

GENERAL**ATS Hours**

H24

Airport Information

RFF: CAT 6 1300-0900±, other CAT PPR
Other times AD CLSD to ACFT 20 seats and above, EXC for diversions or as an ALTN AD without PPR.

PCN: O/R

Operation**Traffic Note**

RWY and APCH lights are turned off when TWR CLSD, thereafter activation by pilot.

RWY Condition Report: OPR MAINT AVBL MON-SAT 1300-0500±, SUN 1700-0500±. Other times PNR and call out fee may be levied.

Aerodrome Level of Service

RWY 07/25: 2600R/0.5V

TWY Restriction

TWY H uncontrolled.

Taxi/Parking

APN 1: Limited parking, contact OPS.

- Enter via the west entrance and exit via TWY H.
- All ACFT will be marshalled in and pushback mandatory.

APN 2: Limited parking, 24HR PN for non-SKED ACFT via 780-793-8970.

- All ACFT will be marshalled in and pushback mandatory.

Warnings

Parking W side of APN for Shell Aviation customers only.

Do not confuse TWY J with RWY 07/25.

ARRIVAL**Speed**

MAX IAS 250KT below 10000ft.

MAX IAS 200KT below 3000ft AGL within 10NM of AD.

Communication**COM PROC**

- ACFT will exit RWY and contact GND to request taxi instructions.
- TWR (or YPE Peace River Radio 118.100 during 0545-1315) will give taxi instructions and if transitioning to APN I (south) will advise to switch to McMurray OPS on 122.120 upon entering APN I.
- ACFT proceeding to APN II (north) they will remain on GND FREQ until hand-off to company FREQ for parking.
- Upon entering APN I, contact McMurray OPS with:
 - Call sign
 - ACFT ID
- McMurray OPS will relay bridge assignment to ACFT and request call back to McMurray OPS prior to pushback.

COM Failure: See CRAR Canada.

Arrival Procedure

VFR Traffic Pattern: RWY 07 right-hand circuit.

Non-standard GP intercept position on RWY 25

GP intercepts RWY 25 at 308m / 1011ft after landing threshold.

Remaining LDG DIST beyond GP is 1826m / 5992ft.

DEPARTURE**Take-off Minima**

RWY		07/25	
All ACFT	ft - ft/SM	0 - 0.5v	-

Communication**COM PROC**

- ACFT departing from APN I will contact McMurray OPS (122.120) prior to push-back with call sign.
- McMurray OPS will advise ACFT to push-back and their discretion and to contact GND (or YPE Peace River Radio 118.100 during 0545-1315) for RWY and taxi instructions.
- ACFT on APN II (north) will contact GND (or YPE Peace River Radio 118.100 during 0545-1315) local for RWY and taxi instructions.

COM Failure: See CRAR Canada and in addition;

FORT MAC ONE

If COM failure occurs 10min or less after TKOF and in IMC WX CONDs proceed as follows:

5min after selecting 7600 proceed directly on course and climb to FLT planned ALT.

Note: If COM failure occurs more than 10min after TKOF, comply with the appropriate PROC for COM failure ENRT.

DEPARTURE

De-Icing

De-Icing PROC

De-Icing located see AGC.

All bays are capable of both ENG on and ENG off de-icing OPS concurrently. All de-icing is to be accomplished at this facility.

- De-icing is accomplished by each of GND handling companies that operate at AD.
- Coordinate any special treatment with your GND Handler prior to taxi to CDF.
- ACFT requiring de-icing are to contact McMurray OPS (122.120) prior to ENG start or push-back on APN II (north) or prior to push-back from APN I (south).
 - Provide Call Sign and ACFT identification
 - McMurray OPS will advise ACFT of:
 - Sequence number for de-ice bay
 - De-ice bay assignment, and
 - Allocated slot time for de-ice bay.
- Entry point to CDF, if transitioning from north, is via TWY J to Ramp I - west entrance.
- If required to hold - the designated holding area is to your immediate right upon entering APN I.
- CDF flow is from west to east.
- All smaller ACFT such as Caravans, jetstreams, etc will de-ice on Bay 1. This is to minimize the potential for jet blast from departing ACFT.
- Once in bay stop on yellow crossbar and advise McMurray OPS when brakes are set.
- McMurray OPS will hand you over to your GND Handler and request a call back when de-icing is complete.
- On completion of de-ice PROC contact McMurray OPS on 122.120.
- McMurray OPS will clear ACFT from CDF and direct ACFT to contact YMM GND (or YPE Peace River Radio 118.100 during 0545-1315) for RWY and taxi instructions.
- Exit via TWY H.

NOTE: Unless otherwise stated from PIC, will conduct engine on de-icing.

