

EFFECTIVE 0901Z **5 MARCH 2026**
TO 0901Z 19 MARCH 2026

AIP CANADA

Supplements

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AIP CANADA Supplement Checklist

The following AIP CANADA supplements are currently valid:

SUP #	Title
018/2026	Cranes—Within 30 Nautical Miles Of Toronto / Lester B. Pearson Intl Airport (CYYZ) (Replaces AIP Canada Supplement 011/2026)
017/2026	Cranes—Within 30 Nautical Miles Of Montreal/Pierre Elliott Trudeau Intl Airport (CYUL) (Replaces AIP Canada Supplement 001/2026)
016/2026	Aerodrome Construction – Sept- Îles, QC (CYZV)
015/2026	Cranes—Within 30 Nautical Miles of Vancouver Intl Airport (CYVR) (Replaces AIP Canada Supplement 007/2026)
014/2026	Crane — Dartmouth, Nova Scotia
013/2026	Mobile Crane — Abbotsford, British Columbia
012/2026	Aerodrome Construction – Vancouver Intl (CYVR)
010/2026	Aerodrome Construction – Montréal / Pierre Elliott Trudeau INTL, QC (CYUL)
009/2026	Aerodrome Construction – Montréal / Pierre Elliott Trudeau INTL, QC (CYUL)
006/2026	Mobile Crane — Charlottetown, Prince Edward Island
005/2026	Transport Canada Atlantic Region Restricted Airspace Corridor Greenwood MTCA To CYD 703 Nova Scotia
004/2026	Cranes—Within 30 Nautical Miles of Calgary / YYC Calgary Intl Airport (CYYC) (Replaces AIP Canada Supplement 121/2025)
003/2026	Aerodrome Construction – Montreal/Met (Montreal Metropolitan) Airport (CYHU) (Replaces AIP Supplement 088/2025)
130/2025	Gander Flight Information Region - Voice Communications for Oceanic Route Amendments Prior to Oceanic Entry (Replaces AIP Canada Supplement 099/2025)
129/2025	15L Winter Operations Plan Toronto Pearson International Airport, ON (CYYZ)
125/2025	Tower Crane — Ottawa, Ontario
124/2025	Incursion Mitigation / Safety Enhancement – Intermediate Holding Position Lighting - Kelowna (CYLW)
123/2025	Change in Mandatory Frequency Peterborough, Ontario (CYPQ)
120/2025	Tower Crane — London, Ontario
119/2025	Changes to Operational Procedures – Mont-Joli Regional Airport (CYYY)
117/2025	Tower Crane — Dartmouth, Nova Scotia

Note: Cette information est aussi disponible dans l'autre langue officielle

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116/2025	Aerodrome Construction – Toronto/Oshawa Executive Airport, ON (CYOO)
115/2025	Vancouver Harbour Eastbound VFR Terminal Procedures -Vancouver, BC
111/2025	Meteorological Tower— Medicine Hat, Alberta
107/2025	Tower Crane — Kitchener, Ontario
103/2025	Quebec Region: Festival Western De Saint-Tite September 5 to 14, 2025
102/2025	Mobile Crane — Charlottetown, PEI
101/2025	Tower Crane — Levis, Quebec
100/2025	Aerodrome Construction – Halifax Stanfield INTL (CYHZ) (Replaces AIP Canada Supplement 072/2025)
098/2025	Multiple Cranes — Moncton, NB
097/2025	Aerodrome Construction – Airfield Lighting, Kelowna, BC (CYLW) (Replaces AIP Canada Supplement 079/2025)
096/2025	Multiple Drilling Rigs — Fort Mackay, Alberta
093/2025	Changes in Flight Service Station Hours of Operation, Prince Albert, Saskatchewan
090/2025	Airspace Change Near Nanaimo, BC (Replaces AIC 015/2025)
081/2025	Mobile Cranes — Ottawa, Ontario
080/2025	Tower Crane — Yellowknife, NT
078/2025	Mobile Crane — Guernsey, Saskatchewan
074/2025	Tower Crane — Saint John, New Brunswick
073/2025	WWRP Topsides Ocean Transport – Bull Arm to Grand Banks, Newfoundland
071/2025	Tower Crane — Ottawa, Ontario
064/2025	Multiple Cranes — Ottawa, Ontario
062/2025	Preferred Routing for Nuuk, Greenland (BGGH) Arrivals Transiting Gander FIR (CZQX)
059/2025	Mobile Crane — Aupaluk, Québec
051/2025	Multiple Cranes — Halifax, Nova Scotia
050/2025	Multiple Cranes — Fort Saskatchewan, Alberta
048/2025	Crane — Edmonton, Alberta
032/2025	Tower Crane — Enoch, Alberta
019/2025	Tower Crane — Halifax, Nova Scotia
018/2025	Tower Crane — Halifax, Nova Scotia

Note: Cette information est aussi disponible dans l'autre langue officielle

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014/2025	Crane — Ottawa, Ontario
10/25	Tower Crane — Kelowna, BC
4/25	Prairie And Northern Region (PNR) Region Calgary (City/Bow River) AB (HELI) (CEL2) Heliport Rehabilitation Work January 2025 to December 2027
2/25	Victoria Airport, BC (Water) (CAP5) Seaplane Base Docking Limitations
1/25	Hamilton, ON (CYHM) De-Icing Pad Operational Trial
102/24	Multiple Cranes — Barrie, Ontario
99/24	Crane — Saskatoon, SK (Replaces AIP Canada Supplement 71/24)
96/24	Multiple Tower Cranes — Ottawa, Ontario
94/24	Crane — Victoria, British Columbia
92/24	Multiple Cranes – Niagara Falls, ON (Replaces AIP Canada Supplement 6/24)
84/24	Tower Crane — Levis, Quebec
77/24	Mobile Crane — Igloolik, Nunavut
76/24	Multiple Cranes — Red Deer, Alberta
72/24	Multiple Cranes — Prince Albert, SK
68/24	Quebec Region Thetford Mines Aerodrome, QC (CSM3) and Becancour Lake Water Aerodrome, QC (CLB4)
64/24	Tower Crane — Edmonton, Alberta
43/24	High Speed Test Flights Below 10,000 Feet
36/24	Multiple Cranes – Ottawa, ON
69/23	Two Low Frequency Antennas Matsqui, British Columbia (Replaces AIP Canada Supplement 5/22)
32/23	Mobile crane—Drumheller, Alberta
74/22	Tower Crane—Kamloops, British Columbia
45/22	Blasting Activities at Saint Antonin, Saint-Hubert-de-Riviere-du-Loup and Saint Honore-de-Temisouata, QC
19/22	Greenland Airspace Restrictions (Replaces NOTAM H0552/22)
45/21	Blasting—Schefferville, Quebec (Replaces AIP Canada Supplement 23/21)
59/19	Multiple Cranes—Winnipeg, Manitoba
31/19	Multiple Drilling Rigs—Conklin, Alberta
24/19	Multiple Drilling Rigs—Conklin, Alberta

Note: Cette information est aussi disponible dans l'autre langue officielle

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22/19	Multiple Drilling Rigs—Conklin, Alberta
26/18	Adjustment to the Canada Air Defence Identification Zone (Replaces AIC 2/18)
11/18	Meteorological Tower—Arviat, Nunavut

The following AIP CANADA supplements have been cancelled:

SUP #	Title
011/2026	Cranes—Within 30 Nautical Miles of Toronto / Lester B. Pearson INTL Airport (CYYZ) (Replaces AIP Canada Supplement 008/2026)
001/2026	Cranes—Within 30 Nautical Miles of Montreal/Pierre Elliott Trudeau Intl Airport (CYUL) (Replaces AIP Canada Supplement 127/2025)

Note: Cette information est aussi disponible dans l'autre langue officielle

AIP CANADA SUPPLEMENT 018/2026

CRANES—WITHIN 30 NAUTICAL MILES OF TORONTO / LESTER B. PEARSON INTL AIRPORT (CYYZ)

(Replaces AIP Canada Supplement 011/2026)

IMPORTANT: This AIP SUP is used instead of NOTAM

The following cranes will be erected within 30 nautical miles (NM) of Toronto/Lester B. Pearson Intl (CYYZ).

An excerpt of aerodrome location indicators and names used in this supplement, taken from the *Canada Flight Supplement (CFS)* and *Canada Water Aerodrome Supplement (CWAS)*, and a list of the abbreviations of compass directions, are found in the appendix on the last page of this submission.

Maximum Height (AGL)	Maximum Height (ASL)	Lighted	Painted/ Marking	Working Radius	Centre Coordinates	Distance and Direction from Closest Aerodrome
677 feet	1,100 feet	Yes	No	148 feet	43° 38' 17" N 79° 32' 16" W	4.6 NM SE of CYYZ
399 feet	813 feet	Yes	No	321 feet	43° 38' 25" N 79° 32' 01" W	4.7 NM SE of CYYZ
477 feet	927 feet	No	No	148 feet	43° 41' 02" N 79° 31' 18" W	4.8 NM E of CYYZ
362 feet	648 feet	No	No	131 feet	43° 38' 33" N 79° 24' 42" W	320 feet before Threshold 08 and 5,900 feet N of extended runway centreline of CYTZ
397 feet	678 feet	No	No	197 feet	43° 38' 38" N 79° 23' 51" W	590 feet beyond Threshold 26 and 5,180 feet N of extended runway centreline of CYTZ
300 feet	586 feet	Yes	No	274 feet	43° 38' 40.1561" N 79° 23' 51.8382" W	600 feet beyond Threshold 26 and 5,400 feet N runway centreline of CYTZ
566 feet	947 feet	No	No	200 feet	43° 40' 03" N 79° 24' 08" W	1,000 feet before threshold 26 and 2.3 NM N of extended runway centreline of CYTZ
449 feet	788 feet	Yes	No	164 feet	43° 39' 14" N 79° 24' 23" W	1,640 feet before Threshold 26 and 9,390 feet N extended runway centreline of CYTZ
429 feet	714 feet	Yes	No	181 feet	43° 38' 27" N 79° 25' 01" W	1,840 feet before Threshold 08 and 5,780 feet N of extended runway centreline of CYTZ
380 feet	752 feet	No	No	224 feet	43° 40' 02" N 79° 23' 53" W	2,010 feet before Threshold 26 and 13,300 feet N of extended runway centreline of CYTZ
690 feet	1,006 feet	Yes	No	213 feet	43° 39' 14" N 79° 23' 30" W	2,040 feet before Threshold 26 and 8,140 feet N extended runway centreline of CYTZ

Maximum Height (AGL)	Maximum Height (ASL)	Lighted	Painted/ Marking	Working Radius	Centre Coordinates	Distance and Direction from Closest Aerodrome
1,127 feet	1,407 feet	Yes	No	132 feet	43° 38' 50" N 79° 23' 17" W	2,160 feet before Threshold 26 and 5,530 feet N of extended runway centreline of CYTZ
540 feet	850 feet	Yes	No	237 feet	43° 39' 19.085" N 79° 23' 15.625" W	3,180 feet before Threshold 26 and 8,290 feet N of extended runway centreline of CYTZ
705 feet	1,015 feet	Yes	No	139 feet	43° 39' 19.59" N 79° 23' 16.34" W	3,210 feet before Threshold 26 and 1.4 NM N of extended runway centreline of CYTZ
359 feet	852 feet	Yes	No	148 feet	43° 41' 03" N 79° 24' 00" W	3,510 feet before Threshold 26 and 19,320 feet N of extended runway centreline of CYTZ
332 feet	584 feet	Yes	Yes	376 feet	43° 38' 39" N 79° 22' 48" W	3,820 feet before Threshold 26 and 3,790 feet N of extended runway centreline of CYTZ
200 feet	449 feet	Yes	No	160 feet	43° 37' 42.61" N 79° 25' 09.746" W	3,900 feet before Threshold 08 and 1,760 feet N of extended runway centreline of CYTZ
609 feet	979 feet	Yes	No	392 feet	43° 39' 32" N 79° 26' 08" W	4,370 feet before Threshold 08 and 13,600 feet N of extended runway centreline of CYTZ
609 feet	974 feet	Yes	No	320 feet	43° 39' 32" N 79° 26' 12" W	4,650 feet before threshold 08 and 13,700 feet N of extended runway centreline of CYTZ
789 feet	1,170 feet	Yes	Yes	277 feet	43° 40' 16" N 79° 23' 21" W	4,690 feet before Threshold 26 and 13,890 feet N of extended runway centreline of CYTZ
917 feet	1,223 feet	Yes	No	167 feet	43° 39' 29" N 79° 22' 55" W	4,960 feet before Threshold 26 and 1.4 NM N of extended runway centreline of CYTZ
1,199 feet	1,579 feet	Yes	No	185 feet	43° 40' 11.5065" N 79° 23' 13.1647" W	5,110 feet before Threshold 26 and 13,310 feet N of extended runway centreline of CYTZ
1,127 feet	1,440 feet	Yes	No	225 feet	43° 39' 31.437" N 79° 22' 53.2981" W	5,160 feet before Threshold 26 and 1.5 NM N of extended runway centreline of CYTZ
487 feet	943 feet	Yes	No	131 feet	43° 41' 10" N 79° 23' 31" W	5,750 feet before Threshold 26 and 19,310 feet N of extended runway centreline of CYTZ
499 feet	879 feet	Yes	No	148 feet	43° 40' 20" N 79° 23' 07" W	5,790 feet before threshold 26 and 13,940 feet N of extended runway centreline of CYTZ
542 feet	836 feet	Yes	No	115 feet	43° 39' 22" N 79° 22' 38" W	5,910 feet before Threshold 26 and 7,690 feet N of extended runway centreline of CYTZ

Maximum Height (AGL)	Maximum Height (ASL)	Lighted	Painted/ Marking	Working Radius	Centre Coordinates	Distance and Direction from Closest Aerodrome
542 feet	821 feet	No	No	131 feet	43° 39' 10" N 79° 22' 17" W	6,980 feet before Threshold 26 and 6,040 feet N of extended runway centreline of CYTZ
366 feet	750 feet	Yes	No	264 feet	43° 40' 03" N 79° 27' 10" W	7,660 feet before Threshold 08 and 18,040 feet N of extended runway centreline of CYTZ
582 feet	843 feet	Yes	Yes	102 feet	43° 39' 03" N 79° 22' 03" W	7,730 feet before Threshold 26 and 5,040 feet N of extended runway centreline of CYTZ
425 feet	694 feet	No	No	166 feet	43° 39' 08.56" N 79° 21' 57.48" W	8,340 feet before Threshold 26 and 5,470 feet N of extended runway centreline of CYTZ
660 feet	912 feet	Yes	No	164 feet	43° 38' 56" N 79° 21' 39" W	9,170 feet before Threshold 26 and 3,800 feet N of extended runway centreline of CYTZ
659 feet	907 feet	Yes	No	319 feet	43° 38' 44.77" N 79° 21' 59.48" W	1.2 NM before Threshold 26 and 3,240 feet N of extended runway centreline of CYTZ
319 feet	577 feet	No	No	632 feet	43° 39' 04.36" N 79° 21' 16.99" W	1.8 NM before Threshold 26 and 4,050 feet N of extended runway centreline of CYTZ
350 feet	611 feet	No	No	228 feet	43° 38' 17.6" N 79° 28' 22.8" W	2.7 NM before Threshold 08 and 1.6 NM N of extended runway centreline of CYTZ
753 feet	1,240 feet	No	No	200 feet	43° 41' 20" N 79° 23' 42" W	3.6 NM NNE of CYTZ
552 feet	1,053 feet	No	No	131 feet	43° 41' 48" N 79° 23' 42" W	4.1 NM NNE of CYTZ
471 feet	1,001 feet	Yes	No	148 feet	43° 42' 21.86" N 79° 23' 27.76" W	4.7 NM NNE of CYTZ
456 feet	1,006 feet	Yes	No	274 feet	43° 42' 37" N 79° 23' 59" W	4.9 NM N of CYTZ
702 feet	1,230 feet	Yes	No	148 feet	43° 42' 34" N 79° 23' 38" W	4.9 NM NNE of CYTZ
362 feet	723 feet	Yes	No	164 feet	43° 37' 25" N 79° 30' 43" W	5.1 NM W of CYTZ
302 feet	663 feet	Yes	No	158 feet	43° 37' 21.66" N 79° 31' 14.43" W	5.4 NM W of CYTZ
389 feet	985 feet	Yes	Yes	239 feet	43° 51' 03.1" N 79° 19' 22.255" W	4.3 NM WSW of CPH7
302 feet	698 feet	Yes	No	148 feet	43° 46' 31.06" N 79° 10' 45.4" W	7 NM S of CPH7
559 feet	1,079 feet	No	No	323 feet	43° 35' 14" N 79° 39' 02" W	3.9 NM S of CPA5
920 feet	1,432 feet	Yes	No	170 feet	43° 35' 00.5608" N 79° 38' 46.9274" W	4.1 NM S of CPA5

Maximum Height (AGL)	Maximum Height (ASL)	Lighted	Painted/ Marking	Working Radius	Centre Coordinates	Distance and Direction from Closest Aerodrome
784 feet	1,296 feet	Yes	No	225 feet	43° 34' 58" N 79° 38' 48" W	4.2 NM S of CPA5
487 feet	891 feet	Yes	No	180 feet	43° 35' 38" N 79° 36' 12" W	4.3 NM SSE of CPA5
335 feet	613 feet	Yes	No	312 feet	43° 35' 04" N 79° 33' 07" W	6.2 NM SE of CPA5
445 feet	727 feet	Yes	No	235 feet	43° 35' 06" N 79° 33' 03" W	6.3 NM SE of CPA5
394 feet	652 feet	No	No	250 feet	43° 15' 52" N 79° 50' 24" W	4,035 feet E of CPK3
571 feet	931 feet	Yes	No	257 feet	43° 15' 20" N 79° 52' 39" W	1.07 NM WSW of CPK3
460 feet	1,134 feet	Yes	No	330 feet	43° 31' 31" N 79° 51' 50" W	1.6 NM NNE of CPY2
500 feet	928 feet	No	No	148 feet	43° 42' 48" N 79° 21' 37" W	5,278 feet SE of CNY8
308 feet	632 feet	Yes	No	390 feet	43° 42' 43.8738" N 79° 20' 20.2213" W	1.74 NM ESE of CNY8
429 feet	846 feet	No	No	406 feet	43° 43' 01" N 79° 19' 58" W	1.93 NM ESE of CNY8
306 feet	879 feet	Yes	No	148 feet	43° 46' 09.68" N 79° 23' 02.13" W	2.9 NM N of CNY8
585 feet	1,014 feet	Yes	No	292 feet	43° 41' 13" N 79° 17' 59" W	3.9 NM SE of CNY8
567 feet	995 feet	Yes	No	261 feet	43° 41' 18" N 79° 17' 50" W	4 NM SE of CNY8
361 feet	864 feet	Yes	No	180 feet	43° 43' 30" N 79° 15' 52" W	4.9 NM E of CNY8
558 feet	1,119 feet	Yes	No	415 feet	43° 51' 15" N 79° 18' 49" W	3.9 NM WSW of CPH7
541 feet	1,127 feet	Yes	No	246 feet	43° 51' 18" N 79° 19' 49" W	4.5 NM W of CPH7
200 feet	882 feet	No	No	561 feet	43° 44' 38" N 79° 42' 59" W	5 NM SSW of CPC4
200 feet	882 feet	No	No	257 feet	43° 44' 41" N 79° 42' 57" W	5 NM SSW of CPC4
284 feet	875 feet	Yes	No	318 feet	43° 29' 41" N 79° 43' 39" W	3.2 NM NE of CTM9
357 feet	687 feet	Yes	No	170 feet	43° 51' 54" N 79° 00' 39" W	1.77 NM NNE of CPE2
581 feet	870 feet	Yes	Yes	176 feet	43° 49' 51" N 79° 05' 26" W	3.2 NM W of CPE2
488 feet	999 feet	Yes	No	257 feet	43° 45' 57" N 79° 34' 36" W	6 NM S of CTV4

Maximum Height (AGL)	Maximum Height (ASL)	Lighted	Painted/Marking	Working Radius	Centre Coordinates	Distance and Direction from Closest Aerodrome
736 feet	1,240 feet	Yes	No	388 feet	43° 35' 26" N 79° 38' 24" W	3.2 NM ENE of CPK6
637 feet	1,093 feet	Yes	No	151 feet	43° 35' 25" N 79° 37' 52" W	3.6 NM ENE of CPK6
565 feet	1,024 feet	Yes	No	254 feet	43° 35' 23.0027" N 79° 37' 42.060" W	3.7 NM ENE of CPK6
402 feet	690 feet	No	No	174 feet	43° 34' 29" N 79° 34' 20" W	5.7 NM E of CPK6

The following are for new cranes to this AIP Supplement.

Maximum Height (AGL)	Maximum Height (ASL)	Lighted	Painted/Marking	Working Radius	Centre Coordinates	Distance and Direction from Closest Aerodrome
734 feet	1,077 feet	Yes	No	521 feet	43° 34' 21" N 79° 36' 25" W	4.2 NM E of CPK6

This is not an exhaustive list. For other crane information, check other active NOTAMs for your flight.

Details of any procedure changes implemented due to crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, please contact:

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Appendix

Aerodrome Location Indicators and Names

CNW8	Toronto (Hosp for Sick Children) (Heli)
CNY8	Toronto (Sunnybrook Medical Ctr) (Heli)
CNZ6	Georgetown (Georgetown and District Hosp) (Heli)
CPA5	Toronto/Tarten (Heli)
CPC4	Brampton (National "D") (Heli)
CPE2	Ajax (Pickering Gen Hospital) (Heli)
CPH7	Toronto/Markham Stouffville (Heli)
CPK3	Hamilton (Gen Hosp) (Heli)
CPK6	Toronto (Mississauga Credit Valley Hosp) (Heli)
CPY5	Toronto/Wilson's (Heli)
CPZ9	Toronto/ Billy Bishop Toronto City Airport (Water Aerodrome)
CTM9	Oakville (Trafalgar Mem Hosp) (Heli)
CTV4	Kleinburg (Tavares Field) (Heli)
CYTZ	Toronto/Billy Bishop Toronto City Airport
CYYZ	Toronto/Lester B. Pearson Intl

Abbreviations of Compass Directions

N	north	S	south
NNE	north northeast	SSW	south southwest
NE	northeast	SW	southwest
ENE	east northeast	WSW	west southwest
E	east	W	west
ESE	east southeast	WNW	west northwest
SE	southeast	NW	northwest
SSE	south southeast	NNW	north northwest

AIP CANADA SUPPLEMENT 017/2026

CRANES—WITHIN 30 NAUTICAL MILES OF MONTREAL/PIERRE ELLIOTT TRUDEAU INTL AIRPORT (CYUL)

(Replaces AIP Canada Supplement 001/2026)

IMPORTANT: This AIP SUP is used instead of NOTAM

The following cranes will be erected within 30 nautical miles (NM) of Montreal/Pierre Elliott Trudeau Intl (CYUL).

An excerpt of aerodrome location indicators and names used in this supplement, taken from the *Canada Flight Supplement (CFS)* and *Canada Water Aerodrome Supplement (CWAS)*, and a list of the abbreviations of compass directions, are found in the appendix on the last page of this submission.

Maximum Height (AGL)	Maximum Height (ASL)	Lighted	Painted/Marking	Working Radius	Centre Coordinates	Distance and Direction from Closest Aerodrome
61 feet	159 feet	Yes	No	92 feet	45° 27' 12" N 73° 44' 58" W	2,560 feet before Threshold 06R and 450 feet NW of extended runway centreline of CYUL
198 feet	315 feet	Yes	Yes	353 feet	45° 29' 07" N 73° 45' 15" W	2,620 feet beyond Threshold 24R and 3,930 feet NW of extended runway centreline of CYUL
186 feet	311 feet	Yes	No	230 feet	45° 29' 51" N 73° 40' 46" W	1.9 NM before Threshold 24L and 1,820 feet SE of extended runway centerline of CYUL
195 feet	323 feet	No	No	214 feet	45° 30' 09" N 73° 40' 23" W	2.4 NM before Threshold 24L and 1,790 feet SE of extended runway centreline of CYUL
344 feet	420 feet	Yes	No	173 feet	45° 31' 19.885" N 73° 42' 31.52" W	2.5 NM before Threshold 24R and 4,530 feet NW of extended runway centreline of CYUL
424 feet	525 feet	Yes	No	165 feet	45° 31' 59" N 73° 39' 53" W	4.9 NM NE of CYUL
102 feet	161 feet	No	No	1,337 feet	45° 35' 36" N 73° 14' 30" W	400 feet before displaced Threshold 15 and 140 feet NE of extended runway centreline of CSB3

The following are for new cranes to this AIP Supplement.

Maximum Height (AGL)	Maximum Height (ASL)	Lighted	Painted/ Marking	Working Radius	Centre Coordinates	Distance and Direction from Closest Aerodrome

This is not an exhaustive list. For other crane information, check other active NOTAMs for your flight.

Details of any procedure changes implemented due to crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, please contact:

NAV CANADA
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E-mail: landuse@navcanada.ca

Appendix

Aerodrome Location Indicators and Names

CSW5	Montréal (Bell) QC (Heli)
CYHU	Montréal / MET (Aéroport Métropolitain de Montréal)
CYMX	Montreal Intl (Mirabel)
CYUL	Montréal/Pierre Elliott Trudeau Intl

Abbreviations of Compass Directions

N	north	S	south
NNE	north northeast	SSW	south southwest
NE	northeast	SW	southwest
ENE	east northeast	WSW	west southwest
E	east	W	west
ESE	east southeast	WNW	west northwest
SE	southeast	NW	northwest
SSE	south southeast	NNW	north northwest

AIP CANADA SUPPLEMENT 016/2026

AERODROME CONSTRUCTION – SEPT-ÎLES, QC (CYZV)

**IMPORTANT: This AIP SUP is for situational awareness only
NOTAMs are published in conjunction and take precedence**

Introduction and Validity

Runway 09-27 reconstruction and taxiways A, B, C, D and apron rehabilitation will take place at Sept-Îles Airport (YZV) between 2025 and 2027.

Total Planned Duration: From 2024 to 2027

Planned number of phases: 4

Phases completed: 2 of 4

This AIP Supplement describes phases 3 only

This AIP Supplement is expected to be replaced by 25 September 2026.

Legend

	Application/Symbol	Colour
Closed		Red
Runway Available for Taxi Only		Amber
Construction Activity Area		Grey

Phase 3

Planned construction period

- Phase 3A-1: from 11 May 2026 to 16 August 2026.
- Phase 3A-2: from 1 June to 3 July 2026.
- Phase 3B: from 17 August to 25 September 2026.

