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TO 0901Z 25 FEBRUARY 2021

CANADA FLIGHT SUPPLEMENT

DIGITAL EDITION

ONTARIO TERMINAL AND ENROUTE DATA

AIP Canada (ICAO) Part 3 - Aerodromes (AD)
Department of National Defence Flip GPH 205

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SAMPLE

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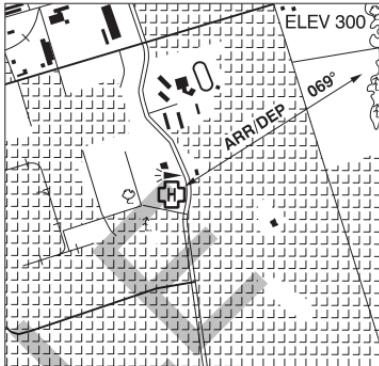
ONTARIO

AERODROME/FACILITY DIRECTORY

AJAX (PICKERING GEN HOSP) ON (Heli)

CPE2

| | |
|------------------------------|---|
| REF | N43 50 10 W79 01 02 Adj 11°W (2013) UTC-5(4) Elev 300' VTA A5000 |
| OPR | Ajax Pickering Gen Hosp 905-683-2320 Cert PPR |
| FLT PLN FIC | NOTAM FILE CYOO London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA | FATO/TLOF 86' x 86' ASPH/GRASS Safety Area 114' x 114' GRASS Max heli overall length 57.5' |
| LIGHTING | DR RY(LO) RF(FL) |
| COMM A/G | Ambulance dispatch 129.275 |
| PRO | Arr/dep 069° fr heli, slope 12% (H2). |



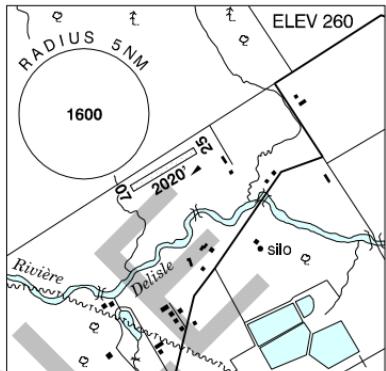
ONTARIO

AERODROME/FACILITY DIRECTORY

ALEXANDRIA ON

CNS4

| | |
|-------------------------------|---|
| REF | N45 20 W74 37 Adj NE 15°W UTC-5(4) Elev 260' VTA A5000 A5002 |
| OPR | Alexandria Aviation Ltd 613-525-0877 Reg Opr ltd hrs |
| PF | B-1 C-2,3,4,5,6 |
| FLT PLN FIC | (bil) NOTAM FILE CYCC Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA) |
| SERVICES S | 1,2,3,4,5 maint 613-874-1156 |
| RWY DATA RCR | Rwy 07/25 2020x100 turf Opr 613-525-0877 Rwy soft dur spring thaw. No win maint. |
| COMM ATF | tfc 123.2 5NM 3300 ASL |
| CAUTION | Creek aprx 10' wide and 6' deep aprx 120' fr Thld 07. Parachute descent to 12,000 ASL fr Apr to Oct. |

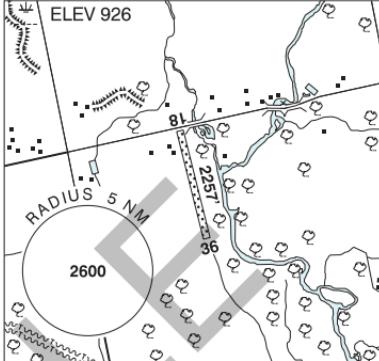


ONTARIO

AERODROME/FACILITY DIRECTORY

ALLAN PARK ON

CAP2

| | | | |
|-------------------------------|---|---|--|
| REF | N44 10 47 W80 57 05 1.2WNW 10°W (2015) UTC-5(4) Elev 926' A5000 |  | |
| OPR | Greg Robinson 519-364-3898 Reg PPR | | |
| PF | C-1,2,3,4,5,6 | | |
| FLT PLN FIC | NOTAM FILE CYVV London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) or 519-452-4040 | | |
| RWY DATA RCR | Rwy 18(176°)/36(356°) 2257x75 TURF Opr No win maint. Soft in spring. | | |
| COMM ATF | ffc 122.8 5NM (centred on Hanover A/D) 3900 ASL | | |
| CAUTION | Hydro lines along road at N end of rwy, trees at S end, high intensity P-line 150' AGL 2500' S of rwy marked with tana balls. | | |

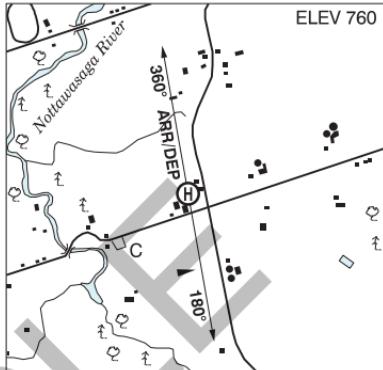
ONTARIO

AERODROME/FACILITY DIRECTORY

ALLISTON ON (Heli)

CPJ2

| | | |
|------------------|--|----------|
| REF | N44 08 54 W79 48 03 2.3E 10°W UTC-5(4) Elev 760' VTA A5000 | ELEV 760 |
| OPR | Helitrades Inc. 705-435-4031/4468 Reg PPR | |
| PF | B-1 C-2,3,4,5,6 | |
| FLT PLN | NOTAM FILE CYKZ | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| HELI DATA | FATO 200' x 200' TURF TLOF 33'X19 CONC Max heli overall length 100' RCR | |
| COMM | tfc 123.2 5NM 3800 ASL excluding area within Borden 5NM MF area | |
| PRO | Arr/dep 180° & 360° fr heli. Alliston A/D 2.6NM NW. | |
| CAUTION | Hydro pole 30 AGL aprx 41' S of TLOF. | |

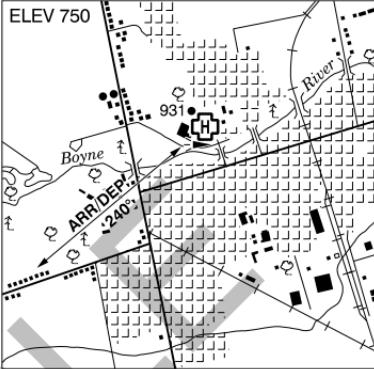


ONTARIO

AERODROME/FACILITY DIRECTORY

ALLISTON (STEVENSON MEM HOSP) ON (Heli)

CPZ2

| | | |
|--------------------------------|---|---|
| REF | N44 09 19 W79 52 27 Adj NW 10°W UTC-5(4) Elev 750' VTA A5000 |  |
| OPR | Stevenson Mem Hosp 705-435-6281 Cert PPR | |
| FLT PLN FIC | NOTAM FILE CYKZ London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| HELI DATA RCR | 86' dia asphalt 114' dia Max heli overall length 57.5' Opr | |
| LIGHTING | RF(FL) RW(LO) ARCAL-123.2 type J | |
| COMM A/G | ambulance dispatch 129.275 | |
| PRO | Arr/dep 240° fr heli, slope 8% (H3), day/night use. | |

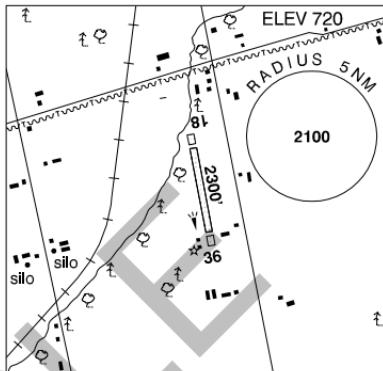
ONTARIO

AERODROME/FACILITY DIRECTORY

ALLISTON ON

CNY4

| | |
|-----------------|---|
| REF | N44 11 W79 50 1.3NE 10°W UTC-5(4) Elev 720' VTA A5000 |
| OPR | Bob Mackenzie 705-434-8600 Reg PN |
| PF | B-1 C-2,3,4,5,6 |
| FLT PLN | NOTAM FILE CYKZ |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES | |
| S | 4,5 |
| RWY DATA | Rwy 18/36 2300x50 turf/snow Thld 18 displ 200' & Thld 36 displ 200' RCR Opr Rwy may be soft in spring. |
| LIGHTING | 18-(LO), 36-(LO) O/R 1900' only PPR Opr |
| COMM | |
| ATF | tfc 123.2 5NM 3700 ASL excluding area within Borden 5NM MF area |
| CAUTION | Marked P-lines 45 AGL aprx 1000' fr Thld 18. Ditch aprx 6' deep at thld Rwy 18. Trees 30 AGL either side Thld 18, 100' fr rwy centreline. Bldg 40 AGL on apch Rwy 36 aprx 1400' fr Thld 36. |



ONTARIO

AERODROME/FACILITY DIRECTORY

ALMONTE (GEN HOSP) ON (Heli)

CAL5

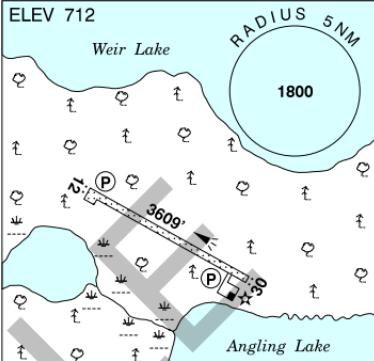
| | | |
|--------------------------------|---|--|
| REF | N45 13 49 W76 11 14 Adj NE 13°W (2013) UTC -5(4) Elev 440' A1905 A5000 A5002 | |
| OPR | Almonte Gen Hosp 613-256-2514 Cert PPR | |
| FLT PLN FIC | (bil) NOTAM FILE CYND Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA) | |
| HELI DATA RCR | FATO/TLOF 86' dia CONC Safety Area 114' dia GRASS Max heli overall length 57.5' Opr | |
| LIGHTING | RY(LO) RF(FL) | |
| PRO | Arr/dep btwn 071°-105° fr heli, slope 8% (H3). Day/night use. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

ANGLING LAKE / WAPEKEKA ON

CKB6

| | | | |
|-------------------------------|--|---|--|
| REF | N53 50 57 W89 34 46 1.5W 5°W UTC-6(5) Elev 712' A5017 LO3 CAP |  | |
| OPR | Govt of Ontario 807-473-2082 Cert opr 14-23Z‡ Mon-Fri exc hols | | |
| PF | C-1,4 | | |
| FLT PLN FIC | NOTAM FILE CYXL Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) | | |
| RWY DATA | Rwy 12(120°)/30(300°) 3609x100 gravel Rwy 30 down 0.44%. | | |
| RWY CERT RCR | Rwy 12/30 AGN IIIA APM 807-537-2497 14-23Z‡ Mon-Fri exc hols. Rwy strength & cond subject to seasonal & climatic var. | | |
| LIGHTING | 12-AS(TE ME) AP, 30-AS(TE ME) AP ARCAL-123.2 type K | | |
| COMM ATF | tfc 123.2 5NM 3800 ASL | | |

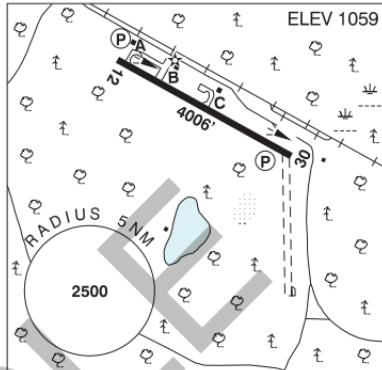
ONTARIO

AERODROME/FACILITY DIRECTORY

ARMSTRONG ON

CYYW

| | |
|-----------------|--|
| REF | N50 17 38 W88 54 36 4.5ESE 4°W UTC-5(4) Elev 1059' A5008 LO4 HI4 CAP |
| OPR | Govt of Ontario 807-473-2082 Reg |
| PF | C-1,2,4,5 |
| FLT PLN | NOTAM FILE CYPL |
| FIC | Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) |
| WX | METAR AUTO H24 WxCam |
| RWY DATA | Rwy 12(123°)/30(303°) 4006x100 asphalt |
| APRON | West apron rstd to forest fire fighting acft, all other acft use east apron. |
| RCR | APM 807-707-7345 13-22Z‡ Mon-Fri exc hols Ltd win maint. |
| LIGHTING | 12-(TE ME) AP, 30-(TE ME) AP ARCAL-122.8 type K. Allow 10 sec for rwy lgt to activate. |
| COMM | tfc 122.8 5NM 4100 ASL 128.65 |
| NAV | NDB YYW 223 (M) N50 18 28 W89 01 20 Unmonitored |



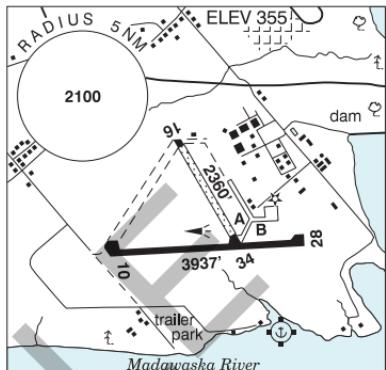
ONTARIO

AERODROME/FACILITY DIRECTORY

ARNPRIOR ON

CNP3

| | |
|-----------------|---|
| REF | N45 24 50 W76 21 57 Adj S 13°W (2015) UTC-5(4) Elev 355' A1905 A5000 LO6 LO7 CAP |
| OPR | Arnprior Apt Comsn 613-623-9687 Fax 613-623-7870 Reg |
| PF | B-1 C-2,3,4,5,6 |
| CUST | AOE/CAN |
| FLT PLN | NOTAM FILE CYTA |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| WX | WxCam |
| SERVICES | |
| FUEL | 100LL, JA |
| OIL | Aeroshell W100, W100 Plus, 15W50 |
| S | 2,3,4,5,6 |
| RWY DATA | Rwy 10(100°)/28(280°) 3937x75 asphalt Rwy 16(163°)/34(343°) 2360x50 gravel 200' thld of each rwy asphalt |
| RCR | Opr 13-22Z‡ Rwy 16/34 no win maint |
| LIGHTING | 10-(TE LO), 28-(TE LO) ARCAL-122.7 type J |
| COMM | |
| ATF | UNICOM ltd hrs O/T tfc 122.7 5NM 3400 ASL |
| PRO | Seaplane ops on Madawaska River. Rwy 16/34 proh to acft exceeding 10,000 lbs GTOW. |
| CAUTION | Parachuting over apt 12,500 ASL & blw fm May-Oct. |

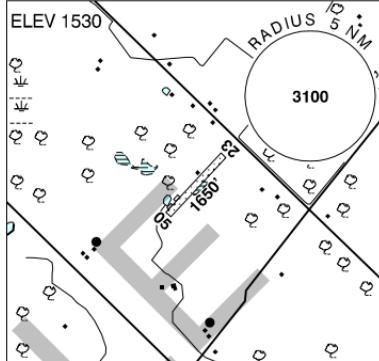


ONTARIO

AERODROME/FACILITY DIRECTORY

ARTHUR (ARTHUR SOUTH) ON

CAR5

| | | |
|-----------------|---|---|
| REF | N43 46 59 W80 26 01 5.4SE 10°W UTC-5(4) Elev 1530' VTA A5000 |  |
| OPR | Andy Vandermarel 519-787-2949 Reg PPR | |
| PF | B-1 C-2,3,4,5 D-6 | |
| FLT PLN | NOTAM FILE CYKF | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| RWY DATA | Rwy 05(053°)/23(233°) 1650x75 turf | |
| RCR | Opr No win maint. Rwy soft in spring | |
| COMM | tfc 123.4 3NM 4600 ASL | |
| CAUTION | Trees 40 AGL at Thld 23. Extv glider activity Arthur (Walter's Field) 4.1NM N. Glider activity Fergus (Juergensen Field) 3.0NM S. | |

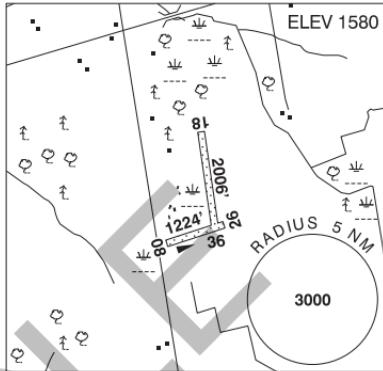
ONTARIO

AERODROME/FACILITY DIRECTORY

ARTHUR (DAMASCUS FIELD) ON

CDF6

| | |
|-----------------|--|
| REF | N43 53 48 W80 31 12 3.7NNE 10°W (2018) UTC-5(4) Elev 1580' VTA A5000 |
| OPR | Roger Deming 519-993-7388 Reg |
| PF | B-1 C-2,3 D-4,5,6 |
| FLT PLN | NOTAM FILE CYKF |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA | Rwy 18(181°)/36(001°) 2006x75 TURF Rwy 08(082°)/26(262°) 1224x75 TURF |
| RCR | Opr No win maint |
| COMM | tfc 123.4 5NM 4600 ASL |
| CAUTION | Varying gradient on all rwy's. Fence along S side of Rwy 08/26. |

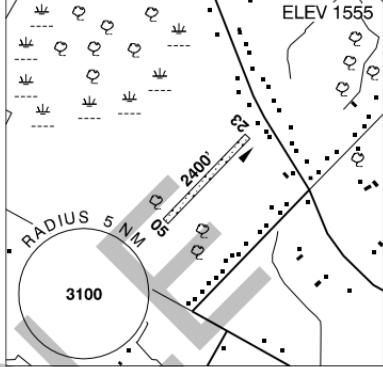


ONTARIO

AERODROME/FACILITY DIRECTORY

ARTHUR (PESKETT FIELD) ON

CPK9

| | | |
|-------------------------------|--|---|
| REF | N43 46 15 W80 29 06 4.3SSE 10°W UTC-5(4) Elev 1555' VTA A5000 |  |
| OPR | David George Pryor 519-848-3595 Reg PPR | |
| PF | B-1 C-2,3 D-4,5,6 | |
| FLT PLN | NOTAM FILE CYKF | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| RWY DATA RCR | Rwy 05(054°)/23(234°) 2400x60 turf Opr May-Oct ltd hrs. No win maint. Rwy soft in spring | |
| COMM ATF | ffc 123.4 3NM 4600 ASL | |
| CAUTION | Ball markers on P-lines 60 AGL 910' E Thld 23. Extv glider activity Arthur (Walter's Field) 5NM N & Fergus (Juergensen Field) 2.7NM SE | |

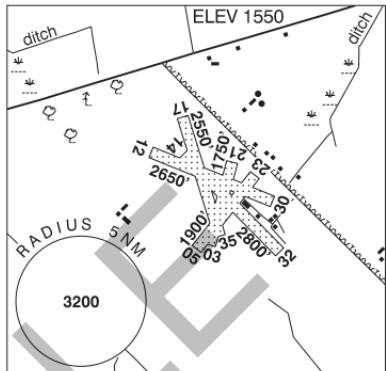
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AERODROME/FACILITY DIRECTORY

ARTHUR (WALTER'S FIELD) ON

CPC3

| | |
|------------------------------|---|
| REF | N43 51 W80 27 5E 10°W UTC-5(4) Elev 1550' VTA A5000 |
| OPR | York Soaring Association 519-848-3621 or 416-223-6487 Reg PPR |
| PF | B-1 C-2,3,4 D-5,6 |
| FLT PLN FIC | NOTAM FILE CYKF London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA | Rwy 14/32 2800x300 turf Rwy 12/30 2650x150 turf Rwy 17/35 2550x170 turf Rwy 05/23 1900x330 turf Rwy 03/21 1750x250 turf |
| RCR | Opr May thru Oct ltd hrs. No win maint. Rwy's may be extremely soft in spring and fall. |
| COMM ATF | UNICOM ltd hrs O/T tfc 123.4 5NM 4600 ASL |
| PRO | CAUTION: extv glider activity. Simultaneous rgt & left hand circuits in use by gliders and towplanes Apr-Dec (CAR 602.96). |

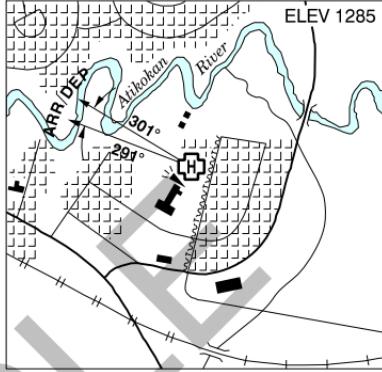


ONTARIO

AERODROME/FACILITY DIRECTORY

ATIKOKAN (GEN HOSP) ON (Heli)

CKF3

| | | |
|-------------------------|---|---|
| REF | N48 45 17 W91 35 48 1°W UTC-5 Elev 1285' A5001 A5008 |  |
| OPR | Atikokan Gen Hosp 807-597-4215/1305 Cert PPR | |
| PF | B-1,4 C-2,3,5 | |
| FLT PLN | NOTAM FILE CYHD | |
| FIC | Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) | |
| HELI DATA | FATO/TLOF 86' dia ASPH Safety Area 114' dia CONC Max heli overall length 57.4' | |
| LIGHTING | RY O/R RF(FL) | |
| COMM | | |
| RCO MF | Winnipeg rdo 123.275 (FISE) 126.7 (bcst) tfc 122.3 (no ground station) 5NM centred on Atikokan Muni A/D 2.1NM NW 4500 ASL (CAR 602.98). | |
| PRO | Arr/dep btwn 291°-301° fr heli, slope 8% (H3). Day/night use. | |

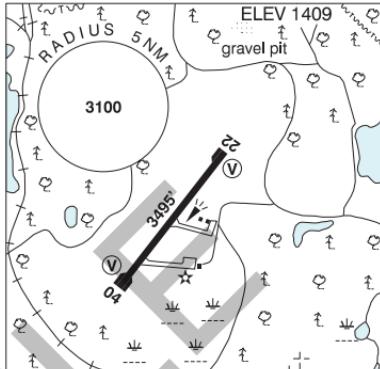
ONTARIO

AERODROME/FACILITY DIRECTORY

ATIKOKAN MUNI ON

CYIB

| | |
|-------------------------------|---|
| REF | N48 46 27 W91 38 20 1NW 2°W (2013) UTC-5 Elev 1409' A5001 A5008 LO4 HI4 CAP |
| OPR | Township 807-597-1234 or Fax 807-597-6186 Reg |
| PF | A-1 C-2,3,4,5,6 |
| FLT PLN FIC | NOTAM FILE CYHD Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) |
| SERVICES | Call out chg may be levied for one or more svcs. |
| FUEL | 100LL, Jet A PN 807-597-2135 or Opr, 12-19Z‡ Mon-Fri exc hol. |
| RWY DATA RCR | Rwy 04(040°)/22(220°) 3495x100 asphalt Rwy 04 up 0.69% Opr Ltd win maint. Thld rwy 22 turnaround area deteriorates in spring & fall. |
| LIGHTING | 04-(TE LO) V1, 22-(TE LO) V1 ARCAL-122.3 type J |
| COMM | |
| RCO MF | Winnipeg rdo 123.275 (FISE) 126.7 (bcst) tfc 122.3 (no ground station) 5NM 4500 ASL (CAR 602.98) |
| NAV | |
| NDB | IB 209 (M) N48 49 28 W91 34 39 |
| PRO | Rgt hand circuits Rwy 22 (CAR 602.96). |
| CAUTION | Aprt vehicles not radio-equipped. Extv bird activity in vic of rwy Oct-Dec. |



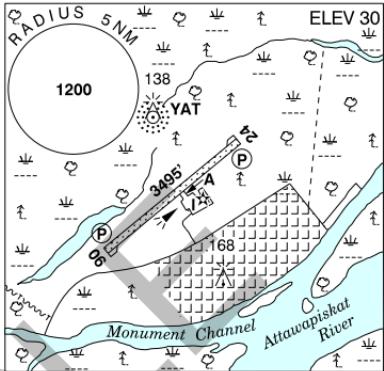
ONTARIO

AERODROME/FACILITY DIRECTORY

ATTAWAPISKAT ON

CYAT

| | |
|-----------------|---|
| REF | N52 55 39 W82 25 55 Adj NW 12°W UTC-5(4) Elev 30' A5018 LO3 HI1 HI4 CAP |
| OPR | Govt of Ontario 807-473-2082 Cert |
| PF | C-1,2,4,5 |
| FLT PLN | NOTAM FILE CYAT |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| WX | METAR AUTO H24 (see COMM) WxCam TAF 10-20Z‡, issue times: 0940, 1340Z (DT 0840, 1240Z) |
| RWY DATA | Rwy 06(061°)/24(241°) 3495x100 gravel |
| RWY CERT | Rwy 06/24 AGN IIIA |
| RCR | Opr 13-22Z‡ Mon-Fri exc hols. APM 705-997-2124 Rwy cond subject to seasonal & climatic vars. |
| LIGHTING | 06-(TE ME) AP, 24-(TE ME) AP ARCAL-122.8 type K |
| COMM | |
| DRCO | London rdo 126.7 (FISE) |
| ATF | tfc 122.8 5NM 3000 ASL |
| AWOS | 128.775 |
| NAV | |
| NDB | WAPISK YAT 260 (M) N52 55 49 W82 26 00 |
| CAUTION | P-lines 55 AGL on apch 1870' fr the thld of Rwy 06. |



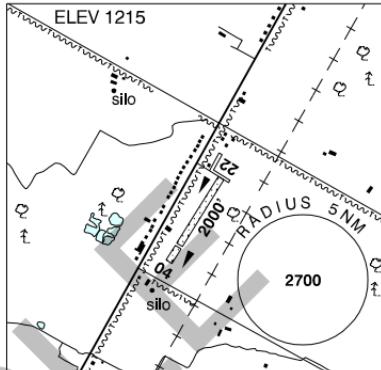
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AERODROME/FACILITY DIRECTORY

ATWOOD / COGHLIN ON

CAT1

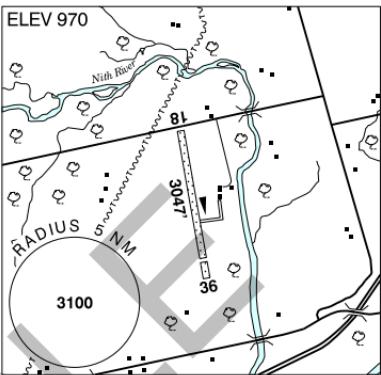
| | |
|-----------------|--|
| REF | N43 41 00 W81 00 16 1.2NE 9°W UTC-5(4) Elev 1215' A5000 |
| OPR | Coghlins Aviation 519-356-2326 or 519-291-0600 Reg |
| PF | B-1 C-2,3,4,5,6 |
| FLT PLN | NOTAM FILE CYKF |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES | |
| FUEL S | 100LL & MG-1 ltd qty, call opr 4,5 |
| RWY DATA | Rwy 04/22 2000x70 turf Thld 04 displ 350' RCR Opr Rwy soft in spring. Ltd win maint. |
| COMM | |
| ATF | tfc 122.8 5NM 4200 ASL |
| PRO | Rgt hand circuits Rwy 04 (CAR 602.96), left hand circuits Rwy 22. |
| CAUTION | Marked P-lines on apch to Rwy 04. Tower 312 AGL aprx 1.6NM S. |



ONTARIO

AERODROME/FACILITY DIRECTORY

AYR / SERGEANT PRIVATE AIRFIELD ON**CAY5**

| | | |
|-----------------|--|---|
| REF | N43 18 21 W80 29 57 2.6NW 10°W UTC-5(4) Elev 970' VTA A5000 |  |
| OPR | Gavin Sergeant 519-748-5418/7480 Reg PPR | |
| PF | B-1 C-2,3 D-4,5,6 | |
| FLT PLN | NOTAM FILE CYKF | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| RWY DATA | Rwy 18(180°)/36(360°) 3047x90 turf Thld 36 displ 324' Rwy 18 down 3% Opr No win maint. Rwy may be soft early spring and late fall. | |
| COMM | tfc 123.2 5NM 4000 ASL | |
| PRO | Rwy conditions must be confirmed with opr prior to use. | |
| CAUTION | P-line, aprx 50 AGL, 335° N of thld of Rwy 18, marked. Trees on apch to Rwy 36. | |

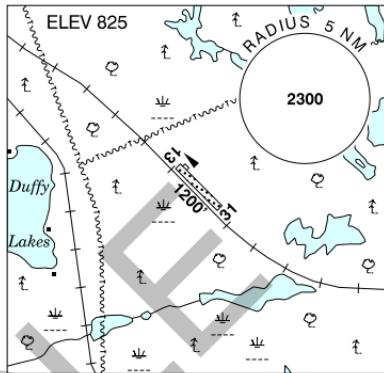
ONTARIO

AERODROME/FACILITY DIRECTORY

BALA (MEDORA LAKE) ON

CME3

| | |
|-----------------|--|
| REF | N45 03 51 W79 40 47 4NNW 11°W (2018) UTC-5(4) Elev 825' A5000 |
| OPR | Ron Brent 705-644-7040 Reg PPR |
| PF | D-2,3,4,5,6 |
| FLT PLN | NOTAM FILE CYQA |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA | Rwy 13(130°)/31(310°) 1200x40 GRVL |
| RCR | Opr No win maint. Rwy soft in spring. |
| COMM | tfc 122.8 2NM 3900 ASL |
| CAUTION | Trees aprx 60 AGL 290' NW Thld 13 and 500' SE Thld 31. Railroad tracks aprx 50' WSW parallel to rwy. |



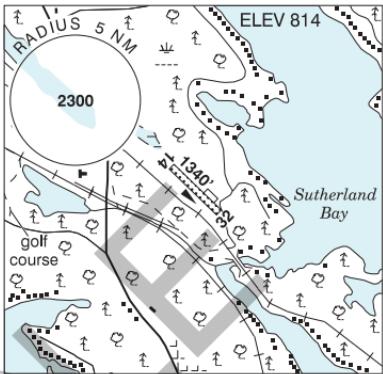
ONTARIO

AERODROME/FACILITY DIRECTORY

BALA ON

CBL8

| | |
|-----------------|--|
| REF | N45 01 50 W79 37 05 Adj NNW 11°W (2015) UTC-5(4) Elev 814' A5000 |
| OPR | Ron Brent 705-644-7040 Reg PPR |
| PF | C-1,2 |
| FLT PLN | NOTAM FILE CYQA |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA | Rwy 14(145°)/32(325°) 1340x60 GRVL |
| RCR | Opr Ltd win maint. Rwy may be soft in spring. |
| COMM | ttc 122.8 2NM 3800 ASL |
| ATF | |
| PRO | Right hand circuits Rwy 14 (CAR 602.96) |
| CAUTION | Twr 1087 ASL (303 AGL) 0.8 NM NW of A/D. |



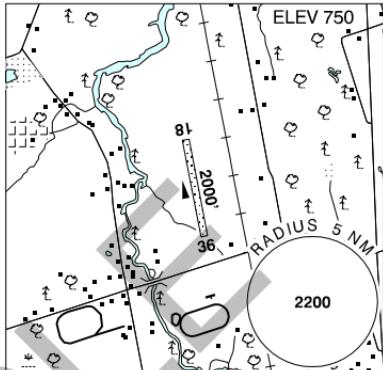
ONTARIO

AERODROME/FACILITY DIRECTORY

BALDWIN WEST ON

CBW8

| | |
|-------------------------------|--|
| REF | N44 16 39 W79 21 42 Adj NW 11°W (2012) UTC-5(4) Elev 750' VTA A5000 |
| OPR | Donald Williams 905-955-4034 Reg PPR |
| PF | B-1 C-2,3,4,5,6 |
| FLT PLN FIC | NOTAM FILE CYKZ London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA RCR | Rwy 18(180°)/36(360°) 2000x75 turf Opr Ltd win maint. Rwy soft in spring and when wet. |
| COMM ATF | tfc 122.8 5NM 3800 ASL |
| PRO | Rgt hand circuits Rwy 18 (CAR 602.96) |
| CAUTION | Baldwin (CPB9) A/D 0.9NM ESE. Parachuting over CPB9 11,500 & blw advertised by NOTAM. Many NORDO & ultra-light acft in vic. |

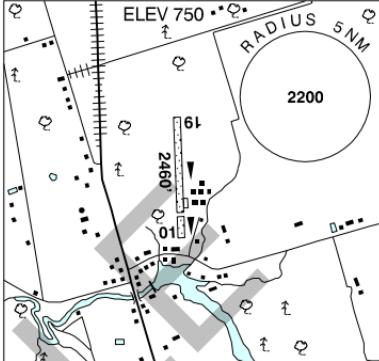


ONTARIO

AERODROME/FACILITY DIRECTORY

BALDWIN ON

CPB9

| | | |
|-----------------|---|---|
| REF | N44 16 02 W79 20 26 0.3E 11°W UTC-5(4) Elev 750' VTA A5000 |  |
| OPR | I.P.C.F. Baldwin Airport 416-709-4861 or 416-877-5276 Reg Ltd hrs | |
| PF | B-1 C-2,3,4,5,6 | |
| FLT PLN | NOTAM FILE CYKZ | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| SERVICES | S 1,2,4,5 | |
| RWY DATA | Rwy 01(013°)/19(193°) 2460x100 turf Thld 01 displ 430'. RCR Opr Ltd win maint. Soft when wet. | |
| COMM | ATF UNICOM Ltd hrs O/T tfc 122.8 5NM 3800 ASL | |
| PRO | Orange flag raised mid rwy when jumps in progress. Rgt hand circuits Rwy 01 (CAR 602.96). | |
| CAUTION | 2 twrs lgtd aprx 3NM NE 900 ASL. P-line aprx 40 AGL aprx 500' fr Thld 01. Trees W & S fr Thld 01. Ditches along rwy sides. Parachuting over A/D 11,500 ASL & below, advertised by NOTAM. Many NORDO & ultra-light acft in vicinity. Rwy sfc uneven. | |

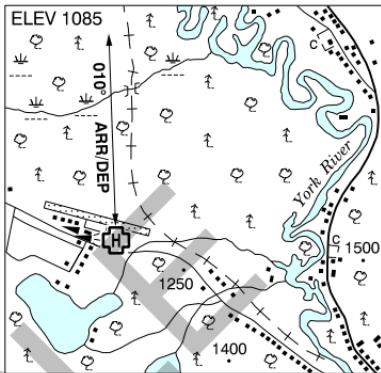
ONTARIO

AERODROME/FACILITY DIRECTORY

BANCROFT (NORTH HASTINGS DISTRICT HOSP) ON (Heli)

CPB7

| | |
|------------------------------|---|
| REF | N45 04 17 W77 52 44 Adj NW 12°W UTC-5(4) Elev 1085' A5000 |
| OPR | Quinte Health Care 613-969-7400 Reg PPR |
| FLT PLN FIC | NOTAM FILE CYTA London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA | 86' dia 114' dia Rstd max heli length 57.5' |
| LIGHTING | RY(LO) RF(FL) ARCAL-123.45 type J |
| COMM UNICOM | 122.8 Ltd hrs |
| PRO | Day arr/dep Rwy 12/30, then air taxi to helipad. Ngt arr/dep 010° fr heli. |



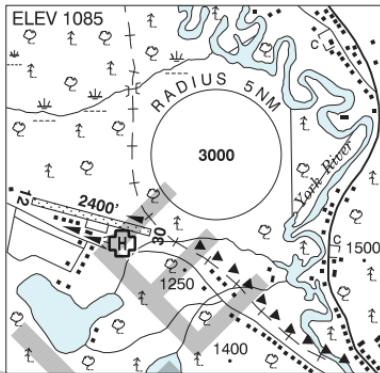
ONTARIO

AERODROME/FACILITY DIRECTORY

BANCROFT ON

CNW3

| | |
|-----------------|--|
| REF | N45 04 23 W77 52 50 Adj NW 12°W UTC-5(4) Elev 1085' A5000 |
| OPR | Bancroft Flying Club 613-332-1446 Reg |
| PF | B-1 C-2,3,4,5,6 |
| FLT PLN | NOTAM FILE CYTA |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| WX | WxCam |
| SERVICES | Check with opr for availability of svcs |
| FUEL | 100LL, JA |
| OIL | 20W50 |
| S | 2,5,6 |
| RWY DATA | Rwy 12/30 2400x40 sand/gravel |
| RCR | Opr Ltd win maint |
| COMM | UNICOM ltd hrs O/T tfc 122.8 5NM 4100 ASL |
| PRO | Dep rwy 12: Straight-out rstd to acft capable of climb of 700'/NM. Other acft follow dep route SE along river to safe alt. Restriction due to hi terrain 1500 ASL on apch Rwy 30/dep Rwy 12. |



ONTARIO

AERODROME/FACILITY DIRECTORY

BAR RIVER ON

CPF2

| | | |
|-----------------|---|--|
| REF | N46 25 08 W84 05 39 3SW 7°W UTC-5(4) Elev 594' A5001 LO4 RCAP | |
| OPR | Springer Aerospace Ltd 705-248-2158 Reg PPR | |
| PF | B-1 D-2,3,4,5,6 | |
| CUST | AOE/CAN | |
| FLT PLN | NOTAM FILE CYAM | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| SERVICES | Avbl Mon-Fri 1230-2100Z‡ 100LL, JA-1 All | |
| RWY DATA | Rwy 18(178°)/36(358°) 4363x75 asphalt. Rwy 11(111°)/29(291°) 2795x50 asphalt Thld 29 displ 895'. Clsd Oct 15-May 15. | |
| RCR | Opr Ltd win maint | |
| COMM | London rdo (Sault Ste. Marie) 123.475 (FISE) 126.7 (bcst) UNICOM ltd hrs O/T tfc 122.8 5NM 3600 ASL | |
| NAV | SAULT STE. MARIE SSM 112.2 (T) Ch 59 N46 24 44 W84 18 54 | |
| CAUTION | Ditch plus road 60' fr Thld 36 trees on apch to Rwy 18. | |

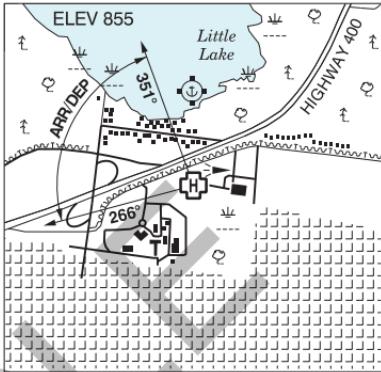
ONTARIO

AERODROME/FACILITY DIRECTORY

BARRIE (ROYAL VICTORIA HOSP) ON (Heli)

CRV2

| | |
|--------------------------------|--|
| REF | N44 24 52 W79 39 55 Adj 11°W (2014) UTC-4(5) Elev 855' A5000 |
| OPR | Royal Victoria Regional Health Centre 705-728-9802 Cert PPR |
| FLT PLN FIC | NOTAM FILE CYEE London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA RCR | FATO/TLOF 86' dia CONC Safety Area 114' x 114' ASPH (4' perimeter fencing) Max heli overall length 57.5' Opr |
| LIGHTING | RY(LO) RF(FL) DR ARCAL 123.2 type J |
| PRO | Arr/dep 266° to 351° fr heli. Slope 8% (H2), day/night use. |

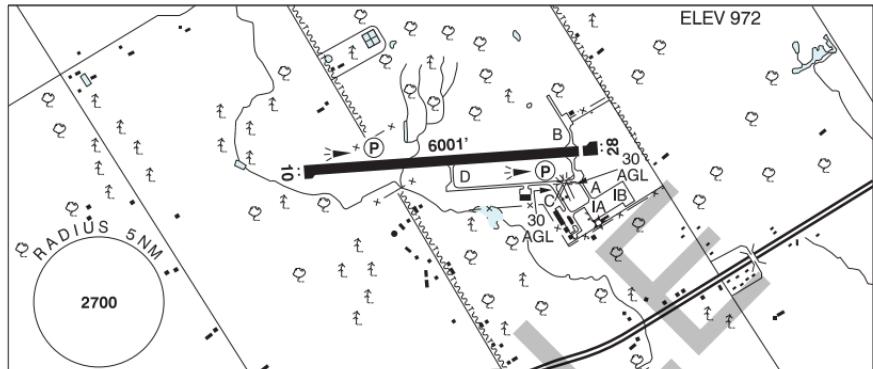


ONTARIO

AERODROME/FACILITY DIRECTORY

BARRIE-ORILLIA / LAKE SIMCOE ON

CYLS



| | |
|-----------------|--|
| REF | N44 29 10 W79 33 20 2.1NW 11°W UTC-5(4) Elev 972' A5000 LO6 HI5 CAP |
| OPR | County of Simcoe 705-487-0999 Reg Ldg fees for acft abv 3000 kg max tkof wt. |
| PF | A-1 C-2 D-3,4,5,6 |
| CUST | AOE/24 888-226-7277 12-22Z‡, Mon-Fri excess of 15 pax 12-02Z‡ |
| FLT PLN | FIC NOTAM FILE CYEE London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) WX AUTO 705-487-6231 (see COMM) |
| SERVICES | 12-02Z‡ Apr-Oct, 12-00Z‡ Nov-Mar. After hrs call out chg applies. |
| FUEL | 100LL, JA-1 (FSII avbl), SP |
| OIL | 15W/50, W100 |
| S | 1,2 (ltd),4,5,6 |
| JASU | CE16 |
| PVT ADV | Avfuel FBO 705-487-0999 |
| RWY DATA | Rwy 10(097°)/28(277°) 6001x100 asphalt Thld 28 displ 303' Rwy 10 first half down 0.8% |
| APRON | Apron IB rstd to 15,000 lbs or less. |
| RCR | Opr Win maint 12-02Z‡, O/T 3 hrs PN call out chg, PLR/PCN. |
| LIGHTING | 10-AS(TE ME) P2, 28-AS(TE ME) P2 ARCAL-122.7 type K |
| COMM | ATF UNICOM ltd hrs O/T tfc 122.7 5NM 4000 ASL AUTO 122.55 |
| NAV | |
| VOR/DME | MIDLAND YEE 112.8 Ch 75 N44 34 54 W79 47 36 (996') SIMCOE YSO 117.35 Ch 120(Y) N44 14 18 W79 10 18 (922') |
| PRO | Rgt hand circuits Rwy 10 (CAR 602.96). |
| CAUTION | Twr 3NM NW of A/D 420 AGL, 1634 ASL. Possible win maint eqpt on rwy outside ops hrs. Ocls wildlife on rwy. |

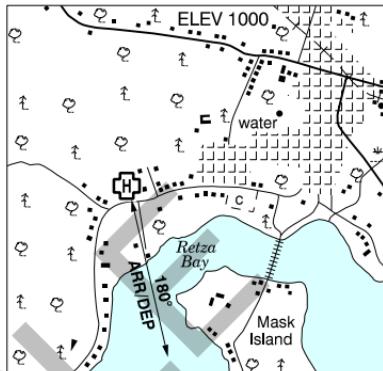
ONTARIO

AERODROME/FACILITY DIRECTORY

BARRY'S BAY (ST. FRANCIS MEM HOSP) ON (Heli)

CPV6

| | |
|------------------------------|--|
| REF | N45 28 56 W77 41 39 Adj W 13°W UTC-5(4) Elev 1000' A5000 |
| OPR | St. Francis Mem Hosp 613-756-3044 Cert PPR |
| FLT PLN FIC | NOTAM FILE CYTA London London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA | 86' dia 114' dia Cert for heli overall length to 57.3' RCR Opr |
| LIGHTING | DR RY(LO) RF(FL) |
| PRO | Arr/dep 180° fr heli, slope 8% (H3), day/night use |



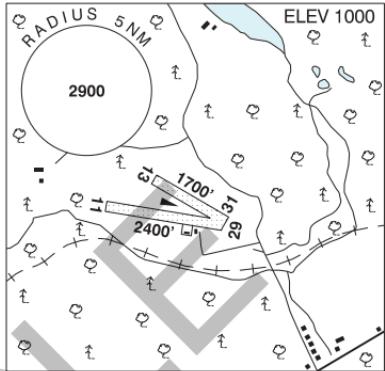
ONTARIO

AERODROME/FACILITY DIRECTORY

BARRY'S BAY / MADAWASKA VALLEY AIRPARK ON

CNZ4

| | |
|----------|--|
| REF | N45 30 W77 39 3NE 13°W UTC-5(4) Elev 1000' A5000 |
| OPR | Dr. H. H. Chapeskie 519-872-0109 Reg PPR |
| PF | C-1,2,4,5 D-3,6 |
| FLT PLN | NOTAM FILE CYTA |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA | Rwy 11/29 2400x140 turf Rwy 13/31 1700x200 turf |
| RCR | Opr No win maint |
| COMM | Ifc 123.2 5NM 4000 ASL |
| CAUTION | Possibility of deer on rwy. |



ONTARIO

AERODROME/FACILITY DIRECTORY

BEAMSVILLE / PANTERRA ON (Heli)**CBE3**

| | |
|--------------------------------|--|
| REF | N43 11 12 W79 28 27 Adj N 10°W (2014) UTC-5(4) Elev 300' A5000 VTA |
| OPR | Panterra Heli Support Ltd 905-563-1413 Cert PN |
| PF | A-1 C-2,3,5 |
| FLT PLN FIC | NOTAM FILE CYHM London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA RCR | FATO 92' dia GRASS Safety Area 122' dia GRASS Max heli overall length 60.76' Parking Pad: 25' x 25' CONC Opr |
| PRO | Arr/dep 240°- 248° & 290°-300° fr heli, slope 6% (H3), day use only. |
| CAUTION | Lgtd tower 400 ASL 0.21 NM SW. Lgtd McDonald's sign 350 ft ASL 0.13 NM SW. Isolated high terrain 500 ft ASL 3 NM S. |



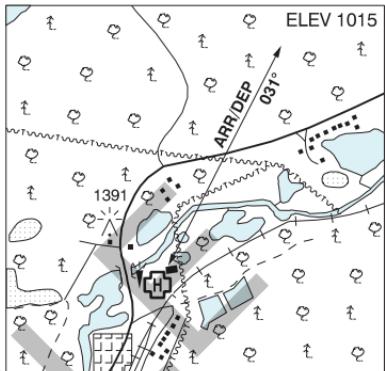
ONTARIO

AERODROME/FACILITY DIRECTORY

BEARDMORE (HEALTH CENTRE) ON (Heli)

CPY3

| | |
|-----------|--|
| REF | N49 36 29 W87 57 18 Adj N 5°W UTC-5(4) Elev 1015' A5008 |
| OPR | Municipality of Greenstone 807-854-8200/8637 Reg PPR |
| FLT PLN | NOTAM FILE CYPL |
| FIC | Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) |
| HELI DATA | FATO 86' x 86' ASPH TLOF 30' x 30' ASPH Safety Area 114' x 114' GRASS Max heli overall length 57.3' |
| LIGHTING | RY(LO) RF(FL) |
| COMM | Ambulance dispatch 129.275 |
| PRO | Arr/dep 031° fr heli. |

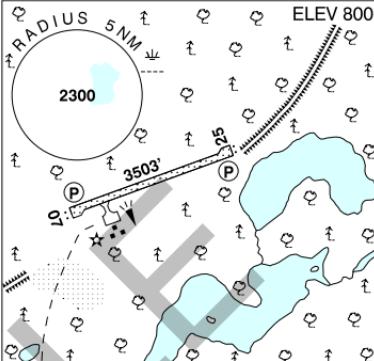


ONTARIO

AERODROME/FACILITY DIRECTORY

BEARSKIN LAKE ON

CNE3

| | | |
|-----------------|--|---|
| REF | N53 57 56 W91 01 38 3NW 4°W (2010) UTC-6(5) Elev 800' A5017 LO3 CAP |  |
| OPR | Govt of Ontario 807-473-2082 Cert | |
| PF | C-1,4 | |
| FLT PLN | NOTAM FILE CYXL | |
| FIC | Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) | |
| WX | WxCam | |
| RWY DATA | Rwy 07(069°)/25(249°) 3503x100 gravel | |
| RWY CERT | Rwy 07/25 AGN IIIA | |
| RCR | APM 807-363-1071 14-23Z‡ Mon-Fri exc hols. Rwy strength & cond subject to seasonal & climatic var. | |
| LIGHTING | 07-AS(TE ME) AP, 25-AS(TE ME) AP ARCAL-123.2 type K | |
| COMM | tfc 123.2 5NM 3800 ASL | |
| ATF | | |

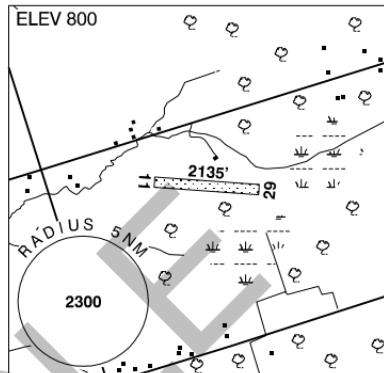
ONTARIO

AERODROME/FACILITY DIRECTORY

BEAVERTON NORTH ON

CBN7

| | |
|----------|---|
| REF | N44 27 34 W79 07 34 2.5NE 11°W UTC-5(4) Elev 800' A5000 |
| OPR | R. Miller 905-868-4140 Reg PPR |
| FLT PLN | NOTAM FILE CYKZ London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA | Rwy 11(105°)/29(285°) 2135x100 turf |
| RCR | Opr |
| COMM | tfc 122.8 5NM 3800 ASL |
| ATF | |
| CAUTION | E half of rwy sur by trees 50 AGL, turbulence when wind fr S. Wildlife in vic of rwy. |



ONTARIO

AERODROME/FACILITY DIRECTORY

BEAVERTON ON

CBV2

| | | |
|--|---|--|
| REF | N44 26 51 W79 06 01 3E 11°W UTC-5(4) Elev 820' A5000 | <p>RADIUS 5NM 2300 ELEV 820' 2480' ALB P-lines 50 AGL approx 2400' E Thld 30. Creek 100' SE Thld 30. Wildlife in vic of rwy.</p> |
| OPR | Rory Fonseca 705-426-9502 Reg PN | |
| PF | B-1 C-2,3,4,5,6 | |
| FLT PLN FIC | NOTAM FILE CYKZ London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| SERVICES FUEL OIL S | 100LL (Check OPR) 15W50 1,4,5,6 | |
| RWY DATA RCR | Rwy 12(119°)/30(299°) 2480X75 turf Opr Ltd win maint, soft when wet. | |
| COMM ATF | tfc 122.8 5NM 3900 ASL | |
| CAUTION | P-lines 50 AGL approx 2400' E Thld 30. Creek 100' SE Thld 30. Wildlife in vic of rwy. | |

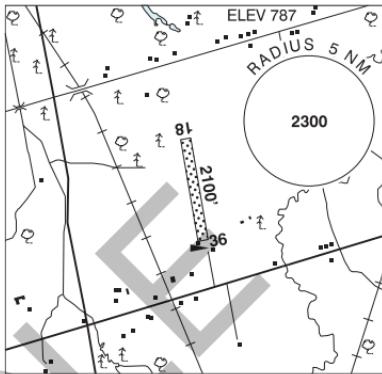
ONTARIO

AERODROME/FACILITY DIRECTORY

BEETON FIELD ON

CBF3

| | |
|----------|--|
| REF | N44 04 45 W79 48 38 1.1W 10°W (2020) UTC-5(4) Elev 787' VTA A5000 |
| OPR | Terry Cleland 416-999-4037 Reg PPR |
| PF | C-1,2,3,4,5 |
| FLT PLN | NOTAM FILE CYBM |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA | Rwy 18/36 2100x100 TURF |
| RCR | Opr No win maint |
| COMM | tfc 123.2 5NM 3800 ASL |
| ATF | |



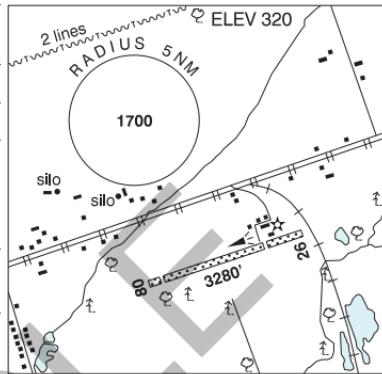
ONTARIO

AERODROME/FACILITY DIRECTORY

BELLEVILLE (MARKER FIELD) ON

CNU4

| | |
|-----------------|--|
| REF | N44 11 32 W77 18 34 1.8E 12°W UTC-5(4) Elev 320' A5000 |
| OPR | D. Byrd 613-962-7337 Reg PPR |
| PF | B-1 C-2,3,4,5,6 |
| FLT PLN | NOTAM FILE CYGK |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES | |
| S | 1 |
| RWY DATA | Rwy 08/26 3280x75 turf/gravel |
| RCR | Thld 08 displ 240'. Thld 26 displ 740'. Opr No win maint. |
| COMM | |
| ATF | tfc 122.8 3.5NM 3300 ASL Area underlies E quadrant of the CYTR Mil CZ |
| PRO | Refer VTPC Trenton for east & westbound rtes & Belleville Area alt. |
| CAUTION | Glider activity to 2000 ASL. |



ONTARIO

AERODROME/FACILITY DIRECTORY

BELLEVILLE (QHC) ON (Heli)

CBV5

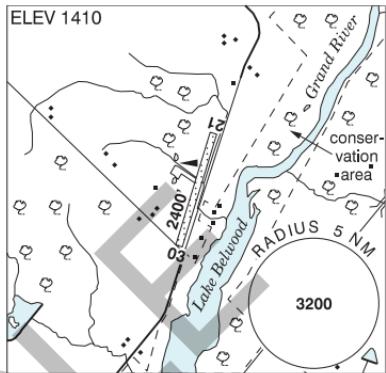
| | | |
|--------------------------------|---|--|
| REF | N44 10 02 W77 21 01 1.5E 12°W (2012) UTC-5(4) Elev 277' A5000 | |
| OPR | Quinte Health Care 613-969-7400 Cert | |
| PF | C-1,2,3,4,5,6 | |
| FLT PLN FIC | NOTAM FILE CYTR London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| HELI DATA RCR | FATO/TLOF 86' dia ASPH Safety Area 114' dia ASPH/GRASS Max heli overall length 57.5' Opr | |
| LIGHTING | DR RY RF(LO) ARCAL-123.2 type K | |
| COMM ATF | tfc 122.8 2NM 3300 ASL | |
| PRO | Arr/dep 176° fr heli, slope 8% (H3), day/night use. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

BELWOOD (BAIRD FIELD) ON**CBF2**

| | |
|-------------------------------|---|
| REF | N43 48 30 W80 18 43 Adj NNE 10°W UTC-5(4) Elev 1410' VTA A5000 |
| OPR | David Baird 519-843-1429 Reg PPR |
| PF | B-1 C-2,3,4,5 D-6 |
| FLT PLN FIC | NOTAM FILE CYKF London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA RCR | Rwy 03(027°)/21(207°) 2400x60 turf Opr May-Oct ltd hrs. No win maint. Rwy soft in spring. |
| COMM ATF | tfc 123.4 1NM 4500 ASL |
| CAUTION | Trees & hydro line aprx 30 AGL at Thld 03. |



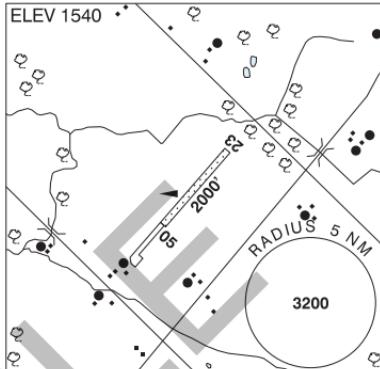
ONTARIO

AERODROME/FACILITY DIRECTORY

BELWOOD (ELLEN FIELD) ON

CEF2

| | |
|-----------------|--|
| REF | N43 50 15 W80 22 09 3NW 10°W UTC-5(4) Elev 1540' VTA A5000 |
| OPR | Mr. Gerald Ellen 519-843-2990 Reg PPR |
| PF | B-1 C-2,3,4,5 D-6 |
| FLT PLN | NOTAM FILE CYKF |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA | Rwy 05(051°)/23(231°) 2000x60 turf |
| RCR | Opr May-Oct ltd hrs No win maint. Rwy soft in spring. |
| COMM | Ifc 123.4 2NM 4600 ASL excluding Grand Valley (Black Field) A/D |
| CAUTION | Arthur (Walter's Field) 3.5NM West, extv glider activity. |



ONTARIO

AERODROME/FACILITY DIRECTORY

BIG TROUT LAKE ON

CYTL

| | | |
|-----------------|--|--|
| REF | N53 49 04 W89 53 49 0.6SW 5°W (2012) UTC-6(5) Elev 730' A5017 LO3 HI4 CAP | |
| OPR | Govt of Ontario 807-473-2082 Cert | |
| PF | C-1,4 | |
| FLT PLN | NOTAM FILE CYXL | |
| FIC | Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) | |
| WX | METAR AUTO H24 (see COMM) WxCam TAF H24, issue times: 02, 08, 14, 20Z. | |
| RWY DATA | Rwy 14(139°)/32(319°) 3906x100 gravel Rwy 32 up 0.51% | |
| RWY CERT | Rwy 14/32 AGN IIIA | |
| RCR | Aprt Foreman 807-537-2366 Ltd maint 14-23Z‡ Mon-Fri exc hols. Rwy strength and cond subject to seasonal & climatic var. | |
| LIGHTING | 14-(TE ME) AP, 32-(TE ME) AP ARCAL-123.2 type K | |
| COMM | | |
| RCO | Winnipeg rdo 123.55 (FISE) 126.7 (bcst) | |
| ATF | ttc 123.2 5NM 3800 ASL | |
| PAL | Winnipeg Ctr 135.15 | |
| AWOS | 128.7 | |
| NAV | | |
| NDB | YTL 328 (M) N53 48 57 W89 54 46 Unmonitored | |

ONTARIO

AERODROME/FACILITY DIRECTORY

BLACKSTOCK / MARTYN ON

CBM2

| | | |
|-----------------|---|--|
| REF | N44 05 41 W78 44 11 3.8ESE 11°W (2014) UTC-5(4) Elev 1000' VTA A5000 | |
| OPR | Jim Martyn 905-434-9033 Reg PPR | |
| PF | D-1,2,3,4,5,6 | |
| FLT PLN | NOTAM FILE CYOO | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| SERVICES | S 1,4,5 | |
| RWY DATA | Rwy 17(170°)/35(350°) 2200x50 TURF Rwy 12(120°)/30(300°) 1400x50 TURF RCR Opr No win maint. Rwy soft when wet. | |
| COMM | ATF tfc 123.2 5NM 4000 ASL | |
| CAUTION | P-line south and east of A/D, Ldg only Rwy 12, tkof only Rwy 30. | |

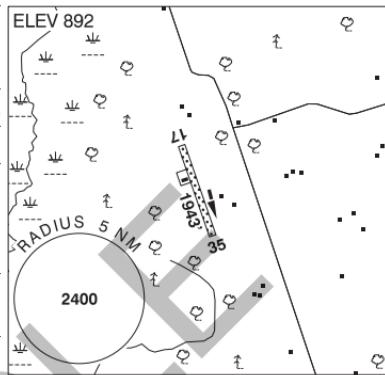
ONTARIO

AERODROME/FACILITY DIRECTORY

BOBCAYGEON / CHESHER LAKEHURST ON

CLH5

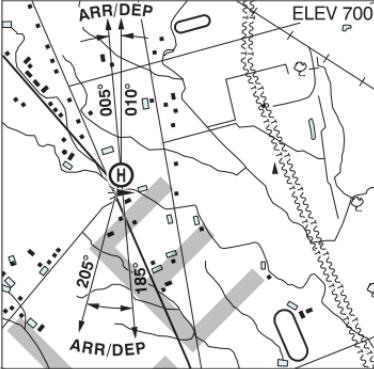
| | |
|----------|--|
| REF | N44 31 32 W78 26 53 4.3ESE 11°W (2017) UTC-5(4) Elev 892' A5000 |
| OPR | Jeff Chesher 705-927-8799 Reg PPR |
| PF | D-1,2,3,4,5,6 |
| FLT PLN | NOTAM FILE CYPQ |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA | Rwy 17(173°)/35(353°) 1943x98 TURF |
| RCR | Opr |
| COMM | tfc 122.8 5NM 3900 ASL |
| ATF | |



ONTARIO

AERODROME/FACILITY DIRECTORY

BOLTON ON (Heli)**CNB2**

| | | |
|------------------|--|--|
| REF | N43 51 08 W79 41 41 2SE 10°W UTC-5(4) Elev 700' VTA A5000 |  <p>The map shows the location of the heliport relative to local roads and terrain. It indicates landing areas with arrows pointing towards the facility. Key headings shown are 005°, 010°, 185°, and 205°. The elevation is listed as ELEV 700'. A circled 'H' marks the heliport location.</p> |
| OPR | National Helicopter Inc 905-893-2727 Cert PPR | |
| PF | B-1 C-2,3,4,5 D-6 | |
| FLT PLN | NOTAM FILE CYBM | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| ACC | Toronto 905-676-4590 | |
| SERVICES | | |
| FUEL | JA, 100LL | |
| HELI DATA | FATO 100' x 100' GRASS Safety Area 100' x 100' GRASS Max heli overall length 44.1' Parking Pad 1: 60' dia ASPH Max heli overall length 60' Parking Pad 2: 38' dia ASPH Max heli overall length 38' Parking Pad 3: 38' dia ASPH Max heli overall length 38' Parking Pad 4: 38' dia ASPH Max heli overall length 38' | |
| RCR | Opr | |
| LIGHTING | RF(FH) RW(ME) green | |
| COMM | | |
| ATF | tfc 123.2 5NM 3700 ASL | |
| PRO | Arr/dep btwn 005° to 010° & 185° to 205° fr N43 51 08 W79 41 41, slope 8% (H3). | |

ONTARIO

AERODROME/FACILITY DIRECTORY

BORDEN ON (Heli)**CYBN**

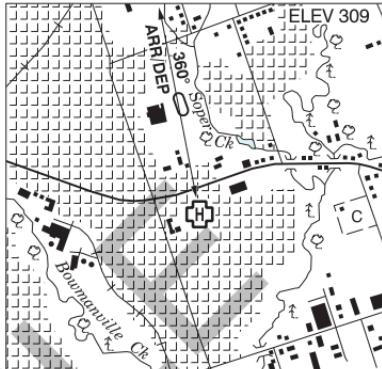
| | |
|------------------|---|
| REF | N44 16 18 W79 54 45 3SW 10°W UTC-5(4) Elev 729' VTA A5000 |
| OPR | DND 705-424-1200 Ext 1381, CSN 270-1381 PPR Mil only ctc Base Ops at 705-424-1200 Ext 1381, CSN 270-1381 |
| PF | B-1 C-2,3,5,6 D-4 |
| FLT PLN | FIC NOTAM FILE CYBN London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) MIL 400 Sqn Ops, ltd hrs 705-424-1200 Ext 1403, CSN 270-1403 WX Met brief for mil only. JMC 1-800-WXMETEO (996-3836) or CSN 432-2613. METAR AUTO H24. TAF dur mil flt ops, issue times depending on mil requirements. |
| SERVICES | 48 hrs PN 705-424-1200 Ext 1403 CSN 270-1403 |
| FUEL | F-34 ltd hrs |
| S | 1,2 ltd hrs |
| ARFF | CAT 2 ltd hrs |
| MIL ADV | 400 Sqn Ops call "zero" FM 40.9 ltd hrs |
| HELI DATA | 100' x 100' asphalt. Ctr of pad N44 16 W79 55. Opr ltd hrs. |
| RCR | Opr ltd hrs |
| LIGHTING | Pad-DR (RY (square) HI) ARCAL-118.875 type K |
| COMM | tfc 118.875 311.6 5NM 3700 ASL (CAR 602.98) |
| NAV | MANS YMS 114.5 Ch 92 N44 08 35 W080 08 47 (1687') |
| PRO | A/D clsd to itinerant fixed-wing acft. Extv glider activity 5NM radius to 3000 ASL Apr-Jun & Sep-Nov. Low lvl Heli flt proh over old hg line/ramp due to fragments on paved surfaces. Heli circuits alt 1200 ASL. When conducting an inst apch and the ceil is less than 1500 AGL, the pilot is responsible for contacting Range Control on FM 49.9 MHz and initiating Check Fire prior to crossing the IF. Acrews are not to continue past the IF until Range Control confirms that Check Fire is in effect. The pilot will cancel Check Fire when VMC and clear of CYR 502. CZ "E" 5NM to 3700 excluding CYR 502. |
| CAUTION | Unsked Radiosonde balloon launches fr N44 14 W79 47 (6.1 NM SSE of CYBN) |

ONTARIO

AERODROME/FACILITY DIRECTORY

BOWMANVILLE (LAKERIDGE HEALTH) ON (Heli)**CPL7**

| | |
|--------------------------------|---|
| REF | N43 54 34 W78 40 35 Adj 11°W UTC-5(4) Elev 309' VTA A5000 |
| OPR | Lakeridge Health Bowmanville 905-623-3331 Cert PPR |
| FLT PLN FIC | NOTAM FILE CYOO London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA RCR | FATO/TLOF 86' x 86' ASPH Safety Area 114' x 114' GRASS Max heli overall length 57.3' Opr |
| LIGHTING | DR RY(LO) RF(FL) |
| PRO | Arr/dep 360° fr heli, slope 8% (H2), day/night use. |



ONTARIO

AERODROME/FACILITY DIRECTORY

BRACEBRIDGE (SOUTH MUSKOCA MEM HOSP) ON (Heli)

CPL2

| | |
|--|---|
| REF | N45 03 W79 19 Adj 11°W UTC-5(4) Elev 850' A5000 |
| OPR | South Muskoka Mem Hosp 705-645-4400 Cert PPR |
| FLT PLN FIC | NOTAM FILE CYQA London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA | 86' x 86' asphalt 114' x 114' Rstd max heli length 57.3' Opr |
| LIGHTING | DR RY(LO) RF(FL) |
| COMM RCO MF | Timmins rdo 122.3 (RAAS) London rdo 123.475 (FISE) 126.7 (bcst) (See PRO) Timmins rdo 122.3 5NM centred on Muskoka A/D 4.6NM S 3900 ASL (CAR 602.98) |
| PRO | Arr/dep 191° fr heli, slope 16% (H1). RAAS and FISE RCOs may not be receivable on ground. See Muskoka VTPC. |

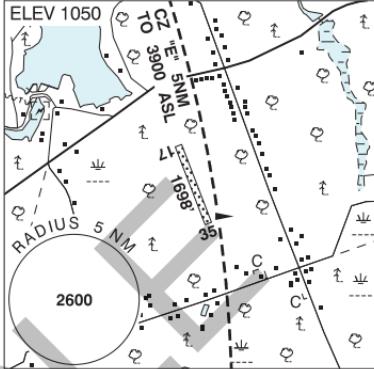


ONTARIO

AERODROME/FACILITY DIRECTORY

BRACEBRIDGE (STONE WALL FARM) ON

CSW4

| | | |
|------------------------------|---|---|
| REF | N44 59 19 W79 11 22 6ESE 11°W (2015) UTC-5(4) Elev 1050' A5000 |  |
| OPR | Gerald Vandertas 705-641-9713 Reg PPR | |
| FLT PLN FIC | NOTAM FILE CYQA London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| RWY DATA | Rwy 17(170°)/35(350°) 1698x80 GRASS | |
| | RCR Opr No maint | |
| COMM | | |
| RCO | Timmins rdo 122.3 (RAAS) London rdo 123.475 (FISE) 126.7 (bcst) (See PRO) | |
| MF | Timmins rdo 122.3 5NM centred on Muskoka A/D 4.9NM W 3900 ASL (CAR 602.98) | |
| PRO | RAAS and FISE RCOs may not be receivable on ground. See Muskoka VTPC. | |
| CAUTION | Rwy soft in spring. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

BRACEBRIDGE (TINKS) ON

CTA6

| | | |
|-------------------------------|---|---|
| REF | N45 00 23 W79 24 48 5WSW 11°W (2015) UTC-5(4) Elev 780' A5000 | <p>The map shows Muskoka Lake and Browning Island. Runway 14/32 is depicted with a dashed line and numbers 2503 and 32. A 5 NM radius circle is centered on the runway end, labeled 'RADIUS 5 NM' and '2400'. A 'TO 3800 ASL' label points to the end of the runway. The elevation 'ELEV 780' is marked near the top right.</p> |
| OPR | Dale Tinkham 416-233-2139 Ext 22 Reg PPR | |
| FLT PLN FIC | NOTAM FILE CYQA London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) or 519-452-4040 | |
| RWY DATA RCR | Rwy 14(142°)/32(322°) 2503x65 GRASS Thld 32 displ 319' Opr No win maint. Rwy open Jul and Aug only. | |
| COMM ATF | tfc 122.8 5NM excluding Muskoka CZ 3800 ASL | |
| PRO | See Muskoka VTPC | |

ONTARIO

AERODROME/FACILITY DIRECTORY

BRACEBRIDGE WEST ON

CWB2

| | | |
|-----------------|--|--|
| REF | N45 03 33 W79 24 00 4WNW 11°W (2016) UTC-5(4) Elev 755' A5000 | |
| OPR | Randy Evans 705-644-1436 Reg PPR | |
| PF | C-1,2,4,5,6 | |
| FLT PLN | NOTAM FILE CYQA | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| RWY DATA | Rwy 14(141°)/32(321°) 1779x80 TURF | |
| RCR | Opr No win maint. Rwy may be soft in spring. | |
| COMM | ffc 122.8 5NM excluding Muskoka CZ 3800 ASL | |
| PRO | See Muskoka VTPC. | |
| CAUTION | Airstrip slopes to N. | |

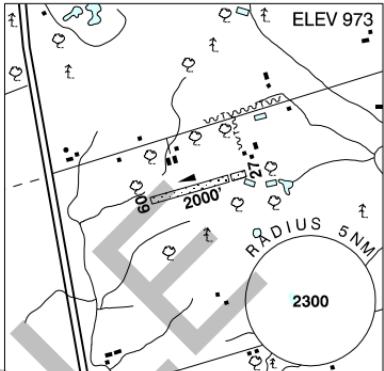
ONTARIO

AERODROME/FACILITY DIRECTORY

BRADFORD ON

CPM7

| | |
|-----------------|---|
| REF | N44 08 10 W79 37 44 11°W UTC-5(4) Elev 973' VTA A5000 |
| OPR | E. Maslak 905-775-2205 Reg |
| PF | C-1,2 D-3,4,5,6 |
| FLT PLN | NOTAM FILE CYKZ |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES | |
| S | 4,5 |
| RWY DATA | Rwy 09/27 2000x60 turf Thld 27 displ 300'. RCR Opr No win maint. Rwy's may be soft in spring. |
| COMM | tfc 123.2 5NM 3500 ASL |
| PRO | No tng circuits. |
| CAUTION | Lgtd twr 1270 ASL (270 AGL) aprx 1NM NNW. Upslope fr Thlds 09, 27. Thlds not visible fr each other. Trees 40 AGL N side Thld 09. Bushes 10 AGL Thld 27. Trees to 50 AGL both sides Thld 27. Ultra-light ops. Rwy edge drops off up to 8". Unlgtd 100' twr ½ mile SW. Sum crops occasionally can be up to 7' tall on rwy edge. |



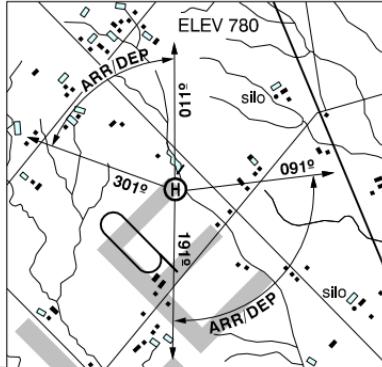
ONTARIO

AERODROME/FACILITY DIRECTORY

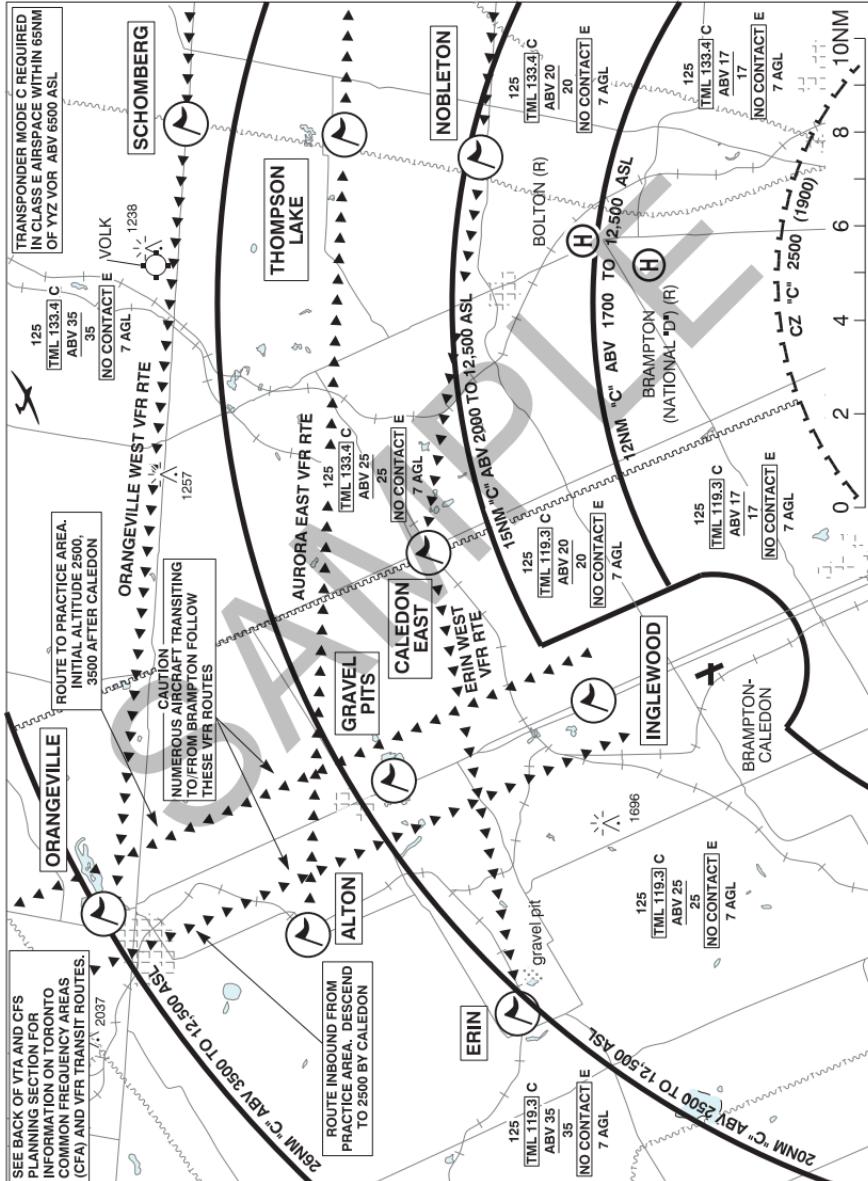
BRAMPTON (NATIONAL "D") ON (Heli)

CPC4

| | |
|-----------|--|
| REF | N43 50 00 W79 42 03 8NE 10°W UTC-5(4) Elev 780' VTA A5000 |
| OPR | National Helicopter Inc. 905-893-2727 Reg PPR |
| PF | B-1 C-2,3,4,5,6 |
| FLT PLN | NOTAM FILE CYBM |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA | 65' x 65' concrete/asphalt 85' x 85' Rstd max heli length 43.3' |
| LIGHTING | RY (FH) |
| PRO | Arr/dep btwn 301°-011° & 091°-191° fr heli. |



BRAMPTON-CALEDON VFR TERMINAL PROCEDURES CHART



ONTARIO**AERODROME/FACILITY DIRECTORY****BRAMPTON-CALEDON VFR TERMINAL PROCEDURES CHART (Cont'd)**

| LOCATION | IDENT | LAT/LONG |
|---------------|-------|-----------------------|
| ALTON | VCALT | N43°51.50' W80°04.00' |
| CALEDON EAST | VCLDE | N43°52.20' W79°52.00' |
| ERIN | VCERN | N43°46.80' W80°04.20' |
| GRAVEL PITS | VCGVL | N43°51.10' W79°59.10' |
| INGLEWOOD | VCIWD | N43°47.50' W79°54.30' |
| NOBLETON | VCNBL | N43°54.00' W79°40.00' |
| ORANGEVILLE | VCORG | N43°55.75' W80°06.25' |
| SCHOMBERG | VCSBG | N44°00.40' W79°42.00' |
| THOMPSON LAKE | VCTHL | N43°57.00' W79°41.60' |

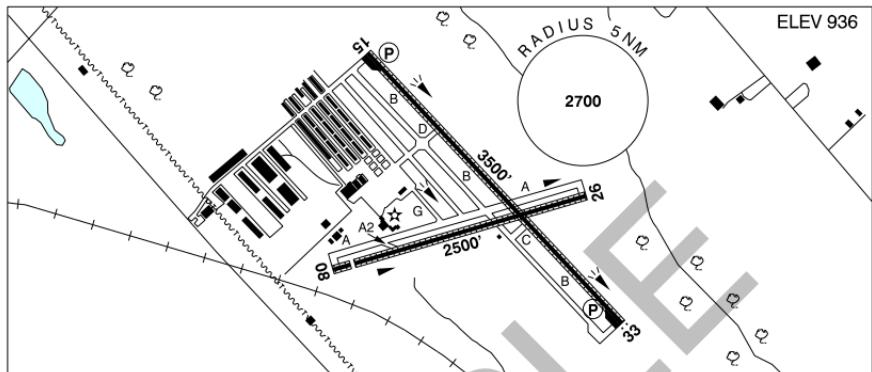
SAMPLE

ONTARIO

AERODROME/FACILITY DIRECTORY

BRAMPTON-CALEDON ON

CNC3



| | |
|-----------------|---|
| REF | N43 45 35 W79 52 26 10°W UTC-5(4) Elev 936' VTA A5000 LO6 T2 CAP |
| OPR | Brampton Flying 905-838-1400 Cert Opr ltd hrs |
| PF | B-1,2 C-3,4,5,6 |
| CUST | AOE/CAN |
| FLT PLN | NOTAM FILE CYBM |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| ACC | Toronto 905-676-4590/4591/4592 or 888-217-1241 |
| WX | WxCam |
| DUAT | Flying Club |
| SERVICES | |
| FUEL | 100LL |
| OIL | All |
| S | 1,2,3,4,5,6 |
| RWY DATA | Rwy 15(146°)/33(326°) 3500x75 asphalt/turf, centre 40' asphalt Rwy 08(081°)/26(261°) 2500x75 asphalt/turf, centre 40' asphalt Thld 08 displ 191' |
| RWY CERT | Rwy 15/33 AGN I Rwy 08/26 AGN I |
| RCR | Opr Rwy's rstd to acft 12,500 lbs and under. Ltd win maint |
| LIGHTING | 08-(TE ME), 15-(TE HI) AP, 26-(TE ME), 33-AS(TE HI) AP ARCAL-123.3 type K Win PN |
| COMM | |
| ATF | UNICOM ltd hrs O/T tfc 123.3 5NM up to 2500 ASL excluding that portion which penetrates Toronto class C Airspace |
| PRO | Call opr prior to ARCAL ops when win wx might affect rwy cond. Due to close proximity to Toronto/Lester B. Pearson Intl., there may be periods when ATC will be unable to approve use of the inst apch pro. Helicopters arr/dep via active rwy then taxi to/fr designated helicopter area btwn Golf & Bravo at Alpha. Acft with main gear track 18' and over use Rwy 15/33 then turn around bay and backtrack to twy D and apron. |
| CAUTION | Painted & lgtd twr 1696 ASL (400 AGL) aprx 4NM WNW. Narrow twys (18') exc twy D (24'). |

ONTARIO

AERODROME/FACILITY DIRECTORY

BRANTFORD ON

CYFD

| | | |
|-----------------|---|--|
| REF | N43 07 57 W80 20 29 4WSW 10°W UTC-5(4) Elev 815' VTA A5000 LO6 HI5 CAP | |
| OPR | City 519-753-2521/1241 Reg | |
| PF | B-1,2 C-3,4,5,6 | |
| CUST | AOE/15 888-226-7277 PN, 14-22Z‡ Mon-Fri exc hols | |
| FLT PLN | NOTAM FILE CYFD | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| SERVICES | Svc avbl 13-22Z aprx O/T PN | |
| FUEL | 100LL, JA-1 (FSII avbl), SP | |
| OIL | All | |
| S | 1,2,3,4,5,6 | |
| RWY DATA | Rwy 05(053°)/23(233°) 5036x100 asphalt Rwy 11(108°)/29(288°) 2626x100 asphalt Rwy 17(174°)/35(354°) 2626x100 asphalt | RCR Opr |
| LIGHTING | 05-AS(TE ME) V1, 23-(TE ME), 11-(TE LO), 29-(TE LO), 17-(TE LO), 35-(TE LO) ARCAL-122.825 type K Rwy 05-23 only. Key mike 7 times for RIL Rwy 05. | |
| COMM | UNICOM ltd hrs O/T tfc 122.825 5NM 3800 ASL | ATF PAL Toronto Ctr 119.7 (Hamilton) May not be receivable on ground |
| NAV | FD 207 (L) N43 04 24 W80 24 58 | |

ONTARIO

AERODROME/FACILITY DIRECTORY

BRECHIN / RONAN AIRCRAFT ON

CDU7

| | | |
|------------------------------|---|--|
| REF | N44 34 17 W79 13 26 2.6NW 11°W (2019) UTC-5(4) Elev 740' A5000 | |
| OPR | Doug Ronan 705-327-4730 Reg PPR | |
| PF | C-1,2,5,7,8 D-3,4,6 | |
| FLT PLN FIC | NOTAM FILE CYQA London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| RWY DATA | Rwy 07(071°)/25(251°) 2000x75 GRASS Rwy 15(145°)/33(325°) 2000x75 GRASS Rwy 08(080°)/26(260°) 2000x75 WATER RCR Opr No win maint. Grass rwys soft when wet. Rwy 08/26 Open May-Nov | |
| COMM ATF | UNICOM ltd hrs O/T tfc 122.95 2.5NM 3800 ASL | |
| CAUTION | A/D status unkn aprx 427' W Thld 07. Unmarked P-lines aprx 200' N Thld 15. Trees aprx 40 AGL aprx 300' W of Thld 08. Aerobatics may be in progress over A/D 5700 ASL & BLW. | |

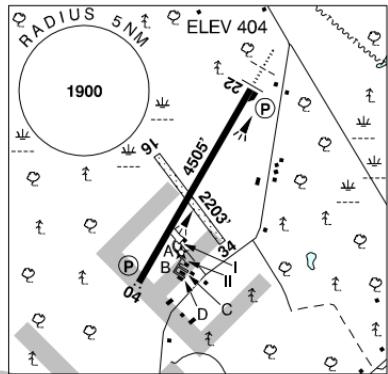
ONTARIO

AERODROME/FACILITY DIRECTORY

BROCKVILLE REGIONAL TACKABERRY APRT ON

CNL3

| | |
|-----------------|---|
| REF | N44 38 22 W75 45 01 4.8NW 14°W UTC-5(4) Elev 404' A1905 A5000 A5002 LO6 LO7 T2 CAP |
| OPR | Brock Air Services Ltd 613-345-0642 Reg |
| PF | B-1 C-2,3,4,5,6 |
| CUST | AOE/CAN |
| FLT PLN | FIC NOTAM FILE CYGK London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) WX AUTO at Ogdensburg Intl (KOGS) 315-393-8982 (see COMM). WxCam |
| SERVICES | Opr 1130-2030Z‡ Mon-Sun, after hrs Page 866-340-2076 |
| FUEL | 100LL, JA-1 |
| S | 4,5,6 |
| RWY DATA | Rwy 04(044°)/22(224°) 4505x90 asphalt Rwy 04 up 1.08% first 845' then down 0.25% Rwy 16(166°)/34(346°) 2203x75 turf |
| RCR | Opr Rwy 16/34 no win maint, may be extremely soft dur spring or after hvy rain. PLR |
| LIGHTING | 04-AS(TE LO) AP, 22-AK(TE LO) AP ARCAL-123.3 type K (All A/D lgt exc MALSF) MALSF-123.5 type K. |
| COMM | ATF UNICOM Itd hrs O/T tfc 123.0 5NM 3400 ASL ARR (bil) Montréal Ctr 134.675 DEP (bil) Montréal Ctr 134.675 AUTO 118.525 at Ogdensburg Intl (KOGS) |
| CAUTION | Wildlife frequently on rwys. Possible win main eqpt on rwy outside ops hrs. Snow clearing may be conducted after hrs. Acft on opposite ends of Rwy 04/22 may not be visible to each other. Firing range 600 ft beyond Thld 04 and 1200 ft left runway centre line 1230-0400Z‡ dly. Possible acft overflying on apch into Ogdensburg, NY (KOGS) A/D. Acft approaching KOGS may not be on ATF 123.0. Possible wake turbulence. |



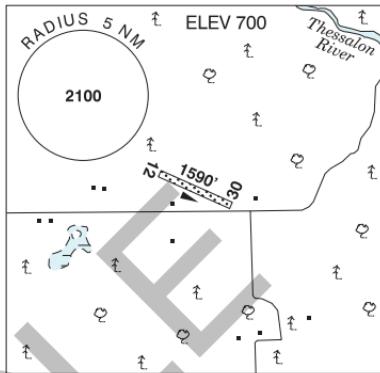
ONTARIO

AERODROME/FACILITY DIRECTORY

BRUCE MINES / KERR FIELD ON

CBM3

| | |
|------------------------------|---|
| REF | N46 20 18 W83 42 40 4.1ENE 8°W (2017) UTC-5(4) Elev 700' A5001 |
| OPR | Dan & Pat Kerr 705-785-9900 Reg PPR |
| PF | B-1 C-2,3,5,6 |
| FLT PLN FIC | NOTAM FILE CYAM London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA | Rwy 12(122°)/30(302°) 1590x50 TURF/SNOW |
| RCR | Opr Ltd win maint. Rwy soft in spring. |
| COMM ATF | tfc 123.2 3NM 3700 ASL |
| CAUTION | Deer frequently in vic of rwy. Gravel road at E end of rwy. |



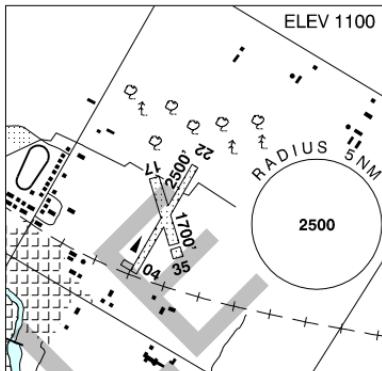
ONTARIO

AERODROME/FACILITY DIRECTORY

BRUSSELS (ARMSTRONG FIELD) ON

CPD4

| | |
|-------------------------------|---|
| REF | N43 45 W81 14 Adj E 9°W UTC-5(4) Elev 1100' A5000 |
| OPR | W.J. Armstrong 519-887-6753 Reg |
| PF | B-1 C-2,4,5 D-3,6 |
| FLT PLN FIC | NOTAM FILE CYGD London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA RCR | Rwy 04/22 2500x70 turf Rwy 17/35 1700x120 turf Thld 35 displ 200'. Opr No win maint |
| CAUTION | Grove of aprx 75 AGL trees off Thld 22 end. Twr 345 AGL 1NM SW & 200 AGL 0.5NM NW. |



ONTARIO

AERODROME/FACILITY DIRECTORY

BURLINGTON EXECUTIVE ON

CZBA

| | | |
|-----------------|---|--|
| REF | N43 26 29 W79 51 01 10°W (2013) UTC-5(4) Elev 601' VTA A5000 LO6 T2 CAP | |
| OPR | Vince Rossi 905-336-4010 (Day), 416-617-2428 (Night) Reg | |
| PF | B-1,2 C-3,4,5,6 | |
| CUST | AOE/CAN | |
| FLT PLN | NOTAM FILE CYHM | |
| | FIC London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| | WX AUTO (see COMM) WxCam | |
| SERVICES | | |
| FUEL | 100LL, JA cardlock dispenser | |
| OIL | 100 | |
| S | 1,2,3,4,5,6 | |
| RWY DATA | Rwy 14(141°)/32(321°) 3950x100 ASPH Rwy 14 down 0.61% Thld 14 displ 181'. Thld 32 displ 409'. Rwy 09(086°)/27(266°) 2464x50 asphalt Rwy 09 down 0.42% Thld 09 displ 328'. Thld 27 displ 254' RCR Opr 13-23Z‡ or Spectrum Airways 905-336-4010 | |
| LIGHTING | 14-AS(TE LO) AP, 32-AS(TE LO) AP ARCAL-123.5 type J. | |
| COMM | | |
| ATF | UNICOM ltd hrs O/T tfc 123.5 5NM below 2500 ASL | |
| AUTO | 122.55 | |
| PRO | Circuit hgt 1500' ASL. Rgt hand circuits Rwy 27 & 32 (CAR 602.96). As soon as practicable after take-off fr Rwy 14 turn left 5° to avoid noise sensitive area. Helicopters follow fixed-wing circuit procedures. Rwy 14/32 preferential. | |
| CAUTION | 50 ft trees on apch to Rwy 32 loc aprx 400' from thld of Rwy 32. Abn on top of twr 755 ASL (148 AGL) aprx 1635' N A/D. No runout area avbl beyond end of Rwy 09, 14, 27. Occasional wildlife activity. | |

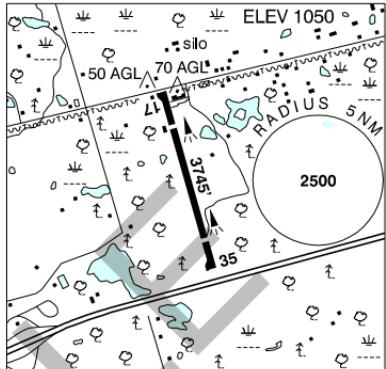
ONTARIO

AERODROME/FACILITY DIRECTORY

CAMBRIDGE / REID'S FIELD ON

CPE4

| | |
|------------------------------|--|
| REF | N43 26 34 W80 13 56 4NE 10°W UTC-5(4) Elev 1050' VTA A5000 LO6 |
| OPR | Reid's Heritage Homes Ltd 519-658-6656 Reg PPR |
| PF | B-1 C-2,3,4,5,6 |
| FLT PLN FIC | NOTAM FILE CYKF London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWYDATA RCR | Rwy 17/35 3745x45 asphalt Thld 35 displ 565'. Thld 17 displ 700'. Rwy 17 up 1%. Opr Ltd win maint |
| LIGHTING | 17-(TE ME), 35-(TE ME) ARCAL-123.2 type K |
| COMM ATF | tfc 123.2 5NM 4100 ASL |
| CAUTION | Anticipate windshear on apch Rwy 35 due trees E of thld Rwy 35. Bldg W of Rwy 17/35 within 150' of rwy centreline. Trees within 100' either side of Rwy 17/35, full length, 80 AGL 1130 ASL. Extv glider activity in area. 24" high aluminum rail along W side of rwy in touchdown zone of Rwy 17. |



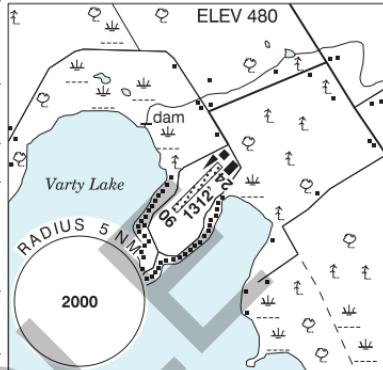
ONTARIO

AERODROME/FACILITY DIRECTORY

CAMDEN EAST / VARTY LAKE ON

CVL3

| | |
|--------------------------------|---|
| REF | N44 24 32 W76 48 19 4.6NNE 13°W (2015) UTC-5(4) Elev 480' A5000 |
| OPR | Bruno Claus Doerwald 613-702-6384 Reg PPR |
| PF | B-1 C-2,3,5 D-4,6 |
| FLT PLN FIC | NOTAM FILE CYGK London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES FUEL | MOGAS PN |
| RWY DATA RCR | Rwy 06(058°)/24(238°) 1312x60 TURF Opr No win maint, soft in spring. |
| COMM ATF | tfc 123.2 5NM 3500 ASL |
| CAUTION | Rwy 06: 25' trees at 200' and 60' trees at 370', p-line at 320' from the end of the rwy. Rwy 24: take-off over open water, p-line at 660' fr end of rwy. |



ONTARIO

AERODROME/FACILITY DIRECTORY

CAMDEN EAST ON

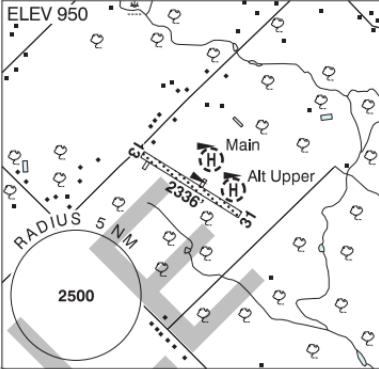
CCE6

| | | |
|-----------------|---|--|
| REF | N44 19 33 W76 47 33 1.5SE 13°W UTC-5(4) Elev 525' A5000 | |
| OPR | Art Ottenhof 613-386-1971 Reg | |
| PF | B-1 C-2,3,5 D-4,6 | |
| FLT PLN | NOTAM FILE CYGK | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| RWY DATA | Rwy 18(177°)/36(357°) 1500x80 turf Rwy 36 slopes down Rwy 06(060°)/24(240°) 1200x60 turf RCR Opr No win maint. Rwy soft in spring | |
| COMM | ffc 123.2 5NM 3600 ASL | |
| CAUTION | Trees 600' E Thld 24 aprx 50 AGL. Trees 600' S Thld 36 aprx 30 AGL. Trees 500' W Thld 06 aprx 25 AGL. Trees 60' N Thld 18 aprx 40 AGL. Marked P-lines 328' N Thld 18 aprx 50 AGL. Ponds on either side of Rwy 18-36 aprx mid-field. Wildlife may be present. Rdo ct acft blw 500 AGL aprx 0.5NM NE of A/D. Acft hg 200' S of Thld 36 on W side. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

CAMPBELLVILLE (BELLSHILL AIRPARK) ON**CMB5**

| | | |
|------------------|---|---|
| REF | N43 25 54 W80 01 31 3.9SW 10°W (2013) UTC-5(4) Elev 950' VTA A5000 |  |
| OPR | Bellshill Airpark 905-320-2034 Reg PPR | |
| PF | C-1,2,3,4,5 | |
| FLT PLN | FIC NOTAM FILE CYKF London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| RWY DATA | Rwy 13(132°)/31(312°) 2336x50 GRASS RCR Opr No win maint | |
| HELI DATA | Parking Pad Main: 40' x 48' CONC 12,000 lbs Parking Pad Alt Upper: 18' dia CONC 12,000 lbs Max heli overall length 45' | |
| COMM | ATF 123.5 3NM 2900 ASL | |
| PRO | Heli arr/dep via rwy. | |

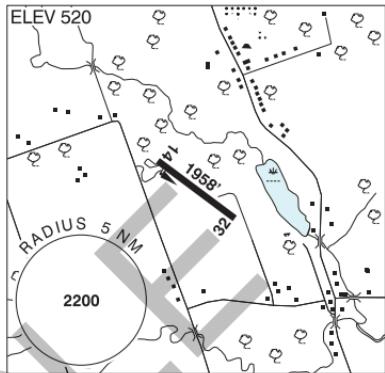
ONTARIO

AERODROME/FACILITY DIRECTORY

CANTON ON

CTN7

| | |
|----------|--|
| REF | N44 00 10 W78 21 43 Adj NW 11°W UTC-5(4) Elev 520' A5000 |
| OPR | Ian W Angus 905-753-2549 or 289-251-2178 Reg PPR |
| PF | C-1,2,3,4,5,6 |
| FLT PLN | NOTAM FILE CYPQ |
| FIC | London 866-WXBRIEF (Toll Free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA | Rwy 14(138°)/32(318°) 1958x40 ASPH |
| RCR | Opr No win maint |
| LIGHTING | LO PN |
| COMM | tfc 123.2 5NM 3600 ASL |
| CAUTION | Hydro lines parallel to hg and road. |



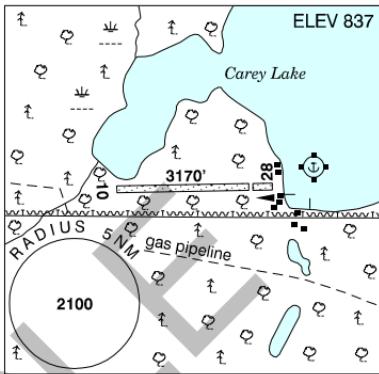
ONTARIO

AERODROME/FACILITY DIRECTORY

CAREY LAKE ON

CNX3

| | |
|-------------------------------|---|
| REF | N49 45 W84 02 16W 9°W UTC-5(4) Elev 837' A5008 |
| OPR | Hearst Air Service - Melanie Veilleux 705-463-5700 Reg PPR Opr Ltd hrs |
| PF | B-1 C-2,4,5 D-3,6 |
| FLT PLN FIC | NOTAM FILE CYHF London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA RCR | Rwy 10/28 3170x75 GRVL Thld 28 displ 400'. Opr Aprt gravel rwy not maint, emerg use only. PPR |
| COMM ATF | UNICOM ltd hrs O/T tfc 122.8 5NM 3800 ASL |
| PRO | Floatplane activity in area. |
| CAUTION | Marked P-line 65 AGL adj S. |

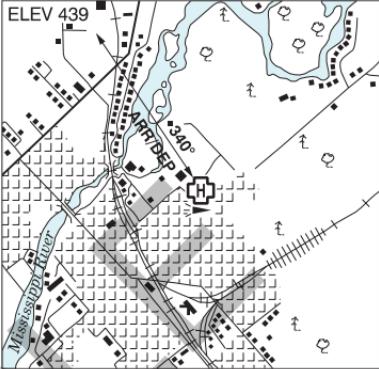


ONTARIO

AERODROME/FACILITY DIRECTORY

CARLETON PLACE (DISTRICT MEM HOSP) ON (Heli)

CPN7

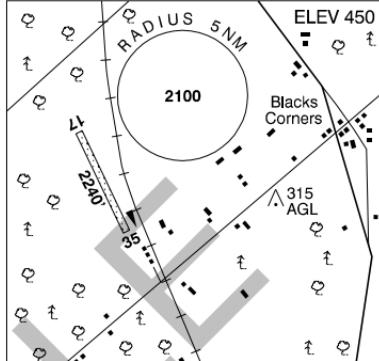
| | | |
|--------------------------------|---|---|
| REF | N45 08 30 W 76 08 14 Adj E 14°W UTC-5(4) Elev 439' A1905 A5000 |  |
| OPR | Carleton Place & District Mem Hosp 613-257-2200 Cert PPR | |
| FLT PLN FIC | (bil) NOTAM FILE CYND Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA) | |
| HELI DATA RCR | FATO/TLOF 86' dia ASPH Safety Area 114' x 114' GRASS Max heli overall length 57.3' Opr | |
| LIGHTING | DR RY(LO) RF(FL) | |
| PRO | Arr/dep 340° fr heli, slope 8% (H3), day/night use. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

CARLETON PLACE ON

CNR6

| | | |
|-------------------------------|---|---|
| REF | N45 06 14 W76 07 24 1.5SE 14°W UTC-5(4) Elev 450' A1905 A5000 |  |
| OPR | A & M Horton 613-285-9393 or 613-250-2206 Reg PPR | |
| PF | B-1 C-2,4,5 D-3,6 | |
| FLT PLN FIC | (bil) NOTAM FILE CYND Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA) | |
| RWY DATA RCR | Rwy 17/35 2240x95 turf Opr No win maint. | |
| COMM ATF | Ifc 123.2 5NM 3500 ASL excluding the airspace that lies within Ottawa TCA class C airspace. | |
| CAUTION | Rwy soft when wet and during spring thaw. Rwy strength & cond subject to season and/or climatic vars May 30-Oct 31. No prepared rwy shoulders. Dips and raised bedrock on rwy. Wildlife frequently on rwy. Ultra-light activity. Ocsl aerobatic activity btwn surface & 1500'. Ocsl vehicles on rwy unannounced. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

CAT LAKE ON

CYAC

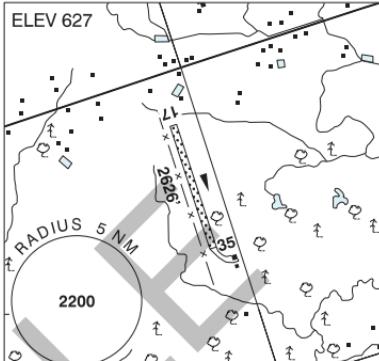
| | | |
|-----------------|--|---|
| REF | N51 43 38 W91 49 28 Adj N 1°W UTC-6(5) Elev 1344' A5008 LO4 CAP | <p>ELEV 1344</p> <p>RADIUS 5 NM</p> <p>2500</p> <p>3963</p> <p>P</p> <p>P</p> <p>29</p> |
| OPR | Govt of Ontario 807-473-2082 Cert | |
| PF | C-1 | |
| FLT PLN | NOTAM FILE CYXL | |
| FIC | Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) | |
| WX | WxCam | |
| RWY DATA | Rwy 11(108°)/29(288°) 3963x100 GRVL | |
| RWY CERT | Rwy 11/29 AGN IIIA | |
| RCR | Opr 807-347-2066 Ltd win maint 14-23Z‡ Mon-Fri exc hols. Rwy strength & cond subject to seasonal & climatic var. | |
| LIGHTING | 11-AS(TE ME) AP, 29-AS(TE ME) AP ARCAL-123.2 type K | |
| COMM | tfc 123.2 5NM 4400 ASL | |
| ATF | | |

ONTARIO

AERODROME/FACILITY DIRECTORY

CAYUGA (BRUCE FIELD) ON

CCG5

| | | |
|-------------------------------|---|---|
| REF | N42 57 04 W79 49 30 1.4E 10°W (2015) UTC-5(4) Elev 627' A5000 |  |
| OPR | David Bruce 289-370-0208 Reg PPR | |
| FLT PLN FIC | NOTAM FILE CYHM London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| RWY DATA RCR | Rwy 17(172°)/35(352°) 2626x60 TURF Opr No win maint. Rwy soft when wet. | |
| COMM ATF | tfc 123.2 5NM 3700 ASL | |
| PRO | Right hand circuits Rwy 17 (CAR 602.96) | |
| CAUTION | Twr 350' 0.2NM NE of Thld 17. Wildlife crossing rwy. | |

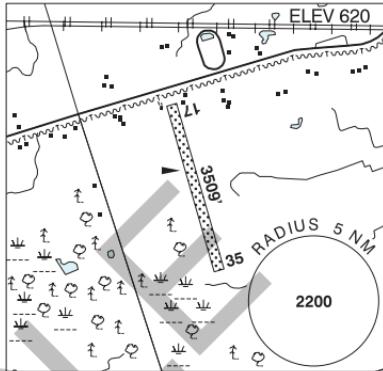
ONTARIO

AERODROME/FACILITY DIRECTORY

CAYUGA EAST ON

CAF2

| | |
|----------|--|
| REF | N42 57 37 W79 47 18 3ENE 10°W (2015) UTC-5(4) Elev 620' A5000 |
| OPR | Jeff King 416-702-9943 Reg PPR |
| PF | C-1,2,3,4 |
| FLT PLN | NOTAM FILE CYHM |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) or 519-452-4040 |
| RWY DATA | Rwy 17(174°)/35(354°) 3509x100 TURF |
| RCR | Opr Win maint. Soft when wet. |
| COMM | ffc 123.2 5NM 3700 ASL |
| CAUTION | P-line 25 AGL along road 200' fr Thld 17. |



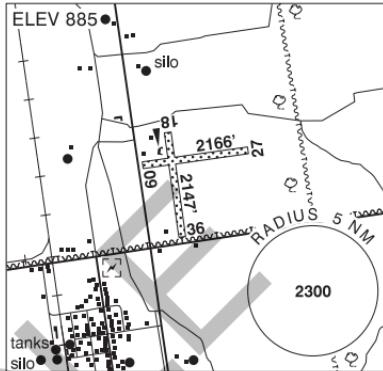
ONTARIO

AERODROME/FACILITY DIRECTORY

CENTRALIA (ESSERY FIELD) ON

CES5

| | |
|-----------------|---|
| REF | N43 17 32 W81 27 56 Adj NE 9°W (2016) UTC-5(4) Elev 885' A5000 |
| OPR | Rob Essery 519-228-6992 or 519-878-6993 Reg PPR |
| PF | B-1 C-2,3,4,5,6 |
| FLT PLN | |
| FIC | NOTAM FILE CYXU London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| WX | WxCam |
| RWY DATA | Rwy 09(091°)/27(271°) 2166x65 GRASS Rwy 18(181°)/36(001°) 2147x66 GRASS |
| RCR | Opr No win maint |
| COMM | |
| ATF | tfc 122.8 5NM centered on Centralia / James T. Field Memorial A/D 1.8NM W 3800ASL |
| PRO | Right hand circuits on Rwy 27 & 36 (CAR 602.96). |
| CAUTION | P-lines on apch to Rwy 09, 27 & 36. Ocsil farm machinery in vic of rwys. |



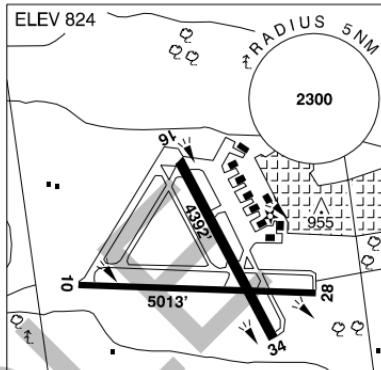
ONTARIO

AERODROME/FACILITY DIRECTORY

CENTRALIA / JAMES T. FIELD MEMORIAL ON

CYCE

| | |
|-----------------|--|
| REF | N43 17 09 W81 30 23 1.6W 9°W (2013) UTC-5(4) Elev 824' A5000 LO6 HI5 CAP |
| OPR | New United Goderich Inc. 519-228-6052 Reg |
| PF | B-1 C-2,3,4,5,6 |
| CUST | AOE/CAN |
| FLT PLN | NOTAM FILE CYXU |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| WX | WxCam |
| SERVICES | |
| FUEL | JA-1 |
| OIL | W100, 15W50, 20W50, Mobil Jet II & 254, Turbo Oil 2380 |
| S | 2,3,4,5 |
| RWY DATA | Rwy 10(101°)/28(281°) 5013x100 ASPH Rwy 10 up 0.52% Rwy 16(161°)/34(341°) 4392x150 ASPH Clsd Nov 1-Mar 31 O/T clsd 0100-1300Z‡ RCR Opr 13-23Z‡ Mon-Fri Snow removal may be delayed 24 hr. Rwy 16/34 no win maint. PLR |
| LIGHTING | 10-(TE ME), 28-(TE ME) ARCAL-122.8 type K |
| COMM | |
| ATF | UNICOM ltd hrs O/T tfc 122.8 5NM 3800 ASL |
| NAV | |
| VOR/DME | LONDON YXU 117.2 Ch 119 N43 02 16 W81 08 56 (920') |
| PRO | Glider activity Apr, May, Sep & Oct. |
| CAUTION | Wind turbines to 1287 ASL W of A/D. Water twr 221 AGL aprx 0.4NM E of Thld 16. |

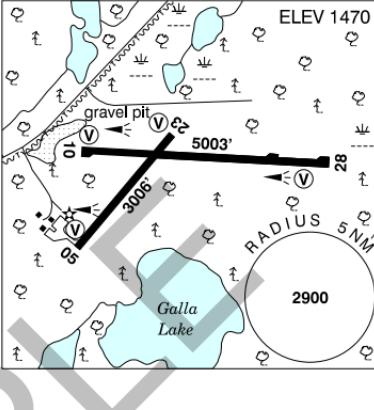


ONTARIO

AERODROME/FACILITY DIRECTORY

CHAPLEAU ON

CYLD

| | | |
|-----------------|---|---|
| REF | N47 49 13 W83 20 49 2.5SE 9°W (2013) UTC-5(4) Elev 1470' A5001 LO4 HI4 CAP |  |
| OPR | Township 705-864-1330 Reg | |
| PF | B-1 C-2,3,4,5,7,8 | |
| FLT PLN | NOTAM FILE CYXZ | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| WX | METAR 11-02Z‡ O/T LWIS TAF 13-02Z‡, issue times: 13, 20Z (DT 12, 14, 20Z). | |
| SERVICES | 13-22Z‡ Mon-Fri, Sep 15-May 15; (DT 13-24Z) Mon-Sun, May 16-Sep 14; Call out chg after hrs 705-870-0066 PN 100LL, JA-1 (FSII avbl) 4 | |
| RWY DATA | Rwy 10(100°)/28(280°) 5003x100 asphalt Rwy 05(048°)/23(228°) 3006x75 asphalt | Rwy 10 down 0.98%. |
| RCR | Ctc 705-864-1828 | |
| LIGHTING | 05-(TE LO) V1, 10-(TE ME) V1, 23-(TE LO) V1, 28-(TE ME) V1 ARCAL-122.8 key mic 3 times activates VASIS Rwy 10 & all rwy lgts; key mic 5 times activates VASIS Rwy 28 & all rwy lgts; key mic 7 times activates VASIS Rwy 23 & all rwy lgts; VASIS Rwy 05 not avbl on ARCAL. Ctc opr. | |
| COMM | | |
| ATF | tfc 122.8 5NM 4500 ASL | |
| NAV | | |
| NDB | YLD 335 (M) N47 45 22 W83 24 36 Unmonitored | |
| CAUTION | Soft shoulders on all rwys. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

CHATHAM-KENT HEALTH ALLIANCE (CHATHAM) ON (Heli)

CPG8

| | |
|--------------------------------|---|
| REF | N42 24 13 W82 11 36 Adj 8°W UTC-5(4) Elev 593' A5000 |
| OPR | Chatham-Kent Health Alliance 519-352-6400 Cert PPR |
| FLT PLN FIC | NOTAM FILE CYQG London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA RCR | FATO/TLOF 100' dia CONC Safety Area 115' dia GRASS Max heli overall length 57.5' Opr |
| LIGHTING | DR RY(LO) RF(FL) |
| PRO | Arr/dep 037° fr heli, slope 8% (H2), day/night use. |



SAMPLE

ONTARIO

AERODROME/FACILITY DIRECTORY

CHATHAM-KENT ON

CYCK

| | | |
|-----------------|--|--|
| REF | N42 18 22 W82 04 54 6SE 8°W (2013) UTC-5(4) Elev 645' A5000 LO6 HI5 CAP | |
| OPR | Municipality 519-676-3455 Cert Opr | |
| PF | A-1,7,8 D-2,3,4,5,6 | |
| CUST | AOE/CAN | |
| FLT PLN | NOTAM FILE CYQQ | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| WX | METAR AUTO H24 (see COMM) WxCam | |
| SERVICES | Call out chg may be levied outside hrs of ops. | |
| FUEL | 100LL, JA-1 | |
| OIL | 80, 100, 15W50, 20W50 | |
| S | 4,5,6 | |
| RWY DATA | Rwy 06(056°)/24(236°) 5502x75 asphalt Thld 06 displ 500'. Thld 24 displ 500'. | |
| RWY CERT | Rwy 06/24 AGN IIIB | |
| RCR | Opr 13-22Z Nov 15-Mar 15 | |
| LIGHTING | 06-AS(TE ME) P1, 24-AS(TE ME) P1 ARCAL-123.2 type K | |
| COMM | UNICOM ltd hrs O/T tfc 123.2 5NM 3700 ASL | |
| ATF | 122.975 | |
| AWOS | | |
| PRO | Glider activities Apr - Oct. Pilots are requested to avoid flt below 2000 ASL when flying over the Jack Miner Bird Sanctuary (Kingsville, Ont N42 04 00 W82 45 00) & over Point Pelee National Park. | |
| CAUTION | Wildlife frequently on rwys. Numerous wind turbines in vic. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

COBDEN / BRUCE McPHAIL MEM ON

CPF4

| | | |
|-----------------|--|--|
| REF | N45 35 43 W76 50 03 2.4SE 13°W UTC-5(4) Elev 500' A1905 A5000 | |
| OPR | Champlain Flying Club 613-432-2815 Reg PPR | |
| PF | D-3,4,5,6 | |
| FLT PLN | NOTAM FILE CYTA | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| RWY DATA | Rwy 12(117°)/30(297°) 2188x75 turf Thld 12 displ 200' Thld 30 displ 400' Rwy 02(016°)/20(196°) 1847x75 turf Thld 02 displ 400' RCR Opr No win maint | |
| COMM | tfc 123.2 5NM 3500 ASL | |
| CAUTION | Trees to 40 AGL 200' short of Rwy 30; 400' short of Rwy 12 and 125' short of Rwy 02. 5' berm at Thld Rwy 20. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

COBOURG (NORTHUMBERLAND HILLS HOSP) ON (Heli)**CNB4**

| | | |
|--------------------------------|---|---|
| REF | N43 58 38 W78 12 00 Adj NW 12°W UTC-5(4) Elev 343' A5000 | <p>ELEV 343 ARR/DEP 001° 900' 127° 155° 127° ARR/DEP water tank</p> |
| OPR | Northumberland Hills Hosp 905-372-6811 Cert PPR | |
| FLT PLN FIC | NOTAM FILE CYPQ London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| HELI DATA RCR | FATO/TLOF 86' dia concrete & asphalt Safety Area 114' dia asphalt Max heli length 57' Opr | |
| LIGHTING | RY(LO) RF(FH) Perimeter lights green | |
| PRO | Arr/dep btwn 001°-006° & 127°-155° fr heli, slope 8% (H3), day/night use. | |
| CAUTION | Water twr 516 ASL aprx 1000' SSE & P-lines 200' S of heli E-W alignment. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

COCHRANE ON

CYCN

| | | |
|-----------------|--|---|
| REF | N49 06 24 W81 00 55 2N 11°W (2015) UTC-5(4) Elev 862' A5009 LO4 LO7 CAP | <p>The map shows a circular runway with a radius of 5 NM and an elevation of 862'. Runway 13 is aligned with 131° and runway 31 with 311°. The runway is 4484' long. A large body of water labeled 'Lillabelle Lake' is to the west. To the east is a 'gravel pit'. Two points labeled 'P' are marked on the runway, one near each end.</p> |
| OPR | Town 705-272-6500 Reg | |
| PF | B-1 C-2,3,4,5 D-6 | |
| FLT PLN | NOTAM FILE CYTS | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| ACC | Toronto IFR 888-217-1241 or 905-676-4590 | |
| WX | AUTO (see COMM) | |
| SERVICES | | |
| FUEL | 100LL, JA-1 avbl 1200-2030Z‡ Mon-Fri O/T call out chg may be levied 705-272-6500 | |
| OIL | 100 | |
| S | 1 | |
| RWY DATA | Rwy 13(131°)/31(311°) 4484x100 asphalt | |
| RCR | Rwy 13 up 0.49% Aprt 705-272-6500 | |
| LIGHTING | 13-AS(TE ME) P1, 31-AS(TE ME) P1 ARCAL-122.8 type K | |
| COMM | | |
| ATF | tfc 122.8 5NM 3900 ASL | |
| AUTO | 122.55 | |
| PRO | Seaplane ops N & S ends Lillabelle Lake. | |

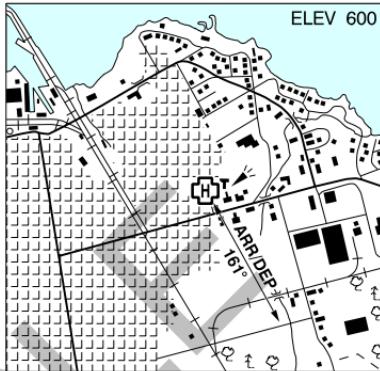
ONTARIO

AERODROME/FACILITY DIRECTORY

COLLINGWOOD (GEN AND MARINE HOSP) ON (Heli)

CPP2

| | |
|------------------------------|---|
| REF | N44 29 59 W80 12 12 Adj E 10°W UTC-5(4) Elev 600' A5000 |
| OPR | Collingwood Gen & Marine Hosp 705-445-2550 Cert PPR |
| FLT PLN FIC | NOTAM FILE CYVV London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA | 86' dia 114' dia Max heli overall length 57.5' |
| LIGHTING | DR RY(LO) RF(FL) |
| COMM A/G | ambulance dispatch 129.275 |
| PRO | Arr/dep 161° fr heli. Slope 12% (H1) day/night use. |
| CAUTION | Tall poles on apch, aprx 450' SSE helipad. |



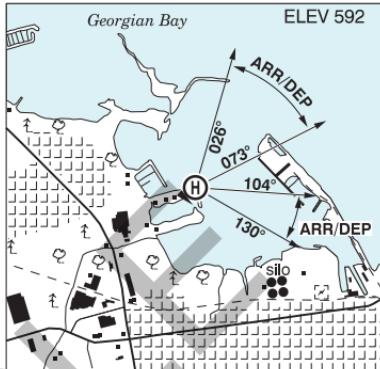
ONTARIO

AERODROME/FACILITY DIRECTORY

COLLINGWOOD (WILSONS) ON (Heli)

CCW2

| | |
|--------------------------------|---|
| REF | N44 30 35 W80 13 46 Adj NW 10°W (2018) UTC-5(4) Elev 592' A5000 |
| OPR | Richard Wilson 416-918-6198 Reg PPR |
| FLT PLN FIC | NOTAM FILE CYVV London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA RCR | FATO 62' dia CONC TLOF 26' dia CONC Safety Area 82' dia TURF Max heli overall length 41.5' Opr |
| COMM ATF | tfc 122.85 5NM 3600 ASL |
| PRO | Arr/dep btwn 026°-073° and btwn 104°-130° fr heli. Arr/dep over water. |

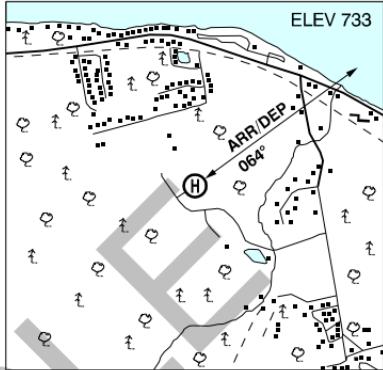


ONTARIO

AERODROME/FACILITY DIRECTORY

COLLINGWOOD / ALTA ON (Heli)**CWD2**

| | |
|--------------------------------|---|
| REF | N44 31 46 W80 21 15 6WNW 10°W (2012) UTC-5(4) Elev 733' A5000 |
| OPR | Four Seasons Aviation David Tommasini 905-671-9644 Reg PPR |
| FLT PLN FIC | NOTAM FILE CYVV London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA RCR | FATO 100 dia' GRASS TLOF 20' x 20' CONC Safety Area 120' dia GRASS Opr |
| PRO | Arr/dep 064° fr heli. Begin apch over WDI on island 1.5NM E fr heli. |



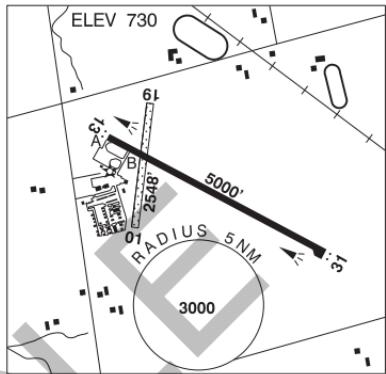
ONTARIO

AERODROME/FACILITY DIRECTORY

COLLINGWOOD ON

CNY3

| | |
|-----------------|--|
| REF | N44 26 58 W80 09 33 4SE 10°W UTC-5(4) Elev 730' A5000 LO6 HI5 CAP |
| OPR | Collingwood Regional Airport Inc. 705-445-2663 Reg |
| PF | A-1,2 C-3,4,5,6 |
| CUST | AOE/15 888-226-7277 14-22Z‡ Mon-Fri exc hols |
| FLT PLN | NOTAM FILE CYVV |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| WX | AUTO 705-441-5258 (see COMM) WxCam |
| SERVICES | 12-22Z Apr-Oct; 13-22Z Oct-Apr After hrs call out chg applies |
| FUEL | 100LL, JA-1, MG-3 |
| OIL | 65, 80, 100 |
| S | 1,2,4,5,6 |
| RWY DATA | Rwy 13(128°)/31(308°) 5000x100 asphalt |
| RCR | Rwy 01(017°)/19(197°) 2548x75 turf Rwy 19 up 0.55% Opr No win maint Rwy 01/19. |
| LIGHTING | 13-AS(TE ME), 31-AS(TE ME) ARCAL-122.85 type K |
| COMM | UNICOM ltd hrs O/T tfc 122.85 5NM 3700 ASL |
| ATF | 122.175 |
| AUTO | |
| CAUTION | Wildlife in vic of rwy. |



ONTARIO

AERODROME/FACILITY DIRECTORY

COMBERMERE / BONNIE BRAE AIRFIELD ON

CMB8

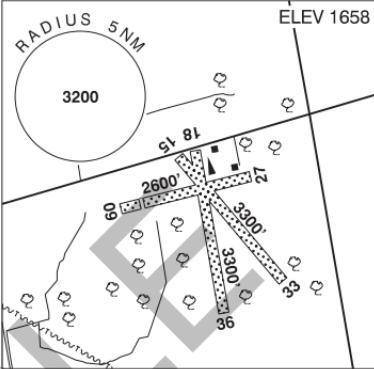
| | | |
|-------------------------------|---|--|
| REF | N45 22 27 W77 43 23 4.5WNW 12°W (2017) UTC-5(4) Elev 1545 A5000 | |
| OPR | WM. B. Gallacher 613-281-7027 Reg PPR A/D clsd Nov 16-Apr 14 | |
| FLT PLN FIC | NOTAM FILE CYTA London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| SERVICES S | 2 | |
| RWY DATA RCR | Rwy 17(173°)/35(353°) 1503x35 TURF Opr No win maint | |
| COMM ATF | tfc 123.2 5NM 4600 ASL | |
| CAUTION | 98' twr aprx 1000' WNW of Rwy 35. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

CONN ON

CCN4

| | | |
|-----------------|--|---|
| REF | N44 01 57 W80 29 08 3.6E 10°W UTC-5(4) Elev 1658' A5000 |  |
| OPR | Toronto Soaring Club 519-807-3331 Reg PPR | |
| PF | D-1,2,3,4,5,6 | |
| FLT PLN | FIC NOTAM FILE CYKF London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| RWY DATA | Rwy 18(180°)/36(360°) 3300x120 Turf Rwy 15(150°)/33(330°) 3300x120 Turf Rwy 09(086°)/27(266°) 2600x120 Turf Thld 09 displ 400' RCR Opr | |
| COMM | ATF tfc 123.4 5NM 4700 ASL | |
| PRO | Glider activity Apr-Dec. Rgt hand circuits for powered acft Rwy 09, 15, 18, 27. Rgt hand circuits for gliders Rwy 33, 36 (CAR 602.96). | |
| CAUTION | Power lines SW of field. | |

SAMPLE

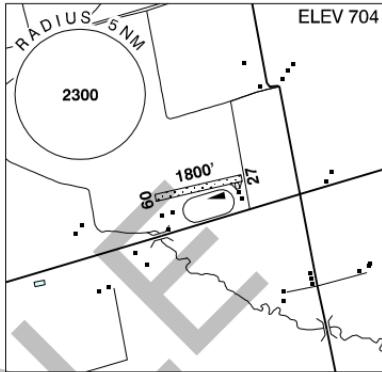
ONTARIO

AERODROME/FACILITY DIRECTORY

COOKSTOWN / KIRBY FIELD ON

CKF8

| | |
|----------|--|
| REF | N44 07 58 W79 43 30 3.2SSW 11°W UTC-5(4) Elev 704' VTA A5000 |
| OPR | G. Kirby 905-729-0747 Reg PPR |
| PF | C-1 D-3,5,6 |
| FLT PLN | NOTAM FILE CYEE |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA | Rwy 09(088°)/27(268°) 1800x75 turf |
| RCR | Opr No win maint. Rwy may be soft when wet. |
| COMM | tfc 123.2 5NM 3500 ASL |
| CAUTION | Unigtd twr 900 ASL 1NM E |



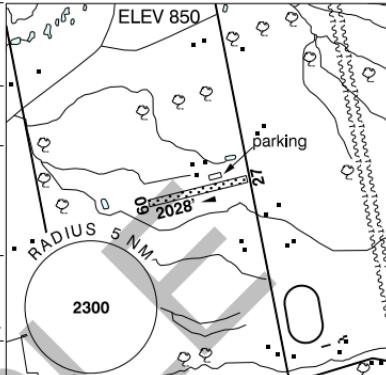
ONTARIO

AERODROME/FACILITY DIRECTORY

COOKSTOWN / TALLY-HO FIELD ON

CTH8

| | |
|-------------------------------|---|
| REF | N44 12 52 W79 46 36 3.6NW 10°W (2014) UTC-5(4) Elev 850' VTA A5000 |
| OPR | Tally-Ho Industries Ltd. 705-458-9669 Reg PPR |
| FLT PLN FIC | NOTAM FILE CYKZ London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA RCR | Rwy 09(086°)/27(266°) 2028x65 GRASS Rwy 27 down 2.9% Opr No win maint. Rwy soft when wet. |
| COMM ATF | tfc 123.2 5NM 3900ASL exc area within Borden 5NM MF area |
| PRO | Land on Rwy 09 & tkof Rwy 27 exc when strong westerly winds are present. |
| CAUTION | Unmarked 116' P-lines running N-S aprx 0.37NM E of Thld 27. |

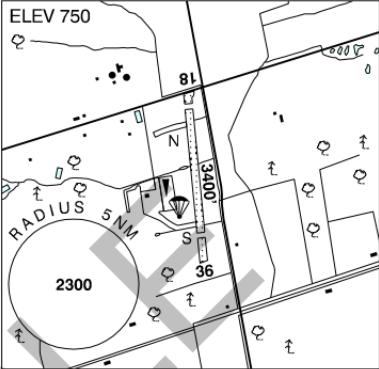


ONTARIO

AERODROME/FACILITY DIRECTORY

COOKSTOWN ON

CCT2

| | | |
|-----------------|---|---|
| REF | N44 14 20 W79 38 20 4NE 11°W UTC-5(4) Elev 750' VTA A5000 |  |
| OPR | Skydive Toronto Inc 705-458-9339 Reg PN | |
| PF | A-1 B-2 C-5 D-3, 4 | |
| FLT PLN | FIC NOTAM FILE CYEE London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| SERVICES | FUEL OIL S 100LL, JA All 5 | |
| RWY DATA | RCR Rwy 18(184°)/36(004°) 3400x150 turf Thld 18 displ 200' Thld 36 displ 500'. Opr No win maint. Rwy may be soft when wet & in Spring. | |
| COMM | ATF tfc 123.2 5NM 3800 ASL | |
| PRO | NOISE Rgt hand circuits Rwy 18 (CAR 602.96). Downwind leg for all circuits over Hwy 400. Downwind Rwy 18 at 2250' ASL. Downwind Rwy 36 at 1750' ASL. Do not overfly A/D. Turn base leg Rwy 36 over Hwy 89. Rwy 36 dep: turn rgt for the climb out. Rwy 18 dep: climb straight out to Hwy 89 before changing direction. | |
| CAUTION | Paradrops up to 18,000 ASL daylight announced on ATF. Trees S of rwy. | |

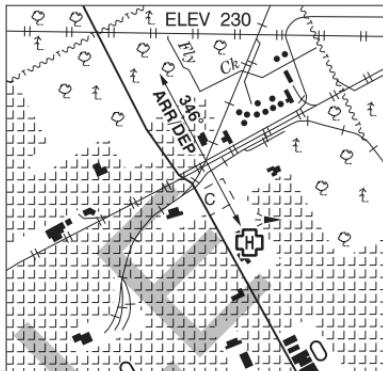
ONTARIO

AERODROME/FACILITY DIRECTORY

CORNWALL (COMMUNITY HOSP McCONNELL SITE) ON (Heli)

CPS6

| | |
|--------------------------------|---|
| REF | N45 01 52 W74 43 04 Adj 14°W (2014) UTC-5(4) Elev 230' VTA A5000 A5002 |
| OPR | Community Hosp McConnell Site 613-938-4240 Cert PPR |
| FLT PLN FIC | (bil) NOTAM FILE CYCC Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA) |
| HELI DATA RCR | FATO/TLOF 86' x 86' ASPH Safety Area 114' x 114' GRASS Max heli overall length 57.3' Opr |
| LIGHTING | DR RY(LO) RF(FH) |
| PRO | Arr/dep 346° fr heli, slope 8% (H3), day/night use. |
| CAUTION | Blasting ops 4NM N of heli (1NM radius) continuous daylight hrs. Debris to 800 ASL. |

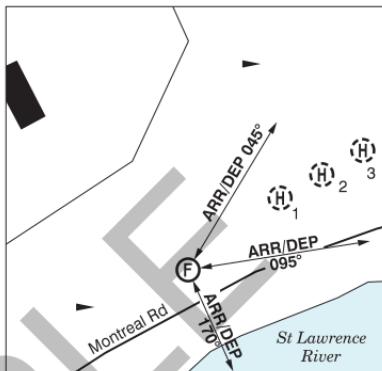
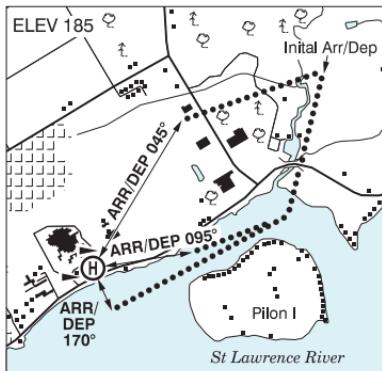


ONTARIO

AERODROME/FACILITY DIRECTORY

CORNWALL (NAV CENTRE) ON (Heli)

CNC2



| | |
|------------------|--|
| REF | N45 01 39 W74 40 47 2.2E 14°W (2017) UTC-5(4) Elev 185' VTA A5000 A5002 |
| OPR | NAV Centre 613-936-5057 Reg PPR |
| PF | B-1,2,3,5,7 |
| FLT PLN | (bil) NOTAM FILE CYCC |
| | FIC Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA) |
| HELI DATA | FATO 32' x 32' GRASS Safety Area 42' x 42' GRASS |
| | Parking Pads 1, 2 & 3: 25' x 25' GRASS |
| | RCR Opr |
| COMM | |
| | ATF tfc 123.2 5NM 3200 ASL excluding Cornwall Regional (CYCC) ATF area |
| PRO | Helo 1 arr/dep 170° fr heli Helo 2 arr/dep 095° fr heli Helo 3 arr/dep 045° fr heli |
| CAUTION | Blasting ops 5.5NM N of heli (1NM radius) continuous daylight hrs. Debris to 800 ASL. Lgtd twr 431 ASL (230 AGL) 0.2NM NE of heli. |

ONTARIO

AERODROME/FACILITY DIRECTORY

CORNWALL REGIONAL ON

CYCC

| | | |
|-----------------|--|--|
| REF | N45 05 34 W74 34 04 7ENE 15°W UTC-5(4) Elev 175' VTA A5000 A5002 LO6 LO7 LO8 T2 CAP | <p>ELEV 175</p> <p>3510' 28</p> <p>RADIUS 5 NM</p> <p>1900</p> |
| OPR | Cornwall Regional Apt Comsn 613-930-6625 Reg | |
| PF | C-1,2 D-3,4,5,6 | |
| CUST | AOE/15 888-226-7277 13-22Z‡ | |
| FLT PLN | (bil) NOTAM FILE CYCC | |
| FIC | Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA) | |
| WX | WxCam | |
| SERVICES | FUEL 100LL, JA (Self Serve H24) OIL All S 1,2,3,4,5 | |
| RWY DATA | Rwy 10(097°)/28(277°) 3510x100 asphalt | |
| RCR | Opr 14-21Z‡ Mon-Fri exc stat hols. Ltd win maint | |
| LIGHTING | 10(TE ME) V1, 28(TE ME) V1 ARCAL-122.775, 5 keys in 5 sec activates Rwy 28 VASIS & lgts; 7 keys in 5 sec activates Rwy 10 VASIS & lgts. VASIS and lgts for opposite rwy can only be activated after ARCAL cycle complete, aprx 15 min. | |
| COMM | ATF UNICOM ltd hrs O/T tfc 122.775 5NM 3200 ASL | |
| PRO | Acft that cancel IFR in US airspace and are unable to file a VFR Fit Pln, must cancel the SAR portion of their IFR Fit Pln for CYCC with YUL ACC at 800-633-1353. | |
| CAUTION | Blasting ops aprx 7NM W of aptn (1NM radius) continuous daylight hrs. Debris to 800 ASL. Extv bird activity and wildlife in vic of A/D. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

COTTAM ON

CRB2

| | | |
|-----------------|---|--|
| REF | N42 08 24 W82 39 10 4E 7°W UTC-5(4) Elev 635' A5000 | |
| OPR | R. I. Bell 519-839-4369 Reg PPR | |
| PF | C-1,2 D-3,4,5,6 | |
| FLT PLN | NOTAM FILE CYQG | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| RWY DATA | Rwy 01/19 2000x60 turf Thld 01 displ 400'. Opr Ltd win maint | |
| COMM | tfc 122.9 5NM 3600 ASL | |
| PRO | Pilots are requested to avoid flt below 2000 ASL when flying over the Jack Miner Bird Sanctuary (Kingsville, Ont N42 04 W82 45) & over Point Pelee National Park. | |
| CAUTION | Bldgs & unmarked poles aprx 400' fr Thld 01. Ditch adj E Thld 01 & 19. Trees on apch to Rwy 01. Cultivated fields at both edges of Rwy 01/19. | |

SAMPLE

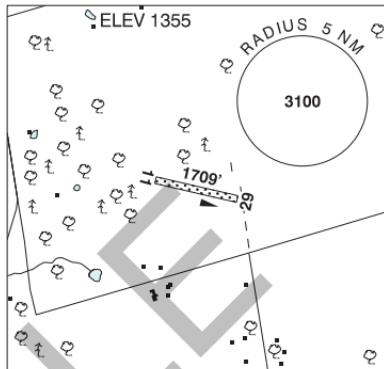
ONTARIO

AERODROME/FACILITY DIRECTORY

CREEMORE ON

CCR9

| | |
|-------------------------------|---|
| REF | N44 20 48 W80 08 03 1.7NW 10°W (2015) UTC-5(4) Elev 1355' A5000 |
| OPR | Alexander Younger 416-399-5778 Reg PPR |
| FLT PLN FIC | NOTAM FILE CYVV London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA RCR | Rwy 11(113°)/29(293°) 1709x75 TURF Opr No win maint. Rwy soft when wet. |
| COMM ATF | tfc 122.85 5NM 4400 ASL |
| CAUTION | 30' trees 200' from each thld of Rwy 11/29. |



ONTARIO

AERODROME/FACILITY DIRECTORY

CURRIES (RAND PRIVATE AIRFIELD) ON

CRE3

| | | |
|-----------------|--|---|
| REF | N43 03 54 W80 42 00 Adj ESE 9°W UTC-5(4) Elev 1060' VTA A5000 | <p>ELEV 1060</p> <p>RADIUS 3000</p> <p>1799' 2'</p> |
| OPR | George Rand 519-424-2175 519-617-3707 Reg PPR | |
| PF | B-1 C-2,3 | |
| FLT PLN | NOTAM FILE CYXU | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| RWY DATA | Rwy 11(112°)/29(292°) 1799x60 GRASS | |
| RCR | Opr No win maint. Rwy may be soft in early spring and late fall. | |
| PRO | Rwy conditions must be confirmed with opr prior to use. | |
| CAUTION | Multiple lgtd groups of wind turbines to 1572 ASL (480 AGL) aprx 1NM N of A/D, to 1543 ASL (480 AGL) aprx 1.7NM ENE of A/D, to 1572 ASL (480 AGL) aprx 0.6NM to aprx 2.0NM E of A/D. | |

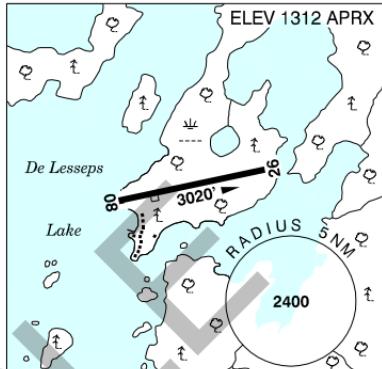
ONTARIO

AERODROME/FACILITY DIRECTORY

DE LESSEPS LAKE ON

CKF9

| | |
|-------------------------------|---|
| REF | N50 43 03 W90 41 01 3°W (2014) UTC-6(5) Elev 1312 aprx A5008 |
| OPR | Guardian Eagle Resort 807-737-2267 Reg PPR |
| PF | B-1,2,5 PN Opr May 1-Sep 30 |
| FLT PLN FIC | NOTAM FILE CYPL Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) |
| RWY DATA RCR | Rwy 08(080°)/26(260°) 3020x70 CONC Opr No win maint. Rwy rises fr both thlds towards mid-point. |
| COMM UNICOM | Ltd hrs O/T tfc 122.8 5NM 4400 ASL |



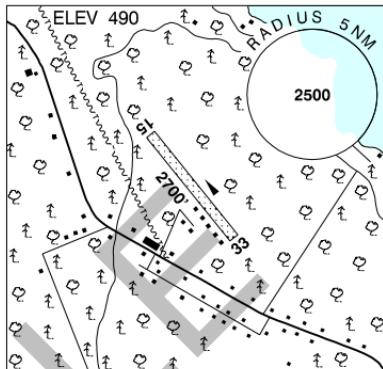
ONTARIO

AERODROME/FACILITY DIRECTORY

DEEP RIVER / ROLPH ON

CPH2

| | |
|----------|--|
| REF | N46 07 W77 32 2NW 13°W UTC-5(4) Elev 490' A5000 A5001 |
| OPR | Gary McAnulty 613-584-4011 Reg |
| PF | B-1,2,5 C-3,4,6 |
| FLT PLN | NOTAM FILE CYTA |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA | Rwy 15/33 2700x150 turf |
| RCR | Opr Ltd win maint. Soft when wet. |
| COMM | tfc 122.8 5NM 3500 ASL |
| ATF | |



ONTARIO

AERODROME/FACILITY DIRECTORY

DEER LAKE ON

CYVZ

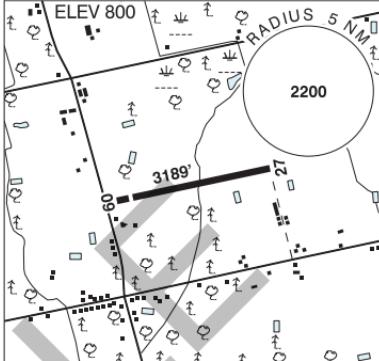
| | | |
|-----------------|--|--|
| REF | N52 39 21 W94 03 41 3N 0° (2009) UTC-6(5) Elev 1092' A5017 LO3 LO4 CAP | <p>ELEV 1092 RADIUS 5NM 2300 3505°</p> |
| OPR | Govt of Ontario 807-473-2082 Cert opr 14-23Z‡ Mon-Fri exc hols | |
| PF | C-1,4 | |
| FLT PLN | NOTAM FILE CYXL | |
| FIC | Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) | |
| RWY DATA | Rwy 13(128°)/31(308°) 3506x100 GRVL First half of Rwy 13 up 0.88% Rwy 13/31 AGN IIIA | |
| RWY CERT | Apt Foreman 807-775-2003 Ltd maint 14-23Z‡ Mon-Fri exc hols. Rwy strength & cond subject to seasonal & climatic var. | |
| LIGHTING | 13-(TE ME) AP, 31-(TE ME) AP ARCAL-122.8 type K | |
| COMM | tfc 122.8 5NM 4100 ASL | |
| ATF | | |

ONTARIO

AERODROME/FACILITY DIRECTORY

DELHI ON

CDH6

| | | | |
|-----------------|---|---|--|
| REF | N42 53 05 W80 24 22 Adj 10°W (2015) UTC-5(4) Elev 800' A5000 |  | |
| OPR | Peter Vanberlo 519-427-7722 Reg PPR | | |
| PF | B-1 C-2,3,4,5,6 | | |
| FLT PLN | FIC NOTAM FILE CYFD London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | | |
| SERVICES | FUEL 100LL OIL 65, 80 S 1,2,4,5 | | |
| RWY DATA | RCR Rwy 09(088°)/27(268°) 3189x35 ASPH Thld 09 disp 250' Opr | | |
| LIGHTING | 09-(TE ME), 27-(TE ME) ARCAL-122.625 type J | | |
| COMM | ATF tfc 123.2 5NM 3000 ASL | | |
| PRO | Monitor 122.9 for activity at Nixon A/D. | | |

ONTARIO

AERODROME/FACILITY DIRECTORY

DRYDEN BEST WESTERN ON (Heli)

CKV3

| | | |
|------------------|---|--|
| REF | N49 47 W92 50 Adj N 0° UTC-6(5) Elev 1200' aprx A5007 | |
| OPR | Best Western Motor Inn 807-223-3201 Reg PPR | |
| PF | C-1,2,3,4,5,6 | |
| FLT PLN | NOTAM FILE CYHD | |
| FIC | Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) | |
| HELI DATA | FATO/TLOF 65' x 65' TURF Safety Area 88' x 88' TURF Max heli overall length 43.5' | |
| COMM | MF Sioux Lookout rdo 122.1 5NM centred on Dryden Regional A/D 4.5NM NE 4400 ASL (CAR 602.98). | |
| PRO | Arr/Dep 300° to 070° fr heli, slope 8% | |
| CAUTION | Smoke stacks N49 46 57 W92 50 44, 365 AGL 1600 ASL 0.5NM W of heli. | |

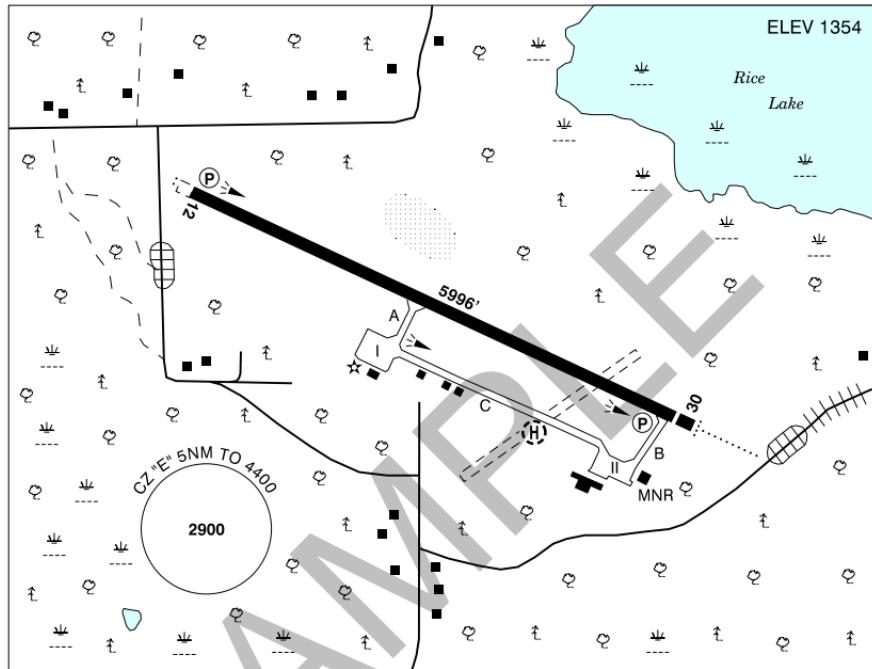
SAMPLE

ONTARIO

AERODROME/FACILITY DIRECTORY

DRYDEN REGIONAL ON

CYHD



| | |
|-----------------|---|
| REF | N49 49 53 W92 44 37 4.3NE 1°W (2012) UTC-6(5) Elev 1354' A5007 LO4 HI4 CAP |
| OPR | City 807-223-1130 Fax 807-937-6042 Cert |
| PF | A-1,6 avbl 1130-05Z‡ B-1 C-2,3,4,5 |
| FLT PLN | NOTAM FILE CYHD |
| FIC | Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) |
| WX | METAR AUTO H24 (See COMM) TAF H24, issue times: 02, 08, 14, 20Z. WxCam |
| SERVICES | PN and svc chg apply for after hr svc FUEL 100LL, JA (FSII avbl) May 1-Sep 30 13-01Z‡, Oct 1-Apr 30 14-23‡, ctc 807-221-8032 or 807-937-5122 or Fax 807-937-6222 OIL 20W50 and TURBO 2380 only S 1(ltd),2,3,4,5,6 MILCON Morgan Aviation (World Fuel Services) 807-221-9539 |
| RWY DATA | Rwy 12(116°)/30(296°) 5996x150 ASPH Thld 30 displ 197' |
| RWY CERT | Rwy 12/30 AGN IV |
| TWY | Twy C asphalt, 1000' mid-section gravel sfc. |
| APRON | Apron I public, Apron II pvt PN 807-223-1130 |
| RCR | Opr CRFI, PLR/PCN |
| LIGHTING | 12-AS(TE HI) P1, 30-AD(TE HI) P1 ARCAL-122.1 type K |

ONTARIO

AERODROME/FACILITY DIRECTORY

DRYDEN REGIONAL ON (Cont'd)

CYHD

| COMM | |
|---------|--|
| RCO | Sioux Lookout rdo 122.1 (RAAS) |
| MF | Sioux Lookout rdo 122.1 5NM 4400 ASL (CAR 602.98) |
| PAL | Winnipeg Ctr 132.2 |
| A/G | MNR Ops 122.9 |
| AWOS | 128.7 |
| NAV | |
| NDB | YHD 413 (L) N49 51 52 W92 50 57 BARCLAY ZHD 399 (L) N49 48 03 W92 38 41 |
| DME | IHD 109.7 Ch 34 N49 50 06 W92 44 59 (1349') |
| ILS | IHD 109.7 (Rwy 12) RVR |
| CAUTION | Rock outcrop 740' from dep end of Rwy 12, 690' rgt of centreline 1465 ASL. Wildlife frequently on rwy. Aerobatics may be in progress over aprt 4400 ASL & below. |

SAMPLE

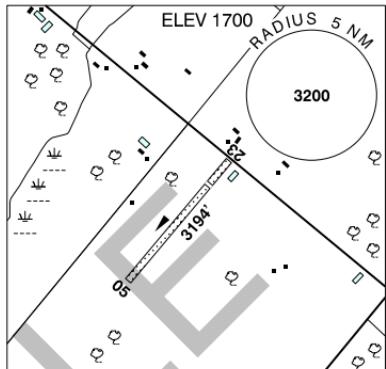
ONTARIO

AERODROME/FACILITY DIRECTORY

DUNDALK (TRIPP FIELD) ON

CTF4

| | |
|-----------------|--|
| REF | N44 10 23 W80 18 37 3.7E 10°W UTC-5(4) Elev 1700' VTA A5000 |
| OPR | Robin Tripp 519-940-6653 Reg PPR |
| PF | B-1 C-2 D-4 |
| FLT PLN | NOTAM FILE CYVV |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA | Rwy 05(050°)/23(230°) 3194x70 turf Thld 23 displ 600' Opr May-Nov ltd hrs No win maint |
| COMM | tfc 123.2 5NM 4700 ASL |
| CAUTION | Unmarked P-lines 30 AGL on apch Rwy 23, 200' fr thld. Windmill aprx 2000' N Thld 23 400 AGL. Wind turbine group 4NM NNW A/D 2154 ASL (395 AGL). Marked P-lines 70 AGL 350' SE side parallel to rwy lgtd at each end. |



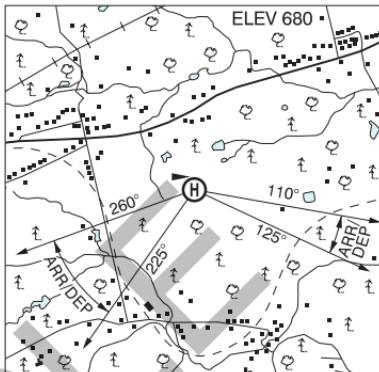
ONTARIO

AERODROME/FACILITY DIRECTORY

DUNDAS ON (Heli)

CDU2

| | |
|--------------------------------|---|
| REF | N43 14 44 W80 01 06 3WSW 10°W (2018) UTC-5(4) Elev 680' VTA A5000 |
| OPR | Robert D. Sheppard 832-452-7698 Reg PPR |
| PF | B-1 C-2 D-3,4,5,6 |
| FLT PLN FIC | NOTAM FILE CYHM London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA RCR | FATO/TLOF 60' dia GRASS Safety Area 160' dia GRASS Opr Ltd win maint |
| COMM TWR | Hamilton 125.0 |
| PRO | Arr/dep 110° to 125° and 225° to 260° fr heli. Do not overfly surrounding residences and horse ranch NW of heli. |



ONTARIO

AERODROME/FACILITY DIRECTORY

DUNGANNON ON

CDG3

| | | |
|-----------------|--|---|
| REF | N43 50 11 W81 36 24 1S 9°W UTC-5(4) Elev 870' A5000 | <p>ELEV 870</p> <p>RADIUS 5 NM</p> <p>2500</p> <p>1928'</p> <p>31</p> |
| OPR | Mari Vanderveeken 519-263-2550 Reg | |
| PF | B-1 D-2, 3, 4, 5, 6 | |
| FLT PLN | NOTAM FILE CYGD | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| RWY DATA | Rwy 13(128°)/31(308°) 1928x75 turf Rwy 13 up 1.04% Opr No win maint | |
| LIGHTING | 13-(TE LO), 31-(TE LO) PN opr | |
| COMM | tfc 122.7 5NM 3900 ASL | |
| CAUTION | Low slope ditch at end of Rwy 31 | |

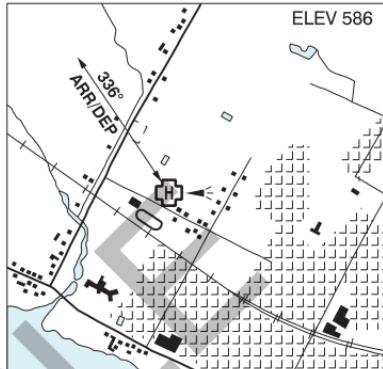
ONTARIO

AERODROME/FACILITY DIRECTORY

DUNNVILLE (HALDIMAND WAR MEM HOSP) ON (Heli)

CPA9

| | |
|------------------------------|---|
| REF | N42 54 49 W79 37 43 0.5N 10°W UTC-5(4) Elev 586' A5000 |
| OPR | Haldimand War Mem Hosp 905-774-7431 Cert PPR |
| FLT PLN FIC | NOTAM FILE CYSN London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA | FATO/TLOF 86' x 86' ASPH Safety Area 115' x 115' GRASS Max heli overall length 57.3' |
| LIGHTING | DR RY(LO) RF(FL) Portable PN |
| PRO | Arr/dep 336° fr heli, slope 8% (H3) day/night use. Cert for night use with portable lgt. |

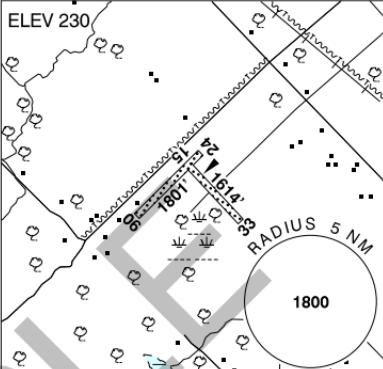


ONTARIO

AERODROME/FACILITY DIRECTORY

DUNROBIN / PARTI FIELD ON

CPF3

| | | |
|-------------------------------|---|---|
| REF | N45 25 37 W76 04 04 2WNW 13°W (2015) UTC-5(4) Elev 230' A1905 A5000 A5002 |  |
| OPR | Varun Parti 613-601-8584 Reg PPR | |
| FLT PLN FIC | (bil) NOTAM FILE CYND Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA) | |
| RWY DATA RCR | Rwy 06(059°)/24(239°) 1801x25 TURF Rwy 15(150°)/33(330°) 1614x25 TURF Opr No win maint | |
| COMM ATF | tfc 123.2 4NM 3200 ASL | |
| CAUTION | 4NM ESE of CNQ5. P-lines parallel to rwy along road, 300 ASL ridge at end of Rwy 24. Fence at end of Rwy 06. | |

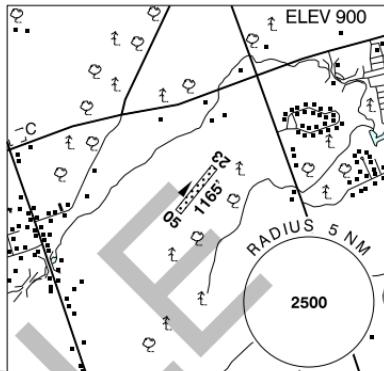
ONTARIO

AERODROME/FACILITY DIRECTORY

DUNSFORD ON

CDU5

| | |
|----------|--|
| REF | N44 27 17 W78 37 49 Adj E 11°W (2017) UTC-5(4) Elev 900' A5000 |
| OPR | Glenn Snarr 705-772-9496 Reg PPR |
| PF | C-1,2,3 D-4,5,6 |
| FLT PLN | NOTAM FILE CYPQ |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA | Rwy 05(050°)/23(230°) 1165x50 GRASS |
| COMM | tfc 122.8 4NM 4000 ASL |
| CAUTION | Low ultra-light act in 5NM radius. 50' trees at Thld 05. Wildlife in vic of rwy. |



ONTARIO

AERODROME/FACILITY DIRECTORY

DURHAM (MEM HOSP) ON (Heli)

CPD3

| | | |
|------------------|--|--|
| REF | N44 10 45 W80 49 46 Adj W 10°W UTC-5(4) Elev 1125' A5000 | |
| OPR | Durham Mem Hosp 519-369-2340 Cert PPR | |
| FLT PLN | NOTAM FILE CYVV | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| HELI DATA | FATO/TLOF 86' x 86' ASPH Safety Area 114' x 114' GRASS Max heli overall length 58' | |
| LIGHTING | RY(LO) RF(FL) | |
| COMM | ambulance dispatch 129.275 | |
| PRO | Arr/dep btwn 264°-275° fr heli, slope 8% (H3) day/night use. | |

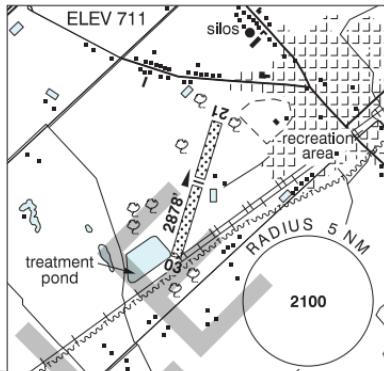
ONTARIO

AERODROME/FACILITY DIRECTORY

DUTTON ON

CDT7

| | |
|------------------------------|---|
| REF | N42 39 33 W81 30 45 Adj WSW 9°W (2014) UTC-5(4) Elev 711' A5000 |
| OPR | John Bennetto 519-762-2279 Reg PPR |
| FLT PLN FIC | NOTAM FILE CYXU London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA | Rwy 03(026°)/21(206°) 2878x65 GRASS Thld 03 displ 1505' Thld 21 displ 1193' |
| RCR | Opr No win maint. Rwy soft when wet |
| COMM ATF | tfc 123.2 5NM 3700 ASL |
| CAUTION | Wires 150 AGL 0.25NM SW Thld 03. Grain silos 150 AGL 0.3NM NE Thld 21. Tower 307' AGL aprx 1NM NNE of A/D. |



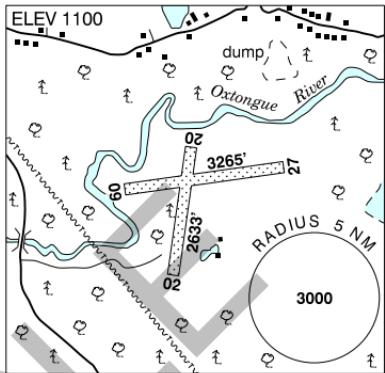
ONTARIO

AERODROME/FACILITY DIRECTORY

DWIGHT ON

CNF8

| | |
|-----------------|--|
| REF | N45 18 48 W78 58 30 2SE 12°W UTC-5(4) Elev 1100' A5000 |
| OPR | Lori Boothby 705-635-2297 Reg PPR |
| PF | B-1 C-2,5 D-3,4,6 |
| FLT PLN | NOTAM FILE CYQA |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA | Rwy 02(021°)/20(201°) 2633x200 TURF Rwy 09(094°)/27(274°) 3265x200 TURF |
| RCR | No win maint |
| COMM | tfc 123.2 5NM 4000 ASL |
| CAUTION | Trees 20 AGL 100' fr centreline Rwy 02/20 and 09/27. |

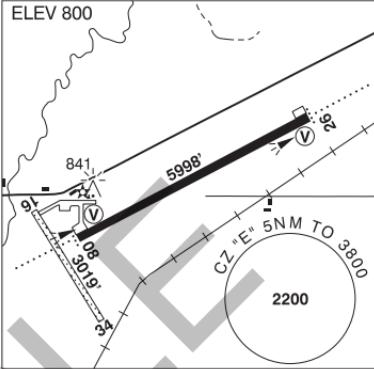


ONTARIO

AERODROME/FACILITY DIRECTORY

EARLTON (TIMISKAMING REGIONAL) ON

CYXR

| | | |
|-----------------|--|---|
| REF | N47 41 42 W79 50 56 1SW 12°W UTC-5(4) Elev 800' A5001 LO4 LO7 HI4 HI5 CAP |  |
| OPR | Earlton-Timiskaming Regional Airport Authority 705-563-2215 Cert 1200-2030Z‡ Mon-Fri exc hols | |
| PF | B-1 C-2,4, D-3,5,6 | |
| FLT PLN | FIC NOTAM FILE CYXR London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| | WX METAR AUTO H24 (see COMM) TAF 13-01Z‡, issue times: 13, 18Z (DT 12, 18Z). WxCam | |
| SERVICES | FUEL OIL 100LL, JA-1 1200-2030Z‡ Mon-Fri exc hols, O/T Cardlock (VISA/Mastercard) 100, 15W50 | |
| RWY DATA | Rwy 08(075°)/26(255°) 5998x150 asphalt Rwy 16(160°)/34(340°) 3019x150 grvl Rwy 34 up 0.86% | |
| RWY CERT | Rwy 08/26 AGN IIIA Rwy 16/34 AGN I | |
| RCR | London FIC AMSCR/CRFI 1000-2030Z‡ Mon-Fri exc hols Nov 7-Apr 17. PLR/PCN Rwy 16/34 No win maint Soft in spring & fall | |
| LIGHTING | 08-AD(TE ME) V2, 16-(TE ME), 26-AD AS(TE ME) V2, 34-(TE ME) ARCAL-122.0 type K. RILS activated by ARCAL on high ints setting only. Rwy 16/34 not avbl Nov 7-Apr 16. | |
| COMM | RCO MF AWOS London rdo 123.375 (FISE) tfc 122.0 5NM 3800 ASL (CAR 602.98) 128.6 | |
| PRO | Rgt hand circuits Rwy 08 (CAR 602.96). | |

ONTARIO

AERODROME/FACILITY DIRECTORY

EAST LINTON (KERR FIELD) ON

CEL3

| | | |
|-------------------------------|--|--|
| REF | N44 39 40 W80 56 39 Adj NNW 10°W UTC-5(4) Elev 757' A5000 | |
| OPR | Rick Kerr 519-372-3145 Reg | |
| PF | D-1,2,3,4,5,6 | |
| FLT PLN FIC | NOTAM FILE CYVV London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| RWY DATA RCR | Rwy 11(113°)/29(293°) 2400x50 turf/gravel Opr No win maint. Rwy may be soft in spring and when wet. | |
| COMM ATF | tfc 123.0 5NM Excluding Wiarton CZ 3800 ASL | |
| CAUTION | Water tower aprx 0.75NM NE A/D, aprx 35' light pole aprx 350' fr Thld 29, trees and hydro poles aprx 820' fr Thld 29, trees aprx 500' S of Thld 11. Wildlife frequently on rwy. Unlgtd twr 915 ASL (145 AGL) aprx 0.44NM NE A/D. | |

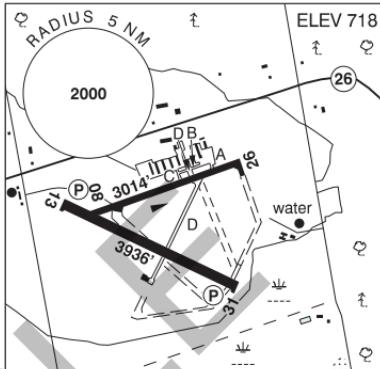
ONTARIO

AERODROME/FACILITY DIRECTORY

EDENVALE ON

CNV8

| | |
|-----------------|--|
| REF | N44 26 20 W79 57 55 2.8W 10°W UTC-5(4) Elev 718' A5000 LO6 CAP RCAP |
| OPR | Edenvale A/D Ops Mgr 705-428-3112 ext 223 Reg |
| PF | A-1 B-2 D-3,4,5,6 |
| FLT PLN | FIC NOTAM FILE CYEE London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| | WX AUTO (see COMM) |
| SERVICES | FUEL 100LL, MG-3, JA-1 OIL W100, 20W50 S 1,2,4,5 |
| RWY DATA | Rwy 13(128°)/31(308°) 3936x100 ASPH Rwy 13 up 0.36% Rwy 08(083°)/26(263°) 3014x80 ASPH Rwy 26 down 0.3% |
| | RCR Opr |
| LIGHTING | 08-(RR), 26-(RR), 13-(TE HI) P1 4°, 31-(TE HI) P1 4° ARCAL-122.775 type K |
| COMM | ATF UNICOM ltd hrs O/T tfc 122.775 5NM 3700 ASL AUTO 123.175 |
| CAUTION | Tower 200 AGL 1NM NE. Ocsl wildlife on rwy. Remote ctl acft up to 500 AGL at SW end of A/D. |

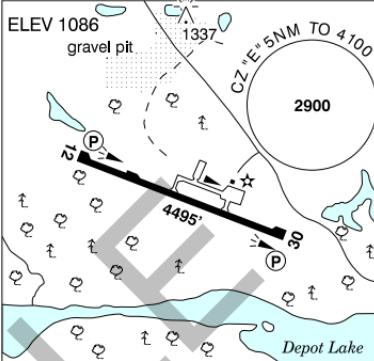


ONTARIO

AERODROME/FACILITY DIRECTORY

ELLIOT LAKE MUNI ON

CYEL

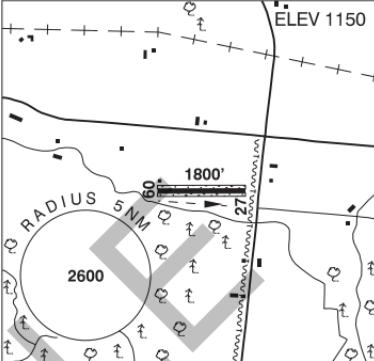
| | | |
|-----------------|--|---|
| REF | N46 21 06 W82 33 40 4SE 9°W UTC-5(4) Elev 1086' A5001 A5000 LO4 CAP |  |
| OPR | City 705-461-7222 1230-2100Z‡ Mon-Fri exc hols O/T 705-849-6094 or 705-261-0638/2611 Reg | |
| PF | B-1,6 C-2,3,4,5 | |
| FLT PLN | NOTAM FILE CYZE | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| WX | WxCam | |
| SERVICES | 1230-2100Z‡ Mon-Fri exc hols. After hrs airside emerg phone on wall of ATB can be used. Call out chg after hrs. 100LL, JA-1 15W50, 20W50 | |
| RWY DATA | Rwy 12(121°)/30(301°) 4495x100 asphalt | Rwy 30 up 0.68% |
| RCR | Opr | |
| LIGHTING | 12-(TE ME) P2, 30-(TE ME) P2 | PAPI activated with ARCAL-123.0 type K After hrs call out chg applies. |
| COMM | UNICOM ltd hrs see opr O/T tfc 123.0 | 5NM 4100 ASL |
| ATF | Toronto Ctr 135.4 | |
| PAL | | |
| NAV | YEL 276 (M) | N46 22 19 W82 37 43 |
| NDB | | |
| PRO | Rgt hand circuits Rwy 12 (CAR 602.96). | |

ONTARIO

AERODROME/FACILITY DIRECTORY

ELMIRA (EAST) ON

CPG4

| | | |
|-----------------|---|---|
| REF | N43 35 31 W80 30 44 10°W UTC-5(4) Elev 1150' VTA A5000 |  |
| OPR | W. Billing 519-669-1108 Reg PPR | |
| PF | C-1,2,3,4,5,6 | |
| FLT PLN | FIC NOTAM FILE CYKF London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| SERVICES | S 5 | |
| RWY DATA | Rwy 09/27 1800x90 asphalt/turf, centre 40' asphalt. RCR Opr No win maint | |
| COMM | ATF tfc 123.2 4NM 4200 ASL | |
| CAUTION | P-line aprx 20 AGL 50' fr Thld 27 (orange markers). Gnd drops off 5' at Thld 27. Trees on apch to Rwy 27. Cultivated field S and bldg N of Rwy 09/27 within 100' of rwy centreline. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

ELMIRA ON

CNT6

| | | |
|-----------------|---|--|
| REF | N43 35 05 W80 36 11 2SW 10°W UTC-5(4) Elev 1250' VTA A5000 | <p>ELEV 1250 RADIUS 5 NM 2500 2600' 1402</p> |
| OPR | N. Kennedy 519-669-2849 Reg PPR | |
| PF | C-2,5 D-3,4,6 | |
| FLT PLN | NOTAM FILE CYKF | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| SERVICES | S 5 | |
| RWY DATA | Rwy 10/28 2600x75 asphalt/turf, centre 25' asphalt. Thld 10 displ 400'. RCR Opr No win maint. Rwy sfc rough. | |
| COMM | ATF tfc 123.2 5NM 4300 ASL | |
| CAUTION | P-line aprx 35 AGL 350' fr Thld 10 (poles red/white striped and orange balls on wires). | |

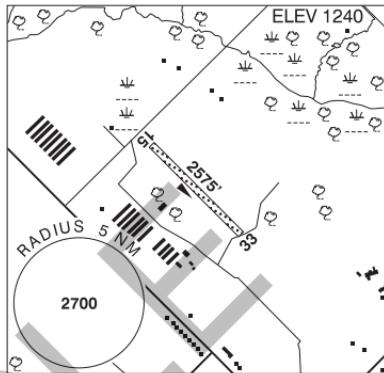
ONTARIO

AERODROME/FACILITY DIRECTORY

ELORA ON

CDF5

| | |
|----------|--|
| REF | N43 37 57 W80 21 23 4.5SE 10°W (2015) UTC-5(4) Elev 1240' VTA A5000 |
| OPR | John Donkers 519-846-0970 Reg PPR |
| PF | C-1,2,3,4 |
| FLT PLN | NOTAM FILE CYKF |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) or 519-452-4040 |
| RWY DATA | Rwy 15(145°)/33(325°) 2575x75 TURF |
| RCR | Opr May-Oct. No win maint. Rwy soft in spring. |
| COMM | tfc 123.2 3NM 4200 ASL |
| ATF | |
| CAUTION | P-line 30 AGL 325' fr Thld 15. |



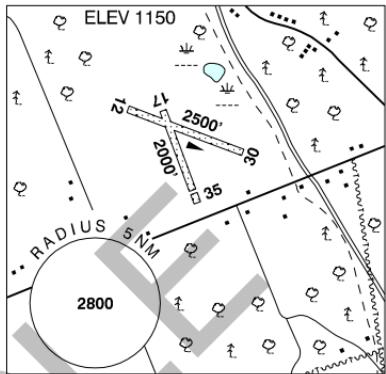
ONTARIO

AERODROME/FACILITY DIRECTORY

EMSDALE ON

CNA4

| | |
|-------------------------------|---|
| REF | N45 33 W79 21 1.3NW 11°W UTC-5(4) Elev 1150' A5000 |
| OPR | Emsdale Apt Authority Inc 705-685-1022 ltd hrs Reg |
| PF | C-1,2,4,5 D-3,6 |
| FLT PLN FIC | NOTAM FILE CYYB London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA RCR | Rwy 12/30 2500x100 turf Rwy 17/35 2000x100 clay/turf Thld 35 displ 200'. Opr No win maint. May be soft when wet. |
| COMM ATF | tfc 123.2 5NM 4200 ASL |

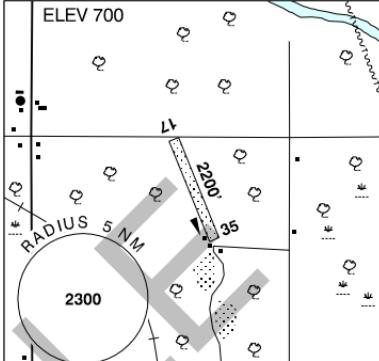


ONTARIO

AERODROME/FACILITY DIRECTORY

ENGLEHART (DAVE'S FIELD) ON

CDF3

| | | | |
|-------------------------------|---|---|--|
| REF | N47 48 35 W79 48 40 Adj 12°W (2011) UTC-5(4) Elev 700' A5001 A5009 LO4 LO7 |  | |
| OPR | David Laframboise 705-648-5658/1325 Reg PPR | | |
| PF | B-1 C-2,3,4,5 D-6 | | |
| FLT PLN FIC | NOTAM FILE CYXR London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | | |
| RWY DATA RCR | Rwy 17(170°)/35(350°) 2200x150 turf Opr No win maint. Rwy soft in spring. | | |
| COMM ATF | ffc 123.2 2NM 3700 ASL | | |
| CAUTION | Wildlife may be present on rwy at dawn/dusk. Trees N end of rwy. | | |

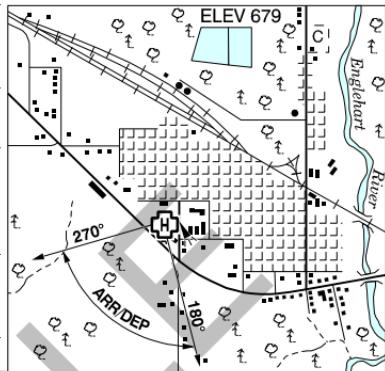
ONTARIO

AERODROME/FACILITY DIRECTORY

ENGLEHART (DISTRICT HOSP) ON (Heli)

CNS3

| | |
|---|---|
| REF | N47 49 23 W79 52 49 Adj SW 12°W (2013) UTC-5(4) Elev 679' A5001 A5009 |
| OPR | Englehart and District Hosp 705-544-2301 Reg PPR |
| FLT PLN FIC | NOTAM FILE CYXR London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA | FATO/TLOF 86' x 86' ASPH Safety Area 148' x 140' GRASS Max heli overall length 57.4' |
| LIGHTING | RY(LO) RF(FL) |
| COMM ATF A/G | tfc 123.2 2NM 3700 ASL ambulance dispatch 129.275 |
| PRO | Arr/dep 180° to 270° fr heli |
| CAUTION | Earlton (Timiskaming Regional) A/D 7.8NM S of heli. MF 122.0 5NM 3800 ASL (CAR 602.98). |



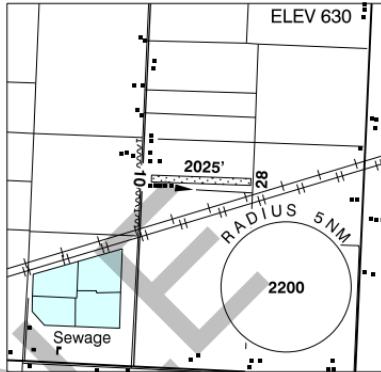
ONTARIO

AERODROME/FACILITY DIRECTORY

ESSEX / BILLING AIRSTRIPON

CEB8

| | |
|-----------------|---|
| REF | N42 11 12 W82 46 56 1.9E 7°W UTC-5(4) Elev 630' A5000 |
| OPR | Pam/Erik Billing 519-723-4479 Reg PN |
| PF | B-1,2 C-3 D-4,6 |
| FLT PLN | NOTAM FILE CYQG |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES | |
| FUEL | 100LL (D) Emerg only |
| OIL | 100 Emerg only |
| S | 5 |
| RWY DATA | Rwy 10(099°)/28(279°) 2025x100 turf |
| RCR | Opr Ltd win maint. Rwy may be soft when wet. |
| CAUTION | Water lagoons 1500' SW of Thld 10, possible bird hazard. Ditch at Thld 28. Hydro wires along road near Thld 10. Wind turbine 0.5NM SW of Thld 10 1017 ASL (394 AGL). Numerous wind turbines in vic. |



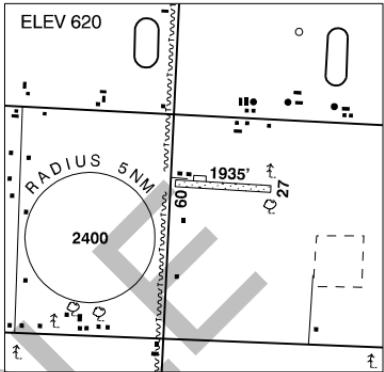
ONTARIO

AERODROME/FACILITY DIRECTORY

ESSEX ON

CNE9

| | |
|-------------------------------|--|
| REF | N42 05 45 W82 52 46 4SW 7°W UTC-5(4) Elev 620' A5000 |
| OPR | P. & A. Harrington 519-776-7441 Reg |
| PF | C-1,2,3,5 D-4,6 |
| FLT PLN FIC | NOTAM FILE CYQG London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES S | 2,3,5 |
| RWY DATA RCR | Rwy 09/27 1935x70 turf No win maint. A/D clsd in hvy rain periods. Call ahead to confirm rwy has dried up enough to land on. |
| TWY | Twy at hg entrance only. |
| COMM ATF | tfc 122.8 5NM 3600 ASL |
| PRO | Pilots are requested to avoid flight below 2000 ASL when flying over the Jack Miner Bird Sanctuary (Kingsville, Ont N42 04 00 W82 45 00) & over Point Pelee National Park. |
| CAUTION | Ditches at Thld 09 & 27 and along rwy sides. Wind shear fr hg with N/NE/NW winds. Trees on apch to Rwy 27. Bldg at edge of Rwy 09/27. |



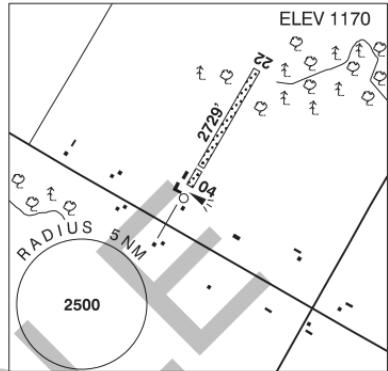
ONTARIO

AERODROME/FACILITY DIRECTORY

ETHEL ON

CPD2

| | |
|-------------------------------|--|
| REF | N43 44 41 W81 10 38 2NW 9°W UTC-5(4) Elev 1170' A5000 |
| OPR | D.J. Martin 519-887-6328 Reg PPR |
| PF | B-1 C-2,4,5 D-3,6 |
| FLT PLN FIC | NOTAM FILE CYGD London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES S | 5,6 |
| RWY DATA RCR | Rwy 04(039°)/22(219°) 2729x80 turf/snow Thld 04 displ 371' Opr Ltd win maint |
| LIGHTING | 04-(LO), 22-(LO) PN Opr |
| COMM ATF | tfc 122.8 5NM 4200 ASL |
| CAUTION | Bldgs at Thld 04. Bush both sides N end of Rwy 22. Upslope fr Thld 22 to high pt rwy aprx 1800' fr Thld 22, rises 29'. Upslope fr Thld 04 to high pt rwy aprx 1000' fr Thld 04, rises 08'. Height of trees near road aprx 75'. Farm machinery, recreational vehicles & wildlife in vic of Rwy 04/22. |



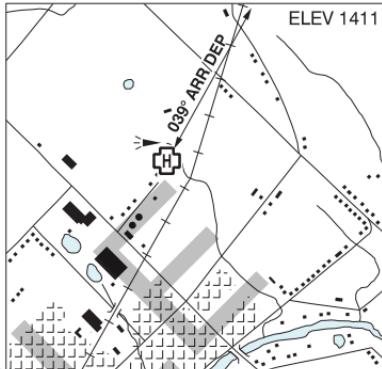
ONTARIO

AERODROME/FACILITY DIRECTORY

FERGUS (GROVES MEM COMMUNITY HOSP) ON (Heli)

CPB2

| | |
|------------------------------|---|
| REF | N43 43 18 W80 22 32 Adj N 10°W UTC-5(4) Elev 1411' VTA A5000 |
| OPR | Groves Mem Community Hosp 519-843-2010 Cert PPR |
| FLT PLN FIC | NOTAM FILE CYKF London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA | FATO/TLOF 82' x 88' ASPH Safety Area 114' x 114' GRASS Max heli overall length 48' |
| LIGHTING | RY(LO) RF(LO) DR |
| PRO | Arr/dep path 039° fr heli, slope 8% (H3), day/night use. |



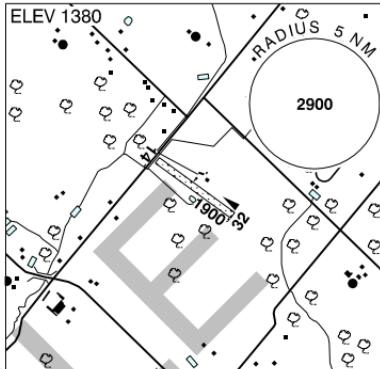
ONTARIO

AERODROME/FACILITY DIRECTORY

FERGUS (HOLYOAKE AIRFIELD) ON

CPY9

| | |
|-----------------|--|
| REF | N43 43 43 W80 16 59 4.3NE 10°W UTC-5(4) Elev 1380' VTA A5000 |
| OPR | Wilf Holyoake 519-843-3095 Reg PPR |
| PF | B-1 C-2,3,4,5 D-6 |
| FLT PLN | NOTAM FILE CYKF |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA | Rwy 14(136°)/32(316°) 1900x70 turf |
| RCR | Opr May-Oct ltd hrs. No win maint. Rwy soft in spring. |
| COMM | Ifc 123.2 2NM 4400 ASL |
| ATF | |
| CAUTION | Trees 40 AGL N of Thld 14; gravel road & 6' ditch before Thld 14. |



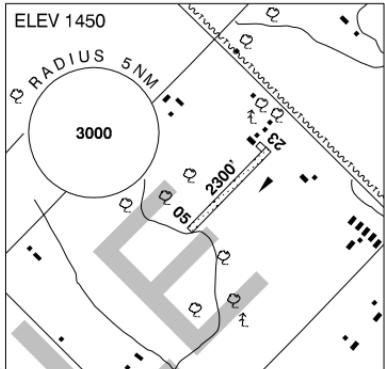
ONTARIO

AERODROME/FACILITY DIRECTORY

FERGUS (JUERGENSEN FIELD) ON

CPG7

| | |
|-----------------|--|
| REF | N43 44 06 W80 26 50 4NW 10°W UTC-5(4) Elev 1450' VTA A5000 |
| OPR | C. Juergensen 519-843-1487 Reg |
| PF | B-1,5,6 C-2,3,4 |
| FLT PLN | NOTAM FILE CYKF |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES | |
| OIL S | Emergency only 4,5,6 |
| RWY DATA | Rwy 05/23 2300x75 turf |
| RCR | Opr No win maint. |
| COMM | tfc 123.4 5NM 4500 ASL |
| CAUTION | Hydro line aprx 30' high 700' fr Thld 23. Trees on apch to Rwy 05/23. Cultivated field both sides of Rwy 05/23. Ultralight activity. |



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AERODROME/FACILITY DIRECTORY

FERGUS (VODAREK FIELD) ON

CVF2

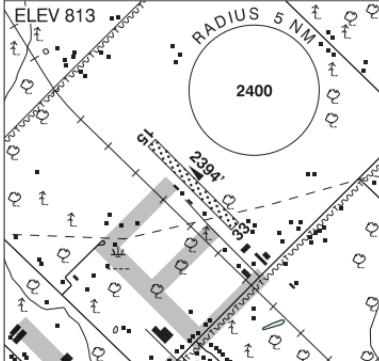
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|-----------------|---|--|
| REF | N43 43 23 W80 17 21 4ENE 10°W UTC-5(4) Elev 1380' VTA A5000 | |
| OPR | Tom Vodarek 519-843-6515 Reg PPR | |
| PF | B-1 C-2,3,4,5 D-6 | |
| FLT PLN | NOTAM FILE CYKF | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Tollfree within Canada & USA) | |
| RWY DATA | Rwy 14(143°)/32(323°) 1920x60 turf | |
| RCR | Opr May-Oct. Ltd hrs. No win maint. Rwy soft in spring. | |
| COMM | Ifc 123.2 2NM 4400 ASL | |
| PRO | Rgt hand circuits Rwy 14 (CAR 602.96) | |
| CAUTION | Trees 40 AGL at Thld 14. Wildlife in vic of rwy. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

FLAMBORO CENTRE ON

CFC8

| | | |
|----------|--|---|
| REF | N43 22 17 W79 55 55 Adj N 10°W (2015) UTC-5(4) Elev 813' A5000 |  |
| OPR | Andy Cetinski 403-969-0222 Reg | |
| PF | C-1,2,3,4 | |
| FLT PLN | CYHM | |
| FIC | London 519-452-4040 or London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| RWY DATA | Rwy 15(145°)/33(325°) 2394x100 TURF | |
| RCR | Opr No win maint | |
| COMM | tfc 123.2 2NM 3900 ASL | |
| PRO | Right hand circuits (CAR 602.96) | |
| CAUTION | Monitor 123.5 for Burlington tfc. | |

SAMPLE

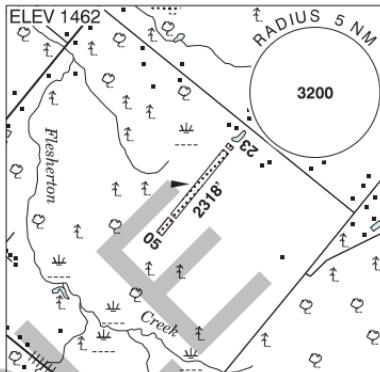
ONTARIO

AERODROME/FACILITY DIRECTORY

FLESHERTON (SMITHORRS FIELD) ON

CFL4

| | |
|-----------------|--|
| REF | N44 15 54 W80 31 40 1ENE 10°W (2015) UTC-5(4) Elev 1462' VTA A5000 |
| OPR | Robert Smith 519-924-0026 Reg PPR |
| PF | B-1 C-2,3,4,5,6 |
| FLT PLN | NOTAM FILE CYVV |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA | Rwy 05(049°)/23(229°) 2318x70 GRASS Thld 05 displ 374' Thld 23 displ 83' RCR Opr No win maint. Rwy soft in spring. |
| COMM | tfc 123.2 5NM 3000 ASL |
| CAUTION | 50' trees 240' fr Thld 05. Wildlife in vic of rwy. |



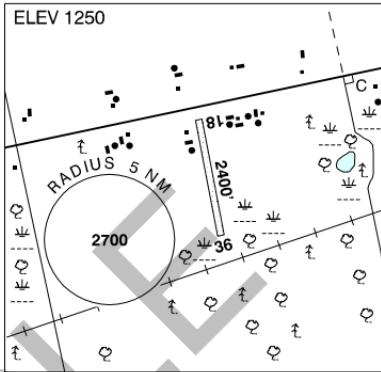
ONTARIO

AERODROME/FACILITY DIRECTORY

FORDWICH ON

CPH9

| | |
|-------------------------------|---|
| REF | N43 53 17 W80 59 43 1.8NE 9°W UTC-5(4) Elev 1250' A5000 |
| OPR | H. Douglas 519-335-3802 L. Zurbrigg 519-335-6167 Reg PPR |
| PF | B-1 C-2 D-3,4,5,6 |
| FLT PLN FIC | NOTAM FILE CYXU London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES S | 5 |
| RWY DATA RCR | Rwy 18/36 2400x70 turf Opr Rwy soft in spring. No win maint. |
| COMM ATF | tfc 122.8 5NM 4300 ASL |
| CAUTION | Marked P-lines on apch to Rwy 18. Trees aprx 50' high on apch to Rwy 36. Canada Geese spring nesting. |

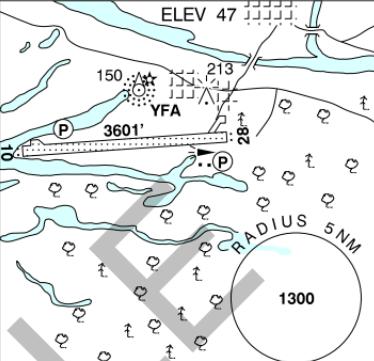


ONTARIO

AERODROME/FACILITY DIRECTORY

FORT ALBANY ON

CYFA

| | | |
|-----------------|--|---|
| REF | N52 12 13 W81 41 45 Adj SW 12°W UTC-5(4) Elev 47' A5009 A5018 LO3 HI1 HI4 CAP |  |
| OPR | Govt of Ontario 807-473-2082 Cert | |
| PF | C-1,2,4,5 | |
| FLT PLN | FIC NOTAM FILE CYAT London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| | WX WxCam | |
| RWY DATA | Rwy 10(098°)/28(278°) 3601x100 GRVL | |
| RWY CERT | Rwy 10/28 AGN IIIA | |
| RCR | Opr 13-22Z† Mon-Fri exc hols. Apt Mgr 705-278-1011 Rwy cond subject to seasonal & climatic vars. | |
| LIGHTING | 10-AS(TE ME) AP, 28-AS(TE ME) AP ARCAL-122.8 type K | |
| COMM | ATF tfc 122.8 5NM 3100 ASL | |
| NAV | NDB YFA 216 (M) N52 12 23 W81 41 40 | |
| PRO | Rgt hand circuits Rwy 10 (CAR 602.96). | |

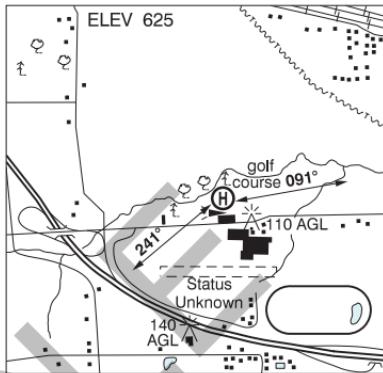
ONTARIO

AERODROME/FACILITY DIRECTORY

FORT ERIE (AIRBUS HELICOPTERS CANADA LTD) ON (Heli)

CPG3

| | |
|-------------------------|---|
| REF | N42 55 16 W78 57 21 11°W UTC-5(4) Elev 625' A5000 |
| OPR | Airbus Helicopters Canada Ltd 905-871-7772 Reg PPR |
| PF | B-1 C-2,3,4,5,6 |
| FLT PLN FIC | NOTAM FILE CYSN London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES PVT ADV | Airbus Helicopters Canada 131.175 |
| HELI DATA | FATO 82' dia ASPH/GRVL TLOF 70' dia ASPH Safety Area 105' dia GRVL Max heli overall length 54.7' |
| LIGHTING | RW(LO) |
| COMM ATF | tfc 123.2 5NM 3600ASL |
| PRO | Arr/dep fit paths 241° & 091° fr heli. |

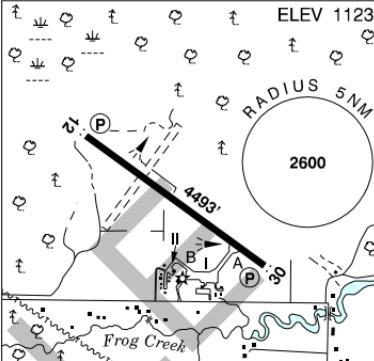


ONTARIO

AERODROME/FACILITY DIRECTORY

FORT FRANCES MUNI ON

CYAG

| | | |
|-----------------|--|---|
| REF | N48 39 16 W93 26 26 2.2NW 1°E UTC-6(5) Elev 1123' A5007 LO4 CAP |  |
| OPR | Town 807-274-3930 Cert | |
| PF | A-1,2 C-3,4,5,6 Tml bldg opr 13-03Z‡ Sun-Fri, 12-00Z‡ Sat (May 1-Oct 31); 13-03Z‡ Mon-Fri, 12-00Z‡ Sat, 16-00Z‡ Sun (Nov 1-Apr 30) | |
| CUST | AOE/15 888-226-7277 | |
| FLT PLN | FIC NOTAM FILE CYHD Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) WX AUTO at Falls International (KINL) 218-285-2996 (see COMM) | |
| SERVICES | 13-03Z‡ Sun-Fri, 12-00Z‡ Sat (May 1-Oct 31); 13-03Z‡ Mon-Fri, 12-00Z‡ Sat, 16-00Z‡ Sun (Nov 1-Apr 30) O/T PN 807-274-9841. Call out chg may be levied for one or more svcs. FUEL OIL S 100LL, JA-1 All exc turbine 1,4,6 | |
| RWY DATA | Rwy 12(125°)/30(305°) 4493x100 ASPH | |
| RWY CERT | Rwy 12/30 AGN IIIA | |
| RCR | Opr Maint. 13-03Z‡ Sun-Fri, 12-00Z‡ Sat (May 1-Oct 31); 13-03Z‡ Mon-Fri, 12-00Z‡ Sat, 16-00Z‡ Sun (Nov 1-Apr 30) PLR/PCN | |
| LIGHTING | 12-AS(TE ME) P1, 30-AS(TE ME) P1 ARCAL-122.7 type K | |
| COMM | RCO Winnipeg rdo 123.55 (FISE) 126.7 (bcst) ATF UNICOM ltd hrs O/T tfc 122.8 5NM 4200 ASL AUTO 120.0 Falls International (KINL) | |
| NAV | NDB YAG 376 (L) N48 41 23 W93 32 21 VOR/DME INTERNATIONAL FALLS INL 111.0 Ch 47 N48 33 57 W93 24 20 | |
| PRO | Acft inbd or on the gnd may req/pass IFR dep clnc, IFR arr and IFR cancellations to WINNIPEG rdo 123.55 for relay to MINNEAPOLIS ctr. | |
| CAUTION | Wildlife in vic of rwy. Traffic using Instrument approaches at KINL (Falls International-Einarson Field), might pass in close proximity of the CYAG tfc patterns. | |

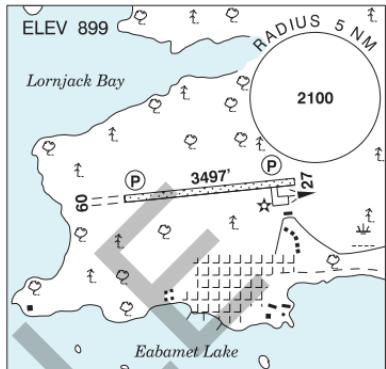
ONTARIO

AERODROME/FACILITY DIRECTORY

FORT HOPE ON

CYFH

| | |
|-----------------|---|
| REF | N51 33 43 W87 54 28 Adj N 6°W UTC-5(4) Elev 899' A5008 LO3 LO4 CAP |
| OPR | Govt of Ontario 807-473-2082 Cert |
| PF | C-1,2,4,5 |
| FLT PLN | NOTAM FILE CYLH |
| FIC | Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) |
| RWY DATA | Rwy 09(090°)/27(270°) 3497x100 GRVL Rwy 09 up 0.96% first 2915'. RWY CERT RCR Rwy 09/27 AGN IIIA Opr 13-22Z‡ Mon-Fri exc hols. 807-242-8151. Call out chg may apply. Rwy strength & cond subject to seasonal & climatic var. |
| LIGHTING | 09-(TE LO) AP, 27-(TE LO) AP (non-std) ARCAL-122.8 type K for APAPI, rwy lghts low ints only |
| COMM ATF | tfc 122.8 5NM 3900 ASL |
| CAUTION | Due to rwy slope acft at rwy ends may not be visible to pilots on opposite ends of rwy. |



ONTARIO

AERODROME/FACILITY DIRECTORY

FORT SEVERN ON

CYER

| | | |
|-----------------|--|---|
| REF | N56 01 08 W87 40 34 3NW 8°W (2019) UTC-5(4) Elev 52' A5017 A5025 LO3 HI2 HI4 CAP | <p>ELEV 52 RADIUS 5 NM 1300</p> |
| OPR | Govt of Ontario 807-473-2082 Cert | |
| PF | C-1,4 | |
| FLT PLN | NOTAM FILE CYXL | |
| FIC | Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) | |
| WX | METAR AUTO H24 (see COMM) WxCam TAF 10-20Z‡, issue times: 0940, 1340Z (DT 0840, 1240Z) | |
| RWY DATA | Rwy 15(150°)/33(330°) 3518x100 GRVL Rwy 15 first 972' up 0.36% Rwy 15/33 AGN IIIA | |
| RWY CERT | Opr 13-22Z‡ Mon-Fri exc hols Apt mgr 807-478-2535 | |
| RCR | Rwy cond subject to season & climatic vars. | |
| LIGHTING | 15-AS(TE ME) AP, 33-AS(TE ME) AP ARCAL-122.8 type K | |
| COMM | tfc 122.8 5NM 3100 ASL 124.55 | |
| ATF | | |
| AWOS | | |
| NAV | YER 334 (M) N55 59 33 W87 38 20 Unmonitored | |
| NDB | | |
| CAUTION | Lgtd twr 245 ASL (225 AGL) 2.3NM SE of AD | |

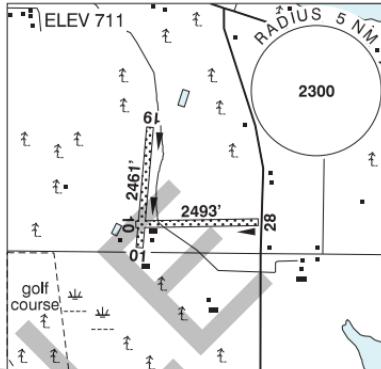
ONTARIO

AERODROME/FACILITY DIRECTORY

FRENCH RIVER / ALBAN ON

CFR5

| | |
|------------------------------|---|
| REF | N46 05 36 W80 36 15 1.2SE 10°W (2014) UTC-5(4) Elev 711' A5000 A5001 |
| OPR | Gavin Sargeant 519-748-7480 Reg PPR |
| PF | B-1 C-2,5 D-4 |
| FLT PLN FIC | NOTAM FILE CYSB London 866-WXBRIEF (Toll Free within Canada) or 866-541-4104 (Toll Free within Canada & USA) |
| RWY DATA | Rwy 10(099°)/28(279°) 2493x50 TURF Rwy 10 first 1246' down 1.07%, last 1246' up 1.31% Rwy 01(015°)/19(195°) 2461x80 TURF Rwy 01 down 0.65% RCR Opr Ltd maint. No win maint. Rwy may be soft in spring. |
| COMM ATF | tfc 123.5 5NM 3700 ASL |
| CAUTION | Wildlife frequently on rwy. |

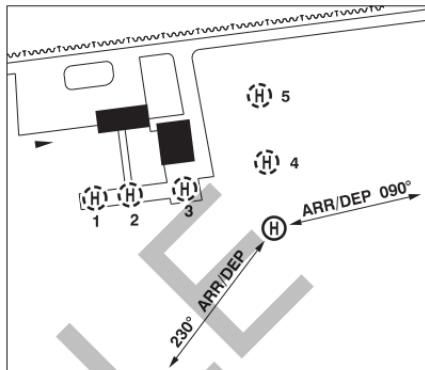
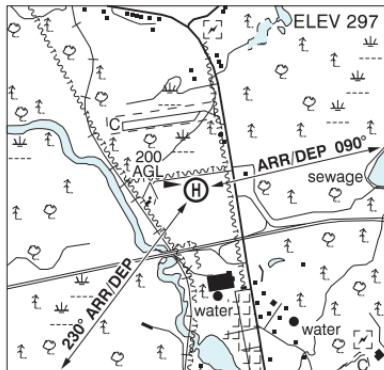


ONTARIO

AERODROME/FACILITY DIRECTORY

GANANOQUE ON (Heli)

CGN4



| | |
|------------------|---|
| REF | N44 20 49 W76 10 28 1.1NNW 13°W (2015) UTC-5(4) Elev 297' A5000 |
| OPR | Kouri's Kopters Inc. 613-382-3888 Reg PN |
| PF | B-1 C-2,3,5,6 D-4 |
| FLT PLN | NOTAM FILE CYGK |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA | FATO 80' x 80' TURF Safety Area 110' x 110' TURF Max heli overall length 52' Parking Pads 1-2: 20' x 20' ASPH Maximum Heli overall length 50' Parking Pad 3: 30' x 30' ASPH Maximum Heli overall length 50' Parking Pads 4-5: 100' x 100' TURF Maximum Heli overall length 80' |
| RCR | Opr |
| COMM | tfc 123.2 5NM 3100 ASL |
| PRO | Arr/dep 090 & 230° fr heli, day use only |
| CAUTION | Hydro wires surrounding heli 40 AGL (see sketch). Twr 200 AGL 900' W of heli. |

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AERODROME/FACILITY DIRECTORY

GANANOQUE ON

CNN8

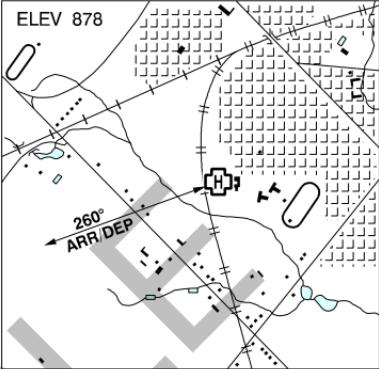
| | | |
|-----------------|---|---|
| REF | N44 24 07 W76 14 39 4.3NW 13°W UTC-5(4) Elev 395' A5000 | <p>ELEV 395</p> <p>RADIUS 5 NM</p> <p>1800</p> <p>81°</p> <p>233°</p> <p>253°</p> <p>36°</p> <p>30°</p> |
| OPR | Thousand Island Recreational Avn Centre Inc. 613-484-5867 Reg PPR | |
| PF | B-1 C-2,3,4,5 D-6 | |
| CUST | AOE/15 888-226-7277 13-01Z‡ May 15-Oct 15 | |
| FLT PLN | FIC NOTAM FILE CYGK London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| SERVICES | S 1,4,5 | |
| RWY DATA | Rwy 06/24 2530x100 asphalt Rwy 12/30 2530x100 asphalt Rwy 18/36 2530x100 asphalt Opr No win maint. Rwy ruf | |
| COMM | ATF tfc 123.2 5NM 3400 ASL | |
| CAUTION | Parachuting on A/D. Rwy surfaces deteriorating. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

GEORGETOWN (GEORGETOWN & DISTRICT HOSP) ON (Heli)

CNZ6

| | | |
|--------------------------------|---|---|
| REF | N43 38 40 W79 56 04 Adj SW 10°W UTC-5(4) Elev 878' VTA A5000 |  |
| OPR | Georgetown & District Hosp 905-873-0111 Cert PPR | |
| FLT PLN FIC | NOTAM FILE CYBM London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| HELI DATA RCR | FATO/TLOF 83' x 83' ASPH Safety Area 114' x 114' ASPH/GRASS Max heli overall length 55.3' Opr | |
| LIGHTING | DR RY(LO) LED green RF(FL) | |
| PRO | Arr/dep 260° fr heli, slope 12% (H2). | |

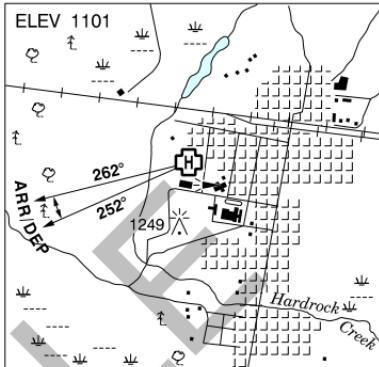
ONTARIO

AERODROME/FACILITY DIRECTORY

GERALDTON (DISTRICT HOSP) ON (Heli)

CPJ4

| | |
|------------------------------|---|
| REF | N49 43 26 W86 57 25 Adj W 6°W UTC-5(4) Elev 1101' A5008 CAP |
| OPR | Geraldton District Hosp 807-854-1862 Cert PPR |
| FLT PLN FIC | NOTAM FILE CYGQ London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA | circular 86' dia asphalt Rstd max heli length 57.5' |
| LIGHTING | RY(LO) RF(FL) |
| COMM RCO | London rdo 123.475 (FISE) 126.7 (bcst) (may not be receivable on ground) |
| A/G | Ambulance dispatch 129.275 |
| NAV VOR/DME | YGQ 114.2 Ch 89 N49 46 11 W86 59 04 (1205') |
| PRO | Arr/dep btwn 252°-262° fr heli, slope 12% (H2) |



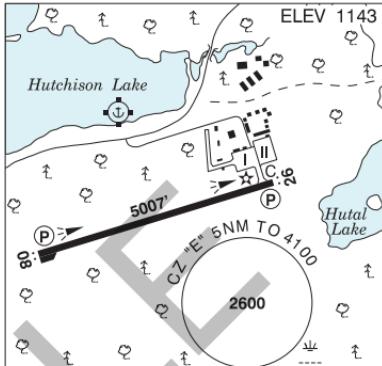
ONTARIO

AERODROME/FACILITY DIRECTORY

GERALDTON (GREENSTONE REGIONAL) ON

CYGQ

| | |
|-----------------|--|
| REF | N49 46 43 W86 56 19 3N 6°W UTC-5(4) Elev 1143' A5008 LO4 HI4 CAP |
| OPR | Town 807-854-1694 after hrs 807-854-6727 Cert Ldg fees |
| PF | A-1 B-6 C-2,3,4,5 |
| FLT PLN | FIC NOTAM FILE CYGQ London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) WX METAR H24. TAF H24, issue times: 02, 08, 14, 20Z. |
| SERVICES | 13-23Z‡ exc Jan 1 & Dec 25 O/T 1 hr PN. Call out chg after hrs. FUEL 100LL, JA-1 (FSII avbl) OIL All S 4,5,6 |
| RWY DATA | Rwy 08(079°)/26(259°) 5007x100 ASPH |
| RWY CERT | Rwy 08/26 AGN IIIB |
| APRON | Apron II pvt PN 807-854-1600 |
| RCR | Opr 13-23Z‡ exc Jan 01 and Dec 25 O/T PN Call out chg after hrs CRFI |
| LIGHTING | 08-AS(TE ME) P2, 26-AS(TE ME) P2 ARCAL-122.8 type K |
| COMM | RCO London rdo 123.475 (FISE) 126.7 (bcst) ATF UNICOM Ltd hrs O/T tfc 122.8 5NM 4100 ASL |
| NAV | |
| VOR/DME | YGQ 114.2 Ch 89 N49 46 11 W86 59 04 (1205') |
| CAUTION | Adj water A/D |



ONTARIO

AERODROME/FACILITY DIRECTORY

GILFORD ON

CGF6

| | | |
|-----------------|--|--|
| REF | N44 13 10 W79 32 30 Adj WSW 11°W (2017) UTC-5(4) Elev 738' VTA A5000 | |
| OPR | Graham Kirby 905-729-0747 Reg PPR | |
| PF | C-1,2,3,5,6 D-4 | |
| FLT PLN | FIC NOTAM FILE CYEE | |
| | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| RWY DATA | Rwy 18(183°)/36(003°) 1632x60 turf | |
| | RCR Opr No win maint. Rwy soft in spring. | |
| COMM | ATF tfc 123.2 5NM 3800 ASL | |
| CAUTION | Twr 912 ASL (164 AGL) 0.5NM NNW. Trees N and S ends of rwy. Railroad to W. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

GODERICH ON

CYGD

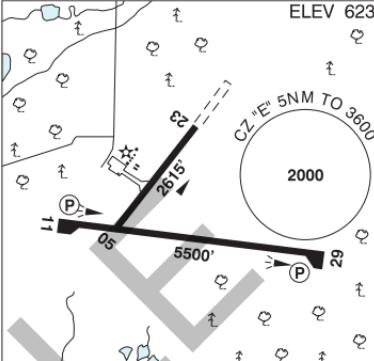
| | | |
|-----------------|--|--|
| REF | N43 46 04 W81 42 39 1.5N 9°W (2015) UTC-5(4) Elev 709' A5000 LO6 HI5 CAP | |
| OPR | Muni 519-524-2915 Reg | |
| PF | B-2 C-3,4,5,6,7 | |
| CUST | AOE/15 888-226-7277 14-22Z‡ Mon-Fri exc hols | |
| FLT PLN | FIC NOTAM FILE CYGD London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| SERVICES | Call out chg for one or more svcs may be levied after hrs. FUEL 100LL, JA-1 Cardlock avbl at tml, SP PN 519-525-2383 OIL 15W50 S 4,5,6 | |
| RWY DATA | Rwy 14(137°)/32(317°) 5034x100 ASPH Rwy 14 up 0.45% Rwy 10(099°)/28(279°) 3002x50 ASPH Rwy 05(048°)/23(228°) 1871x80 TURF RCR 519-525-2383 12-21Z‡ Mon-Fri, O/T ltd hrs. Rwy 05/23 no win maint. | |
| LIGHTING | 10-(TE LO) AP 3.5°, 28-(TE LO) AP, 14-AS(TE LO) AP, 32-AS(TE LO) AP ARCAL-122.7 type J | |
| COMM | ATF UNICOM (AU) ltd hrs O/T tfc 122.7 5NM 3700 ASL | |
| PRO | Rgt hand circuits Rwy 05 (CAR 602.96). | |
| CAUTION | Possible wind shear on apch Rwy 14. Ocls wildlife crossing rwy. Ocls radio-controlled acft operating on Rwy 10/28. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

GORE BAY-MANITOULIN ON

CYZE

| | | |
|-----------------|---|---|
| REF | N45 53 03 W82 34 06 5WSW 9°W (2013) UTC-5(4) Elev 623' A5000 A5001 LO4 HI4 HI5 CAP |  |
| OPR | Gore Bay-Manitoulin Apt Comsn Tel/Fax 705-282-2101 APM after hrs 705-282-0882/7281/2292 Cert | |
| PF | A-1 C-2,3,4,5,6 | |
| CUST | AOE/15 888-226-7277 15-00Z‡ May-Oct | |
| FLT PLN | FIC NOTAM FILE CYZE London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| | WX METAR AUTO H24 (see COMM) WxCam TAF 11-23‡, issue times: 11, 14, 20Z (DT 10, 14, 20Z) | |
| SERVICES | 13-23Z‡ dly exc 25 Dec & 1 Jan O/T call out chg may be levied for one or more svcs. Courtesy car avbl. | |
| FUEL | 100LL, JA-1, SP | |
| OIL | 100, 15W50, 20W50 | |
| S | 1,2,4,5,6 | |
| RWY DATA | Rwy 11(106°)/29(286°) 5500x100 ASPH Rwy 05(047°)/23(227°) 2615x50 ASPH Rwy 23 down 0.61% RCR Opr Ltd win maint. PLR/PCN. Rwy 05/23 No win maint. | |
| LIGHTING | 11-(TE ME) P1, 29-(TE ME) P1 ARCAL-122.8 type K | |
| COMM | RCO London rdo 126.7 (FISE) ATF UNICOM ltd hrs O/T tfc 122.8 5NM 3600 ASL AWOS 128.725 | |

ONTARIO

AERODROME/FACILITY DIRECTORY

GRAND BEND ON

CPL4

| | | |
|--|---|--|
| REF | N43 17 13 W81 42 51 2.3SE 8°W UTC-5(4) Elev 642' A5000 | |
| OPR | Grand Bend Sport Parachuting 519-238-8610 or 519-872-6186 Reg PPR | |
| PF | B-1,7 C-2,3,4,5 D-6 | |
| FLT PLN FIC | NOTAM FILE CYXU London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| SERVICES FUEL S | 100LL 4,5 | |
| RWY DATA RCR | Rwy 07/25 2340x150 gravel/asphalt 15' paved either side of centreline full length Thld 07 displ 100'. Opr No win maint | |
| COMM ATF | tfc 123.2 5NM 3600 ASL | |
| PRO | Parachute jumps to 12,500 ASL by NOTAM and on 123.2. Do not overfly A/D. Remain at least 3 NM fr A/D unless intentions announced on 123.2 due to possible conflicts with parajump act. | |
| CAUTION | Motor vehicles may be racing on rwy, monitor ATF. CYA 529(P) within 1.5NM radius of A/D to 12,500 ASL by NOTAM. Wind turbines to 1287 ASL S and E of A/D. Wind turbines to 1232 ASL aprx 6NM NNE of A/D, all quadrants. | |

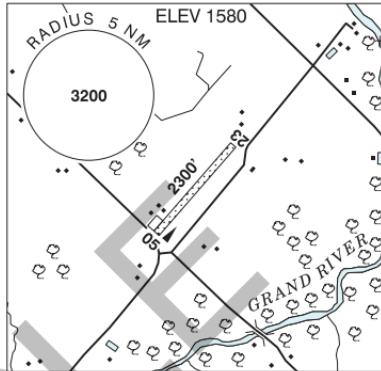
ONTARIO

AERODROME/FACILITY DIRECTORY

GRAND VALLEY (BLACK FIELD) ON

CGV5

| | |
|-----------------|---|
| REF | N43 51 36 W80 17 19 2.6SE 10°W UTC-5(4) Elev 1580' VTA A5000 |
| OPR | John and Marlene Black 519-928-5359 Reg PN |
| PF | B-1 C-2 D-3,4,5,6 |
| FLT PLN | NOTAM FILE CYBM |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Tollfree within Canada & USA) |
| RWY DATA | Rwy 05(051°)/23(231°) 2300x70 turf |
| RCR | Opr May-Oct ltd hrs No win maint Rwy soft in spring |
| COMM | ffc 123.2 2NM 4600 ASL excluding Belwood (Ellen Field) A/D |
| CAUTION | Marked hydro lines across fr Thld 05. Grand Valley (Martin Field) ON 1NM NNE. |



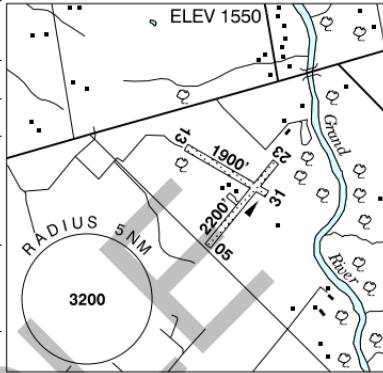
ONTARIO

AERODROME/FACILITY DIRECTORY

GRAND VALLEY (MARTIN FIELD) ON

CGV6

| | |
|----------|---|
| REF | N43 52 29 W80 17 12 2SE 10°W UTC-5(4) Elev 1550' VTA A5000 |
| OPR | Don Martin 905-699-7991 Reg PPR |
| PF | B-1 C-2 D-3,4,5,6 |
| FLT PLN | NOTAM FILE CYKF |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA | Rwy 05(049°)/23(229°) 2200x75 turf Rwy 13(130°)/31(310°) 1900x75 turf Opr No win maint. Rwy soft in spring. |
| COMM | tfc123.2 2NM 4600 ASL |
| ATF | |



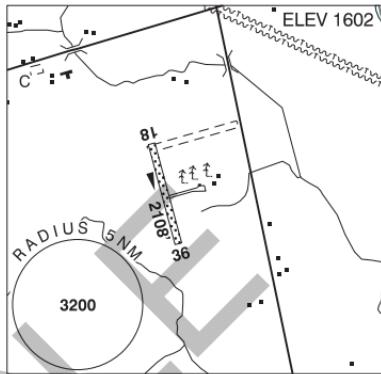
ONTARIO

AERODROME/FACILITY DIRECTORY

GRAND VALLEY / LUTHER FIELD ON

CGV2

| | |
|-------------------------------|---|
| REF | N43 58 34 W80 23 16 6NNW 10°W UTC-5(4) Elev 1602' VTA A5000 |
| OPR | Jon & Kay Welch 519-928-2542 Reg PN |
| PF | B-1,5 D-2,4 |
| FLT PLN FIC | NOTAM FILE CYBM London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES S | 1,4,5 |
| RWY DATA RCR | Rwy 18(178°)/36(358°) 2108x70 TURF Opr No win maint |
| PRO | Rgt hand circuits Rwy 18 (CAR 602.96). |
| CAUTION | Hydro twrs aprx 150 AGL 3000'-3500' E & N of A/D. |



ONTARIO

AERODROME/FACILITY DIRECTORY

GRAND VALLEY NORTH ON

CGV3

| | | |
|-----------------|--|--|
| REF | N43 57 45 W80 21 15 5NNW 10°W UTC-5(4) Elev 1575' VTA A5000 | <p>ELEV 1575</p> <p>RADIUS 5 NM</p> <p>3200</p> <p>Grand River</p> <p>Runway 15 (150°/33(330°) 2200x75 turf)</p> <p>33</p> <p>2300</p> <p>54</p> |
| OPR | Stan & Sheila Vander Ploeg 519-928-3215 Reg | |
| PF | B-1 C-2,4 D-5,6 | |
| FLT PLN | NOTAM FILE CYBM | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| SERVICES | | |
| OIL | All | |
| S | 1,2,4,6 | |
| RWY DATA | Rwy 15(150°)/33(330°) 2200x75 turf | <p>ELEV 1575</p> <p>RADIUS 5 NM</p> <p>3200</p> <p>Grand River</p> <p>Runway 15 (150°/33(330°) 2200x75 turf)</p> <p>33</p> <p>2300</p> <p>54</p> |
| RCR | Opr No win maint. Ski Ops. | |
| PRO | Dep Rwy 15 remain E of river for 1NM to avoid built up area. | |
| CAUTION | Trees to 50 AGL at Thld 15. High Intensity P-Line aprx 160 AGL W of rwy. Wind turbines 455 AGL 0.5NM E of A/D. | |

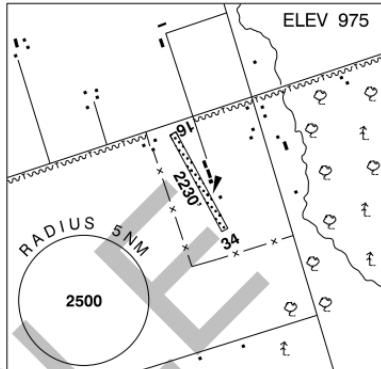
ONTARIO

AERODROME/FACILITY DIRECTORY

GREENBANK ON

CNP8

| | |
|---------------------|---|
| REF | N44 08 03 W79 00 45 1S 11°W UTC-5(4) Elev 975' VTA A5000 |
| OPR | Greenbank Airways Ltd 905-985-4777 Reg |
| PF | B-1 C-2,3,4,5,6 |
| FLT PLN FIC | NOTAM FILE CYKZ London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES S | 4,5,6 |
| RWY DATA RCR | Rwy 16/34 2230x80 turf Opr 12-22Z‡. Rwy 16/34 ltd win maint. Rwy soft after heavy rain and in spring. Ctc opr. |
| COMM ATF | UNICOM ltd hrs O/T tfc 122.725 3NM 4000 ASL |
| PRO | Rgt hand circuits Rwy 16 (CAR 602.96). Avoid flying over town of Greenbank. |



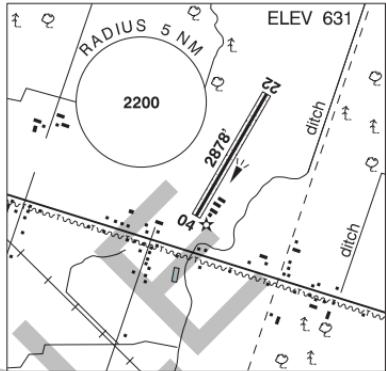
ONTARIO

AERODROME/FACILITY DIRECTORY

GRIMSBY REGIONAL AIRPORT ON

CNZ8

| | |
|-------------------------------|---|
| REF | N43 09 32 W79 36 00 10°W UTC-5(4) Elev 631' VTA A5000 |
| OPR | Tom Brown 905-945-6161 or 905-878-6273 Reg |
| PF | C-1,2,3,4,5,6 |
| CUST | AOE/CAN |
| FLT PLN FIC | NOTAM FILE CYHM London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES | A/D not regularly attended. Call out charge may be levied for one or more services. Credit cards not accepted. |
| FUEL | 100LL |
| OIL | All |
| S | 1,2,4,5,6 |
| RWY DATA RCR | Rwy 04(036°)/22(216°) 2878x75 GRVL/ASPH, centre 40' asphalt Opr Ltd win maint |
| LIGHTING | 04-(TE LO), 22-(TE LO) ARCAL-123.35 type J |
| COMM | |
| ATF | UNICOM ltd hrs O/T tfc 123.35 5NM 3600 ASL |
| PAL | Toronto Ctr 119.7 (Hamilton) May not be receivable on ground |



ONTARIO

AERODROME/FACILITY DIRECTORY

GUELPH ON

CNC4

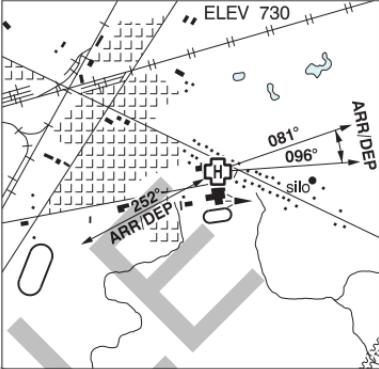
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|-----------------|--|--|
| REF | N43 33 49 W80 11 45 1.3NE 10°W UTC-5(4) Elev 1100' VTA A5000 LO6 | |
| OPR | Inglis Berry 519-716-0521 or 519-829-3300 Reg | |
| PF | B-1,2 C-3,4,5,6 | |
| CUST | AOE/15 888-226-7277 14-22Z‡ Mon-Fri exc hols | |
| FLT PLN | FIC NOTAM FILE CYKF London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| SERVICES | FUEL S 100LL H24 Cardlock 1,2,3,5 | |
| RWY DATA | Rwy 14(144°)/32(324°) 2562x100 TURF/ASPH, centre 40' asphalt Rwy 06(056°)/24(236°) 2006x40 ASPH Thld 24 disp 730' | |
| | RCR Opr | |
| LIGHTING | 14-(TE LO non-std), 32-(TE LO non-std) Ngt thld 253' fr end of Rwy 14 & 257' fr end of Rwy 32 Only 2053' lgtd. | |
| COMM | ATF UNICOM ltd hrs O/T tfc 123.0 3NM 3000 ASL | |
| PRO | Tng Rwy 06/24 proh without prior authorization fr Transport Canada via ops specifications. | |
| CAUTION | Trees & antennas 234' N centreline Rwy 14/32 aprx 45 AGL. Trees 280' S centreline Rwy 06/24 aprx 65 AGL. Trees 1260' ASL aprx 1141' before Thld 24 on extended RCL. Steep aph Rwy 24 due to pvt road, terrain, and trees. Ditch & culvert 36' SSE thld Rwy 24. Acft flying at Waterloo Regional apt (10NM SW of Guelph apt) Rwy 26 inst aph may overfly Guelph apt at 3000 ASL. Glider activity 4NM WNW wknds & hols May-Nov. Aerobatics may be in progress within 1NM radius N43 34 W80 11 (immediately SE Rwy 06/24), 500 AGL-3500 ASL, Sat & Sun. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

HAGERSVILLE (WEST HALDIMAND GEN HOSP) ON (Heli)

CPA6

| | | |
|------------------------------|---|---|
| REF | N42 57 30 W80 02 36 Adj 10°W UTC-5(4) Elev 730' A5000 |  |
| OPR | Hagersville West Haldimand Gen Hosp 905-768-3311 Cert PPR | |
| FLT PLN FIC | NOTAM FILE CYFD London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| HELI DATA | FATO/TLOF 86' dia ASPH Safety Area 114' dia GRASS Max heli overall length 57.3' | |
| LIGHTING | DR RY(LO) RF(FL) | |
| PRO | Arr/dep 081° to 096° fr heli, slope 14% (H2). Arr/dep 252° fr heli, slope 8% (H3), day/night use. | |
| CAUTION | Hydro lines & antenna all quadrants. | |

SAMPLE

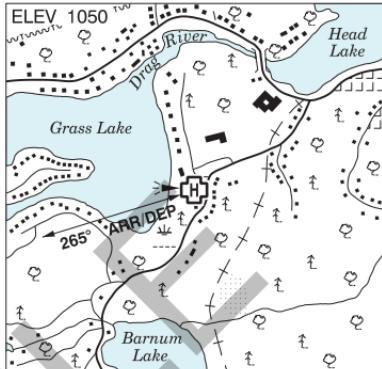
ONTARIO

AERODROME/FACILITY DIRECTORY

HALIBURTON (HOSP) ON (Heli)

CNF2

| | |
|--------------------------------|---|
| REF | N45 02 17 W78 31 49 Adj W 12°W UTC-5(4) Elev 1050' A5000 |
| OPR | Haliburton Hosp 705-457-1392 Ext 2225 Cert PPR |
| FLT PLN FIC | NOTAM FILE CYQA London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA RCR | 86' x 86' asphalt 114' x 114' turf Rstd max heli length 57.5' Opr |
| LIGHTING | DR RY(LO) RF(FL) |
| PRO | Arr/dep 265° fr heli, slope 8% (H3), day/night use. |



ONTARIO

AERODROME/FACILITY DIRECTORY

HALIBURTON / STANHOPE MUNI ON

CND4

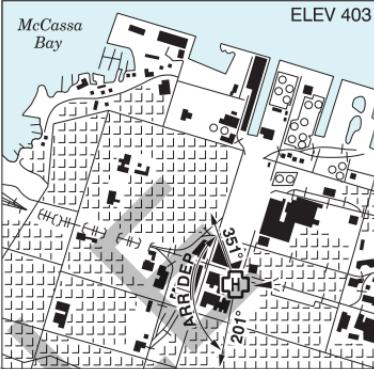
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|-----------------|--|--|
| REF | N45 06 39 W78 38 24 6.9NW 12°W UTC-5(4) Elev 1066' A5000 | <p>ELEV 1066 2500' Radius 5 NM 2900 Green Lake</p> |
| OPR | Township of Algonquin Highlands 705-754-2611/489-2342 Reg | |
| PF | B-1 C-2,3,4,5,6 | |
| FLT PLN | NOTAM FILE CYQA | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| SERVICES | Dur oprg hrs. Call out chg for one or more svcs may be levied after hrs. | |
| FUEL | 100LL, JA-1 (FSII avbl) Cardlock on Apron | |
| OIL S | All Aeroshell 2,3,4,5,6 | |
| RWY DATA | Rwy 08(084°)/26(264°) 2500x60 ASPH | |
| RCR | Opr 14-21Z‡ Thu-Mon Ltd win maint | |
| LIGHTING | 08(TE LO), 26-AS(TE LO) ARCAL-123.2 type J (all A/D lgt including rotating beacon) | |
| COMM | UNICOM ltd hrs O/T tfc 123.2 5NM 4100 ASL | |
| PRO | Municipal policy restricts ops dur period 04-12Z‡, PPR Opr. | |
| CAUTION | Northerly winds may cause windshear dur apch/dep Rwy 26. Wildlife in vic of rwy. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

HAMILTON (GEN HOSP) ON (Heli)

CPK3

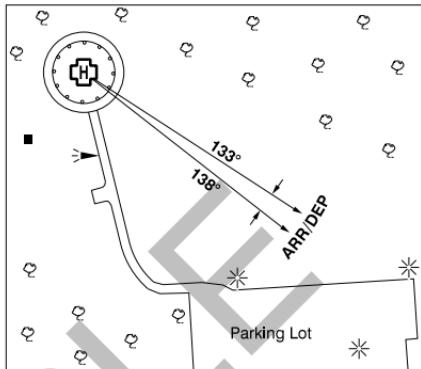
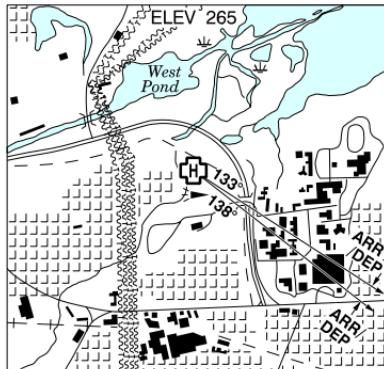
| | | |
|------------------|--|---|
| REF | N43 15 43 W79 51 17 Adj 10°W UTC-5(4) Elev 403' VTA A5000 |  <p>ELEV 403</p> |
| OPR | Hamilton Gen Hosp 905-521-2100 Cert PPR | |
| PF | A-1 B-2,3,4,7,8 C-5,6 | |
| FLT PLN | NOTAM FILE CYHM London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| HELI DATA | FATO 86' dia non-supporting TLOF 57' dia octagonal ROOFTOP/ALUMINUM Safety Area 115' dia non-supporting 16,000 lbs Max heli overall length 57.4' Opr | |
| RCR | RY(LO) (green) RF(FL) | |
| LIGHTING | | |
| COMM | | |
| TWR | Hamilton 125.0 | |
| A/G | Ambulance dispatch 129.275 | |
| PRO | Arr/dep btwn 201°-351° fr heli (H1). | |
| CAUTION | Bldg 448 AGL with lgtd wl aprx 73.5' E fr heli. Lgtd stack aprx 120' NNE fr heli. Lgtd rooftop eqpt 140' SE fr heli. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

HAMILTON (McMASTER UNIVERSITY MEDICAL CENTRE) ON (Heli)

CPJ3

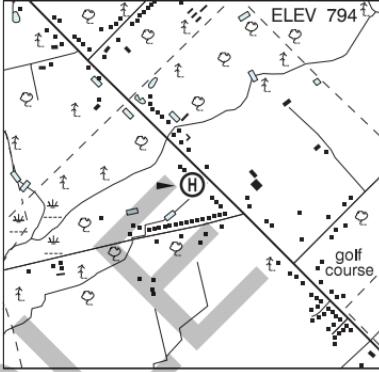


| | |
|------------------|---|
| REF | N43 15 58 W79 55 44 Adj 10°W UTC-5(4) Elev 265' VTA A5000 |
| OPR | Hamilton Health Sciences 905-521-2100 Cert PPR |
| PF | B-1,2 C-3,4,5,6,7,8 |
| FLT PLN | NOTAM FILE CYHM |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA | FATO/TLOF 86' dia ASPH Safety Area 115' dia GRASS Max heli overall length 57.4' RCR Opr |
| LIGHTING | RY(LO) green LED RF(FL) |
| COMM | TWR Hamilton 125.0 |
| PRO | Arr/dep 133° - 138° fr heli. Slope 16% (H2), day/night use. |
| CAUTION | Trees N and W of heli. Marked lgt poles along apch. Marked and lgtd exhaust stacks SE of heli. Baseball fields near heli may be in use. |

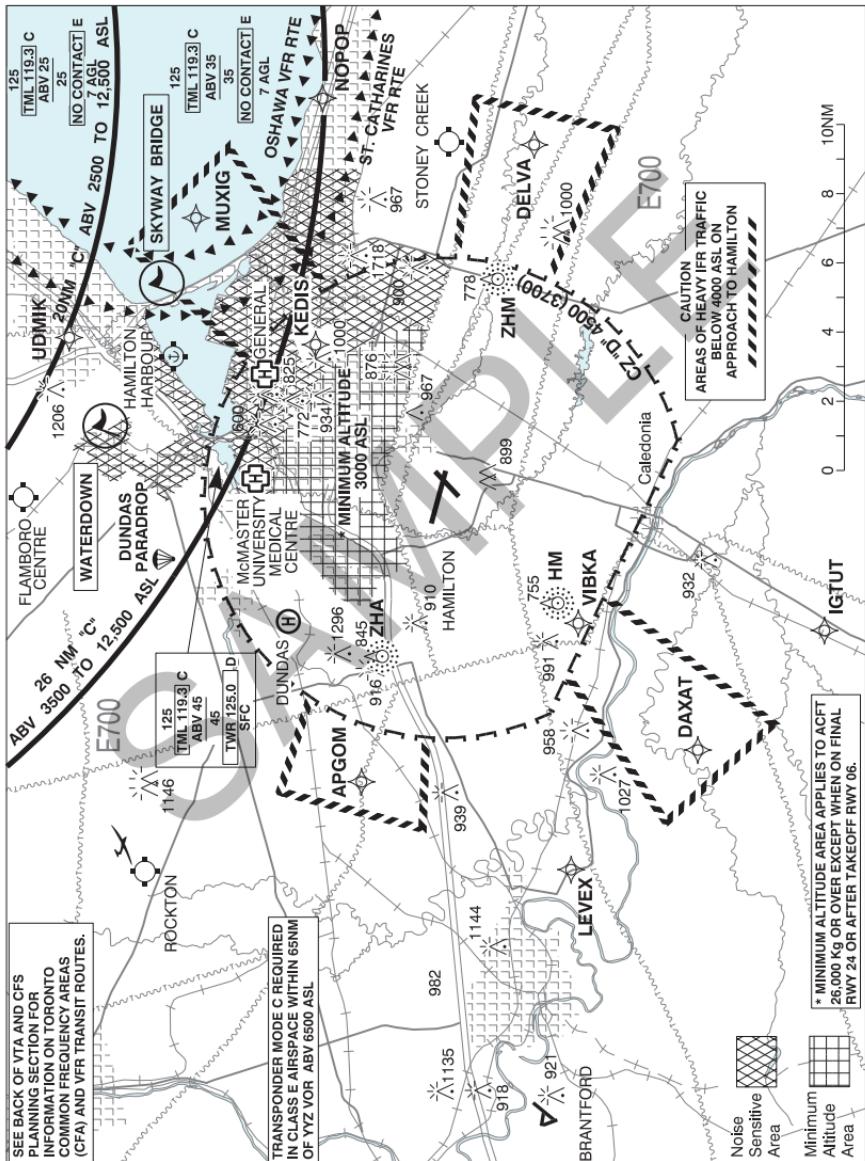
ONTARIO

AERODROME/FACILITY DIRECTORY

HAMILTON / WATERDOWN ON (Heli)**CWD3**

| | | |
|--------------------------------|---|---|
| REF | N43 19 27 W79 56 09 Adj W 10°W (2014) UTC-5(4) Elev 794' VTA A5000 |  |
| OPR | Highway 6 Heliport 905-520-7777 Reg PPR | |
| FLT PLN FIC | NOTAM FILE CYHM London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| HELI DATA RCR | FATO/TLOF 60' x 60' TURF Safety Area 120' dia GRASS Max heli overall length 40' Opr No win maint | |
| COMM TWR | Hamilton 125.0 | |
| CAUTION | P-Line 250' NE heli 30 AGL, trees 100' NE heli 40 AGL Sloping terrain NW and SE. | |

HAMILTON VFR TERMINAL PROCEDURES CHART



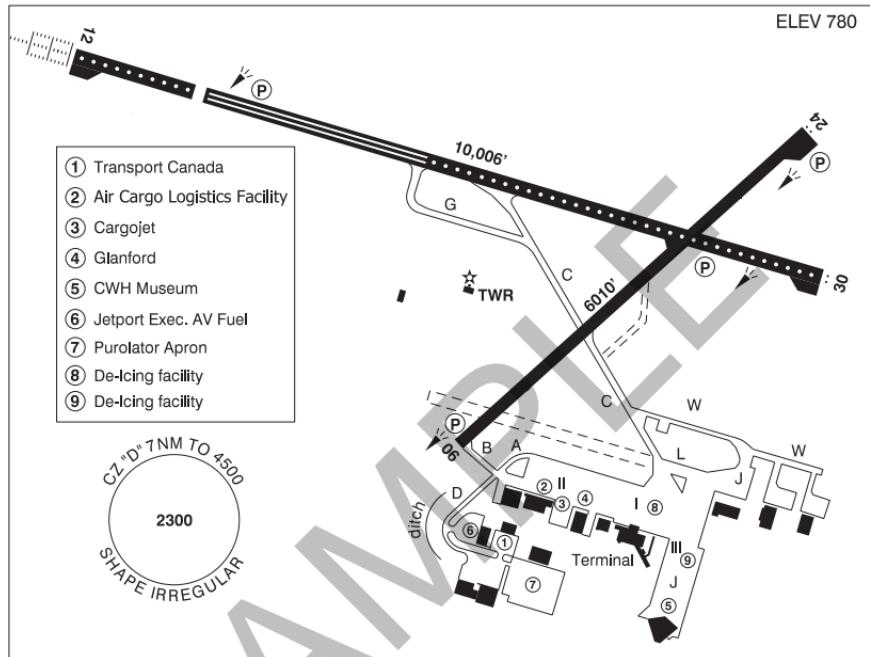
| LOCATION | IDENT | LAT/LONG |
|---------------|-------|-----------------------|
| SKYWAY BRIDGE | VCBBR | N43°18.00' W79°47.75' |
| WATERDOWN | VCWTD | N43°19.75' W79°53.25' |

ONTARIO

AERODROME/FACILITY DIRECTORY

HAMILTON ON

CYHM



| | |
|-----------------|---|
| REF | N43 10 25 W79 56 06 6SW 10°W UTC-5(4) Elev 780' VTA A5000 LO6 HI5 CAP OC |
| OPR | Apt Ops Ctr 905-679-4908 / Tradeport Intl Corp 905-679-1999 Cert Ldg fees. |
| PF | A-1,2,3,6,7 C-4,5 |
| CUST | AOE/220 (400 with staged off-loading) 888-226-7277 12-04Z‡ svc chg PN |
| FLT PLN | <p>NOTAM FILE CYHM Pilots to open/close VFR fit pln with London rdo 126.7 or by phone. London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)</p> <p>FIC METAR H24. WX TAF H24, issue times: 00, 06, 12, 18Z.</p> |
| SERVICES | |
| FUEL | JA-1 (FSII avbl) |
| OIL | All |
| S | 1,2,3,4 |
| ARFF | DESIGNATED CAT 7 for sked pax fit (CAT 5 non-sked). CAT 7 for non-sked 2 hr PN ctc 905-679-4908. PPR for acft 20 seats and abv, exc for diversions or as an altn. |
| SUP FL | A-ice, D-ice, HPOX |
| JASU | CE13, CE15, CA1 |
| PVT ADV | Cargojet 131.575 905-679-3558; Glanford Avn 130.5 905-679-4127; Hamilton Jetport 122.35 905-679-2400; Executive Aviation 289-556-9474; Menzies 131.075 905-667-8701 |
| MIL CON | World Fuel Services 905-679-4127 |

ONTARIO

AERODROME/FACILITY DIRECTORY

HAMILTON ON (Cont'd)

CYHM

| | |
|------------------------|--|
| RWY DATA | Rwy 06(059°)/24(239°) 6010x150 asphalt Rwy 12(117°)/30(297°) 10,006x200 asphalt Thld 12 displ 1608' RESA: Rwy 12 492' |
| RWY CERT | Rwy 06/24 AGN IV |
| TWY CERT | Rwy 12 RVR 600/Rwy 30 RVR 1200(1/4sm) AGN V |
| TWY APRON | Twy: A, B, D, G, L & W AGN IV Twy J: AGN IV & AGN IIIB fr Twy L to Twy W Twy: D, J, L, W uncontrolled. Aprons I & III Power in/Push back operations only Aprons I, II & III uncontrolled. Taxiing aircraft to remain on taxilane centre lines. Aircraft shall not taxi between the ATB, Glanford or the ACLF and pushed back aircraft. |
| RCR | Aprt Ops Ctr CRFI/RSC avbl H24 Nov 15 - Apr 15. PLR/PCN |
| LIGHTING | 06(TE ME) P2, 24-AS(TE ME) P2, 12-AL(TE HI CL TDZL) P2, 30-AS(TE HI CL) P2 |
| COMM | ATIS 128.1 GND 121.6 TWR 125.0 (E) (emerg only 905-679-3220) ARR Toronto Tml 119.7 DEP Toronto Tml 119.7 PAL Toronto Ctr 119.7 |
| NAV | NDB HM 221 (L) N43 07 16 W80 00 25 ANCASTER ZHA 397 (L) N43 11 49 W80 01 39 BINBROOK ZHM 266 (L) N43 08 39 W79 47 35 ILS IAB 110.9 (Rwy 12) RVR LOC IER 110.9 (Rwy 30) |
| PRO | IFR tng flts are to ctc Toronto flow CTL 800-268-4831 2 hrs prior to ETD for possible delays. VFR tfc outside CZ watch for IFR practice apch acft oprg in vic of all extended rwy ctr lines. |
| NOISE ABATEMENT | RESTRICTIONS Pursuant to CAR 602.105, the following restrictions are in effect. 1. Tng flts PPR fr APM btwn 23-07 hrs lcl. 2. Dep rwy 06 PPR fr APM btwn 23-07 hrs lcl. 3. Arr & apch rwy 24 PPR fr APM btwn 23-07 hrs lcl. PROCEDURES Pursuant to CAR 602.105, the following procedures are in effect. 1. Circuit alt 2500 ASL for turbo-prop & turbo-jet acft. 2. Rgt hand circuits rwy 12 btwn 23-07 hrs lcl (CAR 602.96). 3. The min alt for the ops of an acft 26,000 Kg & over (max cert gross tkof wt) is 3000 ASL over the Minimum Altitude Area (depicted on VTPC) exc on final apch to Rwy 24, after tkof fr Rwy 6, or circling to land after conducting an inst apch pro. 4. IFR Departures at all times (VFR acft between 04-12Z‡ wx permitting) Rwy 12-Climb on track of 117° till "ZHM" NDB & 3000 ASL, (wx permitting). Rwy 30-Climb on rwy hdg to 1300 ASL. Turn left hdg 260° till abeam "ZHA" NDB. No rgt turn below 4000 ASL (wx permitting). Rwys 06, 24-Climb on rwy hdg to 3000 ASL (wx permitting) before proceeding on course. |
| CAUTION | Large ditch 131' fr edge of Twy D along the W side. |

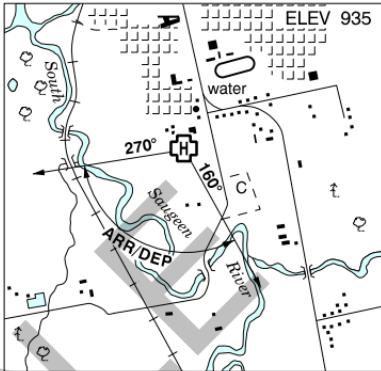
ONTARIO

AERODROME/FACILITY DIRECTORY

HANOVER (DISTRICT HOSP) ON (Heli)

CNZ7

| | |
|------------------------------|---|
| REF | N44 08 27 W81 01 45 Adj S 9°W UTC-5(4) Elev 935' A5000 |
| OPR | Hanover District Hosp 519-364-2340 Cert PPR |
| FLT PLN FIC | NOTAM FILE CYVV London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA | 86' x 86' asphalt 114' x 114' Rstd max heli length 57.5' |
| LIGHTING | RY(LO) RF(FL) ARCAL-122.625 type J |
| COMM A/G | Ambulance dispatch 129.275 |
| PRO | Arr/dep 160° to 270° fr heli, slope 8% (H3), day/night use. |



ONTARIO

AERODROME/FACILITY DIRECTORY

HANOVER / SAUGEEN MUNI ON

CYHS

| | | |
|-----------------|--|---|
| REF | N44 09 29 W81 03 48 1.6WNW 9°W (2013) UTC-5(4) Elev 940' A5000 LO4 LO6 CAP | |
| OPR | Town 519-364-3220 Reg | |
| PF | B-1,2 C-2,3,4,5,6 | |
| CUST | AOE/15 888-226-7277 14-22Z‡ Mon-Fri exc hols | |
| FLT PLN | | |
| FIC | NOTAM FILE CYVV London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) WxCam | |
| SERVICES | | |
| FUEL | 100LL, JA (FSII avbl), SP upon request, Opr Automated full/self serve (VISA, MasterCard, Amex) | |
| OIL | All | |
| S | 4,5,6 | |
| RWY DATA | Rwy 01(012°)/19(192°) 4001x75 asphalt Rwy 09(093°)/27(273°) 2502x50 asphalt | Rwy 19 down 0.85%. Thld 09 displ 331'. Thld 27 displ 120'. |
| RCR | Opr | |
| LIGHTING | 01-(TE LO) AP, 19-(TE LO) AP ARCAL-122.8 type J | |
| COMM | | |
| ATF | UNICOM ltd hrs O/T tfc 122.8 5NM 3900 ASL | |
| PRO | Rgt hand circuits Rwy 19 & 09 (CAR 602.96). | |
| CAUTION | Wildlife frequently on rwy. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

HARROW ON

CGL2

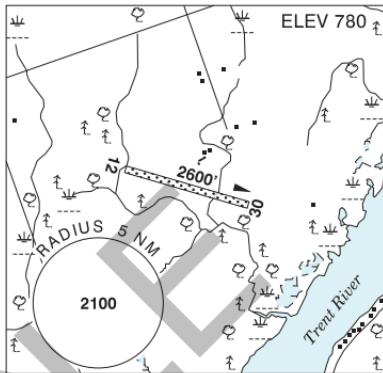
| | | |
|-----------------|---|--|
| REF | N42 03 34 W82 50 27 3.8ENE 7°W UTC-5(4) Elev 610' A5000 | |
| OPR | Gladys E. Howling 519-738-2317 Reg PN | |
| PF | C-1,2 E-3,4,5,6 | |
| FLT PLN | NOTAM FILE CYQG | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| RWY DATA | Rwy 01/19 3000x100 turf Thlds 01 & 19 displ 400'. Rwy soft when wet. Opr Ltd win maint | |
| COMM | tfc 122.9 5NM 3600 ASL | |
| PRO | Pilots are requested to avoid flt below 2000 ASL when flying over the Jack Miner Bird Sanctuary (Kingsville, Ontario N42 04 W82 45) & over Point Pelee National Park. | |
| CAUTION | Trees 500' fr Thld Rwy 01, 60 AGL. Marked hydro poles 400' fr Thld Rwy 19 (buried hydro line). Essex A/D 3NM NW. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

HASTINGS / SWEETWATER FARMS ON**CSW6**

| | |
|------------------------------|---|
| REF | N44 20 46 W77 55 40 2.5NE 12°W (2016) UTC-5(4) Elev 780' A5000 |
| OPR | Bobby Henzie 705-696-3193 or 705-872-7722 Reg |
| PF | A-1 C-4,5 |
| FLT PLN FIC | NOTAM FILE CYPQ London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES S | 1, 4, 5 |
| RWY DATA | Rwy 12/30 2600x53 TURF Rwy 12 slopes down |
| RCR | Opr No win maint. Rwy may be soft when wet. |
| COMM ATF | tfc 123.2 5NM 3800 ASL |
| CAUTION | Wildlife on rwy |



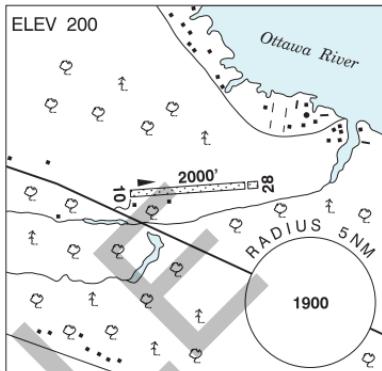
ONTARIO

AERODROME/FACILITY DIRECTORY

HAWKESBURY (EAST) ON

CPG5

| | |
|--------------------|---|
| REF | N45 34 58 W74 32 56 2E 15°W UTC-5(4) Elev 200' VTA A5002 |
| OPR | East Hawkesbury Airport 514-891-1856 Reg |
| PF | C-1,2,3,4,5,6 |
| FLT PLN FIC | (bil) NOTAM FILE CYCC Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA) |
| SERVICES S | 1,4,5 |
| RWY DATA | Rwy 10/28 2000x60 turf Thld 28 displ 200'. Max acft gr wt 2500 lbs. RCR Opr Ltd win maint. Rwy soft in spring. |
| COMM ATF | tfc 123.2 5NM 3200 ASL |
| PRO | Avoid flt over adj golf course aprx 1.5NM E Thld 28. Touch and go not permitted. |
| CAUTION | 600 ASL (300 AGL) lgtd twr aprx 4.5NM WSW A/D. 548 ASL (295 AGL) lgtd twr aprx 2NM SE of A/D. Ultra-light acft activity. Tall trees on apch to Rwy 28. Possible wind turbulence on apch Rwy 28. |



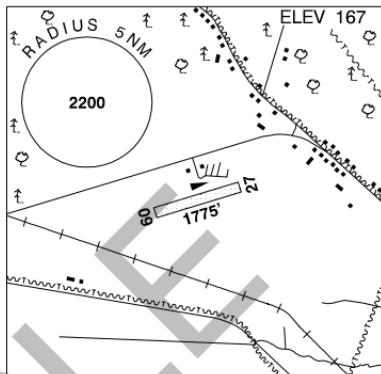
ONTARIO

AERODROME/FACILITY DIRECTORY

HAWKESBURY ON

CNV4

| | |
|-------------------------------|---|
| REF | N45 37 W74 39 1.7W 15°W UTC-5(4) Elev 167' A1905 VTA A5002 |
| OPR | Montreal Soaring Council/CVVM 514-919-7374 or 613-632-5438 Reg PPR |
| PF | B-1 C-2,3,4,5,6 |
| FLT PLN FIC | (bil) NOTAM FILE CYCC Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA) |
| RWY DATA RCR | Rwy 09/27 1775x400 turf Opr No win maint. Rwy soft when wet. |
| COMM ATF | tfc 123.3 5NM 3200 ASL |
| PRO | Rgt hand circuits Rwy 09 (CAR 602.96). Extv glider activity. |

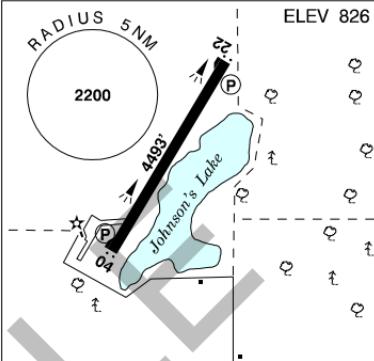


ONTARIO

AERODROME/FACILITY DIRECTORY

HEARST (RENÉ FONTAINE) MUNI ON

CYHF

| | | |
|-----------------|---|---|
| REF | N49 42 50 W83 41 13 1.5NW 9°W UTC-5(4) Elev 826' A5008 LO4 CAP |  |
| OPR | The Corp of the Town of Hearst 705-372-2842 (Arpt) or 705-362-4341 (Head Office) 14-22Z‡ Mon-Fri exc hols O/T 705-372-1141 Reg | |
| PF | A-1,7 C-2,3,4,5,6 | |
| FLT PLN | NOTAM FILE CYHF | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| WX | WxCam | |
| SERVICES | 14-22Z‡ Mon-Fri exc 705-372-1141 hols O/T 1hr PN. Call out chg may be levied for one or more svcs. | |
| FUEL | 100LL, JA-1 (FSII avbl) | |
| S | 1,2,4,5,6 | |
| RWY DATA | Rwy 04(039°)/22(219°) 4493x100 asphalt | |
| RCR | Opr Ltd win maint O/T call out chg 705-372-1141 CRFI | |
| LIGHTING | 04-AS(TE ME) P1, 22-AS(TE ME) P1 ARCAL-122.8 type K | |
| COMM | UNICOM (AU) ltd hrs O/T tfc 122.8 5NM 3800 ASL | |
| ATF | | |
| PRO | Rgt hand circuits Rwy 22 (CAR 602.96). | |
| CAUTION | Possibility of win maint eqpt on rwy outside operational hrs. Possibility of wildlife on rwy. Bird activity dur the months of Apr-Oct. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

HIGHGATE ON

CNA2

| | | |
|-------------------------------|--|--|
| REF | N42 33 16 W81 48 11 5N 8°W UTC-5(4) Elev 710' A5000 | |
| OPR | R. Spence 519-678-3326/3295 Reg PPR | |
| PF | C-1,2,4,5 D-3,6 | |
| FLT PLN | NOTAM FILE CYQG | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| RWY DATA RCR | Rwy 14/32 3080x80 turf Opr Ltd win maint. Rwy soft when wet. | |
| COMM ATF | tfc 123.2 5NM 3700 ASL | |
| CAUTION | Trees 30 AGL aprx 100' fr Thld 32. P-line buried aprx 480' fr Thld 14. Line of trees 40 AGL 75' NE Rwy 14/32. Trees 35 AGL on apch to Rwy 32. Cultivated fields at edges of all rwy. | |

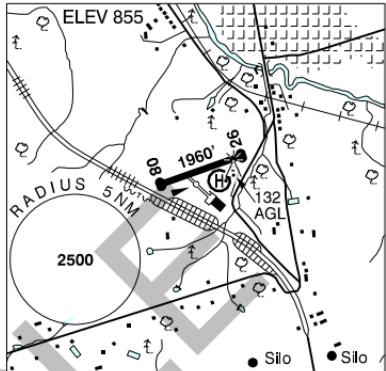
ONTARIO

AERODROME/FACILITY DIRECTORY

HOLLAND LANDING AIRPARK ON

CL4A

| | |
|--|---|
| REF | N44 05 22 W79 29 42 Adj S 11°W UTC-5(4) Elev 855' VTA A5000 |
| OPR | Holland Landing Airpark 905-853-0524 Reg PPR |
| PF | A-1 C-2,3,4,5,6 |
| FLT PLN FIC | NOTAM FILE CYKZ London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES FUEL S | 100LL 1,4,5,6 |
| RWY DATA | Rwy 08(081°)/26(261°) 1960x60 asphalt Rwy 08 down 1%. |
| COMM ATF | UNICOM 123.2 3NM 2900 ASL |
| PRO | After tkof fr rwy 26 turn left 5° as soon as practicable. |
| CAUTION | Wildlife frequently in vic of aprt. Obstacles on apch to rwy 08. Vertical drop at end of both rwys. Extv heli activity in area. Vertical drops N of rwy. Twr 132 AGL adj helipad. |

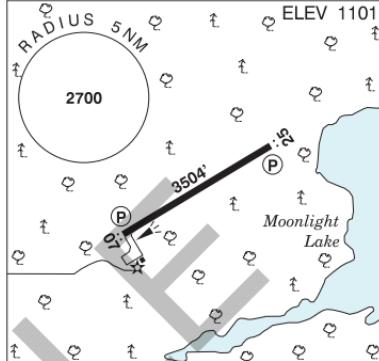


ONTARIO

AERODROME/FACILITY DIRECTORY

HORNEPAYNE MUNI ON

CYHN

| | | |
|-----------------|--|---|
| REF | N49 11 35 W84 45 34 1.3SSE 8°W (2013) UTC-5(4) Elev 1101' A5008 LO4 CAP |  |
| OPR | Township of Hornepayne 807-868-2020 Reg | |
| PF | B-1 C-2,3,4,5,6 | |
| FLT PLN | NOTAM FILE CYHF | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| ACC | Toronto IFR 888-217-1241 or 905-676-4590 | |
| SERVICES | 11-19Z‡ May 1-Sep 30; 12-20Z‡ Oct 1-Apr 30. Call out chg may be levied for one or more svcs. 807-228-2313 JA-1 | |
| FUEL | | |
| RWY DATA | Rwy 07(067°)/25(247°) 3504x75 asphalt | Rwy 07 down 0.36%. |
| RCR | Opr or 807-868-2212/2788/2808 Ltd hrs | |
| LIGHTING | 07-AS(TE ME) AP, 25-AS(TE ME) AP | ARCAL-122.8 type J |
| COMM | | |
| DRCO | London rdo (Ameson) 126.7 (FISE) (may not be receivable on ground) | |
| ATF | UNICOM Ltd hrs O/T tfc 122.8 5NM 4100 ASL | |
| CAUTION | Mdt to severe subsidence, turbulence & wind shear poss. Hornepayne water A/D 5W on 122.8. | |

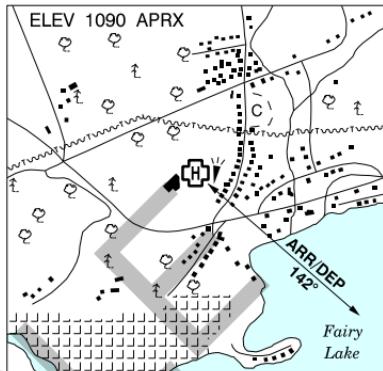
ONTARIO

AERODROME/FACILITY DIRECTORY

HUNTSVILLE (MEM DISTRICT HOSP) ON (Heli)

CPC9

| | |
|--------------------------------|---|
| REF | N45 20 25 W79 12 23 Adj NE 11°W UTC-5(4) Elev 1090' aprx A5000 |
| OPR | Huntsville Mem District Hosp 705-789-2311 Cert PPR |
| FLT PLN FIC | NOTAM FILE CYQA London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA RCR | 86' dia asphalt 114' dia Rstd max heli length 57.5' Opr |
| LIGHTING | DR RY(LO) RF(FL) |
| PRO | Arr/dep 142° fr heli, slope 8% (H3) day/night use. |



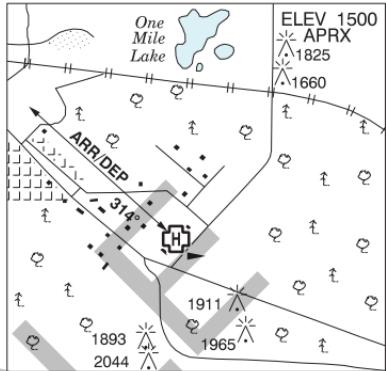
ONTARIO

AERODROME/FACILITY DIRECTORY

IGNACE (MBCHC) ON (Heli)

CJN3

| | |
|-----------------------------------|---|
| REF | N49 24 27 W91 38 04 1E 2°W (2014) UTC-6 Elev 1500' aprx A5001 A5008 |
| OPR | Mary Bergland Community Health Centre 807-934-2251 Reg PPR |
| PF | B-1 C-2,3,5 |
| FLT PLN FIC | NOTAM FILE CYHD Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) |
| SERVICES PVT ADV | Fire Base 122.9 |
| HELI DATA RCR | FATO 90' dia CONC TLOF 40' x 40' CONC Safety Area 105' dia GRASS Max heli overall length 55' Opr |
| COMM ATF | tfc 122.8 5NM 4500 ASL |
| PRO | For Easterly dep, taxi to W end of clearing. Arr/dep 314° fr heli. |
| CAUTION | Numerous comm twr vic, see A/D sketch. |



ONTARIO

AERODROME/FACILITY DIRECTORY

IGNACE MUNI ON

CZUC

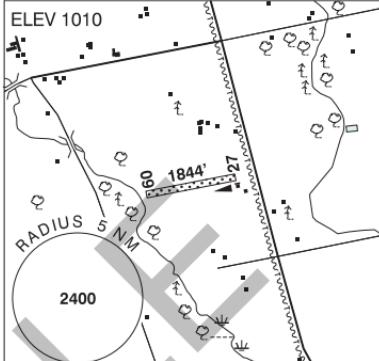
| | | |
|-----------------|--|--|
| REF | N49 25 47 W91 43 04 2.5NW 1°W UTC-6 Elev 1435' A5001 A5008 LO4 | |
| OPR | Township 807-934-2202 Reg | |
| PF | C-1,2,3,4,5 | |
| FLT PLN | FIC NOTAM FILE CYHD Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) | |
| SERVICES | S Ctc opr 4 | |
| RWY DATA | Rwy 05(052°)/23(232°) 3512x75 asphalt | |
| | RCR Opr No win maint Oct 01-May 15 | |
| COMM | ATF tfc 122.8 5NM 4500 ASL | |

ONTARIO

AERODROME/FACILITY DIRECTORY

INNERKIP ON

CNR2

| | | | |
|-------------------------------|---|---|--|
| REF | N43 13 57 W80 41 41 1.4N 9°W (2015) UTC-5(4) Elev 1010' VTA A5000 |  | |
| OPR | Larry Ernewein 519-469-3874 Reg PPR | | |
| PF | B-1 C-2,3 D-4,5,6 | | |
| FLT PLN FIC | NOTAM FILE CYKF London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | | |
| RWY DATA RCR | Rwy 09(088°)/27(268°) 1844x80 TURF Opr No win maint. Rwy soft when wet. | | |
| COMM ATF | Ifc 123.2 5NM 4000 ASL | | |
| CAUTION | P-line 60 AGL E Thld 27. Trees 50 AGL W Thld 09. | | |

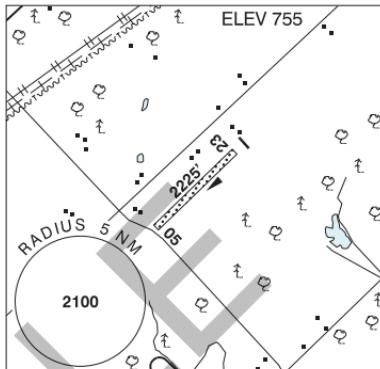
ONTARIO

AERODROME/FACILITY DIRECTORY

IONA STATION (BOBIER STRIP) ON

COS2

| | |
|-----------------|---|
| REF | N42 40 35 W81 27 04 2.7SW 9°W (2017) UTC-5(4) Elev 755' A5000 |
| OPR | Robert Bobier 519-762-2486 Reg PPR May-Oct |
| FLT PLN FIC | NOTAM FILE CYXU London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA RCR | Rwy 05(055°)/23(235°) 2225x60 TURF Opr No win maint. Rwy soft in spring. Rolling sfc. |
| COMM ATF | tfc 123.2 5NM 3700 ASL |
| CAUTION | Barn at Thld 23. |



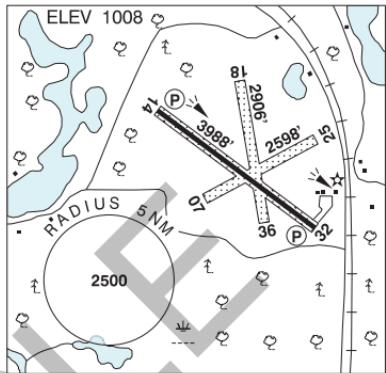
ONTARIO

AERODROME/FACILITY DIRECTORY

IROQUOIS FALLS ON

CNE4

| | |
|------------------------------|---|
| REF | N48 44 29 W80 47 36 5WSW 11°W (2013) UTC-5(4) Elev 1008' A5009 LO4 LO7 |
| OPR | Town 705-232-8921 Reg |
| PF | B-1 C-2,3,4,5 D-6 |
| FLT PLN FIC | NOTAM FILE CYTS London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA | Rwy 14(137°)/32(317°) 3988x100 turf, centre 75' asphalt. Rwy 18(182°)/36(002°) 2906x100 turf Rwy 07(072°)/25(252°) 2598x100 turf Rwy 25 down 0.47% RCR Opr No win maint Rwy 07/25 & 18/36. |
| LIGHTING | 14-(TE ME) AP, 32-(TE ME) AP ARCAL-122.8 type K |
| COMM ATF | UNICOM 1330-23Z‡ O/T tfc 122.8 5NM 4000 ASL |
| NAV NDB | 7P 382 N48 42 30 W80 44 10 Pvt. Unmonitored |
| PRO | Rgt hand circuits Rwy 07 & 18 (CAR 602.96). Glider activity May thru Nov wknds & hols. |



ONTARIO

AERODROME/FACILITY DIRECTORY

IROQUOIS ON

CNP7

| | | |
|-------------------------------|---|--|
| REF | N44 50 31 W75 18 44 Adj S 14°W UTC-5(4) Elev 246' A1905 A5000 A5002 | |
| OPR | Municipality of South Dundas 613-657-1646 Reg PPR | |
| PF | B-1 C-2,4,5 D-3,6 | |
| FLT PLN FIC | NOTAM FILE CYGK London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| RWY DATA RCR | Rwy 06/24 2000x75 turf/asphalt, centre 23' asphalt Opr No win maint | |
| COMM ATF | UNICOM ltd hrs O/T tfc 122.8 5NM 3200 ASL | |
| PRO | Circuit practice flying proh. Rgt hand circuits Rwy 06 (CAR 602.96). Left hand circuits Rwy 24. | |
| CAUTION | Lgt twr 75 AGL on apch to Rwy 24 aprx 2500' fr thld. | |

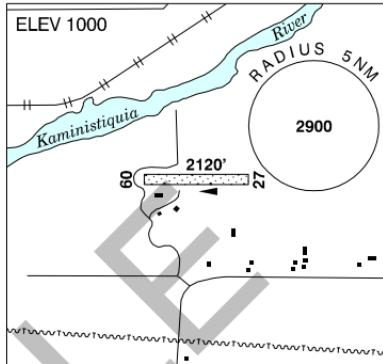
ONTARIO

AERODROME/FACILITY DIRECTORY

KAKABEKA FALLS ON

CKG8

| | |
|------------------------------|---|
| REF | N48 25 06 W89 36 07 1NE 2°W UTC-5(4) Elev 1000' A5001 A5008 |
| OPR | Kakabeka Falls Flying Club Inc 807-474-0970 or 807-627-7075 Reg PPR |
| PF | B-1 C-2,3,5 |
| FLT PLN FIC | NOTAM FILE CYQT Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) |
| SERVICES S | 2,3,7 |
| RWY DATA | Rwy 09(088°)/27(268°) 2120x130 turf/snow |
| | RCR 807-473-9001 No win maint. Rwy soft when wet. |
| COMM ATF | tfc 123.0 3NM 3000 ASL |
| PRO | Normal circuit N of rwy at 2000 ASL. Glider & ultra-light circuits S of rwy at 1700 ASL. |
| CAUTION | Extv flt tng within 35NM W & N of CYQT CZ to 6000 ASL. Glider activity 2NM SW. |

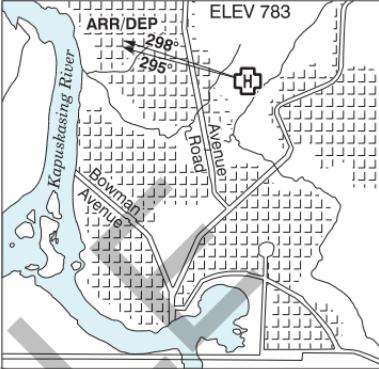


ONTARIO

AERODROME/FACILITY DIRECTORY

KAPUSKASING (SENSENBRENNER HOSP) ON (Heli)

CKP7

| | | |
|--|---|---|
| REF | N49 25 30 W82 25 37 Adj N 10°W UTC-5(4) Elev 783' A5009 |  |
| OPR | Sensenbrenner Hospital 705-337-4012 Cert PPR | |
| PF | A-1,4 C-2,3,5,6 | |
| FLT PLN FIC | NOTAM FILE CYYU London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| HELI DATA RCR | 86' dia, 114' dia turf Rstd max heli Length 57.5' Opr | |
| COMM RCO MF | London rdo 123.275 (FISE) tfc 122.2 5 NM centred on Kapuskasing A/D 2NM W 3700 ASL (CAR 602.98) | |
| PRO | Arr/dep 295°-298° fr heli, slope 8% (H3), day/night use. | |

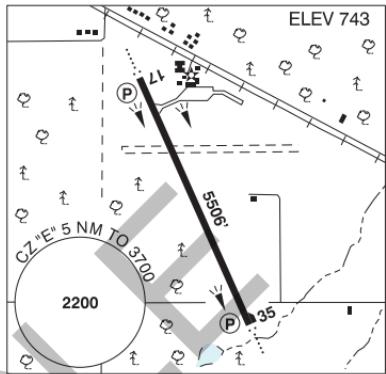
ONTARIO

AERODROME/FACILITY DIRECTORY

KAPUSKASING ON

CYYU

| | |
|-----------------|---|
| REF | N49 24 42 W82 28 10 2W 10°W UTC-5(4) Elev 743' A5009 LO4 HI4 CAP |
| OPR | The Corporation of the Town of Kapuskasing 705-335-2611 Apt 705-335-2341 Town Fax 705-335-5985 (airport) Reg Ldg fees |
| PF | B-1,6 C-2,3,4,5 |
| FLT PLN | NOTAM FILE CYYU |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| WX | METAR H24. TAF H24, issue times: 02, 08,14, 20Z. |
| SERVICES | 1300-2130Z‡ Mon-Fri exc hols O/T call out chg. |
| FUEL | 100LL, JA-1 705-347-2156 PN |
| RWY DATA | Rwy 17(166°)/35(346°) 5506x100 ASPH |
| RCR | London FIC CRFI/RSC avbl ltd hrs. PLR/PCN A/D maint avbl 1300-2130Z‡ Mon-Fri exc hols, O/T 1 hr PN 705-347-2156 |
| LIGHTING | 17-AO(TE ME) P2, 35-AO(TE ME) P2 ARCAL-122.2 type K |
| COMM | London rdo 123.275 (FISE), 126.7 (bcst) tfc 122.2 5NM 3700 ASL (CAR 602.98) |
| NAV | DME YU 109.3 Ch 30 N49 24 42 W82 27 54 (762') |



ONTARIO

AERODROME/FACILITY DIRECTORY

KARS / RIDEAU VALLEY AIR PARK ON

CPL3

| | | |
|-------------------------------|---|---|
| REF | N45 06 W75 38 3S 14°W UTC-5(4) Elev 286' A1905 A5000 A5002 | <p>RADIUS 5 NM 1700</p> <p>ELEV 286</p> <p>McGahey's Bend</p> |
| OPR | Chris Williams 613-296-3391 Reg PPR | |
| PF | C-1,2,4,5 D-3,6 | |
| FLT PLN FIC | (bil) NOTAM FILE CYND Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA) | |
| RWY DATA RCR | Rwy 08/26 1800x100 turf Opr No win maint. May be soft in spring. | |
| COMM ATF | tfc 123.4 5NM 3300 ASL excluding the airspace that lies within Ottawa TCA class C airspace | |
| PRO | Glider activity in area. | |

SAMPLE

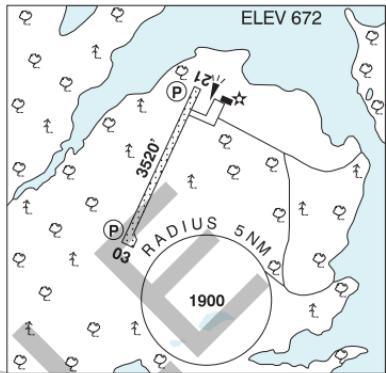
ONTARIO

AERODROME/FACILITY DIRECTORY

KASABONIKA ON

CYAQ

| | |
|------------------------------|---|
| REF | N53 31 29 W88 38 35 1W 6°W (2013) UTC-6(5) Elev 672' A5017 LO3 CAP |
| OPR | Govt of Ontario 807-473-2082 Cert |
| PF | C-1,4 Tml bldg opr 14-23Z‡ Mon-Fri exc hols |
| FLT PLN FIC | NOTAM FILE CYXL Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) |
| RWY DATA | Rwy 03(033°)/21(213°) 3520x100 gravel Rwy 03 down 1.1% Rwy 03/21 AGN IIIA APM 807-535-1115 14-23Z‡ Mon-Fri exc hols. Rwy strength & cond subject to seasonal & climatic var. |
| LIGHTING | 03-(TE LO) AP, 21-(TE LO) AP ARCAL-123.2 type K for APAPI, rwy lgts low ints only. |
| COMM ATF | tfc 123.2 5NM 3700 ASL |



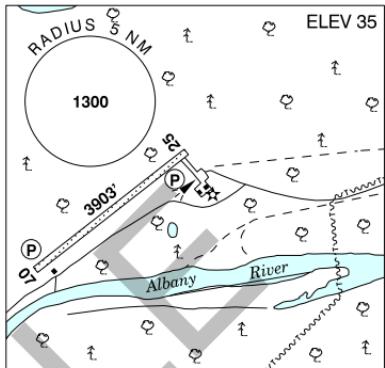
ONTARIO

AERODROME/FACILITY DIRECTORY

KASHECHEWAN ON

CZKE

| | |
|-----------------|---|
| REF | N52 16 57 W81 40 40 0.7W 12°W (2015) UTC-5(4) Elev 35' A5018 LO3 CAP |
| OPR | Govt of Ontario 807-473-2082 Cert |
| PF | C-1,2,4,5 |
| FLT PLN | FIC NOTAM FILE CYAT London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA | Rwy 07(064°)/25(244°) 3903x100 GRVL |
| RWY CERT | Rwy 07/25 AGN IIIA |
| RCR | Opr 13-22Z‡ Mon-Fri exc hols APM 705-275-4457 Rwy cond subject to seasonal & climatic |
| LIGHTING | 07-(TE ME) AP, 25-(TE ME) AP ARCAL-122.8 type K |
| COMM | ATF tfc 122.8 5NM 3000 ASL |
| NAV | NDB FORT ALBANY YFA 216 (M) N52 12 23 W81 41 40 |
| PRO | Rgt hand circuits Rwy 25 (CAR 602.96). |



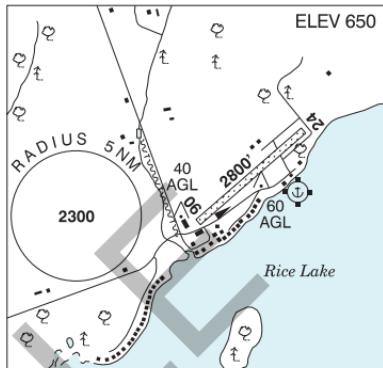
ONTARIO

AERODROME/FACILITY DIRECTORY

KEENE / ELMHIRST'S RESORT ON

CPS2

| | |
|-------------------------------|---|
| REF | N44 15 W78 07 3E 12°W UTC-5(4) Elev 650' A5000 |
| OPR | Elmhirst's Resort (Keene) Ltd 705-295-4591 Reg PPR |
| PF | B-1,2,5,7,8 C-4 D-3,6 |
| FLT PLN FIC | NOTAM FILE CYPQ London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA RCR | Rwy 06/24 2800x50 turf Opr Ltd win maint |
| COMM ATF | UNICOM ltd hrs O/T tfc 122.8 5NM 3700 ASL |
| PRO | Seaplane activity at adj base. Rwy rises fr both thld, one thld not vis fr opposite thld. |