YMM-CYMM

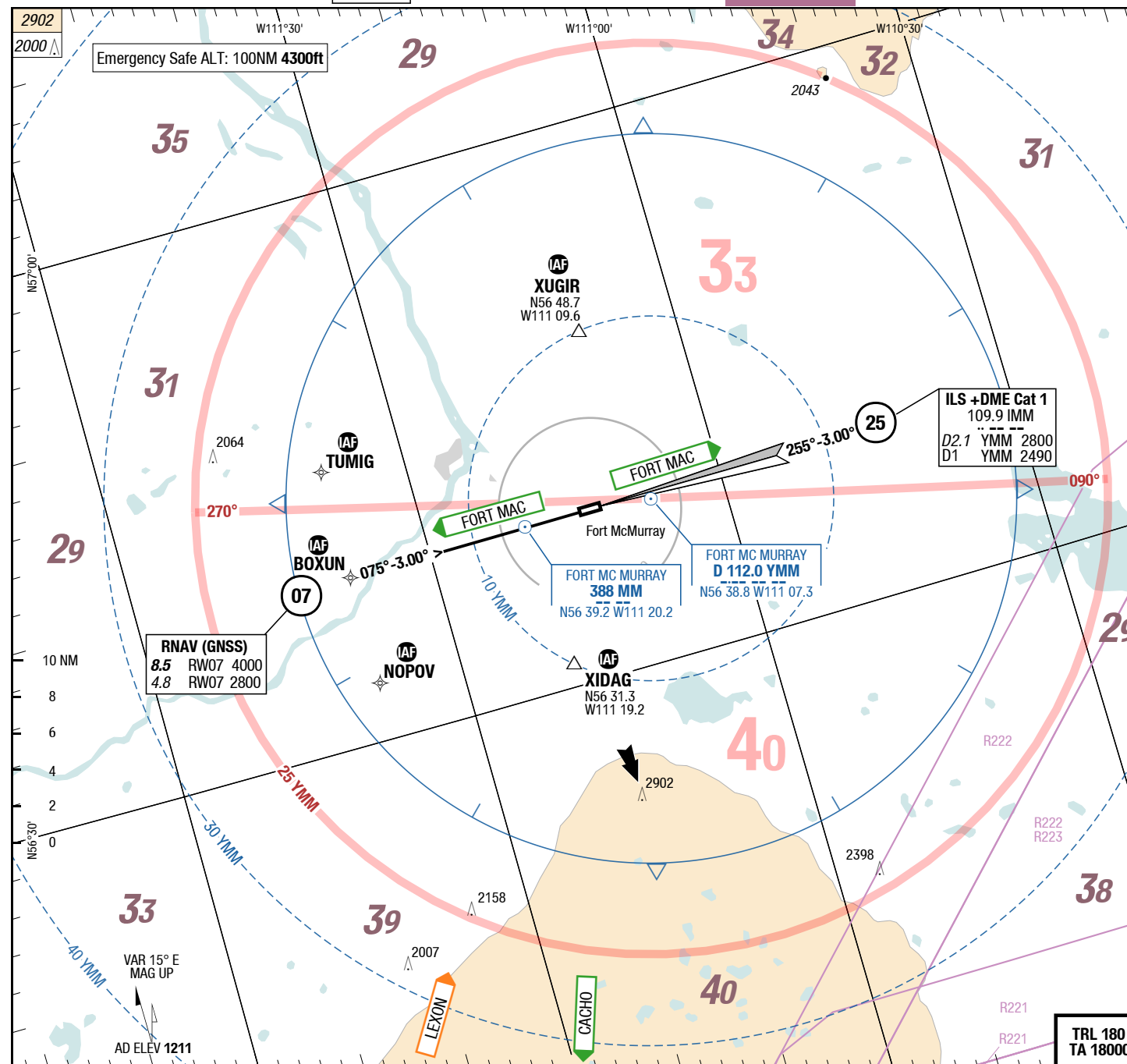
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2-10



ATIS	128.500	1315-0545± (0545-1315±) AWOS
Edmonton Center	135.700	
TWR	118.100	1315-0545± ARCAL K 0545-1315± MF 5NM to 4200ft ASL
GND	121.900	1315-0545±
OPS	122.125	
RCO (Peace River RDO)	118.100	0545-1315± MF 5NM to 4200ft ASL
RCO (Edmonton RDO)	123.550	FIS
	126.700	BCST

Landing RWY system:

07 L-N

PAPI for EWH <26ft

83.0°

2287 x 46

60 HL

457

THR 1205 (43hPa) / TDZ 1207 (---%) 0.0%

60 HL PAPI for EWH <26ft
 46 x 2135 152 732
 3.0° 8
 0.0% TDZ 1210 (---%) / THR 1207 (43hPa) HL-P1R

Changes: LDA, APL, TDZE, OBST

Effective 07-DEC-2017

30-NOV-2017

YMM-CYMM

Canada Fort McMurray

AGC

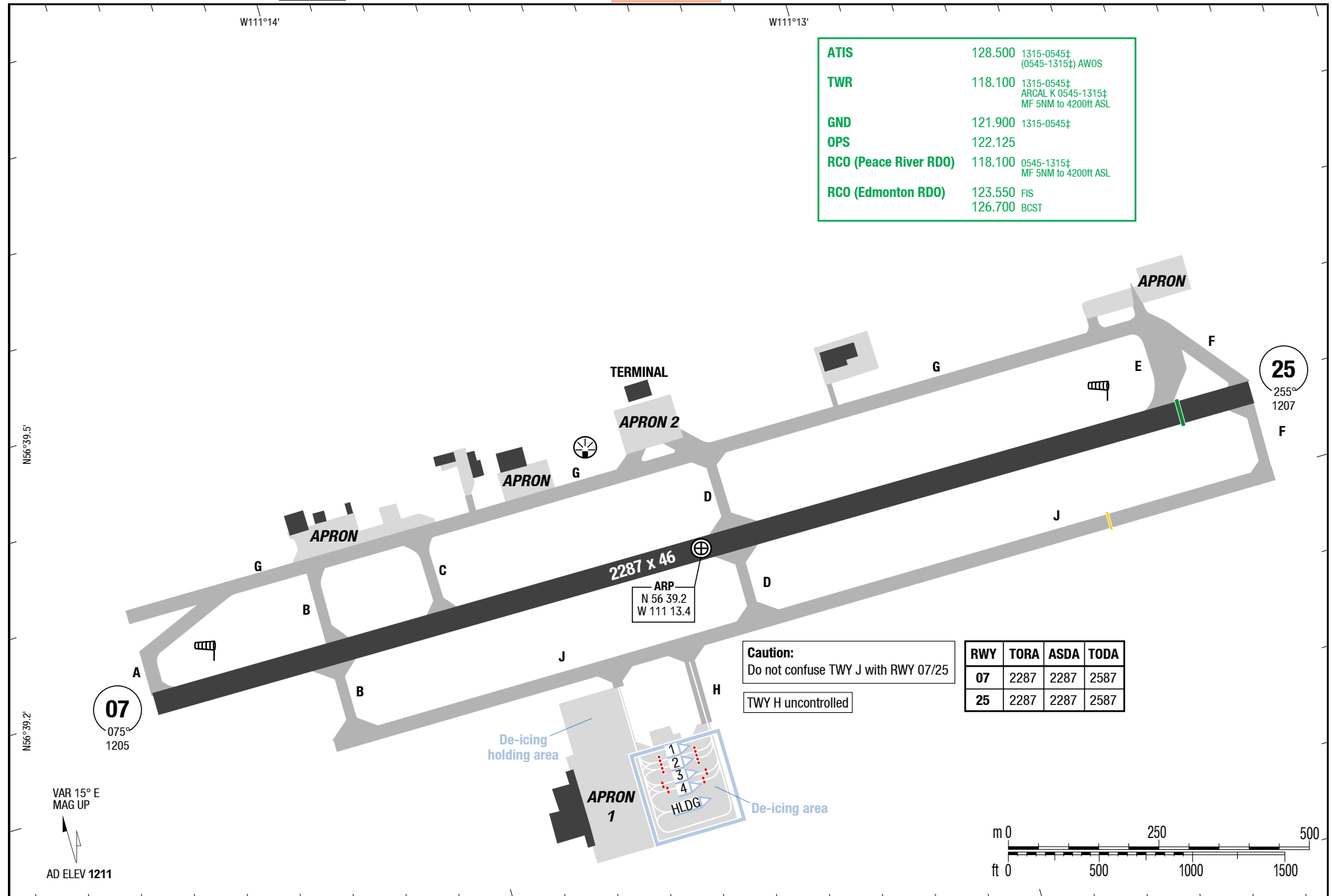
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Fort McMurray Canada

