

YMM-CYMM

1-10

AOI

AOI

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.

YMM-CYMM

1-20

AOI

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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.

Effective 07-DEC-2017

30-NOV-2017

YMM-CYMM

Canada Fort McMurray

AGC

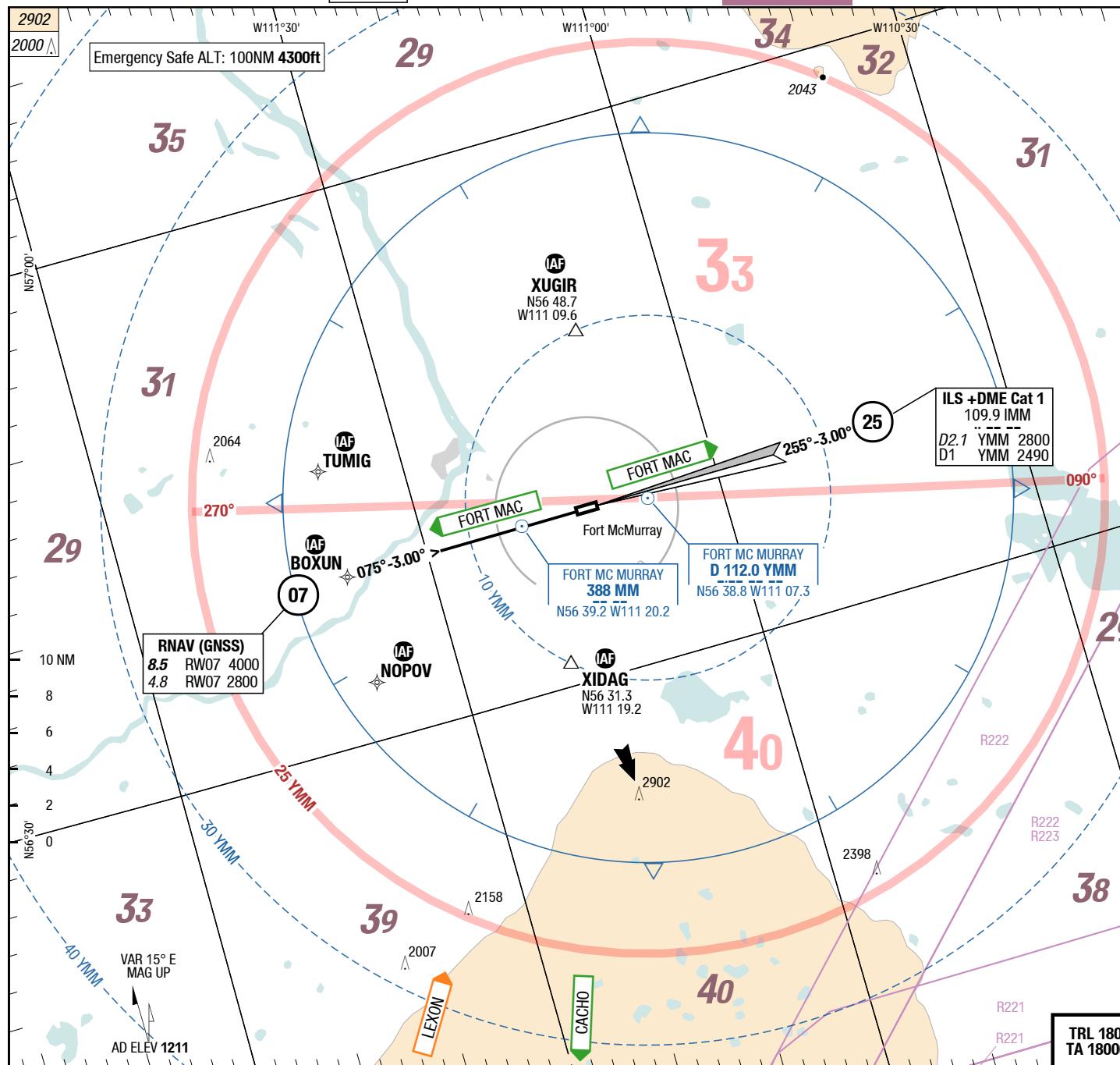
AFC

Fort McMurray Canada

AGC

AFC

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ATIS

Edmonton Center

TWR

GND

OPS

RCO (Peace River RDO)