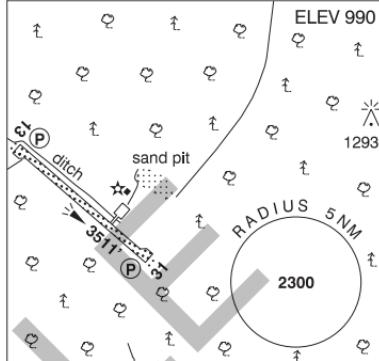


ONTARIO

AERODROME/FACILITY DIRECTORY

KEEWAYWIN ON

CPV8

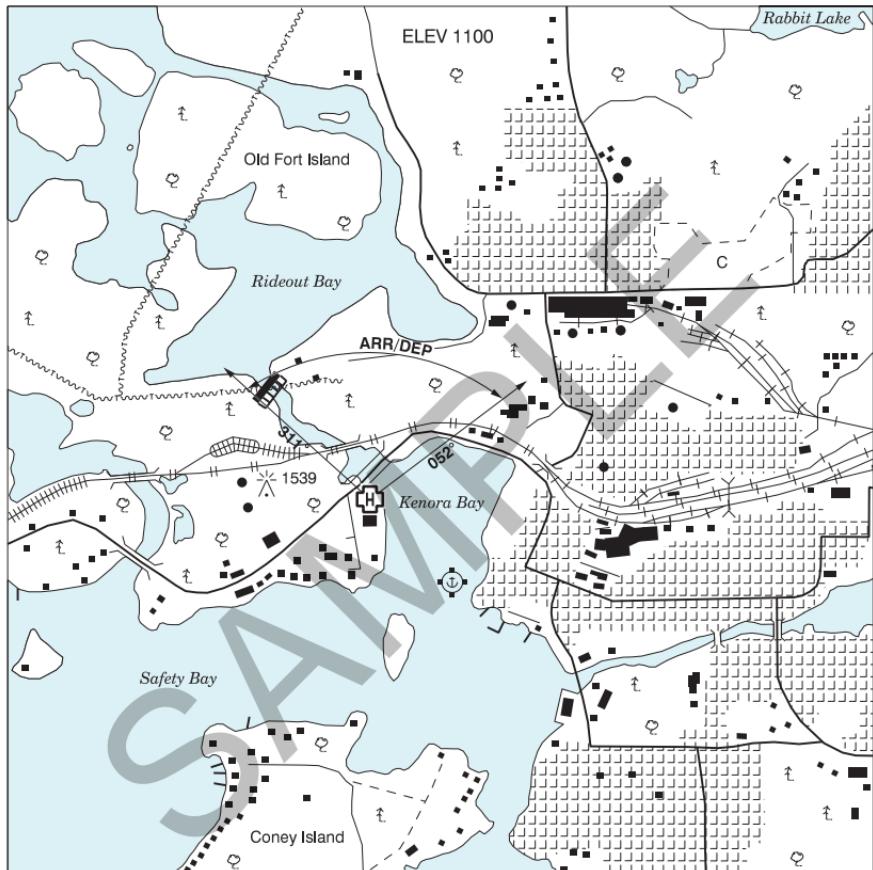
| | | |
|-------------------------------|---|---|
| REF | N52 59 28 W92 50 11 2SW 1°W (2011) UTC-6(5) Elev 990' A5017 LO3 CAP |  |
| OPR | Govt of Ontario 807-473-2082 Cert | |
| FLT PLN FIC | NOTAM FILE CYXL Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) | |
| RWY DATA | Rwy 13(132°)/31(312°) 3511x100 GRVL | |
| RWY CERT RCR | Rwy 13/31 AGN IIIA Opr 807-771-1101 Ltd win maint 14-23Z† Mon-Fri exc hols. Rwy strength & cond subject to seasonal & climatic var. | |
| LIGHTING | 13-AS(TE ME) AP, 31-AS(TE ME) AP | ARCAL-122.8 type K |
| COMM ATF | tfc 122.8 | 5NM 4000 ASL |

ONTARIO

AERODROME/FACILITY DIRECTORY

KENORA (LAKE OF THE WOODS DISTRICT HOSP) ON (Heli)

CJG6



| | |
|------------------|--|
| REF | N49 46 07 W94 29 56 Adj W 1°E (2014) UTC-6(5) Elev 1100' A5007 |
| OPR | Lake of the Woods District Hosp 807-468-4598 Reg PPR |
| PF | C-1,2,3,4,5,6 MEDEVAC flts only |
| FLT PLN | NOTAM FILE CYQK |
| FIC | Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) |
| HELI DATA | FATO/TLOF 90' dia CONC Safety Area 115' dia CONC Max heli overall length 57.3' |
| LIGHTING | RY ARCAL-123.2 key mic 3 times to turn lghts on. Key mic 5 times to turn lghts off. |
| COMM | |
| RADIO | Kenora rdo 122.2 (E) at Kenora A/D 5.4NM ENE (emerg only 807-548-5076) |
| RCO | Winnipeg rdo 123.375 (FISE) 126.7 (bcst) |
| MF | Kenora rdo 122.2 5NM 4300 ASL centred on Kenora A/D 5.4NM ENE (CAR602.98) |
| ATF | tfc 122.2 5NM 4300 ASL |
| NAV | |
| NDB | YQK 326 (M) N49 47 33 W94 25 28 |

ONTARIO**AERODROME/FACILITY DIRECTORY****KENORA (LAKE OF THE WOODS DISTRICT HOSP) ON (Heli) (Cont'd)****CJG6**

| | |
|----------------|---|
| PRO | Do not overfly Big Fish due sporadic fountain. Arr/dep 311° to 052° fr heli, slope 8%. |
| CAUTION | Boat launched/towed parasailing vic Coney Island, SR to SS, 1 May-31 Oct, max alt 500 AGL. Kenora A/D 5.4NM ENE. Extended centre line Rwy 08/26 Kenora intersects Heliport. Extv float plane activity on Safety Bay Apr-Nov, monitor 122.8. |

SAMPLE

ONTARIO

AERODROME/FACILITY DIRECTORY

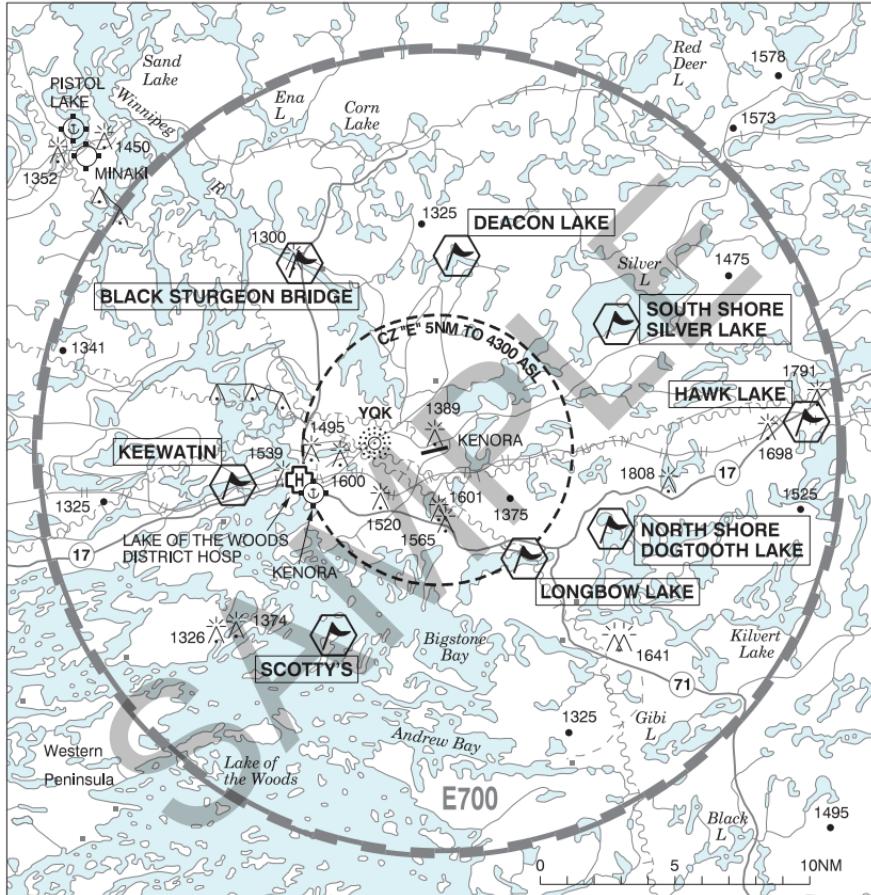
KENORA FSS – RCO

Norway House 122.1 (RAAS) 13-02Z‡ (N53 57 W97 51)

Red Lake 122.3 (RAAS) 12-04Z‡ (N51 04 W93 48)

SAMPLE

KENORA VFR TERMINAL PROCEDURES CHART



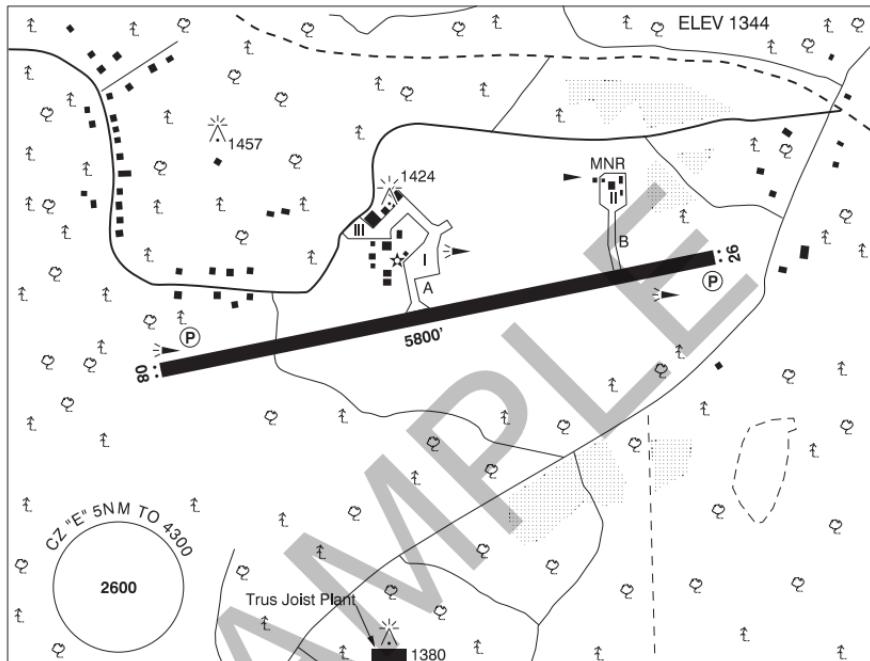
| LOCATION | IDENT | LAT/LONG |
|---------------------------|-------|-----------------------|
| BLACK STURGEON BRIDGE | VCBSF | N49° 54.08 W94° 29.31 |
| DEACON LAKE | VCDNL | N49° 54.36 W94° 20.45 |
| HAWK LAKE | VCHKL | N49° 48.53 W94° 00.52 |
| KEEWATIN | VCKWN | N49° 46.00 W94° 33.51 |
| LONGBOW LAKE | VCLLK | N49° 43.22 W94° 16.77 |
| NORTH SHORE DOGTOOTH LAKE | VCNSD | N49° 44.56 W94° 11.67 |
| SCOTTY'S | VCTTY | N49° 40.52 W94° 27.69 |
| SOUTH SHORE SILVER LAKE | VCSSL | N49° 51.91 W94° 11.44 |

ONTARIO

AERODROME/FACILITY DIRECTORY

KENORA ON

CYQK



| | |
|-----------------|--|
| REF | N49 47 18 W94 21 47 5ENE 1°E (2012) UTC-6(5) Elev 1344' A5007 LO4 HI4 CAP |
| OPR | Kenora Airport Authority Inc. 807-548-5377 Cert Ldg fees |
| PF | B-1,3,6 D-4 avbl 1400-0030Z (DT 12-02Z) O/T D-1,2,3,4,5,6 |
| CUST | AOE/15 888-226-7277 14-02Z‡ May 15-Oct 15 |
| FLT PLN | <p>FIC NOTAM FILE CYQK Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA)</p> <p>WX METAR H24. TAF H24, issue times: 02, 08, 14, 20Z</p> |
| SERVICES | <p>FUEL Call out chg may be levied after hrs 100LL, JA-1 (FSII avbl) 12-01Z‡ dly ctc 807-548-9907 O/T ctc 807-467-1396, call out chg.</p> <p>OIL All</p> <p>JASU Hobart 28V 300-1500 amps. Ctc Kenora Apt Shell.</p> <p>PVT ADV Kenora Apt Shell 122.85, MNR Ops 122.9</p> |
| RWY DATA | Rwy 08(077°)/26(257°) 5800x150 asphalt Rwy 08 first 456' up 0.77%. Rwy 26 first 504' up 0.90% |
| RWY CERT | Rwy 08/26 AGN IV |
| TWY | Twy B clsd dur win. |
| APRON | Apron II clsd dur win. |
| RCR | Opr CRFI, PLR/PCN |
| LIGHTING | 08-AS(TE ME) P2, 26-AS(TE ME) P2 |

ONTARIO

AERODROME/FACILITY DIRECTORY

KENORA ON (Cont'd)

CYQK

| COMM | |
|---------|---|
| RADIO | 122.2 (E) (emerg only 807-548-5076) |
| RCO | Winnipeg rdo 123.375 (FISE) 126.7 (bcst) |
| MF | rdo 122.2 5NM 4300 ASL (CAR 602.98) |
| VDF | 122.2 |
| NAV | |
| NDB | YQK 326 (M) N49 47 33 W94 25 28 |
| VOR/DME | SIOUX NARROWS VBI 115.2 Ch 99 N49 28 37 W94 02 48 (1307') |
| CAUTION | Aerobatics may be in progress over aptn 4300 ASL & below. Gen avn tie down & prkg area unlgtd - DAY USE ONLY. |

SAMPLE

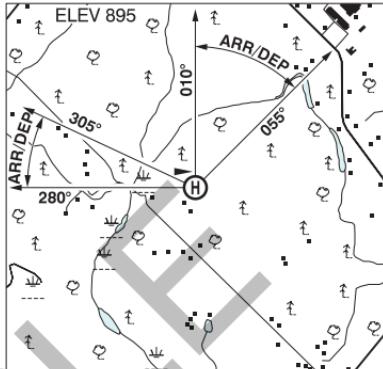
ONTARIO

AERODROME/FACILITY DIRECTORY

KILBRIDE (BOT) ON (Heli)

CCB8

| | |
|--------------------------------|---|
| REF | N43 26 54 W79 56 57 1.5N 10°W (2017) UTC-5(4) Elev 895' VTA A5000 |
| OPR | Bot Engineering 905-876-4301 Reg PPR |
| PF | B-1 C-2 D-3,4,5,6 |
| FLT PLN FIC | NOTAM FILE CYHM London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) or 519-452-4040 |
| HELI DATA RCR | FATO/TLOF 60' dia GRVL Safety Area 70' dia GRASS Opr Ltd win maint |
| COMM ATF | tfc 123.5 5NM centred on Burlington Executive A/D 4.3NM ESE below 2500 ASL |
| PRO | Arr/dep 010° to 055° and 280° to 305°, slope 10% (H3), day use only. Do not fly over surrounding residences. |
| CAUTION | Trees and 70' twr with wires located on the SE side within 500' of the landing area. |



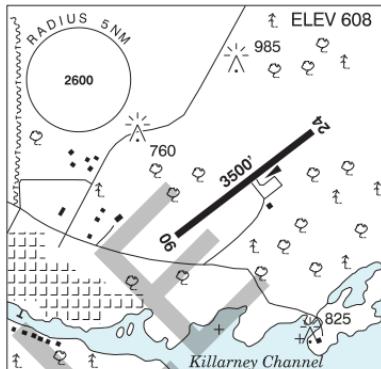
ONTARIO

AERODROME/FACILITY DIRECTORY

KILLARNEY ON

CPT2

| | |
|--------------------------------|---|
| REF | N45 58 39 W81 29 41 AdjE 10°W UTC-5(4) Elev 608' A5000 A5001 |
| OPR | Municipality of Killarney 705-287-2424/1040 Reg Attendant summer only 705-920-2929 |
| PF | B-1 C-2,3,4,5 D-6 |
| FLT PLN FIC | NOTAM FILE CYSB London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES FUEL | 100LL summer only no cash VISA/MC only closed Tues/Wed |
| RWY DATA RCR | Rwy 06/24 3500x75 asphalt Apt mgr Opr |
| LIGHTING | RR rwy, twy, apron. ARCAL-122.85 activates rwy alignment strobes (5 clicks on, 7 clicks off). |
| COMM ATF | tfc 122.8 5NM 3600 ASL |
| CAUTION | Lgtd twrs 0.7NM SSE 825 ASL, 0.4NM N 996 ASL and 0.4NM NW 760 ASL |



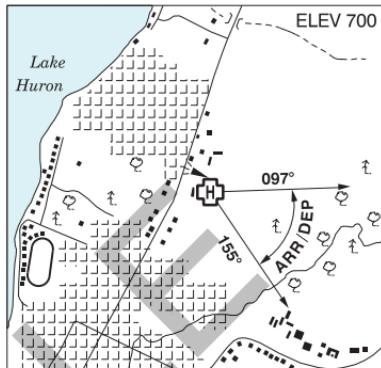
ONTARIO

AERODROME/FACILITY DIRECTORY

KINCARDINE (SOUTH BRUCE GREY HEALTH CENTRE) ON (Heli)

CPU2

| | |
|------------------------------|---|
| REF | N44 11 15 W81 37 28 Adj 9°W UTC-5(4) Elev 700' A5000 |
| OPR | Kincardine South Bruce Grey Health Centre 519-396-3331 Cert PPR |
| FLT PLN FIC | NOTAM FILE CYVV London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA | FATO/TLOF 86' x 86' ASPH Safety Area 114' x 114' GRASS Max heli overall length 57.5' |
| LIGHTING | RY(LO) RF(FL) |
| COMM ATF | Kincardine UNICOM ltd hrs O/T tfc 122.8 |
| A/G | 5NM of Kincardine A/D 3800 ASL ambulance dispatch 129.275 |
| PRO | Arr/dep 097°- 155° fr heli, slope 8% (H3), day/night use. Kincardine apt 1NM NE. |



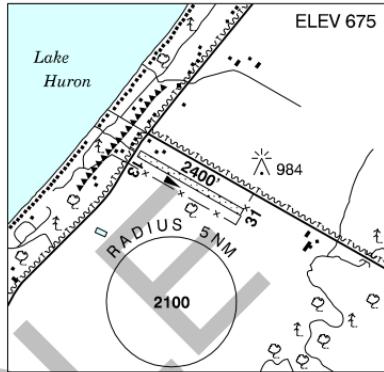
ONTARIO

AERODROME/FACILITY DIRECTORY

KINCARDINE / SHEPHERD'S LANDING ON

CKS9

| | |
|-------------------------------|---|
| REF | N44 07 03 W81 41 54 4.5SW 9°W UTC-5(4) Elev 675' A5000 |
| OPR | G. Shepherd 519-832-0666 Reg PPR Ltd hrs |
| PF | C-1,2,3,4,5,6 |
| FLT PLN FIC | NOTAM FILE CYVV London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES S | 4,5,6 |
| RWY DATA RCR | Rwy 13/31 2400x70 turf Opr Ltd win maint, soft in spring & fall. |
| COMM ATF | tfc 122.8 5NM 3700 ASL |
| CAUTION | Marked P-line aprx 35 AGL aprx 70' fr Thld 13. Painted & lighted twr 300 AGL 800' N of Thld 31. Painted & lighted twr 300 AGL 1.2NM NE of aptn. Lakeshore noise sensitive dur sum months. |



ONTARIO

AERODROME/FACILITY DIRECTORY

KINCARDINE ON

CYKM

| | | |
|-----------------|--|--|
| REF | N44 12 05 W81 36 20 1.5NNE 9°W UTC-5(4) Elev 772' A5000 LO4 LO6 CAP | |
| OPR | Municipality of Kincardine 519-396-4454 Reg | |
| PF | A-1,7,8 B-2,6 (May-Oct) C-2,3,4,5,6 | |
| CUST | AOE/CAN 1-888-226-7277 | |
| FLT PLN | NOTAM FILE CYVV | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| WX | WxCam | |
| SERVICES | | |
| FUEL | 100LL, JA-1 (FSII avbl) | |
| OIL | All | |
| RWY DATA | Rwy 13(127°)/31(307°) 4085x75 asphalt Rwy 05(048°)/23(228°) 2083x50 asphalt | |
| RCR | Opr 13-22Z‡ | |
| LIGHTING | 13-(TE ME) AP, 31-(TE ME) AP, 05-(TE ME), 23-(TE ME) ARCAL-122.8 type K | |
| COMM | UNICOM (AU) ltd hrs O/T tfc 122.8 5NM 3800 ASL | |
| NAV | D7 350 (L) N44 12 11 W81 36 11 Pvt Unmonitored | |
| PRO | Rgt hand circuits Rwy 31 (CAR 602.96). | |
| CAUTION | Migrating birds in vic May - Sep. Lakeshore area noise sensitive dur sum months. Snow removal eqpt may be on rwys as rqrd dur win months. Rdo ctl models orgn NE of hg dur sum - unskd times. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

KINGFISHER LAKE ON

CNM5

| | | |
|-------------------------------|--|--|
| REF | N53 00 45 W89 51 19 1.5SW 4°W UTC-6(5) Elev 866' A5017 LO3 CAP | |
| OPR | Govt of Ontario 807-473-2082 Cert | |
| PF | C-1,4 | |
| FLT PLN FIC | NOTAM FILE CYXL Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) | |
| RWY DATA | Rwy 12(117°)/30(297°) 3520x100 gravel/clay | |
| RWY CERT RCR | Rwy 12/30 AGN IIIA Opr or APM 807-532-2009 14-23Z‡ Mon-Fri exc hols. Rwy strength & cond subject to seasonal &/or climatic var. | |
| LIGHTING | 12-AS(TE ME) AP, 30-AS(TE ME) AP ARCAL-123.2 type K | |
| COMM ATF | tfc 123.2 5NM 3900 ASL | |

SAMPLE

ONTARIO

AERODROME/FACILITY DIRECTORY

KINGSTON (GENERAL HOSP) ON (Heli)

CPJ7

| | | |
|--------------------------------|---|--|
| REF | N44 13 20 W76 29 34 Adj 13°W UTC-5(4) Elev 261' A5000 | |
| OPR | General Hosp 613-549-6666 Ext 4142 Cert PPR | |
| FLT PLN FIC | NOTAM FILE CYGK London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| HELI DATA RCR | 86' dia asphalt 114' dia Rstd max heli length 57.5' Opr | |
| LIGHTING | FL ARCAL-123.2 type J | |
| COMM | | |
| RADIO | 122.5 (V) 1115-0400Z‡ at Kingston A/D 4.5NM W | |
| RCO | London rdo 123.55 (FISE) 126.7 (bcst) | |
| MF/ATF | rdo 122.5 1115-04Z‡ O/T fcc 5NM centred on Kingston land A/D 4.5NM W 3300 ASL (CAR 602.98) | |
| PRO | Arr/dep btwn 160°-220° fr heli, slope 8% (H3), day/night use. Refer to Kingston VTPC. | |

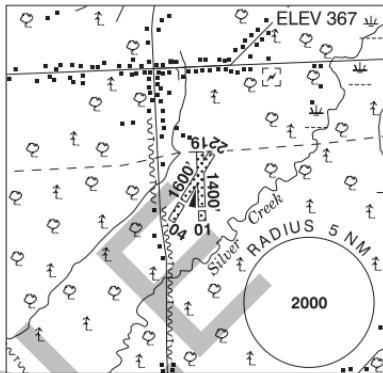
ONTARIO

AERODROME/FACILITY DIRECTORY

KINGSTON / RIVERLAND ON

CRL9

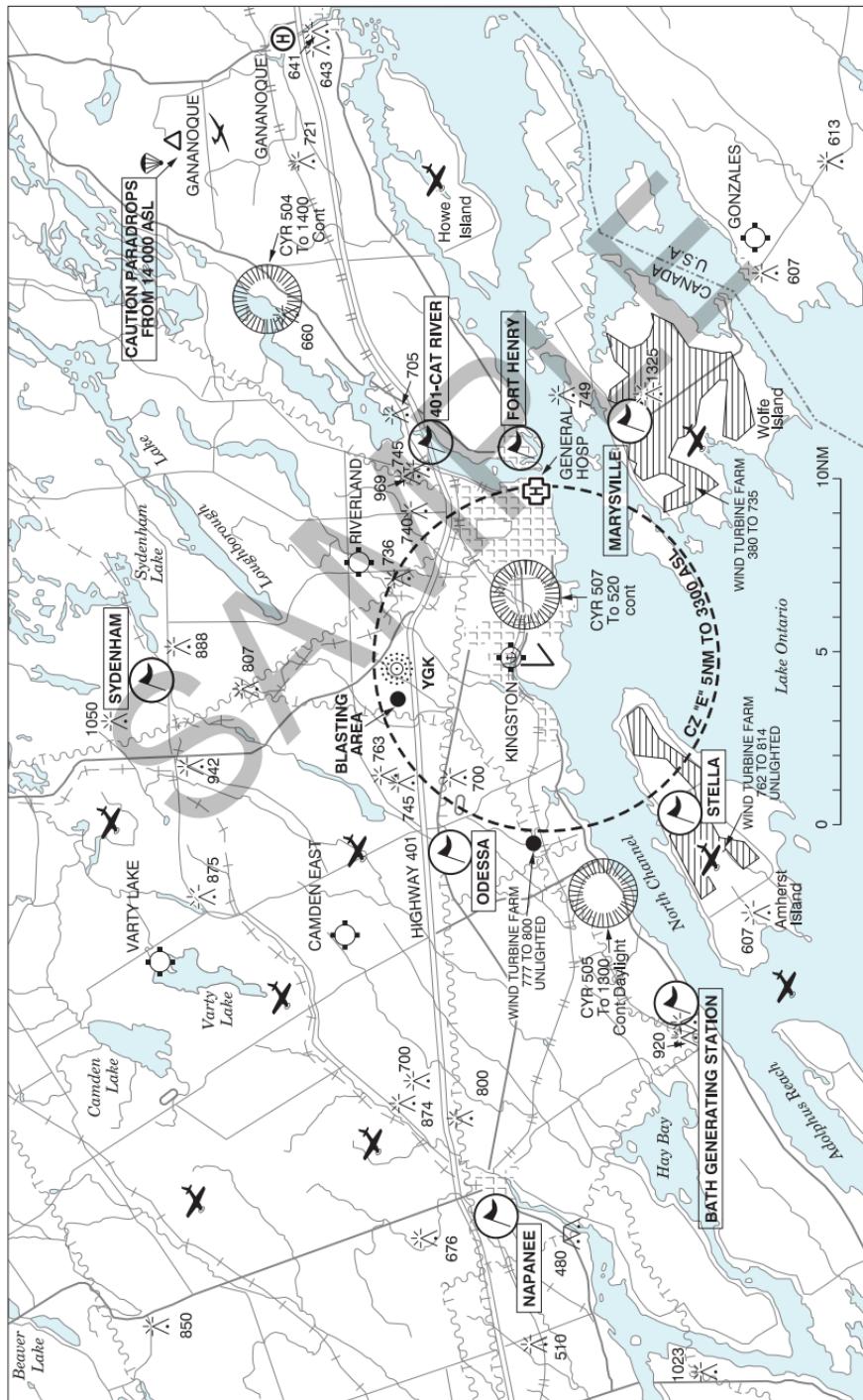
| | |
|------------------------------|--|
| REF | N44 18 44 W76 32 18 5N 12°W (2019) UTC-5(4) Elev 367' A5000 |
| OPR | Shane Pinder 613-484-9707 Reg PPR |
| PF | B-1 C-2,3,4,5,6 |
| FLT PLN FIC | NOTAM FILE CYGK London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES S | Call out chg may be levied for svcs. 1,5,6 |
| RWY DATA | Rwy 04(043°)/22(223°) 1600x50 TURF Thld 04 displ 400' Rwy 01(010°)/19(190°) 1400x50 TURF Thld 01 displ 200' Rwy 19 slopes down RCR Opr No win maint. Rwy soft in spring. |
| COMM ATF | tfc 123.2 5NM 3400 ASL excluding portion within CYGK CZ. CYGK CZ "E" 0.8NM SW A/D. |
| PRO | Ctc Kingston rdo 122.5 prior to entering CZ. |
| CAUTION | Trees and rising terrain 0.3NM S of A/D. Trees 400' S displ Thld 01 aprx 40 AGL. P-lines unmarked 400' SW displ Thld 04 aprx 40 AGL. Unlgtd twr 548 ASL (197 AGL) 0.3NM E Thld 22. Lgtd twrs 682 ASL (253 AGL) 0.9NM S A/D and 736 ASL (310 AGL) 1.1NM SW A/D. Twr aprx 310 AGL 1.1NM E A/D. Wildlife on rwy. |



ONTARIO

AERODROME/FACILITY DIRECTORY

KINGSTON VFR TERMINAL PROCEDURES CHART



ONTARIO**AERODROME/FACILITY DIRECTORY****KINGSTON VFR TERMINAL PROCEDURES CHART (Cont'd)**

| LOCATION | IDENT | LAT/LONG |
|-------------------------|-------|-----------------------|
| 401-CAT RIVER | VCATR | N44° 16.75 W76° 27.00 |
| BATH GENERATING STATION | VCBTH | N44° 08.50 W76° 50.75 |
| FORT HENRY | VCFHN | N44° 14.00 W76° 27.50 |
| MARYSVILLE | VMCRV | N44° 11.50 W76° 26.50 |
| NAPANEE | VCNAP | N44° 15.00 W76° 57.20 |
| ODESSA | VCODS | N44° 16.75 W76° 43.00 |
| SYDENHAM | VCSDN | N44° 24.50 W76° 35.75 |
| STELLA | VCSTL | N44° 10.20 W76° 42.00 |

SAMPLE

ONTARIO

AERODROME/FACILITY DIRECTORY

KINGSTON ON

CYGK

| | | |
|-----------------|---|--|
| REF | N44 13 35 W76 35 48 4.3W 13°W UTC-5(4) Elev 303' A5000 LO6 LO7 H15 CAP | |
| OPR | City 613-389-6404 Cert Ltd hrs | |
| PF | B-1,2 C-3,4,5,6 | |
| CUST | AOE/30 888-226-7277 14-21Z‡ Mon-Fri exc hols | |
| FLT PLN | NOTAM FILE CYGK | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| WX | METAR 11-04Z‡ O/T LWIS TAF 13-04Z‡; issue times: 13, 20, 02Z (DT 12, 14, 20Z). | |
| SERVICES | | |
| FUEL | 100LL, JA-1 (FSII avbl) | |
| OIL | 65, 80, 100, 120 | |
| S | 1,2,3,4,5 | |
| SUP FL | D-Ice | |
| JASU | CE15 | |
| PVT ADV | Central Airways Ltd (World Fuel Services) 123.35 613-389-9300 0930Z-0500Z‡, O/T call out chg Kingston Flying Club 122.8 13-21Z‡ O/T PN 613-389-0954 | |
| MIL CON | Central Airways Ltd (World Fuel Services) 613-389-9300 | |
| RWY DATA | Rwy 01(009°)/19(189°) 600x100 ASPH Thld 01 displ 379'. Thld 19 displ 1001' Rwy 07(066°)/25(246°) 3909x100 ASPH RESA: 01/19 492' | |
| RWY CERT | Rwy 01/19 AGN IIIA Rwy 07/25 AGN IIIA | |
| APRON | Prkg area E of main apron rstd to acft less than 12,500 GTOW. | |
| RCR | FSS CRFI/RSC Ltd win maint hrs Mon-Fri exc hols O/T 3 hrs PN. Fees will be levied. PLR | |
| LIGHTING | 01-AS(TE HI) P2, 19-AW AS(TE HI) P2, 07-(TE ME) AP, 25-(TE ME) AP ARCAL-122.5 type K. | |
| COMM | | |
| RADIO | 122.5 (V) 1115-0400Z‡ (emerg only 613-389-7558) | |
| RCO | London rdo 123.55 (FISE) 126.7 (bcst) | |
| ATIS | 135.55 1115-0400Z‡ | |
| MF | rdo 122.5 1115-0400Z‡ 5NM 3300 ASL (CAR 602.98) | |
| ATF | tfc 122.5 0400-1115Z‡ 5NM 3300 ASL | |
| VDF | 122.5 1115-0400Z‡ | |
| NAV | | |
| NDB | YGK 263 (M) N44 17 49 W76 36 16 | |
| ILS | IGK 111.3 (Rwy 19-01) | |
| PRO | Due to rwy slope on 01/19 acft on rwy ends may not be vis to pilots at opposite ends of rwy. VFR rwy outside CZ watch for IFR practice apch acft opng in vic of Rwy 01/19 extended ctr lines. | |
| CAUTION | Crane 106 AGL (355 ASL) 0.5NM N thld Rwy 19 cont days Apr-Dec. Wildlife frequently on rwy. Blasting ops aprx 4NM N of A/D to 705 ASL. | |

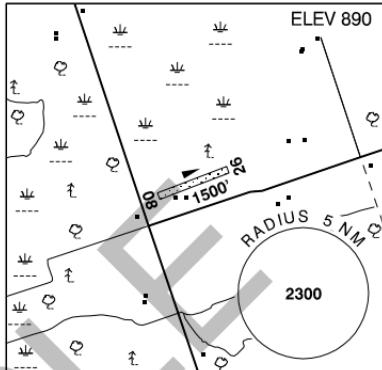
ONTARIO

AERODROME/FACILITY DIRECTORY

KIRKFIELD (PALESTINE) ON

CKP4

| | |
|-----------------|--|
| REF | N44 29 24 W78 58 40 4S 11°W (2012) UTC-5(4) Elev 890' A5000 |
| OPR | Rick Simpson 705-439-1613 Reg PPR |
| PF | C-2,4 D-5,6 |
| FLT PLN | NOTAM FILE CYPQ |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA | Rwy 08(080°)/26(260°) 1500x50 turf |
| RCR | Opr No winter maint. Rwy may be soft when wet. Uneven rolling surface. |
| COMM | ffc 123.2 5NM 3900' ASL |
| CAUTION | P-line(s) 50 AGL W of Thld 08 and 40 AGL aprx 400' E Thld 26. Trees close proximity S of Thld 26. Wildlife in vic of rwy. |



ONTARIO

AERODROME/FACILITY DIRECTORY

KIRKFIELD / BALSAM LAKE ON

CKD8

| | | |
|-----------------|--|--|
| REF | N44 32 24 W78 53 19 4SE 11°W (2015) UTC-5(4) Elev 864' A5000 | <p>ELEV 864</p> <p>2018' 29</p> <p>1793' 29</p> <p>RADIUS 5 NM</p> <p>2300</p> |
| OPR | Brian Freymond 705-928-1795 Reg PPR | |
| PF | C-2,3,4 D-5,6 | |
| FLT PLN | NOTAM FILE CYPQ | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| SERVICES | | |
| OIL | 50, 80, 100 | |
| S | 1,2,3,4,5 | |
| RWY DATA | Rwy 07(073°)/25(253°) 2018x80 turf Rwy 11(111°)/29(291°) 1793x80 turf | |
| RCR | No win maint. Rwy may be soft when wet. | |
| COMM | | |
| ATF | UNICOM ltd hrs O/T tfc 123.2 5NM 3900 ASL | |
| CAUTION | Hydro wires 500' fr Thld 07. 20' trees 100' fr Thld 11. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

KIRKLAND LAKE ON

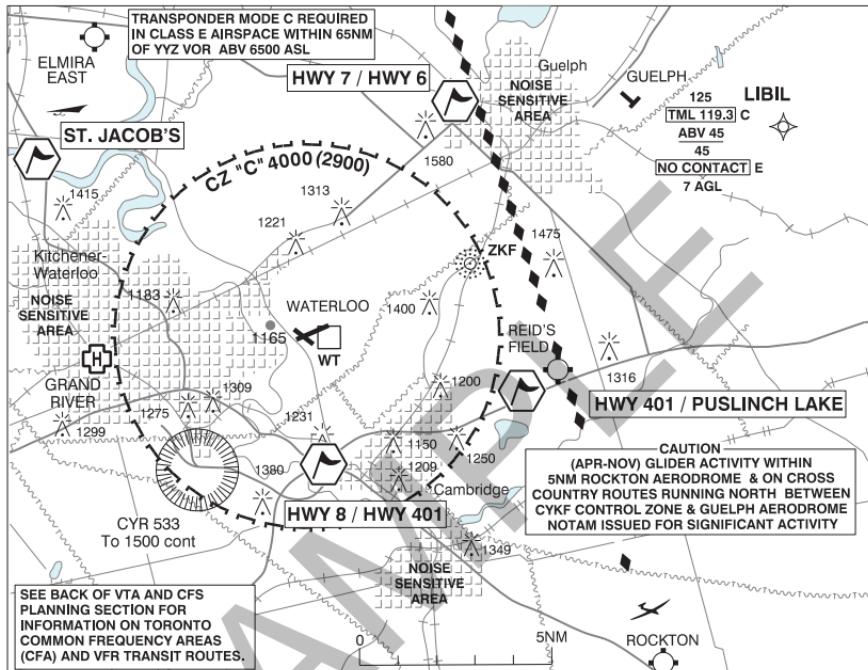
CYKX

| | | |
|-----------------|---|--|
| REF | N48 12 37 W79 58 53 6.3NE 12°W UTC-5(4) Elev 1157' A5009 LO4 LO7 CAP | <p>ELEV 1157 4505 RADIUS 5 NM 2600</p> |
| OPR | Town 705-567-6010 Reg | |
| PF | B-1 C-2,3,4,5,6 | |
| FLT PLN | NOTAM FILE CYXR | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| SERVICES | May 1-Oct 31 Mon-Fri ltd hrs. Unattended hols & wknds. Nov 1-Apr 30 unattended hol. O/T 705-567-3400. Call out chg may be levied for one or more svcs. | |
| FUEL | 100LL, JA-1 | |
| RWY DATA | Rwy 08(083°)/26(263°) 4505x100 asphalt | Rwy 08 down 0.47% |
| RCR | Opr PN snow removal outside hrs of ops. | |
| LIGHTING | 08-AS(TE ME) P2, 26-AS(TE ME) P2 ARCAL-122.8 type K | |
| COMM | UNICOM ltd hrs O/T tfc 122.8 5NM 4200 ASL | |
| NAV | YKX 201 N48 13 37 W79 52 12 | |
| CAUTION | Large animals in vic of rwy. Gravel areas next to apron will not support wheeled acft greater than 2000 Kg. Rwy shoulders within 50' of edge soft Apr-June. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

KITCHENER / WATERLOO VFR TERMINAL PROCEDURES CHART



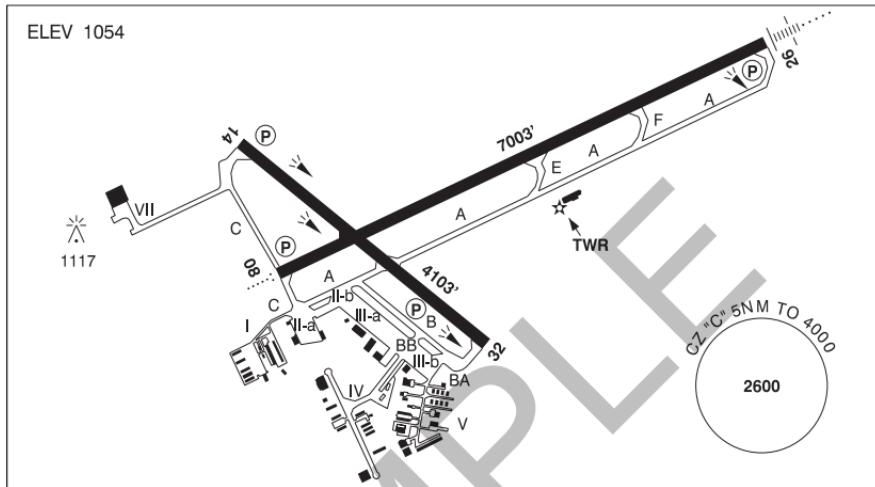
| LOCATION | IDENT | LAT/LONG |
|-------------------------|-------|---------------------|
| HWY 7 / HWY 6 | VCHWE | N43°33.00 W80°18.00 |
| HWY 8 / HWY 401 | VCAYT | N43°24.00 W80°22.50 |
| HWY 401 / PUSLINCH LAKE | VCFOR | N43°26.00 W80°16.00 |
| ST. JACOB'S | VCJCB | N43°32.00 W80°33.00 |

ONTARIO

AERODROME/FACILITY DIRECTORY

KITCHENER / WATERLOO ON

CYKF



| | |
|-----------------|--|
| REF | N43 27 39 W80 22 43 1E 10°W UTC-5(4) Elev 1054' VTA A5000 LO6 HI5 CAP |
| OPR | Regional Muni of Waterloo 519-648-2256 Cert Ldg fees are applied to all acft above 2500 Kg max tkof wt |
| PF | A-1,2,3,6,7,8 B-2 avbl 13-20Z C-4,5 |
| CUST | AOE/15 888-226-7277 Gen Avn only AOE/180 12-04Z‡ 519-648-3858/519-465-7723 2hrs PN |
| FLT PLN | NOTAM FILE CYKF |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| WX | METAR AUTO H24 (see COMM) WxCam TAF H24, issue times: 0140, 0740, 1340, 1940Z. |
| SERVICES | |
| FUEL | 100LL, JA (FSII avbl), JA-1 (FSII avbl) |
| OIL | 80, 100 |
| S | 1,2,3,4,5,6 |
| ARFF | PARTICIPATING CAT 7 3 hr PN 1100-0200Z‡ |
| JASU | Air Start |
| PVT ADV | Chartright 129.475 905-671-4674 11-23Z‡ O/T call out chg. Flite Line svc 130.5 519-514-0530 1030-0220Z‡ Mon-Fri, 1100-0230Z‡ Sat-Sun, O/T call out chg. Summit Fuel Services 123.5 519-497-8091 Dly 1230-0100Z‡ O/T call out chg. |
| MIL CON | Flite Line Services Inc. 519-541-0530 |

ONTARIO

AERODROME/FACILITY DIRECTORY

KITCHENER / WATERLOO ON (Cont'd)

CYKF

| | |
|-----------------------|---|
| RWY DATA | Rwy 14(138°)/32(318°) 4103x148 asphalt Rwy 08(075°)/26(255°) 7003x145 asphalt Rwy 26 down 0.44% RESA: 08 197'; 26 295' |
| RWY CERT | Rwy 14/32 AGN IIIA Rwy 08 RVR 1200(1/4sm)/Rwy 26 RVR 1200(1/4sm) AGN IIIB |
| TWY CERT APRON | Twy B AGN IIIA Apron 1 rstd to acft max wingspan 50'. Apron 2A rstd to acft max wingspan 55'. Turbine acft PPR. Apron 2B rstd to acft max wingspan 79'. Apron 3A tml apron for air carriers only. Rstd to acft max wingspan 118'. Apron 3B GA freight rstd to acft max wingspan 118'. Apron 4 rstd to acft max wingspan 118'. Apron 5 rstd to acft max wingspan 79'. Apron 7 rstd to acft max wingspan 170'. |
| RCR | Opr Win maint & RCR/CRFI avbl 12-03Z‡ O/T call out chg 3 hrs PN. |
| LIGHTING | 08-AO(TE HI) P2, 14-(TE ME) P1, 26-AN(TE HI) P2, 32-(TE ME) P1 ARCAL-126.0 type K when twr clsd. PAPI Rwy 14, 32 and 26 not avbl on ARCAL, on continuously: low ints at SS minus 30 min to SR minus 30 min, high ints at SR minus 30 min to SS minus 30 min. |
| COMM | ATIS 125.1 12-04Z‡ GND Waterloo 121.8 12-04Z‡ TWR Waterloo 126.0 118.55 (V) 12-04Z‡ (emerg only 519-648-3055) MF tfc 126.0 04-12Z‡ 5NM 4000 ASL (CAR 602.98) ARR Toronto Tml 128.275 DEP Toronto Tml 128.275 PAL Toronto Ctr 128.275 AWOS 125.1 04-12Z‡ |
| NAV | NDB WELLINGTON ZKF 335 (L) N43 29 35 W80 17 13 DME WATERLOO WT 115.0 Ch 97 N43 27 31 W80 22 46 (1047') ILS IKF 110.7 (Rwy 26) |
| RESTRICTIONS | OPERATING RESTRICTIONS: Acft with wingspans greater than 118' must use rwys, Twy C or Twy BA for taxiing. |
| PRO | Noise Abatement pro in effect for all acft. See CAP or VTPC. Pilots flying an inst apch pro to Rwy 26 take note: The pro turn overflies Guelph Apt (circuit hgt 2100 ASL). Pilots flying an inst apch pro to Rwy 26 can anticipate delays and/or restrictions when Rwy 05 & 06R are in use at Toronto/Lester B. Pearson. IFR tng flts are to ctc Toronto flow ctr 800-268-4831 2 hrs prior to ETD or possible delays. VFR tfc outside CZ watch for apch acft opng in vic of extended Rwy 26 centreline. VFR dep avoid noise sensitive areas at an operationally safe alt. Rgt hand circuits Rwy 32 (CAR 602.96). No VFR or IFR tng on Rwy 08 btwn 02-12Z‡ REDUCED VISIBILITY OPERATING PROCEDURES (RVOP): One acft permitted on manoeuvring area at a time dur RVOP. RVOP avbl 12-04Z‡ only. |
| CAUTION | Wildlife occasionally on rwys. Winch-launched hang gliders, cable to 2000 AGL N43 33 18 W080 31 31 near St. Jacobs aprx 8.5NM NW of A/D. |

ONTARIO

AERODROME/FACILITY DIRECTORY

KITCHENER-WATERLOO (GRAND RIVER HOSP) ON (Heli)

CNK9

| | | |
|--|---|--|
| REF | N43 27 10 W80 30 13 Adj NW 10°W UTC-5(4) Elev 1109' VTA A5000 | |
| OPR | Grand River Hospital Corp. 519-742-3611 Cert PPR | |
| FLT PLN FIC | NOTAM FILE CYKF London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| HELI DATA RCR | FATO 86' dia ASPH TLOF 30' x 30' CONC Safety Area 115' dia ASPH Max heli overall length 57.5' Opr | |
| LIGHTING | RW (LO) RF(FL) | |
| COMM TWR MF | Waterloo 126.0 118.55 (V) 12-04Z‡ (emerg only 519-648-3055) tfc 126.0 04-12Z‡ 5NM centered on Kitchener/ Waterloo A/D 5NM W 4000 ASL (CAR 602.98) | |
| PRO | Arr/dep 173° to 178° fr heli, (H1), day/night use. | |
| CAUTION | Touchdown pad is the only weight-bearing sfc. Trees adj E of heli. | |

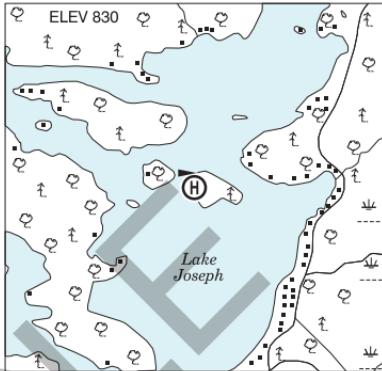
ONTARIO

AERODROME/FACILITY DIRECTORY

LAKE JOSEPH / EAGLE ISLAND ON

CJE9

| | |
|----------------|---|
| REF | N45 10 41 W79 41 47 3.5NE Foot's Bay 11°W (2020) UTC-5(4) Elev 830' A5000 |
| OPR | Scott Dick/Tim Royes 416-881-0171 or 416-433-8979 Reg PPR |
| FLT PLN FIC | NOTAM FILE CYQA London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA | FATO 54' dia hexagonal WOOD TLOF 38' dia WOOD Safety Area 104' dia WATER Max heli overall length 41.7' |
| COMM ATF | Ifc 122.8 5NM 3900 ASL |



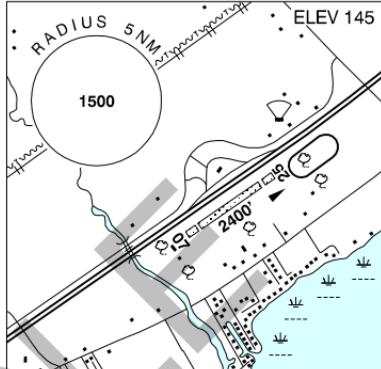
ONTARIO

AERODROME/FACILITY DIRECTORY

LANCASTER AIRPARK ON

CLAA6

| | |
|-------------------------------|---|
| REF | N45 12 00 W74 21 45 2.5 ENE 15°W (2007) UTC-5(4) Elev 145' VTA A5002 |
| OPR | Lancaster Airpark Inc. 514-262-2470 or 613-347-1201 Reg PN |
| PF | B-1 C-2,5 D-3,4,6 |
| FLT PLN FIC | NOTAM FILE CYCC Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA) |
| RWY DATA RCR | Rwy 07 (070°)/25 (250°) 2400x80 turf Thld 07 displ 400'. Thld 25 displ 400' Opr 02-22Z, No win maint |
| COMM ATF | tfc 123.2 5NM 3200 ASL |
| PRO | Rgt hand circuit Rwy 25 (CAR 602.96). Arr & dep over Hwy 401 |
| CAUTION | Wildlife ocls on rwy. Tower to 247 AGL (406 ASL) aprx 1NM W of rwy. |



ONTARIO

AERODROME/FACILITY DIRECTORY

LANSDOWNE HOUSE ON

CYLH

| | | | |
|-----------------|--|--|--|
| REF | N52 11 44 W87 56 03 1.5SW 6°W (2012) UTC-5(4) Elev 834' A5008 A5017 LO3 CAP | <p>ELEV 834</p> <p>RADIUS 2000</p> <p>5 NM</p> <p>3484'</p> <p>Attawapiskat Lake</p> | |
| OPR | Govt of Ontario 807-473-2082 Cert | | |
| PF | C-1,4 | | |
| FLT PLN | FIC NOTAM FILE CYLH Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) WX METAR AUTO H24 (see COMM) WxCam | | |
| RWY DATA | Rwy 08(084°)/26(264°) 3484x100 gravel | | |
| RWY CERT | Rwy 08/26 AGN IIIA | | |
| RCR | Apt Foreman 807-479-2552 Ltd win maint 13-22Z† Mon-Fri exc hols. Rwy strength & cond subject to seasonal & climatic var. | | |
| LIGHTING | 08-AS(TE ME) AP, 26-AS(TE ME) AP ARCAL-122.8 type K for APAPI | | |
| COMM | DRCO Winnipeg rdo 123.375 (FISE) 126.7 (bcst) ATF tfc 122.8 5NM 3900 ASL AWOS 128.4 | | |

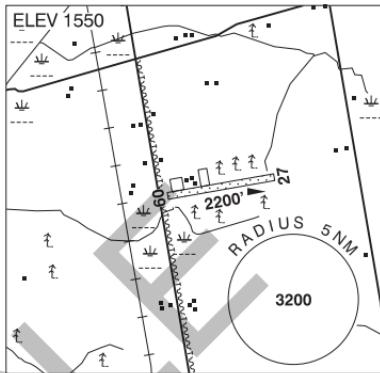
ONTARIO

AERODROME/FACILITY DIRECTORY

LAUREL / WHITTINGTON ON

CLW3

| | |
|----------|--|
| REF | N43 58 45 W80 10 38 2NE 10°W UTC-5(4) Elev 1550' VTA A5000 |
| OPR | Paul Lamont 519-941-0981 Reg |
| PF | B-1 C-2,3,4,5,6 |
| FLT PLN | NOTAM FILE CYBM |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES | |
| OIL S | All 1,2,4,5,6 |
| RWY DATA | Rwy 09(090°)/27(270°) 2200x75 turf |
| RCR | No win maint. Soft in spring. |
| COMM | tfc 123.2 2NM 3600 ASL |
| CAUTION | P-line 30 AGL on final to Rwy 09. Check for rwy cond in spring. |



ONTARIO

AERODROME/FACILITY DIRECTORY

LEAMINGTON ON

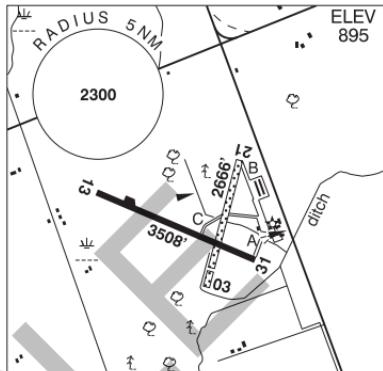
CLM2

| | | |
|--------------------------------|---|--|
| REF | N42 01 29 W82 31 30 2.5E 8°W (2014) UTC-5(4) Elev 582' A5000 LO6 T2 CAP | |
| OPR | Justin Coates 226-936-2060 Reg | |
| PF | B-1 C-1,2,3,4,5,6 | |
| CUST | AOE/CAN | |
| FLT PLN FIC | NOTAM FILE CYQG London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| SERVICES FUEL | 100LL Mon-Fri 13-22Z‡ O/T ctc opr | |
| RWY DATA RCR | Rwy 01(011°)/19(191°) 3832x50 ASPH Thld 19 displ 942'. Thld 01 displ 1158'. 519-322-0906 Ltd win main | |
| LIGHTING | 01-(TE LO) AP, 19-(TE LO) AP ARCAL-123.2 type J | |
| COMM ATF | tfc 123.2 | |
| PRO | Rgt hand circuits Rwy 19 (CAR 602.96) pilots are requested to avoid flight below 2000 ASL when flying over Hillman Marsh Conservation Area (located 1.4NM NE of Rwy 19 thld). | |
| CAUTION | 34 AGL hydro wires on apch to Rwy 01/19 loc aprx 300' from both ends of Rwy 01/19. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

| LINDSAY / KAWARTHA LAKES MUNICIPAL AIRPORT ON | | CNF4 |
|--|---|---|
| REF | N44 21 53 W78 47 02 1.1WNW 11°W UTC-5(4) Elev 895' A5000 LO6 HI5 CAP | ELEV 895 |
| OPR | City of Kawartha Lakes Municipal Airport 705-878-9354 Reg | |
| PF | B-1,2 C-3,4,5,6 | |
| CUST | AOE/CAN | |
| FLT PLN FIC | NOTAM FILE CYPQ/CZYZ London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| SERVICES FUEL OIL S | 100LL, JA-1, FSII (H24 Cardlock) All 2,3,4,5,6 | |
| RWY DATA | Rwy 13(127°)/31(307°) 3508x75 asphalt Rwy 03(028°)/21(208°) 2666x50 turf Thld 03 displ 365'. TWY RCR | Twy C day use only Opr No win maint rwy 03/21. Rwy soft in spring. |
| LIGHTING | 13-(TE LO), 31-(TE LO) ARCAL-122.725 type K | |
| COMM ATF ARR DEP | UNICOM ltd hrs O/T tfc 122.725 5NM 3900 ASL Toronto Centre 134.25 Toronto Centre 134.25 | |
| NAV VOR/DME | SIMCOE YSO 117.35 Ch 120(Y) N44 14 18 W79 10 18 (922') | |
| PRO | Rgt hand circuits Rwy 13 & 21 (CAR 602.96). Monitor 122.8 for tfc fr surrounding A/Ds. | |
| CAUTION | Drainage ditch 10' west of Twy B full length. | |

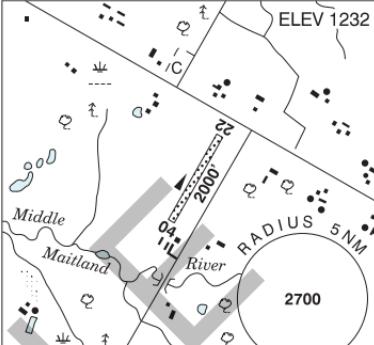


ONTARIO

AERODROME/FACILITY DIRECTORY

LISTOWEL ON

CPN5

| | | |
|-------------------------------|--|---|
| REF | N43 44 34 W80 59 29 1NW 9°W UTC-5(4) Elev 1232' A5000 |  |
| OPR | R.W. Trench 519-291-2265 or 519-291-4947 Reg PPR | |
| PF | C-1,2,3,4,5,6 | |
| FLT PLN FIC | NOTAM FILE CYKF London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| SERVICES S | 5 | |
| RWY DATA RCR | Rwy 04/22 2000x60 TURF Opr Rwy soft in spring. No win maint. | |
| COMM ATF | tfc 122.8 5NM 4300 ASL | |
| CAUTION | Trees aprx 80 AGL at Thld 04. Marked poles & tana balls on P-lines aprx 40 AGL on apch Rwy 22 aprx 200' fr Thld 22. Gradual upslope fr Thld 04. | |

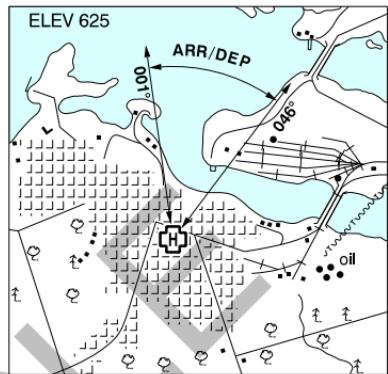
ONTARIO

AERODROME/FACILITY DIRECTORY

LITTLE CURRENT (MANITOULIN HEALTH CENTRE) ON (Heli)

CNT4

| | |
|------------------------------|---|
| REF | N45 58 41 W81 55 35 Adj 9°W UTC-5(4) Elev 625' A5001 |
| OPR | Manitoulin Health Centre 705-368-2300 Cert PPR |
| FLT PLN FIC | NOTAM FILE CYZE London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA | Rooftop Pad 82' x 72' 15,000 lbs |
| LIGHTING | RY(LO) RF(FL) ARCAL-122.5 key mic 3 times to activate. |
| COMM A/G | Ambulance dispatch 129.275 |
| PRO | Arr/dep 001°-046° fr heli, slope 8% (H2), day/night use. ARCAL must be activated at all times. |



ONTARIO

AERODROME/FACILITY DIRECTORY

LONDON (PIONEER AIRPARK) ON

CPN8

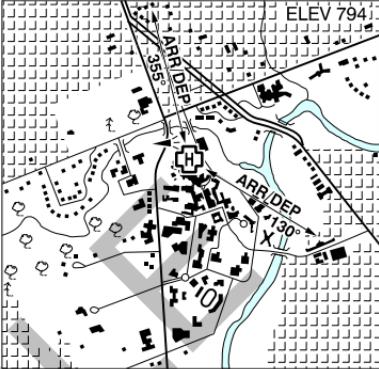
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|-------------------------------|--|--|
| REF | N43 05 53 W81 14 04 6.7NNE 9°W (2016) UTC-5(4) ELEV 980' A5000 | |
| OPR | Karl Pfister 519-951-7932 Reg | |
| PF | B-1 C-2,3,4,5,6 | |
| FLT PLN FIC | NOTAM FILE CYXU London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| | Rwy 17(166°)/35(346°) 2090x80 TURF Rwy 08(078°)/26(258°) 1986x125 TURF | |
| RWY DATA RCR | Opr No win maint | |
| COMM MF | Sudbury rdo 119.4 0345-1120Z‡ 5NM centered on London A/D 5NM SE 3000 ASL (CAR 602.98) | |
| PRO | Right hand circuit on Rwy 17 & 26 (CAR 602.96). All circuits 2000 ASL. Do not overfly pig barn E and horse barn NW of aptn. Ctc London twr 119.4 prior to entering CZ and for extended circuit and above 2000 ASL in the London apch path. If equipped, establish radio ctc with London twr. | |
| CAUTION | P-lines aprx 60 AGL end Rwy 26. Trees adj to all thresholds. Possible deer on rwy. Possible high vegetation at all thresholds. High density tfc from adj airstrips. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

LONDON (UNIVERSITY HOSP) ON (Heli)

CPR4

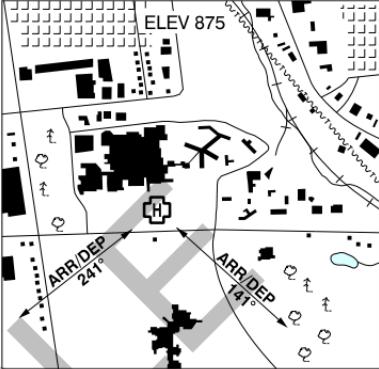
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|--------------------------------|---|---|
| REF | N43 00 47 W81 16 28 Adj 9°W UTC-5(4) Elev 794' A5000 |  |
| OPR | London University Hosp 519-685-8500 Cert PPR | |
| FLT PLN FIC | NOTAM FILE CYXU London 519-452-4040 or London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| HELI DATA RCR | FATO 82' dia CONC/GRASS TLOF 50' dia CONC Safety Area 109' dia GRASS Max heli overall length 54.7' 15,430 lbs Opr | |
| LIGHTING | DR RW(LO) blue RF(FL) amber | |
| PRO | Arr/dep 355° & 130° fr heli (H1). | |

ONTARIO

AERODROME/FACILITY DIRECTORY

LONDON (VICTORIA HOSP) ON (Heli)

CPW2

| | | |
|------------------------------|---|---|
| REF | N42 57 33 W81 13 32 Adj 9°W UTC-5(4) Elev 875' A5000 |  |
| OPR | Victoria Hosp Corp 519-685-8500 Cert PPR | |
| FLT PLN FIC | NOTAM FILE CYXU London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| HELI DATA | 86' dia asphalt 114' dia Max heli overall length 57.5' | |
| LIGHTING | DR RY(LO) RF(FL) | |
| COMM A/G | Ambulance dispatch 129.275 | |
| PRO | Two arr/dep paths brg 141° & 241° fr heli, slope 8% (H3), day/night use VFR only. | |

SAMPLE

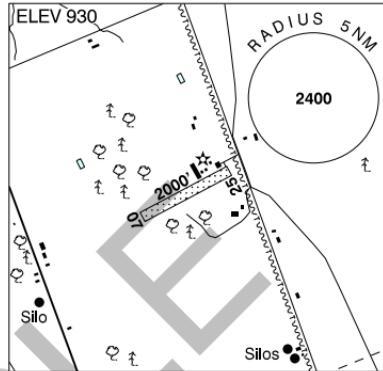
ONTARIO

AERODROME/FACILITY DIRECTORY

LONDON / CHAPESKIE FIELD ON

CLC2

| | |
|---------------------|---|
| REF | N43 04 06 W81 07 32 3NE 9°W UTC-5(4) ELEV 930' A5000 |
| OPR | Dr. H.H. Chapeskie 519-872-0109 Reg PPR |
| PF | B-1 C-2,3,4,5,6 |
| FLT PLN FIC | NOTAM FILE CYXU London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA RCR | Rwy 07/25 2000x130 turf Opr No win maint. |
| LIGHTING | 07-(TE LO), 25-(TE LO) PN |
| COMM TWR | London 119.4 125.65 (E) 1120-0345Z‡ at London A/D 2NM SW |
| MF | Sudbury rdo 119.4 0345-1120Z‡ 5NM centred on London A/D 2NM SW 3000 ASL (CAR 602.98) |
| PRO | Ctc London twr prior entering CZ. |
| CAUTION | Trees 250' fr thld Rwy 25, 45 AGL. Trees adj to rwy, both sides, at thld of Rwy 07. Possible deer on rwy. |



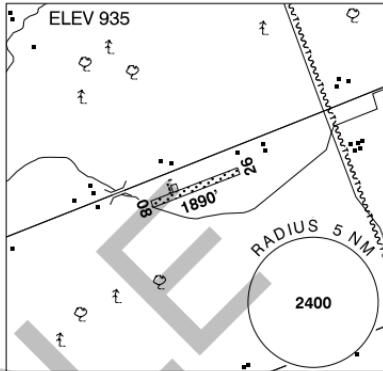
ONTARIO

AERODROME/FACILITY DIRECTORY

LONDON / WATSON AIRFIELD ON

CLW4

| | |
|-------------------------------|---|
| REF | N43 06 21 W081 14 22 7.1N 9°W (2017) UTC-5(4) Elev 935' A5000 |
| OPR | John Watson 519-453-2579 Reg PPR |
| PF | D-1,2,3,4,5,6,7,8 |
| FLT PLN FIC | NOTAM FILE CYXU London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA RCR | Rwy 08(078°)/26(258°) 1890x80 TURF Opr No win maint |
| COMM ATF | tfc 123.2 5NM 4000 ASL excluding CYXU class "C" CZ |
| PRO | Right hand circuit Rwy 26 (CAR 602.96) |
| CAUTION | Trees on apch to Rwy 08. Hangar aprx 400' ENE of Rwy 08. Avoid farm bldgs. London (Pioneer Airpark) A/D 0.5NM SSE. |



LONDON FIC – RCO

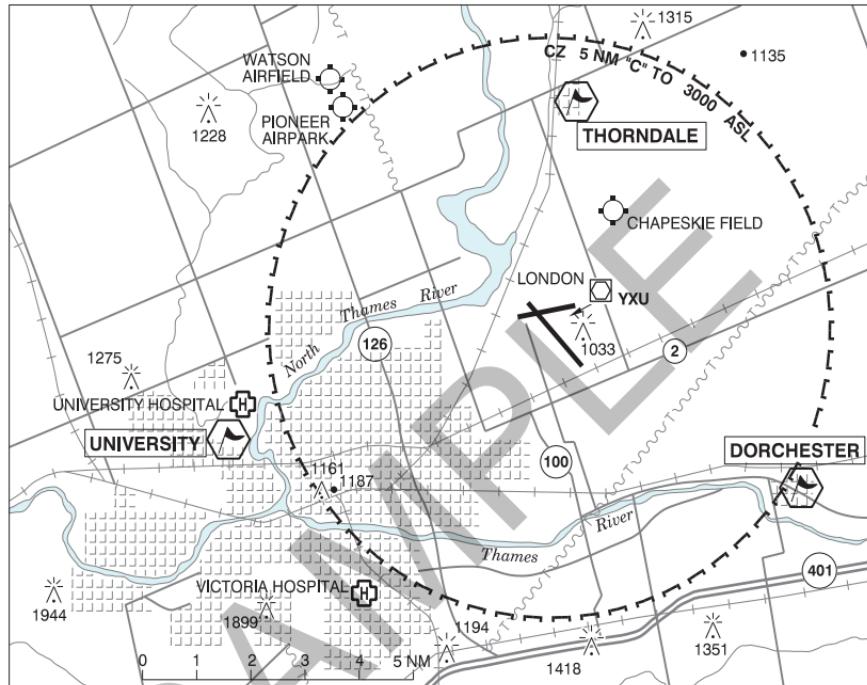
For a list of London RCOs and map, see Planning Section under FISE RCOs.

SAMPLE

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LONDON VFR TERMINAL PROCEDURES CHART



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LONDON ON

CYXU

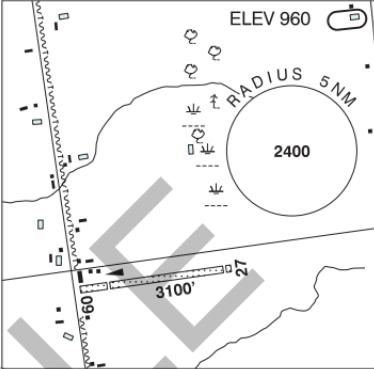
| | | |
|-----------------|--|--|
| REF | N43 01 59 W81 09 04 5NE 9°W UTC-5(4) Elev 912' A5000 LO6 HI5 CAP | |
| OPR | Greater London International Airport Authority 519-452-4015 Cert | |
| PF | A-1,2,3,6 avbl 11-04Z‡ B-1,2,3 C-4,5,6 | |
| CUST | AOE/180 888-226-7277 12-05Z‡ PN prior to 2145Z‡ MEDEVAC & organ transplants, pilots call 519-451-6079 on ldg. | |
| FLT PLN | NOTAM FILE CYXU Pilots to open/close VFR fit pln with London rdo 123.55 or by phone | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) or 519-452-4040 | |
| WX | METAR H24. AUTO (see COMM) TAF H24, issue times: 00, 06, 12, 18Z. | |
| SERVICES | Call out chg may be levied outside hrs of ops | |
| FUEL | 100LL, JA-1 (FSII avbl), F-34 | |
| OIL | 65, 80, 100 | |
| S | 1,2,3,4,5 | |
| ARFF | DESIGNATED CAT 7 (CAT 5 non-sked) 1030-0500Z‡, O/T call out chg. PPR for acft 20 seats & abv, exc for diversions or as an altn A/D, ctc 519-452-4000 for current ops. | |
| SUP FL | LHOX, D & A-ice | |
| JASU | CE13,15 | |
| PVT ADV | Executive Aviation Fuels Ltd 122.95 10-01Z‡ O/T call out chg apply 519-453-5370 | |
| MIL CON | World Fuel Services 519-453-5370 | |
| RWY DATA | Rwy 15(148°)/33(328°) 8800x200 asphalt Rwy 09(088°)/27(268°) 6300x200 asphalt | |
| RWY CERT | Rwy 15 RVR 1200(1/4sm)/Rwy 33 RVR 1200(1/4sm) AGN V Rwy 09/27 AGN V | |
| TWY CERT | Twy: B, D, G, H AGN IV Twy: E, F AGN IIIB | |
| TWY | Twys B, C, E & F uncontrolled | |
| RCR | Opr CRFI/RSC avbl H24 Dec 1-Mar 31 | |
| LIGHTING | 09-AO(TE ME) P2, 27-AO(TE ME) P2, 15-AN(TE HI), 33-AO(TE HI) P2 ARCAL-119.4 type K (when twr closed) | |
| COMM | | |
| RCO | Sudbury rdo 119.4 (RAAS) 0345-1120‡ London rdo 123.55 (FISE) 126.7 (bcst) | |
| ATIS | 127.8 1120-0345Z‡ (O/T AUTO 127.8) | |
| GND | 121.9 1120-0345Z‡ | |
| TWR | 119.4 125.65 (E) 1120-0345Z‡ (emerg only 519-451-9610) | |
| MF | Sudbury rdo 119.4 0345-1120Z‡ 5NM 3000 ASL (CAR 602.98) | |
| PAL | Toronto Ctr 135.3 135.625 | |
| NAV | | |
| VOR/DME | YXU 117.2 Ch 119 N43 02 16 W81 08 56 (920') | |
| ILS | IXU 109.5 (Rwy 15) RVR | |
| PRO | Rgt hand circuits Rwy 33 & 09 (CAR 602.96). Circuit hgt 1900 ASL all rwy. IFR training fits are to ctc Toronto flow ctl 800-268-4831 within 2 hrs of ETD for possible delays. Acft on Apron V ctc GND prior to pushback. During RAAS ops, bcst intentions on MF prior to pushback. | |
| CAUTION | Migratory birds in vic of aprt Sep-May. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

LUCAN ON

CPS4

| | | |
|-------------------------------|---|---|
| REF | N43 09 48 W81 24 45 2SW 9°W UTC-5(4) Elev 960' A5000 |  |
| OPR | General Airspray Ltd 519-227-4091 Reg | |
| PF | B-1 C-2,4,5 D-3,6 | |
| FLT PLN FIC | NOTAM FILE CYXU London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| SERVICES S | 5 | |
| RWY DATA RCR | Rwy 09/27 3100x100 turf Thld 09 displ 550'. Thld 27 displ 100'. Opr No win maint | |
| LIGHTING | 09-(TE LO), 27-(TE LO) PN Opr | |
| COMM ATF | tfc 123.2 5NM 4000 ASL | |

SAMPLE

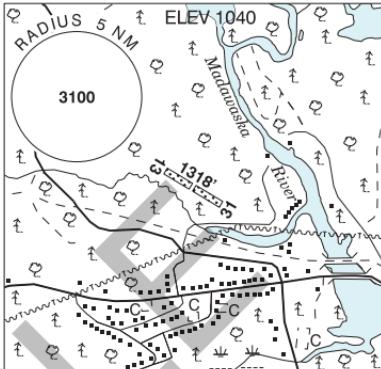
ONTARIO

AERODROME/FACILITY DIRECTORY

MADAWASKA COLLINS FIELD ON

CMW4

| | |
|-----------------|--|
| REF | N45 30 27 W77 59 26 Adj N 12°W (2015) UTC-5(4) Elev 1040' A5000 |
| OPR | Ian Collins 613-334-0474 Reg PPR |
| PF | B-5 C-1,2 D-3,4 |
| FLT PLN | NOTAM FILE CYTA |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES | |
| S | 5 |
| RWY DATA | Rwy 13(133°)/31(313°) 1318x60 SAND/GRVL Thld 13 displ 600' |
| RCR | Opr No win maint. Rwy soft in spring. |
| COMM | |
| ATF | tfc 123.2 5NM 4100 ASL |



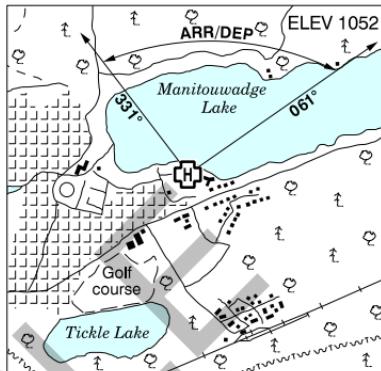
ONTARIO

AERODROME/FACILITY DIRECTORY

MANITOUDAGE (SANTÉ / HEALTH) ON (Heli)

CPU4

| | |
|------------------------------|---|
| REF | N49 07 41 W85 49 30 Adj NE 7°W (2015) UTC-5(4) Elev 1052' A5008 |
| OPR | Santé Manitouwadge Health 807-826-3251 Reg PPR |
| FLT PLN FIC | NOTAM FILE CYXZ London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA | 86' dia asphalt 114' Rstd max heli length 57.5' |
| LIGHTING | RY (LO) RF (FL) |
| COMM A/G | Ambulance dispatch 129.275 |
| PRO | Arr/dep btwn 331°-061°. |



ONTARIO

AERODROME/FACILITY DIRECTORY

MANITOUDAGE ON

CYMG

| | | |
|-----------------|---|--|
| REF | N49 05 00 W85 51 40 2.8SW 7°W (2015) UTC-5(4) Elev 1199' A5008 LO4 CAP | |
| OPR | Township 807-826-4041 or 807-228-0706 Reg | |
| PF | A-1,6 C-2,3,4,5 | |
| FLT PLN | FIC NOTAM FILE CYXZ London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) WX AUTO (see COMM) | |
| SERVICES | Opr Ltd hrs Mon-Fri exc hols. Call out chg may be levied. Visa and Mastercard accepted. | |
| FUEL | JA-1, (FSII avbl) | |
| RWY DATA | Rwy 05(050°)/23(230°) 3603x100 asphalt | |
| RCR | Opr | |
| LIGHTING | 05-AS(TE ME) AP, 23-AS(TE ME) AP ARCAL-122.8 type K | |
| COMM | ATF AUTO UNICOM ltd hrs O/T tfc 122.8 5NM 4200 ASL 129.15 | |
| CAUTION | Wildlife in vic of rwy. | |

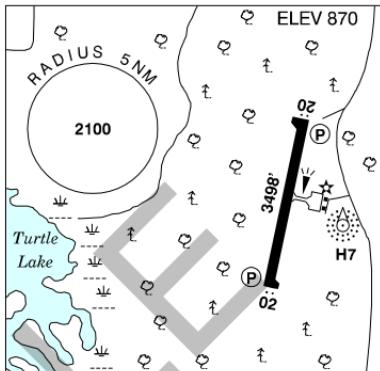
ONTARIO

AERODROME/FACILITY DIRECTORY

MANITOWANING / MANITOULIN EAST MUNI ON

CYEM

| | |
|-------------------------------|---|
| REF | N45 50 33 W81 51 27 7.5N 9°W UTC-5(4) Elev 870' A5000 A5001 LO4 CAP |
| OPR | Manitoulin East Muni Apt Comsn 705-859-3009 705-368-2806 APM Reg Opr ltd hrs |
| PF | A-1,2,6 D-3,4,5 |
| CUST | AOE/15 15-00Z‡ May-Oct |
| FLT PLN FIC | NOTAM FILE CYZE London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES | Ltd hrs, call out chg may be levied for svcs after hrs. FUEL OIL S 100LL, JA-1 (FSII avbl) All 1,4,5,6 |
| RWY DATA RCR | Rwy 02(021°)/20(201°) 3498x100 asphalt Rwy 02 up 0.53% Opr Ltd win maint |
| LIGHTING | 02-AS(TE ME) AP, 20-AS(TE ME) AP ARCAL-123.2 type K |
| COMM ATF | UNICOM ltd hrs O/T tfc 122.8 5NM 3900 ASL |
| NAV NDB | H7 388 (L) N45 50 29 W81 51 10 Pvt |
| CAUTION | Large wildlife in vic including bears. Spring & summer hazard - large nesting birds in area and seagulls on rwy. |

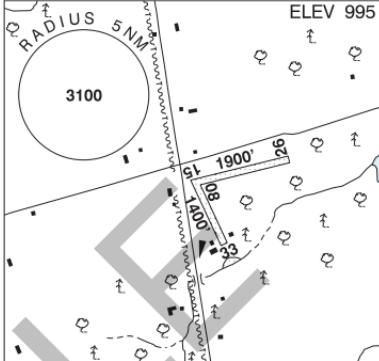
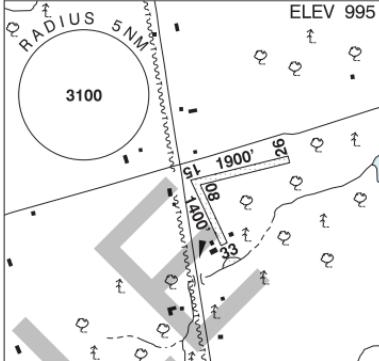


ONTARIO

AERODROME/FACILITY DIRECTORY

MANSFIELD ON

CPV4

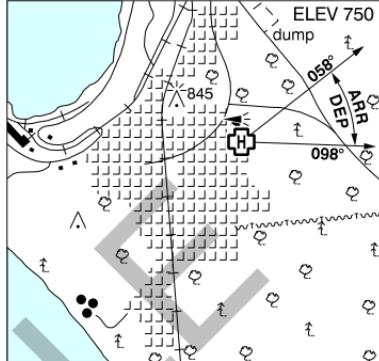
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|-----------------|--|---|
| REF | N44 09 00 W80 01 11 1.5SSE 10°W UTC-5(4) Elev 995' VTA A5000 |  |
| OPR | Christopher Kenalty 416-569-6262 Reg PPR | |
| PF | B-1 C-2 D-3,4,5,6 | |
| FLT PLN | NOTAM FILE CYBM | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| SERVICES | S 1,4,5 | |
| RWY DATA | Rwy 08/26 1900x80 turf Rwy 15/33 1400x80 turf Rwy 33 up 2% |  |
| RCR | Opr No maint. Rwy may be soft in spring. | |
| CAUTION | P-lines poles (red/white striped) aprx 30 AGL either side Thld 08. Apchs to Thlds 26 & 33 significant upslope to Thlds. 50' sloping descent E of Thld 26. 15' sloping descent S of Thld 33 to pond. Downslope apch to Thld 08. Trees aprx 30 AGL aprx 125' fr thld 15. Trees aprx 40 AGL aprx 350' fr Thld 26. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

MARATHON (WILSON MEM HOSP) ON (Heli)

CPX2

| | | |
|--------------------------------|---|---|
| REF | N48 43 07 W86 22 29 Adj E 6°W UTC-5(4) Elev 750' A5008 |  |
| PF | A-1,2,4,7 C-3,5,6,8 | |
| OPR | North of Superior Healthcare Group - Wilson Mem Gen Hosp 807-229-1740 Cert PPR | |
| FLT PLN FIC | NOTAM FILE CYXZ London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| HELI DATA RCR | FATO/TLOF 86' x 86' CONC Safety Area 114' x 114' GRVL Max heli overall length 57.5' Opr | |
| LIGHTING | RW(LO) green LED PPR | |
| COMM A/G | Ambulance dispatch 129.275 | |
| PRO | Arr/dep 058° to 098° fr heli, slope 8% (H3), day/night use. | |
| CAUTION | Propane tank aprx 85' NW of heli, marked p-line aprx 230' SE of heli. Unltd tower 900 ASL (164 AGL) 1530' WNW of heli. | |

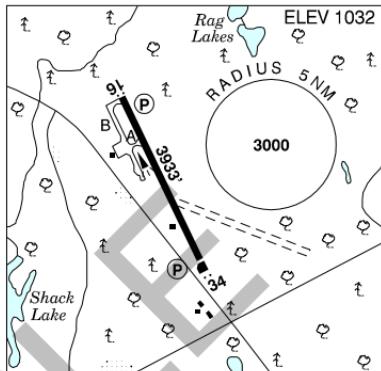
ONTARIO

AERODROME/FACILITY DIRECTORY

MARATHON ON

CYSP

| | |
|-----------------|---|
| REF | N48 45 26 W86 20 45 2.6NE 6°W UTC-5(4) Elev 1032' A5008 LO4 HI4 CAP |
| OPR | Corp of the Town of Marathon 807-229-1183 after hrs 807-229-6125 Reg |
| PF | A-1,6 C-2,3,4,5 |
| FLT PLN | NOTAM FILE CYXZ |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| WX | METAR 13-22Z‡ O/T LWIS TAF 15-22Z‡, issue times: 15, 20Z (DT 14Z) |
| SERVICES | Mon-Fri ltd hrs. After hrs call out chg may be levied for one or more svcs. 807-229-1183 after hrs 807-229-6125 100LL, JA-1 (FSII avbl) (Self-serve H24) VISA and Mastercard accepted |
| RWY DATA | Rwy 16(159°)/34(339°) 3933x100 ASPH Thld 34 disp1 198'. Opr |
| LIGHTING | 16-AS(TE ME) AP 4°, 34-AS(TE ME) AP 4° ARCAL-122.8 type K |
| COMM | |
| DRCO | Winnipeg rdo (Horn) 123.55 (FISE) |
| ATF | tfc 122.8 5NM 4000 ASL |
| PAL | Winnipeg Ctr 134.075 |
| NAV | |
| VOR/DME | YSP 115.9 Ch 106 N48 44 36 W86 19 39 (1256') |



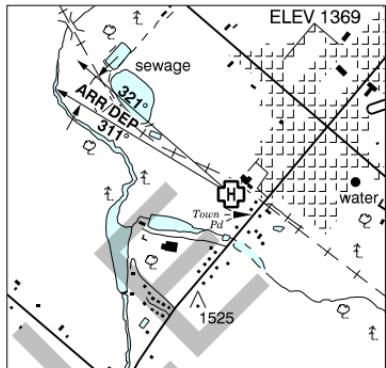
ONTARIO

AERODROME/FACILITY DIRECTORY

MARKDALE (CENTRE GREY GEN HOSP) ON (Heli)

CPD9

| | |
|------------------------------|---|
| REF | N44 18 54 W80 39 19 Adj SW 10°W UTC-5(4) Elev 1369' A5000 |
| OPR | Centre Grey Gen Hosp 519-986-3040 Cert PPR |
| FLT PLN FIC | NOTAM FILE CYVV London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA | FATO/TLOF 86' x 86' ASPH Safety Area 108' x 114' ASPH Max heli overall length 57.5' |
| LIGHTING | DR RY(LO) RF(FL) All portable PN |
| COMM A/G | Ambulance dispatch 129.275 |
| PRO | Arr/dep btwn 311°-321° fr heli (H3). |



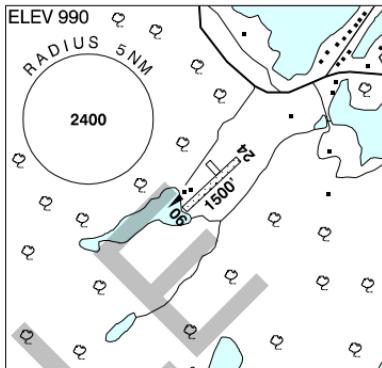
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AERODROME/FACILITY DIRECTORY

MATAWATCHAN ON

CMW3

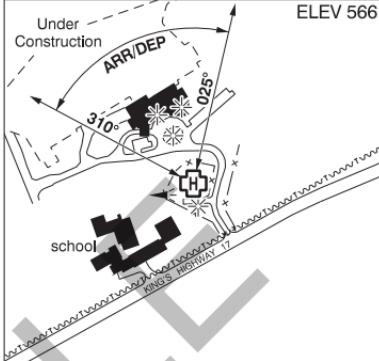
| | |
|----------|---|
| REF | N45 09 50 W077 05 46 1.5NE 13°W UTC-5(4) Elev 990' A5000 |
| OPR | Brian Doyle 613-333-2995 Reg PPR |
| PF | C-1,2,3 |
| FLT PLN | NOTAM FILE CYTA |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA | Rwy 06(060°)/24(240°) 1500x90 grass |
| RCR | Opr No win maint |
| COMM | tfc 123.2 5NM 4000 ASL |
| ATF | |
| CAUTION | Sharp drop-off of aprx 35' to lake at Thld 06 and to ravine at Thld 24. Trees 15 AGL 100' fr Thld 24. |



ONTARIO

AERODROME/FACILITY DIRECTORY

MATTAWA (HOSP) ON (Heli)**CMA5**

| | | |
|--------------------------------|---|---|
| REF | N46 18 36 W78 42 46 Adj SW 12°W (2014) UTC-5(4) Elev 566' A5000 A5001 |  |
| OPR | Mattawa Hospital 705-744-5511 Cert PPR | |
| FLT PLN FIC | NOTAM FILE CYYB London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| HELI DATA RCR | FATO/TLOF 84' dia ASPH Safety Area 112' dia TURF Max heli overall length 54.6' Opr | |
| LIGHTING | RY(LO) RF(FH) | |
| COMM ATF | tfc 123.2 5NM 3600 ASL | |
| PRO | Arr/dep 310° to 025° fr heli, slope 12% (H2). Where possible, pilots are requested to avoid overflight over hosp. | |
| CAUTION | P-line(s) S of heli. | |

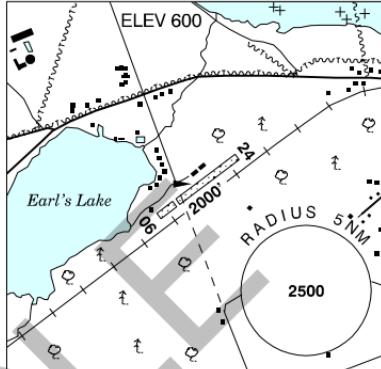
ONTARIO

AERODROME/FACILITY DIRECTORY

MATTAWA ON

CMA2

| | |
|--|---|
| REF | N46 17 59 W78 44 52 1.6SW 12°W UTC-5(4) Elev 600' A5000 A5001 |
| OPR | Chris Whalley 705-840-8597 Mark Wilkins 705-492-6052 Reg |
| PF | B-1 C-2,3,4,5 |
| FLT PLN FIC | NOTAM FILE CYYB London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES FUEL OIL S | 100LL 15W50 1,4,5,6 |
| RWY DATA | Rwy 06(065°)/24(245°) 2000x100 turf Thld 06 displ 400' |
| | RCR Opr Ltd win maint. Soft in spring, ocls standing water. |
| COMM ATF | tfc 123.2 5NM 3600 ASL |
| CAUTION | Twr 400 AGL 1 mile SW of A/D. |

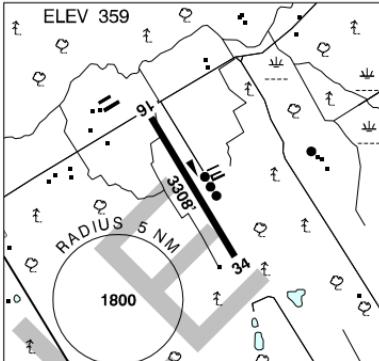


ONTARIO

AERODROME/FACILITY DIRECTORY

MAXVILLE (BOURDON FARM) ON

CMB7

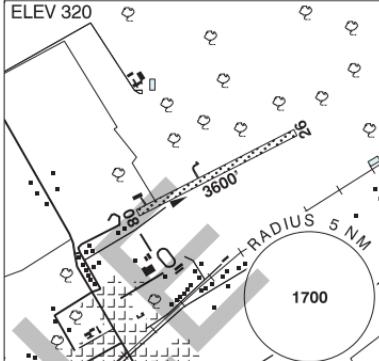
| | | | |
|-----------------|---|---|--|
| REF | N45 15 11 W74 48 25 3SSE 14°W (2013) UTC-5(4) Elev 359' A1905 A5002 LO6 LO7 LO8 T2 RCAP |  | |
| OPR | Bourdon Feed & Grain Inc. 613-551-5071 Marc Bourdon 613-527-2859 Reg PPR | | |
| PF | C-1,2,3 D-4,5,6 | | |
| FLT PLN | | | |
| FIC | (bil) NOTAM FILE CYCC Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA) | | |
| RWY DATA | Rwy 16(163°)/34(343°) 3308x60 ASPH Rwy 16 up 1.03% Opr | | |
| LIGHTING | 16-(TE ME), 34-(TE ME) ARCAL-123.8 type J key mic 3 times within 5 sec | | |
| COMM | | | |
| ATF | tfc 123.2 5NM 3400 ASL | | |
| CAUTION | 60' trees aprx 500' S thld Rwy 34. Underground P-line at road abm thld Rwy 16. Lgtd 50 AGL grain elevator and silos 200' E rwy mid field. | | |

ONTARIO

AERODROME/FACILITY DIRECTORY

MAXVILLE ON

CMX2

| | | |
|-------------------------------|---|---|
| REF | N45 17 51 W74 51 00 0.6NE 14°W (2014) UTC-5(4) Elev 320' A1905 A5002 |  |
| OPR | Allan MacEwen 613-799-9881 Reg PPR | |
| FLT PLN FIC | (bil) NOTAM FILE CYCC Quebec 866-GOMETEO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA) | |
| RWY DATA RCR | Rwy 08(077°)/26(257°) 3600x72 TURF Opr | |
| COMM ATF | tfc 123.2 5NM 3400 ASL | |
| CAUTION | Lgt tower 625 ASL (250 AGL) 0.7NM S A/D. Lgt tower 661 ASL (295 AGL) 1.2NM S A/D. | |

SAMPLE

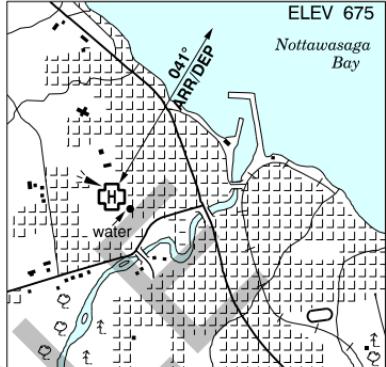
ONTARIO

AERODROME/FACILITY DIRECTORY

MEAFORD (GEN HOSP) ON (Heli)

CPA7

| | |
|------------------------------|---|
| REF | N44 36 25 W80 35 56 Adj 10°W UTC-5(4) Elev 675' A5000 |
| OPR | Meaford Gen Hosp 519-538-1311 Cert PPR |
| FLT PLN FIC | NOTAM FILE CYVV London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA | FATO/TLOF 86' dia ASPH Safety Area 114' x 114' GRASS Max heli overall length 57.3' |
| LIGHTING | DR RY(LO) RF(FL) |
| PRO | Arr/dep 041° fr heli, slope 8% (H3). |
| CAUTION | Hydro lines & poles N. Hydro pole 041° fr heli marked with fluorescent triangles. Lgtd water twr S. |



ONTARIO

AERODROME/FACILITY DIRECTORY

MELBOURNE ON

CNM2

| | | |
|-------------------------------|--|--|
| REF | N42 49 27 W81 32 55 Adj NE 8°W UTC-5(4) Elev 735' A5000 | |
| OPR | B. Carruthers 519-289-5961/5837 Reg PPR | |
| PF | C-1,2,5 D-3,4,6 | |
| FLT PLN FIC | NOTAM FILE CYXU London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| SERVICES S | 4,5 | |
| RWY DATA RCR | Rwy 14/32 1800x50 turf Opr Ltd win maint. Rwy may be soft when wet. | |
| COMM ATF | tfc 123.2 5NM 3700 ASL | |
| CAUTION | Hi tension hydro twr (200-250 AGL) & P-lines aprx 1000' S of Thld 32 running SE. P-line 30 AGL aprx 50' fr Thld 32. Fence 5' high at N end. Cultivated fields at both edges of Rwy 14/32. Silo adj E to Rwy 14/32 within 100' of rwy centreline. Rwy surface uneven. | |

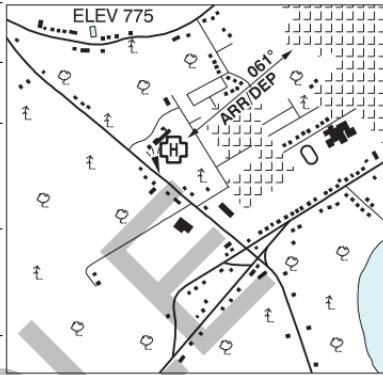
ONTARIO

AERODROME/FACILITY DIRECTORY

MIDLAND (HURONIA DISTRICT HOSP) ON (Heli)

CPW6

| | |
|----------------------|---|
| REF | N44 44 30 W79 54 52 Adj W 11°W UTC-5(4) Elev 775' A5000 |
| OPR | Huronia District Hosp 705-526-3751 Cert PPR |
| FLT PLN FIC | NOTAM FILE CYEE London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA RCR | FATO/TLOF 86' dia CONC Safety Area 114' dia GRASS Max heli overall length 57.3' Opr |
| LIGHTING | DR RY(LO) RF(FL) (DR portable, PN) |
| PRO | Arr/dep 061° fr heli, slope 16% (H1), day/night use |
| CAUTION | Trees on apch/dep obstacle limitation surface based on 16%. |



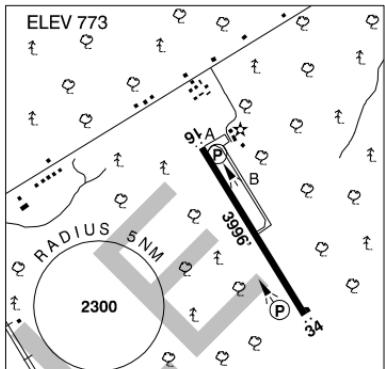
ONTARIO

AERODROME/FACILITY DIRECTORY

MIDLAND / HURONIA ON

CYEE

| | |
|--|--|
| REF | N44 41 05 W79 55 46 4SSW 11°W UTC-5(4) Elev 773' A5000 LO6 HI5 CAP |
| OPR | Huronia Airport Comsn 705-526-8086 Reg |
| PF | B-1 C-2,3,4,5,6 |
| CUST | AOE/CAN |
| FLT PLN FIC | NOTAM FILE CYEE London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES FUEL OIL S | Jun-Aug 12-24Z, Sep-May 13-22Z‡ 100LL, JA-1 20W50, 15W50 1,2,3,4,5,6 |
| RWY DATA RCR | Rwy 16(160°)/34(340°) 3996x75 ASPH Rwy 34 first 998' up 1.14% Opr |
| LIGHTING | 16-AS(TE ME) AP, 34-AS(TE ME) AP ARCAL-122.85 type J, all lgt exc RIL, RR on twy B |
| COMM ATF | UNICOM (AU) ltd hrs O/T tfc 122.85 5NM 3800 ASL |
| NAV VOR/DME | YEE 112.8 Ch 75 N44 34 54 W79 47 36 (996') |
| CAUTION | Due to rwy slope on 16/34, acft on rwy ends may not be visible to pilots at opposite ends of rwy. Wildlife in vic of rwy. |



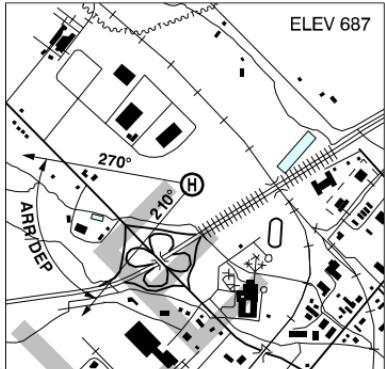
ONTARIO

AERODROME/FACILITY DIRECTORY

MILTON (AFI) ON (Heli)

CMH2

| | |
|----------------------|---|
| REF | N43 31 56 W79 54 10 Adj N 10°W UTC-5(4) Elev 687' VTA A5000 |
| OPR | AFI Group International Inc 905-693-0746 Reg PN |
| PF | A-1 B-2,3,4,5 |
| FLT PLN FIC | NOTAM FILE CYBM London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA RCR | 60' x 60' concrete 80' x 80' turf rstd max length 40' Opr |
| LIGHTING | RY(LO) |
| COMM VFR ADV | Toronto 119.3 |
| PRO | Arr/dep btwn 210°-270° fr heli. |
| CAUTION | Numerous twr within 5NM. |



ONTARIO

AERODROME/FACILITY DIRECTORY

MILTON (DISTRICT HOSP) ON (Heli)

CPY2

| | |
|--------------------------------|---|
| REF | N43 29 55 W79 52 04 Adj S 10°W (2016) UTC-5(4) Elev 663' VTA A5000 |
| OPR | Halton Health Care 905-845-2571 Cert PPR |
| FLT PLN FIC | NOTAM FILE CYBM London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA RCR | FATO 85' dia ASPH TLOF 33' dia CONC Safety Area 115' dia ASPH Max heli overall length 57.4' Opr |
| LIGHTING | RY(LO) green RF(FL) |
| PRO | Arr/dep 045°-135° fr heli, slope 16% (H2), day/night use VFR only. |
| CAUTION | Hosp bldg SW of heli. |



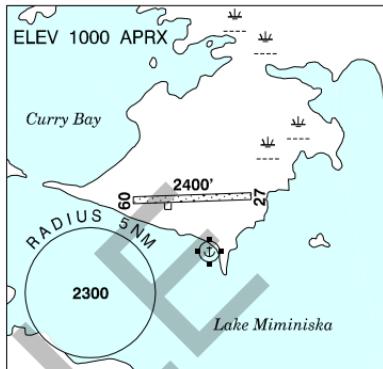
ONTARIO

AERODROME/FACILITY DIRECTORY

MIMINISKA ON

CPS5

| | |
|-------------------------------|---|
| REF | N51 36 16 W88 34 56 5°W UTC-5 Elev 1000' aprx A5008 |
| OPR | Wilderness North Air 807-983-2047 Reg PPR |
| PF | C-1,2,5 PN Opr May 15-Sep 30 |
| FLT PLN FIC | NOTAM FILE CYPL Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) |
| RWY DATA RCR | Rwy 09(093°)/27(273°) 2400x50 turf Rwy 09 slopes down Opr No win maint |
| COMM ATF | UNICOM ltd hrs O/T tfc 122.8 5NM 4000 ASL |



SAMPLE

ONTARIO

AERODROME/FACILITY DIRECTORY

MINAKI ON

CJA6

| | | |
|-------------------------------|---|--|
| REF | N49 58 17 W94 42 04 1.3WSW 1°E (2017) UTC-6(5) Elev 1095' A5007 | |
| OPR | River Air Ltd 807-224-6531 Reg PN | |
| PF | B-1 C-2,5 | |
| FLT PLN | NOTAM FILE CYQK | |
| FIC | Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) | |
| SERVICES | S 1, 2, 3, 4, 5, 6 | |
| RWY DATA RCR | Rwy 15(155°)/33(335°) 2675x50 ASPH Opr Ltd win maint | |
| COMM | ATF UNICOM ltd hrs O/T tfc 122.8 5NM 4100 ASL | |
| CAUTION | Lgtd twr 1450 ASL (380 AGL) 0.7NM ENE. Lgtd twr 1407 ASL (226 AGL) 0.9NM W. Minaki/Pistol Lake water A/D aprx 1NM NW. | |

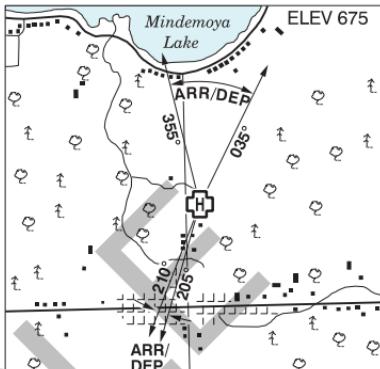
ONTARIO

AERODROME/FACILITY DIRECTORY

MINDEMOYA (HOSP) ON (Heli)

CNW4

| | |
|------------------------------|---|
| REF | N45 44 20 W82 10 00 Adj S 9°W UTC-5(4) Elev 675' A5000 |
| OPR | Mindemoya Hosp 705-377-5311 Reg PPR |
| FLT PLN FIC | NOTAM FILE CYZE London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA | FATO/TLOF 86' x 86' CONC Safety Area 114' x 114' TURF Max heli overall length 57.25' |
| LIGHTING | RY(LO) RF(FL) |
| COMM A/G | Ambulance dispatch 129.275 |
| PRO | Arr/dep 205° to 210° fr heli, slope 16%. Arr/dep 355° to 035° fr heli, slope 12%. |



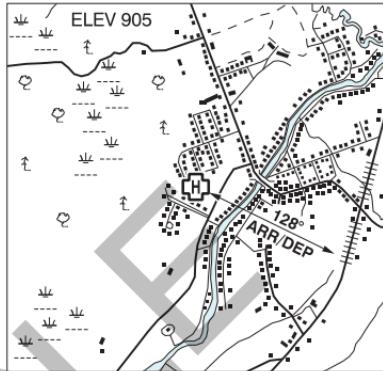
ONTARIO

AERODROME/FACILITY DIRECTORY

MINDEN (HOSP) ON (Heli)

CMI2

| | |
|--------------------------------|---|
| REF | N44 55 29 W78 43 46 Adj S 12°W UTC-5(4) Elev 905' A5000 |
| OPR | Haliburton Highlands Health Services 705-286-2140 Cert PPR |
| FLT PLN FIC | NOTAM FILE CYQA London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA RCR | 86' dia 114' dia asphalt Rstd max heli length 57.5' Opr |
| LIGHTING | DR RY(LO) RF(FL) |
| PRO | Arr/dep 128° fr heli, slope 8% (H3), day/night use. |



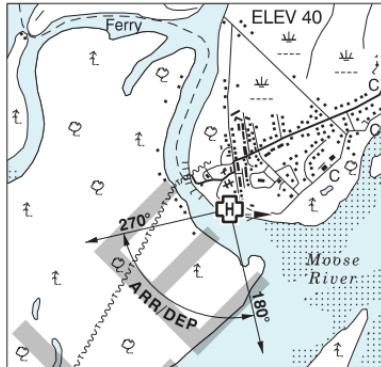
ONTARIO

AERODROME/FACILITY DIRECTORY

MOOSE FACTORY ON (Heli)

CPN3

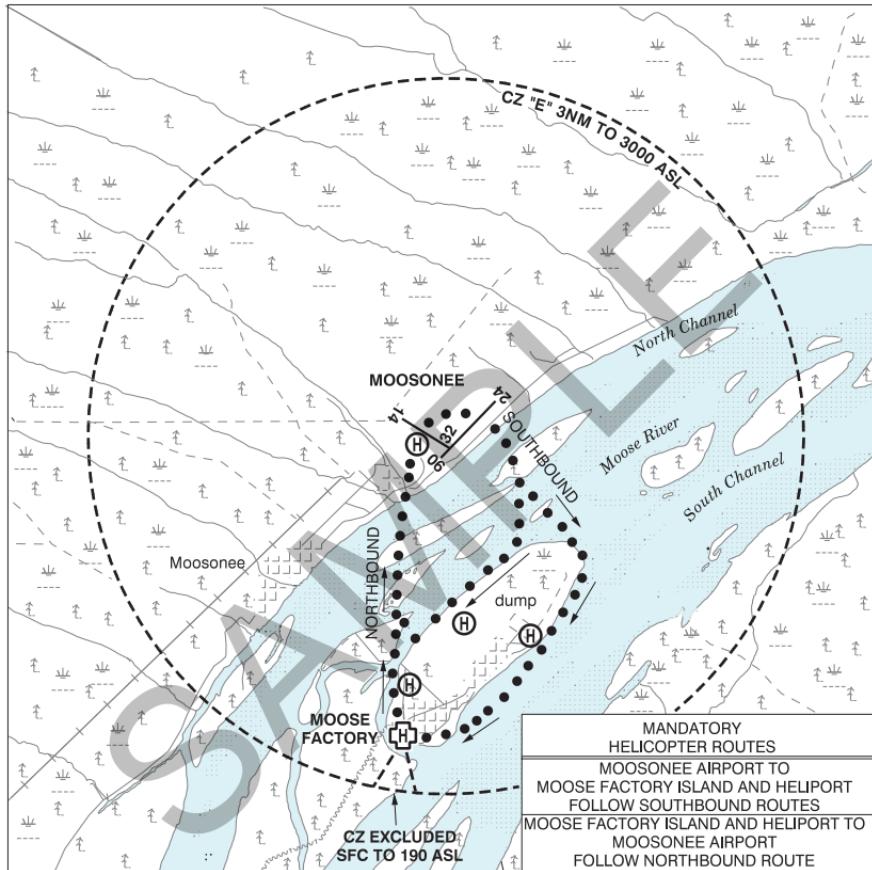
| | |
|--|---|
| REF | N51 14 57 W80 37 02 Adj SW 13°W UTC-5 Elev 40' A5009 |
| OPR | Moose Factory Hosp 705-658-4544 Reg PPR |
| FLT PLN FIC | NOTAM FILE CYMO London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA | FATO 87' x 87' GRASS TLOF 32' x 32' CONC Safety Area 110' x 100' GRVL Max heli overall length 58' |
| LIGHTING | RY(LO) |
| COMM RCO MF/ATF | London rdo 123.475 (FISE) 126.7(bcst) Timmins rdo ltd hrs O/T tfc 122.5 3NM of CYMO A/D 3000 ASL (CAR 602.98) |
| PRO | Arr/dep 180° to 270° fr heli, day/night use. For heli ops btwn Moose Factory & Moosonee see Moosonee VTPC. |



ONTARIO

AERODROME/FACILITY DIRECTORY

MOOSONEE VFR TERMINAL PROCEDURES CHART



ONTARIO

AERODROME/FACILITY DIRECTORY

MOOSONEE ON

CYMO

| | | |
|-----------------|---|--|
| REF | N51 17 31 W80 36 30 2N 13°W UTC-5(4) Elev 30' A5009 LO3 HI1 HI4 CAP | |
| OPR | Corporation of the Town of Moosonee 705-336-2731/2681 Cert | |
| PF | A-1,2 C-3,4,5,6 | |
| FLT PLN | NOTAM FILE CYMO Pilots to open/close VFR fit plan with London rdo, FISE or by phone. London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| FIC | METAR AUTO H24 (see COMM) TAF H24, issue times: 0540, 1140, 1740, 2340Z. WxCam | |
| SERVICES | Call out chg may be levied for one or more svcs. 12-02Z‡ Sun-Fri, 12-23Z‡ Sat, O/T 705-336-3517. FUEL 100LL, JA-1 OIL 100 | |
| RWY DATA | Rwy 06(058°)/24(238°) 4004x100 asphalt Rwy 14(136°)/32(316°) 3554x100 gravel/asphalt (1682' asphalt, 1872' gravel) | |
| RWY CERT | Rwy 06/24 AGN IIIA Rwy 14/32 AGN IIIA | |
| RCR | Opr CRF1/RSC avbl ltd hrs. PLR/PCN | |
| LIGHTING | 06-AO(TE ME) AP, 24-AO(TE ME) AP, 14-(TE ME), 32-(TE ME) ARCAL-122.5 non-std type K, can activate low or medium with 3 or 5 mic keys, system sensitive avoid rapid keying | |
| COMM | RCO Timmins rdo 122.5 (RAAS) 12-02Z‡ London rdo 123.475 (FISE) 126.7(bcst) MF Timmins rdo ltd hrs O/T tfc 122.5 3NM 3000 ASL (CAR 602.98) PAL Toronto Ctr 133.725 AWOS 124.8 | |
| NAV | NDB MO 224 (M) N51 16 56 W80 37 40 VOR/DME YMO 112.9 Ch 76 N51 17 29 W80 36 26 | |
| PRO | For heli ops btwn Moosonee & Moose Factory see Moosonee VTPC. That portion of CZ excluded within brg 180° clockwise to 225° fr Moose Factory heli, sfc to 190 ASL. See DAH. Rgt hand circuits Rwy 24 & 32 (CAR 602.96). | |
| CAUTION | Extv heli activity final apch area Rwy 06. Daily radiosonde balloon launches with an ascent rate of 1000 ft/min between the hours of 1115-1345Z and 2315-0145Z. Extv bird activity Apr-Jun and Aug-Nov. | |

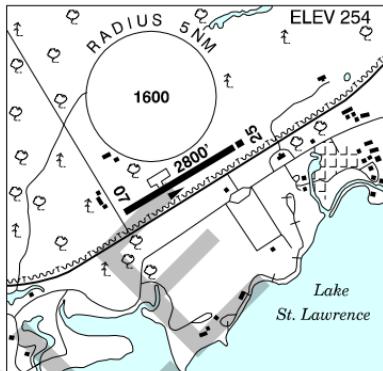
ONTARIO

AERODROME/FACILITY DIRECTORY

MORRISBURG ON

CNS8

| | |
|---------------------|---|
| REF | N44 57 W75 05 4.7ENE 14°W UTC-5(4) Elev 254' A1905 A5002 |
| OPR | St Lawrence Parks Comsn 613-543-3704 Fax 613-543-2847 Reg |
| PF | B-1 C-2,4 D-3,5 |
| FLT PLN FIC | (bil) NOTAM FILE CYCC Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA) |
| RWY DATA RCR | Rwy 07/25 2800x75 asphalt Thld 25 displ 150'. Opr May 16-Oct 15 No win maint |
| COMM ATF | tfc 123.2 5NM 3300 ASL |

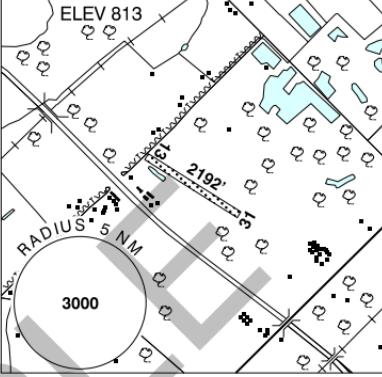


ONTARIO

AERODROME/FACILITY DIRECTORY

MOUNT BRYDGES / WARREN FIELD ON

CWF3

| | | |
|-----------------|--|---|
| REF | N42 56 09 W81 28 39 1.8NE 9°W (2015) UTC-5(4) Elev 813' A5000 |  |
| OPR | Mark Matthys 519-870-9237 Reg | |
| PF | C-1,2 D-3,4,5,6 | |
| FLT PLN | FIC NOTAM FILE CYXU London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| SERVICES | S 5 | |
| RWY DATA | Rwy 13(131°)/31(311°) 2192x80 TURF | |
| RCR | Opr No win maint | |
| COMM | ATF tfc 123.2 5NM 3800 ASL | |
| PRO | Do not overfly farm house at S end of rwy. | |
| CAUTION | Hydro wires on apch to Rwy 13. Irrigation pond first 50' to the W of Rwy 13. Trees 430' from Thld 13. Cell phone tower aprx 1NM S of airfield. | |

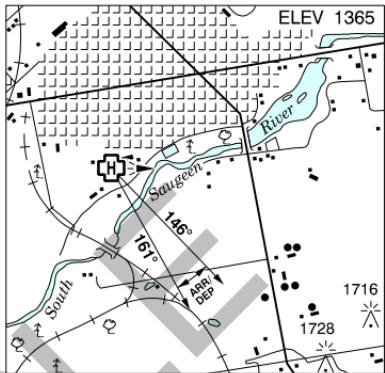
ONTARIO

AERODROME/FACILITY DIRECTORY

MOUNT FOREST (LOUISE MARSHALL HOSP) ON (Heli)

CPA2

| | |
|------------------------------|---|
| REF | N43 58 27 W80 44 15 Adj 10°W UTC-5(4) Elev 1365' VTA A5000 |
| OPR | Mount Forest (Louise Marshall Hosp) 519-323-2210 Cert PPR |
| FLT PLN FIC | NOTAM FILE CYKF London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA | FATO/TLOF 86' dia ASPH Safety Area 116' dia GRASS Max heli overall length 57.3' |
| LIGHTING | RY(LO) RF(FL) |
| PRO | Arr/dep 146° to 161° fr heli, slope 8% (H3), day/night use. |
| CAUTION | Twr 300 AGL 1NM SE within arr/dep path. |



ONTARIO

AERODROME/FACILITY DIRECTORY

MURILLO / HANE FIELD ON

CHF5

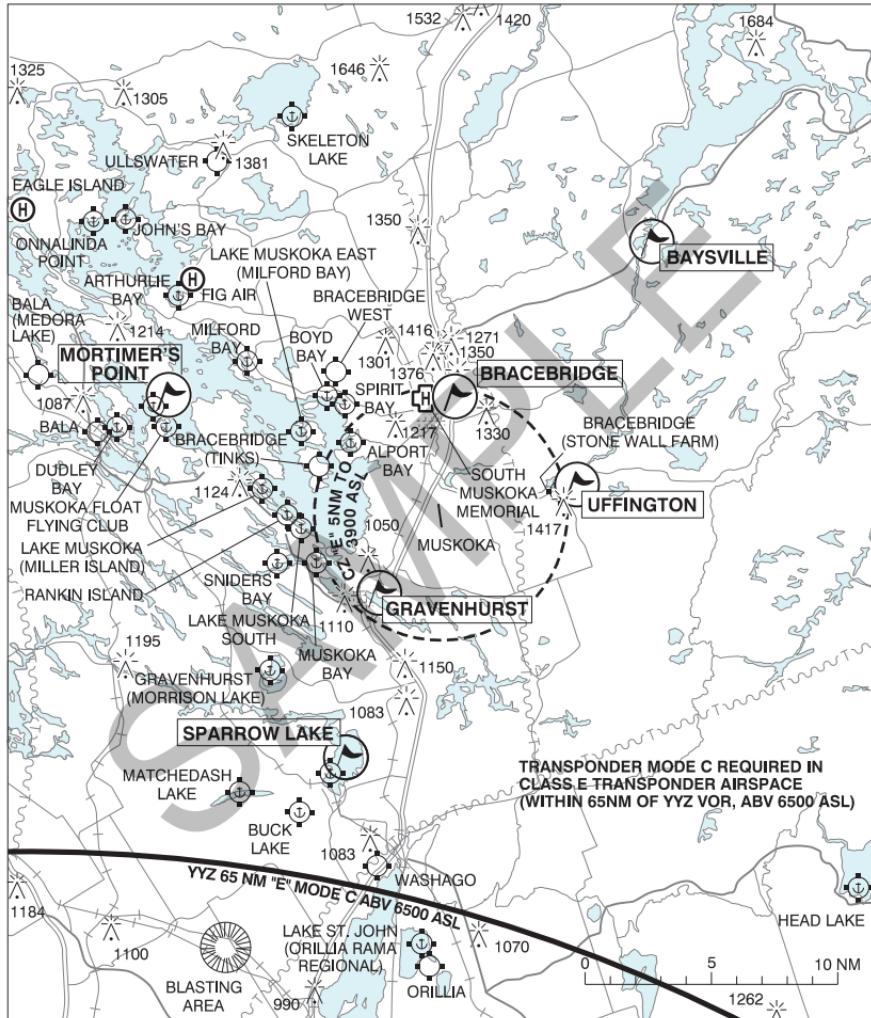
| | | |
|-----------------|--|--|
| REF | N48 26 51 W89 32 12 2.5NNW 4°W (2017) UTC-5(4) Elev 1150' A5001 A5008 | |
| OPR | Francis and Melesa Hane 807-475-7443 Reg | |
| PF | A-1,2 D-3,4,5,6 | |
| FLT PLN | FIC NOTAM FILE CYQT Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) | |
| RWY DATA | Rwy 17(168°)/35(348°) 1262x30 GRASS Rwy 35 down 2.77% RCR Opr No win maint. Sfc may be ruf. | |
| COMM | ATF tfc 123.0 4NM 4200 ASL | |
| CAUTION | P-lines along W side of rwy. 50' trees 800' fr Thld 17 along extended centreline. Ditch along each side of rwy. Kakabeka Falls A/D 3.2NM WSW, extv tfc. | |

SAMPLE

ONTARIO

AERODROME/FACILITY DIRECTORY

MUSKOKA VFR TERMINAL PROCEDURES CHART



| LOCATION | IDENT | LAT/LONG |
|------------------|-------|-----------------------|
| BRACEBRIDGE | VCBRB | N45° 03.00 W79° 18.50 |
| BAYSVILLE | VCBV | N45° 09.00 W79° 07.00 |
| GRAVENHURST | VCGRH | N44° 55.25 W79° 22.75 |
| MORTIMER'S POINT | VMCRT | N45° 02.75 W79° 33.50 |
| SPARROW LAKE | VCSPZ | N44° 49.00 W79° 23.50 |
| UFFINGTON | VCUFF | N44° 59.00 W79° 11.75 |

ONTARIO

AERODROME/FACILITY DIRECTORY

MUSKOKA ON

CYQA

| | | |
|-----------------|--|--|
| REF | N44 58 30 W79 18 14 4S 11°W UTC-5(4) Elev 922' A5000 LO6 HI5 CAP | |
| OPR | District Municipality of Muskoka 705-687-2194 Cert | |
| PF | A-1 C-2,3,4,5,6 | |
| CUST | AOE/15 888-226-7277 14-22Z‡ dly, Jun 15-Sep 17; 14-22Z‡ Mon-Fri exc hols, Sep 18-Jun 14 | |
| FLT PLN | NOTAM FILE CYQA Pilots to open/close VFR fit plan with London rdo, FISE or by phone. | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| WX | METAR AUTO H24 (see COMM) TAF 13-03Z‡, issue times: 13, 20Z (DT 12, 14 & 20Z). WxCam | |
| SERVICES | 13-01Z‡ May 15-Aug 31, 13-23Z‡ Sep 1-May 14. After hrs call out chg applies, call 705-687-1620 100LL, JA-1 (FSII avbl), SP | |
| FUEL | All | |
| OIL | 1,2,3,4,5,6 | |
| S | 10/15 | |
| JASU | | |
| MILCON | District Municipality of Muskoka (World Fuel Services) 705-687-2194 | |
| RWY DATA | Rwy 18(181°)/36(001°) 6000x150 asphalt Thld 18 displ 800'. Rwy 09(091°)/27(271°) 2199x100 turf Rwy 09 down 0.32% | |
| RWY CERT | Rwy 18/36 AGN IIIB Rwy 09/27 AGN I | |
| TWY CERT | Twy: A, B, C, D AGN II | |
| TWY | Twys A, B and C rstd to acft with a wingspan of less than 24M/79'. Twys C, D: PVT | |
| APRON | Apron I win maint on S side only. Prkg fees ctc opr. | |
| RCR | Opr CRFI/RSC avbl 14-23Z‡ Rwy 09/27 no win maint Rwy 18/36 win maint 14-23Z‡ PLR/PCN | |
| LIGHTING | 18-(TE ME) P1, 36-(TE ME) ARCAL-122.3 type K | |
| COMM | | |
| RCO | Timmins rdo 122.3 (RAAS) London 123.475 (FISE) 126.7(bcst) | |
| MF | Timmins rdo 122.3 5NM 3900 ASL (CAR 602.98) | |
| VDF | Timmins rdo 122.3 | |
| AWOS | 124.575 | |
| CAUTION | 100 AGL trees aprx 2000' beyond Thld 36, 600' W rwy centre line. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

MUSKRAT DAM ON

CZMD

| | | |
|-----------------|--|---|
| REF | N53 26 29 W91 45 46 2N 3°W (2013) UTC-6(5) Elev 911' A5017 LO3 CAP | <p>The map shows a circular area with a radius of 5 NM and a center point at 2100. A runway is depicted as a grey rectangle labeled 3508. The runway has a white centerline and is surrounded by a grey shaded area. The runway is located near a body of water labeled "Blackwater Bay". The elevation is marked as 911. There are several small symbols representing trees or terrain features.</p> |
| OPR | Govt of Ontario 807-473-2082 Cert | |
| FLT PLN | NOTAM FILE CYXL | |
| FIC | Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) | |
| WX | METAR AUTO H24 (see COMM) WxCam TAF 11-23Z‡, issue times: 1040, 1740Z (DT 0940, 1640Z) | |
| RWY DATA | Rwy 05(052°)/23(232°) 3508x100 gravel Rwy 23 down 0.43% | |
| RWY CERT | Rwy 05/23 AGN IIIA | |
| RCR | APM 807-471-2576 14-23Z‡ Mon-Fri exc hols. Rwy strength & cond subject to seasonal & climatic var. | |
| LIGHTING | 05-(TE ME) AP, 23-(TE ME) AP ARCAL-123.2 type K | |
| COMM | tfc 123.2 5NM 4000 ASL | |
| ATF | 124.45 | |
| AWOS | | |

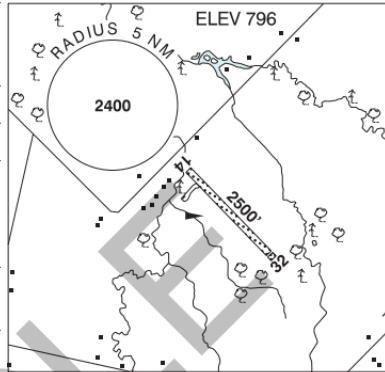
ONTARIO

AERODROME/FACILITY DIRECTORY

NAIRN (TRIPLE NICKEL) ON

CTN8

| | |
|------------------------------|---|
| REF | N43 02 47 W81 36 11 4.4SW 9°W (2019) UTC-5(4) Elev 796' A5000 |
| OPR | M. Bale 519-280-3612 Reg |
| PF | C-1,2,3,4,5,7,8 |
| FLT PLN FIC | NOTAM FILE CYXU London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES S | 4,5 |
| RWY DATA | Rwy 14(143°)/32(323°) 2500x80 GRASS Thld 32 displ 100' RCR Opr No win maint. Rwy soft dur spring and heavy rain. |
| COMM ATF | tfc 123.2 5NM 3800 ASL |
| PRO | Rgt hand circuits Rwy 32 (CAR 602.96). |
| CAUTION | Trees 40 AGL at thld 32. Unmarked P-lines 40' AGL on apch Rwy 14, 380 fr thld. Lgtd twr 1091 ASL (295 AGL) 1NM E of A/D. Numerous wind turbines W and NW of A/D aprx 400 AGL. Frequent Heli activity. Wildlife frequently on rwy. |



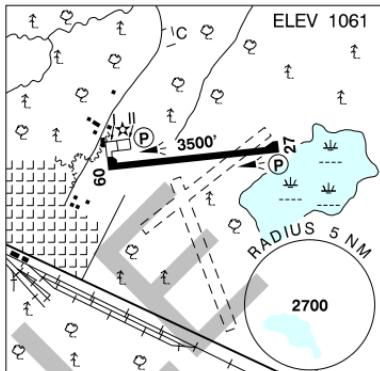
ONTARIO

AERODROME/FACILITY DIRECTORY

NAKINA ON

CYQN

| | |
|------------------------------|--|
| REF | N50 10 59 W86 41 51 Adj 7°W (2012) UTC-5(4) Elev 1061' A5008 LO4 HI4 CAP |
| OPR | The Loomex Group 807-329-5919 Cert Ldg fees |
| PF | A-1 C-2,4,5 D-3 |
| FLT PLN FIC | NOTAM FILE CYGQ London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES | 12-22Z‡ Mon-Sat exc Jan 01 & Dec 25 1 hr PN Call out chg after hrs. 100LL, JA-1 (FSII avbl) 12-22Z‡ Mon-Sat O/T 807-853-6540/854-8200 |
| FUEL | |
| S | 4,6 |
| RWY DATA | Rwy 09(091°)/27(271°) 3500x100 ASPH |
| RWY CERT | Rwy 09/27 AGN IIIA |
| APRON | Apron II Pvt PN 807-329-5752 |
| RCR | Opr 12-22Z‡ Mon-Sat exc Jan 1 and Dec 25 O/T PN Call out chg after hrs CRFI |
| LIGHTING | 09-(TE LO) AP, 27-(TE LO) AP ARCAL-122.8 type K |
| COMM | |
| ATF | UNICOM ltd hrs O/T tfc 122.8 5NM 4100 ASL |
| NAV | |
| NDB | QN 233 (M) N50 10 45 W86 37 53 |
| PRO | Consistent with safety, no turns to be made over the built up area of town. |

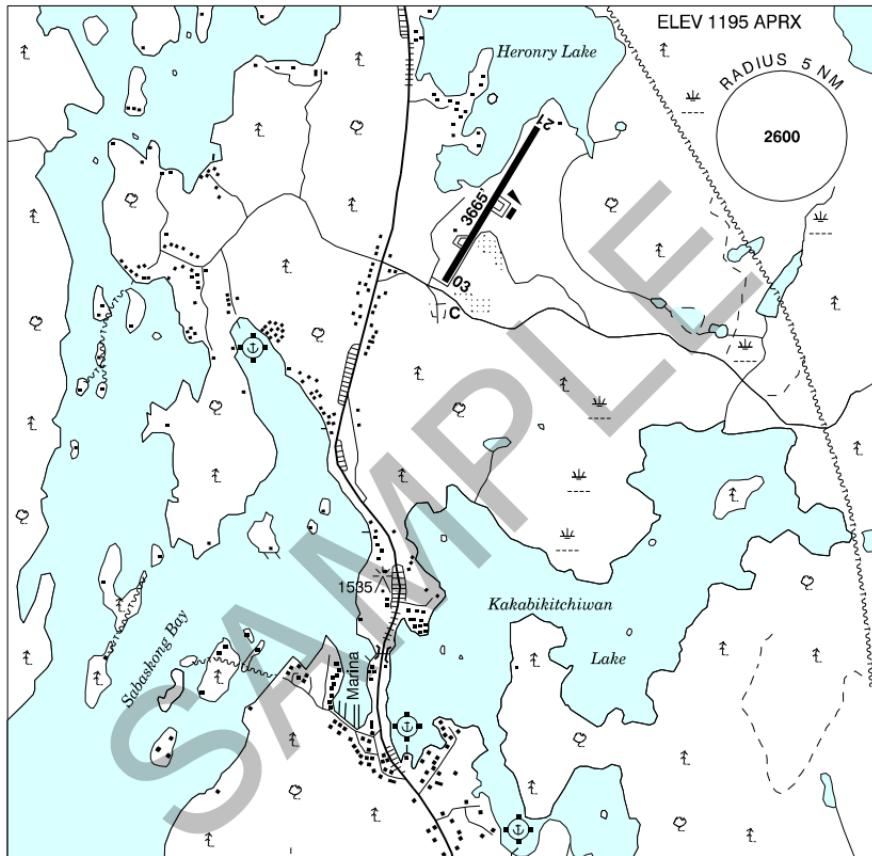


ONTARIO

AERODROME/FACILITY DIRECTORY

NESTOR FALLS ON

CJA5



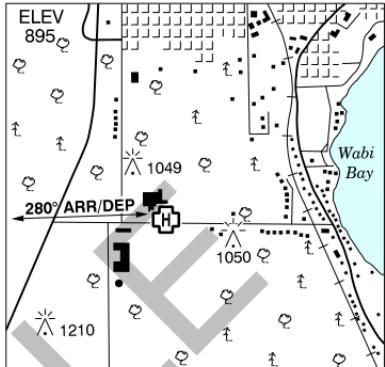
| | |
|-----------------------------------|--|
| REF | N49 08 25 W93 55 01 1N 2°E UTC-6(5) Elev 1195' aprx A5007 |
| OPR | Township 807-226-5241 Reg |
| PF | C-1,5 |
| FLT PLN | NOTAM FILE CYHD |
| FIC | Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) |
| SERVICES PVT ADV | Northwest Flying Inc 129.1 |
| RWY DATA RCR | Rwy 03(029°)/21(209°) 3665x75 asphalt Opr No win maint |
| COMM ATF | tfc 122.8 5NM 4200 ASL |
| CAUTION | Sharp drop off at thlds. Twr 1535 ASL (385 AGL) 1.3NM S. |

ONTARIO

AERODROME/FACILITY DIRECTORY

NEW LISKEARD (TEMISKAMING HOSP) ON (Heli)

| | | |
|------------------------------|---|-------------|
| REF | N47 29 40 W79 41 30 1SW 12°W UTC-5(4) Elev 895' A5001 | CNV3 |
| OPR | Temiskaming Hosp 705-647-8121 Reg PPR | |
| FLT PLN FIC | NOTAM FILE CYXR London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| HELI DATA | FATO/TLOF 86' x 86' ASPH Safety Area 114' x 114' GRASS Max heli overall length 57.5' | |
| LIGHTING | DR RY(LO) RF(FL) | |
| COMM A/G | Ambulance dispatch 129.275 | |
| PRO | Arr/dep 280° fr heli | |
| CAUTION | Hydro poles/lines directly under arr/dep 695' fr heli. | |



ONTARIO

AERODROME/FACILITY DIRECTORY

NEWTONVILLE / STEEVES FIELD ON

CNT9

| | | |
|-----------------|--|--|
| REF | N43 56 24 W78 26 42 2.1E 11°W (2017) UTC-5(4) Elev 502' A5000 | <p>ELEV 502</p> <p>2028' 27</p> <p>RADIUS 5 NM</p> <p>2000</p> |
| OPR | J & L LeGassie 416-998-6710 Reg PPR | |
| PF | B-1 C-2 D-3,4,5,6 | |
| FLT PLN | NOTAM FILE CYPQ | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| RWY DATA | Rwy 09(085°)/27(265°) 2028x70 TURF Thld 27 displ 801' | <p>2000</p> |
| RCR | Opr No win maint. Rwy soft in spring. | |
| COMM | tfc 123.2 5NM 3500 ASL | |
| CAUTION | Trees E of Thld 27. P-line aprx 0.3NM SSW of A/D. | |

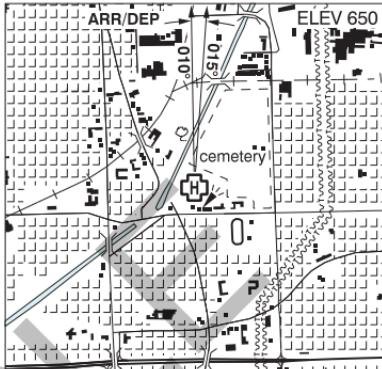
ONTARIO

AERODROME/FACILITY DIRECTORY

NIAGARA FALLS (GREATER NIAGARA GENERAL HOSP) ON (Heli)

CNG8

| | |
|--------------------------------|---|
| REF | N43 06 21 W79 05 31 Adj N 11°W (2012) UTC-5(4) Elev 650' VTA A5000 |
| OPR | Greater Niagara General Hosp 905-356-1321 Ext 2200 Cert PPR |
| FLT PLN FIC | NOTAM FILE CYSN London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA RCR | FATO/TLOF 86' dia ASPH Safety Area 114' dia ASPH & GRASS Max heli overall length 57.5' Opr |
| LIGHTING | DR RY(LO) |
| COMM ATF | tfc 123.25 5NM 3700 ASL excluding Niagara Falls area pattern (in vicinity of CYR518) |
| PRO | Arr/dep btwn 010° - 015° fr heli (H3) |
| CAUTION | Extv tfc in the vicinity of CYR518 |



ONTARIO

AERODROME/FACILITY DIRECTORY

NIAGARA FALLS / NIAGARA SOUTH ON

CNF9

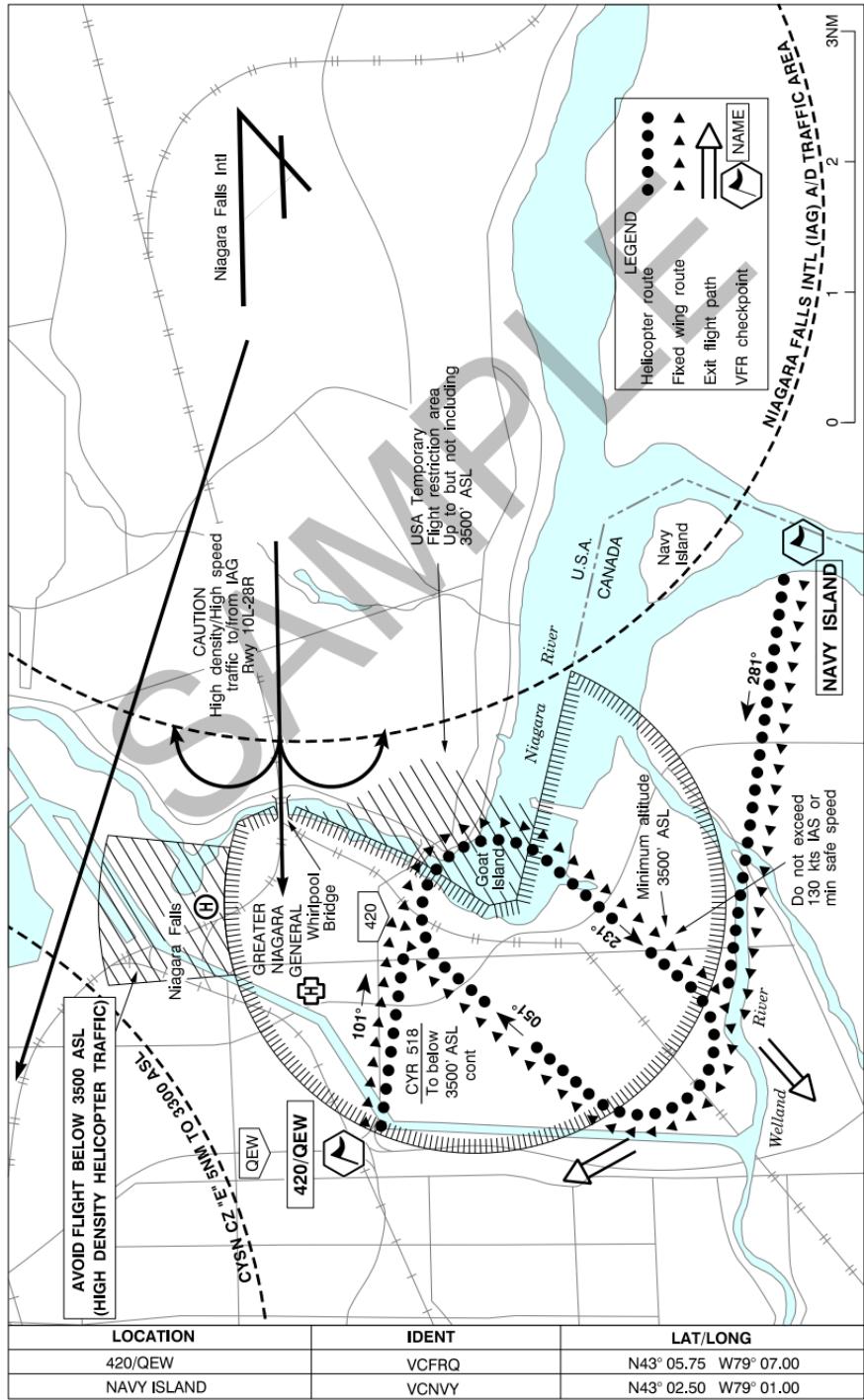
| | |
|--------------------|---|
| REF | N42 59 58 W79 03 48 11°W UTC-5(4) Elev 576' A5000 |
| OPR | Russell Aviation Group 905-295-2777 905-295-7324 Reg PPR |
| PF | C-1,2,3,4,5,6 |
| FLT PLN FIC | NOTAM FILE CYSN London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES S | 7 |
| RWY DATA | Rwy 15(151°)/33(331°) 4433x60 gravel Rwy 01(010°)/19(190°) 3523x200 grass |
| RCR | Opr A/D clsd in win. Rwy 01/19 soft when wet. |
| COMM ATF | tfc 123.2 5NM 3600 ASL excluding Niagara Falls area pattern (in vicinity of CYR518) and Niagara Falls Int'l CZ |
| PRO | For fits over falls see Niagara Falls VTPC. |
| CAUTION | Extv tfc in the vicinity of CYR518. Possible aerobatic activity over A/D below 3600 ASL. |



ONTARIO

AERODROME/FACILITY DIRECTORY

NIAGARA FALLS VFR TERMINAL PROCEDURES CHART



ONTARIO

AERODROME/FACILITY DIRECTORY

NIAGARA FALLS VFR TERMINAL PROCEDURES CHART (Cont'd)

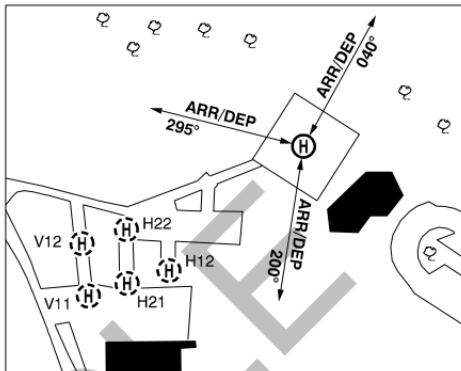
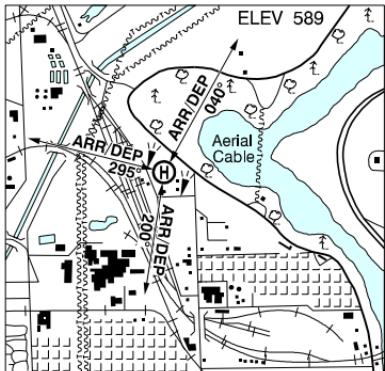
| PROCEDURES | CYR518: FLIGHTS IN RESTRICTED AREA PRIOR WRITTEN AUTHORIZATION IS REQUIRED | | | | | | | | | | | | | | | | | |
|---|---|---|--|-------------------|--|--|--------------------|------|---------|--|-----|---------------|----------------------|--|---------------|--|--|----------------|
| ALL AIRCRAFT AT 3500' ASL OR ABOVE | <p>From the Transport Canada, Hamilton TC Centre</p> <p>Address: TRANSPORT CANADA HAMILTON TC CENTRE 9800 AIRPORT ROAD, UNIT 450 MOUNT HOPE, ONTARIO</p> <p>LOR 1W0</p> <p>NOTE: 10 days notice required/tel: 905-679-3477</p> | | | | | | | | | | | | | | | | | |
| -Prior to pattern entry and in pattern : recognition, landing, strobe and/or anti-collision lights ON . | GENERAL | CAUTION: Numerous flights in CYR518 | CAUTION: High speed aircraft departing Niagara Falls, N.Y. in the vicinity of Whirlpool Bridge. | | | | | | | | | | | | | | | |
| -Fly clockwise pattern as depicted. | | | CAUTION: Goat Island may be obscured by mist. | | | | | | | | | | | | | | | |
| -Do not exceed 130 kts or minimum safe speed. | <p>Broadcast altitude, checkpoint & intentions on 122.050 MHz prior to entry & monitor that frequency in pattern.</p> <p>-Use Niagara Falls Int'l Altimeter Setting.</p> <p>WARNING: This is a VFR procedure "SEE AND BE SEEN".</p> <p>Pilots are responsible for own separation and collision avoidance.</p> <p>WARNING: Exit pattern as depicted, straight out, wings level.</p> | | | | | | | | | | | | | | | | | |
| COMMUNICATION FREQUENCIES | <table> <thead> <tr> <th>PATTERN FREQUENCY</th> <th></th> <th></th> </tr> </thead> <tbody> <tr> <td>Niagara Falls N.Y.</td> <td>ATIS</td> <td>122.050</td> </tr> <tr> <td></td> <td>TWR</td> <td>120.8 ltd hrs</td> </tr> <tr> <td>St. Catharines Radio</td> <td></td> <td>118.5 ltd hrs</td> </tr> <tr> <td></td> <td></td> <td>123.25 ltd hrs</td> </tr> </tbody> </table> | | | PATTERN FREQUENCY | | | Niagara Falls N.Y. | ATIS | 122.050 | | TWR | 120.8 ltd hrs | St. Catharines Radio | | 118.5 ltd hrs | | | 123.25 ltd hrs |
| PATTERN FREQUENCY | | | | | | | | | | | | | | | | | | |
| Niagara Falls N.Y. | ATIS | 122.050 | | | | | | | | | | | | | | | | |
| | TWR | 120.8 ltd hrs | | | | | | | | | | | | | | | | |
| St. Catharines Radio | | 118.5 ltd hrs | | | | | | | | | | | | | | | | |
| | | 123.25 ltd hrs | | | | | | | | | | | | | | | | |

ONTARIO

AERODROME/FACILITY DIRECTORY

NIAGARA FALLS ON (Heli)

CPQ3



| | |
|-----------------------------------|---|
| REF | N43 07 09 W79 04 31 Adj 11°W (2012) UTC-5(4) Elev 589' VTA A5000 |
| OPR | Niagara Helicopters Ltd 905-357-5672/5673 Fax 905-374-2856 Cert PPR |
| PF | B-1,2 avbl 14-22Z‡ C-3,4,5,6 |
| FLT PLN FIC | NOTAM FILE CYSN London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES PVT ADV | Niagara Helicopters 129.475 14-22Z‡ |
| HELI DATA | FATO/TLOF 93' x 93' ASPH Safety Area 124' x 124' CONC Max heli overall length 62' Parking Pad H12: 17' x 17' CONC Parking Pad H21: 17' x 17' CONC Parking Pad H22: 17' x 17' CONC Parking Pad V11: 17' x 17' CONC Parking Pad V12: 17' x 17' CONC |
| RCR | Opr |
| LIGHTING | RY(LO) RF(FL) ARCAL-129.475 |
| PRO | For fit over falls, see Niagara Falls VTPC. Three arr/dep paths fr/to NE (see sketch). Arr/dep 1 - 040° day use only, Arr/dep 2 - 200° day/night use & Arr/dep 3 - 295° day use only, all slope 8% (H3). |
| CAUTION | Aerial cable (see sketch). |

ONTARIO

AERODROME/FACILITY DIRECTORY

NIPIGON (DISTRICT MEM HOSP) ON (Heli)

CKE9

| | | |
|--------------------------------|---|--|
| REF | N49 00 57 W88 16 39 Adj NW 4°W UTC-5(4) Elev 761' A5008 | |
| OPR | Nipigon District Mem Hosp 807-887-3026 Cert PPR | |
| PF | A-1,2,4,7 C-5,8 | |
| FLT PLN FIC | NOTAM FILE CYQT Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) | |
| HELI DATA RCR | FATO/TLOF 85' dia CONC Safety Area 114' dia GRASS Max heli overall length 57.5' Opr | |
| LIGHTING | RW(LO) yellow PN | |
| COMM ATF | tfc 126.7 5NM 3800 ASL | |
| PRO | Arr/dep btwn 195°-221° fr heli, slope 8% (H3), day/night use. | |
| CAUTION | Nipigon tng area NE of heli. Trees on fit path SW thru S of heli. Marked P-line S of heli. | |

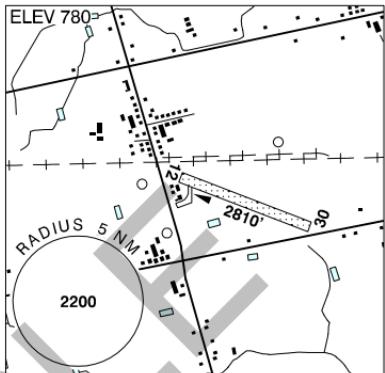
ONTARIO

AERODROME/FACILITY DIRECTORY

NIXON ON

CNX8

| | |
|----------|---|
| REF | N42 50 51 W80 23 43 Adj SE 9°W UTC-5(4) Elev 780' A5000 |
| OPR | Robert Bennett 519-428-8014 Reg PPR |
| PF | B-1 C-2,3,4,5,6 |
| FLT PLN | NOTAM FILE CYFD London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES | |
| FUEL | 100LL |
| OIL | 20W50 |
| S | 1,2,3,4,5,6 |
| RWY DATA | Rwy 12(120°)/30(300°) 2810x100 turf |
| RCR | Opr No win maint |
| COMM | tfc 122.9 |

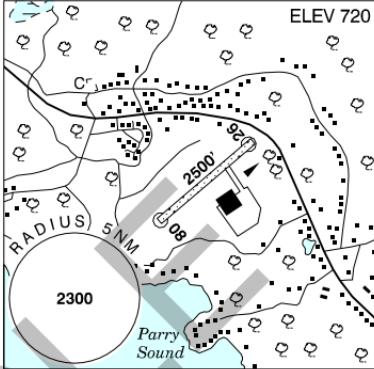


ONTARIO

AERODROME/FACILITY DIRECTORY

NOBEL / LUMSDEN AIR PARK ON

CNL7

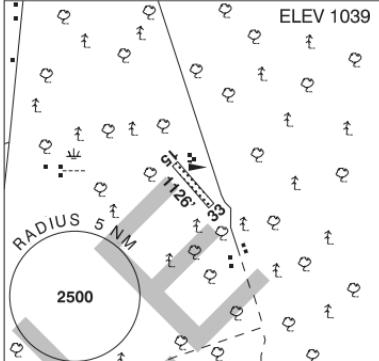
| | | |
|-----------------|--|---|
| REF | N45 24 30 W80 04 41 Adj SE 11°W (2011) UTC-5(4) Elev 720' A5000 |  |
| OPR | George Ryder 705-342-5274 or 705-774-8934 Reg PPR | |
| PF | C-1,2,3,4,5,6 | |
| FLT PLN | NOTAM FILE CYQA | |
| | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| RWY DATA | Rwy 08(081°)/26(261°) 2500x50 GRVL | |
| RCR | Opr Ltd win maint | |
| COMM | Ifc 122.8 5NM 3800 ASL | |
| PRO | Tkof Rwy 26 and Idg Rwy 08 is recommended | |
| CAUTION | Trees E end of Rwy 26. Rise centre of rwy. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

NORLAND / TROTTER ON

CNR5

| | | |
|-----------------|--|---|
| REF | N44 43 42 W78 45 02 2.6W 11°W (2015) UTC-5(4) Elev 1039' A5000 |  |
| OPR | Rick Trotter 705-879-5334 Reg PPR | |
| PF | C-2 D-1,3,4,5 | |
| FLT PLN | NOTAM FILE CYPQ | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) or 519-452-4040 | |
| SERVICES | S 1,4,5 | |
| RWY DATA | Rwy 15(150°)/33(330°) 1126x60 TURF | |
| RCR | Opr No win maint. Rwy soft when wet. | |
| COMM | ATF tfc 123.2 2NM 4000 ASL | |
| CAUTION | Tree line 700' N dep end Rwy 33. Tree line E of apch centerline Rwy 33. Wire fence 4 ft. high runs parallel to west side of Rwy. | |

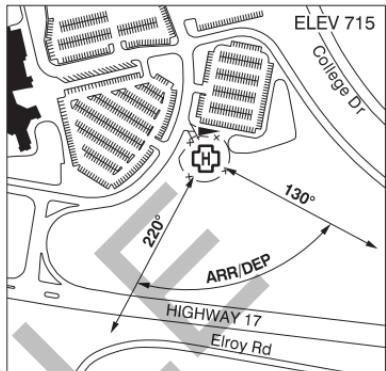
ONTARIO

AERODROME/FACILITY DIRECTORY

NORTH BAY (NORTH BAY REGIONAL HEALTH CENTRE) ON (Heli)

CNB3

| | |
|--------------------------------|---|
| REF | N46 20 05 W79 29 45 2.7NW 12°W UTC-5(4) Elev 715' A5000 A5001 |
| OPR | North Bay Regional Health Centre 705-474-8600 ext 8800 Cert PPR |
| FLT PLN FIC | NOTAM FILE CYYB London 866-WXBRIEF (Toll free within Canada or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA RCR | TLOF/FATO 88.6' dia asphalt Safety area 118.1' dia asphalt Max heli length 57.5' Opr |
| LIGHTING | RY(LO) RF(FL) |
| COMM RADIO | North Bay 118.3 (E) 1130-0330Z‡ (emerg only 705-472-3270) |
| RCO | London rdo 123.55 (FISE) 126.7 (bcst) |
| MF | rdo 118.3 1130-0330Z‡ O/T tfc 7NM (centred on North Bay A/D 3.4NM ENE) 5000 ASL (CAR 602.98) |
| PRO | Arr/dep btwn 130°-220° fr heli, slope 12% (H2), day/night use. Comm impact btwn heli and FSS due terrain while on heli. Ctc North Bay FSS at 705-472-3270 prior to dep. Resume normal once airborne. |
| CAUTION | Obst in vic of heli. |

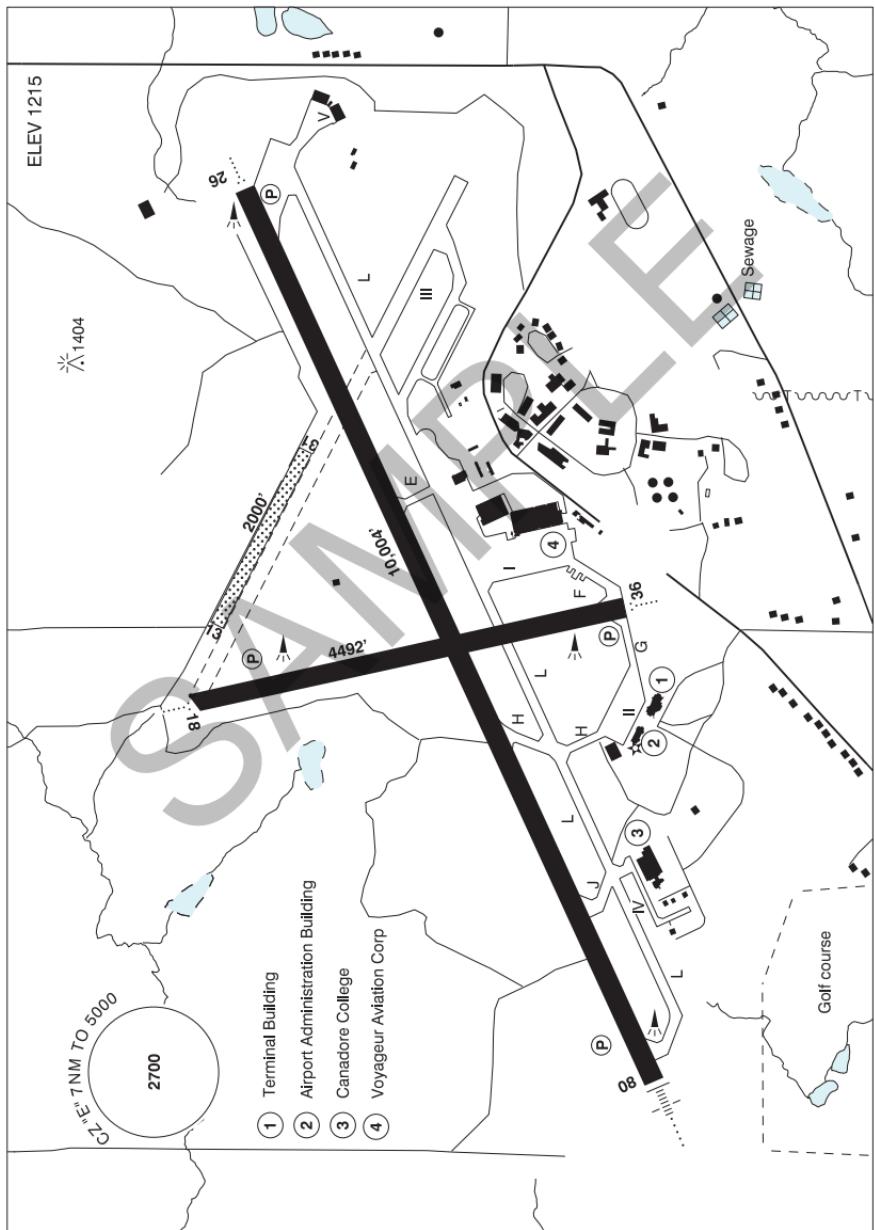


ONTARIO

AERODROME/FACILITY DIRECTORY

NORTH BAY ON

CYYB



| | |
|------|---|
| REF | N46 21 50 W79 25 27 4NNE 11°W (2015) UTC-5(4) Elev 1215' A5000 A5001 LO4 LO6 LO7 HI5 CAP |
| OPR | North Bay Jack Garland Airport Corporation 705-474-3026 Cert |
| PF | A-1,2,3,6,7 C-4,5,8 |
| CUST | AOE/15 888-226-7277 13-21Z‡ Mon-Fri exc hols PN |

ONTARIO

AERODROME/FACILITY DIRECTORY

NORTH BAY ON (Cont'd)

CYYB

| | |
|-----------------|--|
| FLT PLN | NOTAM FILE CYYB When FSS closed, pilots to open/close VFR fit pln with London rdo 123.55 or by phone. Pilots to open/close VFR fit plan with London rdo, FISE or by phone. |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA). |
| WX | METAR 1130-0330Z‡ O/T METAR AUTO (see COMM). TAF H24, issue times: 02, 08, 14 & 20Z. Met brief for mil only. Lcl Met Section CSN 628-6648 ltd hrs. O/T JMC 1-800-WXMETEO (996-3836) or CSN 432-2613 (see COMM). WxCam |
| SERVICES | |
| FUEL | Call out chg may be levied for one or more svcs 100LL, JA-1 (FSII avbl), HPR |
| OIL | All |
| S | 1,2,3,4,5,6 |
| SUP FL | D & A-ice |
| JASU | 10/15 |
| PVT ADV | Voyageur Airport Svcs/World Fuel Services 131.75 705-476-1750 Ext 261 10-02Z‡ Mon-Fri O/T 1 hr PN; Weisflock Aviation Inc/Shell 122.95 705-472-4910 |
| MIL CON | World Fuel Services 705-495-4184 |
| RWY DATA | Rwy 08(077°)/26(257°) 1000x150 ASPH Rwy 08 up 0.66% Rwy 18(179°)/36(359°) 4492x148 ASPH Rwy 13(128°)/31(308°) 2000x75 TURF Rwy 31 down 0.85% rstd to North Bay glider ops May 15-Oct 30 RESA: 18/36 492' |
| RWY CERT | Rwy 08 RVR 1200(1/4sm)/Rwy 26 RVR 1200(1/4sm) AGN V Rwy 18/36 AGN IV Rwy 13/31 AGN I |
| APRON | Apron I no win maint. Apron I PPR, Voyageur Airways 705-476-1750 Ext 261. |
| RCR | Opr CRFI Win maint 1130-0200Z‡ O/T PN 705-840-9964 Nov 1-Mar 30. PLR/PCN. |
| LIGHTING | 08-AN(TE HI) P1, 26-AO(TE HI) P1, 18-AO(TE HI) P1, 36-AO(TE HI) P1 ARCAL-118.3 type K all lgt. Apron III partial RR and apron IV RR only. |
| COMM | |
| RADIO | 118.3 (E) 1130-0330Z‡ (emerg only 705-472-3270) |
| RCC | London 123.55 (FISE) 126.7 (bcst) |
| ATIS | 124.9 1130-0330Z‡ |
| MF | rdo 118.3 1130-0330Z‡ O/T tfc 7NM 5000 ASL (CAR 602.98) |
| PAL | Toronto Ctr 127.250 |
| AWOS | 124.9 0330-1130Z‡ |
| NAV | |
| VOR/DME | YYB 115.4 Ch 101 N46 21 50 W79 26 11 (1207') |
| ILS | IYB 110.9 (Rwy 08) RVR Unmonitored when FSS clsd |
| PRO | Rgt hand circuits Rwy 18 & 26 (CAR 602.96). |
| CAUTION | Twr 1400' 1.8NM SE of thld Rwy 26. Pilots should avoid overflight of Natural gas pumping stn lctd 2.1NM NW. Glider activity at & in vic of apt Sat, Sun, hols Apr-Jun & Sep-Nov. During win months when FSS closed, apt maint & snow removal vehicles may be operating on the rwy surface. Ctc all ground vehicles on airport radio when FSS is clsd. During win months ski hill snow making activity 1.5NM SSW of apt may produce local obscuring & icing phenomena on apch to Rwy 36 or dep from Rwy 18. Extv heli tng activity. Firing range aprx 1NM SSE of Thld 36. |

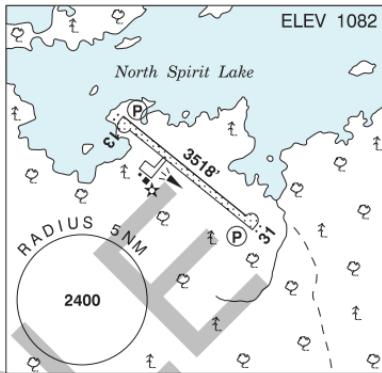
ONTARIO

AERODROME/FACILITY DIRECTORY

NORTH SPIRIT LAKE ON

CKQ3

| | |
|-------------------------------|--|
| REF | N52 29 24 W92 58 16 5SE 1°W (2013) UTC-6(5) Elev 1082' A5017 LO3 LO4 CAP |
| OPR | Govt of Ontario 807-473-2082 Cert |
| PF | C-1,2,4,5 |
| FLT PLN FIC | NOTAM FILE CYXL Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) |
| RWY DATA | Rwy 13(129°)/31(309°) 3518x100 GRVL Rwy 13 up 0.32% first 386' |
| RWY CERT RCR | Rwy 13/31 AGN IIIA Opr 807-776-0061 Ltd win maint 14-23Z‡ Mon-Fri exc hols. Rwy strength & cond subject to seasonal & climatic var. |
| LIGHTING | 13-AS(TE ME) AP, 31-AS(TE ME) AP ARCAL-122.8 type K |
| COMM ATF | tfc 122.8 5NM 4100 ASL |



ONTARIO

AERODROME/FACILITY DIRECTORY

OAKVILLE (TRAFalgar Mem Hosp) ON (Heli)

CTM9

| | | |
|---|--|---|
| REF | N43 26 56 W79 45 49 3.5W 10°W (2015) UTC-5(4) Elev 531' VTA A5000 |  |
| OPR | Halton Health Care 905-845-2571 Cert PPR | |
| FLT PLN FIC | NOTAM FILE CYBM London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| HELI DATA RCR | FATO/TLOF 84' dia ASPH Safety Area 115' dia ASPH Max heli overall length 57.4' Opr | |
| LIGHTING | RY(LO) green | |
| COMM ATF VFR ADV | tfc 123.5 4NM below 2500 ASL Toronto 119.3 | |
| PRO | Arr/dep 147°-192° fr heli, slope 16% (H1), day/night use. Arr/dep 192°-282° fr heli, slope 16% (H2), day/night use. | |
| CAUTION | Hosp building N and E of heli, unmarked P-lines and light standards S and W of heli. | |

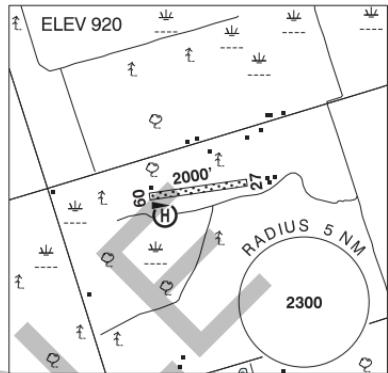
ONTARIO

AERODROME/FACILITY DIRECTORY

OAKWOOD ON

COK3

| | |
|-----------------|--|
| REF | N44 20 12 W78 54 35 1.5W 11°W (2018) UTC-5(4) Elev 920' A5000 |
| OPR | N. Kelly 705-953-9844 Reg PPR |
| PF | C-2,3,4,5 D-6 |
| FLT PLN | NOTAM FILE CYPQ London 866-WXBRIEF (Tollfree within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES | |
| FUEL | 100LL Emerg only |
| OIL | 15W50, 80, W100 Emerg only |
| S | 7 |
| RWY DATA | Rwy 09(093°)/27(273°) 2000x80 GRASS |
| RCR | Opr Rwy may be soft when wet. No win maint. |
| COMM | |
| ATF | tfc 122.8 5NM 4000 ASL |
| CAUTION | Trees 800' W Thld 09, 60 AGL. Unlgtd tower 1NE to 200 AGL. Monitor 122.725 for Kawartha Lakes (Lindsay) tfc. |



ONTARIO

AERODROME/FACILITY DIRECTORY

OGOKI POST ON

CYKP

| | | | |
|-----------------|--|--|--|
| REF | N51 39 31 W85 54 04 2NE 8°W UTC-5(4) Elev 594' A5008 LO3 CAP | <p>RADIUS 5 NM ELEV 594 1700 3514' 8° P P 100' 27'</p> | |
| OPR | Govt of Ontario 807-473-2082 Cert | | |
| PF | C-1,2,4,5 | | |
| FLT PLN | NOTAM FILE CYQQ | | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | | |
| WX | METAR AUTO H24 (see COMM) WxCam | | |
| RWY DATA | Rwy 09(086°)/27(266°) 3514x100 GRVL Rwy 09 first half up 0.54%, last half down 0.89% | | |
| RWY CERT | Rwy 09/27 AGN IIIA | | |
| RCR | APM 807-349-2542 13-22Z‡ Mon-Fri exc hols Subject to seasonal & climatic variations. | | |
| LIGHTING | 09-AS(TE ME) AP, 27-AS(TE ME) AP ARCAL-123.2 type K | | |
| COMM | ATF tfc 123.2 5NM 3600 ASL PAL Winnipeg Ctr 135.475 To open/close IFR fit plns AWOS 128.125 | | |
| CAUTION | | Due to rwy slope acft at rwy ends may not be vis to pilots opposite ends of rwy. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

OMEMEE ON

CME2

| | | |
|-----------------|---|--|
| REF | N44 17 08 W78 37 39 3.2W 11°W (2015) UTC-5(4) Elev 840' A5000 | <p>ELEV 840</p> <p>RADIUS 2400</p> <p>5 NM</p> <p>Runway 12(117°)/30(297°) 1645x50 TURF</p> <p>Runway 18(177°)/36(357°) 984x50 TURF</p> <p>Opr No win maint. Rwy soft and wet in spring.</p> |
| OPR | Elliot SA 705-928-2430 Reg PPR | |
| PF | B-1 C-2,3,5 D-4,6 | |
| FLT PLN | NOTAM FILE CYPQ | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada and USA) | |
| RWY DATA | Rwy 12(117°)/30(297°) 1645x50 TURF Rwy 18(177°)/36(357°) 984x50 TURF | |
| RCR | Opr No win maint. Rwy soft and wet in spring. | |
| COMM | tfc 123.2 3NM 3800 ASL | |
| CAUTION | Ponds midfield either side of rwy. Unmarked p-lines parallel to Old Mill Road. Hill 100' AAE on W side of Old Mill Road beyond rwy. Wildlife may be present. Wet areas 98-197' E of Thld 12. Suitable for ultra-light acft. Hi terrain reduces operational length of Rwy 36 APAPI. Recreational trail E of Thld 30. | |

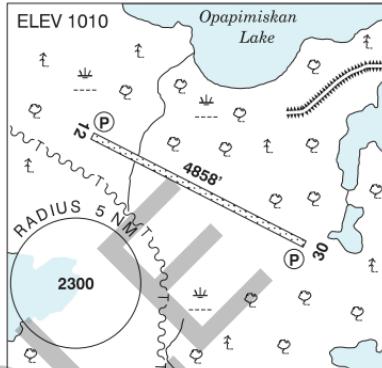
ONTARIO

AERODROME/FACILITY DIRECTORY

OPAPIMISKAN LAKE ON

CKM8

| | |
|-------------------------------|---|
| REF | N52 36 31 W90 22 37 4°W (2014) UTC-5(4) Elev 1010' A5017 LO3 RCAP |
| OPR | Goldcorp Canada Inc/Musselwhite Mine 807-928-2200 Ext 6000 or 807-251-4534 Reg PPR |
| FLT PLN FIC | NOTAM FILE CYXL Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) |
| RWY DATA RCR | Rwy 12(121°)/30(301°) 4858x100 GRVL Opr 807-928-3031 |
| LIGHTING | 12-(TE ME) AP, 30-(TE ME) AP ARCAL-122.8 type K |
| COMM ATF | UNICOM ltd hrs O/T tfc 122.8 5NM 4200 ASL |
| CAUTION | P-line up to 90 AGL crosses apch to Rwy 12 aprx 2250' fr thld. |

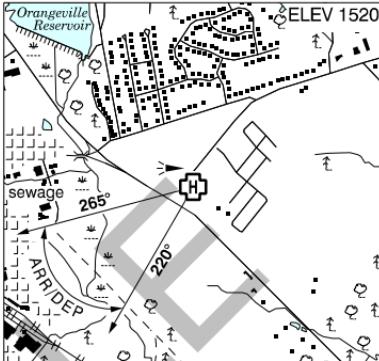


ONTARIO

AERODROME/FACILITY DIRECTORY

ORANGEVILLE (HEADWATERS HEALTHCARE CENTRE) ON (Heli)

CHW2

| | | |
|------------------|---|---|
| REF | N43 55 12 W80 04 32 Adj E 10°W (2013) UTC-5(4) Elev 1520' VTA A5000 |  |
| OPR | Headwaters Healthcare Centre Orangeville 519-941-2702 Ext 2354 Cert PPR | |
| FLT PLN | FIC NOTAM FILE CYBM London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| HELI DATA | FATO/TLOF 86'x86' ASPH Safety Area 114'x114' GRASS Max heli overall length 57.5' Security 519-941-2702 Ext 3900 | |
| LIGHTING | RY(LO) RF(FL) | |
| COMM | ATF tfc 123.2 4NM 4600 ASL | |
| PRO | Arr/dep btwn 220° -265° fr heli, slope 8% (H3), day/night use. | |

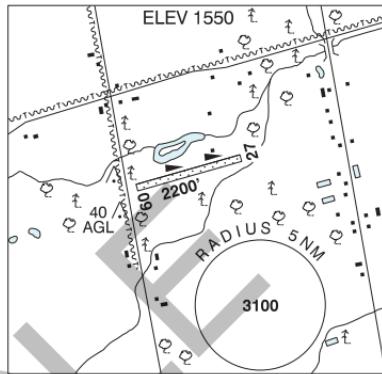
ONTARIO

AERODROME/FACILITY DIRECTORY

ORANGEVILLE / CASTLEWOOD FIELD ON

CPV2

| | |
|-------------------------------|---|
| REF | N43 57 31 W80 09 18 3NW 10°W UTC-5(4) Elev 1550' VTA A5000 |
| OPR | J. Tennen 416-606-4568 Reg PPR Ltd hrs |
| PF | B-1 C-2,3,4,5,6 |
| FLT PLN FIC | NOTAM FILE CYBM London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES S | 1,4,5 |
| RWY DATA RCR | Rwy 09/27 2200x65 turf Opr No win maint. Rwy soft when wet. |
| COMM ATF | tfc 123.2 2NM 3600 ASL |
| PRO | Rgt hand circuits Rwy 09 (CAR 602.96). |
| CAUTION | Trees aprx 30 AGL at Thld 09. Concentration of geese at pond Spring, Summer & Fall. |

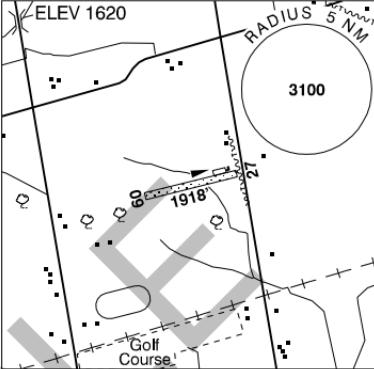


ONTARIO

AERODROME/FACILITY DIRECTORY

ORANGEVILLE / LAUREL ON

COL2

| | | |
|-----------------|--|---|
| REF | N43 55 01 W80 12 21 4W 10°W UTC-5(4) Elev 1620' VTA A5000 |  |
| OPR | M. Nielsen 416-201-1998 Reg PPR | |
| PF | A-1 C-2 D-4, 5, 6 | |
| FLT PLN | NOTAM FILE CYBM | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll Free within Canada & USA) | |
| SERVICES | S 1,4,5 | |
| RWY DATA | Rwy 09(086°)/27(266°) 1918x80 turf | |
| RCR | Opr No win maint. Rwy soft when wet. | |
| COMM | ATF tfc 123.2 2NM 3700 ASL | |
| CAUTION | Trees aprx 30 AGL at Thld of Rwy 27. Orangeville/Murray Wesley Kot Field A/D 3.3NM NE. | |

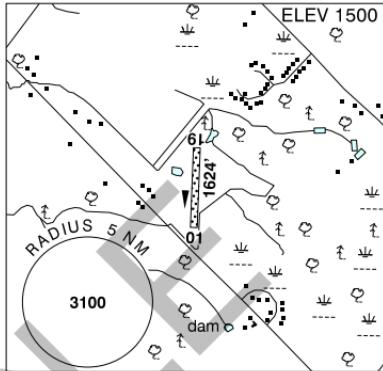
ONTARIO

AERODROME/FACILITY DIRECTORY

ORANGEVILLE / ROSEHILL ON

COR8

| | |
|-------------------------------|---|
| REF | N43 54 07 W80 01 26 Adj ESE 10°W (2015) UTC-5(4) Elev 1500' VTA A5000 |
| OPR | Gary Langen 519-833-9478 Fax 519-855-4029 Reg |
| FLT PLN FIC | NOTAM FILE CYBM London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA RCR | Rwy 01(012°)/19(192°) 1624x25 GRVL Opr No win maint |
| COMM ATF | tfc 123.2 4NM 4500 ASL |
| CAUTION | Trees at both ends of rwy. |



ONTARIO

AERODROME/FACILITY DIRECTORY

ORILLIA (ONTARIO PROVINCIAL POLICE) ON (Heli)

COP2

| | |
|--------------------|--|
| REF | N44 35 04 W79 25 44 Adj 11°W UTC-5(4) Elev 820' A5000 |
| OPR | Ontario Provincial Police Helicopter Operations 705-329-7525/6950 Cert PPR |
| FLT PLN FIC | NOTAM FILE CYQA London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA | FATO/TLOF 90' dia CONC Safety Area 120' dia CONC Max heli overall length 60' |
| LIGHTING | RY(HI) RF(FH) ARCAL-123.0 type J |
| COMM ATF | tfc 122.8 5NM 3800 ASL |
| PRO | Arr/dep btwn 290°-005° fr heli, slope 8% (H3), day/night use. |
| CAUTION | Lgtd chimney 900 ASL (100 AGL) 300' WSW. Lgtd twr 900 ASL (100 AGL) 600' N. Seagull concentration over landfill site 1NM NE. |



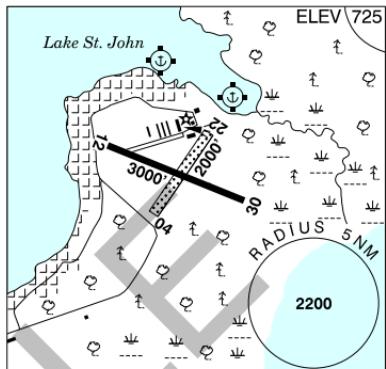
ONTARIO

AERODROME/FACILITY DIRECTORY

ORILLIA RAMA REGIONAL ON

CNJ4

| | |
|--|---|
| REF | N44 40 39 W79 18 35 6.5NE 11°W UTC-5(4) Elev 725' A5000 LO6 |
| OPR | Orillia Rama Regional APM 705-325-9838 Reg |
| PF | A-1,2 C-3,5 D-4,6 |
| CUST | AOE/15 888-226-7277 14-22Z‡ Mon-Fri exc hols |
| FLT PLN FIC | NOTAM FILE CYQA London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES FUEL OIL S | 100LL, JA-1 (FSII avbl), MG-3 All 1,2,3,4,5 |
| RWY DATA | Rwy 12/30 3000x75 asphalt Rwy 04/22 2000x150 turf Rwy 04/22 clsd Oct 20-May 1 |
| RCR | Opr 13-22Z‡ Ltd win maint Rwy 12/30. Rwy 04/22 may be soft when wet. |
| LIGHTING | 12-(T LO) pvt, 30-(T LO) pvt ARCAL-122.8 type J |
| COMM ATF | UNICOM ltd hrs O/T tfc 122.8 5NM 3700 ASL |
| PRO | Rgt hand circuits Rwy 04 & 12 (CAR 602.96). Water A/D circuits 1500 ASL (800 AGL) away fr land A/D. Avoid flt over chemical plant on W shore of Lake St. John, N44 40 29 W79 20 27, aprx 1.5NM W A/D. Heli arr/dep area aprx 75' S of driveway at N44 40 52 W79 18 46. Heli to hover taxi to/fr prkg area located at Aviation Technical Consultants bldg (N44 40 56 W79 18 46). |
| CAUTION | Twr painted & lgtd 1070 ASL (300 AGL) aprx 2NM E of A/D. |



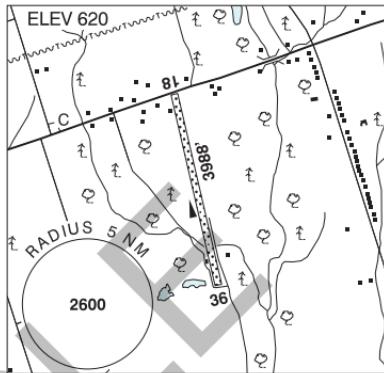
ONTARIO

AERODROME/FACILITY DIRECTORY

ORONO / HAWKEFIELD ON

CHF4

| | |
|-------------------------------|---|
| REF | N43 59 54 W78 38 54 1.9NW 11°W (2016) UTC-5(4) Elev 620' A5000 |
| OPR | Hannu Halminen 905-449-1857 Reg PPR |
| PF | C-1,2,3,5,7 |
| FLT PLN FIC | NOTAM FILE CYPQ London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES S | 1,4 |
| RWY DATA RCR | Rwy 18(178°)/36(358°) 3988x80 TURF Opr No win maint |
| COMM ATF | tfc 123.2 2NM 3700 ASL |
| PRO | Rgt hand circuits Rwy 18 (CAR 602.96) |
| CAUTION | High tension p-line 130 AGL 0.2NM N of Rwy 18. |



ONTARIO

AERODROME/FACILITY DIRECTORY

ORONO FIELD ON

COR3

| | | |
|-----------------|---|---|
| REF | N43 58 22 W78 35 22 1.2ESE 11°W (2016) UTC-5(4) Elev 590' A5000 | <p>ELEV 590' C1</p> <p>RADIUS 5 NM 2500</p> <p>1467 35</p> <p>Wind turbines labeled 1451 ASL (480 AGL) are shown approximately 2.1 NM N of A/D.</p> |
| OPR | Paul Koukidis 416-702-3783 Reg PPR | |
| PF | C-2 | |
| FLT PLN | FIC NOTAM FILE CYOO London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| RWY DATA | Rwy 17(173°)/35(353°) 1467x75 GRASS | |
| | RCR Opr Ltd maint. No win maint. Rwy strength & cond subject to seasonal & climatic variations. Rwy rough & undulating. PN | |
| COMM | ATF tfc 123.2 5NM 3600 ASL | |
| CAUTION | 50' trees on arr/dep ends of rwy. P-lines parallel adj to rwy along road. Lgtd twr 692 ASL (200 AGL) 0.9NM W of A/D. Wind turbines to 1451 ASL (480 AGL) aprx 2.1NM N of A/D. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

OTTAWA (CHILDREN'S HOSP) ON (Heli)

CPK7

| | | |
|------------------------------|---|---|
| REF | N45 24 04 W75 39 01 Adj 13°W (2015) UTC-5(4) Elev 272' A1905 A5000 A5002 |  |
| OPR | Children's Hosp of Eastern Ontario 613-737-7600 Cert PPR | |
| FLT PLN FIC | (bil) NOTAM FILE CYND Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA) | |
| HELI DATA | FATO 86' dia ASPH TLOF 34' x 34' ASPH Safety Area 114' dia riverstone Max heli overall length 56.5' Opr | |
| LIGHTING | DR RY (LO) | |
| COMM | | |
| RCO TWR | Québec rdo (Ottawa/M.-C. Intl) 123.15 (FISE) 126.7 (bcst) Ottawa 118.8 | |
| PRO | Arr/dep 209° fr heli, slope 12% (H1), day/night use. All acft to park with exhaust away fr bldg at all times. | |

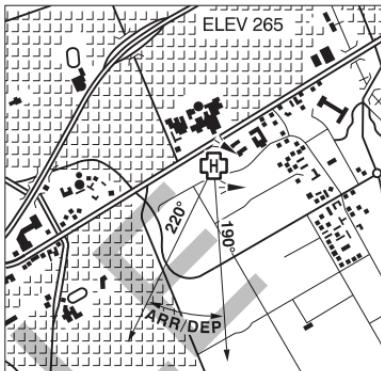
ONTARIO

AERODROME/FACILITY DIRECTORY

OTTAWA (CIVIC HOSP) ON (Heli)

CPP7

| | |
|---|---|
| REF | N45 23 30 W75 43 14 14°W UTC-5(4) Elev 265' A1905 A5000 A5002 |
| OPR | Ottawa Civic Hosp 613-761-4000 Cert PPR |
| PF | B-1 C-2,3,4,5,6 |
| FLT PLN FIC | (bil) NOTAM FILE CYND Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA) |
| HELI DATA RCR | FATO/TLOF 86' dia ASPH Safety Area 114' dia GRASS Max heli overall length 57.5' Opr |
| LIGHTING | RY(LO) RF(FL) |
| COMM RCO TWR | Québec rdo (Ottawa/M.-C. Intl) 123.15 (FISE) 126.7 (bcst) Ottawa 118.8 |
| PRO | Arr/dep 190°-220° fr heli, slope 8% (H3), day/night use. |
| CAUTION | P-lines and trees near ldg area. |



ONTARIO

AERODROME/FACILITY DIRECTORY

OTTAWA (WINCHESTER DISTRICT MEMORIAL HOSP) ON (Heli)

CWH4

| | |
|-----------|---|
| REF | N45 05 17 W75 21 16 Adj 14°W (2012) UTC-5(4) Elev 258' A1905 A5000 A5002 |
| OPR | Winchester District Mem Hosp 613-774-2422 Ext 6209 Cert PPR |
| PF | A-1,2,3,4,5 C-6 |
| FLT PLN | (bil) NOTAM FILE CYND |
| FIC | Québec 866-WXBRIEF or 866-GOMÉTÉO (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA) |
| HELI DATA | FATO/TLOF 86' x 86' ASPH Safety Area 114' x 114' GRASS |
| RCR | Max heli overall length 57.7' Opr |
| LIGHTING | RY(LO) |
| PRO | Arr/dep btwn 247°-253° fr heli, slope 6% (H3), day/night use. |

SAMPLE

ONTARIO

AERODROME/FACILITY DIRECTORY

OTTAWA / CARP ON

CYRP

| | |
|--------------------------------|--|
| REF | N45 19 21 W76 01 20 1.2S 13°W (2015) UTC-5(4) Elev 384' A1905 A5000 A5002 LO6 LO7 T2 CAP |
| OPR | West Capital Developments 613-839-5276 Cert Opr ltd hrs |
| PF | A-1 C-2,3,4 D-5,6 |
| CUST | AOE/CAN |
| FLT PLN FIC | (bil) NOTAM FILE CYND Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA) |
| ACC | Montreal 514-633-3211 or 800-633-1353, all Flt Plns, IFR tng PPR, Mon-Fri |
| SERVICES FUEL | 100LL (Card lock), JA-1 |
| OIL S | 15W50, 20W50, W100plus, Mineral, Turbine 2380 Eastman 1,3,4,5,6 |
| RWY DATA | Rwy 10(097°)/28(277°) 3936x98 asphalt Rwy 04(040°)/22(220°) 2205x65 gravel Thld 04 displ 196'. Thld 22 displ 98'. Rwy 04 down 0.77%. |
| TWY RCR | Day VFR only Twy C rstd to day use only. Opr PLR/PCN No win maint Rwy 04/22 |
| LIGHTING | 10-AS(TE ME) AP, 28-AS(TE ME) AP ARCAL-122.8 type K |
| COMM ATF | UNICOM ltd hrs O/T tfc 122.8 5NM 3400 ASL excluding the airspace that lies within Ottawa TCA class C airspace. |
| TML | 127.7 |
| NAV VOR/DME | OTTAWA YOW 114.6 Ch 93 N45 26 30 W75 53 49 (482') |
| PRO | VFR FLIGHTS IN OTTAWA CLASS C AND TERMINAL CLASS C AIRSPACE SEE OTTAWA / MACDONALD-CARTIER INTL FOR PROCEDURES. VFR Codes: In order to minimize delays, ATC freq congestion and for better airspace management, as well as to improve safety, ctc the Montreal ACC at 866-VFR-CODE (866-837-2633), or the FIC at 1-866-GOMETEO or 1-866-WX BRIEF, to provide ATC with info pertaining to your flt to obtain your transponder code at least 30 min prior to a flight into Ottawa Class C airspace. |
| CAUTION | Water aerodrome, Constance Lake, 3NM NNE. Wildlife frequently on rwy. |

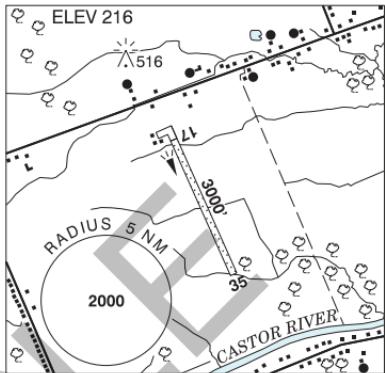
ONTARIO

AERODROME/FACILITY DIRECTORY

OTTAWA / CASSELMAN (SHEA FIELD) ON

CSF7

| | |
|--|---|
| REF | N45 17 59 W75 10 17 3.7E 14°W UTC-5(4) Elev 216' A1905 A5000 A5002 |
| OPR | Todd Shea 613-850-3589 Reg PPR |
| PF | B-1 C-2,3,5 D-4,6 |
| FLT PLN FIC | (bil) NOTAM FILE CYND Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA) |
| SERVICES FUEL OIL | MOGAS, 100LL PN 80, 100 |
| RWY DATA RCR | Rwy 17(170°)/35(350°) 3000x50 turf Opr No win maint Ltd hrs Rwy soft when wet |
| LIGHTING | 17-(RR), 35-(RR) |
| COMM ATF | tfc 123.2 5NM 3300 ASL excluding the airspace that lies within Ottawa TCA class C airspace. |
| PRO | Rgt hand circuits Rwy 35 (CAR 602.96) |
| CAUTION | Lgt twr 516 ASL 0.4NM N of A/D and 522 ASL 2.06NM E of A/D. P-lines aprx 30 AGL 700' N Thld 17. Ocsl wildlife on rwy. |



ONTARIO

AERODROME/FACILITY DIRECTORY

OTTAWA / DWYER HILL ON (Heli)

CYDH

| | | |
|--------------------|---|--|
| REF | N45 07 50 W75 56 54 14°W UTC-5(4) Elev 325' A1905 A5000 A5002 | <p>ELEV 325 Golf Course silo</p> |
| OPR | DND 613-838-4609 Mil PPR 24 hrs | |
| PF | B-1,2 (avbl 13-21Z‡) D-2,3,4,5,6 | |
| FLT PLN FIC | (bil) NOTAM FILE CYOW Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA) | |
| HELI DATA | 180' x 125' turf | |
| COMM MIL | Watchdog 173.340 Ltd hrs O/T PPR 24 hrs notice | |
| PRO | All acft must be established abv 500 AGL if not specifically within the tactical flying area. Care must be exercised on arr/dep to not over-fly sur civ residences. Arr/dep 154°/334° to/fr heli. | |
| CAUTION | Mil 990' firing rng loc 330' NE of landing zone. Extv mil flt below 500 AGL in vic. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

OTTAWA / EMBRUN ON

CPR2

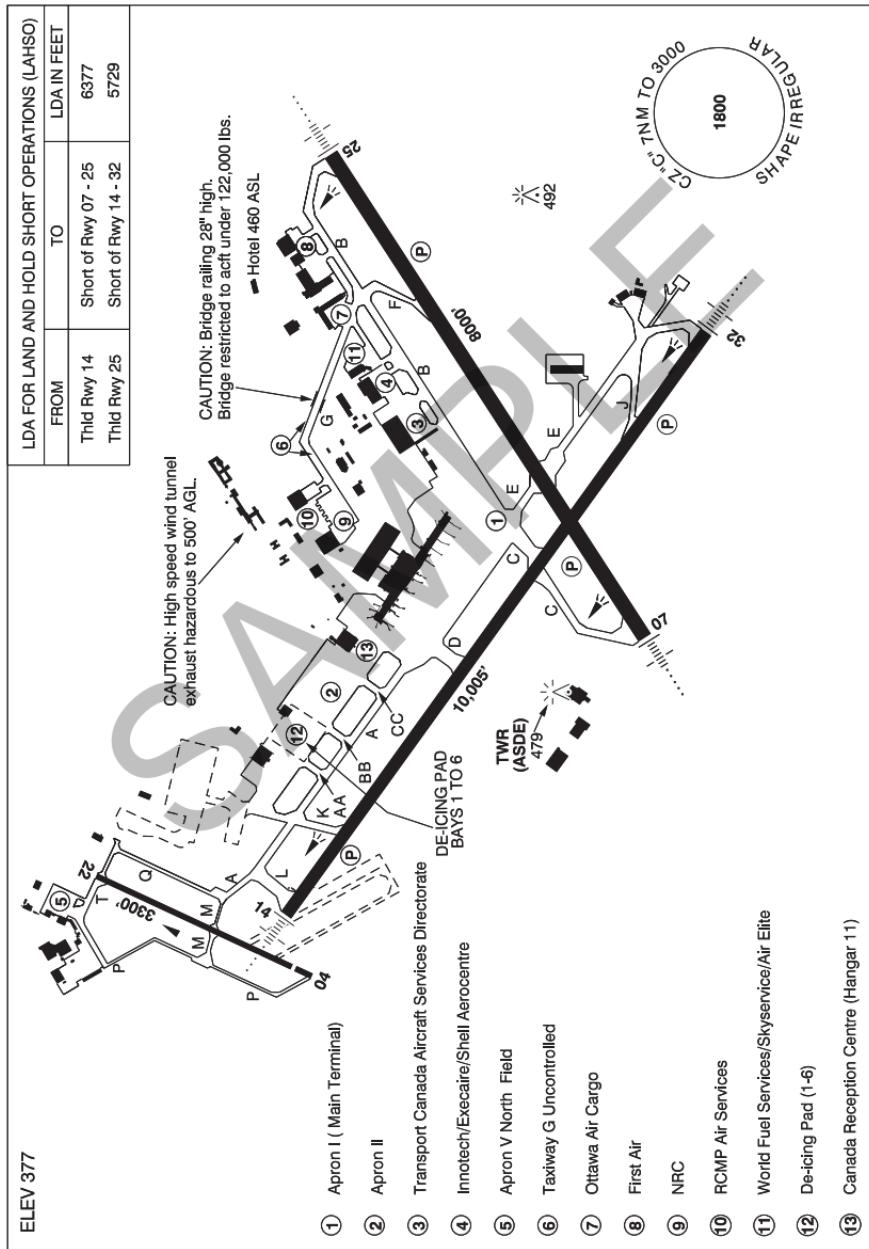
| | | |
|-------------------------------|--|---|
| REF | N45 14 28 W75 17 55 2SW 14°W UTC-5(4) Elev 230' A1905 A5000 A5002 | <p>The map shows the location of Ottawa and Embrun. Runway 08/26 is marked with a double-headed arrow and labeled '2260'. A '25' degree magnetic heading line is shown. A '08' degree magnetic heading line is also present. A circle indicates a 'RADIUS 5 NM' with '2000' at its center. Several 'silo' icons are scattered across the map, particularly along the southern boundary. A river or stream is visible on the western side. The elevation is noted as 'ELEV 230'.</p> |
| OPR | Embrun Airpark Inc. / Serge Boucher 613-443-1469 Reg Ltd hrs | |
| PF | B-1 C-2,3,4,5,6 | |
| FLT PLN FIC | (bil) NOTAM FILE CYND Québec 866-WXBRIEF or (French) 866-GOMÉTÉO (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA) | |
| RWY DATA RCR | Rwy 08/26 2260x50 turf Opr No win maint | |
| COMM ATF | Embrun tfc 123.2 5NM 3200 ASL excluding the airspace that lies within Ottawa TCA class C airspace. | |
| PRO | VFR Codes: In order to minimize delays, ATC freq congestion and for better airspace management, as well as to improve safety, ctc the Montreal ACC at 866-VFR-CODE (866-837-2633), or the FIC at 1-866-GOMETEO or 1-866-WX BRIEF, to provide ATC with info pertaining to your fit to obtain your transponder code at least 30 min prior to a flight into Ottawa Class C airspace. | |
| CAUTION | Three twrs: 547 ASL aprx 2.5NM NNW, 560 ASL aprx 1.5NM NNW & 580 ASL aprx 5NM NNW of aptn. P-line 35', aprx 700' fr thld Rwy 26. P-line 30', aprx 600' fr thld Rwy 08. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

OTTAWA / MACDONALD-CARTIER INTL ON

CYOW



| | |
|-----|--|
| REF | N45 19 21 W75 40 02 Adj S 14°W UTC-5(4) Elev 377' A1905 A5000 A5002 LO6 LO7 HI5 T2 CAP OC |
| OPR | Ottawa Macdonald-Cartier Intl Apt Authority 613-248-2200 Cert |
| PF | A-1,2,3,6,7 C-4,5 |

ONTARIO

AERODROME/FACILITY DIRECTORY

OTTAWA / MACDONALD-CARTIER INTL ON (Cont'd)

CYOW

| | |
|-----------------|--|
| CUST | AOE 888-226-7277 Pilots to call appropriate fixed base opr (FBO) prior to ldg on pvt adv freq & request cust be advised of intended location for clnc. Cust clnc at Apron II 12-05Z± 1 hr PN. |
| FLT PLN | NOTAM FILE CYOW (bil) Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA) |
| FIC | Montreal 514-633-3211 or 800-633-1353, all Flt Plns, IFR tng PPR, Mon-Fri METAR H24 |
| ACC | TAF H24, issue times: 00, 03, 06, 09, 12, 15, 18 & 21Z. |
| WX | Ottawa Flying Club; World Fuel Services/Skyservice/Air Elite; Innotech/Excaire/Shell Aerocentre |
| DUAT | |
| SERVICES | |
| FUEL | 100LL, JA-1 |
| OIL | All |
| S | 1(ltd), 2,3,4(ltd) |
| ARFF | DESIGNATED CAT 8 |
| SUP FL | LHOX PN |
| PVT ADV | Ottawa Flying Club (North Field) 123.35 12-02Z±; Innotech/Excaire/Shell Aerocentre (South Field) 123.0 H24; World Fuel Services/Skyservice/Air Elite 129.85 10-05Z±, O/T 613-739-3776 |
| MIL CON | World Fuel Services 613-739-3776 |
| RWY DATA | Rwy 14(140°)/32(320°) 10,005x197 grooved ASPH Rwy 07(071°)/25(251°) 8000x197 grooved ASPH Rwy 04(039°)/22(219°) 3300x75 ASPH Thld 04 displ 251'. Rwy 04 down 0.36%. Rstd to acft not exceeding 60,000 lbs. RESA: 07/25 984'; 14/32 1000' Abv 15°C, no acft with more than 100 pax or over 85,000 lbs is auth to perform 180° turns on any rwy without perms 613-248-2013 |
| RWY CERT | Rwy 14 RVR 1200(1/4sm)/Rwy 32 RVR 1200(1/4sm) AGN V Rwy 07 RVR 1200(1/4sm)/Rwy 25 RVR 1200(1/4sm) AGN V Rwy 04/22 AGN II |
| TWY CERT | Twy: M, P, Q, T AGN II |
| TWY | Twy G uncontrolled |
| APRON | Twy M, P, Q and T rstd to acft not exceeding 60,000 lbs De-icing Bays Bay 1, 3, 4, 6 - May be used by acft with wingspans 36m (118') or less Bay 2 - May be used by acft with the wingspans 65m (213') or less. If CC/K used, the Taxi must be on the West taxi line only with crossover to/from Bay 2. Bay 5 - May be used by acft with the wingspan 80m (262') or less. Entry/Exit point must be CC/K only and taxi must be on the west taxi line only. |
| RCR | Opr CRFI, Win field cond rpts 613-248-2122. PLR/PCN |
| LIGHTING | 07-AN(TE HI) P3, 25-AN(TE HI) P3, 14-AN(TE HI) P3, 32-AN(TE HI) P3 |
| COMM | (bil) |
| RCO | Québec rdo 123.15 (FISE) 126.7 (bcst) |
| ATIS | (English) 121.15 (French) 132.95 |
| CLNC DEL | Ottawa 119.4 all dep acft to ctc clnc del |
| GND | Ottawa 121.9 |
| TWR | Ottawa 118.8 (VFR South) 120.1 (VFR North) 118.8 341.3 (V) (emerg only 613-248-3814) |
| TML | Ottawa 127.7 |
| ARR | Ottawa ARR 135.15 |
| DEP | Ottawa DEP 128.175 |

ONTARIO

AERODROME/FACILITY DIRECTORY

OTTAWA / MACDONALD-CARTIER INTL ON (Cont'd)

CYOW

| | |
|----------------------------|---|
| NAV | NDB OW 236 (L) N45 21 37 W75 33 40 GREELY YRR 377 (L) N45 16 05 W75 34 24 |
| VOR/DME | YOW 114.6 Ch 93 N45 26 30 W75 53 49 (482') |
| DME | IOW 109.5 Ch 32 N45 18 50 W75 40 01 (398') |
| ILS | IOW 109.5 (Rwy 07) RVR; IOP 110.3 (Rwy 32) RVR |
| PRO | <p>Pilots should refer to Canadian Airport Charts (CAC) to obtain details on established hot spots, prior to operating on maneuvering areas. CAC are available for free on the NAV CANADA website.</p> <p>ATC: IFR CLNC ACKNOWLEDGEMENT: IFR clnc read back with Ottawa twr clnc del shall include acft call sign, assigned SID name and transponder code.</p> <p>CIRCUITS: Rgt hand circuits Rwy 07, 14 & 22 (CAR 602.96).</p> <p>FOD: The grade of sand which is used extensively on the apt dur win may pose a FOD hazard to some acft. Formations and other line astern fit ops should adopt pro to avoid ingestion.</p> <p>NOISE ABATEMENT PROCEDURES: Turbojet and turbofan acft; refer to CAP; propeller acft: dep Rwy 32 to 1500 ASL before proceeding on crs. Circuit hgt 1500 ASL Rwy 04-14 to maintain 1500 ASL, wx permitting, until established on final apch. Tng fit permitted 0815-2359 lcl time, no VFR tng circuits on Rwy 14/32 below 1500 ASL, no practice rwy pro to Rwy 14.</p> <p>For practice IFR apchs to active IFR rwy dur peak hrs 1315-1400Z† & 1930-2400Z† Mon-Fri, ctc Montreal Flight Planning 514-633-3211 or 800-633-1353, for possible delays & rwy info.</p> <p>Turbo-jet take-off and landing not permitted Rwy 04/22.</p> <p>WEST VFR ARR/DEP ROUTES: DEPARTURES: SEE OTTAWA M.-C.I. WEST VFR DEPARTURE PROCEDURES CHART Unless otherwise instructed by ATC contact North Tower on 120.1 when ready, – Bells Corners Departure (Depart Rwy 22), climb rwy hdg to Rideau River remaining north of Rwy 25 centerline at all times, at Rideau River, turn rgt hdg 250, climb to 1300 ASL. At 1300 ASL, continue climb not abv 1500 ASL direct Bells Corners and then to Constance Lake. <ul style="list-style-type: none"> • Contact Ottawa Terminal on 127.7 at Bells Corners – Champlain Bridge Departure (Depart Rwy 04), left turn direct Champlain Bridge then to Deschenes Quarry climb not abv 1500 ASL. • Contact Ottawa Terminal on 127.7 at the bridge All other VFR acft should anticipate dep instructions from ATC. ARRIVALS: SEE OTTAWA M.-C.I. WEST VFR ARRIVALS PROCEDURES CHART – Rwy 22, proceed via E side of Ottawa River to Deschenes Quarry & then direct Champlain Bridge at 2000 ASL. – Rwy 04, proceed via W side of Ottawa River to Constance Lake, then direct Bells Corners at 2000 ASL. All other VFR acft should anticipate arr instructions from ATC. </p> |
| DE-ICING OPERATIONS | <ol style="list-style-type: none"> 1. Ctc PAD CONTROL on 122.925 30 min prior to dep if de-icing is rqrd. Notify of any special treatments prior to taxi to CDF. 2. Ctc Ottawa GND after pushback for taxi to CDF. 3. Hold short of the CDF on K, AA, BB or CC and ctc PAD CONTROL for further taxi. 4. Follow instructions and electronic sign boards to de-icing bays. 5. Stop on the 2nd (illuminated) yellow stop bar, immediately set brakes and advise PAD CONTROL. DO NOT MOVE ACFT. This will allow positioning of trucks while you configure your aircraft. 6. Once instructed switch to ICEMAN on 122.350, confirm brakes are set, confirm treatment and that acft is configured for treatment (engines at idle/props feathered/pacs off). If you can't reduce engines to idle ICEMAN must know, de-icing may not be possible with running engines. 7. After de-icing, configure acft for taxi, however, DO NOT MOVE ACFT. 8. Once instructed, ctc PAD CONTROL for taxi. 9. Follow instructions to designated exit point. Holding short of Twy A, ctc GND 121.9 |

ONTARIO**AERODROME/FACILITY DIRECTORY****OTTAWA / MACDONALD-CARTIER INTL ON (Cont'd)****CYOW****VFR FLIGHTS IN OTTAWA MACDONALD-CARTIER CLASS C CZ AND TCA TERMINAL.**

In order to minimize delays, ATC frequency congestion and for better airspace management, as well as to improve safety, a procedure is available allowing VFR aircraft to obtain a transponder code prior to take off. This mandatory procedure applies to VFR aircraft that did not file a flight plan or flight itinerary with Nav Canada and wishing to penetrate or operate in the Ottawa/MacDonald-Cartier Class C and terminal Class C airspace. All acft not respecting mandatory transponder code procedure will not be accepted in Ottawa/MacDonald-Cartier Class C CZ and TCA C airspace.

To obtain a transponder code:

A discrete transponder code shall be obtained at least 30 minutes prior to the flight taking off toward Ottawa/MacDonald-Cartier Class C CZ and TCA airspace, by contacting the Montreal ACC at 866-VFR-CODE (866-837-2633), or the FIC at 1-866-GOMETEO or 1-866-WX BRIEF, and providing ATC with flight information. Aircraft departing CYUL, CYJN, CYHU, CYOW, CYMX or CYND will obtain their transponder code from the Control Tower or FSS.

Flight procedure:

1. Set your transponder to the assigned code prior to your first communication with ATC.
2. To the extent possible, ctc ATC at least 5NM prior to entering Ottawa/MacDonald-Cartier Class C and terminal Class C airspace.

OTTAWA CZ AIRSPACE SPLIT FOR VFR FLIGHTS

YOW CZ is divided into two sectors with separate frequencies.

Contact OTTAWA TWR on 120.1 when North of Rwy 07/25 extended centreline and OTTAWA TWR on 118.8 when South of Rwy 07/25 extended centreline or on final for Rwy 07/25. Holding short of Rwy 04/22, contact OTTAWA TWR on 120.1 when ready for take-off.

CAUTION

Migratory birds in vic of apt Mar-Apr, Sep-Oct.

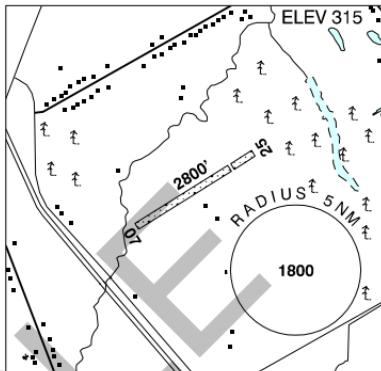
ONTARIO

AERODROME/FACILITY DIRECTORY

OTTAWA / MANOTICK (HOPE FIELD) ON

CHF2

| | |
|------------------------------|---|
| REF | N45 11 26 W75 42 31 2.3SW 14°W UTC-5(4) Elev 315' A1905 A5000 A5002 |
| OPR | Chris Hope 613-489-3178 or 613-261-5522 Reg PPR |
| PF | B-1 C-2,4 D-3,5,6 |
| FLT PLN FIC | NOTAM FILE CYND Québec 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA) |
| RWY DATA | Rwy 07(072°)/25(252°) 2800x90 TURF Thld 25 displ 500' |
| RCR | Opr No win maint. Rwy soft when wet |
| COMM ATF | tfc 123.2 5NM 3400 ASL excluding Ottawa/Macdonald-Cartier Intl CZ and the airspace that lies within Ottawa TCA class C airspace. |
| PRO | Rgt hand circuits Rwy 07 (CAR 602.96) |
| CAUTION | Lgt towers 0.65NM N of A/D 540 ASL & 0.8NM NW of A/D 755 ASL. P-line aprx 30 AGL 1000' W Thld 07. Trees on apch to Rwy 25. Trees apprx 60 AGL at thld 25. Trees adj N of Rwy 07/25 within 150' of rwy centreline. |

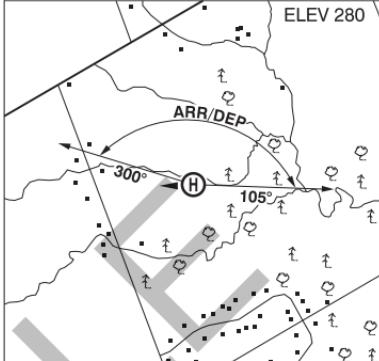


ONTARIO

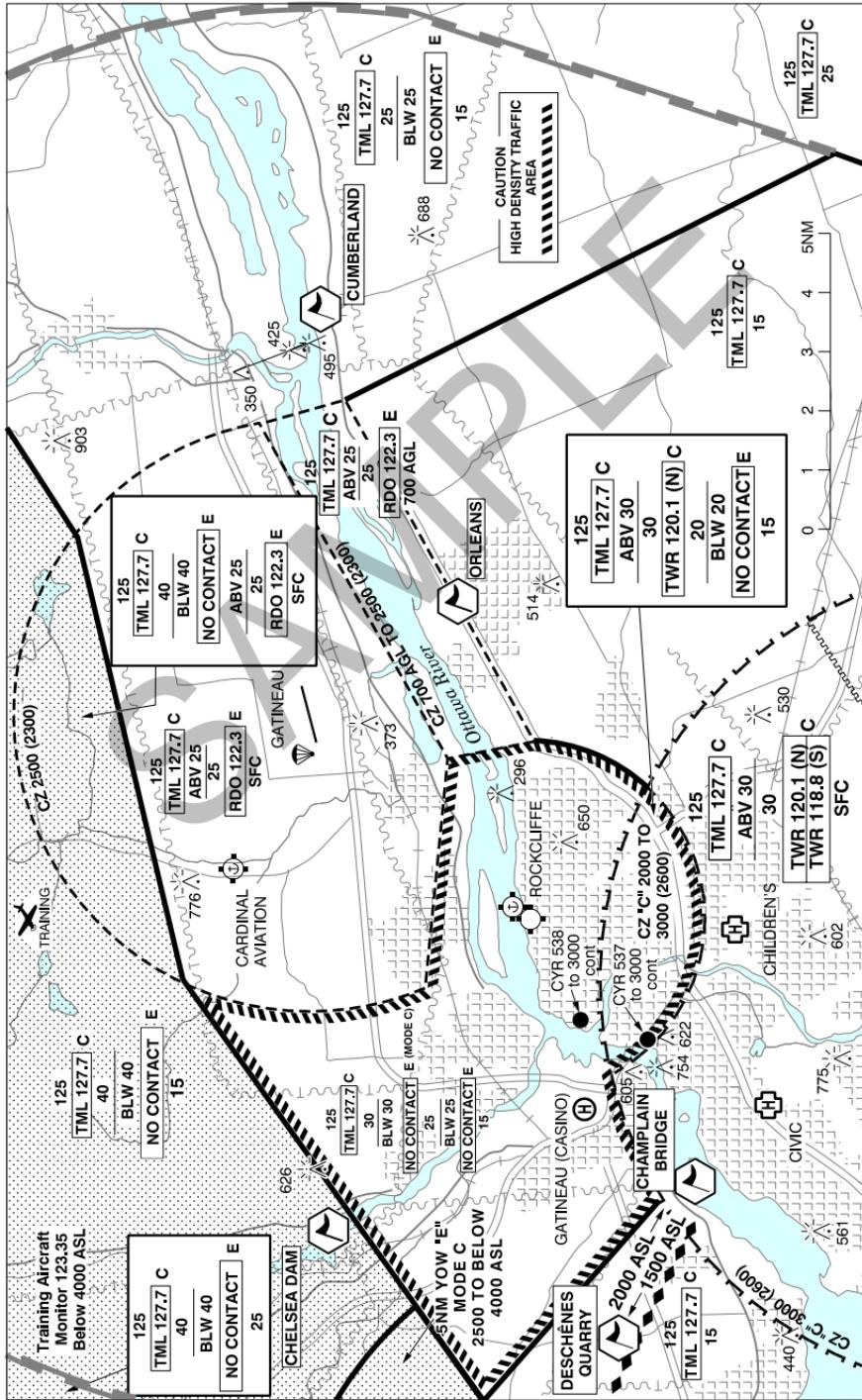
AERODROME/FACILITY DIRECTORY

OTTAWA / QUESTRAL HELICOPTERS ON (Heli)

CQH2

| | | |
|--------------------------------|--|---|
| REF | N45 17 57 W75 30 00 11.1SE 13°W (2016) UTC-5(4) Elev 280' VTA A5000 A5002 |  |
| OPR | Questral Helicopters Ltd 613-723-2929 Reg PPR | |
| PF | B-1 C-2,3 D-4,5,6 | |
| FLT PLN FIC | NOTAM FILE CYOW Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA) | |
| SERVICES S | 1.4 | |
| HELI DATA RCR | FATO 100' dia TURF Safety Area 116' dia TURF Max heli overall length 50' Parking Pad Main: 60' x 80' CONC Parking Pads Middle & East: 30' x 30' ASPH Opr Ltd hrs | |
| COMM TML | Ottawa 127.7 abv 1500 ASL | |
| PRO | Arr/dep btwn 300°-105° fr heli (H3), day use only. Ottawa/M.-C. Intl class "C" CZ 0.2NM WNW of heli sfc to 3000 ASL. Ottawa TCA class "C" 1500 ASL above heli. | |

OTTAWA / ROCKCLIFFE VFR TERMINAL PROCEDURES



ONTARIO**AERODROME/FACILITY DIRECTORY****OTTAWA / ROCKCLIFFE VFR TERMINAL PROCEDURES (Cont'd)**

| LOCATION | IDENT | LAT/LONG |
|------------------|-------|-----------------------|
| CHAMPLAIN BRIDGE | VCCHB | N45° 24.50 W75° 45.50 |
| CHELSEA DAM | VCHEL | N45° 30.80 W75° 46.53 |
| CUMBERLAND | VCMBL | N45° 31.00 W75° 24.60 |
| DESCHÈNES QUARRY | VCQRY | N45° 25.80 W75° 49.20 |
| ORLEANS | VCORL | N45° 28.57 W75° 31.45 |

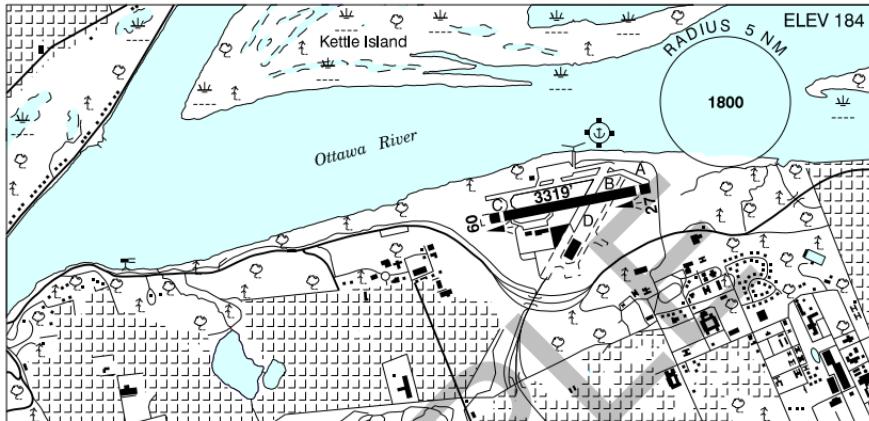
SAMPLE

ONTARIO

AERODROME/FACILITY DIRECTORY

OTTAWA / ROCKCLIFFE ON

CYRO



| | |
|-----------------|--|
| REF | N45 27 38 W75 38 36 Adj NE 13°W (2016) UTC-5(4) Elev 184' A1905 A5000 A5002 LO6 LO7 T2 CAP |
| OPR | Rockcliffe Flying Club 613-746-4425 855-759-4425 Fax 613-746-3354 Cert 12Z‡ to SS & evenings when flying in progress. |
| PF | B-1 C-2,3,4,5,6 |
| CUST | AOE/CAN |
| FLT PLN | (bil) NOTAM FILE CYND |
| FIC | Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA) |
| ACC | Montreal 514-633-3211 or 800-633-1353, all Flt Plns, IFR trng PPR, Mon-Fri |
| SERVICES | |
| FUEL | 100LL, JA-1 (FSII avbl) |
| OIL | All |
| RWY DATA | Rwy 09(092°)/27(272°) 3319x100 ASPH Thld 09 displ 200'. Thld 27 displ 214'. |
| RWY CERT | Rwy 09/27 AGN II |
| TWY | Twy A, B & D rstd day use only |
| RCR | Opr Ltd win maint. Rstd to acft 18,000 lbs and under. PPR for acft over 18,000 lbs. |
| LIGHTING | 09-(TE LO), 27-(TE LO) Ngt thld 249' fr end of Rwy 27 and 1341' fr end of Rwy 09 only 1730' lgtd ARCAL 123.5 type J (see CAUTION) |
| COMM | |
| RCO | Québec rdo (Gatineau) 123.375 (FISE) |
| ATF | UNICOM ltd hrs O/T tfc 123.5 5NM 3200 ASL excluding Gatineau CZ, Ottawa/Macdonald-Cartier Intl CZ and the airspace that lies within Ottawa TCA class C airspace. |

ONTARIO

AERODROME/FACILITY DIRECTORY

OTTAWA / ROCKCLIFFE ON (Cont'd)

CYRO

PRO

CIRCUITS: Rgt hand circuits Rwy 27 (CAR 602.96).

As soon as practicable after tkof fr Rwy 09 or 27 turn 20° to the North.

MUSEUM: Aircraft wishing to park at the Canada Aviation and Space Museum are requested to contact the Rockcliffe Flying Club, by telephone or unicom, for instructions prior to arrival.

AIRSPACE: VFR FLIGHTS IN OTTAWA CLASS C AND TERMINAL CLASS C AIRSPACE SEE OTTAWA / MACDONALD-CARTIER INTL FOR PROCEDURES.

VFR Codes: In order to minimize delays, ATC freq congestion and for better airspace management, as well as to improve safety, ctc the Montreal ACC at 866-VFR-CODE (866-837-2633), or the FIC at 1-866-GOMETEO or 1-866-WX BRIEF, to provide ATC with info pertaining to your flt to obtain your transponder code at least 30 min prior to a flight into Ottawa Class C airspace.

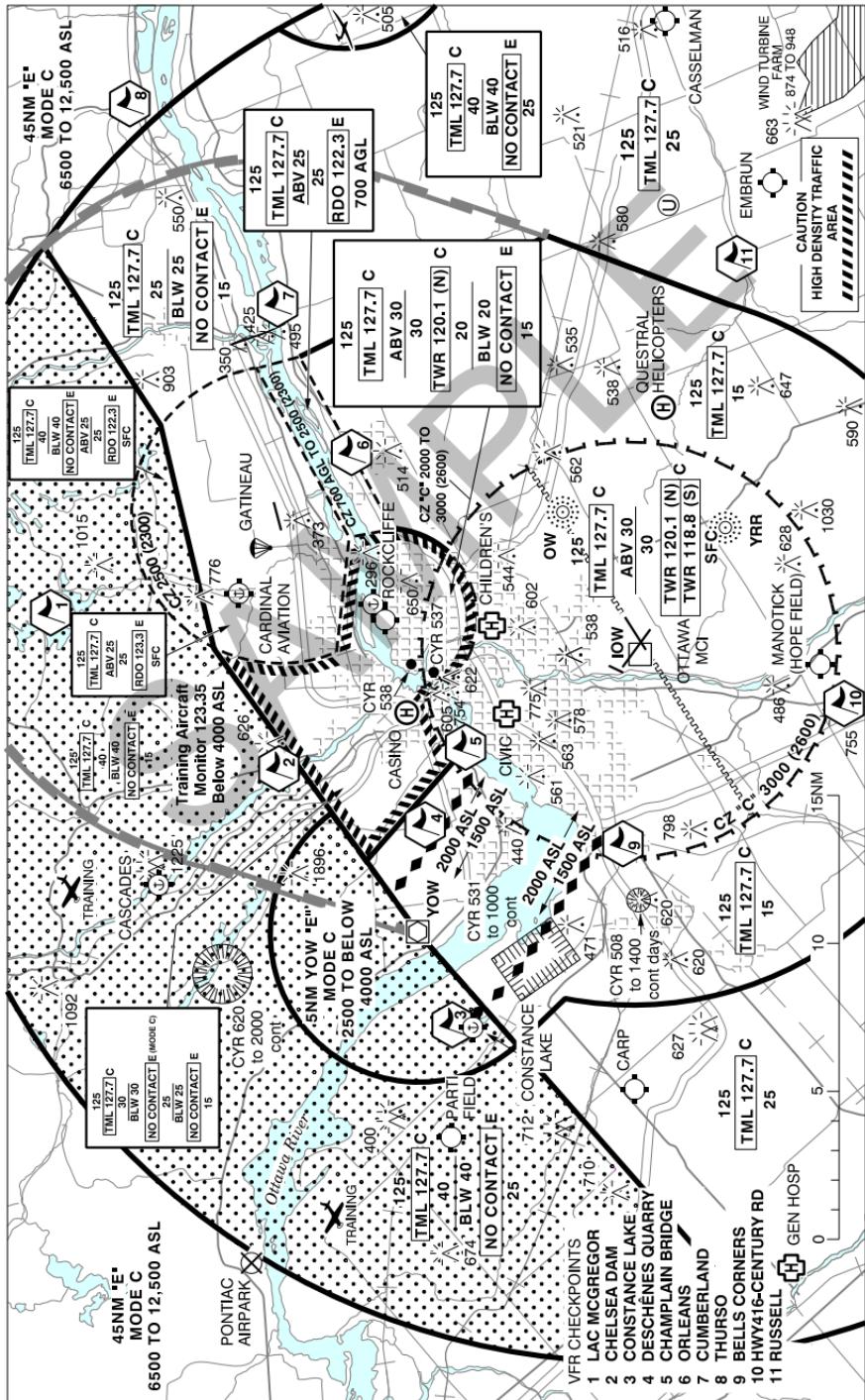
CAUTION

Seaplane traffic - Ottawa/Gatineau water A/D 1.5NM W. Sections of North apron breaking up & covered with loose gravel. Extv bird activity. Feb-May and Sep-Nov. Rstd areas CYR537 and CYR538 cont located 1.5NM W. Adjust flt path/altitude to avoid entry. See VTPC.

ARCAL: Acft arr fr the E or S may not be able to activate ARCAL until aprx 1NM from the apt. Acft on the ground positioned at the E end of the apt may not be able to activate ARCAL until positioned closer to the W end of the apt.

SAMPLE

OTTAWA M.-C.I. VFR TERMINAL PROCEDURES CHART



ONTARIO**AERODROME/FACILITY DIRECTORY****OTTAWA M.-C.I. VFR TERMINAL PROCEDURES CHART (Cont'd)**

| LOCATION | IDENT | LAT/LONG |
|--------------------|-------|-----------------------|
| BELLS CORNERS | VCBCR | N45° 19.20 W75° 50.00 |
| CHAMPLAIN BRIDGE | VCCHB | N45° 24.50 W75° 45.50 |
| CHELSEA DAM | VCHEL | N45° 30.80 W75° 46.53 |
| CONSTANCE LAKE | VCCON | N45° 25.00 W75° 59.00 |
| CUMBERLAND | VCMBL | N45° 31.00 W75° 24.60 |
| DESCHÈNES QUARRY | VCQRY | N45° 25.80 W75° 49.20 |
| HWY 416-CENTURY RD | VCNTY | N45° 11.37 W75° 43.26 |
| LAC MCGREGOR | VCPOU | N45° 38.62 W75° 38.87 |
| ORLÉANS | VCORL | N45° 28.57 W75° 31.45 |
| RUSSELL | VCRSL | N45° 15.45 W75° 22.00 |
| THURSO | VCGUY | N45° 35.92 W75° 14.72 |

VFR FLIGHTS IN OTTAWA MACDONALD-CARTIER CLASS C CZ AND TCA TERMINAL.

In order to minimize delays, ATC frequency congestion and for better airspace management, as well as to improve safety, a procedure is available allowing VFR aircraft to obtain a transponder code prior to take off. This mandatory procedure applies to VFR aircraft that did not file a flight plan or flight itinerary with Nav Canada and wishing to penetrate or operate in the Ottawa/MacDonald-Cartier Class C and terminal Class C airspace. All acft not respecting mandatory transponder code procedure will not be accepted in Ottawa/MacDonald-Cartier Class C CZ and TCA C airspace.

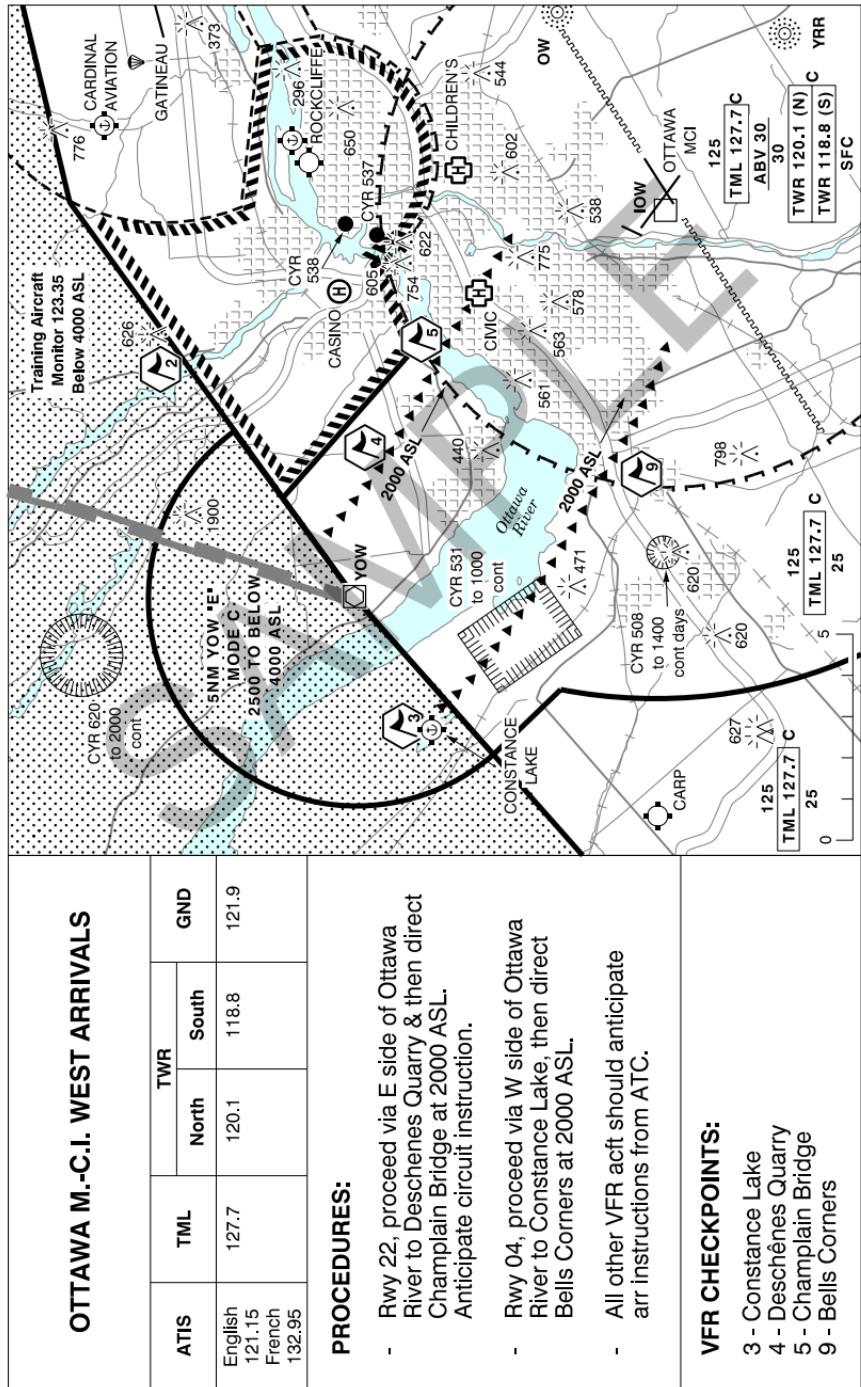
To obtain a transponder code:

A discrete transponder code shall be obtained at least 30 minutes prior to the flight taking off toward Ottawa/MacDonald-Cartier Class C CZ and TCA airspace, by contacting the Montreal ACC at 866-VFR-CODE (866-837-2633), or the FIC at 1-866-GOMETEO or 1-866-WX BRIEF, and providing ATC with flight information. Aircraft departing CYUL, CYJN, CYHU, CYOW, CYMX or CYND will obtain their transponder code from the Control Tower or FSS.

Flight procedure:

1. Set your transponder to the assigned code prior to your first communication with ATC.
2. To the extent possible, ctc ATC at least 5NM prior to entering Ottawa/MacDonald-Cartier Class C and terminal Class C airspace.

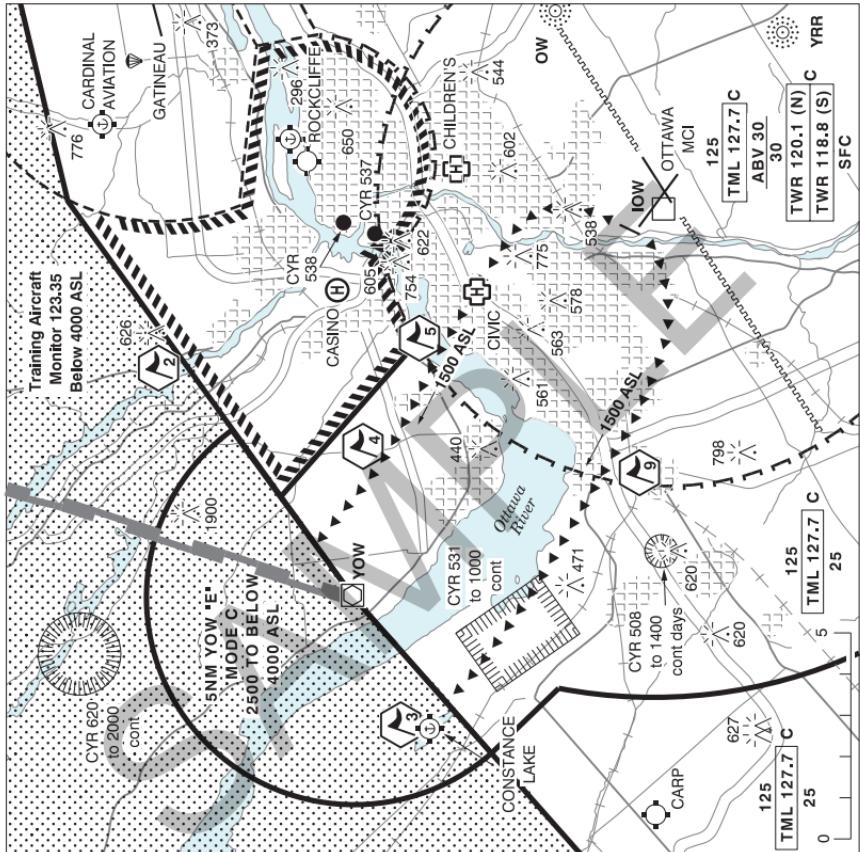
OTTAWA M.-C.I. WEST VFR ARR/DEP PROCEDURES CHARTS



ONTARIO

AERODROME/FACILITY DIRECTORY

OTTAWA M.-C.I. WEST VFR ARR/DEP PROCEDURES CHARTS (Cont'd)



OTTAWA M.-C.I. WEST DEPARTURES

| ATIS | CLNC DEL | GND | TWR | | TML |
|---------|-------------|-------|-------|-------|--------|
| | | | North | South | |
| English | 119.4 | 121.9 | 120.1 | 118.8 | 127.7 |
| French | 121.15 | | | | 120.65 |

Unless otherwise instructed by ATC, Contact North Tower on 120.1 when ready

- Bells Corners Departure (Depart Rwy 22). climb rwy hdg to Rideau River remaining north of Rwy 25 centerline at all times. At Rideau River, turn rgt hdg 250, climb to 1300 ASL. At 1300 ASL, continue climb not abv 1500 ASL direct Bells Corners and then to Constance Lake.

 - Contact Ottawa Terminal on 127.7 at Bells Corners

Champlain Bridge Departure (Depart Rwy 04), left turn direct Champlain Bridge then to Deschenes Quarry climb not abv 1500 ASL.

 - Contact Ottawa Terminal on 127.7 at the Bridge

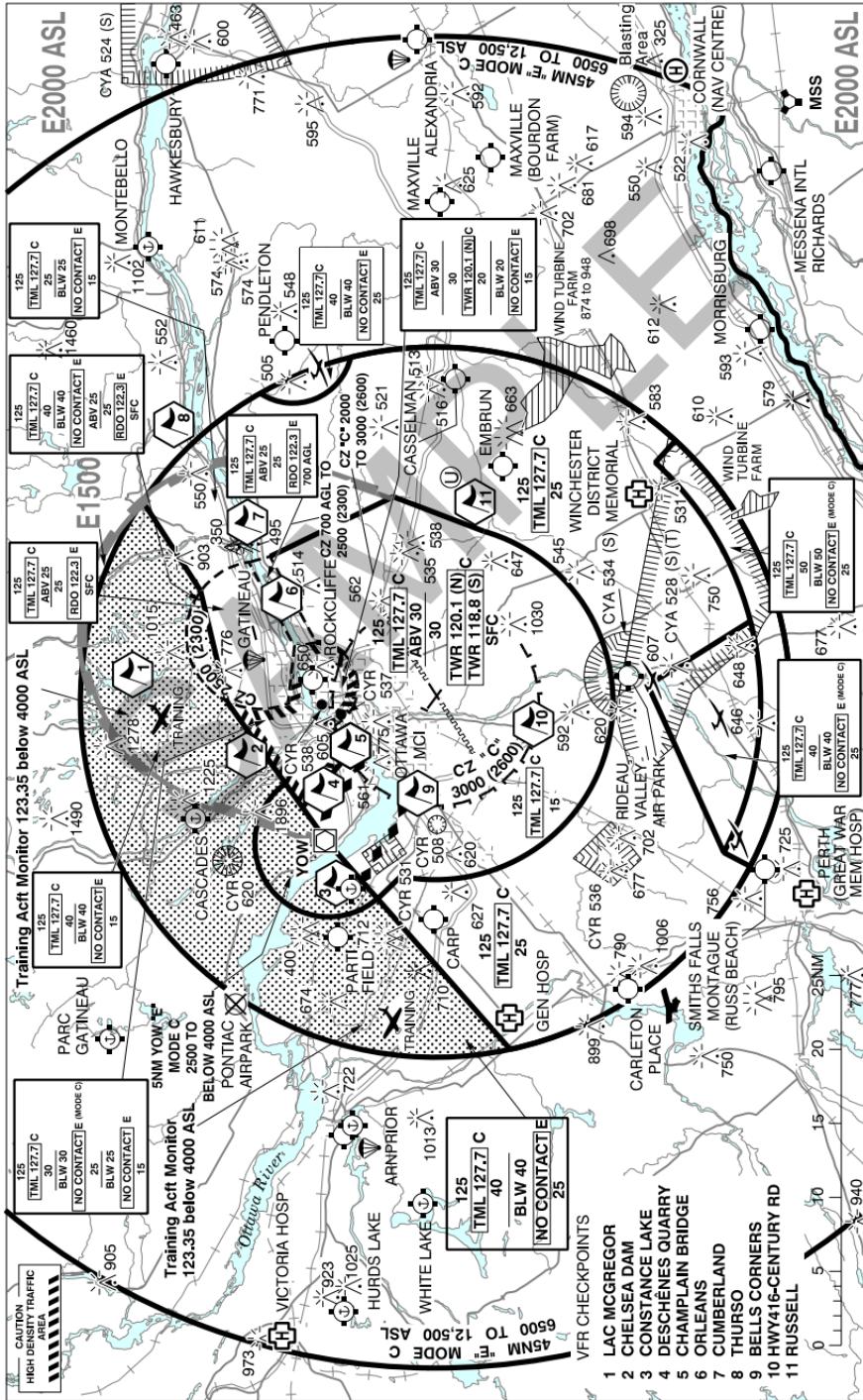
All other VFR acft should anticipate dep instructions from ATC.