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3-20



Changes: RWY length, Declared distances

Effective 13-NOV-2014

06-NOV-2014

YMM-CYMM

4-10

Canada Fort McMurray

FORT MAC 2

CACHO 2 RNAV

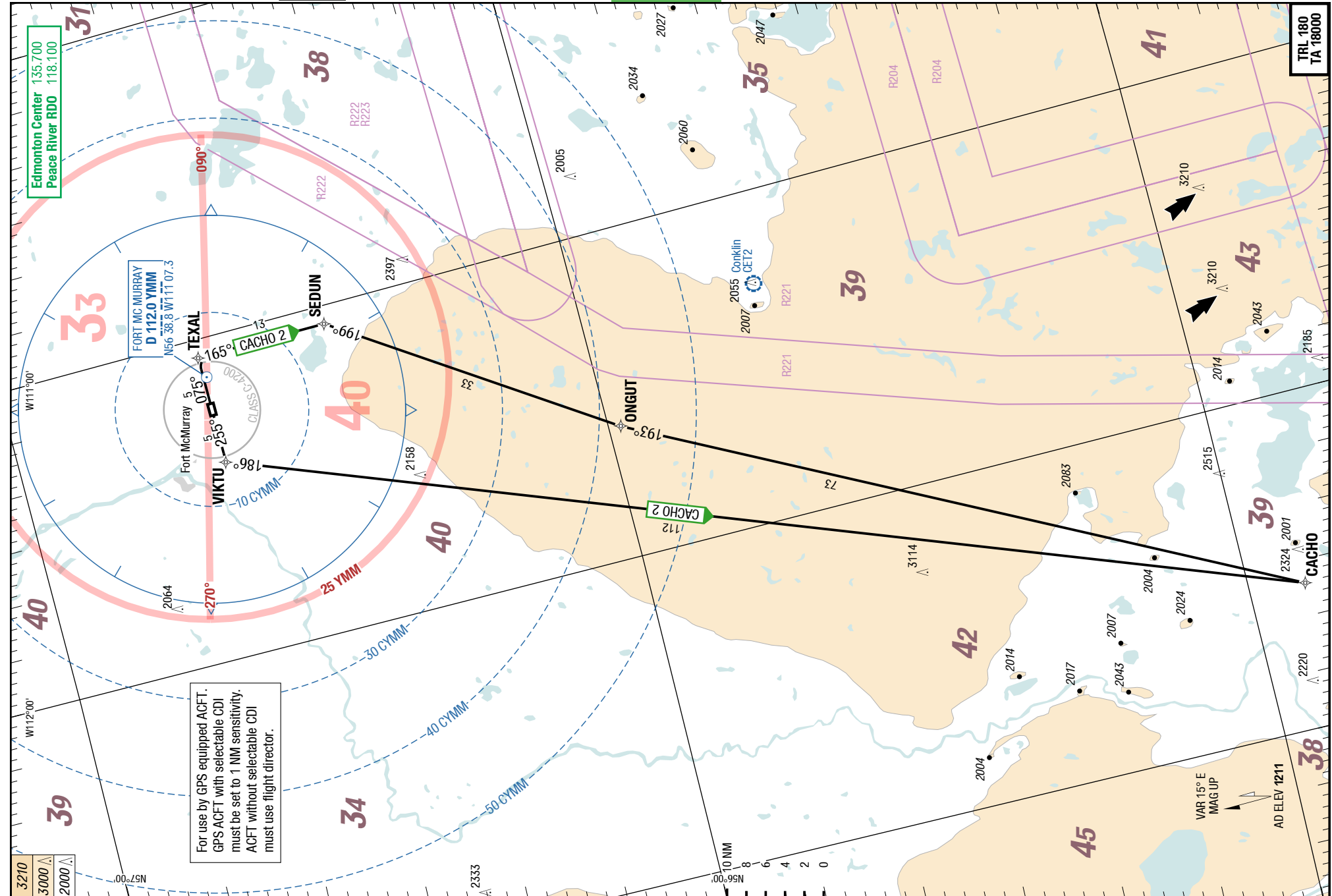
SID

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Fort McMurray Canada

FORT MAC 2

CACHO 2 RNAV



Changes: MSA

Effective 13-NOV-2014
06-NOV-2014

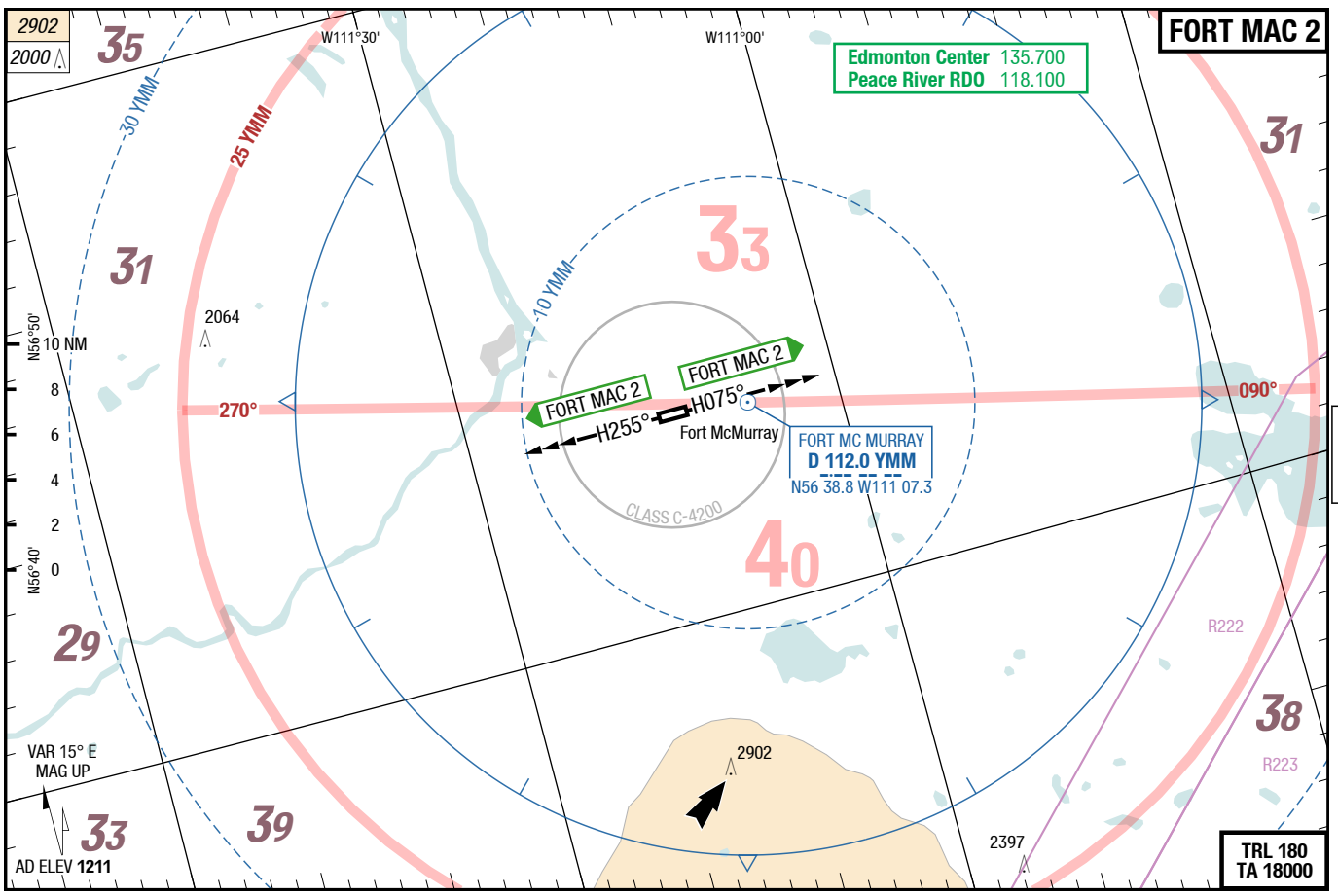
YMM-CYMM

Canada Fort McMurray

FORT MAC 2

SID
SID

Fort McMurray Canada
FORT MAC 2



Changes: MSA

CACHO 2

RWYs 07 (075°) / 25 (255°)

