

GENERAL**Operational Hours****ATS Hours:** No ATC service AVBL use RCO**AD OPS Hours:** Not published**Airport Information****RFF:** CAT 6 SKED flights,
CAT 5 1100-0400 \pm , O/T AD closed to ACFT 20 seats and above, except for diversions or as
ALTN, without PPR.**Fuel:** JA 1**PCN:** O/R**Customs:** 1330-2130 \pm MON-FRI, except HOL**Operation****Aerodrome Level of Service**

RWY 04/22: 1200R/0.25V.

WarningsFloat/ski/helicopter TFC in vicinity of Azilda, ATF 122.800 and Coniston 8NM south of AD, ATF 123.000.
Winter MAINT not AVBL between 0400-1100 \pm , O/T 2HRs PN.**ARRIVAL****Speed**

MAX IAS 250KT below 10000ft.

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

Communication**COM Failure:** See CRAR Canada.**Arrival Procedure****VFR Traffic Pattern:** RWY 22, 30 right-hand circuit.**DEPARTURE****Take-off Minima**

| RWY | | 22 | |
|----------|------------|----------------|---|
| All ACFT | ft - ft/SM | 0 - 2600R/0.5V | - |
| RWY | | 04, 12/30 | |
| All ACFT | ft - ft/SM | 0 - 0.5V | - |

DEPARTURE**Communication**

COM Failure: See CRAR Canada and in addition;

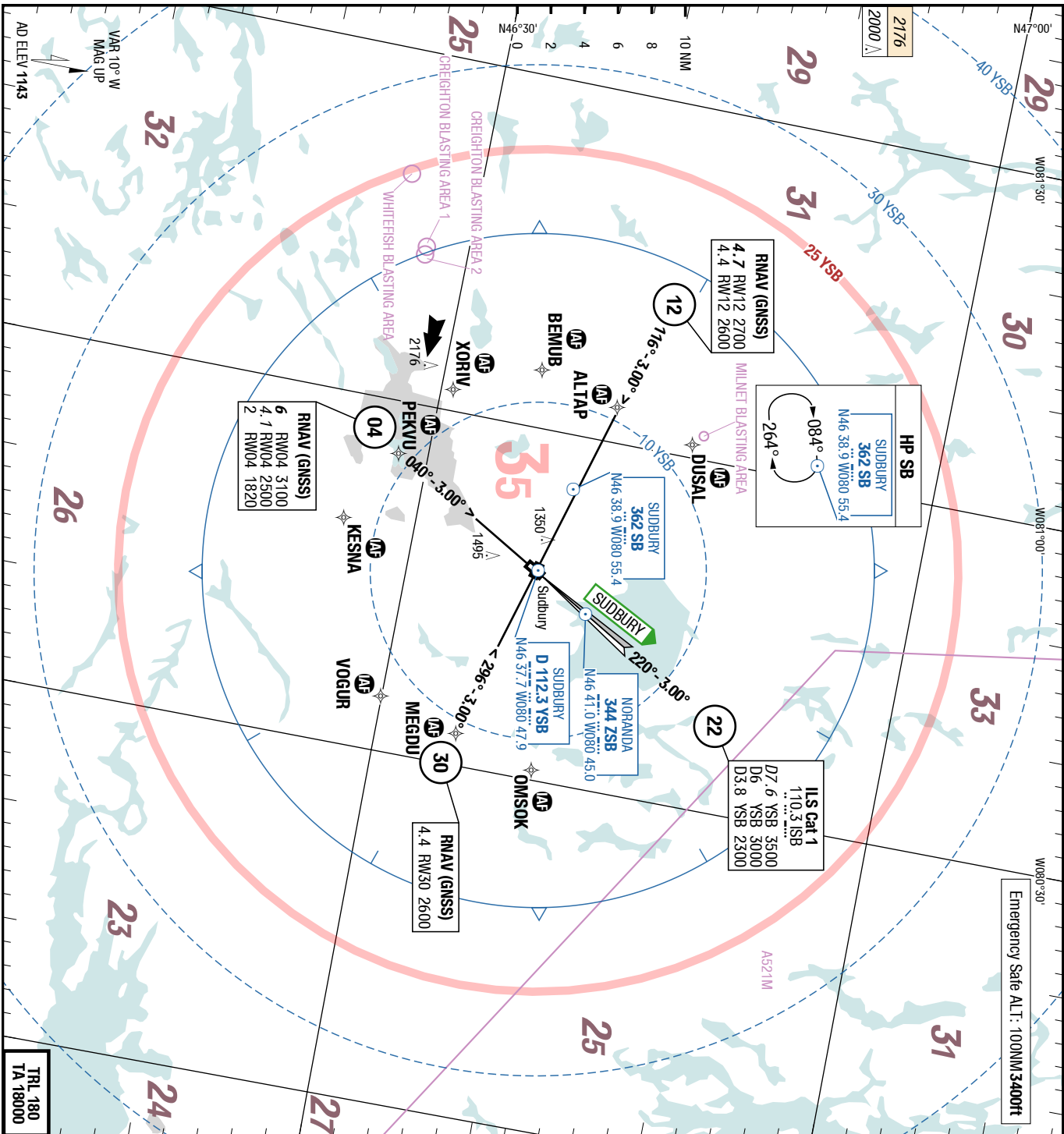
With COM failure 10min or less after TKOF and in IMC WX CONDs proceed as follows:

5min after selecting 7600, proceed direct on course and climb to FPL filed ALT.

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

De-Icing

AVBL.



