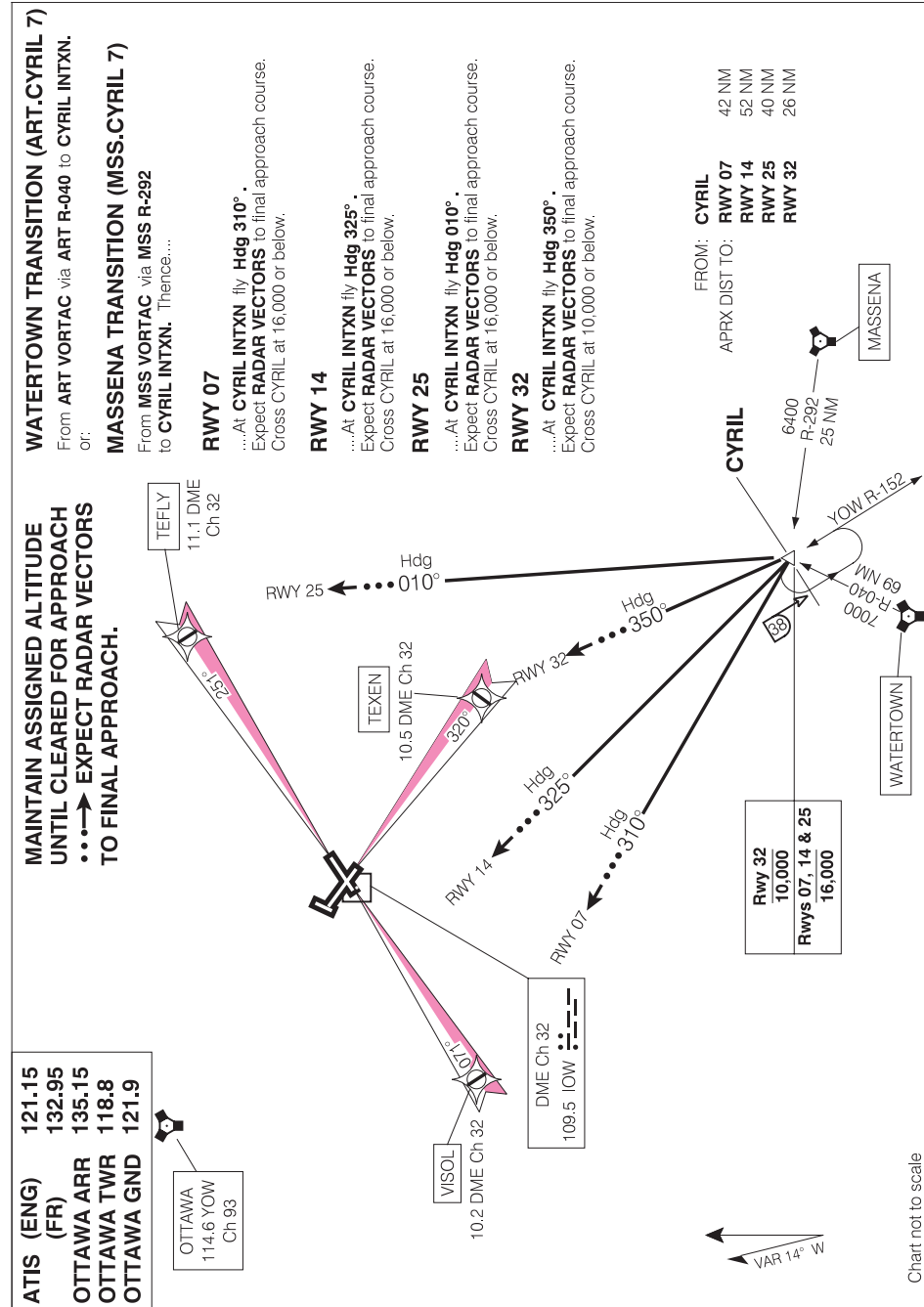


STAR

OTTAWA/MACDONALD-CARTIER INTL

CYRIL EIGHT ARR (CYRIL.CYRIL 8)

OTTAWA ON



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CYRIL EIGHT ARR (CYRIL.CYRIL 8)

OTTAWA/MACDONALD-CARTIER INTL

OTTAWA ON

STAR

OTTAWA/MACDONALD-CARTIER INTL

OTTAWA ON

LANRK THREE ARR (LANRK, LANRK 3)

**MAINTAIN ASSIGNED ALTITUDE
UNTIL CLEARED FOR APPROACH
.....→ EXPECT RADAR VECTORS
TO FINAL APPROACH.**

121.15	ATIS (ENG)
132.95	(FR)
135.15	OTTAWA ARR
118.8	OTTAWA TWR
121.9	OTTAWA GND

OTTAWA
114.6 YOW
Ch 93

DME REQUIRED

ALL RUNWAYS

From **LANRK INTXN**, Track the **MOODY NDB 071°**
NBOUND to ASHTN INTXN.
 Thence

RWY 07

.. Intercept final approach course.
Cross LANRK at 10,000 or below.

RWY 14

..... At **ASHTN INTXN** turn **LEFT**
Hdg 010° . Expect **RADAR VECTORS**
 to final approach course.
 Cross LANRK at 16,000 or below.

RWYs 25 & 32

..... At **ASHTN INTXN** turn **RIGHT**
Hdg 115°. Expect **RADAR VECTORS** to final
 approach course.
 Cross **LANRK** at 16,000 or below.

FROM: LANRK 36 NM
APRX DIST TO: RWY 07 52 NM
RWY 14 65 NM
RWY 25 55 NM
RWY 32

Chart not to scale

Source of Canadian Civil Aeronautical Data : © 2009 NAV CANADA All rights reserved

LANRK THREE ARR (LANRK. LANRK 3)

OTTAWA/MACDONALD-CARTIER INTL

OTTAWA ON

STAR

OTTAWA SIX ARR (YOW.YOW 6)

OTTAWA/MACDONALD-CARTIER INTL

OTTAWA ON

RWY 07

From YOW VORTAC fly YOW R-210.

Expect RADAR VECTORS to final approach course.

RWY 14

From YOW VORTAC.

....Intercept final approach course.

RWY 25

From YOW VORTAC fly YOW R-095.

Expect RADAR VECTORS to final approach course.

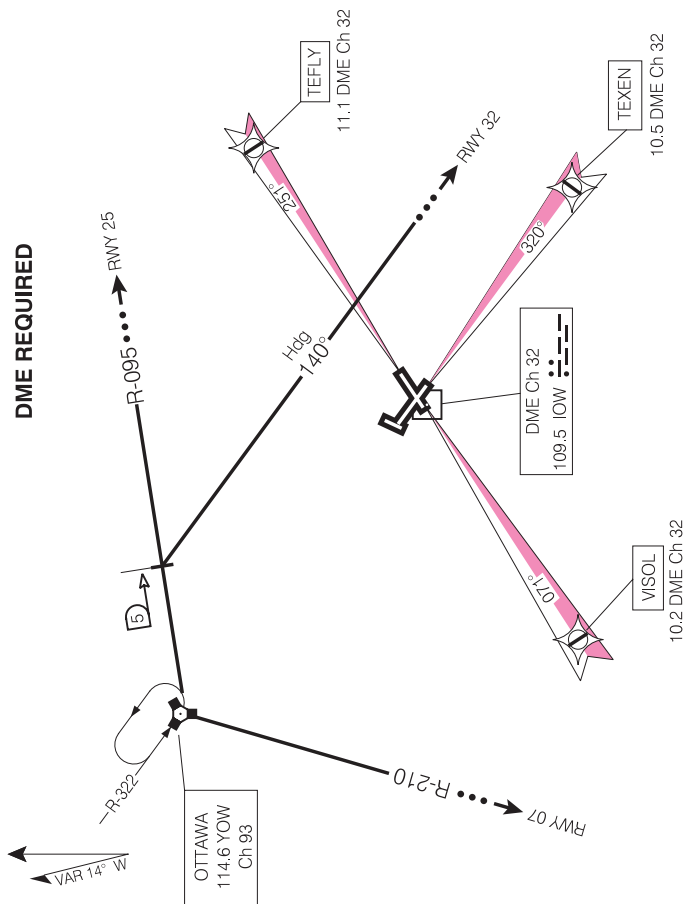
RWY 32

From YOW VORTAC fly YOW R-095.