FFR CHECKPOINTS:

 - Constance Lake
 - Deschênes Quarry
 - - Champlain Bridge
 - - Bells Corners

VFR CHECKPOINTS:

OTTAWA TCA VFR TERMINAL PROCEDURES CHART



ONTARIO**AERODROME/FACILITY DIRECTORY****OTTAWA TCA VFR TERMINAL PROCEDURES CHART (Cont'd)**

| LOCATION | IDENT | LAT/LONG |
|--------------------|-------|-----------------------|
| BELLS CORNERS | VCBCR | N45° 19.20 W75° 50.00 |
| CHAMPLAIN BRIDGE | VCCHB | N45° 24.50 W75° 45.50 |
| CHELSEA DAM | VCHEL | N45° 30.80 W75° 46.53 |
| CONSTANCE LAKE | VCCON | N45° 25.00 W75° 59.00 |
| CUMBERLAND | VCMBL | N45° 31.00 W75° 24.60 |
| DESCHÈNES QUARRY | VCQRY | N45° 25.80 W75° 49.20 |
| HWY 416-CENTURY RD | VCNTY | N45° 11.37 W75° 43.26 |
| LAC MCGREGOR | VCPOU | N45° 38.62 W75° 38.87 |
| ORLÉANS | VCORL | N45° 28.57 W75° 31.45 |
| RUSSELL | VCRSL | N45° 15.45 W75° 22.00 |
| THURSO | VCGUY | N45° 35.92 W75° 14.72 |

SAMPLE

OTTAWA TERMINAL (emerg only 514-633-3365)

SAMPLE

ONTARIO

AERODROME/FACILITY DIRECTORY

OWEN SOUND (COOK FIELD) ON

CCK5

| | | |
|-----------------|--|--|
| REF | N44 38 05 W80 44 45 10E 10°W (2011) UTC-5(4) Elev 1040' A5000 | <p>ELEV 1040</p> <p>2191'</p> <p>RADIUS 5 NM</p> <p>2600</p> |
| OPR | Jim Cook 519-379-4964 Reg PPR | |
| PF | B-1 D-2,3,4,5,6 | |
| FLT PLN | NOTAM FILE CYVV | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| RWY DATA | Rwy 09(092°)/27(272°) 2191x80 turf | |
| RCR | Ltd hrs. No win maint. Rwy soft in spring. | |
| COMM | tfc 123.0 3NM 4100 ASL | |
| PRO | Recommend W dep, rising terrain to the E. | |
| CAUTION | Drainage ditch on either side of centre of rwy. | |

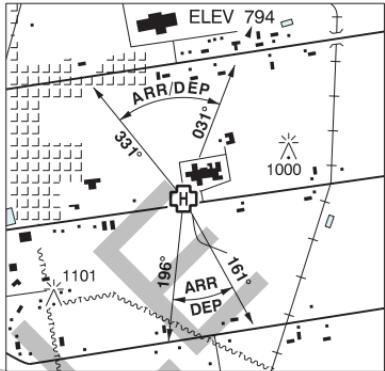
ONTARIO

AERODROME/FACILITY DIRECTORY

OWEN SOUND (GREY BRUCE HEALTH SERVICES) ON (Heli)

CNK6

| | |
|--------------------|---|
| REF | N44 34 05 W80 54 48 0.5E 10°W UTC-5(4) Elev 794' A5000 |
| OPR | Grey Bruce Health Services 519-376-2121 Ext 2151 Cert PPR |
| FLT PLN FIC | NOTAM FILE CYVV London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA | 86' x 86' asphalt 114' x 114' Rstd max heli length 57.5' |
| LIGHTING | RY(LO) RF(FL) |
| COMM A/G | Ambulance dispatch 129.275 |
| PRO | Arr/dep btwn 161°-196° and 331°-031° fr heli, slope 8% (H3), day/night use |



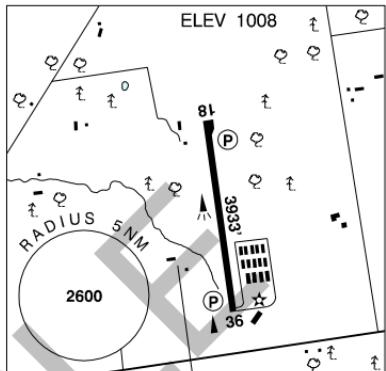
ONTARIO

AERODROME/FACILITY DIRECTORY

OWEN SOUND / BILLY BISHOP REGIONAL ON

CYOS

| | |
|--|---|
| REF | N44 35 26 W80 50 18 3E 10°W UTC-5(4) Elev 1008' A5000 LO4 LO6 CAP |
| OPR | City of Owen Sound 519-371-6936 Reg |
| PF | A-1,2,7 C-3,4,5,6 |
| CUST | AOE/15 888-226-7277 13-21Z‡ Mon-Fri exc hols |
| FLT PLN FIC | NOTAM FILE CYVV London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES FUEL OIL S | 13-21Z‡ O/T call out chg 2 hrs PN 100LL, JA-1, SP Aeroshell 15W50, W80, W100 2,4,5 |
| RWY DATA RCR | Rwy 18(181°)/36(001°) 3933x75 asphalt Rwy 18, first 1849' 1.0% down, last 2083' 0.9% up Opr |
| LIGHTING | 18-(TE LO) AP, 36-(TE LO) AP ARCAL-123.0 type J |
| COMM ATF | UNICOM (AU) ltd hrs O/T tfc 123.0 5NM 4000 ASL |
| PRO | Rgt hand circuits Rwy 36 (CAR 602.96). |
| CAUTION | 331' twr 1.2NM W of rwy. Wildlife frequently on rwy. |



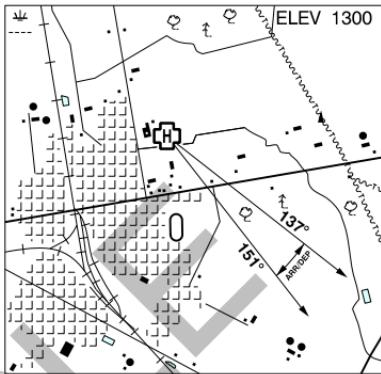
ONTARIO

AERODROME/FACILITY DIRECTORY

PALMERSTON (DISTRICT HOSP) ON (Heli)

CPA3

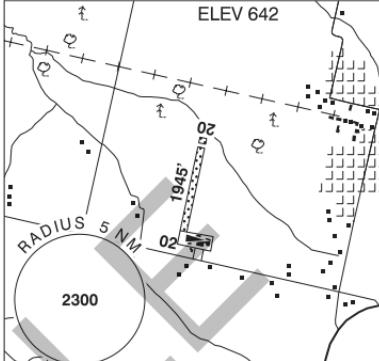
| | |
|--------------------|---|
| REF | N43 50 18 W80 50 31 Adj NE 9°W UTC-5(4) Elev 1300' VTA A5000 |
| OPR | Palmerston & District Hosp 519-343-2030 Cert PPR |
| FLT PLN FIC | NOTAM FILE CYKF London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA | 86' x 86' asphalt 114' x 114' Rstd max heli length 57.5' |
| LIGHTING | RY(LO) RF(FL) |
| PRO | Arr/dep btwn 137°-151° fr heli, slope 8% (H3), day/night use. |



ONTARIO

AERODROME/FACILITY DIRECTORY

PARKHILL (YELLOW GOLD) ON**CYG2**

| | | | |
|-----------------|--|---|--|
| REF | N43 09 36 W81 42 11 Adj W 9°W (2018) UTC-5(4) Elev 642' A5000 |  | |
| OPR | Rick Willemse 519-294-6684 Reg PPR | | |
| PF | C-1,2,3,4 | | |
| FLT PLN | FIC NOTAM FILE CYXU London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | | |
| RWY DATA | Rwy 02(021°)/20(201°) 1945x60 TURF Thld 20 displ 117' RCR Opr No win maint. Rwy soft in spring. | | |
| COMM | ATF tfc 123.2 5NM 3700 ASL | | |
| PRO | Right hand circuits Rwy 20 (CAR 602.96) | | |
| CAUTION | P-lines and trees 50 AGL S of rwy. Lgtd twr 978 ASL (295 AGL) 1.2NM SE of A/D. Wind turbines to 1243 ASL aprx 2NM S of A/D. | | |

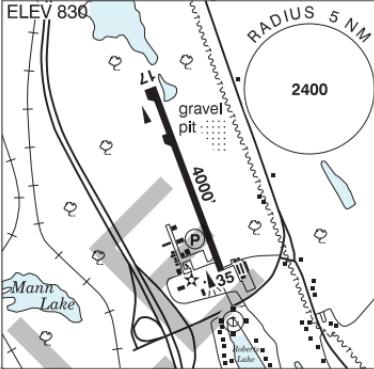
SAMPLE

ONTARIO

AERODROME/FACILITY DIRECTORY

PARRY SOUND AREA MUNI ON

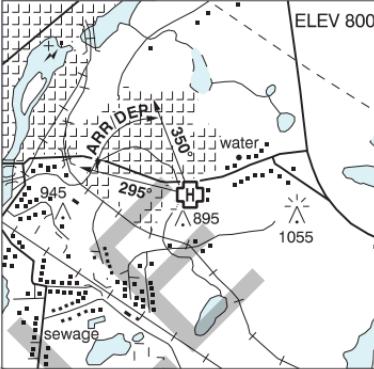
CNK4

| | | |
|-----------------|--|---|
| REF | N45 15 27 W79 49 47 12SE 11°W (2013) UTC-5(4) Elev 830' A5000 LO4 LO6 CAP |  |
| OPR | Airport Commission 705-378-2897 Reg 14-21Z† Nov 01-Mar 31; 14-22Z† Apr 01-May 16; 13-23Z† May 17-Sep 02; 14-22Z† Sep 03-Oct 31 | |
| PF | A-1,2,6,7,8 C-5 D-3,4 | |
| CUST | AOE/CAN | |
| FLT PLN | FIC NOTAM FILE CYQA London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) WX WxCam | |
| SERVICES | Call out chg may be levied for one or more svcs 100LL, JA-1, SP 15W50, 100 Mineral, W100 Plus 1,2,3,4,5,6 | |
| RWY DATA | Rwy 17(171°)/35(351°) 4000x75 asphalt Rwy 35 down 0.33% | |
| RCR | Opr | |
| LIGHTING | 17-(TE ME), 35-(TE ME) AP 3.5° ARCAL-122.8 type J (also abn) | |
| COMM | ATF UNICOM ltd hrs O/T tfc 122.8 5NM 3800 ASL | |
| PRO | HELI Apch/dep shall be to/from the rwy with air taxiing via the twy to/from the apron. | |
| CAUTION | Wildlife in vic of rwy. Vehicles frequently use access road to Roberts Lake off Thld 35. Floatplane tfc in vic of Roberts Lake. Flt tng in vic of A/D. 39ft steel dock E shore of Roberts Lake at narrows. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

PARRY SOUND MEDICAL ON (Heli)**CRS2**

| | | |
|------------------|---|---|
| REF | N45 20 30 W80 01 00 11°W UTC-5(4) Elev 800' A5000 |  |
| OPR | Parry Sound Ambulance 705-746-6330 Cert PPR | |
| PF | C-1,2,3,4,5 | |
| FLT PLN | NOTAM FILE CYQA | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| HELI DATA | 86' dia 114' dia asphalt Max heli length 57.25' Opr | |
| RCR | RY(LO) RF(FL) ARCAL 123.05 key mic 3 times to activate. Ctc 705-774-9923 to activate upon failure. | |
| LIGHTING | | |
| PRO | Arr/dep btwn 295°-350° fr heli, slope 8% (H3), day/night use. Ctc 705-774-9923 to provide estimated arr/dep times for shut down of air handling system; direct jet exhaust away fr hosp at all times. | |
| CAUTION | Chimney 895 ASL 130' SW helipad, painted & lgtd. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

PEAWANUCK ON

CYPO

| | | |
|-----------------|---|--|
| REF | N54 59 17 W85 26 36 Adj SW 10°W UTC-5(4) Elev 173' A5017 LO3 HI2 HI4 CAP | |
| OPR | Govt of Ontario 807-473-2082 Cert | |
| PF | C-1 | |
| FLT PLN | NOTAM FILE CYAT | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| WX | METAR AUTO H24 (see COMM) WxCam | |
| RWY DATA | Rwy 11(108°)/29(288°) 3518x100 gravel | |
| RWY CERT | Rwy 11/29 AGN IIIA | |
| RCR | APM 705-473-2537 13-22Z‡ Mon-Fri exc hols Rwy cond subject to seasonal & climatic variations. | |
| LIGHTING | 11-AS(TE ME) AP, 29-AS(TE ME) AP ARCAL-122.8 type K | |
| COMM | RCO Winnipeg rdo 123.275 (FISE) 126.7 (bcst) ATF tfc 122.8 5NM 3200 ASL PAL Winnipeg Ctr 133.95 AWOS 128.525 | |
| NAV | | |
| NDB | | |
| | | |

ONTARIO

AERODROME/FACILITY DIRECTORY

PELEE ISLAND ON

CYPT

| | | | |
|-----------------|--|--|--|
| REF | N41 46 39 W82 40 41 Adj S 8°W (2013) UTC-5(4) Elev 572' A5000 LO6 T2 CAP | | |
| OPR | Township of Pelee 519-724-2931/792-9468 Reg | | |
| PF | A-1 C-2,3,4,5 | | |
| CUST | AOE/15 13-01Z‡ Mon-Thu & Sat, 13-04Z‡ Fri & Sun, May 1-Sep 14; 14-22Z‡ dly Sep 15-Apr 30 888-226-7277 PN | | |
| FLT PLN | NOTAM FILE CYQG IFR dep to Windsor (CYQG) or Detroit TCA-see PRO | | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | | |
| RWY DATA | Rwy 10(097°)/28(277°) 3303x75 asphalt Rwy 01(007°)/19(187°) 2113x15 gravel Thld 01 displ 300'. Avbl day VFR only. PPR Opr 519-724-2931/2671. | | |
| RCR | Opr 14-22Z‡ Ltd win maint Rwy 10/28. No win maint Rwy 01/19. | | |
| LIGHTING | 10-AS(TE ME) AP, 28-AS(TE ME) AP ARCAL-123.2 type K, to turn RILS off 3 keys. | | |
| COMM | ATF tfc 123.2 5NM 3600 ASL ARR Cleveland Apch 126.35 360.0 DEP Cleveland Apch 126.35 360.0 | | |
| PRO | IFR dep for Windsor (CYQG), Detroit city or Detroit airspace call Cleveland Approach Control 216-898-2040 for dep clnc. Pilots are requested to avoid flight below 2000 ASL when flying over the Jack Miner Bird Sanctuary (Kingsville, On N42 04 00 W82 45 00) & over Point Pelee National Park. | | |

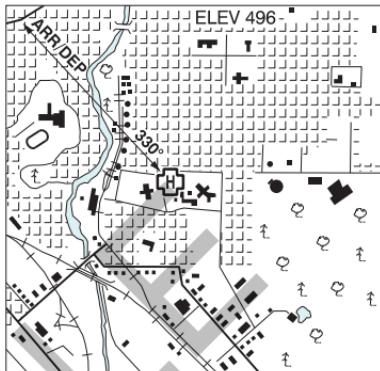
ONTARIO

AERODROME/FACILITY DIRECTORY

PEMBROKE (REGIONAL HOSP) ON (Heli)

CNG5

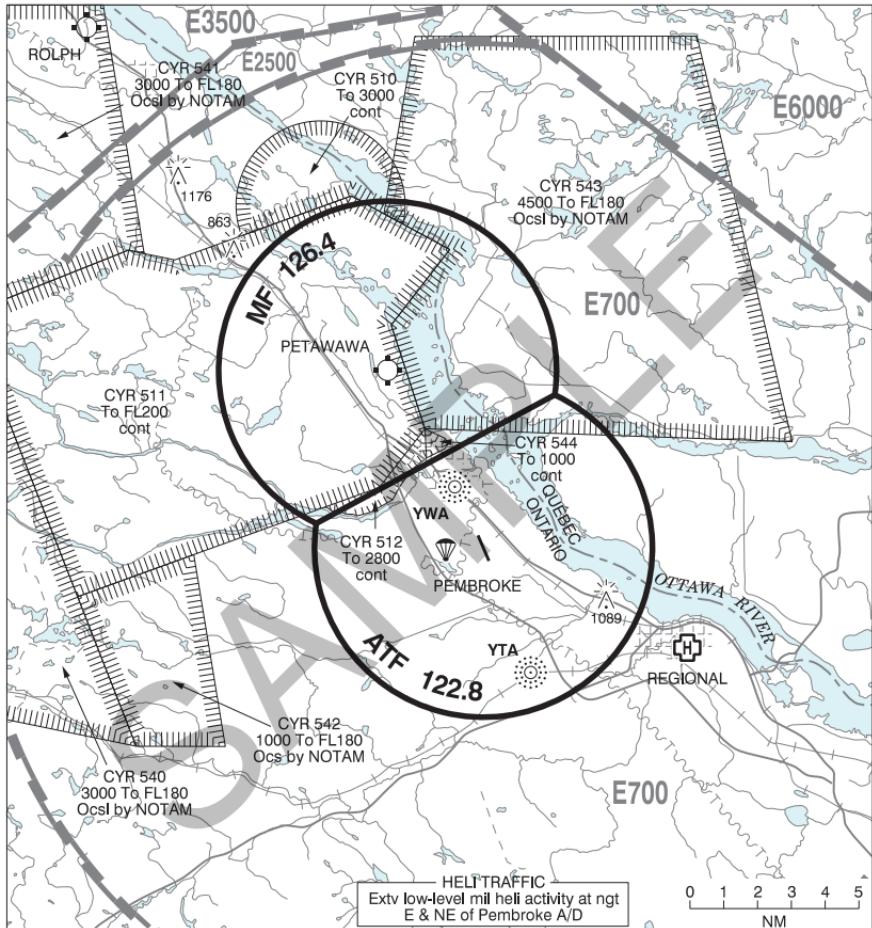
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|--------------------------------|---|
| REF | N45 48 55 W77 06 28 Adj 13°W UTC-5(4) Elev 496' A5000 A5001 |
| OPR | Pembroke Regional Hosp 613-732-2811 Cert PPR |
| FLT PLN FIC | NOTAM FILE CYTA London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA RCR | 86' x 86' asphalt 114' x 114' Max heli overall length 57.5' Opr |
| LIGHTING | DR RY(LO) RF(FL) ARCAL-122.9 type J |
| PRO | Arr/dep 330° fr heli, slope 8% (H3) day/night use. |



ONTARIO

AERODROME/FACILITY DIRECTORY

PEMBROKE / PETAWAWA VFR TERMINAL PROCEDURES CHART



ONTARIO

AERODROME/FACILITY DIRECTORY

PEMBROKE ON

CYTA

| | | | | | |
|-----------------|--|---------------------|--|--|--|
| REF | N45 51 52 W77 15 05 5.2NW 13°W UTC-5(4) Elev 532' A5000 A5001 LO6 LO7 HI5 CAP | ELEV 532 | | | |
| OPR | Pembroke & Area Apt Comsn 613-687-5300/4910 maint or 855-539-3019 11-21Z‡ Mon-Fri, 13-21Z‡ Sat, Sun & hol. APM after hrs Cert Ldg fees apply to commercial acft. | | | | |
| PF | A-1,2 ltd hrs, 6,7 | | | | |
| CUST | Mil flt only | | | | |
| FLT PLN | | | | | |
| FIC | NOTAM FILE CYTA London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | | | | |
| SERVICES | Call-out chg may be levied for one or more svcs. FUEL 100LL, JA-1 11-21Z‡ Mon-Fri, 13-21Z‡ Sat, Sun & hol OIL 80, 100, 100W, 15W50 S 1,2,3,4,5,6,7 SUP FL D-ice JASU CE14 | | | | |
| RWY DATA | Rwy 17(172°)/35(352°) 5000x100 asphalt | | | | |
| RWY CERT | Rwy 17/35 AGN IIIB | | | | |
| TWY | Twy B seasonal use, May 1-Oct 31, no win maint. | | | | |
| RCR | Opr 11-21Z‡ Mon-Fri, 13-21Z‡ Sat, Sun & hol. CRFI/RSC avbl ltd hrs. PLR/PCN | | | | |
| LIGHTING | 17-(TE ME)V1, 35-AD AS(TE ME) V1 ARCAL-122.8 type K | | | | |
| COMM | ATF UNICOM (AU) ltd hrs O/T tfc 122.8 5NM 3500 ASL PAL Montréal Ctr 135.2 A/G Petawawa Advsy 126.4 or 250.1 13-2130Z‡ Mon-Fri, O/T PPR, DND 613-588-5789 | | | | |
| NAV | NDB YTA 409 (L) N45 48 12 W77 13 06 | | | | |
| PRO | MIL Crash response for mil a/c provided by GRN Petawawa, 30 min deployment time rqrd. Mil call CSN 677-5555, com 613-588-5555. Airborne diversions thru Petawawa advsy Mon-Fri 13-2130Z‡ on 126.4 250.1 or thru Québec FIC 126.7 123.15. Emerg crew monitors 122.8R when in posn at CYTA. | | | | |
| CAUTION | Parachuting over apt 12,500 ASL & below, ocls daylight by NOTAM. HELI TRAFFIC: Extv low-level mil heli activity at ngt E & NE of A/D. | | | | |

ONTARIO

AERODROME/FACILITY DIRECTORY

PENDLETON ON

CNF3

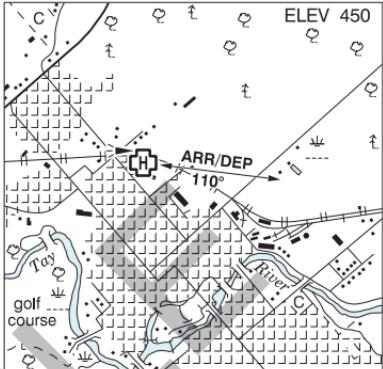
| | | |
|------------------------------|--|---|
| REF | N45 29 10 W75 05 46 3NW 14°W (2015) UTC-5(4) Elev 260' A1905 A5002 A5000 | <p>ELEV 260</p> <p>RADIUS 5 NM</p> <p>1600</p> <p>2650'</p> <p>2550'</p> <p>30'</p> <p>08 35 37</p> |
| OPR | Gatineau Gliding Club 613-673-5386 Reg Apt attended wknds, hols and ocsl wkd | |
| PF | B-1 C-2,4,5 D-3,6 | |
| FLT PLN FIC | (bil) NOTAM FILE CYND Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA) | |
| RWY DATA | Rwy 13/31 2650x100 turf Rwy 08/26 2550x100 old asphalt, 30' ctr x 2500' new asphalt/gravel Rwy 17/35 2550x100 old asphalt | |
| RCR | Opr No win maint. All old asphalt sfcs exc 30' strip Rwy 08/26 rough. Use turf rwy beside each old asphalt sfc (same length/width). | |
| COMM ATF | UNICOM Sat-Sun O/T tfc 123.3 5NM 3300 ASL excluding the airspace that lies within Ottawa TCA class C airspace. | |
| PRO | Extensive glider activity. VFR Codes: In order to minimize delays, ATC freq congestion and for better airspace management, as well as to improve safety, ctc the Montreal ACC at 866-VFR-CODE (866-837-2633), or the FIC at 1-866-GOMETEO or 1-866-WX BRIEF, to provide ATC with info pertaining to your fit to obtain your transponder code at least 30 min prior to a flight into Ottawa Class C airspace. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

PERTH (GREAT WAR MEM HOSP) ON (Heli)**CNC9**

| | |
|--------------------------------|---|
| REF | N44 54 25 W76 15 13 Adj NE 13°W UTC-5(4) Elev 450' A1905 A5000 |
| OPR | Great War Mem Hosp 613-267-1500 Cert PPR |
| FLT PLN FIC | NOTAM FILE CYND Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA) |
| HELI DATA RCR | FATO/TLOF 86' dia ASPH Safety Area 114' dia GRASS Max heli overall length 57.5' Opr |
| LIGHTING | DR RY(LO) RF(FL) |
| PRO | Arr/dep 110° fr heli, slope 8% (H3) day/night use. |



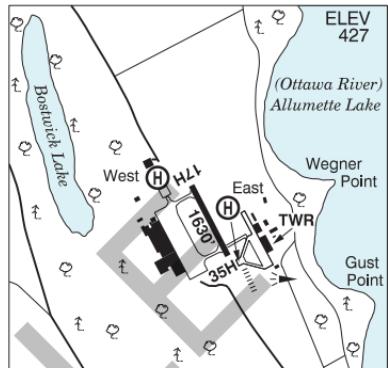
ONTARIO

AERODROME/FACILITY DIRECTORY

PETAWAWA ON (Heli)

CYWA

| | |
|------------------|---|
| REF | N45 57 00.40 W77 19 03.26 3.5NW 13°W UTC-5(4) Elev 427' A5000 A5001 LO6 LO7 |
| OPR | DND 613-687-5511 Ext 7880 427 sqn ext 8000 450 sqn CSN 319-677-7880/8000 Mil PPR 48 hrs MFAU 613-687-5511 Ext 7702 |
| PF | B-1 C-2,3,5 |
| CUST | Inbd mil flt via Pembroke Mon to Fri 1330-2130Z‡ 613-991-0508 O/T 613-998-3590 |
| FLT PLN | <p>FIC NOTAM FILE CYWA London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) 613-687-5511 Ext 7789</p> <p>MIL Met brief for mil only. Lcl Met Section CSN 677-7987 for 427 sqn 677-8015 for 450 sqn ltd hrs. O/T JMC 1-800-WXMETEO (996-3836) or CSN 432-2613 (See COMM). METAR AUTO H24. TAF H24.</p> |
| SERVICES | <p>FUEL F-34 156</p> <p>OIL CAT 4</p> <p>ARFF</p> <p>MIL ADV 427 sqn 297.4 613-687-5511 Ext 7880 CSN 319-677-7880 450 sqn 230.4 613-687-5511 Ext 8000 CSN 319-677-8000</p> |
| HELI DATA | <p>FATO 17H(165°)/35H(345°) 1630'. Reinforced concrete</p> <p>FATO East 150' x 150' CONC</p> <p>FATO West 160' x 160' CONC</p> <p>RCR Opr</p> |
| LIGHTING | 35H HALS. FATO East apch lgts (7 bars of 3 lgts). |
| COMM | <p>GND 121.9</p> <p>MF Petawawa advsy 126.4 250.1 advsy opr 13-07Z‡ Mon-Fri, O/T ltd hrs. Ctc Sqn Ops 613-687-5511 Ext 7880 (427 sqn) Ext 8000 (450 sqn) O/T PPR 48hrs min thru Petawawa MFAU 613-687-5511 Ext 7702 5NM 3400 ASL (CAR 602.98)</p> <p>MIL 126.4 126.2x 250.1 236.6x (E) Range ctl 49.9 FM or 126.4 when advsy clsd.</p> <p>PMSV 297.4 ltd hrs</p> |
| NAV | <p>NDB YWA 516 (M) N45 53 41 W77 16 18 Unmonitored when ADV clsd.</p> |
| PRO | SEE PEMBROKE/PETAWAWA VTPC Rgt hand circuits FATO 35H (CAR 602.96). To maintain required separation fr CYR 511, acft dep or arr CYWA IFR must rte via YTA NDB, ie dep rte CYWA DCT YWA DCT YTA BPOC, or CYWA DCT YTA; arr rte YTA DCT YWA. A/D located within CYR 511, ctc Petawawa Flt Advsy to ensure range safe. Overflight of ammunition compound 3.5NM WNW of heli prph. Active Range info thru Range Control 49.90 FM or 126.4. When Flt Advsy clsd ctc 613-687-5511 Ext 5203. |
| CAUTION | Parajump area 6NM S, 5NM radius of N45 52 W77 18 (over Pembroke A/D) 8000 ASL, oclsI daylight by NOTAM. HELI TRAFFIC: Extv low-level mil heli activity at night to the NE, S and W of the Pembroke and Petawawa airports. |



ONTARIO

AERODROME/FACILITY DIRECTORY

PETERBOROUGH (REG HEALTH CENTRE) ON (Heli)

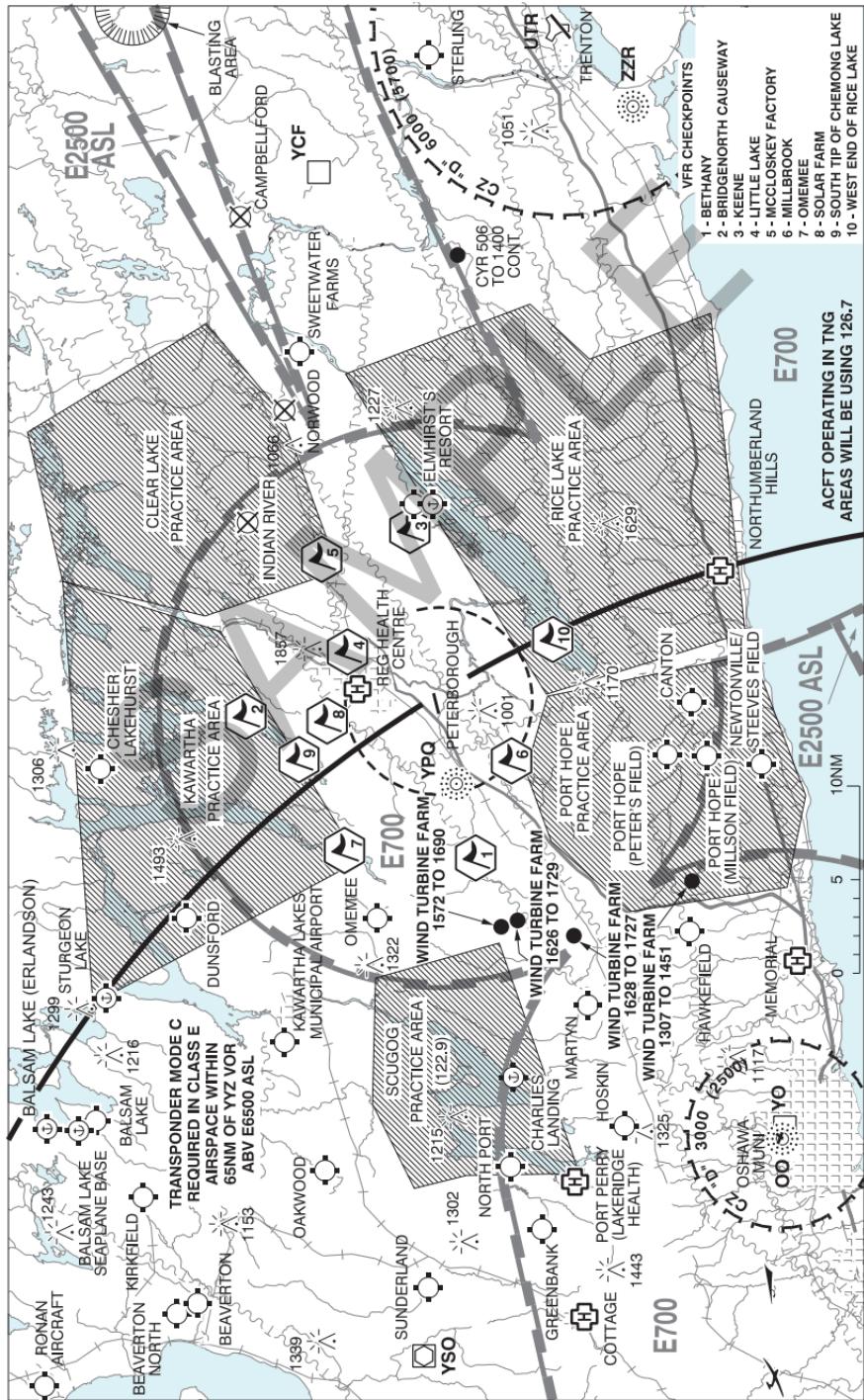
CNU3

| | | |
|--------------------------------|---|--|
| REF | N44 18 02 W78 20 45 Adj W 12°W UTC-5(4) Elev 738' A5000 | |
| OPR | Peterborough Regional Health Centre 705-743-2121 Cert PPR | |
| FLT PLN FIC | NOTAM FILE CYPQ London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| HELI DATA RCR | FATO/TLOF 90' dia CONC Safety Area 120' dia ASPH Max heli overall length 60' Opr | |
| LIGHTING | RY(LO) Green RF(FL) ARCAL 123.0 key mic 7 times to activate | |
| PRO | Arr/dep 153° to 183° fr heli, slope 8% (H3) day/night use. | |
| CAUTION | Lgtd and painted twr 891 ASL (154 AGL) aprx 350' W of A/D | |

ONTARIO

AERODROME/FACILITY DIRECTORY

PETERBOROUGH VFR TERMINAL PROCEDURES CHART



ONTARIO**AERODROME/FACILITY DIRECTORY****PETERBOROUGH VFR TERMINAL PROCEDURES CHART (Cont'd)**

| LOCATION | IDENT | LAT/LONG |
|---------------------------|-------|-----------------------|
| BETHANY | VCBNY | N44°10'57" W78°34'03" |
| BRIDGENORTH CAUSEWAY | VCBGN | N44°23'14" W78°23'33" |
| KEENE | VCKNE | N44°14'28" W78°09'44" |
| LITTLE LAKE | VCLTL | N44°17'48" W78°18'45" |
| MCCLOSKEY FACTORY | VCLSK | N44°19'11" W78°11'52" |
| MILLBROOK | VCMLB | N44°09'02" W78°26'51" |
| OMEMEE | VCMEE | N44°17'57" W78°33'31" |
| SOLAR FARM | VCSOL | N44°18'54" W78°23'54" |
| SOUTH TIP OF CHEMONG LAKE | VCHMG | N44°20'24" W78°26'46" |
| WEST END OF RICE LAKE | VCRCE | N44°06'50" W78°17'51" |

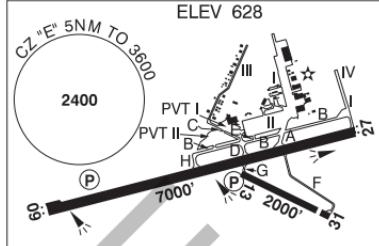
SAMPLE

ONTARIO

AERODROME/FACILITY DIRECTORY

PETERBOROUGH ON

CYPQ

| REF | N44 13 50 W78 21 48 3SSW 12°W UTC-5(4) Elev 628' A5000 LO6 HI5 CAP |  | | | | | | | | | | | | |
|----------------------------------|--|--|----------------------------------|--|--|-----|-------|------------|----|---|------|----|---|------|
| OPR | City 705-743-6708 Cert | | | | | | | | | | | | | |
| PF | A-1,2 C-3,4,5,6 After hrs terminal access code 2977* | | | | | | | | | | | | | |
| CUST | AOE/15 1330-2130Z‡ Mon-Fri exc hols 888-226-7277 PN | | | | | | | | | | | | | |
| FLT PLN | FIC NOTAM FILE CYPQ London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | <table border="1"><thead><tr><th colspan="3">TORA FOR INTERSECTION DEPARTURES</th></tr><tr><th>RWY</th><th>INTXN</th><th>TORA in ft</th></tr></thead><tbody><tr><td>09</td><td>H</td><td>3500</td></tr><tr><td>27</td><td>H</td><td>3500</td></tr></tbody></table> | TORA FOR INTERSECTION DEPARTURES | | | RWY | INTXN | TORA in ft | 09 | H | 3500 | 27 | H | 3500 |
| TORA FOR INTERSECTION DEPARTURES | | | | | | | | | | | | | | |
| RWY | INTXN | TORA in ft | | | | | | | | | | | | |
| 09 | H | 3500 | | | | | | | | | | | | |
| 27 | H | 3500 | | | | | | | | | | | | |
| | WX METAR AUTO H24 (see COMM). TAF 11-03Z‡, issue times: 11,14, 20Z (DT 10, 14, 20Z) WxCam | | | | | | | | | | | | | |
| SERVICES | 1130-0030Z‡ Apr-Sep, 13-23Z‡ Oct-Mar. Stay late or callout on request. After hrs callout chg may apply. Call 705-745-8626. FUEL 100LL, JA-1 OIL All S 1,2,3,4,5,6 SUP FL D & A-ice JASU CE13, CA2 MILCON Stewart Aviation (World Fuel Services) 705-745-8626 | | | | | | | | | | | | | |
| RWY DATA | Rwy 09(088°)/27(268°) 7000x100 ASPH Rwy 13(128°)/31(308°) 2000x49 ASPH Thld 31 displ 200' Day use only | | | | | | | | | | | | | |
| RWY CERT | Rwy 09/27 AGN IIIB Rwy 13/31 AGN I | | | | | | | | | | | | | |
| TWY CERT | Twy: C, F, G AGN I | | | | | | | | | | | | | |
| TWY | Twy B holding bay rstd to acft wingspans less than 79'. Twy C rstd to 11,800 lbs or less. Twy F & G day use only. | | | | | | | | | | | | | |
| APRON | Pvt Apron II (Adj B & C) rstd to 3000 lbs or less | | | | | | | | | | | | | |
| RCR | Opr Win 12-23Z‡ O/T 3 hrs PN CRFI/RSC avbl ltd hrs PLR/PCN | | | | | | | | | | | | | |
| LIGHTING | 09-AS(TE ME) P2, 27-AS(TE ME) P1 ARCAL-123.0 type K | | | | | | | | | | | | | |
| COMM | MF UNICOM ltd hrs O/T tfc 123.0 5NM 3600 ASL PAL Toronto Ctr 134.25 AWOS 126.925 (YPQ) | | | | | | | | | | | | | |
| NAV | NDB YPQ 379 (L) N44 12 45 W78 27 47 | | | | | | | | | | | | | |
| PRO | Acft are prohibited fr oprg within 302' either side of Rwy 09/27. PPR for cont circuits on Rwy 13/31. Extv flt tng within 25NM of A/D, all quadrants to 6000' ASL. (See VTPC). | | | | | | | | | | | | | |
| NOISE | Noise Operating Criteria (CAR 602.105): Rwy 09/27 VFR tkof/climb, no turns below 1000 AAE. Avoid overflight of noise sensitive areas while joining/departing circuit ctc opr for details. | | | | | | | | | | | | | |
| CAUTION | Wildlife frequently on rwys. Lgtd twr 775 ASL (122 AGL) aprx 0.75NM WNW of Thld 09. Trees 42 AGL 807' before Thld 31. | | | | | | | | | | | | | |

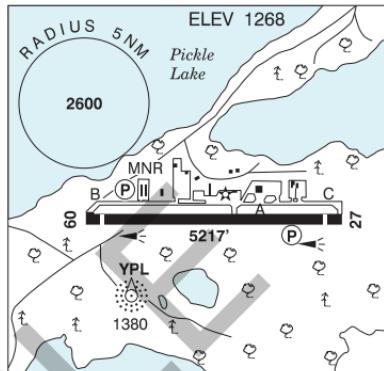
ONTARIO

AERODROME/FACILITY DIRECTORY

PICKLE LAKE ON

CYPL

| | |
|-----------------|--|
| REF | N51 26 47 W90 12 48 0.7SW 4°W (2020) UTC-5 Elev 1268' A5008 LO4 HI4 CAP |
| OPR | Govt of Ontario 807-473-2082 Cert |
| PF | A-1 C-2,3,4,5 |
| FLT PLN | NOTAM FILE CYPL |
| FIC | Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) |
| WX | METAR AUTO H24 (see COMM) TAF H24, issue times: 02, 08, 14, 20Z WxCam |
| SERVICES | Call out chg may be levied for one or more svcs FUEL 100LL, JA-1 (FSII avbl), SP, HPR OIL All S 1,2,4,5,6 SUP FL D-Ice PVT ADV Northern Frontier Avn 129.65 800-285-8618 11-23Z O/T call out chg. Wasaya Air 129.45 |
| RWY DATA | Rwy 09(094°)/27(274°) 5217x100 ASPH Rwy 09 down 0.81% Thld 09 displ 295' Thld 27 displ 295' |
| RWY CERT | Rwy 09/27 AGN IIIA |
| APRON | Apron II pvt PN 807-937-7218 |
| RCR | APM 807-928-2342 13-22Z Mon-Fri exc hols. |
| LIGHTING | 09-(TE ME) P1, 27-(TE ME) P1 ARCAL-122.2 type K |
| COMM | RCO Thunder Bay rdo 122.2 (RAAS) 11-02Z Winnipeg rdo 123.475 (FISE) 126.7 (bcst) MF Thunder Bay rdo 11-02Z O/T tfc 122.2 5NM 4300 ASL (CAR 602.98) AWOS 127.675 |
| NAV | NDB YPL 382 (M) N51 26 31 W90 13 20 DME PL 113.7 Ch 84 N51 26 37 W90 13 22 (1261') |
| CAUTION | Dly radiosonde balloon launches with an ascent rate of 1000 ft/min btwn the hrs of 1115-1345Z & 2315-0145Z. |

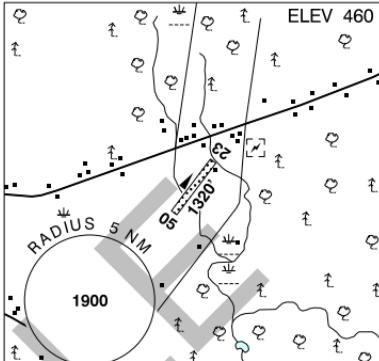


ONTARIO

AERODROME/FACILITY DIRECTORY

PICTON (GREENBUSH) ON

CGB3

| | | |
|--------------------------------|--|---|
| REF | N44 00 04 W77 04 24 2.87 ESE 12°W (2014) UTC-5(4) Elev 460' A5000 |  |
| OPR | Jeff Douglass 613-885-6917 Reg PPR | |
| PF | B-1 C-2,3,4,5 D-6 | |
| FLT PLN FIC | NOTAM FILE CYTR London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) or 519-452-4040 | |
| SERVICES FUEL | MOGAS PN Opr | |
| RWY DATA RCR | Rwy 05(049°)/23(229°) 1320x60 TURF Opr No win maint. Rwy soft in spring. | |
| COMM ATF | tfc 123.2 5NM 3500 ASL | |
| CAUTION | Runway slopes down Thld 23. Rwy narrows at mid-field to 50' to cross seasonal drainage ditch. Treeline nearest to hangar may cause mechanical turbulence. Extv glider activity at CNT7 mid-Jun to mid-Aug. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

PICTON (PRINCE EDWARD COUNTY HOSP) ON (Heli)

CPE7

| | |
|------------------|--|
| REF | N44 00 59 W77 08 17 Adj 12°W (2012) UTC-5(4) Elev 353' A5000 |
| OPR | Quinte Health Care 613-969-7400 Cert |
| PF | C-1,2,3,4,5,6 |
| FLT PLN | NOTAM FILE CYGK |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA | FATO/TLOF 82' dia CONC/ASPH Safety Area 110' x 110' GRASS/GRVL Max heli overall length 54.6' RCR |
| LIGHTING | RY(LO) RF(FL&FH) |
| COMM | tfc 123.2 5NM 3400ASL |
| PRO | Arr/dep btwn 295°-360° & 045°-090° fr heli, slope 8% (H3), day/night use. |



ONTARIO

AERODROME/FACILITY DIRECTORY

PICTON ON

CNT7

| | | |
|-----------------|--|--|
| REF | N43 59 21 W77 08 21 Adj SE 12°W UTC-5(4) Elev 465' A5000 | |
| OPR | Loch Sloy Holdings Ltd. 613-476-3064 Reg PPR | |
| PF | C-1,2,3,4,5,6 | |
| FLT PLN | NOTAM FILE CYGK | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| RWY DATA | Rwy 05/23 2580x150 asphalt Rwy 10/28 2550x150 asphalt Rwy 17/35 2520x150 asphalt Opr No win maint | |
| RCR | | |
| COMM | tfc 123.2 5NM 3500 ASL | |
| CAUTION | Extv glider activity 4NM radius to 3500 ASL mid Jun-Aug 31, dly. | |

SAMPLE

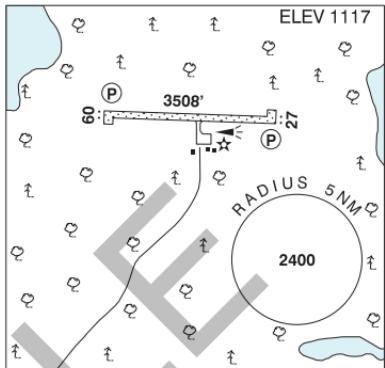
ONTARIO

AERODROME/FACILITY DIRECTORY

PIKANGIKUM ON

CYPM

| | |
|-----------------|--|
| REF | N51 49 11 W93 58 24 1NE 0° (2012) UTC-6(5) Elev 1117' A5007 LO4 CAP |
| OPR | Govt of Ontario 807-473-2082 Cert |
| PF | C-1,4 |
| FLT PLN | NOTAM FILE CYRL |
| FIC | Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) |
| WX | WxCam |
| RWY DATA | Rwy 09(092°)/27(272°) 3508x100 GRVL |
| RWY CERT | Rwy 09/27 AGN IIIA |
| RCR | Aprt Foreman 807-773-5522 Ltd maint 14-23Z‡ Mon-Fri exc hols. Rwy strength & cond subject to seasonal & climatic var. |
| LIGHTING | 09-AS(TE ME) AP, 27-AS(TE ME) AP ARCAL-122.8 type K |
| COMM | tfc 122.8 5NM 4200 ASL. Extv bird activity btwn aptn and landfill, lctd 1.24NM NE of Thld 27. |
| ATF | |

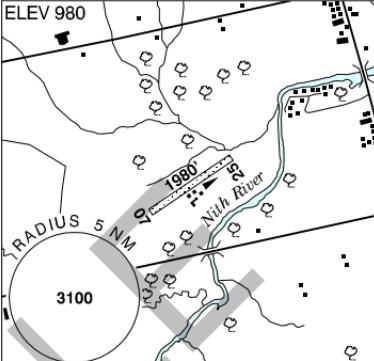


ONTARIO

AERODROME/FACILITY DIRECTORY

PLATTSVILLE (EDWARD'S AIR BASE) ON

CLB2

| | | |
|-------------------------------|--|---|
| REF | N43 18 21 W80 32 55 3E 10°W UTC-5(4) Elev 980' VTA A5000 |  |
| OPR | Edward Lubitz 519-684-7686 Reg | |
| PF | B-1 C-2,4,5 | |
| FLT PLN | NOTAM FILE CYKF | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| RWY DATA RCR | Rwy 07(066°)/25(246°) 1980x75 turf Opr No win maint | |
| COMM ATF | tfc 123.2 5NM 4000 ASL | |
| PRO | Std circuit hgt 2000 ASL. Ultralight circuit hgt 1500 ASL. | |
| CAUTION | Gnd drops off 20' at Thld 25. Trees 25 AGL 75' SE of Thld 25. Trees 25 AGL 225' NW Thld 25. | |

SAMPLE

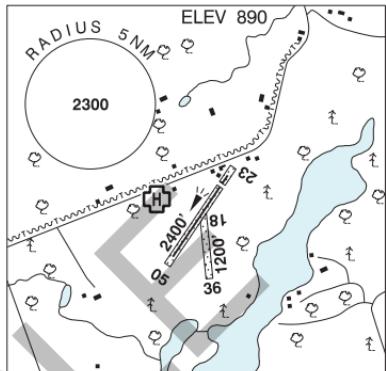
ONTARIO

AERODROME/FACILITY DIRECTORY

PLEVNA / TOMVALE ON

CNA9

| | |
|---|--|
| REF | N44 54 58 W76 56 09 3S 13°W UTC-5(4) Elev 890' A1905 A5000 |
| OPR | Tomvale Air Svcs Ltd 613-479-2625 Reg PPR Ldg fees |
| PF | A-1,2,3,5 D-4,6 |
| FLT PLN FIC | NOTAM FILE CYGK London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES S PVT ADV | 1,2,4,5,6 Tomvale Air Svcs 123.3 |
| RWY DATA RCR | Rwy 05(047°)/23(227°) 2400x75 ASPH/TURF, centre 37x2000 ASPH Thld 23 disp 400'. Rwy 18/36 1200x75 TURF Opr Ltd win maint |
| LIGHTING | 05-(TE LO), 23-(TE LO) Ngt thld displ 400' fr end of Rwy 23. ARCAL-122.8 type J, ARCAL inop when A/D attended. |
| COMM ATF | UNICOM ltd hrs O/T tfc 122.8 5NM 3900 ASL |
| PRO | Rgt hand circuits Rwy 23 (CAR 602.96). |
| CAUTION | Float plane base 0.5S. Marked P-lines 40 AGL loc aprx 800' fr thld Rwy 23. Hosp heli 0.3NM NW. Acft may not be on UNICOM freq. |

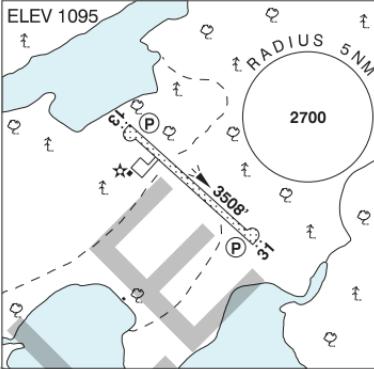


ONTARIO

AERODROME/FACILITY DIRECTORY

POPLAR HILL ON

CPV7

| | | |
|-------------------------------|---|---|
| REF | N52 06 48 W94 15 20 Adj NE 0° (2012) UTC-6(5) Elev 1095' A5007 A5017 LO4 CAP |  |
| OPR | Govt of Ontario 807-473-2082 Cert | |
| FLT PLN FIC | NOTAM FILE CYXL Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) | |
| RWY DATA | Rwy 13(132°)/31(312°) 3508x100 clay/gravel Rwy 13 down 0.57% Rwy 13/31 AGN IIIA | |
| RWY CERT RCR | Opr 807-772-1179 Ltd win maint 14-23Z‡ Mon-Fri exc hols. Rwy strength and cond subject to seasonal and climatic var. | |
| LIGHTING | 13-AS(TE ME) AP, 31-AS(TE ME) AP | ARCAL-122.8 type K |
| COMM ATF | tfc 122.8 | 5NM 4100 ASL |

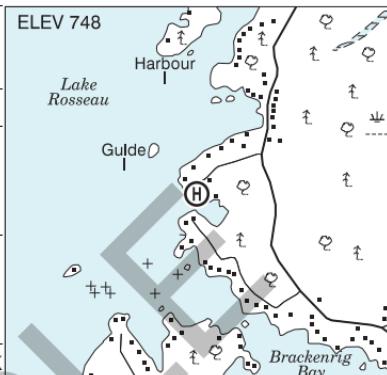
ONTARIO

AERODROME/FACILITY DIRECTORY

PORT CARLING / FIG AIR ON (Heli)

CFA2

| | |
|--------------------------------|---|
| REF | N45 07 41 W79 32 16 1.7ENE 11°W (2015) UTC-5(4) Elev 748' A5000 CAP |
| OPR | Fig Air 905-505-2151 Reg PPR |
| FLT PLN FIC | NOTAM FILE CYQA London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA RCR | FATO/TLOF 85' dia CONC Safety Area 130' dia GRASS Max heli overall length 55' Opr |
| LIGHTING | RY(LO) RF(FH) ARCAL-122.5 type K |
| COMM ATF | tfc 122.8 5NM 3800 ASL |



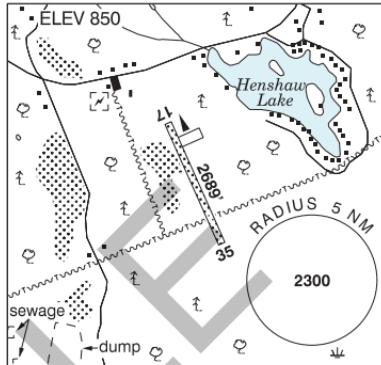
ONTARIO

AERODROME/FACILITY DIRECTORY

PORT CARLING ON

CPC2

| | |
|-------------------------------|---|
| REF | N45 05 34 W79 35 50 1.7SW 11°W (2013) UTC-5(4) Elev 850' A5000 |
| OPR | Brent Quarries 705-765-6447 Reg PPR |
| PF | B-1 D-2,3,4,5,6 |
| FLT PLN FIC | NOTAM FILE CYQA London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA RCR | Rwy 17(167°)/35(347°) 2689x50 GRVL Opr Ltd win maint Rwy soft in spring |
| COMM ATF | Ifc 122.8 5NM 3900 ASL |
| CAUTION | Two twrs 1000' W of rwy. Ditch W of rwy. Trees N and S end of rwy. Machinery may be on rwy. |



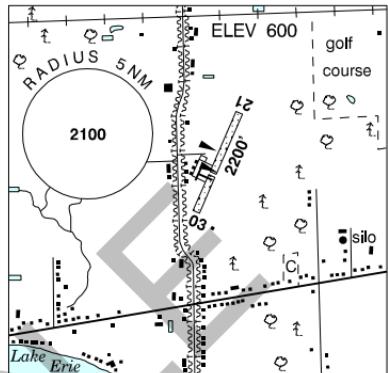
ONTARIO

AERODROME/FACILITY DIRECTORY

PORT COLBORNE ON

CPE5

| | |
|--|--|
| REF | N42 52 39 W79 21 10 4.8W 10°W UTC-5(4) Elev 600' A5000 |
| OPR | Skydive Burnaby 905-899-1528 Reg PPR |
| PF | B-1 C-2,3,4,5,6 |
| FLT PLN FIC | NOTAM FILE CYSN London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES FUEL OIL S | 100LL All 1,4,5 |
| RWY DATA | Rwy 03/21 2200x75 turf Thld 03 displ 800'. RCR Opr No win maint. Rwy soft when wet. |
| COMM ATF A/G | tfc 123.2 5NM 3600 ASL 122.9 |
| PRO | Rgt hand circuits Rwy 21 (CAR 602.96). Possible tfc conflict from A/D 2NM E. Ocsl release of parachutes Mon-Fri fr 500' above water aprx 1NM S, announced on ATF. CYA513(P) activated by NOTAM when parachuting in progress btwn 2800-14,500 ASL. |



ONTARIO

AERODROME/FACILITY DIRECTORY

PORT ELGIN ON

CNL4

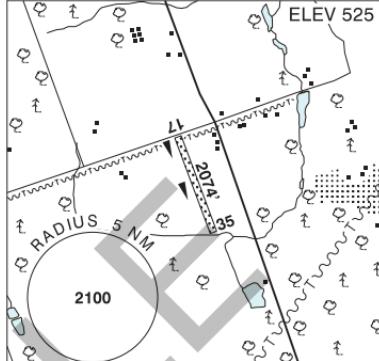
| | | |
|-----------------|--|--|
| REF | N44 24 55 W81 24 52 1.3SW 9°W UTC-5(4) Elev 650' A5000 LO4 LO6 | <p>The map shows a runway labeled '2300' oriented North-South. The runway is 3800' long and 30' wide, marked with a grey shaded area. It starts at an elevation of 650' ASL. To the west is Lake Huron. A circle indicates a 'RADIUS 5 NM'. A 'ditch' is shown along the southern side of the runway. The terrain includes fields and some buildings. A point '970' is marked on a hill to the east.</p> |
| OPR | Town Apt Committee 519-389-5381/832-6178 May 1-Oct 31 Reg | |
| PF | B-1 C-2,3,4,5,6 | |
| CUST | AOE/CAN | |
| FLT PLN | NOTAM FILE CYVV | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| SERVICES | 100LL | |
| FUEL | All | |
| OIL | 4,5 | |
| RWY DATA | Rwy 06/24 3800x175 turf Thld 06 displ 300' day & 735' ngt Thld 24 displ 400' day & 800' ngt | |
| RCR | Opr No win maint. Rwy may be soft dur spring & when wet. | |
| LIGHTING | 06-(TE LO), 24-(TE LO) Lgts on by req | |
| COMM | UNICOM ltd hrs O/T tfc 122.8 5NM 3700 ASL | |
| ATF | | |
| CAUTION | Occasionally deer & birds on rwy. 164 AGL twr 262' E Thld 24 (ngt). | |

ONTARIO

AERODROME/FACILITY DIRECTORY

PORT HOPE (MILLSON FIELD) ON

CMF4

| | | |
|-------------------------------|--|---|
| REF | N43 59 20 W78 25 42 5.4WNW 11°W (2016) UTC-5(4) Elev 525' A5000 |  |
| OPR | Wayne Millson 905-373-6895 Reg PPR | |
| PF | B-1 C-2,3,5 D-4,6 | |
| FLT PLN FIC | NOTAM FILE CYPQ LONDON 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| RWY DATA RCR | Rwy 17(171°)/35(351°) 2074x70 TURF Opr No win maint | |
| COMM ATF | ffc 123.2 5NM 3500 ASL | |
| PRO | Remote control a/c club activity located mid field, will give way to acft on apch. Acft training conducted in vic, monitor 126.7. | |
| CAUTION | Marked hydro wires parallel to 5th line Rd at the Thld 17. P-lines 1/2 mile S of Thld 35. Drainage ditch at Thld 35. Wildlife may be on rwy present dawn/dusk. | |

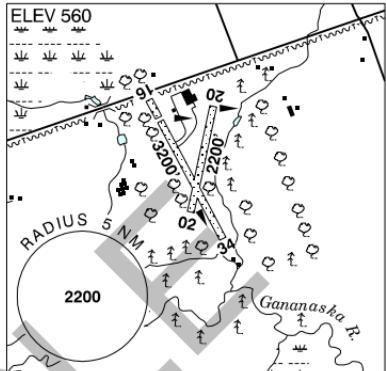
ONTARIO

AERODROME/FACILITY DIRECTORY

PORT HOPE (PETER'S FIELD) ON

CPH3

| | |
|-----------------|--|
| REF | N44 01 29 W78 25 37 6NW 11°W UTC-5(4) Elev 560' A5000 |
| OPR | Spatial Concepts 416-602-6199 Reg PPR |
| PF | C-1,2,3,4,5 D-6 |
| FLT PLN | NOTAM FILE CYPQ |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA | Rwy 16(163°)/34(343°) 3200x120 turf Thld 16 displ 450' Rwy 02(023°)/20(203°) 2200x120 turf RCR Opr No win maint |
| COMM | tfc 123.2 4NM 3600 ASL |
| CAUTION | Trees 60 AGL 180' N Thld 16. Unlgtd P-lines 35 AGL 110' N Thld 16. Treeline 30 AGL 70' W rwy centreline at Thld 16. Rwy 16 pronounced down slope aprx 1200' from thld for 500'. Trees 60 AGL 75' E of rwy intxn. Hi performance glider activity at A/D. Severe drop-off aprx 500' of Thld 34. Extv bird activity in vic of rwy. Acft at Thld 20 unable to see acft on final apch of Rwy 34/16. |



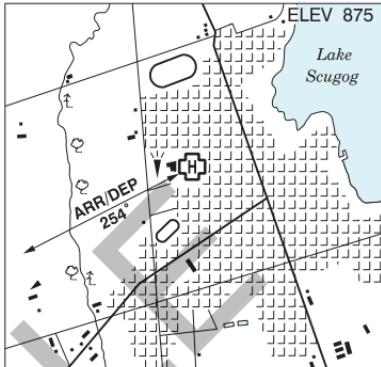
ONTARIO

AERODROME/FACILITY DIRECTORY

PORT PERRY (LAKERIDGE HEALTH) ON (Heli)

CPX6

| | |
|------------------------------|---|
| REF | N44 06 19 W78 57 17 Adj W 11°W UTC-5(4) Elev 875' VTA A5000 |
| OPR | Lakeridge Health Port Perry 905-985-7321 Cert PPR |
| FLT PLN FIC | NOTAM FILE CYOO London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA | FATO/TLOF 86' x 86' ASPH Safety Area 114' x 114' TURF Max heli overall length 57.5' Opr |
| RCR | DR RY(LO) RF(FL) |
| PRO | Arr/dep 254° fr heli, slope 12% (H2) day/night use. |
| CAUTION | Twr painted & lgtd 1125 ASL 250 AGL 2NM E of apt at N44 06 43 W78 54 58. Port Perry/Utica Field A/D 3.7NM WSW of heli. |



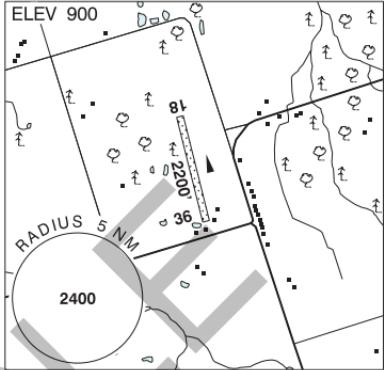
ONTARIO

AERODROME/FACILITY DIRECTORY

PORT PERRY / HOSKIN ON

CPP3

| | |
|-----------------|--|
| REF | N44 03 42 W78 53 07 2.5SE 11°W (2013) UTC-5(4) Elev 900' VTA A5000 |
| OPR | Norm Hoskin 905-242-8920 Reg PPR |
| PF | C-1,2,3,4,5,6 |
| FLT PLN | NOTAM FILE CYOO |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES | |
| S | 1,4,5 |
| RWY DATA | Rwy 18(177°)/36(357°) 2200x60 turf |
| RCR | Opr No win maint Rwy soft when wet. |
| COMM | |
| ATF | tfc 123.2 2NM 3900 ASL |
| CAUTION | Treeline parallels W side of rwy edge by 40'. Ditch running parallel to both sides of rwy at midfield. Numerous tall trees on apch Rwy 36. |



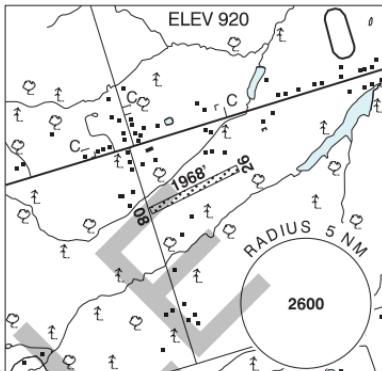
ONTARIO

AERODROME/FACILITY DIRECTORY

PORT PERRY / UTICA FIELD ON

CUT2

| | |
|----------|--|
| REF | N44 03 58 W79 01 15 4.1WSW 11°W (2016) UTC-5(4) Elev 920' VTA A5000 |
| OPR | Arnold Kerry 905-985-7792 Reg PPR |
| PF | C-1,2,4 D-3,5,6,7,8 |
| FLT PLN | NOTAM FILE CYKZ |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA | Rwy 08(075°)/26(255°) 1968x75 GRASS Rwy 08 down 1.68% Opr No maint |
| COMM | tfc 123.2 5NM 4000 ASL excluding Greenbank (CNP8) ATF area |
| ATF | |



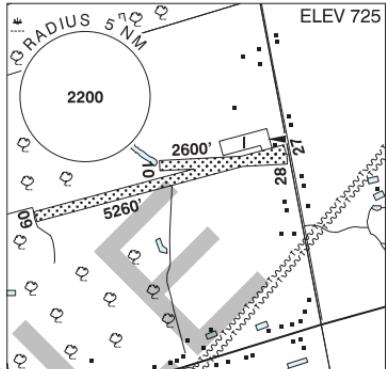
ONTARIO

AERODROME/FACILITY DIRECTORY

QUEENSVILLE (ROLICK AIRPARK) ON

CRA2

| | | |
|------------------------------|---|----------|
| REF | N44 08 27 W79 29 14 1.5WNW 11°W (2013) UTC-5(4) Elev 725' VTA A5000 | ELEV 725 |
| OPR | Emil Simon 416-464-8339 Reg PPR A/D clsd Nov 2-May 31 | |
| PF | C-1,2,3,4,5,6,7,8 | |
| FLT PLN FIC | NOTAM FILE CYKZ London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| RWY DATA | Rwy 09(086°)/27(266°) 5260x100 GRASS Rwy 10(098°)/28(278°) 2600x200 GRASS | |
| RCR | Opr No win maint | |
| COMM ATF | tfc 123.2 3NM 2900 ASL | |
| CAUTION | P-line E of A/D ball marked. Avoid creek running N/S through ctr of property. Trees W of Rwy 09/27. | |



SAMPLE

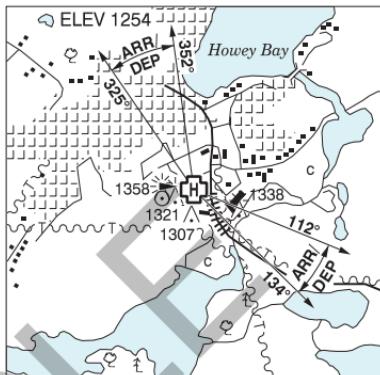
ONTARIO

AERODROME/FACILITY DIRECTORY

RED LAKE (MARGARET COCHENOUR MEM HOSP) ON (Heli)

CRL3

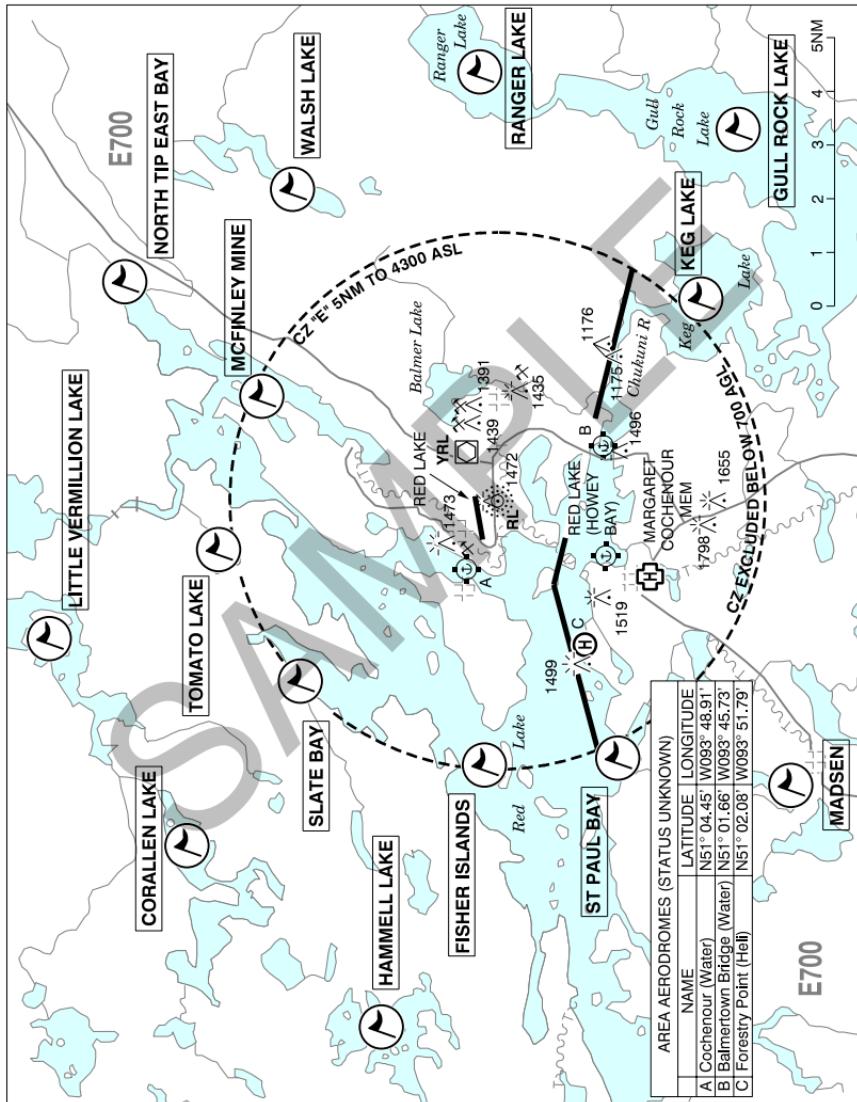
| | |
|--|---|
| REF | N51 00 49 W93 49 19 Adj 0° (2014) UTC-6(5) Elev 1254' A5007 |
| OPR | Margaret Cochenour Mem Hosp 807-727-2231 Ext 346 Cert PPR |
| FLT PLN FIC | NOTAM FILE CYRL Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) |
| HELI DATA RCR | FATO/TLOF 87' dia CONC Safety Area 116' top soil Max overall heli length 57.4' Opr |
| LIGHTING | RW(LO) green |
| COMM RCO MF | Kenora rdo 122.3 (RAAS) 12-04Z‡ Winnipeg rdo 123.55 (FISE) 126.7 (bcst) Kenora rdo 12-04Z‡ O/T tfc 122.3 5NM centred on Red Lake A/D 3.4NM NNE 4300 ASL (CAR 602.98) |
| NAV NDB VOR/DME | Red Lake RL 218 (M) N51 03 40 W93 47 06 Red Lake YRL 114.0 Ch 87 N51 04 18 W93 45 43 (1278') |
| PRO | Arr/dep 112° to 134° and 325° to 352° fr heli, slope 12% (H2). Rstd to twin engine heli. |
| CAUTION | Marked P-poles 330° ESE, 4 lgtd obst vic, refer to A/D sketch. |



ONTARIO

AERODROME/FACILITY DIRECTORY

RED LAKE VFR TERMINAL PROCEDURES CHART



ONTARIO**AERODROME/FACILITY DIRECTORY****RED LAKE VFR TERMINAL PROCEDURES CHART (Cont'd)**

| LOCATION | IDENT | LAT/LONG |
|------------------------|-------|-----------------------|
| CORALLEN LAKE | VCCLK | N51° 09.42 W93° 57.47 |
| FISHER ISLANDS | VCFHR | N51° 03.33 W93° 55.33 |
| GULL ROCK LAKE | VCGRL | N50° 59.10 W93° 36.33 |
| HAMMELL LAKE | VCHML | N51° 05.67 W94° 02.63 |
| KEG LAKE | VCKEG | N50° 59.80 W93° 41.12 |
| LITTLE VERMILLION LAKE | VCLVL | N51° 11.77 W93° 51.47 |
| MADSEN | VCMDN | N50° 58.07 W93° 55.52 |
| MCFINLEY MINE | VCMFM | N51° 08.00 W93° 43.97 |
| NORTH TIP EAST BAY | VCNTP | N51° 10.66 W93° 40.33 |
| RANGER LAKE | VCRLK | N51° 04.02 W93° 34.38 |
| SLATE BAY | VCSBY | N51° 07.08 W93° 52.72 |
| ST PAUL BAY | VCSPB | N51° 01.15 W93° 54.98 |
| TOMATO LAKE | VCTLK | N51° 08.75 W93° 48.83 |
| WALSH LAKE | VCWLK | N51° 07.32 W93° 37.73 |

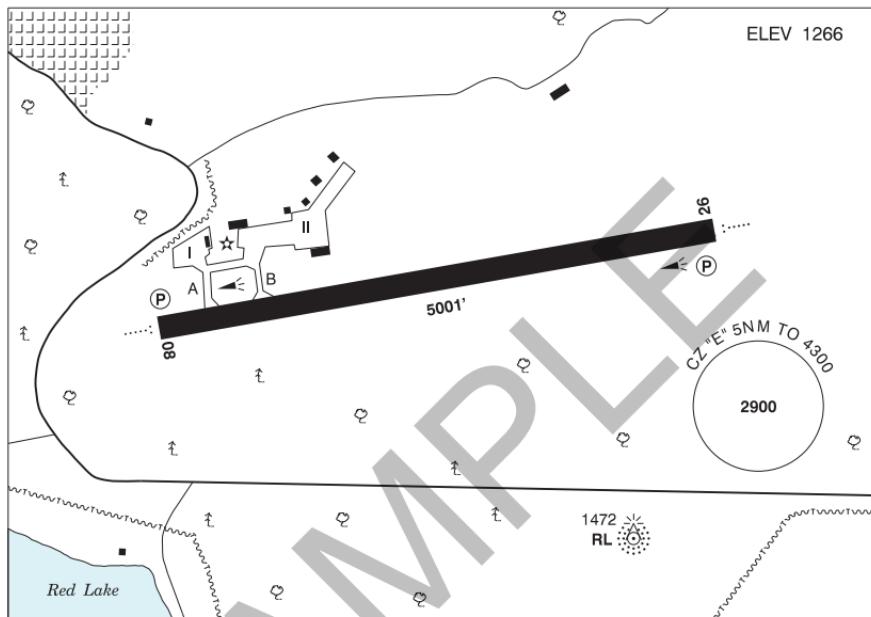
SAMPLE

ONTARIO

AERODROME/FACILITY DIRECTORY

RED LAKE ON

CYRL



| | |
|-----------------|--|
| REF | N51 04 02 W93 47 35 3N 0° (2015) UTC-6(5) Elev 1266' A5007 LO4 HI4 CAP |
| OPR | Muni of Red Lake/Thunder Bay Airport Services Inc 807-662-2581 Cert |
| PF | A-1,3,6, avbl H24 C-2,5 D-4 |
| FLT PLN | NOTAM FILE CYRL |
| FIC | Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) |
| WX | METAR 10-03Z‡ O/T LWIS TAF 11-03Z‡, issue times: 12, 14, 20Z (DT 11, 14, 20Z). |
| SERVICES | Call out chg may be levied for one or more svcs |
| FUEL | 100LL, JA-1 (FSII avbl), SP, HPR |
| OIL | All |
| S | 1,2,3,4,5,6 |
| JASU | CE16, 807-662-7241 or 807-728-2049 |
| PVT ADV | Esso 807-662-7241/807-728-2049 |
| RWY DATA | Rwy 08(80°)/26(260°) 5001x150 asphalt Rwy 26 first 3552' down 0.79% |
| RWY CERT | Rwy 08/26 AGN IIIA |
| TWY CERT | Twy A AGN II |
| RCR | APM 807-662-2581 1200-0230Z‡ O/T & emerg 807-727-0262 2hr PN CRFI, PLR/PCN |
| LIGHTING | 08-AO(TE ME) P1, 26-AO(TE ME) P1 ARCAL-122.3 type K |
| COMM | |
| RCO | Kenora rdo 122.3 (RAAS) 12-04Z‡ Winnipeg rdo 123.55 (FISE) 126.7 (bcst) |
| MF | Kenora rdo 12-04Z‡ O/T tfc 122.3 5NM 4300 ASL (CAR 602.98) |
| PAL | Winnipeg Ctr 135.325 |
| NAV | |
| NDB | RL 218 (M) N51 03 40 W93 47 06 |
| VOR/DME | YRL 114.0 Ch 87 N51 04 18 W93 45 43 (1278') |

ONTARIO

AERODROME/FACILITY DIRECTORY

RED LAKE ON (Cont'd)

CYRL

| | |
|---------|--|
| PRO | Rgt hand circuits Rwy 26 (CAR 602.96). |
| CAUTION | Extv float/ski tfc in vic. Aerobatics may be in progress over aptn 4300 ASL & below. Possibility of wildlife within aptn perimeter. |

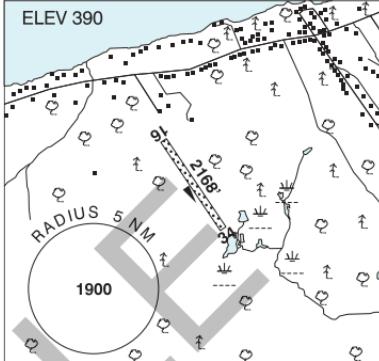
SAMPLE

ONTARIO

AERODROME/FACILITY DIRECTORY

REDNERSVILLE / AERY ON

CRA3

| | | | |
|-------------------------------|---|---|--|
| REF | N44 06 19 W77 27 34 Adj SW 12°W (2020) UTC-5(4) Elev 390' A5000 |  | |
| OPR | Don Patrick 905-261-6615 Reg PPR | | |
| PF | C-1,2,3,4,5,6 | | |
| FLT PLN | FIC NOTAM FILE CYTR London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | | |
| RWY DATA RCR | Rwy 16(158°)/34(338°) 2168x70 turf Opr No win maint. Rwy soft in spring. | | |
| COMM TWR | Trenton 128.7 | | |
| PRO | A/D is in CFB Trenton Class D CZ. Advs Trenton TWR prior to entering CZ on arr or dep. Call Trenton TWR by phone 30 min prior to planned dep and ctc TWR on 128.7 prior to tkof. All NORDO fits must ctc Trenton TWR via altn means prior to entering CZ on arr or dep. Trenton TWR 613-965-3788 will accept collect calls. | | |
| CAUTION | Extv paradrop & glider activity at Trenton (3NM WNW) & Mountain View (5.6NM SE) to 3500 ASL, ocls to 12,500 ASL. Timing and alt will be bcst on Trenton ATIS 135.45. Extv mil tfc within 35NM of Trenton. | | |

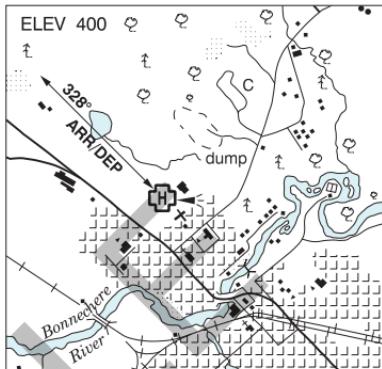
ONTARIO

AERODROME/FACILITY DIRECTORY

RENFREW (VICTORIA HOSP) ON (Heli)

CPG9

| | |
|--------------------------------|---|
| REF | N45 28 57 W76 41 46 Adj W 13°W UTC-5(4) Elev 400' A1905 A5000 |
| OPR | Renfrew Victoria Hosp 613-432-4851 Cert PPR |
| FLT PLN FIC | NOTAM FILE CYTA London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA RCR | 86' dia asphalt 114' dia Max heli overall length 57.5' Opr |
| LIGHTING | DR RY(LO) RF(FH) |
| PRO | Arr/dep 328° fr heli, slope 8% (H1) day/night use. |



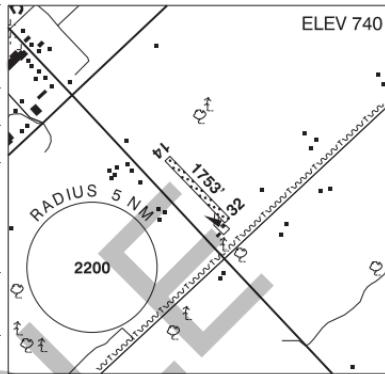
ONTARIO

AERODROME/FACILITY DIRECTORY

RIDGETOWN (CARNIE AIRFIELD) ON

CRN2

| | | |
|-----------------|--|----------|
| REF | N42 25 29 W81 51 58 1.3SE 8°W (2015) UTC-5(4) Elev 740' A5000 | ELEV 740 |
| OPR | Brad Carnie 519-674-3643 Reg PN | |
| PF | C-1,2,4,5 D-3,6 | |
| FLT PLN | NOTAM FILE CYQG | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| RWY DATA | Rwy 14(144°)/32(325°) 1753x60 TURF | |
| RCR | Opr No win maint. Rwy soft when wet. | |
| COMM | tfc 123.2 5NM 3700 ASL | |
| CAUTION | Unmarked P-lines 30 AGL 512' from Thld 32. Cultivated fields at all edges of rwy. | |



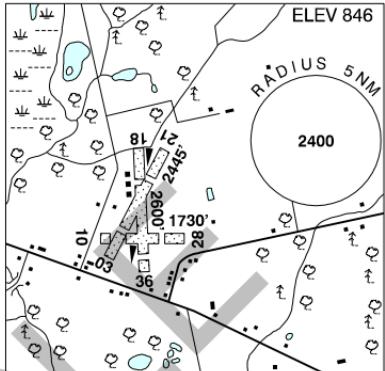
ONTARIO

AERODROME/FACILITY DIRECTORY

ROCKTON ON

CPT3

| | |
|------------------------------|---|
| REF | N43 19 20 W80 10 35 1.5W 10°W UTC-5(4) Elev 846' VTA A5000 |
| OPR | SOSA Gliding Club 519-740-9328 Reg PPR |
| PF | C-1,2 D-3,4,5,6 |
| FLT PLN FIC | NOTAM FILE CYKF London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA | <p>Rwy 03/21 2445x200 turf Thld 03 displ 550'. Thld 21 displ 600'.</p> <p>Rwy 18/36 2600x200 turf Thld 18 displ 650'. Thld 36 displ 250'.</p> <p>Rwy 10/28 1730x200 turf Thld 10 displ 300'. Thld 28 displ 400'.</p> <p>RCR Opr No win maint. Rwy soft when wet & in spring.</p> |
| COMM ATF | UNICOM ltd hrs O/T tfc 122.725 5NM 3800 ASL |
| PRO | Rgt hand circuits for powered aircraft (CAR 602.96). Gliders std left hand circuits. Glider activity. Significant glider activity Mar-Dec. |
| CAUTION | Trees 60 AGL aprx 225' fr Thld 21. Extv wind shear on apch Rwy 21 with wind fr 210°. Wind blanking fr hg left side rwy on tkof Rwy 36. Active winch launched gliders, cable to 2800 ASL within 1NM. |



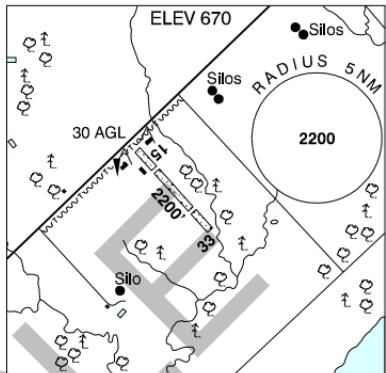
ONTARIO

AERODROME/FACILITY DIRECTORY

RODNEY (NEW GLASGOW) ON

CPU3

| | |
|---|---|
| REF | N42 31 53 W81 36 25 4SE 8°W UTC-5(4) Elev 670' A5000 |
| OPR | Howard Faulkner 519-785-0856 Reg PPR |
| PF | B-1 C-2 D-3,4,5,6 |
| FLT PLN FIC | NOTAM FILE CYXU London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES OIL S | PN for all svcs. All 4,5 |
| RWY DATA RCR | Rwy 15/33 2200x80 turf Thld 15 displ 500'. Thld 33 displ 500'. Opr No win maint. Rwy soft when wet |
| LIGHTING | 15-(LO), 33-(LO) |
| COMM ATF | tfc 123.2 5NM 3700 ASL |
| CAUTION | P-line aprx 30 AGL, NW end aprx 100' fr Thld 15 (yellow markers). Trees on apch to Rwy 33. Trees adj W to Rwy 15/33 within 100' rwy centreline. |

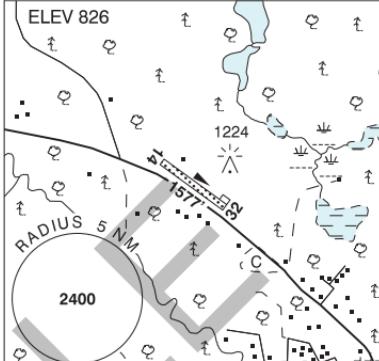


ONTARIO

AERODROME/FACILITY DIRECTORY

ROSSEAU ON

CRS4

| | | |
|-------------------------------|---|---|
| REF | N45 16 09 W79 39 21 Adj NW 11°W (2015) UTC-5(4) Elev 826' A5000 |  |
| OPR | Ron Brent 705-644-7040 Reg PPR | |
| PF | B-1 C-2 | |
| FLT PLN FIC | NOTAM FILE CYQA London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| RWY DATA RCR | Rwy 14(137°)/32(317°) 1577x60 GRVL Opr No win maint. Rwy soft in spring. | |
| COMM ATF | tfc 122.8 5NM 3900 ASL | |
| CAUTION | Twr 1224 ASL (345 AGL) 800' NE of aptn ctr. Watch for heavy eqpt on rwy. | |

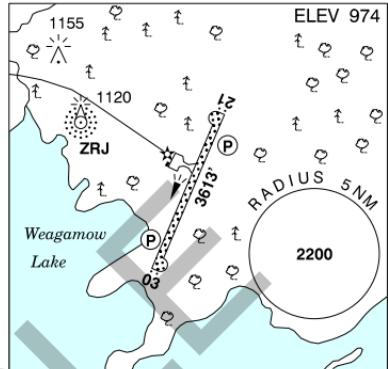
ONTARIO

AERODROME/FACILITY DIRECTORY

ROUND LAKE (WEAGAMOW LAKE) ON

CZRJ

| | |
|-----------------|---|
| REF | N52 56 37 W91 18 45 1E 3°W (2009) UTC-6(5) Elev 974' A5017 LO3 CAP |
| OPR | Govt of Ontario 807-473-2082 Cert |
| PF | C-1,4 |
| FLT PLN | FIC NOTAM FILE CYXL Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) |
| | WX WxCam |
| RWY DATA | Rwy 03(026°)/21(206°) 3613x100 gravel Rwy 03 up 0.53% |
| RWY CERT | Rwy 03/21 AGN IIIA |
| RCR | Aprt Foreman 807-469-5221 Ltd maint 14-23Z‡ Mon-Fri exc hols. Rwy strength & cond subject to seasonal and/or climatic variations |
| LIGHTING | 03-AS(TE ME) AP, 21-AS(TE ME) AP ARCAL-123.2 type K |
| COMM | ATF Round Lake tfc 123.2 5NM 4000 ASL |
| NAV | NDB ZRJ 236 (L) N52 56 55 W91 19 26 Unmonitored |



ONTARIO

AERODROME/FACILITY DIRECTORY

SACHIGO LAKE ON

CZPB

| | | |
|---------------------|--|---|
| REF | N53 53 28 W92 11 47 1.5N 2°W UTC-6(5) Elev 876' A5017 LO3 CAP | <p>ELEV 876 ‡</p> <p>3506'</p> <p>RADIUS 5 NM</p> <p>2100</p> |
| OPR | Govt of Ontario 807-473-2082 Cert | |
| PF | C-1,4 | |
| FLT PLN | NOTAM FILE CYXL | |
| FIC | Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) | |
| RWY DATA | Rwy 10(095°)/28(275°) 3506x100 gravel Rwy 10 up 0.44% first 2772' then down 0.59% | <p>Rwy 10/28 IIIA</p> <p>APM 807-595-2558 14-23Z‡ Mon-Fri exc hols. Rwy strength & cond subject to seasonal and/or climatic variations.</p> |
| RWY CERT RCR | Rwy 10/28 IIIA APM 807-595-2558 14-23Z‡ Mon-Fri exc hols. Rwy strength & cond subject to seasonal and/or climatic variations. | |
| LIGHTING | 10-AS(TE ME) AP, 28-AS(TE ME) AP ARCAL-123.2 type K | |
| COMM | | |
| ATF | tfc 123.2 5NM 3900 ASL | |

ONTARIO

AERODROME/FACILITY DIRECTORY

SANDY LAKE ON

CZSJ

| | | |
|-----------------|--|--|
| REF | N53 03 51 W93 20 40 Adj NE 0° UTC-6(5) Elev 951' A5017 LO3 CAP | |
| OPR | Govt of Ontario 807-473-2082 Cert | |
| PF | C-1,4 | |
| FLT PLN | FIC NOTAM FILE CYXL Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) | |
| | WX METAR AUTO H24 (see COMM) WxCam TAF 11-23Z‡, issue times: 1040, 1740Z (DT 0940, 1640Z) | |
| RWY DATA | Rwy 11(113°)/29(293°) 3507x100 GRVL Rwy 11 up 0.40% Rwy 29 up 1.03% | |
| RWY CERT | Rwy 11/29 AGN IIIA | |
| APRON | Apron I - ATB, Apron II - Cargo | |
| RCR | APM 807-774-4521 14-23Z‡ Mon-Fri exc hols. Rwy strength & cond subject to seasonal & climatic var. | |
| LIGHTING | 11-AS(TE ME) AP, 29-AS(TE ME) AP ARCAL-122.8 type K | |
| COMM | ATF tfc 122.8 5NM 4000 ASL AWOS 124.825 | |
| NAV | | |
| NDB | ZSJ 258 (M) N53 04 06 W93 20 40 Unmonitored | |
| CAUTION | Rdo transmission blind spot lctd on apron adj to mid-pt of rwy. Transmission made on the rwy received normally by acft in flt. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

SARNIA (CHRIS HADFIELD) ON**CYZR**

| | | |
|-----------------|---|--|
| REF | N42 59 59 W82 18 34 4ENE 8°W UTC-5(4) Elev 595' A5000 LO6 HI5 CAP | |
| OPR | City 519-542-7767 Cert | |
| PF | B-1,2,6 C-3,4,5 | |
| CUST | AOE/30 888-226-7277 13-04Z‡ PN | |
| FLT PLN | FIC NOTAM FILE CYZR London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) WX METAR AUTO H24 (see COMM) TAF 10-03Z‡, issue times: 0840, 1340, 1940Z (DT 0740, 1340, 1940Z). WxCam | |
| SERVICES | Corporate & Commercial after hrs call out 519-381-3444. Chgs may apply. | |
| FUEL | 100LL 13-01Z‡, JA-1 HPR 13-23Z‡ | |
| OIL | 65, 80, 100 13-01Z‡ | |
| S | 1,4,5,6 Ltd stor | |
| PVT ADV | Piston FBO 519-542-6599, after hrs call out 519-402-2199. Chgs may apply. Jet/Turbine FBO 519-542-7767 PN. | |
| RWY DATA | Rwy 15(145°)/33(325°) 5106x100 ASPH Rwy 06(055°)/24(235°) 2990x75 ASPH | |
| TWY RCR | Twy C rstd day use only. Twy A rstd pvt use only. Opr 12-24Z‡ | |
| LIGHTING | 15-AS(TE HI) P1, 33-AN(TE HI) P1 ARCAL-123.0 type K | |
| COMM | | |
| RCO | London rdo 123.475 (FISE) | |
| ATF | tfc 123.0 5NM 3600 ASL | |
| PAL | Toronto Ctr 134.375 | |
| AWOS | 119.125 | |
| PRO | Rgt hand circuits Rwy 24 (CAR 602.96). | |
| CAUTION | 5' bdry fence aprx 380' SW Thld 15. Snowy Owl presence Nov 1 - Mar 31. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

SAULT STE. MARIE ON (Heli)**CNR3**

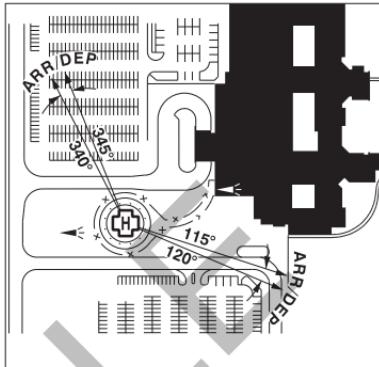
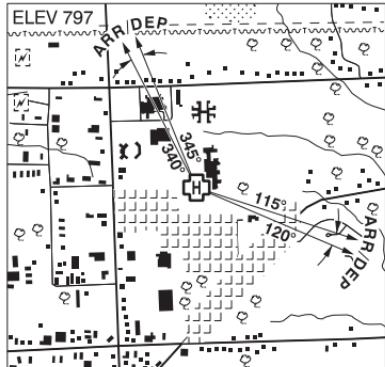
| | | |
|------------------|--|---|
| REF | N46 30 16 W84 19 24 Adj S 7°W UTC-5(4) Elev 580' A5001 | <p>ELEV 580</p> <p>St Marys River</p> <p>ARR/DEP</p> <p>131°</p> <p>246°</p> <p>CANADA U.S.A.</p> |
| OPR | Canadian Bushplane Heritage Centre 705-945-6242 Reg | |
| PF | B1 avbl 13-22Z‡ C-2,3,4,5,6 | |
| FLT PLN | FIC NOTAM FILE CYAM London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| SERVICES | 13-22Z‡ May-Oct, dawn til dusk Nov-Apr | |
| | FUEL 100LL Humphrey Aviation Services 705-542-2590 | |
| HELI DATA | RCR 57' dia concrete Opr | |
| LIGHTING | Floodlit Apron; Aiming point lighting, 6 red lghts. | |
| COMM | ATF tfc 122.7 2NM 3000 ASL | |
| PRO | Arr/dep btwn 131°-246° fr heli. Arr/dep hover area & aiming point lctd S of pad. | |
| CAUTION | Co-located water aerodrome, docks just W of helipads. Hi lvl of tfc in vic Sault, Michigan apt, also on 122.7 | |

ONTARIO

AERODROME/FACILITY DIRECTORY

SAULT STE. MARIE (SAULT AREA HOSP) ON (Heli)

CSM9

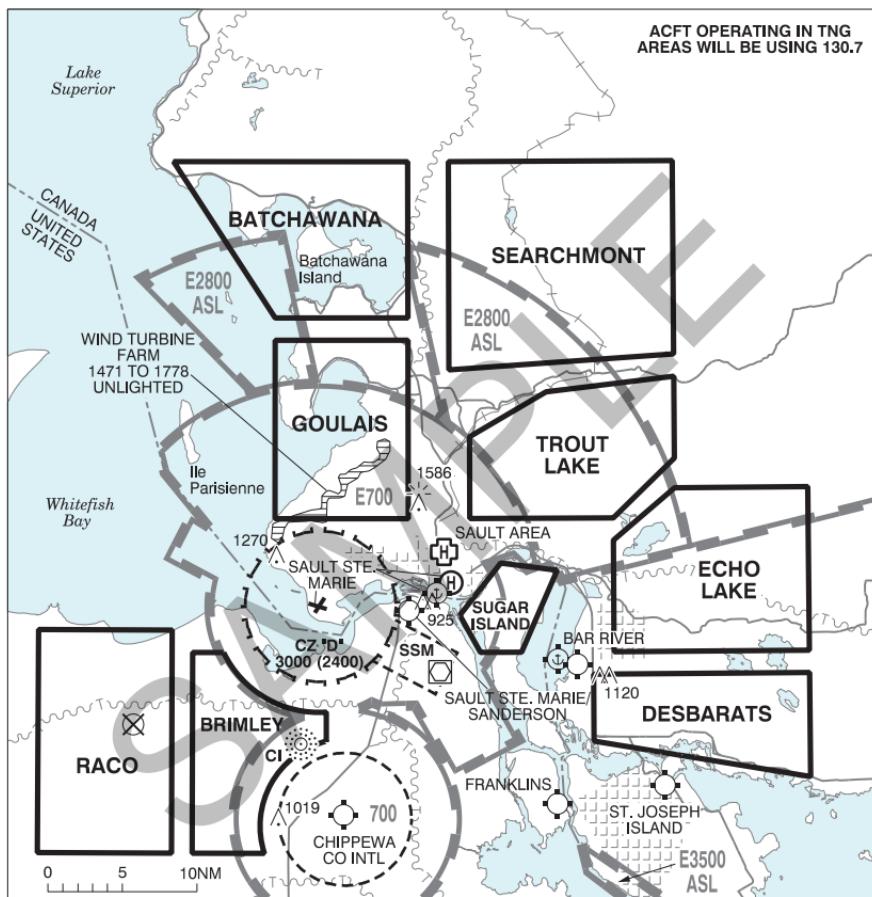


| | |
|------------------|--|
| REF | N46 32 51 W84 18 45 5N 7°W UTC-5(4) Elev 797' A5001 |
| OPR | Sault Area Hospital 705-759-3434 Ext 4412 Cert PPR |
| PF | A-1 C-2,3,4,5,6 |
| FLT PLN | NOTAM FILE CYAM |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA) |
| HELI DATA | 86' dia concrete 115' dia safety area Max heli overall length 57.4' |
| RCR | Opr |
| LIGHTING | RY(LO) |
| COMM | tfc 122.7 2NM 3000 ASL |
| PRO | Arr/dep btwn 115°-120° & 340°-345° fr heli, slope 16% (H2), day/night use. |
| CAUTION | Twr 224 AGL aprx 0.2NM W and twr 230 AGL aprx 0.7NM NW of heli. |

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AERODROME/FACILITY DIRECTORY

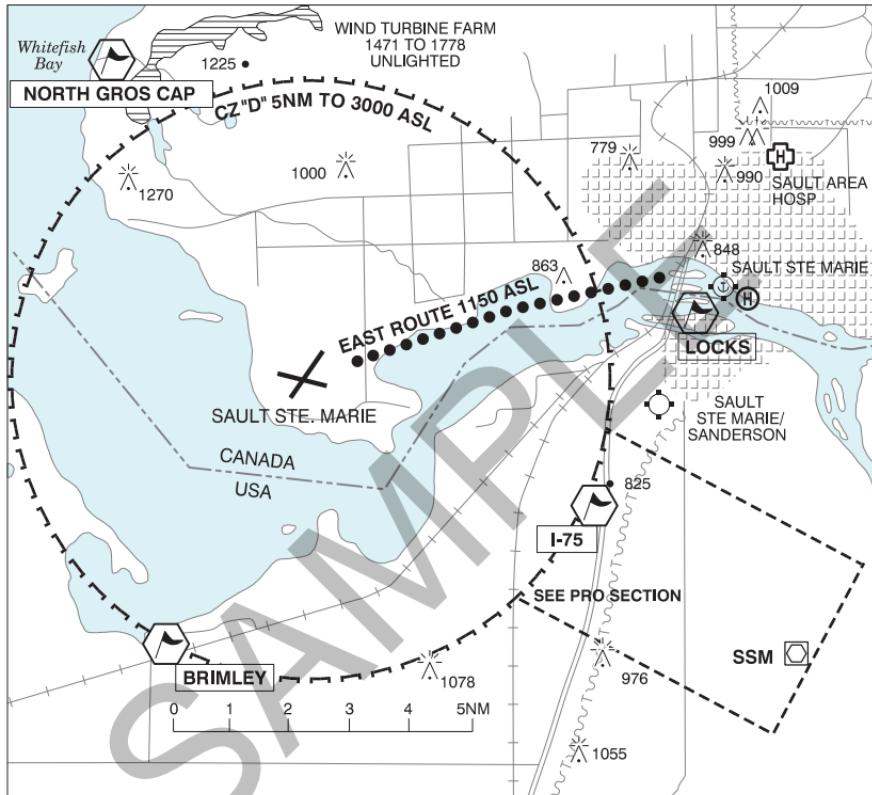
SAULT STE. MARIE VFR TERMINAL PROCEDURES CHART - TRAINING AREAS



ONTARIO

AERODROME/FACILITY DIRECTORY

SAULT STE. MARIE VFR TERMINAL PROCEDURES CHART



| LOCATION | IDENT | LAT/LONG |
|----------------|-------|-----------------------|
| BRIMLEY | VCBRM | N46° 24.75 W84° 34.00 |
| I-75 | VCISF | N46° 26.00 W84° 23.60 |
| LOCKS | VCLKS | N46° 30.20 W84° 21.30 |
| NORTH GROS CAP | VCNGC | N46° 34.50 W84° 35.50 |

ONTARIO

AERODROME/FACILITY DIRECTORY

SAULT STE. MARIE ON

CYAM

| | | |
|-----------------|--|--|
| REF | N46 29 06 W84 30 34 8WSW 7°W (2012) UTC-5(4) Elev 632' A5001 LO4 HI4 HI5 CAP | <p>ELEV 632</p> <p>CZ "D" 5NM TO 3000</p> <p>2500</p> <p>6000'</p> <p>752</p> <p>TWR</p> <p>760</p> <p>V E F G P</p> |
| OPR | Sault Ste. Marie Airport Development Corporation 705-779-3031 Cert Ldg fees | |
| PF | B-1,2,3,6,7 D-4,5 | |
| CUST | AOE/30 888-226-7277 | |
| FLT PLN | NOTAM FILE CYAM Pilots to open/ close VFR fit plan with London rdo 123.475 or by phone. | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| WX | METAR H24. TAF H24, issue times: 02, 08, 14 & 20Z. AUTO (see COMM) | |
| SERVICES | Call out chg may be levied for one or more svcs | <p>ELEV 632</p> <p>CZ "D" 5NM TO 3000</p> <p>2500</p> <p>6000'</p> <p>752</p> <p>TWR</p> <p>760</p> <p>V E F G P</p> |
| FUEL | 100LL, JA-1 (FSII avbl) | |
| OIL | 100, 15W50 | |
| S | 1,2,3,4,5,6 | |
| SUP FL | LHOX, D & A-ice PN | |
| JASU | Mil-CE14, CA2, GTC/GTE85 | |
| PVT ADV | Executive Aviation (World Fuel Services) 122.45 Mon-Fri 11-01Z‡, Sat-Sun 1100-0001Z‡ O/T call out chg 249-889-1244 JD Aero (Avjet Fuels) 128.875 10-22Z‡ 705-779-3977 Ext 200 O/T call out chg apply 705-779-3977 Ext 213/215 or 705-541-8153 (FBO mgr) | <p>ELEV 632</p> <p>CZ "D" 5NM TO 3000</p> <p>2500</p> <p>6000'</p> <p>752</p> <p>TWR</p> <p>760</p> <p>V E F G P</p> |
| MIL CON | JD Aero Technical (Avjet Holding) 705-779-3977 | |
| RWY DATA | Rwy 04(040°)/22(220°) 6000x200 ASPH Rwy 22 down 0.3% Rwy 12(115°)/30(295°) 6000x200 ASPH | <p>ELEV 632</p> <p>CZ "D" 5NM TO 3000</p> <p>2500</p> <p>6000'</p> <p>752</p> <p>TWR</p> <p>760</p> <p>V E F G P</p> |
| RWY CERT | Rwy 04/22 AGN IV | |
| RCR | Rwy 12 RVR 1200(1/4sm)/Rwy 30 RVR 1200(1/4sm) AGN IV Opr CRFI/RSC avbl 1030-0230Z‡ Win maint 1030-0230Z‡ Nov 12 -Mar 31 O/T call out chg, 3 hrs PN. PLR/PCN | |
| LIGHTING | 04-AO(TE ME) V2, 22-AO(TE ME) V2, 12-AN(TE HI), 30-AO(TE HI) P1 ARCAL-118.8 type K when twr clsd. | <p>ELEV 632</p> <p>CZ "D" 5NM TO 3000</p> <p>2500</p> <p>6000'</p> <p>752</p> <p>TWR</p> <p>760</p> <p>V E F G P</p> |
| COMM | <p>ELEV 632</p> <p>CZ "D" 5NM TO 3000</p> <p>2500</p> <p>6000'</p> <p>752</p> <p>TWR</p> <p>760</p> <p>V E F G P</p> | |
| RCO | London rdo 123.475 (FISE) 126.7 (bcst) | |
| ATIS | 133.05 1130-0330Z‡ | |
| GND | 121.7 1130-0330Z‡ | |
| TWR | Sault 118.8 (E) 1130-0330Z‡ (emerg only 705-779-3707) | |
| MF | tfc 118.8 0330-1130Z‡ 5NM shape irregular 3000 ASL (CAR 602.98) MF only applicable over Cdn territory | |
| PAL | Toronto Ctr 132.65 344.5 | |
| AUTO | 133.05 0330-1130Z‡ | |
| NAV | <p>ELEV 632</p> <p>CZ "D" 5NM TO 3000</p> <p>2500</p> <p>6000'</p> <p>752</p> <p>TWR</p> <p>760</p> <p>V E F G P</p> | |
| VOR/DME | SSM 112.2 (T) Ch 59 N46 24 44 W84 18 54 | |
| ILS | IAM 109.5 (Rwy 12) RVR | |
| PRO | Heli arr/dep E as indicated on VTPC. Heli arr/dep N & S at Twr discretion. Hi lvl of tfc in the vic Sault, Michigan apt, also on 122.7. Twy G run-ups: only south of the svc road intxn and facing west. | <p>ELEV 632</p> <p>CZ "D" 5NM TO 3000</p> <p>2500</p> <p>6000'</p> <p>752</p> <p>TWR</p> <p>760</p> <p>V E F G P</p> |
| CAUTION | Dur win months btwn 0330-1130Z (when ATC clsd), aptn maint & snow removal vehicles may be oprg on the rwy surface. Ctc all grd vehicles on MF when ATC clsd. | |

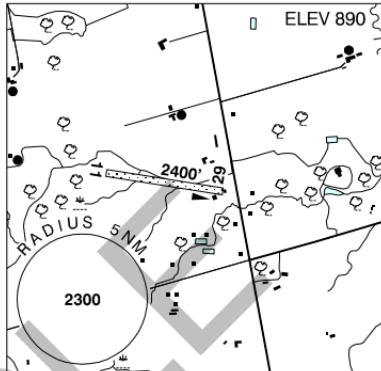
ONTARIO

AERODROME/FACILITY DIRECTORY

SCHOMBERG (SLOAN FIELD) ON

CSV8

| | |
|-----------------|---|
| REF | N43 59 10 W79 43 38 2WSW 11°W (2011) UTC-5(4) Elev 890' VTA A5000 |
| OPR | Gord Sloan 416-464-7384 Reg PPR |
| PF | C-1,2,3 D-4,5,6 |
| FLT PLN | NOTAM FILE CYBM |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Tollfree within Canada & USA) |
| RWY DATA | Rwy 11(110°)/29(290°) 2400x30 turf |
| RCR | Opr Ltd win maint. Rwy soft in spring and when wet. |
| COMM | tfc 123.2 3NM 3900 ASL |
| CAUTION | P-lines buried W, trees W of strip 50 AGL. |



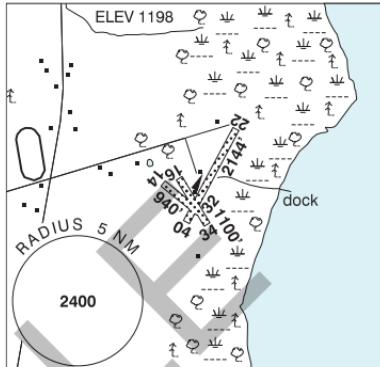
ONTARIO

AERODROME/FACILITY DIRECTORY

SEAGRAVE / NORTH PORT ON

CNP4

| | |
|--|--|
| REF | N44 10 00 W78 56 09 2.1S 11°W (2020) UTC-5(4) Elev 1198' VTA A5000 |
| OPR | North Port Aerodrome Ltd. 905-809-7953 / 447-8768 Reg PPR |
| PF | C-1,2,3,4,5,6 |
| FLT PLN FIC | NOTAM FILE CYOO London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES FUEL OIL S | 100LL All 1,2,3,4,5,6 |
| RWY DATA RCR | Rwy 04(039°)/22(219°) 2144x70 TURF Rwy 16(160°)/34(340°) 1100x65 TURF Rwy 14(140°)/32(320°) 940x65 TURF Opr No win maint. Rwy soft in spring. |
| COMM ATF | tfc 123.2 3NM 4200 ASL excluding Greenbank (CNP8) ATF area. |
| CAUTION | Water A/D Adj E. Greenbank land A/D aprx 3.8 SW. |



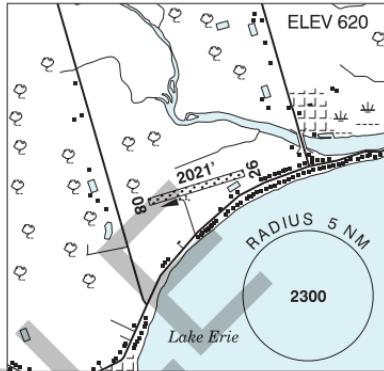
ONTARIO

AERODROME/FACILITY DIRECTORY

SELKIRK ON

CJA2

| | |
|----------|--|
| REF | N42 48 25 W79 58 37 2.6SW 10°W (2015) UTC-5(4) Elev 620' A5000 |
| OPR | Jaime Alexandre 905-929-3215 Reg |
| PF | C-1,2,3,4 |
| FLT PLN | NOTAM FILE CYHM |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) or 519-452-4040 |
| RWY DATA | Rwy 08(083°)/26(263°) 2021x80 TURF |
| RCR | Opr No win maint. Soft when wet. |
| COMM | tfc 122.9 5NM 3700 ASL |
| PRO | Right hand circuits on Rwy 08 (CAR 602.96) |
| CAUTION | Wind turbine farm to N 1020 ASL. |



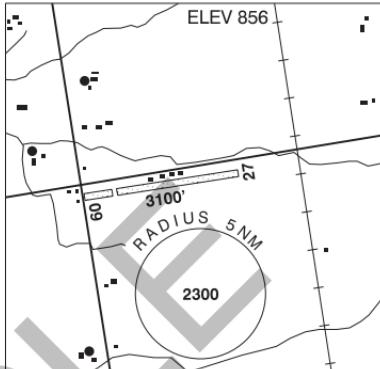
ONTARIO

AERODROME/FACILITY DIRECTORY

SEXSMITH / EXETER ON

CSX7

| | |
|--|---|
| REF | N43 22 38 W81 30 15 1NW 9°W UTC-5(4) Elev 856' A5000 |
| OPR | Sexsmith Pilots Ltd 519-237-3154 or ctc David Frayne 519-235-1409 or Ross Alexander 519-670-5857 Reg |
| PF | B-1 C-2,3,4,5,6 |
| FLT PLN FIC | NOTAM FILE CYXU London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES FUEL S | 100LL PN 4,5,6 |
| RWY DATA | Rwy 09/27 3100x90 turf/snow Thld rwy 09 displ 550' |
| RCR | Opr Ltd win maint, soft when wet and spring thaw, call prior |
| COMM ATF | 123.2 5NM 3900 ASL |
| CAUTION | Marked wires and poles thld Rwy 09. CYCE 5NM S 122.8. |



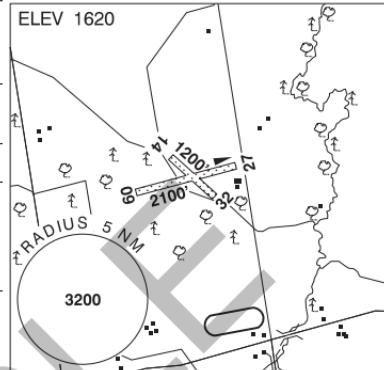
ONTARIO

AERODROME/FACILITY DIRECTORY

SHELBURNE (SCHAEFER FIELD) ON

CSF4

| | |
|-------------------------------|---|
| REF | N44 00 31 W80 15 45 5SW 10°W (2012) UTC-5(4) Elev 1620' VTA A5000 |
| OPR | Rick Schaefer 647-992-3933 Reg PPR |
| PF | B-1 C-2,3,4 D-5,6 |
| FLT PLN FIC | NOTAM FILE CYBM London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA RCR | Rwy 09(085°)/27(265°) 2100x45 turf Rwy 14(142°)/32(322°) 1200x45 turf Opr No win maint. Rwy soft in spring or after hvy rain. |
| COMM ATF | tfc 123.2 2NM 3700 ASL |
| CAUTION | Trees Thld 32 50 AGL. Wires Thld 27 40 AGL. Wildlife in vic of rwy. |



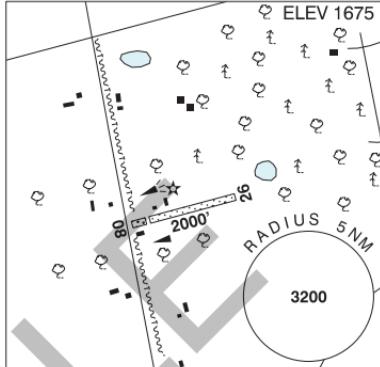
ONTARIO

AERODROME/FACILITY DIRECTORY

SHELBURNE / FISHER FIELD ON

CNN3

| | |
|--|---|
| REF | N44 01 42 W80 12 22 3S 10°W UTC-5(4) Elev 1675' VTA A5000 |
| OPR | 578035 Ontario Ltd 416-578-1303 Reg |
| PF | B-1 C-2,3,4 D-5,6 |
| FLT PLN FIC | NOTAM FILE CYBM London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES FUEL S | 100LL PN 4.5 |
| RWY DATA RCR | Rwy 08/26 2000x100 turf Thld 08 displ 200' ngt Opr No win maint, soft in spring. |
| LIGHTING | 08-(T LO), 26-(T LO) ARCAL-122.725 type J, 10 min duration. |
| COMM ATF A/G | tfc 122.725 2NM 3700 ASL 122.9 O/R |



SAMPLE

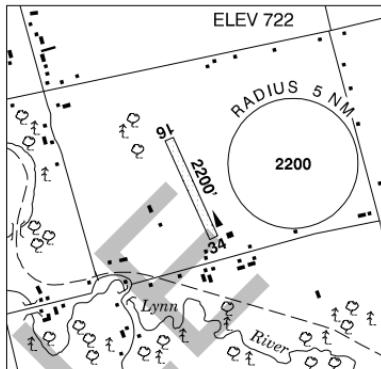
ONTARIO

AERODROME/FACILITY DIRECTORY

SIMCOE (DENNISON FIELD) ON

CPA4

| | |
|-------------------------------|---|
| REF | N42 49 09 W80 15 57 2SE 10°W UTC-5(4) Elev 722' A5000 |
| OPR | R. Dennison 519-426-8602 Jeff Dennison 519-429-9148 Reg PPR |
| PF | C-1,2,3,4,5 |
| FLT PLN FIC | NOTAM FILE CYFD London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA RCR | Rwy 16/34 2200x80 turf Opr No win maint. Rwy may be soft when wet. |
| COMM ATF | tfc 122.9 5NM 3700 ASL |
| PRO | Rgt hand circuits Rwy 34 (CAR 602.96). |



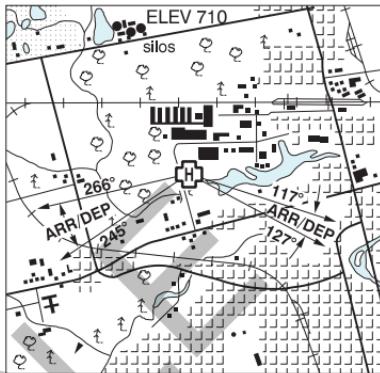
ONTARIO

AERODROME/FACILITY DIRECTORY

SIMCOE (NORFOLK GEN HOSP) ON (Heli)

CPA8

| | |
|------------------------------|--|
| REF | N42 50 48 W80 19 11 Adj 9°W UTC-5(4) Elev 710' A5000 |
| OPR | Simcoe (Norfolk Gen Hosp) 519-426-0750 Cert PPR |
| FLT PLN FIC | NOTAM FILE CYFD London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA | 86' dia 114' x 114' asphalt Max heli length 57.5' |
| LIGHTING | RY(LO) RF(FL) |
| PRO | Arr/dep btwn 117°-127° fr heli, slope 8% (H3). Arr/dep btwn 245°-266° fr heli, slope 16% (H2). Rstd to multi-engine heli only, trees on apch. Day/night use. |
| CAUTION | Para jumping at Simcoe Flying Club A/D 1.2NM E. Heli pilot shall monitor 122.9 |



ONTARIO

AERODROME/FACILITY DIRECTORY

SIOUX LOOKOUT FSS – RCO

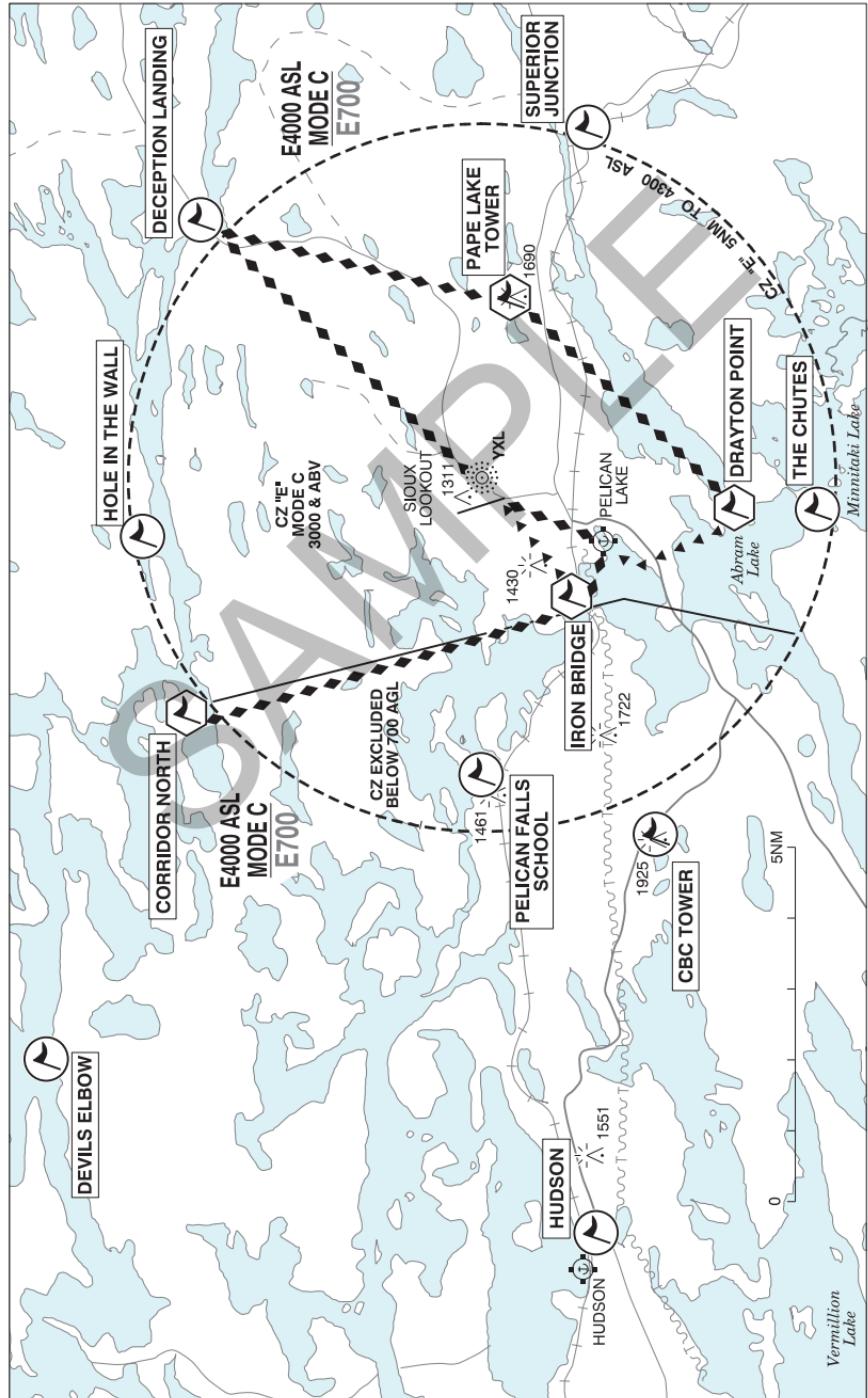
Dryden 122.1 (RAAS) (N49 52 W92 51)

SAMPLE

ONTARIO

AERODROME/FACILITY DIRECTORY

SIOUX LOOKOUT VFR TERMINAL PROCEDURES CHART



ONTARIO**AERODROME/FACILITY DIRECTORY****SIOUX LOOKOUT VFR TERMINAL PROCEDURES CHART (Cont'd)**

| LOCATION | IDENT | LAT/LONG |
|----------------------|-------|-----------------------|
| CBC TOWER | VCCBC | N50° 04.52 W92° 01.67 |
| CORRIDOR NORTH | VCCRN | N50° 11.00 W91° 59.30 |
| DECEPTION LANDING | VCDCP | N50° 11.00 W91° 48.00 |
| DEVILS ELBOW | VCDEV | N50° 13.50 W92° 06.00 |
| DRAYTON POINT | VCDPT | N50° 03.50 W91° 54.40 |
| HOLE IN THE WALL | VCWAL | N50° 12.00 W91° 55.00 |
| HUDSON | VCHUD | N50° 06.00 W92° 10.00 |
| IRON BRIDGE | VCINB | N50° 05.80 W91° 56.70 |
| PAPE LAKE TOWER | VCTWR | N50° 06.50 W91° 50.00 |
| PELICAN FALLS SCHOOL | VCPEL | N50° 07.50 W91° 59.50 |
| SUPERIOR JUNCTION | VCSJC | N50° 05.75 W91° 46.75 |
| THE CHUTES | VCHTS | N50° 02.80 W91° 53.75 |

VFR ARR/DEP ROUTES FOR CKA6 SIOUX LOOKOUT/PELICAN LAKE**PELICAN LAKE INBOUND ROUTE PROCEDURES****Inbound from N:**

Enter corridor at CORRIDOR NORTH, proceed to IRON BRIDGE and maneuver to land.

Inbound from NE:

From DECEPTION LANDING proceed to CYXL crossing overhead and maneuver to land.

Inbound from E/SE/S:

Cross east/south of PAPE LAKE TOWER, follow Abram Lake to DRAYTON POINT, follow shoreline and maneuver to land.

PELICAN LAKE DEPARTURE ROUTE PROCEDURES**N/NW Bound:**

After departure fly to IRON BRIDGE, proceed to CORRIDOR NORTH, turn on course.

N/NE Bound:

After departure fly to IRON BRIDGE, fly overhead CYXL, proceed to DECEPTION LANDING, turn on course.

NE/E Bound:

After departure fly to DRAYTON POINT, follow Abram Lake to PAPE LAKE TOWER, turn on course.

S/SW Bound:

After departure fly to DRAYTON POINT, follow Abram Lake, once clear of MF area, turn on course.

NOTE

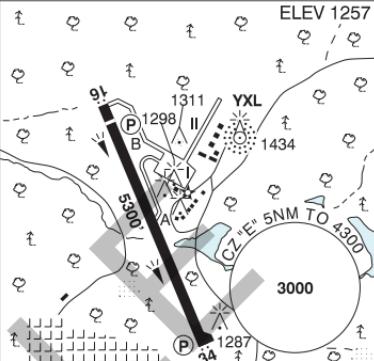
DRAYTON POINT may conflict with IFR traffic approaching RWY 34 or departing RWY 16.
IRON BRIDGE to CORRIDOR NORTH is excluded from CZ below 700 AGL.

ONTARIO

AERODROME/FACILITY DIRECTORY

SIOUX LOOKOUT ON

CYXL

| | | |
|--|---|---|
| REF | N50 06 51 W91 54 20 Adj NE 1°W UTC-6(5) Elev 1257' A5008 LO4 HI4 CAP |  |
| OPR | Municipality 807-737-2829 Cert Ldg fees | |
| PF | A-1,2,3,6 C-4,5 | |
| FLT PLN | FIC NOTAM FILE CYXL Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) | |
| | WX METAR H24. TAF H24, issue times: 02, 08, 14, 20Z | |
| | SERVICES Call out chg may be levied for one or more svcs | |
| FUEL OIL S | 100LL, JA-1 807-737-3594 1230-05Z‡ Sun-Fri, 1230-04Z‡ Sat | |
| | All 1,2,3,4,5,6 | |
| RWY DATA | Rwy 16(160°)/34(340°) 5300x100 ASPH Thld 16 displ 298' Rwy 34 down 0.51% | |
| RWY CERT | Rwy 16 RVR 1200(1/4sm)/Rwy 34 RVR 1200(1/4sm) AGN IIIA | |
| RCR | Opr CRFI PLR | |
| LIGHTING | 16-AS(TE ME) P2, 34-AS(TE ME) P2 | |
| COMM | | |
| RADIO RCO ATIS MF PAL VDF | 122.0 (V) (emerg only 807-737-2819) | |
| | Winnipeg rdo 126.0 (FISE) 126.7 (bcst) | |
| | 124.75 | |
| | rdo 122.0 5NM 4300 ASL (CAR 602.98) | |
| | Winnipeg Ctr 132.2 (Dryden) (may not be receivable on the ground) | |
| | 122.0 | |
| NAV | | |
| NDB DME | YXL 346 (M) N50 07 06 W91 53 52 | |
| | XL 113.1 Ch 78 N50 07 04 W91 53 55 (1302') | |
| PRO | Rgt hand circuits Rwy 34 (CAR 602.96). Transponder Mode C required within CZ 3000 ASL and abv. | |
| CAUTION | Actual wind may vary significantly fr reported winds due to anemometer loc & lcl topography. Possibility of deer or wildlife within aptn perimeter. Model acft activity 6.0NM SW of A/D (N50 03 17 W92 01 55) max alt 500 AGL. Sioux Lookout/Pelican Lake water A/D 1.4NM SSW. Seaplane tfc following VFR routes - see VTPC. | |

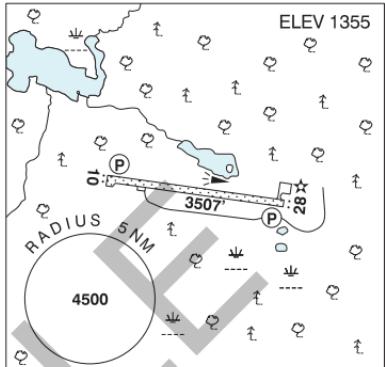
ONTARIO

AERODROME/FACILITY DIRECTORY

SLATE FALLS ON

CKD9

| | |
|-------------------------------|--|
| REF | N51 07 48 W91 39 56 2SW 2°W (2013) UTC-6(5) Elev 1355' A5008 LO4 CAP |
| OPR | Govt of Ontario 807-473-2082 Cert |
| PF | C-1,2,4,5 |
| FLT PLN FIC | NOTAM FILE CYXL Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) |
| RWY DATA | Rwy 10(102°)/28(282°) 3507x100 gravel Rwy 10 down 0.38% Rwy 10/28 AGN IIIA |
| RWY CERT RCR | Aprt Foreman 807-737-5715. Ltd win maint 14-23Z‡ Mon-Fri exc hols. Rwy strength and cond subject to seasonal and climatic var. |
| LIGHTING | 10-AS(TE ME) AP, 28-AS(TE ME) AP ARCAL-123.2 type K |
| COMM ATF | tfc 123.2 5NM 4400 ASL |



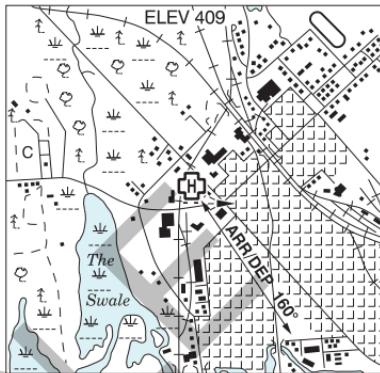
ONTARIO

AERODROME/FACILITY DIRECTORY

SMITHS FALLS (COMMUNITY HOSP) ON (Heli)

CNS9

| | |
|--------------------------------|---|
| REF | N44 54 26 W76 01 40 Adj W 14°W UTC-5(4) Elev 409' A1905 A5000 A5002 |
| OPR | Smiths Falls Community Hosp 613-283-2330 Cert PPR |
| FLT PLN FIC | (bil) NOTAM FILE CYND Québec 866-WXBRIEF or 866-GOMÉTÉO (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA) |
| HELI DATA RCR | FATO/TLOF 86' dia ASPH Safety Area 114' dia GRASS Max heli overall length 57.5' Opr |
| LIGHTING | DR RY(LO) RF(FL) |
| PRO | Arr/dep 160° fr heli, slope 10% (H1), day/night use. |



ONTARIO

AERODROME/FACILITY DIRECTORY

SMITHS FALLS-MONTAGUE (RUSS BEACH) ON

CYSH

| | | |
|-----------------|---|----------------------------|
| REF | N44 56 45 W75 56 25 3.5NE 14°W UTC-5(4) Elev 418' A1905 A5000 A5002 LO6 LO7 T2 CAP | |
| OPR | Smiths Falls Flying Club & APM 613-284-6685 Reg | |
| PF | A-1,7,8 C-2,3,4,5 D-6 | |
| CUST | AOE/CAN | |
| FLT PLN | (bil) NOTAM FILE CYND Québec 866-WXBRIEF or 866-GOMÉTÉO (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA) FIC | |
| | WX | |
| | WxCam | |
| SERVICES | | |
| FUEL S | 100LL (self-serve H24) 2,5 | |
| RWY DATA | Rwy 06(064°)/24(244°) 3998x75 asphalt | Rwy 24 up 0.7% first third |
| RCR | Opr Ltd win maint | |
| LIGHTING | 06-(TE ME) AP, 24-(TE ME) AP | ARCAL-122.9 type K |
| COMM | | |
| ATF | UNICOM ltd hrs O/T tfc 122.7 5NM 3400 ASL excluding the airspace that lies within Ottawa TCA class C airspace. | |
| PRO | VFR FLIGHTS IN OTTAWA CLASS C AND TERMINAL CLASS C AIRSPACE SEE OTTAWA/MACDONALD-CARTIER INTL FOR PROCEDURES. VFR Codes: In order to minimize delays, ATC freq congestion and for better airspace management, as well as to improve safety, ctc the Montreal ACC at 866-VFR-CODE (866-837-2633), or the FIC at 1-866-GOMETEO or 1-866-WX BRIEF, to provide ATC with info pertaining to your flt to obtain your transponder code at least 30 min prior to a flight into Ottawa Class C airspace. | |
| CAUTION | Wildlife frequently on rwy. Right hand glider ops wknds Apr-Jun and Sep-Nov to 3000 MSL within 5NM. | |

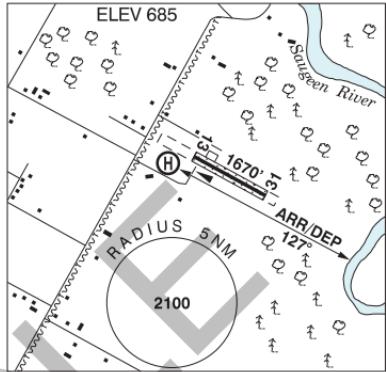
ONTARIO

AERODROME/FACILITY DIRECTORY

SOUTHAMPTON ON

CPF7

| | |
|-------------------------------|---|
| REF | N44 29 38 W81 20 07 1.4E 9°W UTC-5(4) Elev 685' A5000 |
| OPR | G. Wilson 519-832-2070/6170 Reg |
| PF | C-2,3,4,5,6 |
| FLT PLN FIC | NOTAM FILE CYVV London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA RCR | Rwy 13/31 1670x37 gravel/asphalt, 24' asphalt width No win maint |
| HELI DATA | FATO/TLOF 84' dia CONC/GRVL Safety Area 106' x 106' GRASS |
| COMM ATF | tfc 122.8 5NM 3700 ASL |
| PRO | Arr/dep 127° fr heli. |
| CAUTION | P-Lines aprx 30' high, aprx 920' fr Thld 13. |



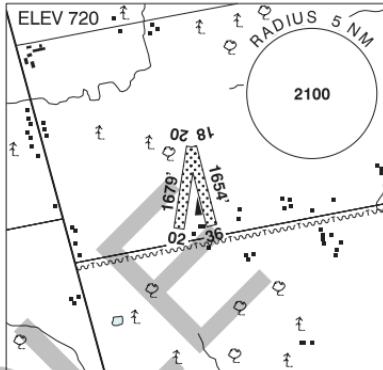
ONTARIO

AERODROME/FACILITY DIRECTORY

SPRINGVALE ON

CGV7

| | |
|------------------------------|---|
| REF | N42 58 12 W80 09 34 1.6W 10°W (2016) UTC-5(4) Elev 720' A5000 |
| OPR | Ralph Bennett 905-765-3134 Reg |
| FLT PLN FIC | NOTAM FILE CYFD London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) or 519-452-4040 |
| PF | B-1 C-2,3,4,5,6 |
| RWY DATA | Rwy 02(019°)/20(199°) 1679x100 TURF Rwy 18(175°)/36(355°) 1654x100 TURF |
| RCR | Opr No win maint |
| COMM ATF | tfc 123.2 4NM 3800 ASL |
| CAUTION | P-lines aprx 60 AGL S of Rwy 02 & 36. |



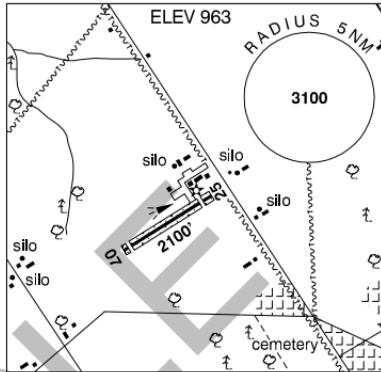
ONTARIO

AERODROME/FACILITY DIRECTORY

SPRINGWATER (BARRIE AIRPARK) ON

CNA3

| | |
|------------------------------|---|
| REF | N44 24 23 W79 43 54 Adj NW 11°W UTC-5(4) Elev 963' A5000 |
| OPR | Zlin Aerospace Corp 705-722-3522 Reg |
| PF | C-1,2,3,4,5,6 |
| FLT PLN FIC | NOTAM FILE CYEE London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES S | 1,5 |
| RWY DATA | Rwy 07(073°)/25(253°) 2100x100 turf/asphalt, centre 40' asphalt Thld 07 displ 100'. Thld 25 displ 200'. RCR Opr 13-22Z‡ Ltd win maint |
| COMM ATF | UNICOM ltd hrs O/T tfc 123.0 5NM 4000 ASL |
| PRO | Rgt hand circuits Rwy 25 (CAR 602.96). |
| CAUTION | Possible wind shear ldg Rwy 25 in NW sfc winds exceeding 10 knots. |

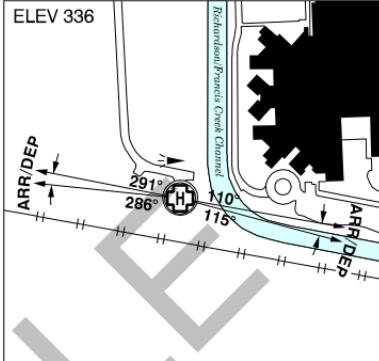


ONTARIO

AERODROME/FACILITY DIRECTORY

ST. CATHARINES (NIAGARA HEALTH SYSTEM) ON (Heli)

CNH4

| | | |
|--------------------------------|---|---|
| REF | N43 09 06 W79 16 50 Adj 10°W (2013) UTC-5(4) Elev 336' VTA A5000 |  <p>ELEV 336</p> <p>ARR/DEP</p> <p>291°</p> <p>286°</p> <p>110°</p> <p>115°</p> <p>Rutherford Financial Centre</p> |
| OPR | Niagara Health System 905-378-4647 Ext 32284 Cert PPR | |
| FLT PLN FIC | NOTAM FILE CYSN London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada and USA) | |
| HELI DATA RCR | FATO/TLOF 82' dia ASPH Safety Area 110' dia ASPH/GRASS Max heli overall length 54.6' Opr | |
| LIGHTING | RY(LO) green | |
| COMM ATF | tfc 123.25 ltd hrs 5NM 3400 ASL | |
| PRO | Arr/dep btwn 110°-115° and 286°-291° fr heli. Slope 16% (H2), day/night use VFR only. | |
| CAUTION | CN railway line runs S of heli. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

ST. CATHARINES / NIAGARA DISTRICT ON

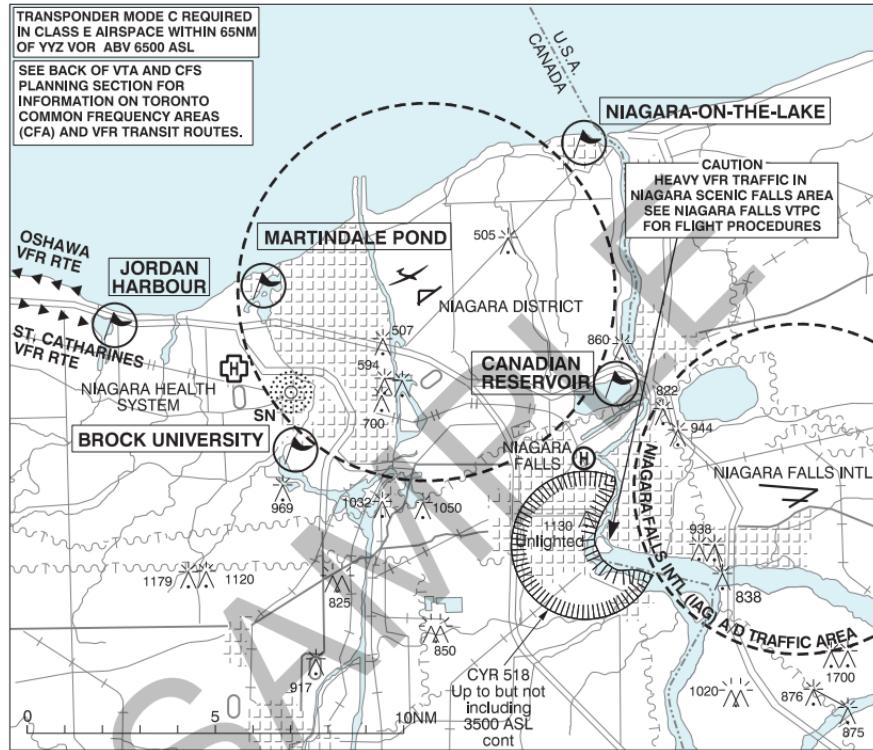
CYSN

| | | |
|-----------------|--|--|
| REF | N43 11 30 W79 10 16 11°W UTC-5(4) Elev 321' VTA A5000 LO6 HI5 CAP | <p>ELEV 321</p> <p>61 1988' 29</p> <p>01 2498'</p> <p>FSS</p> <p>CZ "E" 5NM TO 3300 2000</p> |
| OPR | Niagara District Apt Comsn 905-684-7447 Cert | |
| PF | A-1 C-2,3,4,5,6 | |
| CUST | AOE/15 888-226-7277 13-05Z‡ | |
| FLT PLN | NOTAM FILE CYSN When FSS clsd pilots to open/close VFR flt plan and obtain IFR cnc fr London rdo FISE or by phone. To file an IFR arr rpt ctc Toronto Centre 888-217-1241 if unable via rdo. | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| WX | METAR 12-02Z‡ O/T LWIS TAF 14-02Z‡, issue times: 14, 20Z. | |
| SERVICES | Svcs avbl 13-23Z‡ O/T call out chg applies 905-684-3600 | |
| FUEL | 100LL, JA-1 | |
| OIL | Aeroshell 15W50 | |
| S | 1,2,3,4,5,6 | |
| RWY DATA | Rwy 06(064°)/24(244°) 5000x100 ASPH Rwy 01(009°)/19(189°) 2498x75 ASPH Rwy 11(107°)/29(287°) 1988x75 ASPH | |
| RWY CERT | Rwy 06/24 AGN IIIA Rwy 01/19 AGN I Rwy 11/29 AGN I | |
| TWY CERT | Twy D AGN I | |
| RCR | Opr CRFI Win maint Oct 16-Apr 16 11-24Z‡ Mon-Fri, 1230-2100Z‡ Sat-Sun, exc hol. O/T 2hrs PN, call out chg may be levied ctc opr. PLR | |
| LIGHTING | 06-AO(TE ME) P2, 24-AO(TE ME) P2 Opr 1215-02Z‡ O/T ARCAL-123.25 type K | |
| COMM | | |
| RADIO | 123.25 (V) 1215-02Z‡ (emerg only 905-688-8367) | |
| RCO | London rdo 126.7 (FISE) | |
| ATIS | 128.525 1215-02Z‡ | |
| MF | rdo 123.25 1215-02Z‡ 5NM 3300 ASL (CAR 602.98) | |
| ATF | tfc 123.25 02-1215Z‡ 5NM 3300 ASL | |
| ARR | Toronto Tml 133.4 | |
| DEP | Toronto Tml 133.4 | |
| PAL | 133.3 | |
| VDF | 123.25 1215-02Z‡ | |
| NAV | | |
| NDB | SN 408 (L) N43 08 50 W79 15 18 | |
| PRO | For flt over Niagara Falls, see Niagara Falls VTPC. Glider activity vic of the apt Sat, Sun, hols Apr-Jun & Sep-Nov. Gliders non-std pattern. NOISE MITIGATION: After tkof from Rwy 24, track on or N of the extended rwy centreline, no turns below 1000 ASL. | |
| CAUTION | Hold position on Twy A is for both Rwy 01 and 06. Pilots intending to depart Rwy 06 must verify correct orientation on Rwy 06 prior to departure. Hold position on Twy B is for Rwy 06/24 and Rwy 29. | |

ST. CATHARINES VFR TERMINAL PROCEDURES CHART

**TRANSPOUNDER MODE C REQUIRED
IN CLASS E AIRSPACE WITHIN 65NM
OF YYZ VOR ABV 6500 ASL**

SEE BACK OF VTA AND CFS
PLANNING SECTION FOR
INFORMATION ON TORONTO
COMMON FREQUENCY AREAS
(CFA) AND VFR TRANSIT ROUTES



NIAGARA-ON-THE-LAKE

CAUTION
**HEAVY VFR TRAFFIC IN
NIAGARA SCENIC FALLS AREA**
**SEE NIAGARA FALLS VTPC
FOR FLIGHT PROCEDURES**

| LOCATION | IDENT | LAT/LONG |
|---------------------|-------|-----------------------|
| CANADIAN RESERVOIR | VCCRS | N43° 09.00 W79° 03.50 |
| MARTINDALE POND | VCMDL | N43° 11.50 W79° 16.50 |
| NIAGARA-ON-THE-LAKE | VCNGR | N43° 15.50 W79° 04.50 |
| BROCK UNIVERSITY | VCBUN | N43° 07.10 W79° 15.00 |
| JORDAN HARBOUR | VCJOR | N43° 10.50 W79° 22.00 |

ONTARIO

AERODROME/FACILITY DIRECTORY

ST. THOMAS MUNI ON

CYQS

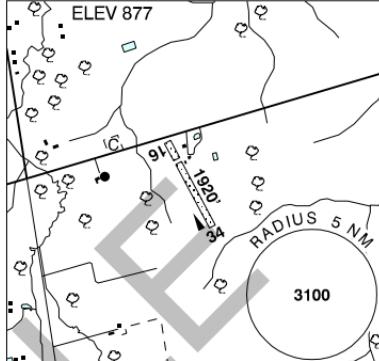
| | |
|-----------------|---|
| REF | N42 46 12 W81 06 35 3.5E 9°W (2012) UTC-5(4) Elev 779' A5000 LO6 HI5 CAP |
| OPR | Muni 519-633-5866 or 519-631-1680 Cert |
| PF | B-1,2 C-3,4,5,6 |
| CUST | AOE/15 888-226-7277 14-20‡ Mon-Fri exc hols |
| FLT PLN | NOTAM FILE CYXU |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| WX | AUTO (see COMM) WxCam |
| SERVICES | Call out chg may be levied after hrs |
| FUEL | 100LL, JA-1 (FSII avbl) Self-serve, Visa, Mastercard and Amex accepted. |
| OIL | 80, W80, 100, W100, W100plus, 15W50, 20W50, 20W50M, 25W60, Turbo Oil 2380 |
| 1 | 1,2,3,4,5,6 |
| RWY DATA | Rwy 09(094°)/27(274°) 5013x100 ASPH Rwy 03(034°)/21(214°) 2607x75 ASPH Rwy 15(154°)/33(334°) 2610x75 ASPH |
| RWY CERT | Rwy 03/21 AGN I Rwy 09/27 AGN IIIA Rwy 15/33 AGN I |
| RCR | Opr Snow removal 13-21Z‡ O/T O/R. |
| LIGHTING | 09-AS(TE ME) P1, 27-AS(TE ME) P1, ARCAL-122.7 type K |
| COMM | |
| ATF | UNICOM ltd hrs O/T tfc 122.7 5NM 3800 ASL |
| AUTO | 122.550 |
| NAV | |
| NDB | 7B 375 (M) N42 46 17 W81 06 19 Pvt Monitored 13-21Z‡ |
| CAUTION | Ocsl deer crossing rwy. |

ONTARIO

AERODROME/FACILITY DIRECTORY

STAYNER (CLEARVIEW FIELD) ON

CLV2

| | | | |
|-----------------|---|---|--|
| REF | N44 24 16 W80 08 53 2.4WSW 10°W (2012) UTC-5(4) Elev 877' A5000 |  | |
| OPR | Clearview Nursery Ltd. Kevin Elwood 705-428-0063/444-9461 Reg PN | | |
| PF | B-1 C-2,3,4,5,6 | | |
| FLT PLN | FIC NOTAM FILE CYVV London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | | |
| SERVICES | FUEL MOGAS (emerg use only) | | |
| RWY DATA | Rwy 16(164°)/34(344°) 1920x60 turf Thld 16 displ 400' Rwy 16 up 1.15% RCR Opr No win maint. Rwy soft in spring. Ski ops win only | | |
| COMM | ATF tfc 122.85 3NM 3900 ASL | | |
| CAUTION | Trees either side of rwy. P-lines marked 40 AGL apch Rwy 16. Unlgtd twr 970 ASL midfield 170' E of rwy within bldg cluster. | | |

ONTARIO

AERODROME/FACILITY DIRECTORY

STIRLING ON

CPJ5

| | | |
|-----------------|--|--|
| REF | N44 14 29 W77 33 42 3.5SSW 12°W UTC-5(4) Elev 625' A5000 | |
| OPR | Oak Hills Flying Club 613-395-2360 Reg | |
| PF | C-1,2,3,5 D-2,3,4,5,6 | |
| FLT PLN | FIC NOTAM FILE CYPQ London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| SERVICES | | |
| FUEL | 100LL PN | |
| S | 4,5 | |
| RWY DATA | Rwy 09/27 2350x125 turf/asphalt Rwy 27 first 1000x50 asphalt, remainder 1350x125 turf Thld 27 displ 1000' Thld 09 displ 200' RCR Opr Ltd win maint | |
| LIGHTING | 09-(TE LO) non-std, 27-(TE LO) non-std ARCAL-122.8 type J | |
| COMM | | |
| RCO | London rdo (Campbellford) 123.375 (FISE) 126.7 (bcst) | |
| TWR | Trenton 128.7 | |
| ATF | UNICOM ltd hrs O/T tfc 122.8 5NM 3600 ASL | |
| PRO | ATF airspace is entirely within CFB Trenton Class D CZ. Advise Trenton TWR prior to entering CZ on arrival or departure. All NORDO fits must ctc Trenton TWR via alternate means prior to entering CZ on arrival or departure. Trenton TWR phone number (613) 965-3788. TWR will accept collect calls. | |
| CAUTION | Trees east of thld Rwy 27, 60 AGL. Downdrafts on Rwy 09 associated with E winds, downdrafts on Rwy 27 associated with W winds. Wildlife may be on rwy. Pvt A/D adj S. | |

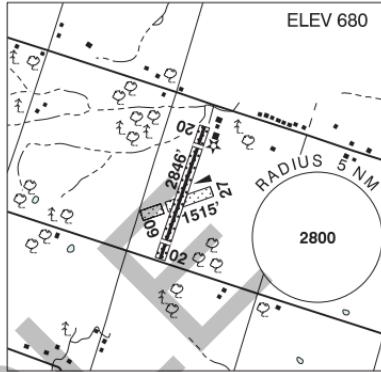
ONTARIO

AERODROME/FACILITY DIRECTORY

STONEY CREEK ON

CPF6

| | |
|------------------------------|--|
| REF | N43 10 10 W79 42 35 2E 10°W UTC-5(4) Elev 680' VTA A5000 |
| OPR | Canadian Aviation Investment Group 647-926-6936 Reg PPR |
| PF | C-2,3,4,5,6 D-1 |
| FLT PLN FIC | NOTAM FILE CYHM London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA | Rwy 02/20 2846x165 turf/asphalt, centre 25' asphalt. Thld 02 displ 362'. Thld 20 displ 420' Rwy 09/27 1515x185 turf Thld 09 displ 415'. RCR Opr Ltd win maint Rwy 02/20, no win maint Rwy 09/27. |
| LIGHTING | 02-(TE LO), 20-(TE LO) ARCAL-122.8 type J |
| COMM ATF | tfc 122.8 5NM 3700 ASL |
| CAUTION | Ditches at Thlds 02/20 |



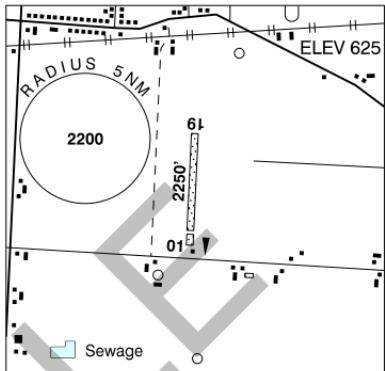
ONTARIO

AERODROME/FACILITY DIRECTORY

STONEY POINT (LE CUNFF) ON

CRML

| | |
|-------------------------------|--|
| REF | N42 17 44 W82 32 06 Adj SE 7°W UTC-5(4) Elev 625' A5000 |
| OPR | Armel Le Cunff 519-798-3286 Reg PPR |
| PF | C-1,2 D-3,4,5,6 |
| FLT PLN FIC | NOTAM FILE CYQG London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA RCR | Rwy 01/19 2250x50 turf Thld 01 displ 250' Opr Ltd win maint Rwy soft when wet |
| COMM ATF | tfc 122.9 5NM 3600 ASL |
| CAUTION | Bldgs & unmarked twr aprx 40 AGL aprx 600' fr Thld 01. Trees on apch to Rwy 01. Cultivated fields at both edges of Rwy 01/19. Marked wires 550' S Thld 01 40 AGL. |



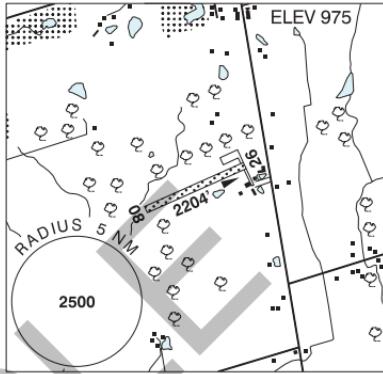
ONTARIO

AERODROME/FACILITY DIRECTORY

STOUFFVILLE ON

CBB2

| | |
|----------|--|
| REF | N43 59 36 W79 16 01 1.7NW 11°W (2015) UTC-5(4) Elev 975' A1900 A5000 |
| OPR | Bill Bryan 647-218-5403 Reg PPR |
| PF | C-1,2,3,5,6 D-4 |
| FLT PLN | NOTAM FILE CYKZ |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA | Rwy 08(077°)/26(257°) 2204x60 TURF |
| RCR | Opr Ltd win maint |
| COMM | tfc 122.8 4NM 4000 ASL |
| ATF | |
| CAUTION | Wildlife on rwy at dawn/dusk. |



ONTARIO

AERODROME/FACILITY DIRECTORY

STRATFORD MUNI ON

CYSA

| | | |
|--|---|--|
| REF | N43 24 57 W80 56 03 2NE 9°W UTC-5(4) Elev 1211' A5000 LO6 H15 CAP | |
| OPR | Corp of the City of Stratford 519-271-4881/272-0933 Cert | |
| PF | A-1 C-2,3,4,5,6 | |
| CUST | AOE/15 888-226-7277 14-22Z‡ Mon-Fri exc hols | |
| FLT PLN FIC | NOTAM FILE CYKF London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| SERVICES FUEL OIL S | 100LL, JA 15W50, 20W50 1,2,3,4,5 | |
| RWY DATA | Rwy 05(052°)/23(232°) 5003x100 asphalt Thld 23 displ 1030'. Rwy 17(175°)/35(355°) 2699x50 asphalt | |
| RWY CERT | Rwy 05/23 AGN IIIB Rwy 17/35 AGN I | |
| TWY CERT | Twy B AGN I | |
| TWY | Twy B rstd day use only | |
| RCR | Opr Snow removal 13-22Z‡ O/T on request | |
| LIGHTING | 05-AS(TE ME) P1, 23-(TE ME) P1, 17-(TE ME) AP, 35-(TE ME) AP 3.5° ARCAL-122.8 type K | |
| COMM ATF | UNICOM ltd hrs O/T tfc 122.8 5NM 4200 ASL | |
| PRO | Rgt hand circuits Rwy 17 & 23 (CAR 602.96). Rwy 35 climb rwy hdg to 1715 ASL BPOC. | |
| CAUTION | Ocls deer crossing rwy. | |

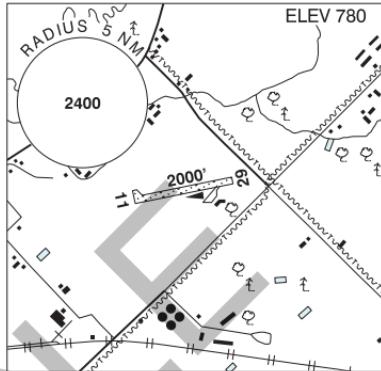
ONTARIO

AERODROME/FACILITY DIRECTORY

STRATHROY (BLUE YONDER) ON

CPK2

| | |
|-------------------------------|--|
| REF | N42 57 57 W81 35 30 1E 8°W UTC-5(4) Elev 780' A5000 |
| OPR | J. Pollock 519-671-0101 Reg |
| PF | C-1,2,3,4,5,6 |
| FLT PLN FIC | NOTAM FILE CYXU London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES S | 5 |
| RWY DATA RCR | Rwy 11/29 2000x75 turf Opr Ltd win maint |
| COMM ATF | tfc 123.2 5NM 3800 ASL |
| PRO | Rgt hand circuits Rwy 29 (CAR 602.96). |
| CAUTION | Lgtd twr 295 AGL aprx 1NM NE. Trees 250' fr Thld 29. Trees on apch to Rwy 11 & Rwy 29. Trees adj to Rwy 11/29 aprx 57' fr rwy centreline on S side. P-line 400' fr Thld 29. Lgtd twr 340 AGL aprx 2NM NW. Lgtd twr 342 AGL aprx 1.5NM E. |



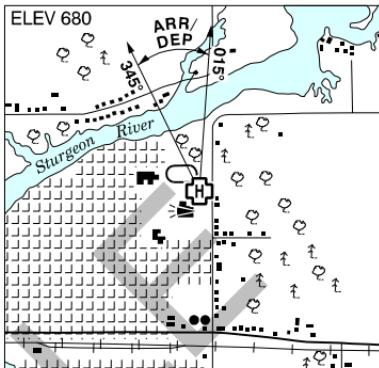
ONTARIO

AERODROME/FACILITY DIRECTORY

STURGEON FALLS (WEST NIPISSING GEN HOSP) ON (Heli)

CNM3

| | |
|------------------------------|---|
| REF | N46 22 24 W79 54 58 Adj NE 11°W (2015) UTC-5(4) Elev 680' A5000 A5001 CAP |
| OPR | West Nipissing Gen Hosp 705-753-3110 Cert PPR |
| FLT PLN FIC | NOTAM FILE CYYB London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA | FATO/TLOF 86' dia ASPH Safety Area 114' dia ASPH/GRASS Max heli overall length 57.5' |
| LIGHTING | RY(LO) RF(FL) |
| COMM A/G | Ambulance dispatch 129.275 |
| PRO | Arr/dep 345° to 015° fr heli, slope 8% (H3) |



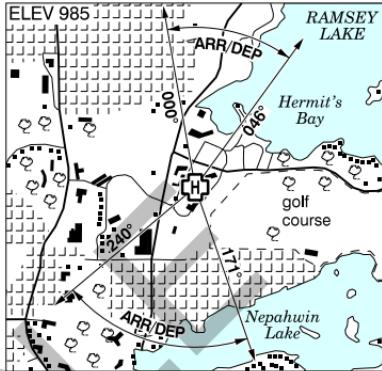
ONTARIO

AERODROME/FACILITY DIRECTORY

SUDBURY (HEALTH SCIENCES NORTH) ON (Heli)

CSL8

| | |
|------------------|--|
| REF | N46 28 05 W80 59 46 Adj SE 10° W UTC-5(4) Elev 985' A5000 A5001 |
| OPR | Health Sciences North, Sudbury 705-523-7100 Ext 1290 Cert PPR |
| PF | A-1,2,4 C-3,5,6 |
| FLT PLN | NOTAM FILE CYSB London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA | FATO 86' dia CONC TLOF 80' dia CONC Safety Area 114' dia Non-supporting Rooftop 20,000 lbs Max heli overall length 57' RCR Opr |
| LIGHTING | RY (LO) RF (FL) ARCAL-123.05 type J |
| COMM | |
| ATF | tfc 123.0 5NM 4000 ASL, excluding the Azilda ATF area and Sudbury apt CZ |
| A/G | Ambulance dispatch 129.275 |
| PRO | Arr/dep btwn 000°-046° & 171°-240° fr heli, slope 8% (H2), day/night use. |
| CAUTION | Elevator lobby on East side and exhaust stacks on West side. Extv float/ski/helicopter tfc in vic Azilda, ATF 122.8 and Coniston ATF 123.0. |



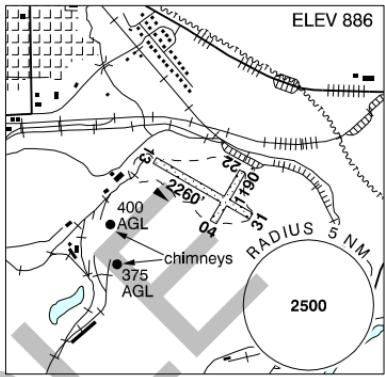
ONTARIO

AERODROME/FACILITY DIRECTORY

SUDBURY / CONISTON ON

CSC9

| | |
|--|--|
| REF | N46 28 56 W80 50 02 6E 11°W UTC-5(4) Elev 886' A5000 A5001 |
| OPR | Central North Flying Club 705-694-9000 Reg |
| PF | A-1 avbl 11-02Z seasonal C-1,2,4,5 D-3,6 |
| FLT PLN FIC | NOTAM FILE CYSB London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES FUEL OIL S | 100LL W80, 15W-50, 80 1,4,5,6 |
| RWY DATA | Rwy 13/31 2260x35 treated gravel Rwy 13 up 2.3% Rwy 04/22 1190x35 treated gravel |
| APRON RCR | Overnight prkg fees only (waived with fuel purchase). Opr PN No win maint. |
| COMM RCO ATF PAL | London rdo 123.475 (FISE) 126.7(bcst) tfc 123.0 5NM 3900 ASL Excluding the Sudbury apt CZ. Toronto Ctr 135.5 |
| CAUTION | Aerodrome is within 8NM of CYSB, obstacles on apch to Rwy 31 & Rwy 04, twr aprx 1/2NM E of Rwy 31 hgt unkn, twr aprx 1NM NW of aerodrome & twin smoke stacks aprx 400 AGL 1NM SW of aerodrome. Extv float/ski/helicopter tfc in vic Azilda, ATF 122.8. |



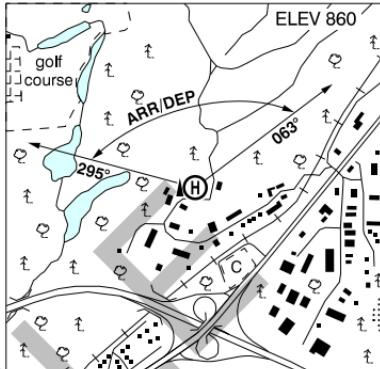
ONTARIO

AERODROME/FACILITY DIRECTORY

SUDBURY / LIVELY (SKYLINE HELICOPTER TECHNOLOGIES) ON (Heli)

CSK7

| | |
|--|---|
| REF | N46 26 08 W81 07 19 6.3WSW 10°W (2018) UTC-5(4) Elev 860' A5000 A5001 |
| OPR | Skyline Helicopter Technologies 705-692-2900 Reg PPR Ldg fees |
| PF | B-1,7,8 C-2,3 D-4,5,6 |
| FLT PLN FIC | NOTAM FILE CYSB London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES FUEL OIL S | 100LL, JA-1 80, 100, 15W50, Turbo 1,2,3,6 12-21Z‡ Mon-Fri |
| HELI DATA RCR | FATO/TLOF 60' dia ASPH Safety Area 120' dia ASPH/GRASS Parking Pad 1: 15' dia CONC Parking Pad 2: 15' dia ASPH Opr |
| COMM ATF | tfc 122.8 5NM 3900 ASL |
| PRO | Arr/dep 295° to 063° fr heli. No hover ops along easterly fence line. |



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SUDBURY FSS-RCO

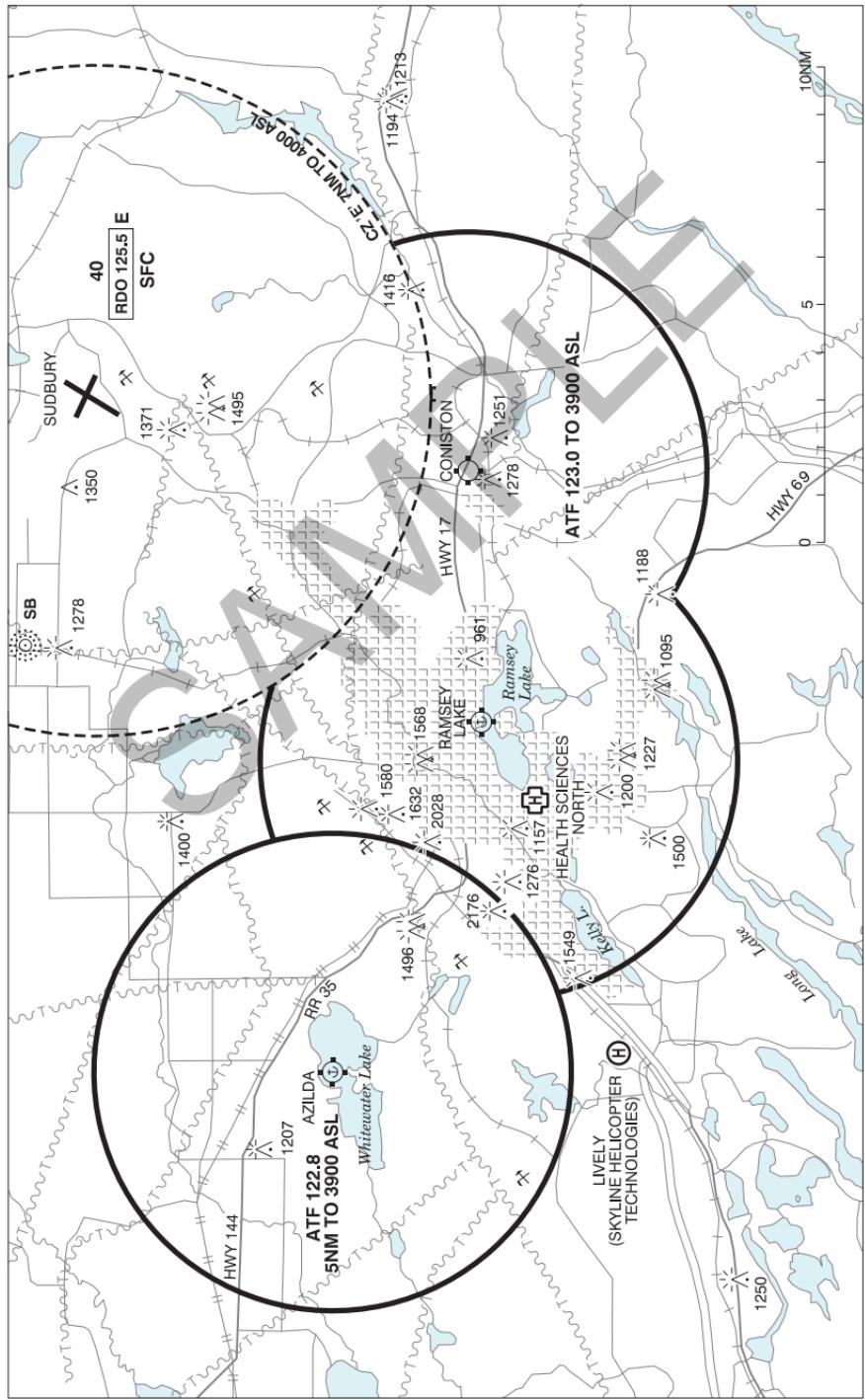
London 119.4 (RAAS) 0345-1120Z‡ (N43 01 W81 09)

SAMPLE

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AERODROME/FACILITY DIRECTORY

SUDBURY VFR TERMINAL PROCEDURES CHART



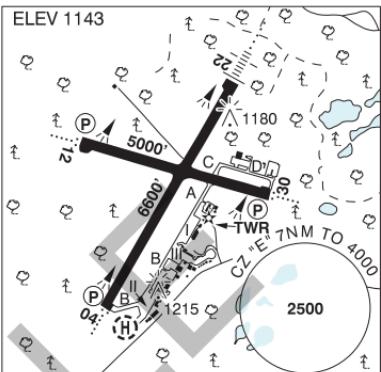
ONTARIO

AERODROME/FACILITY DIRECTORY

SUDSBURY ON

CYSB

| | |
|-----------------|--|
| REF | N46 37 32 W80 47 52 11NE 10°W (2012) UTC-5(4) Elev 1143' A5000 A5001 LO4 HI4 HI5 CAP |
| OPR | Muni 705-693-2514 Cert |
| PF | A-1,2,3,6,7 C-4,5 |
| CUST | AOE/15 888-226-7277 1330-2130Z‡ Mon-Fri exc hols |
| FLT PLN | NOTAM FILE CYSB Pilots to open/close VFR fit plan with London rdo, FISE or by phone. FIC London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) WX METAR H24. TAF H24, issue times: 02, 08, 14 & 20Z. |
| SERVICES | Call out chg may be levied for one or more svcs. FUEL 100LL, JA-1 (FSII avbl), HPR OIL All S 1,2,3 ARFF DESIGNATED CAT 6 sked fits. CAT 5 1100-0400Z‡, O/T aptn clsd to acft 20 seats & abv, exc for diversions or as an altn A/D, without PPR. SUP FL D & A-ice PVT ADV Northern Aviation Services/Shell 122.95 705-693-2972 10-01Z‡ Sun-Fri, 10-23Z‡ Sat Page 24 hrs 705-671-6945; Executive Aviation Fuels Ltd/World Fuels Service 122.35 0900-0100Z‡ O/T 705-699-0079 or 705-822-6585 MIL CON World Fuel Services 705-699-0789 |
| RWY DATA | Rwy 04(040°)/22(220°) 6600x150 ASPH Rwy 12(116°)/30(296°) 5000x150 ASPH Rwy 12 Up 0.3% |
| RWY CERT | Rwy 04 RVR 1200(1/4sm)/Rwy 22 RVR 1200(1/4sm) AGN IV Rwy 12/30 AGN IV |
| TWY CERT | Twy D AGN IIIB |
| APRON | Apron I rstd to sked commercial air carrier by stand assignment only fr Greater Sudbury Airport. Apron III itinerant acft parking to be arranged through PVT ADV. |
| RCR | FSS CRFI/RSC avbl 11-04Z‡ no win maint 04-11Z‡ O/T call out chg, 2 hrs PN. PLR/PCN |
| LIGHTING | 04-AO(TE HI) P2, 22-AN(TE HI), 12-AO(TE ME) P2, 30-AO(TE ME) P2 |
| COMM | RADIO 125.5 (V) (emerg only 705-693-3661) RCO London rdo 123.475 (FISE) 126.7(bcst) ATIS 127.4 CLNC DEL 121.8 MF rdo 125.5 7NM 4000 ASL (CAR 602.98) PAL Toronto Ctr 135.5 VDF 125.5 |
| NAV | NDB SB 362 (M) N46 38 53 W80 55 22 NORANDA ZSB 344 (L) N46 41 00 W80 44 57 VOR/DME YSB 112.3 Ch 70 N46 37 45 W80 47 54 (1171') ILS ISB 110.3 (Rwy 22) RVR |
| PRO | Rgt hand circuits Rwy 22 & 30 (CAR 602.96). |
| CAUTION | Extv float/ski/helicopter tfc in vic Azilda, ATF 122.8 and Coniston A/D 8NM S, ATF 123.0. |



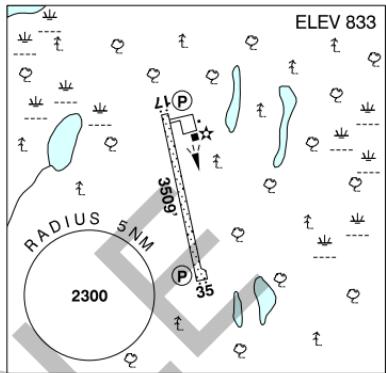
ONTARIO

AERODROME/FACILITY DIRECTORY

SUMMER BEAVER ON

CJV7

| | |
|---------------------|--|
| REF | N52 42 31 W88 32 31 2.5SW 6°W (2012) UTC-5(4) Elev 833' A5017 LO3 CAP |
| OPR | Govt of Ontario 807-473-2082 Cert Opr |
| FLT PLN FIC | NOTAM FILE CYXL Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) |
| RWY DATA | Rwy 17(174°)/35(354°) 3509x100 gravel |
| RWY CERT RCR | Rwy 17/35 AGN IIIA Apt Foreman 807-593-2181 Ltd maint 13-22Z‡ Mon-Fri exc hols. Rwy strength & cond subject to seasonal & climatic var. |
| LIGHTING | 17-AS(TE ME) AP, 35-AS(TE ME) AP ARCAL-123.2 type K |
| COMM ATF | Ifc 123.2 5NM 3800 ASL |
| CAUTION | Lgtd tower 1289 ASL (525 AGL) 2.3NM NNE of A/D. |

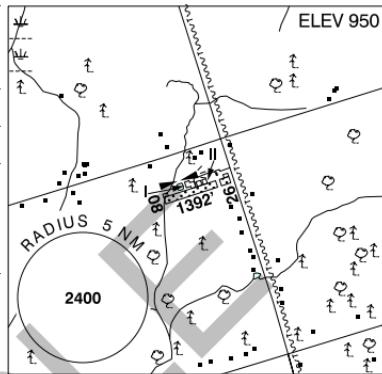


ONTARIO

AERODROME/FACILITY DIRECTORY

SUNDERLAND ON**CSD7**

| | |
|-----------------|---|
| REF | N44 13 37 W79 05 50 2.5SW 11°W (2014) UTC-5(4) Elev 950' VTA A5000 |
| OPR | Jeff Klimpel 705-357-2694 Reg PPR |
| PF | C-1,2,3,6 C-5 |
| FLT PLAN | NOTAM FILE CYKZ |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA | Rwy 08(083°)/26(263°) 1392x80 SAND/TURF Thld 26 displ 200'. Rwy 26 down 3% Opr Ltd win maint. |
| RCR | |
| LIGHTING | ARCAL-122.9 type J |
| COMM | |
| ATF | tfc 122.9 3NM 4000 ASL |
| PRO | Rgt hand circuit Rwy 08. Land Rwy 08 and tkof Rwy 26 when possible. |
| CAUTION | 50' marked P-lines and trees 100' fr Thld 26. 20' trees 150' fr Thld 08. Treeline 20' fr each side of rwy. Wildlife activity. |

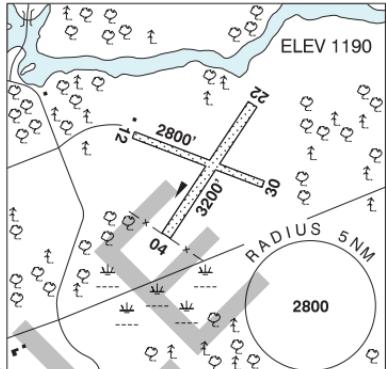


ONTARIO

AERODROME/FACILITY DIRECTORY

SUNDRIDGE / SOUTH RIVER AIRPARK ON**CPE6**

| | |
|--------------------------------|---|
| REF | N45 49 21 W79 19 25 2.6SE 12°W UTC-5(4) Elev 1190' A5000 A5001 |
| OPR | Sundridge/South River Airpark Inc. 705-386-2710 or 905-520-6596 Reg |
| PF | A-1,2 B-5 C-3,4,7,8 D-6 |
| FLT PLN FIC | NOTAM FILE CYYB London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES FUEL | Opr Call out chg 100LL 14-22Z‡ O/T call out chg may be levied |
| OIL S | All 2,3,4,5,6 |
| RWY DATA | Rwy 04/22 3200x150 turf Rwy 12/30 2800x75 turf |
| RCR | Opr 14-22Z‡ O/T O/R No win maint |
| COMM ATF | UNICOM ltd hrs O/T tfc 122.8 5NM 4200 ASL |
| CAUTION | Painted & lgtd twr 1705' ASL 1.5 NM WSW aptn. Marked fence 50' fr Thld 04. Float plane tfc N on Forest Lake. Rising terrain at the end of Rwy 30. |



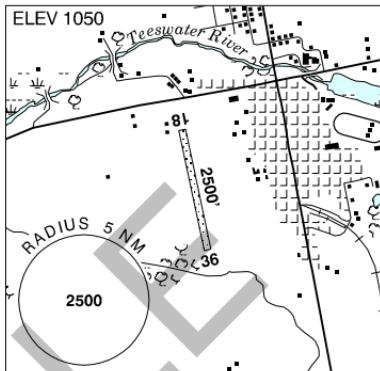
ONTARIO

AERODROME/FACILITY DIRECTORY

TEESWATER (DENT FIELD) ON

CDF2

| | |
|----------|--|
| REF | N43 59 40 W81 17 37 Adj W 9°W UTC-5(4) Elev 1050' A5000 |
| OPR | J. Dent 519-392-8314 Reg PPR |
| PF | B-1 C-2 D-3,4,5,6 |
| FLT PLN | NOTAM FILE CYZR |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES | |
| S | 4,5,6 |
| RWY DATA | Rwy 18(177°)/36(357°) 2500x60 turf |
| RCR | Opr Ltd win maint |
| COMM | |
| ATF | tfc 122.8 5NM 4000 ASL |
| CAUTION | Trees 500' N of Thld 18. |



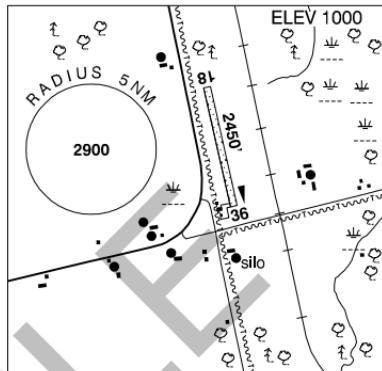
ONTARIO

AERODROME/FACILITY DIRECTORY

TEESWATER (THOMPSON FIELD) ON

CPC6

| | |
|-----------------|--|
| REF | N43 56 54 W81 16 19 2.5S 9°W UTC-5(4) Elev 1000' A5000 |
| OPR | D. Thompson 519-392-6988 Reg |
| PF | C-1,2,3,4,5,6 |
| FLT PLN | NOTAM FILE CYZR |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES | |
| S | 4,5,6 |
| RWY DATA | Rwy 18(177°)/36(357°) 2450x60 turf |
| RCR | Opr No win maint. Soft in spring. |
| COMM | tfc 122.8 5NM centred on Teeswater/Dent Field (CDF2) 2 NM N 4000 ASL |
| CAUTION | Hydro wires 600' S of Thld 36. Bush 500' N of Thld 18. |



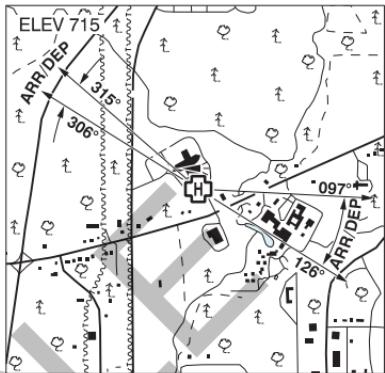
ONTARIO

AERODROME/FACILITY DIRECTORY

THUNDER BAY (HEALTH SCIENCE CENTRE) ON (Heli)

CTB2

| | |
|--------------------------------|---|
| REF | N48 25 24 W89 16 11 Adj 4°W (2016) UTC-5(4) Elev 715' A5001 A5008 |
| OPR | Thunder Bay Regional Health Science Centre 807-684-6100 ext 6509 Cert PPR |
| FLT PLN FIC | NOTAM FILE CYQT Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) |
| HELI DATA RCR | FATO/TLOF 87' dia CONC Safety Area 116' dia CONC Max heli overall length 57.5' Opr |
| LIGHTING | RY(LO) Green |
| COMM | |
| RCO | Winnipeg rdo 122.375 (FISE) 126.7 (bcst) |
| TWR | Thunder Bay 118.1 (E) 11-04Z‡ (emerg only 807-473-5252) |
| MF | Thunder Bay rdo 118.1 04-11Z‡ centred on Thunder Bay apt 3.8NM SW 4000 ASL (CAR 602.98) (emerg only 807-473-4311) |
| NAV | |
| NDB | Thunder Bay QT 332 (M) N48 20 47 W89 26 02 |
| VOR/DME | Thunder Bay YQT 114.1 Ch 88 N48 15 14 W89 26 15 (1641') |
| PRO | Arr/dep 097° to 126° fr heli, slope 8% (H3). Arr/dep 306° to 315° fr heli, slope 8% (H3). Day/night use. |
| CAUTION | Extv fit tng within 35NM W & N of CYQT CZ to 6000 ASL. Terrain rises abruptly to 1600 ASL 4.7NM S of heli. |

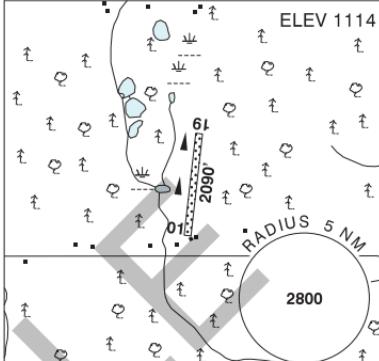


ONTARIO

AERODROME/FACILITY DIRECTORY

THUNDER BAY (MARTIN'S LANDING) ON

CML5

| | | |
|---------------------------------|---|---|
| REF | N48 17 37 W89 32 36 14WSW 3°W (2016) UTC-5(4) Elev 1114' A5001 A5008 |  |
| OPR | Richard A. Martin 807-628-8551 Reg PPR | |
| FLT PLN FIC | NOTAM FILE CYQT Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) | |
| SERVICES OIL S | 20W50, 80, 100 1,4,5,6,7 | |
| RWY DATA | Rwy 01(010°)/19(190°) 2090x80 turf/snow | |
| | RCR Opr Rwy soft when wet | |
| COMM ATF | tfc 122.8 3NM 3200 ASL | |
| PRO | Rgt hand circuits Rwy 01 (CARS 602.96). Circuit hgt 2100 ASL all runways. | |
| CAUTION | Trees 50 AGL N & S of rwy | |

SAMPLE

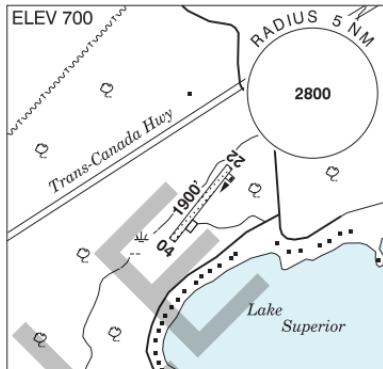
ONTARIO

AERODROME/FACILITY DIRECTORY

THUNDER BAY / ELDORADO ON

CED8

| | |
|-----------------|--|
| REF | N48 34 20 W88 49 00 20E 4°W (2012) UTC-5(4) Elev 700' A5001 A5008 |
| OPR | Brian Forsyth 807-626-4570 or 807-983-2673 Reg PPR |
| PF | C-1,2 D-3,4,5,6 |
| FLT PLN | NOTAM FILE CYQT |
| FIC | Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) |
| RWY DATA | Rwy 04(042°)/22(222°) 1900x50 turf Rwy 22 down 1% Opr Ltd win maint |
| COMM | Unicom Ltd hrs O/T tfc 123.0 3NM 3000 ASL |
| CAUTION | Trees within 100' of centerline, 50 AGL, both sides. Trees on apch, both thlds. Rising terrain N & E. Wildlife (deer) in vicinity of rwy. |



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THUNDER BAY FSS – RCO

Island Lake 122.2 (RAAS) (N53 51 W94 39)

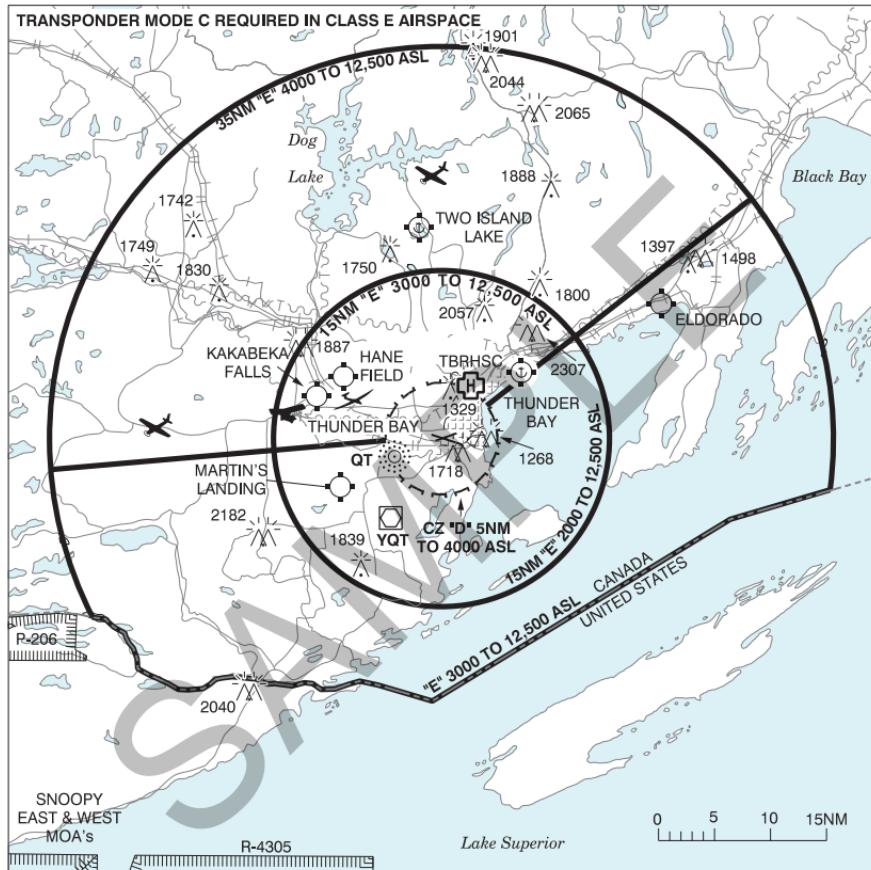
Pickle Lake 122.2 (RAAS) 11-02Z (N51 27 W90 13)

SAMPLE

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AERODROME/FACILITY DIRECTORY

THUNDER BAY VFR TERMINAL PROCEDURES CHART

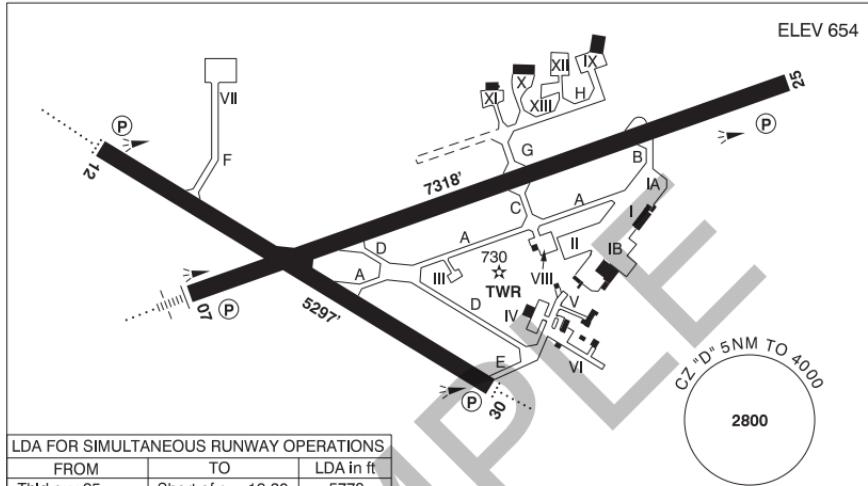


ONTARIO

AERODROME/FACILITY DIRECTORY

THUNDER BAY ON

CYQT



| | |
|-----------------|--|
| REF | N48 22 19 W89 19 18 Adj SW 4°W (2014) UTC-5(4) Elev 654' A5001 A5008 LO4 HI4 T2 CAP |
| OPR | Thunder Bay Intl Apts Authority Inc (TBIAAI) 807-473-2600 Cert |
| PF | A-1,2,3,6,7 C-4,5 |
| CUST | AOE/40 888-226-7277 13-05Z‡ |
| FLT PLN | FIC NOTAM FILE CYQT Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) WX METAR H24. TAF H24, issue times: 02, 08, 14, 20Z. WxCam |
| SERVICES | FUEL 100LL, JA-1 (FSII avbl), HPR 1030-0330Z‡ OIL All & Turbo 35 S 1,2,3,4,5,6,7 ARFF DESIGNATED CAT 6 1100-0615Z‡ O/T call out chg SUP FL LHOX JASU CE14 PVT ADV Thunder Bay Flight Refuelling (World Fuel Services) 123.2 1030-0330Z‡ O/T 807-577-1178; Innotech-Excaire Aviation (Shell) 122.85 1030-0330Z‡ O/T 807-475-5915 MIL CON Maintair Aviation Services (Shell) 807-475-5915 |

ONTARIO

AERODROME/FACILITY DIRECTORY

THUNDER BAY ON (Cont'd)

CYQT

| | |
|-----------------|---|
| RWY DATA | Rwy 07(074°)/25(254°) 7318x200 ASPH Rwy 12(125°)/30(305°) 5297x150 ASPH |
| RWY CERT | Rwy 07 RVR 1200(1/4sm)/Rwy 25 RVR 1200(1/4sm) AGN IV Rwy 12 RVR 1200(1/4sm)/Rwy 30 RVR 1200(1/4sm) AGN IIIB |
| TWY CERT | Twy: A, C, D AGN IIIB |
| TWY | Twy E (NE of D) uncontrolled. Twy F extends for 173' then changes to apron VII. Private, uncontrolled beyond hold line. Twy H clsd W of Apron XI. Private. |
| APRON | Apron I rstd to sked commercial air carrier by stand assignment only fr TBIAAI. Acft shall not taxi between ATB and pushed back acft. All sked acft shall be directed into prkg posn by Marshalling Services. Taxiing acft to remain on taxilanes. Uncontrolled. Apron II itinerant acft prkg. Uncontrolled. Aprons III, IV, VII, IX, X, XI & XII private and uncontrolled. Aprons V, VI & VIII uncontrolled. |
| RCR | Opr 11-05Z‡ O/T 2 hrs PN, CRFI, PLR/PCN |
| LIGHTING | 07-AN (TE HI) P2, 25-(TE HI) P2, 12-AD AS(TE ME) P2, 30-AD(non-std 1700') AS(TE ME) P2 |
| COMM | <p>RCO Winnipeg rdo 122.375 (FISE) 126.7 (bcst)</p> <p>ATIS 128.8 11-04Z‡</p> <p>GND 121.9 11-04Z‡</p> <p>TWR 118.1 (E) 11-04Z‡ (emerg only 807-473-5252) Admin/Supervisor 807-474-4245</p> <p>MF rdo 118.1 (E) 04-11Z‡ 5NM 4000 ASL (CAR 602.98) (emerg only 807-473-4311)</p> <p>ARR 119.2</p> <p>DEP 119.2</p> <p>PAL Winnipeg Ctr 132.125</p> |
| NAV | <p>NDB QT 332 (M) N48 20 47 W89 26 02 SUPERIOR ZQT 263 (L) N48 23 45 W89 13 32</p> <p>VOR/DME YQT 114.1 Ch 88 N48 15 14 W89 26 15 (1641')</p> <p>TACAN McKAY UAU 112.5 Ch 72 N48 22 24 W89 19 44 (665') TACAN unavbl in SE SECTOR beyond 20NM below 7000'.</p> <p>ILS IQT 109.5 (Rwy 07) RVR</p> |
| PRO | Rgt hand circuits Rwy 25 & 30 (CAR 602.96). See CAP for NOISE & NIGHT restrictions. |
| | ATS PPR REQUIREMENTS: Ctc Winnipeg ACC 204-984-5979 for the following: - IFR tng and Photo Survey within Thunder Bay Class E Transponder Airspace - VFR tng conducting simulated holds and inst apch |
| CAUTION | Heli flood lghts 30 AGL N side of apron II. Lgtd obst 746 ASL 0.5NM NE Thld 25 (intxn Thunder Bay Express Way & Arthur street). Terrain rises abruptly to 1600 ASL 2NM SE of A/D. Extv flt tng within 35NM W & N of CYQT CZ to 6000 ASL. Extv bird and wildlife activity in vic of A/D. Railroad tracks SW of A/D in close proximity. |

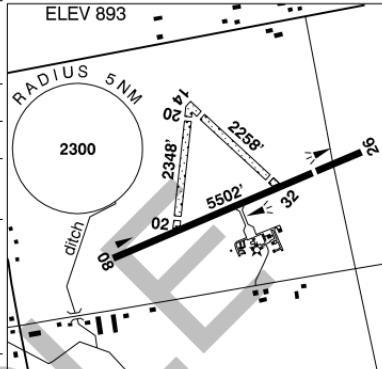
ONTARIO

AERODROME/FACILITY DIRECTORY

TILLSONBURG ON

CYTB

| | |
|-----------------|---|
| REF | N42 55 35 W80 44 49 3N 9°W UTC-5(4) Elev 893' A5000 LO6 HI5 CAP |
| OPR | Town 519-842-2929 Reg |
| PF | A-1,2,7 C-3,4,5,6 |
| CUST | AOE/15 888-226-7277 13-02Z‡; AOE/CAN |
| FLT PLN | FIC NOTAM FILE CYXU London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) WX Webcam |
| SERVICES | FUEL Clsd Dec 25, 26 & Jan 1 OIL 100LL, JA-1 Cardlock on apron S 100W, 100W plus, 15W50, 20W50 X/C, 20W50 type M 2,3,4,5 |
| RWY DATA | RCR Rwy 02(014°)/20(194°) 2348x75 TURF Thld 02 displ 100' Thld 20 displ 100' Rwy 08(075°)/26(255°) 5502x100 ASPH Thld 26 displ 1000' Rwy 14(140°)/32(320°) 2258x75 TURF Thld 14 displ 300' Thld 32 displ 100' Opr Rwy 14/32 & 02/20 no win maint, may be soft during spring and when wet. |
| LIGHTING | 08-(TE LO), 26-(TE LO) ARCAL-123.0 type J. |
| COMM | ATF UNICOM ltd hrs O/T tfc 123.0 5NM 3900 ASL |
| CAUTION | Trees east of Rwy 26. |

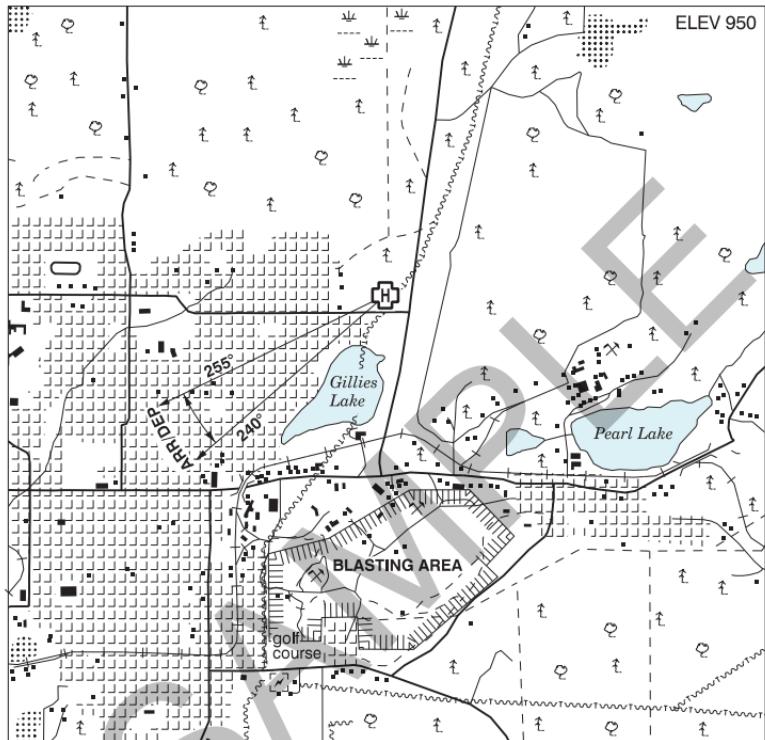


ONTARIO

AERODROME/FACILITY DIRECTORY

TIMMINS (TIMMINS & DISTRICT HOSP) ON (Heli)

CTM6

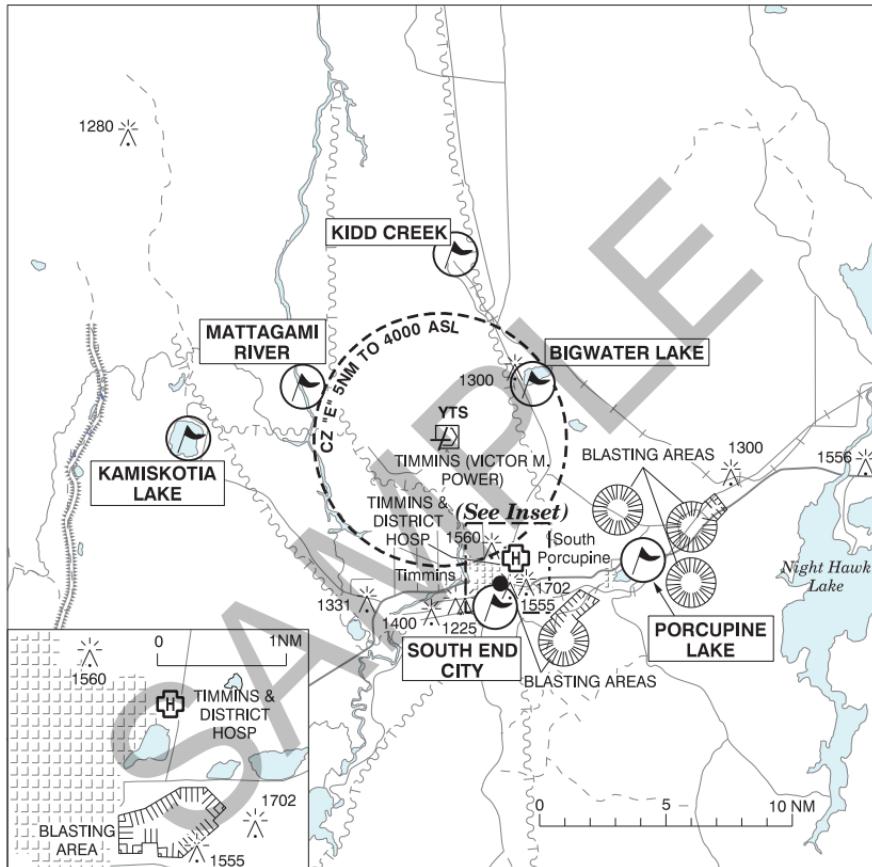


| | |
|--------------------------------|---|
| REF | N48 29 13 W81 18 49 Adj NE 11°W UTC-5(4) Elev 950' A5009 |
| OPR | Timmins and District Hospital 705-267-2131 Cert PPR |
| FLT PLN FIC | NOTAM FILE CYTS London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA RCR | 86' dia asphalt 114' dia Max heli overall length 57.5' Opr |
| LIGHTING | RF(Fl) |
| COMM MF | Timmins rdo 122.3 5NM 4000 ASL centered on Timmins apt 5.6NM NNW (CAR 602.98) |
| PRO | Arr/dep 240°-255° fr heli, slope 8% (H3), day/night use. |
| CAUTION | Blasting ops aprx 0.9NM S of A/D up to 1486 ASL refer to Timmins VTPC, ctc London rdo. |

ONTARIO

AERODROME/FACILITY DIRECTORY

TIMMINS (VICTOR M. POWER) VFR TERMINAL PROCEDURES CHART



| LOCATION | IDENT | LAT/LONG |
|-----------------|-------|-------------------------|
| BIGWATER LAKE | VCBWL | N48° 36.45' W81° 17.00' |
| KAMISKOTIA LAKE | VCKMS | N48° 34.00' W81° 38.00' |
| KIDD CREEK | VCKDC | N48° 41.00' W81° 22.50' |
| MATTAGAMI RIVER | VCMTR | N48° 36.00' W81° 30.80' |
| PORCUPINE LAKE | VCPQP | N48° 29.00' W81° 11.00' |
| SOUTH END CITY | VCSTH | N48° 27.50' W81° 20.00' |

ONTARIO

AERODROME/FACILITY DIRECTORY

TIMMINS (VICTOR M. POWER) ON

CYTS

| | | |
|-----------------|---|--|
| REF | N48 34 14 W81 22 36 6NNW 11°W UTC-5(4) Elev 968' A5009 LO4 LO7 HI4 CAP | <p>ELEV 968 2600 6000' 4907'</p> |
| OPR | City of Timmins 705-360-2636 Cert | |
| PF | B-1,2,3,6 C-4,5 | |
| FLT PLN | NOTAM FILE CYTS Pilots to open/close VFR fit plan with London rdo FISE or by phone. | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| WX | METAR H24. TAF H24, issue times: 02, 08, 14, 20Z. | |
| SERVICES | | |
| FUEL | 100LL, JA-1 (FSII avbl), HPR 1030Z-0100Z‡ Sun-Fri, 1030Z-2300Z‡ Sat Page 705-360-8888 | |
| OIL | All | |
| S | 1, 2, 3 | |
| SUP FL | D-ice 705-264-9521 Air Creebec | |
| JASU | 10/15 | |
| MIL CON | World Fuel Services 705-264-9521 | |
| RWY DATA | Rwy 03(031°)/21(211°) 6000x150 ASPH Rwy 10(101°)/28(281°) 4907x150 ASPH | |
| RWY CERT | Rwy 03/21 AGN IV Rwy 10/28 AGN IV | |
| TWY CERT | Twy C AGN II | |
| RCR | FSS CRFI/RSC avbl ltd hrs. PLR/PCN | |
| LIGHTING | 03-AN(TE HI) P2, 21-AO(TE HI) P2, 10-AO(TE ME) P2, 28-AO(TE ME) P2 | |
| COMM | | |
| RADIO | 122.3 (E) (emerg only 705-264-6009) | |
| RCO | London rdo 123.55 (FISE) 126.7 (bcst) | |
| ATIS | 124.95 | |
| MF | rdo 122.3 5NM 4000 ASL (CAR 602.98) | |
| PAL | Toronto Ctr 128.3 | |
| VDF | 122.3 | |
| NAV | | |
| VOR/DME | YTS 113.0 Ch 77 N48 34 20 W81 22 12 (991') | |
| ILS | ITS 109.7 (Rwy 03) RVR | |
| PRO | Turn around bay on Thld 21 not to be used for holding. Non-sked and tran acft park on N Ramp. | |
| CAUTION | Blasting ops SE of A/D up to 1486 MSL refer to VTPC, ctc London rdo. Porcupine Lake ATF area adj SE (ltd hrs 123.3 O/T 122.8 5NM 2000 ASL). Extv bird & wildlife activity in vic A/D. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

TIMMINS FSS – RCO

Moosonee 122.5 (RAAS) 12-02Z‡ (N51 17 W80 38)

Muskoka 122.3 (RAAS) (N44 58 W79 18)

SAMPLE

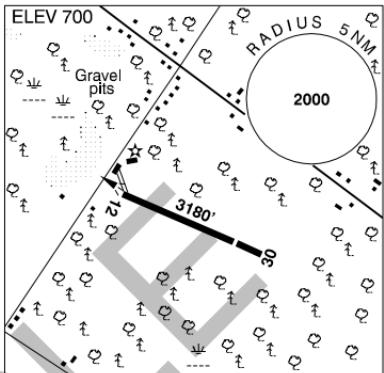
ONTARIO

AERODROME/FACILITY DIRECTORY

TOBERMORY ON

CNR4

| | |
|-----------------|--|
| REF | N45 13 18 W81 37 43 2.2SE 9°W UTC-5(4) Elev 700' A5000 |
| OPR | Township of the North Bruce Peninsula 519-596-2898 Reg |
| PF | B-1 C-2 D-3,4,5 |
| FLT PLN | NOTAM FILE CYVV |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES | |
| FUEL | 100LL |
| OIL | All |
| RWY DATA | Rwy 12(117°)/30(297°) 3180x60 ASPH Thld 30 disp 450'. RCR Opr No win maint |
| LIGHTING | 12-(TE LO), 30-(TE LO) ARCAL-122.8 type J |
| COMM | |
| ATF | UNICOM ltd hrs O/T tfc 122.8 5NM 3700 ASL |
| PRO | When departing Rwy 30 climb on rwy hdg to 1200 ASL BPOC. |

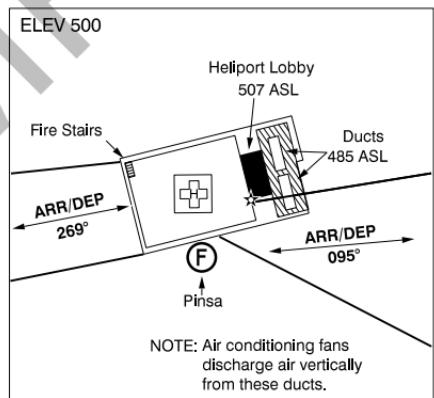
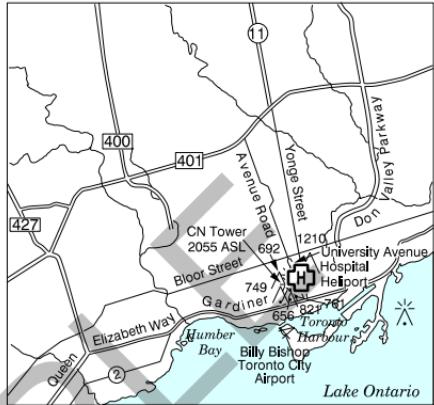
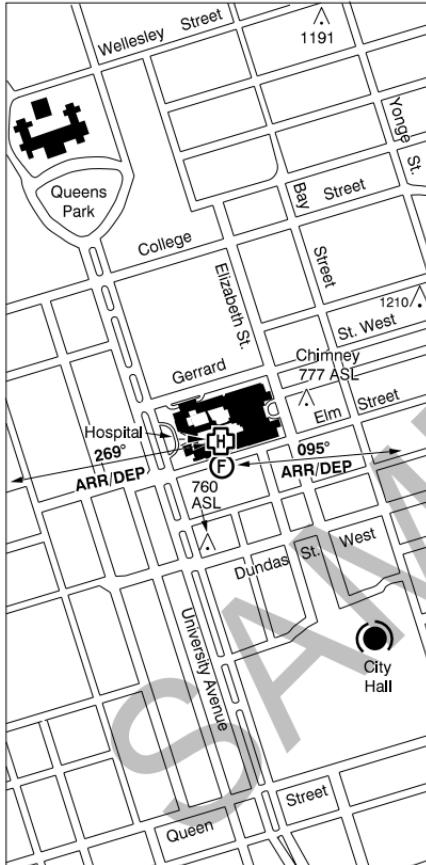


ONTARIO

AERODROME/FACILITY DIRECTORY

TORONTO (HOSP FOR SICK CHILDREN) ON (Heli)

CNW8



| | |
|---|--|
| REF | N43 39 24 W79 23 15 10°W (2016) UTC-5(4) Elev 500' VTA A5000 |
| OPR | Hosp for Sick Children 416-813-5599 Cert PPR |
| FLT PLN FIC | NOTAM FILE CYTZ London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA | FATO 86' dia CONC TLOF 39' dia CONC Safety Area 115' dia CONC 33,000 lbs Max heli overall length 57.4' FATO (PINSA) 86' dia non-supporting Safety Area 115' dia non-supporting |
| LIGHTING | RY(LO) Green |
| COMM TWR A/G | Toronto 118.35 118.7 City 118.2 119.2 129.275 |
| PRO | Arr/dep 269° & 095° fr heli, slope 8% (H1), day/night use. Arr 095° acft to hover S of heli (See sketch). All acft to park with exhaust facing N due to intake fans on S side of bldg. Ctc Ornge Dispatch at 800-387-4677 for ctl access of all medical flights. |

ONTARIO

AERODROME/FACILITY DIRECTORY

TORONTO (MISSISSAUGA CREDIT VALLEY HOSP) ON (Heli)

CPK6

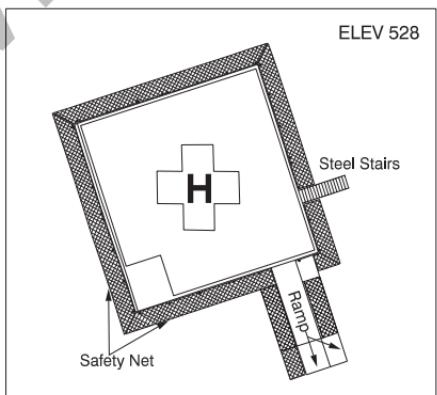
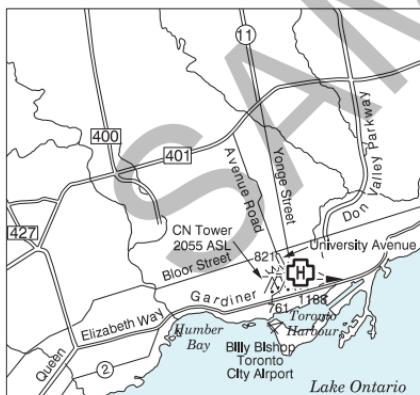
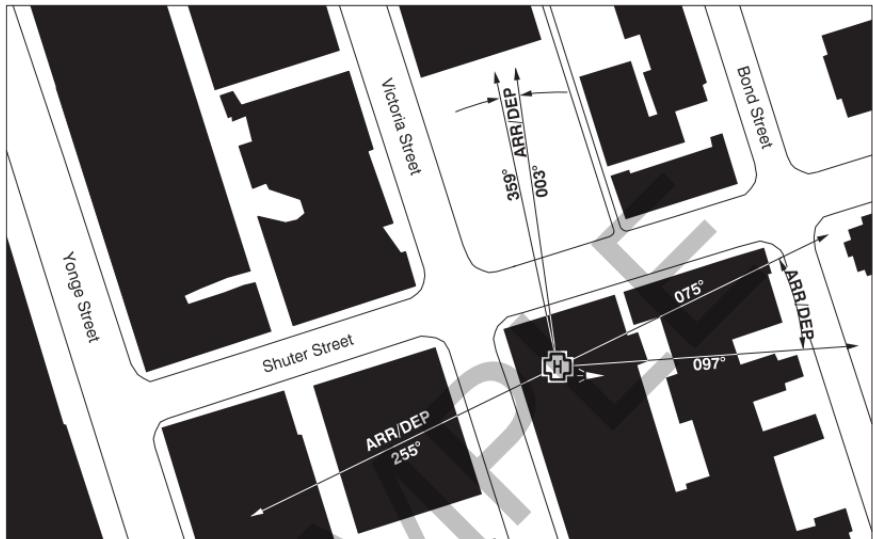
| | | |
|--------------------------------|--|--|
| REF | N43 33 41 W79 42 10 10°W (2019) UTC-5(4) Elev 523' VTA A5000 | |
| OPR | Credit Valley Hosp 905-813-2200 Cert PPR | |
| FLT PLN FIC | NOTAM FILE CYBM London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| HELI DATA RCR | FATO/TLOF 108' dia CONC Safety Area 144' dia CONC/GRVL/TURF Max heli overall length 57.5' Opr | |
| LIGHTING | DR RY(LO) RF(FL) ARCAL-123.2 type K one intensity only, key mic 3 times to turn floodlights off | |
| COMM TWR A/G | Toronto 118.35 118.7 Ambulance dispatch 129.275 | |
| PRO | Arr/dep 078° fr heli, slope 16% (H2), day/night use. Arr/dep 245° fr heli (H1), day/night use. | |
| CAUTION | Chimney SSW aprx 150 AGL. Communications twr SW aprx 100 AGL. P-lines N & W all lgtd & marked. Bldgs 0.3NM SW. Trees S to 100 AGL. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

TORONTO (ST. MICHAEL'S HOSP) ON (Heli)

CTM4



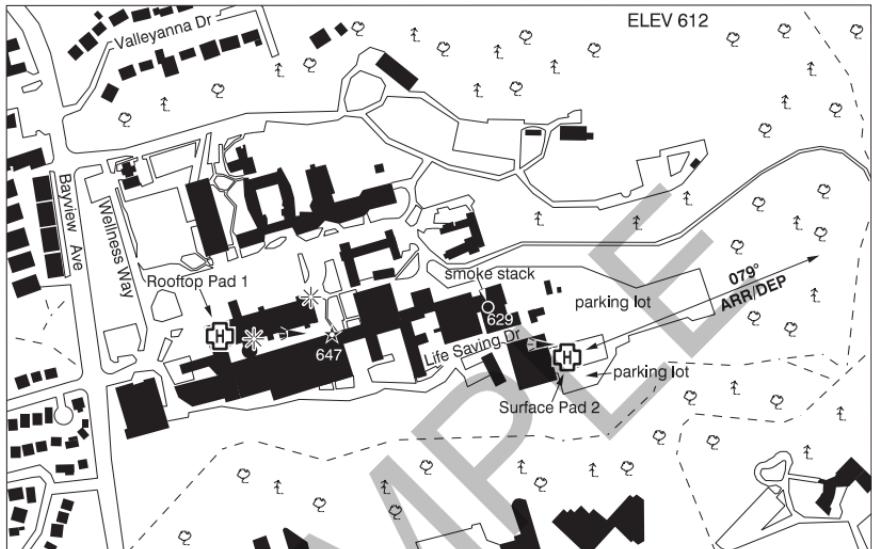
| | |
|------------------|---|
| REF | N43 39 15 W79 22 42 Adj 11°W (2015) UTC-5(4) Elev 528' VTA A5000 |
| OPR | St.Michael's Hospital 416-864-5323 Cert PPR |
| FLT PLN | NOTAM FILE CYTZ |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA | FATO 82' x 82' non-supporting TLOF 60' x 60' rooftop Safety Area 109' x 109' non-supporting 16,000lbs Max heli overall length 54.7' Opr |
| LIGHTING | RY(LO) Green FL(LO) |
| COMM | |
| TWR | Toronto 118.35 118.7 City 118.2 119.2 |
| A/G | Ambulance dispatch 129.275 |
| PRO | Arr/dep 255° and 359° to 003° and 075° to 097° fr heli, slope 8% (H1), day/night use. |
| CAUTION | Significant obst in vic. High rise condo NNW of heli. |

ONTARIO

AERODROME/FACILITY DIRECTORY

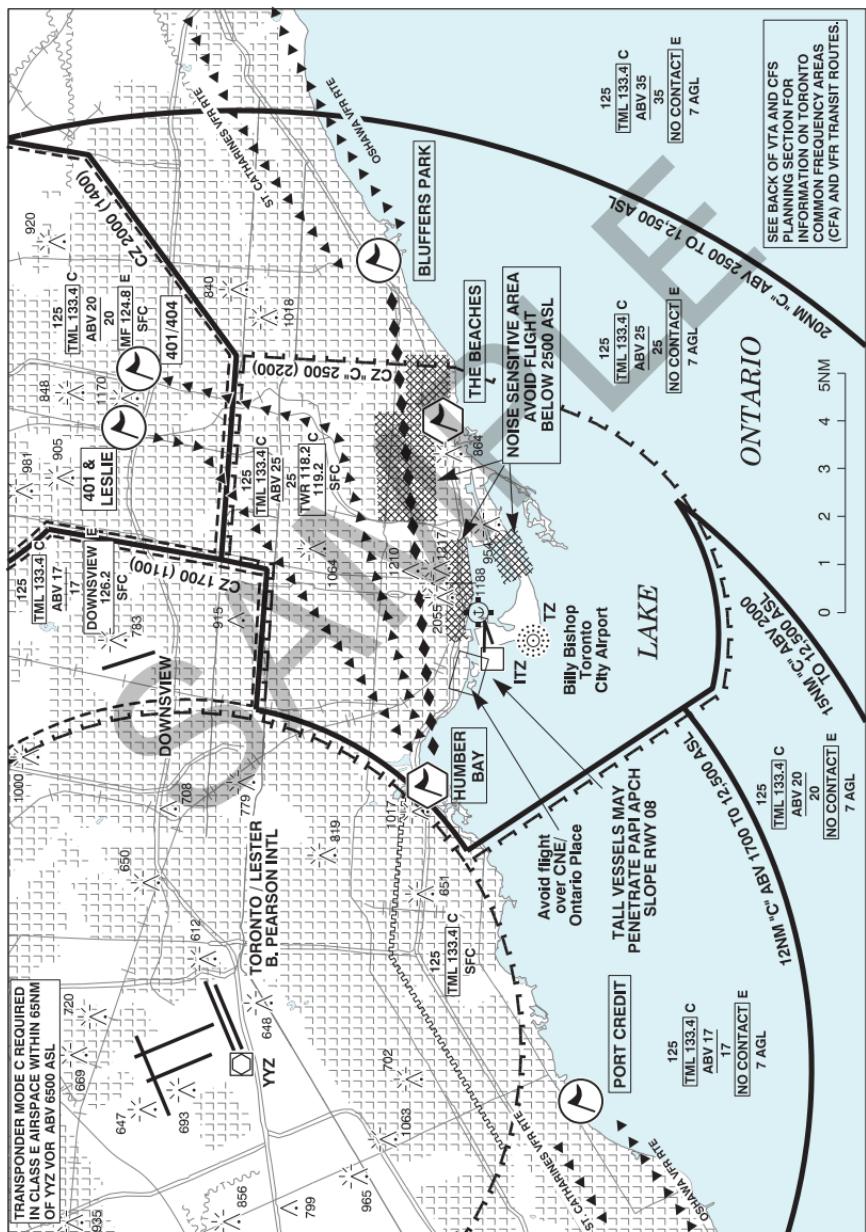
TORONTO (SUNNYBROOK HEALTH SCIENCES CENTRE) ON (Heli)

CNY8



| | |
|---|---|
| REF | N43 43 17 W79 22 37 Adj 11°W UTC-5(4) Elev 612' VTA A5000 |
| OPR | Sunnybrook Health Sciences Centre 416-480-4589 Cert PPR |
| FLT PLN FIC | NOTAM FILE CYTZ London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA | <p>Rooftop Pad 1: FATO 113' x 113' non-supporting TLOF 75' x 75' aluminum Safety Area 151' x 151' non-supporting elevated rooftop 35,000 lbs Max heli overall length 75.0'</p> <p>Surface Pad 2: FATO/TLOF 86' dia ASPH Safety Area 114' x 114' GRASS Max heli overall length 57.5'</p> <p>RCR Opr</p> |
| LIGHTING | Rooftop Pad 1: RY(HI) Surface Pad 2: RY(LO) RF(FL) DR |
| COMM TWR A/G | Toronto 118.35 118.7 City 118.2 119.2 ambulance dispatch 129.275 |
| PRO | Rooftop Pad 1 Arr/dep 001° to 360° fr heli (H1), day/night use (CAR 602.96) Surface Pad 2 Arr/dep 079° fr heli, slope 8% (H3), day/night use (CAR 602.96). |

TORONTO / BILLY BISHOP TORONTO CITY AIRPORT VFR TERMINAL PROCEDURES CHART



ONTARIO**AERODROME/FACILITY DIRECTORY****TORONTO / BILLY BISHOP TORONTO CITY AIRPORT VFR TERMINAL
PROCEDURES CHART (Cont'd)**

| LOCATION | IDENT | LAT/LONG |
|----------------|-------|-----------------------|
| 401/404 | VCFOF | N43° 46.07 W79° 20.00 |
| 401 & LESLIE | VCLES | N43° 45.97 W79° 21.92 |
| BLUFFER'S PARK | VCBLF | N43° 42.50 W79° 14.00 |
| HUMBER BAY | VCHUB | N43° 37.53 W79° 28.57 |
| PORT CREDIT | VCPCR | N43° 33.00 W79° 35.00 |
| THE BEACHES | VCBCH | N43° 39.80 W79° 18.40 |

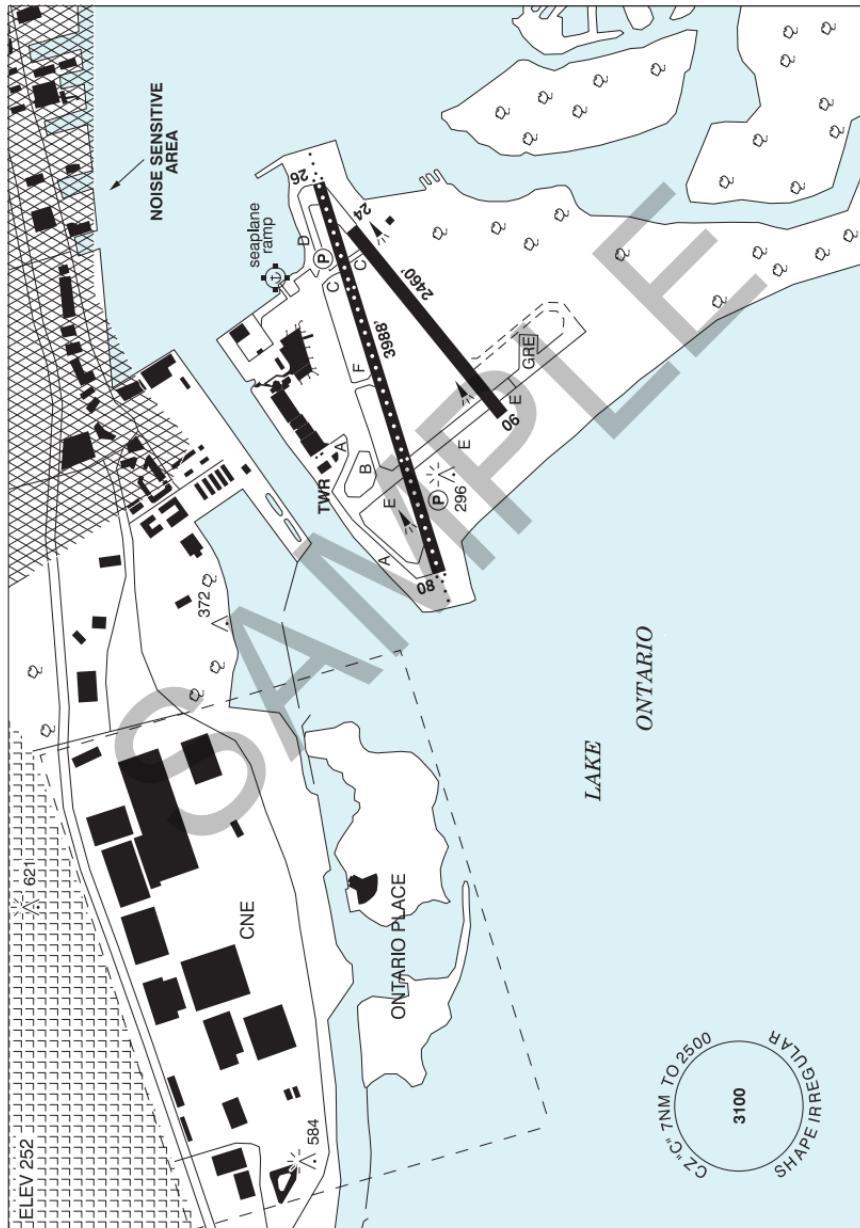
SAMPLE

ONTARIO

AERODROME/FACILITY DIRECTORY

TORONTO / BILLY BISHOP TORONTO CITY AIRPORT ON

CYTZ



| | |
|-----|--|
| REF | N43 37 42 W79 23 46 Adj S 11°W UTC-5(4) Elev 252' VTA A5000 LO6 T2 CAP RCAP |
| OPR | Toronto Port Authority 416-203-6942 Cert Ldg fees |
| PF | A-1,6 B-2,3 C-4,5 |

ONTARIO

AERODROME/FACILITY DIRECTORY

TORONTO / BILLY BISHOP TORONTO CITY AIRPORT ON (Cont'd)

CYTZ

| | |
|-----------------|--|
| CUST | AOE/90 888-226-7277 13-05Z‡ |
| FLT PLN | NOTAM FILE CYTZ Pilots to open/ close VFR fit plan with London rdo 123.15 or by phone. |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| ACC | Toronto 905-676-4590/4591/4592 or 888-217-1241 |
| WX | METAR AUTO H24 (see COMM). TAF H24, issue times: 02, 08, 14, 20Z. WxCam |
| DUAT | Porter FBO |
| SERVICES | 1145-0400Z‡ dly Ferry and pedestrian tunnel ltd hrs - no other access to aptn. |
| FUEL | 100LL, JA-1 (FSII avbl) |
| OIL | All |
| S | 1,3 |
| ARFF | DESIGNATED CAT 6 1145-0400Z‡, O/T call out chg 2 hr PN |
| PVT ADV | Stolport FBO 416-361-1100 130.57 1145-0400Z‡ Porter FBO 416-203-2424 123.35 1145-0400Z‡ |
| RWY DATA | Rwy 08(082°)/26(262°) 3988x150 grooved ASPH Rwy 06(061°)/24(241°) 2460x100 ASPH |
| RWY CERT | Rwy 08 RVR 1200(1/4sm)/Rwy26 RVR 1200(1/4sm) AGN IIIA Rwy 06/24 AGN I |
| RCR | Opr 1145-0345Z‡ CRFI/RSC avbl ltd hrs. PLR/PCN |
| LIGHTING | 06-(TE ME), 24-(TE ME) 08-AS(TE HI CL)P1 3.9°, 26-AZ(TE HI CL)AP 4.8° MEHT 63' See CAUTION PAPI P1 apch Rwy 08 and APAPI apch Rwy 26. Rwys 08 & 26 - three white inset pre-thld centerline lgts. Two pairs of inset white lgts 1099' upwind of each thld mark. Yellow rwy edge lgts for final 1305' Rwy 26 and Rwy 08. |
| COMM | <p>ATIS 133.6 1130-0400Z‡ dly GND 121.7 1130-0400Z‡ dly TWR City 118.2 119.2 (V) 1130-0400Z‡ dly (emerg only 416-973-9240) ATF tfc 118.2 0400-1130Z‡ dly within CZ 7NM SHAPE IRREGULAR 2500 ASL ARR Toronto 133.4 DEP Toronto 133.4 AWOS 133.6 0400-1130Z‡</p> |
| NAV | <p>NDB GIBRALTAR POINT TZ 257 (L) N43 36 46 W79 23 08 DME TORONTO CITY ITZ 110.15 Ch 38(Y) N43 37 38 W79 23 58 (296') ITZ DME unmonitored when twr clsd. DME not usable within 1.0 DME. ILS ITZ 110.15 (Rwy 08) Ch 38(Y) RVR. ITZ ILS unmonitored when twr clsd. LOC reliable only within 10° either side of centreline. ICR 110.15 (Rwy 26) RVR. ICR ILS unmonitored when twr clsd. LOC reliable only within 10° either side of centerline.</p> |
| PRO | VFR Arrivals: Final apch Rwy 24 offset 10° S due bdgs to 625 ASL along lakeshore. Final apch Rwy 24 to be flown over water parallel to lakeshore til intercept of Rwy 24 centreline. Abv 15°C, no acft with more than 100 pax or over 85,000 lbs is auth to perform 180° turns on Rwy 08/26 without perms 416-293-6942 Ext 17 |

ONTARIO

AERODROME/FACILITY DIRECTORY

TORONTO / BILLY BISHOP TORONTO CITY AIRPORT ON (Cont'd)

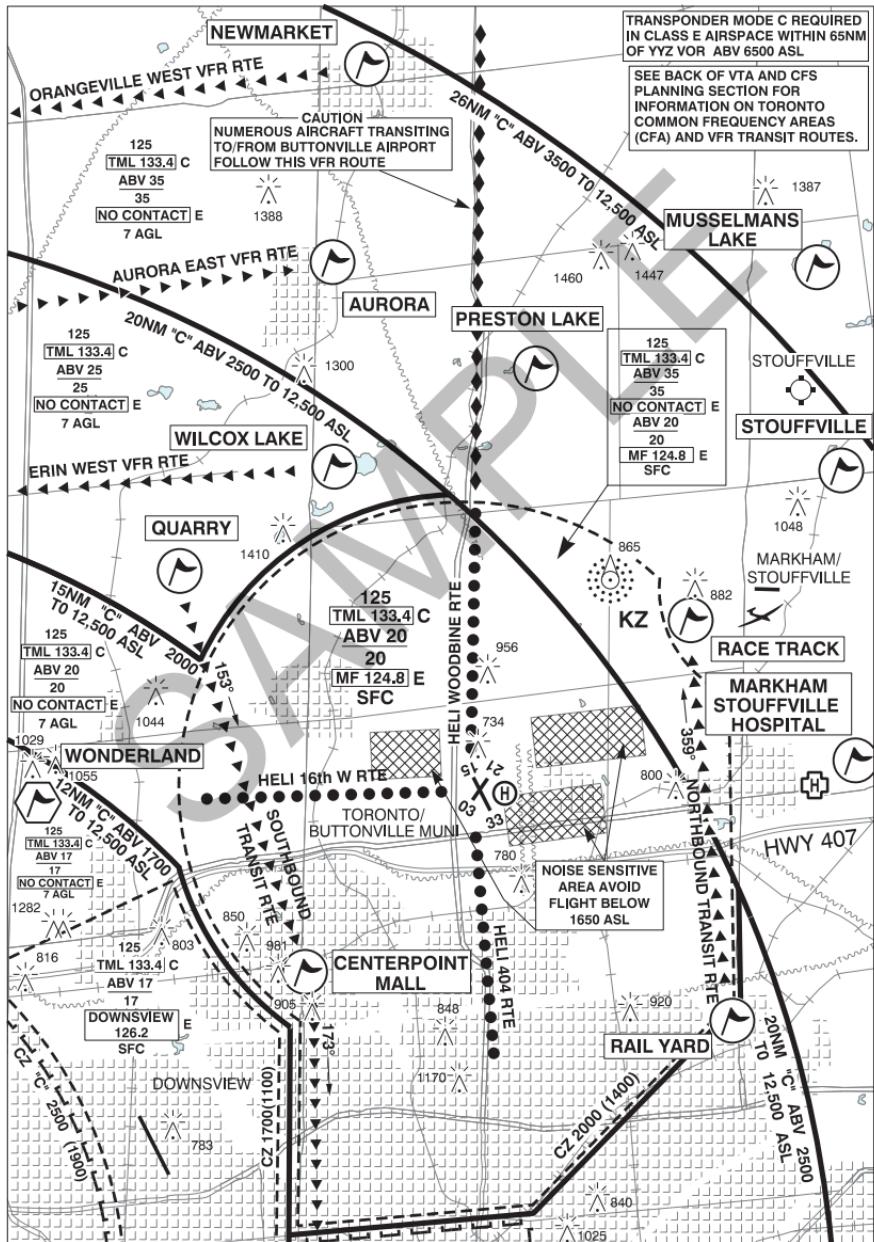
CYTZ

| | |
|---------------------|--|
| PRO (Cont'd) | <p>VFR FLIGHTS All VFR acft should anticipate arr and dep instructions fr ATC.</p> <p>ARRIVALS</p> <ul style="list-style-type: none"> - Acft entering CZ via 401 & Leslie, Humber Bay or Bluffers Park ctc Billy Bishop Toronto City TWR 118.2 - Acft entering CZ from over Lake Ontario to the S ctc Billy Bishop Toronto City TWR 119.2 <p>DEPARTURES</p> <ul style="list-style-type: none"> - Acft departing the CZ into CYKZ airspace not above 2000 ASL unless cleared to enter Class C airspace. - Acft departing the CZ at Humber Bay not above 1700 ASL unless cleared to enter Class C airspace. - Acft departing the CZ via Bluffer's Park not above 2500 ASL unless cleared to enter Class C airspace. <p>RESTRICTIONS Pursuant to CAR 602.105, the following restrictions are in effect.</p> <ol style="list-style-type: none"> 1. No arr/dep btwn 0400-1145Z‡ dly exc MEDEVAC & emerg. 2. All jet acft (exc MEDEVAC flts) and certain types of propeller acft are proh fr utilizing the aptn. Pilots should check with aptn ops prior to arr. 3. Rgt hand circuits Rwy 06, 08 4. Rotary wing acft are to conform to established circuit pattern, unless auth by ATC. 5. All pilots are rqrqd to check with the Aptn Duty Mgr (ADM) prior to conducting any engine maint run-ups. 6. All pilots are encouraged to minimize the use of "reverse thrust" upon ldg, as long as fit safety is not jeopardised in any way. <p>PROCEDURES Pursuant to CAR 602.105, the following procedures are in effect.</p> <ol style="list-style-type: none"> 1. Pilots are requested to maintain 2000 ASL or above over Metropolitan Toronto Zoo (N43 49 05 W79 11 15). 2. Avoid overflight of noise sensitive areas, see Toronto/Billy Bishop Toronto City Airport VTPC for east VFR routing. 3. All arr/dep acft to avoid fit over CNE/Ontario Place. For details see Toronto/Billy Bishop Toronto City Airport VTPC and Toronto/Billy Bishop Toronto City Airport sketch. |
| CAUTION | <p>Frequent banner towing activity over CNE in fixed pattern 1500 ASL and below. Vessels up to 120' (366 ASL) in vic of final apch to all rwy's.</p> <p>PAPI P1 apch slope Rwy 08 will ensure clearance over tall vessels. DME/glide path antenna 296 ASL (45 AGL) at A/D, see sketch. APAPI Rwy 26 apch slope 4.8°. APAPI apch slope Rwy 26 will ensure clearance over vessels and chimney (N43 38 45 W79 19 59), 952 ASL (700 AGL) 2.6NM fr Thld 26. Secondary ERS subject to availability of ferry ops.</p> <p>Wind turbine aprx 1NM W of aptn at CNE 584 ASL (323 AGL) N43 37 52 W79 25 29. Extv bird activity on A/D.</p> <p>Seapl ramp rstd to acft with max wt of 4000 lbs.</p> <p>Flagpole 372 ASL (121 AGL) located 0.4NM N of Thld Rwy 08.</p> |

ONTARIO

AERODROME/FACILITY DIRECTORY

TORONTO / BUTTONVILLE MUNI VFR TERMINAL PROCEDURES CHART



ONTARIO**AERODROME/FACILITY DIRECTORY****TORONTO / BUTTONVILLE MUNI VFR TERMINAL PROCEDURES CHART (Cont'd)**

| LOCATION | IDENT | LAT/LONG |
|------------------------------|--------|---------------------|
| AURORA | VCAUR | N44°00.00 W79°28.00 |
| CENTERPOINT MALL | VCCPM | N43°47.73 W79°25.30 |
| MARKHAM STOUFFVILLE HOSPITAL | VCWTR | N43°53.20 W79°14.70 |
| MUSSELMANS LAKE | VCMUS | N44°02.00 W79°16.70 |
| NEWMARKET | VCNMNT | N44°03.00 W79°28.00 |
| PRESTON LAKE | VCPRT | N43°59.20 W79°22.80 |
| QUARRY | VCQAR | N43°53.83 W79°29.43 |
| RACE TRACK | VCRTK | N43°55.43 W79°17.65 |
| RAIL YARD | VCRYD | N43°48.17 W79°15.07 |
| STOUFFVILLE | VCSTF | N43°58.00 W79°15.00 |
| WILCOX LAKE | VCWLZ | N43°56.90 W79°26.10 |
| WONDERLAND | VCWND | N43°50.50 W79°32.50 |

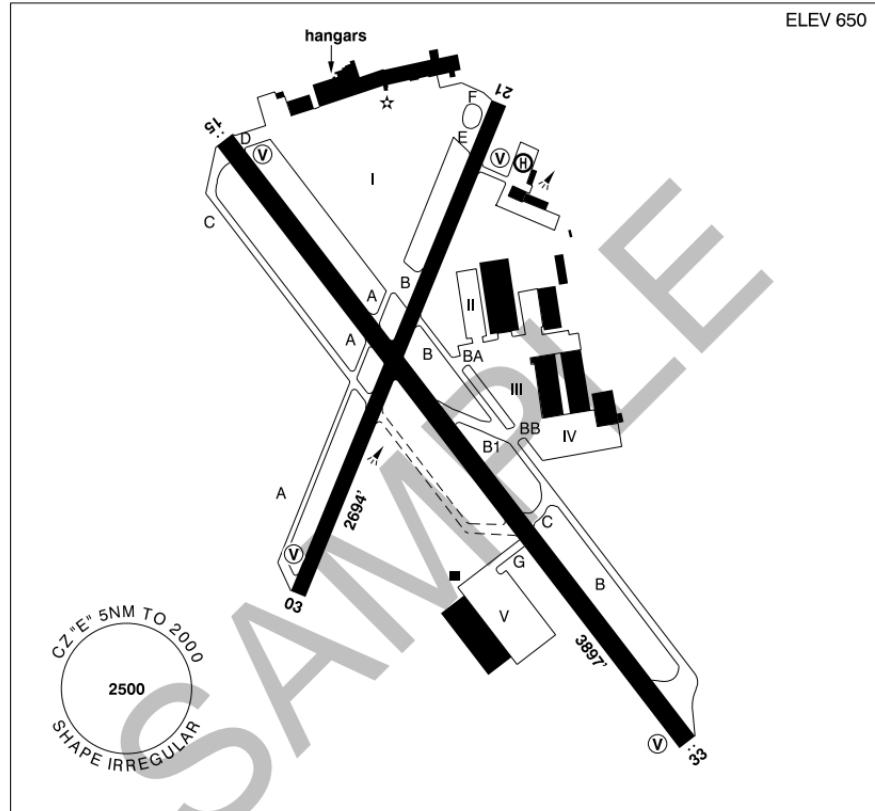
SAMPLE

ONTARIO

AERODROME/FACILITY DIRECTORY

TORONTO / BUTTONVILLE MUNICIPAL ON

CYKZ



| | |
|-----------------|--|
| REF | N43 51 39 W79 22 07 Adj N 11°W UTC-5(4) Elev 650' VTA A5000 LO6 T2 CAP |
| OPR | Torontair Ltd 905-477-8100 Cert Ldg fees |
| PF | B-1,2,6 C-3,4,5 |
| CUST | AOE/15 888-226-7277 12-05Z‡ |
| FLT PLN | NOTAM FILE CYKZ Pilots to open/close VFR fit plan with London rdo 123.15 or by phone. |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| WX | LWIS H24 |
| ACC | Toronto 888-217-1241 or 905-676-4590/4591/4592 |
| SERVICES | |
| FUEL | 100LL, JA-1 (FSII avbl), SP |
| OIL | All |
| S | 1,2,3,4,5,6 |
| PVT ADV | Toronto Airways 123.5 FBO Million Air Toronto 905-477-8100 Ext 1 |

ONTARIO

AERODROME/FACILITY DIRECTORY

TORONTO / BUTTONVILLE MUNICIPAL ON (Cont'd)

CYKZ

| | |
|-----------------|---|
| RWY DATA | Rwy 15(153°)/33(333°) 3897x100 ASPH Rwy 03(033°)/21(213°) 2694x80 ASPH Rwy 21 down 1.0% |
| RWY CERT | Rwy 15/33 AGN IIIA Rwy 03/21 AGN II |
| TWY CERT | Twy A AGN I Twy C: AGN IIIA East of Rwy 15/33 & AGN I West of Rwy 15/33 |
| TWY | Twy C west of Rwy 15/33 north of Rwy 03/21 rstd to day use only. Twy C west of Rwy 15/33 south of Rwy 03/21 clsd. Twy surfaces are rough. |
| APRON | Apron surfaces are rough. |
| RCR | Opr Rwy surfaces are rough. |
| LIGHTING | 03-(TE ME) AV, 21-(TE ME) AV, 15-AS(TE HI) AV, 33-AS(TE HI) AV ARCAL-124.8 key mic 3 times for medium ints, 7 times for hi ints. |
| COMM | <p>RCO London rdo 123.15 (FISE) 126.7 (bcst) MF tfc 124.8 (without gnd stn) 5NM shape irregular 2000 ASL (CAR 602.98)</p> <p>ARR Toronto 133.4 DEP Toronto 133.4</p> |
| NAV | <p>NDB KZ 248 (L) N43 55 59 W79 19 44 DME IKZ 111.1 Ch 48 N43 51 21 W79 21 48 LOC IKZ 111.1 (Rwy 15)</p> |
| PRO | Heli avoid flt over village of Buttonville adj E. Pilots are requested to maintain 2000 ASL or above over Metropolitan Toronto Zoo (N43 49 05 W79 11 15). See Toronto/Buttonville Municipal VTPC for VFR reporting points & heli routes. Flts proh after 0000 lcl unless approved by APM. Airships and Balloons PPR. Ctc opr for details. |
| NOISE | Pursuant to CAR 602.105, the following procedures are in effect. 1. Rgt hand circuits Rwy 15 (CAR 602.96). Circuit height 1650 ASL. 2. Turns to final apch will be made at or above 1150 ASL. DEPARTURES: Rwy 03, 21 & 33 no turns below 1150 ASL. Rwy 15 after tkof track rwy centreline. No rgt turns below 1150 ASL (500 AGL). No left turns below 1650 ASL (1000 AGL). |
| CAUTION | Rwy, twy and apron sfc rough. Wildlife frequently on rwys. |

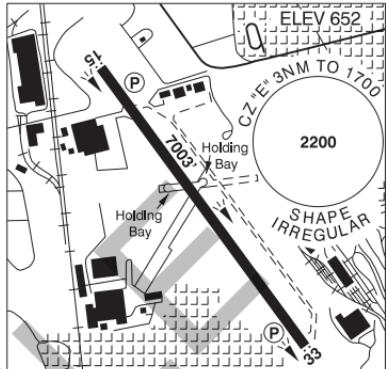
ONTARIO

AERODROME/FACILITY DIRECTORY

TORONTO / DOWNSVIEW ON

CYZD

| | |
|-----------------|--|
| REF | N43 44 34 W79 27 56 Adj N 11°W UTC-5(4) Elev 652' VTA A5000 LO6 HI5 T2 CAP |
| OPR | Bombardier Ops 416-375-3933 Cert PPR |
| PF | B-1,2 C-3,4,5,6 |
| CUST | AOE/CAN |
| FLT PLN | NOTAM FILE CYKZ |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| ACC | Toronto 905-676-4590/4591/4592 or 888-217-1241 |
| WX | AUTO (see COMM) |
| DUAT | Bombardier Ops 416-375-3933/3939 |
| SERVICES | 24 hr PPR all acft. |
| FUEL | JA-1 |
| S | 1 |
| JASU | 10/15 |
| PVT ADV | Bombardier Ops (VE9JS) 130.075 |
| RWY DATA | Rwy 15(153°)/33(333°) 7003x200 ASPH |
| RWY CERT | Rwy 15 RVR 1200(1/4sm)/ Rwy 33 RVR 1200(1/4sm) AGN IIIB |
| RCR | Opr PLR/PCN. |
| LIGHTING | 15-AS(TE ME) P2, 33-AS(TE ME) P2 |
| COMM | UNICOM 13-23Z‡ Mon-Fri O/T tfc 126.2 3NM 1700 ASL (CAR 602.98) |
| MF | Toronto 133.4 |
| ARR | Toronto 133.4 |
| DEP | Toronto 133.4 |
| AUTO | 122.975 |
| PRO | Rgt hand circuits Rwy 33 (CAR 602.96). Tfc patterns. Fixed wing 1500 ASL. Pilots are requested to maintain 2000 ASL or above over Metro Toronto Zoo (N43 49 05 W79 11 15). Prior to taxi, ctc Downsview UNICOM for ATC clearances & aptn info. |
| CAUTION | Extv bird activity on A/D. |

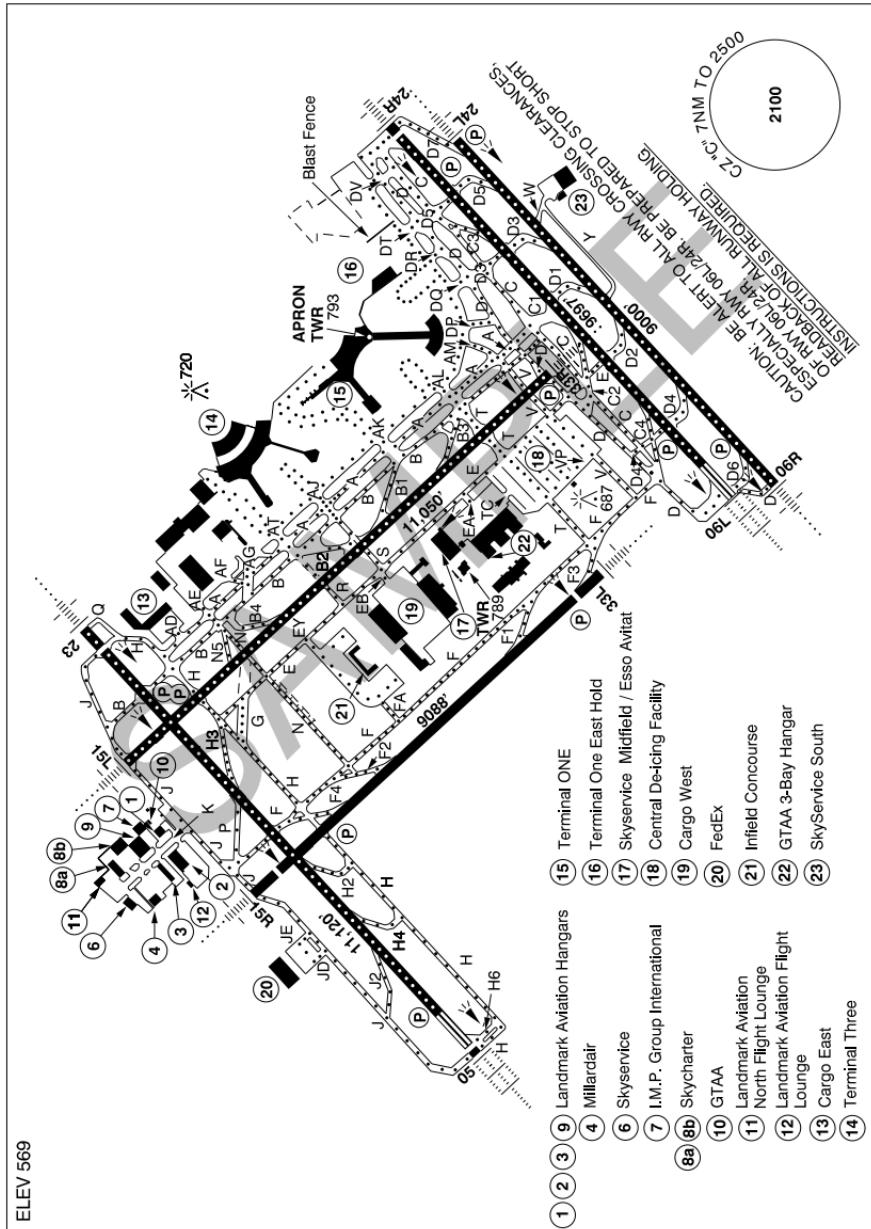


ONTARIO

AERODROME/FACILITY DIRECTORY

TORONTO / LESTER B. PEARSON INTL ON

CYYZ



| | |
|------------|--|
| REF | N43 40 36 W79 37 50 Adj W 10°W UTC-5(4) Elev 569' VTA A5000 LO6 HI5 T2 CAP OC |
| OPR | Greater Toronto Airports Authority 416-776-3056 Cert Ldg fees |
| PF | A-1,2,3,5,6,7 C-4 |

ONTARIO

AERODROME/FACILITY DIRECTORY

TORONTO / LESTER B. PEARSON INTL ON (Cont'd)

CYYZ

| | |
|-----------------|--|
| CUST | AOE 888-226-7277 General aviation aircraft must clear customs at the fixed base opr of their choice. Ramp charges may apply. |
| FLT PLN | <p>NOTAM FILE CYYZ Pilots to open/close VFR Flt Pln with London FIC via phone or London rdo 123.275 when practicable.</p> <p>FIC London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)</p> <p>WX METAR H24. TAF H24, issue times: 00, 03, 06, 09, 12, 15, 18 & 21Z.</p> <p>ACC Toronto 905-676-4590/4591/4592 or 888-217-1241. Flt pln by Fax at 905-676-5044 & include phone numbers where pilot can be reached prior to dep.</p> <p>DUAT Esso Avitat; Landmark Aviation; Skycharter</p> |
| SERVICES | |
| FUEL | JA, JA-1 (FSII avbl), JB, HPR |
| OIL | All |
| S | 1,2,3 |
| ARFF | DESIGNATED CAT 9 |
| SUP FL | D & A-ice, LHOX |
| JASU | CE16 |
| PVT ADV | Landmark Aviation 122.95 H24; Skycharter Ltd 129.75 1130-08Z† Skyservice/Essو Avitat 128.95 H24 |
| MIL CON | World Fuel Services 905-362-5932 |

SAMPLE

ONTARIO

AERODROME/FACILITY DIRECTORY

TORONTO / LESTER B. PEARSON INTL ON (Cont'd)

CYYZ

| | |
|------------------|---|
| RWY DATA | Rwy 15L(147°)/33R(327°) 11,050x200 ASPH Rwy 15R(147°)/33L(327°) 9088x200 ASPH Thlds 15R & 33L displ 588' Rwy 05(057°)/23(237°) 11,120x200 ASPH Thld 05 displ 135' Thld 23 displ 485' Rwy 06L(057°)/24R(237°) 9697x200 ASPH Thld 24R displ 197' Rwy 06R(057°)/24L(237°) 9000x200 ASPH RESA: All Rwy's 492' Departures from holding bay inner centerlines Rwy 06L, 24R and 05/H6 subtract 263' from declared distances. |
| RWY CERT | Rwy 15L RVR 1200(1/4sm)/Rwy 33R RVR 600 AGN V Rwy 15R RVR 1200(1/4sm)/Rwy 33L RVR 1200(1/4sm) AGN V Rwy 05 RVR 600/Rwy 23 RVR 1200(1/4sm) AGN V Rwy 06L RVR 600/Rwy 24R RVR 1200(1/4sm) AGN V Rwy 06R RVR 1200(1/4sm)/Rwy 24L RVR 1200(1/4sm) AGN V |
| TWY CERT | Twy K AGN IV Twy: W, Y AGN IIIB |
| TWY | Twy K is <u>uncontrolled</u> & is rstd to acft with wingspans 41.15m/135'(B757W) or less & an Aircraft Load Rating of 9.0 or less. Other acft may be auth with prior appr from opr. Design spd for C2, B2, H3, D6, D4, D2, D1, D3, D5 & D7 is 50 kt (93 kph). Design spd for J2, F1, F2, F3 & F4 is 45 kt (85 kph). All other rapid exits designed for an exit speed of 35 kt (65kph). Normal Rwy 23 deps are from Twy "H". Rwy 23 deps do not enter Twy "Q" without specific clearance from ATC. Acft requiring full length must notify gnd ctl on initial contact. During CAT II/III arrivals 05 departures shall be from H6 Twys W & Y rstd to acft with wingspans of 35.9m/118' or less. |
| APRON | At all T1, T1 East Hold, T3, Infield & FedEx Apron/Parking areas, all acft must contact the applicable Apron Advisory prior to engine start at gate, pushback or taxi. FedEx Apron rstd to acft with wingspans 51.9m/170' or less. Taxilane between 3C and 4C rstd to acft with wingspans 35.9m/118' or less. Wingspans of 64.9m/213' permitted to Gate C27 Code E. Asphalt apron sfc E of positions 5G and 6F to 101A rstd to acft with wingspans 28.4m/93' (DH8-400) or less & an acft load rating of 9.0 or less. Outer/East loop btwn 7E-8E rstd to acft with wingspans 35.9m/118' or less and Inner/East loop btwn 7D-8D rstd to acft with wingspans 79.9m/262' or less. Simultaneous use of lane 7 & 8 max wingspan 64.9m/213' Code E. Outer/North loop btwn 9C-9D-10D-10C restricted to wingspans 35.9m/118' or less. Strict adherence to Taxilane centerline required between DR and DV and on Taxilanes 10 and 13. Taxilane 10 rstd to aircraft with wingspans 50.9m/167' or less. Refer to CAP parking areas (Terminal 1 and Terminal 1 East Hold) for details. Proceed only to gates assigned by Apron Advisory. |
| RCR | Opr CRFI, PLR/PCN |
| LIGHTING | 05-AL(TE HI A TDZL) P3, 23-AN(TE HI A) P3 06L-AL(TE HI A TDZL) P3, 24R-AW AS(TE HI A) P3 06R-AN(TE HI A) P3, 24L-AN(TE HI A) P3 15R-AN(TE HI) P3, 33L-AN(TE HI) P3 15L-AN(TE HI A) P3, 33R-AN(TE HI A) P3 |
| COMM | |
| RCO | London rdo 123.275 (FISE) |
| ATIS | 120.825 133.1 |
| CLNC DEL | 121.3 all dep acft ctc clnc del dur 12-04Z‡ |
| APRON ADV | North apron 122.275 (122.825) South apron 122.075 (122.825) Apron Coordinator 122.875 (122.825) Apron Tow Coordinator 136.525 FedEx, Infield Concourse, Cargo West 122.275 (North apron), Skyservice/Avitat, 3 Bay Hgr Aprons 122.075 (South apron). |
| GND | 119.1 121.65 121.9 |
| TWR | Toronto 118.35 118.7 (E) (emerg only 905-676-3588) |
| ARR | 124.475 125.4 132.8 |
| DEP | 127.575 128.8 |
| VFR ADV | 119.3 133.4 |

ONTARIO

AERODROME/FACILITY DIRECTORY

TORONTO / LESTER B. PEARSON INTL ON (Cont'd)

CYYZ

NAV

NDB QUEENSWAY ZYZ 368 (M) N43 37 10 W79 32 52

WOODHILL ZTO 403 (L) N43 44 20 W79 42 12

MEADOWVALE ZLP 341 (L) N43 37 40 W79 43 52

VOR/DME

YYZ 112.15 Ch 58(Y) N43 39 29 W79 37 53 (561')

PEARSON YTP 116.55 Ch 112(Y) N43 40 18 W79 39 50 (595')

DME

IDP 111.95 Ch 56(Y) N43 39 41 W79 37 12 (552')

IJS 109.1 Ch 28 N43 39 44 W79 37 10 (551')

INV 109.3 Ch 30 N43 40 33 W79 35 58 (565')

ITO 110.95 Ch 46(Y) N43 40 13 W79 38 03 (572')

ILS

ICV 111.95 (Rwy 06R) RVR LOC reliable only within 10° either side of centreline;

IDP 111.95 (Rwy 24L) RVR LOC reliable only within 10° either side of centreline;

IJS 109.1 (Rwy 06L) RVR LOC reliable only within 10° either side of centreline;

ILP 110.95 (Rwy 15R) RVR LOC reliable only within 10° either side of centreline;

INV 109.3 (Rwy 24R) RVR LOC reliable only within 10° either side of centreline;

ITO 110.95 (Rwy 33L) RVR LOC reliable only within 10° either side of centreline;

ITX 109.7 (Rwy 05) RVR LOC reliable only within 10° either side of centreline;

ILE 110.3 (Rwy 33R) RVR LOC reliable only within 10° either side of centreline;

IRW 110.5 (Rwy 15L) RVR LOC reliable only within 10° either side of centreline;

IYZ 111.5 (Rwy 23) RVR LOC reliable only within 10° either side of centreline

ONTARIO

AERODROME/FACILITY DIRECTORY

TORONTO / LESTER B. PEARSON INTL ON (Cont'd)

CYYZ

RESTRICTIONS

OPERATING RESTRICTIONS

The following restrictions are in effect:

1. All acft oprg on a scheduled and repetitive basis to/fr the A/D are rqrd to obtain a slot for all ops.
2. Training flights are not permitted in the Toronto Control Zone from 0000-0700 local time. For other times, prior permission is required from Toronto ACC Flow Management Unit (905-676-3528 or 1-800-368-4831).
3. All maintenance runs/runups must be conducted in accordance with GTAA APRON & MAINTENANCE RUN PROCEDURES (avbl from opr-tel 416-776-3056). Upon approval contact Apron Coordinator frequency.
4. Airport Reservation Office (ARO) procedure for all General Aviation and Business Aviation acft oprg IFR & VFR flights. Operators must file a dep and arr reservation thru the Online Coordination System (OCS). Ctc ARO at 416-776-7568 or 1-800-267-7568 H24. More info avbl on www.torontopearson.com/aro

NOISE ABATEMENT RESTRICTIONS

Pursuant to CAR 602.105 and CAR 602.106, the following restrictions are in effect:

1. Noise abatement pro apply to all acft. (VFR & IFR) wx permitting 04-12Z‡.
2. Arrivals and departures of acft are rstd as per the table below:

| Aircraft | Restricted Hours - local time | |
|--|-------------------------------|--|
| | Arrivals & Departures | |
| I All non-noise certificated jet aircraft | 2000 - 0800 | |
| II All ICAO annex 16, vol 1 chapter 2 & equivalent aircraft | 0000 - 0700 | |
| III All ICAO annex 16, vol 1 chapter 3 & equivalent aircraft (subject to paragraph 4 or 5) | 0030 - 0630 | |
| IV All other aircraft (subject to paragraph 4 or 5) | 0030 - 0630 | |

- a) Non-noise certificated jet powered acft are prohibited from departing on Runways 05, 06L, 06R, 15L, 15R and 33L.
- b) Between 0000 and 0630 local time, departures are prohibited on Rwy 05, 06L, 06R, 15L and 15R and arrivals are prohibited on Rwy 24R, 24L, 23, 33R, 33L and 15R unless assigned by ATC.
- c) All acft operating on a scheduled and repetitive basis are rqrd to obtain an extension or an exemption to opr dur the rstd hrs. Submit req for oprg ext on the day of ops to the GTAA with justification at 416-776-3480 or 1-800-267-SLOT (7568), (fax 416-776-5552). For advance exemption requests or information, make submission in writing to the Manager, Slots & Capacity Allocation, Greater Toronto Airports Authority, Toronto Pearson International Airport, P.O. Box 6031, Toronto AMF, Ontario, L5P 1B2 (fax 416-776-3483).
- d) **All other oprs are rqrd to obtain permission to opr dur the rstd hrs** by contacting the GTAA on the day of operation at 416-776-3480 or 1-800-267-SLOT (7568), (fax 416-776-5552).
3. VFR acft 04-12Z‡: climb rwy hdg to 3600 ASL. When wx does not permit climbing to 3600 ASL, climb rwy hdg to max alt allowed by rules for VFR fit in controlled airspace.

TORONTO / LESTER B. PEARSON INTL ON (Cont'd)**CYYZ****PRO**

Pilots should refer to Canadian Airport Charts (CAC) to obtain details on established hot spots, prior to operating on maneuvering areas. CAC are available for free on the NAV CANADA website.

IFR CLEARANCE ACKNOWLEDGEMENT

Acknowledgment of IFR clncs with Toronto twr clnc del shall include the acft call sign, transponder code & name of SID pro that was assigned in the IFR clnc.

When informed by ATIS or by the arr controller that simultaneous ILS apchs are in progress, pilots shall advise the arr controller immediately of any avionics unsvc or if unable to comply. In VFR wx acft may be vectored to intercept the lcjr at a point above the GP.

Clnc to opr within the Toronto class C airspace will only be given to acft equipped with functioning transponder & mode C unless prior approval obtained from ATC 905-676-4509 (IFR acft) or 3589 (VFR acft).

Multilateration: Pilots must keep their transponder on at all times when maneuvering on the apt, turned on prior to brake release and on arrival, on until final engine shutdown. Pilots that do not have a transponder code issued by ATC must squawk 1000 when taxiing.

MINIMUM RUNWAY OCCUPANCY TIME

Due to min apch spacing, arriving acft should exit rwy as soon as possible. For departing acft, ATC will employ conditional line-up clncs as follows: "Taxi to position after the departing (acft type)." Pilots should ensure that they are able to commence tkof roll immediately after tkof clnc is issued.

CROSSWIND CONDITIONS

Anticipate landing 05/23 & 06L/24R in crosswinds up to 30 kt at 90°.

DURING SNOW CLEARING OPERATIONS

Acft should be prepared to dep from any rwy (incl 06L & 06R).

DE-ICING OPERATIONS**CENTRAL DE-ICING FACILITY (CDF)****OVERVIEW**

All de-icing ops are performed with acft engines opng, unless otherwise advised by Pad Control or ICEMAN.

Pad 1 & 5

- Centre lane will accommodate all acft.
- Acft with wingspans of 35.9m/118ft and smaller may use North/South lanes.

Pad 2, 3, 4 & 6

- Centre lanes will accommodate acft with wingspans 64.9m/213ft and smaller.
- Acft with wingspans of 35.9m/118ft and smaller may use North/South lanes.

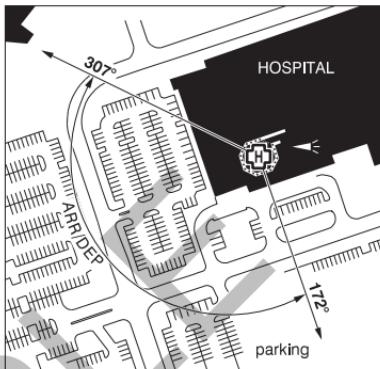
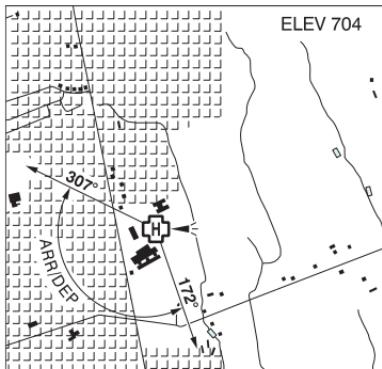
1. Prior to departing Parking Position, ctc CLNC DEL/APRON/GND (as applicable) and advise, "ACFT DE-ICING REQUIRED".
2. On Twys T,V and E, hold short of ICE# and when directed by Ground Control monitor Pad Control on 131.17. Follow Pad Control taxi instructions to the entrance of the de-icing pad.
3. When directed by Pad Control ctc ICEMAN on the assigned freq (129.62 or 131.37).
4. Follow verbal instructions, guidance displays and lights (as applicable) into staging and/or de-icing bays.
5. Once acft is in final stop position, brakes are set and acft configured for de-icing, ctc ICEMAN and advise, "BRAKES SET, ACFT CONFIGURED, READY TO DE-ICE". At this time, pass along any specific fluid and/or treatment requirements.
6. After de-icing, do not move acft. Ctc Pad Control on 131.17 when instructed by ICEMAN to obtain taxi instruction.
7. Follow Pad Control instruction to designated exit points. When instructed by Pad Control ctc Ground Control on assigned freq.
8. Specific acft operations plan in effect for acft with wingspans 65m/214ft up to 79.9m/262ft. Restrictions in place include:
 - For Central De-icing Facility (CDF) operations, no turns from Twy E into any of the de-icing pads are permitted. The only taxi routes permitted for de-icing are via Twy T into Pad 5 and via Twy V into Pad 1.

ONTARIO

AERODROME/FACILITY DIRECTORY

TORONTO / MARKHAM STOUFFVILLE ON (Heli)

CPH7



| | |
|------------------------------|--|
| REF | N43 52 58 W79 13 58 Adj 11°W (2013) UTC-5(4) Elev 704' VTA A5000 |
| OPR | Markham Stouffville Hosp 905-472-7023 Cert PPR |
| FLT PLN FIC | NOTAM FILE CYKZ London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA | FATO 82' dia non-supporting TLOF 57' dia aluminum Safety area 110' dia non-supporting Rooftop 16,000 lbs Max heli overall length 54.7' RCR Opr |
| LIGHTING | RY(LO) |
| COMM A/G | Ambulance dispatch 129.275 |
| PRO | Arr/dep btwn 172° to 307° fr heli slope 16% (H2). Day/night VFR only (CAR 602.96). |
| CAUTION | Const in vic of heli. |

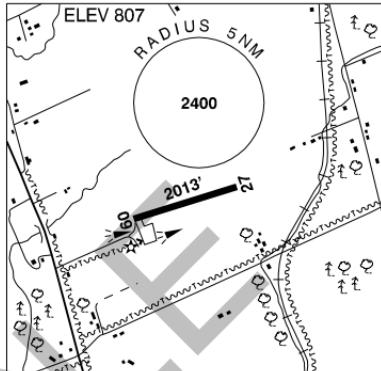
ONTARIO

AERODROME/FACILITY DIRECTORY

TORONTO / MARKHAM ON

CNU8

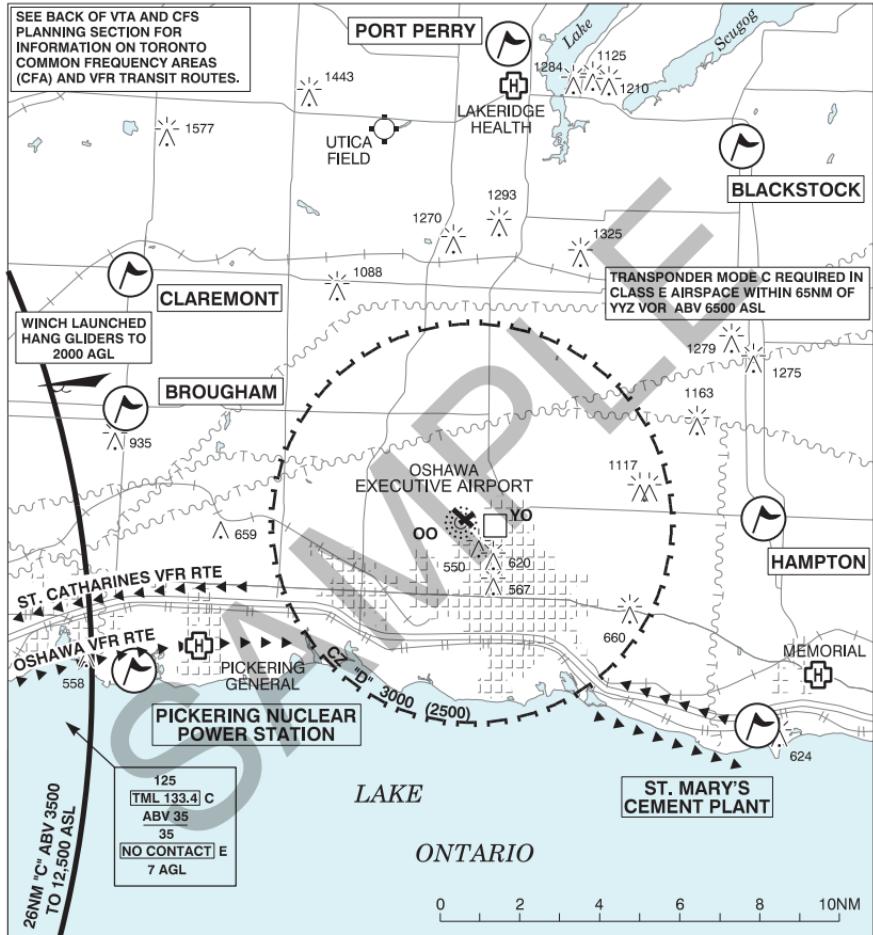
| | |
|-----------------|--|
| REF | N43 56 09 W79 15 44 2.6N 11°W UTC-5(4) Elev 807' VTA A5000 |
| OPR | Markham Apt Inc 416-720-1465 905-642-4536 Reg 14-22Z‡ PPR |
| PF | B-1 C-2,3,4,5,6 |
| FLT PLN | NOTAM FILE CYKZ |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES | |
| FUEL | 100LL |
| RWY DATA | Rwy 09/27 2013x50 ASPH |
| LIGHTING | 09-(TE ME), 27-(TE ME) PN Opr |
| COMM | |
| ATF | UNICOM ltd hrs O/T tfc 122.8 5NM 3500 ASL excluding portion within CYKZ CZ which is capped at 2000 ASL. |
| CAUTION | Glider activity, Sat-Sun, hols, Apr-Jun & Sept-Nov. Ldg on grass N of rwy. See NOTAM. 3 lgtd 55' hydro poles on hwy 48 aprx 1500' W of Thld 09. |



ONTARIO

AERODROME/FACILITY DIRECTORY

TORONTO / OSHAWA EXECUTIVE AIRPORT VFR TERMINAL PROCEDURES CHART



| LOCATION | IDENT | LAT/LONG |
|---------------------------------|-------|-----------------------|
| BLACKSTOCK | VCBLS | N44°06'34" W78°49'18" |
| BROUGHAM | VCBRH | N43°55'07" W79°06'23" |
| CLAREMONT | VCCLM | N43°58'19" W79°07'49" |
| HAMPTON | VCHMP | N43°57'57" W78°44'13" |
| PICKERING NUCLEAR POWER STATION | VCPKR | N43°49'00" W79°03'00" |
| PORT PERRY | VCPRY | N44°05'00" W78°56'19" |
| ST. MARY'S CEMENT | VCSMC | N43°53'00" W78°42'00" |

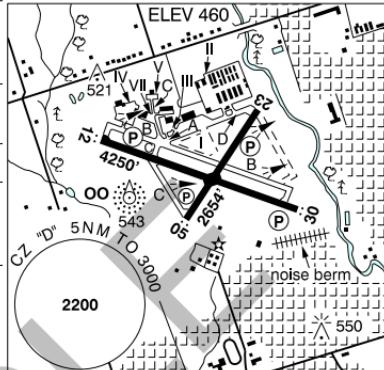
ONTARIO

AERODROME/FACILITY DIRECTORY

TORONTO / OSHAWA EXECUTIVE AIRPORT ON

CYOO

| | |
|-----------------|---|
| REF | N43 55 22 W78 53 47 Adj N 11°W (2015) UTC-5(4) Elev 460' VTA A5000 LO6 T2 HI5 CAP |
| OPR | Muni 905-576-8146 Fax 905-723-6937 Cert |
| PF | A-2,7 B-6 C-1,3,4,5 |
| CUST | AOE/50 1330-2130Z‡ Mon-Fri exc hols. 888-226-7277; AOE/15 1330-0500Z‡ |
| FLT PLN | NOTAM FILE CYOO Pilots to open/close VFR fit pln with London rdo 123.15 or by phone. |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| WX | METAR AUTO H24 (see COMM) TAF H24, issue times: 02, 08, 14 and 20Z WxCam |
| SERVICES | |
| FUEL | 100LL (cardlock on Apron I), JA-1 |
| OIL | All |
| S | 1,2,3,4,5,6 |
| PVT ADV | Enterprise Air Inc 131.05 905-721-0054 |
| RWY DATA | Rwy 12(122°)/30(302°) 4250x100 ASPH Rwy 12 down 0.31% Rwy 05(046°)/23(226°) 2654x100 ASPH Rwy 23 down 0.6% |
| RWY CERT | Rwy 12 RVR 1200(1/4sm)/Rwy 30 RVR 1200(1/4sm) AGN IIIA Rwy 05/23 AGN II |
| TWY CERT | Twy C: AGN I fr Apron V to Twy B & AGN IIIA fr Twy B to Rwy 12/30 & AGN I fr Rwy 12/30 to Rwy 05/23 |
| TWY | Normal Rwy 30 deps are from Twy B. Acft requiring full length must notify gnd ctl on initial contact. |
| RCR | Twr 905-576-2398 RSC/CRFI avbl 1130-0330Z‡ OPR 905-576-8146 RSC/CRFI avbl 0330-1130Z‡ PLR/PCN. |
| LIGHTING | 05-AS(TE ME) P1, 23-(TE ME) P1, 12-AS(TE HI) P2, 30-AS(TE HI) P2 ARCAL-120.1 type K |
| COMM | |
| ATIS | 125.675 1130-0330Z‡ |
| GND | 118.4 1130-0330Z‡ |
| TWR | 120.1 (V) 1130-0330Z‡ (emerg only 905-576-2398) |
| MF | tfc 120.1 0330-1130Z‡ 5NM 3000 ASL (CAR 602.98) |
| ARR | Toronto tml 133.4 |
| DEP | Toronto tml 133.4 |
| VDF | 120.1 1130-0330Z‡ |
| AWOS | 125.675 0330-1130Z‡ |
| NAV | |
| NDB | OO 391 (L) N43 55 15 W78 54 00 |
| DME | YO 111.35 Ch 50(Y) N43 55 07 W78 53 08 (466') |



ONTARIO

AERODROME/FACILITY DIRECTORY

TORONTO / OSHAWA EXECUTIVE AIRPORT ON (Cont'd)

CYOO

| | |
|---------|---|
| PRO | Rgt hand circuits Rwy 23 & 30 (CAR 602.96). On dep no turns below 1000 ASL. Arr turns to final apch will be made at or above 1000 ASL. Flts proh btwn 2230 & 0630 lcl unless appr by APM. Ctc opr for details. Pilots are requested to maintain 2000 ASL or above over Metropolitan Toronto Zoo (N43 49 05 W79 11 15). Tng fit prohibited at all times unless approved by APM. Ctc OPR for details. |
| CAUTION | Winch launched hang gliders, cable up to 2000 AGL fr N43 55 W79 08 aprx 11NM W of A/D. Wildlife frequently on rwys. |

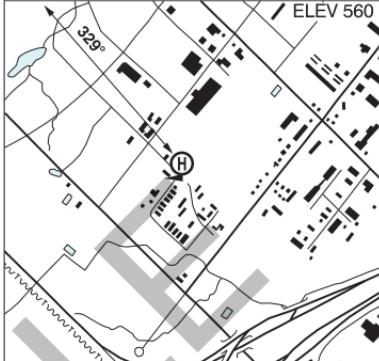
SAMPLE

ONTARIO

AERODROME/FACILITY DIRECTORY

TORONTO / TARTEN ON (Heli)

CPA5

| | | |
|------------------|--|---|
| REF | N43 39 07 W79 39 29 Adj W 10°W UTC-5(4) Elev 560' VTA A5000 |  |
| OPR | Tarten Equipment Ltd 905-670-1704 Cert PPR | |
| FLT PLN | NOTAM FILE CYYZ Pilots to open/close VFR Flt Pln with London FIC via phone or London rdo 123.275 when practicable. | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| HELI DATA | 65' x 65' asphalt 85' x 85' Max heli overall length 43.3' Opr | |
| COMM | | |
| TWR | Toronto 118.35 118.7 | |
| PRO | Arr/dep 329° fr heli, slope 8% (H3), day use only. Ctc Toronto twr for specific instructions prior tkof & ldg. Heli on 208° rad/2.0 DME fr YYZ VOR. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

TORONTO / WILSON'S ON (Heli)

CPY5

| | |
|------------------|---|
| REF | N43 37 04 W79 33 49 Adj SW 10°W UTC-5(4) Elev 370' VTA A5000 |
| OPR | Wilson's Heli-Trans 416-621-9020 Fax 416-621-0784 Cert PPR |
| FLT PLN | NOTAM FILE CYYZ Pilots to open/close VFR Flt Pln with London FIC via phone or London rdo 123.275 when practicable. |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA | FATO/TLOF 45' x 45' WOOD, rooftop Safety Area 56' x 92' ASPH Max heli overall length 30' RCR Opr |
| LIGHTING | DR RY(LO) RF(FL) |
| COMM | |
| TWR | Toronto 118.35 118.7 |
| PRO | Apch/Dep route follows Etobicoke Creek until due W of heli with a final apch path brg 280° fr heli. Slope 8% (H3). Ctc Toronto TWR for specific instructions prior to tkof & ldg. |



ONTARIO**AERODROME/FACILITY DIRECTORY****TORONTO CENTRE** (emerg only 905-676-4509)**CZY**

124.925 **124.925** **125.775** 127.0 132.475 **132.475** 132.8 **134.575** **134.925** 344.3
Cochill **124.675**
Elliot Lake 135.4
Hamilton 119.7
Kitchener / Waterloo 128.275
London 135.3 135.625 **135.825**
Midland 124.025
Moosonee 133.725 **133.725** (Below FL290)
North Bay **121.225** 127.250
Peterborough 134.25
St. Catharines 133.3
Sarnia 134.375
Sault Ste. Marie 132.65 **134.425** 344.5
Sudbury 135.5 **135.5**
Timmins 128.3 **128.3** (Below FL290)
Wawa 124.075
Wiarton 132.575 **124.375**

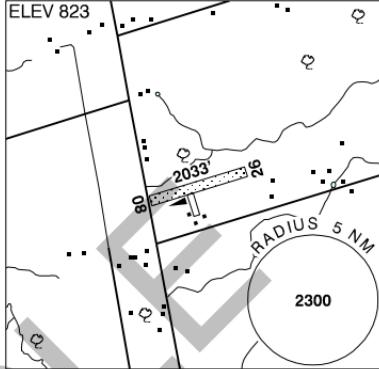
SAMPLE

ONTARIO

AERODROME/FACILITY DIRECTORY

TOTTENHAM / RONAN ON

CTR3

| | | |
|-------------------------------|---|---|
| REF | N44 02 32 W79 50 47 2.1NW 10°W UTC-5(4) Elev 823' VTA A5000 |  |
| OPR | Mike & Cheryl Ronan 647-542-7700 Reg | |
| PF | C-1,2,3,4,5 | |
| FLT PLN FIC | NOTAM FILE CYBM London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| SERVICES S | Ltd hrs 1,4,5 | |
| RWY DATA RCR | Rwy 08(083°)/26(263°) 2033x150 turf Opr Ltd win maint | |
| COMM ATF | tfc 123.2 5NM 3500 ASL | |
| PRO | Rgt and left hand circuits Rwy 08/26 Apr-Dec (CAR 602.96). Powered acft use opposite circuit pattern to gliders. | |
| CAUTION | Extv glider activity. Ditch at west end of Rwy 26 btwn thld & road. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

TOTTENHAM / VOLK ON

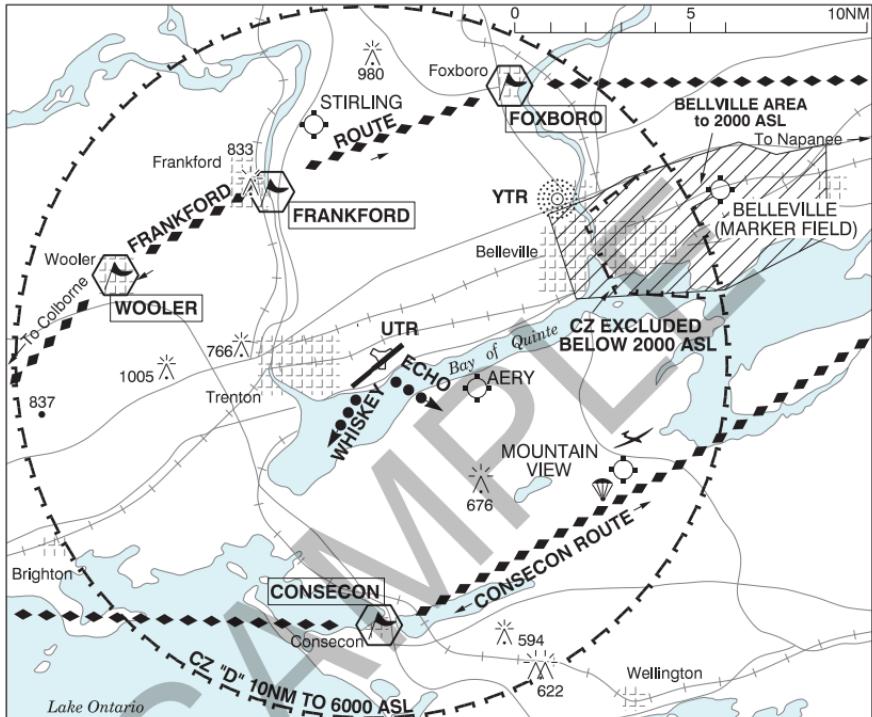
CPM5

| | | |
|-----------------|---|--|
| REF | N43 59 39 W79 46 43 2SE 10°W UTC-5(4) Elev 1020' VTA A5000 | |
| OPR | Lisa Volk 416-318-1320 Reg Ltd hrs | |
| PF | B-1 C-2,3,4 | |
| FLT PLN | NOTAM FILE CYBM | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| SERVICES | Ltd hrs | |
| S | 1,4,5 | |
| RWY DATA | Rwy 16(171°)/34(351°) 3085x80 GRASS Thld 16 displ 281'. Thld 34 displ 225' Rwy 34 up 0.72% | |
| RCR | Opr Ltd win maint. Rwy soft when wet & dur thaw. | |
| COMM | tfc 123.2 5NM 2500 ASL | |
| CAUTION | Marked P-lines 50 AGL 170' fr Thld 34. Acft not visible fr opposite ends of Rwy 16/34. Caution should be maintained dur all apchs & deps due to tall trees (50 AGL) and/or rising terrain in the immediate vic of all rwy. Blowing dust may be present due const activity on A/D. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

TRENTON (ON) VFR TERMINAL PROCEDURES CHART



| LOCATION | IDENT | LAT/LONG |
|-----------|-------|-----------------------|
| COLBORNE | VCCLB | N44° 00.50 W77° 53.40 |
| CONSECON | VCCSN | N44° 00.00 W77° 30.00 |
| FOXBORO | VCFXB | N44° 14.80 W77° 26.00 |
| FRANKFORD | VCFFD | N44° 12.00 W77° 36.00 |
| NAPANEE | VCNAP | N44° 15.00 W76° 57.20 |
| WOOLER | VCWLR | N44° 05.40 W77° 42.00 |

ONTARIO

AERODROME/FACILITY DIRECTORY

TRENTON / MOUNTAIN VIEW ON

CPZ3

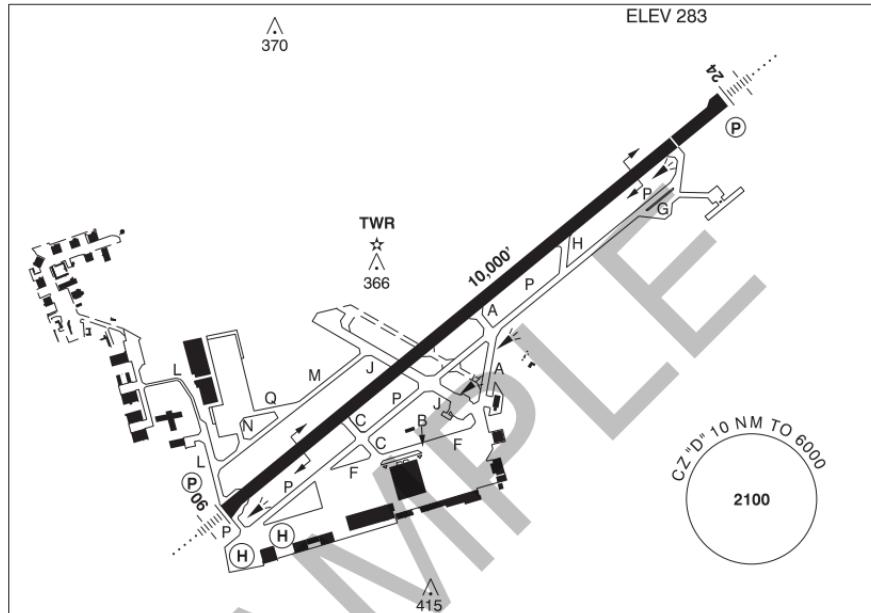
| | | |
|-----------------------------------|--|--|
| REF | N44 04 10 W77 20 17 5.2SE 12°W UTC-5(4) Elev 362' A5000 LO6 LO7 H15 | |
| OPR | DND All users 24 hr PPR through Trenton Ops 613-965-3316, CSN 319-827-3316 Fax 613-965-7093. Regardless of PPR all users check in with Wg Ops via phone or radio 122.35, 268.0 prior to using Mountain View aprt. | |
| PF | B-1 D-2,3,5 | |
| FLT PLN FIC | NOTAM FILE CYTR London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) (Note: Wg Ops/ATC will not accept telephone/air filing). | |
| SERVICES MIL ADV | Trenton 268.0 or 122.35 20 min prior to ldg | |
| RWY DATA RCR | Rwy 06R/24L 5000x90 ASPH usable (with unstressed 15ft asphalt either side) Rwy 06L/24R 4800X60 GRVL Rwy 16/34 3000X150 crushed CONC/ASPH Opr Rwy 06R/24L TT585, PCN 86/F/A/X/T. Ltd sked win maint. Rwy 16/34 - sfc rough, no maint, use with caution | |
| LIGHTING | Rwy 06R/24L, 06L/24R AMP3 marker panels avbl. Overt/covert AMP3 lgt avbl Rwy 06R/24L ARCAL 122.925 and Rwy 06L/24R ARCAL 123.3, both type J; overt lgt avbl min 3 days PNR; overt lgt avbl min 3 days PNR | |
| COMM ATF | tfc 122.925 4NM 2500 ASL Area underlies the SE quadrant of the CYTR Mil CZ. Acft to contact Trenton Twr on 128.7 prior to entering the Mountain View ATF area. | |
| PRO | Rwy 06R/24L Medium and Heavy acft shall only turn around on the first 300ft of each end of the rwy. Acft on apch for Rwy 24L & 24R must maintain 3° GP due to hwy, if less than 3° initiate go around before overflight of hwy exc Gliders and tow acft. Increased mil tfc within 35NM of CYTR. Pilots are advised to listen to CYTR ATIS (135.45) prior to contacting CYTR Twr for entry into ATF area. Extensive paradrop & glider activity at Trenton (CYTR) & Mountain View to 3500 ASL, ocls to 12,500 ASL. Timing and alt will be bcst on ATIS. Non-std circuit pro for mil acft. All users external to 8 Wing intending to conduct training at Mountain View must request permission and a procedures briefing. Request permission from 8 Wing Ops at 613-392-2811 ext 4560/2559/2766 a minimum of 24 hours in advance. | |
| CAUTION | Possible NORDO vehicles on rwy/twy, verify rwy unobstructed prior to ldg. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

TRENTON ON

CYTR



| | |
|-----------------|--|
| REF | N44 07 08 W77 31 41 2.3NE 12°W UTC-5(4) Elev 283' A5000 LO6 LO7 HI5 CAP |
| OPR | DND. All flts require PPR. Req PPR at least 2 business days prior to arr exc emerg or MEDEVAC. Ldg & hdlg fees. Call Wing Ops for PPR processing 613-965-3316. |
| PF | B-1 D-2,3,5 |
| CUST | Flts arr fm outside CDA: orig ETA provided in PPR may not guarantee CBSA will meet acft on arr. Acft must update ETA with 8 Wg Duty Ops min 2 hrs prior to orig ETA to ensure Customs upon arr. Failure to update ETA may result in 2 hr wait for CBSA agents. |
| FLT PLN | NOTAM FILE CYTR |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) (Note: Wg Ops/ATC will not accept telephone/air filing) |
| WX | Met brief for mil only. Lcl Met Section CSN 827-2761 ltd hrs. O/T JMC 1-800-WXMETEO (996-3836) or CSN 432-2613. (See COMM). METAR dur mil flt ops O/T METAR AUTO. TAF H24, issue times: 00, 06, 12, & 18Z. |
| SERVICES | No civ or foreign mil arr/dep without PPR exc emerg or MEDEVAC btwn 23-07 lcl time, ctc W Ops Duty Watch. No civil svcg. Mil acft: Tran svcg ltd to prkg refuelling & starts. Trans aircrew rqrds to carry out own DI & supervise svcg, fuelling & pin install. Arr with max PI valid. |
| FUEL | F-34, SP |
| OIL | 123, 128, 133, 148, 156, SOAP |
| ARFF | CAT 8 |
| SUP FL | D & A-ice, LHOX, LOX |
| JASU | CE1, 6, 8, 12, 13, 15, 16, CA1, 3, CEA1 |
| MIL ADV | Wings Ops 122.35 or 268.0 Inbd mil acft advise ramp time & requirements at least 20 min prior to ldg. |

ONTARIO

AERODROME/FACILITY DIRECTORY

TRENTON ON (Cont'd)

CYTR

| | |
|-----------------|--|
| RWY DATA | Rwy 06(063°)/24(243°) 10,000x200 ASPH Thld 24 displ 1000'. RAG: Rwy 06 BAK 12/14 smart arrest retractable arrestor system (1500'); Rwy 24 BAK 12/14 smart arrest retractable arrestor system (1676') RCR Opr CRFI S100, T200, ST248, TT400. Rwy 24 PCN for 1000' displ thld 68/R/A/X/U PCN for remainder of rwy 06/24 85/F/C/X/U. |
| LIGHTING | Rwy 06/24 overt/covert AMP3 lgt avbl on req. 06-AN (TE HI) P2 GPI 992' TCH 52', 24-AN (TE HI) P2 GPI 986' TCH 51' |
| COMM | Flight Advisory hrs of operation dates & hrs may vary and will be broadcasted on ATIS. ATIS 135.45 257.7 CLNC DEL 124.35 286.4 all itinerant IFR dep acft to ctc clnc del prior to engine start if able GND 121.9 275.8 TWR 128.7 236.6 (E) TML 128.4 324.3 MIL H24. Inbd acft call Wg Ops 122.35 or 268.0, 20 min out with load & svc data. Obd acft call prior to engine start. Tiger (SAR) Ops 232.1 opr 13-2130Z‡ PMSV 344.6 ltd hrs. |
| NAV | NDB YTR 215 (L) N44 11 37 W77 24 12 SEVERN ZZR 317 (L) N44 03 10 W77 37 36 Preventive maint 1st Tues of month 13-17Z‡ TACAN UTR 109.7 Ch 34 N44 07 16 W77 31 44 (285') Preventive maint every Thu of month 13-17Z‡ ILS INT 110.75 (Rwy 06) RVR ITR 109.7 (Rwy 24) RVR Preventive maint first Wed of ev month 13-17Z‡ |
| PRO | Visiting aircrew report to Wg Ops. Pilots must contact Wg Ops on MIL 268.0 or 122.35, prior to contacting GND for start clnc. Rgt hand circuits Rwy 06 (CAR 602.96). Tfc ptrn; convl 1500 ASL, Jet 2000 ASL overhead breaks to the south for all rwys, max 300 kt at initial located on the rwy extended centreline at 3-5NM or as directed by ATC. Extensive paragliding and glider activity at Trenton and Mountain View (CPZ3) to 3500 ASL, osci to 12,500 ASL. Increased mil tfc within 35NM of CYTR. Pilots are advised to listen to CYTR ATIS prior to contacting CYTR Twr for entry into the CZ. All VFR acft & IFR acft in VMC cond on overshoot, missed approach, or dep shall not exceed 1500 ASL until dep end of rwy. PSR & SSR preventive maint each Mon 23-06Z‡ dur VFR. Mon hol alternate Tue. HELI VFR, arr/dep req Whiskey or Echo rtes. See VTPC. Whiskey - Remain S of Twys F & P. Echo - Direct Twy G remain S of Rwy 06/24. Dep maintain 500 AGL within 5NM apt or as cleared by ATC. Arr maintain 500 AGL within 1NM apt De-icing: All aircrew to arrange de-icing through Wg Ops. All de-icing will normally be performed on the de-icing pad on Juliet taxiway located at N44 06.9 W077 31.7. The de-icing pad can be entered via Alpha and/or Papa taxiway. Aircrew to contact ICEMAN on 130.775 prior to entering the de-icing pad. Acft to follow taxi line (taxi line offset to west) to marked yellow square and stop with the nose wheel on the spot as directed by ICEMAN, configure the aircraft for spraying, set PARK BRAKE. Do not exit acft at the de-icing pad. Before contacting ground control for taxi clearance, aircrew shall confirm with ICEMAN that men and equipment are clear of danger area. |

ONTARIO

AERODROME/FACILITY DIRECTORY

TYENDINAGA (MOHAWK) ON

CPU6

| | | |
|-----------------|---|--|
| REF | N44 11 05 W77 06 28 3SW 13°W UTC-5(4) Elev 260' A5000 | <p>ELEV 260</p> <p>QRADIUS 5 NM</p> <p>2100</p> <p>2575'</p> <p>4270'</p> <p>33°</p> <p>A</p> <p>Bay of Quinte</p> |
| OPR | First Nations Technical Institute 1-800-263-4220 ext 253 Mon-Fri 13-21Z‡ exc hols Reg | |
| PF | B-1 Mon-Fri 13-21Z‡ exc hols C-2,5 D-3,4,6 | |
| FLT PLN | NOTAM FILE CYGK | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| RWY DATA | Rwy 09/27 4270x150 asphalt Thld 09 displ 390'. Rwy 15/33 2575x150 asphalt Thld 15 displ 150'. RCR Opr Ltd win maint | |
| COMM | ATF Mohawk UNICOM ltd hrs O/T tfc 123.5 5NM 3300 ASL | |
| PRO | All mil aircrew are rstd fr conducting tng fit at CPU6 unless prior perms has been obtained fr opr. | |
| CAUTION | Extv bird activity Apr-Oct. Possibility of NORDO maint equip on rwys. Extv fit tng activity on and within 20NM of A/D. | |

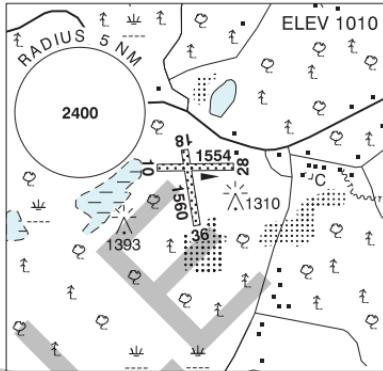
ONTARIO

AERODROME/FACILITY DIRECTORY

ULLSWATER ON

CLW2

| | |
|-----------------|--|
| REF | N45 12 39 W79 30 16 Adj WSW 11°W (2016) UTC-5(4) Elev 1010' A5000 |
| OPR | Ron Brent 705-644-7040 Reg PPR |
| PF | C-2 |
| FLT PLN | NOTAM FILE CYQA |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA | Rwy 18(182°)/36(002°) 1560x80 TURF Rwy 10(100°)/28(280°) 1554x80 TURF |
| RCR | Opr No win maint. Rwy soft in spring. |
| COMM | ffc 122.8 2NM 3900 ASL |
| ATF | |
| CAUTION | Active sand pit and quarry S of A/D. Lgtd twr 1310 ASL (260 AGL) 0.2NM ESE of A/D. Lgtd twr 1393 ASL (345 AGL) 0.3NM SW of A/D. |

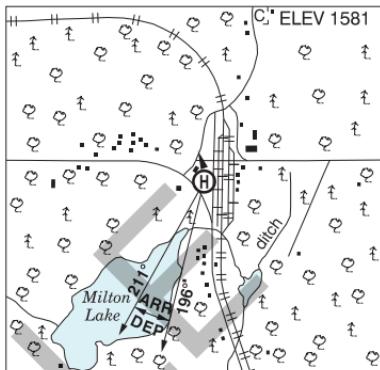


ONTARIO

AERODROME/FACILITY DIRECTORY

UPSALA ON (Heli)**CKL8**

| | |
|------------------|---|
| REF | N49 03 01 W90 28 09 0.5N 2°W UTC-5(4) Elev 1581' A5001 A5008 |
| OPR | Ontario Ministry of Health 807-986-2277 Reg PPR |
| PF | C-1,2,5 |
| FLT PLN | NOTAM FILE CYQT |
| FIC | Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) |
| HELI DATA | FATO 85' dia GRVL TLOF 35' dia CONC Safety Area 105' dia GRASS Max heli overall length 56.6' |
| LIGHTING | RY PN |
| COMM | tfc 122.8 5NM 4600 ASL |
| PRO | Arr/dep btwn 196°-211° fr heli. |



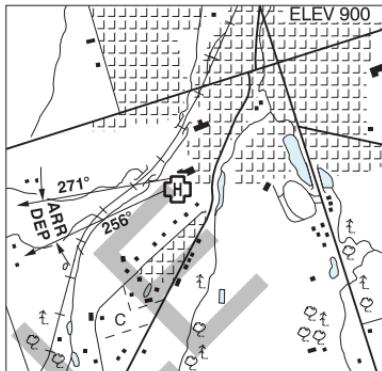
ONTARIO

AERODROME/FACILITY DIRECTORY

UXBRIDGE (COTTAGE HOSP) ON (Heli)

CNA5

| | |
|--------------------------------|---|
| REF | N44 06 11 W79 07 42 Adj SW 11°W UTC-5(4) Elev 900' VTA A5000 |
| OPR | Uxbridge Cottage Hosp 905-852-9771 Cert PPR |
| FLT PLN FIC | NOTAM FILE CYKZ London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA RCR | FATO/TLOF 86' dia ASPH Safety Area 114' dia TURF Max heli overall length 57.5' Opr |
| LIGHTING | RY(LO) RF(FL) |
| PRO | Arr/dep 256°-271° fr heli, slope 8% (H3). |



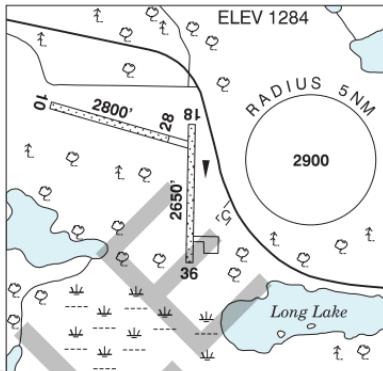
ONTARIO

AERODROME/FACILITY DIRECTORY

VERMILION BAY ON

CKQ7

| | |
|-----------------|---|
| REF | N49 52 47 W93 26 11 1°W (2015) UTC-6(5) Elev 1284' A5007 |
| OPR | Muni of Machin 807-227-2633 Reg |
| PF | C-1,2,3,4,5 |
| FLT PLN | NOTAM FILE CYHD |
| FIC | Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) |
| SERVICES | |
| S | 4,5 |
| RWY DATA | Rwy 10(107°)/28(287°) 2800x75 gravel Rwy 18(182°)/36(002°) 2650x75 turf/gravel RCR Opr No win maint |
| COMM | tfc 130.7 5NM 4300 ASL |
| CAUTION | Terrain rises both E & W of Rwy 10/28. |



ONTARIO

AERODROME/FACILITY DIRECTORY

VICTOR MINE ON

CVM2

| | | |
|-----------------|--|--|
| REF | N52 49 58 W83 55 29 0.5N 10°W UTC-5(4) Elev 291' LO3 A5018 CAP | |
| OPR | De Beers Group of Companies 416-645-3888 Ext 5172 Reg PPR | |
| FLT PLN | NOTAM FILE CYAT | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| WX | AUTO (see COMM) | |
| RWY DATA | Rwy 10(098°)/28(278°) 4921x148 gravel Opr PLR/PCN | |
| LIGHTING | 10-(TE ME), 28-(TE ME) ARCAL-123.2 type K | |
| COMM | UNICOM ltd hrs O/T tfc 123.2 5NM 3300 ASL 122.55 | |
| ATF | | |
| AUTO | | |
| PRO | Ctc opr prior to flight to ensure altimeter setting avbl upon arr. | |
| CAUTION | Blasting 1.4 NM SE A/D sfc to 1500 AGL 12-24Z‡ daily. Possibility of caribou on rwy Jun-Aug. | |

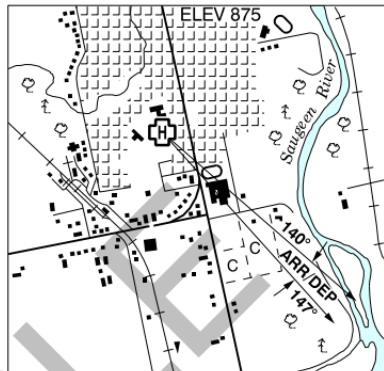
ONTARIO

AERODROME/FACILITY DIRECTORY

WALKERTON (COUNTY OF BRUCE GEN HOSP) ON (Heli)

CNG6

| | |
|------------------------------|---|
| REF | N44 07 16 W81 09 08 Adj S 9°W UTC-5(4) Elev 875' A5000 |
| OPR | County of Bruce Gen Hosp 519-881-1220 Cert PPR |
| FLT PLN FIC | NOTAM FILE CYVV London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA | 86' x 86' asphalt 114' x 114' Rstd max heli length 57.5' |
| LIGHTING | RY(LO) RF(FL) |
| COMM A/G | Ambulance dispatch 129.275 |
| PRO | Arr/dep btwn 140°-147° fr heli, preferred direction 143°, slope 8% (H3), day/night use. |
| CAUTION | Brightly lgtd park under the apch 900' fr heli. |



ONTARIO

AERODROME/FACILITY DIRECTORY

WALLACEBURG / CHATHAM-KENT HEALTH ALLIANCE (WALLACEBURG) ON (Heli) CSY7

| | |
|------------------|---|
| REF | N42 35 57 W82 22 00 Adj 8°W (2012) UTC-5(4) Elev 581' A5000 |
| OPR | Chatham-Kent Health Alliance 519-352-6400 Ext 6664 Cert PPR |
| PF | B-1,2,4 C-3,5,6 |
| FLT PLN | NOTAM FILE CYZR |
| | FIC London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA | FATO 86' x 86' CONC & GRASS TLOF 50' x 50' CONC Safety Area 115' x 115' GRASS Max heli overall length 54.7' RCR Opr |
| LIGHTING | DR RY(LO) RF(FL) |
| COMM | |
| | ATF tfc 122.8 5NM 3600 ASL |
| PRO | Arr/dep 003° fr heli, slope 14% (H2). |

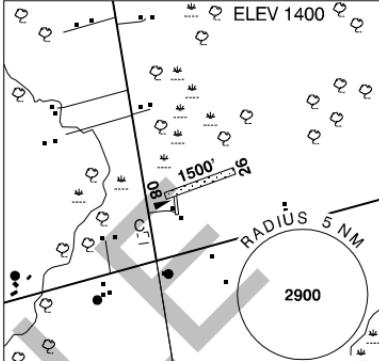
SAMPLE

ONTARIO

AERODROME/FACILITY DIRECTORY

WALTER'S FALLS (PIPER WAY) ON

CWF2

| | | |
|----------|--|---|
| REF | N44 27 51 W80 37 15 4ESE 10°W (2011) UTC-5(4) Elev 1400' A5000 |  |
| OPR | Paul Irwin 519-538-1303 Reg PPR | |
| PF | B-1 C-2 D-3,4,5,6 | |
| FLT PLN | NOTAM FILE CYVV | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| RWY DATA | Rwy 08(080°)/26(260°) 1500x50 turf | |
| RCR | Opr Ltd hrs. No win maint. Rwy soft in spring. | |
| COMM | ffc 123.2 3NM 4400 ASL | |
| CAUTION | P-lines 500' W of rwy 30 AGL. Twr 0.87NM SW 365 AGL. Wildlife on rwy dawn/dusk. | |

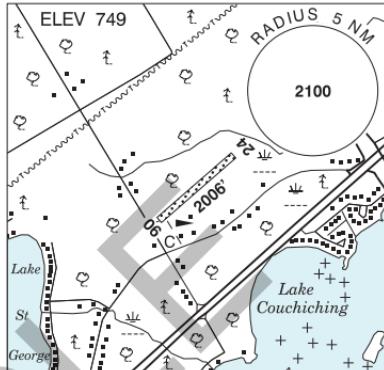
ONTARIO

AERODROME/FACILITY DIRECTORY

WASHAGO ON

CWS2

| | |
|------------------------------|--|
| REF | N44 44 26 W79 21 43 1.3WSW 11°W (2015) UTC-5(4) Elev 749' A5000 |
| OPR | Kevin Betsworth 705-323-7740 Reg PPR |
| PF | B-1 C-2,3,5 D-4,6 |
| FLT PLN FIC | NOTAM FILE CYQA London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA | Rwy 06(060°)/24(240°) 2006x80 TURF Rwy 06 down 0.7% |
| RCR | Opr Ltd win maint. Rwy soft in spring or when wet. Rwy icy in win. |
| COMM ATF | tfc 122.8 5NM 3700 ASL |
| CAUTION | Lgtd twr 1083 ASL (328 AGL) aprx 0.6NM N A/D. Trees within 50' of rwy centerline both sides. Trees aprx 40' at Thld 06 and Thld 24. Unmarked P-lines and poles across apch to Rwy 06. House in close proximity to Thld 06. Wildlife frequently on rwy. High power transmission lines running SW-NE 160 AGL aprx 0.4NM NW A/D. |

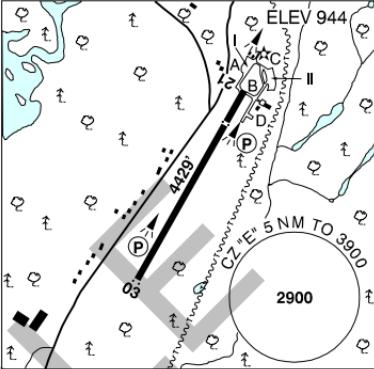


ONTARIO

AERODROME/FACILITY DIRECTORY

WAWA ON

CYXZ

| | | |
|-----------------|--|---|
| REF | N47 58 01 W84 47 11 1.7SSW 7°W UTC-5(4) Elev 944' A5001 A5008 LO4 CAP |  |
| OPR | The Corporation of the Municipality of Wawa 705-856-2244 Ext 270 or 705-971-1816 Reg Ldg Fees | |
| PF | B-1,6 C-2,3,4,5 | |
| FLT PLN | NOTAM FILE CYXZ | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| WX | METAR 11-24Z O/T LWIS TAF 13-24Z, issue times: 13, 20Z | |
| SERVICES | Airside emerg phone on wall of ATB. Ltd hrs. 11-24Z‡ Mon-Sun Jun 1-Aug 31. 11:30-20:00Z‡ Mon-Fri Sept 1-May 31. Clsd Dec 25, 26 & Jan 1 O/T call out chg 705-971-1816. | |
| FUEL | 100LL, JA-1 | |
| OIL | 80 | |
| S | 5 | |
| RWY DATA | Rwy 03(036°)/21(216°) 4429x98 asphalt Thld 21 displ 689'. Apron I - Airport terminal building. Apron II - ASPH surface, prkg fees. Opr | |
| LIGHTING | 03-AS(TE ME) P2 3.5°, 21-AS(TE ME) P1 4.0° ARCAL-122.8 type K | |
| COMM | | |
| RCO | London rdo 122.375 (FISE) 126.7 (bcst) | |
| ATF | UNICOM (AU) ltd hrs O/T tfc 122.8 5NM 3900 ASL | |
| PAL | Toronto Ctr 124.075 | |
| NAV | | |
| VOR/DME | YXZ 112.7 Ch 74 N47 57 02 W84 49 22 (1263') | |
| CAUTION | Twr 1860 ASL (420 AGL) on arr Rwy 21/dep Rwy 03, 3.3NM fr thld Rwy 21. PAPI apch slope Rwy 21 will ensure obstacle cnc. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

WEBEQUIE ON

CYWP

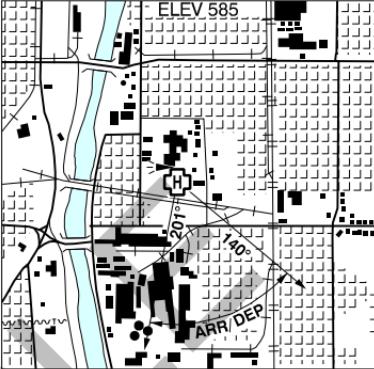
| | | |
|-----------------|--|---|
| REF | N52 57 34 W87 22 31 1SSW 7°W UTC-5(4) Elev 685' A5017 LO3 CAP | <p>ELEV 685 790 YWP Winisk Lake RADIUS 5 NM 1800</p> |
| OPR | Govt of Ontario 807-473-2082 Cert | |
| PF | C-1,4 | |
| FLT PLN | NOTAM FILE CYLH | |
| FIC | Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) | |
| RWY DATA | Rwy 02(022°)/20(202°) 3507x100 GRVL Rwy 02 up 0.56% | <p>Rwy 02/20 AGN IIIA Apt Foreman 807-353-5301 Ltd maint 13-22Z Mon-Fri exc hols. Rwy strength & cond subject to seasonal & climatic var.</p> |
| RWY CERT | Rwy 02/20 AGN IIIA | |
| RCR | Apt Foreman 807-353-5301 Ltd maint 13-22Z Mon-Fri exc hols. Rwy strength & cond subject to seasonal & climatic var. | |
| LIGHTING | 02-AS(TE ME) AP, 20-AS(TE ME) AP ARCAL-122.8 type K. | |
| COMM | tfc 122.8 5NM 3700 ASL | |
| NAV | | |
| NDB | YWP 355 (M) N52 57 41 W87 22 12 | |
| PRO | Wind shear may be encountered on apch 02 and/or dep fr Rwy 20. | |
| CAUTION | Extv bird activity at landfill 0.8NM SSE of Thld 02. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

WELLAND (COUNTY GEN HOSP) ON (Heli)

CPB3

| | | |
|------------------|--|---|
| REF | N42 58 39 W79 14 59 Adj S 10°W UTC-5(4) Elev 585' A5000 |  |
| OPR | Welland County Gen Hosp 905-732-6111 Cert PPR | |
| FLT PLN | NOTAM FILE CYSN | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| HELI DATA | 86' dia (40' asphalt, 46' turf) 114' dia Rstd max heli length 57.5' RCR Opr | |
| LIGHTING | RY(LO) RF(FL) | |
| PRO | Arr/dep btwn 140°-201° fr heli, slope 8% (H3), day/night use. | |

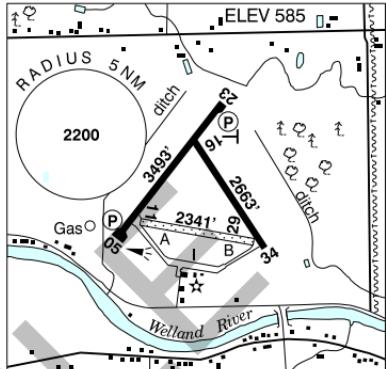
ONTARIO

AERODROME/FACILITY DIRECTORY

WELLAND / NIAGARA CENTRAL DOROTHY RUNGELING ON

CNQ3

| | |
|-----------------|--|
| REF | N42 58 48 W79 19 29 3.5W 10°W (2014) UTC-5(4) Elev 585' A5000 LO6 CAP |
| OPR | Niagara Central Airport Commission 905-714-1000 Reg |
| PF | C-2,3,4,5,6 |
| CUST | AOE/CAN |
| FLT PLN | NOTAM FILE CYSN |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES | |
| FUEL | 100LL Self-serve H24 Visa, MasterCard & debit cards |
| OIL | All |
| S | 2,3,4,5 |
| RWY DATA | Rwy 05(048°)/23(228°) 3493x100 ASPH Rwy 16(156°)/34(336°) 2663x50 ASPH Rwy 11(110°)/29(290°) 2341x60 TURF |
| RCR | Opr 14-22Z‡ Rwy 16/34 sfc delamination. Rwy 11/29 no win maint. |
| LIGHTING | 05-(TE ME) AP, 23-(TE ME) AP ARCAL-123.5 type K |
| COMM | |
| ATF | UNICOM ltd hrs O/T tfc 123.5 5NM 3600 ASL |
| PRO | Rgt hand circuits Rwy 23, 29, and 34 (CAR 602.96). Parachute activity, do not overfly A/D; join circuit on downwind leg. |
| CAUTION | Parajumps at A/D and within 2NM to 12500 ASL Mar-Dec. Glider activity Sat, Sun and hols Apr-Jun and Sep-Nov. Gliders may follow non-standard circuit. Canada Geese activity. Rwy 16/34 not recommended for jet, turbo prop use or run-ups due to loose grvl. |



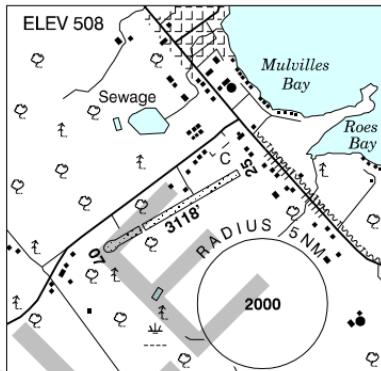
ONTARIO

AERODROME/FACILITY DIRECTORY

WESTPORT / RIDEAU LAKES ON

CRL2

| | |
|-----------------|--|
| REF | N44 39 56 W76 23 55 0.7SE 13°W (2012) UTC-5(4) Elev 508' A1905 A5000 |
| OPR | Rideau Lakes Flying Club 613-273-5201 Reg |
| PF | A-1 C-2,4,5 |
| FLT PLN | FIC NOTAM FILE CYGK London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| SERVICES | S 4,5 |
| RWY DATA | Rwy 07(072°)/25(252°) 3118x60 TURF/GRVL Thld 07 displ 900'. |
| | RCR Opr No win maint. Rwy cond susceptible to rain and soft in spring. |
| COMM | ATF tfc 123.2 5NM 3500 ASL |
| CAUTION | Trees 140' W of thld Rwy 07 aprx 50 AGL. |

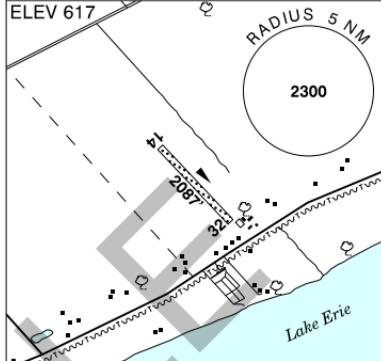


ONTARIO

AERODROME/FACILITY DIRECTORY

WHEATLEY (ROBINSON MOTORCYCLES) ON

CRM5

| | | | |
|-------------------------------|--|---|--|
| REF | N42 08 35 W82 21 45 5.4WSW 8°W (2015) UTC-5(4) Elev 617' A5000 |  | |
| OPR | Derek Robinson 519-825-4222 Reg PN | | |
| PF | B-1 avbl 12-24Z‡ D-2,3,4,5,6 | | |
| FLT PLN FIC | NOTAM FILE CYQQG London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) or 519-452-4040 | | |
| RWY DATA RCR | Rwy 14(145°)/32(325°) 2087x70 TURF Opr No win maint | | |
| COMM ATF | ffc 123.2 5NM 3600 ASL | | |
| PRO | Right hand circuit Rwy 14 (CAR 602.96) | | |
| CAUTION | Trees on apch to Rwy 32. 20' gravel berm 150' on extended centreline Rwy 14. Wind turbines 2NM NNE. | | |

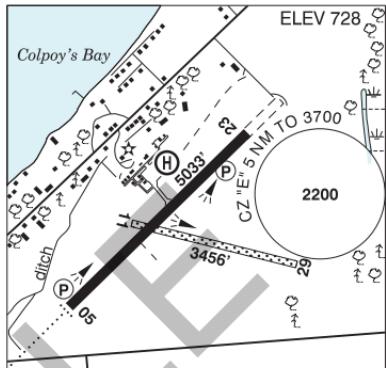
ONTARIO

AERODROME/FACILITY DIRECTORY

WIARTON ON

CYVV

| | |
|------------------|--|
| REF | N44 44 39 W81 06 31 1.5E 10°W (2012) UTC-5(4) Elev 728' A5000 LO4 LO6 HI5 CAP |
| OPR | Township of Georgian Bluffs APM 519-534-0140 O/T 519-373-3954 or 519-270-4715 Cert |
| PF | A-1,7,8 B-2,6 C-3,4,5 |
| CUST | AOE/15 888-226-7277 2 hrs PN 14-22Z‡ Mon-Fri exc hol, seasonal May1-Oct 31. |
| FLT PLN | <p>FIC NOTAM FILE CYVV London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)</p> <p>WX METAR H24. TAF 12-24Z‡, issue times: 12, 14, 20Z (DT 11, 14, 20Z).</p> |
| SERVICES | 1330-2200Z‡ O/T call out chg 2 hrs PN |
| FUEL | 100LL, JA-1 (FSII avbl), SP (H24 cardlock on apron) |
| OIL | 80, W80, 100, W100, 15W50 |
| S | 2,4,5,6 |
| RWY DATA | Rwy 05(054°)/23(234°) 5033x150 ASPH Rwy 11(114°)/29(294°) 3456x100 GRVL |
| RWY CERT | Rwy 05/23 AGN IIIB Rwy 11/29 AGN II |
| RCR | Opr. RSC 1330-2200Z‡ O/T 2hrs PN. Rwy 11/29 no win maint. PLR |
| HELI DATA | TLOF 57' dia CONC Max heli overall length 47.7' |
| LIGHTING | 05-AD(TE ME) P2, 23-(TE ME) P2 ARCAL-122.2 type K. |
| COMM | <p>RCO London rdo 123.375 (FISE) 126.7 (bcst)</p> <p>MF tfc 122.2 5NM 3700 ASL (CAR 602.98)</p> <p>PAL Toronto Ctr 132.575</p> |
| NAV | |
| VOR/DME | YVV 117.7 Ch 124 N44 44 41 W81 06 18 (748') |
| CAUTION | Wildlife frequently on rwy. Extv bird act Mar-Nov. |



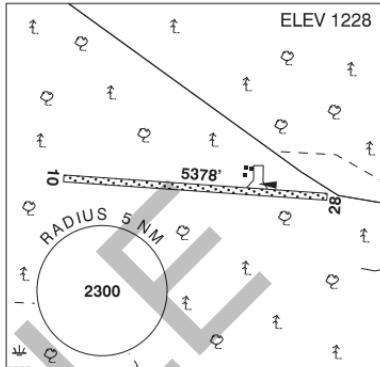
ONTARIO

AERODROME/FACILITY DIRECTORY

WIEBENVILLE ON

CXX2

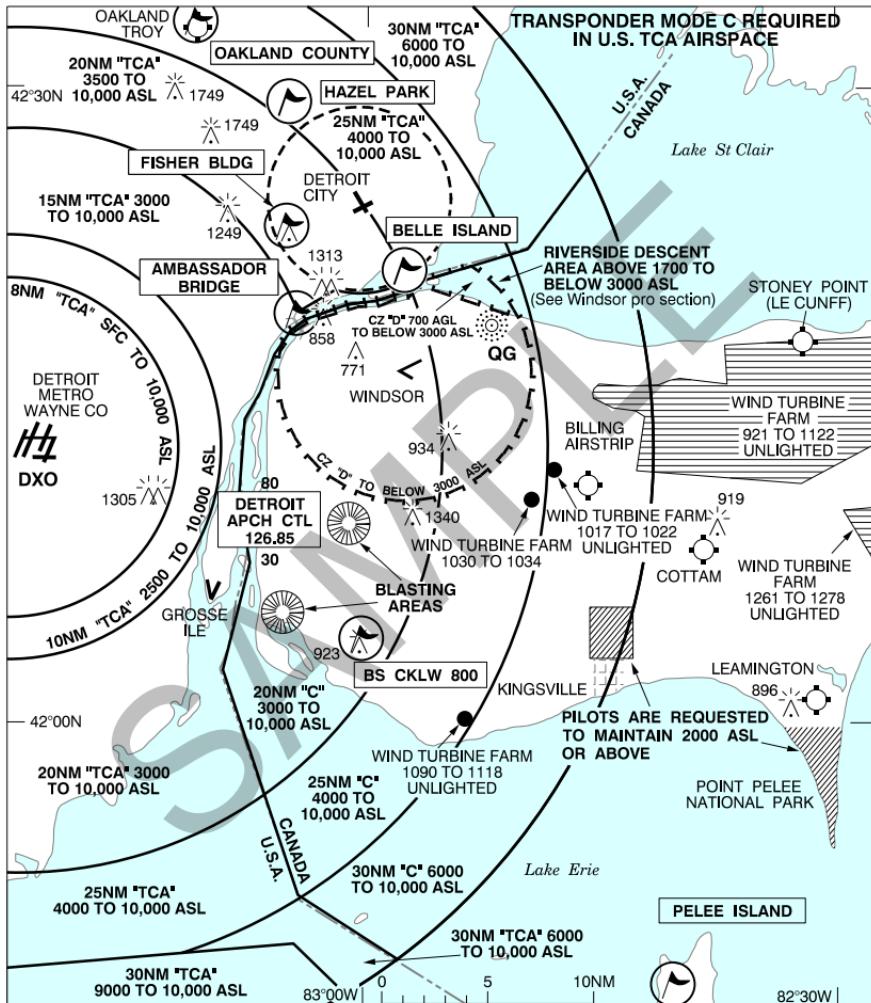
| | |
|-----------------|---|
| REF | N52 13 01 W90 27 47 4°W (2017) UTC-6(5) Elev 1228 A5017 LO3 LO4 RCAP |
| OPR | Wasaya Airways LP 807-928-2244 Reg PPR |
| FLT PLN FIC | NOTAM FILE CYPL Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) |
| RWY DATA RCR | Rwy 10(098)/28(278) 5378x70 GRVL Opr Rwy strength and cond subject to seasonal and/or climatic var |
| COMM ATF | tfc 123.2 5NM 4300 ASL |



ONTARIO

AERODROME/FACILITY DIRECTORY

WINDSOR / DETROIT VFR TERMINAL PROCEDURES CHART



Riverside Descent Area: The airspace within the Windsor Control Zone above 1,700 feet to below 3000 feet ASL bounded by:

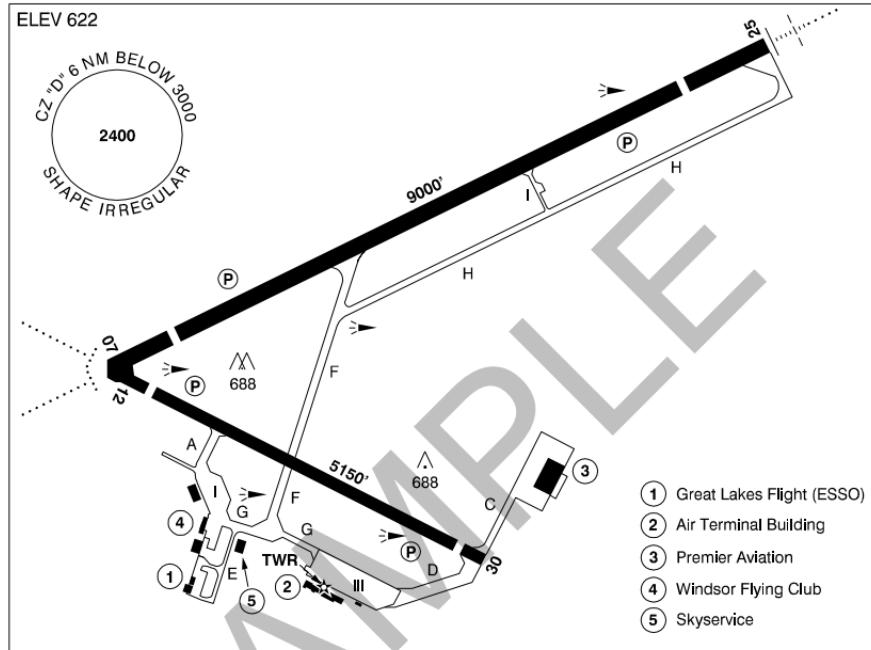
- a line beginning at N42 17 42.9 W82 54 47.6 (along the extended centreline of Rwy 07 at Windsor Airport) to N42 19 22.1 W82 50 21.3; thence
- along the arc of a circle 6NM, radius centered on the Windsor Airport Aerodrome Reference Point (N42 16 29 W82 57 30) to N42 21 38.2 W82 53 11.3; thence
- along the USA/Canada International boundary to N42 20 00.2 W82 59 04.7 thence along a line to the point of beginning.