Emergency Safe ALT: 100NM 3400ft

ATIS 127.400
Toronto Center 135.500
RDO 125.500 MF 7NM to 4000
RDO (London RDO) 123.475 FS
126.700 BCST
DLV 121.800

Landing RWY system:

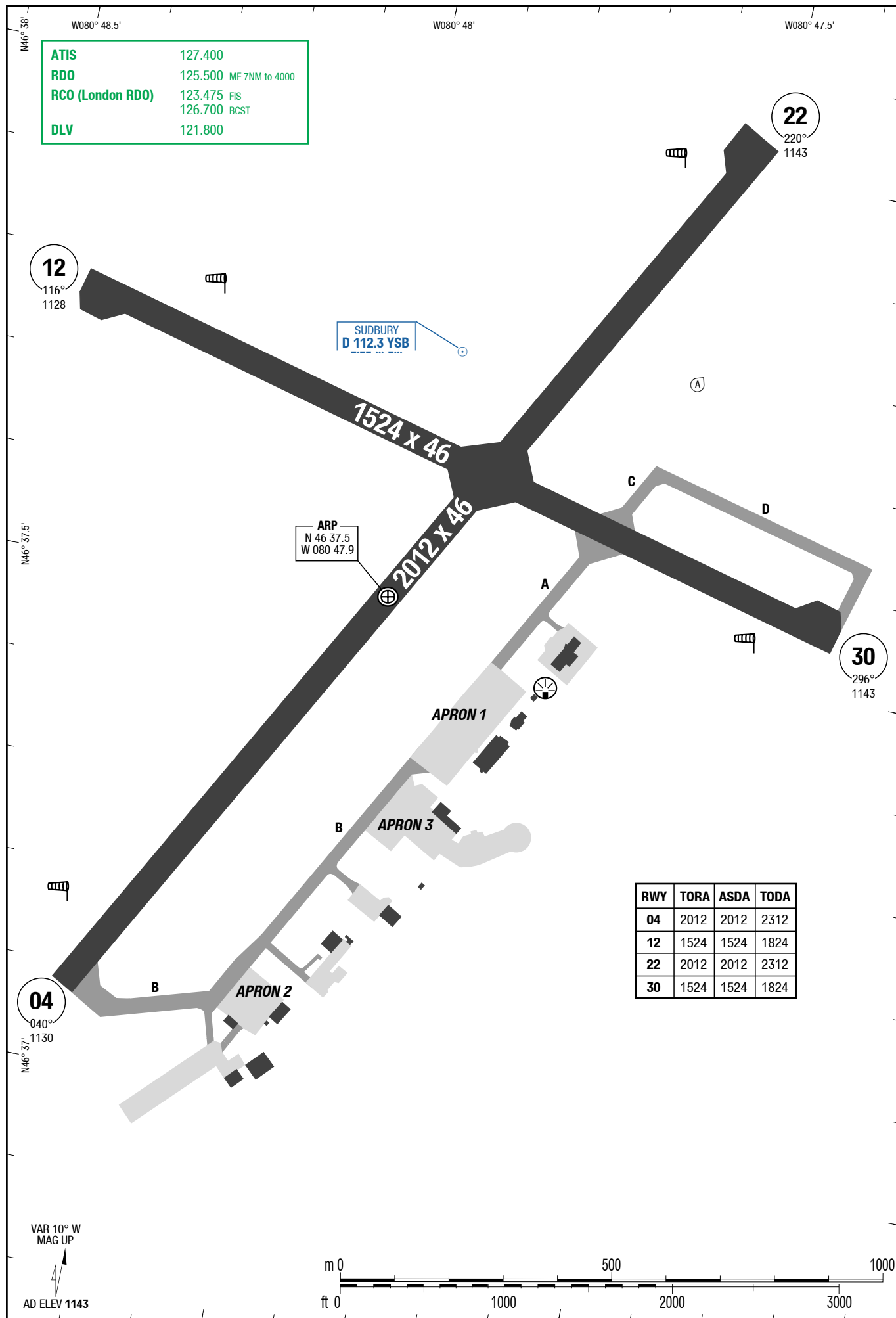
04 PAPI for EWH <26ft 83.0° 60 HL
L-N THR 1130 (41hPa) / TDZ 1136 (---%) +0.2%

12 60 HL
all white 46 x 2012 83.0°
PAPI for EWH <26ft 83.0°
L-N THR 1128 (40hPa) / TDZ 1136 (---%) +0.3%

30 all white 46 x 1524 457
PAPI for EWH <26ft
L-N THR 1143 (41hPa) / TDZ 1143 (41hPa) L-N

TBL 180
TA 18000

Changes: VAR



Effective 19-JUL-2018

12-JUL-2018

YSB-CYSB

4-10

SUDBURY 2 (CYSB 2)