...At 5 DME Ch 93 turn RIGHT Hdg 140°.
Expect RADAR VECTORS to final approach course.

MAINTAIN ASSIGNED ALTITUDE
UNTIL CLEARED FOR APPROACH
...→ EXPECT RADAR VECTORS
TO FINAL APPROACH.

DME REQUIRED



YOW VORTAC

FROM:

APRX DIST TO:

RWY 07	30 NM
RWY 14	12 NM
RWY 25	35 NM
RWY 32	42 NM

ATIS (ENG) 121.15
ATIS (FR) 132.95
OTTAWA ARR 135.15
OTTAWA TWR 118.8
OTTAWA GND 121.9

OTTAWA SIX ARR (YOW.YOW 6)

OTTAWA/MACDONALD-CARTIER INTL

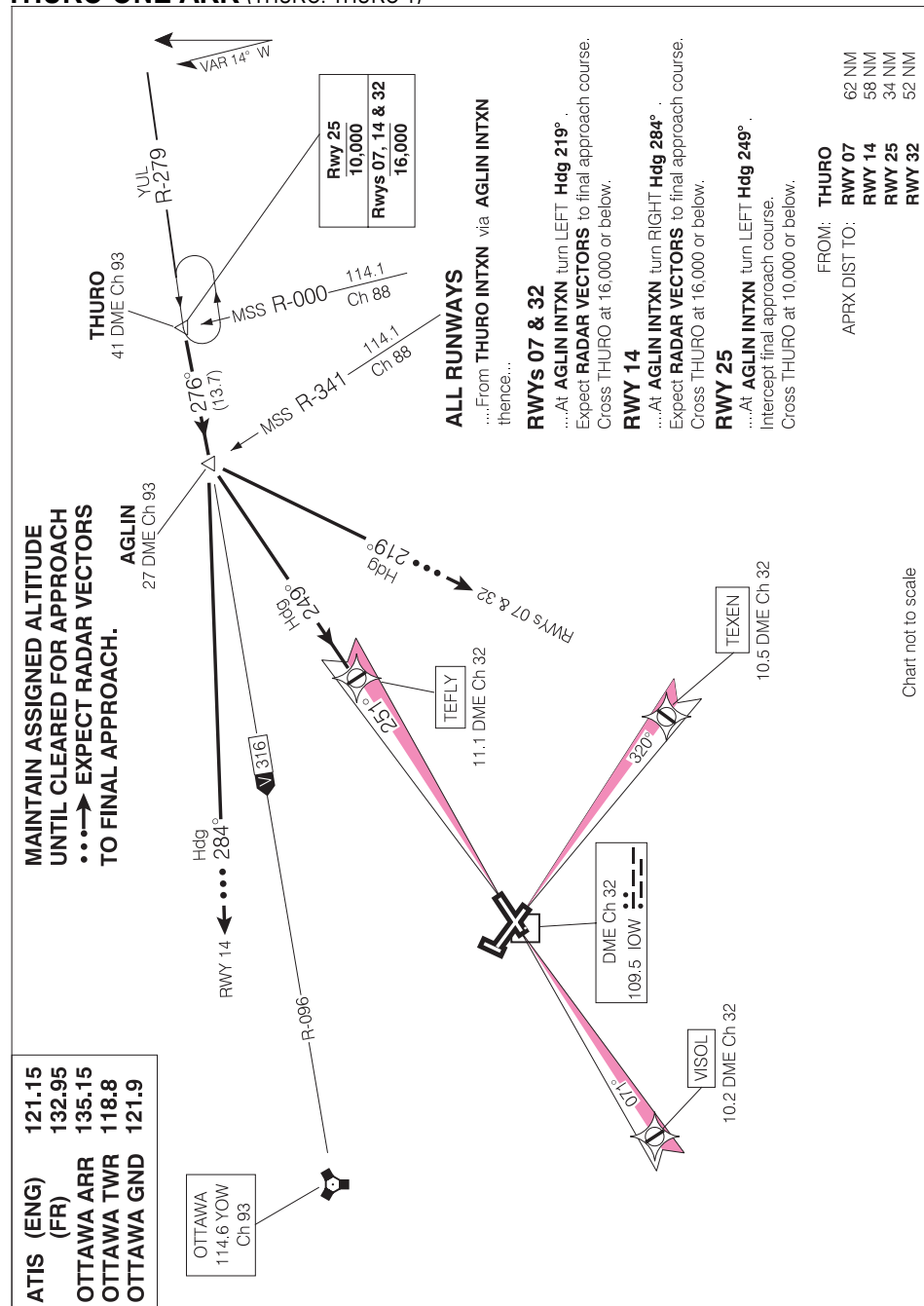
OTTAWA ON

STAR

THURO ONE ARR (THURO. THURO 1)

OTTAWA/MACDONALD-CARTIER INTL

OTTAWA ON



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Chart not to scale

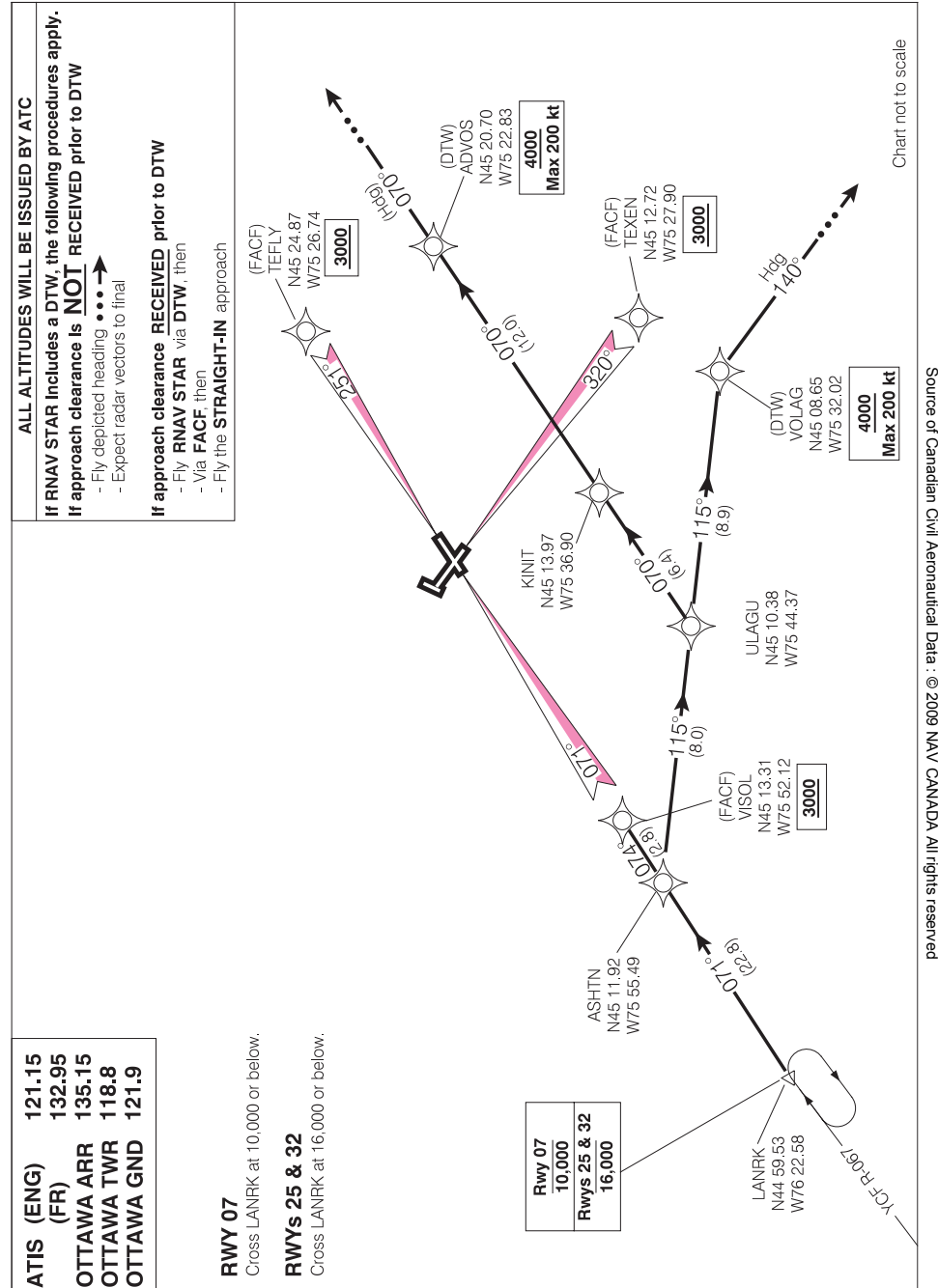
OTTAWA ON

OTTAWA/MACDONALD-CARTIER INTL

NAD83

STAR (RNAV)
CAPITAL NINE ARR (LANRK.CAPTL 9)