Temporary Depictions

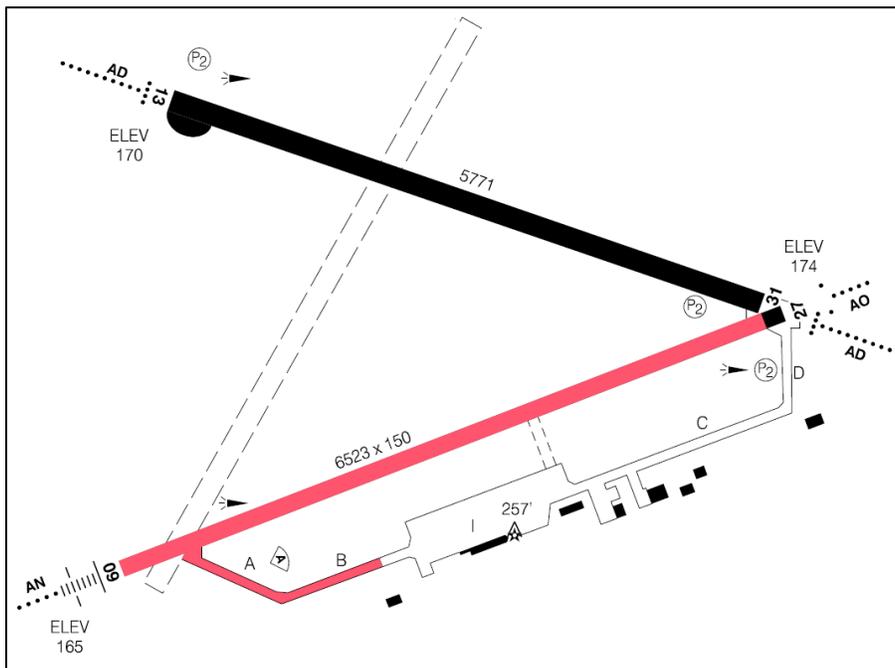


Figure 1. Overview of Phase 3A-1 Construction Work

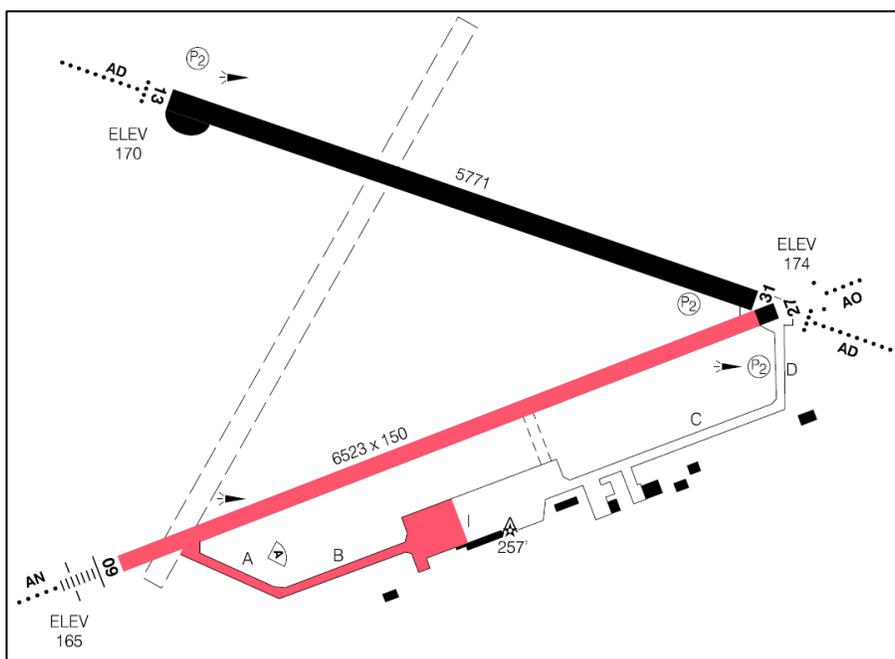


Figure 2. Overview of Phase 3A-2 Construction Work

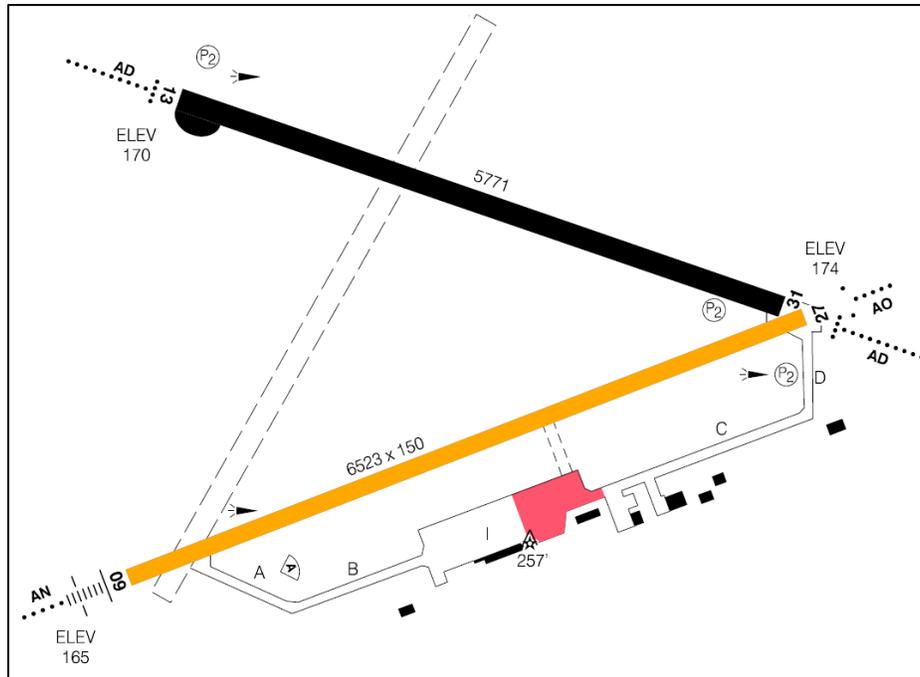


Figure 3. Overview of Phase 3B Construction Work

Closed areas – Refer to NOTAMs

Phase 3A-1:

- Runway 09-27 closed, threshold 27 available for taxiing
- Taxiway A closed
- Taxiway B closed

Phase 3A-2:

- Runway 09-27 closed, threshold 27 available for taxiing
- Taxiway A closed
- Taxiway B closed
- The western portion of the apron closed

Phase 3B:

- Runway 09-27 available for taxiing only
- The eastern part of the closed apron

Restrictions and Operational Procedures – Refer to NOTAMs

- Runway 13-31 limited to a wingspan of less than 118 feet and a Vref of less than 121 kts (AGN IIIA), except for MEDEVAC

Instrument Procedures – Refer to NOTAMs

Runway Physical changes – Refer to NOTAMs

- NIL

Other hazards

- Construction equipment (excavators, loaders, dump trucks, etc.) will be present during construction work hours at the indicated locations.
- Two lighted "X" closed area markers will be installed at Threshold 09 and past Threshold 27.
- Low-profile barricades with obstruction lights will be placed at the extremities of closed areas.
- Jersey fencing with obstruction lights will be placed at the boundary of closed areas during Apron construction work.



Figure 4. Lighted "X" closed area marker



Figure 5. Low-profile barricades with obstruction lights



Figure 6. Jersey fences with obstruction lights

Additional Information

Kristof Ngongang, Senior Project Manager

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Telephone : 438 324 2048

AIP CANADA SUPPLEMENT 015/2026

CRANES—WITHIN 30 NAUTICAL MILES OF VANCOUVER INTL AIRPORT (CYVR)

(Replaces AIP Canada Supplement 007/2026)

IMPORTANT: This AIP SUP is used instead of NOTAM

The following cranes will be erected within 30 nautical miles (NM) of Vancouver Intl (CYVR).

An excerpt of aerodrome location indicators and names used in this supplement, taken from the *Canada Flight Supplement (CFS)* and *Canada Water Aerodrome Supplement (CWAS)*, and a list of the abbreviations of compass directions, are found in the appendix on the last page of this submission.

Maximum Height (AGL)	Maximum Height (ASL)	Lighted	Painted/Marking	Working Radius	Centre Coordinates	Distance and Direction from Closest Aerodrome
171 feet	174 feet	Yes	Yes	452 feet	49° 10' 34" N 123° 08' 32" W	4,820 feet before Threshold 26L and 2,340 feet S of extended runway centreline of CYVR
568 feet	821 feet	Yes	No	1,000 feet	49° 13' 54" N 123° 07' 09" W	7,670 feet before Threshold 26R and 12,880 feet N of extended runway centreline of CYVR
210 feet	214 feet	Yes	No	142 feet	49° 10' 25" N 123° 08' 09" W	1.1 NM before Displaced Threshold 26L and 2,970 feet S of extended runway centreline of CYVR
204 feet	513 feet	No	No	208 feet	49° 14' 08" N 123° 06' 52" W	3.6 NM NNE of CYVR
143 feet	336 feet	No	No	135 feet	49° 13' 33" N 123° 06' 08" W	3.7 NM NE of CYVR
634 feet	770 feet	Yes	No	203 feet	49° 15' 50" N 123° 08' 18" W	4.5 NM N of CYVR
172 feet	324 feet	Yes	No	164 feet	49° 15' 33" N 123° 07' 00" W	4.7 NM NNE of CYVR
279 feet	322 feet	Yes	No	184 feet	49° 16' 12" N 123° 08' 26" W	4.8 NM N of CYVR
489 feet	501 feet	Yes	No	547 feet	49° 16' 26" N 123° 08' 38" W	5 NM N of CYVR
301 feet	321 feet	Yes	No	494 feet	49° 06' 05" N 122° 43' 21" W	3.6 NM WSW of CYNJ
428 feet	509 feet	Yes	No	170 feet	49° 13' 32" N 122° 53' 29" W	444 feet SE of CNW9

Maximum Height (AGL)	Maximum Height (ASL)	Lighted	Painted/Marking	Working Radius	Centre Coordinates	Distance and Direction from Closest Aerodrome
646 feet	647 feet	Yes	No	2,250 feet	49° 12' 29.3659" N 122° 53' 27.7638" W	1.12 NM SSE of CNW9
289 feet	608 feet	No	No	166 feet	49° 13' 19" N 122° 55' 56" W	1.59 NM WSW of CNW9
357 feet	655 feet	Yes	No	165 feet	49° 15' 19" N 122° 53' 33" W	1.72 NM NNW of CNW9
577 feet	585 feet	Yes	No	148 feet	49° 12' 07" N 122° 54' 53" W	1.73 NM SSW of CNW9
374 feet	669 feet	Yes	No	220 feet	49° 15' 49" N 122° 53' 29" W	2.2 NM NNW of CNW9
518 feet	815 feet	Yes	No	278 feet	49° 15' 53" N 122° 53' 24" W	2.3 NM NNW of CNW9
398 feet	484 feet	Yes	No	174 feet	49° 12' 11" N 122° 54' 52" W	1.66 NM SSW of CNW9
190 feet	489 feet	No	No	290 feet	49° 16' 45" N 122° 52' 35" W	3.2 NM N of CNW9
350 feet	399 feet	No	No	750 feet	49° 15' 40" N 122° 58' 56" W	4.1 NM WNW of CNW9
948 feet	1,381 feet	Yes	No	420 feet	49° 13' 35" N 122° 59' 44" W	4.1 NM WSW of CNW9
476 feet	898 feet	No	No	368 feet	49° 13' 34" N 123° 00' 31" W	4.6 NM WSW of CNW9
416 feet	482 feet	Yes	No	374 feet	49° 16' 46" N 123° 06' 44" W	3,084 feet SSW of CBC7
198 feet	272 feet	No	No	131 feet	49° 16' 51" N 123° 05' 37" W	3,707 feet ESE of CBC7
319 feet	333 feet	Yes	No	378 feet	49° 16' 32" N 123° 05' 52" W	4,589 feet SE of CBC7
363 feet	395 feet	No	No	197 feet	49° 18' 34" N 123° 01' 52" W	3.2 NM ENE of CBC7
598 feet	724 feet	Yes	No	202 feet	49° 15' 54.8" N 123° 00' 14.7" W	4.2 NM E of CBC7
667 feet	828 feet	Yes	No	317 feet	49° 16' 08" N 123° 00' 09" W	4.2 NM E of CBC7
670 feet	838 feet	Yes	No	197 feet	49° 16' 08" N 123° 00' 05" W	4.2 NM E of CBC7
691 feet	814 feet	Yes	Yes	572 feet	49° 15' 55" N 122° 59' 58" W	4.4 NM E of CBC7
589 feet	631 feet	Yes	No	164 feet	49° 17' 24" N 123° 07' 49" W	4,782 feet SW of CYHC
276 feet	284 feet	No	Yes	732 feet	49° 18' 58.8201" N 123° 06' 39.5300" W	1.32 NM NNW of CYHC
129 feet	210 feet	No	No	141 feet	49° 18' 35.817" N 123° 04' 20.773" W	1.79 NM NE of CYHC

Maximum Height (AGL)	Maximum Height (ASL)	Lighted	Painted/Marking	Working Radius	Centre Coordinates	Distance and Direction from Closest Aerodrome
109 feet	316 feet	No	No	138 feet	49° 10' 35" N 122° 50' 42" W	330 feet WNW of CVS3
490 feet	749 feet	Yes	Yes	180 feet	49° 10' 49" N 122° 50' 32" W	1,641 feet N of CVS3
193 feet	495 feet	No	No	236 feet	49° 12' 12" N 122° 50' 26" W	1.65 NM NNW of CVS3
503 feet	595 feet	No	No	148 feet	49° 16' 43" N 123° 08' 00" W	1.06 NM NW of CBK4
494 feet	602 feet	No	No	148 feet	49° 16' 44" N 123° 07' 58" W	1.07 NM NNW of CBK4
230 feet	412 feet	Yes	No	131 feet	49° 15' 07" N 123° 04' 44" W	1.89 NM E of CBK4
290 feet	603 feet	Yes	No	165 feet	49° 13' 57" N 123° 03' 11" W	3 NM E of CAK7
367 feet	379 feet	No	No	265 feet	49° 12' 17" N 123° 01' 56" W	4.4 NM ESE of CAK7
516 feet	937 feet	Yes	No	197 feet	49° 13' 51" N 123° 00' 41" W	4.6 NM E of CAK7
143 feet	252 feet	Yes	Yes	171 feet	49° 13' 02.676" N 122° 37' 05.376" W	3.6 NM ENE of CAJ8
314 feet	440 feet	Yes	No	196 feet	49° 13' 24" N 122° 35' 55" W	3.7 NM NW of CBQ2
555 feet	936 feet	Yes	No	2,552 feet	49° 39' 54" N 123° 15' 10" W	8 NM SSW of CYSE
330 feet	399 feet	Yes	No	2,248 feet	49° 39' 52.5457" N 123° 15' 05.1172" W	8 NM SSW of CYSE

The following are for new cranes to this AIP Supplement.

Maximum Height (AGL)	Maximum Height (ASL)	Lighted	Painted/ Marking	Working Radius	Centre Coordinates	Distance and Direction from Closest Aerodrome
496 feet	863 feet	Yes	No	351 feet	49° 15' 50" N 122° 53' 11" W	2.3 NM N of CNW9
430 feet	750 feet	Yes	Yes	261 feet	49° 14' 12" N 123° 07' 14" W	1.2 NM before threshold 26R and 2.4 NM N of extended runway centerline of CYVR

This is not an exhaustive list. For other crane information, check other active NOTAMs for your flight.

Details of any procedure changes implemented due to crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, please contact:

NAV CANADA
 1601 Tom Roberts Avenue
 Ottawa, ON K1V 1E5

E-mail: landuse@navcanada.ca

Appendix**Aerodrome Location Indicators and Names**

CAK7	Vancouver (Children & Women's Health Centre) BC (Heli)
CBC7	Vancouver/Harbour (Public) (Heli)
CBK4	Vancouver (Gen Hosp) (Heli)
CBQ2	Fort Langley BC
CNW9	Vancouver/New Westminster (Royal Columbian Hosp) (Heli)
CVS3	Vancouver (Surrey Memorial Hosp) (Heli)
CYHC	Vancouver Harbour (Water Aerodrome)
CYNJ	Langley Regional BC
CYSE	Squamish Municipal Airport (Don Patrick Field) BC
CYVR	Vancouver Intl

Abbreviations of Compass Directions

N	north	S	south
NNE	north northeast	SSW	south southwest
NE	northeast	SW	southwest
ENE	east northeast	WSW	west southwest
E	east	W	west
ESE	east southeast	WNW	west northwest
SE	southeast	NW	northwest
SSE	south southeast	NNW	north northwest

AIP CANADA SUPPLEMENT 014/2026

CRANE — DARTMOUTH, NOVA SCOTIA

IMPORTANT: This AIP SUP is used instead of NOTAM

Crane will be erected in Dartmouth, NS. The maximum height is 197 feet above ground level (AGL) or 367 feet above sea level (ASL). The structure(s) will be lighted and painted.

The cranes will be located within a 164-foot radius centred at the following coordinates:

44° 41' 12" N 63° 33' 48" W

Crane is approximately 2.6 nautical miles (NM) Northeast (NE) of Halifax (QE II Health Sciences Centre) NS (Heli) (CHQE). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

Email: landuse@navcanada.ca

AIP CANADA SUPPLEMENT 013/2026

MOBILE CRANE — ABBOTSFORD, BRITISH COLUMBIA

IMPORTANT: This AIP SUP is used instead of NOTAM

A mobile crane will be erected in Abbotsford, British Columbia. The maximum height is 100 feet above ground level (AGL) or 280 feet above sea level (ASL). The crane will be lighted and not painted.

The mobile crane will be located within a 114-foot radius centred at the following coordinates:

49° 01' 25.65" N 122° 21' 14.12" W

The mobile crane is approximately 2,930 feet beyond displaced threshold 25 and 1,270 feet north of extended runway centreline of Abbotsford Airport (CYXX). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

Email: landuse@navcanada.ca

AIP CANADA SUPPLEMENT 012/2026

AERODROME CONSTRUCTION – VANCOUVER INTL (CYVR)

**IMPORTANT: This AIP SUP is for situational awareness only
NOTAMs are published in conjunction and take precedence**

Introduction and Validity

This AIP Supplement describes the work for the YVR South Airport Cargo Development Project Phase 1 and 2.

Phase 1 will involve the permanent decommissioning of a section of Taxiway F and nightly closures of Taxiway AR.

Phase 2 will involve a 24/7 closure of Taxiway AR (for a period of 6-7 weeks) followed by nightly closures. The closures will enable the construction of the new Taxiway AS, which will be directly east of Taxiway AR. During the closure of Taxiway AR, access to the stands on Apron I or Apron II will be via Taxiway F and a temporary bypass taxiway on Apron II.

Total Planned Duration: From 10 February 2026, 0600 UTC to 2 August 2027, 1400 UTC

Planned number of phases: 3

Phases completed: 0 of 3

This AIP Supplement describes phase 1 and 2 only.

This AIP Supplement is expected to be replaced by 30 June 2026

Legend

	Application/Symbol	Colour
Closed		Red
Runway Available for Taxi Only		Amber
Construction Activity Area		Grey

Further Information

For questions about this change, contact

YVR Airport Operations
Tel.: 604-207-7022,
Email: airsidestandards@yvr.ca

AIP CANADA SUPPLEMENT 010/2026

AERODROME CONSTRUCTION – MONTRÉAL / PIERRE ELLIOTT TRUDEAU INTL, QC (CYUL)

**IMPORTANT: This AIP SUP is for situational awareness only
NOTAMs are published in conjunction and take precedence**

Introduction and Validity

Total Planned Duration: From 2 February 2026, 1100 UTC to 15 March 2026, 2300 UTC

Planned number of phases: 1

This AIP Supplement describes phase 1 only.

Legend

	Application/Symbol	Colour
Closed		Red
Runway Available for Taxi Only		Amber
Construction Activity Area		Grey

Phase 1

Planned Construction Period

- From 2 February 2026, 1100 UTC to 15 March 2026, 2300 UTC

Temporary Depictions

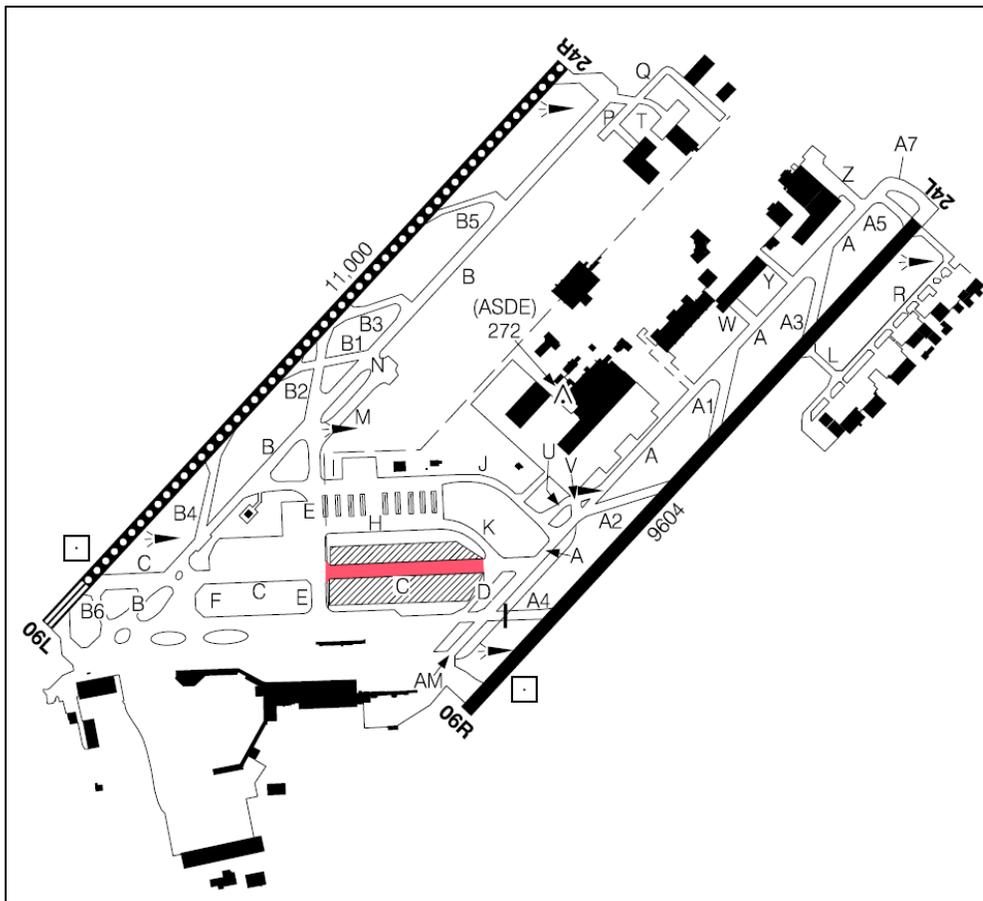


Figure 1. Taxiway C construction works area

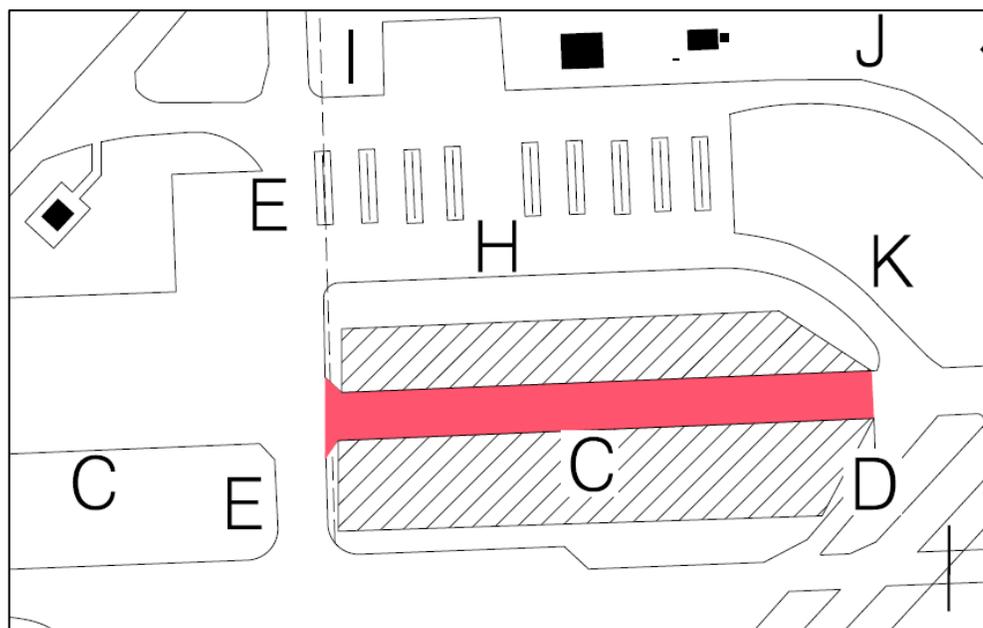


Figure 2. Taxiway C construction works area

Closed Areas – Refer to NOTAMs

- Taxiway C between taxiway E and taxiway D CLSD

Restrictions and Operational Procedures – Refer to NOTAMs

- Aircraft with wingspan greater than 213 feet will be prohibited from operating at the aerodrome during this construction phase.

Instrument Procedures – Refer to NOTAMs

- NIL

Runway Physical Changes – Refer to NOTAMs

- NIL

Other Hazards

- NIL

Further Information

Any questions concerning this supplement should be directed to:

Nathalie Beaulieu
Manager – Manager, Coordination and Planning of Airside Construction and Activities

Phone : 514-241-6954
Email : nathalie.beaulieu@admtl.com

AIP CANADA SUPPLEMENT 009/2026

AERODROME CONSTRUCTION – MONTRÉAL / PIERRE ELLIOTT TRUDEAU INTL, QC (CYUL)

**IMPORTANT: This AIP SUP is for situational awareness only
NOTAMs are published in conjunction and take precedence**

Introduction and Validity

YUL will undertake work to extend Taxiway M in order to optimize its airside infrastructure and maintain a high level of safety, operational efficiency, and fluidity in aircraft movements.

Total Planned Duration: From 2 March 2026, 1100 UTC to 7 June 2027, 1100 UTC

Planned number of phases: 7

Phases completed: 0 of 7

This AIP Supplement describes phase 1, 2, 3, 4 and 5 only.

This AIP Supplement is expected to be replaced by 15 March 2027

Legend

	Application/Symbol	Colour
Closed		Red
Runway Available for Taxi Only		Amber
Construction Activity Area		Grey

Phase 1**Planned Construction Period**

- From 2 March 2026, 1100 UTC to 17 March 2026, 1100 UTC (Approximate dates and times)

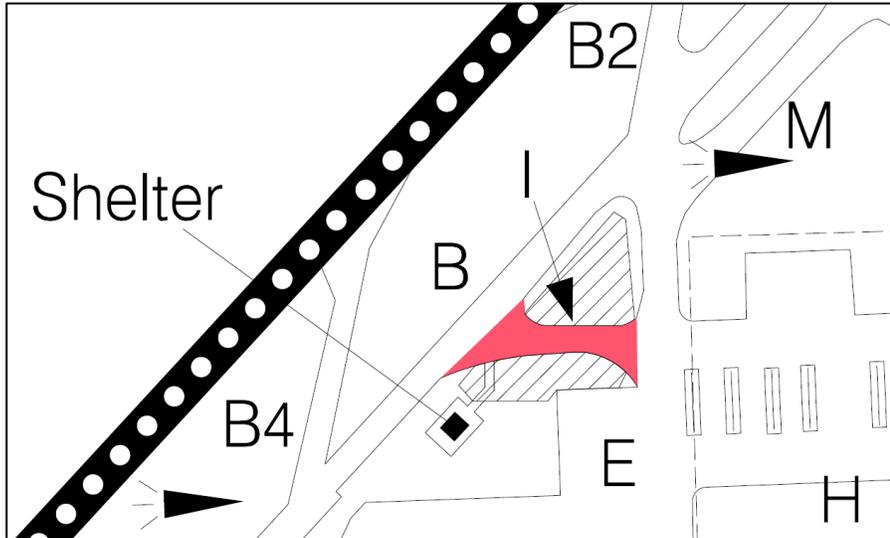
Temporary Depictions

Figure 1. Infrastructure closures

Closed Areas – Refer to NOTAMs

- Taxiway I between B and E closed

Restrictions and Operational Procedures – Refer to NOTAMs

- Aircraft with wingspan greater than 213 feet will be prohibited from operating at the aerodrome during this construction phase.