NIL

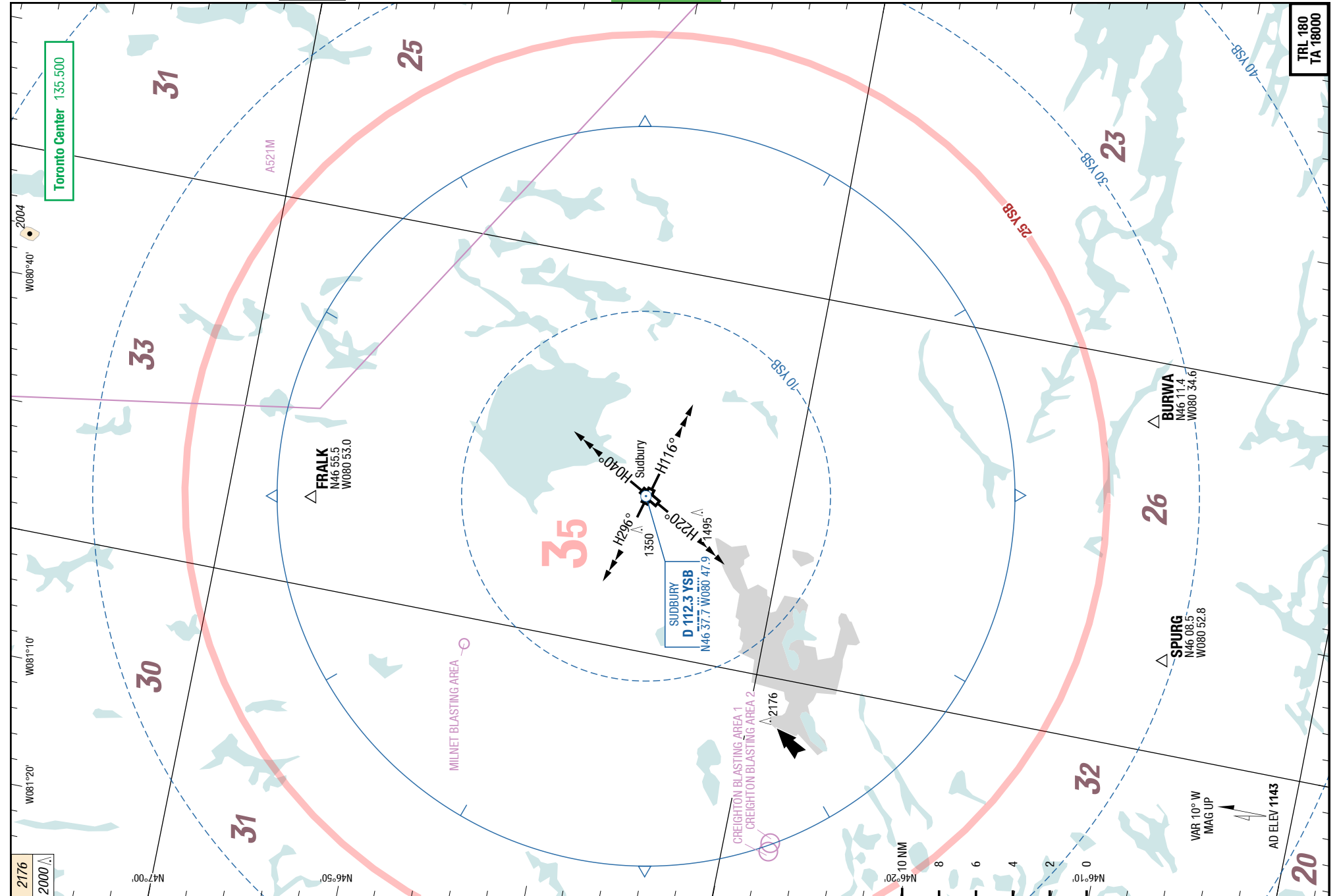
SID

SID

Sudbury Canada

NIL

SUDBURY 2 (CYSB 2)



Changes: MSA, MGA, OBST, VAR, AWY

SUDBURY 2

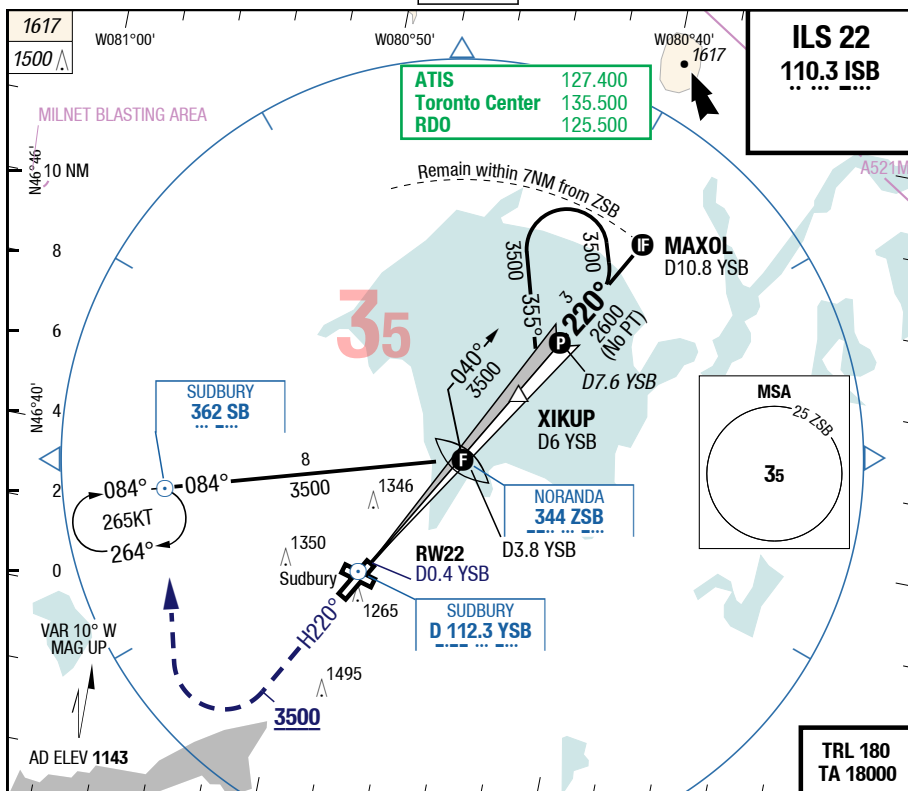
RWYs 04 (040°) / 12 (116°) / 22 (220°) / 30 (296°)

| DESIGNATOR | ROUTING | ALTITUDES |
|---|--|-----------|
| SUDBURY 2 CYSB 2 135.500 | | |
| RWY 04 | HDG 040° - expect radar vectors to filed/assigned route. | |
| RWY 12 | HDG 116° - expect radar vectors to filed/assigned route. | |
| RWY 22 | HDG 220° - expect radar vectors to filed/assigned route. | |
| RWY 30 | HDG 296° - expect radar vectors to filed/assigned route. | |

| DEPARTURES | |
|------------|---|
| RWY | Notes |
| 04 | Trees to 1173ft ASL APRX 500ft past DER, 600ft left of RWY centerline. |
| 12 | Trees to 1242ft ASL abeam DER, 450ft right of RWY centerline and APRX 0.1NM past DER. |
| 22 | Trees to 1196ft ASL APRX 0.1NM past DER, 700ft right of RWY centerline. Trees to 1217ft ASL APRX 0.2NM past DER, 850ft left of RWY centerline. |
| 30 | Trees to 1201ft ASL abeam DER, 500ft left and right of RWY centerline. |
| | |

7-10

ILS 22



60 HL

46 x 2012

22

-0.2% TDZ 1143 (---%) / THR 1143 (41hPa) HL-P1R

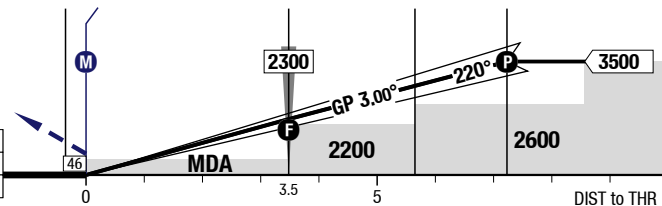
| 2 | 3 | 4 | 5 | 7 | 7.6 |
|------|------|------|------|------|------|
| 1720 | 2040 | 2360 | 2680 | 3310 | 3500 |