OTTAWA/MACDONALD-CARTIER INTL
OTTAWA ON



CAPITAL NINE ARR (LANRK.CAPTL 9)

VAR 14° W (1996)

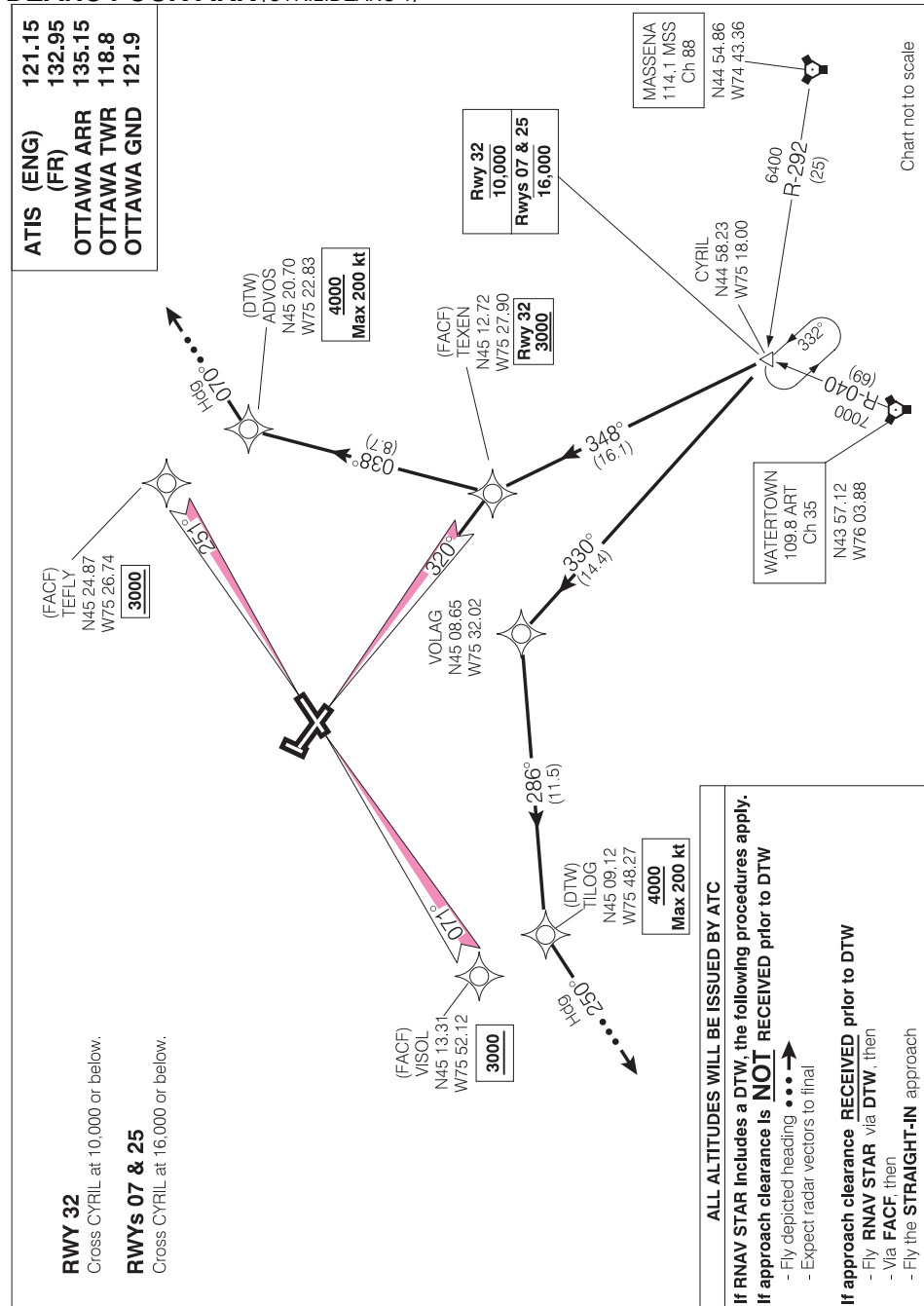
OTTAWA/MACDONALD-CARTIER INTL

STAR (RNAV)

DEANS FOUR ARR (CYRIL.DEANS 4)

OTTAWA/MACDONALD-CARTIER INTL

OTTAWA ON



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DEANS FOUR ARR (CYRIL.DEANS 4)

VAR 14° W (1996)

OTTAWA/MACDONALD-CARTIER INTL

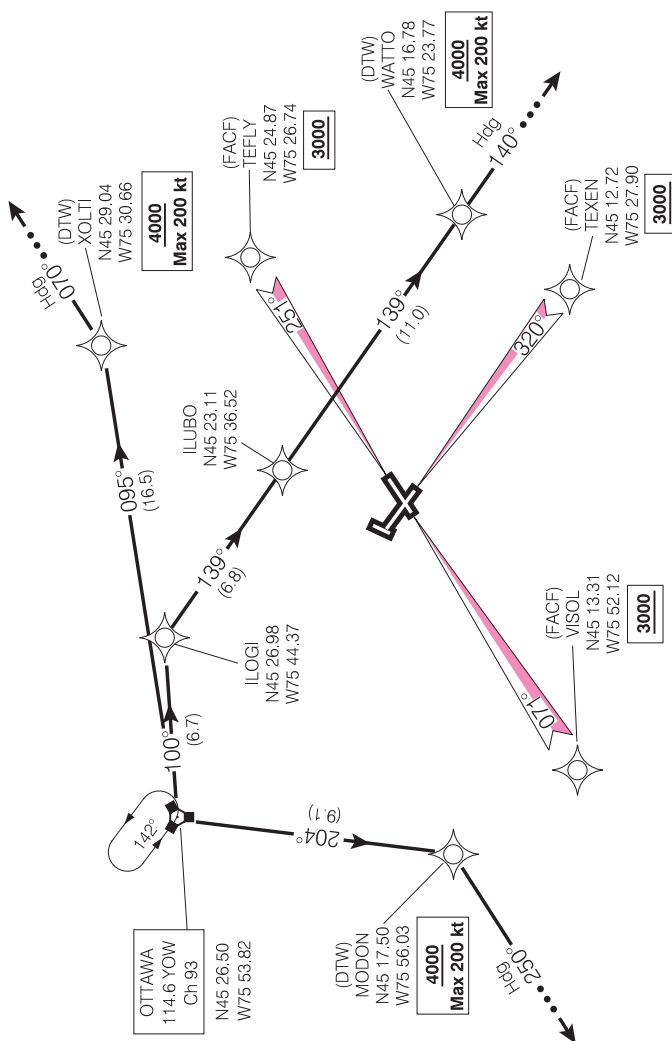
OTTAWA ON

STAR (RNAV)

MEECH SIX ARR (YOW.MEECH 6)

OTTAWA/MACDONALD-CARTIER INTL

OTTAWA ON



ATIS (ENG)	121.15
(FR)	132.95
OTTAWA ARR	135.15
OTTAWA TWR	118.8
OTTAWA GND	121.9

ALL ALTITUDES WILL BE ISSUED BY ATC**If RNAV STAR includes a DTW, the following procedures apply.****If approach clearance is NOT RECEIVED prior to DTW**

- Fly depicted heading
- Expect radar vectors to final

If approach clearance RECEIVED prior to DTW

- Fly RNAV STAR via DTW, then
- Via FACF, then
- Fly the STRAIGHT-IN approach

Chart not to scale

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MEECH SIX ARR (YOW.MEECH 6)

VAR 14° W (1996)