RCO (Edmonton RDO)

128.500 1315-0545‡
(0545-1315‡) AWOS

135.700

118.100 1315-0545‡
ARCAL K
0545-1315‡
MF 5NM to 4200ft ASL

121.900 1315-0545‡

122.125

118.100 0545-1315‡
MF 5NM to 4200ft ASL

123.550 FIS

126.700 BCST

Landing RWY system:

07	PAPI for EWH <26ft	83.0°	60 HL
457	2287 x 46	457
L-N	THR 1205 (43hPa) / TDZ 1207 (---%)	0.0%	PAPI for EWH <26ft
25	46 x 2135	152	3.0°
	732		0.0% TDZ 1210 (---%) / THR 1207 (43hPa) HL-P1R

Changes: LDA, APL, TDZE, OBST

Effective 07-DEC-2017

30-NOV-2017

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Canada Fort McMurray

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Fort McMurray Canada

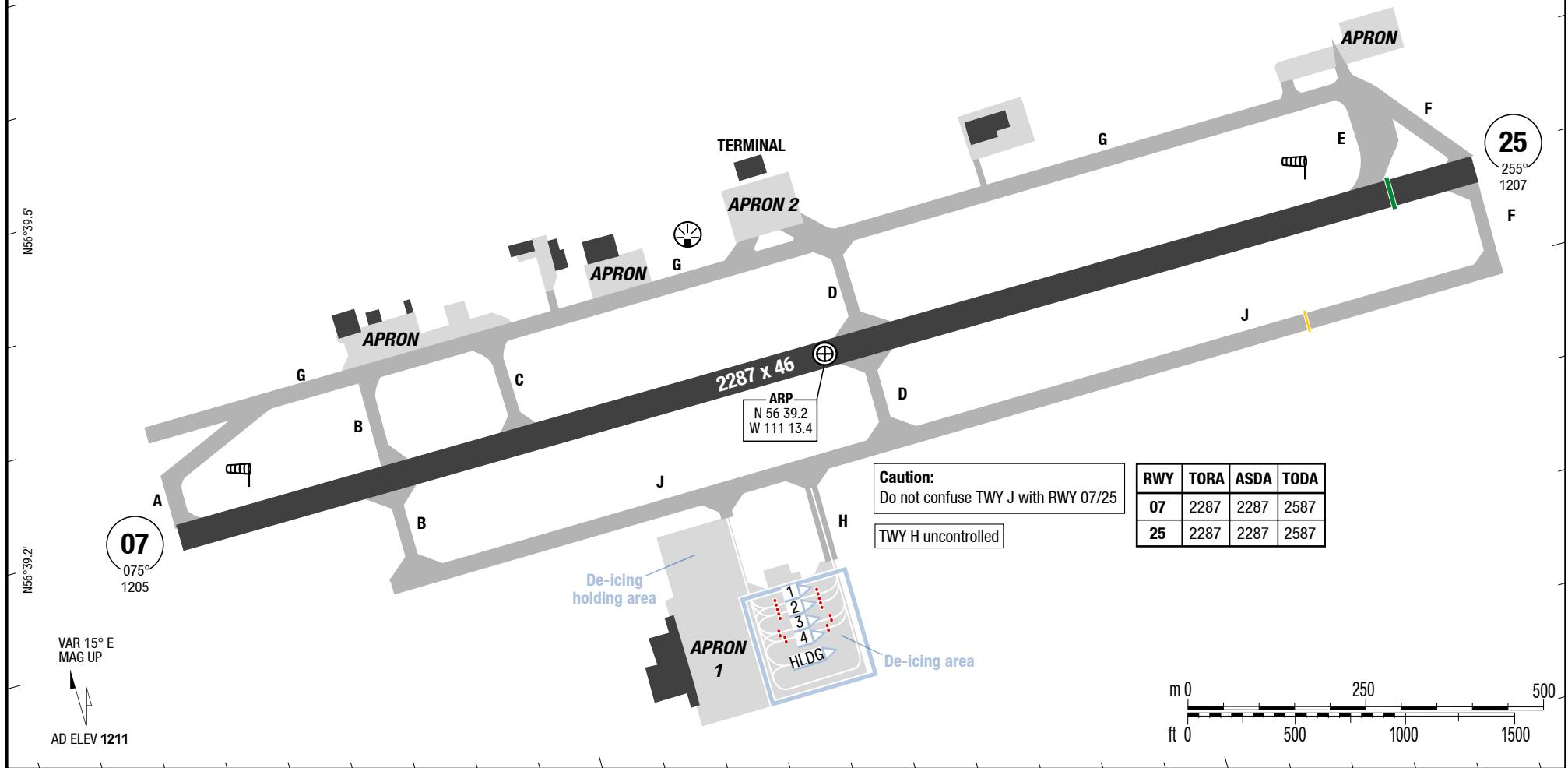
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3-20