Runway Physical Changes – Refer to NOTAMs

- NIL

Other Hazards

- NIL

Phase 2**Planned Construction Period**

- From 17 March 2026, 1101 UTC to 22 April 2026, 1000 UTC (Approximate dates and times)

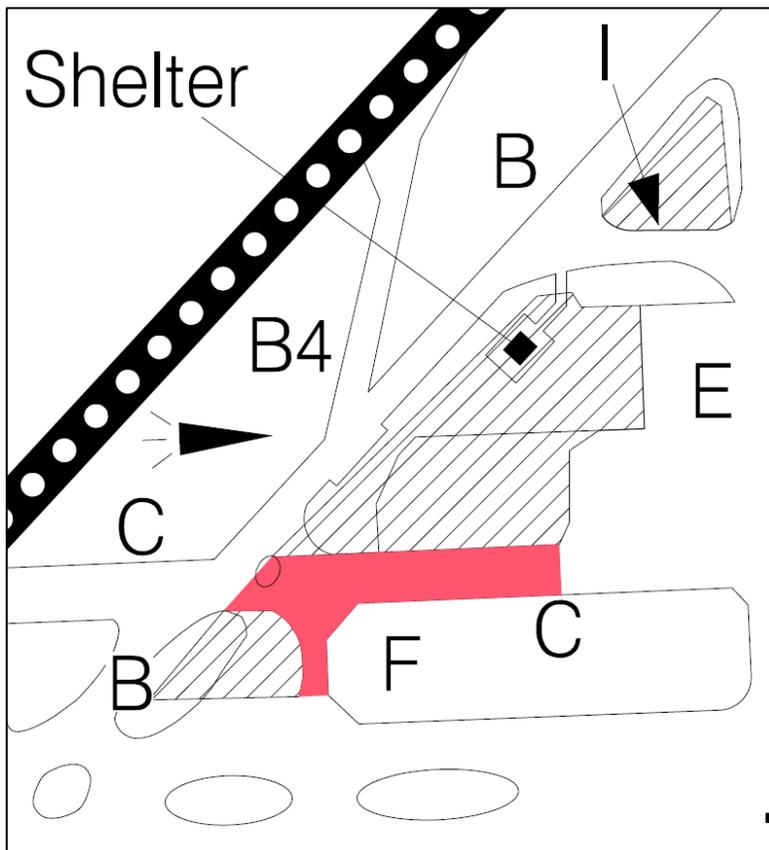
Temporary Depictions

Figure 2. Infrastructure closures

Closed Areas – Refer to NOTAMs

- Twy F closed
- Twy C between B and 800 feet west of E closed

Restrictions and Operational Procedures – Refer to NOTAMs

- Aircraft with wingspan greater than 213 feet will be prohibited from operating at the aerodrome during this construction phase.
- Baggage shelter unavailable

Instrument Procedures – Refer to NOTAMs

- NIL

Runway Physical Changes – Refer to NOTAMs

- NIL

Other Hazards

- NIL

Phase 4

Planned Construction Period

- From 10 July 2026, 1001 UTC to 11 December 2026, 1000 UTC
(Approximate dates and times)

Temporary Depiction(s)

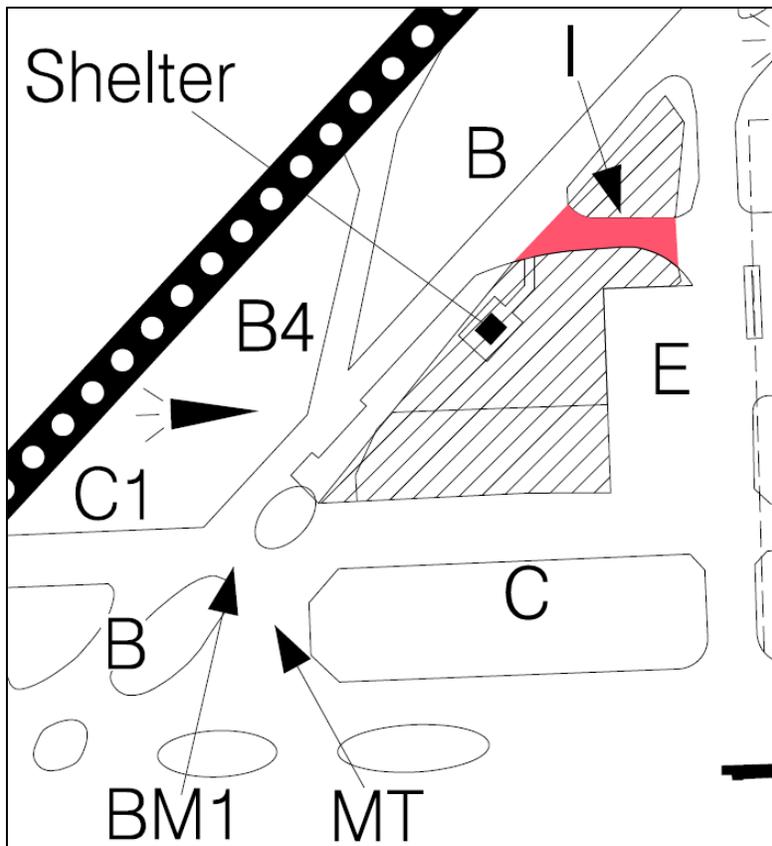


Figure 4. Infrastructure closures

Closed Areas – Refer to NOTAMs

- Twy I between B and E closed

Restrictions and Operational Procedures – Refer to NOTAMs

- Aircraft with wingspans greater than 213 feet will be prohibited from operating at the aerodrome during this construction phase.
- From 15 May 2026 to 15 June 2026 the shelter will be installed on the new pad

Instrument Procedures – Refer to NOTAMs

- NIL

Runway Physical Changes – Refer to NOTAMs

- NIL

Other

New taxiways will be opened, and some existing ones will undergo a change in designation.

- Taxiway C, between Runway 06L/24L, will become C1.
- The new section opened between the Apron and Taxiway C will be temporarily designated MT.
- The junction between Taxiway B and MT will be designated BM1.

Phase 5**Planned Construction Period**

- From 11 December 2026, 1001 UTC to 15 March 2027, 1000 UTC
(Approximate dates and times)

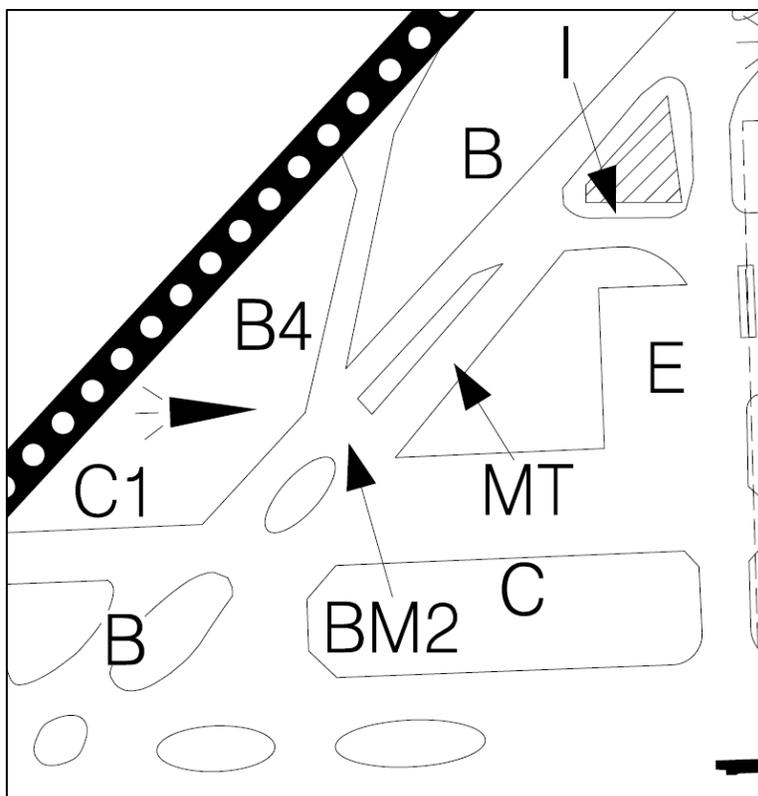
Temporary Depiction(s)

Figure 5. Infrastructure closures

Closed Areas – Refer to NOTAMs

- NIL

Restrictions and Operational Procedures – Refer to NOTAMs

- Aircraft with wingspan greater than 213 feet will be prohibited from operating at the aerodrome during this construction phase.
- Baggage shelter unavailable

Instrument Procedures – Refer to NOTAMs

- NIL

Runway Physical Changes – Refer to NOTAMs

- NIL

Other

- The new section opened between the Apron and Taxiway I will be temporarily designated MT.
- A new junction between Taxiway B and MT will be designated BM2.

Further Information

Any questions concerning this supplement should be directed to:

Nathalie Beaulieu
Manager, Coordination and Planning of Airside Construction and Activities

Phone : 514-241-6954
Email : nathalie.beaulieu@admtl.com

AIP CANADA SUPPLEMENT 006/2026**MOBILE CRANE — CHARLOTTETOWN, PRINCE EDWARD ISLAND****IMPORTANT: This AIP SUP is used instead of NOTAM**

A mobile crane will be erected in Charlottetown, Prince Edward Island. The maximum height is 145 feet above ground level (AGL) or 301 feet above sea level (ASL). The structure(s) will not be lighted and not painted.

The cranes will be located within an 180-foot radius centered at the following coordinates:

46° 17' 23.75" N 63° 07' 56.91" W

Crane is approximately 1,150 feet before threshold runway 10 and 1,220 feet south of extended runway centerline of Charlottetown (CYYG). Details of any procedure changes implemented due to this activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

Email: landuse@navcanada.ca



AIP CANADA SUPPLEMENT 005/2026

TRANSPORT CANADA ATLANTIC REGION RESTRICTED AIRSPACE CORRIDOR GREENWOOD MTCA TO CYD 703 NOVA SCOTIA

16 March 2026 to 30 June 2026 (Estimated)

**IMPORTANT: This AIP SUP is for situational awareness only.
NOTAMs are published in conjunction and take precedence.**

Pursuant to section 5.1 of the Aeronautics Act, a restricted airspace corridor will be created along the Southern border of the Greenwood NS Military Terminal Control Area and extend South 37.4 NM to CYD 703. The corridor will support Transport Canada – Aircraft Services Directorate (TC-ASD) training and operations utilizing a Class 3 Medium-Altitude-Long-Endurance (MALE) Remotely Piloted Aircraft (RPA)

AFFECTED AIRSPACE:

The airspace within the area bounded by a line beginning at:

N44°36'18.41" W064 40'24.40"	Thence clockwise along the edge of the Greenwood Military Terminal
Control Area	to
N44°33'50.95" W064 57'19.50"	to
N43°55'51.41" W064 33'31.59"	to
N44°04'43.28" W064 20'45.87"	to
N44°36'18.41" W064 40'24.40"	point of beginning
Designated Altitude	6000 to 8000 Feet ASL
Validity Period	By NOTAM, at least seven days in advance. Initial period of 90 days with potential for extension, by NOTAM Estimated commencement date 16 March 2026
Time of Designation	Daily 0800-1800 ADT (1100 UTC TIL 2100 UTC)
Controlling Agency	Moncton Area Control Centre
Operating Procedures	No person shall operate an aircraft, including Remotely Pilot Aircraft (RPA-drone), within the area described unless authorized by Moncton ACC (506) 867-7178 or Freq 123.9 MHZ

NOTE:

RPAS corridor centreline: Greenwood MTCA to CYD 703

N44°34'19.53", W064°48'39.20" to

N44°00'17.52", W064°27'09.21"

Approximate width of the corridor is 12 NM

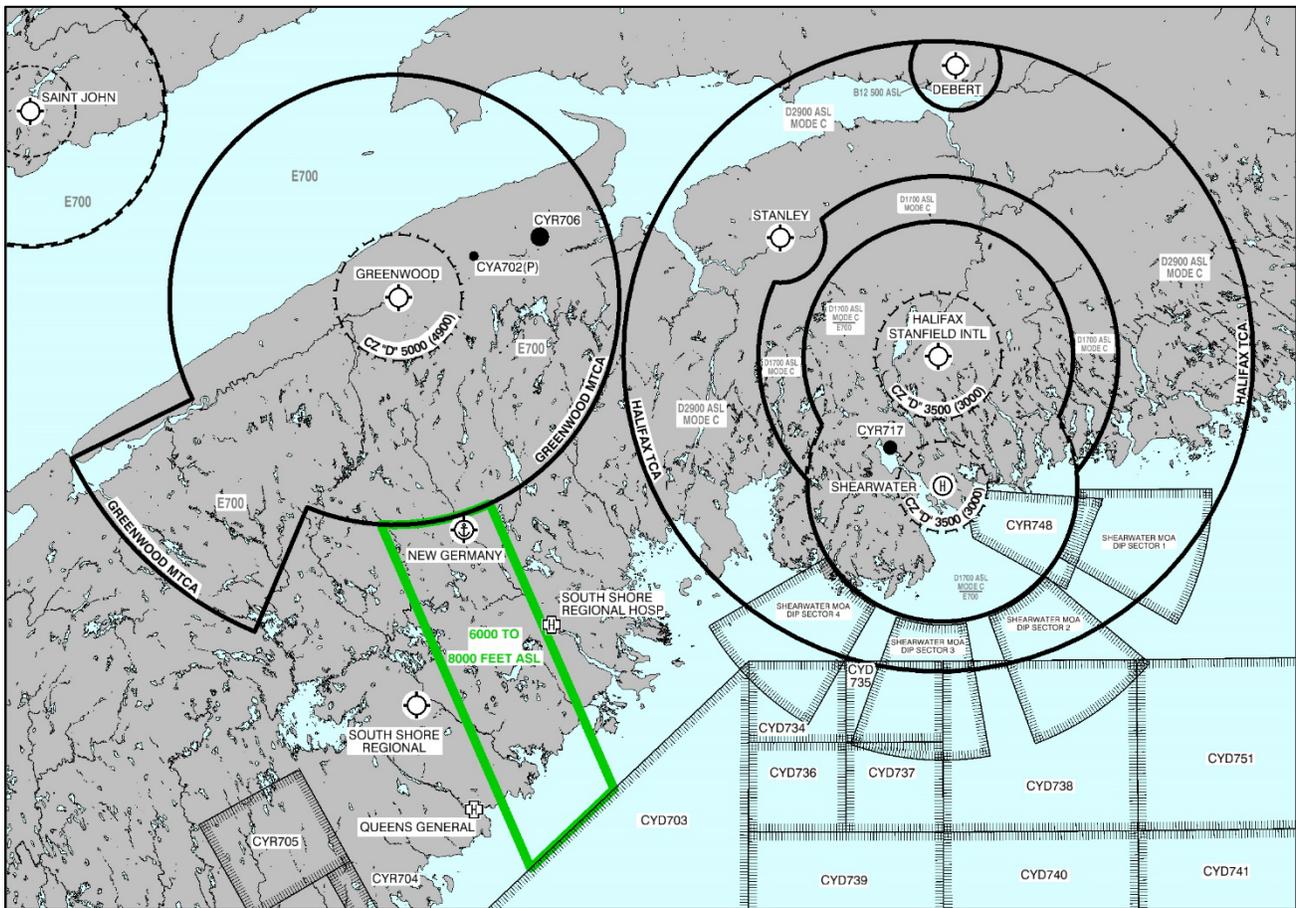
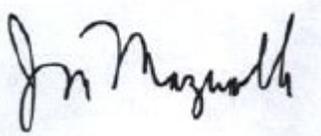


Figure. NOT FOR NAVIGATION

Further Information

For further information please contact:

Transport Canada Atlantic Region
 E-mail: aviation.atl@tc.gc.ca



Jean-Marc Mazerolle
 Associate Director Operations

AIP CANADA SUPPLEMENT 004/2026

CRANES—WITHIN 30 NAUTICAL MILES OF CALGARY / YYC CALGARY INTL AIRPORT (CYYC)

(Replaces AIP Canada Supplement 121/2025)

IMPORTANT: This AIP SUP is used instead of NOTAM

The following cranes will be erected within 30 nautical miles (NM) of Calgary/YYC Calgary Intl (CYYC).

An excerpt of aerodrome location indicators and names used in this supplement, taken from the *Canada Flight Supplement (CFS)* and *Canada Water Aerodrome Supplement (CWAS)*, and a list of the abbreviations of compass directions, are found in the appendix on the last page of this submission.

Maximum Height (AGL)	Maximum Height (ASL)	Lighted	Painted/Marking	Working Radius	Centre Coordinates	Distance and Direction from Closest Aerodrome
148 feet	3,677 feet	Yes	No	300 feet	51° 07' 04.63" N 114° 02' 06.48" W	1,810 feet beyond Threshold 11 and 2,610 feet S of extended runway centreline of CYYC
533 feet	3,978 feet	Yes	No	166 feet	51° 03' 00" N 114° 04' 21" W	4.3 NM SSW of CYYC
385 feet	3,866 feet	Yes	No	148 feet	51° 02' 46" N 114° 04' 28" W	4.6 NM SSW of CYYC
503 feet	3,931 feet	Yes	No	229 feet	51° 02' 49" N 114° 03' 54" W	4.9 NM S of CYYC
246 feet	3,902 feet	Yes	No	263 feet	51° 04 '37" N 114° 08' 45" W	4,894 feet NW of CMT3

The following are for new cranes to this AIP Supplement.

Maximum Height (AGL)	Maximum Height (ASL)	Lighted	Painted/Marking	Working Radius	Centre Coordinates	Distance and Direction from Closest Aerodrome

This is not an exhaustive list. For other crane information, check other active NOTAMs for your flight.

Details of any procedure changes implemented due to crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, please contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

E-mail: landuse@navcanada.ca

Appendix**Aerodrome Location Indicators and Names**

CMT3	Calgary (Foothills Hosp McCaig Tower) (Heli)
CYYC	Calgary/YYC Calgary Intl

Abbreviations of Compass Directions

N	north	S	south
NNE	north northeast	SSW	south southwest
NE	northeast	SW	southwest
ENE	east northeast	WSW	west southwest
E	east	W	west
ESE	east southeast	WNW	west northwest
SE	southeast	NW	northwest
SSE	south southeast	NNW	north northwest

AIP CANADA SUPPLEMENT 003/2026

AERODROME CONSTRUCTION – MONTREAL/MET (MONTREAL METROPOLITAN) AIRPORT (CYHU)

(Replaces AIP Supplement 088/2025)

**IMPORTANT: This AIP SUP is for situational awareness only.
NOTAMs are published in conjunction and take precedence**

Introduction and Validity

Construction of a new de-icing centre and service road:

- An aircraft de-icing centre will be built, adjoining to taxiway R.

Total Planned Duration: From 1 July 2025 to 30 April 2026

Planned number of phases: 2

Phases completed: 1 of 2

Phases remaining: 1

Legend

	Application/Symbol	Colour
Closed		Red
Runway Available for Taxi Only		Amber
Construction Activity Area		Grey

Phase 2 – New de-icing center

Planned Construction Period

- Phase 2 from 1 October 2025 to 30 April 2026

Temporary Depiction(s)

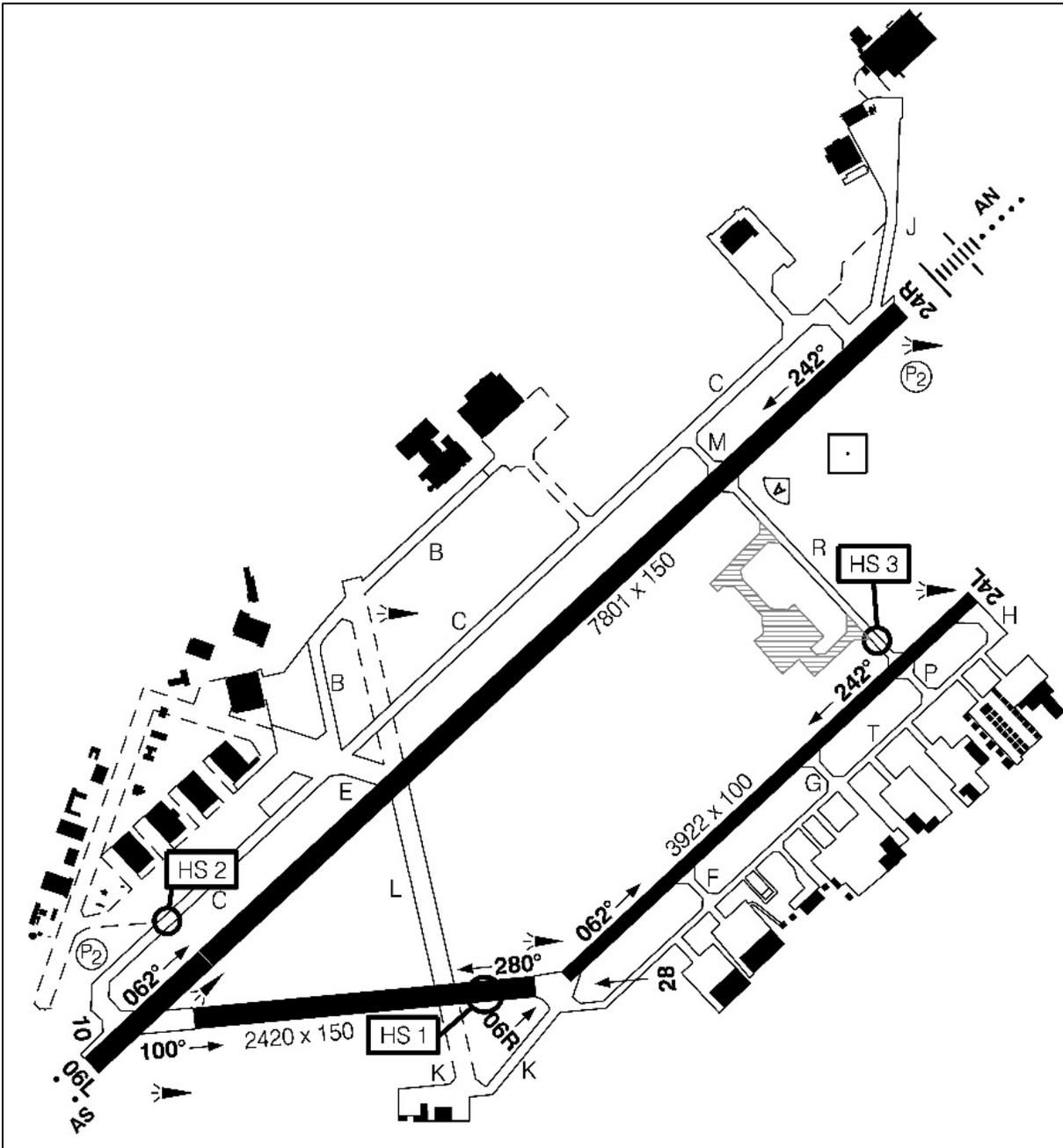


Figure 1. Phase 2

Closed Areas – Refer to NOTAMs

- NIL

Restrictions and Operational Procedures – Refer to NOTAMs

- NIL

Instrument Procedures – Refer to NOTAMs

- NIL

Runway Physical Changes – Refer to NOTAMs

- NIL

Other Hazards

- **Phase 2:**
 - Heavy vehicles will operate perpendicularly on Taxiway R (open) from 1 October 2025 to 30 April 2026, during the day.
 - There will be overhead equipment at the site of the new de-icing centre; it will meet OLS height restrictions.
 - Construction activity areas at the de-icing centre and on Taxiway R will be surrounded by barricades and traffic cones (TRV7 with a red light).

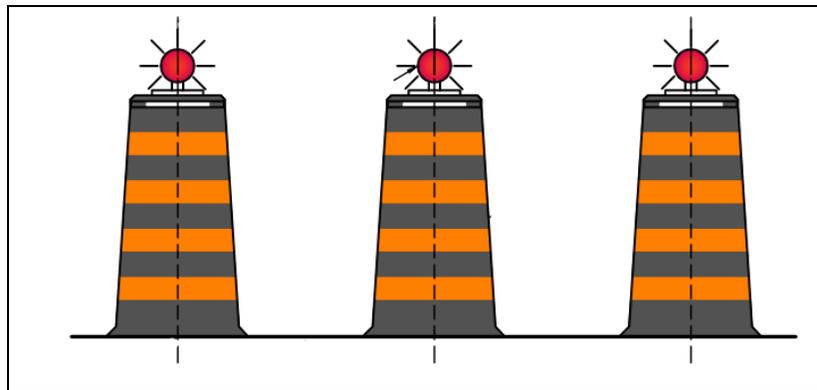


Figure 2. Temporary traffic cones with a red light to indicate closure of taxiways and restricted access

Further Information

Any questions concerning this supplement should be directed to:

Anne-Marie Michaud, Arch., PMP

Cheffe, opérations et coordination de projets
Chief of Operations & Project Management



anne-marie.michaud@metmtl.com

AIP CANADA SUPPLEMENT 130/2025

GANDER FLIGHT INFORMATION REGION - VOICE COMMUNICATIONS FOR OCEANIC ROUTE AMENDMENTS PRIOR TO OCEANIC ENTRY

(Replaces AIP Canada Supplement 099/2025)

**IMPORTANT: This AIP SUP is for situational awareness only.
NOTAMs are published in conjunction and take precedence**

Purpose of the Supplement

The purpose of this Supplement is to inform air operators that due to ATC workload and pilot confusion regarding oceanic route clearance changes issued through CPDLC, Gander Flight Information Region (CDQX FIR), Gander Domestic controllers will be issuing oceanic route amendments via VHF voice communications in lieu of CPDLC uplink route amendment clearance messages.

CZQX FIR Oceanic route amendment clearances – VHF voice clearances in lieu of CPDLC uplink messages.

Post-implementation monitoring of the 4 December 2024 Oceanic Clearance Removal (OCR) by NAV CANADA has identified that some flight crews are confused with the new OCR procedures, with questions or route clarifications being asked on ATC VHF voice communications frequencies within the Gander Domestic FIR. The volume of queries and ATC explanations of OCR procedures by Gander Domestic ATC has increased the workload and complexity of operations. A notable percentage of these questions and route clarifications have been associated with CPDLC uplink route amendment clearance messages sent by ATC, in particular, the “*CLEARED TO [position] VIA [route clearance]*” uplink message.

To mitigate this workload and pilot confusion, CDQX FIR Domestic ATC will issue oceanic route clearances and amendments via VHF voice communications in lieu of CPDLC loadable Route Clearance uplink messaging before an aircraft reaches its Oceanic Entry Point (OEP).

Other OCR procedures, including Oceanic flight planning, RCL submission requirements and timing, and CPDLC route conformance monitoring, will continue unchanged. Route changes issued to aircraft once past OEP will continue to be issued by CPDLC or HF communications.

This change to issuing route amendment clearances in Gander Domestic airspace will be conducted as a trial between 5 May 2025 and 31 May 2026.

Expiry Date

This AIP Supplement expires 31 May 2026.

For further information, please contact:

Robert Fleming
Manager, Gander Area Control Centre
E-mail: robert.fleming@navcanada.ca

AIP CANADA SUPPLEMENT 129/2025

15L WINTER OPERATIONS PLAN TORONTO PEARSON INTERNATIONAL AIRPORT, ON (CYYZ)

**IMPORTANT: This AIP SUP is for situational awareness only.
NOTAMs are published in conjunction and take precedence**

Introduction

During the Winter Operations period from 15 November 2025 to 15 April 2026 each year, Toronto Pearson International Airport temporarily reduces the Landing Distance Available (LDA) for Runway 15L to facilitate protection in the case of an overshoot for any aircraft taxiing on Taxiway C to access the Central Deicing Facility (CDF).

Validity

This Supplement is valid from 25 December 2025, 0901Z to 15 April 2026, 0901Z.

Description

The shortening of Runway 15L is necessary to manage the additional taxiing requirements during the winter months when aircraft must proceed to the CDF for deicing during a south runway configuration. By shortening the LDA, the airport can better manage the flow of traffic and protect the obstacle surface for NAV CANADA and to ensure there is no reduction in capacity during winter operations.

The LDA for arrivals on Runway 15L will be reduced from 10,886 feet to 9,291 feet during this period. Take-off Runway Available (TORA), Take-off Distance Available (TODA) and Accelerate Stop Distance Available (ASDA) for Runway 15L remain unchanged (10886 ft). There are no changes to Runway 33R, which will have no changes to declared distances.

A reduction in LDA can be established without any need for infrastructure modifications.

During the winter season a NOTAM is issued to inform all relevant stakeholders of the temporary reduction in LDA for arrivals. Refer to NOTAM.

Example NOTAM

A) CYYZ B) 2511150500 C) 26041510400
E) LAST 1595FT 15L LANDING DISTANCE NOT AVBL.
DECLARED DIST WITH RWY 15L LDA REDUCED:
RWY 15L TORA 10886 TODA 10886 ASDA 10886 LDA 9291

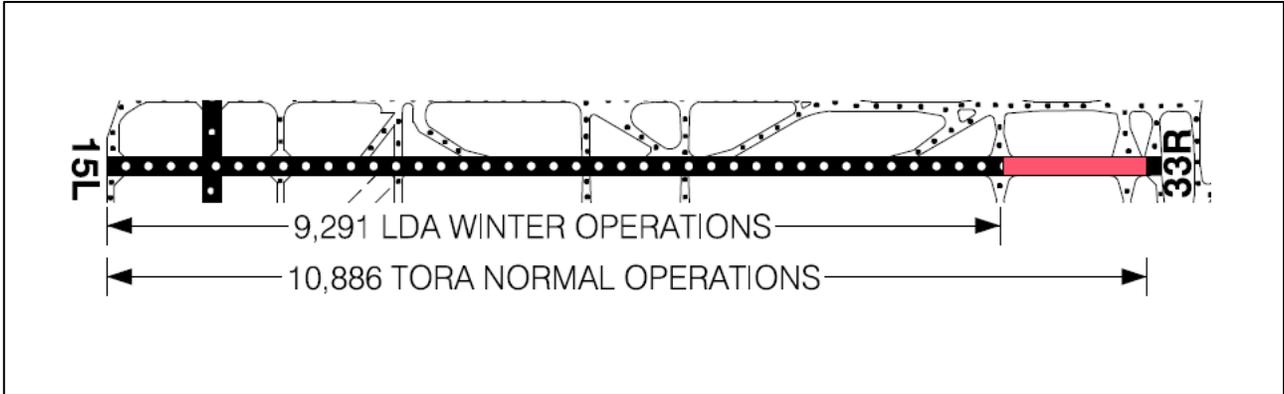


Figure 1. Rwy 15L LDA Reduction

NOTAM REFERENCE: NOTAM No: D4205/25

Further Information

Lisa Davidson
Greater Toronto Airports Authority
Email: lisa.davidson@gtaa.com

AIP CANADA SUPPLEMENT 125/2025

TOWER CRANE — OTTAWA, ONTARIO

IMPORTANT: This AIP SUP is used instead of NOTAM

A tower crane will be erected in Ottawa, Ontario. The maximum height is 326 feet above ground level (AGL) or 538 feet above sea level (ASL). The structure(s) will not be lighted or painted.