OTTAWA/MACDONALD-CARTIER INTL

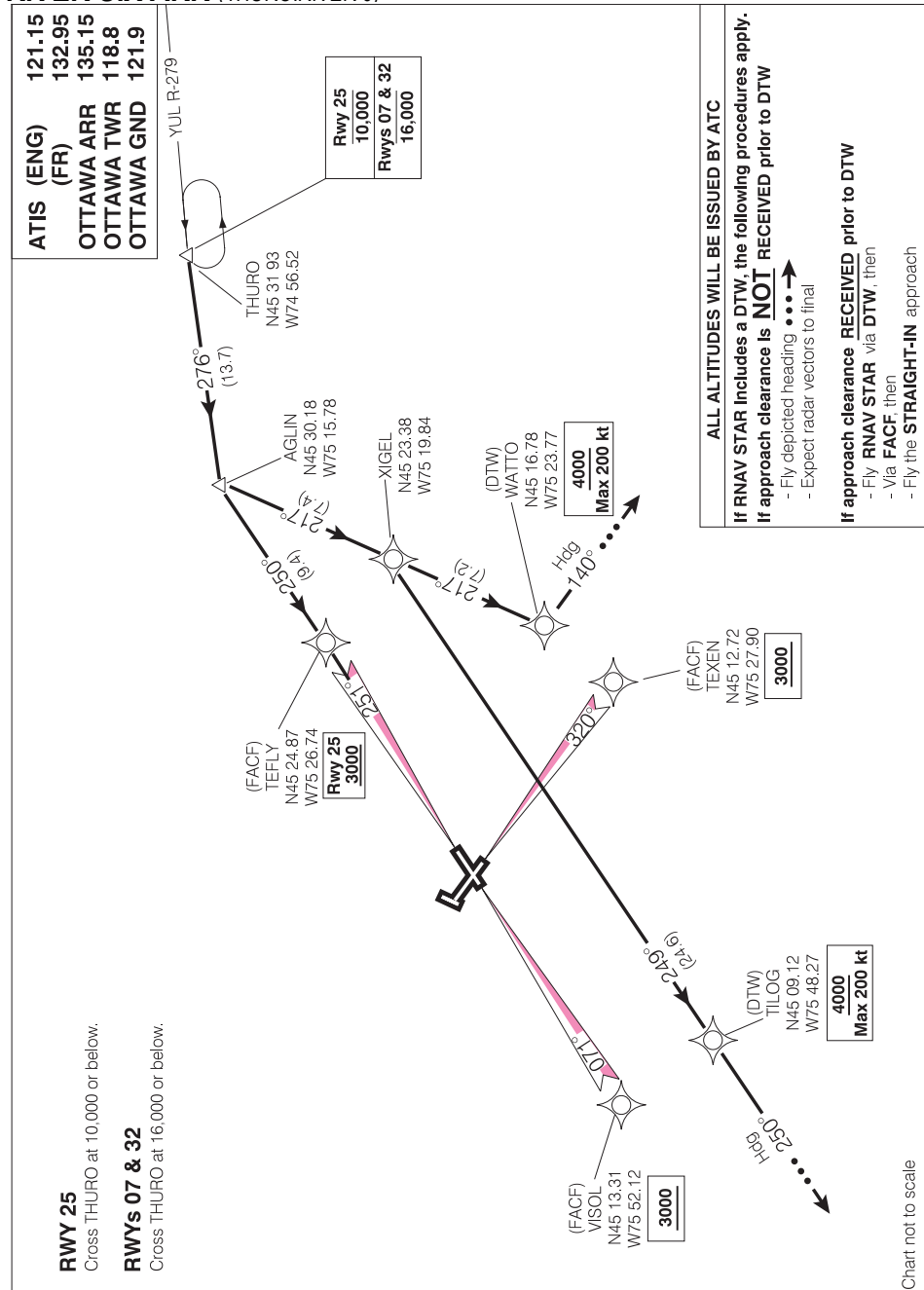
OTTAWA ON

STAR (RNAV)

OTTAWA/MACDONALD-CARTIER INTL

OTTAWA ON

RIVER SIX ARR (THURO.RIVER 6)



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Chart not to scale

RIVER SIX ARR (THURO.RIVER 6)

VAR 14° W (1996)

OTTAWA ON
OTTAWA/MACDONALD CARTIER INTL

OTTAWA ON

EFF 22 OCT 09

CHANGE: COMM

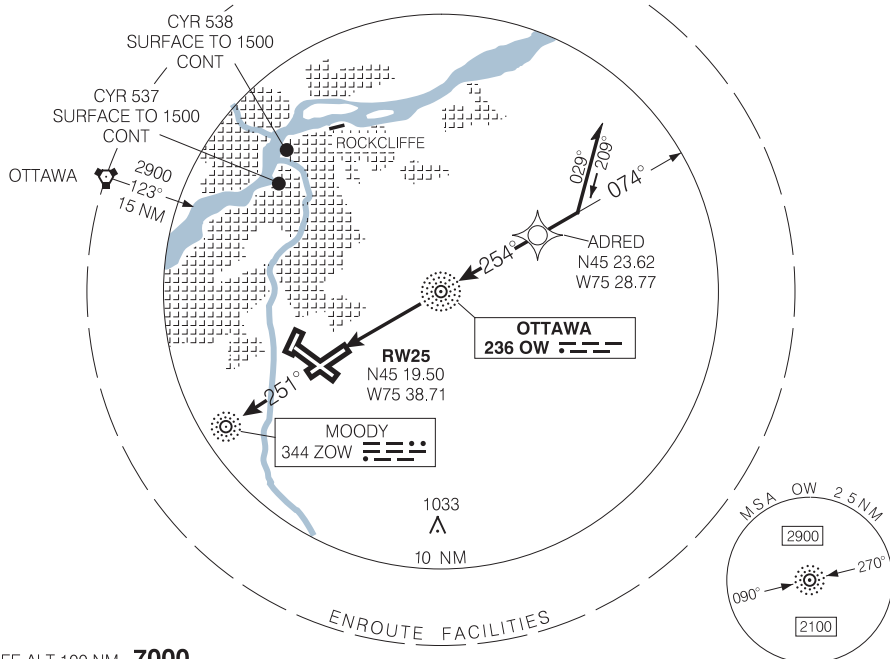
NAD83

NDB RWY 25 (GNSS)

ATIS (Eng) 121.15 (Fr) 132.95	ARR OTTAWA ARR 135.15	OTTAWA TWR 118.8	OTTAWA GND 121.9	DEP OTTAWA DEP 128.175	ELEV 374 TDZE 25 373
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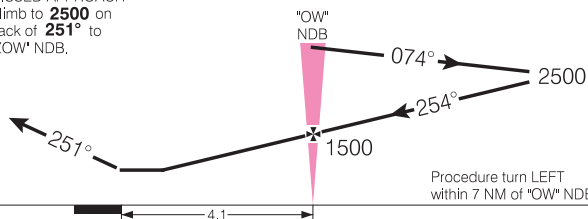
Intensive training area NW of apt.,
see CFS Ottawa/M.-C.I. VTPC.

CYOW

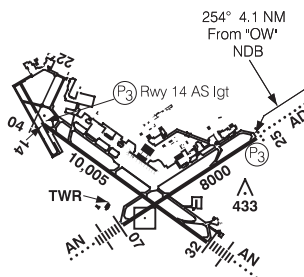


SAFE ALT 100 NM **7000**

MISSED APPROACH
Climb to **2500** on
track of **251°** to
"ZOW" NDB.