W111°14'

W111°13'

ATIS	128.500	1315-0545‡ (0545-1315‡)	AWS
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 BST	



Changes: RWY length, Declared distances

Effective 13-NOV-2014

06-NOV-2014

YMM-CYMM

Canada Fort McMurray

FORT MAC 2

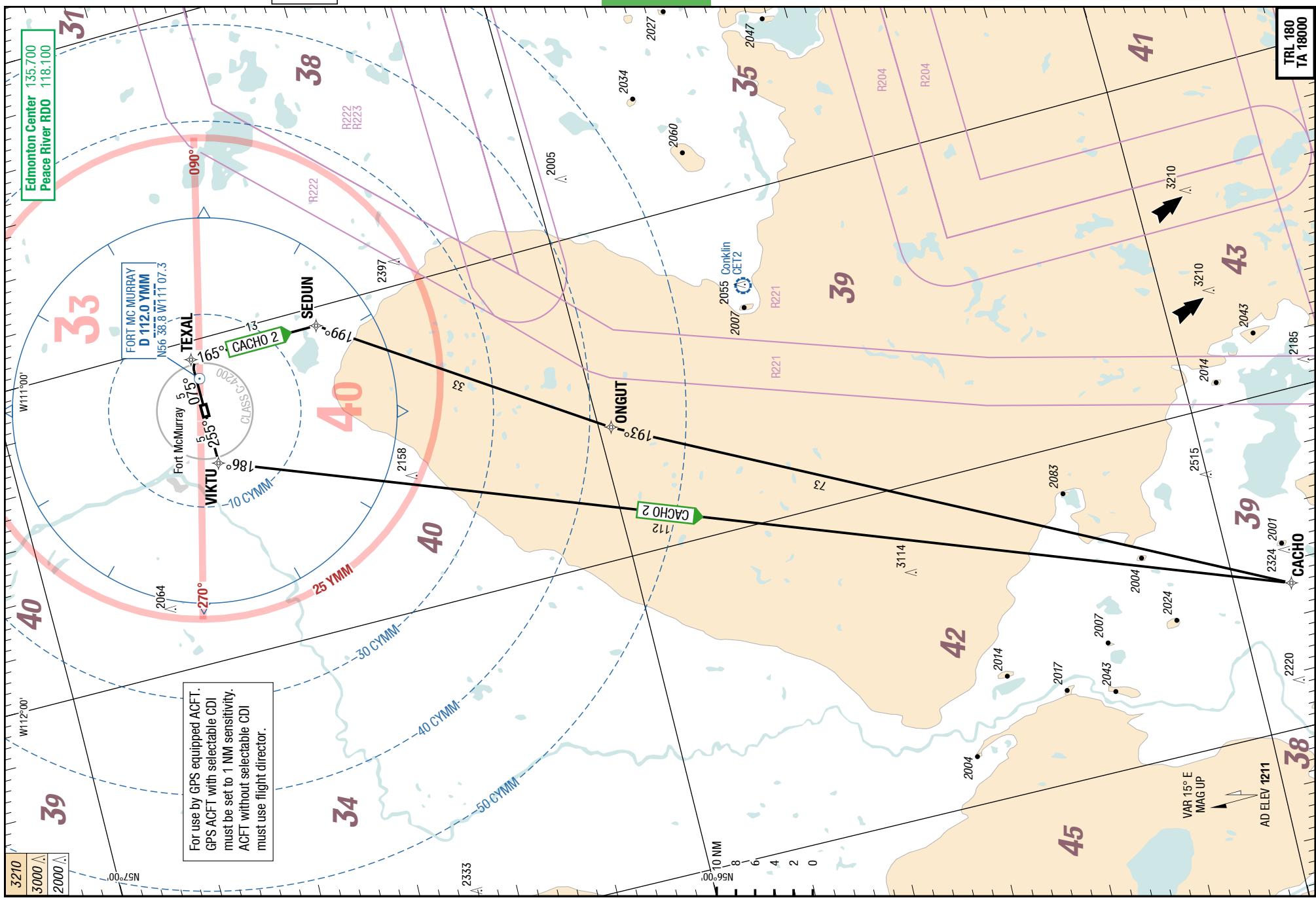
Fort McMurray Canada

FORT MAC 2
CACHO 2 RNAV

4-10

1

For use by GPS equipped ACFT.
GPS ACFT with selectable CDI
must be set to 1 NM sensitivity.
ACFT without selectable CDI
must use flight director.



Effective 13-Nov-2014

06-NOV-2014

YMM-CYMM

4-20

FORT MAC 2

SID
SID

FORT MAC 2
Fort McMurray Canada

FORT MAC 2

Edmonton Center 135.700
Peace River RDO 118.100

31

33

40

38

35

31

10 NM

8

6

4

2

0

00.99N

00.99S

29

39

29

25

22

21

20

19

18

17

16

15

14

13

12

11

10

09

08

07

06

05

04

03

02

01

00

Changes: MSA

2902

2000

▲

W111°30'

W111°00'

Edmonton Center 135.700
Peace River RDO 118.100

W111°00'

W111°30'

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.

YMM-CYMM**5-20****FORT MAC 2****FORT MAC 2**

RWYs 07 (075°) / 25 (255°)

DESIGNATOR	ROUTING	ALTITUDES
FORT MAC 2		
135.700		initial climb 5000
① 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.