The crane will be located within a 154-foot radius centred at the following coordinates:

45° 23' 49" N 75° 44' 58" W

The crane is approximately 1.26 nautical miles (NM) west northwest (WNW) of Ottawa (Civic Hospital) (Heli) (CPP7). Details of any procedure changes implemented due to this activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

Email: landuse@navcanada.ca

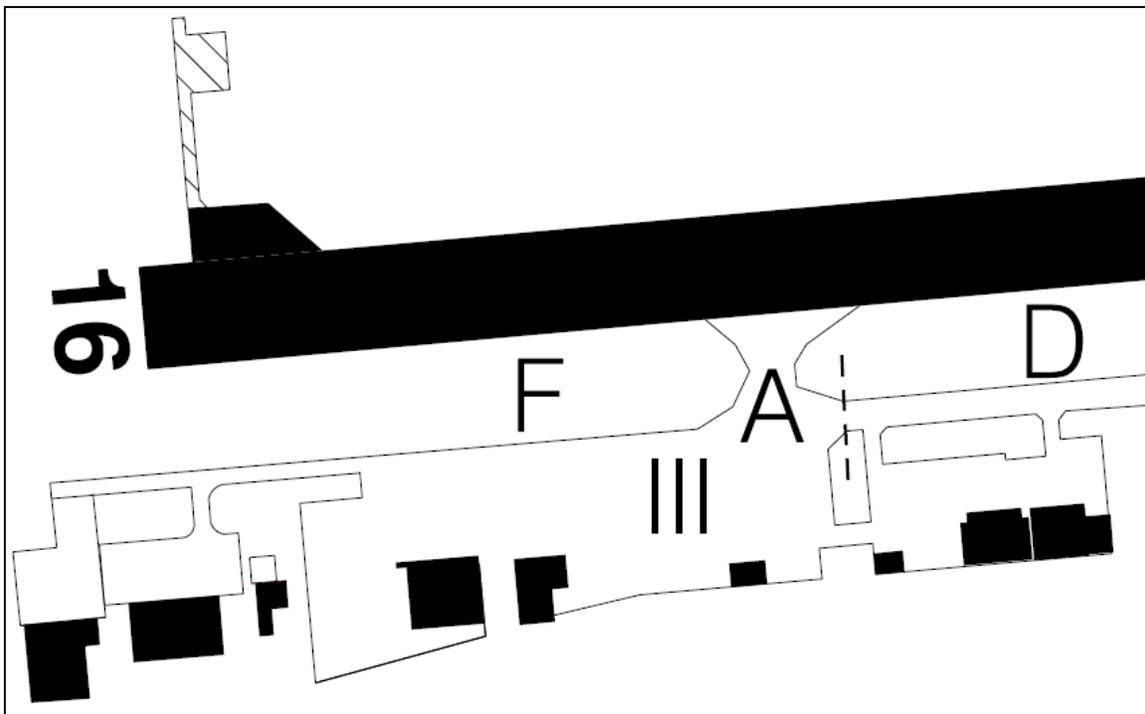
AIP CANADA SUPPLEMENT 124/2025**INCURSION MITIGATION / SAFETY ENHANCEMENT –
INTERMEDIATE HOLDING POSITION LIGHTING - KELOWNA (CYLW)**

**IMPORTANT: This AIP SUP is for situational awareness only.
NOTAMs are published in conjunction and take precedence**

Introduction

The Kelowna Airport has installed Intermediate Holding Position Lighting at the taxiway hold line from Taxiway D to Taxiway A visible for aircraft taxiing north on TWY D.

This safety enhancement aims to reduce the number of taxiway incursions at this intersection. This lighting supports the existing published HOTSPOT 1, where pilots can expect ATC direction to hold short of TWY A rather than onto TWY A. This lighting raises the prominence of the holding position in all lighting conditions.



Figure

Validity

This is a permanent enhancement.

Further Information

Any questions concerning this supplement should be directed to:

Kelowna International Airport (CYLW)

Airport Duty Manager

Phone: (250) 717-7138

Email: YLWDM@kelowna.ca

AIP CANADA SUPPLEMENT 123/2025

CHANGE IN MANDATORY FREQUENCY PETERBOROUGH, ONTARIO (CYPQ)

**IMPORTANT: This AIP SUP is for situational awareness only.
NOTAMs are published in conjunction and take precedence**

The Mandatory Frequency for Peterborough Airport will change from 123.00 MHz to 122.025 MHz.
The ARCAL for Peterborough Regional Airport will change from 123.00 MHz to 122.025 MHz at the same time.

The change will take effect on 14 May 2026, at 0901 Coordinated Universal Time (UTC).
The appropriate aeronautical publications will be amended.

For further information, please contact:

NAV CANADA
Customer Service Centre
151 Slater Street
Ottawa, ON K1P 5H3

Tel.: 800-876-4693
E-mail: service@navcanada.ca

AIP CANADA SUPPLEMENT 120/2025

TOWER CRANE — LONDON, ONTARIO

IMPORTANT: This AIP SUP is used instead of NOTAM

A crane will be erected in London, Ontario. The maximum height is 131 feet above ground level (AGL) or 1021 feet above sea level (ASL). The structure(s) will not be lighted or painted.

The crane will be located within a 492-foot radius centred at the following coordinates:

43° 01' 41.80" N 81° 09' 37.90" W

The crane is approximately 210 feet beyond the threshold runway 09 and 3640 feet south of the runway centreline of London International Airport (CYXU). Details of any procedure changes implemented due to this activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

Email: landuse@navcanada.ca

AIP CANADA SUPPLEMENT 119/2025

CHANGES TO OPERATIONAL PROCEDURES – MONT-JOLI REGIONAL AIRPORT (CYYY)

**IMPORTANT: This AIP SUP is for situational awareness only.
NOTAMs are issued to provide the necessary operational information.**

Introduction and Validity

Total Planned Duration: From 13 November 2025, 0400 UTC, to 29 October 2026, 0400 UTC

Legend

	Application/Symbol	Colour
Closed		Red
Runway Available for Taxi Only		Amber
Construction Activity Area		Grey

Description

Extended closure of Runway 15-33, after which it will be permanently closed.

Planned Period

- From 13 November 2025, 0400 UTC, to 29 October 2026, 0400 UTC

Temporary Depictions

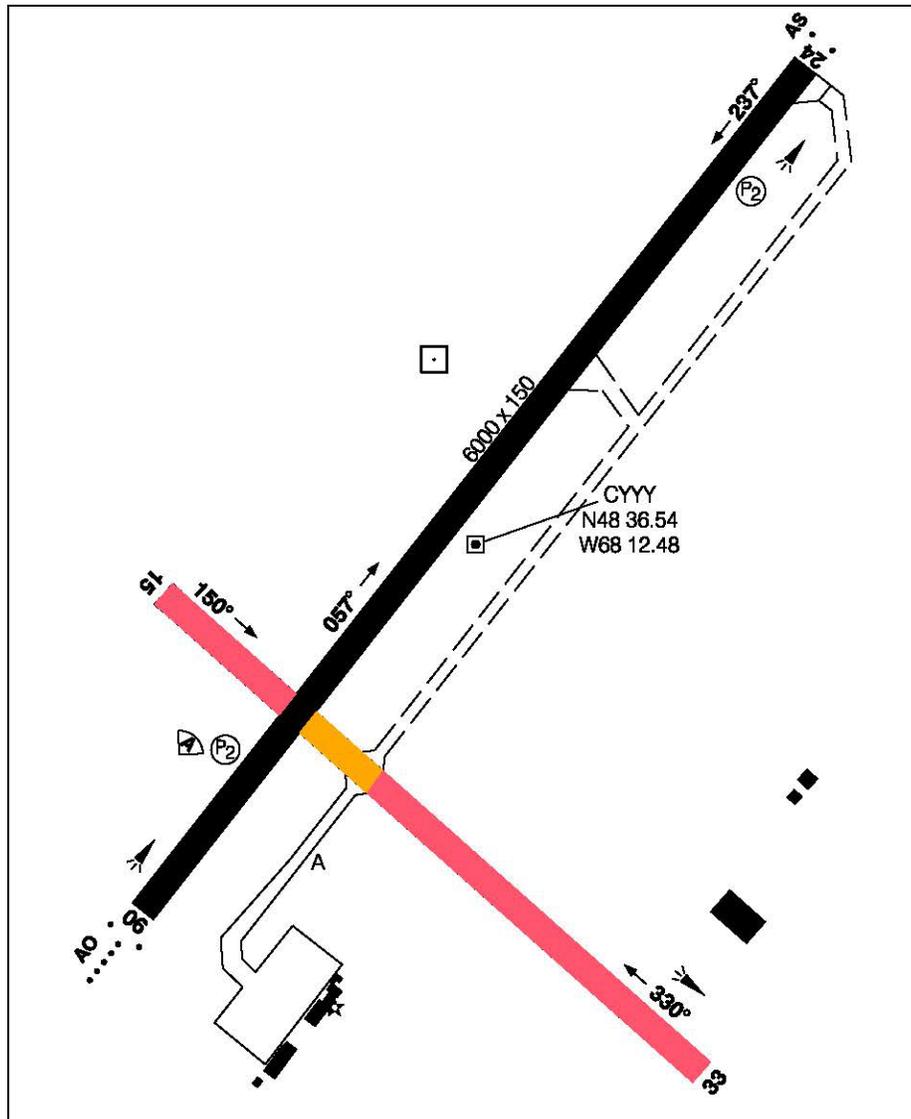


Figure 1. Extended closure of Runway 15-33

Closed Areas – Refer to NOTAMs

- Runway 15-33 will be closed. It will be available as a taxiway between Runway 06-24 and Taxiway A.

Restrictions and Operational Procedures – Refer to NOTAMs

- No restrictions for Runway 06-24.

Instrument Procedures – Refer to NOTAMs

Runway Physical Changes – Refer to NOTAMs

- Runway 15-33 (other than the portion available for taxiing): Removal of airport lighting and wind direction indicator (wind sock). Addition of closed markings.

Other Hazards

- Low-profile barricades will be installed along the entire width at the intersection of Runway 15-33 and Taxiway A. Red lights will be installed on the barricades. Orange TRV-7 traffic cones could be used to replace the low-profile barricades, if necessary, and the cones will have a red light.



Figure 2. Low-profile barricades in closed area

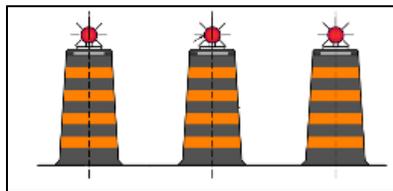


Figure 3. TRV-7s in closed area

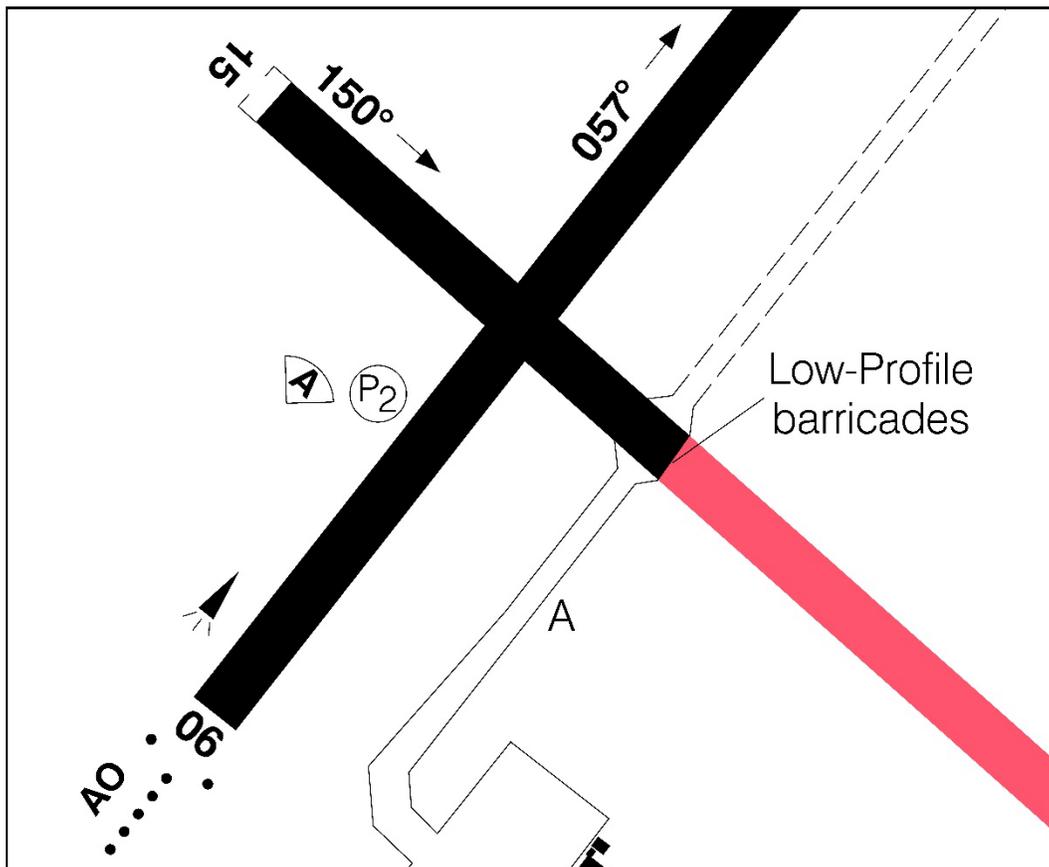


Figure 4. Enlarged aerial view of the location where the low-profile barricades will be placed

Further Information

For further information, please contact:

MICHAEL DUMAIS
Assistant General Manager

MONT-JOLI REGIONAL AIRPORT

875 Route de l'Aéroport, Mont-Joli, QC, G5H 4A4
Telephone: (418) 775-3347
dga@cyyy.ca

AIP CANADA SUPPLEMENT 117/2025**TOWER CRANE — DARTMOUTH, NOVA SCOTIA****IMPORTANT: This AIP SUP is used instead of NOTAM**

Tower crane will be erected in Dartmouth, Nova Scotia. The maximum height is 400 feet above ground level (AGL) or 476 feet above sea level (ASL). The structure(s) will be lighted and not painted.

The crane will be located within a 177-foot radius centred at the following coordinates:

44° 40' 05.6" N 063° 34' 39.5" W

Tower crane is approximately 1.4 nautical miles (NM) north northeast (NNE) of Halifax (QE II Health Sciences Centre) Heli (CHQE). Details of any procedure changes implemented due to this activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

Email: landuse@navcanada.ca

AIP CANADA SUPPLEMENT 116/2025

AERODROME CONSTRUCTION – TORONTO/OSHAWA EXECUTIVE AIRPORT, ON (CYOO)

**IMPORTANT: This AIP SUP is for situational awareness only.
NOTAMs are published in conjunction and take precedence**

Introduction and Validity

Total Planned Duration: From 30 October 2025, 1100 UTC to 26 November 2025, 2000 UTC

This AIP Supplement describes the post-construction infrastructure with new operational areas highlighted at Oshawa Executive Airport (CYOO).

This AIP Supplement is expected to be removed by 27 November 2025.

Legend

	Application/Symbol	Colour
Closed		Red
Runway Available for Taxi Only		Amber
Construction Activity Area		Grey

Post-Construction Phase

Infrastructure Enhancements:

- Increased declared distances for Runways 12 and 30;
- Implementation of a Runway Starter Extension (RSE) supporting Runway 12;
- Extension of Taxiway 'B' connecting to Runway 12 RSE;
 - **Runway Starter Extension (RSE)** refers to an area located *prior to the normal start of the runway* that can be used to provide **additional length for take-off only**.
- New designation of Taxiway 'F'; and
- Commissioning of new Taxiway 'E' connecting to start of Runway 30.

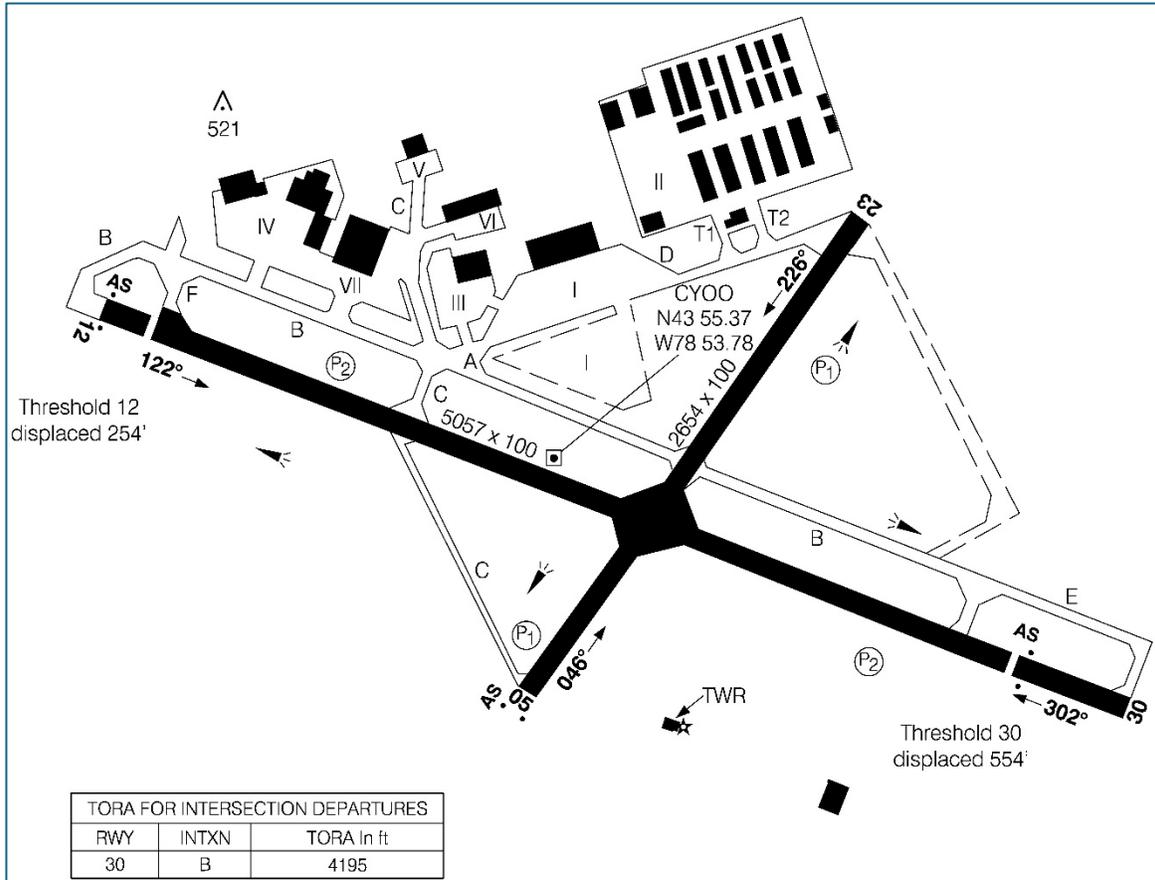


Figure 1. New Operational Areas

Runway Physical Changes – Refer to NOTAMS

- Post construction the new declared distances for Runway 12-30 will be:

Declared Distances (Feet)	RWY 12	RWY 30
TORA	4857	5000
TODA	4857	5000
ASDA	5215	5057
LDA	4803	4503

Further Information

For additional information on this project, please contact:

Stephen Wilcox
Airport Manager

Oshawa Executive Airport
Phone: (905) 576-8146 ext. 3858
E-mail: swilcox@oshawa.ca

AIP CANADA SUPPLEMENT 115/2025

VANCOUVER HARBOUR EASTBOUND VFR TERMINAL PROCEDURES -VANCOUVER, BC

**IMPORTANT: This AIP SUP is for situational awareness only.
NOTAMs are published in conjunction and take precedence.**

Introduction

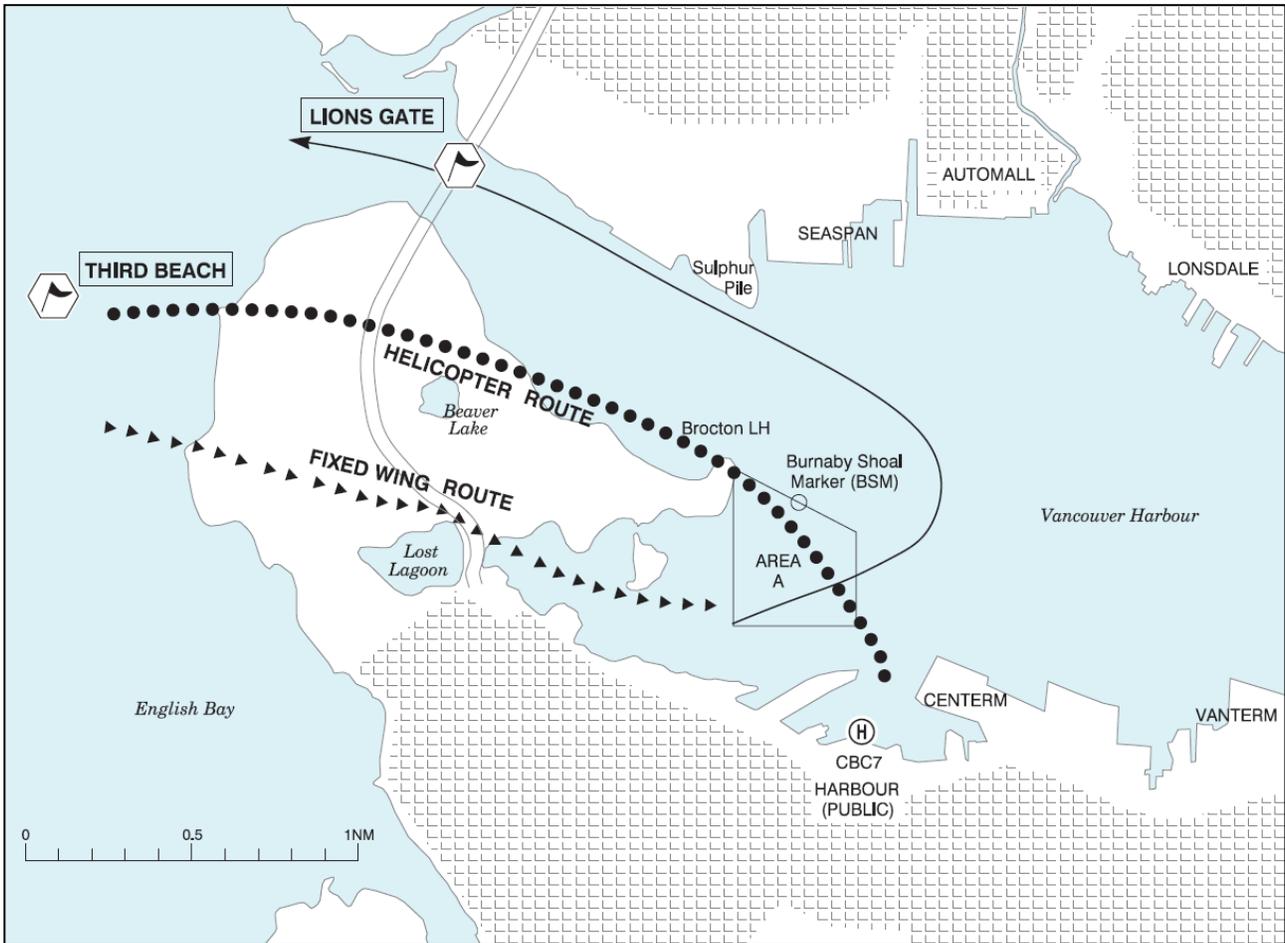
Metro Vancouver has undertaken a multi-year project to excavate a tunnel under Stanley Park. The main shaft will be located just south of Beaver Lake, north of Lost Lagoon. A large crane will be in continuous operation at the shaft site, resulting in a new obstruction where aircraft typically approach for an eastbound landing.

Validity

The changes to the eastbound approach path are effective indefinitely and will remain in place until such time as the crane is lowered to no longer impinge of the approach path. NOTAM will be issued as required.

Operational Changes

Due to the crane in Stanley Park at N49 18 05 W123 08 14 and extending up to 340' ASL, the suggested eastbound approach to Vancouver Harbour, BC (water aerodrome) (CYHC) Area A is amended as depicted below. Refer to NOTAMs and exercise caution when approaching to land over Stanley Park.



Amended Eastbound Arrival Route for Fixed Wing Aircraft

Further Information

NAV CANADA

Customer Service Centre
P.O. Box 3411 Station 'T'
Ottawa, ON K1P 5L6

Tel.: 800-876-4693

E-mail: service@navcanada.ca

AIP CANADA SUPPLEMENT 111/2025**METEOROLOGICAL TOWER— MEDICINE HAT, ALBERTA****IMPORTANT: This AIP SUP is used instead of NOTAM**

A meteorological tower will be erected in Medicine Hat, Alberta. The maximum height is 315 feet above ground level (AGL) or 3566 feet above sea level (ASL). The structure(s) will be not lighted and not painted.

The meteorological tower is located at the following coordinates:

49° 47' 42.99" N 110° 31' 06.95" W

The meteorological tower is approximately 13 nautical miles (NM) southeast (SE) of Medicine Hat/Schlenker Airport (CFZ3). Details of any procedure changes implemented due to this activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

Email: landuse@navcanada.ca

AIP CANADA SUPPLEMENT 107/2025

TOWER CRANE — KITCHENER, ONTARIO

IMPORTANT: This AIP SUP is used instead of NOTAM

A tower crane will be erected in Kitchener, Ontario. The maximum height is 344 feet above ground level (AGL) or 1,393 feet above sea level (ASL). The structure(s) will be lighted and not painted.

The crane will be located within a 197-foot radius centered at the following coordinates:

43° 25' 30.4" N 80° 25' 29.2" W

A tower crane is approximately 2.2 nautical miles (NM) before Threshold 08 and 1.2 nautical miles (NM) south (S) of extended runway centreline of Kitchener/Waterloo Airport (CYKF). Details of any procedure changes implemented due to this activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

Email: landuse@navcanada.ca



AIP CANADA SUPPLEMENT 103/2025

QUEBEC REGION: FESTIVAL WESTERN DE SAINT-TITE SEPTEMBER 5 TO 14, 2025

**IMPORTANT: This AIP SUP is for situational awareness only.
NOTAMs are published in conjunction and take precedence.**

This supplement aims to inform the aeronautical community operating in the Mauricie area about the Festival Western de Saint-Tite as well as the operational limitations and restrictions in the vicinity of the Saint-Tite aerodrome (unknown location indicator) and the Lac-à-la-Tortue land and water aerodromes (CSL3 and CSU7). These aerodromes are all shown on the Montreal VFR Navigation Chart (VNC) AIR 5002.

To increase the level of safety at this event, and pursuant to section 5.1 of the *Aeronautics Act*, Transport Canada (TC) is creating a restricted area over the town, centered on the stables located east of the town. TC is also designating a mandatory frequency (MF) area centered on the aerodrome located southwest of the town but encompassing all of Saint-Tite.

Restricted Area

Section 5.1 of the *Aeronautics Act* states that:

“The Minister or any person authorized by the Minister may by notice prohibit or restrict the operation of aircraft on or over any area or within any airspace, either absolutely or subject to any exceptions or conditions that the Minister or person may specify [...].”

Pursuant to section 5.1 of the *Aeronautics Act*, a restricted area is established within a 0.75 NM radius around the stables at the following coordinates: 46°43'47"N 72°33'12"W, from the surface to 1 500 ft ASL (1 066 ft AGL). No person shall operate an aircraft, including a remotely piloted aircraft (RPA), as per CAR 901.41 and 903.01, within the area described except MEDEVAC flights, police operations and authorized aircrafts. Pilots can obtain authorization by calling 819-690-1212 or 418-365-5143. The restriction shall be in effect from 05 September 2025 at 8:00 (local) to 14 September 2025 at 23:00 (local). The restricted area is depicted as a red circle on the area chart and on the satellite image hereunder.