ONTARIO

AERODROME/FACILITY DIRECTORY

WINDSOR ON

CYQG



| | |
|-----------------|---|
| REF | N42 16 34 W82 57 19 Adj SE 7°W (2011) UTC-5(4) Elev 622' A5000 LO6 HI5 T2 CAP |
| OPR | Your Quick Gateway (Windsor) Inc. 519-969-2430 Cert |
| PF | B-1,2,3,6,7,8 C-4,5 |
| CUST | AOE/325 (450 with staged off loading) 888-226-7277 13-05ZF |
| FLT PLN | NOTAM FILE CYQG Pilots to open/ close VFR flt plan with London rdo 123.375 or by phone. For altn method to file, close & rcv IFR Flt Pln/cncl see PRO |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| WX | METAR AUTO H24 (See COMM). TAF H24, issue times: 00, 06, 12, 18Z, WxCam. |
| SERVICES | Call out chg may be levied for one or more svcs. |
| FUEL | 100LL, JA-1 FSII (avbl), HPR |
| OIL | All |
| S | 1,2 |
| ARFF | DESIGNATED CAT 6 1100-0500Z‡ sked pax acft only. Hrs adjusted up to 1 hr to accommodate sked airline changes. All other 2 hr PN |
| SUP FL | D-ice |
| JASU | NC-10A/A1/B/C; DC:2000 AMP, 45kW, 28V; AC:90 KVA, 115/200V, 3 phase, 400 Hz. |
| PVT ADV | Great Lakes Flight (ESSO) Inc 122.95 519-969-7052 and 866-817-5266 Fax 519-969-3205 Air-Way Aviation 129.55 519-972-7244 Fax 519-972-7744 |
| MIL CON | Great Lakes Flight (World Fuel Services) 519-969-7052 |

ONTARIO

AERODROME/FACILITY DIRECTORY

WINDSOR ON (Cont'd)

CYQG

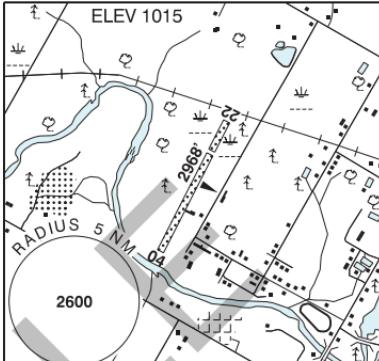
| | |
|-----------------|--|
| RWY DATA | Rwy 07(070°)/25(250°) 9000x200 asphalt Thld 07 displ 902'. Thld 25 displ 1143' Rwy 12(123°)/30(303°) 5150x150 asphalt Thld 12 displ 570'. Thld 30 displ 321' |
| RWY CERT | Rwy 07 RVR 1200(1/4sm)/Rwy 25 RVR 1200(1/4sm) AGN IV Rwy 12/30 AGN IIIB |
| TWY CERT | Twy: E, I AGN II |
| TWY RCR | Twy E uncontrolled. Twy I width 35'. 519-791-1663 10-05Z‡ CRFI Hrs extended as cond or usage warrant. PLR/PCN |
| LIGHTING | 07-AD AS(TE HI) P2, 25-AN(TE HI) P2, 12-AD(TE ME) P2, 30-(TE ME) P2 ARCAL-124.7 type K when TWR clsd |
| COMM | <p>RCO London rdo 123.375 (FISE) 126.7(bcst)</p> <p>ATIS 134.5 1130-0330Z‡</p> <p>GND 121.7 1130-0330Z‡</p> <p>TWR 124.7 (E) 1130-0330Z‡ (emerg only 519-969-3751) tfc 124.7 0330-1130Z‡ 6NM shape irregular to below 3000 ASL (CAR 602.98)</p> <p>MF Detroit 118.95 132.35 134.3 284.0 (E)</p> <p>ARR/DEP Windsor Area-Detroit Apch Ctl 134.3</p> <p>VFR ADV 134.5 0330-1130Z‡</p> |
| NAV | <p>NDB QG 353 (L) N42 18 46 W82 52 07</p> <p>ILS IQG 110.3 (Rwy 25) RVR avbl from London rdo 123.375 when twr clsd</p> |
| PRO | When opng VFR over Canadian Territory within the Detroit TCA (see VTPC) ctc Detroit apch ctl 134.3. Avoid Riverside descent area unless authorized by ATC. (Acf departing the Windsor area northbound or enroute to Detroit should remain W of Belle Isle or E of the Windsor class E airspace.) IFR tfc inbound Detroit City Airport Rwy 33 descending within the Riverside Descent Area from 3000 ASL. To file, close & rcv IFR Flt Pln/clnc when opng in the Detroit TCA, ctc London FIC on 123.375 or by phone 1-866-541-4104. Pilots are requested to avoid flight below 2000 ASL when flying over the Jack Miner Bird Sanctuary (Kingsville ON, N42 04 00 W82 45 00) & over Point Pelee National Park. |
| CAUTION | Blasting areas may be active Mon-Fri 13-22Z‡ 1NM radius of N42 09 19 W83 00 21 and N42 05 21 W83 05 06 to 500 AGL. Migratory birds in vic of apt Mar - May & Oct - Nov. |

ONTARIO

AERODROME/FACILITY DIRECTORY

WINGHAM (INGLIS FIELD) ON

CWH5

| | | |
|-----------------|--|---|
| REF | N43 53 47 W81 20 11 1.2NW 9°W (2013) UTC-5(4) Elev 1015' A5000 |  |
| OPR | Tom Inglis 519-357-2781 Reg PPR | |
| FLT PLN | NOTAM FILE CYGD | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| RWY DATA | Rwy 04(036°)/22(216°) 2968x65 TURF Thld 22 displ 650' spring and fall only. | |
| RCR | Opr No win maint. Rwy soft in spring and fall, particularly at N end. | |
| COMM | tfc 123.0 3NM 4000 | |
| PRO | Rgt hand circuits Rwy 22 (CAR 602.96) | |
| CAUTION | Rwy elev highest in middle. Far end of rwy not vis when on thld. Two twrs 0.8NM and 1.0NM NE of A/D 1500 ASL. Ocsd wildlife on rwy. Wooded area with 50' trees lining the first 1000' Rwy 22. Maintain 1200 ASL over hwy on 04 apch. Wingham Airfield (CPR7) lctd 2.3NM SE of fld. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

WINGHAM / RICHARD W. LEVAN ON

CPR7

| | | |
|-----------------|--|--|
| REF | N43 52 03 W81 17 55 1SE 9°W (2013) UTC-5(4) Elev 1067' A5000 LO6 CAP | |
| OPR | The Township of North Huron 519-357-3550 Reg | |
| PF | A-1 B-1 C-2,3,4,5 | |
| CUST | AOE/15 888-226-7277 14-22Z‡ Mon-Fri exc hols | |
| FLT PLN | NOTAM FILE CYGD | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| SERVICES | A/D not attended, ctc opr. | |
| FUEL | 100LL, JA | |
| OIL | 15W50 | |
| RWY DATA | Rwy 13(130°)/31(310°) 4000x75 asphalt | |
| RCR | Opr Ltd win maint | |
| LIGHTING | 13-(TE ME), 31-(TE ME) ARCAL-123.0 type K | |
| COMM | tfc 123.0 3NM 4000 ASL | |
| PRO | Rgt hand circuits Rwy 13 (CAR 602.96). | |
| CAUTION | 2 silos 80 AGL thld Rwy 31. Numerous twrs in vic. Wildlife oscsl on rwy. Glider activity in the vicinity of A/D Sat-Sun & hol(s) Apr-Jun & Sep-Nov. | |

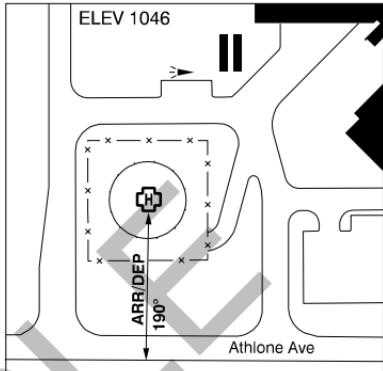
ONTARIO

AERODROME/FACILITY DIRECTORY

WOODSTOCK (HOSPITAL) ON (Heli)

CWH3

| | |
|------------------------------|--|
| REF | N43 06 20 W80 45 16 Adj S 9°W (2012) UTC-5(4) Elev 1046' VTA A5000 |
| OPR | Honeywell/Woodstock Hospital 519-421-4211 Ext 5011 Cert PPR |
| PF | A-1,2,3,4 C-5,6 |
| FLT PLN FIC | NOTAM FILE CYXU London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| HELI DATA | FATO 92' dia CONC TLOF 39' dia CONC Safety Area 118' dia ASPH Max heli overall length 57.5' (CAR 602.96) Opr |
| LIGHTING | DR RY(LO) green RF(FH) ARCAL-123.2 type K |
| COMM ATF | tfc 123.2 5NM 4000 ASL |
| PRO | Arr/dep 190° fr heli, slope 12% (H2), day/night use |
| CAUTION | Multiple lgtd and unlgted twrs W of heli. Woodstock UNICOM 122.8 3NM W. |

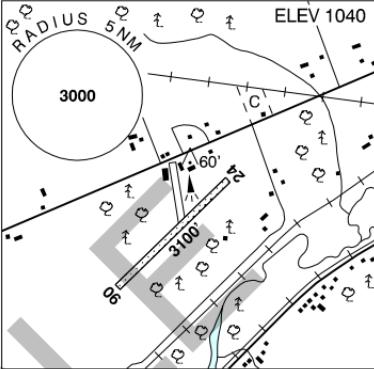


ONTARIO

AERODROME/FACILITY DIRECTORY

WOODSTOCK (NORM BECKHAM / BOB HEWITT FIELD) ON

CPR5

| | | | |
|-----------------|--|---|--|
| REF | N43 06 35 W80 49 15 2.5W 9°W UTC-5(4) Elev 1040' A5000 |  | |
| OPR | Dave Hewitt 519-421-1755 or 519-539-3303 Reg Apt not regularly attended PN | | |
| PF | B-1 C-2,3,4,5,6 | | |
| FLT PLN | | | |
| FIC | NOTAM FILE CYXU London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | | |
| SERVICES | | | |
| FUEL | | | |
| S | 100LL (emergency use only) 5,6 | | |
| RWY DATA | Rwy 06/24 3100x100 turf/gravel 20' gravel (screenings) centre on eastern half of rwy and twy Opr No win maint, rwy soft in spring. | | |
| RCR | | | |
| LIGHTING | 06-(TE LO), 24-(TE LO) ARCAL-122.9 type J PN Opr | | |
| COMM | | | |
| ATF | UNICOM ltd hrs O/T tfc 122.8 5NM 4000 ASL | | |
| CAUTION | Wildlife in vic of rwy. | | |

ONTARIO

AERODROME/FACILITY DIRECTORY

WUNNUMIN LAKE ON

CKL3

| | | |
|-----------------|--|--|
| REF | N52 53 38 W89 17 21 2S 5°W UTC-6(5) Elev 819' A5017 LO3 CAP | <p>ELEV 819</p> <p>RADIUS 5 NM</p> <p>2000</p> <p>3511</p> <p>34</p> |
| OPR | Govt of Ontario 807-473-2082 Cert | |
| PF | C-1,2,4,5 | |
| FLT PLN | NOTAM FILE CYXL | |
| FIC | Winnipeg 866-WXBRIEF (Toll free within Canada) or 866-541-4103 (Toll free within Canada & USA) | |
| WX | WxCam | |
| RWY DATA | Rwy 16(163°)/34(343°) 3511x100 GRVL | |
| RWY CERT | Rwy 16/34 AGN IIIA | |
| RCR | APM 807-442-2610 14-23Z‡ Mon-Fri exc hols. Rwy strength & cond subject to seasonal &/or climatic variations. | |
| LIGHTING | 16-(TE ME) AP, 34-(TE ME) AP ARCAL-123.2 type K | |
| COMM | tfc 123.2 5NM 3900 ASL | |
| ATF | | |

ONTARIO

AERODROME/FACILITY DIRECTORY

WYEVALE (BOKER FIELD) ON

CNL8

| | | |
|-----------------|--|--|
| REF | N44 39 19 W79 52 44 2E 11°W UTC-5(4) Elev 705' A5000 | <p>The map shows a runway labeled '16/34' with '1985' markings. Two thresholds are indicated: 'Thld 16' and 'Thld 34'. A circular area with a radius of 5 NM is centered at 'CYEE' with a value of '2400'. A 'dam' is marked on the right side of the map.</p> |
| OPR | H. Boker 705-322-1189 Reg PPR | |
| FLT PLN | FIC NOTAM FILE CYEE London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| SERVICES | S 4,5 | |
| RWY DATA | Rwy 16/34 1985x60 turf Thld 16 displ 100' Thld 34 displ 100' marked by cones | |
| | RCR Opr Rwy soft in spring. Ltd win maint. | |
| COMM | ATF tfc 122.7 5NM 3800 ASL of CYEE | |
| CAUTION | Hydro line aprx 30' high 600' fr Thld 16 unmarked. Lgtd tower 1329 ASL (345 AGL) 3.7NM SE of A/D. | |

ONTARIO

AERODROME/FACILITY DIRECTORY

YORK ON

CPP6

| | | |
|-----------------|--|--|
| REF | N43 02 15 W79 51 09 1.7NE 10°W UTC-5(4) Elev 670' VTA A5000 | |
| OPR | Kerry Wilkinson 905-902-3862 Reg | |
| PF | B-1 D-2,3,4,5,6 | |
| FLT PLN | NOTAM FILE CYHM | |
| FIC | London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) | |
| RWY DATA | Rwy 16/34 2800x35 asphalt Thld 34 displ 100' Rwy 07/25 1350x100 turf Opr Ltd win maint. Rwy 07/25 may be soft in spring. | |
| COMM | tfc 123.2 5NM 3700 ASL | |
| CAUTION | P-line 30 AGL along road aprx 230' fr Thld 16. Scrub trees about 40' high aprx 75' fr Thld 07. Ditch at Thld 34. Rdo ctl model acft activity Mon-Fri, daylight hrs, rdo ctl ops 123.2. | |

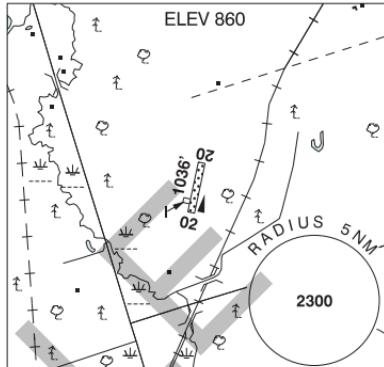
ONTARIO

AERODROME/FACILITY DIRECTORY

ZEPHYR / DILLON FIELD ON

CZF2

| | |
|-----------------|---|
| REF | N44 11 51 W79 18 32 1.9W 11°W (2018) UTC-5(4) Elev 860' A5000 |
| OPR | Matthew Dillon 905-955-5015 Reg PPR |
| FLT PLN FIC | NOTAM FILE CYKZ London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA) |
| RWY DATA RCR | Rwy 02(023°)/20(203°) 1036x50 TURF Opr Ltd maint. No win maint. Rwy clsd Nov 1-Apr 30 |
| COMM ATF | 122.8 5NM 3900 ASL |



CFS
DIGITAL
EDITION

**CAUTION: THE INFORMATION
IN THIS PUBLICATION MAY
BE SUPERSEDED BY NOTAM
OR AIP SUPPLEMENT**

**SEE SPECIAL NOTICES
ON PAGE A2**

EFFECTIVE 0901Z **31 DECEMBER 2020**
TO 0901Z 25 FEBRUARY 2021

CANADA FLIGHT SUPPLEMENT

DIGITAL EDITION

GENERAL PAGES TERMINAL AND ENROUTE DATA

AIP Canada (ICAO) Part 3 - Aerodromes (AD)
Department of National Defence Flip GPH 205

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A2 GENERAL**SPECIAL NOTICES**

This space will be used to direct the attention of subscribers to new or amended procedures. Notices will normally be carried for two issues. In the event that there are no special notices, the word "NONE" will be centered within the SPECIAL NOTICES box. Special notices applicable to the military only will be preceded by the word "MILITARY".

Aircraft Group Number (AGN)

As a result of changes introduced to the TP312 5th Edition - AERODROME STANDARDS and RECOMMENDED PRACTICES, aeronautical publications will be updated to include information on the certification level of the various parts of the airport. This will be accomplished through the use of Aircraft Group Number or 'AGN' methodology. The purpose of AGN is to provide a simple method for relating key aerodrome technical specifications with the characteristics of the critical aircraft for which the aerodrome or part thereof is provided. These characteristics include:

- (a) Wingspan (with consideration of the aircraft approach speed category);
- (b) Outer main gear span; and
- (c) Tail height.

NOTE: The outer main gear width is the aircraft characteristic relating to runway and taxiway widths, wingspan relates to taxiway strip widths, and wingspan with an approach speed consideration relates to runway strip and safety area widths.

- (1) Depending on the airfield element being addressed, an aircraft may have more than one AGN; due to physical aircraft characteristics (wing span, outer main gear span), or approach speed influence;
- (2) AGN information will be included in the Canada Flight Supplement within the relevant RWY CERT and TWY CERT sections;
- (3) All certified airport operators will be required to submit an update regarding the certification level of the various parts of the certified aerodrome (airport). This is necessary so that aircrews may ascertain the aerodrome as being "...suitable for the intended operation" as currently required under 602.96 (2) (b) of the CAR.

The application of these changes to Aerodrome/Facility Directory, Section B of the CFS will occur after January 3rd, 2019.

This special notice will remain published until amendments to Section B of the CFS are complete.

Publication of Private Meteorological Reports and Services Information

Starting October 10, 2019, NAV CANADA will be amending the depiction in the CFS for meteorological reports and services provided by private meteorological service providers.

Users can expect to see changes to the FLT PLN - WX section for individual aerodromes in accordance with the changes outlined in Section A - GENERAL.

As new data continues to be received from each aerodrome that provides private meteorological services, publishing of the new specified format for any given aerodrome may not have occurred yet. It is recommended that users confirm ahead with the aerodrome operator the type and availability of meteorological reports and services that can be received by UNICOM (AU) while this special notice is in effect.

For more information about these changes, consult the WEATHER SERVICES - OBSERVATIONS in Section A - GENERAL.

This Special Notice will remain in effect until publication changes have been completed for all aerodromes with private meteorological service providers.

Modification of Distance and Bearing of Significant Obstructions to Nearest Community

Effective 5 November 2020 there will be a modification to CFS Planning section for Significant Obstructions

Previously, under "Location", this section provided distance and direction to the nearest **community**. The section now provides distance and direction to the nearest **aerodrome**.

SAMPLE

SAMPLE

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A6 GENERAL**PREFACE**

The Canada Flight Supplement is a joint civil/military publication issued every 56 days. It contains information on land and some water aerodromes and is used as a reference for the planning and safe conduct of air operations. It is published and produced by NAV CANADA's Aeronautical Information Services and distributed by NAV CANADA's Aeronautical Publication Sales and Distribution Unit. The distribution for DND is through the Canadian Forces Publication Depot.

The information contained in this supplement is current only to the date of submission for printing. A NOTAM may amend or cancel the information in this document, therefore the NOTAM must be consulted to ensure that current information is used for flight operations.

To alert users of new information or changes to information in the B section from the previous issue, a vertical line will be portrayed to the left and extending the full length of the new/revised data.

CORRECTIONS (CIVIL)

NAV CANADA is responsible for all Canadian civil aeronautical information, however, the Canadian Aviation Regulations make it mandatory for aerodrome operators to report all changes to the CFS information to the Minister of Transport. To that end, correspondence can be sent to one of the following Transport Canada addresses.

Pacific Region

- Transport Canada
Aerodrome Safety
400-3600 Lysander Lane
Richmond, BC V7B 1C3
Tel: 604-666-8777 Fax: 855-618-6288

Prairie and Northern Region

- Transport Canada
Civil Aviation
P.O. Box 8550, 344 Edmonton Street
Winnipeg MB R3C 0P6
Tel: 1-888-463-0521 Fax: 1-204-984-8125

Ontario Region

- Transport Canada
Civil Aviation Services Ontario Region (PAHR)
4900 Yonge Street, 4th Floor
Toronto ON M2N 6A5
Tel: 1-800-305-2059 Fax: 1-877-822-2129
TTY/ATS: 1-888-675-6863

Quebec Region

- Transport Canada - Civil Aviation
Flight Operations - NAX
Regional Administration Building, 700 Leigh-Capréol
Dorval QC H4Y 1G7
Tel: 514-633-3252 Fax: 1-855-633-3697
E-mail: CSVA-VSCA@tc.gc.ca

Atlantic Region

- Transport Canada
Aerodrome Safety
P.O. Box 42
Moncton NB E1C 8K6
Tel: 1-800-305-2059 Fax: 506-851-3022

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NAV CANADA
Customer and Stakeholder Services
77 Metcalfe Street
Ottawa, ON K1P 5L6
Tel: 1-800-876-4693 (within North America)
Fax: 1-613-563-3426
E-mail: service@navcanada.ca
Regular hours of operation 0800-1800 (EST/EDT)

All aeronautical data questions should be directed to:

NAV CANADA
AIS Data Collection
PO BOX 9824 STN T CSC
OTTAWA ON K1G 9Z9
Tel: 1-866-577-0247
Fax: 1-613-248-4093
E-mail: aisdata@navcanada.ca

CORRECTIONS (MILITARY)

Military commanders are responsible for inspecting entries covering facilities under their jurisdiction. They are to submit corrections by e-mail at: aso@forces.gc.ca. Tel: 613-248-4129/4130/4117.

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A8 GENERAL

PROCUREMENT

CIVIL

Individual purchases

Individual copies of the Canada Flight Supplement can be obtained from the network of distributors and suppliers or directly from NAV CANADA. The distributors are listed on NAV CANADA's Aeronautical Publications, Sales and Distribution Unit Web site at www.navcanada.ca and in the Canada Flight Supplement, Section C, Aeronautical Chart Distributors. You can also call Aeronautical Publications at 1-866-731-PUBS (7827) for the distributor nearest you.

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Price: \$99.00 for seven issues plus shipping and handling plus applicable taxes. Visa, American Express and MasterCard are accepted and all sales are final. Please allow 10 days for delivery of your initial issue. If your subscription does not arrive 3 days prior to the effective date, please call NAV CANADA.

MILITARY: The applicable CFAO 36-17 was cancelled in 1998 with a replacement DAOD still pending. In the interim, any questions regarding entitlement or demands for specific FLIPs can be addressed to MCE/GI&S Sqn/ASO at: aso@forces.gc.ca Tel: 613-248-4129/4130/4117.

US MILITARY: See chapter 11 of DOD FLIP General Planning (G.P.)

ABBREVIATIONS AND ACRONYMS

| ABBREVIATIONS AND ACRONYMS | | ABBREVIATIONS AND ACRONYMS (Cont'd) | |
|----------------------------|---|-------------------------------------|--|
| AAE | - Above Aerodrome Elevation | ASDA | - Accelerate Stop Distance |
| AB | - Alberta | | Available |
| Ab Initio | - elementary | ASDE | - Airport Surface Detection Equipment |
| abm | - Abeam | ASL | - Above Sea Level |
| abn | - aerodrome beacon (rotating unless annotated) | ASPH | - asphalt |
| abv | - above | ASR | - Airport Surveillance Radar |
| ACA | - Arctic Control Area | assn | - association |
| ACC | - Area Control Centre | ATB | - Airport Terminal Building |
| actf | - aircraft | ATC | - Air Traffic Control |
| ACN | - Aircraft Classification Number | ATF | - Aerodrome Traffic Frequency |
| A/D | - Aerodrome | ATIS | - Automatic Terminal Information Service |
| ADCUS | - Advise Customs | ATS | - Air Traffic Services |
| addr | - addition, additional | attn | - attention |
| ADF | - Automatic Direction Finding | AU | - Approach Unicom |
| ADIZ | - Air Defence Identification Zone | Aug | - August |
| adj | - adjacent | auth | - authorized |
| ADS-B | - Automatic Dependent Surveillance - Broadcast | AUW | - All Up Weight |
| ADS-C | - Automatic Dependent Surveillance - Contract | AVASIS | - Abbreviated Visual Approach Slope Indicator System |
| advs | - advised, advise | avbl | - available |
| advsy | - advisory | Avn | - Aviation |
| AFB | - Air Force Base | AWOS | - Automated Weather Observation System |
| A/G | - Air/Ground | awy | - airway |
| AGL | - Above Ground Level | az | - azimuth |
| AGN | - Aircraft Group Number | BC | - British Columbia |
| AIP | - Aeronautical Information Publication | BC | - Back Course |
| alt | - altitude | bcn | - beacon |
| altn | - alternate | bcst | - broadcast |
| AMSCR | - Aircraft Movement Surface Condition Report | bdry | - boundary |
| AMU | - Air Movements Unit | Bil | - Bilingual |
| AOE | - Airport of Entry | bldg | - building |
| APAPI | - Abbreviated Precision Approach Path Indicator | blkd | - blocked |
| apch | - approach | BLW | - below |
| APM | - Airport Manager | BM | - Back Marker |
| appr | - approval, approve | BPOC | - Before proceeding on Course |
| Apr | - April | brg | - bearing |
| aprt | - airport | btwn | - between |
| aprx | - approximate(ly) | CAE | - Control Area Extension |
| ARAF | - Air Reserve Air Force | CAP | - Canada Air Pilot |
| ARCAL | - Aircraft Radio Control of Aerodrome Lighting | CAR | - Canadian Aviation Regulation |
| ARFF | - Aircraft Rescue and Fire-Fighting | CARS | - Community Aerodrome Radio Station |
| arng | - arrangement, arrange | CAT I | - Category I |
| arr | - arrive, arrival | CAT II | - Category II |
| ARTCC | - Air Route Traffic Control Centre (USA) | CCTV | - Closed Circuit Television |
| | | ccw | - counter-clockwise |
| | | CDA | - Canadian Domestic Airspace |
| | | CDF | - Central De-Icing Facility |

A10 GENERAL

| ABBREVIATIONS AND ACRONYMS (Cont'd) | | ABBREVIATIONS AND ACRONYMS (Cont'd) | |
|--|--|--|---|
| Cdn | - Canadian | displ | - displaced |
| ceil | - ceiling | dist | - distance |
| cert | - certificate/certified | dly | - daily |
| CF | - Canadian Forces | DME | - Distance Measuring Equipment |
| CFA | - Common Frequency Area | DND | - Department of National Defence |
| CFB | - Canadian Forces Base | DRCO | - Dial-up Remote Communications Outlet |
| CFS | - Canadian Forces Station | DSN | - Defence Switched Network |
| CFS | - Canada Flight Supplement | DT | - Daylight Saving Time |
| ch, chan | - channel | DTW | - Downwind Termination Waypoint |
| chg | - charge | DUAT | - Direct User Access Terminal |
| civ | - civilian | dur | - during, duration |
| ck | - checked, check | DVFR | - Defence Visual Flight Rules |
| cnc | - clearance | DWAN | - Defence Wide Area Network |
| clsd | - closed | E | - East |
| CMNPS | - Canadian Minimum Navigation Performance Specifications | EAT | - Expected Approach Time |
| comm | - communication | EC | - Environment Canada |
| comsn | - commission | EET | - Estimated Elapsed Time |
| CON | - Contract fuel | EFC | - Expected Further Clearance Time |
| CONC | - concrete | eff | - Effective |
| cond(s) | - condition(s) | Elect | - Electrical Starting Units |
| const | - construction | elev | - elevation |
| cont | - continuous | ELT | - Emergency Locator Transmitter |
| convl | - conventional | emerg | - emergency |
| Corp | - Corporation | ENE | - East North East |
| CRFI | - Canadian Runway Friction Index | eqpt | - equipment |
| crs | - course | ERS | - Emergency Response Services (civil airports only) |
| CSN | - Canadian Switched Network | ESA | - Emergency safe altitude |
| CTA | - Control Area | ESE | - East South East |
| ctc | - contact | ETA | - Estimated Time of Arrival |
| CTCSS | - Continuous Tone Coded Squelch System | ETD | - Estimated Time Departure |
| ctl | - control, controlled | ETE | - Estimate Time Enroute |
| ctn | - caution | ev | - every |
| ctr | - centre | exc | - except |
| cust | - customs | Ext | - Extension |
| CVFR | - Controlled VFR flight | extv | - extensive |
| cw | - clockwise | FAA | - Federal Aviation Administration |
| CWAS | - Canada Water Aerodrome Supplement | fac | - facilities |
| CWO | - Contract Weather Observer | FACF | - Final Approach Course Fix |
| CZ | - Control Zone | FATO | - Final Approach and Take Off Area |
| Dec | - December | Fax | - Facsimile |
| del | - delivery | FBO | - fixed base operator |
| dep | - departure, depart | fcst | - forecast |
| Dept | - Department | Feb | - February |
| DEP CON | - Departure Control | FIC | - Flight Information Centre |
| destn | - destination | FIR | - Flight Information Region |
| DF | - Direction Finding | FISE | - Flight Information Service Enroute |
| DH | - Decision Height | FL | - Flight Level |
| dia | - diameter | fld | - field |
| direc | - directional | FLIP | - Flight Information Publication |
| | | flt | - flight |

ABBREVIATIONS AND ACRONYMS (Cont'd)

| | |
|---------|---|
| Flt Pln | - Flight Plan |
| FM | - Frequency Modulation |
| FOD | - Foreign Object Damage |
| freq | - frequency |
| fr | - from |
| Fri | - Friday |
| FSS | - Flight Service Station |
| FSII | - Fuel System Icing Inhibitor |
| G | - Grid |
| gal | - gallon |
| GCA | - Ground Controlled Approach |
| GCI | - Ground Control Intercept |
| Gen | - General |
| gnd | - ground |
| GND ADV | - Ground advisory service |
| gnd con | - ground control |
| GNSS | - Global Navigation Satellite System |
| Govt | - Government |
| GP | - Glide Path |
| GPI | - Ground Point of Interception |
| GRVL | - gravel |
| gr wt | - gross weight |
| GS | - Glide Slope |
| GTOW | - Gross Take Off Weight |
| GV | - Gravitation |
| H | - Hour |
| H24 | - continuous operation |
| HAA | - Height Above Aerodrome |
| hdlg | - handling |
| HAT | - Height Above TDZE |
| hdg | - heading |
| Heli | - Heliport, helicopter |
| HF | - High Frequency |
| hgt | - height |
| hg | - hangar |
| Hg | - Inches of Mercury |
| hi | - high |
| HIAL | - High Intensity Approach Lighting |
| HIRL | - High Intensity Runway Lights |
| HLA | - High Level Airspace |
| hol(s) | - holiday(s) |
| Hosp | - Hospital |
| HQ | - Headquarters |
| HR | - High Level Air Route |
| hr | - hour |
| hvy | - heavy |
| Hwy | - Highway |
| IAIP | - Integrated Aeronautical Information Package |
| ICAO | - International Civil Aviation Organization |
| ID | - Idaho, USA |

ABBREVIATIONS AND ACRONYMS (Cont'd)

| | |
|---------|---|
| ident | - identification |
| IFF | - Identification Friend or Foe |
| IFR | - Instrument Flight Rules |
| IFSS | - International Flight Service Station |
| ILS | - Instrument Landing System |
| IMC/imc | - Instrument Meteorological Conditions |
| inbd | - inbound |
| Inc | - Incorporated |
| INF | - Inland Navigational Fix |
| info | - information |
| inop | - inoperative |
| INS | - Inertial Navigation System |
| inst | - instrument |
| intl | - international |
| ints | - intensity |
| intsv | - intensive |
| intxn | - intersection |
| IRU | - Inertial Reference Unit |
| ISA | - International Standard Atmosphere |
| J | - High Level Airway |
| Jan | - January |
| JASU | - Jet Acft Starting Unit |
| JB | - Jet Barrier |
| JMC | - Joint Meteorological Centre |
| Jul | - July |
| Jun | - June |
| kHz | - Kilohertz |
| kph | - kilometres per hour |
| kt | - knots |
| kW | - Kilowatt |
| lat | - latitude |
| lb(s) | - pound(s) |
| lcl | - local |
| lctd | - located |
| lczr | - localizer |
| LDA | - Landing Distance Available |
| ldg | - landing |
| LF | - low frequency |
| lgt | - light or lighting |
| lgtd | - lighted |
| LOC | - Localizer for Non-Precision Approach Procedures |
| loc | - located, location |
| long | - longitude |
| ltd | - limited |
| lvl | - level |
| LVOP | - Low Visibility Operations Plan |
| LWIS | - Limited Weather Information System |
| m | - metres |

A12 GENERAL

ABBREVIATIONS AND ACRONYMS (Cont'd)

| | |
|---------|---|
| M, mag | - magnetic |
| MAG VAR | - Magnetic Variation (ICAO) |
| maint | - maintenance |
| MANOT | - Missing Aircraft Notice |
| Mar | - March |
| max | - maximum |
| MB | - Manitoba |
| mb | - millibar |
| MDA | - Minimum Descent Altitude |
| Mdt/Hvy | - Moderate/Heavy |
| ME | - Maine, USA |
| MEDEVAC | - Medical Evacuation Flight |
| MEHT | - Minimum Eye Height over Threshold |
| Mem | - Memorial |
| met | - meteorology |
| METAR | - Aerodrome Routine Meteorological Report |
| METOC | - Meteorological and Oceanographic |
| MF | - Mandatory Frequency |
| MFA | - Military Flying Area |
| MFAU | - Military Flight Advisory Unit |
| mgr | - manager |
| MHz | - Megahertz |
| MI | - Michigan, USA |
| mic | - microphone |
| mil | - military |
| min | - minimum |
| min | - minute of time |
| misd | - missed |
| MN | - Minnesota, USA |
| MNPS | - Minimum Navigation Performance Specifications |
| MNR | - Ministry of Natural Resources |
| Mon | - Monday |
| MOA | - Military Operations Area |
| MOCA | - Minimum Obstruction Clearance Altitude |
| msg | - message |
| MSL | - Mean Sea Level |
| MTCA | - Military Terminal Control Area |
| mtns | - mountains |
| muni | - municipal, municipality |
| MVA | - Minimum vectoring altitude |
| N | - North, northern latitude |
| N/A | - Not Applicable |
| NAT | - North Atlantic |
| NATO | - North Atlantic Treaty Organization |
| nav | - navigation |
| NAVAID | - Navigational Aid |
| NB | - New Brunswick |

ABBREVIATIONS AND ACRONYMS (Cont'd)

| | |
|-----------|---|
| NCA | - Northern Control Area |
| ND | - North Dakota, USA |
| NDA | - Northern Domestic Airspace |
| NDB | - Non-Directional Beacon |
| NE | - Northeast |
| ngt | - night |
| NL | - Newfoundland & Labrador |
| NM, nm | - nautical miles |
| NNE | - North North East |
| NNW | - North North West |
| no | - number |
| NORDO | - no radio |
| Nov | - November |
| NS | - Nova Scotia |
| NT | - Northwest Territories |
| NTAS | - NORAD Tactical Autovon System |
| ntc | - notice |
| nu | - not usable |
| NU | - Nunavut |
| NVG | - Night Vision Goggles |
| NVIS | - Night Vision Imaging System |
| NW | - Northwest |
| NWS | - North Warning System |
| obd | - outbound |
| OBS | - omni bearing setting |
| obsn(s) | - observation(s) |
| obst | - obstruction |
| OC | - Obstacle Chart |
| OCA | - Oceanic Control Area |
| OCC | - Obstacle Clearance Circle |
| ocsl | - occasional |
| Oct | - October |
| ODALS | - Omni-directional approach lighting system |
| ON | - Ontario |
| opr | - operate, operates, operator |
| oprg | - operating |
| ops | - operations |
| O/R | - on request |
| O/S | - out of service |
| O/T | - other times |
| PAL | - Peripheral Station |
| PAPI | - Precision Approach Path Indicator |
| PAR | - Precision Approach Radar |
| pax | - passenger |
| PCN | - Pavement Classification Number (ICAO) |
| PCT | - percent |
| PE | - Prince Edward Island |
| perm | - permanent |
| perms | - permission |
| P-line(s) | - power line(s) |

ABBREVIATIONS AND ACRONYMS (Cont'd)

| | |
|--------|---|
| PLR | - Pavement Load Rating (TC) |
| PMSV | - Pilot to Metro Service |
| PN | - prior notice required |
| posn | - position |
| PPR | - prior permission required |
| prkg | - parking |
| pro | - procedure |
| proh | - prohibited |
| psi | - pounds per square inch |
| psp | - pierce steel planking |
| PSR | - Primary Surveillance Radar |
| pt | - point |
| ptn | - pattern |
| pub | - public |
| PVT | - Private |
| QC | - Quebec |
| quad | - quadrant |
| RAAS | - Remote Aerodrome Advisory Service |
| rad | - radial |
| RAG | - Runway arresting gear |
| RATCON | - Radar Terminal Control |
| RCAF | - Royal Canadian Air Force Flight |
| FOM | Operations Manual |
| RCAP | - Restricted Canada Air Pilot |
| RCMP | - Royal Canadian Mounted Police |
| RCO | - Remote Communications Outlet |
| RCR | - Runway Condition Report |
| rcv | - receive |
| rcvr | - receiver |
| rdo | - radio |
| RESA | - Runway End Safety Area |
| reg | - registered |
| req | - request |
| rgt | - right |
| RIL | - Runway Identification Lights |
| rlcd | - relocated |
| RNAV | - Area Navigation |
| rng | - range |
| RNP | - Required Navigation Performance |
| RNPC | - Required Navigation Performance Capability (Airspace) |
| RON | - Remain Overnight |
| RONLY | - Receiver Only |
| rpt | - report |
| rqrd | - required |
| RR | - Retro-Reflective markers |
| RSC | - Runway Surface Condition |
| rstd | - restricted |
| rte | - route |
| RTF | - Radiotelephone |
| ruf | - rough |

ABBREVIATIONS AND ACRONYMS (Cont'd)

| | |
|--------|---|
| RVOP | - Reduced Visibility Operations Plan |
| RVR | - Runway Visual Range |
| RVSM | - Reduced Vertical Separation Minimum |
| rwy | - runway |
| S | - South, southern latitude |
| SAR | - Search and Rescue |
| Sat | - Saturday |
| SATCOM | - Satellite Communications |
| SCA | - Southern Control Area |
| SCON | - Contract Servicing |
| SDA | - Southern Domestic Airspace |
| SE | - Southeast |
| seapl | - Seaplane |
| sec | - second(s) of time |
| SELCAL | - Selective Calling System |
| Sep | - September |
| sfc | - surface |
| SFL | - Sequence Flashing Lights |
| SID | - Standard Instrument Departure |
| SIF | - Selective Identification Feature |
| SIGMET | - Significant Meteorological Report |
| simul | - simultaneously |
| SK | - Saskatchewan |
| sked | - schedule |
| sm | - statute miles |
| SOAP | - Spectrometric Oil Analysis Program |
| SPECI | - Aerodrome Special Meteorological Report |
| sqn | - squadron |
| SR | - sunrise |
| SS | - sunset |
| SSB | - Single Side Band |
| SSE | - South South East |
| SSFO | - Simultaneous Single Frequency Outlets |
| SSR | - Secondary Surveillance Radar |
| SSW | - South South West |
| STAR | - Standard Terminal Arrival Route |
| std | - standard |
| stn | - station |
| stor | - storage |
| stu | - student |
| sum | - summer |
| Sun | - Sunday |
| sur | - surround |
| svc(s) | - service(s) |
| svtbl | - serviceable |
| svcg | - servicing |
| SW | - Southwest |
| swy | - Stopway |

A14 GENERAL

| ABBREVIATIONS AND ACRONYMS (Cont'd) | | ABBREVIATIONS AND ACRONYMS (Cont'd) | |
|--|--|--|---|
| T | - Transmits only | VASIS | - Visual Approach Slope Indicator System |
| T | - True (after a bearing) | VCS | - Vehicle Control Service |
| TA (3000) | - Transition Altitude | VDF | - VHF Direction Finder |
| TACAN | - Tactical Air Navigation Equipment | VFR | - Visual Flight Rules |
| TAF | - Aerodrome Forecast | VGM | - Voice generator module |
| TAS | - True Air Speed | VGSI | - Visual Glide Slope Indicator |
| TC | - Transport Canada | VHF | - Very High Frequency |
| TCA | - Terminal Control Area | vic | - vicinity |
| TCAS | - Traffic Alert And Collision Avoidance System | vis | - visible, visibility |
| TCH | - Threshold Crossing Height | VMC/vmc | - Visual Meteorological Conditions |
| TCU | - Terminal Control Unit | VNC | - VFR Navigation Chart |
| TDZ | - Touchdown Zone | VOLMET | - Meteorological Information for Aircraft in Flight (DND) |
| TDZE | - Touchdown Zone Elevation | VOR | - VHF omnidirectional Range |
| TDZL | - Touchdown Zone Lighting | VORTAC | - Combination of VOR and TACAN |
| Tel | - Telephone | VTA | - VFR Terminal Area Chart |
| tfc | - traffic | VTPC | - VFR Terminal Procedures Chart |
| thld | - threshold | W | - West |
| thru | - through | WA | - Washington, USA |
| Thu | Thursday | Wed | - Wednesday |
| til | - until | Wg | - Wing |
| tkof | - Take Off | WI | - Wind direction indicator |
| TLOF | - Touch Down and Lift Off Area | win | - winter |
| tml | - terminal | wk(s) | - week |
| tng | - training | wkd | - weekday |
| TODA | - Take Off Distance Available | wkly | - weekly |
| TORA | - Take Off Run Available | wknds | - weekends |
| tran | - transient | wng | - warning |
| trans | - transmit | WNW | - West North West |
| Tue | - Tuesday | WP | - Way Point |
| TWR/twr | - Control Tower/tower | WSW | - West South West |
| twy | - taxiway | wt | - weight |
| UDF | - UHF Direction Finder | wx | - weather |
| UHF | - Ultra High Frequency | xmsn | - transmission |
| unavbl | - unavailable | YT | - Yukon Territory |
| UNICOM | - Private Advisory Station located at uncontrolled aerodrome | Z | - Coordinated Universal Time, Zulu Time |
| unkn | - unknown | | |
| unlghtd | - unlighted | | |
| unltd | - unlimited | | |
| unrel | - unreliable | | |
| unsched | - unscheduled | | |
| u/s | - unserviceable | | |
| USA | - United States of America | | |
| USAF | - United States Air Force | | |
| USB | - Upper Side Band | | |
| USN | - United States Navy | | |
| UTC | - Coordinated Universal Time | | |
| VAGGS | - Visual Alignment Guidance System (a system of azimuth guidance for approach) | | |
| var | - variation | | |

ABBREVIATIONS AND ACRONYMS USED IN CANADIAN NOTAM

NOTE: When quoting another publication in the text of a NOTAM, quoted text may contain abbreviations and acronyms extracted from the publication which may differ from the list below.

| ABBREVIATIONS AND ACRONYMS USED IN CANADIAN NOTAM | | ABBREVIATIONS AND ACRONYMS USED IN CANADIAN NOTAM (Cont'd) | |
|--|---|---|--|
| ABN | - Aerodrome beacon | BFR | - Before |
| ABV | - Above | BLDG | - Building |
| ACC | - Area Control Centre or area control | BLW | - Below |
| ACFT | - Aircraft | BRKG | - Braking |
| ACT | - Active or activated or activity | BTN | - Between |
| AD | - Aerodrome | C | - Centre (preceded by runway designation number to identify a parallel runway) |
| ADIZ | - Air defence identification zone | C | - Degrees Celsius (Centigrade) |
| ADJ | - Adjacent | CAT | - Category |
| ADS-B | - Automatic dependent surveillance - broadcast | CH | - Channel |
| ADS-C | - Automatic Dependent Surveillance - Contract | CHEM | - Chemical solution or ice control chemical |
| ADZ | - Advise | CL | - Centreline |
| AFT | - After (time or place) | CLR | - Clear(s) or cleared to or clearance |
| AGL | - Above ground level | CLRD | - Cleared (Runway cleared - as used in SNOWIZ) |
| AIC | - Aeronautical Information Circular | CLSD | - Close or closed or closing |
| AIP | - Aeronautical Information Publication | CNL | - Cancelled |
| ALS | - Approach lighting system | COM | - Communications |
| ALT | - Altitude | COND | - Condition |
| AMDT | - Amendment (AIP Amendment) | CONST | - Construction or constructed |
| AMSL | - Above Mean Sea Level | CPDLC | - Controller-pilot data link communications |
| AP | - Airport | CRFI | - Canadian runway friction index |
| APAPI | - Abbreviated precision approach path indicator | CTA | - Control area |
| APCH | - Approach | CTC | - Contact |
| APN | - Apron | CTL | - Control |
| APR | - April | CUST | - Customs |
| APRX | - Approximate or approximately | CYA | - Canadian Class F airspace, advisory area |
| ARR | - Arrive or arrival | CYD | - Canadian Class F airspace, danger area |
| ASDA | - Accelerate stop distance available | CYR | - Canadian Class F airspace, restricted area |
| ATC | - Air traffic control (in general) | DA | - Decision altitude |
| ATFM | - Air traffic flow management | DEC | - December |
| ATIS | - Automatic terminal information service | DEG | - Degrees |
| ATS | - Air traffic services | DEP | - Depart or departure |
| AUG | - August | DEST | - Destination |
| AUTH | - Authorized or authorization | DH | - Decision height |
| AVBL | - Available or availability | DIST | - Distance |
| AVGAS | - Aviation gasoline | DLA | - Delay or delayed |
| AWY | - Airway | DME | - Distance measuring equipment |
| AZM | - Azimuth | DOM | - Domestic |
| BCN | - Beacon (aeronautical ground light) | DRG | - During |
| BCST | - Broadcast | DTHR | - Displaced runway threshold |

A16 GENERAL

| ABBREVIATIONS AND ACRONYMS USED IN CANADIAN NOTAM (Cont'd) | | ABBREVIATIONS AND ACRONYMS USED IN CANADIAN NOTAM (Cont'd) | |
|---|---|---|--|
| E | - East or eastern longitude | HELI | - Heliport (following heliport name in NOTAM text for heliport with an alpha-numeric location indicator) |
| EMERG | - Emergency | HGT | - Height or height above |
| ENE | - East-north-east | HOL | - Holiday |
| ENR | - En route | HR | - Hours |
| EQPT | - Equipment | HYDRO | - Water aerodrome (following aerodrome name in French NOTAM text for water aerodrome with an alpha-numeric location indicator) |
| ESE | - East-south-east | IAF | - Initial approach fix |
| EST | - Estimated (following date-time group) | ID | - identify or identifier |
| ETA | - Estimated time of arrival or estimating arrival | IDENT | - identification |
| ETD | - Estimated time of departure or estimating departure | IFR | - Instrument flight rules |
| EXC | - Except | ILS | - Instrument landing system |
| EXER | - Exercises or exercising or to exercise | IMC | - Instrument meteorological condition |
| EXP | - Expect or expected or expecting | INFO | - Information |
| FAC | - Facilities | INS | - Inch or inches (dimensional unit) |
| FAF | - Final approach fix | INSTR | - Instrument |
| FATO | - Final approach and take off area | INT | - Intersection |
| FAX | - Facsimile transmission | INTL | - International |
| FCST | - Forecast | INTST | - Intensity |
| FEB | - February | JAN | - January |
| FIC | - Flight Information Centre | JUL | - July |
| FIR | - Flight information region | JUN | - June |
| FL | - Flight level | KG | - Kilograms |
| FLR | - Flares | KT | - Knots |
| FLT | - Flight | L | - Left (preceded by runway designation number when identifying a parallel runway) |
| FLW | - Follow(s) or following | LDA | - Landing distance available |
| FM | - From | LDG | - Landing |
| FMS | - Flight management system | LGT | - Light(s) or lighting |
| FPM | - Feet per minute | LGTD | - Lighted |
| FREQ | - Frequency | LNAV | - Lateral Navigation |
| FRI | - Friday | LOC | - Localizer |
| FSS | - Flight Service Station | LPV | - Localizer Performance with Vertical guidance |
| FT | - Foot or feet (dimensional unit) | LTD | - Limited |
| GLD | - Glider | LVL | - Level |
| GND | - Ground | MAG | - Magnetic |
| GNSS | - Global navigation satellite system | MAINT | - Maintenance |
| GP | - Glide path | MAR | - March |
| GPS | - Global positioning system | MAX | - Maximum |
| GRVL | - Gravel | MDA | - Minimum descent altitude |
| H24 | - Continuous day and night service | MEA | - Minimum Enroute Altitude |
| HAPI | - Helicopter approach path indicator | MEDEVAC | - Medical Evacuation |
| HBN | - Hazard beacon | | |
| HDG | - Heading | | |
| HEL | - Helicopter | | |

**ABBREVIATIONS AND ACRONYMS
USED IN CANADIAN NOTAM (Cont'd)**

| | |
|--------|---|
| MEHT | - Minimum Eye Height over Threshold (for visual approach slope indicator systems) |
| MET | - Meteorological or meteorology |
| METAR | - Aerodrome routine meteorological report |
| MIL | - Military |
| MIN | - Minutes |
| MNPS | - Minimum Navigation Performance Specifications |
| MOC | - Minimum obstacle clearance (required) |
| MOCA | - Minimum obstacle clearance altitude |
| MON | - Monday |
| MSA | - Minimum sector altitude |
| MSG | - Message |
| N | - North or northern latitude |
| NAT | - North Atlantic |
| NAV | - Navigation |
| NAVAID | - Navigation aid |
| NDB | - Non-directional radio beacon |
| NE | - North-east |
| NGT | - Night |
| NM | - Nautical miles |
| NNE | - North-north-east |
| NNW | - North-north-west |
| NOV | - November |
| NPA | - Non-precision approach |
| NW | - North-west |
| OBS | - Observe(d) or observation |
| OBST | - Obstacle or obstruction |
| OCA | - Oceanic control area |
| OCT | - October |
| OPN | - Open or opening or opened |
| OPR | - Operator or operate or operative or operating or operational |
| OPS | - Operations |
| PAPI | - Precision approach path indicator |
| PAR | - Precision approach radar |
| PCT | - Percent |
| PERM | - Permanent |
| PN | - Prior notice required |
| PPR | - Prior permission required |
| PRKG | - Parking |
| PROC | - Procedure |
| PSR | - Primary surveillance radar |
| PWR | - Power |
| QUAD | - Quadrant |

**ABBREVIATIONS AND ACRONYMS
USED IN CANADIAN NOTAM (Cont'd)**

| | |
|-------|--|
| R | - Right (preceded by runway designation number when identifying a parallel runway) |
| RAG | - Runway arresting gear |
| RAIM | - Receiver autonomous integrity monitoring |
| RCL | - Runway centre line |
| RCLL | - Runway centre line light(s) |
| RDL | - Radial |
| RDO | - Radio |
| REC | - Receive or receiver |
| REDL | - Runway edge light(s) |
| REF | - Reference to... or refer to |
| RENL | - Runway end light(s) |
| RMK | - Remark |
| RNAV | - Area Navigation |
| RNP | - Required navigation performance |
| RSC | - Runway surface condition |
| RSR | - Enroute Surveillance Radar |
| RTE | - Route |
| RTHL | - Runway threshold light(s) |
| RTZL | - Runway touchdown zone light(s) |
| RVR | - Runway visual range |
| RVSM | - Reduced vertical separation minimum (1000 ft between FL290 and FL410) |
| RWY | - Runway |
| S | - South or southern latitude |
| SAR | - Search and rescue |
| SAT | - Saturday |
| SDBY | - Stand by |
| SE | - South-east |
| SEP | - September |
| SFC | - Surface |
| SID | - Standard instrument departure |
| SKED | - Schedule or scheduled |
| SR | - Sunrise |
| SS | - Sunset |
| SSE | - South-south-east |
| SSR | - Secondary Surveillance Radar |
| SSW | - South-south-west |
| STAR | - Standard instrument arrival |
| SUN | - Sunday |
| SUP | - Supplement (AIP Supplement) |
| SVC | - Service message or service |
| SVCBL | - Serviceable |
| SW | - South-west |
| TACAN | - Tactical air navigation aid |
| TAF | - Aerodrome forecast |

A18 GENERAL

| ABBREVIATIONS AND ACRONYMS USED IN CANADIAN NOTAM (Cont'd) | |
|---|---|
| TAR | - Terminal Area Surveillance Radar |
| TCH | - Threshold crossing height |
| TDZ | - Touchdown zone |
| TEL | - Telephone |
| TEMPO | - Temporary or temporarily |
| TFC | - Traffic |
| THR | - Threshold |
| THRU | - Through |
| THU | - Thursday |
| TKOF | - Take-off |
| TLOF | - Touchdown and lift-off area |
| TODA | - Take-off distance available |
| TORA | - Take-off run available |
| TRANS | - Transmits or transmitter |
| TUE | - Tuesday |
| TWR | - Aerodrome Control Tower or aerodrome control |
| TWY | - Taxiway |
| UDF | - Ultra high frequency direction-finding station |
| UNL | - Unlimited |
| UNREL | - Unreliable |
| U/S | - Unserviceable |
| VAR | - Magnetic variation |
| VASIS | - Visual approach slope indicator system |
| VCY | - Vicinity |
| VDF | - Very high frequency direction-finding station |
| VFR | - Visual flight rules |
| VIS | - Visibility |
| VMC | - Visual meteorological conditions |
| VNAV | - Vertical Navigation |
| VOR | - Very high frequency omnidirectional radio range |
| VORTAC | - VOR and TACAN combination |
| W | - West or western longitude |
| WAAS | - Wide area augmentation system |
| WATER | - Water aerodrome (following aerodrome name in NOTAM text for water aerodrome with an alpha-numeric location indicator) |
| WDI | - Wind direction indicator |
| WED | - Wednesday |
| WIP | - Work in Progress |
| WNW | - West-north-west |
| WSW | - West-south-west |
| WX | - Weather |

| ABBREVIATIONS AND ACRONYMS USED IN CANADIAN NOTAM (Cont'd) | |
|---|-------------------------------|
| Z | - Co-ordinated Universal Time |

CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME

NOTE: Indicators with the suffix (pvt) are not listed in section B.

**CROSS REFERENCE OF AERODROME
LOCATION INDICATOR & NAME****CROSS REFERENCE OF AERODROME
LOCATION INDICATOR & NAME (Cont'd)**

| Indicator | Name | Indicator | Name |
|------------------|---|------------------|--|
| CAA2 | St-André-Avellin QC | CAP6 | Ingenika BC |
| CAA3 | Westlock (Healthcare Centre) AB (Heli) | CAP9 | Strathmore (Appleton Field) AB |
| CAA4 | St-Apollinaire (AirPro) QC | CAQ4 | Springhouse Airpark BC |
| CAA6 | Smithers (Canadian) BC (Heli) | CAQ5 | Nakusp BC |
| CAA8 | Invermere BC | CAR3 | Calgary (Aerial Recon) AB (Heli) |
| CAB5 | Abbotsford (Regional Hosp & Cancer Centre) BC (Heli) | CAR5 | Arthur (Arthur South) ON |
| CAB7 | Kelowna (Alpine) BC (Heli) | CAS2 | Moose Lake (Lodge) BC |
| CAC6 | Calgary (Alberta Children's Hosp) AB (Heli) | CAS5 | Qualicum Beach (Aerosmith Heli Service) BC (Heli) |
| CAD2 | Red Deer/Allan Dale Residence AB (Heli) | CAT1 | Atwood/Coghlun ON |
| CAD3 | Red Deer/Allan Dale Trailers & RV AB (Heli) | CAT4 | Qualicum Beach BC |
| CAD4 | Trail BC | CAT5 | Port McNeill BC |
| CAD5 | Merritt BC | CAT6 | Campbell River (Campbell River & Dist Hosp) BC (Heli) |
| CAE2 | Cranbrook (East Kootenay Regional Hosp) BC (Heli) | CAU3 | Oliver BC |
| CAF2 | Cayuga East ON | CAU4 | Vanderhoof BC |
| CAF4 | Tsuniah Lake Lodge BC | CAV3 | One Hundred Mile House BC |
| CAG2 | Regina/Aerogate SK | CAV4 | McBride/Charlie Leake Field BC |
| CAG3 | Chilko Lake (Tsylos Park Lodge) BC | CAV6 | Beausejour/AV-Ranch Airpark MB |
| CAH3 | Courtenay Airpark BC | CAV9 | Oak Hammock Air Park MB |
| CAH4 | Valemount BC | CAW4 | Whistler (Hospital) BC (Heli) |
| CAJ2 | Wiley YT | CAX2 | Axe Lake SK |
| CAJ3 | Creston BC | CAX5 | Likely BC |
| CAJ4 | Anahim Lake BC | CAY5 | Ayr/Sergeant Private Airfield ON |
| CAJ7 | Cayley/A.J. Flying Ranch AB | CAZ5 | Cache Creek BC |
| CAJ9 | Fort Ware BC | CBA8 | Beaverley BC |
| CAK3 | Delta/Delta Heritage Air Park BC | CBA9 | Ospika BC |
| CAK7 | Vancouver (Children & Women's Health Centre) BC (Heli) | CBB2 | Stouffville ON |
| CAL2 | Nakusp (Arrow Lakes Hosp) BC (Heli) | CBB4 | Beddis Beach BC (Heli) |
| CAL3 | Douglas Lake BC | CBB5 | Port Alice (Hosp) BC (Heli) |
| CAL4 | Fort MacKay/Albian AB | CBB6 | Brucejack/Bowser BC |
| CAL5 | Almonte (Gen Hosp) ON (Heli) | CBB8 | Ste-Barbe QC (Heli) |
| CAL6 | Prince Albert (Fire Centre) SK (Heli) | CBB9 | Osoyoos BC |
| CAL7 | Ganges (Lady Minto/Gulf Islands Hosp) BC (Heli) | CBBC | Bella Bella (Campbell Island) BC |
| CAL8 | Ste-Anne-du-Lac (Aviation PLMG Inc.) QC | CBC2 | Ford Bay NT |
| CAM3 | Duncan BC | CBC4 | Kamloops (Royal Inland Hosp) BC (Heli) |
| CAM4 | Alhambra/Ahlstrom AB | CBC6 | Calgary/Blue-Con AB (Heli) |
| CAM5 | Houston BC | CBC7 | Vancouver/Harbour (Public) BC (Heli) |
| CAN5 | Allan SK | CBC8 | Tofino (General Hospital) BC (Heli) |
| CAP2 | Allan Park ON | CBD6 | Nahanni Butte NT |
| CAP3 | Sechelt BC | CBD8 | Black Diamond/Flying R Ranch AB |
| | | CBD9 | White Saddle Ranch BC (Heli) |
| | | CBE2 | Elko/Lionel P. Demers Memorial Airpark BC |
| | | CBE3 | Beamsville/Panterra ON (Heli) |
| | | CBE9 | Whistler (Muni) BC (Heli) |
| | | CBF2 | Belwood (Baird Field) ON |

A20 GENERAL

| CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd) | | CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd) | |
|---|--|---|--|
| Indicator | Name | Indicator | Name |
| CBF3 | Beeton Field ON | CBQ8 | Woodcock BC |
| CBF5 | Mayne Island (Medical Emergency) BC (Heli) | CBR2 | Kaslo BC |
| CBF6 | Prince Rupert/Seal Cove (Public) BC (Heli) | CBR7 | Tofino Lifeboat Station BC (Heli) |
| CBF7 | Victoria Harbour (Camel Point) BC (Heli) | CBR8 | Prince Rupert (Hosp) BC (Heli) |
| CBF9 | Mabel Lake BC | CBR9 | Bottrel/Anchor 9 Ranch AB |
| CBG2 | Green Lake BC | CBS2 | Estevan (Blue Sky) SK |
| CBG5 | Nanaimo (Regional General Hosp) BC (Heli) | CBS4 | Mule Creek BC |
| CBH2 | Helmet BC | CBS5 | Port Hardy (Hosp) BC (Heli) |
| CBH4 | Prairie Creek NT | CBS7 | Briercrest South SK |
| CBH7 | Benalto/Hillman's Farm AB | CBS8 | Port Alberni (Alberni Valley Regional) BC |
| CBI2 | Eaglesham/Bice Farm AB | CBS9 | Blairmore (Crowsnest Pass Health Centre) AB (Heli) |
| CBJ4 | Echo Valley BC | CBT3 | Tsetzi Lake (Pan Phillips) BC |
| CBJ9 | San Juan Point (Coast Guard) BC (Heli) | CBT5 | Golden (Golden & District Gen Hosp) BC (Heli) |
| CBK4 | Vancouver (Gen Hosp) BC (Heli) | CBT9 | Port Alberni/Sproat Lake Tanker Base BC (Heli) |
| CBK5 | Port Alberni (West Coast Gen Hosp) BC (Heli) | CBV2 | Beaverton ON |
| CBK6 | Quesnel Lake BC | CBV5 | Belleville (QHC) ON (Heli) |
| CBK7 | Toad River/Mile 422 (Alaska Highway) BC | CBV7 | Valemount (Yellowhead Helicopters) BC (Heli) |
| CBK8 | Victoria (Royal Jubilee Hosp) BC (Heli) | CBV8 | Comox (Comox Valley Hospital) BC (Heli) |
| CBK9 | Little Parker Island BC (Heli) | CBW2 | Kitimat BC |
| CBL3 | Fort Nelson/Gordon Field BC | CBW3 | Fort Grahame BC |
| CBL4 | Bassano (Health Centre) AB (Heli) | CBW4 | Bob Quinn Lake BC |
| CBL6 | Radium Hot Springs BC | CBW7 | Victoria (Gen Hosp) BC (Heli) |
| CBL7 | Cortes Island BC (Heli) | CBW8 | Baldwin West ON |
| CBL8 | Bala ON | CBW9 | Madrona Bay BC (Heli) |
| CBL9 | Elkin Creek Guest Ranch BC | CBX5 | Tungsten (Cantung) NT |
| CBM2 | Blackstock/Martyn ON | CBX7 | Tumbler Ridge BC |
| CBM3 | Bruce Mines/Kerr Field ON | CBY2 | Edmonton/Bailey AB (Heli) |
| CBM6 | Midway (Heli) BC | CBY5 | Prince Rupert/Seal Cove (Coast Guard) BC (Heli) |
| CBM7 | Banff Mineral Springs (Hosp) AB (Heli) | CBZ2 | Kemano BC (Heli) |
| CBM9 | Port McNeil (Hosp) BC (Heli) | CBZ7 | Victoria Harbour (Shoal Point) BC (Heli) |
| CBN2 | Bonnyville Health Centre AB (Heli) | CBZ9 | Fraser Lake BC |
| CBN3 | Buffalo Narrows (Fire Centre) SK (Heli) | CCA3 | Cable Head Airpark PE |
| CBN7 | Beaverton North ON | CCB2 | Seabee Mine SK |
| CBN9 | Tsay Keh BC | CCB3 | Amherst NS (Heli) |
| CBP2 | Banff (Park Compound Heliport) AB (Heli) | CCB8 | Kilbride (Bot) ON (Heli) |
| CBP3 | Fernie (Elk Valley Hosp) BC (Heli) | CCC2 | Winterland NL |
| CBP4 | Sechelt (Sechelt Hospital) BC (Heli) | CCC3 | Cooks Creek MB |
| CBQ2 | Fort Langley BC | CCD2 | Springdale NL |
| CBQ7 | Kemess Creek BC | CCD3 | Woodstock NB |
| | | CCD4 | Postville NL |
| | | CCE3 | Juniper NB |
| | | CCE4 | Black Tickle NL |

| CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd) | | CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd) | |
|---|---|---|---|
| Indicator | Name | Indicator | Name |
| CCE5 | Canso (Eastern Memorial Hosp) NS (Heli) | CCS5 | Havelock NB |
| CCE6 | Camden East ON | CCS6 | Courtenay (Smit Field) BC |
| CCE7 | Edmonton (City) AB (Heli) | CCS7 | Chicoutimi (C.H. de Chicoutimi) QC (Heli) |
| CCF4 | Porters Lake NS | CCT2 | Cookstown, ON |
| CCF6 | Edmonton / Morinville (Currie Field) AB | CCT3 | Castlegar (Tarrys Convention Centre) BC (Heli) |
| CCF7 | Alida/Cowan Farm Private SK | CCU2 | St-Cuthbert (Ulm Québec) QC |
| CCF9 | Scottsfield Airpark NB | CCV4 | Bell Island NL |
| CCG3 | Weyman Airpark NB | CCW2 | Collingwood (Wilson's) ON (Heli) |
| CCG4 | Moncton/McEwen NB | CCW4 | Stanley NS |
| CCG5 | Cayuga (Bruce Field) ON | CCX2 | Long Pond NL (Heli) |
| CCH2 | Upper Kent NB | CCX3 | Brockway NB |
| CCH3 | Canmore (Hosp) AB (Heli) | CCY2 | Swift Current (Cypress Regional Hosp) SK (Heli) |
| CCH4 | Charlottetown NL | CCY3 | Sussex NB |
| CCH5 | Montréal/Longueuil (Centre Hospitalier Pierre-Boucher), QC (Heli) | CCY4 | East Gore Eco Airpark NS |
| CCH6 | Summerside (Prince County Hosp) PE (Heli) | CCZ2 | Rigolet NL |
| CCH7 | Québec/Capitale Hélicoptère QC (Heli) | CCZ3 | Clarenville NL |
| CCH9 | Cold Lake Healthcare Centre Heliport AB (Heli) | CCZ4 | Margaree NS |
| CCI9 | Cortes Island BC | CCZ5 | Thornburn NS |
| CCJ3 | Boston Brook NB | CCZ9 | Shelburne (Roseway Hosp) NS (Heli) |
| CCK2 | St. John's (Health Sciences Centre) NL (Heli) | CDA4 | Pokemouche NB |
| CCK3 | Grand Falls NB | CDA5 | St. Andrews (Codroy Valley) NL |
| CCK4 | St. Lewis (Fox Harbour) NL | CDA6 | Bristol NB |
| CCK5 | Owen Sound (Cook Field) ON | CDA7 | Shunda (Fire Base) AB (Heli) |
| CCL2 | Candle Lake Airpark SK | CDB3 | Delburne/Hall Residence AB (Heli) |
| CCL3 | Christina Lake AB | CDB5 | Moncton/Salisbury NB (Heli) |
| CCM3 | Sevogle NB | CDC2 | St. John's (Universal) NL (Heli) |
| CCM4 | Port au Choix NL | CDC3 | Dawson Creek (Flying L Ranch) BC |
| CCN2 | Grand Manan NB | CDC5 | Oie Lake/Dougall Campbell Field BC |
| CCN4 | Conn ON | CDD7 | Didsbury District Health Services AB (Heli) |
| CCP2 | Exploits Valley (Botwood) NL | CDE2 | Lac-des-Écorces/Heliport Belle-Île QC (Heli) |
| CCP3 | Chute-St-Philippe QC | CDF2 | Teeswater (Dent Field) ON |
| CCP4 | Port Hope Simpson NL | CDF3 | Englehart (Dave's Field) ON |
| CCP7 | Eaglesham/Codesa South AB | CDF5 | Elora ON |
| CCQ3 | Debert NS | CDF6 | Arthur (Damascus Field) ON |
| CCR3 | Florenceville NB | CDG2 | Digby (General Hosp) NS (Heli) |
| CCR5 | Cline River AB (Heli) | CDG3 | Dungannon ON |
| CCR6 | Campbell River (E & B Heli) BC (Heli) | CDH2 | Drummeller (Health Centre) AB (Heli) |
| CCR7 | Castor (Our Lady of the Rosary Hosp) AB (Heli) | CDH3 | Finlay Air Park NS |
| CCR9 | Creemore ON | CDH4 | Duncan (Cowichan District Hosp) BC (Heli) |
| CCS2 | Consort (Health Centre) AB (Heli) | CDH5 | Nanaimo Harbour Heliport BC (Heli) |
| CCS3 | St. Stephen NB | CDH6 | Delhi ON |
| CCS4 | Chipman NB | CDJ4 | Clearwater NB |
| | | CDJ5 | Strathmore (D.J. Murray) AB |
| | | CDK2 | Diavik NT |

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| CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd) | | CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd) | |
|---|--|---|---|
| Indicator | Name | Indicator | Name |
| CDL3 | Daysland Health Centre AB (Heli) | CEG5 | Chipewyan Lake AB |
| CDL8 | Centredale NS | CEG6 | Nordegg/Ahlstrom AB (Heli) |
| CDM2 | Didsbury/Minty Field AB | CEG8 | North Seal River MB |
| CDO2 | Drumheller/Ostergard's AB | CEH2 | Black Diamond/Cu Nim AB |
| CDS2 | Disley SK | CEH3 | Ponoka Industrial (Labrie Field) AB |
| CDT3 | Arichat (St. Anne Ladies Auxiliary Hosp) NS (Heli) | CEH4 | De Winton/South Calgary AB |
| CDT5 | Bouctouche NB | CEH5 | Red Earth Creek AB |
| CDT6 | Bridgewater (South Shore Regional Hosp) NS (Heli) | CEH6 | Provost AB |
| CDT7 | Dutton ON | CEH7 | Elkford BC (Heli) |
| CDT8 | Eaglesham/Delta Tango Field AB | CEH9 | Truro (Colchester Health Centre) NS (Heli) |
| CDU2 | Dundas ON (Heli) | CEJ3 | Stettler AB |
| CDU3 | Yarmouth (Regional Hosp) NS (Heli) | CEJ4 | Clareholm Industrial AB |
| CDU5 | Dunsford ON | CEJ6 | Elk Point AB |
| CDU6 | Doaktown NB | CEK2 | Braeburn YT |
| CDU7 | Brechin/Ronan Aircraft ON | CEK4 | Blairmore (Forestry) AB (Heli) |
| CDV2 | Downs Gulch NB | CEK6 | Killam-Sedgewick/Flagstaff Regional AB |
| CDV3 | Charlottetown (Queen Elizabeth Hosp) PE (Heli) | CEL2 | Calgary (City/Bow River) AB (Heli) |
| CDW2 | Baddeck (Gunnedon) NS | CEL3 | East Linton (Kerr Field) ON |
| CDY3 | Fogo NL | CEL4 | Hanna AB |
| CDY5 | Antigonish (St. Martha's Regional Hosp) NS (Heli) | CEL5 | Valleyview AB |
| CDY6 | Bridgewater/Dayspring Airpark, NS | CEL6 | Two Hills AB |
| CEA3 | Olds-Didsbury AB | CEL8 | Éléonore QC |
| CEA5 | Hardisty AB | CEL9 | Calgary (Eastlake) AB (Heli) |
| CEA6 | Cardston AB | CEM2 | Calgary (Rockyview Hosp) AB (Heli) |
| CEB4 | Rockyford/Early Bird Air AB | CEM3 | Whati NT |
| CEB5 | Fairview AB | CEM4 | Innisfail AB |
| CEB8 | Essex/Billing Airstrip ON | CEM5 | Swan Hills AB |
| CEC3 | Fox Lake AB | CEN2 | Bassano AB |
| CEC4 | Hinton/Jasper-Hinton AB | CEN3 | Three Hills AB |
| CEC5 | Fort Smith (District) NT (Heli) | CEN4 | High River AB |
| CED3 | Oyen Muni AB | CEN5 | Cold Lake Regional AB |
| CED4 | Fox Creek AB | CEN6 | Vauxhall AB |
| CED5 | Taber AB | CEP2 | Calgary (Bow Crow) AB (Heli) |
| CED6 | De Winton (Highwood) AB (Heli) | CEP3 | Barrhead AB |
| CED8 | Thunder Bay/Eldorado ON | CEP4 | Coutts/Ross Intl AB |
| CEE2 | Calgary/Elephant Enterprises Inc. AB (Heli) | CEP5 | Janvier AB |
| CEE4 | Hinton/Entrance AB | CEP6 | Warner AB |
| CEE5 | Wabasca AB | CEP7 | Elk Point (Health Care Centre) AB (Heli) |
| CEE6 | Edmonton/Twin Island Airpark AB | CEP8 | Edmonton/Eastport AB (Heli) |
| CEE8 | Viking AB | CEQ3 | Camrose AB |
| CEF2 | Belwood (Ellen Field) ON | CEQ4 | Del Bonita/Whetstone Intl AB |
| CEF3 | Bow Island AB | CER2 | Castor AB |
| CEF4 | Airdrie AB | CER3 | Drayton Valley Industrial AB |
| CEG3 | Lacombe AB | CER4 | Fort McMurray/Mildred Lake AB |
| CEG4 | Drumheller Muni AB | CES2 | St-Esprit QC |
| | | CES3 | Edmonton/St. Albert (Delta Helicopters) AB (Heli) |

**CROSS REFERENCE OF AERODROME
LOCATION INDICATOR & NAME (Cont'd)**

| Indicator | Name |
|------------------|--|
| CES4 | Westlock AB |
| CES5 | Centralia (Essery Field) ON |
| CES8 | Edmonton/Grey Nuns Community Hosp AB (Heli) |
| CET2 | Conklin (Leismer) AB |
| CET4 | Fort Simpson Island NT |
| CET5 | Hay River (District) NT (Heli) |
| CET9 | Jean Marie River NT |
| CEU2 | Beaverlodge AB |
| CEU4 | Rocky Mtn House (Gen Hosp) AB (Heli) |
| CEU9 | Sambaa K'e NT |
| CEV2 | Edra AB |
| CEV3 | Vegreville AB |
| CEV5 | Mayerthorpe AB |
| CEV7 | Tofield AB |
| CEV9 | Snare River NT |
| CEW2 | Elstow/Combine World Field SK |
| CEW3 | St. Paul AB |
| CEW5 | Milk River AB |
| CEW7 | Edmonton/Univ of Alberta (Stollery Children's Hosp Mahi) AB (Heli) |
| CEW9 | Canmore Municipal Heliport AB (Heli) |
| CEX3 | Wetaskiwin Regional AB |
| CEX4 | Carmacks YT |
| CEX9 | Brant (Dixon Farm) AB |
| CEY3 | Fort Macleod AB |
| CEZ2 | Chapman YT |
| CEZ3 | Edmonton/Cooking Lake AB |
| CEZ4 | Fort Vermilion (Wop May Memorial) AB |
| CEZ9 | Grande Prairie (Forestry) AB (Heli) |
| CFA2 | Port Carling/Fig Air ON (Heli) |
| CFA4 | Carcross YT |
| CFA5 | Grande AB |
| CFA7 | Taltheilei Narrows NT |
| CFA8 | Three Hills (Hosp) AB (Heli) |
| CFB2 | Frank Channel (Forestry) NT (Heli) |
| CFB3 | Hespero AB |
| CFB4 | Trout Lake AB |
| CFB5 | Namur Lake AB |
| CFB6 | Edmonton/Josephburg AB |
| CFB7 | Steen River AB |
| CFC4 | MacMillan Pass YT |
| CFC6 | Rockyford AB |
| CFC7 | Rimbey AB |
| CFC8 | Flamboro Centre ON |
| CFD4 | Foremost AB |
| CFD5 | Grimshaw AB |

**CROSS REFERENCE OF AERODROME
LOCATION INDICATOR & NAME (Cont'd)**

| Indicator | Name |
|------------------|---|
| CFD8 | Fort Simpson (Great Slave No. 2) NT (Heli) |
| CFE7 | Kananaskis Village Helistop AB (Heli) |
| CFF2 | Christina Basin AB |
| CFF3 | Jean Lake AB |
| CFF4 | Great Bear Lake NT |
| CFF7 | Wainwright/Camp Wainwright Field AB (Heli) |
| CFF9 | Camrose/Marek Farms AB |
| CFG3 | Consort AB |
| CFG4 | Debolt AB |
| CFG5 | John D'Or Prairie AB |
| CFH2 | Williams Lake (Frontline Helicopters) BC (Heli) |
| CFH4 | Fox Harbour NS |
| CFH7 | Edmonton (Royal Alexandra Hosp) AB (Heli) |
| CFH8 | Warburg/Zajes AB |
| CFJ2 | Fort St. James (Stuart Lake Hosp) BC (Heli) |
| CFK2 | Bashaw AB |
| CFK4 | Calling Lake AB |
| CFK6 | Olds (Netook) AB |
| CFL2 | Empress North 6 (Plains Midstream Canada) AB |
| CFL3 | Black Diamond (Oilfields Gen Hosp) AB (Heli) |
| CFL4 | Flesherton (Smithhors Field) ON |
| CFL9 | Johnson Lake AB |
| CFM2 | Birch Mountain AB |
| CFM4 | Donnelly AB |
| CFM6 | Teepee AB |
| CFM7 | Boyle AB |
| CFM8 | Fort MacLeod (Alcock Farm) AB |
| CFM9 | Fort MacLeod (Hosp) AB (Heli) |
| CFN5 | La Crête AB |
| CFN6 | Primrose AB |
| CFN7 | Sundre AB |
| CFP4 | McQuesten YT |
| CFP5 | Glendon AB |
| CFP6 | La Biche River YT |
| CFP8 | Whitehorse/Cousins YT |
| CFQ4 | Cheadle AB |
| CFQ5 | Silver City YT |
| CFQ6 | Pelly Crossing YT |
| CFQ7 | Edmonton/Gartner AB |
| CFR2 | Bawlf (Blackwells) AB |
| CFR5 | French River/Alban ON |
| CFR6 | Vancouver/Coquitlam Fire & Rescue BC (Heli) |

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| CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd) | | CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd) | |
|---|---|---|---|
| Indicator | Name | Indicator | Name |
| CFR7 | Red Deer Forestry AB | CGF4 | Grand Forks (Boundary Hospital) BC (Heli) |
| CFS2 | Fort Simpson (Great Slave No. 1) NT (Heli) | CGF5 | Huggett/Goodwood Field AB |
| CFS3 | Fort Selkirk YT | CGF6 | Gilford ON |
| CFS4 | Ogilvie YT | CGH2 | Gander (James Paton Mem Regional Health Centre) NL (Heli) |
| CFS5 | Spirit River AB | CGK2 | Gahcho Kue NT |
| CFS6 | Loon River AB | CGL2 | Harrow ON |
| CFS7 | Twin Creeks YT | CGL4 | Eaglesham South AB |
| CFS8 | Clearwater River AB | CGL5 | Gun Lake BC (Heli) |
| CFT2 | Blackie/Wilderman Farm AB | CGM2 | Smoky Lake (George McDougall Health Centre) AB (Heli) |
| CFT3 | Finlayson Lake YT | CGN2 | Réserve Gouin/Pourvoirie Escapade |
| CFT5 | Hyland YT | CGN3 | Lethbridge (Gunnlaugson) AB |
| CFT8 | Pelican AB | CGN4 | Gananoque ON (Heli) |
| CFU3 | Chipman AB | CGP2 | Grande Prairie (Queen Elizabeth II Hosp) AB (Heli) |
| CFU4 | Garden River AB | CGR2 | Gold River (E & B Heli) BC (Heli) |
| CFU8 | Irma AB | CGR3 | George Lake NU |
| CFU9 | Olds (Hosp) AB (Heli) | CGR4 | Gold River (The Ridge) BC (Heli) |
| CFV2 | Beiseker AB | CGR5 | Viking Health Centre (George H. Roddick) AB (Heli) |
| CFV3 | Mobil Bistcho AB | CGS2 | Goose Lake NU |
| CFV6 | Margaret Lake AB | CGV2 | Grand Valley/Luther Field ON |
| CFV7 | Claresholm (Gen Hosp) AB (Heli) | CGV3 | Grand Valley North ON |
| CFV8 | Brooks (Community Health Centre) AB (Heli) | CGV5 | Grand Valley (Black Field) ON |
| CFV9 | Drayton Valley (Health Centre) AB (Heli) | CGV6 | Grand Valley (Martin Field) ON |
| CFW2 | Gordon Lake AB | CGV7 | Springvale ON |
| CFW4 | Muskeg Tower AB | CGW2 | Glenwood AB |
| CFW5 | Taltson River NT | CHB2 | Churchill (Hudson Bay Helicopters) MB (Heli) |
| CFW8 | Grand Falls-Windsor NL (Heli) | CHB3 | Hope Bay NU |
| CFX2 | Calgary/Okanagan Airpark AB | CHB4 | Sept-Îles/Hélio-Boréal QC |
| CFX3 | Doig AB | CHC3 | Barrhead (Healthcare Centre) AB (Heli) |
| CFX4 | Manning AB | CHC4 | Ponoka (Hospital & Care Centre) AB (Heli) |
| CFX5 | Renard QC | CHC5 | Hayes Camp NU |
| CFX6 | Vulcan AB | CHD2 | Hardisty (Health Centre) AB (Heli) |
| CFX8 | Chestermere (Kirkby Field) AB | CHD3 | Hanna (District Ambulance Heliport) AB (Heli) |
| CFY4 | Indus/Winters Aire Park AB | CHE3 | Sept-Îles/Hélio-Inter Sept-Îles QC (Heli) |
| CFY5 | Pine Lake YT | CHF2 | Ottawa/Manotick (Hope Field) ON |
| CFZ3 | Medicine Hat/Schlenger AB | CHF3 | Westlock (Hnatko Farms) AB |
| CFZ5 | Sundre/Goodwells Farm AB | CHF4 | Orono/Hawkefield ON |
| CGB2 | Carstairs/Bishell's AB | CHF5 | Murillo/Hane Field ON |
| CGB3 | Picton (Greenbush) ON | CHG2 | Harbour Grace NL |
| CGB4 | Nanaimo/Gabriola Island (Health Clinic) BC (Heli) | CHJ4 | Boyle (Healthcare Centre) AB (Heli) |
| CGC2 | Galore Creek BC (Heli) | CHL2 | Hillaton/Kings Aerodrome NS |
| CGC3 | Grande Cache (Community Health Complex) AB (Heli) | | |
| CGC4 | Carway/Grizzly Creek Ranch AB (Heli) | | |
| CGF2 | Edmonton/Lechelt Field AB | | |

| CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd) | | CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd) | |
|---|--|---|--|
| Indicator | Name | Indicator | Name |
| CHM2 | Spiritwood/H & M Fast Farms SK | CJG6 | Kenora (Lake of the Woods District Hosp) ON (Heli) |
| CHP3 | Mont-Tremblant/Heliport P3 QC (Heli) | CJH3 | Maidstone SK |
| CHQE | Halifax (QE II Health Sciences Centre) NS (Heli) | CJH8 | Leask SK |
| CHR2 | High River (Hosp) AB (Heli) | CJJ2 | Glenboro MB |
| CHS3 | Hillspring (Beck Farm) AB | CJJ3 | Wildwood/Loche Mist Farms AB |
| CHS5 | Montréal/Heliport Senneville QC (Heli) | CJJ4 | Deloraine MB |
| CHS6 | Ste-Anne (Hosp) MB (Heli) | CJJ5 | Cabri SK |
| CHS7 | Halifax (South End) NS (Heli) | CJJ8 | Macklin SK |
| CHT3 | Mont-Tremblant/St-Jovite Hélico Tremblant QC (Heli) | CJK2 | Gunisao Lake MB |
| CHT4 | Nelson (High Terrain Helicopters) BC (Heli) | CJK3 | Beauval SK |
| CHW2 | Orangeville (Headwaters Healthcare Centre) ON (Heli) | CJK4 | Esterhazy SK |
| CIA2 | Kelowna/Ikon Adventures BC (Heli) | CJK5 | Gull Lake SK |
| CIV2 | Invermere (District Hosp) BC (Heli) | CJK9 | Preeceville SK |
| CIW2 | Halifax (IWK Health Centre) NS (Heli) | CJL2 | Hatchet Lake SK |
| CJA2 | Selkirk ON | CJL4 | La Loche SK |
| CJA3 | Morden Regional MB | CJL5 | Winnipeg/Lyncrest MB |
| CJA5 | Nestor Falls ON | CJL6 | Altona Muni MB |
| CJA6 | Minaki ON | CJL8 | Kasba Lake NT |
| CJA7 | Arcola SK | CJL9 | Radisson SK |
| CJB2 | Carman/Friendship Field MB | CJM2 | Ituna SK |
| CJB3 | Steinbach MB | CJM4 | Gravelbourg SK |
| CJB5 | Moosomin/Marshall McLeod Field SK | CJM5 | Frontier SK |
| CJB6 | Gods Lake MB | CJM6 | Arborfield SK |
| CJB8 | Kyle SK | CJN2 | Kamsack SK |
| CJC2 | Craik SK | CJN3 | Ignace (MBCHC) ON (Heli) |
| CJC3 | Davidson Muni SK | CJN4 | Assiniboia SK |
| CJC4 | Central Butte SK | CJN5 | Saskatoon/Banga International Air SK |
| CJC5 | Shaunavon SK | CJN7 | Little Churchill River/Dunlop's Fly-in Lodge MB |
| CJC6 | Hafford SK | CJO2 | Joliette/St-Thomas QC |
| CJC8 | Laurie River MB | CJP2 | Kerrobert SK |
| CJD2 | Cudworth Muni SK | CJP4 | Saskatoon (Jim Pattison Children's Hospital) SK (Heli) |
| CJD3 | Birch Hills SK | CJP6 | Camsell Portage SK |
| CJD5 | Leader SK | CJP7 | Bird River(Lac du Bonnet) MB |
| CJE2 | Dore Lake SK | CJP9 | Charlot River SK |
| CJE3 | Weyburn SK | CJQ2 | Lampman SK |
| CJE4 | Snow Lake MB | CJQ3 | Carlyle SK |
| CJE5 | Glaslyn SK | CJQ4 | Maple Creek SK |
| CJE7 | Ashern MB | CJQ6 | Tanquary Fiord NU |
| CJE9 | Lake Joseph/Eagle Island ON (Heli) | CJQ8 | Maryfield SK |
| CJF3 | Île-à-la-Crosse SK | CJQ9 | Big Sand Lake MB |
| CJF4 | Buffalo (Jaques Farms) AB | CJR2 | Luseland SK |
| CJF8 | Biggar SK | CJR3 | The Pas/Grace Lake MB |
| CJG2 | Eatonia (Elvie Smith) Muni SK | CJR4 | Eston SK |
| CJG4 | Wrong Lake Airport MB | CJR5 | Gladstone MB |
| | | CJR7 | Canora SK |
| | | CJR8 | McCreary MB |

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| CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd) | | CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd) | |
|---|--|---|---|
| Indicator | Name | Indicator | Name |
| CJS2 | Malcolm Island SK | CKD2 | Porcupine Plain SK |
| CJS4 | Moose Jaw Muni SK | CKD5 | Kipling SK |
| CJS5 | Killarney Muni MB | CKD7 | Roland (Graham Field) MB |
| CJS7 | Carman (South) MB | CKD8 | Kirkfield/Balsam Lake ON |
| CJT3 | Knee Lake MB | CKD9 | Slate Falls ON |
| CJT4 | Cumberland House SK | CKE2 | Quill Lake SK |
| CJT5 | Melita MB | CKE8 | Unity SK |
| CJT8 | Homewood MB | CKE9 | Nipigon (District Mem Hosp) ON (Heli) |
| CJT9 | Leoville SK | CKF2 | Radville SK |
| CJU3 | MacDonald MB | CKF3 | Atikokan (Gen Hosp) ON (Heli) |
| CJU4 | Humboldt SK | CKF4 | Goodsoil SK |
| CJU5 | Minnedosa MB | CKF6 | MacGregor Airfield MB |
| CJU6 | Arborg MB | CKF8 | Cookstown/Kirby Field ON |
| CJU7 | Edam SK | CKF9 | De Lesseps Lake ON |
| CJV2 | Neilburg SK | CKG2 | Riverton MB |
| CJV5 | Neepawa MB | CKG5 | Manitou MB |
| CJV7 | Summer Beaver ON | CKG8 | Kakabeka Falls ON |
| CJV8 | Grand Rapids MB | CKH3 | Debden SK |
| CJV9 | Melville Muni SK | CKH5 | Killam (Health Centre) AB (Heli) |
| CJW2 | Oxbow SK | CKH8 | Lumsden (Colhoun) SK |
| CJW3 | Loon Lake SK | CKH9 | Kelowna (Gen Hosp) BC (Heli) |
| CJW4 | Pelican Narrows SK | CKJ2 | Rosenort MB |
| CJW5 | Russell MB | CKJ7 | Starbuck MB |
| CJW7 | Cigar Lake SK | CKJ8 | Molson Lake MB |
| CJX3 | La Ronge SK (Heli) | CKJ9 | Lemberg SK |
| CJX4 | Rosetown SK | CKK2 | St. Brieux SK |
| CJX5 | Souris Glenwood Industrial Air Park MB | CKK3 | Coronach/Scobey Border Station SK |
| CJY3 | Tisdale SK | CKK7 | Steinbach (South) MB |
| CJY4 | Sandy Bay SK | CKL2 | Selkirk MB |
| CJY5 | Strathclair MB | CKL3 | Wunnumin Lake ON |
| CJZ2 | Portage La Prairie (North) MB | CKL5 | Shoal Lake MB |
| CJZ3 | Melfort (Miller Field) SK | CKL6 | Little Bear Lake SK |
| CJZ4 | Shellbrook SK | CKL8 | Upsala ON (Heli) |
| CKA4 | Zhoda MB | CKL9 | Regina Beach SK |
| CKA8 | St. François Xavier MB | CKM4 | Jan Lake SK |
| CKA9 | Southend/Hans Ulrickson Field SK | CKM6 | Easterville MB |
| CKB2 | Patuanak SK | CKM7 | Thompson MB (Heli) |
| CKB3 | Trail (Kootenay Boundary Regional Hospital) BC (Heli) | CKM8 | Opapimiskan Lake ON |
| CKB6 | Angling Lake/Wapekeka ON | CKM9 | Kentville (Camp Aldershot) NS (Heli) |
| CKB7 | Roblin MB | CKN5 | Fillmore SK |
| CKB8 | Silver Falls MB | CKN8 | Nekweaga Bay SK |
| CKC4 | Calgary/K. Coffey Residence AB (Heli) | CKP2 | Spring Valley (North) SK |
| CKC6 | Lanigan SK | CKP4 | Kirkfield (Palestine) ON |
| CKC7 | Rockglen SK | CKP7 | Kapuskasing (Sensenbrenner Hospital) ON (Heli) |
| CKC8 | Somerset MB | CKQ3 | North Spirit Lake ON |
| CKC9 | Pangman SK | CKQ5 | Lucky Lake SK |
| | | CKQ6 | Erickson Muni MB |
| | | CKQ7 | Vermilion Bay ON |

**CROSS REFERENCE OF AERODROME
LOCATION INDICATOR & NAME (Cont'd)**

| Indicator | Name |
|------------------|---|
| CKQ8 | McArthur River SK |
| CKQ9 | Pine Dock MB |
| CKR4 | Lundar MB |
| CKR7 | Virden (Gabrielle Farm) MB |
| CKR9 | Outlook SK |
| CKS7 | Wadena SK |
| CKS8 | Cree Lake/Crystal Lodge (Midgett Field) SK |
| CKS9 | Kincardine/Shepherd's Landing ON |
| CKT6 | St-Remi-D'Amherst/Kanata Tremblant Resort QC (Heli) |
| CKT7 | Wakaw SK |
| CKU2 | Treherne MB |
| CKU6 | Grenfell SK |
| CKU7 | Watrous SK |
| CKV2 | Kelvington SK |
| CKV3 | Dryden Best Western ON (Heli) |
| CKV4 | Obre Lake/North of Sixty NT |
| CKV6 | Churchbridge SK |
| CKV8 | Kentville (Valley Regional Hosp) NS (Heli) |
| CKV9 | Fort Vermilion/Country Gardens B&B AB (Heli) |
| CKX4 | Fisher Branch MB |
| CKX5 | Dinsmore SK |
| CKX8 | Big River SK |
| CKY2 | Whitewood SK |
| CKY8 | Cochrane/Arkayla Springs AB |
| CKZ3 | Elk Island MB |
| CKZ5 | Meteghan/Keizers Air Park NS |
| CKZ6 | Crystal City-Pilot Mound/Louise Mun MB |
| CKZ7 | Winkler MB |
| CLA4 | Holland Landing Airpark ON |
| CLA6 | Lancaster Airpark ON |
| CLB2 | Plattsburg (Edward's Air Base) ON |
| CLC2 | London/Chapeskie Field ON |
| CLC3 | Calgary (Peter Lougheed Centre) AB (Heli) |
| CLC4 | Loon Creek Airfield SK |
| CLE4 | Lower East Pubnico (LA Field) NS |
| CLG7 | Fort McMurray (Legend) AB |
| CLH2 | Stettler (Hospital & Care Centre) AB (Heli) |
| CLH3 | Long Harbour BC |
| CLH4 | Lethbridge (Chinook Regional Hosp) AB (Heli) |
| CLH5 | Bobcaygeon/Chesher Lakehurst ON |
| CLH6 | Lloydminster (Hospital) SK (Heli) |
| CLH7 | Long Harbour River NL (Heli) |

**CROSS REFERENCE OF AERODROME
LOCATION INDICATOR & NAME (Cont'd)**

| Indicator | Name |
|------------------|--|
| CLJ3 | Lethbridge (J3 Airfield) AB |
| CLM2 | Leamington ON |
| CLM4 | Lamont (Health Care Centre) AB (Heli) |
| CLN4 | Beaverlodge/Clanaechan AB |
| CLP2 | Montréal/Laval (Artopex Plus) QC (Heli) |
| CLQ2 | Liverpool (Queens General Hosp) NS (Heli) |
| CLS3 | Fort McMurray (South Liege) AB |
| CLS5 | Magog/Lessard QC (Heli) |
| CLV2 | Stayner (Clearview Field) ON |
| CLW2 | Ullswater ON |
| CLW3 | Laurel/Whittington ON |
| CLW4 | London/Watson Airfield ON |
| CMA2 | Mattawa ON |
| CMA5 | Mattawa (Hosp) ON (Heli) |
| CMBH | Mount Belcher BC (Heli) |
| CMB2 | Meadowbank NU |
| CMB5 | Campbellville (Bellshill Airpark) ON |
| CMB7 | Maxville (Bourdon Farm) ON |
| CMB8 | Combermere/Bonnie Brae Airfield ON |
| CMB9 | Port Renfrew (Mill Bay Marine Group) BC (Heli) |
| CMC2 | Edmonton/Misericordia (Community Hosp) AB (Heli) |
| CMC3 | Mayerthorpe (Healthcare Centre) AB (Heli) |
| CME2 | Omemee ON |
| CME3 | Bala (Medora Lake) ON |
| CMF2 | Edmonton/Calmar (Maplelane Farm) AB |
| CMF3 | Lethbridge (Mercer Field) AB |
| CMF4 | Port Hope (Millson Field) ON |
| CMH2 | Milton (AF) ON (Heli) |
| CMH3 | Lacombe (Mustang Helicopters) AB (Heli) |
| CMH4 | Montréal/Mirabel Hélico QC (Heli) |
| CMH5 | Medicine Hat (Regional Hospital) AB (Heli) |
| CMH6 | Valemount (CMH) BC (Heli) |
| CMI2 | Minden (Hosp) ON (Heli) |
| CML2 | Quamichan Lake (Raven Field) BC |
| CML5 | Thunder Bay (Martin's Landing) ON |
| CML7 | Minto Landing YT |
| CML8 | St-Mathieu-de-Laprairie QC |
| CML9 | St-Michel QC (Heli) |
| CMM3 | Nanaimo/Boat Harbour BC (Heli) |
| CMN3 | St-Michel-de-Napierville QC |
| CMN4 | Minto YT |

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| CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd) | | CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd) | |
|---|--|---|---|
| Indicator | Name | Indicator | Name |
| CMN5 | Manic-5 QC | CNJ4 | Orillia Rama Regional ON |
| CMN6 | Edmonton/Morinville (Mike's Field) AB | CNK4 | Parry Sound Area Muni ON |
| CMR2 | Mary River NU | CNK6 | Owen Sound (Grey Bruce Health Services) ON (Heli) |
| CMR6 | Camrose/St. Mary's Hosp AB (Heli) | CNK7 | Canmore/Nakoda AB (Heli) |
| CMS2 | Middleton (Soldiers Memorial Hosp) NS (Heli) | CNK9 | Kitchener-Waterloo (Grand River Hosp) ON (Heli) |
| CMT3 | Calgary (Foothills Hosp McCaig Tower) AB (Heli) | CNL2 | Fort McMurray (North Liege) AB |
| CMW3 | Matawatchan ON | CNL3 | Brockville Regional Tackaberry Aprt ON |
| CMW4 | Madawaska Collins Field ON | CNL4 | Port Elgin ON |
| CMX2 | Maxville ON | CNL7 | Nobel/Lumsden Air Park ON |
| CMY2 | Chipman/M.Y. Airfield AB | CNL8 | Wyevale (Boker Field) ON |
| CNA2 | Highgate ON | CNL9 | Nueltin Lake MB |
| CNA3 | Springwater (Barrie Airpark) ON | CNM2 | Melbourne ON |
| CNA4 | Emsdale ON | CNM3 | Sturgeon Falls (West Nipissing Gen Hosp) ON (Heli) |
| CNA5 | Uxbridge (Cottage Hosp) ON (Heli) | CNM5 | Kingfisher Lake ON |
| CNA9 | Plevna/Tomvale ON | CNM6 | Naramata (Heli) BC |
| CNB2 | Bolton ON (Heli) | CNN3 | Shelburne/Fisher Field ON |
| CNB3 | North Bay (North Bay Regional Health Centre) ON (Heli) | CNN8 | Gananoque ON |
| CNB4 | Cobourg (Northumberland Hills Hosp) ON (Heli) | CNP3 | Arnprior ON |
| CNC2 | Cornwall (Nav Centre) ON (Heli) | CNP4 | Seagrave/North Port ON |
| CNC3 | Brampton-Caledon ON | CNP6 | Nampa/Hockey AB |
| CNC4 | Guelph ON | CNP7 | Iroquois ON |
| CNC9 | Perth (Great War Mem Hosp) ON (Heli) | CNP8 | Greenbank ON |
| CND4 | Haliburton/Stanhope Muni ON | CNQ3 | Welland/Niagara Central Dorothy Rungeling ON |
| CND7 | New Denver/Slocan Community (Health Centre) BC (Heli) | CNR2 | Innerkip ON |
| CNE3 | Bearskin Lake ON | CNR3 | Sault Ste. Marie ON (Heli) |
| CNE4 | Iroquois Falls ON | CNR4 | Tobermory ON |
| CNE9 | Essex ON | CNR5 | Norland/Trotter ON |
| CNF2 | Haliburton (Hosp) ON (Heli) | CNR6 | Carleton Place ON |
| CNF3 | Pendleton ON | CNS3 | Englehart (District Hosp) ON (Heli) |
| CNF4 | Lindsay/Kawartha Lakes Municipal Airport ON | CNS4 | Alexandria ON |
| CNF8 | Dwight ON | CNS8 | Morrisburg ON |
| CNF9 | Niagara Falls/Niagara South ON | CNS9 | Smiths Falls (Community Hosp) ON (Heli) |
| CNG2 | New Glasgow (Aberdeen Hosp) NS (Heli) | CNT4 | Little Current (Manitoulin Health Centre) ON (Heli) |
| CNG5 | Pembroke (Regional Hosp) ON (Heli) | CNT6 | Elmira ON |
| CNG6 | Walkerton (County of Bruce Gen Hosp) ON (Heli) | CNT7 | Picton ON |
| CNG8 | Niagara Falls (Greater Niagara General Hosp) ON (Heli) | CNT9 | Newtonville/Steeves Field ON |
| CNH2 | Natuashish NL | CNU3 | Peterborough (Reg Health Centre) ON (Heli) |
| CNH4 | St.Catharines (Niagara Health System) ON (Heli) | CNU4 | Belleville (Marker Field) ON |
| CNH9 | Nanaimo (West Coast) BC (Heli) | CNU8 | Toronto/Markham ON |
| | | CNV2 | Inverness (Consolidated Mem Hosp) NS (Heli) |

| CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd) | | CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd) | |
|---|--|---|---|
| Indicator | Name | Indicator | Name |
| CNV3 | New Liskeard (Temiskaming Hosp) ON (Heli) | CPB5 | Pilot Butte SK |
| CNV4 | Hawkesbury ON | CPB7 | Bancroft (North Hastings District Hosp) ON (Heli) |
| CNV8 | Edenvale ON | CPB8 | Bistcho AB |
| CNV9 | Québec/Neuville QC | CPB9 | Baldwin ON |
| CNW3 | Bancroft ON | CPC2 | Port Carling ON |
| CNW4 | Mindemoya (Hosp) ON (Heli) | CPC3 | Arthur (Walter's Field) ON |
| CNW8 | Toronto (Hosp For Sick Children) ON (Heli) | CPC4 | Brampton (National "D") ON (Heli) |
| CNW9 | Vancouver/New Westminster (Royal Columbian Hosp) BC (Heli) | CPC6 | Teeswater (Thompson Field) ON |
| CNX3 | Carey Lake ON | CPC9 | Huntsville (Mem District Hosp) ON (Heli) |
| CNX8 | Nixon ON | CPD2 | Ethel ON |
| CNY3 | Collingwood ON | CPD3 | Durham (Memorial Hospital) ON (Heli) |
| CNY4 | Alliston ON | CPD4 | Brussels (Armstrong Field) ON |
| CNY8 | Toronto (Sunnybrook Health Sciences Centre) ON (Heli) | CPD9 | Markdale (Centre Grey Gen Hosp) ON (Heli) |
| CNZ2 | Anzac (Long Lake) AB (Heli) | CPE2 | Ajax (Pickering Gen Hosp) ON (Heli) |
| CNZ4 | Barry's Bay/Madawaska Valley Airpark ON | CPE4 | Cambridge/Reid's Field ON |
| CNZ6 | Georgetown (Georgetown and District Hosp) ON (Heli) | CPE5 | Port Colborne ON |
| CNZ7 | Hanover (District Hosp) ON (Heli) | CPE6 | Sundridge/South River ON |
| CNZ8 | Grimsby Regional Airport ON | CPE7 | Picton (Prince Edward County Hosp) ON (Heli) |
| COK2 | Calgary\Okotoks (GG Ranch) AB (Heli) | CPE8 | Halkirk/Paintearth (Fetaz) AB |
| COK3 | Oakwood ON | CPF2 | Bar River ON |
| COL2 | Orangeville/Laurel ON | CPF3 | Dunrobin/Parti Field ON |
| COL4 | Sicamous/Owls Landing BC (Heli) | CPF4 | Cobden/Bruce McPhail Memorial ON |
| COL5 | Saguenay/Oligny QC (Heli) | CPF6 | Stoney Creek ON |
| COP2 | Orillia (Ontario Provincial Police) ON (Heli) | CPF7 | Southampton ON |
| COR2 | Val-d'Or (St-Pierre) QC (Heli) | CPG3 | Fort Erie (Airbus Helicopters Canada Ltd) ON (Heli) |
| COR3 | Orono Field ON | CPG4 | Elmira (East) ON |
| COR8 | Orangeville/Rosehill ON | CPG5 | Hawkesbury (East) ON |
| COS2 | Iona Station (Bobier Strip) ON | CPG7 | Fergus (Juergensen Field) ON |
| CPA2 | Mount Forest (Louise Marshall Hosp) ON (Heli) | CPG8 | Chatham-Kent Health Alliance (Chatham) ON (Heli) |
| CPA3 | Palmerston (District Hosp) ON (Heli) | CPG9 | Renfrew (Victoria Hosp) ON (Heli) |
| CPA4 | Simcoe (Dennison Field) ON | CPH2 | Deep River/Rolph ON |
| CPA5 | Toronto/Tarten ON (Heli) | CPH3 | Port Hope (Peter's Field) ON |
| CPA6 | Hagersville (West Haldimand Gen Hosp) ON (Heli) | CPH4 | Dolbeau-Mistassini/Potvin Heli-base, QC (Heli) |
| CPA7 | Meaford (Gen Hosp) ON (Heli) | CPH6 | Penticton Regional Hospital BC (Heli) |
| CPA8 | Simcoe (Norfolk Gen Hosp) ON (Heli) | CPH7 | Toronto/Markham Stouffville ON (Heli) |
| CPA9 | Dunnville (Haldimand War Mem Hosp) ON (Heli) | CPH9 | Fordwich ON |
| CPB2 | Fergus (Groves Memorial Community Hosp) ON (Heli) | CPJ2 | Alliston ON (Heli) |
| CPB3 | Welland (County Gen Hosp) ON (Heli) | CPJ3 | Hamilton (McMaster University Medical Centre) ON (Heli) |
| | | CPJ4 | Geraldton (District Hosp) ON (Heli) |
| | | CPJ5 | Stirling ON |
| | | CPJ6 | St-Pierre-Jolys (Carl's Field) MB |

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| CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd) | | CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd) | |
|---|---|---|--|
| Indicator | Name | Indicator | Name |
| CPJ7 | Kingston (General Hosp) ON (Heli) | CPV4 | Mansfield ON |
| CPK2 | Strathroy (Blue Yonder) ON | CPV6 | Barry's Bay (St. Francis Mem Hosp) ON (Heli) |
| CPK3 | Hamilton (Gen Hosp) ON (Heli) | CPV7 | Poplar Hill ON |
| CPK6 | Toronto (Mississauga Credit Valley Hosp) ON (Heli) | CPV8 | Keewaywin ON |
| CPK7 | Ottawa (Children's Hosp) ON (Heli) | CPV9 | Poverty Valley SK |
| CPK9 | Arthur (Peskett Field) ON | CPW2 | London (Victoria Hosp) ON (Heli) |
| CPL2 | Bracebridge (South Muskoka Mem Hosp) ON (Heli) | CPW6 | Midland (Huronia District Hosp) ON (Heli) |
| CPL3 | Kars/Rideau Valley Air Park ON | CPW8 | Powell River (Hosp) BC (Heli) |
| CPL4 | Grand Bend ON | CPX2 | Marathon (Wilson Mem Hosp) ON (Heli) |
| CPL6 | Edmonton/Parkland AB | CPX6 | Port Perry (Lakeridge Health) ON (Heli) |
| CPL7 | Bowmanville (Lakeridge Health) ON (Heli) | CPY2 | Milton (District Hosp) ON (Heli) |
| CPM3 | Pourvoirie Mirage QC | CPY3 | Beardmore (Health Centre) ON (Heli) |
| CPM5 | Tottenham/Volk ON | CPY5 | Toronto/Wilson's ON (Heli) |
| CPM7 | Bradford ON | CPY9 | Fergus (Holyoake Airfield) ON |
| CPN3 | Moose Factory ON (Heli) | CPZ2 | Alliston (Stevenson Mem Hosp) ON |
| CPN5 | Listowel ON | CPZ3 | Trenton/Mountain View ON |
| CPN7 | Carleton Place (District Mem Hosp) ON (Heli) | CPZ6 | Montréal/Point Zero QC (Heli) |
| CPN8 | London (Pioneer Airpark) ON | CQH2 | Ottawa/Questral Helicopters ON (Heli) |
| CPP2 | Collingwood (Gen & Marine Hosp) ON (Heli) | CQV3 | Revelstoke (Queen Victoria Hospital) BC (Heli) |
| CPP3 | Port Perry/Hoskin ON | CRA2 | Queensville (Rolleck Airpark) ON |
| CPP6 | York ON | CRA3 | Rednersville/Aery ON |
| CPP7 | Ottawa (Civic Hosp) ON (Heli) | CRB2 | Cottam ON |
| CPP8 | Montréal/Passport Hélico QC (Heli) | CRB4 | Rivière Bonnard QC |
| CPQ3 | Niagara Falls ON (Heli) | CRB5 | Rivière Bell QC |
| CPR2 | Ottawa/Embrun ON | CRC2 | Fredericton (RCMP) NB (Heli) |
| CPR4 | London (University Hosp) ON (Heli) | CRC3 | Ross Creek BC |
| CPR5 | Woodstock (Norm Beckham/Bob Hewitt Field) ON | CRD2 | Coaldale (Rednek Air) AB |
| CPR7 | Wingham/Richard W LeVan ON | CRD3 | Red Deer Regional Hosp Centre AB (Heli) |
| CPR8 | Pincher Creek (Hosp) AB (Heli) | CRD5 | Red Deer/Truant AB |
| CPS2 | Keene/Elmhirst's Resort ON | CRD6 | Red Deer/Truant South AB |
| CPS4 | Lucan ON | CRE2 | Rae/Edzo NT |
| CPS5 | Miminiska ON | CRE3 | Curries (Rand Private Airfield) ON |
| CPS6 | Cornwall (Community Hosp McConnell Site) ON (Heli) | CRE5 | Red Deer/Chong Residence AB (Heli) |
| CPT2 | Killarney ON | CRF3 | Edmonton/Villeneuve (Rose Field) AB |
| CPT3 | Rockton ON | CRF4 | Calgary/Okanoks (Rowland Field) AB |
| CPT9 | Pintendre QC | CRF5 | Saskatoon/Richter Field SK |
| CPU2 | Kincardine (South Bruce Grey Health Centre) ON (Heli) | CRG2 | Kelowna (Argus) BC (Heli) |
| CPU3 | Rodney (New Glasgow) ON | CRG3 | Carignan (Bouthillier) QC |
| CPU4 | Manitouwadge (Santé/Health) ON (Heli) | CRH2 | Coronation (Health Centre) AB (Heli) |
| CPU6 | Tyendinaga (Mohawk) ON | CRH5 | Rimbev (Hospital & Care Centre) AB (Heli) |
| CPV2 | Orangeville/Castlewood Field ON | CRK2 | Millet/Creekview AB |
| | | CRL2 | Westport/Rideau Lakes ON |

**CROSS REFERENCE OF AERODROME
LOCATION INDICATOR & NAME (Cont'd)**

| Indicator | Name |
|------------------|--|
| CRL3 | Red Lake (Margaret Cochenour Mem Hosp) ON (Heli) |
| CRL4 | Kirby Lake AB |
| CRL7 | Reindeer Lake SK |
| CRL9 | Kingston/Riverland ON |
| CRM2 | Riding Mountain MB |
| CRM3 | Richelieu/Messier QC |
| CRM4 | Cormier NB |
| CRM5 | Wheatley (Robinson Motorcycles) ON |
| CRML | Stoney Point (Le Cunff) ON |
| CRN2 | Ridgetown (Carnie Airfield) ON |
| CRP2 | Reston/R.M. of Pipestone MB |
| CRP3 | Redwater (Pembina) AB (Heli) |
| CRQ2 | Regina General (Hosp) SK (Heli) |
| CRS2 | Parry Sound Medical ON (Heli) |
| CRS3 | Calgary/Christiansen Field AB |
| CRS4 | Rosseau ON |
| CRT2 | Rivière Témiscamie (Air Roberval Ltée) QC |
| CRV2 | Barrie (Royal Victoria Hosp) ON (Heli) |
| CRW2 | Redwater (Heliworks) AB (Heli) |
| CRW4 | Arctic Watch Lodge NU |
| CRW8 | Redwater (Health Centre) AB (Heli) |
| CSA2 | Lac Agile (Mascouche) QC |
| CSA3 | Edmonton/Sturgeon Community Hospital AB (Heli) |
| CSB2 | Sable Island NS |
| CSB3 | St-Mathieu-de-Beloeil QC |
| CSB4 | Chibougamau QC (Heli) |
| CSB5 | Shediac Bridge NB |
| CSC3 | Drummondville QC |
| CSC4 | Shefford QC (Heli) |
| CSC5 | Lac Etchemin QC |
| CSC9 | Sudbury/Coniston ON |
| CSD2 | Sundre (Hospital & Health Care Centre) AB (Heli) |
| CSD3 | Salaberry-de-Valleyfield QC |
| CSD4 | Mont-Laurier QC |
| CSD5 | Fermont QC (Heli) |
| CSD7 | Sunderland ON |
| CSE2 | Chibougamau (Hydro-Québec) QC (Heli) |
| CSE3 | Lourdes-de-Joliette QC |
| CSE4 | Lachute QC |
| CSE5 | Montmagny QC |
| CSE7 | Vancouver/Delta (Sei) BC (Heli) |
| CSF2 | Innisfail (Hosp) AB (Heli) |
| CSF3 | Poste Montagnais (Mile 134) QC |
| CSF4 | Shelburne (Schaefer Field) ON |
| CSF5 | Markerville/Safron Farms AB |

**CROSS REFERENCE OF AERODROME
LOCATION INDICATOR & NAME (Cont'd)**

| Indicator | Name |
|------------------|--|
| CSF7 | Ottawa/Casselman (Shea Field) ON |
| CSF8 | Lampman/Spitfire Air SK |
| CSG3 | Joliette QC |
| CSG5 | St-Jean Chrysostome QC |
| CSG6 | Edmonton/Kelsonae AB (Heli) |
| CSG7 | Sherbrooke (CHUS)/François Desourd' QC (Heli) |
| CSG9 | Sagard QC (Heli) |
| CSH2 | Isle-aux-Grues QC |
| CSH3 | Calgary/South Health Campus (Hosp) AB (Heli) |
| CSH4 | Lebel-sur-Quévillon QC |
| CSH5 | St-Ferdinand QC |
| CSH6 | Montréal/Les Cèdres QC (Heli) |
| CSH9 | Montreal East (AIM) QC (Heli) |
| CSJ2 | Kanawata Aeroparc QC |
| CSJ3 | Estevan (St. Joseph's Hosp) SK (Heli) |
| CSJ4 | Louiseville QC |
| CSJ5 | St-Louis-de-France QC |
| CSK4 | Mansonville QC |
| CSK5 | St-Raymond/Paquet QC |
| CSK6 | Snap Lake NT |
| CSK7 | Sudbury/Lively (Skyline Helicopter Technologies) ON (Heli) |
| CSK8 | Surrey/King George Airpark BC |
| CSK9 | Nicolet QC (Heli) |
| CSL3 | Lac-à-la-Tortue QC |
| CSL4 | Campbell River (Sealand Aviation) BC (Heli) |
| CSL5 | St-Victor-de-Beauce QC |
| CSL6 | Slave Lake/Slave Lake Helicopters AB (Heli) |
| CSL7 | Odessa/Strawberry Lakes SK |
| CSL8 | Sudbury (Health Sciences North) ON (Heli) |
| CSL9 | Baie-Comeau (Manic 1) QC |
| CSM2 | Strathmore Hospital AB (Heli) |
| CSM3 | Thetford Mines QC |
| CSM5 | St-Michel-des-Saints QC |
| CSM7 | Abbotsford (Sumas Mountain) BC (Heli) |
| CSM9 | Sault Ste. Marie (Sault Area Hosp) ON (Heli) |
| CSN2 | Montréal/Kruger QC (Heli) |
| CSN3 | St-Jérôme QC |
| CSN4 | Woodstock/Snokist NB (Heli) |
| CSN6 | Saint John (Regional Hosp) NB (Heli) |
| CSN7 | Farnham QC |
| CSN9 | Baie-Comeau/Héli-Manicouagan QC (Heli) |

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| CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd) | | CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd) | |
|---|--|---|--|
| Indicator | Name | Indicator | Name |
| CSP2 | Stony Plain (Westview Health Centre) AB (Heli) | CTB6 | Tête-à-la-Baleine QC |
| CSP3 | Stony Plain (Lichtner Farms) AB | CTB7 | Taber (Health Centre) AB (Heli) |
| CSP5 | St-Mathias QC | CTB8 | Cold Lake/Three Bears Landing AB |
| CSP6 | Montréal/Aéroparc île Perrot QC | CTD4 | Baie-St-Paul QC (Heli) |
| CSQ3 | Valcourt QC | CTF2 | Tofield (Health Centre) AB (Heli) |
| CSR3 | Victoriaville QC | CTF3 | Causapscal QC |
| CSR6 | Sonora Resort BC (Heli) | CTF4 | Dundalk (Tripp Field) ON |
| CSR8 | La Sarre QC | CTF5 | Pierceland (Turchyn Field) SK |
| CSS2 | Rivière-du-Loup QC (Heli) | CTF6 | Lethbridge (Taylor Field) AB |
| CSS3 | Montréal/Les Cèdres QC | CTG2 | Montréal/St-Hubert Heli-Inter QC (Heli) |
| CSS4 | St-Dominique QC | CTG3 | Du Rocher-Percé (Pabok) QC |
| CST3 | Montréal/St-Lazare QC | CTH3 | Les Bergeronnes QC |
| CST5 | Sable Island NS (Heli) | CTH4 | Two Hills (Health Centre) AB (Heli) |
| CST7 | St-Lambert-de-Lauzon QC | CTH5 | Harrington Harbour QC (Heli) |
| CSU2 | Chisasibi QC | CTH7 | Rivièraux-Saumons QC |
| CSU3 | St-Hyacinthe QC | CTH8 | Cookstown/Tally-Ho Field ON |
| CSU5 | Weymontachie QC | CTH9 | St-Augustin QC (Heli) |
| CSU7 | Lac-à-la-Tortue QC (water aerodrome) | CTK6 | Kegaska QC |
| CSV2 | Ste-Agathe (AIM) QC (Heli) | CTK8 | Abbotsford (Teck) BC (Heli) |
| CSV3 | Bécancour QC (Heli) | CTM4 | Toronto (St. Michael's Hosp) ON (Heli) |
| CSV4 | Fort Saskatchewan (Gen Hosp) AB (Heli) | CTM6 | Timmins (Timmins & District Hosp) ON (Heli) |
| CSV8 | Schomberg (Sloan Field) ON | CTM7 | Tundra Mine/Salmita Mine NT |
| CSW4 | Bracebridge (Stone Wall Farm) ON | CTM9 | Oakville (Trafalgar Mem Hosp) ON (Heli) |
| CSW5 | Montréal (Bell) QC (Heli) | CTN6 | Treherne (South Norfolk Airpark) MB |
| CSW6 | Hastings/Sweetwater Farms ON | CTN7 | Canton ON |
| CSX3 | Richelieu QC | CTN8 | Nairn (Triple Nickel) ON |
| CSX5 | St-Mathias/Grant QC | CTP5 | St. Paul (Health Care Centre) AB (Heli) |
| CSX7 | Sexsmith/Exeter ON | CTP9 | Kattiniq/Donaldson QC |
| CSY3 | Sorel QC | CTQ2 | Stanstead/Weller QC |
| CSY4 | St-Donat QC | CTQ6 | St-Anselme QC |
| CSY6 | Poste Lemoyne (Complex LG-3) QC (Heli) | CTR3 | Tottenham/Ronan ON |
| CSY7 | Wallaceburg / Chatham-Kent Health Alliance (Wallaceburg) ON (Heli) | CTR4 | Granby/Artopex Plus QC (Heli) |
| CSY9 | Sydney (Cape Breton Regional Hosp) NS (Heli) | CTR6 | St-Basile (Marcotte) QC |
| CSZ3 | Mont-Tremblant/St-Jovite QC | CTR8 | Fraserwood/Tribble Ranch Field MB |
| CSZ4 | St-Frédéric QC | CTS6 | Hespero/Safron Residence AB (Heli) |
| CSZ6 | St-Jérôme (Hydro-Québec) QC (Heli) | CTT5 | La Romaine QC |
| CSZ8 | Montréal (Sacré-Coeur) QC (Heli) | CTU2 | Fontanges QC |
| CTA2 | Sept-Îles (Hydro-Québec) QC (Heli) | CTU5 | La Tabatière QC |
| CTA3 | île aux Coudres QC | CTY5 | Rougemont QC |
| CTA4 | St-Bruno-de-Guigues QC | CUT2 | Port Perry/Utica Field ON |
| CTA6 | Bracebridge (Tinks) ON | CVB2 | Voisey's Bay NL |
| CTA9 | Ottawa/Gatineau (Casino) QC (Heli) | CVF2 | Fergus (Vodorek Field) ON |
| CTB2 | Thunder Bay (Health Science Centre) ON (Heli) | CVG8 | Vegreville (St. Joseph's General Hosp) AB (Heli) |
| | | CVH2 | Vermilion Health Centre AB (Heli) |

| CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd) | | CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd) | |
|---|---|---|---|
| Indicator | Name | Indicator | Name |
| CVH7 | Vulcan (Hosp) AB (Heli) | CYBC | Baie-Comeau QC |
| CVL2 | Vulcan/Kirkcaldy AB | CYBD | Bella Coola BC |
| CVL3 | Camden East/Varty Lake ON | CYBE | Uranium City SK |
| CVM2 | Victor Mine ON | CYBF | Bonnyville AB |
| CVS2 | Viking (South) AB | CYBG | Bagotville QC |
| CVS3 | Vancouver (Surrey Memorial Hosp) BC (Heli) | CYBK | Baker Lake NU |
| CVV2 | Valleyview (Health Centre) AB (Heli) | CYBL | Campbell River BC |
| CWB2 | Bracebridge West ON | CYBN | Borden ON (Heli) |
| CWC2 | Kelowna (Wildcat Helicopters) BC (Heli) | CYBP | Brooks Regional AB |
| CWC4 | Wetaskiwin (Hospital & Care Centre) AB (Heli) | CYBQ | Tadoule Lake MB |
| CWD2 | Collingwood/Alta ON (Heli) | CYBR | Brandon Muni MB |
| CWD3 | Hamilton/Waterdown ON (Heli) | CYBT | Brochet MB |
| CWF2 | Walter's Falls (Piper Way) ON | CYBU | Nipawin SK |
| CWF3 | Mount Brydges/Warren Field ON | CYBV | Berens River MB |
| CWG2 | Winnipeg (City of Winnipeg) MB (Heli) | CYBW | Calgary/Springbank AB |
| CWH3 | Woodstock (Hospital) ON (Heli) | CYBX | Lourdes-de-Blanc-Sablon QC |
| CWH4 | Ottawa (Winchester District Memorial Hosp) ON (Heli) | CYB3 | Nelson/Blaylock Estate BC (Heli) |
| CWH6 | Moose Jaw (Dr. F. H. Wigmore Regional Hosp) SK (Heli) | CYCA | Cartwright NL |
| CWH5 | Wingham (Inglis Field) ON | CYCB | Cambridge Bay NU |
| CWH7 | Winnipeg (Health Sciences Centre) MB (Heli) | CYCC | Cornwall Regional ON |
| CWL3 | Calmar/Wizard Lake AB | CYCD | Nanaimo BC |
| CWL4 | Woodlands/Kendall Farm MB | CYCE | Centralia/James T. Field Memorial ON |
| CWP3 | Leslieville/W. Pidhirney Residence AB (Heli) | CYCG | Castlegar/West Kootenay Regional BC |
| CWS2 | Washago ON | CYCH | Miramichi NB |
| CXX2 | Wiebenville ON | CYCK | Chatham-Kent ON |
| CYAB | Arctic Bay NU | CYCL | Charlo NB |
| CYAC | Cat Lake ON | CYCN | Cochrane ON |
| CYAD | La Grande-3 QC | CYCO | Kugluktuk NU |
| CYAG | Fort Frances Muni ON | CYCP | Blue River BC |
| CYAH | La Grande-4 QC | CYCQ | Chetwynd BC |
| CYAL | Alert Bay BC | CYCR | Cross Lake (Charlie Sinclair Mem) MB |
| CYAM | Sault Ste. Marie ON | CYCS | Chesterfield Inlet NU |
| CYAQ | Kasabonika ON | CYCT | Coronation AB |
| CYAS | Kangirsuk QC | CYCW | Chilliwack BC |
| CYAT | Attawapiskat ON | CYCX | Gagetown NB (Heli) |
| CYAU | Liverpool/South Shore Regional NS | CYCY | Clyde River NU |
| CYAV | Winnipeg/St. Andrews MB | CYCZ | Fairmont Hot Springs BC |
| CYAW | Halifax/Shearwater NS (Heli) | CYDA | Dawson City YT |
| CYAX | Lac du Bonnet MB | CYDB | Burwash YT |
| CYAY | St. Anthony NL | CYDC | Princeton BC |
| CYAZ | Tofino/Long Beach BC | CYDF | Deer Lake NL |
| CYBA | Banff AB | CYDH | Ottawa/Dwyer Hill ON (Heli) |
| CYBB | Kugaaruk NU | CYDL | Dease Lake BC |
| | | CYDM | Ross River YT |
| | | CYDN | Dauphin (Lt. Col W.G. (Billy) Barker VC) MB |
| | | CYDO | Dolbeau-St-Félicien QC |

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| CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd) | | CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd) | |
|---|--------------------------------------|---|--|
| Indicator | Name | Indicator | Name |
| CYDP | Nain NL | CYHC | Vancouver Harbour BC (water aerodrome) |
| CYDQ | Dawson Creek BC | CYHD | Dryden Regional ON |
| CYEA | Empress AB | CYHE | Hope BC |
| CYED | Edmonton/Namao AB (Heli) | CYHF | Hearst (René Fontaine) Muni ON |
| CYEE | Midland/Huronia ON | CYHH | Nemiscau QC |
| CYEG | Edmonton Intl AB | CYHI | Ulukhaktok/Holman NT |
| CYEK | Arviat NU | CYHK | Gjoa Haven NU |
| CYEL | Elliot Lake Muni ON | CYHM | Hamilton ON |
| CYEM | Manitowaning/Manitoulin East Muni ON | CYHN | Hornepayne Muni ON |
| CYEN | Estevan Regional SK | CYHO | Hopedale NL |
| CYER | Fort Severn ON | CYHR | Chevery QC |
| CYES | Edmundston NB | CYHS | Hanover/Saugeen Muni ON |
| CYET | Edson AB | CYHT | Haines Junction YT |
| CYEU | Eureka NU | CYHU | Montréal/St-Hubert QC |
| CYEV | Inuvik (Mike Zubko) NT | CYHY | Hay River/Merlyn Carter Airport NT |
| CYEY | Amos/Magny QC | CYHZ | Halifax/Stanfield Intl NS |
| CYFA | Fort Albany ON | CYIB | Atikokan Muni ON |
| CYFB | Iqaluit NU | CYID | Digby/Annapolis Regional NS |
| CYFC | Fredericton Intl NB | CYIF | St-Augustin QC |
| CYFD | Brantford ON | CYIK | Ivujivik QC |
| CYFE | Forestville QC | CYIO | Pond Inlet NU |
| CYFH | Fort Hope ON | CYIV | Island Lake MB |
| CYFI | Fort MacKay/Firebag AB | CYJA | Jasper AB |
| CYFJ | La Macaza/Mont-Tremblant Intl Inc QC | CYJF | Fort Liard NT |
| CYFO | Flin Flon MB | CYJM | Fort St. James (Perison) BC |
| CYFR | Fort Resolution NT | CYJN | St-Jean QC |
| CYFS | Fort Simpson NT | CYJP | Fort Providence NT |
| CYFT | Makkovik NL | CYJQ | Denny Island BC |
| CYGB | Texada/Gillies Bay BC | CYJT | Stephenville NL |
| CYGD | Goderich ON | CYKA | Kamloops BC |
| CYGE | Golden BC | CYKC | Collins Bay SK |
| CYGH | Fort Good Hope NT | CYKD | Aklavik/Freddie Carmichael NT |
| CYGK | Kingston ON | CYKF | Kitchener/Waterloo ON |
| CYGL | La Grande Rivière QC | CYKG | Kangiqsuuaq (Wakeham Bay) QC |
| CYGM | Gimli Industrial Park Airport MB | CYKJ | Key Lake SK |
| CYGO | Gods Lake Narrows MB | CYKL | Schefferville QC |
| CYGP | Gaspé (Michel-Pouliot) QC | CYKM | Kincardine ON |
| CYQQ | Geraldton (Greenstone Regional) ON | CYKO | Akulivik QC |
| CYGR | Îles-de-la-Madeleine QC | CYKP | Ogoki Post ON |
| CYGT | Igloolik NU | CYKQ | Waskaganish QC |
| CYGV | Havre St-Pierre QC | CYKX | Kirkland Lake ON |
| CYGW | Kuujjuarapik QC | CYKY | Kindersley Regional SK |
| CYGX | Gillam MB | CYKZ | Toronto/Buttonville Muni ON |
| CYGZ | Grise Fiord NU | CYLA | Aupaluk QC |
| CYG2 | Parkhill (Yellow Gold) ON | CYLB | Lac La Biche AB |
| CYHA | Quaqtaq QC | CYLC | Kimmirut NU |
| CYHB | Hudson Bay SK | CYLD | Chapleau ON |
| | | CYLH | Lansdowne House ON |

**CROSS REFERENCE OF AERODROME
LOCATION INDICATOR & NAME (Cont'd)**

| Indicator | Name |
|------------------|--|
| CYLI | Lillooet BC |
| CYLJ | Meadow Lake SK |
| CYLK | Lutselk'e NT |
| CYLL | Lloydminster AB |
| CYLQ | La Tuque QC |
| CYLR | Leaf Rapids MB |
| CYLS | Barrie-Orillia/Lake Simcoe ON |
| CYLT | Alert NU |
| CYLU | Kangiqsualujuaq (Georges River) QC |
| CYLW | Kelowna BC |
| CYMA | Mayo YT |
| CYME | Matane/Russell-Burnett QC |
| CYMG | Manitouwadge ON |
| CYMH | Mary's Harbour NL |
| CYMJ | Moose Jaw/Air Vice Marshal C.M. McEwen SK |
| CYML | Charlevoix QC |
| CYMM | Fort McMurray AB |
| CYMO | Moosonee ON |
| CYMT | Chibougamau/Chapais QC |
| CYMU | Umiujaq QC |
| CYMW | Maniwaki QC |
| CYMX | Montréal Intl (Mirabel) QC |
| CYNA | Natashquan QC |
| CYNC | Wemindji QC |
| CYND | Ottawa/Gatineau QC |
| CYNE | Norway House MB |
| CYNH | Hudson's Hope BC |
| CYNJ | Langley Regional BC |
| CYNL | Points North Landing SK |
| CYNM | Matagami QC |
| CYNN | Nejanilini Lake MB |
| CYNR | Fort Mackay/Horizon AB |
| CYOA | Ekatı NT |
| CYOC | Old Crow YT |
| CYOD | Cold Lake/Group Captain R.W. McNair AB |
| CYOH | Oxford House MB |
| CYOJ | High Level AB |
| CYOO | Toronto/Oshawa Executive Airport ON |
| CYOP | Rainbow Lake AB |
| CYOS | Owen Sound/Billy Bishop Regional ON |
| CYOW | Ottawa/Macdonald-Cartier Intl ON |
| CYOY | Valcartier (W/C J.H.L. (Joe) Lecomte) QC (Heli) |
| CYPA | Prince Albert (Glass Field) SK |
| CYPC | Paulatuk (Nora Aliqatchialuk Ruben) NT |

**CROSS REFERENCE OF AERODROME
LOCATION INDICATOR & NAME (Cont'd)**

| Indicator | Name |
|------------------|--|
| CYPD | Port Hawkesbury NS |
| CYPE | Peace River AB |
| CYPG | Portage La Prairie/Southport MB |
| CYPH | Inukjuak QC |
| CYPK | Pitt Meadows BC |
| CYPL | Pickle Lake ON |
| CYPM | Pikangikum ON |
| CYPN | Port-Menier QC |
| CYPO | Peawanuck ON |
| CYPP | Parent QC |
| CYPQ | Peterborough ON |
| CYPR | Prince Rupert BC |
| CYPS | Pemberton BC |
| CYPT | Pelee Island ON |
| CYPU | Puntzi Mountain BC |
| CYPW | Powell River BC |
| CYPX | Puvirnituq QC |
| CYPY | Fort Chipewyan AB |
| CYPZ | Burns Lake BC |
| CYQA | Muskoka ON |
| CYQB | Québec/Jean Lesage Intl QC |
| CYQD | The Pas MB |
| CYQF | Red Deer Regional AB |
| CYQG | Windsor ON |
| CYQH | Watson Lake YT |
| CYQI | Yarmouth NS |
| CYQK | Kenora ON |
| CYQL | Lethbridge AB |
| CYQM | Moncton/Greater Moncton Roméo LeBlanc Intl NB |
| CYQN | Nakina ON |
| CYQQ | Comox BC |
| CYQR | Regina Intl SK |
| CYQS | St. Thomas Muni ON |
| CYQT | Thunder Bay ON |
| CYQU | Grande Prairie AB |
| CYQV | Yorkton Muni SK |
| CYQW | North Battleford SK |
| CYQX | Gander Intl NL |
| CYQY | Sydney/J.A. Douglas McCurdy NS |
| CYQZ | Quesnel BC |
| CYRA | Gamèti/Rae Lakes NT |
| CYRB | Resolute Bay NU |
| CYRC | Chicoutimi/St-Honoré QC |
| CYRI | Rivière-du-Loup QC |
| CYRJ | Roberval QC |
| CYRL | Red Lake ON |
| CYRM | Rocky Mountain House AB |
| CYRO | Ottawa/Rockcliffe ON |

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| CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd) | | CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd) | |
|---|--|---|---|
| Indicator | Name | Indicator | Name |
| CYRP | Ottawa/Carp ON | CYVL | Colville Lake/Tommy Kochon NT |
| CYRQ | Trois-Rivières QC | CYVM | Qikiqtaarjuaq NU |
| CYRS | Red Sucker Lake MB | CYVO | Val-d'Or QC |
| CYRT | Rankin Inlet NU | CYVP | Kuujjuaq QC |
| CYRV | Revelstoke BC | CYVQ | Norman Wells NT |
| CYSA | Stratford Muni ON | CYVR | Vancouver Intl BC |
| CYSB | Sudbury ON | CYVT | Buffalo Narrows SK |
| CYSC | Sherbrooke QC | CYVV | Wiarton ON |
| CYSD | Suffield AB (Heli) | CYVZ | Deer Lake ON |
| CYSE | Squamish BC | CYWA | Petawawa ON (Heli) |
| CYSF | Stony Rapids SK | CYWE | Wekweèti NT |
| CYSG | St-Georges QC | CYWG | Winnipeg/James Armstrong Richardson Intl MB |
| CYSH | Smiths Falls-Montague (Russ Beach) ON | CYWH | Victoria Harbour BC (water aerodrome) |
| CYSJ | Saint John NB | CYWJ | Déline NT |
| CYSK | Sanikiluaq NU | CYWK | Wabush NL |
| CYSL | St. Leonard NB | CYWL | Williams Lake BC |
| CYSM | Fort Smith NT | CYWM | Athabasca AB |
| CYSN | St Catharines/Niagara District ON | CYWN | Wainwright/Wainwright (Field 21) AB |
| CYSP | Marathon ON | CYWP | Webequie ON |
| CYSQ | Atlin BC | CYWV | Wainwright AB |
| CYST | St. Theresa Point MB | CYWW | Wrigley NT |
| CYSU | Summerside PE | CYXC | Cranbrook/Canadian Rockies Intl BC |
| CYSW | Sparwood/Elk Valley BC | CYXE | Saskatoon/John G. Diefenbaker Intl SK |
| CYSY | Sachs Harbour (David Nasogaluak Jr. Saaryuaq) NT | CYXH | Medicine Hat AB |
| CYSZ | Ste-Anne-des-Monts QC | CYXJ | Fort St. John BC |
| CYTA | Pembroke ON | CYXK | Rimouski QC |
| CYTB | Tillsonburg ON | CYXL | Sioux Lookout ON |
| CYTE | Cape Dorset NU | CYXN | Whale Cove NU |
| CYTF | Alma QC | CYXP | Pangnirtung NU |
| CYTH | Thompson MB | CYXQ | Beaver Creek YT |
| CYTL | Big Trout Lake ON | CYXR | Earlton (Timiskaming Regional) ON |
| CYTN | Trenton NS | CYXS | Prince George BC |
| CYTQ | Tasiujaq QC | CYXT | Terrace BC |
| CYTR | Trenton ON | CYXU | London ON |
| CYTS | Timmins (Victor M. Power) ON | CYXX | Abbotsford BC |
| CYTZ | Toronto/Billy Bishop Toronto City Airport ON | CYYX | Whitehorse/Erik Nielsen Intl YT |
| CYUB | Tuktoyaktuk/James Gruben NT | CYXZ | Wawa ON |
| CYUL | Montréal/Pierre Elliott Trudeau Intl QC | CYYB | North Bay ON |
| CYUT | Naujaat NU | CYYC | Calgary/YYC Calgary Intl AB |
| CYUX | Hall Beach NU | CYYD | Smithers BC |
| CYUY | Rouyn-Noranda QC | CYYE | Fort Nelson BC |
| CYVB | Bonaventure QC | CYYF | Penticton BC |
| CYVC | La Ronge (Barber Field) SK | CYYG | Charlottetown PE |
| CYVD | Virden/R.J. (Bob) Andrew Field Regional MB | CYYH | Taloyoak NU |
| CYVG | Vermilion AB | CYYJ | Victoria Intl BC |
| CYVK | Vernon BC | CYYL | Lynn Lake MB |

| CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd) | |
|---|-----------------------------------|
| Indicator | Name |
| CYYM | Cowley AB |
| CYYN | Swift Current SK |
| CYYO | Wynyard/W.B. Needham Field SK |
| CYYQ | Churchill MB |
| CYYR | Goose Bay NL |
| CYYT | St. John's Intl NL |
| CYYU | Kapuskasing ON |
| CYYW | Armstrong ON |
| CYYY | Mont-Joli QC |
| CYYZ | Toronto/Lester B. Pearson Intl ON |
| CYZD | Toronto/Downsview ON |
| CYZE | Gore Bay-Manitoulin ON |
| CYZF | Yellowknife NT |
| CYZG | Salluit QC |
| CYZH | Slave Lake AB |
| CYZP | Sandspit BC |
| CYZR | Sarnia (Chris Hadfield) ON |
| CYZS | Coral Harbour NU |
| CYZT | Port Hardy BC |
| CYZU | Whitecourt AB |
| CYZV | Sept-Îles QC |
| CYZW | Teslin YT |
| CYZX | Greenwood NS |
| CZYZ | Mackenzie BC |
| CZAC | York Landing MB |
| CZAM | Salmon Arm BC |
| CZBA | Burlington Executive ON |
| CZBB | Vancouver/Boundary Bay BC |
| CZBD | Ilford MB |
| CZBF | Bathurst NB |
| CZBM | Bromont (Roland Désourdy) QC |
| CZEE | Kelsey MB |
| CZEM | Eastmain River QC |
| CZFA | Faro YT |
| CZFD | Fond-du-Lac SK |
| CZFG | Pukatawagan MB |
| CZFM | Fort McPherson NT |
| CZFN | Tulita NT |
| CZF2 | Zephyr / Dillon Field ON |
| CZGF | Grand Forks BC |
| CZGI | Gods River MB |
| CZGR | Little Grand Rapids MB |
| CZHP | High Prairie AB |
| CZJG | Jenpeg MB |
| CZJN | Swan River MB |
| CZKE | Kashechewan ON |
| CZLQ | Thicket Portage MB |
| CZMD | Muskrat Dam ON |
| CZML | South Cariboo / 108 Mile BC |

| CROSS REFERENCE OF AERODROME LOCATION INDICATOR & NAME (Cont'd) | |
|---|-------------------------------------|
| Indicator | Name |
| CZMN | Pikwitonei MB |
| CZMT | Masset BC |
| CZNG | Poplar River MB |
| CZNL | Nelson BC |
| CZPB | Sachigo Lake ON |
| CZPC | Pincher Creek AB |
| CZPO | Pinehouse Lake SK |
| CZRJ | Round Lake (Weagamow Lake) ON |
| CZSJ | Sandy Lake ON |
| CZSN | South Indian Lake MB |
| CZST | Stewart BC |
| CZTA | Bloodvein River MB |
| CZTM | Shamattawa MB |
| CZUC | Ignace Muni ON |
| CZUM | Churchill Falls NL |
| CZVL | Edmonton/Villeneuve AB |
| CZWH | Lac Brochet MB |
| CZWL | Wollaston Lake SK |
| K48Y | Pinecreek/Piney Pinecreek Border MN |
| LFVM | Miquelon France |
| LFVP | St-Pierre France |
| 69S | Avey Field State/Laurier WA USA |
| S28 | Dunseith/Intl Peace Garden ND USA |

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LOCATION INDICATORS (OTHER THAN A/D) USED IN NOTAM

| Indicator | Location | Service |
|-----------|--------------|---|
| CYBM | Brampton, ON | CNC3 and facilities West to North of CYYZ |
| CYHQ | Ottawa ON | International NOTAM Office |
| CZEG | Edmonton AB | ACC |
| CZQM | Moncton NB | ACC |
| CZQX | Gander NL | ACC |
| CZUL | Montréal QC | ACC |
| CZVR | Vancouver BC | ACC |
| CZWG | Winnipeg MB | ACC |
| CZYZ | Toronto ON | ACC |

CROSS REFERENCE OF HELIPORT NAMES

| | |
|------------------------------------|---|
| AHLSTROM AB | Nordegg/Ahlstrom |
| ALLAN DALE RESIDENCE AB | Red Deer/Allan Dale Residence |
| ALLAN DALE TRAILERS & RV AB | Red Deer/Allan Dale Trailers & RV |
| ALTA ON | Collingwood/Alta |
| ARTOPEX PLUS QC | Granby/Artopex Plus |
| BAILEY AB | Edmonton/Bailey |
| BLAYLOCK ESTATE BC | Nelson/Blaylock Estate |
| BLUE-CON AB | Calgary/Blue-Con |
| BOAT HARBOUR BC | Nanaimo/Boat Harbour |
| CAMP WAINWRIGHT FIELD AB | Wainwright/Camp Wainwright Field |
| CAPITALE HÉLIROTOR QC | Québec/Capitale Hélicoptère |
| CHONG RESIDENCE AB | Red Deer/Chong Residence |
| COQUITLAM FIRE & RESCUE BC | Vancouver/Coquitlam Fire & Rescue |
| COUNTRY GARDENS B&B AB | Fort Vermilion/Country Gardens B&B |
| DELTA (SEI) BC | Vancouver/Delta (Sei) |
| Dwyer Hill ON | Ottawa/Dwyer Hill |
| EAGLE ISLAND ON | Lake Joseph/Eagle Island |
| ELEPHANT ENTERPRISES INC. AB | Calgary/Elephant Enterprises Inc. |
| FRANÇOIS DESOURDY QC | Sherbrooke (CHUS)/François Desourdy |
| GABRIOLA ISLAND (HEALTH CLINIC) BC | Nanaimo/Gabriola Island (Health Clinic) |
| GATINEAU (CASINO) QC | Ottawa/Gatineau (Casino) |
| GREY NUNS COMMUNITY HOSP AB | Edmonton/Grey Nuns Community Hosp |
| GRIZZLY CREEK RANCH AB | Carway/Grizzly Creek Ranch |
| HALL RESIDENCE AB | Delburne/Hall Residence |
| HARBOUR (PUBLIC) BC | Vancouver/Harbour (Public) |
| HÉLI-BORÉAL QC | Sept-Îles |
| HÉLI-INTER SEPT-ÎLES QC | Sept-Îles |
| HÉLI-MANICOUAGAN QC | Baie-Comeau/Héli-Manicouagan |
| HELIPORT BELLE-ÎLE QC | Lac-des-Écorces/Heliport Belle-Île |
| HELIPORT P3 QC | Mont-Tremblant/Heliport P3 |
| HELIPORT SENNEVILLE QC | Montréal/Heliport Senneville |
| IKON ADVENTURES BC | Kelowna/Ikon Adventures |
| KANATA TREMBLANT RESORT QC | St-Remi-D'Amherst/Kanata Tremblant Resort |
| KELSONAE AB | Edmonton/Kelsonae |
| KRUGER QC | Montréal/Kruger |

CROSS REFERENCE OF HELIPORT NAMES (Cont'd)

| | |
|--|--|
| LAVAL (ARTOPEX PLUS) QC | Montréal/Laval (Artopex Plus) |
| LES CÈDRES QC | Montréal/Les Cèdres |
| LESSARD QC | Magog/Lessard |
| LIVELY (SKYLINE HELICOPTER TECHNOLOGIES) ON | Sudbury/Lively (Skyline Helicopter Technologies) |
| LONGUEUIL (CENTRE HOSPITALIER PIERRE-BOUCHER) QC | Montréal/Longueuil (Centre Hospitalier Pierre-Boucher) |
| MARKHAM STOUFFVILLE ON | Toronto/Markham Stouffville |
| MARSHALL MCLEOD FIELD SK | Moosomin/Marshall McLeod Field |
| MIRABEL HÉLICO QC | Montréal/Mirabel Hélico |
| MISERICORDIA (COMMUNITY HOSP) AB | Edmonton/Misericordia (Community Hosp) |
| NAKODA AB | Canmore/Nakoda |
| NAMAO AB | Edmonton/Namao |
| NEW WESTMINSTER (ROYAL COLUMBIAN HOSP) BC | Vancouver/New Westminster (Royal Columbian Hosp) |
| OKOTOKS (GG RANCH) AB | Calgary/Okotoks (GG Ranch) |
| OLIGNY QC | Saguenay/Oligny |
| OWLS LANDING BC | Sicamous/Owls Landing |
| PANTERRA ON | Beamsville/Panterra |
| PASSPORT HÉLICO QC | Montréal/Passport Hélico |
| POINT ZERO QC | Montréal/Point Zero |
| POTVIN HELI-BASE QC | Dolbeau-Mistassini/Potvin Heli-Base |
| QUESTRAL HELICOPTERS ON | Ottawa/Questral Helicopters |
| ST. ALBERT (DELTA HELICOPTERS) AB | Edmonton/St. Albert (Delta Helicopters) |
| ST-HUBERT HELI-INTER QC | Montréal/St-Hubert Heli-Inter |
| ST-JOVITE HÉLI-TREMBLANT QC | Mont-Tremblant/St-Jovite Héli-Tremblant |
| ST. MARY'S HOSP AB | Camrose/St. Mary's Hosp |
| SAFRON RESIDENCE AB | Hespero/Safron Residence |
| SALISBURY NB | Moncton/Salisbury |
| SEAL COVE (COAST GUARD) BC | Prince Rupert/Seal Cove (Coast Guard) |
| SEAL COVE (PUBLIC) BC | Prince Rupert/Seal Cove (Public) |
| SHEARWATER NS | Halifax/Shearwater |
| SLAVE LAKE HELICOPTERS AB | Slave Lake/Slave Lake Helicopters |
| SLOCAN COMMUNITY (HEALTH CENTRE) | New Denver/Slocan Community (Health Centre) |
| SNOKIST NB | Woodstock/Snokist |
| SOUTH HEALTH CAMPUS (HOSP) AB | Calgary/South Health Campus (Hosp) |
| SPROAT LAKE TANKER BASE BC | Port Alberni/Sproat Lake Tanker Base |
| STURGEON COMMUNITY HOSPITAL AB | Edmonton/Sturgeon Community Hospital |
| TARTEN ON | Toronto/Tarten |
| UNIV OF ALBERTA (STOLLERY CHILDREN'S HOSP MAHI) AB | Edmonton/Univ of Alberta (Stollery Children's Hosp Mahi) |
| W. PIDHIRNEY RESIDENCE AB | Leslieville/W. Pidhirney Residence |
| WATERDOWN ON | Hamilton/Waterdown |
| WILSON'S ON | Toronto/Wilson's |

LIST OF ABANDONED AERODROMES/HELIPORTS

Abandoned aerodromes are listed until such a time as all reference to the aerodrome has been removed from the VFR charts. If the aerodrome was a heliport, the abbreviation (Heli) follows the aerodrome name.

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LIST OF ABANDONED AERODROMES/HELIPORTS (Cont'd)

In some instances a land aerodrome, although abandoned, remains highly recognizable from the air and, as such, becomes an excellent land mark. Under these circumstances, abandoned aerodromes of this nature can remain on the aeronautical charts for some time and, therefore, they continue to appear in the abandoned aerodrome list. Such aerodromes are shown on VFR charts as "abandoned".

Land aerodromes which are in operation and are highly recognizable from the air for a significant part of the year, but for which no information is able to be published in the Aerodrome/Facility Directory, do not appear in the abandoned aerodrome list. Such aerodromes are, however, shown on VFR charts as "status unknown".

AGNES LAKE AB (N55 49 W112 31)
AISHIHIK YT (N61 39 W137 29)
ALBERT BAY NU (N69 38 W103 37)
AMBER TOWER AB (N59 11 W119 28)
ANAMA BAY-DAUPHIN RIVER MB (N51 58 W98 08)
ANDERSON POINT NU (N68 13 W87 55)
ANDERSON RANCH BC (N53 27 W123 34)
ANDREW AB (N53 52 W112 21)
ANGLEMONT BC (N50 58 W119 10)
ARMSTRONG ON (Heli) (N50 18 W89 02)
ARNES MB (N50 50 W96 57)
ARNSTEIN ON (N45 56 W79 56)
ARTHUR (METZ FIELD) ON (N43 49 W80 26)
ARTHUR NORTH ON (N43 53 W80 32)
ASBESTOS QC (N45 48 W71 59)
ATIKOKAN/CRYSTAL LAKE ON (N48 43 W91 16)
ATKINSON POINT NT (N69 56 W131 25)
ATWOOD ON (N43 41 W81 00)
AYLMER ON (N42 48 W80 57)

BARKERVILLE BC (N53 05 W121 31)
BASKATONG LAKE QC (N46 47 W75 53)
BASNETT AB (N57 22 W119 49)
BATNUNI BC (N53 23 W124 08)
BAY D'ESPOIR NL (N47 58 W55 51)
BEAR RIVER YT (N64 49 W134 16)
BEATTON RIVER BC (N57 23 W121 23)
BEAULIEU RIVER NT (N62 27 W113 02)
BEAVERDELL BC (N49 28 W119 05)
BEAVER RIVER BC (N59 58 W124 12)
BEECHY SK (N50 50 W107 22)

BELWOOD (WRIGHT FIELD) ON (N43 48 W80 24)
BENNETT FIELD NT (N65 02 W124 40)
BERLAND AB (N54 06 W117 25)
BIG CREEK BC (N51 43 W123 01)
BIRD MB (N56 30 W94 13)
BISSETT/WALLACE LAKE MB (N51 02 W95 25)
BJORGUM FARM AB (N53 05 W112 48)
BLISSVILLE NB (N45 37 W66 33)
BLOW RIVER YT (N68 47 W137 27)
BONAVISTA NL (N48 34 W53 03)
BORDEN ON (N44 16 W79 55)
BRAZEAU AB (N52 58 W115 52)
BREDENBURY SK (N50 56 W102 03)
BRISTOL FIELD NL (N47 19 W53 59)
BUCHANS NL (N48 51 W56 50)
BUDWORM CITY NB (N47 32 W66 38)
BUFFALO CREEK AB (N56 37 W113 04)
BURGEO (CALDER HEALTH CARE CORP) NL (Heli) (N47 37 W057 37)
BURTCHE ON (N43 03 W80 17)
BUTTRESS SK (N50 15 W105 33)

LIST OF ABANDONED AERODROMES/HELIPORTS (Cont'd)

BYRON BAY NU (N68 45 W109 04)

CABIN BC (N59 16 W121 37)
CABIN CREEK AB (N53 45 W118 20)
CADOTTE AB (N56 27 W116 21)
CAMPBELLFORD ON (N44 24 W77 46)
CAMSELL RIVER (TERRA MINING) NT (N65 37 W118 09)
CANIAPISCAU QC (N54 50 W69 54)
CAPE CHRISTIAN NU (N70 31 W68 18)
CAPE DYER NU (N66 36 W61 34)
CAPE HOOPER NU (N68 28 W66 50)
CAPE JONES QC (N54 38 W79 42)
CAPE PARRY NT (N70 10 W124 41)
CAPE YOUNG NU (N68 56 W116 56)
CAROLINE AB (N52 06 W114 46)
CARROT RIVER SK (N53 17 W103 33)
CASEY QC (N47 56 W74 06)
CASINO YT (N62 45 W138 47)
CAVENDISH AB (N50 48 W110 27)
CHAMBLY QC (N45 24 W73 18)
CHATER MB (N49 55 W99 48)
CHINCHAGA AB (N57 32 W119 08)
CHIPMUNK BC (N56 43 W127 50)
CHUNAMON BC (N56 14 W124 23)
CHURCHILL FALLS NL (N53 38 W64 29)
CLEARWATER BC (N51 39 W120 05)
CLIFTON POINT NU (N69 13 W118 38)
CLINTON/BLEIBLER RANCH BC (N51 16 W121 41)
CLINTON CREEK YT (N64 28 W140 44)
CLINTON POINT NU (N69 35 W120 45)
CLUFF LAKE SK (N58 23 W109 31)
COAL VALLEY AB (N53 05 W116 49)
COLOMAC NT (N64 23 W115 07)
COMET AB (N58 33 W119 03)
CONKLIN AB (N55 38 W111 05)
CORMORANT LAKE MB (N54 14 W100 36)
COVEY HILL QC (N45 01 W73 41)
COWPAR AB (N55 57 W110 30)
CRAWFORD BAY BC (N49 40 W116 49)
CREE LAKE SK (N57 22 W107 08)
CROOKED LAKE NU (N72 40 W98 30)
CUDWORTH SK (N52 29 W105 46)
CULLATON LAKE NU (N61 19 W98 30)
CULLODEN ON (N42 53 W80 52)
CUT KNIFE SK (N52 44 W109 01)

DAFOE SK (N51 56 W104 34)
DAVIN LAKE SK (N56 53 W103 35)
DAVIS INLET NL (N55 54 W60 54)
DECEPTION QC (N62 07 W74 33)
DÉLINE NT (OLD SITE) (N65 12 W123 26)
DEWAR LAKES NU (68 38 W71 08)
DIDSURY (VERTICAL EXTREME SKYDIVING) AB (N51 38 W114 06)
DISCOVERY NT (N63 11 W113 54)
DORIS LAKE NU (N68 08 W106 35)
DRAKE POINT NU (N76 28 W108 44)
DRAKE POINT NU (N76 24 W108 32)
DRIFTWOOD BC (N55 49 W126 25)
DUNNVILLE ON (N42 52 W79 36)
DURHAM (MULOCK) ON (N44 14 W80 55)

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LIST OF ABANDONED AERODROMES/HELIPORTS (Cont'd)

EAGLE RIVER ON (N49 45 W93 08)
EAGLESHAM AB (N55 48 W117 53)
EAR FALLS ON (N50 43 W93 23)
EASTEND SK (N49 33 W108 48)
EAST TEMPLETON QC (N45 30 W75 33)
EDDONTENAJON/ISKUT VILLAGE BC (N57 51 W129 59)
EDMONTON/BREMNER AB (N53 35 W113 14)
EDMONTON CITY CENTRE (BLACHFORD FIELD) AB (N53 34 W113 31)
EMBARRAS AB (N58 12 W111 23)
ESTEVAN/BRYANT SK (N49 25 W103 09)
ESTEVAN (SOUTH) SK (N49 02 W102 59)
ESKER LAKE QC (N61 39 W74 40)

FERGUS (ROYLAND FIELD) ON (N43 45 W80 23)
FERLAND SK (N49 27 W106 56)
FINBOW BC (N57 16 W125 27)
FONTAS AB (N57 48 W119 27)
FORESTBURG AB (N52 34 W112 05)
FORT GEORGE QC (N53 49 W79 00)
FORT NELSON/MOBIL SIERRA BC (N58 50 W121 24)
FORT ST. JOHN/TOMPKINS MILE 54 BC (N56 18 W121 00)

GAGNON QC (N51 57 W68 08)
GERMANSEN LANDING BC (N55 46 W124 42)
GIFT LAKE AB (N55 52 W115 48)
GLENDON AB (N54 16 W111 08)
GOLD CREEK AB (N54 50 W118 39)
GOLD RIVER BC (N49 49 W126 04)
GOOSE RIVER AB (N54 44 W116 19)
GORE'S LANDING ON (N44 07 W78 15)
GRAND RIVER PE (N46 29 W63 57)
GRAND VALLEY ON (N43 59 W80 16)
GRAND VALLEY (MADILL FIELD) ON (N43 52 W80 16)
GRANDE CACHE AB (N53 55 W118 52)
GRANT POINT NU (N68 24 W98 39)
GUN LAKE BC (N50 54 W122 51)

HAGERSVILLE ON (N42 56 W80 07)
HAGUE/GULIKER FIELD SK (N52 31 W106 22)
HALIFAX (WINDSOR PARK) NS (Heli) (N44 39 W63 37)
HAMBURG AB (N57 21 W119 46)
HANLEY SK (N51 37 W106 27)
HARTNEY MB (N49 27 W100 31)
HARTNEY MB (N49 27 W100 33)
HART RIVER YT (N64 40 W136 50)
HAWKESBURY (WINDOVER FIELD) ON (N45 34 W74 49)
HENIK LAKE NU (N61 39 W97 22)
HIDDEN BAY SK (N58 08 W103 47)
HIGHGATE (SOUTH) ON (N42 28 W81 49)
HIGH RIVER/HIGHWOOD LIVESTOCK AUCTION AB (N50 39 W113 51)
HIGH RIVER/KING RANCH AB (N50 36 W114 05)
HODGEVILLE SK (N50 05 W106 58)
HORNES GULCH NB (N47 50 W67 54)
HORTON RIVER NT (N70 01 W126 57)
HOTCHKISS AB (N57 19 W118 55)
HOUSE MOUNTAIN AB (N55 02 W115 31)
HUNTSVILLE/DEERHURST RESORT ON (N45 21 W79 09)

IMPERIAL SK (N51 21 W105 24)
INDIAN RIVER ON (N44 24 W78 08)
INUVIK TOWNSITE NT (N68 22 W133 45)

LIST OF ABANDONED AERODROMES/HELIPORTS (Cont'd)

ISACHSEN NU (N78 47 W103 33)

JELlicoE ON (N49 40 W87 35)
JOHANSON LAKE BC (N56 36 W126 12)
JOHNSON POINT NT (N72 46 W118 30)

KAHNTAH BC (N58 03 W120 55)
KAKWA AB (N54 25 W118 59)
KAYBOB SOUTH AB (N54 07 W116 37)
KEG RIVER AB (N57 44 W117 37)
KEG TOWER AB (N57 38 W118 21)
KEITH BAY NU (N68 15 W88 09)
KELVINGTON (MENNIE FIELD) SK (N52 10 W103 36)
KENAKSKANISS ON (N50 08 W89 27)
KETZA RIVER YT (N61 51 W132 18)
KILLALOE/BONNECHERE ON (N45 40 W77 36)
KIMQUIT BC (N52 54 W127 05)
KINCARDINE (ELLIS FIELD) ON (N44 09 W81 24)
KING CHRISTIAN NU (N77 46 W101 02)
KLUATANTON BC (N56 50 W128 08)
KOMAKUK BEACH YT (N69 36 W140 10)

LAC À LA PERCHAUD QC (N46 37 W72 51)
LAC-DES-LOUPs QC (N46 59 W76 29)
LADY FRANKLIN POINT NU (N68 29 W113 13)
LA GRANDE QC (N53 35 W77 41)
LAMBERT CREEK TOWER AB (N58 02 W114 08)
LAMBTON QC (N45 50 W71 06)
LANGLEY (RUSSELL FARM) BC (Heli) CRF2 (N49 01 W122 40)
LA SARRE QC (Heli) (N48 48 W79 15)
L'ASSOMPTION QC (N45 49 W73 27)
LEFRoy ON (N44 18 W79 33)
LEMORAY BC (N55 33 W122 28)
LENNOXVILLE (AIRVIEW) QC (N45 21 W71 52)
LEO CREEK BC (N55 07 W125 37)
LETHBRIDGE/ANDERSON (N49 39 W112 46)
LEWWAN (FARR AIR) SK (N49 59 W104 07)
LIARD CONSTRUCTION YT (N65 05 W138 22)
LIEGE/CNRL AB (N57 00 W113 12)
LILLOOET (CC HELICOPTERS 2011) BC (Heli) (N50 41 W121 56)
LITTLE SALMON YT (N62 11 W134 53)
LIVINGSTONE YT (N61 22 W134 22)
LOGEPOLE AB (N53 05 W115 18)
LONGSTAFF BLUFF NU (N68 56 W75 17)
LOUGHEED ISLAND NU (N77 27 W105 05)
LUCKNOW AIRPARK ON (N43 58 W81 30)
LUMSDEN (METZ) SK (N50 43 W104 58)
LUPIN NU (N65 46 W111 15)
LYTTON BC (N50 15 W121 34)

MACFARLAND NB (N47 35 W68 20)
MAGUNDY YT (N62 10 W133 59)
MALLARD YT (N65 49 W140 15)
MALLOCH DOME NU (N78 13 W101 03)
MARILLA BC (N53 40 W125 46)
MARTEN HILLS AB (N55 25 W113 36)
MATHESON ISLAND MB (N51 44 W96 56)
MATHESON POINT NU (N68 49 W95 17)
MATOUSH QC (N51 54 W72 07)
MEANDER RIVER AB (N59 00 W117 40)
MESILINKA RIVER BC (N56 06 W124 24)

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LIST OF ABANDONED AERODROMES/HELIPORTS (Cont'd)

MICA CREEK BC (N51 50 W118 38)
MIDWAY NT (N67 14 W135 18)
MILE 36 QC (N50 35 W66 02)
MILE 80 QC (N51 10 W65 43)
MILE 102 DEMPSTER HWY YT (N65 07 W138 20)
MILE 129 MACKENZIE HWY NT (N62 30 W116 29)
MILE 134 QC (N51 52 W65 43)
MILE 203 DEMPSTER HIGHWAY YT (N66 07 W137 15)
MILK RIVER (MADGE) AB (N49 09 W112 05)
MONTRÉAL/LAVAL (ÉVASION HÉLICOPTÈRE) QC (Heli) (N45 38 W73 39)
MONTRÉAL/MARINA VENISE QC (N45 38 W73 47)
MONTRÉAL/MASCOUCHE QC (N45 43 W73 36)
MOOSE LAKE MB (N53 42 W100 21)
MOOSE VALLEY BC (N56 44 W126 39)
MOSQUE BC (N56 29 W127 32)
MOSSBANK SK (N49 55 W105 52)
MOULD BAY NT (N76 14 W119 19)
MOUNTAIN RIVER NT (N65 41 W128 49)
MOUNT ALBERT/AQUILA FIELD ON (N44 10 W79 22)
MOUNT FLETT NT (N60 40 W123 36)
MOUNT NANSEN YT (N62 01 W137 04)
MOUNT PLEASANT PE (N46 36 W64 00)
MURDOCHVILLE QC (N48 57 W65 22)
MUSKEGSAGAGEN LAKE ON (N51 23 W91 10)

NAICAM SK (N52 25 W104 29)
NAMEW LAKE SK (N54 12 W102 03)
NANISIVIK NU (N72 59 W84 37)
NANTON (GREEN FARMS) AB (N50 23 W113 40)
NEW LISKEARD ON (N47 32 W79 37)
NICHOLSON PENINSULA NT (N69 57 W128 53)
NIPISI AB (N55 52 W115 10)
NOKOMIS SK (N51 30 W104 58)
NORDEGG RIVER AB (N52 43 W115 43)
NORTH BATTLEFORD/HAMLIN SK (N52 53 W108 17)
NORTH MONETVILLE SKYPARK ON (N46 12 W80 19)
NORWOOD ON (N44 22 W78 00)
NOTIKEWIN AB (N56 51 W118 37)

OBONGA ON (N50 01 W89 19)
OLDS/NORTH 40 RANCH AB (N51 54 W114 09)
OPINACA QC (N52 13 W76 37)
ORANGEVILLE/BRUNDEL FIELD ON (N43 53 W80 11)
ORISKANY QC (N47 29 W73 39)
ORTON/SMITH FIELD ON (N43 47 W80 14)
OTTER LAKE SK (N55 35 W104 47)

PANNY AB (N57 12 W114 40)
PALMERSTON ON (N43 51 W80 47)
PARADISE HILL SK (N53 32 W109 26)
PARADISE RIVER NL (N53 25 W57 14)
PARRSBORO NS (N45 25 W64 20)
PARSON BC (N51 05 W116 38)
PAULSON MB (N51 08 W99 52)
PEACE RIVER/THREE CREEKS AB (N56 25 W116 53)
PEARCE AB (N49 51 W113 15)
PEARCE POINT NT (N69 48 W122 40)
PEGGO DEVON CANADA BC (N59 19 W120 16)
PELLY LAKE NU (N66 04 W101 05)
PETROLIA ON (N42 53 W82 07)
PINEIMUTA MUNI MB (N51 40 W98 44)

LIST OF ABANDONED AERODROMES/HELIPORTS (Cont'd)

POLARIS (LITTLE CORNWALLIS ISLAND) NU (N75 23 W96 56)

PONTIAC AIRPARK QC (N45 32 W76 10)

PORCUPINE YT (N66 19 W140 08)

PORT ALBERT ON (N43 53 W81 42)

PORT-CARTIER QC (N50 03 W66 53)

PORT COLBORNE (GEN HOSP) ON (Heli) (N42 53 W79 16)

PORT ELGIN (PRYDE FIELD) ON (N44 28 W81 23)

PORT RADIAUM NT (N66 06 W117 56)

POTTAGEVILLE ON (N44 00 W79 38)

PRIDDIS/KENCOR AB (N50 55 W114 16)

PRINCE GEORGE (NORTH CARIBOO AIR PARK) BC (N54 00 W123 01)

PRINCESS AB (N50 41 W111 32)

PROPHET RIVER BC (N57 58 W122 47)

PROSPECT LAKE ON (N50 35 W94 16)

PURTUNIQ QC (N61 49 W73 57)

QUÉBEC/BEAUPORT (HQ) QC (Heli) (N46 53 W71 12)

QUÉBEC/BEAUPORT (HQ) QC (Heli) (N46 53 W71 12)

QUESNEL (G.R. BAKER MEM HOSP) BC (Heli) (N52 59 W122 30)

RAM FALLS AB (N52 05 W115 51)

RASPBERRY BC (N56 03 W124 13)

REA POINT NU (N75 22 W105 43)

REDVERS SK (N49 35 W101 41)

RENOUS NB (N46 57 W66 34)

RÉSERVOIR GOUIN (POURVOIRIE OASIS) QC (N48 28 W74 40)

RICHARDSON AB (N57 53 W111 01)

RIVERS MB (N50 01 W100 19)

RIVERS INLET BC (N51 41 W127 15)

RIVIÈRE OUELLE QC (N47 27 W69 59)

ROCANVILLE SK (N50 28 W101 33)

ROSS POINT NU (N68 36 W111 08)

ROUND HILL AB (N55 18 W111 59)

ROWLEY NU (N69 04 W79 05)

RUSSELL LAKE NT (N62 51 W116 00)

ST. ALDWYN SK (N50 23 W107 46)

ST. FRANCIS AB (N53 16 W114 27)

ST. LINA AB (N54 18 W111 30)

ST-QUENTIN NB (N47 31 W67 25)

ST-SIMON-DE-BAGOT QC (N45 41 W72 50)

STE-AGNÈS-DE-DUNDEE QC (N45 03 W74 21)

STE-CROIX QC (N46 38 W71 48)

STE-JULIENNE QC (N45 56 W73 43)

STE-LUCIE-DE-BEAUREGARD QC (N46 44 W70 02)

SAGLEK NL (N58 28 W62 39)

SALMO BC (49 10 W117 16)

SARCPA LAKE NU (N68 33 W83 20)

SAULTEAUX AB (N54 55 W114 47)

SAWMILL BAY NT (N65 44 W118 55)

SELKIRK/KINDY AIRSTRIP ON (N42 51 W79 53)

SENNETERRE QC (N48 20 W77 11)

SHEKILIE AB (N59 15 W119 20)

SHELL 13 AB (N57 16 W111 29)

SHEPHERD BAY NU (N68 48 W93 25)

SHERARD BAY NU (N76 05 W108 30)

SHERMAN MEADOWS AB (N54 17 W119 50)

SHILO MB (Heli) (N49 48 W99 38)

SHINGLE POINT YT (N68 56 W137 14)

SIMCOE ON (N42 51 W80 17)

SIMPSON LAKE NU (N68 35 W91 57)

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LIST OF ABANDONED AERODROMES/HELIPORTS (Cont'd)

SIOUX LOOKOUT ON (Heli) (N50 04 W91 55)
SIOUX NARROWS ON (N49 23 W94 00)
SKOCDOPOLE FARMS AB (N51 45 W113 53)
SMEATON SK (N53 29 W104 48)
SMOKY CITY AB (N54 45 W118 35)
SMOKY TOWER AB (N54 24 W118 17)
SNAG YT (N62 22 W140 24)
SOREL-TRACY/AIR NATURE INC QC (Heli) (N46 02 W73 07)
SPIRITWOOD SK (N53 22 W107 33)
SQUANGA LAKE YT (N60 29 W133 27)
SQUAW RAPIDS SK (N53 41 W103 21)
ST.JOSEPH ISLAND ON (N46 17 W83 57)
STANHOPE QC (N45 01 W71 47)
STAVE LAKE BC (N49 28 W122 14)
STEEN TOWER AB (N59 38 W117 47)
STEEPER AB (N53 08 W117 07)
STEWART LAKE NT (N64 20 W125 23)
STOKES POINT YT (N69 20 W138 45)
STONEY POINT (TREPANIER) ON (N42 17 W82 36)
STRAFFORDVILLE ON (N42 44 W80 49)
STRANDBERG CREEK BC (N56 01 W124 14)
STRATFORD ON (N43 19 W81 02)
STRATHMORE (DUKE) AB (N51 01 W113 38)
STRATHMORE/McCLAIN FARM AB (N51 03 W113 30)
STURDEE SK (N51 12 W102 22)
STURDEE VALLEY BC (N57 12 W127 05)
STURGEON FALLS ON (N46 21 W79 58)
STURGEON LANDING SK (N54 17 W101 49)
STURT POINT NU (N68 48 W103 20)

TABU NB (N47 20 W65 26)
TAKLA NARROWS BC (N55 10 W125 42)
TALBOT LAKE AB (N57 20 W115 36)
TATLA LAKE BC (N51 55 W124 36)
TERRACE BAY ON (N48 49 W87 06)
TETACHUCK LAKE BC (N53 16 W126 04)
THESSALON MUNI ON (N46 19 W83 32)
THOR LAKE NT (N62 06 W112 38)
THUNDER LAKE AB (N52 50 W116 43)
THUNDER RIVER NT (N67 28 W130 51)
THURSTON LAKE AB (N59 57 W118 05)
TINTINA (CONWEST) YT (N61 05 W131 13)
TIPELLA BC (N49 45 W122 10)
TORONTO/CARDINAL COURIERS ON (Heli) (N43 38 W79 40)
TRINITY BAY QC (N49 24 W67 19)
TROUT BROOK NB (N46 28 W65 28)
TROUT MOUNTAIN AB (N56 48 W114 25)
TSACHA LAKE BC (N53 01 W124 50)
TUKTOYAKTUK (IMPERIAL) NT (N69 26 W132 57)
TUNUNUK NT (N69 00 W134 40)
TURNER VALLEY BAR N RANCH AB (N50 39 W114 21)

UTIKUMA RIVER AB (N56 03 W115 19)

VALEMOUNT BC (N52 52 W119 18) (Old aerodrome)
VALLEYFIELD (TRANSPORT BRS INC) QC (Heli) (N45 16 W74 09)
VANCOUVER/DELTA(NORTH) BC (Heli) (N49 07 W123 03)
VANKLEEK HILL ON (N45 27 W74 41)
VANSCOY SK (N52 01 W107 02)
VIKING HEALTH CENTRE AB (Heli) (N53 06 W111 46)
VIRDEN (WEST) MB (N49 53 W101 04)

LIST OF ABANDONED AERODROMES/HELIPORTS (Cont'd)

VULCAN (McDONALD'S FARM) AB (N50 15 W113 22)

WACO/MILE 100 QC (N51 23 W65 38)
WADLIN TOWER AB (N57 46 W115 27)
WARREN/WOODLANDS MB (N50 10 W97 35)
WATERVILLE/KINGS CO MUNI NS (N45 03 W64 39)
WAWOTA SK (N49 54 W102 02)
WEBBWOOD ON (N46 19 W81 53)
WERENKO ON (N48 48 W93 04)
WEST BAFFIN ISLAND NU (N68 37 W73 15)
WEST POPLAR SK (N49 00 W106 23)
WHITE CITY (RADOMSKY) SK (N50 26 W104 18)
WILDHAY AB (N53 52 W117 33)
WILKIE SK (N52 24 W108 43)
WILLIAMS HARBOUR NL (N52 34 W55 47)
WILLOW BUNCH SK (N49 24 W105 40)
WILLOW CREEK SK (N49 00 W109 44)
WINCHESTER ON (N45 03 W75 18)
WINISK ON (N55 13 W85 07)
WOLF LAKE AB (N53 13 W116 05)
WORSLEY AB (N56 31 W119 05)

YARBO SK (N50 43 W101 56)
YOUNGSTOWN (E.C. AIR) AB (N51 32 W111 08)

ZAMA AB (N59 09 W118 42)
ZAMA LAKE AB (N59 04 W118 53)

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FUEL AND OIL WEIGHTS

Fuel and lubricating oil product specifications indicate a density range for each product. The density values shown below are based on maximum density limit for each product. The actual fuel weight for specific conditions can and should be obtained from the dealer supplying the fuel. Consult the certified batch analysis (CBA).

LBS PER LITRE/ IMP GAL/U.S. GAL

| Fuel | Temp | - 40°C | - 20°C | 0°C | 15°C | 30°C |
|---|------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|
| Aviation Kerosene CAN/CGSB-3.23 (JET A, JET A-1) | | 1.93 8.80 7.32 | 1.90 8.65 7.19 | 1.87 8.50 7.09 | 1.85 8.39 7.00 | 1.83 8.27 6.91 |
| Aviation Wide Cut Fuel CAN/CGSB-3.22 (JET B) | | 1.85 8.38 6.99 | 1.82 8.24 6.88 | 1.79 8.11 6.78 | 1.77 8.01 6.68 | 1.74 7.92 6.60 |
| Aviation Gasoline (AvGAS) CAN/CGSB-3.25 Grades 80, 100LL | | 1.69 7.68 6.41 | 1.65 7.50 6.26 | 1.62 7.33 6.12 | 1.59 7.20 6.01 | 1.56 7.07 5.90 |

| Lubricating oil | Temp | - 10°C | 0°C | 10°C | 20°C | 30°C |
|---------------------------|------|-------------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|
| Piston Engine 65 Grade | | 1.98 8.98 7.46 | 1.97 8.92 7.46 | 1.95 8.85 7.38 | 1.94 8.78 7.33 | 1.92 8.71 7.28 |
| 120 Grade | | 2.01 9.10 + 7.59 | 1.99 9.03 7.54 | 1.97 8.96 7.46 | 1.96 8.88 7.41 | 1.94 8.82 7.35 |

Turbine engine lubricating oil densities at 15°C

3cS oils 2.09 lbs/litre; 9.4 lbs/imp gal; 7.92 lbs/U.S. gal.

5cS oils 2.15 lbs/litre; 10.1 lbs/imp gal; 8.14 lbs/U.S. gal.

CONVERSION TABLES

| mb | MILLIBARS TO INCHES OF MERCURY | | | | | | | | | |
|--------|--------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| INCHES | | | | | | | | | | |
| 940 | 27.76 | 27.79 | 27.82 | 27.85 | 27.88 | 27.91 | 27.94 | 27.96 | 27.99 | 28.02 |
| 950 | 28.05 | 28.08 | 28.11 | 28.14 | 28.17 | 28.20 | 28.23 | 28.26 | 28.29 | 28.32 |
| 960 | 28.35 | 28.38 | 28.41 | 28.44 | 28.47 | 28.50 | 28.53 | 28.56 | 28.58 | 28.61 |
| 970 | 28.64 | 28.67 | 28.70 | 28.73 | 28.76 | 28.79 | 28.82 | 28.85 | 28.88 | 28.91 |
| 980 | 28.94 | 28.97 | 29.00 | 29.03 | 29.06 | 29.09 | 29.12 | 29.15 | 29.18 | 29.20 |
| 990 | 29.23 | 29.26 | 29.29 | 29.32 | 29.35 | 29.38 | 29.41 | 29.44 | 29.47 | 29.50 |
| 1000 | 29.53 | 29.56 | 29.59 | 29.62 | 29.65 | 29.68 | 29.71 | 29.74 | 29.77 | 29.80 |
| 1010 | 29.83 | 29.85 | 29.88 | 29.91 | 29.94 | 29.97 | 30.00 | 30.03 | 30.06 | 30.09 |
| 1020 | 30.12 | 30.15 | 30.18 | 30.21 | 30.24 | 30.27 | 30.30 | 30.33 | 30.36 | 30.39 |
| 1030 | 30.42 | 30.45 | 30.47 | 30.50 | 30.53 | 30.56 | 30.59 | 30.62 | 30.65 | 30.68 |
| 1040 | 30.71 | 30.74 | 30.77 | 30.80 | 30.83 | 30.86 | 30.89 | 30.92 | 30.95 | 30.98 |
| 1050 | 31.01 | 31.04 | 31.07 | 31.09 | 31.12 | 31.15 | 31.18 | 31.21 | 31.24 | 31.27 |

CONVERSION FACTORS

| TO CONVERT | INTO | MULTIPLY BY | TO CONVERT | INTO | MULTIPLY BY |
|-------------|--------------|-------------|--------------|------------|-------------|
| Centimetres | Inches | 0.394 | Lbs/Imp Gal | Kg/Litre | 0.0998 |
| Feet | Metres | 0.3048 | Lbs/U.S. Gal | Kg/Litre | 0.120 |
| U.S. Gal | Litres | 3.785 | Lbs sq. in. | Inches Hg. | 2.040 |
| Imp Gal | U.S. Gal | 1.201 | Litres | U.S. Gal | 0.264 |
| Imp Gal | Litres | 4.546 | Litres | Imp Gal | 0.220 |
| Inches | Centimetres | 2.540 | Metres | Feet | 3.281 |
| Inches Hg. | Lbs sq. in. | 0.490 | N. Miles | Kilometres | 1.852 |
| Kg/Litre | Lbs/Imp Gal | 10.023 | N. Miles | St. Miles | 1.151 |
| Kg/Litre | Lbs/U.S. Gal | 8.333 | Pounds | Kilograms | 0.454 |
| Kilograms | Pounds | 2.205 | St. Miles | Kilometres | 1.609 |
| Kilometres | St. Miles | 0.621 | St. Miles | N. Miles | 0.868 |
| Kilometres | N. Miles | 0.540 | U.S. Gal | Imp Gal | 0.833 |

TEMPERATURE: DEGREES C TO DEGREES F

| °C | °F | °C | °F | °C | °F | °C | °F | °C | °F | °C | °F |
|-----|-------|-----|-------|-----|------|----|------|----|------|----|-------|
| -45 | -49.0 | -33 | -27.4 | -21 | -5.8 | -9 | 15.8 | 3 | 37.4 | 15 | 59.0 |
| -44 | -47.2 | -32 | -25.6 | -20 | -4.0 | -8 | 17.6 | 4 | 39.2 | 16 | 60.8 |
| -43 | -45.4 | -31 | -23.8 | -19 | -2.2 | -7 | 19.4 | 5 | 41.0 | 17 | 62.6 |
| -42 | -43.6 | -30 | -22.0 | -18 | -0.4 | -6 | 21.2 | 6 | 42.8 | 18 | 64.4 |
| -41 | -41.8 | -29 | -20.2 | -17 | 1.4 | -5 | 23.0 | 7 | 44.6 | 19 | 66.2 |
| -40 | -40.0 | -28 | -18.4 | -16 | 3.2 | -4 | 24.8 | 8 | 46.4 | 20 | 68.0 |
| -39 | -38.2 | -27 | -16.6 | -15 | 5.0 | -3 | 26.6 | 9 | 48.2 | 21 | 69.8 |
| -38 | -36.4 | -26 | -14.8 | -14 | 6.8 | -2 | 28.4 | 10 | 50.0 | 22 | 71.6 |
| -37 | -34.6 | -25 | -13.0 | -13 | 8.6 | -1 | 30.2 | 11 | 51.8 | 23 | 73.4 |
| -36 | -32.8 | -24 | -11.2 | -12 | 10.4 | 0 | 32.0 | 12 | 53.6 | 24 | 75.2 |
| -35 | -31.0 | -23 | -9.4 | -11 | 12.2 | 1 | 33.8 | 13 | 55.4 | 25 | 77.0 |
| -34 | -29.2 | -22 | -7.6 | -10 | 14.0 | 2 | 35.6 | 14 | 57.2 | 26 | 78.8 |
| | | | | | | | | | | 38 | 100.4 |
| | | | | | | | | | | 50 | 122.0 |

A50 GENERAL

TIME CHECKS – HF FREQUENCIES

CANADIAN TIME SIGNALS – Station CHU, Ottawa, Ontario, operates continuously on the following frequencies: 3330 kHz, 7850 kHz and 14670 kHz. The bilingual voice announcement which is heard each minute takes the form: "CHU CANADA – COORDINATED UNIVERSAL TIME-TEMPS UNIVERSEL COORDONNÉ – HOURS – MINUTES – HEURES – MINUTES" (English on even minutes, French on odd) and on the hour: "CHU CANADA – COORDINATED UNIVERSAL TIME - TEMPS UNIVERSEL COORDONNÉ – HOURS EXACTLY – HEURES PRÉCISES".

AMERICAN TIME SIGNALS – WWV and WWVH continuously broadcast nominal frequencies and time consistent with the internationally agreed upon time scale, Coordinated Universal Time (UTC), on the following frequencies: WWV - 2.5, 5, 10, 15 and 20 MHz, WWVH - 2.5, 5, 10 and 15 MHz. The voice announcement which is heard each minute takes the form: "At the tone - fourteen hours, thirty five minutes Coordinated Universal Time".

MORSE CODE AND PHONETIC ALPHABET

| | | | | | |
|-----------------------|---------|-------------|-------------|-------------|--------------------|
| A · – | Alfa | AL fah | N – · | November | no VEM ber |
| B – · · | Bravo | BRAH VOH | O – – – | Oscar | OSS cah |
| C – – – · | Charlie | CHAR lee or | P · – – – | Papa | pah PAH |
| | | SHAR lee | Q – – – – | Quebec | keh BECK |
| D – – – | Delta | DELL tah | R – – – – | Romeo | ROW me oh |
| E · | Echo | ECK oh | S – – – – | Sierra | see AIR rah |
| F – – – – · | Foxtrot | FOKS trot | T – – – – | Tango | TANG go |
| G – – – – | Golf | GOLF | U – – – – | Uniform | YOU nee form or |
| H – – – – – | Hotel | ho TELL | V – – – – | Victor | VIK tah |
| I – – – – – – | India | IN dee ah | W – – – – | Whiskey | WISS key |
| J – – – – – – – | Juliett | JEW lee ETT | X – – – – | Xray | ECKS RAY |
| K – – – – – – – – | Kilo | KEY loh | Y – – – – | Yankee | YANG key |
| L – – – – – – – – – | Lima | LEE mah | Z – – – – | Zulu | ZOO loo |
| M – – – – – – – – – – | Mike | MIKE | | | |
| 0 – – – – – – – – – – | ZE-RO | | 6 – – – – – | SIX | Barred letters for |
| 1 – – – – – – – – – – | WUN | | 7 – – – – – | SEV-en | marine beacons |
| 2 – – – – – – – – – – | TOO | | 8 – – – – – | AIT | a – – – – |
| 3 – – – – – – – – – – | TREE | | 9 – – – – – | NIN-er | e – – – – |
| 4 – – – – – – – – – – | FOW-er | | Decimal | DAY-SEE-MAL | o – – – – |
| 5 – – – – – – – – – – | FIFE | | Thousand | TOU-SAND | u – – – – |

NOTE: The syllables printed in capital letters in the above list are to be stressed; for example, the two syllables in ZE-RO, are given equal emphasis, whereas the first syllable of FOW-er is given emphasis.

GLOSSARY FOR VFR CHARTS**FRENCH****ENGLISH**

| | |
|------------------------------|----------------------|
| Abandonné,ée | abandoned |
| Anse | Inlet |
| Aqueduc | Aqueduct |
| Attention traversée de câble | Caution cable span |
| Baie | Bay |
| Barrage | Dam |
| Bât. Bâtiment(s) | Bldg. Building(s) |
| Brasse | Fathom |
| Brise-lames | Breakwater |
| Cabine(s) | Cabin(s) |
| Cap | Cape |
| Carrière(s) | Quarry, Quarries |
| Carrière de gravier | Gravel pit |
| Centrale électrique | Power House |
| Centre commercial | Shopping centre |
| Cimetière | Cemetery |
| Ciné-parc | Drive-in-theatre |
| Champ de tir | Rifle range |
| Château d'eau | Water Tower |
| Chemin de fer | Railway |
| Cheminée | Chimney |
| Clignotant | Flashing |
| Cratère | Crater |
| Délimitation des arbres | Tree line |
| Dépôt | Depot |
| Détroit | Sound |
| Digue | Dyke |
| Écluses | Locks |
| École | School |
| Édifices du Parlement | Parliament Buildings |
| Église | Church |
| En construction | Under construction |
| Épave | Wreck |
| Est | East |
| Étang | Pond |
| Étang de sédmentation | Settling pond |
| Fabrique | Factory |
| Haut-fond | Shoal |
| Havre | Harbour |
| Hôpital | Hospital |
| Île | Island |
| Îlot | Islet |

A52 GENERAL

GLOSSARY FOR VFR CHARTS (Cont'd)

| FRENCH | ENGLISH |
|--|---|
| Lac | Lake |
| Lagune | Lagoon |
| Lagune pour égouts | Sewage lagoon |
| Ligne de haute tension | Power Transmission Line |
| Ligne de partage des eaux (Position approximative) | Crest of watershed (Position approximate) |
| Limite des courbes intermédiaires de 200 pieds | Limits of 200 foot intermediate contours |
| Marais | Marsh |
| Marécage | Swamp |
| Montagne | Mountain |
| Nord | North |
| Ouest | West |
| Papeterie | Paper Mill |
| Péninsule | Peninsula |
| Phare | Lighthouse |
| Piste de courses | Race Track |
| Pointe | Point |
| Pont | Bridge |
| Poste de transformateurs | Transformer Station |
| Quai | Wharf |
| Rapides | Rapids |
| Récif | Reef |
| Réservoirs de pétrole | Oil tanks |
| Ruisseau | Creek, Stream |
| Sable | Sand |
| Sentier d'hiver | Winter trail |
| Sommet | Peak |
| Stade | Stadium |
| Submergé | Submerged |
| Sud | South |
| Terrain de golf | Golf Course |
| Terrain d'expérience pour véhicules | Vehicle Testing Ground |
| Toundra | Tundra |
| Tour | Tower |
| Tour de garde-feu | Fire Tower |
| Tour d'observation | Lookout tower |
| Tracé approximatif | Approximate alignment |
| Traversée de câble | Cable crossing |
| Traversier | Ferry |
| Usine de ciment | Cement plant |

GENERAL CHART LEGEND

VFR Chart Symbols (VTA, VNC)

(Only those symbols which may be difficult to interpret are shown)

BOUNDARIES

| | |
|--------------------------------|--|
| International | |
| Provincial, State, Territorial | |
| National and Provincial Parks | |
| Wildlife Refuge | |
| Limit of the Territorial Sea | |
| Outer Limit of Fishing Zone | |

WATER FEATURES

| | |
|-----------------------------------|----|
| Non-perennial Lake | |
| | or |
| | |
| Non-perennial stream or coastline | |
| Waterfalls, Rapids | |
| Dams | |
| Locks | |
| Rocks-bare or awash | |
| Swamp or marsh | |
| Land subject to inundation | |
| String bog | |
| Rocky reef (ledge) | |
| Reservoir (depicted in blue) | |

LAND FEATURES

| | |
|---------------------------------|----|
| Esker | |
| | or |
| | |
| Moraine | |
| | or |
| | |
| Dykes | |
| Sand (deposits, raised beaches) | |
| Cliff or depression | |

GROUND TRANSPORTATION

| | |
|--------------------------------------|--|
| Divided highway | |
| Primary road | |
| Secondary road | |
| Trail or cut line | |
| Single track railroad (with station) | |
| Double track railroad (with yard) | |
| Railway abandoned | |

RELIEF

| | |
|---|--|
| Critical spot elevation (in feet) | |
| Spot elevation (in feet) | |
| Spot elevation (based on unreliable data) | |
| Mountain pass | |

MISCELLANEOUS

| | |
|---|----|
| Tunnel | |
| Lookout tower | |
| Building (unless otherwise labelled) | |
| Chimney, silo, water tank etc. (label) | |
| Wells other than water (label) | |
| Mine | |
| Racetrack | |
| Pipeline (underground labelled) | |
| Power transmission line | |
| | or |
| Aerial cableway, ski lift, conveyor belt or similar feature | |
| EVEN Cruising altitude indicated by pointed end of box. | |
| CAUTION BLASTING AREA Do not overfly at less than 3000' AGL. | |

A54 GENERAL

**AERODROME SKETCH AND VFR TERMINAL PROCEDURES CHART (VTPC)
LEGEND**

All distances in nautical miles. Runway dimensions in feet. Elevations in feet above sea level. Bearings are magnetic except when labelled G for Grid or T for True. ALL AERODROME SKETCHES ARE ORIENTED ON TRUE NORTH. (If symbols not found, consult VFR chart symbols). Text or symbols will be depicted as white on black where they coincide with buildings or other areas depicted with solid black

AERODROME SURFACES

| | |
|--|----|
| Turnaround bay | |
| Hard surface runway | |
| Under construction, closed or abandoned surface | |
| Sand, gravel, turf, etc., runway | |
| Ski, ultra-light, glider strip (activity labelled) | |
| Displaced runway threshold | |
| | or |
| Taxiway, apron or holding bay | |
| Taxiway designator | |

LIGHTS

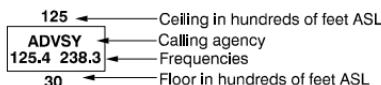
| | |
|--|--|
| Aerodrome beacon (rotating or strobe) | |
| Hazard beacon | |
| Obstruction light | |
| Obstructions (heights ASL unless otherwise noted) | |
| Landing direction indicator | |
| Wind direction indicator | |
| Lighting annotations: F-fixed, Fl-flashing, Occ-occulting, R-red, G-green, Bl-blue | |
| Lights are white unless otherwise annotated | |

APPROACH LIGHTING

Refer to Section A Lighting

RADIO AIDS

| | | | |
|---------|--|----------------------|--|
| NDB | | TACAN | |
| VOR | | VORTAC | |
| VOR/DME | | Radio aid (labelled) | |

COMMUNICATIONS-CLASS "C" AIRSPACE**AIRSPACE**

| | |
|-------------------------------|--|
| Class "B" control zone | |
| Class "C" or "D" control zone | |
| Class "E" control zone | |
| Floor Separation | |
| Helicopter routes | |
| Fixed wing VFR routes | |

AIRSPACE (Cont'd)

| | |
|---|--|
| Class "F" airspace | |
| CYA - Advisory | |
| CYD - Danger | |
| CYR - Restricted | |
| Advisory Area Activity Codes | |
| (A) Aerobatic | |
| (F) Aircraft Test Area | |
| (H) Hang Gliding | |
| (M) Military Operations | |
| (P) Parachuting | |
| (S) Soaring | |
| (T) Training | |
| Altitudes are inclusive unless otherwise indicated e.g. (above 5000' to 10,000') (5000' to below 10,000') | |

MISCELLANEOUS

| | |
|---|--|
| Unidirectional arrester cable | |
| Bidirectional arrester cable | |
| Arresting barrier | |
| Cliff or depression | |
| Transmission line | |
| Cable span | |
| Trees | |
| Fence | |
| Noise Sensitive Area | |
| Built-up areas | |
| Cemetery | |
| Instrument Approach Waypoint | |
| VFR call-up point prior to entry of the specified class of airspace. | |
| VFR checkpoint prior to CZ entry, within a CZ, or prior to entry of special use airspace. | |

NOTE: When cleared to orbit the aircraft should remain within 2NM of the Call-up/Checkpoint in the direction of the arrow. It is recommended that all turns be made to the left.

| | |
|--|--|
| Heliport (Where FATO & TLOF are embedded or coincidental) | |
| Hospital heliport (Where FATO & TLOF are embedded or coincidental) | |
| FATO (Where TLOF is not coincidental) | |
| Heliport parking pad | |
| Soaring | |
| Hang gliding | |
| Ultra-light aircraft operations | |
| Training | |
| Parachuting | |
| Land Aerodrome | |
| Water Aerodrome | |
| Aerodrome Status Unknown | |
| Abandoned Aerodrome | |

VFR TERMINAL PROCEDURES CHART (VTPC)

The purpose of the VTPC is to give an overall perspective of Control Zones or any area around aerodromes as specified by the OCC. The VTPC will be published where important information cannot be adequately described by the sketch or text. It is not for the purpose of precise navigation, therefore, the applicable VFR aeronautical chart should be used for air navigation. The VTPC can be interpreted using the appropriate symbology legend in this section. For purposes of clarity, only the highest obstacle within each quadrant of the applicable area is shown on the VTPC.

AERODROME SKETCH

The aerodrome sketch, when provided, depicts the aerodrome and its immediate environs as seen from the air and should be used in conjunction with the text. It is intended as a guide for pilots in VFR conditions.

Symbology used on sketches can be interpreted by using the chart legends found in this section. Trees, power lines, obstacles, etc., shown in the sketch in the vicinity of runways should be taken into consideration when assessing an aerodrome. Known obstacles 300 feet AGL or higher, not within the shadow of an adjacent higher obstacle, as well as those lower than 300 feet AGL that are considered significant to VFR flight conditions are shown on the sketch. A significant obstacle is any man-made fixed object which has vertical significance in relation to adjacent surrounding features and which is considered a potential hazard to the safe passage of aircraft. The Obstacle Clearance Circle (OCC) reflects the highest known obstacle and is fully explained in this section. It should be noted that the aerodrome sketch depicts a smaller area than does the OCC. When an aerodrome is preceded by a VFR Terminal Procedures Chart (VTPC), topography will not be depicted on the sketch.

Aerodromes which are certified (see General Section - **OPERATOR**) meet obstacle clearance criteria in the immediate approach and take-off areas of a runway. Registered aerodromes have not been assessed and should be viewed accordingly.

OBSTACLE CLEARANCE CIRCLE (OCC)

The obstacle clearance circle is a guide for pilots operating VFR within close proximity to aerodromes and should not be construed as providing minimum descent altitudes.

The single altitude associated with OCC, determined by adding 1000' to the highest obstruction (ASL) located within the same geographic area that the circle describes and rounded up to the next 100 foot increment, is shown. An obstacle may be a man-made structure or a topographic height feature.

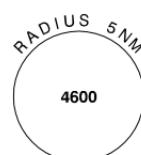
The Control Zone radius is indicated on the upper outer circumference of the circle along with the class of airspace (see Planning Section) that the Control Zone has been designated. The altitude ASL that the zone extends up to will also be shown. Should the zone depart from the standard cylindrical shape, the note "shape irregular" shall be indicated on the lower outer circumference.

The centre of the circle describes the centre of the aerodrome.

The obstacle clearance circle is not applicable to heliports.



ALL HEIGHTS ASL



A56 GENERAL

AERODROMES AND FACILITIES LEGEND - ANNOTATIONS & CODES**CANADIAN AVIATION REGULATIONS (CAR)**

With the promulgation of the CAR, some of the information in SECTIONS B, C, E and F of the Canada Flight Supplement has been incorporated by reference. Therefore, whenever there is a reference in the CAR to information that is "specified by the Minister in the Canada Flight Supplement", that information will form part of the regulation and will have the same effect in law. The following information in SECTION B has been so specified by the Minister:

RUNWAY AND/OR HELI DATA (RWY DATA, HELI DATA):

Operating Restrictions that are specified by the Minister (CAR 602.96) in order to comply with the Airport Certificate issued for the aerodrome/heliport will be indicated, e.g.,

| | |
|------------------|---|
| HELI DATA | Parking Pad 4: Ngt use - Rstd to prkg only (CAR 602.96) |
|------------------|---|

COMMUNICATIONS (COMM):

The designation of an MF Area is indicated by the **MF** entry, e.g.,

| | |
|--------------------------|---|
| COMM MF | radio 118.7 04-12Z‡ 5NM 3100 ASL (CAR 602.98) |
|--------------------------|---|

Within MF Areas, MF Reporting Requirements (CAR 602.98) are mandatory.

PROCEDURES (PRO):

Mandatory right hand circuit procedures (CAR 602.96) are indicated, e.g.,

| | |
|------------|---|
| PRO | Rgt hand circuits rwys 22, 28 & 34 (CAR 602.96) |
|------------|---|

Operating Restrictions that are specified by the Minister (CAR 602.96) in order to comply with the Airport Certificate issued for the aerodrome/heliport will be indicated, e.g.,

| | |
|---------------------------|--|
| PRO HELI | Rstd to arr/dep 250° fr heliport only (CAR 602.96) |
|---------------------------|--|

Mandatory Noise Operating Criteria and/or Noise Restricted Runway (CAR 602.105 or 602.106) are indicated by the **NOISE** entry, e.g.,

| | |
|----------------------------|---|
| PRO NOISE | Noise Operating Criteria (CAR 602.105) Noise Restricted Runway (CAR 602.106) |
|----------------------------|---|

AERODROMES AND FACILITIES LEGEND - ANNOTATIONS & CODES (Cont'd)

LOCATION

The name of community aerodrome serves when geographic location is not reflected in the aerodrome name, or the name of Canadian Forces aerodrome. Name of aerodrome when different from community name. Province if within Canada. State if within U.S.A., Country if outside U.S.A. or Canada.

MONTRÉAL / ST-HUBERT QC

CYHU

If the aerodrome is for helicopter use only, the word "Heli" will appear in parenthesis following the aerodrome name.

Location indicator

| Province/Territory | Two Letter Code |
|-------------------------|-----------------|
| Newfoundland & Labrador | NL |
| New Brunswick | NB |
| Nova Scotia | NS |
| Prince Edward Island | PE |
| Quebec | QC |
| Ontario | ON |
| Manitoba | MB |
| Saskatchewan | SK |
| Alberta | AB |
| British Columbia | BC |
| Yukon Territory | YT |
| Northwest Territories | NT |
| Nunavut | NU |

REFERENCE (REF)

| | | | |
|---|--|--|--|
| Aerodrome Geometric Centre Coordinates | Location from community | MAG VAR 2003 unless otherwise indicated | Aeronautical charts on which the aerodrome and/or its Nav Aid are or will be depicted. NOTE: The "Air" in the AIR5000 series visual navigation charts is abbreviated to "A" e.g. AIR5001 will be shown as A5001. |
| REF | N45 28 05 W73 44 30 GV10°W UTC-5(4) LO1 LO9 T1 CAP RCAP OC | 2.25SW 25°E (2012) Elev 00' A5003 | Obstacle charts when available, Aerodrome Obstacle Charts ICAO Type A provide the data necessary to enable an operator to comply with the operating limitations of ICAO Annex 6 Chapter 5. |
| Gravitation | | A/D Elevation (where relief data is unreliable, the term "aprx" will be added). Aerodrome elevation is the highest point on the usable landing surface, expressed in feet ASL. (00) elevation represents sea level. | |
| Time Zone Factor | | | |
| Location has an IFR approach published in the Canada Air Pilot | | | |
| Location has a Restricted Instrument Approach (RIP) published in the Restricted Canada Air Pilot (RCAP) | | | |

A58 GENERAL**TIME ZONE FACTOR**

Time zone factors are shown for each aerodrome under the **REF** sub-heading. The Coordinated Universal Time (UTC) zone factor will be given, expressed as a plus or minus value, followed by the Daylight Saving Time value in parenthesis, if applicable, e.g., UTC-6 or UTC-5(4).

Certain portions of Canada operate on "Standard Time" between 0200 hrs local time on the first Sunday in November to 0200 hrs local time on the second Sunday in March, and on "Daylight Saving Time" between 0200 hrs local time on the second Sunday in March to 0200 hrs local time on the first Sunday in November. There is a one hour difference between the two which is indicated by the additional time zone factor in parenthesis.

Canada is divided into six time zones shown below together with their respective time zone factors:

| | | | | | | |
|-----|--------------|----------------|-----|----------|----|-----|
| (a) | Newfoundland | -3 1/2 (2 1/2) | (d) | Central | -6 | (5) |
| (b) | Atlantic | -4 (3) | (e) | Mountain | -7 | (6) |
| (c) | Eastern | -5 (4) | (f) | Pacific | -8 | (7) |

TIMES OF OPERATION

The Standard Time hours of operation of facilities and services are indicated in UTC, expressed as "Z" time. If applicable, the Daylight Saving Time (DT) hours of operation will be indicated by the symbol "‡" following the UTC hours of operation. The symbol "‡" indicates that during periods of Daylight Saving Time, the operating hours will be one hour earlier than shown, e.g., **ARFF** | 10-04Z‡ means that the DT hours will be 09-03Z.

If for some reason Daylight Saving Time hours of operation were to differ from Standard Time hours of operation, then the actual hours would be listed in parenthesis, e.g., **ARFF** | 10-04Z (DT 08-02Z). When no DT symbol "‡" is listed, or when no DT hours are quoted in parenthesis, it indicates that the facilities or services operate year round on Standard Time only.

To determine the hours of operation of facilities and services in local time subtract the appropriate time zone factor from the UTC times shown.

Example:

TORONTO / OSHAWA EXECUTIVE AIRPORT ON UTC-5 (4)

| | | |
|-------------|------------|-----------------------|
| COMM | TWR | 120.1 (V) 1130-0330Z‡ |
|-------------|------------|-----------------------|

During Standard Time period: 1130-0330Z -5 = 0630-2230 local time.

During Daylight Saving Time period, "‡" means (DT 1030-0230Z),

i.e., one hour earlier than shown: 1030-0230Z -4 = 0630-2230 local time.

OPERATOR (OPR)

Aerodrome operator *lodger unit*

| | | | | | |
|------------|-----------------------|------|----------|---------------|-----|
| OPR | TC (DND) 123-456-7890 | Cert | Ldg fees | NVIS OPS AUTH | PPR |
|------------|-----------------------|------|----------|---------------|-----|

AERODROME STATUS

Certified (Cert)

An aerodrome for which an airport or heliport certificate is issued, requiring the operator to maintain and operate the site in accordance with applicable Transport Canada standards. Regular inspections are conducted by Transport Canada to confirm compliance. Certified heliports that have met additional global exemption conditions included in their certificate may be published as NVIS OPS AUTH and may be utilized by NVIS authorized helicopters operators.

Registered (Reg)

An aerodrome listed in the Supplement which is not certified as an airport. Registered aerodromes are not subject to an ongoing inspection program. Pilots intending to use these aerodromes should obtain current information from the owner/operator.

Military (Mil)

An aerodrome that is owned and operated by DND and is not certified or inspected by Transport Canada. All military aerodromes require prior permission (PPR) for civilian aircraft. The utilization of any DND aerodrome/heliport, including those listed as abandoned, as well as, DND facilities for the purpose of storing petroleum products (POL), is strictly prohibited without written approval of DND.

AERODROME STATUS (Cont'd)

Request for utilization of any DND aerodrome/heliport, or, storing POL on DND facilities is to be addressed to:

National Defence Headquarters

Directorate Aerospace Equipment Program Management

Radar and Communication System

101 Colonel By Drive

Ottawa ON

K1A 0K2

NOTES:

Prior Permission Required (PPR)

Where the acronym "PPR" is shown, the aerodrome owner's or operator's permission is required prior to use, except in cases of emergency.

Prior Notice Required (PN)

Where the acronym "PN" is shown, the aerodrome owner or operator is to be notified prior to use in order that current information on the aerodrome may be provided.

Landing Fees

Where "Ldg fees" is listed, the aerodrome operator charges a fee to all users for using the aerodrome. The exact fee can be established by contacting the operator.

PUBLIC FACILITIES (PF)

| | |
|-----------|---------------------------|
| PF | A-1,2,3,4 Avbl 12-23Z B-5 |
|-----------|---------------------------|

The following codes indicate the availability of public facilities, they may be used singly or in groups, however, the numerals shall always follow the letters.

- A These facilities are available in the terminal building (when taxi is shown after this letter it indicates a direct line is available in the terminal building or a taxi stand exists).
- B These facilities are on the aerodrome.
- C These facilities exist within 5 nm of aerodrome.
- D These facilities exist within 30nm of aerodrome.
- 1 Telephone.
- 2 Food.
- 3 Taxi.
- 4 Medical facilities (minimum available is that provided by a Registered nurse).
- 5 Accommodation (rental).
- 6 Car rental.
- 7 Public Wi-Fi.
- 8 Public Internet Access.

CUSTOMS (CUST)

| | |
|-------------|--|
| CUST | AOE/24 888-226-7277 excess of 15 pax PN 14-21Z Mon-Fri |
|-------------|--|

CUSTOMS DESIGNATORS

AOE refers to Airport of Entry, and designates all aerodromes where customs and immigration services are available from the Canada Border Services Agency (CBSA).

Aerodromes with capacity limitations are indicated by a number preceded by a forward slash, e.g., AOE/44. Where an aerodrome is indicated to be limited to a capacity of 15, it refers to an authorized CBSA Airport of Entry and exit for general aviation air traffic only, e.g., privately operated or small charter aircraft carrying no more than 15 passengers and crew and their baggage.

A60 GENERAL

AOE/CAN Airport of entry designated for CANPASS private and corporate permit holders only that are from Canada or the USA.

Some airport authorities have entered into cost recovery agreements with the CBSA in order to provide service in certain circumstances, including service during the hours posted in this directory. Please consult airport authorities for more information about how cost recovery may apply to your particular situation.

CBSA (CUSTOMS AND IMMIGRATION) PROCEDURES

(a) Pilots must land at a CBSA authorized Airport of Entry (AOE) and a flight plan must be filed for all trans-border flights with NAV CANADA (CAR 602.73).

(b) Aerodromes which are designated as an AOE with CBSA services available are indicated in the Aerodrome/Facility Directory. "ADCU" notifications on flight plans will no longer be accepted and pilots of general aviation aircraft are required to make their own arrangements for CBSA clearance by calling 1-888-226-7277 at least 2 hours but not more than 48 hours before flying into Canada. See AIP GEN 1.2.

Pilots are also cautioned that for flight arrivals outside of the established hours, CBSA service may not always be available and, if service is made available, call-out charges may be levied.

(c) **Telephone Reporting Centre program:** Travellers on a Canadian or U.S. registered private, company-owned, or small non-scheduled charter aircraft carrying no more than 15 passengers, arriving directly from the United States, may use a telephone reporting system to receive permission from a border services officer to enter Canada. The pilot must provide advance notification of arrival and information on all passengers and goods onboard to the CBSA at least 2 hours but not more than 48 hours before flying into Canada by calling the Telephone Reporting Centre at 1-888-226-7277. See AIP GEN 1.2.

Pilots are reminded that providing advance notification of arrival in Canada to the CBSA Telephone Reporting Centre does not fulfill their flight planning requirements and that a flight plan must be filed for all trans-border flights with NAV CANADA.

(d) For those flights commencing outside the geographical areas covered under the 1-888-226-7277 number (North America), the following number is available:

Hamilton, ON Tel: 905-679-2073 Fax: 905-308-8740

For more information on telephone reporting please refer to the Coming to Canada by Small Aircraft or Recreational Boat publication available at the following web address:

<http://www.cbsa-asfc.gc.ca/publications/pub/bsf5061-eng.html>

(e) Where, due to weather conditions or other emergency, the aircraft lands at a place which is not designated as a place for CBSA reporting, the pilot shall call 1-888-226-7277 or the nearest office of the Royal Canadian Mounted Police as soon as possible.

(f) **Military:** Flights should enter Canada via an AOE unless previously arranged with the CBSA. "ADCU" notification on flight plans will no longer be accepted. Military crews must always make their own arrival and CBSA clearance arrangements with the local CBSA office by telephone, by letter or via HF communication (through a Wing Ops, phone patch, etc.).

Agreements between Wings and local CBSA offices may vary; therefore, contact applicable Wing Ops for local procedures. The telephone number of the nearest local CBSA office may be requested by calling 1-888-226-7277. For those flights commencing outside the geographical areas covered under 1-888-226-7277 number, refer to paragraph. (d), above.

(g) Medical evacuation flights (MEDEVAC) should enter Canada via a staffed AOE or AOE/15 within the hours of operations listed in the CFS. All arrangements for CBSA clearance should be done through the CBSA Telephone Reporting Centre (1-888-226-7277) at least 2 hours prior to landing, or, in cases of medical emergency flights, as soon as the information becomes available.

CBSA (CUSTOMS AND IMMIGRATION) PROCEDURES (Cont'd)

- (h) **U.S. Customs:** U.S. Customs and Border Protection (CBP) requires private aircraft pilots or their designees arriving in the United States from a foreign port or location destined for a U.S. port or location, or departing the United States to a foreign port or location, to transmit electronically to CBP passenger manifest information for each individual traveling on board the aircraft. The CBP requires private aircraft pilots or their designees to provide additional data elements when submitting a notice of arrival and requires private aircraft pilots or their designees to submit a notice of departure. Private aircraft pilots or their designees will be required to submit the notice of arrival and notice of departure information to CBP in the same transmission as the corresponding arrival or departure passenger manifest information via the Electronic Advance Passenger Information System (eAPIS) or an approved alternate system. Data must be received by CBP no later than 60 minutes before an arriving private aircraft departs from a foreign location destined for the United States and no later than 60 minutes before a private aircraft departs a U.S. airport or location for a foreign port or place. ADCUS and CANPASS notification on flight plans departing the U.S. or Canada will no longer be accepted. Private pilots or their designees are required to set up an eAPIS account at least five days prior to their first transborder flight. For additional information consult the CBP web site at www.cbp.gov

The publication "U.S. Customs and Border Protection Guide for private flyers" outlines special arrangements and restrictions applicable to American airports. This publication is available online at the following address www.cbp.gov/xp/cgov/travel/pleasure_boats/private_flyers/

FLIGHT PLANNING (FLT PLN)

| | | <i>Bilingual services at this facility</i> | <i>Hrs of ops, when less than H24,</i> |
|----------------|------------|--|--|
| | | <i>All services bilingual</i> | |
| FLT PLN | FIC | (bil) NOTAM FILE CYHZ (bil) Québec 866-GOMÉTÉO or 866-WXBRIEF (Toll free within Canada) or 866-541-4105 (Toll free within Canada & USA) | |
| ACC | | IFR Flt Plns 123-456-7890 | |
| MIL | | 123-456-7890 CSN 765-4321 | |
| CARS | | 123-456-7890 ltd hrs (see COMM) | |
| WX | | METAR H24. TAF H24, issue times: 05, 11, 17, 23Z. 123-456-7890. CSN 123-4567 full svc 10-24Z; ltd svc 00-10Z (see COMM) | |
| DUAT | | Sky High Flying Club | |

NOTAM:

The term "(bil)" preceding the term "NOTAM FILE" indicates that all services listed below are offered bilingually. When bilingual services are limited, the term "(bil)" will precede the appropriate service.

The term "NOTAM FILE" followed by 4 letters indicates the 4-letter location indicator under which NOTAMJ (Aircraft Movement Surface Condition Reports (AMSCR) NOTAM) may be obtained by query/response using the Aeronautical Fixed Telecommunication Network (AFTN). For more information on how to obtain NOTAM, NOTAM Regions and dissemination categories, consult AIP Canada (ICAO).

FLIGHT INFORMATION CENTRE (FIC):

Flight Information Centres provide pre-flight and flight information services en-route (FISE). The services include the provision of, or consultation on, pilot weather briefings, meteorological information, aeronautical information, aeronautical broadcasts, flight planning and VFR alerting, flight regularity message service, and other associated information services.

For access to services provided by the FICs, the following telephone numbers are available toll-free within Canada only:

1-866-WXBRIEF (1-866-992-7433). Calls to this number are routed to the FIC that serves the area from where the call originates.

1-866-GOMÉTÉO (1-866-466-3836). All calls to this number are routed to Québec FIC. This number is intended for the provision of bilingual services.

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FLIGHT INFORMATION CENTRE (FIC): (Cont'd)

Due to limitations of some telecommunication service providers, cellular and satellite telephone calls may not be connected to 1-866-WXBRIEF/GOMÉTÉO. Should this occur, the following list of unique toll free numbers provides direct toll-free access (from within Canada and the continental United States) to the FICs. If callers are unable to reach the FIC using these toll-free numbers, we have also included in this list the long distance toll numbers that will send the caller directly to the same queue as if they called 1-866-WXBRIEF or 1-866-GOMÉTÉO.

| | |
|---------------------------------|--------------------------------|
| Kamloops FIC: | 1-866-541-4101 or 250-376-8392 |
| Edmonton FIC: | 1-866-541-4102 or 780-890-8386 |
| Winnipeg FIC: | 1-866-541-4103 or 204-983-8407 |
| London FIC: | 1-866-541-4104 or 519-452-4040 |
| Quebec FIC (bilingual service): | 1-866-541-4105 or 418-871-8678 |

AREA CONTROL CENTRE (ACC):

At specified locations the ACC provides weather information (hourly and special reports only) and NOTAM, and also accepts flight plans. Collect calls will be accepted from locations not having air traffic services communications facilities. At other locations, the ACC accepts the filing of flight plans directly by Fax, and this is indicated by the following note: "flt pln by Fax 123-456-7890".

MILITARY (MIL):

Military flight planning facility; normally restricted to military use only. Canadian NOTAM information is available on the DWAN at <http://met.forces.gc.ca>, and online at <http://www.flightplanning.navcanada.ca>. International NOTAMs are available on the DWAN and online at <http://www.notams.jcs.mil> and <http://www.notams.faa.gov>.

COMMUNITY AERODROME RADIO STATION (CARS):

Ground stations using the call sign "AIRPORT RADIO" are usually operated by Community Aerodrome Radio Stations (CARS). Airport Radio (APRT RDO) service is provided by Observer/Communicators (O/Cs) who are certified to conduct aviation weather observations and radio communications to facilitate aircraft departures and arrivals (O/Cs are authorized to provide an altimeter setting for an instrument approach) at uncontrolled aerodromes (see TC AIM RAC).

The frequencies used by APRT RDO/CARS and the hours of operation (if less than H24) are listed under **COMM**, e.g., **APRT RDO I** 122.1 (V) 13-21Z‡ Mon & Wed-Fri, 16-24Z‡ Tue, exc federal observed hols.

WEATHER (WX):

For civil aviation purposes, NAV CANADA is responsible for the dissemination of weather information, observations and forecasts to meet the needs of a safe and efficient air navigation system.

The pilot briefing service is available by telephone.

Online weather is available from the NAV CANADA web site at:
<http://www.flightplanning.navcanada.ca>.

For military aviation purposes, the Canadian Forces Weather and Oceanographic Service has the same responsibilities. Military weather services are normally restricted to military use only. Military weather services are available on the DWAN at <http://met.forces.gc.ca>. Military air crew briefing services are available through a toll free telephone number at 1-800-WXMETEO (equates to 1-800-996-3836), CSN 432-2613, or regular phone number at (506) 422-2613

Observed weather information, observations and forecasts originating from any non-NAV CANADA or non-military weather service are considered to be provided by a private meteorological service provider.

WEATHER SERVICES - OBSERVATIONS

Surface Weather Observations in METAR format, made by human observers or by an Automated Weather Observation System (AWOS), are taken within 1.6 nautical miles of the aerodrome centre.

The AWOS is a vigilant and precise weather observation system. Sky condition, cloud amount, visibility and precipitation are determined from a sampling of a small volume of air at and above the AWOS. As a result the weather must occur in the sampling area to be 'seen' and reported by the system. It may take 15 minutes or more for the weather to actually cross the sensor before it is

detected and the algorithms can begin processing the data. This factor and the location of the AWOS itself, can on occasion contribute to the reported weather observation differing from the current weather in the vicinity of the aerodrome.

If a meteorological station location indicator differs from an aerodrome/heliport location indicator or the station is more than 1.6 NM from an aerodrome/heliport, and the services provided are used for air navigation purposes, the distance, direction and/or location indicator of the meteorological station will be provided.

WX METAR H24 (CWAA)

WX METAR H24 4.5SW (CWAB)

The following weather reports and services are listed for the applicable sites in the CFS under "FLT PLN" and "WX":

| | |
|-------------------|---|
| METAR | METAR and SPECI weather observation program taken by a qualified human observer that produces an hourly METAR or SPECI coded report that is disseminated beyond local aerodrome area through approved telecommunication network. METAR hours will be included. |
| METAR AUTO | METAR and SPECI weather observation program taken by a stand-alone Automated Weather Observation System (AWOS) that produces an hourly METAR or SPECI coded report that is disseminated beyond local aerodrome area through approved telecommunication network. (see *NOTE for NC AWOS enhancements). AWOS systems located outside of the Canadian Lightning Detection Network coverage area do not receive lightning data and therefore are unable to report thunderstorm or lightning data and therefore are unable to report thunderstorm or lightning activity. |
| LWIS | Limited Weather Information System (LWIS) - Automated weather system which produces an hourly LWIS coded report that is disseminated beyond local aerodrome area through approved telecommunication network. The coded LWIS report only contains wind speed, direction, temperature, dew point and altimeter setting. (See *NOTE for NC LWIS enhancements). |
| AUTO | An Automated weather system that does not meet requirements to produce METAR, SPECI or LWIS coded reports that is disseminated beyond local aerodrome area through approved telecommunication network. These systems can report a variety of observed weather elements. Contact the Aerodrome Operator (OPR) for further information on the specifics of the system. |
| ALTIMETER | Altimeter setting report derived from two aircraft altimeters. The private altimeter setting report is a weather service provided in support of an Approach UNICOM (AU). Contact the Aerodrome Operator (OPR) for further information on the specifics of the service. |
| WIND | Human assessment of wind speed and direction. The private wind speed and direction report is a weather service provided in support of an Approach UNICOM (AU). Contact the Aerodrome (OPR) for further information on the specifics of the service. |
| WxCam | Indicates that a NAV CANADA Aviation Weather Camera is installed at the site. Still images are transmitted to the NAV CANADA Aviation Weather Web Site at 10-minute intervals. |
| Webcam | Indicates that one or more cameras not belonging to NAV CANADA have been installed at this location. Contact the Aerodrome Operator (OPR) for further information on the specifics of the camera system. |

Stand-alone METAR AUTO and LWIS reports are available during published hours through normal meteorological information systems. At some sites an automated voice broadcast of the latest observation is available via VHF transmitter. In these cases, the VHF frequency is displayed in the **COMM** box (e.g. **COMM AWOS 124.7**, **COMM AUTO 122.025**). In cases where ALTIMETER and/or WIND is broadcast through a UNICOM (AU), the frequency is displayed in the **COMM** box (e.g. **COMM ATF UNICOM (AU) 122.7**).

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HOURS OF OPERATION

The hours of coverage for METAR, METAR AUTO, AUTO, LWIS, ALTIMETER and/or WIND are given (e.g. METAR 09-21Z). At sites where coverage is 24 hours, the coverage is listed as H24 (e.g. METAR H24, METAR AUTO H24). At sites where there is a combination of weather programs, the coverage will be listed as METAR xx-xxZ O/T METAR AUTO or LWIS (e.g. METAR 12-20Z O/T LWIS). Sites providing unspecified limited hours of coverage will be listed as ltd hrs (e.g. ALTIMETER ltd hrs). Contact the Aerodrome Operator (OPR) for further information on the specifics of the hours of operation.

*NOTE:

NAV CANADA's Automated weather system network (NC AWOS and NC LWIS) features include:

- **Thunderstorm Reporting** (NC AWOS) at sites within the domain of the Canadian Lightning Detection Network (CLDN). Thunderstorm activity, based on the proximity of the lightning strike(s) to the site, is to be reported as:
 - TS - Thunderstorm (at site), if lightning detected at 6sm or less;
 - VCTS - Thunderstorm in Vicinity, if lightning detected from > 6-10sm; and
 - LTNG DIST (direction) if lightning detected from >10 - 30sm, Lightning Distant with octant compass cardinal direction shall be reported in "Remarks" e.g. LTNG DIST NE, S, SW
 - LTNG DIST ALL QUADS - Lightning Distant All Quadrants will be reported in "Remarks" if lightning is detected in four or more octants.
- **Ice-Resistant Anemometer** (NC AWOS and NC LWIS) - Ice-resistant technology essentially eliminates anemometer performance degradation due to freezing precipitation, freezing fog or snow contamination.
- **Density Altitude reporting capability** (NC AWOS and NC LWIS) - Density altitude at the site is reported in hundreds of feet in the "Remarks" section of the observation if it is above aerodrome elevation.
- **Laser Ceilometer** (NC AWOS) - NC AWOS is capable of reporting cloud bases up to 25,000 ft.
- **Improved "Obstructions to Vision" reporting capability** (NC AWOS) - NC AWOS is capable of reporting Haze (HZ); Mist (BR); Fog (FG); Freezing Fog (FZFG); and Blowing Snow (BLSN).
- **Voice Generator Sub-System** (VGSS) - VHF transmission of weather report to pilots.
- **Runway Visual Range (RVR) reporting** (NC AWOS) at sites where RVR sensors are installed.
- **Remote Maintenance capability** (NC AWOS and LWIS) enables the remote monitoring, resetting, and upgrading of systems.
- **Updated weather algorithms** reduce the number of 'nuisance' SPECI reports (NC AWOS).
- **Digital aviation weather cameras (WxCam)** are installed at many NC AWOS, NC LWIS sites, and at stand-alone locations.

Sites in the Canada Flight Supplement (CFS) where aviation weather cameras are installed will have this service identified by using the term "**WxCam**" under the "**FLT PLN - WX**" section of the listing.

All METAR, SPECI and WxCam images are available on the NAV CANADA Aviation Weather Web Site (AWWS) at www.flightplanning.navcanada.ca.

WEATHER SERVICE - FORECASTS

Aerodrome Forecasts (TAF) are normally issued every 6 hours during periods when observations are being made. They are normally valid for 12 hours; however, the actual TAF validity period is part of the Aerodrome Forecast text.

The hours of coverage for TAF forecasts are given. Not all TAFs are issued at the same time by a Canadian Meteorological Aviation Centre of Environment Canada or Canadian Forces Weather and Oceanographic Service. TAF issue times are therefore given, e.g., TAF 24 hrs, issue times: 00, 06, 12, 18Z.

PILOT TO METRO SERVICE (PMSV):

The Canadian Forces operates a PMSV at selected bases to provide military aircrew direct radio contact with local Meteorological (Met) Sections. Details of this service and the actual frequencies to be used are listed under **COMM**, e.g., **PMSV I** 344.6. Where this service is available, the note "(see COMM)" is added to the WX entry.

CANADIAN FORCES OPERATIONAL WEATHER BRIEFING

Military aircrew requiring an operational weather briefing can contact the Joint Meteorological Centre (JMC) using the toll free number 1-800-WXMETEO (equates to 1-800-996-3836), CSN 432-2613 or regular phone number at (506) 422-2613.

Military air crew can also contact the JMC to arrange for a briefing by DWAN e-mail at "+GAG JMC Remote Brief Req@Joint Met Centre@Gagetown" or internet e-mail at "GAGJMCRemoteBriefReq@forces.gc.ca".

These services are intended for military aircrew who have an operational need for weather information and find themselves without access to other weather services. This service may be interrupted by higher priority operations.

FLT PLN/COMM Weather Example (Civilian)

| | |
|----------------|--|
| FLT PLN | |
| FIC | Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA) |
| WX | METAR dur FSS hrs of ops O/T METAR AUTO 123-456-7123 (see COMM). TAF 16-10Z, issue times: 16, 22, 04Z. |
| COMM | |
| AWOS | 124.7 |

FLT PLN/COMM Weather Example (Military)

| | |
|----------------|---|
| FLT PLN | |
| MIL | 123-456-7890 CSN 654-3890 |
| WX | Met brief for mil only. Lcl Met Section CSN 123-4567 O/T JMC 1-800-WXMETEO (996-3836) or CSN 432-2613.(see COMM). METAR H24. TAF H24, issue times: 05, 11, 17 & 23Z |
| COMM | |
| PMSV | 344.6 ltd svc 22-08Z‡ |

FLT PLN/COMM Weather Example (Private)

| | |
|----------------|--|
| FLT PLN | |
| FIC | Kamloops 866-WXBRIEF (Toll free within Canada) or 866-541-4101 (Toll free within Canada & USA) |
| WX | ALTIMETER/WIND ltd hrs (see COMM) |
| COMM | |
| ATF | UNICOM (AU) ltd hrs O/T tfc 122.7 |

DIRECT USER ACCESS TERMINAL (**DUAT**):

Direct User Access Terminals may have graphic/alphanumeric weather or NOTAM information available and may permit the filing of flight plans. The specific installation sites are listed under **FLT PLN**, e.g.,

| | |
|-------------|----------------------|
| DUAT | Sky High Flying Club |
|-------------|----------------------|

SERVICES

The information contained under this sub-heading indicates what is usually available to General Aviation within the confines of the aerodrome or airport. If a service/function or item is not listed then in all probability it does not exist. Absence of information indicates non availability. Information on services at an aerodrome is provided by the company or individual offering that service. Transport Canada is not responsible for such information.

Call out charges

Where "Call out chgs" is listed, the aerodrome operator charges a fee to all users who make use of one or more services at the aerodrome. The exact fee can be established by contacting the operator.

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| | |
|-----------------|--|
| SERVICES | Call out chg may be levied for one or more services. |
| FUEL | 80, 100LL, F-44, JB (FSII avbl), HPR |
| OIL | 65, 80, 100 |
| S | 2 12-03Z‡ Mon-Fri, 1100-0230Z‡ Sat & Sun, 4,5 |
| ARFF | DESIGNATED CAT 6 (CAT 7 1 hr PN) 1100-0500Z‡, O/T 519-452-4000 call out chg. |
| SUP FL | D & A ice, LHOX, LOX |
| JASU | Elect start 10/15 (MIL-CE 13, 14, 16, CA 1,2,3) |
| MIL ADV | Wing Ops 308.8 1300-2130Z Mon-Fri |
| PVT ADV | Innotech 122.95 123-456-7890 10-04Z‡ |
| MIL CON | B & W Aviation 705-779-3962 1030-0200Z‡ Mon-Fri, O/T call out fee |

FUEL:

| CODE | GRADE/DESCRIPTION | SPEC |
|-------|---|-----------------------------------|
| | aviation gasoline | |
| 80 | AVGAS 80 Red | CAN/CGSB -3.25 |
| 100LL | AVGAS 100LL Blue (a) | CAN/CGSB -3.25 |
| | turbine fuel – kerosene type | |
| JA | Turbine Fuel–Kerosene Type JET A – (No FSII) | CAN/CGSB -3.23 ASTM D 1655 (b) |
| | Freeze Point Minus 40°C | |
| JA-1 | Turbine Fuel–Kerosene Type – ASTM – JET A-1 (No FSII) NATO F-35-Freeze Point Minus 47°C | CAN/CGSB -3.23 |
| F-34 | Turbine Fuel – Kerosene Type – Contains FSII – U.S. Military Designation JP-8 | CAN/CGSB -3.24 (c) |
| F-37 | Turbine Fuel - Kerosene Type - Contains FSII, +100(e) - U.S. Military Designation JP-8+100 | |
| F-44 | Turbine Fuel – High Flash Kerosene Type Contains FSII U.S. Military Designation JP-5 | CAN/CGSB -3.24 |
| | turbine fuel – wide cut type | |
| JB | Turbine Fuel – Wide cut JET B (No FSII) | CAN/CGSB -3.22 |
| | Freeze Point Minus 51°C | (Grade JET B) |
| | diesel fuel – arctic grade | |
| DFA | Diesel Fuel (No FSII) | CAN/CGSB -3.6 (Type A or B) |
| | MOGAS unleaded automotive gasoline (d) | CAN/CGSB -3.5 |
| MG-1 | AKI of 87.0 | (Grade 1) |
| MG-2 | AKI of 89.0 | (Grade 2) |
| MG-3 | AKI of 91.0 | (Grade 3) |
| MG-4 | AKI of 93.0 | (Grade 4) |
| (D) | Fuel available from drum only. | |
| IP | Into Plane | |
| AP | Along Plane | |
| SP | Single Point Refuelling | |
| HPR | High Pressure Refuelling | |
| FSII | Fuel System Icing Inhibitor: The term (FSII avbl) shall immediately follow the fuel to which it refers (JA, JA-1 or JB). Indicates FSII available at airport and is either: already in the fuel (premixed); or, can be added on request. When delivery method required, contact fuel supplier at airport. | |

NOTES:

- (a) 100LL (Blue) AVGAS, available in all NATO countries and at several locations in Canada. Use at 100/130 (Green) power settings.
- (b) ASTM – American Society for Testing and Materials.
- (c) U.S. Spec., MIL-DTL-83133 applies, CAN/CGSB 3.24 grade F-34, F-44.
- (d) AKI=Anti-Knock Index.
- (e) +100 additive = Thermal Stability Additive. NATO code S-1749

DND CONTRACT FUEL

When purchasing aviation fuel products in Canada, military aircrew shall make maximum use of DND into-plane contracts. Government of Canada credit cards shall only be used where DND into-plane contracts are not available or in any emergency situation.

DND fuel contract is indicated in brackets e.g. (CON I IP F-44). Details of contractor are under **MIL CON**.

| | | | |
|-----|--------------|-----|--------------------------|
| CON | Contract | S | Shell |
| I | Imperial Oil | SP | Single point refuelling |
| P | Petro Canada | HPR | High pressure refuelling |

Note 1: At civilian locations, the following services, although made available by the contractor, are not covered in the DND's Fuel Contract and shall be paid for by alternate means (e.g. credit card, cash) by the user:

Marshalling, chocking and chock removal.

Refuelling of aircraft by qualified personnel.

Placement and removal of ladder or stairs.

Fluids provided for the replenishment of aircraft Fluid Systems.

Replenishment of gaseous oxygen systems.

Cleaners provided for the cleaning of canopy or windscreens.

Positioning and operating of energizer or air start units for starting.

Towing if tow bar available.

Provide or arrange for de-icing of aircraft surfaces.

Provide or arrange for aircraft storage.

Note 2: Marshalling may not be available immediately, but may be provided on a requested basis, as availability of contractor personnel permits. Pilots must use discretion as to whether to manoeuvre their aircraft unassisted or to wait till a marshaller is available.

A68 GENERAL**OIL:****CIVIL OIL LISTINGS**

Oil grades available are shown as **OIL** | 65, 80 etc. **OIL** | All. Indicates all seasonal grades available.

MILITARY OIL LISTINGS**CANADA AND U.S. AVIATION OILS (MIL SPECS)**

| FLIP CODE | NATO CODE | GRADE | TYPE | SPECIFICATIONS |
|-----------|-----------|--------|--|----------------|
| 117 | 0-117 | SAE 50 | Lubricating Oil, Acft Piston Engine (Non dispersant mineral oil) SAE J 1966 | SAE |
| 123 | 0-123 | SAE 40 | Lubricating Oil, Acft Piston Engine (Ashless dispersant) SAE J 1899 | SAE |
| 128 | 0-128 | SAE 60 | Lubricating Oil, Acft Piston Engine (Ashless dispersant) SAE J 1899 | SAE |
| 132 | 0-132 | 1005 | Jet Engine Oil | (MIL-L-6081) |
| 133 | 0-133 | 1010 | Jet Engine Oil | (MIL-L-6081) |
| 148 | 0-148 | 3 | Turbine Engine Oil (Synthetic Base) | (MIL-L-7808) |
| 156 | 0-156 | None | Turbo Prop/Turbo Shaft Engine Oil (Synthetic Base) | (MIL-L-23699) |
| 163 | 0-163 | 4 | Turbine Engine Oil (Synthetic Base) | (MIL-L-7808) |

SPECTROMETRIC OIL ANALYSIS PROGRAM (SOAP). Normal operating hours 0800 to 1630 hrs Monday to Friday. Support is provided during non-duty hours on request.

SERVICING (S)

- | | | |
|----------------------------|----------------------------|--|
| 1. Storage available | 4. Parking (Extended term) | 7. Pick-up/Drop-off only. No extended term parking |
| 2. Servicing/Minor repairs | 5. Tie-Down facilities | |
| 3. Major repairs | 6. Plug-in facilities | |

AIRCRAFT RESCUE AND FIRE-FIGHTING (ARFF)

| STATUS (Participating or Designated) | CRITICAL CATEGORY (acft category will be referred to as category) | Availability of higher acft CAT for fire-fighting | Hrs of ops when less than H24 |
|---|---|---|-------------------------------|
| ARFF | DESIGNATED CAT 6 (CAT 7 1 hr PN) 1100-0500Z‡, O/T 519-452-4000 call out chg. Discrete emerg freq 122.675 | | |

NOTES**Participating and Designated airport or aerodrome.**

At a land aerodrome or airport, in order to assist air operators subject to CARs 602.96 (6), the term "DESIGNATED" or "PARTICIPATING" precedes the Critical Category inside the ARFF annotation.

ARFF Critical Category

The operator of an airport or aerodrome providing the aircraft rescue and fire-fighting services publishes a number which corresponds to the critical category for fire-fighting available to respond to an aircraft emergency at the airport or aerodrome. This number is found inside the ARFF annotation.

ARFF Hours of Operation**Airports and aerodromes**

The aerodromes or airports providing ARFF publish in this document the hours during which an aircraft rescue and fire-fighting service is operated under the ARFF annotation. The absence of published hours following an ARFF Critical Category number denotes a 24 hour service.

ARFF Discrete Communication

The capability to communicate on a discrete frequency is normally available at airports that provide Aircraft Rescue and Fire-Fighting (ARFF) services, contact ATS.

ARFF Extinguishing Agent and Vehicle Requirements

The following table identifies the critical category for aircraft rescue and fire-fighting as it relates to the aircraft size, the quantities of water and complementary extinguishing agents, the minimum number of aircraft rescue and fire-fighting vehicles and the total discharge capacity. For ease of interpretation, the table is a combination of the two tables found in CAR 303.

| Acft Category | Acft Overall Length | Maximum Fuselage Width | Quantity of water (in litres) | Quantity of Complementary agents (in kilograms) | Minimum Number of ARFF Vehicles | Total Discharge Capacity (in litres per minute) |
|---------------|----------------------------------|------------------------|-------------------------------|---|---------------------------------|---|
| 1 | less than 9 m | 2 m | 230 | 45 | 1 | 230 |
| 2 | at least 9 m but less than 12 m | 2 m | 670 | 90 | 1 | 550 |
| 3 | at least 12 m but less than 18 m | 3 m | 1200 | 135 | 1 | 900 |
| 4 | at least 18 m but less than 24 m | 4 m | 2400 | 135 | 1 | 1800 |
| 5 | at least 24 m but less than 28 m | 4 m | 5400 | 180 | 1 | 3000 |
| 6 | at least 28 m but less than 39 m | 5 m | 7900 | 225 | 2 | 4000 |
| 7 | at least 39 m but less than 49 m | 5 m | 12 100 | 225 | 2 | 5300 |
| 8 | at least 49 m but less than 61 m | 7 m | 18 200 | 450 | 3 | 7200 |
| 9 | at least 61 m but less than 76 m | 7 m | 24 300 | 450 | 3 | 9000 |
| 10 | at least 76 m | 8 m | 32 300 | 450 | 3 | 11 200 |

Military Airports

When published in this document, the ARFF services provided by the Department of National Defence (DND) are at least equivalent to those provided at civilian airports. DND ARFF Categories include interior fire-fighting and rescue capabilities whereas the Transport Canada ARFF requirements do not.

SUPPORTING FLUIDS, SYSTEMS AND OXYGEN (SUP FL)

| | |
|---------|--|
| ADI | Anti-Detonation Injection Fluid—reciprocating engine |
| D-Ice | De-icing fluid |
| A-Ice | Anti-icing fluid |
| PRESAIR | Air compressors rated 3000 PSI or more |
| LPOX | Low pressure oxygen servicing |
| HPOX | High pressure oxygen servicing |
| LHOX | Low and High pressure oxygen servicing |
| LOX | Liquid oxygen servicing |
| OXRB | Oxygen replacement bottles |

NOTE: A combination of the above terms is used to indicate complete oxygen servicing available, i.e., LHOX-RB, meaning Low and High pressure oxygen servicing and replacement bottles; and LPOX-RB only, meaning Low pressure oxygen replacement bottles only, etc.

A70 GENERAL**JET AIRCRAFT STARTING UNITS (JASU) CANADA****CIVIL JASU****ELECTRICAL STARTING UNITS**

10/15 1000/1500 amps

AIR STARTING UNITS

120/350 120 lbs/min at 350 psi

DND JASU**ELECTRICAL STARTING UNITS**

| FLIP code | output or description |
|-----------|--|
| CE 1 | AC 115/200V 37.5 KVA 400 Hz 3 phase |
| CE 2 | AC 120/208V 10 KW 400 Hz 3 phase |
| CE 3 | AC 120/208V 15 KW 400 Hz 3 phase |
| CE 4 | AC 120/208V 18 KVA 400 Hz 3 phase |
| CE 5 | AC 120/208V 10 KVA 400 Hz 3 phase |
| CE 6 | AC 120/208V 15 KVA 400 Hz 3 phase |
| CE 7 | AC 115V 5 KVA 400 Hz 1 phase |
| CE 8 | AC 115/200V 40 KVA 400 Hz 3 phase |
| CE 9 | AC 120/208V 37.5 KVA 400 Hz 3 phase |
| CE 10 | AC 115/200V 20 KVA 400 Hz 3 phase |
| CE 11 | AC 120/208V 8.8 KVA 400 Hz 3 phase |
| CE12 | AC 115/200V 140 KVA 400 Hz 3 phase |
| CE13 | AC 115/200V 60 KVA 400 Hz 3 phase |
| CE 14 | AC/DC 115/208V 60 KVA 400 Hz 3 phase |
| CE 15 | 28 VDC 1500 amp DC 26-33V 500 amp CONTINUOUS 1100 amp INTERMITTENT |
| CE 16 | DC 26-32V 500 amp CONTINUOUS 1500 amp INTERMITTENT (SOFT START) |

AIR STARTING UNITS

| | |
|------|------------------------------------|
| CA 1 | MA1A 36-45 PSIG, 82-90 lbs/min. |
| CA 2 | ASA 45.5 PSIG, 116.4 lbs/min. |
| CA 3 | MC11 4000 PSIG, 15 cu.ft. per min. |

COMBINATION ELECTRICAL AND AIR STARTING UNITS

| | |
|------|---|
| CEA1 | AC 120/208V 60 KVA 400 HZ 3PH DC 28V 75 AMP AIR 47 PSIG, 112.5 lbs/min. |
| CEA2 | AC 120/208V 75 KVA 400 HZ 3PH AIR 47 PSIG, 116.4 lbs/min. |

JET AIRCRAFT STARTING UNITS (JASU) USAF/USN**USAF JASU**

Absence of JASU designation indicates non-availability. For variations in technical data, refer to USAF T.O. 35-1-7.

ELECTRICAL STARTING UNITS

| | |
|-------|---|
| MD-3 | AC:115/208V, 400 cycle, 3 phase, 60 KVA, 0.75 PF, 4 wire DC: 28V, 1500 AMP, 45 KW, split bus |
| MD-3M | AC: 115/208V, 400 cycle, 3 phase, 60 KVA, 0.75 PF, 4 wire DC: 28V, 500 AMP, 15 KW |

AIR STARTING UNITS

| | |
|------------|--|
| MA-1A | 82 lbs/min (1123 cfm) at 130° air inlet temp, 45 psia (min) air outlet press |
| MC-1 | 15 cfm, 3500 psia |
| MC-1 Modif | 5000 cu in cap, 3500 psia, 15 cfm |
| MC-1A | 15 cfm, 3500 psia |
| MC-2A | 15 cfm, 200 psia |

COMBINATION AIR AND ELECTRICAL STARTING UNITS

| | |
|----------|--|
| AM32A-60 | AIR: 120+/- 4 lbs/min (1644 +/- 55cfm) at 49+/- 2 psia AC: 120/208V, 400 cycle, 3 phase, 75 KVA, 0.75 PF, 4 wire, 120V, 1 phase, 25 KVA DC: 28V, 500 AMP, 15 KW |
| AM32A-86 | AC: 115/200V, 3 phase, 90 KVA, 0.8 PF, 4 wire DC: 28V, 1500 AMP, 72 KW (with TR pack) |

NOTE: During combined air and electrical loads, the pneumatic circuitry takes preference and will limit the amount of electrical power available.

USN JASU**ELECTRICAL STARTING UNITS**

| | |
|---------------|---|
| AM32A-108 | DC:750 amp constant, 1000 amp intermittent, 28V; AC:90 KVA, 115/200V, 3 phase, 400 Hz; |
| MMG-1/1A | DC:500 amp constant, 1000 amp intermittent, 28V; AC:60 KVA .8 P.F., 115/220V, 3 phase, 400 Hz; |
| MMG-2 | Input (AC): 220/400V, 3 phase, 60 Hz DC:500 amp constant, 28V; |
| NC-8A/A1 | AC:30 KVA .8 P.F., 115/200V, 3 phase, 400 Hz; Input (AC): 220/400V, 3 phase, 60 Hz |
| NC-10A/A1/B/C | DC:500 amp constant, 750 amp intermittent, 28V; AC:60 KVA, 115/200V, 3 phase, 400 Hz DC:750 amp constant, 1000 amp intermittent, 28V; AC:90 KVA, 115/200V, 3 phase, 400 Hz |

AIR STARTING UNITS

| | |
|------------|---------------------------|
| GTC/GTE-85 | 120 lbs per min at 45 psi |
|------------|---------------------------|

COMBINED AIR AND ELECTRICAL STARTING UNITS

| | |
|---------|--|
| AM47A-4 | AIR:195 lbs/min. 75+/- psia or 120-127 lbs/min. 45 psia; AC:115/208V, 15 KW, 0.75 PF; DC:28V, 100 amp; |
|---------|--|

A72 GENERAL**JET AIRCRAFT STARTING UNITS (JASU) USAF/USN (Cont'd)**

NCPP-105/RCPT 180 lbs/min. 75 psi or 120 lbs/min. 45 psi 700 amp, 28V DC.
 120/208V, 400 Hz AC, 30 KVA

STARTER PROBES

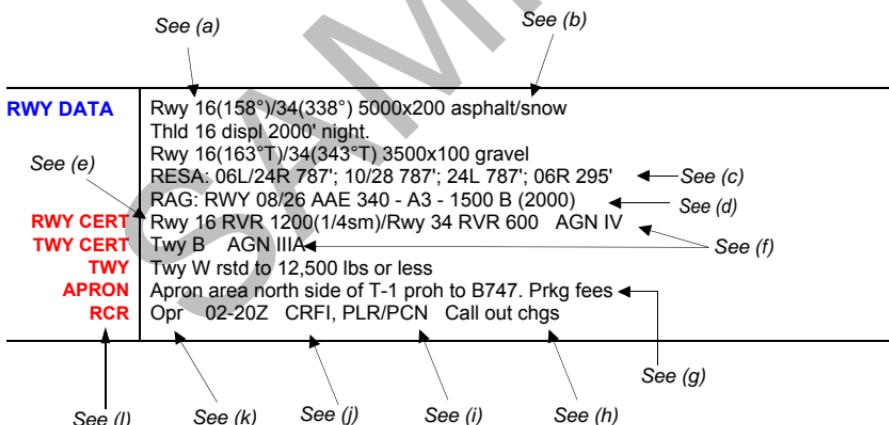
Starter probes for A4 and F8 acft are available at most, but not all USN/USMC jet air stations. Probe availability is indicated on JASU line, e.g.,(A4, F8 probes), (A4 probe). Absence of indicates non-availability.

MILITARY ADVISORY (MIL ADV)**PRIVATE ADVISORY (PVT ADV)****RUNWAY AND/OR HELI DATA (RWY DATA, HELI DATA)**

For land aerodromes, the **RWY DATA** sub-heading will always be shown; the **HELI DATA** sub-heading may also be shown if applicable. For aerodromes which are exclusively heliports, only the sub-heading **HELI DATA** will be shown.

Operating restrictions that are specified by the Minister in order to comply with Airport Certificate issued for the aerodrome/heliport will be indicated by (CAR 602.96).

In Southern and Northern Domestic Airspace runways are identified by two-digit runway number designators followed by "L" "R" or "C" if required. Runways are listed in pairs and by decreasing order of runway length.



- (a) Rwy designation, actual magnetic or true bearing, length & width, type of surface, operational restriction.
- (b) Indicates runway is in operation during winter months for ski equipped aircraft.
- (c) Dimension of the Runway End Safety Area applicable to the specified runway.
- (d) Arrestor cable type.
- (e) An entry of "RVR 1200(1/4sm)" indicates that the runway meets the requirements for runway and taxi operations below RVR 2600(1/2sm) down to and including RVR 1200(1/4sm).
 An entry of "RVR 600" indicates that the runway meets the requirements for runway and taxi operations below RVR 1200(1/4sm) down to and including RVR 600.
- NOTE: For the purpose of aircraft taxiing only, an RVR 600 visibility condition equates to a reported ground visibility of 1/8sm.
- An entry of "Day only" indicates that the specified level of service is only approved for day operations.
- An entry of "Night only" indicates that the specified level of service is only approved for night operations.
- The absence of "Day only" or "Night only" indicates that the level of service is approved for both day and night operations.

If no runway visibility range (RVR) is published for the runway, then the operations are limited to a visibility of 2600(1/2sm) and above.

Where required, special reduced/low visibility restrictions or procedures for pilots will be published in the appropriate aeronautical publication(s). Runways certified for reduced visibility procedures (RVR 2600(½ sm) down to and including RVR 1200(¼ sm) do not necessarily require special pilot procedures and may not have special procedures published.

This information only indicates the level of service the aerodrome provides in regards to runway and taxi operations in reduced or low visibility conditions. In order to operate below RVR 2600(1/2sm) pilots and Air Operators must ensure they meet all other applicable regulatory requirements, including landing minima, take-off minima, published departure and noise abatement procedures.

Military aircraft operations are governed by military flying orders. Civil pilots and civil Aerodrome Operators should therefore be aware that, in reduced/low visibility conditions, military aircraft may be operating below the published level of service when civil aircraft operations may actually be prohibited in such conditions. The preceding applies equally to military as well as civil aerodromes.

An entry of "AGN IV" indicates that the runway is certified as meeting requirements with respect to the obstacle free environment to support the airborne and ground operation of aircraft having wingspans less than 52.12m (171 feet).

See the following table for a breakdown of wingspans into AGN groupings. The determination of the AGN is made with reference to the V_{ref} obtained with the aeroplane at maximum landing weight and configured with the maximum allowable landing flap. It does not include any operational adjustments to V_{ref} due to environmental conditions (steady state wind, gusts or icing, etc.) or aircraft abnormal or emergency configuration (slats or flaps jam, etc.).

| Runway Obstacle Free Environment | |
|--|--|
| Wing Span | Aircraft Group Number |
| Less than 14.94 m (49') | I (for approach speed CAT C or D use AGN IIIB) |
| 14.94 m up to but not including 24.10 m (79') | II (for approach speed CAT C or D use AGN IIIIB) |
| 24.10 m up to but not including 36.00 m (118') | IIIA (for approach speed CAT C or D use AGN IIIB) |
| 36.00 m up to but not including 52.12 m (171') | IIIB (includes groups I - IIIA with C & D approach speeds) |
| 52.12 m up to but not including 65.23 m (214') | IV |
| 65.23 m up to but not including 79.86 m (262') | V |
| | VI |

| Category | A or COPTER | B | C | D | E |
|----------|-------------|--------------|---------------|---------------|--------------|
| Speeds | up to 90 kt | 91 to 120 kt | 121 to 140 kt | 141 to 165 kt | above 165 kt |

The AGN will only be published for those taxiways having a lower AGN than of the runway with the highest certification level.

See the following table for Taxiway AGN.

| Taxiway Obstacle Free Environment | |
|--|-----------------------|
| Wing Span | Aircraft Group Number |
| Less than 14.94 m (49') | I |
| 14.94 m up to but not including 24.10 m (79') | II |
| 24.10 m up to but not including 36.00 m (118') | IIIA / IIIB |
| 36.00 m up to but not including 52.12 m (171') | IV |
| 52.12 m up to but not including 65.23 m (214') | V |
| 65.23 m up to but not including 79.86 m (262') | VI |

- (f) An Aircraft Group Number is used to communicate the maximum aircraft wingspan and approach speed category for the part of a certified aerodrome (airport) that is assessed.
- (g) Where "Prkg fees" is listed, the aerodrome operator charges a fee to all users who park at the aerodrome. The exact fee can be established by contacting the operator.

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- (h) Where "Call out chgs" is listed, the aerodrome operator charges a fee to all users who make use of one or more services at the aerodrome. The exact fee can be established by contacting the operator.
- (i) For civil aerodromes, indicates PLR and/or PCN information is available from the operator. ACN/PCN for military aerodromes; actual PCN values and/or Mil Rwy Bearing Capacity Codes may be listed. Where PLR/PCN (or ACN/PCN) is not indicated, it means that the aerodrome surfaces have not been assessed. If an aircraft weight restriction is desirable in these cases, a statement restricting runways to aircrafts of certain weights may be listed, e.g., Rwy 28 restricted to aircrafts of a GTOW of under 7000 lbs.
- (j) Canadian Runway Friction Index availability (see table).
- (k) Agency and telephone number if different from operator.
- (l) Runway Condition Report. The organization that is capable of providing the condition of the runway.

HELI DATA

At all heliports the safety area is an obstacle free area that is considered non-supporting and no surface type will be indicated.

At elevated or rooftop heliports the FATO may be non-supporting and will be indicated if the condition exists.

Heliport Data will be published based on three possible scenarios:

1. FATO & TLOF (where FATO and TLOF are embedded): FATO dimensions and surface type, TLOF dimensions and surface type. May be followed by Safety Area dimensions.

Example:

| | |
|------------------|---|
| HELI DATA | FATO 85' dia CONC TLOF 30' dia CONC Safety Area 144' x 100' |
|------------------|---|

2. FATO/TLOF (where FATO and TLOF are coincidental [same size]): FATO/TLOF dimensions and surface type. May be followed by Safety Area dimensions.

Example:

| | |
|------------------|---|
| HELI DATA | FATO/TLOF 60' x 60' ASPH Safety Area 74' x 74' |
|------------------|---|

3. FATO where TLOF is not coincidental: FATO dimensions and surface type. May be followed by Safety Area dimensions.

Example:

| | |
|------------------|--|
| HELI DATA | FATO 85' dia CONC Safety Area 144' x 100' |
|------------------|--|

The above dimensions may be followed by:

- Heliport restrictions and maximum helicopter overall length
- Parking Pad dimensions, surface type, and pad restrictions
- Type of elevated heliport where applicable

Example:**HELI DATA**

FATO 85' dia CONC TLOF 30' dia CONC Safety Area 144' x 100'
20,500 lbs Max heli overall length 57'
Parking Pad 1: 30' dia ASPH 11,400 lbs
Parking Pad 2: 40' dia METAL 20,500 lbs
Parking Pad 3: 40' dia GRASS 11,400 lbs

CANADIAN ARRESTING SYSTEMS

The following list identifies current operational arresting systems in use by the Canadian DND.

(a) **CABLE**

(i) Bi-Directional

| | |
|------------------|-----------------------|
| BAK-12 | Rotary Friction Brake |
| AAE 44B-3H | Water Twister |
| *AAE 340-A3-1000 | Water Squeezer |
| *AAE 340-A3-1500 | Water Squeezer |
| BLISS 500S | Rotary Friction Brake |

*Systems are identical except for runouts which are 1000' and 1500' respectively.

(ii) Uni-Directional

| | |
|-----|------------|
| E-5 | Chain Type |
|-----|------------|

(b) **BARRIER**

(i) Bi-Directional

NIL

(ii) Uni-Directional

MA-1A

Webb barrier between stanchions attached to a chain energy absorber. Designed primarily for main strut engagement but tests reveal successful hook back-up capability.

(c) **BARRIER/CABLE**

Combination BARRIER/CABLE arresting systems are not available in Canada.

FOREIGN ARRESTING SYSTEMS

Caution: Canadian evaluation of the systems listed below has not been verified. Where a foreign arresting system is shown as having a Canadian equivalent this information is offered as a guide only and does not indicate that either system meets the technical specifications of the other. The comparison is based on best available data at time of publication but is not to be construed as clearance for use. Obtain clearance from tower prior to landing.

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(a) CABLE

| System Identification | Nearest Canadian Equivalent Energy Capacity |
|-----------------------|---|
| BAK-6 | AAE 340-A3-1000 |
| BAK-9 | AAE 340-A3-1000 |
| BAK-13 | None |
| E-14 | AAE 340-A3-1000 |
| E-28 | None |
| M-2 | None |
| M-21 | UNI 700 |
| AAE-44B-2H | AAE 44B-3H |
| SAF 21.2 | None |
| SAFH 12.3 | None |
| HKB | None |
| AAE-44B-2C | BAK-12 |
| AAE-44B-2D | None |
| BLISS 500 S6 | BLISS 500 S |
| BLISS 500 S8 | BAK-12 |
| RHAG Mk 1 | None |
| PUAG Mk 21 | None |
| SPRAG | None |
| CHAG | E-5 |
| BEFAB 21:2 | None |
| AAE 34B-1C | AAE 340-A3-1000 |
| BEFAB 6:3 | Unknown |
| BEFAB 12:3 | Unknown |
| Jet-Stop | AAE 340-A3-1000 |

(b) BARRIER

| System Identification | Nearest Canadian Equivalent Energy Capacity |
|-----------------------|---|
| AAE-44B-2C/A-30 (Net) | None |
| F-30 ROLBA (Net) | None |
| F-30 ROLBATWIN (Net) | None |
| F-40 BLISS S6 (Net) | None |
| F-40 BLISS S8 (Net) | None |
| RAF MK5 (Net) | MA1A |
| RAF MK6 | None |
| RAF MK12 | None |
| RAF MK12A | None |
| BEFAB 6:3 (Net) | Unknown |
| BEFAB 12:3 (Net) | MA1A |

(c) BARRIER/CABLE

Nil.

- (d) The following devices are used in conjunction with some aircraft arresting system:
- BAK-11 Pop-up engaging device with a mechanical energy absorber (BAK-9, BAK-12) to engage main landing struts.
 - BAK-14 A device that raises a hook cable out of a slot in the runway surface and is remotely positioned for engagement by the tower on request.

AIRCRAFT OPERATING FLIGHT MANUAL

Refer to current aircraft operating/flight manuals for specific engagement weight and speed criteria based on aircraft structural restrictions and arresting system limitations. Up to 15 minutes advance notice may be required for rigging arresting systems for approach end engagement. MA 1A system may not be used for approach end engagements.

LOCATION OF ARRESTING SYSTEMS

Systems which have a bi-directional capability and can be used for emergency approach and engagement are indicated by the letter 'B' which will immediately follow the system type. The value in parenthesis indicates the distance from the end of the runway where the system is located.

Up to 15 minutes advance notice may be required for rigging arresting systems for approach end engagement. MA-1A system may not be used for approach end engagements.

Caution: Taxiing, taking-off or landing over arresting cables may cause damage to certain types of aircraft.

MILITARY RUNWAY WEIGHT BEARING CAPACITY CODES

NOTE: Military aerodromes only.

| | | |
|-----|---|--|
| S | - | Single-wheel landing gear |
| T | - | Twin-wheel landing gear (C9A, etc.) |
| ST | - | Single Tandem landing gear (C-130, etc.) |
| TT | - | Twin Tandem landing gear (B-52, C-135, etc.) |
| TDT | - | Twin Delta Tandem landing gear (C5) |
| DDT | - | Double Dual Tandem (E4A, 747) |
| SWL | - | Single wheel loading |
| PSI | - | Pounds per square inch |
| AUW | - | All up weight. Maximum weight bearing capacity irrespective of landing gear configuration. |

Runway weight bearing capacity (gross weight of aircraft) is determined by adding "000" to the figure following S, T, ST, TT, TDT, or DDT. Gross weights are given for the principle runway and taxiway system. Unless specifically noted, operations on other paved areas should be cleared on an individual basis. The simplified form expresses the load limit for the most severe aircraft within each undercarriage group and, therefore, may be restrictive for other less severe undercarriages. Decisions to permit repeated operations of a particular aircraft in excess of the stated load limit should be based on a more complete form of runway strength rating such as the PCN system.

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THE AIRCRAFT CLASSIFICATION & PAVEMENT CLASSIFICATION NUMBER SYSTEM (ACN/PCN)

1. The ACN/PCN system is the ICAO standard method of reporting pavement strength for pavements with bearing strengths greater than 12,500 lbs (5700 kg).
2. Aircraft Classification Number (ACN) is an indicator of the weight of an aircraft relative to a pavement. ACN values for C.F. aircraft are available in applicable Aircraft Operating Instructions (AOI's). By comparing the ACN to the PCN one can determine if an aircraft of specific mass should operate on a particular section of pavement. Provided the ACN is less than or equal to the PCN of the aircraft, unlimited use is permitted. When the ACN exceeds the PCN, criteria are established for controlling overload operations.
3. Pavement Classification Number (PCN) is established by an engineering assessment expressing the load capacity of a pavement for unrestricted operations. For runways that have been evaluated under the ACN/PCN system, the PCN will be shown as a five part code (i.e. PCN 80 R/B/W/T). Details of the coded format are as follows:
 - (1) The PCN NUMBER - The reported PCN indicates that an aircraft with an ACN equal or less than the reported PCN can operate on the pavement subject to the tire pressure code limitation (para 4).
 - (2) The type of pavement:
R - Rigid
F - Flexible
 - (3) The pavement subgrade category:
A - High
B - Medium
C - Low
D - Ultra-low
 - (4) The maximum allowable tire pressure is reported by either:
W - Unlimited, no tire pressure limitation
X - High, limited to 1.75 MPa 254 psi
Y - Medium, limited to 1.25 MPa 181 psi
Z - Low, limited to 0.50 MPa 73 psi
 - (5) Pavement evaluation method:
T - Technical evaluation
U - By experience of aircraft using the pavement

NOTE: Prior permission from the airport controlling authority is required when the ACN of the aircraft exceeds the published PCN or aircraft tire pressure exceeds the published limits.

NOTE: ACN/PCN values are depicted in this publication for military aerodromes only. For other aerodromes, contact the operator.

