51 20.0	69 30.0
OBTAD AB	51 35.8	113 45.2
OBTAG AB	56 17.8	112 40.7
OBTAX QC	45 41.7	73 16.1
OBTEK QC	46 47.4	71 17.0
OBTOT BC	49 12.5	122 40.7
OBTUP AB	55 17.6	114 46.6
OBVAN QC	49 05.3	68 34.5
ODBOS QC	45 55.5	70 50.8
ODGOV SK	50 35.9	105 25.7
ODKAP QC	50 53.0	66 03.5
ODLAN AB	50 11.6	111 23.4
OILRS AB	52 37.5	113 31.2
OKOPO QC	45 43.5	72 57.7
OLABA ON	44 28.6	76 12.2
OLAMO ON	43 16.0	79 53.2
OLARU YT	62 28.9	141 00.0
OLASI QC	46 19.8	74 56.2
OLAVO QC	47 02.4	72 10.0
OLESU QC	48 11.8	63 15.4
OLIGO ON	45 29.4	76 15.0
OLIMI AB	52 48.9	114 06.6
OLOKA QC	48 50.4	68 20.9
OMADU NS	45 03.3	64 17.8
OMALI QC	45 30.7	71 20.0
OMEGI QC	45 47.6	75 05.5
OMEKA NT	78 10.6	141 00.0
OMINO BC	48 55.3	122 39.8
OMIVO NU	63 44.0	68 32.9
OMLON NL	53 16.7	65 00.0
OMLOT MB	49 42.0	96 50.2
OMLUK AB	51 31.1	114 41.2
OMPOG QC	48 31.0	66 20.0
OMRAK ON	43 16.3	82 15.9
OMREG AB	53 18.6	110 04.4
OMRIR AB	53 21.4	110 49.5
OMRIT AB	50 25.1	112 55.6
OMROD AB	53 00.3	113 05.6
OMSAT NL	47 00.0	52 00.0
OMSEB BC	53 29.0	130 56.7
OMSIK BC	50 05.6	115 10.6
OMSUN YT	61 20.2	141 00.0

O (Cont'd)	(N)LAT	(W)LONG
OMTAP QC	56 00.0	73 00.0
OMTIS AB	53 25.0	114 10.0
OMTOL QC	51 05.0	71 50.0
OMVAN YT	60 10.4	132 44.5
OMVEG ON	50 06.8	91 54.3
OMVEV NB	46 02.0	65 47.2
OMVEX BC	48 49.2	123 20.6
OMVIN BC	48 49.0	124 04.4
ONBOS AB	51 36.6	112 39.6
ONDET AB	54 36.3	118 12.0
ONDOB QC	45 41.6	76 26.3
ORNAI (Oceanic)	50 00.0	133 23.9
OSMEE MB	49 00.0	100 50.0
OTAKU NU	63 07.0	68 52.0
OTARA AB	50 37.4	114 03.6
OTIKA BC	49 15.6	123 41.7
OTLUR MB	49 54.6	97 14.4
OTNIK ON	46 24.2	83 38.3
OTNIX BC	49 20.0	126 30.0
OTNOX ON	48 41.5	89 53.7
OTONA ON	45 37.0	77 50.0
OTOVU QC	49 49.0	67 59.6
OTPAN QC	52 13.8	78 31.1
OTPUT QC	46 52.3	71 16.9
OTRAN MB	50 46.4	100 01.3
OTVAD AB	50 54.8	114 57.2
OVATA SK	52 06.0	108 00.0
OVATU AB	58 29.5	119 24.4
OVAXO QC	45 15.2	73 13.8
OVBAG ON	49 08.0	86 13.0
OVBES NU	87 00.0	60 00.0
OVIXI NB	47 00.3	65 27.4
OVORA ON	48 44.6	86 19.7
OVUNI QC	48 18.4	78 31.6
OXASA ON	46 21.8	79 25.5

P	(N)LAT	(W)LONG
PARQE AB	53 43.3	119 29.2
PAULO NS	45 15.2	63 20.1
PEKRO NL	53 09.4	64 06.2
PEKVO QC	47 00.0	76 54.0
PELEE NU	52 55.0	80 00.0
PELMU MB	50 35.0	97 04.0
PELRI NU	85 00.0	60 00.0
PELSI QC	58 05.0	67 00.0
PELSU QC	46 53.1	76 34.8
PELTU NL	52 06.0	55 10.0
PELVA AB	54 00.0	114 40.0
PEMDU SK	49 00.2	108 29.9
PEMLU ON	50 47.0	80 00.0
PEMPA SK	49 53.6	104 19.2
PENDR BC	48 44.5	123 16.6
PENGI BC	48 53.5	123 08.2
PENTU QC	46 33.7	71 43.3
PEPGO AB	51 33.5	113 36.0
PEPKI NL	59 44.0	61 37.0
PEPLA ON	43 47.8	80 00.9
PEPRA NL	44 56.2	56 13.9

P (Cont'd)	(N)LAT	(W)LONG
PEPSA AB	55 04.7	112 47.2
PERLU NL	47 17.4	54 02.8
PERTH ON	44 33.5	76 42.3
PERTU AB	51 03.6	113 13.1
PESAC QC	46 32.9	72 11.2
PETBO SK	49 00.0	104 00.0
PETLI BC	49 19.0	119 37.0
PETMA SK	56 05.6	106 03.1
PETNO QC	50 00.0	71 30.0
PETPA (Oceanic)	51 00.3	132 41.2
PEVLU AB	51 30.4	114 08.5
PEVNI ON	44 38.5	77 45.3
PEVTO QC	48 28.7	68 30.2
PIBLI AB	56 43.5	112 22.6
PIBRO QC	60 49.1	78 08.9
PIBSI BC	48 56.1	123 40.4
PIBSO AB	50 34.9	115 15.3
PIDSO NL	60 28.0	58 00.0
PIDVI MB	50 28.6	95 38.4
PIDVU BC	51 00.4	124 30.3
PIGLA NU	54 20.0	80 00.0
PIGLU BC	49 50.8	119 49.6
PIGNA QC	45 45.2	74 09.3
PIKLA AB	51 39.2	112 27.5
PIKSA ON	43 07.7	79 04.4
PIKNA QC	50 52.0	59 15.0
PILPA NT	62 42.0	112 44.8
PILSA BC	49 49.2	124 24.8
PINTE QC	46 26.7	70 03.0
PITUT BC	48 32.0	128 02.0
PNASK BC	49 45.4	119 58.1
POLLE SK	54 46.5	103 50.0
POLTY QC	45 54.0	75 48.7
POPLR MB	52 42.6	97 38.4
PORGY (Oceanic)	56 19.0	58 05.0
PORTI NL	46 30.0	52 00.0
POTAT YT	67 56.1	141 00.0
POWOL BC	50 12.3	124 44.7
PRADA MB	49 25.5	95 45.5
PRAWN (Oceanic)	57 12.2	59 10.8
PRETY (Oceanic)	49 00.0	132 26.6
PRYCE BC	52 14.3	128 45.0
PUDGE BC	48 55.8	122 25.6
PULRE ON	42 17.8	82 53.1
PUPOV QC	45 34.4	72 20.3
PUSEL QC	56 32.2	76 31.1
PUSOD QC	45 30.1	71 29.7
PUVAX AB	55 27.5	112 07.5
PUVOK QC	54 48.9	66 45.3
PUXER QC	45 24.0	72 51.3
PUXIN BC	51 20.7	130 45.3
PUXOP NB	45 56.7	66 26.4

Q	(N)LAT	(W)LONG
QUBIS NB	47 32.0	67 46.0

R	(N)LAT	(W)LONG
RABAV ON	51 17.5	80 36.4

R (Cont'd)	(N)LAT	(W)LONG
RABIK QC	45 17.9	72 36.6
RABOX AB	51 05.4	111 55.7
RADEN QC	45 55.9	76 01.6
RADUN NL	59 58.0	58 00.0
RAFIN (Oceanic)	44 53.0	51 48.3
RAGIX ON	43 32.4	78 56.8
RAGUT BC	50 49.6	117 29.0
RAKAM ON	44 01.3	76 29.7
RAKAP ON	43 25.1	82 12.1
RANGR ON	47 10.8	83 18.5
RAPID BC	54 14.5	121 34.2
RAWZY SK	49 00.0	109 27.5
REEDO ON	44 42.2	75 58.9
REFEX SK	52 42.1	110 00.0
RELIC NL	46 00.0	52 00.0
RENNY NB	48 24.8	61 49.0
RESAX AB	53 56.2	113 09.6
RESUM NT	84 14.7	141 00.0
REVEN QC	45 33.2	70 42.0
REVIK NB	46 53.7	67 46.1
REVUB ON	48 42.3	88 45.2
REVUD ON	43 49.4	80 49.6
REXIP QC	45 39.6	72 37.0
REZIN QC	47 43.6	78 13.9
RIBIR ON	46 18.9	84 07.1
RIBIT BC	55 54.3	129 55.1
RIBUN NT	63 11.4	113 32.9
RICPO ON	42 13.4	82 41.6
RIDOK SK	57 25.7	106 32.2
RIGAD AB	51 43.2	114 22.9
RIKAL NL	51 48.0	54 32.0
RIONA ON	50 28.0	92 33.9
ROBBE QC	51 08.6	70 00.0
RODBO NU	60 05.0	65 10.0
RODKU AB	52 06.7	113 23.6
ROGSA QC	46 07.4	71 41.7
ROGVU QC	48 51.1	68 12.9
ROLBU BC	48 53.0	125 21.8
ROLKO QC	50 16.9	63 36.7
ROLLA BC	55 45.8	120 00.1
ROMDA SK	56 20.6	102 26.1
ROMRA BC	52 02.8	117 39.2
RONCH BC	51 30.7	122 27.5
RONPU NU	61 30.0	80 00.0
ROPLA BC	49 41.7	114 43.6
ROPRO AB	55 18.0	111 50.0
RORMA MB	49 56.4	96 43.4
RORTU BC	55 06.2	121 41.5
ROSSS BC	48 57.4	122 16.5
ROSVO ON	45 35.4	77 28.8
ROTMA ON	45 49.9	83 23.7
ROUKE (Oceanic)	48 00.0	131 32.0
ROUND QC	51 15.0	75 02.8
ROVMA AB	50 58.5	114 33.5
ROVNA BC	49 34.9	124 42.1
ROYST BC	49 35.5	125 07.6
RUBDA NL	45 47.7	56 32.9

R (Cont'd)	(N)LAT	(W)LONG
RUBKI ON	44 14.9	82 16.1
RUBKO NL	52 20.0	60 58.0
RUBSU AB	53 36.4	113 21.3
RUDVI SK	49 00.0	105 00.0
RUNNY BC	52 50.4	121 59.8
RYLEY AB	53 16.4	112 19.2

S	(N)LAT	(W)LONG
SAFOL BC	49 04.6	122 42.0
SANIN ON	44 04.7	77 25.9
SASID QC	46 02.0	75 45.0
SASOB ON	49 24.7	82 28.2
SASUG NS	46 09.2	60 03.3
SATAX NU	72 41.4	77 58.1
SATIP QC	47 25.5	61 46.7
SATOT QC	45 50.5	74 15.5
SATOV AB	50 05.5	114 31.7
SATUL AB	50 40.4	113 30.7
SAVAK MB	50 33.0	96 50.0
SAVAT QC	64 13.8	76 31.5
SAVEL AB	56 40.0	111 17.2
SAVEX ON	45 30.8	74 27.8
SAVRY NL	59 28.0	58 00.0
SAXAN NL	51 29.0	53 51.0
SAXOL AB	51 28.0	113 38.0
SCOTS NS	44 30.0	64 00.0
SEATN BC	50 42.2	122 22.1
SEBIG BC	50 03.7	119 25.0
SEDEL AB	50 40.0	114 51.4
SEDIB MB	51 04.4	97 21.3
SEDOG ON	44 00.6	79 35.1
SEDUR SK	54 06.8	106 41.1
SEFFY SK	51 23.4	107 08.3
SEFIX BC	48 44.6	126 42.5
SEGAN ON	50 00.0	89 20.0
SEGAP MB	49 54.6	99 56.7
SEGEX BC	48 55.1	124 59.3
SEKAN AB	51 47.8	114 50.0
SEKIK AB	56 55.5	111 55.2
SEKOM AB	49 38.1	113 35.2
SELBO QC	49 10.0	78 00.0
SELES ON	45 26.5	75 53.8
SELUM AB	55 31.1	112 50.1
SEMPO AB	49 41.7	111 38.2
SEMRO QC	46 16.7	74 12.6
SEMTO NU	59 14.0	67 00.0
SENLU ON	44 19.5	77 34.4
SENRI BC	49 19.0	124 01.1
SENSA BC	49 23.2	121 25.5
SENVI NS	44 44.0	64 09.9
SERBO NL	52 06.1	60 43.0
SESDA AB	51 11.3	113 13.1
SETGA AB	51 51.5	115 13.4
SETGO ON	45 16.1	81 36.2
SETVO QC	46 21.5	77 31.0
SEVMO AB	55 34.4	113 10.1
SHAIK QC	51 33.5	66 32.8
SHARD BC	49 19.4	122 32.6

S (Cont'd)	(N)LAT	(W)LONG
SHAWI SK	51 14.1	110 00.0
SIDPO MB	49 55.5	95 26.0
SIGPA BC	50 07.0	115 11.4
SIGTA BC	49 03.6	125 09.5
SIKBO ON	43 39.2	79 21.0
SILNI NL	52 46.5	66 14.0
SILRO NL	47 00.0	58 35.0
SILRU QC	59 00.0	72 00.0
SILVI QC	45 47.0	72 22.9
SILVR BC	49 20.5	116 47.1
SILVU ON	45 44.6	81 54.9
SIMLU (Oceanic)	50 00.3	131 42.6
SIMSU BC	50 46.9	128 25.6
SIMTA AB	51 02.5	114 47.4
SIMTO QC	47 03.4	70 49.8
SINGA NL	59 13.0	61 05.0
SINRO QC	45 53.9	73 33.3
SINVU NU	76 51.5	75 36.4
SKAHA BC	49 25.1	119 35.1
SKANI BC	55 39.4	122 38.2
SKYPO BC	49 43.1	123 07.9
SMARE QC	46 19.6	78 09.8
SOCAN QC	53 46.8	75 00.0
SODAC BC	52 24.3	122 29.2
SOINT BC	50 36.4	126 54.6
SOKYE QC	46 21.5	72 51.1
SPALD ON	49 14.7	82 53.4
SPARD BC	55 26.4	122 16.1
SPHRE ON	42 01.6	82 04.2
SPONJ (Oceanic)	49 22.0	130 05.1
SPOTE QC	52 28.2	67 00.0
SPRAE AB	51 00.2	115 27.4
SPUTA YT	59 42.7	135 16.7
SPUZZ BC	49 46.5	121 23.8
SPYSR BC	53 40.8	130 11.4
SQUIM BC	48 14.5	123 27.7
SSUNN ON	41 57.6	82 33.1
STAFE ON	48 27.0	81 04.4
STAHL BC	54 43.0	121 25.2
STAVE BC	49 24.1	122 20.9
STIGS AB	49 00.0	113 34.4
STUMM BC	50 21.2	119 50.9
STUNK ON	41 41.2	82 42.0
SULRY BC	49 49.7	124 12.1
SUPRY NL	45 30.0	52 00.0
SUSUB NL	53 19.2	60 25.6
SUTKO NL	46 31.0	56 49.3
SUTUL ON	43 31.6	78 57.1
SUVAK BC	50 34.9	119 12.9
SUVDI NU	63 20.8	90 43.9
SUXEB QC	47 45.8	79 03.1
SUXEG AB	55 13.8	111 58.0
SUXET QC	45 12.3	73 10.0

T	(N)LAT	(W)LONG
TABRU QC	50 13.9	66 16.4
TABVU BC	49 40.7	125 51.0

T (Cont'd)	(N)LAT	(W)LONG
TADIS ON	50 00.0	90 00.0
TAFFY NB	47 22.4	67 18.2
TAGET QC	46 53.0	75 49.2
TAGIS QC	61 35.3	71 55.8
TAGIT AB	57 08.3	112 04.9
TAGOT SK	52 10.9	106 43.2
TAGRA NL	47 10.7	57 04.7
TAGUM ON	43 28.9	82 09.8
TAGUP MB	50 52.9	96 11.7
TAKIN QC	45 50.2	72 51.1
TAKOL QC	45 39.0	75 11.9
TAKOM BC	49 48.6	119 37.8
TALEB ON	44 01.0	78 23.3
TALGO (Oceanic)	44 10.0	52 26.0
TALNO QC	44 59.6	74 21.6
TAMKO QC	46 02.9	73 54.7
TAMRU (Oceanic)	48 57.3	130 48.2
TAMVU AB	51 17.0	114 45.7
TANGI ON	44 23.1	79 24.1
TANKO ON	43 01.5	82 23.0
TASDI BC	49 11.1	121 58.3
TASTI NL	52 39.8	61 39.2
TAVMA QC	46 45.7	71 43.0
TAVMI QC	51 11.0	70 43.0
TAVRA AB	56 09.0	111 11.1
TAYTA NT	71 33.7	141 00.0
TEALS QC	55 38.9	67 00.0
TEFFO NU	62 48.0	67 00.0
TETAG AB	54 04.3	114 08.0
TENYA BC	49 50.4	118 44.4
TESUD NT	63 01.4	113 05.8
TESUK ON	43 51.1	78 48.9
TETOS ON	43 18.6	80 39.3
TEXED NL	47 32.8	54 09.2
TEXEX QC	55 16.9	77 45.9
TEXID ON	43 35.0	78 58.0
TEXUB NB	46 15.3	64 29.8
TEXUN NL	53 00.0	61 51.0
THURO ON	45 33.4	74 54.5
TIBOY AK	63 01.0	141 00.0
TIGET ON	44 23.4	77 09.7
TIGIP NL	55 26.9	60 13.7
TIGOR NL	47 24.9	54 06.8
TILUB QC	45 48.4	73 47.7
TOBIC ON	43 38.7	79 34.9
TONNY ON	44 11.1	79 43.4
TORNI ON	45 06.0	76 13.9
TOVAD YT	61 37.8	140 58.9
TOVED ON	48 59.0	85 44.0
TOVIS AB	52 11.3	111 08.2
TOVUM AB	49 14.5	112 48.9
TOXAB AB	51 31.7	114 51.7
TOXAL QC	45 08.6	71 34.9
TOXIP QC	45 55.8	77 04.1
TOXIT NL	58 58.0	58 00.0
TREEL BC	49 21.4	123 51.9
TRENA BC	50 26.1	124 14.2

T (Cont'd)	(N)LAT	(W)LONG
TRUDY ON	48 55.0	88 30.4
TUDAN ON	45 36.9	82 04.0
TUDEP NL	51 10.0	53 14.0
TUDOX AB	50 07.4	111 12.7
TUGUB NB	45 58.7	67 46.9
TUKAD MB	49 09.0	95 53.5
TUKIR ON	45 15.1	76 14.3
TUKUL BC	49 29.3	119 36.1
TULAG SK	56 41.9	107 53.4
TULEG ON	43 43.9	76 43.2
TULOB AB	50 35.6	114 45.8
TULOV AB	50 55.6	111 28.5
TUNNI QC	60 00.0	70 00.0
TURNY AB	50 48.6	114 19.8
TUSKY NS	43 33.9	67 00.0