MF Area

To maximize the safety level, an MF area will be designated by TC. The area (without ground station) consists of a 3 NM radius centered on the Saint-Tite aerodrome (approximate coordinates: 46°42'58"N 72°35'11"W), from the surface to 3 500 ft ASL (3 075 ft AGL). The MF is 122.7 MHz. Pilots must follow the MF reporting procedures set out in Canadian Aviation Regulations (CARs) 602.97 to 602.103 as well as the information contained in RAC sections 4.5.4, 4.5.6 and 4.5.7 of the Transport Canada Aeronautical Information Manual (TC AIM) which can be downloaded here:

<https://tc.canada.ca/en/aviation/publications/transport-canada-aeronautical-information-manual-tc-aim-tp-14371> .

The MF area is depicted as an orange circle on the satellite image hereunder.

NOTAM

A NOTAM will be issued for any changes.

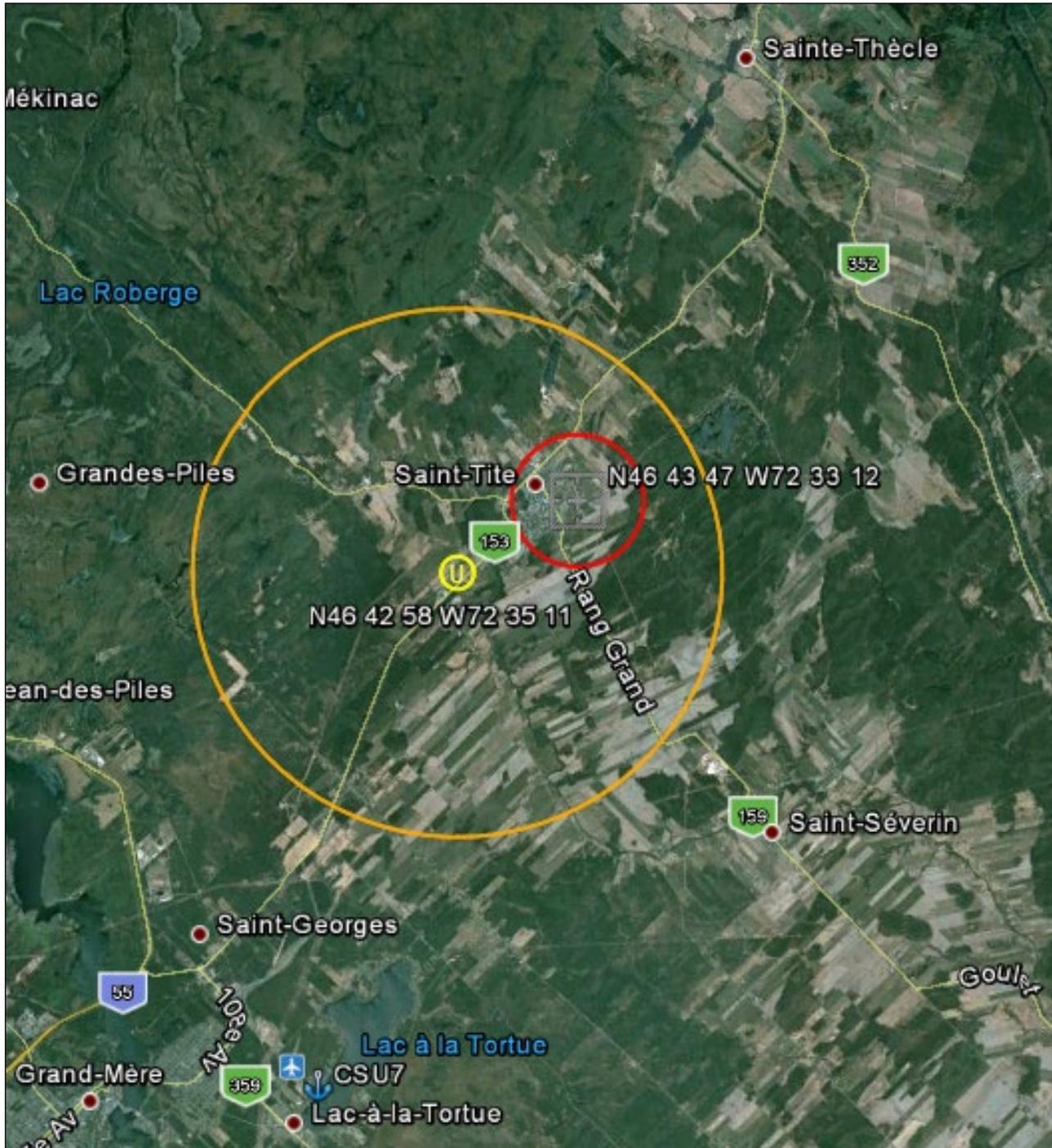


Figure 1. MF Area and Restricted Airspace

MF area is depicted in orange (3 NM radius surface to 3 500 ft ASL on 122.7 MHz)

Restricted airspace is depicted in red (0.75 NM radius surface to 1 500 ft ASL).

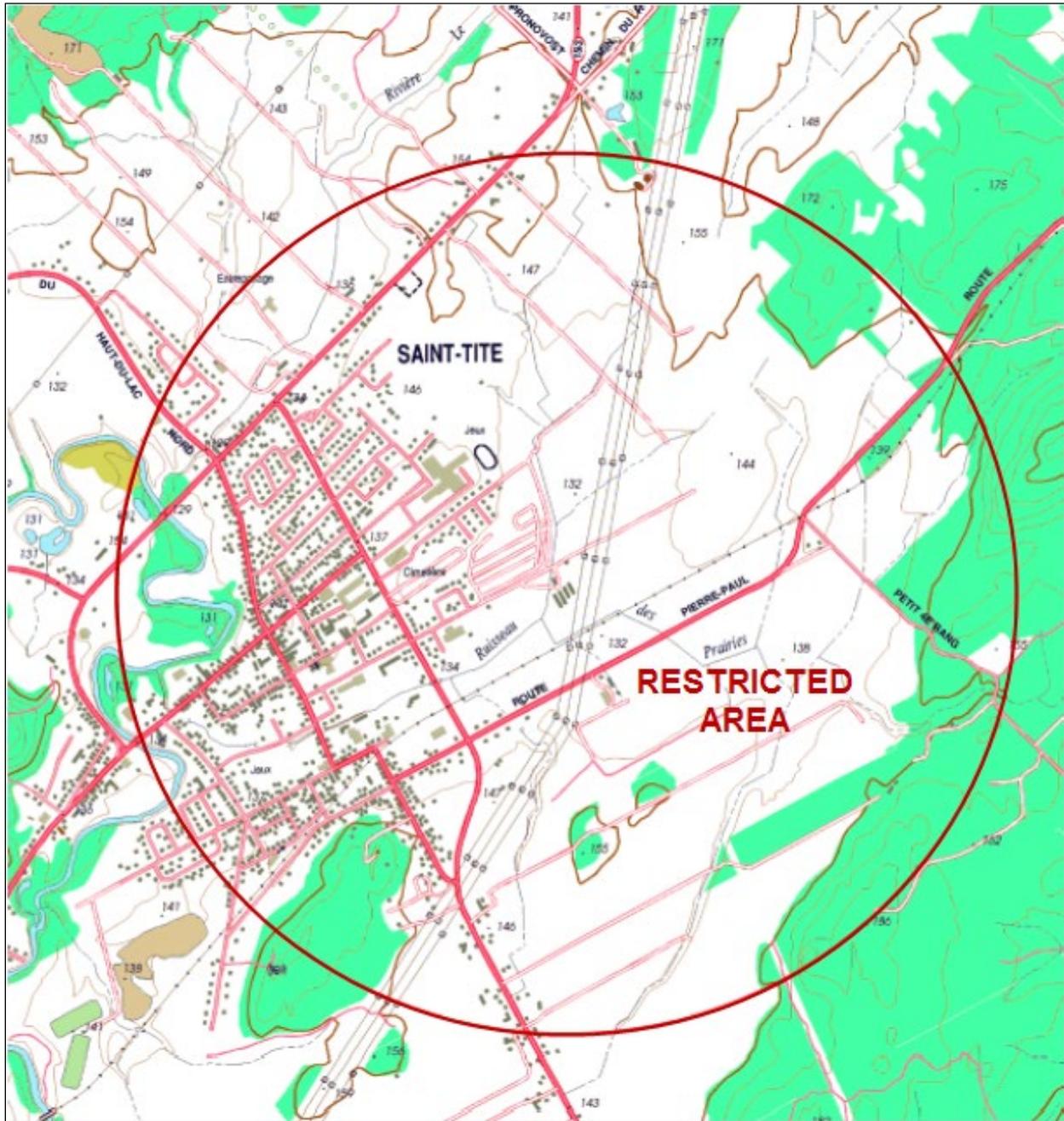


Figure 2. Restricted Area

France Labelle
Associate Director, Flight Operations

Civil Aviation
Transport Canada, Quebec Region

AIP CANADA SUPPLEMENT 102/2025

MOBILE CRANE — CHARLOTTETOWN, PEI

IMPORTANT: This AIP SUP is used instead of NOTAM

Mobile Crane will be erected in Charlottetown, PE. The maximum height is 143 feet above ground level (AGL) or 300 feet above sea level (ASL). The structure(s) will be not lighted and not painted.

The crane will be located within a 409-foot radius centered at the following coordinates:

46° 17' 23" N 63° 08' 03" W

Mobile crane is approximately 1,580 feet before threshold 10 and 1,240 feet (FT) south (S) of extended runway centreline of Charlottetown, PE Airport (CYYG). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

Email: landuse@navcanada.ca

AIP CANADA SUPPLEMENT 101/2025

TOWER CRANE — LEVIS, QUEBEC

IMPORTANT: This AIP SUP is used instead of NOTAM

A Tower Crane will be erected in Levis, Quebec. The maximum height is 132 feet above ground level (AGL) or 452 feet above sea level (ASL). The structure(s) will be lighted but not painted.

The crane will be located within a 148-foot radius centred at the following coordinates:

46° 40' 48.3955" N 71° 10' 15.9792" W

The tower crane is approximately 5,238 feet (FT) west (W) of St-Jean Chrysostome Airport (CSG5). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

Email: landuse@navcanada.ca

AIP CANADA SUPPLEMENT 100/2025

AERODROME CONSTRUCTION – HALIFAX STANFIELD INTL (CYHZ)

(Replaces AIP Canada Supplement 072/2025)

**IMPORTANT: This AIP SUP is for situational awareness only.
NOTAMs are published in conjunction and take precedence**

Introduction and Validity

Total Planned Duration: From 14 July 2025, 0700 UTC to 15 November 2025, 1900 UTC

Planned number of phases: 6

Phases completed: 1 of 6

This AIP Supplement describes all phases.

Legend

	Application/Symbol	Colour
Closed		Red
Runway Available for Taxi Only		Amber
Construction Activity Area		Grey

Phase 2A**Planned Construction Period**

- From 18 August 2025, 0700 UTC to 30 August 2025, 1900 UTC

Temporary Depiction(s)

Figure 1. Phase 2A Construction Area Depictions

Closed Areas – Refer to NOTAMs

- Twy A from Shell Aerocentre FBO to Apron I closed.
- Gates 2B, 2C, 2D, 2E, 5, 6A, and 6 closed.

Restrictions and Operational Procedures – Refer to NOTAMs

- South Apron I aircraft movements restricted to propeller aircraft with wingspan equal to or below 28.4m.

Instrument Procedures – Refer to NOTAMs

- NIL

Runway Physical Changes – Refer to NOTAMs

- NIL

Other Hazards

- Construction areas delineated by low-profile barricades with obstruction lights, and high visibility markings. (see Figure 2)



Figure 2. Low Profile Barricade

Phase 2B

Planned Construction Period

- From 2 September 2025, 0700 UTC to 13 September 2025, 1900 UTC

Temporary Depiction(s)

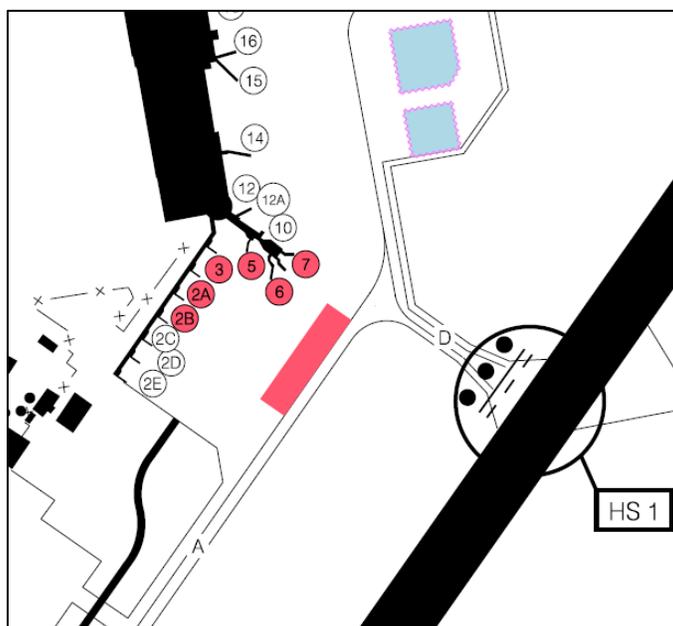


Figure 3. Phase 2B Construction Area Depictions

Closed Areas – Refer to NOTAMs

- Gates 2A, 2B, 3, 5, 6, and 7 closed.
- Access to South Apron I gates 2C, 2D, and 2E through Twy A.

Restrictions and Operational Procedures – Refer to NOTAMs

- South Apron I aircraft movements restricted to propeller aircraft with wingspan equal to or below 28.4m.

Instrument Procedures – Refer to NOTAMs

- NIL

Runway Physical Changes – Refer to NOTAMs

- NIL

Other Hazards

- Construction areas delineated by low-profile barricades with obstruction lights, and high visibility markings. (see Figure 4)



Figure 4. Low Profile Barricade

Phase 3A

Planned Construction Period

- From 15 September 2025, 0700 UTC to 4 October 2025, 1900 UTC

Temporary Depiction(s)

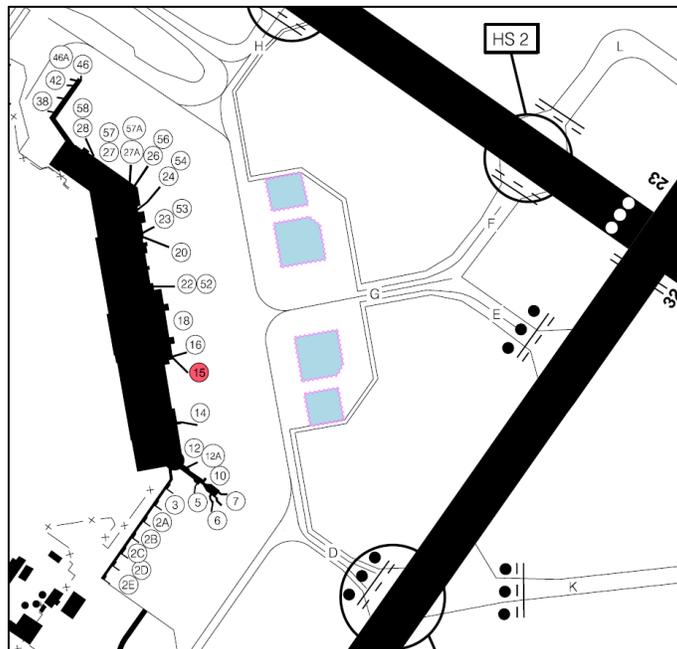


Figure 5. Phase 3A Construction Area Depictions

Closed Areas – Refer to NOTAMs

- Gates 15 closed.

Restrictions and Operational Procedures – Refer to NOTAMs

- Select fuel hydrants unserviceable (per HIFFC).

Instrument Procedures – Refer to NOTAMs

- NIL

Runway Physical Changes – Refer to NOTAMs

- NIL

Other Hazards

- Construction areas delineated by low-profile barricades with obstruction lights, and high visibility markings. (see Figure 6)



Figure 6. Low Profile Barricade

Phase 3B

Planned Construction Period

- From 6 October 2025, 0700 UTC to 1 November 2025, 1900 UTC

Temporary Depiction(s)

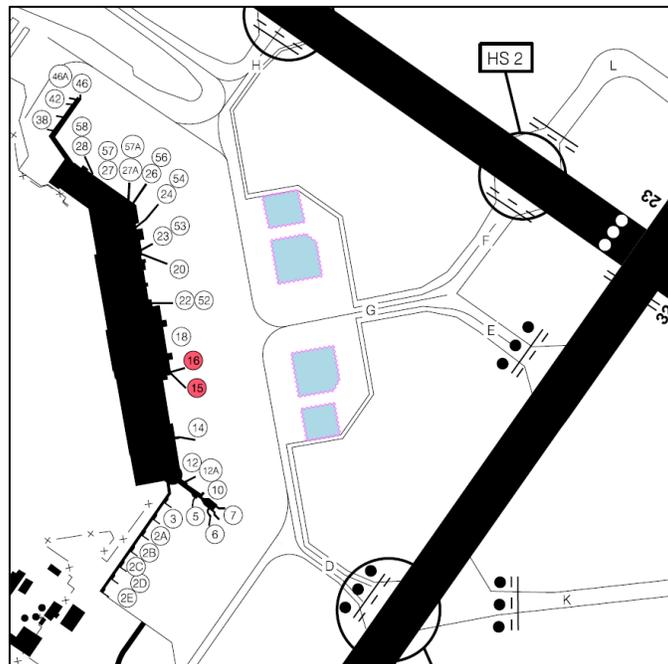


Figure 7. Phase 3B Construction Area Depictions

Closed Areas – Refer to NOTAMs

- Gates 15 and 16 closed.

Restrictions and Operational Procedures – Refer to NOTAMs

- Select fuel hydrants unserviceable (per HIFFC).

Instrument Procedures – Refer to NOTAMs

- NIL

Runway Physical Changes – Refer to NOTAMs

- NIL

Other Hazards

- Construction areas delineated by low-profile barricades with obstruction lights, and high visibility markings. (see Figure 8)



Figure 8. Low Profile Barricade

Phase 4

Planned Construction Period

- From 3 November 2025, 0700 UTC to 15 November 2025, 1900 UTC

Temporary Depiction(s)

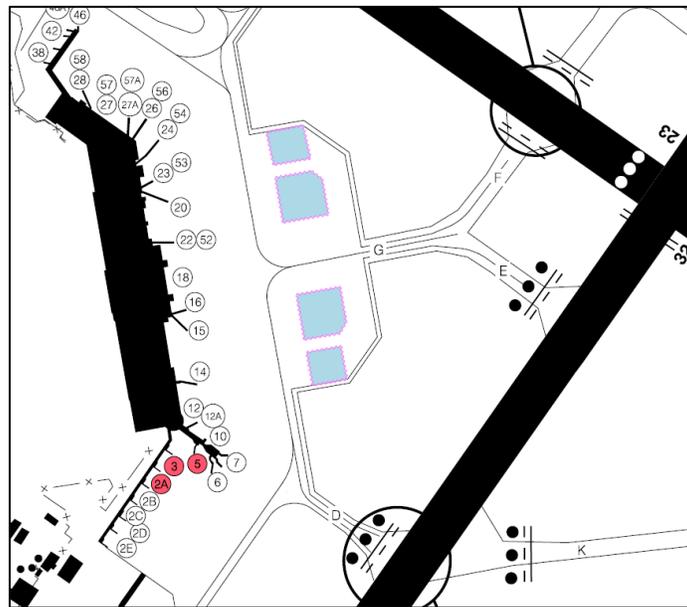


Figure 9. Phase 4 Construction Area Depictions

Closed Areas – Refer to NOTAMs

- Gates 2A, 3, 5, and 6A closed.

Restrictions and Operational Procedures – Refer to NOTAMs

- NIL

Instrument Procedures – Refer to NOTAMs

- NIL

Runway Physical Changes – Refer to NOTAMs

- NIL

Other Hazards

- Construction areas delineated by low-profile barricades with obstruction lights, and high visibility markings. (see Figure 10)



Figure 10. Low Profile Barricade

Further Information

Any questions concerning this supplement should be directed to:

Chris Bresowar,
Airside/Groundside Project Manager
Halifax Intl Airport Authority

Phone : (902) 873 6520

Email: chris.bresowar@halifaxstanfield.ca

AIP CANADA SUPPLEMENT 098/2025

MULTIPLE CRANES — MONCTON, NB

IMPORTANT: This AIP SUP is used instead of NOTAM

Multiple cranes will be erected in Moncton, NB. The maximum height is 157 feet above ground level (AGL) or 328 feet above sea level (ASL). The structure(s) will not be lighted or painted.

The cranes will be located within a 783-foot radius centered at the following coordinates:

46° 07' 14" N 64° 41' 59" W

Multiple cranes are approximately 1140 feet before Threshold 11 and 5060 feet North of extended runway center line of Greater Moncton Romeo Leblanc International Airport (CYQM). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

Email: landuse@navcanada.ca

AIP CANADA SUPPLEMENT 097/2025

AERODROME CONSTRUCTION – AIRFIELD LIGHTING KELOWNA, BC (CYLW)

(Replaces AIP Canada Supplement 079/2025)

**IMPORTANT: This AIP SUP is for situational awareness only.
NOTAMs are published in conjunction and take precedence**

Introduction and Validity

Total Planned Duration: 22 April 2025, 0200 UTC, to 10 December 2025 1300 UTC. Mondays to Saturdays

This AIP Supplement describes the work for the YLW Airfield Lighting Upgrade Project. This project will involve the full replacement of all taxiway lighting, illuminated signage, runway edge lights, approach lights, runway guard lights, PAPIs, supporting infrastructure, etc.

Various taxiways or portions of taxiways will be closed Mondays through Saturdays from 0200 – 0659 UTC. VFR and IFR operators can expect delays due to spacing requirements related to taxiing aircraft backtracking on runway. IFR pilots should maintain their IFR clearances to minimize delays. VFR cross country and non-local training aircraft are encouraged to seek alternate airports throughout the construction timeline.

The runway will be closed Mondays through Saturdays from 0700 – 1300 UTC. All taxiways will also be closed as an additional level of safety during the work hours on the runway. Taxiways are available for taxi or tow operations from 0700 – 1230 UTC with prior approval.

Planned number of phases: 39

Taxiway Foxtrot will have taxiway edge lighting in place, effective approximately 26 July 2025. An amend pub NOTAM will be issued closer to the effective date. This replaces current Retroreflective markers.

Instrument Landing System – ILS will be offline from approximately 05 to 19 August 2025 due to work in glidepath critical area and the required Flight Check. NOTAMs will be issued accordingly. Where able, operators are encouraged to use RNP capable aircraft.

Runway declared distances will be reduced between approximately 10 to 31 August 2025. Due to displacement for runway lighting installation. Dates will be confirmed by NOTAM and published in next AIP SUP 7 August 2025.

This AIP Supplement is expected to be replaced by 7 August 2025.

Legend

	Application/Symbol	Colour
Closed		Red
Runway Available for Taxi Only		Amber
Construction Activity Area		Grey

Phase 1 through 23 – Evening

Planned Construction Period (Days of work are based on UTC date)

- From 23 April 2025, 1900 PT (0200 UTC) to 30 September, 2359, PT (0659 UTC).
 - Work shift from 1900 PT (0200 UTC) to 2359 PT (0659 UTC) Mondays to Saturdays.

Temporary Depiction

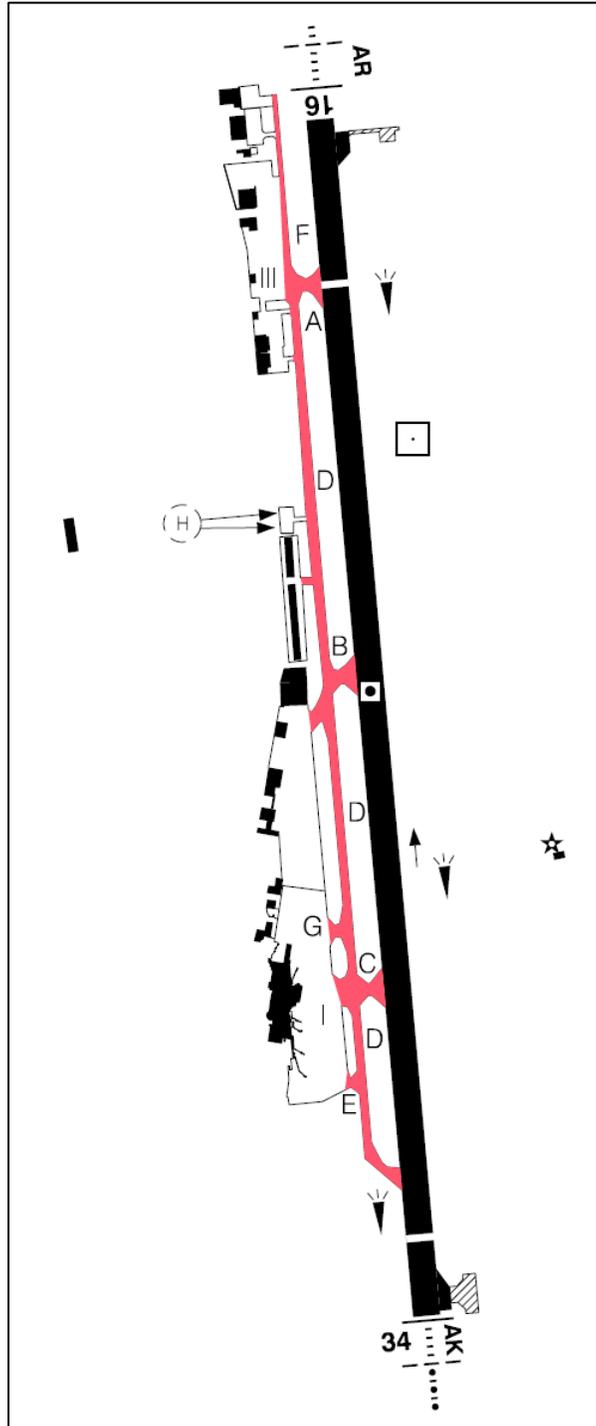


Figure 1. Construction Impacts for Phase 1 through 23 – Evening – Refer to NOTAMS

Closed Areas – Refer to NOTAMs

- Various taxiways and portions of taxiways.
 - All taxiways reopened at end of working shift.

Restrictions and Operational Procedures – Refer to NOTAMs

- Follow ATC directions to hold on Taxiway D at Taxiways A and B to mitigate jet blast hazards to adjacent personnel and buildings.
- Taxi routes may vary from normal operations.
- Expect delays for runway backtracking requirements.
- Circuit traffic restricted.
- Operators planning to use intersection departures are encouraged to state so when obtaining their departure clearances. Intersection departure declared distances can be found in the CANADA AIR PILOT AERDROME CHART.

Instrument Procedures – Refer to NOTAMs

- Impacts between 5-31 August 2025.

Runway Physical Changes – Refer to NOTAMs

- Impacts between 10-31 August 20-25 with declared distances reduced.

Other Hazards

- Construction equipment including but not limited to vibratory plows, directional drilling rigs, and miniature excavator, working during construction hours reflected in NOTAMS.

Phase 1 through 23 – Night

Planned Construction Period (Days of work are based on UTC date)

- From 22 April 2025, 0000 PT (0700 UTC) to 21 July 2025, 0600 PT (1300 UTC).
 - Work shift from 0000 PT (0700 UTC) to 0600 PT (1300 UTC) Mondays to Saturdays.