AIRCRAFT LOAD RATING/PAVEMENT LOAD RATING (ALR/PLR) SYSTEM

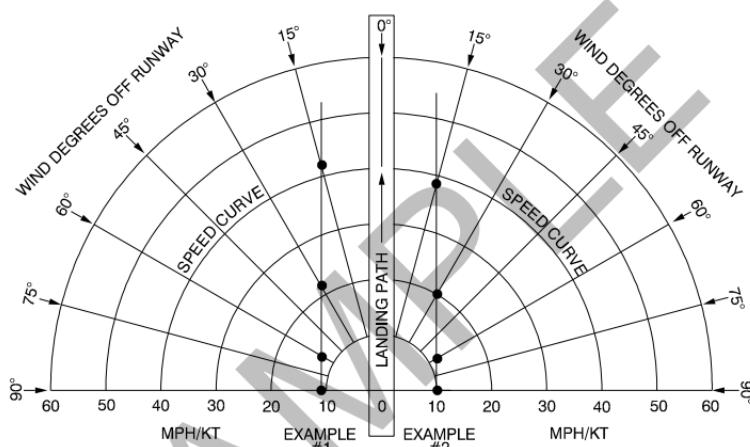
The Aircraft Load Rating/Pavement Load Rating (ALR/PLR) system for reporting runway pavement strengths is based on Transport Canada's design procedures for airfield pavements. From a pavement structural viewpoint, an aircraft can operate on an airport pavement provided that the Aircraft Load Rating (ALR) is equal to or less than the Pavement Load Rating (PLR) and the tire pressure of the aircraft does not exceed the tire pressure restriction (if any) assigned to the pavement. For information regarding PLR values, contact the airport operator.

CROSS-WIND LANDING LIMITATIONS – LIGHT AIRCRAFT

Approximately 10% of all aircraft accidents involving light aircraft in Canada are attributed to pilot failure to compensate for cross-wind conditions on landing.

Aircraft of United States manufacture are designed to withstand groundlooping tendencies on landing in 90-degree cross-winds up to a velocity equal to 0.2 (20 per cent) of their stalling speed.

This information in conjunction with the known stalling speed of a particular aircraft makes it possible to use the cross-wind component graph printed below to derive a "general rule" for most light aircraft manufactured in the United States. Aircraft Owner's Manual may give higher or limiting cross-winds. Examples of the method used in this interpolation are shown below:



EXAMPLE #1 – Aircraft with a stalling speed of 60 MPH.

Wind-degree Off Runway

Permissible Wind Speeds

| | | |
|------------|----------------------------------|--------|
| 90-degrees | (0.2 x 60 MPH stalling speed) | 12 MPH |
| 60-degrees | Using cross-wind component graph | 14 MPH |
| 30-degrees | Using cross-wind component graph | 24 MPH |
| 15-degrees | Using cross-wind component graph | 45 MPH |

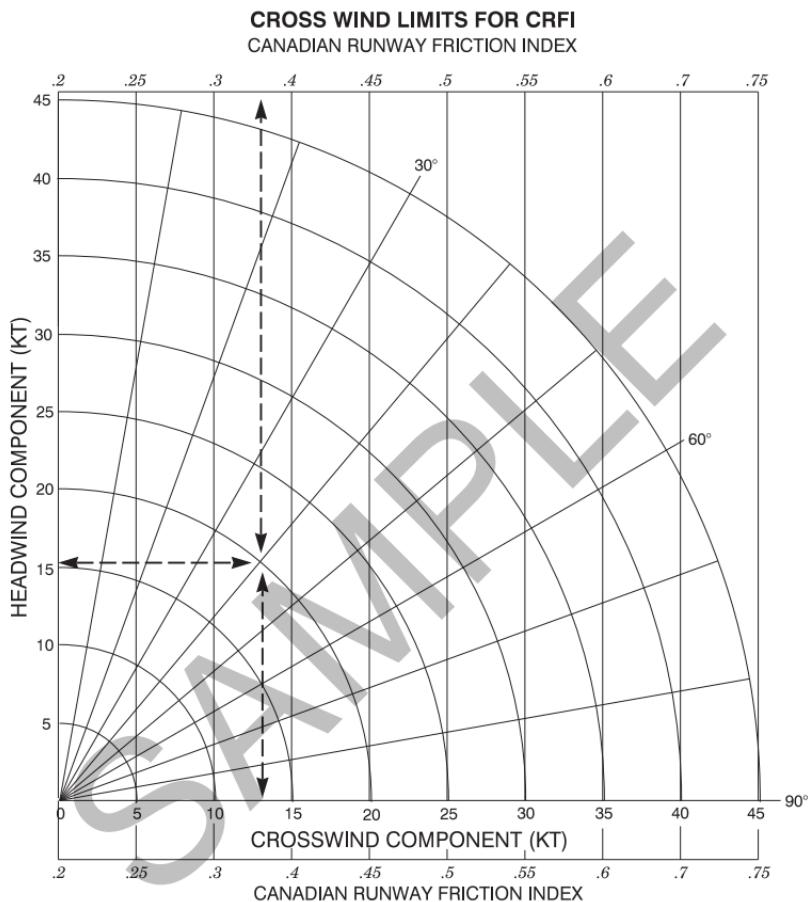
EXAMPLE #2 – Aircraft with a stalling speed of 50 Kt.

Wind-degree

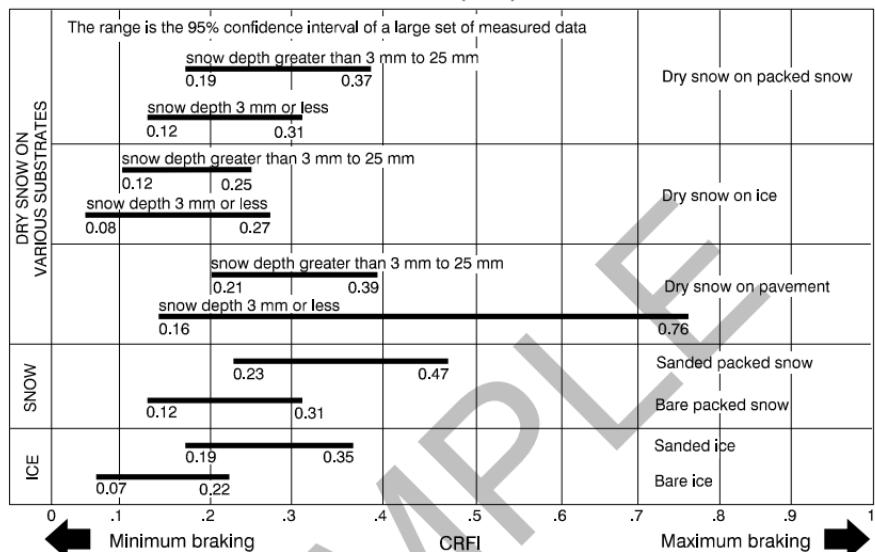
Permissible Wind Speeds

| | | |
|------------|----------------------------------|------|
| 90-degrees | (0.2 x 50 Kt stalling speed) | 10Kt |
| 60-degrees | Using cross-wind component graph | 12Kt |
| 30-degrees | Using cross-wind component graph | 20Kt |
| 15-degrees | Using cross-wind component graph | 38Kt |

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RUNWAY SURFACE CONDITION (RSC) AND CRFI EQUIVALENT



MINIMUM AND MAXIMUM CRFIs FOR VARIOUS SURFACES

| SURFACE | LOWER CRFI LIMIT | UPPER CRFI LIMIT |
|--|------------------|------------------|
| Bare Ice | No Limit | 0.3 |
| Bare Packed Snow | 0.1 | 0.4 |
| Sanded Ice | 0.1 | 0.4 |
| Sanded Packed Snow | 0.1 | 0.5 |
| Dry Snow on Ice (depth 3 mm or less) | No limit | 0.4 |
| Dry Snow on Ice (depth 3 mm to 25 mm) | No limit | 0.4 |
| Dry Snow on Packed Snow (depth 3 mm or less) | 0.1 | 0.4 |
| Dry Snow on Packed Snow (depth 3mm to 25 mm) | 0.1 | 0.4 |
| Dry Snow on Pavement (depth 3 mm or less) | 0.1 | Dry Pavement |
| Dry Snow on Pavement (depth 3 mm to 25 mm) | 0.1 | Dry Pavement |

AIRCRAFT MOVEMENT SURFACE CONDITION REPORTS

NOTAMs on Aircraft Movement Surface Condition Reports (AMSCR) are issued to alert pilots to natural surface contaminants, such as snow, ice or slush, which could affect aircraft braking performance. The RSC section of the report provides runway surface information describing the runway condition in abbreviated plain language, while the CRFI section describes braking action quantitatively using numerical format as described in section TC AIM AIR.

Because of mechanical and operational limitations, runway friction readings produced by decelerometer devices may result in inaccurate readings under certain surface conditions. As a result, runway friction readings will not be taken and a CRFI will not be provided to air traffic services (ATS) or pilots when any of the following conditions are present:

- (a) the runway surface is simply wet or damp with no other type of contaminant present;
 - (b) there is a layer of slush on the runway surface with no other type of contamination condition present;
 - (c) there is wet snow on the runway surface that when stepped on or driven on splatters, turns to slush, or results in the presence of visible water;
- or

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- (d) there is dry snow or wet snow on the runway surface exceeding 2.5 centimetres (1 inch) in depth.

When available, a CRFI reading will be issued along with the RSC in order to provide an overall descriptive picture of the runway condition.

A NOTAMJ (AMSCR NOTAM) is provided when:

- (a) there is frost, snow, slush or ice on a runway;
- (b) there are snow banks, drifts or windrows on or adjacent to a runway;
- (c) sand or ice control chemicals are applied to or removed from a runway;
- (d) the cleared runway width falls below published width;
- (e) the runway lights are obscured or partially obscured by contaminants;
- (f) there is a significant change in runway surface conditions including a return to bare and dry conditions;
- (g) as per required minimum inspection frequency.

When a deposit is present but the depth is not measurable, the word "TRACE" is used. Otherwise, the depth is expressed in inches or feet or both. Whole values are used when the depth is above 1 inch (1 INS). When the depth is less than 1 inch, the decimal system is used.

If provided by the Airport Authorities, conditions of taxiways and aprons are disseminated in the NOTAMJ.

The maximum validity of NOTAMJ is 24 hours. After this period, NOTAMJ are no longer considered valid and a new NOTAMJ must be issued as required. If after 24 hours a NOTAMJ is not replaced or cancelled by the aerodrome authority, the NOTAMJ is cancelled by NAV CANADA.

When clearing is not under way or expected to commence within the next 30 minutes, a notation such as "Clearing expected to start at (time in UTC)" will be added to the RSC report. When the meteorological conditions are such that the runway surface conditions are changing frequently, the NOTAM will include the agency and telephone number to contact for the current runway conditions. RSC/CRFI information may be broadcasted on the ATIS or available as a voice advisory from the control tower at controlled aerodromes and from the FSS at uncontrolled aerodromes where airport advisory service or RAAS is provided.

TABLE 1
CANADIAN RUNWAY FRICTION INDEX (CRFI)
RECOMMENDED LANDING DISTANCES
(NO DISCING/REVERSE THRUST)

| Reported Canadian Runway Friction Index (CRFI) | | | | | | | | | | | | | | |
|---|---|------|------|------|------|------|------|------|------|------|-------|-------|---|------------|
| Landing Distance (Feet) Bare & Dry Unfactored | 0.60 | 0.55 | 0.50 | 0.45 | 0.40 | 0.35 | 0.30 | 0.27 | 0.25 | 0.22 | 0.20 | 0.18 | Landing Field Length (Feet) Bare and Dry | |
| | Recommended Landing Distances (no Discing/Reverse Thrust) | | | | | | | | | | | | 60% Factor | 70% Factor |
| 1800 | 3120 | 3200 | 3300 | 3410 | 3540 | 3700 | 3900 | 4040 | 4150 | 4330 | 4470 | 4620 | 3000 | 2571 |
| 2000 | 3480 | 3580 | 3690 | 3830 | 3980 | 4170 | 4410 | 4570 | 4700 | 4910 | 5070 | 5250 | 3333 | 2857 |
| 2200 | 3720 | 3830 | 3960 | 4110 | 4280 | 4500 | 4750 | 4940 | 5080 | 5310 | 5490 | 5700 | 3667 | 3143 |
| 2400 | 4100 | 4230 | 4370 | 4540 | 4740 | 4980 | 5260 | 5470 | 5620 | 5880 | 6080 | 6300 | 4000 | 3429 |
| 2600 | 4450 | 4590 | 4750 | 4940 | 5160 | 5420 | 5740 | 5960 | 6130 | 6410 | 6630 | 6870 | 4333 | 3714 |
| 2800 | 4760 | 4910 | 5090 | 5290 | 5530 | 5810 | 6150 | 6390 | 6570 | 6880 | 7110 | 7360 | 4667 | 4000 |
| 3000 | 5070 | 5240 | 5430 | 5650 | 5910 | 6220 | 6590 | 6860 | 7060 | 7390 | 7640 | 7920 | 5000 | 4286 |
| 3200 | 5450 | 5630 | 5840 | 6090 | 6370 | 6720 | 7130 | 7420 | 7640 | 8010 | 8290 | 8600 | 5333 | 4571 |
| 3400 | 5740 | 5940 | 6170 | 6430 | 6740 | 7110 | 7550 | 7870 | 8100 | 8500 | 8800 | 9130 | 5667 | 4857 |
| 3600 | 6050 | 6260 | 6500 | 6780 | 7120 | 7510 | 7990 | 8330 | 8580 | 9000 | 9320 | 9680 | 6000 | 5143 |
| 3800 | 6340 | 6570 | 6830 | 7130 | 7480 | 7900 | 8410 | 8770 | 9040 | 9490 | 9840 | 10220 | 6333 | 5429 |
| 4000 | 6550 | 6780 | 7050 | 7370 | 7730 | 8170 | 8700 | 9080 | 9360 | 9830 | 10180 | 10580 | 6667 | 5714 |

Application of the Canadian Runway Friction Index (CRFI).

1. The recommended landing distances in Table 1 are based on a 95% level of confidence. A 95% level of confidence means that in more than 19 landings out of 20, the stated distance in Table 1 will be conservative for properly executed landings with all systems serviceable on runway surfaces with the reported CRFI.
2. Table 1 will also be conservative for turbojet and turboprop-powered aeroplanes with reverse thrust, and additionally, in the case of turboprop-powered aeroplanes, with the effect obtained from discing.
3. The recommended landing distances in the CRFI Table 1 are based on standard pilot techniques for the minimum distance landings from 50 ft, including a stabilized approach at V_{ref} using a glideslope of 3° to 50 ft or lower, a firm touchdown, minimum delay to nose lowering, minimum delay time to deployment of ground lift dump devices and application of brakes, and sustained maximum antiskid braking until stopped.
4. Landing field length is the landing distance divided by 0.6 (turbojets) or 0.7 (turboprops). If the Aeroplane Flight Manual (AFM) expresses landing performance in terms of landing distance, enter the table from the left-hand column. However, if the AFM expresses landing performance in terms of landing field length, enter the table from one of the right-hand columns, after first verifying which factor has been used in the AFM.

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TABLE 2
CANADIAN RUNWAY FRICTION INDEX (CRFI)
RECOMMENDED LANDING DISTANCES
(DISCING/REVERSE THRUST)

| Reported Canadian Runway Friction Index (CRFI) | | | | | | | | | | | | | | |
|---|--|------|------|------|------|------|------|------|------|------|------|------|---|------------|
| Landing Distance (Feet) Bare & Dry Unfactored | 0.60 | 0.55 | 0.50 | 0.45 | 0.40 | 0.35 | 0.30 | 0.27 | 0.25 | 0.22 | 0.20 | 0.18 | Landing Field Length (Feet) Bare and Dry | |
| | Recommended Landing Distances (Discing/Reverse Thrust) | | | | | | | | | | | | 60% Factor | 70% Factor |
| 1200 | 2000 | 2040 | 2080 | 2120 | 2170 | 2220 | 2280 | 2340 | 2380 | 2440 | 2490 | 2540 | 2000 | 1714 |
| 1400 | 2340 | 2390 | 2440 | 2500 | 2580 | 2660 | 2750 | 2820 | 2870 | 2950 | 3010 | 3080 | 2333 | 2000 |
| 1600 | 2670 | 2730 | 2800 | 2880 | 2970 | 3070 | 3190 | 3280 | 3360 | 3460 | 3540 | 3630 | 2667 | 2286 |
| 1800 | 3010 | 3080 | 3160 | 3250 | 3350 | 3480 | 3630 | 3730 | 3810 | 3930 | 4030 | 4130 | 3000 | 2571 |
| 2000 | 3340 | 3420 | 3520 | 3620 | 3740 | 3880 | 4050 | 4170 | 4260 | 4400 | 4510 | 4630 | 3333 | 2857 |
| 2200 | 3570 | 3660 | 3760 | 3880 | 4020 | 4170 | 4360 | 4490 | 4590 | 4750 | 4870 | 5000 | 3667 | 3143 |
| 2400 | 3900 | 4000 | 4110 | 4230 | 4380 | 4550 | 4750 | 4880 | 4980 | 5150 | 5270 | 5410 | 4000 | 3429 |
| 2600 | 4200 | 4300 | 4420 | 4560 | 4710 | 4890 | 5100 | 5240 | 5350 | 5520 | 5650 | 5790 | 4333 | 3714 |
| 2800 | 4460 | 4570 | 4700 | 4840 | 5000 | 5190 | 5410 | 5560 | 5670 | 5850 | 5980 | 6130 | 4667 | 4000 |
| 3000 | 4740 | 4860 | 5000 | 5160 | 5340 | 5550 | 5790 | 5950 | 6070 | 6270 | 6420 | 6580 | 5000 | 4286 |
| 3200 | 5080 | 5220 | 5370 | 5550 | 5740 | 5970 | 6240 | 6420 | 6560 | 6770 | 6940 | 7110 | 5333 | 4571 |
| 3400 | 5350 | 5500 | 5660 | 5850 | 6060 | 6310 | 6590 | 6790 | 6930 | 7170 | 7340 | 7530 | 5667 | 4857 |
| 3600 | 5620 | 5780 | 5960 | 6160 | 6390 | 6650 | 6960 | 7170 | 7320 | 7570 | 7750 | 7950 | 6000 | 5143 |
| 3800 | 5890 | 6060 | 6250 | 6460 | 6700 | 6980 | 7310 | 7540 | 7700 | 7970 | 8160 | 8380 | 6333 | 5429 |
| 4000 | 6070 | 6250 | 6440 | 6660 | 6910 | 7210 | 7540 | 7780 | 7950 | 8220 | 8430 | 8650 | 6667 | 5714 |

Application of the Canadian Runway Friction Index (CRFI)

- The recommended landing distances in Table 2 are based on a 95% level of confidence. A 95% level of confidence means that in more than 19 landings out of 20, the stated distance in Table 2 will be conservative for properly executed landings with all systems serviceable on runway surfaces with the reported CRFI.
- The recommended landing distances in Table 2 take into account the reduction in landing distances obtained with the use of discing and/or reverse thrust capability for a turboprop-powered aeroplane and with the use of reverse thrust for a turbojet-powered aeroplane. Table 2 is based on the Table 1 recommended landing distances with additional calculations that give credit for discing and/or reverse thrust. Representative low values of discing and/or reverse thrust effect have been assumed, hence the data will be conservative for properly executed landings by some aeroplanes with highly effective discing and/or thrust reversing systems.
- The recommended landing distances in CRFI Table 2 are based on standard pilot techniques for the minimum distance landings from 50 ft, including a stabilized approach at V_{ref} using a glideslope of 3° to 50 ft or lower, a firm touchdown, minimum delay to nose lowering, minimum delay time to deployment of ground lift dump devices and application of brakes and discing and/or reverse thrust, and sustained maximum antiskid braking until stopped. In Table 2, the air distance from the screen height of 50 ft to touchdown and the delay distance from touchdown to the application of full braking remain unchanged from Table 1. The effects of discing/reverse thrust were used only to reduce the stopping distance from the application of full braking to a complete stop.

4. Landing field length is the landing distance divided by 0.6 (turbojets) or 0.7 (turboprops). If the AFM expresses landing performance in terms of landing distance, enter the table from the left-hand column. However, if the AFM expresses landing performance in terms of landing field length, enter the table from one of the right-hand columns, after first verifying which factor has been used in the AFM.

LIGHTING

The **LIGHTING** sub-heading describes the types of runway lighting available for individual runways at land aerodromes and for pads at heliports (heliport lighting systems are described at the end of this section).

In Southern and Northern Domestic Airspace operational runways are identified by two-digit runway number designators followed by "L", "R" or "C" if required. For land aerodrome lighting, the individual runway designator is followed by a short dash and approach lighting, then by threshold and runway lighting within parentheses, and finally by visual approach system types. All of these are in coded form and can be identified by using the legend. Runways are listed in pairs and by increasing order of designators, e.g., 05L-23R, 05R-23L, and 10-28.

At some aerodromes the lighting systems may be left on continuously, however many aerodromes are lighted only on request or by radio (ARCAL). The method and times of operation are therefore described for non-continuous systems.

Aerodrome Beacon: At some aerodromes the aerodrome beacon is also operated by the ARCAL system. At these sites the aerodrome beacon may therefore be selected "ON" by keying the microphone in the sequence specified in this Supplement for activating the type J or type K ARCAL system. The aerodrome beacon will then commence the 15 minute timed operating cycle with the other aerodrome lighting.

Some aerodromes may use retro-reflective markers in place of lights to mark the edges of a runway or helipad. A fixed white light or strobe light will be installed at each end of the runway to assist pilots in locating and aligning the aircraft with the runway, so that the aircraft landing lights will be reflected by the markers. Retro-reflective markers are indicated by the code "RR".

| | |
|-----------------|---|
| LIGHTING | 05-AD(TE ME) V1, 23-AD(TE ME) 09-AD(TE HI), 27-AD AS(TE HI) V2, 13-AD(TE ME), 31-AD(TE ME) P2 2.5° ARCAL-122.8 type J |
|-----------------|---|

VASIS & PAPI-Apch angle shown when different than 3°; Operational dist from Thld shown when less than 4NM

Aircraft Radio Control of Aerodrome Lighting

AIRCRAFT RADIO CONTROL OF AERODROME LIGHTING (ARCAL)

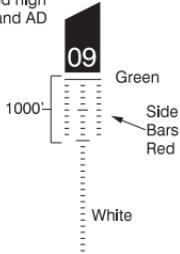
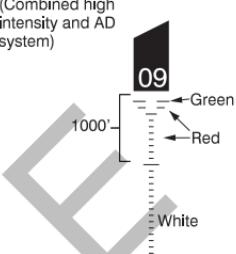
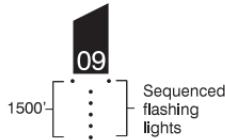
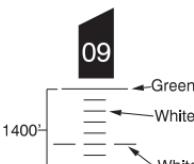
Type J To operate all aerodrome lighting for duration of approximately 15 minutes key microphone 5 times within 5 seconds. The timing cycle may be restarted at anytime by repeating the keying sequence.

NOTE: Some systems will indicate when the duration period is over by flashing once, then remaining on for a further 2 minutes before extinguishing completely. Other systems offer no indication that the period is ending. The control system may operate H24 or between sunset and sunrise.

Type K To operate all aerodrome lighting for a duration of approximately 15 minutes, key microphone 7 times initially. This will ensure all lights are on maximum intensity. The intensity may be adjusted up or down to any one of three settings by keying the microphone 7, 5, or 3 times within 5 seconds for high, medium, or low intensity settings respectively. The timing cycle may be restarted at any time by repeating the initial keying sequence. Where Runway Identification Lights (code AS) are available, keying the microphone three times on the appropriate frequency will turn them off.

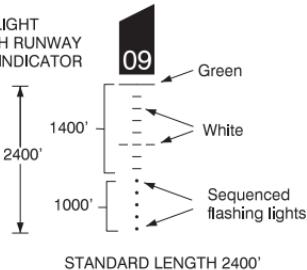
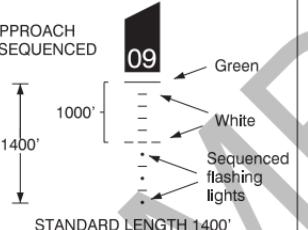
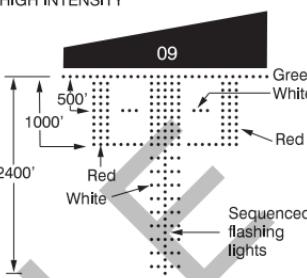
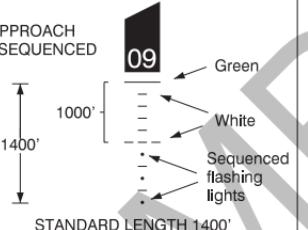
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APPROACH LIGHTING

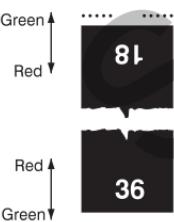
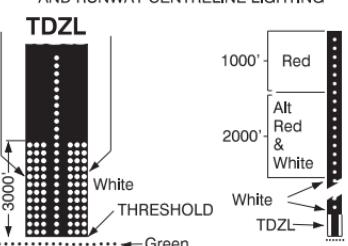
| | | |
|---|---|--|
| AC CENTRE ROW CATEGORY II HIGH INTENSITY (Combined high intensity and AD system) | AD CENTRE ROW LOW INTENSITY | AE CENTRE ROW CATEGORY I HIGH INTENSITY (Combined high intensity and AD system) |
|  MINIMUM LENGTH 2400' |  MINIMUM LENGTH 2400' |  MINIMUM LENGTH 2400' |
| AF CENTRE ROW MODIFIED CALVERT HIGH INTENSITY (Combined high intensity and AD system) NOTE: Threshold outline in GREEN at DND Bases only. MINIMUM LENGTH 2400' SF lights may or may not be installed in outer 2000' | AJ CENTRE ROW LOW INTENSITY 1000' MINIMUM LENGTH 2400' SF lights may or may not be installed in outer 2000' | AO ODALS OMNI-DIRECTIONAL APPROACH LIGHTING SYSTEM  STANDARD LENGTH 1500' |
| AR MALS MEDIUM INTENSITY APPROACH LIGHT SYSTEM  STANDARD LENGTH 1400' | AW SSALS HIGH INTENSITY  | AS RUNWAY THRESHOLD IDENTIFICATION LIGHTS (UNI-DIRECTIONAL FLASHING STROBE LIGHTS)  |
| | | AZ VISUAL ALIGNMENT GUIDANCE SYSTEM AND RUNWAY IDENTIFICATION LIGHTS (UNI-DIRECTIONAL ROTATING BEAMS CREATING FLASHING EFFECT)  |
| | | SF Sequenced flashing strobe lights installed in the approach lighting at some aerodromes. System includes runway identification lights. |

LIGHTING SYMBOLS NOT SHOWN TO SCALE ON SKETCHES

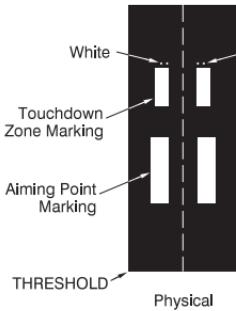
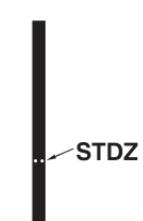
APPROACH LIGHTING

| | | |
|--|--|---|
| AM MALSR MEDIUM INTENSITY APPROACH LIGHT SYSTEM WITH RUNWAY ALIGNMENT INDICATOR LIGHTS | AN SSALR HIGH INTENSITY | AL ALSF-2 CATEGORY II / III HIGH INTENSITY |
|  STANDARD LENGTH 2400' |  STANDARD LENGTH 1400' |  STANDARD LENGTH 2400' NOTE: May be operated as SSALS or SSALR during favourable weather conditions. |
| AK MASF MEDIUM INTENSITY APPROACH LIGHT SYSTEM WITH SEQUENCED FLASHING LIGHTS |  STANDARD LENGTH 1400' | |

THRESHOLD AND RUNWAY LIGHTING

| | | |
|--|--|--|
| TE THRESHOLD AND RUNWAY END | A CENTRELINE AND RAPID EXIT TAXIWAY | TDZL TOUCHDOWN ZONE AND RUNWAY CENTRELINE LIGHTING |
|  |  |  |

STDZ SIMPLE TOUCHDOWN ZONE LIGHTS

| | |
|---|---|
|  |  |
|---|---|

RUNWAY LIGHTING CODES

| | | | |
|-----------|---|-------------|---|
| T | By itself indicates green threshold lights. | TDZL | Touchdown zone lighting. |
| LO | Low intensity runway lights. | STDZ | Simple touchdown zone lighting. |
| ME | Medium intensity runway edge lights, variable 3 settings. | CL | Centreline lighting. High intensity, variable 5 settings. |
| HI | High intensity runway edge lights, variable 5 settings. | RR | Retro-reflective markers |

SAMPLE

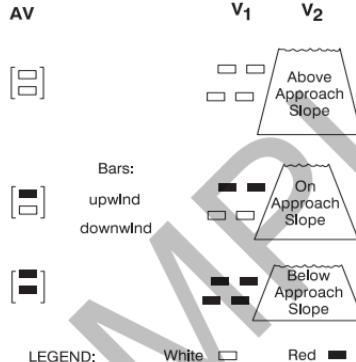
VISUAL GLIDE SLOPE INDICATORS (VGSI)**VISUAL APPROACH SLOPE INDICATOR SYSTEM (VASIS) (V)**

BARS MAY BE LOCATED ON EITHER OR BOTH SIDES OF THE RUNWAY (Ref TC AIM AGA).

V₁ 2-BAR VASIS for aircraft with eye-to-wheel height up to 10' (DC-3 and smaller).

V₂ 2-BAR VASIS for aircraft with eye-to-wheel height up to 25' (DC-8 and smaller).

AV AVASIS - Abbreviated VASIS for aircraft with eye-to-wheel height up to 10' (shown in brackets, 2 light units).

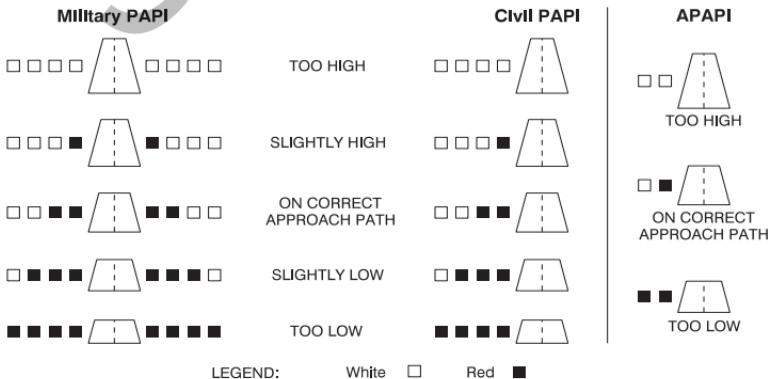
TWO BAR VASIS**PRECISION APPROACH PATH INDICATOR (PAPI) (P)**

P₁ PAPI for aircraft with eye-to-wheel height up to 10'.

P₂ PAPI for aircraft with eye-to-wheel height up to 25'.

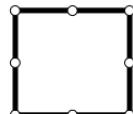
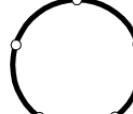
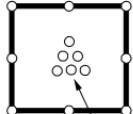
P₃ PAPI for aircraft with eye-to-wheel height up to 45'.

AP APAPI - Abbreviated PAPI for aircraft with eye-to-wheel height up to 10'.



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HELIPORT LIGHTING

| | | |
|---|--|--|
| DR- Approach and Departure Direction Lights (optional) | RY- Touchdown and lift off area (TLOF) yellow perimeter lights | RW- Final Approach and Take-off Area (FATO) White or Green |
|  5 yellow or white omni-directional or sequenced flashing lights used to help avoid obstructions or noise sensitive areas. |   RF- Touchdown and lift off area (TLOF) floodlighting NOTE: Perimeter lighting or reflective tape may be added to floodlighting |  Aiming point marked with red lights |
| TLOF/FATO edge lights | | |
| LO - Low intensity ME - Medium intensity (variable 3 settings) HI - High intensity (variable 3 settings) | | |
| INTENSITY/TYPE RR- Retro-reflective markers LED- Light Emitting Diodes | | |
| Floodlighting FH - High Mount FL - Low Mount FP - Floodlighting Portable | | |

COMMUNICATIONS (COMM)

The term "(bil)" when placed after the term "COMM" indicates that all services listed below are offered bilingually. When bilingual services are limited, the term "(bil)" will precede the appropriate service.

FREQUENCIES:

A frequency followed by an "X" means the frequency can be requested through the control agency under which it is listed. If there are other limitations placed upon availability of frequencies, these will be indicated. Frequencies published followed by the letter "T" or "R" indicate that the facility will only transmit or receive respectively on that frequency; when followed by the letter "P" the frequency is a back-up for precision approach radar (see "NAVIGATION" section for this legend). When VHF frequencies are quoted to three places of decimals it indicates 25KHZ separation. HF frequencies used by the Canadian Flight Service Stations are capable of SSB J3E emission only. Frequencies printed in bold type indicate a high altitude frequency (starting at FL180 and above, unless otherwise indicated).

EMERGENCY FREQUENCIES:

Within this Supplement emergency frequencies are listed within this directory as (V) indicating 121.5 (U) indicating 243.0 and (E) indicating 121.5 and 243.0.

All services bilingual

Bilingual services at these facilities

| | |
|-----------------|--|
| COMM | (bil) |
| RADIO | (bil) 122.2 236.1 (E) (emerg only 867-979-5685) |
| RCO | Goose rdo 126.9 (RAAS) 126.7 (FISE) |
| DRCO | Goose rdo 126.9 (RAAS) 126.7 (FISE) 236.1 (FISE) |
| ATIS | 114.8 124.6 1-877-517-ATIS (2847) |
| CLNC DEL | 121.4 |
| APRON | 122.4 "call sign" |
| GND | 121.9 |
| GND ADV | 121.9 |
| TWR | 118.7 124.0 (inbound) 226.5 |
| MF | radio 118.7 04-12Z‡ 5NM 3100 ASL (CAR 602.98) |
| ATF | unicom ltd hrs O/T tfc 122.8 5NM 4000 ASL |
| TML | (bil) 124.65 134.475 |
| ARR | (bil) 120.8 352.7 |
| DEP | (bil) 120.5 363.8 |
| VFR ADV | terminal 125.2 |
| PAL | Sumspot Ctr 125.9 308.3 |
| UNICOM | 122.8 |
| APRT RDO | 122.1 (V) 14-06Z‡ |
| A/G | 4895 |
| MIL | Wing Ops 264.6 |
| VDF | 118.7 |
| UDF | 227.6 (U) |
| INTL AIR | 6350 (Selcal) |
| AWOS | 124.7 |
| LWIS | 128.7 |
| AUTO | 122.025 |
| PMSV | 344.6 |

International Air Carrier

SUMSPOT CENTRE

127.0 133.675 **132.175** 132.475 **132.475**
Sault Ste. Marie 132.65 **134.425** 227.3 344.5

Peripheral station

Bold indicates High Altitude frequency (starting at FL180 and above, unless otherwise indicated).

Light type indicates Low Altitude frequency

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SUMSPOT FSS – RCO**Moosonee** 122.5 (RAAS) 12-02Z‡ (N51 17 W80 38)**Muskoka** 122.3 (RAAS) (N44 58 W79 18)**PACIFIC RADIO – RCO (KAMLOOPS FIC)****Abbotsford** 122.5 (FISE) 126.7 (bcst) (N49 02 W122 22)**Bella Bella (Campbell Island)** 126.7 (FISE) (N52 11 W128 09)

CALL SIGN:

The aerodrome name as published in the CFS is used to form the call sign of an associated ground station. When the aerodrome name is different from the community (location) name, it is published following the community name and separated by an oblique (/). For unique cases where the call sign is different from the aerodrome name, the call sign will be added before the frequency.

Where "tfc" (traffic) is indicated (after the call sign in unique cases), a ground station may not necessarily exist. An advisory broadcast transmission should be made in this instance.

FLIGHT ADVISORY AND INFORMATION SERVICE:

NAV CANADA operates flight service stations and flight information centres that provide flight advisory and information services to enhance flight safety and efficiency. These services are obtained by calling the appropriate FSS or FIC followed by the word RADIO. The services provided by FSSs and FICs are listed below. Details concerning these services are presented in TC AIM RAC.

(a) Flight service stations and flight information centres (**RADIO**)

FSSs are located at selected aerodromes across Canada. They provide airport advisory service, vehicle control service and VHF direction finding. These services are primarily intended for the arrival and departure phases of a flight to an aerodrome within an MF area, and for transit through an MF area, served by an FSS.

FICs are established at various locations across Canada. They provide pilot briefing service, flight information service en route (FISE), aeronautical broadcast service, VFR flight plan alerting service and flight regularity message service. These services are intended for pre-flight planning and for the en route phase of flight.

FSSs and FICs provide alerting emergency assistance service and NOTAM information service. Selected units may also provide remote aerodrome advisory service (RAAS), vehicle advisory service and weather observation service.

(b) Remote Communications Outlet (**RCO**)

A remote communications outlet (RCO) is a transceiver remotely established from an FSS or FIC for the provision of communications between aircraft and the FSS or FIC. An RCO enables an FSS to provide RAAS for aerodromes located within an MF area and an FIC to provide FISE on a FISE frequency.

At FISE RCO sites where a FISE frequency and 126.7 (bcst) are indicated, the 126.7 MHz frequency is unmonitored and inactive. However, 126.7 MHz communications equipment is available at these RCO sites and flight service specialists at the FIC will selectively activate the 126.7 MHz RCO transceiver when required in order to provide the aeronautical broadcasting service (SIGMET, urgent PIREP safety messages) or to conduct communication searches for overdue aircraft. When the 126.7 MHz transceiver is selected, the FISE transceiver is activated also for simultaneous broadcast on both frequencies.

At aerodromes where RAAS is provided part-time, during the hours that RAAS is not provided, information required to conduct an instrument approach (wind direction/speed, altimeter setting, runway condition), special VFR approvals (for sites within control zones) and IFR departure clearances, may be obtained from the FIC via the FISE RCO frequency or from the ACC via the PAL frequency, as appropriate. In addition, when RAAS is not provided, vehicles operators will be monitoring the MF while on the manoeuvring area of the aerodrome. Pilots will communicate directly with the vehicle operators to obtain the vehicle's position and operator intentions for coordinating the aircraft's arrival or departure. An RCO may also be used to accept position reports and relay ATC clearances.

NOTE: See TC AIM RAC for details.

(c) Dial-up Remote Communications Outlet (DRCO)

A DRCO is a standard RCO which has had a dial-up unit installed to connect the pilot with a flight information centre via a commercial telephone line. The line is "opened" or "activated" by the pilot or by the flight information centre.

Activation of the system by the pilot is accomplished via the aircraft radio transmitter by keying the microphone button 4 times with a deliberate and constant action on the published DRCO frequency. The microphone push-to-talk button should be held down a fraction of a second (1/4 is optimum) for each keying action with no more than 1 second between each action. The entire process should take slightly less than 10 seconds. The remote dial-up unit is designed to accept this constant and deliberate action to reduce the possibility of inadvertent activation from other sources. Consequently, if a microphone is keyed more than 4 times or too rapidly (or too slowly), the system will not activate.

Once the communication link has been established, the DRCO equipment will answer the pilot with a pre-recorded voice message: "Link Established". The link can only be deactivated by the ATS unit.

Activation of the DRCO - Pilot Procedures

- (i) Select the published RCO frequency on the aircraft radio transceiver.
- (ii) Key the radio microphone distinctly 4 times in a row, with no more than 1 second between each keying. If the keying procedure is successful, the pilot will hear a dial tone, signalling pulses (e.g., touch tones), and finally a ringing signal (see Note).
If the keying procedure has been successful, but the line is not available, the equipment will automatically disconnect, and the message "Try Again" will be broadcast.
- (iii) Wait for the DRCO equipment to answer with the pre-recorded voice message "Link Established". This reply confirms that the phone link with ATS has been established. The pilot must now initiate the radio conversation as per standard radiotelephony practices e.g., "Quebec Radio, this is CESSNA GOLF ALFA DELTA TANGO, over". It is important to note that the ATS Specialist may be performing other duties (e.g., working on another frequency or taking a weather observation) and may not be able to acknowledge the pilot's radio call right away.
- (iv) The RCO line can only be disconnected by the ATS unit.
- (v) A "Call Terminated" message indicates that the telephone line has been inadvertently disconnected.

NOTE: If the dial tone, signalling, and ringing are not heard, the pilot can assume that either:

- (i) the RCO is not within the radio range of the aircraft's transceiver; or
- (ii) the RCO line has already been opened, and there is a pause in the communication between the pilot of another aircraft and the ATS unit. The pilot may assume that the line is open and attempt to initiate communications with ATS.

If no reply is received from ATS within a reasonable time interval, the pilot should attempt the keying procedure when in closer proximity to the RCO site.

MANDATORY FREQUENCY (MF):

The designation of an MF Area is indicated by the **MF** entry, e.g.,

| | | |
|-------------|-----------|---|
| COMM | MF | radio 118.7 04-12Z‡ 5NM 3100 ASL (CAR 602.98) |
|-------------|-----------|---|

Within MF Areas, MF Reporting Requirements (CAR 602.98) are mandatory.

Transport Canada has designated a Mandatory Frequency (MF) for use at selected uncontrolled aerodromes or aerodromes that are uncontrolled between certain hours. Aircraft operating within the area in which MF is applicable (MF area), on the ground or in the air, shall be equipped with a functioning radio capable of maintaining two-way communication, and specified reporting procedures shall be followed.

An MF area will be established at an aerodrome if the traffic volume and mix of aircraft traffic at that aerodrome is such that there would be a safety benefit derived from implementing MF procedures. There may or may not be a ground station in operation at the aerodrome for which the MF area has

A94 GENERAL

been established. When a ground station is in operation, for example an FSS, an RCO through which RAAS is provided, a CARS or an approach UNICOM (AU) then all aircraft reports that are required for operating within, and prior to entering an MF area, shall be directed to the ground station. However, when the ground station is not in operation, then all aircraft reports that are required for operating within, and prior to entering an MF area, shall be broadcast.

At aerodromes where a MF is located and the volume of traffic is such that a second frequency is needed to alleviate frequency congestion, the Minister may exempt pilots from the requirements of CAR 602.97(2), 602.98(1) and 602.99 and specify airport operating restrictions in the Canada Flight Supplement (CFS) for use of a ground advisory (GND ADV) frequency; used for the provision of traffic information, pre-taxi clearances and other advisory information.

Pilots must still adhere to CAR 602.100 to 602.103 inclusive.

The radius from the aerodrome centre and the vertical limit of the airspace above sea level (ASL) within which the Mandatory Frequency (MF) applies will also be shown in the **MF** entry.

AERODROME TRAFFIC FREQUENCY (ATF):

An Aerodrome Traffic Frequency (ATF) is published in the Supplements and is normally designated for active, uncontrolled aerodromes that do not meet the criteria for mandatory frequencies. This is to ensure that all radio equipped aircraft operating on the ground or within the specified (ATF) area, are listening on a common frequency and following a common reporting procedure.

The ATF will normally be the frequency of the ground station (UNICOM or airport radio) where one exists or 123.2 MHz where a ground station does not exist.

The radius from the aerodrome center and the vertical limit of the airspace above sea level (ASL) within which the ATF applies, will be shown in the **COMM** sub-heading.

MF/ATF INITIAL CONTACT ON ARRIVAL:

In accordance with CAR 602.97 (1) and (2), the pilot-in-command of a VFR or IFR radio-equipped aircraft operating within an MF area shall maintain a listening watch on the mandatory frequency specified for use in the MF area.

In accordance with CAR 602.101 (a), the pilot-in-command of a VFR aircraft arriving at an uncontrolled aerodrome that lies within an MF shall report before entering the MF area and, where circumstances permit, shall do so at least five minutes before entering the area, giving the aircraft's position, altitude and estimated time of landing and the pilot-in-command's arrival procedure intentions.

In accordance with CAR 602.104 (2) (a) (i), the pilot-in-command of an IFR aircraft who intends to conduct an approach to or a landing at an uncontrolled aerodrome, shall report the pilot-in-command's intentions regarding the operation of the aircraft five minutes before the estimated time of commencing the approach procedure, stating the estimated time of landing.

These procedures should also apply to aerodromes with ATF frequency.

UNCONTROLLED AERODROMES WITHOUT A PUBLISHED ATF:

Where no ATF has been published in the Supplements, the common frequency for the broadcast of aircraft position and pilot intentions when flying in the vicinity of an uncontrolled aerodrome is 123.2 MHz.

UNICOM:

Universal Communications (UNICOM) is an air-ground communications facility operated by a private agency to provide Private Advisory Station (PAS) service at uncontrolled aerodromes. At these locations the choice of frequencies are 122.7, 122.8, 123.0, 123.3, 123.5, 122.35, 122.95, 123.35, 122.725, 122.775 and 122.825 MHz.

The use of all information received from a UNICOM station is entirely at the discretion of the pilot. The frequencies are published in aeronautical information publications as a service to pilots, but Transport Canada takes no responsibility for the use made of a UNICOM frequency.

An approach UNICOM (AU) is an air-ground communications service that can provide approach and landing information to IFR pilots. The meteorological service provider is required to ensure that:

(a) meteorological instruments used to provide the approach and landing information meet the requirements stipulated under CAR 804.01(1)(c) or the applicable exemption; and

(b) UNICOM operators meet the training requirements stipulated under CAR 804.01(1)(c) or the applicable exemption.

Where the above standards are met, the AU operator may provide a station altimeter setting for the conduct of an instrument procedure. The wind speed and direction for the conduct of a straight-in

landing from an instrument approach, may or may not be provided at those facilities. Refer to the FLT PLN WX section to determine availability of wind speed and direction as well as altimeter settings from AU services.

Operators providing AU services may also advise pilots of the runway condition and the position of vehicles or aircraft on the manoeuvring area.

An AU will be indicated as "UNICOM (AU)" in the Canada Air Pilot and the Canada Flight Supplement.

AIRPORT RADIO (APRT RDO):

Airport Radio service is provided by Observer/Communicators (O/Cs) who are certified to conduct aviation weather observations and radio communications to facilitate aircraft departures and arrivals (O/Cs are authorized to provide an altimeter setting for an instrument approach) at uncontrolled aerodromes (see TC AIM RAC).

SOARING ACTIVITIES:

The frequency 123.4 MHz is allocated to soaring activities which include balloons, gliders, sailplanes, ultralights and hang gliders. It may also be designated as an ATF at aerodromes operated primarily for the purpose of soaring.

MILITARY FLIGHT ADVISORY UNIT (MFAU):

The designation of an MFAU is indicated by the MF entry at MIL A/D's, e.g.:

| | | |
|-------------|-----------|---|
| COMM | MF | Namao advsy 118.0 ltd hrs O/T tfc 118.0 5 NM 3400 ASL |
|-------------|-----------|---|

DND operates MFAU, which provide flight information services that enhance flight safety and efficiency. These services are available by calling the appropriate station, followed by "Advisory" (i.e. "Namao Advisory"). MFAU provide enroute flight information, airport advisory, ground control, field condition reports, flight planning, alerting service, navigation assistance, NOTAMs, PIREPs, and weather reports. An MFAU may be used to accept and relay VFR and IFR position reports and ATC clearances.

MFAUs provide positive Ground Control - This is different than vehicle control as it also applies to aircraft on the ground. They also provide visual signals to aircraft in flight. The visual signals carry the same meaning as detailed in the TC AIM; however, they are accepted at pilots discretion. They are not control instructions; they are advisory only.

NAVIGATION (NAV)

Elevation (ASL) of navigational facility antenna when available

| | | Subject to unscheduled outages without NOTAM |
|----------------|---|---|
| | Auxiliary code | Non NAV CANADA/DND facility |
| NAV | | |
| NDB | X 385 (TL) N43 44 17 W79 34 18 Pvt Unmonitored UPLANDS (YUP) 352 (M) N45 13 45 W75 29 36 | |
| VOR/DME | YYZ 112.15 Ch 58(Y) N43 39 29 W79 37 54 (541') SSM 112.2 Ch 59 N46 24 43 W84 18 53 (1770') | |
| VORTAC | | |
| DME | PLL 110.75 Ch 44(Y) N53 18 37 W110 04 53 (2210') | |
| TACAN | UMJ Ch 36 N50 19 51 W105 33 43 | |
| ILS | IOW 109.5 (Rwy 07-25) RVR | |
| PAR | 119.0 134.1 226.3 289.4 304.6 341.3 378.5 352 (E) | |
| | <i>Second rwy indicates back course capability</i> | <i>Channel paired with DME frequency in "X" mode unless "Y" mode indicated by (Y). Refer to Section D for DME Frequency Pairing Plan.</i> |

NOTE: For any NAVAID located within NDA, magnetic variation is not applicable; any VOR or TACAN located within NDA is oriented to True North.

A96 GENERAL**LISTING OF NAVIGATION FACILITIES**

All navigation facilities are listed in Section D, Radio Navigation and Communications, under **RADIO NAVIGATION AIDS BY INDICATOR**.

Navigation facilities that are associated with an aerodrome, in that they serve as instrument approach aids, have the same name, or are within 5NM of the aerodrome, are also listed under the **NAV** sub-heading for that aerodrome. Facilities located farther than 5NM from an aerodrome which provide an operational advantage (i.e., remote aerodrome) may also be listed under the **NAV** sub-heading. However, no navigation facility is listed under the **NAV** sub-heading if it exceeds 25NM from the A/D, unless it is used for an IAP.

Navigation facilities which do not fit into these categories are listed in Section D, Radio Navigation and Communications, under **RADIO NAVIGATION AIDS BY LOCATION**.

NOTE: Pilots wishing to use geographic coordinates in decimal format can refer to Section D under **RADIO NAVIGATION AIDS BY INDICATOR**.

AUXILIARY CODES:

These codes may appear after frequencies of navigation facilities either singly or in multiples and signify the following:

- A ATIS (Automatic Terminal Information Service)
- T An ATC agency (except PAR) can transmit on this navigation frequency but not receive
- L NDB power output less than 50 watts
- M NDB power output 50 to less than 2000 watts
- H NDB power output 2000 watts or more
- Z 75MHz station location marker or fan marker

PRECISION APPROACH RADAR (PAR):

All military PAR's operate continuously during Instrument Metereological conditions unless otherwise indicated.

PROCEDURES (PRO)

| | |
|------------|--|
| PRO | <p>Arr 2000 ASL, dep 1500 ASL. Ski ops proh. Use Heli routes as depicted on Montréal VTPC or as directed by ATC. Noise Operating Criteria (CAR 602.105): A. Rwy 11 preferential. B. Dep rwy 29: climb on rwy centreline til 1000 ASL. C. Touch & go landings rwy 29 are not permitted btwn 23-06 (lcl time). Noise Restricted Runway (CAR 602.106): Circuits rwy 29, climb on rwy centreline, left turn to follow the P-line & route 337 til abeam shopping centre, then left turn downwind for circuit rwy 29.</p> |
|------------|--|

*Helicopter procedures Noise Operating Criteria/
Noise Restricted Runway*

The **PRO** sub-heading deals with circuit patterns and heights, specific VFR routes within zones, restrictions to certain types of traffic, other aerial activities within zones, specific helicopter procedures and Noise Operating Criteria/Noise Restricted Runway.

Operating restrictions that are specified by the Minister in order to comply with Airport Certificate issued for the aerodrome/heliport will be indicated by (CAR 602.96).

Circuits are left hand patterns unless mandatory right hand patterns are specified (CAR 602.96), e.g.,

| | |
|------------|---|
| PRO | Rgt hand circuits rwys 22, 28 & 34 (CAR 602.96) |
|------------|---|

Regulatory Noise Operating Criteria and/or Noise Restricted Runway are indicated by (CAR 602.105) or (CAR 602.106) respectively. For further information on Mandatory Noise Operating Criteria and/or Noise Restricted Runway, refer to AIP AD 2.21.

Approach/departure pathways are identified by arr/dep bearing(s) from heliport, slope in percent (if provided), classification (H1, H2 or H3) and any other restrictions.

Heliport Classification:

H1: Helicopters permitted to use an H1 heliport (arr/dep) shall be multi-engined and capable of remaining at least 4.5 m (15 feet) above all obstacles within the approach/departure area when operating in accordance with their Aircraft Flight Manual with one engine inoperative.

H2: Helicopters permitted to use an H2 heliport (arr/dep) shall be multi-engined.

H3: H3 heliport (arr/dep) available for single-engined or multi-engined helicopters.

This sub-heading is used in conjunction with the Aerodrome Sketch and with the VFR Terminal Procedures Chart (VTPC) when one is provided.

| | |
|------------|---|
| PRO | Arr/dep 053° & 233° fr heli, slope 16% (H2) Arr/dep 270° to 040°, slope 4.5% (H1) Arr/dep 105° fr heli, slope 6% (H3), day use only Arr/dep 356° fr heli, slope 12% (H2), day/night use Arr/dep 140° fr heli, slope 12% (H2), NVIS rqrdr for night use (CAR 602.96) |
|------------|---|

CAUTION

Brief information describing conditions of a permanent (90 days or more) nature, regarding aeronautical facilities or hazards, knowledge of which is essential for the safe operation of aircraft.

SAMPLE

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C2 PLANNING**FLIGHT PLAN / FLIGHT ITINERARY**

The following lists the order of filing:

1. Aircraft identification (aircraft registration mark, flight number or radio call sign)
2. Flight rules
3. Type of flight
4. Number (if more than one)
5. Type of aircraft
6. Wake turbulence category
7. Equipment and capability (see page C3)
8. Departure aerodrome
9. Time of departure (UTC) proposed/actual
10. Cruising speed
11. Altitude / Level
12. Route
13. Destination aerodrome
14. Estimated elapsed time enroute (hrs & min)
15. SAR time*
16. Alternate aerodrome(s) (if required)
17. Other information
18. Endurance (hrs & min)
19. Total no of persons on board
20. Type of emergency locator transmitter*
21. Survival equipment (type, jackets, dinghies)
22. Aircraft colour and markings
23. Remarks (regarding other survival equipment)
24. Arrival report - where it will be filed*
25. Name and number or address of person or company to be notified if SAR action initiated*
26. Pilot's name
27. Pilot's licence no (Canadian pilot licence only)*

* Not required in an ICAO flight plan/flight itinerary.

MIL: Flights originating from locations where no DND flight planning facilities are available will file the NAV CANADA Canadian Flight Plan and Flight Itinerary form as described herein.

See TC AIM RAC Flight Planning for detailed instructions in completing the NAV CANADA form.

VFR POSITION REPORTS

Reports not required (except ADIZ reports) but will assist search and rescue if needed. Report to a Flight Information Centre or a Flight Service Station. In uncontrolled airspace report on the published FISE frequency and also broadcast on 126.7.

1. Identification
2. Position
3. Time over
4. Altitude
5. VFR Flight Plan
6. Destination

IFR POSITION REPORTS

1. Identification
 2. Position
 3. Time
 4. Altitude
 5. Type of flight plan or flight itinerary*
 6. Next reporting point and ETA**
 7. Name only of the next succeeding reporting point
 8. Remarks
- * If providing position reports via Automatic Dependant Surveillance (ADS) it is not necessary to indicate the type of flight plan.
- ** If the time estimate for the next applicable reporting point differs from the previously reported estimate by three minutes or more, a revised estimated time should be notified as soon as possible to the appropriate Air Traffic Services (ATS) unit.

CONTENTS OF AN ARRIVAL REPORT

1. The aircraft registration mark, flight number or radio call sign
2. The type of flight plan or flight itinerary
3. The departure aerodrome
4. The arrival aerodrome
5. The date and time of arrival

PIREP

1. Location of phenomena in relation to NAVAID or aerodrome or coordinates and time
2. Altitude
3. Aircraft type
4. Cloud (Base, Amount, Top)
5. Temperature
6. Wind direction and speed
7. Turbulence (intensity, type, altitude)
8. Icing (intensity, type, altitude)
9. Remarks

EQUIPMENT PREFIXES AND SUFFIXES

AIRCRAFT

- /H – HEAVY, to indicate an aircraft type with a maximum certificated takeoff mass of 136,000 kg (300,000 lbs) or more.
- /M – MEDIUM, to indicate an aircraft type with a maximum certificated takeoff mass of less than 136,000 kg (300,000 lbs) but more than 7,000 kg (15,500 lbs).
- /L – LIGHT, to indicate an aircraft type with a maximum certificated takeoff mass of 7,000 kg (15,500 lbs) or less.

Separate the type of aircraft and wake turbulence category from the COM/NAV equipment by a hyphen (-), then, following the COM/NAV suffixes add a forward slash (/) and denote the SSR equipment.

(a) COM/NAV equipment

INSERT one letter as follows:

N – if no COM/NAV approach aid equipment for the route to be flown is carried, or the equipment is unserviceable

or

S – if standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable (see Note 1),

and/or

INSERT one or more of the following letters to indicate the serviceable COM/NAV/approach aid equipment and capabilities available (see Note 6):

| | | | |
|----|-------------------------------------|-------|--|
| A | GBAS landing system | L | ILS |
| B | LPV (APV with SBAS) | M1 | ATC SATVOICE (INMARSAT) |
| C | LORAN C | M2 | ATC SATVOICE (MTSAT) |
| D | DME | M3 | ATC SATVOICE (Iridium) |
| E1 | FMC WPR ACARS | O | VOR |
| E2 | D-FIS ACARS | P1 | CPDLC RCP 400 |
| E3 | PDC ACARS | P2 | CPDLC RCP 240 |
| F | ADF | P3 | SATVOICE RCP 400 |
| G | (GNSS) (see Note 2) | P4-P9 | Reserved for RCP |
| H | HF RTF | R | PBN approved (see Note 4) |
| I | Inertial Navigation | S | Standard Equipment (see Note 1) |
| J1 | CPDLC ATN VDL Mode 2 (see Note 3) | T | TACAN |
| J2 | CPDLC FANS 1/A HF DL | U | UHF RTF |
| J3 | CPDLC FANS 1/A VDL Mode 4 | V | VHF RTF |
| J4 | CPDLC FANS 1/A VDL Mode 2 | W | RVSM approved |
| J5 | CPDLC FANS 1/A SATCOM (INMARSAT) | X | MNPS approved |
| J6 | CPDLC FANS 1/A SATCOM (MTSAT) | Y | VHF with 8.33 kHz channel spacing capability |
| J7 | CPDLC FANS 1/A SATCOM (Iridium) | Z | Other equipment carried or other capabilities (see Note 5) |
| K | (MLS) | | |

Any alphanumeric characters not indicated above are reserved.

C4 PLANNING

EQUIPMENT PREFIXES AND SUFFIXES (Cont'd)

NOTES:

1. If the letter S is used standard equipment is considered to be VHF RTF, VOR and ILS, unless another combination is prescribed by the appropriate ATS authority.
2. ICAO: If the letter "G" is used, the types of external GNSS augmentation, if any, are specified in "Other Information" following the indicator NAV/ and separated by a space.
Canadian: When using the letter "G" on an IFR flight plan, the GNSS receiver must be approved in accordance with the requirements specified in AIP Canada (ICAO) ENR 4.3. IFR-certified receivers are not mandatory for VFR flights. Pilots are encouraged to use the letter "G" on VFR flight plans when using any type of GNSS to assist VFR navigation.
3. See RTCA/EUROCAE Interoperability Requirements Standard For ATN Baseline 1 (ATN B1 INTEROP Standard - DO-280B/ED-110B) for data link services air traffic control clearance and information/air traffic control communications management/air traffic control microphone check.
4. If the letter R is used, the performance based navigation levels that can be met are specified in "Other Information" following the indicator PBN/. Guidance material on the application of performance based navigation to a specific route segment, route or area is contained in the Performance-Based Navigation Manual (Doc 9613).
5. If the letter "Z" is used, specify in "Other Information" the other equipment carried, or other capabilities, preceded by COM/, NAV/ and/or DAT, as appropriate.
6. Capabilities comprise the presence of relevant serviceable equipment on board the aircraft; equipment and capabilities commensurate with flight crew qualifications and, where applicable, authorization from the appropriate authority.

Surveillance equipment and capabilities

INSERT N if no surveillance equipment for the route to be flown is carried, or the equipment is unserviceable, OR

INSERT one or more of the following descriptors, to a maximum of 20 characters, to describe the serviceable surveillance equipment and/or capabilities on board:

SSR Modes A and C

- A Transponder - Mode A (4 digits-4096 codes)
- C Transponder - Mode A (4 digits-4096 codes) and Mode C

SSR Mode S

- E Transponder - Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability
- H Transponder - Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability
- I Transponder - Mode S, including aircraft identification, but no pressure-altitude capability
- L Transponder - Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability
- P Transponder - Mode S, including pressure-altitude transmission, but not aircraft identification capability
- S Transponder - Mode S, including both pressure-altitude and aircraft identification capability
- X Transponder - Mode S with neither aircraft identification nor pressure-altitude capability

NOTE: Enhanced surveillance capability is the ability of the aircraft to down-link aircraft derived data via a Mode S transponder.

EQUIPMENT PREFIXES AND SUFFIXES (Cont'd)**ADS-B**

- B1 ADS-B with dedicated 1090 MHz ADS-B "out" capability
- B2 ADB-B with dedicated 1090 MHz ADS-B "out" and "in" capability
- U1 ADS-B "out" capability using UAT
- U2 ADS-B "out" and "in" capability using UAT
- V1 ADS-B "out" capability using VDL Mode 4
- V2 ADS-B "out" and "in" capability using VDL Mode 4

ADS-C

- D1 ADS-C with FANS 1/A capabilities
- G1 ADS-C with ATN capabilities

Alphanumeric characters not indicated above are reserved.

Example: ADE3RV/HB2U2V2G1

NOTE: Additional surveillance application should be listed in "Other Information" following the indicator SUR/.

Any other necessary information in the sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder, followed by an oblique stroke and the information to be recorded.

STS/ Reason for special handling by ATS, e.g. a SAR mission, as follows.

ALTRV: for a flight operated in accordance with an altitude reservation.

ATFMX: for a flight approved for exemption from ATFM measures by the appropriate ATS authority.

FFR: for fire-fighting.

FLCTK: for a flight check for calibration of NAVAIDS.

HAZMAT: for a flight carrying hazardous material.

HEAD: for a flight with Head of State status.

HOSP: for a medical flight declared by medical authorities.

HUM: for a flight operating on a humanitarian mission.

MARSA: for a flight for which a military entity assumes responsibility for separation of military aircraft.

MEDEVAC: for a life critical medical emergency evacuation.

NONRVSM: for a non-RVSM capable flight intending to operate in RVSM airspace.

SAR: for a flight engaged in a search and rescue mission.

STATE: for a flight engaged in military, customs or police services.

Other reasons for special handling by ATS shall be denoted under the designator "RMK".

PBN/ Indication of RNAV and/or RNP capabilities: Include as many of the descriptors below as possible that apply to the flight, up to a maximum of eight entries, i.e. no more than 16 characters.

C6 PLANNING**RNAV Specifications to be Indicated in Flight Plan Item 18: Other Information**

| | |
|----|------------------------------|
| A1 | RNAV 10 (RNP 10) |
| B1 | RNAV 5 all permitted sensors |
| B2 | RNAV 5 GNSS |
| B3 | RNAV 5 DME/DME |
| B4 | RNAV 5 VOR/DME |
| B5 | RNAV 5 INS or IRS |
| B6 | RNAV 5 LORAN C |
| C1 | RNAV 2 all permitted sensors |
| C2 | RNAV 2 GNSS |
| C3 | RNAV 2 DME/DME |
| C4 | RNAV 2 DME/DME/IRU |
| D1 | RNAV 1 all permitted sensors |
| D2 | RNAV 1 GNSS |
| D3 | RNAV 1 DME/DME |
| D4 | RNAV 1 DME/DME/IRU |

RNP Specifications to be Indicated in Flight Plan Item 18: Other Information

| | |
|----|---|
| L1 | RNP 4 |
| O1 | Basic RNP 1 all permitted sensors |
| O2 | Basic RNP 1 GNSS |
| O3 | Basic RNP 1 DME/DME |
| O4 | Basic RNP 1 DME/DME/IRU |
| S1 | RNP APCH |
| S2 | RNP APCH with baro VNAV |
| T1 | RNP AR APCH with RF (special authorization required) |
| T2 | RNP AR APCH without RF (special authorization required) |

ICAO has not yet allocated a two-digit alphanumeric character to describe RNP 2 under the PBN/ indicator. For an RNP 2 capable flight, enter a Z in item 10 and spell out "RNP2" after NAV/ in "Other Information (item 18)": NAV/RNP2

USE OF TRANSPONDER CODES**IFR:**

| | | |
|----------------------------------|---|--|
| Controlled High Level Airspace | - | Mode A, Code 2000 plus Mode C, if no direction is given by ATC. |
| Uncontrolled High Level Airspace | - | Mode A, Code 2000 plus Mode C if available, if no direction is given by ATC. |

Controlled Low Level Airspace above 12,500 ASL

| | |
|---|---|
| - | Mode A, Code 1000 plus Mode C, if no direction is given by ATC. |
|---|---|

| | | |
|------------------------------|---|--|
| All Other Low Level Airspace | - | Mode A, Code 1000 plus Mode C if available, if no direction is given by ATC. |
|------------------------------|---|--|

VFR:

Code 1200, for operation at or below 12,500 ASL.

Code 1400, for operation above 12,500 ASL.

NOTE: If an aircraft leaves confines of an airspace in which a specific code was assigned, the pilot is responsible for changing to the applicable code above.

| | | | | |
|-------------|---|--------------|---|-------------------|
| Emergencies | - | COMM Failure | - | Mode A, Code 7600 |
| | | Emergency | - | Mode A, Code 7700 |
| | | Hijack | - | Mode A, Code 7500 |

CAUTION: Pilots should select transponder codes with care so as to avoid inadvertent selection of emergency codes.

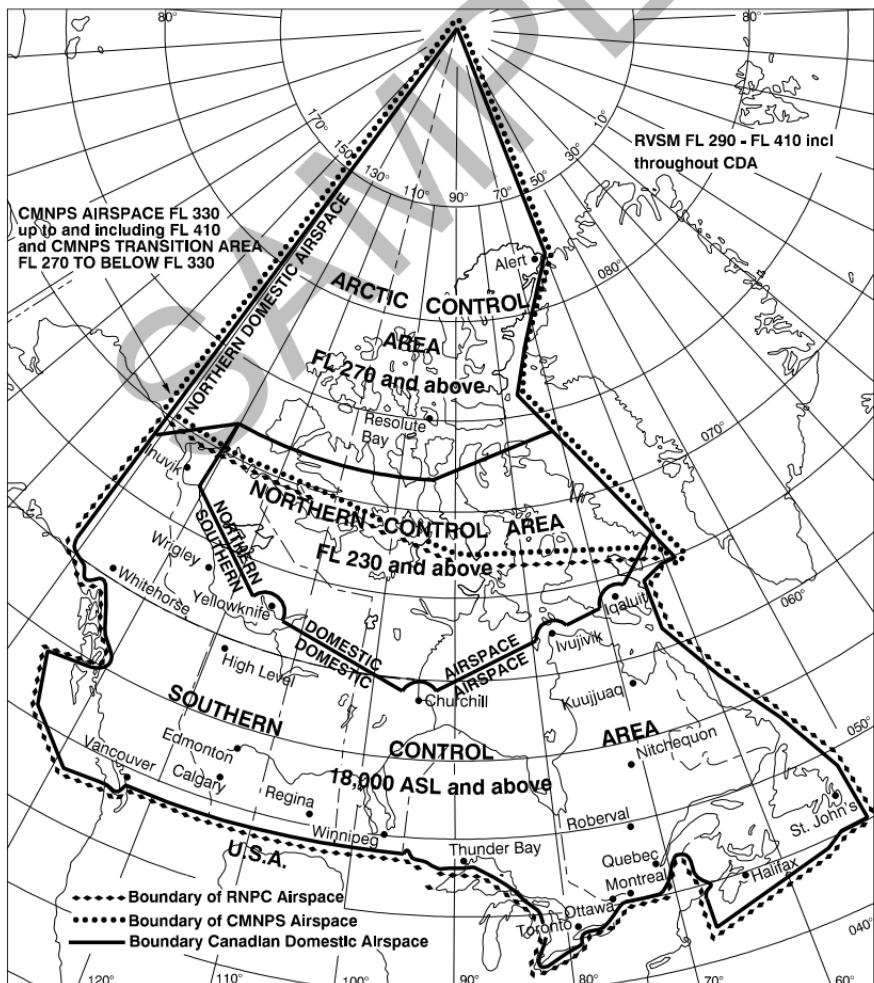
Flight crews of aircraft equipped with transponders capable of Mode C automatic altitude reporting capability are requested to adjust their transponders to transmit Mode C when operating in Canadian Airspace unless deactivation is requested by ATC.

SAMPLE

C8 PLANNING

EMERGENCY SECURITY CONTROL OF AIR TRAFFIC (ESCAT) PLAN

1. The ESCAT rules will only be implemented in times of crisis and war, and restrictions to aircraft movements will not be imposed for any greater time or degree than is necessary to meet the military tactical requirements. When the plan is implemented it applies to all Canadian airspace. The total plan including wartime air traffic priority numbers and ESCAT zones are contained in a joint DND/TC publication.
2. When notified that ESCAT is in effect, pilots of aircraft operation into or over Canada or planning to operate into or over Canada shall:
 - (a) comply with instructions from ATC units to change course or altitude, or to land;
 - (b) include the appropriate Wartime Air Traffic priority number when filing flight plans and obtain approval from an appropriate ATC unit prior to take-off; and
 - (c) make position reports as required by the instrument flight rules and/or as directed in applicable Command/Group Squadron Orders.

CANADIAN AIRSPACE BOUNDARIES

NOTE: - Only aircraft certified by state of registry as meeting Minimum Navigation Performance Specifications (MNPS) of either the North Atlantic (NAT) or Canada will be permitted to operate within the designated CMNPS airspace, unless the appropriate Air Traffic Control Unit indicates that the aircraft in question can be accommodated without penalizing CMNPS certified aircraft.

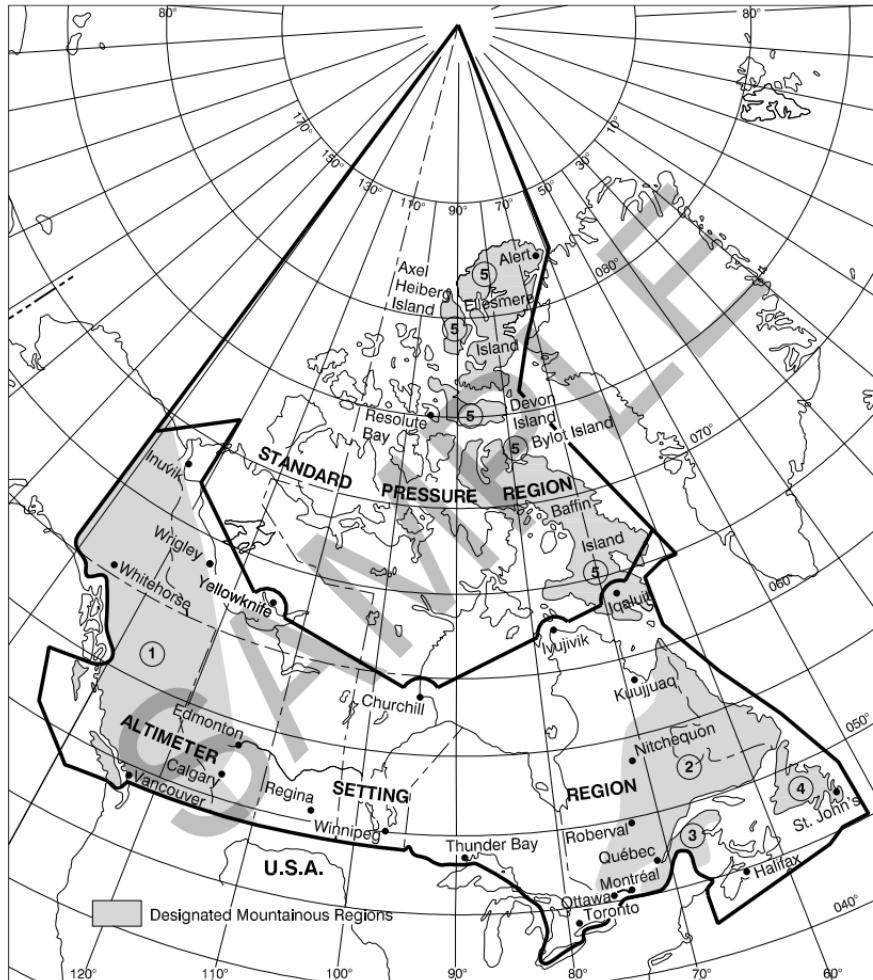
See TC AIM RAC for details.

- Reduced Vertical Separation Minimum (RVSM)

See TC AIM RAC for details.

SAMPLE

C10 PLANNING

ALTIMETER SETTING AND DESIGNATED MOUNTAINOUS REGIONS

Aircraft flying IFR in Designated Mountainous Regions outside of designated airways/air routes shall be flown at an altitude of at least 2000 feet above the highest obstacle within 5NM of the aircraft when in areas 1 & 5, or 1500 feet in areas 2, 3 & 4. Refer to Designated Airspace Handbook for the official area definitions.

CHARACTERISTICS OF AIRSPACE

CLASSIFICATION OF AIRSPACE

For further information regarding Canadian Airspace see the Transport Canada publication, the *Designated Airspace Handbook (DAH)*, TP 1820E.

Class "A" Airspace (IFR)

Controlled high level airspace within which only IFR flight is permitted. ATC separation is provided to all aircraft. The vertical dimensions of Class A airspace are as follows:

Southern Control Area—18,000 ASL to FL600 inclusive

Northern Control Area—FL230 to FL600 inclusive

Arctic Control Area—FL270 to FL600 inclusive

Class "B" Airspace (IFR and VFR)

Controlled airspace within which both IFR and VFR flights are permitted. All controlled low level airspace above 12,500 ASL or at and above the MEA, whichever is higher, up to but not including 18,000 ASL. ATC separation is provided to all aircraft.

Control zones and associated terminal areas may also be classified as Class B airspace.

Class "C" Airspace (IFR and VFR)

Controlled airspace within which both IFR and VFR flights are permitted, but VFR flights require a clearance to enter. ATC separation is provided for all IFR aircraft and, as necessary to resolve possible conflicts, between IFR and VFR aircraft.

Control zones and associated terminal areas may also be classified as Class C airspace.

Class "D" Airspace (IFR and VFR)

Controlled airspace within which both IFR and VFR flights are permitted, but VFR flights must establish two-way communication with the appropriate ATC agency prior to entering the airspace. ATC separation is provided only to IFR aircraft.

Control zones and associated terminal areas may also be classified as Class D airspace.

Class "E" Airspace (IFR and VFR)

All high level controlled airspace above FL600. Also, low level airways, low level fixed RNAV routes, control area extensions, transition areas or control zones established without an operating control tower may be classified Class E airspace.

Class "F" Airspace (IFR and VFR)

Airspace of specified dimensions. Class F airspace may be restricted airspace or advisory airspace, military operations areas or danger areas, and can be controlled airspace, uncontrolled airspace, or a combination of both.

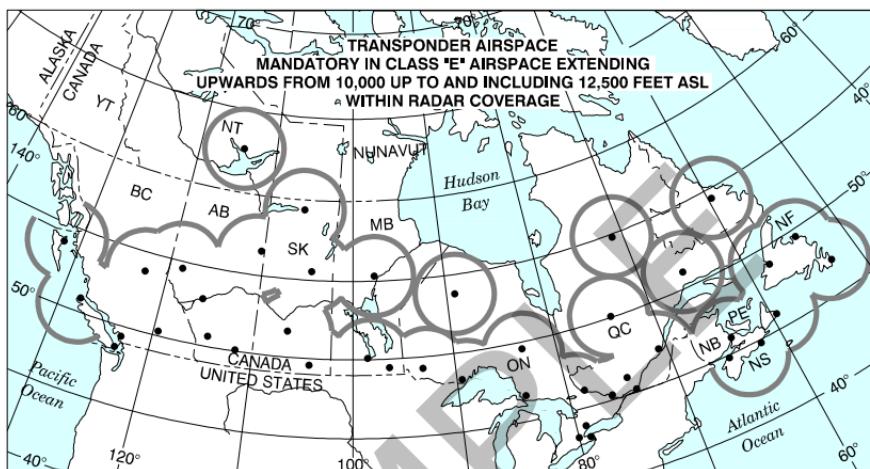
Class "G" Airspace (IFR and VFR)

Airspace within which IFR and VFR flights are not subject to control. Airspace not designated A, B, C, D, E, or F is classified G.

C12 PLANNING

CHARACTERISTICS OF AIRSPACE – Cont'd

TRANSPOUNDER AIRSPACE



TRANSPOUNDER REQUIREMENTS

Aircraft are required to be equipped with a functioning transponder incorporating an automatic pressure altitude reporting device when operating in the following airspace:

- a) all Class A airspace;
- b) all Class B airspace;
- c) all Class C airspace; and
- d) all Class D and Class E airspace that is specified as "Transponder Airspace" in the *Designated Airspace Handbook (DAH TP 1820E)*, as follows:
 - I. Class D TCAs and/or Class D CZs at the following aerodromes:
 - i. Vancouver, BC CZ
 - ii. Abbotsford, BC TCA
 - iii. Kelowna, BC Class D CAE,
 - iv. Fredericton, NB CZ, and
 - v. Halifax/Stanfield Intl, NS TCA and CZ;
 - II. Class E airspace of defined dimensions at the following aerodromes:
 - i. Victoria, BC
 - ii. Vancouver, BC
 - iii. Abbotsford, BC
 - iv. Christina Lake, AB
 - v. Conklin, AB
 - vi. Fort MacKay/Albian, AB
 - vii. Fort MacKay/Firebag, AB
 - viii. Fort MacKay/Horizon, AB
 - ix. Fort McMurray/Mildred Lake, AB
 - x. Kirby Lake, AB
 - xi. Primrose, AB
 - xii. Regina, SK
 - xiii. Saskatoon/John G. Diefenbaker, SK
 - xiv. Thunder Bay, ON
 - xv. Toronto, ON

-
- xvi Montréal (Mirabel), QC
 - xvii Moncton, NB
 - xviii Gander, NL
 - xix St. John's, NL
- e) All Class E airspace extending upwards from 10,000 ASL up to and including 12,500 ASL within radar coverage.

Pilots of IFR aircraft within controlled high level airspace shall adjust their transponder to reply on Mode A, Code 2000 and on Mode C unless otherwise instructed by ATC.

NOTE: To enhance the safety of IFR flight in uncontrolled high level airspace, pilots are urged to adjust their transponders to reply on Mode A, Code 2000, plus Mode C, unless otherwise instructed by ATC.

CONTROLLED LOW LEVEL AIRSPACE

Airway - 2200 AGL up to but not including 18,000 ASL - (for airway width see TC AIM, RAC).

Control Area Extension - Controlled airspace of defined dimensions within the Low Level Airspace extending upwards 2,200 AGL and above, unless otherwise specified.

Control Zone - Controlled airspace of defined dimensions extending vertically from the surface of the earth up to and including 3,000 feet above aerodrome elevation, unless otherwise specified.

Terminal Control Area - Controlled airspace of defined dimensions designated to serve arriving, departing and enroute aircraft.

Military Terminal Control Areas - Controlled airspace of defined dimensions normally established in the vicinity of a military aerodrome and within which special procedures and exemptions exist for military aircraft. The terminology "(Class B, C, D, or E equivalent)" used for the designation of MTCAs describes the equivalent level of service and operating rules for civilian aircraft operating within the MTCA and under military control.

Transition Area - Controlled airspace of defined dimensions extending upwards from 700 AGL unless otherwise specified, to the base of overlying controlled airspace.

CRUISING ALTITUDES & FLIGHT LEVELS APPROPRIATE TO AIRCRAFT TRACK

1. The appropriate altitude or flight level for aircraft in level cruising flight is determined in accordance with:
 - (a) the magnetic track in the Southern Domestic Airspace
 - (b) the true track in Northern Domestic Airspace.
2. Unless otherwise authorized by ATC the following VFR, CVFR or IFR cruising altitudes apply.
3. RVSM cruising flight levels appropriate to aircraft track are applicable in Designated RVSM Airspace.

C14 PLANNING

| ALTITUDES OR FLIGHT LEVELS | AIRCRAFT TRACK | |
|--|--|--|
| | 000° - 179° | 180° - 359° |
| ABOVE FLIGHT LEVEL 290 FLY 4000' INTERVALS: | BEGINNING AT FLIGHT LEVEL 290 (FL 290, 330, 370, 410, 450) | BEGINNING AT FLIGHT LEVEL 310 (FL 310, 350, 390, 430, 470) |
| RVSM | FL 290, 310, 330, 350, 370, 390, 410 | FL 300, 320, 340, 360, 380, 400 |
| AT OR ABOVE 18,000 ASL BUT BELOW FL 290 FLY 2000' INTERVALS: | ODD FLIGHT LEVELS (FL 190, 210, 230, ETC.) | EVEN FLIGHT LEVELS (FL 180, 200, 220, ETC.) |
| BELOW 18,000 ASL: (FLY CORRESPONDING FLIGHT LEVELS IN STANDARD PRESSURE REGION) FLY 2000' INTERVALS: | IFR and CVFR | IFR and CVFR |
| | ODD THOUSANDS, ASL (1000, 3000, 5000, ETC.) | EVEN THOUSANDS, ASL (2000, 4000, 6000, ETC.) |
| | VFR | VFR |
| | ODD THOUSANDS plus 500 FT ASL (3500, 5500, 7500, ETC.) | EVEN THOUSANDS plus 500 FT ASL (4500, 6500, 8500, ETC.) |

CHARACTERISTICS OF AIRSPACE – Cont'd**WEATHER MINIMA VFR FLIGHT**

| AIRSPACE | VFR WEATHER MINIMA | |
|-----------------------|--|--|
| CONTROL ZONES | <ul style="list-style-type: none"> - FLIGHT VIS AND GROUND VIS WHEN REPORTED: NOT LESS THAN 3 MILES - DISTANCE FROM CLOUD: 1 MILE HORIZONTALLY AND 500' VERTICALLY - DISTANCE FROM GROUND OR WATER: 500' VERTICALLY | |
| CONTROL AREAS | <ul style="list-style-type: none"> - FLIGHT VIS AND GROUND VIS WHEN REPORTED: NOT LESS THAN 3 MILES - DISTANCE FROM CLOUD: 1 MILE HORIZONTALLY AND 500' VERTICALLY | |
| UNCONTROLLED AIRSPACE | 1000 AGL OR ABOVE | <ul style="list-style-type: none"> - FLIGHT VIS: NOT LESS THAN 1 MILE DAY, 3 MILES NIGHT - DISTANCE FROM CLOUD: 2000' HORIZONTALLY AND 500' VERTICALLY |
| | BELOW 1000 AGL | <ul style="list-style-type: none"> - FLIGHT VIS: 2 MILES DAY (AEROPLANES), 1 MILE DAY (HELICOPTERS) (SEE NOTE), 3 MILES NIGHT - CLEAR OF CLOUD |

NOTE: Aircraft may be operated below 1000 AGL in uncontrolled airspace during the day, in visibilities less than 2 miles for aeroplanes and 1 mile for helicopters, where they are authorized to do so in an air operator certificate, a private operator certificate or a flight training unit operator certificate - helicopter, as applicable.

SPECIAL VFR (Control zones only)

| | |
|--------------------------------|---|
| | Flight visibility and ground visibility when reported |
| All aircraft except rotorcraft | 1 mile |
| Rotorcraft | 1/2 mile |

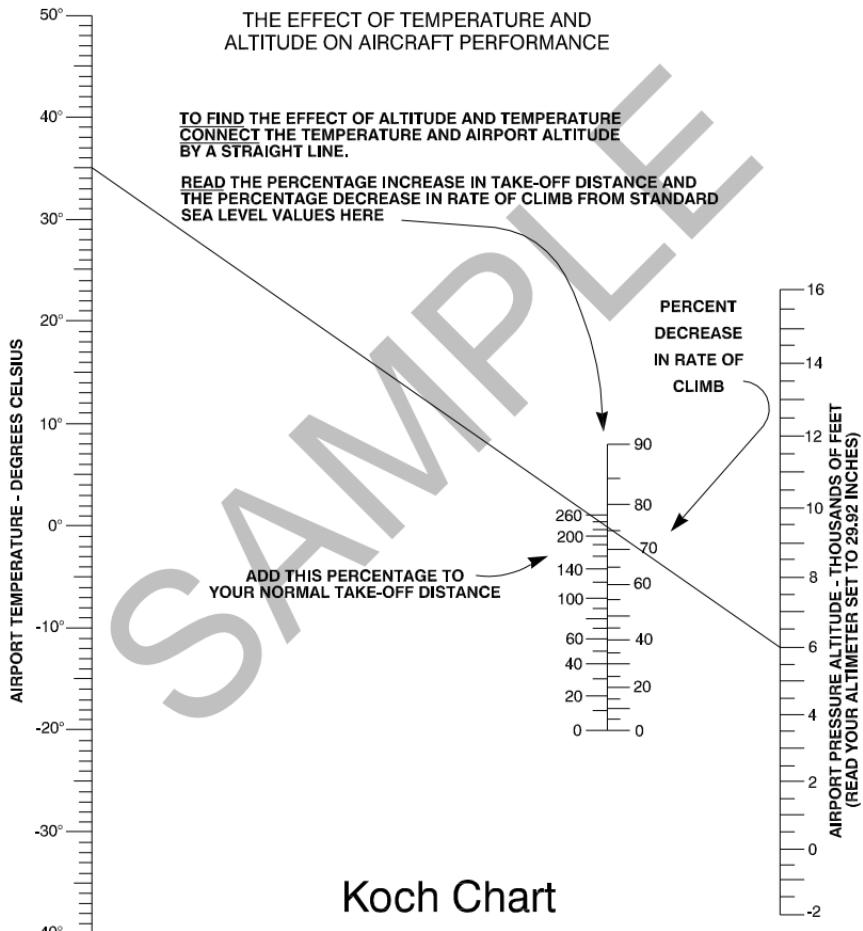
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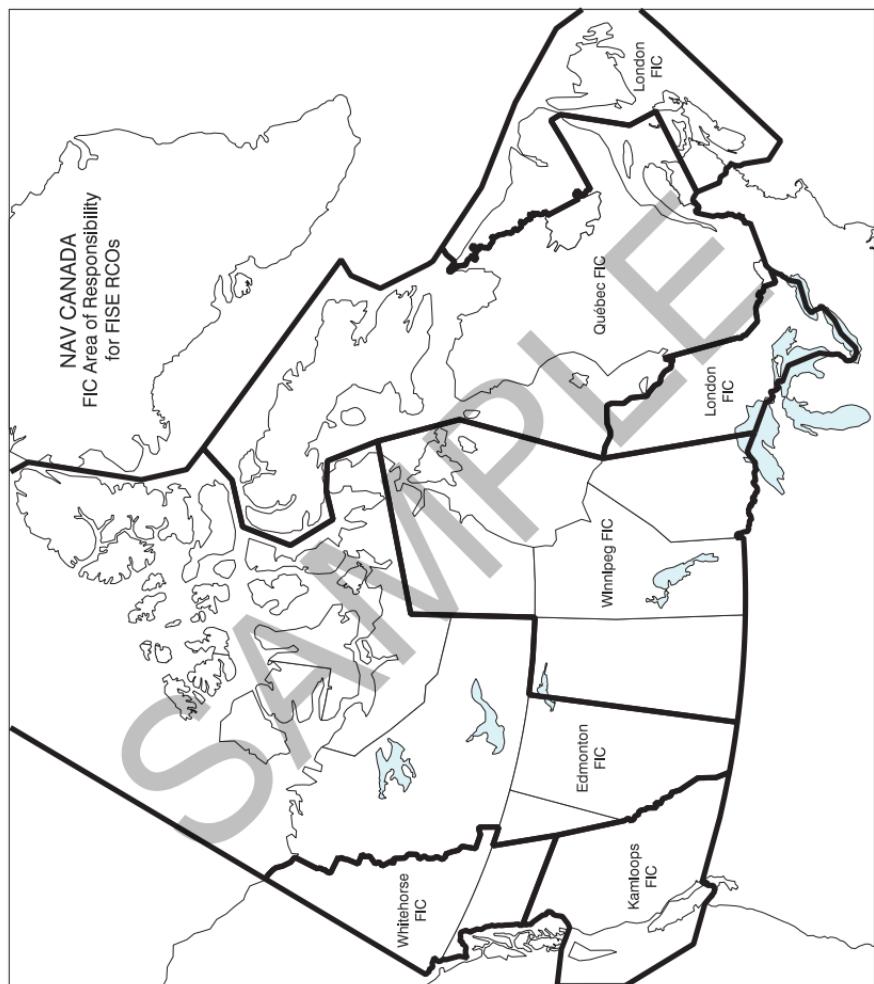
1. All aircraft including helicopters, must be equipped with a radio capable of communicating with the ATC unit and maintain a listening watch with the ATC unit.
2. Aircraft must operate clear of cloud and within sight of the ground at all times.
3. Helicopters should operate at such reduced airspeeds so as to give the pilot-in-command adequate opportunity to see other air traffic or obstructions in time to avoid a collision.
4. When the aircraft is not a helicopter and is being operated at night, ATC will only authorize special VFR where the authorization is for the purpose of allowing the aircraft to land at the destination aerodrome.

C16 PLANNING

CHARACTERISTICS OF AIRSPACE – Cont'd**VFR FLIGHT PLANS / ITINERARIES**

All persons intending to operate VFR within Canadian airspace must file a VFR flight plan or flight itinerary unless the flight will be conducted within 25NM of the departure aerodrome.

KOCH CHART

NAV CANADA FIC AREA OF RESPONSIBILITY FOR FISE RCOs

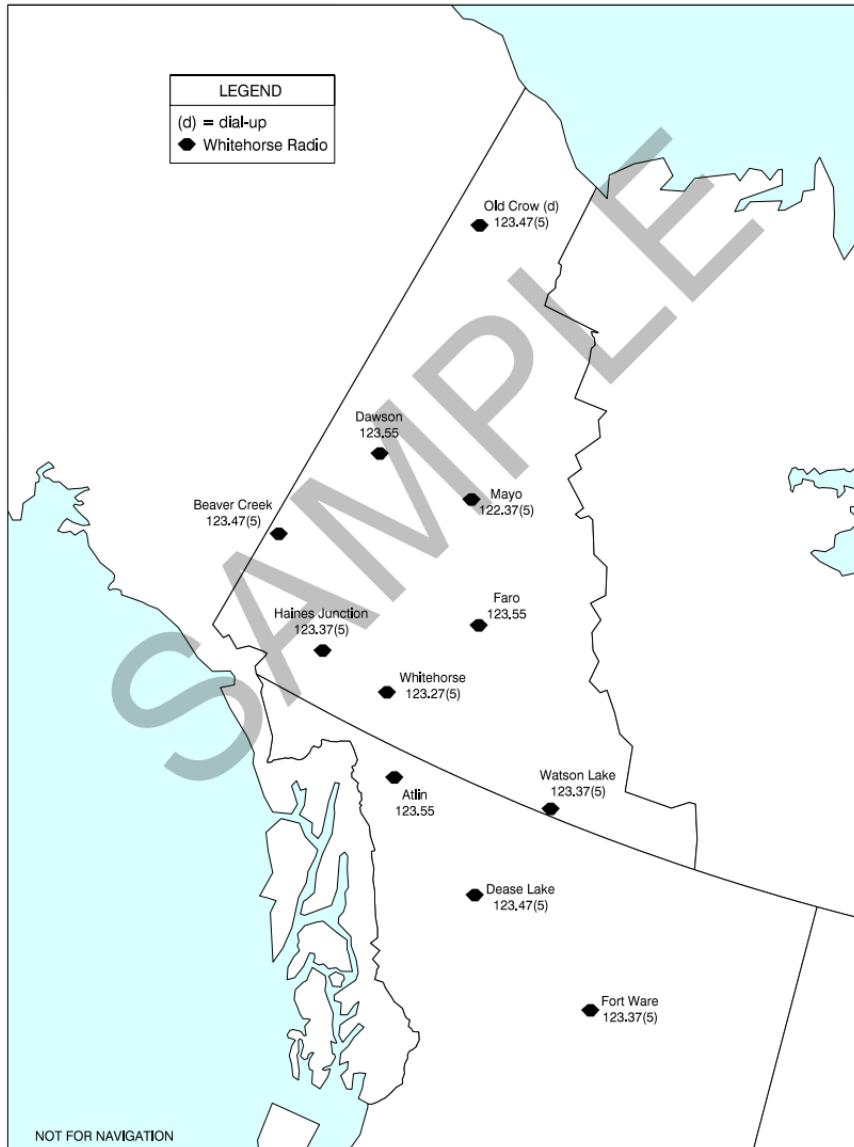
C18 PLANNING

WHITEHORSE FIC FISE RCOs

(Call-Sign **WHITEHORSE RADIO**)

Atlin 123.55 (FISE) 126.7 (bcst) (N59 35 W133 43)
Beaver Creek 123.475 (FISE) 126.7 (bcst) (N62 03 W140 35)
Dawson 123.55 (FISE) 126.7 (bcst) (N63 52 W138 57)
Dease Lake 123.475 (FISE) 126.7 (bcst) (N58 26 W130 02)
Faro 123.55 (FISE) 126.7 (bcst) (N62 15 W133 19)
Fort Ware 123.375 (FISE) 126.7 (bcst) (N57 25 W125 38)
Haines Junction 123.375 (FISE) 126.7 (bcst) (N60 50 W137 30)
Mayo 122.375 (FISE) 126.7 (bcst) (N63 55 W135 23)
Old Crow 123.475 (FISE) 126.7 (bcst) DRCO (N67 34 W139 50)
Watson Lake 123.375 (FISE) 126.7 (bcst) (N60 05 W128 51)
Whitehorse 123.275 (FISE) 126.7 (bcst) (E) (N60 43 W135 04)

SAMPLE

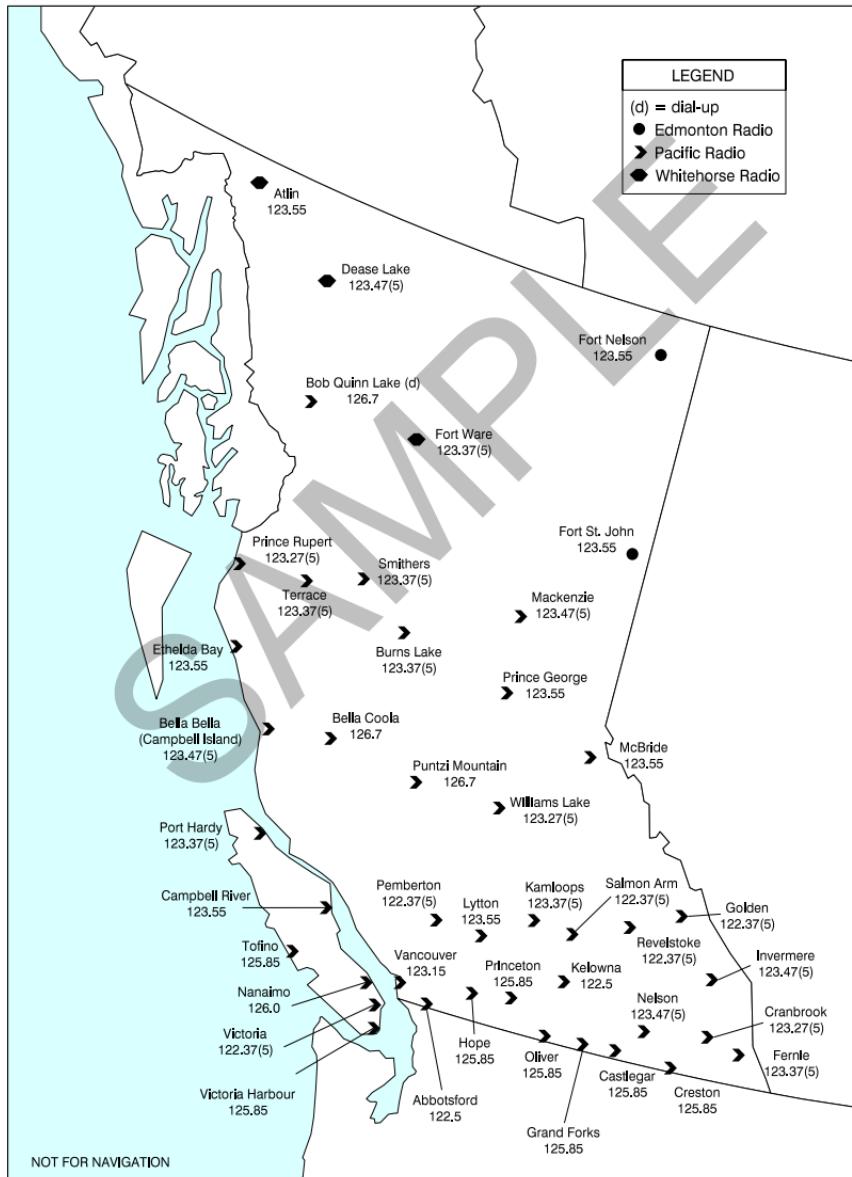
WHITEHORSE FIC FISE RCOs (Cont'd)
(Call-Sign WHITEHORSE RADIO)

C20 PLANNING

KAMLOOPS FIC FISE RCOs

(Call-Sign PACIFIC RADIO)

Abbotsford 122.5 (FISE) 126.7 (bcst) (N49 02 W122 22)
Bella Bella (Campbell Island) 123.475 (FISE) 126.7 (bcst) (N52 11 W128 09)
Bella Coola 126.7 (FISE) (N52 23 W126 35)
Bob Quinn Lake 126.7 (FISE) DRCO (N56 58 W130 14)
Burns Lake 123.375 (FISE) 126.7 (bcst) (N54 15 W125 43)
Campbell River 123.55 (FISE) 126.7 (bcst) (N49 57 W125 16)
Castlegar 125.85 (FISE) (N49 06 W117 51)
Cranbrook 123.275 (FISE) 126.7 (bcst) (N49 37 W115 47)
Creston 125.85 (FISE) 126.7 (bcst) (N49 02 W116 29)
Ethelda Bay 123.55 (FISE) 126.7 (bcst) (N53 05 W129 40)
Fernie 123.375 (FISE) (N49 27 W114 59)
Golden 122.375 (FISE) 126.7 (bcst) (N51 18 W116 59)
Grand Forks 125.85 (FISE) 126.7 (bcst) (N49 05 W118 37)
Hope 125.85 (FISE) 126.7 (bcst) (N49 23 W121 25)
Invermere 123.475 (FISE) RCO 126.7 (bcst) (N50 29 W115 57)
Kamloops 123.375 (FISE) 126.7 (bcst) (N50 42 W120 27)
Kelowna 122.5 (FISE) 126.7 (bcst) (N49 56 W119 22)
Lytton 123.55 (FISE) 126.7 (bcst) (N50 15 W121 35)
Mackenzie 123.475 (FISE) 126.7 (bcst) (N55 02 W122 54)
McBride 123.55 (FISE) 126.7 (bcst) (N53 18 W120 10)
Nanaimo 126.0 (FISE) (N49 03 W123 52)
Nelson 123.475 (FISE) 126.7 (bcst) (N49 29 W117 17)
Oliver 125.85 (FISE) 126.7 (bcst) (N49 03 W119 31)
Pemberton 122.375 (FISE) 126.7 (bcst) (N50 18 W122 44)
Port Hardy 123.375 (FISE) 126.7 (bcst) (N50 41 W127 22)
Prince George 123.55 (FISE) 126.7 (bcst) (N53 53 W122 41)
Prince Rupert 123.275 (FISE) 126.7 (bcst) (N54 17 W130 27)
Princeton 125.85 (FISE) 126.7 (bcst) (N49 28 W120 30)
Puntzi Mountain 126.7 (FISE) (N52 10 W124 12)
Revelstoke 122.375 (FISE) 126.7 (bcst) (N50 58 W118 11)
Salmon Arm 122.375 (FISE) 126.7 (bcst) (N50 39 W119 29)
Smithers 123.375 (FISE) (N54 49 W127 11)
Terrace 123.375 (FISE) 126.7 (bcst) (N54 28 W128 35)
Tofino 125.85 (FISE) 126.7 (bcst) (N49 05 W125 51)
Vancouver 123.15 (FISE) (N49 12 W123 11)
Victoria Harbour 125.85 (FISE) (N48 25 W123 23)
Victoria 122.375 (FISE) 126.7 (bcst) (N48 46 W123 31)
Williams Lake 123.275 (FISE) 126.7 (bcst) (N52 11 W122 03)

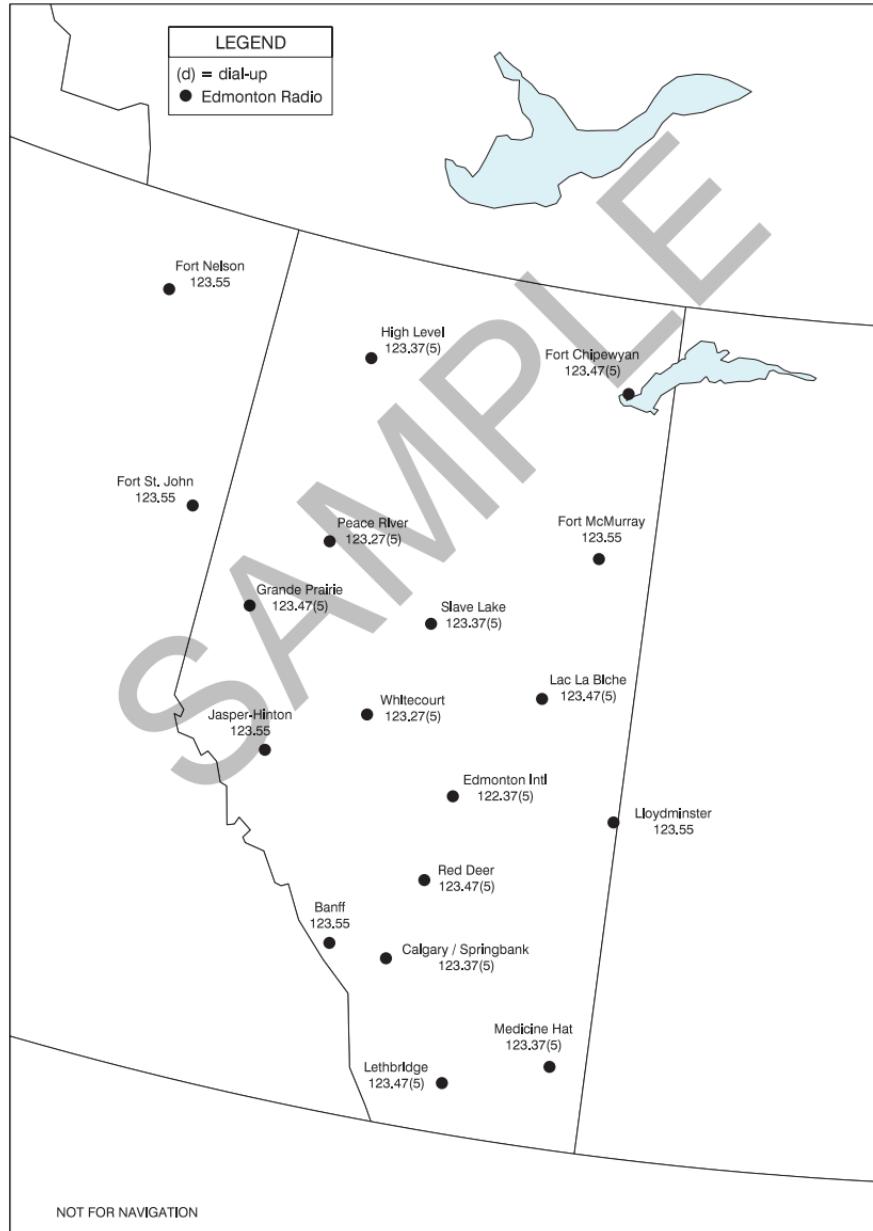
KAMLOOPS FIC FISE RCOs (Cont'd)
(Call-Sign PACIFIC RADIO)

C22 PLANNING

EDMONTON FIC FISE RCOs SOUTH OF 60°N

(Call-Sign EDMONTON RADIO)

Banff 123.55 (FISE) 126.7 (bcst) (N51 09 W115 35)
Edmonton 122.375 (FISE) 126.7 (bcst) (E) (N53 19 W113 35)
Fort Chipewyan 123.475 (FISE) 126.7 (bcst) (N58 46 W111 06)
Fort McMurray 123.55 (FISE) 126.7 (bcst) (N56 39 W111 14)
Fort Nelson 123.55 (FISE) 126.7 (bcst) (N58 49 W122 42)
Fort St. John 123.55 (FISE) 126.7 (bcst) (N56 14 W120 44)
Grande Prairie 123.475 (FISE) 126.7 (bcst) (N55 11 W118 52)
High Level 123.375 (FISE) 126.7 (bcst) (N58 39 W117 29)
Jasper-Hinton 123.55 (FISE) 126.7 (bcst) (N53 25 W117 47)
Lac La Biche 123.475 (FISE) 126.7 (bcst) (N54 46 W112 01)
Lethbridge 123.475 (FISE) 126.7 (bcst) (N49 38 W112 48)
Lloydminster 123.55 (FISE) 126.7 (bcst) (N53 19 W110 05)
Medicine Hat 123.375 (FISE) 126.7 (bcst) (N50 01 W110 43)
Peace River 123.275 (FISE) 126.7 (bcst) (N56 14 W117 27)
Red Deer 123.475 (FISE) 126.7 (bcst) (N52 11 W113 53)
Slave Lake 123.375 (FISE) 126.7 (bcst) (N55 28 W114 47)
Springbank 123.375 (FISE) 126.7 (bcst) (N51 06 W114 22)
Whitecourt 123.275 (FISE) 126.7 (bcst) (N54 09 W115 47)

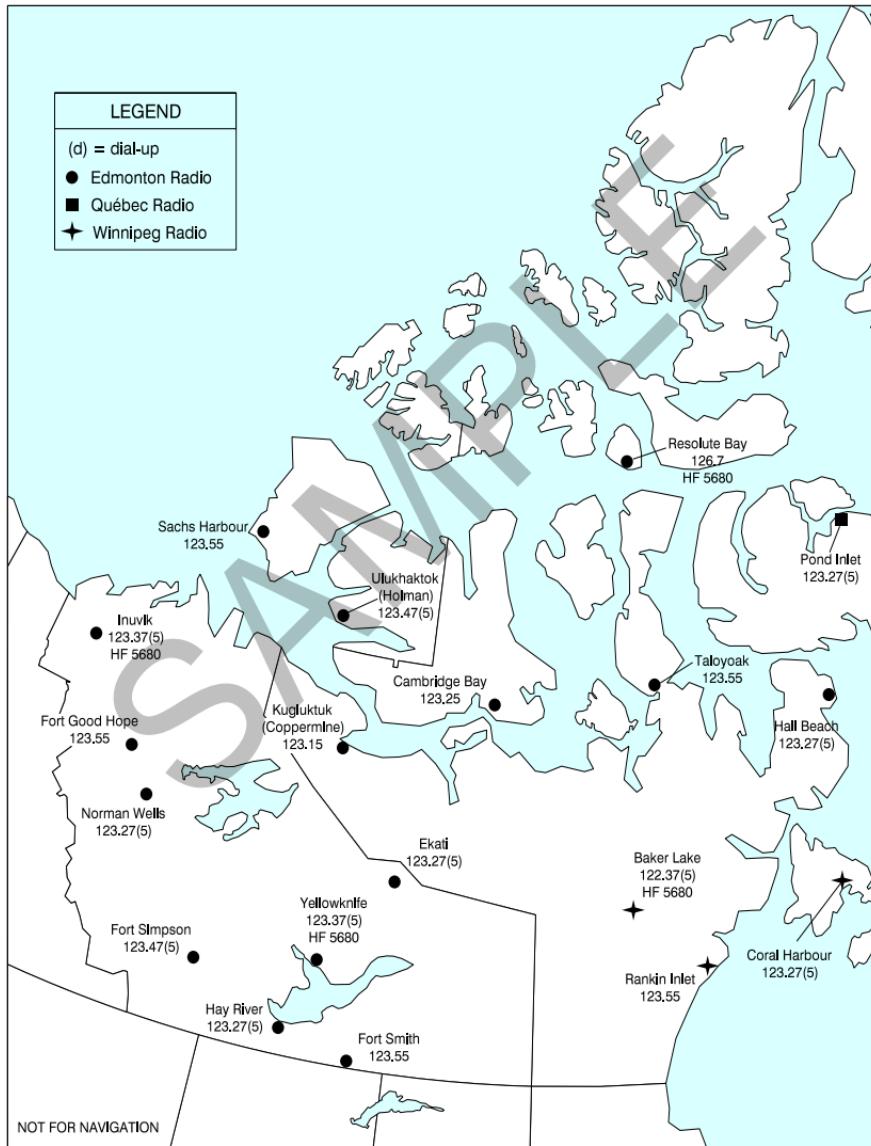
EDMONTON FIC FISE RCOs SOUTH OF 60°N (Cont'd)
(Call-Sign EDMONTON RADIO)

C24 PLANNING

EDMONTON FIC FISE RCOs NORTH OF 60°N

(Call-Sign EDMONTON RADIO)

Cambridge Bay 123.25 (FISE) 126.7 (bcst) (N69 07 00 W105 04 40)
Ekati 123.275 (FISE) 126.7 (bcst) (N64 43 W110 37)
Fort Good Hope 123.55 (FISE) 126.7 (bcst) (N66 14 W128 39)
Fort Simpson 123.475 (FISE) 296.6 (FISE) 126.7 (bcst) (U) (N61 47 W121 16)
Fort Smith 123.55 (FISE) 239.8 (FISE) (U) (N60 01 W111 57)
Hall Beach 123.275 (FISE) 126.7 (bcst) (N68 46 00 W81 13 26)
Hay River 123.275 (FISE) 126.7 (bcst) (U) (N60 50 W115 47)
Inuvik 123.375 (FISE) 5680 (FISE) 126.7 (bcst) (N68 19 W133 29)
Kugluktuk (Coppermine) 123.15 (FISE) 126.7 (bcst) (N67 49 17 W115 05 33)
Norman Wells 123.275 (FISE) 126.7 (bcst) (N65 15 W126 41)
Resolute Bay 126.7 (FISE) 5680 (FISE) (N74 44 W94 59)
Sachs Harbour 123.55 (FISE) 126.7 (bcst) (N71 59 31 W125 14 28)
Taloyoak 123.55 (FISE) 126.7 (bcst) (N69 32 23 W093 31 30)
Ulukhaktok (Holman) 123.475 (FISE) 126.7 (bcst) (N70 45 34 W117 48 26)
Yellowknife 123.375 (FISE) 5680 (FISE) 262.0 (FISE) 126.7 (bcst) (N62 28 W114 26)

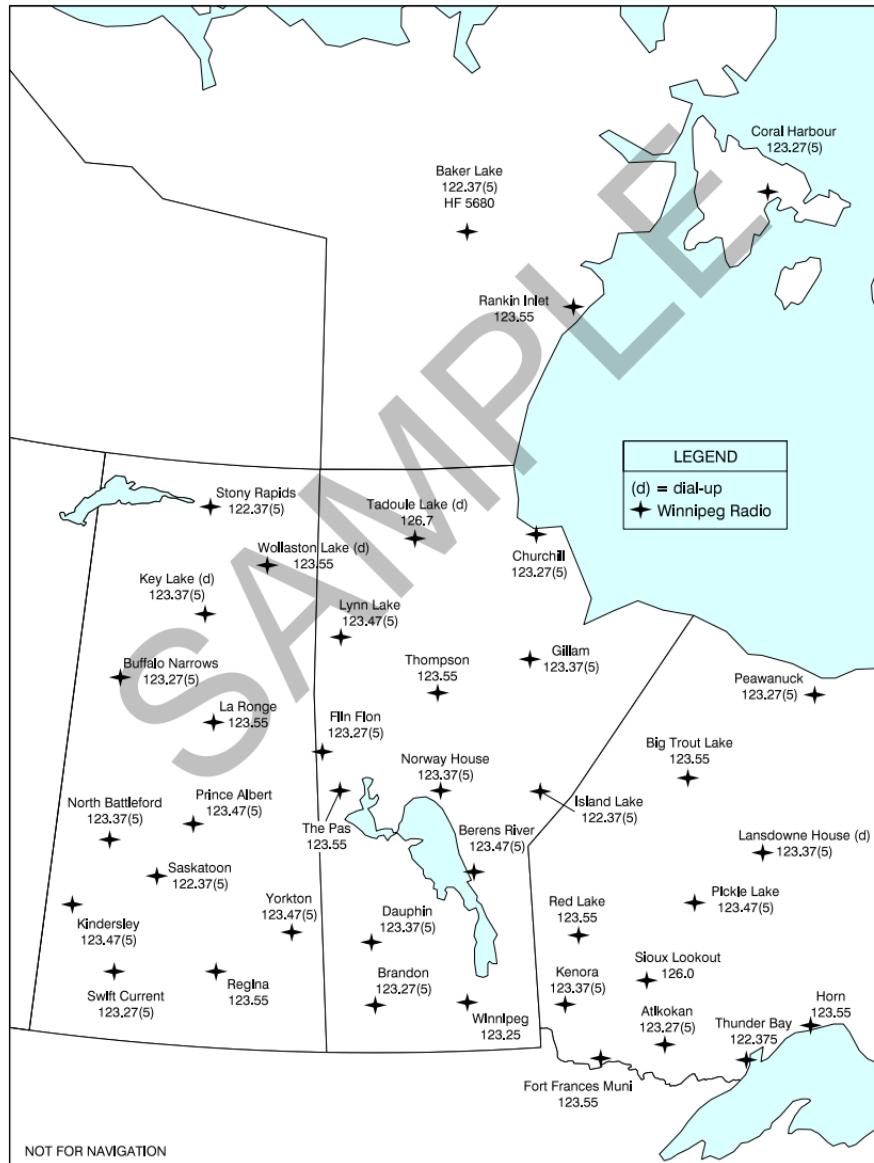
EDMONTON FIC FISE RCOs NORTH OF 60°N (Cont'd)
(Call-Sign EDMONTON RADIO)

C26 PLANNING

WINNIPEG FIC FISE RCOs

(Call-Sign WINNIPEG RADIO)

Atikokan 123.275 (FISE) 126.7 (bcst) (N48 50 W91 35)
Baker Lake 122.375 (FISE) 5680 (FISE) 126.7 (bcst) (N64 18 W96 04)
Berens River 123.475 (FISE) 126.7 (bcst) (N52 21 W97 02)
Big Trout Lake 123.55 (FISE) 126.7 (bcst) (N53 49 W89 55)
Brandon 123.275 (FISE) 126.7 (bcst) (N49 54 W99 57)
Buffalo Narrows 123.275 (FISE) 126.7 (bcst) (N55 51 W108 29)
Churchill 123.275 (FISE) 126.7 (bcst) (N58 46 W94 08)
Coral Harbour 123.275 (FISE) 126.7 (bcst) (N64 09 W83 18)
Dauphin 123.375 (FISE) 126.7 (bcst) (N51 06 W100 04)
Flin Flon 123.275 (FISE) 126.7 (bcst) (N54 41 W101 41)
Fort Frances Muni 123.55 (FISE) 126.7 (bcst) (N48 39 W93 26)
Gillam 123.375 (FISE) 126.7 (bcst) (N56 21 W94 42)
Horn 123.55 (FISE) (N48 49 W87 21)
Island Lake 122.375 (FISE) 126.7 (bcst) (N53 51 W94 39)
Kenora 123.375 (FISE) 126.7 (bcst) (N49 47 W94 22)
Key Lake 123.375 (FISE) 126.7 (bcst) DRCO (N57 10 W105 50)
Kindersley 123.475 (FISE) 126.7 (bcst) (N51 28 W109 11)
Lansdowne House 123.375 (FISE) 126.7 (bcst) DRCO (N52 12 W87 56)
La Ronge 123.55 (FISE) 126.7 (bcst) (N55 09 W105 16)
Lynn Lake 123.475 (FISE) 126.7 (bcst) (N56 52 W101 06)
North Battleford 123.375 (FISE) 126.7 (bcst) (N52 46 W108 15)
Norway House 123.375 (FISE) 126.7 (bcst) (N53 57 W97 51)
Peawanuck 123.275 (FISE) 126.7 (bcst) (N54 59 W85 26)
Pickle Lake 123.475 (FISE) 126.7 (bcst) (N51 27 W90 13)
Prince Albert 123.475 (FISE) 126.7 (bcst) (N53 13 W105 41)
Rankin Inlet 123.55 (FISE) 126.7 (bcst) (N62 48 W92 07)
Red Lake 123.55 (FISE) 126.7 (bcst) (N51 04 W93 48)
Regina 123.55 (FISE) 126.7 (bcst) (N50 26 W104 40)
Saskatoon 122.375 (FISE) 126.7 (bcst) (N52 11 W106 41)
Sioux Lookout 126.0 (FISE) 126.7 (bcst) (N50 06 W91 54)
Stony Rapids 122.375 (FISE) 126.7 (bcst) (N59 11 W105 55)
Swift Current 123.275 (FISE) 351.3 (FISE) 126.7 (bcst) (N50 17 W107 41)
Tadoule Lake 126.7 (FISE) DRCO (N58 42 W98 30)
The Pas 123.55 (FISE) 126.7 (bcst) (N53 58 W101 05)
Thompson 123.55 (FISE) 126.7 (bcst) (N55 48 W97 51)
Thunder Bay 122.375 (FISE) 126.7 (bcst) (N48 22 W89 19)
Winnipeg 123.25 (FISE) 126.7 (bcst) (V) (N49 55 W97 14)
Wollaston Lake 123.55 (FISE) DRCO (N58 10 W103 45)
Yorkton 123.475 (FISE) 126.7 (bcst) (N51 15 W102 27)

WINNIPEG FIC FISE RCOs (Cont'd)
(Call-Sign WINNIPEG RADIO)

C28 PLANNING

LONDON FIC FISE RCOs - ONTARIO

(Call-Sign LONDON RADIO)

(emerg only 519-452-4049)

Ameson 126.7 (FISE) DRCO (N49 47 W84 36)

Attawapiskat 126.7 (FISE) DRCO (N52 56 W82 25)

Buttonville 123.15 (FISE) 126.7 (bcst) (N43 52 W79 22)

Campbellford 123.375 (FISE) 126.7 (bcst) (N44 20 W77 42)

Earlton 123.375 (FISE) (N47 42 W79 51)

Foymount 122.375 (FISE) 126.7 (bcst) (N45 26 W77 18)

Geraldton 123.475 (FISE) 126.7 (bcst) (N49 46 W86 59)

Gore Bay-Manitoulin 126.7 (FISE) (N45 53 W82 34)

Kapuskasing 123.275 (FISE) 126.7 (bcst) (N49 25 W82 28)

Kingston 123.55 (FISE) 126.7 (bcst) (N44 14 W76 36)

London 123.55 (FISE) 126.7 (bcst) (N43 02 W81 09)

Moosonee 123.475 (FISE) 126.7 (bcst) (N51 17 W80 36)

Muskoka 123.475 (FISE) 126.7 (bcst) (N44 58 W79 18)

North Bay 123.55 (FISE) 126.7 (bcst) (N46 22 W79 25)

Palmerston 122.375 (FISE) 126.7 (bcst) (N43 55 W80 52)

St. Catharines 126.7 (FISE) (N43 11 W79 10)

Sarnia 123.475 (FISE) (N43 00 W82 18)

Sault 123.475 (FISE) 126.7 (bcst) (N46 29 W84 31)

Sudbury 123.475 (FISE) 126.7(bcst) (N46 38 W80 48)

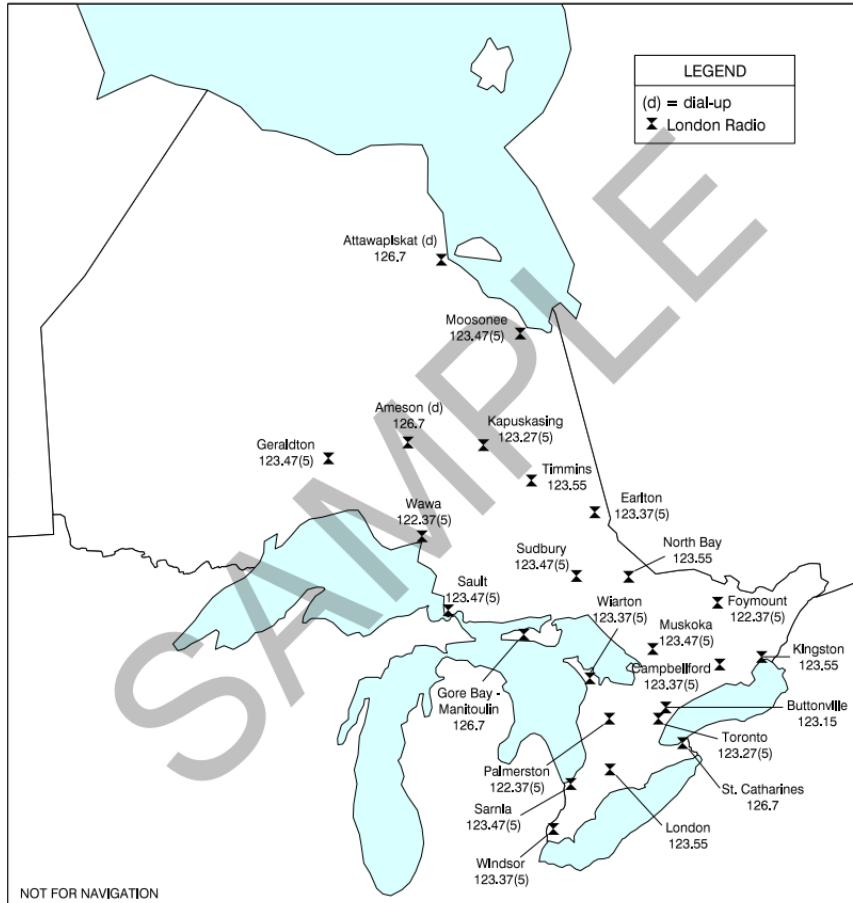
Timmins 123.55 (FISE) 126.7 (bcst) (N48 34 W81 23)

Toronto 123.275 (FISE) (N43 42 W79 37)

Wawa 122.375 (FISE) 126.7 (bcst) (N47 58 W84 47)

Wiarton 123.375 (FISE) 126.7 (bcst) (N44 45 W81 06)

Windsor 123.375 (FISE) 126.7(bcst) (N42 17 W82 57)

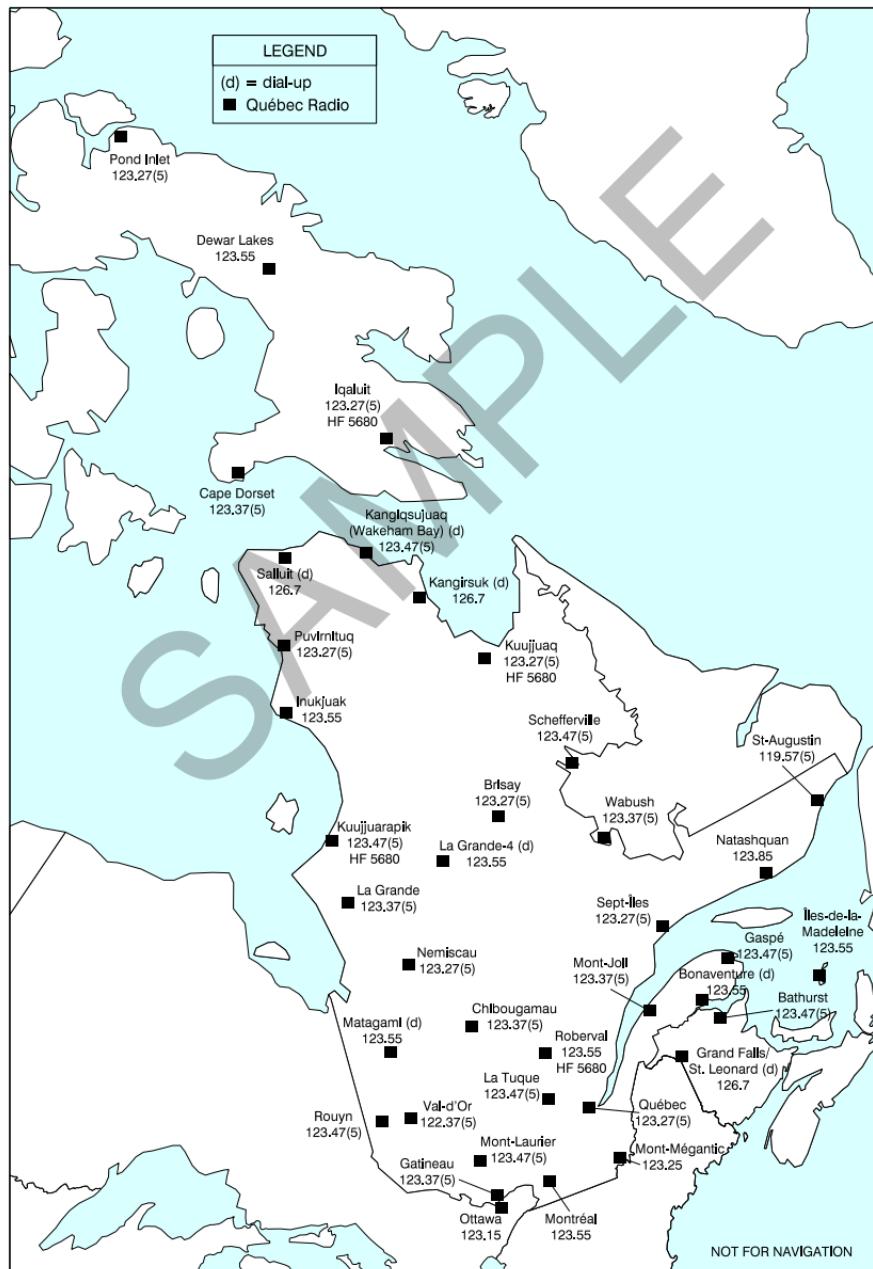
LONDON FIC FISE RCOs - ONTARIO (Cont'd)
(Call-Sign LONDON RADIO)

C30 PLANNING

QUÉBEC FIC FISE RCOs**(Call-Sign QUÉBEC RADIO)**

(emerg only 418-871-7464)

Bathurst 123.475 (FISE) 126.7 (bcst) RCO (N47 37 W65 44)**Bonaventure** 123.55 (FISE) DRCO (N48 08 W66 07)**Brisay** 123.275 (FISE) 126.7 (bcst) RCO (N54 23 W70 35)**Cape Dorset** 123.375 (FISE) 126.7 (bcst) (N64 14 W76 32)**Charlo** (U) (N47 59 W66 20)**Chibougamau** 123.375 (FISE) 126.7 (bcst) (N49 47 W74 32)**Dewar Lakes** 123.55 (FISE) 126.7 (bcst) (N68 39 W71 14)**Gaspé** 123.475 (FISE) 126.7 (bcst) (N48 47 W64 29)**Gatineau** 123.375 (FISE) (N45 31 W75 34)**Grand Falls/St. Leonard** 126.7 (FISE) DRCO (N47 05 W67 46)**Îles-de-la-Madeleine** 123.55 (FISE) 126.7 (bcst) (N47 22 W61 54)**Inukjuak** 123.55 (FISE) 126.7 (bcst) (N58 27 W78 07)**Iqaluit** 123.275 (FISE) 5680 (FISE) 126.7 (bcst) (N63 45 W68 33)**Kangiqtuuq (Wakeham Bay)** 123.475 (FISE) 126.7 (bcst) DRCO (N61 35 W71 56)**Kangirsuk** 126.7 (FISE) DRCO (N60 01 W70 00)**Kuujjuuaq** 123.275 (FISE) 126.7 (bcst) 5680 (N58 06 W68 26)**Kuujjuarapik** 123.475 5680 (FISE) 126.7 (bcst) (N55 17 W77 46)**La Grande** 123.375 (FISE) 126.7 (bcst) (N53 38 W77 42)**La Grande-4** 123.55 (FISE) 126.7 (bcst) DRCO (N53 52 W73 25)**La Tuque** 123.475 (FISE) 126.7 (bcst) (N47 25 W72 46)**Mataquami** 123.55 (FISE) 126.7 (bcst) DRCO (N49 46 W77 48)**Mont-Joli** 123.375 (FISE) 126.7 (bcst) (N48 37 W68 12)**Mont-Laurier** 123.475 (FISE) (N46 32 W75 49)**Mont-Mégantic** 123.25 (FISE) RCO 126.7 (bcst) (N45 27 W71 07)**Montréal** 123.55 (FISE) 126.7 (bcst) (N45 29 W73 46)**Natashquan** 123.85 (FISE) 126.7 (bcst) (N50 11 W61 49)**Nemiscau** 123.275 (FISE) 126.7 (bcst) (N51 44 W76 06)**Ottawa** 123.15 (FISE) 126.7 (bcst) (N45 19 W75 40)**Pond Inlet** 123.275 (FISE) 126.7 (bcst) (N72 42 W77 57)**Puvirnituq** 123.275 (FISE) 126.7 (bcst) RCO (N60 03 W77 17)**Québec** 123.275 (FISE) 126.7 (bcst) (N46 47 W71 23)**Roberval** 123.55 5680 (FISE) 126.7 (bcst) (N48 31 W72 16)**Rouyn** 123.475 (FISE) 126.7 (bcst) (N48 12 W78 50)**St-Augustin** 119.575 (FISE) 126.7 (bcst) (N51 13 W58 40)**Salluit** 126.7 (FISE) DRCO (N62 11 W75 40)**Schefferville** 123.475 (FISE) 126.7 (bcst) (N54 49 W66 46)**Sept-Îles** 123.275 (FISE) 126.7 (bcst) (N50 13 W66 16)**Val-d'Or** 122.375 (FISE) 126.7 (bcst) (N48 03 W77 47)**Wabush** 123.375 (FISE) 126.7 (bcst) (N52 55 W66 52)

QUÉBEC FIC FISE RCOs (Cont'd)
(Call-Sign QUÉBEC RADIO)

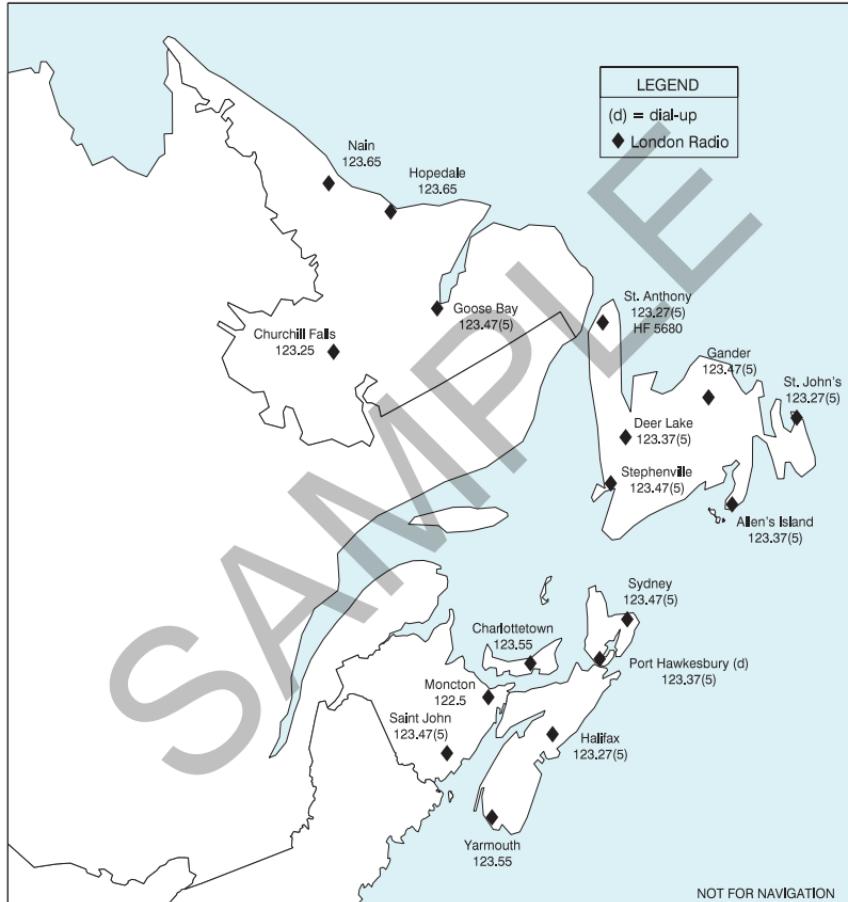
C32 PLANNING

LONDON FIC FISE RCOs - ATLANTIC REGION**(Call-Sign LONDON RADIO)**

(emerg only 902-873-3227)

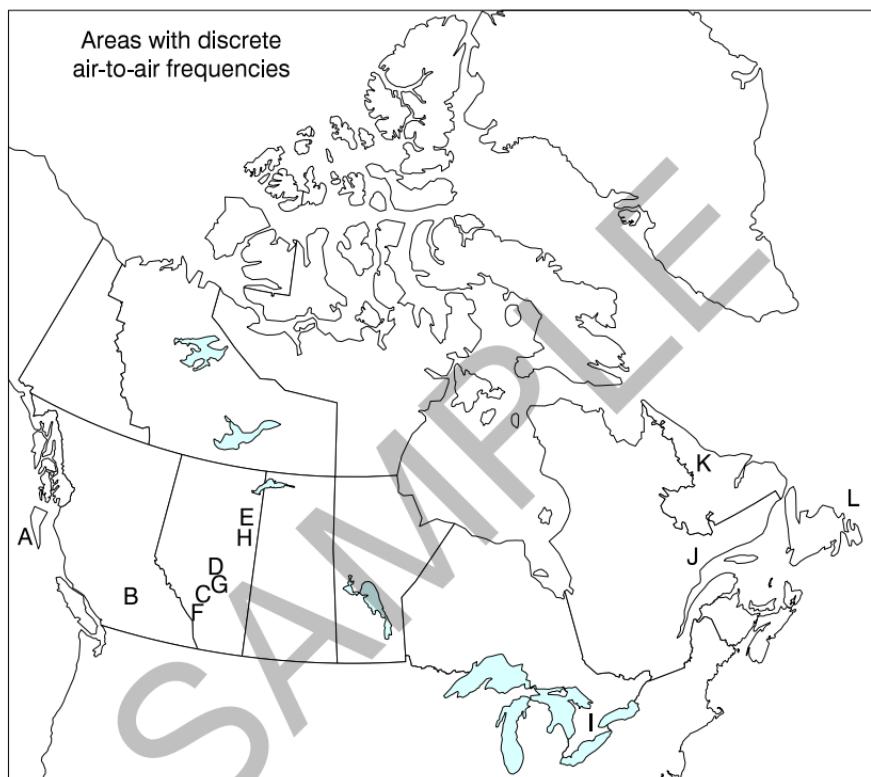
Allen's Island 123.375 (FISE) 126.7 (bcst) (N46 51 W55 48)**Charlottetown** 123.55 (FISE) 126.7 (bcst) (N46 18 W63 09)**Churchill Falls** 123.25 (FISE) 126.7 (bcst) (N53 35 W64 12)**Deer Lake** 123.375 (FISE) 126.7 (bcst) (N49 13 W57 24)**Gander** 123.475 (FISE) 126.7 (bcst) (N48 58 W54 36)**Goose Bay** 123.475 (FISE) 126.7 (bcst) (N53 20 W60 25)**Halifax** 123.275 (FISE) 126.7 (bcst) (E) (N44 52 W63 30)**Hopedale** 123.65 (FISE) 126.7 (bcst) (N55 28 W60 13)**Moncton** 122.5 (FISE) 126.7 (bcst) (N46 06 W64 39)**Nain** 123.65 (FISE) (N56 32 W61 41)**Port Hawkesbury** 123.375 (FISE) 126.7 (bcst) DRCO (N45 39 W61 23)**Saint John** 123.475 (FISE) 126.7 (bcst) (N45 28 W66 24)**St. Anthony** 123.275 & 5680 (FISE) 126.7 (bcst) (N51 23 W56 05)**St. John's** 123.275 (FISE) 126.7 (bcst) (N47 37 W52 45)**Stephenville** 123.475 (FISE) 126.7 (bcst) (N48 33 W58 34)**Sydney** 123.475 (FISE) 126.7 (bcst) (N46 09 W60 03)**Yarmouth** 123.55 (FISE) RCO (N43 55 W66 06)

SAMPLE

LONDON FIC FISE RCOs - ATLANTIC REGION (Cont'd)
(Call-Sign LONDON RADIO)

C34 PLANNING

AREAS WITH DISCRETE AIR-TO-AIR FREQUENCIES



LEGEND

British Columbia

- A - Special Radio Procedures in the Vicinity of the Haida Gwaii (Queen Charlotte Islands)
- B - VFR Common Air-to-Air Traffic Frequency for Fraser River Corridor

Alberta

- C - Cremona Common Frequency Area
- D - Edmonton City ATF Common Frequency Area
- E - North Oil Sands ATF Area
- F - Pigeon Common Frequency Area
- G - Red Deer Common Frequency Area
- H - South Oil Sands ATF Area

Ontario

- I - Toronto Common Frequency Areas and VFR Transit Routes

Quebec

- J - ATF Corridor Sept-Îles to Lourdes-de-Blanc Sablon

Newfoundland and Labrador

- K - ATF Corridor Nain to Mary's Harbour
- L - Offshore Air Traffic Activity East of St. John's NL, FL55 and below

**BRITISH COLUMBIA – SPECIAL RADIO PROCEDURES IN THE VICINITY OF THE HAIDA GWAII
(QUEEN CHARLOTTE ISLANDS)**

Due to the special conditions under which air traffic operate within the area of the Haida Gwaii (Queen Charlotte Islands), BC, the following special radio procedures have been established:

123.2 - Below 3000 ASL while over or within 3 miles of the Haida Gwaii (Queen Charlotte Islands), unless an ATF frequency is already published in the CFS/CWAS.

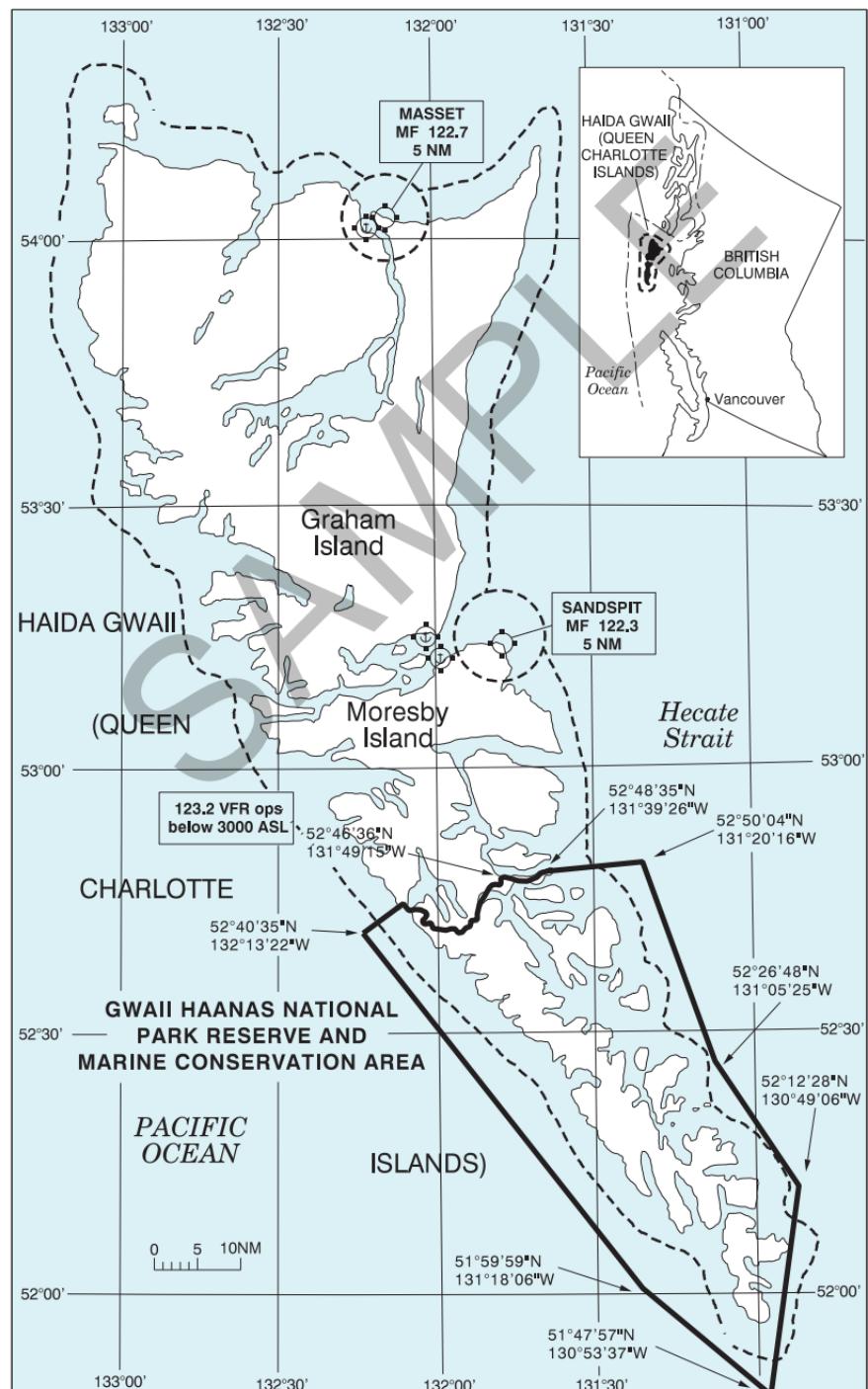
126.7 - Enroute traffic 3000 ASL or above.

122.3 - Within the Sandspit (CYZP) MF.

Pilots are reminded to follow the Aerodrome Traffic Frequency (ATF) procedures described in the TC AIM.

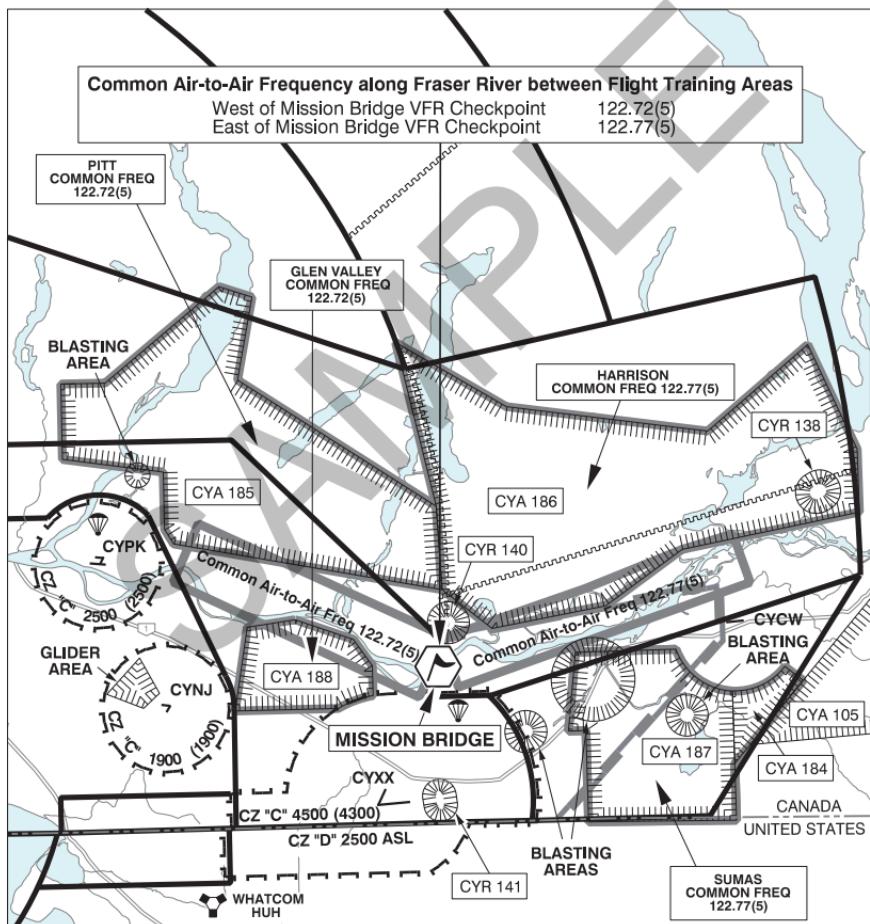
SAMPLE

C36 PLANNING

BRITISH COLUMBIA – SPECIAL RADIO PROCEDURES IN THE VICINITY OF THE HAIDA GWAII (QUEEN CHARLOTTE ISLANDS) (Cont'd)

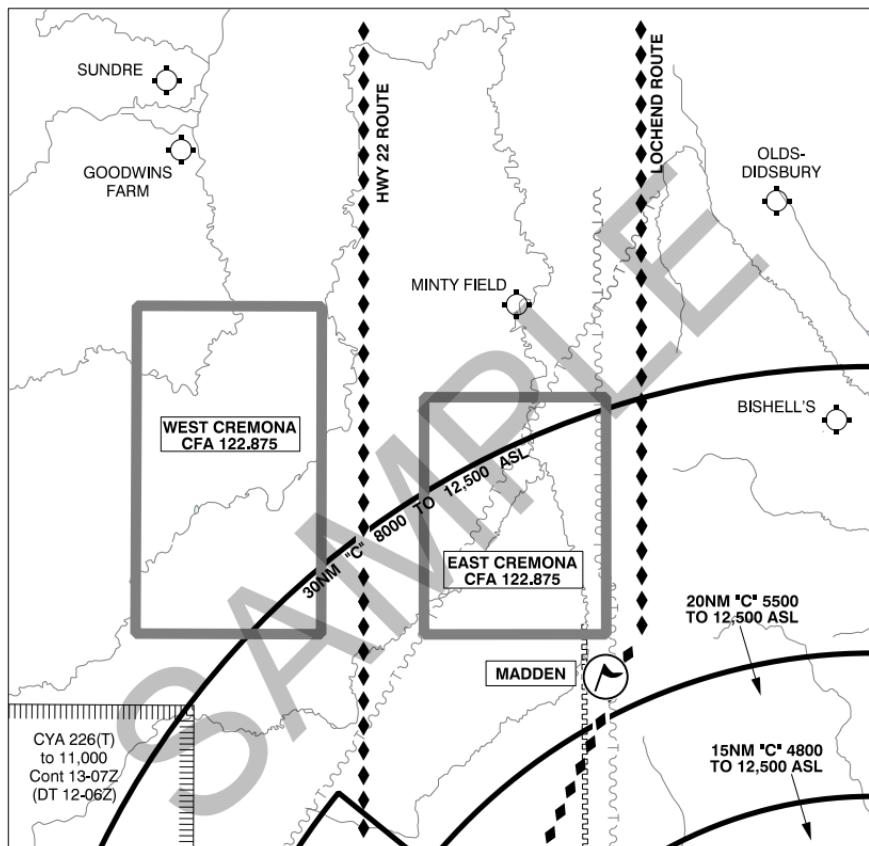
BRITISH COLUMBIA – VFR COMMON AIR-TO-AIR TRAFFIC FREQUENCY FOR FRASER RIVER CORRIDOR

Common air-to-air frequencies have been designated for use in the CYA flight-training areas that border the Fraser River (see backside of Vancouver VTA). To ensure pilots who fly along the Fraser River corridor and between the flight training CYAs can communicate to maintain situational awareness and avoid conflicts, the common air-to-air flight training frequencies have been designated for use along the corridor.



C38 PLANNING

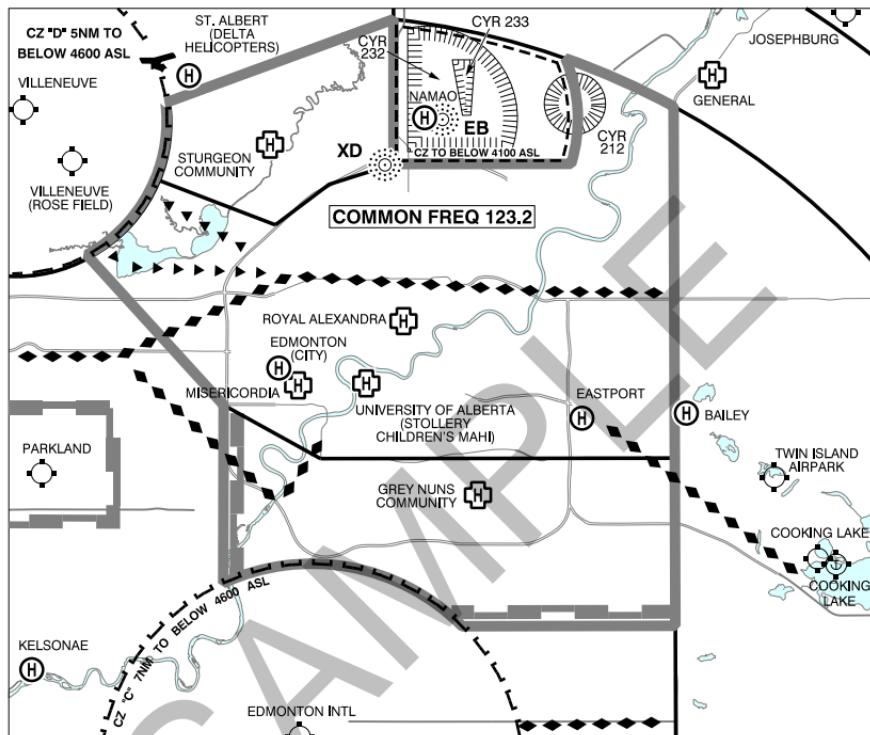
ALBERTA - CREMONA COMMON FREQUENCY AREA



Pilots are encouraged to use the designated common frequency when operating below Class C airspace within the designated areas. Radio transmissions on a common frequency should be the minimum required to provide the aircraft's position and pilot's intentions. Example transmission:

"CREMONA AREA TRAFFIC, CESSNA GOLF ALPHA BRAVO CHARLIE FOUR MILES NORTHWEST OF CREMONA, CONDUCTING FLIGHT TRAINING AT 7000 FEET "

Using a common frequency does not alleviate a pilot from the responsibility for monitoring and/or communicating on, when required, an ATC frequency, aerodrome traffic frequency (ATF), en-route frequency, or any other appropriate frequency.

ALBERTA - EDMONTON CITY ATF COMMON FREQUENCY AREA

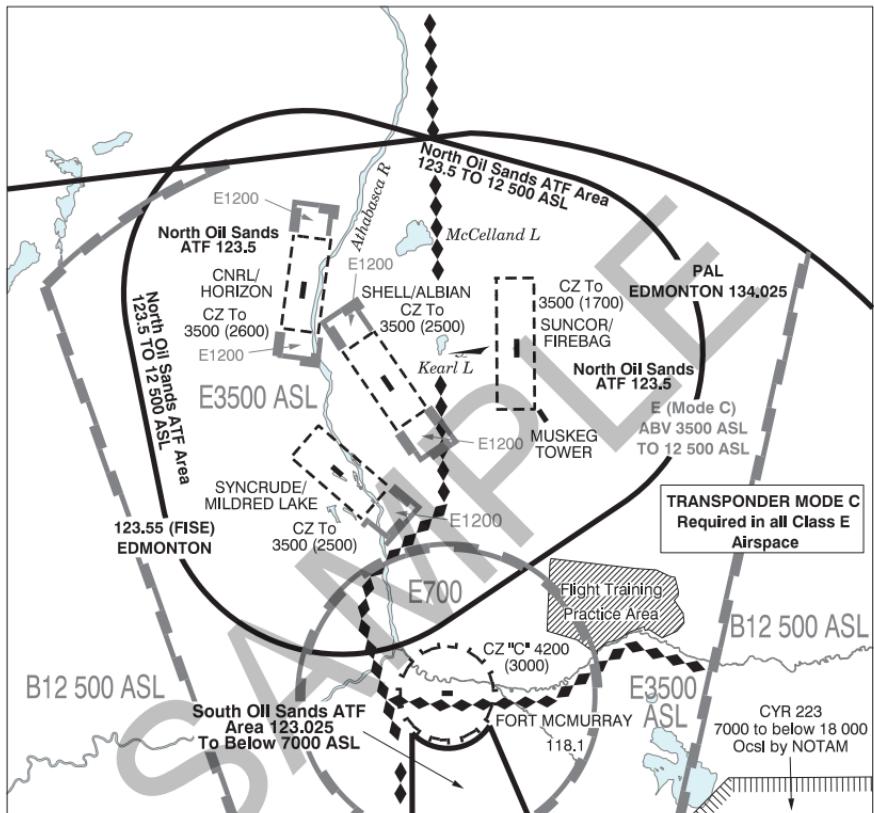
Pilots are encouraged to use the designated common frequency when operating below Class C airspace within the designated area. Radio transmissions on a common frequency should be the minimum required to provide the aircraft's position and pilot's intentions. Example transmission:

"EDMONTON AREA TRAFFIC, CESSNA GOLF ALPHA BRAVO CHARLIE TWO MILES WEST OF THE CEMENT PLANT, CONDUCTING A CITY TOUR AT 4000 FEET"

Using a common frequency does not alleviate a pilot from the responsibility for monitoring and/or communicating on, when required, an ATC frequency, aerodrome traffic frequency (ATF), or any other appropriate frequency.

C40 PLANNING

ALBERTA - NORTH OIL SANDS ATF AREA



Due to the special conditions under which air traffic operates within the North Oil Sands area in north-eastern Alberta, the following special radio procedures have been established:

ATF Pilot-to-Pilot

123.5 - North Oil Sands air traffic frequency: All pilots, prior to entering and while operating below 12,500 ft ASL while within the area joining a 20 NM radius centred on the Fort Mackay/Horizon, Fort McMurray/Firebag and Fort McMurray/Mildred Lake aerodromes, should broadcast their intentions and monitor and broadcast on the North Oil Sands air traffic frequency. This frequency is intended for pilot-to-pilot communications to aid in maintaining situational awareness with respect to other aircraft operating in the area. Pilots are reminded to follow the Aerodrome Traffic Frequency (ATF) procedures described in the TC AIM.

ALBERTA - NORTH OIL SANDS ATF AREA (Cont'd)**UNICOM / ATF**

123.3 - Albian UNICOM: All pilots arriving at, or departing from the Fort Mackay/Albian aerodrome must contact Albian UNICOM for company messages, local traffic and weather information.

122.8 - Firebag UNICOM: All pilots arriving at, or departing from the Fort Mackay/Firebag aerodrome must contact Firebag UNICOM for company messages, local traffic and weather information.

122.7 - Horizon UNICOM: All pilots arriving at, or departing from the Fort Mackay/Horizon aerodrome must contact Horizon UNICOM for company messages, local traffic and weather information.

123.5 - Mildred Lake TFC: All pilots arriving at, or departing from the Fort McMurray/Mildred Lake aerodrome must contact Syncrude Security for company messages and weather information.

123.2 - Muskeg Tower ATF: All pilots arriving at, or departing from the Muskeg Tower aerodrome should contact Muskeg Tower ATF for company messages.

123.2 - Birch Mountain ATF: All pilots arriving at, or departing from the Birch Mountain aerodrome should contact Birch Mountain ATF for company messages.

It is recommended that pilots complete any necessary company-related communications on the appropriate aerodrome frequency prior to entering the North Oil Sands ATF Area on arrival, and prior to ground manoeuvring for departure.

FISE

123.55 - Fort McMurray RCO: All pilots operating in the vicinity of Fort McMurray and requesting enroute flight information service should contact Edmonton FIC on the Fort McMurray FISE frequency.

ATC

134.025 - Oil Sands PAL: To be used by aircraft operating in accordance with IFR to report their arrival and to request their IFR clearances prior to departure. Aircraft operating in accordance with IFR within controlled airspace shall use the Fort McMurray PAL frequency for ATC communications for en route and Fort McMurray arrivals and departures.

C42 PLANNING

ALBERTA - NORTH OIL SANDS ATF AREA (Cont'd)

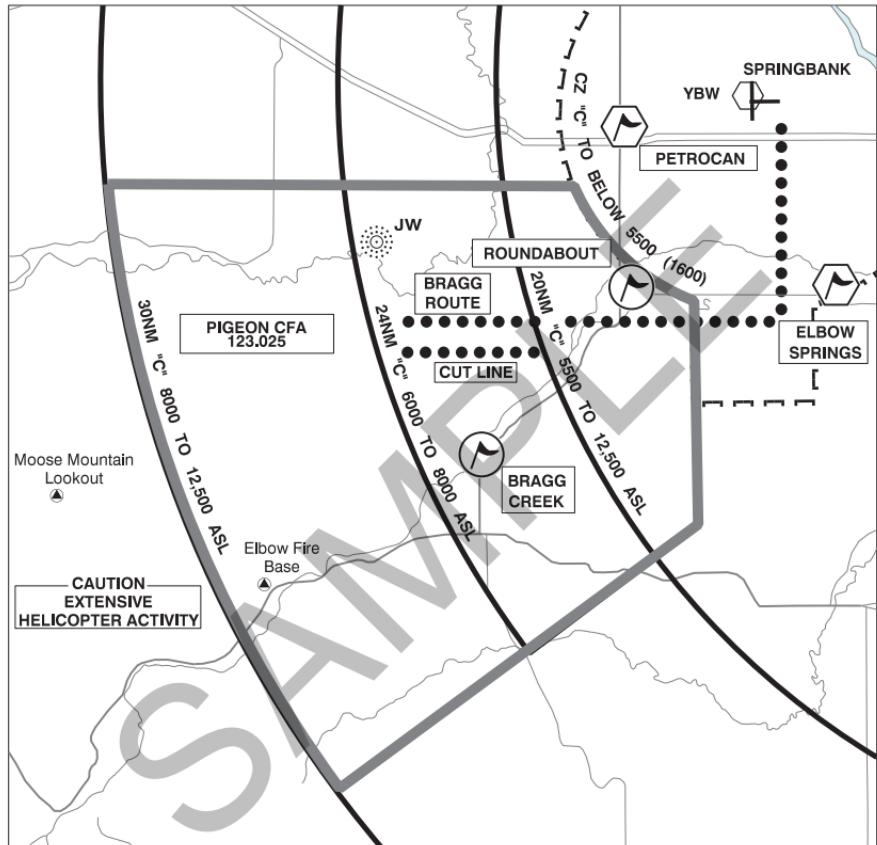
CLASS "B"

CLASS "E" MODE C

| | | | | | | |
|----------|--------------------|--------------------|---------------|---------------|---------------|----------------------------|
| 3500 ASL | CZ "E" Mode C | CZ "E" Mode C | CZ "E" Mode C | CZ "E" Mode C | CZ "E" Mode C | CZ CLASS "C" |
| 1200 AGL | Ft. McKay/ Firebag | Ft. McKay/ Horizon | | | Muskeg Tower | Ft. McMurray/ Mildred Lake |
| 50 NM | | | | | | Ft. McMurray |

LEGEND  Class "E" Mode C  Control zone

Chart not to scale

ALBERTA - PIGEON COMMON FREQUENCY AREA

When requesting a flight to the Pigeon CFA, specify whether Bragg Creek or the Pigeon NDB is the initial destination as it will affect your outbound route and method of conflict resolution.

Use caution in the Pigeon CFA as there is extensive helicopter activity 6000 feet and below (Class C airspace).

From May to September, extensive helicopter activity to and from the Elbow Fire Base and Moose Mountain Lookout.

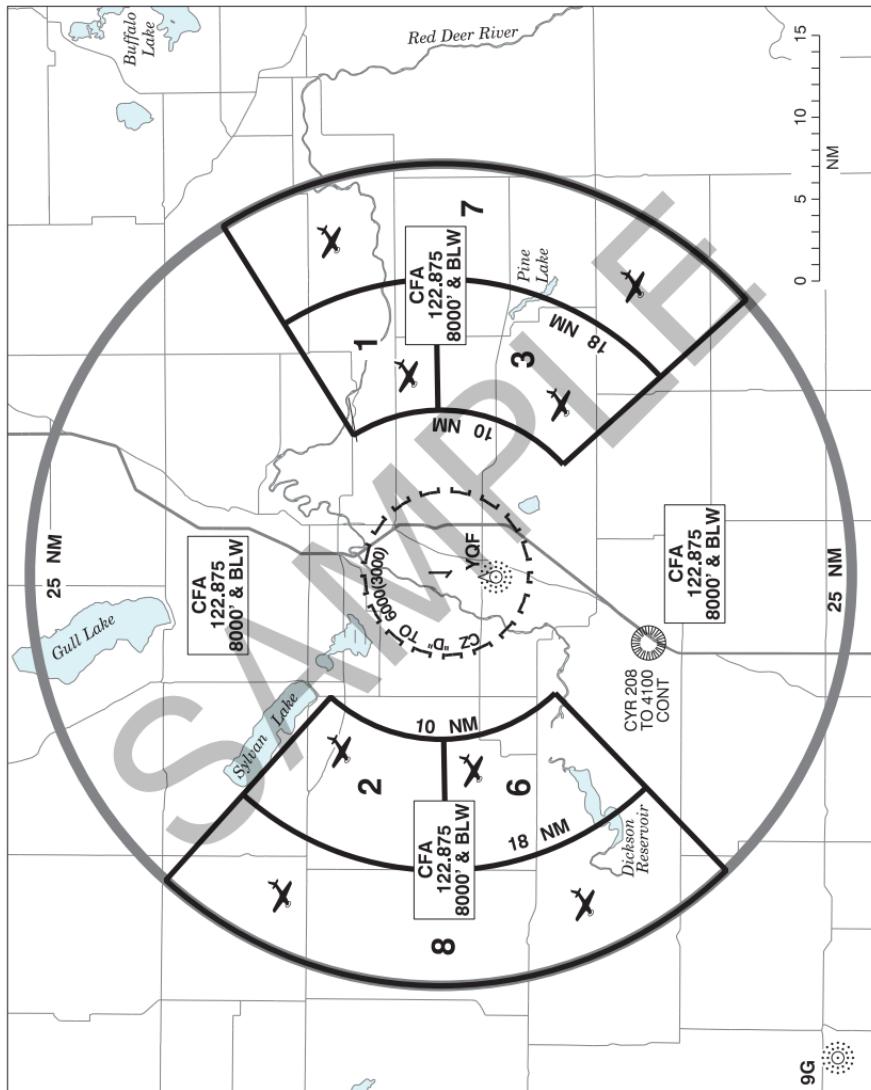
Pilots are encouraged to use the designated common frequency when operating below Class C airspace within the designated areas. Radio transmissions on a common frequency should be the minimum required to provide the aircraft's position and pilot's intentions. Example transmission:

"PIGEON AREA TRAFFIC, CESSNA GOLF ALPHA BRAVO CHARLIE FOUR MILES NORTHWEST OF PIGEON NDB, CONDUCTING FLIGHT TRAINING AT 7000 FEET AND BELOW".

Using a common frequency does not alleviate a pilot from the responsibility for monitoring and/or communicating on, when required, an ATC frequency, aerodrome traffic frequency (ATF), en-route frequency, or any other appropriate frequency.

C44 PLANNING

ALBERTA - RED DEER COMMON FREQUENCY AREA



Pilots are encouraged to use the designated common frequency within the designated areas. Radio transmissions on a common frequency should be the minimum required to provide the aircraft's position and pilot's intentions.

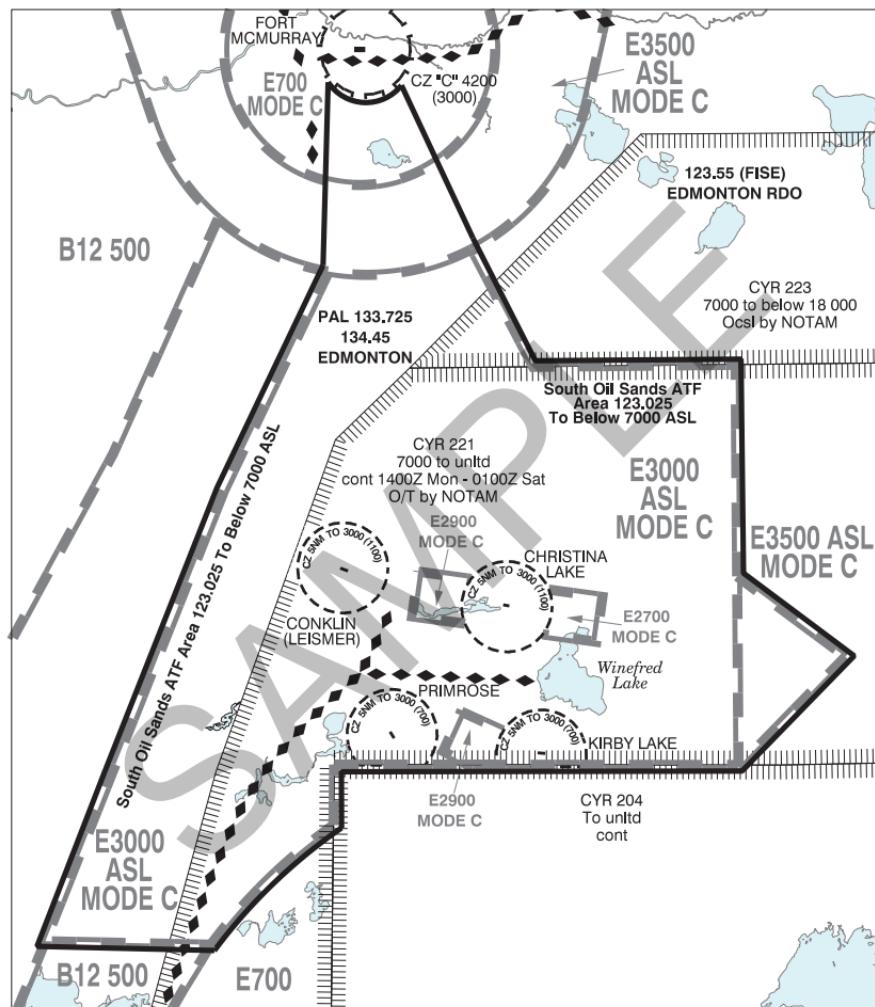
Example transmission:

"RED DEER AREA TRAFFIC, CESSNA GOLF ALPHA BRAVO CHARLIE CONDUCTING UPPER AIR WORK WITHIN TRAINING AREA ONE BETWEEN FIVE THOUSAND AND SEVEN THOUSAND."

or

"RED DEER AREA TRAFFIC, PIPER GOLF DELTA ECHO FOXTROT, 8 MILES EAST OF RED DEER, PROCEEDING SOUTHBOUND SIX THOUSAND FIVE HUNDRED."

Using a common frequency does not alleviate a pilot from the responsibility for monitoring and/or communicating on, when required, a MF, an ATC frequency, aerodrome traffic frequency (ATF), en-route frequency, or any other appropriate frequency.

ALBERTA - SOUTH OIL SANDS ATF AREA

The following radio procedures apply to air traffic operating within the South Oil Sands area in north-eastern Alberta.

ATF Pilot-to-Pilot

123.025 - South Oil Sands Area air traffic frequency (ATF): The South Oil Sands Area ATF airspace is defined as the airspace below 7,000 ft ASL within the boundary of the Class E Mode C Control Area Extension surrounding the four affected aerodromes including a corridor to the north that extends to the Fort McMurray control zone. All pilots, prior to entering and while operating in this airspace, should broadcast their position and intentions, monitor and coordinate operations with other aircraft on the South Oil Sands ATF. For aerodrome arrivals/departures follow the Aircraft Operations - Uncontrolled Aerodromes procedures described in the RAC section of A.I.M. Canada.

Aerodrome UNICOM / ATF

122.8 - Christina Lake ATF, AUTO 122.275

122.8 - Conklin UNICOM ltd hrs, O/T ATF

123.35 - Kirby Lake UNICOM(AU) ltd hrs, O/T ATF, AUTO 122.175

122.95 - Primrose UNICOM(AU) ltd hrs, O/T ATF

C46 PLANNING

ALBERTA - SOUTH OIL SANDS ATF AREA (Cont'd)

Pilots should not conduct company-related communications on the South Oil Sands Area ATF.

FISE

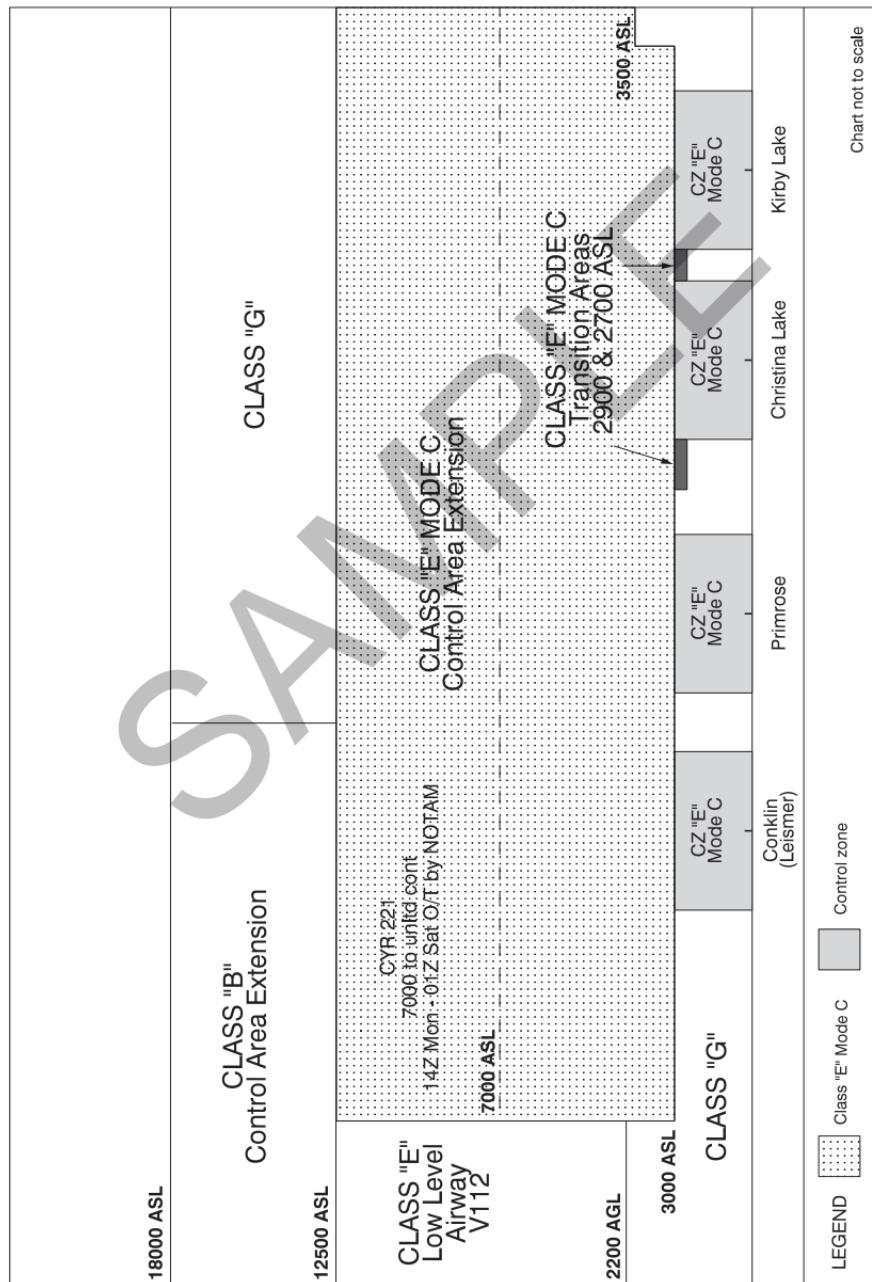
123.55 - Fort McMurray RCO: Pilots operating in the vicinity of Fort McMurray requiring enroute flight information service should contact the Edmonton FIC (call sign Edmonton radio) on this FISE frequency.

ATC

133.725 - Conklin PAL and 134.45 - South Oil Sands PAL: To be used by pilots operating in accordance with IFR in controlled airspace to report arrivals and to request their IFR clearances prior to departure.

SAMPLE

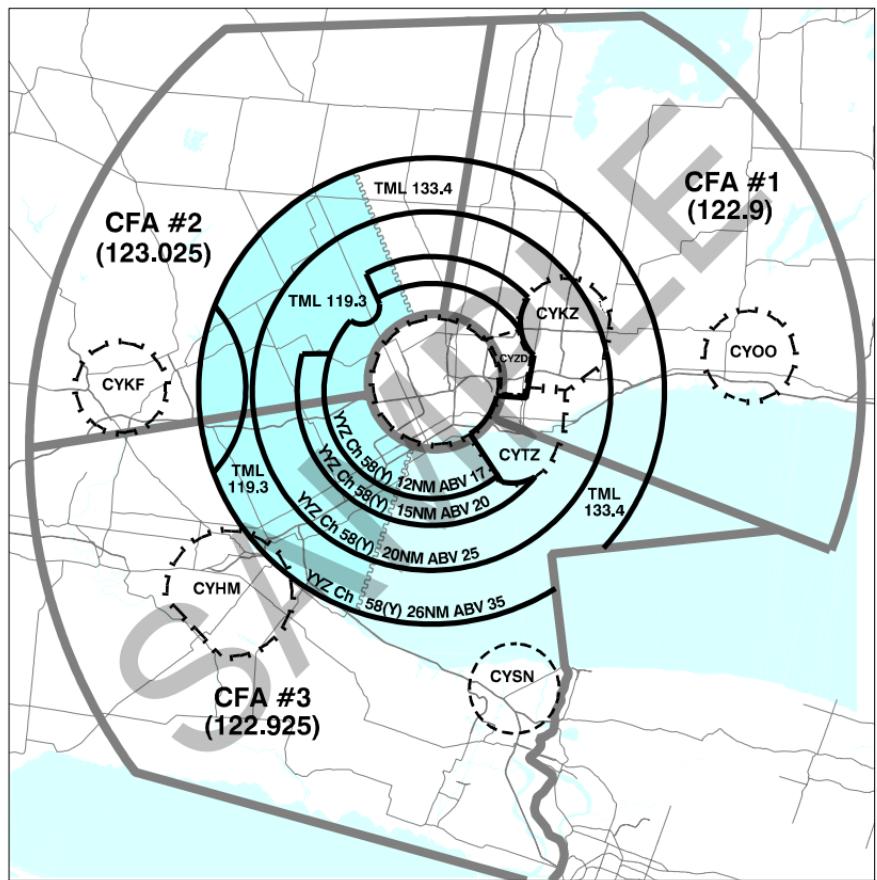
ALBERTA - SOUTH OIL SANDS ATF AREA (Cont'd)



C48 PLANNING

ONTARIO – TORONTO COMMON FREQUENCY AREAS AND VFR TRANSIT ROUTES

TORONTO COMMON FREQUENCY AREA (CFA)



GUIDELINES FOR USING TORONTO COMMON FREQUENCY AREAS (CFA) FREQUENCIES

Pilots are encouraged to use the appropriate CFA frequency when flying in the Toronto CFAs.

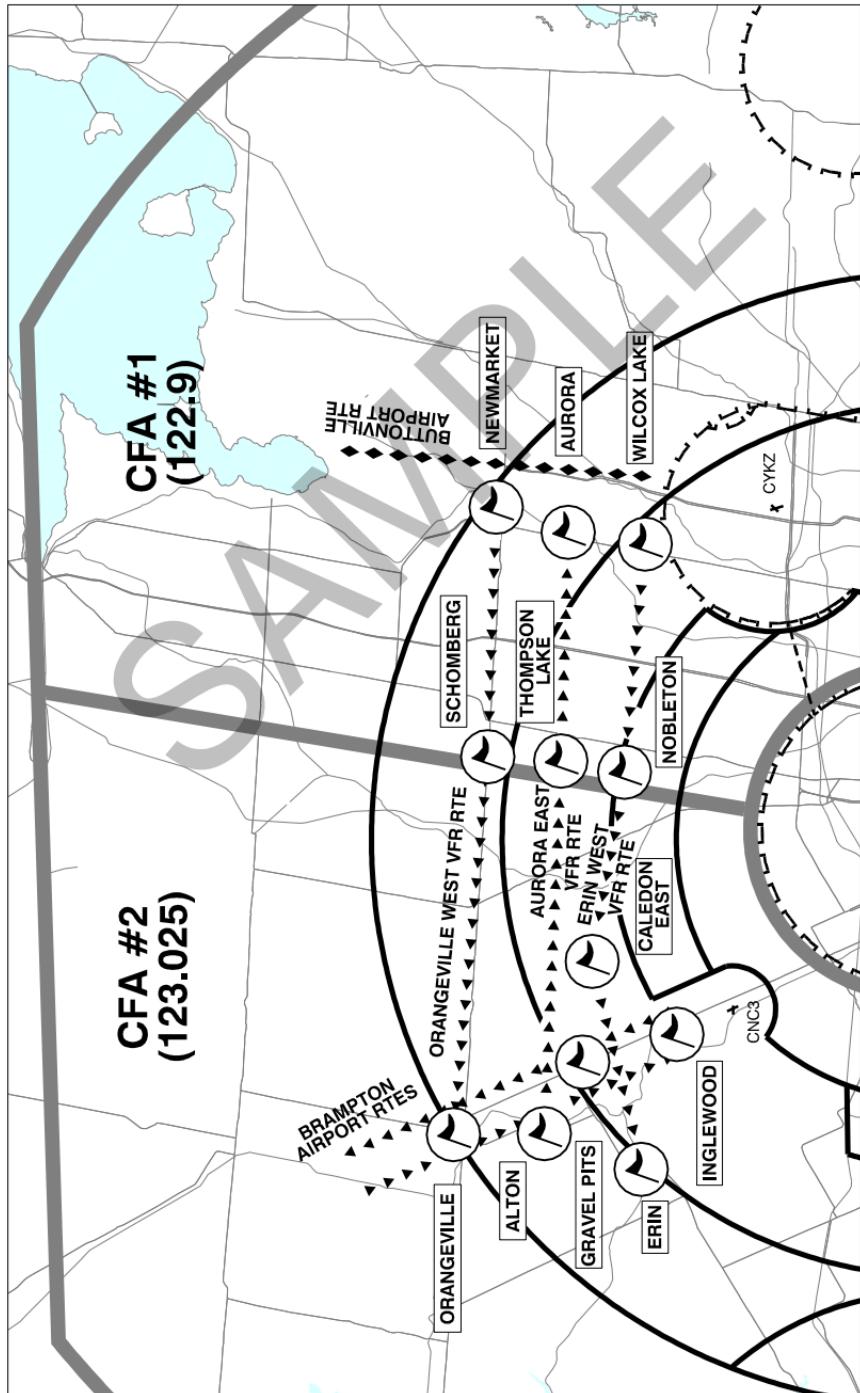
Transmissions on a CFA frequency should be limited to the minimum required to provide the aircraft's position and pilot intentions. Example transmission:

(On CFA#2 123.025) "TRAFFIC IN THE LUTHER LAKE AREA CESSNA GOLF ALPHA BRAVO CHARLIE CONDUCTING AIRWORK TWO MILES EAST OF LUTHER LAKE THREE THOUSAND FEET AND BELOW"

Flying within a CFA and using a CFA frequency does not alleviate a pilot from the responsibility for monitoring and/or communicating on, when required, an ATC frequency, aerodrome ATF or any other appropriate frequency.

ONTARIO – TORONTO COMMON FREQUENCY AREAS AND VFR TRANSIT ROUTES (Cont'd)

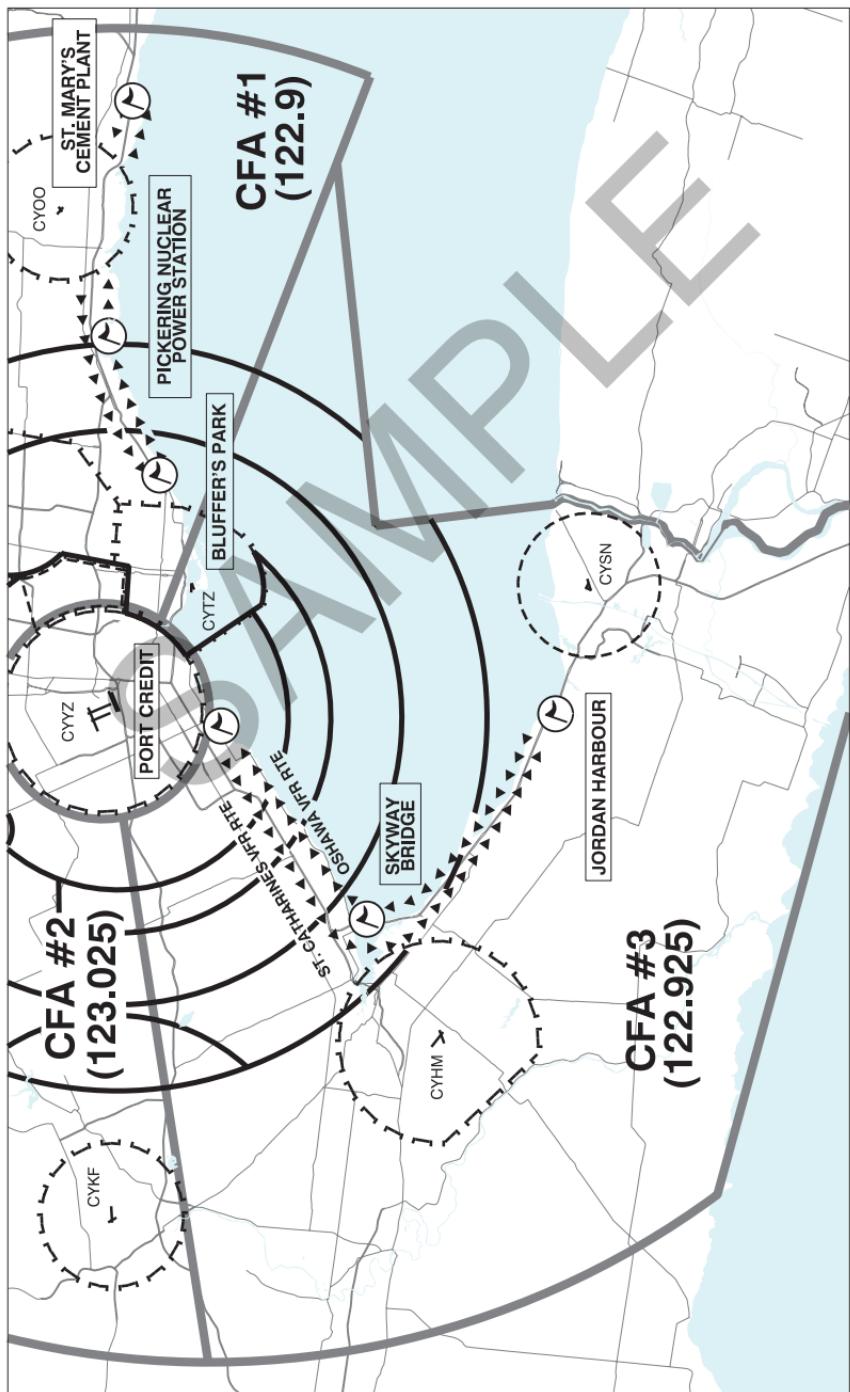
TORONTO NORTH VFR TRANSIT ROUTES



C50 PLANNING

ONTARIO – TORONTO COMMON FREQUENCY AREAS AND VFR TRANSIT ROUTES (Cont'd)

TORONTO LAKESHORE VFR TRANSIT ROUTES



ONTARIO – TORONTO COMMON FREQUENCY AREAS AND VFR TRANSIT ROUTES (Cont'd)**GUIDELINES FOR USING TORONTO VFR TRANSIT ROUTES**

When transiting the Toronto area pilots are encouraged to use the designated VFR transit routes.

There are five routes; three for transiting north of Toronto Intl and two for transiting along the Lakeshore as follows:

North Transit Routes

ORANGEVILLE WEST (NEWMARKET - SCHOMBERG - ORANGEVILLE)

AURORA EAST (ALTON - THOMPSON LAKE - AURORA)

ERIN WEST (WILCOX LAKE - NOBLETON - CALEDON EAST - ERIN)

Lakeshore Transit Routes

OSHAWA (JORDAN HARBOUR - SKYWAY BRIDGE - PORT CREDIT - BLUFFER'S PARK - PICKERING NUCLEAR POWER STATION - ST. MARY'S CEMENT PLANT)

ST. CATHARINES (ST. MARY'S CEMENT PLANT - PICKERING NUCLEAR POWER STATION - BLUFFER'S PARK - PORT CREDIT - SKYWAY BRIDGE - JORDAN HARBOUR)

Use the appropriate CFA frequency when using the VFR routes. An ATC clearance is required if the VFR transit routes are flown within the Toronto TCA Class C airspace or through the Toronto Intl, Toronto/Billy Bishop Toronto City Airport and Oshawa control zones. Following are example transmissions when flying a route:

(On CFA #2 123.025) "TRAFFIC IN THE ALTON AREA CESSNA GOLF ALPHA BRAVO CHARLIE OVER ALTON TWO THOUSAND FIVE HUNDRED ON VFR ROUTE AURORA EAST"

(On CFA #1 122.9) "TRAFFIC IN THE THOMPSON LAKE AREA CESSNA GOLF ALPHA BRAVO CHARLIE OVER THOMPSON LAKE TWO THOUSAND FIVE HUNDRED ON VFR ROUTE AURORA EAST"

(On CFA #1 122.9) "TRAFFIC IN THE AURORA AREA CESSNA GOLF ALPHA BRAVO CHARLIE OVER AURORA TWO THOUSAND FIVE HUNDRED CLIMBING TO THREE THOUSAND FIVE HUNDRED HEADING NORTHEAST TO PETERBOROUGH"

C52 PLANNING

QUEBEC – ATF CORRIDOR SEPT-ÎLES TO LOURDES-DE-BLANC-SABLON

The ATF corridor (frequency 123.5) extends from the surface to 12,500 ASL inclusively, outside Havre St-Pierre, Natashquan and Lourdes-de-Blanc-Sablon MF zones (15NM radius, 3000' AAE).

Delimitation:

The area outside controlled airspace bordered, in part, by Sept-Îles CZ and an arc located at 15NM centred on airport and included between R132 and R090 from YZV VOR/DME. Then northerly by a tangent from a point located on R090 from YZV VOR/DME at 15NM from Sept-Îles airport and linking the arcs of circles of 15NM centred on Havre St-Pierre, Natashquan, Chevery, St-Augustin and Lourdes-de-Blanc-Sablon airports, including an area formed by a line from the point of contact of the 15NM arc of Natashquan airport to YIF NDB and the northern limit already described and excluding CYA733(M), then southerly by a tangent from BX NDB and linking the arcs of 15NM centred on Chevery and Natashquan airports then along a line from a point of contact of the MF zone toward the PN NDB then clockwise to a point located on R132 from YZV VOR/DME at 15NM from Sept-Îles airport.

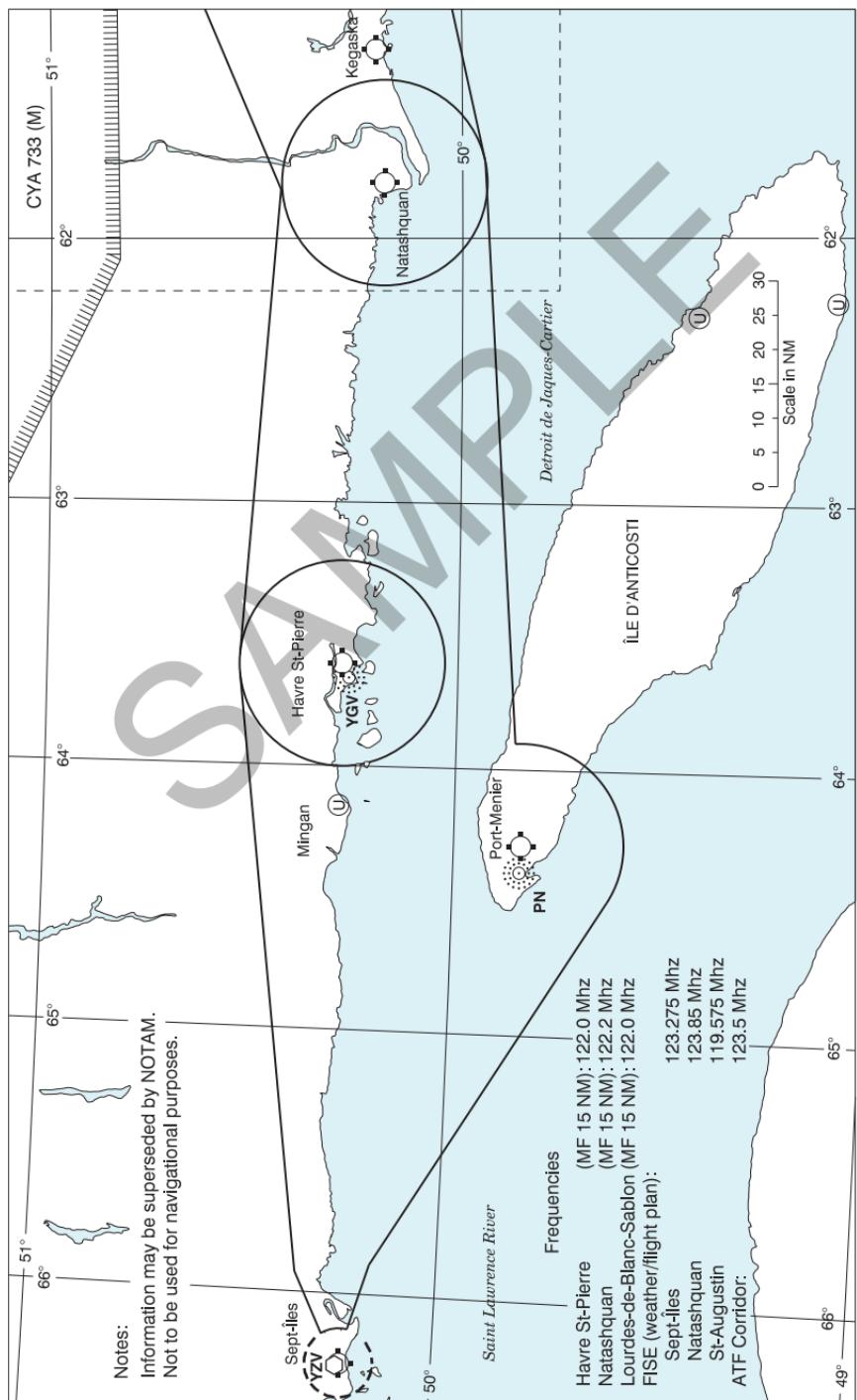
Exceptions:

The corridor extends to but not including 7000 ASL within a radius of 15NM centred on Lourdes-de-Blanc-Sablon airport as well as in the sector formed by a tangent linking the 15NM arcs of Lourdes-de-Blanc-Sablon and St-Augustin airports and the tangent from a 15NM arc of St-Augustin airport to BX NDB, excluding Lourdes-de-Blanc-Sablon MF zone.

Procedures:

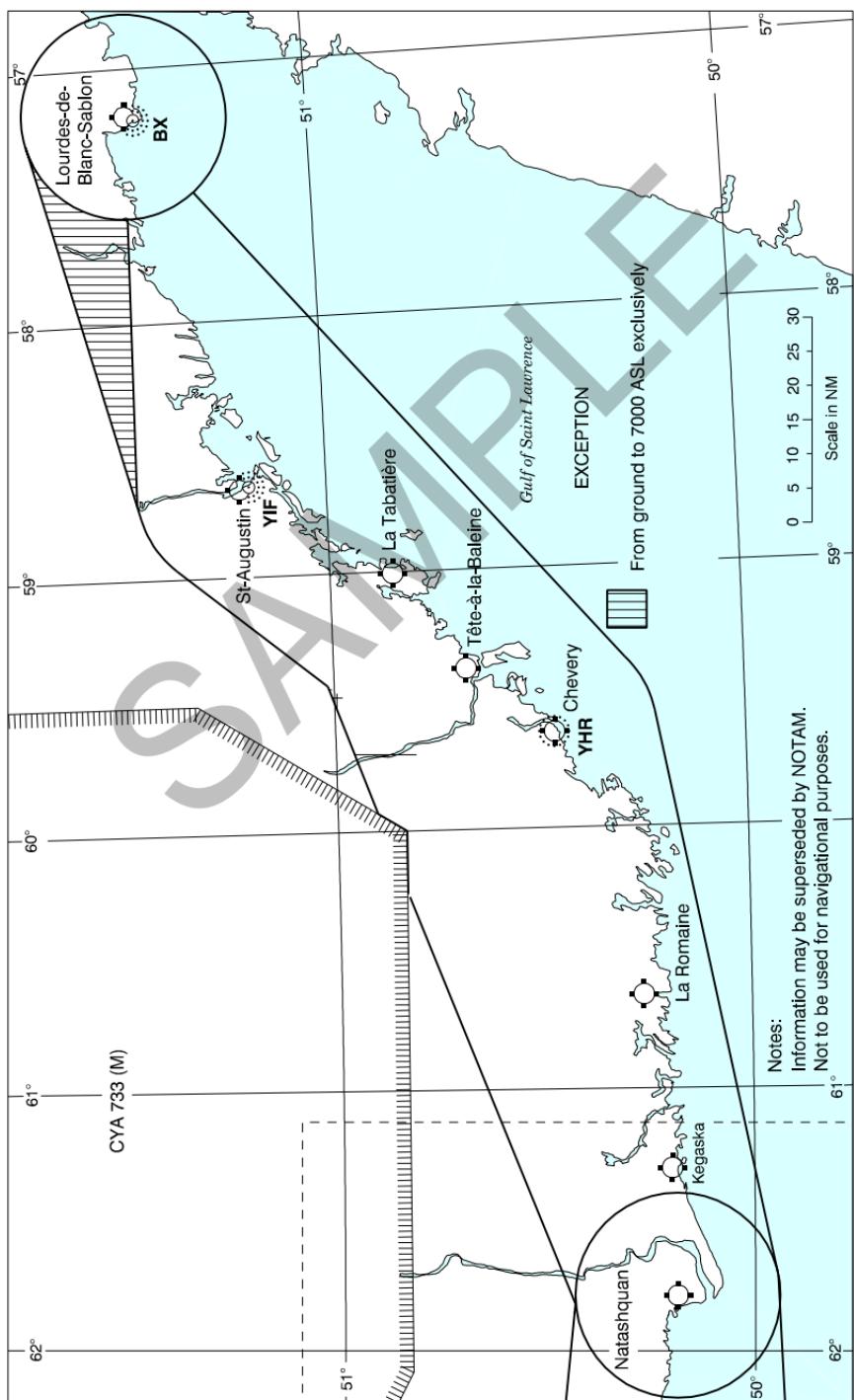
Pilots are reminded to follow the ATF procedures described in TC AIM RAC.

QUEBEC – ATF CORRIDOR SEPT-ÎLES TO LOURDES-DE-BLANC-SABLON (Cont'd)

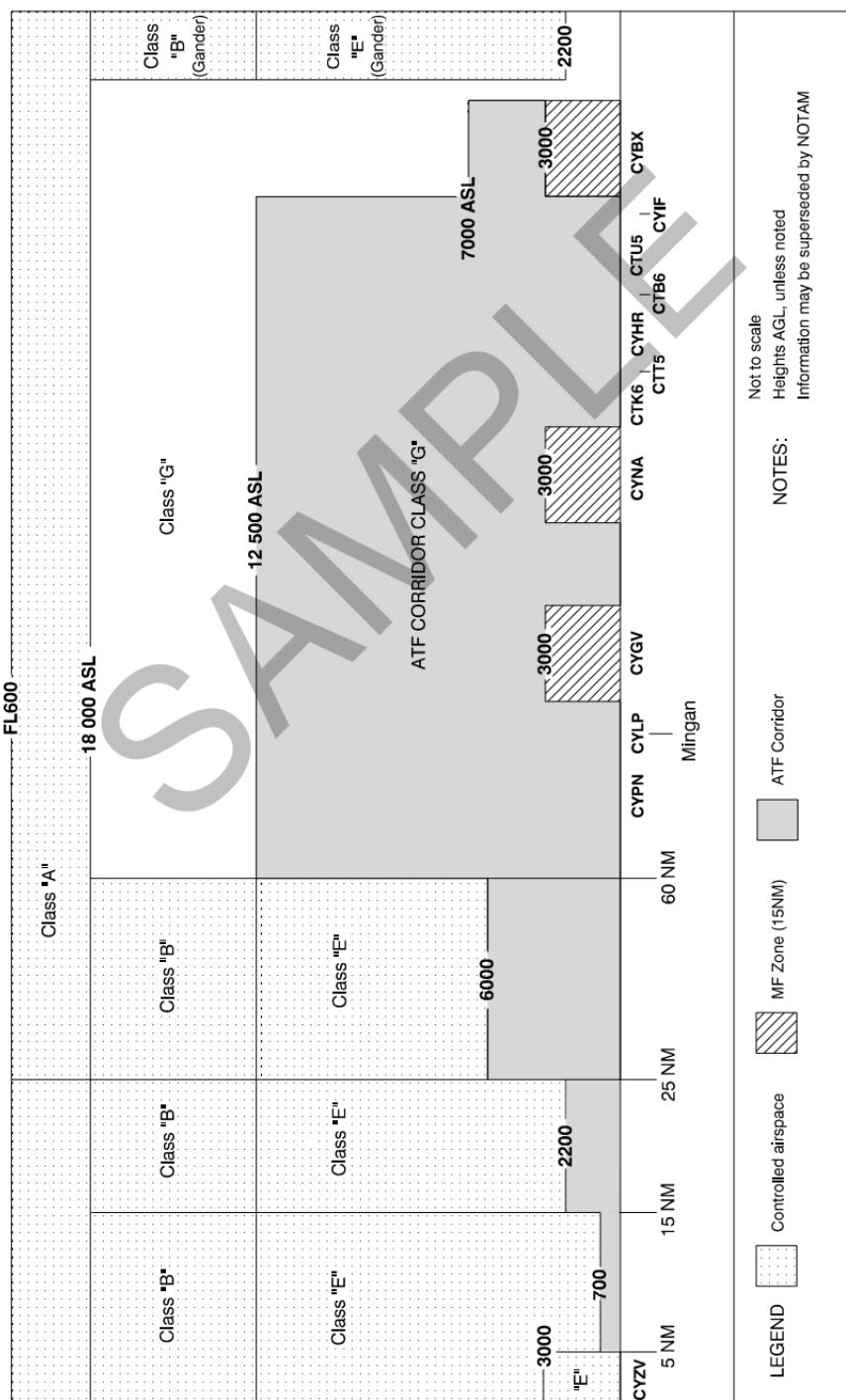


C54 PLANNING

QUEBEC – ATF CORRIDOR SEPT-ÎLES TO LOURDES-DE-BLANC-SABLON (Cont'd)



QUEBEC – ATF CORRIDOR SEPT-ÎLES TO LOURDES-DE-BLANC-SABLON (Cont'd)



C56 PLANNING

NEWFOUNDLAND & LABRADOR ATF CORRIDOR NAIN TO MARY'S HARBOUR

The ATF corridor (frequency 122.8) extends from the surface to 12,500 ASL inclusively and exists wholly in uncontrolled airspace.

Delimitation:

The corridor begins at a point on the arc 15 NM distant, to the north, from the Nain aerodrome and then along the arc in a clockwise direction and to the points linking the arcs of 15 NM centered on the aerodromes at Makkovik, Black Tickle, St. Lewis and Mary's Harbour and Port Hope Simpson then thence to N53°24' W057°56' (at the extent of the 87 NM Goose Bay MTCA), thence along the arc of the 87 NM Goose Bay MTCA to include the annex to the Goose Bay MTCA in the vicinity of Rigolet, thence to N54°47' W060°10' (at the extent of the 87 NM Goose Bay MTCA), thence to points linking the arcs of 15 NM centered on the aerodromes at Natuashish, Voisey's Bay and Nain to the start point.

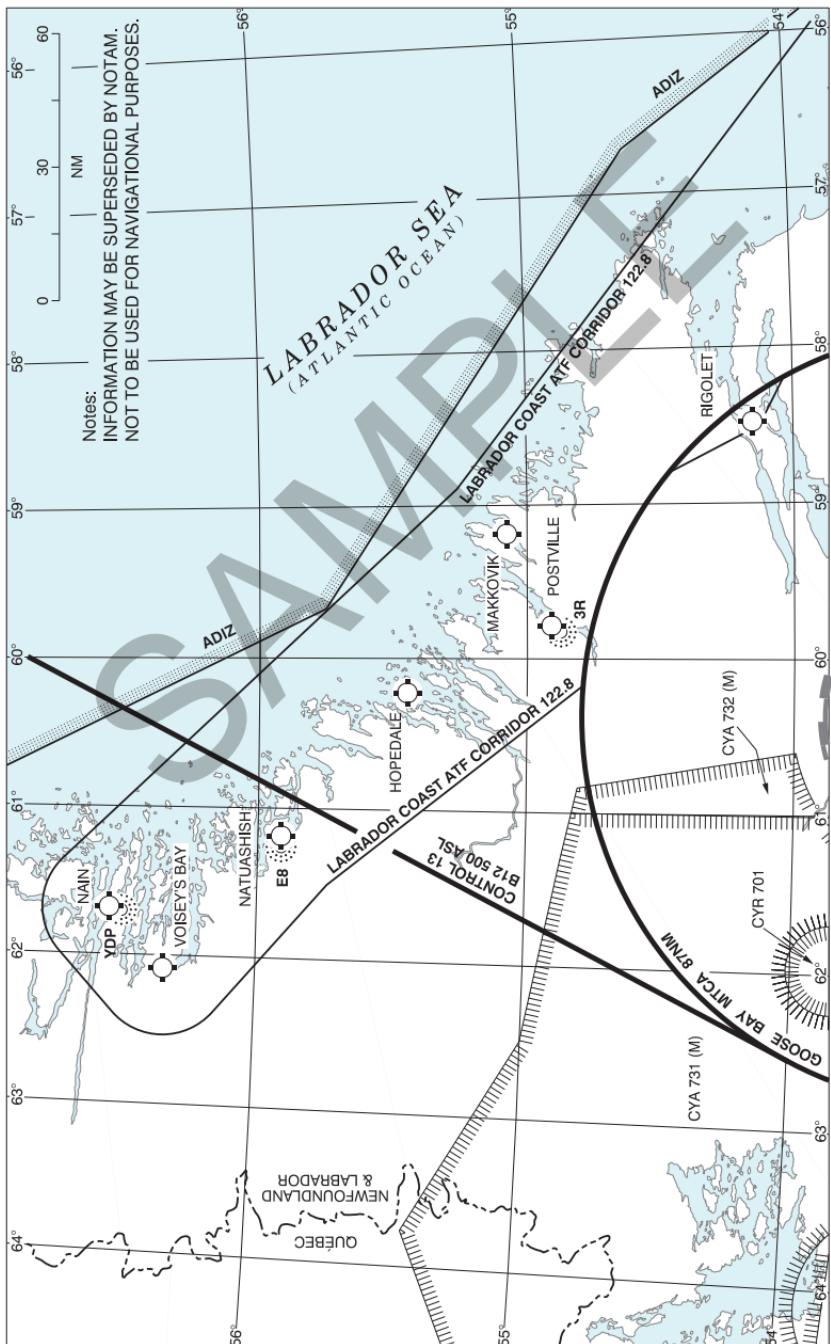
Procedures:

Pilots are reminded to follow the ATF procedures described in TC AIM RAC, published by Transport Canada.

Maps on following two pages.

NEWFOUNDLAND & LABRADOR

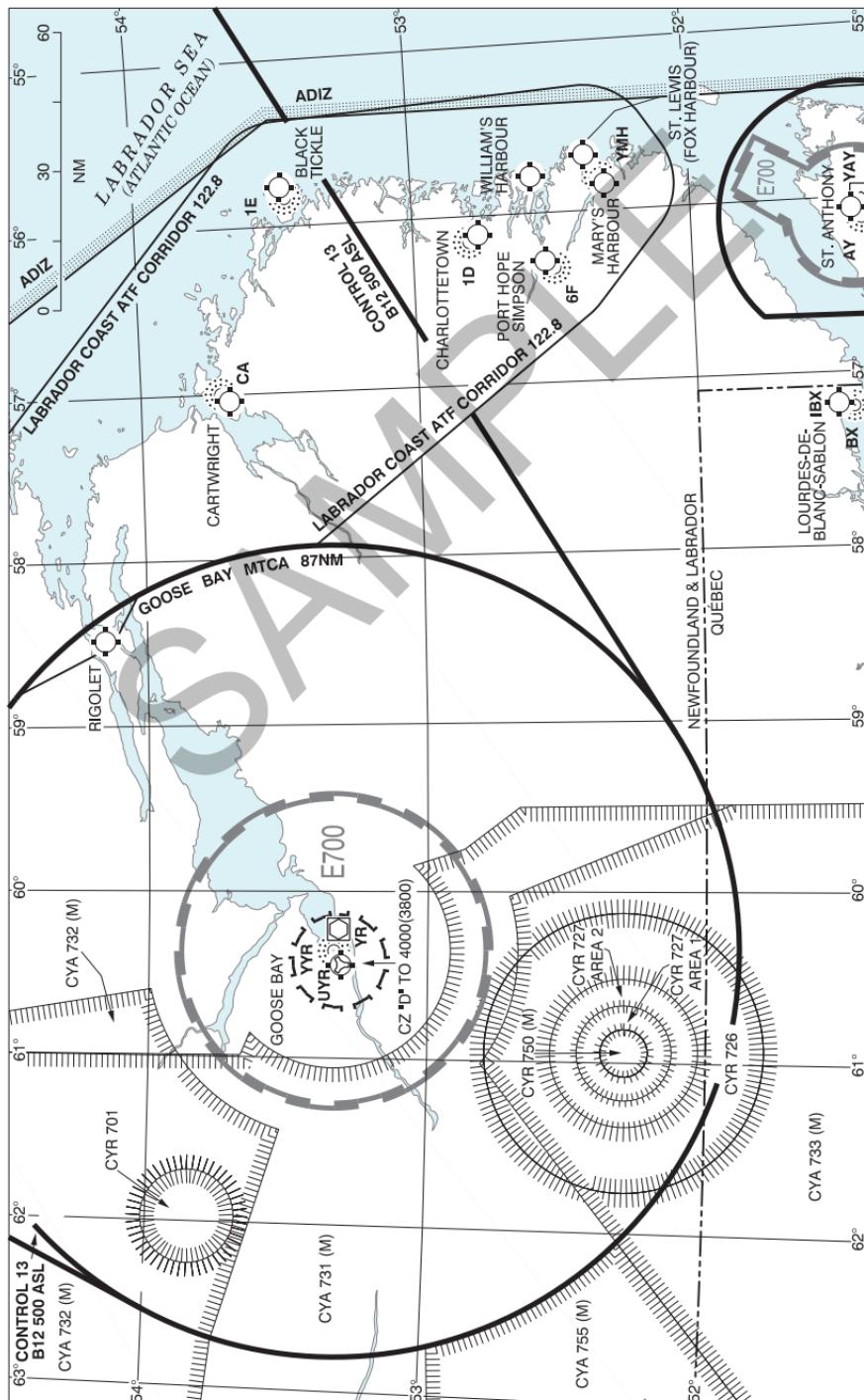
ATF CORRIDOR NAIN TO MARY'S HARBOUR (Cont'd)



C58 PLANNING

NEWFOUNDLAND & LABRADOR

ATF CORRIDOR NAIN TO MARY'S HARBOUR (Cont'd)



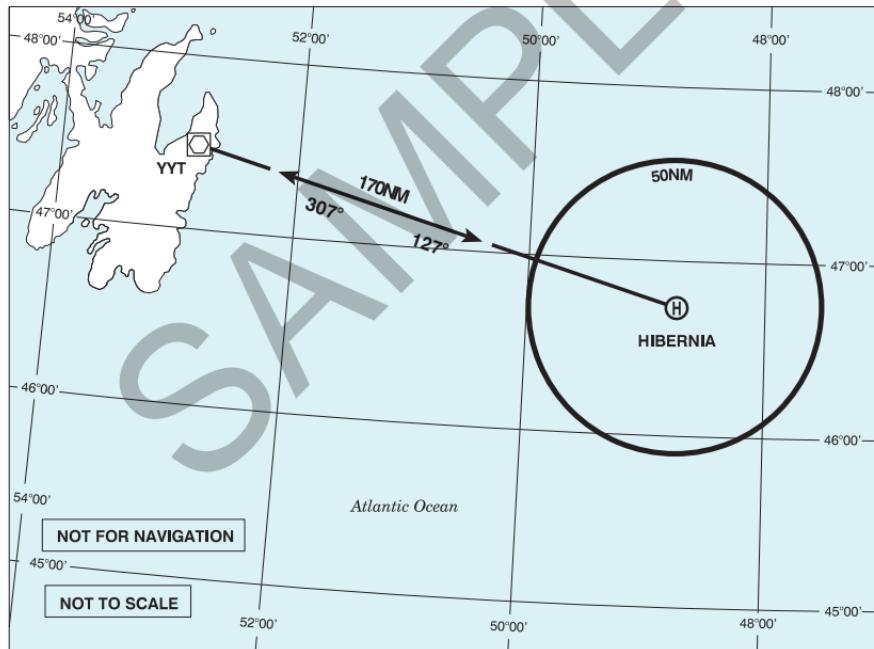
NEWFOUNDLAND & LABRADOR**OFFSHORE AIR TRAFFIC ACTIVITY AREA EAST OF ST. JOHN'S NL, FL55 AND BELOW**

Petroleum exploration and production off the east coast of Newfoundland has created significant air traffic activity. The Hibernia oil production structure is fixed at position N46 45.0 W48 46.7. Other structures with helidecks operate within a 50NM radius of the Hibernia structure. The number and location may vary seasonally.

The majority of the traffic consists of helicopters operating to/from these platforms along direct routes to St. John's airport, however, military and civil fixed wing patrol aircraft also frequently operate in the area and across these routes.

Pilots operating in the area are advised to monitor enroute frequency 126.7MHz and to broadcast their position and intentions.

Clearances at and above FL55 can be obtained by contacting Gander Area Control Centre on 118.25 MHz, via a telecommunications circuit on the Hibernia platform.



C60 PLANNING

**VFR CHART UPDATING DATA
YUKON, NORTHWEST TERRITORIES AND NUNAVUT****YUKON, NORTHWEST TERRITORIES AND NUNAVUT - AIR NAVIGATION RADIO AIDS**

Aklavik NDB ident "YKD" freq 208 at N68 13 34 W135 00 53 has been decommissioned.
Burwash NDB ident "DB" freq 341 at N61 20 25 W138 59 00 has been decommissioned.
Deline NDB ident "WJ" freq 287 at N65 11 14 W123 25 15 has been decommissioned.
Fort McPherson NDB ident "ZFM" freq 373 at N67 24 37 W134 52 25 has been decommissioned.
Grise Fiord NDB ident "YGZ" freq 365 at N76 25 24 W82 53 14 has been decommissioned.
Hay River VOR/DME ident "HYH" freq 113.9 at N60 50 11 W115 48 12 var changed to "17°E".
Igloolik NDB ident "YGT" freq 241 at N69 22 16 W81 49 04 has been decommissioned.
Kimmirut NDB ident "YLC" freq 277 at N62 51 04 W69 52 29 has been decommissioned.
Koala DME ident "4A" freq 111.8 at N64 41 53 W110 36 33 has been decommissioned.
Kugaaruk NDB ident "YBB" freq 263 at N68 32 03 W89 47 21 has been decommissioned.
Sanikiluaq NDB ident "YSK" freq 208 at N56 32 28 W79 12 51 has been decommissioned.
Tuktoyaktuk NDB ident "YUB" freq 380 at N69 26 04 W133 01 02 has been decommissioned.
Tulita NDB ident "ZFN" freq 392 at N64 54 24 W125 33 54 has been decommissioned.
West Arm (Cambridge Bay) ident "MG" freq 327 at N69 06 07 W105 06 55 has been decommissioned.
Yellowknife VORTAC ident "YZF" freq 115.5 at N62 27 52 W114 26 12 var changed to "17°E".

YUKON, NORTHWEST TERRITORIES AND NUNAVUT – AIRSPACE DESIGNATIONS

A2 has been revoked from Beaver Creek NDB to DUVOT intxn.
A17 has been revoked from Fort Nelson NDB to Fort Simpson NDB to Yellowknife NDB.
AR2 has been revoked from Burwash NDB to Beaver Creek NDB.
AR7 has been revoked from Tuktoyaktuk NDB to Holman NDB.
AR8 has been revoked from Inuvik NDB to Tuktoyaktuk NDB to Sachs Harbour NDB.
AR15 has been revoked from MAGNM intxn to Burwash NDB to Beaver Creek NDB.
AR16 has been revoked from La Grande Riviere NDB to Jarpik (Kuujjuarapik) NDB to Sanikiluaq NDB to Inukjuak NDB.
AR17 has been revoked from Kimmirut NDB to Frobay (Iqaluit) NDB.
AR33 has been revoked from Taloyoak NDB to Kugaaruk NDB to Repulse Bay NDB.
AR41 has been revoked from Sanikiluaq NDB to Umiujaq NDB.
B40 has been revoked from CAN/US border to Robinson (Whitehorse) NDB.
B42 has been revoked from High Level NDB to Fort Simpson NDB.
BR10 has been revoked from Churchill NDB to Coral Harbour NDB.
BR17 has been revoked from Fort Good Hope NDB to Fort McPherson NDB to Inuvik NDB.
BR22 has been revoked from Tuktoyaktuk NDB to Paulatuk NDB.
BR26 has been revoked from Salluit NDB to Frobay (Iqaluit) NDB.
BR33 has been revoked from Norman Wells NDB to Wrigley NDB to Fort Simpson NDB.
BR36 has been revoked from Atlin NDB to Watson Lake NDB.
BR40 has been revoked from Salluit NDB to Cape Dorset NDB.
BR44 has been revoked from Whitehorse VOR/DME to Burwash NDB to OLARU intxn.
RR4 has been revoked from Wrigley NDB to Yellowknife NDB.
RR30 from Nanisivik NDB to Pond Inlet NDB has been revoked.
RR30 has been revoked from Gjoa Haven NDB to Kugaaruk NDB to Hall Beach NDB.

YUKON, NORTHWEST TERRITORIES AND NUNAVUT - DANGER, RESTRICTED & ADVISORY AREAS

All altitudes will be inclusive unless otherwise indicated, i.e. (5000' to 10,000'). To indicate when either the bottom or upper altitude is not included, the words below and above are to be placed before the appropriate altitude, i.e. (above 5000' to 10,000') or (5000' to below 10,000').

Any NOTAM regarding Canadian Danger, Restricted or Advisory Areas are issued under the appropriate NOTAM series, in accordance with their dissemination category. Refer to AIP Canada (ICAO) GEN 3.1.3.4.

YUKON, NORTHWEST TERRITORIES AND NUNAVUT - BLASTING OPERATIONS

The following is a list of locations where road construction, open-pit mine or quarry blasting operations are conducted.

| GENERAL AREA | SITE | COORDINATES |
|--------------|------|-------------|
|--------------|------|-------------|

YUKON, NORTHWEST TERRITORIES AND NUNAVUT – CONSERVATION

Coburg Island, NU

A National Wildlife Area named Nirjutiqavvik has been established at Coburg Island (aprx N75 57 53 W79 19 27). The refuge extends 10 kilometres seaward of the shoreline all around the Island. Aircraft should avoid overflights below 6000 ASL.

YUKON, NORTHWEST TERRITORIES AND NUNAVUT – SIGNIFICANT OBSTRUCTIONS

The following known obstructions 300' or higher, and significant obstructions less than 300' for a VNC Chart will be published on the next applicable chart revision. The cardinal direction in True North and nautical mile distance shown is from the nearest aerodrome on the VNC. See General Section - Cross Reference of Aerodrome Indicator and Name.

YUKON, NORTHWEST TERRITORIES AND NUNAVUT – SIGNIFICANT OBSTRUCTIONS

| LOCATION | ELEV ASL | HGT AGL | (N)LAT | (W)LONG |
|----------------|----------|---------|-----------|------------|
| CYXY 0.9NNW | 2322 | 30 | N60 43 22 | W135 04 52 |
| CYLC 0.4SE | 240 | 51 | N62 50 34 | W69 52 08 |

C62 PLANNING

BRITISH COLUMBIA

BRITISH COLUMBIA - AIR NAVIGATION RADIO AIDS

Anahim Lake NDB ident "UAB" freq 200 at N52 22 50 W125 10 49 has been decommissioned.
Dawson Creek NDB ident "DQ" freq 394 at N55 43 40 W120 04 06 has been decommissioned.
Dead Tree (Sandspit) NDB ident "ZZP" freq 248 at N53 21 00 W131 56 24 has been decommissioned.
Sandspit NDB ident "ZP" freq 368 at N53 11 46 W131 46 39 has been decommissioned.
Smithers NDB ident "YD" freq 230 at N54 44 51 W127 06 28 has been decommissioned.
Telkwa (Smithers) NDB ident "TK" freq 391 at N54 40 11 W126 59 33 has been decommissioned.
Vancouver DME ident "IVR" freq 109.5 coordinates changed to N49 11 18 W123 12 03.
Victoria DME ident "IYJ" changed to freq 109.95 Ch 36(Y) at N48 38 55 W123 24 58.
Quesnel NDB ident "YQZ" freq 359 at N52 57 38 W122 29 10 has been decommissioned.

BRITISH COLUMBIA - AIRSPACE DESIGNATIONS

A1 has been revoked from Abbotsford NDB to Victoria NDB.
A1 has been revoked from Comox NDB to Port Hardy NDB to Sandspit NDB to HALAM intxn to CAN/US border.
A15 has been revoked from BANNE intxn to CAN/US border.
A17 has been revoked from Fort Nelson NDB to Fort Simpson NDB to Yellowknife NDB.
AR34 has been revoked from Prince George NDB to Anahim Lake NDB to Bella Bella NDB.
B22 has been revoked from Quesnel NDB to Prince George NDB.
B28 has been revoked from Prince Rupert NDB to CAN/US border.
B79 has been revoked from Bella Bella NDB to Sandpit NDB to CAN/US border.
BR23 has been revoked from Smithers NDB to Anahim Lake NDB to Comox NDB.
BR30 has been revoked from TRENA intxn to Anahim Lake NDB.
BR36 has been revoked from Atlin NDB to Teslin NDB.
BR36 has been revoked from Atlin NDB to Watson Lake NDB.
BR43 has been revoked from Fort St. John NDB to High Level NDB.
R4 has been revoked from Sandspit NDB to BANNE intxn to Prince Rupert NDB to Terrace NDB to Smithers NDB.
R12 has been revoked from Prince George NDB to OTEPI intxn.
R30 has been revoked from Prince George NDB to DARLI intxn to Dawson Creek NDB.
R35 has been revoked from Kitimat NDB to Smithers NDB.
V302 has been revoked from Enderby VOR/DME to Swale intxn to Wasen intxn to Vobil intxn to Alrug intxn to Rocky Mountain House VOR/DME to Refio intxn to Edmonton VOR/DME.
V305 has been revoked from Cranbrook VOR/DME to Coner intxn to Dyson intxn to Turny intxn to Calgary VOR/DME to Bacho intxn to Ebmas intxn to Medicine Hat VOR/DME.
V324 redesignated from Williams Lake VOR/DME to Alttag intxn.
V325 has been revoked from Peace River VOR/DME to Dawson Creek NDB to Prince George VOR/DME.
V342 has been revoked from Cranbrook VOR/DME to Lumby intxn to Farns intxn to Opale intxn to Handa intxn to Albro intxn to Calgary VOR/DME.

The transition areas lying below the following airway segments are revoked:

B4
N50°03'39.00" W119°24'59.00" Kelowna, BC NDB to
N49°56'18.00" W119°02'22.00" Moorr, BC Intxn
B5
N49°29'16.00" W119°36'05.00" Penticton, BC NDB to
N50°03'39.00" W119°24'59.00" Kelowna, BC NDB to
N50°21'18.00" W119°50'58.00" Stumm, BC Intxn to
N50°41'01.00" W120°20'07.00" Kamloops, BC NDB
V302
N50°12'20.00" W119°28'20.00" Wtman, BC Intxn to
N50°40'40.00" W118°56'20.00" Enderby, BC VOR
V354
N49°45'12.00" W119°51'10.00" Grase, BC Intxn to
N50°03'39.00" W119°24'59.00" Kelowna, BC NDB

BRITISH COLUMBIA - DANGER, RESTRICTED & ADVISORY AREAS

All altitudes will be inclusive unless otherwise indicated, i.e. (5000' to 10,000'). To indicate when either the bottom or upper altitude is not included, the words below and above are to be placed before the appropriate altitude, i.e. (above 5000' to 10,000') or (5000' to below 10,000').

Any NOTAM regarding Canadian Danger, Restricted or Advisory Areas are issued under the appropriate NOTAM series, in accordance with their dissemination category. Refer to AIP Canada (ICAO) GEN 3.1.3.4.

BRITISH COLUMBIA - BLASTING OPERATIONS

The following is a list of locations where road construction, open-pit mine or quarry blasting operations are conducted.

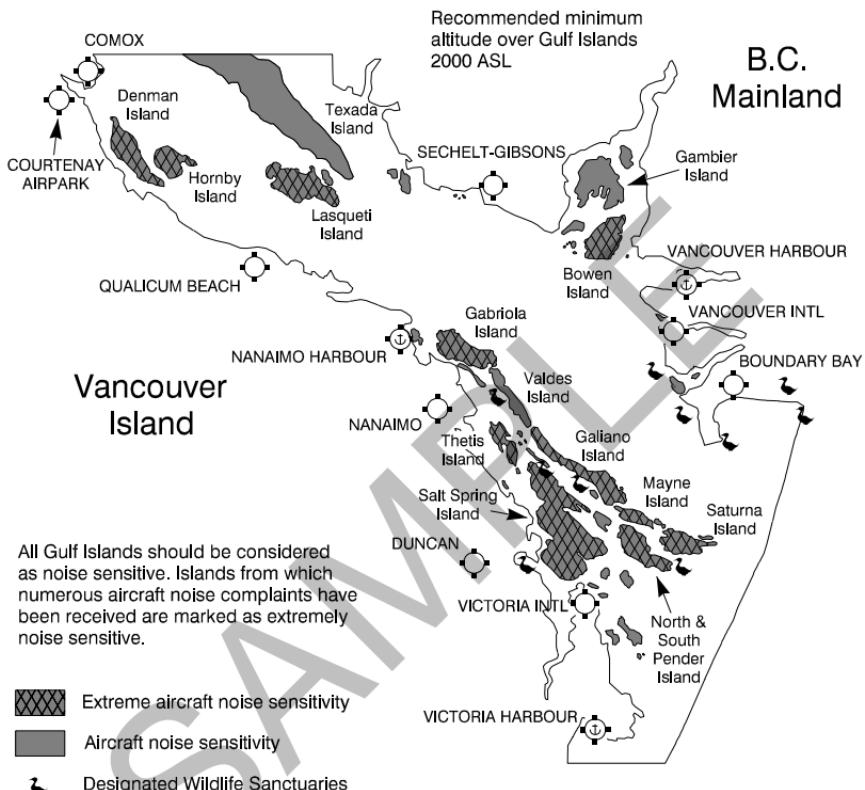
| GENERAL AREA | SITE | COORDINATES |
|--------------|------|-------------|
|--------------|------|-------------|

BRITISH COLUMBIA - CABLE CROSSINGS

| LOCATION | HEIGHT ASL | (N)LAT | (W)LONG |
|--------------|------------|-----------|------------|
| Alexis Creek | 2351 | N52 04 31 | W123 16 51 |

C64 PLANNING

BRITISH COLUMBIA – NOISE ABATEMENT PROCEDURES - GULF ISLANDS



The Gulf Islands, located in Georgia Strait, have been identified as home to several unique and endangered wildlife species and in this regard Transport Canada has been working with the Islands Trust, the Department of Fisheries and Oceans Canada as well as the British Columbia Ministry of Environment to establish procedures to aid in wildlife protection. These species include several types of birds as well as sea mammals including the Orca whale. The rapidly growing interest in wildlife has caused concern due to encroachment into endangered bird and animal habitat by both surface and air traffic. Therefore pilots are encouraged to avoid low level flight over bird nesting areas marked on the VFR charts and to avoid, where possible, low flight over any area where bird or sea life activity may be encountered. These islands are also a popular tourist destination and attract many visitors each year in addition to being home to a number of full-time residents. The environment surrounding the Gulf Islands is quiet. As a result, aircraft operating at legal altitudes are often audible and such extraneous noise can be annoying to some residents and disruptive to wildlife.

As a result pilots are requested to follow the guidelines listed below:

1. Aviation safety is foremost. Pilots are responsible for the safe operation on their aircraft and compliance with all aviation regulations. Nothing in this information sheet relieves the pilot-in-command of the aircraft from this responsibility.
2. Pilots not in the process of taking-off or landing should attempt to, where possible, avoid flying in the vicinity of, any marked or designated wildlife sanctuary, any site where bird nesting is known to be located or any residential building or area. If flying in the vicinity of one of these locations pilots should attempt to do so at no less than 2000 ASL (or 1000 AGL where terrain is higher than 1000).
3. All Gulf Islands are to be considered noise sensitive. Pilots are requested to give particular consideration to the following islands: Denman, Gabriola, Thetis, Lasqueti, Galiano, Hornby, Mayne, North and South Pender, Salt Spring and Saturna.

4. Pilots are asked to operate their aircraft in the most community friendly manner possible.
5. Pilots are asked to refrain from training or practicing manoeuvres over the Gulf Islands.
6. Landing and take-off of aircraft in Gulf Islands National Park Reserve is prohibited unless authorized through the issuance of a landing permit by the Parks Canada Agency.

Any questions or comments may be sent to the Regional Director Civil Aviation (Pacific).

CHANGE IN NOTAM PROCEDURE REGARDING LOGGING ACTIVITIES PACIFIC REGION

NOTAMs will not be filed regarding blasting related to logging activities under the following circumstances:

- If utilizing instantaneous blasting equipment, (blasters will ensure the area is clear of all air traffic prior to the blast).
- If utilizing a standard 6 min fuse and utilizing aeronautical freq radio (blaster will make two transmissions on 123.2 MHz advising of the imminent blast. These transmissions will be at approximately 4 min and 1 min prior to the estimated blast. These transmissions will include the geographical location referenced to prominent landmark and the time to the blast).

Notwithstanding the above two calls, if a blaster detects an aircraft in the immediate vicinity of a blast they will direct a radio transmission to that aircraft using aircraft type and colour (i.e. red and white helicopter, you are over an active blast site clear the area immediately). Blasters may elect to utilize both methods for added safety.

When operating VFR over forested areas of BC, pilots should:

- Be aware of new logging road construction, new area of construction at beach level (area used for log sorting and rock drilling equipment, if no dust or activity in the vicinity then a blast could be imminent).
- In areas of active road construction or logging arrange flight to be at least 1000' AGL.
- If operating below 1000' AGL monitor 123.2 MHz for imminent blasting notification.
- Upon hearing a warning transmission regarding an imminent blast determine their location in reference to the blast site and if necessary either climb to at least 1000' AGL or deviate from the blast area.
- If unable to comply with the above recommendations contact the blast site and advise them of the aircraft's location and intentions.
- Relay information on active blast sites to other pilots in the area.

Notwithstanding the above recommendations, a NOTAM will be required if the blast site is within 5NM of an aerodrome or if the blaster elects not to utilize either of the above procedures. In any case, the NOTAM will have a maximum duration period of 14 days.

Any questions or comments may be directed to Transport Canada Aerodromes and Air Navigation Branch (Pacific Region) (604) 666-5490.

BRITISH COLUMBIA – CONSERVATION

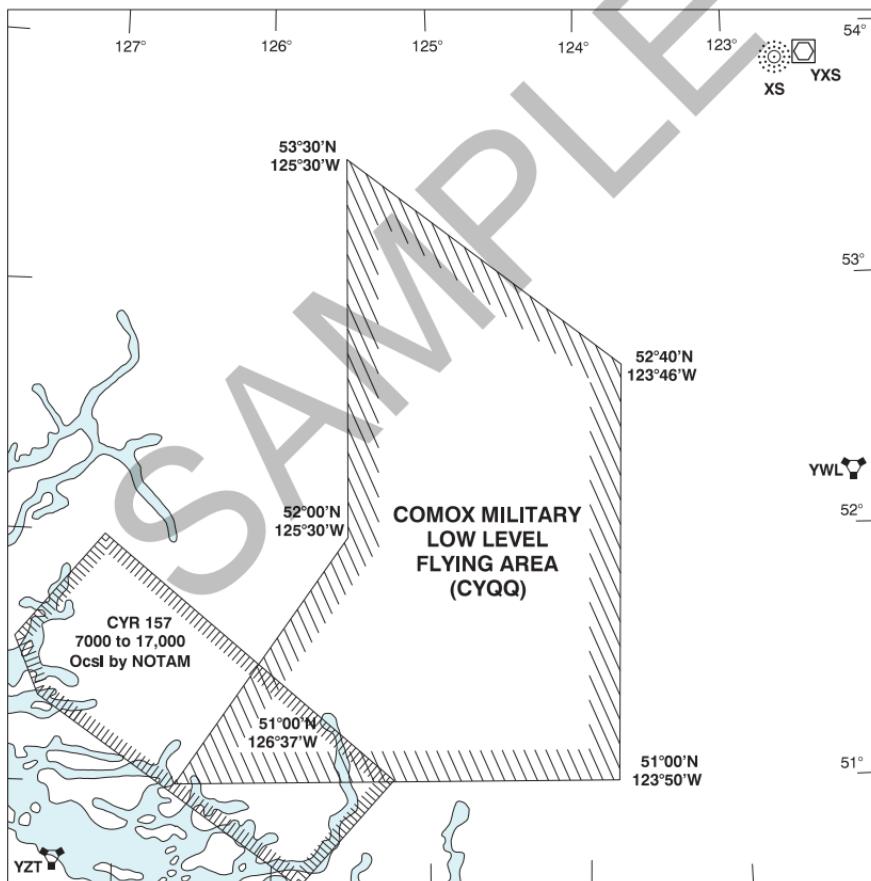
Due to the confined manoeuvring area and concentration of small boats the body of water listed below is to be avoided except in emergency.

| Body of Water | Coordinates | | Community Served | Relative Location |
|---------------|-------------|------|------------------|-------------------|
| | Lat | Long | | |

C66 PLANNING

BRITISH COLUMBIA – HAZARDS TO AIRCRAFT OPERATIONS**COMOX MILITARY LOW LEVEL FLYING AREA**

1. The area consists of that airspace from the surface of the earth up to but not including 18,000 feet ASL and encompasses the following area. From N53 30 W125 30 to N52 40 W123 46 to N51 00 W123 50 to N51 00 W126 37 to N52 00 W125 30 to origin.
2. The area depicted contains military flying activity from the surface to below 18,000 feet ASL. Military aircraft conduct low level high speed exercises in the area under visual flight rules. Details of active periods are advertised by NOTAM or may be obtained by contacting Comox Tower if enroute.

COMOX MILITARY LOW LEVEL FLYING AREA

BRITISH COLUMBIA – SIGNIFICANT OBSTRUCTIONS

The following known obstructions 300' or higher, and significant obstructions less than 300' for a VNC Chart will be published on the next applicable chart revision. The cardinal direction in True North and nautical mile distance shown is from the nearest aerodrome on the VNC. See General Section - Cross Reference of Aerodrome Indicator and Name.

BRITISH COLUMBIA – SIGNIFICANT OBSTRUCTIONS

| LOCATION | ELEV ASL | HGT AGL | (N)LAT | (W)LONG |
|--------------------------------|----------|---------|-----------|------------|
| CAM9 0.4W | 46 | 38 | N49 11 00 | W123 10 37 |
| CBC7 0.6SW | 613 | 507 | N49 16 53 | W123 07 05 |
| CBX7 (wind turbines) 20.0NW | 5398 | 533 | N55 17 35 | W121 16 44 |
| CYCQ (wind turbines) 9.0SSE | 4040 | 674 | N55 32 41 | W121 32 52 |
| CYCQ (wind turbines) 8.2SSE | 3932 | 674 | N55 33 31 | W121 32 59 |
| CZST 5.3N | 4962 | 85 | N56 01 15 | W129 59 37 |
| CEY7 2.6W | 3062 | 250 | N56 16 40 | W121 02 41 |
| CEY7 8.8NNE | 2805 | 302 | N56 25 12 | W120 52 07 |
| CEY7 76.2NW | 3842 | 358 | N57 18 30 | W122 19 29 |
| CBH2 28.1SSW | 2790 | 418 | N59 00 57 | W121 13 58 |

ALBERTA

ALBERTA - AIR NAVIGATION RADIO AIDS

Calgary DME ident "ILG" coordinates changed to N51 08 44 W113 59 19.

Three Hills NDB ident "Z1" freq 305 at N51 41 50 W113 13 00 has been decommissioned.

Cold Lake TACAN ident "UOD" freq 113.5 at N54 24 31 W110 17 45 var changed to "13°E".

High Level NDB ident "OJ" freq 239 at N58 33 12 W117 07 16 has been decommissioned.

Lethbridge VOR/DME ident "YQL" freq 115.7 at N49 38 04 W112 40 04 var changed to "11°E".

McLeod (Whitecourt) NDB ident "FH" freq 304 at N54 08 23 W115 46 59 has been decommissioned.

Peace River NDB ident "PE" freq 287 at N56 12 00 W117 31 55 has been decommissioned.

Slave Lake NDB ident "YZH" freq 343 at N55 17 54 W114 46 23 has been decommissioned.

Smithers NDB ident "YD" freq 230 at N54 44 51 W127 06 28 has been decommissioned.

Springbank VOR ident "YBW" freq 108.6 at N51 06 27 W114 22 55 has been decommissioned.

Telkwa (Smithers) NDB ident "TK" freq 391 at N54 40 11 W126 59 33 has been decommissioned.

Whitecourt NDB ident "ZU" freq 338 at N54 04 38 W115 29 51 has been decommissioned.

ALBERTA - AIRSPACE DESIGNATIONS

A2 has been revoked from Calgary NDB to Red Deer NDB to Edmonton NDB.

A2 has been revoked from Edmonton NDB to OLDMA intxn to Whitecourt NDB.

A2 has been revoked from Whitecourt NDB to Grande Prairie NDB to Dawson Creek NDB.

AR5 has been revoked from Fort Nelson NDB to Rainbow Lake NDB to BOTHA intxn to Peace River NDB.

A7 has been revoked from Calgary NDB to Bepit intxn to Delbr intxn to Nupps intxn to Edmonton NDB.

A22 has been revoked from Vucan intxn to Medicine Hat NDB.

B42 has been revoked from High Level NDB to Fort Simpson NDB.

B84 has been revoked from Fort McMurray NDB to Fort Chipewyan NDB to Fort Smith NDB.

BR19 has been revoked from Fort Chipewyan NDB to Key Lake VOR/DME.

BR43 has been revoked from Fort St. John NDB to High Level NDB.

GR11 has been revoked from Fort McMurray VOR/DME to Key Lake VOR/DME to Lynn Lake VOR/DME.

R10 has been revoked from Enderby NDB to Pigen intxn to Calgary NDB to Sloan intxn to Saskatoon NDB.

R12 has been revoked from Prince George NDB to OTEPI intxn to Grande Prairie NDB to ROVNA Intxn to Peace River NDB to Fort McMurray NDB.

RR6 has been revoked from Fort McMurray NDB to Buffalo Narrows NDB to La Ronge NDB.

V21 has been revoked from Lethbridge VOR/DME to Darwn intxn to Calgary VOR/DME to Duvno intxn to Urpon intxn to Eplur intxn to Delbr intxn to Bacos intxn to Edmonton VOR/DME.

V112 has been revoked from Calgary VOR/DME to Wesex intxn to Dagty intxn to Gelle intxn to Rosli intxn to Edmonton VOR/DME.

V301 has been revoked from Edmonton VOR/DME to Reddr intxn to Crosy intxn to Calgary VOR/DME to Satul intxn to Vucan intxn to Lethbridge VOR/DME.

V302 has been revoked from Enderby VOR/DME to Swale intxn to Wasen intxn to Vobil intxn to Alrug intxn to Rocky Mountain House VOR/DME to Refio intxn to Edmonton VOR/DME.

V304 has been revoked from Calgary VOR/DME to Husar intxn to Rolko intxn to Empress VOR/DME.

V305 has been revoked from Cranbrook VOR/DME to Coner intxn to Dyson intxn to Turny intxn to Calgary VOR/DME to Bacho intxn to Ebmas intxn to Medicine Hat VOR/DME.

V306 has been revoked from Calgary VOR/DME to Kaxom intxn to Alomo intxn to Fille intxn to Empress VOR/DME.

V325 has been revoked from Peace River VOR/DME to Dawson Creek NDB.

V342 has been revoked from Cranbrook VOR/DME to Lumby intxn to Farns intxn to Opale intxn to Handa intxn to Albro intxn to Calgary VOR/DME.

V351 has been revoked from Calgary VOR/DME to Hempp intxn to Dally intxn to Rocky Mountain House VOR/DME to Eluna intxn to Tilax intxn to Edmonton VOR/DME.

ALBERTA - AIRSPACE DESIGNATIONS (Cont'd)

V371 has been revoked from Slave Lake NDB to Whitecourt VOR/DME.

ALBERTA - DANGER, RESTRICTED & ADVISORY AREAS

All altitudes will be inclusive unless otherwise indicated, i.e. (5000' to 10,000'). To indicate when either the bottom or upper altitude is not included, the words below and above are to be placed before the appropriate altitude, i.e. (above 5000' to 10,000') or (5000' to below 10,000').

Any NOTAM regarding Canadian Danger, Restricted or Advisory Areas are issued under the appropriate NOTAM series, in accordance with their dissemination category. Refer to AIP Canada (ICAO) GEN 3.1.3.4.

ALBERTA - CONSERVATION**Prohibited Landing – Wilderness Areas or Ecological Reserves**

No person shall land an aircraft in the following areas: Ghost River, Siffleur and White Goat.

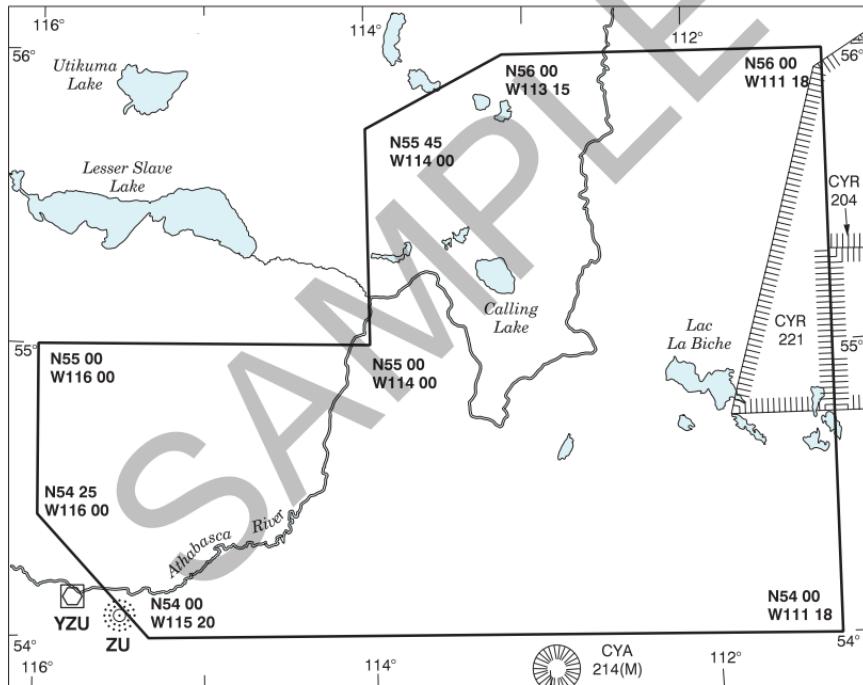
SAMPLE

C70 PLANNING

ALBERTA – HAZARDS TO AIRCRAFT OPERATIONS**LAC LA BICHE LOW LEVEL TACTICAL FLYING AREA**

The LAC LA BICHE LOW LEVEL TACTICAL FLYING AREA depicted on the following map contains military flying activity from the surface to 3000 feet ASL. The flying area is located within the area bounded by a line drawn from N54 00 W115 20 to N54 25 W116 00, to N55 00 W116 00, to N55 00 W114 00, to N55 45 W114 00, to N56 00 W113 15, to N56 00 W111 18, to N54 00 W111 18 to the point of beginning.

Military TAC Heli aircraft conduct low level flights in this area under visual conditions, both day and night.

LAC LA BICHE LOW LEVEL TACTICAL FLYING AREA

ALBERTA – SIGNIFICANT OBSTRUCTIONS

The following known obstructions 300' or higher, and significant obstructions less than 300' for a VNC Chart will be published on the next applicable chart revision. The cardinal direction in True North and nautical mile distance shown is from the nearest aerodrome on the VNC. See General Section - Cross Reference of Aerodrome Indicator and Name

ALBERTA – SIGNIFICANT OBSTRUCTIONS

| LOCATION | ELEV ASL | HGT AGL | (N)LAT | (W)LONG |
|-----------------|----------|---------|-----------|------------|
| | | | N50 22 36 | W112 40 59 |
| CVH7 22.2E | 3428 | 410 | | |
| CFV8 2.7SSW | 2962 | 362 | N50 31 34 | W111 54 36 |
| CAD2 3.7NE | 3545 | 300 | N52 19 00 | W113 37 58 |
| CAD2 3.1NNE | 3958 | 710 | N52 19 10 | W113 40 40 |
| CYRM 11.6NNE | 3996 | 312 | N52 36 33 | W114 47 09 |
| CFV9 18.2S | 3517 | 312 | N52 54 40 | W114 55 41 |
| CFT2 16.0ESE | 2592 | 350 | N53 14 26 | W112 15 55 |
| CSG6 4.6ESE | 2692 | 344 | N53 19 47 | W113 43 28 |
| CER3 7.8NNW | 3392 | 400 | N53 23 16 | W115 02 14 |
| CEW7 1.3NNW | 2564 | 377 | N53 32 29 | W113 31 45 |
| CJJ3 13.0NE | 3150 | 358 | N53 42 14 | W115 00 39 |
| CLM4 5.2W | 2730 | 394 | N53 46 06 | W112 54 00 |
| CMC3 16.8SE | 2836 | 300 | N53 46 47 | W114 45 22 |
| CED4 12.4SSE | 3175 | 325 | N54 10 48 | W116 41 02 |
| CED4 4.2SE | 3517 | 348 | N54 19 31 | W116 41 29 |
| CED4 6.4WNW | 3090 | 300 | N54 24 01 | W116 56 45 |
| CED4 6.3WNW | 3050 | 300 | N54 24 10 | W116 56 35 |
| CED4 34.8W | 3183 | 333 | N54 25 06 | W117 45 27 |
| CEZ9 31.0S | 3880 | 400 | N54 38 51 | W118 59 13 |
| CEZ9 21.4SSE | 2609 | 299 | N54 48 46 | W118 38 26 |
| CVV2 2.2ENE | 2635 | 312 | N55 04 55 | W117 12 43 |
| CFG4 0.9S | 2444 | 348 | N55 13 09 | W118 02 13 |
| CEU2 6.0ENE | 3389 | 300 | N55 13 16 | W119 17 08 |
| CFM4 16.9S | 2281 | 351 | N55 25 50 | W117 09 59 |

C72 PLANNING

ALBERTA – SIGNIFICANT OBSTRUCTIONS (Cont'd)

| LOCATION | ELEV ASL | HGT AGL | (N)LAT | (W)LONG |
|-----------------|----------|---------|-----------|------------|
| CYDQ 17.8E | 2918 | 348 | N55 43 08 | W119 39 41 |
| CEY7 7.1W | 3161 | 303 | N56 16 56 | W121 10 46 |
| CFN5 43.7WSW | 1543 | 288 | N57 54 20 | W117 36 33 |
| CYOJ 7.8S | 1375 | 295 | N58 29 37 | W117 07 16 |

SAMPLE

SASKATCHEWAN

SASKATCHEWAN – AIR NAVIGATION RADIO AIDS

Buffalo Narrows NDB ident "VT" freq 332 at N55 50 56 W108 29 20 has been decommissioned.

Cluff Lake NDB ident "3X" freq 243 at N58 21 37 W109 31 30 decommissioned.

Meadow Lake NDB ident "YLJ" freq 406 at N54 08 18 W108 39 05 has been decommissioned.

Tisdale NDB ident "E2" freq 295 at N52 47 53 W104 02 22 decommissioned.

Yorkton NDB ident "QV" freq 385 at N51 12 58 W102 32 31 has been decommissioned.

SASKATCHEWAN - AIRSPACE DESIGNATIONS

A13 has been revoked from The Pas NDB to La Ronge NDB.

AR2 has been revoked from La Ronge VOR/DME to Key Lake VOR/DME to Stony Rapids NDB.

AR6 has been revoked from Stony Rapids NDB to Wollaston Lake NDB to Lynn Lake NDB.

B2 has been revoked from Saskatoon NDB to Prince Albert NDB to La Ronge NDB.

B12 has been revoked from Regina NDB to Yorkton NDB.

R10 has been revoked from Enderby NDB to Pigen intxn to Calgary NDB to Sloan intxn to Saskatoon NDB.

RR6 has been revoked from Fort McMurray NDB to Buffalo Narrows NDB to La Ronge NDB.

SASKATCHEWAN - DANGER, RESTRICTED & ADVISORY AREAS

All altitudes will be inclusive unless otherwise indicated, i.e. (5000' to 10,000'). To indicate when either the bottom or upper altitude is not included, the words below and above are to be placed before the appropriate altitude, i.e. (above 5000' to 10,000') or (5000' to below 10,000').

Any NOTAM regarding Canadian Danger, Restricted or Advisory Areas are issued under the appropriate NOTAM series, in accordance with their dissemination category. Refer to AIP Canada (ICAO) GEN 3.1.3.4.

SASKATCHEWAN – CABLE CROSSINGS

LOCATION

HIGHEST PART ASL

(N)LAT

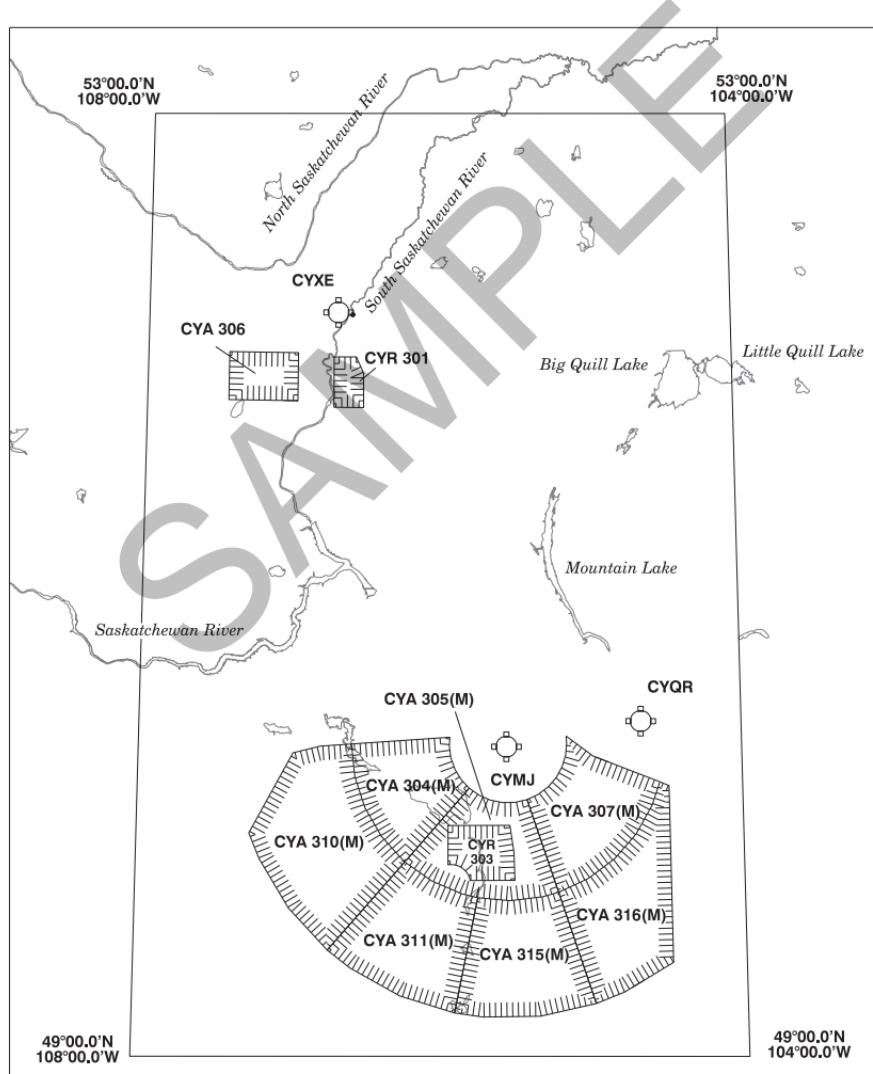
(W)LONG

C74 PLANNING

SASKATCHEWAN - HAZARDS TO AIRCRAFT OPERATIONS

The MOOSE JAW MILITARY LOW LEVEL FLYING AREA depicted on the following map contains military flying activity from the surface up to 10,000 feet ASL. The Flying Area is located within the area bounded by a line drawn from N49 00 W104 00 to N49 00 W108 00 to N53 00 W108 00 to N53 00 to W104 00 to origin.

Military aircraft conduct low level high speed exercises in the area under visual flight rules. The area is used normally Mon - Fri 1400Z - 0030Z but may be used at other times during daylight hours without notice. Details of use may be obtained by calling 15 Wing Operations at (306) 694-2888 or if enroute by contacting Moose Jaw Tower on 126.2 when tower is in operation.



SASKATCHEWAN – SIGNIFICANT OBSTRUCTIONS

The following known obstructions 300' or higher, and significant obstructions less than 300' for a VNC Chart will be published on the next applicable chart revision. The cardinal direction in True North and nautical mile distance shown is from the nearest aerodrome on the VNC. See General Section - Cross Reference of Aerodrome Indicator and Name.

SASKATCHEWAN – SIGNIFICANT OBSTRUCTIONS

| LOCATION | ELEV ASL | HGT AGL | (N)LAT | (W)LONG |
|-----------------|----------|---------|-----------|------------|
| CKJ9 9.1E | 2273 | 351 | N50 42 41 | W102 57 34 |
| CJX4 18.5NE | 2160 | 300 | N51 45 57 | W107 32 26 |
| CJF8 8.9E | 2422 | 351 | N52 03 14 | W107 44 50 |
| CJC6 18.5E | 2026 | 351 | N52 40 56 | W106 52 23 |
| CJH8 10.9SSE | 2030 | 351 | N52 51 00 | W106 38 06 |
| CJD3 8.3SSW | 2121 | 351 | N52 51 53 | W105 32 13 |
| CYBU 7.3S | 1544 | 351 | N53 12 42 | W104 01 43 |
| CJE5 9.8SSE | 2713 | 351 | N53 13 07 | W108 16 59 |
| CKH3 15.3S | 2075 | 351 | N53 16 41 | W106 52 06 |
| CYBU 12.2ENE | 1532 | 351 | N53 22 19 | W103 40 29 |

C76 PLANNING

MANITOBA

MANITOBA - AIR NAVIGATION RADIO AIDS

Russell NDB ident "3Z" freq 263 at N50 45 51 W101 17 47 has been decommissioned.
St. Andrews NDB ident "AV" freq 275 at N50 03 11 W97 02 42 has been decommissioned.

MANITOBA - AIRSPACE DESIGNATIONS

A11 has been revoked from Dauphin NDB to The Pas NDB to Flin Flon NDB.

A13 has been revoked from The Pas NDB to La Ronge NDB.

AR6 has been revoked from Stony Rapids NDB to Wollaston Lake NDB to Lynn Lake NDB.

B2 has been revoked from La Ronge NDB to Thompson NDB.

BR10 has been revoked from Churchill NDB to Coral Harbour NDB.

GR11 has been revoked from Fort McMurray VOR/DME to Key Lake VOR/DME to Lynn Lake VOR/DME.

V353 has been redesignated from Brandon VOR/DME to SAVOD intxn to Langruth VOR/DME.

MANITOBA - DANGER, RESTRICTED & ADVISORY AREAS

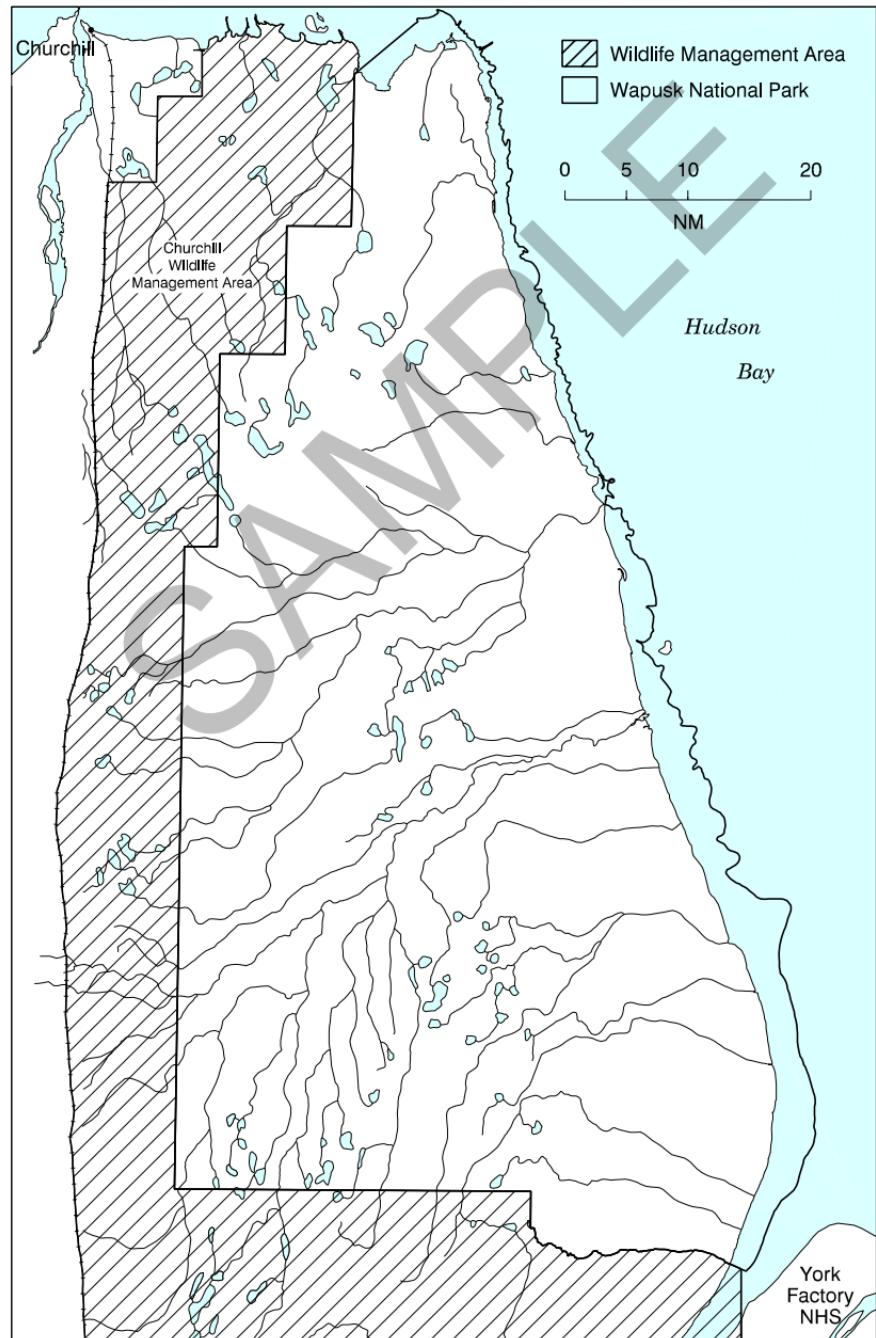
All altitudes will be inclusive unless otherwise indicated, i.e. (5000' to 10,000'). To indicate when either the bottom or upper altitude is not included, the words below and above are to be placed before the appropriate altitude, i.e. (above 5000' to 10,000') or (5000' to below 10,000').

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MANITOBA - CONSERVATION

MANITOBA - CONSERVATION (Cont'd)**Wapusk National Park of Canada**

In the interest of minimizing the disturbance on wildlife during nesting, calving and other critical periods throughout the year and for conservation purposes, pilots of aircraft should avoid flight below 2000 AGL over Wapusk National Park. Landing of aircraft in Wapusk National Park is prohibited unless authorized through the issuance of a landing permit by the Parks Canada Agency.



C78 PLANNING

MANITOBA – SIGNIFICANT OBSTRUCTIONS

The following known obstructions 300' or higher, and significant obstructions less than 300' for a VNC Chart will be published on the next applicable chart revision. The cardinal direction in True North and nautical mile distance shown is from the nearest aerodrome on the VNC. See General Section - Cross Reference of Aerodrome Indicator and Name.

MANITOBA – SIGNIFICANT OBSTRUCTIONS

| LOCATION | ELEV ASL | HGT AGL | (N)LAT | (W)LONG |
|----------------|----------|---------|-----------|-----------|
| CKJ2 0.2NE | 963 | 194 | N49 27 23 | W97 25 07 |
| CWG2 3.4NNW | 1148 | 394 | N49 57 18 | W97 07 03 |
| CZTA 0.7NW | 873 | 148 | N51 47 36 | W96 42 16 |

SAMPLE

ONTARIO

ONTARIO - AIR NAVIGATION RADIO AIDS

Cat Lake NDB ident "YAC" freq 227 at N51 43 54 W91 49 37 has been decommissioned.

Gore Bay NDB ident "YZE" freq 245 at N45 55 40 W82 36 52 has been decommissioned.

Manitouwadge NDB ident "YMG" freq 219 at N49 02 55 W85 54 03 has been decommissioned.

Moody (Ottawa/Macdonald-Cartier Intl) NDB ident "ZOW" freq 344 at N45 16 40 W75 45 00 has been decommissioned.

ONTARIO - AIRSPACE DESIGNATIONS

AR16 has been revoked from Moosonee NDB to Wemindji NDB.

AR45 has been revoked from Chapleau NDB to Ameson VOR/DME.

R23 has been revoked from Wiarton NDB to Gore Bay NDB.

V4 has been revoked from Wawa VOR/DME to Kasing NDB to Moosonee VOR/DME.

V37 has been revoked from North Bay VOR/DME to Muskoka NDB to BRETN intxn to Simcoe VOR/DME.

V346 has been revoked from Bobra intxn to Ottawa VOR/DME to St-Jean VORTAC to Beauce VOR/DME.

V360 has been revoked from CAN/US border to WALAC intxn to PAIRY intxn to MONKK intxn to Midland VOR/DME.

V370 has been redesignated from Agnex intxn to Oligo intxn to Ottawa VOR/DME.

Sioux Lookout Control Zone Class "E" Transponder Airspace Area has been designated as follows: 3000' and above.

Sioux Lookout Transition Area Class "E" Transponder Airspace Area has been designated as follows: 4000' and above.

Sioux Lookout Control Area Extension Class "E" Transponder Airspace Area has been designated as follows: 5000' and above.

ONTARIO - DANGER, RESTRICTED & ADVISORY AREAS

All altitudes will be inclusive unless otherwise indicated, i.e. (5000' to 10,000'). To indicate when either the bottom or upper altitude is not included, the words below and above are to be placed before the appropriate altitude, i.e. (above 5000' to 10,000') or (5000' to below 10,000').

Any NOTAM regarding Canadian Danger, Restricted or Advisory Areas are issued under the appropriate NOTAM series, in accordance with their dissemination category. Refer to AIP Canada (ICAO) GEN 3.1.3.4.

CYA521(M) North Bay has been redesignated as follows: The airspace within the area bounded by a line beginning at: N46°32'17.00 W079°51'34.00 to N46°56'00.00 W080°46'00.00 to N47°22'08.00 W080°51'54.00 to N47°47'17.00 W080°07'47.00 to N47°23'00.00 W079°57'40.00 to N46°53'50.00 W079°42'00.00 to N46°40'27.00 W079°38'27.00 to N46°32'17.00 W079°51'34.00 point of beginning Designated Altitude - 7000' to FL 250.

ONTARIO - BLASTING OPERATIONS

The following is a list of locations where road construction, open-pit mine or quarry blasting operations are conducted.

GENERAL AREA

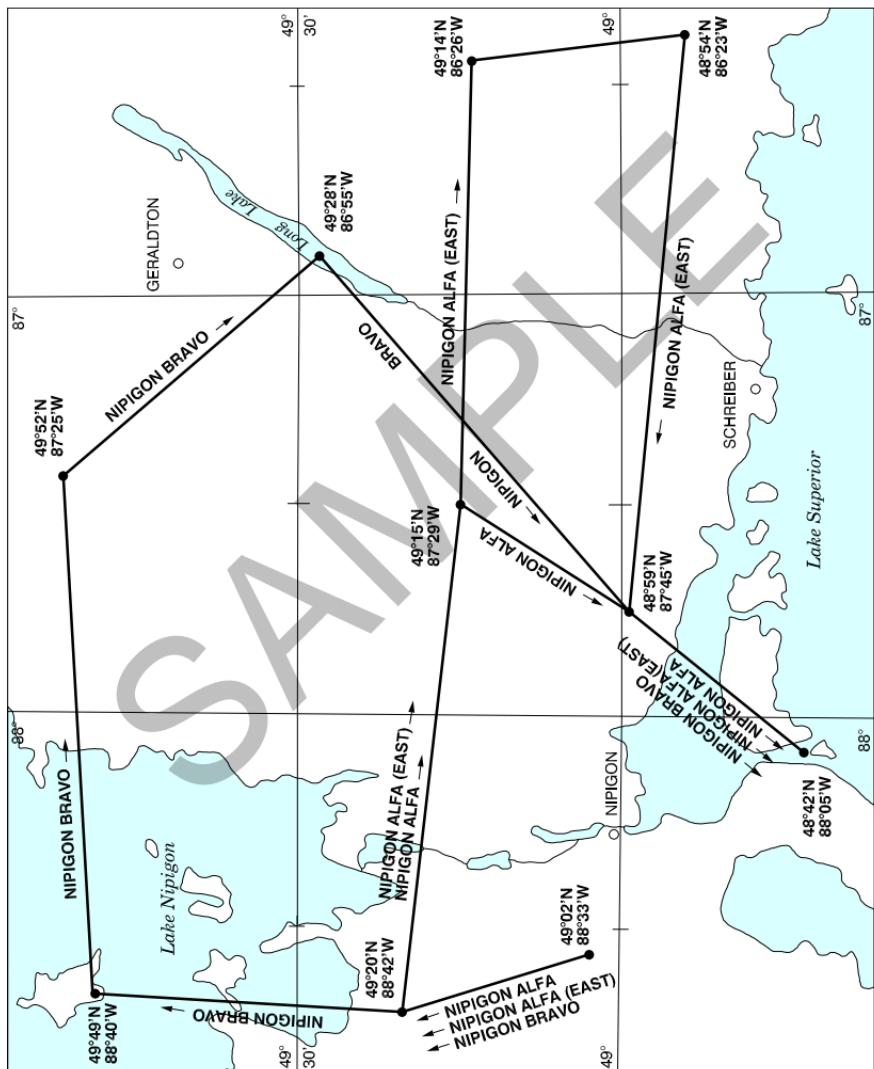
SITE

COORDINATES

C80 PLANNING

ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)**NIPIGON TRAINING AREA**

Aircraft will follow routes as shown on chart, remain within 5NM of centreline and maintain VFR conditions. Altitudes will vary between 100 AGL and 9,500 ASL.



ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)**ALGONQUIN LOW LEVEL TACTICAL AIR TRANSPORT EXERCISES (TATEX)**

The area identified as the ALGONQUIN TATEX area and depicted on the following map, contains military training activity from surface to 6,000 feet ASL. The TATEX area is located within the area bounded by a line drawn from N44 44 W78 03, to N44 58 W78 10, to N45 20 W78 30, to N45 30 W78 30, to N47 00 W78 30, to N47 00 W77 40, to N46 54 W77 30, to N46 30 W77 30, to N46 12 W77 44, to N46 04 W77 24, a point on the boundary of CYR510, thence counter-clockwise via the boundary of CYR510 to the boundary of CYR511, thence counter-clockwise via the boundary of CYR511 to N45 50.5 W77 32.3, to N45 47.5 W77 44, to N45 35 W77 44, to N45 18 W76 55, to N45 07 W77 00, to N44 57 W77 28 to the point of beginning.

Military transport aircraft conduct low level formation flights in this area under visual and instrument meteorological conditions, both day and night. During VFR weather conditions formations may depart the area and continue to operate low level.

The ALGONQUIN TATEX area will be active SFC TO 6000 FT MSL 1300-0500Z‡ DLY. Periods of activation outside these times will be completed by NOTAM under the heading TORONTO FIR with as little as 24 hours advance notice.

TTA Entry/Exit Waypoints

| | | | |
|----|-----------|------------|------------------------------|
| E1 | N45 11.98 | W078 22.70 | Exit/Entry TTA (West) x T723 |
| E2 | N46 19.94 | W078 29.99 | Exit/Entry TTA (West) x V348 |
| E3 | N46 17.84 | W077 39.46 | Exit/Entry TTA (East) x V348 |
| E4 | N45 04.03 | W077 12.20 | Exit/Entry TTA (East) x T616 |
| E5 | N45 37.00 | W077 44.00 | Exit/Entry TTA Boundary |

Military Training Route (MTR) 607 - TTA Corridor X-Z, Z-X

MTR 607 is a corridor routing within the TTA, containing military training activity from the surface to 6000 ft ASL, within 4 NM of the centreline in IFR conditions.

Routing - XCOR, ZCOR or ZCOR, XCOR

| | | | |
|------|-----------|------------|---------------------|
| XCOR | N44 54.30 | W077 35.50 | Corridor Point Xray |
| ZCOR | N44 30.60 | W077 23.60 | Corridor Point Zulu |

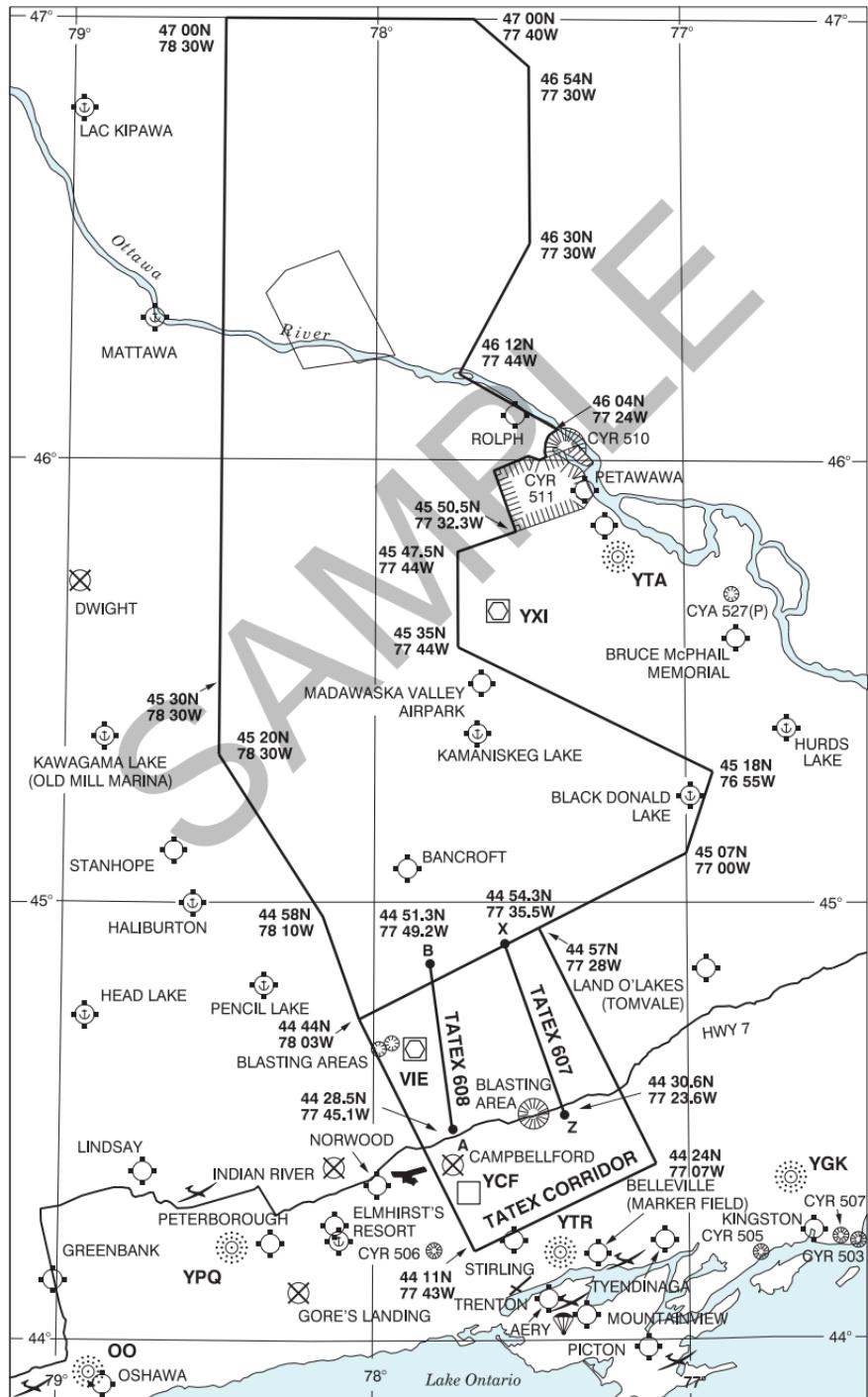
Military Training Route (MTR) 608 - TTA Corridor A-B, B-A

MTR 608 is a corridor routing within the TTA, containing military training activity from the surface to 6000 ft ASL, within 4 NM of the centreline in IFR conditions.