Right hand circuits
Runways 07, 14 & 22
Rwy 04-22: 3300 X 75



CATEGORY	A	B	C	D
NDB	840	(467)	1 ½	
CIRCLING	880	(506) 1 ½	880	1080
			(506) 2	(706) 2 ¼

"OW" NDB to MAP 4.1 NM				
Knots	70	90	110	130
Min:Sec	3:31	2:44	2:14	1:54

NDB RWY 25 (GNSS)

451921N 754009W

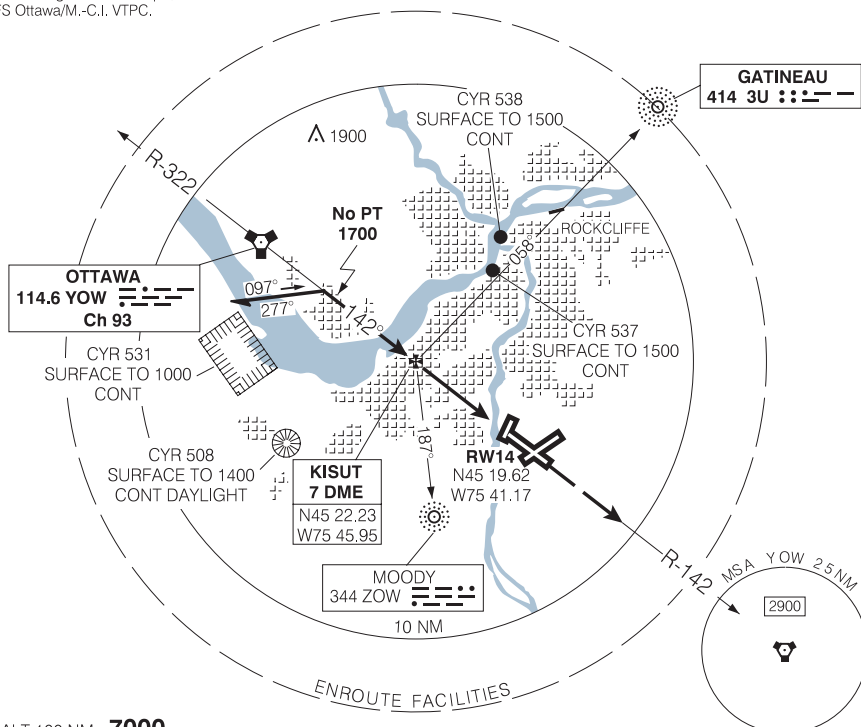
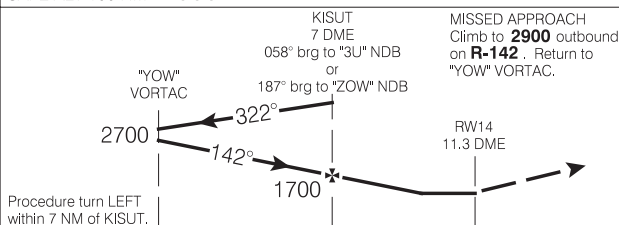
OTTAWA/MACDONALD-CARTIER INTL

VOR RWY 14 (GNSS)

ATIS (Eng) 121.15 (Fr) 132.95	ARR OTTAWA ARR 135.15	OTTAWA TWR 118.8	OTTAWA GND 121.9	DEP OTTAWA DEP 128.175	ELEV 374 TDZE 14 367
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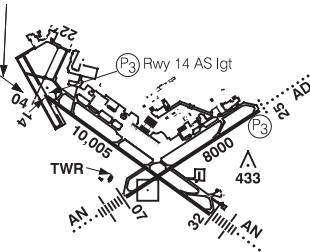
Intensive training area NW of apt.
see CFS Ottawa/M.-C.I. VTPC.

CYOW

SAFE ALT 100 NM **7000**

Right hand circuits
Runways 07, 14 & 22
Rwy 04-22: 3300 X 75

142° 4.3 NM
From KISUT FAF



CATEGORY	A	B	C	D
VOR/DME VOR/NDB	900	(533)	1 3/4	
CIRCLING	900 (526)	1 3/4	900 (526) 2	1080 (706) 2 1/4

FAF to MAP 4.3 NM				
Knots	70	90	110	130
Min:Sec	3:41	2:52	2:21	1:59

VOR RWY 14 (GNSS)

451921N 754009W

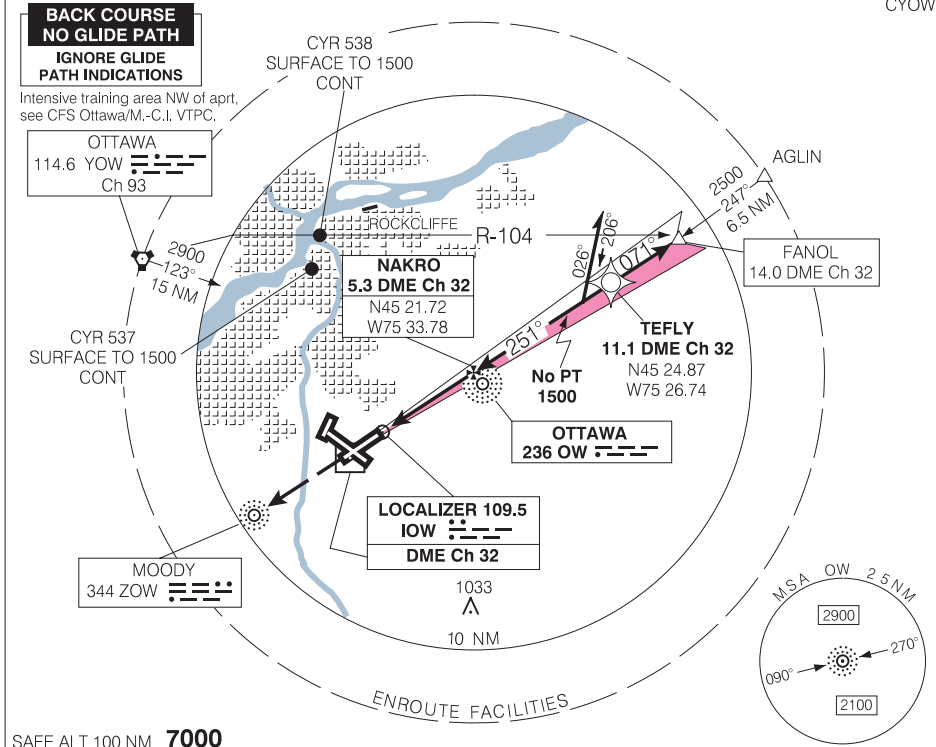
OTTAWA/MACDONALD-CARTIER INTL

OTTAWA ON

LOC(BC) RWY 25

ATIS (Eng) 121.15 (Fr) 132.95	ARR OTTAWA ARR 135.15	OTTAWA TWR 118.8	OTTAWA GND 121.9	DEP OTTAWA DEP 128.175	ELEV 374 TDZE 25 373
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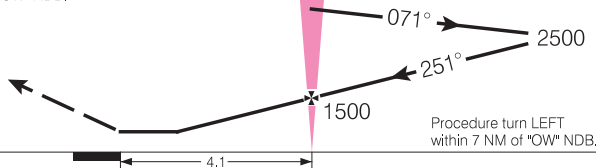
CYOW



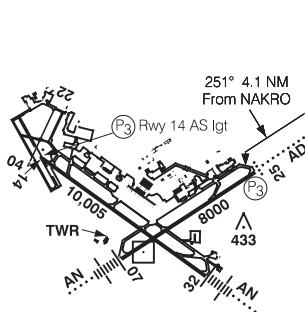
SAFE ALT 100 NM **7000**

MISSED APPROACH
Climb to **2500**
on track of **251°** on
track of "ZOW" NDB.

NAKRO
5.3 DME Ch 32
or
abeam "OW" NDB



Right hand circuits
Runways 07, 14 & 22
Rwy 04-22: 3300 X 75



CATEGORY	A	B	C	D
LOC(BC)	660	(287)	1	
CIRCLING	880	(506) 1 ½	880	1080
			(506) 2	(706) 2 ½

"OW" NDB to MAP 4.1 NM					
Knots	70	90	110	130	150
Min:Sec	3:31	2:44	2:14	1:54	1:38

LOC(BC) RWY 25

451921N 754009W

OTTAWA/MACDONALD-CARTIER INTL


CYOW

ATIS (Eng) 121.15 (Fr) 132.95	ARR OTTAWA ARR 135.15	OTTAWA TWR 118.8	OTTAWA GND 121.9	DEP OTTAWA DEP 128.175	ELEV 374 TDZE 07 373
-------------------------------------	-----------------------------	------------------------	------------------------	------------------------------	---------------------------------------

2500 from ASHTN INTXN
to IF 071° 2.8 NM

Localizer IOW front course
reliable only within 25° either
side of runway centreline.