Temporary Depiction

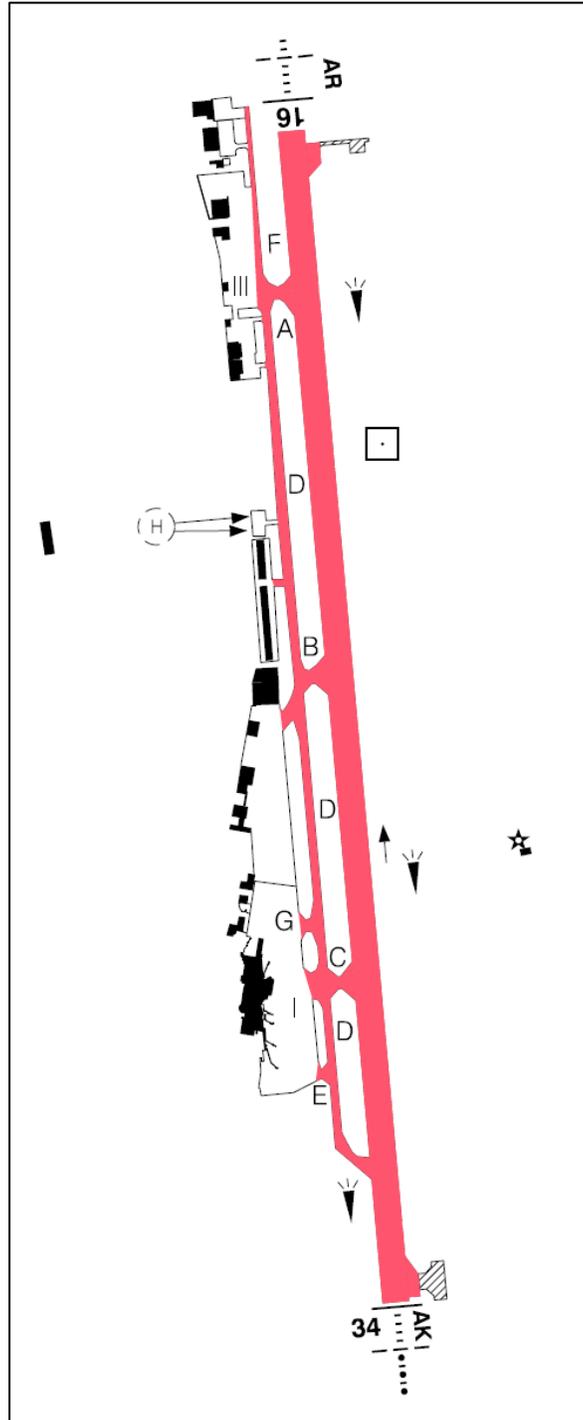


Figure 2. Construction Impacts for Phase 1 through 23 – Night

Closed Areas – Refer to NOTAMs

- Runway 16-34 closed.
 - Available for medivac only with 60 minutes prior notice.
 - Runway 16-34 reopened at end of working shift.
- All taxiways closed
 - Available for taxi or tow operations with 60 minutes prior notice.
 - All taxiways reopened at end of working shift.

Restrictions and Operational Procedures – Refer to NOTAMs

- Contact YLW Airport Operations (250) 807-4350 Ext. 1 for medivac flight arrival/departure.
 - 60-minute prior notice required
- Contact YLW Airport Operations (250) 807-4350 Ext. 1 for taxi or tow operations during working shift.
 - 60-minute prior notice required.

Instrument Procedures – Refer to NOTAMs

- Runway 16 ILS U/S during hours of work and returned to service each morning by 0600 PT (1300 UTC).
- Impacts between 5-31 August 2025 with ILS outage and subsequent temporary declared distances change

Runway Physical Changes – Refer to NOTAMs

- Impacts between 10-31 August 20-25 with declared distances reduced.

Other Hazards

- Construction equipment including but not limited to vibratory plows, directional drilling rigs, and miniature excavator, working during construction hours reflected in NOTAMS.

Further Information

Any questions concerning this supplement should be directed to:

Kelowna International Airport (CYLW)

Airport Duty Manager

Phone: (250) 717-7138

Email: YLWDM@kelowna.ca

AIP CANADA SUPPLEMENT 096/2025**MULTIPLE DRILLING RIGS — FORT MACKAY, ALBERTA****IMPORTANT: This AIP SUP is used instead of NOTAM**

Multiple drilling rigs will be erected in Fort MacKay, Alberta. The maximum height is 155 feet above ground level (AGL) or 1949 feet above sea level (ASL). The structure(s) will be not lighted and not painted.

Drilling rigs will be located within a 4800-foot radius centred at the following coordinates:

57° 14' 33.2955" N 111° 00' 34.0777" W

Multiple drilling rigs are approximately 1.4 nautical miles (NM) before threshold 35 and 1.1 nautical miles (NM) West (W) of extended runway centreline of Fort Mackay/Firebag Airport (CYFI). Details of any procedure changes implemented due to this drilling rig activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

Email: landuse@navcanada.ca

AIP CANADA SUPPLEMENT 093/2025

CHANGES IN FLIGHT SERVICE STATION HOURS OF OPERATION PRINCE ALBERT, SASKATCHEWAN

**IMPORTANT: This AIP SUP is for situational awareness only.
NOTAMs are published in conjunction and take precedence**

NAV CANADA, the country's provider of civil air navigation services, conducted an aeronautical study that reviewed the hours of Aerodrome Advisory Services (AAS) and Vehicle Control Service (VCS) provided by the Flight Service Station (FSS) at the Prince Albert (Glass Field) Airport (CYPA).

The study recommended that the AAS and VCS be provided for 15 hours per day.

FSS hours of operation at Prince Albert will be from **1200Z to 0300Z (0600 to 2100 local time)**. Outside of these times a Mandatory Frequency will remain in effect.

A NAV CANADA Automated Weather Observation System (AWOS) including Digital Aviation Weather Cameras (DAWC) and a Voice Generator Sub-System (VGSS) broadcast will provide surface weather observations (METAR/SPECI) **when the FSS is closed**, in support of the 24-hour Aerodrome Forecast (TAF).

Flight Information Service Enroute (FISE) will continue to be available from Edmonton Flight Information Centre (FIC) via Remote Communications Outlet (RCO) frequency 123.475 MHz.

Instrument Flight Rules (IFR) clearances will continue to be available from Winnipeg Area Control Centre (ACC) via Peripheral Air-Ground Link (PAL) frequency 133.9 MHz.

This change took effect on 7 August 2025 at 0901Z Coordinated Universal Time (UTC).
The appropriate aeronautical publications will be amended.

Refer to this AIP Supplement until the appropriated aeronautical publications are amended, which is planned for 19 March 2026.

Any questions concerning this supplement should be directed to:

NAV CANADA
Customer Service Centre
151 Slater Street
Ottawa, ON K1P 5H3

Tel.: 800-876-4693
E-mail: service@navcanada.ca

AIP CANADA SUPPLEMENT 090/2025

AIRSPACE CHANGE NEAR NANAIMO, BC

(Replaces AIC 015/2025)

**IMPORTANT: This AIP SUP is for situational awareness only.
NOTAMs are published in conjunction and take precedence**

NAV CANADA, the country's provider of civil air navigation services, conducted an aeronautical study that reviewed the requirements for the provision of Air Traffic Services and airspace in the vicinity of Nanaimo.

After some of those changes were implemented a Class E airspace area was noted remaining above the Control zone. To avoid aircraft exiting the Class C Terminal Control Area (TCA) and passing through the area of Class E outside of the Mandatory Frequency area the small area needs to be designated as part of the Class C TCA.

The airspace change includes expanding the Vancouver TCA to include the small area from above 2,500 feet above sea level (ASL) to 5,500 feet ASL.

The modified airspace in the vicinity of Nanaimo will be appear in the Designated Airspace Handbook (TP 1820E) as follows:

3.1.3-8 Vancouver, BC TCA:

3.1.3-12 d) Class C airspace above 2500' to 4500' within the area bounded by a line beginning at:

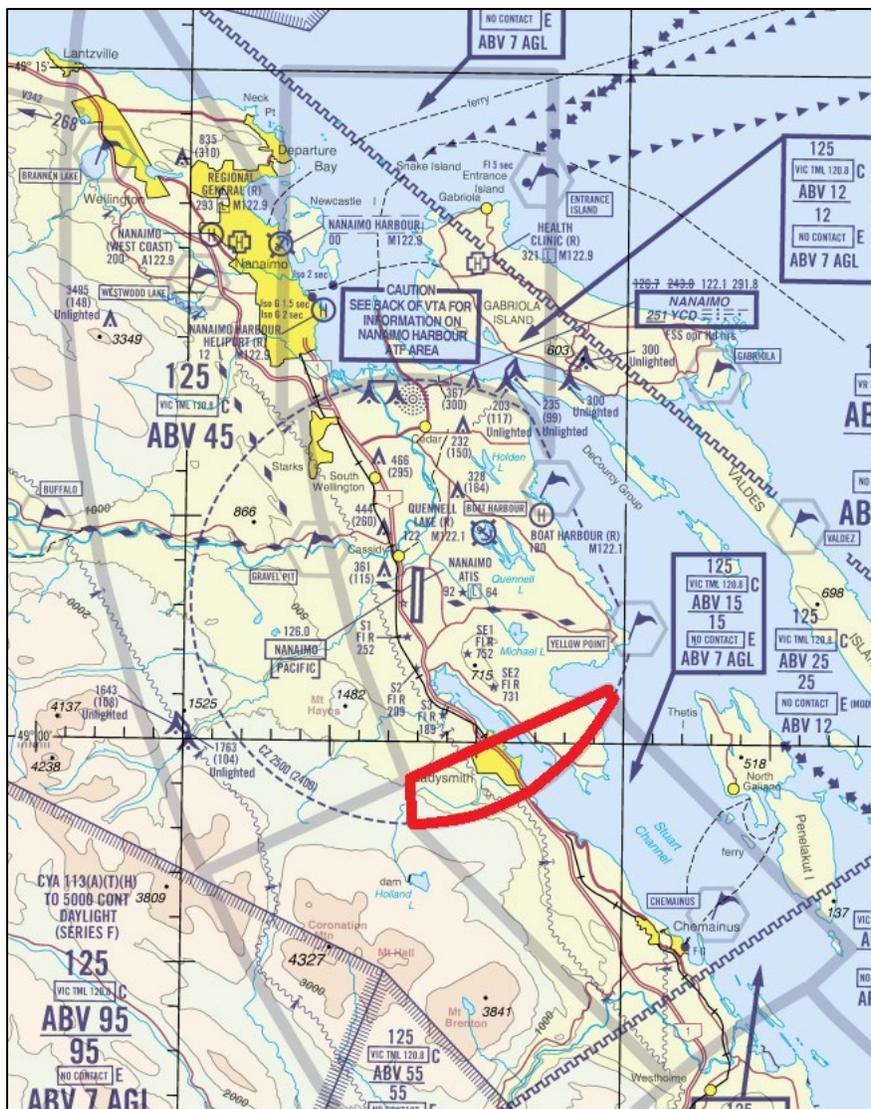
N48°17'02.50" W123°14'54.40"	Can/USA bdry \ to
N48°20'53.13" W123°26'34.07"	thence clockwise along the arc of a circle of
5 miles	radius centred on
N48°25'22.00" W123°23'15.00"	(Victoria Harbour, BC - AD) \ to
N48°22'19.13" W123°29'11.73"	to
N48°26'24.52" W123°33'56.16"	to
N48°27'33.05" W123°31'42.78"	to
N48°32'14.86" W123°29'08.95"	thence clockwise along the arc of a circle of
7 miles	radius centred on
N48°38'49.30" W123°25'32.80"	(Victoria Intl, BC - AD) \ to
N48°45'45.19" W123°24'07.78"	to
N48°48'09.82" W123°23'38.13"	thence clockwise along the arc of a circle of
25 miles	radius centred on
N49°11'42.00" W123°10'55.00"	(Vancouver Intl, BC - AD) \ to
N48°54'35.83" W123°38'35.92"	thence counter-clockwise along the arc of a circle of
18 miles	radius centred on
N48°38'49.30" W123°25'32.80"	(Victoria Intl, BC - AD) \ to
N48°52'26.22" W123°43'18.04"	to
N48°58'08.27" W123°52'06.73"	to
N48°59'08.26" W123°52'21.39"	thence clockwise along the arc of a circle of
30 miles	radius centred on
N49°11'42.00" W123°10'55.00"	(Vancouver Intl, BC - AD) \ to
N49°07'26.18" W123°56'05.52"	thence counter-clockwise along the arc of a circle of
5 miles	radius centred on
N49°03'08.00" W123°52'13.00"	(Nanaimo, BC - AD) \ to
N49°07'07.90" W123°56'47.73"	to
N49°11'38.84" W123°56'47.73"	to
N49°18'12.62" W124°03'22.44"	thence clockwise along the arc of a circle of

35 miles	radius centred on
N49°11'42.00" W123°10'55.00"	(Vancouver Intl, BC - AD) \ to
N49°34'27.22" W123°51'33.51"	to
N49°20'10.74" W123°25'56.37"	thence clockwise along the arc of a circle of
13 miles	radius centred on
N49°11'42.00" W123°10'55.00"	(Vancouver Intl, BC - AD) \ to
N49°23'53.71" W123°17'43.39"	to
N49°20'08.72" W123°15'37.38"	to
N49°20'04.85" W123°03'25.40"	to
N49°18'50.01" W123°01'44.09"	to
N49°15'16.31" W123°01'44.14"	to
N49°15'17.00" W122°45'30.28"	thence clockwise along the arc of a circle of
3 miles	radius centred on
N49°12'58.00" W122°42'36.00"	(Pitt Meadows, BC - AD) \ to
N49°14'11.84" W122°38'25.62"	to
N49°07'16.72" W122°33'41.11"	thence clockwise along the arc of a circle of
3 miles	radius centred on
N49°06'03.00" W122°37'51.00"	(Langley Regional, BC - AD) \ to
N49°06'02.91" W122°33'17.10"	to
N49°00'07.92" W122°33'17.10"	Can/USA bdry \ thence west along the Can/USA bdry \
	to
N48°17'02.50" W123°14'54.40"	Can/USA bdry \ the point of beginning

Note: The Vancouver TCA also contains that portion of airspace, south of the CAN/USA boundary, within 16NM of the Vancouver VOR that is defined in U.S. publications.

3.1.3-15 g) Class C airspace above 4500' to 5500' within the area bounded by a line beginning at:

N48°54'35.83" W123°38'35.92"	thence counter-clockwise along the arc of a circle of
18 miles	radius centred on
N48°38'49.30" W123°25'32.80"	(Victoria Intl, BC - AD) \ to
N48°52'26.22" W123°43'18.04"	to
N48°58'08.27" W123°52'06.73"	to
N48°59'08.26" W123°52'21.39"	to
N49°01'15.10" W123°45'27.84"	thence counter-clockwise along the arc of a circle of
25 miles	radius centred on
N49°11'42.00" W123°10'55.00"	(Vancouver Intl, BC - AD) \ to
N48°54'35.83" W123°38'35.92"	point of beginning



NOT FOR NAVIGATION

This change will take effect on 7 August 2025 at 0901Z Coordinated Universal Time (UTC).

The appropriate aeronautical publications will be amended. Refer to this AIP Supplement until the Vancouver Visual Flight Rules (VFR) Navigation Chart (VNC) and VFR Terminal Area Chart (VTA) are updated, which is planned for March 2026.

For further information, please contact:

NAV CANADA
Customer Service Centre
151 Slater Street
Ottawa, ON K1P 5H3

Tel.: 800-876-4693
E-mail: service@navcanada.ca

AIP CANADA SUPPLEMENT 081/2025

MOBILE CRANES — OTTAWA, ONTARIO

IMPORTANT: This AIP SUP is used instead of NOTAM

Mobile Cranes will be erected in Ottawa, Ontario. The maximum height is 190 feet above ground level (AGL) or 489 feet above sea level (ASL). The structure(s) will not be lighted and not painted. Cranes will be working DAILY 1100-0200Z (DAYLIGHT SAVING TIME 1000-0100Z).

The mobile cranes will be located within 0.22 Nautical Mile Radius centered at the following coordinates:

45° 17' 52.9303" N 75° 42' 43.3903" W

The mobile cranes are approximately 1.9 Nautical Miles (NM) before threshold runway 07 and 950 feet north of extended runway centre line of Ottawa/ MacDonal-Cartier International Airport (CYOW). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

Email: landuse@navcanada.ca

AIP CANADA SUPPLEMENT 080/2025

TOWER CRANE — YELLOWKNIFE, NT

IMPORTANT: This AIP SUP is used instead of NOTAM

Tower crane will be erected in Yellowknife, NT. The maximum height is 213 feet above ground level (AGL) or 833 feet above sea level (ASL). The structure(s) will be not lighted and not painted.

The cranes will be located within a 125-foot radius centred at the following coordinates:

62° 27' 11" N 114° 22' 12" W

Tower crane is/are approximately 1.7 nautical miles (NM) before threshold 28 and 250 ft north extended runway center line of Yellowknife, NT Airport (CYZF). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

Email: landuse@navcanada.ca

AIP CANADA SUPPLEMENT 078/2025

MOBILE CRANE — GUERNSEY, SASKATCHEWAN

IMPORTANT: This AIP SUP is used instead of NOTAM

The Crane will be erected in Guernsey, Saskatchewan. The maximum height is 360 feet above ground level (AGL) or 2125 feet above sea level (ASL). The structure(s) will be lighted but not painted.

The crane will be located within a 0.31 nautical mile (NM) radius centred at the following coordinates:

51° 52' 41.1655" N 105° 16' 50.6017" W

The crane is approximately 11 nautical miles (NM) west (W) of Lanigan (CKC6). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

Email: landuse@navcanada.ca

AIP CANADA SUPPLEMENT 074/2025**TOWER CRANE — SAINT JOHN, NEW BRUNSWICK****IMPORTANT: This AIP SUP is used instead of NOTAM**

A tower crane will be erected in Saint John, New Brunswick. The maximum height is 328 feet above ground level (AGL) or 406 feet above sea level (ASL). The structure(s) will be lighted and not painted.

The tower crane will be located within a 279-foot radius centered at the following coordinates:

45° 15' 32" N 66°05' 33" W

The tower crane is approximately 2.6 nautical miles (NM) south southwest (SSW) of Saint John Regional Hospital - Heli (CSN6). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

Email: landuse@navcanada.ca

AIP CANADA SUPPLEMENT 073/2025

WWRP TOPSIDES OCEAN TRANSPORT – BULL ARM TO GRAND BANKS, NEWFOUNDLAND

**IMPORTANT: This AIP SUP is for situational awareness only.
NOTAMs are published in conjunction and take precedence**

The Topsides Structure is currently located on the Cosco Heavy Transport Vessel (HTV) “Xin Yao Hua” (XYH) at a vessel draft of 10m and a maximum height of 125m above sea level. The XYH vessel is currently moored at the Bull Arm Fabrication (BAF) site pier.

The Topsides Structure is equipped with an aeronautical warning light type CL-865 on top of the Drilling Equipment Set located at the top of the topsides.

The installed equipment is as follows:

Aeronautical Warning Lights

- 1-off CL-865 light on top of the Drilling Equipment Set located at the top of the topsides.

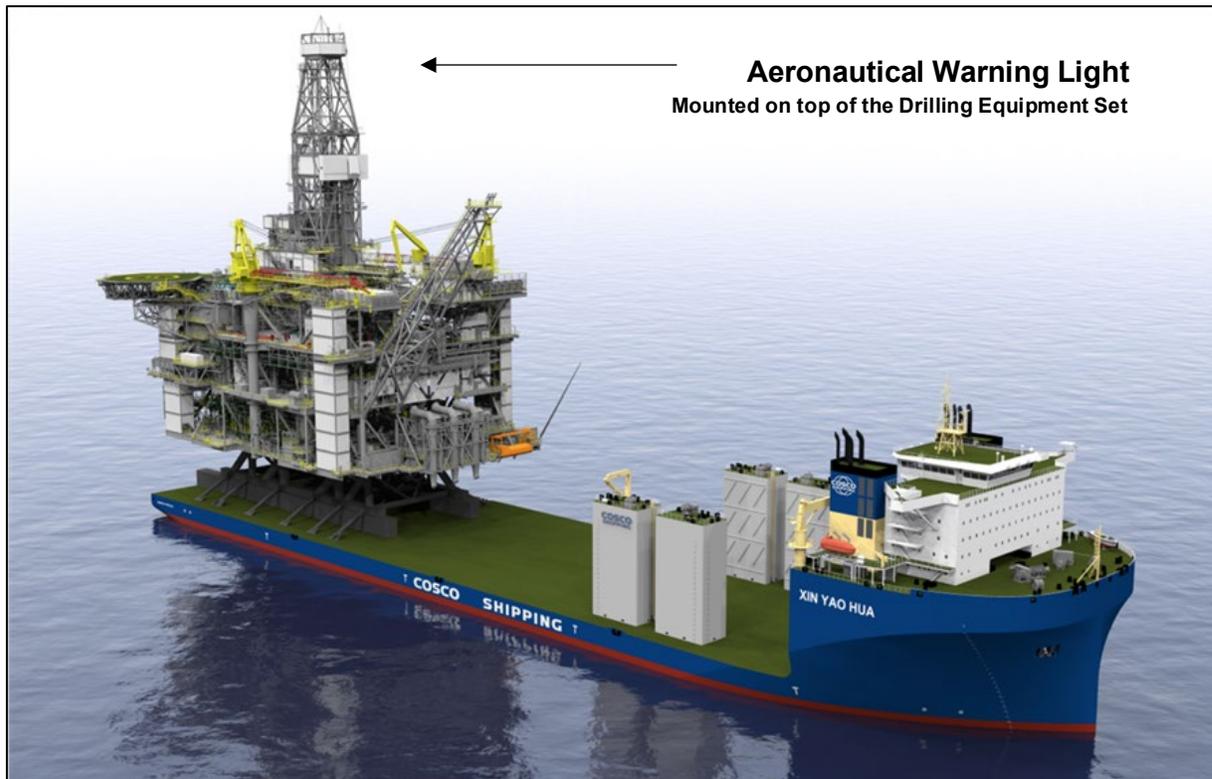


Figure 1. Topsides Structure on the Heavy Transport Vessel “Xin Yao Hua”

Later, the Topsides Structure will be transferred onto the Installation Vessel “Pioneering Spirit” in Bull Arm for further transport and installation offshore Newfoundland, at Cenovus Energy’s White Rose Field.



Figure 2. Topsides Structure on the Installation Vessel “Pioneering Spirit”

The Pioneering Spirit vessel is set to navigate Bull Arm, followed by Trinity Bay, then turn East towards the White Rose Field and offshore site location N 46° 47.716' W 048° 03.675' as seen in the following map and coordinates.

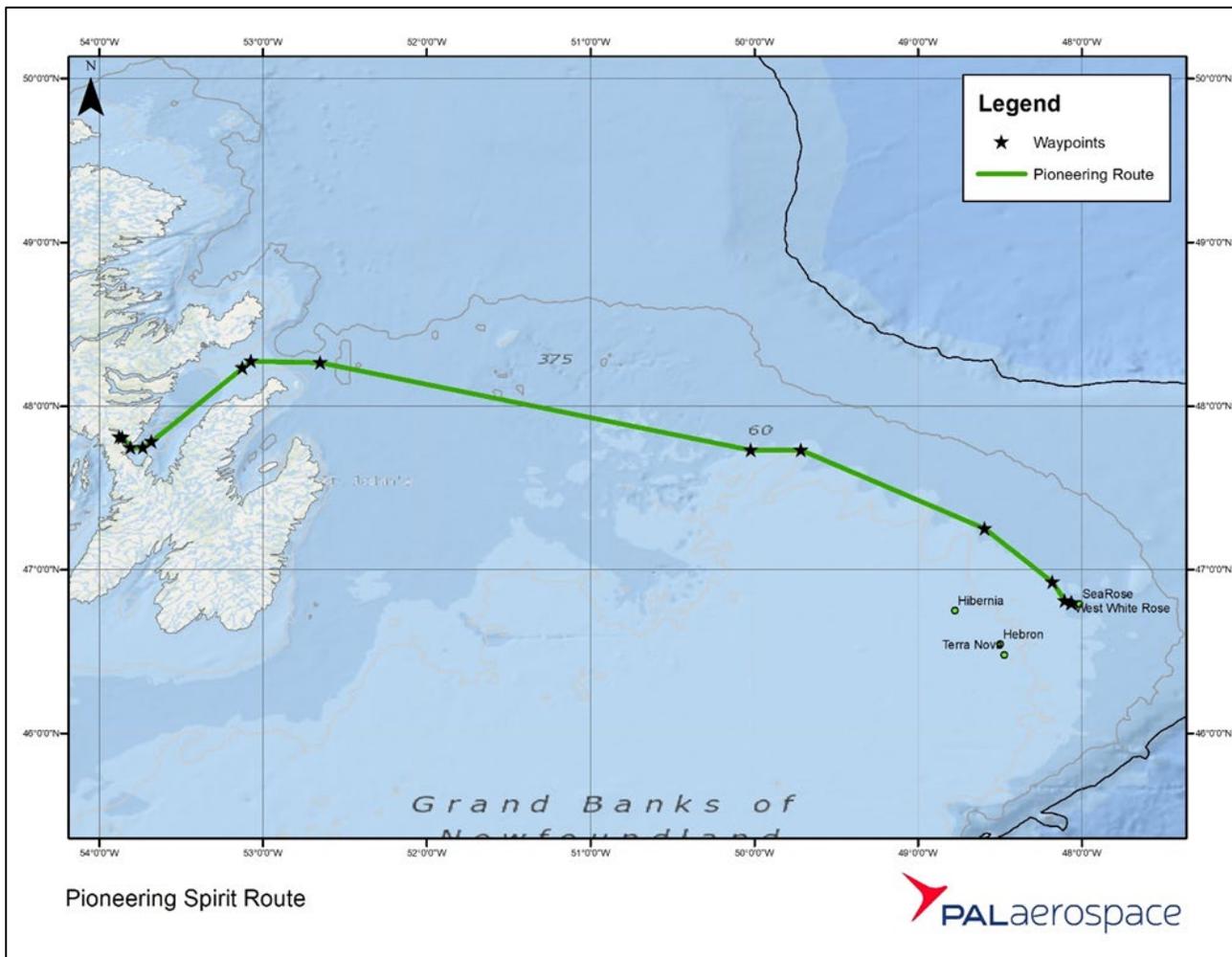


Figure 3. Topsides Structure Transport Route

The total distance is approximately 278 nautical miles (~515km). The transport duration is expected to last 22hrs at a tow speed of 12 knots.

Provisional start date 14 July 2025.

WWRP Topsides Transport from Bull Arm, NL to Offshore White Rose Field							
WP#	Way Point Name	Lat	Long	Lat (deg & min)	Long (deg & min)	Leg Dist (NM)	Total Dist (NM)
1	Big Mosquito Cove	47.811	-53.878	47° 48' 40" N	53° 52' 41" W	0	278
2	Bull Arm	47.807	-53.860	47° 48' 25" N	53° 51' 36" W	0.8	
3	Bull Arm	47.746	-53.808	47° 44' 46" N	53° 48' 29" W	4.2	
4	Trinity Bay	47.746	-53.733	47° 44' 46" N	53° 43' 59" W	3.0	
5	Trinity Bay	47.782	-53.680	47° 46' 55" N	53° 40' 48" W	3.0	
6	Trinity Bay	48.233	-53.126	48° 13' 59" N	53° 7' 34" W	35.0	
7	Trinity Bay	48.274	-53.073	48° 16' 26" N	53° 4' 23" W	3.3	
8	North Atlantic Ocean	48.265	-52.651	48° 15' 54" N	52° 39' 1" W	16.9	
9	North Atlantic Ocean	47.730	-50.020	47° 43' 48" N	50° 1' 12" W	110.4	
10	100m contour West	47.730	-49.715	47° 43' 48" N	49° 42' 54" W	12.3	
11	NW of White Rose	47.250	-48.592	47° 15' 0" N	48° 35' 31" W	53.9	
12	10nm - holding area	46.923	-48.178	46° 55' 23" N	48° 10' 41" W	25.9	
13	NW of North Drill Centre	46.809	-48.105	46° 48' 32" N	48° 6' 18" W	7.5	
14	Step in SKS	46.796	-48.064	46° 47' 46" N	48° 3' 50" W	1.8	
15	Installation Site	46.795	-48.061	46° 47' 42" N	48° 3' 40" W	0.1	

Table 1. Tow Route Waypoint Position Table.

Further Information

Any questions concerning this supplement should be directed to:

Name Adam Stanley
 Manager Marine Manager

 Phone: +1 (709) 724-5639
 Email: adam.stanley@cenovus.com

AIP CANADA SUPPLEMENT 071/2025

TOWER CRANE — OTTAWA, ONTARIO

IMPORTANT: This AIP SUP is used instead of NOTAM

Tower Crane will be erected in Ottawa, Ontario. The maximum height is 373 feet above ground level (AGL) or 560 feet above sea level (ASL). The structure will be lighted and not painted.

The crane will be located within a 203-foot radius centered at the following coordinates:

45° 25' 46" N 075 40' 03" W

Tower Crane is approximately 1.1 nautical miles (NM) before Threshold 09 and 1.6 nautical miles South of extended Runway Centre Line of Ottawa/Rockcliffe Airport (CYRO). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

Email: landuse@navcanada.ca

AIP CANADA SUPPLEMENT 064/2025

MULTIPLE CRANES — OTTAWA, ONTARIO

IMPORTANT: This AIP SUP is used instead of NOTAM

Multiple cranes will be erected in Ottawa, Ontario. The maximum height is 263 feet above ground level (AGL) or 525 feet above sea level (ASL). The structures will be lighted and not painted.