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5-30

DEPARTUREs

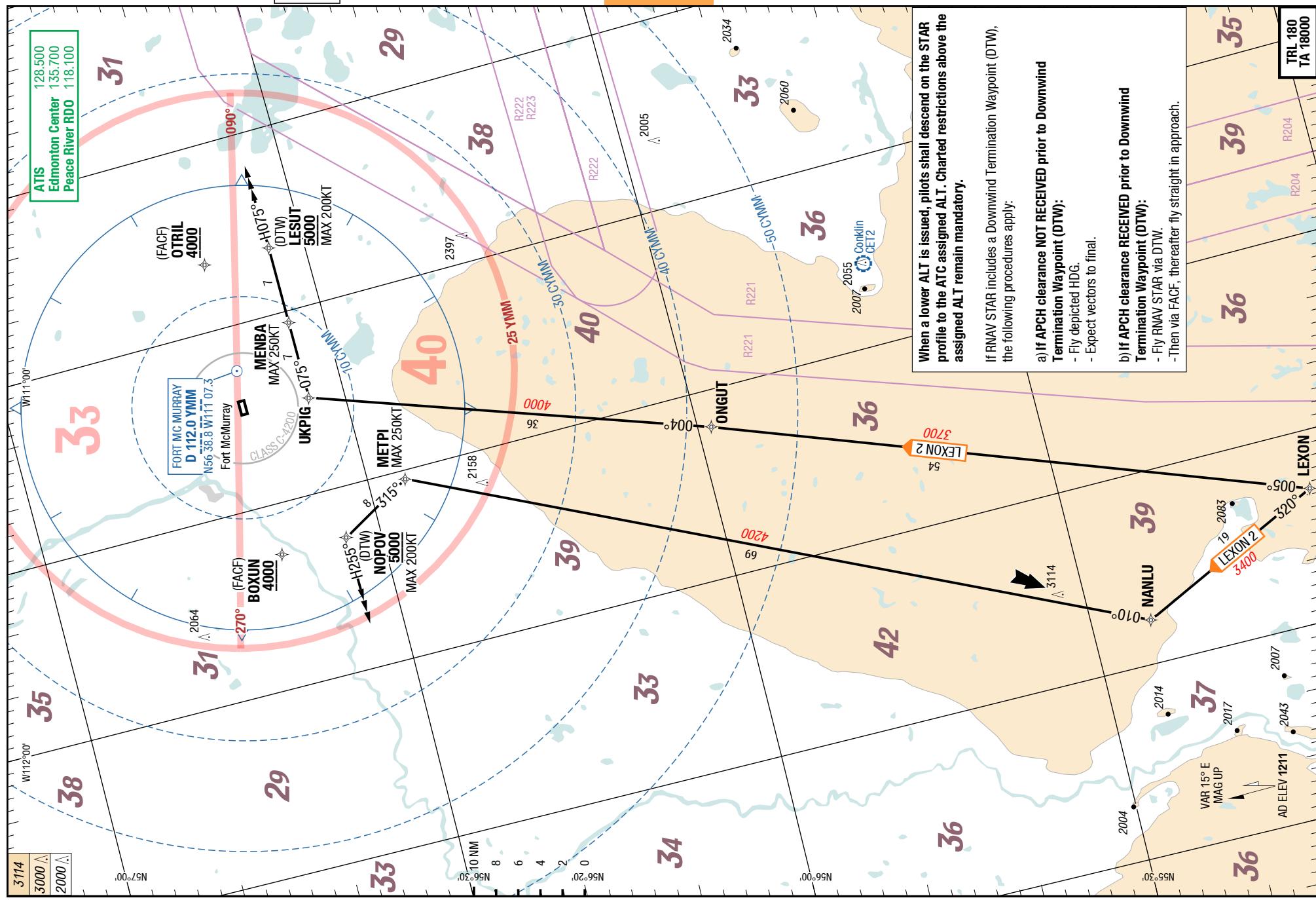
SIDPT

DEPARTUREs

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

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6-10



Effective 29-MAR-2018

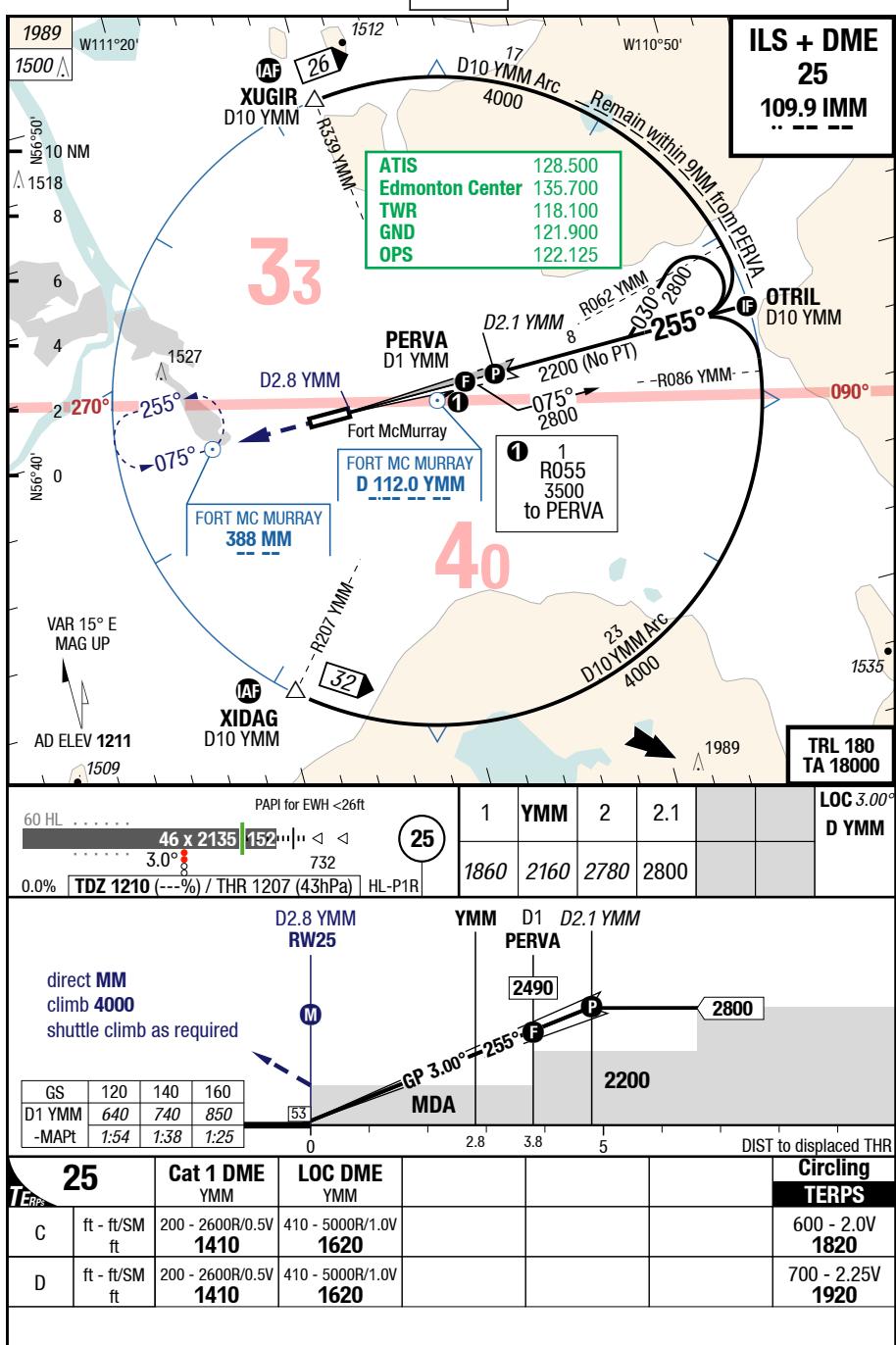
22-MAR-2018

Canada Fort McMurray

YMM-CYMM