Routing - ACOR, BCOR or BCOR, ACOR

| | | | |
|------|-----------|------------|----------------------|
| ACOR | N44 28.50 | W077 45.10 | Corridor Point Alpha |
| BCOR | N44 51.30 | W077 49.20 | Corridor Point Bravo |

C82 PLANNING

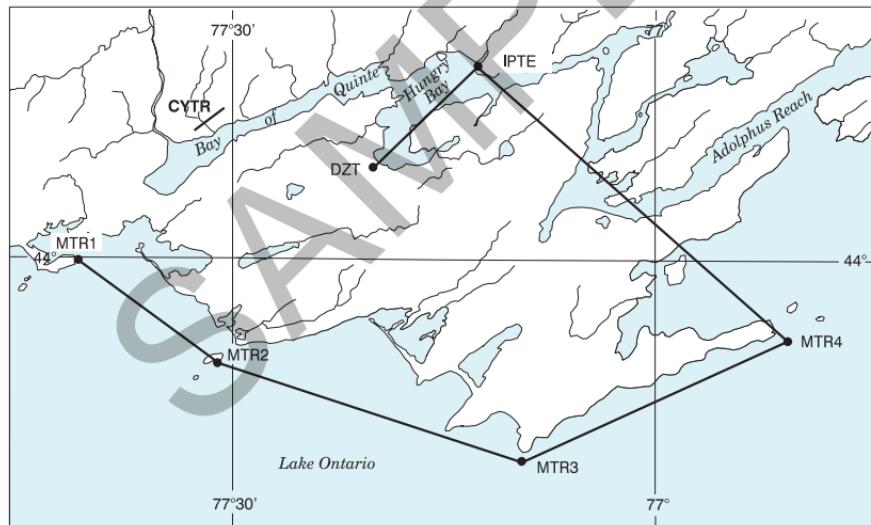
ALGONQUIN LOW LEVEL TATEX AREA, CORRIDOR AND TRAINING ROUTES

ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)**Military Training Route (MTR) 601**

The area identified as MTR 601 contains military training activity from 500 feet AGL to 3000 feet ASL, within 4 NM of the centreline in IFR or VFR conditions. Non-participating pilots are urged to exercise caution in the vicinity of this route. Activation of this route will be advertised on CYTR ATIS frequency 135.45 or 257.7 MHz.

Routing - MTR1, MTR2, MTR3, MTR4, IPTE, DZT

| | | | |
|------|-----------|------------|--------------------|
| MTR1 | N43 59.90 | W077 40.50 | Presqu'ile Point |
| MTR2 | N43 54.90 | W077 31.80 | Nicholson Island |
| MTR3 | N43 49.50 | W077 09.20 | Point Petre |
| MTR4 | N43 55.60 | W076 51.00 | False Duck Island |
| IPTE | N44 09.40 | W077 12.70 | IP DZ Terreau East |
| DZT | N44 04.11 | W077 20.61 | DZ Terreau |



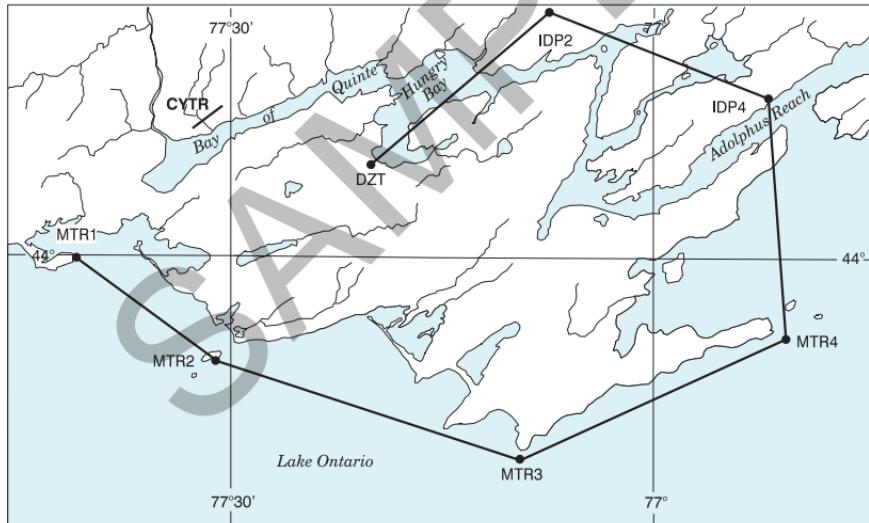
C84 PLANNING

ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)**Military Training Route (MTR) 601A - IFR Airdrop with 15 NM run-in to DZ Terreau**

The area identified as MTR 601A contains military training activity from 500 feet AGL to 3000 feet ASL, within 4 NM of the centreline in IFR or VFR conditions. Non-participating pilots are urged to exercise caution in the vicinity of this route. Activation of this route will be advertised on CYTR ATIS frequency 135.45 or 257.7 MHz.

Routing - MTR1, MTR2, MTR3, MTR4, IDP4, IDP2, DZT

| | | | |
|------|-----------|------------|-------------------|
| MTR1 | N43 59.90 | W077 40.50 | Presqu'ile Point |
| MTR2 | N43 54.90 | W077 31.80 | Nicholson Island |
| MTR3 | N43 49.50 | W077 09.20 | Point Petre |
| MTR4 | N43 55.60 | W076 51.00 | False Duck Island |
| IDP4 | N44 07.83 | W076 52.43 | Waypoint |
| IDP2 | N44 14.46 | W077 05.48 | Waypoint |
| DZT | N44 04.11 | W077 20.61 | DZ Terreau |

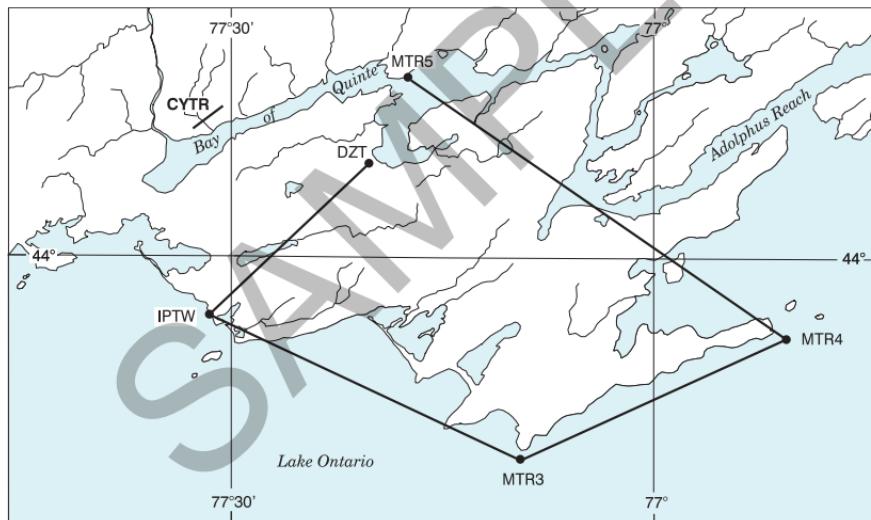


ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)**Military Training Route (MTR) 602**

The area identified as MTR 602 contains military training activity from 500 feet AGL to 3000 feet ASL, within 4 NM of the centreline in IFR or VFR conditions. Non-participating pilots are urged to exercise caution in the vicinity of this route. Activation of this route will be advertised on CYTR ATIS frequency 135.45 or 257.7 MHz.

Routing - MTR5, MTR4, MTR3, IPTW, DZT

| | | | |
|------|-----------|------------|--------------------|
| MTR5 | N44 09.40 | W077 17.80 | Waypoint |
| MTR4 | N43 55.60 | W076 51.00 | False Duck Island |
| MTR3 | N43 49.50 | W077 09.20 | Point Petre |
| IPTW | N43 57.07 | W077 31.42 | IP DZ Terreau West |
| DZT | N44 04.11 | W077 20.61 | DZ Terreau |



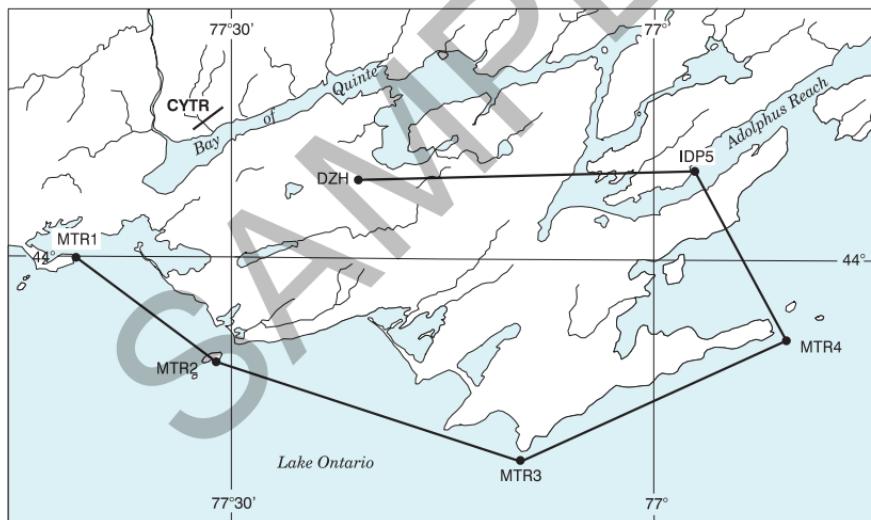
C86 PLANNING

ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)**Military Training Route (MTR) 603**

The area identified as MTR 603 contains military training activity from 500 feet AGL to 3000 feet ASL, within 4 NM of the centreline in IFR or VFR conditions. Non-participating pilots are urged to exercise caution in the vicinity of this route. Activation of this route will be advertised on CYTR ATIS frequency 135.45 or 257.7 MHz.

Routing - MTR1, MTR2, MTR3, MTR4, IDP5, DZH

| | | | |
|------|-----------|------------|-------------------|
| MTR1 | N43 59.90 | W077 40.50 | Presqu'ile Point |
| MTR2 | N43 54.90 | W077 31.80 | Nicholson Island |
| MTR3 | N43 49.50 | W077 09.20 | Point Petre |
| MTR4 | N43 55.60 | W076 51.00 | False Duck Island |
| IDP5 | N44 04.54 | W076 57.22 | Waypoint |
| DZH | N44 04.26 | W077 21.16 | DZ Hodgson |

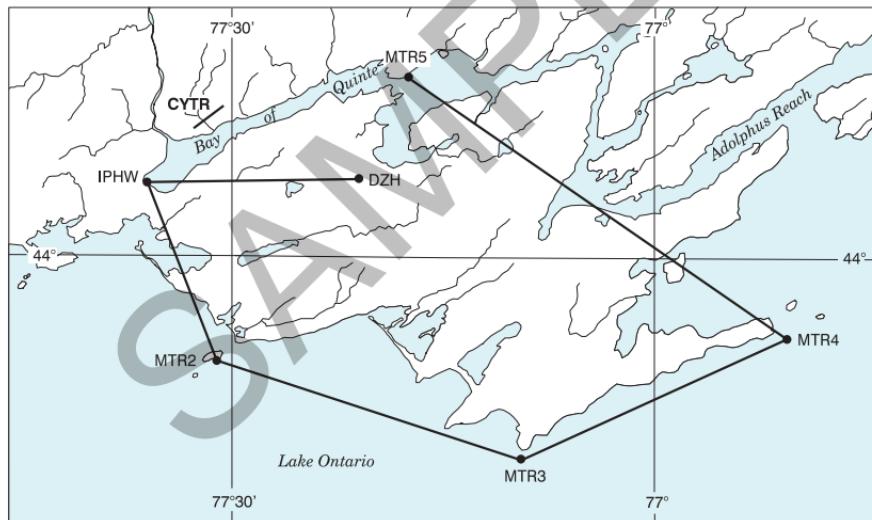


ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)**Military Training Route (MTR) 604**

The area identified as MTR 604 contains military training activity from 500 feet AGL to 3000 feet ASL, within 4 NM of the centreline in IFR or VFR conditions. Non-participating pilots are urged to exercise caution in the vicinity of this route. Activation of this route will be advertised on CYTR ATIS frequency 135.45 or 257.7 MHz.

Routing - MTR5, MTR4, MTR3, MTR2, IPHW, DZH

| | | | |
|------|-----------|------------|--------------------|
| MTR5 | N44 09.40 | W077 17.80 | Waypoint |
| MTR4 | N43 55.60 | W076 51.00 | False Duck Island |
| MTR3 | N43 49.50 | W077 09.20 | Point Petre |
| MTR2 | N43 54.90 | W077 31.80 | Nicholson Island |
| IPHW | N44 03.70 | W077 35.60 | IP DZ Hodgson West |
| DZH | N44 04.26 | W077 21.16 | DZ Hodgson |



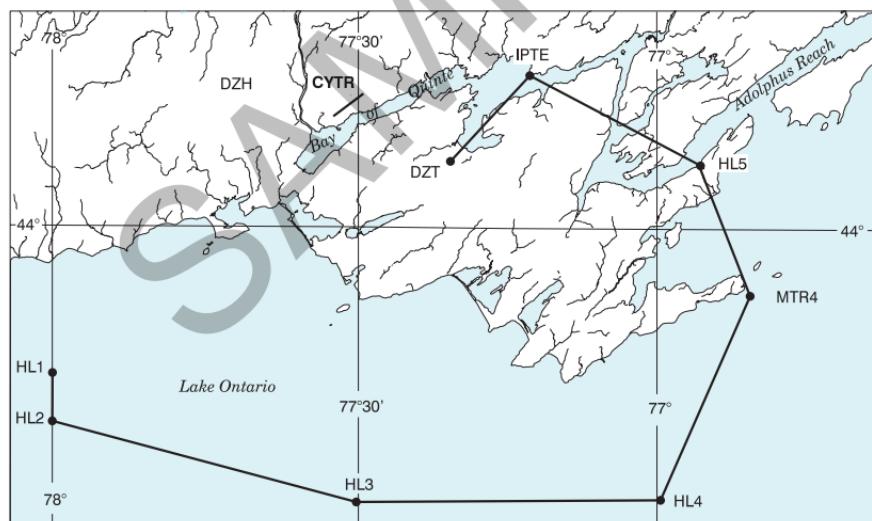
C88 PLANNING

ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)**Military Training Route (MTR) 605 - Hi-Low Transition Route - Visual Airdrop**

The area identified as MTR 605 contains military training activity from 500 feet AGL to 13,000 feet ASL, within 2 NM of the centreline in IFR or VFR conditions. This route shall only be planned with weather that will permit a visual drop. Descent commences between MTR4 and HL5 to minimum altitudes (500'/1000' AGL) for subsequent legs. If continuing VMC is anticipated, IFR may be cancelled and the drop conducted visually. Activation of this route will be advertised on CYTR ATIS frequency 135.45 or 257.7 MHz.

Routing - HL1, HL2, HL3, HL4, MTR4, HL5, IPTE, DZT, DZT

| | | | |
|------|-----------|------------|--------------------|
| HL1 | N43 51.00 | W078 00.00 | Waypoint |
| HL2 | N43 48.00 | W078 00.00 | Waypoint |
| HL3 | N43 43.00 | W077 30.00 | Waypoint |
| HL4 | N43 43.00 | W077 00.00 | Waypoint |
| MTR4 | N43 55.60 | W076 51.00 | False Duck Island |
| HL5 | N44 03.80 | W076 56.00 | Waypoint |
| IPTE | N44 09.40 | W077 12.70 | IP DZ Terreau East |
| DZT | N44 04.11 | W077 20.61 | DZ Terreau |

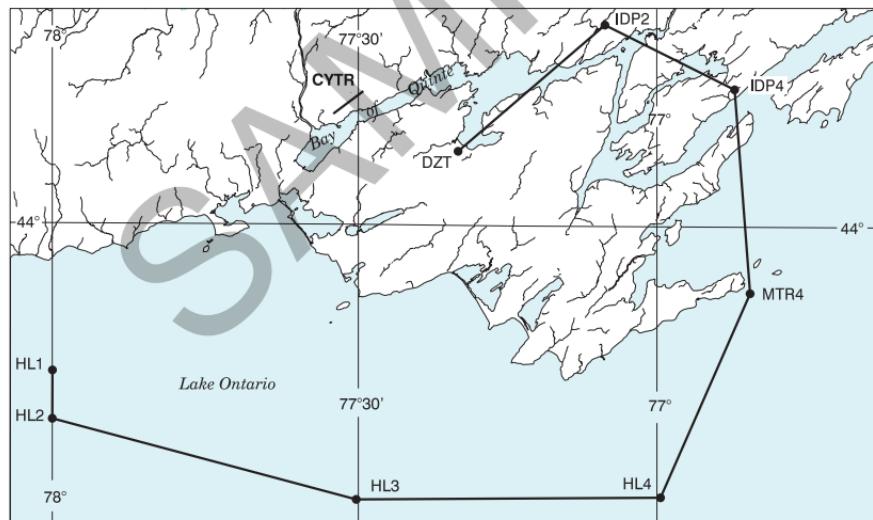


ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)**Military Training Route (MTR) 605A - Hi-Low Transition Route (HLTR) - IMC Airdrop**

The area identified as MTR 605A contains military training activity from 500 feet AGL to 13,000 feet ASL, within 2 NM of the centreline in IFR or VFR conditions. This route shall only be planned when IMC conditions exist. Descent commences past HL4 to 2500 ASL UNTIL West of the Tyendinaga ROZ (2 NM). Aircraft will descend to min IFR (1700' ASL) for airdrop once 8 NM from DZ Terreau. If continuing VMC is anticipated, IFR may be cancelled and the drop conducted visually. Activation of this route will be advertised on CYTR ATIS frequency 135.45 or 257.7 MHz.

Routing - HL1, HL2, HL3, HL4, MTR4, IDP4, IDP2, DZT

| | | | |
|------|-----------|------------|-------------------|
| HL1 | N43 51.00 | W078 00.00 | Waypoint |
| HL2 | N43 48.00 | W078 00.00 | Waypoint |
| HL3 | N43 43.00 | W077 30.00 | Waypoint |
| HL4 | N43 43.00 | W077 00.00 | Waypoint |
| MTR4 | N43 55.60 | W076 51.00 | False Duck Island |
| IDP4 | N44 07.83 | W076 52.43 | Waypoint |
| IDP2 | N44 14.46 | W077 05.48 | Waypoint |
| DZT | N44 04.11 | W077 20.61 | DZ Terreau |



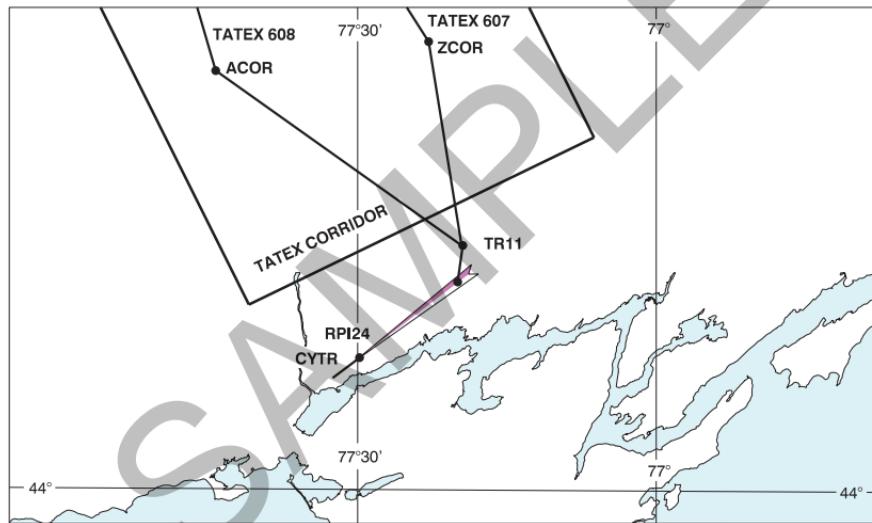
C90 PLANNING

ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)**IMC Transition Route (TR) 1 - IFR Recovery to CYTR ILS Runway 24**

TR1 is a routing within the TTA, containing military training activity from the surface to 3000 ft ASL, within 2 NM of the centreline in IFR conditions.

Routing - ACOR or ZCOR, TR11, Heading 200 degrees to intercept

| | | | |
|-------|-----------|------------|----------------------|
| ACOR | N44 28.50 | W077 45.10 | Corridor Point Alpha |
| ZCOR | N44 30.60 | W077 23.60 | Corridor Point Zulu |
| TR11 | N44 15.87 | W077 20.20 | Waypoint |
| RPI24 | N44 07.55 | W077 31.00 | CYTR Rwy 24 |

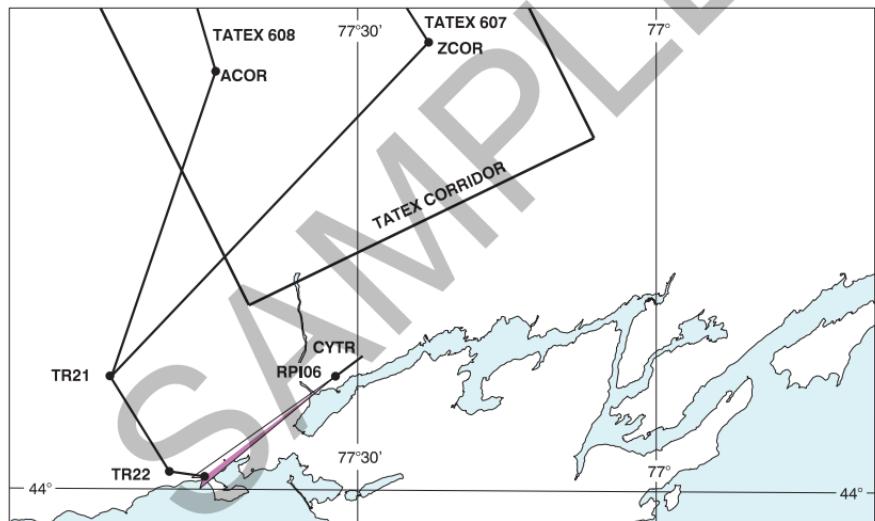


ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)**IMC Transition Route (TR) 2 - IFR Recovery to CYTR ILS Runway 06**

TR2 is a routing within the TTA, containing military training activity from the surface to 3000 ft ASL, within 2 NM of the centreline in IFR conditions.

Routing - ACOR or ZCOR, TR21, TR22, Heading 110 degrees to intercept

| | | | |
|-------|-----------|------------|----------------------|
| ACOR | N44 28.50 | W077 45.10 | Corridor Point Alpha |
| ZCOR | N44 30.60 | W077 23.60 | Corridor Point Zulu |
| TR21 | N44 06.46 | W077 55.63 | Waypoint |
| TR22 | N44 01.32 | W077 47.02 | Waypoint |
| RPI06 | N44 06.75 | W077 32.36 | CYTR Rwy 06 |



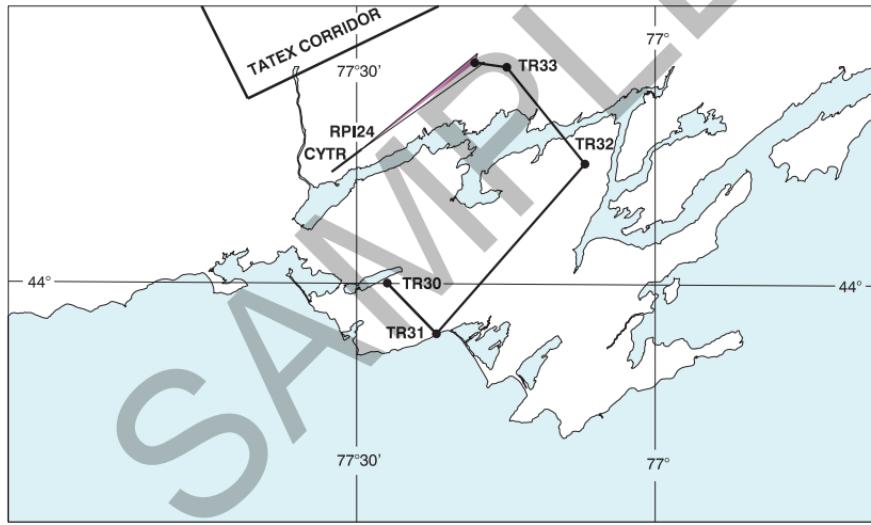
C92 PLANNING

ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)**IMC Transition Route (TR) 3 - DZ Recovery to CYTR ILS Runway 24**

TR3 is a routing within the TTA, containing military training activity from the surface to 3000 ft ASL, within 2 NM of the centreline in IFR conditions.

Routing - TR30, TR31, TR32, TR33, Heading 290 to intercept

| | | | |
|-------|-----------|------------|-------------|
| TR30 | N44 00.00 | W077 27.00 | Waypoint |
| TR31 | N43 56.50 | W077 22.50 | Waypoint |
| TR32 | N44 06.00 | W077 08.00 | Waypoint |
| TR33 | N44 13.07 | W077 17.17 | Waypoint |
| RPI24 | N44 07.55 | W077 31.00 | CYTR Rwy 24 |

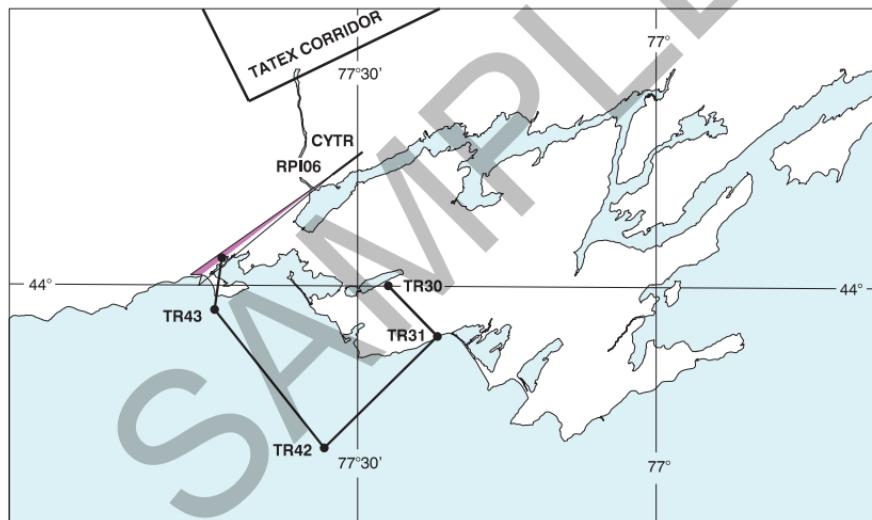


ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)**IMC Transition Route (TR) 4 - DZ Recovery to CYTR ILS Runway 06**

TR4 is a routing within the TTA, containing military training activity from the surface to 3000 ft ASL, within 2 NM of the centreline in IFR conditions.

Routing - TR30, TR31, TR42, TR43, Heading 020 degrees to intercept.

| | | | |
|-------|-----------|------------|-------------|
| TR30 | N44 00.00 | W077 27.00 | Waypoint |
| TR31 | N43 56.50 | W077 22.50 | Waypoint |
| TR42 | N43 48.89 | W077 35.50 | Waypoint |
| TR43 | N43 57.86 | W077 43.51 | Waypoint |
| RPI06 | N44 06.75 | W077 32.36 | CYTR Rwy 06 |



C94 PLANNING

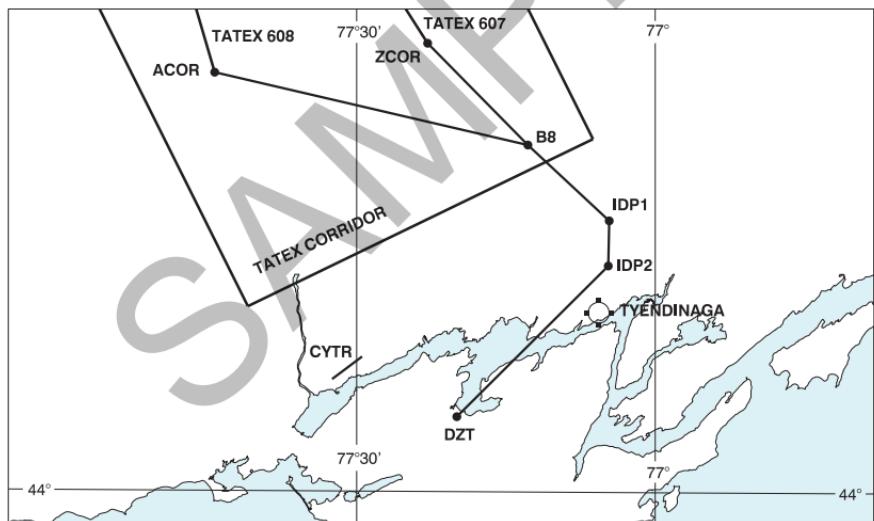
ONTARIO – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)**IMC Transition Route (TR) 5 - Astra, Zulu to IFR Airdrop (DZ Terreau)**

TR5 is a routing within the TTA, containing military training activity from the surface to 3000 ft ASL, within 2 NM of the centreline in IFR conditions.

Routing - A or Z, B8, IDP1, IDP2, DZT allows an IFR Transition to DZ Terreau at 2500' ASL.

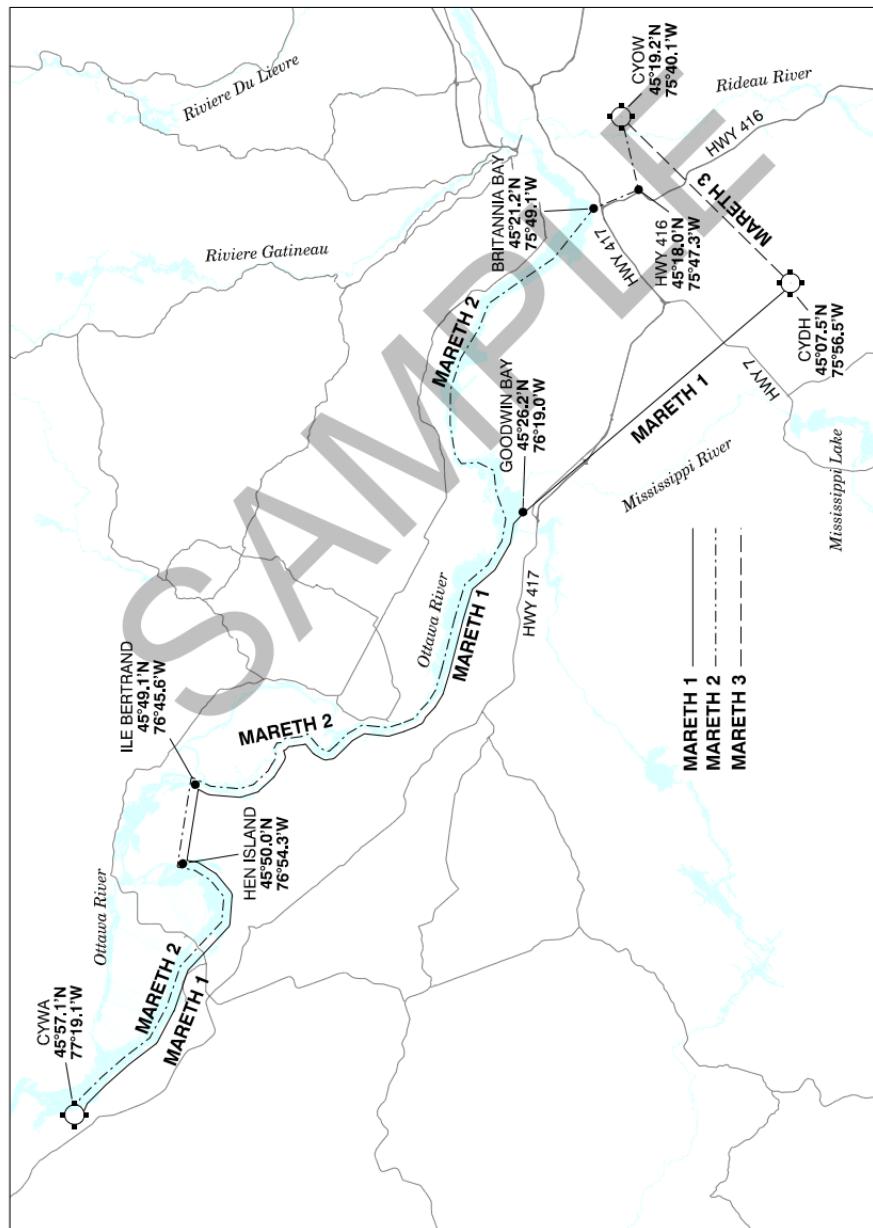
Once clear of the Tyendinaga ROZ (2 NM), 8 NM from DZ Terreau, the aircraft will descend to min IFR (1700' ASL) for airdrop.

| | | | |
|------|-----------|------------|----------------------|
| ACOR | N44 28.50 | W077 45.10 | Corridor Point Alpha |
| ZCOR | N44 30.60 | W077 23.60 | Corridor Point Zulu |
| B8 | N44 23.34 | W077 13.54 | Waypoint |
| IDP1 | N44 17.72 | W077 05.36 | Waypoint |
| IDP2 | N44 14.46 | W077 05.48 | Waypoint |
| DZT | N44 04.11 | W077 20.61 | DZ Terreau |



MARETH 1, 2 AND 3 LOW LEVEL TRANSIT ROUTES (LLTRs)

The areas identified as the MARETH 1, 2 and 3 are LLTRs one km wide on either side of the centre line as depicted on the following maps. These LLTRs contain Military helicopter operations in single aircraft or in formation from the surface to 1000 AGL, both by day or night, in VFR or marginal VFR weather conditions and are active at all times. Non-participating pilots are urged to exercise caution in the vicinity of these routes.



C96 PLANNING

MARETH 1

The area identified as the MARETH 1 Route, surface to 1000 AGL, is used as a transition zone between CYWA and CYDH. The Route is between 45°57.08'N 77°19.09'W (CYWA), thence over the Ottawa River to 45°50.0'N 76°54.25'W (Hen Island), direct to 45°49.09'N 76°45.55'W (South tip of "Île à Bertrand"), thence over the Ottawa river to 45°26.15'N 76°19.04'W (middle of Goodwin Bay) then to 45°07.50'N 75°56.54'W (CYDH).

MARETH 2

The area identified as the MARETH 2 Route, surface to 1000 AGL, is used as a transition zone between CYWA and CYOW. The Route is between 45°57.08'N 77°19.09'W (CYWA), thence over the Ottawa River to 45°50.0'N 76°54.25'W (Hen Island), direct to 45°49.09'N 76°45.55'W (South tip of "Île à Bertrand"), thence over the Ottawa river to 45°21.17'N 75°49.10'W (Britannia Bay), direct to 45°18.03'N 75°47.28'W (bend in Hwy 416), then direct to 45°19.21'N 75°40.09'W (CYOW).

MARETH 3

The area identified as the MARETH 3 Route, surface to 1000 AGL, is used as a transition zone between CYDH and CYOW. The Route is between 45°07.50'N 75°56.54'W (CYDH) direct to 45°19.21'N 75°40.09'W (CYOW).

ONTARIO – SIGNIFICANT OBSTRUCTIONS

The following known obstructions 300' or higher, and significant obstructions less than 300' for a VNC Chart will be published on the next applicable chart revision. The cardinal direction in True North and nautical mile distance shown is from the nearest aerodrome on the VNC. See General Section - Cross Reference of Aerodrome Indicator and Name.

ONTARIO – SIGNIFICANT OBSTRUCTIONS

| LOCATION | ELEV ASL | HGT AGL | (N)LAT | (W)LONG |
|-----------------|----------|---------|-----------|-----------|
| CPK6 4.6SE | 876 | 551 | N43 30 18 | W79 37 53 |
| CTM4 0.5SSE | 581 | 328 | N43 38 48 | W79 22 25 |
| CNW8 0.5S | 898 | 612 | N43 38 53 | W79 23 17 |
| CNW8 0.6SSW | 769 | 479 | N43 38 53 | W79 23 31 |
| CTM4 0.2NNE | 861 | 568 | N43 39 23 | W79 22 36 |
| CNW8 0.3ENE | 1294 | 981 | N43 39 31 | W79 22 53 |
| CNW8 0.9N | 948 | 567 | N43 40 16 | W79 23 15 |
| CNW8 1.7NNW | 849 | 360 | N43 40 55 | W79 24 28 |
| CYZD 1.0SE | 772 | 157 | N43 43 56 | W79 26 51 |
| CNY8 1.6ENE | 804 | 320 | N43 43 58 | W79 20 41 |
| CNY8 2.6N | 838 | 312 | N43 46 00 | W79 22 25 |
| CYZD 3.3NE | 1017 | 391 | N43 47 07 | W79 24 59 |
| CYZD 4.0NW | 1282 | 608 | N43 47 44 | W79 31 19 |
| CYKZ 2.1ESE | 903 | 307 | N43 51 03 | W79 19 23 |
| CYKZ 1.7E | 1032 | 443 | N43 51 19 | W79 19 45 |
| CSW4 4.4SSW | 1264 | 325 | N44 55 10 | W79 13 22 |
| CNV4 6.6S | 727 | 317 | N45 30 28 | W74 40 18 |
| CSM9 3.3E | 899 | 279 | N46 32 47 | W84 13 58 |
| CNC5 12.8WNW | 1655 | 320 | N46 37 13 | W81 24 52 |
| CYSB 7.5WNW | 1316 | 344 | N46 41 02 | W80 57 31 |
| CNV3 4.5E | 1106 | 302 | N47 29 39 | W79 34 54 |
| CYXR 8.0ESE | 1166 | 315 | N47 38 13 | W79 40 12 |
| CYXR 3.3S | 1106 | 302 | N47 38 22 | W79 50 47 |

C98 PLANNING

ONTARIO – SIGNIFICANT OBSTRUCTIONS (Cont'd)

| LOCATION | ELEV ASL | HGT AGL | (N)LAT | (W)LONG |
|----------------|----------|---------|-----------|-----------|
| CYTL 0.3NNE | 1311 | 31 | N50 07 06 | W91 54 11 |

SAMPLE

QUEBEC

QUEBEC - AIR NAVIGATION RADIO AIDS

- Akulivik NDB ident "YKO" freq 265 at N60 49 10 W78 09 18 has been decommissioned.
Amos NDB ident "9Q" freq 291 at N48 33 27 W78 14 35 has been decommissioned.
Eric (Poste Montagnais) NDB ident "UAC" freq 250 at N51 53 01 W65 43 00 has been decommissioned.
La Grande Rivière NDB ident "GL" freq 201 at N53 37 49 W77 42 15 has been decommissioned.
Lebel-Sur-Quévillon NDB ident "2H" coordinates changed to N49 02 09 W77 01 12.
Roberval DME ident "IRJ" Ch 40 at N48 31 37 W72 16 27 has been decommissioned.
Salluit NDB ident "YZG" freq 375 at N62 10 46 W75 40 38 has been decommissioned.
Thetford Mines NDB ident "R1" freq 275 at N46 02 44 W71 16 04 has been decommissioned.
Victoriaville NDB ident "F8" freq 384 at N46 06 38 W71 55 37 has been decommissioned.

QUEBEC - AIRSPACE DESIGNATIONS

- AR4 has been revoked from Chibougamau/Chapais NDB to Nemiscau NDB to La Grande Rivière NDB.
AR10 has been revoked from Kujak (Kuujjuaq) NDB to Quaqtaq NDB to Frobay (Iqaluit) NDB.
AR13 has been revoked from La Grande-4 NDB to Kujack (Kuujjuaq) NDB to Aupaluk NDB to Kangirsuk NDB.
AR16 has been revoked from Moosonee NDB to Wemindji NDB to La Grande Rivière NDB.
AR16 has been revoked from La Grande Riviere NDB to Jarpik (Kuujjuarapik) NDB to Sanikiluaq NDB to Inukjuak NDB.
AR16 has been revoked from Puvirnituq NDB to Akulivik NDB to Ivujivik NDB.
AR17 has been revoked from Matagami NDB to La Grande Rivière NDB to Kuujjuarapik NDB.
AR17 has been revoked from Kangiqsujuaq NDB to Kimmirut NDB.
AR18 has been revoked from Matagami NDB to Waskaganish NDB to Eastmain River NDB to La Grande Rivière NDB.
AR39 has been revoked from Kangiqsualujuaq NDB to Kujack (Kuujjuaq) NDB to Tasiujaq NDB to Kangirsuk NDB.
AR41 has been revoked from Sanikiluaq NDB to Umiujaq NDB.
B7 from Lorka intxn to Maniwaki NDB has been revoked.
BR4 has been revoked from Chevery NDB to Goose NDB.
BR11 has been revoked from Eric (Poste Montagnais) NDB to Churchill Falls NDB.
BR20 has been revoked from Kujak (Kuujjuaq) NDB to Quaqtaq NDB to Frobay (Iqaluit) NDB.
BR26 has been revoked from Puvirnituq NDB to Salluit NDB to Frobay (Iqaluit) NDB.
BR40 has been revoked from Kangirsuk NDB to Salluit NDB to Cape Dorset NDB.
G2 has been revoked from Earltown NDB to Rouyn NDB.
GR7 has been revoked from Ivujivik NDB to Salluit NDB to Kangiqsujuaq NDB to Quaqtaq NDB.
RR12 has been revoked from La Grande Rivière NDB to La Grande-3 NDB to La Grande-4 NDB.
V39 has been redesignated from Baie-Comeau VOR/DME to OTOVU intxn to ARAME intxn.
V314 has been redesignated from SHAIK intxn to MODOK intxn to Wabush VOR/DME.
V346 from Bobra intxn to Ottawa VOR/DME to St-Jean VORTAC to Beauce VOR/DME has been revoked.
V360 has been revoked from Eric (Poste Montagnais) NDB to ODKAP intxn to Sept-Iles VOR/DME.
V360 has been redesignated from Wabush VOR/DME to ELINU intxn.
V372 has been redesignated from Val-d'Or VOR/DME to Taget intxn.
V380 has been revoked from Charlottetown VOR/DME to Gaspe VOR/DME.

QUEBEC - DANGER, RESTRICTED & ADVISORY AREAS

All altitudes will be inclusive unless otherwise indicated, i.e. (5000' to 10,000'). To indicate when either the bottom or upper altitude is not included, the words below and above are to be placed before the appropriate altitude, i.e. (above 5000' to 10,000') or (5000' to below 10,000').

Any NOTAM regarding Canadian Danger, Restricted or Advisory Areas are issued under the appropriate NOTAM series, in accordance with their dissemination category. Refer to AIP Canada (ICAO) GEN 3.1.3.4.

CY4621(H) Mont Yamaska has been redesignated as follows:

Time of Designation – Cont daylight

C100 PLANNING**QUEBEC - BLASTING OPERATIONS**

The following is a list of locations where road construction, open-pit mine or quarry blasting operations are conducted.

| GENERAL AREA | SITE | COORDINATES | |
|----------------|----------------------------------|-------------|-----------|
| CNV9 0.7S | 0.5NM Radius Sfc to 500 AGL | N46 42 41 | W71 35 02 |
| CSA8 2.3NNE | 0.54NM Radius Sfc to 3281 AGL | N48 28 38 | W71 06 46 |
| CSA8 2.7NNE | 0.54NM Radius Sfc to 3281 AGL | N48 28 41 | W71 05 41 |

QUEBEC - CABLE CROSSINGS

| LOCATION | HEIGHT ASL | (N)LAT | (W)LONG |
|----------|------------|--------|---------|
|----------|------------|--------|---------|

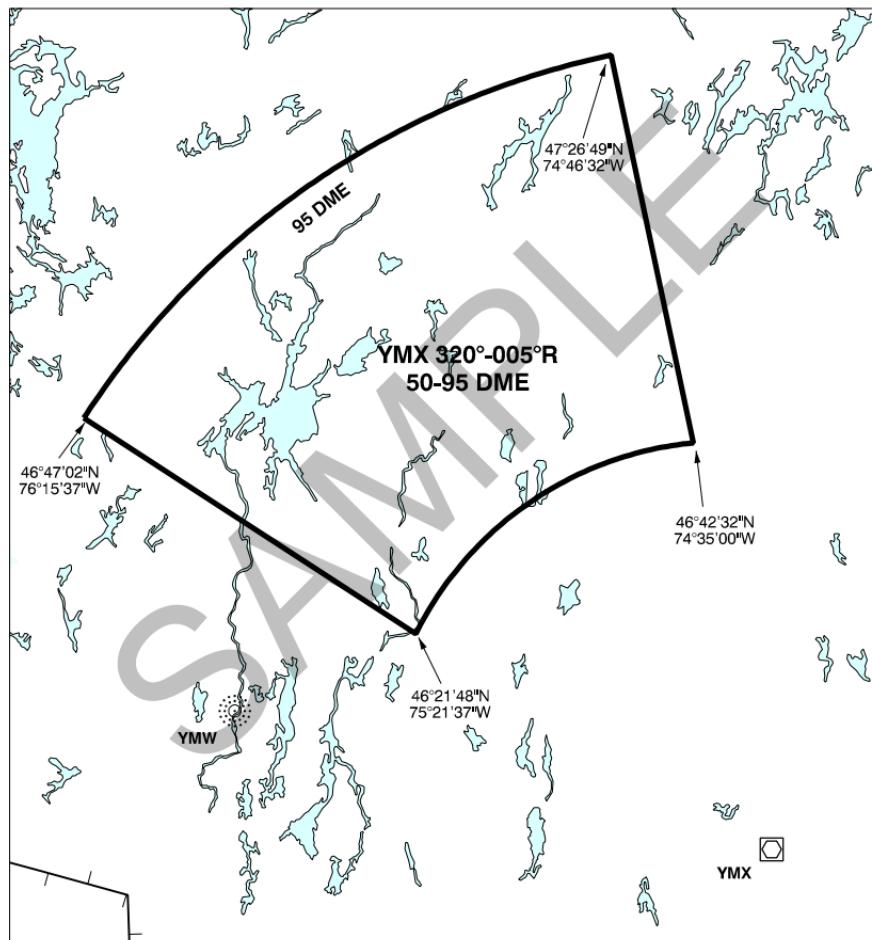
QUEBEC – CONSERVATION**QUEBEC - HAZARDS TO AIRCRAFT OPERATIONS****Hang Gliding and Soaring Areas**

Pilots are cautioned to either avoid or use extreme caution when flying in or near these areas in VFR weather conditions. Winch launches by cables up to 2,000 AGL.

| NAME | POSITION | OPERATING TIMES |
|--------------------------|----------------------------------|---|
| Trois-Rivières (Soaring) | 3NM around A/D up to 3000 ASL | Daily Sat, Sun & hols, mid-Apr to mid-Jun & mid-Aug to end of Oct |

QUEBEC – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)**MONTREAL IFR TRAINING AREA**

The airspace within the following area: between the YMX 320°R and the 005°R, from 50 to 95 DME, 8,000 ASL to unlimited. The rules for the applicable surrounding airspace apply at all times. For flight planning purposes, see the Mandatory IFR Routes in the Planning section of the CFS.



C102 PLANNING

QUEBEC – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)**SAINT-LAWRENCE SEAWAY**

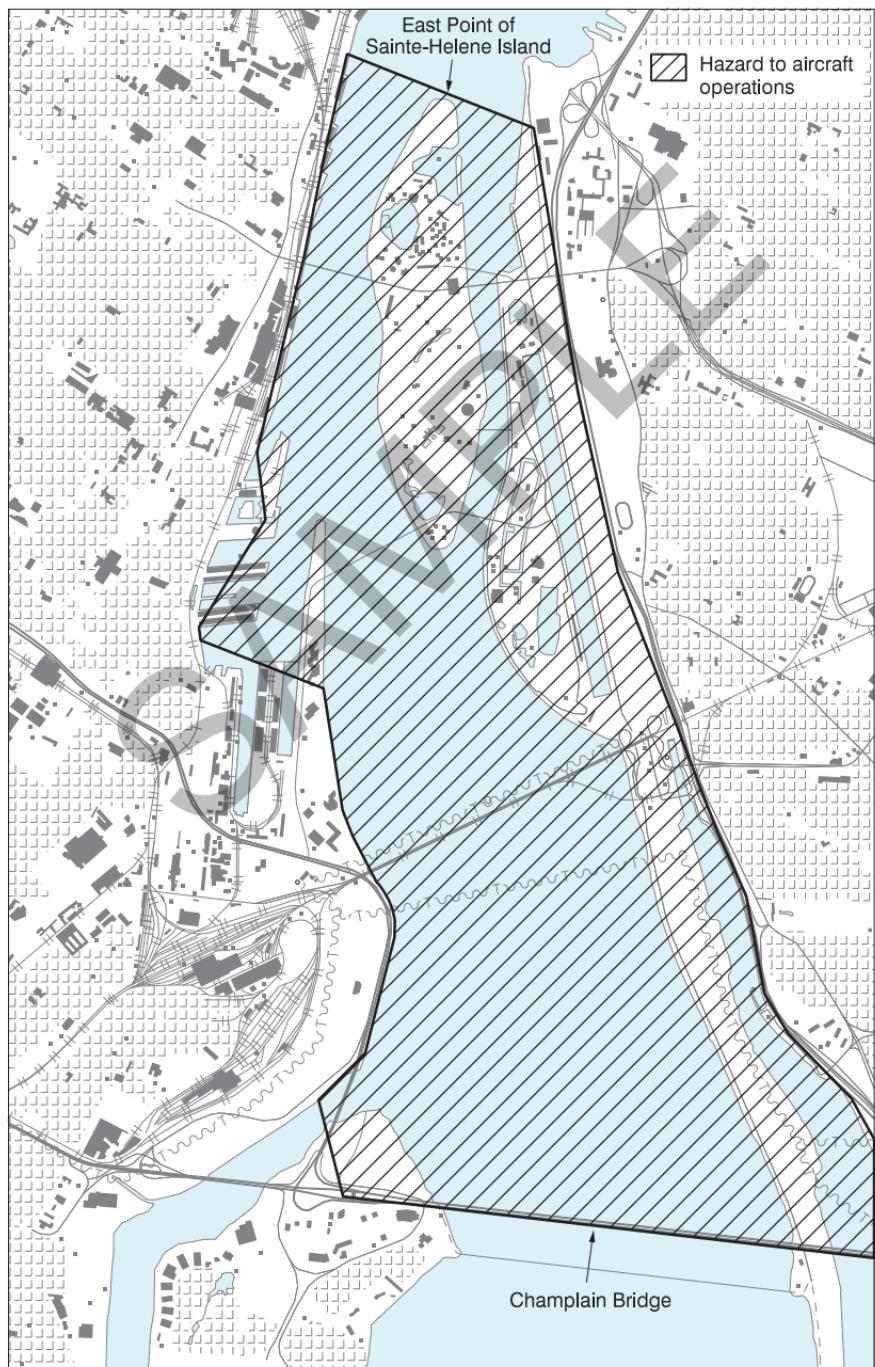
Because of strong currents, Saint-Lawrence Seaway, vessels and pleasure crafts, as well as Special Events such as Canadian Grand Prix, l'International des Feux Loto-Québec, etc., no seaplane activity is permitted on water between Champlain Bridge and the East Point of Sainte-Hélène Island (La Ronde) without the written permission of Transport Canada, Montreal Port Authority and the owner of docking facilities.

Initial request must first be sent to Transport Canada through: CSVA-VSCA@tc.gc.ca

SAMPLE

QUEBEC – HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)

SAINT-LAWRENCE SEAWAY



C104 PLANNING

QUEBEC – SIGNIFICANT OBSTRUCTIONS

The following known obstructions 300' or higher, and significant obstructions less than 300' for a VNC Chart will be published on the next applicable chart revision. The cardinal direction in True North and nautical mile distance shown is from the nearest aerodrome on the VNC. See General Section - Cross Reference of Aerodrome Indicator and Name.

QUEBEC – SIGNIFICANT OBSTRUCTIONS

| LOCATION | ELEV ASL | HGT AGL | (N)LAT | (W)LONG |
|-----------------|----------|---------|-----------|-----------|
| CTY3 5.0S | 1896 | 719 | N45 30 11 | W75 51 01 |
| CSE4 13.8NNW | 1486 | 315 | N45 51 44 | W74 27 25 |
| CSW9 9.7NNE | 2493 | 485 | N46 39 00 | W74 51 28 |
| CSD4 17.1NW | 1234 | 315 | N46 45 19 | W75 53 06 |
| CTQ6 13.8NE | 846 | 312 | N46 47 50 | W70 44 40 |
| CLS2 2.1S | 1381 | 213 | N48 05 05 | W77 48 19 |
| CYXK 25.5SW | 2102 | 574 | N48 08 30 | W68 53 11 |
| CYRJ 20.9S | 1752 | 322 | N48 10 22 | W72 14 22 |
| CYTF 13.8S | 1744 | 322 | N48 16 49 | W71 41 20 |
| CYRJ 13.9SSE | 1558 | 364 | N48 18 34 | W72 07 26 |
| CTH3 6.8NE | 461 | 257 | N48 19 00 | W69 25 43 |
| CCS7 1.8SW | 801 | 255 | N48 24 28 | W71 05 03 |
| CSA8 2.3ENE | 894 | 352 | N48 27 30 | W71 04 46 |
| CYYY 8.5S | 2164 | 289 | N48 28 02 | W68 12 39 |
| CGD2 3.3SW | 1004 | 322 | N48 44 41 | W71 28 23 |
| CGD2 14.1NW | 844 | 302 | N48 45 07 | W71 49 34 |
| CYDO 2.9N | 692 | 312 | N48 49 33 | W72 23 13 |
| CYGP 38.5WNW | 3147 | 414 | N48 59 11 | W65 23 52 |
| CPH4 8.5NNW | 986 | 322 | N49 03 08 | W72 18 48 |
| CYSZ 1.8ESE | 881 | 339 | N49 06 28 | W66 29 10 |
| CSL9 2.1SSW | 472 | 312 | N49 09 07 | W68 22 43 |
| CYSZ 39.9ENE | 850 | 350 | N49 15 03 | W65 32 04 |
| CSN9 10.3NE | 1078 | 412 | N49 18 05 | W68 04 31 |

QUEBEC – SIGNIFICANT OBSTRUCTIONS (Cont'd)

| LOCATION | ELEV ASL | HGT AGL | (N)LAT | (W)LONG |
|-----------------|----------|---------|-----------|-----------|
| | | | N49 23 34 | W67 28 29 |
| CYME 32.2N | 1055 | 461 | | |
| CYSZ 37.9NW | 478 | 300 | N49 31 22 | W67 16 17 |
| CYNM 4.2SE | 1129 | 210 | N49 43 04 | W77 43 12 |
| CHE3 40.2SW | 584 | 319 | N49 49 22 | W67 09 30 |
| CYZV 7.6ESE | 322 | 262 | N50 15 07 | W66 04 26 |
| CYGL 10.9NNE | 770 | 217 | N53 46 40 | W77 32 17 |
| CTP9 11.3W | 2308 | 401 | N61 40 54 | W73 42 49 |

SAMPLE

C106 PLANNING

MARITIME PROVINCES**MARITIME PROVINCES - AIR NAVIGATION RADIO AIDS**

Bluenose (Halifax/Stanfield Intl) NDB ident "ZNS" at N44 58 00 W63 25 37 has been decommissioned.
Split Crow (Halifax/Stanfield Intl) NDB ident "ZH2" freq 364 at N44 48 08 W63 35 23 has been decommissioned.

MARITIME PROVINCES - AIRSPACE DESIGNATIONS**MARITIME PROVINCES - DANGER, RESTRICTED & ADVISORY AREAS**

All altitudes will be inclusive unless otherwise indicated, i.e. (5000' to 10,000'). To indicate when either the bottom or upper altitude is not included, the words below and above are to be placed before the appropriate altitude, i.e. (above 5000' to 10,000') or (5000' to below 10,000').

Any NOTAM regarding Canadian Danger, Restricted or Advisory Areas are issued under the appropriate NOTAM series, in accordance with their dissemination category. Refer to AIP Canada (ICAO) GEN 3.1.3.4.

MARITIME PROVINCES - BLASTING OPERATIONS

The following is a list of locations where road construction, open-pit mine or quarry blasting operations are conducted.

GENERAL AREA

SITE

COORDINATES

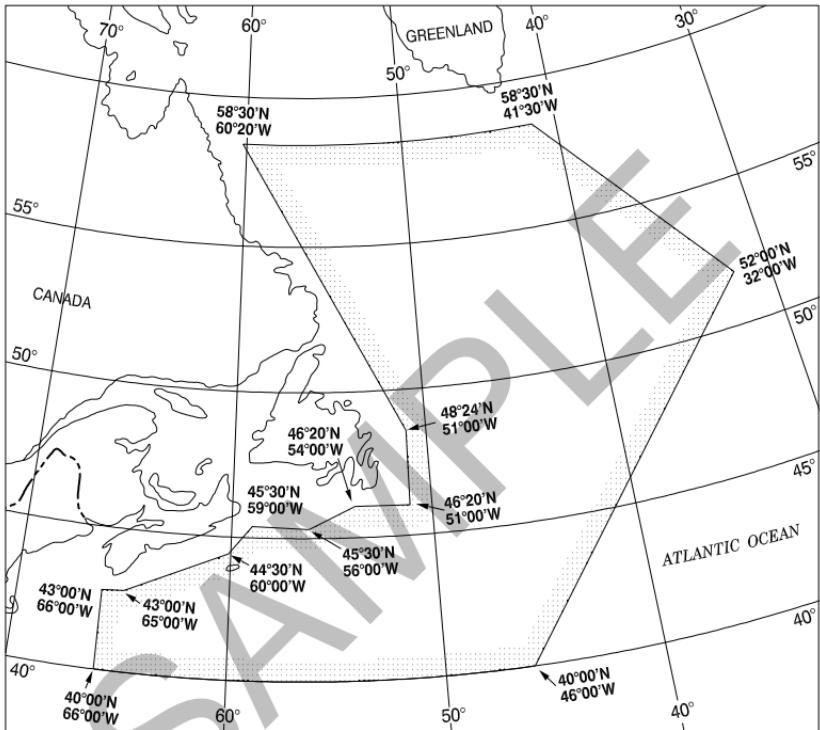
MARITIME PROVINCES - HAZARDS TO AIRCRAFT OPERATIONS**MILITARY OPERATIONS AREA - North Atlantic Operations Patrol Area ELK**

1. ELK consists of that airspace from the surface of the earth to Flight Level 50 within the following area: From N43 00 W66 00 to N43 00 W65 00 to N44 30 W60 00 to N45 30 W59 00 to N45 30 W56 00 to N46 20 W54 00 to N46 20 W51 00 to N48 24 W51 00 to N58 30 W60 20 to N58 30 W41 30 to N52 00 W32 00 to N40 00 W46 00 to N40 00 W66 00 to the point of origin.
2. Maritime surveillance aircraft conduct daily all-weather operational flights in Area ELK. These aircraft are required to operate on various headings and altitudes up to and including FL50 and to make rapid climbs and descents without prior warning. Because of operational considerations they operate without navigation or identification lights during the hours of darkness and often without SIF/IFF.
3. The Regional Joint Operations Centre (Atlantic) RJOC (Atlantic) Maritime Air Flight following (MAFF) provides advisory information between maritime aircraft and other aircraft in Area ELK based on known air traffic.
4. Standard pressure setting 29.92 inches is used for transit and separation within the entire area.
5. In the interest of Flight Safety it is essential that RJOC (Atlantic) be informed in advance of all flights or proposed flights in or through Area ELK. Aircraft flight level(s), track and approximate times of ELK penetration and exit are required. Military aircraft are encouraged to communicate directly with RJOC (Atlantic). On prior request, frequencies will be assigned on which to report position and obtain ELK clearance. ASW aircraft will be routed clear of all known military and civil traffic.
6. RJOC (Atlantic) may be contacted by the following means;
 - (a) Letter to Commander MARLANT, Halifax, NS, Canada.
 - (b) Message to RJOC ATLANTIC//MAFF//.
 - (c) Telephone RJOC (Atlantic) MAFF (902)427-2502, (902)427-2501 CSN 447-2502
 - (d) Email RJOCA.MAFF@FORCES.GC.CA
 - (e) On request of the pilot when filing flight plans at departure points in North America, aircraft flight plans may be relayed through ATC channels to Moncton ACC for RJOC (Atlantic).
 - (f) In-flight position reports or advisories when not transmitted directly as in para 5 above may be relayed through Gander or Moncton ACC. These messages should specify "Pass to RJOC (Atlantic)".

C108 PLANNING

MARITIME PROVINCES - HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)

AREA ELK FL 50 AND BELOW



MILITARY OPERATIONS AREA (MOA)

Shearwater DIP Sectors

1. The Shearwater DIP Sectors consists of that airspace from the surface of the earth to 500 ASL within the following area:

From N44 38 15.05 W63 08 47.56 (UAW 090T°/015 DME) to N44 38 09.27 W62 47 47.18 (UAW 090T°/030 DME) arcing clockwise (on a 30NM arc from UAW) to N44 23 11.26 W64 06 01.84 (UAW 240T°/030 DME) to N44 30 45.56 W63 47 57.24 (UAW 240T°/015 DME) arcing counter-clockwise (on a 15NM arc from UAW) to point of origin.

This area is further divided into four sectors, based on that space between the UAW 15 DME arc and the UAW 30 DME arc, and between the following (UAW) radials:

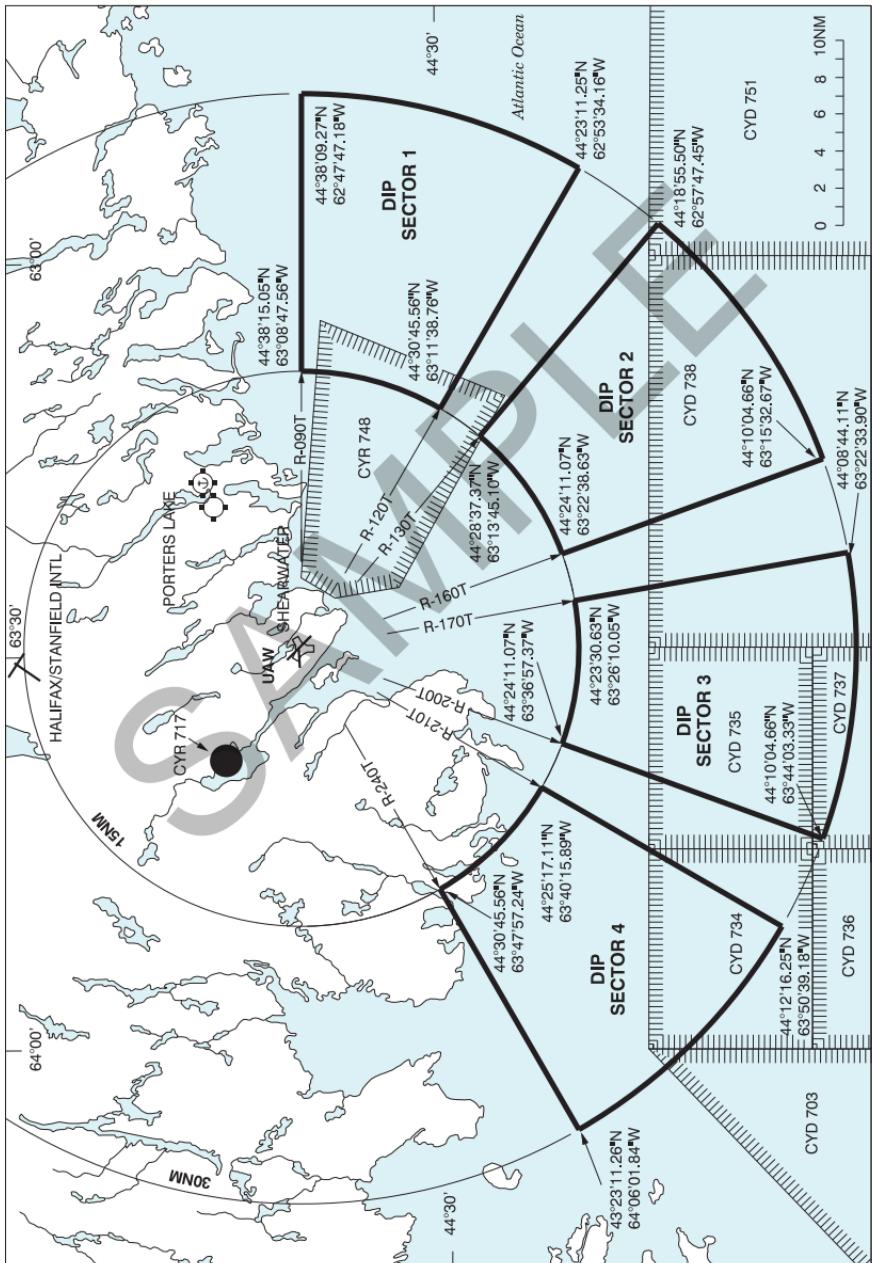
- (a) DIP Sector 1: UAW 090T°R - 120T°R, UAW 15-30 DME (coordinates N44 38 15.05 W63 08 47.56 to N44 38 09.27 W62 47 47.18 to N44 23 11.25 W62 53 34.16 to N44 30 45.56 W63 11 38.76)
- (b) DIP Sector 2: UAW 130T°R - 160T°R, UAW 15-30 DME (coordinates N44 28 37.37 W63 13 45.10 to N44 18 55.50 W62 57 47.45 to N44 10 04.66 W63 15 32.67 to N44 24 11.07 W63 22 38.63)
- (c) DIP Sector 3: UAW 170T°R - 200T°R, UAW 15-30 DME (coordinates N44 23 30.63 W63 26 10.05 to N44 08 44.11 W63 22 33.90 to N44 10 04.66 W63 44 03.33 to N44 24 11.07 W63 36 57.37)
- (d) DIP Sector 4: UAW 210T°R - 240T°R, UAW 15-30 DME (coordinates N44 25 17.11 W63 40 15.89 to N44 12 16.25 W63 50 39.18 to N43 23 11.26 W64 06 01.84 to N44 30 45.56 W63 47 57.24)

MARITIME PROVINCES - HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)

2. Maritime helicopters conduct essential over-water training and proficiency flights in the DIP Sectors on a daily basis. These flights often involve the use of sonobuoys, and helicopters routinely transition to/from the hover while in the area. Typically, military flights operate in the area from 0700-2359 (L).
3. Aircraft operating in or above this area should contact Shearwater ATC on 126.2 MHz or 231.95 MHz for advisory info. If unable, operators should use 126.7 MHz to announce intentions while in the area.

SAMPLE

C110 PLANNING

**MARITIME PROVINCES - HAZARDS TO AIRCRAFT OPERATIONS (Cont'd)
MILITARY OPERATIONS AREA (MOA) (Cont'd)**

MARITIME PROVINCES - SIGNIFICANT OBSTRUCTIONS

The following known obstructions 300' or higher, and significant obstructions less than 300' for a VNC Chart will be published on the next applicable chart revision. The cardinal direction in True North and nautical mile distance shown is from the nearest aerodrome on the VNC. See General Section - Cross Reference of Aerodrome Indicator and Name.

MARITIME PROVINCES - SIGNIFICANT OBSTRUCTIONS

| LOCATION | ELEV ASL | HGT AGL | (N)LAT | (W)LONG |
|-----------------|----------|---------|-----------|-----------|
| CSN6 0.6E | 549 | 300 | N45 18 12 | W66 04 23 |
| CRC2 7.7WSW | 1022 | 300 | N45 51 49 | W66 49 18 |
| CSY9 1.9NE | 540 | 330 | N46 08 04 | W60 08 43 |
| CSN4 5.6NW | 1050 | 299 | N46 08 17 | W67 45 24 |
| CDA4 12.2WNW | 421 | 300 | N47 46 06 | W65 10 22 |
| CDV2 17.9WNW | 2186 | 204 | N47 48 56 | W67 51 29 |
| CDA4 12.3WNW | 435 | 400 | N47 49 01 | W65 08 50 |
| CYCL 8.7SE | 962 | 300 | N47 53 21 | W66 10 31 |
| CYCL 11.9W | 587 | 295 | N48 00 01 | W66 37 33 |

C112 PLANNING

NEWFOUNDLAND & LABRADOR**NEWFOUNDLAND & LABRADOR - AIR NAVIGATION RADIO AIDS**

Gander NDB ident "QX" coordinates changed to N48 57 52 W54 40 13.

Hopedale NDB ident "HO" freq 378 at N55 27 35 W60 12 38 has been decommissioned.

Makkovik NDB ident "YFT" freq 339 at N55 04 51 W59 11 18 has been decommissioned.

Rigolet NDB ident "JC" freq 396 at N54 10 38 W58 25 51 has been decommissioned.

Williams Harbour NDB ident "1A" freq 373 at N52 33 34 W55 46 55 has been decommissioned.

NEWFOUNDLAND & LABRADOR - AIRSPACE DESIGNATIONS

AR10 has been revoked from Quaqtaq NDB to Frobay (Iqaluit) NDB.

AR23 has been revoked from Goose NDB to Rigolet NDB.

AR28 has been revoked from Nain NDB to Hopedale NDB to Makkovik NDB to Rigolet NDB to Cartwright NDB.

BR4 has been revoked from Goose NDB to Hopedale NDB.

BR11 has been revoked from Eric (Poste Montagnais) NDB to Churchill Falls NDB.

BR20 has been revoked from Quaqtaq NDB to Frobay (Iqaluit) NDB.

R14 has been revoked from Sydney NDB to Argentia NDB to Wabana (St. John's Intl) NDB.

V314 has been redesignated from SHAIK intxn to MODOK intxn to Wabush VOR/DME.

V360 has been revoked from Wabush VOR/DME to Eric (Poste Montagnais) NDB.

NEWFOUNDLAND & LABRADOR - DANGER, RESTRICTED & ADVISORY AREAS

All altitudes will be inclusive unless otherwise indicated, i.e. (5000' to 10,000'). To indicate when either the bottom or upper altitude is not included, the words below and above are to be placed before the appropriate altitude, i.e. (above 5000' to 10,000') or (5000' to below 10,000').

Any NOTAM regarding Canadian Danger, Restricted or Advisory Areas are issued under the appropriate NOTAM series, in accordance with their dissemination category. Refer to AIP Canada (ICAO) GEN 3.1.3.4.

CYR727 Goose Bay has been redesignated as follows:

AREA 2: The airspace within the area bounded by a circle of 16 miles radius centred on N52 17 23 W60 57 14, excluding the area within CYR750.

Designated Altitude – Surface to FL 280

Time of Designation – Ocsl by NOTAM

NEWFOUNDLAND & LABRADOR - BLASTING OPERATIONS

The following is a list of locations where road construction, open-pit mine or quarry blasting operations are conducted.

| GENERAL AREA | SITE | COORDINATES |
|----------------|------|-------------|
| CFW8 1.2N | | |
| CCK4 0.5ESE | | |
| CYCA 3.8NE | | |

NEWFOUNDLAND & LABRADOR - SIGNIFICANT OBSTRUCTIONS

The following known obstructions 300' or higher, and significant obstructions less than 300' for a VNC Chart will be published on the next applicable chart revision. The cardinal direction in True North and nautical mile distance shown is from the nearest aerodrome on the VNC. See General Section - Cross Reference of Aerodrome Indicator and Name.

| LOCATION | ELEV ASL | HGT AGL | (N)LAT | (W)LONG |
|----------------|----------|---------|-----------|-----------|
| CFW8 1.2N | 585 | 300 | N48 56 38 | W55 39 05 |
| CCK4 0.5ESE | 681 | 250 | N52 22 10 | W55 39 42 |
| CYCA 3.8NE | 792 | 300 | N53 43 38 | W56 58 06 |

FLIGHT RESTRICTIONS

FOREST FIRES

No person shall operate an aircraft in the airspace below 3,000 feet above ground level within five nautical miles of the limits of a forest fire area or as described in a NOTAM (CAR 601.15, 601.16, 601.17).

FLIGHT RESTRICTIONS INTO NATIONAL, PROVINCIAL AND MUNICIPAL PARKS

Access to National, Provincial and Municipal Parks is governed by regulations enacted by the respective parks authorities.

All National, Provincial and Municipal Parks are closed to aircraft unless otherwise specified in the AIP ENR 5.6.9 and/or the Supplements. On a prior permission basis, some parks will permit access to private flights, while others may authorize commercially registered aircrafts.

To help pilots obtain the required permission, Nav Canada publishes the name and telephone number of applicable park authorities, in the "Aerodrome/Facility Directory" of the Canada Flight Supplement/Canada Water Aerodrome Supplement, for any aerodrome/heliport located within park boundaries.

IFR FLIGHT TRAINING WITHIN 100NM RADIUS OF TORONTO INTL (CYYZ), ONTARIO

All IFR training, test flights and checkride flights between 1200-0200Z‡ must be coordinated with Toronto ACC prior to flight planning. For coordination, contact Toronto flow control (800)268-4831 or (905)676-3528.

RESTRICTIONS AFFECTING SEAPLANES

The **Canada Shipping Act, 2001**, through the **Vessel Operation Restriction Regulations** prohibits or imposes restrictions on the operation of vessels on certain lakes and waterways within Canada.

As a seaplane is considered a vessel while operating on the surface of a body of water, the **Vessel Operation Restriction Regulations** apply. The bodies of water affected and applicable restrictions may be found in the Schedules to the **Vessel Operation Restriction Regulations** -

<http://laws.justice.gc.ca/en/showtdm/cr/SOR-2008-120//?showtoc=&instrumentnumber=SOR-2008-120>

C114 PLANNING

MANDATORY IFR ROUTES

A system of mandatory IFR routes has been established to:

- (a) guide pilots in planning their route of flight;
- (b) minimize route changes during the operational phase of flight; and
- (c) to aid in the efficient and orderly management of the air traffic.

The mandatory IFR routes are designed to serve the needs of the airspace user and to provide for a systematic flow of air traffic in the major terminal and enroute phases. Cooperation by all pilots in filing mandatory IFR routes will result in fewer traffic delays in clearance delivery and will better provide for efficient departure, enroute, and arrival air traffic service.

The following explains the terms and abbreviations used in the listing.

Mandatory Route structure principles:

- Each route includes a start or end waypoint/navigation aid (pitch/catch concept)
- Does not contain MOCA or MEA
- Does not start with AIRWAY
- Only routes with less than 250NM between city pairs are designated (otherwise default to pitch/catch as in 1).
- Route to/from a cardinal point is also acceptable (N,S,E,W,NE,NW,SE,SW).
- Each route is compliant with ARINC 424 coding (machine-readable for flight planning/flight management systems).
- By default, mandatory routes are applicable for all route types unless specified otherwise (i.e. RNAV)
- Mandatory routes are shown in table format, one route per record, with up to 3 sections per FIR: general information/message, location-to-location/Cardinal point enter/exit route and overflights.
- ICAO ident and abbreviations applied throughout.
- Mandatory IFR routes are published for the airports under Canadian ATS control.

When filing routes between two navigational facilities or fixes, pilots are responsible for ensuring that the filed altitude will meet the minimum obstacle clearance requirements, that the navigational signal coverage is adequate and that the route will not penetrate Class F airspace.

In Controlled Airspace between Edmonton and Calgary, altitudes and flight levels which are not appropriate for the direction of flight may be assigned by ATC at any time to an aircraft at FL280 and below on the mandatory IFR route.

CZVR VANCOUVER FIR

| FROM LOCATION TO LOCATION OR DIRECTION | | | | | | CZVR |
|--|-----|-----------|--------------|-------------|------|-----------------------------------|
| AD | ALT | DIRECTION | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT |
| CAE2 | L | ARR FR NE | | | | OMSIK SX |
| CYAZ | H&L | ARR FR E | | | RNAV | DASMU T609 ROLBU |
| CYCD | H | ARR FR E | | | | BOOTH LANNE YVR AP YYJ YCD |
| CYCD | L | ARR FR E | A16000 & BLW | | | HE V300 HARAS HUH V495 YYJ A1 YCD |
| CYCD | L | ARR FR E | A17000 & ABV | | | BOOTH LANNE YVR AP YYJ YCD |
| CYCD | H&L | ARR FR N | | | | KEINN V330 YVR AP YYJ YCD |
| CYCD | H&L | ARR FR NW | | | | QQ A1 YCD |
| CYCD | H&L | ARR FR NW | | | RNAV | QQ V440 NANOO PESGU |
| CYCD | H&L | ARR FR S | | | | YYJ YCD |
| CYCD | H&L | ARR FR W | | | | YAZ G1 YCD |
| CYCD | L | ARR FR W | A9000 & BLW | | RNAV | FOCHE NANOO PESGU |
| CYCD | H | DEP TO E | | | | YYJ HUH J534 IWACK |
| CYCD | L | DEP TO E | | | | YYJ V495 HUH ANTLR V342 YDC |
| CYCD | H | DEP TO N | | | | YWL |
| CYCD | L | DEP TO N | A14000 & ABV | | | YWL |
| CYCD | L | DEP TO N | A13000 & BLW | | | YYJ V495 XX B22 HE |
| CYCD | H | DEP TO NE | | | | YYJ HUH J534 IWACK |

| FROM LOCATION TO LOCATION OR DIRECTION (Cont'd) | | | | | | CZVR |
|---|-----|-----------|--------------|--------------|---------------------|----------------------------|
| AD | ALT | DIRECTION | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT |
| CYCD | L | DEP TO NE | | A13000 & BLW | | YYJ V495 XX B22 HE |
| CYCD | H | DEP TO NW | | | | QQ |
| CYCD | L | DEP TO NW | | | | YCD A1 QQ |
| CYCD | H | DEP TO SE | | | | YYJ |
| CYCD | L | DEP TO SE | | | | YCD A1 YYJ |
| CYCD | H&L | DEP TO | CYLW | | RNAV | YYJ HUH YDC PIGLU ARR |
| CYCD | L | DEP TO | CYYJ | | RNAV | AP APASS ARR |
| CYCD | L | DEP TO | CYYJ | | | AP FASBO ARR |
| CYLW | H&L | ARR FR E | | | | ROBTI NORIP NORIP ARR |
| CYLW | H&L | ARR FR E | | | | TAGBA NORIP NORIP ARR |
| CYLW | H&L | ARR FR S | | | | IKNER NORIP NORIP ARR |
| CYLW | H&L | ARR FR S | | | | YDC PIGLU PIGLU ARR |
| CYLW | H&L | ARR FR W | | | | SEKAB SEKAB ARR |
| CYLW | H&L | DEP TO E | | | | WHATS |
| CYLW | L | DEP TO E | | | | BALOR B27 WHATS |
| CYLW | H&L | DEP TO W | | | | MERYT |
| CYLW | L | DEP TO W | | | | LW B18 AMBRO |
| CYLW | H&L | ARR FR | CYCD | | RNAV | YYJ HUH YDC PIGLU ARR |
| CYLW | H&L | ARR FR | CYYJ | | RNAV | HUH YDC PIGLU ARR |
| CYNJ | H&L | ARR FR N | | | | HE V300 HARAS HUH |
| CYNJ | L | ARR FR S | | | | SEA V23 HUH |
| CYNJ | L | ARR FR W | | | | YYJ V495 HUH |
| CYNJ | L | DEP TO E | | | | HUH V495 XX ANTLR V342 YDC |
| CYNJ | L | DEP TO N | | | | HUH V495 XX B22 HE |
| CYNJ | L | DEP TO NW | | | | HUH V495 YYJ V440 QQ |
| CYNJ | L | DEP TO S | | | | HUH V165 CVV |
| CYNJ | L | DEP TO W | | | | HUH V495 YYJ |
| CYQQ | H&L | ARR FR NE | | | RNAV | TEXIB |
| CYVR | H&L | ARR FR E | NONJET | | RNAV | BOOTH LIONN ARR |
| CYVR | H&L | ARR FR E | JET & DH8D | | RNAV | BOOTH CANUC ARR |
| CYVR | H | ARR FR N | JET & DH8D | | RNAV | MERYT BOOTH CANUC ARR |
| CYVR | H | ARR FR N | NONJET | | RNAV | MERYT BOOTH LIONN ARR |
| CYVR | H&L | ARR FR N | | | RNAV | ELIDI WHSLR ARR |
| CYVR | L | ARR FR N | A13000 & BLW | | RNAV | SPUZZ BOOTH LIONN ARR |
| CYVR | H | ARR FR NE | JET | | RNAV | MERYT BOOTH CANUC ARR |
| CYVR | H&L | ARR FR NW | | | RNAV | TRENA WHSLR ARR |
| CYVR | H&L | ARR FR S | | | RNAV | EGRET GRIZZ ARR |
| CYVR | L | ARR FR S | | | RNAV | YYJ ILAND ARR |
| CYVR | H | ARR FR SW | JET | | RNAV | FOCHE RAGIT ARR |
| CYVR | H | ARR FR W | | | RNAV | POWOL WHSLR ARR |
| CYVR | L | ARR FR W | | | RNAV | QQ LIBOG SOUND ARR |
| CYVR | H | DEP TO E | | | RNAV | ADSIX KESTA |
| CYVR | H | DEP TO E | | | | HUH J534 IWACK |
| CYVR | L | DEP TO E | | | | SAFOL V342 YDC |
| CYVR | H | DEP TO N | | | | DOLLR V347 GARRE J534 |
| CYVR | L | DEP TO N | A14000 & ABV | | DOLLR V347 GARRE | |
| CYVR | L | DEP TO N | A13000 & BLW | | SAFOL V342 YARRO HE | |
| CYVR | H | DEP TO NE | | | | MODDY V317 JANEK LYTON |
| CYVR | H | DEP TO NE | | | | VIDRI |
| CYVR | L | DEP TO NE | A14000 & ABV | | | MODDY V317 LYTON |

C116 PLANNING

| FROM LOCATION TO LOCATION OR DIRECTION (Cont'd) | | | | | | CZVR |
|---|-----|-----------|------|--------------|------|----------------------------|
| AD | ALT | DIRECTION | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT |
| CYVR | L | DEP TO NE | | A14000 & ABV | | VIDRI |
| CYVR | H | DEP TO NW | | | | FASBO J528 TRENA |
| CYVR | L | DEP TO NW | | A14000 & ABV | | FASBO V330 TRENA |
| CYVR | H | DEP TO S | | | | YVR J5 SEA |
| CYVR | H | DEP TO SE | | | | YVR J52 GEG |
| CYVR | H | DEP TO SW | | | | DOLFF |
| CYVR | H | DEP TO SW | | | | TOU |
| CYVR | H | DEP TO SW | | | | YYJ ELMAA |
| CYVR | H&L | DEP TO W | | | | TREEL V317 QQ |
| CYVR | H&L | DEP TO | CYKA | | RNAV | JANEK YAROW |
| CYVR | H&L | DEP TO | CYLW | | RNAV | JANEK SEKAB SEKAB ARR |
| CYVR | L | DEP TO | CYYJ | | RNAV | AP APASS ARR |
| CYVR | L | DEP TO | CYYJ | | | AP FASBO ARR |
| CYVR | H&L | DEP TO S | KBFI | PROPS | | JAWBN JAWBN ARR |
| CYVR | H&L | DEP TO S | KSEA | PROPS | | JAWBN JAWBN ARR |
| CYVR | H&L | DEP TO S | KSEA | JETS | | MARNR MARNR ARR |
| CYXX | H | ARR FR E | | | | HE J500 HARAS HUH |
| CYXX | H | ARR FR E | | | | HE V300 HARAS HUH |
| CYXX | H | ARR FR E | | | RNAV | HE HOPE ARR |
| CYXX | L | ARR FR E | | | RNAV | HOPE ARR |
| CYXX | H | ARR FR N | | | | HE J500 HARAS HUH |
| CYXX | H | ARR FR N | | | | HE V300 HARAS HUH |
| CYXX | H | ARR FR N | | | RNAV | HE HOPE ARR |
| CYXX | L | ARR FR N | | | | HE V300 HARAS HUH XX |
| CYXX | L | ARR FR N | | | RNAV | HOPE ARR |
| CYXX | H | ARR FR NW | | | | YZT J502 YYJ V495 |
| CYXX | L | ARR FR NW | | | | QQ V440 YYJ V495 XX |
| CYXX | H&L | ARR FR S | | | RNAV | MADEE ARR |
| CYXX | L | ARR FR S | | | | PAE V23 HUH V495 XX |
| CYXX | H | ARR FR W | | | | YYJ V495 XX |
| CYXX | L | ARR FR W | | | | YYJ V495 XX |
| CYXX | H | DEP TO E | | | | HUH J534 IWACK |
| CYXX | L | DEP TO E | | | | ANTLR V342 YDC |
| CYXX | H | DEP TO N | | | | HUH J534 IWACK |
| CYXX | L | DEP TO N | | | | XX B22 HE |
| CYXX | H | DEP TO NW | | | | HUH V495 YYJ J502 YZT |
| CYXX | L | DEP TO NW | | | | HUH V495 YYJ V440 QQ |
| CYXX | H&L | DEP TO S | | | | HUH V165 CVV |
| CYXX | H | DEP TO W | | | | HUH V495 YYJ |
| CYXX | L | DEP TO W | | | | HUH V495 YYJ |
| CYXX | L | DEP TO | CYVR | | RNAV | YYJ ILAND ARR |
| CYXX | L | DEP TO | CYVR | | | YYJ GOTOK ARR |
| CYXX | H&L | DEP TO | KBFI | A9000 & ABV | | JAWBN ARR |
| CYXX | H&L | DEP TO | KSEA | JET | RNAV | MARNR ARR |
| CYXX | H&L | DEP TO | KSEA | A9000 & ABV | | JAWBN ARR |
| CYYJ | H&L | ARR FR E | | A17000 & ABV | RNAV | BOOTH APASS ARR |
| CYYJ | H&L | ARR FR E | | A17000 & ABV | | BOOTH FASBO ARR |
| CYYJ | L | ARR FR E | | A16000 & BLW | | HE V300 HARAS HUH V495 YYJ |
| CYYJ | H&L | ARR FR N | | A17000 & ABV | RNAV | KEINN APASS ARR |
| CYYJ | H&L | ARR FR N | | A17000 & ABV | | KEINN FASBO ARR |

| FROM LOCATION TO LOCATION OR DIRECTION (Cont'd) | | | | | | CZVR |
|---|-----|-----------|------|--------------|------|-------------------------------|
| AD | ALT | DIRECTION | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT |
| CYYJ | L | ARR FR N | | A16000 & BLW | | HE V300 HARAS HUH V495 YYJ |
| CYYJ | L | ARR FR NW | | | | QQ V440 YYJ |
| CYYJ | H&L | ARR FR S | | | RNAV | DISCO ARR |
| CYYJ | H&L | ARR FR S | | | | DISCO V495 YYJ |
| CYYJ | H | DEP TO E | | | | HUH J534 IWACK |
| CYYJ | L | DEP TO E | | | | HUH ANTLR V342 YDC |
| CYYJ | H | DEP TO N | | | | YVR GARRE |
| CYYJ | H | DEP TO NE | | | | HUH J534 IWACK |
| CYYJ | L | DEP TO NE | | A16000 & BLW | | HUH V495 XX B22 HE |
| CYYJ | H&L | DEP TO NW | | | | YYJ V440 QQ |
| CYYJ | H&L | DEP TO | CYLW | | RNAV | HUH YDC PIGLU ARR |
| CYYJ | L | ARR FR | CYVR | | RNAV | AP APASS ARR |
| CYYJ | L | ARR FR | CYVR | | | AP FASBO ARR |
| CYYJ | H&L | DEP TO | KBFI | A9000 & ABV | | JAWBN ARR |
| CYYJ | H&L | DEP TO | KSEA | JET | RNAV | JIGEB MARNR ARR |
| CYYJ | H&L | DEP TO | KSEA | NONJET | | JAWBN ARR |
| CZBB | H | ARR FR E | | | | HE HARAS HUH V23 YVR |
| CZBB | H&L | ARR FR E | | | RNAV | HE HARAS HUH PENIN |
| CZBB | L | ARR FR E | | | | HE V300 HARAS HUH V23 YVR |
| CZBB | H | ARR FR N | | | | HE HARAS HUH V23 YVR |
| CZBB | H&L | ARR FR N | | | RNAV | HE HARAS HUH PENIN |
| CZBB | L | ARR FR N | | | | HE V300 HARAS HUH V23 YVR |
| CZBB | H | ARR FR NW | | | | YZT J502 YYJ V300 YVR |
| CZBB | L | ARR FR NW | | | | QQ V440 YYJ V300 YVR |
| CZBB | H | ARR FR S | | | | SEA V23 HUH |
| CZBB | H&L | ARR FR SE | | | RNAV | MADEE PENIN |
| CZBB | H&L | ARR FR SW | | | RNAV | YYJ ESVEM |
| CZBB | H&L | ARR FR W | | | | YYJ V300 YVR |
| CZBB | H&L | ARR FR W | | | RNAV | YYJ ESVEM |
| CZBB | H | DEP TO E | | | | WC HUH J534 IWACK |
| CZBB | L | DEP TO E | | | | WC HUH ANTLR V342 YDC |
| CZBB | H | DEP TO N | | | | WC HUH J534 IWACK |
| CZBB | L | DEP TO N | | | | WC B22 HE |
| CZBB | L | DEP TO NE | | | | WC B22 HE |
| CZBB | H | DEP TO NW | | | | WC HUH V495 YYJ J502 YZT |
| CZBB | L | DEP TO NW | | | | WC HUH V495 YYJ V440 QQ |
| CZBB | H | DEP TO S | | | | WC HUH V165 CVV |
| CZBB | L | DEP TO S | | | | WC HUH V165 CVV |
| CZBB | H&L | DEP TO W | | | | WC HUH V495 YYJ |
| KBLI | H&L | ARR FR E | | | | HE V300 HARAS HUH |
| KBLI | H&L | ARR FR N | | | | HE V300 HARAS HUH |
| KBLI | H&L | ARR FR NE | | | | HE V300 HARAS HUH |
| KBLI | H | ARR FR NW | | | | YZT J502 YYJ V495 HUH |
| KBLI | L | ARR FR NW | | | | QQ V440 YYJ V495 HUH |
| KBLI | H&L | ARR FR S | | | | PAE V23 HUH |
| KBLI | H&L | ARR FR S | | | RNAV | MADEE ARR |
| KBLI | H&L | ARR FR W | | | | YYJ V495 HUH |
| KBLI | H | DEP TO E | | | | HUH J534 IWACK |
| KBLI | L | DEP TO E | | | | WC HUH V495 XX ANTLR V342 YDC |
| KBLI | L | DEP TO N | | | | WC HUH V495 XX B22 HE |

C118 PLANNING

| FROM LOCATION TO LOCATION OR DIRECTION (Cont'd) | | | | | | CZVR |
|---|-----|-----------|------|-------------|------|-----------------|
| AD | ALT | DIRECTION | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT |
| KBLI | H | DEP TO NW | | | | YYJ J502 YZT |
| KBLI | L | DEP TO NW | | | | YYJ V440 QQ |
| KBLI | H&L | DEP TO S | | | | CVV |
| KBLI | H&L | DEP TO W | | | | YYJ |
| KBLI | L | DEP TO | CYVR | | RNAV | YYJ ILAND ARR |
| KBLI | L | DEP TO | CYVR | | | YYJ GOTOK ARR |
| KBLI | H&L | DEP TO | KBFI | A9000 & ABV | | JAWBN ARR |
| KBLI | H&L | DEP TO | KSEA | JET | RNAV | MARNR ARR |
| KBLI | H&L | DEP TO | KSEA | A9000 & ABV | | JAWBN ARR |

SAMPLE

CZEG EDMONTON FIR

In Controlled Airspace between Edmonton and Calgary, altitudes and flight levels which are not appropriate for the direction of flight may be assigned by ATC at any time to an aircraft operating to a maximum of FL280 on the mandatory IFR routes.

NORTHBOUND DEPARTURES overflying CYEG - from CYBW or CYYC

Pilots should be aware that with the introduction of RNAV routes; within the EG FIR, there are 2 northbound routes if overflying CYEG to destinations not listed in mandatory routes. These routes are type specific and should be flight planned as follows:

LOW LEVEL

- **NON-JETS** - SAXOL T761 ALKIK
- **JETS** - AVROM MAPUX

HIGH LEVEL

- **NON-JETS** - SAXOL Q965 ALKIK
- **JETS** - AVROM Q933 MAPUX

CYBW ARRIVALS

In addition to the mandatory routes listed, the following arrival routes are available.

LOW LEVEL

- From the EAST or NORTHEAST, arrivals between BOMIP and SHAWI are permitted via BIRKO MADYN ARR

HIGH LEVEL

- From the EAST or NORTHEAST, arrivals between IGVUX and SHAWI are permitted via BIRKO MADYN ARR

LOW or HIGH LEVEL

- From the SOUTH or SOUTHEAST, arrivals between VESDO and TOVUM are permitted via EBGAL ELBOW ARR
- From the SOUTHWEST, arrivals between ANTAK and MENBO are permitted via TULOB T707 IGVEP BRAGG ARR or via SEDEL T703 IGVEP BRAGG ARR

CYEG ARRIVALS

From the WEST, CYEG arrivals are permitted between ROMRA and YZU via ESKIE ESKIE ARR

CYYC ARRIVALS

Pilots should be aware that STAR Arrivals for CYYC are segregated between JETS and NON-JETS and are required to file the appropriate STAR for type of aircraft. In addition to the mandatory routes listed, the following arrival routes are available.

NON JETS

- From the SOUTH or SOUTHEAST, arrivals are permitted between VESDO and TOVUM via EBGAL TIDUK ARR
- From the SOUTHWEST arrivals are permitted between ANTAK and MENBO via TULOB T707 IGVEP VESGA ARR or via SEDEL T703 IGVEP VESGA ARR

LOW LEVEL

- From the EAST or NORTHEAST, arrivals are permitted between BOMIP and SHAWI via BIRKO TOTUB ARR

HIGH LEVEL

- From the EAST or NORTHEAST, arrivals are permitted between IGVUX and SHAWI via BIRKO TOTUB ARR

JETS

- From the SOUTH or SOUTHEAST, arrivals are permitted between VESDO and TOVUM via EBGAL EBGAL ARR
- From the SOUTHWEST arrivals are permitted between ANTAK and MENBO via TULOB T707 IGVEP IGVEP ARR or via SEDEL T703 IGVEP IGVEP ARR

LOW LEVEL

- From the EAST or NORTHEAST, arrivals are permitted between BOMIP and SHAWI via BIRKO BIRKO ARR

HIGH LEVEL

- From the EAST or NORTHEAST, arrivals are permitted between IGVUX and SHAWI via BIRKO BIRKO ARR

FROM LOCATION TO LOCATION OR DIRECTION**CZEG**

| AD | ALT | DIRECTION | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT |
|------|-----|-----------|------|-------------|------|--|
| CAL4 | H&L | ARR FR S | | | RNAV | LISVA GONUK PEPSA UKSAR |
| CAL4 | H&L | DEP TO S | | JET | RNAV | TAGIT ETMAR KERBO SELUM |
| CAL4 | H&L | DEP TO S | | NONJET | RNAV | TAGIT PIBLI OBTAG SEVMO |
| CAL4 | H&L | DEP TO | CYEG | | RNAV | TAGIT PIBLI OBTAG SEVMO TETAG TETAG ARR |
| CAL4 | H | DEP TO | CYYC | JET | RNAV | TAGIT ETMAR KERBO SELUM OLIMI 0814 ADVOX ADVOX ARR |

C120 PLANNING

| FROM LOCATION TO LOCATION OR DIRECTION (Cont'd) | | | | | | | CZEG |
|---|-----|-----------|------|-------------|------|--|------|
| AD | ALT | DIRECTION | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT | |
| CAL4 | H | DEP TO | CYYC | NONJET | RNAV | TAGIT PIBLI OBTAG SEVMO TETAG ANTID Q826 ADVOX FLAAM ARR | |
| CAL4 | L | DEP TO | CYYC | JET | RNAV | TAGIT ETMAR KERBO SELUM OLIMI T686 ADVOX ADVOX ARR | |
| CAL4 | L | DEP TO | CYYC | NONJET | RNAV | TAGIT PIBLI OBTAG SEVMO TETAG ANTID T652 ADVOX FLAAM ARR | |
| CCL3 | H&L | ARR FR S | | | RNAV | KAUDA SUXEG PENTA | |
| CCL3 | H&L | DEP TO S | | | RNAV | METMO KEGRU CACHO | |
| CCL3 | H&L | DEP TO W | | | RNAV | METMO KEGRU CACHO | |
| CCL3 | H | DEP TO | CYEG | | RNAV | METMO KEGRU CACHO RESAX RESAX ARR | |
| CCL3 | L | DEP TO | CYEG | | RNAV | METMO KEGRU CACHO RESAX RESAX ARR | |
| CCL3 | H | DEP TO | CYYC | JET | RNAV | METMO KEGRU CACHO RUBSU OLIMI Q814 ADVOX ADVOX ARR | |
| CCL3 | H | DEP TO | CYYC | NONJET | RNAV | METMO KEGRU CACHO RUBSU ANTID Q826 ADVOX FLAAM ARR | |
| CCL3 | L | DEP TO | CYYC | JET | RNAV | METMO KEGRU CACHO RUBSU OLIMI T686 ADVOX ADVOX ARR | |
| CCL3 | L | DEP TO | CYYC | NONJET | RNAV | METMO KEGRU CACHO RUBSU ANTID Q826 ADVOX FLAAM ARR | |
| CER4 | H&L | ARR FR S | | | RNAV | LISVA GONUK PEPSA UKSAR | |
| CER4 | H&L | DEP TO S | | JET | RNAV | ETMAR KERBO SELUM | |
| CER4 | H&L | DEP TO S | | NONJET | RNAV | PIBLI OBTAG SEVMO | |
| CER4 | H&L | DEP TO | CYEG | | RNAV | PIBLI OBTAG SEVMO TETAG TETAG ARR | |
| CER4 | H | DEP TO | CYYC | JET | RNAV | ETMAR KERBO SELUM OLIMI Q814 ADVOX ADVOX ARR | |
| CER4 | H | DEP TO | CYYC | NONJET | RNAV | PIBLI OBTAG SEVMO TETAG ANTID Q826 ADVOX FLAAM ARR | |
| CER4 | L | DEP TO | CYYC | JET | RNAV | ETMAR KERBO SELUM OLIMI T686 ADVOX ADVOX ARR | |
| CER4 | L | DEP TO | CYYC | NONJET | RNAV | PIBLI OBTAG SEVMO TETAG ANTID T652 ADVOX FLAAM ARR | |
| CET2 | H&L | ARR FR S | | | RNAV | KAUDA SUXEG MUVUD | |
| CET2 | H&L | DEP TO S | | | RNAV | VIVUG PUVAX CACHO | |
| CET2 | H&L | DEP TO W | | | RNAV | VIVUG PUVAX CACHO | |
| CET2 | H | DEP TO | CYEG | | RNAV | VIVUG PUVAX CACHO RESAX ARR | |
| CET2 | L | DEP TO | CYEG | | RNAV | VIVUG PUVAX CACHO RESAX ARR | |
| CET2 | H | DEP TO | CYYC | JET | RNAV | VIVUG PUVAX CACHO RUBSU OLIMI Q814 ADVOX ADVOX ARR | |
| CET2 | H | DEP TO | CYYC | NONJET | RNAV | VIVUG PUVAX CACHO RUBSU ANTID Q826 ADVOX FLAAM ARR | |
| CET2 | L | DEP TO | CYYC | JET | RNAV | VIVUG PUVAX CACHO RUBSU OLIMI T686 ADVOX ADVOX ARR | |
| CET2 | L | DEP TO | CYYC | NONJET | RNAV | VIVUG PUVAX CACHO RUBSU ANTID Q826 ADVOX FLAAM ARR | |
| CFN6 | H&L | ARR FR S | | | RNAV | KAUDA SUXEG PENTA | |
| CFN6 | H&L | DEP TO S | | | RNAV | RIGOV DEP METMO KEGRU CACHO | |
| CFN6 | H&L | DEP TO W | | | RNAV | RIGOV DEP METMO KEGRU CACHO | |
| CFN6 | H | DEP TO | CYEG | | RNAV | RIGOV DEP METMO KEGRU CACHO RESAX RESAX ARR | |
| CFN6 | L | DEP TO | CYEG | | RNAV | RIGOV DEP METMO KEGRU CACHO RESAX RESAX ARR | |
| CFN6 | H | DEP TO | CYYC | JET | RNAV | RIGOV DEP METMO KEGRU CACHO RUBSU OLIMI Q814 ADVOX ADVOX ARR | |
| CFN6 | H | DEP TO | CYYC | NONJET | RNAV | VIVUG PUVAX CACHO RUBSU ANTID Q826 ADVOX FLAAM ARR | |

| FROM LOCATION TO LOCATION OR DIRECTION (Cont'd) | | | | | | | CZEG |
|---|-----|-----------|------|-------------|------|--|------|
| AD | ALT | DIRECTION | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT | |
| CFN6 | L | DEP TO | CYYC | JET | RNAV | RIGOV DEP METMO KEGRU CACHO RUBSU OLIMI T686 ADVOX ADVOX ARR | |
| CFN6 | L | DEP TO | CYYC | NONJET | RNAV | RIGOV DEP METMO KEGRU CACHO RUBSU ANTID Q826 ADVOX FLAAM ARR | |
| CRL4 | H&L | ARR FR S | | | RNAV | KAVIDA SUXEG PENTA | |
| CRL4 | H&L | DEP TO S | | | RNAV | KIRBY DEP RIGOV METMO KEGRU CACHO | |
| CRL4 | H&L | DEP TO W | | | RNAV | KIRBY DEP RIGOV METMO KEGRU CACHO | |
| CRL4 | H | DEP TO | CYEG | | RNAV | KIRBY DEP RIGOV METMO KEGRU CACHO RESAX RESAX ARR | |
| CRL4 | L | DEP TO | CYEG | | RNAV | KIRBY DEP RIGOV METMO KEGRU CACHO RESAX RESAX ARR | |
| CRL4 | H | DEP TO | CYYC | JET | RNAV | KIRBY DEP RIGOV METMO KEGRU CACHO RUBSU OLIMI Q814 ADVOX ADVOX ARR | |
| CRL4 | H | DEP TO | CYYC | NONJET | RNAV | KIRBY DEP RIGOV METMO KEGRU CACHO RUBSU ANTID Q826 ADVOX FLAAM ARR | |
| CRL4 | L | DEP TO | CYYC | JET | RNAV | KIRBY DEP RIGOV METMO KEGRU CACHO RUBSU OLIMI T686 ADVOX ADVOX ARR | |
| CRL4 | L | DEP TO | CYYC | NONJET | RNAV | KIRBY DEP RIGOV METMO KEGRU CACHO RUBSU ANTID Q826 ADVOX FLAAM ARR | |
| CYBW | H | ARR FR E | | | RNAV | IGVUX Q882 BIRKO MADYN ARR | |
| CYBW | H | ARR FR E | | | RNAV | SHAWI Q874 BIRKO MADYN ARR | |
| CYBW | H | ARR FR E | | | RNAV | TOVUM Q842 EBGAL ELBOW ARR | |
| CYBW | H | ARR FR E | | | RNAV | VESDO Q832 EBGAL ELBOW ARR | |
| CYBW | L | ARR FR E | | | RNAV | BOMIP BIRKO MADYN ARR | |
| CYBW | L | ARR FR E | | | RNAV | BORIX T622 BIRKO MADYN ARR | |
| CYBW | L | ARR FR E | | | RNAV | SHAWI T644 BIRKO MADYN ARR | |
| CYBW | H | ARR FR N | | JET | RNAV | OLIMI Q814 ADVOX KIPEV ARR | |
| CYBW | H | ARR FR N | | NONJET | RNAV | ANTID Q826 ADVOX KIPEV ARR | |
| CYBW | H | ARR FR N | | | RNAV | MATIR Q925 ADVOX KIPEV ARR | |
| CYBW | L | ARR FR N | | JET | RNAV | OLIMI T686 ADVOX KIPEV ARR | |
| CYBW | L | ARR FR N | | NONJET | RNAV | ANTID T652 ADVOX KIPEV ARR | |
| CYBW | L | ARR FR N | | | RNAV | MATIR T743 ADVOX KIPEV ARR | |
| CYBW | H | ARR FR NE | | | RNAV | BORIX BIRKO MADYN ARR | |
| CYBW | H | ARR FR NE | | | RNAV | IGVUX Q882 BIRKO MADYN ARR | |
| CYBW | H | ARR FR NE | | | RNAV | SHAWI Q874 BIRKO MADYN ARR | |
| CYBW | L | ARR FR NE | | | RNAV | BOMIP BIRKO MADYN ARR | |
| CYBW | L | ARR FR NE | | | RNAV | BORIX T622 BIRKO MADYN ARR | |
| CYBW | L | ARR FR NE | | | RNAV | SHAWI T644 BIRKO MADYN ARR | |
| CYBW | H | ARR FR NW | | | RNAV | MATIR Q925 ADVOX KIPEV ARR | |
| CYBW | L | ARR FR NW | | JET | RNAV | OLIMI T686 ADVOX KIPEV ARR | |
| CYBW | L | ARR FR NW | | NONJET | RNAV | ANTID T652 ADVOX KIPEV ARR | |
| CYBW | L | ARR FR NW | | | RNAV | MATIR T743 ADVOX KIPEV ARR | |
| CYBW | H | ARR FR S | | | RNAV | TOVUM Q842 EBGAL ELBOW ARR | |
| CYBW | H | ARR FR S | | | RNAV | VESDO Q832 EBGAL ELBOW ARR | |
| CYBW | L | ARR FR S | | | RNAV | TOVUM T688 EBGAL ELBOW ARR | |
| CYBW | L | ARR FR S | | | RNAV | VESDO T690 EBGAL ELBOW ARR | |
| CYBW | L | ARR FR SE | | | RNAV | TOVUM T688 EBGAL ELBOW ARR | |
| CYBW | L | ARR FR SE | | | RNAV | VESDO T690 EBGAL ELBOW ARR | |
| CYBW | H | ARR FR SW | | | RNAV | ANTAK Q953 IGVEP BRAGG ARR | |
| CYBW | H | ARR FR SW | | | RNAV | MENBO Q983 IGVEP BRAGG ARR | |
| CYBW | L | ARR FR SW | | | RNAV | ANTAK T707 IGVEP BRAGG ARR | |
| CYBW | L | ARR FR SW | | | RNAV | MENBO T703 IGVEP BRAGG ARR | |

C122 PLANNING

| FROM LOCATION TO LOCATION OR DIRECTION (Cont'd) | | | | | | CZEG |
|---|-----|-----------|------|-------------|------|--|
| AD | ALT | DIRECTION | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT |
| CYBW | H | DEP TO E | | JET | RNAV | LOMLO Q961 DAPOP |
| CYBW | H | DEP TO E | | NONJET | RNAV | VETBI Q991 LIBOS |
| CYBW | H | DEP TO E | | | RNAV | NOSIV Q909 DESNU |
| CYBW | H&L | DEP TO E | | | RNAV | NOSIV ODLAN TUDOX |
| CYBW | L | DEP TO E | | JET | RNAV | LOMLO TULOV DAPOP |
| CYBW | L | DEP TO E | | NONJET | RNAV | VETBI T797 LIBOS |
| CYBW | L | DEP TO E | | | RNAV | NOSIV DESNU |
| CYBW | L | DEP TO E | | | RNAV | NOSIV T773 ODLAN TUDOX |
| CYBW | H | DEP TO NE | | JET | RNAV | LOMLO Q979 TULOV |
| CYBW | H | DEP TO NE | | NONJET | RNAV | VETBI Q967 GUDOG |
| CYBW | L | DEP TO NE | | JET | RNAV | LOMLO TULOV |
| CYBW | L | DEP TO NE | | NONJET | RNAV | VETBI T715 GUDOG |
| CYBW | H | DEP TO NW | | JET | RNAV | IPSIT Q810 SETGA |
| CYBW | H | DEP TO NW | | NONJET | RNAV | AGMAK TAMU VOKIM OBNAF |
| CYBW | L | DEP TO NW | | JET | RNAV | IPSIT DAXIR TOXAB SETGA |
| CYBW | L | DEP TO NW | | NONJET | RNAV | AGMAK T694 OBNAF |
| CYBW | H | DEP TO S | | | RNAV | DUMRA Q890 ROPLA |
| CYBW | H | DEP TO S | | | RNAV | GADKI Q957 VOBUK |
| CYBW | H | DEP TO S | | | RNAV | OTARA Q931 IPTAN |
| CYBW | H | DEP TO S | | | RNAV | UBVAL Q927 SEKOM |
| CYBW | L | DEP TO S | | | RNAV | DUMRA T638 ROPLA |
| CYBW | L | DEP TO S | | | RNAV | GADKI T727 VOBUK |
| CYBW | L | DEP TO S | | | RNAV | OTARA IPTAN |
| CYBW | L | DEP TO S | | | RNAV | UBVAL SEKOM |
| CYBW | H | DEP TO SE | | JET | RNAV | LOMLO Q961 DAPOP |
| CYBW | H | DEP TO SE | | NONJET | RNAV | VETBI Q991 LIBOS |
| CYBW | H | DEP TO SE | | | RNAV | NOSIV Q909 DESNU |
| CYBW | H&L | DEP TO SE | | | RNAV | NOSIV ODLAN TUDOX |
| CYBW | L | DEP TO SE | | JET | RNAV | LOMLO TULOV DAPOP |
| CYBW | L | DEP TO SE | | NONJET | RNAV | VETBI T797 LIBOS |
| CYBW | L | DEP TO SE | | | RNAV | NOSIV DESNU |
| CYBW | L | DEP TO SE | | | RNAV | NOSIV T773 ODLAN TUDOX |
| CYBW | H | DEP TO SW | | JET | RNAV | BOTAG Q894 BINVO |
| CYBW | H | DEP TO SW | | NONJET | RNAV | ROVMA UKSAP NOVAR |
| CYBW | H | DEP TO SW | | | RNAV | DUMRA Q890 MEKPI OMSIK |
| CYBW | L | DEP TO SW | | JET | RNAV | BOTAG BINVO |
| CYBW | L | DEP TO SW | | NONJET | RNAV | ROVMA T602 NOVAR |
| CYBW | L | DEP TO SW | | | RNAV | DUMRA T620 OMSIK |
| CYBW | H | DEP TO W | | JET | RNAV | BOTAG Q894 BINVO |
| CYBW | H | DEP TO W | | NONJET | RNAV | ROVMA UKSAP NOVAR |
| CYBW | H | DEP TO W | | | RNAV | DUMRA Q890 MEKPI OMSIK |
| CYBW | L | DEP TO W | | JET | RNAV | BOTAG BINVO |
| CYBW | L | DEP TO W | | NONJET | RNAV | ROVMA T602 NOVAR |
| CYBW | L | DEP TO W | | | RNAV | DUMRA T620 OMSIK |
| CYBW | H | DEP TO | CAL4 | JET | RNAV | AVROM Q933 MAPUX LISVA GONUK PEPSA UKSAR |
| CYBW | H | DEP TO | CAL4 | NONJET | RNAV | SAXOL Q965 ALKIK LISVA GONUK PEPSA UKSAR |
| CYBW | L | DEP TO | CAL4 | JET | RNAV | AVROM MAPUX LISVA GONUK PEPSA UKSAR |
| CYBW | L | DEP TO | CAL4 | NONJET | RNAV | SAXOL T761 ALKIK LISVA GONUK PEPSA UKSAR |

| FROM LOCATION TO LOCATION OR DIRECTION (Cont'd) | | | | | | | CZEG |
|---|-----|-----------|--------|-------------|------|--|------|
| AD | ALT | DIRECTION | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT | |
| CYBW | H | DEP TO | CCL3 | JET | RNAV | AVROM Q933 MAPUX DAVEL LEXON SUXEG | |
| CYBW | H | DEP TO | CCL3 | NONJET | RNAV | SAXOL Q965 ALKIK EBLAR KAVDA SUXEG | |
| CYBW | L | DEP TO | CCL3 | JET | RNAV | AVROM MAPUX DAVEL LEXON SUXEG | |
| CYBW | L | DEP TO | CCL3 | NONJET | RNAV | SAXOL T761 ALKIK EBLAR KAVDA SUXEG | |
| CYBW | H | DEP TO | CER4 | JET | RNAV | AVROM Q933 MAPUX LISVA GONUK PEPSA UKSAR | |
| CYBW | H | DEP TO | CER4 | NONJET | RNAV | SAXOL Q965 ALKIK LISVA GONUK PEPSA UKSAR | |
| CYBW | L | DEP TO | CER4 | JET | RNAV | AVROM MAPUX LISVA GONUK PEPSA UKSAR | |
| CYBW | L | DEP TO | CER4 | NONJET | RNAV | SAXOL T761 ALKIK LISVA GONUK PEPSA UKSAR | |
| CYBW | H | DEP TO | CET2 | JET | RNAV | AVROM Q933 MAPUX DAVEL LEXON MUVUD | |
| CYBW | H | DEP TO | CET2 | NONJET | RNAV | SAXOL Q965 ALKIK EBLAR KAVDA MUVUD | |
| CYBW | L | DEP TO | CET2 | JET | RNAV | AVROM MAPUX DAVEL LEXON MUVUD | |
| CYBW | L | DEP TO | CET2 | NONJET | RNAV | SAXOL T761 ALKIK EBLAR KAVDA MUVUD | |
| CYBW | H | DEP TO | CFN6 | JET | RNAV | AVROM Q933 MAPUX DAVEL LEXON SUXEG | |
| CYBW | H | DEP TO | CFN6 | NONJET | RNAV | SAXOL Q965 ALKIK EBLAR KAVDA SUXEG | |
| CYBW | L | DEP TO | CFN6 | JET | RNAV | AVROM MAPUX DAVEL LEXON SUXEG | |
| CYBW | L | DEP TO | CFN6 | NONJET | RNAV | SAXOL T761 ALKIK EBLAR KAVDA SUXEG | |
| CYBW | H | DEP TO | CRL4 | JET | RNAV | AVROM Q933 MAPUX DAVEL LEXON SUXEG | |
| CYBW | H | DEP TO | CRL4 | NONJET | RNAV | SAXOL Q965 ALKIK EBLAR KAVDA SUXEG | |
| CYBW | L | DEP TO | CRL4 | JET | RNAV | AVROM MAPUX DAVEL LEXON SUXEG | |
| CYBW | L | DEP TO | CRL4 | NONJET | RNAV | SAXOL T761 ALKIK EBLAR KAVDA SUXEG | |
| CYBW | H | DEP TO | CYEG | JET | RNAV | BITGA Q995 OILRS OILRS ARR | |
| CYBW | H | DEP TO | CYEG | NONJET | RNAV | PEVLU BISNO OILRS OILRS ARR | |
| CYBW | L | DEP TO | CYEG | JET | RNAV | BITGA T753 OILRS OILRS ARR | |
| CYBW | L | DEP TO | CYEG | NONJET | RNAV | PEVLU T759 OILRS OILRS ARR | |
| CYBW | H | DEP TO | CYLB | JET | RNAV | AVROM Q933 MAPUX DAVEL | |
| CYBW | H | DEP TO | CYLB | NONJET | RNAV | SAXOL Q965 ALKIK EBLAR | |
| CYBW | L | DEP TO | CYLB | JET | RNAV | AVROM MAPUX DAVEL | |
| CYBW | L | DEP TO | CYLB | NONJET | RNAV | SAXOL T761 ALKIK EBLAR | |
| CYBW | H | DEP TO | CYMM | JET | RNAV | AVROM Q933 MAPUX DAVEL LEXON LEXON ARR | |
| CYBW | H | DEP TO | CYMM | NONJET | RNAV | SAXOL Q965 ALKIK EBLAR KAVDA LEXON LEXON ARR | |
| CYBW | L | DEP TO | CYMM | JET | RNAV | AVROM MAPUX DAVEL LEXON LEXON ARR | |
| CYBW | L | DEP TO | CYMM | NONJET | RNAV | SAXOL T761 ALKIK EBLAR KAVDA LEXON LEXON ARR | |
| CYBW | H | DEP TO | CYNR | JET | RNAV | AVROM Q933 MAPUX LISVA GONUK PEPSA UKSAR | |
| CYBW | H | DEP TO | CYNR | NONJET | RNAV | SAXOL Q965 ALKIK LISVA GONUK PEPSA UKSAR | |
| CYBW | L | DEP TO | CYNR | JET | RNAV | AVROM MAPUX LISVA GONUK PEPSA UKSAR | |
| CYBW | L | DEP TO | CYNR | NONJET | RNAV | SAXOL T761 ALKIK LISVA GONUK PEPSA UKSAR | |
| CYEG | H | ARR FR E | | | RNAV | REFEX J515 CAMRA IGSOX ARR | |
| CYEG | L | ARR FR E | | | RNAV | WAINN T755 CAMRA IGSOX ARR | |
| CYEG | H | ARR FR N | | | RNAV | CACHO RESAX RESAX ARR | |
| CYEG | H&L | ARR FR N | | | RNAV | TETAG TETAG ARR | |
| CYEG | L | ARR FR N | | | RNAV | CACHO RESAX RESAX ARR | |
| CYEG | H | ARR FR S | JET | | RNAV | MIREK Q995 OILRS OILRS | |
| CYEG | H | ARR FR S | NONJET | | RNAV | KERSA BISNO OILRS OILRS ARR | |
| CYEG | L | ARR FR S | JET | | RNAV | MIREK T753 OILRS OILRS ARR | |

C124 PLANNING

| FROM LOCATION TO LOCATION OR DIRECTION (Cont'd) | | | | | | CZEG |
|---|-----|-----------|------|-------------|------|-----------------------------------|
| AD | ALT | DIRECTION | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT |
| CYEG | L | ARR FR S | | NONJET | RNAV | KERSA T759 OILRS OILRS ARR |
| CYEG | H | ARR FR W | | | RNAV | ROMRA Q949 ESKIE ESKIE ARR |
| CYEG | L | ARR FR W | | | RNAV | ROMRA T789 ESKIE ESKIE ARR |
| CYEG | H&L | DEP TO E | | | RNAV | OMROD |
| CYEG | H&L | DEP TO E | | | RNAV | RYLEY |
| CYEG | H&L | DEP TO N | JET | | RNAV | DAVEL LEXON |
| CYEG | H&L | DEP TO N | | NONJET | RNAV | EBLAR |
| CYEG | H&L | DEP TO N | | | RNAV | MOOTO |
| CYEG | H&L | DEP TO NW | | | RNAV | MOOTO |
| CYEG | H&L | DEP TO NW | | | RNAV | YZU |
| CYEG | H | DEP TO S | | | RNAV | UKRAM Q957 RIGAD DUMRA Q890 MEKPI |
| CYEG | H | DEP TO S | | | RNAV | UKRAM Q957 RIGAD GADKI Q957 VOBUK |
| CYEG | H | DEP TO S | | | RNAV | UKRAM Q957 RIGAD OTARA Q931 IPTAN |
| CYEG | H | DEP TO S | | | RNAV | UKRAM Q957 RIGAD UBVAL Q927 SEKOM |
| CYEG | H&L | DEP TO S | | | RNAV | TOVIS YEA |
| CYEG | L | DEP TO S | | | RNAV | UKRAM T727 RIGAD DUMRA T638 MEKPI |
| CYEG | L | DEP TO S | | | RNAV | UKRAM T727 RIGAD GADKI T727 VOBUK |
| CYEG | L | DEP TO S | | | RNAV | UKRAM T727 RIGAD OTARA IPTAN |
| CYEG | L | DEP TO S | | | RNAV | UKRAM T727 RIGAD UBVAL SEKOM |
| CYEG | H&L | DEP TO SE | | | RNAV | TOVIS YEA |
| CYEG | L | DEP TO SE | | | RNAV | UKRAM T727 RIGAD DUMRA T638 MEKPI |
| CYEG | L | DEP TO SE | | | RNAV | UKRAM T727 RIGAD GADKI T727 VOBUK |
| CYEG | L | DEP TO SE | | | RNAV | UKRAM T727 RIGAD OTARA IPTAN |
| CYEG | L | DEP TO SE | | | RNAV | UKRAM T727 RIGAD UBVAL SEKOM |
| CYEG | H&L | DEP TO SW | | | RNAV | YZU |
| CYEG | L | DEP TO SW | | | RNAV | ANDIE T676 NADPI |
| CYEG | H | DEP TO W | | | RNAV | ANDIE Q860 NADPI |
| CYEG | H&L | DEP TO W | | | RNAV | YZU |
| CYEG | L | DEP TO W | | | RNAV | ANDIE T676 NADPI |
| CYEG | H&L | DEP TO | CAL4 | | RNAV | LISVA GONUK PEPSA UKSAR |
| CYEG | H&L | DEP TO | CCL3 | JET | RNAV | DAVEL LEXON SUXEG |
| CYEG | H&L | DEP TO | CCL3 | NONJET | RNAV | EBLAR KAVDA SUXEG |
| CYEG | H&L | DEP TO | CEE5 | | RNAV | MOOTO |
| CYEG | H&L | DEP TO | CER4 | | RNAV | LISVA GONUK PEPSA UKSAR |
| CYEG | H&L | DEP TO | CET2 | JET | RNAV | DAVEL LEXON MUVUD |
| CYEG | H&L | DEP TO | CET2 | NONJET | RNAV | EBLAR KAVDA MUVUD |
| CYEG | H&L | DEP TO | CFN6 | JET | RNAV | DAVEL LEXON SUXEG |
| CYEG | H&L | DEP TO | CFN6 | NONJET | RNAV | EBLAR KAVDA SUXEG |
| CYEG | H&L | DEP TO | CFT8 | | RNAV | MOOTO |
| CYEG | H&L | DEP TO | CRL4 | JET | RNAV | DAVEL LEXON SUXEG |
| CYEG | H&L | DEP TO | CRL4 | NONJET | RNAV | EBLAR KAVDA SUXEG |
| CYEG | H&L | DEP TO | CYMM | JET | RNAV | DAVEL LEXON LEXON ARR |
| CYEG | H&L | DEP TO | CYMM | NONJET | RNAV | EBLAR KAVDA LEXON LEXON ARR |
| CYEG | H&L | DEP TO | CYNR | | RNAV | LISVA GONUK PEPSA UKSAR |
| CYEG | H&L | DEP TO | CYOJ | | RNAV | YZU |
| CYEG | H&L | DEP TO | CYOP | | RNAV | YZU |
| CYEG | H&L | DEP TO | CYPE | | RNAV | YZU |
| CYEG | H&L | DEP TO | CYPY | | RNAV | GONUK PEPSA UKSAR |
| CYEG | H&L | DEP TO | CYSM | | RNAV | MOOTO |
| CYEG | H | DEP TO | CYYC | JET | RNAV | OLIMI Q814 ADVOX ADVOX ARR |

| FROM LOCATION TO LOCATION OR DIRECTION (Cont'd) | | | | | | | CZEG |
|---|-----|-----------|------|-------------|------|--|------|
| AD | ALT | DIRECTION | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT | |
| CYEG | H | DEP TO | CYYC | NONJET | RNAV | ANTID Q826 ADVOX FLAAM ARR | |
| CYEG | L | DEP TO | CYYC | JET | RNAV | OLIMI T686 ADVOX ADVOX ARR | |
| CYEG | L | DEP TO | CYYC | NONJET | RNAV | ANTID T652 ADVOX FLAAM ARR | |
| CYEG | H&L | DEP TO | CYZF | | RNAV | MOOTO | |
| CYFI | H&L | DEP TO S | | | RNAV | YMM CACHO | |
| CYMM | H&L | ARR FR S | | JET | RNAV | LEXON LEXON ARR | |
| CYMM | H&L | ARR FR S | | NONJET | RNAV | KAVDA LEXON LEXON ARR | |
| CYMM | H&L | DEP TO S | | | RNAV | YMM CACHO | |
| CYMM | H | DEP TO | CYYC | JET | RNAV | YMM CACHO IGVUX DUDNI BIRKO BIRKO ARR | |
| CYNR | H&L | ARR FR S | | | RNAV | LISVA GONUK PEPSA UKSAR | |
| CYNR | H&L | DEP TO S | | JET | RNAV | TAGIT ETMAR KERBO SELUM | |
| CYNR | H&L | DEP TO S | | NONJET | RNAV | TAGIT PIBLI OBTAG SEVMO | |
| CYNR | H&L | DEP TO | CYEG | | RNAV | TAGIT PIBLI OBTAG SEVMO TETAG TETAG ARR | |
| CYNR | H | DEP TO | CYYC | JET | RNAV | TAGIT ETMAR KERBO SELUM OLIMI Q814 ADVOX ADVOX ARR | |
| CYNR | H | DEP TO | CYYC | NONJET | RNAV | TAGIT PIBLI OBTAG SEVMO TETAG ANTID Q826 ADVOX FLAAM ARR | |
| CYNR | L | DEP TO | CYYC | JET | RNAV | TAGIT ETMAR KERBO SELUM OLIMI T686 ADVOX ADVOX ARR | |
| CYNR | L | DEP TO | CYYC | NONJET | RNAV | TAGIT PIBLI OBTAG SEVMO TETAG ANTID T652 ADVOX FLAAM ARR | |
| CYQF | H&L | DEP TO W | | | | YRM | |
| CYQU | H&L | ARR FR E | | | RNAV | MESBO MESBO ARR | |
| CYQU | H&L | ARR FR E | | | RNAV | ONDET ONDET ARR | |
| CYYC | H | ARR FR E | | JET | RNAV | BORIX BIRKO BIRKO ARR | |
| CYYC | H | ARR FR E | | JET | RNAV | IGVUX Q882 BIRKO BIRKO ARR | |
| CYYC | H | ARR FR E | | JET | RNAV | SHAWI Q874 BIRKO BIRKO ARR | |
| CYYC | H | ARR FR E | | JET | RNAV | TOVUM Q842 EBGAL EBGAL ARR | |
| CYYC | H | ARR FR E | | JET | RNAV | VESDO Q832 EBGAL EBGAL ARR | |
| CYYC | H | ARR FR E | | NONJET | RNAV | BORIX BIRKO TOTUB ARR | |
| CYYC | H | ARR FR E | | NONJET | RNAV | IGVUX Q882 BIRKO TOTUB ARR | |
| CYYC | H | ARR FR E | | NONJET | RNAV | SHAWI Q874 BIRKO TOTUB ARR | |
| CYYC | H | ARR FR E | | NONJET | RNAV | TOVUM Q842 EBGAL TIDUK ARR | |
| CYYC | H | ARR FR E | | NONJET | RNAV | VESDO Q832 EBGAL TIDUK ARR | |
| CYYC | L | ARR FR E | | JET | RNAV | BOMIP BIRKO BIRKO ARR | |
| CYYC | L | ARR FR E | | JET | RNAV | BORIX T622 BIRKO BIRKO ARR | |
| CYYC | L | ARR FR E | | JET | RNAV | SHAWI T644 BIRKO BIRKO ARR | |
| CYYC | L | ARR FR E | | JET | RNAV | TOVUM T688 EBGAL EBGAL ARR | |
| CYYC | L | ARR FR E | | JET | RNAV | VESDO T690 EBGAL EBGAL ARR | |
| CYYC | L | ARR FR E | | NONJET | RNAV | BOMIP BIRKO TOTUB ARR | |
| CYYC | L | ARR FR E | | NONJET | RNAV | BORIX T622 BIRKO TOTUB ARR | |
| CYYC | L | ARR FR E | | NONJET | RNAV | SHAWI T644 BIRKO TOTUB ARR | |
| CYYC | L | ARR FR E | | NONJET | RNAV | TOVUM T688 EBGAL TIDUK ARR | |
| CYYC | L | ARR FR E | | NONJET | RNAV | VESDO T690 EBGAL TIDUK ARR | |
| CYYC | H | ARR FR N | | JET | RNAV | MATIR Q925 ADVOX ADVOX ARR | |
| CYYC | H | ARR FR N | | JET | RNAV | OLIMI Q814 ADVOX ADVOX ARR | |
| CYYC | H | ARR FR N | | NONJET | RNAV | ANTID Q826 ADVOX FLAAM ARR | |
| CYYC | H | ARR FR N | | NONJET | RNAV | MATIR Q925 ADVOX FLAAM ARR | |
| CYYC | L | ARR FR N | | JET | RNAV | MATIR T743 ADVOX ADVOX ARR | |
| CYYC | L | ARR FR N | | JET | RNAV | OLIMI T686 ADVOX ADVOX ARR | |

C126 PLANNING

| FROM LOCATION TO LOCATION OR DIRECTION (Cont'd) | | | | | | CZEG |
|---|-----|-----------|----|-------------|------|----------------------------|
| AD | ALT | DIRECTION | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT |
| CYYC | L | ARR FR N | | NONJET | RNAV | ANTID T652 ADVOX FLAAM ARR |
| CYYC | L | ARR FR N | | NONJET | RNAV | MATIR T743 ADVOX FLAAM ARR |
| CYYC | H | ARR FR NE | | JET | RNAV | BORIX BIRKO BIRKO ARR |
| CYYC | H | ARR FR NE | | JET | RNAV | IGVUX Q882 BIRKO BIRKO ARR |
| CYYC | H | ARR FR NE | | JET | RNAV | SHAWI Q874 BIRKO BIRKO ARR |
| CYYC | H | ARR FR NE | | NONJET | RNAV | BORIX BIRKO TOTUB ARR |
| CYYC | H | ARR FR NE | | NONJET | RNAV | IGVUX Q882 BIRKO TOTUB ARR |
| CYYC | H | ARR FR NE | | NONJET | RNAV | SHAWI Q874 BIRKO TOTUB ARR |
| CYYC | L | ARR FR NE | | JET | RNAV | BOMIP BIRKO BIRKO ARR |
| CYYC | L | ARR FR NE | | JET | RNAV | BORIX T622 BIRKO BIRKO ARR |
| CYYC | L | ARR FR NE | | JET | RNAV | SHAWI T644 BIRKO BIRKO ARR |
| CYYC | L | ARR FR NE | | NONJET | RNAV | BOMIP BIRKO TOTUB ARR |
| CYYC | L | ARR FR NE | | NONJET | RNAV | BORIX T622 BIRKO TOTUB ARR |
| CYYC | L | ARR FR NE | | NONJET | RNAV | SHAWI T644 BIRKO TOTUB ARR |
| CYYC | H | ARR FR NW | | JET | RNAV | MATIR Q925 ADVOX ADVOX ARR |
| CYYC | H | ARR FR NW | | JET | RNAV | OLIMI Q814 ADVOX ADVOX ARR |
| CYYC | H | ARR FR NW | | NONJET | RNAV | ANTID Q826 ADVOX FLAAM ARR |
| CYYC | H | ARR FR NW | | NONJET | RNAV | MATIR Q925 ADVOX FLAAM ARR |
| CYYC | L | ARR FR NW | | JET | RNAV | MATIR T743 ADVOX ADVOX ARR |
| CYYC | L | ARR FR NW | | JET | RNAV | OLIMI T686 ADVOX ADVOX ARR |
| CYYC | L | ARR FR NW | | NONJET | RNAV | ANTID T652 ADVOX FLAAM ARR |
| CYYC | L | ARR FR NW | | NONJET | RNAV | MATIR T743 ADVOX FLAAM ARR |
| CYYC | H | ARR FR S | | JET | RNAV | TOVUM Q842 EBGAL EBGAL ARR |
| CYYC | H | ARR FR S | | JET | RNAV | VESDO Q832 EBGAL EBGAL ARR |
| CYYC | H | ARR FR S | | NONJET | RNAV | TOVUM Q842 EBGAL TIDUK ARR |
| CYYC | H | ARR FR S | | NONJET | RNAV | VESDO Q832 EBGAL TIDUK ARR |
| CYYC | L | ARR FR S | | JET | RNAV | TOVUM T688 EBGAL EBGAL ARR |
| CYYC | L | ARR FR S | | JET | RNAV | VESDO T690 EBGAL EBGAL ARR |
| CYYC | L | ARR FR S | | NONJET | RNAV | TOVUM T688 EBGAL TIDUK ARR |
| CYYC | L | ARR FR S | | NONJET | RNAV | VESDO T690 EBGAL TIDUK ARR |
| CYYC | H | ARR FR SW | | JET | RNAV | ANTAK Q953 IGVEP IGVEP ARR |
| CYYC | H | ARR FR SW | | JET | RNAV | MENBO Q983 IGVEP IGVEP |
| CYYC | H | ARR FR SW | | NONJET | RNAV | ANTAK Q953 IGVEP VESGA ARR |
| CYYC | H | ARR FR SW | | NONJET | RNAV | MENBO Q983 IGVEP VESGA ARR |
| CYYC | L | ARR FR SW | | JET | RNAV | ANTAK T707 IGVEP IGVEP ARR |
| CYYC | L | ARR FR SW | | JET | RNAV | MENBO T703 IGVEP IGVEP ARR |
| CYYC | L | ARR FR SW | | NONJET | RNAV | ANTAK T707 IGVEP VESGA ARR |
| CYYC | L | ARR FR SW | | NONJET | RNAV | MENBO T703 IGVEP VESGA ARR |
| CYYC | H | DEP TO E | | JET | RNAV | LOMLO Q961 DAPOP |
| CYYC | H | DEP TO E | | NONJET | RNAV | VETBI Q991 LIBOS |
| CYYC | H | DEP TO E | | | RNAV | NOSIV ODLAN TUDOX |
| CYYC | H | DEP TO E | | | RNAV | NOSIV Q909 DESNU |
| CYYC | L | DEP TO E | | JET | RNAV | LOMLO TULOV DAPOP |
| CYYC | L | DEP TO E | | NONJET | RNAV | VETBI T797 LIBOS |
| CYYC | L | DEP TO E | | | RNAV | NOSIV DESNU |
| CYYC | L | DEP TO E | | | RNAV | NOSIV T773 ODLAN TUDOX |
| CYYC | H | DEP TO NE | | JET | RNAV | LOMLO Q979 TULOV |
| CYYC | H | DEP TO NE | | NONJET | RNAV | VETBI Q967 GUDOG |
| CYYC | L | DEP TO NE | | JET | RNAV | LOMLO TULOV |
| CYYC | L | DEP TO NE | | NONJET | RNAV | VETBI T715 GUDOG |

| FROM LOCATION TO LOCATION OR DIRECTION (Cont'd) | | | | | | CZEG |
|---|-----|-----------|------|-------------|------|--|
| AD | ALT | DIRECTION | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT |
| CYYC | H | DEP TO NW | | JET | RNAV | IPSIT Q810 SETGA |
| CYYC | H | DEP TO NW | | NONJET | RNAV | AGMAK TAMVU VOKIM OBNAP |
| CYYC | L | DEP TO NW | | JET | RNAV | IPSIT DAXIR TOXAB SETGA |
| CYYC | L | DEP TO NW | | NONJET | RNAV | AGMAK T694 OBNAP |
| CYYC | H | DEP TO S | | | RNAV | DUMRA Q890 ROPLA |
| CYYC | H | DEP TO S | | | RNAV | GADKI Q957 VOBUK |
| CYYC | H | DEP TO S | | | RNAV | OTARA Q931 IPTAN |
| CYYC | H | DEP TO S | | | RNAV | UBVAL Q927 SEKOM |
| CYYC | L | DEP TO S | | | RNAV | DUMRA T638 ROPLA |
| CYYC | L | DEP TO S | | | RNAV | GADKI T727 VOBUK |
| CYYC | L | DEP TO S | | | RNAV | OTARA IPTAN |
| CYYC | L | DEP TO S | | | RNAV | UBVAL SEKOM |
| CYYC | H | DEP TO SE | | JET | RNAV | LOMLO Q961 DAPOP |
| CYYC | H | DEP TO SE | | NONJET | RNAV | VETBI Q991 LIBOS |
| CYYC | H | DEP TO SE | | | RNAV | NOSIV ODLAN |
| CYYC | H | DEP TO SE | | | RNAV | NOSIV Q909 DESNU |
| CYYC | L | DEP TO SE | | JET | RNAV | LOMLO TULOV DAPOP |
| CYYC | L | DEP TO SE | | NONJET | RNAV | VETBI T797 LIBOS |
| CYYC | L | DEP TO SE | | | RNAV | NOSIV DESNU |
| CYYC | L | DEP TO SE | | | RNAV | NOSIV T773 ODLAN |
| CYYC | H | DEP TO SW | | JET | RNAV | BOTAG Q894 BINVO |
| CYYC | H | DEP TO SW | | JET | RNAV | DUMRA Q890 MEKPI OMSIK |
| CYYC | H | DEP TO SW | | NONJET | RNAV | DUMRA Q890 MEKPI OMSIK |
| CYYC | H | DEP TO SW | | NONJET | RNAV | ROVMA UKSAP NOVAR |
| CYYC | L | DEP TO SW | | JET | RNAV | BOTAG BINVO |
| CYYC | L | DEP TO SW | | NONJET | RNAV | ROVMA T602 NOVAR |
| CYYC | L | DEP TO SW | | | RNAV | DUMRA T620 OMSIK |
| CYYC | H | DEP TO W | | JET | RNAV | BOTAG Q894 BINVO |
| CYYC | H | DEP TO W | | JET | RNAV | DUMRA Q890 MEKPI OMSIK |
| CYYC | H | DEP TO W | | NONJET | RNAV | DUMRA Q890 MEKPI OMSIK |
| CYYC | H | DEP TO W | | NONJET | RNAV | ROVMA UKSAP NOVAR |
| CYYC | L | DEP TO W | | JET | RNAV | BOTAG BINVO |
| CYYC | L | DEP TO W | | NONJET | RNAV | ROVMA T602 NOVAR |
| CYYC | L | DEP TO W | | | RNAV | DUMRA T620 OMSIK |
| CYYC | H | DEP TO | CAL4 | JET | RNAV | AVROM Q933 MAPUX LISVA GONUK PEPSA UKSAR |
| CYYC | H | DEP TO | CAL4 | NONJET | RNAV | SAXOL Q965 ALKIK LISVA GONUK PEPSA UKSAR |
| CYYC | L | DEP TO | CAL4 | JET | RNAV | AVROM MAPUX LISVA GONUK PEPSA UKSAR |
| CYYC | L | DEP TO | CAL4 | NONJET | RNAV | SAXOL T761 ALKIK LISVA GONUK PEPSA UKSAR |
| CYYC | H | DEP TO | CCL3 | JET | RNAV | AVROM Q933 MAPUX DAVEL LEXON SUXEG |
| CYYC | H | DEP TO | CCL3 | NONJET | RNAV | SAXOL Q965 ALKIK EBLAR KAVDA SUXEG |
| CYYC | L | DEP TO | CCL3 | JET | RNAV | AVROM MAPUX DAVEL LEXON SUXEG |
| CYYC | L | DEP TO | CCL3 | NONJET | RNAV | SAXOL T761 ALKIK EBLAR KAVDA SUXEG |
| CYYC | H | DEP TO | CER4 | JET | RNAV | AVROM Q933 MAPUX LISVA GONUK PEPSA UKSAR |
| CYYC | H | DEP TO | CER4 | NONJET | RNAV | SAXOL Q965 ALKIK LISVA GONUK PEPSA UKSAR |
| CYYC | L | DEP TO | CER4 | JET | RNAV | AVROM MAPUX LISVA GONUK PEPSA UKSAR |
| CYYC | L | DEP TO | CER4 | NONJET | RNAV | SAXOL T761 ALKIK LISVA GONUK PEPSA UKSAR |

C128 PLANNING

| FROM LOCATION TO LOCATION OR DIRECTION (Cont'd) | | | | | | | CZEG |
|---|-----|-----------|------|------------------|------|--|------|
| AD | ALT | DIRECTION | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT | |
| CYYC | H | DEP TO | CET2 | JET | RNAV | AVROM Q933 MAPUX DAVEL LEXON MUVUD | |
| CYYC | H | DEP TO | CET2 | NONJET | RNAV | SAXOL Q965 ALKIK EBLAR KAVDA MUVUD | |
| CYYC | L | DEP TO | CET2 | JET | RNAV | AVROM MAPUX DAVEL LEXON MUVUD | |
| CYYC | L | DEP TO | CET2 | NONJET | RNAV | SAXOL T761 ALKIK EBLAR KAVDA MUVUD | |
| CYYC | H | DEP TO | CFN6 | JET | RNAV | AVROM Q933 MAPUX DAVEL LEXON SUXEG | |
| CYYC | H | DEP TO | CFN6 | NONJET | RNAV | SAXOL Q965 ALKIK EBLAR KAVDA SUXEG | |
| CYYC | L | DEP TO | CFN6 | JET | RNAV | AVROM MAPUX DAVEL LEXON SUXEG | |
| CYYC | L | DEP TO | CFN6 | NONJET | RNAV | SAXOL T761 ALKIK EBLAR KAVDA SUXEG | |
| CYYC | H | DEP TO | CRL4 | JET | RNAV | AVROM Q933 MAPUX DAVEL LEXON SUXEG | |
| CYYC | H | DEP TO | CRL4 | NONJET | RNAV | SAXOL Q965 ALKIK EBLAR KAVDA SUXEG | |
| CYYC | L | DEP TO | CRL4 | JET | RNAV | AVROM MAPUX DAVEL LEXON SUXEG | |
| CYYC | L | DEP TO | CRL4 | NONJET | RNAV | SAXOL T761 ALKIK EBLAR KAVDA SUXEG | |
| CYYC | H | DEP TO | CYEG | JET | RNAV | BITGA Q995 OILRS OILRS ARR | |
| CYYC | H | DEP TO | CYEG | NONJET | RNAV | PEVLU BISNO OILRS OILRS ARR | |
| CYYC | L | DEP TO | CYEG | JET | RNAV | BITGA T753 OILRS OILRS ARR | |
| CYYC | L | DEP TO | CYEG | NONJET | RNAV | PEVLU T759 OILRS OILRS ARR | |
| CYYC | H | DEP TO | CYLB | JET | RNAV | AVROM Q933 MAPUX DAVEL | |
| CYYC | H | DEP TO | CYLB | NONJET | RNAV | SAXOL Q965 ALKIK EBLAR | |
| CYYC | L | DEP TO | CYLB | JET | RNAV | AVROM MAPUX DAVEL | |
| CYYC | L | DEP TO | CYLB | NONJET | RNAV | SAXOL T761 ALKIK EBLAR | |
| CYYC | H | DEP TO | CYMM | JET | RNAV | AVROM Q933 MAPUX DAVEL LEXON LEXON ARR | |
| CYYC | H | DEP TO | CYMM | NONJET | RNAV | SAXOL Q965 ALKIK EBLAR KAVDA LEXON LEXON ARR | |
| CYYC | L | DEP TO | CYMM | JET | RNAV | AVROM MAPUX DAVEL LEXON LEXON ARR | |
| CYYC | L | DEP TO | CYMM | NONJET | RNAV | SAXOL T761 ALKIK EBLAR KAVDA LEXON LEXON ARR | |
| CYYC | H | DEP TO | CYNR | JET | RNAV | AVROM Q933 MAPUX LISVA GONUK PEPSA UKSAR | |
| CYYC | H | DEP TO | CYNR | NONJET | RNAV | SAXOL Q965 ALKIK LISVA GONUK PEPSA UKSAR | |
| CYYC | L | DEP TO | CYNR | JET | RNAV | AVROM MAPUX LISVA GONUK PEPSA UKSAR | |
| CYYC | L | DEP TO | CYNR | NONJET | RNAV | SAXOL T761 ALKIK LISVA GONUK PEPSA UKSAR | |
| CYYE | H&L | ARR FR SE | | YYE100 CW YYE140 | RNAV | BOMON YYE | |
| CZVL | H&L | DEP TO | CYMM | | RNAV | LISVA GONUK LEXON LEXON ARR | |

| OVERFLIGHTS | | | | | | | CZEG |
|-------------|-----|--------|------|-------------|------|---------------------------------------|------|
| DIRECTION | ALT | NAVAID | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT | |
| S-bound | H | YMM | CYYC | JET | RNAV | YMM CACHO IGVUX DUDNI BIRKO BIRKO ARR | |

CZWG WINNIPEG FIR

Pilots, when applicable, should file the appropriate departure route and connect it to an Arrival route that best matches their desired route of flight.

If no mandatory departure route is published, file direct to the first enroute point.

STARs where published are the mandatory routes into airports. Pilots are expected to file the appropriate STAR. If no mandatory Arrival route or STAR is published, file direct to the airport.

If the route of flight is to extend outside of Winnipeg FIR, connect the routes published herein to the external route at the most logical point.

Routings through Cold Lake MTCA, Moose Jaw MTCA below FL320, and all CYRs and CYAs within the Winnipeg FIR, when active, are to be avoided.

| FROM LOCATION TO LOCATION OR DIRECTION | | | | | | CZWG |
|--|-----|-----------|------|-------------------------------------|------|--------------------------|
| AD | ALT | DIRECTION | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT |
| CYAV | H&L | ARR fr E | | A9000 & ABV | RNAV | NORAK |
| CYAV | H&L | ARR fr N | | A9000 & ABV | RNAV | PELMU APNIX |
| CYAV | H&L | ARR fr N | | A9000 & ABV | RNAV | SAVAK APNIX |
| CYAV | H&L | ARR fr NE | | A9000 & ABV | RNAV | NORUN |
| CYAV | H&L | ARR fr NW | | A9000 & ABV | RNAV | AMBIL |
| CYAV | H&L | DEP to E | | A9000 & ABV | RNAV | RORMA SIDPO DEGVA |
| CYAV | H&L | DEP to N | | A9000 & ABV, YWG012 CCW EAST | RNAV | ELVUX TAGUP |
| CYAV | H&L | DEP to NE | | A9000 & ABV | RNAV | VILPA PIDVI |
| CYAV | H&L | DEP to NW | | A9000 & ABV, YWG336 CCW SOUTH | RNAV | MODUL IKLIN |
| CYAV | H&L | DEP to NW | | A9000 & ABV, YWG337 CW YWG011 | RNAV | KERBI SEDIB |
| CYAV | H&L | DEP to S | | A9000 & ABV, YWG166 CW WEST | RNAV | KAVKI IKLUG |
| CYAV | H&L | DEP to SE | | A9000 & ABV, YWG135 CCW NORTH | RNAV | OMLOT TUKAD |
| CYAV | H&L | DEP to SE | | A9000 & ABV, YWG136 CW YWG165 | RNAV | ALLMN GROLE |
| CYAV | H&L | DEP to SW | | A9000 & ABV | RNAV | GOSAR DEBMA |
| CYAV | H&L | DEP to W | | A9000 & ABV, YWG280 CCW SOUTH | RNAV | LIVBI DUKPO FAREN |
| CYAV | H&L | DEP to W | | A9000 & ABV, YWG281 CW NORTH | RNAV | ALKOG DEPMI MUSKK |
| CYAV | H&L | DEP to | CYQK | | RNAV | |
| CYAV | H&L | DEP to | CYXL | | RNAV | |
| CYBR | H&L | ARR fr E | | | RNAV | TALOP TALOP ARR |
| CYBR | H&L | | CYWG | | RNAV | BEFAN BEFAN ARR |
| CYQR | H&L | ARR fr E | | | RNAV | EMLIK KEMKA KEMKA ARR |
| CYQR | H&L | ARR fr NW | | | RNAV | ANTOS ANTOS ARR |
| CYQR | H&L | ARR fr S | | | RNAV | MERSU GORAK GORAK ARR |
| CYQR | H&L | ARR fr SE | | | RNAV | MOT GORAK GORAK ARR |
| CYQR | H&L | ARR fr SW | | | RNAV | YYN ODGOV ODGOV ARR |
| CYQR | H&L | ARR fr W | | | RNAV | ODGOV ODGOV ARR |
| CYQR | H&L | ARR fr W | | | RNAV | MEDAK ODGOV ODGOV ARR |
| CYQR | H&L | ARR fr W | | | RNAV | YYN V300 ODGOV ODGOV ARR |

C130 PLANNING

| FROM LOCATION TO LOCATION OR DIRECTION (Cont'd) | | | | | | CZWG |
|---|-----|-----------|------|-------------------------------------|------|-----------------------------|
| AD | ALT | DIRECTION | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT |
| CYQR | H&L | DEP to S | | | RNAV | PEMPA DUVIK |
| CYQR | H&L | DEP to W | | | RNAV | VLN |
| CYQR | H&L | DEP to W | | | RNAV | ODGOV |
| CYQT | H&L | ARR fr NW | | | RNAV | LIBUK LIBUK ARR |
| CYQT | H&L | ARR fr SE | | | RNAV | DUPUL NOTER ARR |
| CYQT | H&L | ARR fr W | | | RNAV | TIGAG TIGAG ARR |
| CYQT | H&L | DEP to E | | | RNAV | URSUM NOTER ARR |
| CYRL | H&L | | CYWG | | RNAV | |
| CYVZ | H&L | | CYWG | A9000 & ABV | RNAV | DUVIS VITAG KELTO ARR |
| CYWG | H&L | ARR fr E | | A9000 & ABV | RNAV | GOVIT NORAK ARR |
| CYWG | H&L | ARR fr N | | A9000 & ABV | RNAV | VITAG KELTO ARR |
| CYWG | H&L | ARR fr N | | A9000 & ABV | RNAV | GOREL KELTO ARR |
| CYWG | H&L | ARR fr N | | A9000 & ABV | RNAV | TULUP KELTO ARR |
| CYWG | H&L | ARR fr NW | | A9000 & ABV | RNAV | MEVDU AMBIL ARR |
| CYWG | H&L | ARR fr S | | A9000 & ABV | RNAV | LITNA PEPNO ARR |
| CYWG | H&L | ARR fr SE | | A9000 & ABV | RNAV | BIPKU NORAK ARR |
| CYWG | H&L | ARR fr SW | | A9000 & ABV | RNAV | DUVLA BEFAN ARR |
| CYWG | H&L | ARR fr W | | A9000 & ABV | RNAV | YBR BEFAN ARR |
| CYWG | H&L | ARR fr W | | A9000 & ABV | RNAV | VLR AMBIL ARR |
| CYWG | H&L | DEP to E | | A9000 & ABV | RNAV | RORMA SIDPO DEGVA |
| CYWG | H&L | DEP to N | | A9000 & ABV, YWG337 CW YWG011 | RNAV | KERBI SEDIB |
| CYWG | H&L | DEP to N | | A9000 & ABV, YWG012 CW EAST | RNAV | ELVUX TAGUP |
| CYWG | H&L | DEP to NE | | A9000 & ABV | RNAV | VILPA PIDVI |
| CYWG | H&L | DEP to NW | | A9000 & ABV, YWG336 CCW SOUTH | RNAV | MODUL IKLIN |
| CYWG | H&L | DEP to S | | A9000 & ABV, YWG166 CW WEST | RNAV | KAVKI IKLUG |
| CYWG | H&L | DEP to SE | | A9000 & ABV, YWG135 CCW NORTH | RNAV | OMLOT TUKAD |
| CYWG | H&L | DEP to SE | | A9000 & ABV, YWG136 CW YWG165 | RNAV | ALLMN GROLE |
| CYWG | H&L | DEP to SW | | A9000 & ABV | RNAV | GOSAR DEBMA |
| CYWG | H&L | DEP to W | | A9000 & ABV, YWG280 CCW SOUTH | RNAV | LIVBI DUKPO FAREN |
| CYWG | H&L | DEP to W | | A9000 & ABV, YWG281 CW NORTH | RNAV | ALKOG DEPMI MUSKK |
| CYWG | H&L | | CYQK | | RNAV | |
| CYWG | H&L | | CYXL | | RNAV | |
| CYXE | H&L | ARR fr E | | | RNAV | PENPI DUNEM ARR |
| CYXE | H&L | ARR fr E | | | RNAV | AMUNA DUNEM ARR |
| CYXE | H&L | ARR fr S | | | RNAV | VLN |
| CYXE | H&L | ARR fr S | | | RNAV | CAREN CAREN ARR |
| CYXE | H&L | ARR fr SW | | | RNAV | GUDOG IMOTA MAVOB MAVOB ARR |
| CYXE | H&L | ARR fr W | | | RNAV | KEBRU KEBRU ARR |
| CYXE | H&L | DEP to SW | | | RNAV | OVATA BORIX |
| CZPB | H&L | | CYWG | A9000 & ABV | RNAV | DUVIS VITAG KELTO ARR |
| CZSJ | H&L | | CYWG | A9000 & ABV | RNAV | DUVIS VITAG KELTO ARR |

CYYZ TORONTO FIR**LEAD-IN INFORMATION:**

- Pilots shall first verify if their point of departure has a mandatory routing. If no route is published file direct to the first enroute point.
- Pilots arriving at an airport within Toronto FIR should verify if that airport has a mandatory route for arrival. If none exists, file direct.
- If the route is to include a significant portion of "overflight" or enroute cruise through Toronto FIR, verify if an overflight route is published.
- If the route of flight is to extend outside of Toronto FIR, connect the routes published herein to the external route at the most logical point. Refer to Montreal or Winnipeg FIR as appropriate after the last given point.
- CYQG departures and arrivals are within the Toronto FIR, however are controlled by the FAA. Listed routings must be connected to the appropriate Toronto FIR overflight or arrival route.

RNAV Routes

- If unable to fly the listed RNAV routing, file an alternate routing via navaids and/or airway, adhering as closely as possible to the mandatory route and include RMK/NON RNAV.
- If unable to fly an RNAV SID and/or an RNAV STAR, file via the RNAV fixes within the procedure and include: RMK/NO RNAV SID and/or RMK/NO RNAV STAR.
- For U.S. destinations, a conventional STAR may be filed; no remark is required.

Single engine aircraft wishing to stay close to land, file RMK/NO OVER WATER.

Eastbound Routes:

- Routings via MIGLO are valid only for flights landing within the Montreal TCU.
- Routings via ELSUB are valid only for flights landing within the Ottawa TCU.
- Routings via MIVOK are valid only for flights landing with the Ottawa TCU or CYFJ or for NONJETS at 13,000 & BLW continuing towards PESAC.

DEPARTURES FROM THE FIR

Pilots departing the airports listed below should file the appropriate departure route, and connect it to the overflight or arrival route that best matches their desired route of flight. Where SIDs and STARs are filed, ensure a published transition point is used.

FAA airports: FAA agreement dictates that aircraft departing CYYZ and area, and arriving at airports contained within this document must file the mandatory routing listed. Aircraft departing CYYZ satellite airports for these destinations should join the mandatory route listed under CYYZ departures.

ARRIVALS WITHIN THE FIR

Pilots arriving at the airports listed below should file the appropriate arrival route, and connect it to the departure route or overflight route that best matches their desired route of flight. Refer to the adjacent FIR as required. Where STARs are filed, ensure a published transition point is used.

EASTBOUND OVERFLIGHTS (refer to Montreal FIR after last listed waypoint)

No eastbound flights will be permitted via MENKO, KENLU, ILUSI or YSO

Routes entering via FNT, HOCKE, a track DAYYY-RUBKI or north of DAYYY-RUBKI: random routing over or north of YXI to INF or coastal fix.

Routes entering from SVM or DJB: join via DERLO SIKBO towards IPTOS, LORKA, OLABA, MIGLO or MIVOK.

Routes entering from FNT or HOCKE: join via NUBER SIKBO towards IPTOS, LORKA, OLABA, RAKAM, TULEG, MIGLO or MIVOK.

WESTBOUND OVERFLIGHTS (refer to Montreal FIR prior to the first listed waypoint)

No westbound overflights will be permitted via IPTOS, LORKA, MIGLO, or OLABA.

Excluding KORD arrivals, random routing is acceptable for flights entering:

- North of YXI to SSM, ASP, or HOCKE
- North of a track LETAK Q824 TAGUM or LETAK-TVC
- North of a track YEE-DERLO

Flights landing at airports listed below must file an appropriate routing through the Toronto FIR to join the arrival route listed.

| FROM LOCATION TO LOCATION OR DIRECTION | | | | | | CYYZ |
|--|-----|-----------|------|-------------|------|------------------|
| AD | ALT | DIRECTION | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT |
| CNC3 | L | ARR FR E | | | RNAV | LETAK T616 KENLU |
| CNC3 | L | ARR FR S | | | RNAV | OLAMO |
| CYEE | L | DEP TO | CYYZ | JET | RNAV | BOXUM BOXUM ARR |

C132 PLANNING

| FROM LOCATION TO LOCATION OR DIRECTION (Cont'd) | | | | | | CZY2 |
|---|-----|-----------|------|--------------------|------|--------------------------------------|
| AD | ALT | DIRECTION | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT |
| CYEE | L | DEP TO | CYYZ | NONJET | RNAV | BOXUM DUVOS ARR |
| CYFD | H | ARR FR E | | | RNAV | LETAK DEBUM Q806 ILUSI OLAMO |
| CYFD | L | ARR FR E | | A160 | RNAV | TUKIR T614 ILUSI OLAMO |
| CYFD | L | ARR FR E | | A140 & BLW | RNAV | ILIXU LINNG |
| CYFD | H&L | ARR FR N | | JET | RNAV | SSM MUSIT TETOS |
| CYFD | H&L | ARR FR N | | | RNAV | YVV NUBER |
| CYFD | H&L | ARR FR N | | NONJET | RNAV | YVV TETOS |
| CYFD | L | ARR FR N | | NONJET, A060 & BLW | YMS | |
| CYFD | H&L | ARR FR S | | | RNAV | TIKUM |
| CYFD | L | ARR FR S | | | RNAV | WOZEE T608 BIMRO |
| CYFD | H | ARR FR W | | | RNAV | HOCKE DERLO |
| CYFD | H | DEP TO E | | JET | RNAV | SN UKPAG MIVOK |
| CYFD | H | DEP TO E | | JET | RNAV | SN UKPAG SANIN MIGLO |
| CYFD | H | DEP TO E | | JET | RNAV | SN UKPAG AGNOB IPTOS |
| CYFD | H | DEP TO E | | JET | RNAV | SN UKPAG AGNOB Q907 LORKA |
| CYFD | H | DEP TO E | | JET | RNAV | SN UKPAG SANIN Q951 OLABA |
| CYFD | H | DEP TO E | | NONJET | RNAV | SN TESUK T781 BOMET Q921 TIGET MIGLO |
| CYFD | H | DEP TO E | | NONJET | RNAV | SN TESUK T781 BOMET Q921 TIGET OLABA |
| CYFD | H | DEP TO E | | NONJET | RNAV | SN TESUK T781 BOMET Q921 IPTOS |
| CYFD | H&L | DEP TO E | | NONJET | RNAV | SN TESUK T781 BOMET MIVOK |
| CYFD | L | DEP TO E | | NONJET | RNAV | SN TESUK T781 TIGET MIGLO |
| CYFD | L | DEP TO E | | NONJET | RNAV | SN TESUK T781 TIGET OLABA |
| CYFD | L | DEP TO E | | NONJET, A150 & ABV | RNAV | SN TESUK T781 IPTOS |
| CYFD | H&L | DEP TO N | | | RNAV | NUBER NUGOP |
| CYFD | H | DEP TO NE | | | RNAV | SEDOG Q901 YXI |
| CYFD | H | DEP TO NW | | JET | RNAV | MUSIT |
| CYFD | H&L | DEP TO S | | | | ERI |
| CYFD | H&L | DEP TO S | | | | EWG |
| CYFD | H&L | DEP TO SW | | | | GGUCE |
| CYFD | H&L | DEP TO W | | | RNAV | DERLO |
| CYHM | H | ARR FR E | | | RNAV | TUKIR Q806 ILUSI YYZ UDMIK ARR |
| CYHM | L | ARR FR E | | A160 | RNAV | TUKIR T614 ILUSI YYZ UDMIK ARR |
| CYHM | L | ARR FR E | | A140 & BLW | RNAV | DUGBU T616 AGDUT |
| CYHM | L | ARR FR E | | A140 & BLW | RNAV | ILIXU LINNG |
| CYHM | H | ARR FR N | | JET | RNAV | SSM MUSIT TETOS |
| CYHM | H | ARR FR N | | JET | RNAV | ILUSI YYZ UDMIK ARR |
| CYHM | H&L | ARR FR N | | NONJET | RNAV | TETOS |
| CYHM | L | ARR FR N | | A140 & BLW | RNAV | KENLU T616 AGDUT |
| CYHM | L | ARR FR N | | A060 & BLW | RNAV | NUGOP |
| CYHM | H&L | ARR FR S | | | RNAV | TIKUM |
| CYHM | L | ARR FR S | | | RNAV | WOZEE COLTS COLTS ARR |
| CYHM | H | ARR FR W | | | RNAV | HOCKE AVSOX AVSOX ARR |
| CYHM | H | DEP TO E | | JET | RNAV | SN UKPAG MIVOK |
| CYHM | H | DEP TO E | | JET | RNAV | SN UKPAG SANIN MIGLO |
| CYHM | H | DEP TO E | | JET | RNAV | SN UKPAG AGNOB IPTOS |
| CYHM | H | DEP TO E | | JET | RNAV | SN UKPAG AGNOB Q907 LORKA |
| CYHM | H | DEP TO E | | JET | RNAV | SN UKPAG SANIN Q951 OLABA |
| CYHM | H | DEP TO E | | NONJET | RNAV | SN TESUK T781 BOMET Q921 TIGET MIGLO |
| CYHM | H | DEP TO E | | NONJET | RNAV | SN TESUK T781 BOMET Q921 TIGET OLABA |
| CYHM | H | DEP TO E | | NONJET | RNAV | SN TESUK T781 BOMET Q921 IPTOS |

| FROM LOCATION TO LOCATION OR DIRECTION (Cont'd) | | | | | | CXYZ |
|---|-----|-----------|-----------------|--------------------|------|-----------------------------------|
| AD | ALT | DIRECTION | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT |
| CYHM | H&L | DEP TO E | | NONJET | RNAV | SN TESUK T781 BOMET MIVOK |
| CYHM | H&L | DEP TO E | | | | SN ART |
| CYHM | L | DEP TO E | | NONJET | RNAV | SN TESUK T781 TIGET MIGLO |
| CYHM | L | DEP TO E | | NONJET | RNAV | SN TESUK T781 TIGET OLABA |
| CYHM | L | DEP TO E | | NONJET, A150 & ABV | RNAV | SN TESUK T781 IPTOS |
| CYHM | H&L | DEP TO N | | | RNAV | NUBER NUGOP |
| CYHM | H | DEP TO NE | | | RNAV | SEDOG Q901 YXI |
| CYHM | H | DEP TO NW | | | RNAV | NUBER MUSIT |
| CYHM | H&L | DEP TO S | | | | ERI |
| CYHM | H&L | DEP TO S | | | | EWC |
| CYHM | H&L | DEP TO SW | | | | GGUCE |
| CYHM | H&L | DEP TO W | | | RNAV | DERLO |
| CYKF | H&L | ARR FR E | | | RNAV | DUGBU T616 REVUD |
| CYKF | H&L | ARR FR N | | | RNAV | YVV REVUD |
| CYKF | H&L | ARR FR N | | | RNAV | YVV |
| CYKF | H | DEP TO E | JET | | RNAV | SIKBO Q905 BOMET Q921 IPTOS |
| CYKF | H | DEP TO E | | NONJET | RNAV | DAVSI T781 BOMET Q921 IPTOS |
| CYKF | H | DEP TO E | JET | | RNAV | SIKBO Q907 LORKA |
| CYKF | H | DEP TO E | JET | | RNAV | SIKBO Q951 OLABA |
| CYKF | H | DEP TO E | | NONJET | RNAV | DAVSI T781 BOMET Q921 OLABA |
| CYKF | H | DEP TO E | JET | | RNAV | SIKBO Q905 BOMET MIVOK |
| CYKF | H | DEP TO E | JET | | RNAV | SIKBO Q951 SANIN MIGLO |
| CYKF | H | DEP TO E | | NONJET | RNAV | DAVSI T781 BOMET Q921 TIGET MIGLO |
| CYKF | H&L | DEP TO E | | NONJET | RNAV | DAVSI T781 BOMET MIVOK |
| CYKF | L | DEP TO E | | NONJET, A150 & ABV | RNAV | DAVSI T781 IPTOS |
| CYKF | L | DEP TO E | | NONJET | RNAV | DAVSI T781 TIGET OLABA |
| CYKF | L | DEP TO E | | NONJET | RNAV | DAVSI T781 TIGET MIGLO |
| CYKF | H&L | DEP TO N | | | | YVV |
| CYKF | H&L | DEP TO NE | | | RNAV | NUGOP |
| CYKF | H | DEP TO NW | | | RNAV | MUSIT |
| CYKF | L | DEP TO | CYOO | | RNAV | NUBER T614 ILUSI |
| CYKF | L | DEP TO | CYPO | A050 & BLW | RNAV | NUBER T614 ILUSI |
| CYKF | L | DEP TO | CYPO | A070 & ABV | RNAV | AGDUT T616 KENLU |
| CYKZ | H | ARR FR E | | | RNAV | TUKIR Q806 ILUSI |
| CYKZ | L | ARR FR E | | | RNAV | DEBUM T614 ILUSI |
| CYKZ | H&L | ARR FR N | | | RNAV | WALPP KZ |
| CYKZ | H&L | ARR FR N | | | RNAV | YYB KENLU |
| CYKZ | H&L | ARR FR S | | | | LINNG |
| CYKZ | H&L | ARR FR SW | | | | SN |
| CYKZ | H&L | ARR FR W | | | RNAV | NUBER T614 MENTI |
| CYKZ | H | DEP TO E | JET, F250 & ABV | | RNAV | TESUK T781 BOMET Q905 IPTOS |
| CYKZ | H | DEP TO E | | | RNAV | TESUK T781 BOMET Q921 IPTOS |
| CYKZ | H | DEP TO E | | | RNAV | TESUK T781 BOMET Q921 TIGET OLABA |
| CYKZ | H | DEP TO E | | | RNAV | TESUK T781 BOMET Q921 TIGET MIGLO |
| CYKZ | H&L | DEP TO E | | | RNAV | TESUK T781 BOMET MIVOK |
| CYKZ | L | DEP TO E | | A150 & ABV | RNAV | TESUK T781 IPTOS |
| CYKZ | L | DEP TO E | | | RNAV | TESUK T781 TIGET OLABA |
| CYKZ | L | DEP TO E | | | RNAV | TESUK T781 TIGET MIGLO |
| CYKZ | H&L | DEP TO N | | | RNAV | TONNY YEE |
| CYKZ | H&L | DEP TO NW | | | RNAV | NUGOP KASED |

C134 PLANNING

| FROM LOCATION TO LOCATION OR DIRECTION (Cont'd) | | | | | | CZYZ |
|---|-----|-----------|-----------------|---------------------|------|-----------------------------------|
| AD | ALT | DIRECTION | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT |
| CYKZ | H&L | DEP TO NW | | | RNAV | TONNY YEE SILVU |
| CYKZ | H&L | DEP TO S | | | RNAV | BETES DEP ERI |
| CYKZ | H&L | DEP TO S | | | RNAV | BETES DEP FOXEE |
| CYKZ | H&L | DEP TO S | | | RNAV | BETES DEP AIRRA |
| CYKZ | H&L | DEP TO SE | | | RNAV | KEPTA DEP BMPAH |
| CYKZ | H&L | DEP TO SE | | | RNAV | RIGUS DEP PSB |
| CYKZ | H&L | DEP TO SW | A080 & ABV | | RNAV | ANCOL DEP DERLO |
| CYKZ | H&L | DEP TO SW | F260 & ABV | | RNAV | ANCOL DEP GNTRY |
| CYKZ | H&L | DEP TO SW | F240 & BLW | | RNAV | ANCOL DEP GGUCE |
| CYKZ | L | DEP TO SW | A060 & BLW | | RNAV | MENTI T614 BOLMO DERLO |
| CYKZ | H&L | DEP TO W | | | RNAV | GOPUP DEP HOCKE |
| CYKZ | H&L | DEP TO W | | | RNAV | AGDUT |
| CYKZ | L | DEP TO | CYKF | | RNAV | MENTI T614 NUBER |
| CYKZ | L | DEP TO | CYLS | | RNAV | SEDOG TANGI |
| CYKZ | L | DEP TO | CYQA | | RNAV | SEDOG TANGI |
| CYLS | L | DEP TO | CYYZ | JET | RNAV | BOXUM BOXUM ARR |
| CYLS | L | DEP TO | CYYZ | JET | RNAV | IMEBA IMEBA ARR |
| CYLS | L | DEP TO | CYYZ | NONJET | RNAV | BOXUM NUGOP ARR |
| CYLS | L | DEP TO | CYYZ | NONJET, N0191 & ABV | RNAV | IMEBA VIBLI ARR |
| CYLS | L | DEP TO | CYYZ | NONJET, N0190 & BLW | RNAV | IMEBA YYZ |
| CYOO | H | ARR FR E | | | RNAV | TUKIR Q806 ILUSI |
| CYOO | L | ARR FR E | | | RNAV | DEBUM T614 ILUSI |
| CYOO | H&L | ARR FR N | | | | KENLU |
| CYOO | H&L | ARR FR S | | | | SN |
| CYOO | H&L | ARR FR W | | | RNAV | DERLO SN |
| CYOO | H | DEP TO E | JET, F250 & ABV | | RNAV | TALEB Q905 IPTOS |
| CYOO | H | DEP TO E | | | RNAV | TALEB T781 BOMET Q921 IPTOS |
| CYOO | H | DEP TO E | | | RNAV | TALEB T781 BOMET Q921 TIGET OLABA |
| CYOO | H | DEP TO E | | | RNAV | TALEB T781 BOMET Q921 TIGET MIGLO |
| CYOO | H&L | DEP TO E | | | RNAV | TALEB T781 BOMET MIVOK |
| CYOO | L | DEP TO E | A150 & ABV | | RNAV | TALEB T781 IPTOS |
| CYOO | L | DEP TO E | | | RNAV | TALEB T781 TIGET OLABA |
| CYOO | L | DEP TO E | | | RNAV | TALEB T781 TIGET MIGLO |
| CYOO | H&L | DEP TO N | | | RNAV | TONNY YEE |
| CYOO | H&L | DEP TO NW | | | RNAV | TONNY YEE SILVU |
| CYOO | H&L | DEP TO S | | | RNAV | SN |
| CYOO | H&L | DEP TO SE | | | RNAV | MEDAV |
| CYOO | H&L | DEP TO W | | | RNAV | KENLU T616 HOCKE |
| CYOO | L | DEP TO | CYKF | | RNAV | MENTI T614 NUBER |
| CYOO | L | DEP TO | CYLS | | RNAV | TANGI |
| CYOO | L | DEP TO | CYQA | | RNAV | TANGI |
| CYPQ | H&L | ARR FR W | A070 & ABV | | RNAV | AGDUT T616 KENLU |
| CYPQ | L | ARR FR W | A050 & BLW | | RNAV | NUBER T614 ILUSI |
| CYPQ | L | DEP TO | CYYZ | JET | RNAV | RAGID RAGID ARR |
| CYPQ | L | DEP TO | CYYZ | NONJET | RNAV | RAGID UDNOX ARR |
| CYPQ | L | DEP TO | CYYZ | NONJET, N0190 & BLW | RNAV | IMEBA YYZ |
| CYOA | H&L | DEP TO | CYOW | | RNAV | ONDOD MEECH ARR |
| CYOG | H&L | ARR FR E | | | RNAV | DERLO PICUP GIGGY ARR |

| FROM LOCATION TO LOCATION OR DIRECTION (Cont'd) | | | | | | CZY |
|---|-----|-----------|------|--------------------|------|-----------------------------------|
| AD | ALT | DIRECTION | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT |
| CYQG | H&L | ARR FR E | | | RNAV | COLTS GIGGY ARR |
| CYQG | H | DEP TO E | | | RNAV | HHOWE SID BROKK |
| CYQG | H&L | DEP TO E | | JET | RNAV | ZETTR SID |
| CYQG | H&L | DEP TO E | | NONJET | RNAV | HHOWE SID BROKK FINGL DERLO |
| CYQG | H&L | DEP TO N | | | RNAV | ZETTR SID |
| CYQG | H&L | DEP TO | CYYZ | JET | RNAV | ZETTR SID TANKO APDAX NUBER ARR |
| CYQG | H&L | DEP TO | CYYZ | NONJET | RNAV | ZETTR SID TANKO APDAX NAKBO ARR |
| CYSN | H&L | ARR FR E | | | RNAV | ILIXU |
| CYSN | H&L | ARR FR N | | | RNAV | ILUSI |
| CYSN | H&L | ARR FR NE | | | RNAV | ILUSI |
| CYSN | H | DEP TO E | | JET | RNAV | UKPAG AGNOB IPTOS |
| CYSN | H | DEP TO E | | NONJET | RNAV | TESUK T781 BOMET Q921 IPTOS |
| CYSN | H | DEP TO E | | JET | RNAV | UKPAG SANIN Q951 OLABA |
| CYSN | H | DEP TO E | | NONJET | RNAV | TESUK T781 BOMET Q921 TIGET OLABA |
| CYSN | H | DEP TO E | | JET | RNAV | UKPAG AGNOB KANIK |
| CYSN | H | DEP TO E | | | RNAV | TESUK T781 BOMET Q951 TIGET MIGLO |
| CYSN | H&L | DEP TO E | | NONJET | RNAV | TESUK T781 BOMET MIVOK |
| CYSN | L | DEP TO E | | NONJET, A150 & ABV | RNAV | TESUK T781 IPTOS |
| CYSN | L | DEP TO E | | NONJET | RNAV | TESUK T781 TIGET OLABA |
| CYSN | L | DEP TO E | | | RNAV | TESUK T781 TIGET MIGLO |
| CYSN | H&L | DEP TO N | | | RNAV | YEE |
| CYSN | H&L | DEP TO NW | | N0210 & ABV | RNAV | TONNY SILVU |
| CYSN | H&L | DEP TO NW | | N0210 & ABV | RNAV | AGDUT SSM |
| CYSN | H&L | DEP TO NW | | | RNAV | OLAMO NUBER YVV |
| CYSN | H&L | DEP TO S | | | | JHW |
| CYSN | H&L | DEP TO SE | | | RNAV | AIRCO |
| CYSN | H&L | DEP TO SW | | | | GGUCE |
| CYSN | H&L | DEP TO W | | | RNAV | DERLO |
| CYSN | H&L | DEP TO W | | | RNAV | BOSEP HOCKE |
| CYSN | L | DEP TO | CYLS | | RNAV | SEDOG TANGI |
| CYSN | L | DEP TO | CYQA | | RNAV | SEDOG TANGI |
| CYTZ | H&L | ARR FR E | | | RNAV | KEMVI ILIXU ARR |
| CYTZ | H&L | ARR FR E | | | RNAV | ILIXU ILIXU ARR |
| CYTZ | H&L | ARR FR N | | | RNAV | YSB KENLU DAVSI |
| CYTZ | H&L | ARR FR N | | | RNAV | KENLU DAVSI |
| CYTZ | H&L | ARR FR NW | | | RNAV | WALPP KZ TZ |
| CYTZ | H&L | ARR FR S | | | | LINNG |
| CYTZ | H&L | ARR FR W | | | RNAV | DERLO SN |
| CYTZ | H&L | DEP TO E | | A150 & ABV | RNAV | BOMET DEP IPTOS |
| CYTZ | H&L | DEP TO E | | | RNAV | BOMET DEP OLABA |
| CYTZ | H&L | DEP TO E | | | RNAV | BOMET DEP MIGLO |
| CYTZ | H&L | DEP TO E | | | RNAV | BOMET DEP MIVOK |
| CYTZ | H&L | DEP TO N | | | RNAV | IKLEN TONNY |
| CYTZ | H&L | DEP TO NW | | | RNAV | AGDUT KASED |
| CYTZ | H&L | DEP TO NW | | | RNAV | IKLEN TONNY YEE SILVU |
| CYTZ | H&L | DEP TO S | | | RNAV | OAKVL DEP ERI |
| CYTZ | H&L | DEP TO S | | | RNAV | OAKVL DEP AIRRA |
| CYTZ | H&L | DEP TO S | | | RNAV | OAKVL DEP FOXEE |
| CYTZ | H&L | DEP TO SE | | | RNAV | MAAVAN DEP BMPAH AEVON |
| CYTZ | H&L | DEP TO SE | | N0320 & ABV | RNAV | TEVAD DEP AHPAH |

C136 PLANNING

| FROM LOCATION TO LOCATION OR DIRECTION (Cont'd) | | | | | | CZYZ |
|---|-----|-----------|------|---------------------|------|---|
| AD | ALT | DIRECTION | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT |
| CYTZ | H&L | DEP TO SE | | | RNAV | DUSOM DEP PSB |
| CYTZ | H&L | DEP TO SW | | F260 & ABV | RNAV | PERLO DEP GNTRY |
| CYTZ | H&L | DEP TO SW | | | RNAV | PERLO DEP DERLO |
| CYTZ | H&L | DEP TO SW | | F240 & BLW | RNAV | PERLO DEP GGUCE |
| CYTZ | H | DEP TO W | | | RNAV | PERLO DEP DERLO O935 HOCKE |
| CYTZ | L | DEP TO W | | | RNAV | PERLO DEP DERLO T608 HOCKE |
| CYTZ | H&L | DEP TO | CYGK | | RNAV | DAVSI TESUK YTR |
| CYTZ | L | DEP TO | CYLS | | RNAV | SEDOG TANGI |
| CYTZ | L | DEP TO | CYLS | | RNAV | IKLEN TONNY |
| CYTZ | L | DEP TO | CYQA | | RNAV | SEDOG TANGI |
| CYTZ | H&L | DEP TO | CYTR | | RNAV | DAVSI TESUK YTR |
| CYVV | L | DEP TO | CYYZ | NONJET | RNAV | BOXUM DUVOS ARR |
| CYVV | L | DEP TO | CYYZ | JET | RNAV | BOXUM BOXUM ARR |
| CYXU | H | ARR FR E | | | RNAV | LETAK DUGBU KENLU TONNY AGDUT REVUD |
| CYXU | L | ARR FR E | | | RNAV | LETAK T616 REVUD |
| CYXU | H | ARR FR NE | | | RNAV | YXI Q802 KENLU TONNY AGDUT REVUD |
| CYXU | H | DEP TO E | | JET | RNAV | NUBER SIKBO Q905 IPTOS |
| CYXU | H | DEP TO E | | NONJET | RNAV | NUBER DAVSI T781 BOMET Q921 IPTOS |
| CYXU | H | DEP TO E | | JET | RNAV | NUBER SIKBO Q907 LORKA |
| CYXU | H | DEP TO E | | JET | RNAV | NUBER SIKBO Q951 OLABA |
| CYXU | H | DEP TO E | | NONJET | RNAV | NUBER DAVSI T781 BOMET Q921 TIGET OLABA |
| CYXU | H | DEP TO E | | JET | RNAV | NUBER SIKBO Q905 BOMET MIVOK |
| CYXU | H | DEP TO E | | NONJET | RNAV | NUBER DAVSI T781 BOMET MIVOK |
| CYXU | H | DEP TO E | | JET | RNAV | NUBER SIKBO Q951 SANIN MIGLO |
| CYXU | H | DEP TO E | | NONJET | RNAV | NUBER DAVSI T781 BOMET Q921 TIGET MIGLO |
| CYXU | L | DEP TO E | | NONJET, A170 | RNAV | NUBER DAVSI T781 IPTOS |
| CYXU | L | DEP TO E | | NONJET, A150 | RNAV | SN TESUK T781 IPTOS |
| CYXU | L | DEP TO E | | NONJET, A170 | RNAV | NUBER DAVSI T781 TIGET OLABA |
| CYXU | L | DEP TO E | | NONJET, A150 & BLW | RNAV | SN TESUK T781 TIGET OLABA |
| CYXU | L | DEP TO E | | NONJET, A170 | RNAV | NUBER DAVSI T781 BOMET MIVOK |
| CYXU | L | DEP TO E | | NONJET, A150 & BLW | RNAV | SN TESUK T781 BOMET MIVOK |
| CYXU | L | DEP TO E | | NONJET, A170 | RNAV | NUBER DAVSI T781 BOMET Q921 TIGET MIGLO |
| CYXU | L | DEP TO E | | NONJET, A150 & BLW | RNAV | SN TESUK T781 TIGET MIGLO |
| CYXU | H&L | DEP TO N | | | | YVV |
| CYXU | H&L | DEP TO N | | | | NUGOP |
| CYXU | H&L | DEP TO NW | | | | KASED |
| CYXU | H | DEP TO W | | | | KARIT |
| CYXU | H&L | DEP TO W | | | | HOCKE |
| CYXU | H&L | DEP TO W | | | | HOCKE FNT |
| CYYZ | H | ARR FR E | | JET | RNAV | TUKIR RAGID ARR |
| CYYZ | H&L | ARR FR E | | NONJET | RNAV | TUKIR UDNOX ARR |
| CYYZ | H&L | ARR FR N | | JET, WEST OF YYB | RNAV | IRKIM BOXUM ARR |
| CYYZ | H&L | ARR FR N | | NONJET, WEST OF YYB | RNAV | IRKIM DUVOS ARR |
| CYYZ | H&L | ARR FR N | | NONJET, N0191 & ABV | RNAV | YYB IMEBA VILBI ARR |
| CYYZ | L | ARR FR N | | NONJET, N0190 & BLW | RNAV | YYB IMEBA YYZ |
| CYYZ | H | ARR FR NE | | JET | RNAV | YVO IMEBA IMEBA ARR |

| FROM LOCATION TO LOCATION OR DIRECTION (Cont'd) | | | | | | CZY |
|---|-----|-----------|----|---------------------|------|---------------------|
| AD | ALT | DIRECTION | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT |
| CYYZ | H | ARR FR NE | | JET | RNAV | YXI IMEBA ARR |
| CYYZ | H | ARR FR NE | | JET | RNAV | POLTY IMEBA ARR |
| CYYZ | H | ARR FR NE | | JET | RNAV | LETAK IMEBA ARR |
| CYYZ | H&L | ARR FR NE | | NONJET | RNAV | YXI BETUL VIBLI ARR |
| CYYZ | H&L | ARR FR NE | | NONJET, N0191 & ABV | RNAV | LETAK VIBLI ARR |
| CYYZ | L | ARR FR NE | | NONJET, N0190 & BLW | RNAV | LETAK IMEBA YYZ |
| CYYZ | H&L | ARR FR NW | | JET | RNAV | OTNIK BOXUM ARR |
| CYYZ | H&L | ARR FR NW | | JET | RNAV | TUDAN BOXUM ARR |
| CYYZ | H&L | ARR FR NW | | NONJET | RNAV | OTNIK DUVOS ARR |
| CYYZ | H&L | ARR FR NW | | NONJET | RNAV | TUDAN DUVOS ARR |
| CYYZ | H&L | ARR FR NW | | NONJET | RNAV | SSM DUVOS ARR |
| CYYZ | H&L | ARR FR S | | JET | RNAV | WOZEE LINNG ARR |
| CYYZ | H&L | ARR FR S | | NONJET | RNAV | WOZEE VERKO ARR |
| CYYZ | H&L | ARR FR S | | JET | RNAV | LOKPU LINNG ARR |
| CYYZ | H&L | ARR FR S | | NONJET | RNAV | LOKPU VERKO ARR |
| CYYZ | H | ARR FR SW | | JET | RNAV | QWERI NUBER ARR |
| CYYZ | H | ARR FR SW | | JET | RNAV | FINGL NUBER ARR |
| CYYZ | H&L | ARR FR SW | | JET | RNAV | OXMAN LINNG ARR |
| CYYZ | H&L | ARR FR SW | | NONJET | RNAV | OXMAN VERKO ARR |
| CYYZ | H&L | ARR FR SW | | NONJET | RNAV | QWERI NAKBO ARR |
| CYYZ | H&L | ARR FR SW | | NONJET | RNAV | FINGL NAKBO ARR |
| CYYZ | H&L | ARR FR W | | JET | RNAV | MONEE NUBER ARR |
| CYYZ | H&L | ARR FR W | | JET | RNAV | YZEMN NUBER ARR |
| CYYZ | H&L | ARR FR W | | JET | RNAV | APDAX NUBER ARR |
| CYYZ | H&L | ARR FR W | | JET | RNAV | NUBER NUBER ARR |
| CYYZ | H&L | ARR FR'W | | NONJET | RNAV | MONEE NAKBO ARR |
| CYYZ | H&L | ARR FR W | | NONJET | RNAV | YZEMN NAKBO ARR |
| CYYZ | H&L | ARR FR W | | NONJET | RNAV | APDAX NAKBO ARR |
| CYYZ | H&L | ARR FR W | | NONJET | RNAV | NUBER NAKBO ARR |
| CYYZ | H&L | DEP TO E | | JET | RNAV | VERDO DEP IPTOS |
| CYYZ | H&L | DEP TO E | | JET | RNAV | VERDO DEP LORKA |
| CYYZ | H&L | DEP TO E | | JET | RNAV | VERDO DEP ELSUB |
| CYYZ | H&L | DEP TO E | | JET | RNAV | DEDKI DEP MIGLO |
| CYYZ | H&L | DEP TO E | | JET | RNAV | DEDKI DEP OLABA |
| CYYZ | H&L | DEP TO E | | JET | RNAV | DEDKI DEP TULEG |
| CYYZ | H&L | DEP TO E | | NONJET, A150 & ABV | RNAV | BOMET DEP IPTOS |
| CYYZ | H&L | DEP TO E | | NONJET | RNAV | BOMET DEP MIVOK |
| CYYZ | H&L | DEP TO E | | NONJET | RNAV | BOMET DEP MIGLO |
| CYYZ | H&L | DEP TO E | | NONJET | RNAV | BOMET DEP OLABA |
| CYYZ | H&L | DEP TO E | | JET | RNAV | DEDKI DEP RAKAM |
| CYYZ | H&L | DEP TO N | | JET | RNAV | KISEP DEP SILVU |
| CYYZ | H&L | DEP TO N | | JET | RNAV | IKLEN DEP TONNY |
| CYYZ | H&L | DEP TO N | | NONJET | RNAV | EBKIN DEP SILVU |
| CYYZ | H&L | DEP TO N | | NONJET | RNAV | MATES DEP TONNY |
| CYYZ | H&L | DEP TO NE | | JET | RNAV | SEDOG DEP BOBSU |
| CYYZ | H&L | DEP TO NE | | NONJET | RNAV | LAKES DEP TANGI |
| CYYZ | H&L | DEP TO NW | | JET | RNAV | URSAL DEP KASED |
| CYYZ | H&L | DEP TO NW | | NONJET | RNAV | NOSIK DEP KASED |
| CYYZ | H&L | DEP TO NW | | JET | RNAV | AVSEP DEP MUSIT |

C138 PLANNING

| FROM LOCATION TO LOCATION OR DIRECTION (Cont'd) | | | | | | CZY2 |
|---|-----|-----------|------|---------------------|------|--|
| AD | ALT | DIRECTION | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT |
| CYYZ | H&L | DEP TO NW | | NONJET | RNAV | NUGOP DEP MUSIT |
| CYYZ | H&L | DEP TO NW | | JET | RNAV | URSAL DEP ZOHAN |
| CYYZ | H&L | DEP TO NW | | NONJET | RNAV | NOSIK DEP ZOHAN |
| CYYZ | H&L | DEP TO S | | JET | RNAV | BETES DEP FOXEE |
| CYYZ | H&L | DEP TO S | | JET | RNAV | BETES DEP AIRRA |
| CYYZ | H&L | DEP TO S | | JET | RNAV | BETES DEP ERI |
| CYYZ | H&L | DEP TO S | | NONJET | RNAV | OAKVL DEP FOXEE |
| CYYZ | H&L | DEP TO S | | NONJET | RNAV | OAKVL DEP AIRRA |
| CYYZ | H&L | DEP TO S | | NONJET | RNAV | OAKVL DEP ERI |
| CYYZ | H | DEP TO SE | | JET | RNAV | KEPTA DEP BMPAH AEVON EXTOL Q140 ARKKK |
| CYYZ | H | DEP TO SE | | JET | RNAV | KEPTA DEP BMPAH AEVON HANKK Q935 PONCT |
| CYYZ | H | DEP TO SE | | NONJET, N0320 & ABV | RNAV | TEVAD DEP AHPAH Q140 ARKKK |
| CYYZ | H | DEP TO SE | | NONJET, N0320 & ABV | RNAV | TEVAD DEP AHPAH HANKK Q935 PONCT |
| CYYZ | H&L | DEP TO SE | | JET | RNAV | KEPTA DEP BMPAH |
| CYYZ | H&L | DEP TO SE | | JET | RNAV | KEPTA DEP BMPAH AEVON EXTOL |
| CYYZ | H&L | DEP TO SE | | NONJET, N0320 & ABV | RNAV | TEVAD DEP AHPAH |
| CYYZ | H&L | DEP TO SE | | NONJET, N0319 & BLW | RNAV | MAVAN DEP BMPAH |
| CYYZ | H&L | DEP TO SE | | NONJET, N0319 & BLW | RNAV | MAVAN DEP BMPAH AEVON EXTOL ARKKK |
| CYYZ | H&L | DEP TO SE | | NONJET, N0319 & BLW | RNAV | MAVAN DEP BMPAH AEVON HANKK PONCT |
| CYYZ | H&L | DEP TO SE | | JET | RNAV | RIGUS DEP PSB |
| CYYZ | H&L | DEP TO SE | | NONJET | RNAV | DUSOM DEP PSB |
| CYYZ | H | DEP TO SW | | JET, F260 & ABV | RNAV | MIXUT DEP GNTRY |
| CYYZ | H | DEP TO SW | | NONJET, F260 & ABV | RNAV | PEMBA DEP GNTRY |
| CYYZ | H&L | DEP TO SW | | JET, F240 & BLW | RNAV | ANCOL DEP GGUCE |
| CYYZ | H&L | DEP TO SW | | NONJET, F240 & BLW | RNAV | PERLO DEP GGUCE |
| CYYZ | H&L | DEP TO W | | JET | RNAV | GOPUP DEP HOCKE |
| CYYZ | H&L | DEP TO W | | NONJET | RNAV | TULEK DEP HOCKE |
| CYYZ | H&L | DEP TO W | | JET | RNAV | GOPUP DEP SLLAP |
| CYYZ | H&L | DEP TO W | | NONJET | RNAV | TULEK DEP SLLAP |
| CYYZ | H&L | DEP TO W | | NONJET, A120 & BLW | RNAV | TULEK DEP IKMOK |
| CYYZ | H&L | DEP TO | CYCK | JET | RNAV | ANCOL DEP GGUCE |
| CYYZ | H&L | DEP TO | CYCK | NONJET | RNAV | PERLO DEP GGUCE |
| CYYZ | H&L | DEP TO | CYGD | JET | RNAV | TULEK |
| CYYZ | H&L | DEP TO | CYGD | NONJET | RNAV | TULEK DEP IKMOK |
| CYYZ | H | ARR FR | CYKG | JET | RNAV | AGNOB UDNOX RAGID ARR |
| CYYZ | H&L | ARR FR | CYKG | NONJET | RNAV | AGNOB UDNOX UDNOX ARR |
| CYYZ | H&L | DEP TO | CYKG | NONJET | RNAV | BOMET DEP OLABA |
| CYYZ | L | DEP TO | CYHM | | RNAV | OLAMO |
| CYYZ | L | DEP TO | CYLS | JET | RNAV | SEDOG TANGI |
| CYYZ | L | DEP TO | CYLS | NONJET | RNAV | LAKES DEP TANGI |
| CYYZ | L | DEP TO | CYLS | JET | RNAV | IKLEN DEP TONNY |
| CYYZ | L | DEP TO | CYLS | NONJET | RNAV | MATES DEP TONNY |
| CYYZ | H | ARR FR | CYOW | JET | RNAV | TUKIR IMEBA ARR |
| CYYZ | H&L | ARR FR | CYOW | NONJET, N0191 & ABV | RNAV | TUKIR VIBLI ARR |

| FROM LOCATION TO LOCATION OR DIRECTION (Cont'd) | | | | | | | CYZ |
|---|-----|-----------|------|---------------------|------|--|-----|
| AD | ALT | DIRECTION | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT | |
| CYYZ | L | ARR FR | CYOW | NONJET, N0190 & BLW | RNAV | TUKIR TADM0 IMEBA YYZ | |
| CYYZ | L | DEP TO | CYPO | | RNAV | DAVSI T781 TALEB | |
| CYYZ | L | DEP TO | CYQA | JET | RNAV | SEDOG TANGI | |
| CYYZ | L | DEP TO | CYQA | NONJET | RNAV | LAKES DEP TANGI | |
| CYYZ | H&L | DEP TO | CYQG | JET, MAX F220 | RNAV | MIXUT DEP DERLO PICUP GIGGY ARR | |
| CYYZ | H&L | DEP TO | CYQG | NONJET, MAX F220 | RNAV | PEMBA DEP DERLO PICUP GIGGY ARR | |
| CYYZ | H | ARR FR | CYTR | JET | RNAV | AGNOB UDNOX RAGID ARR | |
| CYYZ | H&L | ARR FR | CYTR | NONJET | RNAV | AGNOB UDNOX UDNOX ARR | |
| CYYZ | H&L | DEP TO | CYTR | | RNAV | DAVSI TESUK YTR | |
| CYYZ | L | DEP TO | CYXU | JET | RNAV | MIXUT DEP DERLO | |
| CYYZ | L | DEP TO | CYXU | NONJET | RNAV | PEMBA DEP DERLO | |
| CYYZ | H&L | DEP TO | CYZR | JET | RNAV | TULEK | |
| CYYZ | H&L | DEP TO | CYZR | NONJET | RNAV | TULEK DEP IKMOK | |
| CYYZ | H&L | DEP TO | KABE | JET | RNAV | RIGUS DEP PSB MIP | |
| CYYZ | H&L | DEP TO | KABE | NONJET | RNAV | DUSOM DEP PSB MIP | |
| CYYZ | H&L | DEP TO | KACY | JET | RNAV | RIGUS DEP PSB HAR DOO ENO SIE | |
| CYYZ | H&L | DEP TO | KACY | NONJET | RNAV | DUSOM DEP PSB HAR DOO ENO SIE | |
| CYYZ | H | DEP TO | KBDL | JET | RNAV | KEPTA DEP BMPAH AEVON AUDIL STELA ARR | |
| CYYZ | H | DEP TO | KBDL | NONJET, N0319 & BLW | RNAV | MAAVAN DEP BMPAH AEVON AUDIL STELA ARR | |
| CYYZ | L | DEP TO | KBDL | NONJET, N0320 & ABV | RNAV | TEVAD DEP AHPAH HANKK AUDIL STELA ARR | |
| CYYZ | H | DEP TO | KBOS | JET | RNAV | KEPTA DEP BMPAH AEVON HANKK Q935 PONCT JFUND ARR | |
| CYYZ | H | DEP TO | KBOS | NONJET, N0320 & ABV | RNAV | TEVAD DEP AHPAH HANKK Q935 FABEN ALB GARDNER ARR | |
| CYYZ | H&L | DEP TO | KBOS | NONJET, N0319 & BLW | RNAV | MAAVAN DEP BMPAH AEVON HANKK FABEN ALB GARDNER ARR | |
| CYYZ | L | DEP TO | KBUF | JET, MAX A090 | RNAV | KEPTA DEP WOZEE | |
| CYYZ | L | DEP TO | KBUF | NONJET, MAX A090 | RNAV | MAAVAN DEP WOZEE | |
| CYYZ | L | DEP TO | KBUF | SINGLE ENGINE | RNAV | OLAMO | |
| CYYZ | H | DEP TO | KBWI | JET | RNAV | KEPTA DEP BMPAH DDUBS IZZEE TRISH ARR | |
| CYYZ | H&L | DEP TO | KBWI | NONJET | RNAV | DUSOM DEP PSB SEG RAV V170 KERYN V499 TRISH | |
| CYYZ | H&L | DEP TO | KCLE | JET, MAX F220 | RNAV | BETES DEP ERI LFTON TRYBE STAR | |
| CYYZ | H&L | DEP TO | KCLE | JET, MAX F220 | RNAV | BETES DEP ERI TRYBE TRYBE STAR | |
| CYYZ | H&L | DEP TO | KCLE | NONJET, MAX F220 | RNAV | OAKVL DEP ERI LFTON TRYBE STAR | |
| CYYZ | H&L | DEP TO | KCLE | NONJET, MAX F220 | RNAV | OAKVL DEP ERI TRYBE TRYBE STAR | |
| CYYZ | H | DEP TO | KCMH | JET, F260 & ABV | RNAV | MIXUT DEP GNTRY APE | |
| CYYZ | H | DEP TO | KCMH | JET, F240 & BLW | RNAV | ANCOL DEP GGUCE APE | |
| CYYZ | H | DEP TO | KCMH | NONJET, F260 & ABV | RNAV | PEMBA DEP GNTRY APE | |
| CYYZ | H&L | DEP TO | KCMH | NONJET, F240 & BLW | RNAV | PERLO DEP GGUCE APE | |
| CYYZ | H | DEP TO | KCVG | JET, F260 & ABV | RNAV | MIXUT DEP GNTRY APE TIGRR ARR | |
| CYYZ | H | DEP TO | KCVG | NONJET, F260 & ABV | RNAV | PEMBA DEP GNTRY APE TIGRR ARR | |
| CYYZ | H&L | DEP TO | KCVG | JET, F240 & BLW | RNAV | ANCOL DEP GGUCE APE TIGRR ARR | |
| CYYZ | H&L | DEP TO | KCVG | NONJET, F240 & BLW | RNAV | PERLO DEP GGUCE APE TIGRR ARR | |
| CYYZ | H | DEP TO | KDAY | JET, F260 & ABV | RNAV | MIXUT DEP GNTRY ROD | |
| CYYZ | H | DEP TO | KDAY | NONJET, F260 & ABV | RNAV | PEMBA DEP GNTRY ROD | |
| CYYZ | H&L | DEP TO | KDAY | JET, F240 & BLW | RNAV | ANCOL DEP GGUCE ROD | |
| CYYZ | H&L | DEP TO | KDAY | NONJET, F240 & BLW | RNAV | PERLO DEP GGUCE ROD | |
| CYYZ | H | DEP TO | KDCA | JET | RNAV | RIGUS DEP PSB SKILS ARR | |

C140 PLANNING

| FROM LOCATION TO LOCATION OR DIRECTION (Cont'd) | | | | | | | CZY2 |
|---|-----|-----------|------|-----------------------|------|---|------|
| AD | ALT | DIRECTION | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT | |
| CYYZ | H&L | DEP TO | KDCA | NONJET | RNAV | DUSOM DEP PSB HAR V265 KRANT | |
| CYYZ | H | DEP TO | KDET | JET, MAX F220 | RNAV | MIXUT DEP DERLO PICUP GIGGY ARR | |
| CYYZ | H&L | DEP TO | KDET | NONJET, MAX F220 | RNAV | PEMBA DEP DERLO PICUP GIGGY ARR | |
| CYYZ | H&L | DEP TO | KDTW | JET, MAX F220 | RNAV | ANCOL DEP GGUCE TPGUN ARR | |
| CYYZ | H&L | DEP TO | KDTW | NONJET, MAX F220 | RNAV | PERLO DEP GGUCE TPGUN ARR | |
| CYYZ | H&L | DEP TO | KDTW | JET, MAX F220 | RNAV | ANCOL DEP GGUCE CUUGR ARR | |
| CYYZ | H&L | DEP TO | KDTW | NONJET, MAX F220 | RNAV | PERLO DEP GGUCE CUUGR ARR | |
| CYYZ | H&L | DEP TO | KERI | JET | RNAV | BETES DEP ERI | |
| CYYZ | H&L | DEP TO | KERI | NONJET | RNAV | OAKVL DEP ERI | |
| CYYZ | H | DEP TO | KEWR | JET | RNAV | KEPTA DEP BMPAH AEVON GEE FLOSI ARR | |
| CYYZ | H&L | DEP TO | KEWR | NONJET, N0320 & ABV | RNAV | TEVAD DEP AHPAH Q140 KODEY HNK FLOSI ARR | |
| CYYZ | H&L | DEP TO | KEWR | NONJET, N0250 - N0319 | RNAV | MAAVAN DEP BMPAH AEVON GEE FLOSI ARR | |
| CYYZ | L | DEP TO | KEWR | NONJET, N0249 & BLW | RNAV | MAAVAN DEP BMPAH AEVON EXTOL HNK V167 WEARD V489 COATE | |
| CYYZ | H | DEP TO | KGRR | JET | RNAV | GOPUP DEP HOCKE | |
| CYYZ | H&L | DEP TO | KGRR | NONJET | RNAV | TULEK DEP HOCKE | |
| CYYZ | H | DEP TO | KHPN | JET | RNAV | KEPTA DEP BMPAH AEVON EXTOL DNY VALRE ARR | |
| CYYZ | H&L | DEP TO | KHPN | NONJET, N0320 & ABV | RNAV | TEVAD DEP AHPAH EXTOL DNY VALRE ARR | |
| CYYZ | H&L | DEP TO | KHPN | NONJET, N0250 - N0319 | RNAV | MAAVAN DEP BMPAH AEVON EXTOL DNY VALRE ARR | |
| CYYZ | H&L | DEP TO | KHPN | NONJET, N0250 & BLW | RNAV | MAAVAN DEP BMPAH AEVON EXTOL RKA NOBBI ARR | |
| CYYZ | H | DEP TO | KIAD | JET | RNAV | RIGUS DEP PSB MAPEL ARR | |
| CYYZ | H | DEP TO | KIAD | NONJET, N0319 & BLW | RNAV | MAAVAN DEP BMPAH AEVON SEG LEGGO ARR | |
| CYYZ | H | DEP TO | KIAD | NONJET, N0320 & ABV | RNAV | TEVAD DEP AHPAH SEG LEGGO ARR | |
| CYYZ | L | DEP TO | KIAG | JET, MAX A090 | RNAV | KEPTA DEP WOZEE | |
| CYYZ | L | DEP TO | KIAG | NONJET, MAX A090 | RNAV | MAAVAN DEP WOZEE | |
| CYYZ | H | DEP TO | KILG | JET | RNAV | RIGUS DEP PSB BUNTS ARR | |
| CYYZ | H | DEP TO | KILG | NONJET | RNAV | DUSOM DEP PSB BUNTS ARR | |
| CYYZ | L | DEP TO | KILG | NONJET, N0249 & BLW | RNAV | DUSOM DEP PSB HAR V210 BUNTS | |
| CYYZ | H | DEP TO | KIND | JET, F260 & ABV | RNAV | MIXUT DEP GNTRY RINTE SNKPT ARR | |
| CYYZ | H | DEP TO | KIND | JET, F240 & BLW | RNAV | ANCOL DEP GGUCE RINTE SNKPT ARR | |
| CYYZ | H | DEP TO | KIND | NONJET, F260 & ABV | RNAV | PEMBA DEP GNTRY RINTE SNKPT ARR | |
| CYYZ | H&L | DEP TO | KIND | NONJET, F240 & BLW | RNAV | PERLO DEP GGUCE RINTE SNKPT ARR | |
| CYYZ | H | DEP TO | KISP | JET | RNAV | KEPTA DEP BMPAH AEVON EXTOL HNK NELIE ARR | |
| CYYZ | H | DEP TO | KISP | JET | RNAV | KEPTA DEP BMPAH AEVON HANKK Q935 FABEN ALB NELIE ARR | |
| CYYZ | H | DEP TO | KISP | NONJET, N0320 & ABV | RNAV | TEVAD DEP AHPAH Q140 KODEY HNK NELIE ARR | |
| CYYZ | H | DEP TO | KISP | NONJET, N0320 & ABV | RNAV | TEVAD DEP AHPAH HANKK Q935 FABEN ALB NELIE ARR | |
| CYYZ | H&L | DEP TO | KISP | NONJET, N0319 & BLW | RNAV | MAAVAN DEP BMPAH AEVON EXTOL HNK NELIE ARR | |
| CYYZ | H&L | DEP TO | KISP | NONJET, N0319 & BLW | RNAV | MAAVAN DEP BMPAH AEVON HANKK FABEN ALB NELIE ARR | |
| CYYZ | H | DEP TO | KJFK | JET | RNAV | KEPTA DEP BMPAH AEVON EXTOL Q140 YODAA IGN KINGSTON ARR | |

| FROM LOCATION TO LOCATION OR DIRECTION (Cont'd) | | | | | | | CZYZ |
|---|-----|-----------|------|----------------------|------|--|------|
| AD | ALT | DIRECTION | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT | |
| CYYZ | H | DEP TO | KJFK | NONJET, N0320 & ABV | RNAV | TEVAD DEP AHPAH Q140 YODAA IGN KINGSTON ARR | |
| CYYZ | H | DEP TO | KJFK | NONJET, N0250- N0319 | RNAV | MAVAN DEP BMPAH AEVON EXTOL ARKKK YODAA IGN KINGSTON ARR | |
| CYYZ | H&L | DEP TO | KJFK | NONJET, N0250 & BLW | RNAV | MAVAN DEP BMPAH AEVON EXTOL DNY PAWLING ARR | |
| CYYZ | H | DEP TO | KLGA | JET | RNAV | KEPTA DEP BMPAH AEVON AUDIL RKA HAARP ARR | |
| CYYZ | H | DEP TO | KLGA | NONJET, N0320 & ABV | RNAV | TEVAD DEP AHPAH AUDIL RKA HAARP ARR | |
| CYYZ | H&L | DEP TO | KLGA | NONJET, N0250- N0319 | RNAV | MAVAN DEP BMPAH AEVON AUDIL RKA HAARP ARR | |
| CYYZ | L | DEP TO | KLGA | NONJET, N0250 & BLW | RNAV | MAVAN DEP BMPAH AEVON AUDIL RKA NOBBI ARR | |
| CYYZ | H | DEP TO | KMDW | JET, F260 & ABV | RNAV | MIXUT DEP GNTRY ASHEN BAGEL PANGG ARR | |
| CYYZ | H | DEP TO | KMDW | JET, F240 & BLW | RNAV | MIXUT DEP DERLO QWERI BAGEL PANGG ARR | |
| CYYZ | H | DEP TO | KMDW | NONJET, F260 & ABV | RNAV | PEMBA DEP GNTRY ASHEN BAGEL PANGG ARR | |
| CYYZ | H&L | DEP TO | KMDW | NONJET, F240 & BLW | RNAV | PEMBA DEP DERLO QWERI BAGEL PANGG ARR | |
| CYYZ | H | DEP TO | KMHT | JET | RNAV | KEPTA DEP BMPAH AEVON HANKK Q935 PONCT ROZZE ARR | |
| CYYZ | H | DEP TO | KMHT | NONJET, N0320 & ABV | RNAV | TEVAD DEP AHPAH HANKK ALB EEN | |
| CYYZ | H&L | DEP TO | KMHT | NONJET, N0319 & BLW | RNAV | MAVAN DEP BMPAH AEVON HANKK ALB EEN | |
| CYYZ | H | DEP TO | KMKE | JET | RNAV | GOPUP DEP SLLAP GETCH LYSTR SUDDS | |
| CYYZ | H&L | DEP TO | KMKE | NONJET | RNAV | TULEK DEP SLLAP GETCH LYSTR SUDDS | |
| CYYZ | H | DEP TO | KMSP | JET | RNAV | URSAL DEP KASED IDIOM MUSCL ARR | |
| CYYZ | H&L | DEP TO | KMSP | NONJET | RNAV | NOSIK DEP KASED GRB EAUCLAIRE ARR | |
| CYYZ | H&L | DEP TO | KORD | JET | RNAV | GOPUP DEP HOCKE FNT WYNDE ARR | |
| CYYZ | H&L | DEP TO | KORD | NONJET | RNAV | TULEK DEP HOCKE FNT WYNDE ARR | |
| CYYZ | H | DEP TO | KPHL | JET | RNAV | RIGUS DEP PSB BOJID ARR | |
| CYYZ | H&L | DEP TO | KPHL | NONJET | RNAV | DUSOM DEP PSB BOJID ARR | |
| CYYZ | L | DEP TO | KPHL | NONJET, N0249 & BLW | RNAV | DUSOM DEP PSB HAR V210 BUNTS | |
| CYYZ | H&L | DEP TO | KPHN | JET, MAX F220 | RNAV | MIXUT DEP DERLO MARGN | |
| CYYZ | H&L | DEP TO | KPHN | NONJET, MAX F220 | RNAV | PEMBA DEP DERLO MARGN | |
| CYYZ | H&L | DEP TO | KPIT | JET | RNAV | BETES DEP ERI YNG JESEY ARR | |
| CYYZ | H&L | DEP TO | KPIT | NONJET | RNAV | OAKVL DEP ERI YNG JESEY ARR | |
| CYYZ | H&L | DEP TO | KPTK | JET, MAX F220 | RNAV | MIXUT DEP DERLO PICUP OKLND ARR | |
| CYYZ | H&L | DEP TO | KPTK | NONJET, MAX F220 | RNAV | PEMBA DEP DERLO PICUP OKLND ARR | |
| CYYZ | H | DEP TO | KPVD | JET | RNAV | KEPTA DEP BMPAH AEVON EXTOL HNK WIPOR ARR | |
| CYYZ | H | DEP TO | KPVD | JET | RNAV | KEPTA DEP BMPAH AEVON FABEN ALB WIPOR ARR | |
| CYYZ | H | DEP TO | KPVD | NONJET, N0320 & ABV | RNAV | TEVAD DEP AHPAH HANKK Q935 FABEN ALB WIPOR ARR | |
| CYYZ | H | DEP TO | KPVD | NONJET, N0320 & ABV | RNAV | TEVAD DEP AHPAH Q140 KODEY HNK WIPOR ARR | |
| CYYZ | H&L | DEP TO | KPVD | NONJET, N0319 & BLW | RNAV | MAVAN DEP BMPAH AEVON EXTOL HNK WIPOR ARR | |
| CYYZ | H&L | DEP TO | KPVD | NONJET, N0319 & BLW | RNAV | MAVAN DEP BMPAH AEVON HANKK FABEN ALB WIPOR ARR | |

C142 PLANNING

| FROM LOCATION TO LOCATION OR DIRECTION (Cont'd) | | | | | | CZY2 |
|---|-----|-----------|------|---------------------|------|---|
| AD | ALT | DIRECTION | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT |
| CYYZ | H&L | DEP TO | KRIC | JET | RNAV | OAKVL DEP AIRRA MOL SPIDR ARR |
| CYYZ | H&L | DEP TO | KRIC | NONJET | RNAV | BETES DEP AIRRA MOL SPIDR ARR |
| CYYZ | H | DEP TO | KSDF | JET, F260 & ABV | RNAV | MIXUT DEP GNTRY ROD REDSTONE ARR |
| CYYZ | H | DEP TO | KSDF | NONJET, F260 & ABV | RNAV | PEMBA DEP GNTRY ROD REDSTONE ARR |
| CYYZ | H&L | DEP TO | KSDF | JET, F240 & BLW | RNAV | ANCOL DEP GGUCE ROD REDSTONE ARR |
| CYYZ | H&L | DEP TO | KSDF | NONJET, F240 & BLW | RNAV | PERLO DEP GGUCE ROD REDSTONE ARR |
| CYYZ | H&L | DEP TO | KSWF | JET | RNAV | KEPTA DEP BMPAH AEVON EXTOL DNY V483 FILPS |
| CYYZ | H&L | DEP TO | KSWF | NONJET, N0320 & ABV | RNAV | TEVAD DEP AHPAH EXTOL DNY V483 FILPS |
| CYYZ | L | DEP TO | KSWF | NONJET, N0319 & BLW | RNAV | MAVAN DEP BMPAH AEVON EXTOL DNY V483 FILPS |
| CYYZ | H&L | DEP TO | KSYR | JET | RNAV | KEPTA DEP BMPAH SYR |
| CYYZ | H&L | DEP TO | KSYR | NONJET, N0320 & ABV | RNAV | TEVAD DEP AHPAH SYR |
| CYYZ | L | DEP TO | KSYR | NONJET, N0319 & BLW | RNAV | MAVAN DEP BMPAH SYR |
| CYYZ | H | DEP TO | KTEB | JET | RNAV | KEPTA DEP BMPAH AEVON EXTOL HNK V167 WEARD V489 COATE |
| CYYZ | H | DEP TO | KTEB | NONJET, N0320 & ABV | RNAV | TEVAD DEP AHPAH Q140 KODEY HNK V167 WEARD V489 COATE |
| CYYZ | H&L | DEP TO | KTEB | NONJET | RNAV | MAVAN DEP BMPAH AEVON EXTOL HNK V167 WEARD V489 COATE |
| CYYZ | H&L | DEP TO | KTOL | JET | RNAV | ANCOL DEP GGUCE |
| CYYZ | H&L | DEP TO | KTOL | NONJET | RNAV | PERLO DEP GGUCE |
| CYYZ | H&L | DEP TO | KYIP | JET, MAX F220 | RNAV | MIXUT DEP DERLO PICUP OKLND STAR |
| CYYZ | H&L | DEP TO | KYIP | NONJET, MAX F220 | RNAV | PEMBA DEP DERLO PICUP OKLND STAR |
| CZBA | L | ARR FR E | | A160 & ABV | RNAV | TUKIR T614 ILUSI |
| CZBA | L | ARR FR E | | A140 & BLW | RNAV | ILIXU LINING |
| CZBA | L | ARR FR E | | A080 & BLW | RNAV | TUKIR T614 BOLMO |
| CZBA | L | ARR FR N | | A060 & BLW | RNAV | AGDUT |
| CZBA | L | ARR FR N | | | RNAV | YVV NUBER |
| CZBA | L | ARR FR N | | | RNAV | YVV TETOS |
| CZBA | L | ARR FR S | | | RNAV | WOZEE COLTS |
| CZBA | L | ARR FR S | | | RNAV | TIKUM |
| CZBA | L | ARR FR W | | | RNAV | HAVOK T608 BIMRO |
| CZBA | L | DEP TO E | | | RNAV | DAVSI T781 TIGET |
| CZBA | L | DEP TO S | | | RNAV | OAKVL DEP ERI |
| CZBA | L | DEP TO S | | | RNAV | OAKVL DEP FOXEE |
| CZBA | L | DEP TO S | | | RNAV | OAKVL DEP AIRRA |
| CZBA | L | DEP TO SE | | | RNAV | DUSOM DEP PSB |
| CZBA | L | DEP TO SE | | | RNAV | MAVAN DEP BMPAH |
| CZBA | L | DEP TO SE | | | RNAV | MAVAN DEP WOZEE |
| CZBA | H | DEP TO SW | | F260 & ABV | RNAV | PEMBA DEP GNTRY |
| CZBA | H&L | DEP TO SW | | F240 & BLW | RNAV | PEMBA DEP GGUCE |
| CZBA | L | DEP TO SW | | | RNAV | PEMBA DEP DERLO |

| OVERFLIGHTS | | | | | | CZY2 |
|-------------|-----|--------|----|-------------|------|-----------------------------------|
| DIRECTION | ALT | NAVAID | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT |
| E-BOUND | H | DAVSI | | NONJET | RNAV | DAVSI T781 BOMET Q921 TIGET MIGLO |
| E-BOUND | H&L | DAVSI | | NONJET | RNAV | DAVSI T781 BOMET MIVOK |
| E-BOUND | L | DAVSI | | NONJET | RNAV | DAVSI T781 TIGET MIGLO |

| OVERFLIGHTS (Cont'd) | | | | | | CZY |
|----------------------|-----|--------|-------------|-------------|------|---|
| DIRECTION | ALT | NAVAID | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT |
| E-BOUND | H | DAYYY | | | RNAV | DAYYY Q140 AHPAH |
| E-BOUND | H | DAYYY | | | RNAV | DAYYY Q140 SIKBO |
| E-BOUND | H&L | DAYYY | | | RNAV | DAYYY BEMOG |
| E-BOUND | H&L | DAYYY | | | RNAV | DAYYY YXI |
| E-BOUND | H | DERLO | | | RNAV | DERLO Q935 WOZEE |
| E-BOUND | H | DERLO | | | RNAV | DERLO Q913 RAKAM |
| E-BOUND | H | DERLO | | | RNAV | DERLO Q913 DEDKI Q937 TULEG |
| E-BOUND | H | DERLO | | | RNAV | DERLO YXI |
| E-BOUND | L | DERLO | | | RNAV | DERLO SEDOG T723 YXI |
| E-BOUND | H&L | HOCKE | | | | HOCKE YXI |
| E-BOUND | H | SIKBO | JET | | RNAV | SIKBO Q905 IPTOS |
| E-BOUND | H | SIKBO | NONJET | | RNAV | DAVSI T781 BOMET Q921 IPTOS |
| E-BOUND | H | SIKBO | JET | | RNAV | SIKBO Q907 LORKA |
| E-BOUND | H | SIKBO | JET | | RNAV | SIKBO Q951 SANIN MIGLO |
| E-BOUND | H | SIKBO | JET | | RNAV | SIKBO Q905 BOMET MIVOK |
| E-BOUND | H | SIKBO | JET | | RNAV | SIKBO Q951 OLABA |
| E-BOUND | H | SIKBO | NONJET | | RNAV | SIKBO DAVSI T781 BOMET Q921 TIGET OLABA |
| E-BOUND | L | SIKBO | NONJET | | RNAV | DAVSI T781 IPTOS |
| E-BOUND | L | SIKBO | NONJET | | RNAV | SIKBO DAVSI T781 TIGET OLABA |
| E-BOUND | H | SSM | | | RNAV | SSM YTS |
| E-BOUND | H&L | SSM | | | RNAV | SSM BEMOG |
| E-BOUND | H&L | TVC | | | RNAV | TVC BEMOG |
| E-BOUND | H&L | WOZEE | | | RNAV | WOZEE KANIK |
| E-BOUND | H&L | WOZEE | | | RNAV | WOZEE MIGLO |
| E-BOUND | H | YSP | | | RNAV | YSP Q919 BEMOG |
| E-BOUND | H&L | DERLO | KROC | | RNAV | DERLO ROC |
| E-BOUND | H&L | SIKBO | KROC | | RNAV | SIKBO ROC |
| W-BOUND | H | ALMOP | | | RNAV | ALMOP ASP |
| W-BOUND | H | LETAK | | | RNAV | LETAK DEBUM Q806 BOFTA DERLO |
| W-BOUND | H | LETAK | | | RNAV | LETAK DEBUM Q806 BOFTA DERLO |
| W-BOUND | H | LETAK | | | RNAV | LETAK Q824 HOCKE |
| W-BOUND | H | LETAK | | | RNAV | LETAK DEBUM Q806 ILUSI HOCKE |
| W-BOUND | H | LETAK | | | RNAV | LETAK Q824 MENKO KASED |
| W-BOUND | H | LETAK | | | RNAV | LETAK TVC |
| W-BOUND | L | LETAK | | | RNAV | LETAK T616 REVUD DERLO |
| W-BOUND | L | LETAK | | | RNAV | LETAK T616 HOCKE |
| W-BOUND | L | LETAK | | | RNAV | LETAK T616 DUGBU KASED |
| W-BOUND | H | POLTY | | | RNAV | POLTY Q804 DERLO |
| W-BOUND | H | TUKIR | F240 & ABV | | RNAV | TUKIR Q806 BOFTA DERLO |
| W-BOUND | H | TUKIR | F180 - F220 | | RNAV | TUKIR Q806 BOFTA OLAMO DERLO |
| W-BOUND | L | TUKIR | A140 & BLW | | RNAV | TUKIR T614 DEBUM KENLU T616 REVUD DERLO |
| W-BOUND | L | TUKIR | A160 | | RNAV | TUKIR T614 ILUSI BOFTA OLAMO DERLO |
| W-BOUND | H | WOZEE | | | RNAV | WOZEE YRL |
| W-BOUND | H&L | YEE | | | | YEE DERLO |
| W-BOUND | H | YXI | | | RNAV | YXI Q802 KENLU Q804 DERLO |
| W-BOUND | H | YXI | | | RNAV | YXI Q802 KENLU |
| W-BOUND | H&L | YXI | | | | YXI ASP |
| W-BOUND | H&L | YXI | | | | YXI SSM |
| W-BOUND | H&L | YYB | | | | YYB SSM |

C144 PLANNING

| OVERFLIGHTS (Cont'd) | | | | | | CZY |
|----------------------|-----|--------|------|-------------|------|---------------------------------------|
| DIRECTION | ALT | NAVAID | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT |
| W-BOUND | L | ILUSI | CYQG | A160- F220 | RNAV | ILUSI LETOR PICUP GIGGY ARR |
| W-BOUND | H&L | DERLO | KCLE | | RNAV | DERLO DOZRR BRWNZ ARR |
| W-BOUND | H&L | KENLU | KCLE | | RNAV | KENLU GGUCE DOZRR BRWNZ ARR |
| W-BOUND | H | TUKIR | KCLE | | RNAV | TUKIR Q806 YQO DOZRR BRWNZ ARR |
| W-BOUND | H&L | COLTS | KDET | | RNAV | COLTS GIGGY ARR |
| W-BOUND | H | DERLO | KDET | | RNAV | DERLO PICUP GIGGY ARR |
| W-BOUND | L | ILUSI | KDET | A160- F220 | RNAV | ILUSI LETOR PICUP GIGGY ARR |
| W-BOUND | H | ALONI | KDTW | | RNAV | ALONI ILUSI BOBTA TPGUN ARR |
| W-BOUND | H | ALONI | KDTW | | RNAV | ALONI ILUSI BOBTA CUUGR ARR |
| W-BOUND | H | ART | KDTW | | RNAV | ART ILUSI Q806 BOBTA TPGUN ARR |
| W-BOUND | H | ART | KDTW | | RNAV | ART ILUSI Q806 BOBTA CUUGR ARR |
| W-BOUND | H&L | KAPUX | KDTW | | RNAV | KAPUX GGUCE TPGUN ARR |
| W-BOUND | H&L | KAPUX | KDTW | | RNAV | KAPUX GGUCE CUUGR ARR |
| W-BOUND | H | TUKIR | KDTW | | RNAV | TUKIR Q806 BOBTA TPGUN ARR |
| W-BOUND | H | TUKIR | KDTW | | RNAV | TUKIR Q806 BOBTA CUUGR ARR |
| W-BOUND | H&L | YXI | KDTW | | RNAV | YXI BOBTA TPGUN ARR |
| W-BOUND | H&L | YXI | KDTW | | RNAV | YXI BOBTA CUUGR ARR |
| W-BOUND | H | DERLO | KMDW | | RNAV | DERLO MAYZE BAGEL PANGG ARR |
| W-BOUND | H | ALMOP | KORD | | RNAV | ALMOP ODAXY WYNDE ARR |
| W-BOUND | H | ALONI | KORD | | RNAV | ALONI SANIN DEDKI HOCKE FNT WYNDE ARR |
| W-BOUND | H | ART | KORD | | RNAV | ART DEDKI HOCKE FNT WYNDE ARR |
| W-BOUND | H | KAPUX | KORD | | RNAV | KAPUX HOCKE FNT WYNDE ARR |
| W-BOUND | H | MENKO | KORD | | RNAV | MENKO Q824 FNT WYNDE ARR |
| W-BOUND | H | SSM | KORD | | RNAV | SSM WYNDE ARR |
| W-BOUND | H&L | LEPOS | KPHN | | RNAV | LEPOS MARGN |
| W-BOUND | H&L | COLTS | KPTK | | RNAV | COLTS OKLND ARR |
| W-BOUND | H | DERLO | KPTK | | RNAV | DERLO PICUP OKLND ARR |
| W-BOUND | L | ILUSI | KPTK | A160 - F220 | RNAV | ILUSI LETOR PICUP OKLND ARR |
| W-BOUND | H&L | COLTS | KYIP | | RNAV | COLTS OKLND ARR |
| W-BOUND | H | DERLO | KYIP | | RNAV | DERLO PICUP OKLND ARR |
| W-BOUND | L | ILUSI | KYIP | A160 - F220 | RNAV | ILUSI LETOR PICUP OKLND ARR |

CZUL MONTREAL FIR

Pilots shall first verify if their point of departure has a mandatory departure routing. If no route is published, file direct to the first enroute point. If the route is to include a significant portion of enroute cruise through Montreal FIR, verify if an overflight route is published.

Pilots arriving at an airport within Montreal FIR shall verify if that airport has a mandatory route for arrival. If none exists, file direct.

If the route of flight extends outside of Montreal FIR, refer to the adjacent FIR mandatory route section for instructions. If none exists, connect the routes published herein to the external route at the most logical point.

Pilots departing from an airport within the Montreal Terminal airspace and filing a below listed routing over BOBK1 MELTI must maintain an IAS of 240kts or greater until 16000 feet. If unable they must advise ATC.

Routings through the Bagotville (CYBG) Military Restricted areas CYR664, CYR665 and CYR666 are to be avoided when areas are in operation.

Except for polar flights, westbound overflights transiting from Edmonton FIR to Montreal FIR north of 63N shall file over or west of AYROU.

Note for non-RNAV equipped aircraft:

The airspace route structure is based on unidirectional flows. In order to facilitate the flight, non-RNAV route planning shall be done by choosing NAVAID defined airways closest to the listed mandatory RNAV routes.

Where NAVAID based airways are not available, NAVAID direct NAVAID navigation can be used.

| FROM LOCATION TO LOCATION OR DIRECTION | | | | | | CZUL |
|--|-----|-----------|------|--------------|------|--|
| AD | ALT | DIRECTION | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT |
| CYBC | H | ARR FR W | | | RNAV | ML J555 YBC |
| CYBC | L | ARR FR W | | | RNAV | ML V360 YBC |
| CYBC | H&L | DEP TO W | | A120 & ABV | RNAV | MIVAX |
| CYBC | L | DEP TO W | | A100 & BLW | RNAV | YBC V316 MIVAX |
| CYBC | H | ARR FR | CYZV | | RNAV | YZV J555 YBC |
| CYBC | L | ARR FR | CYZV | | RNAV | YZV V316 YBC |
| CYBG | H&L | DEP TO | CYQB | | RNAV | VBS TADES KAROT ARR |
| CYBG | H&L | DEP TO | CYUL | | RNAV | VBS OBTEK DEBUS OMBRE ARR |
| CYFJ | H | ARR FR S | | | RNAV | DUNUP Q903 NOSUT |
| CYFJ | L | ARR FR S | | | RNAV | DUNUP T705 NOSUT |
| CYFJ | H&L | ARR FR W | | A15000 & ABV | RNAV | YXI BEMOG |
| CYFJ | H&L | ARR FR W | | A15000 & ABV | RNAV | IPTOS EBNYR |
| CYFJ | L | ARR FR W | | A13000 &BLW | RNAV | MIVOK LANRK TAKOL |
| CYGK | H&L | DEP TO | CYMO | F200 & BLW | RNAV | OTONA SMARE |
| CYGK | H&L | DEP TO | CYOW | | RNAV | PERTH CAPITAL ARR |
| CYGL | H&L | DEP TO | CYUL | | RNAV | OBRET |
| CYGP | H&L | ARR FR E | | | RNAV | FLEUR VODIX LEXOD YGP |
| CYGP | H | DEP TO W | | | RNAV | MIVAX |
| CYGW | H | DEP TO | CYUL | | RNAV | OBRET |
| CYHH | H | DEP TO | CYUL | | RNAV | OBRET LAFLEUR ARR |
| CYHU | H | ARR FR E | | | RNAV | VLV ILERO VIKBU SILVI GORUX OMBRE Q812 MAIRE |
| CYHU | L | ARR FR E | | | RNAV | VLV ILERO VIKBU SILVI GORUX OMBRE T608 MAIRE |
| CYHU | H | ARR FR N | | | RNAV | OBRET Q816 VIDGO Q911 PIGNA |
| CYHU | L | ARR FR N | | | RNAV | OBRET T624 VIDGO T709 PIGNA |
| CYHU | H&L | ARR FR NE | | | RNAV | MIVAX OBTEK IGTER MISOP UKPAM TAKIN MAIRE |
| CYHU | H | ARR FR NW | | | RNAV | BEMOG Q919 VIDGO Q911 PIGNA |
| CYHU | H | ARR FR NW | | | RNAV | TAGET Q911 PIGNA |
| CYHU | L | ARR FR NW | | | RNAV | BEMOG T717 VIDGO T709 PIGNA |

C146 PLANNING

| FROM LOCATION TO LOCATION OR DIRECTION (Cont'd) | | | | | | CZUL |
|---|-----|-----------|------|--------------------|------|--|
| AD | ALT | DIRECTION | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT |
| CYHU | L | ARR FR NW | | | RNAV | TAGET T709 PIGNA |
| CYHU | H&L | ARR FR S | | | RNAV | PBERG LATTS EBDOT DUNUP |
| CYHU | H&L | ARR FR SW | | | RNAV | ART CURDS DAVDA SAVAL TALNO NAPEE |
| CYHU | H | ARR FR W | | | RNAV | MIGLO Q955 EPMOK TALNO NAPEE |
| CYHU | L | ARR FR W | | | RNAV | MIGLO T725 EPMOK TALNO NAPEE |
| CYHU | H | DEP TO E | JET | | RNAV | KEBGO RABIK Q951 ANTOV |
| CYHU | H | DEP TO E | | NONJET, F270 & ABV | RNAV | SINRO LOKBU SOKYE Q921 PESAC YQB J555 ML |
| CYHU | H | DEP TO E | | NONJET, F270 & ABV | RNAV | SINRO LOKBU SOKYE Q921 PESAC YQB FLEUR |
| CYHU | H | DEP TO E | | NONJET | RNAV | VOBOK PUXER Q947 REVEN |
| CYHU | H | DEP TO E | | F290 & ABV | RNAV | ANTEG OBRON MOBUB EBMOS YQB ANCER |
| CYHU | H | DEP TO E | | F290 & ABV | RNAV | ANTEG OBRON MOBUB EBMOS YQB BAREE |
| CYHU | H | DEP TO E | | F290 & ABV | RNAV | ANTEG OBRON MOBUB EBMOS YQB CEFOU |
| CYHU | H | DEP TO E | | JET, F270 & BLW | RNAV | ANTEG OBRON MOBUB EBMOS YQB J555 ML |
| CYHU | H&L | DEP TO E | | JET, F270 & BLW | RNAV | ANTEG OBRON MOBUB EBMOS YQB FLEUR |
| CYHU | L | DEP TO E | JET | | RNAV | KEBGO RABIK T739 ANTOV |
| CYHU | L | DEP TO E | | | RNAV | SINRO LOKBU SOKYE T781 YQB V360 ML |
| CYHU | L | DEP TO E | | NONJET | RNAV | VOBOK PUXER T737 REVEN |
| CYHU | H | DEP TO N | | | RNAV | TAMKO Q903 IKNAR |
| CYHU | L | DEP TO N | | | RNAV | TAMKO T705 IKNAR |
| CYHU | H | DEP TO NE | JET | | RNAV | TAMKO VBS |
| CYHU | H&L | DEP TO NE | | NONJET | RNAV | SINRO LOKBU NOVID BERUT VBS |
| CYHU | H&L | DEP TO NW | JET | | RNAV | KESKA BIPKO IPSAK OMEGI RADEN |
| CYHU | H&L | DEP TO NW | | NONJET | RNAV | KESKA BIPKO BOKLU KISUK SASID |
| CYHU | H&L | DEP TO S | | | RNAV | FAWNS BUGSY |
| CYHU | H&L | DEP TO SE | | | RNAV | WARDS |
| CYHU | H&L | DEP TO SW | | | RNAV | FAWNS BUGSY SYR |
| CYHU | H&L | DEP TO W | | | RNAV | KESKA SAVEX KANUR LETAK |
| CYHU | H&L | DEP TO W | | | RNAV | KESKA SAVEX KANUR TUKIR |
| CYHU | H&L | ARR FR | CYBC | | RNAV | MIVAX OBTEK ICTER MISOP UKPAM TAKIN MAIRE |
| CYHU | H | DEP TO | CYBC | NONJET | RNAV | SINRO LOKBU SOKYE Q921 PESAC YQB J555 YBC |
| CYHU | H | DEP TO | CYBC | JET | RNAV | ANTEG OBRON MOBUB EBMOS YQB J555 YBC |
| CYHU | L | DEP TO | CYBC | NONJET | RNAV | SINRO LOKBU SOKYE T781 YQB V360 YBC |
| CYHU | H | DEP TO | CYBG | JET | RNAV | TAMKO VBS |
| CYHU | H&L | DEP TO | CYBG | NON JET | RNAV | SINRO LOKBU NOVID BERUT VBS |
| CYHU | H&L | DEP TO | CYFJ | | RNAV | BIPKO BOKLU |
| CYHU | H&L | DEP TO | CYKG | A14000 & ABV | RNAV | KESKA SAVEX KANUR KEMVI LORKA |
| CYHU | L | DEP TO | CYKG | A12000 & BLW | RNAV | TALNO SAVAL ALONI OLABA YGK |
| CYHU | H | DEP TO | CYHM | | RNAV | KESKA SAVEX KANUR TUKIR Q806 ILUSI ERBAL YYZ UDMIK ARR |
| CYHU | L | DEP TO | CYHM | A140 & BLW | RNAV | TALNO SAVAL ALONI OLABA ILIXU LINNG |
| CYHU | L | DEP TO | CYHM | A160 | RNAV | KESKA SAVEX KANUR TUKIR T614 ILUSI ERBAL YYZ UDMIK ARR |
| CYHU | H&L | DEP TO | CYKF | | RNAV | KESKA SAVEX KANUR LETAK |
| CYHU | H | DEP TO | CYKZ | | RNAV | KESKA SAVEX KANUR TUKIR Q806 ILUSI |
| CYHU | L | DEP TO | CYKZ | | RNAV | KESKA SAVEX KANUR TUKIR T614 ILUSI |
| CYHU | H&L | ARR FR | CYML | | RNAV | MIVAX OBTEK ICTER MISOP UKPAM TAKIN MAIRE |

| FROM LOCATION TO LOCATION OR DIRECTION (Cont'd) | | | | | | | CZUL |
|---|-----|-----------|------|--------------------------------------|------|---|------|
| AD | ALT | DIRECTION | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT | |
| CYHU | H | DEP TO | CYML | NONJET | RNAV | SINRO LOKBU SOKYE Q921 PESAC YQB J555 ML | |
| CYHU | H | DEP TO | CYML | JET | RNAV | ANTEG OBRON MOBUB EBMOS YQB J555 ML | |
| CYHU | L | DEP TO | CYML | NONJET | RNAV | SINRO LOKBU SOKYE T781 YQB V360 ML | |
| CYHU | H | ARR FR | CYND | | RNAV | TAKOL Q941 EMPEK Q911 PIGNA | |
| CYHU | L | ARR FR | CYND | | RNAV | TAKOL T731 EMPEK T709 PIGNA | |
| CYHU | H&L | DEP TO | CYND | | RNAV | KESKA ALSET THURO | |
| CYHU | H&L | DEP TO | CYOO | A14000 & ABV | RNAV | KESKA SAVEX KANUR KEMVI LORKA | |
| CYHU | L | DEP TO | CYOO | A12000 & BLW | RNAV | TALNO SAVAL ALONI | |
| CYHU | H | ARR FR | CYOW | | RNAV | KODEX EPMOK TALNO NAPEE | |
| CYHU | H&L | DEP TO | CYOW | | RNAV | KESKA ALSET RIVER ARR | |
| CYHU | H&L | ARR FR | CYQB | | RNAV | IGTER MISOP UKPAM TAKIN MAIRE | |
| CYHU | H&L | DEP TO | CYQB | | RNAV | ADVEM OMVAR ARR | |
| CYHU | H&L | ARR FR | CYRJ | | RNAV | LOKBU | |
| CYHU | L | DEP TO | CYSN | DH8D TYPE OR FASTER, A14000 & BLW | RNAV | BOBKI MELTI KEMVI LORKA ILIXU | |
| CYHU | L | DEP TO | CYSN | NON JET, A14000 & ABV | RNAV | KESKA SAVEX KANUR KEMVI LORKA | |
| CYHU | L | DEP TO | CYSN | A12000 & BLW | RNAV | TALNO SAVAL ALONI OLABA ILIXU | |
| CYHU | H&L | DEP TO | CYTR | A14000 & ABV | RNAV | KESKA SAVEX KANUR KEMVI LORKA YTR | |
| CYHU | L | DEP TO | CYTR | A12000 & BLW | RNAV | TALNO SAVAL ALONI YTR | |
| CYHU | H&L | DEP TO | CYTZ | DH8D TYPE OR FASTER | RNAV | BOBKI MELTI KEMVI ILIXU ARR | |
| CYHU | H&L | DEP TO | CYTZ | SLOWER THAN DH8D TYPE, A14 000 & ABV | RNAV | KESKA SAVEX KANUR KEMVI ILIXU ARR | |
| CYHU | L | DEP TO | CYTZ | A12000 & BLW | RNAV | TALNO SAVAL ALONI OLABA ILIXU | |
| CYHU | H | ARR FR | CYUY | | RNAV | YUY J524 YMW BEMOG Q919 VIDGO Q911 PIGNA | |
| CYHU | L | ARR FR | CYUY | | RNAV | YUY B7 YMW T717 VIDGO T709 PIGNA | |
| CYHU | H | ARR FR | CYVO | | RNAV | YVO J567 TAGET Q911 PIGNA | |
| CYHU | H | ARR FR | CYVO | | RNAV | TAGET Q911 PIGNA | |
| CYHU | L | ARR FR | CYVO | | RNAV | TAGET T709 PIGNA | |
| CYHU | H | DEP TO | CYXU | | RNAV | KESKA SAVEX KANUR TUKIR Q806 ILUSI YYZ LETOR | |
| CYHU | L | DEP TO | CYXU | A160 | RNAV | KESKA SAVEX KANUR TUKIR T614 ILUSI YYZ LETOR | |
| CYHU | L | DEP TO | CYXU | A140 & BLW | RNAV | KESKA SAVEX KANUR LETAK T616 REVUD | |
| CYHU | H&L | ARR FR | CYYY | | RNAV | MIVAX OBTEK IGTER MISOP UKPAM TAKIN MAIRE | |
| CYHU | H | DEP TO | CYYY | NONJET | RNAV | SINRO LOKBU SOKYE Q921 PESAC YQB FLEUR | |
| CYHU | H&L | DEP TO | CYYY | JET | RNAV | ANTEG OBRON MOBUB EBMOS YQB FLEUR | |
| CYHU | L | DEP TO | CYYY | NONJET | RNAV | SINRO LOKBU SOKYE T781 YQB FLEUR | |
| CYHU | H&L | DEP TO | CYYZ | NONJET | RNAV | KESKA SAVEX KANUR TUKIR | |
| CYHU | H&L | DEP TO | CYYZ | JET | RNAV | BOBKI MELTI TORNI RAGID ARR | |
| CYHU | H&L | DEP TO | CYZD | | RNAV | KESKA SAVEX KANUR LETAK DESKI DUGBU IMEBA ADREB | |
| CYHU | H&L | ARR FR | CYZV | | RNAV | MIVAX OBTEK IGTER MISOP UKPAM TAKIN MAIRE | |
| CYHU | H | DEP TO | CYZV | NONJET | RNAV | SINRO LOKBU SOKYE Q921 PESAC YQB J555 YZV | |

C148 PLANNING

| FROM LOCATION TO LOCATION OR DIRECTION (Cont'd) | | | | | | | CZUL |
|---|-----|-----------|------|--------------------|------|---|------|
| AD | ALT | DIRECTION | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT | |
| CYHU | H | DEP TO | CYZV | JET | RNAV | ANTEG OBRON MOBUB EBMOS YQB J555 YZV | |
| CYHU | L | DEP TO | CYZV | NONJET | RNAV | SINRO LOKBU SOKYE T781 YQB V360 ML | |
| CYHU | H&L | DEP TO | KALB | | RNAV | FAWNS BUGSY V282 SLK V203 | |
| CYHU | H&L | DEP TO | KBDL | | RNAV | WARDS BRATS | |
| CYHU | H&L | DEP TO | KBOS | | RNAV | WARDS ENE V167 SCUPP | |
| CYHU | H&L | DEP TO | KBTM | | RNAV | WARDS | |
| CYHU | H&L | DEP TO | KBUF | | RNAV | FAWNS BUGSY SYR ROC V510 EHMAN | |
| CYHU | H | DEP TO | KCLE | | RNAV | KESKA SAVEX KANUR TUKIR Q806 GGUCE DOZRR BRWNZ ARR | |
| CYHU | H&L | DEP TO | KCLE | | RNAV | FAWNS BUGSY SYR JOSSY HAGAR CXR CXR ARR | |
| CYHU | H&L | DEP TO | KCVG | | RNAV | FAWNS BUGSY SYR JOSSY MAULL KODIE CTW TIGRR ARR | |
| CYHU | H | DEP TO | KDET | | RNAV | FAWNS BUGSY SYR COLTS GIGGY ARR | |
| CYHU | H | DEP TO | KDET | F240 & ABV | RNAV | KESKA SAVEX KANUR TUKIR Q806 BOBTA DERLO PICUP GIGGY ARR | |
| CYHU | H | DEP TO | KDET | F180 TO F220 | RNAV | KESKA SAVEX KANUR TUKIR Q806 ILUSI YYZ LETOR PICUP GIGGY ARR | |
| CYHU | L | DEP TO | KDET | A140 & BLW | RNAV | KESKA SAVEX KANUR TUKIR T614 DEBUM KENLU T616 REVUD DERLO PICUP GIGGY ARR | |
| CYHU | L | DEP TO | KDET | A160 | RNAV | KESKA SAVEX KANUR TUKIR T614 ILUSI YYZ LETOR PICUP GIGGY ARR | |
| CYHU | H | DEP TO | KDTW | | RNAV | KESKA SAVEX KANUR TUKIR Q806 BOBTA TPGUN ARR | |
| CYHU | H | DEP TO | KDTW | | RNAV | KESKA SAVEX KANUR TUKIR Q806 BOBTA CUUGR ARR | |
| CYHU | H | DEP TO | KDTW | | RNAV | FAWNS BUGSY GONZZ DONEO TPGUN ARR | |
| CYHU | H | DEP TO | KDTW | | RNAV | FAWNS BUGSY GONZZ DONEO CUUGR ARR | |
| CYHU | H&L | DEP TO | KEWR | | RNAV | FAWNS BUGSY HANAA FLOSI ARR | |
| CYHU | H&L | DEP TO | KHPN | | RNAV | FAWNS BUGSY NIPPY ALB V157 HAARP | |
| CYHU | H&L | DEP TO | KJFK | | RNAV | FAWNS BUGSY NIPPY ALB IGN ARR | |
| CYHU | H&L | DEP TO | KLGA | | RNAV | FAWNS BUGSY ALB HAARP ARR | |
| CYHU | H | DEP TO | KORD | | RNAV | KESKA SAVEX KANUR LETAK Q824 FNT WYNDE ARR | |
| CYHU | H&L | DEP TO | KPHL | | RNAV | FAWNS BUGSY NIPPY ALB DNY SPUDS ARR | |
| CYHU | H&L | DEP TO | KTEB | | RNAV | FAWNS BUGSY HANAA ALB V489 COATE | |
| CYML | H&L | DEP TO W | | | RNAV | MIVAX | |
| CYMX | H | ARR FR E | | | RNAV | OBTEK PENTU Q824 URVAS DAXES VIBNU | |
| CYMX | H&L | ARR FR E | | | RNAV | VIVIL ROGSA URVAS DAXES VIBNU | |
| CYMX | H | ARR FR N | | | RNAV | OBRET Q816 VIDGO Q911 PIGNA | |
| CYMX | L | ARR FR N | | | RNAV | OBRET T624 VIDGO T709 PIGNA | |
| CYMX | L | ARR FR NE | | | RNAV | OBTEK PENTU T616 URVAS DAXES VIBNU | |
| CYMX | H | ARR FR NW | | | RNAV | BEMOG Q919 VIDGO Q911 PIGNA | |
| CYMX | L | ARR FR NW | | | RNAV | BEMOG T717 VIDGO T709 PIGNA | |
| CYMX | L | ARR FR NW | | | RNAV | TAGET T709 PIGNA | |
| CYMX | H&L | ARR FR S | | | RNAV | PBERG LATTS EBDOT DUNUP | |
| CYMX | H | ARR FR SW | | | RNAV | ART CURDS DAVDA EPMOK Q955 VEVKU | |
| CYMX | L | ARR FR SW | | | RNAV | ART CURDS DAVDA EPMOK T725 VEVKU | |
| CYMX | H | ARR FR W | | | RNAV | MIGLO Q955 VEVKU | |
| CYMX | L | ARR FR W | | | RNAV | MIGLO T725 VEVKU | |
| CYMX | H | DEP TO E | | NONJET, F270 & BLW | RNAV | SINRO LOKBU SOKYE Q921 PESAC YQB J555 ML | |

| FROM LOCATION TO LOCATION OR DIRECTION (Cont'd) | | | | | | CZUL |
|---|-----|-----------|------|--------------------------------------|------|--|
| AD | ALT | DIRECTION | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT |
| CYMX | H | DEP TO E | | JET | RNAV | ANTEG OBRON MOBUB EBMOS YQB ANCER |
| CYMX | H | DEP TO E | | JET | RNAV | ANTEG OBRON MOBUB EBMOS YQB BAREE |
| CYMX | H | DEP TO E | | JET | RNAV | ANTEG OBRON MOBUB EBMOS YQB CEFOU |
| CYMX | H | DEP TO E | | JET | RNAV | ANTEG OBRON MOBUB EBMOS YQB J555 ML |
| CYMX | H&L | DEP TO E | | NONJET, F270 & BLW | RNAV | SINRO LOKBU SOKYE KETRU PESAC YQB FLEUR |
| CYMX | H&L | DEP TO E | | NONJET | RNAV | SINRO LOKBU NOVID BERUT VBS |
| CYMX | H&L | DEP TO E | | JET | RNAV | ANTEG OBRON MOBUB EBMOS YQB FLEUR |
| CYMX | L | DEP TO E | | NONJET, F270 & BLW | RNAV | SINRO LOKBU SOKYE T781 YQB V360 ML |
| CYMX | H | DEP TO N | | | RNAV | TAMKO Q903 IKNAR |
| CYMX | L | DEP TO N | | | RNAV | TAMKO T705 IKNAR |
| CYMX | H | DEP TO NE | | JET | RNAV | TAMKO VBS |
| CYMX | H&L | DEP TO NW | | JET | RNAV | KESKA BIPKO IPSAK OMEGI RADEN |
| CYMX | H&L | DEP TO NW | | NONJET | RNAV | KESKA BIPKO BOKLU KISUK SASID |
| CYMX | H&L | DEP TO S | | | RNAV | FAWNS BUGSY |
| CYMX | H&L | DEP TO SE | | | RNAV | WARDS |
| CYMX | H&L | DEP TO SW | | | RNAV | FAWNS BUGSY SYR |
| CYMX | L | DEP TO W | | | RNAV | KESKA SAVEX KANUR LETAK |
| CYMX | L | DEP TO W | | | RNAV | KESKA SAVEX KANUR TUKIR |
| CYMX | H | DEP TO | CYHM | | RNAV | KESKA SAVEX KANUR TUKIR Q806 ILUSI ERBAL YYZ UDMIK ARR |
| CYMX | L | DEP TO | CYHM | A140 & BLW | RNAV | TALNO SAVAL ALONI OLABA ILIXU LINNG |
| CYMX | L | DEP TO | CYHM | A160 | RNAV | KESKA SAVEX KANUR TUKIR T614 ILUSI ERBAL YYZ UDMIK ARR |
| CYMX | H&L | DEP TO | CYKF | | RNAV | KESKA SAVEX KANUR LETAK |
| CYMX | H | DEP TO | CYKZ | | RNAV | KESKA SAVEX KANUR TUKIR Q806 ILUSI |
| CYMX | L | DEP TO | CYKZ | | RNAV | KESKA SAVEX KANUR TUKIR T614 ILUSI |
| CYMX | H&L | DEP TO | CYOO | A14000 & ABV | RNAV | KESKA SAVEX KANUR KEMVI LORKA |
| CYMX | L | DEP TO | CYOO | A12000 & BLW | RNAV | TALNO SAVAL ALONI |
| CYMX | H | ARR FR | CYOW | | RNAV | TAKOL Q941 EMPEK Q911 PIGNA |
| CYMX | L | ARR FR | CYOW | | RNAV | TAKOL T731 EMPEK T709 PIGNA |
| CYMX | H&L | DEP TO | CYOW | | RNAV | KESKA ALSET RIVER ARR |
| CYMX | H | ARR FR | CYQB | | RNAV | PENTU Q824 URVAS DAXES VIBNU |
| CYMX | L | ARR FR | CYQB | | RNAV | PENTU T616 URVAS DAXES VIBNU |
| CYMX | H&L | DEP TO | CYQB | NONJET | RNAV | SINRO PESAC ARR |
| CYMX | H&L | DEP TO | CYQB | JET | RNAV | ANTEG OBRON MOBUB PESAC PESAC ARR |
| CYMX | H&L | DEP TO | CYSN | NON JET, A14000 & ABV | RNAV | KESKA SAVEX KANUR KEMVI LORKA |
| CYMX | L | DEP TO | CYSN | DH8D TYPE OR FASTER, A14000 & BLW | RNAV | BOBKI MELTI KEMVI LORKA ILIXU |
| CYMX | L | DEP TO | CYSN | A12000 & BLW | RNAV | TALNO SAVAL ALONI OLABA ILIXU |
| CYMX | H&L | DEP TO | CYTZ | DH8D TYPE OR FASTER | RNAV | BOBKI MELTI KEMVI ILIXU ARR |
| CYMX | H&L | DEP TO | CYTZ | SLOWER THAN DH8D TYPE, A14 000 & ABV | RNAV | KESKA SAVEX KANUR KEMVI ILIXU ARR |
| CYMX | H | ARR FR | CYUY | | RNAV | YUY J524 YMW BEMOG Q919 VIDGO Q911 PIGNA |
| CYMX | L | ARR FR | CYUY | | RNAV | YUY B7 YMW T717 VIDGO T709 PIGNA |
| CYMX | H | ARR FR | CYVO | | RNAV | TAGET Q911 PIGNA |
| CYMX | L | ARR FR | CYVO | | RNAV | TAGET T709 PIGNA |

C150 PLANNING

| FROM LOCATION TO LOCATION OR DIRECTION (Cont'd) | | | | | | CZUL |
|---|-----|-----------|------|--------------|------|---|
| AD | ALT | DIRECTION | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT |
| CYMX | H | DEP TO | CYXU | | RNAV | KESKA SAVEX KANUR TUKIR Q806 ILUSI YYZ LETOR |
| CYMX | L | DEP TO | CYXU | A160 | RNAV | KESKA SAVEX KANUR TUKIR T614 ILUSI YYZ LETOR |
| CYMX | L | DEP TO | CYXU | A140 & BLW | RNAV | KESKA SAVEX KANUR LETAK T616 REVUD |
| CYMX | H&L | DEP TO | CYYZ | JET | RNAV | BOBKI MELTI TORNi RAGID ARR |
| CYMX | L | DEP TO | CYYZ | NONJET | RNAV | KESKA SAVEX KANUR TUKIR |
| CYMX | H&L | DEP TO | CYZD | | RNAV | KESKA SAVEX KANUR LETAK DESKI DUGBU IMEBA ADREB |
| CYMX | H | DEP TO | CYZV | NONJET | RNAV | SINRO LOKBU SOKYE Q921 PESAC YQB J555 YZV |
| CYMX | H | DEP TO | CYZV | JET | RNAV | ANTEG OBRON MOBUB EBMOS YQB J555 YZV |
| CYMX | L | DEP TO | CYZV | NONJET | RNAV | SINRO LOKBU SOKYE T781 YQB V360 ML |
| CYMX | H&L | DEP TO | KBDL | | RNAV | WARDS BRATS |
| CYMX | H&L | DEP TO | KBOS | | RNAV | WARDS ENE V167 SCUPP |
| CYMX | H&L | DEP TO | KBTM | | RNAV | WARDS |
| CYMX | H&L | DEP TO | KBUF | | RNAV | FAWNS BUGSY SYR ROC V510 EHMAN |
| CYMX | H | DEP TO | KCLE | | RNAV | KESKA SAVEX KANUR TUKIR Q806 GGUCE DOZRR BRWNZ ARR |
| CYMX | H&L | DEP TO | KCLE | | RNAV | FAWNS BUGSY SYR JOSSY HAGAR CXR CXR ARR |
| CYMX | H&L | DEP TO | KCVG | | RNAV | FAWNS BUGSY SYR JOSSY MAULL KODIE CTW TIGRR ARR |
| CYMX | H | DEP TO | KDET | | RNAV | FAWNS BUGSY SYR COLTS GIGGY ARR |
| CYMX | H | DEP TO | KDET | F240 & ABV | RNAV | KESKA SAVEX KANUR TUKIR Q806 BOBTA DERLO PICUP GIGGY ARR |
| CYMX | H | DEP TO | KDET | F180 TO F220 | RNAV | KESKA SAVEX KANUR TUKIR Q806 ILUSI YYZ LETOR PICUP GIGGY ARR |
| CYMX | L | DEP TO | KDET | A140 & BLW | RNAV | KESKA SAVEX KANUR TUKIR T614 DEBUM KENLU T616 REVUD DERLO PICUP GIGGY ARR |
| CYMX | L | DEP TO | KDET | A160 | RNAV | KESKA SAVEX KANUR TUKIR T614 ILUSI YYZ LETOR PICUP GIGGY ARR |
| CYMX | H | DEP TO | KDTW | | RNAV | KESKA SAVEX KANUR TUKIR Q806 BOBTA TPGUN ARR |
| CYMX | H | DEP TO | KDTW | | RNAV | KESKA SAVEX KANUR TUKIR Q806 BOBTA CUUGR ARR |
| CYMX | H&L | DEP TO | KEWR | | RNAV | FAWNS BUGSY HANAA FLOSI ARR |
| CYMX | H&L | DEP TO | KHPN | | RNAV | FAWNS BUGSY NIPPY ALB V157 HAARP |
| CYMX | H&L | DEP TO | KJFK | | RNAV | FAWNS BUGSY NIPPY ALB IGN ARR |
| CYMX | H&L | DEP TO | KLGA | | RNAV | FAWNS BUGSY ALB HAARP ARR |
| CYMX | H | DEP TO | KORD | | RNAV | KESKA SAVEX KANUR LETAK Q824 FNT WYNDE ARR |
| CYMX | H&L | DEP TO | KPHL | | RNAV | FAWNS BUGSY NIPPY ALB DNY SPUDS ARR |
| CYMX | H&L | DEP TO | KTEB | | RNAV | FAWNS BUGSY HANAA ALB V489 COATE |
| CYND | L | ARR FR E | | | RNAV | YUL ALSET THURO |
| CYND | H | ARR FR NE | | JET | RNAV | MIVAX PENTU CATOG OBTAX YUL ALSET THURO |
| CYND | H&L | ARR FR NE | | NON JET | RNAV | ML BERUT NOSUT ALIDO |
| CYND | H | ARR FR NW | | | RNAV | SMARE ONDOB |
| CYND | L | ARR FR NW | | | RNAV | YXI ONDOB |
| CYND | L | ARR FR SE | | | RNAV | BUGSY SAVAL TAPVO CYRIL |
| CYND | L | ARR FR W | | | RNAV | MIVOK KANIK LANRK VISOL |
| CYND | L | DEP TO E | | | RNAV | TAKOL T731 ESTEL |

| FROM LOCATION TO LOCATION OR DIRECTION (Cont'd) | | | | | | | CZUL |
|---|-----|-----------|------|-------------|------|---|------|
| AD | ALT | DIRECTION | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT | |
| CYND | L | DEP TO E | | JET | RNAV | AVVON T733 RABIK T739 ANTOV | |
| CYND | L | DEP TO E | | NONJET | RNAV | AVVON T733 LAFIT T737 REVEN | |
| CYND | L | DEP TO N | | | RNAV | RADEN | |
| CYND | L | DEP TO NE | | | RNAV | TAKOL YLO | |
| CYND | L | DEP TO NW | | | RNAV | YOW OLIGO YXI | |
| CYND | L | DEP TO S | | | RNAV | IKLAX T634 VIBRU ART | |
| CYND | L | DEP TO SE | | | RNAV | KODEX EPMOK SAVAL BUGSY | |
| CYND | L | DEP TO | CYHU | | RNAV | TAKOL T731 EMPEK T709 PIGNA | |
| CYND | L | DEP TO | CYMX | | RNAV | TAKOL T731 EMPEK T709 PIGNA | |
| CYND | H | DEP TO | CYQB | | RNAV | TAKOL Q941 AGLUK PESAC ARR | |
| CYND | L | DEP TO | CYQB | | RNAV | TAKOL T731 AGLUK PESAC ARR | |
| CYND | H&L | DEP TO | CYUL | | RNAV | AVVON ALOET ARR | |
| CYND | H&L | DEP TO | CYYZ | JET | RNAV | TUKIR IMEBA ARR | |
| CYND | H&L | DEP TO | CYYZ | NONJET | RNAV | TUKIR VIBLI ARR | |
| CYOW | H&L | ARR FR E | | | RNAV | DERDO DAXUG MUTIB PUPOV VILRO RIVER ARR | |
| CYOW | H&L | ARR FR N | | | RNAV | BEMOG LEAMY ARR | |
| CYOW | H | ARR FR NE | | JET | RNAV | MIVAX PENTU CATOG RIVER ARR | |
| CYOW | H&L | ARR FR NE | | NON JET | RNAV | ML BERUT NOSUT ALIDO LEAMY ARR | |
| CYOW | H | ARR FR NW | | | RNAV | SMARE MEECH ARR | |
| CYOW | L | ARR FR NW | | | RNAV | YXI ONDOB MEECH ARR | |
| CYOW | H&L | ARR FR SE | | | RNAV | BUGSY DEANS ARR | |
| CYOW | H&L | ARR FR W | | NONJET | RNAV | MIVOK CAPITAL ARR | |
| CYOW | H&L | ARR FR W | | JET | RNAV | ELSUB CAPITAL ARR | |
| CYOW | H | DEP TO E | | F290 & ABV | RNAV | TAKOL Q941 ESTEL BAREE | |
| CYOW | H | DEP TO E | | F290 & ABV | RNAV | TAKOL Q941 ESTEL CEFOU | |
| CYOW | H | DEP TO E | | F290 & ABV | RNAV | TAKOL Q941 ESTEL MIILS | |
| CYOW | H | DEP TO E | | F290 & ABV | RNAV | TAKOL Q941 ESTEL ANCER | |
| CYOW | H | DEP TO E | | JET | RNAV | AVVON Q943 RABIK Q951 ANTOV | |
| CYOW | H | DEP TO E | | NONJET | RNAV | AVVON Q943 LAFIT Q947 REVEN | |
| CYOW | L | DEP TO E | | JET | RNAV | AVVON T733 RABIK T739 ANTOV | |
| CYOW | L | DEP TO E | | NONJET | RNAV | AVVON T733 LAFIT T737 REVEN | |
| CYOW | H&L | DEP TO N | | | RNAV | RADEN | |
| CYOW | H&L | DEP TO NW | | | RNAV | YOW OLIGO YXI | |
| CYOW | H | DEP TO S | | | RNAV | IKLAX Q844 SYR | |
| CYOW | L | DEP TO S | | | RNAV | IKLAX T634 VIBRU ART | |
| CYOW | H&L | DEP TO SE | | | RNAV | KODEX EPMOK SAVAL BUGSY | |
| CYOW | H | DEP TO | CYBK | | RNAV | LORKA YGK | |
| CYOW | H | DEP TO | CYHM | | RNAV | TUKIR Q806 ILUSI ERBAL YYZ UDMIK ARR | |
| CYOW | L | DEP TO | CYHM | A140 & BLW | RNAV | LORKA ILIXU LINNG | |
| CYOW | L | DEP TO | CYHM | A160 | RNAV | TUKIR T614 ILUSI ERBAL YYZ UDMIK ARR | |
| CYOW | H&L | ARR FR | CYHU | | RNAV | ALSET RIVER ARR | |
| CYOW | H&L | DEP TO | CYHU | | RNAV | KODEX EPMOK TALNO NAPEE | |
| CYOW | H&L | DEP TO | CYKF | | RNAV | YOW T616 KENLU | |
| CYOW | H | DEP TO | CYKZ | | RNAV | TUKIR Q806 ILUSI | |
| CYOW | L | DEP TO | CYKZ | | RNAV | TUKIR T614 ILUSI | |
| CYOW | H&L | ARR FR | CYMX | | RNAV | ALSET RIVER ARR | |
| CYOW | H | DEP TO | CYMX | | RNAV | TAKOL Q941 EMPEK Q911 PIGNA | |
| CYOW | L | DEP TO | CYMX | | RNAV | TAKOL T731 EMPEK T709 PIGNA | |
| CYOW | H | DEP TO | CYOO | | RNAV | LORKA OO | |
| CYOW | H | DEP TO | CYQA | | RNAV | YOW Q824 DESKI | |

C152 PLANNING

| FROM LOCATION TO LOCATION OR DIRECTION (Cont'd) | | | | | | | CZUL |
|---|-----|-----------|------|--------------|------|---|------|
| AD | ALT | DIRECTION | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT | |
| CYOW | L | DEP TO | CYQA | | RNAV | YOW T616 DESKI | |
| CYOW | H&L | ARR FR | CYQB | | RNAV | YQB UDBAM DICEN NOSUT SEMRO ALIDO LEAMY ARR | |
| CYOW | H | DEP TO | CYQB | | RNAV | TAKOL Q941 AGLUK PESAC ARR | |
| CYOW | L | DEP TO | CYQB | | RNAV | TAKOL T731 AGLUK PESAC ARR | |
| CYOW | H | DEP TO | CYSN | JET | RNAV | TUKIR Q806 DEBUM | |
| CYOW | H | DEP TO | CYSN | NONJET | RNAV | LORKA ILIXU | |
| CYOW | H&L | ARR FR | CYTR | | RNAV | ELSUB CAPITAL ARR | |
| CYOW | H&L | DEP TO | CYTR | | RNAV | LORKA YTR | |
| CYOW | H&L | DEP TO | CYTZ | | RNAV | APLOV LORKA ILIXU ARR | |
| CYOW | H&L | ARR FR | CYUL | | RNAV | ALSET RIVER ARR | |
| CYOW | H&L | DEP TO | CYUL | | RNAV | AVVON ALOET ARR | |
| CYOW | H | DEP TO | CYXU | | RNAV | TUKIR Q806 ILUSI YYZ LETOR | |
| CYOW | L | DEP TO | CYXU | A160 | RNAV | TUKIR T614 ILUSI YYZ LETOR | |
| CYOW | L | DEP TO | CYXU | A140 & BLW | RNAV | LETAK T616 REVUD | |
| CYOW | H&L | DEP TO | CYYZ | JET | RNAV | TUKIR IMEBA ARR | |
| CYOW | H&L | DEP TO | CYYZ | NONJET | RNAV | TUKIR VIBLI ARR | |
| CYOW | H&L | DEP TO | CYZD | | RNAV | LETAK DESKI DUGBU IMEBA ADREB | |
| CYOW | H&L | DEP TO | KBOS | | RNAV | KODEX EPMOK SAVAL BUGSY ENE V167 SCUPP | |
| CYOW | H | DEP TO | KCLE | F180 TO F220 | RNAV | TUKIR Q806 BOBTA OLAMO DERLO DOZRR BRWNZ ARR | |
| CYOW | H | DEP TO | KCLE | F240 & ABV | RNAV | TUKIR Q806 BOBTA DERLO DOZRR BRWNZ ARR | |
| CYOW | L | DEP TO | KCLE | A140 & BLW | RNAV | TUKIR T614 DEBUM KENLU T616 REVUD DERLO DOZRR BRWNZ ARR | |
| CYOW | L | DEP TO | KCLE | A160 | RNAV | TUKIR T614 ILUSI BOBTA OLAMO DERLO DOZRR BRWNZ ARR | |
| CYOW | H | DEP TO | KDET | F180 TO F220 | RNAV | TUKIR Q806 ILUSI YYZ LETOR PICUP GIGGY ARR | |
| CYOW | H | DEP TO | KDET | F240 & ABV | RNAV | TUKIR Q806 BOBTA DERLO PICUP GIGGY ARR | |
| CYOW | L | DEP TO | KDET | A140 & BLW | RNAV | TUKIR T614 DEBUM KENLU T616 REVUD DERLO PICUP GIGGY ARR | |
| CYOW | L | DEP TO | KDET | A160 | RNAV | TUKIR T614 ILUSI YYZ LETOR PICUP GIGGY ARR | |
| CYOW | H | DEP TO | KDTW | | RNAV | TUKIR Q806 BOBTA TPGUN ARR | |
| CYOW | H | DEP TO | KDTW | | RNAV | | |
| CYOW | H | DEP TO | KEWR | | RNAV | IKLAX Q844 SYR HNK FLOSI ARR | |
| CYOW | H&L | DEP TO | KEWR | | RNAV | KODEX EPMOK SAVAL BUGSY HANAA ALB V213 SAX | |
| CYOW | L | DEP TO | KEWR | | RNAV | IKLAX T634 VIBRU ART SYR HNK V167 HELON V213 SAX | |
| CYOW | H | DEP TO | KORD | | RNAV | LETAK Q824 FNT WYNDE ARR | |
| CYOW | H | DEP TO | KPHL | | RNAV | IKLAX Q844 SYR CFB SLATT ARR | |
| CYQB | H&L | ARR FR E | | | RNAV | MIVAX SIMTO SIMTO ARR | |
| CYQB | H&L | ARR FR N | | | RNAV | VBS TADES KAROT ARR | |
| CYQB | H&L | ARR FR NW | | | RNAV | OLAVO OLAVO ARR | |
| CYQB | H&L | ARR FR S | | | RNAV | GUBID OMVAR ARR | |
| CYQB | H&L | ARR FR W | | | RNAV | AGLUK PESAC ARR | |
| CYQB | H&L | DEP TO N | | | RNAV | BV VBS | |
| CYQB | H&L | DEP TO NW | | | RNAV | YQB UDBAM DICEN BERUT | |
| CYQB | H | DEP TO S | | JET | RNAV | PENTU Q824 URVAS | |

| FROM LOCATION TO LOCATION OR DIRECTION (Cont'd) | | | | | | | CZUL |
|---|-----|-----------|------|-------------|------|--|------|
| AD | ALT | DIRECTION | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT | |
| CYQB | H&L | DEP TO S | | NONJET | RNAV | ROGSA MOBAL | |
| CYQB | H&L | DEP TO SE | | | RNAV | PINTE HUL | |
| CYQB | H | DEP TO | CYBC | | RNAV | YQB J555 YBC | |
| CYQB | L | DEP TO | CYBC | | RNAV | YQB V360 YBC | |
| CYQB | H&L | ARR FR | CYFC | | RNAV | OMVAR OMVAR ARR | |
| CYQB | H&L | DEP TO | CYGP | | RNAV | FLEUR | |
| CYQB | H&L | ARR FR | CYHU | | RNAV | ADVEM OMVAR ARR | |
| CYQB | H&L | DEP TO | CYHU | | RNAV | IGTER MISOP UKPAM TAKIN MAIRE | |
| CYQB | H | DEP TO | CYML | | RNAV | YQB J555 ML | |
| CYQB | L | DEP TO | CYML | | RNAV | YQB V360 ML | |
| CYQB | H&L | ARR FR | CYMX | NONJET | RNAV | SINRO PESAC ARR | |
| CYQB | H&L | ARR FR | CYMX | JET | RNAV | ANTEG OBRON MOBUB PESAC PESAC ARR | |
| CYQB | H | DEP TO | CYMX | | RNAV | PENTU T616 URVAS DAXES VIBNU | |
| CYQB | H | DEP TO | CYMX | | RNAV | PENTU Q824 URVAS DAXES VIBNU | |
| CYQB | H | ARR FR | CYND | | RNAV | TAKOL Q941 AGLUK PESAC ARR | |
| CYQB | L | ARR FR | CYND | | RNAV | TAKOL T731 AGLUK PESAC ARR | |
| CYQB | H&L | DEP TO | CYND | | RNAV | YQB UDBAM DICEN NOSUT ALIDO | |
| CYQB | H | ARR FR | CYOW | | RNAV | TAKOL Q941 AGLUK PESAC ARR | |
| CYQB | L | ARR FR | CYOW | | RNAV | TAKOL T731 AGLUK PESAC ARR | |
| CYQB | H&L | DEP TO | CYOW | | RNAV | YQB UDBAM DICEN NOSUT ALIDO LEAMY ARR | |
| CYQB | H | DEP TO | CYTZ | | RNAV | YQB UDBAM DICEN Q852 KEMVI IIXU ARR | |
| CYQB | L | DEP TO | CYTZ | | RNAV | YQB UDBAM DICEN T636 KEMVI IIXU ARR | |
| CYQB | H&L | ARR FR | CYUL | NONJET | RNAV | SINRO PESAC ARR | |
| CYQB | H&L | ARR FR | CYUL | JET | RNAV | ANTEG OBRON MOBUB PESAC PESAC ARR | |
| CYQB | H&L | DEP TO | CYUL | | RNAV | IKMIK OMBRE ARR | |
| CYQB | H&L | DEP TO | CYY | | RNAV | FLEUR | |
| CYQB | H | DEP TO | CYYZ | | RNAV | YQB UDBAM DICEN Q848 LETAK | |
| CYQB | L | DEP TO | CYYZ | | RNAV | YQB UDBAM DICEN T680 LETAK | |
| CYQB | H | DEP TO | CYZV | | RNAV | YQB J555 ML | |
| CYQB | L | DEP TO | CYZV | | RNAV | YQB V360 ML | |
| CYQB | H | DEP TO | KBOS | JET | RNAV | APLAK URVAS RABIK COVAN ENE V167 SCUPP | |
| CYQB | L | DEP TO | KBOS | NONJET | RNAV | ROGSA MOBAL CON CON154 KHRIS LWM | |
| CYQB | H | DEP TO | KEWR | JET | RNAV | PENTU Q824 URVAS HANAA FLOSI ARR | |
| CYQB | H&L | DEP TO | KEWR | NONJET | RNAV | ROGSA MOBAL HANAA ALB V213 SAX | |
| CYQB | H | DEP TO | KJFK | JET | RNAV | PENTU Q824 URVAS ALB IGN IGN ARR | |
| CYQB | H&L | DEP TO | KJFK | NONJET | RNAV | ROGSA MOBAL ALB IGN IGN ARR | |
| CYQB | H | DEP TO | KLGA | JET | RNAV | PENTU Q824 URVAS ALB HAARP ARR | |
| CYQB | H&L | DEP TO | KLGA | NONJET | RNAV | ROGSA MOBAL ALB PWL IGN V157 LGA | |
| CYQB | H | DEP TO | KORD | | RNAV | YQB UDBAM DICEN Q848 LETAK | |
| CYQB | L | DEP TO | KORD | | RNAV | YQB UDBAM DICEN T680 LETAK | |
| CYRI | L | DEP TO W | | | RNAV | MIVAX | |
| CYRQ | H&L | DEP TO E | | | RNAV | PESAC | |
| CYRQ | H&L | DEP TO W | | | RNAV | UFX | |
| CYRQ | L | DEP TO | CYUL | | RNAV | PESAC MISOP SILVI OMBRE OMBRE ARR | |
| CYUL | H&L | ARR FR E | | | RNAV | VLV OMBRE ARR | |
| CYUL | H&L | ARR FR E | | JET | RNAV | VLV OMBRE ARR | |
| CYUL | H&L | ARR FR E | | NONJET | RNAV | MUSDU OMBRE ARR | |
| CYUL | H&L | ARR FR N | | | RNAV | OBRET LAFLEUR ARR | |
| CYUL | H | ARR FR NE | | JET | RNAV | DEBUS OMBRE ARR | |