The cranes will be located within a 336 foot radius centred at the following coordinates:

Crane Ident	Coordinates	Height in feet (AGL)	Total height in feet (ASL)
Tower Crane #1	45° 24' 02.3" N 075° 39' 11.3" W	185 feet AGL	448 feet ASL
Tower Crane #2	45° 24' 00.0" N 075° 39' 10.2" W	243 feet AGL	506 feet ASL
Mobile Crane #1	45° 24' 02.2" N 075° 39' 11.3" W	197 feet AGL	460 feet ASL
Mobile Crane #2	45° 24' 00.3" N 075° 39' 10.2" W	263 feet AGL	525 feet ASL

The cranes are approximately 774 feet West (W) of Ottawa (Children's Hospital) (Heli) (CPK7). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

Email: landuse@navcanada.ca

AIP CANADA SUPPLEMENT 062/2025

PREFERRED ROUTING FOR NUUK, GREENLAND (BGGH) ARRIVALS TRANSITING GANDER FIR (CZQX)

**IMPORTANT: This AIP SUP is for situational awareness only.
NOTAMs are published in conjunction and take precedence**

Introduction

An increase in the number of BGGH arrivals, coupled with the associated North Atlantic (NAT) airspace requirements, has led to a review of best practices for BGGH arrivals routing through the Gander Flight Information Region (FIR).

Suggested routes have been designed to provide operators with options more suited to consistent flight planning particularly in terms of requesting and receiving descent clearances and maintaining full surveillance services. The suggested routes may also allow flights that are non-NAT High Level Airspace (HLA), non Data Link Mandate (DLM) or HF radio equipped to operate at optimum levels.

Preferred Routing

Automatic Dependent Surveillance–Broadcast (ADS-B) equipped flights intending to operate FL290 and above should flight plan one of the following waypoints: CLAVY, AVPUT or EMBOK, and then direct to BGGH to ensure best service (i.e. VHF radio direct communications, surveillance services, descent coordination, as well as relief from HF radio, NAT HLA and DLM requirements)

ADS-B equipped flights flight planning alternate routes may expect delays in descent including possible route changes requiring descent to be conducted north or east of the arrival airport.

Non-ADS-B equipped flights may expect delays in descent clearances regardless of route.

Flights intending to operate FL280 and below are not restricted by route except to adhere to correct flight planning procedures as outlined in [AIP Canada](#).

This direction will be periodically reviewed and re-evaluated as necessary.

Further Information

Any questions concerning this supplement should be directed to:

Robert Fleming
Manager ACC Operations, Gander ACC

Email: robert.fleming@navcanada.ca

AIP CANADA SUPPLEMENT 059/2025

MOBILE CRANE — AUPALUK, QUÉBEC

IMPORTANT: This AIP SUP is used instead of NOTAM

Mobile Crane will be erected in Aupaluk, Québec. The maximum height is 171 feet above ground level (AGL) or 308 feet above sea level (ASL). The structure will be lighted but not painted.

The crane will be located within 235 feet radius centred at the following coordinates:

59° 18' 28" N 069° 34' 50" W

The crane is approximately 0.8967 nautical miles (NM) north east (NE) of Aupaluk Airport (CYLA). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

Email: landuse@navcanada.ca

AIP CANADA SUPPLEMENT 051/2025

MULTIPLE CRANES — HALIFAX, NOVA SCOTIA

IMPORTANT: This AIP SUP is used instead of NOTAM

Multiple Cranes will be erected in Halifax, Nova Scotia. The maximum height is 377 feet above ground level (AGL) or 548 feet above sea level (ASL).

The cranes will be located within a 537-foot radius centred at the following coordinates:

Setup cranes: (estimated dates) 11-May- 2025 to 12-May-2025 and 29-Sep-2025 to 12-Oct-2025.

Permanent cranes: 44° 38' 44.4700" N 063° 35' 19.0500" W. 361 FT AGL 537 FT ASL.
The structures will be lighted and painted.

The cranes are approximately 551 feet (FT) west (W) of Halifax (QE II Health Sciences Centre) (CHQE). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

Email: landuse@navcanada.ca

AIP CANADA SUPPLEMENT 050/2025

MULTIPLE CRANES — FORT SASKATCHEWAN, ALBERTA

IMPORTANT: This AIP SUP is used instead of NOTAM

Multiple cranes will be erected in Fort Saskatchewan, Alberta. The maximum height is 323 feet above ground level (AGL) or 2,386 feet above sea level (ASL). The structures will be lighted and not painted.

The cranes will be located within a 450-foot radius centred at the following coordinates:

53° 44' 50" N 113° 07' 59" W

Multiple cranes are approximately 9,060 feet before displaced threshold 08 and 5,220 feet North (N) of extended runway centreline of Edmonton/Josephburg (CFB6). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

Email: landuse@navcanada.ca

AIP CANADA SUPPLEMENT 048/2025**CRANE — EDMONTON, ALBERTA****IMPORTANT: This AIP SUP is used instead of NOTAM**

Crane will be erected in Edmonton, Alberta. The maximum height is 173 feet above ground level (AGL) or 2354 feet above sea level (ASL). The structure will be lighted and not painted.

The crane will be located within a 141 -foot radius centred at the following coordinates:

53° 32' 33.8640" N 113° 30' 26.0280" W

The crane is approximately 1 nautical mile (NM) south (S) of Edmonton (Royal Alexandra Hosp) (CFH7). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

Email: landuse@navcanada.ca

AIP CANADA SUPPLEMENT 032/2025

TOWER CRANE — ENOCH, ALBERTA

IMPORTANT: This AIP SUP is used instead of NOTAM

The Crane will be erected in Enoch, Alberta. The maximum height is 314 feet above ground level (AGL) or 2620 feet above sea level (ASL). The structure(s) will be lighted and painted.

The crane will be located within a 197 -foot radius centred at the following coordinates:

53° 30' 32.56" N 113° 41' 46.23" W

The crane is approximately 1.97 nautical miles (NM) south southwest (SSW) of Edmonton City (HELI) (CCE7). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

Email: landuse@navcanada.ca

AIP CANADA SUPPLEMENT 019/2025

TOWER CRANE — HALIFAX, NOVA SCOTIA

IMPORTANT: This AIP SUP is used instead of NOTAM

A tower crane will be erected in Halifax, Nova Scotia. The maximum height is 295 feet above ground level (AGL) or 405 feet above sea level (ASL). The structure will be lighted and not painted.

The crane will be located within a 213-foot radius centred at the following coordinates:

44° 39' 12.01" N 63° 35' 04.29" W

Tower crane is approximately 0.5 nautical miles (NM) north northeast (NNE) of HALIFAX (QE II HEALTH SCIENCES CENTRE) (HELI) (CHQE). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

Email: landuse@navcanada.ca

AIP CANADA SUPPLEMENT 018/2025**TOWER CRANE — HALIFAX, NOVA SCOTIA****IMPORTANT: This AIP SUP is used instead of NOTAM**

A tower crane will be erected in Halifax, Nova Scotia. The maximum height is 198 feet above ground level (AGL) or 362 feet above sea level (ASL). The structure will be lighted and not painted.

The crane will be located within a 154-foot radius centred at the following coordinates:

44° 38' 41.00" N 63° 35' 56.000" W

Tower crane is approximately 3232 feet West (W) of HALIFAX (QE II HEALTH SCIENCES CENTRE) (HELI) (CHQE). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

Email: landuse@navcanada.ca

AIP CANADA SUPPLEMENT 014/2025**CRANE — OTTAWA, ONTARIO****IMPORTANT: This AIP SUP is used instead of NOTAM**

Crane will be erected in Ottawa, Ontario. The maximum height is 331 feet above ground level (AGL) or 511 feet above sea level (ASL). The structure(s) will be lighted and not painted.

The crane will be located within a 230-foot radius centred at the following coordinates:

45° 25' 10" N 75° 43' 10" W

Crane is approximately 4.1 nautical miles (NM) west southwest (WSW) of Ottawa/Rockcliffe Airport (CYRO). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

Email: landuse@navcanada.ca

AIP CANADA SUPPLEMENT 10/25

TOWER CRANE — KELOWNA, BC

A Tower Crane will be erected in Kelowna, BC. The maximum height is 554 feet above ground level (AGL) or 1684 feet above sea level (ASL). The structure will be lighted and not painted.

The crane will be located within a 180-foot radius centred at the following coordinates:

49° 53' 22" N 119° 29' 29" W

The Tower Crane is approximately 0.9114 nautical mile (NM) north northwest (NNW) of Kelowna (GEN HOSP)(Heli) (CKH9). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, please contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

E-mail: landuse@navcanada.ca

AIP CANADA SUPPLEMENT 4/25

PRAIRIE AND NORTHERN REGION (PNR) REGION CALGARY (CITY/BOW RIVER) AB (HELI) (CEL2) HELIPORT REHABILITATION WORK JANUARY 2025 TO DECEMBER 2027

The complete rehabilitation of the helipad and the surrounding landscaping will result in the temporary closure of the helipad, from January 2025 to December 2027. There will be no flight operation conducted from this location while the construction and landscaping are being conducted (see figure below).

Details will be disseminated via NOTAM.



Figure 1

For further information, please contact:

Captain Joe Gaudry
Civil Aviation Inspector
Prairie and Northern Region - Winnipeg Flight Operations
Transport Canada

E-mail: joe.gaudry@tc.gc.ca

AIP CANADA SUPPLEMENT 2/25

VICTORIA AIRPORT, BC (WATER) (CAP5) SEAPLANE BASE DOCKING LIMITATIONS

Introduction

Victoria Airport Seaplane Base has implemented docking limitations due to current infrastructure constraints.

Validity

The limitations at the Victoria Seaplane Base are effective indefinitely and will remain in place until such time that the dock infrastructure is replaced or upgraded. NOTAMs will be issued for specific operational updates.

Operational Changes

The following docking limitations are in effect for aircraft at the Victoria Seaplane Base:

DHC-6 Twin Otter and DHC-3 Single Otter Aircraft:

- East Side of Platform: Docking is authorized with minimum wingtip clearance of approximately 2.6 meters from the lighting pole and platform located at the centre of the dock.
- West Side of Platform: Docking is not authorized due to the inability to maintain wingtip clearance from the same infrastructure.

Smaller Aircraft (e.g., DHC-2 Beaver):

- No changes to docking operations.

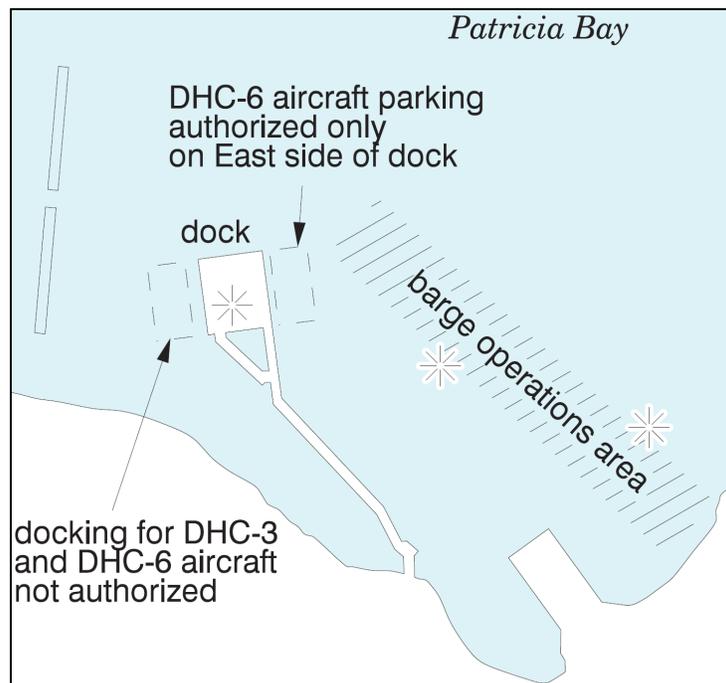


Figure 1. Dock Limitations

Rationale

These limitations ensure safety and operational efficiency at the seaplane base. The restrictions are necessary due to infrastructure constraints and will remain until improvements are made.

Example NOTAM

(I7125/24 NOTAMN
A) CXXX B) 2412131739 C) PERM
E) CAP5 VICTORIA AIRPORT (WATER) AMEND PUBLICATIONS: A/D DATA: ADD: DOCKS: TWIN
OTTER ACFT PRKG ONLY AUTH ON E SIDE OF DOCK)

For further information, please contact:

Lars Olsson
Director, Airside Operations and Safety
Victoria Airport Authority

E-mail: lars.olsson@yyj.ca

AIP CANADA SUPPLEMENT 1/25

HAMILTON, ON (CYHM) DE-ICING PAD OPERATIONAL TRIAL

Introduction

Hamilton international is conducting an operational trial for a de-icing pad for AGN V aircraft on Apron I. The de-icing pad is referenced as Deicing Pad 3 (DP3).

Validity

The operational trial is planned for winter 2024-2025 to ensure no operational or environmental issues. This AIP Supplement will expire when all changes have been incorporated into aeronautical products.

Operational Changes

Taxiway routes have changed

- Taxiway C no longer continues straight to Taxilane J for Apron III
- Access to Apron III via Taxiway L to Taxilane J or Taxilane A to Taxilane J

Procedures for de-icing in DP3 during trial period are as follows:

- The flight crew will contact Ground Control on frequency 121.6, providing their aircraft identification and location, and request pushback to DP3.
- DP3 will be restricted to Cargojet Operations from the hours of 00:00 – 03:00 only. All other aircraft will be denied access to DP3 until further notice.
- In the event of a timing conflict between access to the UPS Apron and DP3 for de-icing, de-icing operations will be temporarily suspended and designated as a "lowest priority" to ensure uninterrupted UPS operations.

Pushback and Tow Instructions

- If approved, ATC will instruct the crew to initiate pushback and proceed to DP3.
- While DP3 is in use Taxiway L and Taxilane J from Taxiway L to Taxilane A are not available for use

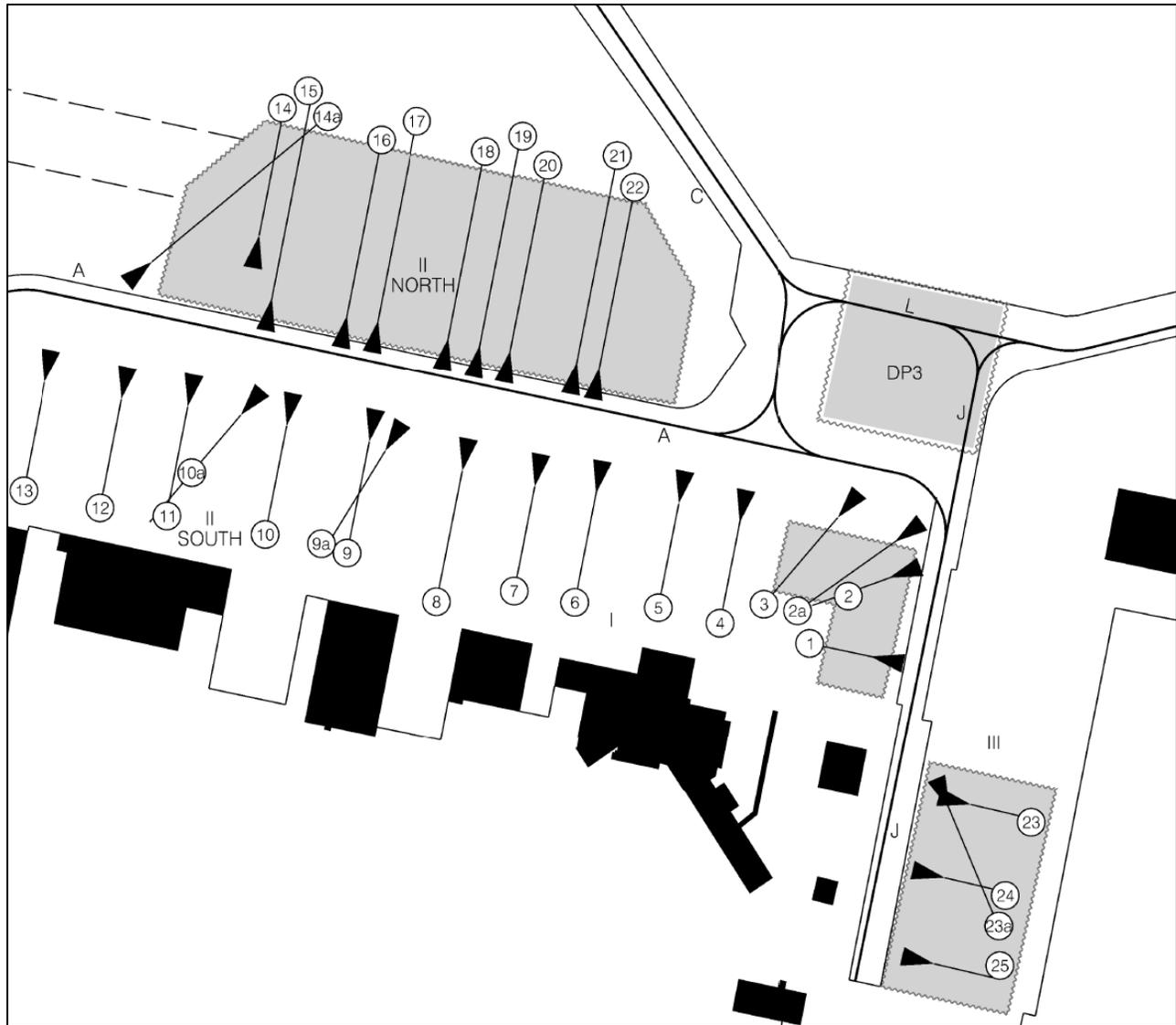


Figure 1. Apron I - De-icing Pad 3

For further information, please contact:

Operations Centre
John C. Munro Hamilton International Airport

Tel.: (905) 679 4908

AIP CANADA SUPPLEMENT 102/24

MULTIPLE CRANES — BARRIE, ONTARIO

The Cranes will be erected in Barrie, Ontario. The maximum height is 338 feet above ground level (AGL) or 1222 feet above sea level (ASL). The structure(s) will be lighted and not painted.

The cranes will be located within a 460-foot radius centred at the following coordinates:

44° 23' 49" N 79° 41' 56" W

The Cranes are approximately 1.5 nautical miles (NM) east southeast (ESE) of Springwater (Barrie Airpark) (CNA3). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

Email: landuse@navcanada.ca

AIP CANADA SUPPLEMENT 99/24**CRANE — SASKATOON, SK**

(Replaces AIP Canada Supplement 71/24)

A crane will be erected in Saskatoon, Saskatchewan. The maximum height is 270 feet above ground level (AGL) or 1,853 feet above sea level (ASL). The structure will be lighted and not painted.

The crane will be located within a 98-foot (ft) radius centred at the following coordinates:

52° 07' 58.24" N 106° 39' 23.29" W

The crane is approximately 13,250 feet before Threshold 33 and 5,010 feet northeast of the extended runway centreline Saskatoon/John G. Diefenbaker Intl Airport (CYXE). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

Email: landuse@navcanada.ca

AIP CANADA SUPPLEMENT 96/24**MULTIPLE TOWER CRANES — OTTAWA, ONTARIO**

Multiple tower cranes will be erected in Ottawa, ON. The maximum height is 481 feet above ground level (AGL) or 687 feet above sea level (ASL). The structure(s) will be lighted and not painted.

The cranes will be located within a 171-foot radius centred at the following coordinates:

45° 24' 49.734" N 075° 42' 42.156" W

The cranes are approximately 4.0 nautical miles (NM) west southwest (WSW) of Ottawa / Rockcliffe Airport (CYRO). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

Email: landuse@navcanada.ca

AIP CANADA SUPPLEMENT 94/24**CRANE — VICTORIA, BRITISH COLUMBIA**

A crane will be erected in Victoria, British Columbia. The maximum height is 87 feet above ground level (AGL) or 165 feet above sea level (ASL). The structure will not be lighted nor painted.

The crane will be located within a 207-foot radius centred at the following coordinates:

48° 27' 52.55" N 123° 26' 04.14" W

The crane is approximately 1338 feet south (S) of Victoria (Gen Hospital) (Heli) (CBW7). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

Email: landuse@navcanada.ca

AIP CANADA SUPPLEMENT 92/24**MULTIPLE CRANES – NIAGARA FALLS, ON**

(Replaces AIP Supplement 6/24)

Multiple cranes will be erected in Niagara Falls, ON. The maximum height is 297 feet above ground level (AGL) or 891 feet above sea level (ASL). The structures will be lighted and painted.

The cranes will be located within a 614-foot radius centred at the following coordinates:

43° 02' 01" N 79° 07' 32" W

Multiple cranes are approximately 4.6 nautical miles (NM) South Southwest (SSW) of Niagara Falls (Greater Niagara General Hosp), ON (CNG8) aerodrome. Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

Email: landuse@navcanada.ca

AIP CANADA SUPPLEMENT 84/24

TOWER CRANE — LEVIS, QUEBEC

A Tower Crane will be operated in Levis, Quebec. The maximum height is 132 feet above ground level (AGL) or 452 feet above sea level (ASL). The structure will be lighted but not painted.

The crane will be located within a 148-foot radius centred at the following coordinates:

46° 40' 48.3955" N 71° 10' 15.9792" W

The Tower Crane is approximately 5,238 feet (FT) west (W) of St-Jean Chrysostome Airport (CSG5). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

Email: landuse@navcanada.ca

AIP CANADA SUPPLEMENT 77/24

MOBILE CRANE — IGLOOLIK, NUNAVUT

Mobile Crane will be operated in Igloolik, Nunavut. The maximum height is 110 feet above ground level (AGL) or 248 feet above sea level (ASL). The structure(s) will not be lighted or painted.

The crane will be located within a 229-foot radius centred at the following coordinates:

69° 22' 09.54" N 81° 48' 37.62" W

Mobile Crane is approximately 1,030 feet beyond threshold Runway 15 and 1,620 feet northeast runway centreline of Igloolik Airport (CYGT). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

Email: landuse@navcanada.ca

AIP CANADA SUPPLEMENT 76/24**MULTIPLE CRANES — RED DEER, ALBERTA**

Multiple cranes will be erected in Red Deer, Alberta. The maximum height is 280 feet above ground level (AGL) or 3219 feet above sea level (ASL). The structure(s) will be lighted and painted.

The cranes will be located within a 388-foot radius centred at the following coordinates:

52° 09' 59.35" N 113° 52' 06.76" W

Multiple cranes are approximately 5,080 feet before threshold Runway 30 and 880 feet Northeast (NE) of extended runway centreline at Red Deer Regional (CYQF). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

Email: landuse@navcanada.ca

AIP CANADA SUPPLEMENT 72/24**MULTIPLE CRANES — PRINCE ALBERT, SK**

Multiple cranes will be erected in Prince Albert, Saskatchewan. The maximum height is 300 feet above ground level (AGL) or 1,795 feet above sea level (ASL). The structures will be lighted and not painted.

The cranes will be located within a 449-foot (ft) radius centred at the following coordinates:

53° 11' 35" N 105° 47' 04" W

The cranes are approximately 2.4 nautical miles (NM) south-southwest (SSW) of Prince Albert (Fire Centre), SK (Heli) (CAL6). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

Email: landuse@navcanada.ca

AIP CANADA SUPPLEMENT 68/24

QUEBEC REGION THETFORD MINES AERODROME, QC (CSM3) AND BECANCOUR LAKE WATER AERODROME, QC (CLB4)

Adjacent to the northwest of the Thetford Mines aerodrome, there are seaplane operations on Lake Bécancour. This lake is located 3000 feet north of the threshold of Runway 24, which can lead to operational conflicts between the 2 sites.

The solutions to the conflicts in question have been determined in accordance with Transport Canada Civil Aviation's risk management and decision-making principles that will come into effect on **October 3, 2024**.

The Lake Bécancour water-aerodrome is not published in the current Canada Water-Aerodromes Supplement (CWAS), the site is scheduled to be published in the April 17, 2025 edition of this manual. In the meantime, operations at Lake Bécancour are generally in a NE-SW orientation (050°/230° aprx) which results in seaplanes flying in circuits above the runway at Thetford Mines. The opposite also applies.

To minimize the impact on operations, it was decided to modify the circuits of Runway 06 at Thetford Mines to circuits with right turns (RAC 602.96 (3) c)).

To minimize the impact on operations at the Thetford Mines aerodrome, it was decided to modify the circuit at the Lac Bécancour water aerodrome as follows:

For takeoffs to the south-west: continue along the takeoff axis then turn right on a heading of 240°, parallel to the centreline of Runway 06/24 at CSM3, before turning right into a crosswind to complete the circuit, and

For landing to the north-east: established in the base leg, turn left on heading of 060°, parallel to the centreline of Runway 06/24 at CSM3, before turning left on heading of approximately 230° toward the landing surface, as shown on the sketch (CARs 602.96 (3) b)).

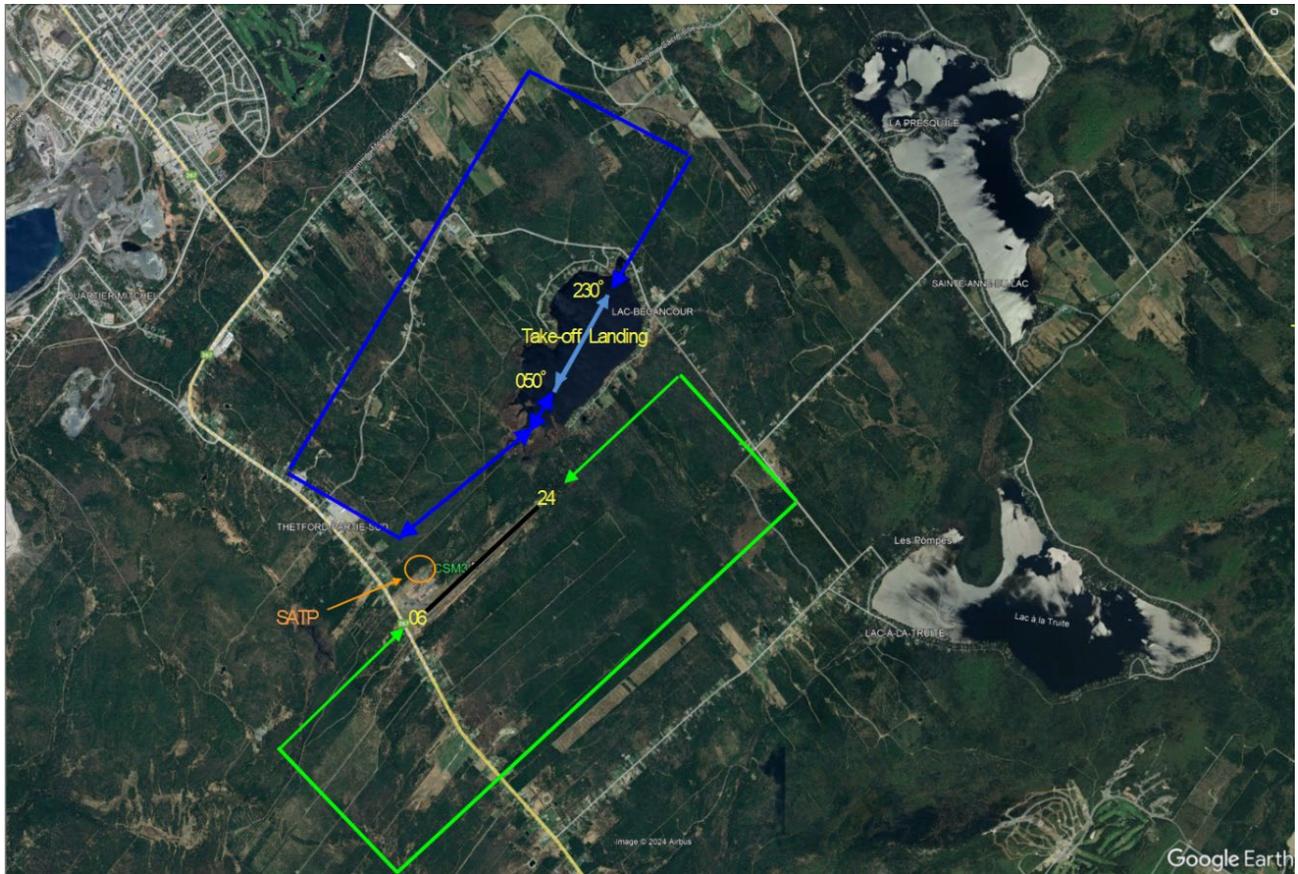


Figure 1. Modified Circuits

The publications Canada Flight Supplement (CFS) and (CWAS) will be modified according to their publication cycle.

A NOTAM will be issued for changes.