LOC 3.00°
D YSB

HDG 220°
at MNM 3500 RT
direct SB
maintain 3500

| GS | 120 | 140 | 160 |
|----------|------|------|------|
| D3.8 YSB | 640 | 740 | 850 |
| -MAPt | 1:44 | 1:30 | 1:18 |

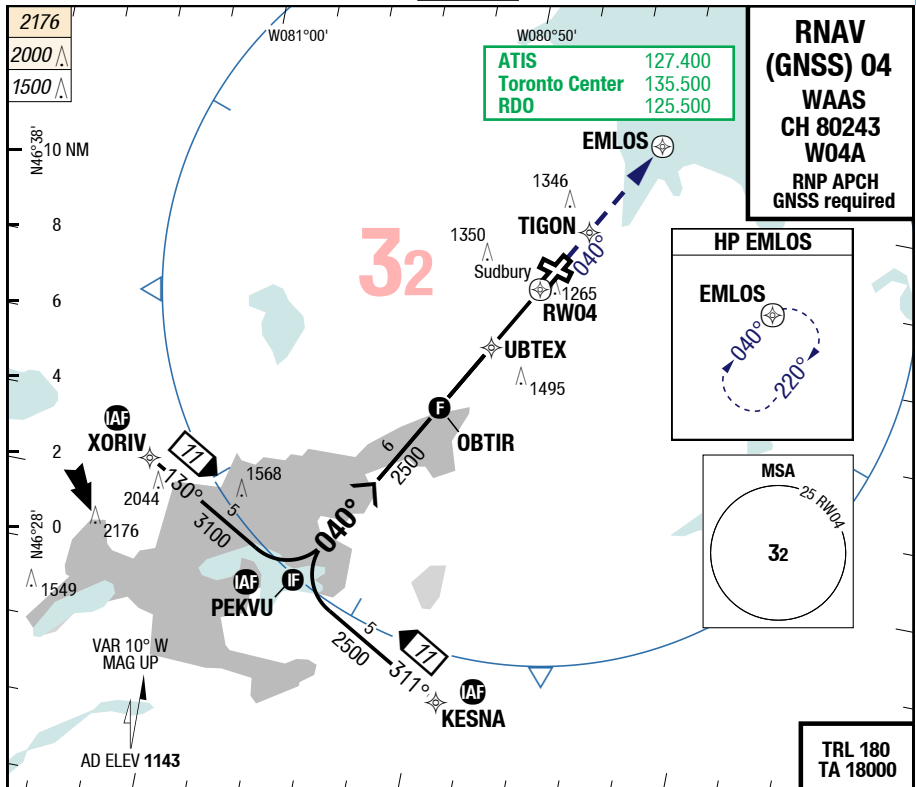
YSB D0.4 RW22 D3.8 ZSB D6 XIKUP D7.6 YSB



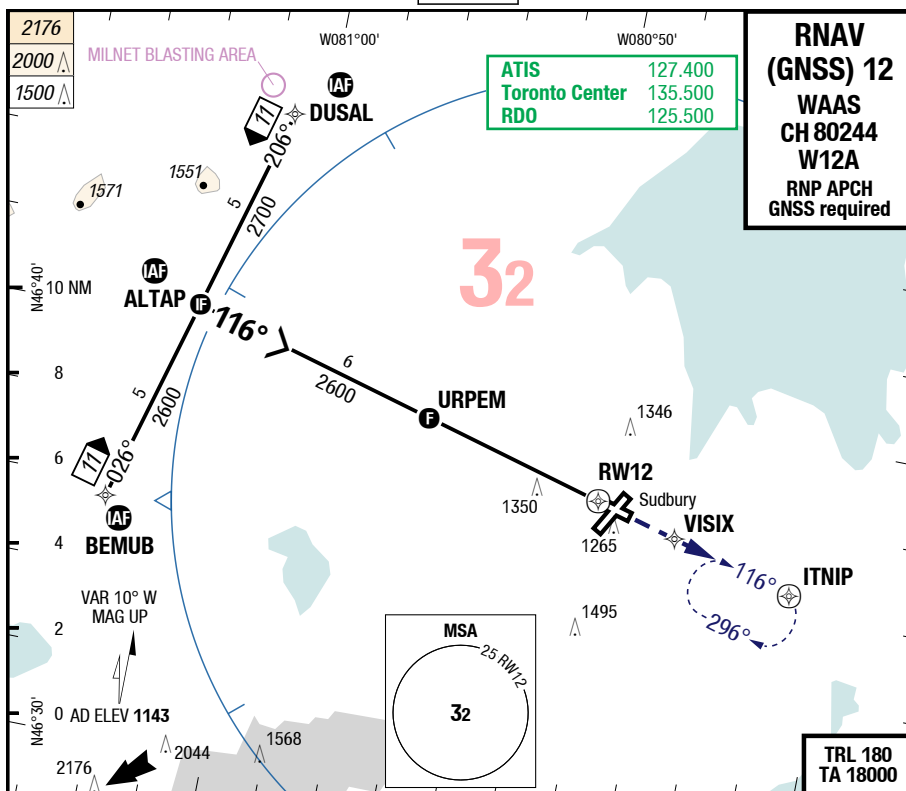
| 22 | Cat 1 ¹⁾ | LOC | | | | Circling TERPS |
|----|---------------------|--------------------------|--------------------------|--|--|---------------------|
| C | ft - ft/SM ft | 200 - 2600R/0.5V 1350 | 320 - 5000R/1.0V 1460 | | | 600 - 2.0V 1750 |
| D | ft - ft/SM ft | 200 - 2600R/0.5V 1350 | 320 - 5000R/1.0V 1460 | | | 700 - 2.25V 1850 |

1) With EVS RVR 1800ft/ VIS 0.5SM

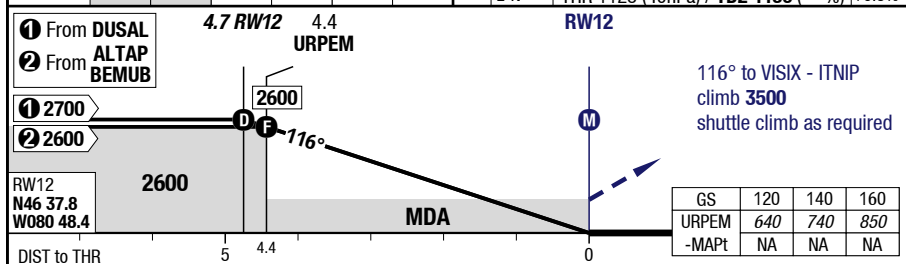
Changes: Speed RESTR, ALT, MSA, Profile, VAR