Intensive training area NW of aprt.
see CFS Ottawa/M.-C.I. VTPC. /

OTTAWA
114.6 YOW 
Ch 93

236 OW 

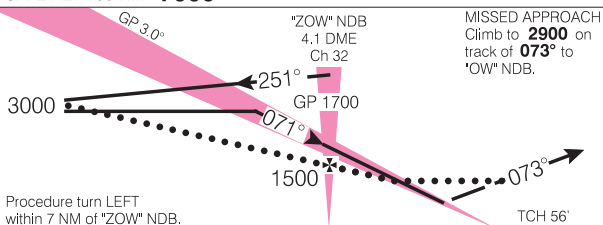
SURFACE TO 1000

CYR 508
SURFACE TO 1400
CONT DAYLIGHT

LANRk

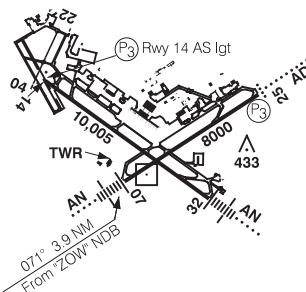
SMITHS FALLS

ENROUTE FACILITIES

SAFE ALT 100 NM **7000**

Procedure turn LEFT
within 7 NM of "ZOW" NDB.

Right hand circuits
Runways 07, 14 & 22
Rwy 04-22: 3300 X 75



CATEGORY	A	B	C	D
ILS ILS/DME	573	(200)	½ RVR 26	
LOC LOC/DME	760	(387)	1 RVR 50	
NDB	800	(427)	1 RVR 50	
CIRCLING	880	(506) 1 ½	880 (506) 2	1080 (706) 2 ¼

"ZOW" NDB to MAP 3.9 NM					
Knots	70	90	110	130	150
Min:Sec	3:21	2:36	2:08	1:48	1:34

ILS or NDB RWY 07 (GNSS)

451921N 754009W

OTTAWA/MACDONALD-CARTIER INTL

EFF 22 OCT 09

CHANGE: COMM

NAD83

ILS or NDB RWY 32 (GNSS)

ATIS (Eng) 121.15 (Fr) 132.95	ARR OTTAWA ARR 135.15	OTTAWA TWR 118.8	OTTAWA GND 121.9	DEP OTTAWA DEP 128.175	ELEV 374 TDZE 32 371
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Intensive training area NW of apt.,
see CFS Ottawa/M.-C.I. VTPC.

CYOW

OTTAWA
114.6 YOW
Ch 93

LOCALIZER 110.3
IRP

RW32
N45 18.65
W75 39.29

GREELY
377 YRR
17.2 DME Ch 93

TEXEN
22.9 DME Ch 93
N45 12.72
W75 27.90

3000
077°
38 NM
LANRK

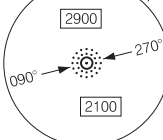
2700
255°
31 NM
THURO

1033

10 NM

ENROUTE FACILITIES

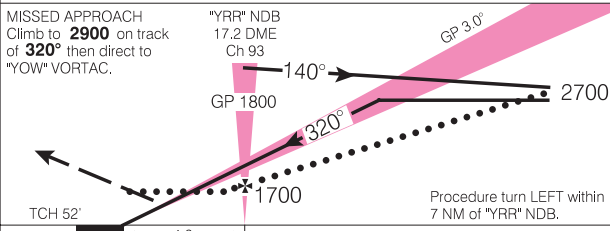
MSA YRR 25 NM



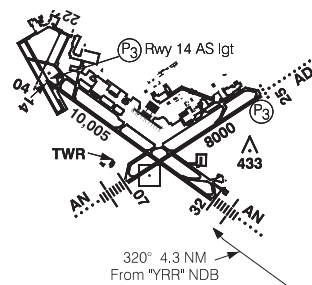
SAFE ALT 100 NM 7000

MISSED APPROACH
Climb to 2900 on track
of 320° then direct to
"YOW" VORTAC.

"YRR" NDB
17.2 DME
Ch 93



Right hand circuits
Runways 07, 14 & 22
Rwy 04-22: 3300 X 75



CATEGORY	A	B	C	D
ILS ILS/DME	571	(200)	1/2 RVR 26	
LOC LOC/DME	700	(329)	1 RVR 50	
NDB	860	(489)	1 RVR 50	
CIRCLING	880 (506) 1 1/2	880 (506) 2	1080 (706) 2 1/4	

"YRR" NDB to MAP 4.3 NM					
Knots	70	90	110	130	150
Min:Sec	3:41	2:52	2:21	1:59	1:43

ILS or NDB RWY 32 (GNSS)

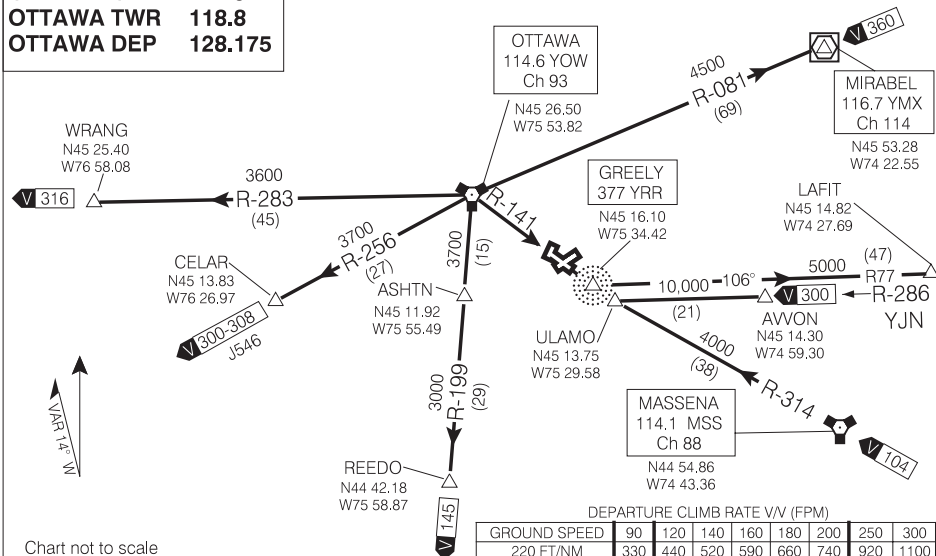
SID (VECTOR)

OTTAWA TWO DEP (CYOW 2.)

OTTAWA/MACDONALD-CARTIER INTL

OTTAWA ON

ATIS (Eng) 121.15
(Fr) 132.95
OTTAWA
CLNC DEL 119.4
OTTAWA GND 121.9
OTTAWA TWR 118.8
OTTAWA DEP 128.175



DEPARTURE ROUTE DESCRIPTION

ALL RWYS: Jet Acft - All rwys (except Rwy 04 and 22): Maintain 5000' ASL unless otherwise assigned by ATC.
 Non-jet Acft - All rwys: Maintain 3000' ASL unless otherwise assigned by ATC.

RWY 04: Requires minimum climb gradient of 220 ft/NM to 600 ASL. Climb on heading 039°, or as assigned for radar vectors to filed/assigned route.

RWY 07: Climb on heading 071°, or as assigned for radar vectors to filed/assigned route.

RWY 14: Climb on heading 140°, or as assigned for radar vectors to filed/assigned route.

RWY 22: Climb on heading 219°, or as assigned for radar vectors to filed/assigned route.

RWY 25: Climb on heading 251°, or as assigned for radar vectors to filed/assigned route.

RWY 32: Climb on heading 320°, or as assigned for radar vectors to filed/assigned route.

NOTE: Refer to Noise Abatement Procedures for additional requirements.

COMMUNICATIONS FAILURE

On recognition of failure 10 minutes or less after take-off and in IFR weather conditions, proceed as follows:

Runways 04, 07, 14, 22 and 25:

1. Transponder 7600;
2. 5 minutes after selecting 7600 proceed directly on course and climb to flight planned altitude.

Runway 32:

1. Transponder 7600;
2. Non-jet aircraft, climb and maintain 4000';
3. 5 minutes after selecting 7600 proceed directly on course and climb to flight planned altitude.

NOTE: If communications failure occurs more than 10 minutes after take-off, comply with appropriate procedures for Communications Failure en-route.

OTTAWA TWO DEP (CYOW 2.)

OTTAWA/MACDONALD-CARTIER INTL

NOISE ABATEMENT PROCEDURES

TURBO JET

RESTRICTIONS

Summer - May 1 thru September 30

The use of Rwy 32 for departure by turbo jet aircraft on technical stops or charter operations is not permitted between the hours of 2300 and 0700 local time daily.

Under extenuating circumstances, permission to operate during restricted hours may be granted (passenger flights only) through prior authorization by the Airport General Manager or his designated official.