DESIGNATOR	ROUTING	ALTITUDES
CACHO 2 135.700 ①		initial climb 5000
RWY 07	TEXAL - SEDUN - ONGUT - CACHO	
RWY 25	VIKTU - CACHO	

① MAX 250KT for all turns below 10000ft.

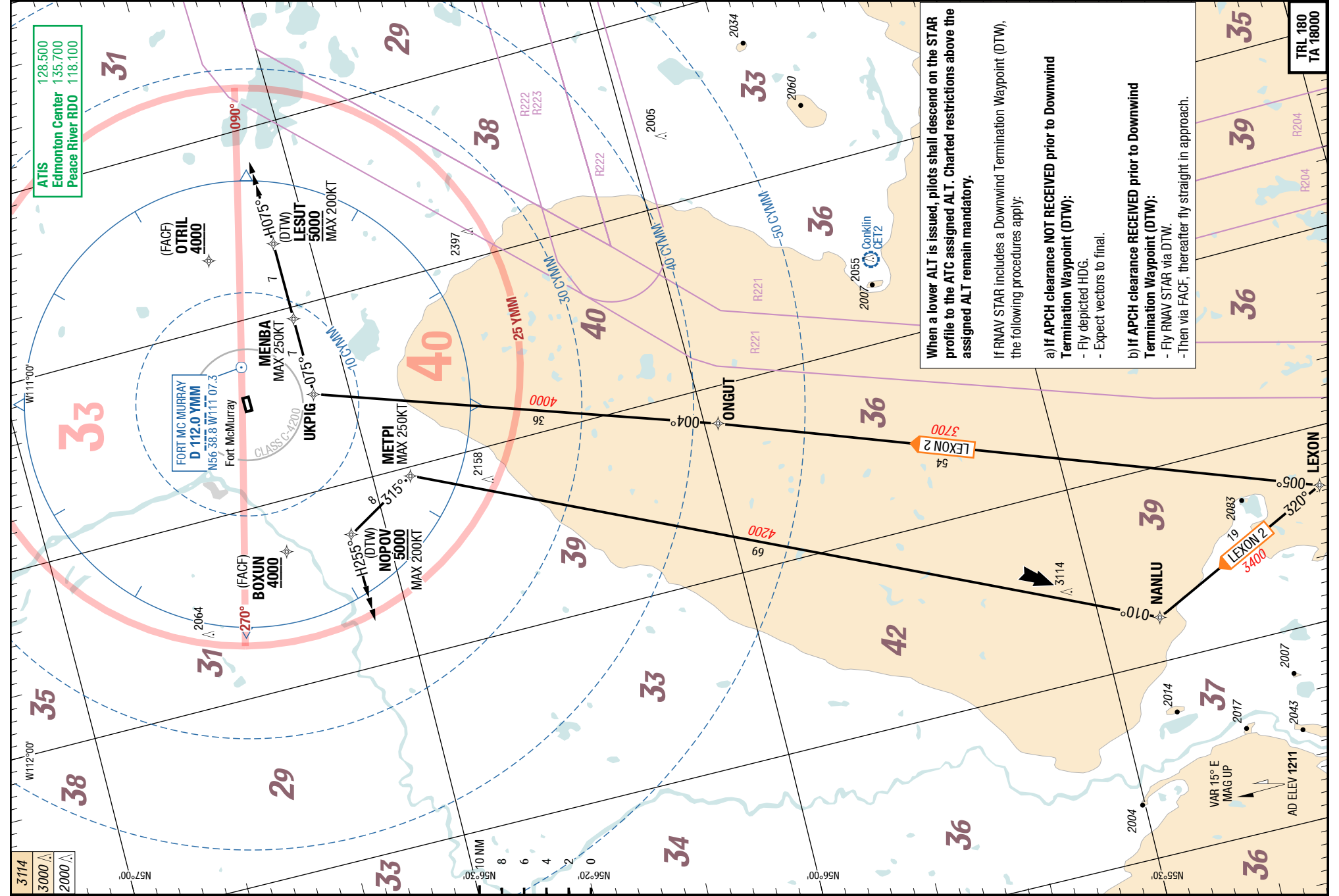
FORT MAC 2

RWYs 07 (075°) / 25 (255°)

DESIGNATOR	ROUTING	ALTITUDES
FORT MAC 2 135.700 ^①		
		initial climb 5000
RWY 07	RWY HDG or as assigned by ATC - expect vectors to filed / assigned route	
RWY 25	RWY HDG or as assigned by ATC - expect vectors to filed / assigned route	

① Expect clearance to flight planned altitude / flight level within 10 min after departure.