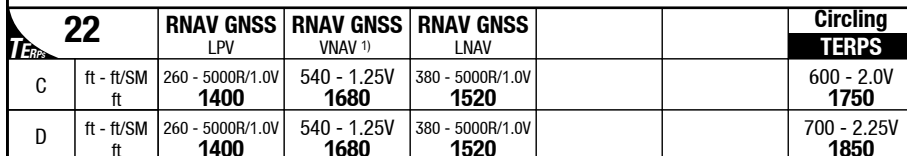
| 04 | | RNAV GNSS LPV | RNAV GNSS LNAV | Circling TERPS | |
|----|------------------|--------------------|---------------------|---------------------|--|
| C | ft - ft/SM ft | 300 - 1.0V 1430 | 430 - 1.25V 1560 | 600 - 2.0V 1750 | |
| D | ft - ft/SM ft | 300 - 1.0V 1430 | 430 - 1.25V 1560 | 700 - 2.25V 1850 | |



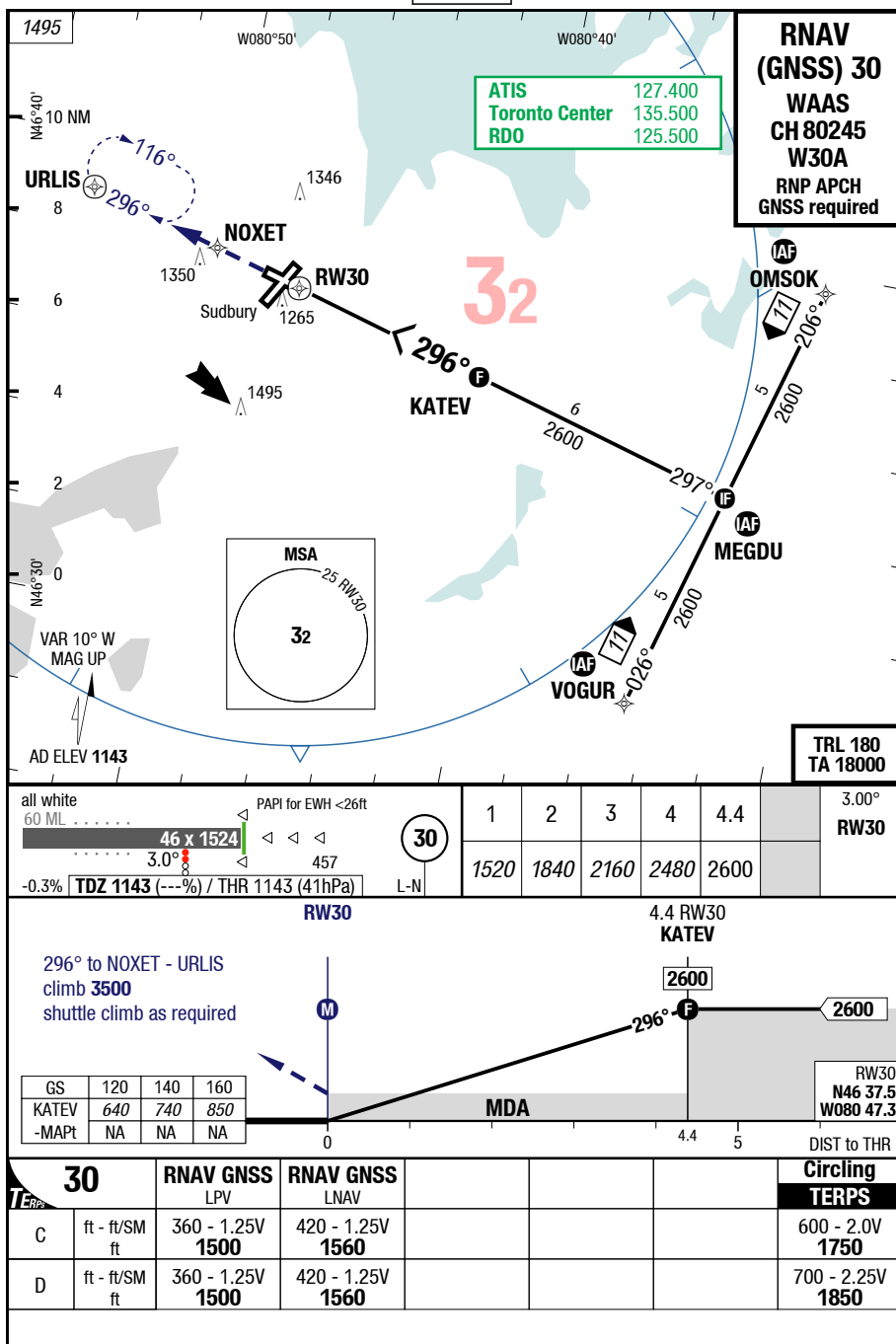
| | | | | | | | | |
|---------------|--|--|------|------|------|------|---|---|
| 3.00° RW12 | | | 4.7 | 4 | 3 | 2 | <div> <div>12</div> <div>L-N</div> </div> | <div> <div>PAPI for EWH <26ft</div> <div> <div>83.0°</div> <div>all white</div> <div>60 ML</div> </div> </div> |
| | | | 2700 | 2460 | 2140 | 1820 | | <div> <div>1524 x 46</div> <div>457</div> <div>THR 1128 (40hPa) / TDZ 1136 (---) +0.3%</div> </div> |



| 12 | | RNAV GNSS LPV | RNAV GNSS LNAV | | | | Circling TERPS |
|----|------------------|--------------------|--------------------|--|--|--|---------------------|
| C | ft - ft/SM ft | 260 - 1.0V 1390 | 510 - 1.5V 1640 | | | | 600 - 2.0V 1750 |
| D | ft - ft/SM ft | 260 - 1.0V 1390 | 510 - 1.5V 1640 | | | | 700 - 2.25V 1850 |