7-10

ILS + DME 25



Effective 29-MAR-2018

22-MAR-2018

Canada Fort McMurray

YMM-CYMM

7-30

RNAV (GNSS) 07

RNAV (GNSS) 07
WAAS
CH 80178
W07A
RNP APCH
GNSS required

ATIS 128.500
Edmonton Center 135.700
TWR 118.100
GND 121.900
OPS 122.125

TUMIG, **IF**, **BOXUN 4000**, **NOPOV**, **PETBI**, **NABNI**, **UDGAP**, **KETMO**

40 MSA 25 RW07

TRL 180 TA 18000

3.00° RW07: 8.5, 6, 4, 3, 2, 1 | 4000, 3200, 2560, 2230, 1910, 1580

PAPI for EWH <26ft: 83.0° 2287 x 46

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

13.1 RW07 BOXUN, **8.5 PETBI**, **4.8 NABNI**, **2 RW07**

075° to UDGAP - KETMO climb 4000 shuttle climb as required

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

Changes: Nil

Effective 29-MAR-2018

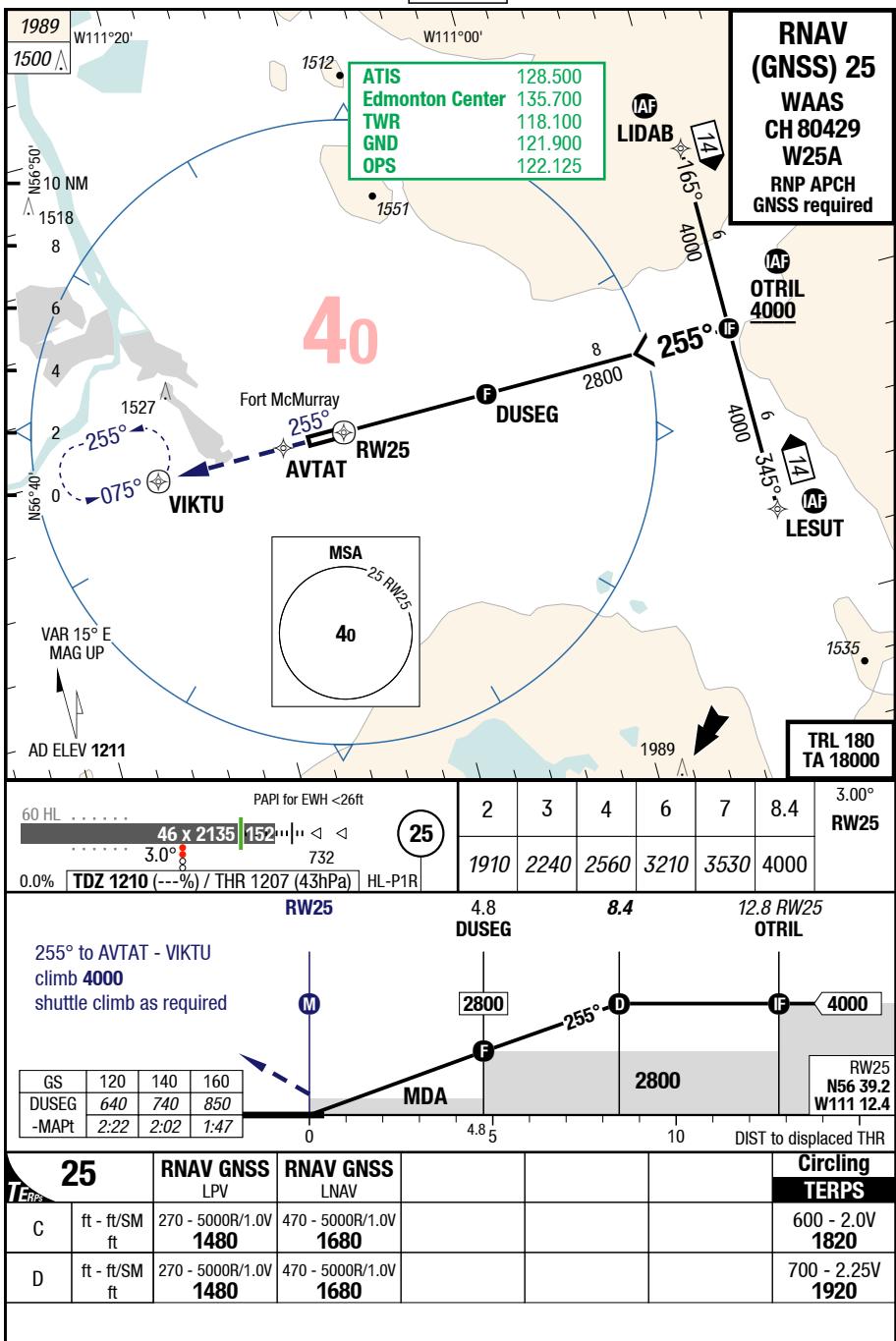
22-MAR-2018

Canada Fort McMurray

YMM-CYMM

7-40

RNAV (GNSS) 25



Changes: MIN

Effective 07-DEC-2017

30-NOV-2017

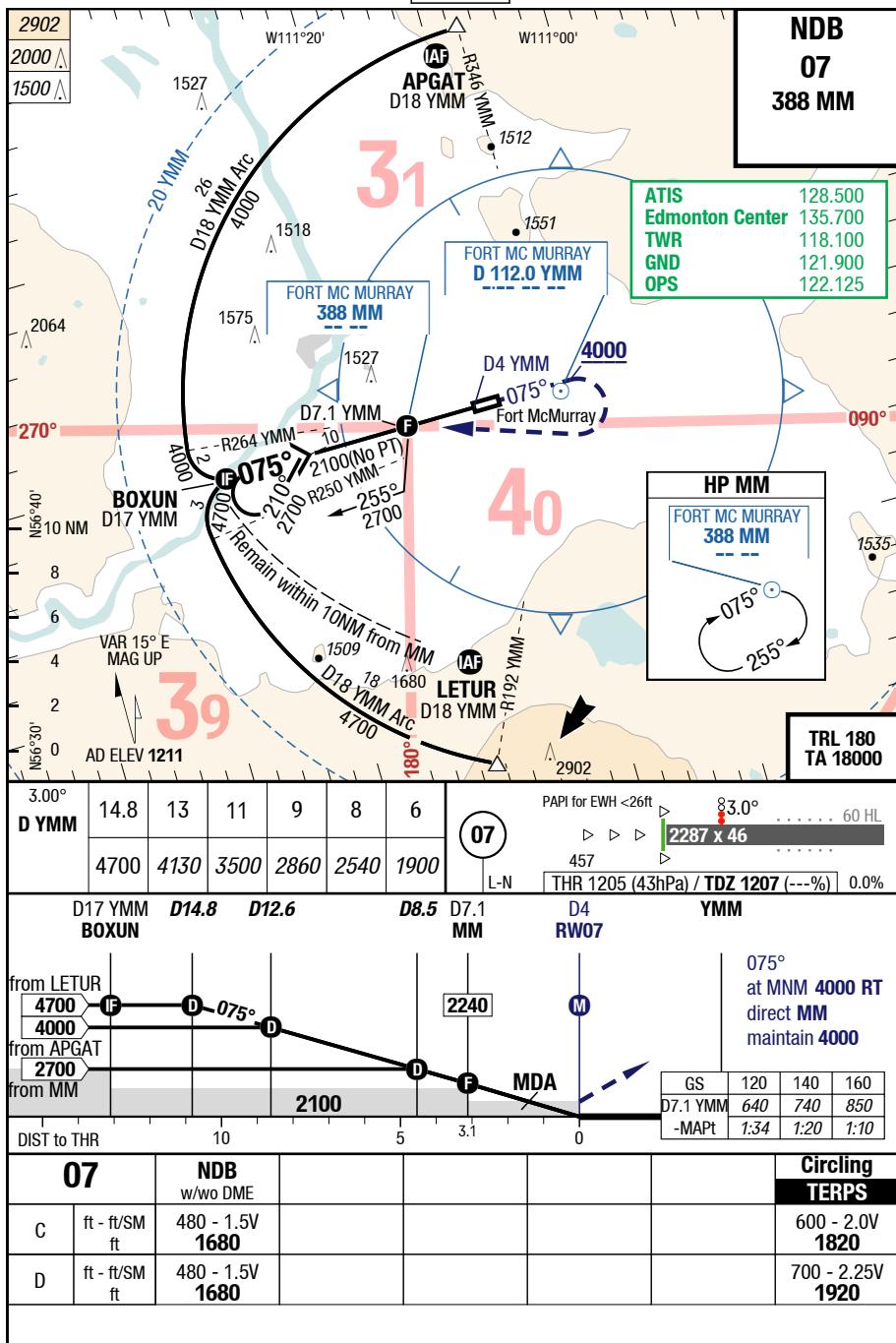
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IAC

YMM-CYMM

7-50

NDB 07



Changes: APL, ALT, TDZE, OBST, MISAP text, LDA