U	(N)LAT	(W)LONG
UBTEV QC	48 44.8	65 02.0
UBTIX ON	47 00.0	77 50.0
UBVAL AB	50 37.7	113 53.1
UDBAM QC	46 45.4	71 58.9
UDBOT ON	48 21.0	88 34.1
UDBOX MB	50 00.0	100 00.0
UDGAK QC	46 06.3	75 05.4
UDGAN MB	49 56.2	99 02.6
UDLUB QC	52 15.5	66 38.9
UDMAP BC	49 06.0	128 33.9
UDMAR NL	57 35.0	62 55.0
UDMUG ON	44 52.9	78 58.9
UDPAV AB	51 45.2	110 54.0
UKNIX ON	42 56.7	78 55.1
UKONA NT	63 06.9	113 18.5
UKPAG ON	43 41.1	78 49.9
UKPAM QC	45 58.5	72 33.3
UKRAL AB	50 24.5	114 22.0
UKRAM AB	52 46.1	113 56.4
UKROX ON	43 36.8	79 23.1
UKSAP AB	50 56.7	114 44.9
UKSIL QC	53 37.5	77 42.2
ULAMO ON	47 54.0	81 31.0
ULBOD NU	62 50.9	69 52.6
ULBUX QC	47 31.3	77 10.9
ULDON QC	50 58.3	72 19.4
ULUTO ON	46 18.3	84 05.7
UMESI NL	50 50.0	52 36.0
UMETI NL	47 34.8	59 15.5
URLEG BC	49 29.4	118 08.2
URMUM, ON	44 17.8	76 36.3
URPEP MB	50 27.0	96 58.1
URPUX AB	52 39.9	116 12.0
URSOD MB	50 08.5	98 45.6
URTAK NL	58 28.0	58 00.0
URVAS QC	46 04.5	72 36.3
URVEB BC	49 20.9	120 21.9
USBAM PE	47 37.8	63 12.5

V	(N)LAT	(W)LONG
VANSI QC	51 29.5	76 00.0
VARSY BC	49 17.2	123 17.1
VEELA ON	42 07.6	82 45.0
VEPTU QC	54 38.0	75 00.0
VERCH QC	58 12.9	65 00.0
VERDO ON	43 46.3	78 46.0
VERTI ON	45 15.0	74 50.5
VERTU QC	51 30.3	59 45.4
VESDO AB	49 58.7	111 19.1
VESGO AB	54 40.0	111 30.0
VESMI NL	57 58.0	58 00.0
VESRU ON	49 49.9	92 44.6
VETBI AB	51 12.1	113 25.4
VETGI BC	51 00.5	125 50.0
VETRO ON	50 12.0	80 00.0
VEVSU QC	45 15.3	73 19.3
VIBGA BC	48 55.8	124 51.5
VIBNU QC	45 53.3	73 31.6
VIBRU ON	44 20.4	76 01.3
VIBTA BC	48 57.9	121 29.6
VIDGO QC	46 02.8	74 29.8
VIDKU (Oceanic)	48 13.7	130 12.0
VIDRI BC	50 13.6	121 30.0
VIGDU NB	45 28.4	67 29.7
VIGMA NS	44 20.5	66 38.6
VIGRO QC	47 00.0	71 51.3
VIGSO BC	49 38.3	124 19.0
VIGVO MB	50 06.8	99 16.3
VIKBU QC	45 49.0	72 02.5
VIKNO ON	45 15.5	74 36.9
VILPA MB	50 03.8	96 49.1
VILRO QC	45 37.0	72 42.9
VIMBA AB	52 04.1	114 30.6
VINBI SK	50 28.6	106 59.2
VINBU SK	49 14.8	104 19.1
VINDI QC	45 40.3	70 31.2
VINKO AB	50 57.8	110 00.0
VINSI NL	47 53.9	57 22.0
VIPDI NU	66 31.2	86 13.5
VIPKA QC	52 13.9	67 58.7
VIPRI ON	43 40.6	79 10.1
VIPVA AB	54 07.8	112 43.1
VIRKA QC	45 01.2	73 10.6
VIRPU YT	62 24.5	140 51.7
VIRSO NU	54 00.0	80 00.0
VISIX QC	45 02.6	74 08.0
VITEV BC	49 28.2	122 10.4
VITOL NS	41 47.0	67 00.0
VITOV ON	43 55.6	80 29.2
VITUX NB	45 18.1	66 16.9
VIVIL QC	46 09.7	70 53.2
VIVIP QC	45 55.5	73 20.7
VIVOG QC	45 57.0	72 24.3
VIVUG AB	55 32.7	111 47.6
VIXOR BC	48 43.6	123 29.1
VLADI MI	42 38.6	82 43.5
VOBOK QC	45 24.8	73 07.8

V (Cont'd)	(N)LAT	(W)LONG
VOBUD BC	50 07.7	117 16.6
VOBUK AB	49 43.0	113 12.0
VOBUN YT	61 11.9	135 16.4
VODAX MB	50 28.6	96 27.1
VODEK NU	63 50.0	70 00.0
VODIX QC	47 32.5	69 14.2
VODOO AB	59 15.7	117 56.1
VOGET NS	45 00.6	63 58.5
VOGIV QC	45 01.0	73 22.3
VOGOK NT	61 47.2	121 15.7
VOKAR NL	53 30.0	62 34.0
VOKEB BC	49 00.0	119 26.8
VOKET QC	51 30.0	67 00.0
VOKIG MB	50 06.0	99 30.0
VOKIM AB	51 30.9	115 01.0
VOKUL SK	54 08.5	105 01.3
VOLOB YT	70 30.0	141 00.0
VOLOX BC	50 41.0	120 20.1
VUCAN QC	49 53.9	71 15.2

W	(N)LAT	(W)LONG
WAINN AB	53 02.0	110 50.0
WALAC ON	45 46.7	82 03.6
WALPP ON	44 32.1	80 46.7
WALSH AB	50 03.6	110 00.0
WALUP BC	53 47.6	120 34.2
WASEN BC	51 34.7	117 13.0
WELLF BC	50 54.5	116 36.1
WEPIL ON	42 20.2	82 38.7
WHATS BC	49 58.0	118 16.3
WHIST SK	49 55.9	102 40.9
WIGHT BC	50 42.0	122 46.2
WNGNT ON	42 27.0	82 19.6
WOPAC QC	48 39.6	67 18.7
WTEVR ON	42 27.8	81 44.0
WTMAN BC	50 15.2	119 25.2
WUGOR ON	48 36.0	93 25.7
WYLDE AB	53 36.9	114 53.6

X	(N)LAT	(W)LONG
XEXUL ON	50 11.0	86 41.8
XORLO QC	46 38.9	71 25.9
XOVOL QC	45 48.7	72 46.5
XOVON MB	51 00.0	100 00.0
XUBED BC	49 03.3	125 56.9
XUDEV QC	50 12.5	66 40.5
XULDU NU	74 43.0	94 58.2

Y	(N)LAT	(W)LONG
YAROW BC	50 27.6	121 23.3
YARRK ON	42 31.4	81 16.1
YEGGA AB	53 11.1	113 52.0
YOUNG SK	51 51.3	105 06.4

Z	(N)LAT	(W)LONG
ZOMTA MB	49 00.0	097 07.9

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RADIO NAVIGATION AND COMMUNICATIONS

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DME FREQUENCY PAIRING PLAN

The following list of paired "X" and "Y" DME frequencies is provided to allow DME equipped aircraft to use the DME function of TACAN's not collocated with a VOR. The "Y" frequencies are generally associated with an ILS. ICAO Annex 10, Vol. 1 refers.

VOR-ILS Freq MHz	TACAN Channel	VOR-ILS Freq MHz	TACAN Channel	VOR Freq MHz	TACAN Channel	VOR Freq MHz	TACAN Channel
108.00	17X	109.95	36Y	111.90	56X	113.85	85Y
108.05	17Y	110.00	37X	111.95	56Y	113.90	86X
108.10	18X	110.05	37Y	112.00	57X	113.95	86Y
108.15	18Y	110.10	38X	112.05	57Y	114.00	87X
108.20	19X	110.15	38Y	112.10	58X	114.05	87Y
108.25	19Y	110.20	39X	112.15	58Y	114.10	88X
108.30	20X	110.25	39Y	112.20	59X	114.15	88Y
108.35	20Y	110.30	40X	112.25	59Y	114.20	89X
108.40	21X	110.35	40Y	112.30	70X	114.25	89Y
108.45	21Y	110.40	41X	112.35	70Y	114.30	90X
108.50	22X	110.45	41Y	112.40	71X	114.35	90Y
108.55	22Y	110.50	42X	112.45	71Y	114.40	91X
108.60	23X	110.55	42Y	112.50	72X	114.45	91Y
108.65	23Y	110.60	43X	112.55	72Y	114.50	92X
108.70	24X	110.65	43Y	112.60	73X	114.55	92Y
108.75	24Y	110.70	44X	112.65	73Y	114.60	93X
108.80	25X	110.75	44Y	112.70	74X	114.65	93Y
108.85	25Y	110.80	45X	112.75	74Y	114.70	94X
108.90	26X	110.85	45Y	112.80	75X	114.75	94Y
108.95	26Y	110.90	46X	112.85	75Y	114.80	95X
109.00	27X	110.95	46Y	112.90	76X	114.85	95Y
109.05	27Y	111.00	47X	112.95	76Y	114.90	96X
109.10	28X	111.05	47Y	113.00	77X	114.95	96Y
109.15	28Y	111.10	48X	113.05	77Y	115.00	97X
109.20	29X	111.15	48Y	113.10	78X	115.05	97Y
109.25	29Y	111.20	49X	113.15	78Y	115.10	98X
109.30	30X	111.25	49Y	113.20	79X	115.15	98Y
109.35	30Y	111.30	50X	113.25	79Y	115.20	99X
109.40	31X	111.35	50Y	113.30	80X	115.25	99Y
109.45	31Y	111.40	51X	113.35	80Y	115.30	100X

VOR-ILS Freq MHz	TACAN Channel	VOR-ILS Freq MHz	TACAN Channel	VOR Freq MHz	TACAN Channel	VOR Freq MHz	TACAN Channel
109.50	32X	111.45	51Y	113.40	81X	115.35	100Y
109.55	32Y	111.50	52X	113.45	81Y	115.40	101X
109.60	33X	111.55	52Y	113.50	82X	115.45	101Y
109.65	33Y	111.60	53X	113.55	82Y	115.50	102X
109.70	34X	111.65	53Y	113.60	83X	115.55	102Y
109.75	34Y	111.70	54X	113.65	83Y	115.60	103X
109.80	35X	111.75	54Y	113.70	84X	115.65	103Y
109.85	35Y	111.80	55X	113.75	84Y	115.70	104X
109.90	36X	111.85	55Y	113.80	85X	115.75	104Y
115.80	105X	116.35	110Y	116.90	116X	117.45	121Y
115.85	105Y	116.40	111X	116.95	116Y	117.50	122X
115.90	106X	116.45	111Y	117.00	117X	117.55	122Y
115.95	106Y	116.50	112X	117.05	117Y	117.60	123X
116.00	107X	116.55	112Y	117.10	118X	117.65	123Y
116.05	107Y	116.60	113X	117.15	118Y	117.70	124X
116.10	108X	116.65	113Y	117.20	119X	117.75	124Y
116.15	108Y	116.70	114X	117.25	119Y	117.80	125X
116.20	109X	116.75	114Y	117.30	120X	117.85	125Y
116.25	109Y	116.80	115X	117.35	120Y	117.90	126X
116.30	110X	116.85	115Y	117.40	121X	117.95	126Y

RADIO NAVIGATION FACILITIES WITH REDUCED SERVICE VOLUMES

Service volume is the volume of airspace where a radio navigation facility provides an accurate signal which is protected from co-channel interference from other radio navigation facilities.

VOR and DME frequency assignments in Canada are normally protected against co-channel interference to a maximum radius of 200NM from the facility. However, in the Quebec City - Windsor - Sault Ste. Marie triangle, the protection is only 150NM.

VOR and DME with additional reduced service volumes due to signal accuracy or co-channel interference appear in the following table:

Location	Service volume	Frequency/Channel
Cranbrook BC / YXC	VOR is subject to severe scalloping within 25NM. R-106 is subject to severe scalloping between 45NM-55NM.	112.1 MHz
Whitehorse YT / YXY	VOR R-079 is occasionally subject to severe scalloping.	116.6 MHz
Campbell River BC / YCU	DME Accuracy unreliable below 10,000 ASL between azimuth 160° and 280°.	114.9 MH/ CH96X

RADIO NAVIGATION AIDS BY LOCATION

This section provides variation information on VHF/UHF NAVAID facilities that do not fit into Section B "Aerodrome/Facility Directory", NAVIGATION (NAV).

Magnetic variation values for NDBs and magnetic declination values for which VORs and TACANs are physically set are shown.

Omission of a variation value indicates that magnetic variation data is not available for that location.

Any NOTAM regarding Canadian navigation facilities are issued under the appropriate NOTAM series, in accordance with their dissemination category. For more information on how to obtain NOTAM, NOTAM Regions and dissemination categories, consult AIP Canada (ICAO).

RADIO NAVIGATION AIDS BY LOCATION

Name	Type	Indicator	Freq/Ch (Aux Code)	(N)Lat	(W)Long	Elev	Var/ Dec
Broadview, SK	DME	YDR	117.5/122	50 21 47	102 32 25	2024	
Broughton (Qikiqtarjuaq), NU	NDB	YJI	237(M)	67 33 44	64 01 06	167	
Campbellford, ON	DME	YCF	113.5/82	44 19 59	77 42 17	636	
Delta, MB	NDB	UDE	269(L)	50 09 59	98 18 26		4E
Digby, NS	DME	YDD	116.0/107	44 42 52	65 12 36	858	
Enderby, BC	DME	YNY	115.2/99	50 39 01	118 55 33	6449	16E
Killaloe, ON	DME	YXI	115.6/103	45 39 47	77 36 10		12W
Langruth, MB	DME	YLX	112.2/59	50 25 20	98 43 25	935	5E
Saguenay, QC	DME	YUC	114.2/89	48 01 02	71 16 09	2918	17W
Skookum (Cranbrook), BC	NDB	SX	368(M)	49 57 18	115 47 32	2830	14E
Torbay, NL	VOR/DME	YYT	113.5/82	47 29 07	52 51 08		17W
Trepassey, NL	DME	YTY	117.6/123	46 45 43	53 10 59	614	

RADIO NAVIGATION AIDS BY INDICATOR

This section provides variation and location information on VHF/UHF NAVAID facilities.

Magnetic variation values for NDBs and magnetic declination values for which VORs and TACANs are physically set are shown.

Omission of a variation value indicates that magnetic variation data is not available for that location.

Classification for NAV CANADA-owned DME:

L = Low power (typically used within 40NM range)

U= Unrestricted range (suitable for extended high altitude use)

RADIO NAVIGATION AIDS BY INDICATOR

INDICATOR	NAME	(N)LAT	(W)LONG	VAR/ DEC	CLASS
	A				
A5	Chinchaga, AB, NDB	57 32.7	119 6.7	18E	
	B				
BK	Baker Lake, NU, NDB	64 18.9	96 03.9		
B5	Gunisao Lake, MB, NDB	53 31.3	96 22.5	3E	
	C				
CA	Cartwright, NL, NDB	53 42.5	57 01.3	20W	
CB	Cambridge Bay, NU, NDB	69 06.9	105 01.0		
	D				
DA	Dawson City, YT, NDB	64 01.7	139 10.1	19E	
DC	Princeton, BC, NDB	49 28.2	120 31.0	16E	
D3	Ponoka Indus, AB, NDB	52 41.0	113 36.4	14E	

RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

INDICATOR	NAME	(N)LAT	(W)LONG	VAR/ DEC	CLASS
	E				
EB	Namao, AB, NDB	53 40.1	113 27.6	14E	
EV	Inuvik, NT, NDB	68 19.6	133 35.6	21E	
EX	Rutland (Kelowna), BC, NDB	49 56.4	119 22.5	15E	
E3	Wabasca, AB, NDB	55 57.8	113 49.4	16E	
E3	Wabasca, AB, DME	55 57.8	113 49.4		
	F				
FO	Flin Flon, MB, NDB	54 40.5	101 40.2	6E	
	G				
GF	Aylesford (Greenwood), NS, NDB	45 01.4	64 48.6	16W	
GW	Jarpik (Kuujjuarapik), QC, NDB	55 17.1	77 45.1	16W	
	H				
HI	Holman, NT, NDB	70 45.7	117 47.4		
	I				
IBP	Moose Jaw, SK, DME	50 19.9	105 33.8		
IBR	Brandon Muni, MB, DME	49 54.5	99 57.7		
IBW	Calgary/Springbank, AB, DME	51 06.1	114 22.9		L
IBX	Lourdes-de-Blanc-Sablon, QC, DME	51 27.0	57 10.9		L
ICD	Nanaimo, BC, DME	49 03.6	123 52.1		L
IDC	Fredericton, NB, DME	45 51.8	66 32.9		L
IDF	Deer Lake, NL, DME	49 12.9	57 23.2		L
IDP	Toronto, ON, DME	43 39.7	79 37.2		L
IEV	Inuvik, NT, DME	68 18.2	133 29.9		L
IFB	Iqaluit, NU, DME	63 45.0	68 32.7		L
IFZ	Vancouver, BC, DME	49 11.0	123 09.9		L
IGY	Calgary, AB, DME	51 07.5	114 02.0		L
IHD	Dryden, ON, DME	49 50.1	92 45.0		L
IHU	St-Hubert, QC, DME	45 31.4	73 24.5		L
IHZ	Halifax, NS, DME	44 53.6	63 30.8		L
IIF	St-Augustin, QC, DME	51 12.2	58 39.3		L
IJS	Toronto, ON, DME	43 39.7	79 37.2		L
IKA	Kamloops, BC, DME	50 42.2	120 27.7		L
IKH	Victoria, BC, DME	48 39.2	123 26.1		L
ILG	Calgary, AB, DME	51 08.7	113 59.3		L
ILW	Kelowna, BC, DME	49 57.8	119 22.6		L
IMJ	Moose Jaw, SK, DME	50 19.9	105 33.8		
IMK	Vancouver, BC, DME	49 11.8	123 12.0		L
INV	Toronto, ON, DME	43 40.5	79 36.0		L
IOA	Montreal, QC, DME	45 27.6	73 44.3		L
IOW	Ottawa, ON, DME	45 18.8	75 40.0		L
IPR	Prince Rupert, BC, DME	54 17.4	130 27.0		L
IQG	Windsor, ON, DME	42 16.9	82 56.8		L
IQH	Watson Lake, YT, DME	60 07.1	128 49.8		L
IQX	Gander, NL, DME	48 57.0	54 33.6		L
IRB	Resolute Bay, NU, DME	74 42.7	94 57.6		L
IRD	Vancouver, BC, DME	49 12.1	123 09.8		L
IRF	Calgary, AB, DME	51 06.8	113 59.3		L
ISO	St. John's, NL, DME	47 37.4	52 44.4		L
ISR	Fort Mackay/Firebag, AB, DME	57 16.1	110 58.5		
ITF	Alma, QC, DME	48 30.2	71 37.8		L
ITL	Vancouver, BC, DME	49 12.3	123 11.8		L

RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

INDICATOR	NAME	(N)LAT	(W)LONG	VAR/ DEC	CLASS
ITO	Toronto, ON, DME	43 40.2	79 38.1		L
ITZ	Toronto City, ON, DME	43 37.6	79 24.0		L
IUL	Montreal, QC, DME	45 27.9	73 45.8		L
IUY	Rouyn, QC, DME	48 12.7	78 49.1		L
IVL	Edmonton/Villeneuve, AB, DME	53 40.4	113 50.6		L
IVR	Vancouver, BC, DME	49 11.3	123 12.0		L
IWK	Wabush, NL, DME	52 55.1	66 51.6		L
IXC	Cranbrook, BC, DME	49 37.1	115 46.9		L
IXS	Prince George, BC, DME	53 53.8	122 40.3		L
IXT	Terrace, BC, DME	54 27.7	128 35.3		L
IXY	Whitehorse/Erik Nielsen Intl, YT, DME	60 42.0	135 03.5		L
IYC	Calgary, AB, DME	51 06.0	114 01.4		L
IYE	Fort Nelson, BC, DME	58 50.1	122 36.7		L
IYF	Penticton, BC, DME	49 27.2	119 36.2		L
IYQ	Churchill, MB, DME	58 44.9	94 04.9		L
	K				
K7	Ste-Anne-des-Monts, QC, NDB	49 07.7	66 33.0	18W	
	L				
LT	Alert, NU, NDB	82 31.6	62 12.7	42W	
LW	Kelowna, BC, NDB	50 03.7	119 25.0	15E	
L4	Nipawin, SK, NDB	53 20.1	104 00.5	9E	
	M				
MA	Mayo, YT, NDB	63 37.7	135 53.7	20E	
MT	Chiboo (Chapais), QC, NDB	49 48.0	74 29.7	15W	
	N				
NI	Assiniboia, SK, NDB	49 43.7	105 57.0	9E	
	P				
PG	Portage (Southport), MB, NDB	49 50.5	98 10.8	4E	
PR	Prince Rupert, BC, NDB	54 15.8	130 25.4	19E	
	R				
RB	Resolute Bay, NU, NDB	74 44.8	94 59.7	16W	
RJ	Roberval, QC, NDB	48 32.7	72 17.7	16W	
RT	Rankin Inlet, NU, NDB	62 49.5	92 06.6		
	S				
SX	Skookum (Cranbrook), BC, NDB	49 57.3	115 47.5	14E	
	U				
UBG	Bagotville, QC, TACAN	48 19.8	70 59.7	15W	
UDE	Delta, MB, NDB	50 10.0	98 18.4	4E	
ULT	Alert, NU, TACAN	82 31.0	62 18.7	(True)	
UOD	Cold Lake, AB, TACAN	54 24.5	110 17.8	13E	
UQQ	Comox, BC, TACAN	49 42.7	124 53.7	15E	
UTR	Trenton, ON, TACAN	44 07.3	77 31.7	12W	
UX	Hall Beach, NU, NDB	68 46.0	81 15.4		
UYR	Goose, NL, TACAN	53 19.2	60 25.0	21W	
UZX	Greenwood, NS, TACAN	44 59.0	64 55.2	17W	

RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

INDICATOR	NAME	(N)LAT	(W)LONG	VAR/ DEC	CLASS
	V				
VQ	Norman Wells, NT, NDB	65 15.2	126 40.2	20E	
V2	Humboldt, SK, NDB	52 10.5	105 07.5	10E	
	X				
XC	Cranbrook, BC, NDB	49 41.0	115 47.0	14E	
XT	Terrace, BC, NDB	54 22.5	128 35.1	19E	
X2	Athabasca, AB, NDB	54 44.2	113 12.1	15E	
X5	Vegreville, AB, NDB	53 30.8	112 01.8	14E	
	Y				
YAI	Abbotsford, BC, DME	49 01.1	122 22.6		U
YAS	Kangirsuk, QC, NDB	60 01.5	70 00.3	23W	
YAY	St. Anthony, NL, VOR/DME	51 23.6	56 05.0	21W	U
YBC	Baie-Comeau, QC, VOR/DME	49 08.0	68 13.3	18W	U
YBG	Bagotville, QC, NDB	48 20.0	71 08.8	18W	
YBK	Baker Lake, NU, VOR/DME	64 19.3	96 06.3	(True)	U
YBL	Campbell River, BC, NDB	50 00.4	125 21.5	18E	
YBR	Brandon, MB, DME	49 54.3	99 56.4	5E	U
YBZ	Brockville, ON, DME	44 41.2	76 05.2		U
YCB	Cambridge Bay, NU, VOR/DME	69 07.1	105 10.4	(True)	U
YCD	Nanaimo, BC, NDB	49 07.7	123 52.3	16E	
YCF	Campbellford, ON, DME	44 20.0	77 42.3		U
YCO	Coppermine (Kugluktuk), NU, NDB	67 49.3	115 05.9		
YCU	Campbell River, BC, DME	49 57.3	125 16.8		U
YCV	Conklin, AB, DME	55 37.4	111 10.4		U
YCY	Clyde River, NU, NDB	70 29.1	68 31.6		
YDC	Princeton, BC, VOR/DME	49 22.9	120 22.4	16E	U
YDD	Digby, NS, DME	44 42.9	65 12.6		U
YDF	Deer Lake, NL, VOR/DME	49 14.0	57 12.8	18W	U
YDL	Dease Lake, BC, NDB	58 27.2	129 59.8	19E	
YDN	Dauphin, MB, DME	51 05.9	100 03.7		U
YDP	Nain, NL, NDB	56 32.0	61 41.5	21W	
YDR	Broadview, SK, DME	50 21.8	102 32.4		U
YEA	Empress, AB, DME	50 55.6	109 59.4		U
YEE	Midland, ON, DME	44 34.9	79 47.6		U
YEK	Arviat, NU, NDB	61 05.9	94 04.1		
YER	Fort Severn, ON, NDB	55 59.6	87 38.3	8W	
YEU	Eureka, NU, NDB	79 59.5	85 53.9	41W	
YEV	Inuvik, NT, VOR/DME	68 18.5	133 32.9	20E	U
YEX	Edmonton, AB, DME	53 18.2	113 35.6		U
YEZ	Edmonton, AB, DME	53 11.1	113 52.0		U
YFB	Frobay (Iqaluit), NU, VOR	63 44.5	68 28.4	22W	
YFF	Fort McMurray, AB, DME	56 39.2	111 20.1		U
YFS	Fort Simpson, NT, VOR/DME	61 46.4	121 17.9	20E	U
YFY	Frobay (Iqaluit), NU, NDB	63 44.0	68 32.9	25W	
YGH	Fort Good Hope, NT, DME	66 14.2	128 37.4	20E	U
YGI	Grande Prairie, AB, DME	55 10.5	118 52.9		U
YGL	La Grande Riviere, QC, VOR/DME	53 37.5	77 43.0	16W	U
YGP	Gaspe, QC, VOR/DME	48 45.8	64 24.3	19W	U
YGQ	Geraldton, ON, VOR/DME	49 46.2	86 59.1	5W	U
YGU	Gillam, MB, DME	56 21.4	94 42.2	1E	U
YGX	Gillam, MB, NDB	56 21.2	94 42.0	1E	
YHX	Hamilton, ON, DME	43 10.6	79 56.6		U
YHY	Hay River, NT, VOR/DME	60 50.2	115 48.2	17E	U

RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

INDICATOR	NAME	(N)LAT	(W)LONG	VAR/ DEC	CLASS
YHZ	Halifax, NS, VOR/DME	44 55.4	63 24.1	18W	U
YIK	Ivujivik, QC, NDB	62 24.8	77 55.5	19W	
YIL	Island Lake, MB, DME	53 51.2	94 39.2		U
YIO	Pond Inlet, NU, NDB	72 41.6	77 57.1		
YIV	Island Lake, MB, NDB	53 51.2	94 39.2	1E	
YIX	Sioux Narrows (Kenora), ON, DME	49 28.6	94 02.8	0	U
YJH	Saint John, NB, DME	45 18.2	65 53.5		U
YJI	Broughton (Qikiqtarjuaq), NU, NDB	67 33.7	64 01.1		
YJQ	Bella Bella, BC, NDB	52 11.1	128 06.8	19E	
YJX	Beauce (St-Georges), QC, DME	45 55.5	70 50.8		U
YKB	Mt Lolo (Kamloops), BC, DME	50 48.0	120 07.7		U
YKJ	Key Lake, SK, DME	57 10.0	105 50.5		U
YKQ	Waskaganish, QC, NDB	51 29.2	78 44.7	14W	
YLL	Lloydminster, AB, NDB	53 18.8	110 05.0	12E	
YLO	Sioux Lookout, ON, DME	50 07.1	91 53.9		U
YLX	Langruth, MB, DME	50 25.3	98 43.4	5E	U
YLZ	Pickle Lake, ON, DME	51 26.6	90 13.4	3W	U
YMH	Mary's Harbour, NL, NDB	52 18.9	55 49.9	19W	
YMJ	Moose Jaw, SK, VORTAC	50 19.9	105 33.8	10E	
YMM	Fort McMurray, AB, VOR/DME	56 38.9	111 07.3	14E	U
YMO	Moosonee, ON, VOR/DME	51 17.5	80 36.4	13W	U
YMT	Chiboo (Chapais), QC, DME	49 48.0	74 29.7		U
YMZ	Moncton, NB, DME	46 06.5	64 41.5		U
YNA	Natash, QC, VOR/DME	50 11.0	61 46.9	18W	U
YNQ	Norway House, MB, DME	53 58.3	97 50.5		U
YNY	Enderby, BC, DME	50 39.0	118 55.6		U
YOC	Old Crow, YT, NDB	67 34.3	139 50.7	18E	
YOD	Cold Lake, AB, NDB	54 23.8	110 16.3	13E	
YOJ	High Level, AB, VOR/DME	58 33.2	117 05.6	17E	U
YOW	Ottawa, ON, DME	45 26.5	75 53.8		U
YPA	Prince Albert, SK, VOR/DME	53 13.0	105 40.0	10E	U
YPC	Paulatuk, NT, NDB	69 21.1	124 04.5		
YPE	Peace River, AB, VOR/DME	56 12.4	117 30.7	17E	U
YPG	Portage (Southport), MB, VOR/DME	49 54.0	98 16.0	4E	
YPK	Pitt Meadows, BC, VOR	49 13.0	122 42.9	17E	
YPL	Pickle Lake, ON, NDB	51 26.5	90 13.3	3W	
YPO	Peawanuck, ON, NDB	54 59.5	85 26.5	10W	
YPQ	Peterborough, ON, NDB	44 12.7	78 27.8	12W	
YPX	Puvirnituq, QC, NDB & DME	60 03.5	77 17.8	20W	U
YQD	The Pas, MB, DME	53 58.4	101 06.0		U
YQF	Red Deer, AB, NDB	52 07.7	113 54.0	14E	
YQH	Watson Lake, YT, VOR/DME	60 05.2	128 51.5	18E	U
YQL	Lethbridge, AB, VOR/DME	49 38.1	112 40.1	11E	U
YQO	Quebec, QC, DME	46 47.8	71 23.6		U
YQT	Thunder Bay, ON, DME	48 15.2	89 26.2	4W	U
YQU	Grande Prairie, AB, VOR/DME	55 10.5	119 01.8	17E	U
YQX	Gander, NL, VOR/DME	48 54.0	54 32.1	20W	U
YQY	Sydney, NS, DME	46 09.4	60 03.6		U
YR	Goose, NL, NDB	53 20.3	60 22.0	21W	
YRB	Resolute Bay, NU, VOR/DME	74 43.7	94 55.4	(True)	U
YRL	Red Lake, ON, VOR/DME	51 04.3	93 45.7	0	U
YRM	Rocky Mtn. House, AB, VOR/DME	52 30.1	115 19.4	16E	U
YRQ	Trois-Rivieres, QC, NDB	46 22.2	72 39.9	16W	
YRT	Rankin Inlet, NU, VOR/DME	62 48.8	92 07.0	(True)	U
YRX	Regina, SK, DME	50 26.2	104 40.2		U

RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

INDICATOR	NAME	(N)LAT	(W)LONG	VAR/ DEC	CLASS
YSB	Sudbury, ON, DME	46 37.8	80 47.9		U
YSF	Stony Rapids, SK, NDB	59 15.3	105 49.9	11E	
YSM	Fort Smith, NT, VOR/DME	60 01.2	111 58.2	15E	U
YSP	Marathon, ON, DME	48 44.6	86 19.7		U
YSR	Saskatoon, SK, DME	52 10.8	106 42.8		U
YSY	Sachs Harbour (David Nasogaluak Jr. Saaryuaq), NT, NDB	71 59.5	125 18.9		
YTA	Pembroke, ON, NDB	45 48.2	77 13.1	13W	
YTE	Cape Dorset, NU, NDB	64 13.7	76 31.7		
YTH	Thompson, MB, VOR/DME	55 48.7	97 49.5	3E	U
YTL	Big Trout Lake, ON, NDB	53 48.9	89 54.8	4W	
YTO	Trois-Rivières, QC, DME	46 22.1	72 39.9		U
YTP	Pearson (Toronto/LBP Intl), ON, VOR/DME	43 40.3	79 39.8	10W	L
YTR	Trenton, ON, NDB	44 11.6	77 24.2	12W	
YTS	Timmins, ON, VOR/DME	48 34.3	81 22.2	10W	U
YTV	Thunder Bay, ON, DME	48 22.2	89 19.8		U
YTY	Trepassey, NL, DME	46 45.7	53 11.0		U
YUC	Saguenay, QC, DME	48 01.0	71 16.2		U
YUL	Montreal, QC, VOR/DME	45 36.9	73 58.3	16W	U
YUX	Hall Beach, NU, VOR/DME	68 46.7	81 14.4	(True)	U
YUY	Rouyn, QC, NDB	48 10.4	78 56.3	13W	
YVC	La Ronge, SK, VOR/DME	55 09.5	105 16.0	10E	U
YVH	Victoria, BC, DME	48 35.7	123 32.6		U
YVO	Val-d'Or, QC, VOR/DME	48 10.5	77 49.2	14W	U
YVP	Kujack (Kuujjuaq), QC, VOR/DME	58 05.8	68 25.6	23W	U
YVQ	Norman Wells, NT, VOR/DME	65 15.9	126 43.4	19E	U
YVR	Vancouver, BC, VOR/DME	49 04.6	123 08.9	17E	U
YVV	Wiarton, ON, VOR/DME	44 44.7	81 06.3	8W	U
YWA	Petawawa, ON, NDB	45 53.7	77 16.3	13W	
YWB	Westbank (Kelowna), BC, NDB	49 48.6	119 37.8	15E	
YWI	Winnipeg, MB, DME	49 53.9	97 14.6		U
YWK	Wabush, NL, VOR/DME	52 57.6	66 51.2	19W	U
YWL	Williams Lake, BC, VOR/DME	52 14.2	122 10.1	18E	U
YWT	Waterloo, ON, DME	43 27.5	80 22.8		U
YWY	Wrigley, NT, DME	63 11.1	123 21.8		U
YXC	Cranbrook, BC, VOR/DME	49 33.3	116 05.3	16E	U
YXI	Killaloe, ON, DME	45 39.8	77 36.2		U
YXJ	Fort St. John, BC, VOR/DME	56 17.1	120 53.7	18E	U
YXL	Sioux Lookout, ON, NDB	50 07.1	91 53.9	1W	
YXP	Pangnirtung, NU, NDB	66 08.6	65 42.4		
YXS	Prince George, BC, VOR/DME	53 53.7	122 27.3	18E	U
YXU	London, ON, VOR/DME	43 02.3	81 08.9	8W	U
YXY	Whitehorse, YT, VOR/DME	60 37.1	135 08.3	18E	U
YXZ	Wawa, ON, DME	47 57.0	84 49.4		U
YYB	North Bay, ON, DME	46 21.6	79 26.4		U
YYC	Calgary, AB, VOR/DME	51 06.9	113 52.9	15E	U
YYD	Houston, BC, VOR/DME	54 27.1	126 39.0	17E	U
YYE	Fort Nelson, BC, VOR/DME	58 53.5	123 01.0	19E	U
YYG	Charlottetown, PE, DME	46 17.0	63 07.7		U
YYH	Taloyoak, NU, NDB	69 32.5	93 31.5		
YYL	Lynn Lake, MB, VOR/DME	56 51.8	101 04.5	7E	U
YYQ	Churchill, MB, VOR/DME	58 44.5	94 08.1	3W	U
YYR	Goose, NL, VOR/DME	53 19.2	60 17.6	21W	U
YYT	Torbay (St. John's Intl), NL, VOR/DME	47 29.1	52 51.1	17W	U
YYY	Mont-Joli, QC, DME	48 36.7	68 12.5		U

RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

INDICATOR	NAME	(N)LAT	(W)LONG	VAR/ DEC	CLASS
YYZ	Toronto, ON, VOR/DME	43 39.5	79 37.9	10W	U
YZF	Yellowknife, NT, VOR/DME	62 27.9	114 26.2	17E	U
YZP	Sandspit, BC, VOR/DME	53 15.1	131 48.4	19E	U
YZS	Coral Harbour, NU, NDB	64 08.9	83 18.3		
YZT	Port Hardy, BC, VOR/DME	50 41.1	127 22.0	16E	U
YZU	Whitecourt, AB, VOR/DME	54 08.7	115 47.8	13E	U
YZV	Sept-Iles, QC, DME	50 13.9	66 16.4		U
YZX	Greenwood, NS, NDB	44 55.4	65 06.1	17W	
	Z				
ZF	Yellowknife, NT, NDB	62 24.7	114 26.1	16E	
ZKI	Kitimat, BC, NDB	54 03.2	128 40.2	19E	
ZS	Coral Harbour, NU, DME	64 09.0	83 18.2		U
ZSJ	Sandy Lake, ON, NDB	53 04.1	93 20.7	0	
ZZR	Severn (Trenton), ON, NDB	44 03.2	77 37.6	12W	
Z7	Claresholm Industrial, AB, NDB	50 00.2	113 38.2	13E	

NUMBER-LETTER INDICATOR

INDICATOR	NAME	(N)LAT		(W)LONG		VAR
1L	Firebag, AB, NDB	57	16.8	110	58.3	14E
2B	Springdale, NL, NDB	49	29.4	56	11.1	18W
2H	Lebel-sur-Quevillon, QC, NDB	49	02.2	77	01.2	14W
3H	Consort, AB, NDB	52	01.4	110	44.7	13E
3X	Cluff Lake, SK, NDB	58	21.6	109	31.5	17E
4J	Knee Lake, MB, NDB	54	53.0	94	48.0	0
4O	Swan Hills, AB, NDB	54	40.5	115	25.5	16E
5J	Coronation, AB, NDB	52	04.5	111	26.9	14E
5W	Leaf Rapids, MB, NDB	56	30.7	99	59.0	5E
6G	Red Deer, AB, DME	52	10.9	113	53.0	
6K	Vernon, BC, NDB	50	21.0	119	15.6	16E
6T	Foremost, AB, NDB	49	29.1	111	29.2	13E
7C	Fogo, NL, NDB	49	39.7	54	14.7	18W
8K	Valleyview, AB, NDB	55	02.1	117	17.3	17E
8M	Elk Point, AB, NDB	53	53.4	110	46.1	14E
9A	Hanna, AB, NDB	51	37.7	111	54.1	13E
9G	Sundre, AB, NDB	51	46.8	114	41.0	14E
9Y	Pincher Creek, AB, NDB	49	31.4	113	59.9	14E

DND CANADA WIDE NDB AND TACAN INDICATORS

DND/DFSM (Department of Frequency Spectrum Management) has been assigned by Transport Canada 10 NDB indicators and 4 TACAN indicators that can be used Canada Wide by tactical/transportable terminals. Use of these indicators can only be authorized by DFSM, 613-992-8744. They are as follows:

Canada Wide NDB Indicators – UAA, UFF, UGG, UJJ, UKK, UNN, USS, UTT, UWW and UZZ.