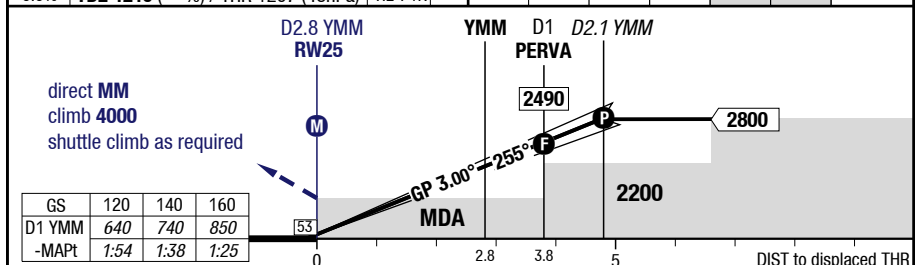
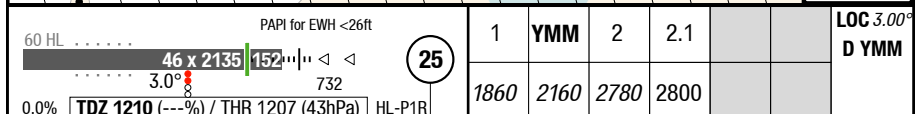
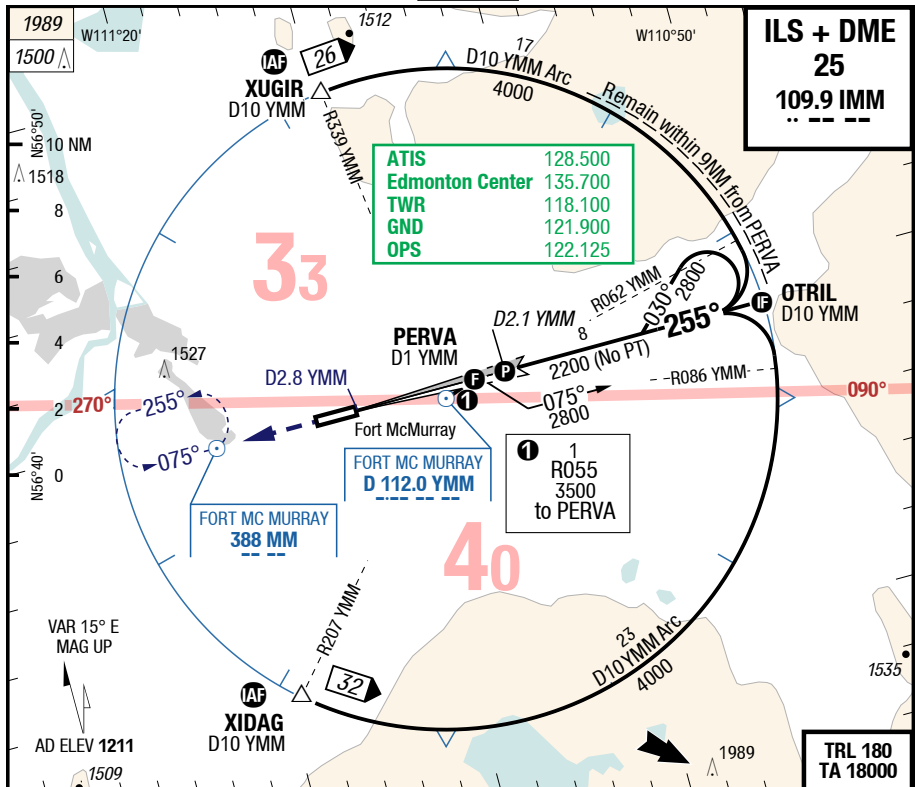
DEPARTURES	
RWY	Notes
07	Trees to 1279ft ASL APRX 0.4 NM from DER, 1000ft right of centerline.