PREFERENTIAL RUNWAY DETERMINATION

Controllers will designate runways to divert as many take-offs and landings as possible, consistent with safety of operations, from flight over residential areas adjacent to the airport. Pilots should be prepared to use runways other than 32 for take-offs and pilots of non-chapter 3 aircraft should be prepared to use runways other than 14 for landings when conditions permit the use of such other runways.

DEPARTURE PROCEDURES

RWY	VNAP
ALL RWYS	A or B

Rwys 07, 14, 32 - Climb on runway heading to 3000' before proceeding on course.

ARRIVAL PROCEDURES - VFR AND VISUAL APPROACH

VFR

1. Circuit height 2500' (weather permitting);
2. Right hand circuits on Rwys 07 and 14;
3. Maintain 2500' as long as practicable before commencing descent;
4. Remain on or above glide slope or assumed 3 degree glide path.

VISUAL APPROACHES

ATS MAY PROVIDE VECTORS DIRECT TO THE FINAL APPROACH FIX
AIRCRAFT MUST:

1. Intercept final at or outside the final approach fix;
2. Remain on or above ILS glide slope or assumed 3 degree glide path;
3. Maintain the last assigned altitude until established on final.

TRAINING FLIGHTS

1. Permitted from 0800-2200 hours local time. No training on Sunday.
2. No VFR training circuits on Rwys 14 and 32 below 2500'.
3. Climb on runway heading to 2500'.
4. No practice circling procedures to Rwy 14.

PROPELLER DRIVEN AIRCRAFT

DEPARTURE PROCEDURES

Rwy 32 - Climb on runway heading to 1500' before proceeding on course.

ARRIVAL PROCEDURES - VFR

Circuit height 1500'. Right hand circuits for Rwys 07, 14 and 22 (weather permitting).

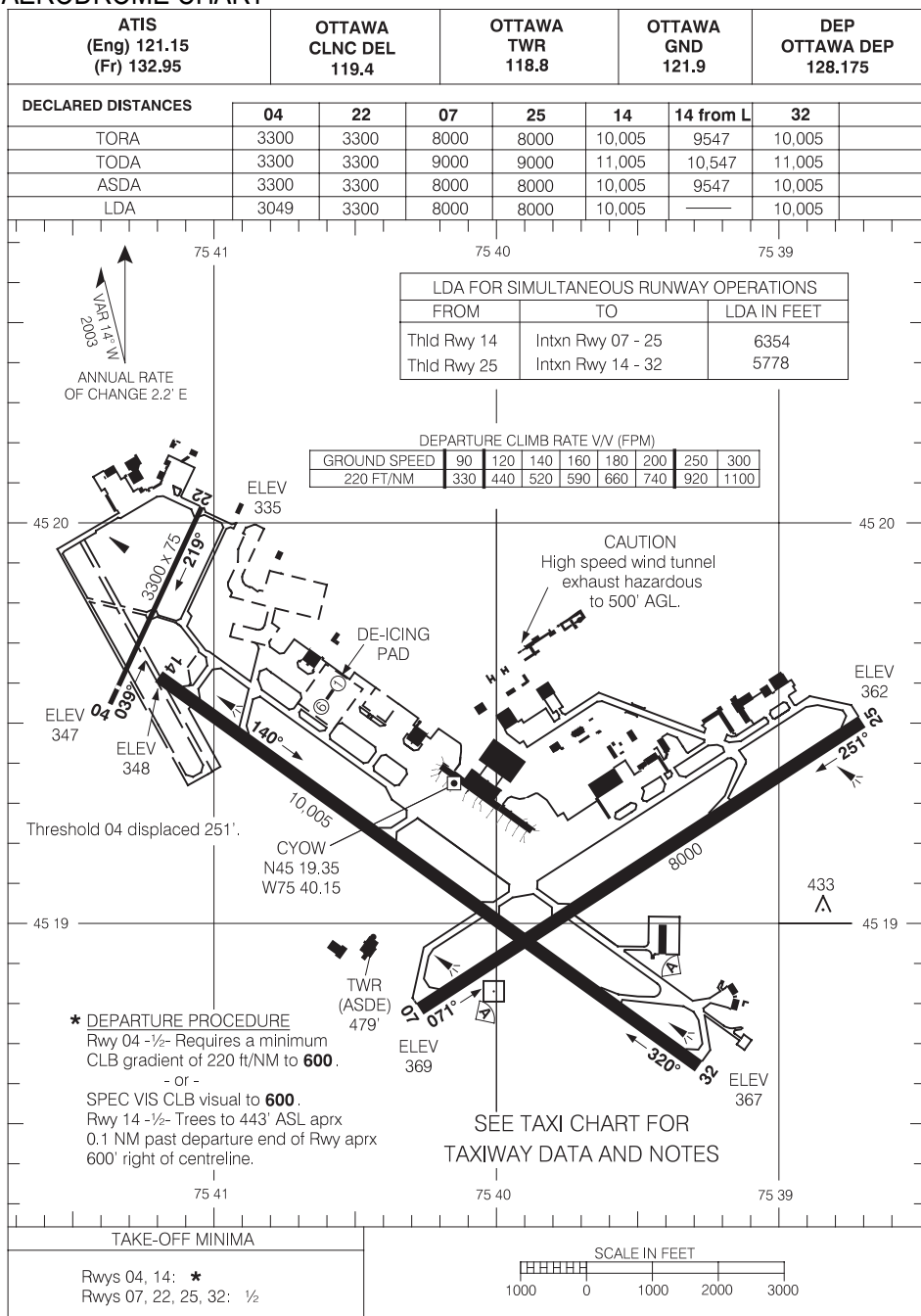
Rwys 04, 14 and - Maintain 1500' until established on final approach (weather permitting).

TRAINING FLIGHTS

1. Permitted from 0815-2359 hours local time.
2. No VFR training circuits on Rwys 14 or 32 below 1500'.
3. No practice circling procedures to Rwy 14.