Canada Wide TACAN Indicators – 8V to UBB
8W to UCC
9J to UDD
9L to UHH

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MILITARY FLIGHT DATA AND PROCEDURES

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GENERAL INFORMATION

The information contained in this section is pertinent to military operations in Canada and the North Atlantic. Appropriate information on Flight Data and Procedures in the United States is also included. The current amendment lists for FLIP Documents directly related to the Military contents associated with the GPH 205 & GPH 205(S) are as follows:

	Amendment List No.	Date	Issue	Effective Date
GPH 200	—	—	—	22 Jan 2026
206	—	—	—	22 Jan 2026
207	—	—	—	22 Jan 2026
204A	—	—	139	22 Jan 2026
209	CH5	—	—	01 Jan 2009
RCAF FOM	—	—	—	—
NDHQ Flying Orders Book 1	CH8	8 Oct 2009	—	25 May 2001
NDHQ Flying Orders Book 2	CH4	10 Mar 2009	—	25 May 2001
Manual of Instrument Flying	CH4	30 Sep 2004	—	31 Mar 2001
SIR Agreement	—	—	—	Apr 2008

FLIGHT PROCEDURES

PROCEDURES FOR THE PREVENTION OF DANGEROUS MILITARY ACTIVITIES BETWEEN CANADA AND THE CIS

SECTION 1

Communication Channels:

For the purpose of implementing this Agreement, the armed forces of the Parties shall provide for establishing and maintaining, as necessary, communications at the following levels:

(a) The Task Force Commander of the armed forces of one Party present in a Special Caution Area and the Task Force Commander of the armed forces of the other Party in the same Area;

(b) Commander* of a ship, aircraft, ground vehicle or ground unit of the armed forces of one Party and the Commander* of a ship, aircraft, ground vehicle or ground unit of the armed forces of the other Party; and

(c) Commander* of an aircraft of the armed forces of one Party and an air traffic control or monitoring facility of the other Party.

* "Commander" means the individual with authority to command or lead a ship, aircraft, ground vehicle or ground unit.

SECTION 2

Radio Frequencies:

1. To establish radio communication, as necessary, the following frequencies shall be used:
   (a) between aircraft of the Parties or between an aircraft of one Party and an air traffic control or monitoring facility of the other Party: on VHF band frequency 121.5 MHz or 243.0 MHz, or on HF band frequency 4125.0 KHz (alternate 6215.0 KHz); after initial contact is made, the working frequency 130.0 MHz, or 4125.0 KHz should be used;
   (b) between ships of the Parties and ship-to-shore: on VHF band frequency 156.8 MHz, or on HF band frequency 2182.0 KHz;
   (c) between a ship of one Party and an aircraft of the other Party: on VHF band frequency 121.5 MHz or 243.0 MHz; after initial contact is made, the working frequency 130.0 MHz or 278.0 MHz shall be used; and
   (d) between ground vehicles or ground units of the armed forces of the Parties: on VHF band frequency 44.0 MHz (alternate 46.5 MHz), or on HF band frequency 4125.0 KHz (alternate 6215.0 KHz).
2. The Parties agree to conduct necessary testing to ensure reliability of the communications channels agreed by the Parties.

SECTION 3

Signals and Phrases:

1. The Parties recognize that the lack of radio communication can increase the danger to the personnel and equipment of their armed forces involved in any incident which may arise as a result of dangerous military activities. Personnel of the armed forces of the Parties involved in such incidents who are unable to establish radio communication, or who establish radio communication but cannot be understood, shall try to communicate using those signals referred to in this Section. In addition, such personnel shall attempt to establish communications with other personnel of their armed forces, who in turn shall take measures to resolve the incident through communications channels set forth in this Agreement.

2. Ship-to-ship and ship-to-shore communications shall be conducted using signals and phrases as set forth in the International Code of Signals of 1965 and the Special Signals developed in accordance with the Agreement between the Government of the United States of America and the Government of the Commonwealth of Independent States on the Prevention of Incidents On and Over the High Seas of 1972. Aircraft-to-aircraft communications shall be conducted using signals and phrases for intercepting and intercepted aircraft contained in the Rules of the Air, Annex 2 to the 1944 Convention on International Civil Aviation (Chicago Convention). The additional signals and phrases contained in paragraph 4 of this Section may also be used.

3. Whenever aircraft of the Parties come into visual contact with each other, their aircrews shall monitor the frequency 121.5 MHz or 243.0 MHz. If it is necessary to exchange information, but communications in a common language are not possible, attempts shall be made to convey essential information and acknowledgement of instructions by using phrases referred to in paragraphs 2 and 4 of this Section. If radio communication is not possible, then visual signals shall be used.
4. The following summary plus table contains frequencies signals and phrases for communications between aircraft, ships, ground vehicles or ground units, in accordance with this Agreement:

FREQUENCIES FOR USE WITH RUSSIAN MILITARY AIRCRAFT (RMA)

	Initial Contact		
	Primary	**Alternate**	**Sustained Communication**
VHF	121.5 MHz	None	130.0 MHz
UHF	243.0 MHz	None	278.0 MHz
HF	4125.0 KHz	6215.0 KHz	4125.0 KHz

Always monitor GUARD. Attempt contact on the primary frequency, if no response, attempt the alternate frequency (if available), interceptors use appropriate visual signal. If sustained communication is desired, the calling party uses the additional phrase "RADIO CONTACT". After the other party responds with "RADIO CONTACT", both parties switch to the appropriate sustained frequency

.

TABLE OF CALL SIGNS FOR USE WITH RUSSIAN FORCES

Type Platform	**Russian C.S. (Phonetic)**	**United States C.S.**	**Canadian C.S.**
Aircraft	SEDLO (Sed-low')	IVORY EAGLE	HORSE
ATC or Monitor	ZEMLYA (Zem-le-yaw')	ELECTRIC LIGHT	CLOUD
Ship	BUGEL (Boo'-gel)	PORT MAST	BEAVER
Ground Unit	POLYA (Po-le-yaw')	POST POUNDER	SWORD

MUTUALLY AGREED PHRASES

CLOSE TO TERRITORY	(within 27NM/50KM of sovereign airspace)
TERRITORY ENTERED	(in sovereign airspace)
STOP INTERFERENCE	(stop dangerous command net radio interference)
STOP LASER	(stop dangerous use of laser)
LASER DANGER	(planned use of laser may create danger in this area)
REQUEST LANDING	(self explanatory)
RADIO CONTACT	(desire radio contact on sustained communication frequency)
WILCO	(understood will comply)
CANNOT	(understood/unable to comply)
REPEAT	(say again)
AM LOST	(position unknown)
MAYDAY	(international distress call)
DESCEND	(self explanatory)

PROCEDURES TO INITIATE CONTACT WITH / WARN RUSSIANS

1. Transmit his call sign three times
2. Followed by "DELTA ECHO" (meaning from)
3. Followed by your call sign (IVORY EAGLE or ELECTRIC LIGHT)
4. Followed by appropriate agreed phrase. For example:
   SEDLO, SEDLO, SEDLO, DELTA ECHO, IVORY EAGLE, agreed phrase"
   Expected Response:

   RMA alters course, stops interference, etc.

Radio acknowledgement, if accomplished, should be as below:

1. RMA transmits your call sign three times
2. Followed by "DELTA ECHO"
3. Followed by his call sign (SEDLO)
4. Followed by appropriate agreed phrase, if required:
   "IVORY EAGLE, IVORY EAGLE, IVORY EAGLE, DELTA ECHO, SEDLO"

SUBSEQUENT TRANSMISSIONS use call signs only once:

"IVORY EAGLE, DELTA ECHO, SEDLO, REQUEST LANDING"

ADDITIONAL SIGNALS, PHRASES AND APPROPRIATE RESPONSES

MEANING OF SIGNAL/PHRASE	VISUAL SIGNALS FOR AIRCRAFT	PHRASE	PRONUNCIATION	APPROPRIATE RESPONSE
You are in close proximity to our national territory	**DAY and NIGHT—**The intercepting aircraft flying abeam and parallel to the intercepted aircraft, rocking wings and flashing navigation lights at slow regular intervals, followed by a series of shallow bank "S" turns, in the horizontal plane, approximately 10 degrees either side of line of flight.	"CLOSE TO TERRITORY"	CLOSE-TO TERR-I-TORY	Intercepted aircraft turns away from national territory.
You have entered into our national territory	**DAY and NIGHT—**The intercepting aircraft, flying abeam and parallel to the intercepted aircraft, rapidly flashing navigation lights while rocking wings, followed by a shallow turn executed in the horizontal plane, with a 15-20 degree bank in the direction of the intercepted aircraft. The approach shall be accomplished with great caution and not closer than one wing span. Repeat until intercepted aircraft acknowledges or radio contact is established.	"TERRITORY ENTERED"	TERR-I-TORY EN-TERED	Intercepted aircraft shall follow the appropriate instructions of the intercepting aircraft.
I need to land	**DAY and NIGHT—**The aircraft flashes its navigation lights repeatedly and rapidly while rocking wings, followed by a gentle porpoising of the aircraft.	"REQUEST LANDING"	RE-QUEST LAN-DING	Intercepting aircraft assists intercepted aircraft.
I request radio communications on 130.0 MHz or 278.0 MHz (Initial contact is established on 121.5 MHz or 243.0 MHz)	**DAY and NIGHT—** If 121.5 MHz and 243.0 MHz are inoperative, aircraft continuously alternates one long with one short flash of navigation lights while rocking wings.	"RADIO CONTACT"	RA-DI-O CON-TAC	Acknowledge requesting aircraft, ship, or air traffic control or monitoring facility with phrase "RADIO CONTACT" After contact is made, tune to 130.0 MHz or 278.0 MHz.
My aircraft requests radio contact with your ship on 121.5 MHz or 243.0 MHz	**DAY and NIGHT—** Aircraft circling the ship, in a left hand turn, at a safe distance and altitude until radio contact is established.	"RADIO CONTACT"	RA-DI-O CON-TAC	The aircraft and ship establish radio contact by exchanging the phrase "RADIO CONTACT"; then both shall switch to 130.0 MHz or 278.0 MHz, as appropriate, for further radio communication.
I am experiencing a dangerous level of interference with my command and control network. (Transmit PHRASE on contact frequency)	NONE	"STOP INTERFERENCE"	STOP IN-TER-FER-ENCE	Investigate the circumstances and, as appropriate, terminate any activities which may be causing the dangerous interference.
My planned use of a laser may create danger in this area. (Transmit PHRASE on contact frequency)	NONE	"LASER DANGER"	LAS-ER DAN-GER	Take appropriate measures to prevent harm to personnel or damage to equipment.
I am experiencing a dangerous level of laser radiation. (Transmit PHRASE on contact frequency)	NONE	"STOP LASER"	STOP LA-SER	Investigate the circumstances and, as appropriate, terminate any use of a laser that could harm to personnel or damage to equipment.

MILITARY ADIZ - NORTH ATLANTIC

(a) Military aircraft which will penetrate the ADIZ towards the continental land mass of Greenland and North America shall file an IFR or DVFR flight plan or Defense flight itinerary with an appropriate ATC unit or ADIZ station including the estimated time and place of ADIZ penetration. The pilot-in-command of an aircraft operating on an IFR flight plan and in accordance with an ATC clearance on a flight that will penetrate the ADIZ is not required to include estimated time and place of ADIZ penetration in the filed flight plan or in a routine in-flight position report.

(b) Aircraft departing from a location within the ADIZ shall file an IFR or DVFR flight plan with an ATC unit or ADIZ station prior to take-off.

(c) Aircraft departing from locations within Greenland or within the ADIZ where flight planning facilities are not available shall: contact an ATC unit or ADIZ station as soon as possible, and airfile, including estimated time and place of ADIZ penetration where applicable and Nuuk FIC 121.3 ADIZ 126.2 236.6

NOTE: Aircraft operating laterally within the ADIZ shall conduct as much of the flight as possible south of the centreline.

REPORTING: PX to ADIZ station as soon as possible after take-off.

TOLERANCES: Estimates shall be revised, with ATC or ADIZ station, if the aircraft will not be within 5 minutes or 20 nm.

RADIO EQUIPMENT: IFF/SIF - Military aircraft so equipped shall operate IFF/SIF in accordance with command directions (for US/CAN military aircraft, NORAD IFF/SIF Instr. 1-61 refers) RADAR - Radar assistance is available in emergencies.

VHF/UHF DIRECTION FINDING EQUIPMENT

VHF/UHF Direction Finding (DF) equipment installed at Canadian Forces ATC Units is authorized as a navigational aid for Canadian Forces aircraft operating under VFR or IFR. Service provided includes homing, check steers and bearings and emergency approach procedures.

MILITARY ADIZ - ICELAND

APPLICATION: All US military aircraft

FLIGHT PLANNING: File DVFR or IFR when the flight penetrates or operates within the Iceland Military ADIZ. Pilots departing on DVFR flight plans from joint use airports will append the initial call up to the appropriate civil authority with the phrase "DVFR to (destination)".

NOTE: Airfile will not be submitted for flights penetrating or operating within the Iceland Military ADIZ. However, changes may be initiated en route if the flight has continued IFR or DVFR to the point of change.

REPORTING: Prior to entering or operating in the ADIZ, report time, position and altitude at last reporting point along path and ETA next reporting point, or estimate time, position and altitude of penetration no sooner than 30 nor later than 15 minutes prior to penetration. Make position reports at least once an hour within ADIZ or as required, use established reporting points when practicable.

TOLERANCES:

TIME – Plus or minus 5 minutes.
DISTANCE – 20NM from centreline of proposed route if entering or operating within Military ADIZ.

ALTITUDE DEVIATION – None, unless an amended ATC clearance is obtained, or, if operating where no ATC clearance is required, prior notice is given to an appropriate facility, except that in this case normal descent may be initiated a reasonable distance from the intended destination.

REVISIONS: Transmit corrected information to an appropriate facility immediately it becomes apparent that the flight plan cannot be adhered to.

EMERGENCY PROCEDURES: If deviation from current flight plan becomes necessary, report this as soon as practicable to Military Flight Service and/or the appropriate Icelandic facility. Flight plans will not be submitted or changed in flight to provide initial entry into the ADIZ except in an emergency.

AIR REFUELING ROUTES IN CANADIAN AIRSPACE

The DND/DOT/DoD have established air refueling (AR) tracks and air traffic control procedures for use in Canadian airspace. The ARs are described below. For additional information, contact 1 Canadian Air Division. Attention: SO ASR.

AIR REFUELING ROUTES IN CANADIAN AIRSPACE

NUMBER	ARIP	ARCP	NAVIGATION CHECK POINTS	EXIT	CR PLAN *	REFUELING ALTITUDES	SCHEDULING UNIT	ASSIGNED ACC
AR-020 (NE)	N42 56 43 W67 30 29 250/82	N43 49 30 W66 04 59	N44 55 23 W63 24 07 YHZ	N46 09 12 W60 03 23	A 341.75 B 349.7 C 2-1-1 D 5/1 E 62/125 *Note 1*	15,000 - FL280	EADS/DOAS/ROME, NY DSN 587-6247 Tel 315-334-6247 eads.doas.omb@ang.af.mil	Boston 269.3 133.45 Moncton 368.5 123.9
AR-020 (SW)	N46 53 23 W57 53 27 086/100	N46 09 12 W60 03 23	N44 55 23 W63 24 07 YHZ	N43 49 30 W66 04 59	A 341.75 B 349.7 C 2-1-1 D 5/1 E 62/125 *Note 1*	15,000 - FL280 *Note 2*		Gander 294.5/133.9(W/B) 247.0/133.55(E/B) Moncton 266.3 118.6
AR-62 (E)	N54 40 00 W70 51 00	N55 00 00 W68 41 00	N55 23 00 W65 43 00	N55 50 00 W60 51 00 YYR VOR/DME 017/152	A 242.05 B 243.45 C 5-1-0 D 3/1 E 51/114	FL210 thru FL280		GANDER FIR/ MONTREAL FIR ARCP: Montreal 132.9 EXIT: Gander 135.4
AR-62 (W)	N55 50 00 W60 51 00 YYR VOR/DME 017/152	N55 38 00 W63 10 00	N55 23 00 W65 43 00	N54 40 00 W70 51 00	A 242.05 B 243.45 C 5-1-0 D 3/1 E 51/114	FL210 thru FL280		GANDER FIR/ MONTREAL FIR ARCP: Gander 135.4 EXIT: Montreal 132.9

AIR REFUELING ROUTES IN CANADIAN AIRSPACE (Cont'd)

NUMBER	ARIP	ARCP	NAVIGATION CHECK POINTS	EXIT	CR PLAN *	REFUELING ALTITUDES	SCHEDULING UNIT	ASSIGNED ACC
AR-128 (East)	N52 00 00 W94 30 00 YRL334062	N52 48 00 W92 03 00 YRL031122		N55 00 00 W84 30 00 YMO342263	A 235.1 B 306.7 C D E 52/115	FL220 thru 280 Note 3	128 ARW/OSO/Milwaukee, WI DSN 580-8470 Tel: 414-944-8470 DSN 580-8475 Tel: 414-944-8475 usaf.wi.128-og.list.oso@mail.mil via IFR procedures Specialist, Winnipeg ACC Office 204-984-0969, 204-983-8561 wpgaccuos@navcanada.ca or Shift Manager 204-983-8338 24 PN	Winnipeg 135.32
AR-128 (West)	N55 00 00 W84 30 00 YMO342263	N54 16 00 W87 05 00 YMO323296		N52 00 00 W94 30 00 YRL334062	A 235.1 B 306.7 C D E 52/115	FL220 thru 280 Note 3		Winnipeg 133.95
Minaki (West-High	N49 46.2 W86 59.1 YGQ VOR/DME			N51 04.3 W93 45.7 YRL VOR/DME	A 268.2 B 289.1	FL230 - FL280	435 Squadron and/or 437 Squadron via IFR Procedures Specialist, Office: 204-984-0969, Cell: 204-297-7100 or 204-983-8561, wpgaccuos@navcanada.ca and; Winnipeg ACC Shift Manager (204-983-8338); 24 PN	WINNIPEG ACC
Minaki (West-Low)	N49 46.2 W86 59.1 YGQ VOR/DME			N51 04.3 W93 45.7 YRL VOR/DME	A 268.2 B 289.1	FL150 - FL200		WINNIPEG ACC