YMM-CYMM

7-10

ILS + DME 25

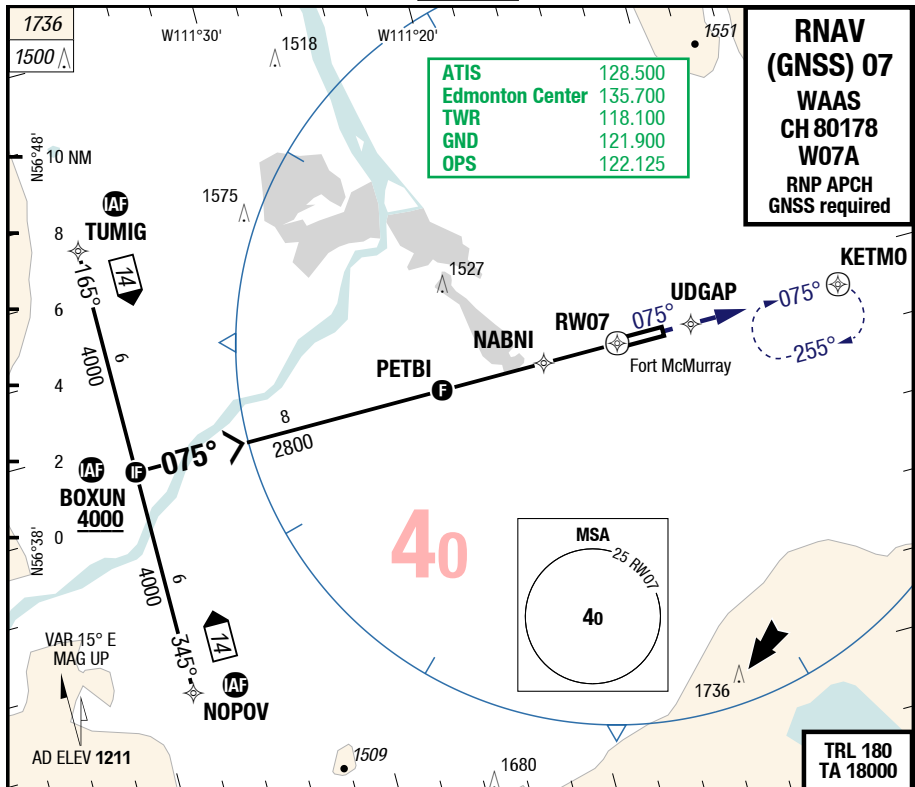


25		Cat 1 DME YMM	LOC DME YMM	Circling TERPS	
C	ft - ft/SM ft	200 - 2600R/0.5V 1410	410 - 5000R/1.0V 1620	600 - 2.0V 1820	
D	ft - ft/SM ft	200 - 2600R/0.5V 1410	410 - 5000R/1.0V 1620	700 - 2.25V 1920	

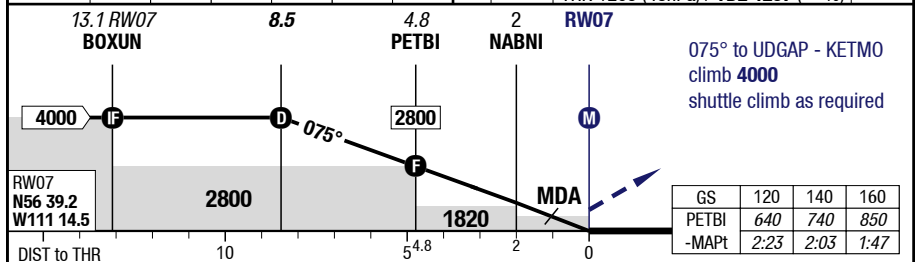
YMM-CYMM

7-30

RNAV (GNSS) 07



3.00°	8.5	6	4	3	2	1	<div> <div>07</div> <div>L-N</div> </div>	PAPI for EWH <26ft 83.0° 2287 x 46 457 THR 1205 (43hPa) / TDZ 1207 (---%) 0.0%
RW07	4000	3200	2560	2230	1910	1580		