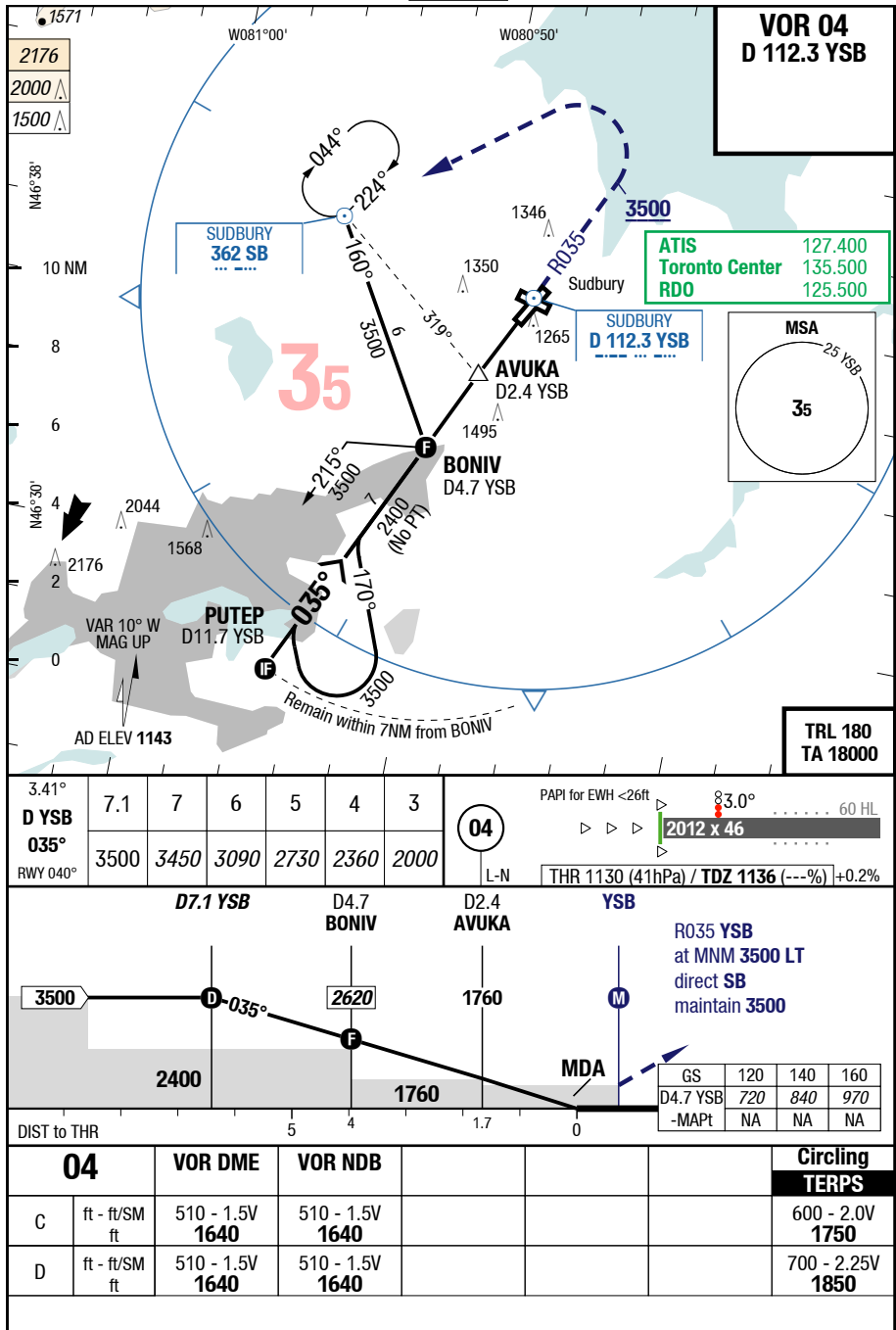
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YSB-CYSB

7-70

VOR 04



Changes: MSA, PROC renamed, ALT, GP, Profile, ROD, VAR

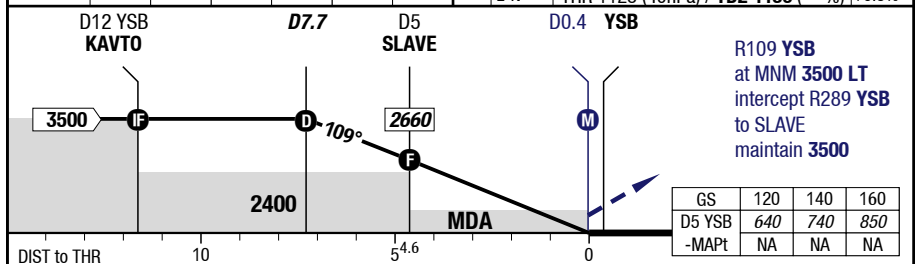
YSB-CYSB

7-80

VOR DME 12



The screenshot shows a weather station interface. On the left, a vertical display shows '3.00°', 'D YSB', '109°', and 'RWY 116°'. The main display area is divided into two rows of data. The top row shows '7.7', '7', '6', '4', '3', '2'. The bottom row shows '3500', '3290', '2970', '2340', '2020', '1700'. To the right of the data is a circular icon with the number '12' and the text 'L-N'. Further right, there is a section for 'PAPI for EWH <26ft' showing '3.0°' and 'all white 60 ML'. Below this is a '524 x 46' display. At the bottom, there is a section for 'THR 1128 (40hPa) / TDZ 1136 (---%) +0.3%'.