C154 PLANNING

| FROM LOCATION TO LOCATION OR DIRECTION (Cont'd) | | | | | | CZUL |
|---|-----|-----------|------------------|--------------------|------|--|
| AD | ALT | DIRECTION | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT |
| CYUL | H&L | ARR FR NE | | NONJET | RNAV | VBS OBTEK DEBUS OMBRE ARR |
| CYUL | H&L | ARR FR NW | | | RNAV | BEMOG LAFLEUR ARR |
| CYUL | H&L | ARR FR S | | | RNAV | PBERG CARTER ARR |
| CYUL | H&L | ARR FR SW | | | RNAV | ART IMPACT ARR |
| CYUL | H&L | ARR FR W | | | RNAV | MIGLO HABBSS ARR |
| CYUL | H | DEP TO E | JET | | RNAV | KEBGO RABIK Q951 ANTOV |
| CYUL | H | DEP TO E | | NONJET, F270 & BLW | RNAV | SINRO LOKBU SOKYE Q921 PESAC YQB FLEUR |
| CYUL | H | DEP TO E | | NONJET | RNAV | VOBOK PUXER Q947 REVEN |
| CYUL | H | DEP TO E | F290 & ABV | | RNAV | ANTEG OBRON MOBUB EBMOS YQB ANCER |
| CYUL | H | DEP TO E | F290 & ABV | | RNAV | ANTEG OBRON MOBUB EBMOS YQB BAREE |
| CYUL | H | DEP TO E | F290 & ABV | | RNAV | ANTEG OBRON MOBUB EBMOS YQB CEFOU |
| CYUL | H | DEP TO E | JET, F270 & BLW | | RNAV | ANTEG OBRON MOBUB EBMOS YQB J555 ML |
| CYUL | H&L | DEP TO E | | NONJET, F270 & BLW | RNAV | SINRO LOKBU SOKYE Q921 PESAC YQB J555 ML |
| CYUL | H&L | DEP TO E | JET, F270 & BLW | | RNAV | ANTEG OBRON MOBUB EBMOS YQB FLEUR |
| CYUL | L | DEP TO E | JET | | RNAV | KEBGO RABIK T739 ANTOV |
| CYUL | L | DEP TO E | | NONJET | RNAV | SINRO LOKBU SOKYE T781 YQB FLEUR |
| CYUL | L | DEP TO E | | NONJET | RNAV | SINRO LOKBU SOKYE T781 YQB V360 ML |
| CYUL | L | DEP TO E | NON-JEP, 170&BLW | | RNAV | SINRO LOKBU SOKYE T781 YQB J555 ML |
| CYUL | L | DEP TO E | | NONJET | RNAV | VOBOK PUXER T737 REVEN |
| CYUL | H | DEP TO N | | | RNAV | TAMKO Q903 IKNAR |
| CYUL | L | DEP TO N | | | RNAV | TAMKO T705 IKNAR |
| CYUL | H | DEP TO NE | JET | | RNAV | TAMKO VBS |
| CYUL | H&L | DEP TO NE | | NONJET | RNAV | SINRO LOKBU NOVID BERUT VBS |
| CYUL | H&L | DEP TO NW | JET | | RNAV | KESKA BIPKO IPSAK OMEGI RADEN |
| CYUL | H&L | DEP TO NW | | NONJET | RNAV | KESKA BIPKO BOKLU KISUK SASID |
| CYUL | H&L | DEP TO S | | | RNAV | FAWNS BUGSY |
| CYUL | H&L | DEP TO SE | | | RNAV | WARDS |
| CYUL | H&L | DEP TO SW | | | RNAV | FAWNS BUGSY SYR |
| CYUL | H&L | DEP TO W | | | RNAV | KESKA SAVEX KANUR LETAK |
| CYUL | H&L | DEP TO W | | | RNAV | KESKA SAVEX KANUR TUKIR |
| CYUL | H&L | ARR FR | CYBC | | RNAV | MIVAX OBTEK DEBUS OMBRE ARR |
| CYUL | H | DEP TO | CYBC | NONJET | RNAV | SINRO LOKBU SOKYE Q921 PESAC YQB J555 ML |
| CYUL | H | DEP TO | CYBC | JET | RNAV | ANTEG OBRON MOBUB EBMOS YQB J555 ML |
| CYUL | L | DEP TO | CYBC | NONJET | RNAV | SINRO LOKBU SOKYE T781 YQB V360 ML |
| CYUL | H | DEP TO | CYBG | JET | RNAV | TAMKO VBS |
| CYUL | H&L | DEP TO | CYBG | NON JET | RNAV | SINRO LOKBU NOVID BERUT VBS |
| CYUL | H&L | DEP TO | CYFJ | | RNAV | BIPKO BOKLU |
| CYUL | H&L | DEP TO | CYKG | A14000 & ABV | RNAV | KESKA SAVEX KANUR KEMVI LORKA |
| CYUL | L | DEP TO | CYKG | A12000 & BLW | RNAV | TALNO SAVAL ALONI OLABA YGK |
| CYUL | H&L | ARR FR | CYGP | | RNAV | MIVAX OBTEK DEBUS OMBRE ARR |
| CYUL | H | DEP TO | CYGP | NONJET | RNAV | SINRO LOKBU SOKYE Q921 PESAC YQB FLEUR |
| CYUL | H&L | DEP TO | CYGP | JET | RNAV | ANTEG OBRON MOBUB EBMOS YQB FLEUR |
| CYUL | L | DEP TO | CYGP | NONJET | RNAV | SINRO LOKBU SOKYE T781 YQB FLEUR |
| CYUL | H | DEP TO | CYHM | | RNAV | KESKA SAVEX KANUR TUKIR Q806 ILUSI ERBAL YYZ UDMIK ARR |
| CYUL | L | DEP TO | CYHM | A140 & BLW | RNAV | TALNO SAVAL ALONI OLABA ILIXU LINNG |
| CYUL | L | DEP TO | CYHM | A160 | RNAV | KESKA SAVEX KANUR TUKIR T614 ILUSI ERBAL YYZ UDMIK ARR |

| FROM LOCATION TO LOCATION OR DIRECTION (Cont'd) | | | | | | CZUL |
|---|-----|-----------|------|--------------------------------------|------|---|
| AD | ALT | DIRECTION | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT |
| CYUL | H&L | DEP TO | CYKF | | RNAV | KESKA SAVEX KANUR LETAK |
| CYUL | H | DEP TO | CYKZ | | RNAV | KESKA SAVEX KANUR TUKIR Q806 ILUSI |
| CYUL | L | DEP TO | CYKZ | | RNAV | KESKA SAVEX KANUR TUKIR T614 ILUSI |
| CYUL | L | ARR FR | CYLO | 140&BLO | RNAV | MISOP OMBRE OMBRE ARR |
| CYUL | H&L | ARR FR | CYML | | RNAV | MIVAX OBTEK DEBUS OMBRE ARR |
| CYUL | H | DEP TO | CYML | NONJET | RNAV | SINRO LOKBU SOKYE Q921 PESAC YQB J555 ML |
| CYUL | H&L | DEP TO | CYML | JET | RNAV | ANTEG OBRON MOBUB EBMOS YQB J555 ML |
| CYUL | L | DEP TO | CYML | NONJET | RNAV | SINRO LOKBU SOKYE T781 YQB V360 ML |
| CYUL | H&L | ARR FR | CYND | | RNAV | AVVON ALOET ARR |
| CYUL | H&L | DEP TO | CYND | | RNAV | KESKA ALSET THURO |
| CYUL | H&L | DEP TO | CYOO | A14000 & ABV | RNAV | KESKA SAVEX KANUR KEMVI LORKA |
| CYUL | H&L | DEP TO | CYOO | A12000 & BLW | RNAV | TALNO SAVAL ALONI |
| CYUL | H&L | ARR FR | CYOW | | RNAV | AVVON ALOET ARR |
| CYUL | H&L | DEP TO | CYOW | | RNAV | KESKA ALSET RIVER ARR |
| CYUL | H&L | ARR FR | CYQB | | RNAV | IKMIK OMBRE ARR |
| CYUL | H&L | DEP TO | CYQB | NONJET | RNAV | SINRO PESAC ARR |
| CYUL | H&L | DEP TO | CYQB | JET | RNAV | ANTEG OBRON MOBUB PESAC PESAC ARR |
| CYUL | L | ARR FR | CYRJ | 140&BLO | RNAV | BERUT MISOP OMBRE OMBRE ARR |
| CYUL | H&L | DEP TO | CYSN | DH8D TYPE OR FASTER, A14000 & BLW | RNAV | BOBK MELTI KEMVI LORKA ILIXU |
| CYUL | H&L | DEP TO | CYSN | NON JET, A14000 & ABV | RNAV | KESKA SAVEX KANUR KEMVI LORKA |
| CYUL | L | DEP TO | CYSN | A12000 & BLW | RNAV | TALNO SAVAL ALONI OLABA ILIXU |
| CYUL | H&L | ARR FR | CYTF | | RNAV | VBS OBTEK DEBUS OMBRE ARR |
| CYUL | H&L | DEP TO | CYTR | A14000 & ABV | RNAV | KESKA SAVEX KANUR KEMVI LORKA YTR |
| CYUL | L | DEP TO | CYTR | A12000 & BLW | RNAV | TALNO SAVAL ALONI YTR |
| CYUL | H&L | DEP TO | CYTZ | DH8D TYPE OR FASTER | RNAV | BOBK MELTI KEMVI ILIXU ARR |
| CYUL | H&L | DEP TO | CYTZ | SLOWER THAN DH8D TYPE, A14 000 & ABV | RNAV | KESKA SAVEX KANUR KEMVI ILIXU ARR |
| CYUL | L | DEP TO | CYTZ | A12000 & BLW | RNAV | TALNO SAVAL ALONI OLABA ILIXU |
| CYUL | H | ARR FR | CYUY | | RNAV | YUY J524 YMW BEMOG LAFLEUR ARR |
| CYUL | L | ARR FR | CYUY | | RNAV | YUY B7 YMW BEMOG LAFLEUR ARR |
| CYUL | H&L | ARR FR | CYVO | | RNAV | TAGET IKMOL LAFLEUR ARR |
| CYUL | H | DEP TO | CYXU | | RNAV | KESKA SAVEX KANUR TUKIR Q806 ILUSI YYZ LETOR |
| CYUL | L | DEP TO | CYXU | A160 | RNAV | KESKA SAVEX KANUR TUKIR T614 ILUSI YYZ LETOR |
| CYUL | L | DEP TO | CYXU | A140 & BLW | RNAV | KESKA SAVEX KANUR LETAK T616 REVUD |
| CYUL | H&L | ARR FR | CYYY | | RNAV | MIVAX OBTEK DEBUS OMBRE ARR |
| CYUL | H | DEP TO | CYYY | NONJET | RNAV | SINRO LOKBU SOKYE Q921 PESAC YQB FLEUR |
| CYUL | H&L | DEP TO | CYYY | JET | RNAV | ANTEG OBRON MOBUB EBMOS YQB FLEUR |
| CYUL | L | DEP TO | CYYY | NONJET | RNAV | SINRO LOKBU SOKYE T781 YQB FLEUR |
| CYUL | H&L | DEP TO | CYYZ | JET | RNAV | BOBK MELTI TORN RADIG ARR |
| CYUL | H&L | DEP TO | CYYZ | NONJET | RNAV | KESKA SAVEX KANUR TUKIR UDNOX ARR |
| CYUL | H&L | DEP TO | CYZD | | RNAV | KESKA SAVEX KANUR LETAK DESKI DUGBU IMEBA ADREB |
| CYUL | H&L | ARR FR | CYZV | | RNAV | MIVAX OBTEK DEBUS OMBRE ARR |

C156 PLANNING

| FROM LOCATION TO LOCATION OR DIRECTION (Cont'd) | | | | | | | CZUL |
|---|-----|-----------|------------|--------------|------|---|------|
| AD | ALT | DIRECTION | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT | |
| CYUL | H | DEP TO | CYZV | NONJET | RNAV | SINRO LOKBU SOKYE Q921 PESAC YQB J555 ML | |
| CYUL | H | DEP TO | CYZV | JET | RNAV | ANTEG OBRON MOBUB EBMOS YQB J555 ML | |
| CYUL | L | DEP TO | CYZV | NONJET | RNAV | SINRO LOKBU SOKYE T781 YQB V360 ML | |
| CYUL | H&L | ARR FR | CZBF | NONJET | RNAV | LABRE IKMIK OMBRE ARR | |
| CYUL | H&L | DEP TO | KALB | | RNAV | FAWNS BUGSY V282 SLK V203 | |
| CYUL | H&L | DEP TO | KBDL | | RNAV | WARDS BRATS | |
| CYUL | H&L | DEP TO | KBOS | | RNAV | WARDS ENE V167 SCUPP | |
| CYUL | H&L | DEP TO | KBTM | | RNAV | WARDS | |
| CYUL | H&L | DEP TO | KBUF | | RNAV | FAWNS BUGSY SYR ROC V510 EHMAN | |
| CYUL | H | DEP TO | KCLE | | RNAV | KESKA SAVEX KANUR TUKIR Q806 GGUCE DOZRR BRWNZ ARR | |
| CYUL | H&L | DEP TO | KCLE | | RNAV | FAWNS BUGSY SYR JOSSY HAGAR CXR CXR ARR | |
| CYUL | H&L | DEP TO | KCVG | | RNAV | FAWNS BUGSY SYR JOSSY MAULL KODIE CTW TIGRR ARR | |
| CYUL | H | DEP TO | KDET | | RNAV | FAWNS BUGSY SYR COLTS GIGGY ARR | |
| CYUL | H | DEP TO | KDET | F240 & ABV | RNAV | KESKA SAVEX KANUR TUKIR Q806 BOBTA DERLO PICUP GIGGY ARR | |
| CYUL | H | DEP TO | KDET | F180 TO F220 | RNAV | KESKA SAVEX KANUR TUKIR Q806 ILUSI YYZ LETOR PICUP GIGGY ARR | |
| CYUL | L | DEP TO | KDET | A140 & BLW | RNAV | KESKA SAVEX KANUR TUKIR T614 DEBUM KENLU T616 REVUD DERLO PICUP GIGGY ARR | |
| CYUL | L | DEP TO | KDET | A160 | RNAV | KESKA SAVEX KANUR TUKIR T614 ILUSI YYZ LETOR PICUP GIGGY ARR | |
| CYUL | H | DEP TO | KDTW | | RNAV | KESKA SAVEX KANUR TUKIR Q806 BOBTA TPGUN ARR | |
| CYUL | H | DEP TO | KDTW | | RNAV | KESKA SAVEX KANUR TUKIR Q806 BOBTA CUUGR ARR | |
| CYUL | H | DEP TO | KDTW | | RNAV | FAWNS BUGSY GONZZ DONEO TPGUN ARR | |
| CYUL | H | DEP TO | KDTW | | RNAV | FAWNS BUGSY GONZZ DONEO CUUGR ARR | |
| CYUL | H&L | DEP TO | KEWR | | RNAV | FAWNS BUGSY HANAA FLOSI ARR | |
| CYUL | H&L | DEP TO | KHPN | | RNAV | FAWNS BUGSY NIPPY ALB V157 HAARP | |
| CYUL | H&L | DEP TO | KJFK | | RNAV | FAWNS BUGSY NIPPY ALB IGN ARR | |
| CYUL | H&L | DEP TO | KLGA | | RNAV | FAWNS BUGSY ALB HAARP ARR | |
| CYUL | H | DEP TO | KORD | | RNAV | KESKA SAVEX KANUR LETAK Q824 FNT WYNDE ARR | |
| CYUL | H&L | DEP TO | KPHL | | RNAV | FAWNS BUGSY NIPPY ALB DNY SPUDS ARR | |
| CYUL | H&L | DEP TO | KTEB | | RNAV | FAWNS BUGSY HANAA ALB V489 COATE | |
| CYUY | L | DEP TO SE | | | RNAV | YUY B7 YMW T717 BEMOG | |
| CYUY | H&L | ARR FR | CYQB | | RNAV | YQB OLAVO YVO V372 YUY | |
| CYUY | H&L | ARR FR | CYQB | | RNAV | YQB UDBAM DICEN BERUT YVO V372 YUY | |
| CYVB | H | DEP TO W | | | RNAV | MIVAX | |
| CYVO | H&L | DEP TO | CYQB | | RNAV | OLAVO OLAVO ARR | |
| CYVO | H&L | DEP TO | CYUL | | RNAV | TAGET IKMOL LAFLEUR ARR | |
| CYYY | H&L | ARR FR W | | | RNAV | FLEUR YYY | |
| CYYY | H&L | DEP TO W | A120 & ABV | | RNAV | MIVAX | |
| CYYY | L | DEP TO W | A100 & BLW | | | YYY V98 YRI MIVAX | |
| CYZV | L | ARR FR W | | | RNAV | ML V360 YZV | |
| CYZV | H&L | DEP TO SW | A120 & ABV | | RNAV | MIVAX | |
| CYZV | L | DEP TO SW | A100 & BLW | | | YZV V316 MIVAX | |
| CYZV | L | DEP TO | CYBC | | RNAV | YZV V316 YBC | |

| FROM LOCATION TO LOCATION OR DIRECTION (Cont'd) | | | | | | CZUL |
|---|-----|-----------|------|-------------|------|--------------------|
| AD | ALT | DIRECTION | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT |
| CYZV | L | DEP TO | CYBG | | RNAV | YZV V316 YBC KAVMU |
| CYZV | L | DEP TO | CYRC | | RNAV | YZV V316 YBC KAVMU |

| OVERFLIGHTS | | | | | | | CZUL |
|-------------|-----|--------|------|---------------------|------|--|------|
| DIRECTION | ALT | NAVAID | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT | |
| E-BOUND | H | IPTOS | | | RNAV | IPTOS Q921 AGLUK ANCER | |
| E-BOUND | H | IPTOS | | | RNAV | IPTOS Q921 AGLUK BAREE | |
| E-BOUND | H | IPTOS | | | RNAV | IPTOS Q921 AGLUK CEFOU | |
| E-BOUND | H | IPTOS | | F270 & BLW | RNAV | IPTOS Q921 PESAC YQB J555 ML | |
| E-BOUND | H | IPTOS | | F270 & BLW | RNAV | IPTOS Q921 PESAC YQB FLEUR | |
| E-BOUND | H | LORKA | | | RNAV | LORKA Q907 MILS | |
| E-BOUND | L | MIVOK | | | RNAV | MIVOK LANRK TAKOL KISUK VIDGO LIVBA SOKYE PESAC YQB V360 YZV | |
| E-BOUND | L | MIVOK | | | RNAV | MIVOK LANRK TAKOL KISUK VIDGO LIVBA SOKYE PESAC YQB FLEUR | |
| E-BOUND | L | NOPOT | | A110 & BLW | RNAV | NOPOT TALNO RABIK ANTOV | |
| E-BOUND | H | OLABA | | | RNAV | OLABA Q951 TALNO Q929 TOXAL | |
| E-BOUND | L | OLABA | | | RNAV | OLABA T791 ALONI DAVDA SAVAL TALNO T721 TOXAL | |
| E-BOUND | H | YXI | | F290 & ABV | RNAV | YXI ANCER | |
| E-BOUND | H | YXI | | F290 & ABV | RNAV | YXI BAREE | |
| E-BOUND | H | YXI | | F290 & ABV | RNAV | YXI CEFOU | |
| W-BOUND | L | ANTOV | | A120 & BLW | RNAV | TOXAL T721 TALNO ALONI T791 OLABA | |
| W-BOUND | H&L | ART | | | RNAV | ART IGSAP | |
| W-BOUND | H&L | BTV | | | RNAV | BUGSY SAVAL ALONI OLABA IGSAP RAGID ARRIVAL | |
| W-BOUND | H&L | CYGK | | OVERFLYING YYZ AREA | RNAV | AGNOB | |
| W-BOUND | H | DERDO | | | RNAV | DERDO DAXUG MUTIB PUPOV SAVEX Q806 TUKIR | |
| W-BOUND | H | DERDO | | | RNAV | DERDO DAXUG MUTIB PUPOV SAVEX KANUR LETAK | |
| W-BOUND | H | DERDO | | | RNAV | DERDO DAXUG MUTIB PUPOV SAVEX KANUR Q852 KEMVI ILIXU ARR | |
| W-BOUND | L | DERDO | | | RNAV | DERDO DAXUG MUTIB PUPOV SAVEX T614 TUKIR | |
| W-BOUND | L | DERDO | | | RNAV | DERDO DAXUG MUTIB PUPOV SAVEX KANUR LETAK | |
| W-BOUND | L | DERDO | | | RNAV | DERDO DAXUG MUTIB PUPOV SAVEX KANUR T636 KEMVI ILIXU ARR | |
| W-BOUND | H&L | KBTM | | | RNAV | BUGSY SAVAL ALONI SANIN DEDKI | |
| W-BOUND | H&L | KPLB | | | RNAV | BUGSY SAVAL ALONI SANIN DEDKI | |
| W-BOUND | H | MIILS | | F290 & ABV | RNAV | MIILS LETAK | |
| W-BOUND | H&L | PBERG | | | RNAV | BUGSY SAVAL ALONI OLABA IGSAP RAGID ARRIVAL | |
| W-BOUND | H | YBC | | F290 & ABV | RNAV | YBC POLTY | |
| W-BOUND | H | YBC | | F290 & ABV | RNAV | YBC YXI | |
| W-BOUND | H | YBC | | F290 & ABV | RNAV | YBC VBS KAPUX | |
| W-BOUND | H | YRI | | F290 & ABV | RNAV | YRI POLTY | |
| W-BOUND | H | YRI | | F290 & ABV | RNAV | YRI YXI | |
| W-BOUND | H | YRI | | F290 & ABV | RNAV | YRI KAPUX | |
| W-BOUND | H | | CYTR | | RNAV | MATOR Q852 KEMVI LORKA YTR | |
| W-BOUND | L | | CYTR | | RNAV | MATOR T636 KEMVI LORKA YTR | |

CZQM MONCTON FIR

| FROM LOCATION TO LOCATION OR DIRECTION | | | | | | | CZQM |
|--|-----|-----------|---------------|---------------|------|------------------------|------|
| AD | ALT | DIRECTION | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT | |
| CYHZ | H&L | ARR FR E | | N OF YQY | RNAV | CAYLY CABOT ARR | |
| CYHZ | H&L | ARR FR E | | YQY OR S | RNAV | AGMIR LIRLA ARR | |
| CYHZ | H&L | ARR FR NE | | | RNAV | CAYLY CABOT ARR | |
| CYHZ | H&L | ARR FR NW | JET | | RNAV | REVIK LOKRI YHZ | |
| CYHZ | H&L | ARR FR NW | | | RNAV | EBONY FUNDY ARR | |
| CYHZ | L | ARR FR NW | | | RNAV | FRENN LOKRI | |
| CYHZ | H&L | ARR FR S | | | RNAV | ELERI PEGGY ARR | |
| CYHZ | H&L | ARR FR SE | | | RNAV | AGMIR LIRLA ARR | |
| CYHZ | H&L | ARR FR W | | | RNAV | ALLEX FUNDY ARR | |
| CYHZ | H&L | ARR FR W | | | RNAV | TUSKY PEGGY ARR | |
| CYHZ | H&L | DEP TO E | | | RNAV | IGTAS NOTOP | |
| CYHZ | L | DEP TO E | | | | YHZ V312 NOTOP | |
| CYHZ | H&L | DEP TO NE | | | RNAV | KATLO | |
| CYHZ | H&L | DEP TO NW | | | RNAV | KELNO FRENN | |
| CYHZ | H&L | DEP TO NW | JET | | RNAV | KELNO MOWND | |
| CYHZ | H&L | DEP TO NW | NON-JET | | RNAV | DUSEN XIBUL | |
| CYHZ | H&L | DEP TO W | 50 NM OF LAND | | RNAV | SENVIGMA ALLEX | |
| CYHZ | H&L | DEP TO | CYMX | JET | RNAV | KELNO Q806 MLT VIVIL | |
| CYHZ | H&L | DEP TO | CYMX | NON-JET | RNAV | DUSEN XIBUL VIVIL | |
| CYHZ | H | DEP TO | CYOW | JET | RNAV | KELNO Q806 MLT DERDO | |
| CYHZ | H&L | DEP TO | CYOW | NON-JET | RNAV | DUSEN XIBUL DERDO | |
| CYHZ | H | DEP TO | CYUL | JET | RNAV | KELNO Q806 MLT VLV | |
| CYHZ | H&L | DEP TO | CYUL | NON-JET | RNAV | DUSEN XIBUL MUSDU | |
| CYHZ | H | DEP TO | CYYT | 50 NM OF LAND | RNAV | IGTAS NOTOP Q846 TIGOR | |
| CYHZ | H | DEP TO | CYYT | | RNAV | IGTAS NOTOP Q806 PERLU | |
| CYHZ | L | DEP TO | CYYT | 50 NM OF LAND | RNAV | IGTAS NOTOP T783 TIGOR | |
| CYHZ | L | DEP TO | CYYT | | RNAV | IGTAS NOTOP PERLU | |
| CYHZ | H | DEP TO | CYYZ | JET | RNAV | KELNO Q806 MLT DERDO | |
| CYHZ | H&L | DEP TO | CYYZ | NON-JET | RNAV | DUSEN XIBUL DERDO | |
| CYQM | H | ARR FR W | | | RNAV | DANOL Q951 PUXOP | |
| CYQM | H | ARR FR W | | | | MLT FC YQM | |
| CYQM | H&L | ARR FR W | | | | YSJ YQM | |
| CYQM | L | ARR FR W | | | | MLT FC V300 YQM | |
| CYQM | H&L | DEP TO | CYMX | | RNAV | BEMEK VIVIL | |
| CYQM | H&L | DEP TO | CYUL | JET | RNAV | BEMEK VLV | |
| CYQM | H&L | DEP TO | CYUL | NON-JET | RNAV | BEMEK MUSDU | |
| CYQM | H&L | DEP TO | CYYZ | | RNAV | BEMEK DERDO | |
| CYSJ | H&L | ARR FR NW | | | | MOWND V318 YSJ | |
| CYSJ | H&L | DEP TO N | | | | YSJV310 FRENN | |
| CYSJ | H&L | DEP TO NW | | | | YSJV318 MOWND | |
| CYYG | H | ARR FR W | | | RNAV | DANOL Q951 YYG | |
| CYYG | H | ARR FR W | | | | MLT FC YQM YYG | |
| CYYG | L | ARR FR W | | | | MLT FC V300 YYG | |
| CYYG | H | DEP TO | CYUL | JET | RNAV | YYG Q858 DULBA VLV | |
| CYYG | H | DEP TO | CYUL | NON-JET | RNAV | YYG Q858 DULBA MUSDU | |
| CYYG | L | DEP TO | CYUL | JET | RNAV | YYG T735 DULBA VLV | |
| CYYG | L | DEP TO | CYUL | NON-JET | RNAV | YYG T35 DULBA MUSDU | |
| CYYG | H | DEP TO | CYYZ | | RNAV | YYG Q858 DULBA DERDO | |

| FROM LOCATION TO LOCATION OR DIRECTION (Cont'd) | | | | | | CZQM |
|---|-----|-----------|------|-------------|------|----------------------|
| AD | ALT | DIRECTION | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT |
| CYYG | L | DEP TO | CYYZ | | RNAV | YYG T735 DULBA DERDO |

CZQX GANDER FIR

| FROM LOCATION TO LOCATION OR DIRECTION | | | | | | CZQX |
|--|-----|-----------|------|----------------|------|-------------------|
| AD | ALT | DIRECTION | AD | LIMITATIONS | PROC | ROUTE OF FLIGHT |
| CYYT | H&L | ARR FR NW | | | RNAV | MIVAD AVALON ARR |
| CYYT | H&L | ARR FR W | | 50NM FROM LAND | RNAV | TIGOR TIGOR ARR |
| CYYT | H&L | ARR FR W | | | RNAV | PERLU BURIN ARR |
| CYYT | H&L | DEP TO W | | | RNAV | TEXED |
| CYYT | H&L | DEP TO | CYHZ | | RNAV | TEXED SILRO CAYLY |
| CYYT | H&L | DEP TO | CYHZ | | RNAV | TEXED AGMIR |

SAMPLE

C160 PLANNING

FIXED RNAV ROUTES

| Rte | Name | (N)Lat | (W)Long | Waypoint Definition | Mag Brg | Dist |
|------|---------------------------|--------|---------|-------------------------------|---------|------|
| L600 | Sept-Iles QC, VOR | N50 | 13.9 | W066 16.4 NAVAID | | |
| | To ALKOB QC, intxn | N51 | 28.8 | W064 01.5 YZV 069°/114 DME | 069° | 114 |
| | To Goose NL, VOR | N53 | 19.2 | W060 17.7 NAVAID | 075° | 176 |
| L602 | Sept-Iles QC, VOR | N50 | 13.9 | W066 16.4 NAVAID | | |
| | To PEKRO, NL intxn | N53 | 09.4 | W064 06.2 YZV 044° & YWK 101° | 048° | 193 |
| L603 | Dawson YT, NDB | N64 | 01.7 | W139 10.1 NAVAID | 127° | |
| | To Robinson BC, NDB | N60 | 26.4 | W134 51.7 NAVAID | 311° | 247 |
| L604 | Whitehorse YT, VOR/DME | N60 | 37.1 | W135 08.3 | | |
| | To AVTAV, YT intxn | N62 | 12.7 | W133 23.2 | 005° | 108 |
| L605 | XULDU, NU intxn | N74 | 43.0 | W094 58.2 | | |
| | To NANSA, NU intxn | N73 | 00.4 | W085 02.1 | | 195 |
| | To SATAX, NU intxn | N72 | 41.4 | W077 58.1 | | 127 |
| L606 | KEMGI, YT intxn | N60 | 23.6 | W134 39.7 | | |
| | To LEXUB, YT intxn | N60 | 24.5 | W133 49.8 | 069° | 25 |
| | To CANYO, YT intxn | N60 | 25.4 | W132 24.1 | 070° | 43 |
| L607 | IRGIP, YT intxn | N60 | 02.7 | W134 10.5 | | |
| | To ANTUT, YT intxn | N60 | 08.4 | W134 18.5 | 306° | 7 |
| | To KEMGI, YT intxn | N60 | 23.6 | W134 39.7 | 306° | 19 |
| L608 | ERDIK, QC, intxn | N58 | 03.4 | W068 29.2 | | |
| | To NOROL, QC, intxn | N61 | 02.6 | W069 37.6 | 012° | 183 |
| | To OMIVO, NU, intxn | N63 | 44.0 | W068 32.9 | 034° | 165 |
| L619 | AGBIX, QC, intxn | N60 | 03.1 | W077 17.3 | | |
| | To PIBRO, QC, intxn | N60 | 49.1 | W078 08.9 | 351° | 53 |
| | To EBLAL, QC, intxn | N62 | 25.0 | W077 55.5 | 023° | 96 |
| L630 | Sept-Iles QC, VOR | N50 | 13.9 | W066 16.4 | | |
| | To KEKNA, QC, intxn | N50 | 09.5 | W065 57.6 | 128° | 13 |
| | To MOBEG, QC, intxn | N49 | 50.2 | W064 17.3 | 124° | 67 |
| L632 | IGSAS, QC intxn | N48 | 01.0 | W071 16.2 | | |
| | To VUCAN, QC intxn | N49 | 53.9 | W071 15.2 | 017° | 113 |
| | To AGLOL, QC intxn | N53 | 42.7 | W073 42.2 | 356° | 247 |
| L634 | AMILI, QC intxn | N60 | 01.5 | W070 00.3 | | |
| | To DUMRU, QC intxn | N58 | 40.3 | W069 56.8 | 202° | 82 |
| | To ERDIK, QC intxn | N58 | 03.4 | W068 29.2 | 150° | 59 |
| | To IKBIB, QC intxn | N58 | 42.4 | W065 59.4 | 085° | 88 |
| L636 | MELBI, NT intxn | N66 | 14.4 | W128 38.9 | | |
| | To MEKTA, NT intxn | N67 | 21.6 | W134 33.8 | 278° | 156 |
| | To ALTIG, NT intxn | N68 | 18.2 | W133 29.0 | 002° | 62 |
| L638 | OMVEG, ON intxn | N50 | 06.8 | W091 54.3 | | |
| | To BEXOV, ON intxn | N50 | 17.6 | W088 54.6 | 085° | 116 |
| | To XEXUL, ON intxn | N50 | 11.0 | W086 41.8 | 098° | 85 |
| | To SASOB, ON intxn | N49 | 24.7 | W082 28.2 | 111° | 171 |
| L640 | ITBIN, ON intxn | N51 | 04.0 | W093 47.6 | | |
| | To MUVUR, ON intxn | N51 | 49.2 | W093 58.4 | 352° | 46 |
| | To AXENO, ON intxn | N52 | 39.4 | W094 03.7 | 356° | 50 |
| | To NOTUG, MB intxn | N53 | 51.4 | W094 39.2 | 344° | 75 |

FIXED RNAV ROUTES (Cont'd)

| Rte | Name | (N)Lat | (W)Long | Waypoint Definition | Mag Brg | Dist |
|------|------------------------------|----------|-----------|---------------------|------------|------|
| L643 | TAGIS, QC intxn | N61 35.3 | W071 55.8 | | | |
| | To ULBOD, NU intxn | N62 50.9 | W069 52.6 | | 060° | 95 |
| | To DAJIM, NU intxn | N63 45.4 | W068 33.4 | | 058° | 65 |
| L646 | EMBES, QC intxn | N48 32.7 | W072 17.7 | | | |
| | To VUCAN, QC intxn | N49 53.9 | W071 15.2 | | 042° | 91 |
| L648 | OLARU, YT intxn | N62 28.9 | W141 00.0 | | | |
| | To IGSOM, YT intxn | N61 22.2 | W139 02.4 | | 121° | 87 |
| | To Whitehorse, YT VOR/DME | N60 37.1 | W135 08.3 | | 091° | 123 |
| L657 | NUDOV, QC, intxn | N50 28.1 | W059 38.2 | | | |
| | To SUSUB, NL, intxn | N53 19.2 | W060 25.6 | | 010° | 174 |
| | To TIGIP, NL, intxn | N55 26.9 | W060 13.7 | | 023° | 128 |
| L686 | Can/USA bdry | N59 38.4 | W136 05.7 | | | |
| | To IGSOM, YT intxn | N61 22.2 | W139 02.4 | | 302° | 136 |
| | To Beaver Creek, YT NDB | N62 24.5 | W140 51.7 | | 302° | 81 |
| L688 | AGLOL, QC, intxn | N53 42.7 | W073 42.2 | | | |
| | To ERDIK, QC, intxn | N58 03.4 | W068 29.2 | | 049° | 315 |
| | To MEPNI, QC, intxn | N59 18.2 | W069 36.0 | | 358° | 83 |
| | To AMILI, QC, intxn | N60 01.5 | W070 00.3 | | 007° | 45 |
| L694 | HELVE, AB intxn | N56 13.6 | W117 26.9 | | | |
| | To OVATU, AB intxn | N58 29.5 | W119 24.4 | | 320° | 150 |
| | To MEVMA, BC intxn | N58 50.2 | W122 35.8 | | 266° | 102 |
| L703 | IKLIX, SK, intxn | N59 33.3 | W108 31.1 | | | |
| | To Stony Rapids, SK, NDB | N59 15.3 | W105 49.9 | | 273° | 84 |
| L705 | EBLAL, QC intxn | N62 25.0 | W077 55.5 | | | |
| | To LEXIG, QC intxn | N62 10.8 | W075 40.0 | | 123° | 65 |
| | To TAGIS, QC intxn | N61 35.3 | W071 55.8 | | 129° | 112 |
| | To EMDUN, QC intxn | N61 02.8 | W069 37.1 | | 139° | 74 |
| L707 | SAVAT, QC intxn | N64 13.8 | W076 31.5 | | | |
| | To LEXIG, QC intxn | N62 10.8 | W075 40.0 | | 193° | 126 |
| | To IRBUX, QC intxn | N60 01.6 | W070 00.0 | | 148° | 210 |
| L709 | AGBIX, QC intxn | N60 03.1 | W077 17.3 | | | |
| | To LEXIG, QC intxn | N62 10.8 | W075 40.0 | | 039° | 136 |
| | To DAJIM, QC intxn | N63 45.4 | W068 33.4 | | 083° | 217 |
| L710 | AXENO, ON intxn | N52 39.4 | W094 03.7 | | | |
| | To EPVUM, ON intxn | N53 03.9 | W093 20.7 | | 047° | 36 |
| L711 | EPSET, BC intxn | N58 25.3 | W130 01.9 | | | |
| | To LEXUT, BC intxn | N59 34.6 | W133 40.3 | | 284° | 133 |
| | To NADGI, YT intxn | N60 42.6 | W135 04.0 | | 310° | 80 |
| L713 | UKSIL, QC intxn | N53 37.5 | W077 42.2 | | | |
| | To TEXEX, QC intxn | N55 16.9 | W077 45.9 | | 014° | 100 |
| | To KIREM, NU intxn | N56 32.2 | W079 15.0 | | 343° | 91 |
| | To LENUT, QC intxn | N58 28.3 | W078 04.6 | | 033° | 122 |
| L721 | IRKON, NL, intxn | N49 10.8 | W057 27.5 | | | |
| | To JIBNA, QC, intxn | N51 26.5 | W057 11.2 | | 023° | 136 |

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FIXED RNAV ROUTES (Cont'd)

| Rte | Name | (N)Lat | (W)Long | Waypoint Definition | Mag Brg | Dist |
|------|-------------------------------|----------|-----------|---------------------|---------|------|
| L723 | EPSET, BC intxn | N58 25.3 | W130 01.9 | | | |
| | To OMVAN, YT intxn | N60 10.4 | W132 44.5 | | 304° | 134 |
| L731 | OVATU, AB intxn | N58 29.5 | W119 24.4 | | | |
| | To GRUGG, AB intxn | N58 37.3 | W117 09.9 | | 065° | 71 |
| L733 | KIREM, NU intxn | N56 32.2 | W079 15.0 | | | |
| | To PUSEL, QC intxn | N56 32.2 | W076 31.1 | | 105° | 91 |
| L741 | KIPIR, NT intxn | N69 26.0 | W133 01.6 | | | |
| | To EMKEK, NT intxn | N69 21.6 | W124 04.5 | | 066° | 190 |
| | To IMEVO, NT intxn | N67 49.0 | W115 08.6 | | 091° | 217 |
| L751 | LEXOX, NT intxn | N63 12.8 | W123 25.8 | | | |
| | To Yellowknife, NT NDB | N62 24.7 | W114 26.1 | | 077° | 252 |
| L763 | Fort McMurray, AB, VOR/DME | N56 38.8 | W111 07.3 | | | |
| | To TULAG, SK, intxn | N56 41.9 | W107 53.4 | | 074° | 107 |
| | To PETMA, SK, intxn | N56 05.6 | W106 03.1 | | 109° | 71 |
| | To La Ronge, SK, VOR/DME | N55 09.5 | W105 16.0 | | 144° | 62 |
| L767 | VOGOK, NT intxn | N61 47.2 | W121 15.7 | | | |
| | To LEXOX, NT intxn | N63 12.8 | W123 25.8 | | 307° | 105 |
| | To Norman Wells, NT NDB | N65 15.2 | W126 40.2 | | 307° | 149 |
| | To MELBI, NT intxn | N66 14.4 | W128 38.9 | | 301° | 77 |
| | To ALTIG, NT intxn | N68 18.2 | W133 29.0 | | 299° | 168 |
| | To KIPIR, NT intxn | N69 26.0 | W133 01.6 | | 347° | 69 |
| | To EMGAL, NT intxn | N71 59.6 | W125 14.5 | | 021° | 218 |
| | | | | | | |
| Q140 | Can/USA bdry | N44 14.9 | W082 16.1 | | | |
| | To RUBKI, ON, intxn | N44 14.9 | W082 15.4 | | 096° | 1 |
| | To PEPLA, ON, intxn | N43 47.8 | W080 00.9 | | 113° | 101 |
| | To SIKBO, ON, intxn | N43 39.2 | W079 21.0 | | 117° | 30 |
| | To RAGIX, ON, intxn | N43 32.6 | W078 57.4 | | 122° | 18 |
| | To Can/USA bdry | N43 32.4 | W078 56.8 | | 122° | 1 |
| Q436 | Can/USA bdry | N42 39.5 | W082 30.6 | | | |
| | To YARRK, ON, intxn | N42 31.4 | W081 16.1 | | | 56 |
| | To CHAAP, ON, intxn | N42 30.3 | W080 41.0 | | 101° | 26 |
| | To Can/USA bdry | N42 27.7 | W079 54.1 | | 103° | 35 |
| Q438 | Can/USA bdry | N42 48.1 | W082 28.8 | | | |
| | To JAAJA, ON, intxn | N42 40.0 | W081 16.0 | | | 55 |
| | To ICHOL, ON, intxn | N42 38.5 | W080 30.2 | | 101° | 34 |
| | To FARGN, ON, intxn | N42 36.7 | W079 47.3 | | 103° | 32 |
| | To Can/USA bdry | N42 34.3 | W079 37.1 | | 118° | 8 |
| Q440 | Can/USA bdry | N42 48.1 | W082 28.8 | | | |
| | To JAAJA, ON, intxn | N42 40.0 | W081 16.0 | | | 55 |
| | To ICHOL, ON, intxn | N42 38.5 | W080 30.2 | | 101° | 34 |
| | To FARGN, ON, intxn | N42 36.7 | W079 47.3 | | 103° | 32 |
| | To Can/USA bdry | N42 34.3 | W079 37.1 | | 118° | 8 |
| Q475 | TUSKY, NS, intxn | N43 33.9 | W067 00.0 | | | |
| | To SCOTS, NS, intxn | N44 30.0 | W064 00.0 | | 082° | 141 |
| | To BITRA, NS, intxn | N45 06.4 | W061 52.7 | | 085° | 98 |
| | To PERLU, NL, intxn | N47 17.4 | W054 02.8 | | 083° | 352 |

FIXED RNAV ROUTES (Cont'd)

| Rte | Name | (N)Lat | (W)Long | Waypoint Definition | Mag Brg | Dist |
|------|-------------------------------|----------|-----------|---------------------|------------|------|
| Q800 | Williams Lake BC, VOR | N52 14.2 | W122 10.2 | NAVAID | | |
| | To HEIRE BC, intxn | N50 54.0 | W123 03.9 | YWL 180°/87 DME | 186° | 87 |
| | To ELIDI BC, intxn | N50 00.4 | W123 36.9 | TOU 359°/110 DME | 185° | 58 |
| | To KEINN BC, intxn | N49 49.0 | W123 43.9 | YVR 316° & YWL 180° | 185° | 12 |
| Q801 | Tofino, BC NDB | N49 02.8 | W125 42.3 | | | |
| | To FINGS, BC intxn | N50 15.0 | W127 34.0 | | 295° | 102 |
| | To SIMSU, BC intxn | N50 46.9 | W128 25.6 | | 292° | 46 |
| | To CAFTA, BC intxn | N51 17.7 | W129 05.3 | | 299° | 40 |
| | To Sandspit, BC VOR | N53 15.1 | W131 48.4 | | 299° | 154 |
| Q802 | DERLO, ON, intxn | N43 04.0 | W081 05.7 | | | |
| | To PEPLA, ON, intxn | N43 47.8 | W080 00.9 | | 056° | 64 |
| | To KENLU, ON, intxn | N44 19.3 | W079 12.9 | | 058° | 47 |
| | To MENKO, ON, intxn | N44 46.6 | W078 48.2 | | 044° | 32 |
| | To Killaloe, ON, VOR/DME | N45 39.8 | W077 36.2 | | 055° | 74 |
| Q804 | DERLO, ON, intxn | N43 04.0 | W081 05.7 | | | |
| | To PEPLA, ON, intxn | N43 47.8 | W080 00.9 | | 056° | 64 |
| | To KENLU, ON, intxn | N44 19.3 | W079 12.9 | | 058° | 47 |
| | To POLTY, QC, intxn | N45 54.0 | W075 48.7 | | 066° | 173 |
| Q806 | GGUCE, ON, intxn | N42 42.4 | W080 53.4 | | | |
| | To BOBTA, ON, intxn | N43 48.9 | W079 39.5 | | 048° | 86 |
| | To ILUSI, ON, intxn | N44 08.8 | W078 55.9 | | 068° | 37 |
| | To DEBUM, ON, intxn | N44 38.5 | W077 45.3 | | 070° | 59 |
| | To GOTIP, ON, intxn | N44 57.9 | W076 57.9 | | 072° | 39 |
| | To TUKIR, ON, intxn | N45 15.3 | W076 14.3 | | 073° | 35 |
| | To KANUR, ON intxn | N45 25.9 | W075 02.6 | | 090° | 52 |
| | To SAVEX, ON intxn | N45 30.8 | W074 27.8 | | 092° | 25 |
| | To VILRO, QC, intxn | N45 37.0 | W072 42.9 | | 099° | 74 |
| | To ANTUS, QC, intxn | N45 39.4 | W072 13.2 | | 098° | 21 |
| | To MEKSO, QC, intxn | N45 47.4 | W070 25.6 | | 099° | 76 |
| | To Can/USA bdry | N45 47.3 | W070 24.9 | | 114° | 1 |
| | To Can/USA bdry | N45 28.4 | W067 29.7 | | | |
| | To VIGDU, NB, intxn | N45 28.3 | W067 29.0 | | 116° | 1 |
| | To MOWND, NB, intxn | N45 22.6 | W066 39.4 | | 116° | 35 |
| | To KELNO, NS, intxn | N45 07.9 | W064 11.4 | | 114° | 106 |
| | To Halifax, NS, VOR/DME | N44 55.4 | W063 24.1 | | 128° | 36 |
| | To NOTOP, NS, intxn | N45 27.2 | W062 00.7 | | 079° | 67 |
| | To PERLU, NL, intxn | N47 17.4 | W054 02.8 | | 087° | 349 |
| Q810 | EPLAN, AB, intxn | N52 32.8 | W115 59.8 | | | |
| | To SETGA, AB, intxn | N51 51.5 | W115 13.4 | | 129° | 50 |
| | To TOXAB, AB, intxn | N51 31.7 | W114 51.7 | | 130° | 24 |
| | To DAXIR, AB, intxn | N51 22.4 | W114 41.7 | | 131° | 11 |
| | To IPSIT, AB, intxn | N51 18.6 | W114 30.6 | | 104° | 8 |
| Q811 | Can/USA bdry | N61 37.9 | W141 00.1 | | | |
| | To TOVAD, YT, intxn | N61 37.8 | W140 58.9 | | 088° | 1 |
| | To IGSOM, YT, intxn | N61 22.2 | W139 02.4 | | 086° | 58 |
| | To Whitehorse, YT, VOR/DME | N60 37.1 | W135 08.3 | | 091° | 123 |

FIXED RNAV ROUTES (Cont'd)

| Rte | Name | (N)Lat | (W)Long | Waypoint Definition | Mag Brg | Dist |
|------|-----------------------------|----------|-----------|---------------------|------------|------|
| Q812 | Can/USA bdry | N43 59.0 | W082 12.6 | | | |
| | To NOSIK, ON, intxn | N43 59.0 | W082 11.9 | | 098° | 1 |
| | To AGDOX, ON, intxn | N43 17.1 | W079 06.3 | | 115° | 141 |
| | To Can/USA bdry | N43 17.0 | W079 05.1 | | 101° | 1 |
| | To MAIRE, QC, intxn | N45 42.5 | W073 07.4 | | | |
| | To OKOPO, QC, intxn | N45 43.5 | W072 57.7 | | 096° | 7 |
| Q814 | To OMBRE, QC, intxn | N45 44.8 | W072 45.7 | | 097° | 9 |
| | To MISOP, QC, intxn | N46 07.7 | W072 16.7 | | 056° | 31 |
| | To PENTU, QC, intxn | N46 33.7 | W071 43.3 | | 057° | 35 |
| | To MIVAX, QC, intxn | N47 26.4 | W070 09.6 | | 066° | 83 |
| | ADVOX, AB, intxn | N51 34.7 | W114 35.3 | | | |
| | To AMUNO, AB, intxn | N51 41.3 | W114 42.6 | | 310° | 8 |
| Q816 | To VIMBA, AB, intxn | N52 04.1 | W114 30.6 | | 003° | 24 |
| | To OLIMI, AB, intxn | N52 48.9 | W114 06.6 | | 003° | 47 |
| | Can/USA bdry | N43 16.2 | W082 17.1 | | | |
| | To OMRAK, ON, intxn | N43 16.3 | W082 15.9 | | 097° | 1 |
| | To AGDOX, ON, intxn | N43 17.1 | W079 06.3 | | 097° | 139 |
| | To Can/USA bdry | N43 17.0 | W079 05.1 | | 101° | 1 |
| Q818 | To VIDGO, QC, intxn | N46 02.8 | W074 29.8 | | | |
| | To DATAB, QC, intxn | N46 27.8 | W074 27.5 | | 018° | 25 |
| | To OBRET, QC, intxn | N47 00.0 | W074 24.5 | | 018° | 32 |
| | Can/USA bdry | N43 01.5 | W082 24.4 | | | |
| | To TANKO, ON, intxn | N43 01.5 | W082 23.0 | | 095° | 1 |
| | To KITOK, ON, intxn | N43 02.5 | W081 55.6 | | 095° | 20 |
| Q820 | To DÉRLO, ON, intxn | N43 04.0 | W081 05.7 | | 096° | 37 |
| | To IKNAV, ON, intxn | N42 57.7 | W078 58.1 | | 102° | 94 |
| | To Can/USA bdry | N42 57.7 | W078 58.0 | | 110° | 0 |
| | DERLO, ON, intxn | N43 04.0 | W081 05.7 | | | |
| | To ETBOX, ON, intxn | N44 31.6 | W080 07.8 | | 034° | 97 |
| | To KAPUX, ON, intxn | N45 04.8 | W079 45.0 | | 036° | 37 |
| Q822 | To Val-d'Or, QC, VOR/DME | N48 10.5 | W077 49.2 | | 033° | 202 |
| | Can/USA bdry | N43 01.5 | W082 24.4 | | | |
| | To TANKO, ON, intxn | N43 01.5 | W082 23.0 | | 095° | 1 |
| | To KITOK, ON, intxn | N43 02.5 | W081 55.6 | | 095° | 20 |
| | To DERLO, ON, intxn | N43 04.0 | W081 05.7 | | 097° | 90 |
| | To DUVEP, ON, intxn | N43 06.0 | W079 04.6 | | 097° | 89 |
| Q824 | To Can/USA bdry | N43 06.0 | W079 03.9 | | 100° | 1 |
| | Can/USA bdry | N44 24.5 | W067 08.3 | | | |
| | To ALLEX, NB, intxn | N44 25.0 | W067 00.0 | | 102° | 6 |
| | To SILRO, NL, intxn | N47 00.0 | W058 35.0 | | 080° | 386 |
| | To TIGOR, NL, intxn | N47 24.9 | W054 06.8 | | 099° | 185 |
| | To Torbay, NL, VOR/DME | N47 29.1 | W052 51.1 | | 096° | 23 |

FIXED RNAV ROUTES (Cont'd)

| Rte | Name | (N)Lat | (W)Long | Waypoint Definition | Mag Brdg | Dist |
|------|-----------------------------|----------|-----------|---------------------|----------|------|
| Q824 | Can/USA bdry | N43 28.4 | W082 10.9 | | | |
| | To TAGUM, ON, intxn | N43 28.9 | W082 09.8 | | 070° | 1 |
| | To GOPUP, ON, intxn | N43 43.8 | W081 33.5 | | 069° | 30 |
| | To MENKO, ON, intxn | N44 46.6 | W078 48.2 | | 070° | 134 |
| | To ILEMU, ON, intxn | N45 15.3 | W076 52.7 | | 084° | 87 |
| | To DESKI, ON, intxn | N45 22.8 | W076 20.8 | | 084° | 24 |
| | To LETAK, ON, intxn | N45 24.1 | W076 14.8 | | 085° | 4 |
| | To Ottawa, ON, VOR/DME | N45 26.5 | W075 53.8 | | 094° | 15 |
| | To Montreal, QC, VOR/DME | N45 36.9 | W073 58.3 | | 095° | 82 |
| | To OBTAZ, QC, intxn | N45 41.7 | W073 16.1 | | 095° | 30 |
| | To CATOG, QC, intxn | N45 55.0 | W072 53.0 | | 065° | 21 |
| | To URVAS, QC, intxn | N46 04.5 | W072 36.3 | | 066° | 15 |
| | To APLAK, QC, intxn | N46 27.6 | W071 54.6 | | 066° | 37 |
| | To PENTU, QC, intxn | N46 33.7 | W071 43.3 | | 067° | 10 |
| Q826 | ADVOX, AB, intxn | N51 34.7 | W114 35.3 | | | |
| | To AMUNO, AB, intxn | N51 41.3 | W114 42.6 | | 310° | 8 |
| | To SEKAN, AB, intxn | N51 47.8 | W114 50.0 | | 310° | 8 |
| | To ANTID, AB, intxn | N52 53.0 | W114 15.3 | | 003° | 69 |
| Q828 | BOOTH, BC, intxn | N49 31.3 | W112 02.7 | | | |
| | To NOVAR, BC, intxn | N50 40.4 | W116 23.4 | | 053° | 229 |
| | To RABOX, AB, intxn | N51 05.4 | W111 55.7 | | 064° | 171 |
| | To VINKO, AB, intxn | N50 57.8 | W110 00.0 | | 081° | 73 |
| Q830 | AXXIS, ON, intxn | N42 49.8 | W81 59.0 | | | |
| | To LOPVO, ON, intxn | N42 55.0 | W80 24.0 | | 094° | 70 |
| | To BOREK, ON, intxn | N42 56.3 | W79 56.9 | | 096° | 20 |
| | To COLTS, ON, intxn | N42 57.8 | W79 19.3 | | 096° | 28 |
| Q832 | EBGAL, AB, intxn | N50 41.8 | W113 22.3 | | | |
| | To VESDO, AB, intxn | N49 58.7 | W111 19.1 | | 104° | 90 |
| | To PEMDU, SK, intxn | N49 00.2 | W108 29.9 | | 104° | 125 |
| Q842 | EBGAL, AB, intxn | N50 41.8 | W113 22.3 | | | |
| | To ETLEM, AB, intxn | N49 26.1 | W112 53.2 | | 152° | 78 |
| | To TOVUM, AB, intxn | N49 14.5 | W112 48.9 | | 152° | 12 |
| Q844 | Can/USA bdry | N44 20.4 | W076 01.4 | | | |
| | To VIBRU, ON, intxn | N44 20.9 | W076 01.3 | | 019° | 1 |
| | To REEDO, ON, intxn | N44 42.2 | W075 58.9 | | 018° | 21 |
| | To IKLAX, ON, intxn | N44 59.6 | W075 44.8 | | 043° | 20 |
| Q846 | ALLEX, NB, intxn | N44 25.0 | W067 00.0 | | | |
| | To VIGMA, NS, intxn | N44 20.5 | W066 38.6 | | 123° | 16 |
| | To SENVI, NS, intxn | N44 44.0 | W064 09.9 | | 093° | 109 |
| | To Halifax, NS, VOR/DME | N44 55.4 | W063 24.1 | | 088° | 35 |
| | To NOTOP, NS, intxn | N45 27.2 | W062 00.7 | | 079° | 67 |
| | To SILRO, NL, intxn | N47 00.0 | W058 35.0 | | 074° | 170 |
| | To TIGOR, NL, intxn | N47 24.9 | W054 06.8 | | 099° | 185 |
| | To Torbay, NL, VOR/DME | N47 29.1 | W052 51.1 | | 096° | 23 |

FIXED RNAV ROUTES (Cont'd)

| Rte | Name | (N)Lat | (W)Long | Waypoint Definition | Mag Brdg | Dist |
|------|-------------------------------|----------|-----------|---------------------|----------|------|
| Q848 | Can/USA bdry | N43 43.4 | W082 09.1 | | | |
| | To KARIT, ON, intxn | N43 43.4 | W082 08.7 | | 093° | 0 |
| | To MENKO, ON, intxn | N44 46.6 | W078 48.2 | | 074° | 157 |
| | To ILEMU, ON, intxn | N45 15.3 | W076 52.7 | | 081° | 87 |
| | To DESKI, ON, intxn | N45 22.8 | W076 20.8 | | 084° | 24 |
| | To LETAK, ON, intxn | N45 24.1 | W076 14.8 | | 085° | 4 |
| | To KISUK, QC, intxn | N45 53.7 | W074 55.1 | | 075° | 63 |
| | To VIDGO, QC, intxn | N46 02.8 | W074 29.8 | | 076° | 20 |
| | To LIVBA, QC, intxn | N46 14.3 | W073 57.1 | | 077° | 25 |
| | To DICEN, QC, intxn | N46 48.0 | W072 17.3 | | 078° | 77 |
| Q850 | TOXAL, QC, intxn | N45 08.6 | W071 34.9 | | | |
| | To OMALI, QC, intxn | N45 30.7 | W071 20.0 | | 040° | 25 |
| | To VIVIL, QC, intxn | N46 09.7 | W070 53.2 | | 041° | 43 |
| | To Rivière-du-loup, QC, VOR | N47 45.4 | W069 35.3 | | 044° | 110 |
| Q852 | DICEN, QC, intxn | N46 48.0 | W072 17.3 | | | |
| | To MATOR, QC, intxn | N46 21.0 | W073 20.3 | | 254° | 51 |
| | To TAMKO, QC, intxn | N46 02.9 | W073 54.7 | | 248° | 30 |
| | To MEBOK, QC, intxn | N45 48.8 | W074 21.0 | | 247° | 23 |
| | To KANUR, ON, intxn | N45 25.9 | W075 02.6 | | 247° | 37 |
| | To KEMVI, ON, intxn | N45 15.5 | W075 21.6 | | 246° | 17 |
| Q856 | IGVUX, AB, intxn | N52 46.2 | W112 42.8 | | | |
| | To CACHO, AB, intxn | N54 54.2 | W112 34.2 | | 349° | 128 |
| | To LETRM, AB, intxn | N55 53.8 | W111 45.8 | | 011° | 66 |
| | To Fort McMurray, AB, VOR/DME | N56 38.8 | W111 07.3 | | 012° | 50 |
| | To RIDOK, SK, intxn | N57 25.7 | W106 32.2 | | 057° | 157 |
| | | | | | | |
| Q858 | DULBA, NB, intxn | N46 13.2 | W066 28.0 | | | |
| | To IRDUV, NB, intxn | N46 16.4 | W065 09.5 | | 103° | 54 |
| | To Charlottetown, PE, VOR/DME | N46 17.9 | W063 07.2 | | 106° | 85 |
| | To Sydney, NS, VOR/DME | N46 09.2 | W060 03.4 | | 111° | 128 |
| | | | | | | |
| Q860 | MERYT, BC, intxn | N49 56.5 | W120 57.7 | | | |
| | To NADPI, BC, intxn | N51 42.9 | W117 20.4 | | 034° | 174 |
| | To ANDIE, AB, intxn | N52 59.2 | W114 23.2 | | 038° | 133 |
| Q862 | Edmonton, AB, VOR/DME | N53 11.1 | W113 52.0 | | | |
| | To OMROD, AB, intxn | N53 00.3 | W113 05.6 | | 097° | 30 |
| | To FUDGY, AB, intxn | N52 13.1 | W110 00.0 | | 098° | 123 |
| | To SEFFY, SK, intxn | N51 23.4 | W107 08.3 | | 102° | 118 |
| | To Lumsden, SK, VORTAC | N50 40.0 | W104 53.4 | | 106° | 95 |
| | | | | | | |
| Q864 | DERDO, QC, intxn | N45 40.8 | W070 48.2 | | | |
| | To EBGIX, QC, intxn | N45 43.3 | W070 25.5 | | 096° | 16 |
| | To TUGUB, NB, intxn | N45 58.9 | W067 45.1 | | 097° | 113 |
| | To BEMEK, NB, intxn | N46 05.0 | W066 27.2 | | 100° | 55 |
| | To ITPAX, NB, intxn | N46 06.8 | W065 09.6 | | 105° | 54 |
| Q874 | BIRKO, AB, intxn | N51 28.6 | W113 15.8 | | | |
| | To ILADA, AB, intxn | N51 18.6 | W110 53.1 | | 081° | 90 |
| | To SHAWI, SK, intxn | N51 14.1 | W110 00.0 | | 084° | 34 |

FIXED RNAV ROUTES (Cont'd)

| Rte | Name | (N)Lat | (W)Long | Waypoint Definition | Mag Brg | Dist |
|------|-----------------------------|----------|-----------|---------------------|------------|------|
| Q878 | ALIDO, QC, intxn | N45 44.4 | W075 40.8 | | | |
| | To SEMRO, QC, intxn | N46 16.7 | W074 12.6 | | 075° | 69 |
| | To NOSUT, QC, intxn | N46 21.6 | W073 58.6 | | 077° | 11 |
| | To DICEN, QC, intxn | N46 48.0 | W072 17.3 | | 083° | 75 |
| | To UDBAM, QC, intxn | N46 45.4 | W071 58.9 | | 117° | 13 |
| | To Quebec, QC, VORTAC | N46 42.3 | W071 37.6 | | 117° | 15 |
| Q882 | BIRKO, AB, intxn | N51 28.6 | W113 15.8 | | | |
| | To DUDNI, AB, intxn | N52 14.2 | W112 56.7 | | 360° | 47 |
| | To IGVUX, AB, intxn | N52 46.2 | W112 42.8 | | 360° | 33 |
| | To CACHO, AB, intxn | N54 54.2 | W112 34.2 | | 348° | 128 |
| Q888 | BOOTH, BC, intxn | N49 31.3 | W112 02.7 | | | |
| | To DESNU, AB, intxn | N50 02.7 | W111 11.5 | | 065° | 423 |
| | To MEDAK, AB, intxn | N50 02.6 | W110 37.0 | | 077° | 22 |
| Q890 | ROPLA, BC, intxn | N49 41.7 | W114 43.6 | | | |
| | To SATOV, AB, intxn | N50 05.5 | W114 31.7 | | 003° | 25 |
| | To MEKPI, AB, intxn | N50 15.0 | W114 26.9 | | 003° | 10 |
| | To UKRAL, AB, intxn | N50 24.5 | W114 22.0 | | 003° | 10 |
| | To DUMRA, AB, intxn | N50 38.7 | W114 14.7 | | 003° | 15 |
| Q894 | BOOTH, BC, intxn | N49 31.3 | W112 02.7 | | | |
| | To BINVO, BC, intxn | N50 45.5 | W116 28.1 | | 052° | 228 |
| | To SIMTA, BC, intxn | N51 02.5 | W114 47.4 | | 059° | 66 |
| | To BOTAG, AB, intxn | N51 04.2 | W114 36.5 | | 061° | 7 |
| Q901 | SEDOG, ON, intxn | N44 00.6 | W079 35.1 | | | |
| | To TANGI, ON, intxn | N44 23.1 | W079 24.1 | | 030° | 24 |
| | To UDMUG, ON, intxn | N44 52.9 | W078 58.9 | | 042° | 35 |
| | To Killaloe, ON, VOR/DME | N45 39.8 | W077 36.2 | | 062° | 75 |
| Q902 | Can/USA bdry | N59 17.5 | W136 28.3 | | | |
| | To IGSOM, YT, intxn | N61 22.2 | W139 02.4 | | 311° | 147 |
| | To AYZOL, AK, intxn | N62 28.3 | W141 00.0 | | 302° | 86 |
| Q903 | IKNAR, QC, intxn | N47 11.6 | W074 09.5 | | | |
| | To NOSUT, QC, intxn | N46 21.6 | W073 58.6 | | 186° | 51 |
| | To LIVBA, QC, intxn | N46 14.3 | W073 57.1 | | 186° | 7 |
| | To TAMKO, QC, intxn | N46 02.9 | W073 54.7 | | 186° | 12 |
| | To DUNUP, QC, intxn | N45 17.6 | W073 35.4 | | 178° | 47 |
| Q905 | Can/USA bdry | N43 19.2 | W082 15.6 | | | |
| | To DASIR, ON, intxn | N43 19.3 | W082 14.9 | | 088° | 1 |
| | To SIKBO, ON, intxn | N43 39.2 | W079 21.0 | | 088° | 128 |
| | To TALEB, ON, intxn | N44 01.0 | W078 23.3 | | 073° | 47 |
| | To BOMET, ON, intxn | N44 10.2 | W077 59.0 | | 073° | 20 |
| | To SENLU, ON, intxn | N44 19.5 | W077 34.4 | | 074° | 20 |
| | To IPTOS, ON, intxn | N44 55.3 | W076 13.4 | | 070° | 68 |
| | To VERTI, ON, intxn | N45 15.0 | W074 50.5 | | 084° | 62 |
| | To AGLUK, QC, intxn | N46 12.6 | W073 22.2 | | 060° | 85 |
| | To SOKYE, QC, intxn | N46 21.5 | W072 51.1 | | 082° | 23 |
| | To PESAC, QC, intxn | N46 32.9 | W072 11.2 | | 083° | 30 |

FIXED RNAV ROUTES (Cont'd)

| Rte | Name | (N)Lat | (W)Long | Waypoint Definition | Mag Brg | Dist |
|------|--|----------|-----------|---------------------|---------|------|
| Q907 | Can/USA bdry | N42 42.5 | W082 29.4 | | | |
| | To GADAV, ON, intxn | N42 42.6 | W082 28.8 | | 078° | 1 |
| | To DERLO, ON, intxn | N43 04.0 | W081 05.7 | | 078° | 65 |
| | To SIKBO, ON, intxn | N43 39.2 | W079 21.0 | | 074° | 84 |
| | To AGNOB, ON, intxn | N44 12.1 | W077 30.1 | | 078° | 87 |
| | To LORKA, ON, intxn | N44 46.1 | W076 13.0 | | 070° | 65 |
| | To ADVIK, ON, intxn | N45 08.1 | W074 46.6 | | 083° | 65 |
| | To ATENE, QC, intxn | N46 14.1 | W070 16.4 | | 083° | 201 |
| | To Can/USA bdry | N46 14.3 | W070 15.5 | | 089° | 1 |
| | Can/USA bdry | N46 44.2 | W067 47.4 | | | |
| Q909 | To IMAMA, NB, intxn | N46 44.3 | W067 46.7 | | 092° | 1 |
| | To MIILS, NB, intxn | N46 52.4 | W067 02.9 | | 092° | 31 |
| | To Grindestone (Îles-de-la-Madeleine), QC, VOR/DME | N47 25.8 | W061 46.4 | | 097° | 219 |
| | To MIVAD, NL, intxn | N47 40.8 | W054 09.1 | | 103° | 310 |
| | NOSIV, AB, intxn | N50 54.4 | W113 17.5 | | | |
| | To DESNU, AB, intxn | N50 02.7 | W111 11.5 | | 108° | 96 |
| | To PEMDU, SK, intxn | N49 00.2 | W108 29.9 | | 107° | 122 |
| | TAGET, QC, intxn | N46 53.0 | W075 49.2 | | | |
| | To IKMOL, QC, intxn | N46 41.6 | W075 30.7 | | 146° | 17 |
| | To OLASI, QC, intxn | N46 19.8 | W074 56.2 | | 146° | 32 |
| Q911 | To VIDGO, QC, intxn | N46 02.8 | W074 29.8 | | 147° | 25 |
| | To EMPEK, QC, intxn | N45 55.0 | W074 20.7 | | 155° | 10 |
| | To SATOT, QC, intxn | N45 50.5 | W074 15.5 | | 155° | 6 |
| | To PIGNA, QC, intxn | N45 45.2 | W074 09.3 | | 155° | 7 |
| | DERLO, ON, intxn | N43 04.0 | W081 05.7 | | | |
| | To DEDKI, ON, intxn | N43 41.4 | W078 43.1 | | 079° | 111 |
| | To IGSEB, ON, intxn | N43 54.3 | W077 19.8 | | 089° | 62 |
| | To RAKAM, ON, intxn | N44 01.3 | W076 29.7 | | 091° | 37 |
| | DATNO, BC, intxn | N50 03.9 | W116 08.6 | | | |
| | To SAVEL, AB, intxn | N56 40.0 | W111 17.2 | | 007° | 433 |
| Q917 | To IKLIX, SK, intxn | N59 33.3 | W108 31.1 | | 011° | 195 |
| | Can/USA bdry | N46 18.9 | W084 07.1 | | | |
| | To ULUTO, ON, intxn | N46 18.3 | W084 05.7 | | 133° | 1 |
| | To MUSIT, ON, intxn | N45 23.8 | W082 25.2 | | 135° | 89 |
| | To DUTEL, ON, intxn | N44 40.0 | W081 17.8 | | 141° | 65 |
| | To PEPLA, ON, intxn | N43 47.8 | W080 00.9 | | 142° | 76 |
| | To PIKSA, ON, intxn | N43 07.7 | W079 04.4 | | 144° | 57 |
| | To Can/USA bdry | N43 07.4 | W079 03.9 | | 145° | 1 |
| | Marathon, ON, VOR/DME | N48 44.6 | W086 19.7 | | | |
| | To MEBSI, ON, intxn | N48 35.6 | W085 31.9 | | 112° | 33 |
| Q919 | To DASUG, ON, intxn | N47 34.4 | W080 49.3 | | 113° | 199 |
| | To NAGNO, QC, intxn | N46 42.2 | W077 28.5 | | 120° | 147 |
| | To BEMOG, QC, intxn | N46 09.0 | W075 34.4 | | 125° | 85 |
| | To UDGAK, QC, intxn | N46 06.3 | W075 05.4 | | 111° | 20 |
| | To VIDGO, QC, intxn | N46 02.8 | W074 29.8 | | 112° | 25 |

FIXED RNAV ROUTES (Cont'd)

| Rte | Name | (N)Lat | (W)Long | Waypoint Definition | Mag Brdg | Dist |
|------|--------------------------------|----------|-----------|---------------------|----------|------|
| Q921 | TALEB, ON, intxn | N44 01.0 | W078 23.3 | | | |
| | To BOMET, ON, intxn | N44 10.2 | W077 59.0 | | 073° | 20 |
| | To NOPOT, ON, intxn | N44 17.3 | W077 32.9 | | 081° | 20 |
| | To TIGET, ON, intxn | N44 23.4 | W077 09.7 | | 081° | 18 |
| | To IPTOS, ON, intxn | N44 55.3 | W076 13.4 | | 063° | 51 |
| | To VERTI, ON, intxn | N45 15.0 | W074 50.5 | | 084° | 62 |
| | To AGLUK, QC, intxn | N46 12.6 | W073 22.2 | | 060° | 85 |
| | To NOVID, QC, intxn | N46 15.1 | W073 13.4 | | 082° | 7 |
| | To SOKYE, QC, intxn | N46 21.5 | W072 51.1 | | 082° | 17 |
| | To KETRU, QC, intxn | N46 27.2 | W072 31.3 | | 082° | 15 |
| | To PESAC, QC, intxn | N46 32.9 | W072 11.2 | | 083° | 15 |
| Q923 | Can/USA bdry | N43 43.1 | W082 09.0 | | | |
| | To KARIT, ON, intxn | N43 43.4 | W082 08.7 | | 051° | 0 |
| | To DUTEL, ON, intxn | N44 40.0 | W081 17.8 | | 041° | 67 |
| | To Val-d'Or, QC, VOR/DME | N48 10.5 | W077 49.2 | | 043° | 255 |
| Q925 | Grande Prairie, AB, VOR/DME | N55 10.5 | W119 01.8 | | | |
| | To KODIT, AB, intxn | N52 37.8 | W115 47.5 | | 124° | 191 |
| | To MATIR, AB, intxn | N52 00.9 | W115 04.8 | | 129° | 45 |
| | To ALSIV, AB, intxn | N51 54.4 | W114 57.3 | | 130° | 8 |
| | To SEKAN, AB, intxn | N51 47.8 | W114 50.0 | | 130° | 8 |
| | To AMUNO, AB, intxn | N51 41.3 | W114 42.6 | | 130° | 8 |
| | To ADVOX, AB, intxn | N51 34.7 | W114 35.3 | | 130° | 8 |
| Q927 | SEKOM, AB, intxn | N49 38.1 | W113 35.2 | | | |
| | To UBVAL, AB, intxn | N50 37.7 | W113 53.1 | | 335° | 61 |
| Q929 | TALNO, QC, intxn | N45 00.0 | W074 19.9 | | | |
| | To EPTUL, QC, intxn | N45 04.6 | W073 54.4 | | 089° | 19 |
| | To EBDOT, QC, intxn | N45 05.4 | W073 34.0 | | 101° | 15 |
| | To TOXAL, QC, intxn | N45 08.6 | W071 34.9 | | 101° | 84 |
| Q931 | IPTAN, AB, intxn | N49 37.1 | W114 08.4 | | | |
| | To OTARA, AB, intxn | N50 37.4 | W114 03.6 | | 348° | 60 |
| Q933 | AVROM, AB, intxn | N51 28.9 | W113 47.8 | | | |
| | To OBTAD, AB, intxn | N51 35.8 | W113 45.2 | | 359° | 7 |
| | To MAPUX, AB, intxn | N52 45.0 | W113 18.5 | | 358° | 71 |
| Q935 | Can/USA bdry | N43 16.2 | W082 17.1 | | | |
| | To OMRAK, ON, intxn | N43 16.3 | W082 15.9 | | 097° | 1 |
| | To DERLO, ON, intxn | N43 04.0 | W081 05.7 | | 111° | 53 |
| | To IKNAV, ON, intxn | N42 57.7 | W078 58.1 | | 102° | 94 |
| | To Can/USA bdry | N42 57.7 | W078 58.0 | | 110° | 0 |
| Q937 | DEDKI, ON, intxn | N43 41.4 | W078 43.1 | | | |
| | To TULEG, ON, intxn | N43 43.9 | W076 43.2 | | 099° | 87 |
| Q941 | TAKOL, QC, intxn | N45 39.0 | W075 11.9 | | | |
| | To IPSAK, QC, intxn | N45 45.4 | W074 51.5 | | 080° | 16 |
| | To BOKLU, QC intxn | N45 50.4 | W074 35.7 | | 080° | 12 |
| | To EMPEK, QC intxn | N45 55.0 | W074 20.7 | | 080° | 11 |
| | To ESTEL, QC, intxn | N45 57.9 | W074 11.0 | | 081° | 7 |
| | To TAMKO, QC, intxn | N46 02.9 | W073 54.7 | | 081° | 12 |
| | To AGLUK, QC, intxn | N46 12.6 | W073 22.2 | | 081° | 25 |

C170 PLANNING

FIXED RNAV ROUTES (Cont'd)

| Rte | Name | (N)Lat | (W)Long | Waypoint Definition | Mag Brg | Dist |
|------|----------------------------------|----------|-----------|---------------------|------------|------|
| Q943 | AVVON, ON, intxn | N45 10.1 | W075 02.3 | | | |
| | To VIKNO, ON, intxn | N45 15.5 | W074 36.9 | | 087° | 19 |
| | To LAFIT, QC, intxn | N45 18.5 | W074 23.0 | | 088° | 10 |
| | To RABIK, QC, intxn | N45 17.9 | W072 36.6 | | 104° | 75 |
| Q947 | LAFIT, QC, intxn | N45 18.5 | W074 23.0 | | | |
| | To PUXER, QC, intxn | N45 24.0 | W072 51.3 | | 098° | 65 |
| | To PUSOD, QC, intxn | N45 30.1 | W071 29.7 | | 098° | 58 |
| | To OMALI, QC, intxn | N45 30.7 | W071 20.0 | | 100° | 7 |
| | To REVEN, QC, intxn | N45 33.2 | W070 42.0 | | 100° | 27 |
| | To Can/USA bdry | N45 33.1 | W070 40.7 | | 111° | 1 |
| | Can/USA bdry | N45 17.8 | W067 28.0 | | | |
| Q949 | To XIBUL, NB, intxn | N45 17.7 | W067 27.3 | | 120° | 1 |
| | To DUVOK, NS, intxn | N44 55.6 | W065 17.2 | | 120° | 95 |
| | VIDRI, BC, intxn | N50 13.6 | W121 30.0 | | | |
| Q951 | To ROMRA, BC, intxn | N52 02.8 | W117 39.2 | | 035° | 182 |
| | To ESKIE, AB, intxn | N53 16.4 | W114 41.1 | | 038° | 131 |
| | Can/USA bdry | N42 42.5 | W082 29.4 | | | |
| Q953 | To GADAV, ON, intxn | N42 42.6 | W082 28.8 | | 078° | 1 |
| | To DERLO, ON, intxn | N43 04.0 | W081 05.7 | | 078° | 65 |
| | To SIKBO, ON, intxn | N43 39.2 | W079 21.0 | | 074° | 84 |
| | To SANIN, ON, intxn | N44 04.7 | W077 25.9 | | 083° | 87 |
| | To OLABA, ON, intxn | N44 28.6 | W076 12.2 | | 077° | 58 |
| | To ALONI, ON, intxn | N44 38.9 | W075 39.2 | | 079° | 26 |
| | To KATEK, ON, intxn | N44 40.6 | W075 33.0 | | 082° | 5 |
| | To Can/USA bdry | N44 40.8 | W075 32.4 | | 082° | 1 |
| | To Can/USA bdry | N44 59.6 | W074 21.6 | | | |
| | To TALNO, QC, intxn | N45 00.0 | W074 19.9 | | 084° | 1 |
| | To EPTUL, QC, intxn | N45 04.6 | W073 54.4 | | 089° | 19 |
| | To RABIK, QC, intxn | N45 17.9 | W072 36.6 | | 090° | 57 |
| | To MOBAL, QC, intxn | N45 20.3 | W071 51.8 | | 100° | 32 |
| | To ANTOV, QC, intxn | N45 22.6 | W071 02.3 | | 101° | 35 |
| | To KERVO, ON, intxn | N45 25.3 | W070 38.4 | | 097° | 17 |
| | To Can/USA bdry | N45 25.3 | W070 37.7 | | 097° | 1 |
| | To Can/USA bdry | N45 41.8 | W067 48.2 | | | |
| | To DANOL, NB, intxn | N45 41.9 | W067 47.3 | | 100° | 1 |
| | To PUXOP, NB, intxn | N45 56.7 | W066 26.4 | | 092° | 59 |
| | To ITPAX, NB, intxn | N46 06.8 | W065 09.6 | | 096° | 54 |
| | To Moncton, NB, VOR/DME | N46 11.3 | W064 34.3 | | 097° | 25 |
| | To Charlottetown, PE, VOR/DME | N46 17.9 | W063 07.2 | | 101° | 61 |
| | To TIGOR, NL, intxn | N47 24.9 | W054 06.8 | | 094° | 377 |
| | To Torbay, NL, VOR/DME | N47 29.1 | W052 51.1 | | 096° | 23 |
| Q953 | ANTAK, BC, intxn | N49 21.0 | W115 51.5 | | | |
| | To SIGPA, BC, intxn | N50 07.0 | W115 11.4 | | 014° | 53 |
| | To TULOB, AB, intxn | N50 35.6 | W114 45.8 | | 015° | 33 |
| | To IGVEP, AB, intxn | N50 42.5 | W114 39.5 | | 015° | 8 |

FIXED RNAV ROUTES (Cont'd)

| Rte | Name | (N)Lat | (W)Long | Waypoint Definition | Mag Brdg | Dist |
|------|----------------------------|----------|-----------|---------------------|----------|------|
| Q955 | MIGLO, ON, intxn | N44 38.2 | W076 12.6 | | | |
| | To REEDO, ON, intxn | N44 42.2 | W075 58.9 | | 080° | 11 |
| | To IGVUD, ON, intxn | N44 50.4 | W075 28.1 | | 082° | 23 |
| | To EPМОK, ON, intxn | N44 59.1 | W074 57.1 | | 082° | 24 |
| | To ARVIE, ON, intxn | N45 07.1 | W074 37.1 | | 074° | 16 |
| | To HABBS, ON, intxn | N45 12.3 | W074 25.0 | | 072° | 10 |
| | To COMAU, QC, intxn | N45 21.6 | W074 03.4 | | 073° | 18 |
| Q957 | To VEVKU, QC, intxn | N45 27.5 | W073 55.8 | | 057° | 8 |
| | VOBUK, AB, intxn | N49 43.0 | W113 12.0 | | | |
| | To GADKI, AB, intxn | N50 39.8 | W113 41.4 | | 328° | 60 |
| | To RIGAD, AB, intxn | N51 43.2 | W114 22.9 | | 324° | 69 |
| Q959 | To UKRAM, AB, intxn | N52 46.1 | W113 56.4 | | 360° | 65 |
| | WAINN, AB, intxn | N53 02.0 | W110 50.0 | | | |
| | To MEETO, SK, intxn | N53 35.6 | W107 21.4 | | 061° | 129 |
| | To La Ronge, SK, VOR/DME | N55 09.5 | W105 16.0 | | 026° | 119 |
| Q961 | LOMLO, AB, intxn | N51 04.2 | W113 23.2 | | | |
| | To PERTU, AB, intxn | N51 03.6 | W113 13.1 | | 081° | 6 |
| | To TULOV, AB, intxn | N50 55.6 | W111 28.5 | | 082° | 67 |
| | To DAPOP, AB, intxn | N50 52.5 | W110 00.0 | | 079° | 56 |
| Q963 | Fort McMurray, AB, VOR/DME | N56 38.8 | W111 07.3 | | | |
| | To TULAG, SK, intxn | N56 41.9 | W107 53.4 | | 074° | 107 |
| | To PETMA, SK, intxn | N56 05.6 | W106 03.1 | | 109° | 71 |
| | To La Ronge, SK, VOR/DME | N55 09.5 | W105 16.0 | | 144° | 62 |
| Q965 | SAXOL, AB, intxn | N51 28.0 | W113 38.0 | | | |
| | To PEPGO, AB, intxn | N51 33.5 | W113 36.0 | | 358° | 6 |
| | To RODKU, AB, intxn | N52 06.7 | W113 23.6 | | 358° | 34 |
| | To ALKIK, AB, intxn | N52 47.6 | W113 07.7 | | 359° | 42 |
| Q967 | VETBI, AB, intxn | N51 12.1 | W113 25.4 | | | |
| | To SESDA, AB, intxn | N51 11.3 | W113 13.1 | | 082° | 8 |
| | To RABOX, AB, intxn | N51 05.4 | W111 55.7 | | 082° | 49 |
| | To GUDOG, AB, intxn | N51 31.0 | W110 00.0 | | 056° | 77 |
| | To IMOTA, SK, intxn | N51 55.0 | W108 0.0 | | 059° | 78 |
| Q969 | Houston, BC, VOR/DME | N54 27.1 | W126 39.1 | | | |
| | To DUXAR, BC, intxn | N56 46.3 | W129 25.7 | | 309° | 168 |
| | To MUXAT, BC, intxn | N57 38.4 | W130 34.9 | | 306° | 64 |
| | To MITOM, BC, intxn | N58 19.2 | W131 32.0 | | 305° | 51 |
| | To BOTAD, BC, intxn | N58 38.2 | W131 59.6 | | 304° | 24 |
| | To AXUBI, BC, intxn | N59 04.3 | W132 38.6 | | 304° | 33 |
| | To GOROV, BC, intxn | N59 18.4 | W133 00.0 | | 303° | 18 |
| | To IRGIP, YT, intxn | N60 02.7 | W134 10.5 | | 303° | 57 |
| | To Whitehorse, YT, VOR/DME | N60 37.1 | W135 08.3 | | 302° | 45 |
| | NUBEG, AB, intxn | N54 16.9 | W113 59.1 | | | |
| Q971 | To WAINN, AB, intxn | N53 02.0 | W110 50.0 | | 108° | 135 |
| | To Saskatoon, SK, VORTAC | N52 10.9 | W106 43.2 | | 095° | 159 |

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FIXED RNAV ROUTES (Cont'd)

| Rte | Name | (N)Lat | (W)Long | Waypoint Definition | Mag Brg | Dist |
|------|-----------------------|----------|-----------|---------------------|---------|------|
| Q979 | LOMLO, AB, intxn | N51 04.2 | W113 23.2 | | | |
| | To PERTU, AB, intxn | N51 03.6 | W113 13.1 | | 081° | 6 |
| | To TULOV, AB, intxn | N50 55.6 | W111 28.5 | | 082° | 67 |
| | To IMOTA, SK, intxn | N51 55.0 | W108 00.0 | | 051° | 143 |
| Q983 | CILLI, BC, intxn | N49 03.8 | W121 23.7 | | | |
| | To MENBO, BC, intxn | N50 23.4 | W116 08.4 | | 050° | 219 |
| | To NORET, BC, intxn | N50 32.4 | W115 27.2 | | 055° | 28 |
| | To PIBSO, BC, intxn | N50 34.9 | W115 15.3 | | 056° | 8 |
| | To AMITO, AB, intxn | N50 37.5 | W115 03.4 | | 056° | 8 |
| | To SEDEL, AB, intxn | N50 40.0 | W114 51.4 | | 057° | 8 |
| Q991 | To IGVEP, AB, intxn | N50 42.5 | W114 39.5 | | 057° | 8 |
| | VETBI, AB, intxn | N51 12.1 | W113 25.4 | | | |
| | To SESDA, AB, intxn | N51 11.3 | W113 13.1 | | 082° | 8 |
| | To RABOX, AB, intxn | N51 05.4 | W111 55.7 | | 082° | 49 |
| Q995 | To LIBOS, SK, intxn | N50 48.8 | W109 00.0 | | 084° | 112 |
| | BITGA, AB, intxn | N51 29.5 | W113 58.4 | | | |
| | To MIREK, AB, intxn | N51 37.2 | W113 55.8 | | 357° | 8 |
| T295 | To OILRS, AB, intxn | N52 37.5 | W113 31.2 | | 359° | 62 |
| | Montreal, QC, VOR | N45 36.9 | W073 58.3 | | | |
| | To MAIRE, QC, intxn | N45 42.5 | W073 07.4 | | 095° | 36 |
| | To OKOPO, QC, intxn | N45 43.5 | W072 57.7 | | 096° | 7 |
| | To OMBRE, QC, intxn | N45 44.8 | W072 45.7 | | 096° | 8 |
| | To SILVI, QC, intxn | N45 47.0 | W072 22.9 | | 097° | 16 |
| | To VIKBU, QC, intxn | N45 49.0 | W072 02.5 | | 097° | 14 |
| | To ILERO, QC, intxn | N45 52.2 | W071 29.0 | | 097° | 24 |
| | To Beauce, QC, VOR | N45 55.5 | W070 50.8 | | 098° | 27 |
| T601 | To DEPRI, QC, intxn | N45 57.2 | W070 15.4 | | 102° | 25 |
| | Sydney NS, VOR | N46 09.2 | W060 03.4 | NAVAID | | |
| T602 | To Gander NL, VOR | N48 54.0 | W054 32.1 | NAVAID | 074° | 278 |
| | BOOTH, BC, intxn | N49 31.3 | W112 02.7 | | | |
| T604 | To ALVOL, BC, intxn | N49 51.0 | W120 35.4 | | 053° | 60 |
| | To NOVAR, BC, intxn | N50 40.4 | W116 23.4 | | 055° | 169 |
| | To ITRIT, AB, intxn | N50 51.1 | W115 20.1 | | 059° | 42 |
| | To OTVAD, AB, intxn | N50 54.8 | W114 57.2 | | 060° | 15 |
| | To UKSAP, AB, intxn | N50 56.7 | W114 44.9 | | 061° | 8 |
| | To ROVMA, AB, intxn | N50 58.5 | W114 33.5 | | 061° | 7 |
| | Wabush, NL VOR | N52 57.6 | W066 51.2 | NAVAID | | |
| T606 | To PEKRO, NL intxn | N53 09.4 | W064 06.2 | YZV 044° & YWK 101° | 108° | 100 |
| | To Goose, NL VOR | N53 19.2 | W060 17.7 | NAVAID | 109° | 138 |
| | Williams Lake BC, VOR | N52 14.2 | W122 10.2 | NAVAID | | |
| T606 | To HEIRE BC, intxn | N50 54.0 | W123 03.9 | YWL 180°/87 DME | 186° | 87 |
| | To ELIDI BC, intxn | N50 00.4 | W123 36.9 | TOU 359°/110 DME | 185° | 58 |
| | To KEINN BC, intxn | N49 49.0 | W123 43.9 | YVR 316° & YWL 180° | 185° | 12 |

FIXED RNAV ROUTES (Cont'd)

| Rte | Name | (N)Lat | (W)Long | Waypoint Definition | Mag Brg | Dist |
|------|------------------------|----------|-----------|-----------------------------------|------------|------|
| T608 | Can/USA bdry | N43 10.6 | W082 19.9 | | | |
| | To KATNO, ON, intxn | N43 10.6 | W082 19.5 | | 115° | 0 |
| | To BOSEP, ON, intxn | N43 06.3 | W082 00.5 | | 115° | 15 |
| | To HAVOK, ON, intxn | N43 01.3 | W081 36.2 | | 114° | 19 |
| | To DERLO, ON, intxn | N43 04.0 | W081 05.7 | | 092° | 23 |
| | To BIMRO, ON, intxn | N43 01.7 | W080 19.0 | | 103° | 34 |
| | To UKNIX, ON, intxn | N42 56.8 | W078 55.8 | | 104° | 61 |
| | To Can/USA bdry | N42 56.7 | W078 55.1 | | 106° | 1 |
| | MAIRE, QC, intxn | N45 42.5 | W073 07.4 | | | |
| | To OKOPO, QC, intxn | N45 43.5 | W072 57.7 | | 096° | 7 |
| T609 | To OMBRE, QC, intxn | N45 44.8 | W072 45.7 | | 097° | 8 |
| | To MISOP, QC, intxn | N46 07.7 | W072 16.7 | | 056° | 31 |
| | To PENTU, QC, intxn | N46 33.7 | W071 43.3 | | 057° | 35 |
| | To MIVAX, QC, intxn | N47 26.4 | W070 09.6 | | 066° | 83 |
| | NAGLI, BC, intxn | N49 03.3 | W125 56.9 | | | |
| | To ROLBU, BC, intxn | N48 53.0 | W125 21.8 | | 097° | 25 |
| T610 | To SEGEX, BC, intxn | N48 55.1 | W124 59.3 | | 065° | 15 |
| | To VIBGA, BC, intxn | N48 55.8 | W124 51.5 | | 066° | 5 |
| | To DASMU, BC, intxn | N48 57.3 | W124 34.6 | | 066° | 11 |
| | To NOXAG, BC, intxn | N49 02.4 | W123 34.3 | | 067° | 40 |
| | BOOPY BC, intxn | N50 06.0 | W124 35.5 | | 073° | 141 |
| T611 | GABIN BC, intxn | N49 56.7 | W120 57.9 | | 073° | 141 |
| | Vancouver BC, NDB | N49 10.4 | W123 03.4 | NAVAID | 059° | 65 |
| T612 | To Hope BC, NDB | N49 23.2 | W121 25.5 | NAVAID | 059° | 65 |
| | Charlottetown PE, VOR | N46 17.9 | W063 07.2 | NAVAID | | |
| | To UMETI NL, intxn | N47 34.8 | W059 15.5 | V319 YQY to YJT & T612 YYG to YQX | 085° | 176 |
| | To Gander NL, VOR | N48 54.0 | W054 32.1 | NAVAID | 089° | 205 |
| T613 | Watson Lake, YT NDB | N60 10.6 | W128 50.8 | NAVAID | 086° | 205 |
| | To Fort Nelson, BC NDB | N58 47.8 | W122 43.4 | NAVAID | 273° | 205 |
| T614 | DERLO, ON, intxn | N43 04.0 | W081 05.7 | | | |
| | To NUBER, ON, intxn | N43 27.5 | W080 22.7 | | 062° | 39 |
| | To BOLMO, ON, intxn | N43 54.6 | W080 03.2 | | 037° | 31 |
| | To IKLEN, ON, intxn | N44 03.4 | W079 40.8 | | 072° | 18 |
| | To MENTI, ON, intxn | N44 03.7 | W079 35.9 | | 095° | 4 |
| | To ILUSI, ON, intxn | N44 08.8 | W078 55.9 | | 090° | 29 |
| | To DEBUM, ON, intxn | N44 38.5 | W077 45.3 | | 070° | 59 |
| | To GOTIP, ON, intxn | N44 57.9 | W076 57.9 | | 072° | 39 |
| | To TUKIR, ON, intxn | N45 15.1 | W076 14.3 | | 073° | 35 |
| | To KANUR, ON intxn | N45 25.9 | W075 02.6 | | 090° | 52 |
| | To SAVEX, ON intxn | N45 30.8 | W074 27.8 | | 092° | 25 |
| | To VILRO, QC, intxn | N45 37.0 | W072 42.9 | | 099° | 74 |
| | To ANTUS, QC, intxn | N45 39.4 | W072 13.2 | | 098° | 21 |
| | To MEKSO, QC, intxn | N45 47.4 | W070 25.6 | | 099° | 76 |

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FIXED RNAV ROUTES (Cont'd)

| Rte | Name | (N)Lat | (W)Long | Waypoint Definition | Mag Brg | Dist |
|------|-------------------------------|----------|-----------|---------------------|---------|------|
| T616 | Can/USA bdry | N43 24.9 | W082 12.7 | | | |
| | To RAKAP, ON, intxn | N43 25.1 | W082 12.1 | | 076° | 1 |
| | To LEPOS, ON, intxn | N43 35.0 | W081 38.8 | | 076° | 26 |
| | To REVUD, ON, intxn | N43 49.4 | W080 49.6 | | 077° | 38 |
| | To VITOY, ON, intxn | N43 55.6 | W080 29.2 | | 077° | 16 |
| | To AGDUT, ON, intxn | N44 00.5 | W080 12.8 | | 077° | 13 |
| | To TONNY, ON, intxn | N44 11.1 | W079 43.4 | | 073° | 24 |
| | To KENLU, ON, intxn | N44 19.3 | W079 12.9 | | 080° | 23 |
| | To DUGBU, ON, intxn | N45 07.0 | W077 03.8 | | 073° | 104 |
| | To DESKI, ON, intxn | N45 22.8 | W076 20.8 | | 075° | 34 |
| | To LETAK, ON, intxn | N45 24.1 | W076 14.8 | | 085° | 4 |
| | To Ottawa, ON, VOR/DME | N45 26.5 | W075 53.8 | | 094° | 15 |
| | To Montreal, QC, VOR/DME | N45 36.9 | W073 58.3 | | 095° | 82 |
| | To OBTAX, QC, intxn | N45 41.7 | W073 16.1 | | 095° | 30 |
| | To CATOG, QC, intxn | N45 55.0 | W072 53.0 | | 065° | 21 |
| | To URVAS, QC, intxn | N46 04.5 | W072 36.3 | | 066° | 15 |
| | To APLAK, QC, intxn | N46 27.6 | W071 54.6 | | 066° | 37 |
| | To PENTU, QC, intxn | N46 33.7 | W071 43.3 | | 067° | 10 |
| T618 | Victoria BC, VOR | N48 43.6 | W123 29.1 | NAVAID | 356° | 217 |
| | To Williams Lake BC, VOR | N51 14.2 | W122 10.1 | NAVAID | 356° | 217 |
| T620 | OMSIK, BC, intxn | N50 05.6 | W115 10.6 | | | |
| | To NUGAR, BC, intxn | N50 10.3 | W114 49.0 | | 056° | 15 |
| | To MEKPI, AB, intxn | N50 15.0 | W114 26.9 | | 057° | 15 |
| | To UKRAL, AB, intxn | N50 24.5 | W114 22.0 | | 003° | 10 |
| | To DUMRA, AB, intxn | N50 38.7 | W114 14.7 | | 003° | 15 |
| T622 | BIRKO, AB, intxn | N51 28.6 | W113 15.8 | | | |
| | To BORIX, AB, intxn | N51 53.6 | W110 00.0 | | 063° | 124 |
| | To OVATA, SK, intxn | N52 06.0 | W108 00.0 | | 067° | 75 |
| T624 | VIDGO, QC, intxn | N46 02.8 | W074 29.8 | | | |
| | To DATAB, QC, intxn | N46 27.8 | W074 27.5 | | 018° | 25 |
| | To OBRET, QC, intxn | N47 00.0 | W074 24.5 | | 018° | 32 |
| T628 | Lethbridge, AB, VOR/DME | N49 38.1 | W112 40.1 | | | |
| | To Swift Current, SK, VOR/DME | N50 17.8 | W107 41.5 | | 063° | 197 |
| T629 | COGLE BC, intxn | N49 04.6 | W122 33.9 | | 346° | 190 |
| | To Williams Lake BC, VOR | N51 14.2 | W122 10.1 | NAVAID | 346° | 190 |
| T634 | IKLAX, ON, intxn | N44 59.6 | W075 44.8 | | | |
| | To REEDO, ON, intxn | N44 42.2 | W075 58.9 | | 223° | 20 |
| | To VIBRU, ON, intxn | N44 20.9 | W076 01.3 | | 198° | 21 |
| T636 | DICEN, QC, intxn | N46 48.0 | W072 17.3 | | | |
| | To MATOR, QC, intxn | N46 21.0 | W073 20.3 | | 254° | 51 |
| | To TAMKO, QC, intxn | N46 02.9 | W073 54.7 | | 248° | 30 |
| | To KANUR, ON, intxn | N45 25.9 | W075 02.6 | | 247° | 60 |
| | To KEMVI, ON, intxn | N45 15.5 | W075 21.6 | | 246° | 17 |

FIXED RNAV ROUTES (Cont'd)

| Rte | Name | (N)Lat | (W)Long | Waypoint Definition | Mag Brg | Dist |
|------|------------------------------|----------|-----------|---------------------|---------|------|
| T638 | ROPLA, BC, intxn | N49 41.7 | W114 43.6 | | | |
| | To SATOV, AB, intxn | N50 05.5 | W114 31.7 | | 003° | 25 |
| | To MEKPI, AB, intxn | N50 15.0 | W114 26.9 | | 003° | 10 |
| | To UKRAL, AB, intxn | N50 24.5 | W114 22.0 | | 003° | 10 |
| | To DUMRA, AB, intxn | N50 38.7 | W114 14.7 | | 003° | 15 |
| T644 | BIRKO, AB, intxn | N51 28.6 | W113 15.8 | | | |
| | To ILADA, AB, intxn | N51 18.6 | W110 53.1 | | 081° | 90 |
| | To SHAWI, SK, intxn | N51 14.1 | W110 00.0 | | 084° | 34 |
| T650 | BOOTH, BC, intxn | N49 31.3 | W122 02.7 | | | |
| | To Kamloops, BC, NDB | N50 41.0 | W120 20.1 | | 027° | 96 |
| T652 | ADVOX, AB, intxn | N51 34.7 | W114 35.3 | | | |
| | To AMUNO, AB, intxn | N51 41.3 | W114 42.6 | | 310° | 8 |
| | To SEKAN, AB, intxn | N51 47.8 | W114 50.0 | | 310° | 8 |
| | To ANTID, AB, intxn | N52 53.0 | W114 15.3 | | 003° | 69 |
| T654 | IGSUB, ON, intxn | N47 41.7 | W079 50.9 | | | |
| | To MEPKA, QC, intxn | N48 12.4 | W078 50.1 | | 064° | 51 |
| T656 | SASOB, ON, intxn | N49 24.7 | W082 28.2 | | | |
| | To KEBMA, ON, intxn | N48 34.2 | W081 22.6 | | 149° | 66 |
| T660 | ALIDO, QC, intxn | N45 44.4 | W075 40.8 | | | |
| | To SEMRO, QC, intxn | N46 16.7 | W074 12.6 | | 075° | 69 |
| | To NOSUT, QC, intxn | N46 21.6 | W073 58.6 | | 077° | 11 |
| | To DICEN, QC, intxn | N46 48.0 | W072 17.3 | | 083° | 75 |
| | To UDBAM, QC, intxn | N46 45.4 | W071 58.9 | | 117° | 13 |
| | To Quebec, QC, VORTAC | N46 42.3 | W071 37.6 | | 117° | 15 |
| T664 | Sandspit, BC, VOR/DME | N53 15.1 | W131 48.4 | | | |
| | To Prince Rupert, BC, NDB | N54 15.8 | W130 25.4 | | 021° | 78 |
| | To ITKET, BC, intxn | N54 28.1 | W128 34.7 | | 060° | 66 |
| | To NUGUV, BC, intxn | N54 44.8 | W127 06.5 | | 053° | 54 |
| T672 | Halifax, NS, VOR/DME | N44 55.4 | W063 24.1 | | | |
| | To NOTOP, NS, intxn | N45 27.2 | W062 00.7 | | 079° | 67 |
| | To PERLU, NL, intxn | N47 17.4 | W054 02.8 | | 087° | 349 |
| T676 | MERYT, BC, intxn | N49 56.5 | W120 57.7 | | | |
| | To NADPI, BC, intxn | N51 42.9 | W117 20.4 | | 034° | 174 |
| | To ANDIE, AB, intxn | N52 59.2 | W114 23.2 | | 038° | 133 |
| T678 | ILUKI, SK, intxn | N50 25.9 | W104 40.0 | | | |
| | To MUTUR, SK, intxn | N51 15.9 | W102 27.7 | | 050° | 98 |
| T680 | DICEN, QC, intxn | N46 48.0 | W072 17.3 | | | |
| | To LIVBA, QC, intxn | N46 14.3 | W073 57.1 | | 260° | 77 |
| | To VIDGO, QC, intxn | N46 02.8 | W074 29.8 | | 258° | 25 |
| | To KISUK, QC, intxn | N45 53.7 | W074 55.1 | | 257° | 20 |
| | LETAK, ON, intxn | N45 24.1 | W076 14.8 | | 257° | 63 |
| T682 | Whitecourt, AB NDB | N54 08.7 | W115 47.8 | | | |
| | To Edmonton, AB NDB | N53 38.6 | W113 30.8 | | 094° | 87 |
| | To RYLEY, AB intxn | N53 16.4 | W112 19.2 | | 103° | 48 |
| | To WAINN, AB intxn | N53 02.0 | W110 50.0 | | 091° | 56 |
| | To OMREG, AB intxn | N53 18.6 | W110 04.4 | | 046° | 32 |

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FIXED RNAV ROUTES (Cont'd)

| Rte | Name | (N)Lat | (W)Long | Waypoint Definition | Mag Brg | Dist |
|------|---------------------|----------|-----------|-----------------------------------|---------|------|
| T684 | LYTON, BC, intxn | N50 15.0 | W121 50.7 | | | |
| | To VIDRI, BC, intxn | N50 13.6 | W121 30.0 | | 080° | 13 |
| | To DURAK,BC, intxn | N50 08.7 | W120 25.0 | | 080° | 42 |
| T686 | ADVOX, AB, intxn | N51 34.7 | W114 35.3 | | | |
| | To AMUNO, AB, intxn | N51 41.3 | W114 42.6 | | 310° | 8 |
| | To VIMBA, AB, intxn | N52 04.1 | W114 30.6 | | 003° | 24 |
| | To OLIMI, AB, intxn | N52 48.9 | W114 06.6 | | 003° | 47 |
| T688 | TOVUM, AB, intxn | N49 14.5 | W112 48.9 | | | |
| | To ETLEM, AB, intxn | N49 26.1 | W112 53.2 | | 333° | 12 |
| | To EBGAL, AB, intxn | N50 41.8 | W113 22.3 | | 332° | 78 |
| T690 | EBGAL, AB, intxn | N50 41.8 | W113 22.3 | | | |
| | To VESDO, AB, intxn | N49 58.7 | W111 19.1 | | 104° | 90 |
| T692 | Prince George, BC | N53 53.7 | W122 27.3 | | | |
| | VOR/DME | | | | | |
| | To FIGGI, BC intxn | N54 16.2 | W121 59.2 | | 018° | 28 |
| | To STAHL, BC intxn | N54 43.0 | W121 25.2 | | 019° | 33 |
| | To KISKK, BC intxn | N55 12.8 | W120 46.0 | | 020° | 37 |
| | To ROLLA, BC intxn | N55 45.8 | W120 00.1 | | 021° | 42 |
| T694 | To Peace River, AB | N56 12.4 | W117 30.7 | | 054° | 88 |
| | VOR/DME | | | | | |
| | IGSOD, AB, intxn | N52 29.5 | W116 07.7 | | | |
| | To OBNAP, AB, intxn | N51 45.9 | W115 17.7 | | 129° | 53 |
| | To VOKIM, AB, intxn | N51 30.9 | W115 01.0 | | 130° | 18 |
| | To TAMVU, AB, intxn | N51 17.0 | W114 45.7 | | 130° | 17 |
| T698 | To AGMAK, AB, intxn | N51 13.0 | W114 34.7 | | 105° | 8 |
| | DERDO, QC, intxn | N45 40.8 | W070 48.2 | | | |
| | To EBGIX, QC, intxn | N45 43.3 | W070 25.5 | | 096° | 16 |
| | To TUGUB, NB, intxn | N45 58.9 | W067 45.1 | | 097° | 113 |
| | To BEMEK, NB, intxn | N46 05.0 | W066 27.2 | | 100° | 55 |
| T701 | To ITPAX, NB, intxn | N46 06.8 | W065 09.6 | | 105° | 54 |
| | Princeton, BC VOR | N49 22.9 | W120 22.4 | NAVAID | | |
| | To Naramata, BC NDB | N49 35.8 | W119 36.2 | NAVAID | | 33 |
| | To TENYA, BC intxn | N49 50.4 | W118 44.4 | YDC 045° on B4 btwn LW & CG | | 37 |
| | To WHATS, BC intxn | N49 58.0 | W118 16.3 | YDC 045° & YXC 271° & YNY 128° | | 20 |
| T703 | CILLI, BC, intxn | N49 03.8 | W121 23.7 | | | |
| | To URVEB, BC, intxn | N49 20.9 | W120 21.9 | | 050° | 44 |
| | To VOBUD, BC, intxn | N50 07.7 | W117 16.6 | | 051° | 129 |
| | To MENBO, BC, intxn | N50 23.4 | W116 08.4 | | 054° | 46 |
| | To NORET, AB, intxn | N50 32.4 | W115 27.2 | | 055° | 28 |
| | To PIBSO, AB, intxn | N50 34.9 | W115 15.3 | | 056° | 8 |
| | To AMITO, AB, intxn | N50 37.5 | W115 03.4 | | 056° | 8 |
| | To SEDEL, AB, intxn | N50 40.0 | W114 51.4 | | 057° | 8 |
| | To IGVEP, AB, intxn | N50 42.5 | W114 39.5 | | 057° | 8 |

FIXED RNAV ROUTES (Cont'd)

| Rte | Name | (N)Lat | (W)Long | Waypoint Definition | Mag Brdg | Dist |
|------|-----------------------------|----------|-----------|---------------------|----------|------|
| T705 | IKNAR, QC, intxn | N47 11.6 | W074 09.5 | | | |
| | To NOSUT, QC, intxn | N46 21.6 | W073 58.6 | | 186° | 51 |
| | To LIVBA, QC, intxn | N46 14.3 | W073 57.1 | | 186° | 7 |
| | To TAMKO, QC, intxn | N46 02.9 | W073 54.7 | | 186° | 12 |
| | To DUNUP, QC, intxn | N45 17.6 | W073 35.4 | | 178° | 47 |
| | To EBDOT, QC, intxn | N45 05.4 | W073 34.0 | | 190° | 12 |
| | To MUTNA, QC, intxn | N45 01.1 | W073 33.5 | | 190° | 4 |
| T707 | To Can/USA bdry | N45 00.6 | W073 33.5 | | 190° | 1 |
| | ANTAK, BC, intxn | N49 21.0 | W115 51.5 | | | |
| | To SIGPA, BC, intxn | N50 07.0 | W115 11.4 | | 014° | 53 |
| | To TULOB, AB, intxn | N50 35.6 | W114 45.8 | | 015° | 33 |
| T709 | To IGVEP, AB, intxn | N50 42.5 | W114 39.5 | | 015° | 8 |
| | TAGET, QC, intxn | N46 53.0 | W075 49.2 | | | |
| | To IKMOL, QC, intxn | N46 41.6 | W075 30.7 | | 146° | 17 |
| | To OLASI, QC, intxn | N46 19.8 | W074 56.2 | | 146° | 32 |
| | To VIDGO, QC, intxn | N46 02.8 | W074 29.8 | | 147° | 25 |
| | To EMPEK, QC, intxn | N45 55.0 | W074 20.7 | | 155° | 10 |
| | To SATOT, QC, intxn | N45 50.5 | W074 15.5 | | 155° | 6 |
| T715 | To PIGNA, QC, intxn | N45 45.2 | W074 09.3 | | 155° | 7 |
| | VETBI, AB, intxn | N51 12.1 | W113 25.4 | | | |
| | To SESDA, AB, intxn | N51 11.3 | W113 13.1 | | 082° | 8 |
| | To RABOX, AB, intxn | N51 05.4 | W111 55.7 | | 082° | 49 |
| | To GUDOG, AB, intxn | N51 31.0 | W110 00.0 | | 056° | 77 |
| T717 | To IMOTA, SK, intxn | N51 55.0 | W108 00.0 | | 059° | 78 |
| | Maniwaki, QC, NDB | N46 12.5 | W075 57.4 | | | |
| | To BEMOG, QC, intxn | N46 09.0 | W075 34.4 | | 116° | 16 |
| | To UDGAK, QC, intxn | N46 06.3 | W075 05.4 | | 111° | 20 |
| T719 | To VIDGO, QC, intxn | N46 02.8 | W074 29.8 | | 112° | 25 |
| | Port Hardy, BC, VOR/DME | N50 41.0 | W127 21.9 | | | |
| | To Sandspit, BC, VOR/DME | N53 15.1 | W131 48.4 | | 298° | 226 |
| | | | | | | |
| T721 | TALNO, QC, intxn | N45 00.0 | W074 19.9 | | | |
| | To EPTUL, QC, intxn | N45 04.6 | W073 54.4 | | 089° | 19 |
| | To EBDOT, QC, intxn | N45 05.4 | W073 34.0 | | 101° | 15 |
| | To TOXAL, QC, intxn | N45 08.6 | W071 34.9 | | 101° | 84 |
| T723 | SEDOG, ON, intxn | N44 00.6 | W079 35.1 | | | |
| | To TANGI, ON, intxn | N44 23.1 | W079 24.1 | | 030° | 24 |
| | To UDMUG, ON, intxn | N44 52.9 | W078 58.9 | | 042° | 35 |
| | To Killaloe, ON, VOR/DME | N45 39.8 | W077 36.2 | | 062° | 75 |
| | | | | | | |
| T725 | MIGLO, ON, intxn | N44 38.2 | W076 12.6 | | | |
| | To REEDO, ON, intxn | N44 42.2 | W075 58.9 | | 080° | 11 |
| | To IGVUD, ON, intxn | N44 50.4 | W075 28.1 | | 082° | 23 |
| | To EPMOK, ON, intxn | N44 59.1 | W074 57.1 | | 082° | 24 |
| | To ARVIE, ON, intxn | N45 07.1 | W074 37.1 | | 074° | 16 |
| | To HABBS, ON, intxn | N45 12.3 | W074 25.0 | | 072° | 10 |
| | To COMAU, QC, intxn | N45 21.6 | W074 03.4 | | 073° | 18 |
| | To VEVKU, QC, intxn | N45 27.5 | W073 55.8 | | 057° | 8 |

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FIXED RNAV ROUTES (Cont'd)

| Rte | Name | (N)Lat | (W)Long | Waypoint Definition | Mag Brg | Dist |
|------|----------------------------------|----------|-----------|---------------------|------------|------|
| T727 | VOBUK, AB, intxn | N49 43.0 | W113 12.0 | | | |
| | To GADKI, AB, intxn | N50 39.8 | W113 41.4 | | 328° | 60 |
| | To RIGAD, AB, intxn | N51 43.2 | W114 22.9 | | 324° | 69 |
| | To UKRAM, AB, intxn | N52 46.1 | W113 56.4 | | 360° | 65 |
| T731 | TAKOL, QC, intxn | N45 39.0 | W075 11.9 | | | |
| | To IPSAK, QC, intxn | N45 45.4 | W074 51.5 | | 080° | 16 |
| | To BOKLU, QC, intxn | N45 50.4 | W074 35.7 | | 080° | 12 |
| | To EMPEK, QC, intxn | N45 55.0 | W074 20.7 | | 080° | 11 |
| | To ESTEL, QC, intxn | N45 57.9 | W074 11.0 | | 081° | 7 |
| | To TAMKO, QC, intxn | N46 02.9 | W073 54.7 | | 081° | 12 |
| T733 | To AGLUK, QC, intxn | N46 12.6 | W073 22.2 | | 081° | 25 |
| | AVVON, ON, intxn | N45 10.1 | W075 02.3 | | | |
| | To VIKNO, ON, intxn | N45 15.5 | W074 36.9 | | 087° | 19 |
| | To LAFIT, QC, intxn | N45 18.5 | W074 23.0 | | 088° | 10 |
| T735 | To RABIK, QC, intxn | N45 17.9 | W072 36.6 | | 104° | 75 |
| | DULBA, NB, intxn | N46 13.2 | W066 28.0 | | | |
| | To IRDUV, NB, intxn | N46 16.4 | W065 09.5 | | 103° | 54 |
| | To Charlottetown, PE, VOR/DME | N46 17.9 | W063 07.2 | | 106° | 85 |
| | To Sydney, NS, VOR/DME | N46 09.2 | W060 03.4 | | 111° | 128 |
| T737 | LAFIT, QC, intxn | N45 18.5 | W074 23.0 | | | |
| | To PUXER, QC, intxn | N45 24.0 | W072 51.3 | | 098° | 65 |
| | To PUSOD, QC, intxn | N45 30.1 | W071 29.7 | | 098° | 58 |
| | To OMALI, QC, intxn | N45 30.7 | W071 20.0 | | 100° | 7 |
| | To REVEN, QC, intxn | N45 33.2 | W070 42.0 | | 100° | 27 |
| T739 | TALNO, QC, intxn | N45 00.0 | W074 19.9 | | | |
| | To EPTUL, QC, intxn | N45 04.6 | W073 54.4 | | 089° | 19 |
| | To RABIK, QC, intxn | N45 17.9 | W072 36.6 | | 090° | 57 |
| | To MOBAL, QC, intxn | N45 20.3 | W071 51.8 | | 100° | 32 |
| | To ANTOV, QC, intxn | N45 22.6 | W071 02.3 | | 101° | 35 |
| T741 | Sept-Iles, QC, VOR/DME | N50 13.9 | W066 16.4 | | | |
| | To ODKAP, QC, intxn | N50 53.0 | W066 03.5 | | 030° | 40 |
| | To ELINU, QC, intxn | N51 53.0 | W065 43.0 | | 031° | 61 |
| T743 | KODIT, AB, intxn | N52 37.8 | W115 47.5 | | | |
| | To MATIR, AB, intxn | N52 00.9 | W115 04.8 | | 129° | 45 |
| | To ALSIV, AB, intxn | N51 54.4 | W114 57.3 | | 130° | 8 |
| | To SEKAN, AB, intxn | N51 47.8 | W114 50.0 | | 130° | 8 |
| | To AMUNO, AB, intxn | N51 41.3 | W114 42.6 | | 130° | 8 |
| | To ADVOX, AB, intxn | N51 34.7 | W114 35.3 | | 130° | 8 |
| T745 | OXASA, ON, intxn | N46 21.8 | W079 25.5 | | | |
| | To IGSUB, ON, intxn | N47 41.7 | W079 50.9 | | 359° | 82 |
| | To KEBMA, ON, intxn | N48 34.2 | W081 22.6 | | 322° | 81 |
| T747 | High Level, AB, VOR/DME | N58 33.3 | W117 05.6 | | | |
| | To BISPO, AB, intxn | N56 56.3 | W115 54.0 | | 141° | 105 |
| | To OBTUP, AB, intxn | N55 17.6 | W114 46.6 | | 143° | 106 |
| | To MOOTO, AB, intxn | N53 52.7 | W113 42.1 | | 141° | 93 |
| | Edmonton, AB, NDB | N53 38.6 | W113 30.8 | | 140° | 16 |
| | To OMIR, AB, intxn | N53 21.4 | W110 49.5 | | 085° | 98 |
| | To OMREG, AB, intxn | N53 18.6 | W110 04.4 | | 083° | 27 |

FIXED RNAV ROUTES (Cont'd)

| Rte | Name | (N)Lat | (W)Long | Waypoint Definition | Mag Brg | Dist |
|------|---|--|--|---------------------|--|--|
| T749 | MIVOK, ON, intxn To KANIK, ON, intxn To LANRK, ON, intxn To TAKOL, QC, intxn To KISUK, QC, intxn To VIDGO, QC, intxn To LIVBA, QC, intxn To SOKYE, QC, intxn | N44 21.6 N44 39.0 N44 56.6 N45 39.0 N45 53.7 N46 02.8 N46 14.3 N46 21.5 | W077 35.3 W076 57.4 W076 23.3 W075 11.9 W074 55.1 W074 29.8 W073 57.1 W072 51.1 | | 069° 066° 062° 052° 076° 077° 095° | 32 30 66 19 20 25 46 |
| T751 | Whitehorse, YT, VOR/DME To OMVAN, YT, intxn To Watson Lake, YT, VOR/DME | N60 37.1 N60 10.4 N60 05.2 | W135 08.3 W132 44.5 W128 51.5 | | 090° 072° | 76 117 |
| T753 | BITGA, AB, intxn To MIREK, AB, intxn To OILRS, AB, intxn | N51 29.5 N51 37.2 N52 37.5 | W113 58.4 W113 55.8 W113 31.2 | | 357° 359° | 8 62 |
| T755 | Edmonton, AB, VOR/DME To JEDII, AB, intxn To CAMRA, AB, intxn To WAINN, AB intxn To Saskatoon, SK, VORTAC | N53 11.1 N53 05.0 N53 01.9 N53 02.0 N52 10.9 | W113 52.0 W112 56.5 W112 30.5 W110 50.0 W106 43.2 | | 086° 087° 076° 095° | 34 16 61 159 |
| T757 | BONAK, BC, intxn To KALTS, BC, intxn To FRIED, BC, intxn To MOCHA, BC, intxn To BOKMA, BC, intxn To OMSEB, BC, intxn To ESTIT, BC, intxn | N53 00.0 N53 37.3 N54 13.3 N54 30.2 N54 31.2 N53 29.0 N51 16.1 | W134 00.0 W133 48.3 W133 38.0 W133 01.9 W131 38.9 W130 56.7 W128 18.5 | | 353° 352° 033° 070° 140° 125° | 38 37 27 48 67 165 |
| T759 | PEVLU, AB, intxn To KERSA, AB, intxn To BISNO, AB, intxn To OILRS, AB, intxn | N51 30.4 N51 37.2 N52 30.5 N52 37.5 | W114 08.5 W114 06.0 W113 45.2 W113 31.2 | | 358° 358° 036° | 7 55 11 |
| T761 | SAXOL, AB, intxn To PEPGO, AB, intxn To RODKU, AB, intxn To ALKIK, AB, intxn | N51 28.0 N51 33.5 N52 06.7 N52 47.6 | W113 38.0 W113 36.0 W113 23.6 W113 07.7 | | 358° 358° 359° | 6 34 42 |
| T765 | Whitecourt, AB, VOR/DME To OBTUP, AB, intxn | N54 08.7 N55 17.6 | W115 47.8 W114 46.6 | | | |
| T773 | NOSIV, AB, intxn To ODLAN, AB, intxn | N50 54.4 N50 11.6 | W113 17.5 W111 23.4 | | 105° | 84 |
| T775 | TREEL, BC, intxn To NUTBE, BC, intxn To BAJOL, BC, intxn To VARSY, BC, intxn To BASRA, BC, intxn To MILLS, BC, intxn To FRASE, BC, intxn To Pitt Meadows, BC, VOR | N49 21.4 N49 19.6 N49 18.6 N49 17.2 N49 15.2 N49 14.4 N49 13.5 N49 13.0 | W123 51.9 W123 36.5 W123 28.2 W123 17.1 W123 00.4 W122 54.1 W122 47.2 W122 42.9 | | 084° 084° 084° 084° 084° 085° 085° 085° | 10 6 7 11 4 5 3 |

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FIXED RNAV ROUTES (Cont'd)

| Rte | Name | (N)Lat | (W)Long | Waypoint Definition | Mag Brg | Dist |
|------|------------------------------|----------|-----------|---------------------|---------|------|
| T781 | Can/USA bdry | N42 56.7 | W082 26.3 | | | |
| | To AXOBUS ON, intxn | N42 56.7 | W082 23.7 | | 100° | 2 |
| | To HAVOK, ON, intxn | N43 01.3 | W081 36.2 | | 090° | 35 |
| | To DERLO, ON, intxn | N43 04.0 | W081 05.7 | | 092° | 23 |
| | To OLAMO, ON, intxn | N43 16.0 | W079 53.2 | | 086° | 54 |
| | To DAVSI, ON, intxn | N43 42.3 | W079 13.1 | | 058° | 39 |
| | To TESUK, ON, intxn | N43 51.1 | W078 48.9 | | 074° | 20 |
| | To TALEB, ON, intxn | N44 01.0 | W078 23.3 | | 073° | 21 |
| | To BOMET, ON, intxn | N44 10.2 | W077 59.0 | | 073° | 20 |
| | To NOPOT, ON, intxn | N44 17.3 | W077 32.9 | | 081° | 20 |
| | To TIGET, ON, intxn | N44 23.4 | W077 09.7 | | 081° | 18 |
| | To IPTOS, ON, intxn | N44 55.3 | W076 13.4 | | 063° | 51 |
| | To VERTI, ON, intxn | N45 15.0 | W074 50.5 | | 084° | 62 |
| | To AGLUK, QC, intxn | N46 12.6 | W073 22.2 | | 060° | 85 |
| | To NOVID, QC, intxn | N46 15.1 | W073 13.4 | | 082° | 7 |
| | To SOKYE, QC, intxn | N46 21.5 | W072 51.1 | | 082° | 17 |
| | To KETRU, QC, intxn | N46 27.2 | W072 31.3 | | 082° | 15 |
| | To PESAC, QC, intxn | N46 32.9 | W072 11.2 | | 083° | 15 |
| | To Quebec, QC, VORTAC | N46 42.3 | W071 37.6 | | 083° | 25 |
| | To PINTE, QC, intxn | N46 26.8 | W070 03.1 | | 119° | 67 |
| T783 | Halifax, NS, VOR/DME | N44 55.4 | W063 24.1 | | | |
| | To NOTOP, NS, intxn | N45 27.2 | W062 00.7 | | 079° | 67 |
| | To SILRO, NL, intxn | N47 00.0 | W058 35.0 | | 074° | 170 |
| | To TIGOR, NL, intxn | N47 24.9 | W054 06.8 | | 099° | 185 |
| T785 | DAXEX, BC, intxn | N54 15.8 | W130 25.4 | | | |
| | To Prince Rupert, BC, NDB | N54 14.1 | W132 07.4 | | 070° | 60 |
| T789 | VIDRI, BC, intxn | N50 13.6 | W121 30.0 | | | |
| | To ROMRA, BC, intxn | N52 02.8 | W117 39.2 | | 035° | 182 |
| | To ESKIE, AB, intxn | N53 16.4 | W114 41.1 | | 038° | 131 |
| T791 | OLABA, ON, intxn | N44 28.6 | W076 12.2 | | | |
| | To ALONI, ON, intxn | N44 38.9 | W075 39.2 | | 079° | 26 |
| T797 | VETBI, AB, intxn | N51 12.1 | W113 25.4 | | | |
| | To SESDA, AB, intxn | N51 11.3 | W113 13.1 | | 082° | 8 |
| | To RABOX, AB, intxn | N51 05.4 | W111 55.7 | | 082° | 49 |
| | To LIBOS, SK, intxn | N50 48.8 | W109 00.0 | | 084° | 112 |
| T799 | Enderby, BC, VOR/DME | N50 40.7 | W118 56.3 | | | |
| | To NOVAX, BC, intxn | N50 39.1 | W118 21.3 | | 258° | 22 |
| | To HOWZR, BC, intxn | N50 32.1 | W116 16.1 | | 260° | 80 |
| | To FARNS, AB, intxn | N50 45.2 | W115 23.7 | | 233° | 36 |

NORTH AMERICAN ROUTE PROGRAM (NRP)

General

A flight that originates and terminates within conterminous U.S. and Canada and North Atlantic international flights operating within the North American Route (NAR) System may participate in the NRP under the following procedures and requirements.

FAA/NAV CANADA Common Procedures

The following common FAA and NAV CANADA procedures apply:

- (a) Flights to operate at or above FL 290.

NORTH AMERICAN ROUTE PROGRAM (NRP) (Cont'd)

- (b) For that portion of flight within 200NM of the departure or destination airport, flights shall be filed and operated via Standard Instrument Departures (SIDs), Departure Procedures (DPs), Standard Terminal Arrival Routes (STARs) or published Mandatory IFR Routes. If none of the above are available, airways may be used.
- (c) NRP flights are not normally subject to routing restrictions such as published Mandatory IFR Routes or airways, beyond a 200NM radius of both the departure and destination airports.
- (d) Flight planning requirements are:
- (i) routes shall contain at least one significant point in each delegated area of airspace jurisdiction for each FAA Air Route Traffic Control Center (ARTCC) or Canadian FIR/CTA;
 - (ii) significant points may be a navigational aid or waypoint defined in fix-radial-distance (FRD) format from a navigation aid. Within Canadian airspace a significant point may also be a coordinate described in degrees and minutes of latitude/longitude;
 - (iii) for routes that cross the U.S./Canada border, a significant point within 30NM of either side of the border shall be filed;
 - (iv) significant points should be filed for all turnpoints;
 - (v) route(s) shall avoid active Class F airspace;
 - (vi) "NRP" shall be entered in the Remarks section of the flight plan; and
 - (vii) flight plans to be filed at least one hour prior to departure.
- (e) In the event that a NRP aircraft has to be recleared due to weather or tactical reasons, ATC will attempt to return the aircraft to the original NRP routing as soon as practical. Aircraft that depart from the NRP routing due to a pilot request or an ATC clearance authorizing a direct routing will be considered as a non participant of the NRP.
- (f) Unless published routing restrictions are in effect, North Atlantic international flights planning to operate within the North American Route (NAR) System may file NRP routes beyond 200NM of the NAR identified system airport and the published Inland Navigation Fixes (INFs).

Specific NAV CANADA Requirements

The following specific Canadian requirements apply:

- (a) When a significant point is defined by latitude and longitude the following applies:
- for flights operating on predominately north or south tracks (315°T clockwise through 045°T or the reciprocals), tracks shall be defined by reference to significant points formed by the intersection of whole degrees on longitude with specified parallels of latitude spaced at 5° of latitude expressed in longitude by degrees and minutes and latitude by degrees;
 - for flights operating on predominately east or west tracks (046°T clockwise through 134°T or the reciprocals), tracks shall be defined by reference to significant points formed by the intersection of half or whole degrees of latitude with meridians spaced at intervals of 10° expressed in longitude by degrees and latitude by degrees and minutes.
- (b) All flights to remain north of N48°15'00" W90°00'00" or south of N47°30'00" W90°00'00".
- (c) Toronto International (CYYZ). For aircraft landing at CYYZ, those aircraft inbound from the northwest are to terminate the NRP portion and join the BOXUM arrival at OTNIK.
- (d) Vancouver International (CYVR). For aircraft landing at CYVR, those aircraft arriving from the east and north of the Canada/USA border are to arrange routing to be north of J500 no later than the intersection LOCAN (N49°30.7' W117°33.1').
- (e) Ottawa/Macdonald-Cartier International (CYOW). For aircraft landing at CYOW, those aircraft inbound from the west are to terminate the NRP portion and join a mandatory arrival routing no later than the intersection SMARE (N46°19.6' W78°9.8').
- (f) Montreal/Pierre Elliott Trudeau International (CYUL). For aircraft landing at CYUL, those aircraft inbound from the west-northwest are to terminate the NRP portion and join a mandatory arrival routing no later than the Mirabel VOR/DME (YMX) (N45°53.3' W74°22.5') provided the route proceeds over or north of Maniwaki (YMW) (N46°12.5' W75°57.4'). For routes that do not comply with this requirement terminate the NRP portion and join a mandatory arrival routing no later than Maniwaki.

Specific FAA Requirements

C182 PLANNING

NORTH AMERICAN ROUTE PROGRAM (NRP) (Cont'd)

Refer to the current FAA Advisory Circular-NRP.

NORTH AMERICAN ROUTES (NARs) FOR NORTH ATLANTIC TRAFFIC

1. The objectives of the NAR System are as follows:
 - (a) To expedite flight planning;
 - (b) To reduce the complexity of route clearances and thereby minimize the confusion and error potential inherent in lengthy transmissions and readbacks; and;
 - (c) To minimize the time spent in the route clearance delivery function.
2. The NAR System is designed to accommodate major airports in North America where the volume of NAT traffic and route complexity dictate a need to meet the above requirements. It is for the use of traffic entering/exiting the NAT and consists of a series of pre-planned routes from/to coastal fixes and identified system airports. Most of the routes are divided into two portions:

| | |
|--------------------------------------|--|
| <p>(a) Common Portion</p> | <p>– That portion of the route between a specified coastal fix or an oceanic entry/exit point and a specified inland navigation fix (INF). Some routes have a common portion only (N598A-N700A); and</p> |
| <p>(b) Non Common Portion</p> | <p>– That portion of the route between a specified INF and a system airport. The routes are within the high level airspace structure with a transition to/from system airports.</p> |
3. The routes are prefixed by the abbreviation "N" with the numbering for the common portions orientated geographically from south to north. The ODD numbers have eastbound application while the EVEN numbers apply to westbound. Following a one to three digit number, an alpha character indicates the validation code and forms part of the route identifier. Validation codes are associated to amendments to the common routes only and not to non-common route portions.
4. Since a primary function of the NAR System is to complement the NAT traffic flow, a limited number of NAR routes, appropriate for coastal fixes or oceanic entry/exit points serving the Organized Track System (OTS) and the domestic traffic organization, are included in the NAT/OTS message published by the Gander and Shanwick Oceanic Area Centres.
5. Aircraft can only join the NAR System:
 - (a) At the identified coastal fix or oceanic entry/exit point; or
 - (b) On departure from one of the identified system airports; or
 - (c) At an identified INF.
6. **Flight Planning – GENERAL:**

WESTBOUND:

 - (a) Westbound routes begin at the oceanic exit points, thence along common route portions to an INF and then fan-out along non common routes to selected system airports;
 - (b) For aircraft proceeding to an identified system airport and the route of flight is described by a single NAR designator, use the designator; and
 - (c) For aircraft proceeding to a non system airport but the route of flight is described by the common route portion to an identified INF, use the designator to the INF followed by a detailed routing to the destination.

EASTBOUND:

 - (a) Eastbound routes only have a common portion from the INF to a coastal FIX or oceanic entry point;
 - (b) When the route of flight is described by a single NAR designator, use the designator;
 - (c) For aircraft departing from a non-system airport, file via an appropriate detailed routing to the applicable INF and thence via the common portion to the coastal fix or oceanic entry point using the NAR designator;

GENERAL:

NORTH AMERICAN ROUTES (NARs) FOR NORTH ATLANTIC TRAFFIC (Cont'd)

For those cases not described above, a detailed routing is required.

7. NAR- Requirement:

- (a) There is no requirement to flight plan and operate using the NAR system with the following exceptions:
 - i) Eastbound aircraft intending to operate on the NAR OTS and operating wholly on or south of a line between the intersections BAREE and TUDEP shall flight plan and operate using one of the NARs published on the daily OTS message.
 - ii) Westbound aircraft exiting the ocean via oceanic/coastal fixes JEBBY CARAC, BOBTU JAROM or RAFIN must file via one of the published NAR common portions as specified in the CFS unless re-entering NY oceanic via M201/M202/M203:
 - JEBBY CARAC - N26B, N28B, N30B, N32B, N34B
 - BOBTU JAROM - N46G, N48G, N50G, N52G, N54G, N56G, N58D, N60D, N62C
 - RAFIN - N76A, N78A, N80A, N82A, N84A, N86A, N88A, N90A.
- (b) NARs may be assigned by air traffic control for the tactical management of air traffic in Canadian Domestic airspace.
- (c) For operators who elect not to use the NAR system, the rules of the North American Route Program (NRP) apply.

8. Route Clearances:

- (a) For aircraft operating within the NAR System, the ATC routing clearance and pilot readback will be indicated by the NAR designator, eg: "North American Route 105C";
- (b) For aircraft operating in the NAR System but only using the common route portion, the ATC routing clearance and pilot readback will be indicated by the NAR designator followed by the detailed routing;
- (c) For aircraft not operating in the NAR System, the ATC routing clearance and pilot readback will be via a detailed route;
- (d) Aircraft cleared to a system airport via a NAR designator are to follow the common and the non common portion of the route to the system airport. If the issued NAR, either the common or non common portion, is incompatible or unacceptable, the pilot is to advise ATC accordingly.

9. Documentation:

It is expected that the following documentation will be carried on the flight deck of aircraft operating within the NAR system:

- (a) The current publications of NAV Canada, Canadian Flight Supplement, or Federal Aviation Administration, Airport Facility Directory (Northeast) or another product which provides the current NAR; and
- (b) Information in the current NAT/OTS message.

C184 PLANNING

NAR OVERVIEW - EASTBOUND ROUTES COMMON PORTION

| NAR Designator | Inland Navigation Fix | Route Description | Oceanic Entry Point |
|-----------------------|------------------------------|--------------------------|----------------------------|
| N3A | SIE | B24 LYNUS | SLATN |
| N7A | MANTA | OWENZ LINND R56 | SLATN |
| N11A | SIE | B24 LYNUS | JOBOC |
| N15B | MANTA | OWENZ LINND R56 KENDA | JOBOC |
| N21A | VITOL | DIRECT | CARAC |
| N23A | WHALE | DIRECT | CARAC |
| N25A | ALLEX | DIRECT | CARAC |
| N27A | KANNI | DIRECT | CARAC |
| N29A | KANNI | GAYBL | CARAC |
| N31F | VITOL | LOMPI | JAROM |
| N33D | WHALE | LOMPI | JAROM |
| N35B | WHALE | GAYBL LOMPI | JAROM |
| N37C | EBONY | LOMPI | JAROM |
| N39A | KANNI | LOMPI | JAROM |
| N41A | KANNI | GAYBL LOMPI | JAROM |
| N43B | BRADD | LOMPI | JAROM |
| N45D | VITOL | NANSO | RAFIN |
| N47C | VITOL | CARAC NANSO | RAFIN |
| N49C | WHALE | NANSO | RAFIN |
| N51D | WHALE | GAYBL NANSO | RAFIN |
| N53D | KANNI | NANSO | RAFIN |
| N55A | BRADD | SCOTS | RAFIN |
| N57A | MIILS | PEPRA | RAFIN |
| N59C | MIILS | DIRECT | RAFIN |
| N61A | KANNI | GAYBL NANSO | RAFIN |
| N63A | BRADD | DIRECT | RAFIN |
| N65A | TUSKY | DIRECT | RAFIN |
| N67A | TUSKY | SCOTS | RAFIN |
| N69A | ALLEX | DIRECT | RAFIN |
| N71A | EBONY | DIRECT | RAFIN |
| N73A | VITOL | DIRECT | SUPRY |
| N75A | WHALE | DIRECT | SUPRY |
| N77A | WHALE | GAYBL | SUPRY |
| N79A | KANNI | DIRECT | SUPRY |
| N81A | BRADD | DIRECT | SUPRY |
| N83A | BRADD | SCOTS | SUPRY |
| N85A | TUSKY | SCOTS | SUPRY |
| N87A | TUSKY | DIRECT | SUPRY |
| N89A | MIILS | PEPRA | SUPRY |
| N91A | MIILS | RUBDA | SUPRY |
| N93A | MIILS | DIRECT | SUPRY |
| N95A | ALLEX | DIRECT | SUPRY |

NAR OVERVIEW - EASTBOUND ROUTES COMMON PORTION (Cont'd)

| NAR Designator | Inland Navigation Fix | Route Description | Oceanic Entry Point |
|-----------------------|------------------------------|--------------------------|----------------------------|
| N97A | EBONY | DIRECT | SUPRY |
| N99A | VITOL | GAYBL | SUPRY |
| N101A | VITOL | DIRECT | RELIC |
| N103A | VITOL | GAYBL | RELIC |
| N105D | WHALE | DIRECT | RELIC |
| N107D | WHALE | GAYBL | RELIC |
| N109D | KANNI | DIRECT | RELIC |
| N111D | BRADD | DIRECT | RELIC |
| N113D | BRADD | SCOTS | RELIC |
| N115D | TUSKY | DIRECT | RELIC |
| N117B | TUSKY | SCOTS | RELIC |
| N119A | ALLEX | DIRECT | RELIC |
| N121A | MIILS | RUBDA | RELIC |
| N123A | MIILS | DIRECT | RELIC |
| N125A | EBONY | DIRECT | RELIC |
| N127A | TOPPS | DIRECT | RELIC |
| N129A | DANOL | DIRECT | RELIC |
| N927A | KANNI | GAYBL | RELIC |
| N929A | TUSKY | ACADN | RELIC |
| N131A | VITOL | GAYBL | PORTI |
| N133A | VITOL | DIRECT | PORTI |
| N135A | WHALE | DIRECT | PORTI |
| N137A | WHALE | GAYBL | PORTI |
| N139A | KANNI | DIRECT | PORTI |
| N141D | BRADD | DIRECT | PORTI |
| N143B | BRADD | SCOTS | PORTI |
| N145B | TUSKY | DIRECT | PORTI |
| N147B | TUSKY | ACADN | PORTI |
| N149D | ALLEX | DIRECT | PORTI |
| N151G | MIILS | RUBDA | PORTI |
| N153E | MIILS | SUTKO | PORTI |
| N155A | MIILS | DIRECT | PORTI |
| N157A | KANNI | GAYBL | PORTI |
| N159A | TUSKY | SCOTS | PORTI |
| N885A | EBONY | DIRECT | PORTI |
| N887A | TOPPS | DIRECT | PORTI |
| N889A | DANOL | DIRECT | PORTI |
| N161A | VITOL | DIRECT | OMSAT |
| N163A | VITOL | GAYBL | OMSAT |
| N165A | WHALE | DIRECT | OMSAT |
| N167A | WHALE | GAYBL | OMSAT |
| N169A | KANNI | DIRECT | OMSAT |
| N171D | BRADD | DIRECT | OMSAT |

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NAR OVERVIEW - EASTBOUND ROUTES COMMON PORTION (Cont'd)

| NAR Designator | Inland Navigation Fix | Route Description | Oceanic Entry Point |
|-----------------------|------------------------------|--------------------------|----------------------------|
| N173D | BRADD | SCOTS | OMSAT |
| N175E | TUSKY | DIRECT | OMSAT |
| N177E | TUSKY | ACADN | OMSAT |
| N179E | ALLEX | DIRECT | OMSAT |
| N181G | MIILS | SUTKO | OMSAT |
| N183A | MIILS | DIRECT | OMSAT |
| N185A | CEFOU | DIRECT | OMSAT |
| N187A | KANNI | GAYBL | OMSAT |
| N891A | TUSKY | SCOTS | OMSAT |
| N893A | EBONY | DIRECT | OMSAT |
| N895A | TOPPS | DIRECT | OMSAT |
| N897A | DANOL | DIRECT | OMSAT |
| N189A | VITOL | DIRECT | NICSO |
| N191A | VITOL | GAYBL | NICSO |
| N193A | WHALE | DIRECT | NICSO |
| N195A | KANNI | DIRECT | NICSO |
| N197A | BRADD | DIRECT | NICSO |
| N199A | BRADD | SCOTS | NICSO |
| N201B | TUSKY | DIRECT | NICSO |
| N203B | TUSKY | ACADN | NICSO |
| N205B | ALLEX | DIRECT | NICSO |
| N207B | MIILS | SUTKO | NICSO |
| N209D | MIILS | TAGRA | NICSO |
| N211E | MIILS | DIRECT | NICSO |
| N213A | CEFOU | DIRECT | NICSO |
| N215A | WHALE | GAYBL | NICSO |
| N217A | WHALE | SCOTS | NICSO |
| N899A | KANNI | SCOTS | NICSO |
| N901A | TUSKY | SCOTS | NICSO |
| N903A | EBONY | DIRECT | NICSO |
| N905A | TOPPS | DIRECT | NICSO |
| N907A | DANOL | DIRECT | NICSO |
| N219A | VITOL | DIRECT | MUSAK |
| N221A | VITOL | GAYBL | MUSAK |
| N223A | WHALE | DIRECT | MUSAK |
| N225A | KANNI | DIRECT | MUSAK |
| N227A | BRADD | DIRECT | MUSAK |
| N229A | BRADD | SCOTS | MUSAK |
| N231A | TUSKY | DIRECT | MUSAK |
| N233A | ALLEX | DIRECT | MUSAK |
| N235A | MIILS | TAGRA | MUSAK |
| N237A | MIILS | DIRECT | MUSAK |
| N239A | CEFOU | DIRECT | MUSAK |
| N241A | WHALE | GAYBL | MUSAK |

NAR OVERVIEW - EASTBOUND ROUTES COMMON PORTION (Cont'd)

| NAR Designator | Inland Navigation Fix | Route Description | Oceanic Entry Point |
|-----------------------|------------------------------|--------------------------|----------------------------|
| N243A | WHALE | SCOTS | MUSAK |
| N245A | KANNI | SCOTS | MUSAK |
| N909A | TUSKY | SCOTS | MUSAK |
| N911A | EBONY | DIRECT | MUSAK |
| N913A | TOPPS | DIRECT | MUSAK |
| N915A | DANOL | DIRECT | MUSAK |
| N247A | VITOL | DIRECT | JOOPY |
| N249A | VITOL | GAYBL | JOOPY |
| N251A | WHALE | DIRECT | JOOPY |
| N253A | KANNI | DIRECT | JOOPY |
| N255A | BRADD | DIRECT | JOOPY |
| N257A | BRADD | SCOTS | JOOPY |
| N259A | KANNI | ACADN | JOOPY |
| N261A | TUSKY | DIRECT | JOOPY |
| N263A | ALLEX | DIRECT | JOOPY |
| N265A | MIILS | TAGRA | JOOPY |
| N267A | MIILS | VINSI | JOOPY |
| N269A | MIILS | DIRECT | JOOPY |
| N271A | CEFOU | DIRECT | JOOPY |
| N273A | WHALE | SCOTS | JOOPY |
| N275A | KANNI | SCOTS | JOOPY |
| N277A | EBONY | DIRECT | JOOPY |
| N917A | TOPPS | DIRECT | JOOPY |
| N919A | DANOL | DIRECT | JOOPY |
| N931A | BRADD | ACADN | JOOPY |
| N279A | WHALE | DIRECT | IBERG |
| N281A | WHALE | SCOTS | IBERG |
| N283A | WHALE | ACADN | IBERG |
| N285A | BRADD | DIRECT | IBERG |
| N287A | KANNI | DIRECT | IBERG |
| N289A | KANNI | ACADN | IBERG |
| N291A | TUSKY | DIRECT | IBERG |
| N293A | ALLEX | DIRECT | IBERG |
| N295A | EBONY | DIRECT | IBERG |
| N297A | TOPPS | DIRECT | IBERG |
| N299A | MIILS | VINSI | IBERG |
| N301B | MIILS | DIRECT | IBERG |
| N303B | CEFOU | DIRECT | IBERG |
| N305A | DANOL | DIRECT | IBERG |
| N309A | WHALE | SCOTS | ELSIR |
| N311A | WHALE | ACADN | ELSIR |
| N313A | WHALE | DIRECT | ELSIR |
| N315A | KANNI | SCOTS | ELSIR |

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NAR OVERVIEW - EASTBOUND ROUTES COMMON PORTION (Cont'd)

| NAR Designator | Inland Navigation Fix | Route Description | Oceanic Entry Point |
|-----------------------|------------------------------|--------------------------|----------------------------|
| N317A | KANNI | DIRECT | ELSR |
| N319A | BRADD | DIRECT | ELSR |
| N321A | TUSKY | DIRECT | ELSR |
| N323A | ALLEX | DIRECT | ELSR |
| N325A | EBONY | DIRECT | ELSR |
| N327B | TOPPS | DIRECT | ELSR |
| N329B | MIILS | DIRECT | ELSR |
| N331B | CEFOU | LOPRO | ELSR |
| N333B | CEFOU | DIRECT | ELSR |
| N335A | BAREE | DIRECT | ELSR |
| N337A | ANCER | DIRECT | ELSR |
| N921A | KANNI | ACADN | ELSR |
| N923A | DANOL | DIRECT | ELSR |
| N339A | WHALE | DIRECT | BUDAR |
| N341A | WHALE | SCOTS | BUDAR |
| N343A | WHALE | ACADN | BUDAR |
| N345A | KANNI | DIRECT | BUDAR |
| N347A | KANNI | ACADN | BUDAR |
| N349A | BRADD | DIRECT | BUDAR |
| N351B | TUSKY | DIRECT | BUDAR |
| N353B | ALLEX | DIRECT | BUDAR |
| N355B | EBONY | DIRECT | BUDAR |
| N357B | TOPPS | DIRECT | BUDAR |
| N359B | MIILS | DIRECT | BUDAR |
| N361B | MIILS | LOPRO | BUDAR |
| N363A | CEFOU | MIGLI | BUDAR |
| N365A | CEFOU | DIRECT | BUDAR |
| N367A | BAREE | DIRECT | BUDAR |
| N369A | ANCER | DIRECT | BUDAR |
| N371A | DANOL | DIRECT | BUDAR |
| N373A | KANNI | DIRECT | ALLRY |
| N375A | BRADD | DIRECT | ALLRY |
| N377A | TUSKY | DIRECT | ALLRY |
| N379A | ALLEX | DIRECT | ALLRY |
| N381B | EBONY | DIRECT | ALLRY |
| N383B | TOPPS | DIRECT | ALLRY |
| N385B | MIILS | DIRECT | ALLRY |
| N387B | CEFOU | MIGLI | ALLRY |
| N389B | CEFOU | DIRECT | ALLRY |
| N391A | BAREE | DIRECT | ALLRY |
| N393A | ANCER | DIRECT | ALLRY |
| N395A | DANOL | DIRECT | ALLRY |
| N397A | TAFFY | DIRECT | ALLRY |

NAR OVERVIEW - EASTBOUND ROUTES COMMON PORTION (Cont'd)

| NAR | Inland | | Oceanic |
|-------------------|-----------------------|--------------------------|--------------------|
| Designator | Navigation Fix | Route Description | Entry Point |
| N403A | KANNI | DIRECT | UMESI |
| N405A | BRADD | DIRECT | UMESI |
| N407A | TUSKY | DIRECT | UMESI |
| N409A | ALLEX | DIRECT | UMESI |
| N411B | EBONY | DIRECT | UMESI |
| N413B | TOPPS | DIRECT | UMESI |
| N415B | MIILS | DIRECT | UMESI |
| N417B | CEFOU | DIRECT | UMESI |
| N419B | BAREE | DIRECT | UMESI |
| N421A | ANCER | DIRECT | UMESI |
| N423A | DANOL | DIRECT | UMESI |
| N425A | TAFFY | DIRECT | UMESI |
| N431A | KANNI | DIRECT | TUDEP |
| N433A | BRADD | DIRECT | TUDEP |
| N435A | TUSKY | DIRECT | TUDEP |
| N437A | ALLEX | DIRECT | TUDEP |
| N439A | EBONY | DIRECT | TUDEP |
| N441A | TOPPS | DIRECT | TUDEP |
| N443A | MIILS | DIRECT | TUDEP |
| N445A | BAREE | DIRECT | TUDEP |
| N447A | ANCER | DIRECT | TUDEP |
| N449A | DANOL | DIRECT | TUDEP |
| N451A | TAFFY | DIRECT | TUDEP |
| N453A | CEFOU | DIRECT | TUDEP |
| N461A | KANNI | DIRECT | SAXAN |
| N463A | BRADD | DIRECT | SAXAN |
| N465A | TUSKY | DIRECT | SAXAN |
| N467A | ALLEX | DIRECT | SAXAN |
| N469A | EBONY | DIRECT | SAXAN |
| N471A | TOPPS | DIRECT | SAXAN |
| N473A | MIILS | DIRECT | SAXAN |
| N475A | TAFFY | DIRECT | SAXAN |
| N477A | BAREE | DIRECT | SAXAN |
| N479A | ANCER | DIRECT | SAXAN |
| N481A | DANOL | DIRECT | SAXAN |
| N483A | CEFOU | DIRECT | SAXAN |
| N491A | BRADD | DIRECT | RIKAL |
| N493A | TUSKY | DIRECT | RIKAL |
| N495C | ALLEX | DIRECT | RIKAL |
| N497C | EBONY | DIRECT | RIKAL |
| N499A | TOPPS | DIRECT | RIKAL |
| N501A | MIILS | DIRECT | RIKAL |
| N503A | TAFFY | DIRECT | RIKAL |

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NAR OVERVIEW - EASTBOUND ROUTES COMMON PORTION (Cont'd)

| NAR Designator | Inland Navigation Fix | Route Description | Oceanic Entry Point |
|-----------------------|------------------------------|--------------------------|----------------------------|
| N505A | BAREE | DIRECT | RIKAL |
| N507A | ANCER | DIRECT | RIKAL |
| N509A | DANOL | DIRECT | RIKAL |
| N511A | CEFOU | DIRECT | RIKAL |
| N521A | BRADD | DIRECT | PELTU |
| N523A | TUSKY | DIRECT | PELTU |
| N525A | ALLEX | DIRECT | PELTU |
| N527A | EBONY | DIRECT | PELTU |
| N529A | TOPPS | DIRECT | PELTU |
| N531A | MIILS | DIRECT | PELTU |
| N533A | TAFFY | DIRECT | PELTU |
| N535A | BAREE | DIRECT | PELTU |
| N537A | ANCER | DIRECT | PELTU |
| N539A | DANOL | DIRECT | PELTU |
| N541A | CEFOU | DIRECT | PELTU |
| N553A | TUSKY | DIRECT | NEEKO |
| N555A | EBONY | DIRECT | NEEKO |
| N557A | TOPPS | DIRECT | NEEKO |
| N559A | TAFFY | DIRECT | NEEKO |
| N561A | BAREE | DIRECT | NEEKO |
| N563A | MIILS | DIRECT | NEEKO |
| N565A | ANCER | DIRECT | NEEKO |
| N567A | ALLEX | DIRECT | NEEKO |
| N569A | DANOL | DIRECT | NEEKO |
| N571A | QUBIS | DIRECT | NEEKO |
| N573A | CEFOU | DIRECT | NEEKO |
| N583A | ALLEX | DIRECT | MELDI |
| N585A | EBONY | DIRECT | MELDI |
| N587A | TOPPS | DIRECT | MELDI |
| N589A | MIILS | DIRECT | MELDI |
| N591A | TAFFY | DIRECT | MELDI |
| N593A | QUBIS | DIRECT | MELDI |
| N595A | ANCER | DIRECT | MELDI |
| N597A | BAREE | DIRECT | MELDI |
| N599A | DANOL | DIRECT | MELDI |
| N601A | CEFOU | DIRECT | MELDI |
| N613A | ALLEX | DIRECT | LOMSI |
| N615A | EBONY | DIRECT | LOMSI |
| N617A | TOPPS | DIRECT | LOMSI |
| N619A | MIILS | DIRECT | LOMSI |
| N621A | TAFFY | DIRECT | LOMSI |
| N623A | QUBIS | DIRECT | LOMSI |

NAR OVERVIEW - EASTBOUND ROUTES COMMON PORTION (Cont'd)

| NAR | Inland | | Oceanic |
|-------------------|-----------------------|--------------------------|--------------------|
| Designator | Navigation Fix | Route Description | Entry Point |
| N625A | ANCER | DIRECT | LOMSI |
| N627A | BAREE | DIRECT | LOMSI |
| N629A | CEFOU | DIRECT | LOMSI |
| N631A | DANOL | DIRECT | LOMSI |
| N643A | ALLEX | DIRECT | KODIK |
| N645A | EBONY | DIRECT | KODIK |
| N647A | TOPPS | DIRECT | KODIK |
| N649A | MIILS | DIRECT | KODIK |
| N651A | TAFFY | DIRECT | KODIK |
| N653A | QUBIS | DIRECT | KODIK |
| N655A | ANCER | DIRECT | KODIK |
| N657A | BAREE | DIRECT | KODIK |
| N659A | CEFOU | DIRECT | KODIK |
| N661A | DANOL | DIRECT | KODIK |
| N673A | ALLEX | DIRECT | JANJO |
| N675A | EBONY | DIRECT | JANJO |
| N677A | TOPPS | DIRECT | JANJO |
| N679A | MIILS | DIRECT | JANJO |
| N681A | TAFFY | DIRECT | JANJO |
| N683A | QUBIS | DIRECT | JANJO |
| N685A | ANCER | DIRECT | JANJO |
| N687A | BAREE | DIRECT | JANJO |
| N689A | CEFOU | DIRECT | JANJO |
| N703A | ALLEX | DIRECT | IRLOK |
| N705A | EBONY | SERBO | IRLOK |
| N707A | TOPPS | SERBO | IRLOK |
| N709A | MIILS | DIRECT | IRLOK |
| N711A | TAFFY | DIRECT | IRLOK |
| N713A | QUBIS | DIRECT | IRLOK |
| N715A | ANCER | DIRECT | IRLOK |
| N717A | BAREE | DIRECT | IRLOK |
| N719A | CEFOU | DIRECT | IRLOK |
| N733A | EBONY | DIRECT | HOIST |
| N735A | TOPPS | DIRECT | HOIST |
| N737A | MIILS | DIRECT | HOIST |
| N739A | TAFFY | DIRECT | HOIST |
| N741A | QUBIS | DIRECT | HOIST |
| N743A | BAREE | DIRECT | HOIST |
| N745A | ANCER | YBC | HOIST |
| N747A | CEFOU | DIRECT | HOIST |
| N763A | EBONY | DIRECT | ENNSO |
| N765A | TOPPS | DIRECT | ENNSO |

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NAR OVERVIEW - EASTBOUND ROUTES COMMON PORTION (Cont'd)

| NAR Designator | Inland Navigation Fix | Route Description | Oceanic Entry Point |
|-----------------------|------------------------------|--------------------------|----------------------------|
| N767A | MIILS | DIRECT | ENNSO |
| N769A | TAFFY | DIRECT | ENNSO |
| N771A | QUBIS | DIRECT | ENNSO |
| N773A | BAREE | DIRECT | ENNSO |
| N775A | ANCER | YBC | ENNSO |
| N777A | CEFOU | DIRECT | ENNSO |
| N793A | TOPPS | DIRECT | DORYY |
| N795A | MIILS | DIRECT | DORYY |
| N797A | TAFFY | DIRECT | DORYY |
| N799A | QUBIS | DIRECT | DORYY |
| N801A | BAREE | YBC | DORYY |
| N803A | ANCER | YBC | DORYY |
| N805A | CEFOU | DIRECT | DORYY |
| N815A | BAREE | DIRECT | CUDDY |
| N823A | TOPPS | DIRECT | BOKTO |
| N825A | BAREE | DIRECT | BOKTO |
| N827A | TAFFY | DIRECT | BOKTO |
| N829A | CEFOU | DIRECT | BOKTO |
| N831A | BAREE | DIRECT | BOKTO |
| N925A | ANCER | YBC | BOKTO |
| N833A | TOPPS | DIRECT | AVUTI |
| N835A | TAFFY | DIRECT | AVUTI |
| N837A | QUBIS | DIRECT | AVUTI |
| N839A | BAREE | DUVBI | AVUTI |
| N841A | BAREE | YYY YZV | AVUTI |
| N843A | BAREE | DIRECT | AVUTI |
| N845A | ANCER | YBC | AVUTI |
| N847A | CEFOU | DIRECT | AVUTI |
| N855A | TAFFY | DUVBI | VESMI |
| N857A | QUBIS | DUVBI | VESMI |
| N859A | BAREE | DUVBI | VESMI |
| N861A | ANCER | YBC | VESMI |
| N863A | CEFOU | DIRECT | VESMI |
| N875A | TAFFY | YDP | URTAK |
| N877A | QUBIS | YDP | URTAK |
| N879A | BAREE | YDP | URTAK |
| N881A | ANCER | YBC YDP | URTAK |
| N883A | CEFOU | YDP | URTAK |

NAR OVERVIEW - WESTBOUND ROUTES COMMON PORTION

| NAR Designator | Oceanic Exit Point | Route Description | Inland Navigation Fix |
|-----------------------|---------------------------|--------------------------|------------------------------|
| N4A | SLATN | DIRECT | BERGH |
| N6B | SLATN | J97 | LACKS |
| N12D | JOBOC | DIRECT | BERGH |
| N14C | JOBOC | DIRECT | SAILE |
| N20B | DOVEY | DIRECT | SAILE |
| N26B | CARAC | DIRECT | VITOL |
| N28B | CARAC | DIRECT | WHALE |
| N30B | CARAC | DIRECT | KANNI |
| N32B | CARAC | DIRECT | BRADD |
| N34B | CARAC | DIRECT | TOPPS |
| N46G | JAROM | LOMPI CARAC | VITOL |
| N48G | JAROM | LOMPI GAYBL | VITOL |
| N50G | JAROM | LOMPI | WHALE |
| N52G | JAROM | LOMPI GAYBL | WHALE |
| N54G | JAROM | LOMPI | KANNI |
| N56G | JAROM | LOMPI | BRADD |
| N58D | JAROM | LOMPI | TUSKY |
| N60D | JAROM | LOMPI SCOTS | TUSKY |
| N62C | JAROM | LOMPI | TOPPS |
| N76A | RAFIN | NANSO | VITOL |
| N78A | RAFIN | NANSO GAYBL | VITOL |
| N80A | RAFIN | NANSO | WHALE |
| N82A | RAFIN | NANSO | KANNI |
| N84A | RAFIN | DIRECT | BRADD |
| N86A | RAFIN | DIRECT | TUSKY |
| N88A | RAFIN | ACADN | TUSKY |
| N90A | RAFIN | DIRECT | MIILS |
| N106B | SUPRY | DIRECT | VITOL |
| N108B | SUPRY | GAYBL | VITOL |
| N110B | SUPRY | DIRECT | WHALE |
| N112D | SUPRY | DIRECT | KANNI |
| N114E | SUPRY | DIRECT | BRADD |
| N116A | SUPRY | DIRECT | TUSKY |
| N118A | SUPRY | ACADN | TUSKY |
| N120A | SUPRY | DIRECT | MIILS |
| N136A | RELIC | DIRECT | VITOL |
| N138A | RELIC | GAYBL | VITOL |
| N140A | RELIC | DIRECT | WHALE |
| N142D | RELIC | SCOTS | WHALE |
| N144D | RELIC | DIRECT | BRADD |

C194 PLANNING

NAR OVERVIEW - WESTBOUND ROUTES COMMON PORTION (Cont'd)

| NAR Designator | Oceanic Exit Point | Route Description | Inland Navigation Fix |
|-----------------------|---------------------------|--------------------------|------------------------------|
| N146D | RELIC | SCOTS | BRADD |
| N148D | RELIC | DIRECT | TUSKY |
| N150B | RELIC | SCOTS | TUSKY |
| N152A | RELIC | DIRECT | ALLEX |
| N154A | RELIC | DIRECT | MIILS |
| N166A | PORTI | DIRECT | WHALE |
| N168A | PORTI | DIRECT | KANNI |
| N170A | PORTI | DIRECT | BRADD |
| N172B | PORTI | SCOTS | BRADD |
| N174B | PORTI | DIRECT | TUSKY |
| N176B | PORTI | ACADN | TUSKY |
| N180A | PORTI | DIRECT | ALLEX |
| N182A | PORTI | DIRECT | MIILS |
| N196A | OMSAT | DIRECT | WHALE |
| N198A | OMSAT | GAYBL | WHALE |
| N200D | OMSAT | DIRECT | KANNI |
| N202D | OMSAT | DIRECT | BRADD |
| N204D | OMSAT | SCOTS | BRADD |
| N206E | OMSAT | DIRECT | TUSKY |
| N208A | OMSAT | ACADN | TUSKY |
| N210A | OMSAT | DIRECT | ALLEX |
| N212A | OMSAT | DIRECT | MIILS |
| N226A | NICSO | SCOTS | BRADD |
| N228A | NICSO | ACADN | TUSKY |
| N230A | NICSO | DIRECT | KANNI |
| N232A | NICSO | DIRECT | BRADD |
| N234A | NICSO | DIRECT | TUSKY |
| N236A | NICSO | DIRECT | ALLEX |
| N238A | NICSO | DIRECT | MIILS |
| N256A | MUSAK | DIRECT | BRADD |
| N258A | MUSAK | SCOTS | BRADD |
| N260A | MUSAK | DIRECT | TUSKY |
| N262A | MUSAK | DIRECT | ALLEX |
| N264A | MUSAK | DIRECT | MIILS |
| N276C | JOOPY | DIRECT | TUSKY |
| N278B | JOOPY | DIRECT | ALLEX |
| N280A | JOOPY | DIRECT | MIILS |
| N296A | IBERG | DIRECT | TUSKY |
| N298A | IBERG | DIRECT | ALLEX |
| N300B | IBERG | DIRECT | EBONY |
| N302E | IBERG | DIRECT | TOPPS |
| N304B | IBERG | DIRECT | MIILS |

NAR OVERVIEW - WESTBOUND ROUTES COMMON PORTION (Cont'd)

| NAR Designator | Oceanic Exit Point | Route Description | Inland Navigation Fix |
|-----------------------|---------------------------|--------------------------|------------------------------|
| N316A | ELSIR | DIRECT | TUSKY |
| N318A | ELSIR | DIRECT | ALLEX |
| N320A | ELSIR | DIRECT | EBONY |
| N322A* | ELSIR | DIRECT | TOPPS |
| N324A | ELSIR | DIRECT | MIILS |
| N336A | BUDAR | DIRECT | TUSKY |
| N338A | BUDAR | DIRECT | ALLEX |
| N340A | BUDAR | DIRECT | EBONY |
| N342A | BUDAR | DIRECT | TOPPS |
| N344A | BUDAR | DIRECT | MIILS |
| N356E | ALLRY | DIRECT | ALLEX |
| N358A | ALLRY | DIRECT | EBONY |
| N360A | ALLRY | DIRECT | TOPPS |
| N362A | ALLRY | DIRECT | MIILS |
| N376A | UMESI | DIRECT | ALLEX |
| N378A | UMESI | DIRECT | EBONY |
| N380B | UMESI | DIRECT | TOPPS |
| N382B | UMESI | DIRECT | MIILS |
| N384B | UMESI | DIRECT | YRI |
| N386C | UMESI | YRI OMALI TOXAL | KJOHN |
| N396A | TUDEP | DIRECT | ALLEX |
| N398A | TUDEP | DIRECT | TOPPS |
| N400A | TUDEP | DIRECT | MIILS |
| N402A | TUDEP | DIRECT | YRI |
| N404B | TUDEP | YRI OMALI TOXAL | KJOHN |
| N416B | SAXAN | DIRECT | ALLEX |
| N418B | SAXAN | DIRECT | TOPPS |
| N420A | SAXAN | DIRECT | MIILS |
| N422A | SAXAN | DIRECT | YRI |
| N424H | SAXAN | YRI OMALI TOXAL | KJOHN |
| N436A | RIKAL | DIRECT | ALLEX |
| N438A | RIKAL | DIRECT | TOPPS |
| N440A | RIKAL | DIRECT | YRI |
| N442B | RIKAL | YRI OMALI TOXAL | KJOHN |
| N456B | PELTU | DIRECT | ALLEX |
| N458A | PELTU | DIRECT | TOPPS |
| N460A | PELTU | DIRECT | TAFFY |
| N462A | PELTU | DIRECT | YRI |
| N464B | PELTU | YRI OMALI TOXAL | KJOHN |

C196 PLANNING

NAR OVERVIEW - WESTBOUND ROUTES COMMON PORTION (Cont'd)

| NAR Designator | Oceanic Exit Point | Route Description | Inland Navigation Fix |
|-----------------------|---------------------------|--------------------------|------------------------------|
| N476A | NEEKO | DIRECT | ALLEX |
| N478A | NEEKO | DIRECT | TOPPS |
| N480A | NEEKO | DIRECT | TAFFY |
| N482A | NEEKO | DIRECT | YRI |
| N484B | NEEKO | YRI OMALI TOXAL | KJOHN |
| N496F | MELDI | DIRECT | TOPPS |
| N498C | MELDI | DIRECT | TAFFY |
| N500A | MELDI | DIRECT | YRI |
| N502D | MELDI | YRI OMALI TOXAL | KJOHN |
| N516A | LOMSI | DIRECT | TOPPS |
| N518A | LOMSI | DIRECT | TAFFY |
| N520A | LOMSI | DIRECT | YRI |
| N522B | LOMSI | YRI OMALI TOXAL | KJOHN |
| N536C | KODIK | DIRECT | TOPPS |
| N538C | KODIK | DIRECT | TAFFY |
| N540C | KODIK | DIRECT | YBC |
| N542A | KODIK | DIRECT | YRI |
| N544B | KODIK | YRI OMALI TOXAL | KJOHN |
| N556A | JANJO | DIRECT | TOPPS |
| N558A | JANJO | DIRECT | TAFFY |
| N560A | JANJO | DIRECT | YBC |
| N562B | JANJO | YRI OMALI TOXAL | KJOHN |
| N576A | IRLOK | DIRECT | TAFFY |
| N578A | IRLOK | DIRECT | QUBIS |
| N580A | IRLOK | DIRECT | YBC |
| N582B | IRLOK | YRI OMALI TOXAL | KJOHN |
| N584B | IRLOK | OMTOL | MT |
| N596A | HOIST | DIRECT | TAFFY |
| N598C | HOIST | DIRECT | QUBIS |
| N600A | HOIST | DIRECT | YBC |
| N602B | HOIST | YRI OMALI TOXAL | KJOHN |
| N604B | HOIST | OMTOL | MT |
| N606A | HOIST | YYR | YRI |
| N616A | ENNSO | DIRECT | TAFFY |
| N618A | ENNSO | DIRECT | QUBIS |
| N620B | ENNSO | DIRECT | YBC |
| N622B | ENNSO | YRI OMALI TOXAL | KJOHN |
| N624B | ENNSO | OMTOL | MT |
| N636A | DORYY | BORUB | YZV |
| N638A | DORYY | DIRECT | TAFFY |
| N640B | DORYY | DIRECT | QUBIS |

NAR OVERVIEW - WESTBOUND ROUTES COMMON PORTION (Cont'd)

| NAR Designator | Oceanic Exit Point | Route Description | Inland Navigation Fix |
|-----------------------|---------------------------|-----------------------------|------------------------------|
| N642A | DORYY | DIRECT | YBC |
| N644B | DORYY | YRI OMALI TOXAL | KJOHN |
| N658A | CUDDY | DIRECT | MT |
| N660B | CUDDY | NOWAA | SSM |
| N662B | CUDDY | DIRECT | YBC |
| N676A | BOKTO | DIRECT | DUVBI |
| N678A | BOKTO | DUVBI UM | YBC |
| N680A | BOKTO | DUVBI UM | QUBIS |
| N682A | BOKTO | DUVBI | MT |
| N684A | BOKTO | YKL | ROUND |
| N696A | AVUTI | DIRECT | YDP |
| N698A | AVUTI | DIRECT | DUVBI |
| N700B | AVUTI | DUVBI | TAFFY |
| N702A | AVUTI | DUVBI | QUBIS |
| N704A | AVUTI | YDP | YBC |
| N706A | AVUTI | YDP | MT |
| N708A | AVUTI | YDP MT REEDO ART | SYR |
| N710A | AVUTI | YDP | ROUND |
| N712A | AVUTI | YDP JOVIE HENDY SELBO CANSO | SSM |
| N714A | AVUTI | YDP ROUND | SSM |
| N716A | AVUTI | ALSOP | TEALS |
| N726A | VESMI | DIRECT | ALSOP |
| N728A | VESMI | LOMTA | TEALS |
| N730A | VESMI | ALSOP YKL | ROUND |
| N732A | VESMI | ALSOP JOVIE | MT |
| N734A | VESMI | ALSOP UM | YBC |
| N736A | VESMI | ALSOP | QUBIS |
| N746A | URTAK | DIRECT | ALSOP |
| N748A | URTAK | DIRECT | LOMTA |
| N750A | URTAK | LOMTA | TAFFY |
| N752A | URTAK | LOMTA | QUBIS |
| N754A | URTAK | LOMTA | YBC |
| N756B | URTAK | LOMTA YBC OMALI TOXAL | KJOHN |
| N758A | URTAK | LOMTA | VANSI |
| N760A | URTAK | LOMTA VANSI STAFE | SSM |
| N762A | URTAK | UDMAR | MCKEE |
| N776A | TOXIT | DIRECT | UDMAR |
| N778A | TOXIT | UDMAR | QUBIS |
| N780A | TOXIT | LAKES | YBC |
| N782A | TOXIT | DIRECT | LAKES |
| N784A | TOXIT | UDMAR | TEALS |

C198 PLANNING

NAR OVERVIEW - WESTBOUND ROUTES COMMON PORTION (Cont'd)

| NAR Designator | Oceanic Exit Point | Route Description | Inland Navigation Fix |
|-----------------------|---------------------------|--------------------------|------------------------------|
| N796A | SAVRY | DIRECT | IRBIM |
| N798A | SAVRY | IRBIM | TAFFY |
| N800A | SAVRY | IRBIM | YBC |
| N802A | SAVRY | IRBIM | MT |
| N804A | SAVRY | IRBIM MT REEDO ART | SYR |
| N806A | SAVRY | DIRECT | LAKES |
| N808A | SAVRY | DIRECT | SINGA |
| N810A | SAVRY | DIRECT | UDMAR |
| N816A | RADUN | DIRECT | SINGA |
| N818A | RADUN | SINGA | LAKES |
| N820A | RADUN | DIRECT | KLIPS |
| N822A | RADUN | PEPKI | LOPVI |
| N836A | PIDSO | DIRECT | SINGA |
| N838A | PIDSO | DIRECT | PEPKI |
| N840A | PIDSO | PEPKI | LOPVI |
| N842A | PIDSO | MUSLO | RODBO |
| N846A | NIFTY | DIRECT | MUSLO |
| N848A | NIFTY | MUSLO | SEMTO |
| N850A | NIFTY | MUSLO | LOPVI |
| N856A | MAXAR | DIRECT | MIBNO |
| N858A | MAXAR | MIBNO | RODBO |
| N860A | MAXAR | DIRECT | MUSLO |
| N862A | MAXAR | MUSLO | LOPVI |
| N866A | LIBOR | DIRECT | RODBO |
| N868A | LIBOR | GRIBS | JELCO |
| N876A | KETLA | DIRECT | GRIBS |
| N878A | KETLA | GRIBS | JELCO |
| N880A | KETLA | DIRECT | FEDDY |
| N886A | EMBOK | IKMAN | FEDDY |
| N888A | EMBOK | BERUS | TEFFO |
| N896A | CLAVY | KAGLY | TEFFO |
| N898A | CLAVY | DIRECT | MUSVA |
| N906A | AVPUT | NALDI | DUTUM |

WESTBOUND ROUTES NON-COMMON PORTION**VIA ALLEX**

| | | |
|-------|---|------------------|
| ALLEX | FOXBO RIFLE J174 ZIZZI ATR LAFLN SPISY (RNAV)-STAR | Andrews |
| ALLEX | ENE BAF Q448 PTW J48 FLASK OZZI (RNAV)-STAR | Atlanta |
| ALLEX | KAYCC KYLOH NELIE Q75 MXE V378 NUGGY TRISH (RNAV)-STAR | Baltimore |
| ALLEX | AJAY OOSH (RNAV)-STAR | Boston |
| ALLEX | FOXBO RIFLE J174 ORF RAPZZ AMYLU (RNAV)-STAR | Charleston, SC |
| ALLEX | KAYCC KYLOH NELIE Q75 GVE LYH CHSLY (RNAV)-STAR | Charlotte |
| ALLEX | ENE BAF Q406 BWZ J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)-STAR | Dallas/Ft. Worth |
| ALLEX | GONZZ DONEO TPGUN (RNAV)-STAR | Detroit |
| ALLEX | LARIE Q220 RIFLE Q439 BRIGS J121 SIE | Dover |
| ALLEX | ENE BAF HYPER Arrival | Dulles |
| ALLEX | FOXBO RIFLE J174 SWL CEBEE WETRO ILM AR21 CRANS FISEL (RNAV)-STAR | Ft. Lauderdale |
| ALLEX | ENE BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR | Houston |
| ALLEX | ENE PARCH Arrival | Kennedy |
| ALLEX | LARIE Q220 RIFLE Q439 DRIFT V312 CYN | McGuire |
| ALLEX | FOXBO RIFLE J174 SWL CEBEE WETRO DIW AR22 JORAY HILEY (RNAV)-STAR | Miami |
| ALLEX | HANAA FLOSI (RNAV)-STAR | Newark |
| ALLEX | FOXBO RIFLE J174 SWL CEBEE WETRO ILM AR15 HIBAC CWRLD (RNAV)-STAR | Orlando |
| ALLEX | LARIE Q220 RIFLE Q439 BRIGS JIIMS (RNAV)-STAR | Philadelphia |
| ALLEX | ENE CTR HNK CFB J190 SLT HAYNZ (RNAV)-STAR | Pittsburgh |
| ALLEX | FOXBO RIFLE J174 SWL KAROO (RNAV)-STAR | Raleigh-Durham |
| ALLEX | ALB V123 TRESA | Stewart |
| ALLEX | KAYCC KYLOH NELIE Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR | Tampa |
| ALLEX | ALB V489 COATE | Teterboro |
| ALLEX | ALB Valre Arrival | Westchester |

VIA BRADD

| | | |
|-------|--|------------------|
| BRADD | LARIE JAWZZ SEY HTO J174 ZIZZI ATR LAFLN SPISY (RNAV)-STAR | Andrews |
| BRADD | BOS BAF Q448 PTW J48 FLASK OZZI (RNAV)-STAR | Atlanta |
| BRADD | BOS Q75 MXE V378 NUGGY TRISH (RNAV)-STAR | Baltimore |
| BRADD | EURRO OOSH (RNAV)-STAR | Boston |
| BRADD | FOXBO RIFLE J174 ORF RAPZZ AMYLU (RNAV)-STAR | Charleston, SC |
| BRADD | BOS Q75 GVE LYH CHSLY (RNAV)-STAR | Charlotte |
| BRADD | BOS BAF Q406 BWZ J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)-STAR | Dallas/Ft. Worth |
| BRADD | GONZZ DONEO TPGUN (RNAV)-STAR | Detroit |
| BRADD | LARIE Q220 RIFLE Q439 BRIGS J121 SIE | Dover |
| BRADD | BOS BAF HYPER Arrival | Dulles |

C200 PLANNING

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

| | | |
|-------|--|----------------|
| BRADD | FOXBO RIFLE J174 SWL CEBEE WETRO ILM AR21 CRANS FISEL (RNAV)-STAR | Ft. Lauderdale |
| BRADD | BOS BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR | Houston |
| BRADD | PLYMM PARCH Arrival | Kennedy |
| BRADD | LARIE Q220 RIFLE Q439 DRIFT V312 CYN | McGuire |
| BRADD | FOXBO RIFLE J174 SWL CEBEE WETRO DIW AR22 JORAY HILEY (RNAV)-STAR | Miami |
| BRADD | COPLY BOS NELIE FLOSI (RNAV)-STAR | Newark |
| BRADD | FOXBO RIFLE J174 SWL CEBEE WETRO ILM AR15 HIBAC CWRLD (RNAV)-STAR | Orlando |
| BRADD | LARIE Q220 RIFLE Q439 BRIGS JIIMS (RNAV)-STAR | Philadelphia |
| BRADD | BOS CTR HNK CFB J190 SLT HAYNZ (RNAV)-STAR | Pittsburgh |
| BRADD | FOXBO RIFLE J174 SWL KAROO (RNAV)-STAR | Raleigh-Durham |
| BRADD | COPLY BOS NELIE T212 TRESA | Stewart |
| BRADD | BOS Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR | Tampa |
| BRADD | COPLY BOS BAF MOBBS SAGES V489 COATE | Teterboro |
| BRADD | COPLY BOS NELIE VALRE Valre Arrival | Westchester |

VIA DOVEY

| | | |
|-------|---|------------------|
| DOVEY | ACK HTO J174 ZIZZI ATR LAFLN SPISY (RNAV)-STAR | Andrews |
| DOVEY | ACK Q430 BYRDD J48 FLASK OZZI (RNAV)-STAR | Atlanta |
| DOVEY | FERNZ OOSHIN (RNAV)-STAR | Boston |
| DOVEY | ACK Q430 RIFLE J174 ORF RAPZZ AMYLU (RNAV)-STAR | Charleston, SC |
| DOVEY | ACK Q430 COPES Q75 GVE LYH CHSLY (RNAV)-STAR | Charlotte |
| DOVEY | ACK Q430 SAAME J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)-STAR | Dallas/Ft. Worth |
| DOVEY | ACK Q430 SAAME BRNAN Q42 PSYKO KOZAR BONZZ (RNAV)-STAR | Detroit |
| DOVEY | ACK JAWZZ Q220 RIFLE Q439 BRIGS J121 SIE | Dover |
| DOVEY | ACK Q430 RBV HYPER (RNAV)-STAR | Dulles |
| DOVEY | ACK Q430 RIFLE J174 SWL CEBEE WETRO ILM AR21 CRANS FISEL (RNAV)-STAR | Ft. Lauderdale |
| DOVEY | ACK Q430 BYRDD J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR | Houston |
| DOVEY | PLYMM PARCH (RNAV)-STAR | Kennedy |
| DOVEY | ACK JAWZZ Q220 RIFLE Q439 DRIFT V312 CYN | McGuire |
| DOVEY | ACK Q430 RIFLE J174 SWL CEBEE WETRO DIW AR22 JORAY HILEY (RNAV)-STAR | Miami |
| DOVEY | COPLY BOS NELIE FLOSI (RNAV)-STAR | Newark |
| DOVEY | ACK Q430 RIFLE J174 SWL CEBEE WETRO ILM AR15 HIBAC CWRLD (RNAV)-STAR | Orlando |
| DOVEY | ACK JAWZZ Q220 RIFLE Q439 BRIGS JIIMS (RNAV)-STAR | Philadelphia |
| DOVEY | ACK Q430 RIFLE J174 SWL KAROO (RNAV)-STAR | Raleigh-Durham |
| DOVEY | COPLY BOS NELIE T212 TRESA | Stewart |
| DOVEY | ACK Q430 COPES Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR | Tampa |
| DOVEY | COPLY BOS BAF MOBBS SAGES V489 COATE | Teterboro |

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

| | | |
|-------|----------------------------|-------------|
| DOVEY | COPLY BOS NELIE VALRE-STAR | Westchester |
|-------|----------------------------|-------------|

VIA EBONY

| | | |
|-------|---|------------------|
| EBONY | EMJAY J174 ZIZZI ATR LAFLN SPISY (RNAV)-STAR | Andrews |
| EBONY | ENE BAF Q448 PTW J48 FLASK OZZI (RNAV)-STAR | Atlanta |
| EBONY | KAYCC KYLOH NELIE Q75 MXE V378 NUGGY TRISH (RNAV)-STAR | Baltimore |
| EBONY | AJJAY OOSH (RNAV)-STAR | Boston |
| EBONY | EMJAY J174 ORF RAPZZ AMYLU (RNAV)-STAR | Charleston, SC |
| EBONY | KAYCC KYLOH NELIE Q75 GVE LYH CHSLY (RNAV)-STAR | Charlotte |
| EBONY | ENE BAF Q406 BWZ J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)-STAR | Dallas/Ft. Worth |
| EBONY | GONZZ DONEO TPGBN (RNAV)-STAR | Detroit |
| EBONY | BEEKN Q439 BRIGS J121 SIE | Dover |
| EBONY | ENE BAF HYPER Arrival | Dulles |
| EBONY | EMJAY J174 SWL CESEE WETRO ILM AR21 CRANS FISEL Arrival | Ft. Lauderdale |
| EBONY | ENE BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR | Houston |
| EBONY | ENE PARCH Arrival | Kennedy |
| EBONY | BEEKN Q439 DRIFT V312 CYN | McGuire |
| EBONY | EMJAY J174 SWL CESEE WETRO DIW AR22 JORAY HILEY Arrival | Miami |
| EBONY | HANAA FLOSI (RNAV)-STAR | Newark |
| EBONY | EMJAY J174 SWL CESEE WETRO ILM AR15 HIBAC CWRLD (RNAV)-STAR | Orlando |
| EBONY | BEEKN Q439 BRIGS JIIMS (RNAV)-STAR | Philadelphia |
| EBONY | ENE CTR HNK CFB J190 SLT HAYNZ (RNAV)-STAR | Pittsburgh |
| EBONY | EMJAY J174 SWL KAROO (RNAV)-STAR | Raleigh-Durham |
| EBONY | ALB V123 TRESA | Stewart |
| EBONY | KAYCC KYLOH NELIE Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR | Tampa |
| EBONY | ALB V489 COATE | Teterboro |
| EBONY | ALB Valre Arrival | Westchester |

VIA KANNI

| | | |
|-------|---|------------------|
| KANNI | BOS Q75 MXE V378 BAL | Andrews |
| KANNI | BOS BAF Q448 PTW J48 FLASK OZZI (RNAV)-STAR | Atlanta |
| KANNI | BOS Q75 MXE V378 NUGGY TRISH (RNAV)-STAR | Baltimore |
| KANNI | EURRO OOSH (RNAV)-STAR | Boston |
| KANNI | FOXBO RIFLE J174 ORF RAPZZ AMYLU (RNAV)-STAR | Charleston, SC |
| KANNI | BOS Q75 GVE LYH CHSLY (RNAV)-STAR | Charlotte |
| KANNI | BOS BAF Q406 BWZ J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)-STAR | Dallas/Ft. Worth |

C202 PLANNING

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

| | | |
|-------|--|----------------|
| KANNI | CAM Q822 GONZZ DONEO TPGUN (RNAV)-STAR | Detroit |
| KANNI | LARIE Q220 RIFLE Q439 BRIGS J121 SIE | Dover |
| KANNI | BOS BAF HYPER Arrival | Dulles |
| KANNI | FOXBO RIFLE J174 SWL CEBEE WETRO ILM AR21 CRANS FISEL (RNAV)-STAR | Ft. Lauderdale |
| KANNI | BOS BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR | Houston |
| KANNI | PLYMM PARCH Arrival | Kennedy |
| KANNI | LARIE Q220 RIFLE Q439 DRIFT V312 CYN | McGuire |
| KANNI | FOXBO RIFLE J174 SWL CEBEE WETRO DIW AR22 JORAY HILEY (RNAV)-STAR | Miami |
| KANNI | COPLY BOS NELIE FLOSI (RNAV)-STAR | Newark |
| KANNI | FOXBO RIFLE J174 SWL CEBEE WETRO ILM AR15 HIBAC CWRLD (RNAV)-STAR | Orlando |
| KANNI | LARIE Q220 RIFLE Q439 BRIGS JIIMS (RNAV)-STAR | Philadelphia |
| KANNI | BOS CTR HNK CFB J190 SLT HAYNZ (RNAV)-STAR | Pittsburgh |
| KANNI | FOXBO RIFLE J174 SWL KAROO (RNAV)-STAR | Raleigh-Durham |
| KANNI | COPLY BOS NELIE T212 TRESA | Stewart |
| KANNI | BOS Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR | Tampa |
| KANNI | COPLY BOS BAF MOBBS SAGES V489 COATE | Teterboro |
| KANNI | COPLY BOS NELIE VALRE Valre Arrival | Westchester |

VIA KJOHN

| | | |
|-------|--|------------------|
| KJOHN | PONCT BIZEX Q75 MXE V378 BAL | Andrews |
| KJOHN | ALB ACOVE DBABE Q448 PTW J48 FLASK OZZI (RNAV)-STAR | Atlanta |
| KJOHN | PONCT BIZEX Q75 MXE V378 NUGGY TRISH (RNAV)-STAR | Baltimore |
| KJOHN | PONCT BIZEX Q75 GSO OBNEE OSPRI (RNAV)-STAR | Charleston, SC |
| KJOHN | PONCT BIZEX Q75 GVE LYH CHSLY (RNAV)-STAR | Charlotte |
| KJOHN | ALB J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)-STAR | Dallas/Ft. Worth |
| KJOHN | ALB J37 JFK CYN SIE | Dover |
| KJOHN | ALB HYPER (RNAV)-STAR | Dulles |
| KJOHN | PONCT BIZEX Q75 SLOJO Q83 JEVED Q97 KENLL OMN FISEL (RNAV)-STAR | Ft. Lauderdale |
| KJOHN | ALB IGN IGN-STAR | Kennedy |
| KJOHN | ALB DNY LAAYK LVZ V147 MAZIE | McGuire |
| KJOHN | PONCT BIZEX Q75 SLOJO Q83 JEVED Q97 KENLL OMN HILEY (RNAV)-STAR | Miami |
| KJOHN | HANAA FLOSI (RNAV)-STAR | Newark |
| KJOHN | PONCT BIZEX Q75 SLOJO Q83 ROYCO Q85 LPERD OMN CWRLD (RNAV)-STAR | Orlando |
| KJOHN | ALB DNY SPUDS (RNAV)-STAR | Philadelphia |
| KJOHN | ALB J49 HNK CFB J190 SLT HAYNZ (RNAV)-STAR | Pittsburgh |
| KJOHN | PONCT BIZEX Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR | Tampa |

VIA MIILS

| | | |
|-------|---|---------|
| MIILS | ENE BAF Q448 PTW J48 FLASK OZZI (RNAV)-STAR | Atlanta |
|-------|---|---------|

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

| | | |
|-------|--|---------------------------|
| MIILS | LETAK Q824 TAGUM ECK FNT WYNDE (RNAV)-STAR | Chicago |
| MIILS | LETAK DEBUM Q806 BOBTA DERLO DJB J83 APE TIGRR (RNAV)-STAR | Cincinnati |
| MIILS | LETAK DEBUM Q806 BOBTA DERLO WWSHR Q29 KLYNE PXV J131 LIT FEWWW SEEVR (RNAV)-STAR | Dallas/Ft. Worth |
| MIILS | VILRO Q806 BOBTA TPGUN (RNAV)-STAR | Detroit |
| MIILS | LETAK DEBUM Q806 BOBTA DERLO WWSHR Q29 KLYNE PXV J131 LIT J180 SWB ZEEKK (RNAV)-STAR | Houston |
| MIILS | VLV CATOG VEPSU DIRECT | Montréal/Mirabel |
| MIILS | VLV OMBRE Arrival | Montréal/Pierre E Trudeau |
| MIILS | YXI ECK GIJ RBS AARCH (RNAV)-STAR | St. Louis |
| MIILS | LETAK IMEBA Arrival | Toronto |

VIA MOUGH

| | | |
|-------|---------------------------------------|--------|
| MOUGH | Y497 DRIFT Q439 BRIGS J55 SIE | Dover |
| MOUGH | Y486 CREEL Q430 RBV HYPER (RNAV)-STAR | Dulles |

VIA MT (Chiboo)

| | | |
|----|--|------------------|
| MT | REEDO ART SYR J59 PSB SHILO V93 BAL | Andrews |
| MT | REEDO ART SYR J59 PSB Q71 GEFFS HVQ PECHY (RNAV)-STAR | Atlanta |
| MT | TVC OBK J73 BNA NEWBB IHAVE MTHEW CHPPR (RNAV)-STAR | Atlanta |
| MT | REEDO ART SYR FQM IZZEE TRISH (RNAV)-STAR | Baltimore |
| MT | REEDO ART SYR FQM HAR EMI J61 HUBBS J193 WEAVR J121 ISO AMYLU (RNAV)-STAR | Charleston, SC |
| MT | REEDO ART SYR J59 PSB HVQ LNDIZ PARQR (RNAV)-STAR | Charlotte |
| MT | SSM PAITN Arrival | Chicago |
| MT | REEDO ART SYR JHW DJB J83 APE TIGRR (RNAV)-STAR | Cincinnati |
| MT | YXI Q802 KENLU Q804 DERLO DJB J83 APE TIGRR (RNAV)-STAR | Cincinnati |
| MT | REEDO ART SYR GONZZ Q29 KLYNE PXV J131 LIT FEWWW SEEVR (RNAV)-STAR | Dallas/Ft. Worth |
| MT | TVC BAE BDF WELTS SGF RZC FSM RRNET SEEVR (RNAV)-STAR | Dallas/Ft. Worth |
| MT | BOBTA TPGUN (RNAV)-STAR | Detroit |
| MT | REEDO ART SYR HAR LRP V210 SPERY | Dover |
| MT | REEDO ART SYR J59 PSB MAPEL (RNAV)-STAR | Dulles |
| MT | REEDO ART SYR J59 PSB Q71 EMNEM Q103 SLOJO Q83 JEVED Q97 KENLL OMN FISEL (RNAV)-STAR | Ft. Lauderdale |

C204 PLANNING

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

| | | |
|----|---|---------------------------|
| MT | REEDO ART SYR JHW Q29 KLYNE PXV J131 LIT J180 SWB ZEEKK (RNAV)-STAR | Houston |
| MT | TVC OBK J101 LIT J180 SWB ZEEKK (RNAV)-STAR | Houston |
| MT | REEDO ART SYR IGN KINGSTON Arrival | Kennedy |
| MT | REEDO ART SYR CFB LVZ V147 MAZIE | McGuire |
| MT | REEDO ART SYR J59 PSB Q71 EMNEM Q103 SLOJO Q83 JEVED Q97 KENLL OMN HILEY (RNAV)-STAR | Miami |
| MT | OBRET DATAB VIDGO EMPEK SATOT PIGNA | Montréal/Mirabel |
| MT | OBRET LAFLEUR Arrival | Montréal/Pierre E Trudeau |
| MT | REEDO ART SYR HNK FLOSI Arrival | Newark |
| MT | REEDO ART SYR J59 PSB Q71 EMNEM Q103 SLOJO Q83 ROYCO Q85 LPERD OMN CWRLD (RNAV)-STAR | Orlando |
| MT | REEDO ART SYR CFB SPUDS (RNAV)-STAR | Philadelphia |
| MT | REEDO ART SYR JHW YNG JESEY (RNAV)-STAR | Pittsburgh |
| MT | REEDO ART SYR ROD VHP AARCH (RNAV)-STAR | St. Louis |
| MT | TVC OBK J71 RBS AARCH (RNAV)-STAR | St. Louis |
| MT | REEDO ART SYR J59 PSB Q71 EMNEM Q103 SLOJO Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR | Tampa |
| MT | YXI IMEBA Arrival | Toronto |

VIA QUBIS

| | | |
|-------|---|------------------|
| QUBIS | EMJAY J174 ZIZZI ATR LAFLN SPISY (RNAV)-STAR | Andrews |
| QUBIS | KJOHN ALB ACOVE DBABE Q448 PTW J48 FLASK OZZZI (RNAV)-STAR | Atlanta |
| QUBIS | KAYCC KYLOH NELIE Q75 MXE V378 NUGGY TRISH (RNAV)-STAR | Baltimore |
| QUBIS | AJJAY OOSHN (RNAV)-STAR | Boston |
| QUBIS | EMJAY J174 ORF RAPZZ AMYLU (RNAV)-STAR | Charleston, SC |
| QUBIS | KAYCC KYLOH NELIE Q75 GVE LYH CHSLY (RNAV)-STAR | Charlotte |
| QUBIS | KJOHN ALB J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)-STAR | Dallas/Ft. Worth |
| QUBIS | VILRO Q806 BOBTA TPGUN (RNAV)-STAR | Detroit |
| QUBIS | PQI Q439 BRIGS J121 SIE | Dover |
| QUBIS | KJOHN ALB HYPER (RNAV)-STAR | Dulles |
| QUBIS | EMJAY J174 SWL CESEE WETRO ILM AR21 CRANS FISEL Arrival | Ft. Lauderdale |
| QUBIS | ENE BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR | Houston |
| QUBIS | PQI Q439 DRIFT V312 CYN | McGuire |
| QUBIS | EMJAY J174 SWL CESEE WETRO DIW AR22 JORAY HILEY Arrival | Miami |
| QUBIS | KJOHN HANAA FLOSI (RNAV)-STAR | Newark |
| QUBIS | EMJAY J174 SWL CESEE WETRO ILM AR15 HIBAC CWRLD (RNAV)-STAR | Orlando |
| QUBIS | PQI Q439 BRIGS JIIMS (RNAV)-STAR | Philadelphia |
| QUBIS | KJOHN ALB J49 HNK CFB J190 SLT HAYNZ (RNAV)-STAR | Pittsburgh |
| QUBIS | EMJAY J174 SWL KAROO (RNAV)-STAR | Raleigh-Durham |

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

| | | |
|-------|---|-------------|
| QUBIS | KJOHN ALB V123 TRESA | Stewart |
| QUBIS | KAYCC KYLOH NELIE Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR | Tampa |
| QUBIS | KJOHN ALB V489 COATE | Teterboro |
| QUBIS | KJOHN ALB VALRE-STAR | Westchester |

VIA ROUND

| | | |
|-------|---|------------------|
| ROUND | TVC OBK J73 BNA NEWBB IHAVE MTHEW CHPPR (RNAV)-STAR | Atlanta |
| ROUND | SSM PAITN Arrival | Chicago |
| ROUND | YXI Q802 KENLU Q804 DERLO DJB J83 APE TIGRR (RNAV)-STAR | Cincinnati |
| ROUND | TVC BAE BDF WELTS SGF RZC FSM RRNET SEEVR (RNAV)-STAR | Dallas/Ft. Worth |
| ROUND | YVO BOBTA TPGUN (RNAV)-STAR | Detroit |
| ROUND | TVC OBK J101 LIT J180 SWB ZEEKK (RNAV)-STAR | Houston |
| ROUND | TVC OBK J71 RBS AARCH (RNAV)-STAR | St. Louis |
| ROUND | YXI IMEBA Arrival | Toronto |

VIA SAILE

| | | |
|-------|--|----------------|
| SAILE | ACK HTO J174 ZIZZI ATR LAFLN SPISY (RNAV)-STAR | ANDREWS |
| SAILE | ACK Q430 BYRDD J48 FLASK OZZI (RNAV)-STAR | ATLANTA |
| SAILE | FERNZ OOSHN (RNAV)-STAR | BOSTON |
| SAILE | ACK Q430 RIFLE J174 ORF RAPZZ AMYLU (RNAV)-STAR | CHARLESTON, SC |
| SAILE | ACK Q430 SAAME BRNAN Q42 PSYKO KOZAR BONZZ (RNAV)-STAR | Detroit |
| SAILE | ACK JAWZZ Q220 RIFLE Q439 BRIGS J121 SIE | DOVER |
| SAILE | ACK Q430 RBV HYPER (RNAV)-STAR | DULLES |
| SAILE | ACK Q430 RIFLE J174 SWL CEBEE WETRO ILM AR21 CRANS FISEL (RNAV)-STAR | FT. LAUDERDALE |
| SAILE | PLYMM PARCH (RNAV)-STAR | KENNEDY |
| SAILE | ACK JAWZZ Q220 RIFLE Q439 DRIFT V312 CYN | MCGUIRE |
| SAILE | ACK Q430 RIFLE J174 SWL CEBEE WETRO DIW AR22 JORAY HILEY (RNAV)-STAR | MIAMI |
| SAILE | COPLY BOS NELIE FLOSI (RNAV)-STAR | NEWARK |
| SAILE | ACK Q430 RIFLE J174 SWL CEBEE WETRO ILM AR15 HIBAC CWRLD (RNAV)-STAR | ORLANDO |
| SAILE | ACK JAWZZ Q220 RIFLE Q439 BRIGS JIIMS (RNAV)-STAR | PHILADELPHIA |
| SAILE | ACK Q430 RIFLE J174 SWL KAROO (RNAV)-STAR | RALEIGH-DURHAM |
| SAILE | COPLY BOS NELIE T212 TRESA | Stewart |
| SAILE | ACK Q430 COPES Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR | Tampa |
| SAILE | COPLY BOS BAF MOBBS SAGES V489 COATE | Teterboro |
| SAILE | COPLY BOS NELIE VALRE Valre Arrival | Westchester |

C206 PLANNING

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

VIA SSM (Sault Ste Marie)

| | | |
|-----|---|----------------------|
| SSM | GRB J101 BAE J89 OBK J73 BNA NEWBB IHAVE MTHEW CHPPR (RNAV)-STAR | Atlanta |
| SSM | PAITN Arrival | Chicago |
| SSM | SSM J101 BAE BDF WELTS SGF RZC FSM RRNET SEEVR (RNAV)-STAR | Dallas/Ft. Worth |
| SSM | GEP J114 ONL ANCHR (RNAV)-STAR | Denver |
| SSM | STL J101 LIT J180 SWB ZEEKK (RNAV)-STAR | Houston |
| SSM | HHOGS BAINY (RNAV)-STAR | Minneapolis/St. Paul |
| SSM | TVC OBK J71 RBS AARCH (RNAV)-STAR | St. Louis |

VIA SYR (Syracuse)

| | | |
|-----|--|------------------|
| SYR | SYR J59 PSB SHILO V93 BAL | Andrews |
| SYR | SYR J59 PSB Q71 GEFFS HVQ ONDRE (RNAV)-STAR | Atlanta |
| SYR | FQM IZZEE TRISH (RNAV)-STAR | Baltimore |
| SYR | SYR J59 PSB HVQ LNDIZ PARQR (RNAV)-STAR | Charlotte |
| SYR | JHW DBJ J83 APE TIGRR (RNAV)-STAR | Cincinnati |
| SYR | GONZZ Q29 KLYNE PXV J131 LIT FEWWW SEEVR (RNAV)-STAR | Dallas/Ft. Worth |
| SYR | HAR LRP V210 SPERY | Dover |
| SYR | SYR J59 PSB MAPEL (RNAV)-STAR | Dulles |
| SYR | JHW Q29 KLYNE PXV J131 LIT J180 SWB ZEEKK (RNAV)-STAR | Houston |
| SYR | IGN KINGSTON Arrival | Kennedy |
| SYR | CFB LVZ V147 MAZIE | McGuire |
| SYR | HNK FLOSI Arrival | Newark |
| SYR | CFB SPUDS (RNAV)-STAR | Philadelphia |
| SYR | JHW YNG JESEY (RNAV)-STAR | Pittsburgh |
| SYR | ROD VHP AARCH (RNAV)-STAR | St. Louis |
| SYR | SYR J159 PSB Q71 EMNEM Q103 SLOJO Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR | Tampa |

VIA TAFFY

| | | |
|-------|--|------------------|
| TAFFY | EMJAY J174 ZIZZI ATR LAFLN SPISY (RNAV)-STAR | Andrews |
| TAFFY | KJOHN ALB ACOVE DBABE Q448 PTW J48 FLASK OZZI (RNAV)-STAR | Atlanta |
| TAFFY | KAYCC KYLOH NELIE Q75 MXE V378 NUGGY TRISH (RNAV)-STAR | Baltimore |
| TAFFY | AJJAY OOSHN (RNAV)-STAR | Boston |
| TAFFY | EMJAY J174 ORF RAPZZ AMYLU (RNAV)-STAR | Charleston, SC |
| TAFFY | KAYCC KYLOH NELIE Q75 GVE LYH CHSLY (RNAV)- STAR | Charlotte |
| TAFFY | KJOHN ALB J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)- STAR | Dallas/Ft. Worth |
| TAFFY | VILRO Q806 BOBTA TPGUN (RNAV)-STAR | Detroit |
| TAFFY | PQI Q439 BRIGS J121 SIE | Dover |
| TAFFY | KJOHN ALB HYPER (RNAV)-STAR | Dulles |
| TAFFY | EMJAY J174 SWL CEBEW WETRO ILM AR21 CRANS FISEL Arrival | Ft. Lauderdale |

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

| | | |
|-------|--|----------------|
| TAFFY | ENE BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR | Houston |
| TAFFY | ENE PARCH Arrival | Kennedy |
| TAFFY | PQI Q439 DRIFT V312 CYN | McGuire |
| TAFFY | EMJAY J174 SWL CESEE WETRO ILM AR22 JORAY HILEY Arrival | Miami |
| TAFFY | KJOHN HANAA FLOSI (RNAV)-STAR | Newark |
| TAFFY | EMJAY J174 SWL CESEE WETRO ILM AR15 HIBAC CWRLD (RNAV)-STAR | Orlando |
| TAFFY | PQI Q439 BRIGS JIIMS (RNAV)-STAR | Philadelphia |
| TAFFY | ENE CTR HNK CFB J190 SLT HAYNZ (RNAV)-STAR | Pittsburgh |
| TAFFY | EMJAY J174 SWL KAROO (RNAV)-STAR | Raleigh-Durham |
| TAFFY | KJOHN ALB V123 TRESA | Stewart |
| TAFFY | KAYCC KYLOH NELIE Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR | Tampa |
| TAFFY | KJOHN ALB V489 COATE | Teterboro |
| TAFFY | KJOHN ALB VALRE-STAR | Westchester |

VIA TOPPS

| | | |
|-------|---|------------------------------|
| TOPPS | EMJAY J174 ZIZZI ATR LAFLN SPISY (RNAV)-STAR | Andrews |
| TOPPS | ENE BAF Q448 PTW J48 FLASK OZZZI (RNAV)-STAR | Atlanta |
| TOPPS | KAYCC KYLOH NELIE Q75 MXE V378 NUGGY TRISH (RNAV)-STAR | Baltimore |
| TOPPS | AJJAY OOSHN (RNAV)-STAR | Boston |
| TOPPS | EMJAY J174 ORF RAPZZ AMYLU (RNAV)-STAR | Charleston, SC |
| TOPPS | KAYCC KYLOH NELIE Q75 GVE LYH CHSLY (RNAV)- STAR | Charlotte |
| TOPPS | YUL LETAK Q824 TAGUM ECK FNT WYNDE (RNAV)-STAR | Chicago |
| TOPPS | YUL LETAK DEBUM Q806 BOBTA DERLO DJB J83 APE TIGRR (RNAV)-STAR | Cincinnati |
| TOPPS | ENE BAF Q406 BWZ J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)-STAR | Dallas/Ft. Worth |
| TOPPS | VILRO Q806 BOBTA TPGUN (RNAV)-STAR | Detroit |
| TOPPS | BEEKN Q439 BRIGS J121 SIE | Dover |
| TOPPS | ENE BAF HYPER Arrival | Dulles |
| TOPPS | EMJAY J174 SWL CESEE WETRO ILM AR21 CRANS FISEL Arrival | Ft. Lauderdale |
| TOPPS | ENE BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR | Houston |
| TOPPS | ENE PARCH Arrival | Kennedy |
| TOPPS | BEEKN Q439 DRIFT V312 CYN | McGuire |
| TOPPS | EMJAY J174 SWL CESEE WETRO DIW AR22 JORAY HILEY Arrival | Miami |
| TOPPS | VLV CATOG VEPSU DIRECT | Montréal/Mirabel |
| TOPPS | VLV OMBRE Arrival | Montréal/Pierre E Trudeau |
| TOPPS | HANAA FLOSI (RNAV)-STAR | Newark |
| TOPPS | EMJAY J174 SWL CESEE WETRO ILM AR15 HIBAC CWRLD (RNAV)-STAR | Orlando |

C208 PLANNING

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

| | | |
|-------|---|----------------|
| TOPPS | LARIE BEEKN Q439 BRIGS JIIMS (RNAV)-STAR | Philadelphia |
| TOPPS | ENE CTR HNK CFB J190 SLT HAYNZ (RNAV)-STAR | Pittsburgh |
| TOPPS | EMJAY J174 SWL KAROO (RNAV)-STAR | Raleigh-Durham |
| TOPPS | ALB V123 TRESA | Stewart |
| TOPPS | KAYCC KYLOH NELIE Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR | Tampa |
| TOPPS | ALB V489 COATE | Teterboro |
| TOPPS | YUL LETAK IMEBA Arrival | Toronto |
| TOPPS | ALB Valre Arrival | Westchester |

VIA TUSKY

| | | |
|-------|---|------------------|
| TUSKY | FOXBO RIFLE J174 ZIZZI ATR LAFLN SPISY (RNAV)-STAR | Andrews |
| TUSKY | BOS BAF Q448 PTW J48 FLASK OZZZI (RNAV)-STAR | Atlanta |
| TUSKY | TUSKY Q475 COPLY Q75 MXE V378 NUGGY TRISH (RNAV)-STAR | Baltimore |
| TUSKY | EURRO OOSHN (RNAV)-STAR | Boston |
| TUSKY | FOXBO RIFLE J174 ORF RAPZZ AMYLU (RNAV)-STAR | Charleston, SC |
| TUSKY | TUSKY Q475 COPLY Q75 GVE LYH CHSLY (RNAV)-STAR | Charlotte |
| TUSKY | BOS BAF Q406 BWZ J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)-STAR | Dallas/Ft. Worth |
| TUSKY | GONZZ DONEO TPGUN (RNAV)-STAR | Detroit |
| TUSKY | LARIE Q220 RIFLE Q439 BRIGS J121 SIE | Dover |
| TUSKY | BOS BAF HYPER Arrival | Dulles |
| TUSKY | FOXBO RIFLE J174 SWL CESEE WETRO ILM AR21 CRANS FISEL (RNAV)-STAR | Ft. Lauderdale |
| TUSKY | BOS BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR | Houston |
| TUSKY | PLYMM PARCH Arrival | Kennedy |
| TUSKY | LARIE Q220 RIFLE Q439 DRIFT V312 CYN | McGuire |
| TUSKY | FOXBO RIFLE J174 SWL CESEE WETRO DIW AR22 JORAY HILEY (RNAV)-STAR | Miami |
| TUSKY | COPLY BOS NELIE FLOSI (RNAV)-STAR | Newark |
| TUSKY | FOXBO RIFLE J174 SWL CESEE WETRO ILM AR15 HIBAC CWRLD (RNAV)-STAR | Orlando |
| TUSKY | LARIE Q220 RIFLE Q439 BRIGS JIIMS (RNAV)-STAR | Philadelphia |
| TUSKY | BOS CTR HNK CFB J190 SLT HAYNZ (RNAV)-STAR | Pittsburgh |
| TUSKY | FOXBO RIFLE J174 SWL KAROO (RNAV)-STAR | Raleigh-Durham |
| TUSKY | COPLY BOS NELIE T212 TRESA | Stewart |
| TUSKY | TUSKY Q475 COPLY Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR | Tampa |
| TUSKY | COPLY BOS BAF MOBBS SAGES V489 COATE | Teterboro |
| TUSKY | COPLY BOS NELIE VALRE Valre Arrival | Westchester |

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)**VIA VANSI**

| | | |
|-------|--|------------------|
| VANSI | TVC OBK J73 BNA NEWBB IHAVE MTHEW CHPPR (RNAV)-STAR | Atlanta |
| VANSI | SSM PAITN Arrival | Chicago |
| VANSI | YXI Q802 KENLU Q804 DERLO DJB J83 APE TIGRR (RNAV)-STAR | Cincinnati |
| VANSI | TVC BAE BDF WELTS SGF RZC FSM RRNET SEEVR (RNAV)-STAR | Dallas/Ft. Worth |
| VANSI | YVO BOBTA TPGUN (RNAV)-STAR | Detroit |
| VANSI | TVC OBK J101 LIT J180 SWB ZEEKK (RNAV)-STAR | Houston |
| VANSI | TVC OBK J71 RBS AARCH (RNAV)-STAR | St. Louis |
| VANSI | YXI IMEBA Arrival | Toronto |

VIA VITOL

| | | |
|-------|---|------------------|
| VITOL | ACK HTO J174 ZIZZI ATR LAFLN SPISY (RNAV)-STAR | Andrews |
| VITOL | ACK Q430 BYRDD J48 FLASK OZZI (RNAV)-STAR | Atlanta |
| VITOL | EURRO OOSHN (RNAV)-STAR | Boston |
| VITOL | ACK Q430 RIFLE J174 ORF RAPZZ AMYLU (RNAV)-STAR | Charleston, SC |
| VITOL | ACK Q430 COPES Q75 GVE LYH CHSLY (RNAV)-STAR | Charlotte |
| VITOL | ACK Q430 SAAME J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)-STAR | Dallas/Ft. Worth |
| VITOL | ACK Q430 SAAME BRNAN Q42 PSYKO KOZAR BONZZ (RNAV)-STAR | Detroit |
| VITOL | ACK JAWZZ Q220 RIFLE Q439 BRIGS J121 SIE | Dover |
| VITOL | ACK Q430 RBV HYPER (RNAV)-STAR | Dulles |
| VITOL | ACK Q430 RIFLE J174 SWL CEBEE WETRO ILM AR21 CRANS FISEL (RNAV)-STAR | Ft. Lauderdale |
| VITOL | ACK Q430 BYRDD J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR | Houston |
| VITOL | PLYMM PARCH Arrival | Kennedy |
| VITOL | ACK JAWZZ Q220 RIFLE Q439 DRIFT V312 CYN | McGuire |
| VITOL | ACK Q430 RIFLE J174 SWL CEBEE WETRO DIW AR22 JORAY HILEY (RNAV)-STAR | Miami |
| VITOL | COPLY BOS NELIE FLOSI (RNAV)-STAR | Newark |
| VITOL | ACK Q430 RIFLE J174 SWL CEBEE WETRO ILM AR15 HIBAC CWRLD (RNAV)-STAR | Orlando |
| VITOL | ACK JAWZZ Q220 RIFLE Q439 BRIGS JIIMS (RNAV)- STAR | Philadelphia |
| VITOL | ACK Q430 RIFLE J174 SWL KAROO (RNAV)-STAR | Raleigh-Durham |
| VITOL | COPLY BOS NELIE T212 TRESA | Stewart |
| VITOL | ACK Q430 COPES Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR | Tampa |
| VITOL | COPLY BOS BAF MOBBS SAGES V489 COATE | Teterboro |
| VITOL | COPLY BOS NELIE VALRE Valre Arrival | Westchester |

C210 PLANNING

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)

VIA WHALE

| | | |
|-------|--|------------------|
| WHALE | LARIE JAWZZ SEY HTO J174 ZIZZI ATR LAFLN SPISY (RNAV)-STAR | Andrews |
| WHALE | BOS BAF Q448 PTW J48 FLASK OZZZI (RNAV)-STAR | Atlanta |
| WHALE | BOS Q75 MXE V378 NUGGY TRISH (RNAV)-STAR | Baltimore |
| WHALE | EURRO OOSHN (RNAV)-STAR | Boston |
| WHALE | ACK Q430 RIFLE J174 ORF RAPZZ AMYLU (RNAV)-STAR | Charleston, SC |
| WHALE | BOS Q75 GVE LYH CHSLY (RNAV)-STAR | Charlotte |
| WHALE | BOS BAF Q406 BWZ J6 HVQ Q68 LITTR FEWWW SEEVR (RNAV)-STAR | Dallas/Ft. Worth |
| WHALE | CAM Q822 GONZZ DONEO TPGUN (RNAV)-STAR | Detroit |
| WHALE | LARIE Q220 RIFLE Q439 BRIGS J121 SIE | Dover |
| WHALE | BOS BAF HYPER Arrival | Dulles |
| WHALE | ACK Q430 RIFLE J174 SWL CEBEE WETRO ILM AR21 CRANS FISEL (RNAV)-STAR | Ft. Lauderdale |
| WHALE | BOS BAF Q448 PTW J48 CSN FANPO Q40 AEX DOOBI (RNAV)-STAR | Houston |
| WHALE | PLYMM PARCH Arrival | Kennedy |
| WHALE | LARIE Q220 RIFLE Q439 DRIFT V312 CYN | McGuire |
| WHALE | ACK Q430 RIFLE J174 SWL CEBEE WETRO DIW AR22 JORAY HILEY (RNAV)-STAR | Miami |
| WHALE | COPLY BOS NELIE FLOSI (RNAV)-STAR | Newark |
| WHALE | ACK Q430 RIFLE J174 SWL CEBEE WETRO ILM AR15 HIBAC CWRLD (RNAV)-STAR | Orlando |
| WHALE | LARIE Q220 RIFLE Q439 BRIGS JIIMS (RNAV)-STAR | Philadelphia |
| WHALE | BOS CTR HNK CFB J190 SLT HAYNZ (RNAV)-STAR | Pittsburgh |
| WHALE | ACK Q430 RIFLE J174 SWL KAROO (RNAV)-STAR | Raleigh-Durham |
| WHALE | COPLY BOS NELIE T212 TRESA | Stewart |
| WHALE | ACK Q430 COPES Q75 TEUFL GEEYE JAYJA DADES (RNAV)-STAR | Tampa |
| WHALE | COPLY BOS BAF MOBBS SAGES V489 COATE | Teterboro |
| WHALE | COPLY BOS NELIE VALRE Valre Arrival | Westchester |

VIA YBC (Baie-Comeau)

| | | |
|-----|--|---------------------------|
| YBC | POLTY Q804 DERLO DJB J83 APE SPAYD HLRRY ONDRE (RNAV)-STAR | Atlanta |
| YBC | VBS KAPUX HOCKE FNT WYNDE (RNAV)-STAR | Chicago |
| YBC | POLTY Q804 DERLO DJB J83 APE TIGRR (RNAV)-STAR | Cincinnati |
| YBC | POLTY Q804 DERLO WWSHR Q29 KLYNE PXV LIT FEWWW SEEVR (RNAV-STAR) | Dallas/Ft. Worth |
| YBC | VBS KENLU BOFTA TPGUN (RNAV)-STAR | Detroit |
| YBC | POLTY Q804 DERLO WWSHR Q29 KLYNE PXV J131 LIT J180 SWB ZEEKK (RNAV)-STAR | Houston |
| YBC | CATOG VEPSU DIRECT | Montréal/Mirabel |
| YBC | DEBUS OMBRE Arrival | Montréal/Pierre E Trudeau |
| YBC | YXI ECK GIJ RBS AARCH (RNAV)-STAR | St. Louis |
| YBC | POLTY IMEBA Arrival | Toronto |

WESTBOUND ROUTES NON-COMMON PORTION (Cont'd)**VIA YRI (Rivière-du-Loup)**

| | | |
|-----|---|------------------------------|
| YRI | POLTY Q804 DERLO DJB J83 APE SPAYD HLRRY ONDRE (RNAV)-STAR | Atlanta |
| YRI | KAPUX ASP WYNDE (RNAV)-STAR | Chicago |
| YRI | POLTY Q804 DERLO DJB J83 APE TIGRR (RNAV)-STAR | Cincinnati |
| YRI | POLTY Q804 DERLO WWSHR Q29 KLYNE PXV LIT FEWWW SEEVR (RNAV)-STAR | Dallas/Ft. Worth |
| YRI | BOBTA TPGUN (RNAV)-STAR | Detroit |
| YRI | POLTY Q804 DERLO WWSHR Q29 KLYNE PXV J131 LIT J180 SWB ZEEKK (RNAV)-STAR | Houston |
| YRI | CATOG VEPSU DIRECT | Montréal/Mirabel |
| YRI | DEBUS OMBRE Arrival | Montréal/Pierre E Trudeau |
| YRI | YXI ECK GIJ RBS AARCH (RNAV)-STAR | St. Louis |
| YRI | POLTY IMEBA Arrival | Toronto |

C212 PLANNING

INTERSECTIONS AND REPORTING POINT CO-ORDINATES

The following is a list of airway and other intersections and/or reporting points

| A | (N)LAT | (W)LONG |
|----------------|---------|----------|
| ABENY AB..... | 54 15.1 | 113 04.6 |
| ACADN NS..... | 44 40.0 | 64 00.0 |
| ACKIN AB..... | 54 57.5 | 115 28.4 |
| ACORD WA..... | 48 47.5 | 122 32.1 |
| ADREW YT..... | 69 10.2 | 141 00.2 |
| ADROT BC..... | 50 46.0 | 116 31.0 |
| ADSAM NU..... | 69 55.3 | 63 13.2 |
| ADSIX BC..... | 49 07.0 | 122 30.0 |
| ADSUR QC..... | 50 41.3 | 73 15.1 |
| ADVIK ON..... | 45 08.1 | 74 46.6 |
| ADVOX AB..... | 51 34.7 | 114 35.3 |
| AGBIX QC..... | 60 03.1 | 77 17.3 |
| AGBUT ON..... | 44 44.9 | 79 46.7 |
| AGDAN AB..... | 50 53.7 | 113 41.7 |
| AGDOX ON..... | 43 17.1 | 79 06.3 |
| AGDUT ON..... | 44 00.5 | 80 12.8 |
| AGGUA BC..... | 50 15.3 | 124 59.9 |
| AGLOL QC..... | 53 42.7 | 73 42.2 |
| AGLUK QC..... | 46 12.6 | 73 22.2 |
| AGMAK AB..... | 51 13.0 | 114 34.7 |
| AGNEX ON..... | 45 36.1 | 77 06.2 |
| AGNOB ON..... | 44 12.1 | 77 30.1 |
| AGPAL BC..... | 54 31.7 | 130 46.8 |
| AIRIE BC..... | 52 46.8 | 123 11.8 |
| ALDDA BC..... | 49 33.0 | 116 20.7 |
| ALGAR AB..... | 56 00.9 | 112 05.8 |
| ALIDO QC..... | 45 44.4 | 75 40.8 |
| ALIVE BC..... | 54 21.8 | 122 09.9 |
| ALKIK AB..... | 52 47.6 | 113 07.7 |
| ALKOB QC..... | 51 28.8 | 64 01.5 |
| ALKOG MB..... | 50 01.8 | 97 43.9 |
| ALKOK QC..... | 49 00.0 | 77 23.0 |
| ALLEX NB..... | 44 25.0 | 67 00.0 |
| ALLRY NL..... | 50 30.0 | 52 00.0 |
| ALMEX ON..... | 48 26.2 | 90 03.4 |
| ALMOP ON..... | 45 40.0 | 81 00.0 |
| ALONI ON..... | 44 38.9 | 75 39.2 |
| ALPAR BC..... | 52 45.0 | 123 32.0 |
| ALSAK NU..... | 64 00.0 | 70 00.0 |
| ALSED BC..... | 50 18.0 | 118 35.0 |
| ALSES SK..... | 54 13.5 | 105 54.5 |
| ALSET QC..... | 45 36.6 | 74 30.0 |
| ALSIV AB..... | 51 54.4 | 114 57.3 |
| ALSORP NL..... | 56 52.0 | 62 10.0 |
| ALTAK BC..... | 51 53.1 | 121 44.4 |
| ALTAK QC..... | 49 10.0 | 71 30.0 |
| ALTIG NT..... | 68 18.2 | 133 29.0 |
| ALUSO YT..... | 61 20.5 | 140 14.9 |
| ALVID ON..... | 43 54.3 | 76 36.1 |
| ALVOL BC..... | 49 51.0 | 120 35.4 |
| ALVYN BC..... | 49 37.1 | 122 42.4 |
| AMAMA QC..... | 52 52.5 | 66 38.6 |
| AMBRO BC..... | 49 59.4 | 120 21.4 |
| AMENA AB..... | 49 32.6 | 111 53.1 |
| AMILI QC..... | 60 01.5 | 70 00.3 |

| A (Cont'd) | (N)LAT | (W)LONG |
|---------------|---------|----------|
| AMITO AB..... | 50 37.5 | 115 03.4 |
| AMUNO AB..... | 51 41.3 | 114 42.6 |
| ANCER QC..... | 48 33.5 | 69 25.3 |
| ANCOL ON..... | 43 14.6 | 79 55.0 |
| ANDIE AB..... | 52 59.2 | 114 23.2 |
| ANERI BC..... | 49 01.3 | 119 29.0 |
| ANJER BC..... | 49 27.6 | 118 05.1 |
| ANTAK BC..... | 49 21.0 | 115 51.5 |
| ANTEG QC..... | 45 52.0 | 73 24.0 |
| ANTID AB..... | 52 53.0 | 114 15.3 |
| ANTLR BC..... | 49 04.4 | 122 14.1 |
| ANTOV QC..... | 45 22.6 | 71 02.3 |
| ANTUR ON..... | 49 12.5 | 84 55.3 |
| ANTUS QC..... | 45 39.4 | 72 13.2 |
| ANTUT YT..... | 60 08.4 | 134 18.5 |
| ANVAP BC..... | 49 04.2 | 124 17.4 |
| APDIN NL..... | 48 59.2 | 54 50.0 |
| APLAK QC..... | 46 27.6 | 71 54.6 |
| APLOV ON..... | 44 55.7 | 76 08.5 |
| APNEL ON..... | 45 21.0 | 82 13.7 |
| APNIX MB..... | 50 21.7 | 96 54.6 |
| APRIP BC..... | 54 09.9 | 124 20.1 |
| APSIN NU..... | 81 00.0 | 65 16.0 |
| ARAME QC..... | 51 20.3 | 67 27.7 |
| ARDEE NS..... | 45 07.4 | 64 23.2 |
| ARMAC BC..... | 49 11.7 | 123 49.6 |
| AROUK AB..... | 54 16.7 | 114 26.3 |
| ARRUE BC..... | 49 04.4 | 124 07.8 |
| ARVEE NU..... | 62 52.0 | 74 00.0 |
| ARVIE ON..... | 45 07.1 | 74 37.1 |
| ATENE QC..... | 46 14.1 | 70 16.4 |
| ATHUR BC..... | 50 00.6 | 117 12.3 |
| ATLAN NL..... | 46 45.6 | 57 06.9 |
| ATUNA BC..... | 50 22.4 | 126 31.9 |
| AVEDO AB..... | 54 49.5 | 112 10.4 |
| AVOLA ON..... | 43 30.4 | 78 59.2 |
| AVPUT NL..... | 65 02.0 | 60 00.0 |
| AVROM AB..... | 51 28.9 | 113 47.8 |
| AVTAV YT..... | 62 12.7 | 133 23.2 |
| AVUMU BC..... | 48 57.7 | 125 05.1 |
| AVUTI NL..... | 57 28.0 | 58 00.0 |
| AVVON ON..... | 45 10.1 | 75 02.3 |
| AXENO ON..... | 52 39.4 | 94 03.7 |
| AXILI AB..... | 50 00.0 | 110 00.0 |
| AXOBU ON..... | 42 56.7 | 82 23.7 |
| AXUBI BC..... | 59 04.3 | 132 38.6 |
| AXXIS ON..... | 42 49.8 | 81 59.0 |
| AYROU NU..... | 65 18.9 | 64 00.0 |
| AYZOL AK..... | 62 28.3 | 141 00.0 |

B

| (N)LAT | (W)LONG |
|---------|----------|
| 48 00.0 | 84 01.0 |
| 48 55.8 | 81 54.3 |
| 49 18.6 | 123 28.2 |
| 50 01.8 | 119 01.6 |
| 62 19.3 | 116 12.0 |
| 48 08.8 | 69 18.0 |
| 49 15.2 | 123 00.4 |

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| B (Cont'd) | (N)LAT | (W)LONG |
|----------------------|---------|----------|
| BEJAW AB..... | 57 14.4 | 112 49.5 |
| BEMEK NB..... | 46 05.0 | 66 27.2 |
| BEMOG QC..... | 46 09.0 | 75 34.4 |
| BEPEG NU..... | 63 00.0 | 70 00.0 |
| BEPUP ON..... | 46 42.0 | 82 33.4 |
| BERUS NU..... | 63 00.0 | 63 00.0 |
| BERUT QC..... | 46 56.1 | 72 29.2 |
| BESOB QC..... | 48 40.4 | 68 41.4 |
| BEVEL AB..... | 49 30.0 | 110 00.0 |
| BEWEL ON..... | 42 17.3 | 80 44.7 |
| BEXOV ON..... | 50 17.6 | 88 54.6 |
| BEZED NU..... | 64 52.0 | 67 00.0 |
| BIBEM YT..... | 62 40.3 | 141 00.0 |
| BIGBE ON..... | 44 08.0 | 80 37.0 |
| BILII ON..... | 49 01.3 | 88 15.7 |
| BILNO MB..... | 49 58.7 | 97 45.0 |
| BIMRO ON..... | 43 01.7 | 80 19.0 |
| BINVO BC..... | 50 45.5 | 116 28.1 |
| BIPKO QC..... | 45 43.4 | 74 21.7 |
| BIRKO AB..... | 51 28.6 | 113 15.8 |
| BISNO AB..... | 52 30.5 | 113 45.2 |
| BISPO AB..... | 56 56.3 | 115 54.0 |
| BITGA AB..... | 51 29.5 | 113 58.4 |
| BITRA NS..... | 45 06.4 | 61 52.7 |
| BOBBS QC..... | 51 00.1 | 62 00.0 |
| BOBKI QC..... | 45 25.0 | 74 25.8 |
| BOBRA QC..... | 46 14.5 | 76 32.2 |
| BOBTA ON..... | 43 48.9 | 79 39.5 |
| BOBTU (Oceanic)..... | 44 07.0 | 52 49.3 |
| BODRA NU..... | 62 17.0 | 80 00.0 |
| BOGGI BC..... | 49 08.5 | 122 47.5 |
| BOJAM BC..... | 52 06.3 | 117 42.9 |
| BOKLU QC..... | 45 50.4 | 74 35.7 |
| BOKMA BC..... | 54 31.2 | 131 38.9 |
| BOKTO NL..... | 56 58.0 | 58 00.0 |
| BOLMO ON..... | 43 54.6 | 80 03.2 |
| BOMET ON..... | 44 10.2 | 77 59.0 |
| BOMIP AB..... | 52 09.7 | 112 26.0 |
| BOMON BC..... | 57 22.0 | 121 46.0 |
| BONAB ON..... | 47 50.5 | 80 42.2 |
| BONAK BC..... | 53 00.0 | 134 00.0 |
| BOOPY BC..... | 50 06.0 | 124 35.5 |
| BOOTH BC..... | 49 31.3 | 122 02.7 |
| BOPUT NU..... | 68 57.6 | 61 56.5 |
| BOREK ON..... | 42 56.3 | 79 56.9 |
| BORIX AB..... | 51 53.6 | 110 00.0 |
| BORUB NL..... | 52 32.4 | 63 07.4 |
| BOSAM QC..... | 45 03.0 | 73 55.0 |
| BOSEP ON..... | 43 06.3 | 82 00.5 |
| BOSIM AB..... | 53 57.1 | 112 46.5 |
| BOTAD BC..... | 58 38.2 | 131 59.6 |
| BOTAG AB..... | 51 04.2 | 114 36.5 |
| BOTER NT..... | 63 45.3 | 112 57.6 |
| BOVAN AB..... | 50 46.6 | 113 15.8 |
| BOVEX ON..... | 42 35.7 | 81 25.3 |
| BOVOX ON..... | 43 21.6 | 79 31.5 |
| BOXAT BC..... | 49 32.1 | 116 50.8 |

| B (Cont'd) | (N)LAT | (W)LONG |
|----------------|---------|----------|
| BRADD NS | 43 09.0 | 67 00.0 |
| BRIDG NB | 47 08.8 | 59 16.3 |
| BRIOL BC | 49 06.1 | 123 29.7 |
| BROKK ON | 42 19.9 | 81 34.9 |
| BROME NL | 53 30.0 | 67 00.0 |
| BRUIN ON | 43 39.9 | 76 06.9 |
| BRWNZ ON | 41 51.2 | 82 12.8 |
| BRYGE BC | 50 41.8 | 123 06.2 |
| BUBAN ON | 44 34.4 | 79 13.0 |
| BUBIX QC | 49 19.7 | 67 22.5 |
| BUDAR NL | 50 00.0 | 52 00.0 |
| BUDUM NU | 80 00.0 | 69 15.0 |
| BUICK BC | 48 48.7 | 123 07.9 |
| BULIE BC | 50 16.2 | 120 04.6 |
| BURWA ON | 46 11.4 | 80 34.6 |

| C | (N)LAT | (W)LONG |
|-----------------------|---------|----------|
| CAAPE NB | 45 18.0 | 65 17.8 |
| CACHO AB | 54 54.2 | 112 34.2 |
| CADIL NB | 47 44.1 | 60 25.5 |
| CAFTA BC | 51 17.7 | 129 05.3 |
| CAINN AB | 51 16.9 | 114 10.7 |
| CAJEN BC | 55 32.3 | 121 24.2 |
| CALCI NT | 60 02.3 | 116 16.5 |
| CALLY AB | 55 07.9 | 113 23.4 |
| CAMRA AB | 53 01.9 | 112 30.5 |
| CAMRE ON | 41 55.5 | 82 12.7 |
| CAMZO BC | 48 47.0 | 123 32.1 |
| CANEL NU | 67 59.0 | 60 45.8 |
| CANOP AB | 51 04.1 | 114 35.5 |
| CANSO ON | 48 09.7 | 80 44.1 |
| CANRY BC | 49 09.0 | 123 20.2 |
| CANYO YT | 60 25.5 | 132 24.1 |
| CARAC (Oceanic) | 43 00.0 | 60 00.0 |
| CASDY BC | 49 04.4 | 123 58.3 |
| CASSL BC | 52 32.6 | 122 44.9 |
| CASTR QC | 48 52.0 | 66 50.0 |
| CATOG QC | 45 55.0 | 72 53.0 |
| CAUGA BC | 49 28.2 | 121 23.1 |
| CEESE BC | 49 40.2 | 123 36.9 |
| CEFOU QC | 47 44.2 | 69 00.0 |
| CELAR ON | 45 13.8 | 76 27.0 |
| CHAAP ON | 42 30.3 | 80 41.0 |
| CHAPO YT | 64 58.4 | 141 00.0 |
| CHAPT BC | 50 28.9 | 120 20.5 |
| CHARN NU | 54 53.4 | 80 00.0 |
| CHICA ON | 48 52.0 | 85 16.2 |
| CHIPE AB | 53 22.2 | 115 33.6 |
| CHITE BC | 50 02.6 | 116 09.1 |
| CHUBB BC | 53 26.4 | 122 33.1 |
| CILLI BC | 49 03.8 | 121 23.7 |
| CITOP AB | 50 10.2 | 114 30.3 |
| CLANK AB | 56 34.5 | 112 37.5 |
| CLAVY NL | 64 14.0 | 59 00.0 |
| COALE YT | 60 27.3 | 135 10.5 |
| COALL NT | 80 00.0 | 141 00.0 |
| COGLE BC | 49 04.6 | 122 33.9 |
| COHIL YT | 60 06.5 | 139 00.0 |

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| C (Cont'd) | (N)LAT | (W)LONG |
|---------------|---------|----------|
| COHOE BC..... | 49 56.4 | 125 24.8 |
| COLTS ON..... | 42 57.8 | 79 19.3 |
| COMAU QC..... | 45 21.6 | 74 03.4 |
| CONDI BC..... | 48 34.3 | 123 20.3 |
| CONER BC..... | 50 09.9 | 115 15.0 |
| COPUR QC..... | 59 42.0 | 67 00.0 |
| CORMO BC..... | 50 32.6 | 126 58.8 |
| COUTS AB..... | 49 00.0 | 112 17.5 |
| COWLE AB..... | 49 36.9 | 114 02.3 |
| CREEB WA..... | 48 13.0 | 121 20.4 |
| CROCE ON..... | 45 25.3 | 80 12.2 |
| CUDDY NL..... | 56 42.0 | 57 00.0 |
| CYRIL ON..... | 44 57.2 | 75 24.2 |
| D | | |
| DACEY BC..... | (N)LAT | (W)LONG |
| DAFLU ON..... | 59 33.6 | 126 04.6 |
| DAJIM QC..... | 42 22.7 | 82 42.3 |
| DAJOR QC..... | 63 45.4 | 68 33.4 |
| DALDE MB..... | 45 20.0 | 74 05.0 |
| DANOL NB..... | 52 19.1 | 101 08.8 |
| DAPAK NU..... | 45 41.9 | 67 47.3 |
| DAPOP AB..... | 73 45.0 | 70 00.0 |
| DARUB NU..... | 50 52.5 | 110 00.0 |
| DARUK SK..... | 67 00.0 | 60 00.0 |
| DASBI BC..... | 50 29.9 | 102 28.4 |
| DASIR ON..... | 49 29.6 | 118 03.7 |
| DASMU BC..... | 43 19.3 | 82 14.9 |
| DASUG ON..... | 48 57.3 | 124 34.6 |
| DATAB QC..... | 47 34.4 | 80 49.3 |
| DATAV AB..... | 46 27.8 | 74 27.5 |
| DATNO BC..... | 51 33.9 | 112 51.7 |
| DAVEL AB..... | 50 03.9 | 116 08.6 |
| DAVII BC..... | 53 43.6 | 113 04.6 |
| DAVON BC..... | 54 38.6 | 122 28.7 |
| DAVSI ON..... | 54 09.1 | 124 14.4 |
| DAXER QC..... | 43 42.3 | 79 13.1 |
| DAXES QC..... | 61 05.0 | 72 48.0 |
| DAXEX BC..... | 45 52.1 | 73 08.0 |
| DAXIR AB..... | 54 14.1 | 132 07.4 |
| DAXUG QC..... | 51 22.4 | 114 41.7 |
| DAYSE NB..... | 45 38.3 | 71 25.8 |
| DEBMA MB..... | 46 47.7 | 58 36.4 |
| DEBUM ON..... | 49 14.2 | 98 00.0 |
| DEDKI ON..... | 44 38.5 | 77 45.3 |
| DEGMO QC..... | 43 41.4 | 78 43.1 |
| DEGVA ON..... | 48 15.1 | 78 13.7 |
| DEKMO NT..... | 49 54.9 | 94 55.1 |
| DEPMA BC..... | 88 52.0 | 141 00.0 |
| DEPMI MB..... | 54 03.0 | 123 30.9 |
| DEPRI QC..... | 50 16.5 | 98 58.2 |
| DERDO QC..... | 45 57.2 | 70 15.4 |
| DERLO ON..... | 45 40.8 | 70 48.2 |
| DESDN ON..... | 43 04.0 | 81 05.7 |
| DESKI ON..... | 42 31.4 | 82 15.4 |
| DESNU AB..... | 45 22.8 | 76 20.8 |
| DEXUN NU..... | 50 02.7 | 111 11.5 |
| DICEN QC..... | 79 00.0 | 72 24.0 |
| | 46 48.0 | 72 17.3 |

| D (Cont'd) | (N)LAT | (W)LONG |
|-----------------------|---------|----------|
| DISCO BC | 48 24.0 | 123 10.7 |
| DOBIE ON | 42 25.7 | 81 02.7 |
| DOGGS ON | 42 23.7 | 81 04.9 |
| DOLFF (Oceanic) | 48 20.0 | 128 00.0 |
| DOLFN ON | 42 12.8 | 81 39.2 |
| DOLLR BC..... | 49 20.2 | 122 56.3 |
| DOPHN (Oceanic) | 44 33.3 | 55 29.0 |
| DORYY NL | 56 02.0 | 57 00.0 |
| DRAGO BC..... | 52 54.6 | 122 17.0 |
| DROME ON | 42 43.5 | 82 23.9 |
| DUDNI AB..... | 52 14.2 | 112 56.7 |
| DUGBU ON | 45 07.0 | 77 03.8 |
| DUGGS BC..... | 53 02.1 | 129 30.2 |
| DUGNO NU | 60 39.7 | 80 00.0 |
| DUKPO MB..... | 50 04.3 | 99 01.7 |
| DULBA NB..... | 46 13.2 | 66 28.0 |
| DUMRA AB..... | 50 38.7 | 114 14.7 |
| DUMRU QC | 58 40.3 | 69 56.8 |
| DUNCN BC..... | 48 51.0 | 123 39.4 |
| DUNJY BC..... | 48 37.7 | 123 18.9 |
| DUNUP QC | 45 17.6 | 73 35.4 |
| DUPOD BC..... | 49 37.9 | 123 55.2 |
| DUPVO QC..... | 48 05.0 | 77 24.0 |
| DURAK BC | 50 08.7 | 120 25.0 |
| DURIL ON..... | 50 00.0 | 88 32.0 |
| DUSEN NS | 44 59.8 | 64 11.8 |
| DUSER QC | 46 03.8 | 73 05.9 |
| DUSMA NU..... | 53 42.0 | 80 00.0 |
| DUTEL ON..... | 44 40.0 | 81 17.8 |
| DUTUM NU..... | 63 52.0 | 67 00.0 |
| DUTAX BC..... | 49 40.7 | 115 47.0 |
| DUTOK BC | 48 45.9 | 123 43.8 |
| DUVAG QC | 48 33.5 | 68 48.4 |
| DUVBI NL | 56 00.0 | 61 00.0 |
| DUVEP ON | 43 06.0 | 79 04.6 |
| DUVIK SK | 49 14.8 | 104 19.1 |
| DUVIN NS | 43 42.4 | 67 00.0 |
| DUVIS MB | 51 38.0 | 95 15.0 |
| DUVOK NS | 44 55.6 | 65 17.2 |
| DUXAR BC | 56 46.3 | 129 25.7 |

E

| (N)LAT | (W)LONG |
|-----------------------|---------|
| EBDOG QC | 47 59.5 |
| EBDOT QC | 45 05.4 |
| EBGAL AB | 50 41.8 |
| EBGIX QC | 45 43.3 |
| EBKOT QC | 51 21.7 |
| EBLAL QC | 62 25.0 |
| EBLAR AB | 53 39.7 |
| EBMOS QC | 46 32.9 |
| EBNYR QC | 45 45.5 |
| ELERI (Oceanic) | 42 34.5 |
| ELETO MB | 49 38.1 |
| ELIDI BC..... | 50 00.4 |
| ELINU QC | 51 53.0 |
| ELKIE BC | 54 32.7 |
| ELNUS NU..... | 78 00.0 |
| ELSIR NL..... | 49 30.0 |

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| | E (Cont'd) | (N)LAT | (W)LONG |
|---------------|------------|---------|----------|
| ELTAX SK..... | | 51 57.4 | 105 35.7 |
| ELTIP AB..... | | 54 02.8 | 112 57.0 |
| ELVAK AB..... | | 51 23.2 | 113 10.7 |
| ELVEL ON..... | | 51 00.0 | 90 00.0 |
| ELVUX MB..... | | 50 10.7 | 96 54.4 |
| EMBES QC..... | | 48 32.7 | 72 17.7 |
| EMBIM NB..... | | 45 26.4 | 67 27.9 |
| EMBOK NL..... | | 63 28.0 | 58 00.0 |
| EMDUN QC..... | | 61 02.8 | 69 37.1 |
| EMETO BC..... | | 49 24.8 | 119 47.5 |
| EMGAL NT..... | | 71 59.6 | 125 14.5 |
| EMKEK NT..... | | 69 21.6 | 124 04.5 |
| EMLIK SK..... | | 50 21.5 | 102 29.9 |
| EMPEK QC..... | | 45 55.0 | 74 20.7 |
| EMSOW AK..... | | 62 57.5 | 141 00.0 |
| ENNSO NL..... | | 55 32.0 | 57 00.0 |
| EPINE BC..... | | 55 43.5 | 121 16.7 |
| EPLAN AB..... | | 52 32.8 | 115 59.8 |
| EPMAL QC..... | | 48 22.6 | 68 35.9 |
| EPMAN NU..... | | 66 00.0 | 60 00.0 |
| EPMOK ON..... | | 44 59.1 | 74 57.1 |
| EPSET BC..... | | 58 25.3 | 130 01.9 |
| EPTIV BC..... | | 52 00.0 | 133 00.0 |
| EPTUL QC..... | | 45 04.6 | 73 54.4 |
| EPVUM ON..... | | 53 03.9 | 93 20.7 |
| ERBAL ON..... | | 43 53.3 | 79 18.0 |
| ERDIK QC..... | | 58 03.4 | 68 29.2 |
| ERRTH ON..... | | 42 11.4 | 81 56.2 |
| ERVYN BC..... | | 49 31.8 | 117 02.5 |
| ESKIE AB..... | | 53 16.4 | 114 41.1 |
| ESTEL QC..... | | 45 57.9 | 74 11.0 |
| ESTIT BC..... | | 51 16.1 | 128 18.5 |
| ETBOG NL..... | | 47 38.8 | 52 17.0 |
| ETBOS NU..... | | 63 46.0 | 74 00.0 |
| ETBOX ON..... | | 44 31.6 | 80 07.8 |
| ETLEM AB..... | | 49 26.1 | 112 53.2 |
| ETMAR AB..... | | 56 42.6 | 112 17.2 |
| ETMAT ON..... | | 48 51.4 | 89 07.1 |
| ETMOK ON..... | | 47 00.0 | 77 50.0 |
| ETMOM MB..... | | 50 02.9 | 99 37.2 |
| EXPOS QC..... | | 52 00.0 | 67 00.0 |

F

| | F | (N)LAT | (W)LONG |
|---------------|---|---------|----------|
| FADIM NT..... | | 60 04.2 | 116 15.4 |
| FANES YT..... | | 64 35.0 | 141 00.0 |
| FAREN MB..... | | 50 10.0 | 99 52.5 |
| FARGN ON..... | | 42 36.7 | 79 47.3 |
| FARNS AB..... | | 50 45.2 | 115 23.7 |
| FASBO BC..... | | 49 22.4 | 123 22.8 |
| FASSA NU..... | | 58 42.0 | 67 00.0 |
| FAXTO BC..... | | 49 04.6 | 123 29.6 |
| FEDDY NU..... | | 61 42.0 | 67 00.0 |
| FELKO BC..... | | 50 34.4 | 119 42.0 |
| FELTN ON..... | | 48 39.9 | 89 05.6 |
| FENEL BC..... | | 50 27.5 | 126 45.3 |
| FERNO ON..... | | 51 38.9 | 92 52.4 |
| FERRL ON..... | | 42 25.0 | 82 36.6 |
| FERRY BC..... | | 49 11.5 | 122 31.8 |

| F (Cont'd) | (N)LAT | (W)LONG |
|----------------|---------|----------|
| FIGGI BC | 54 16.2 | 121 59.2 |
| FINBO BC | 49 16.5 | 116 01.5 |
| FINGL ON | 42 45.4 | 81 19.4 |
| FINGS BC | 50 15.0 | 127 34.0 |
| FINNI NL | 49 00.1 | 57 44.4 |
| FIORD YT | 65 46.2 | 141 00.0 |
| FIRNI BC | 49 35.2 | 115 08.4 |
| FLEUR QC | 46 59.3 | 70 27.8 |
| FLOON BC | 51 00.3 | 120 42.3 |
| FOCHE BC | 49 03.8 | 124 47.8 |
| FOLDY BC | 49 03.1 | 120 42.7 |
| FORTE NB | 46 16.8 | 57 39.6 |
| FOWEL ON | 42 36.1 | 80 09.5 |
| FOXXE NL | 54 29.2 | 59 17.3 |
| FRALK ON | 46 55.6 | 80 53.0 |
| FRASE BC | 49 13.5 | 122 47.2 |
| FRAZR NL | 51 37.0 | 62 43.0 |
| FREND BC | 55 17.6 | 122 29.9 |
| FRENN NB | 45 58.3 | 66 12.9 |
| FRIED BC | 54 13.3 | 133 38.0 |
| FROSS NL | 48 09.2 | 61 14.5 |
| FUDGY AB | 52 13.1 | 110 00.0 |

| G | (N)LAT | (W)LONG |
|----------------|---------|----------|
| GABAL BC | 50 00.5 | 123 01.5 |
| GABIN BC | 49 56.7 | 120 57.9 |
| GABVO BC | 49 04.9 | 121 50.8 |
| GADAL QC | 47 05.8 | 71 04.7 |
| GADAV ON | 42 42.6 | 82 28.8 |
| GADKI AB | 50 39.8 | 113 41.4 |
| GAHAM YT | 62 15.0 | 141 00.0 |
| GARRE BC | 49 54.4 | 122 28.0 |
| GAYBL NS | 42 50.0 | 62 00.0 |
| GELBO NU | 74 47.4 | 72 32.2 |
| GELLS QC | 51 20.9 | 72 30.0 |
| GERTY ON | 49 12.0 | 93 30.0 |
| GGUCE ON | 42 42.4 | 80 53.4 |
| GIBAC BC | 49 29.1 | 123 42.9 |
| GLACE BC | 50 11.4 | 122 25.9 |
| GOATE BC | 49 26.9 | 119 05.6 |
| GOATS YT | 66 50.2 | 141 00.0 |
| GOEFR BC | 49 29.1 | 122 49.0 |
| GOLFE NL | 52 15.8 | 63 26.1 |
| GONUK AB | 54 18.6 | 113 20.0 |
| GOPAK ON | 45 50.3 | 82 30.1 |
| GOPUP ON | 43 43.8 | 81 33.5 |
| GORAK SK | 50 00.4 | 104 02.6 |
| GOREK NT | 60 44.2 | 114 05.6 |
| GOROV BC | 59 18.4 | 133 00.0 |
| GOSAR MB | 49 38.7 | 97 33.2 |
| GOSEN AB | 53 30.0 | 112 30.0 |
| GOTIP ON | 44 57.9 | 76 57.9 |
| GOVAB MB | 49 36.0 | 99 58.0 |
| GOVAT QC | 48 32.2 | 78 46.4 |
| GOVIT MB | 49 32.7 | 95 48.9 |
| GRAMP ON | 49 40.0 | 80 00.0 |
| GRAND NU | 55 42.2 | 80 00.0 |
| GRASE BC | 49 45.2 | 119 51.1 |

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| G (Cont'd) | (N)LAT | (W)LONG |
|-----------------------|---------|----------|
| GRAVO ON | 50 00.0 | 87 41.0 |
| GRAYY NB | 45 44.8 | 56 42.6 |
| GRIBS NU | 61 30.0 | 63 00.0 |
| GRIBY ON | 47 45.3 | 86 15.6 |
| GROLE MB | 49 04.2 | 96 25.3 |
| GRONG AB | 53 22.5 | 114 19.3 |
| GRUGG AB | 58 37.3 | 117 09.9 |
| GRUPI (Oceanic) | 43 52.0 | 58 50.3 |
| GUCHY BC | 50 27.2 | 120 32.0 |
| GUDEN BC | 59 14.0 | 130 00.0 |
| GUDOG AB | 51 31.0 | 110 00.0 |
| GUPEY (Oceanic) | 51 42.0 | 134 15.0 |
| H | | |
| HABBS ON | (N)LAT | (W)LONG |
| HADER BC | 45 12.3 | 74 25.0 |
| HADRI NB..... | 49 08.3 | 123 29.7 |
| HAGGA ON | 45 36.0 | 67 05.8 |
| HAGLE MB | 42 41.9 | 81 13.5 |
| HANRY BC | 51 12.6 | 100 10.0 |
| HARAS BC | 54 36.4 | 131 05.6 |
| HAVOK ON..... | 49 16.7 | 122 02.9 |
| HAYDN AB | 43 01.3 | 81 36.2 |
| HEGEL ON | 50 28.0 | 114 12.9 |
| HEIRE BC..... | 42 34.9 | 81 29.0 |
| HELMO QC | 50 54.0 | 123 03.9 |
| HELVE AB | 56 00.9 | 75 00.0 |
| HEMMI NB | 56 13.6 | 117 26.9 |
| HEMPP AB | 45 03.6 | 55 32.0 |
| HENDY QC | 51 31.5 | 114 37.0 |
| HIDIG NS..... | 51 07.3 | 74 14.7 |
| HIDIN BC | 44 40.8 | 64 01.0 |
| HIMEZ ON | 54 49.5 | 120 00.9 |
| HINGE QC | 41 51.0 | 82 12.1 |
| HITOR QC | 57 24.5 | 65 00.0 |
| HOGAR AB | 49 05.1 | 61 42.0 |
| HOIST NL | 59 21.3 | 116 39.7 |
| HOWSE BC | 55 02.0 | 57 00.0 |
| HOWZR BC | 54 09.8 | 120 10.2 |
| HUMEK BC | 50 32.1 | 116 16.1 |
| HUTON BC | 50 21.3 | 119 18.3 |
| | 53 51.4 | 121 41.4 |
| I | | |
| IBERG NL | (N)LAT | (W)LONG |
| ICHOL ON | 49 00.0 | 52 00.0 |
| ICOLA BC | 42 38.5 | 80 30.2 |
| IDNEY BC..... | 50 10.2 | 120 21.1 |
| IGROL ON | 48 38.5 | 123 24.3 |
| IGSAS QC | 42 44.1 | 81 34.7 |
| IGSEB ON | 48 01.0 | 71 16.2 |
| IGSIT BC | 43 54.3 | 77 19.8 |
| IGSOD AB | 51 00.7 | 121 29.2 |
| IGSOM YT | 52 29.5 | 116 07.7 |
| IGSUB ON | 61 22.2 | 139 02.4 |
| IGTAS NS | 47 41.7 | 79 50.9 |
| IGTER QC | 45 05.0 | 62 59.4 |
| IGVEP AB | 46 23.5 | 71 48.1 |
| IGVUD ON | 50 42.5 | 114 39.5 |
| | 44 50.4 | 75 28.1 |

| I (Cont'd) | (N)LAT | (W)LONG |
|---------------|---------|----------|
| IGVUX AB..... | 52 46.2 | 112 42.8 |
| IKBAK BC..... | 49 46.6 | 121 23.6 |
| IKBIB QC..... | 58 42.4 | 65 59.4 |
| IKBUN NL..... | 48 48.0 | 56 03.9 |
| IKLAX ON..... | 44 59.6 | 75 44.8 |
| IKLIN MB..... | 50 56.9 | 98 08.2 |
| IKLIX SK..... | 59 33.3 | 108 31.1 |
| IKLEN ON..... | 44 03.4 | 79 40.8 |
| IKLUG MB..... | 49 05.6 | 97 28.5 |
| IKMAN NU..... | 62 30.0 | 63 00.0 |
| IKMOL QC..... | 46 41.6 | 75 30.7 |
| IKMUS BC..... | 53 59.1 | 123 03.9 |
| IKNAR QC..... | 47 11.6 | 74 09.5 |
| IKNAV ON..... | 42 57.7 | 78 58.1 |
| IKNOG NU..... | 65 54.3 | 58 35.0 |
| IKNUK AB..... | 49 25.8 | 112 07.7 |
| ILADA AB..... | 51 18.6 | 110 53.1 |
| ILEMU ON..... | 45 15.3 | 76 52.7 |
| ILERQ QC..... | 45 52.2 | 71 29.0 |
| ILIXU ON..... | 43 57.4 | 77 21.5 |
| ILOSA AB..... | 50 36.3 | 113 13.4 |
| ILUGO QC..... | 50 19.3 | 73 22.8 |
| ILUKI SK..... | 50 25.9 | 104 40.0 |
| ILUSI ON..... | 44 08.8 | 78 55.9 |
| IMAMA NB..... | 46 44.3 | 67 46.7 |
| IMEVO NT..... | 67 49.0 | 115 08.6 |
| IMOTA SK..... | 51 55.0 | 108 00.0 |
| IMPOR WA..... | 48 37.7 | 123 07.2 |
| INGUM NU..... | 71 52.9 | 66 16.9 |
| INHAM BC..... | 49 03.1 | 125 27.3 |
| IPSAK QC..... | 45 45.5 | 74 51.5 |
| IPSIT AB..... | 51 18.6 | 114 30.6 |
| IPTAL QC..... | 48 43.8 | 69 09.8 |
| IPtan AB..... | 49 37.1 | 114 08.4 |
| IPTOS ON..... | 44 55.3 | 76 13.4 |
| IRBAS BC..... | 55 49.9 | 121 12.4 |
| IRBIM NL..... | 58 39.2 | 60 32.0 |
| IRBUX QC..... | 60 01.6 | 70 00.0 |
| IRDUV NB..... | 46 16.4 | 65 09.5 |
| IRGIP YT..... | 60 02.7 | 134 10.5 |
| IRKON NL..... | 49 10.8 | 57 27.5 |
| IRLAV NU..... | 57 58.5 | 80 00.0 |
| IRLOK NL..... | 54 32.0 | 57 00.0 |
| ITBIN ON..... | 51 04.0 | 93 47.6 |
| ITBOT AB..... | 50 38.3 | 113 29.7 |
| ITGAV BC..... | 51 00.0 | 132 00.0 |
| ITKET BC..... | 54 28.1 | 128 34.7 |
| ITMAV BC..... | 49 28.6 | 124 10.7 |
| ITMAX AB..... | 53 25.2 | 113 07.2 |
| ITNOT NT..... | 61 43.3 | 113 38.5 |
| ITPAX NB..... | 46 06.8 | 65 09.6 |
| ITPEG ON..... | 42 53.6 | 80 51.7 |
| ITRIT AB..... | 50 51.1 | 115 20.1 |
| IWACK WA..... | 48 55.9 | 120 50.2 |

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| | J (Cont'd) | (N)LAT | (W)LONG |
|----------------------|------------|---------|----------|
| JAGIT YT..... | | 60 57.6 | 141 00.0 |
| JAINE BC..... | | 49 31.1 | 124 17.3 |
| JANEK BC..... | | 49 40.6 | 122 29.6 |
| JANJO NL..... | | 54 02.0 | 57 00.0 |
| JAROM (Oceanic)..... | | 44 10.0 | 54 53.0 |
| JARRO ON..... | | 48 00.0 | 83 26.0 |
| JARVS ON..... | | 42 44.4 | 80 07.2 |
| JEBBY (Oceanic)..... | | 43 04.3 | 57 52.1 |
| JEDII AB..... | | 53 05.0 | 112 56.5 |
| JELCO NU..... | | 60 42.0 | 67 00.0 |
| JESRU NT..... | | 74 56.8 | 141 00.0 |
| JIBNA QC..... | | 51 26.5 | 57 11.2 |
| JIGGS NB..... | | 47 25.2 | 59 48.2 |
| JIMMS BC..... | | 51 19.5 | 131 17.8 |
| JINNA AB..... | | 54 56.5 | 118 15.6 |
| JLGON ON..... | | 42 34.8 | 81 25.9 |
| JOOPY NL..... | | 48 30.0 | 52 00.0 |
| JORJA BC..... | | 49 13.7 | 123 32.6 |
| JOVIE NL..... | | 54 10.0 | 67 00.0 |
| JOWEN (Oceanic)..... | | 54 05.0 | 134 30.0 |
| JULET NU..... | | 72 45.7 | 68 39.5 |
| JUNIS QC..... | | 46 47.3 | 76 48.1 |

| | K | (N)LAT | (W)LONG |
|----------------------|---|---------|----------|
| KAGLY NU..... | | 63 30.0 | 63 00.0 |
| KAIIN MB..... | | 52 20.4 | 96 42.7 |
| KALLU ON..... | | 51 35.5 | 94 55.8 |
| KALTS BC..... | | 53 37.3 | 133 48.3 |
| KANEE BC..... | | 49 48.9 | 117 26.5 |
| KANIK ON..... | | 44 39.0 | 76 57.4 |
| KANNI NS..... | | 42 38.0 | 67 00.0 |
| KANOO BC..... | | 51 28.3 | 122 16.2 |
| KANUA (Oceanic)..... | | 47 41.5 | 129 46.1 |
| KANUR ON..... | | 45 25.9 | 75 02.6 |
| KAPUX ON..... | | 45 04.8 | 79 45.0 |
| KARIT ON..... | | 43 43.4 | 82 08.7 |
| KAROT QC..... | | 47 06.7 | 71 16.7 |
| KASED ON..... | | 44 28.3 | 82 11.9 |
| KATCH (Oceanic)..... | | 54 00.0 | 136 00.0 |
| KATEK ON..... | | 44 40.6 | 75 33.0 |
| KATEN SK..... | | 49 00.0 | 106 00.0 |
| KATLO NS..... | | 45 17.8 | 63 03.1 |
| KATNO ON..... | | 43 10.6 | 82 19.5 |
| KAVDA AB..... | | 54 40.6 | 112 16.7 |
| KAVKI MB..... | | 49 35.0 | 97 20.4 |
| KAVMU QC..... | | 48 31.9 | 69 54.7 |
| KAVPO NL..... | | 54 29.9 | 66 46.3 |
| KAVTA AB..... | | 50 47.0 | 114 46.7 |
| KEBEV NS..... | | 46 18.2 | 59 50.3 |
| KEBGO QC..... | | 45 16.5 | 73 12.0 |
| KEBMA ON..... | | 48 34.2 | 81 22.6 |
| KEDVI ON..... | | 43 56.0 | 80 29.0 |
| KEGPI BC..... | | 50 41.0 | 119 40.3 |
| KEGRI NS..... | | 45 01.5 | 65 33.0 |
| KEGRU AB..... | | 55 16.7 | 112 16.2 |
| KEINN BC..... | | 49 49.0 | 123 43.9 |
| KEKNA QC..... | | 50 09.5 | 65 57.6 |
| KELMU NU..... | | 59 10.2 | 80 00.0 |

| K (Cont'd) | (N)LAT | (W)LONG |
|-----------------------|---------|----------|
| KELNO NS..... | 45 07.9 | 64 11.4 |
| KELNU AB..... | 51 31.2 | 113 03.8 |
| KELSY BC | 50 27.3 | 126 04.0 |
| KELVI QC | 45 02.4 | 74 12.9 |
| KEMGI YT..... | 60 23.6 | 134 39.7 |
| KEMSA NU..... | 56 50.3 | 80 00.0 |
| KEMVI ON..... | 45 15.5 | 75 21.6 |
| KENDI ON..... | 43 41.8 | 79 00.3 |
| KENGA AB | 53 17.1 | 113 08.2 |
| KENKI NU..... | 65 00.0 | 63 00.0 |
| KENLU ON..... | 44 19.3 | 79 12.9 |
| KENPA ON..... | 44 47.7 | 82 23.6 |
| KENSU NB..... | 45 58.5 | 65 57.2 |
| KEPKO BC | 50 00.0 | 131 00.0 |
| KEPNA BC..... | 49 44.5 | 120 21.8 |
| KERBI MB..... | 50 14.7 | 97 16.2 |
| KERBO AB | 56 16.0 | 112 29.7 |
| KERGI BC..... | 49 27.8 | 124 10.1 |
| KERMU QC | 52 29.1 | 66 41.2 |
| KERNU QC | 48 10.5 | 78 04.2 |
| KERSA AB..... | 51 37.2 | 114 06.0 |
| KERTI AB | 50 00.0 | 109 30.0 |
| KERVO ON..... | 45 25.3 | 70 38.4 |
| KESKA QC | 45 36.9 | 74 08.8 |
| KESTA BC..... | 49 15.0 | 121 00.0 |
| KETLA NL..... | 62 28.0 | 58 00.0 |
| KETRU QC | 46 27.2 | 72 31.3 |
| KETTL BC..... | 49 59.0 | 118 19.1 |
| KEVBO SK..... | 56 55.3 | 104 00.0 |
| KEVLU NS..... | 44 25.4 | 64 11.0 |
| KEVNA BC..... | 51 00.0 | 126 30.0 |
| KICKS ON..... | 44 20.7 | 80 27.8 |
| KIPIR NT..... | 69 26.0 | 133 01.6 |
| KIREM NU..... | 56 32.2 | 79 15.0 |
| KISKK BC | 55 12.8 | 120 46.0 |
| KISUK QC | 45 53.7 | 74 55.1 |
| KITOK ON..... | 43 02.5 | 81 55.6 |
| KIVAT AB..... | 49 19.3 | 115 32.4 |
| KIXIR ON..... | 44 08.9 | 76 20.7 |
| KLIPS QC..... | 57 42.0 | 67 00.0 |
| KNEIL BC | 49 55.6 | 115 08.6 |
| KOBAK AB..... | 51 33.2 | 113 22.8 |
| KODEX ON..... | 45 04.0 | 75 12.6 |
| KODIK NL..... | 53 28.0 | 57 12.0 |
| KODIT AB..... | 52 37.8 | 115 47.5 |
| KONCH NL..... | 51 48.0 | 60 13.0 |
| KRANG ON..... | 48 58.3 | 94 29.4 |
| KURTT (Oceanic) | 50 12.0 | 131 53.1 |

L

| (N)LAT | (W)LONG |
|----------------|---------|
| LABRE QC | 46 45.1 |
| LACTO ON | 51 13.3 |
| LAFIT QC | 45 18.5 |
| LAKES NL | 57 59.9 |
| LANNE BC | 49 16.8 |
| LANRK ON | 44 56.6 |
| LEATS SK | 51 42.5 |
| LEFAL BC | 49 42.0 |

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| | L (Cont'd) | (N)LAT | (W)LONG |
|-----------------------|------------|---------|----------|
| LENAP AB | | 55 26.0 | 111 30.0 |
| LENUT QC | | 58 28.3 | 78 04.6 |
| LEPET BC | | 56 25.6 | 120 16.3 |
| LEPOR QC | | 49 13.2 | 72 37.5 |
| LEPOS ON | | 43 35.0 | 81 38.8 |
| LERUP AB | | 53 57.6 | 113 40.9 |
| LESUG ON | | 48 51.2 | 89 32.7 |
| LETAK ON | | 45 24.1 | 76 14.8 |
| LETOG BC | | 50 15.0 | 128 38.3 |
| LETOR ON | | 43 11.7 | 80 15.1 |
| LETRM AB | | 55 53.8 | 111 45.8 |
| LEVUM NB | | 46 14.6 | 67 31.8 |
| LEXIG QC | | 62 10.8 | 75 40.0 |
| LEXOD QC | | 48 31.0 | 66 20.0 |
| LEXON AB | | 55 07.9 | 112 09.1 |
| LEXOX NT | | 63 12.8 | 123 25.8 |
| LEXUB YT | | 60 24.5 | 133 49.8 |
| LEXUT BC | | 59 34.6 | 133 40.3 |
| LIANO BC | | 48 53.4 | 123 19.8 |
| LIBEN QC | | 59 48.2 | 77 24.3 |
| LIBOG BC | | 49 27.8 | 123 59.0 |
| LIBOR NL | | 61 58.0 | 58 00.0 |
| LIBOS SK | | 50 48.8 | 109 00.0 |
| LIDUL BC | | 53 03.3 | 122 18.5 |
| LIEKY BC | | 52 45.2 | 121 39.3 |
| LINGO (Oceanic) | | 53 00.0 | 136 34.4 |
| LINNG ON | | 43 18.2 | 79 21.3 |
| LISVA AB | | 53 42.0 | 113 32.3 |
| LITGO SK | | 56 08.3 | 102 56.8 |
| LITMO ON | | 45 06.0 | 82 20.2 |
| LIVBA QC | | 46 14.3 | 73 57.1 |
| LIVBI MB | | 49 55.2 | 97 45.7 |
| LLEEO ON | | 41 50.5 | 82 37.4 |
| LOCAN BC | | 49 30.7 | 117 33.1 |
| LODBU QC | | 49 50.4 | 64 33.4 |
| LOKBU QC | | 46 06.2 | 73 14.7 |
| LOKRI NS | | 45 14.5 | 64 05.0 |
| LOMLO AB | | 51 04.2 | 113 23.2 |
| LOMPI (Oceanic) | | 44 00.0 | 57 00.0 |
| LOMSI NL | | 53 06.0 | 56 47.0 |
| LOMTA NL | | 57 12.2 | 62 37.2 |
| LONRO AB | | 52 37.4 | 118 09.5 |
| LOONY AB | | 50 30.1 | 114 17.4 |
| LOPRO NL | | 48 43.4 | 57 42.2 |
| LOPVI QC | | 59 16.0 | 64 15.0 |
| LOPVO ON | | 42 55.0 | 80 24.0 |
| LORKA ON | | 44 46.1 | 76 13.0 |
| LORNA SK | | 51 39.4 | 110 00.0 |
| LORNE ON | | 48 40.4 | 81 24.3 |
| LORVO BC | | 51 29.4 | 121 44.9 |
| LOYED ON | | 45 04.8 | 79 41.7 |
| LUBIC AB | | 56 22.9 | 115 30.2 |
| LUMBY BC | | 50 21.5 | 115 37.7 |
| LUNGE ON | | 47 33.3 | 80 27.4 |
| LYTON BC | | 50 15.0 | 121 50.7 |

| M | (N)LAT | (W)LONG |
|----------------------|---------|----------|
| MAARS ON | 42 05.3 | 82 29.2 |
| MACCS ON | 42 01.1 | 83 08.4 |
| MADYN AB | 51 29.7 | 114 16.0 |
| MAGNM AK | 59 38.4 | 136 05.7 |
| MAIRE QC | 45 42.5 | 73 07.4 |
| MALPE PE | 46 43.3 | 63 24.2 |
| MALPY BC | 51 13.3 | 118 57.1 |
| MALTN ON | 43 43.1 | 79 40.4 |
| MANJO (Oceanic)..... | 52 00.0 | 135 27.4 |
| MAPUX AB | 52 45.0 | 113 18.5 |
| MATIR AB | 52 00.9 | 115 04.8 |
| MATOR QC | 46 21.0 | 73 20.3 |
| MAXAR NL | 61 28.0 | 58 00.0 |
| MAZNA ON | 44 57.2 | 77 09.4 |
| MCKEE QC | 56 40.3 | 67 00.0 |
| MEBOK QC | 45 48.8 | 74 21.0 |
| MEBSI ON | 48 35.6 | 85 31.9 |
| MEDAK AB | 50 02.6 | 110 37.0 |
| MEDPA NU..... | 72 39.7 | 67 42.8 |
| MEETO SK | 53 35.6 | 107 21.4 |
| MEGEX SK | 50 27.8 | 106 29.4 |
| MEKPI AB..... | 50 15.0 | 114 26.9 |
| MEKSO QC | 45 47.4 | 70 25.6 |
| MEKTA NT | 67 21.6 | 134 33.8 |
| MELBI NT | 66 14.4 | 128 38.9 |
| MELDI NL | 52 44.0 | 56 21.0 |
| MELTI ON..... | 45 20.5 | 74 52.4 |
| MEMSO QC..... | 52 48.0 | 75 00.0 |
| MENBO BC | 50 23.4 | 116 08.4 |
| MENKO ON | 44 46.6 | 78 48.2 |
| MENTI ON | 44 03.7 | 79 35.9 |
| MEPKA QC | 48 12.4 | 78 50.1 |
| MEPNI QC | 59 18.2 | 69 36.0 |
| MERCH AB | 57 12.3 | 119 24.6 |
| MEREE NT | 61 05.3 | 120 19.0 |
| MERNA QC | 45 54.3 | 73 39.7 |
| MERSU SK | 49 15.0 | 104 08.5 |
| MERYT BC | 49 56.5 | 120 57.7 |
| MESBO AB | 54 49.0 | 117 51.2 |
| MESDO QC | 46 46.9 | 74 01.8 |
| METMO AB | 55 25.4 | 111 51.3 |
| METPA (Oceanic)..... | 53 00.4 | 134 50.3 |
| MEVMA BC | 58 50.2 | 122 35.8 |
| MIBNA NU | 60 05.0 | 80 00.0 |
| MIBNO NL | 60 35.0 | 62 32.0 |
| MIBTI BC | 51 26.6 | 121 12.8 |
| MIGLI NL | 49 31.6 | 58 14.8 |
| MIGLO ON | 44 38.2 | 76 12.6 |
| MIILS NB | 46 52.4 | 67 02.9 |
| MILLS BC | 49 14.4 | 122 54.1 |
| MIREK AB | 51 37.2 | 113 55.8 |
| MISAX ON | 50 30.0 | 90 00.0 |
| MISOP QC | 46 07.7 | 72 16.7 |
| MITEK BC | 53 46.0 | 129 50.8 |
| MITOM BC | 58 19.2 | 131 32.0 |
| MIVAD NL | 47 40.8 | 54 09.1 |
| MIVAX QC | 47 26.4 | 70 09.6 |