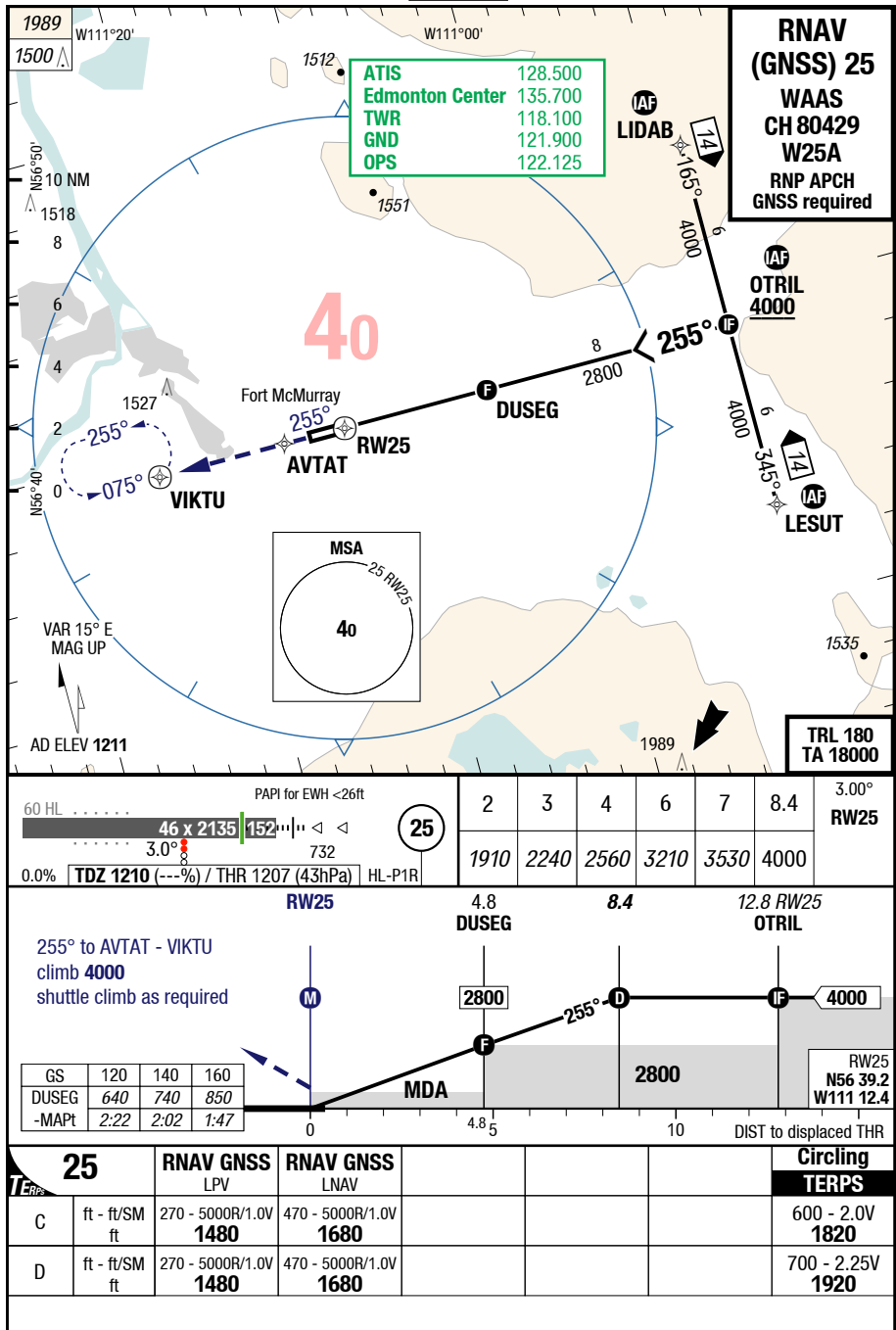


07	RNAV GNSS LPV	RNAV GNSS LNAV				Circling TERPS
C	ft - ft/SM ft	290 - 1.0V 1490	360 - 1.25V 1560			600 - 2.0V 1820
D	ft - ft/SM ft	290 - 1.0V 1490	360 - 1.25V 1560			700 - 2.25V 1920

YMM-CYMM

7-40

RNAV (GNSS) 25

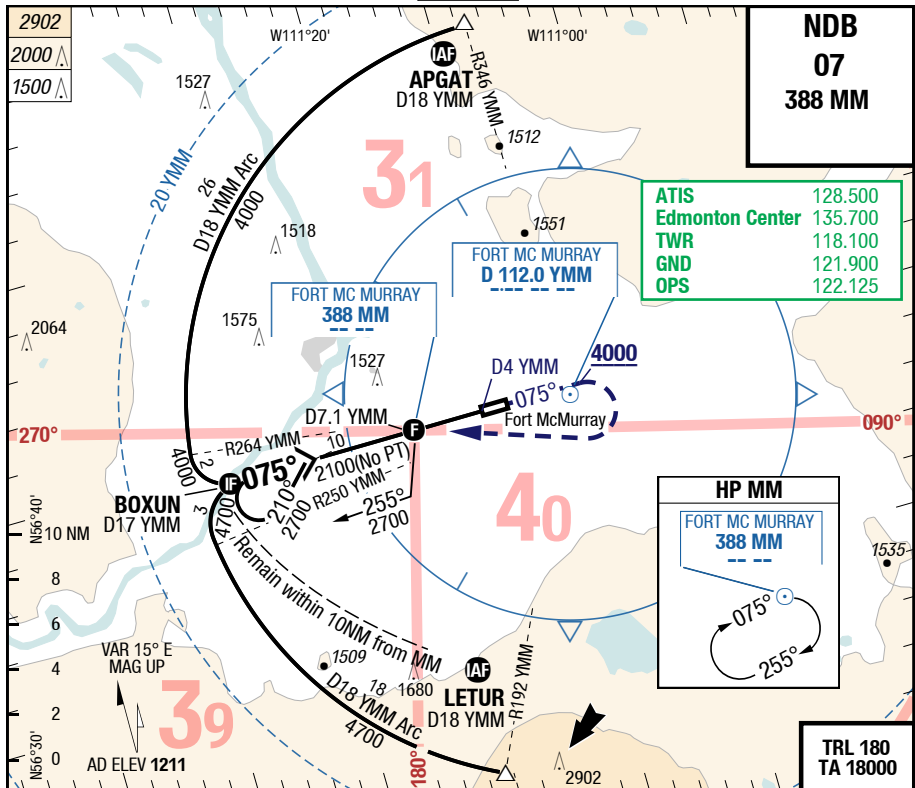


Changes: MIN

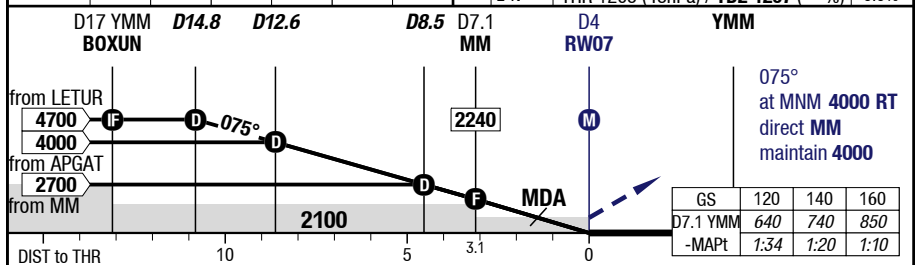
YMM-CYMM

7-50

NDB 07



3.00"	14.8	13	11	9	8	6	<div> <div>07</div> <div>L-N</div> </div>	<div> <div>PAPI for EWH <26ft</div> <div> <div>8.3.0°</div> <div>60 HL</div> </div> </div>
D YMM	4700	4130	3500	2860	2540	1900		<div> <div>2287 x 46</div> <div>457</div> <div>THR 1205 (43hPa) / TDZ 1207 (---%) 0.0%</div> </div>



07		NDB w/wo DME					Circling
							TERPS
C	ft - ft/SM ft	480 - 1.5V 1680					600 - 2.0V 1820
D	ft - ft/SM ft	480 - 1.5V 1680					700 - 2.25V 1920