AIP CANADA SUPPLEMENT 64/24**TOWER CRANE — EDMONTON, ALBERTA**

A tower crane will be erected in Edmonton, Alberta. The maximum height is 163 feet above ground level (AGL) or 2338 feet above sea level (ASL). The structure will be lighted and not painted.

The tower crane will be located within a 119-foot radius centred at the following coordinates:

53° 31' 26.273" N 113° 32' 01.579" W

The tower crane is approximately 0.48 nautical miles (NM) west northwest (WNW) of University of Alberta (Stollery Children's Hospital Mahi), AB (HELI) (CEW7). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

Email: landuse@navcanada.ca

AIP CANADA SUPPLEMENT 43/24

HIGH SPEED TEST FLIGHTS BELOW 10,000 FEET

Pratt & Whitney Canada Corporation (P&W) conducts testing of their engines in diverse conditions and altitudes utilizing two Boeing 747 Flying Test Bed (FTB) aircraft, registered C-FPAW and C-GTFF.

To meet this goal, P&W tests new engine prototypes to the limits of their operational envelope, including at airspeeds exceeding 250 knots below 10,000 feet above sea level (ASL) under a Ministerial Exemption from CAR 602.32.

At a speed of 250 knots, an aircraft covers a distance of almost 4 nautical miles per minute. Considering that you may need up to 10 seconds to spot aircraft traffic, identify it, and take action to avoid a mid-air collision, flight operations at high speeds increases the risk of a mid-air collision. Canada codified the current speed limitation of 250 knots below 10,000 feet in 1972, following several mid-air collisions in the United States.

P&W FTB aircraft operate these high-speed flights in Visual Meteorological Conditions (VMC) along various high speed test routes or areas with enhanced visibility/distance from cloud requirements (flight visibility at least 5 miles and 1000 feet from cloud) with landing lights and anti-collision lights illuminated at all times when operating below 10,000 feet ASL. Additionally, the FTB aircraft operate with an Airborne Collision Warning System (ACAS) that can provide the pilot with traffic alerts and resolution advisories of other transponder equipped aircraft. For this reason, pilots of other aircraft are encouraged to exercise vigilance and use an altitude-encoding transponder or consider other means to deconflict with FTB aircraft.

The high-speed test flights will be notified by NOTAM for any of the following areas at least 6 hours prior to the high speed/low altitude testing.

High-Speed Test Authorized Areas

High Speed Test Route 1:

Within 4 nautical miles of straight line between N49 19.7 W67 22.3 (BUBIX) and N49 05.1 W61 42.0 (HITOR) – minimum altitude 1,000 ft ASL, with the exception of not below 2,000 ft AAE within 5 nautical miles of the Rivière Bell aerodrome (CRB5).

High Speed Test Route 2:

Within 4 nautical miles of a straight line between N49 05.1 W61 42.0 (HITOR) and 10 nautical miles east of N48 45.8 W64 24.3 (YGP VOR) – minimum altitude 1,000 ft ASL, with the exception of not below 2,000 ft AAE within 5 nautical miles of the Rivière Bell aerodrome (CRB5).



Figure 1. High Speed Test Routes 1 & 2

High Speed Test Route 3:

Between 5 nautical miles East of N48 10.5 W77 49.2 (YVO VOR) and 5 nautical miles East of N49 48.0 W74 29.7 (CHIBOO), along Air Route RR23 with a 2 nautical mile Strategic Lateral Offset (SLOP) to the right – minimum height 2,000 ft AGL.

High Speed Test Route 4:

Between 5 nautical miles West of N49 48.0 W74 29.7 (CHIBOO) and 5 nautical miles East of N49 43.4 W77 44.5 (DUVKI), along Air Route L755, with a 2 nautical mile Strategic Lateral Offset (SLOP) to the right – minimum height 2,000 ft AGL.

High Speed Test Route 5:

Within 4 nautical miles of a straight line between 5 nautical miles Northwest of N49 48.0 W74 29.7 (CHIBOO) and 5 nautical miles Southeast of N51 17.5 W80 36.4 (YMO VOR) – minimum height 2,000 ft AGL.

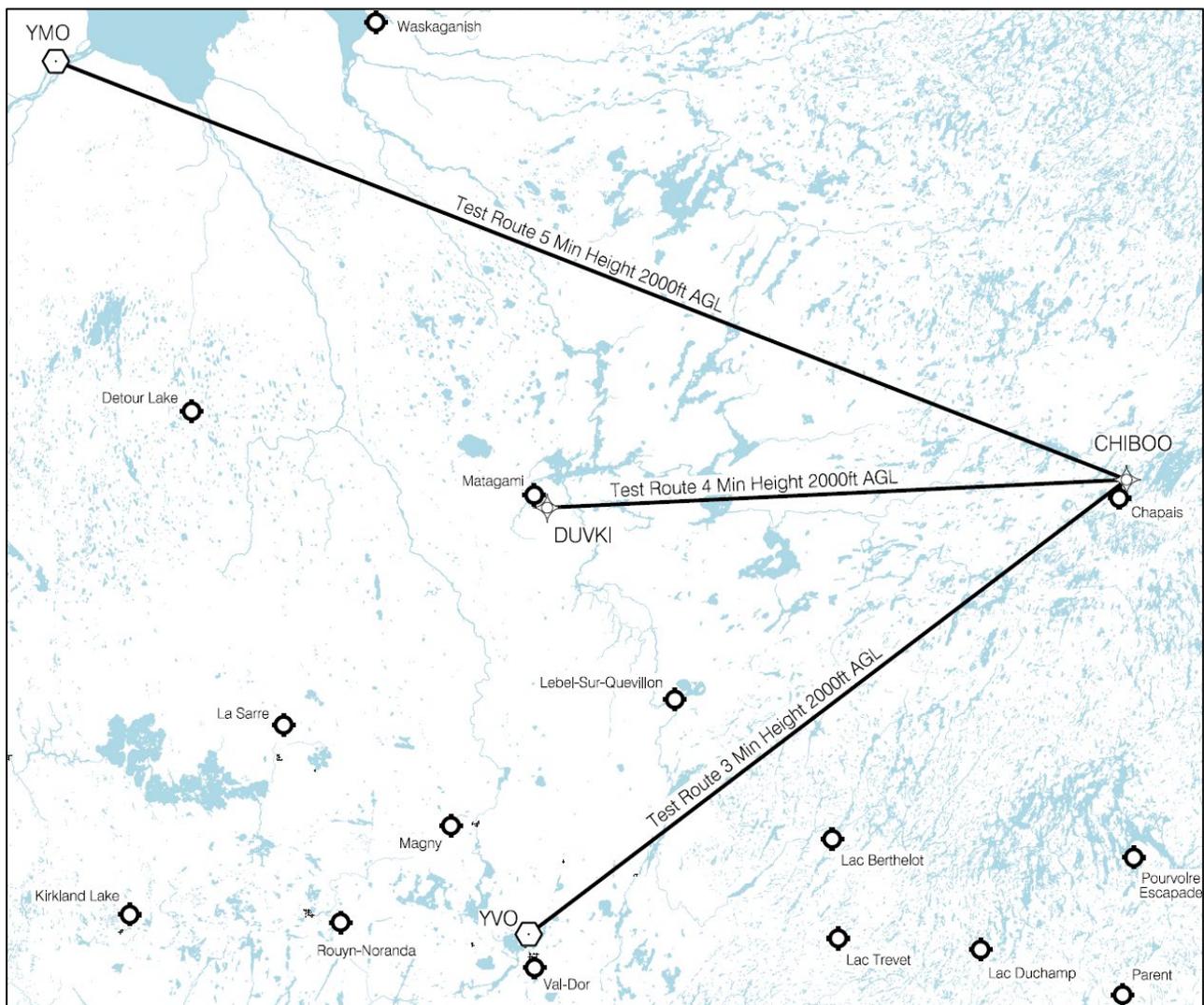


Figure 2. High Speed Test Routes 3 - 5

Area Echo:

Within the Class G airspace contained within the boundaries of the following area (Montreal Test Area ECHO) – minimum height 2,000 ft AGL:

- N46 54.2 W76 27.2
- N47 23.5 W77 11.0
- N47 47.6 W76 40.0
- N47 55.1 W76 30.3
- N48 24.3 W73 33.9
- N48 27.4 W73 15.2
- N48 35.1 W72 28.0
- N47 59.1 W72 11.6
- N47 34.0 W74 05.9
- N47 32.0 W74 59.4
- N47 25.8 W75 24.8
- N47 15.2 W75 49.9

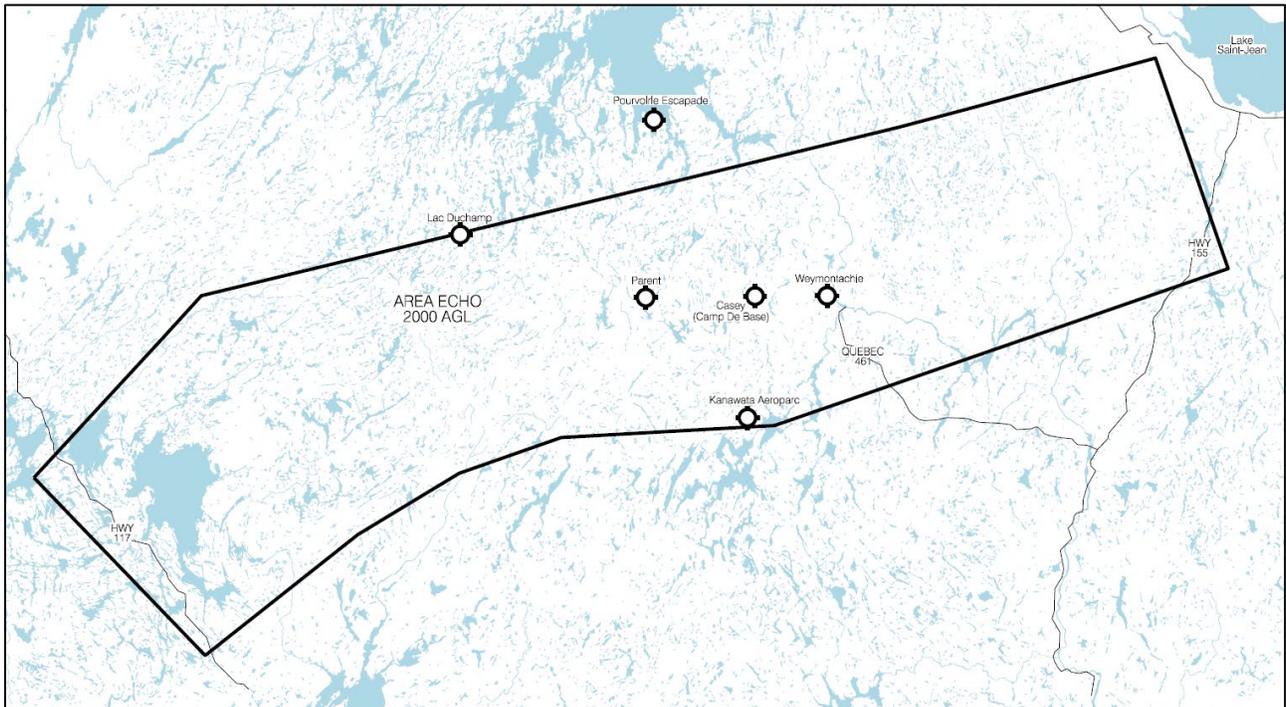


Figure 3. High Speed Test Area Echo

This AIP Supplement will expire on 10 June 2027.

For further information, please contact:

Captain Sylvain Lajoie
Pratt & Whitney Canada

E-mail: sylvain.lajoie@pwc.ca

Transport Canada – Quebec Region

E-mail: aviation.que@tc.gc.ca

AIP CANADA SUPPLEMENT 36/24**MULTIPLE CRANES — OTTAWA, ON**

Multiple cranes will be erected in Ottawa, ON. The maximum height is 303 feet above ground level (AGL) or 572 feet above sea level (ASL). The structure(s) will be lighted and not painted.

The cranes will be located within a 390-foot radius centred at the following coordinates:

45° 24' 12.1366" N 75° 39' 04.6694" W

The cranes are approximately 4.9 nautical miles (NM) north northeast (NNE) of Ottawa / MacDonald-Cartier Intl, ON (CYOW). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

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AIP CANADA SUPPLEMENT 69/23

TWO LOW FREQUENCY ANTENNAS MATSQUI, BRITISH COLUMBIA

(Replaces AIP Canada Supplement 5/22)

Two low frequency antennas, at 500 feet and 450 feet above ground level (AGL), will be located in Matsqui, British Columbia until August 2024. The maximum height is 500 feet AGL or 530 feet above sea level (ASL). The structures will be painted, but not lighted. The antennas are located within a 500-foot radius, centred at the following coordinates:

49° 06' 19.0" N 122° 14' 36.0" W



NOT FOR NAVIGATION

For further information, please contact:

Officer in Charge Detachment Matsqui
Currently CPO2 L.C. Sheffield

Tel.: 604-814-6110

Cellular: 236-464-3652

E-mail: leonard.sheffield@forces.gc.ca.



Chris Bowden
Director, Aeronautical Information Management and Flight Operations

AIP CANADA SUPPLEMENT 32/23

MOBILE CRANE—DRUMHELLER, ALBERTA

A mobile crane will be erected in Drumheller, Alberta. The maximum height is 46 feet above ground level (AGL) or 2,713 feet above sea level (ASL). The structure will be lighted but not painted.

The crane will be located within a 0.72 nautical mile radius centred at the following coordinates:

51° 30' 55" N 112° 45' 29" W

The crane is approximately 1.2 nautical miles (NM) north northwest (NNW) of Drumheller Municipality Airport (CEG4). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, contact:

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Chris Bowden
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AIP CANADA SUPPLEMENT 74/22

TOWER CRANE—KAMLOOPS, BRITISH COLUMBIA

A tower crane will be erected in Kamloops, British Columbia. The maximum height is 315 feet above ground level (AGL) or 1,542 feet above sea level (ASL). The structure will be lighted and not painted.

The crane will be located within a 148-foot radius centred at the following coordinates:

50° 40' 21.04" N 120° 19' 49.32" W

The tower crane is approximately 1,413 feet north northeast (NNE) of Kamloops (Royal Inland Hospital) (Heli) (CBC4). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, please contact:

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Chris Bowden
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AIP CANADA SUPPLEMENT 45/22

BLASTING ACTIVITIES AT SAINT ANTONIN, SAINT-HUBERT-DE-RIVIERE-DU-LOUP AND SAINT HONORE-DE-TEMISCOUATA, QC

Blasting activity will take place in Saint Antonin, Saint-Hubert-de-Riviere-du-Loup et Saint Honore-de-Temiscouata, QC. The maximum height is 394 feet above ground level (AGL) or 1,893 feet above sea level (ASL).

The blasting will be located within a 10 nautical mile (NM) radius centred at the following coordinates:

47° 43' 27" N 69° 13' 46" W

Blasting is approximately 15 NM west northwest (WNW) of Temiscouata-sur-le-Lac QC (Water) (CTM8). Details of any procedure changes implemented due to this blasting activity will be promulgated via NOTAM, publication amendment, or both.

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Chris Bowden
Acting Director, Aeronautical Information Management and Flight Operations

AIP CANADA SUPPLEMENT 19/22

GREENLAND AIRSPACE RESTRICTIONS

(Replaces NOTAM H0552/22)

At the request of Danish and Greenlandic authorities, all flights within Gander Oceanic FIR arriving to and departing from airports within Greenland, or over flying Greenlandic territory from Belarussian airspace, are not permitted if the aircraft is operated by a Belarussian air carrier and/or is registered in Belarus. Exceptions to this restriction are in the case of emergency or when the flight is a humanitarian flight. It is unknown when this restriction will be removed.

It is recommended to confirm the applicable restrictions with the appropriate Danish and Greenlandic authorities prior to flight.

For further information, please contact:

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77 Metcalfe Street
Ottawa, ON K1P 5L6

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Chris Bowden
Acting Director, Aeronautical Information Management and Flight Operations

AIP CANADA SUPPLEMENT 45/21

BLASTING—SCHEFFERVILLE, QUEBEC

(Replaces AIP Canada Supplement 23/21)

Blasting activity will take place in Schefferville, Quebec daily between 1000 – 0000 (DT 1100 – 0100) Coordinated Universal Time (UTC). The maximum height is 984 feet above ground level (AGL) or 3,739 feet above sea level (ASL).

The blasting will be located within a 3,293-foot radius centred at the following coordinates:

55° 04' 31" N 67° 17' 45" W

Blasting is approximately 23 nautical miles (NM) north northwest (NNW) of Schefferville/Squaw Lake (Water) (CSZ9). Details of any procedure changes implemented due to this blasting activity will be promulgated via NOTAM, publication amendment, or both.

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AIP CANADA (ICAO) SUPPLEMENT 59/19

MULTIPLE CRANES—WINNIPEG, MANITOBA

Multiple cranes will be working in Winnipeg, Manitoba. The maximum height is 303 feet above ground level (AGL) or 1,065 feet above sea level (ASL). The structures will not be lighted, and will not be painted.

The cranes will be located within a 199-foot radius centred at the following coordinates:

49° 53' 26" N 97° 08' 42" W

The cranes are approximately 4 nautical miles (NM) east southeast (ESE) from Winnipeg/James Armstrong Richardson International Airport (CYWG) and 0.9 NM south southeast (SSE) from Winnipeg Health Sciences Centre Heliport (CWH7). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, please contact:

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James Ferrier
Director, Aeronautical Information Management

AIP CANADA (ICAO) SUPPLEMENT 31/19

MULTIPLE DRILLING RIGS—CONKLIN, ALBERTA

Multiple drilling rigs will be operating in Conklin, Alberta. The maximum height is 145 feet above ground level (AGL) or 2,086 feet above sea level (ASL). The structures will be lighted and painted.

The drilling rigs will be located within a 2.27 nautical mile (NM) radius centred at the following coordinates:

55° 38' 58" N 110° 41' 35" W

The drilling rigs are approximately 2.0 NM northeast (NE) of Christina Lake Airport (CCL3). Details of any procedure changes implemented due to this crane activity will be promulgated via NOTAM, publication amendment, or both.

For further information, please contact:

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James Ferrier
Director, Aeronautical Information Management

AIP CANADA (ICAO) SUPPLEMENT 24/19

MULTIPLE DRILLING RIGS—CONKLIN, ALBERTA

Multiple drilling rigs will be operating in Conklin, Alberta. The maximum height is 145 feet above ground level (AGL) or 2,052 feet above sea level (ASL). The structures will be lighted and painted.

The drilling rigs will be located within a 1.5 nautical mile (NM) radius centred at the following coordinates:

55° 39' 15" N 110° 46' 17" W

The drilling rigs are approximately 1.7 NM northwest (NW) of Christina Lake Airport (CCL3). Details of any procedure changes implemented due to these drilling rig activities will be promulgated via NOTAM, publication amendment, or both.

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James Ferrier
Director, Aeronautical Information Management

AIP CANADA (ICAO) SUPPLEMENT 22/19

MULTIPLE DRILLING RIGS—CONKLIN, ALBERTA

Multiple drilling rigs will be operating in Conklin, Alberta. The maximum height is 145 feet above ground level (AGL) or 2,022 feet above sea level (ASL). The structures will be lighted and not painted.

The drilling rigs will be located within a 1.2 nautical mile (NM) radius centred at the following coordinates:

55° 40' 05" N 110° 46' 31" W

The drilling rigs are approximately 3 NM north northwest (NNW) of Christina Lake Airport (CCL3). Details of any procedure changes implemented due to these drilling rig activities will be promulgated via NOTAM, publication amendment, or both.

For further information, please contact:

NAV CANADA
1601 Tom Roberts Avenue
Ottawa, ON K1V 1E5

E-mail: landuse@navcanada.ca



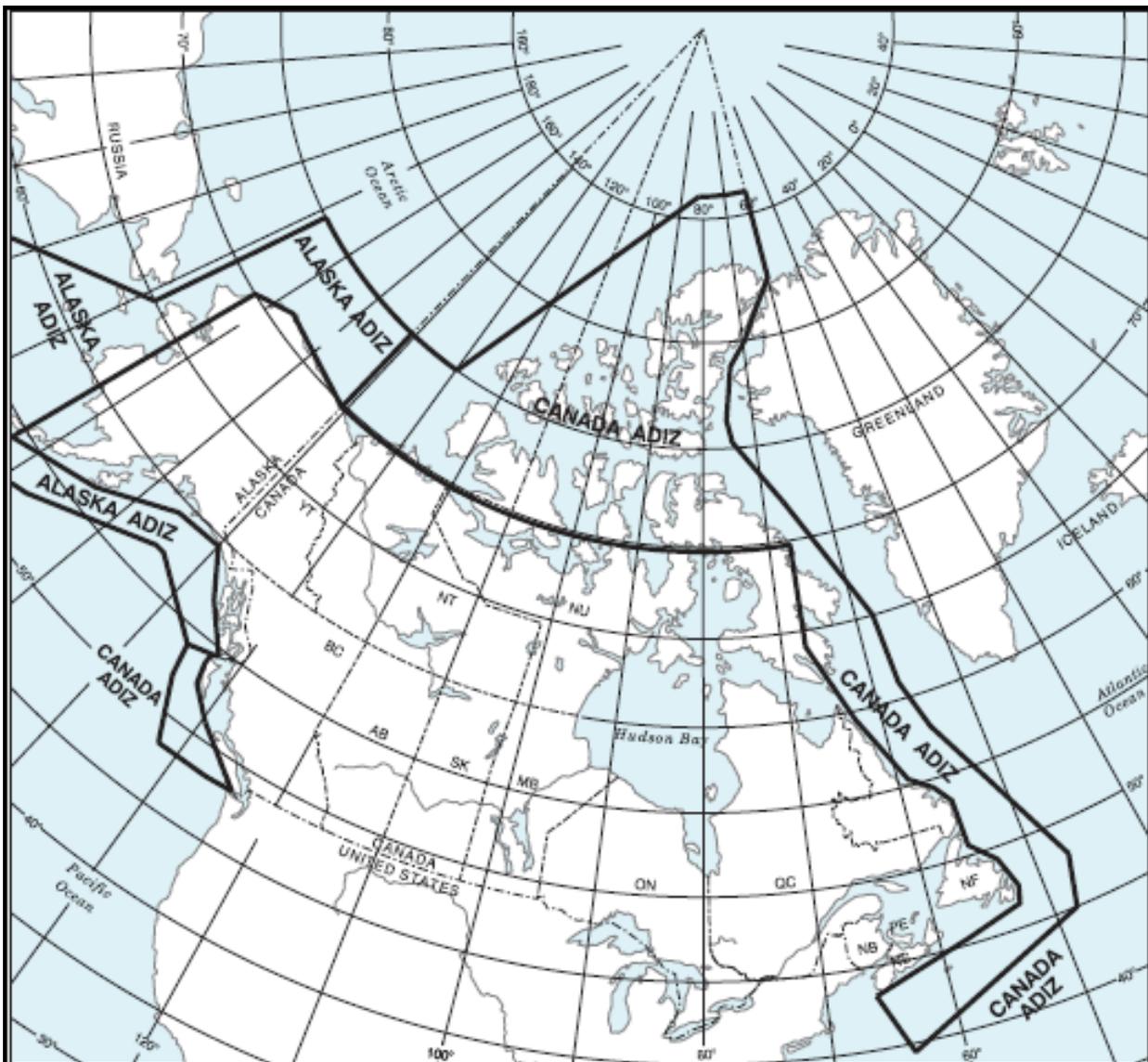
James Ferrier
Director, Aeronautical Information Management

AIP CANADA (ICAO) SUPPLEMENT 26/18

ADJUSTMENT TO THE CANADA AIR DEFENCE IDENTIFICATION ZONE

(Replaces AIC 2/18)

The Department of National Defence (DND) is adjusting the boundary of the Canada Air Defence Identification Zone (ADIZ). The Canada ADIZ will be expanded to include most of the Arctic Archipelago. For the east and west coasts, the inner boundary will be moved offshore. Refer to the *Designated Airspace Handbook* (DAH) for the new ADIZ geographical coordinates. The following map depicts the revised boundary.



NOT FOR NAVIGATION

Air Defence Identification Zone—North and East

The airspace within the area bounded by a line beginning at:

72° 00' 00.00" N	066° 40' 00.00" W	to
75° 00' 00.00" N	073° 16' 18.00" W	to
76° 41' 24.00" N	075° 00' 00.00" W	to
77° 30' 00.00" N	074° 46' 00.00" W	to
78° 25' 00.00" N	073° 46' 00.00" W	to
78° 48' 30.00" N	073° 00' 00.00" W	to
79° 39' 00.00" N	069° 20' 00.00" W	to
80° 00' 00.00" N	069° 00' 00.00" W	to
80° 25' 00.00" N	068° 20' 00.00" W	to
80° 45' 00.00" N	067° 07' 00.00" W	to
80° 49' 12.00" N	066° 29' 00.00" W	to
80° 49' 48.00" N	066° 26' 18.00" W	to
80° 50' 30.00" N	066° 16' 00.00" W	to
81° 18' 12.00" N	064° 11' 00.00" W	to
81° 52' 00.00" N	062° 10' 00.00" W	to
82° 13' 00.00" N	060° 00' 00.00" W	to
86° 00' 00.00" N	060° 00' 00.00" W	thence westerly along latitude 86° 00' 00.00" N to
86° 00' 00.00" N	080° 00' 00.00" W	to
75° 00' 00.00" N	130° 00' 00.00" W	thence westerly along latitude 75° 00' 00.00" N to
75° 00' 00.00" N	141° 00' 00.00" W	to
69° 50' 00.00" N	141° 00' 00.00" W	thence easterly along latitude 69° 50' 00.00" N to
69° 50' 00.00" N	066° 48' 21.00" W	to
64° 00' 00.00" N	067° 00' 00.00" W	to
59° 34' 00.00" N	063° 23' 00.00" W	to
55° 45' 00.00" N	059° 41' 00.00" W	to
54° 37' 00.00" N	056° 44' 00.00" W	to
53° 31' 00.00" N	055° 22' 00.00" W	to
50° 40' 00.00" N	055° 22' 00.00" W	to
49° 20' 00.00" N	053° 07' 00.00" W	to
47° 40' 00.00" N	052° 23' 00.00" W	to
46° 30' 00.00" N	052° 53' 00.00" W	to
46° 00' 00.00" N	058° 00' 00.00" W	to
43° 15' 00.00" N	065° 55' 00.00" W	to
39° 30' 00.00" N	063° 45' 00.00" W	to
45° 00' 00.00" N	048° 00' 00.00" W	to

48° 00' 00.00" N	047° 00' 00.00" W	to
58° 00' 00.00" N	055° 00' 00.00" W	to
61° 00' 00.00" N	057° 00' 00.00" W	to
65° 00' 00.00" N	057° 45' 00.00" W	to
72° 00' 00.00" N	066° 40' 00.00" W	point of beginning

Air Defence Identification Zone—West

The airspace within the area bounded by a line beginning at:

54° 35' 00.00" N	133° 00' 00.00" W	to
54° 00' 00.00" N	136° 00' 00.00" W	to
52° 00' 00.00" N	135° 00' 00.00" W	to
48° 20' 00.00" N	132° 00' 00.00" W	thence easterly along latitude 48° 20' 00.00" N to
48° 20' 00.00" N	128° 00' 00.00" W	to
48° 30' 00.00" N	125° 00' 00.00" W	to
51° 00' 00.00" N	129° 45' 00.00" W	to
52° 42' 00.00" N	132° 30' 00.00" W	to
53° 49' 00.00" N	133° 00' 00.00" W	to
54° 35' 00.00" N	133° 00' 00.00" W	point of beginning

This change takes effect 24 May 2018 at 09:01 Coordinated Universal Time (UTC). Refer to this AIP Supplement until all the affected visual flight rules (VFR) navigation charts (VNCs) have been amended, which is currently planned to occur by 2022.

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James Ferrier
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AIP CANADA (ICAO) SUPPLEMENT 11/18

METEOROLOGICAL TOWER—ARVIAT, NUNAVUT

A meteorological tower will be erected in Arviat, Nunavut. The maximum height is 196 feet above ground level (AGL) or 268 feet above sea level (ASL). The structure will be lighted and painted.

The meteorological tower is located at the following coordinates:

61° 07' 34.50" N 94° 10' 33.60" W

This meteorological tower is approximately 2 nautical miles (NM) southwest (SW) of Arviat Water Aerodrome (CRV8). Details of any procedure changes implemented due to this tower activity will be promulgated via NOTAM, publication amendment, or both.

For further information, please contact

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James Ferrier
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