AIR REFUELING ROUTES IN CANADIAN AIRSPACE (Cont'd)

NUMBER	ARIP	ARCP	NAVIGATION CHECK POINTS	EXIT	CR PLAN *	REFUELING ALTITUDES	SCHEDULING UNIT	ASSIGNED ACC
Minaki (East-High)	N51 04.3 W93 45.7 YRL VOR/DME			N49 46.2 W86 59.1 YGQ VOR/DME	A 268.2 B 289.1	FL230 - FL280	435 Squadron and/or 437 Squadron via IFR Procedures Specialist, Office: 204-984-0969, Cell: 204-297-7100 or 204-983-8561, wpgaccuos@navcanada.ca and; Winnipeg ACC Shift Manager (204-983-8338); 24 PN	WINNIPEG ACC
Minaki (East-Low)	N51 04.3 W93 45.7 YRL VOR/DME			N49 46.2 W86 59.1 YGQ VOR/DME	A 268.2 B 289.1	FL150 - FL200		WINNIPEG ACC
Petro North (West-High)	N51 02.0 W79 30.0 SUMAB			N53 58.42 W101 06.0 YQD DME	A 268.2 B 289.1	FL240 - FL280	435 Squadron and/or 437 Squadron via IFR Procedures Specialist, Office: 204-984-0969, Cell: 204-297-7100 or 204-983-8561, wpgaccuos@navcanada.ca and; Winnipeg ACC Shift Manager (204-983-8338); 24 PN	WINNIPEG ACC
Petro North (West-Low)	N51 02.0 W79 30.0 SUMAB			N53 58.42 W101 06.0 YQD DME	A 268.2 B 289.1	FL180 - FL240		WINNIPEG ACC

[redacted]

AIR REFUELING ROUTES IN CANADIAN AIRSPACE (Cont'd)

NUMBER	ARIP	ARCP	NAVIGATION CHECK POINTS	EXIT	CR PLAN *	REFUELING ALTITUDES	SCHEDULING UNIT	ASSIGNED ACC
Petro North (East-High)	N53 58.42 W101 06.0 YQD DME			N51 02.0 W79 30.0 SUMAB	A 268.2 B 289.1	FL240 - FL280	435 Squadron and/or 437 Squadron via IFR Procedures Specialist, Office: 204-984-0969, Cell: 204-297-7100 or 204-983-8561, wpgaccuos@navcanada.ca and; Winnipeg ACC Shift Manager (204-983-8338); 24 PN	WINNIPEG ACC
Petro North (East-Low)	N53 58.42 W101 06.0 YQD DME			N51 02.0 W79 30.0 SUMAB	A 268.2 B 289.1	FL180 - FL240		WINNIPEG ACC

REMARKS:
AR-62 (E) & AR-62 (W): Track comes within 12NM of CYA732 (controlled by Goose Bay) Primary means of scheduling track reservation requests is email to: doas@neads.ang.af.mil. Transatlantic fighter crossings will still require altitude reservations.
Petro North: Airspace Reservation Area is 30NM wide x 808NM long. (15NM either side of track).
Minaki: Airspace Reservation Area is 30NM wide x 271NM long. (15NM either side of track).
Note 1: Alternate Primary freq: 305.5. Alternate Backup freq: 265.65
Note 2: AR20 (SW) REFUELING ALTITUDES: btwn FL230 and FL250, or btwn FL260 and FL280
Note 3: AR128 - A 3000' block altitude is approved subject to direction of flight; e.g. eastbound FL250B270 // westbound could be FL220B240 / etc.
***CR PLAN: A – Primary UHF, B- Backup UHF, C- APN69/134/135 settings, D- APX 78/Encode/decode settings, E- TACAN channels Receiver/Tanker**

CANADIAN MILITARY AERONAUTICAL COMMUNICATIONS SYSTEM (MACS)

This service is provided for non-tactical air-ground communications and may be used for position reporting, weather information and search and rescue. MACS aeronautical stations have point-to-point relay capability which is also supported for message traffic by a teletype. Therefore, position reports and messages destined for any location may be relayed through any MACS station.

PHONE PATCH – Facilities are available at each MACS aeronautical station to provide official phone patch service in accordance with existing communication instructions. In addition to normal telephone lines, MACS Edmonton, Trenton and St John's have the capability of patching into GP CSN/AUTOVON. THIS FACILITY IS INSECURE. CLASSIFIED MATTERS SHALL NOT BE DISCUSSED.

TRENTON AUTOMATED HOURLY BROADCAST SCHEDULE						
TRANSMIT FREQUENCY & SCHEDULE	Time H+00 to H+10	Broadcast Elements No Broadcast (Reserved for live transmission by DND personnel)	BROADCAST CONTENTS EACH HOUR QAM = ACTUALS and QFZ = FORECASTS			
Trenton Military 15034 kHz 1000Z-0000Z 6754 kHz 2300Z-1100Z Initial MACS Contact Freq 11232 kHz and 9007 kHz	H+10 to H+15	YAW Shearwater YZX Greenwood YQX Gander YHZ Halifax	H+30 to H+35	LDZA Zagreb LDSP Split LIPY Ancona BGTL Pituffik	H+50 to H+55	YYC Calgary YOD Cold Lake
	H+15 to H+20	YBG Bagotville YTR Trenton YOW Ottawa YYZ Toronto	H+35 to H+40	EINN Shannon EGPK Prestwick BIKF Keflavik LPLA Lajes	H+55 to H+60	YVR Vancouver YXX Abbotsford
	H+20 to H+25	YYC Calgary YOD Cold Lake YWG Winnipeg	H+40 to H+45	AW Shearwater YZX Greenwood YQX Gander YHZ Halifax		
	H+25 to H+30	YQQ Comox YVR Vancouver YXX Abbotsford	H+45 to H+50	YBG Bagotville YTR Trenton YOW Ottawa YYZ Toronto		

NOTE: In the eventuality of the automated broadcast system failure, voice broadcast will be initiated. (See voice weather broadcast schedule below for timings and locations.)

[redacted]

VOICE WEATHER BROADCAST SCHEDULE		
Trenton Military 15034 kHz 1000Z-0000Z 6754 kHz 2300Z-1100Z Initial MACS Contact Freq 11232 kHz and 9007 kHz	H+20 to H+40 SSB Voice only	YQX Gander YHZ Halifax YAW Shearwater YZX Greenwood YBG Bagotville YTR Trenton YOW Ottawa YYZ Toronto/Lester B. Pearson Intl YWG Winnipeg YOD Cold Lake YQQ Comox YXX Abbotsford

CANADIAN MILITARY AERONAUTICAL COMMUNICATION SYSTEM (MACS)

EDMONTON
Remoted to Trenton
Voice Call – TRENTON MILITARY
Initial MACS Contact Frequency – 11271 kHz and 8989 kHz
FREQUENCIES USB Voice 3047 3092 4703 5717 6706 6745 *6754 8989 9007 11232 11265 11271 13257 15031 *15034 17994 18012 23250

TRENTON
Voice Call – TRENTON MILITARY
Initial MACS Contact Frequency – 11232 kHz and 9007 kHz
FREQUENCIES USB Voice 3047 3092 4703 5717 6706 6745 *6754 8989 9007 11232 11265 11271 13257 15031 *15034 17994 18012 23250
*Exclusive Weather Broadcast Frequency – Not monitored

ST. JOHN'S
Voice Call – Remoted to Trenton
Voice Call – TRENTON MILITARY
Initial contact frequencies – 11232 kHz and 9007 kHz

SEARCH AND RESCUE – Rescue co-ordination centres in Victoria, Trenton, and Halifax have the capability of communicating on any AEM (OR) SSB frequency by utilizing phone patch facilities through their connected communication facilities.

NOTE: During SAR operations, only those stations actively engaged in these operations will make use of 5717 kHz. Aircraft other than those participating in SAR operations will be instructed to change to another MACS frequency.

MACS TELEPHONE/FACSIMILE NUMBERS

MACS STATION	TELEPHONE
Edmonton AB	(403) 472-2531
Trenton ON	(613) 392-5238/392-2811-8800
Trenton ON (Facsimile)	(613) 392-4791
Trenton ON (CSN)	(319) 827-8800

PILOT TO METRO SERVICE

Pilots are to make maximum use of PMSV to obtain the latest weather reports and forecasts.

Aerodrome	METRO Frequency
Alert, NU	344.6 MHz
Bagotville, QC	344.6 MHz
Cold Lake, AB	344.6 MHz
Edmonton Namao, AB	344.6 MHz
Greenwood, NS	344.6 MHz
Goose Bay, NL	344.6 MHz

Aerodrome (Cont'd)	METRO Frequency (Cont'd)
Moose Jaw, SK	344.6 MHz
Petawawa, ON	297.4 MHz
Trenton, ON	344.6 MHz
Eileson AFB, AK	346.6 MHz
Elmendorf AFB, AK	346.6 MHz
Honolulu, HI	346.6 MHz
Lajes AFB, Portugal	284.425 MHz
Pituffik Space Base, Greenland	131.1 MHz

FLIGHT DATA AND PROCEDURES - UNITED STATES

(U.S. AIRSPACE) GENERAL

When planning flights into United States (U.S.) airspace, aircrew should be aware of the pertinent information contained in the U.S. DOD planning and information documents and publications. GPH 270, FIH, DOD Enroute Supplements and corresponding FLIPs should be consulted before flight.

IN-FLIGHT TECHNICAL ASSISTANCE

Military aircraft requiring in-flight emergency or technical assistance may avail themselves of the facilities listed below. Phone patch may be available through these agencies.

A. North American Aerospace Defence Command (NORAD)
Call sign: NORAD SECTOR freq: 364.2 MHz

B. Strategic Command (STRAT COMM)
Call sign: SKYBIRD freq: 311.0 MHz

C. Air Combat Command (ACC)
Call sign: GOLDEN freq: 381.3 MHz

D. Air Mobility Command (AMC)
Call sign: MAINSAIL freq: 11175 kHz

NOTE: For frequency listings, telephone numbers, and additional procedures world-wide, see DOD Flight Information Handbook (FIH).

USE OF RUNWAY CONDITION READING

U.S. Navy/U.S. Army use of Runway Conditions Readings (RCR), runway condition (braking action) at USAF bases and certain U.S. Navy and U.S. Army airfields is determined by the use of decelerometers. Runway condition at USAF bases is reported by ATC facilities in terms of runway condition reading (RCR). By comparing the RCR to a table in the applicable aircraft flight manual, USAF pilots can determine predicted landing ground roll distances. However, similar tables are not available in the NATOPS manuals for naval aircraft or in army aircraft handbooks. Accordingly, a table of equivalents is furnished to provide a convenient method of converting RCR to comparable braking action and predicted landing ground roll distances for use by Navy and Army pilots. Runway condition at U.S. Navy and U.S. Army airfields will be reported by air traffic controllers in terms of equivalent braking action as delineated in the following table. NOTE - Joint USAF/NASA test have proven RCR measurements invalid where the only form of moisture affecting the runway is water. Readings taken during such conditions will be reported as Wet Runway - WR. Measurements taken when water is present in ice or slush will be reported as RCR 12 or the measured decelerometer reading, whichever is lower.

Runway Condition Reading (RCR)	Equivalent Braking Action	Percent Increase in Landing Roll
02 to 05	Nil	100% or more
06 to 12	Poor	99% to 46%
13 to 18	Fair (Medium)	45% to 16%
19 to 25	Good	15% to 0%

Runway surface conditions and RCR readings as reported by base operation are appended to hourly aviation weather observations in coded form based on the following:

Wet Runway	WR
Slush on Runway	SLR
Loose Snow on Runway	LSR
Packed Snow on Runway	PSR
Ice on Runway	IR
Patchy conditions (ice, snow or water)	*P
Runway Sanded	SANDED

Asterisk code "P" will be used when the runway is less than fully covered by the coded RSC element. After patchy, a wet or dry report will be added to describe the portions of the runway not covered by ice, snow or slush. Examples:

Condition	**Code**
Pack snow on runway	PSR 15
Ice on runway - Decelerometer reading of 05.	
Condition patchy, runway sanded	IRO5P/SANDED

NOTE: The Air Force is conducting tests to determine the actual runway condition reading (RCR) of all USAF runways under wet runway conditions. As the tests are completed, the information will be included within the Aerodrome/Facility Remarks for each base.

The following conversion table from CRFI to RCR is provided for military operators operating in Canada whose aircraft operating instructions refer to RCR values.

CRFI	RCR	CRFI	RCR	CRFI	RCR
.2	3.6	.45	11.0	.6	17.0
.25	5.5	.5	13.0	.7	19.0
.3	7.5	.55	15.0	.75	20.5
.4	9.5				

BRAKING COEFFICIENT AND CONVERSION TABLE

GROUND VEHICLE FRICTION CORRELATION CHART Nominal Test Speed, 65 Km/h (40 mph)[9]										
	GROUND VEHICLE READING									
BRAKING ACTION LEVEL	RCR[1]	DECEL METERS[2]	CRFI[3]	MU-METER	SURFACE FRICTION TESTER[4]	RUNWAY FRICTION TESTER[5]	BV-11 SKIDDO-METER[4]	GRIP TESTER[6]	LOCKED WHEEL DEVICES[7]	ICAO INDEX[8]
GOOD	> 17	> 0.53	> 0.58	> 0.50	> 0.54	> 0.51	> 0.59	> 0.49	> 0.51	5
FAIR	12-17	0.37-0.53	0.40-0.58	0.35-0.50	0.38-0.54	0.35-0.51	0.42-0.59	0.34-0.49	0.37-0.51	3-4
POOR	6-11	0.17-0.36	0.20-0.39	0.15-0.34	0.18-0.37	0.18-0.34	0.21-0.41	0.16-0.33	0.18-0.36	2-3
NIL	≤ 5	≤ 0.16	≤ 0.17	≤ 0.14	≤ 0.16	≤ 0.15	≤ 0.19	≤ 0.14	≤ 0.15	1

NOTES:

1. RCR=Runway Condition Report=Decelerometer reading x 32
2. Decelerometers include Tapley, Bowmonk, and electronic recording decelerometer
3. CRFI=Canadian Friction Index
4. Measurements obtained with grooved aero tire inflated to 690 kPa (100 psi)
5. Measurements obtained with smooth ASTM 4 x 8.0 tire inflated to 210 kPa (30 psi)
6. Measurements obtained with smooth ASTM tire inflated to 140 kPa (20 psi)
7. ASTM E-274 skid trailer and E-503 diagonal-braked vehicle equipped with ASTM E-524 smooth test tires inflated to 170 kPa (24 psi)
8. ICAO=International Civil Aviation Organization
9. A wet runway produces a drop in friction with an increase in speed. If the runway has good texture, allowing the water to escape beneath the tire, then the friction value will be less affected by speed. Conversely, a poorly, textured surface will produce a larger drop in friction with increase in speed. Friction characteristics can be further reduced by poor drainage because of inadequate slopes or depressions in the runway surface.

NAVY/MARINE CORPS AIRFIELD CATEGORIES

Cat A Afld - Supports IFR operations, with authorized PAR approaches less than 100´ HAT, 1/4 mile visibility or 1200´ RVR.

Cat B Afld - Supports IFR operations, with authorized PAR approaches less than 200´ HAT, 1/2 mile visibility or 2400´ RVR - but not less than 100´ HAT, 1/4 mile visibility or 1200´ RVR.

Cat C Afld - Supports IFR operations, with authorized PAR approaches to not less than 200´ HAT, 1/2 mile visibility or 2400´ RVR.

Cat D Afld - All other airfields supporting IFR operations.

U.S. COAST GUARD SHORE RADIO STATIONS MAINTAINING WATCH ON 8364 kHz

The following Coast Guard radio stations listen on the 8 MHz ship radio telegraph calling band 8354-8374 kHz of which 8364 kHz is the centre frequency. Stations receiving a call in the 8 MHz band will normally reply on the frequencies indicated.

	Activity Call	
Boston	NMF	8465
San Francisco	NMC	
Ketchikan	NMJ	8728

MILITARY AIRCRAFT ACCIDENT/INCIDENT REPORTING PROCEDURES

OCCURENCE	ACTION BY
	Unit of Occurence or Aircraft Captain or Senior Survivor
AIR/GROUND ACCIDENTS OF A AND B CATEGORY and/or FATAL, VERY SERIOUS OR SERIOUS INJURY and/or MISSING AIRCRAFT MISSING PERSON(S)	Notify the unit of ownership by fastest possible means. If impractical, phone the Canadian Forces Integrated Command Centre (CFICC) (1-613-998-4136). Inform the CFICC duty watch officer of the nature of the call and give all available information in format below. The CFICC will record this information and subsequently disseminate to DFS who will inform appropriate authorities concerning foreign military aircraft in Canada. If outside North America or Europe, notify the nearest Canadian diplomatic or Foreign Liaison Staff. If a fatality is involved, notify the local coroner and Attorney General of Province.
SIGNIFICANT EVENT (An aircraft event involving either prominent persons, or circumstances likely to create public interest.)	Telephone report to the CFICC (1-613-998-4136) followed by an Aircraft Occurrence Report in the format below.
AIR/GROUND ACCIDENTS/INCIDENTS	Notify the unit of ownership by fastest possible means. If impractical, telephone the CFICC: (1-613-998-4136). Collect calls accepted.

CATEGORIES OF DAMAGE:

These definitions will determine the type of report.

	ACCIDENTS
A CATEGORY	The aircraft is destroyed, declared missing or damaged beyond economical repair.
B CATEGORY	The aircraft must be shipped, not flown under its own power, to a contractor or depot level facility for repair.

MILITARY AIRCRAFT ACCIDENT/INCIDENT REPORTING PROCEDURES (Cont'd)

C CATEGORY The aircraft sustains damage to a major component requiring repair beyond field level resources including those occurrences where:

(1) the aircraft must be flown to a contractor or depot level facility for repair;

(2) the damaged major component is shipped to a contractor or depot level facility for repair;

(3) the repair is carried out by a mobile repair party from depot level or contractor; or

(4) the major component is damaged beyond economical repair.

INCIDENTS

D CATEGORY Damage to any component that is repaired within field level resources. Note that because powerplants are not classed as major components, any powerplant damage shall be classified in this category regardless of the repair level.