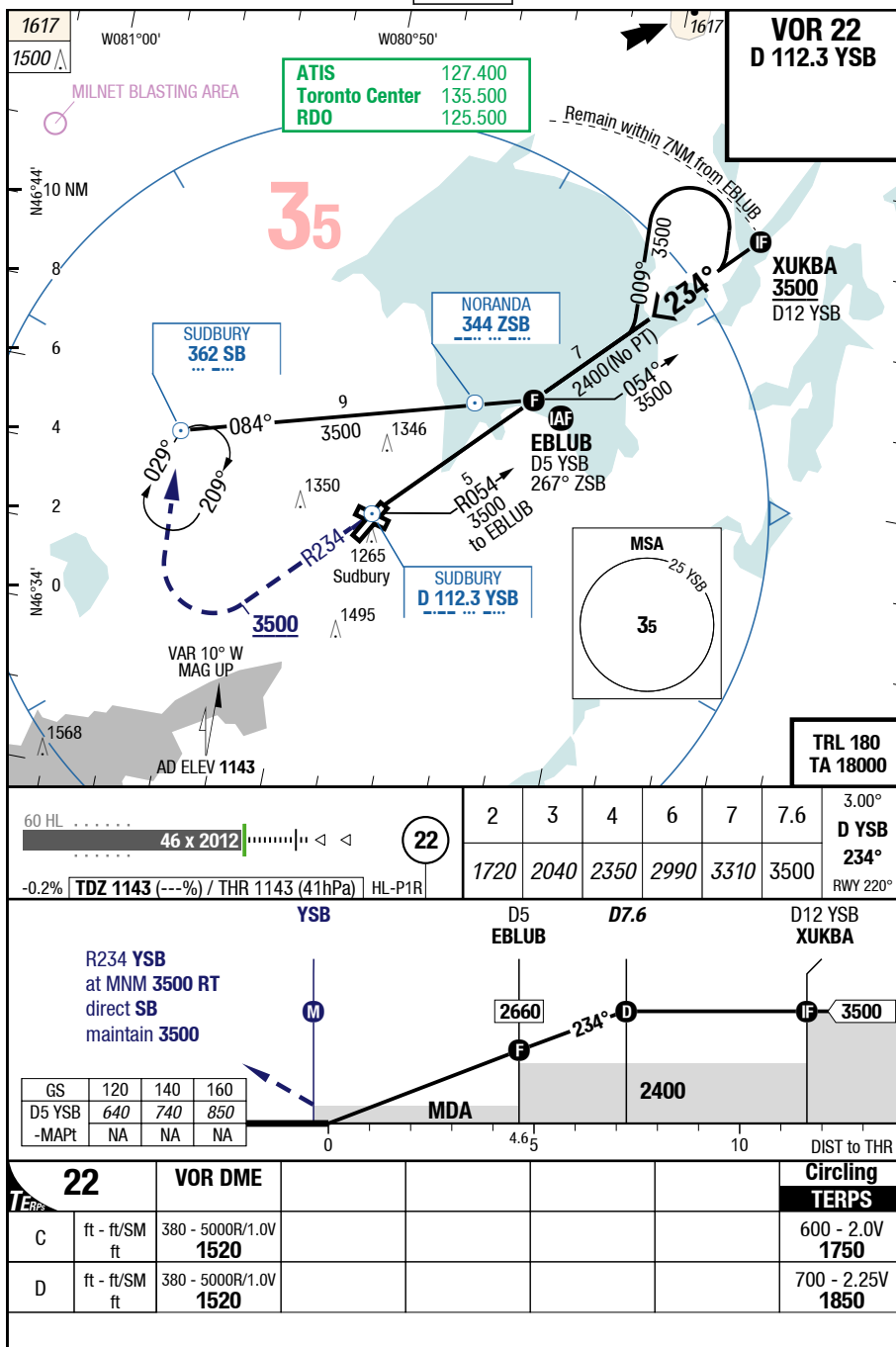


| | | | | | | | |
|-----------|------------------|---------------------------|--|--|--|--|----------------------------|
| 12 | | VOR DME | | | | | Circling TERPS |
| C | ft - ft/SM ft | 470 - 1.5V 1600 | | | | | 600 - 2.0V 1750 |
| D | ft - ft/SM ft | 470 - 1.5V 1600 | | | | | 700 - 2.25V 1850 |