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| M (Cont'd) | (N)LAT | (W)LONG |
|-----------------------|---------|-----------|
| IVOK ON..... | 44 21.6 | 77 35.3 |
| MIXOV QC..... | 49 13.0 | 78 22.0 |
| MIXUT ON..... | 43 18.1 | 80 06.5 |
| MOATT (Oceanic) | 58 01.5 | 59 55.7 |
| MOAWK ON | 42 45.0 | 79 51.0 |
| MOBAL QC..... | 45 20.3 | 71 51.8 |
| MOBEG QC..... | 49 50.2 | 64 17.3 |
| MOBEK AB..... | 50 19.5 | 112 46.7 |
| MOBRY BC..... | 55 46.0 | 121 44.9 |
| MOBUB QC | 46 10.5 | 72 55.6 |
| MOCHA BC | 54 30.2 | 133 01.9 |
| MODAS QC | 48 17.8 | 68 43.6 |
| MODDY BC | 49 21.8 | 122 50.3 |
| MODEM QC..... | 48 18.0 | 69 52.4 |
| MODET NU..... | 75 49.6 | 75 27.2 |
| MODOK QC..... | 51 53.3 | 66 37.0 |
| MODUK QC..... | 51 11.0 | 70 43.0 |
| MODUL MB..... | 50 12.3 | 97 29.2 |
| MOFAT QC | 49 10.8 | 73 00.0 |
| MOGAG ON..... | 51 15.7 | 82 15.8 |
| MOGUS BC | 49 17.2 | 122 32.8 |
| MONKK ON..... | 45 13.0 | 80 40.3 |
| MOONN ON..... | 42 22.2 | 82 27.1 |
| MOORR BC | 49 56.3 | 119 02.4 |
| MOOTO AB..... | 53 52.7 | 113 42.1 |
| MOOZE BC | 55 20.5 | 121 12.9 |
| MOWND NB | 45 22.6 | 66 39.4 |
| MUNBI QC..... | 48 06.6 | 78 18.5 |
| MUNBO NL..... | 52 07.5 | 64 48.0 |
| MUPTO AB..... | 50 37.9 | 114..32.2 |
| MURLO NL..... | 44 05.4 | 55 55.7 |
| MUSAK NL..... | 48 00.0 | 52 00.0 |
| MUSCA ON..... | 41 55.0 | 83 00.4 |
| MUSIT ON..... | 45 23.8 | 82 25.2 |
| MUSKK MB..... | 50 25.9 | 99 48.1 |
| MUSLO NL..... | 60 10.0 | 62 00.0 |
| MUSRA SK..... | 49 12.5 | 106 55.0 |
| MUSVA NU..... | 64 00.0 | 63 00.0 |
| MUTIB QC | 45 36.5 | 71 52.1 |
| MUTNA QC..... | 45 01.1 | 73 33.5 |
| MUTUR SK..... | 51 15.9 | 102 27.7 |
| MUVUD AB..... | 55 39.8 | 111 38.7 |
| MUVUR ON..... | 51 49.2 | 93 58.4 |
| MUXAT BC | 57 38.4 | 130 34.9 |
| MUZON BC | 49 57.9 | 123 51.1 |

| N | (N)LAT | (W)LONG |
|-----------------------|---------|----------|
| NAAPP BC | 53 53.3 | 125 26.4 |
| NABLO ON..... | 43 40.3 | 82 01.5 |
| NABOG QC | 48 25.5 | 77 48.5 |
| NADET NT..... | 62 55.1 | 112 55.2 |
| NADGI YT..... | 60 42.6 | 135 04.0 |
| NADMA NU..... | 71 04.0 | 64 55.6 |
| NADPI BC..... | 51 42.9 | 117 20.4 |
| NAGLI BC | 49 03.3 | 125 56.9 |
| NAGNO QC | 46 42.2 | 77 28.5 |
| NAKBI (Oceanic) | 52 00.3 | 133 44.0 |
| NAKTO NT..... | 61 41.7 | 115 06.1 |

| N (Cont'd) | (N)LAT | (W)LONG |
|-----------------------|---------|----------|
| NALRU QC | 46 35.7 | 71 18.1 |
| NALDI NU | 64 30.0 | 63 00.0 |
| NAMTI AB | 50 30.6 | 113 04.4 |
| NANOO BC | 49 15.9 | 124 14.7 |
| NANSO NL | 44 29.3 | 56 04.3 |
| NAPEE QC | 45 10.4 | 73 40.2 |
| NAPLO NL | 50 13.6 | 58 45.9 |
| NARRY AB | 54 28.5 | 119 49.7 |
| NEEKO NL | 52 24.0 | 55 50.0 |
| NEWTN BC | 49 09.3 | 122 46.2 |
| NICSO NL | 47 30.0 | 52 00.0 |
| NIFTY NL | 60 58.0 | 58 00.0 |
| NILTT SK | 50 52.9 | 105 01.5 |
| NOPOT ON | 44 17.3 | 77 32.9 |
| NORAB SK | 49 15.0 | 104 10.0 |
| NORET AB | 50 32.4 | 115 27.2 |
| NOROD NB | 45 37.1 | 65 47.1 |
| NOROL QC | 61 02.6 | 69 37.6 |
| NORUN MB | 50 16.1 | 96 21.3 |
| NOSIK ON | 43 59.0 | 82 11.9 |
| NOSIV AB | 50 54.4 | 113 17.5 |
| NOSUT QC | 46 21.6 | 73 58.6 |
| NOTAP ON | 45 12.5 | 82 28.5 |
| NOTEK BC | 50 22.7 | 124 11.4 |
| NOTOP NS | 45 27.2 | 62 00.7 |
| NOTUG MB | 53 51.4 | 94 39.2 |
| NOVAR BC | 50 40.4 | 116 23.4 |
| NOVAX BC | 50 39.1 | 118 21.3 |
| NOVID QC | 46 15.1 | 73 13.4 |
| NOVON ON | 43 52.6 | 76 36.4 |
| NOWAA QC | 50 48.8 | 73 42.0 |
| NOXAG BC | 49 02.4 | 123 34.3 |
| NUBEG AB | 54 16.9 | 113 59.1 |
| NUBER ON | 43 27.5 | 80 22.7 |
| NUDET AB | 52 55.0 | 111 22.4 |
| NUDGE (Oceanic) | 51 00.0 | 134 24.0 |
| NUDOV QC | 50 28.1 | 59 38.2 |
| NUGAR BC | 50 10.3 | 114 49.0 |
| NUGIS QC | 52 33.1 | 67 13.4 |
| NUGOP ON | 44 08.3 | 80 29.3 |
| NUGUV BC | 54 44.8 | 127 06.5 |
| NUTBE BC | 49 19.6 | 123 36.5 |
| NUTBY NS | 45 41.3 | 63 14.8 |
| NUVVE AB | 50 43.9 | 114 08.3 |

O

| (N)LAT | (W)LONG |
|----------------|---------|
| OBNAP AB | 51 45.9 |
| OBRET QC | 47 00.0 |
| OBRON QC | 45 57.3 |
| OBSAT QC | 51 20.0 |
| OBTAD AB | 51 35.8 |
| OBTAG AB | 56 17.8 |
| OBTAX QC | 45 41.7 |
| OBTEK QC | 46 47.4 |
| OBTOT BC | 49 12.5 |
| OBTUP AB | 55 17.6 |
| OBVAN QC | 49 05.3 |
| ODGOV SK | 50 35.9 |

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| O (Cont'd) | (N)LAT | (W)LONG |
|----------------------|---------|----------|
| ODKAP QC..... | 50 53.0 | 66 03.5 |
| ODLAN AB..... | 50 11.6 | 111 23.4 |
| OILRS AB..... | 52 37.5 | 113 31.2 |
| OKOPO QC..... | 45 43.5 | 72 57.7 |
| OLABA ON..... | 44 28.6 | 76 12.2 |
| OLAMO ON..... | 43 16.0 | 79 53.2 |
| OLARU YT..... | 62 28.9 | 141 00.0 |
| OLASI QC..... | 46 19.8 | 74 56.2 |
| OLAVO QC..... | 47 02.4 | 72 10.0 |
| OLESU QC..... | 48 11.8 | 63 15.4 |
| OLIGO ON..... | 45 29.4 | 76 15.0 |
| OLIMI AB..... | 52 48.9 | 114 06.6 |
| OLOKA QC..... | 48 50.4 | 68 20.9 |
| OMADU NS..... | 45 03.3 | 64 17.8 |
| OMALI QC..... | 45 30.7 | 71 20.0 |
| OMBRE QC..... | 45 44.8 | 72 45.7 |
| OMEGI QC..... | 45 47.6 | 75 05.5 |
| OMEKA NT..... | 78 10.6 | 141 00.0 |
| OMIVO NU..... | 63 44.0 | 68 32.9 |
| OMLON NL..... | 53 16.7 | 65 00.0 |
| OMLOT MB..... | 49 42.0 | 96 50.2 |
| OMLUK AB..... | 51 31.1 | 114 41.2 |
| OMRAK ON..... | 43 16.3 | 82 15.9 |
| OMREG AB..... | 53 18.6 | 110 04.4 |
| OMRIR AB..... | 53 21.4 | 110 49.5 |
| OMRIT AB..... | 50 25.1 | 112 55.6 |
| OMROD AB..... | 53 00.3 | 113 05.6 |
| OMSAT NL..... | 47 00.0 | 52 00.0 |
| OMSEB BC..... | 53 29.0 | 130 56.7 |
| OMSIK BC..... | 50 05.6 | 115 10.6 |
| OMSUN YT..... | 61 20.2 | 141 00.0 |
| OMTIS AB..... | 53 25.0 | 114 10.0 |
| OMTOL QC..... | 51 05.0 | 71 45.0 |
| OMVAN YT..... | 60 10.4 | 132 44.5 |
| OMVEG ON..... | 50 06.8 | 91 54.3 |
| OMVIN BC..... | 48 49.0 | 124 04.4 |
| ONBOS AB..... | 51 36.6 | 112 39.6 |
| ONDET AB..... | 54 34.5 | 118 17.8 |
| ONDUS BC..... | 51 39.0 | 117 19.0 |
| ONDUB QC..... | 45 41.6 | 76 26.3 |
| ORNAI (Oceanic)..... | 50 00.0 | 133 23.9 |
| OTAKU NU..... | 63 07.0 | 68 52.0 |
| OTARA AB..... | 50 37.4 | 114 03.6 |
| OTEPI AB..... | 55 00.1 | 119 14.7 |
| OTIKA BC..... | 49 15.6 | 123 41.7 |
| OTNIK ON..... | 46 24.2 | 83 38.3 |
| OTNIX BC..... | 49 20.0 | 126 30.0 |
| OTNOX ON..... | 48 41.5 | 89 53.7 |
| OTONA ON..... | 45 37.0 | 77 50.0 |
| OTOVU QC..... | 49 49.0 | 67 59.6 |
| OTPUS SK..... | 51 00.0 | 110 00.0 |
| OTVAD AB..... | 50 54.8 | 114 57.2 |
| OVATA SK..... | 52 06.0 | 108 00.0 |
| OVATU AB..... | 58 29.5 | 119 24.4 |
| OVBUG ON..... | 49 08.0 | 86 13.0 |
| OVBES NU..... | 87 00.0 | 60 00.0 |
| OVUNI QC..... | 48 18.4 | 78 31.6 |

| O (Cont'd) | (N)LAT | (W)LONG |
|-----------------------|---------|----------|
| OXASA ON | 46 21.8 | 79 25.5 |
| P | (N)LAT | (W)LONG |
| PARQE AB | 53 43.3 | 119 29.2 |
| PAULO NS | 45 15.2 | 63 20.1 |
| PEKRO NL | 53 09.4 | 64 06.2 |
| PEKVO QC | 47 00.0 | 76 54.0 |
| PELEE NU | 52 55.0 | 80 00.0 |
| PELMU MB | 50 35.0 | 97 04.0 |
| PELRI NU | 85 00.0 | 60 00.0 |
| PELSI QC | 58 05.0 | 67 00.0 |
| PELTU NL | 52 06.0 | 55 10.0 |
| PELVA AB | 54 00.0 | 114 40.0 |
| PEMDU SK | 49 00.2 | 108 29.9 |
| PEMILU ON | 50 47.0 | 80 00.0 |
| PEMPA SK | 49 53.6 | 104 19.2 |
| PENDR BC | 48 44.5 | 123 16.6 |
| PENGI BC | 48 53.5 | 123 08.2 |
| PENTU QC | 46 33.7 | 71 43.3 |
| PEPGO AB | 51 33.5 | 113 36.0 |
| PEPKI NL | 59 44.0 | 61 37.0 |
| PEPLA ON | 43 47.8 | 80 00.9 |
| PEPRA NL | 44 56.2 | 56 13.9 |
| PEPSA AB | 55 04.7 | 112 47.2 |
| PERKO ON | 47 29.7 | 81 55.0 |
| PERLU NL | 47 17.4 | 54 02.8 |
| PERTH ON | 44 33.5 | 76 42.3 |
| PERTU AB | 51 03.6 | 113 13.1 |
| PESAC QC | 46 32.9 | 72 11.2 |
| PETBO SK | 49 00.0 | 104 00.0 |
| PETMA SK | 56 05.6 | 106 03.1 |
| PETNO QC | 50 00.0 | 71 30.0 |
| PETPA (Oceanic) | 51 00.3 | 132 41.2 |
| PEVLU AB | 51 30.4 | 114 08.5 |
| PEVNI AB | 51 02.0 | 115 03.2 |
| PIBLI AB | 56 43.5 | 112 22.6 |
| PIBRO QC | 60 49.1 | 78 08.9 |
| PIBSO AB | 50 34.9 | 115 15.3 |
| PIDSO NL | 60 28.0 | 58 00.0 |
| PIDVI MB | 50 28.6 | 95 38.4 |
| PIDVU BC | 51 00.4 | 124 30.3 |
| PIGLA NU | 54 20.0 | 80 00.0 |
| PIGNA QC | 45 45.2 | 74 09.3 |
| PIKLA AB | 51 39.2 | 112 27.5 |
| PIKSA ON | 43 07.7 | 79 04.4 |
| PIKNA QC | 50 52.0 | 59 15.0 |
| PILPA NT | 62 42.0 | 112 44.8 |
| PINTE QC | 46 26.8 | 70 03.1 |
| PNASK BC | 49 45.4 | 119 58.0 |
| POLLE SK | 54 46.5 | 103 50.0 |
| POLTY QC | 45 54.0 | 75 48.7 |
| POPLR MB | 52 42.6 | 97 38.4 |
| PORGY (Oceanic) | 56 19.0 | 58 05.0 |
| PORTI NL | 46 30.0 | 52 00.0 |
| POTAT YT | 67 56.1 | 141 00.0 |
| POWOL BC | 50 12.3 | 124 44.7 |
| PRADA MB | 49 25.5 | 95 45.5 |
| PRAWN (Oceanic) | 57 12.2 | 59 10.8 |

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| P (Cont'd) | (N)LAT | (W)LONG |
|-----------------|------------|-------------|
| PRETY (Oceanic) | 49 00.0 | 132 26.6 |
| PRYCE BC | 52 14.3 | 128 45.0 |
| PULRE ON | 42 17.8 | 82 53.1 |
| PUPOV QC | 45 34.4 | 72 20.3 |
| PUSEL QC | 56 32.2 | 76 31.1 |
| PUSOD QC | 45 30.1 | 71 29.7 |
| PUTOL ON | 43 29.1 | 79 06.0 |
| PUVAX AB | 55 27.5 | 112 07.5 |
| PUXER QC | 45 24.0 | 72 51.3 |
| PUXIN BC | 51 20.7 | 130 45.3 |
| PUXOP NB | 45 56.7 | 66 26.4 |
| Q | (N)LAT | (W)LONG |
| QUBIS NB | 47 32.0 | 67 46.0 |
| R | (N)LAT | (W)LONG |
| RABIK QC | 45 17.9 | 72 36.6 |
| RABOX AB | 51 05.4 | 111 55.7 |
| RADEN QC | 45 55.9 | 76 01.6 |
| RADUN NL | 59 58.0 | 58 00.0 |
| RAFIN (Oceanic) | 44 53.0 | 51 48.3 |
| RAGIX ON | 43 32.6 | 78 57.4 |
| RAGUT BC | 50 49.6 | 117 29.0 |
| RAKAM ON | 44 01.3 | 76 29.7 |
| RAKAP ON | 43 25.1 | 82 12.1 |
| RANGR ON | 47 10.8 | 83 18.5 |
| RAPID BC | 54 14.5 | 121 34.2 |
| REEDO ON | 44 42.2 | 75 58.9 |
| REFEX SK | 52 42.1 | 110 00.0 |
| RELIC NL | 46 00.0 | 52 00.0 |
| RENNY NB | 48 24.8 | 61 49.0 |
| RESUM NT | 84 14.7 | 141 00.0 |
| REVAP BC | 51 22.8 | 121 41.3 |
| REVEN QC | 45 33.2 | 70 42.0 |
| REVIK NB | 46 53.7 | 67 46.1 |
| REVUB ON | 48 42.3 | 88 45.2 |
| REVUD ON | 43 49.4 | 80 49.6 |
| REZIN QC | 47 43.6 | 78 13.9 |
| RIBIR ON | 46 18.9 | 84 07.1 |
| RIBIT BC | 55 54.3 | 129 55.1 |
| RIBUN NT | 63 11.4 | 113 32.9 |
| RICPO ON | 42 13.4 | 82 41.6 |
| RIDOK SK | 57 25.7 | 106 32.2 |
| RIGAD AB | 51 43.2 | 114 22.9 |
| RIKAL NL | 51 48.0 | 54 32.0 |
| RIONA ON | 50 28.0 | 92 33.9 |
| RISKE BC | 52 13.7 | 122 48.8 |
| ROBBE QC | 51 08.6 | 70 00.0 |
| RODBO NU | 60 05.0 | 65 10.0 |
| RODKU AB | 52 06.7 | 113 23.6 |
| ROFFO AB | 53 24.0 | 119 00.0 |
| ROGSA QC | 46 07.4 | 71 41.7 |
| ROGVU QC | 48 51.1 | 68 12.9 |
| ROLBU BC | 48 53.0 | 125 21.8 |
| ROLLA BC | 55 45.8 | 120 00.1 |
| ROMDA SK | 56 20.6 | 102 26.1 |
| ROMRA BC | 52 02.8 | 117 39.2 |
| RONCH BC | 51 30.7 | 122 27.5 |

| R (Cont'd) | (N)LAT | (W)LONG |
|-----------------------|---------|----------|
| RONPU NU..... | 61 30.0 | 80 00.0 |
| ROPLA BC..... | 49 41.7 | 114 43.6 |
| ROPRO AB..... | 55 18.0 | 111 50.0 |
| RORMA MB..... | 49 56.4 | 96 43.4 |
| RORTU BC..... | 55 06.2 | 121 41.5 |
| ROTMA ON..... | 45 49.9 | 83 23.7 |
| ROUKE (Oceanic) | 48 00.0 | 131 32.0 |
| ROUND QC..... | 51 15.0 | 75 02.8 |
| ROVMA AB..... | 50 58.5 | 114 33.5 |
| ROVNA AB..... | 55 22.4 | 118 32.3 |
| ROYST BC..... | 49 35.5 | 125 07.6 |
| RUBDA NL..... | 45 47.7 | 56 32.9 |
| RUBKI ON..... | 44 14.9 | 82 15.4 |
| RUBKO NL..... | 52 20.0 | 60 58.0 |
| RUDVI SK..... | 49 00.0 | 105 00.0 |
| RUNNY BC..... | 52 50.4 | 121 59.8 |
| RYLEY AB..... | 53 16.4 | 112 19.2 |

| S | (N)LAT | (W)LONG |
|---------------|---------|----------|
| SAFOL BC..... | 49 04.6 | 122 42.0 |
| SANIN ON..... | 44 04.7 | 77 25.9 |
| SASID QC..... | 46 02.0 | 75 45.0 |
| SASOB ON..... | 49 24.7 | 82 28.2 |
| SATIS QC..... | 50 25.3 | 59 58.9 |
| SATOT QC..... | 45 50.5 | 74 15.5 |
| SATOV AB..... | 50 05.5 | 114 31.7 |
| SATUL AB..... | 50 40.4 | 113 30.7 |
| SATUX NB..... | 45 56.0 | 66 11.2 |
| SAVAK MB..... | 50 33.0 | 96 50.0 |
| SAVAT QC..... | 64 13.8 | 76 31.5 |
| SAVEL AB..... | 56 40.0 | 111 17.2 |
| SAVEX ON..... | 45 30.8 | 74 27.8 |
| SAVIT BC..... | 51 53.0 | 117 30.0 |
| SAVRY NL..... | 59 28.0 | 58 00.0 |
| SAXAN NL..... | 51 29.0 | 53 51.0 |
| SAXOL AB..... | 51 28.0 | 113 38.0 |
| SCOTS NS..... | 44 30.0 | 64 00.0 |
| SEATN BC..... | 50 42.2 | 122 22.1 |
| SEDEL AB..... | 50 40.0 | 114 51.4 |
| SEDIB MB..... | 51 04.4 | 97 21.3 |
| SEDOG ON..... | 44 00.6 | 79 35.1 |
| SEDUR SK..... | 54 06.8 | 106 41.1 |
| SEFFY SK..... | 51 23.4 | 107 08.3 |
| SEFIX BC..... | 48 44.6 | 126 42.5 |
| SEGAN ON..... | 50 00.0 | 89 20.0 |
| SEGEX BC..... | 48 55.1 | 124 59.3 |
| SEKAN AB..... | 51 47.8 | 114 50.0 |
| SEKIK AB..... | 56 55.5 | 111 55.2 |
| SEKOM AB..... | 49 38.1 | 113 35.2 |
| SELBO QC..... | 49 10.0 | 78 00.0 |
| SELUM AB..... | 55 31.1 | 112 50.1 |
| SEMPO AB..... | 49 41.7 | 111 38.2 |
| SEMRO QC..... | 46 16.7 | 74 12.6 |
| SEMTO NU..... | 59 14.0 | 67 00.0 |
| SENLU ON..... | 44 19.5 | 77 34.4 |
| SENNI NS..... | 44 44.0 | 64 09.9 |
| SERBO NL..... | 52 06.1 | 60 43.0 |
| SERNI QC..... | 55 05.3 | 66 53.0 |

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| S (Cont'd) | (N)LAT | (W)LONG |
|----------------------|---------|----------|
| SESDA AB..... | 51 11.3 | 113 13.1 |
| SETGA AB..... | 51 51.5 | 115 13.4 |
| SETGO ON..... | 45 16.1 | 81 36.2 |
| SEVMO AB..... | 55 34.4 | 113 10.1 |
| SHAIK QC..... | 51 33.5 | 66 32.8 |
| SHARD BC | 49 19.4 | 122 32.6 |
| SHAWI SK | 51 14.1 | 110 00.0 |
| SIDPO MB..... | 49 55.5 | 95 26.0 |
| SIGPA BC..... | 50 07.0 | 115 11.4 |
| SIGTA BC..... | 49 03.6 | 125 09.5 |
| SIKBO ON..... | 43 39.2 | 79 21.0 |
| SILNI NL..... | 52 46.5 | 66 14.0 |
| SILRO NL..... | 47 00.0 | 58 35.0 |
| SILVI QC..... | 45 47.0 | 72 22.9 |
| SILVR BC | 49 20.5 | 116 47.1 |
| SILVU ON..... | 45 44.6 | 81 54.9 |
| SIMLU (Oceanic)..... | 50 00.3 | 131 42.6 |
| SIMSU BC | 50 46.9 | 128 25.6 |
| SIMTA AB..... | 51 02.5 | 114 47.4 |
| SIMTO QC..... | 47 03.4 | 70 49.8 |
| SINGA NL..... | 59 13.0 | 61 05.0 |
| SINRO QC..... | 45 53.9 | 73 33.3 |
| SINVU NU..... | 76 51.5 | 75 36.4 |
| SKAHA BC | 49 25.1 | 119 35.1 |
| SKANI BC | 55 39.4 | 122 38.2 |
| SKYPO BC | 49 43.1 | 123 07.9 |
| SMARE QC..... | 46 19.6 | 78 09.8 |
| SOCAN QC..... | 53 46.8 | 75 00.0 |
| SODAC BC | 52 24.3 | 122 29.2 |
| SOINT BC | 50 36.4 | 126 54.6 |
| SOKYE QC | 46 21.5 | 72 51.1 |
| SPALD ON..... | 49 14.7 | 82 53.4 |
| SPARD BC | 55 26.4 | 122 16.1 |
| SPHRE ON..... | 42 01.6 | 82 04.2 |
| SPONJ (Oceanic)..... | 49 22.0 | 130 05.1 |
| SPOTE QC | 52 28.2 | 67 00.0 |
| SPRAE AB..... | 51 00.2 | 115 27.4 |
| SPURG ON..... | 46 08.5 | 80 52.8 |
| SPUZZ BC | 49 46.5 | 121 23.8 |
| SPYSR BC | 53 40.8 | 130 11.4 |
| SQUIM BC..... | 48 14.7 | 123 27.8 |
| SSUNN ON..... | 41 57.6 | 82 33.1 |
| STAFL ON..... | 48 27.0 | 81 04.4 |
| STAGG BC | 50 03.0 | 118 47.1 |
| STAHL BC | 54 43.0 | 121 25.2 |
| STAVE BC | 49 24.1 | 122 20.9 |
| STIGS AB | 49 00.0 | 113 34.4 |
| STOAN BC | 50 30.0 | 120 59.3 |
| STUMM BC | 50 21.3 | 119 51.0 |
| SULRY BC | 49 49.7 | 124 12.1 |
| SUPRY NL..... | 45 30.0 | 52 00.0 |
| SUSUB NL..... | 53 19.2 | 60 25.6 |
| SUTKO NL..... | 46 31.0 | 56 49.3 |
| SUVAK BC..... | 50 34.9 | 119 12.9 |
| SUXEG AB | 55 13.8 | 111 58.0 |

| T | (N)LAT | (W)LONG |
|----------------------|---------|----------|
| TADIS ON..... | 50 00.0 | 90 00.0 |
| TAFFY NB | 47 22.4 | 67 18.2 |
| TAGET QC | 46 53.0 | 75 49.2 |
| TAGIS QC..... | 61 35.3 | 71 55.8 |
| TAGIT AB | 57 08.3 | 112 04.9 |
| TAGRA NL..... | 47 10.7 | 57 04.7 |
| TAGUM ON | 43 28.9 | 82 09.8 |
| TAGUP MB | 50 52.9 | 96 11.7 |
| TAKIN QC..... | 45 50.2 | 72 51.1 |
| TAKOL QC..... | 45 39.0 | 75 11.9 |
| TALEB ON..... | 44 01.0 | 78 23.3 |
| TALGO (Oceanic)..... | 44 10.0 | 52 26.0 |
| TALNO QC | 45 00.0 | 74 19.9 |
| TAMKO QC..... | 46 02.9 | 73 54.7 |
| TAMRU (Oceanic)..... | 48 57.3 | 130 48.2 |
| TAMVU AB | 51 17.0 | 114 45.7 |
| TANGI ON | 44 23.1 | 79 24.1 |
| TANKO ON | 43 01.5 | 82 23.0 |
| TASTI NL..... | 52 39.8 | 61 39.2 |
| TAVMA QC | 46 45.7 | 71 43.0 |
| TAVRA AB | 56 09.0 | 111 11.1 |
| TAYTA NT | 71 33.7 | 141 00.0 |
| TEALS QC | 55 38.9 | 67 00.0 |
| TEFFO NU | 62 48.0 | 67 00.0 |
| TETAG AB | 54 04.3 | 114 08.0 |
| TENYA BC | 49 50.4 | 118 44.4 |
| TESUD NT | 63 01.4 | 113 05.8 |
| TESUK ON | 43 51.1 | 78 48.9 |
| TETOS ON | 43 18.6 | 80 39.3 |
| TEXED NL | 47 32.8 | 54 09.2 |
| TEXEX QC | 55 16.9 | 77 45.9 |
| TEXID ON | 43 35.0 | 78 58.0 |
| TEXUB NB | 46 15.3 | 64 29.8 |
| TEXUN NL | 53 00.0 | 61 51.0 |
| THURO ON | 45 33.4 | 74 54.5 |
| THYNE BC..... | 49 37.0 | 120 45.6 |
| TIBOY AK | 63 01.0 | 141 00.0 |
| TIGET ON..... | 44 23.4 | 77 09.7 |
| TIGIP NL..... | 55 26.9 | 60 13.7 |
| TIGOR NL | 47 24.9 | 54 06.8 |
| TOBIC ON | 43 38.7 | 79 34.9 |
| TONNY ON | 44 11.1 | 79 43.4 |
| TORNI ON | 45 06.0 | 76 13.9 |
| TOTAP MB | 49 25.0 | 99 40.0 |
| TOVAD YT | 61 37.8 | 140 58.9 |
| TOVED ON | 48 59.0 | 85 44.0 |
| TOVIS AB | 52 11.3 | 111 08.2 |
| TOVUM AB | 49 14.5 | 112 48.9 |
| TOXAB AB | 51 31.7 | 114 51.7 |
| TOXAL QC | 45 08.6 | 71 34.9 |
| TOXIP QC | 45 55.8 | 77 04.1 |
| TOXIT NL..... | 58 58.0 | 58 00.0 |
| TREEL BC | 49 21.4 | 123 51.9 |
| TRENA BC | 50 26.1 | 124 14.2 |
| TRUDY ON | 48 55.0 | 88 30.4 |
| TUDAN ON | 45 36.9 | 82 04.0 |
| TUDEP NL | 51 10.0 | 53 14.0 |

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| | T (Cont'd) | (N)LAT | (W)LONG |
|----------------|------------|---------|----------|
| TUDOX AB | | 50 07.4 | 111 12.7 |
| TUFAX QC | | 46 36.5 | 75 24.7 |
| TUGUB NB | | 45 58.9 | 67 45.1 |
| TUKAD MB | | 49 09.0 | 95 53.5 |
| TUKIR ON..... | | 45 15.1 | 76 14.3 |
| TULAG SK..... | | 56 41.9 | 107 53.4 |
| TULEG ON..... | | 43 43.9 | 76 43.2 |
| TULOB AB..... | | 50 35.6 | 114 45.8 |
| TULOV AB..... | | 50 55.6 | 111 28.5 |
| TUNNI QC | | 60 00.0 | 70 00.0 |
| TURNY AB | | 50 48.6 | 114 19.8 |
| TUSKY NS | | 43 33.9 | 67 00.0 |
| U | | | |
| UBTEV QC | | 48 44.8 | 65 02.0 |
| UBVAL AB | | 50 37.7 | 113 53.1 |
| UDBAM QC | | 46 45.4 | 71 58.9 |
| UDBOT ON..... | | 48 21.0 | 88 34.1 |
| UDBOX MB..... | | 50 00.0 | 100 00.0 |
| UDGAK QC..... | | 46 06.3 | 75 05.4 |
| UDGAN MB..... | | 49 56.2 | 99 02.6 |
| UDLUB QC..... | | 52 15.5 | 66 38.9 |
| UDMAP BC..... | | 49 06.0 | 128 33.9 |
| UDMAR NL..... | | 57 35.0 | 62 55.0 |
| UDMUG ON..... | | 44 52.9 | 78 58.9 |
| UDPAV AB..... | | 51 45.2 | 110 54.0 |
| UKNIX ON | | 42 56.8 | 78 55.8 |
| UKONA NT..... | | 63 06.9 | 113 18.5 |
| UKPAG ON..... | | 43 41.1 | 78 49.9 |
| UKPAM QC..... | | 45 58.5 | 72 33.3 |
| UKRAL AB..... | | 50 24.5 | 114 22.0 |
| UKRAM AB..... | | 52 46.1 | 113 56.4 |
| UKSAP AB..... | | 50 56.7 | 114 44.9 |
| UKSAR AB..... | | 56 46.5 | 111 59.4 |
| UKSIL QC..... | | 53 37.5 | 77 42.2 |
| ULBOD NU..... | | 62 50.9 | 69 52.6 |
| ULDON QC..... | | 50 58.3 | 72 19.4 |
| ULUTO ON..... | | 46 18.3 | 84 05.7 |
| UMESI NL..... | | 50 50.0 | 52 36.0 |
| UMETI NL..... | | 47 34.8 | 59 15.5 |
| URTAK NL..... | | 58 28.0 | 58 00.0 |
| URVAS QC..... | | 46 04.5 | 72 36.3 |
| URVEB BC | | 49 20.9 | 120 21.9 |
| USBAM PE | | 47 37.8 | 63 12.5 |
| V | | | |
| VANSI QC | | (N)LAT | (W)LONG |
| VARSY BC | | 51 29.5 | 76 00.0 |
| VEELA ON | | 49 17.2 | 123 17.1 |
| VEPSU QC | | 42 07.6 | 82 45.0 |
| VEPTU QC | | 45 47.7 | 73 19.8 |
| VERCH QC..... | | 54 38.0 | 75 00.0 |
| VERDO ON..... | | 58 12.9 | 65 00.0 |
| VERTI ON..... | | 43 46.3 | 78 46.0 |
| VERTU QC | | 45 15.0 | 74 50.5 |
| VESDO AB | | 51 30.3 | 59 45.4 |
| VESGO AB | | 49 58.7 | 111 19.1 |
| VESMI NL | | 54 40.0 | 111 30.0 |
| | | 57 58.0 | 58 00.0 |

| V (Cont'd) | (N)LAT | (W)LONG |
|-----------------------|---------|----------|
| VETBI AB..... | 51 12.1 | 113 25.4 |
| VETGI BC..... | 51 00.5 | 125 50.0 |
| VETRO ON..... | 50 12.0 | 80 00.0 |
| VEVKU QC..... | 45 27.5 | 73 55.8 |
| VIBGA BC..... | 48 55.8 | 124 51.5 |
| VIBNU QC..... | 45 53.3 | 73 31.6 |
| VIBRU ON..... | 44 20.9 | 76 01.3 |
| VIDGI AB..... | 55 21.7 | 119 12.4 |
| VIDGO QC..... | 46 02.8 | 74 29.8 |
| VIDKU (Oceanic) | 48 13.7 | 130 12.0 |
| VIDRI BC..... | 50 13.6 | 121 30.0 |
| VIGDU NB..... | 45 28.3 | 67 29.0 |
| VIGMA NS..... | 44 20.5 | 66 38.6 |
| VIGNA BC..... | 48 55.6 | 124 29.6 |
| VIGRO QC..... | 47 00.0 | 71 51.3 |
| VIGSO QC..... | 50 17.9 | 60 56.6 |
| VIKBU QC..... | 45 49.0 | 72 02.5 |
| VIKNO ON..... | 45 15.5 | 74 36.9 |
| VILPA MB..... | 50 03.8 | 96 49.1 |
| VILRO QC..... | 45 37.0 | 72 42.9 |
| VIMBA AB..... | 52 04.1 | 114 30.6 |
| VINKO AB..... | 50 57.8 | 110 00.0 |
| VINSI NL..... | 47 53.9 | 57 22.0 |
| VIPKA QC..... | 52 13.9 | 67 58.7 |
| VIPRI ON..... | 43 40.6 | 79 10.1 |
| VIPVA AB..... | 54 07.8 | 112 43.1 |
| VIRSO NU..... | 54 00.0 | 80 00.0 |
| VITEV BC..... | 49 28.2 | 122 10.4 |
| VITOL NS..... | 41 47.0 | 67 00.0 |
| VITOV ON..... | 43 55.6 | 80 29.2 |
| VITUX NB..... | 45 18.1 | 66 16.9 |
| VIVIL QC..... | 46 09.7 | 70 53.2 |
| VIVUG AB..... | 55 32.7 | 111 47.6 |
| VLADI MI..... | 42 38.6 | 82 43.5 |
| VOBOK QC..... | 45 24.8 | 73 07.8 |
| VOBUD BC..... | 50 07.7 | 117 16.6 |
| VOBUK AB..... | 49 43.0 | 113 12.0 |
| VODEK NU..... | 63 50.0 | 70 00.0 |
| VODIX QC..... | 47 32.5 | 69 14.2 |
| VODOO AB..... | 59 15.7 | 117 56.1 |
| VOGET NS..... | 45 00.6 | 63 58.5 |
| VOGOK NT..... | 61 47.2 | 121 15.7 |
| VOKAR NL..... | 53 30.0 | 62 34.0 |
| VOKIM AB..... | 51 30.9 | 115 01.0 |
| VOKUL SK..... | 54 08.5 | 105 01.3 |
| VOKET QC..... | 51 30.0 | 67 00.0 |
| VOLOB YT..... | 70 30.0 | 141 00.0 |
| VUCAN QC..... | 49 53.9 | 71 15.2 |

| W | (N)LAT | (W)LONG |
|----------------|---------|----------|
| WAINN AB | 53 02.0 | 110 50.0 |
| WALAC ON..... | 45 46.7 | 82 03.6 |
| WALPP ON..... | 44 31.6 | 80 45.2 |
| WALSH AB..... | 50 03.6 | 110 00.0 |
| WALUP BC..... | 53 47.6 | 120 34.2 |
| WARDS QC..... | 45 00.8 | 73 11.5 |
| WASEN BC..... | 51 34.7 | 117 13.0 |
| WELLF BC..... | 50 54.5 | 116 36.1 |

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| | W (Cont'd) | (N)LAT | (W)LONG |
|----------------|-------------------|---------------|----------------|
| WEPIL ON | | 42 20.2 | 82 38.7 |
| WHATS BC | | 49 58.0 | 118 16.3 |
| WHIST SK | | 49 55.9 | 102 40.9 |
| WHORT BC | | 49 44.5 | 120 21.9 |
| WIGHT BC | | 50 42.0 | 122 46.2 |
| WIGNO BC | | 51 42.0 | 122 48.3 |
| WNGMT ON..... | | 42 27.0 | 82 19.6 |
| WOFFI BC | | 49 58.2 | 116 08.6 |
| WOPAC QC | | 48 39.6 | 67 18.7 |
| WTEVR ON | | 42 27.8 | 81 44.0 |
| WTMAN BC | | 50 15.2 | 119 25.2 |
| WYLDE AB | | 53 36.9 | 114 53.6 |

X

| | (N)LAT | (W)LONG |
|----------------|---------------|----------------|
| XEXUL ON..... | 50 11.0 | 86 41.8 |
| XIBUL NB | 45 17.7 | 67 27.3 |
| XOROB QC | 45 52.5 | 73 02.3 |
| XOVON MB | 51 00.0 | 100 00.0 |
| XUDEV QC | 50 12.5 | 66 40.5 |

Y

| | (N)LAT | (W)LONG |
|----------------|---------------|----------------|
| YAROW BC | 50 27.6 | 121 23.3 |
| YARRK ON | 42 31.4 | 81 16.1 |
| YARRO BC | 49 04.3 | 122 02.9 |
| YOUNG SK | 51 51.3 | 105 06.4 |

AERONAUTICAL CHART DISTRIBUTORS**BRITISH COLUMBIA**

Vancouver: Pacific Flying Club, Boundary Bay Airport #96-4400,
72 Street Delta, BC V4K 5B3
www.pacificflying.com
Tel: (604) 946-0011 Fax: (604) 946-0821

ALBERTA

Calgary: Calgary Pilot Supply Ltd., 435 McTavish Rd NE Calgary, AB T2E 7G4
www.pilotshop.ca
Tel: (403)296-0096 Fax: (403)296-0099

Map Connection Distributors, 100-400 5th Avenue SW, Calgary, AB, T2P 0L6
www.mapconnection.com
Tel: (403)266-2241 Fax: (403)266-2356

MANITOBA

Winnipeg: Manitoba Conservation, 1007 Century Street, Winnipeg, MB, R3H 0W4
Tel: (204)945-6670 Fax: (204)945-1365
Toll Free: 1-877-627-7226

ONTARIO

Brantford: Aircraft Spruce & Specialty Co., A Division of Irwin International Inc.,
150 Aviation Ave., Brantford, ON, N3T 5L7
www.aircraftspruce.ca
Tel: (519) 759-5017 Fax: (519) 759-8964

Breslau: Hammond Aviation, 79 Woolwich St. S., Unit #2, Breslau, ON, N0B 1M0
marketing@hammondaviation.com
Tel: (519)648-3464 Fax: (519)648-3466
Toll Free: 1-888-256-1106

Ottawa: World of Maps, 1235 Wellington St., Ottawa, ON, K1Y 3A3
www.worldofmaps.com
Tel: (613) 724-6776 Fax: (613) 724-7776

QUÉBEC

Montréal: Aux Quatre Points Cardinaux Enr., 551 Ontario Est, Montréal, QC, H2L 1N8
aqpcinc@yahoo.ca
Tel: (514)843-8116 Fax: (514)843-9644
Toll Free: 1-888-843-8116

St. Bruno: VIP Pilot Centre, 1375-12 Marie-Victorin, St-Bruno, QC, J3V 6B7
www.vippilot.com
Tel: (450)461-1888 Fax: (450)461-1489
Toll Free: 1-800-361-1696

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UNITED STATES OF AMERICA**OHIO (OH)**

Batavia: Sporty's Pilot Shop, Clermont County Airport, Batavia, OH, 45103
www.sportys.com
Tel: (513)735-9100 Fax: (513)735-9200
Toll Free: 1-800-776-7897 (US Only) Toll Free Fax: 1-800-543-8633

ALASKA (AK)

Anchorage: Northern Lights Avionics, 940 Merrill Field Dr., Anchorage, AK, 99501
Tel: (907) 277-4811 Fax: (907) 278-6651
Toll Free: 1-800-478-4811

CALIFORNIA (CA)

Corona: Aircraft Spruce & Specialty Co., A Division of Irwin International Inc.,
225 Airport Circle, Corona, CA, 92880
www.aircraftspruce.com
Tel: (951) 372-9555 Fax: (951) 372-0555
Toll-Free: 1-800-329-3020 or 1-877-477-4823

GEORGIA (GA)

Peachtree City: Aircraft Spruce & Specialty Co., A Division of Irwin International Inc.,
452 Dividend Dr., Peachtree City, GA, 30269
www.aircraftspruce.com
Tel: (770) 487-2310 Fax: (770) 487-2308
Toll-Free: 1-800-329-3020 or 1-877-477-4823

ILLINOIS (IL)

Chicago: Aircraft Spruce & Specialty Co., Irwin Int'l Midwest
1110 Commerce Dr., West Chicago, IL, 60185
www.aircraftspruce.com
Tel: 630-231-3570 Fax: 630-231-3670
Toll Free: 877-477-7823 or 1-800-329-3020

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SAMPLE

D2 RADIO NAVIGATION AND COMMUNICATIONS

DME FREQUENCY PAIRING PLAN

The following list of paired "X" and "Y" DME frequencies is provided to allow DME equipped aircraft to use the DME function of TACAN's not collocated with a VOR. The "Y" frequencies are generally associated with an ILS. ICAO Annex 10, Vol. 1 refers.

| VOR- ILS Freq MHz | TACAN Channel | VOR- ILS Freq MHz | TACAN Channel | VOR Freq MHz | TACAN Channel | VOR Freq MHz | TACAN Channel |
|----------------------------|------------------|----------------------------|------------------|--------------------|------------------|--------------------|------------------|
| 108.00 | 17X | 109.95 | 36Y | 111.90 | 56X | 113.85 | 85Y |
| 108.05 | 17Y | 110.00 | 37X | 111.95 | 56Y | 113.90 | 86X |
| 108.10 | 18X | 110.05 | 37Y | 112.00 | 57X | 113.95 | 86Y |
| 108.15 | 18Y | 110.10 | 38X | 112.05 | 57Y | 114.00 | 87X |
| 108.20 | 19X | 110.15 | 38Y | 112.10 | 58X | 114.05 | 87Y |
| 108.25 | 19Y | 110.20 | 39X | 112.15 | 58Y | 114.10 | 88X |
| 108.30 | 20X | 110.25 | 39Y | 112.20 | 59X | 114.15 | 88Y |
| 108.35 | 20Y | 110.30 | 40X | 112.25 | 59Y | 114.20 | 89X |
| 108.40 | 21X | 110.35 | 40Y | 112.30 | 70X | 114.25 | 89Y |
| 108.45 | 21Y | 110.40 | 41X | 112.35 | 70Y | 114.30 | 90X |
| 108.50 | 22X | 110.45 | 41Y | 112.40 | 71X | 114.35 | 90Y |
| 108.55 | 22Y | 110.50 | 42X | 112.45 | 71Y | 114.40 | 91X |
| 108.60 | 23X | 110.55 | 42Y | 112.50 | 72X | 114.45 | 91Y |
| 108.65 | 23Y | 110.60 | 43X | 112.55 | 72Y | 114.50 | 92X |
| 108.70 | 24X | 110.65 | 43Y | 112.60 | 73X | 114.55 | 92Y |
| 108.75 | 24Y | 110.70 | 44X | 112.65 | 73Y | 114.60 | 93X |
| 108.80 | 25X | 110.75 | 44Y | 112.70 | 74X | 114.65 | 93Y |
| 108.85 | 25Y | 110.80 | 45X | 112.75 | 74Y | 114.70 | 94X |
| 108.90 | 26X | 110.85 | 45Y | 112.80 | 75X | 114.75 | 94Y |
| 108.95 | 26Y | 110.90 | 46X | 112.85 | 75Y | 114.80 | 95X |
| 109.00 | 27X | 110.95 | 46Y | 112.90 | 76X | 114.85 | 95Y |
| 109.05 | 27Y | 111.00 | 47X | 112.95 | 76Y | 114.90 | 96X |
| 109.10 | 28X | 111.05 | 47Y | 113.00 | 77X | 114.95 | 96Y |
| 109.15 | 28Y | 111.10 | 48X | 113.05 | 77Y | 115.00 | 97X |
| 109.20 | 29X | 111.15 | 48Y | 113.10 | 78X | 115.05 | 97Y |
| 109.25 | 29Y | 111.20 | 49X | 113.15 | 78Y | 115.10 | 98X |
| 109.30 | 30X | 111.25 | 49Y | 113.20 | 79X | 115.15 | 98Y |
| 109.35 | 30Y | 111.30 | 50X | 113.25 | 79Y | 115.20 | 99X |
| 109.40 | 31X | 111.35 | 50Y | 113.30 | 80X | 115.25 | 99Y |
| 109.45 | 31Y | 111.40 | 51X | 113.35 | 80Y | 115.30 | 100X |
| 109.50 | 32X | 111.45 | 51Y | 113.40 | 81X | 115.35 | 100Y |
| 109.55 | 32Y | 111.50 | 52X | 113.45 | 81Y | 115.40 | 101X |
| 109.60 | 33X | 111.55 | 52Y | 113.50 | 82X | 115.45 | 101Y |
| 109.65 | 33Y | 111.60 | 53X | 113.55 | 82Y | 115.50 | 102X |
| 109.70 | 34X | 111.65 | 53Y | 113.60 | 83X | 115.55 | 102Y |
| 109.75 | 34Y | 111.70 | 54X | 113.65 | 83Y | 115.60 | 103X |
| 109.80 | 35X | 111.75 | 54Y | 113.70 | 84X | 115.65 | 103Y |
| 109.85 | 35Y | 111.80 | 55X | 113.75 | 84Y | 115.70 | 104X |
| 109.90 | 36X | 111.85 | 55Y | 113.80 | 85X | 115.75 | 104Y |

RADIO NAVIGATION AND COMMUNICATIONS D3

| VOR- ILS Freq MHz | TACAN Channel | VOR- ILS Freq MHz | TACAN Channel | VOR Freq MHz | TACAN Channel | VOR Freq MHz | TACAN Channel |
|----------------------------|------------------|----------------------------|------------------|--------------------|------------------|--------------------|------------------|
| 115.80 | 105X | 116.35 | 110Y | 116.90 | 116X | 117.45 | 121Y |
| 115.85 | 105Y | 116.40 | 111X | 116.95 | 116Y | 117.50 | 122X |
| 115.90 | 106X | 116.45 | 111Y | 117.00 | 117X | 117.55 | 122Y |
| 115.95 | 106Y | 116.50 | 112X | 117.05 | 117Y | 117.60 | 123X |
| 116.00 | 107X | 116.55 | 112Y | 117.10 | 118X | 117.65 | 123Y |
| 116.05 | 107Y | 116.60 | 113X | 117.15 | 118Y | 117.70 | 124X |
| 116.10 | 108X | 116.65 | 113Y | 117.20 | 119X | 117.75 | 124Y |
| 116.15 | 108Y | 116.70 | 114X | 117.25 | 119Y | 117.80 | 125X |
| 116.20 | 109X | 116.75 | 114Y | 117.30 | 120X | 117.85 | 125Y |
| 116.25 | 109Y | 116.80 | 115X | 117.35 | 120Y | 117.90 | 126X |
| 116.30 | 110X | 116.85 | 115Y | 117.40 | 121X | 117.95 | 126Y |

SAMPLE

D4 RADIO NAVIGATION AND COMMUNICATIONS**VOR FACILITIES WITH REDUCED SERVICE VOLUMES**

(Service volume is that volume of airspace where adequate co-channel and adjacent channel protection is provided.)

VOR frequency assignments in Canada are normally protected against co-channel interference to a maximum radius of 200NM from the facility. However, in the Quebec City - Windsor - Sault Ste. Marie triangle the protection is only 150NM. Exceptions to these standards appear in the following table:

| Location | Service volume | VOR frequency |
|------------------|--|----------------------|
| Midland ON | VOR/DME 125 NM | 112.8 MHz |
| Quebec QC | VORTAC 125 NM | 112.8 MHz |
| Coehill ON | VOR/DME 055° clkwz to 145° 100 NM 145° clkwz to 235° 40 NM 235° clkwz to 055° 150 NM | 115.1 MHz |
| Beauce QC | VOR/DME 135° clkwz to 275° 100 NM 275° clkwz to 315° 150 NM 315° clkwz to 135° 200 NM | 117.2 MHz |
| Geraldton ON | VOR/DME 135° clkwz to 250° 150 NM 250° clkwz to 135° 200 NM | 114.2 MHz |
| Prince George BC | VOR/DME Scalloping may be experienced on all radials from 20-60 NM | 112.3 MHz |
| Sept-Iles QC | VOR/DME R-112 possibility of scalloping between 30 and 50 NM | 114.5MHz |
| Whitehorse YT | VOR/DME R-074 is occasionally subject to severe scalloping | 116.6 MHz |

RADIO NAVIGATION AIDS BY LOCATION

This section provides variation information on VHF/UHF NAVAID facilities that do not fit into Section B "Aerodrome/Facility Directory", NAVIGATION (NAV).

Magnetic variation values for NDBs and magnetic declination values for which VORs and TACANs are physically set are shown.

Omission of a variation value indicates that magnetic variation data is not available for that location.

Any NOTAM regarding Canadian navigation facilities are issued under the appropriate NOTAM series, in accordance with their dissemination category. For more information on how to obtain NOTAM, NOTAM Regions and dissemination categories, consult AIP Canada (ICAO).

RADIO NAVIGATION AIDS BY LOCATION

| Name | Type | Indicator(Aux Code) | Freq/Ch | (N)Lat | (W)Long | Elev | Var/Dec |
|---|---------|---------------------|------------|----------|-----------|------|---------|
| Active Pass, BC | NDB | AP | 378(L) | 48 52 26 | 123 17 24 | | 16E |
| Akureyri, Iceland | VOR/DME | AKI | 113.6/83X | 65 45 35 | 18 00 15 | | |
| Akureyri, Iceland | NDB | AR | 334(LZ) | 65 45 21 | 18 05 23 | | |
| Ameson, ON | VOR/DME | YAN | 112.4/71 | 49 46 41 | 84 35 28 | | 8W |
| Angissoq, Gnld. | NDB | AS | 318(L) | 59 59 00 | 45 10 00 | | |
| Ashcroft, BC | NDB | YZA | 236(M) | 50 42 07 | 121 19 13 | | 16E |
| Beechy, SK | NDB | BY | 212(M) | 50 50 32 | 107 27 37 | 2250 | 10E |
| Bermuda,Bermuda | VORTAC | BDA | 113.9/86 | 32 21 51 | 64 41 22 | | |
| Bjartangar, Iceland | NDB | BT | 287.3 | 65 30 10 | 24 32 00 | | |
| Blonduós, Iceland | NDB | BL | 351 | 65 41 30 | 20 18 00 | | |
| Broadview, SK | VOR/DME | YDR | 117.5/122 | 50 21 47 | 102 32 25 | 2024 | 7E |
| Broughton (Qikiqtarjuaq), NU | NDB | YJI | 237(M) | 67 33 44 | 64 01 06 | 167 | |
| Campbellford, ON | DME | YCF | 82 | 44 19 59 | 77 42 17 | 636 | |
| Christianshaab, Gnld. | NDB | CH | 265(L) | 68 49 30 | 51 12 30 | | |
| Coehill, ON | VOR/DME | VIE | 115.1/98 | 44 39 39 | 77 53 17 | | 12W |
| Dafoe, SK | NDB | VX | 368(L) | 51 52 23 | 104 34 11 | | 9E |
| Delta, MB | NDB | UDE | 269(L) | 50 09 59 | 98 18 26 | | 4E |
| Edmonton, AB | NDB | XD | 266(M) | 53 38 37 | 113 30 46 | | 17E |
| Egedesminde, Gnld. | NDB | EM | 215(L) | 68 42 36 | 52 50 36 | | |
| Ellidavatn, Iceland | NDB | EL | 335(M) | 64 04 48 | 21 46 26 | | |
| Enderby, BC | VOR/DME | YNY | 115.2/99 | 50 40 40 | 118 56 20 | 6647 | 16E |
| Enderby, BC | NDB | NY | 350(M) | 50 39 00 | 118 55 32 | | 16E |
| Flores, Azores | NDB | FLO | 270(M) | 39 26 37 | 31 09 49 | | |
| Frederikshaab, Gnld. | NDB | FH | 331(L) | 61 59 50 | 49 39 07 | | |
| Gardur (Husavik), Iceland | NDB | GA | 377(L) | 65 52 41 | 17 27 50 | | |
| Gibraltar Point (Toronto/Billy Bishop Toronto City Airport), ON | NDB | TZ | 257(L) | 43 36 46 | 79 23 08 | | 11W |
| Gjogur, Iceland | NDB | GJ | 340 | 65 59 49 | 21 20 15 | | |
| Godhavn, Gnld. | NDB | GN | 306(M) | 69 14 42 | 53 32 00 | | |
| Goltur, Iceland | NDB | GV | 310.3 | 66 09 48 | 23 34 24 | | |
| Graciosa, Azores | NDB | GRA | 283(M) | 39 05 00 | 28 01 00 | | |
| Greely (Ottawa Intl), ON | NDB | YRR | 377(L) | 45 16 05 | 75 34 24 | | 14W |
| Grimsey, Iceland | NDB | GR | 308(L) | 66 31 36 | 17 59 06 | | |
| Grof (Reykjavik), Iceland | NDB | GF | 319(L) | 64 08 59 | 21 56 30 | | |
| Harper Ranch, BC | NDB | YZK | 414(L) | 50 42 05 | 120 25 41 | | 16E |
| Hegranes, Iceland | NDB | HE | 362(L) | 65 45 05 | 19 31 23 | | |
| Hjalteyri, Iceland | NDB | HJ | 319(L) | 65 50 56 | 18 11 40 | | |
| Hofsa, Iceland | NDB | HA | 348 | 65 37 46 | 15 02 29 | | |
| Holmavík, Iceland | NDB | HK | 366 | 65 38 38 | 21 28 46 | | |
| Holsteinsborg, Gnld. | NDB | HB | 328(H) | 66 56 13 | 53 42 15 | | |
| Hornbjarg, Iceland | NDB | HO | 298.8(M) | 66 24 44 | 22 23 02 | | |
| Husavik, Iceland | NDB | HS | 329(M) | 65 55 37 | 17 26 20 | | |
| Ilulissat, Gnld. | NDB | JV | 367(L) | 69 14 34 | 51 04 40 | | |
| Ilulissat, Gnld. | DME | JA | 111.95/56Y | 69 14 29 | 51 03 58 | | |
| Ingo, Iceland | VOR/DME | ING | 112.4/71 | 63 48 11 | 16 38 17 | | |
| Jan Mayen, Norway | NDB | JAN | 362 | 70 56 41 | 08 40 12 | | |

D6 RADIO NAVIGATION AND COMMUNICATIONS

RADIO NAVIGATION AIDS BY LOCATION (Cont'd)

| Name | Type | Indicator(Aux Code) | Freq/Ch | (N)Lat | (W)Long | Elev | Var/ Dec |
|---|---------|---------------------|-------------|----------|-----------|------|-------------|
| Julianeaba, Gnld. | NDB | JH | 265(L) | 60 43 30 | 46 02 00 | | |
| Kangerlussuaq, Gnld. | DME | ISF | 109.55/32Y | 67 01 07 | 50 40 56 | | |
| Killaloe, ON | VOR/DME | YXI | 115.6/103 | 45 39 47 | 77 36 10 | | 12W |
| Kook Islands, Gnld. | NDB | KU | 298(M) | 64 04 17 | 52 01 03 | | |
| Kopasker, Iceland | NDB | KP | 400(L) | 66 18 08 | 16 27 00 | | |
| Laberge (Whitehorse), YT | NDB | JB | 236(L) | 60 56 58 | 135 08 16 | | 19E |
| Langholt, Iceland | NDB | LA | 344(L) | 65 34 38 | 19 29 20 | | |
| Langruth, MB | VOR/DME | VLR | 112.2/59 | 50 25 20 | 98 43 25 | 935 | 5E |
| Malarrif, Iceland | NDB | MA | 303.4(M) | 64 43 41 | 23 48 29 | | |
| Mans, ON | VOR/DME | YMS | 114.5/92 | 44 08 35 | 80 08 47 | | 9W |
| Marmorilik, Gnld. | NDB | MAR | 322(L) | 71 07 41 | 51 13 21 | | |
| Miquelon, France | NDB | MQ | 402 (L) | 47 05 51 | 56 23 09 | | 21W |
| Nanortalik, Gnld. | NDB | NN | 270(L) | 60 08 45 | 45 15 20 | | |
| Naramata (Penticton), BC | NDB | UNT | 312(M) | 49 35 50 | 119 36 10 | | 15E |
| Narsaq, Gnld. | NDB | NS | 404(L) | 60 53 54 | 46 00 46 | | |
| Nes (Reykjavik), Iceland | NDB | NS | 370(L) | 64 08 03 | 21 57 49 | | |
| Nordfjordur, Iceland | NDB | NF | 325(M) | 65 08 00 | 13 44 39 | | |
| Ogur, Iceland | NDB | OG | 400(L) | 66 02 36 | 22 41 18 | | |
| Okanagan (Penticton), BC | NDB | ON | 356(L) | 49 20 33 | 119 34 08 | | 18E |
| Pabok (Du Rocher-Percé), QC | NDB | W7 | 219(M) | 48 22 54 | 64 33 50 | | 18W |
| Paine (Snohomish Co (Paine Fld)), WA | VOR/DME | PAE | 110.6/43 | 47 55 11 | 122 16 40 | 670 | 20E |
| Patreksfjordur, Iceland | NDB | PA | 348(M) | 65 33 30 | 23 58 20 | | |
| Prins Christian Sund, Gnld. | NDB | OZN | 372(H) | 60 03 32 | 43 09 49 | | |
| Raufarhofn, Iceland | NDB | RG | 301.1(M) | 66 27 12 | 15 57 12 | | |
| Reykholtsdalur, Iceland | NDB | RH | 325(L) | 64 39 52 | 21 17 35 | | |
| Reykjanest, Iceland | NDB | RN | 291.9(M) | 63 48 53 | 22 42 53 | | |
| Reykjanesskóli, Iceland | NDB | RE | 316(M) | 65 55 37 | 22 25 55 | | |
| Rif, Iceland | NDB | RF | 330 | 64 54 42 | 23 49 24 | | |
| Robinson (Whitehorse), YT | NDB | PJ | 329(L) | 60 26 22 | 134 51 40 | | 19E |
| Sable Island, NS | NDB | 1B | 277(M) | 43 55 50 | 60 01 22 | | 20W |
| Saguenay, QC | VOR/DME | VBS | 114.2/89 | 48 01 02 | 71 16 09 | 2918 | 17W |
| St-Felix-de-Valois, QC | NDB | UFX | 260(L) | 46 11 33 | 73 25 09 | | 16W |
| Sao Miguel, Azores | NDB | MGL | 371(M) | 37 44 00 | 25 35 00 | | |
| Sault Ste. Marie, MI | VOR/DME | SSM | 112.2/59 | 46 24 44 | 84 18 54 | | 4W |
| Scoresbysund, Gnld. | NDB | SC | 343(M) | 70 29 12 | 21 57 36 | | |
| Simcoe, ON | VOR/DME | YSO | 117.35/120Y | 44 14 18 | 79 10 18 | 932 | 10W |
| SimiutAQ, Gnld. | NDB | SI | 279(M) | 60 41 00 | 46 36 00 | | |
| Skagafjörður, Iceland | NDB | SM | 312.6 | 66 07 12 | 20 06 12 | | |
| Skagi, Iceland | NDB | SA | 379(L) | 64 18 21 | 21 58 18 | | |
| Skookum (Cranbrook), BC | NDB | SX | 368(M) | 49 57 18 | 115 47 32 | 2830 | 17E |
| Slettuhlid, Iceland | NDB | SD | 370(L) | 66 04 00 | 19 20 06 | | |
| Stykkisholmur, Iceland | NDB | SU | 382(M) | 65 03 36 | 22 45 20 | | |
| Tatoosh, WA | VORTAC | TOU | 112.2/59 | 48 17 59 | 124 37 37 | 1652 | 22E |
| Thorshofn, Iceland | NDB | TH | 339(M) | 66 15 03 | 15 16 04 | | |
| Torbay, NL | VOR/DME | YYT | 113.5/82 | 47 29 07 | 52 51 08 | | 17W |
| Turner Valley, AB | NDB | TV | 299(L) | 50 45 00 | 114 22 06 | | 15E |
| Upernavik, Gnld. | NDB | UP | 399(M) | 72 47 35 | 56 09 14 | | |
| Vopnafjordur, Iceland | NDB | VP | 393(M) | 65 42 59 | 14 51 14 | | |
| Whatcom, WA | VORTAC | HUH | 113.0/77 | 48 56 43 | 122 34 45 | 80 | 20E |
| White Rock (Abbotsford), BC | NDB | WC | 332(L) | 49 00 12 | 122 45 01 | | 16E |

RADIO NAVIGATION AIDS BY INDICATOR

This section provides variation and location information on VHF/UHF NAVAID facilities.

Magnetic variation values for NDBs and magnetic declination values for which VORs and TACANs are physically set are shown.

Omission of a variation value indicates that magnetic variation data is not available for that location.

RADIO NAVIGATION AIDS BY INDICATOR

| INDICATOR | NAME | (N)LAT | (W)LONG | VAR/DEC |
|-----------|---|---------|----------|---------|
| A | | | | |
| AC | Pleasant Lake (Yarmouth), NS, NDB | 43 51.7 | 66 02.6 | 17W |
| AKI | Akureyri, Iceland, VOR/DME | 65 45.6 | 18 00.2 | |
| ANN | Annette Island, AK, VORTAC..... | 55 03.6 | 131 34.7 | |
| AP | Active Pass, BC, NDB | 48 52.4 | 123 17.4 | 16E |
| AR | Akureyri, Iceland, NDB | 65 45.4 | 18 05.4 | |
| AS | Angissoq, Gnld, NDB..... | 59 59.0 | 45 10.0 | |
| AY | St. Anthony, NL, NDB | 51 23.2 | 56 05.7 | 20W |
| A5 | Chinchaga, AB, NDB..... | 57 32.7 | 119 6.7 | 18E |
| B | | | | |
| BDA | Bermuda, Bermuda, VORTAC | 32 21.9 | 64 41.4 | |
| BGR | Bangor, ME, VORTAC..... | 44 50.5 | 68 52.5 | 19W |
| BK | Baker Lake, NU, NDB..... | 64 18.9 | 96 03.9 | |
| BL | Blonduos, Iceland, NDB | 65 41.5 | 20 18.0 | |
| BM | Balmoral, MB, NDB | 50 08.2 | 97 18.6 | 3E |
| BR | Brandon, MB, NDB | 49 54.5 | 100 04.4 | 7E |
| BR | Breidavat, Iceland, NDB | 65 20.0 | 14 22.4 | |
| BT | Bjartangar, Iceland, NDB..... | 65 30.2 | 24 32.0 | |
| BV | Champlain (Québec/Jean Lesage Intl), QC, NDB | 46 52.3 | 71 16.9 | 17W |
| BX | Blanc-Sablon (Lourdes-de-Blanc-Sablon), QC, NDB | 51 25.3 | 57 12.2 | 20W |
| BY | Beechy, SK, NDB | 50 50.5 | 107 27.6 | 10E |
| B5 | Gunisao Lake, MB, NDB | 53 31.3 | 96 22.5 | 3E |
| C | | | | |
| CA | Cartwright, NL, NDB | 53 42.5 | 57 01.3 | 22W |
| CB | Cambridge Bay, NU, NDB | 69 06.9 | 105 01.0 | |
| CG | Castlegar, BC, NDB | 49 26.8 | 117 34.5 | 16E |
| CH | Christianshaab, Gnld, NDB | 68 49.5 | 51 12.5 | |
| CI | Koloe, MI, NDB | 46 19.9 | 84 32.5 | 6W |
| CL | Charlo, NB, NDB | 48 00.5 | 66 26.2 | 18W |
| D | | | | |
| DA | Dawson City, YT, NDB | 64 01.7 | 139 10.1 | 19E |
| DA | Kulusuk, Gnld, NDB | 65 34.3 | 37 12.7 | |
| DC | Princeton, BC, NDB | 49 28.2 | 120 31.0 | 16E |
| DL | Pykla (Duluth), MN, NDB | 46 50.8 | 92 21.3 | 3E |
| DN | Dauphin, MB, NDB | 51 05.9 | 100 03.7 | 7E |
| D3 | Ponoka Indus, AB, NDB | 52 41.0 | 113 36.4 | 14E |
| D6 | Fairmont Hot Springs, BC, NDB | 50 19.6 | 115 52.6 | 14E |
| D7 | Kincardine, ON, NDB | 44 12.2 | 81 36.2 | 9W |

D8 RADIO NAVIGATION AND COMMUNICATIONS

RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

| INDICATOR | NAME | E | (N)LAT | (W)LONG | VAR/DEC |
|-----------|---|---|---------|----------|---------|
| EB | Namao, AB, NDB | | 53 40.1 | 113 27.6 | 14E |
| EF | Champion (Castlegar/West Kootenay Regional), BC, NDB | | 49 15.4 | 117 38.1 | 16E |
| EG | Egilsstadir, Iceland, NDB | | 65 13.9 | 14 27.3 | |
| EL | Ellidavatn, Iceland, NDB | | 64 04.8 | 21 46.4 | |
| EM | Egedesminde, Gnld, NDB | | 68 42.6 | 52 50.6 | |
| EV | Inuvik, NT, NDB | | 68 19.6 | 133 35.6 | 21E |
| EX | Rutland (Kelowna), BC, NDB | | 49 56.4 | 119 22.5 | 15E |
| E3 | Wabasca, AB, NDB | | 55 57.8 | 113 49.4 | 16E |
| E3 | Wabasca, AB, DME | | 55 57.8 | 113 49.4 | |
| E8 | Natuashish, NL, NDB | | 55 54.7 | 61 11.4 | 23W |
| F | | | | | |
| FC | Fredericton, NB, NDB | | 45 55.0 | 66 36.0 | 17W |
| FD | Brantford, ON, NDB | | 43 04.4 | 80 25.0 | 9W |
| FH | Frederikshaab, Gnld, NDB | | 61 59.8 | 49 39.1 | |
| FIL | Horta, Azores, NDB | | 38 31.3 | 28 41.3 | |
| FLO | Flores, Azores, NDB | | 39 26.6 | 31 09.8 | |
| FO | Flin Flon, MB, NDB | | 54 40.5 | 101 40.2 | 6E |
| FR | Fort Resolution, NT, NDB | | 61 09.2 | 113 38.3 | 17E |
| FS | Fort Simpson, NT, NDB | | 61 47.2 | 121 15.7 | 19E |
| F9 | Miramichi, NB, NDB | | 47 00.6 | 65 28.1 | 18W |
| G | | | | | |
| GA | Gardur (Husavik), Iceland, NDB | | 65 52.7 | 17 27.8 | |
| GEG | Spokane, WA, VORTAC | | 47 33.9 | 117 37.6 | 21E |
| GF | Aylesford (Greenwood), NS, NDB | | 45 01.4 | 64 48.6 | 19W |
| GF | Grof (Reykjavik), Iceland, NDB | | 64 09.0 | 21 56.5 | |
| GH | Fort Good Hope, NT, NDB | | 66 15.1 | 128 36.6 | 21E |
| GH | Godthaab, Gnld, NDB | | 64 10.9 | 51 45.3 | |
| GJ | Gjogur, Iceland, NDB | | 65 59.8 | 21 20.3 | |
| GN | Godhavn, Gnld, NDB | | 69 14.7 | 53 32.0 | |
| GN | Godhavn, Gnld, DME | | 64 11.4 | 51 41.0 | |
| GP | Gaspe, QC, NDB | | 48 46.1 | 64 23.1 | 18W |
| GP | Lajes, Azores, NDB | | 38 47.0 | 27 06.8 | |
| GR | Grimsey, Iceland, NDB | | 66 31.6 | 17 59.1 | |
| GRA | Graciosa, Azores, NDB | | 39 05.0 | 28 01.0 | |
| GV | Goltur, Iceland, NDB | | 66 09.8 | 23 34.4 | |
| GW | Jarpik (Kuujjuarapik), QC, NDB | | 55 17.1 | 77 45.1 | 16W |
| GX | Gillam, MB, DME | | 56 21.4 | 94 42.2 | 1E |

RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

| INDICATOR | NAME | H | (N)LAT | (W)LONG | VAR/DEC |
|-----------|---|---|---------|----------|---------|
| HA | Hofsa, Iceland, NDB | | 65 37.8 | 15 02.5 | |
| HB | Holsteinsborg, Gnld, NDB | | 66 56.2 | 53 42.3 | |
| HE | Hope, BC, NDB | | 49 23.2 | 121 25.5 | 17E |
| HE | Hegrane, Iceland, NDB | | 65 45.1 | 19 31.4 | |
| HI | Holman, NT, NDB | | 70 45.7 | 117 47.4 | |
| HJ | Hjalteyri, Iceland, NDB | | 65 50.9 | 18 11.7 | |
| HK | Holmavik, Iceland, NDB | | 65 38.6 | 21 28.8 | |
| HM | Hamilton, ON, NDB | | 43 07.3 | 80 00.4 | 10W |
| HN | Hornafjordur, Iceland, NDB | | 64 16.2 | 15 12.7 | |
| HO | Hornbjarg, Iceland, NDB | | 66 24.7 | 22 23.0 | |
| HS | Husavik, Iceland, NDB | | 65 55.6 | 17 26.3 | |
| HUH | Whatcom, WA, VORTAC | | 48 56.7 | 122 34.8 | 20E |
| HV | Hvammur, Iceland, NDB | | 65 38.1 | 18 04.4 | |
| H7 | Manitoulin East, ON, NDB | | 45 50.5 | 81 51.2 | 9W |
| I | | | | | |
| IB | Atikokan, ON, NDB | | 48 49.5 | 91 34.7 | 2W |
| IBL | Campbell River, BC, DME | | 49 57.3 | 125 16.8 | 20E |
| IBP | Moose Jaw, SK, DME..... | | 50 19.9 | 105 33.8 | 12E |
| IBR | Brandon Muni, MB, DME | | 49 54.5 | 99 57.7 | |
| IBW | Calgary/Springbank, AB, DME | | 51 06.1 | 114 22.9 | 17E |
| IBX | Lourdes-de-Blanc-Sablon, QC, DME | | 51 27.0 | 57 10.9 | 23W |
| ICD | Nanaimo, BC, DME | | 49 03.6 | 123 52.1 | |
| IDC | Fredericton, NB, DME | | 45 51.8 | 66 32.9 | 21W |
| IDF | Deer Lake, NL, DME | | 49 12.9 | 57 23.2 | |
| IDP | Toronto, ON, DME | | 43 39.7 | 79 37.2 | 10W |
| IEV | Inuvik, NT, DME | | 68 18.2 | 133 29.9 | 31E |
| IFB | Iqaluit, NU, DME | | 63 45.0 | 68 32.7 | 34W |
| IFZ | Vancouver, BC, DME | | 49 11.0 | 123 09.9 | 19E |
| IGY | Calgary, AB, DME | | 51 07.5 | 114 02.0 | |
| IHD | Dryden, ON, DME | | 49 50.1 | 92 45.0 | 0 |
| IHU | St-Hubert, QC, DME | | 45 31.4 | 73 24.5 | 15W |
| IHZ | Halifax, NS, DME | | 44 53.6 | 63 30.8 | 19W |
| IIF | St-Augustin, QC, DME | | 51 12.2 | 58 39.3 | 23W |
| IJS | Toronto, ON, DME | | 43 39.7 | 79 37.2 | 10W |
| IKA | Kamloops, BC, DME | | 50 42.2 | 120 27.7 | |
| IKH | Victoria, BC, DME | | 48 39.2 | 123 26.1 | 19E |
| IKZ | Buttonville, ON, DME | | 43 51.4 | 79 21.8 | 11W |
| ILG | Calgary, AB, DME | | 51 08.7 | 113 59.3 | |
| ILW | Kelowna, BC, DME | | 49 57.8 | 119 22.6 | 18E |
| IMJ | Moose Jaw, SK, DME..... | | 50 19.9 | 105 33.8 | 12E |
| IMK | Vancouver, BC, DME | | 49 11.8 | 123 12.0 | 19E |
| ING | Ingo, Iceland, VOR/DME | | 63 48.2 | 16 38.3 | |
| INL | International Falls, MN (Fort Frances Muni, ON), VOR/DME..... | | 48 33.9 | 93 24.3 | 6E |
| INV | Toronto, ON, DME | | 43 40.5 | 79 36.0 | 10W |
| IOA | Montreal, QC, DME | | 45 27.6 | 73 44.3 | 15W |
| IOW | Ottawa, ON, DME | | 45 18.8 | 75 40.0 | 14W |
| IPR | Prince Rupert, BC, DME | | 54 17.4 | 130 27.0 | 22E |
| IQH | Watson Lake, YT, DME | | 60 07.1 | 128 49.8 | 25E |
| IQX | Gander, NL, DME | | 48 57.0 | 54 33.6 | 22W |
| IRB | Resolute Bay, NU, DME | | 74 42.7 | 94 57.6 | 35W |
| IRD | Vancouver, BC, DME | | 49 12.1 | 123 10.0 | 19E |
| IRF | Calgary, AB, DME | | 51 06.8 | 113 59.3 | |
| IS | Isafjordur, Iceland, NDB | | 66 05.8 | 23 02.8 | |

D10 RADIO NAVIGATION AND COMMUNICATIONS

RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

| INDICATOR | NAME | (N)LAT | (W)LONG | VAR/DEC |
|-----------|---|---------|----------|---------|
| ISF | Kangerlussuaq, Gnld, DME | 67 01.1 | 50 40.9 | |
| ISO | St. John's, NL, DME | 47 37.4 | 52 44.4 | |
| ISR | Fort Mackay/Firebag, AB, DME | 57 16.1 | 110 58.5 | |
| ITF | Alma, QC, DME | 48 30.2 | 71 37.8 | 18W |
| ITH | Thompson, MB, DME | 55 47.9 | 97 52.3 | 5E |
| ITL | Vancouver, BC, DME | 49 12.3 | 123 11.8 | 19E |
| ITO | Toronto, ON, DME..... | 43 40.2 | 79 38.1 | 10W |
| ITZ | Toronto City, ON, DME..... | 43 37.6 | 79 24.0 | 11W |
| IUL | Montreal, QC, DME | 45 27.9 | 73 45.8 | 15W |
| IUY | Rouyn, QC, DME | 48 12.7 | 78 49.1 | 13W |
| IV | Island Lake, MB, DME | 53 51.2 | 94 39.2 | 1E |
| IVL | Edmonton/Villeneuve, AB, DME..... | 53 40.4 | 113 50.6 | |
| IVR | Vancouver, BC, DME | 49 11.3 | 123 12.0 | 19E |
| IWK | Wabush, NL, DME..... | 52 55.1 | 66 51.6 | |
| IXC | Cranbrook, BC, DME | 49 37.1 | 115 46.9 | 17E |
| IXT | Terrace, BC, DME | 54 27.7 | 128 35.3 | 22E |
| IXY | Whitehorse/Erik Nielsen Intl, YT, DME | 60 42.3 | 135 03.7 | |
| IYC | Calgary, AB, DME | 51 06.0 | 114 01.4 | 18E |
| IYJ | Victoria, BC, DME | 48 38.9 | 123 25.0 | 19E |
| IYQ | Churchill, MB, DME | 58 44.9 | 94 04.9 | 1W |
| IZT | Port Hardy, BC, DME | 50 40.6 | 127 21.2 | 20E |

J

| | | | | |
|-----|-------------------------------------|---------|----------|-----|
| JA | Ilulissat, Gnld, DME | 69 14.5 | 51 04.0 | |
| JAN | Jan Mayen, Norway, NDB | 70 56.7 | 8 40.2 | |
| JB | Laberge (Whitehorse), YT, NDB | 60 57.0 | 135 08.3 | 19E |
| JH | Julianehaab, Gnld, NDB | 60 43.5 | 46 02.0 | |
| JV | Ilulissat, Gnld, NDB | 69 14.6 | 51 04.7 | |
| JW | Pigeon, AB, NDB | 51 02.7 | 114 37.8 | 15E |

K

| | | | | |
|-----|--------------------------------------|---------|----------|-----|
| KBV | Bermuda, Bermuda, VOR | 32 21.9 | 64 41.4 | |
| KEF | Keflavik, Iceland, VORTAC | 63 59.2 | 22 36.8 | |
| KF | Keflavik, Iceland, NDB | 63 59.1 | 22 43.9 | |
| KP | Kopasker, Iceland, NDB | 66 18.1 | 16 27.0 | |
| KR | Squaw (Schefferville), QC, NDB | 54 48.0 | 66 48.2 | 22W |
| KU | Kook Islands, Gnld, NDB | 64 04.3 | 52 01.0 | |
| KZ | Buttonville, ON, NDB | 43 56.0 | 79 19.7 | 11W |
| K2 | Olds-Didsbury, AB, NDB | 51 42.6 | 114 06.4 | 14E |
| K5 | Maple Creek, SK, NDB | 49 53.8 | 109 29.0 | 12E |
| K7 | Ste-Anne-des-Monts, QC, NDB | 49 07.7 | 66 33.0 | 18W |
| K8 | Nemiscau, QC, NDB | 51 41.3 | 76 08.1 | 17W |

L

| | | | | |
|-----|------------------------------------|---------|----------|-----|
| LA | Langholi, Iceland, NDB | 65 34.6 | 19 29.3 | |
| LAJ | Lajes, Azores, TACAN | 38 42.8 | 27 06.9 | |
| LF | La Salle, MB, NDB | 49 38.6 | 97 18.0 | 5E |
| LM | Lajes, Azores, VOR | 38 47.0 | 27 06.3 | |
| LT | Alert, NU, NDB | 82 31.6 | 62 12.7 | 56W |
| LU | Cultus (Abbotsford), BC, NDB | 49 01.3 | 122 03.0 | 17E |
| LW | Kelowna, BC, NDB | 50 03.7 | 119 25.0 | 15E |
| L4 | Nipawin, SK, NDB | 53 20.1 | 104 00.5 | 9E |

RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

| INDICATOR | NAME | (N)LAT | (W)LONG | VAR/DEC |
|-----------|--|---------|----------|---------|
| M | | | | |
| MA | Malarrif, Iceland, NDB | 64 43.7 | 23 48.5 | |
| MA | Mayo, YT, NDB | 63 37.7 | 135 53.7 | 20E |
| MAR | Marmorilik, Gnld, NDB | 71 07.7 | 51 13.3 | |
| MB | Mill Bay (Victoria Intl), BC, NDB | 48 40.3 | 123 32.2 | 16E |
| ME | Matane, QC, NDB | 48 50.0 | 67 33.0 | 18W |
| MGL | Sao Miguel, Azores, NDB | 37 44.0 | 25 35.0 | |
| ML | Charlevoix, QC, NDB | 47 37.4 | 70 19.5 | 18W |
| MLP | Mullan Pass, ID, VOR/DME | 47 27.4 | 115 38.7 | 20E |
| MM | Fort McMurray, AB, NDB | 56 39.2 | 111 20.2 | 15E |
| MO | Moosonee, ON, NDB | 51 16.9 | 80 37.7 | 13W |
| MQ | Miquelon, France, NDB | 47 05.8 | 56 23.2 | 21W |
| MSS | Massena, NY (Cornwall Regional, ON), VORTAC | 44 54.9 | 74 43.4 | 14W |
| MT | Chiboo (Chapais), QC, NDB | 49 48.0 | 74 29.7 | 17W |
| M3 | Kindersley, SK, NDB | 51 31.0 | 109 10.7 | 12E |
| M4 | Gimli, MB, NDB | 50 38.5 | 97 02.9 | 4E |
| M5 | Manning, AB, NDB | 56 56.9 | 117 37.7 | 18E |
| N | | | | |
| NA | Narsarsuaq, Gnld, NDB | 61 10.3 | 45 24.7 | |
| NB | Botn, Iceland, NDB | 65 19.7 | 18 17.7 | |
| NE | Norway House, MB, DME | 53 58.3 | 97 50.5 | 5E |
| NF | Nordfjordur, Iceland, NDB | 65 08.0 | 13 44.6 | |
| NI | Assiniboia, SK, NDB | 49 43.7 | 105 57.0 | 9E |
| NL | Signal Hill (St. John's), NL, NDB | 47 34.4 | 52 41.1 | 18W |
| NM | Matagami, QC, NDB | 49 43.4 | 77 44.5 | 15W |
| NN | Nanortalik, Gnld, NDB | 60 08.7 | 45 15.3 | |
| NQ | Narsarsuaq, Gnld, DME | 61 09.7 | 45 24.6 | 33W |
| NS | Narsaq, Gnld, NDB | 60 53.9 | 46 00.8 | |
| NS | Nes (Reykjavik), Iceland, NDB | 64 08.1 | 21 57.8 | |
| NWU | Bermuda NAS (Kindley), Bermuda, NDB | 32 15.8 | 64 52.1 | |
| NY | Enderby, BC, NDB | 50 39.0 | 118 55.5 | 16E |
| O | | | | |
| OG | Ogur, Iceland, NDB | 66 02.6 | 22 41.3 | |
| OK | Keflavik, Iceland, NDB | 64 03.0 | 22 36.3 | |
| OLM | Olympia, WA, VORTAC | 46 58.3 | 122 54.1 | 19E |
| ON | Okanagan (Penticton), BC, NDB | 49 20.6 | 119 34.1 | 15E |
| OO | Oshawa, ON, NDB | 43 55.3 | 78 54.0 | 11W |
| OU | Ste-Foy (Québec/Jean Lesage Intl), QC, NDB | 46 46.7 | 71 17.4 | 17W |
| OW | Ottawa, ON, NDB | 45 21.6 | 75 33.7 | 14W |
| OZN | Prins Christian Sund, Gnld, NDB | 60 03.5 | 43 09.8 | |
| P | | | | |
| PA | Patreksfjordur, Iceland, NDB | 65 33.5 | 23 58.3 | |
| PA | Prince Albert, SK, NDB | 53 13.1 | 105 47.7 | 10E |
| PAE | Paine (Snohomish Co (Paine Fld)), WA, VOR/DME | 47 55.2 | 122 16.7 | 20E |
| PFT | Piney Pinecreek, MN, NDB | 48 59.7 | 95 58.9 | 4E |
| PG | Portage (Southport), MB, NDB | 49 50.5 | 98 10.8 | 4E |
| PJ | Robinson (Whitehorse), YT, NDB | 60 26.4 | 134 51.7 | 19E |
| PL | Pickle Lake, ON, DME | 51 26.6 | 90 13.4 | 3W |
| PN | Port-Menier, QC, NDB | 49 50.3 | 64 23.2 | 20W |
| PR | Prince Rupert, BC, NDB | 54 15.8 | 130 25.4 | 19E |
| PY | Fort Chipewyan, AB, NDB | 58 45.7 | 111 06.5 | 15E |

D12 RADIO NAVIGATION AND COMMUNICATIONS

RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

| INDICATOR | NAME | (N)LAT | (W)LONG | VAR/DEC |
|-----------|--|---------|----------|---------|
| Q | | | | |
| QB | Quebec, QC, NDB | 46 45.0 | 71 27.8 | 17W |
| QD | The Pas, MB, NDB | 53 58.7 | 101 04.9 | 6E |
| QG | Windsor, ON, NDB | 42 18.8 | 82 52.1 | 7W |
| QH | Watson Lake, YT, NDB | 60 10.6 | 128 50.7 | 19E |
| QI | Yarmouth, NS, NDB | 43 47.6 | 66 07.6 | 18W |
| QL | Lethbridge, AB, NDB | 49 36.3 | 112 53.7 | 13E |
| QM | Moncton, NB, NDB | 46 06.6 | 64 34.9 | 18W |
| QN | Nakina, ON, NDB | 50 10.7 | 86 37.9 | 6W |
| QQ | Comox, BC, NDB | 49 45.2 | 124 57.5 | 16E |
| QR | Regina, SK, NDB | 50 22.2 | 104 34.4 | 9E |
| QT | Thunder Bay, ON, NDB | 48 20.8 | 89 26.0 | 3W |
| QU | Grande Prairie, AB, NDB | 55 08.2 | 118 48.8 | 18E |
| QW | North Battleford (Cameron McIntosh), SK, NDB | 52 48.2 | 108 20.1 | 11E |
| QX | Gander, NL, NDB | 48 57.9 | 54 40.2 | 20W |
| QY | Sydney, NS, NDB | 46 12.7 | 59 58.5 | 18W |
| R | | | | |
| RB | Resolute Bay, NU, NDB | 74 44.8 | 94 59.7 | 27W |
| RE | Reykjanesskoli, Iceland, NDB | 65 55.6 | 22 25.9 | |
| RF | Rif, Iceland, NDB | 64 54.7 | 23 49.4 | |
| RG | Raufarhofn, Iceland, NDB | 66 27.2 | 15 57.2 | |
| RH | Reykholtskirkja, Iceland, NDB | 64 39.9 | 21 17.6 | |
| RI | Riviere-du-Loup, QC, NDB | 47 45.8 | 69 34.7 | 17W |
| RJ | Roberval, QC, NDB | 48 32.7 | 72 17.7 | 16W |
| RK | Reykjavik, Iceland, NDB | 64 09.1 | 22 01.8 | |
| RL | Red Lake, ON, NDB | 51 03.7 | 93 47.1 | 1E |
| RN | Reykjanes, Iceland, NDB | 63 48.9 | 22 42.9 | |
| RT | Rankin Inlet, NU, NDB | 62 49.5 | 92 06.6 | |
| S | | | | |
| SA | Skagi, Iceland, NDB | 64 18.4 | 21 58.3 | |
| SB | Sudbury, ON, NDB | 46 38.9 | 80 55.4 | 11W |
| SC | Scoresbysund, Gnld, NDB | 70 29.2 | 21 57.6 | |
| SD | Slettuhlid, Iceland, NDB | 66 04.0 | 19 20.1 | |
| SEA | Seattle, WA, VORTAC | 47 26.1 | 122 18.6 | 22E |
| SF | Sondre Stromfjord, Gnld, NDB | 66 58.1 | 50 56.7 | |
| SI | Simiuilaq, Gnld, NDB | 60 41.0 | 46 36.0 | |
| SJ | Saint John, NB, NDB | 45 23.5 | 65 49.1 | 17W |
| SM | Skagafjörður, Iceland, NDB | 66 07.2 | 20 06.2 | |
| SM | Fort Smith, NT, NDB | 59 58.3 | 111 51.4 | 16E |
| SMA | Santa Maria, Azores, NDB | 36 59.8 | 25 10.6 | |
| SN | St. Catharines, ON, NDB | 43 08.8 | 79 15.3 | 10W |
| SP | St-Pierre, France, DME | 46 46.0 | 56 10.2 | 21W |
| SP | St-Pierre, France, NDB | 46 45.8 | 56 10.2 | 19W |
| SS | Fjord (Sondrestrom), Gnld, TACAN | 67 01.0 | 50 42.7 | |
| SSM | Sault Ste. Marie, MI, VOR/DME | 46 24.7 | 84 18.9 | 4W |
| STA | Santa Maria, Azores, NDB | 36 56.9 | 25 10.0 | |
| SU | Stykkisholmur, Iceland, NDB | 65 03.6 | 22 45.3 | |
| SX | Skookum (Cranbrook), BC, NDB | 49 57.3 | 115 47.5 | 17E |

RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

| INDICATOR | NAME | T | (N)LAT | (W)LONG | VAR/DEC |
|-----------|---|---|---------|----------|---------|
| TH | Thompson, MB, NDB | | 55 47.7 | 97 51.2 | 3E |
| TH | Thorshofn, Iceland, NDB | | 66 15.1 | 15 16.1 | |
| THT | Thule, Gnld, VORTAC | | 76 32.5 | 68 14.5 | |
| TOU | Tatoosh, WA, VORTAC | | 48 18.0 | 124 37.6 | 22E |
| TRM | Lajes, Azores, TACAN | | 38 45.6 | 27 05.5 | |
| TV | Turner Valley, AB, NDB | | 50 45.0 | 114 22.1 | 15E |
| TZ | Gibraltar Point (Toronto/Billy Bishop Toronto City Airport), ON, NDB | | 43 36.8 | 79 23.1 | 11W |
| U | | | | | |
| UAU | McKay (Thunder Bay), ON, TACAN | | 48 22.4 | 89 19.7 | 5W |
| UAW | Shearwater, NS, TACAN | | 44 38.0 | 63 30.0 | 19W |
| UDE | Delta, MB, NDB | | 50 10.0 | 98 18.4 | 4E |
| UFX | St-Felix-de-Valois (Lourdes-de-Joliette), QC, NDB .. | | 46 11.5 | 73 25.1 | 16W |
| UHA | Quaqtaq, QC, NDB | | 61 02.6 | 69 37.6 | 24W |
| UL | Montreal, QC, NDB | | 45 27.6 | 73 50.8 | 15W |
| ULT | Alert, NU, TACAN..... | | 82 31.0 | 62 18.7 | (True) |
| UM | Churchill Falls, NL, NDB | | 53 35.4 | 64 14.1 | 22W |
| UNT | Naramata (Penticton), BC, NDB | | 49 35.8 | 119 36.2 | 15E |
| UOD | Cold Lake, AB, TACAN | | 54 24.5 | 110 17.8 | 13E |
| UP | Upernivik, Gnld, NDB | | 72 47.6 | 56 09.2 | |
| UQQ | Comox, BC, TACAN | | 49 42.7 | 124 53.7 | 15E |
| UTR | Trenton, ON, TACAN | | 44 07.3 | 77 31.7 | 12W |
| UX | Hall Beach, NU, NDB | | 68 46.0 | 81 15.4 | |
| UYR | Goose, NL, TACAN | | 53 19.2 | 60 25.0 | 21W |
| UZX | Greenwood, NS, TACAN | | 44 59.0 | 64 55.2 | 17W |
| V | | | | | |
| VBI | Sioux Narrows (Kenora), ON, VOR/DME | | 49 28.6 | 94 02.8 | 0 |
| VBS | Saguenay, QC, VOR/DME | | 48 01.0 | 71 16.2 | 17W |
| VC | La Ronge, SK, NDB | | 55 05.2 | 105 19.1 | 9E |
| VE | Vellir, Iceland, NDB | | 65 10.8 | 14 32.8 | |
| VIE | Coehill, ON, VOR/DME | | 44 39.7 | 77 53.3 | 12W |
| VLN | Lumsden, SK, VORTAC | | 50 40.0 | 104 53.4 | 10E |
| VLR | Langruth, MB, VOR/DME | | 50 25.3 | 98 43.4 | 5E |
| VLV | Beauce (St-Georges), QC, VOR/DME | | 45 55.5 | 70 50.8 | 15W |
| VM | Vestmannaeyjar, Iceland, NDB | | 63 24.0 | 20 17.3 | |
| VP | Vopnafjordur, Iceland, NDB | | 65 43.0 | 14 51.2 | |
| VQ | Norman Wells, NT, NDB | | 65 15.2 | 126 40.2 | 20E |
| VR | Vancouver, BC, NDB | | 49 10.4 | 123 03.4 | 16E |
| VSM | Santa Maria, Azores, VOR | | 36 57.7 | 25 10.0 | |
| VX | Dafoe, SK, NDB | | 51 52.4 | 104 34.2 | 9E |
| V2 | Humboldt, SK, NDB | | 52 10.5 | 105 07.5 | 10E |
| V6 | Salmon Arm, BC, NDB | | 50 41.2 | 119 14.0 | 16E |
| V6 | Salmon Arm, BC, DME | | 50 41.1 | 119 14.1 | 19E |
| W | | | | | |
| WC | White Rock (Abbotsford), BC, NDB | | 49 00.2 | 122 45.0 | 16E |
| WG | Winnipeg, MB, NDB..... | | 49 54.0 | 97 21.0 | 5E |
| WT | Waterloo, ON, DME..... | | 43 27.5 | 80 22.8 | 8W |
| W7 | Pabok (Du Rocher-Percé), QC, NDB | | 48 22.9 | 64 33.8 | 18W |

D14 RADIO NAVIGATION AND COMMUNICATIONS

RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

| INDICATOR | NAME | X | (N)LAT | (W)LONG | VAR/DEC |
|-----------|------------------------------|---|---------|----------|---------|
| XBG | Bagotville, QC, TACAN | | 48 19.8 | 70 59.7 | 18W |
| XC | Cranbrook, BC, NDB | | 49 41.0 | 115 47.0 | 17E |
| XCG | Castlegar, BC, DME | | 49 15.1 | 117 39.8 | 18E |
| XD | Edmonton, AB, NDB | | 53 38.6 | 113 30.8 | 15E |
| XE | Saskatoon, SK, NDB | | 52 11.4 | 106 48.8 | 10E |
| XH | Medicine Hat, AB, NDB | | 50 00.8 | 110 48.0 | 12E |
| XJ | Fort St. John, BC, NDB | | 56 17.1 | 120 50.7 | 19E |
| XL | Sioux Lookout, ON, DME | | 50 07.1 | 91 53.9 | 1W |
| XPP | Kamloops, BC, DME | | 50 42.4 | 120 27.6 | 19E |
| XS | Prince George, BC, NDB | | 53 49.7 | 122 39.2 | 18E |
| XT | Terrace, BC, NDB | | 54 22.5 | 128 35.1 | 19E |
| XX | Abbotsford, BC, NDB | | 49 00.9 | 122 29.3 | 17E |
| XYF | Penticton, BC, DME | | 49 27.2 | 119 36.2 | 18E |
| X2 | Athabasca, AB, NDB | | 54 44.2 | 113 12.1 | 15E |
| X5 | Vegreville, AB, NDB | | 53 30.8 | 112 01.8 | 14E |

RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

| INDICATOR | NAME | (N)LAT | (W)LONG | VAR/DEC |
|-----------|--|---------|----------|---------|
| | Y | | | |
| YAG | Fort Frances, ON, NDB | 48 41.4 | 93 32.3 | 1E |
| YAN | Ameson, ON, VOR/DME | 49 46.7 | 84 35.5 | 8W |
| YAS | Kangirsuk, QC, NDB..... | 60 01.5 | 70 00.3 | 23W |
| YAT | Wapisk (Attawapiskat), ON, NDB | 52 55.8 | 82 26.0 | 12W |
| YAY | St. Anthony, NL, VOR/DME | 51 23.6 | 56 05.0 | 21W |
| YAZ | Tofino, BC, NDB | 49 02.8 | 125 42.3 | 16E |
| YBC | Baie-Comeau, QC, VOR/DME | 49 08.0 | 68 13.3 | 18W |
| YBG | Bagotville, QC, NDB | 48 20.0 | 71 08.8 | 18W |
| YBK | Baker Lake, NU, VOR/DME | 64 19.3 | 96 06.3 | (True) |
| YBL | Campbell River, BC, NDB | 50 00.4 | 125 21.5 | 18E |
| YBR | Brandon, MB, VOR/DME | 49 54.6 | 99 56.7 | 5E |
| YBV | Berens River, MB, NDB | 52 21.3 | 97 01.5 | 4E |
| YC | Calgary, AB, NDB | 51 04.9 | 113 54.6 | 15E |
| YCB | Cambridge Bay, NU, VOR/DME | 69 07.1 | 105 10.4 | (True) |
| YCD | Nanaimo, BC, NDB | 49 07.7 | 123 52.3 | 16E |
| YCF | Campbellford, ON, DME | 44 20.0 | 77 42.3 | |
| YCO | Coppermine (Kugluktuk), NU, NDDB | 67 49.3 | 115 05.9 | |
| YCS | Chesterfield Inlet, NU, NDB | 63 20.3 | 90 43.8 | |
| YCY | Clyde River, NU, NDB | 70 29.1 | 68 31.6 | |
| YDC | Princeton, BC, VOR/DME | 49 22.9 | 120 22.4 | 16E |
| YDF | Deer Lake, NL, VOR/DME | 49 14.0 | 57 12.8 | 18W |
| YDL | Dease Lake, BC, NDB | 58 27.2 | 129 59.8 | 21E |
| YDN | Dauphin, MB, VOR/DME | 51 06.3 | 100 03.1 | 5E |
| YDP | Nain, NL, NDB | 56 32.0 | 61 41.5 | 24W |
| YDR | Broadview, SK, VOR/DME | 50 21.8 | 102 32.4 | 7E |
| YE | Fort Nelson, BC, NDB | 58 47.8 | 122 43.4 | 20E |
| YEA | Empress, AB, VOR/DME | 50 55.6 | 109 59.4 | 12E |
| YEE | Midland, ON, VOR/DME | 44 34.9 | 79 47.6 | 10W |
| YEG | Edmonton, AB, VOR/DME | 53 11.1 | 113 52.0 | 15E |
| YEK | Arviat, NU, NDB | 61 05.9 | 94 04.1 | |
| YEL | Elliot Lake, ON, NDB | 46 22.3 | 82 37.7 | 9W |
| YER | Fort Severn, ON, NDB | 55 59.6 | 87 38.3 | 8W |
| YEU | Eureka, NU, NDB | 79 59.5 | 85 53.9 | 61W |
| YEV | Inuvik, NT, VOR/DME | 68 18.5 | 133 32.9 | 20E |
| YFA | Fort Albany, ON, NDB | 52 12.4 | 81 41.7 | 12W |
| YFB | Frobay (Iqaluit), NU, VOR | 63 44.5 | 68 28.4 | 28W |
| YFC | Fredericton, NB, VOR/DME | 45 53.7 | 66 25.1 | 18W |
| YFM | La Grande-4, QC, NDB | 53 42.7 | 73 42.2 | 18W |
| YFS | Fort Simpson, NT, VOR/DME | 61 46.4 | 121 17.9 | 20E |
| YFY | Frobay (Iqaluit), NU, NDB | 63 44.0 | 68 32.9 | 27W |
| YGH | Fort Good Hope, NT, VOR/DME | 66 14.2 | 128 37.4 | 20E |
| YGK | Kingston, ON, NDB | 44 17.8 | 76 36.3 | 13W |
| YGL | La Grande Riviere, QC, VOR/DME | 53 37.5 | 77 43.0 | 16W |
| YPG | Gaspe, QC, VOR/DME | 48 45.8 | 64 24.3 | 19W |
| YQQ | Geraldton, ON, VOR/DME | 49 46.2 | 86 59.1 | 5W |
| YGR | Grindstone (îles-de-la-Madeleine), QC, VOR/DME | 47 25.8 | 61 46.4 | 20W |
| YGV | Havre St-Pierre, QC, NDB | 50 15.9 | 63 39.9 | 19W |
| YGX | Gillam, MB, NDB | 56 21.2 | 94 42.0 | 1E |
| YHD | Dryden, ON, NDB | 49 51.9 | 92 51.0 | 0 |
| YHK | Gjoa Haven, NU, NDB | 68 37.6 | 95 51.5 | |
| YHR | Chevrey, QC, NDB | 50 27.9 | 59 38.0 | 21W |
| YHY | Hay River, NT, VOR/DME | 60 50.2 | 115 48.2 | 17E |
| YHZ | Halifax, NS, VOR/DME | 44 55.4 | 63 24.1 | 18W |

D16 RADIO NAVIGATION AND COMMUNICATIONS

RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

| INDICATOR | NAME | (N)LAT | (W)LONG | VAR/DEC |
|-----------|--|---------|----------|---------|
| | Y (Cont'd) | | | |
| YIF | St-Augustin, QC, NDB | 51 11.3 | 58 39.1 | 20W |
| YIK | Ivujivik, QC, NDB | 62 24.8 | 77 55.5 | 21W |
| YIO | Pond Inlet, NU, NDB | 72 41.6 | 77 57.1 | |
| YIV | Island Lake, MB, NDB | 53 51.2 | 94 39.2 | 1E |
| YJ | Victoria, BC, NDB | 48 38.7 | 123 24.0 | 16E |
| YJI | Broughton (Qikiqtarjuaq), NU, NDB | 67 33.7 | 64 01.1 | |
| YJN | St-Jean, QC, VOR/DME | 45 15.3 | 73 19.3 | 16W |
| YJQ | Bella Bella, BC, NDB | 52 11.1 | 128 06.8 | 19E |
| YJT | Stephenville, NL, VOR/DME | 48 34.9 | 58 40.2 | 18W |
| YK | Brilliant (Castlegar/West Kootenay Regional), BC, NDB | 49 19.5 | 117 38.0 | 16E |
| YKA | Kamloops, BC, NDB | 50 41.0 | 120 20.1 | 17E |
| YKG | Kangiqsujuaq, QC, NDB | 61 35.4 | 71 55.7 | 24W |
| YKJ | Key Lake, SK, DME | 57 10.0 | 105 50.5 | 10E |
| YKL | Schefferville, QC, VOR/DME | 54 48.9 | 66 45.3 | 22W |
| YKQ | Waskaganish, QC, NDB | 51 29.2 | 78 44.7 | 14W |
| YKX | Kirkland Lake, ON, NDB | 48 13.6 | 79 52.2 | 12W |
| YL | Lynn Lake, MB, NDB | 56 49.9 | 101 04.2 | 6E |
| YLA | Aupaluk, QC, NDB | 59 18.2 | 69 36.1 | 25W |
| YLD | Chapleau, ON, NDB | 47 45.4 | 83 24.6 | 9W |
| YLL | Lloydminster, AB, NDB | 53 18.8 | 110 05.0 | 12E |
| YLQ | La Tuque, QC, NDB | 47 25.0 | 72 47.2 | 17W |
| YMH | Mary's Harbour, NL, NDB | 52 18.9 | 55 49.9 | 21W |
| YMJ | Moose Jaw, SK, VORTAC | 50 19.9 | 105 33.8 | 10E |
| YMM | Fort McMurray, AB, VOR/DME | 56 38.8 | 111 07.3 | 14E |
| YMO | Moosonee, ON, VOR/DME | 51 17.5 | 80 36.4 | 13W |
| YMS | Mans, ON, VOR/DME | 44 08.6 | 80 08.8 | 9W |
| YMT | Chiboo (Chapais), QC, DME | 49 48.0 | 74 29.7 | 17W |
| YMU | Umiujaq, QC, NDB | 56 32.2 | 76 31.4 | 18W |
| YMW | Maniwaki, QC, NDB | 46 12.5 | 75 57.4 | 14W |
| YMX | Mirabel, QC, VOR/DME | 45 53.3 | 74 22.5 | 15W |
| YNA | Natash, QC, VOR/DME | 50 11.0 | 61 46.9 | 18W |
| YNC | Wemindji, QC, NDB | 53 00.5 | 78 49.5 | 15W |
| YNE | Norway House, MB, NDB | 53 58.3 | 97 50.4 | 3E |
| YNY | Enderby, BC, VOR/DME | 50 40.7 | 118 56.3 | 16E |
| YO | Oshawa, ON, DME | 43 55.1 | 78 53.1 | 11W |
| YOC | Old Crow, YT, NDB | 67 34.3 | 139 50.7 | 20E |
| YOD | Cold Lake, AB, NDB | 54 23.8 | 110 16.3 | 13E |
| YOJ | High Level, AB, VOR/DME | 58 33.3 | 117 05.6 | 17E |
| YOW | Ottawa, ON, VOR/DME | 45 26.5 | 75 53.8 | 14W |
| YPA | Prince Albert, SK, VOR/DME | 53 13.0 | 105 40.0 | 10E |
| YPC | Paulatuk, NT, NDB | 69 21.1 | 124 04.5 | |
| YPE | Peace River, AB, VOR/DME | 56 12.4 | 117 30.7 | 17E |
| YPG | Portage (Southport), MB, VOR/DME | 49 54.0 | 98 16.0 | 4E |
| YPH | Inukjuak, QC, NDB | 58 28.1 | 78 04.4 | 18W |
| YPK | Pitt Meadows, BC, VOR | 49 13.0 | 122 42.9 | 17E |
| YPL | Pickle Lake, ON, NDB | 51 26.5 | 90 13.3 | 3W |
| YPO | Peawanuck, ON, NDB | 54 59.5 | 85 26.5 | 10W |
| YPQ | Peterborough, ON, NDB | 44 12.7 | 78 27.8 | 12W |
| YPW | Powell River, BC, NDB | 49 50.2 | 124 30.1 | 16E |
| YPX | Puvirnituq, QC, NDB & DME | 60 03.5 | 77 17.8 | 20W |
| YQB | Quebec, QC, VORTAC | 46 42.3 | 71 37.6 | 16W |
| YQD | The Pas, MB, VOR/DME | 53 58.4 | 101 06.0 | 6E |
| YQF | Red Deer, AB, NDB | 52 07.7 | 113 54.0 | 14E |
| YQH | Watson Lake, YT, VOR/DME | 60 05.2 | 128 51.5 | 18E |

RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

| INDICATOR | NAME | (N)LAT | (W)LONG | VAR/DEC |
|-----------|--|---------|----------|---------|
| | Y (Cont'd) | | | |
| YQI | Yarmouth, NS, VOR/DME | 43 49.5 | 66 04.9 | 17W |
| YQK | Kenora, ON, NDB | 49 47.5 | 94 25.5 | 2E |
| YQL | Lethbridge, AB, VOR/DME | 49 38.1 | 112 40.1 | 11E |
| YQM | Moncton, NB, VOR/DME | 46 11.3 | 64 34.3 | 18W |
| YQT | Thunder Bay, ON, VOR/DME | 48 15.2 | 89 26.2 | 4W |
| YQU | Grande Prairie, AB, VOR/DME | 55 10.5 | 119 01.8 | 17E |
| YQV | Yorkton, SK, VOR/DME | 51 15.9 | 102 28.1 | 7E |
| YQX | Gander, NL, VOR/DME | 48 54.0 | 54 32.1 | 20W |
| YQY | Sydney, NS, VOR/DME | 46 09.2 | 60 03.4 | 19W |
| YR | Goose, NL, NDB | 53 20.3 | 60 22.0 | 21W |
| YRB | Resolute Bay, NU, VOR/DME | 74 43.7 | 94 55.4 | (True) |
| YRC | St-Honore, QC, NDB | 48 32.2 | 71 09.5 | 18W |
| YRI | Riviere-du-Loup, QC, VOR | 47 45.4 | 69 35.3 | 17W |
| YRL | Red Lake, ON, VOR/DME | 51 04.3 | 93 45.7 | 0 |
| YRM | Rocky Mtn. House, AB, VOR/DME | 52 30.1 | 115 19.4 | 16E |
| YRQ | Trois-Rivieres, QC, NDB | 46 22.2 | 72 39.9 | 16W |
| YRR | Greely (Ottawa/Macdonald-Cartier Intl), ON, NDB | 45 16.1 | 75 34.4 | 14W |
| YRT | Rankin Inlet, NU, VOR/DME | 62 48.8 | 92 07.0 | (True) |
| YSB | Sudbury, ON, VOR/DME | 46 37.8 | 80 47.9 | 10W |
| YSC | Sherbrooke, QC, DME | 45 19.0 | 71 47.3 | 17W |
| YSF | Stony Rapids, SK, NDB | 59 15.3 | 105 49.9 | 11E |
| YSJ | Saint John, NB, VOR/DME | 45 24.4 | 65 52.3 | 17W |
| YSM | Fort Smith, NT, VOR/DME | 60 01.2 | 111 58.2 | 15E |
| YSO | Simcoe (Kawartha Lakes (Lindsay)), ON, VOR/DME | 44 14.3 | 79 10.3 | 10W |
| YSP | Marathon, ON, VOR/DME | 48 44.6 | 86 19.7 | 5W |
| YSY | Sachs Harbour (David Nasogaluak Jr. Saaryuaq), NT, NDB | 71 59.5 | 125 18.9 | |
| YTA | Pembroke, ON, NDB | 45 48.2 | 77 13.1 | 13W |
| YTE | Cape Dorset, NU, NDB | 64 13.7 | 76 31.7 | |
| YTH | Thompson, MB, VOR/DME | 55 48.7 | 97 49.5 | 3E |
| YTL | Big Trout Lake, ON, NDB | 53 48.9 | 89 54.8 | 4W |
| YTP | Pearson (Toronto/LBP Intl), ON, VOR/DME | 43 40.3 | 79 39.8 | 10W |
| YTQ | Tasiujaq, QC, NDB | 58 40.3 | 69 56.8 | 24W |
| YTR | Trenton, ON, NDB | 44 11.6 | 77 24.2 | 12W |
| YTS | Timmins, ON, VOR/DME | 48 34.3 | 81 22.2 | 10W |
| YU | Kapuskasing, ON, DME | 49 24.7 | 82 27.9 | 10W |
| YUL | Montreal, QC, VOR/DME | 45 36.9 | 73 58.3 | 16W |
| YUT | Repulse Bay, NU, NDB | 66 31.7 | 86 14.5 | |
| YUX | Hall Beach, NU, VOR/DME | 68 46.7 | 81 14.4 | (True) |
| YUY | Rouyn, QC, NDB | 48 10.4 | 78 56.3 | 13W |
| YVC | La Ronge, SK, VOR/DME | 55 09.5 | 105 16.0 | 10E |
| YVO | Val-d'Or, QC, VOR/DME | 48 10.5 | 77 49.2 | 14W |
| YVP | Kujack (Kuujjuaq), QC, VOR/DME | 58 05.8 | 68 25.6 | 23W |
| YVQ | Norman Wells, NT, VOR/DME | 65 15.9 | 126 43.4 | 19E |
| YVR | Vancouver, BC, VOR/DME | 49 04.6 | 123 08.9 | 17E |
| YVV | Wiarton, ON, VOR/DME | 44 44.7 | 81 06.3 | 8W |
| YWA | Petawawa, ON, NDB | 45 53.7 | 77 16.3 | 13W |
| YWB | Westbank (Kelowna), BC, NDB | 49 48.6 | 119 37.8 | 15E |
| YWG | Winnipeg, MB, VORTAC | 49 55.7 | 97 14.4 | 3E |
| YWK | Wabush, NL, VOR/DME | 52 57.6 | 66 51.2 | 19W |
| YWL | Williams Lake, BC, VOR/DME | 52 14.2 | 122 10.1 | 18E |
| YWP | Webequie, ON, NDB | 52 57.7 | 87 22.2 | 7W |
| YWV | Wainwright, AB, DME | 52 58.9 | 110 50.0 | 14E |
| YWY | Wrigley, NT, DME | 63 11.1 | 123 21.8 | 21E |
| YXC | Cranbrook, BC, VOR/DME | 49 33.3 | 116 05.3 | 16E |

D18 RADIO NAVIGATION AND COMMUNICATIONS

RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

| INDICATOR | NAME | (N)LAT Y (Cont'd) | (W)LONG | VAR/DEC |
|-----------|--|----------------------|----------|---------|
| YXE | Saskatoon, SK, VORTAC | 52 10.9 | 106 43.2 | 11E |
| YXI | Killaloe, ON, VOR/DME | 45 39.8 | 77 36.2 | 12W |
| YXJ | Fort St. John, BC, VOR/DME | 56 17.1 | 120 53.7 | 18E |
| YXK | Rimouski, QC, NDB | 48 28.7 | 68 30.2 | 19W |
| YXL | Sioux Lookout, ON, NDB | 50 07.1 | 91 53.9 | 1W |
| YXN | Whale Cove, NU, NDB | 62 14.2 | 92 36.1 | |
| YXP | Pangnirtung, NU, NDB | 66 08.6 | 65 42.4 | |
| YXQ | Beaver Creek, YT, NDB | 62 24.5 | 140 51.7 | 19E |
| YXS | Prince George, BC, VOR/DME | 53 53.7 | 122 27.3 | 18E |
| YXU | London, ON, VOR/DME | 43 02.3 | 81 08.9 | 8W |
| YXY | Whitehorse, YT, VOR/DME | 60 37.1 | 135 08.3 | 18E |
| YXZ | Wawa, ON, VOR/DME | 47 57.0 | 84 49.4 | 6W |
| YY | Mont-Joli, QC, NDB | 48 34.0 | 68 15.5 | 17W |
| YYB | North Bay, ON, VOR/DME | 46 21.8 | 79 26.2 | 11W |
| YYC | Calgary, AB, VOR/DME | 51 06.9 | 113 52.9 | 15E |
| YYD | Houston, BC, VOR/DME | 54 27.1 | 126 39.1 | 17E |
| YYE | Fort Nelson, BC, VOR/DME | 58 53.5 | 123 01.0 | 19E |
| YYF | Penticton, BC, NDB | 49 29.3 | 119 36.1 | 15E |
| YYG | Charlottetown, PE, VOR/DME | 46 17.9 | 63 07.2 | 18W |
| YYH | Taloyoak, NU, NDB | 69 32.5 | 93 31.5 | |
| YYJ | Victoria, BC, VOR/DME | 48 43.6 | 123 29.1 | 17E |
| YYL | Lynn Lake, MB, VOR/DME | 56 51.8 | 101 04.5 | 7E |
| YYN | Swift Current, SK, VOR/DME | 50 17.8 | 107 41.5 | 12E |
| YYQ | Churchill, MB, VOR/DME | 58 44.5 | 94 08.1 | 3W |
| YYR | Goose, NL, VOR/DME | 53 19.2 | 60 17.7 | 21W |
| YYT | Torbay (St. John's Int'l), NL, VOR/DME | 47 29.1 | 52 51.1 | 17W |
| YYW | Armstrong, ON, NDB | 50 18.5 | 89 01.3 | 4W |
| YYY | Mont-Joli, QC, VOR/DME | 48 36.7 | 68 12.5 | 18W |
| YYZ | Toronto, ON, VOR/DME | 43 39.5 | 79 37.9 | 10W |
| YZA | Ashcroft, BC, NDB | 50 42.1 | 121 19.2 | 16E |
| YZF | Yellowknife, NT, VORTAC | 62 27.9 | 114 26.2 | 17E |
| YZK | Harper Ranch, BC, NDB | 50 42.1 | 120 25.7 | 16E |
| YZP | Sandspit, BC, VOR/DME | 53 15.1 | 131 48.4 | 19E |
| YZS | Coral Harbour, NU, NDB | 64 08.9 | 83 18.3 | |
| YZT | Port Hardy, BC, VOR/DME | 50 41.0 | 127 21.9 | 16E |
| YZU | Whitecourt, AB, VOR/DME | 54 08.7 | 115 47.8 | 13E |
| YZV | Sept-Iles, QC, VOR/DME | 50 13.9 | 66 16.4 | 20W |
| YZX | Greenwood, NS, NDB | 44 55.4 | 65 06.1 | 17W |
| Y8 | Drummondville, QC, NDB | 45 50.8 | 72 23.9 | 15W |

RADIO NAVIGATION AIDS BY INDICATOR (Cont'd)

| INDICATOR | NAME | Z | (N)LAT | (W)LONG | VAR/DEC |
|-----------|--|---|---------|----------|---------|
| ZAB | Leduc (Edmonton Intl), AB, NDB | | 53 14.6 | 113 29.4 | 15E |
| ZEM | Eastmain, QC, NDB | | 52 13.8 | 78 31.1 | 15W |
| ZET | Devon (Edmonton Intl), AB, NDB | | 53 21.2 | 113 40.4 | 15E |
| ZF | Yellowknife, NT, NDB | | 62 24.7 | 114 26.1 | 16E |
| ZHA | Ancaster (Hamilton), ON, NDB | | 43 11.8 | 80 01.7 | 10W |
| ZHD | Barclay (Dryden Regional), ON, NDB | | 49 48.1 | 92 38.7 | 0 |
| ZHM | Binbrook (Hamilton), ON, NDB | | 43 08.7 | 79 47.6 | 10W |
| ZHT | Forks (Winnipeg/James Armstrong Richardson Intl), MB, NDB | | 49 50.0 | 97 08.7 | 5E |
| ZHU | Hauts-Bois (Montréal/St-Hubert), QC, NDB | | 45 33.9 | 73 20.8 | 16W |
| ZJT | Harmon (Stephenville), NL, NDB | | 48 34.9 | 58 22.8 | 19W |
| ZKF | Wellington (Waterloo Regional), ON, NDB | | 43 29.6 | 80 17.2 | 10W |
| ZKI | Kitimat, BC, NDB | | 54 03.2 | 128 40.2 | 19E |
| ZLP | Meadowvale (Toronto/LBP Intl), ON, NDB | | 43 37.7 | 79 43.9 | 10W |
| ZMM | Joly (Montréal Intl (Mirabel)), QC, NDB | | 45 40.8 | 74 11.1 | 15W |
| ZMN | Lewisville (Moncton), NB, NDB | | 46 06.3 | 64 47.5 | 18W |
| ZMR | Hermas (Montréal Intl (Mirabel)), QC, NDB | | 45 37.5 | 74 05.3 | 16W |
| ZMX | Janvier (Montréal Intl (Mirabel)), QC, NDB | | 45 44.5 | 73 55.2 | 15W |
| ZNF | Wabana (St. John's Intl), NL, NDB | | 47 37.2 | 52 52.0 | 18W |
| ZPA | Glass (Prince Albert), SK, NDB | | 53 13.0 | 105 32.7 | 9E |
| ZQM | Riverview (Moncton), NB, NDB | | 46 02.3 | 64 47.0 | 18W |
| ZQR | Findlay (Regina), SK, NDB | | 50 25.7 | 104 31.6 | 9E |
| ZQT | Superior (Thunder Bay), ON, NDB | | 48 23.8 | 89 13.5 | 3W |
| ZRJ | Round Lake, ON, NDB | | 52 56.9 | 91 19.4 | 2W |
| ZRS | Ajax (Regina), SK, NDB | | 50 29.1 | 104 44.2 | 9E |
| ZS | Coral Harbour, NU, DME | | 64 09.0 | 83 18.2 | 23W |
| ZSB | Noranda (Sudbury), ON, NDB | | 46 41.0 | 80 45.0 | 11W |
| ZSJ | Sandy Lake, ON, NDB | | 53 04.1 | 93 20.7 | 0 |
| ZSS | Yellowhead (Saskatoon), SK, NDB | | 52 14.5 | 106 44.5 | 10E |
| ZST | Alpine (Saint John), NB, NDB | | 45 13.7 | 65 57.5 | 19W |
| ZT | Port Hardy, BC, NDB | | 50 42.0 | 127 25.6 | 17E |
| ZTH | Headframe (Thompson), MB, NDB | | 55 49.9 | 97 45.7 | 3E |
| ZTO | Woodhill (Toronto/LBP Intl), ON, NDB | | 43 44.3 | 79 42.2 | 10W |
| ZWG | Stoney (Winnipeg/James Armstrong Richardson Intl), MB, NDB | | 49 59.4 | 97 13.2 | 5E |
| ZWN | Downs (Winnipeg/James Armstrong Richardson Intl), MB, NDB | | 49 57.8 | 97 19.3 | 5E |
| ZWW | Boine (Winnipeg/James Armstrong Richardson Intl), MB, NDB | | 49 49.8 | 97 15.4 | 5E |
| ZXE | Barnes (Saskatoon/J.G. Diefenbaker), SK, NDB | | 52 09.7 | 106 34.5 | 10E |
| ZXJ | Taylor (Fort St. John), BC, NDB | | 56 11.0 | 120 38.7 | 19E |
| ZXS | Northwood (Prince George), BC, NDB | | 53 58.1 | 122 41.4 | 18E |
| ZXY | Klondike (Whitehorse), YT, NDB | | 60 38.2 | 135 00.6 | 21E |
| ZYC | Sarcee (Calgary), AB, NDB | | 51 11.8 | 114 01.3 | 15E |
| ZYZ | Queensway (Toronto/LBP Intl), ON, NDB | | 43 37.2 | 79 32.9 | 10W |
| ZZD | Calmar (Edmonton Intl), AB, NDB | | 53 15.3 | 113 39.6 | 15E |
| ZZR | Severn (Trenton), ON, NDB | | 44 03.2 | 77 37.6 | 12W |
| Z2 | Rainbow Lake, AB, DME | | 58 29.7 | 119 24.8 | 22E |
| Z7 | Claresholm Industrial, AB, NDB | | 50 00.2 | 113 38.2 | 13E |

D20 RADIO NAVIGATION AND COMMUNICATIONS

NUMBER-LETTER INDICATOR

| INDICATOR | NAME | (N)LAT | (W)LONG | VAR |
|-----------|--------------------------------------|--------|---------|-----------|
| 1B | Sable Island, NS, NDB | 43 | 55.8 | 60 01.4 |
| 1D | Charlottetown, NL, NDB | 52 | 46.5 | 56 07.6 |
| 1E | Black Tickle, NL, NDB | 53 | 28.0 | 55 47.3 |
| 1F | Bathurst, NB, NDB | 47 | 37.8 | 65 44.7 |
| 1L | Firebag, AB, NDB | 57 | 16.8 | 110 58.3 |
| 2B | Springdale, NL, NDB | 49 | 29.4 | 56 11.1 |
| 2H | Lebel-sur-Quevillon, QC, NDB | 49 | 02.2 | 77 01.2 |
| 2K | Camrose, AB, NDB | 53 | 01.9 | 112 48.8 |
| 2Q | Mont-Laurier, QC, NDB | 46 | 36.2 | 75 28.2 |
| 2Z | Diavik, NT, NDB | 64 | 30.6 | 110 18.6 |
| 3H | Consort, AB, NDB | 52 | 01.4 | 110 44.7 |
| 3M | Drayton Valley, AB, NDB | 53 | 16.0 | 114 57.4 |
| 3R | Postville, NL, NDB | 54 | 54.4 | 59 47.7 |
| 4A | Koala (Ekati), NT, NDB | 64 | 41.9 | 110 36.6 |
| 4J | Knee Lake, MB, NDB | 54 | 53.0 | 94 48.0 0 |
| 4O | Swan Hills, AB, NDB | 54 | 40.5 | 115 25.5 |
| 4W | Kelsey, MB, NDB | 56 | 02.3 | 96 30.8 |
| 5B | Summerside, PE, NDB | 46 | 23.8 | 63 52.9 |
| 5F | Fox Creek, AB, NDB & DME | 54 | 22.8 | 116 45.6 |
| 5J | Coronation, AB, NDB | 52 | 04.5 | 111 26.9 |
| 5Q | Fontanges, QC, NDB | 54 | 33.6 | 71 10.3 |
| 5W | Leaf Rapids, MB, NDB | 56 | 30.7 | 99 59.0 |
| 6F | Port Hope Simpson, NL, NDB | 52 | 31.2 | 56 17.8 |
| 6G | Red Deer, AB, DME | 52 | 10.9 | 113 53.0 |
| 6K | Vernon, BC, NDB | 50 | 21.0 | 119 15.6 |
| 6T | Foremost, AB, NDB | 49 | 29.1 | 111 29.2 |
| 7B | St. Thomas, ON, NDB | 42 | 46.3 | 81 06.3 |
| 7C | Fogo, NL, NDB | 49 | 39.7 | 54 14.7 |
| 7H | Marystow (Winterland), NL, NDB | 47 | 08.2 | 55 19.5 |
| 7P | Iroquois Falls, ON, NDB | 48 | 42.5 | 80 44.2 |
| 8C | Fairview, AB, NDB | 56 | 04.5 | 118 26.4 |
| 8K | Valleyview, AB, NDB | 55 | 02.1 | 117 17.3 |
| 8M | Elk Point, AB, NDB | 53 | 53.4 | 110 46.1 |
| 9A | Hanna, AB, NDB | 51 | 37.7 | 111 54.1 |
| 9G | Sundre, AB, NDB | 51 | 46.8 | 114 41.0 |
| 9H | LG-3, QC, NDB | 53 | 34.4 | 76 12.0 |
| 9X | Brooks, AB, NDB | 50 | 37.9 | 111 55.3 |
| 9Y | Pincher Creek, AB, NDB | 49 | 31.4 | 113 59.9 |

DND CANADA WIDE NDB AND TACAN INDICATORS

DND/DFSM has been assigned by Transport Canada 10 NDB indicators and 4 TACAN indicators that can be used Canada Wide by tactical/transportable terminals. Use of these indicators can only be authorized by DFSM, 613-992-8744. They are as follows:

Canada Wide NDB Indicators – UAA, UFF, UGG, UJJ, UKK, UNN, USS, UTT, UWW and UZZ.

Canada Wide TACAN Indicators – 8V to UBB
8W to UCC
9J to UDD
9L to UHH

SAMPLE

D22 RADIO NAVIGATION AND COMMUNICATIONS

COMMERCIAL BROADCASTING STATIONS

The following listing is provided by the Department of Industry Canada and is updated every six months; it covers all Canadian AM stations 40W and higher. Commercial broadcasting stations that are within the coverage of a VTA are not shown on the VNC.

NOTE:

- (a) Some stations operate H24 but most operate 0700-2359 local time.
- (b) Power is listed in watts. Where there is separate power for day and night the night power is in parenthesis.

CAUTION:

- (a) A station may switch to a back-up transmitter without warning and the back-up facility may be at a different location.
- (b) Commercial Broadcasting Stations are subject to outage or change without NOTAM.
- (c) Some Commercial Broadcasting Stations will not identify themselves by their designated identifier.

COMMERCIAL BROADCASTING STATIONS

| BROADCAST STATION | CALL SIGN | FREQ | POWER | TOWER LOCATION (N)LAT | TOWER LOCATION (W) LONG |
|------------------------------|---------------|------|------------|--------------------------|----------------------------|
| YUKON TERRITORY | | | | | |
| Beaver Creek | CBDM | 690 | 40 | 62 22 51 | 140 53 07 |
| Carmacks | CBQF | 990 | 40 | 62 06 01 | 136 15 58 |
| Dawson | CBDN | 560 | 400 | 64 03 21 | 139 24 49 |
| Elsa | CBDD | 560 | 40 | 63 55 34 | 135 30 53 |
| Mayo | CBDC | 1230 | 40 | 63 37 45 | 135 53 34 |
| Ross River | CBQJ | 990 | 40 | 61 56 30 | 132 26 53 |
| Swift River | CBDX | 970 | 40 | 60 00 08 | 131 11 43 |
| Teslin | CBDK | 940 | 40 | 60 10 01 | 132 43 40 |
| Watson Lake | CBDB | 990 | 400(165) | 60 03 58 | 128 43 22 |
| Whitehorse | CBPY | 810 | 50 | 60 41 32 | 134 58 17 |
| | CFWH | 570 | 5000(1000) | 60 47 00 | 135 06 51 |
| | CKRW | 610 | 1000 | 60 41 32 | 134 58 17 |
| NORTHWEST TERRITORIES | | | | | |
| Aklavik | CBAK | 1210 | 40 | 68 13 20 | 135 01 41 |
| Fort McPherson | CBQM | 690 | 40 | 67 25 42 | 134 51 55 |
| Fort Norman | CBQI | 920 | 99 | 64 54 30 | 125 32 28 |
| Fort Providence | CBQC | 1230 | 99 | 61 40 20 | 117 38 21 |
| Fort Simpson | CBDO | 690 | 40 | 61 52 18 | 121 22 51 |
| Fort Smith | CBDI | 860 | 99 | 60 00 13 | 111 52 32 |
| Inuvik | CHAK | 860 | 1000 | 68 20 41 | 133 41 09 |
| Norman Wells | CBDW | 990 | 40 | 65 16 52 | 126 48 43 |
| Tuktoyaktuk | CBAC | 1150 | 40 | 69 26 36 | 133 00 01 |
| Wrigley | CBQG | 1280 | 40 | 63 13 02 | 123 26 24 |
| Yellowknife | CFYK | 1340 | 2500 | 62 25 55 | 114 25 10 |
| NUNAVUT | | | | | |
| Gjoa Haven | CBIA | 640 | 40 | 68 37 36 | 95 52 21 |
| Iqaluit | CFFB | 1230 | 1000 | 63 43 56 | 68 32 43 |
| BRITISH COLUMBIA | | | | | |
| 100 Mile House | CKBX | 840 | 1000(500) | 51 40 11 | 121 17 27 |
| Abbotsford | ABBOTSFORD -1 | 850 | 10000 | 49 01 07 | 122 13 51 |
| Alice Arm | CBKL | 1150 | 40 | 55 27 29 | 129 27 21 |
| Ashcroft | CBWA | 860 | 40 | 50 43 26 | 121 16 13 |
| | CINL | 1340 | 1000 | 50 45 30 | 121 17 52 |
| Blue River | CBKM | 860 | 40 | 52 06 20 | 119 18 30 |
| Bralorne | CBRZ | 1350 | 40 | 50 46 35 | 122 49 04 |
| Burnaby | CJML | 940 | 20 | 49 15 04 | 123 00 05 |
| Burns Lake | CFLD | 760 | 1000 | 54 15 19 | 125 45 30 |
| Cache Creek | CBKS | 1450 | 40 | 50 48 42 | 121 19 40 |

COMMERCIAL BROADCASTING STATIONS (Cont'd)

| BROADCAST STATION | CALL SIGN | FREQ | POWER | TOWER LOCATION | |
|-------------------|-----------|------|-------------|----------------|-----------|
| | | | | (N)LAT | (W) LONG |
| Canal Flats | CFIW | 1200 | 50 | 50 09 22 | 115 48 13 |
| Clearwater | CBKZ | 860 | 40 | 51 38 38 | 120 02 12 |
| | CHNL-1 | 1400 | 1000 | 51 39 26 | 120 04 59 |
| Clinton | CBUU | 1070 | 40 | 51 05 40 | 121 35 05 |
| Coal Harbour | CBKO | 540 | 40 | 50 36 04 | 127 34 23 |
| Cooper Creek | CBXH | 1540 | 40 | 50 12 25 | 116 58 14 |
| Creston | CFKC | 1340 | 250 | 49 05 35 | 116 31 54 |
| Dawson Creek | CJDC | 890 | 10000 | 55 46 30 | 120 13 16 |
| Donald | CBWD | 900 | 40 | 51 29 15 | 117 10 31 |
| Edgewood | CBXW | 860 | 40 | 49 47 05 | 118 08 54 |
| Elkford | CJEV | 1340 | 50 | 50 01 19 | 114 55 32 |
| Field | CBRD | 860 | 40 | 51 22 41 | 116 27 49 |
| Fort St. James | CIFJ | 1480 | 50 | 54 26 40 | 124 14 54 |
| Fraser Lake | CIFL | 1450 | 50 | 54 03 16 | 124 50 55 |
| Glacier Park | CBPC-1 | 1490 | 5 | 51 18 00 | 117 30 04 |
| | CBPD-1 | 1230 | 5 | 51 18 00 | 117 30 04 |
| Gold Bridge | CBTG | 860 | 40 | 50 50 21 | 122 51 47 |
| Gold River | CBKJ | 860 | 40 | 49 46 24 | 126 03 13 |
| Golden | CBPN | 1490 | 20 | 51 18 06 | 116 57 22 |
| | CKGR | 1400 | 1000 | 51 18 13 | 116 58 30 |
| Grand Forks | CBRJ | 860 | 40 | 49 01 40 | 118 26 44 |
| Granisle | CBKG | 920 | 40 | 54 52 53 | 126 12 06 |
| | CHLD | 1480 | 50 | 54 52 55 | 126 12 08 |
| Hudson's Hope | CBXU | 940 | 40 | 56 01 40 | 121 55 11 |
| Invermere | CKIR | 870 | 1000(250) | 50 31 08 | 116 03 04 |
| Kamloops | CHNL | 610 | 25000(5000) | 50 38 50 | 120 16 19 |
| Kaslo | CBUG | 860 | 40 | 49 54 29 | 116 53 59 |
| Kelowna | CKFR | 1150 | 10000 | 49 50 52 | 119 27 58 |
| Keremeos | CBKY | 1350 | 40 | 49 12 17 | 119 49 07 |
| Kimberley | CBRK | 900 | 40 | 49 40 49 | 115 58 35 |
| Kispiox | CBTD | 990 | 40 | 55 20 42 | 127 41 24 |
| Lillooet | CBUL | 860 | 40 | 50 41 16 | 121 56 22 |
| Mackenzie | CBWF | 920 | 40 | 55 19 52 | 123 05 45 |
| | CKMK | 1240 | 1000 | 55 20 48 | 123 08 59 |
| Merritt | CBUP | 860 | 40 | 50 06 31 | 120 47 19 |
| | CJNL | 1230 | 1000 | 50 06 29 | 120 46 10 |
| Mica Dam | CBXA | 1150 | 40 | 52 03 40 | 118 34 29 |
| Nakusp | CBUM | 900 | 40 | 50 14 28 | 117 48 04 |
| New Denver | CBUI | 740 | 40 | 49 59 40 | 117 21 59 |
| New Hazelton | CBRH | 1170 | 40 | 55 15 02 | 127 34 38 |
| | CKBV | 1490 | 50 | 55 14 57 | 127 34 49 |
| New Westminster | CKNW | 980 | 50000 | 49 09 39 | 122 43 55 |
| Osoyoos | CJOR | 1240 | 1000 | 49 04 57 | 119 31 25 |
| Parson | CBKR | 740 | 40 | 51 04 04 | 116 37 53 |
| Pemberton | CBXK | 1240 | 40 | 50 19 23 | 122 47 55 |
| Penticton | CKOR | 800 | 10000(500) | 49 25 25 | 119 34 19 |
| Port Alice | CBUX | 1170 | 40 | 50 25 39 | 127 28 42 |
| Port Hardy | CFNI | 1240 | 1000 | 50 42 34 | 127 26 15 |
| Prince Rupert | CFPR | 860 | 10000(2500) | 54 17 07 | 130 22 34 |
| | CHTK | 560 | 1000(250) | 54 17 54 | 130 23 16 |
| Princeton | CIOR | 1400 | 1000 | 49 26 50 | 120 30 46 |
| Revelstoke | CBPK | 1580 | 50 | 50 59 24 | 118 13 12 |
| Richmond | CISL | 650 | 10000(9000) | 49 08 38 | 123 03 41 |
| Salmo | CBUN | 740 | 40 | 49 11 37 | 117 16 40 |
| Sayward | CBKU | 630 | 40 | 50 23 17 | 125 57 43 |
| Shalalth | CBKN | 990 | 40 | 50 43 49 | 122 14 30 |
| Sicamous | CBPM | 1260 | 30 | 50 50 09 | 118 58 22 |
| Smithers | CFBV | 870 | 1000(500) | 54 47 46 | 127 11 55 |
| Stewart | CBKA | 1450 | 40 | 55 56 34 | 129 59 36 |
| Tahsis | CBXP | 1240 | 40 | 49 55 44 | 126 39 20 |

D24 RADIO NAVIGATION AND COMMUNICATIONS

COMMERCIAL BROADCASTING STATIONS (Cont'd)

| BROADCAST STATION | CALL SIGN | FREQ | POWER | TOWER LOCATION | |
|---------------------|-----------|------|--------------|----------------|-----------|
| | | | | (N) LAT | (W) LONG |
| Terrace | CFNR | 990 | 40 | 54 30 19 | 128 35 46 |
| | CFTK | 590 | 1000 | 54 30 04 | 128 30 56 |
| Ucluelet | CBPU | 1260 | 30 | 49 03 11 | 125 43 15 |
| | CBXQ | 540 | 40 | 48 56 44 | 125 33 07 |
| Vancouver | CBU | 690 | 50000 | 49 08 14 | 123 12 05 |
| | CFTE | 1410 | 50000 | 49 05 33 | 122 55 57 |
| | CHMB | 1320 | 50000 | 49 09 54 | 123 02 33 |
| | CHMJ | 730 | 50000 | 49 07 56 | 123 00 23 |
| | CJRJ | 1200 | 25000 | 49 10 59 | 123 03 49 |
| | CJVB | 1470 | 50000 | 49 11 35 | 123 01 22 |
| | CKST | 1040 | 50000 | 49 05 33 | 122 55 57 |
| | CKWX | 1130 | 50000 | 49 09 21 | 123 04 05 |
| Vanderhoof | CIVH | 1340 | 1000 | 54 00 59 | 123 59 29 |
| Victoria | CFAX | 1070 | 10000 | 48 23 49 | 123 18 25 |
| | CKMO | 900 | 10000 | 48 26 27 | 123 15 18 |
| Wells | CBYW | 540 | 40 | 53 06 25 | 121 32 45 |
| Williams Lake | CBRL | 860 | 40 | 52 08 31 | 122 09 28 |
| | CKWL | 570 | 1000 | 52 05 29 | 122 10 32 |
| ALBERTA | | | | | |
| Blairmore | CBXL | 860 | 40 | 49 36 28 | 114 26 24 |
| Calgary | CBR | 1010 | 50000 | 50 56 17 | 113 57 42 |
| | CFAC | 960 | 50000 | 50 59 21 | 113 50 24 |
| | CFFR | 660 | 50000 | 50 45 27 | 114 03 46 |
| | CHQR | 770 | 50000 | 50 49 16 | 114 03 08 |
| | CKMX | 1060 | 50000 | 50 54 02 | 113 52 30 |
| Camrose | CFCW | 790 | 50000 | 52 57 37 | 112 57 33 |
| Coleman | CBXC | 1450 | 40 | 49 37 59 | 114 30 08 |
| Drumheller | CKDQ | 910 | 50000 | 51 02 27 | 113 17 35 |
| Edmonton | CBX | 740 | 50000 | 53 19 10 | 113 26 47 |
| | CFRN | 1260 | 50000 | 53 27 07 | 113 40 56 |
| | CHED | 630 | 50000 | 53 23 58 | 113 23 50 |
| | CHFA | 680 | 10000 | 53 24 23 | 113 36 45 |
| | CHQT | 880 | 50000 | 53 22 07 | 113 19 04 |
| | CJCA | 930 | 50000 | 53 23 00 | 113 28 36 |
| | CKUA | 580 | 10000 | 53 20 34 | 113 27 31 |
| Edson | CBXD | 1540 | 40 | 53 34 34 | 116 26 07 |
| Fort Chipewyan | CBKE | 1450 | 40 | 58 43 15 | 111 08 44 |
| Fort Vermilion | CBKC | 1460 | 40 | 58 23 01 | 116 02 30 |
| Grande Cache | CBWI | 1450 | 40 | 53 54 00 | 119 06 19 |
| | CFXG | 1230 | 50 | 53 53 21 | 119 07 30 |
| High Level | CBKD | 1560 | 40 | 58 30 25 | 117 08 23 |
| High Prairie | CKVH | 1020 | 1000(400) | 55 27 11 | 116 31 06 |
| High River | CHRB | 1140 | 50000(46000) | 50 55 25 | 113 50 02 |
| Medicine Hat | CIED | 990 | 500(100) | 50 19 25 | 110 54 33 |
| Peace River | CKYL | 610 | 10000 | 56 10 40 | 117 11 01 |
| Rainbow Lake | CBXX | 1240 | 40 | 58 29 45 | 119 23 15 |
| St. Paul | CHLW | 1310 | 10000 | 53 59 38 | 111 13 44 |
| Stettler | CKSQ | 1400 | 1000 | 52 18 41 | 112 37 23 |
| Wainwright | CKKY | 830 | 10000(3500) | 52 48 59 | 110 45 36 |
| Westlock | CFOK | 1370 | 10000 | 54 05 16 | 113 52 43 |
| Wetaskiwin | CKJR | 1440 | 10000 | 52 57 30 | 113 27 04 |
| SASKATCHEWAN | | | | | |
| Estevan | CJSI | 1280 | 10000 | 49 03 26 | 102 55 22 |
| Gravelbourg | CBKF-1 | 690 | 5000 | 49 52 16 | 106 28 22 |
| Jans Bay | CJBW | 1330 | 50 | 55 08 54 | 108 07 36 |
| Kindersley | CFYM | 1210 | 1000(250) | 51 27 05 | 109 08 44 |
| Melfort | CKJH | 750 | 25000 | 52 36 45 | 104 30 18 |
| Moose Jaw | CHAB | 800 | 10000 | 50 22 38 | 105 23 38 |

COMMERCIAL BROADCASTING STATIONS (Cont'd)

| BROADCAST STATION | CALL SIGN | FREQ | POWER | TOWER LOCATION | |
|--------------------------|------------------|-------------|--------------|-----------------------|-----------------|
| | | | | (N) LAT | (W) LONG |
| North Battleford | CJNB | 1050 | 10000 | 52 50 30 | 108 18 23 |
| Prince Albert | CKBI | 900 | 10000 | 53 06 13 | 105 45 33 |
| Regina | CJME | 980 | 10000(5000) | 50 21 13 | 104 37 21 |
| | CKRM | 620 | 10000 | 50 19 36 | 104 37 16 |
| Rosetown | CJYM | 1330 | 10000 | 51 27 31 | 107 59 40 |
| Saskatoon | CBKF-2 | 860 | 10000 | 52 15 00 | 106 39 36 |
| | CJWW | 600 | 25000(8000) | 52 04 25 | 106 48 39 |
| | CKOM | 650 | 10000 | 52 04 45 | 106 30 41 |
| Shaunavon | CJSN | 1490 | 1000 | 49 38 29 | 108 29 15 |
| Swift Current | CKSW | 570 | 10000 | 50 09 39 | 107 49 01 |
| Watrous | CBK | 540 | 50000 | 51 40 48 | 105 26 52 |
| Weyburn | CFSL | 1190 | 10000(5000) | 49 27 57 | 103 50 35 |
| Yorkton | CJGX | 940 | 50000(10000) | 51 12 23 | 102 20 10 |
| MANITOBA | | | | | |
| Altona | CFAM | 950 | 10000 | 49 01 57 | 97 56 59 |
| Boissevain | CJRB | 1220 | 10000 | 49 15 26 | 100 03 26 |
| Brandon | CKLQ | 880 | 10000 | 49 37 11 | 99 48 21 |
| Churchill | CHFC | 1230 | 250 | 58 45 18 | 94 05 40 |
| Cross Lake | CFNC | 1490 | 50 | 54 37 28 | 97 46 57 |
| Dauphin | CKDM | 730 | 10000(5000) | 51 09 08 | 100 13 48 |
| Flin Flon | CFAR | 590 | 10000(1000) | 54 48 04 | 101 51 11 |
| Morden | CKMW | 1570 | 10000 | 49 07 16 | 98 04 03 |
| Portage La Prairie | CFRY | 920 | 25000(15000) | 49 58 10 | 98 22 32 |
| St. Boniface | CKSB | 1050 | 10000 | 49 45 06 | 97 10 55 |
| St. Lazare | CKSB-2 | 860 | 40 | 50 26 48 | 101 17 35 |
| Steinbach | CHSM | 1250 | 10000 | 49 30 15 | 96 58 55 |
| The Pas | CJAR | 1240 | 1000 | 53 48 46 | 101 16 35 |
| Thompson | CHTM | 610 | 1000 | 55 42 08 | 97 52 56 |
| Winnipeg | CBW | 990 | 50000(46000) | 49 50 12 | 97 30 45 |
| | CFRW | 1290 | 10000 | 49 47 58 | 97 16 30 |
| | CJOB | 680 | 50000 | 49 39 14 | 97 11 31 |
| | CKJS | 810 | 10000 | 49 44 07 | 97 11 37 |
| ONTARIO | | | | | |
| Armstrong | CBOL | 1450 | 40 | 50 18 08 | 89 02 12 |
| Atikokan | CFOB-1 | 1240 | 50 | 48 45 33 | 91 36 17 |
| Bancroft | CBLV | 600 | 40 | 45 03 00 | 77 51 29 |
| Beardmore | CBLE | 1240 | 40 | 49 35 49 | 87 57 34 |
| Belleville | CJBQ | 800 | 10000 | 43 58 08 | 77 25 09 |
| Blind River | CBON-6 | 1010 | 40 | 46 11 23 | 82 57 54 |
| Brampton | CIAO | 530 | 1000(250) | 43 35 25 | 79 53 19 |
| Brantford | CKPC | 1380 | 10000 | 43 03 20 | 80 18 54 |
| Chalk River | CKML | 530 | 30 | 46 02 40 | 77 23 35 |
| Chatham | CFCO | 630 | 10000(6000) | 42 20 03 | 82 16 53 |
| Deep River | CBLI | 1110 | 40 | 46 05 20 | 77 29 08 |
| Ear Falls | CBOI | 690 | 40 | 50 38 34 | 93 13 16 |
| | CKDR-4 | 1450 | 40 | 50 38 10 | 93 13 52 |
| Foleyet | CBLF | 1450 | 40 | 48 14 16 | 82 26 05 |
| Guelph | CJOY | 1460 | 10000 | 43 29 09 | 80 14 42 |
| Hamilton | CHAM | 820 | 50000(10000) | 43 06 58 | 79 46 37 |
| | CHML | 900 | 50000 | 43 20 00 | 80 07 14 |
| | CKOC | 1150 | 50000 | 43 03 04 | 79 48 41 |
| Horne Payne | CBLH | 1010 | 40 | 49 13 35 | 84 47 00 |
| Hudson | CBQW | 1340 | 40 | 50 05 37 | 92 09 41 |
| | CKDR-3 | 1450 | 40 | 50 05 21 | 92 09 55 |
| Ignace | CBES | 690 | 40 | 49 24 49 | 91 39 45 |
| | CKDR-1 | 1340 | 50 | 49 24 08 | 91 39 56 |
| Kitchener | CKGL | 570 | 10000 | 43 17 25 | 80 21 09 |

D26 RADIO NAVIGATION AND COMMUNICATIONS

COMMERCIAL BROADCASTING STATIONS (Cont'd)

| BROADCAST STATION | CALL SIGN | FREQ | POWER | TOWER LOCATION | |
|-------------------|-----------|------|--------------|----------------|----------|
| | | | | (N)LAT | (W) LONG |
| London | CFPL | 980 | 10000(5000) | 42 53 29 | 81 12 01 |
| | CJBK | 1290 | 10000 | 42 52 08 | 81 13 57 |
| | CJBK | 1290 | 10000 | 42 52 15 | 81 04 01 |
| | CKSL | 1410 | 10000 | 42 52 59 | 81 13 24 |
| Marathon | CBLM | 1090 | 40 | 48 43 11 | 86 23 00 |
| Matachewan | CBON-10 | 1110 | 40 | 47 56 33 | 80 38 43 |
| Mattawa | CBLO | 1240 | 40 | 46 18 49 | 78 43 17 |
| | CBON-12 | 1090 | 40 | 46 18 49 | 78 43 17 |
| Mississauga | CINA | 1650 | 5000(680) | 43 37 32 | 79 37 52 |
| Moosonee | CBEY | 1340 | 40 | 51 16 25 | 80 38 19 |
| | CHMO | 1450 | 50 | 51 16 39 | 80 38 39 |
| Nakina | CBLN | 1240 | 40 | 50 10 31 | 86 42 37 |
| Niagara Falls | CJRN | 710 | 5000(2500) | 42 53 52 | 78 57 26 |
| North Bay | CKAT | 600 | 10000(5000) | 46 10 45 | 79 27 48 |
| Oakville | CJMR | 1320 | 20000 | 43 27 29 | 79 45 17 |
| | CJYE | 1250 | 10000(5000) | 43 27 29 | 79 45 17 |
| Oshawa | CKDO | 1580 | 10000 | 43 52 19 | 78 45 53 |
| Ottawa | CFGQ | 1200 | 50000 | 45 13 00 | 75 46 11 |
| | CFRA | 580 | 50000(10000) | 45 12 05 | 75 43 26 |
| | CHYW | 1630 | 99 | 45 19 15 | 75 39 57 |
| | CIWW | 1310 | 50000 | 45 15 36 | 75 47 02 |
| Owen Sound | CFOS | 560 | 7500(1000) | 44 32 40 | 80 54 07 |
| Richmond Hill | CFMJ | 640 | 50000 | 43 10 45 | 79 25 59 |
| Rolphton | CBOF-4 | 1400 | 40 | 46 10 18 | 77 42 07 |
| St. Catharines | CHSC | 1220 | 10000 | 43 03 23 | 79 13 21 |
| | CKTB | 610 | 10000(5000) | 43 02 12 | 79 09 59 |
| Sarnia | CHOK | 1070 | 10000 | 42 53 30 | 82 19 20 |
| Schreiber | CBLB | 1340 | 40 | 48 48 30 | 87 16 00 |
| Sioux Lookout | CBLS | 1240 | 40 | 50 05 44 | 91 54 31 |
| Stratford | CJCS | 1240 | 1000 | 43 20 35 | 81 00 39 |
| Temagami | CBEU | 1340 | 40 | 47 03 49 | 79 47 19 |
| Terrace Bay | CBEH | 1010 | 40 | 48 47 18 | 87 05 54 |
| Tillsonburg | CKOT | 1510 | 10000(0) | 42 44 08 | 80 39 18 |
| Toronto | CFRB | 1010 | 50000 | 43 30 17 | 79 37 49 |
| | CFTR | 680 | 50000 | 43 12 50 | 79 36 29 |
| | CFZM | 740 | 50000 | 43 34 30 | 79 49 02 |
| | CHHA | 1610 | 1000 | 43 42 40 | 79 27 10 |
| | CHIN | 1540 | 50000(30000) | 43 36 55 | 79 22 49 |
| | CHKT | 1430 | 50000 | 43 37 03 | 79 22 46 |
| | CHTO | 1690 | 3000(1000) | 43 42 46 | 79 18 56 |
| | CHUM | 1050 | 50000 | 43 29 14 | 79 37 14 |
| | CJBC | 860 | 50000 | 43 34 30 | 79 49 02 |
| | CJCL | 590 | 50000 | 43 09 10 | 79 32 03 |
| White River | CBLW | 1010 | 40 | 48 35 20 | 85 17 08 |
| Windsor | CBE | 1550 | 10000 | 42 12 56 | 82 55 15 |
| | CBEF | 540 | 2500(5000) | 42 08 50 | 83 05 33 |
| | CBEF-1 | 1550 | 10000 | 42 12 56 | 82 55 15 |
| | CKLW | 800 | 50000 | 42 03 25 | 83 00 10 |
| | CKWW | 580 | 500 | 42 10 22 | 83 02 53 |
| Wingham | CKNX | 920 | 10000(1000) | 43 50 35 | 81 20 52 |
| QUÉBEC | | | | | |
| Aguanish | CBSI-14 | 1350 | 40 | 50 13 18 | 62 04 39 |
| Chapais | CBJ-2 | 1140 | 40 | 49 47 04 | 74 51 43 |
| | CBMD | 1400 | 40 | 49 47 04 | 74 51 43 |
| Clova | CBF-16 | 990 | 40 | 48 06 33 | 75 21 33 |
| Gatineau | CIRA-5 | 1350 | 1000(180) | 45 30 24 | 75 41 28 |
| | CJEU | 1670 | 1000 | 45 30 24 | 75 41 28 |
| Lac-Édouard | CBF-17 | 710 | 40 | 47 39 51 | 72 16 34 |
| La Romaine | CBSI-8 | 1550 | 40 | 50 12 58 | 60 40 29 |

COMMERCIAL BROADCASTING STATIONS (Cont'd)

| BROADCAST STATION | CALL SIGN | FREQ | POWER | TOWER LOCATION | |
|------------------------------------|-----------|------|--------------|----------------|----------|
| | | | | (N)LAT | (W) LONG |
| La Tuque | CBVE-1 | 830 | 40 | 47 25 13 | 72 46 58 |
| | CFLM | 1240 | 1000 | 47 27 42 | 72 46 30 |
| Laval | CJLV | 1570 | 10000 | 45 31 51 | 73 50 29 |
| Lebel-sur-Quévillon | CBF-3 | 650 | 40 | 49 02 58 | 76 58 47 |
| | CBMK | 1230 | 40 | 49 02 58 | 76 58 47 |
| Malartic | CBMN | 1230 | 40 | 48 08 20 | 78 07 49 |
| Maniwaki | CBOF-1 | 990 | 40 | 46 22 25 | 75 57 23 |
| | CBOM | 710 | 40 | 46 22 25 | 75 57 23 |
| Matagami | CBF-4 | 1140 | 40 | 49 45 30 | 77 37 39 |
| Montréal | CFMB | 1280 | 50000 | 45 19 31 | 73 32 53 |
| | CHOU | 1450 | 2000(1000) | 45 29 45 | 73 44 38 |
| | CJAD | 800 | 50000(10000) | 45 14 50 | 73 31 23 |
| | CJLO | 1690 | 1000 | 45 26 52 | 73 39 28 |
| | CJRS | 1650 | 1000 | 45 29 15 | 73 40 07 |
| | CJWI | 1610 | 1000 | 45 33 52 | 73 36 26 |
| | CKAC | 730 | 50000 | 45 30 50 | 73 58 24 |
| | CKGM | 990 | 50000 | 45 17 43 | 73 43 18 |
| Murdochville | CBGA-6 | 1270 | 40 | 48 57 20 | 65 29 47 |
| | CBMJ | 750 | 40 | 48 57 30 | 65 30 02 |
| Natashquan | CBSI-5 | 1100 | 40 | 50 10 47 | 61 48 42 |
| Parent | CBF-18 | 710 | 40 | 47 55 28 | 74 36 46 |
| Port-Menier | CBSI-23 | 1130 | 40 | 49 49 15 | 64 20 51 |
| Québec | CHRC | 800 | 50000 | 46 38 34 | 71 14 43 |
| St-Constant | CJMS | 1040 | 5000(1070) | 45 22 05 | 73 37 21 |
| Senneterre | CBF-1 | 710 | 40 | 48 22 42 | 77 13 28 |
| | CBMM | 540 | 40 | 48 22 42 | 77 13 28 |
| Val-d'Or | CBML | 570 | 40 | 48 06 35 | 77 47 09 |
| Weymontachie | CBFA-3 | 750 | 40 | 47 53 58 | 73 46 38 |
| NEW BRUNSWICK | | | | | |
| Campbellton | CKNB | 950 | 10000(1000) | 48 00 54 | 66 35 06 |
| Caraquet | CJVA | 810 | 10000 | 47 46 05 | 65 03 10 |
| Fredericton | CKHJ | 1260 | 10000 | 45 59 52 | 66 41 37 |
| Grande-Anse | CBGA-1 | 540 | 10000 | 47 48 50 | 65 08 47 |
| Kedgwick | CBAF-20 | 990 | 40 | 47 38 45 | 67 21 03 |
| McAdam | CBAX | 600 | 40 | 45 34 50 | 67 20 33 |
| Saint John | CFBC | 930 | 50000 | 45 13 55 | 66 06 12 |
| St. Quentin | CBAF-21 | 1230 | 40 | 47 30 45 | 67 23 43 |
| St. Stephen | CBAO | 990 | 40 | 45 11 33 | 67 15 40 |
| Sussex | CJCW | 590 | 1000(250) | 45 41 06 | 65 31 26 |
| NOVA SCOTIA | | | | | |
| Amherst | CKDH | 900 | 1000 | 45 50 42 | 64 12 38 |
| Digby | CKDY | 1420 | 1000 | 44 38 03 | 65 46 40 |
| Middleton | CKAD | 1350 | 1000 | 44 59 15 | 65 01 12 |
| Sydney | CBI | 1140 | 10000 | 46 08 12 | 60 16 12 |
| | CJCB | 1270 | 10000 | 46 10 50 | 60 11 27 |
| Windsor | CFAB | 1450 | 1000 | 44 59 43 | 64 06 49 |
| PRINCE EDWARD ISLAND | | | | | |
| Parc National De L'I | CBPP-1 | 1280 | 20 | 46 29 11 | 63 18 49 |
| Prince Edward Island | CBPP | 1490 | 20 | 46 29 11 | 63 18 49 |
| NEWFOUNDLAND & LABRADOR | | | | | |
| Baie Verte | CKIM | 1240 | 1000 | 49 57 25 | 56 10 41 |
| Bonavista Bay | CBGY | 750 | 10000 | 48 40 27 | 53 46 19 |
| Cartwright | CBNK | 570 | 40 | 53 42 31 | 57 00 42 |
| Clarenville | CKVO | 710 | 10000 | 48 08 36 | 53 57 40 |
| Corner Brook | CBY | 990 | 10000 | 48 55 58 | 57 54 22 |
| | CFCB | 570 | 1000 | 48 56 13 | 57 59 28 |

D28 RADIO NAVIGATION AND COMMUNICATIONS

COMMERCIAL BROADCASTING STATIONS (Cont'd)

| BROADCAST STATION | CALL SIGN | FREQ | POWER | TOWER LOCATION | |
|-------------------|-----------|------|--------------|----------------|----------|
| | | | | (N)LAT | (W) LONG |
| Gander | CBG | 1400 | 4000 | 48 57 57 | 54 39 18 |
| | CKGA | 650 | 5000 | 48 57 37 | 54 39 37 |
| Grand Falls | CBT | 540 | 10000 | 48 57 03 | 55 37 30 |
| | CKCM | 620 | 10000 | 48 56 39 | 55 38 31 |
| Happy Valley | CKHV | 1340 | 1000 | 53 18 59 | 60 17 13 |
| Marystown | CHCM | 740 | 10000 | 47 08 41 | 55 16 18 |
| Nain | CBNZ | 740 | 40 | 56 32 30 | 61 41 56 |
| Nain (Labrador) | CKOK | 610 | 40 | 56 32 30 | 61 41 56 |
| Port Aux Basques | CFGN | 1230 | 250 | 47 35 08 | 59 07 19 |
| Port Au Choix | CFNW | 790 | 1000 | 50 42 00 | 57 23 56 |
| St. Anthony | CBNA | 600 | 10000 | 51 22 04 | 55 36 56 |
| St. John's | CBN | 640 | 10000 | 47 34 08 | 52 48 41 |
| | CJYQ | 930 | 50000(25000) | 47 34 45 | 52 47 11 |
| | CJYQ-1 | 930 | 50000(5000) | 47 34 45 | 52 47 11 |
| | VOAR | 1210 | 10000 | 47 32 05 | 52 49 16 |
| | VOCM | 590 | 20000 | 47 32 38 | 52 46 40 |
| | VOWR | 800 | 10000(2500) | 47 34 19 | 52 45 10 |
| Stephenville | CFSX | 870 | 500 | 48 31 34 | 58 29 24 |
| | CHUG | 740 | 40 | 48 33 10 | 58 33 41 |

NORTH ATLANTIC METEOROLOGICAL INFORMATION (HF) (VOLMET)**GANDER**

| | | | |
|-------|---------|-------|--|
| 3485 | H+20-25 | TAF | Montreal/Pierre Elliott Trudeau, Toronto, Ottawa. |
| 6604 | | METAR | Gander, Montreal/Pierre Elliott Trudeau, Toronto, Ottawa, Goose. |
| 10051 | | | |
| 13270 | H+25-30 | TAF | SIGMET (1), Winnipeg, Edmonton, Calgary, Churchill. |
| | | METAR | Kuujjuaq, Winnipeg, Churchill. |
| | H+50-55 | TAF | Gander, St. John's, Halifax. |
| | | METAR | Gander, St. John's, Halifax, Stephenville Montreal(Mirabel). |
| | H+55-60 | TAF | SIGMET (1), Goose, Iqaluit, Sondrestrom. |
| | | METAR | Goose, Iqaluit, Sondrestrom, Kuujjuaq. |

NOTE (1) Includes SIGMET or notification of SIGMET affecting flights operating above FL 100 in the Gander Oceanic and the Gander Domestic, Moncton, Montreal and Toronto FIR.

NEW YORK

| | | | |
|-------|------|-----------|--|
| 3485 | H+00 | FORECASTS | Detroit, Chicago, Cleveland. |
| 6604 | | ACTUALS | Detroit, Chicago, Cleveland, Niagara Falls, Milwaukee, Indianapolis. |
| 10051 | | | |
| 13270 | H+05 | FORECASTS | Bangor, Charlotte, Pittsburgh. |
| | | ACTUALS | Bangor, Pittsburgh, Windsor Locks, St. Louis, Charlotte, Minneapolis. |
| | H+10 | FORECASTS | New York, Newark, Boston. |
| | | ACTUALS | New York, Newark, Boston, Baltimore, Philadelphia, Washington. |
| | H+15 | FORECASTS | Bermuda NAS, Miami, Atlanta. |
| | | ACTUALS | Bermuda NAS, Miami, Nassau, Freeport, Tampa, West Palm Beach, Atlanta. |
| | H+30 | FORECASTS | Niagara Falls, Milwaukee, Indianapolis. |
| | | ACTUALS | Detroit, Chicago, Cleveland, Niagara Falls, Milwaukee, Indianapolis. |
| | H+35 | FORECASTS | Windsor Locks, St. Louis. |
| | | ACTUALS | Bangor, Pittsburgh, Windsor Locks, St. Louis, Charlotte, Minneapolis. |
| | H+40 | FORECASTS | Baltimore, Philadelphia, Washington. |
| | | ACTUALS | New York, Newark, Boston, Baltimore, Philadelphia, Washington. |
| | H+45 | FORECASTS | Nassau, Freeport. |
| | | ACTUALS | Bermuda NAS, Miami, Nassau, Freeport, Tampa, West Palm Beach, Atlanta. |

D30 RADIO NAVIGATION AND COMMUNICATIONS

NORTH ATLANTIC METEOROLOGICAL INFORMATION (HF) (VOLMET) (Cont'd)**SHANNON**

| | | | |
|-----------------|------|----------------------|---|
| 3413 (Night) | H+00 | FORECASTS ACTUALS | Brussels Ntl, Hamburg. Brussels Ntl, Hamburg, Frankfurt (Main), Cologne/Bonn, Dusseldorf, Munich. |
| 8957 | | | |
| 5505 | | | |
| 13264 | H+05 | FORECASTS ACTUALS | Shannon, Prestwick, London/Heathrow. Shannon, Amsterdam/Schiphol, Manchester, London/Gatwick. |
| | H+10 | ACTUALS | Copenhagen/Kastrup, Stockholm/Arlanda, Goteborg/Landvetter, Bergen/Flesland, Oslo/Gardemoen, Helsinki/Vantaa, Dublin, Barcelona. |
| | H+15 | FORECASTS ACTUALS | Madrid/Barajas, Lisbon, Paris/Orly. Madrid/Barajas, Lisbon, Santa Maria, Paris/Orly, Paris/Charles de Gaulle, Lyon/Satolas. |
| | H+20 | FORECASTS ACTUALS | Rome/Fiumicino, Milan/Malpensa. Rome/Fiumicino, Milan/Malpensa, Zurich, Geneva/Cointrin, Turin/Caselle, Keflavik. |
| | H+30 | FORECASTS ACTUALS | Frankfurt (Main), Cologne/Bonn. Brussels Ntl, Hamburg, Frankfurt (Main), Cologne/Bonn, Dusseldorf, Munich. |
| | H+35 | FORECASTS ACTUALS | Amsterdam/Schiphol, Manchester, London/Gatwick. Shannon, Prestwick, London/Heathrow, Amsterdam/Schiphol, Manchester, London/Gatwick. |
| | H+40 | ACTUALS | Copenhagen/Kastrup, Stockholm/Arlanda, Goteborg/Landvetter, Bergen/Flesland, Oslo/Gardemoen, Helsinki/Vantaa, Dublin, Barcelona. |
| | H+45 | FORECASTS ACTUALS | Santa Maria, Athens, Paris/Charles de Gaulle. Madrid/Barajas, Lisbon, Santa Maria, Paris/Orly, Paris/Charles de Gaulle, Lyon/Satolas. |
| | H+50 | FORECASTS ACTUALS | Zurich, Geneva/Cointrin. Rome/Fiumicino, Milan/Malpensa, Zurich, Geneva/Cointrin, Turin/Caselle, Keflavik. |

NORTH ATLANTIC METEOROLOGICAL INFORMATION (VHF) (VOLMET)**KEFLAVIK****FORECASTER**

120.3 344.6 Cont

Direct communication between pilot and forecaster.

AERONAUTICAL RADIO INCORPORATED (ARINC)

Aeronautical Radio Incorporated provides communications for air traffic services of the United States using common air/ground frequencies. These frequencies are listed below by the areas in which they are used. These frequencies are for use during emergency situations and when communications with control centres or military air/ground stations on military air/ground frequencies cannot be maintained. Users are advised that a charge may be levied for services provided other than air traffic services.

NORTH ATLANTIC

| | | | | | | | | |
|--------------------|--------|---------|-------|-------|-------|------|------|------|
| New York (ARINC) - | 129.9, | (NAT-A) | 21964 | 17946 | 13306 | 8906 | 5598 | 3016 |
| | | (NAT-E) | 17952 | 13354 | 11309 | 8825 | 6628 | 2962 |

CARIBBEAN

| | | | | | | | | |
|--------------------|--------|---------|-------|-------|------|------|------|------|
| New York (ARINC) - | 130.7, | (CAR-A) | 13297 | 11396 | 8846 | 6577 | 5550 | 2887 |
| | | (CAR-B) | 17907 | 11330 | 8918 | 6586 | 5520 | 3455 |

CENTRAL EAST PACIFIC

San Francisco (ARINC) - 131.95,
(CEP-1/2) 21964 13354 13288 11282 10057 8843 6673 5574 5547 3452 3413 2869

POLAR ROUTES

A/G: For aircraft using the Polar Routes, ARINC has a remote LDOCF voice site at Barrow, Alaska, controlled from ARINC SFO Communications Centre. Although primarily for company type communications, ATC communications can be passed to and from Anchorage Centre under unusual or emergency situations. Site is available for Phone Patches and Radio Operator delivered message traffic. Barrow LDOCF frequencies are: 3494 6640 11342 13348 17925 21964.

SATCOM VOICE AVAILABLE AS ALTERNATIVE COMMUNICATIONS MEDIUM

Aircraft desiring to contact an ARINC Communications Centre should use the following numbers to call the appropriate ARINC Centre:

| Oceanic Area | Centre | IMARSAT Number | Public Phone Number |
|--------------|--------|----------------|---------------------|
| Pacific | SFO | 436625 | 925-371-3920 |
| Atlantic | NYC | 436623 | 631-244-2492 |

ARINC will also utilize SATCOM Voice as a normal operational backup to HF to initiate communications from ground-to-air on the rare occasion when HF communications cannot be established in a timely manner. SATCOM Voice may be used for either ATC or AOC (Aeronautical Operation Control) Communications. This capability will be on a "search, find and contact" basis initially, which may require some delay in contacting flights. Aircraft operators with aircraft currently cockpit SATCOM Voice equipped should contact ARINC at 1-410-266-4430 to provide, update or verify aircraft AES ID codes which are required to initiate ground-to-air calls.

NOTE: Only SSB avbl on HF freqs

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GENERAL INFORMATION

The information contained in this section is pertinent to military operations in Canada and the North Atlantic. Appropriate information on Flight Data and Procedures in the United States is also included. The current amendment lists for FLIP Documents directly related to the Military contents associated with the GPH 205 & GPH 205(S) are as follows:

| Amendment | List No. | Date | Issue | Effective Date |
|---------------------------------|----------|-------------|-------|----------------|
| GPH 200 | — | — | — | 31 Dec 2020 |
| 206 | — | — | — | 31 Dec 2020 |
| 207 | — | — | — | 31 Dec 2020 |
| 204A | — | — | 122 | 5 Nov 2020 |
| 209 | CH5 | — | — | 01 Jan 2009 |
| RCAF FOM | — | — | — | — |
| NDHQ Flying Orders Book 1 CH8 | | 8 Oct 2009 | — | 25 May 2001 |
| NDHQ Flying Orders Book 2 CH4 | | 10 Mar 2009 | — | 25 May 2001 |
| Manual of Instrument Flying CH4 | | 30 Sep 2004 | — | 31 Mar 2001 |
| SIR Agreement | — | — | — | Apr 2008 |

E2 MILITARY FLIGHT DATA AND PROCEDURES

FLIGHT PROCEDURES

PROCEDURES FOR THE PREVENTION OF DANGEROUS MILITARY ACTIVITIES BETWEEN CANADA AND THE CIS

SECTION 1

Communication Channels:

For the purpose of implementing this Agreement, the armed forces of the Parties shall provide for establishing and maintaining, as necessary, communications at the following levels:

- (a) The Task Force Commander of the armed forces of one Party present in a Special Caution Area and the Task Force Commander of the armed forces of the other Party in the same Area;
- (b) Commander* of a ship, aircraft, ground vehicle or ground unit of the armed forces of one Party and the Commander* of a ship, aircraft, ground vehicle or ground unit of the armed forces of the other Party; and
- (c) Commander* of an aircraft of the armed forces of one Party and an air traffic control or monitoring facility of the other Party.

* "Commander" means the individual with authority to command or lead a ship, aircraft, ground vehicle or ground unit.

SECTION 2

Radio Frequencies:

1. To establish radio communication, as necessary, the following frequencies shall be used:
 - (a) between aircraft of the Parties or between an aircraft of one Party and an air traffic control or monitoring facility of the other Party: on VHF band frequency 121.5 MHz or 243.0 MHz, or on HF band frequency 4125.0 KHz (alternate 6215.0 KHz); after initial contact is made, the working frequency 130.0 MHz, or 4125.0 KHz should be used;
 - (b) between ships of the Parties and ship-to-shore: on VHF band frequency 156.8 MHz, or on HF band frequency 2182.0 KHz;
 - (c) between a ship of one Party and an aircraft of the other Party: on VHF band frequency 121.5 MHz or 243.0 MHz; after initial contact is made, the working frequency 130.0 MHz or 278.0 MHz shall be used; and
 - (d) between ground vehicles or ground units of the armed forces of the Parties: on VHF band frequency 44.0 MHz (alternate 46.5 MHz), or on HF band frequency 4125.0 KHz (alternate 6215.0 KHz).
2. The Parties agree to conduct necessary testing to ensure reliability of the communications channels agreed by the Parties.

SECTION 3

Signals and Phrases:

1. The Parties recognize that the lack of radio communication can increase the danger to the personnel and equipment of their armed forces involved in any incident which may arise as a result of dangerous military activities. Personnel of the armed forces of the Parties involved in such incidents who are unable to establish radio communication, or who establish radio communication but cannot be understood, shall try to communicate using those signals referred to in this Section. In addition, such personnel shall attempt to establish communications with other personnel of their armed forces, who in turn shall take measures to resolve the incident through communications channels set forth in this Agreement.
2. Ship-to-ship and ship-to-shore communications shall be conducted using signals and phrases as set forth in the International Code of Signals of 1965 and the Special Signals developed in accordance with the Agreement between the Government of the United States of America and the Government of the Commonwealth of Independent States on the Prevention of Incidents On and Over the High Seas of 1972. Aircraft-to-aircraft communications shall be conducted using signals and phrases for intercepting and intercepted aircraft contained in the Rules of the Air, Annex 2 to the 1944 Convention on International Civil Aviation (Chicago Convention). The additional signals and phrases contained in paragraph 4 of this Section may also be used.

3. Whenever aircraft of the Parties come into visual contact with each other, their aircrews shall monitor the frequency 121.5 MHz or 243.0 MHz. If it is necessary to exchange information, but communications in a common language are not possible, attempts shall be made to convey essential information and acknowledgment of instructions by using phrases referred to in paragraphs 2 and 4 of this Section. If radio communication is not possible, then visual signals shall be used.
4. The following summary plus table contains frequencies signals and phrases for communications between aircraft, ships, ground vehicles or ground units, in accordance with this Agreement:

FREQUENCIES FOR USE WITH RUSSIAN MILITARY AIRCRAFT (RMA)

Initial Contact

| | Primary | Alternate | Sustained Communication |
|-----|------------|------------|-------------------------|
| VHF | 121.5 MHz | None | 130.0 MHz |
| UHF | 243.0 MHz | None | 278.0 MHz |
| HF | 4125.0 KHz | 6215.0 KHz | 4125.0 KHz |

Always monitor GUARD. Attempt contact on the primary frequency, if no response, attempt the alternate frequency (if available), interceptors use appropriate visual signal. If sustained communication is desired, the calling party uses the additional phrase "RADIO CONTACT". After the other party responds with "RADIO CONTACT", both parties switch to the appropriate sustained frequency

TABLE OF CALL SIGNS FOR USE WITH RUSSIAN FORCES

| Type Platform | Russian C.S. (Phonetic) | United States C.S. | Canadian C.S. |
|----------------|-------------------------|--------------------|---------------|
| Aircraft | SEDLO (Sed-low') | IVORY EAGLE | HORSE |
| ATC or Monitor | ZEMLYA (Zem-le-yaw') | ELECTRIC LIGHT | CLOUD |
| Ship | BUGEL (Boo'-gel) | PORT MAST | BEAVER |
| Ground Unit | POLYA (Po-le-yaw') | POST POUNDER | SWORD |

MUTUALLY AGREED PHRASES

| | |
|--------------------|---|
| CLOSE TO TERRITORY | (within 27NM/50KM of sovereign airspace) |
| TERRITORY ENTERED | (in sovereign airspace) |
| STOP INTERFERENCE | (stop dangerous command net radio interference) |
| STOP LASER | (stop dangerous use of laser) |
| LASER DANGER | (planned use of laser may create danger in this area) |
| REQUEST LANDING | (self explanatory) |
| RADIO CONTACT | (desire radio contact on sustained communication frequency) |
| WILCO | (understood will comply) |
| CANNOT | (understood/unable to comply) |
| REPEAT | (say again) |
| AM LOST | (position unknown) |
| MAYDAY | (international distress call) |
| DESCEND | (self explanatory) |

E4 MILITARY FLIGHT DATA AND PROCEDURES

PROCEDURES TO INITIATE CONTACT WITH / WARN RUSSIANS

1. Transmit his call sign three times
2. Followed by "DELTA ECHO" (meaning from)
3. Followed by your call sign (IVORY EAGLE or ELECTRIC LIGHT)
4. Followed by appropriate agreed phrase. For example:
SEDLO, SEDLO, SEDLO, DELTA ECHO, IVORY EAGLE, agreed phrase"

Expected Response:

RMA alters course, stops interference, etc.

Radio acknowledgement, if accomplished, should be as below:

1. RMA transmits your call sign three times
2. Followed by "DELTA ECHO"
3. Followed by his call sign (SEDLO)
4. Followed by appropriate agreed phrase, if required:
"IVORY EAGLE, IVORY EAGLE, IVORY EAGLE, DELTA ECHO, SEDLO"

SUBSEQUENT TRANSMISSIONS use call signs only once:

"IVORY EAGLE, DELTA ECHO, SEDLO, REQUEST LANDING"

SAMPLE

ADDITIONAL SIGNALS, PHRASES AND APPROPRIATE RESPONSES

| MEANING OF SIGNAL/PHRASE | VISUAL SIGNALS FOR AIRCRAFT | PHRASE | PRONUNCIATION | APPROPRIATE RESPONSE |
|---|--|----------------------|----------------------|--|
| You are in close proximity to our national territory | DAY and NIGHT —The intercepting aircraft flying abeam and parallel to the intercepted aircraft, rocking wings and flashing navigation lights at slow regular intervals, followed by a series of shallow bank "S" turns, in the horizontal plane, approximately 10 degrees either side of line of flight. | "CLOSE TO TERRITORY" | CLOSE-TO TERR-I-TORY | Intercepted aircraft turns away from national territory. |
| You have entered into our national territory | DAY and NIGHT —The intercepting aircraft, flying abeam and parallel to the intercepted aircraft, rapidly flashing navigation lights while rocking wings, followed by a shallow turn executed in the horizontal plane, with a 15-20 degree bank in the direction of the intercepted aircraft. The approach shall be accomplished with great caution and not closer than one wing span. Repeat until intercepted aircraft acknowledges or radio contact is established. | "TERRITORY ENTERED" | TERR-I-TORY EN-TERED | Intercepted aircraft shall follow the appropriate instructions of the intercepting aircraft. |
| I need to land | DAY and NIGHT —The aircraft flashes its navigation lights repeatedly and rapidly while rocking wings, followed by a gentle porpoising of the aircraft. | "REQUEST LANDING" | RE-QUEST LAN-DING | Intercepting aircraft assists intercepted aircraft. |
| I request radio communications on 130.0 MHz or 278.0 MHz (Initial contact is established on 121.5 MHz or 243.0 MHz) | DAY and NIGHT — If 121.5 MHz and 243.0 MHz are inoperative, aircraft continuously alternates one long with one short flash of navigation lights while rocking wings. | "RADIO CONTACT" | RA-DI-O CON-TAC | Acknowledge requesting aircraft, ship, or air traffic control or monitoring facility with phrase "RADIO CONTACT". After contact is made, tune to 130.0 MHz or 278.0 MHz. |
| My aircraft requests radio contact with your ship on 121.5 MHz or 243.0 MHz | DAY and NIGHT — Aircraft circling the ship, in a left hand turn, at a safe distance and altitude until radio contact is established. | "RADIO CONTACT" | RA-DI-O CON-TAC | The aircraft and ship establish radio contact by exchanging the phrase "RADIO CONTACT"; then both shall switch to 130.0 MHz or 278.0 MHz, as appropriate, for further radio communication. |
| I am experiencing a dangerous level of interference with my command and control network. (Transmit PHRASE on contact frequency) | NONE | "STOP INTERFERENCE" | STOP IN-TER-FER-ENCE | Investigate the circumstances and, as appropriate, terminate any activities which may be causing the dangerous interference. |
| My planned use of a laser may create danger in this area. (Transmit PHRASE on contact frequency) | NONE | "LASER DANGER" | LAS-ER DAN-GER | Take appropriate measures to prevent harm to personnel or damage to equipment. |
| I am experiencing a dangerous level of laser radiation. (Transmit PHRASE on contact frequency) | NONE | "STOP LASER" | STOP LA-SER | Investigate the circumstances and, as appropriate, terminate any use of a laser that could harm to personnel or damage to equipment. |

E6 MILITARY FLIGHT DATA AND PROCEDURES**MILITARY ADIZ - NORTH ATLANTIC**

- (a) Military aircraft which will penetrate the ADIZ towards the continental land mass of Greenland and North America shall file an IFR or DVFR flight plan or Defense flight itinerary with an appropriate ATC unit or ADIZ station including the estimated time and place of ADIZ penetration. The pilot-in-command of an aircraft operating on an IFR flight plan and in accordance with an ATC clearance on a flight that will penetrate the ADIZ is not required to include estimated time and place of ADIZ penetration in the filed flight plan or in a routine in-flight position report.
- (b) Aircraft departing from a location within the ADIZ shall file an IFR or DVFR flight plan with an ATC unit or ADIZ station prior to take-off.
- (c) Aircraft departing from locations within Greenland or within the ADIZ where flight planning facilities are not available shall: contact an ATC unit or ADIZ station as soon as possible, and airfile, including estimated time and place of ADIZ penetration where applicable and Nuuk FIC 121.3 ADIZ 126.2 236.6

NOTE: Aircraft operating laterally within the ADIZ shall conduct as much of the flight as possible south of the centreline.

REPORTING: PX to ADIZ station as soon as possible after take-off.

TOLERANCES: Estimates shall be revised, with ATC or ADIZ station, if the aircraft will not be within 5 minutes or 20 nm.

RADIO EQUIPMENT: IFF/SIF - Military aircraft so equipped shall operate IFF/SIF in accordance with command directions (for US/CAN military aircraft, NORAD IFF/SIF Instr. 1-61 refers) RADAR - Radar assistance is available in emergencies.

VHF/UHF DIRECTION FINDING EQUIPMENT

VHF/UHF Direction Finding (DF) equipment installed at Canadian Forces ATC Units is authorized as a navigational aid for Canadian Forces aircraft operating under VFR or IFR. Service provided includes homing, check steers and bearings and emergency approach procedures.

MILITARY ADIZ - ICELAND

APPLICATION: All US military aircraft

FLIGHT PLANNING: File DVFR or IFR when the flight penetrates or operates within the Iceland Military ADIZ. Pilots departing on DVFR flight plans from joint use airports will append the initial call up to the appropriate civil authority with the phrase "DVFR to (destination)".

NOTE: Airfile will not be submitted for flights penetrating or operating within the Iceland Military ADIZ. However, changes may be initiated en route if the flight has continued IFR or DVFR to the point of change.

REPORTING: Prior to entering or operating in the ADIZ, report time, position and altitude at last reporting point along path and ETA next reporting point, or estimate time, position and altitude of penetration no sooner than 30 nor later than 15 minutes prior to penetration. Make position reports at least once an hour within ADIZ or as required, use established reporting points when practicable.

TOLERANCES:

TIME – Plus or minus 5 minutes.

DISTANCE – 20NM from centreline of proposed route if entering or operating within Military ADIZ.

ALTITUDE DEVIATION – None, unless an amended ATC clearance is obtained, or, if operating where no ATC clearance is required, prior notice is given to an appropriate facility, except that in this case normal descent may be initiated a reasonable distance from the intended destination.

REVISIONS: Transmit corrected information to an appropriate facility immediately it becomes apparent that the flight plan cannot be adhered to.

EMERGENCY PROCEDURES: If deviation from current flight plan becomes necessary, report this as soon as practicable to Military Flight Service and/or the appropriate Icelandic facility. Flight plans will not be submitted or changed in flight to provide initial entry into the ADIZ except in an emergency.

AIR REFUELING ROUTES IN CANADIAN AIRSPACE

The DND/DoD have established air refueling (AR) tracks and air traffic control procedures for use in Canadian airspace. The ARs are described below. For additional information, contact 1 Canadian Air Division. Attention: SO ASR.

AIR REFUELING ROUTES IN CANADIAN AIRSPACE

| NUMBER | ARIP | ARCP | NAVIGATION CHECK POINTS | EXIT | CR PLAN * | REFUELING ALTITUDES | SCHEDULING UNIT | ASSIGNED ACC |
|----------------|---|---|---|---|--|--------------------------|--|---|
| AR-020 (NE) | N42 56 43 W67 30 29 YQI 250/82 | N43 49 30 W66 04 59 YQI | N44 55 23 W63 24 07 YHZ | N46 09 12 W60 03 23 YQY | A 341/75 B 349.7 C 2-1 D 5/1 E 62/125 Note 1 | 15,000 - FL280 | | Boston 269.3 Moncton 133.45 368.5 123.9 |
| AR-020 (SW) | N46 53 23 W57 53 27 YQY 086/100 | N46 09 12 W60 03 23 YQY | N44 55 23 W63 24 07 YHZ | N43 49 30 W66 04 59 YQI | A 341.75 B 349.7 C 2-1 D 5/1 E 62/125 Note 1 | 15,000 - FL280 Note 2 | EADS/DOAS/ROME, NY DSN 587-6247 Tel 315-334-6247 eads.dobs.comb@ang.af.mil | Gander 294.5/133.9(W/B) 247.0/133.55(E/B) Moncton 266.3 118.6 |
| AR-62 (E) | N54 40 00 W70 51 00 YKL VOR/DME 304/068 | N55 00 00 W68 41 00 YKL VOR/DME 070/049 | N55 23 00 W65 43 00 YKL VOR/DME 017/152 | N55 50 00 W60 51 00 YYR VOR/DME 017/152 | A 242.05 B 243.45 C 5-1-0 D 3/1 E 5/114 | FL210 thru FL280 | | GANDER FIR/ MONTREAL FIR ARCP: Montreal 132.9 EXIT: Gander 135.4 |
| AR-62 (W) | N55 50 00 W60 51 00 YYR VOR/DME 017/152 | N55 38 00 W63 10 00 YKL VOR/DME 091/133 | N55 23 00 W65 43 00 YKL VOR/DME 070/049 | N54 40 00 W70 51 00 YKL VOR/DME 292/143 | A 242.05 B 243.45 C 5-1-0 D 3/1 E 5/114 | FL210 thru FL280 | | GANDER FIR/ MONTREAL FIR ARCP: Gander 135.4 EXIT: Montreal 132.9 |

E8 MILITARY FLIGHT DATA AND PROCEDURES

AIR REFUELING ROUTES IN CANADIAN AIRSPACE (Cont'd)

| NUMBER | ARIP | ARCP | NAVIGATION CHECK POINTS | EXIT | CR PLAN * | REFUELING ALTITUDES | SCHEDULING UNIT | ASSIGNED ACC |
|-----------------------|--|-------------------------------------|--|--|--------------------------|--|--------------------|--------------|
| AR-128 (East) | N52 00 00 W94 30 00 YRL334062 | N52 48 00 W92 03 00 YRL031122 | N55 00 00 W84 30 00 YMO342263 | A 235.1 B 306.7 C D E 52/115 | FL220 thru 280 Note 3 | 128 ARW/OSO/Milwaukee, WI DSN 580-8470 Tel: 414-944-8470 DSN 580-8475 Tel: 414-944-8475 | Winnipeg 135.32 | |
| AR-128 (West) | N55 00 00 W84 30 00 YMO342263 | N54 16 00 W87 05 00 YMO323296 | N52 00 00 W94 30 00 YRL334062 | A 235.1 B 306.7 C D E 52/115 | FL220 thru 280 Note 3 | IFR procedures Specialist, Winnipeg ACC Office 204-984-0969, 204-983-8561 wpgaccios@navcanada.ca or Shift Manager 204-983-8338 24 PN | Winnipeg 133.95 | |
| Minaki (West-High) | N49 46.2 W86 59.1 YGQ VOR/DME | | N51 04.3 W93 45.7 YRL VOR/DME | A 268.2 B 289.1 | FL230 - FL280 | 435 Squadron and/or 437 Squadron via IFR Procedures Specialist, Office: 204-984-0969, Cell: 204-297-7100 or 204-983-8561, wpgaccios@navcanada.ca and, Winnipeg ACC Shift Manager (204-983-8338); 24 PN | WINNIPEG ACC | |
| Minaki (West-Low) | N49 46.2 W86 59.1 YGQ VOR/DME | | N51 04.3 W93 45.7 YRL VOR/DME | A 268.2 B 289.1 | FL150 - FL200 | | WINNIPEG ACC | |

AIR REFUELING ROUTES IN CANADIAN AIRSPACE (Cont'd)

| NUMBER | ARIP | ARCP | NAVIGATION CHECK POINTS | EXIT | CR PLAN * | REFUELING ALTITUDES | SCHEDULING UNIT | ASSIGNED ACC |
|----------------------------|--|------|--|--------------------|---------------|---|-----------------|--------------|
| Minaki (East-High) | N51 04.3 W93 45.7 YRL VOR/DME | | N49 46.2 W86 59.1 YQQ VOR/DME | A 268.2 B 289.1 | FL230 - FL280 | 435 Squadron and/or 437 Squadron via IFR Procedures Specialist, Office: 204-984-0969, Cell: 204-297-7100 or 204-983-8561, wpgacclos@navcanada.ca and: Winnipeg ACC Shift Manager (204-983-8338); 24 PN | | WINNIPEG ACC |
| Minaki (East-Low) | N51 04.3 W93 45.7 YRL VOR/DME | | N49 46.2 W86 59.1 YQQ VOR/DME | A 268.2 B 289.1 | FL150 - FL200 | | | WINNIPEG ACC |
| Petro North (West-High) | N51 02.0 W79 30.0 SUMAB | | N53 58.42 W101 06.0 YQD VOR/DME | A 268.2 B 289.1 | FL240 - FL280 | 435 Squadron and/or 437 Squadron via IFR Procedures Specialist, Office: 204-984-0969, Cell: 204-297-7100 or 204-983-8561, wpgacclos@navcanada.ca and: Winnipeg ACC Shift Manager (204-983-8338); 24 PN | | WINNIPEG ACC |
| Petro North (West-Low) | N51 02.0 W79 30.0 SUMAB | | N53 58.42 W101 06.0 YQD VOR/DME | A 268.2 B 289.1 | FL180 - FL240 | | | WINNIPEG ACC |

E10 MILITARY FLIGHT DATA AND PROCEDURES

AIR REFUELING ROUTES IN CANADIAN AIRSPACE (Cont'd)

| NUMBER | ARIP | ARCP | NAVIGATION CHECK POINTS | EXIT | CR PLAN * | REFUELING ALTITUDES | SCHEDULING UNIT | ASSIGNED ACC |
|----------------------------|--|------|-------------------------------|--------------------|---------------|--|-----------------|--------------|
| Petro North (East-High) | N53 58.42 W101 06.0 YQD VOR/DME | | N51 02.0 W79 30.0 SUMAB | A 268.2 B 289.1 | FL240 - FL280 | 435 Squadron and/or 437 Squadron via IFR Procedures Specialist, Office: 204-984-0969, Cell: 204-297-7100 or 204-983-8561, WJDaccus@navcanada.ca and: Winnipeg ACC Shift Manager (204-983-8338); 24 PN | | WINNIPEG ACC |
| Petro North (East-Low) | N53 58.42 W101 06.0 YQD VOR/DME | | N51 02.0 W79 30.0 SUMAB | A 268.2 B 289.1 | FL180 - FL240 | | | WINNIPEG ACC |

REMARKS:

AR-62 (E) & AR-62 (W): Track comes within 12NM of CYA732 (controlled by Goose Bay). Primary means of scheduling track reservation requests is email to: doas@heads.and.al.mil. Transatlantic fighter crossings will still require altitude reservations.

Petro North: Airspace Reservation Area is 30NM wide x 808NM long. (15NM either side of track).

Minaki: Airspace Reservation Area is 30NM wide x 271NM long. (15NM either side of track).

Note 1: Alternate Primary freq: 305.5. Alternate Backup freq: 265.65

Note 2: AR20 (SW) REFUELING ALTITUDES: btwn FL220 and FL250, or btwn FL260 and FL280

Note 3: AR128 - A 3000' block altitude is approved subject to direction of flight; e.g. eastbound FL250B270 // westbound could be FL220B240 / etc.

***CR PLAN: A - Primary UHF, B - Backup UHF, C - APN69/134/135 settings, D - APX 78/Encode/decode settings, E - TACAN channels Receiver/Tanker**

CANADIAN MILITARY AERONAUTICAL COMMUNICATIONS SYSTEM (MACS)

This service is provided for non-tactical air-ground communications and may be used for position reporting, weather information and search and rescue. MACS aeronautical stations have point-to-point relay capability which is also supported for message traffic by a teletype. Therefore, position reports and messages destined for any location may be relayed through any MACS station.

PHONE PATCH – Facilities are available at each MACS aeronautical station to provide official phone patch service in accordance with existing communication instructions. In addition to normal telephone lines, MACS Edmonton, Trenton and St. John's have the capability of patching into GP CSN/AUTOVON. THIS FACILITY IS INSECURE. CLASSIFIED MATTERS SHALL NOT BE DISCUSSED.

TRENTON AUTOMATED HOURLY BROADCAST SCHEDULE

| TRENTON AUTOMATED HOURLY BROADCAST SCHEDULE | | | | BROADCAST CONTENTS EACH HOUR |
|---|--------------|---|---|--|
| TRANSMIT FREQUENCY & SCHEDULE | Time | Broadcast Elements | Transmission by | QAM = ACTUALS and QFZ = FORECASTS |
| | H+00 to H+10 | No Broadcast (Reserved for live transmission by DND personnel) | | H+30 to H+35 YAW Shearwater YZX Greenwood YQX Gander YHZ Halifax |
| Trenton Military 15034 kHz 1000Z-0000Z 6754 kHz 2300Z-1100Z | H+10 to H+15 | | | LDZA Zagreb LDSP Split LIPY Ancona BGTL Thule |
| Initial MACS Contact Freq 11232 kHz and 9007 kHz | H+15 to H+20 | YBG Bagotville YTR Trenton YOW Ottawa YYZ Toronto | H+35 to H+40 EINN Shannon EGPK Prestwick BIKF Keflavik LPLA Lajes | H+55 to H+60 QQ Comox YYJ Victoria YVR Vancouver YXX Abbotsford |
| | H+20 to H+25 | YYC Calgary YOD Cold Lake YWG Winnipeg YEG Edmonton | H+40 to H+45 | AW Shearwater YZX Greenwood YQX Gander YHZ Halifax |
| | H+25 to H+30 | YQQ Comox YYJ Victoria YVR Vancouver YXX Abbotsford | H+45 to H+50 | YBG Bagotville YTR Trenton YOW Ottawa YYZ Toronto |

NOTE: In the eventuality of the automated broadcast system failure, voice broadcast will be initiated. (See voice weather broadcast schedule below for timings and locations.)

E12 MILITARY FLIGHT DATA AND PROCEDURES

| VOICE WEATHER BROADCAST SCHEDULE | | | |
|---|-----------------------------------|---|--|
| Trenton Military 15034 kHz 1000Z-0000Z 6754 kHz 2300Z-1100Z | H+20 to H+40 SSB Voice only | YQX Gander YHZ Halifax YAW Shearwater YZX Greenwood YBG Bagotville YTR Trenton YOW Ottawa YYZ Toronto/Lester B. Pearson Intl YWG Winnipeg YEG Edmonton YOD Cold Lake YQQ Comox YYJ Victoria YXX Abbotsford | |
| Initial MACS Contact Freq 11232 kHz and 9007 kHz | | | |

SAMPLE

CANADIAN MILITARY AERONAUTICAL COMMUNICATION SYSTEM (MACS)**EDMONTON**

Remoted to Trenton

Voice Call – TRENTON MILITARY

Initial MACS Contact Frequency – 11271 kHz and 8989 kHz

| | | | | | | | | | | |
|-------------|-----------|-------|-------|-------|-------|-------|--------|-------|-------|-------|
| FREQUENCIES | USB Voice | 3047 | 3092 | 4703 | 5717 | 6706 | 6745 | *6754 | 8989 | 9007 |
| | | 11232 | 11265 | 11271 | 13257 | 15031 | *15034 | 17994 | 18012 | 23250 |

TRENTON

Voice Call – TRENTON MILITARY

Initial MACS Contact Frequency – 11232 kHz and 9007 kHz

| | | | | | | | | | | |
|-------------|-----------|-------|-------|-------|-------|-------|--------|-------|-------|-------|
| FREQUENCIES | USB Voice | 3047 | 3092 | 4703 | 5717 | 6706 | 6745 | *6754 | 8989 | 9007 |
| | | 11232 | 11265 | 11271 | 13257 | 15031 | *15034 | 17994 | 18012 | 23250 |

*Exclusive Weather Broadcast Frequency – Not monitored

ST. JOHN'S

Voice Call – Remoted to Trenton

Voice Call – TRENTON MILITARY

Initial contact frequencies – 11232 kHz and 9007 kHz

SEARCH AND RESCUE – Rescue co-ordination centres in Victoria, Trenton, and Halifax have the capability of communicating on any AEM (OR) SSB frequency by utilizing phone patch facilities through their connected communication facilities.

NOTE: During SAR operations, only those stations actively engaged in these operations will make use of 5717 kHz. Aircraft other than those participating in SAR operations will be instructed to change to another MACS frequency.

MACS TELEPHONE/FACSIMILE NUMBERS

| MACS STATION | TELEPHONE |
|--------------|-----------|
|--------------|-----------|

| | |
|------------------------|------------------------------|
| Edmonton AB | (403) 472-2531 |
| Trenton ON | (613) 392-5238/392-2811-8800 |
| Trenton ON (Facsimile) | (613) 392-4791 |
| Trenton ON (CSN) | (319) 827-8800 |

PILOT TO METRO SERVICE

Pilots are to make maximum use of PMSV to obtain the latest weather reports and forecasts

| Aerodrome | METRO Frequency |
|--------------------|-----------------|
| Alert, NU | 344.6 MHz |
| Bagotville, QC | 344.6 MHz |
| Cold Lake, AB | 344.6 MHz |
| Edmonton Namao, AB | 344.6 MHz |
| Greenwood, NS | 344.6 MHz |
| Goose Bay, NL | 344.6 MHz |

E14 MILITARY FLIGHT DATA AND PROCEDURES

| Aerodrome (Cont'd) | METRO Frequency (Cont'd) |
|---------------------|--------------------------|
| Moose Jaw, SK | 344.6 MHz |
| Petawawa, ON | 297.4 MHz |
| Trenton, ON | 344.6 MHz |
| Eileson AFB, AK | 346.6 MHz |
| Elmendorf AFB, AK | 346.6 MHz |
| Honolulu, HI | 346.6 MHz |
| Lajes AFB, Portugal | 284.425 MHz |
| Thule AB, Greenland | 131.1 MHz |

FLIGHT DATA AND PROCEDURES - UNITED STATES**(U.S. AIRSPACE) GENERAL**

When planning flights into United States (U.S.) airspace, aircrew should be aware of the pertinent information contained in the U.S. DOD planning and information documents and publications. GPH 270, FIH, DOD Enroute Supplements and corresponding FLIPs should be consulted before flight.

IN-FLIGHT TECHNICAL ASSISTANCE

Military aircraft requiring in-flight emergency or technical assistance may avail themselves of the facilities listed below. Phone patch may be available through these agencies.

- A. North American Aerospace Defence Command (NORAD)
Call sign: NORAD SECTOR freq: 364.2 MHz
- B. Strategic Command (STRAT COMM)
Call sign: SKYBIRD freq: 311.0 MHz
- C. Air Combat Command (ACC)
Call sign: GOLDEN freq: 381.3 MHz
- D. Air Mobility Command (AMC)
Call sign: MAINSAIL freq: 11175 kHz

NOTE: For frequency listings, telephone numbers, and additional procedures world-wide, see DOD Flight Information Handbook (FIH).

USE OF RUNWAY CONDITION READING

U.S. Navy/U.S. Army use of Runway Conditions Readings (RCR), runway condition (braking action) at USAF bases and certain U.S. Navy and U.S. Army airfields is determined by the use of decelerometers. Runway condition at USAF bases is reported by ATC facilities in terms of runway condition reading (RCR). By comparing the RCR to a table in the applicable aircraft flight manual, USAF pilots can determine predicted landing ground roll distances. However, similar tables are not available in the NATOPS manuals for naval aircraft or in army aircraft handbooks. Accordingly, a table of equivalents is furnished to provide a convenient method of converting RCR to comparable braking action and predicted landing ground roll distances for use by Navy and Army pilots. Runway condition at U.S. Navy and U.S. Army airfields will be reported by air traffic controllers in terms of equivalent braking action as delineated in the following table. NOTE - Joint USAF/NASA test have proven RCR measurements invalid where the only form of moisture affecting the runway is water. Readings taken during such conditions will be reported as Wet Runway - WR. Measurements taken when water is present in ice or slush will be reported as RCR 12 or the measured decelerometer reading, whichever is lower.

| Runway Condition Reading (RCR) | Equivalent Braking Action | Percent Increase in Landing Roll |
|--------------------------------|---------------------------|----------------------------------|
| 02 to 05 | Nil | 100% or more |
| 06 to 12 | Poor | 99% to 46% |
| 13 to 18 | Fair (Medium) | 45% to 16% |
| 19 to 25 | Good | 15% to 0% |

Runway surface conditions and RCR readings as reported by base operation are appended to hourly aviation weather observations in coded form based on the following:

| | |
|--|--------|
| Wet Runway | WR |
| Slush on Runway | SLR |
| Loose Snow on Runway | LSR |
| Packed Snow on Runway | PSR |
| Ice on Runway | IR |
| Patchy conditions (ice, snow or water) | *P |
| Runway Sanded | SANDED |

Asterisk code "P" will be used when the runway is less than fully covered by the coded RSC element. After patchy, a wet or dry report will be added to describe the portions of the runway not covered by ice, snow or slush. Examples:

| Condition | Code |
|--|--------------|
| Pack snow on runway | PSR 15 |
| Ice on runway - Decelerometer reading of 05. | IRO5P/SANDED |
| Condition patchy, runway sanded | |

NOTE: The Air Force is conducting tests to determine the actual runway condition reading (RCR) of all USAF runways under wet runway conditions. As the tests are completed, the information will be included within the Aerodrome/Facility Remarks for each base.

The following conversion table from CRFI to RCR is provided for military operators operating in Canada whose aircraft operating instructions refer to RCR values.

| CRFI | RCR | CRFI | RCR | CRFI | RCR |
|------|-----|------|------|------|------|
| .2 | 3.6 | .45 | 11.0 | .6 | 17.0 |
| .25 | 5.5 | .5 | 13.0 | .7 | 19.0 |
| .3 | 7.5 | .55 | 15.0 | .75 | 20.5 |
| .4 | 9.5 | | | | |

E16 MILITARY FLIGHT DATA AND PROCEDURES

BRAKING COEFFICIENT AND CONVERSION TABLE

GROUND VEHICLE FRICTION CORRELATION CHART
Nominal Test Speed, 65 Km/h (40 mph)⁹

| GROUND VEHICLE READING | | | | | | |
|------------------------|------------------|---------------------------|-----------|--------------------------------------|-------------------------------------|---------------------------------|
| BRAKING ACTION LEVEL | RCR ¹ | DECEL METERS ² | MU-METER | SURFACE FRICTION TESTER ⁴ | RUNWAY FRICTION TESTER ⁵ | BV-11 SKIDDO-METER ⁶ |
| GOOD | > 17 | > 0.53 | > 0.58 | > 0.50 | > 0.54 | > 0.51 |
| FAIR | 12-17 | 0.37-0.53 | 0.40-0.58 | 0.35-0.50 | 0.38-0.54 | 0.35-0.51 |
| POOR | 6-11 | 0.17-0.36 | 0.20-0.39 | 0.15-0.34 | 0.18-0.37 | 0.18-0.34 |
| NIL | ≤ 5 | ≤ 0.16 | ≤ 0.17 | ≤ 0.14 | ≤ 0.16 | ≤ 0.15 |

NOTES: 1. RCR=Runway Condition Report=Decelerometer reading x 32

2. Decelerometers include Tapley, Bowmonk, and electronic recording decelerometer
3. CRFI=Canadian Friction Index

4. Measurements obtained with grooved aero tire inflated to 690 kPa (100 psi)

5. Measurements obtained with smooth ASTM 4 x 8.0 tire inflated to 210 kPa (30 psi)

6. Measurements obtained with smooth ASTM tire inflated to 140 kPa (20 psi)

7. ASTM E-274 skid trailer and E-503 diagonal-braked vehicle equipped with ASTM E-524 smooth test tires inflated to 170 kPa (24 psi)

8. ICAO=International Civil Aviation Organization

9. A wet runway produces a drop in friction with an increase in speed. If the runway has good texture, allowing the water to escape beneath the tire, then the friction value will be less affected by speed. Conversely, a poorly textured surface will produce a larger drop in friction with increase in speed. Friction characteristics can be further reduced by poor drainage because of inadequate slopes or depressions in the runway surface.

NAVY/MARINE CORPS AIRFIELD CATEGORIES

Cat A Afld - Supports IFR operations, with authorized PAR approaches less than 100' HAT, 1/4 mile visibility or 1200' RVR.

Cat B Afld - Supports IFR operations, with authorized PAR approaches less than 200' HAT, 1/2 mile visibility or 2400' RVR - but not less than 100' HAT, 1/4 mile visibility or 1200' RVR.

Cat C Afld - Supports IFR operations, with authorized PAR approaches to not less than 200' HAT, 1/2 mile visibility or 2400' RVR.

Cat D Afld - All other airfields supporting IFR operations.

U.S. COAST GUARD SHORE RADIO STATIONS MAINTAINING WATCH ON 8364 kHz

The following Coast Guard radio stations listen on the 8 MHz ship radio telegraph calling band 8354-8374 kHz of which 8364 kHz is the centre frequency. Stations receiving a call in the 8 MHz band will normally reply on the frequencies indicated.

Activity Call

Boston NMF 8465

San Francisco NMC

Ketchikan NMJ 8728

MILITARY AIRCRAFT ACCIDENT/INCIDENT REPORTING PROCEDURES**OCCURENCE****ACTION BY**

Unit of Occurrence

or

Aircraft Captain

or

Senior Survivor

AIR/GROUND ACCIDENTS OF A
AND B CATEGORY

and/or

FATAL, VERY SERIOUS OR
SERIOUS INJURY

and/or

MISSING AIRCRAFT

MISSING PERSON(S)

Notify the unit of ownership by fastest possible means. If impractical, phone the Canadian Forces Integrated Command Centre (CFICC) (1-613-998-4136). Inform the CFICC duty watch officer of the nature of the call and give all available information in format below. The CFICC will record this information and subsequently disseminate to DFS who will inform appropriate authorities concerning foreign military aircraft in Canada.

SIGNIFICANT EVENT

(An aircraft event involving either prominent persons, or circumstances likely to create public interest.)

If outside North America or Europe, notify the nearest Canadian diplomatic or Foreign Liaison Staff. If a fatality is involved, notify the local coroner and Attorney General of Province.

Telephone report to the CFICC (1-613-998-4136) followed by an Aircraft Occurrence Report in the format below.

**AIR/GROUND
ACCIDENTS/INCIDENTS**

Notify the unit of ownership by fastest possible means. If impractical, telephone the CFICC: (1-613-998-4136). Collect calls accepted.

CATEGORIES OF DAMAGE:

These definitions will determine the type of report.

ACCIDENTS

A CATEGORY The aircraft is destroyed, declared missing or damaged beyond economical repair.

B CATEGORY The aircraft must be shipped, not flown under its own power, to a contractor or depot level facility for repair.

E18 MILITARY FLIGHT DATA AND PROCEDURES**MILITARY AIRCRAFT ACCIDENT/INCIDENT REPORTING PROCEDURES**

- C CATEGORY** The aircraft sustains damage to a major component requiring repair beyond field level resources including those occurrences where:
- (1) the aircraft must be flown to a contractor or depot level facility for repair;
 - (2) the damaged major component is shipped to a contractor or depot level facility for repair;
 - (3) the repair is carried out by a mobile repair party from depot level or contractor; or
 - (4) the major component is damaged beyond economical repair.

INCIDENTS

- D CATEGORY** Damage to any component that is repaired within field level resources. Note that because powerplants are not classed as major components, any powerplant damage shall be classified in this category regardless of the repair level.

- E CATEGORY** The aircraft (including powerplant) has no damage, but accident potential exists.

ACCIDENT/INCIDENT REPORT FORMAT:

| | |
|---------------|---|
| Send to: | COMMAND OF OCCURRENCE COMMAND OF OWNERSHIP UNIT OF OWNERSHIP |
| info copy to: | NDHQ OTTAWA LOGCON OTTAWA DCIEM TORONTO (all accidents and incidents with aeromedical aspects) |
| Subject: | AIR ACCIDENT/INCIDENT; or AIRCRAFT GROUND ACCIDENT/INCIDENT (Add ARMAMENT IMPLICATIONS if appropriate) |

1. Injury classification – Green (no injury)
 - Yellow (minor injury)
 - Red (major injury)
 - Black (fatal)
 - Grey (missing)
2. Aircraft type, registration number, and engine serial number if applicable.
3. Unit and Command to which aircraft belongs.
4. Geographic location of occurrence. Give specific position only in case of actual crash site. For other occurrences a general description is sufficient (local area etc.)
5. Category of Damage.
6. Person(s) involved - SIN, (include rank and name only for accidents), how to contact (when means of communication not obvious).
7. Type of flight (Training, Ferry, Testing, Display, etc, or N/A).
8. Description of occurrence. To include significant weather, property damage and armament factors if applicable.
9. What further reporting is planned? – none, Supplementary Report, CF210, Board of Inquiry. Note that if the answer is "none", the information required in the SR must be appended to the initial report (GA-135 refers).
10. Recommended immediate corrective action.
11. Casualties – name and nature of injury (minor injury, serious injury, very serious injury, killed, missing).

MILITARY AIRCRAFT ACCIDENT/INCIDENT REPORTING PROCEDURES

12. Barrier engagement:
- speed and weight at engagement;
 - position and angle of engagement from runway centreline;
 - use of brakes at engagement?
 - chute used?
 - runout distance;
 - successful or unsuccessful - explain;
 - reason for engagement;
 - damage to arresting system;
 - elapsed time until arresting system available for re-use;
 - aircraft damage caused by engagement.

NEAR-MISS REPORTING PROCEDURES

NON-MILITARY PILOTS

Pilots experiencing a near-miss with military (DND) aircraft should report these occurrences to DND
Attn: 1 CAD ICP at (204) 833-2500 Ext 5512 or Fax at (204) 833-2717.

NORTH ATLANTIC AND ALASKA AIR/GROUND COMMUNICATION FREQUENCIES

ANCHORAGE CENTRE

| | | | | | | | | | |
|----------------------|----------|--------------|----------|--------------|-------|--------------|-------|--------------|--|
| Annette Island (a) | 118.5 | 118.5 | 284.6 | 284.6 | | | | | |
| Barter Island (a) | 120.6 | 120.6 | | | | | | | |
| Big Delta | 135.3 | 135.3 | 322.5 | 322.5 | | | | | |
| Biorka Island (b) | 126.6(c) | 126.6 | 335.5(c) | 335.5 | | | | | |
| Fort Yukon | 132.7 | 132.7 | 135.0 | 135.0 | 284.7 | 284.7 | 370.1 | 370.1 | |
| Gulkana (a) | 119.5 | 119.5 | 127.9 | 127.9 | 317.5 | 317.5 | 360.8 | 360.8 | |
| Gustavus | 133.2 | 133.2 | 357.6 | 357.6 | | | | | |
| Lena Point | | | | | | | | | |
| (Juneau) (a) | 133.9 | 133.9 | | | | | | | |
| Level Island | 118.0 | 118.0 | | | | | | | |
| McGrath (a) | 128.1 | 128.1 | 353.8 | 353.8 | | | | | |
| Middleton Island (b) | 133.6 | 133.6 | 269.4 | 269.4 | | | | | |
| Murphy Dome (d) (e) | 120.9 | 120.9 | 133.1 | 133.1 | 285.4 | 285.4 | 319.2 | 319.2 | |
| Talkeetna | 119.6 | 119.6 | 254.3 | 254.3 | | | | | |
| Yakutat (a) | 119.0 | 119.0 | 263.1 | 263.1 | | | | | |

Remarks - Enroute radar NO NOTAM maint period 1230-1530Z‡ Sat, Sun & Mon; additionally, Deadhorse area enroute radar NO NOTAM maint period 15-17Z Sat & Sun, Murphy Dome (Fairbanks area) enroute radar NO NOTAM maint period 0230-0630Z‡ Sun, Middleton Island area enroute radar NO NOTAM maint period 12-14Z‡ Sun, King Salmon area enroute radar NO NOTAM maint period 21-23Z‡ dly and Fairbanks terminal radar alpha-numerics NO NOTAM maint period 16-17Z‡ Wed.

(a) Radar not avbl. Secondary Radar only. (b) Secondary Radar only.

(c) Unusable 050°M-110°M beyond 30NM below 7000'. (d) Primary radar. (e) Fairbanks & Kenai area enroute radar are severely restricted in its capability to display primary radar targets at the controllers position. Their traffic advisories may not be issued depending on whether or not the system is displaying a target on Non-Transponder equipped acft. For more specific data relating to target deficiencies in ATC Radar systems refer to FAA AIM 4-5-1. Primary/secondary radar 150NM radius Fairbanks VOR unavailable 1230-1530Z‡ Sat & Mon, and 0430-0830Z‡ Sun.

FREDERIKSHAAB GNLD

A/G: 118.1 5526 Opr by Godthab Rdo.

E20 MILITARY FLIGHT DATA AND PROCEDURES

NORTH ATLANTIC AND ALASKA AIR/GROUND COMMUNICATION FREQUENCIES (Cont'd)

GROENNEDAL GNLD

A/G: 118.1 5526 (3023.5 SAR) For internal VFR flts only, O/R. Avbl for flts to/from Groennedal. Avbl for vital flts (SAR, ambulance). Avbl on 1 hour prior ntc to BGJHYS for assisting Julianehaab on 5526 kHz.

HOLSTEINSBORG GNLD

A/G: 118.1 Opr by Sisimiut Airport 5526 Opr by Nuuk Rdo.

JULIANEHaab GNLD

118.1 opr 09-01Z O/T PPR no later than 21Z the preceding day.
5526 SVC area includes Nonssonssuaq.

LAJES FIELD PORTUGAL

USAF Global HF Station

A/G: Voice call Lajes

SSB: 15016 H24

UHF: 349.4 shared with AMC Comd Post & PTD

Remarks - Primary guard Santa Maria Oceanic CTA/FIR. Coded message bcst H + 24. Capsule bcst H + 05 & H + 35. PMSV : Lajes Metro avbl thru phone patch. Svc avbl: a) Phone patch, b) RTTY (clear/secure), c) HF-DF assist, d) Autod in access, e) ICAO TTY, f) Flt follow, g) AM svc avbl O/R. AUTOVON 895-3490. AUTOVON CONUS access 725-1410 Ext 7101 EUROPEAN access 246-1110 Ext 7101.

NEW YORK NY

| | |
|------|--|
| A/G: | North Atlantic Family A-129.9 (a) 3016 5598 8906 13306 17946 21964 |
| | North Atlantic Family E-129.9 (a) 2962 6628 8825 11309 13354 17952 |
| | Caribbean Family A- 130.7 (a) 2287 5550 6577 8846 8918 11396 |
| | 13297 17907 |

Remarks - (a) Local and extended range.

PRINS CHRISTIAN SUND GNLD

A/G: 127.9 134.95 To be used for comm with the following ACC's dur periods of poor propagation cond: Gander, Goose, Reykjavik & Sondrestrom. Remote from Gander call "Gander Radio". Opr by Gander Rdo serving ACC Gander.

SAN FRANCISCO CA

A/G: For aircraft using the Polar Routes, ARINC has a remote LDOCF voice site at Barrow, Alaska, controlled from ARINC SFO Communications Centre. Although primarily for company type communications, ATC communications can be passed to and from Anchorage Centre under unusual or emergency situations. Site is available for Phone Patches and Radio Operator delivered message traffic. Barrow LDOCF frequencies are: 3494 6640 11342 13348 17925 21964.

SUKKERTOPPEN GNLD

A/G: 118.1 5526 opr by Godthab rdo

THULE AIR BASE GNLD

USAF HF/SSB Global Station

A/G: Voice callsign Thule

SSB: H24 Apr-Sep 8992 11175 13200 15016 (H24 oct-mar 4724 6739 8992 11175)

UHF: 243.0

VHF: 121.5

Remarks - CONUS DSN 259-9000 or 730-1530. Worldwide phone patch capable. Direct ATC Hotline to Reykjavik OAC and Edmonton ARTCC. Svc avbl: 1. HD/DF Assist. 2. Worldwide phone patch. 3. Discrete freq svc. 4. PMSV svc via phone patch.

**NORTH ATLANTIC AND ALASKA AIR/GROUND COMMUNICATION
FREQUENCIES (Cont'd)****UPERNAVIK GNLD**

A/G: 121.3 4745.5 opr 11-19Z closed 15-17Z Nov 1-Mar 31. for internal flights only.

SAMPLE

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F2 EMERGENCY

TRANSPONDER OPERATION

A transponder may, at any time, be adjusted to reply to

- (a) Code 7600, to indicate a communication failure;
- (b) Code 7700, to indicate an in-flight emergency; or
- (c) Code 7500, to indicate hijacking of the aircraft. (see unlawful interference)

UNLAWFUL INTERFERENCE (HIJACK)

Selection of the code activates an alarm system and points out the aircraft on radar displays. If the controller doubts that an aircraft is being hijacked (as could occur when a code change was requested and the hijack code appears rather than the assigned code), the controller will say, CONFIRM SQUAWK SEVEN FIVE ZERO ZERO. If the pilot answers yes, the controller will alert the ATC system. If the pilot replies no, the controller will re-assign the proper code. If the pilot does not reply, the controller will take this as confirmation that the use of Code 7500 is intentional. If after using Code 7500 an aircraft changes to Code 7700, or transmits a message including the phrase TRANSPONDER SEVEN SEVEN ZERO ZERO, it indicates that the aircraft is threatened by grave and imminent danger and requires immediate assistance.

TRAFFIC CONTROL LIGHT SIGNALS

Pilots without radio equipment should observe the tower for light signals. Acknowledge signals in the daytime by movement of ailerons or rudder on the ground and by rocking wings in the air. Acknowledge signals at night by flashing aircraft lights.

Color and Type

| of Signal | On the Ground | In Flight |
|--|--|--|
| STEADY GREEN | Clear for take-off | Cleared to land |
| FLASHING GREEN | Cleared to Taxi | Return to landing (to be followed by steady green at proper time) |
| STEADY RED | Stop | Give way to other aircraft and continue circling |
| FLASHING RED | Taxi clear of landing area (runway) in use | Airport unsafe-do not land |
| FLASHING WHITE | Return to starting point on airport | |
| RED PYROTECHNICAL LIGHT | | Notwithstanding any previous instructions. Do not land for the time being. |
| Projectiles at 10 sec intervals which burst into red and green lights or stars | | Means: "You are in the vicinity of a prohibited, danger or restricted area, alter course". |

FUEL DUMPING**GENERAL**

Whenever it is necessary to jettison fuel, the pilot should immediately notify ATC and provide information such as the course to be flown, the period of time and weather conditions. ATC may suggest an alternate area where fuel should be dumped; aircraft will be encouraged to dump fuel on a constant heading over unpopulated areas and clear of heavy traffic. When necessary information has been obtained, ATC will broadcast on appropriate frequencies a "fuel dumping advisory". Pilots should advise ATC immediately when fuel dumping has been completed. Environmental regulatory authorities must be notified of fuel jettisoning events.

MIL: Reporting shall be in accordance with 1 CAD HQ Uniform Spill Reporting Protocol. For detailed description of Aircraft Fuel Jettisoning, see B-GA-100-001/AA-000, Book 1 - Flight Rules, Chapter 6.

MINIMIZING FUEL JETTISONING

No person shall jettison fuel from an aircraft in flight unless all appropriate measures are taken to minimize the danger to human life and the environment. Fuel jettisoning shall only take place when necessary to ensure aviation safety insofar as:

- (a) It is necessary to do so to achieve safe flying or landing conditions; or
- (b) It is necessary to verify aircraft serviceability by conducting maintenance flight tests.

MINIMIZING THE IMPACT OF FUEL JETTISONING

Surface level impacts from fuel jettisoning are primarily dependent on the amount and type of fuel jettisoned, the altitude at which the jettisoning occurs, the location of jettisoning and the climatic conditions. In all cases, fuel jettisoning shall:

- (a) Be limited to the minimum amount necessary to ensure safe flight and landing conditions or to verify aircraft serviceability;
- (b) Unless emergency conditions dictate otherwise, be conducted at an altitude that will reduce to a minimum the amount of fuel reaching the ground. In non emergency conditions, 5000 feet AGL shall be used as a minimum altitude; and
- (c) Unless emergency conditions dictate otherwise, be conducted in designated areas.

SEARCH AND RESCUE

REQUEST FOR SEARCH AND RESCUE SERVICES

As soon as information is received that an aircraft is overdue, operators or owners should immediately alert the nearest JRCC or any ATS unit, giving all known details. The alerting call should not be delayed until after a small-scale private search. Such a delay could deprive those in need of urgent assistance at a time when it is most needed.

VICTORIA

(serving British Columbia and the Yukon)
Joint Rescue Coordination Centre Victoria
Tel.: 1-800-567-5111 (within region)
250-413-8933
#SAR or #727 (toll-free cellular)

TRENTON

(serving Alberta, Manitoba, Northwest Territories, western Nunavut, Ontario, western Quebec, Saskatchewan)
Joint Rescue Coordination Centre Trenton
Tel.: 1-800-267-7270 (within Canada)
613-965-3870

HALIFAX

(serving New Brunswick, Newfoundland and Labrador, Nova Scotia, eastern Nunavut, Prince Edward Island, eastern Quebec)
Joint Rescue Coordination Centre Halifax
Tel.: 1-800-565-1582 (within region)
902-427-8200

All JRCCs will accept collect telephone calls dealing with missing or overdue aircraft.

RECOMMENDED PROCEDURES TO ASSIST IN SEARCH

The flight plan and flight itinerary are the primary sources of information for SAR operations. Therefore, proper flight planning procedures must be followed and the filed routes adhered to in order to ensure early detection and rescue. It is therefore critical to the safety of the pilots to advise ATS of any en route change or deviation as soon as practicable.

Refer to TC AIM RAC for details relating to filing and closing various plans or itineraries.

F4 EMERGENCY

SEARCH AND RESCUE (Cont'd)

IF YOU CRASH LAND

EMERGENCY LOCATOR TRANSMITTER (ELT):

ELTs are required for most general aviation aircraft (see CAR 605.38). They operate on a primary frequency of 121.5 MHz, 243 MHz, or 406 MHz, and help search crews locate downed aircraft and rescue survivors.

When activated, ELTs emit a signal that is detected by the international satellite system for search and rescue, COSPAS-SARSAT. Position information is calculated and relayed to the appropriate JRC/C for action. The 121.5 MHz signal common to all ELTs also produces a distinctive siren-like tone that can be heard on a radio receiver tuned to this frequency. This signal helps incoming SAR responders pinpoint an aircraft's position. During routine operations, hearing a 121.5 MHz signal also alerts pilots to the inadvertent activation of their ELT. The frequency should therefore be monitored briefly after each flight.

Properly maintained ELTs with serviceable batteries should provide continuous operation for a minimum of 24 hr at a wide range of temperatures. Batteries that remain in service beyond their recommended life may not provide sufficient power to produce a usable signal. ELTs that contain outdated batteries are not considered to be serviceable.

All ELTs currently operating on 406, 121.5 and/or 243 MHz can be detected by COSPAS-SARSAT satellites. However, it is vital to note that effective February 1, 2009, COSPAS-SARSAT satellites will only detect 406 MHz ELT signals. After that date, a 406 MHz ELT will be required to ensure the COSPAS-SARSAT system is automatically notified in the event of an aircraft crash.

When to Activate (Emergency conditions):

The ELTs in general aviation aircraft contain a crash activation sensor, or G-switch, which is designed to detect the deceleration characteristics of a crash and automatically activate the transmitter. However, it is always safest to place the ELT function switch to "ON" as soon as possible after the crash, if practicable.

COSPAS-SARSAT satellites continually overfly Canada and will detect ELT signals within 90 min. In the case of aircraft equipped with a 406 MHz ELT, geostationary satellites (GEO) will detect the ELT within minutes, alerting the SAR system that there is an emergency, even while the final position is calculated.

Some military and commercial aircraft also monitor 121.5 MHz or 243 MHz and will notify ATS or SAR agencies of any ELT transmissions they hear.

In case of emergency, do not delay ELT activation until flight-planned times expire, as such delays will only delay rescue. Do not cycle the ELT through "OFF" and "ON" positions to preserve battery life, as irregular operation reduces localization accuracy and will hamper homing efforts. Once your ELT has been switched to "ON", do not switch it "OFF" until you have been positively located and directed to turn it off by the SAR forces.

If you have landed to wait out bad weather, or for some other non-emergency reason, and no emergency exists, do not activate your ELT. However, if the delay will extend beyond:

- (a) flight plan-1 hr past ETA; or
- (b) flight itinerary-the SAR time specified, or 24 hr after the duration of the flight, or the ETA specified;

your aircraft will be reported overdue, and a search will begin.

To avoid an unnecessary search, notify the nearest ATS unit of your changed flight plan or itinerary. If you cannot contact an ATS unit, attempt to contact another aircraft on one of the following frequencies in order to have that aircraft relay the information to ATS:

- (a) 126.7 MHz;
- (b) local VFR common frequency;
- (c) local ACC IFR frequency listed in the CFS;
- (d) 121.5 MHz; or
- (e) HF 5680 kHz, if so equipped.

If you cannot contact anyone, a search will begin at the times mentioned above. At the appropriate time, switch your ELT to "ON", and leave it on until search crews locate you. Once located, use your aircraft radio on 121.5 MHz (turn ELT off if there is interference) to advise the SAR crew of your condition and intentions. ELTs and the COSPAS-SARSAT system work together to speed rescue. The ELT "calls for help." COSPAS-SARSAT hears that call, and promptly notifies SAR authorities, who then dispatch help. Delays in activating your ELT will delay your rescue.

SEARCH AND RESCUE (Cont'd)

Maximizing Your Emergency Signal:

If the ELT is a portable model with its own auxiliary antenna, and can be safely removed from the aircraft, it should be placed as high as possible on a level surface to reduce obstructions between it and the horizon. Raising an ELT from ground level to 2.44 m (8 ft) may increase the range by 20 to 40 percent. The antenna should be vertical to ensure optimum radiation of the signal. Placing the transmitter on a piece of metal, or even the wing of the aircraft, if it is level, will provide the reflectivity to extend transmission range. Holding the transmitter close to the body in cold weather will not significantly increase battery power output. As the body will absorb most of the signal energy, such action could reduce the effective range of the transmission.

If the ELT is permanently mounted in the aircraft, ensure that it has not been damaged and is still connected to the antenna. If it is safe to do so (i.e. no spilled fuel or fuel vapours), confirm the ELT's operation by selecting 121.5 MHz on the aircraft radio and listening for the audible siren-like tone.

Reminder: The search will be conducted to locate the aircraft. If the aircraft lands in an uninhabited area, stay with the aircraft and the ELT. The aircraft is easier to see than people are. If possible, have smoke, flares or signal fires ready to attract the attention of search crews who are homing to the ELT. Smoke, flares and signal fires should be sited with due regard for any spilled fuel resulting from the crash.

AIRCRAFT RADIOS

If your radio is serviceable, you can use it to send a distress message. Aircraft battery life will be limited so you will have to decide when to transmit. The choice will be between saving the radio until after your ELT has run down as compared to transmitting a MAYDAY regularly in expectation of a ground station or passing aircraft hearing the signal. Be prepared to transmit your MAYDAY blind, i.e. don't expect a reply. Also, if you know your position or approximate position, include it in the MAYDAY.

The frequency 121.5 MHz (VHF) and 243 MHz (UHF) are international voice distress frequencies, with 121.5 MHz monitored by many high-flying aircraft. If it is on, your ELT may interfere with a voice transmission on this frequency. Choose instead a working frequency that ground stations or passing aircraft are likely to monitor. In Canada, VFR aircraft are advised to monitor 126.7 MHz when operating en-route in uncontrolled airspace.

If you have an HF radio, it might be more effective than VHF or UHF. The HF's range of several thousand miles is much greater than the line-of-sight capability of VHF and UHF, and for this reason, is particularly useful in uninhabited and off-airways areas. The recommended HF frequency is 5680 KHz, a long-range communications channel monitored by many flight information centres for remote areas of Canada. The recommended time for voice distress signals is 15 and 45 minutes after each hour for 3 minutes' duration. Canada maintains two networks of direction-finding stations that can pinpoint the source of HF transmissions made anywhere in the country.

GROUND-TO-AIR SIGNALS

Even if no ELT or distress signal has been received, a visual search will commence at the time indicated in the flight plan or flight itinerary. The search in Canada will typically extend up to 15 NM on either side of the flight-planned route, starting from the aircraft's last known position and concluding just beyond its destination. In mountainous regions, the search area will be defined to best suit the terrain and route of flight.

Some searches may last at least 24 hr before rescue is accomplished. Make the accident site as conspicuous as possible. Searchers will be looking for anything out of the ordinary, and their eyes will be drawn to any unnatural feature on the ground. The aircraft has the best chance of being spotted if large portions of its wings and tail are painted in vivid colours. Keep the aircraft cleared of snow.

As soon as possible after landing, and with due concern for spilled fuel or vapours, build a campfire. Collect a large pile of green material (e.g. tree boughs, fresh leaves, grasses) to quickly place on the fire should an aircraft be seen or heard. Three signal fires forming a triangle is the standard distress signal, but even one large smoky fire should attract the attention of searchers.

One of the best high-visibility items now available on the market is a cloth panel of brilliant fluorescent colour, often referred to as a "conspicuity panel." It is staked to the ground during the day and used as a highly effective ground signal. It can also be used as a lean-to shelter and can supply some warmth as a blanket. Other means of attracting attention are reflecting sunlight using signal mirrors or shiny pieces of metal during daylight; or using flashlights, headlamps, strobes, or even camera flashes during hours of darkness.

F6 EMERGENCY

SEARCH AND RESCUE (Cont'd)

The following symbols are to be used to communicate with aircraft when an emergency exists.
Symbols 1 to 5 are internationally accepted; 6 to 9 are for use in Canada only

| TABLE 1 | | |
|---------|------------------------------|-------------|
| NO. | MESSAGE | CODE SYMBOL |
| 1 | Require assistance | V |
| 2 | Require medical assistance | X |
| 3 | No or negative | N |
| 4 | Yes or affirmative | Y |
| 5 | Proceeding in this direction | ↑ |

| TABLE 2 | | |
|---------|------------------------|-------------|
| NO. | MESSAGE | CODE SYMBOL |
| 6 | All is well | LL |
| 7 | Require food and water | F |
| 8 | Require fuel and oil | L |
| 9 | Need repairs | W |

NOTE:

- Use strips of fabric or parachutes, pieces of wood, stones or any other available material to make the symbols.
- Endeavour to provide as big a colour contrast as possible between the material used for the symbols and the background against which the symbols are exposed.
- Symbols should be at least 8 ft. in height or larger, if possible. Care should be taken to lay out symbols exactly as depicted to avoid confusion with other symbols.
- A space of 10 feet should separate the elements of symbol 6.

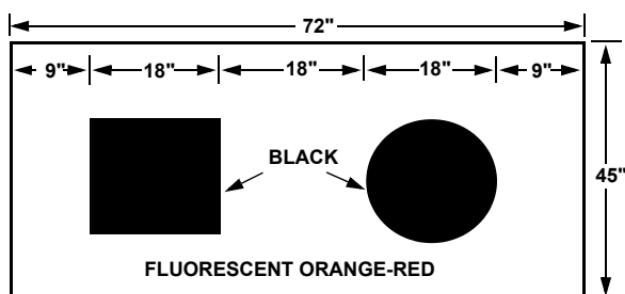
PROCEDURES WHEN SPOTTING SOMEONE IN DISTRESS

When a pilot observes an aircraft or surface craft in distress, he shall, if possible:

- (a) keep the craft in sight until such time as his presence is no longer necessary;
- (b) If his position is not known, attempt to establish it;
- (c) report to the Rescue Co-ordination Centre or Air Traffic Control Unit the following information:
 - time of observation
 - position of craft
 - general description of scene
 - apparent physical condition of persons.

SMALL CRAFT DISTRESS SIGNALS

Small craft may display distress or urgency signals as shown below



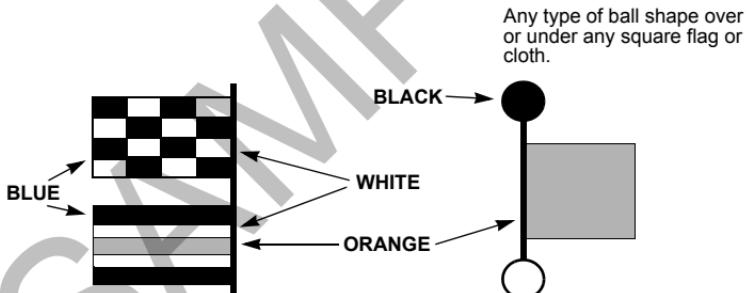
SEARCH AND RESCUE (Cont'd)**DIRECTIONS TO SHIPS:**

Signals used by aircraft engaged in search and rescue operations to direct ships towards an aircraft, ship or person in distress.

- (a) CIRCLE the vessel at least once.
- (b) CROSS the vessel's projected course close AHEAD at low altitude while ROCKING the wings (see note).
- (c) HEAD in the direction in which vessel is to be directed.
- (d) When assistance of the vessel is no longer required, CROSS the vessel's wake close ASTERN at low altitude while ROCKING the wings (see note).

NOTE: Opening and closing the throttle or changing the propeller pitch may also be practiced as an alternative means of attracting attention to that of rocking wings. However, this form of sound signal may be less effective than the visual signal of rocking the wings owing to high noise level on board the vessel.

WATER CRAFT will normally change direction if able to comply. If unable to comply, it will hoist International flag "N" or give other visual signals. Crossing the stern of the boat at low altitude, opening and closing the throttle or changing the propeller pitch will indicate that the assistance of the boat is no longer required.



INTERNATIONAL FLAG "N" over "C"

AVOIDANCE OF SEARCH AND RESCUE AREAS

It has been reported that pilots of private and commercial aircraft, not under the control of the Canadian Forces during air searches, are seriously interfering with and jeopardizing the safety of aircraft engaged in search operations.

Such interference is occasioned by pilots flying unnecessarily through the search area, whose bounds have been established at the commencement of the search by a NOTAM, at heights below 2,000 feet above ground level.

In the interest of safety, and efficient search and rescue operations, pilots of aircraft not engaged in this activity are to avoid airspace in the area specified by NOTAM whenever possible. Extreme caution should be exercised whenever it is necessary to enter this airspace.

F8 EMERGENCY**EMERGENCY RADAR ASSISTANCE**

- Emergency radar assistance is available on a 24 hour basis to identified aircraft within the limits of any Air Defense Identification Zone. The military radar system can at the discretion of the operator, provide the following services to aircraft; track, ground speed checks, position and bearing to the nearest airport or other designated points. Canadian military assistance provides bearing in degrees true. The radar assistance provided is advisory only and does not absolve the aircraft commander of the responsibility for safe navigation of the aircraft and compliance with air traffic control clearance or other required procedures.
- Contact the Sector Air Operations Centre (SAOC) on frequencies 121.5 and 243.0. In the Domestic ADIZ, 364.2 is also available. Example: "Radar Assistance," aircraft call sign. Subsequent calls should address the specific ROCC answering the initial call.

EMERGENCY SURVEILLANCE RADAR APPROACHES:

Surveillance radar approaches will be provided by ATC, if:

- ATC radar coverage is adequate,
- no alternative method of approach is available, and
- the pilot declares an emergency and requests a radar approach.

NOTE: NAV CANADA radars are not flight-checked or commissioned for surveillance approaches, nor are NAV CANADA controllers specifically trained to conduct them.

EMERGENCY COMMUNICATIONS PROCEDURES**DEGREES OF EMERGENCY:**

| Type | Radio | R/T Signal | C/W Signal Usage |
|----------|---------|------------|--|
| DISTRESS | MAYDAY | SOS | When you are threatened by serious and imminent danger and require immediate assistance, (ditching, crash landing, bailout, etc.). To give distress message for others unable to transmit. To relay a distress message. A distress message has priority over all other messages. |
| URGENCY | PAN PAN | XXX | When your situation requires urgent action, but is not actual distress (lost, fuel shortage, etc.). To report concerning the safety of an aircraft, ship or other vehicle or of some person on board or within sight. An urgency message has priority over all other messages except distress. |

COMMUNICATION PROCEDURES:

- Switch on all automatic emergency equipment.
- Transmit appropriate distress call on A/G freq in use or on 121.5 followed by the distress message.

NOTE: 121.5 MHz may also be used to establish communications when the aircraft is not equipped with the published frequencies or when equipment failure precludes the use of normal channel.

Aircraft equipped with satellite voice communication equipment may call the appropriate Air Traffic Services Unit using the following short codes or public switched telephone network (PSTN) numbers:

| Location | Short Code | PSTN Number |
|---------------------|------------|----------------|
| Gander Oceanic FIR | 431603 | 1-709-651-5260 |
| Gander Domestic FIR | 431602 | 1-709-651-5297 |
| Gander Radio | 431613 | 1-709-651-5328 |
| Moncton FIR | 431604 | 1-506-867-8745 |
| Montréal FIR | 431605 | 1-514-633-3606 |
| Toronto FIR | 431606 | 1-905-405-8684 |
| Winnipeg FIR | 431608 | 1-204-837-9481 |
| Edmonton FIR | 431601 | 1-780-890-2775 |
| Vancouver FIR | 431607 | 1-604-507-7875 |

EMERGENCY COMMUNICATIONS PROCEDURES (Cont'd)**MESSAGE FORM:**

1. (a) VOICE - MAYDAY, MAYDAY, MAYDAY, THIS IS, aircraft call sign (3 times).
(b) CW - SOS, SOS, SOS, aircraft call sign (3 times).
2. TYPE OF AIRCRAFT.
3. POSITION OR ESTIMATED POSITION (state which) and TIME (when geographic coordinates are used, express latitude and longitude in "degrees and minutes".)
4. HEADING (state true or magnetic) AND INDICATED AIRSPEED.
5. ALTITUDE or FLIGHT LEVEL.
6. NATURE OF EMERGENCY.
7. PILOT'S INTENTIONS (bail out, ditching, crash landing, etc.).

CANCELLATION:

When the aircraft is no longer in distress, transmit a message cancelling the state of distress on the same frequency if possible, as was used for the distress call.

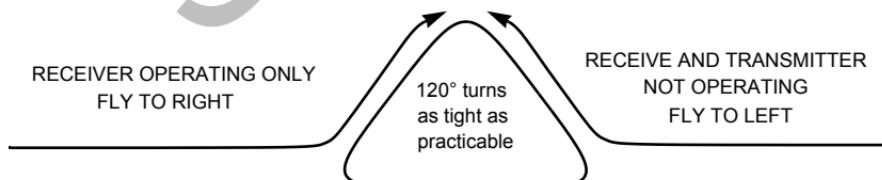
IFF/SIF/TRANSPONDER OPERATION

Emergency IFF Control Box - Select Emergency
SIF and Transponder - Mode A/3 Code 7700

Communication Failure Mode A/3 Code 7600

RADAR ALERTING MANOEUVRES:

1. When lost or in distress and unable to make radio contact, attempt to alert all available radar systems as follows:
 - (a) activate IFF/SIF to EMERGENCY;
 - (b) guard emergency frequencies;
 - (c) fly two triangular patterns as depicted, resume course, repeat at 5 minute intervals.



**TAS 300 Kts or less - fly TWO minute legs
TAS more than 300 Kts - fly ONE minute legs**

2. If distressed aircraft is flying at night or in limited visibility, landing lights, navigation lights should be turned on to assist the interceptor.
3. If radar contact is established, a rescue aircraft will be dispatched for intercept.
4. Upon successful interception the interceptor and the distressed aircraft should attempt radio contact. If this is not possible, the following visual signals should be used.

NOTE: If flying at a low altitude an attempt should be made to climb, as the greater the altitude of the aircraft, the better chances of its being detected.

NOTE: For more detailed information on radar coverage see TC AIM SAR.

F10 EMERGENCY

TWO WAY COMMUNICATIONS FAILURE

It is impossible to provide regulations and procedures applicable to all possible situations associated with two-way communications failure. During a communications failure when confronted by a situation not covered in the regulations, pilots are expected to exercise good judgement in whatever action they elect to take. The following procedures are the standard communications failure procedures. However, they may be superseded by specific procedures which take precedence. For example, some missed approach and SID procedures may have specific published communications failure procedures.

GENERAL: Unless otherwise authorized by ATC, the pilot-in-command of an aircraft that experiences a two-way communications failure when operating in or cleared to enter controlled airspace under IFR, or is operating in or cleared to enter Class B or C airspace under VFR shall:

1. if transponder equipped-select the transponder to reply to Mode A/3 code 7600 interrogations;
2. maintain a listening watch on appropriate frequencies for control messages or further clearances; acknowledge receipt of any such messages by any means available, including selective use of the normal/standby functions of transponders; and
3. attempt to contact any ATC facility or another aircraft and inform them of the difficulty and request they relay information to the ATC control facility with whom communications are intended.
4. NAV CANADA publishes the phone numbers of area control centres, control towers, flight information centres and flight service stations in the Canada Flight Supplement. In the event of an in-flight radio communications failure, and only after normal communications failure procedures have been followed (see TC AIM RAC), the pilot in command may attempt to contact the appropriate NAV CANADA air traffic services unit by means of a cellular telephone.

IFR FLIGHT PLAN

1. **Visual Meteorological Conditions:** If the failure occurs in visual meteorological conditions, or if visual meteorological conditions are encountered after the failure, the pilot-in-command shall continue the flight under VFR and land as soon as practicable.

NOTE: This procedure applies in any class of airspace. The primary purpose is to preclude extended IFR operation in controlled airspace in visual meteorological conditions. However, it is not intended that the requirement to "land as soon as 'practicable'" be construed to mean "land as soon as 'possible'". The pilot retains the prerogative of exercising his/her best judgement and is not required to land at an unauthorized airport, at an airport unsuitable for the type of aircraft flown, or to land only minutes short of destination.

2. **Instrument Meteorological Conditions:** If the failure occurs in instrument meteorological conditions, or if the flight cannot be continued under visual meteorological conditions, the pilot-in-command shall continue the flight according to the following:

(a) **Route**

- (i) by the route assigned in the last ATC clearance received and acknowledged; or
- (ii) if being radar vectored, by the direct route from the point of communications failure to the fix, route, or airway specified in the vector clearance; or
- (iii) in the absence of an assigned route, by the route that ATC has advised may be expected in a further clearance; or
- (iv) in the absence of an assigned route or a route that ATC has advised may be expected in a further clearance, by the route filed in the flight plan.

(b) **Altitude**

At the HIGHEST of the following altitude or flight levels for the ROUTE SEGMENT BEING FLOWN:

- (i) the altitude(s) or flight level(s) assigned in the last ATC clearance received, and acknowledged; or
- (ii) STAR charted altitude(s) or flight level(s); or
- (iii) the minimum IFR altitude (see TC AIM, RAC for definition); or
- (iv) the altitude or flight level ATC has advised may be expected in a further clearance. (The pilot shall commence climb to this altitude/FL at the time or point specified by ATC to expect further clearance/altitude change.)

TWO WAY COMMUNICATIONS FAILURE (Cont'd)

Note 1: The intent of the above is that an aircraft which has experienced communications failure will, during any segment of a flight, be flown at an altitude that provides the required obstacle clearance.

Note 2: If the failure occurs while being vectored at a radar vectoring altitude which is lower than a published IFR altitude, then the pilot shall immediately climb to and maintain the appropriate minimum IFR altitude until arrival at the fix, route or airway specified in the clearance.

(c) Descent for Approach

(i) Route includes a STAR procedure

1. Maintain the appropriate altitude described in paragraph b. "Altitude"; and
2. Follow the transition for the arrival runway:
 - ATC has advised may be expected; or
 - Advertised on the ATIS;

Conventional STAR

Follow the lateral path of the procedure up to where radar vectors are depicted to commence; then execute a straight-in approach.

Closed PBN STAR

Follow the lateral path of the procedure and execute a straight-in approach.

Open PBN STAR

| | |
|-------------------------------|--|
| With DTW & FACF | <ol style="list-style-type: none">1. Follow the lateral path of the procedure up to the DTW; then2. Proceed direct the FACF and execute a straight-in approach; <p style="text-align: center;">or</p> <ol style="list-style-type: none">1. Follow the lateral path of the procedure up to where radar vectors are depicted to commence; then2. Execute a straight-in approach. |
| Without DTW & FACF | <ol style="list-style-type: none">1. Follow the lateral path of the procedure up to the waypoint interfacing with an RNAV (RNP) or RNAV (GNSS) or ILS approach; then2. Execute a straight-in approach; <p style="text-align: center;">or</p> <ol style="list-style-type: none">1. Follow the lateral path of the procedure up to where radar vectors are depicted to commence; then2. Execute a straight-in approach. |

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TWO WAY COMMUNICATIONS FAILURE (Cont'd)

- (ii) Route does not include a STAR procedure

Maintain enroute altitude to the navigation facility or the approach fix to be used for the instrument approach procedure selected and commence an appropriate descent procedure at whichever of the following times is the most recent:

1. the expected time of arrival (ETA as calculated from take-off time plus the filed or amended (with ATC) estimated time enroute);
2. the estimated time of arrival last notified to and acknowledged by ATC; or
3. the expected approach time (EAT) last received and acknowledged

If failure occurs after receiving and acknowledging a holding instruction, hold as directed and commence an instrument approach at the expected approach time or expected further clearance time, whichever has been issued.

NOTE: If the holding fix is not a fix from which an approach begins, leave the fix at the expected further clearance time if one has been received, or, if none has been received, upon arrival over the clearance limit, and proceed to a fix from which an approach begins. Commence descent and/or approach as close as possible to the estimated time of arrival as calculated from the filed estimated time enroute or as amended with ATC.

For flights to the United States, communication failure procedures are essentially the same, but it is the pilots responsibility to consult the appropriate American publications.

Some instrument procedures do not include a procedure turn but include a statement, "RADAR REQUIRED", as part of the procedure. The initial approach segment of these instrument procedures is being provided by ATC radar vectors. Without ATC radar vectoring, the instrument procedure may not have a published initial approach segment.

- (iii) the expected approach time (EAT) last received and acknowledged

If failure occurs after receiving and acknowledging a holding instruction, hold as directed and commence an instrument approach at the expected approach time or expected further clearance time, whichever has been issued.

Note 1: If the holding fix is not a fix from which an approach begins, leave the fix at the expected further clearance time if one has been received, or, if none has been received, upon arrival over the clearance limit, and proceed to a fix from which an approach begins. Commence descent and/or approach as close as possible to the estimated time of arrival as calculated from the filed estimated time enroute or as amended with ATC.

Note 2: If cleared for a conventional or RNAV STAR, maintain the appropriate altitude described in paragraph b. "Altitude" and proceed to the final approach fix via:

- (a) the published routing; or
- (b) the published routing to the segment where radar vectors are depicted to commence, then direct to the facility or fix serving the runway advertised on the ATIS or specified in the ATC clearance, for a straight-in approach, if able, or to conduct the full procedure if one is published.
- (c) for a closed RNAV STAR, by flying the arrival as published, including any vertical and/or speed requirements depicted in the procedure, and intercepting the final approach course for a *straight-in approach*; or
- (d) for an open RNAV STAR, by flying the arrival as published, including any vertical and/or speed requirements depicted in the procedure. The pilot is expected to delete the heading leg at the downwind termination waypoint (DTW), to initiate an auto-turn at the DTW to the final approach course fix (FACF) and to intercept the final approach course for a *straight-in approach*.

For flights to the United States, communication failure procedures are essentially the same, but it is the pilots responsibility to consult the appropriate American publications.

Some instrument procedures do not include a procedure turn but include a statement, "RADAR REQUIRED", as part of the procedure. The initial approach segment of these instrument procedures is being provided by ATC radar vectors. Without ATC radar vectoring, the instrument procedure may not have a published initial approach segment.

TWO WAY COMMUNICATIONS FAILURE (Cont'd)

Should an aircraft communication failure occur while being vectored on one of these approaches, separately or as part of a STAR, the pilot is expected to comply with the communication failure procedure by selecting the transponder to MODE A/3 CODE 7600 immediately. Pilots should always be aware of the traffic situation, (i.e., ATC may have indicated that your aircraft was number two for an approach to runway 06L), and under these circumstances continue the flight along the route that normally would have been expected under radar vectoring. In some cases, this may necessitate a pilot to "dead reckon" or "DR" a route to the final approach course. It is important to other aircraft and ATC for the communication failed aircraft to continue the flight along a route that would permit the aircraft to conduct a straight-in approach and landing without unexpected manoeuvring. Pilots are expected to exercise good judgment in these cases. Unexpected manoeuvres, such as turns away from the final approach course, may cause traffic disruptions and conflicts.

If the communication failure occurs while being vectored at a radar vectoring altitude which is lower than a published IFR altitude (i.e., Minimum Sector Altitude 25 NM), the pilot shall immediately climb to and maintain the appropriate minimum IFR altitude until arrival at a fix associated with the instrument procedure.

Modern technology has introduced new onboard communications capabilities, such as airborne telephone communications. Pilots who are confronted with an aircraft communications failure may, if circumstances permit, utilize this new onboard technology to establish communications with the appropriate ATC units. NAV CANADA publishes the phone numbers of ACCs, control towers, and FSS units in the *Canada Flight Supplement*.

NORTH ATLANTIC TRAFFIC

The following procedures are intended to provide general guidance for North Atlantic (NAT) aircraft experiencing a communications failure. These procedures are intended to complement and not supersede state procedures/regulations, as contained in the preceding section under "TWO WAY COMMUNICATIONS FAILURE" (pages F9 to F11). It is not possible to provide guidance for all situations associated with a communications failure.

1. General
 - (a) If so equipped, the pilot of an aircraft experiencing a two-way radio communications failure shall operate the secondary radar transponder on identity (Mode A) Code 7600 and Mode C.
 - (b) The pilot shall also attempt to contact any ATC facility and inform them of the difficulty and request they relay information to the ATC facility with whom communications are intended.
2. Communications Failure Prior To Entering NAT Oceanic Airspace
 - (a) If operating with a received and acknowledged oceanic clearance, the pilot shall enter oceanic airspace at the cleared oceanic entry point, level and speed, and proceed in accordance with the received and acknowledged oceanic clearance. Any level or speed changes required to comply with the oceanic clearance shall be completed within the vicinity of the oceanic entry point. The 'cleared oceanic flight level' is the flight level contained in the oceanic clearance.
 - (b) If operating without a received and acknowledged oceanic clearance, the pilot shall enter oceanic airspace at the first oceanic entry point, level and speed, as contained in the filed flight plan and proceed via the filed flight plan route to landfall. The first oceanic level and speed shall be maintained to landfall.
3. Communications Failure Prior to Exiting NAT Oceanic Airspace
 - (a) If cleared on flight plan route, the pilot shall proceed in accordance with the last received and acknowledged oceanic clearance to the last specified oceanic route point, normally landfall, then continue on the flight plan route. Maintain the last assigned oceanic level and speed to landfall. After passing the last specified oceanic route point, conform with the relevant State procedures/regulations.
 - (b) If cleared on other than flight plan route, the pilot shall proceed in accordance with the last received and acknowledged oceanic clearance, including level and speed, to the last specified oceanic route point, normally landfall. After passing this point, the pilot shall conform with the relevant State procedures and regulations, rejoining the filed flight plan route by proceeding, via published ATS routes where possible, to the next significant point ahead as contained in the filed flight plan.

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TWO WAY COMMUNICATIONS FAILURE (Cont'd)

- (c) Pilots of re-routed westbound aircraft exiting the NAT at FL290 and above must not program the FMS with the filed Oceanic Exit Point following the cleared Oceanic Exit Point. To re-establish on flight planned route, pilots must program the FMS with the next significant point on the original flight plan beyond the filed Oceanic Exit Point. For example if flight planned CUDDY HO but re-routed AVUTI, pilots must insert HO after AVUTI as opposed to CUDDY after AVUTI. Position reports that indicate AVUTI (OEP) CUDDY (OEP) require ATC intervention whereas AVUTI HO does not.

INFORMATION SIGNALS

Fuel Status. Make drinking motion with closed hand, thumb extended toward mouth. Report estimated flying time remaining at present cruise condition, by extending fingers, each finger to indicate ten minutes, a closed hand indicating one hour. (Example: clenched fist followed by three fingers will mean one hour and a half.)

| System | Preparatory Signal | Execution Signal |
|-----------------------------|--|------------------|
| (a) Airbrakes in or out | Biting motion with hand; fingers and thumb meeting and opening alternately. | Nod of head |
| (b) Flaps up or down | Hand flat - Fingers forward. Downward motion of hand from wrist to lower flaps - reverse motion to raise flaps. | Nod of head |
| (c) Landing gear up or down | To signal intent to extend or retract the undercarriage, hold a closed hand forward of your head and rotate it in a circular motion in the vertical plane. | Nod of head |

Note 1: Preparatory signals will be given at least twice.

Note 2: The execution signal is to be given when aircraft in formation are ready to activate the appropriate system.

Request Tower Permission to Land. Fly aircraft past the tower, if possible alongside the runway parallel to the landing direction at a height of 500 feet (150 metres) - with all available lights flashing, slowly rocking wings until the upwind end of the runway is reached. Climb and turn downwind checking for light or pyrotechnic signals from the tower or mobile control (if available). Exercise extreme caution to avoid other aircraft.

MILITARY VISUAL SIGNALS**DAY EMERGENCY:**

Attention will first be attracted by rocking the wings of the aircraft laterally.

Bailing Out. One or both clenched fists pulled downwards across the face to simulate pulling the ejection blind.

Desire to Land. Movement of the hand, flat, palm downwards, from above the head forward and downwards, finishing the movement in a simulated round-out. Alternatively, lower the landing gear.

Systems Failures. The HEFOE signals are to be used only when radio contact is not possible. The pilot will clench his fist and hold it to the top of the canopy. After this signal he will show the required number of fingers to indicate which system is malfunctioning.

- (a) Hydraulic - one finger;
- (b) Electrical - two fingers;
- (c) Fuel - three fingers;
- (d) Oxygen - four fingers;
- (e) Engine - five fingers;

The pilot receiving the signal will repeat it to show acknowledgment.

If either the one finger signal is received or the intercepting pilot is unable to understand the signal given, he is to assume that the aircraft in distress has one or more systems inoperative and is to proceed with extreme caution.

Radio Failure. Tap microphone or earphone and signal as appropriate.

THUMBS-UP or THUMBS-DOWN. The signals will indicate satisfaction or dissatisfaction.

MILITARY VISUAL SIGNALS (Cont'd)

NIGHT EMERGENCY:

Attention will first be attracted by switching on the landing light(s), or taxi light(s) or by other means of illumination. Because night signals will be difficult to understand only one night signal shall be used:

- (a) Repeated intermittent Flashes with a flashlight. This signal indicates that the aircraft is in distress and wishes to land as soon as possible. The intercepting aircraft should assume that the aircraft in distress has one or more inoperative systems and is to proceed with extreme caution.
- (b) Care should be taken not to dazzle the other pilot with the flashlight.

INTERCEPTION OF CIVIL AIRCRAFT

Interceptions are made only where the possibility is considered to exist that an unidentified aircraft may be truly hostile until definitely proven to the contrary. Intercepted aircraft should maintain a steady course and under no circumstances take retaliatory action such as shining a light on an interceptor or attempt evasive action. Retaliatory action on the part of an intercepted aircraft could be construed a hostile intent and might result in drastic consequences.

Practice interceptions are not carried out on civil aircraft

INTERCEPTION SIGNALS

The word "interception" in this context does not include intercept and escort service provided, on request, to an aircraft in distress, in accordance with the ICAO Search and Rescue Manual (Doc. 9731).

An aircraft which is intercepted by another aircraft shall immediately:

- (a) follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals (see following page);
- (b) notify, if possible, the appropriate air traffic services unit;
- (c) attempt to establish radio communication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency 121.5 MHz and repeating this call on the emergency frequency 243.0 MHz, if practicable giving the identify and position of the aircraft and the nature of the flight;
- (d) if equipped with transponder select Mode A Code 7700, unless otherwise instructed by the appropriate air traffic services unit.

If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual or radio signals, the intercepted aircraft shall request immediate clarification while continuing to comply with the instructions given by the intercepting aircraft.

F16 EMERGENCY

SIGNALS FOR USE IN THE EVENT OF INTERCEPTION

SIGNALS INITIATED BY INTERCEPTING AIRCRAFT AND RESPONSES
BY INTERCEPTED AIRCRAFT

| SERIES | INTERCEPTING AIRCRAFT SIGNALS | MEANING | INTERCEPTED AIRCRAFT RESPONDS | MEANING |
|--------|---|---|--|-----------------------------|
| 1 | <p>DAY-Rocking wings from a position in front and, normally, to the left of intercepted aircraft and, after acknowledgment, a slow level turn, normally to the left, on to the desired heading.</p> <p>Flares dispensed in immediate vicinity.</p> <p>NIGHT - Same and, in addition flashing navigational lights at irregular intervals.</p> <p>Flares dispensed in immediate vicinity.</p> <p>NOTE 1. Meteorological conditions or terrain may require the intercepting aircraft to take up a position in front and to the right of the intercepted aircraft and to make the subsequent turn to the right.</p> <p>NOTE 2. If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of race-track patterns and to rock its wings each time it passes the intercepted aircraft.</p> | You have been intercepted Follow me. | <p>AEROPLANES: DAY - Rocking wings and following.</p> <p>NIGHT - Same and, in addition flashing navigational lights at irregular intervals.</p> <p>HELICOPTERS: DAY or NIGHT - Rocking aircraft, flashing navigational lights at irregular intervals and following.</p> <p>NOTE - Additional action by intercepted aircraft is prescribed on preceding page in para "INTERCEPTION SIGNALS"</p> | Understood, will comply. |
| 2 | DAY or NIGHT - An abrupt breakaway manoeuvre from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft. | You may proceed. | <p>AEROPLANES: DAY or NIGHT - Rocking wings.</p> <p>HELICOPTERS: DAY or NIGHT - Rocking aircraft.</p> | Understood, will comply. |
| 3 | <p>DAY - Circling aerodrome, lowering landing gear and overflying runway in direction of landing or, if the intercepted aircraft is a helicopter, overflying the helicopter landing area.</p> <p>NIGHT - Same and, in addition, showing steady landing lights.</p> | Land at this aerodrome. | <p>AEROPLANES: DAY -Lowering landing gear, following the intercepting aircraft and, if after overflying the runway landing is considered safe, proceeding to land.</p> <p>NIGHT-Same and, in addition showing steady landing lights (if carried).</p> <p>HELICOPTERS: DAY or NIGHT - Following the intercepting aircraft and proceeding to land, showing a steady landing light (if carried).</p> | Understood, will comply. |

SIGNALS FOR USE IN THE EVENT OF INTERCEPTION

SIGNALS INITIATED BY INTERCEPTED AIRCRAFT AND RESPONSES
BY INTERCEPTING AIRCRAFT

| SERIES | INTERCEPTED AIRCRAFT SIGNALS | MEANING | INTERCEPTING AIRCRAFT RESPONDS | MEANING |
|--------|--|---|---|--|
| 4 | AEROPLANES: DAY - Raising landing gear while passing over landing runway at a height exceeding 300m (1000 ft) but not exceeding 600m (2000 ft) above the aerodrome level, and continuing to circle the aerodrome. NIGHT - Flashing landing lights while passing over landing runway at a height exceeding 300m (1000 ft) but not exceeding 600m (2000 ft) above the aerodrome level, and continuing to circle the aerodrome. If unable to flash landing lights, flash any other lights available. | Aerodrome you have designated is inadequate | DAY or NIGHT - If it is desired that the intercepted aircraft follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear and uses the Series 1 signals prescribed for intercepting aircraft. If it is decided to release the intercepted aircraft, the intercepting aircraft uses the Series 2 signals prescribed for intercepting aircraft. | Understood Follow me. Understood you may proceed. |
| 5 | AEROPLANES: DAY or NIGHT - Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights. | Cannot comply. | DAY or NIGHT - Use Series 2 signals prescribed for intercepting aircraft. | Understood. |
| 6 | AEROPLANES: DAY or NIGHT - Irregular flashing of all available lights. HELICOPTERS: DAY or NIGHT - Irregular flashing of all available lights. | In distress | DAY or NIGHT - Use Series 2 signals prescribed for intercepting aircraft. | Understood. |

F18 EMERGENCY**EMERGENCY SECURITY CONTROL OF AIR TRAFFIC (ESCAT) PLAN**

In Canadian airspace, the ESCAT Plan provides security control of civil and military air traffic to ensure effective use of airspace when an air defence emergency or any situation involving aerial activities that threatens national security or vital Canadian interests is declared by the appropriate authority. The Plan outline highlights responsibilities, procedures, and instructions for the security control of civil and military air traffic with respect to diversion, landing, grounding and dispersal. It was developed in coordination with the DND, Transport Canada, and NAV CANADA.

The Commander, Canadian NORAD Region (CANR), is responsible for testing and implementing the ESCAT Plan. When the ESCAT Plan is implemented or tested, the appropriate NAV CANADA ACCs (through ATS units), under the direction of the Canadian Forces Integrated Command Centre (CFICC), will take actions to broadcast instructions through civil and military ATS units as necessary.

Testing

To ensure effectiveness of communications during implementation of the ESCAT Plan, periodic tests may be conducted without any prior notice.

The test message will read as follows:

"ATTENTION-THIS IS AN ESCAT TEST. I SAY AGAIN, THIS IS AN ESCAT TEST."

As these tests are considered essential to national security, co-operation of all pilots and agencies is necessary.

Implementation

In an emergency situation, the appropriate NAV CANADA ACC (through their respective ATS units), under directions of the Commander, CANR, will broadcast the following message:

"ATTENTION ALL AIRCRAFT-AIR DEFENCE EMERGENCY-ALL AIRCRAFT WILL COMPLY WITH THE PROCEDURES FOR THE EMERGENCY SECURITY CONTROL OF AIR TRAFFIC. VFR TRAFFIC ON THIS FREQUENCY MUST LAND AT THE NEAREST SUITABLE AIRFIELD AND FILE AN IFR OR DVFR FLIGHT PLAN."

In accordance with CAR 602.146, the pilot-in-command of an aircraft that is notified by an ATS unit of the implementation of the ESCAT Plan shall

- (a) before take-off, obtain approval for the flight from the appropriate ATC unit or FSS;
- (b) comply with any instruction to land or to change course or altitude that is received from the appropriate ATC unit or FSS; and
- (c) provide the appropriate ATC unit or FSS with position reports
 - (i) when operating within controlled airspace, as required under CAR 602.125; and
 - (ii) when operating outside controlled airspace, at least every 30 min.

ESCAT PHASES

ESCAT may be executed in phases to facilitate a smooth transition from normal peacetime air traffic identification and control procedures to the more restrictive identification and control procedures that accompany the full implementation of ESCAT. When ESCAT has been implemented, the movement of civil and military aircraft is governed by the implementation of an ESCAT Air Traffic Priority List (EATPL) and/or a Security Control Authorization (SCA).

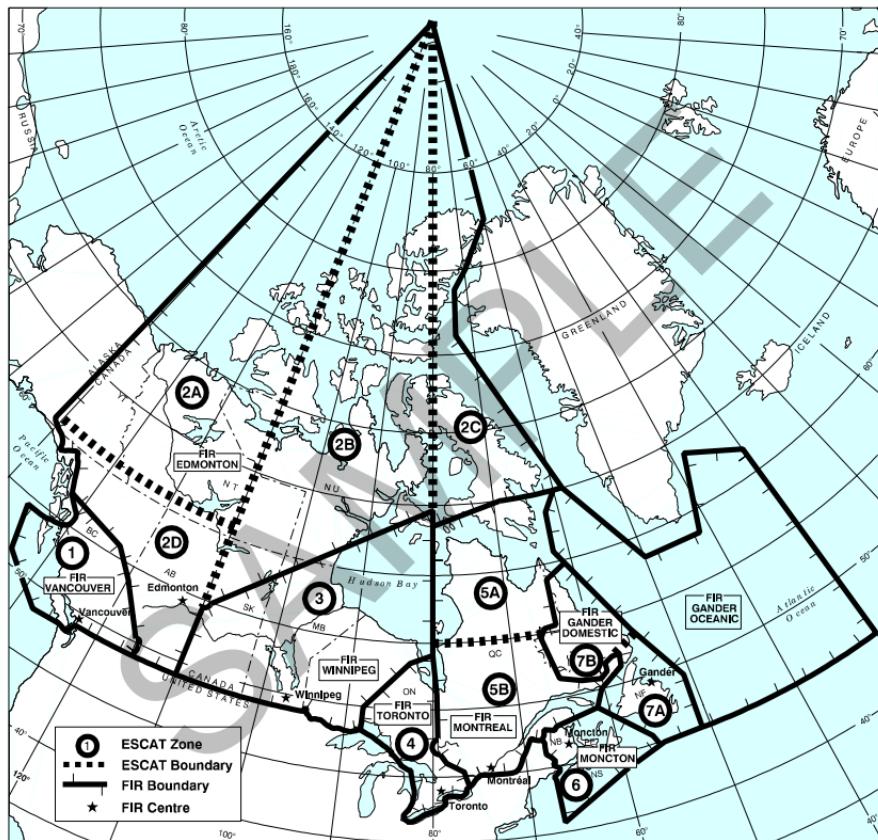
There are two phases in the implementation process.

1. *Phase One:* Requires all aircraft in designated areas to file IFR/DVFR flight plans in accordance with CAR 602.76(1) and (2), CAR 602.145, this Plan and the established procedures detailed in the GPH 205 Canada Flight Supplement.
2. *Phase Two:* The Commander CANR restricts aircraft movement within designated areas through implementation of the ESCAT Air Traffic Priority List (EATPL) and Security Control Authorization (SCA) process.

Note: EATPL and SCA approval request procedures will be promulgated by NOTAM.

ESCAT ZONES

For the purpose of implementing ESCAT, Canadian airspace has been divided into seven zones. These zones may be activated by one or more zones or portions of zones.



Note: Coordinates for ESCAT Zones are published in the Designated Airspace Handbook (TP1820)

Termination

The appropriate NAV CANADA ACC (through their respective ATS units), will broadcast the following message:

"ATTENTION ALL AIRCRAFT-EMERGENCY SECURITY CONTROL OF AIR TRAFFIC HAS BEEN TERMINATED. ROUTINE AIRSPACE PROCEDURES ARE NOW IN EFFECT."

For information about ESCAT, please contact Transport Canada Civil Aviation Contingency Operations (CACO) at 1-877-992-6853 or 613-992-6853 or NAV CANADA National Operations Centre: 613-563-5626 (Primary) & 613-563-5667 (Secondary).