E CATEGORY The aircraft (including powerplant) has no damage, but accident potential exists.

ACCIDENT/INCIDENT REPORT FORMAT:

Send to: COMMAND OF OCCURRENCE
COMMAND OF OWNERSHIP
UNIT OF OWNERSHIP

info copy to: NDHQ OTTAWA
LOGCON OTTAWA
DCIEM TORONTO (all accidents and incidents with aeromedical aspects)

Subject: AIR ACCIDENT/INCIDENT; or AIRCRAFT GROUND ACCIDENT/INCIDENT
(Add ARMAMENT IMPLICATIONS if appropriate)

1. Injury classification – Green (no injury)
   – Yellow (minor injury)
   – Red (major injury)
   – Black (fatal)
   – Grey (missing)
2. Aircraft type, registration number, and engine serial number if applicable.
3. Unit and Command to which aircraft belongs.
4. Geographic location of occurrence. Give specific position only in case of actual crash site. For other occurrences a general description is sufficient (local area etc.)
5. Category of Damage.
6. Person(s) involved - SIN, (include rank and name only for accidents), how to contact (when means of communication not obvious).
7. Type of flight (Training, Ferry, Testing, Display, etc, or N/A).
8. Description of occurrence. To include significant weather, property damage and armament factors if applicable.
9. What further reporting is planned? – none, Supplementary Report, CF210, Board of Inquiry. Note that if the answer is "none", the information required in the SR must be appended to the initial report (GA-135 refers).
10. Recommended immediate corrective action.
11. Casualties – name and nature of injury (minor injury, serious injury, very serious injury, killed, missing).

MILITARY AIRCRAFT ACCIDENT/INCIDENT REPORTING PROCEDURES (Cont'd)

12. Barrier engagement:
    (a) speed and weight at engagement;
    (b) position and angle of engagement from runway centreline;
    (c) use of brakes at engagement?
    (d) chute used?
    (e) runout distance;
    (f) successful or unsuccessful - explain;
    (g) reason for engagement;
    (h) damage to arresting system;
    (i) elapsed time until arresting system available for re-use;
    (j) aircraft damage caused by engagement.

NEAR-MISS REPORTING PROCEDURES

NON-MILITARY PILOTS

Pilots experiencing a near-miss with military (DND) aircraft should report these occurrences to DND Attn: 1 CAD ICP at (204) 833-2500 Ext 5512 or Fax at (204) 833-2717.

NORTH ATLANTIC AND ALASKA AIR/GROUND COMMUNICATION FREQUENCIES

ANCHORAGE CENTRE

Annette Island **(a)**	118.5	**118.5**	284.6	**284.6**				
Barter Island **(a)**	120.6	**120.6**						
Big Delta	135.3	**135.3**	322.5	**322.5**				
Biorka Island **(b)**	126.6**(c)**	**126.6**	335.5**(c)**	**335.5**				
Fort Yukon	132.7	**132.7**	135.0	**135.0**	284.7	**284.7**	370.1	**370.1**
Gulkana **(a)**	119.5	**119.5**	127.9	**127.9**	317.5	**317.5**	360.8	**360.8**
Gustavus	133.2	**133.2**	357.6	**357.6**				
Lena Point (Juneau) **(a)**	133.9	**133.9**						
Level Island	118.0	**118.0**						
McGrath **(a)**	128.1	**128.1**	353.8	**353.8**				
Middleton Island **(b)**	133.6	**133.6**	269.4	**269.4**				
Murphy Dome **(d) (e)**	120.9	**120.9**	133.1	**133.1**	285.4	**285.4**	319.2	**319.2**
Talkeetna	119.6	**119.6**	254.3	**254.3**				
Yakutat **(a)**	119.0	**119.0**	263.1	**263.1**				

Remarks - Enroute radar NO NOTAM maint period 1230-1530Z‡ Sat, Sun & Mon; additionally, Deadhorse area enroute radar NO NOTAM maint period 15-17Z Sat & Sun, Murphy Dome (Fairbanks area) enroute radar NO NOTAM maint period 0230-0630Z‡ Sun, Middleton Island area enroute radar NO NOTAM maint period 12-14Z‡ Sun, King Salmon area enroute radar NO NOTAM maint period 21-23Z‡ dly and Fairbanks terminal radar alpha-numerics NO NOTAM maint period 16-17Z‡ Wed. **(a)** Radar not avbl. Secondary Radar only. **(b)** Secondary Radar only. **(c)** Unusable 050°M-110°M beyond 30NM below 7000'. **(d)** Primary radar. **(e)** Fairbanks & Kenai area enroute radar are severely restricted in its capability to display primary radar targets at the controllers position. Their traffic advisories may not be issued depending on whether or not the system is displaying a target on Non-Transponder equipped acft. For more specific data relating to target deficiencies in ATC Radar systems refer to FAA AIM 4-5-1. Primary/secondary radar 150NM radius Fairbanks VOR unavailable 1230-1530Z‡ Sat & Mon, and 0430-0830Z‡ Sun.

FREDERIKSHAAB GNLD

A/G: 118.1 5526 Opr by Godthab Rdo.

GROENNEDAL GNLD

A/G: 118.1 5526 (3023.5 SAR) For internal VFR flts only, O/R. Avbl for flts to/from Groennedal. Avbl for vital flts (SAR, ambulance). Avbl on 1 hour prior ntc to BGJHYS for assisting Julianehaab on 5526 kHz.

NORTH ATLANTIC AND ALASKA AIR/GROUND COMMUNICATION FREQUENCIES (Cont'd)

HOLSTEINSBORG GNLD

A/G: 118.1 Opr by Sisimiut Airport 5526 Opr by Nuuk Rdo.

JULIANEHAAB GNLD

118.1 opr 09-01Z O/T PPR no later than 21Z the preceding day.

5526 SVC area includes Nonssonssuaq.

LAJES FIELD PORTUGAL

USAF Global HF Station

A/G: Voice call Lajes

SSB: 15016 H24

UHF: 349.4 shared with AMC Comd Post & PTD

Remarks - Primary guard Santa Maria Oceanic CTA/FIR. Coded message bcst H + 24. Capsule bcst H + 05 & H + 35. PMSV : Lajes Metro avbl thru phone patch. Svc avbl: a) Phone patch, b) RTTY (clear/secure), c) HF-DF assist, d) Autod in access, e) ICAO TTY, f) Flt follow, g) AM svc avbl O/R. AUTOVON 895-3490. AUTOVON CONUS access 725-1410 Ext 7101 EUROPEAN access 246-1110 Ext 7101.

NEW YORK NY

A/G:	North Atlantic Family A-	129.9 **(a)** 3016 5598 8906 13306 17946 21964
	North Atlantic Family E-	129.9 **(a)** 2962 6628 8825 11309 13354 17952
	Caribbean Family A-	130.7 **(a)** 2287 5550 6577 8846 8918 11396 13297 17907

Remarks - (a) Local and extended range.

PITUFFIK SPACE BASE GNLD

USAF HF/SSB Global Station

A/G: Voice call sign Thule

SSB: H24 Apr-Sep 8992 11175 13200 15016 (H24 oct-mar 4724 6739 8992 11175)

UHF: 243.0

VHF: 121.5

Remarks - CONUS DSN 259-9000 or 730-1530. Worldwide phone patch capable. Direct ATC Hotline to Reykjavik OAC and Edmonton ARTCC. Svc avbl: 1. HD/DF Assist. 2. Worldwide phone patch. 3. Discrete freq svc. 4. PMSV svc via phone patch.

PRINS CHRISTIAN SUND GNLD

A/G:	127.9 To be used for comm with the following ACC's dur periods of poor propagation cond: Gander, Goose, Reykjavik & Sondrestrom. Remote from Gander call "Gander Radio". Opr by Gander Rdo serving ACC Gander.

SAN FRANCISCO CA

A/G: For aircraft using the Polar Routes, ARINC has a remote LDOCF voice site at Barrrow, Alaska, controlled from ARINC SFO Communications Centre. Although primarily for company type communications, ATC communications can be passed to and from Anchorage Centre under unusual or emergency situations. Site is available for Phone Patches and Radio Operator delivered message traffic. Barrow LDOCF frequencies are: 3494 6640 11342 13348 17925 21964.

SUKKERTOPPEN GNLD

A/G: 118.1 5526 opr by Godthab rdo

UPERNAVIK GNLD

A/G: 121.3 4745.5 opr 11-19Z closed 15-17Z Nov 1-Mar 31. for internal flights only.

EMERGENCY

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TRANSPONDER OPERATION

A transponder may, at any time, be adjusted to reply to

(a) Code 7600, to indicate a communication failure;
(b) Code 7700, to indicate an in-flight emergency; or
(c) Code 7500, to indicate hijacking of the aircraft. (see unlawful interference)

UNLAWFUL INTERFERENCE (HIJACK)

Selection of the code activates an alarm system and points out the aircraft on radar displays. If the controller doubts that an aircraft is being hijacked (as could occur when a code change was requested and the hijack code appears rather than the assigned code), the controller will say, CONFIRM SQUAWK SEVEN FIVE ZERO ZERO. If the pilot answers yes, the controller will alert the ATC system. If the pilot replies no, the controller will re-assign the proper code. If the pilot does not reply, the controller will take this as confirmation that the use of Code 7500 is intentional. If after using Code 7500 an aircraft changes to Code 7700, or transmits a message including the phrase TRANSPONDER SEVEN SEVEN ZERO ZERO, it indicates that the aircraft is threatened by grave and imminent danger and requires immediate assistance.

TRAFFIC CONTROL LIGHT SIGNALS

Pilots without radio equipment should observe the tower for light signals. Acknowledge signals in the daytime by movement of ailerons or rudder on the ground and by rocking wings in the air. Acknowledge signals at night by flashing aircraft lights.

Color and Type of Signal	**On the Ground**	**In Flight**
STEADY GREEN	Clear for take-off	Cleared to land
FLASHING GREEN	Cleared to Taxi	Return to landing (to be followed by steady green at proper time)
STEADY RED	Stop	Give way to other aircraft and continue circling
FLASHING RED	Taxi clear of landing area (runway) in use	Airport unsafe-do not land
FLASHING WHITE	Return to starting point on airport	
RED PYROTECHNICAL LIGHT		Not withstanding any previous instructions. Do not land for the time being.
Projectiles at 10 sec intervals which burst into red and green lights or stars		Means: "You are in the vicinity of a prohibited, danger or restricted area, alter course".

FUEL DUMPING

GENERAL

Whenever it is necessary to jettison fuel, the pilot should immediately notify ATC and provide information such as the course to be flown, the period of time and weather conditions. ATC may suggest an alternate area where fuel should be dumped; aircraft will be encouraged to dump fuel on a constant heading over unpopulated areas and clear of heavy traffic. When necessary information has been obtained, ATC will broadcast on appropriate frequencies a "fuel dumping advisory". Pilots should advise ATC immediately when fuel dumping has been completed. Environmental regulatory authorities must be notified of fuel jettisoning events.

MIL: Reporting shall be in accordance with 1 CAD HQ Uniform Spill Reporting Protocol. For detailed description of Aircraft Fuel Jettisoning, see B-GA-100-001/AA-000, Book 1 - Flight Rules, Chapter 6.

MINIMIZING FUEL JETTISONING

No person shall jettison fuel from an aircraft in flight unless all appropriate measures are taken to minimize the danger to human life and the environment. Fuel jettisoning shall only take place when necessary to ensure aviation safety insofar as:

(a) It is necessary to do so to achieve safe flying or landing conditions; or
(b) It is necessary to verify aircraft serviceability by conducting maintenance flight tests.

MINIMIZING THE IMPACT OF FUEL JETTISONING

Surface level impacts from fuel jettisoning are primarily dependent on the amount and type of fuel jettisoned, the altitude at which the jettisoning occurs, the location of jettisoning and the climatic conditions. In all cases, fuel jettisoning shall:

(a) Be limited to the minimum amount necessary to ensure safe flight and landing conditions or to verify aircraft serviceability;
(b) Unless emergency conditions dictate otherwise, be conducted at an altitude that will reduce to a minimum the amount of fuel reaching the ground. In non emergency conditions, 5000 feet AGL shall be used as a minimum altitude; and
(c) Unless emergency conditions dictate otherwise, be conducted in designated areas.

SEARCH AND RESCUE

REQUEST FOR SEARCH AND RESCUE SERVICES

As soon as information is received that an aircraft is overdue, operators or owners should immediately alert the nearest JRCC or any ATS unit, giving all known details. The alerting call should not be delayed until after a small-scale private search. Such a delay could deprive those in need of urgent assistance at a time when it is most needed.

VICTORIA

(serving British Columbia and the Yukon)

Joint Rescue Coordination Centre Victoria

Tel.: 1-800-567-5111 (within region)

250-413-8933

#SAR or #727 (toll-free cellular)

TRENTON

(serving Alberta, Manitoba, Northwest Territories, western Nunavut, Ontario, western Quebec, Saskatchewan)

Joint Rescue Coordination Centre Trenton

Tel.: 1-800-267-7270 (within Canada)

613-965-3870

HALIFAX

(serving New Brunswick, Newfoundland and Labrador, Nova Scotia, eastern Nunavut, Prince Edward Island, eastern Quebec)

Joint Rescue Coordination Centre Halifax

Tel.: 1-800-565-1582 (within region)

902-427-8200

All JRCCs will accept collect telephone calls dealing with missing or overdue aircraft.

RECOMMENDED PROCEDURES TO ASSIST IN SEARCH

The flight plan and flight itinerary are the primary sources of information for SAR operations. Therefore, proper flight planning procedures must be followed and the filed routes adhered to in order to ensure early detection and rescue. It is therefore critical to the safety of the pilots to advise ATS of any en route change or deviation as soon as practicable.

Refer to TC AIM RAC for details relating to filing and closing various plans or itineraries.



SEARCH AND RESCUE (Cont'd)

IF YOU CRASH LAND

EMERGENCY LOCATOR TRANSMITTER (ELT):

ELTs are required for most general aviation aircraft (see CAR 605.38). They operate on a primary frequency of 121.5 MHz, 243 MHz, or 406 MHz, and help search crews locate downed aircraft and rescue survivors.

When activated, ELTs emit a signal that is detected by the international satellite system for search and rescue, COSPAS-SARSAT. Position information is calculated and relayed to the appropriate JRCC for action. The 121.5 MHz signal common to all ELTs also produces a distinctive siren-like tone that can be heard on a radio receiver tuned to this frequency. This signal helps incoming SAR responders pinpoint an aircraft's position. During routine operations, hearing a 121.5 MHz signal also alerts pilots to the inadvertent activation of their ELT. The frequency should therefore be monitored briefly after each flight.

Properly maintained ELTs with serviceable batteries should provide continuous operation for a minimum of 24 hr at a wide range of temperatures. Batteries that remain in service beyond their recommended life may not provide sufficient power to produce a usable signal. ELTs that contain outdated batteries are not considered to be serviceable.

All ELTs currently operating on 406, 121.5 and/or 243 MHz can be detected by COSPAS-SARSAT satellites. However, **it is vital to note that effective February 1, 2009, COSPAS-SARSAT satellites will only detect 406 MHz ELT signals**. After that date, a 406 MHz ELT will be required to ensure the COSPAS-SARSAT system is automatically notified in the event of an aircraft crash.

When to Activate (Emergency conditions):

The ELTs in general aviation aircraft contain a crash activation sensor, or G-switch, which is designed to detect the deceleration characteristics of a crash and automatically activate the transmitter. However, it is always safest to place the ELT function switch to "ON" as soon as possible after the crash, if practicable.

COSPAS-SARSAT satellites continually overfly Canada and will detect ELT signals within 90 min. In the case of aircraft equipped with a 406 MHz ELT, geostationary satellites (GEO) will detect the ELT within minutes, alerting the SAR system that there is an emergency, even while the final position is calculated.

Some military and commercial aircraft also monitor 121.5 MHz or 243 MHz and will notify ATS or SAR agencies of any ELT transmissions they hear.

In case of emergency, do not delay ELT activation until flight-planned times expire, as such delays will only delay rescue. Do not cycle the ELT through "OFF" and "ON" positions to preserve battery life, as irregular operation reduces localization accuracy and will hamper homing efforts. Once your ELT has been switched to "ON", do not switch it "OFF" until you have been positively located and directed to turn it off by the SAR forces.

If you have landed to wait out bad weather, or for some other non-emergency reason, and no emergency exists, do not activate your ELT. However, if the delay will extend beyond:

(a) flight plan-1 hr past ETA; or

(b) flight itinerary-the SAR time specified, or 24 hr after the duration of the flight, or the ETA specified;

your aircraft will be reported overdue, and a search will begin.

To avoid an unnecessary search, notify the nearest ATS unit of your changed flight plan or itinerary. If you cannot contact an ATS unit, attempt to contact another aircraft on one of the following frequencies in order to have that aircraft relay the information to ATS:

(a) 126.7 MHz;

(b) local VFR common frequency;

(c) local ACC IFR frequency listed in the CFS;

(d) 121.5 MHz; or

(e) HF 5680 kHz, if so equipped.

If you cannot contact anyone, a search will begin at the times mentioned above. At the appropriate time, switch your ELT to "ON", and leave it on until search crews locate you. Once located, use your aircraft radio on 121.5 MHz (turn ELT off if there is interference) to advise the SAR crew of your condition and intentions. ELTs and the COSPAS-SARSAT system work together to speed rescue. The ELT "calls for help." COSPAS-SARSAT hears that call, and promptly notifies SAR authorities, who then dispatch help. Delays in activating your ELT will delay your rescue.

SEARCH AND RESCUE (Cont'd)

Maximizing Your Emergency Signal:

If the ELT is a portable model with its own auxiliary antenna, and can be safely removed from the aircraft, it should be placed as high as possible on a level surface to reduce obstructions between it and the horizon. Raising an ELT from ground level to 2.44 m (8 ft) may increase the range by 20 to 40 percent. The antenna should be vertical to ensure optimum radiation of the signal. Placing the transmitter on a piece of metal, or even the wing of the aircraft, if it is level, will provide the reflectivity to extend transmission range. Holding the transmitter close to the body in cold weather will not significantly increase battery power output. As the body will absorb most of the signal energy, such action could reduce the effective range of the transmission.

If the ELT is permanently mounted in the aircraft, ensure that it has not been damaged and is still connected to the antenna. If it is safe to do so (i.e. no spilled fuel or fuel vapours), confirm the ELT's operation by selecting 121.5 MHz on the aircraft radio and listening for the audible siren-like tone.

Reminder: The search will be conducted to locate the aircraft. If the aircraft lands in an uninhabited area, stay with the aircraft and the ELT. The aircraft is easier to see than people are. If possible, have smoke, flares or signal fires ready to attract the attention of search crews who are homing to the ELT. Smoke, flares and signal fires should be sited with due regard for any spilled fuel resulting from the crash.