YSB-CYSB

7-90

VOR 22

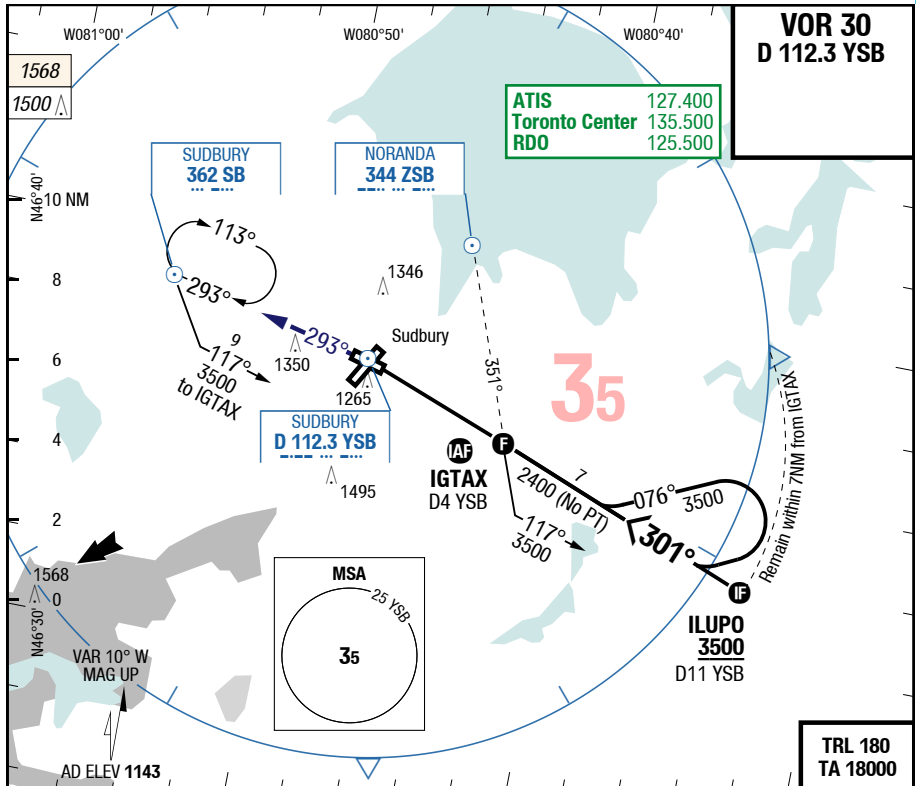


Changes: MSA, PROC renamed, VAR

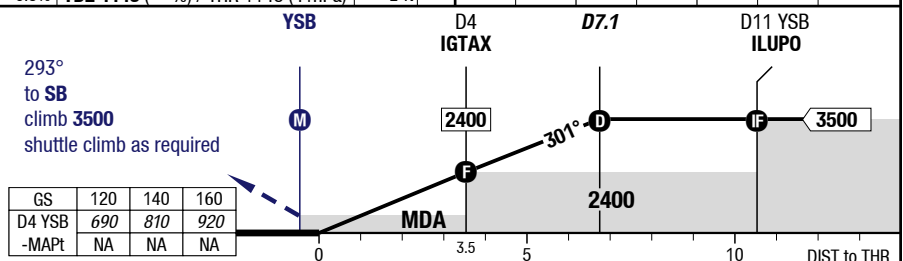
YSB-CYSB

7-100

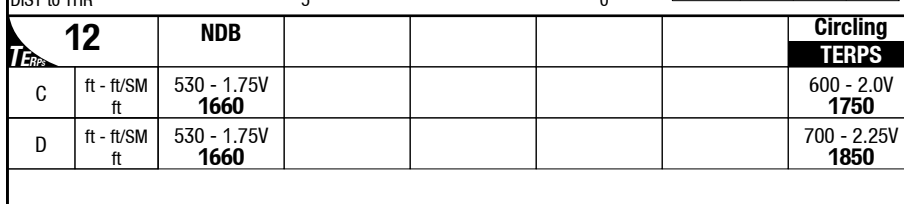
VOR 30



| | | | | | | | | | | |
|--------------------|------------------------------------|--------------------|----|------|------|------|------|------|------|------------------------------------|
| all white 60 ML | 46 x 1524 | PAPI for EWH <26ft | 30 | 2 | 3 | 5 | 6 | 7 | 7.1 | 3.25° D YSB 301° RWY 296° |
| 3.0° | | 457 | | 1730 | 2070 | 2760 | 3110 | 3450 | 3500 | |
| -0.3% | TDZ 1143 (---%) / THR 1143 (41hPa) | L-N | | | | | | | | |



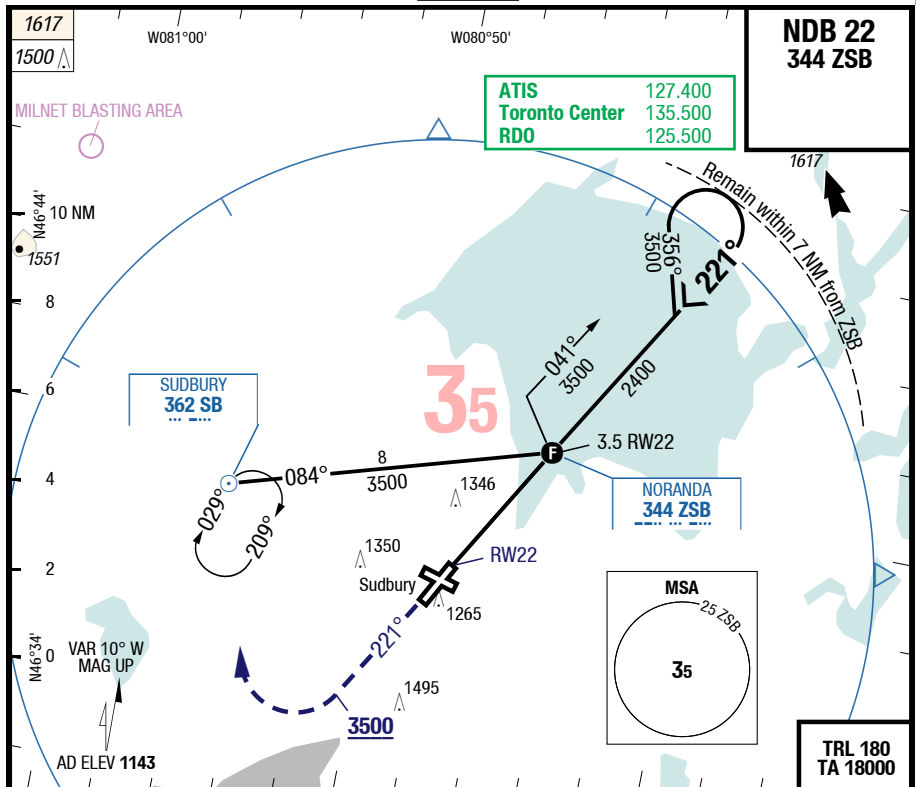
| 30 | VOR DME | | | | | | Circling TERPS |
|----|------------------|---------------------|--|--|--|--|---------------------|
| C | ft - ft/SM ft | 420 - 1.25V 1560 | | | | | 600 - 2.0V 1750 |
| D | ft - ft/SM ft | 420 - 1.25V 1560 | | | | | 700 - 2.25V 1850 |



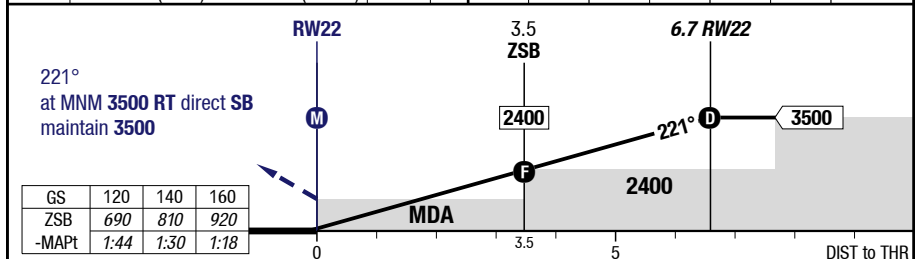
YSB-CYSB

7-120

NDB 22



| | | | | | | | | | |
|-------|------------------------------------|--------|------|------|------|------|------|------|----------|
| 60 HL | 46 x 2012 | 22 | 2 | 3 | 4 | 5 | 6 | 6.7 | 3.25° |
| -0.2% | TDZ 1143 (---%) / THR 1143 (41hPa) | HL-P1R | 1890 | 2240 | 2580 | 2930 | 3280 | 3500 | RW22 |
| | | | | | | | | | 221° |
| | | | | | | | | | RWY 220° |



| 22 | NDB | | | | | | Circling TERPS |
|----|------------|------------------|--|--|--|--|----------------|
| C | ft - ft/SM | 520 - 5000R/1.0V | | | | | 600 - 2.0V |
| | | 1660 | | | | | 1750 |
| D | ft - ft/SM | 520 - 5000R/1.0V | | | | | 700 - 2.25V |
| | | 1660 | | | | | 1850 |