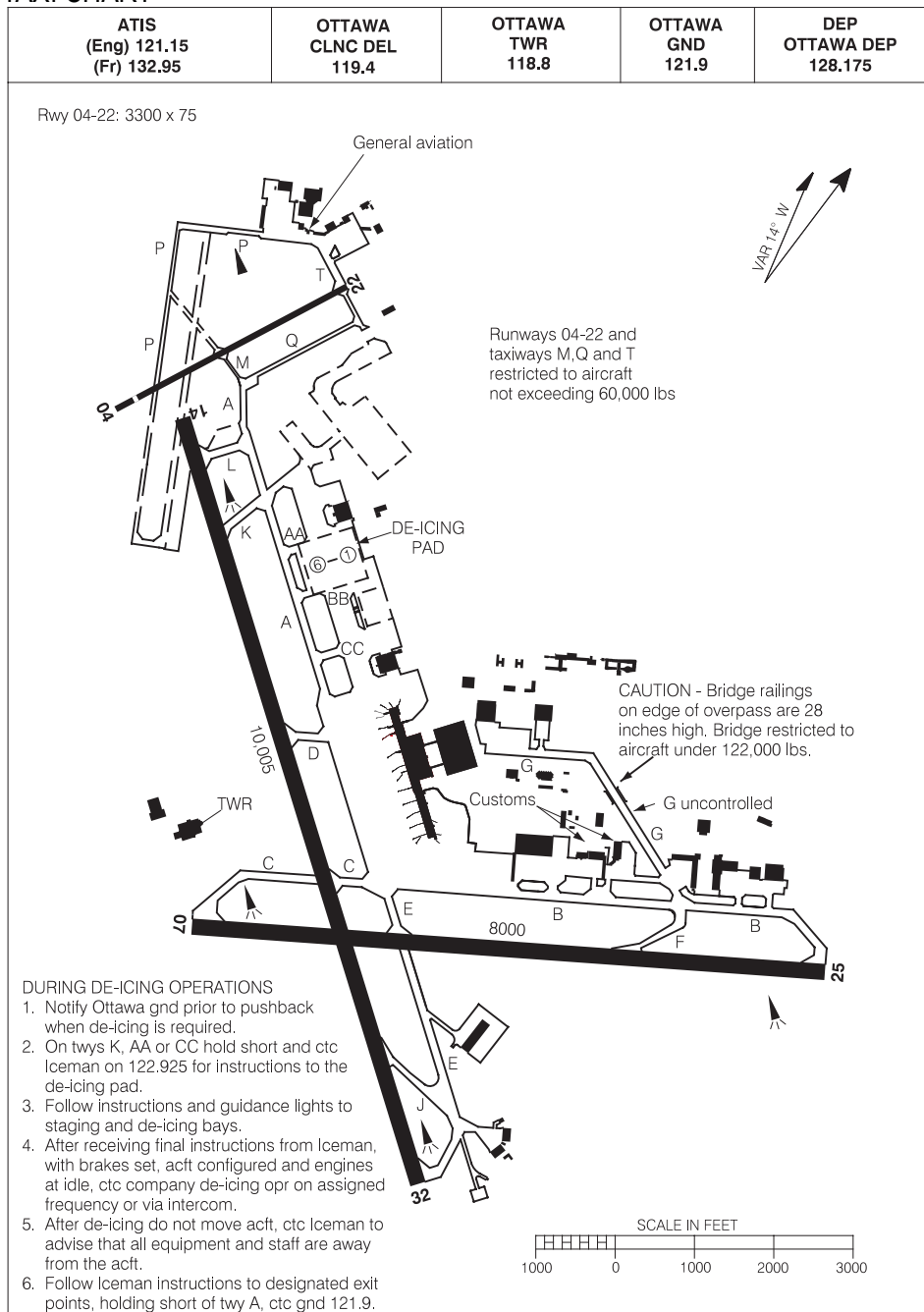
NOISE ABATEMENT PROCEDURES

AERODROME CHART



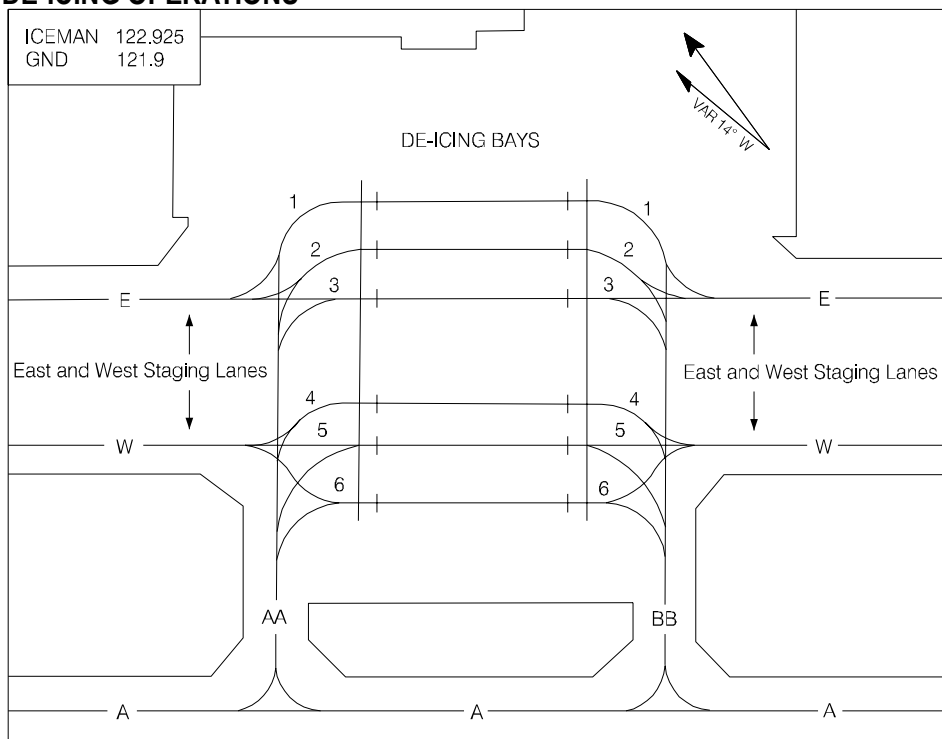
AERODROME CHART

TAXI CHART



TAXI CHART

DE-ICING OPERATIONS

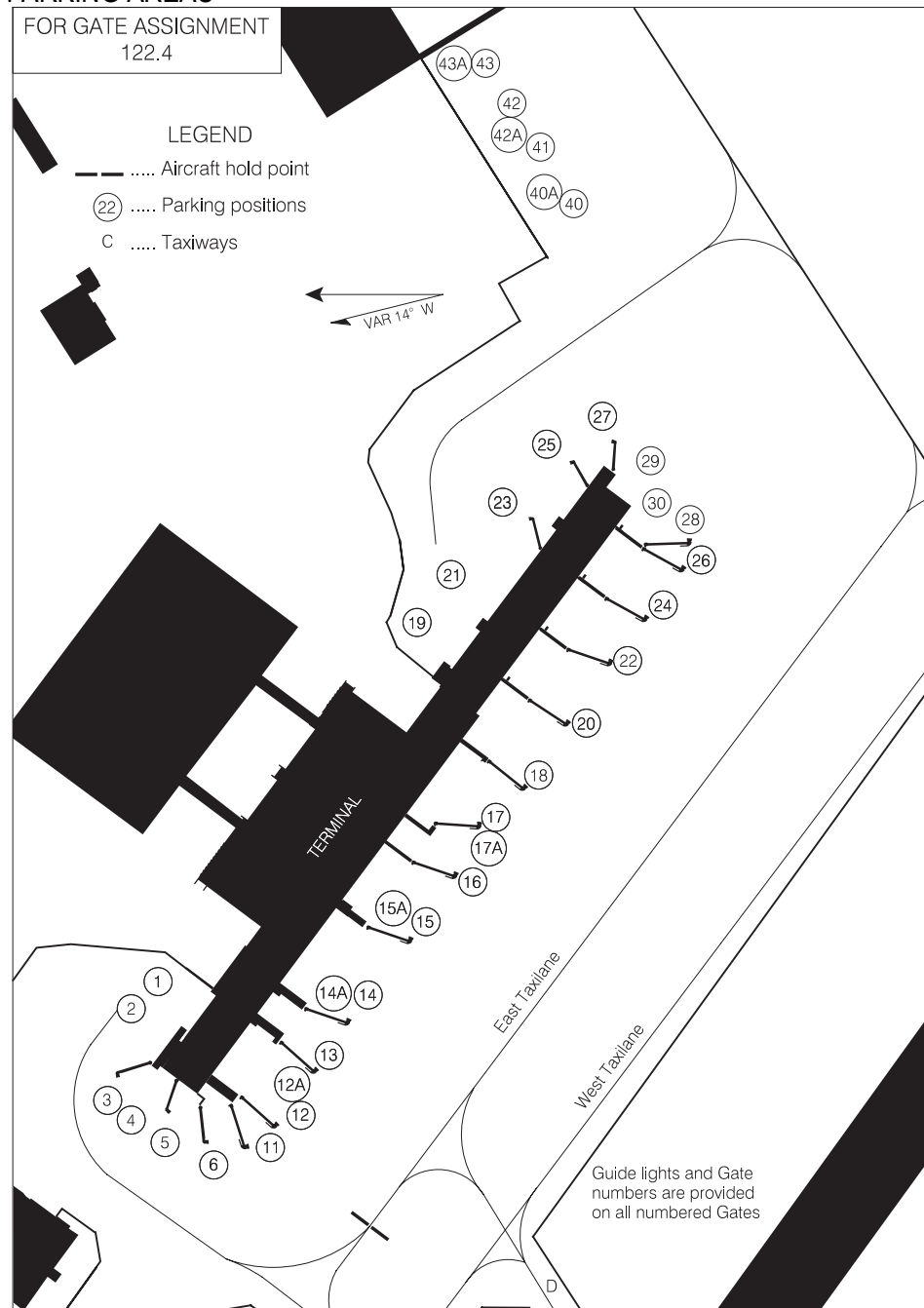


DE-ICING OPERATIONS

1. Notify Ottawa GND prior to pushback when de-icing is required.
2. On Twys K, AA or CC, hold short and contact ICEMAN on 122.925 for instructions to the de-icing pad.
3. Follow instructions and guidance lights to staging and de-icing bays.
4. After receiving final instructions from ICEMAN, with brakes set, aircraft configured and engines at idle, contact company de-icing operator on assigned frequency or via intercom.
5. After de-icing, do not move aircraft, contact ICEMAN to advise that all equipment and staff are away from the aircraft.
6. Follow ICEMAN instructions to designated exit points, holding short of Twy A, contact GND 121.9.

DE-ICING OPERATIONS

PARKING AREAS



PARKING AREAS