AIRCRAFT RADIOS

If your radio is serviceable, you can use it to send a distress message. Aircraft battery life will be limited so you will have to decide when to transmit. The choice will be between saving the radio until after your ELT has run down as compared to transmitting a MAYDAY regularly in expectation of a ground station or passing aircraft hearing the signal. Be prepared to transmit your MAYDAY blind, i.e. don't expect a reply. Also, if you know your position or approximate position, include it in the MAYDAY.

The frequency 121.5 MHz (VHF) and 243 MHz (UHF) are international voice distress frequencies, with 121.5 MHz monitored by many high-flying aircraft. If it is on, your ELT may interfere with a voice transmission on this frequency. Choose instead a working frequency that ground stations or passing aircraft are likely to monitor. In Canada, VFR aircraft are advised to monitor 126.7 MHz when operating en-route in uncontrolled airspace.

If you have an HF radio, it might be more effective than VHF or UHF. The HF's range of several thousand miles is much greater than the line-of-sight capability of VHF and UHF, and for this reason, is particularly useful in uninhabited and off-airways areas. The recommended HF frequency is 5680 KHz, a long-range communications channel monitored by many flight information centres for remote areas of Canada. The recommended time for voice distress signals is 15 and 45 minutes after each hour for 3 minutes' duration. Canada maintains two networks of direction-finding stations that can pinpoint the source of HF transmissions made anywhere in the country.

GROUND-TO-AIR SIGNALS

Even if no ELT or distress signal has been received, a visual search will commence at the time indicated in the flight plan or flight itinerary. The search in Canada will typically extend up to 15 NM on either side of the flight-planned route, starting from the aircraft's last known position and concluding just beyond its destination. In mountainous regions, the search area will be defined to best suit the terrain and route of flight.

Some searches may last at least 24 hr before rescue is accomplished. Make the accident site as conspicuous as possible. Searchers will be looking for anything out of the ordinary, and their eyes will be drawn to any unnatural feature on the ground. The aircraft has the best chance of being spotted if large portions of its wings and tail are painted in vivid colours. Keep the aircraft cleared of snow

As soon as possible after landing, and with due concern for spilled fuel or vapours, build a campfire. Collect a large pile of green material (e.g. tree boughs, fresh leaves, grasses) to quickly place on the fire should an aircraft be seen or heard. Three signal fires forming a triangle is the standard distress signal, but even one large smoky fire should attract the attention of searchers.

One of the best high-visibility items now available on the market is a cloth panel of brilliant fluorescent colour, often referred to as a "conspicuity panel." It is staked to the ground during the day and used as a highly effective ground signal. It can also be used as a lean-to shelter and can supply some warmth as a blanket. Other means of attracting attention are reflecting sunlight using signal mirrors or shiny pieces of metal during daylight; or using flashlights, headlamps, strobes, or even camera flashes during hours of darkness.

SEARCH AND RESCUE (Cont'd)

The following symbols are to be used to communicate with aircraft when an emergency exists. Symbols 1 to 5 are internationally accepted; 6 to 9 are for use in Canada only

TABLE 1

NO.	MESSAGE	CODE SYMBOL
1	Require assistance	V
2	Require medical assistance	X
3	No or negative	N
4	Yes or affirmative	Y
5	Proceeding in this direction	↑

TABLE 2

NO.	MESSAGE	CODE SYMBOL
6	All is well	LL
7	Require food and water	F
8	Require fuel and oil	L
9	Need repairs	W

NOTE:

– Use strips of fabric or parachutes, pieces of wood, stones or any other available material to make the symbols.

– Endeavour to provide as big a colour contrast as possible between the material used for the symbols and the background against which the symbols are exposed.

– Symbols should be at least 8 ft. in height or larger, if possible. Care should be taken to lay out symbols exactly as depicted to avoid confusion with other symbols.

– A space of 10 feet should separate the elements of symbol 6.

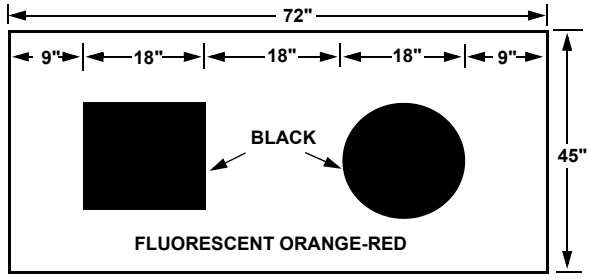
PROCEDURES WHEN SPOTTING SOMEONE IN DISTRESS

When a pilot observes an aircraft or surface craft in distress, he shall, if possible:

(a) keep the craft in sight until such time as his presence is no longer necessary;
(b) If his position is not known, attempt to establish it;
(c) report to the Rescue Co-ordination Centre or Air Traffic Control Unit the following information:
  – time of observation
  – position of craft
  – general description of scene
  – apparent physical condition of persons.

SMALL CRAFT DISTRESS SIGNALS

Small craft may display distress or urgency signals as shown below



SEARCH AND RESCUE (Cont'd)

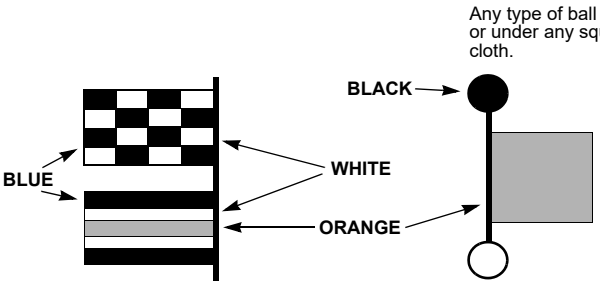
DIRECTIONS TO SHIPS:

Signals used by aircraft engaged in search and rescue operations to direct ships towards an aircraft, ship or person in distress.

(a) CIRCLE the vessel at least once.
(b) CROSS the vessel's projected course close AHEAD at low altitude while ROCKING the wings (see note).
(c) HEAD in the direction in which vessel is to be directed.
(d) When assistance of the vessel is no longer required, CROSS the vessel's wake close ASTERN at low altitude while ROCKING the wings (see note).

NOTE: Opening and closing the throttle or changing the propeller pitch may also be practiced as an alternative means of attracting attention to that of rocking wings. However, this form of sound signal may be less effective than the visual signal of rocking the wings owing to high noise level on board the vessel.

WATER CRAFT will normally change direction if able to comply. If unable to comply, it will hoist International flag "N" or give other visual signals. Crossing the stern of the boat at low altitude, opening and closing the throttle or changing the propeller pitch will indicate that the assistance of the boat is no longer required.



INTERNATIONAL FLAG "N" over "C"

AVOIDANCE OF SEARCH AND RESCUE AREAS

It has been reported that pilots of private and commercial aircraft, not under the control of the Canadian Forces during air searches, are seriously interfering with and jeopardizing the safety of aircraft engaged in search operations.

Such interference is occasioned by pilots flying unnecessarily through the search area, whose bounds have been established at the commencement of the search by a NOTAM, at heights below 2,000 feet above ground level.

In the interest of safety, and efficient search and rescue operations, pilots of aircraft not engaged in this activity are to avoid airspace in the area specified by NOTAM whenever possible. Extreme caution should be exercised whenever it is necessary to enter this airspace.

EMERGENCY RADAR ASSISTANCE

1. Emergency radar assistance is available on a 24 hour basis to identified aircraft within the limits of any Air Defense Identification Zone. The military radar system can at the discretion of the operator, provide the following services to aircraft; track, ground speed checks, position and bearing to the nearest airport or other designated points. Canadian military assistance provides bearing in degrees true. The radar assistance provided is advisory only and does not absolve the aircraft commander of the responsibility for safe navigation of the aircraft and compliance with air traffic control clearance or other required procedures.
2. Contact the Sector Air Operations Centre (SAOC) on frequencies 121.5 and 243.0. In the Domestic ADIZ, 364.2 is also available. Example: "Radar Assistance," aircraft call sign. Subsequent calls should address the specific ROCC answering the initial call.

EMERGENCY SURVEILLANCE RADAR APPROACHES:

Surveillance radar approaches will be provided by ATC, if:

(a) ATC radar coverage is adequate,
(b) no alternative method of approach is available, and
(c) the pilot declares an emergency and requests a radar approach.

NOTE: NAV CANADA radars are not flight-checked or commissioned for surveillance approaches, nor are NAV CANADA controllers specifically trained to conduct them.

EMERGENCY COMMUNICATIONS PROCEDURES

DEGREES OF EMERGENCY:

Type	Radio	R/T Signal	C/W Signal Usage
DISTRESS	MAYDAY	SOS	When you are threatened by serious and imminent danger and require immediate assistance, (ditching, crash landing, bailout, etc.). To give distress message for others unable to transmit. To relay a distress message. A distress message has priority over all other messages.
URGENCY	PAN PAN	XXX	When your situation requires urgent action, but is not actual distress (lost, fuel shortage, etc.). To report concerning the safety of an aircraft, ship or other vehicle or of some person on board or within sight. An urgency message has priority over all other messages except distress.

COMMUNICATION PROCEDURES:

(a) Switch on all automatic emergency equipment.
(b) Transmit appropriate distress call on A/G freq in use or on 121.5 followed by the distress message.

NOTE: 121.5 MHz may also be used to establish communications when the aircraft is not equipped with the published frequencies or when equipment failure precludes the use of normal channel.

Aircraft equipped with satellite voice communication equipment may call the appropriate Air Traffic Services Unit using the following short codes or public switched telephone network (PSTN) numbers:

Location	Short Code	PSTN Number
Gander Oceanic FIR	431603	1-709-651-5260
Gander Domestic FIR	431602	1-709-651-5297
Gander Radio	431613	1-709-651-5298
Moncton FIR	431604	1-506-867-8745
Montréal FIR	431605	1-514-633-3606
Toronto FIR	431606	1-905-405-8684
Winnipeg FIR	431608	1-204-837-9481
Edmonton FIR	431601	1-780-890-2775
Vancouver FIR	431607	1-604-507-7875

EMERGENCY COMMUNICATIONS PROCEDURES (Cont'd)

MESSAGE FORM:

1. (a) VOICE - MAYDAY, MAYDAY, MAYDAY, THIS IS, aircraft call sign (3 times).
   (b) CW - SOS, SOS, SOS, aircraft call sign (3 times).
2. TYPE OF AIRCRAFT.
3. POSITION OR ESTIMATED POSITION (state which) and TIME (when geographic coordinates are used, express latitude and longitude in "degrees and minutes".)
4. HEADING (state true or magnetic) AND INDICATED AIRSPEED.
5. ALTITUDE or FLIGHT LEVEL.
6. NATURE OF EMERGENCY.
7. PILOT'S INTENTIONS (bail out, ditching, crash landing, etc.).

CANCELLATION:

When the aircraft is no longer in distress, transmit a message cancelling the state of distress on the same frequency if possible, as was used for the distress call.

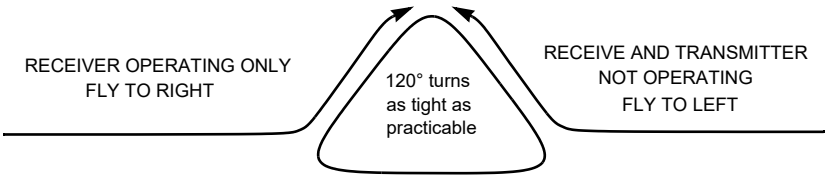
IFF/SIF/TRANSPONDER OPERATION

Emergency IFF Control Box - Select Emergency
SIF and Transponder - Mode A/3 Code 7700

Communication Failure Mode A/3 Code 7600

RADAR ALERTING MANOEUVRES:

1. When lost or in distress and unable to make radio contact, attempt to alert all available radar systems as follows:
   (a) activate IFF/SIF to EMERGENCY;
   (b) guard emergency frequencies;
   (c) fly two triangular patterns as depicted, resume course, repeat at 5 minute intervals.



TAS 300 Kts or less - fly TWO minute legs
TAS more than 300 Kts - fly ONE minute legs

2. If distressed aircraft is flying at night or in limited visibility, landing lights, navigation lights should be turned on to assist the interceptor.
3. If radar contact is established, a rescue aircraft will be dispatched for intercept.
4. Upon successful interception the interceptor and the distressed aircraft should attempt radio contact. If this is not possible, the following visual signals should be used.

NOTE: If flying at a low altitude an attempt should be made to climb, as the greater the altitude of the aircraft, the better chances of its being detected.

NOTE: For more detailed information on radar coverage see TC AIM SAR.

TWO WAY COMMUNICATIONS FAILURE

It is impossible to provide regulations and procedures applicable to all possible situations associated with two-way communications failure. During a communications failure when confronted by a situation not covered in the regulations, pilots are expected to exercise good judgement in whatever action they elect to take. The following procedures are the standard communications failure procedures. However, they may be superseded by specific procedures which take precedence. For example, some missed approach and SID procedures may have specific published communications failure procedures.

GENERAL: Unless otherwise authorized by ATC, the pilot-in-command of an aircraft that experiences a two-way communications failure when operating in or cleared to enter controlled airspace under IFR, or is operating in or cleared to enter Class B or C airspace under VFR shall:

1. if transponder equipped-select the transponder to reply to Mode A/3 code 7600 interrogations;
2. maintain a listening watch on appropriate frequencies for control messages or further clearances; acknowledge receipt of any such messages by any means available, including selective use of the normal/standby functions of transponders; and
3. attempt to contact any ATC facility or another aircraft and inform them of the difficulty and request they relay information to the ATC control facility with whom communications are intended.
4. NAV CANADA publishes the phone numbers of area control centres, control towers, flight information centres and flight service stations in the Canada Flight Supplement. In the event of an in-flight radio communications failure, and only after normal communications failure procedures have been followed (see TC AIM RAC), the pilot in command may attempt to contact the appropriate NAV CANADA air traffic services unit by means of a cellular telephone.

IFR FLIGHT PLAN

1. **Visual Meteorological Conditions:** If the failure occurs in visual meteorological conditions, or if visual meteorological conditions are encountered after the failure, the pilot-in-command shall continue the flight under VFR and land as soon as practicable.

NOTE: This procedure applies in any class of airspace. The primary purpose is to preclude extended IFR operation in controlled airspace in visual meteorological conditions. However, it is not intended that the requirement to "land as soon as ‘practicable' be construed to mean ‘land as soon as possible'". The pilot retains the prerogative of exercising his/her best judgement and is not required to land at an unauthorized airport, at an airport unsuitable for the type of aircraft flown, or to land only minutes short of destination.

2. **Instrument Meteorological Conditions:** If the failure occurs in instrument meteorological conditions, or if the flight cannot be continued under visual meteorological conditions, the pilot-in-command shall continue the flight according to the following:
   (a) **Route**
      (i) by the route assigned in the last ATC clearance received and acknowledged; or
      (ii) if being radar vectored, by the direct route from the point of communications failure to the fix, route, or airway specified in the vector clearance; or
      (iii) in the absence of an assigned route, by the route that ATC has advised may be expected in a further clearance; or
      (iv) in the absence of an assigned route or a route that ATC has advised may be expected in a further clearance, by the route filed in the flight plan.
   (b) **Altitude**
      At the HIGHEST of the following altitude or flight levels for the ROUTE SEGMENT BEING FLOWN:
      (i) the altitude(s) or flight level(s) assigned in the last ATC clearance received, and acknowledged; or
      (ii) STAR charted altitude(s) or flight level(s); or
      (iii) the minimum IFR altitude (see TC AIM, RAC for definition); or
      (iv) the altitude or flight level ATC has advised may be expected in a further clearance. (The pilot shall commence climb to this altitude/FL at the time or point specified by ATC to expect further clearance/altitude change.)

TWO WAY COMMUNICATIONS FAILURE (Cont'd)

Note 1: The intent of the above is that an aircraft which has experienced communications failure will, during any segment of a flight, be flown at an altitude that provides the required obstacle clearance.

Note 2: If the failure occurs while being vectored at a radar vectoring altitude which is lower than a published IFR altitude, then the pilot shall immediately climb to and maintain the appropriate minimum IFR altitude until arrival at the fix, route or airway specified in the clearance.

(c) **Descent for Approach**

(i) Route includes a STAR procedure

1. Maintain the appropriate altitude described in paragraph b. "Altitude"; and
2. Follow the transition for the arrival runway:
   - ATC has advised may be expected; or
   - Advertised on the ATIS;

Conventional STAR

Follow the lateral path of the procedure up to where radar vectors are depicted to commence; then execute a straight-in approach.

Closed PBN STAR

Follow the lateral path of the procedure and execute a straight-in approach.

Open PBN STAR

With DTW & FACF	1. Follow the lateral path of the procedure up to the DTW; then 2. Proceed direct the FACF and execute a straight-in approach; **or** 1. Follow the lateral path of the procedure up to where radar vectors are depicted to commence; then 2. Execute a straight-in approach.
Without DTW & FACF	1. Follow the lateral path of the procedure up to the waypoint interfacing with an RNAV (RNP) or RNAV (GNSS) or ILS approach; then 2. Execute a straight-in approach; **or** 1. Follow the lateral path of the procedure up to where radar vectors are depicted to commence; then 2. Execute a straight-in approach.

TWO WAY COMMUNICATIONS FAILURE (Cont'd)

(ii) Route does not include a STAR procedure

Maintain enroute altitude to the navigation facility or the approach fix to be used for the instrument approach procedure selected and commence an appropriate descent procedure at whichever of the following times is the most recent:

1. the expected time of arrival (ETA as calculated from take-off time plus the filed or amended (with ATC) estimated time enroute);
2. the estimated time of arrival last notified to and acknowledged by ATC; or
3. the expected approach time (EAT) last received and acknowledged

If failure occurs after receiving and acknowledging a holding instruction, hold as directed and commence an instrument approach at the expected approach time or expected further clearance time, whichever has been issued.

NOTE: If the holding fix is not a fix from which an approach begins, leave the fix at the expected further clearance time if one has been received, or, if none has been received, upon arrival over the clearance limit, and proceed to a fix from which an approach begins. Commence descent and/or approach as close as possible to the estimated time of arrival as calculated from the filed estimated time enroute or as amended with ATC.

For flights to the United States, communication failure procedures are essentially the same, but it is the pilots responsibility to consult the appropriate American publications.

Some instrument procedures do not include a procedure turn but include a statement, "RADAR REQUIRED", as part of the procedure. The initial approach segment of these instrument procedures is being provided by ATC radar vectors. Without ATC radar vectoring, the instrument procedure may not have a published initial approach segment.

(iii) the expected approach time (EAT) last received and acknowledged

If failure occurs after receiving and acknowledging a holding instruction, hold as directed and commence an instrument approach at the expected approach time or expected further clearance time, whichever has been issued.

Note 1: If the holding fix is not a fix from which an approach begins, leave the fix at the expected further clearance time if one has been received, or, if none has been received, upon arrival over the clearance limit, and proceed to a fix from which an approach begins. Commence descent and/or approach as close as possible to the estimated time of arrival as calculated from the filed estimated time enroute or as amended with ATC.

Note 2: If cleared for a conventional or RNAV STAR, maintain the appropriate altitude described in paragraph b. "Altitude" and proceed to the final approach fix via:

(a) the published routing; or

(b) the published routing to the segment where radar vectors are depicted to commence, then direct to the facility or fix serving the runway advertised on the ATIS or specified in the ATC clearance, for a straight-in approach, if able, or to conduct the full procedure if one is published.

(c) for a closed RNAV STAR, by flying the arrival as published, including any vertical and/or speed requirements depicted in the procedure, and intercepting the final approach course for a *straight-in approach*; or

(d) for an open RNAV STAR, by flying the arrival as published, including any vertical and/or speed requirements depicted in the procedure. The pilot is expected to delete the heading leg at the downwind termination waypoint (DTW), to initiate an auto-turn at the DTW to the final approach course fix (FACF) and to intercept the final approach course for a *straight-in approach*.

For flights to the United States, communication failure procedures are essentially the same, but it is the pilots responsibility to consult the appropriate American publications.

Some instrument procedures do not include a procedure turn but include a statement, "RADAR REQUIRED", as part of the procedure. The initial approach segment of these instrument procedures is being provided by ATC radar vectors. Without ATC radar vectoring, the instrument procedure may not have a published initial approach segment.

TWO WAY COMMUNICATIONS FAILURE (Cont'd)

Should an aircraft communication failure occur while being vectored on one of these approaches, separately or as part of a STAR, the pilot is expected to comply with the communication failure procedure by selecting the transponder to MODE A/3 CODE 7600 immediately. Pilots should always be aware of the traffic situation, (i.e., ATC may have indicated that your aircraft was number two for an approach to runway 06L), and under these circumstances continue the flight along the route that normally would have been expected under radar vectoring. In some cases, this may necessitate a pilot to "dead reckon" or "DR" a route to the final approach course. It is important to other aircraft and ATC for the communication failed aircraft to continue the flight along a route that would permit the aircraft to conduct a straight-in approach and landing without unexpected manoeuvring. Pilots are expected to exercise good judgment in these cases. Unexpected manoeuvres, such as turns away from the final approach course, may cause traffic disruptions and conflicts.

If the communication failure occurs while being vectored at a radar vectoring altitude which is lower than a published IFR altitude (i.e., Minimum Sector Altitude 25 NM), the pilot shall immediately climb to and maintain the appropriate minimum IFR altitude until arrival at a fix associated with the instrument procedure.

Modern technology has introduced new onboard communications capabilities, such as airborne telephone communications. Pilots who are confronted with an aircraft communications failure may, if circumstances permit, utilize this new onboard technology to establish communications with the appropriate ATC units. NAV CANADA publishes the phone numbers of ACCs, control towers, and FSS units in the *Canada Flight Supplement*.

NORTH ATLANTIC TRAFFIC

The following procedures are intended to provide general guidance for North Atlantic (NAT) aircraft experiencing a communications failure. These procedures are intended to complement and not supersede state procedures/regulations, as contained in the preceding section under "TWO WAY COMMUNICATIONS FAILURE" (pages F9 to F11). It is not possible to provide guidance for all situations associated with a communications failure.

1. General
   (a) If so equipped, the pilot of an aircraft experiencing a two-way radio communications failure shall operate the secondary radar transponder on identity (Mode A) Code 7600 and Mode C.
   (b) The pilot shall also attempt to contact any ATC facility and inform them of the difficulty and request they relay information to the ATC facility with whom communications are intended.
2. Communications Failure Prior To Entering NAT Oceanic Airspace
   (a) No route, flight level or speed change shall be made before the Oceanic Exit Point unless a change is deemed necessary by the pilot in command to ensure the safety of the aircraft.
   (b) If operating at a level not suitable to reach destination, the pilot shall squawk 7600 10 minutes prior to initiating an altitude change prior to entering oceanic airspace. At the first oceanic entry point, the level and speed as contained in the filed flight plan shall be flown, and the flight shall proceed via the filed flight plan route to landfall. The first oceanic level and speed shall be maintained to landfall.
3. Communications Failure Prior to Exiting NAT Oceanic Airspace
   (a) If cleared on flight plan route, the pilot shall proceed in accordance with the last received and acknowledged clearance to the last specified oceanic route point, normally landfall, then continue on the flight plan route. Maintain the last assigned level and speed to landfall. After passing the last specified oceanic route point, conform with the relevant State procedures/regulations.
   (b) If cleared on other than flight plan route, the pilot shall proceed in accordance with the last received and acknowledged clearance, including level and speed, to the last specified oceanic route point, normally landfall. After passing this point, the pilot shall conform with the relevant State procedures and regulations, rejoining the filed flight plan route by proceeding, via published ATS routes where possible, to the next significant point ahead as contained in the filed flight plan.

TWO WAY COMMUNICATIONS FAILURE (Cont'd)

(c) Pilots of re-routed westbound aircraft exiting the NAT at FL290 and above must not program the FMS with the filed Oceanic Exit Point following the cleared Oceanic Exit Point. To re-establish on flight planned route, pilots must program the FMS with the next significant point on the original flight plan beyond the filed Oceanic Exit Point. For example if flight planned CUDDY HO but re-routed AVUTI, pilots must insert HO after AVUTI as opposed to CUDDY after AVUTI. Position reports that indicate AVUTI (OEP) CUDDY (OEP) require ATC intervention whereas AVUTI HO does not.

INFORMATION SIGNALS

Fuel Status. Make drinking motion with closed hand, thumb extended toward mouth. Report estimated flying time remaining at present cruise condition, by extending fingers, each finger to indicate ten minutes, a closed hand indicating one hour. (Example: clenched fist followed by three fingers will mean one hour and a half.)

	System	Preparatory Signal	Execution Signal
(a)	Airbrakes in or out	Biting motion with hand; fingers and thumb meeting and opening alternately.	Nod of head
(b)	Flaps up or down	Hand flat - Fingers forward. Downward motion of hand from wrist to lower flaps - reverse motion to raise flaps.	Nod of head
(c)	Landing gear up or down	To signal intent to extend or retract the undercarriage, hold a closed hand forward of your head and rotate it in a circular motion in the vertical plane.	Nod of head

Note 1: Preparatory signals will be given at least twice.

Note 2: The execution signal is to be given when aircraft in formation are ready to activate the appropriate system.

Request Tower Permission to Land. Fly aircraft past the tower, if possible alongside the runway parallel to the landing direction at a height of 500 feet (150 metres) - with all available lights flashing, slowly rocking wings until the upwind end of the runway is reached. Climb and turn downwind checking for light or pyrotechnic signals from the tower or mobile control (if available). Excercise extreme caution to avoid other aircraft.

MILITARY VISUAL SIGNALS

DAY EMERGENCY:

Attention will first be attracted by rocking the wings of the aircraft laterally.

Bailing Out. One or both clenched fists pulled downwards across the face to simulate pulling the ejection blind.

Desire to Land. Movement of the hand, flat, palm downwards, from above the head forward and downwards, finishing the movement in a simulated round-out. Alternatively, lower the landing gear.

Systems Failures. The HEFOE signals are to be used only when radio contact is not possible. The pilot will clench his fist and hold it to the top of the canopy. After this signal he will show the required number of fingers to indicate which system is malfunctioning.

(a) Hydraulic - one finger;
(b) Electrical - two fingers;
(c) Fuel - three fingers;
(d) Oxygen - four fingers;
(e) Engine - five fingers;

The pilot receiving the signal will repeat it to show acknowledgement.

If either the one finger signal is received or the intercepting pilot is unable to understand the signal given, he is to assume that the aircraft in distress has one or more systems inoperative and is to proceed with extreme caution.

Radio Failure. Tap microphone or earphone and signal as appropriate.

THUMBS-UP or THUMBS-DOWN. The signals will indicate satisfaction or dissatisfaction.

NIGHT EMERGENCY:

MILITARY VISUAL SIGNALS (Cont'd)

Attention will first be attracted by switching on the landing light(s), or taxi light(s) or by other means of illumination. Because night signals will be difficult to understand only one night signal shall be used:

(a) Repeated intermittent Flashes with a flashlight. This signal indicates that the aircraft is in distress and wishes to land as soon as possible. The intercepting aircraft should assume that the aircraft in distress has one or more inoperative systems and is to proceed with extreme caution.

(b) Care should be taken not to dazzle the other pilot with the flashlight.

INTERCEPTION OF CIVIL AIRCRAFT

Interceptions are made only where the possibility is considered to exist that an unidentified aircraft may be truly hostile until definitely proven to the contrary. Intercepted aircraft should maintain a steady course and under no circumstances take retaliatory action such as shining a light on an interceptor or attempt evasive action. Retaliatory action on the part of an intercepted aircraft could be construed a hostile intent and might result in drastic consequences.

Practice interceptions are not carried out on civil aircraft

INTERCEPTION SIGNALS

The word "interception" in this context does not include intercept and escort service provided, on request, to an aircraft in distress, in accordance with the ICAO Search and Rescue Manual (Doc. 9731).

An aircraft which is intercepted by another aircraft shall immediately:

(a) follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals (see following page);
(b) notify, if possible, the appropriate air traffic services unit;
(c) attempt to establish radio communication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency 121.5 MHz and repeating this call on the emergency frequency 243.0 MHz, if practicable giving the identify and position of the aircraft and the nature of the flight;
(d) if equipped with transponder select Mode A Code 7700, unless otherwise instructed by the appropriate air traffic services unit.

If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual or radio signals, the intercepted aircraft shall request immediate clarification while continuing to comply with the instructions given by the intercepting aircraft.

SIGNALS FOR USE IN THE EVENT OF INTERCEPTION

SIGNALS INITIATED BY **INTERCEPTING** AIRCRAFT AND RESPONSES BY INTERCEPTED AIRCRAFT

SERIES	**INTERCEPTING** AIRCRAFT SIGNALS	MEANING	INTERCEPTED AIRCRAFT RESPONDS	**MEANING**
1	**DAY**-Rocking wings from a position in front and, normally, to the left of intercepted aircraft and, after acknowledgement, a slow level turn, normally to the left, on to the desired heading. Flares dispensed in immediate vicinity. **NIGHT** - Same and, in addition flashing navigational lights at irregular intervals. Flares dispensed in immediate vicinity. **NOTE 1.** Meteorological conditions or terrain may require the intercepting aircraft to take up a position in front and to the right of the intercepted aircraft and to make the subsequent turn to the right. **NOTE 2.** If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of race-track patterns and to rock its wings each time it passes the intercepted aircraft.	You have been intercepted Follow me.	AEROPLANES: **DAY** - Rocking wings and following. **NIGHT** - Same and, in addition flashing navigational lights at irregular intervals. HELICOPTERS: **DAY or NIGHT** - Rocking aircraft, flashing navigational lights at irregular intervals and following. **NOTE -** Additional action by intercepted aircraft is prescribed on preceding page in para "INTERCEPTION SIGNALS"	Understood, will comply.
2	**DAY or NIGHT -** An abrupt breakaway manoeuvre from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft.	You may proceed.	AEROPLANES: **DAY** or **NIGHT** - Rocking wings. HELICOPTERS: **DAY** or **NIGHT** - Rocking aircraft.	Understood, will comply.
3	**DAY** - Circling aerodrome, lowering landing gear and overflying runway in direction of landing or, if the intercepted aircraft is a helicopter, overflying the helicopter landing area. **NIGHT** - Same and, in addition, showing steady landing lights.	Land at this aerodrome.	AEROPLANES: **DAY -**Lowering landing gear, following the intercepting aircraft and, if after overflying the runway landing is considered safe, proceeding to land. **NIGHT-**Same and, in addition showing steady landing lights (if carried). HELICOPTERS: **DAY** or **NIGHT** - Following the intercepting aircraft and proceeding to land, showing a steady landing light (if carried).	Understood, will comply.

SIGNALS FOR USE IN THE EVENT OF INTERCEPTION

SIGNALS INITIATED BY **INTERCEPTED** AIRCRAFT AND RESPONSES BY INTERCEPTING AIRCRAFT

SERIES	**INTERCEPTED** AIRCRAFT SIGNALS	MEANING	INTERCEPTING AIRCRAFT RESPONDS	**MEANING**
4	**AEROPLANES:** **DAY** - Raising landing gear while passing over landing runway at a height exceeding 300m (1000 ft) but not exceeding 600m (2000 ft) above the aerodrome level, and continuing to circle the aerodrome. **NIGHT** - Flashing landing lights while passing over landing runway at a height exceeding 300m (1000 ft) but not exceeding 600m (2000 ft) above the aerodrome level, and continuing to circle the aerodrome. If unable to flash landing lights, flash any other lights available.	Aerodrome you have designated is inadequate	**DAY or NIGHT -** If it is desired that the intercepted aircraft follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear and uses the Series 1 signals prescribed for intercepting aircraft. If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft.	Understood Follow me. Understood you may proceed.
5	**AEROPLANES:** **DAY or NIGHT -** Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights.	Cannot comply.	**DAY or NIGHT -** Use Series 2 signals prescribed for intercepting aircraft.	Understood.
6	**AEROPLANES:** **DAY or NIGHT -** Irregular flashing of all available lights. HELICOPTERS: **DAY or NIGHT -** Irregular flashing of all available lights.	In distress	**DAY or NIGHT -** Use Series 2 signals prescribed for intercepting aircraft.	Understood.

EMERGENCY SECURITY CONTROL OF AIR TRAFFIC (ESCAT) PLAN

In Canadian airspace, the ESCAT Plan provides security control of civil and military air traffic to ensure effective use of airspace when an air defence emergency or any situation involving aerial activities that threatens national security or vital Canadian interests is declared by the appropriate authority. The Plan outline highlights responsibilities, procedures, and instructions for the security control of civil and military air traffic with respect to diversion, landing, grounding and dispersal. It was developed in coordination with the DND, Transport Canada, and NAV CANADA.

The Commander, Canadian NORAD Region (CANR), is responsible for testing and implementing the ESCAT Plan. When the ESCAT Plan is implemented or tested, the appropriate NAV CANADA ACCs (through ATS units), under the direction of the Canadian Forces Integrated Command Centre (CFICC), will take actions to broadcast instructions through civil and military ATS units as necessary.

Testing

To ensure effectiveness of communications during implementation of the ESCAT Plan, periodic tests may be conducted without any prior notice.

The test message will read as follows:

"ATTENTION-THIS IS AN ESCAT TEST. I SAY AGAIN, THIS IS AN ESCAT TEST."

As these tests are considered essential to national security, co-operation of all pilots and agencies is necessary.

Implementation

In an emergency situation, the appropriate NAV CANADA ACC (through their respective ATS units), under directions of the Commander, CANR, will broadcast the following message:

"ATTENTION ALL AIRCRAFT-AIR DEFENCE EMERGENCY-ALL AIRCRAFT WILL COMPLY WITH THE PROCEDURES FOR THE EMERGENCY SECURITY CONTROL OF AIR TRAFFIC. VFR TRAFFIC ON THIS FREQUENCY MUST LAND AT THE NEAREST SUITABLE AIRFIELD AND FILE AN IFR OR DVFR FLIGHT PLAN."

In accordance with CAR 602.146, the pilot-in-command of an aircraft that is notified by an ATS unit of the implementation of the ESCAT Plan shall

(a) before take-off, obtain approval for the flight from the appropriate ATC unit or FSS;
(b) comply with any instruction to land or to change course or altitude that is received from the appropriate ATC unit or FSS; and
(c) provide the appropriate ATC unit or FSS with position reports
    (i) when operating within controlled airspace, as required under CAR 602.125; and
    (ii) when operating outside controlled airspace, at least every 30 min.

ESCAT PHASES:

ESCAT may be executed in phases to facilitate a smooth transition from normal peacetime air traffic identification and control procedures to the more restrictive identification and control procedures that accompany the full implementation of ESCAT. When ESCAT has been implemented, the movement of civil and military aircraft is governed by the implementation of an ESCAT Air Traffic Priority List (EATPL) and/or a Security Control Authorization (SCA).

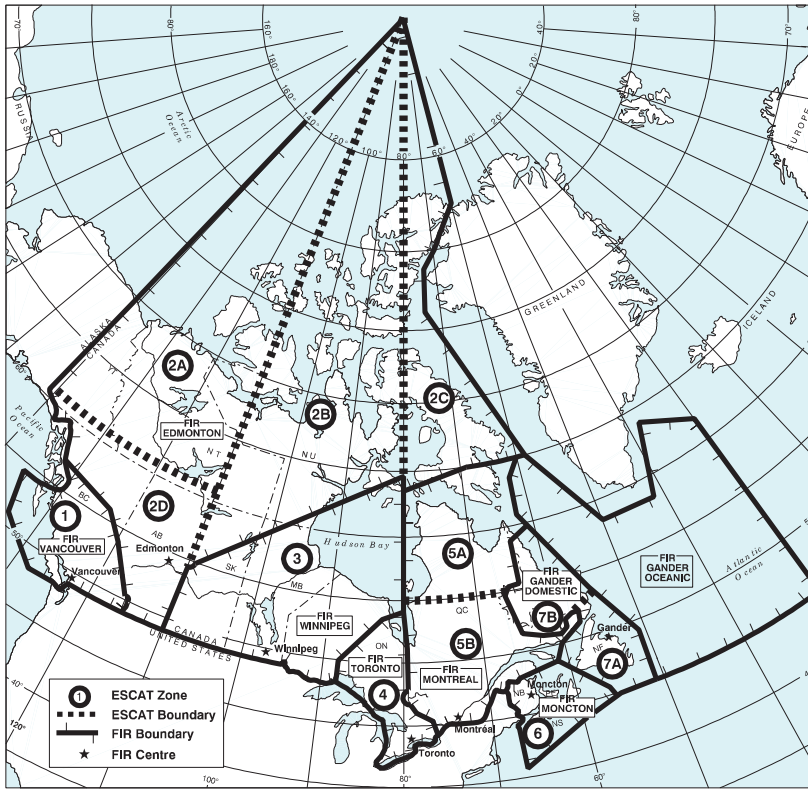
There are two phases in the implementation process.

1. "*Phase One*: Requires all aircraft in designated areas to file IFR/DVFR flight plans in accordance with CAR 602.76(1) and (2), CAR 602.145, this Plan and the established procedures detailed in the GPH 205 Canada Flight Supplement.
2. *"Phase Two:* The Commander CANR restricts aircraft movement within designated areas through implementation of the ESCAT Air Traffic Priority List (EATPL) and Security Control Authorization (SCA) process.

Note: EATPL and SCA approval request procedures will be promulgated by NOTAM.

ESCAT ZONES

For the purpose of implementing ESCAT, Canadian airspace has been divided into seven zones. These zones may be activated by one or more zones or portions of zones.



Note: Coordinates for ESCAT Zones are published in the Designated Airspace Handbook (TP1820)

Termination

The appropriate NAV CANADA ACC (through their respective ATS units),will broadcast the following message:

"ATTENTION ALL AIRCRAFT-EMERGENCY SECURITY CONTROL OF AIR TRAFFIC HAS BEEN TERMINATED. ROUTINE AIRSPACE PROCEDURES ARE NOW IN EFFECT."

For information about ESCAT, please contact Transport Canada Aviation Operations (AVOPS) at 1-877-992-6853 or 613-992-6853 or NAV CANADA National Operations Centre: 1-866-651-9053.